

# WESTERBEKE

## FOUR-154

### 53hp marine diesel engine



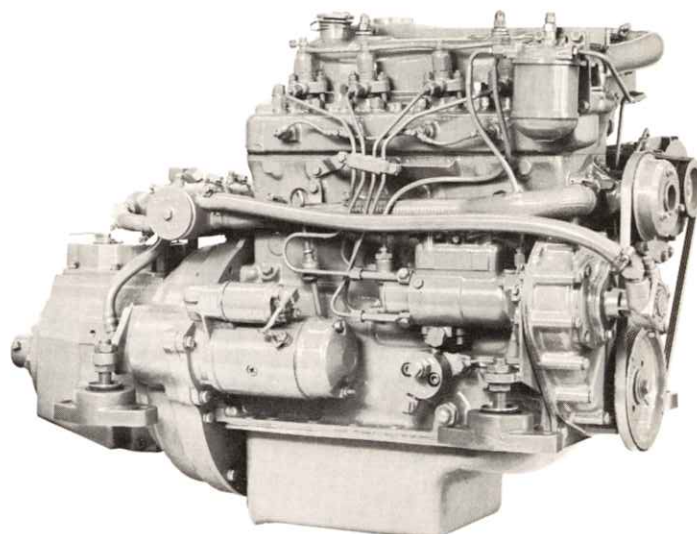
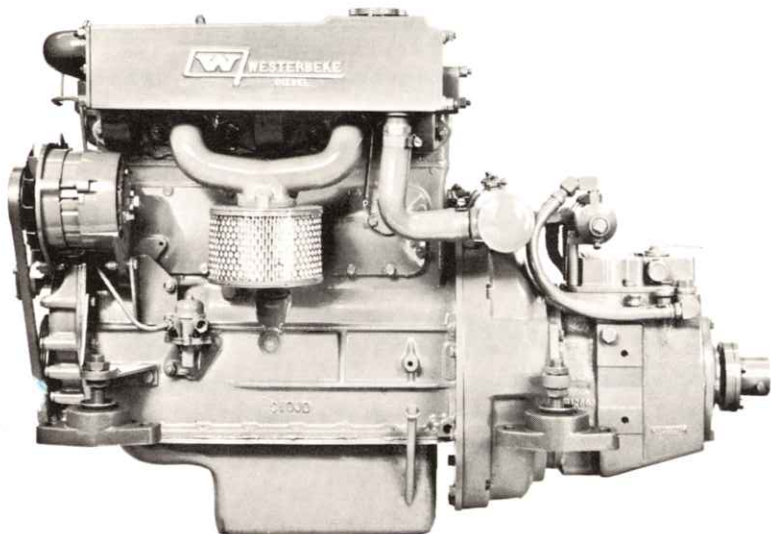
NORTH STAR 80/20 designed by Sparkman & Stephens

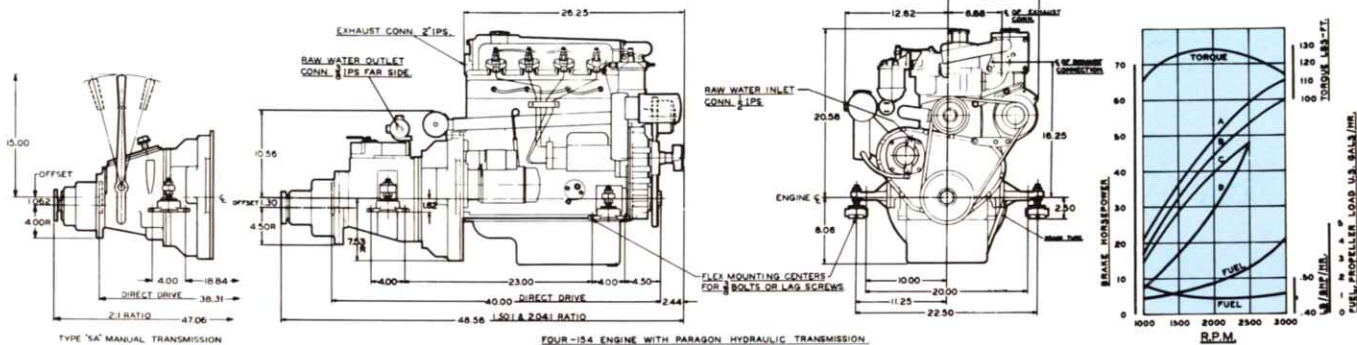
#### FEATURES

- Smooth-running, lightweight and compact.
- Ideal for 40'-55' sailboats.
- An honest 53 hp rating.
- Dependable and durable — proven reliable.
- Wide variety of transmission options.
- A safe, economical power plant.

The WESTERBEKE FOUR-154 is an ideal engine for sailboats in the 40' to 55' range and is very popular for center-cockpit cruising sailboats. The engine fills a long existing gap for a sailboat diesel in the 50 continuous horsepower range.

The FOUR-154's flywheel, specially designed for marine use, gives it a smooth flow of power. The engine starts quickly and is designed for easy maintenance. A wide variety of transmission options lets you customize the engine to your requirements.





## WESTERBEKE FOUR-154 SPECIFICATIONS

**Type:** Indirect injection, naturally aspirated, 4 cycle, 4 cylinder in line, fresh water cooled marine diesel engine.

**Displacement:** 154.2 cu. in. Bore 3.50" (89 mm), stroke 4.00" (101.6 mm).

**Power:** 53 hp at 2500 rpm. (Certified rating in accordance with BS AU 141 — see power curve.)

**Compression Ratio:** 19.5:1.

**Weight:** 710 lbs. basic engine — add gear weight below for IOR weights.

**Cylinder Block:** Cast iron monobloc, ribbed for rigidity, with three replaceable main bearings.

**Cylinder Head:** Cast iron with renewable valve guides. Ricardo Comet design combustion chambers.

**Crankcase:** Nylon-coated steel for longer life.

**Crankshaft:** Special alloy steel forging, dynamically and statically balanced.

**Camshaft:** Steel forging with integral cams supported by three main bearings.

**Pistons:** Anodized aluminum alloy with solid skirt.

**Connecting Rods:** "I" section heat-treated alloy steel.

**Fuel System:** Distributor-type injection pump with mechanical governor. Fuel lift pump, hand primer and single stage fuel filter. Injectors fitted with Ricardo Pintaux-type nozzles.

**Lubrication System:** Full pressure wet sump system with engine-driven gear pump. Full flow lube oil filter with spin-on element and efficient oil cooler.

**Cooling System:** Fresh water cooling by engine-mounted heat exchanger, rubber impeller raw water pump. Exhaust manifold fresh water cooled for longer life.

**Electrical System:** 12 volt starter motor. 12 volt, 55 ampere alternator. Pre-wiring is available.

**Transmissions:** Manual; type SA, direct drive . . . . . 47 lbs.  
1.5:1, 2:1 and 2.5:1 . . . . . 61 lbs.

Hydraulic; Paragon or Warner, direct drive . . . . . 100 lbs.  
1.5:1, 2:1, 2.5:1 and 3:1 . . . . . 150 lbs.

Vee drive; manual or hydraulic, 1:1, 1.3:1, 1.67:1 and 2.1:1 — add 37 lbs. to direct drive weight above.

**Rotation:** Most gears turn a left-hand propeller. (See price list.)

**Installation Data:** Mounting centers, 20" or 22½". Installation angle, 15° maximum. Seawater pump inlet ½" IPS. Fuel inlet and fuel return connections ⅜" IPS. Oil pressure connection ⅜" IPS. Water temperature connection ½" IPS. Exhaust 2" IPS.

**POWER CURVE:** (A) BS AU 141 is an up-to-date and meaningful engine rating system used in response to environmental requirements and the desire to be factual. Engines are rated for maximum horsepower and rpm with all necessary auxiliaries working. They must comply with modern standards of noise level, exhaust emissions and fuel consumption. Curve (B) shows the power available for intermittent use. Curve (C) shows the power available for continuous use. Curve (D) is the propeller law curve.

**Standard Equipment:** Fresh water cooling system with surge tank and exhaust manifold combined; raw water pump and heat exchanger mounted on engine; 12 volt, 55 amp alternator with transistor regulator; adjustable flexible mounts on 20" or 22½" centers; propeller shaft coupling; manual or hydraulic reverse gear; full flow lube oil filter with spin-on element; secondary fuel filter; fuel pump hand primer; flexible hoses for fuel inlet and return; key switch panel; sump pump and hose; threaded exhaust flange; instruction manual.

**Optional Equipment:** All electric instrument panel with tachometer, hour meter, ammeter, water temperature and oil pressure gauges; engine pre-wiring; engine alarm system; high capacity primary fuel filter; flexible shaft coupling; remote lube oil cooler and filter; extra crankshaft pulleys; keel cooling; spare parts kits.

## THE WESTERBEKE DIESEL

Here, at last, is power for that broad range of sailboats that need more than 40 hp but less than 70 and that certainly don't want the extra size, and weight of the larger engine.

At boat shows, people often tell us that they couldn't afford a diesel. Actually, thoughtful owners are finding just the opposite. Due to higher internal pressures, a diesel engine must be built better and stronger than a gasoline engine, hence it costs more. But better built means more dependable (fewer expensive service calls and major overhauls) and longer lasting (less chance of having to buy a new one). The fuel it uses costs less than gasoline and gives more power per gallon. So although the engine may be larger, tankage may be smaller. There is less fire hazard with diesel fuel. At best this may lower your insurance rates. At worst it could save your life. Finally when you come to sell your boat, it's always worth more with a Westerbeke.

In the past, boat builders made do by building their boat to fit the engine available. Now, with a complete line of dependable Westerbeke diesels from 5 hp to 115 hp, the builder can put in just enough engine for the boat, eliminating unneeded power, size and weight.

*Westerbeke diesels are sold and serviced by Westerbeke distributors in all major port cities in the United States.*



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