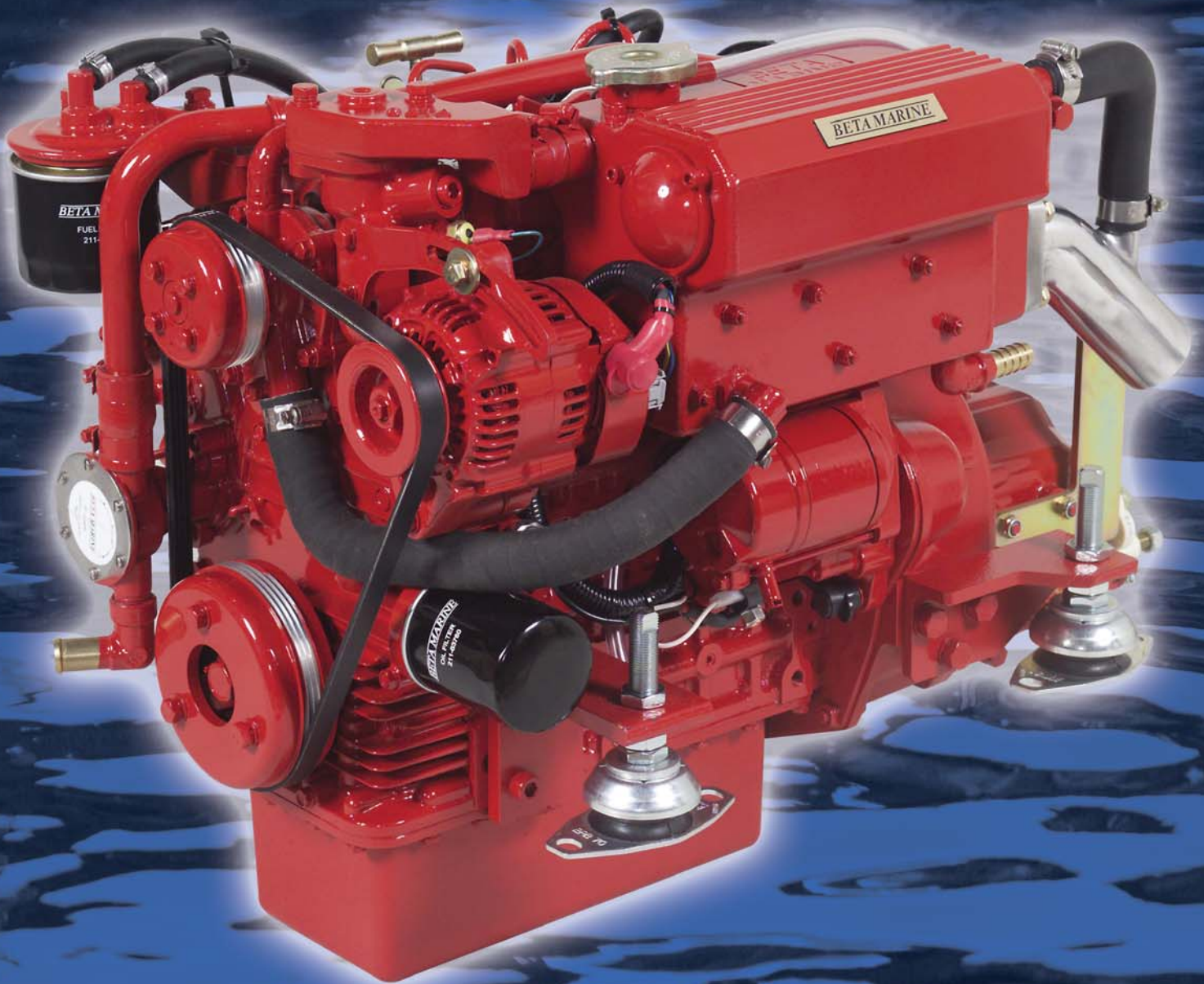

BETA MARINE

Small Diesel Engine Range



**Heat Exchanger Cooled 10 to 38 hp
The Yachtsman's Choice**

Why Beta?

Because:

- We have a superb heat exchanger cooled engine range especially engineered for the yachtsman and work boats at an affordable price, with a 3 year 'self service' warranty.
- With our Dealer network and dedicated seagoing team, we have probably installed a Beta engine in a yacht similar to yours. Ask for details!
- Special engine feet option - designed and manufactured to suit your engine bearers.
- Easy maintenance with mounted sump pump and optional polyvee belt and pulley drive transmission with our high output alternators.
- Our Small engine range is based upon the most technically advanced Kubota diesels that give you very smooth, quiet power, right through the speed range.
- Low carbon foot print - these clean engines meet all current and projected exhaust emission regulations - both **RCD** (Recreational Craft Directive 94/25/EC as amended by 2003/44/EC) and **EPA** (U.S Environmental Protection Agency) exhaust emission compliance.
- Beta Engines are built in Gloucestershire, U.K.
- See our website for many details:
www.betamarine.co.uk

Beta's Gloucester manufacturing facility

Seagoing Specifications

Beta Marine's Seagoing engines are:

- Heat Exchanger cooled, indirect injection, naturally aspirated marine diesel engines based on Kubota.
- Multi cylinder with high inertia flywheel for smooth running.
- Three vortex combustion for quiet running, low emissions and excellent fuel consumption.
- Quiet gear driven camshaft for engine reliability and easy servicing – no timing chains or tooth belts to replace.
- Water cooled exhaust manifold.
- Battery charging alternator 40/65 amps - giving full power at cruising speed with 12 volt electric starting as standard.
- Heater plugs for cold start below 5°C.
- Standard 'A' Control Panel.
- Heavy duty feet and flexible mountings.
- PRM Marine, or Technodrive, ZF gearbox with 2:1 reduction ratio as standard; Output rotation is clockwise in ahead, viewed from gearbox end.
- Fuel filter and mechanical fuel lift pump.
- Lubricating oil filter and sump drain pump.
- 'Morse' type engine speed and gearbox control cable support and end fittings.
- Installation angles up to 15° maximum when static, and 25° when heeling.

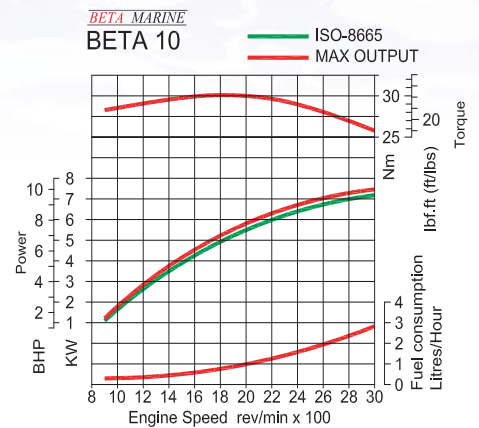
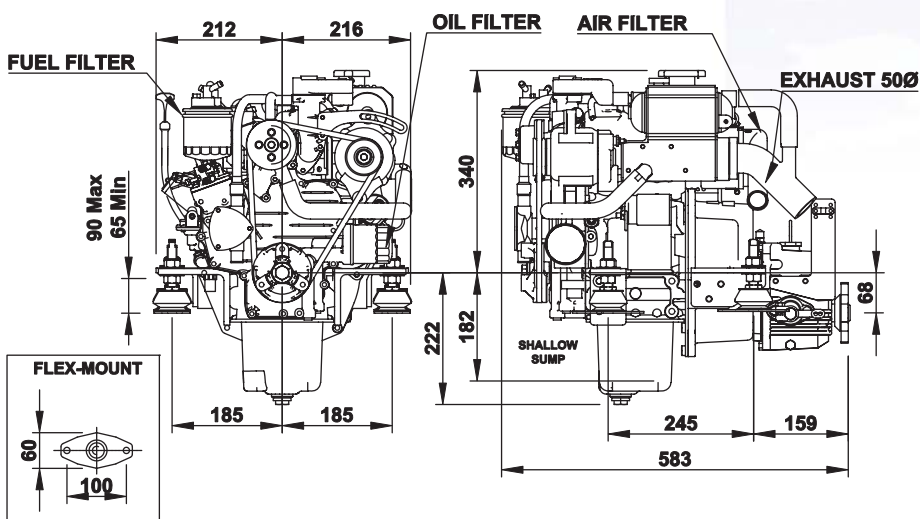
Seagoing Options

- ABV, ABVW, B and C Control panel options with gauges and alarms.
 - Down angle and Vee drive gearbox options.
 - Shallow sump.
 - Special engine feet for your installation.
 - Calorifier connections for hot water systems.
 - Larger 70/100 amp battery charging alternators and second 70 amp.
- Many more – see our price list!



Beta 10

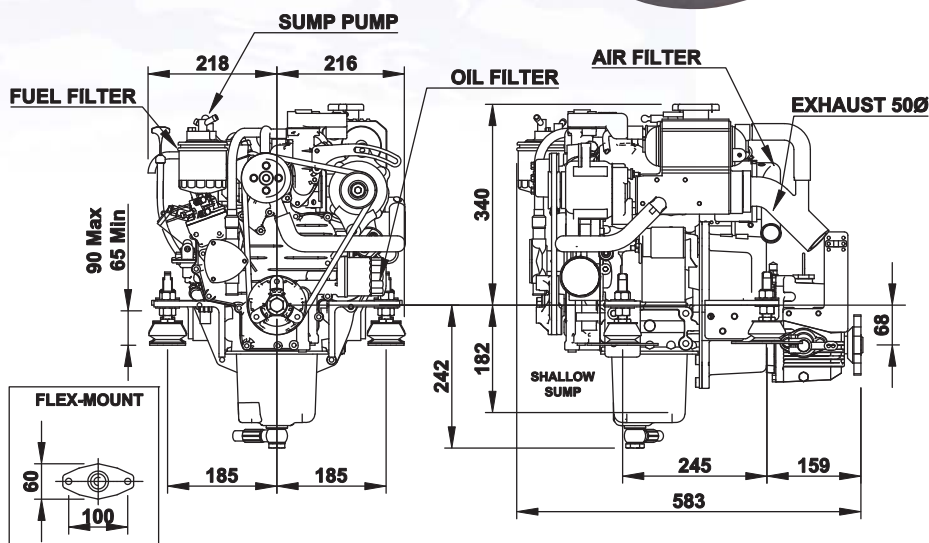
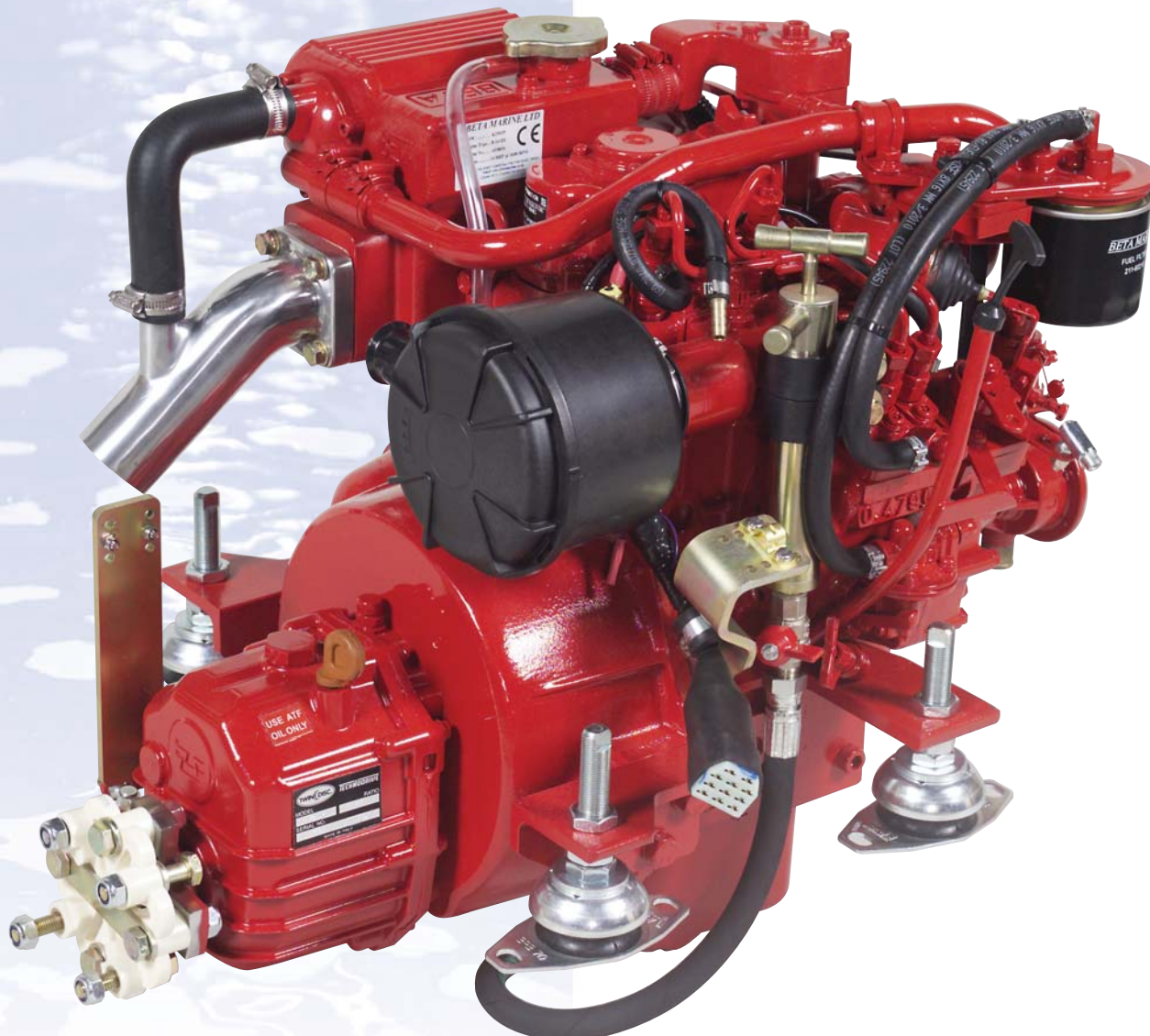
2 Cylinders - 479cc - 10hp max at 3,000 rev/min - 89Kg



FUEL CONSUMPTION BASED ON THEORETICAL PROPELLER LOADING - MATCHED AT FULL SPEED.

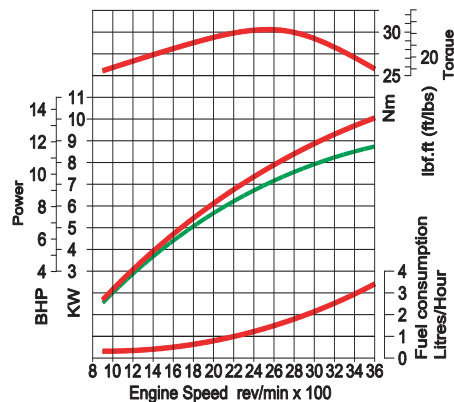
Beta 14

2 Cylinders - 479cc - 13.5hp max at 3,600 rev/min - 90Kg



BETA MARINE
BETA 14

ISO-8665
MAX OUTPUT



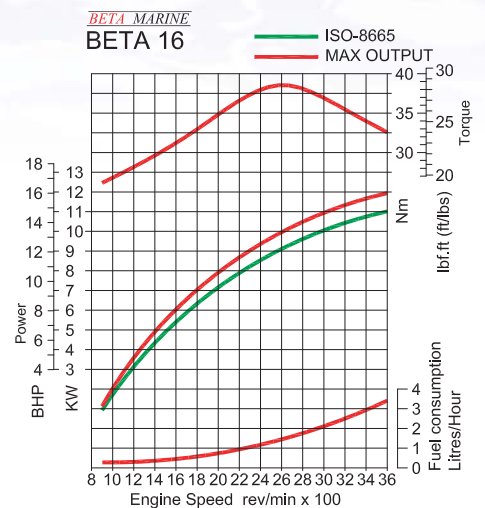
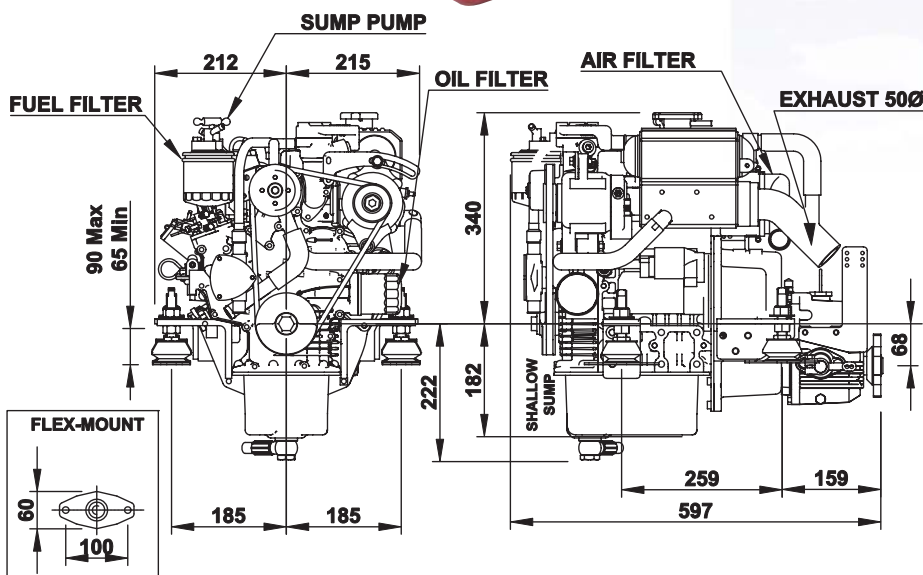
FUEL CONSUMPTION BASED ON THEORETICAL PROPELLER LOADING - MATCHED AT FULL SPEED.

Beta 16

2 Cylinders - 599cc - 16hp max at 3,600 rev/min - 95Kg



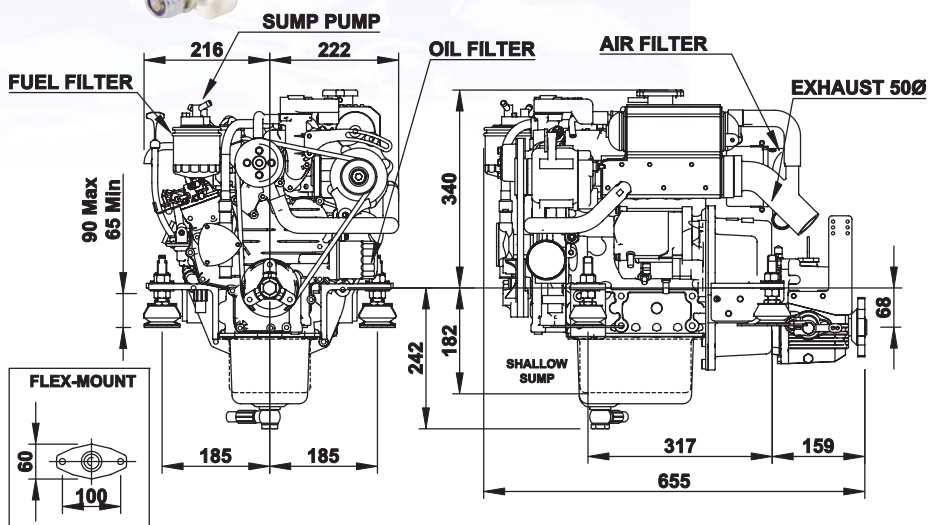
Engine shown with optional high-rise injection bend



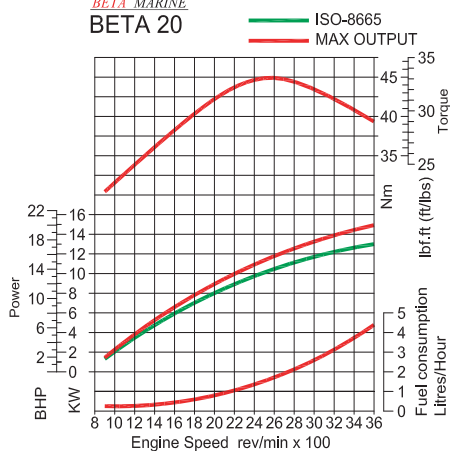
FUEL CONSUMPTION BASED ON THEORETICAL PROPELLER LOADING - MATCHED AT FULL SPEED.

Beta 20

3 Cylinders - 719cc - 20hp max at 3,600 rev/min - 104Kg



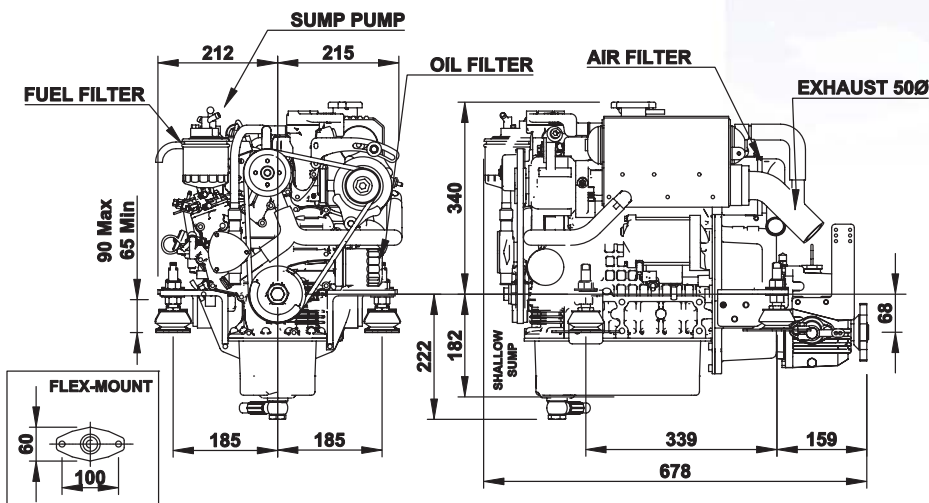
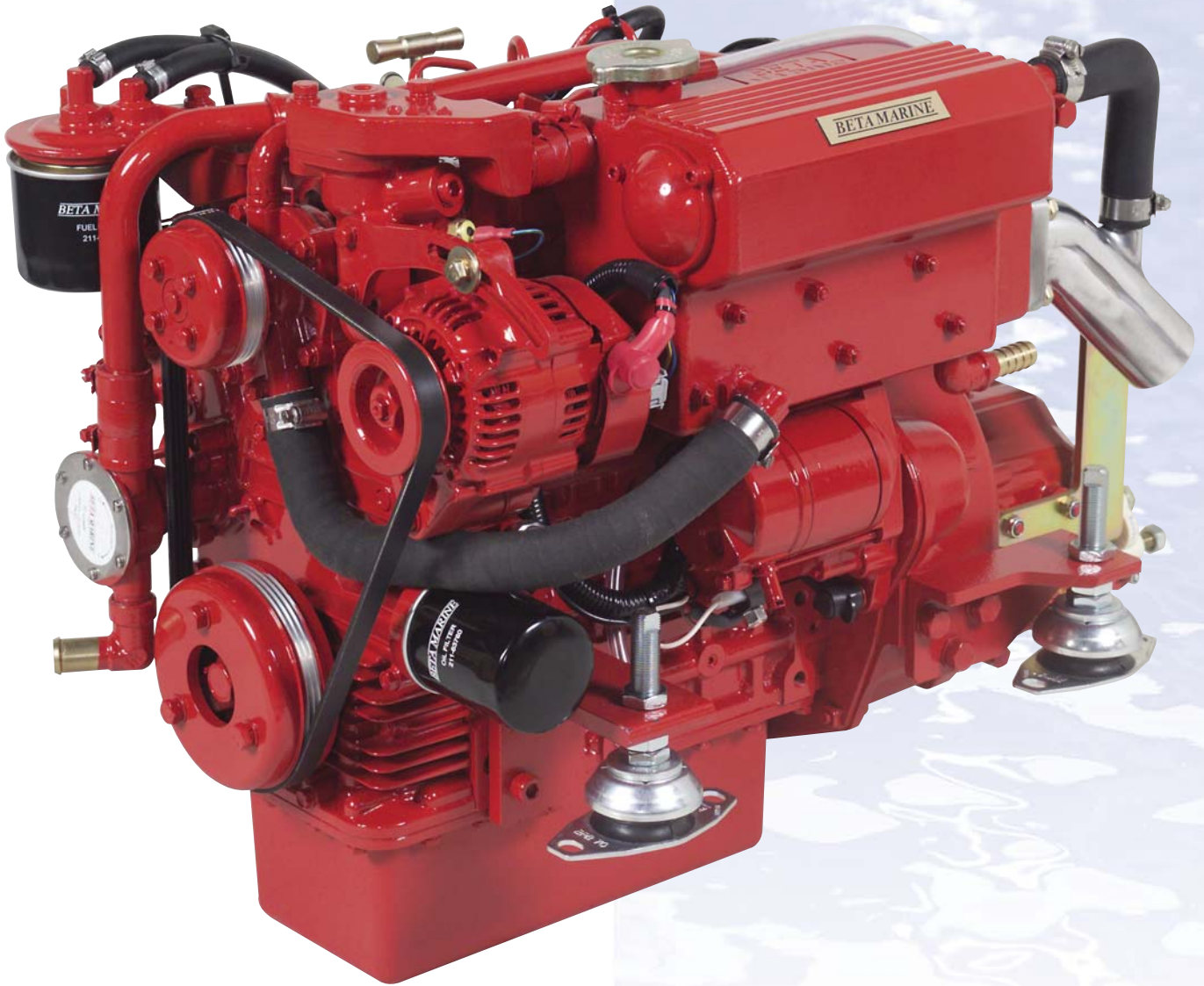
BETA MARINE
BETA 20



FUEL CONSUMPTION BASED ON THEORETICAL PROPELLER LOADING - MATCHED AT FULL SPEED.

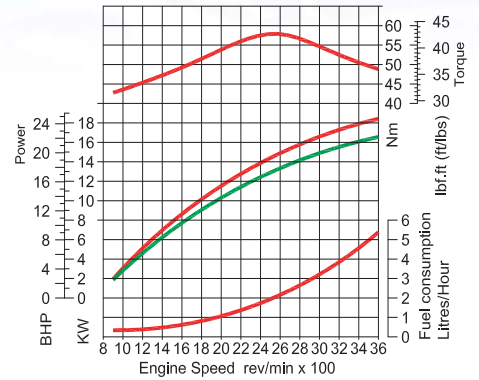
Beta 25

3 Cylinders - 898cc - 25hp max at 3,600 rev/min - 113Kg



BETA MARINE
BETA 25

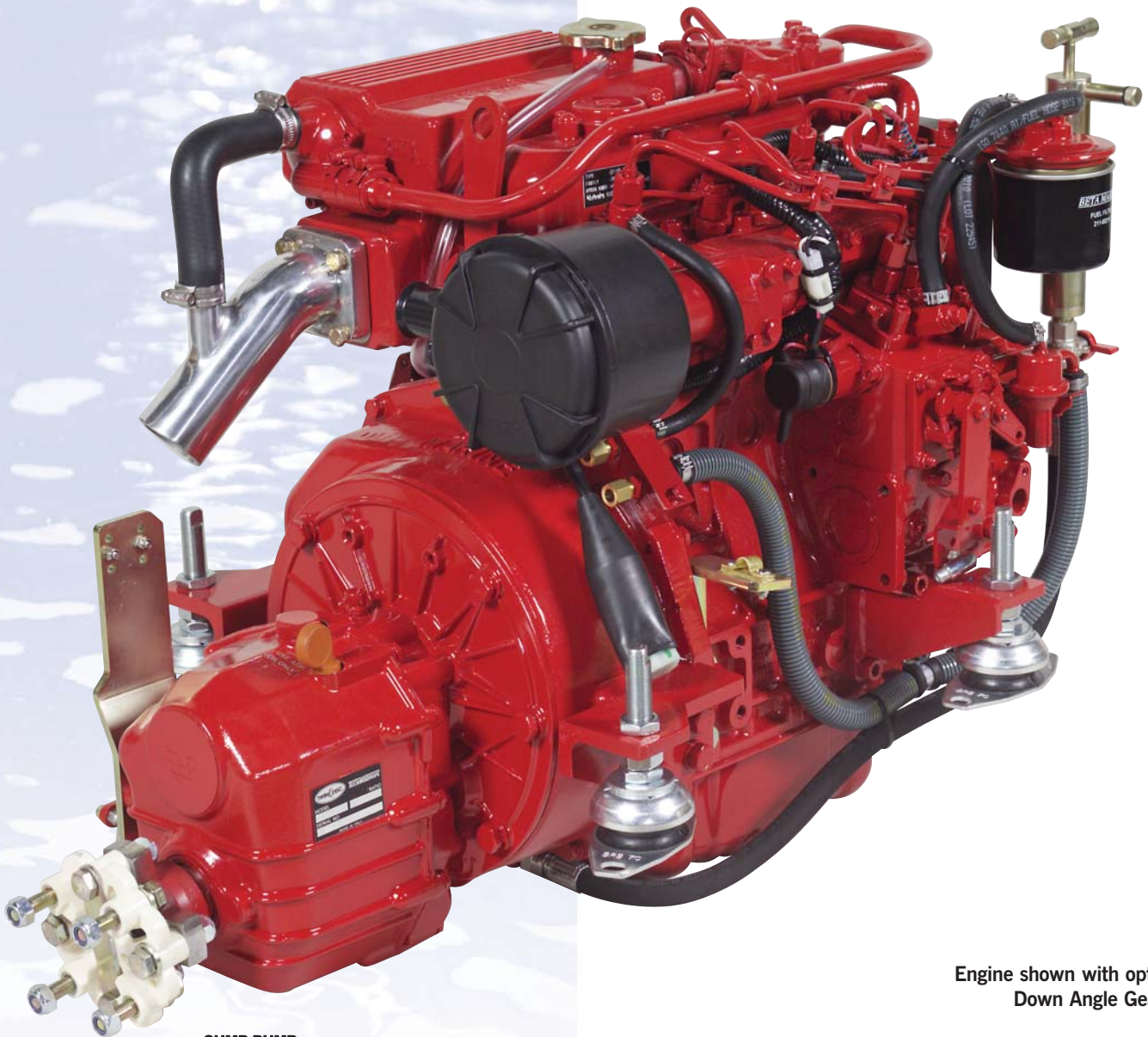
— ISO-8665
— MAX OUTPUT



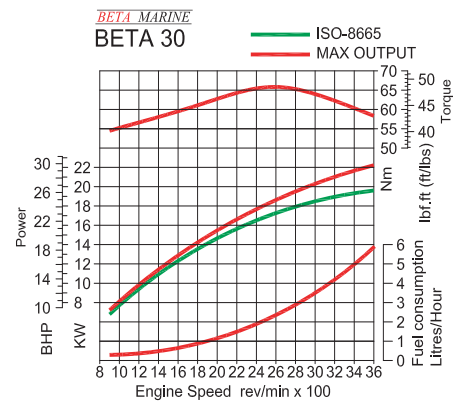
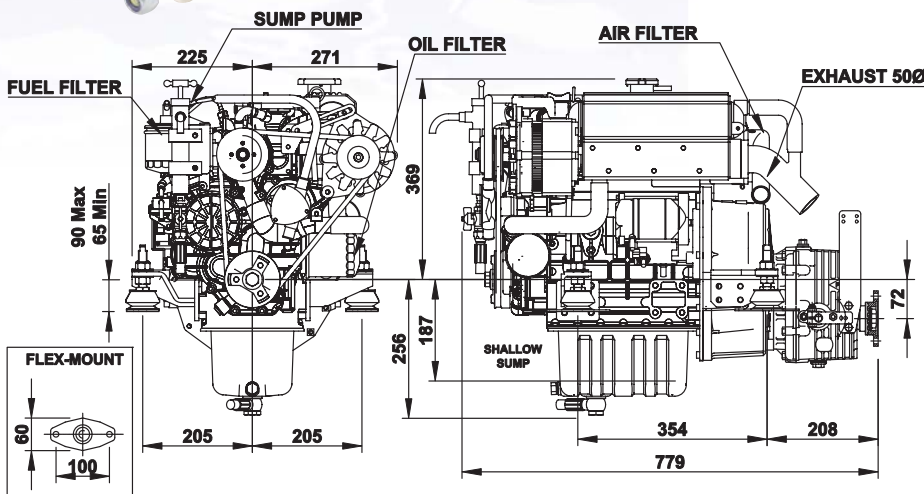
FUEL CONSUMPTION BASED ON THEORETICAL PROPELLER LOADING - MATCHED AT FULL SPEED.

Beta 30

3 Cylinders - 1123cc - 30hp max at 3,600 rev/min - 139Kg



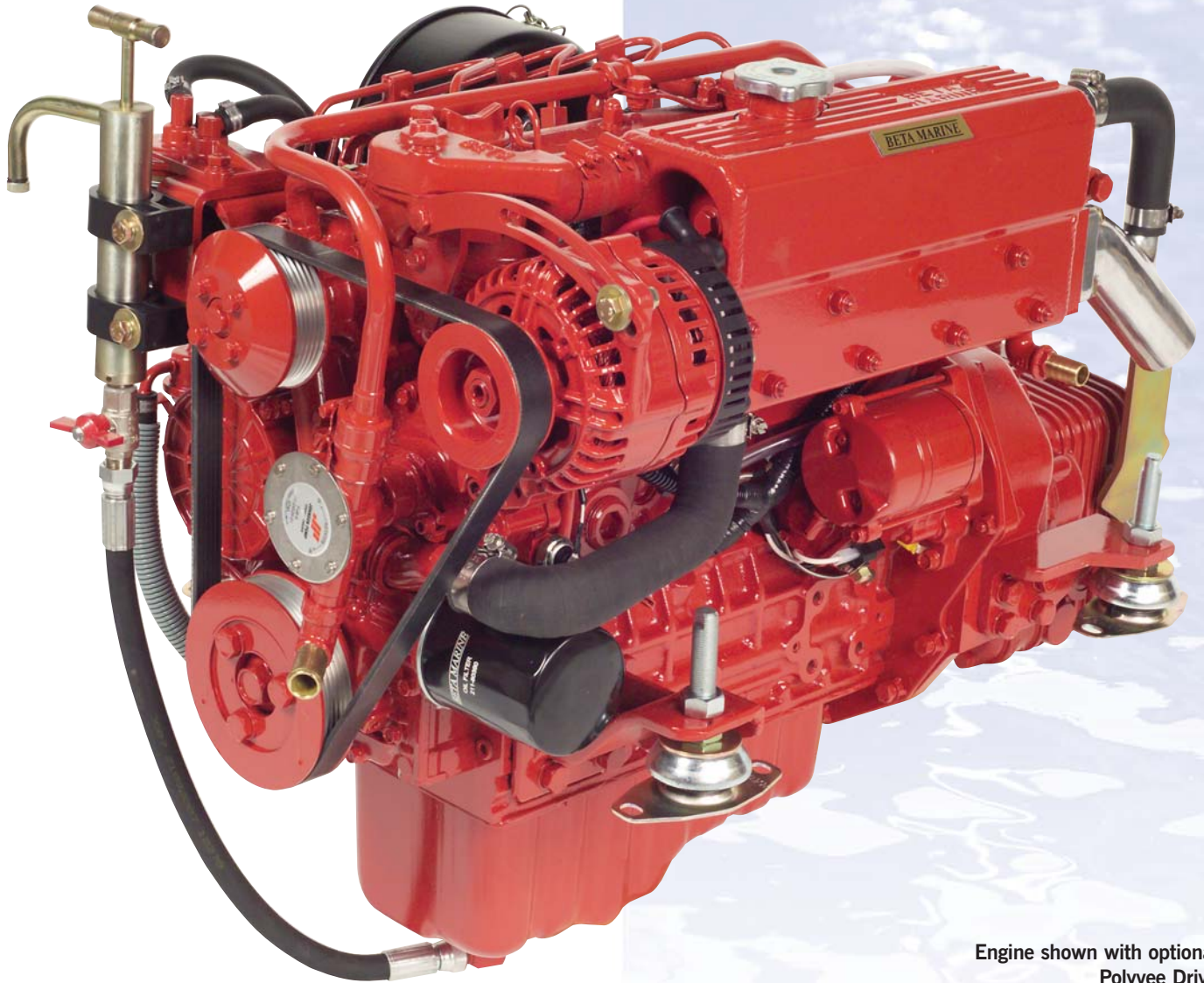
Engine shown with optional Down Angle Gearbox



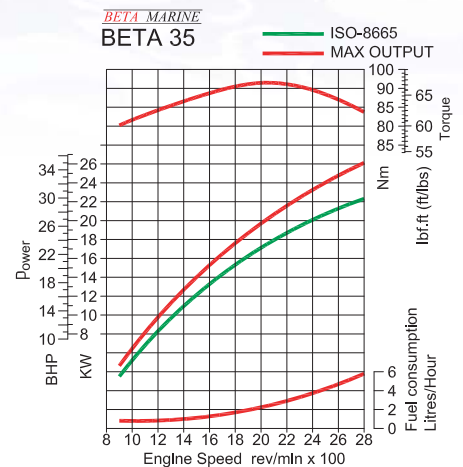
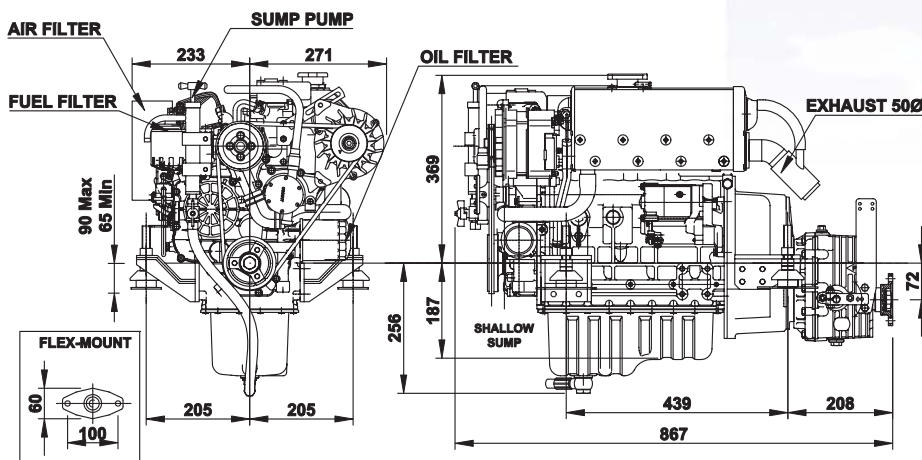
FUEL CONSUMPTION BASED ON THEORETICAL PROPELLER LOADING - MATCHED AT FULL SPEED.

Beta 35

4 Cylinders - 1498cc - 35hp max at 2,800 rev/min - 168Kg



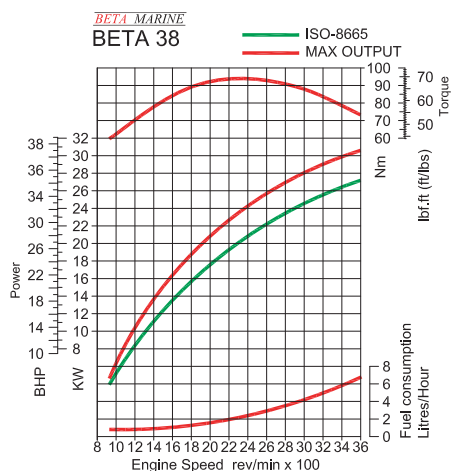
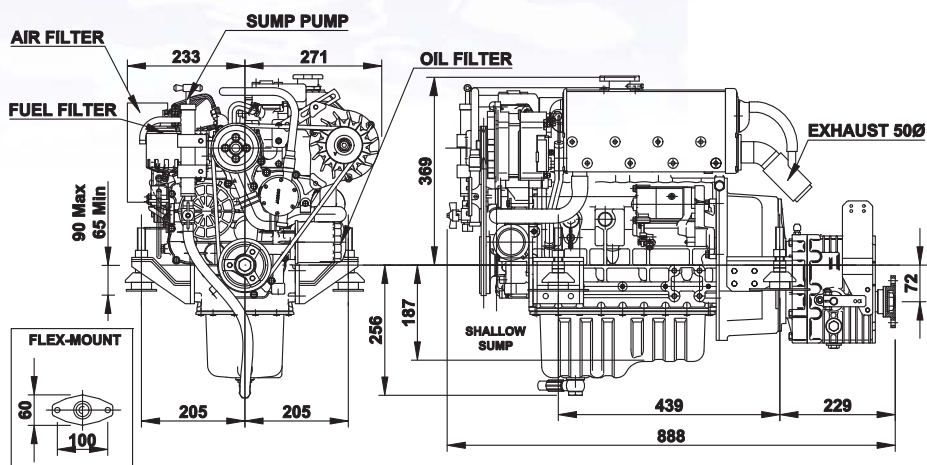
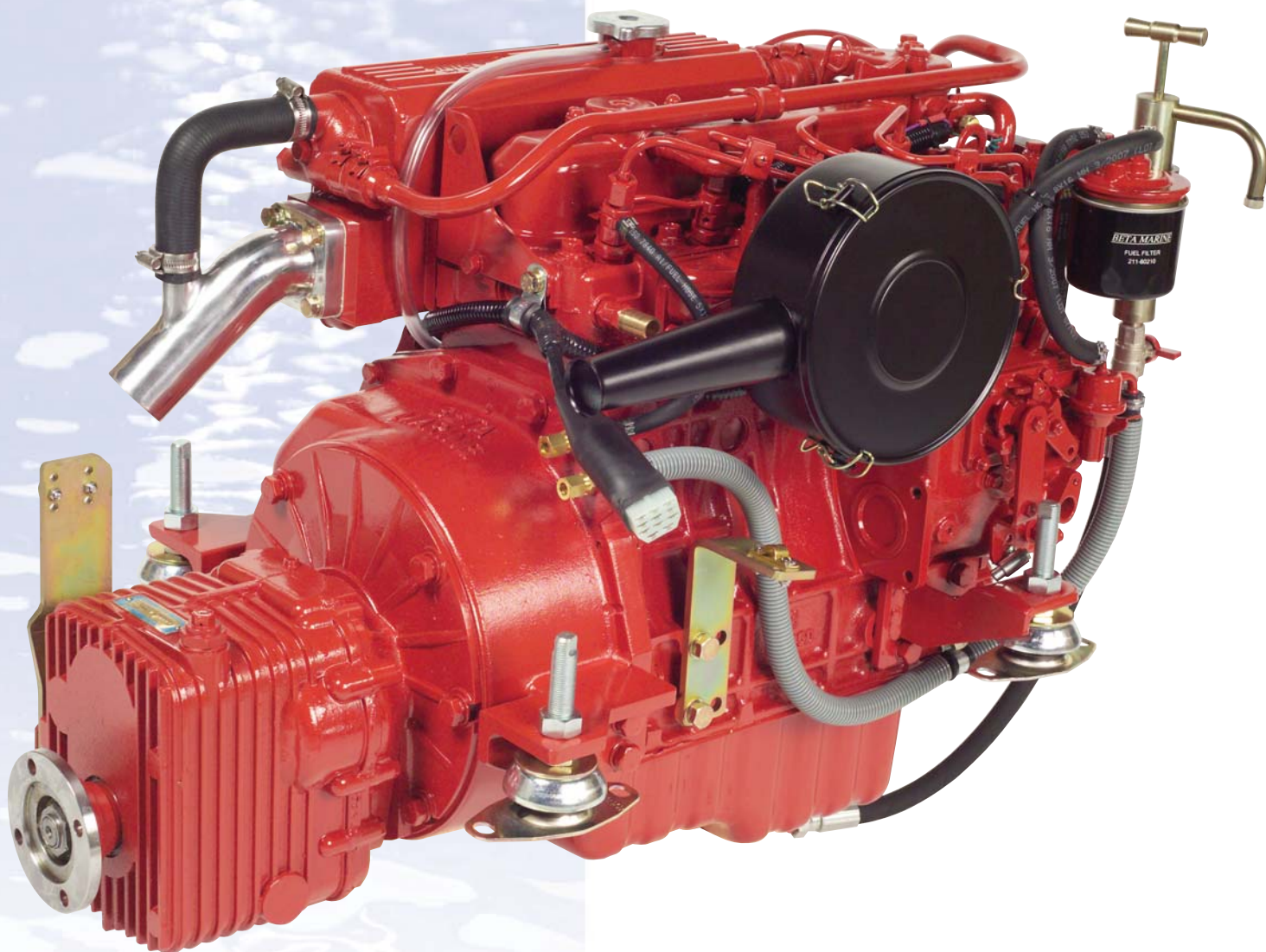
Engine shown with optional Polyvee Drive



FUEL CONSUMPTION BASED ON THEORETICAL PROPELLER LOADING - MATCHED AT FULL SPEED.

Beta 38

4 Cylinders - 1498cc - 38hp max at 3,600 rev/min - 168Kg



FUEL CONSUMPTION BASED ON THEORETICAL PROPELLER LOADING - MATCHED AT FULL SPEED.

Control Panels



Standard 'A' Control Panel

Keystart switch, push button stop, green light for 'power on', red warning lights and audible alarm for: low oil pressure, high water temperature, domestic and engine alternators 'no charge'; 3m interconnection cable with multi pin plug connector.



Standard 'ABV' Control Panel

Tachometer with running hour recorder, keystart switch, push button stop, green light for 'power on', red warning lights and audible alarm for: low oil pressure, high water temperature, domestic and engine alternators 'no charge'; 3m interconnection cable with multi pin plug connector.



Optional 'ABVW' Control Panel

Tachometer with running hour recorder, waterproof push buttons for heat/start/stop, green light for 'power on', red warning lights and audible alarm for: low oil pressure, high water temperature, domestic and engine alternators 'no charge'; 3m interconnection cable with multi pin plug connector.



Optional 'B' Control Panel

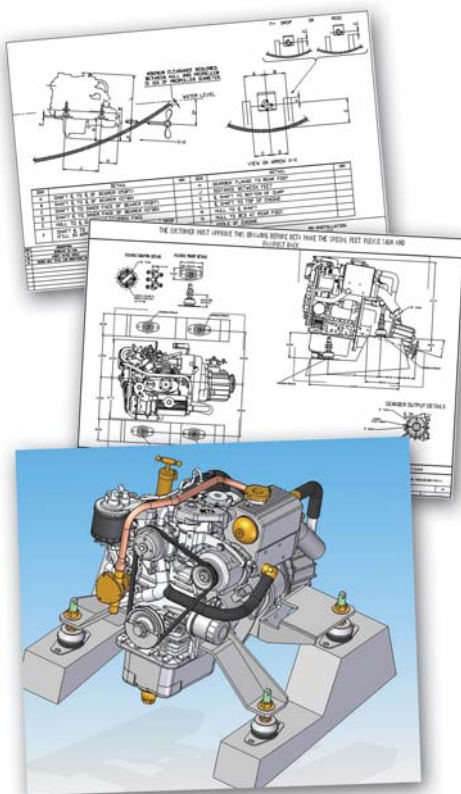
Tachometer with running hour recorder, water temperature gauge, keystart switch, push button stop, green light for 'power on', red warning lights and audible alarm for: low oil pressure, high water temperature, domestic and engine alternators 'no charge'; 3m interconnection cable with multi pin plug connector.



Optional 'C' Control Panel

Tachometer with running hour recorder, oil pressure and water temperature gauges, voltmeter, keystart switch, push button stop, green light for 'power on', red warning lights and audible alarm for: low oil pressure, high water temperature, domestic and engine alternators 'no charge'; 3m interconnection cable with multi pin plug connector.

Re-Engining?



Are you replacing an old engine?

Beta engines have been fitted into thousands of yachts around the world with our standard engine feet; but where necessary we also offer our unique service of designing and manufacturing "Special Engine Feet" so that our engine just drops onto your existing engine bearers. We have made hundreds of "Special Feet" over the years and in most cases will substantially reduce the time and installation costs.

The system works like this: we have a standard drawing where you just fill in the measurements of your existing engine bearers; we then prepare a finalised drawing for you to sign-off for us to manufacture your special feet. We then manufacture, fit and paint them so that your engine arrives ready to 'drop in'.

BETA MARINE

Ref: 1730,
February 2011

the yachtsman choice...

- Advanced Engineering giving very low emissions
- Compact and quiet - they run like sewing machines
- National and International Dealer Support
- Large 70, 100 and 150 amp alternator options
- Special feet option - manufactured to suit your installation
- Heat Exchanger Cooled



Beta 10
& Beta 14



Beta 16



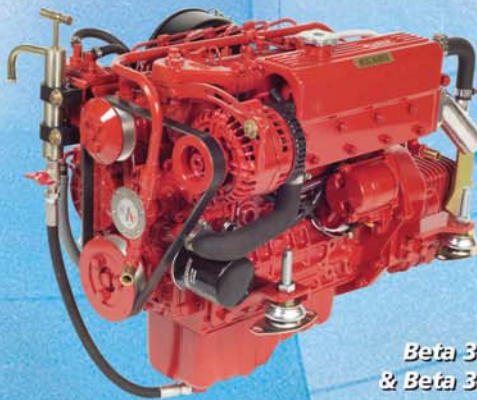
Beta 20



Beta 25



Beta 30



Beta 35
& Beta 38



Beta 43,
Beta 50
& Beta 60



Beta 75
& Beta 90



Beta 150



Saildrives

Beta 14SD, Beta 16SD, Beta 20SD,
Beta 25SD, Beta 28SD, Beta 30SD,
Beta 38SD, Beta 43SD, Beta 50SD,
Beta 60SD