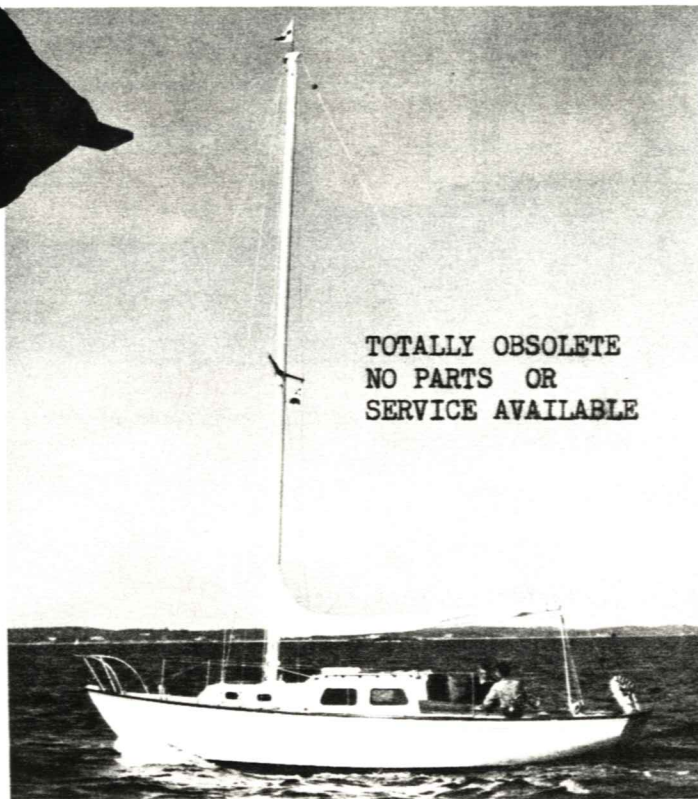
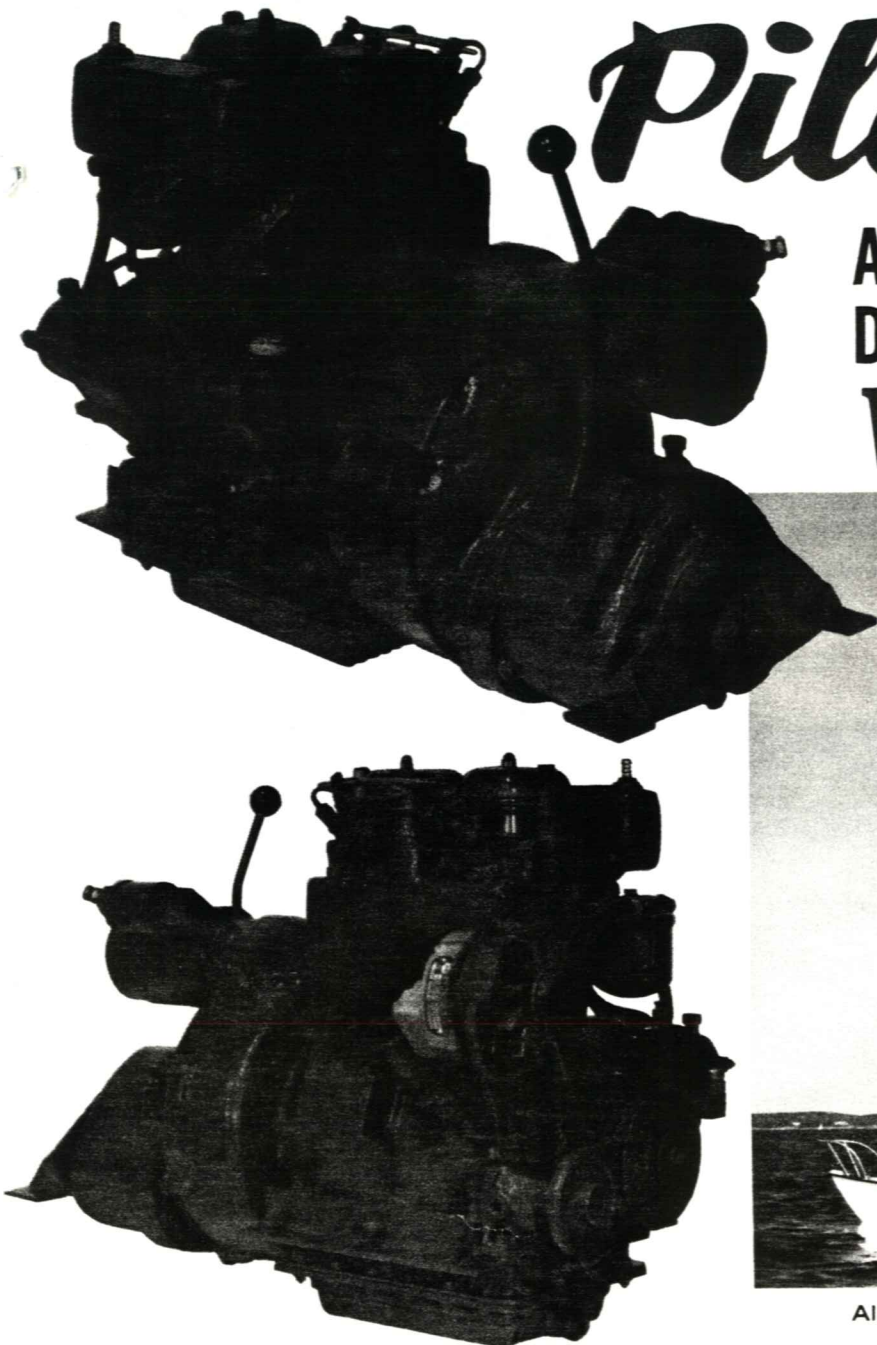


1964

Pilot-50

A NEW SMALL MARINE DIESEL ENGINE FROM WESTERBEKE



TOTALLY OBSOLETE
NO PARTS OR
SERVICE AVAILABLE

Alberg 30 at hull speed driven by Pilot-50

Now owners of small auxiliaries in the 25 to 35 foot range can enjoy the safety and economy of diesel power. The new PILOT-50 is a lightweight compact diesel engine that fits down in the hull of a small auxiliary the way an engine should. Easily accessible from the front end, the PILOT-50 is just right for many of the new M.O.R.C. classes, and small ocean racers up to about 35 ft. L.O.A.

The PILOT-50 has a new compact design permitting installation under the cockpit floor aft of the companionway ladder. Since this space is very small in the 25 to 35-foot classes, most maintenance points such as the lube oil filter, fuel oil filters, water pump, alternator, and throttle control are at the front end for easy accessibility. A unique mounting of the water pump simplifies adjustment of water pump and alternator belts, so that one person without help can make the adjustment in the cramped quarters usually found on boats of this size.

The standard mounts are on 11½" centers, an important consideration in tight installations where a small boat's sections take a sharp bend. Special mounting brackets can be provided upon request.

The light weight of the engine — only 345 lbs. — is important to small racing boats, where every pound saved can be put in the keel.

The heavy duty starter is of the positive engaging type, and is conveniently mounted on top of the flywheel, reducing engine width.

The clutch design has a positive neutral position. The three available reverse gear ratios, 1:1, 1.5:1 and 2:1, have the same installation dimensions so the gear ratio may be changed without changing the engine mounting or shaft line.

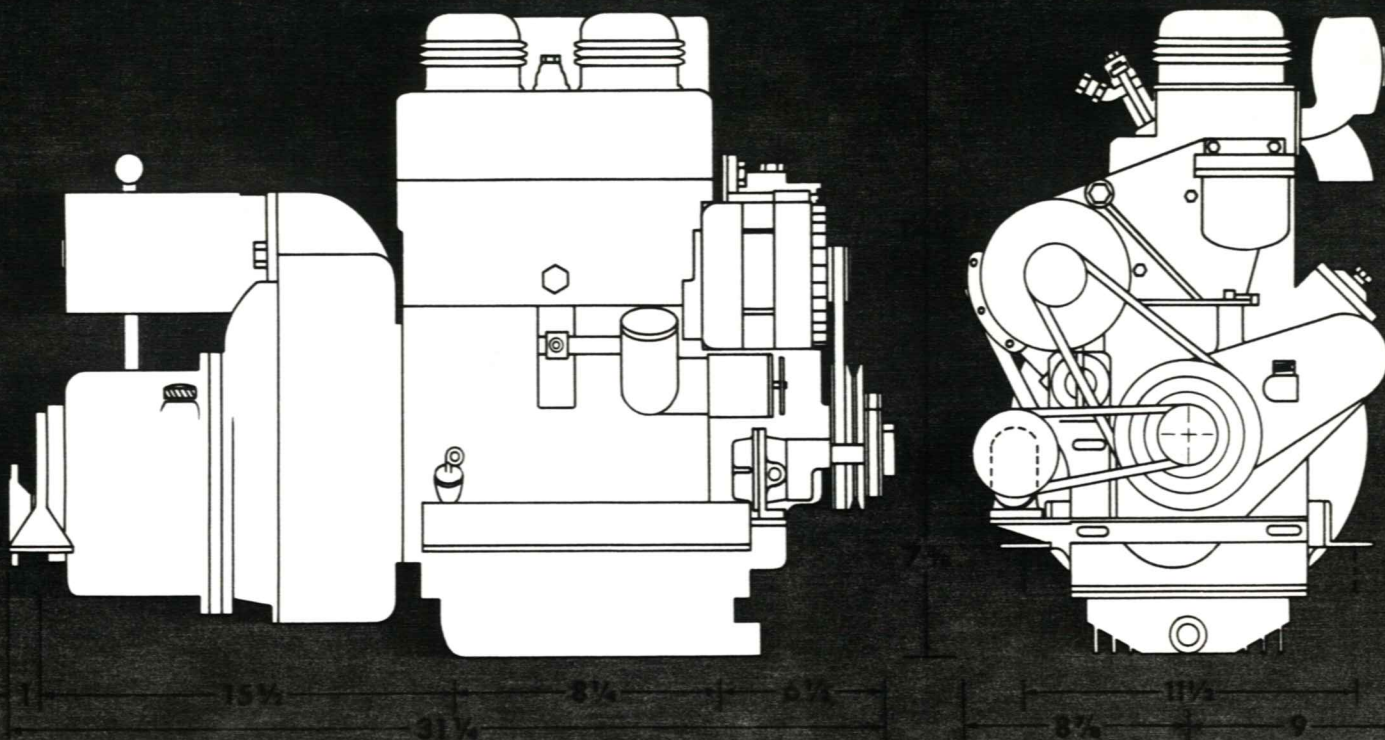


J. H. WESTERBEKE CORP.

36 TENEAN STREET, BOSTON, MASSACHUSETTS 02122

Makers of the famous FOUR-107 auxiliary diesel engine and the WPD generator sets

SPECIFICATIONS



TYPE 2-cylinder, 4-cycle, vertical in-line diesel. Over-head valves. Direct injection.

BORE 3:15 inches

STROKE 3:15 inches

DISPLACEMENT 50 cubic inches

COMPRESSION RATIO 17:1

RATING, maximum 15 H.P. at 2800 R.P.M.

RATING, constant 12 H.P. at 2400 R.P.M.

WEIGHT 345 pounds

LENGTH 31 inches

HEIGHT, above crankshaft center line 14 1/2 inches

DEPTH, below crankshaft center line 7 1/2 inches

GEAR OFFSET 2 5/8 inches

MOUNTING CENTERS 11 1/2" standard. Other sizes available.

FUEL SYSTEM BOSCH injector pump with pintle type nozzles. Recommended fuel #1 or #2 diesel oil.

COOLING SYSTEM Direct water cooled with engine driven pump, water cooled exhaust manifold.

BEARINGS, main Three replaceable bronze backed.

BEARINGS, rod Thin wall precision inserts.

PISTONS 5 rings; 4 above and 1 below wrist pin. Open combustion chamber formed in head.

CONNECTING RODS Drop forged and heat treated steel.

CYLINDER BLOCK Specially cast iron with easily interchangeable centrifugally cast iron liners.

CRANKCASE Light alloy of rugged construction.

CYLINDER HEAD Special chrome-nickel cast iron.

CRANKSHAFT Forged and heat treated steel.

CAMSHAFT Forged steel.

LUBRICATION Pressure lubrication with engine driven gear pump. Scraper type, self cleaning lube oil filter mounted on engine.

ELECTRIC SYSTEM 12 volt positive engaging starting motor mounted aft of flywheel over reverse gear housing. 12 volt, 40 ampere alternator driven from crankshaft pulley. Alternator supplied with transistorized regulator.

REVERSE AND REDUCTION GEAR Dual multiple disc clutches, one for forward, one for reverse. Positive neutral so that engine can be run for battery charging without potential damage to clutch. Construction provides 100% reverse. Can be run continuously in either direction.

GEAR RATIOS 1:1, 1.5:1 or 2:1 available without increase in overall length, or change in gear offset.

ROTATION Engine uses right hand propeller.

TOTALLY OBSOLETE* NO PARTS OR SERVICE AVAILABLE