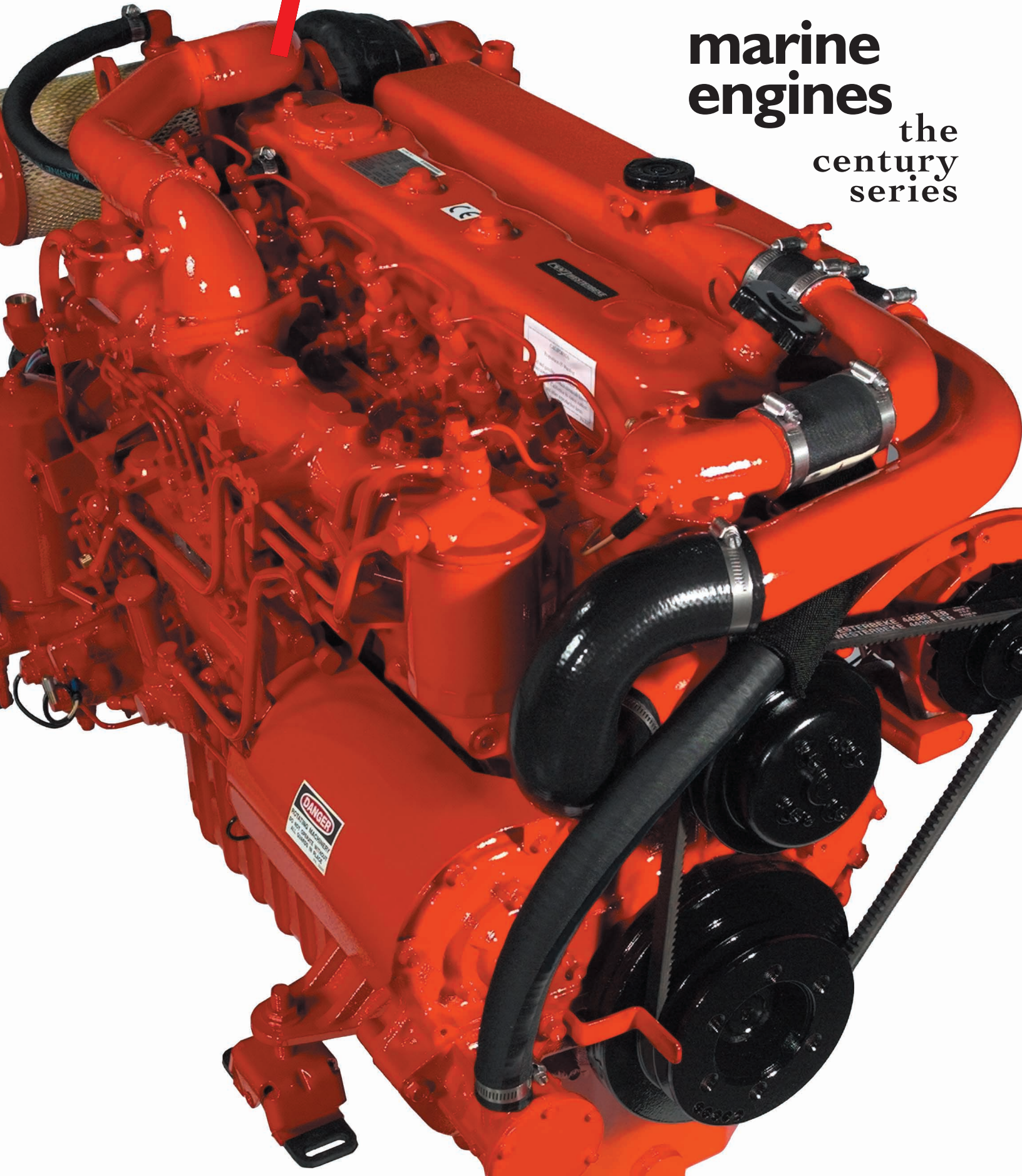


**WESTERBEKE™**

**marine  
engines**  
the  
century  
series





# The Century Series Advantage

**More Power, Less RPMs, Longer Life...**

These engines operate at a comfortable

**The Century Series is Westerbeke's answer to 2400 and 2500-rpm putting less stress on the the demand for low-stressed engines that have engine while providing optimum power. The a longer working life.**

**Century Series engines are rated 80, 110, 120 and 170 horsepower. All four are ideal replacements for older engines installed in displacement hulls such as trawler yachts, for use in large sailboats and in many commercial applications.**

## **Extremely Lightweight and Compact**

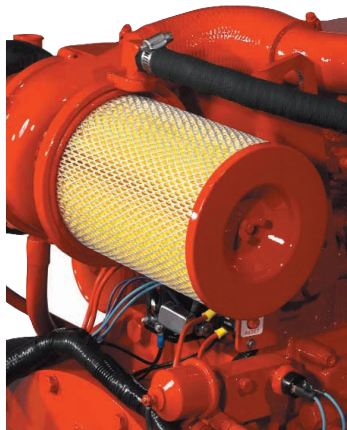
The Century Series engines have some of the smallest and lightest power packages of their type. Westerbeke 4 and 6 cylinder models are light, low in height and short in length. For trawler Captains who can't afford a "wet boat," these lightweight engines allow for more cargo. For example, the 110-T4 produces 110 horsepower but weighs only 987 pounds (448 kilos)!

## **Smooth and Quiet Operation**

The Century Series engines are equipped with four-point, fail-safe, vibration mounts that provide optimum vibration dampening. Also, an air intake with filter provides increased power while diminishing sound.

## **Engine**

Naturally aspirated and turbo charged 4.3 and 6.5 liter engines power the Century Series. Both the cylinder head and block are cast iron while the crankshaft is made of pressed forged high carbon steel, high frequency hardened, for additional strength. Replaceable chromium plated, dry cylinder liners contribute to an extended engine life. Glow plugs aid cold weather starting. An easily accessible oil drain hose assists with routine maintenance.



## **Alternator**

A standard 50 amp alternator provides battery charging power for your on board requirements.



## **Safety Devices**

All Century Series engines are equipped with low oil pressure and high coolant temperature alarms and are pre-wired for a plug-in connection to an Admiral instrument panel. Additional safety devices include fail-safe mounts and an oil bypass alarm.

## **Cupro-Nickel Heat Exchanger**

All Century Series engines are fresh water cooled with a standard cupro-nickel heat exchanger that mounts directly to the underside of the water-jacketed



exhaust manifold for more efficient cooling. This unique Westerbeke design and the use of cast aluminum piping minimizes the use of hose connections in the cooling system, providing added reliability and reduced maintenance.



## **Durable Anti-Corrosive Paint**

Westerbeke's new paint system now offers increased resistance to the harsh marine environment through the use of an iron phosphate pre-treatment, a non-chrome sealer and a special high gloss acrylic enamel. Westerbeke's system is not only durable but environmentally friendly. The paint and sealers meet state and federal clean air and water standards.

### **Gear-Driven Raw Water Pump**

A new gear-driven raw water pump, designed and manufactured by Westerbeke for optimum performance, is made of marine grade materials for the best possible corrosion protection.



### **Emission Standards & Regulations**

All Century Series engines meet current EPA standards and have the "CE" mark.

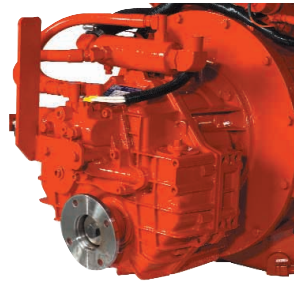
### **OPTIONAL ACCESSORIES**

#### **Engine Instrumentation Panel**

The remote engine instrumentation panel includes water temperature and oil pressure gauges, voltmeter and hourmeter as well as preheat and start/stop push buttons.

#### **Electrical Systems**

Twenty-four volt electrical systems and ungrounded electrical systems are available to supply a product customized to the owners' requirements.



#### **Dual Remote Panels**

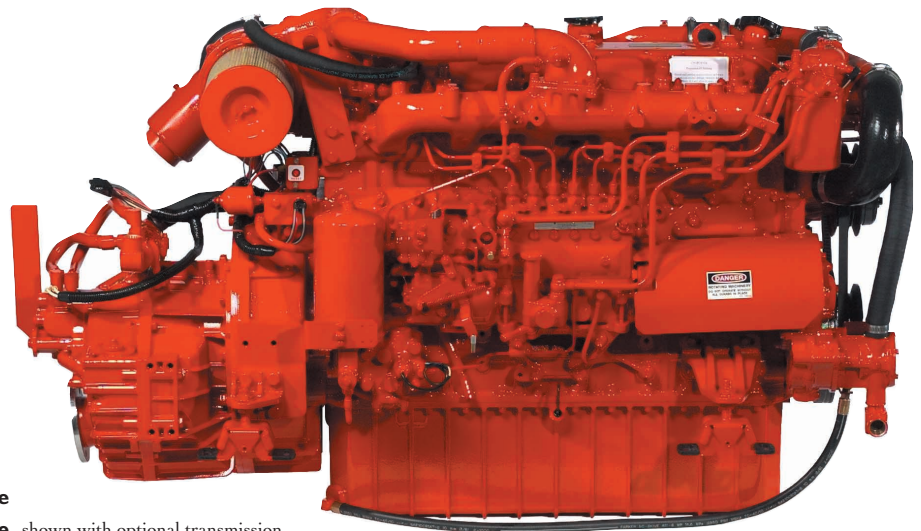
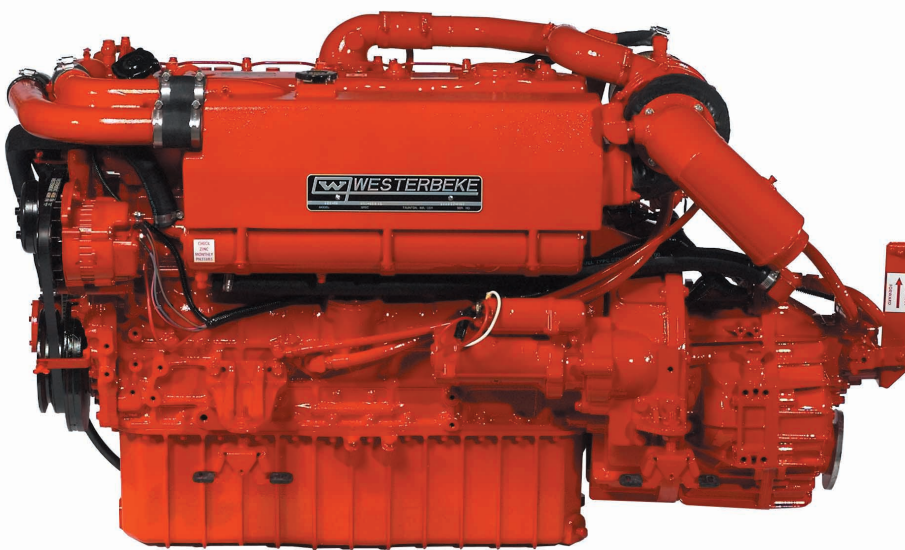
Secondary remote instrument panels are available with 15 foot plug-in harnesses. Harnesses are equipped with a special molded, plug-in connector for extended lengths.

#### **A Large Variety of Transmissions & Reduction Ratios**

Century Series propulsion engines are offered with many optional transmissions and reduction ratios to meet specific applications.

#### **Also Available**

Other options such as keel cooling, domestic hot water connections, spare parts kits, larger battery charging alternators, refrigeration compressor mounts, battery splitters, remote lube oil filters, fuel-water separators with filter, hydro-hush mufflers and anti-siphon valves with stainless loops are also offered.



above: engine left side  
below: engine right side shown with optional transmission

# engine design specifications

Engine Model	80-N4	110-T4	120-N6	170-T6
Cylinders	4		6	
Cycles	4			
Aspiration	Natural	Turbo	Natural	Turbo
Displacement – cu.in. (liters)	262 (4.3)		396 (6.5)	
Bore and stroke – in. (mm)	4.13 x 4.92 (105 x 125)			
Compression ratio	17:1			
Cylinder head/block	Cast iron, replaceable dry liners			
Crankshaft	Forged high carbon steel			
Fuel system	High pressure direct injection			
Fuel injection pump	Zexel, in-line, Bosch "A" type			
Fuel supply and return piping – in. (mm)	3/8 (9.53) I.D.			
Fuel filter	Full flow, spin-on, paper element			
Cooling system	Fresh water cooled with oversized shell and tube heat exchanger			
Cooling capacity – qts. (liters)	17 (16.1)		25 (23.7)	
Raw water connection – in. (mm)	1.25 (31.8) O.D.			
Raw water pump	Gear driven			
Exhaust manifold	Cast aluminum, fresh water cooled			
Exhaust elbow connection – in. (mm)	4.0 (101.6) O.D.			
Lubrication system	Full pressure feed			
Lube oil cooler	Fresh water cooled			
Lubricant capacity – qts. (liters)	14.5 (13.8)		22.0 (20.8)	
Oil fill	Top			
Lube oil filter	Full flow, spin-on, paper element			
Electrical system	12 volts DC, negative ground			
Starting motor	2.9 kW, 12 volt solenoid, actuated shift			
Battery charging alternator	50 amp, 12 volt			
Starting aid	12 volt sheathed glow plug			
Cold cranking amps	400 amps @ 25 degrees C			
Start	Remote			
Mounting centers - in. (mm)	22.5 (571.5)			
Maximum angle of operation	10 degrees continuous, 30 degrees intermittent			
Propeller shaft rotation	Right hand – optional transmissions listed below			
Following Weights & Dimensions are:	Bobtail			
Dry weight – lbs. (kgs.)	822 (374)	838 (381)	1026 (466)	1089 (495)
Engine dimensions – LxWxH in inches	39.96 x 25.23 x 32.04	39.10 x 28.26 x 32.04	49.66 x 25.23 x 32.54	48.72 x 28.01 x 32.54
Engine dimensions – LxWxH in millimeters	1015 x 641 x 814	993 x 718 x 814	1261 x 641 x 827	1237 x 711 x 827
Following Weights & Dims. Include Optional:	ZF45A Transmission		ZF63A Transmission	
Dry weight – lbs. (kgs.)	971 (440)	987 (448)	1175 (533)	1245 (565)
Engine dimensions – LxWxH in inches	47.20 x 25.23 x 32.04	47.20 x 28.26 x 32.04	56.40 x 25.23 x 32.54	57.50 x 28.01 x 32.54
Engine dimensions – LxWxH in millimeters	1199 x 641 x 814	1199 x 718 x 814	1433 x 641 x 827	1461 x 711 x 827

## Performance Data

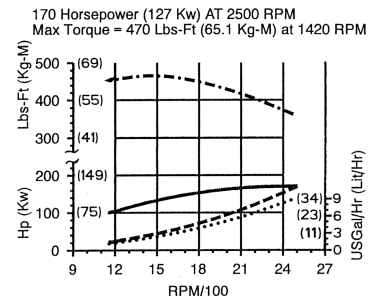
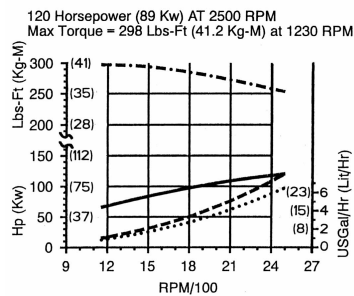
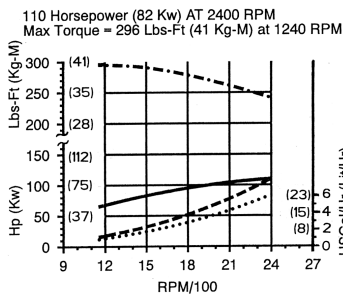
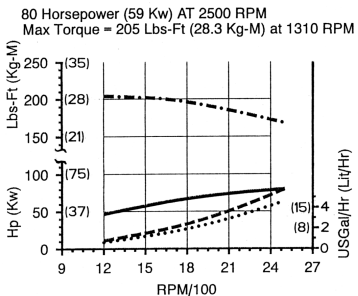
--•-- Max Engine Torque    — Engine HP    - - - Typical Prop HP    •••• Fuel Consumption

80-N4

110-T4

120-N6

170-T6



Westerbeke recommends a propeller that will allow the engine to turn 2450-2500 RPM underway at full throttle

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