



Diesel Sterndrive & Inboards
Take the Water by Storm



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2003

Diesel Sterndrives

Whole New Way Of Boating Faster Than Anything In Its Class

ALPHA

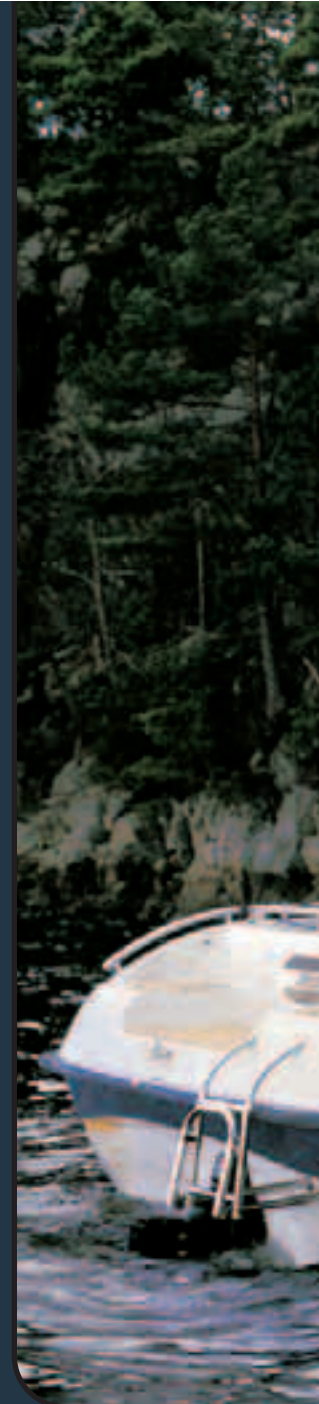
D1.7L DTI

Until now, think sportsboat and you would probably think petrol engine. Well think again. Here is a compact, lightweight diesel sterndrive that can outperform many a petrol unit yet turn out minimal noise, smoke and vibration and be utterly miserly on fuel.

The European-built Mercury MerCruiser D1.7L is mechanically direct injected, turbocharged, aftercooled and includes a wastegate, all to maximise performance.

With bags of low-end torque there is stunning acceleration and precise throttle response. This diesel is the most fuel-efficient engine in its class. Sophisticated technology and advanced materials make it 30% lighter than other engines of this power. It is extraordinarily quiet. And it is virtually smoke-free, meeting all current emissions requirements.

Corrosion-fighting features include closed cooling, the use of a special low copper alloy in all aluminium components and an exclusive painting process. There is unsurpassed durability and reliability. This is state-of-the-art boating.





- *Mechanical direct injection*
- *Turbocharger, aftercooler and wastegate for high power output*
- *Outstanding fuel economy and range*
- *Meets all current emissions requirements*
- *Alpha One is the world's biggest-selling drive*
- *Ideal choice for twin installations*





- *Turbocharged and aftercooled for high power output*
- *Direct or indirect fuel injection systems on six-cylinder models*
- *All available with choice of Bravo One X, Bravo Two X or Bravo Three X drives, designed specifically for diesels*
- *Exclusive XK-360 aluminium alloy provides best-in-industry corrosion protection*
- *Bodensee Stage 2 and Swiss Lakes SAV1 emissions approved*
- *All backed by the extensive Mercury MerCruiser international service network*

Diesel Sterndrives

Leading By Example The Most Advanced Diesels Yet

BRAVO ONE X	BRAVO TWO X	BRAVO THREE X	D2.8L D-TRONIC
BRAVO ONE X	BRAVO TWO X	BRAVO THREE X	D4.2L
BRAVO ONE X	BRAVO TWO X	BRAVO THREE X	D4.2L D-TRONIC
BRAVO ONE X	BRAVO TWO X	BRAVO THREE X	D4.2L 300

The highly sophisticated D-Tronics, Mercury MerCruiser's electronic direct injection diesels with aftercooled turbocharging, bring you the best of all propulsion worlds.

The D-Tronics provide the low smoke, low noise and low vibration benefits associated with indirect injection, yet with all the extra performance features of direct injection. You are assured of really low emissions and optimum efficiency.

This is the technology for the ultimate in high performance cruising, provided by the most advanced diesel sterndrives to date. D-Tronic power options are 165HP and 250HP crankshaft, produced by 2.8 and 4.2 litre diesel engines respectively. Coupled to any of the market-leading MerCruiser Diesel Bravo X drives, they will lift your boating pleasure to new and higher planes.

MerCruiser's high-revving indirect injection option, at 4.2 litres, is a long-established performance engine with big power, low fuel consumption and impressive record of durable, reliable, efficient and clean operation. It is also the only engine of its class to be BSO 2 approved for dual installations on Bodensee lake. This is pleasure boating at its best.



Diesel Inboards

MerCruiser Diesel Inboards

Dependable Efficient & Clean

HURTH — **D2.8L D-TRONIC**

HURTH — **D4.2L D-TRONIC**

HURTH — **D4.2L**

HURTH — **D4.2L 300**

MerCruiser's turbocharged and aftercooled in-line-four, in-line-six and diesels are setting new standards for dependable, efficient, emissions-approved power.

These quiet, clean, high-performing engines make ideal inboards, geared up to stay the distance, whether at work or play.

You have a choice of horsepower and further choice of fuel injection systems.

There's the electronically direct-injected four-cylinder 165HP D2.8L D-Tronic, or move up in power to the six-cylinder 220HP D4.2L indirect injection or 250HP D4.2L D-Tronic electronic direct injection diesels. At the top of the power range, the 290HP D4.2L 300 has an electronic direct-injection system.

All are fitted with industry-leading Hurth transmissions. Coupled to MerCruiser performance technology, this is the power combination to get you there and back in safety, comfort and style. It's the technology for maximum power at minimum weight.

And these MerCruiser diesels meet the most stringent Bodensee and Swiss Lakes emissions approvals, without modification in any way.





- *Turbocharged and aftercooled*
- *Powerful, smooth-running*
- *Big 65-amp alternator for full charging*
- *Choice of fuel injection systems*
- *Host of extras as standard*
- *Industry-leading Hurth transmissions*





- *Turbocharged and aftercooled for quick response and superior performance*
- *Big torque throughout the operating range*
- *Clean running and fuel efficient*
- *Sterndrive or inboard*

Light Duty Diesel

MerCruiser Diesel Reliability Where There's Work To Be Done

BRAVO ONE X — BRAVO TWO X — BRAVO THREE X — HURTH

D4.2L LD

Mercury MerCruiser's reliable, fuel-efficient diesels with their big-torque characteristics throughout the operating range provide ideal power for patrol boats, search and rescue craft, crew vessels and similar light duty commercial applications.

The wastegated six-cylinder D4.2L LD is direct injected, turbocharged and aftercooled, with a host of features to make it dependable workhorses on the water.

A mechanical injection pump, hand operated oil change pump and a twin belt driven 70 amp alternator make servicing so much easier on the D 4.2 L LD. Standard features include an audio warning system, water separating fuel filter, seawater strainer, closed cooling and engine-mounted seawater pump. Sterndrive versions have anti-feedback power steering, visible gear lube monitor and the patented MerCathode anti-corrosion system.

Sterndrive or inboard, these MerCruiser LD diesels are built for the long run.



Diesel Specifications

Sterndrives	D1.7L DTI	D2.8L D-TRONIC	D4.2L LD	D4.2L	D4.2L D-TRONIC	D4.2L 300
Propshaft HP/kW ¹	116/86.5	150/112	180/134	200/149	225/168	270/201
Crankshaft HP/kW ¹	120/89.5	165/123	200/149	220/164	250/186	300/224
Displacement Liter/CID	1.7/103	2.8/169	4.2/254	4.2/254	4.2/254	4.2/254
Cylinders	inline 4	inline 4	inline 6	inline 6	inline 6	inline 6
Bore & Stroke (mm)	79/86	94/100.1	94/100.1	94/100.1	94/100.1	94/100
Compression Ratio	17.2:1	16.5:1	16.5:1	21.5:1	16.5:1	16.5:1
Injection type	direct injected	direct injected	direct injected	indirect injected	direct injected	direct injected
Full Throttle RPM Range	4000-4400	3600-3800	3400-3600	3400-3600	3600-3800	3700-3900
Alternator Amp.	50	65	70	65	65	65
Length ² (cm)	74.8	104.1	127.0	127.0	127.0	127.0
Width (cm)	74.6	76.2	76.2	76.2	76.2	76.2
Height ³ (cm)	48.1	53.3	53.3	53.3	53.3	53.3
Weight ⁴ (kg) Alpha	300	-	-	-	-	-
Weight ⁴ (kg) Bravo One X	-	488	578	553	578	575
Weight ⁴ (kg) Bravo Two X	-	493	584	559	584	580
Weight ⁴ (kg) Bravo Three X	-	497	588	563	588	584

Inboards	D1.7L DTI	D2.8L D-TRONIC	D4.2L LD	D4.2L	D4.2L D-TRONIC	D4.2L 300
Propshaft HP/kW ¹	116/86.5	160/119	195/145	210/157	240/179	290/216
Crankshaft HP/kW ¹	120/89.5	165/123	200/149	220/164	250/186	300/224
Displacement Liter/CID	1.7/103	2.8/169	4.2/254	4.2/254	4.2/254	4.2/254
Cylinders	inline 4	inline 4	inline 6	inline 6	inline 6	inline 6
Bore & Stroke (mm)	79/86	94/100.1	94/100.1	94/100.1	94/100.1	94/100
Compression Ratio	17.2	16.5:1	16.5:1	21.5:1	16.5:1	16.5:1
Injection type	direct injected	direct injected	direct injected	indirect injected	direct injected	direct injected
Full Throttle RPM Range	4000-4400	3600-3800	3400-3600	3400-3600	3600-3800	3700-3900
Alternator Amp.	50	65	70	65	65	65
Length ² (cm)	93.5	124.4	147.3	147.3	147.3	147.3
Width (cm)	69	71.1	71.1	71.1	71.1	71.1
Height ³ (cm)	48.1	53.3	53.3	53.3	53.3	53.3
Weight ⁴ (kg) Inboard	NA	461	552	527	552	548

Notes: (1) Power rated in accordance with NMMA procedure SAEJ1228 (ISO 3046) and declared according to ISO 8665. The declaration of incorporation for EMC and Recreational Craft Directives is stated on the green wire tag which is attached to each engine. (2) Gear ratios, size and weight available upon request. (3) Taken from forward end of engine to centerline of transom on sterndrives and on inboards from forward end of engine to aft-most portion on transmission. Rounded up, see MerCruiser installation manuals for details. (4) Taken from crankshaft centerline on sterndrives and inboards. Rounded up, see MerCruiser installation manuals for details. (5) Approximate total dry engine and drive weights (kg). Individual units may vary slightly.

Note: All models and specifications are subject to change without notice or incurring obligation to modify previously manufactured products. Some engines shown may have optional equipment and accessories.



Best For Your Boat

Sports Boats	<p>Diesel power for sports boats? Yes, most certainly. Depending on the boat, today's high revving electronic fuel injection MerCruiser diesels, with their outstanding power-to-weight ratios, can be real fun performers. The Diesel Bravo One X drive, for instance, has been designed specially for performance craft. Try the sporty new D1.7L DTI Alpha, well capable of outperforming equivalent-size petrol engines. You have the added benefit of excellent fuel economy.</p>
Small Cruisers & Dayboats	<p>You want reliable, economical power that will get you where you want to go and back again, fun-filled and hassle free. The D1.7L DTI Alpha will give you 120HP and the D2.8L D-Tronic an extra 45HP in Bravo sterndrive configuration. It is compact and provides outstanding power for every pound of weight.</p>
Family & Sports Cruisers	<p>Eat up the water with one of Mercury MerCruiser's larger diesels, the indirect injection D4.2L or one of the leading-edge D-Tronics, at up to 250HP. Inboard or sterndrive, this is big power whenever and wherever you need it. The Diesel Bravo Three X drive, available for all MerCruiser diesels, is the toughest twin-propeller system around.</p>
RIBs	<p>MerCruiser diesels have become a highly popular choice for RIB owners. Lightweight, fast, fuel-efficient and reliable, they're the propulsion companions of logical choice. The new D1.7L DTI, for instance, is ideal for smaller centre-console RIBs. Ask your MerCruiser dealer for advice on the most appropriate package for your boat.</p>
Fishing Boats	<p>The D1.7L DTI diesel will outperform many a petrol engine of equivalent or higher output. If you want to get to the fish quickly, MerCruiser diesels could be your ideal answer. All of the MerCruiser diesels are clean running, virtually free from smoke. They're quiet, too. Just right when you want to maximise your leisure time on the water.</p>
Light Commercial	<p>The choice is MerCruiser. These hardworking, big torque engines are economical to run and maintain and can be relied upon wherever there's work to be done.</p>



GENUINE PARTS KEEPING YOUR ENGINE RUNNING AS FACTORY NEW

When you are the proud owner of one of the best marine engines in the world, you want to be sure you are maintaining it with the best parts and accessories available – Quicksilver. It is a premium line of engine parts, accessories, oils, lubricants and engine-care products that are designed, built and tested to the same high quality standards of performance and corrosion resistance as your engine. Regular maintenance using these specially engineered Quicksilver parts and accessories will keep your engine running stronger and longer, season after season.

It doesn't end there. Quicksilver is constantly updating boating technology with new gauges, propellers, watersports products and more.

Quicksilver oils and lubricants have been formulated specially for use in Mercury MerCruiser engines, keeping them running smoothly, clean and virtually trouble-free.



Quicksilver propellers are precision engineered for Mercury MerCruiser sterndrives, tow sports and inboards.



The latest line of Quicksilver watersports products offers everything you need to get the most out of your time on the water.

MERCURY
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