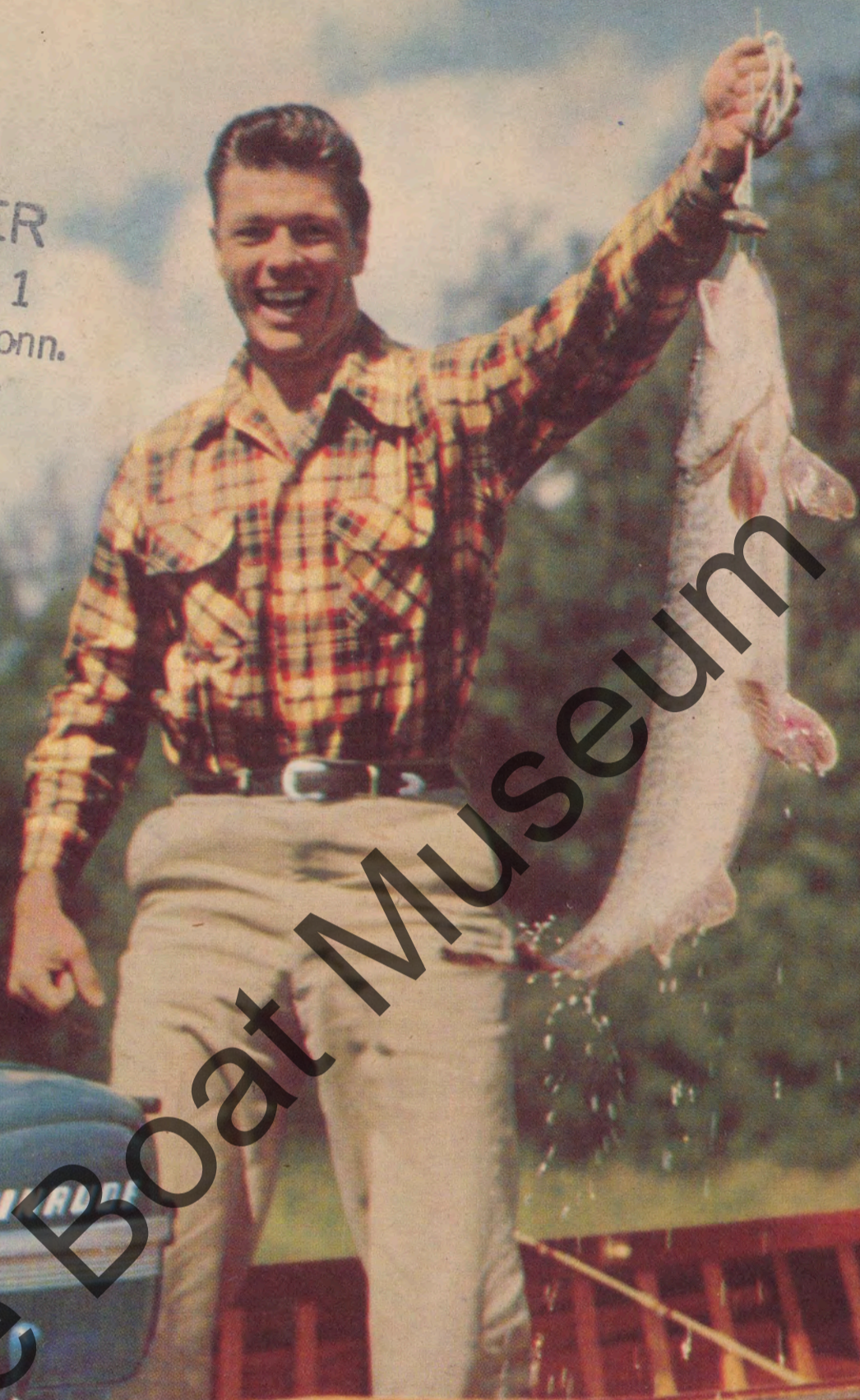


COURT COLVER
Long Hill Rd. --- Route 1
Tel. 7023 Groton, Conn.
AUTHORIZED DEALER



Antique Boat Museum

Evinrude

4 GREAT MODELS FOR '52



Here comes FUN!

Here comes outboard motoring at its finest.

Here comes a sleek and brawny fleet of motors that sing with speed and power!

Here comes flashing responsiveness, *widest-range performance*, docile handling ease.

Here comes a great group of modern outboard advancements . . . Gearshift — Cruis-a-Day

Tank — Roto-Matic Control — Duo-Clutch — Fisherman Drive! Here comes *value* . . .

the most for your dollars by any yardstick of product quality and ownership enjoyment . . . long life and top resale worth. See

your Evinrude dealer . . . choose the model in your favorite power range . . . try it on a boat. *One run and you know!* You know that you have never run a motor so completely satisfying in every phase of performance.

You know that, for happy boating days in the years ahead, you want no other!

Evinrude

FIRST IN OUTBOARDS . . . 43rd YEAR . . .

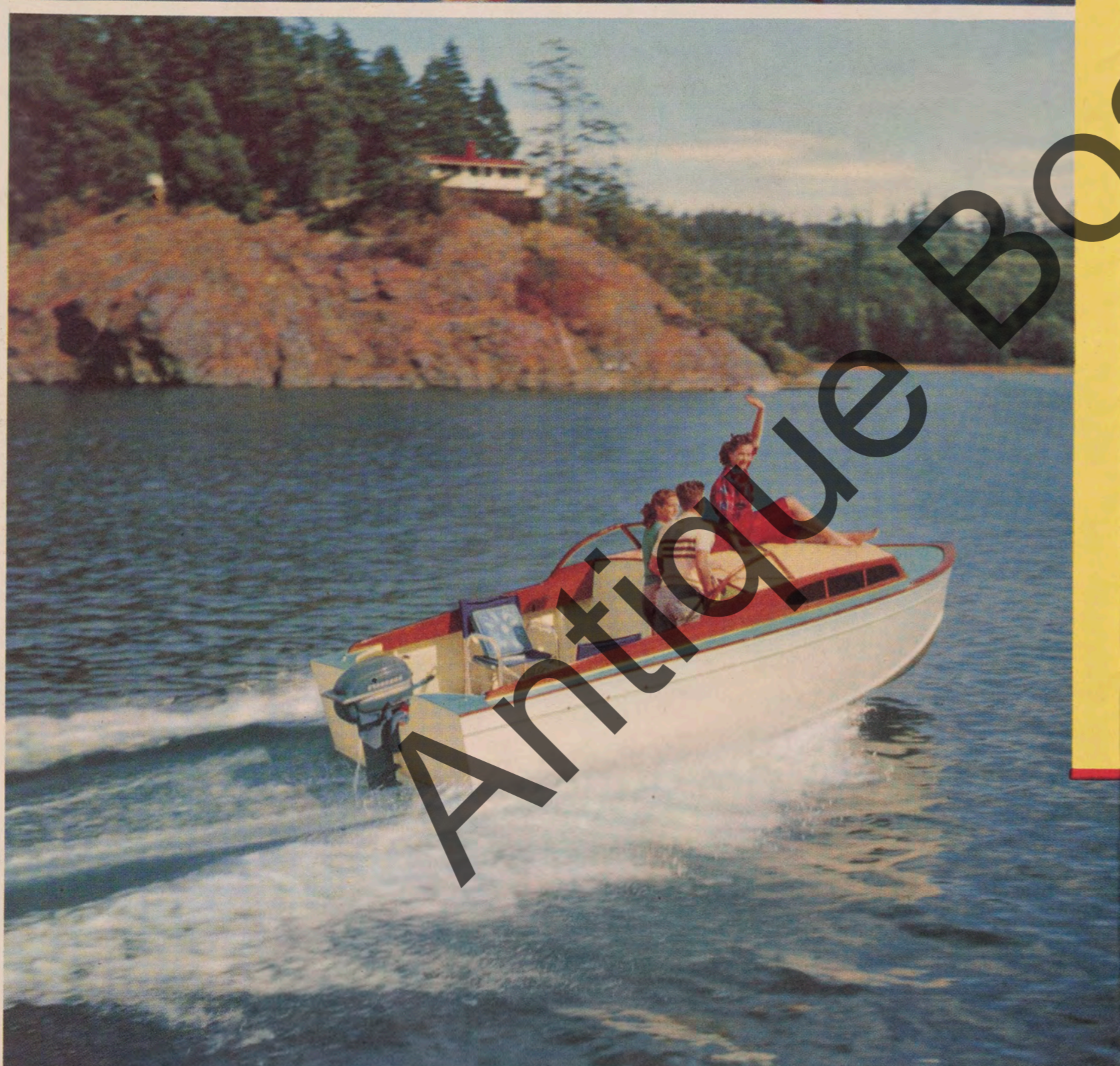
America's most exciting outboard

... the glorious **Big Twin**

Surpassing power under finger-tip control. Gearshift with Neutral, Forward, Reverse. Roto-Matic Control and Cruis-a-Day Tank . . . All yours at the lowest-price-per horsepower in the field!

One year ago Evinrude promised "a new kind of outboard . . . a motor powered to the highest level of useful outboard performance, yet moderate in size, weight, cost . . . easy to start, and as easy to handle as a small motor . . . with amazingly wide power range, from actual trolling speed to 30 miles or better." In its first season Big Twin proved it all . . . *and more* . . . proved it with millions of miles of flawless performance logged in the service of delighted owners. Big Twin gave a thrilling bonus of added speed to large, full-loaded family boats and runabouts. Big Twin powered comfortable cabin cruisers on long vacation trips, and opened new horizons of outboard usefulness. Big Twin towed happy groups of water skiers — proved itself the outstanding motor for this popular sport. Fishermen welcomed Big Twin with vast enthusiasm — here, at last, was a motor that could breeze off a ten mile run in only twice as many minutes . . . then settle smoothly down to lazy trolling speed . . . idling quietly in Neutral while a big one was being landed . . . or "back-tracking" in Reverse to recover a snagged line. Many Big Twins joined the far-flung fleets of Evinrudes used in rugged commercial duty, and conclusively proved their stamina to be almost limitless.

On every count — for those who want the last word in fine outboard performance — Big Twin is the motor!



25 O.B.C.
certified brake H.P.
at 4000 R.P.M.
High Speed Operating Range
4000 to 5000 R.P.M.

Delivered Price
includes 6 gallon
Cruis-a-Day Tank

AMPLE POWER to tow a whole gang of skiers . . . and gearshift maneuverability that makes the "take-off" easy! Cypress Gardens, Florida.



Powerhead is two-cylinder, alternate-firing, 27/8" bore by 23/4" stroke. Piston Displacement, 35.7 cubic inches. 25 O.B.C. certified brake H.P. at 4000 R.P.M. Die-cast aluminum cylinder block with hard iron sleeves cast integrally. Cylinder chambers are coated to resist corrosion. Detachable cylinder heads. **Crankshaft** forged from nickel-molybdenum steel. **Connecting Rods** of forged nickel-molybdenum steel. Connecting Rod crankpin bearings are caged roller; Crankshaft bearings are caged needle. **Re-Flo Oiling System** re-circulates oil to main bearings. **Carburetor** Venturi type leaf-valve dual jet with high and low speed adjustments. Fuel strainer. Semi-automatic choke. **Centri-Matic Pump Cooling**. Pump functions as a displacement pump at low speeds, as a centrifugal pump at high speeds, metering volume perfectly for various speed requirements. **Super-Power Magneto** specially developed for this model provides high voltage at low starting speeds . . . permanently magnetized . . . sealed against moisture. Rubber covered spark plugs. Automotive pivot-type breakers. **Simplex Starter** for utmost starting ease. **Evinrude Co-Pilot** frees operator from constant steering. **Transom Trigger** on stern bracket permits instant adjustments to correct vertical driving position.

Roto-Matic Speed Control. Throttle and spark controls are synchronized in correct relationship for the most efficient performance throughout the operating range, trolling to full power. The single-unit synchronized control is located in the twist-grip on the steering handle.

Gearshift. Provides positive Neutral, Forward, and Reverse through control lever mounted on right side of motor head. Gears are of spiral bevel type, always in mesh. An automatic control holds the motor to low throttle in Neutral, and prevents the use of excessive power in Reverse. Reverse lock prevents the motor from tilting when running in Reverse. Propeller is rubber-floated, providing a cushioning effect when shifting.

Cruis-a-Day Tank, 6-gallon capacity, stows anywhere in boat. 12-foot, heavy-duty, two-way, rubber fuel hose plugs in motor through three-pronged connector (guide pin, fuel outlet and air pressure line). When detached, automatic valves seal fuel and pressure lines. Tank is equipped with Quik-Chek fuel gauge and built-in pump to force starting charge to carburetor.

Remote Control. Gearshift and speed control can be installed anywhere in the boat. A complete remote control unit is available for this purpose.



Many work boats such as this native cargo lighter, British Honduras, are powered with Big Twins.

THE CRUISERS are coming! Soon you'll see them everywhere . . . powered by Big Twin for top performance, stamina, handling ease.

Outstanding performance for medium boats . . .

Fastwin

It goes like the wind . . . trolls like a small motor . . . handles like a dream!

With Gearshift and separate, big-capacity Cruis-a-Day Tank

Fastwin is swift — smooth — quiet! It gives you the wide-range performance, low trolling to high top speed, that is a basic engineering characteristic throughout the Evinrude line. For medium-to-large runabouts, good sized family and fishing boats, Fastwin gives a balanced perfection of performance unmatched in its power class.

Like Big Twin, Fastwin offers the two most important outboard advancements in decades . . . Gearshift and the Cruis-a-Day Tank. *More than a tank*, this is actually an expertly

engineered fuel supply system. You can stow the tank forward in the boat, thus providing better trim. The special connector clicks the fuel hose into the motor as easily as plugging into a lamp socket. A few strokes on the built-in pump charges the carburetor; operation is then fully automatic. The tank's 6-gallon capacity is sufficient for a normal day's running without refueling. The fuel gauge shows supply at a glance.

Gearshift brought to outboard motoring an entirely new concept of operating ease and all-direction maneuverability. With Gearshift you start in Neutral . . . "warm-up" with motor idling . . . no hurried shove-off the instant your motor starts. Click — and you're in reverse — backing out of tightest, crowded places — or "putting on the brakes" when making a dock. With Gearshift, remote controls can easily be carried to any place in the boat.

Powerhead is two-cylinder, alternate firing, 2 $\frac{3}{8}$ " bore x 2 $\frac{1}{4}$ " stroke, 19.94 cubic inches piston displacement, 14 O.B.C. certified brake H.P. at 4000 R.P.M. Die-cast aluminum cylinder block with hard iron sleeves cast integrally. Cooling chambers coated to prevent salt water corrosion. **Crankshaft** forged from nickel-molybdenum steel. **Connecting Rods** of forged nickel-molybdenum steel. **Re-Flo Oiling System** re-circulates oil to main bearings. **Carburetor** Venturi type, dual jet with high and low speed adjustments. Fuel Strainer with visible sediment bowl. **Centrifugal Pump** meters volume for efficient cooling at all speeds. **Super-Power Magneto**, permanently magnetized, coils sealed in plastic, condensers in wax, completely waterproof; rubber

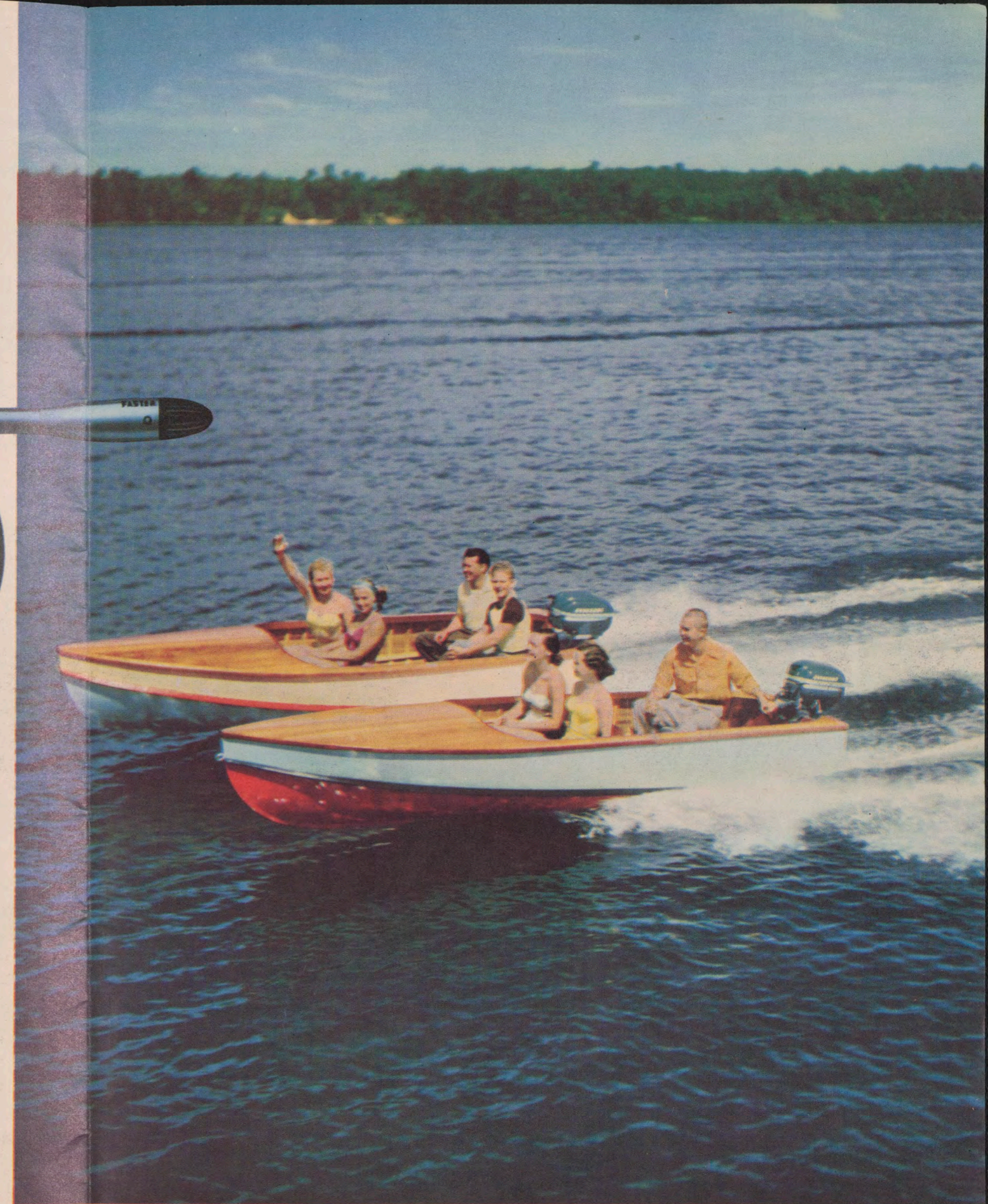
covered spark plugs. **Simplex Starter** provides utmost starting ease. **Co-Pilot** makes steering steadier, easier, and "takes over" when steering handle is released. **Twist Grip Throttle Control** is located at end of steering handle.

Gearshift with Neutral, Forward, Reverse for full maneuverability. Gears of spiral bevel type, always in mesh. Motor speed automatically governed to low throttle in Neutral.

Cruis-a-Day Tank strongly constructed pressure type, 6-gallon capacity, with positive feed to carburetor. 12-foot fuel hose with special connector plugs securely into motor. Tank is equipped with Quik-Chek fuel gauge and built-in pump to force starting charge to carburetor.

14 O.B.C.
certified brake H.P.
at 4000 R.P.M.

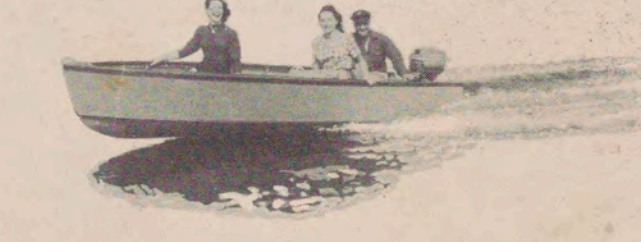
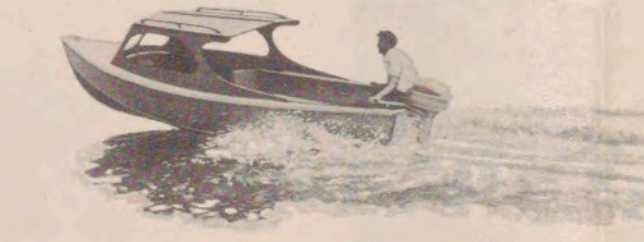
High Speed Operating Range
4000 to 5000 R.P.M.



4

The ladies love 'em . . . because advancements such as gearshift and Cruis-a-Day Tank make a world of difference in handling ease, convenience, pleasure!

Rugged Work!
Wooden barge
powered with Fastwin.



5

A friendly brush . . . Fastwin and Big Twin.

No Motor like it in its power class . . .

Fleetwin

Thrilling power with light weight!

**Superb performance for family
and fishing boats . . . Duo-Clutch for
press the button handling ease.**

Weighing little more than most "fives" . . . packed with power that easily lifts fast hulls to planing speeds . . . an excellent troller that will consistently clock as low as one mile an hour . . . the 7.5 horsepower Fleetwin is widely accepted as the stand-out performer in its field.

With Fleetwin's Duo-Clutch you enjoy new maneuverability and handling ease. You start in Neutral — idle as long as you like — whenever you like. Your motor is automatically throttled to low speed in Neutral. Simply press the control and you're underway. Reversing is equally simple. With motor in Neutral, swing it into reverse position, "press-the-button" and back away. To go ahead, shift to Neutral, swing motor, shift to forward. *Quick . . . easy . . . safe!*

Duo-Clutch also gives you the Safti-Grip propeller drive . . . a real boon in shoal water operation! Power through snags and shallows without a worry — the Safti-Grip drive absorbs shocks, releases the propeller, then grips it securely when the obstruction is past.

Squarely meeting the requirements of average users, Fleetwin is the perfect "all-rounder" of the outboard field. To those accustomed to the performance of typical family-and-fishing motors, its capability is a happy revelation! With light weight and matchless handling ease, Fleetwin has the "get-up-and-go" that makes every run more fun!

6

WOW! . . . it's a whopper!
Fleetwin is the choice of
fishermen who like real performance
. . . slow trolling . . . light weight!



Power for tough jobs!
Thousands of work boats,
like this oysterman's, are
powered with Fleetwins.



Fleetwin will tick along for
hours and hours . . . without
stutter or miss . . . at
slowest trolling speed.

**7.5 O.B.C.
certified brake H.P.
at 4000 R.P.M.**
High Speed Operating Range
4000 to 4500 R.P.M.

Powerhead is two-cylinder, alternate firing, 2 1/8" bore by 1 3/4" stroke, 12.4 cubic inches piston displacement, 7.5 O.B.C. certified brake H.P. at 4000 R.P.M. Die-cast aluminum cylinder block with hard iron sleeves cast integrally. Detachable cylinder heads. Cooling chambers coated to prevent salt water corrosion. **Cranksaft** forged from nickel-molybdenum steel with integrally forged counterweights. **Re-Flo** oiling system re-circulates oil to main bearings. **Carburetor** Venturi type, dual jet with high and low speed adjustments. Quickly accessible sintered bronze strainer filters all fuel. **Centri-Matic Pump** functions as a displacement pump at low speed and as a centrifugal pump at higher throttle, automatically metering volume for most efficient operation. **Super-**

Power Magneto, permanently magnetized, water proof, coils sealed in plastic. Rubber covered spark plugs. **Simplex Starter**. **Co-Pilot**. **Speed Control** is one-lever synchronized spark and throttle type. **Transom Trigger** on stern bracket provides instant adjustment for correct vertical driving position. **Detachable Steering Grip** forms handy screw driver.

Duo-Clutch with push-button control located on top of motor hood provides Neutral for starting and idling. Duo-Clutch mechanism is simple, positive, virtually wear-proof and combines **Safti-Grip Drive** for propeller protection in shoal water.



7

Sparkling new leader in the Lightweight Field . . .

Lightwin

**Only 30 pounds . . . 3 horsepower
with famed Evinrude Fisherman Drive
for efficient performance in
weeds and shallows . . . "wherever
there's water to float your boat"**

Powerhead is two-cylinder, alternate firing, 1-9/16" bore by 1-3/8" stroke, 5.27 cubic inches piston displacement, 3 O.B.C. certified brake H.P. at 4,000 R.P.M. Die-cast aluminum cylinder block with hard iron sleeves cast integrally. Detachable cylinder heads. Cooling chambers coated to prevent salt water corrosion. **Crankshaft** forged from nickel-molybdenum steel. **Re-Flo** oiling system re-circulates oil to main bearings. **Carburetor** float-feed auto type with Control Dial. Sintered bronze strainer filters all fuel. **Centri-Matic** pump functions as a displacement at low speeds and as a centrifugal pump at higher

throttle, automatically metering volume for most efficient operation. **Super-Power Magneto**, permanently magnetized, water proof, coils sealed in plastic. Rubber covered spark plugs. **Simplex Starter**. **Co-Pilot**. **Speed Control** is one-lever synchronized spark and throttle type. **Steering**, full pivot reverse with 360° steering. **Transom Trigger** on stern bracket provides instant adjustment for correct vertical driving position. **Fisherman Drive** permits efficient operation in all waters . . . through weeds and over rocks, snags and shallows . . . wherever there's water to float the boat.



8



HERE IT IS . . . the most perfect "package of power" yet developed for small boat service. The new Lightwin is loaded with pleasant surprises! At this low weight . . . just 30 pounds . . . you'd expect to get a "single" . . . but this motor's powerhead is a beautifully balanced, smooth-as-silk alternate firing twin with the same fine performance characteristics as the larger Evinrude models!

Lightwin develops 3 certified horsepower . . . real "work horse" power! The large propeller, driven through high-ratio reduction gears, is remarkably efficient in handling heavy loads, and gives excellent speed to easily driven hulls. As for trolling, Lightwin will run smoothly at lower speeds than any fisherman would wish to troll.



9

ONLY 30 POUNDS . . . it's a bantamweight to handle . . . a grand performer on a boat!

EVERY DETAIL of every Evinrude model reflects the soundest and most advanced engineering . . . the greatest background of experience . . . the most intensive research and development. These cut-away views illustrate typical Evinrude construction. All Evinrude models are alternate firing twins, exceptionally smooth in operation — quiet — easy to start. Through use of tough modern alloys, weight-per-horsepower is low . . . with increased strength . . . longer service life!



Enclosed Power Heads
All models are designed with smartly streamlined all-weather power head enclosures, protecting against rain, spray and damage from careless handling. Quickly removable panels provide accessibility for inspection or servicing. "Fore-and-aft" carrying grips are correctly positioned for carrying ease and placing motor on boat.

Large Fuel Tanks
—provide capacity for long runs without refueling. Lever-locked, leak-proof fuel closures make fueling faster, easier. Fuel strainers with sediment bowls trap water and sediment. Fastwin and Big Twin are equipped with the separate 6-gallon Cruis-a-Day Tank complete with fuel gauge and long fuel hose, instantly attachable.

Alternate Firing Motors
All motors are of the most advanced twin-cylinder alternate firing type with semi hot-head design for high operating efficiency. Cylinder blocks are die-cast aluminum with hard iron sleeves cast in place. Detachable cylinder heads. Re-Flo oiling system re-circulates oil to main bearings and provides automatic draining of excess oil.

Counterweighted Crankshafts
Crankshafts are nickel-molybdenum steel forgings, machined, hardened, with bearing surfaces precision ground to mirror finish. Crankshafts are counterweighted for correct balance, with counterweights forged integrally with the crankshaft.

Floated Power Heads
To isolate power impulses from boat and steersman, powerheads are "floated" in flexible mountings of synthetic rubber or stainless steel springs. An equally important feature is the CO-PILOT function performed by the mounting. Steering is steady, effortless, and the steering handle may be released at will — the Co-Pilot action "takes over" and holds the motor on the course that's set.

Water-Sealed Silencing
Evinrude water-sealed silencing provides exceptionally quiet operation, with exhaust fumes and noises buried in the wake of the boat. A patented feature is the AUTOMATIC EXHAUST RELIEF. This Relief is open when starting, back pressure is eliminated and starting is far easier. The Relief is automatically water-sealed for quietness when running at speed.

Gearshift Drive
(On Fastwin and Big Twin) Provides Neutral, Forward and Reverse through shift lever on power head. Gears are spiral bevel type, always in mesh. Propeller is rubber floated, providing an added cushioning effect when shifting. Shift is interlocked with speed control to govern motor to low speed in neutral and when idling.

Duo-Clutch Drive
(On Fleetwin, Above) Duo-Clutch provides true Neutral for starting and idling with speed automatically governed to low throttle when idling. Combines SAFTI-GRIP feature for propeller protection in shoal water. Multiple disc drive mechanism releases propeller shaft on impact, absorbs collision shocks and grips firmly in clear water. Shear pins are eliminated.

Simplex Starters
For maximum starting ease every Evinrude model is equipped with the Simplex Starter, developed and perfected by Evinrude.
No cord to wind — simply pull the starter grip. Starter rewinds automatically. So efficient is the Simplex design that minimum effort is required to start an Evinrude. Even the powerful Big Twin spins into action with amazing ease.

Super Magneto Ignition
Magnetos permanently magnetized, never need recharging. Coils are sealed in plastic with quickly replaceable Hi-tension wires. Automotive pivot type breakers. Completely waterproof rubber spark plug covers. Engineered throughout for reliability under all operating conditions.

Full Range Carburetion
Carburetors are automotive float-feed type. Low and high speed twin jets meter correct flow of fuel at every speed. Efficient chokes assure quick starting. Carburetors equipped with leaf-valves for easy starting and flood proof operation.

Transom Trigger
(Lightwin, Fleetwin, Big Twin) Correct vertical setting of motor on transom is instantly secured by pressing lever operating stern bracket adjustment. Brackets are designed with ample safety margins to withstand extreme shocks and stresses, and are die cast from aluminum alloy.

Centri-matic Pump Cooling
Efficient cooling throughout entire speed range is provided by the Evinrude Centri-Matic Water Pump. This functions as a displacement-type pump at low throttle, assuring adequate cooling for trolling and slow speed operation. At high speed it operates as a centrifugal pump, automatically metering volume for highest operating efficiency.

Hi-Duty Gear Housings
Evinrude under-water housings combine rugged strength to withstand shock and streamlined design for driving efficiency. Housings are die cast of tough aluminum alloy highly resistant to corrosion, then AlroK treated for further protection. Drive mechanisms are precision built and are lubricated with Hypond oil which maintains fluidity, reduces wear, conserves power.

Fisherman Drive (Lightwin)
The perfect drive for smaller motors . . . permits full-power operation in weeds and over bottoms foul with logs, snags, rocks, and keeps on driving as long as there is water to float the boat. Propeller protected by rubber clutch, practically eliminating shear pin replacement.

DETAILED MECHANICAL SPECIFICATIONS

SPECIFICATIONS	LIGHTWIN (With Full Pivot Reverse)	FLEETWIN (With Duo-Clutch)	FASTWIN (With Gearshift)	BIG TWIN (With Gearshift)
O.B.C. Certified Brake Horsepower at 4000 R.P.M.	3 H.P.	7.5 H.P.	14 H.P.	25 H.P.
Approved High Speed Operating Range	4000 to 4500 R.P.M.	4000 to 4500 R.P.M.	4000 to 5000 R.P.M.	4000 to 5000 R.P.M.
Weight † (Approximate)—Standard Transom Height	30 lbs.—15 in.	47 lbs.—15 in.	66 lbs.††—15 in.	98 lbs.††—15 in.
Piston Displacement	5.27 cu. in.	12.4 cu. in.	19.94 cu. in.	35.7 cu. in.
Bore and Stroke	1 1/4" x 1 3/8"	2 3/8" x 1 3/4"	2 3/8" x 2 1/4"	2 7/8" x 2 3/4"
Number of Cylinders	2	2	2	2
Fuel Tank Capacity (Approximate)—in U.S. Liquid Measure Average Running Time at Full Speed	Holds .85 gals. 1 1/2 - 2 Hrs.	Holds 1.1 gals. 1 1/2 - 1 1/2 Hrs.	Holds 6 gals. 3 - 3 1/2 Hrs.	Holds 6 gals. 2 - 2 1/4 Hrs.
Gears and Gear Ratio—Motor to Propeller	Spiral Bevel 12:20	Spiral Bevel 13:20	Spiral Bevel 12:21	Spiral Bevel 12:21
Propeller, as supplied with motor ‡ Number of Blades	3—Weedless	2—Weedless	3—Semi-Weedless	3—Semi-Weedless
Diameter x Pitch	6 1/2" x 5 3/4"	8" x 8"	9" x 10"	10 3/8" x 12 1/2"
Extra Length Shaft at Additional Charge	5"	5"	5"	5"
Estimated Speeds in miles per hour on: Average Boats, Dinghies, etc.	1—7 M.P.H.	1—15 M.P.H.	1 1/2—22 M.P.H.	Not Suited
Light, free running boats; canoes where suited	1 - 8 1/2 M.P.H.	1—17 M.P.H.**	1 1/2—24 M.P.H.**	2—Over 30 M.P.H.**
Speed Control	Single Lever	Single Lever	Twist-Grip Throttle	Twist-Grip Synchronized
Starting Method	Simplex	Simplex	Simplex	Simplex
Propeller Protection	Propeller Protection Clutch and Skeg	Duo-Clutch Safti-Grip Drive	Rubber-Cushioned Drive and Skeg	Rubber-Cushioned Drive and Skeg
Mounting of Motor	Floating in Rubber	Floating in Rubber	Floating in Rubber	Floating on Springs
Type of Cooling Pump	Centri-Matic	Centri-Matic	Centri-Matic	Centri-Matic
Type of Carburetor	Float-Feed Auto Type with Control Dial	Float-Feed Auto Type with Control Dial	Float-Feed Auto Type with Control Dial	Float-Feed Auto Type with Control Dial
Type of Carburetor Priming	Choke	Choke	Choke	Semi-Automatic Choke
Boxed Weight: Domestic—Export, Approx. †	38 lbs.—85 lbs.	60 lbs.—104 lbs.	110 lbs.—155 lbs.	150 lbs.—215 lbs.

**Because of wide variations in fast planing runabouts, race hulls, etc., exact speeds cannot be forecast, but will be materially higher than on service hulls. †Weights subject to variation. Right reserved to change construction or materials without obligation. ‡Standard propeller supplied on motor is suitable for use on most boats. If motor is used on extremely light boat with light load, special high-speed propeller should be used. Special heavy-duty propellers are available. ††Weight without 6 gallon Cruis-a-Day tank; tank weighs 16 lbs. net, shipping weight 18 lbs.

GENERAL

All models are built with automatic tilting for convenient beaching and safe operation in shoal water. All models have pivot steering (Lightwin and Fleetwin are full pivot reverse with 360° steering). All steering handles are mounted on vibration-absorbing flexible bearings. Spark plugs on all models are protected and easily accessible. All models are under-water silenced; exhaust fumes and noises are discharged under water. All models are provided with comfortable carrying handles and motor rests, with provision for attachment of remote steering and throttle control fittings on applicable models. All models (except Big Twin) are equipped with fuel shutoff valve. Gear and drive housings are streamlined, gear housings have anti-cavitation plates, ample lubricant capacity, and are provided with protected lubricant seals which assure maximum gear protection.



Sustaining member Outboard Boating Club of America.

POWERHEAD

All motors are 2-cycle, two-cylinder alternate firing with crankcase compression.
IGNITION: All models have high voltage built-in flywheel magneto ignition for easy starting; carefully insulated against moisture. All models have rubber spark plug covers.
LUBRICATION: Oil mixed with gasoline lubricates all engine parts.

MATERIALS

CYLINDERS: Die cast aluminum alloy with hard iron sleeves cast integrally. PISTONS: Aluminum alloy. RINGS: 2, Lightwin; 3, Fleetwin, Fastwin, Big Twin. PISTON PINS: Nickel steel. CONNECTING RODS: Fastwin and Big Twin have drop forged, heat treated, case hardened steel rods. All others, aluminum alloy. CRANKSHAFTS: Drop forged of nickel-molybdenum steel. CRANK CASES: Cast aluminum alloy. BEARINGS: Crankshaft: Lightwin, Fleetwin and Fastwin; phosphor bronze; Big Twin, Anti-Friction. Drive Shaft: Phosphor bronze on Lightwin, Fleetwin and Fastwin; Timken on Big Twin. Propeller Shaft: Phosphor bronze; ball and Timken on Big Twin.

Connecting Rod: Phosphor bronze; steel rollers on Fastwin and Big Twin.

FUEL TANKS: Heavy aluminum. Fastwin and Big Twin,terne plate. BRACKETS: Fully adjustable; aluminum alloy.

PROPELLER AND DRIVE SHAFTS: All shafts are made of stainless steel. GEARS: Nickel steel, case hardened. GEAR HOUSINGS: Corrosion-resisting aluminum alloy, and AlroK treated.

All parts are of liberal size and of proper relative proportions. We reserve the right to change specifications without incurring obligation.

SALT WATER USE

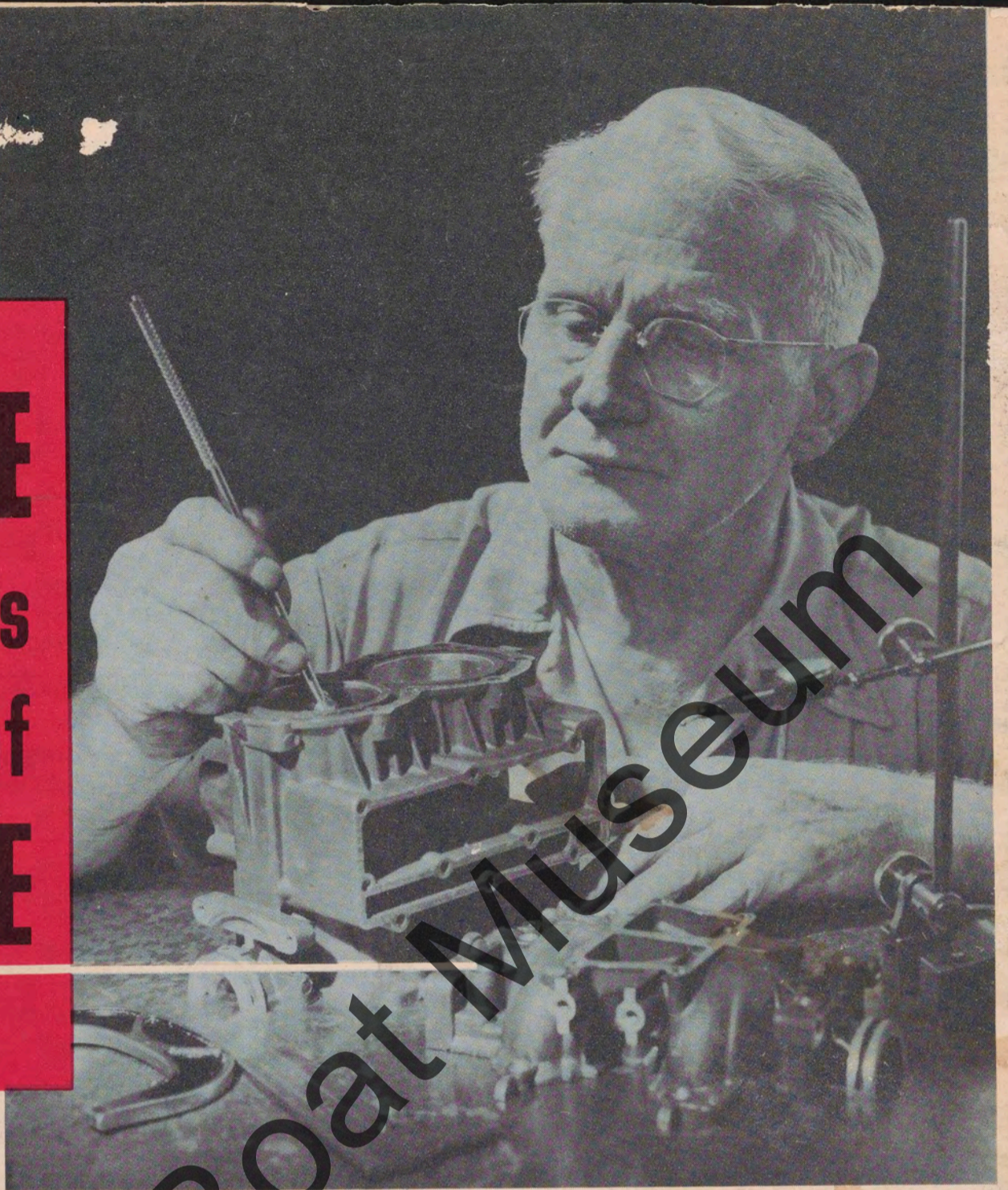
All models designed, finished and recommended for salt and fresh water use and fitted for flushing with fresh water.

EVINRUDE WARRANTY

From raw material to final operating tests, thousands of inspections guard Evinrude quality through every step in manufacture. Our Standard Warranty protects the Evinrude owner against defects in material or workmanship for a period of 3 months from date of purchase.

*Lake in the mountains.

SERVICE
that stands
back of
the **SALE**



One of the most satisfying things about owning an Evinrude . . . one of the best reasons for *choosing* an Evinrude . . . is just this: You KNOW you'll get SERVICE . . . capable, fast, friendly . . . practically anywhere you go! Evinrude service "grew up" with outboard motoring. From the start, Evinrude recognized factory (and dealer) responsibility for the *continuing* good performance of all Evinrudes—regardless of age or hard use. Many of the mechanics in Evinrude service shops are factory trained, thoroughly skilled in outboard maintenance and repair. Before you choose your outboard motor, *see your Evinrude dealer.* He knows motors—and he knows *boats*—his first interest is in seeing that you get the best for your needs.

EVINRUDE MOTORS • Milwaukee 16, Wisconsin

FORM R630

LITHO IN U.S.A.

▲ COURT COLVER
▲ Long Hill Rd. --- Route 1
Tel. 7023 Groton, Conn.
▲ AUTHORIZED DEALER