a lightweight, low profile, 58hp marine engine

FROM THE WESTERBEKE FAMILY OF DEPENDABLE DIESELS

Select your power package from more than ten fresh water cooled engines ranging from 10 to 120hp. Built by the professionals for performance, durability, and economical operation.

- New self priming fuel system with electric shut off
- Hi-capacity heat exchanger with removable end caps and zinc electrode
- Fresh water cooled manifold with front or rear exhaust openings and a remote recovery tank for visible coolant monitoring.
- Heavy flywheel, precision balanced, for that steam engine effect
- Tuned air intake silencer for lower noise level

The W-58 is standard equipment on the popular Pearson 424.
WESTERBEKE'S 58 HP, FOUR CYLINDER, MARINE DIESEL

CONSTRUCTION
1. Cylinder Head: The special cast-iron cylinder head is precision-cast by the shell moulding process and then soft-gas-nitrided for increased durability. The intake and exhaust ports are arranged for crossflow to raise the intake and exhaust efficiency. The swirl type precombustion chamber is used.
2. Cylinder Block: Weight reduction achieved by technologies of thin wall ductile cast iron and half skirt. The water rail is designed to provide uniform distribution of coolant to the cylinder head. The cylinder liner is of the dry type of high-phosphorus cast iron, which is given special honing to provide quick seating, and good oil retention, thus increasing wear resistance.
3. Crank Mechanism: The forged crankshaft is supported by 5 bearings. The autothermic piston of Lo-Ex alloy has a sheet metal cast in its skirt so as to hold the thermal expansion of the piston, thereby making it possible to lessen the piston clearance. The piston pin is offset by 0.5mm. All these improvements ensure quiet operation from low to high speeds.
4. Valve Mechanism: O.H.V. Both intake and exhaust valves are of rock type for higher durability of valve seat. Coupled with friction gear with one extra tooth, the timing gear train is intended to eliminate the backlash at the time of gear engagement to reduce gear noise.
5. Intake System: The intake manifold is of independent branch type for higher intake efficiency.
6. Fuel System: The fuel injection pump is a Bosch VE type distributor pump, small in size and light in weight, contributing toward noise reduction. Since fuel can be cut with the solenoid valve built in the pump, the engine operation can be stopped by turning off the ignition switch.

SPECIFICATIONS
Number of Cylinders & Arrangement ............ 4 in-line
Cylinder Bore & Stroke .................. 3.5in. x 4 in.
Displacement .................................. 154 in.
Compression Ratio ................................ 21.0
Combustion Chamber ................................ Swirl Type
Firing Order ...................................... 1-3-4-2
Injection Pump .................................. Bosch Distributor Type
Governor ................................ Mechanical (Built in Pump)
Lubrication Method .......................... Pressure Feed Type
Cooling Method .................................. Fresh Water Cooled
Auxiliary Starter .................................. Glow Plug
Electrical System Voltage ...................... 12 Volts
Dry Weight of Engine (w/Trans.) .... 692 lbs.
Power Take-off .................................. Various Crankshaft Pulleys

PERFORMANCE DATA
Maximum Torque .................................. 117.9 lb. ft./2200 r.p.m.
One Hour Rated Power Output ............... 44.8 HP/2000 r.p.m., 55.2 HP/2500 r.p.m., 62 HP/3000 r.p.m.
Continuous Rated Power Output .......... 38 HP/2000 r.p.m., 46.9 HP/2500 r.p.m., 52.8 HP/3000 r.p.m.
Maximum Power Output . 69 HP/3600 r.p.m.
Typical Fuel Consumption Rate .. 0.65 US gal/HP/hr
Typical Fuel Consumption Rate at 2500 RPM when wheeled to turn 3000 RPM .. 0.9 US gal/hr
Capacity of Lubricant (sump) .............. 6.3 qt.
Capacity of Coolant (engine only) ........ 10.5 qt.
Performance is based on JIS standard atmospheric condition (atmospheric pressure 760mm Hg, temp 20°C, humidity 65%) without cooling fan.

STANDARD EQUIPMENT
Alarm, low oil pressure, high water temperature
Clutch and 2:1 Reduction Gear (R.H. Propeller)
Adjustable flex isolator engine mounts (18° on centre)
Fresh water cooling system
Coolant Recovery Tank
12 volt 53 ampere alternator
Throttle, and shift control brackets
Glow plug cold weather starting aid
Engine pre-wired at the factory with a single 8 pin connector
Operators manual
Water injected Exhaust Elbow
Lube Oil Drain Hose
Flowcontroller-for easy connection of domestic hot water heater

OPTIONAL EQUIPMENT
Remote mounting lube oil filter
Various accessory front pulleys
Hydro-Hush Muffler
Sea Water Strainer
Alternator Output Splitter
Five Function Electric Instrument Panel including Hour Meter and Tachometer
A wide variety of Manual and Hydraulic Transmissions are available in various Reduction Gears and Vee Drives.
Front exhaust outlet for vee drive applications
Primary 90 amp. alternator
18/20/22-1/2" Mounting centers

CALL YOUR WESTERBEKE REPRESENTATIVE

OR CONTACT THE . . .

J. H. WESTERBEKE CORP.
Avon Industrial Park, Avon, MA 02322, (617) 588-7700
Cable: Westcorp, Avon, Telex: 92-4444