

QUICKSILVER®

Engines

357 CT

8M0189741

383 CT

8M0189742

409 CT

8M0189743

CIRCLE TRACK CRATE ENGINES

THANK YOU

Thank you for selecting Quicksilver as your Circle Track race engine provider of choice. Quicksilver has a long history of supplying high torque and durable engines. This focus will help lower engine operating costs, result in more track time, and win races.

This product is intended for off-highway racing only, and is not certified for on-road or marine use. The use of this product is expressly prohibited for use in any pollution controlled vehicle or craft not falling under a racing exemption.

This product is highly technical and requires appropriate background, tools, and training to install, use, and service. Please read this document entirely and observe all recommendations where practical. Follow the checklist to help improve engine life, lower your engine costs, and win races. This checklist is not comprehensive to meet all possible scenarios involving regulations, safety, fair competitive advantage, or local racing sanction requirements. Protective clothing, eye wear, and appropriate caution need to be used when using or installing this product.

Some materials used to install and operate this product fall under the California Proposition 65 reporting requirements. Provide the included hang tag if delivering any variation of this product to customers in the State of California.



357 CT
Engine Shown



Remanufactured Engine Assembly

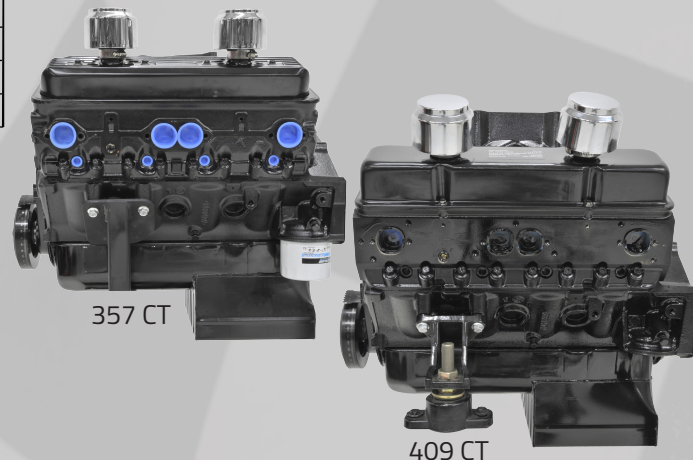
	357 CT Crate Engine - 8M0189741	383 CT Crate Engine - 8M0189742
Displacement	5.8 L (357 cu in.)	6.3 L (383 cu in.)
Cylinder configuration	V8	V8
Bore	102.6 mm (4.040 in.)	102.4 mm (4.030 in.)
Stroke	88.4 mm (3.480 in.)	95.2 mm (3.750 in.)
Compression ratio	9.4:1	9.0:1
Valve configuration	OHV 2 valves per cylinder actuated with pushrods	OHV 2 valves per cylinder actuated with pushrods
Firing order	1-8-4-3-6-5-7-2	1-8-4-3-6-5-7-2
Application	Off highway Circle Track racing only	Off highway Circle Track racing only
	409 CT Crate Engine - 8M0189743	
Displacement	6.7 L (409 cu in.)	
Cylinder configuration	V8	
Bore	102.5 mm (4.035 in.)	
Stroke	101.6 mm (4.000 in.)	
Compression ratio	11.5:1	
Valve configuration	OHV 2 valves per cylinder actuated with pushrods	
Firing order	1-4-5-8-7-6-3-2	
Application	Off highway Circle Track racing only	



NOTE: These engines are not certified for marine or on-road use and are expressly prohibited for use in pollution controlled vehicles or craft. A one year limited warranty applies for circle track racing applications only. In addition to registering the product, limited warranty coverage requires completion of the Predelivery Inspection and using an oil that meets or exceeds these standards: NMMA FC-W or API SM, SL & SJ.

Power and Torque Rating

357 CT Crate Engine - 8M0189741	383 CT Crate Engine - 8M0189742
261 kW at 5000 RPM (350 hp at 5000 RPM)	280 kW at 5100 RPM (400 hp at 5500 RPM)
543 Nm at 3600 RPM (407 lb-ft at 3600 RPM)	617 Nm at 3900 RPM (440 lb-ft at 3900 RPM)
Redline 6100 RPM	Redline 6100 RPM
409 CT Crate Engine - 8M0189743	
372 kW at 6100 RPM (500 hp at 6100 RPM)	
686 Nm at 4200 RPM (506 lb-ft at 4200 RPM)	
Redline 6500 RPM	



NOTE: Other combinations will result in a different measurement for power and torque.

IMPORTANT:

It is not recommended to rev Quicksilver CT engines over their redlines. Doing so will result in a loss of power, slower lap times, and can cause severe engine damage.



Assembly Checklist

- Inspect the product for any shipping damage before signing for receipt. Contact the carrier for damage claims.
- Inspect the product for any loose or missing parts.
- If changing the intake manifold or oil pan for a particular class or chassis, please note that dark colored installation lubricant with reflective properties is used.
 - Do not mistake this for sludge or metal flakes.
 - This is not evident after the engine is run for some time.
 - Thoroughly clean any of these reused parts.
- Install the pilot bushing into the crankshaft if using a manual transmission.
- Do not use Teflon[®] tape when installing fuel lines, oil line fittings, or sensors in contact with the oil system.
- Do not flush oil coolers; instead, replace any oil coolers or oil lines as fine debris can lodge in hoses or passages.
- Verify oil and cooling lines are away from hot or moving parts.
- Install the oil temperature sender.
- Install the oil pressure sender.
- Install the coolant temperature sender.
- Add oil to a dry oil filter if installing remote oil filter—use only one oil filter.
- Clean and inspect the distributor. Replace a worn or loose distributor gear as necessary—use a cast iron gear.
- Clean and inspect the fuel pump and pushrod, if reused—replace worn parts or a leaky pump with new.
- If a mechanical fuel pump is used, always install a new fuel pump lifter and lubricate liberally before installation.
- Verify gaskets are used on the distributor, air cleaner, fuel pump, carburetor, water pump, and exhaust manifolds.
- Flush the radiator of any debris and use new coolant.
- If used, replace the thermostat and radiator pressure cap with new ones.
- Verify flywheel/flexplate/shaft fasteners are torqued with the crankshaft.
- Verify the engine mounts are aligned, tightened, and in good condition.
- Use a straightedge to verify the accessory drive pulleys are aligned.
- If solid mounts are not used, verify that the ground strap is attached between the engine block and chassis.
- For 357 CT and 383 CT, fill with 6 quarts of Quicksilver 25W-40 Performance Racing Oil, P/N 92-8M0157702.
- For 409 CT, fill with 6 quarts of Quicksilver 25W-50 High Performance Synthetic Blend Oil, P/N 92-8M0053662.
- Prime the oil system without the spark plugs installed to prevent start-up damage to the bearings. This also verifies that the engine turns freely.
- Verify proper oil level. With the oil lines, filter, and cooler installed, check for leaks after priming.
- Take compression readings on all cylinders. Record the date and data for future reference.



Predelivery Inspection Checklist

- Check the spark plug gap and carefully install the spark plugs. Always shake spark plugs before installation to ensure there are no rattles.
- Replace the distributor cap, rotor, and coil as necessary.
- Inspect the spark plug wires and check resistance with an ohmmeter before installation.
- Verify the spark plug wires are routed away from the exhaust system and any moving parts.
- Install the tachometer leads.
- Record the run time on the engine hour meter, if equipped.
- Set the rev-limiter and tachometer display to match the specified redline recommendation.
- A neutral lock out on the starter circuit is recommended.
- Verify the throttle opens and closes completely and the choke mechanism is properly set.
- Verify all fluid levels.
- Verify good fuel is in the tank:
 - Avoid using ethanol based fuels aged more than one month, and replace with fresh fuel as necessary.
 - Aged or phase separated ethanol fuel can severely damage an engine within seconds of operation.
 - Verify the percentage of ethanol in the fuel when considering jetting. Terminal splash mixing of ethanol fuel is unreliable.
 - 100% gasoline or isobutanol-based fuels such as I-16 or Bu-16 do not spoil rapidly like ethanol does.
- Prime the fuel system to avoid prolonged start-up cranking.
- Verify the battery is charged and in good condition.
- Check the condition and connections of the battery cables.
- Start the engine remotely, or enlist the help of another person to help start and monitor the engine.
- Verify there is oil pressure when the engine is running.
 - Oil pressure can be as low as 68.9 kPa (10 psi) at idle with a hot engine.
 - 383 CT and 409 CT oil pressures can be as high as 551.6–689.5 kPa (80–100 psi) with a cold engine.
- The main bearing tolerances enable sufficient oiling at WOT, but may show lower oil pressure at idle than you are accustomed to in some instances.
- Set timing and idle, check fuel pressure, and set float levels.
- Do not rev the engine wildly in neutral. This can damage pistons, rods, and bearings if not under load.
- Verify there are no leaks; coolant, fuel, oil, exhaust, and intake air.
- Check that the ignition system is not misfiring or cross firing.
- If used, verify operation of thermostat with the engine temperature gauge.



Practice Laps

Do practice laps to verify fit and function.

- Verify the rev-limiter operates at the proper setting, if equipped.
- Verify the engine oil operating temperature is between 71–132 °C (160–270 °F).
- If experimenting with fuel and spark settings, methodically read spark plugs and record test results.
- Set-up the chassis to win races.

Break-In

Complex break-in procedures are not required.

Before and After Every Race

- Check all fluid levels.
- Inspect oil coloration and odor on dipstick.
- Check for any fluid leaks.
- Inspect for any worn or loose parts.
- Listen for any unusual noises.
- Perform a compression check and compare to previous readings.
- Inspect spark plugs.



Oil and Filter Change Intervals

Recommended oil:

For 357 CT and 383 CT, fill with 6 quarts of Quicksilver 25W-40 Performance Racing Oil, P/N 92-8M0157702.
For 409 CT, fill with 6 quarts of Quicksilver 25W-50 High Performance Synthetic Blend Oil, P/N 92-8M0053662.

- For limited warranty coverage, use an oil that meets or exceeds these specifications: NMMA FC-W or API SM, SL & SJ.
- Change oil and filter every month, 150 laps, or sooner as required.
- Change oil and filter before any prolonged storage interval.
- Required oil change events:
 - After any internal engine service beyond a valve adjustment
 - Water or condensation in oil – rain water, low coolant temperature, or gasket leak
 - Burnt or black oil – high oil temperature requires cooling system adjustment
 - Fuel in oil – fueling too rich and/or low coolant temperature
 - Dusty track conditions dictate more frequent oil changes
 - Over two years in storage





Why are Quicksilver Lubricants Recommended?

To ensure the best power and durability:

For 357 CT and 383 CT, fill with 6 quarts of Quicksilver 25W-40 Performance Racing Oil, P/N 92-8M0157702.

For 409 CT, fill with 6 quarts of Quicksilver 25W-50 High Performance Synthetic Blend Oil, P/N 92-8M0053662.

These oils are specifically blended to Quicksilver specifications to provide outstanding performance in these categories:

- High purity mineral oil and synthetic oil blend: Allows the most advanced chemistry of additive packages to be employed without compromise. Chemistries for mineral and synthetic oils are different, and additive package performance is limited if using just one or the other. A blend allows the best of both worlds.
- High pressure bearing wear: A high percentage of pressure modifiers are used as compared to most automotive oils to withstand the rigors of continuous WOT operation and hard acceleration.
- Corrosion protection: Simply the best corrosion protection of any engine oil in the world. This protects the engine during prolonged storage or weekly use when not being used on the track. Storage considerations are critical for engine life for engines not used on a regular basis.
- Zinc: This oil uses a zinc-based compound to provide lubrication protection in critical areas such as the pushrod to rocker interface. Zinc compounds have been removed in most automotive oils that are no longer specified for pushrod or flat tappet use.
- Heavy-duty viscosity: The 25W-40 viscosity results in low parasitic losses and outstanding durability. The oil temperature operating range is 71–132 °C (160–270 °F), while the 25W-50 oil is stable up to 149 °C (300 °F) for these engines. An oil cooler or modification to the engine's cooling system is required if the oil temperature exceeds 132 °C (270 °F). Possible modifications to an engine's cooling system include a higher volume water pump, larger radiator, fresh coolant, additional thermostat bypass hoses, or a lower temperature thermostat. Engine oil temperatures below 71 °C (160 °F) during normal operation may result in a build-up of blow-by residue that can contaminate the oil unless changed regularly.

Quicksilver oils contain no viscosity modifiers. They use high quality base oils that maintain viscosity over time. Most automotive engine oils use lower quality base oils with viscosity modifiers that result in a rapid viscosity breakdown under heavy loads that can cut the effective oil viscosity in half. This is why most automotive racing oils require a higher viscosity to be used. A 25W-50 viscosity oil is available from Mercury Racing for pressure charged applications, or engines producing 500 hp or more. The 409 CT engine is designed to use the 25W-50 oil and the 357 & 383 CT engines are designed to use the 25W-40 oil for best power and long life.

Absolutely NO engine oil additives are recommended with Quicksilver engine oils. In all cases tested, this will result in incompatible chemistry with the additive packages and will result in a loss of engine durability regardless of oil additive brand or type. The formulation of Quicksilver oils makes additives unnecessary, costly, and detrimental.



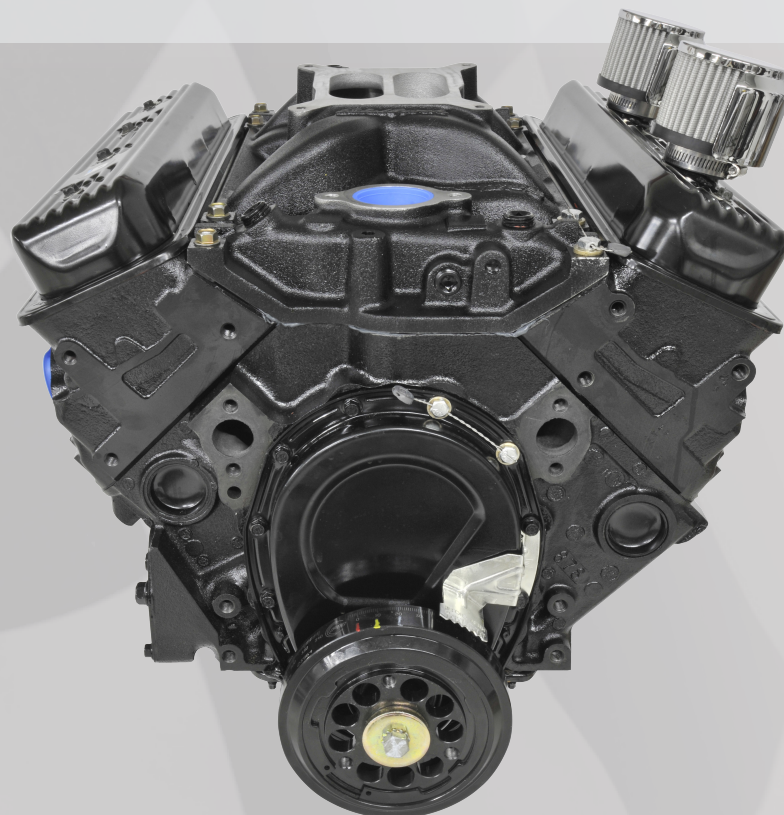


Who is Quicksilver[®] and Quicksilver Remanufacturing[®]?

Quicksilver is the premier supplier of Mercury Marine[®] Original Equipment replacement parts and accessories. The Quicksilver Remanufacturing brand produces a special line of remanufactured products. Quicksilver Remanufacturing strives to produce cost-effective engines and parts that are stronger and more efficient than when they were new. Most engine builders recognize that a seasoned block has advantages because core shift and other material properties of the engine change after it has been run; heat treating parts. Remanufactured engines and parts go through a thorough inspection. Any parts with casting flaws, cracks, or substandard material properties are removed and the metal is recycled.

The Quicksilver CT Engine program is focused on providing, "Fair, Fun and 'Fordable Racing." To deliver fun and affordable engines, Quicksilver provides remanufactured iron V8's that have unsurpassed durability, outstanding torque delivery, and the ability to run on a wide range of fuels. If properly maintained, these remanufactured engines can offer years of race winning torque; which will cut rebuild costs and maximize track time. To remain fair, these engines are 100% factory sealed with no authorized resealing processes and no tech inspection that requires the breaking of seals. Engines can be exchanged for another and will receive a fair factory inspection report. Also, any engines at the end of their useful life might qualify for a bounty credit to use toward the purchase of another engine.

Please call 920-929-1853 to inquire whether your core engine may be of interest. If so, return the engine following the core return process. After receipt and inspection, a credit will be issued to your parts account. Products that are ventilated, or have cylinders filled with water are only worth half of their base value—but are still worth something. Freight for returning the core is covered as long as the core return process is followed.



How and Why Are These Engines Different?

Circle Track engines from Quicksilver are different than what has previously been on the market, and may require some agreed upon changes to local track rules. However, most track rules have clauses to allow changes for the betterment of the sport. The significant differences are explained below to help ensure straightforward discussions with competitors and track promoters when deciding to allow changes:

- **Roller camshafts:** Flat tappet camshafts are often specified due to the perception that they keep the cost of the engine affordable for the racer. In fact, the lifespan of a roller camshaft engine will be longer than that of a flat tappet engine. Also, most of the complex engine break-in procedures and the time it takes to perform them are due to the unreliable nature of new flat tappet camshafts. This complex and stressful ritual is unnecessary with a roller camshaft. This is because the flat tappet designs are right on the edge of material property and capable manufacturing limits. So, flat tappets may sound less expensive, but with their shorter inherent lifespans and complex break-in procedures, they actually cost time and money over a racing career. Additionally, roller valve trains can be reliably remanufactured at a lower cost than installing a new flat tappet valve train.
- **Marine parts:** Some sanction rules specifically ban the use of marine parts. These are more robust part designs to allow for enhanced durability and lower expected cost over the course of many races. In particular, the use of stainless steel valves, hardened valve seats, head gaskets with stainless steel fire rings, marine valve springs, and amazing tolerances held for crankshaft journals do nothing but allow the racer to focus on winning instead of the time and money required to repair a less robust engine. It is hard to win races if you do not finish, or have to stay home. The only unfair thing is to require a less reliable engine.
- **Synthetic oil:** For many years, warranty was void on engines that used synthetic oil. This is because the corrosion protection properties of synthetic oils were hampered by the poor corrosion additive packages available for synthetic oil. This caused significant damage to racing and marine engines that might see extended downtime due to extended storage from seasonal use. Quicksilver lubricants have advanced the state of the art, and the Quicksilver 25W-40 Performance Racing Oil provides the best balance of power and durability available. This oil provides the best corrosion protection of any engine oil in the world. The engine is shipped filled with this oil to best protect it during storage, and is the recommended oil during use.
- **Cast iron value:** As C.A.F.E. regulations require the use of lighter and smaller engines in the cars populating the roads, there has been a push to require new advanced engine designs using aluminum. Mercury Marine is no stranger to aluminum engines, and has been the world leader in producing high output aluminum engines since the 1930's. Decades ago Mercury Marine's record breaking LT-5 aluminum V8 automotive engine had a durability cycle requirement of being able to drive the equivalent to the moon and back at over 241 km/h (150 mph) the entire trip. Presently Mercury Racing® offers inboard marine engines producing an excess of 1877 kW (1400 hp), and 536 kW (400 hp) outboard engines that only displace 159 cid (2.6 L). However, at a certain point the cost to deliver such performance goes beyond the reach of what is practical in some applications. Cast iron V8's have not been common in cars since the 1970's, and have not been used in trucks since the 1990's. However, Mercury Marine continues to offer modern cast iron V8's as an active part of our MerCruiser® marine propulsion systems. This is because iron engines continue to be the most cost effective, best performing, high torque, and durable solutions for many applications such as inboard marine and Quicksilver Circle Track racing engines. Whether aluminum or cast iron, Mercury Marine engines are legendary for their performance and durability. We have a continuing commitment for providing modern cast iron V8's for the value and performance they deliver. Quicksilver Circle Track engines share many characteristics with these modern cast iron V8 inboard marine engines to deliver durable performance at a value.



	357 CT Engine - 8M0189741	383 CT Engine - 8M0189742	409 CT Engine - 8M0189743
Now all 100% new blocks	<ul style="list-style-type: none"> ▪ 111.8 mm (4.4 in.) bore centers ▪ Standard camshaft height ▪ Standard bellhousing pattern ▪ Standard deck height ▪ Single piece rear main seal ▪ Machined to accept a mechanical fuel pump ▪ Plate honed and decked for marine duty ▪ Line bored with cam bearings in place ▪ Serial tag on block lists the following: Serial tag moved to the intake manifold (easier to read at tech inspection) <ul style="list-style-type: none"> ▪ Part number ▪ Serial number ▪ Build date ▪ Cylinder overbore ▪ Crank bearing undersize ▪ Rod bearing undersize 		
	-2-bolt mains -Bored 1.02 mm (0.040 in.) over for the 5.8L (357 cid)	-2-bolt mains -Bored 0.76 mm (0.030 in.) over for the 6.3 L (383 cid)	-2-bolt mains -102.5 mm (4.035 in.) bore for a 6.7 L (409 cid)
Crankshaft	-350 cid (5.7 L) Gen+ used engine crankshaft built between 1995-2015 -Inspected for cracks and damage -Nodular cast iron -88.4 mm (3.48 in.) stroke -Ground to 0.00– 0.25 mm (0.000–0.010 in.) undersize -Polished to marine specs -Standard flywheel pattern -Requires pilot bushing if used with a manual transmission -External balance	-New crankshaft -4340 Forged Steel -95.3 mm (3.750 in.) stroke -Polished to marine specs -Standard flywheel pattern -Requires a pilot bushing if used with a manual transmission -Internal balance	-409 Crankshaft -4340 Forged Steel -101.6 mm (4.00 in.) stroke -Flat plane -Polished to marine specs -Standard flywheel pattern -Requires a pilot bushing if used with a manual transmission -Internal balance





Continued
from page 9.

	357 CT Engine — 8M0189741	383 CT Engine — 8M0189742	409 CT Engine — 8M0189743
Connecting rods	-Powder metal -144.9 mm (5.7 in.) length -Inspected for cracks -Dimensionally checked -New rod nuts used	-Forged rods -144.9 mm (5.7 in.) length -Inspected for cracks -Dimensionally checked -Machined for 95 mm (3.750 in.) crankshaft stroke clearance -New chamfered rod nuts used for 95 mm (3.750 in.) stroke clearance	-Forged rods -152.4 mm (6.0 in.) length -Inspected for cracks -Dimensionally checked -Machined for 101.6 mm (4.00 in.) crankshaft stroke clearance -New rod nuts tightened to location, not torque
Cylinder heads	-Cast iron cylinder heads -64 cc combustion chamber -Marine duty hardened valve seats -Center bolt valve covers -Uses standard 350 small block exhaust pattern	-Aluminum cylinder heads -Marine duty hardened valve seats -Perimeter bolt valve cover to clear rocker shafts -Standard small block exhaust bolt pattern	-Aluminum cylinder heads -Marine duty hardened valve seats -Perimeter bolt valve cover to clear rocker shafts -Standard small block exhaust bolt pattern
Various parts inspected and cleaned	-Front cover -Spider bracket -Dog bones -Roller timing chain -Timing sprockets	-Front cover -Spider bracket -Dog bones -Roller timing chain -Timing sprockets	-Front cover -Spider bracket -Dog bones -Roller timing chain -Timing sprockets
-All front covers are wire-tie factory sealed with the Q-logo			
Valve covers	-Center bolt -Stamped steel -Passenger side no breather holes -Driver side two breather holes	-Perimeter bolt -Stamped steel -Passenger side no breather holes -Driver side two breather holes	-Perimeter bolt -Stamped steel -Passenger side no breather holes -Driver side two breather holes
Rocker arms	-1.5:1 ratio -Stamped steel -Adjustable Crane® rocker nuts	-1.6:1 ratio -Shaft mounted	-1.6:1 ratio -Shaft mounted
Pushrods	-Standard length -Fully inspected	-Different length for shaft rockers -Fully inspected	-Different length for shaft rockers -Fully inspected
Timing cover	-Metal cover used -Not equipped for a crankshaft position sensor (CPS) -Sealer bolt used	-Metal cover used -Not equipped for a crankshaft position sensor (CPS) -Sealer bolt used	-Metal cover used -Not equipped for a crankshaft position sensor (CPS) -Sealer bolt used
Roller lifters	100% NEW	-Fully assembled, and built in a clean room -Roller hydraulic	
Harmonic balancer	-6" diameter SFI approved harmonic balancer		





What New Parts are Utilized?

	357 CT Engine - 8M0189741	383 CT Engine - 8M0189742	409 CT Engine - 8M0189743
Pistons	-Cast pistons -1.02mm (0.040 in.) oversize	-Hypereutectic pistons -0.76 mm (0.030 in.) oversize	-Forged alloy pistons -0.89 mm (0.035 in.) oversize
Camshaft	-Billet steel roller camshaft -Standard journal diameter -High torque camshaft grind	-Billet steel roller camshaft -Standard journal diameter -Rapid lift grind	-Billet steel roller camshaft -Standard journal diameter -Rapid lift grind
Pushrods	N/A	-Different length for shaft rockers -Larger diameter than standard	-Different length for shaft rockers -Larger diameter than standard
Rocker Arms	N/A	-1.6:1 ratio -Aluminum roller rocker arms -Shaft mounted roller rockers	-1.6:1 ratio -Aluminum roller rocker arms -Shaft mounted roller rockers
Intake Valves	-49.3 mm (1.94 in.) diameter -Stainless steel marine duty valves	-51.3 mm (2.02 in.) diameter -Black X valves -Longer length	-51.3 mm (2.02 in.) diameter -Black X valves -Longer length
Exhaust Valves	-38.1 mm (1.50 in.) diameter -Stainless steel marine duty valves	-40.6 mm (1.60 in.) diameter -Black X valves -Longer length	-40.6 mm (1.60 in.) diameter -Black X valves -Longer length
Valve Springs	-Single coil -Beehive spring	-Heavy duty springs	-Heavy duty springs
Oil Pump	-High volume -415 kPa (60 psi) pump -Circle Track pickup tube	-High volume -690 kPa (100 psi) pump -Circle Track pickup tube	-High volume -690 kPa (100 psi) pump -Circle Track pickup tube
Bearings	-Tri-metal rod and main bearings -Undersized as necessary	-Tri-metal rod and main bearings -Undersized as necessary	-Tri-metal rod and main bearings -Undersized as necessary
Head Gaskets	-Marine grade head gaskets -Stainless steel fire ring	-Marine grade head gaskets -Stainless steel fire ring	-Marine grade head gaskets -Stainless steel fire ring
Oil Pan	-Circle Track design, not for use in marine applications -6 qt. oil pan -Wire-tie factory sealed with the Q-logo		
Intake Manifold	-Aluminum Edelbrock® Performer RPM for high torque -Automotive design, not for use in marine applications -8-bolt intake pattern -Wire-tie factory sealed with the Q-logo	-Single plane intake for high power -Automotive design, not for use in marine applications -Wire-tie factory sealed with the Q-logo	-Single plane intake for high power -Automotive design, not for use in marine applications -Wire-tie factory sealed with the Q-logo
Spark Plugs	-Not shipped with spark plugs, NGK BPR6EFS recommended based on testing	-Spark plugs included, NGK BKR7EQU required based on testing	-Spark plugs included, NGK BKR7EQU required based on testing
Quicksilver Oil Filter	-Standard length filter installed—P/N 35-866340Q03 -Longer/larger volume filter available—P/N 35-16595Q		
Various New Seals and Gaskets			





Whether on the track, on the water, or down the highway, Quicksilver is the secret ingredient champions use in all types of engines. Visit www.quicksilver-products.com today.



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Technical Specifications Handbook