

Engine Information

Model; **Volvo Penta D2-55** with reverse gear(trans).
Four cylinder, 134.2cu.in., 55hp @ 3000rpm
Dry weight with reverse gear 536#
115amp alternator, standard.

Warranty; Comes with a comprehensive two year Limited Factory Warranty. None of the others went more than a year.

Re-powering Palm Latitudes

The longest part about replacing the Perkins with any of the three other choices, Yanmar, Westerbeke and Volvo Penta was getting the dealers to come out and visually do a size up and get a quote. The quote being for the engine and then the install. I discounted the idea of rebuilt engines as they came with little or no warranty 6 months max.

Horse power ratings for the Yanmar 4JH4E and the Volvo D2-55 were [55hp@3000rpms](#). The Westerbeke was [44@3000rpms](#).

The Yanmar while highly recommended was \$3500.00 more than the Volvo or a little more than half of the install cost(KaChing). Another problem was the engine runners would have to be lengthend 3" each side(\$\$\$) to accommodate the Yanmar..

Rich of s/v RiKaVa's recommendation was to stay with the Perkins. So I thought I would head over to the Perkins dealer in San Diego and see what they recommended. I had been reading up on the new M-60(60hp) but it seemed a little big.

In speaking with the owner and his assistant about my re-power, I asked them what they are doing about the aging 4108's. They suggested the Volvo as it had the same footprint as the 4108 and it was a simple install. One big plus was it also came stock with a 115amp alternator. All the others came with 60amp alternators.

Needless to say I went with Volvo over the Yanmar, as price was becoming an issue. All the quotes for the install where about the same at 40 to 50 hours. In good ole Kaliforn-i-a that would be \$95.00 an hour.

The install went well taking 2 weeks to the day from haul out to Sea Trials. From the time I was towed(free, thanks you Vessel Assist) over to the yard for take out and put in was 2 hours. The Volvo had to go in nose first as it was about a half inch longer than the companion way with the sliding hatch pushed back past the normal stop.

The Sea Trials went better than expected. The mechanic says it sometimes takes two or three times to get the dealer spec's correct. Some re-powers need the props adjusted to make the performance specs. We lucked out.

Here's one for ya.....The speed tests were conducted going both upwind and downwind at different speeds(speeds recorded from a GPS). Current wasn't much of a factor as it was slightly on our beam. Going upwind at 3000rpm's we hit 7.3kts and down we hit 8.2kts. When he said to push it up to 3000rpm you could feel the boat really squat. Later back at the dock I checked the exhaust line and it was about 6" to 8" above the exhaust.

We have taken Palm Latitudes out one other time since the Sea Trials and find that at 1800rpm's she runs a little over 6.5kts. We now have a whopping 5.2hrs on the engine clock.