

# WESTERBEKE FOUR-60

## 15 hp Mini-Diesel Engine

MINI-DIESEL is the smallest four-cylinder water cooled diesel in the world. Its compact dimensions fit into many small sail boats around 30 feet, providing diesel safety and reliability. In many cases it can replace the smallest four-cylinder gasoline engines.

MINI-DIESEL with four cylinders provides smoothness not found in one or two-cylinder engines. Its fresh water cooling system increases engine life by protecting the block and exhaust manifold from salt water corrosion.

MINI-DIESEL is well engineered for tight quarters on small boats. Service points are generally located for easy access in both conventional and cabin-sole locations. Electrics are mounted high on the block away from bilge slop.

MINI-DIESEL is unique. No other engine of its size combines its qualities of smoothness, quietness, safety and reliability. With proper maintenance, it will give many years of satisfactory service.

## NOW...

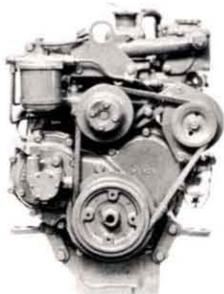
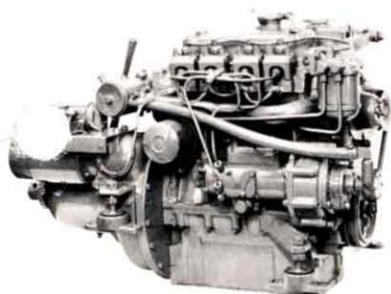
**A Smooth Diesel for Small Boats such as\* . . .**

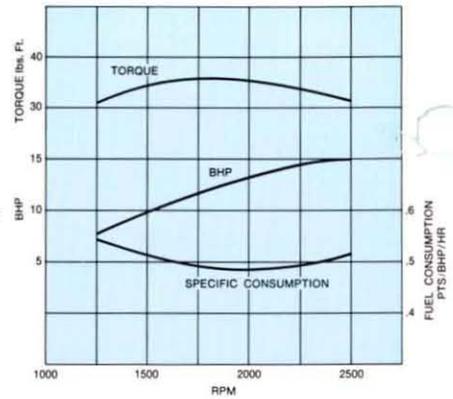
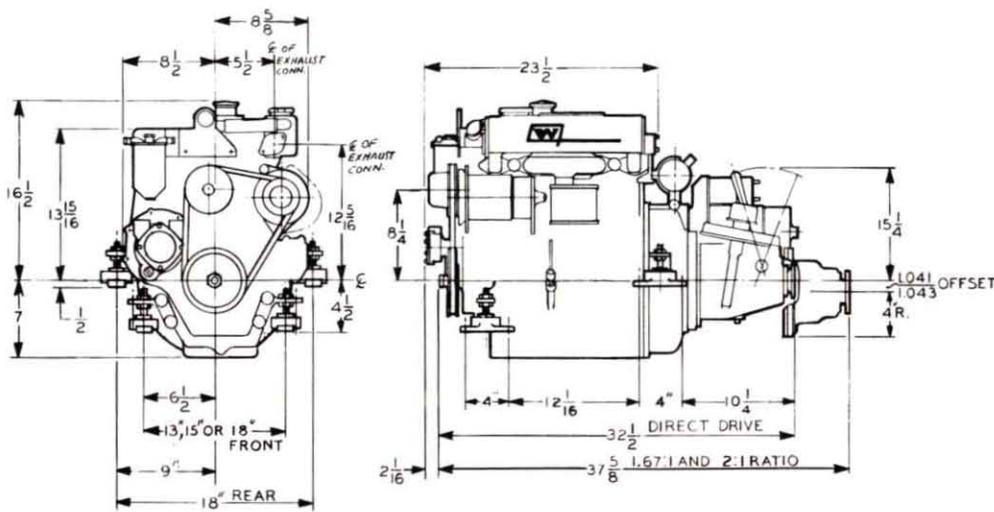
Alberg 30  
ARPEGE, SCAMPI and other Half-ton boats  
Bristol 29, 30, 32, 34  
C & C 30, 35  
Cal 28, 29, 2-30, 34, 37  
Challenger 32  
Columbia 28, 34  
Contest 30, 33  
Coronado 30  
Corvette 31  
Douglas 32  
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Grampian 30  
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Luders 30  
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Morgan 28, 30, 33  
Newport 30  
Northwind 29  
Offshore 31  
Ohlson 35, 38  
PT 30  
Paceship 29,  
ACADIAN, 32  
Pearson  
WANDERER, 30, 33  
Ranger 33  
Rawson 30  
Redwing 30  
Sabre 28  
Seafarer 28, 30, 31  
Seawind 30  
Soverel 28, 30, 33  
Tartan 30, 34  
Yankee 30  
And many others

\*Check dimensions before ordering. Order for your new boat or when you repower your old boat.



SOOGIE MOOGIE, Cal 37 with Westerbeke FOUR-60 MINI-DIESEL — Barlow Photo





## Westerbeke Specifications

- Type:** 4-cylinder 4-cycle vertical in-line diesel.  
**Displacement:** 58 cu. in.; bore 2.478"; stroke 3.500".  
**Power:** 15 hp @ 2500 rpm (See power curve).  
**Compression Ratio:** 22.5:1.  
**Weight:** 430 lbs. basic engine. See gear weights below for IOR weight.  
**Fuel Injection System:** CAV distributor type injection pump with mechanical governor.  
**Cylinder Block and Head:** High quality iron castings, mono block.  
**Crankshaft:** Forged steel.  
**Connecting Rods:** Forged steel.  
**Pistons:** Aluminum.  
**Bearings:** Tri metal, heavy duty.  
**Lubrication:** Camshaft driven eccentric pump.  
**Exhaust Manifold:** Fresh water cooled with exhaust outlet at either end.  
**Cooling System:** Fresh and raw water pumps, through heat exchanger.  
**Angle of Installation:** 17° maximum.  
**Electrical System:** 12-volt 14-amp generator, negative ground.  
**Reverse and Reduction Gears:** Paragon manual type SAO — direct drive (55 lbs.), 2:1 reduction (80 lbs.). Type SAOV Vee drive — 1:1, 1.67:1 and 2:1 reduction (95 lbs.).  
**Mounting:** Flexible mounts — 13", 15" or 18" front; 18" rear.  
**Standard Equipment:** Fresh water cooling, complete with pumps and heat exchanger mounted; 14-amp generator; flexible mounts; propeller shaft coupling; secondary fuel filter; full flow lube oil filter with spin-on element; fuel lift pump and hand primer; electric cold weather starting aid; flexible hose connections for fuel supply and return; sump pump and hose; threaded exhaust flange, 1 1/4" I.P.S.; key switch panel.

## Features and Accessories

The Westerbeke MINI-DIESEL is an excellent engine for powering auxiliary sailboats from 28 to 35 feet. These boats have just as much need for diesel safety as larger yachts. And they have just as much right to smoothness and quietness as bigger boats. If an engine is dependable, safe and quiet, we should expect it to last a long time. For this reason, MINI-DIESEL has a closed fresh water cooling system which prevents sea water corrosion of the engine and exhaust manifold. And, to make it properly useful, we include as standard equipment many items for which other manufacturers charge extra. However, here are a few of our optional extras . . .

**Standard Rectangular Instrument Panel** has mechanical tachometer with engine hour register, electric oil pressure and water temperature gauges and ammeter. All instruments are individually replaceable.

**High Capacity Fuel Filter** is highly recommended for use in addition to the secondary fuel filter furnished with every engine. It has a replaceable element, high capacity sump for water and a convenient draincock.

**55 Amp Alternator** provides the extra battery-charging power needed for such modern conveniences as refrigeration, water pressure systems, navigation aids and communication systems.

**All-Electric Instrument Panel** has an electronic tachometer with built-in hour meter, eliminating the tachometer cable and making installation easier. It has individually lighted and replaceable electric oil pressure and water temperature gauges and ammeter. It must be used with the 55 amp alternator.

Many yachtsmen feel they can't afford a diesel, but with a Westerbeke, this is not true. By the time you add fresh water cooling, rubber mounts and other options that are standard on Westerbeke engines to a gasoline engine, the difference is not too great. And diesel fuel is inexpensive — a season's fuel bill might only run \$20.00.

But the real reason for a Westerbeke diesel lies in its safety and dependability. Who can put a price on these qualities offshore? Certainly many insurance companies offer lower premiums for diesel, and greater dependability means a saving in fewer service calls. Here is an engine that could last as long as your boat. (No

repowering costs.)

Finally, when the time comes to sell your boat, a Westerbeke diesel is a major sales feature — just look at the brokerage ads. The best always costs more, at first. But with a Westerbeke, you'll have more in the end. Looking at it this way, can you afford not to have a Westerbeke diesel?

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



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