

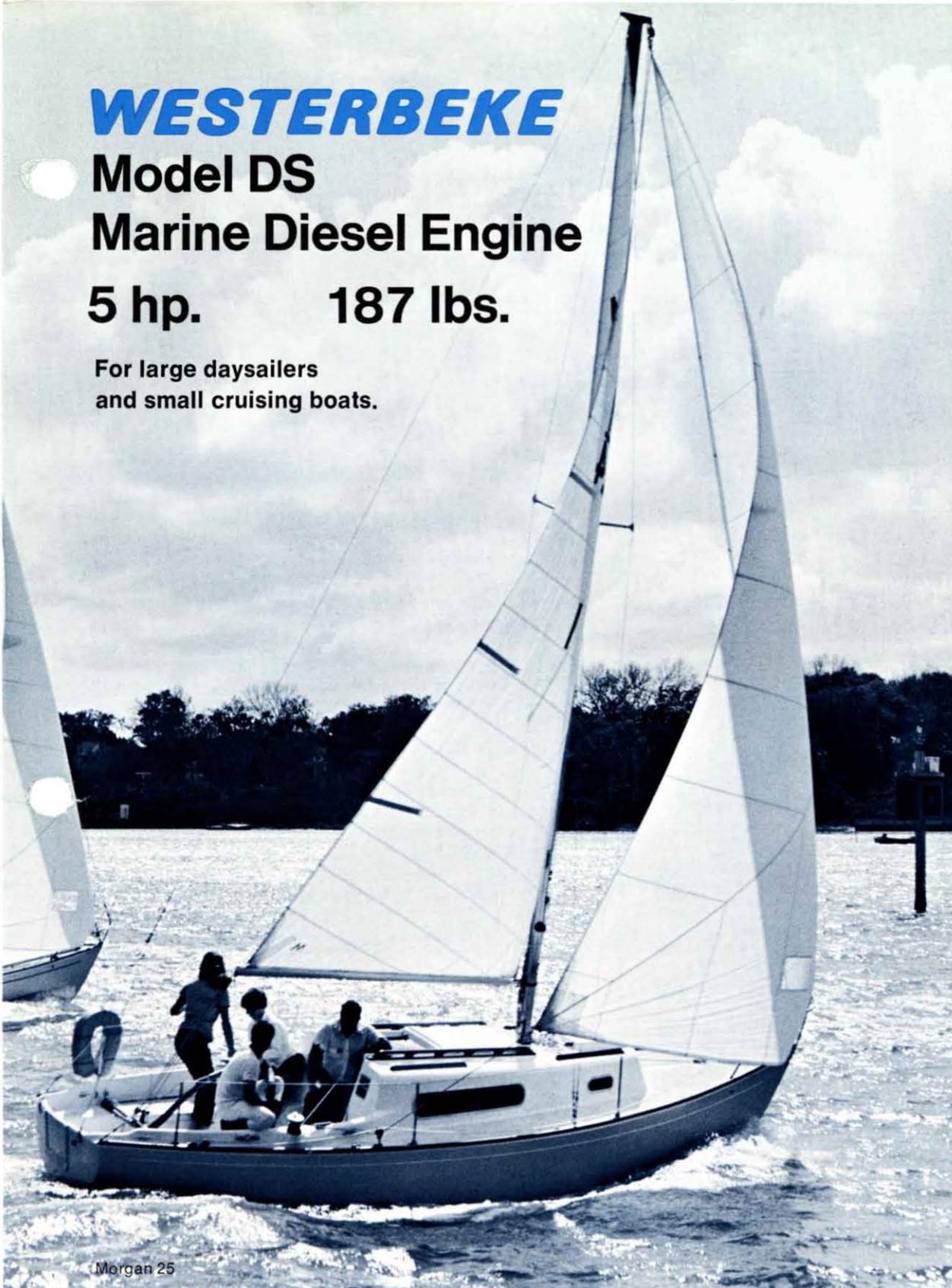
WESTERBEKE

Model DS

Marine Diesel Engine

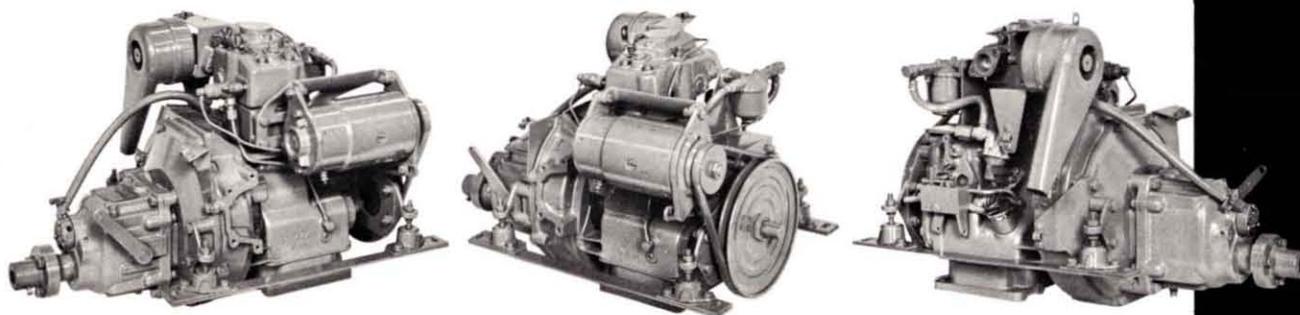
5 hp. 187 lbs.

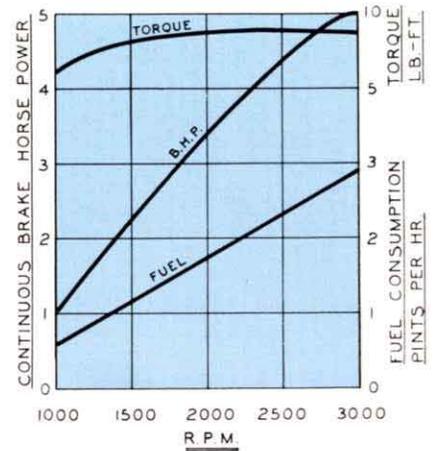
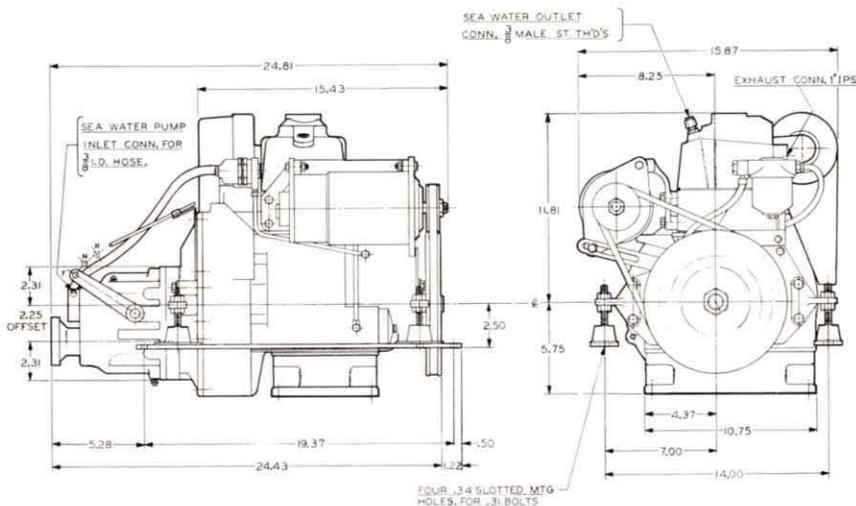
For large daysailers
and small cruising boats.



Morgan 25

The
smallest,
lightest
watercooled
marine
diesel
engine
in
the
world.





Model DS Specifications

- Type:** One cylinder four cycle vertical diesel.
- Displacement:** 15.9 cu. in.; bore 3 in.; stroke 2 1/4 in.
- Power:** 5 hp at 3000 rpm continuous.
- Compression Ratio:** 16.25:1.
- Weight:** 187 lbs. with 2:1 reduction gear.
- Cylinder Block:** Aluminum.
- Cylinder:** Cast Iron.
- Cylinder Head:** Aluminum.
- Crankshaft:** Steel, counterbalanced.
- Connecting Rod:** Forged steel.
- Piston:** Aluminum.
- Bearings:** Tri metal.
- Lubrication:** Full pressure to main and large end bearings. Full flow integral replaceable lube oil filter.
- Cooling System:** Positive displacement rubber impeller raw water pump.
- Installation Angle:** 15° maximum.
- Fuel System:** Bryce injection pump, variable speed governor with automatic overload control. Camshaft driven fuel lift pump with hand primer.
- Fuel Consumption:** See fuel consumption curve.
- Electrical System:** 12 volts 10 amp. Delco-Remy starter-generator.
- Transmission:** Paragon/Westerbeke 2:1 reduction and reverse gear with positive neutral.
- Standard Equipment:** 2:1 manual reverse and reduction gear; electric starter-generator; cooling system with raw water pump mounted; flexible engine mounts; sump pump and hose; full flow lube oil filter; secondary fuel oil filter; fuel lift pump with hand primer; flexible hose connections for fuel supply and return; threaded exhaust flange 1" IPS; mounting brackets for controls; key switch.

Why a DS for sailboats?

The Westerbeke model DS is small and light, so that even daysailers can enjoy the advantages of diesel safety and inboard reliability.

Outboard motors are fine for outboard motorboats, but they are not ideal for sailboats. The weight of a stern-hung outboard kills a sailboat in a seaway. An outboard in a well is somewhat better from a weight stand-point, but its drag is considerable. Our model DS keeps weight inboard and, when used with a folding propeller, creates minimal drag. It also gives better control by speeding water past the rudder.

In the past, diesel engines were considered too large, heavy, and expensive for small boats, so gasoline engines were used despite their hazards. Comparing our model DS with the most popular gasoline inboard sailboat engine, it is smaller, weighs about half as much, and costs no more. Naturally, the four-cylinder gasoline engine has a higher horsepower rating, but our built-in 2:1 reduction gear lets the model DS use nearly all its 5 hp to drive the boat, while the gasoline engine probably won't drive a small sailboat much faster.

Although a one-cylinder engine is rarely smoother than a four, our model DS, with its heavy flywheel, carefully balanced parts, and soft mounting system, is remarkably smooth. With all these features, we believe it makes economical sense to install a Westerbeke model DS.

Westerbeke engines are sold and serviced by Westerbeke distributors in major port cities in the United States.



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