

# GUIDE

TO

# BETTER BOATING

Read this ★★ then  
TALK it over with  
your Johnson dealer

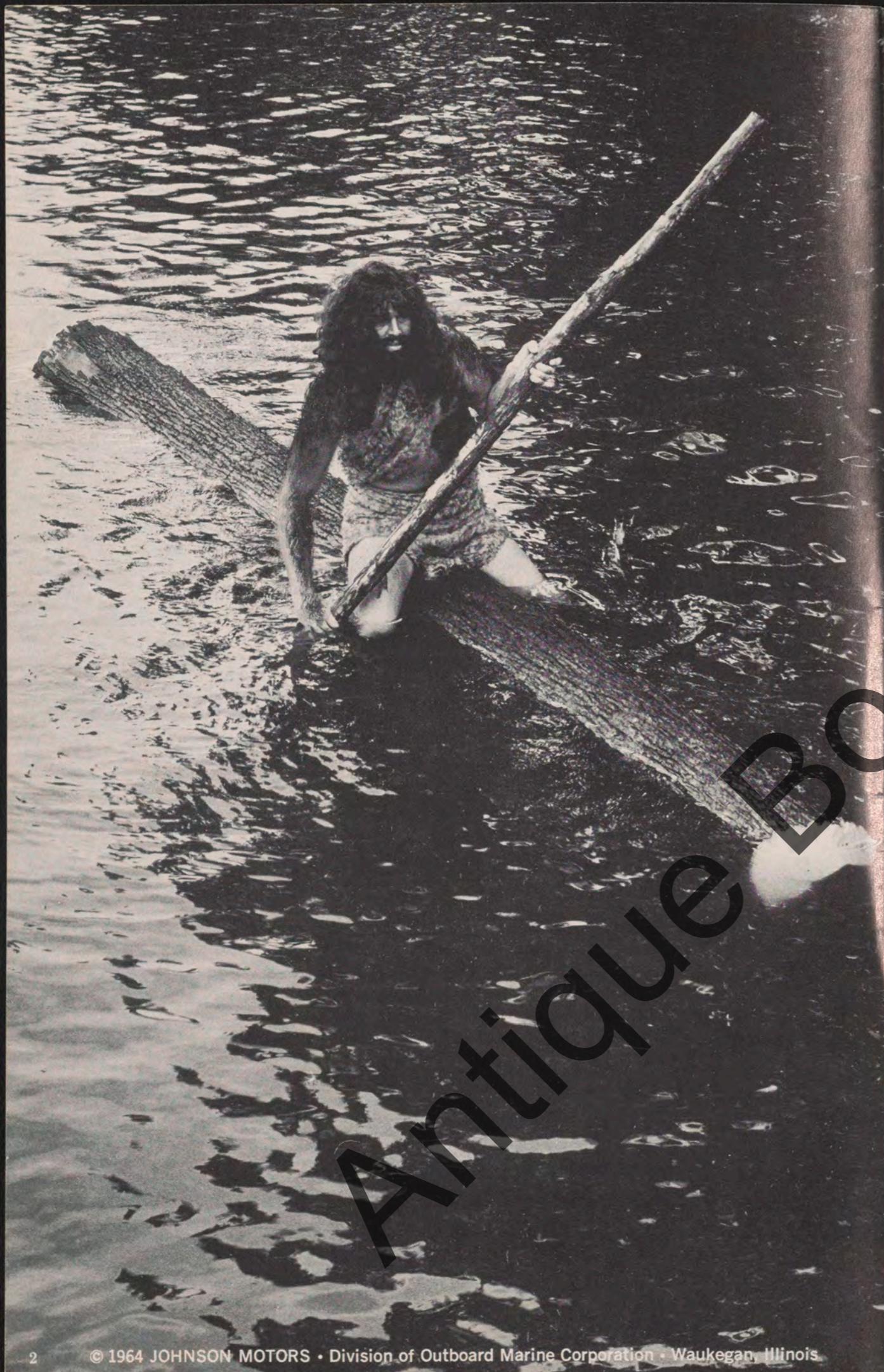
WHY??  
3 NOSES  
and other boating  
questions answered



**Johnson**  
POCKET BOAT SHOW

Antique Boat Museum





## MAN ON THE LOG

The first boating fan probably pioneered this new route of travel and recreation with nothing more than a big log and a pole to guide it with. However long the trip, it was an important one — a voyage that launched not only a continuing partnership between man and boats, but a never-ending search for a better way of boating, as man learned to shape a prow, hollow a cockpit, carve a paddle, fashion a rudder, hoist a sail. And, finally, to harness power to replace wind or muscles.

Yet throughout the centuries the majority of boat hulls have strayed little, in principle, from the concept of a hollowed log with a pointed bow. Even as hull designs grew more refined and boats more sophisticated and luxurious, they multiplied problems of cost, maintenance, handling and operating expense to the point where pleasure boating was denied to many and unsatisfactory to others who refused to accept the insecurity, discomfort or danger often associated with compromise boating designs.

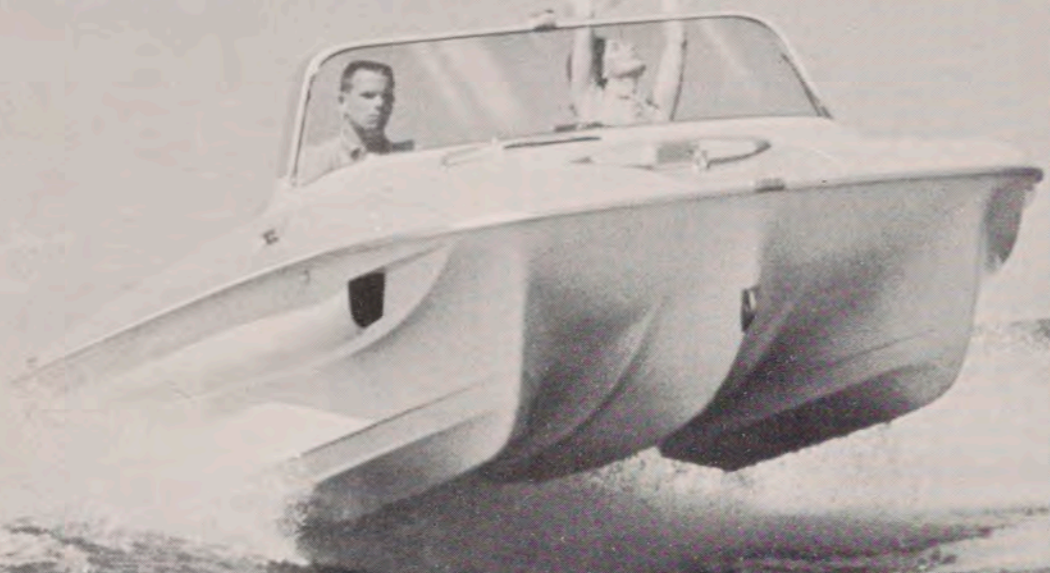
**THEN OUTBOARD MARINE CORPORATION BROUGHT ITS NEW IDEA TO PLEASURE BOATING!**

It was a deliberate attempt to break the patterns of the past by questioning moss-grown traditions, discarding ideas entrenched by habit and inertia, seeking the better way to answer America's boating needs. Its purpose was threefold: 1. To build into a pleasure boat all the convenience, handling ease, safety and comfort of the family automobile; 2. To provide a complete boating package that left you nothing more to buy except gas and oil; 3. To bring you new freedom from ordinary time-consuming laborious boating maintenance.

To see how we did it, why don't *you* leave the past behind and look into the Johnson-OMC new concept of pleasure boating on the following pages?

*It's easy as rolling off a log.*

The boat that likes people . . .



## WHY THREE NOSES?

The rumors were flying long before the New York Boat Show of 1962. Boating fans' curiosity was aroused by hints in popular boating magazines alerting them to Outboard Marine Corporation's forthcoming entry into the boating field. Those in the know spoke of a new ultra-modern factory burgeoning on the outskirts of Waukegan, Ill., or told of shrouded boats leaving the plant for testing on nearby waters or at Naples, Fla. "Get set for surprises," they said.

And the first surprise came at the Boat Show as Outboard Marine unveiled an intriguingly different hull that sported not one, but *three* noses, together with an array of features showing clearly that at last



Lopsided loads that could capsize a conventional hull have little or no effect on the trim of Johnson, thanks to its remarkable stability.

someone had taken a hard, thoughtful look at boater comfort and convenience—and done something about them.

But the real surprises were reserved for those who followed this new boat into the water and stepped aboard for a demonstration ride. For a lot of them, pleasure boating hasn't been the same since!

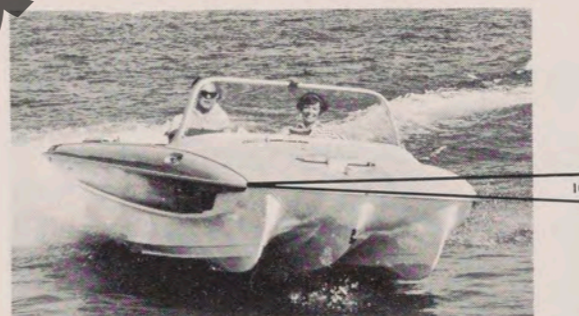
Supposing you'd been along on that ride — or on a demonstration ride in any of the new Johnson boats for 1964 — here's what you'd find: First



The Johnson is notably steady when beached, too. Its three noses automatically square up with shoreline, provide platform-like stability.

off, a surprise when you step on the gunwale to board. You wouldn't even try it with a conventional hull, but on the Johnson there's no bobbing, no lurching, no flailing to recover a precarious balance, no feeling that the Johnson is trying to shrug you off into the drink. Even when a second, a third, a fourth passenger joins you on that gunwale, this boat lists hardly at all.

The second surprise comes when you key that quietly powerful 88 hp Johnson V-4 stern drive to life and head for open water.\* If the boat's remarkable stability rouses any suspicions about its liveliness and agility, its performance soon dispels them. The Johnson lifts effortlessly into a plane, steps along jauntily on top of the water — not through it — as the speedometer climbs steadily to 20, 25, 30 miles an hour, and more. Thrown into a high-speed turn, the boat reverses field with a bank of less than ten degrees, and virtually no slipping or tripping. Turned to quarter the wake of another boat, you negotiate it without a qualm, even at a narrow



A top-speed turn reveals the boat's remarkable stability as it banks less than ten degrees with virtually no skidding or sideslipping.



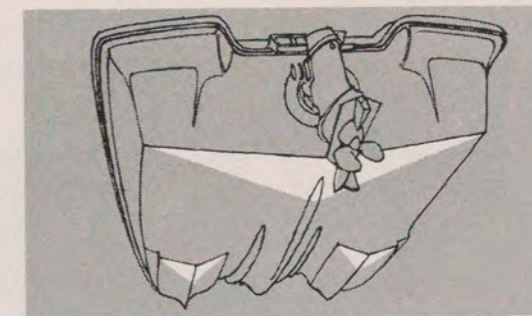
The boat holds a straight course as if on tracks, even when driver takes his hands off the wheel.

approach angle. And on a straight-away, the Johnson holds its course like a bloodhound, even with the driver's hands off the wheel.

The secret of such showcase performance lies in the intricate configuration of the boat's sponsons, center bow and stepped hull — arrived at as the result of months of careful research, design and testing by OMC marine engineers and well-known naval architects. Scores of prototype hulls were built, tested and discarded before one evolved which met all the standards of safety, stability, dryness, speed and performance desired.



Tripod effect of sponsons and aft planing surface give Johnson boats the ability to zigzag across a wake like this with ease.



On plane, the Johnson rides on these three dart-shaped planing surfaces. "Tripod" stability contributes to smooth, non-tip ride.

\*Just introduced: two four-cycle engine stern drive power options — a 110 hp straight 4, a 150 hp V-6.

*The boat that likes people . . .*

The result combines the speed characteristics of a three-point hydroplane with twin sponson displacement to smooth out the ride. As one nose cuts into a wave, the boat's tendency to broach or fall away is countered by the other, giving the Johnson its unusual sure-footedness in turns and with unbalanced loads. Twin tunnels between the sponsons and center bow allow surging water to escape quickly so it doesn't hold the boat back. The shallower center bow rides out of water in plane, further reducing drag and power loss as the Johnson skims along, tripod-steady, on three dart-shaped planing surfaces, without porpoising.

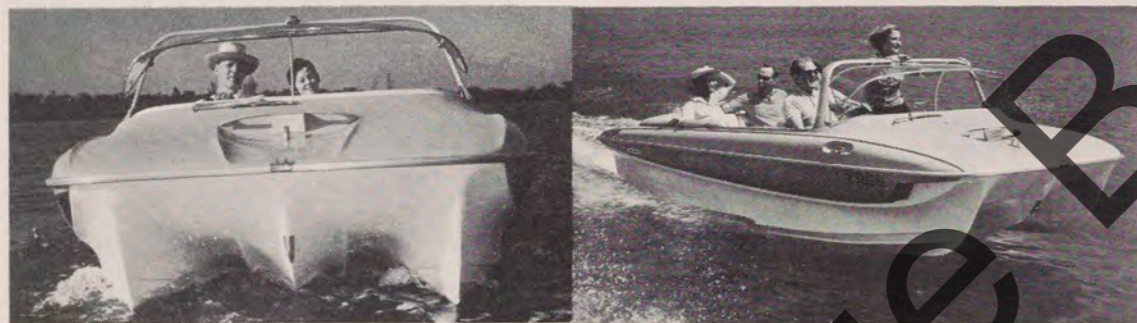
The bottom contour of the sponsons is designed to throw water away from the boat, low and flat to the sides, so that even wind-blown spray is less than you'd expect. And, for an added bonus, the Johnson leaves a flat wake that water skiers say is worth the price of admission alone.

People who tend to be a mite skitish around boats find this one downright persistent in its efforts to be reassuring. In fact, one boating au-

thority wrote, "Of the literally hundreds of craft I've tested, I have not encountered a boat that boasts as many safety features within its size and price range." Even non-boaters like the high, wide and handsome cockpit with its sense of wrap-around security and its firm, flat floor. It's even carpeted like home.

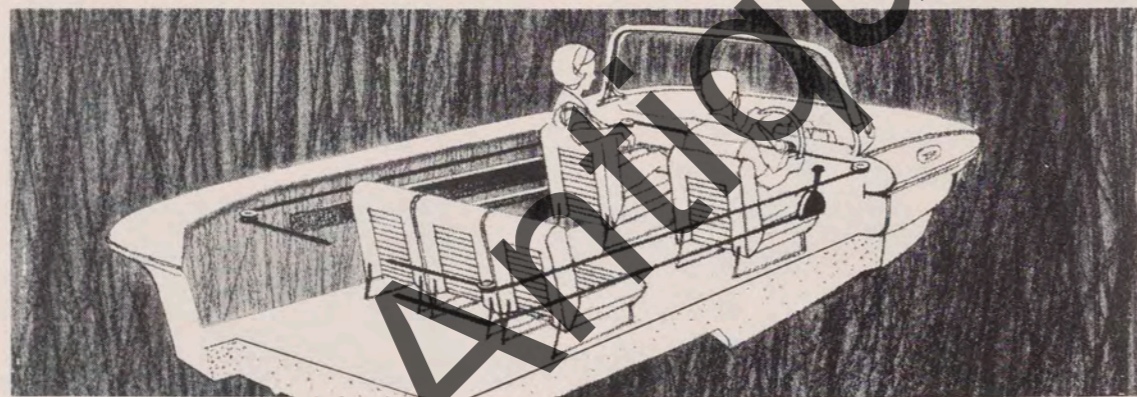
Under that floor is from 26 to 30 cubic feet (depending on the model) of closed cell polyurethane foam flotation — giving the boat a "life raft" of flotation which will support a minimum of 1,450 pounds of non-submerged weight. Its rigid closed cell structure means that it won't absorb a significant amount of water even after prolonged immersion. In flotation tests, the Johnson has remained floating upright with a five-passenger load and a hole in the bottom. Without the hole, but pumped full of water, it still floated upright. There seems to be no convenient way of sinking the thing, short of filling it with cast iron.

For added peace of mind, each seat has a Coast Guard approved life preserver cushion under it, ready to be



*The center bow gives added lift at low speed . . .*

*. . . rides out of water at planing speeds, thereby reducing drag.*



*Polyurethane foam fills space between fiberglass hull and cockpit floor to give Johnson exceptional flotation. Even if outer hull is punctured, water will not get through closed cell foam.*



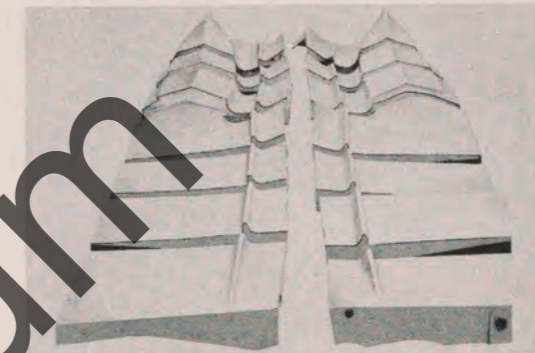
*Unique hull design leaves a flat wake, ideal for water skiing.*

lifted out in an instant. You can't forget and leave it ashore, for the seat won't function without it.

Only a season or two of actual operating experience will uncover all of the thoughtful provisions that Johnson design has made for boating and passenger safety. For example, the four mooring cleats are recessed into the deck mold to avoid catching clothing — or people. There are no protruding bolts or sharp edges to be thrown against, nothing on the floor



*"Like riding in a fine car with an exceptionally roomy interior," is the way a boating novice might describe his first trip in a Johnson. The boat's high, solid sides promote the feeling of security and confidence that comes of being "in" a seaworthy craft, rather than "on" the water.*



*Johnson hull, sliced apart after months of immersion in water, in quality control spot-check, shows no deterioration of flotation material, no significant water absorption. Photo also shows life raft of flotation packed between deck and hull.*

to snag an unwary foot. There's no bilge to accumulate fuel or fumes, and fuel lines are above the fuel tank to prevent possible fuel leakage due to a bad connection or damaged line. A dry chemical fire extinguisher is standard equipment on all Johnson models. In an emergency, the stern drive may be hand-started with the emergency rope provided. Where most stern drive lower units have a 60° turning radius — 30° to each side of centerline — the Johnson lower unit turns through a full 90° arc for easier, safer handling, docking and maneuvering.



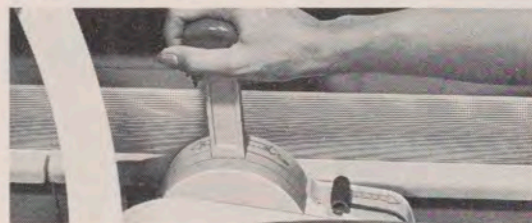
*A Coast Guard-approved life preserver is an integral part of each seat, can be lifted out instantly in case of need.*

*The boat that likes people . . .*

"Daring in concept, yet practical in all respects," is the way boating authority Hank Wieand Bowman described it in a national boating magazine—and the "inside story" confirms his statement. The same engineering expertise and forethought that created the Johnson boats' remarkably level, safe ride is applied to passenger comfort and convenience.

**SAFETY GLASS WINDSHIELD**  
Starting at the bow, there's a gracefully downcurved foredeck with recessed bow handle and chock. Textured surface helps insure safe footing, reduce glare. There's no plastic to scratch or fog in that windshield—it's tempered 1/4" safety plate glass, tinted to lessen glare and eyestrain, set in sturdy aluminum frame that provides a solid hand-grip.

A wiper with a boarding-house reach clears a generous viewpoint with every stroke. (There's a windshield washer available as an accessory, if you're troubled with salt spray.) The wiper blade rests off the glass, allowing the windshield to open—which it does, electrically. Because the curves of the windshield and foredeck tend to shunt air over passengers' heads, they enjoy fresh air without being subjected to a hair-straightening blast.



Johnson's single-lever "Electramatic" control. Small lever is warm-up throttle.



Suspension seats with coil springs and hydraulic shock absorbers iron out chop, easily remove for lounge-chair comfort ashore.

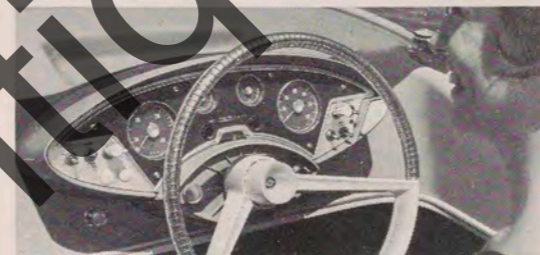
**SHOCK-ABSORBER SEATS**  
Thousands of man-hours of testing went into the easy-chair comfort of the seats. Tubular aluminum frames are webbed with shock-absorbing elastic, seat and backrest cushions foamed with a polyurethane material specially selected for controlled resilience, to soak up jounces without relaying them to passengers. Each seat has a molded cover of easy-to-clean white plastic, and includes a Coast Guard approved lift-out life preserver cushion. Seats are removable for use ashore. Rear seats may be turned around for fishing.

A big reason for the shipshape appearance of the Johnson Deluxe is its wealth of storage space for keeping boating gear out of sight, out from underfoot. Two 8-foot shelves hold fishing rods or water skis. Underneath these are four commodious tilt-out bins—two of them equipped with locks to safeguard valuables. There is enough storage space under the bow for a tent, while still more space is available under the fiberglass rear hatch covers.

**"COMMANDING" VIEW.** The pilot of a Johnson Deluxe is "in command" to a degree unusual in a boat this size. Speedometer, tachometer, ammeter and fuel gauge tell him what's what at a glance, dash-



Windshield and wiper controls are interconnected to prevent simultaneous operation.



"Control center" instruments provided as standard equipment on Deluxe. Heavy-duty wiring is color-coded, fused and labeled, with fuse block for nine separate circuits. All electricity goes through the ammeter.

board lights signal engine overheating, low oil level or low oil pressure. Switches raise and lower windshield, lift and lower stern drive lower unit, turn on running, anchor, instrument and interior courtesy lights, operate the bilge pump and blower. There's a big horn button within finger reach on the dash, a rudder indicator that tells the position of the lower unit before you start up, a rear-view mirror, even a cigaret lighter. The boat's navigating lights meet Coast Guard requirements and International rules, with illumination well over requirements.

Controls are so simple that even an inexperienced boatsman can gain his "captain's papers" in minutes. A turn of the key starts the engine and a touch of the "Electramatic" control lever puts you on the move. Exclusive electric shift is butter-smooth, and with throttle and shift combined in one control, driving means doing just what comes naturally: push the lever forward to go ahead, push it farther to go faster. Pull it back to Neutral to stop; pull it back farther to Reverse. It's easier than handling the family car—so even precise docking maneuvers can be mastered with a minimum of practice.

Aircraft-type cable steering with stainless steel nylon-covered cable is up to twice as efficient as most push-pull steering systems available for boats of the Johnson's class. Needle and ball bearings make steering effort negligible. Pulleys bolted to metal plates, cemented and glassed into the hull, withstand far more steering effort than can be applied.



Boarding ladder and interior step, for easy access from dock or water, are also standard on a 17 Deluxe. Complete deck hardware supplied, including chrome cleats, lifting eyes, trailer eye, bow handle and chock.

**THIS TOPS EVERYTHING!** Vinyl-covered fabric top allows ample headroom for all, and rear extension offers protection for rear seat passengers too. The entire top folds out of sight under the hatch covers, sets up in a jiffy with snap fasteners and two windshield clips. For added snugness, you can "button down" with a snap-on rear curtain and zippered side curtains of clear plastic. The entire forward section opens to allow passengers to enter or leave.

Storage space for bulky items is concealed under the rear hatch covers.



Sporting equipment, food, extra clothing—all your boating gear stows in roomy storage bins lining the sides of the Deluxe. Two of the compartments are fitted with locks.



Water skis, fishing rods, tow ropes, etc., are out of the way yet easily accessible in the 8-foot shelves.



Convertible top snaps on or off with dual windshield latches. Waterproof 27-ounce fabric is non-shrinking, mildew-proof.

*Style award winner!*

## JOHNSON DELUXE

Most fully equipped pleasure boat in its size and price range, the Johnson Deluxe is the "standard" by which other manufacturers measure standard equipment... just as its performance and design is changing America's idea of what pleasure boating should be!

**SPECIFICATIONS:** Overall Length: 17'2 $\frac{5}{8}$ ". Beam: 7'4". Construction: GCR bonded fiberglass laminate; permanently bonded deck and hull. Molded-in permanent flotation in sealed double bottom. Colors: Polo white with Tawny beige or Gulf green or Bimini blue. Gross Weight: 1640 lb. with 88 hp V-4 (no passengers).

**STANDARD EQUIPMENT INCLUDES:** One of 3 stern drive power options. Deluxe steering wheel with non-reversing, torque-free steering. "Electramatic" one-hand throttle and shift control. Deluxe instrument group: speedometer, tachometer, ammeter, fuel gauge, heat warning light, oil level and pressure warning light. 24-gal. approved gasoline tank. Power tilt windshield with tinted tempered safety plate glass. Electric windshield wiper. Electric engine compartment blower and bilge pump. Rudder indicator. Electric horn. Running lights, anchor light, instrument light, interior courtesy light. Cigarette lighter. Battery and battery box. Fire extinguisher. Rear view mirror. 4 storage lockers, 2 with locks. Two suspension seats (front), three deluxe seats (rear), all with USCG approved life preserver cushions. Two 8' storage compartments. Deck hardware includes 4 chrome cleats, 2 lifting eyes, trailer bow eye, bow handle and bow chock. Boarding ladder. Interior step. Tool kit. Spare propeller. Boat drain. Two footrests. Two floor mats. Matching carpeting throughout cockpit area. Convertible top, side and rear curtains. Fiberglass rear hatch covers. Nylon tie lines. Fenders with gunwale clips.

**OPTIONAL EQUIPMENT INCLUDES:** Aft tonneau cover, mooring and trailering cover, custom fitted ice chest, outboard motor bracket, windshield washer, side screen assembly.









**POWER** to whip a one-ton load onto plane within 12 seconds is yours with a

## JOHNSON DUAL

with its twin 88

hp stern drive units! They put out a hundred and seventy-six swinging horsepower for water-skiing or run-about thrills... each stern drive has its own running system for greatest reliability... and one will see you home with power to spare! Available only in Polo white with Bimini blue.

**SPECIFICATIONS — JOHNSON DUAL:** Overall Length: 17'2 5/8". Beam: 7'4". Construction: GCR bonded fiberglass laminate; permanently bonded deck and hull. Molded-in permanent flotation in sealed double bottom. Colors: Polo white with Bimini blue. Gross Weight: 1860 lb. (without passengers).

**STANDARD EQUIPMENT INCLUDES:** Two 88 hp Johnson stern drive units, each with independent running system and power tilt. Two 18-gal. approved gasoline tanks. Dual "Electramatic" throttle and shift controls.

**ADDITIONAL STANDARD EQUIPMENT (BOTH DUAL AND CUSTOM):** OMC steering wheel with non-reversing, torque-free steering. Deluxe instrument group: speedometer, tachometer (reads both engines for Dual), ammeter, fuel gauge, heat warning light (2 for Dual), oil level pressure warning light (2 for Dual). Power tilt windshield with tinted tempered safety plate glass. Electric windshield wiper. Electric engine compartment blower and bilge pump. Rudder indicator. Electric horn. Running lights, anchor light, instrument light, interior courtesy light. Cigaret lighter. Battery and battery box. Fire extinguisher. Rear view mirror. Four storage lockers, 2 with locks. Two suspension seats with USCG approved life preserver cushions. Two 8' storage compartments. Deck hardware includes 4 chrome cleats, 2 lifting eyes, trailer bow eye, bow handle and bow chock. Tool kit. Boat drain. Two footrests. Two floor mats.

**OPTIONAL EQUIPMENT (BOTH DUAL AND CUSTOM) INCLUDES:** Matching carpeting for cockpit, deluxe seats with life preserver cushions, suspension shock absorber seat kit, convertible top, side and rear curtains, aft tonneau cover, boarding ladder and interior step, mooring and trailering cover, custom fitted ice chest, outboard motor bracket, windshield washer, side screen assembly.

A BOAT that "grows" on you — starting with fewer items of equipment —

## JOHNSON CUSTOM

You can personalize and accessorize it by adding just the "extras" you want or need, whenever you want them... but you still get the best right away, in the Johnson Custom's superb stability, exciting performance, and thoroughbred ease of handling. Polo white with Tawny beige or Gulf green.

**SPECIFICATIONS — JOHNSON CUSTOM:** Overall Length: 17'2 5/8". Beam: 7'4". Construction: GCR bonded fiberglass laminate; permanently bonded deck and hull. Molded-in permanent flotation in sealed double bottom. Colors: Polo white with Tawny beige or Gulf green. Gross Weight: 1500 lb. (without passengers).

**STANDARD EQUIPMENT INCLUDES:** 88 hp Johnson stern drive unit. 24-gal. approved gasoline tank. "Electramatic" one-hand throttle and shift control.





"Raising the roof" is a snap (or two) with Seasport's camper top, even while afloat. First, the sturdy anodized aluminum frame is installed, then the green and white canvas.



And a picture window, too! Vinyl windows in separate side panels have roll-down shades and screens for bug-free privacy. Side panels may be used in various combinations, or removed.



In addition, the Seasport has a stylish convertible top available. It offers the same general features as the 17 Deluxe, plus a front tonneau cover and windscreen.

## JOHNSON SEASPORT

Wide open for fun afloat — whether your idea of boating pleasure means fishing, skiing, sassy runabout performance, weekend excursions — or what-have-you. Roomy as a houseboat, the Seasport actually turns into one, with its easily assembled camper top. It covers the cockpit from stem to stern — and allows plenty of headroom for a passenger list of six-footers.

**SPECIFICATIONS — JOHNSON SEASPORT:** Overall Length: 17'2½". Beam: 7'4". Construction: GCR bonded fiberglass laminate; permanently bonded deck and hull. Molded-in permanent flotation in sealed double bottom. Colors: Polo white with Tawny beige or Gulf green or Bimini blue. Gross Weight: 1500 lb. with 88 hp V-4 (no passengers).

**STANDARD EQUIPMENT INCLUDES:** One of 3 stern drive power options. Steering wheel,

non-reversing, torque-free steering. "Electromatic" one-hand throttle and shift control. Deluxe instrument group: speedometer, tachometer, ammeter, fuel gauge, heat warning light, oil level and pressure warning light. Two 18-gal. approved gasoline tanks. Fixed driver's windscreen. Electric engine compartment blower and bilge pump. Rudder indicator. Electric horn. Running lights, anchor light, instrument light, interior courtesy light. Rear view mirror. Cigarette lighter. Fire extinguisher. Battery and battery box. 4 storage lockers, 2 with locks, 2 suspension seats with USCG approved life preserver cushions. 2 — 8' storage compartments. Deck hardware includes 4 chrome cleats, 2 lifting eyes, trailer bow eye, bow gunwale stanchions and safety railing. Tool kit. Boat drain. Single footrest, floor mat.

**OPTIONAL SEASPORT EQUIPMENT INCLUDES:** Extra deluxe seats, mooring and trailering cover, carpeting, boarding ladder, ice chest, outboard bracket, tie lines and fenders, camper top, convertible top, plus front tonneau cover and windscreen.



## UNIQUE MANUFACTURING METHODS

The extra margins of quality and strength built into Johnson Boats reflect not only the extent of their commitment to better boating, but the advantages of one-brand responsibility for manufacture. No other pleasure boat builder exercises more control over every step of production from raw materials to finished boat.

For example, OMC makes its own fiberglass roving and weaves its own fiberglass cloth on special looms. Even the methods of packaging, shipping and storing glass filament were devised by OMC's technicians, who also developed the special guns that spray fiberglass chop into the flawless, highly-polished molds. The fiberglass-resin formula is carefully controlled for greatest strength, in the exact thickness arrived at by exhaustive flex tests, and post-cured in special ovens for strength and durability.

Planing surfaces have an additional layer of resin-reinforced chop. Double layer woven roving stringers, filled with high density foam, serve as stress members running from transom to mid-sponsons. The marine plywood floor is bonded to the hull with chop and resin, while decks and hulls are also permanently bonded. Tight construction is another reason for the low sound and resonance levels found in Johnson Boats.

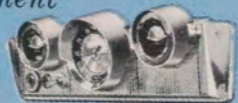
One-brand responsibility for manufacture means greater precision as well as unequalled quality control, both represented in Johnson's liberal warranty against defects in materials and workmanship. And the high percentage of manufacturer-installed components means greater value than other boats in Johnson's class can begin to offer at the same price.

*Some of the many precision manufacturing and testing operations on Johnson Boats include: deck and hull assembly, engine testing in mobile tank, spraying fiberglass chop, foaming seat cushions, testing instrumentation.*

## JOHNSON OUTBOARD RUNABOUT

with dozens of "standard equipment" features, including full safety equipment. Tackles every fun assignment with exuberant ease, and a cleared-for-action cockpit that makes other 17-footers look like compacts. Aircraft-type cable steering—outboarding's most efficient—is factory installed by experts, ready to connect. Self-bailing motor well takes your choice of five Johnson recommended power options in single or dual installations.

*Modular instrument cluster grows to meet needs.*



**SPECIFICATIONS:** Overall Length: 17'2 5/8". Beam: 7'4". Freeboard: 26". Transom height: 20". Construction: GCR bonded fiberglass laminate; permanently bonded deck and hull. Molded-in permanent flotation in sealed double bottom. Colors: Polo white with Tawny beige or Gulf green or Bimini blue. Gross Weight: 1050 lb. (no passengers).

**STANDARD EQUIPMENT INCLUDES:** Steering wheel and cables. Speedometer. Electric horn. Fixed tempered safety glass windshield. Running lights, anchor light and removable stern mast light. 4 storage compartments (2 with locks); 2—8' storage shelves. 2 deluxe seats with USCG approved life preserver cushions. Deck hardware; four chrome cleats, three chrome lifting eyes, chrome trailer bow eye. Boat drain. Fire extinguisher. 2 footrests.

**OPTIONAL EQUIPMENT INCLUDES:** Convertible top, side and rear curtains, electric windshield wiper, windshield washer, rear view mirror, interior light, extra deluxe seats with life preserver cushions, suspension shock absorber seats, boarding ladder, interior step, custom fitted ice chest, mooring cover, battery box, electric bilge pump, 18-gal. built-in fuel system with gauge, full carpeting.



*Owners call the power play...*

## Johnson Boats offer 3 stern drives

- 88 hp. 2-cycle, V-4
- new 150 hp. 4-cycle, V-6
- new 110 hp. 4-cycle, straight 4

plus 5 outboard  
power options!

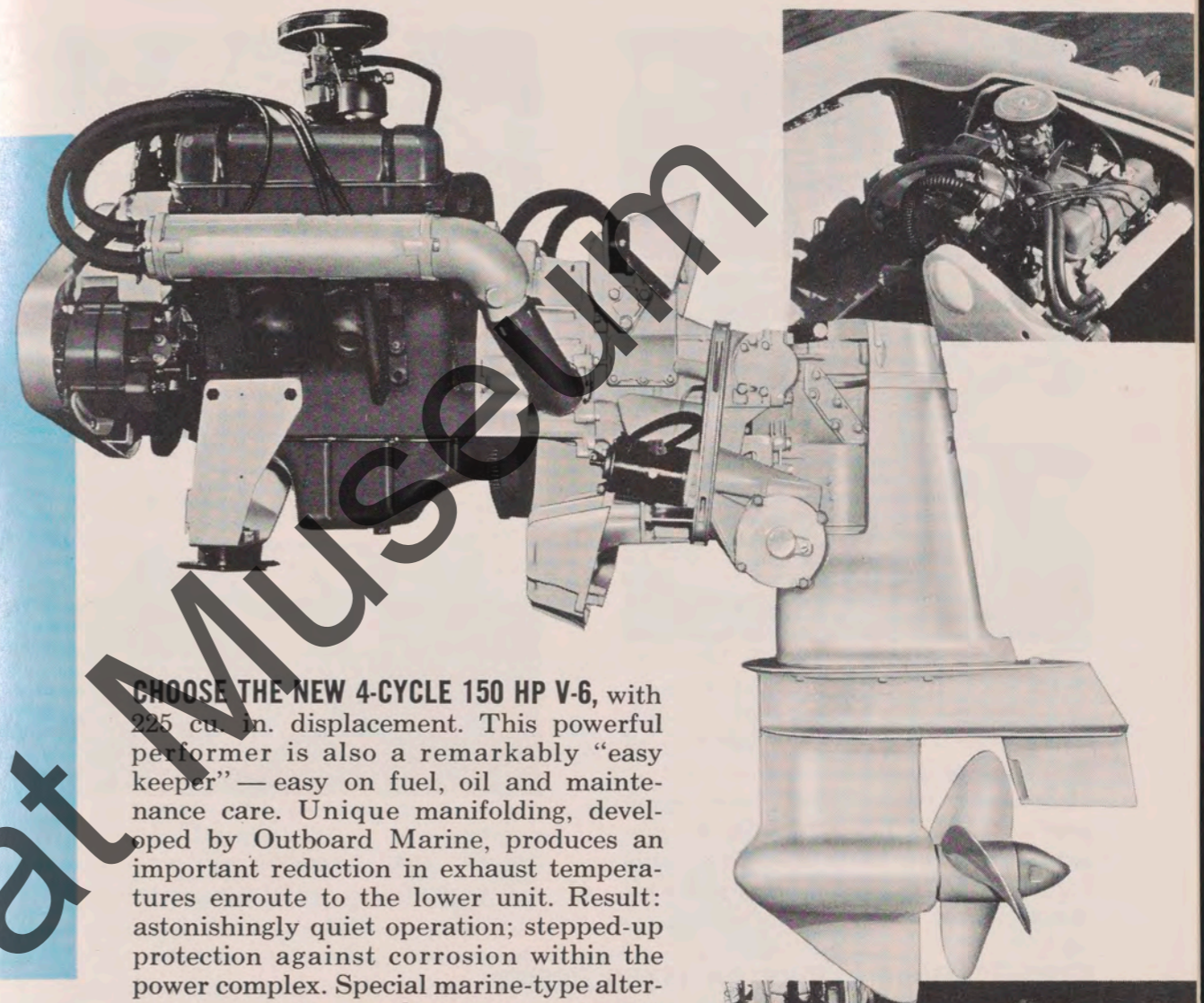
*FIRST IN  
DEPENDability!*



Johnson Stern Drives merge advantages of two marine power systems in combining inboard and outboard benefits. From the inboard come substantial fuel and oil savings and improved weight distribution — nearer midship for better trim and handling. From the outboard come quick response, ability to steer with the propeller for great maneuverability, and the ability to run in shallow water or over obstructions without an exposed, fixed propeller and shaft to suffer serious damage.

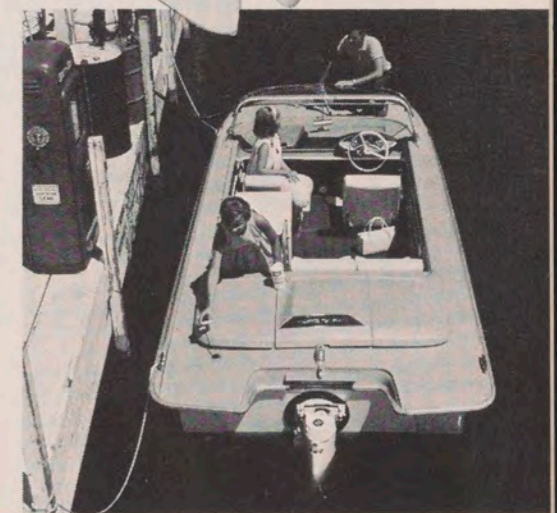
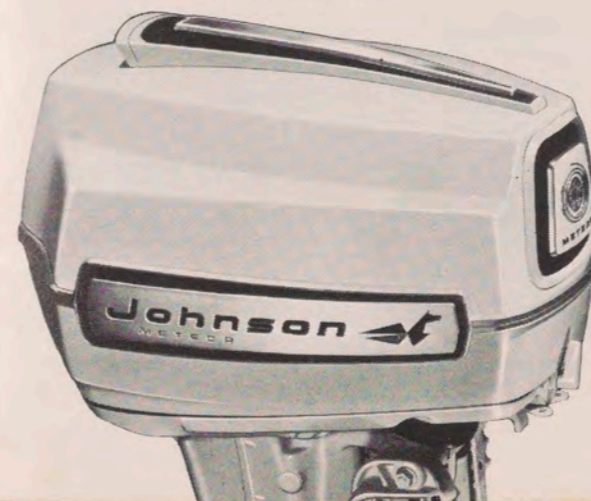
To both, Johnson brings unequaled experience in pioneering quiet marine propulsion units — with hundreds of man-hours spent in developing spiral gears for this application to eliminate annoying gear whine; with rubber isolation mounts, underwater exhaust and special idle-relief sound suppression. Famous Johnson **DEPENDability** is assured by expert design and rugged construction, including corrosion-resistant parts throughout.

**CHOOSE THE 2-CYCLE 88 HP V-4**—outstanding example of good things in small packages; weighs in at under 150 pounds (without lower unit), takes hardly more space than a picnic hamper, stays out of sight and hearing under fire-resistant cover. Automatically-metered lubrication from a separate oil tank, at 50:1 ratio, ends messy fuel-oil mixing. Absent-minded admirals get a dashboard warning light if oil dips below an hour's supply. Transistor-regulated alternator-generator produces 20 amp. output.



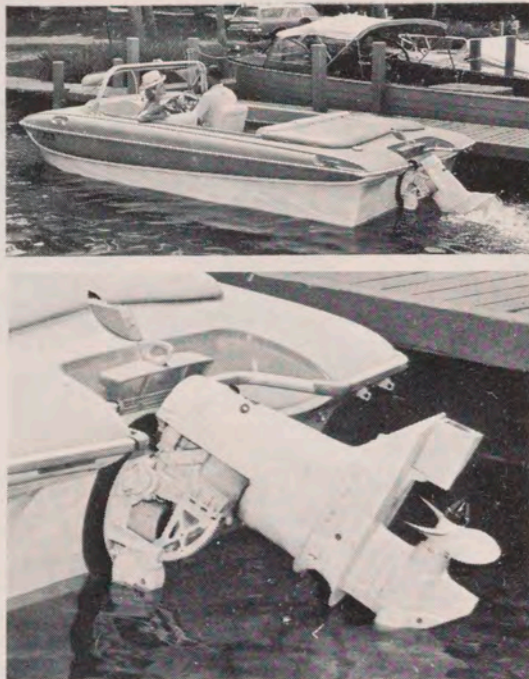
**CHOOSE THE NEW 4-CYCLE 150 HP V-6**, with 225 cu. in. displacement. This powerful performer is also a remarkably "easy keeper" — easy on fuel, oil and maintenance care. Unique manifolding, developed by Outboard Marine, produces an important reduction in exhaust temperatures enroute to the lower unit. Result: astonishingly quiet operation; stepped-up protection against corrosion within the power complex. Special marine-type alternator-generator produces current even while engine is idling; 40 amp. capacity assures more than enough power for all accessories, without battery drain.

**OR CHOOSE THE NEW 4-CYCLE 110 HP Straight 4** with 153 cu. in. displacement. This smooth power partner shares important design exclusive with the V-6 described above. The unique manifolding, for example. When we say it results in "astonishingly quiet" operation, we mean sound levels are reduced to the point where the engine is virtually noiseless, even uncowed.

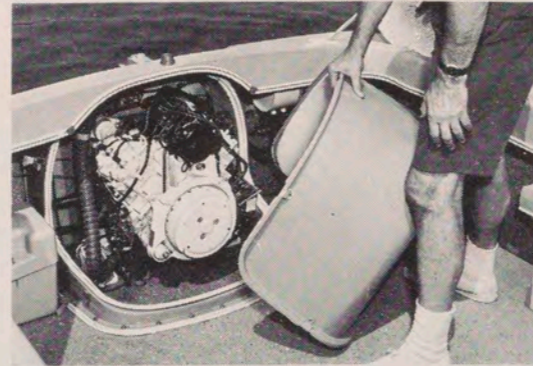


*There's no fuel-oil mixing needed for any of Johnson's Stern Drives. Hatch covers are in two designs — one for the 4-cycle engines, one for the 2-cycle engine.*

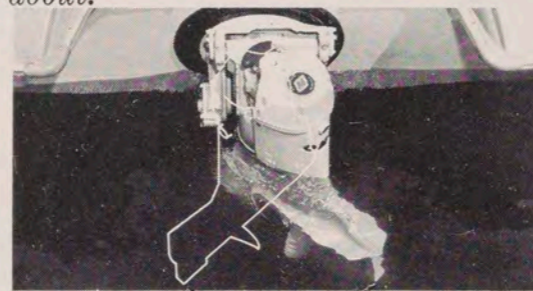
**CHOOSE FROM FIVE RECOMMENDED DEPENDABLE JOHNSON POWER OPTIONS** available for single or dual installation on the Outboard Runabout model.



(Top) The lower unit can be operated partially tilted for brief periods, as when moving into or out of shallow water — an added safety and convenience feature. Lower unit is electrically power-tilted from operator's position (an OMC "first" and exclusive), can be held at any angle for mooring, trailering or lower unit maintenance.



Sound-absorbing covers conceal all engines. 88 hp V-4 shown above has standby rope starting inside cover. Battery, battery box are standard except on outboard runabout.



Johnson design provides 90° steering arc for easy handling and docking. Water pump in lower unit is always primed.

### SPECIFICATIONS — JOHNSON STERN DRIVES

	88 HP STERN DRIVE	150 HP STERN DRIVE	110 HP STERN DRIVE
Brake HP	88 hp.	150 hp.	110 hp.
Approved Full Throttle Range	4000-5000 rpm.	4000-4400 rpm.	3700-4100 rpm.
Powerhead	Two-cycle, 90° V-4 engine. Short-stroke, low-friction design.	Four-cycle, 90° V-6 engine. Short-stroke, low-friction design.	Four-cycle, 4-in-line engine. Short-stroke, low-friction design.
Displacement	89.5 cu. in.	225 cu. in.	153 cu. in.
Bore and Stroke	3.375 x 2.500	3.75 x 3.40	3.88 x 3.25
Carburetion	4-barrel, fixed high-speed and adjustable low-speed jets. Automatic choke.	Fixed high-speed and adjustable low-speed jets. Automatic choke.	
Lubrication	50:1 separate oil injection (eliminates mixing of fuel). Oil pressure warning light.	Full-pressure lubrication. Full-flow filter. Oil pressure warning light.	
Ignition	Battery ignition system with distributor.		
Generator	AC rectified to DC. Automatic voltage regulator, 20 amp. Radio suppressor kit available.	Alternator, marine type, 40 amp.	
Cooling	Automatic temperature control. Recirculating water system. Temperature warning light.		
Silencing	Self-contained and underwater exhaust. Entire unit rubber mounted.		
Starting	12-volt electric key-turn starting. Standby rope starting.	12-volt electric key-turn starting.	
Power Tilt	75° electric tilting device. Special shock absorber unit minimizes impact problems, allows shallow-water drive.		
Controls	Single-lever Electromatic shift, forward, neutral, reverse. Control box and dash panel furnished.		
Mounting	Live rubber.		
Steering	Exclusive 90° steering (non-reversing). Employs unique system of spiral drums with ball-bearing pulleys. Adjustable trim tab.		
Propeller Diameter and Pitch	3 blade. Standard 10" x 9 1/4".	3 blade, 13 1/2" x 20".	3 blade. Standard 10" x 13".
Gears — Ratio	Quiet spiral gears — 20:23	Quiet spiral gears — 16:28	Quiet spiral gears — 20:23
Weight (Approx.)	289 lb.	660 lb.	528 lb.

## For More Boating Pleasure, MATCHED JOHNSON-OMC ACCESSORIES

While every Johnson Boat is completely ready for sea when delivered, and supplied with a remarkable number of comfort-catering features as standard equipment, still more convenience and luxury may be added — or your boat individualized to your own brand of boating fun — with quality-matched accessories. Every authorized accessory is carefully chosen to meet rigid standards of construction and performance and to assure your complete satisfaction.



**DELUXE CONVERTIBLE TOP** (For all inboard models except Seasport) Custom-fitted, covers entire cockpit and all passengers. Anodized aluminum frame, white vinyl-coated 27-oz. fabric is mildew-resistant, non-shrinking and waterproof. The finest top designed for any boat, snaps on or off easily with dual front windshield latches featuring one-hand operation. Forward section of top can be opened so passengers can enter or exit without collapsing entire top or disturbing rear seat passengers. A separate top is available for the Johnson Outboard Runabout.



**AFT TONNEAU COVER** (Dual only) Tempered anodized aluminum frame members, with mildew-resistant, non-shrinking, waterproof 27-oz. vinyl-coated white fabric. Frame members fold to permit rolling and easy storage.

**DELUXE SEAT KIT** (For all models) Welded frame of tubular aluminum with shock-absorbing elastic-type webbing, polyurethane foam-filled seat and back rest cushions in molded vacuum-formed white plastic cover, easy to clean. Lift-out life preserver cushion is Coast Guard approved. Quick disconnect mounting bracket, stainless steel fastenings.

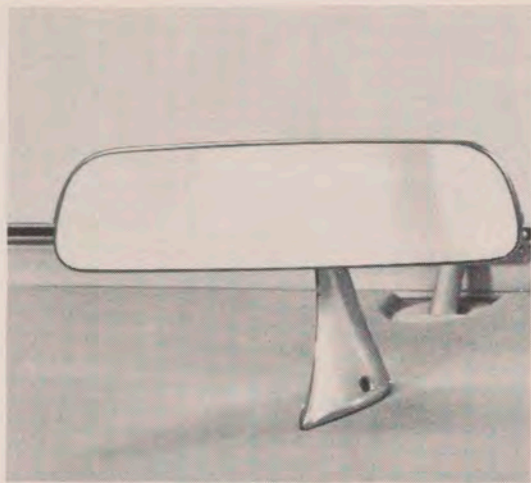


**SUSPENSION SEAT KIT** (For all models) Frame and cushion as in Deluxe Seat, plus scissors-type suspension with coil spring and hydraulic shock absorber to do an even more effective job of blotting up jolts and ironing out bumps. Complete with quick disconnect seat brackets and pins.



**MOORING AND TRAILERING COVER** Made of 13-oz. double-filled waterproof cotton duck, with shock cord to maintain tension on canvas and extension straps with stainless steel attaching hooks. Separate covers for inboard models, Seasport and Outboard Runabout.

more . . .



**REAR VIEW MIRROR** (For all models) Adjustable automotive-type glass mirror, chrome-plated stainless steel housing, chrome-plated cast zinc base.

**AUXILIARY OUTBOARD MOTOR BRACKET** (For all models) Fitted to Johnson Boat, accommodates outboard motors up to 10 hp. Cast aluminum bracket allows motor to be fully tilted, can be easily attached and removed.

**SEASPORT CONVERTIBLE TOP** Offers the same general features as the Deluxe Top, but is designed for the Seasport cockpit and includes a front tonneau cover and windscreen.

See photo on page 15

**SEASPORT CAMPER TOP** Green and white canvas top completely encloses Seasport from bow to stern, with ample headroom for six-footers to stand inside. Separate side panels have clear vinyl windows with roll-down shades and screens for snug, bug-free privacy. Panels may be used in various combinations for partial deck enclosure, or the top alone may be used. Complete with easily installed anodized aluminum frame.

See photo on page 15

**SIDE CURTAIN KIT** (For all models) Polished clear vinyl with simple zipper fastening, offers full visibility plus wind and rain protection.

**SIDE SCREEN KIT** (For all models) Vinyl-coated fiberglass screen foils insects, can be rolled or folded without damage. Non-corroding, mildew and rot-proof. With integral zipper for quick installation.



**SPARE TIRE KIT** For Johnson Trailer. 8-ply 6.90/6.00-9-rib type, wide base 2-piece wheel. Tire mount is on trailer as standard equipment.

**ICE CHEST KIT** Plastic-insulated to keep ice for hours, keep beverages cold and foods fresh. Designed by Johnson and custom-fitted to nest in storage locker. Locker and liner are removable for use ashore.

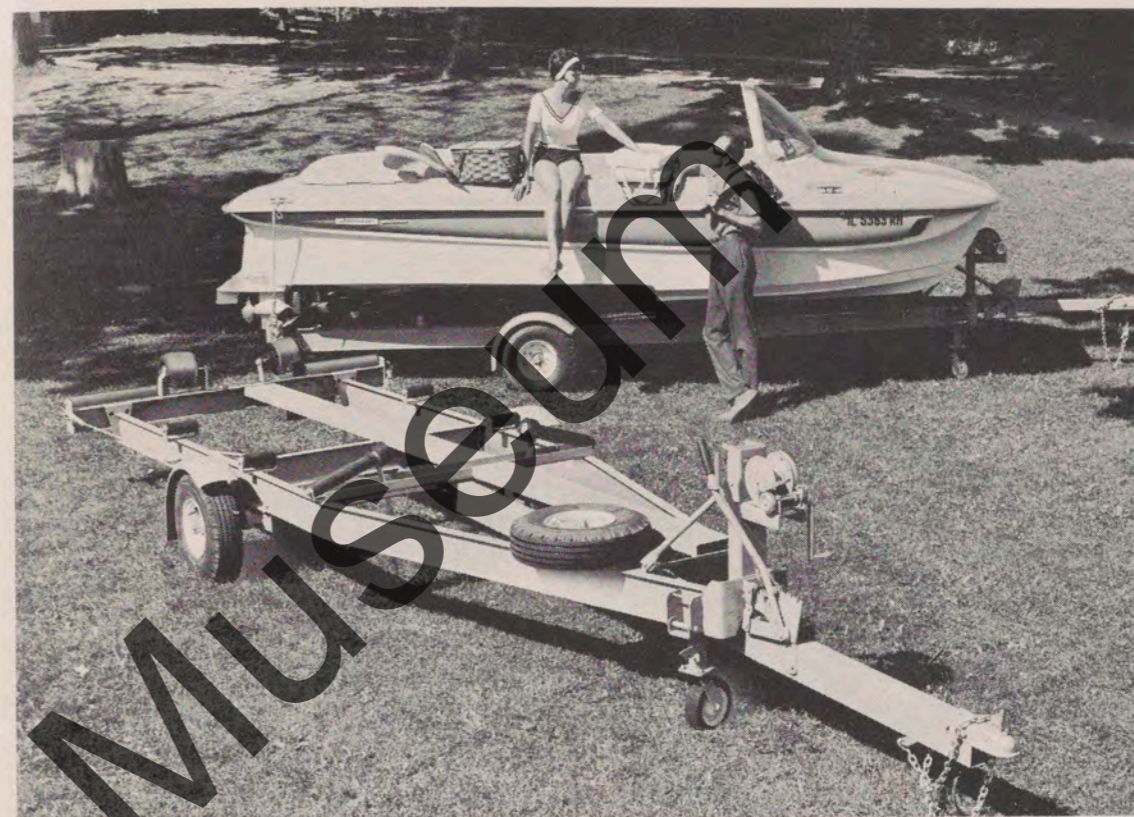
**AFT CURTAIN KIT** (For all models; standard on Johnson Deluxe) Polished vinyl window provides wraparound wind and rain protection while permitting full visibility. Fabric portion matches convertible top.

**WINDSHIELD WIPER KIT** (For all models except Seasport) Fully electric operation, chrome-plated arm and wiper blade. Arm automatically parks off glass to allow for windshield opening.

**WINDSHIELD WASHER KIT** (For all models except Seasport) Useful in cleaning salt spray from glass. Dual adjustable jets cover entire wiper area, are actuated by pedal mounted on footrest.

**INTERIOR COURTESY LIGHT** (For all models) Four-candlepower bulb with molded plastic lens floods interior with soft safe light. Waterproof non-corroding design. Complete with switch assembly.

**COCKPIT CARPETING** (For all models) Custom fitted to cockpit floor. Rayon acetate, rubber impregnated.

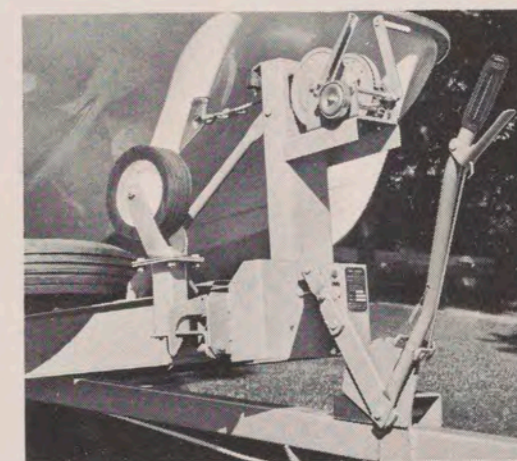


## Matching Trailers Feature Easy Loading, Smooth Travel and Efficient Launching

Johnson trailers are designed to make model traveling companions of Johnson Boats, as well as making the job of launching as simple and effortless as possible. Available with or without three-stage electric surge brakes, independent of the car's, which give a braking response consistent with the need—automatically—yet don't grab when the car is backed up. The unique Neidhart suspension system dampens rebound and road shocks, provides independent wheel suspension without complex shock absorbers, never needs lubricating.

The trailer bed tilts and locks in any of seven different positions to achieve the most effective launching or loading angle, and a geared winch with brake provides an efficient, straight pull for every angle. Jumbo rollers are fitted precisely to Johnson Boat contours—a help in guiding the boat into loading position. An extra-wide skidproof catwalk eliminates awk-

ward "tightrope walking" acts when loading up or launching. The trailer's long-lasting construction is exemplified by its I-beam frame with all exposed surfaces finished to discourage rust, by its waterproof brakes, bearings, wiring, sealed directional signals and stop lights. A self-storing third wheel, strong hold-down cords and double safety chain are added features. The boat-trailer combination has an overall width under eight feet.



Control lever takes the heavy work out of lifting trailer tongue onto or off auto hitch, helps make easy work of putting Johnson Boats on the pleasure road.



**JOHNSON WARRANTY AND SERVICE FOLLOW WHEREVER YOU GO!** Wherever there's pleasure boating, you're almost sure to find reliable Johnson service nearby, with genuine Johnson parts and factory-trained service technicians to assure the boating pleasure that is so dependably "Johnson."

Both Johnson Boats and trailers carry a one-year warranty against defects in materials and workmanship; Johnson motors carry separate two-year warranties. (for complete details, see Owner's Manuals or ask your dealer) . . . . .

Specifications and equipment subject to change without notice.



Litho. in U.S.A.

JOHNSON MOTORS Waukegan, Ill., Division of Outboard Marine Corporation