

MERCURY OUTBOARDS

Antique Boat Museum





RUN MERC, RUN PROUD.

WE'RE MOVING INTO DECADE SIX FAR AHEAD AND PULLING AWAY.

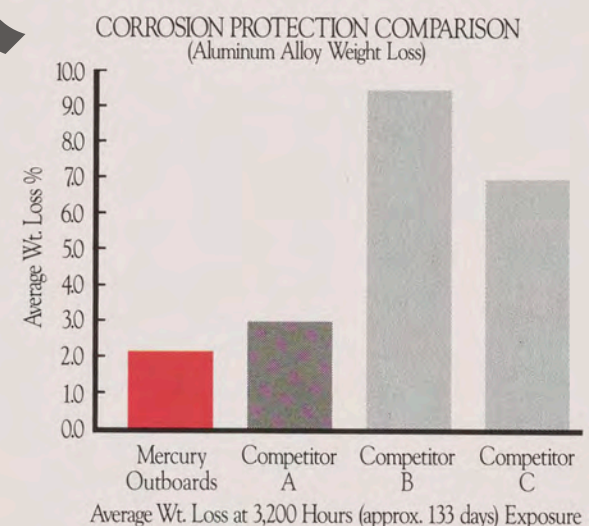
Fact: The outboard motor most preferred by bass fishing pros is black.

Mercury black. It's a fact we're very proud of. But it's not surprising when you consider that for decades Mercury has been the power behind more racing victories than all other outboards combined.

Or that since we began building outboards in 1939, Mercury engineers have never ceased striving to combine flat-out performance with day in, day out dependability that keeps winners ahead.

THE WINNING GOES ON.

Starting out front and staying there is a 51-year tradition at Mercury. A way of



The best corrosion protection on the water, backed by Mercury's exclusive 3-year limited warranty.

going at our work that's brought well over 100 "firsts" to the outboard industry. And made Mercury performance legendary on the water.

It's that commitment to continue improving our breed that's led us to rethink and refine every engine in our line within the last five years.

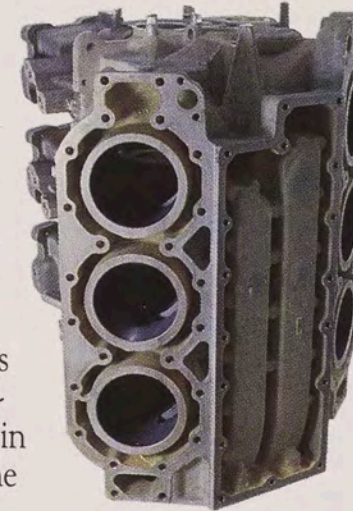
And to perfect those features of Mercury outboards we believe to be ideal.

SHARPENING THE LEADING EDGE.

Today Merc builds the only onboard, microcomputer-controlled fuel injection system available in a production model.

The most powerful alternator, a 40-amp unit that delivers more power at

Merc 250 and 275 aluminum blocks cast by Cosworth Casting Ltd. of England, famous for precision casting of auto racing engines.



slow speeds to keep your battery charged. A four-cylinder outboard that cuts back to two at slower speeds for smoother trolling, quieter running and greater fuel economy. A patented tiller handle with total control in one hand so your other hand is free to fish.

HERE COMES 1990.

This year you'll find a new pair of V-6's—250 and 275 hp—so powerful they come on like V-8's. A new 75.

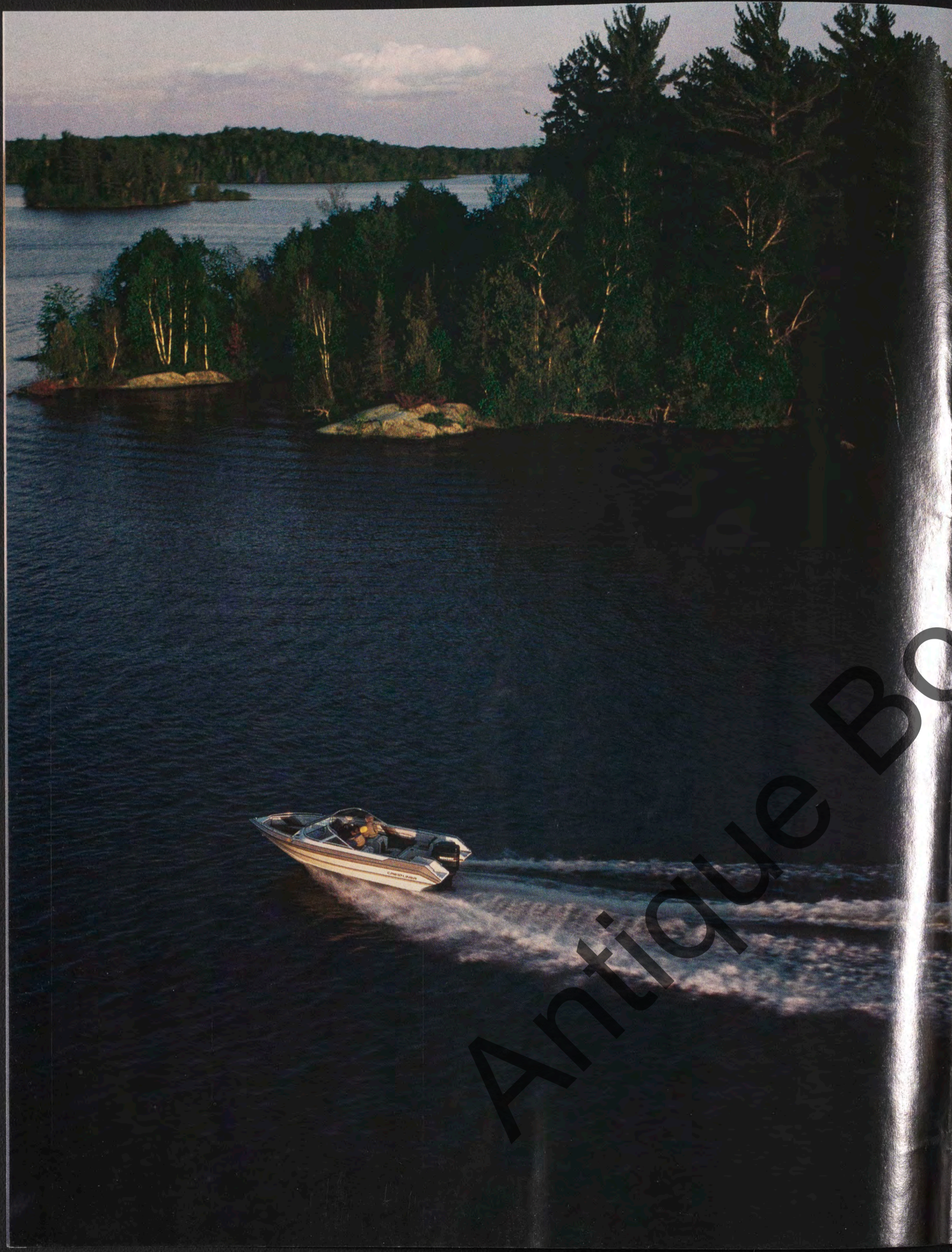
And a totally new series of electric trolling motors—motors more advanced than any electric has ever been.

Whether your Merc is our compact new 3 hp or the awesome new 275 V-6 with its all-out excitement, it comes down to this:

When you run with Merc, you run with the pride of the long, black line.



New Mercury Thruster trolling motors introduce a new generation of silent power with "smart" electronics.



RUN MERC AND REST EASY.

MERCURY PUTS MORE THAN A MOTOR BEHIND YOU TO MAKE YOUR BOATING BETTER.

Making your time on the water your best time ever is as important to us as creating the world's best outboards.

Which is why we've always sought out and worked with the best outboard dealers—people we can count on to take care of you and your Merc. And help make your boating better in every respect.

YOUR MERCURY DEALER: SERVICE WITH MORE THAN JUST A SMILE.

Because they are the kind of people who are committed to providing you with prompt, courteous treatment and top quality service, here's what Mercury dealers do for you.



For the professional care your Merc deserves, take it to no one but the Certified Technicians at your Mercury dealer.

They place your needs as a customer first.

And staff their dealerships with knowledgeable sales and service professionals—people who know and understand marine products and service.

They employ service technicians who are factory trained, certified and who use only state-of-the-art diagnostic and repair equipment.

They use Quicksilver parts and accessories, designed and manufactured specifically for optimum marine performance.

And they help keep your Merc purring behind you so you can be assured years of carefree water-borne pleasure ahead.

BUYING MADE EASY.

Your Mercury dealer makes boating as easily accessible and affordable as possible. With MMAC financing from Mercury Marine Acceptance Corporation.

Your dealer can help you tailor a payment plan for boat, motor, trailer and accessories that will put you on the water now.

That will fit your future plans comfortably.

PEACE OF MIND BEFORE YOU BUY. AND AFTER.

Any outboard dealer will try to sell you a motor. A Mercury dealer will help you find just the right combination of motor, boat, trailer and accessories to best fit the kind of fun you have in mind.

And once the two of you have worked that out—along with the easiest, most practical purchase plan—your Mercury dealer will take you through a thorough introduction and inspection at delivery. To

make sure you understand your boat and motor, maintenance manual, service assistance and warranty information.

Rest assured your dealer—and every Mercury dealer nationwide—will be ready to take care of any service you might require.

And through an on-going education program, dealer service technicians go back to school regularly to learn the latest in service requirements, methods and equipment.

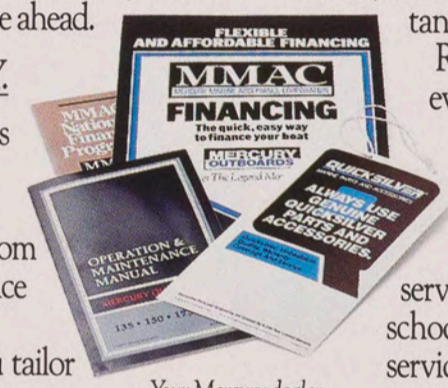
ALL THE EXTRAS.

You'll find a full complement of Quicksilver accessories at your Mercury dealer, the only parts and accessories designed specifically for Mercury engines by Mercury engineers.

Every Quicksilver item has been built with one goal in mind: to extend and protect the pleasure of running Merc.

From thoroughly inspecting every engine to backing them with superior warranties—including the world's only 3-year limited warranty against failure due to corrosion—Mercury and your Mercury dealer do everything possible to make sure you run out front.

And relax.



Your Mercury dealer puts all your boating needs in one easy-to-handle package.



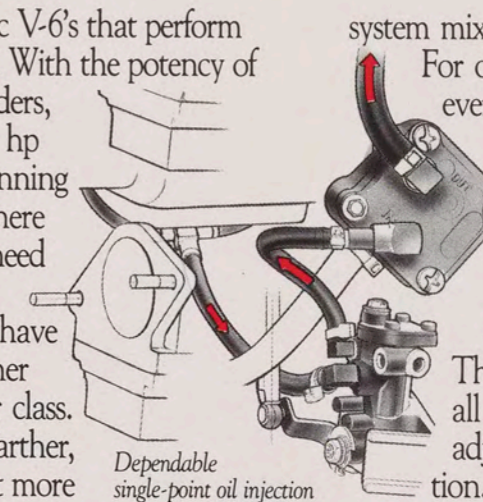


UNLEASH A V-6 THAT MAKES A V-8 BLUSH.

NEW MERCURY 275 AND 250 HP. OFFSHORE POWER
BROKERS THAT GIVE YOU THE EDGE IN SIMPLICITY,
EFFICIENCY AND RANGE.

Here are the new Merc V-6's that perform like V-8's. Only better. With the potency of six loop-charged cylinders, Mercury 275 and 250 hp engines take you to running speed and keep you there longer. Because they need less fuel to do it.

Which means they have greater range than other engines in their power class. So you can head out farther, stay out longer and get more out of every day at sea.



Dependable single-point oil injection is convenient, trouble-free.

system mixes gas and oil at the fuel pump. For optimum engine lubrication at every rpm level.

An easy-to-fill 3-gallon remote tank and an under-cowl 88-ounce reserve tank treat 150 gallons of gas at cruising speed.

MORE TILT, TRIM, TUCK.

The power trim and tilt system of all these Mercs gives you more adjustment range than the competition. 74° of trim and tilt, 4° of tuck under and 20° of power trim. For fine tuning performance. And for tilting the engine clear of the water when docked.

What's more, the pump is inboard for easy maintenance.

Both engines are available in one-piece 25" and 30" driveshaft housing models. No extensions to loosen or wear from side motion.

NO OVER REVS.

An electronic device eliminates spark to 3 cylinders when rpm reach 6,000. When rpm drop to 5,800, the engine returns to normal operation. It's a simple, dependable way to protect against harmful over revving.

These awesome engines are not only the brawniest seapower Mercury builds. They're designed to out-perform even V-8 competition. Because they're built smarter, simpler and more seaworthy inside and out.

BETTER FROM THE METAL OUT.

Cosworth Casting Ltd. of England, specialists often called upon to cast high-performance auto racing engines, cast the aluminum blocks of these V-6's.

And Mercury builds their critical components of a special corrosion-resistant aluminum alloy. Other critical parts, like shift, prop and drive shafts—even fasteners—are made of marine-grade stainless steel.

It all adds up to the most corrosion-resistant combination on the water. And the only 3-year limited warranty against corrosion failure.

BIGGEST CHARGE ON THE WATER.

Only Merc makes a 40-amp alternator standard on engines in this class. At trolling speed, it delivers 23 amps to keep your battery charged and your electronic gear humming.

At top speed, it delivers 5 amps more charging power than other alternators. So you can keep starting power up.

OIL INJECTION AT THE RIGHT POINT.

Mercury's reliable, single-point oil injection

The best anti-corrosion warranty in boating.





MOVE OUT FRONT WITH THE PICK OF THE PROS.

MERCURY 200 XRi AND 150 XR4.
FIRST TO THE FISH, FARTHER OUT AND BACK.

Of the top 35 qualifiers for the 1989 B.A.S.S. Masters Classic*, more chose Mercury outboards for their personal boats than any other brand. By a margin of 2-to-1.

For one simple reason. Mercury runs out front.

150 XR4. PERFORMANCE TO THE 4TH POWER.

In tests against four competitive bass engines, the XR4 blew away all comers in all categories. Acceleration (4 seconds faster from 0-20), top speed (up to 5 mph faster) and in fuel economy, too.

Of course this uncompromising performance is no accident. The XR4 features Merc's 2.4 litre powerhead and an extraordinary power curve that make this the most responsive 150 ever harnessed behind a tournament bass boat.

And because it's up to 30% more fuel efficient, this sizzling outboard ranges farther to hunt more water any day out.

It's a Pro-proven successor to the XR's that ran before it.

200 XRi. INJECTED AND ELECTRIFYING.

Superior performance begins with superior engineering. And Mercury proves it again with an astonishing performer that's unrivaled in its class.

The 200 XRi features the industry's only onboard, microcomputer-controlled electronic fuel injection system available in a production outboard.

An unparalleled technological breakthrough, Electronic Fuel Injection provides results comparable to the most spirited racing engines: instant starts, clean-burning efficiency and smooth-as-silk acceleration.

The brains behind the hardware is our Electronic Control Unit (ECU), which precisely delivers fuel to each cylinder based on engine speed, load, manifold pressure, air and engine temperature.

It actually thinks for itself. To put smooth, electrifying power in your hand when and where you want it.

AND ALL THE RIGHT EXTRAS.

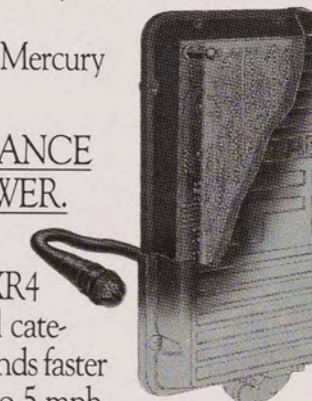
Power trim gives you 5° more trim than other outboards to improve top-end performance; 10° more tilt to get the engine further out of the water when you dock; 4° more tuck under to get heavy boats on plane and skiers up in a hurry.

The trouble-free oil-injection system automatically mixes gas and oil at the fuel pump for optimum lubrication at all rpm.

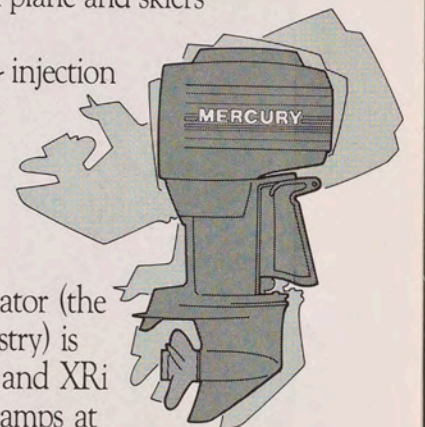
Our 40-amp alternator (the only one in the industry) is standard on all XR4 and XRi Mercs. It supplies 23 amps at 1,000 rpm so you can run your electronics without worrying about battery drain. And up to 65% more charging power at top end than competitive designs.

Thunderbolt CD ignition delivers up to 40,000 volts for quick starts. And loop-charged induction delivers fast response and fuel economy.

While the competition is still back at the drawing board, ask a bass pro why the Merc XR4 is the money-winning motor. And find out how far out front the Merc XRi can move you.



On the 200 XRi precise fuel flow is automatic with the Merc Electronic Control Unit.



With Merc, you trim up higher, tuck under farther... faster.



*B.A.S.S. Masters Classic is a registered trademark of B.A.S.S., Inc.



HUSTLE OUT AND COME BACK SMILING.

MERCURY 200, 175, 150 AND 135 HP.
NO MOTORS DO MORE TO TAKE THE WORK AND
WORRY OUT OF RUNNING BIG WATER.

Heading offshore or taking on a Great Lake, these legendary Merc V-6's deliver more than awesome power.

They pour on peace of mind as well.

No other outboards offer so many engineering innovations to make top performance trouble-free.

MERC BUILDS IN A BIGGER CHARGE.

The only 40-amp alternator in the industry is standard equipment on Merc extra-long shaft models. It's the most powerful charging unit on the water—putting out 23 amps at 1,000 rpm so you can run at trolling speed all day with all your electronic gear humming and not worry about running out of battery.

At the top end, there's up to 65% more charging power than with other alternators. So you can keep your starting power up.

NO MOTOR SHAKES SALT LIKE A MERC.

Only Mercury builds critical components from a special low-copper alloy we call XK360. It's more expensive and difficult to work with. But it resists pitting and corrosion far better than any other aluminum.

We make vital parts and fasteners of high-grade stainless steel. We apply the most-protective paints and coatings to other parts using our electro-deposition painting process that ensures complete and bonded finishes. We add zinc sacrificial anodes to draw corrosive activity away from essential parts.

Together, they make all Merc outboards the most salt-resistant motors on the market.

And the only big water motors backed by a 3-year limited warranty against corrosion failure.

QUIETER POWER. DRIER, TOO.

Bucket-style cowls literally put a lid on engine noise.

And the same innovative design that keeps noise in does an excellent job of keeping water out—a fact you'll appreciate if your engine ever gets doused.

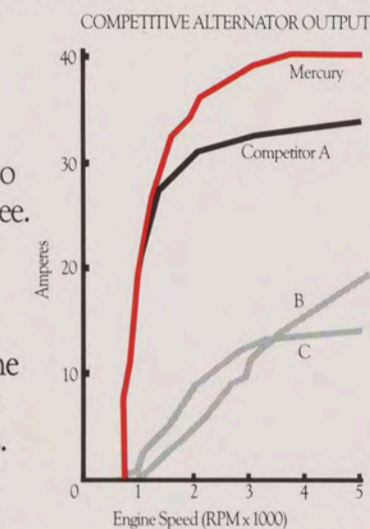
NOBODY SYNC'S COUNTER ROTATION LIKE MERC.

When you're pairing up two outboards for offshore running, consider this. Mercury 200, 150, and 135 V-6's are the

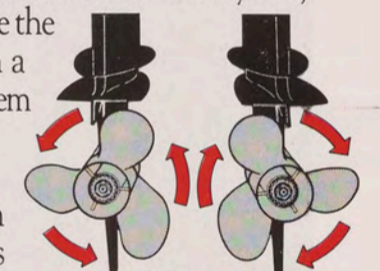
only outboards with a counter rotation system that lets you match the engine speed of the two motors with a synchronizer that's standard equipment.

It tells you at a glance when your two Mercs are running in harmony. With counter-rotating Mercs in perfect sync, you'll feel the difference in maximum efficiency and boat control, minimum driver fatigue.

For all-around speed, performance and durability that keeps you running and grinning, run with a Merc V-6.



Exclusive Merc 40-amp alternator—
more power at idle and top end.



Only Mercury gives you a synchronizer as standard equipment in a counter rotation system.





MOVE OUT WITH 4, TROLL WITH 2.

MERCURY "2+2" 115 AND 100 HP.
FOUR CYLINDERS ABOVE 1,800 RPM,
TWO BELOW FOR SMOOTH SLOW-GOING.

Here are the Mercury outboards that lead two lives. And change from one to the other with an ease a chameleon would envy.

They're flat-out skiing and get-to-the-fish engines. As well as smooth trollers and poke arounds.

And Mercury engineers have perfected both sides of their personalities.

"CONCEPT 2+2" =
TWO MOTORS IN ONE.

For skiers and others in a hurry, both the Merc 115 and 100 are 4-cylinder powerhouses, using all four of their in-line cylinders for astonishing acceleration and speed.

With plenty of low-end torque and an extra-large cavitation plate, they pop skiers out of the hole, handle corners and plane like nothing in their class.

For an afternoon of trolling or just poking around, they automatically become 2-cylinder smoothies.

Since efficient operation at lower speeds—below 1,800 rpm—doesn't require all four cylinders, Mercury engineers developed a simple way to keep two cylinders at bay until you need them.

It's called "Concept 2+2" and it's standard on both engines. When you're running at speeds below 1,800 rpm, the engine automatically cuts back from four cylinders to two.

Not only is this more efficient, "2+2" virtually eliminates smoke. The engine runs cleaner, smoother and with improved fuel efficiency at idle and trolling speeds.

"2+2" gives you the best of both worlds. Plenty of power when you need it. But nothing wasted when you don't.

IMPORTANT POINT: SINGLE-POINT OIL INJECTION.

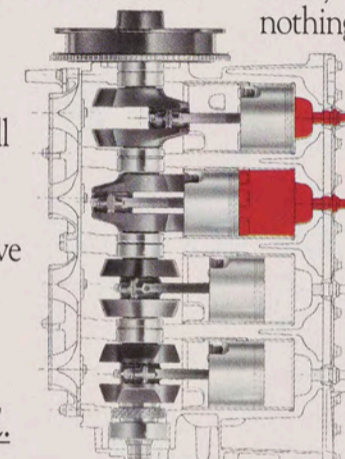
While some competitors promote complex, multiple-outlet oil injection, Mercury provides a far simpler solution. Our advanced single-point oil injection system automatically mixes gas and oil at one source, the fuel pump. That way, the engine gets the best mix for optimum lubrication at every rpm level.

An integral 1.45-gallon oil tank treats over 70 gallons of gas to keep you on the water longer. And checking the oil is easy. An exclusive external sight gauge lets you see the oil level without removing the cowl.

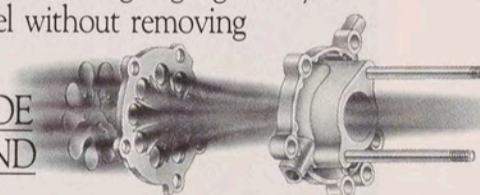
LIFE MADE LONG AND HAPPY.

We've engineered in a long-wearing stainless steel water pump housing, a fail-safe cooling system with an overheat warning horn and a 16-amp alternator to keep charging power up—the most powerful in this class—for powering a boatload of battery-run accessories.

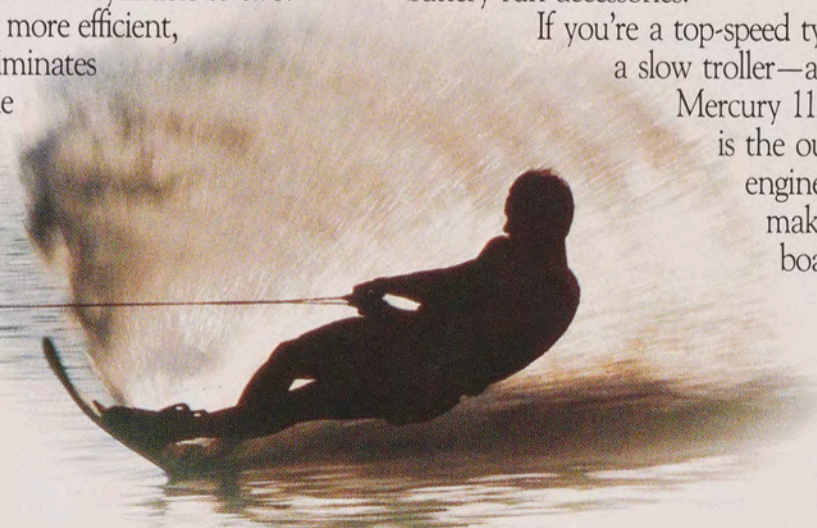
If you're a top-speed type—and a slow troller—a "2+2" Mercury 115 or 100 is the outboard engineered to make your boating day.



"2+2" automatically switches from 4 to 2 cylinders below 1,800 rpm for smooth trolling, optimum fuel efficiency.



Merc reed block assembly atomizes fuel more thoroughly, increases combustion efficiency.





SPEAK SOFTLY AT FULL SCREAM.

MERCURY 90 AND NEW 75 HP. EVEN AT TOP SPEED,
YOU'LL HAVE TO LISTEN HARDER TO HEAR THEM.

No outboards with so much power have ever put it behind a boat so quietly and efficiently as these 3-cylinder movers.

STRONG, QUIET TYPES.

Shushing the beast in these beauties begins with enclosing their powerheads in a well-muffled cowl. That, combined with an idle relief system which cuts down on both noise and smoke, makes these engines a lot easier on the ear than competitive outboards.

At the heart of these engines is a reed block assembly that's revolutionary in design. It atomizes fuel more completely for an optimum fuel/air mix, even burning and better fuel economy.

While these motors cut noise to a hardly noticeable level, they don't cut back on power. With a big torque curve, they deliver plenty of get up and all the go you'll want. From the first crack of the throttle to top end.

OIL IS VISIBLE & INJECTED.

One glance at the window on the side of the cowl and you see the oil level in the oil reservoir. No fuss or fumble.

And thanks to the dependable oil injection system, there's no messing with gas and oil mixing. The mixing's done automatically and precisely. At the fuel pump for optimum lubrication at all engine speeds.

POWER TRIM. AND THEN SOME.

To improve top-end performance, there's 5° more trim with these Mercs than with any competitive outboard. And 10° more tilt to help keep them clear of the water when you're

docked. 4° more tuck under helps pop heavy boats—and skiers—up and on plane.

And for fishermen who like precise control and maximum room in their boats, the 75 hp is available with tiller steering. For plenty of charging power, the most powerful alternator in this class of engine—16 amps—is standard equipment.

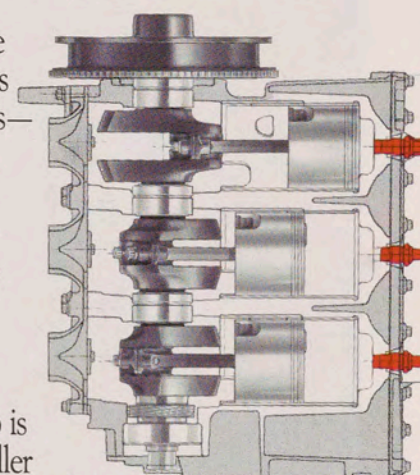
When it comes to engineering refinements, these motors take no back seat to their bigger and more powerful brothers. We've built them with all the features that have helped us build our reputation.

Like the best corrosion protection on any outboard. Backed by the industry's only 3-year limited corrosion failure warranty.

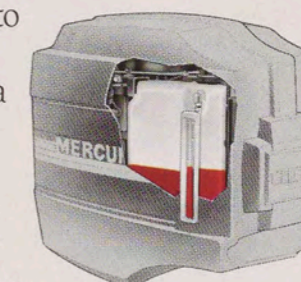
Loop-charged fuel induction and a daisy petal reed block provide maximum performance and power out of every charge of fuel.

Thunderbolt CD ignition, too. With up to 40,000 volts of sure-starting power at the turn of a key.

Find out how quietly big power can run. Whether you like casting a line or pulling a towrope, you'll discover the civilized muscle of these Mercs is something to shout about.



3 cylinders for less weight,
dynamic power and
unmatched fuel economy.



A window on the cowl
lets you check oil level
without opening the motor.





RUN WITH A POWER PLAYER THAT'S MILES AHEAD.

MERCURY 60, 50 AND 40 HP. THREE VERSATILE PERFORMERS BUILT BETTER FROM THE METAL OUT.

What makes these three powerful Mercs among our most popular engines is not just the way we make them. It's the way we make them better than all other contenders in their class.

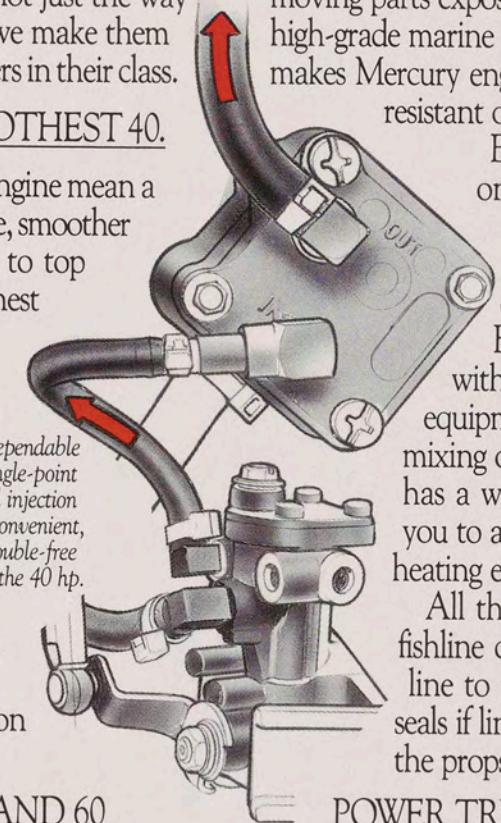
THE WORLD'S SMOOTHEST 40.

Four cylinders in a 40-horse engine mean a shorter stroke for smoother idle, smoother performance all the way up to top end. This Merc is the smoothest 40 you can buy.

And Mercury engineers have designed in a torque curve that delivers impressive low-end power for quick getaways and popping up skiers.

They've also included integral oil injection, a simple at-the-fuel-pump mixing system for optimum lubrication at any rpm level.

Dependable single-point oil injection is convenient, trouble-free on the 40 hp.



High-stress parts, like shift and drive shafts, and moving parts exposed to water, are made of high-grade marine stainless steel. All of which makes Mercury engines the most corrosion resistant outboards on the water.

Backed by the industry's only warranty against corrosion failure. A 3-year limited warranty on every Merc outboard.

Both the 50 and 60 come with oil injection as standard equipment. To take the mess of mixing out of your hands. Each has a warning horn to alert you to a low oil supply or an overheating engine.

All three motors feature a fishline cutter. It chops up fishing line to protect the lower unit seals if line gets tangled around the propshaft.

ON MERC 40, 50 AND 60 EXTRAS AT NO EXTRA CHARGE.

All three of these do-everything engines feature our exclusive MerCarb back-drag carburetion. It automatically leans the fuel/air mixture when you reach cruising speed to balance speed and fuel economy.

Our exclusive Thunderbolt CD ignition assures quick, easy starts while Perma Gap spark plugs virtually eliminate fouling.

Cracked-cap connecting rods deliver longer bearing and engine life while quieting engine operation.

And as with all Mercury outboards, all aluminum parts are cast with low-copper alloys.

POWER TRIM IS ONLY ONE OF YOUR OPTIONS.

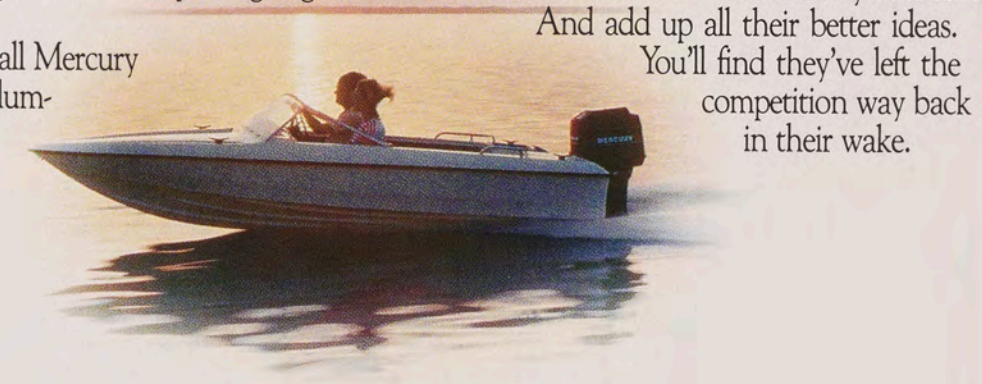
The convenience of power trim is available on all of these motors. And among the many other options and accessories you can choose from is tiller steering. (Available on the 40, an easy-to-install accessory for the 50 and 60.)

There's a reversible remote control too, that can be mounted on the port or starboard side of a boat.

Consider the maximum performance engineered into these multi-use Mercury outboards.

And add up all their better ideas.

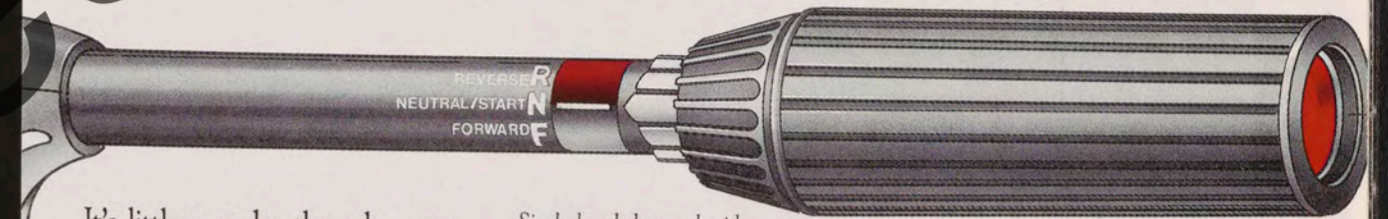
You'll find they've left the competition way back in their wake.





BRING HOT SPOTS CLOSER WITH A BIG EASY.

MERCURY 25 AND 20 HP. BIG POWER AND EASY OPERATION IN THE PALM OF YOUR HAND.



It's little wonder these brawny Mercs are favored by professional fishing guides and resort fleets in big water country. Both deliver the power to get to far-away fishing holes in a hurry. And both make that power easy to control.

Single-handed control with exclusive Merc 5-in-1 tiller.

ONE HAND FOR THE MOTOR, ONE FOR THE FISH.

Our exclusive 5-function tiller gives you total one-hand control of the engine. And leaves your other hand free to fish with. Steering, shifting, throttle, throttle set and stop switch are all built into the tiller handle.

And with maximum fuel economy engineered in, these motors give you extra time and range to find fish a long way out.

STARTING MADE EASY.

Thanks to our exclusive priming system, starting these Mercs is remarkably quick and easy. When the primer is pulled, a precisely measured shot of fuel is injected into the engine. So even before you grab the starting rope, the engine is primed and ready to fire.

Pulling effort is reduced too, by a compression relief system. And a starting rope guide lets you pull from almost any angle.

Starting's made even easier by Mercury Thunderbolt CD ignition which delivers up to 40,000 volts to our virtually foul-proof Perma Gap spark plugs.

There's optional oil injection as

well. It automatically blends fuel and oil and takes the guesswork and the mess out of your hands.

STONE TOUGH FOR THE LONG HAUL.

We put these engines through a series of grueling tests just to make sure that whatever you put them through they'll handle without a problem.

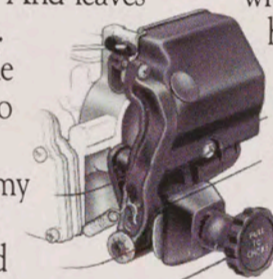
To check the strength of the gearcase, for example, we've replicated running into rocks at speeds up to 25 mph.

We've also run these engines at full throttle for more than 2,000 hours without any major mechanical failure. That's like running twice around the world at the equator.

And we've kept them quiet. Insulated cowls and carb intake covers cut noise. An exhaust idle relief silencer dramatically reduces noise at trolling speeds. And rubber-cushioned engine mounts absorb vibration.

Like all Mercury outboards, they're the most corrosion-resistant motors on the water, backed by the industry's only 3-year limited warranty against corrosion failure.

If you're looking for outboards that take the hassles out of getting to the fish—and fishing for them—get a 20 or 25 Merc behind your boat.



Another Mercury exclusive. A primer system that injects the right amount of fuel for easy starts. Knob twists for easy idle speed adjustment.





FUSS LESS, FISH MORE.

MERCURY 15, 9.9 AND 8 HP.
 THREE LEND-A-HAND FISHING MOTORS THAT
 UNCOMPLICATE THE SPORT.

Simple. Simple. Simple. These three outboards almost let you forget about outboards and concentrate on your fishing full time. That's because we've engineered out old-fashioned fuss and bother.

SINGLE HANDING MADE EVEN EASIER.

It's practically impossible to operate some fishing outboards and handle your fishing rod at the same time. But with the exclusive and patented tiller handle of the Merc 15, 9.9 and 8, you can control all major engine functions with just one hand.

Steering, shift, throttle, throttle set, stop. And trim. By simply pushing down on the tiller, you can choose from seven different engine positions. Three trim, three shallow water drive, plus full tilt. You can even adjust trim while you're underway.

NO OTHER OUTBOARDS MAKE HANDLING SO EASY. 15 HORSES, 12 POUNDS LIGHTER.

At just 71 pounds, the Merc 15 is nearly 12 pounds lighter than some competitive engines of equal horsepower. And like the 9.9 and 8, it's well balanced and easy to carry.

The carrying handle is not only positioned at the balance point, it folds out of the way once the motor is clamped to your transom. Mercury engineers have made these outboards easy to get from trunk to dock and onto a bobbing boat.

And underway, you'll discover the 15's full 16 cubic inches of displacement get you up on plane without pause. Even with a boatload of fishermen and their gear.

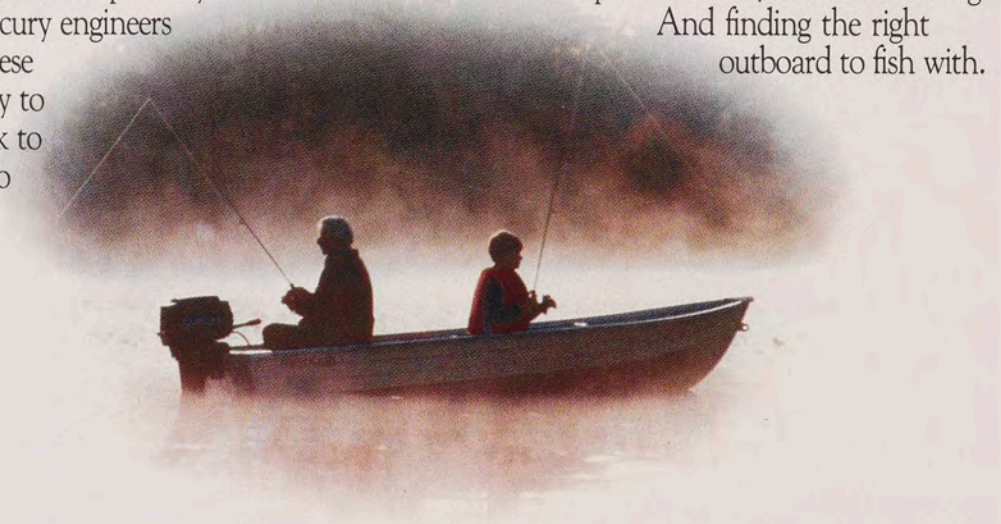
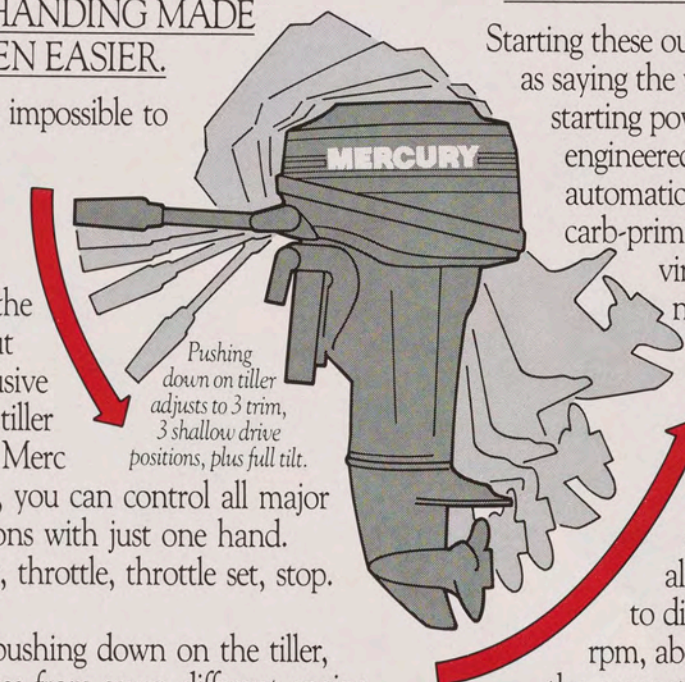
"MOTOR IS NOW RUNNING"

Starting these outboards is almost as easy as saying the word. Their unmatched starting power comes from Merc-engineered high-tech systems. Like automatic compression relief and a carb-priming system that provide virtually sure-fire starts with no more than a short, easy pull from any angle.

Cross-flow induction and CD ignition also help these motors start instantly and idle smoothly. In fact, these all-day trollers are designed to dial down to a smooth 650 rpm, about 150 rpm slower than the competition. There's even an external idle speed adjustment to make fine tuning quick and easy.

Mercury engineers perfected these outboards by taking them fishing. And the improvements they made are considerable. They strengthened the gearcase at the skeg for better impact resistance. They added a stronger aluminum propeller and hub. And they beefed up the water pump, making it stronger and more corrosion resistant.

The fact is, by engineering away fuss and fiddling, we've made two things significantly simpler with these motors. Fishing. And finding the right outboard to fish with.





PICK UP YOUR POWER AND GO.

MERCURY 5, 4 AND NEW 3 HP. PORTABLE POWER SOURCES THAT ACT BIGGER THAN THEY ARE.

Just because their horsepower is in the small-number range, don't underestimate the punch of these three outboards. After all, they are Mercs. What's more, they're easy starting, smooth running, and cut vibration to a minimum.

5 AND 4. THE TAKE-ALONGS WITH LOTS OF SHOVEL.

Pick up one of these motors and you'll discover how portable power can be. But clamp one on a transom and you'll find it's no lightweight when it comes to big advantages.

Both motors have generous, comfortable handles at the proper balance point. And just like the big Mercs, they're fully cowled to resist water intrusion and give you quiet, reliable performance. With convenient twist-grip throttles and our exclusive throttle friction adjustment to easily set trolling speed, they're ideal for one-handed fishing. And with full gear shifts (forward-neutral-reverse) and 360° steering, they're most maneuverable.

With 102 cc's in their powerhead, the Merc 4 and 5 are the largest displacement motors in their class, able to put out plenty of power with little effort. Cross-flow induction means cleaner firing, less noise and superior trolling smoothness, too.

And with the 5, you can run with the integral fuel tank or run longer and farther with the larger remote tank.

NOW 3 HORSES WEIGH ONLY 27½ POUNDS.

There's hardly anywhere you can't carry this new 3 hp lightweight. Few if any trunks you can't tuck it into.

Yet it has up to 30% more engine displacement than the competition. More displacement per horsepower means less strain and longer engine life. Like its bigger brothers—but unlike some small outboards—this little Merc is fully cowled for quieter,

drier operation.

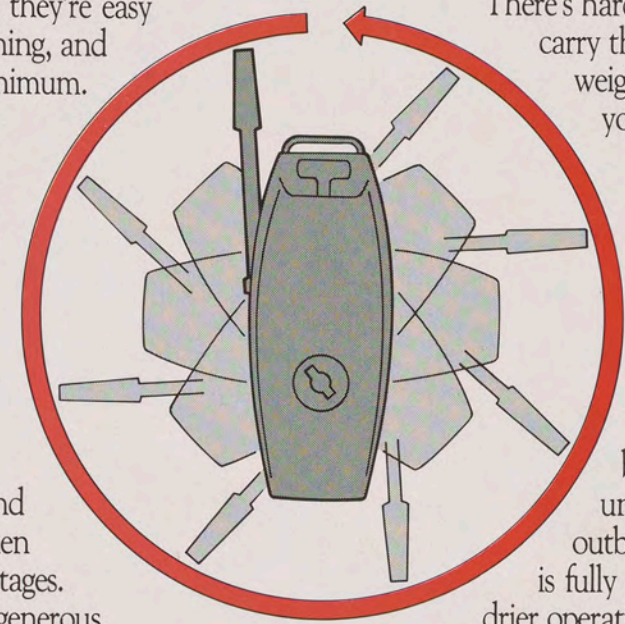
Other big advantages in this compact motor include loop-charged induction, 360° steering, not one but two clamp screws for a surer grip on the transom. And an integral gas tank that makes it even more portable.

QUIET POWER FOR QUIET TIMES.

Jet Prop exhaust that hushes engine noise is standard on the 4 and 5, along with a well-muffled cowl and rubber engine mounts to isolate vibration before it reaches your hand.

If you like to slip away quietly to tranquil bays and coves, and if you're looking for big performance in a very portable package, pick up one of these Merc outboards.

Now. Because before long, they'll all be gone fishing.



Merc 3, 4 and 5 hp engines swivel a full 360° to make tight turns a breeze.





New Mercury Thruster XR45-R45 has state-of-the-art smart electronics, PWM circuitry to conserve power.

Stalled motor protection prevents motor burnout.

Soft Start eliminates power bursts and turbulence.

Reverse polarity protection prevents motor running if hooked up incorrectly.

Die-cast foot pedal control features 360-degree steering, infinitely variable speed, momentary on/off switch, constant on switch.

One-hand lift and lower handle won't tangle like rope.

Direction arrow tells power direction at a glance.

Hinged door releases outboard for storage, easy switching from deck to transom mounting.

Height adjustment is quick and handy.

Bearings at all pivot points keep things smooth and quiet.

Up and down latches lock automatically.

Self-tightening pivot points adjust automatically.

Quick-release removable mount allows motor and mount to be removed for safekeeping.

Strong stainless steel shafts, fasteners and steering cables fight corrosion.

Sacrificial zinc anode pulls corrosion away from critical parts.

High-efficiency, low-noise armature spins in exclusive low-friction sealed ball bearings.

Shaft fairing smooths flow to prop for quieter running, less turbulence, secures transducer wire.

High-impact weedless machete prop is computer-matched to motor.

Large finger-removable prop nut floats.

One-piece die-cast aluminum housing seals out water, fights corrosion.

New and patented "Whisper Drive H.E." motor runs more efficiently, cuts noise.

Magnequench* rare earth permanent magnets reduce motor size and drag, improve boat speed.

Prop-shaft rated power is 45 pounds of thrust.

Easily replaceable skeg protects transducer mounted on bottom of motor.

New Thruster XR45-D45 (top) up to 45 pounds of thrust. Thruster T21 transom motor (middle) with tiller steering, 21 pounds of thrust. Thruster R28-24/12 (bottom) with foot control, 28 pounds of thrust.

*Magnequench is a registered trademark of General Motors Corp.

TROLL WITH AN ELECTRIC THE OTHERS CAN'T MATCH.

INTRODUCING ALL NEW MERCURY THRUSTERS AND A HIGHER STATE OF THE ART.

Before you spend one dollar on an electric trolling motor, take a long, hard look at the new Thruster models we've just added to the Mercury line. Seven totally new motors with 33 or 45 pounds of thrust.

IT WILL BE A WHILE BEFORE OTHER TROLLING MOTORS EVEN COME CLOSE.

These new models set a much higher standard of all around performance because they are the most technologically advanced electric trolling motors on the market.

In the Mercury tradition of engineering for maximum performance and durability, we designed them new from top to prop.

We designed them to outrun, out thrust, out control, outlast and out quiet all the competition.

SMART ELECTRONICS THAT WASTE NOT AND RUN LONGER.

Many motors draw full current even at slowest speeds, more current than the motor needs. What isn't used to spin the prop is wasted.

But these new Mercury Thruster motors feature PWM circuitry—Pulse Width Modulation—that releases only the current the motor needs at any given speed. Current that isn't needed stays in the battery. Which means you can run longer between charges.

Each motor features an infinitely variable speed control. No more four or five clicks to get from slow troll to top speed. Now you can vary speed in one smooth motion.

And with "just a little more" or "just a little less," you can match boat speed to fishing conditions perfectly.

START SAFE, START SOFT.

Safe Start prevents a motor in the "on" position from running during battery hookup. Once the prop is in the water, just turn off, then on to go.

Soft Start eliminates jarring power bursts that scare fish. Smart electronics bring the power up slowly for smooth, hushed starts.

Stalled motor protection is another Mercury exclusive we engineered in. If the prop is stopped by, say, thick weeds or against a dock piling, the motor stops so it won't burn out.

MORE THRUST, LESS NOISE.

At the working end of these silk-smooth Mercury Thrusters is a new and ingeniously thought-out "Whisper Drive H.E." motor which delivers up to 45 pounds of thrust at the prop. The one-piece motor housing—a Mercury exclusive—

Telescoping tiller handle extends to improve your reach. Infinitely variable twist-grip speed control lets you set a speed and hold it, without holding on.

permanently seals out water. A dynamically balanced armature helps eliminate noise. It spins in sealed ball bearings, the same type used in submarines for silent running. (The competition still uses bushings.)

Rare earth magnets, tiny but with awesome pull, keep motor size to a minimum for less resistance in the water.

WORLD'S MOST CORROSION-RESISTANT ELECTRICS.

In any water, even salt water, these new Thrusters fight corrosion better than any other electric trolling motor. All aluminum castings are made of Mercury's exclusive XK360 alloy, the most corrosion resistant aluminum in any outboard. External shafts and fasteners are made of high-grade stainless steel. Sacrificial zinc anodes draw corrosive activity away.

Don't hook up with any electric trolling motor until you've studied the new state of the art here, seen it at your Mercury Thruster dealer and discovered why no other electric can match it.



One-hand lift and lower handle for deck-mount models has no rope to tangle. Quick-release sub base frees motor and mount to clear the deck. Great for fish-and-ski boats.

TRUST QUICKSILVER TO GUARANTEE YOUR GOOD TIMES. TWICE.

THE ONLY PARTS AND ACCESSORIES WITH A DOUBLE GUARANTEE.

From 2-cycle oil with more of the additives your motor needs most to instruments, controls, and a full line of boat-care products, every Quicksilver part and accessory is backed by a one-year limited warranty as dependable as a Mercury outboard. That's the first guarantee.

Here's the second.

If any Quicksilver product fails and causes damage to any other Quicksilver part or to your engine itself, the whole system in which the part is used is covered during the warranty period. And we'll pay reasonable labor costs as well.

**QUICKSILVER:
TESTS THE REST
WOULD LIKE
TO PASS.**

We never stop testing Quicksilver products, to make sure they remain the most advanced and reliable on the market.

We've created many of the tests ourselves. And a number of them have been adopted as industry standards for the testing of all marine products.

After thousands of hours and millions of

dollars, our testing continues to refine and improve the Quicksilver line.

THE PROP PROS.

More powerboats bite the water with Quicksilver props than with any other brand. And now there's a new and bound-to-be revolutionary Quicksilver five-blade prop.

It's called the HighFive.

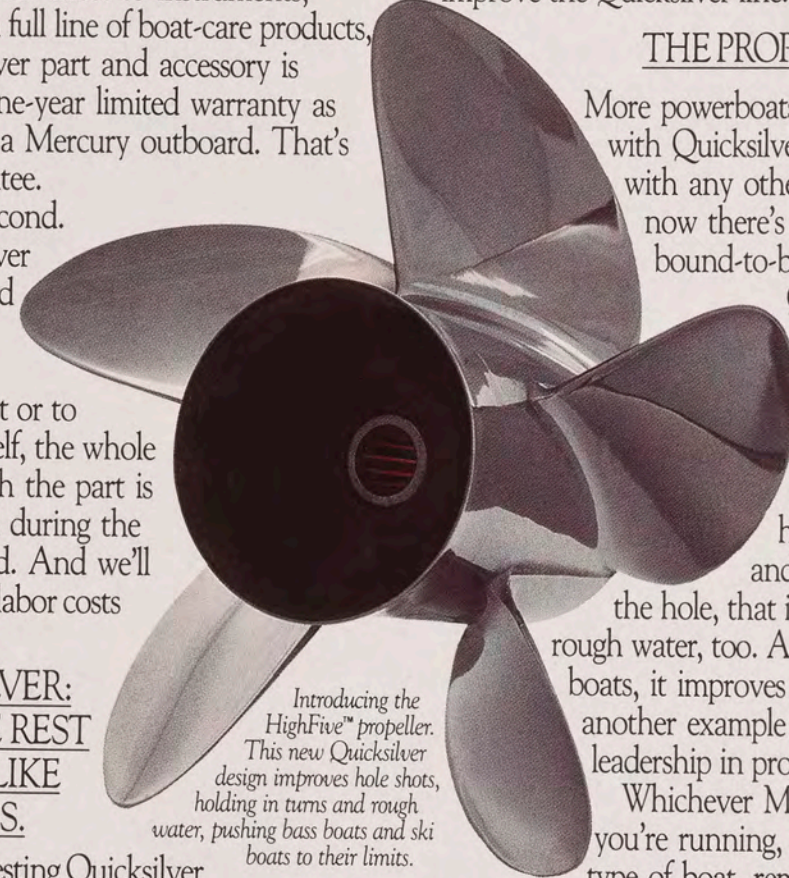
Test drivers say it's better at holding in turns and popping out of the hole, that it holds better in rough water, too. And that for bass boats, it improves bow lift. It's another example of Quicksilver leadership in propeller design.

Whichever Merc outboard you're running, on whatever type of boat, remember: Only Quicksilver parts and accessories are designed specifically to keep your Merc humming behind you. And to make boating an all-around better time every time you go out.

What's more, every item in the Quicksilver line is as handy as your nearest Mercury dealer.



To make Mercury outboards even more corrosion resistant, Quicksilver corrosion control products help prevent corrosion like this on internal and external metal surfaces.



Introducing the HighFive™ propeller. This new Quicksilver design improves hole shots, holding in turns and rough water, pushing bass boats and ski boats to their limits.

Both of these pistons were run for 100 hours. The one on the left ran in an engine lubricated by Quicksilver 2-cycle outboard oil. The one on the right in an engine lubed by a competitive oil. Which oil do you want for your outboard?



Ask your Mercury dealer for the book on Quicksilver. It's free. 96 pages of parts, accessories, tips, ideas, specs, solutions and easy-reading information. Find out how much Quicksilver does to make your boating better.

A QUICK LIST OF QUICKSILVER PRODUCTS MADE FOR YOUR MERC.



PRIMARY ACCESSORIES

- Remote Controls - Console, Panel or Side Mount
- Instruments - Engine Gauges and Compasses
- Quicksilver 2-Cycle Outboard Oil

ENGINE CARE PRODUCTS

- Special Lubricant 101
- 2-C Marine Lubricant
- Power Tune Engine Cleaner
- Power Trim and Steering Fluid
- Gear Lube-Premium Blend
- Marine Fuel System Treatment and Stabilizer
- Dri-Fuel, Fuel Additive
- Fuel System Cleaner, Fuel Additive
- Water Separating Fuel Filter

CORROSION CONTROL PRODUCTS

- Touch-Up Spray Paints
- Engine Flush Kits
- Anti-Corrosion Grease
- Corrosion Guard Protective Spray
- Galvanic Isolator
- MerCathode Units
- Zinc Anodes and Trim Tabs
- Storage Seal Rust Inhibitor

PROPELLERS

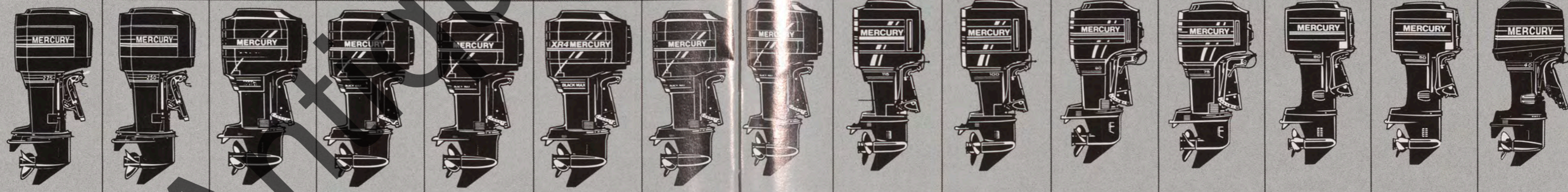
- Quicksilver Standard Aluminum (QSA)
- Quicksilver Stainless Steel (QSS)
- Laser II™ (High Performance 3-Blade)
- Mirage™ (High Performance 3-Blade)
- HighFive™ (High Performance 5-Blade)
- Chopper™
- Cleaver™
- Machete™ (Electric Fishing Motors)



MERCURY OUTBOARD SPECIFICATIONS 1990

| | 275 HORSEPOWER | 250 HORSEPOWER | 200 XRI | 200 HORSEPOWER | 175 HORSEPOWER | 150 XR4 | 150 HORSEPOWER | 115 HORSEPOWER | 100 HORSEPOWER | 90 HORSEPOWER | 75 HORSEPOWER | 60 HORSEPOWER | 50 HORSEPOWER | 40 CLASSIC |
|-------------------------------------|---|---|---|--|---|---|--|---|---|---|---|--|--|---|
| Propshaft Rated Horsepower | 275 hp | 250 hp | 200 hp | 200 hp | 175 hp | 150 hp | 150 hp | 115 hp | 100 hp | 90 hp | 75 hp | 60 hp | 50 hp | 40 hp |
| Max. RPM at Full Throttle | 5000-5500 | 5000-5500 | 5400-5900 | 5400-5900 | 5000-5600 | 5000-5600 | 5000-5500 | 4750-5250 | 4750-5250 | 5000-5500 | 4750-5250 | 5300-5800 | 5300-5800 | 5000-5500 |
| Cylinders | V-6 (74° vee) | V-6 (74° vee) | V-6 (60° vee) | V-6 (60° vee) | V-6 (60° vee) | V-6 (60° vee) | V-6 (60° vee) | 4 (in-line) | 4 (in-line) | 3 | 3 | 3 | 3 | 4 (in-line) |
| Displacement | 207 cu. in. (3392 cc) | 207 cu. in. (3392 cc) | 142.2 cu. in. (2330cc) | 142.2 cu. in. (2330cc) | 142.2 cu. in. (2330cc) | 142.2 cu. in. (2330cc) | 121.9 cu. in. (1996cc) | 105 cu. in. (1721cc) | 105 cu. in. (1721cc) | 71.1 cu. in. (1165cc) | 71.1 cu. in. (1165cc) | 49.8 cu. in. (816cc) | 49.8 cu. in. (816cc) | 43.9 cu. in. (719cc) |
| Bore/Stroke | 3.74" x 3.15" (95mm x 80mm) | 3.74" x 3.15" (95mm x 80mm) | 3.38" x 2.63" (86mm x 67mm) | 3.38" x 2.63" (86mm x 67mm) | 3.38" x 2.63" (86mm x 67mm) | 3.38" x 2.63" (86mm x 67mm) | 3.13" x 2.63" (79mm x 67mm) | 3.38" x 2.93" (86mm x 75mm) | 3.38" x 2.93" (86mm x 75mm) | 3.38" x 2.65" (86mm x 67mm) | 3.38" x 2.65" (86mm x 67mm) | 2.88" x 2.56" (73mm x 65mm) | 2.88" x 2.56" (73mm x 65mm) | 2.56" x 2.13" (65mm x 54mm) |
| Cooling System | Water cooled, with thermostat & pressure controlled | Water cooled, with thermostat & pressure controlled | Water cooled, with thermostat & pressure controlled | Water cooled, with thermostat & pressure controlled | Water cooled, with thermostat & pressure controlled | Water cooled, with thermostat & pressure controlled | Water cooled, with thermostat & pressure controlled | Water cooled, with thermostat & pressure controlled | Water cooled, with thermostat & pressure controlled | Water cooled, with thermostat & pressure controlled | Water cooled, with thermostat & pressure controlled | Water cooled, with optional thermostat | Water cooled, with optional thermostat | Water cooled |
| Ignition | Capacitor Discharge | Capacitor Discharge | Capacitor Discharge | Capacitor Discharge | Capacitor Discharge | Capacitor Discharge | Capacitor Discharge | Capacitor Discharge | Capacitor Discharge | Capacitor Discharge | Capacitor Discharge | Capacitor Discharge | Capacitor Discharge | Capacitor Discharge |
| Starting | Electric | Electric | Electric | Electric | Electric | Electric | Electric | Electric | Electric | Electric | Electric | Electric | Electric | Manual or Electric |
| Gear Ratio | 1.64:1 | 1.64:1 | 1.87:1 | 1.87:1 | 1.87:1 | 1.87:1 | 2.00:1 | 2.07:1 | 2.07:1 | 2.30:1 | 2.30:1 | 1.83:1 | 1.83:1 | 2.00:1 |
| Gear Shift | F-N-R | F-N-R | F-N-R | F-N-R | F-N-R | F-N-R | F-N-R | F-N-R | F-N-R | F-N-R | F-N-R | F-N-R | F-N-R | F-N-R |
| Steering | Remote | Remote | Remote | Remote | Remote | Remote | Remote | Remote | Remote | Remote or Tiller | Remote or Tiller | Remote Standard Tiller-Opt. | Remote Standard Tiller-Opt. | Remote: ELO & ELPTO (tiller opt.) Tiller; ELHPTO & ML (remote optional) |
| Remote Throttle/* Shift Attachments | Standard | Standard | Standard | Standard | Standard | Standard | Standard | Standard | Standard | Standard | Standard | Standard | Standard | Standard: ELO & ELPTO Opt. ELHPTO & ML |
| Alternator System | 40 amp (564 watt) w/voltage regulator | 40 amp (564 watt) w/voltage regulator | 40 amp (564 watt) w/voltage regulator | XL-40 amp (564 watt) w/voltage regulator L, CXL-16 amp (226 watt) w/voltage regulator | XL-40 amp (564 watt) w/voltage regulator L-16 amp (226 watt) w/voltage regulator | 40 amp (564 watt) w/voltage regulator | XL-40 amp (564 watt) w/voltage regulator L, CXL-16 amp (226 watt) w/voltage regulator | 16 amp (226 watt) w/voltage regulator | 16 amp (226 watt) w/voltage regulator | 16 amp (226 watt) w/voltage regulator | 16 amp (226 watt) w/voltage regulator | 9 amp (127 watt) | 9 amp (127 watt) | 9 amp (127 watt) — Electric or 6 amp (72 watt) — Manual |
| Trim Positions | Power trim Standard | Power trim Standard | Power trim Standard | Power trim Standard | Power trim Standard | Power trim Standard | Power trim Standard | Power trim Standard | Power trim Standard | Power trim Standard | Power trim Optional | Power trim Standard | Power trim Standard | 5 (Power trim Optional) |
| Fuel Tank | Optional | Optional | Optional | Optional | Optional | Optional | Optional | Optional | Optional | Optional | Optional | Separate 6.6 US gallons (25 litres) | Separate 6.6 US gallons (25 litres) | Separate 6.6 US gallons (25 litres) |
| Fuel Requirements** | Leaded or Unleaded 87 Octane minimum | Leaded or Unleaded 87 Octane minimum | Leaded or Unleaded 87 Octane minimum | Leaded or Unleaded 87 Octane minimum | Leaded or Unleaded 87 Octane minimum | Leaded or Unleaded 87 Octane minimum | Leaded or Unleaded 87 Octane minimum | Leaded or Unleaded 87 Octane minimum | Leaded or Unleaded 87 Octane minimum | Leaded or Unleaded 87 Octane minimum | Leaded or Unleaded 87 Octane minimum | Leaded or Unleaded 87 Octane minimum | Leaded or Unleaded 87 Octane minimum | Leaded or Unleaded 87 Octane minimum |
| Weight*** | 575 lbs. (261 kg.) | 575 lbs. (261 kg.) | 397 lbs. (180 kg.) | 382 lbs. (174 kg.) | 395 lbs. (180 kg.) | 395 lbs. (180 kg.) | 404 lbs. (184 kg.) | 326 lbs. (148 kg.) | 326 lbs. (148 kg.) | 299 lbs. (136 kg.) | 299 lbs. (136 kg.) | 188 lbs. (85 kg.) | 188 lbs. (85 kg.) | 182 lbs. (83 kg.) |
| Propeller Drive | Splined rubber hub | Splined rubber hub | Splined rubber hub | Splined rubber hub | Splined rubber hub | Splined rubber hub | Splined rubber hub | Splined rubber hub | Splined rubber hub | Splined rubber hub | Splined rubber hub | Splined rubber hub | Splined rubber hub | Splined rubber hub |
| Recommended Boat Transom Height | X-Long 25" (635mm) XX-Long 30" (762mm) | X-Long 25" (635mm) XX-Long 30" (762mm) | Long 20" (508mm) | Long 20" (508mm) X-Long 25" (635mm) | Long 20" (508mm) X-Long 25" (635mm) | Long 20" (508mm) | Long 20" (508mm) X-Long 25" (635mm) | Long 20" (508mm) X-Long 25" (635mm) | Long 20" (508mm) | Long 20" (508mm) | Long 20" (508mm) | Long 20" (508mm) | Long 20" (508mm) | Long 20" (508mm) |
| Standard Propeller**** | See Dealer Δ | See Dealer Δ | See Dealer Δ | See Dealer Δ | See Dealer Δ | See Dealer Δ | See Dealer Δ | See Dealer Δ | See Dealer Δ | See Dealer Δ | See Dealer Δ | See Dealer Δ | See Dealer Δ | See Dealer Δ |
| Prop Selection (Pitch) | 17" through 27" Quicksilver Mirage Recommended | 17" through 27" Quicksilver Mirage Recommended | 11"-30" | 11"-30" | 11"-30" | 18"-25" | 11"-30" | 10"-30" | 10"-30" | 10"-30" | 10"-30" | 8"-19" | 8"-19" | 8"-19" |
| Induction System | Loop charge (6 carb) | Loop charge (6 carb) | Loop charge (EFI) Electronic Fuel Inj. | Loop charge (3 carb) | Loop charge (3 carb) | Loop charge (3 carb) | Loop charge (3 carb) | Loop charge (4 carb) | Loop charge (4 carb) | Loop charge (3 carb) | Loop charge (3 carb) | Direct charge (2 carb) | Direct charge (2 carb) | Cross-flow (2 carb) |
| Exhaust | Through prop | Through prop | Through prop | Through prop | Through prop | Through prop | Through prop | Through prop | Through prop | Through prop | Through prop | Through prop | Through prop | Through prop |
| Oil Injection | Standard | Standard | Standard | Standard | Standard | Standard | Standard | Standard | Standard | Standard | Standard | Standard | Standard | Standard-Electrics Optional-Manual |
| Counter Rotation | N/A | N/A | N/A | Model Available | Optional Accessory | N/A | Model Available | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

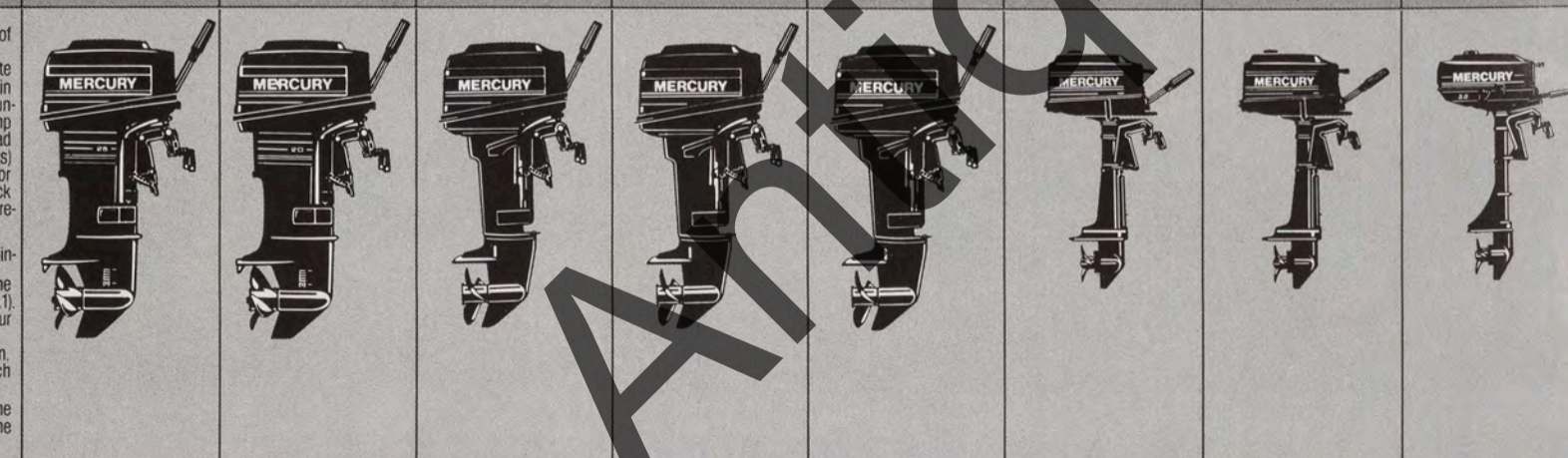
*Remote Control is not included in price of some engines.
 **Any gasoline that will satisfactorily operate an automobile engine is suitable for use in Mercury Outboards in normal service unless otherwise indicated. Units over 50 hp that are used for long periods at high load (i.e. water skiing, heavily loaded work boats) should preferably use leaded gasoline or unleaded with a pump posted anti-knock index (U.S.A.), which is the average of research and motor octanes.
 (R+M) = of 87 minimum for non-oil injected motors, mix recommended gasoline with Quicksilver 2-cycle Outboard Oil (50:1). If Quicksilver oil is not available, ask your Mercury dealer.
 ***Weight specification is for lightest version.
 ****Number of Blades X Diameter X Pitch information.
 ΔCorrect propeller must be selected to fit application and boat size.
 NOTE—Due to our constant efforts to offer the finest products available, we must reserve the right to change specifications without notice.
 L = 20" Shaft
 XL = 25" Shaft
 CXL = 25" Shaft Counter Rotation
 XXL = 30" Shaft



MERCURY OUTBOARD SPECIFICATIONS 1990

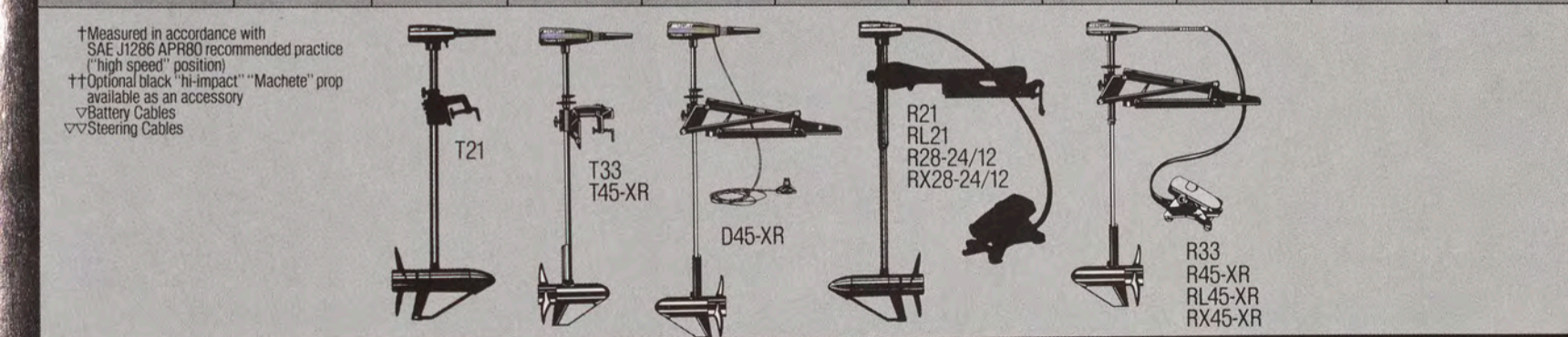
| | 25 HORSEPOWER | 20 HORSEPOWER | 15 HORSEPOWER | 9.9 HORSEPOWER | 8 HORSEPOWER | 5 HORSEPOWER | 4 HORSEPOWER | 3 HORSEPOWER |
|-------------------------------------|---|--------------------------------------|--|--|--|---|--------------------------------------|--------------------------------------|
| Propshaft Rated Horsepower | 25 hp | 20 hp | 15 hp | 9.9 hp | 8 hp | 5 hp | 4 hp | 3 hp |
| Max. RPM at Full Throttle | 5000-6000 | 4500-5500 | 5000-6000 | 5000-6000 | 4500-5500 | 4500-5500 | 4500-5500 | 4500-5500 |
| Cylinders | 2 | 2 | 2 | 2 | 2 | 1 | 1 | 1 |
| Displacement | 24.4 cu. in. (400cc) | 24.4 cu. in. (400cc) | 16.0 cu. in. (262cc) | 12.8 cu. in. (210cc) | 12.8 cu. in. (210cc) | 6.2 cu. in. (102cc) | 6.2 cu. in. (102cc) | 4.6 cu. in. (74.6cc) |
| Bore/Stroke | 2.56" x 2.38" (65mm x 60mm) | 2.56" x 2.38" (65mm x 60mm) | 2.38" x 1.80" (60mm x 46mm) | 2.13" x 1.77" (54mm x 45mm) | 2.13" x 1.77" (54mm x 45mm) | 2.05" x 1.69" (52mm x 43mm) | 2.05" x 1.69" (52mm x 43mm) | 1.85" x 1.69" (47mm x 43mm) |
| Cooling System | Water cooled w/optional thermostat | Water cooled w/optional thermostat | Water cooled w/thermostat | Water cooled w/thermostat | Water cooled w/optional thermostat | Water cooled | Water cooled | Water cooled |
| Ignition | Capacitor Discharge | Capacitor Discharge | Capacitor Discharge | Capacitor Discharge | Capacitor Discharge | Capacitor Discharge | Capacitor Discharge | Magneto |
| Starting | Manual or Electric | Manual (Electric Optional) | Manual or Electric | Manual or Electric | Manual (Electric Optional) | Manual | Manual | Manual |
| Gear Ratio | 2.25:1 | 2.25:1 | 2.08:1 | 2.08:1 | 2.08:1 | 2.15:1 | 2.15:1 | 2.18:1 |
| Gear Shift | F-N-R @ tiller handle | F-N-R @ tiller handle | F-N-R @ tiller handle | F-N-R @ tiller handle | F-N-R @ tiller handle | F-N-R | F-N-R | Forward |
| Steering | Tiller: M, ML, EH, ELH Remote: E, EL | Tiller Handle (Remote Optional) | Tiller Handle (Remote Optional) | Tiller: M, ML, E, EL Remote: ELRC | Tiller Handle (Remote Optional) | Tiller Handle (360°) | Tiller Handle (360°) | Tiller Handle (360°) |
| Remote Throttle/* Shift Attachments | Standard: E, EL Optional: M, ML, ELH, EH | Optional | Optional | Standard: ELRC Optional: M, ML, E, EL | Optional | Optional | Optional | N/A |
| Alternator System | Standard-electric Optional-manual 5 amp (60 watt) | Optional 5 amp (60 watt) | Standard-electric Optional-manual 5 amp (60 watt) | Standard-electric Optional-manual 5 amp (60 watt) | Optional 5 amp (60 watt) | Optional 4 amp (50 watt) | Optional 4 amp (50 watt) | N/A |
| Trim Positions | 5 and shallow water drive std. M, ML, EH, ELH (Opt. on E, EL) | 5 and shallow water drive | 3 and 3 shallow water positions | 3 and 3 shallow water positions | 3 and 3 shallow water positions | 5 and shallow water drive | 5 and shallow water drive | 4 |
| Fuel Tank | Separate 6.6 US gallons (25 litres) | Separate 6.6 US gallons (25 litres) | Separate 6.6 US gallons (25 litres) | Separate 3.2 US gallons (12 litres) | Separate 3.2 US gallons (12 litres) | Integral 2.6 US Qts. (2.5 litres) & remote 3.2 US gallons (12 litres) | Integral 2.6 US quarts (2.5 litres) | Integral 1.5 US quarts (1.4 litres) |
| Fuel Requirements** | Leaded or Unleaded 87 Octane minimum | Leaded or Unleaded 87 Octane minimum | Leaded or Unleaded 87 Octane minimum | Leaded or Unleaded 87 Octane minimum | Leaded or Unleaded 87 Octane minimum | Leaded or Unleaded 87 Octane minimum | Leaded or Unleaded 87 Octane minimum | Leaded or Unleaded 87 Octane minimum |
| Weight*** | 112 lbs. (51 kg.) | 112 lbs. (51 kg.) | 71 lbs. (32 kg.) | 69 lbs. (31 kg.) | 69 lbs. (31 kg.) | 45 lbs. (20.5 kg.) | 45 lbs. (20.5 kg.) | 27.5 lbs. (12.5 kg.) |
| Propeller Drive | Splined rubber hub | Splined rubber hub | Splined rubber hub | Splined rubber hub | Splined rubber hub | Splined rubber hub | Splined rubber hub | Shear Pin |
| Recommended Boat Transom Height | Short 15" (381mm) Long 20" (508mm) | Short 15" (381mm) Long 20" (508mm) | Short 15" (381mm) Long 20" (508mm) Optional extra long shaft extension kit available | Short 15" (381mm) Long 20" (508mm) Optional extra long shaft extension kit available | Short 15" (381mm) Long 20" (508mm) Optional extra long shaft extension kit available | Short 15" (381mm) Long 20" (508mm) | Short 15" (381mm) Long 20" (508mm) | Short 15" (381mm) |
| Standard Propeller**** | 3 x 10 3/8" x 13" | 3 x 10 3/8" x 13" | 3 x 9" x 9" | 3 x 9" x 9" | 3 x 9" x 9" | 3 x 8 3/4" x 8" | 3 x 8 3/4" x 7" | 3 x 7 3/8" x 6" |
| Prop Selection (Pitch) | 9 1/2"-18" | 9 1/2"-18" | 6 1/2"-10 1/2" | 5 1/2"-9" | 5 1/2"-9" | 6"-8" | 6"-8" | 4 1/2" |
| Induction System | Loop charge (1 carb) | Loop charge (1 carb) | Cross-flow (1 carb) | Cross-flow (1 carb) | Cross-flow (1 carb) | Cross-flow (1 carb) | Cross-flow (1 carb) | Loop Charge (1 carb) |
| Exhaust | Through prop | Through prop | Through prop | Through prop | Through prop | Through prop | Through prop | Above prop |
| Oil Injection | Optional | Optional | Optional | Optional | Optional | Optional | N/A | N/A |
| Counter Rotation | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

*Remote Control is not included in price of some engines.
 **Any gasoline that will satisfactorily operate an automobile engine is suitable for use in Mercury Outboards in normal service unless otherwise indicated. Units over 50 hp that are used for long periods at high load (i.e. water skiing, heavily loaded work boats) should preferably use leaded gasoline or unleaded with a pump posted anti-knock index (U.S.A.), which is the average of research and motor octanes.
 (R+M)/2 = of 87 minimum for non-oil injected motors, mix recommended gasoline with Quicksilver 2-cycle Outboard Oil (50:1). If Quicksilver oil is not available, ask your Mercury dealer.
 ***Weight specification is for lightest version.
 ****Number of Blades X Diameter X Pitch information.
 NOTE—Due to our constant efforts to offer the finest products available, we must reserve the right to change specifications without notice.



1990 THRUSTER MOTORS

| ELECTRIC | T21 | T33 | T45-XR | D45-XR | R21/RL21 | R28/RX28 | R33 | R45-XR | RL45-XR | RX45-XR |
|------------------------------|-----------------------------|---|---|---|-----------------------------|------------------------------|---|---|---|---|
| Mount System | Transom | Transom | Transom | Deck | Deck | Deck | Deck | Deck | Deck | Deck |
| Quick Release Sub Base | N/A | N/A | N/A | Optional | N/A | N/A | Optional | Standard | Standard | Standard |
| Steering | Manual 360° (Tiller Handle) | Manual 360° (Telescoping Tiller Handle) | Manual 360° (Telescoping Tiller Handle) | Manual 360° (Telescoping Tiller Handle) | Remote 360° (Foot Pedal) | Remote 360° (Foot Pedal) | Remote 360° (Foot Pedal) | Remote 360° (Foot Pedal) | Remote 360° (Foot Pedal) | Remote 360° (Foot Pedal) |
| Propshaft Rated Thrust† | 21 lbs. | 33 lbs. | 45 lbs. | 45 lbs. | 21 lbs. | 28 lbs. | 33 lbs. | 45 lbs. | 45 lbs. | 45 lbs. |
| AMP Draw † | 28 amps | 39 amps | 31 amps | 31 amps | 28 amps | 24 amps | 39 amps | 31 amps | 31 amps | 31 amps |
| Voltage | 12 V-D.C. | 12 V-D.C. | 24V or 12V-D.C. | 24V or 12V-D.C. | 12 V-D.C. | 24/12 V-D.C. | 12 V-D.C. | 24V or 12V-D.C. | 24V or 12V-D.C. | 24V or 12V-D.C. |
| Motor Diameter | 3" Whisper Drive | 3 1/2" Whisper Drive HE w/PWM & "Smart" Elec. | 3 1/2" Whisper Drive HE w/PWM & "Smart" Elec. | 3 1/2" Whisper Drive HE w/PWM & "Smart" Elec. | 3" Whisper Drive | 3" Whisper Drive | 3 1/2" Whisper Drive HE w/PWM & "Smart" Elec. | 3 1/2" Whisper Drive HE w/PWM & "Smart" Elec. | 3 1/2" Whisper Drive HE w/PWM & "Smart" Elec. | 3 1/2" Whisper Drive HE w/PWM & "Smart" Elec. |
| Drive Ratio | 1:1 | 1:1 | 1:1 | 1:1 | 1:1 | 1:1 | 1:1 | 1:1 | 1:1 | 1:1 |
| Speed Control | 4 Speeds (Twist Grip) | Variable Fwd. & Rev. (Twist Grip) | Variable Fwd. & Rev. (Twist Grip) | Variable Fwd. & Rev. (Twist Grip) | 4 Speeds (Foot Pedal) | 8 Speeds (Foot Pedal) | Variable (Foot Pedal) | Variable (Foot Pedal) | Variable (Foot Pedal) | Variable (Foot Pedal) |
| Constant On | Standard | Standard | Standard | Standard | N/A | N/A | Standard | Standard | Standard | Standard |
| Foot Switch | N/A | Optional | Optional | Standard | Standard | Standard | Standard | Standard | Standard | Standard |
| Stainless Steel Shaft Length | 34" | 38" | 38" | 44" | R21-38" RL21-44" | R28-24/12-38" RL28-24/12-50" | 38" | 38" | 44" | 50" |
| Vertical Adjustment | 27" | 24" (w/shaft fairing installed) | 24" (w/shaft fairing installed) | 30" (w/shaft fairing installed) | R21-9" RL21-15" | R28-24/12-9" RX28-24/12-21" | 9" | 9" | 15" | 21" |
| Cable Length | 71"▽ | 84"▽ | 84"▽ | 84"▽ | 59"/72"-Long▽ | 59"/72"-Long▽ | 60"▽▽ | 60"▽▽ | 60"▽▽ | 72"▽▽ |
| Machete†† Propeller | 2 x 9 1/4" x 3 1/4" (Clear) | 2 x 11" x 5" (Clear) | 2 x 11" x 5" (Clear) | 2 x 11" x 5" (Clear) | 2 x 9 1/4" x 3 1/4" (Clear) | 2 x 9 1/4" x 3 1/4" (Clear) | 2 x 11" x 5" (Clear) | 2 x 11" x 5" (Clear) | 2 x 11" x 5" (Clear) | 2 x 11" x 5" (Clear) |
| Weight | 15 lbs. | 25 lbs. | 25 lbs. | 32 lbs. | R21-34 lbs. RL21-36 lbs. | R28-34 lbs. RX28-40 lbs. | 36 lbs. | 36 lbs. | 38 lbs. | 42 lbs. |



†Measured in accordance with SAE J1286 APR80 recommended practice ("high speed" position)
 ††Optional black "hi-impact" Machete prop available as an accessory
 ▽Battery Cables
 ▽▽Steering Cables

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To put it simply, Mercury has come to be known as the premier engine builder in outboard racing. Year after year, more races are won with Mercury power than with all other outboards combined.

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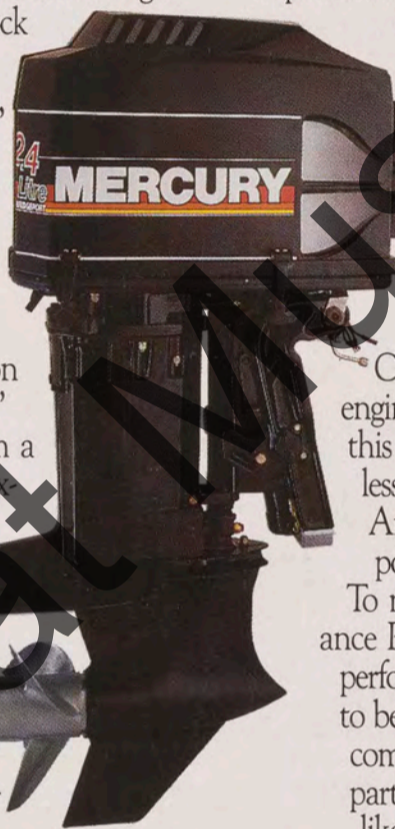
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