



Sterndrives & Inboards

GASOLINE | DIESEL

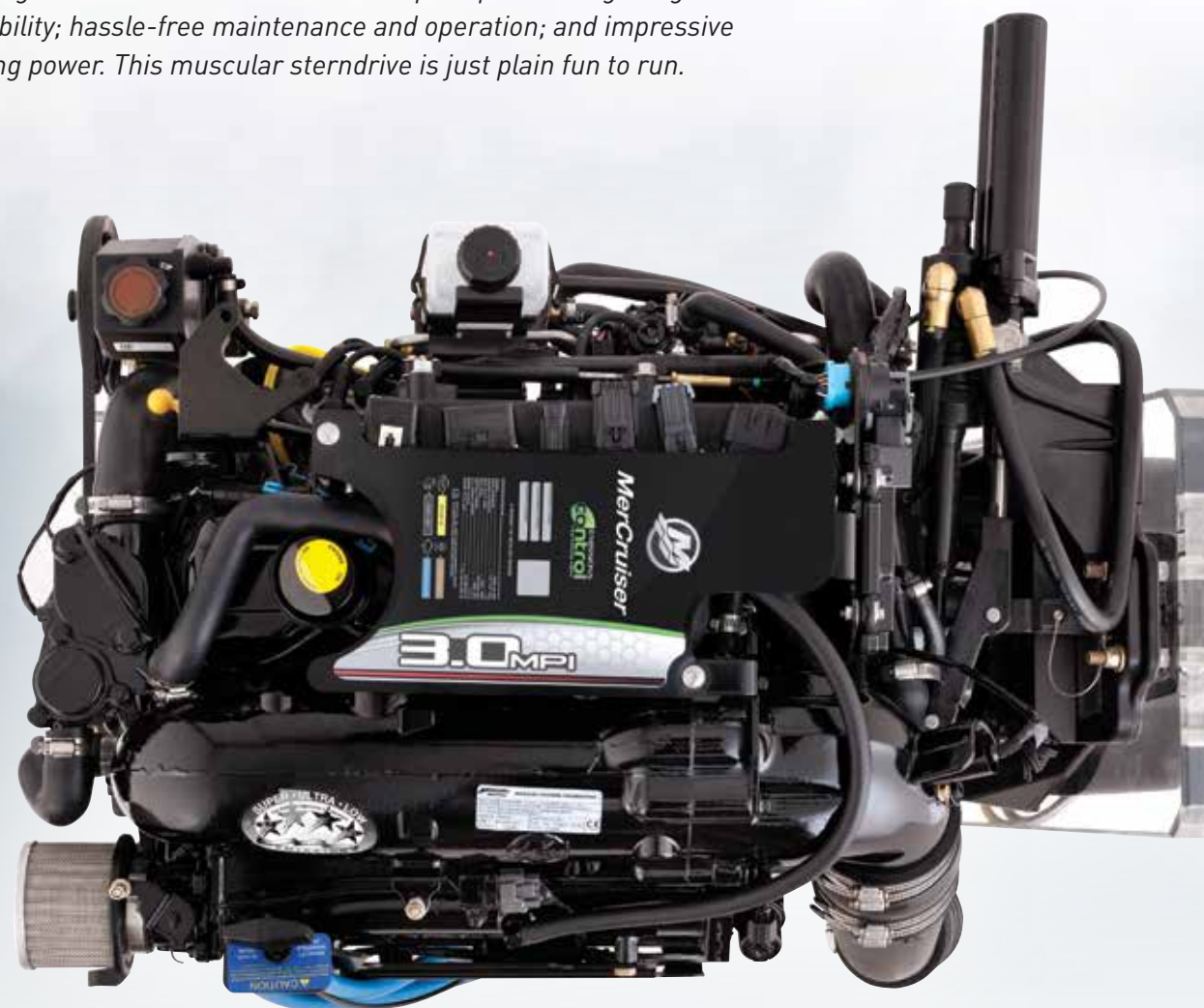


BALLOTTA
CANTIERE NAVALE
DISTRIBUIDOR AUTORIZADO EN PERU



Here, There and Everywhere

With more than a half-million Mercury MerCruiser 3.0L sterndrives powering a variety of boats from runabouts to houseboats and pontoons, you can find this engine just about any place people enjoy boating. The secret to its success is simple – proven long-range durability; hassle-free maintenance and operation; and impressive towing power. This muscular sterndrive is just plain fun to run.



for Mercury I.Q.
Certified Boatbuilders



Durable

This high-displacement engine is built with a **highly durable cast-iron block**. Mercury provides further protection for the engine's interior components with its standard Engine Guardian system, which senses potential problems that could cause damage such as overheating and instantly takes action to prevent them.



Easy to Maintain

One of the easiest engines on the water to maintain, the 3.0L has **color-coded service points** to help you locate them and check fluids faster. Easy access is ensured by the front-mounted dipstick and oil fill, not to mention a spin-on oil filter. And the boating season can be extended into the cooler months without concern due to the EZ water drain system.



Fuel-Efficient

The ECT system works in tandem with the CPU to keep emissions in check, while sequential multi-port fuel injection precisely meters the air-to-fuel ratio, ensuring efficient operation any time the engine is running. The result is **better gas mileage, longer range and clean, consistent power**.



Reliable

The 3.0L is known for **quick, easy starting – regardless of the air temperature** – as well as smooth idling and excellent throttle response. The high-output alternator, which produces 65 amps at maximum rpm and 38 amps at idle, keeps the batteries charged so that at the end of a long, fun day on the water, the engine will start the first time, every time.



1961

MerCruiser is introduced with the first production sterndrive propulsion system over 100 horsepower.



All the Right Moves

Engineered with an excellent power-to-weight ratio, this V-6 will lift your boat effortlessly on plane and tow the kids on a real thrill ride. Its claim to fame, however, is smooth operation throughout the rpm band. Multi-port fuel injection provides maximum fuel efficiency – and it runs on 87 octane gas! This durable, versatile engine can be paired with an Alpha or Bravo drives for dialed-in performance.



for Mercury I.Q.
Certified Boatbuilders



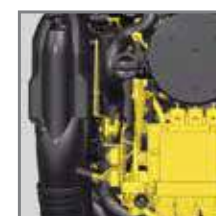
Durable

Corrosion can't get a foothold, thanks to the engine's **cast-iron block** and the **multistep painting process** which. MerCathode, an active cathodic anti-corrosion system, is standard with Bravo drives. It's all backed by Mercury's three-year corrosion warranty.



Smooth Running

The MPI system fine-tunes the fuel-to-air mixture in the combustion chamber, delivering ultra-smooth operation from idle to wide-open throttle. Mercury's engineers achieved an outstanding balance of quiet operation with very low vibration in the 4.3L. When combined with standard power steering, **Mercury provides you an unrivaled driving experience and effortless control.**



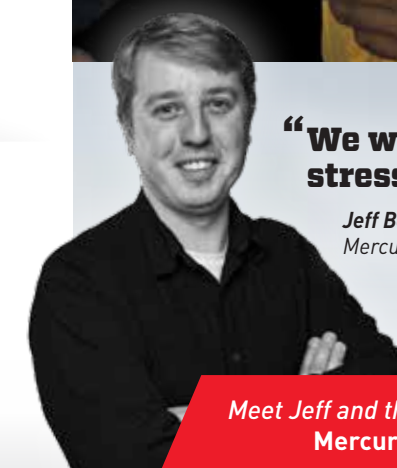
Effortless Efficiency

The 4.3L's exceptional power-to-weight ratio enhances fuel economy by letting the engine work smarter, not harder. Efficiency is also maximized by **ECT (Emissions Control Technology)**, which works hand in hand with the **MPI system** to produce a cleaner burn and reduce emissions.



Total Versatility

Alpha or Bravo drive? Single or twins? Whether your vessel is a bowrider, cuddy, pontoon or houseboat, **it's easy to configure the perfect 4.3L sterndrive power package** for long-range, reliable fun.



"We want to ensure stress-free boating."

Jeff Bergen,
Mercury Marine Technical Writer

Meet Jeff and the rest of the team at:
MercuryMarine.com

The Next Generation

Mercury MerCruiser is proud to introduce the revolutionary new 4.5L sterndrive engine, designed specifically for marine use and manufactured at Mercury's worldwide headquarters in Fond du Lac, Wisconsin. Featuring a host of engineering innovations, the 4.5L series establishes new standards for power-to-weight ratio, driver experience, acceleration, durability, and ease of maintenance. Welcome to the next generation of MerCruiser sterndrives: **powerful, proven and purpose-built**. Welcome to perfection.



for Mercury I.Q.
Certified Boatbuilders



Powerful Performer

Thanks to its new, **long-runner scroll intake manifold** which draws in more air and converts it into additional torque, the 4.5L delivers a ground-breaking power-to-weight ratio and gives you V-8 power in a V-6 package.



Smooth & Quiet

The 4.5L's newly designed **rear-facing throttle body, anti-whistle throttle plate**, engine cover and mounts, lightweight flywheel, fuel-supply module, and structural oil pan all work together to deliver a superior idle, smoothness and low vibration. Resulting in an exceptional driving experience.



Sporty Handling

The 4.5L comes standard with **Adaptive Speed Control**, which automatically maintains engine rpm regardless of load or water conditions. The result is increased throttle response and a sporty feel.



Built for Marine

Designing a V-6 block solely for marine use allows Mercury to build the 4.5L with **the ultimate protection system**, using cast-iron componentry where the engine intersects with seawater, and using corrosion-resistant aluminum and composites everywhere else.



Easy to Maintain

When service is required, maintenance is a snap with the front-mounted drive lube monitor, color-coded maintenance points – including easy-to-reach oil filter and fill – and “how-to” videos that can be accessed via the QR code on the label.



“I had a chance to test the new Mercury 4.5L V6 on the 220 Sea Ray and it outperformed the 5.0L V8. We took off quicker (with the 4.5L) and the 5.0L wasn't able to pass us; it was an impressive engine. I think Mercury has done a good job and created a purpose-built engine by bringing all production in house.”

Alan Jones,
Editor, Boating World Magazine

MERCURY® MERCURUISER® 6.2L

Rethink the V-8. A 6.2-liter V-8 engine with unparalleled torque and acceleration to get you on plane quickly and smoothly



for Mercury I.Q.
Certified Boatbuilders



Powerful Performer

Power and acceleration is delivered with 6.2 liters of displacement and a long-runner scroll intake manifold that optimizes air flow for higher torque.



Smooth & Quiet

An unmatched boating experience thanks to an intake resonator and aft-facing throttle body that work together to dramatically reduce noise, while directing the engine sound away from the cockpit



Sporty Handling

Adaptive Speed Control maintains rpm during hard turns, creating a sportier, more intuitive driving experience without needless throttle adjustments.



Rethink the V-8

A 6.2-liter V-8 engine with unparalleled torque and acceleration to get you on plane quickly and smoothly. A whole new sporty feel at the wheel. Significant reductions in sound and vibration at the helm. Major improvements in the cockpit environment, by design. All wrapped in the legendary reliability you've come to expect from Mercury.



Easy to Maintain

When service is required, maintenance is a snap with the front-mounted drive lube monitor, color-coded maintenance points – including easy-to-reach oil filter and fill – and “how-to” videos that can be accessed via the QR code on the label.



8.2L MAG, 8.2L MAG H.O.

**BIG BLOCK V-8
GASOLINE STERNDRIVES**

Performance Powerhouse

When it comes to great performance on the water, Mercury MerCruiser is legendary. Our engineers collaborated with the performance gurus at Mercury Racing to design the 8.2L Big Block V-8 series. High displacement volume, premium MPI fuel injection and high-tech componentry combine to deliver outstanding acceleration, immediate planing and instant throttle response throughout the rpm band. The result is a powerhouse that leaves all others in its wake.



for Mercury I.Q.
Certified Boatbuilders



High Technology

Long runner intakes pack more air into the chamber, while the advanced MPI system fine-tunes the fuel-to-air mix, producing more power on combustion. High-performance aluminum cylinder heads improve mid-range acceleration. Digital Throttle & Shift provides silky-smooth operation.



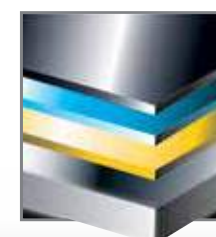
Durable

A **high-displacement footprint** allows the V-8s to work smarter – not harder – with lower revs to ensure longer engine life. Engine Guardian is standard and averts potential problems with timely intervention, while the Cool Fuel Module prevents vapor lock.



Big Power From Little Gas

These large-displacement big blocks put all the power you want on the line when you need it – just the ticket for larger cruisers. But that doesn't mean you have to sacrifice fuel economy. **MerCruiser's MPI and ECT systems** work in tandem to deliver fuel to the combustion chamber with precision and minimal waste. And these engines take 87-octane gas!



Corrosion Protection

The **MercFusion Paint System** creates an outer seal against the elements, while MerCathode provides automatic protection against galvanic corrosion. For maximum defense against saltwater effects, the SeaCore industrial hardcoat anodizing system and closed-cooling circuit is available with the Bravo drive.



1967

MerCathode corrosion protection is introduced. It's the most advanced corrosion protection available.



5.7L, 6.2L, 8.2L, 8.2L H.O.

V-8 GASOLINE INBOARDS

Smooth Cruising

If frequent stops for service and repairs aren't something you look forward to, it's time to consider Mercury MerCruiser's inboard line. Ranging from 300hp to 425hp, these capable V-8 inboards are designed to combine high performance with reliability – ensuring that you get to your destination quickly and return home again safely. Their durable design, tested over thousands of sea miles, makes them virtually maintenance-free.



for Mercury Horizon Inboards
and Mercury I.Q. Certified
Boatbuilders



Power & Performance

High-displacement volume and premium MPI fuel injection combine to deliver outstanding acceleration, instant planing and smooth performance throughout the rpm band. Mercury SmartCraft Digital Throttle & Shift is standard, providing precision throttle response and effortless steering.



Corrosion Protection

The freshwater closed-cooling system (standard) dramatically limits potential corrosion. In fact, Mercury is so bullish about the anti-corrosion technology built into these engines, we offer a **standard four-year limited corrosion warranty** in addition to the four-year limited factory-backed warranty.



Durable & Reliable

Rugged durability is ensured by high technology and heavy-duty componentry. Mercury's Engine Guardian monitors critical sensors for any sign of a problem and immediately takes action to stop engine damage. You'll enjoy hours of hassle-free operation thanks to standards like the **water-cooled Cool Fuel delivery system**, which prevents vapor lock.



Fuel-Efficient

Electronic MPI and standard ECT combine to deliver precisely the correct amount of fuel for every stage of operation – no more, no less. The result is **fuel economy that stretches your boat's range and your dollar.**



“We listen to our customers.”

Kevin Muth,
Mercury Marine Training Manager

Meet Kevin and the rest of the team at:
MercuryMarine.com

2.0L, 3.0L, 4.2L

EPA TIER 3 DIESEL
STERNDRIVES & INBOARDS

Fuel Misers

Common-rail engines from Mercury's Tier 3 Diesel series utilize common rail Turbo Direct Injection (TDI) technology to maximize combustion efficiency and minimize fuel consumption – delivering up to 50% better fuel economy than gasoline engines of similar horsepower. Variable Geometry Turbochargers (VGT) virtually eliminate turbo-lag, enabling these engines (150 - 370hp models only) to deliver outstanding low-end torque. Designed for durability with a thermostatically controlled closed-cooling system, you can rest assured they are in it for the long haul.



Clean, Quiet, Efficient

TDI technology uses **injectors to spray diesel fuel** atomized at 26,000 psi directly into the main combustion chamber of each cylinder. This process optimizes fuel efficiency and minimizes emissions, along with engine Noise, Vibration and Harshness (NVH) for an enjoyable boating experience.



Lightweight

The TDI engine block is fabricated from Vermicular Graphite Casting (VGC), which has twice the strength of grey iron and most of its attributes, but is 5% to 10% lighter. The end result is low weight, high strength, and maximum heat transfer for optimum cooling.



Power & Performance

The low weight of these diesels results in best-in-class power-to-weight ratio. Combined with great low-end torque, the end result is crowd-pleasing hole shot, great acceleration, low planing times and ultra-smooth performance.



Intuitive Design

Mercury SmartCraft compatibility is built into these engines, delivering key information about vital engine functions on an easy-to-read LED display. SmartCraft Digital Throttle & Shift (DTS) offers smooth shifting, immediate throttle response and high-tech digital controls.



"During sea trials, our new Sea Ray 350 SLX equipped with twin 370-hp Mercury Diesel TDI 4.2L sterndrives performed beyond our expectations. It achieved 55 mph and consumed only 10 gph at a cruise speed of 25 mph. The diesels also were exceptionally quiet and smooth-running."

Ron Berman,
V.P. of Product Dev. & Engineering
Brunswick Recreational Boat Group

SEACORE
system

Corrosion-Resistance

Mercury diesels feature state-of-the-art anti-corrosion, including a **thermostatically controlled closed water-cooled system**. Water-cooled engine oil, gear oil and steering fluid decrease engine-room temperatures, extending engine life. The SeaCore system is available for the ultimate in saltwater protection.

2.0L, 2.8L, 4.2L

EPA TIER 2 DIESEL
STERNDIVES & INBOARDS

Tier 2 Diesel engines are not available in the United States.

Proven Powerhouse

Ranging from 115hp to 350hp, these diesel workhorses can be found in a wide variety of vessels around the world, from convertibles and cruisers to runabouts and RIBs. The reason for their popularity is their rugged reliability – these diesels will get you there and back again safely and with confidence. Built on a proven platform, they offer the latest common-rail fuel-injection technology for exceptional efficiency and are fully compatible with the latest SmartCraft systems.



Quiet Ride

The **high-pressure common-rail fuel-injection system** not only ensures fuel economy, it also minimizes Noise, Vibration and Harshness (NVH), along with smoke and odor – the undesirable factors many boaters associate with yesterday's diesels.



Repower Reasons

The **lightweight, compact design** of these diesel engines makes them ideal drop-in replacement power packages for many older, fuel-guzzling gasoline engines. Mercury's full range of drives offers outstanding versatility to owners of sterndrive-powered boats.



Peak Performance

Impressive acceleration and quick throttle response are delivered by the proven common-rail fuel system, which incorporates a **turbocharger and seawater after-cooler**. These engines combine smooth performance with key diesel advantages, such as high torque and optimum fuel economy.



Intuitive Design

A sophisticated Control Module and Mercury SmartCraft compatibility provide complete control over key engine functions. **SmartCraft Digital Throttle & Shift (DTS)** offers smooth shifting, immediate throttle response and high-tech digital controls.



SEACORE
system

Corrosion-Resistance

Mercury diesels feature state-of-the-art anti-corrosion, including a **thermostatically controlled closed water-cooled system**. Water-cooled engine oil, gear oil and steering fluid decrease engine-room temperatures, extending engine life. The SeaCore system is available for the ultimate in saltwater protection.

The Business End

Mercury MerCruiser offers an outstanding selection of state-of-the-art drive systems for single- and multi-engine applications. You can find the right match for any sterndrive-powered boat here, from runabouts to cruisers to poker run contenders. Each of these drives is engineered to provide the maneuverability, efficiency, ease of maintenance, and reduced cost of operation that today's boaters demand, along with the power and performance you've come to expect from Mercury Marine.



Alpha One

It's the world's most popular sterndrive for many great reasons. Alpha One drives slice through the water almost effortlessly, thanks to their efficient hydrodynamic profile, which produces minimal drag and improves responsiveness. Alpha One is designed for boats capable of cruising at up to 65 mph, paired with gasoline engines delivering up to 300hp. But what really makes this drive so popular is its low cost of operation. Maintenance-free features, including an integrated water pump and permanently lubricated pivot points, dramatically reduce maintenance time and costs while improving reliability and, ultimately, your boating experience.

Bravo One, One X & One XR

When we say Bravo, we're talking power. The Bravo One line of single, twin and triple drive applications features an exclusive performance-torpedo design and a deeper skeg that expands the rudder area, increasing steering response and maneuverability at high and low speeds. Dual water pickups make these drives ideal for boats capable of reaching a blistering 100 mph and for gas engines delivering up to 600hp. Bravo One drives feature best-in-class shifting, while a trim-limit switch sets the drive angle for consistent maximum performance. The greaseable drive coupler makes service quick and easy without removing the drive unit.

Bravo Two, Two X & Two XR

Designed to deliver the thrust and lift that big cruisers and houseboats require, Bravo Two series drives are available in twin applications for gas engines up to 450hp and deliver speeds of up to 55 mph. Due to their longer-length design and the girth of the gearcase, Bravo Two drives can easily accommodate a huge 20-inch diameter prop with deeper gear ratios, providing high thrust, quick planing and improved fuel economy. Maintenance-free hinge pins allow for easy service without having to haul the boat, while permanent pivot points minimize maintenance time – meaning your boat spends less time in the shop and more time on the water!

Bravo Three, Three X & Three XR

Featuring a highly efficient counter-rotating twin-prop design, Bravo Three drives deliver superior holeshot for fast planing, great acceleration, world-class performance and precision maneuverability in forward and reverse. Whether you're navigating in a crowded marina, docking in tight quarters, or simply throttling up for top performance, Bravo Three drives make handling intuitive, even in large boats. They're also easy to maintain. The greaseable gimbal bearing allows for servicing without removing the drive unit and results in reduced costs. Available in single or twin installations, these drives can accommodate speeds of up to 65 mph and provide up to 525hp when paired with gasoline engines.

Gasoline Sterndrives

Engine	3.0L TKS	4.3L MPI	4.5L 200	4.5L 250	6.2L 300	6.2L 350	8.2L MAG	8.2L MAG H.O.
HP/kW	135/99.3	180/132	200/149	250/186	300/224	350/261	380/283	430/321
Full Throttle RPM	4400-4800	4400-4800	4800-5200	4800-5200	5000-5400	5000-5400	4600-5000	4600-5000
Cylinders	I-4	V-6	V-6	V-6	V-8	V-8	V-8	V-8
Displacement (CID/L)	181/3.0	262/4.3	275/4.5	275/4.5	337/6.2	377/6.2	502/8.2	502/8.2
Emission Control Technology (ECT)	No	Yes*	Yes*	Yes*	Yes*	Yes*	Yes*	Yes*
Fuel Injection System	2V carb with turn-key start and electric fuel pump	Multi-point Electronic Fuel Injection (MPI)	Multi-point Electronic Fuel Injection (MPI)	Multi-point Electronic Fuel Injection (MPI)	Multi-point Electronic Fuel Injection (MPI)	Multi-point Electronic Fuel Injection (MPI)	Multi-point Electronic Fuel Injection (MPI)	Multi-point Electronic Fuel Injection (MPI)
Fuel/Ethanol Tolerance	87 Octane/up to 10% ethanol	87 Octane/up to 10% ethanol	87 Octane/up to 10% ethanol	87 Octane/up to 10% ethanol	87 Octane/up to 10% ethanol	87 Octane/up to 10% ethanol	87 Octane/up to 10% ethanol	87 Octane/up to 10% ethanol
Cooling System	Optional freshwater cooling	N/A	Optional freshwater cooling	Optional freshwater cooling on Alpha and Bravo drives; Standard on Bravo SeaCore System	Optional freshwater cooling on Bravo SeaCore System	Optional freshwater cooling on Bravo SeaCore System	Standard freshwater cooling	Standard freshwater cooling
Engine Guardian	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Digital Throttle & Shift (DTS)	N/A	N/A	Optional	Optional	Optional	Optional	Optional	Standard
Drives	Alpha*	Alpha	Alpha*	Alpha* Bravo One* Bravo Two* Bravo Three*	Bravo One* Bravo Two* Bravo Three*	Bravo One* Bravo Two* Bravo Three*	Bravo One* X, XR Bravo Two* X Bravo Three* X, XR	Bravo One* X, XR Bravo Two* X Bravo Three* X, XR

Diesel Sterndrives & Inboards

Engine	2.0L	2.0L	2.8L	3.0L TDI	4.2L	4.2L TDI
Emissions	Tier 2	Tier 3	Tier2	Tier 3	Tier2	Tier 3
Horsepower	115/130/150/170	115/130/150/170	220	230/260	270/320/350	335/370
Rated RPM	3000**, 4000	4000	3800	4200	3800	4200
Cylinders	I-4	I-4	I-4	V-6	I-6	V-8
Engine Dry Weight (lbs/kg)	551/250	551/250***, 582/264 †	794/360	675/306	1014/460	836/379
Aspiration	Turbocharged	Turbocharged, Turbocharged (VGT) †	Turbocharged	Turbocharged (VGT)	Turbocharged	Twin Turbocharged (VGT)
Fuel Injection System	High Pressure Common Rail (HPCR)	High Pressure Common Rail (HPCR)	High Pressure Common Rail (HPCR)	High Pressure Common Rail (HPCR)	High Pressure Common Rail (HPCR)	High Pressure Common Rail (HPCR)
Cooling System	Freshwater cooling	Freshwater cooling	Freshwater cooling	Freshwater cooling	Freshwater cooling	Freshwater cooling
Digital Throttle & Shift (DTS)	Yes	Yes	Yes	Yes	Yes	Yes

Engine	2.0L	2.8L	3.0L TDI	4.2L	4.2L TDI
Horsepower	115130150170	220	230260	270320350	335370
STERNDRI VES	Alpha*	■	■	■	
	Bravo One* X		■	■	
	Bravo One* XR		■	■	■
	Bravo Two* X		■	■	■
	Bravo Two* XR		■	■	■
	Bravo Three* X		■	■	■
TRANSMISSION S	Bravo Three* XR		■	■	■
	Twin Disc 345A Down Angle	■			
	Twin Disc 485A Down Angle		■		
	Twin Disc 485AE Down Angle				
	ZF 45		■		
	ZF 45A Down Angle		■		
	ZF 63		■		
	ZF 63A Down Angle		■	■	■
	ZF 63IV V-Drive		■	■	■

Note: Due to our constant efforts to offer the finest products available, we reserve the right to change specifications without notice. See your Mercury Authorized Dealer for optional gearcase styles and gear ratios and for more information on the propeller that is right for you. Dry weight specification is for the lightest-version model. Comparative weights refer to base engines without oil, propeller or integral steering cylinder. *Non-catalyzed models available for select international markets. Consult your local dealer for availability. **115hp Tier 2 only. ***551/250 Tier 3 115 and 130hp only. †582/264 Tier 3 150 and 170 hp only. ‡Turbocharged VGT Tier 3 150 and 170hp only.

Gasoline Inboards

Engine	6.2L 300 INBOARD	6.2L 350 INBOARD	8.2L HORIZON	8.2L H.O.
HP/kW	300/224	350/261	375/280	425/317
Full Throttle RPM	5000 - 5400	5000-5400	4200 - 4600	4400 - 4800
Cylinders	V-8	V-8	V-8	V-8
Displacement (CID/L)	337/6.2	337/6.2	502/8.2	502/8.2
Emission Control Technology (ECT)	Yes*	Yes*	Yes*	Yes*
Fuel Injection System	Multi-point electronic fuel injection (MPI)	Multi-point electronic fuel injection (MPI)	Multi-point electronic fuel injection (MPI)	Multi-point electronic fuel injection (MPI)
Fuel/Ethanol Tolerance	87 Octane / up to 10% ethanol	87 Octane / up to 10% ethanol	87 Octane / up to 10% ethanol	87 Octane / up to 10% ethanol
Cooling System	Closed cooling long life 5-year antifreeze brass seawater pump	Closed cooling long life 5-year antifreeze brass seawater pump	Closed cooling long life 5-year antifreeze brass seawater pump	Closed cooling long life 5-year antifreeze brass seawater pump
Engine Guardian	Yes	Yes	Yes	Yes
Digital Throttle & Shift (DTS)	Standard	Standard	Standard	Standard



MerCruiser is committed to Emissions Control Technology (ECT), offering a full line of sterndrive and inboard engines in the 135 - 430hp range. To meet California Air Resource Board (CARB) and the Environmental Protection agency (EPA) emissions standards, Mercury Marine utilizes a reliable catalyst system that produces cleaner exhaust without limiting classic MerCruiser performance.



MerCruiser's SeaCore technology is a comprehensive corrosion protection system developed to ensure your MerCruiser engine handles the rigors of the marine environment over the long haul. Built-in corrosion-fighting features, including hardcoat anodized components, a closed-cooling system (which seals out saltwater from the block) and widespread use of stainless steel parts impervious to saltwater corrosion contribute to a system that’s the toughest and most complete corrosion-resistant technology on the water.



Amazingly smooth and responsive, DTS replaces the lag and hesitation of traditional throttle and shift cables with digital precision, resulting in smooth shifting and instant throttle response. DTS also includes auto synchronization, allowing you to control multiple engines with a single control lever.



The MerCruiser Axis system simplifies docking and low-speed maneuvering by using a joystick to control steering, throttle and shift. The intuitive and natural user interface provides total boat control with one hand, meaning virtually anyone can dock safely with total confidence. Axis Premier provides advanced open-water benefits.