



**mer CRUISER**

**THE GET UP AND GO  
STERN DRIVE**

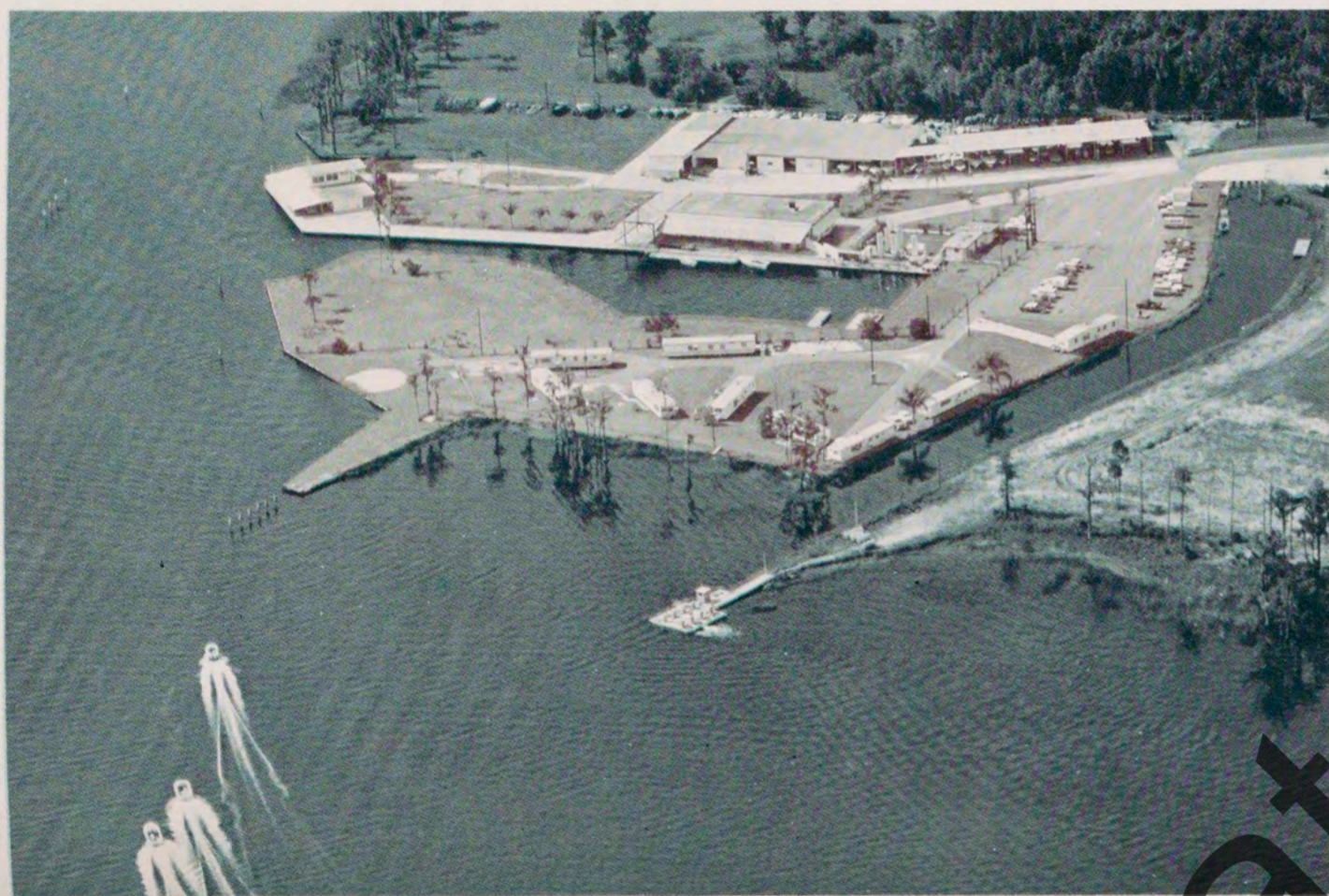
## THE MYSTERIOUS LAKE X

Somewhere in Florida there's a lake completely fenced in and closely guarded. Around the clock, stern drives and outboards can be seen churning the water. At night, powerful headlights mark the progress of the boats as test drivers in crash helmets and life jackets continually put boats and motors through hundreds of gruelling trials. Lights burn in the control tower twenty-four hours a day while engineers record the valuable information from screens, dials, gauges, clocks and meters. This is Lake X... the place where the products of tomorrow are being tested and proved today.



At Lake X, hundreds of research projects are conducted continually to give the boating public the finest in marine products. These projects range from evaluation of paint composition best suited for marine environment to exhaustive tests of engines, drives and components.

Specialized engineers record and study performance as boats and power plants are plowed through silt and weeds and slammed into and over logs and sand bars. Day after day, 'round the clock, in all weather and water conditions, these punishing tests are carried on. Tear downs, inspections, and analysis of failures make improvements possible. Only after a product can pass the most rugged test program at the toughest, most complete proving ground in the marine industry, is it awarded the Kiekhaefer stamp of approval: "Tested and Proved at Lake X."



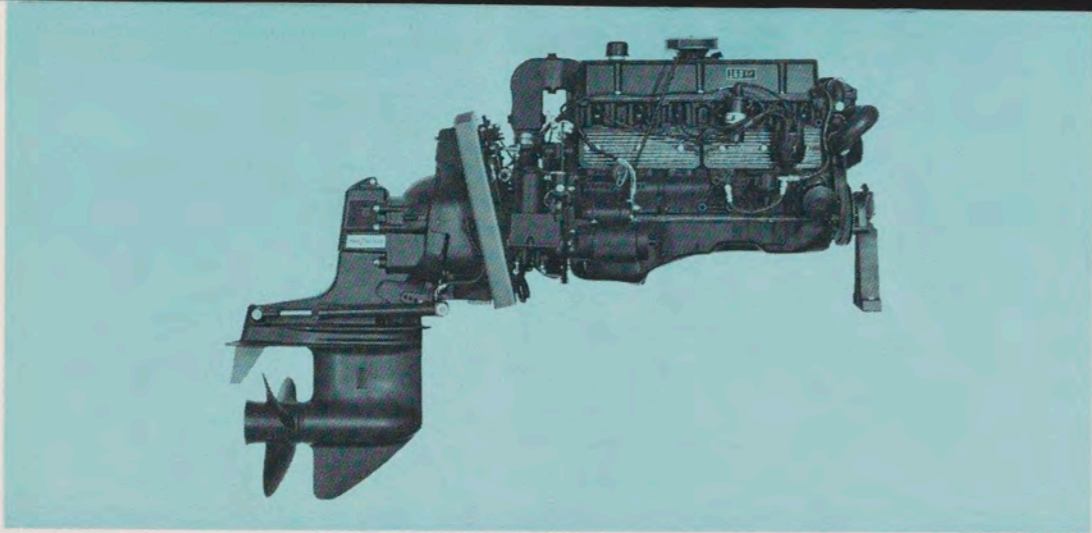
COVER AND UNDERWATER PHOTOGRAPHY TAKEN AT SILVER SPRINGS, FLORIDA



# MERCRUISER

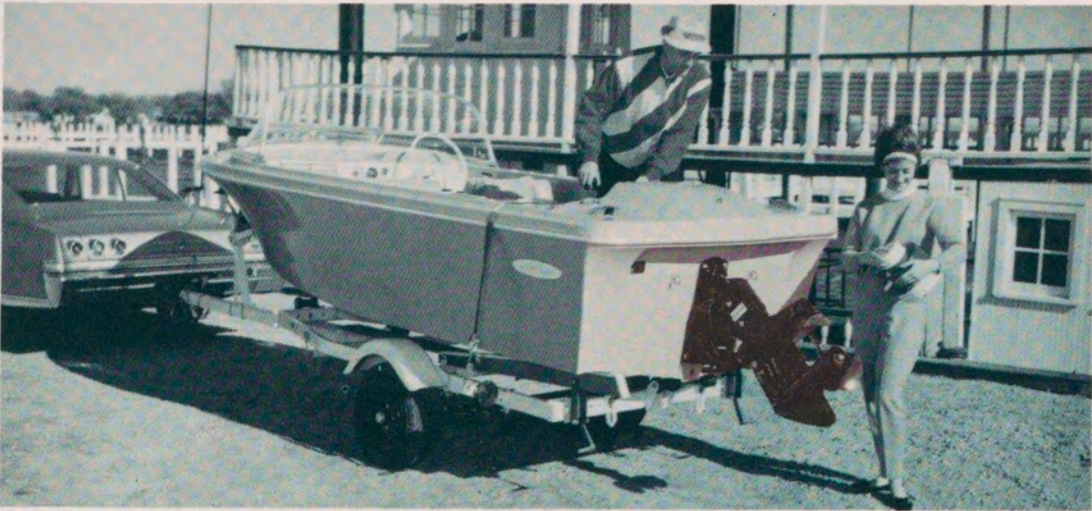
THE GET UP AND GO  
STERN DRIVE

A PRODUCT OF THE KIEKHAEFER CORPORATION / WORLD LEADER IN MARINE PROPULSION



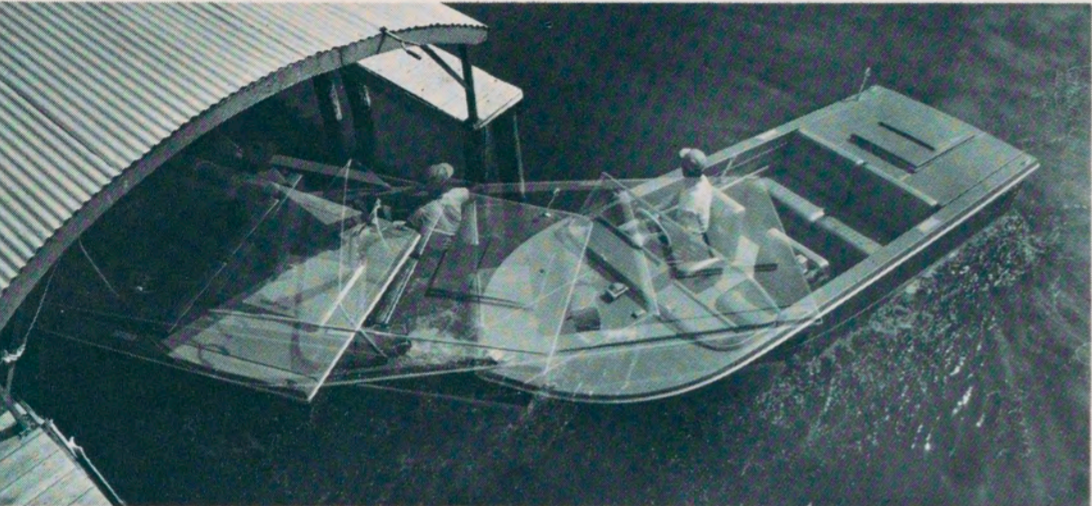
# MERCUISER...

## BETTER BOATING



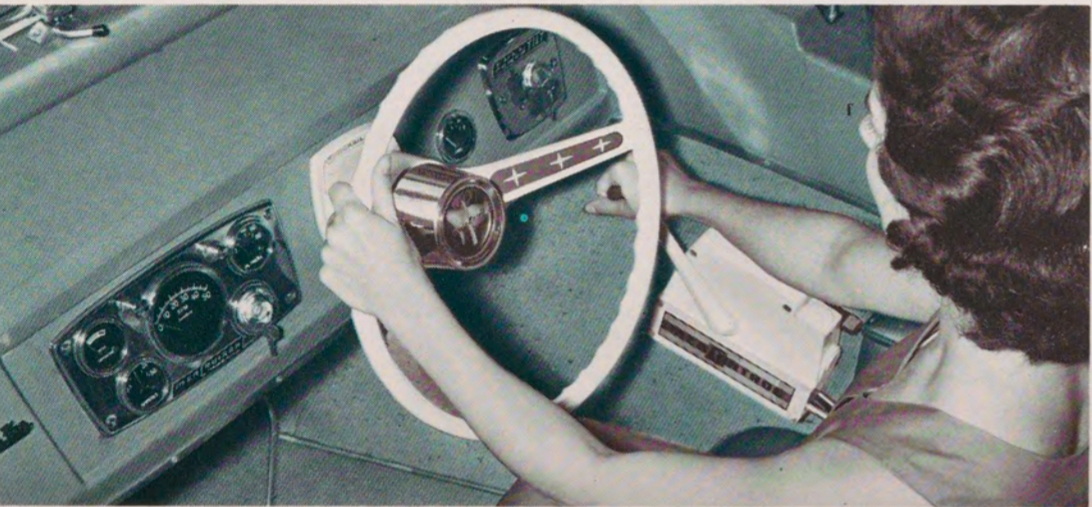
**PORTABILITY**

MerCruiser powered boats can be launched, beached and trailed as easy as an outboard. There's no rudder, strut, fixed shaft or rigidly mounted propeller to damage. Maintenance and handling are easier and faster.



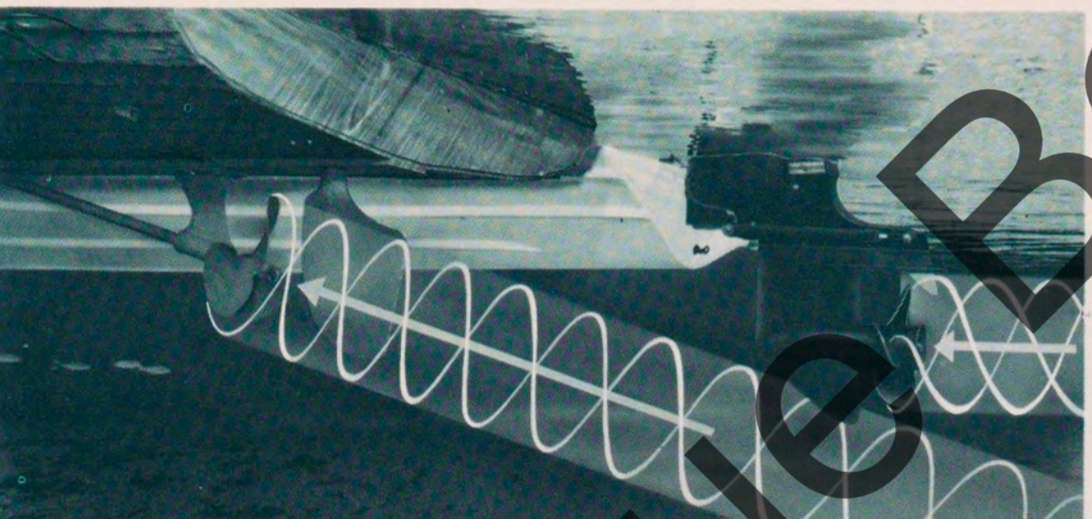
**MANEUVERABILITY**

With MerCruiser, steerable thrust permits outstanding maneuverability. You don't depend on a rudder; there is none. In forward and reverse, you command instant, positive steering response by controlling the angle of propeller thrust.



**EASE OF HANDLING**

Ride-Guide steering and single-lever MerControl make MerCruisers as easy to handle as your car. Steering is rack-and-pinion type, coupled with a single cable enclosed in a Neoprene-covered metal sheath. Throttle, forward, neutral and reverse are combined in the Kiekhaefer-engineered single-lever control system.



**GREATER PROPULSION EFFICIENCY**

MerCruiser increases propulsion efficiency by applying the angle of propeller thrust parallel to the boat's planing angle, instead of at an upward angle as with conventional inboards. The underwater drag and turbulence of an inboard's fixed shaft, strut, rudder and skeg are eliminated.



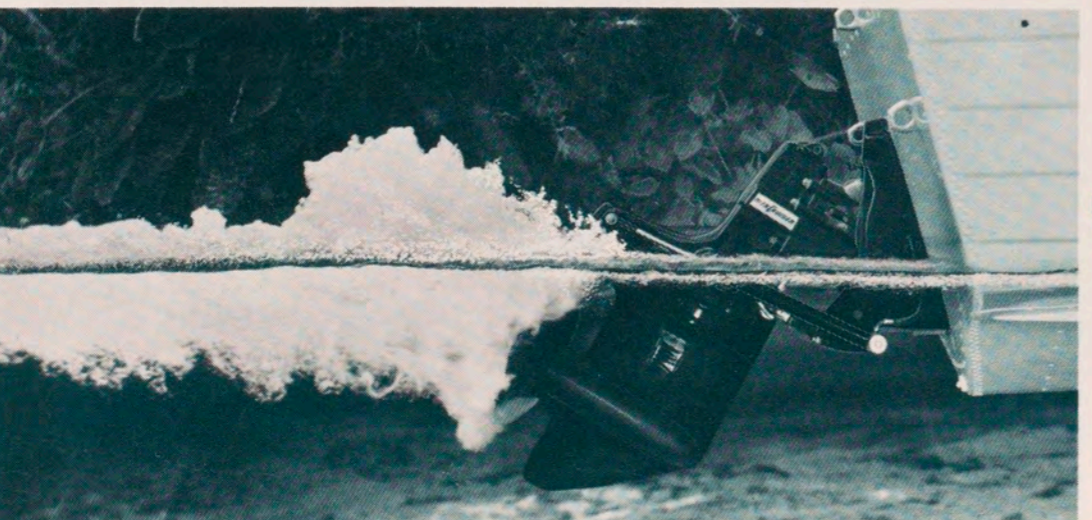
**MOST IMPACT PROTECTION**

One piece lower unit housing, hydraulic shock absorbers, Safety-Tilt ignition cut-out switch (or hydraulic safety control with Power Trim), and spline-driven, rubber-cushioned propeller eliminate the hazards of striking submerged obstacles. MerCruiser lower units are the strongest ever built.



**PROPELLER ACCESSIBILITY**

MerCruiser stern drives allow you to clear a fouled propeller or change propellers without the time, expense, and bother of hauling the boat out of the water. All MerCruiser drive units tilt up for easy access.



**GO-ANYWHERE VERSATILITY**

From a dashboard control, MerCruiser's optional Power Tilt regulates the degree of tilt of the drive unit as needed for shallow-water maneuvering and beaching under power. The lower unit can be raised and lowered as easily as the power windows in a car.

# SWIFT AND SILENT *MERC*CRUISER



Marine engines were synonymous with noise until the Kiekhaefer Corporation developed a quiet stern drive power package with the engine suspended in rubber cushions, a rubber-cushioned drive line and underwater exhaust.

MerCruisers feature the exclusive Jet-Prop exhaust system . . . the only one in the marine industry. Jet-Prop fires the exhaust through the propeller hub. The exhaust fills the vacuum pocket that forms in back of the propeller hub further reducing underwater drag. In addition, it improves the engine's breathing, which means increased engine performance. Because of Jet-Prop, exhaust sound and fumes are buried deep underwater, far behind the boat.

Not only does MerCruiser eliminate exhaust sound, but great care is taken to minimize all sources of vibration noise. MerCruiser engines are supported on rubber mounts. A resilient live-rubber coupling cushions power impulses from crankshaft to stern drive unit. Another live-rubber insert in the propeller hub acts as a safety clutch and further cushions impact shock.

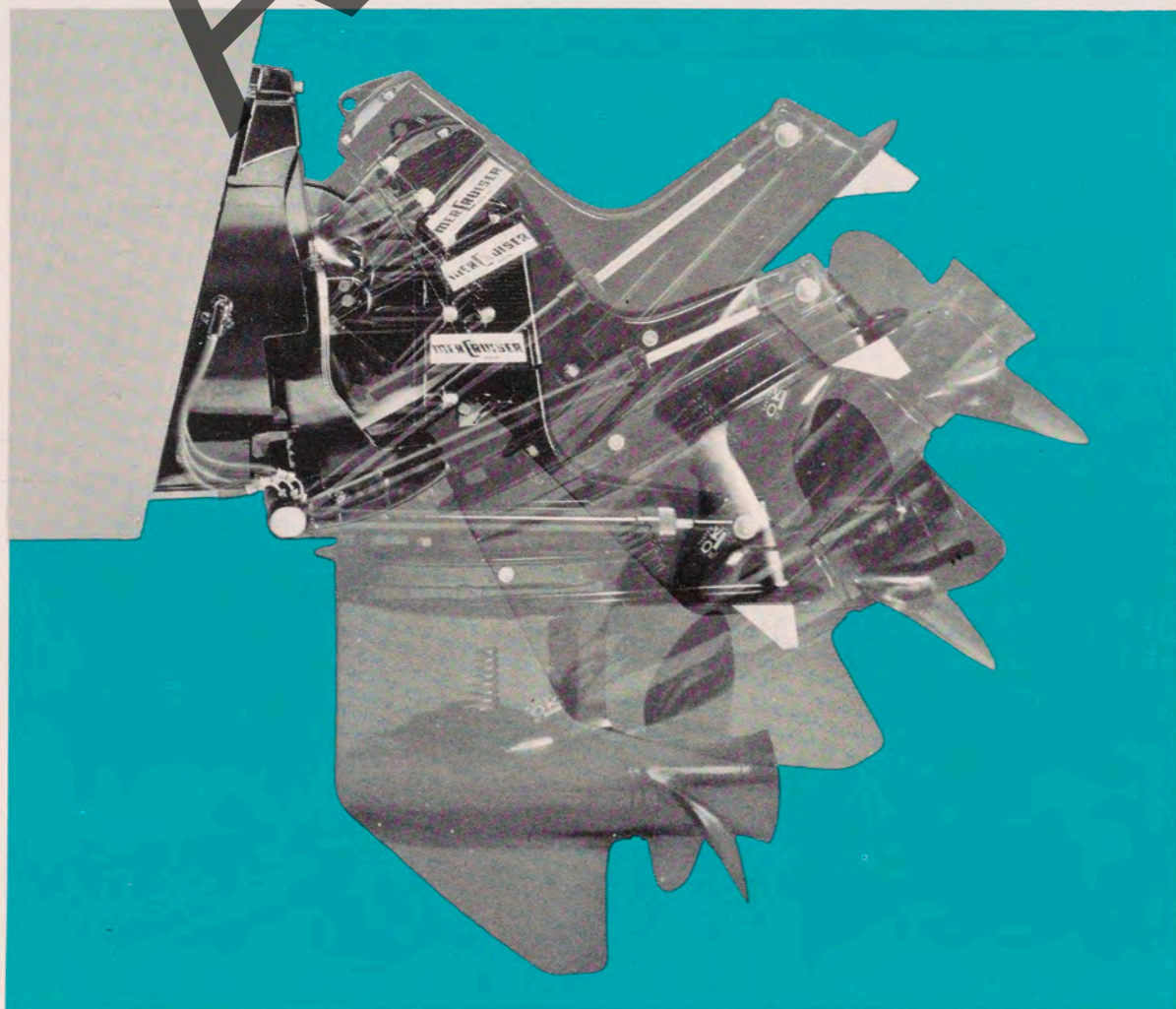
In MerCruiser installations, the transom is tightly clamped between the mounting plates by means of through-bolts. This not only reinforces the transom, but distributes operating stresses evenly over a wide area. Gasketing between the outer transom plate and the transom provides a seal that stays water tight and secure under the severe strains and stresses of marine operation. This mounting method permits using rubber engine mounts having adequate softness and deflection range to isolate vibration and normal working motions of the engine from the hull. That's another reason why MerCruisers are quieter—and safer.

## *MERC*CRUISER

### ENGINEERING LEADERSHIP BRINGS YOU...

## POWER TRIM

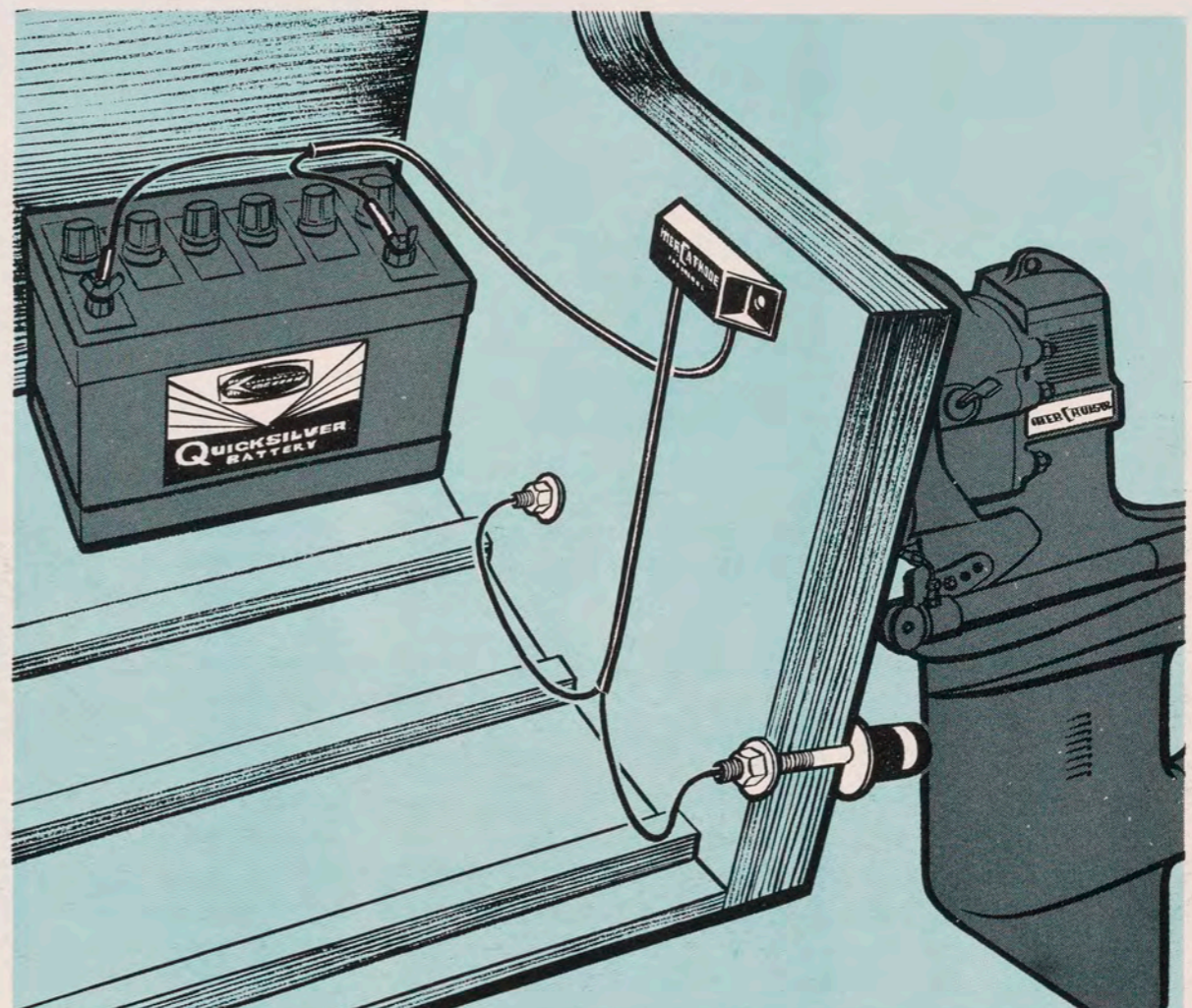
Now—even under the tremendous thrust of full power—you can regulate the tilt of your drive unit as load and water conditions vary! A simple flick of a switch on the dash tilts the stern drive unit to the desired angle. And then, without leaving the driver's seat, you can flick the switch and return the unit to its original position. New Power Trim is designed to lock hydraulically at any tilt angle under full thrust in forward or reverse . . . improves the boat's performance, compensates for varying loads and water conditions and provides more comfortable and enjoyable boating. It's optional equipment on the new MerCruiser 120 and 160 stern drives.



## MERCATHODE

New MerCathode protects your MerCruiser stern drive unit from galvanic corrosion in salt water, mineral laden or polluted waters. It operates automatically: a solid-state electronic unit provides exactly the right amount of electric current needed to counteract galvanic corrosion.

MerCathode operates from the boat's battery—draws so little current it's not even noticeable. Easily installed: two electrodes replace the lower transom plate mounting bolts or can be installed directly through the transom. Available for every MerCruiser stern drive.



# MERCUISER

## POWER ACCESSORIES

### POWER TILT

By dashboard control you can regulate the degree of tilt of MerCruiser drive units hydraulically.

Power Tilt is the practical solution to shallow water and slow speed maneuvering, beaching under power, launching and trailering.

MerCruiser Power Tilt also provides the impact protection of shock absorbers.



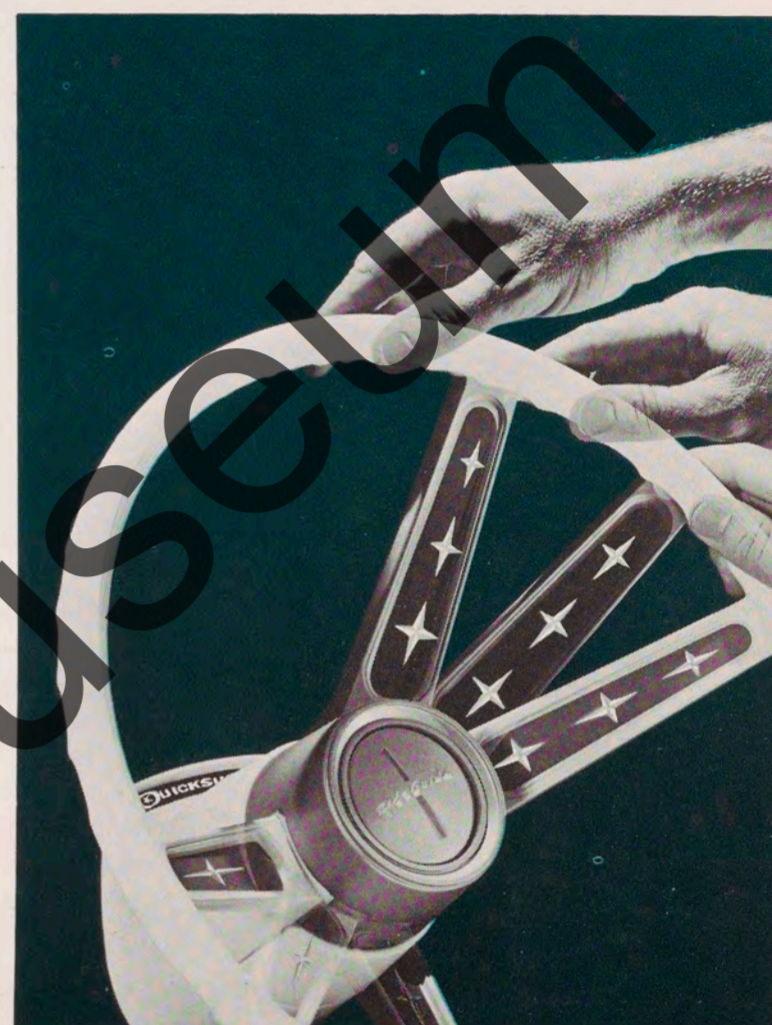
### POWER SHIFT

Single-lever remote control combines operation of throttle and forward-neutral-reverse gearshift. The gearshift mechanism is vacuum actuated for effortless fingertip response. MerCruiser Power Shift minimizes the effect of control cable friction, ideal for extra-long installations. Only Quicksilver MerControls, specially engineered by Kiekhaefer, are compatible with MerCruiser Power Shift installations.



### POWER STEERING

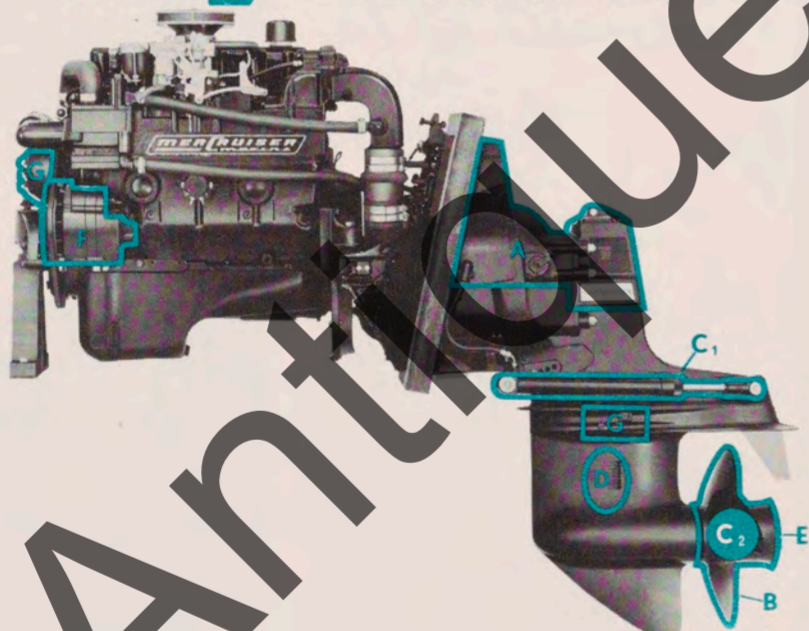
Hydraulic pressure supplies all the muscle in MerCruiser Power Steering, reducing steering effort to near zero. Feedback from lower unit to steering wheel is negligible. Boating safety and enjoyment are increased by improved controllability. There's a positive response to steering wheel movement never before approached in powerboating. MerCruiser Power Steering is engineered for use with Ride-Guide steering systems.



# MERCUISER

## STERN DRIVE POWER PACKAGES

### MERCUISER 120/160



A. Internal throttle, shift, and steering controls. No unsightly cables passing through or attached to the transom. All are inside the boat, protected from damage and corrosion.

B. Large-diameter, efficient special-design propellers. Ample gear reduction ratios permit the use of large props for tremendous low-speed thrust capacity without sacrificing high-speed efficiency.

C. Maximum impact protection.

1. Hydraulic shock absorbers and Safety-Tilt switch protect boat and powerplant against impact damage when underwater or floating obstacles are encountered.
2. Propeller safety clutch; no shear pin to fail. A live-rubber insert cushions impact shock.

D. Built-in self cleaning weedless water intake in lower unit strut. No hull-mounted leak-prone water intake and screen to become clogged or damaged.

E. Jet-Prop exhaust system. Buries exhaust

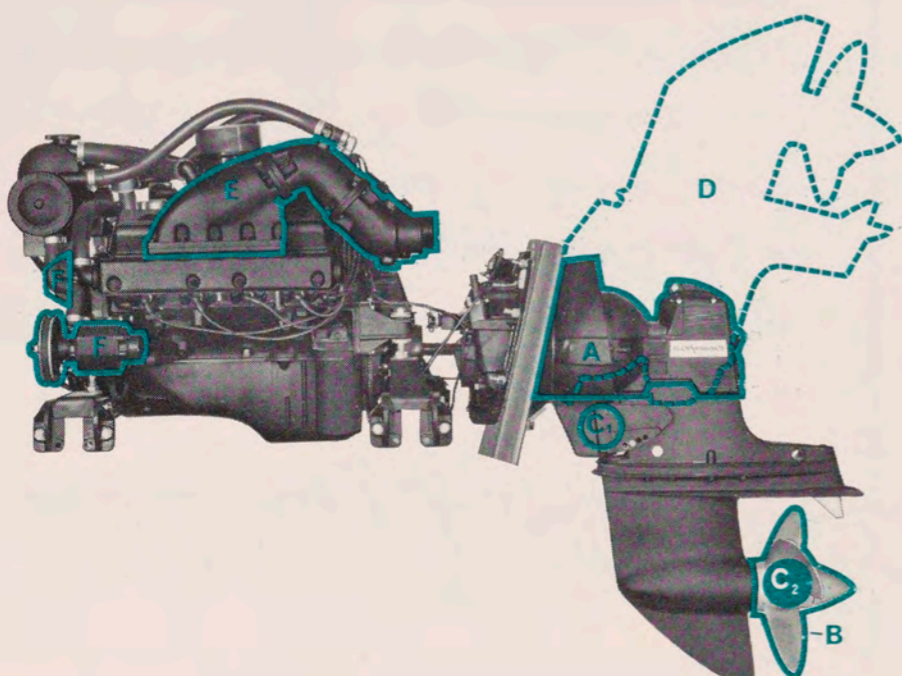
sound and fumes in the center of propeller slipstream, reduces underwater drag and improves engine performance by reducing exhaust back-pressure. No through-transom exhaust system to seal against water leakage. No mufflers required.

F. 32-ampere alternator. Designed for marine service. Ample capacity for battery charging plus reserve power for electrical accessories.

G. Dual-pump cooling system. The intake water pump has 1000-gallon-per-hour capacity. A high-capacity centrifugal pump on the engine recirculates cooling water at high velocity to eliminate hot spots around exhaust valves, seats and ports. More uniform cooling improves engine performance and dependability, reducing maintenance costs and increases engine life.

H. Hydraulic valve lifters. Increase valve and valve train life, eliminate frequent tappet adjustments and minimize valve gear noise.

### MERCUISER II



A. Internal throttle, shift, and steering controls. No unsightly controls passing through or attached to the transom. All are inside the boat, protected from damage and corrosion.

B. Large diameter, efficient slow-turning propellers. Ample gear reduction ratios permit using large props for tremendous low-speed thrust capacity without sacrificing high-speed efficiency. Choice of right hand or left hand rotation.

C. Maximum impact protection

1. Hydraulic shock absorber and Safety-Tilt switch protect boat and powerplant against impact damage when underwater or floating obstacle is encountered.
2. Propeller safety clutch; no shear pin to fail. A live rubber insert cushions impact shock.

D. 180° rotation. The MerCruiser II Stern Drive unit can be rotated to full-inverted position from inside the boat by means of a hand-crank, or by an optional electrically-powered crank-up unit remotely controlled by a dashboard switch. A simple, practical solution to trailering, launching and propeller servicing.

E. High-rise manifolds — standard equipment on the MerCruiser 225 and 325. It helps prevent water from flowing into the engine when stopping suddenly. Working in conjunction with the high-rise manifolds, the exhaust flange covers (also standard equipment) make it virtually impossible to "wash out" the engine.

F. Dual-pump cooling system. Cold water feed pump has capacity of 2000 gallons per hour. High capacity centrifugal pump on engine recirculates warm water at high velocity to eliminate hot spots around exhaust valves, seats and ports. More uniform cooling improves engine performance and dependability, reduces maintenance costs and increases engine life.

G. 32-ampere alternator. Designed for marine service. Ample capacity for battery charging plus reserve power for electrical accessories

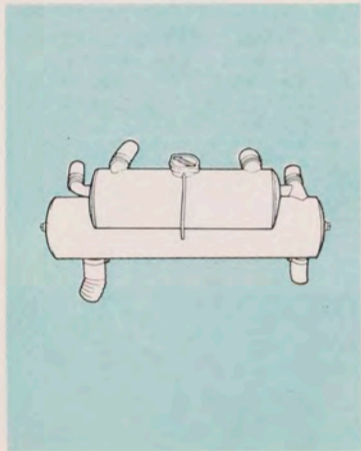
H. Hydraulic valve lifters. Increase valve and valve train life, eliminate frequent tappet adjustments and minimize valve gear noise.

With more than a quarter century of specialized experience in marine propulsion, Kiekhaefer is famous for invention, innovation and the daring use of new concepts in design, materials and production methods. Creative engineering, backed by continuous on-the-water testing, makes it possible for MerCruiser to offer features and design advantages not found on other stern drives.



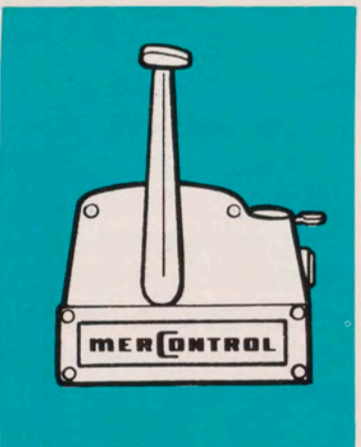
### QUICK-DISCONNECT ELECTRICAL WIRING HARNESS

Installation wiring problems are eliminated on all MerCruisers. The wiring harness simply plugs into a receptacle on the engine. No wiring terminals are exposed to corrosion or short circuits; no failures or damage due to wrong connections.



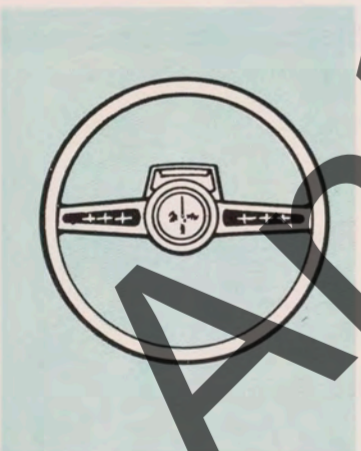
### FRESH WATER COOLING

MerCruiser's optional heat exchanger utilizes the cool water in which the boat operates to dissipate heat from the enclosed fresh-water cooling system. Salt and silt-laden water never enter the engine's cooling system.



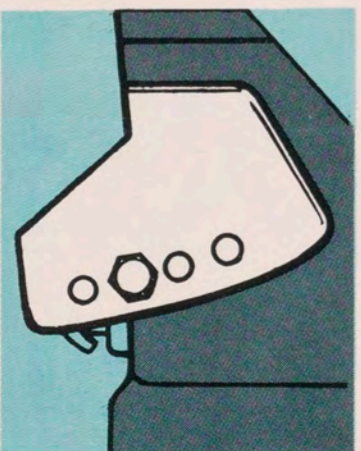
### SINGLE-LEVER THROTTLE AND SHIFT CONTROL

One lever controls throttle, forward, neutral and reverse. Throttle linkage responds to the slightest hand-lever movement, yet reacts smoothly and gently for precise control of engine power.



### RIDE-GUIDE STEERING

Ride-Guide mechanical steering is standard equipment on many of the world's finest boats. This rack-and-pinion system, engineered for MerCruisers, gives you sports car control through a single enclosed cable. There are no greasy exposed cables, springs, pulleys and attaching hardware to clutter your boat or work loose.



### TILT PIN ADJUSTMENT

MerCruiser stern drives may be adjusted to a variety of tilt angles to assure best planing attitude of the boat.

### SINGLE-HOLE MOUNTING

MerCruiser stern drive units require only one hole through the transom. The advantages are easier installation, a stronger transom, neater appearance and the elimination of leakage problems.

### RUBBER-CUSHIONED DRIVE TRAIN

A resilient live-rubber coupling cushions the power impulses from the crankshaft to the stern drive unit and eliminates drive shaft alignment problems.

### TRANSOM MOUNTING PLATES

On all MerCruiser installations the transom is sandwiched between mounting plates for metal-to-metal strength. The drive unit is sealed to the transom with a Neoprene gasket and each thru-transom bolt is individually gasket sealed, creating a watertight installation. Drive-shaft housing and lower unit assembly can be quickly removed for servicing.

### INTERNAL THROTTLE, SHIFT, AND STEERING CONTROLS

All control cables on MerCruiser installations are inside the boat, protected from damage and corrosion. With no unsightly control linkages or cables passing through or attached outside the transom another source of possible leakage is eliminated.

### HEAT-TREATED FORGED STEEL STEERING ARM

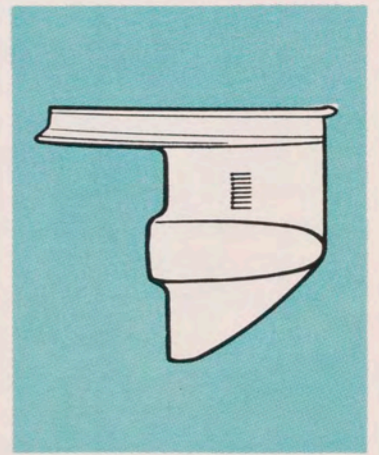
For maximum safety, the steering arm must be exceptionally reliable. On higher-horsepower MerCruisers this vital steering arm is of tough drop-forged heat-treated steel.

### AIRCRAFT-TYPE ENGINE MOUNTS

Entirely new to the marine industry and developed specifically for the MerCruiser 60 and MerCruiser 80, the mounting system utilizes four soft rubber mounts, each with its working axis converging on the center of gravity of the engine. This "power-float" system cushions any engine-rocking motion, yet its unique arrangement provides the necessary stiffness in the vertical plane to take the bumps and bounces of rough water operation. This is the same type mounting system used almost exclusively on airplane engine installations.

### ONE-PIECE LOWER UNIT HOUSINGS

All MerCruiser stern drive lower unit housings are one-piece die-castings of high-impact aluminum for maximum strength and minimum weight. Misalignment problems and lubrication seal leakage are eliminated... no nuts, bolts, screws or gaskets hold castings together.



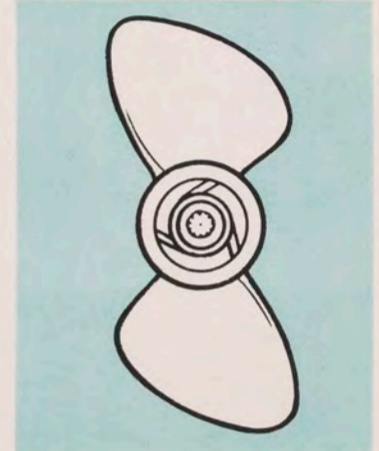
### ADJUSTABLE TRIM TAB

The MerCruiser Trim Tab on the underside of the cavitation plate is adjustable to neutralize steering side-pull caused by propeller reaction. The Trim Tab is made of an anodic alloy which sacrifices itself to protect underwater components against galvanic corrosion. It is inexpensive and easily replaced.



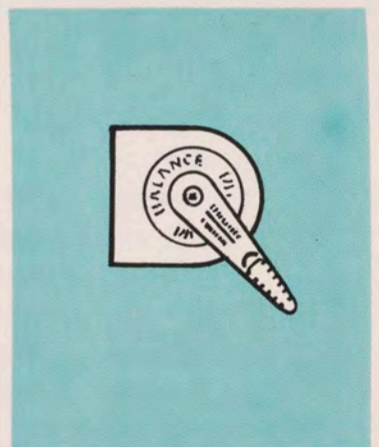
### LARGE DIAMETER, EFFICIENT PROPELLERS

MerCruiser stern drives have the proper gear-reduction ratios to permit using large props which provide tremendous low-speed thrust capacity without sacrificing high-speed efficiency. A complete line of special-design MerCruiser propellers is available to cover a wide range of speed and load requirements.



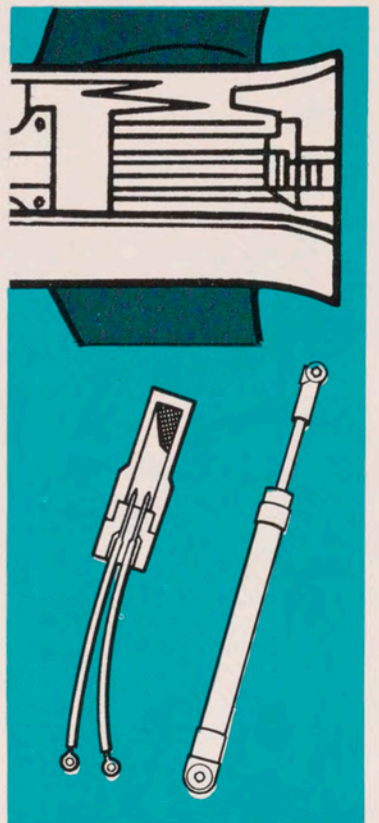
### AUTOMATIC TILT LOCK

Prevents the lower unit from tilting up while in reverse. In forward gear, a safety latch prevents tilting when decelerating rapidly.



### MAXIMUM IMPACT PROTECTION

Many Kiekhaefer safety features, for maximum protection against the hazards of submerged obstacles, are standard on MerCruisers. They have shearproof propeller drives: all MerCruiser propellers are splined to the shaft and secured by a self-locking nut — no shear pins or cotter pins to fail in critical situations. A live-rubber-cushioned safety clutch cushions impact shock. Should you hit a submerged obstacle, hydraulic shock absorbers reduce the "kick-up" speed and rebound force of the drive unit. When the propeller leaves the water, a Safety-Tilt switch automatically cuts the ignition and restores it again when the propeller re-enters the water.

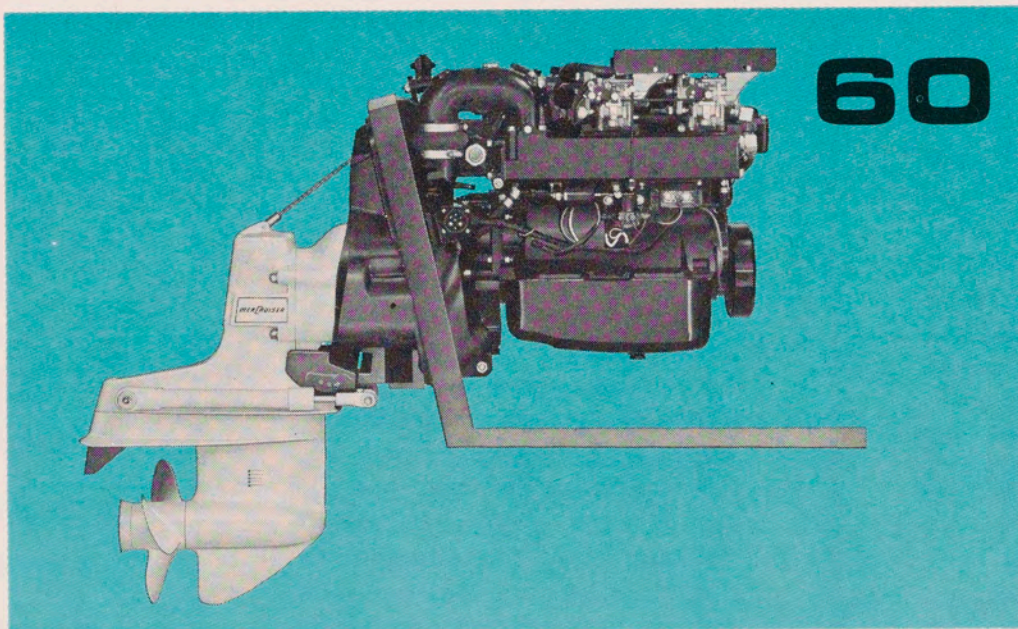


### FAIL-SAFE RUBBER ENGINE MOUNTS

MerCruiser engine mounts form a mechanical interlock if the rubber elements should fail under extreme overload; for example, during high speed impact with a log or sandbar. There is no danger of the engine catapulting forward into the boat, tearing out the transom or transom bellows.

## ENGINE

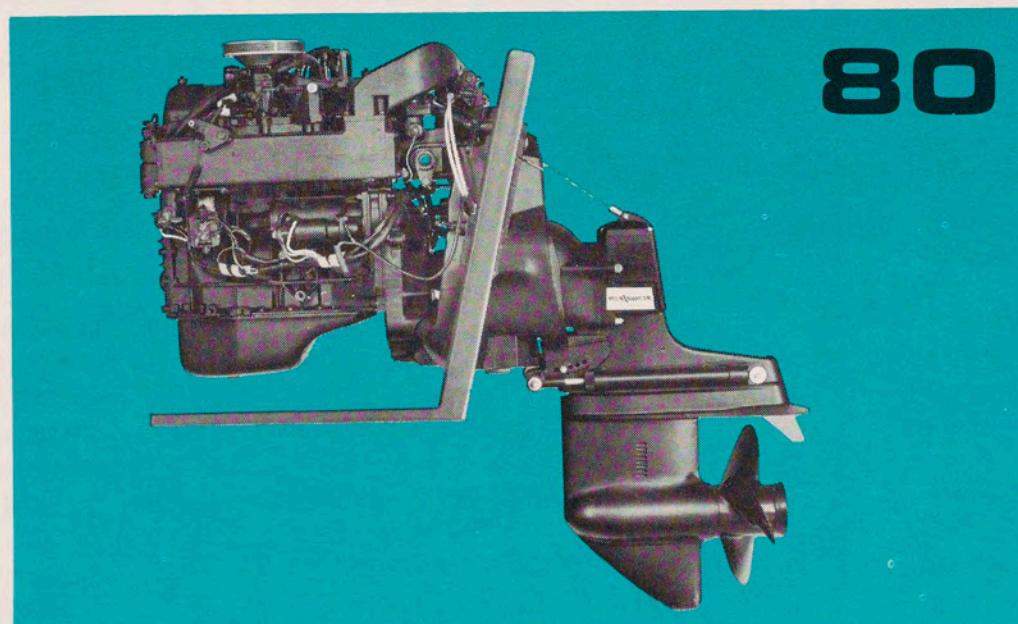
4 cycle, 60 h.p.  
67.6 cubic inches  
Four cylinders-in-line  
Overhead valves  
2 single-barrel carburetors  
Bore: 2.76 inches  
Stroke: 2.83 inches  
Dry Weight: 244 lbs.  
Fresh Water Cooling optional



## DRIVE UNIT

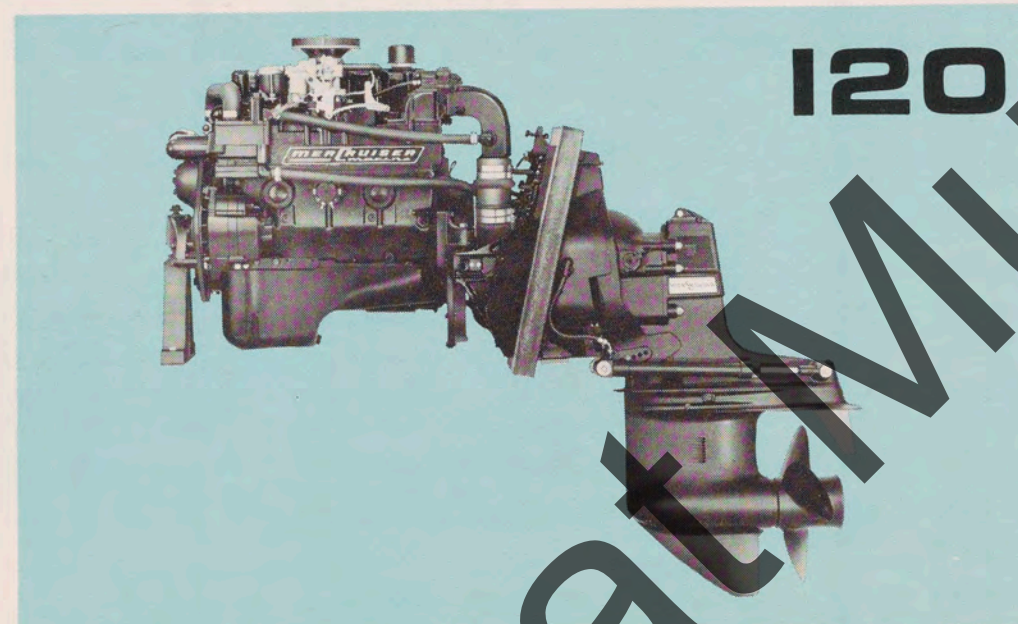
MerCruiser 60, Jet-Prop Exhaust  
Optional: Power Tilt  
Weight (with lubricant,  
aluminum propeller,  
attaching hardware,  
no accessories):  
73 lbs.

4 cycle, 80 h.p.  
90 cubic inches  
Four cylinders-in-line  
Overhead valves  
1 single-barrel carburetor  
Bore: 2.99 inches  
Stroke: 3.19 inches  
Dry weight: 256 lbs.  
Fresh Water Cooling optional



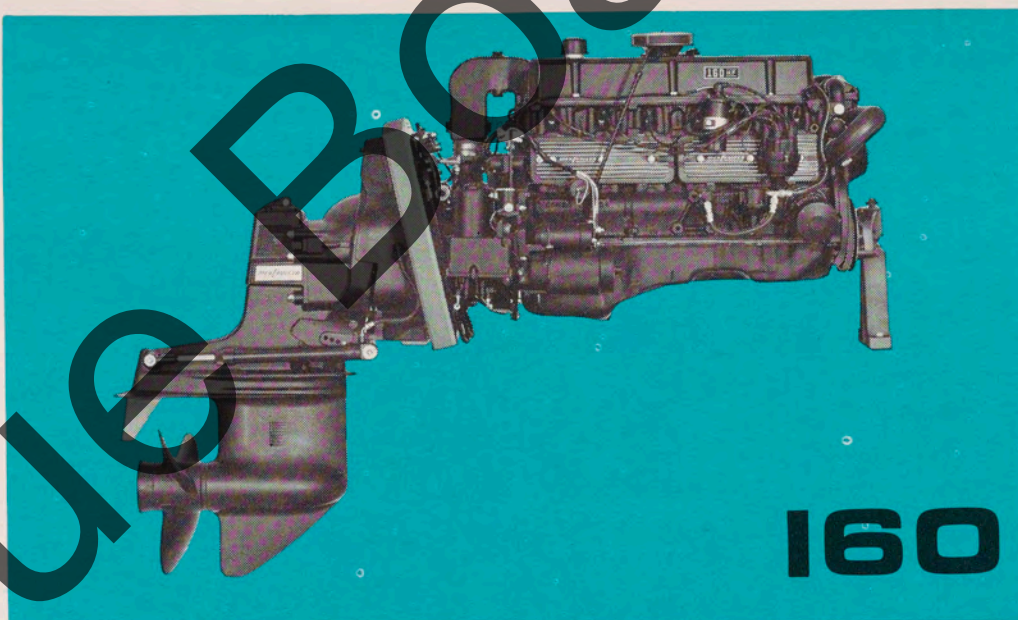
MerCruiser 80, Jet-Prop Exhaust  
Optional: Power Tilt or Manual Tilt  
Weight (with lubricant,  
aluminum propeller,  
attaching hardware,  
no accessories):  
85 lbs.

4 cycle, 120 h.p.  
153 cubic inches  
Four cylinders-in-line  
Overhead valves  
1 two-barrel carburetor  
Bore:  $3\frac{7}{8}$  inches  
Stroke:  $3\frac{1}{4}$  inches  
Dry weight (cast iron manifold):  
398 lbs.  
Fresh Water Cooling, Ignition  
Shielding optional



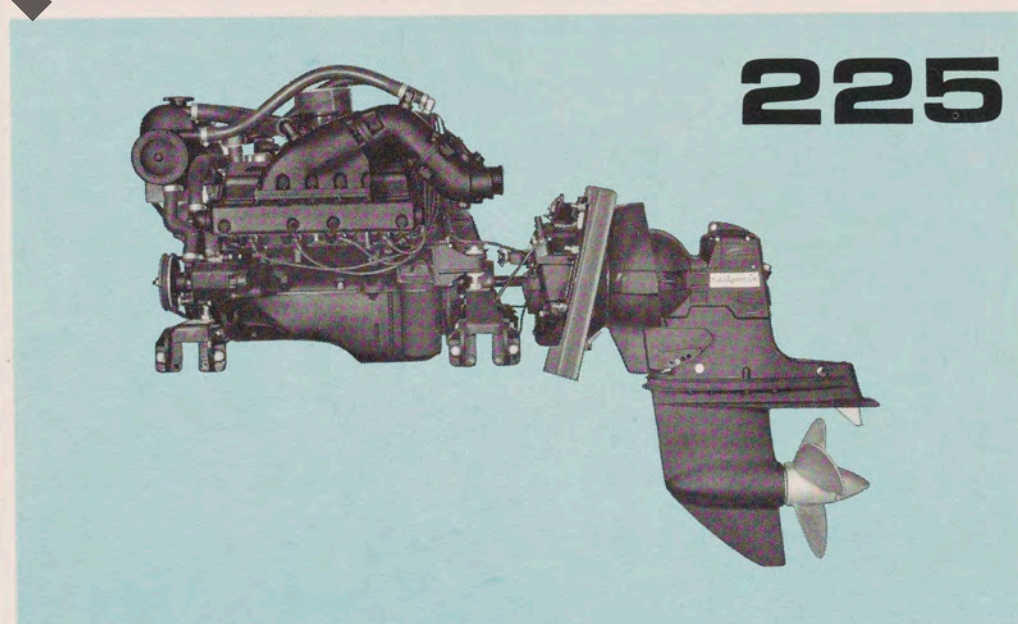
MerCruiser 120, Jet-Prop Exhaust  
Optional: Power Trim, Power Tilt,  
Power Steering and Power Shift  
Weight (with lubricant,  
aluminum propeller,  
attaching hardware,  
no accessories):  
150 lbs.

4 cycle, 160 h.p.  
250 cubic inches  
Six cylinders-in-line  
Overhead valve  
1 two-barrel carburetor  
Bore:  $3\frac{7}{8}$  inches  
Stroke:  $3\frac{1}{2}$  inches  
Dry Weight: 473 lbs.  
Fresh Water Cooling,  
Ignition Shielding optional



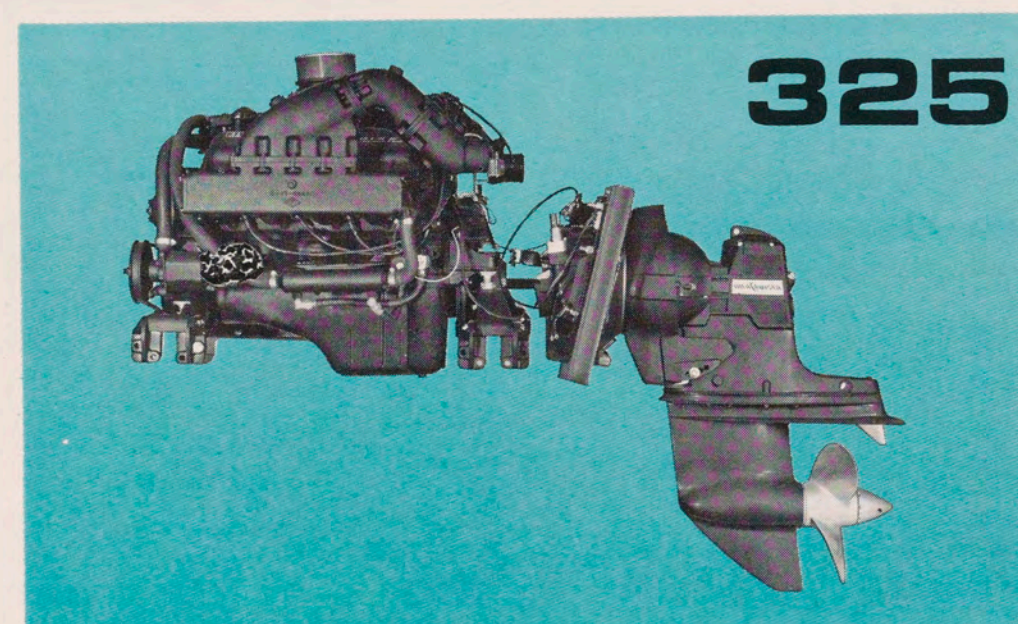
MerCruiser 160, Jet-Prop Exhaust  
Optional: Power Trim, Power Tilt,  
Power Steering and Power Shift  
Weight (with lubricant,  
aluminum propeller,  
attaching hardware,  
no accessories):  
150 lbs.

4 cycle, 225 h.p.  
327 cubic inches  
Overhead valve V-8  
1 four-barrel carburetor  
Bore: 4 inches  
Stroke:  $3\frac{1}{4}$  inches  
Dry weight: 741 lbs.  
Fresh Water Cooling,  
Ignition Shielding optional  
Thunderbolt Ignition optional



MerCruiser II, Standard: Power Shift  
Optional: Power Steering, Power Tilt,  
Power Swivel  
Weight (with lubricant,  
aluminum propeller,  
attaching hardware,  
no accessories):  
207 lbs.

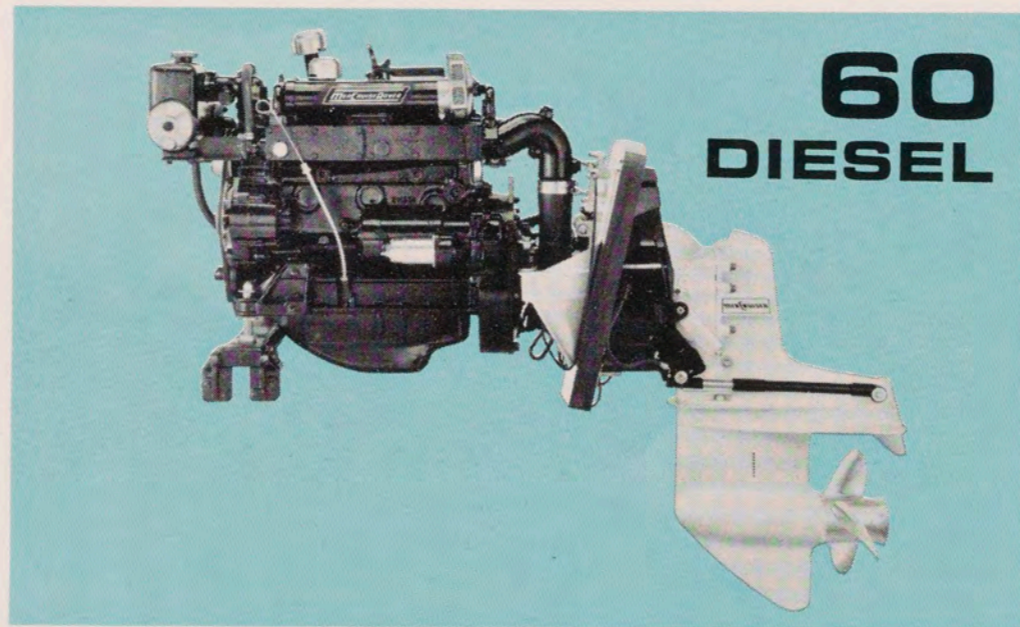
4 cycle, 325 h.p.  
427 cubic inches  
Overhead valve V-8  
1 four-barrel carburetor  
Bore:  $4\frac{1}{4}$  inches  
Stroke:  $3\frac{3}{4}$  inches  
Dry Weight: 910 lbs.  
Thunderbolt Ignition standard  
Fresh Water Cooling,  
Ignition Shielding optional



MerCruiser II, Standard: Power Shift  
Optional: Power Steering, Power Tilt  
and Power Swivel  
Weight (with lubricant,  
aluminum propeller,  
attaching hardware,  
no accessories):  
207 lbs.

## ENGINE

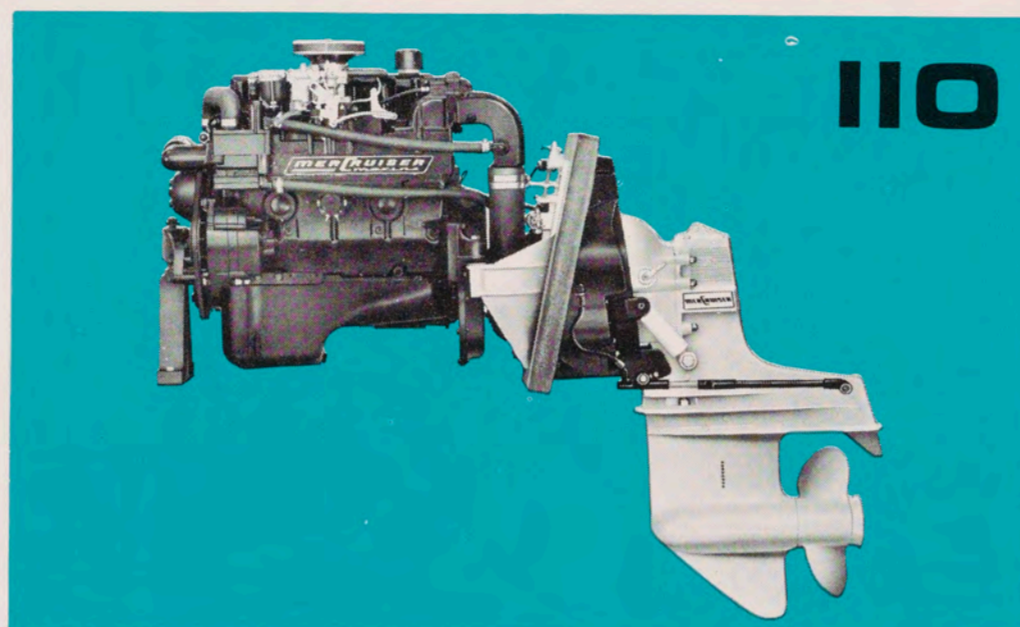
4 cycle, 60 h.p.  
139.5 cubic inches  
Four cylinders-in-line  
Overhead valves  
Bore: 3.562 inches  
Stroke: 3.5 inches  
Dry Weight: 710 lbs.  
Fresh Water Cooling standard



## DRIVE UNIT

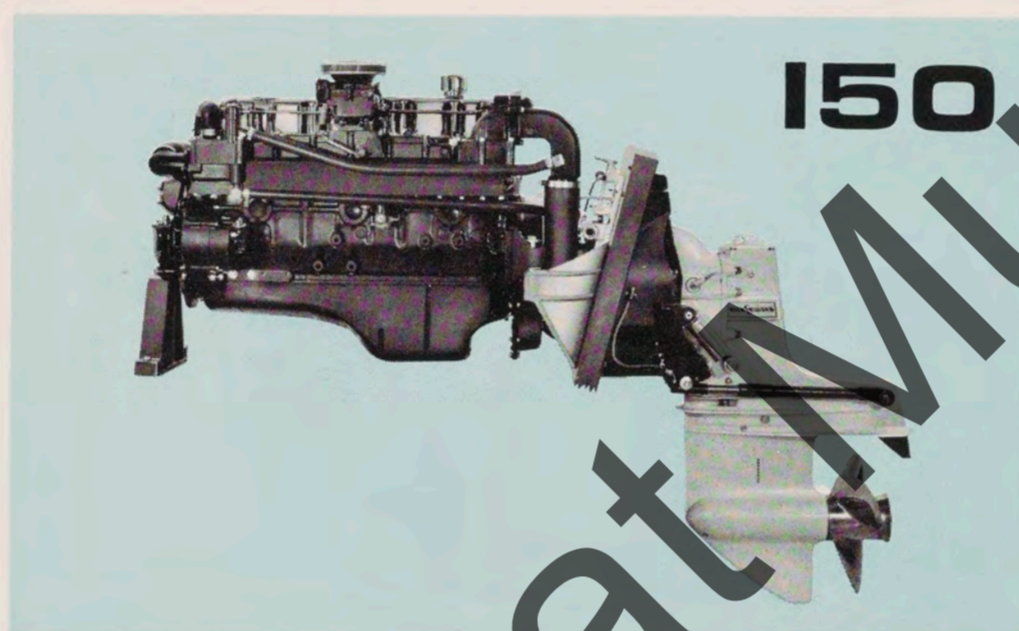
MerCruiser 1B, Jet-Prop Exhaust  
Standard: Power Tilt  
Weight (with lubricant,  
aluminum propeller,  
attaching hardware,  
no accessories):  
150 lbs.

4 cycle, 110 h.p.  
153 cubic inches  
Four cylinders-in-line  
Overhead valves  
1 two-barrel carburetor  
Bore: 3 7/8 inches  
Stroke: 3 1/4 inches  
Dry Weight: 379 lbs.  
Fresh Water Cooling,  
Ignition Shielding optional



MerCruiser 1A, Jet-Prop Exhaust  
Optional: Power Tilt, Power  
Steering and Power Shift  
Weight (with lubricant,  
aluminum propeller,  
attaching hardware,  
no accessories):  
150 lbs.

4 cycle, 150 h.p.  
230 cubic inches  
Six cylinders-in-line  
Overhead valves  
1 two-barrel carburetor  
Bore: 3 7/8 inches  
Stroke: 3 1/4 inches  
Dry Weight: 471 lbs.  
Fresh Water Cooling,  
Ignition Shielding optional



MerCruiser 1C, Jet-Prop Exhaust  
Optional: Power Steering, Power  
Shift and Power Tilt  
Weight (with lubricant,  
aluminum propeller,  
attaching hardware,  
no accessories):  
150 lbs.

# MERCruISER SPECIFICATIONS

ENGINE MODEL	M/C 60	M/C 80	M/C 110	M/C 120	M/C 150	M/C 160	M/C 225	M/C 325	M/C 60D#	
Stern Drive Unit For Power Package	M/C 60	M/C 80	M/C 1A	M/C 120	M/C 1C	M/C 160	M/C II	M/C II	M/C 1B	
Horsepower	60	80	110	120	150	160	225	325	60	
Recommended RPM	4500-4800	4500-4800	3700-4100	3900-4300	3900-4300	3900-4300	3700-4100	3700-4100	3600-4000	
Cylinders	4-in-line	4-in-line	4-in-line	4-in-line	6-in-line	6-in-line	V-8	V-8	4-in-line	
Bore — Inches	2.76	2.99	3 3/8	3 3/8	3 3/8	3 3/8	4	4 1/4	3.562	
Stroke — Inches	2.83	3.19	3 1/4	3 1/4	3 1/4	3 1/2	3 1/4	3 3/4	3.5	
Piston Displacement (Cu. Inches)	67.6	90	153	153	230	250	327	427	139.5	
Gear Ratio	1.64:1	2:1	1.85:1	2:1	1.7:1	1.7:1	1.33:1 2:1 optional	1.33:1 2:1 optional	2:1	
Length — Transom to Front of Engine (Inches)	23 3/4	23 1/2	32 3/4	32 3/4	41 1/2	41 1/2	41 7/8*	44*	40 1/2	
Distance Between Front Mounting Bolt Centers (Inches)	**	**	10 3/4 or 22 1/2	10 3/4 or 22 1/2	10 3/4 or 22 1/2	10 3/4 or 22 1/2	22 1/2	22 1/2	22 1/2	
Height Above Driveshaft Centerline (Inches)	15 3/4	17 1/16	19 9/16	19 9/16	20 9/16	20 9/16	19 7/8	23	22 1/2	
Depth Below Driveshaft Centerline (Inches)	6 3/4	7 1/16	7 3/8	7 3/8	7 1/2	7 1/2	9	8 3/4	8 1/16	
Engine Suspension	Four-point rubber mounted		Three-Point Rubber Mounted				Four-Point Rubber Mounted			
Carburetion	2 one-barrel	1 one-barrel	1 two-barrel				1 four-barrel			
Cooling	Super Flow Single Pump		Super Flow dual-pump system with cold water feed pump plus warm water recirculating pump.							
Valve Lifters	Mechanical		Hydraulic							
Generator	Direct Drive Alternator 12V, 12.5 Amp	Direct Drive Alternator 12V, 22 Amp	32 Ampere marine alternator							
Ignition System	Custom-engineered by Kiekhaefer							Thunderbolt		
Intake Manifold	Custom-engineered by Kiekhaefer									
Exhaust Manifold	Custom-engineered by Kiekhaefer									
Propeller Drive	Shearproof Spline (No shear or drive pins)									
Propeller Impact Protection	Flo-Torq Propeller Safety Clutch									
Power Steering	Not Available	Not Available	Optional	Optional	Optional	Optional	Optional	Optional	Not Available	
Power Shift	Not Available	Not Available	Optional	Optional	Optional	Optional	Standard	Standard	Not Available	
Power Tilt	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Standard	
Heat Exchanger	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Standard	
Power Swivel	Not Available	Not Available	Not Available	Not Available	Not Available	Not Available	Optional	Optional	Not Available	
Power Trim	Not Available	Not Available	Not Available	Optional	Not Available	Optional	Not Available	Not Available	Not Available	

\*Using horizontal driveshaft extensions available, engine location forward of transom may be selected according to special requirements such as seating arrangement or fore-and-aft weight distribution.

\*\*Aircraft type suspension used on MerCruiser 60 and MerCruiser 80.

#MerCruiser 60D is a 60 H.P. DIESEL.

**LIMITED-PRODUCTION/HIGH PERFORMANCE MERCruISERS**  
120 cubic inch, 4-cycle, 4-in-line gasoline model.  
427 cubic inch, 4-cycle, V-8 gasoline model.  
427 cubic inch, 4-cycle, V-8 gasoline, turbo-supercharged.



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