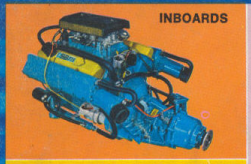
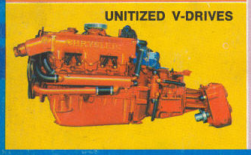
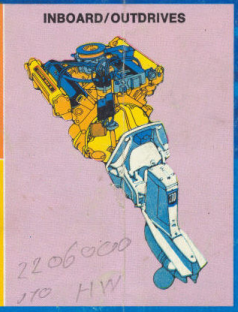
CHRYSLER
marine engines







the best-known name in modern marine power!

Chrysler Inboards

Oktay Cerberci

Compare these eight great Chrysler marine engines with any others on water: Six V-8's including the hot 375-hp. "Mover" now with electronic ignition as a standard feature (optional on all other V-8's). Husky V-8's in 200-, 225-, 250-, 280-, and 330-hp. that go great on regular gasoline. Plus Chrysler's popular, efficient 155-hp. 6-cylinder engine and lightweight 40-aux. 4-cylinder engine for sailboats.

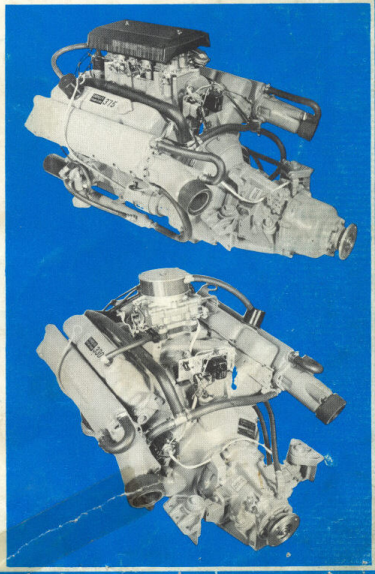
HIGH-PERFORMANCE V-8's

Every Chrysler V-8 provides full speed and right-now acceleration response. Smooth, uniform performance at full throttle or at idle. Dependable, extra-margin, full-bore power at your command. Chrysler V-8 marine engines feature exceptionally efficient drive options: Warner or Paragon hydraulic reverse gear (straight drive) with reduction gear ratios of 1.5:1, 1.9:1, 2.5:1 or 3.0:1. All are available with right- or left-hand rotation. UV-Drive and Bobtail adaptations are available for all V-8 models except the 375.

CHRYSLER 375...THE "MOVER!"

The 375 "Mover" is the marine version of Chrysler's famous "6-Pack" triple 2-barrel carburetion V-8 engine. It moves hot hulls faster, makes fast boats hotter. It's a hot-cam, high-compression 440-cubic-inch powerhouse that produces more speed with dependability. Premium features include aluminum main and tri-metal con-rod bearings, stellite-faced valves with positive rotators. Full marine quality throughout.

Horsepower at 4600 rpm	375
Cu. in. (l) displacement	440 (7.2)
Cylinders, type	90° V-8, OHV
Compression ratio	10.3:1
Bore x stroke, in. (mm)	4.32 x 3.75 (109,8 x 95,3)
Carburetors	Three 2-bbl.
Max. installation angle	16°
Fuel required	97-100 research octane

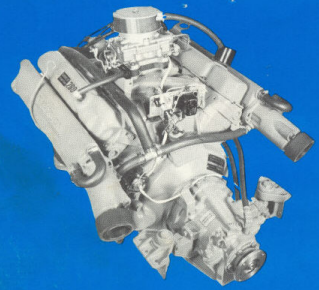


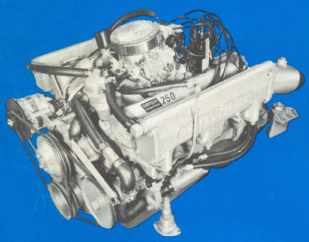
CHRYSLER 330

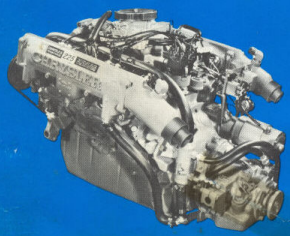
The 330-hp. marine inboard that packs ideal power into big, fast runabouts and medium-to-large cruisers. Big-displacement, 4-barrel carburetion and high compression add up to higher rpm's and top output. Loaded with extra-margin features, the 330 has a large-capacity flame arrestor, forged crankshaft, windage tray, big 4-inch-diameter (1.56 cm) exhaust, high-performance camshaft and precision-calibrated distributor, just to name a few. Designed for top volumetric efficiency. The Chrysler 330 delivers smooth, uniform power flow with effortless ease.

Horsepower at 4000 rpm	330
Cu. in. (l) displacement	440 (7.2)
Cylinders, type	90° V-8, OHV
Compression ratio	8.2:1
Bore x stroke, in. (mm)	4.32 x 3.75 (109,8 x 95,3)
Carburetor	4-bbl.
Max. installation angle	16°
Fuel required	91-93 research octane

...Chrysler Inboards







CHRYSLER 280

The Chrysler 280 is a modern V-8 that provides outstanding efficiency and power. It develops real punch at high rpm's. It offers a high-performance camshaft, stellite-faced exhaust valves, big-capacity flame arrestor, windage tray, 4-inch-diameter exhaust (1.56 cm) precision-calibrated distributor and many more features. The Chrysler 280 packs exceptional performance into medium-size hulls.

Horsepower at 4000 rpm	280
Cu. in (l) displacement	400 (6.6)
Cylinders, type	90° V-8, OH
Compression ratio	8.5:1
Bore x stroke, in. (mm)	4.25 x 3.38 (110,3 x 85,9)
Carburetor	4-bbl.
Max. installation angle	16°
Fuel required	91-93 research octane

CHRYSLER 250

Here's another versatile V-8 — with power and performance for the most demanding boater. It provides more get-up-and-go with its big 8.8:1 compression ratio; develops a full 250-hp. at 4,000 rpm. It has top-notch, all-marine features everywhere, including aluminum main bearings, stainless-steel head gasket, stellite-faced exhaust valves, a large-capacity flame arrestor and windage tray. It's available with either raw or fresh-water cooling. What's more, it moves out with fuel economy. A great power mate for a wide range of hulls and applications, the new 250 really gets good things moving on water!

Horsepower at 4000 rpm	250
Cu. in. (l) displacement	340 (5.6)
Cylinders, type	90° V-8, OHV
Compression ratio	8.8:1
Bore x stroke, in. (mm)	4.04 x 3.31 (102,6 x 84
Carburetor	4-bbl.
Max. installation angle	16°
Fuel required	91-93 research octane

CHRYSLER 225

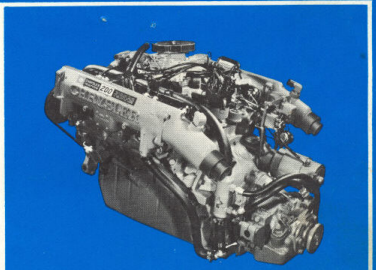
In the industry's most popular inboard power range and engine size, Chrysler offers extra punch with the full-performance 225. Heavier-duty throughout, this extra-margin V-8 revs up to 4,000 rpm's. Stellite-faced exhaust valves with positive rotators. And, it has all the premium features you'd expect from a Chrysler V-8, including tri-metal con-rod bearings, high-strength cast-iron cylinder block with full-length water jackets and many more. The Chrysler 225 . . . another great reason to join the Chrysler "marines."

Horsepower at 4000 rpm	225
Cu. in. (l) displacement	318 (5.2)
Cylinders, type	90° V-8, OHV
Compression ratio	8.6:1
Bore x stroke, in. (mm)	3.91 x 3.31 (99,3 x 84,1)
Carburetor	4-bbl.
Max. installation angle	16°
Fuel required	91-93 research octane

CHRYSLER 200

Quick and compact, Chrysler's 200-hp. inboard is an excellent choice for high-speed runabouts and light cruisers in single or dual installations. It produces unusually high torque for maximum prop thrust in the upper speed range. It provides high rpm performance with economy and dependability.

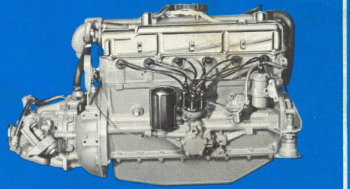
Horsepower at 4400 rpm	200
Cu. in. (l) displacement	237 (4.4)
Cylinders, type	90° V-8, OHV
Compression ratio	8.6:1
Bore x stroke, in. (mm)	3.62 x 3.31 (91,9 x 84,1)
Carburetor	4-bbl.
Max. installation angle	16°
Fuel required	91-93 research octane



CHRYSLER 155 "SIX"

Modern in design and quality throughout, this OHV six is becoming more and more the popular power for runabouts, light cruisers and small houseboats, both in single and twin installations. It's rugged and efficient. It features tin-plated aluminum-alloy pistons with cast-in steel expansion struts, balanced within two grams; grid con-rod bearings; high-strength alloy steel exhaust valves.

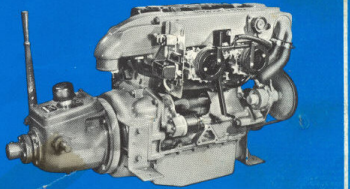
Horsepower at 4250 rpm	155
Cu. in. (l) displacement	225 (3.7)
Cylinders, type	6, OHV
Compression ratio	8.4:1
Bore x stroke, in. (mm)	3.40 x 4.12 (86,4 x 104,6)
Carburetor	2-bbl.
Max. installation angle	16°
Fuel required	91-93 research octane



CHRYSLER 40-AUX. "FOUR"

This lightweight compact is an ideal powerplant for large auxiliary sailboats. Its reliable four-cylinder in-line design includes overhead valves with dual valve springs, five main bearings, fresh-water cooling, instrument panel with tachometer, ammeter, ignition switch, oil pressure and temperature indicators. Its closed system circulates sealed-in coolant through block, head, manifold, and heat exchanger. Outside water cools heat exchanger and exits through water-cooled exhaust. Available with Paragon SAO final drive options with mechanical reverse gear and 1.0:1 to 2.0:1 reduction gear ratios. Unitized V-Drive model also available.

Horsepower at 3000 rpm	40
Cu. in. (l) displacement	91 (1.5)
Cylinders, type	4, OHV
Compression ratio	8.6:1
Bore x stroke, in. (mm)	2.96 x 3.26 (75,2 x 82,8)
Carburetor	Dual 1-bbl.
Fuel required	91-93 research octane



Chrysler Inboard/Outdrives

Chrysler inboard/outdrives will move out anything in the power squadron that takes stern drive power with new hustle, muscle and drive. Four models in 6 and 8 cylinders from the 225-cu.-in. "six" to a hot 340-cu.-in. Super Bee III V-8.

All have handsome, precision-mated, super-tough, streamlined outdrive units. Power tilt is standard on all models. Fresh-water cooling is available on all V-8 models. Rugged, heavy-duty components and design throughout. Opposite-rotating props available on all Chrysler I/O's. Every one goes great on 91 to 93 research octane fuel with full efficiency.

Heavy-Duty Commando Outdrives . . .

. . . are the business end of all three Super Bee I/O's as well as the 155. Exclusive cone-type clutch for smooth, quiet shifting. Spiral-bevel lower unit gears for smooth, quiet performance. Corrosion protection throughout, including a zinc ring around prop shaft and zinc anode in mounting collar to protect from galvanic deterioration. Strong retaining pawl automatically lets outdrive kick up if submerged object is struck, yet locks it down solidly when reversing or decelerating. A single hole through the boat transom is all that is required to mount the entire I/O unit.

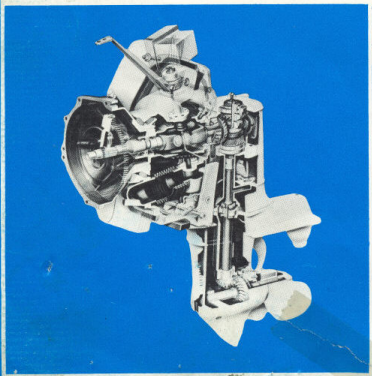
Optional built-in electric/hydraulic power trim lets you adjust thrust angle while underway at any speed for optimum acceleration, speed and fuel economy under all conditions. Commando outdrives are easily changed from left- to right-hand drive for counter-rotating twin engine applications.

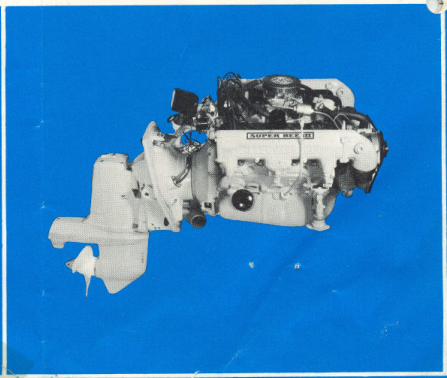
The newest in hot V-8's from Chrysler . . .

SUPER BEE III

340 cubes (5.6 l). Propped out to 4,600 rpm. Heavy-duty Commando outdrive. Puts a new sting in hot hulls. Screams 'em down waterways at up to a mile a minute! Painted Hemi orange with black crackle-finish valve covers. Aluminum main and tri-metal con-rod bearings. High-volume, 4-barrel carb. Extra-large ports. Stellite-faced valves with positive rotators. Drop-forged hi-carbon steel crank. High-lift cam. The hottest of hot . . . Super Bee III . . . from Chrysler, home of the hot V-8 marine machines! Power trim optional.

Max. rpm	4600
Cu. in. (l) displacement	340 (5.6)
Cylinders, type	90° V-8, OHV
Compression ratio	8.8:1
Bore x stroke, in (mm)	4.04 x 3.31 (102,6 x 84,1)
Carburetor	4-bbl.
Outdrive ratio	1.6:1
Fuel required	91-93 research octane





Chrysler High-Performance V-8's all feature 4-barrel carburetion; high-strength cast-iron cylinder heads with modified wedge-shaped combustion chambers; five main bearings; tin-plated aluminum alloy pistons with cast-in struts for expansion control; bearings with precision inserts; tri-metal con-rod bearings; stellite-faced valves with positive rotators; hydraulic tappets; 46-amp. alternator; and adjustable rubber mountings.

CHRYSLER SUPER BEE II

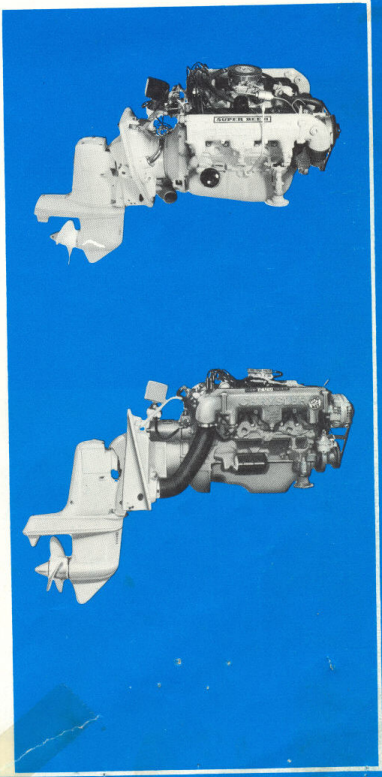
Now, in the industry's most popular I/O power range and engine size, Chrysler offers exceptional punch in the Super Bee II. Heavy-duty throughout, this extra-margin, 318-cu.-in. (5.2 l) V-8 can be propped out to 4,600 rpm's— on regular gas! Stellite-faced exhaust valves with positive rotators, and Chrysler Commando outdrive pack plus power and performance astern. And, it has all the premium features you'd expect from a Chrysler V-8, including tri-metal con-rod bearings, high-strength cast-iron cylinder block with full-length water jackets and many more. The Chrysler Super Bee II — another great reason to go Chrysler I/O! Power trim optional.

Max. rpm	4600
Cu. in. (l) displacement	318 (5.2)
Cylinders, type	90° V-8, OHV
Compression ratio	8.8:1
Bore x stroke, in. (mm)	3.91 x 3.31 (99,3 x 84,1)
Carburetor	4-bbl.
Outdrive ratio	1.6:1
Fuel required	91-93 research octane

CHRYSLER SUPER BEE

Quick and compact, Chrysler's Super Bee is an ideal I/O for high-speed runabouts and light cruisers, in single or dual installations. It produces unusually high torque for maximum prop thrust in the upper speed range. It provides high rpm performance (up to 4600), unmatched anywhere for its petite size and weight. And, it has a heavy-duty Commando outdrive with full 60° tilt, electric lift and easy steering that's right-now responsive. Chrysler's Super Bee is more engine for its size than any other I/O available today!

Horsepower at 4600 rpm	200
Cu. in. (l) displacement	273 (4.4)
Cylinders, type	90° V-8, OHV
Compression ratio	8.6:1
Bore x stroke, in. (mm)	3.62 x 3.31 (91,9 x 84,1)
Carburetor	4-bbl.
Outdrive ratio	1.6:1
Fuel required	91-93 research octane

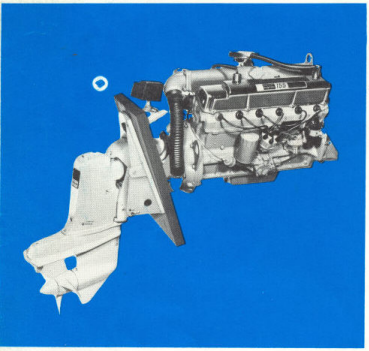


...Chrysler Inboard/Outdrives

CHRYSLER FLEET-POWERED "SIX" I/O

This full marine, Chrysler OHV 6-cylinder inboard/outdrive engine powers runabouts, small cruisers, houseboats and other medium-size watercraft powerfully and economically. Use-proved, it provides efficient, quiet and reliable power as well as top performance at high rpms.

The popular Chrysler 155 features Commando outdrive with electric-mechanical tilt, underwater exhaust, internal steering and engine controls, deluxe instrument panels with wiring harnesses. It has drop-forged high-carbon steel cranks, raw water cooling, marine-type alternator and many features you'd expect only on more expensive I/O's.



CHRYSLER 155

Modern in design and quality throughout, this OHV six is popular for runabouts, small cruisers and houseboats, either in single or twin installations. It's rugged and efficient. It features tin-plated aluminum alloy pistons with cast-in steel expansion struts, balanced within 2 grams; tri-metal con-rod bearings; high-strength alloy steel exhaust valves, deluxe instrument panel with tachometer, voltmeter, ignition switch, oil pressure and temperature gauges, and adjustable rubber engine mounts.

Horsepower at 4250 rpm	155
Cu. in. (l) displacement	225 (5.2)
Cylinders, type	6, OHV
Compression ratio	8.4:1
Bore x stroke, in. (mm)	3.40 x 4.12 (86,4 x 104,6)
Carburetor	2-bbl.
Outdrive ratio	1.6:1
Fuel required	91-93 research octane

The Power Revolution... CHRYSLER UNITIZED V-DRIVES

More economical and efficient than conventional I/O's. Easier installation and more room aboard than with conventional V-drives or inboards. That's Chrysler's exclusive, stern-mounted Unitized V-Drive.

Ideal for all kinds of watercraft — from hefty houseboats and cruisers to racy runabouts and speedy sportfishermen — Chrysler Unitized V-Drive offers a smooth, efficient method of transmitting power from engine to prop.

Chrysler turns the engine around, with output at the forward end. Power is transmitted under the engine to the stern of the boat. This provides all the benefits of a conventional inboard, but with the engine in the rear.

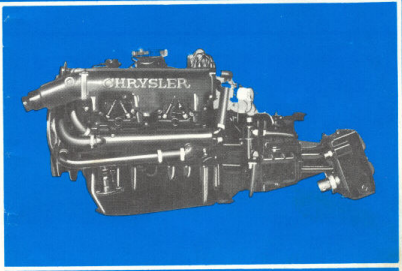
COMPARE UV-DRIVE ECONOMY: Compared with conventional inboards and V-drives, Chrysler's UV-Drive is easier (and costs less) to install. Compared with I/O's, it saves money on purchase price as well as installation.

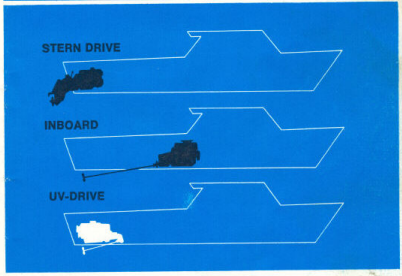
COMPARE UV-DRIVE ROOM: With Chrysler UV-Drive, there's more living space aboard than with inboards and conventional V-drives. The middle of the deck doesn't have to be raised. And, UV-Drive transoms are completely clear of encumbrances, with no holes to seal or lower units to protrude.

COMPARE UV-DRIVE PERFORMANCE: A short unit, completely integrated with reverse gear and engine, UV-Drive really minimizes the alignment and vibration problems inherent in ordinary V-drive installations. There's no vertical leg to drag under water as with I/O units. And, it's a lightweight power package that permits the best possible weight distribution in any hull.

New Chrysler PV-300 UV-Drive units give you the added benefits of smaller size, a single cooler with no hoses to the drive unit, and common oil supply with the transmission which means only one place to add or check oil.

Choose from six Chrysler UV-Drive engines, from 40 to 330 hp. Go with the best of everything. Go with Chrysler UV-Drive!





ENGINE	MODEL NO.	HP. @ RPM.	CU. IN. DISPL. (I)	CARBURETION	TOTAL WEIGHT OF UNIT—lbs. (kg)	V-DRIVE MODEL NO. RATIOS
40-Aux.	91-FV	40 @ 3000	91 (1.5)	Dual 1-bbl.	410 lbs. (186)	RV-10S 1:1, 2:1
200	273-BV	200 @ 4000	273 (4.4)	4-bbl.	985 lbs. (448)	PV-300, Direct 1.5:1, 2.0:1, 2.5:1
225	318-BV	225 @ 4000	318 (5.2)	4-bbl.	985 lbs. (448)	PV-300, Direct 1.5:1, 2.0:1, 2.5:1
250	340-BV	250 @ 4000	340 (5.6)	4-bbl.	985 lbs. (448)	PV-300, Direct 1.5:1, 2.0:1, 2.5:1
280	400-BV	280 @ 4000	400 (6.6)	4-bbl.	1150 lbs. (523)	PV-400, Direct 1.5:1, 2.0:1, 2.5:1
330	440-BV	330 @ 4000	440 (7.2)	4-bbl.	1160 lbs. (523)	PV-400, Direct 1.5:1, 2.0:1, 2.5:1

Chrysler Marine Engin

ENGINE MODEL	375	330	280	250
HP. @ RPM	375 @ 4600	330 @ 4000	280 @ 4000	250 @ 4000
CU. IN. DISPL. (I)	440 (7.2)	440 (7.2)	400 (6.6)	340 (5.6)
CYLINDERS, TYPE	V-8 90° OHV	V-8 90° OHV	V-8 90° OHV	V-8 90° OHV
COMPRESSION RATIO	10:3.1	8.2:1	8.5:1	8.8:1
BORE X STROKE (inches)	4.32 x 3.75	4.32 x 3.75	4.25 x 3.38	4.04 x 3.31
BORE X STROKE (mm)	109,8 x 95,3	109,8 x 95,3	110,3 x 85,9	102,6 x 84,1
CARBURETOR	Triple 2-bbl.	4-bbl.	4-bbl.	4-bbl.
FUEL REQ'D	97-100 R.O.	91-93 R.O.	91-93 R.O.	91-93 R.O.
FINAL DRIVE OPTIONS: *Warner Model 72	O(1)	S	S	
**Warner Model 71				S
***Warner Model 70				
****Paragon SAO				
*****Paragon	O	O	O	O
Bobtail Adaptation		O	O	O
UV-Drive Adaptation		O	O	O
ROTATION: Right-Hand	S	S	S	S
Left-Hand	O	O	O	O
BEARINGS: Tri-metal con. rod	S	S	S	S
Tri-metal main	(Aluminum Main)			(Aluminum Main)
Steel-backed main		S	S	
Grid con. rod				
HARDENED VALVE SEATS (Intake and Exhaust)	S	S	S	S
EXHAUST VALVES: Stellite-faced	S	S	S	S
With positive rotators	S	S	S	S
TAPPETS: solid mechanical or hydraulic	Hydr.	Hydr.	Hydr.	Hydr.
CRANKSHAFT: drop-forged, heat-treated, high-strength steel.	S (Shot Peened)	S	S	S (Case-Hardened)
Closed cooling system		O	O	O
Adjustable rubber-cushioned engine mounts	S	S	S	S
Alternator, Amps. (12V)	S-46	S-46	S-46	S-46
Instrument Panel w/20' Harness	O	O	O	O
Lifting Eyes	S	S	S	S
Throttle Control Extension Bracket	S	S	S	S
Waterproof Pre-wired Electrical System	S	S	S	S
Closed Crankcase Ventilation System	S	S	S	S
Mech. Fuel Pump with filter	S	S	S	S
Instrument Panel Wiring Harness Extension, 10', 18', 25'	O	O	O	O
On-Board Engine Kit	O	O	O	O
Tune-Up Kit	O	O	O	O

S — Standard

O — Optional

(1) Model 73 Warner Available with 2.0:1, 2.5:1, 3.0:1.

*Hydraulic reverse gear (straight drive); Reduction gear ratios: 1.5:1, 1.9:1, 2.5:1, 3.0:1 (375-1.5:1 only).

**Hydraulic reverse gear (straight drive); Reduction gear ratios: 1.5:1, 1.9:1, 2.5:1, 3.0:1. Also opt.—Paragon V-Drive Transmission, ratios: 1.0:1, 1.5:1, 2.0:1, 2.5:1.

Specifications and Features

225	200	155	40
5 @ 4000	200 @ 4400	155 @ 4250	40 @ 3000
18 (5.2)	273 (4.4)	225 (3.4)	91 (1.5)
3 90° OHV	V-8 90° OHV	6 OHV	4 OHV
8.6:1	8.6:1	8.4:1	8.6:1
91 x 3.31	3.62 x 3.31	3.40 x 4.12	2.96 x 3.26
0,3 x 84,1	91,9 x 84,1	86,4 x 104,6	75,2 x 82,8
4-bbl.	4-bbl.	2-bbl.	Dual 1-bbl.
1-93 R.O.	91-93 R.O.	91-93 R.O.	91-93 R.O.
S	S		
		S	S
O	O	O	
O	O	O	
O	O	O	O
S	S	S	
O	O	O	S
S	S		S
			S
S	S	S	
		S	
S	S	S	
S	S	High-Alloy Steel	S
S	S		
Hydr.	Hydr.	Mech.	Mech.
Cast	S	S	S
O	O	O	S
S	S	S	O
S-46	S-46	S-46	S-46
O	O	O	S
S	S	S	S
S	S	S	S
S	S	S	S
S	S	S	S
S	S	S	S
O	O	O	
O	O	O	O
O	O	O	

ENGINE MODEL
HORSEPOWER
R.P.M.
CU. IN. DISPLACEMENT (I)
CYLINDERS, TYPE
COMPRESSION RATIO
BORE X STROKE (IN.)
BORE X STROKE (mm)
CARBURETOR
OUTDRIVE RATIO
FUEL REQUIRED
COMMANDO OUTDRIVE
PROPELLER ROTATION:
Left-hand
Right-hand
BEARINGS: steel-backed:
Babbitted main, tri-metal con. rod
Aluminum main, tri-metal con. rod
Indium-plated, lead-bronze main, con. rod
HARDENED VALVE SEATS (Intake and Exhaust)
EXHAUST VALVES:
Stellite-faced
With positive rotators
High-alloy steel
TAPPETS: solid mech. or hydr.
CRANKSHAFT:
Drop-forged high-carbon steel
No. of main bearings
COOLING SYSTEM:
Closed system
Raw-water system
Thermostat
WATERPROOF PRE-WIRED ELECTRICAL SYSTEM
Marine-type alternator, 12V
Amp. capacity
AUTOMATIC CHOKE
ENGINE MOUNTING:
Adjustable rubber mounts
Non-adjustable rubber mounts
Transom mount
Lifting eyes
Throttle control ext. bracket
Closed crankcase vent. system
Mechanical fuel pump, filter
Exhaust and water take-up inst. kit
Power tilt
Instrument panel w/harness
Wiring harness extension
On-board engine kit
Tune-up kit
Steering system
Shift controls
Propellers

***Hydraulic reverse gear (straight drive); Reduction gear ratios: 1.5:1, 1.9:1, 2.5:1, 3.0:1.

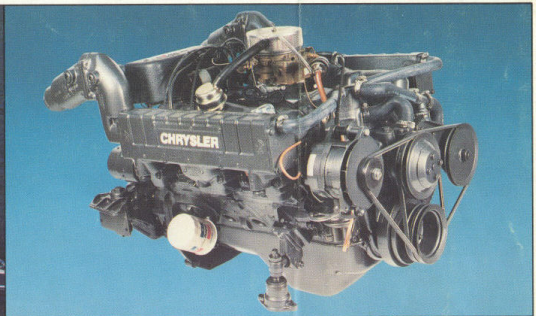
****Mechanical reverse gear with 1.0:1, 2.0:1 reduction ratios.

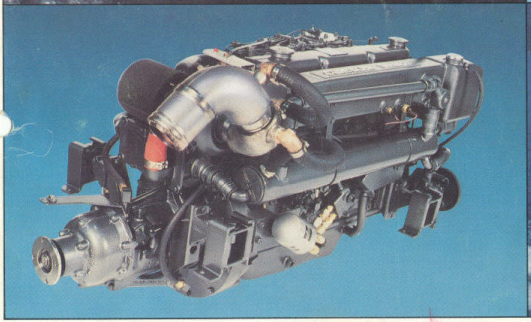
*****Hydraulic reverse gear (straight drive); reduction gear ratios: 1.0:1, 1.5:1, 2.0:1, 2.5:1, 3.0:1.

INBOARD/OUTDRIVES

Super Bee III	Super Bee II	Super Bee	155
		200	155
4600	4600	4600	4250
340 (5.6)	318 (5.2)	273 (4.4)	225 (3.7)
V-8, OHV	V-8, OHV	V-8, OHV	6, OHV
8.8:1	8.8:1	8.6:1	8.4:1
4.04 x 3.31	3.91 x 3.31	3.62 x 3.31	3.40 x 4.12
102,6 x 84,1	99,3 x 84,1	91,9 x 84,1	86,4 x 104,6
4-bbl.	4-bbl.	4-bbl.	2-bbl.
1.6:1	1.6:1	1.6:1	1.6:1
91-93 R.O.	91-93 R.O.	91-93 R.O.	91-93 R.O.
S	S	S	S
S	S	S	S
O	O	O	O
	S	S	S
S			
S	S	S	S
S	S	S	
S	S	S	
			S
Hydr.	Hydr.	Hydr.	Mech.
S	(Cast) S	S	S
5	5	5	4
O	O	O	
S	S	S	S
140°	140°	140°	140°
S	S	S	S
46	46	46	46
S	S	S	S
S	S	S	S
S	S	S	S
S	S	S	S
S	S	S	S
S	S	S	S
S	S	S	S
S	S	S	S
O	O	O	O
O	O	O	O
O	O	O	O
O	O	O	O
O	O	O	O
O	O	O	O

CHRYSLER MARINE ENGINES





Gasoline Inboards • Diesels • V-Drives

THE NEW CHRYSLER CORPORATION

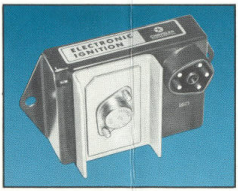
Chrysler Marine Engines...proven performers for more than half a century.

Since 1926, Chrysler engineering has been setting standards for marine power around the world. The experience gained during the past half century, along with advanced space-age engineering technology, has become a part of every Chrysler Marine engine today. This unparalleled experience assures you of maximum performance, reliability and satisfaction for many years to come from any Chrysler Marine engine you choose.

CHRYSLER PUTS QUALITY FIRST. Chrysler engines are available in a wide range of sizes and types, designed to power most boats. When you specify Chrysler power, you can be sure the engine you choose is subjected to rigid quality-control inspections throughout manufacture. In addition, it is given a thorough dynamometer running test before it is shipped. All Chrysler Marine engines, components and systems meet all applicable U.S. Coast Guard regulations at the time of shipment.

CHRYSLER DEPENDABILITY MAKES THE DIFFERENCE IN THE LONG RUN. Chrysler Marine engines are designed for long life. For example, all electrical systems are pre-wired and water resistant. Alternators are heavy-duty marine quality, designed to provide positive battery charging even at low speeds. Gasoline engine cylinder blocks and heads are of high-strength cast iron with stainless-steel head gaskets. Connecting rods are of forged manganese alloy and have tri-metal bearings. Exhaust valves are premium heavy-duty alloy, heat resistant with positive rotators that provide maximum efficiency and long engine life. Exhaust valve seats are induction hardened. Long-lasting cast-iron exhaust manifolds are designed for quiet, cool operation. Camshafts are high-strength alloy castings, pressure lubricated and chain driven. Efficient rotor-type oil pumps provide full-pressure lubrication to engine. Self-priming water pumps provide complete, efficient, thermostatically controlled water-cooling.

CHRYSLER PERFORMANCE—A TOUGH ACT TO FOLLOW. All Chrysler Marine engines feature high-performance aluminum alloy pistons, precision balanced for efficiency. Positive exhaust valve rotators provide maximum performance and operating efficiency. Both gasoline and diesel marine engines are engineered for lightweight, powerful performance and instant responsiveness to your commands.



SOLID-STATE ELECTRONIC IGNITION. Electronic ignition means you won't have a lot of unnecessary tune-ups. There are no points and condenser to wear out, which are the major causes of tune-ups. Engines will deliver many more hours of efficient operation and fewer emissions. Standard on all Chrysler gasoline marine engines, electronic ignition delivers fast, sure-fire starting. Unlike conventional systems, it provides constant starting voltage, start after start, every season. There's no spark deterioration because of point wear or burning. Every time you turn the key, you get dependable starting voltage.

CHRYSLER VERSATILITY PUTS YOU IN COMMAND. All Chrysler engines are available for single or twin installations, with right or left prop rotation. Chrysler Marine engines are designed to fit in most engine compartments. Engine mountings are designed for simple, quick installation and offer stable, quiet operation.

CHRYSLER FUEL ECONOMY—MAXIMUM MILES PER TANKFUL. Both gasoline and diesel marine engines are lightweight and fuel efficient. All feature smooth precision-tolerance, heavy-duty engine components. Efficient gear ratios are available to suit all installations. Gasoline engines deliver maximum performance and power on regular-grade leaded or unleaded gasoline. Diesels feature economical, reliable, fuel-efficient Bosch-type fuel injection.

CHRYSLER OFFERS ADDED CONVENIENCE. Over 2,400 Chrysler Marine engine parts and service centers provide nearby factory-approved parts and expert service wherever you go. Chrysler designs marine engines to keep maintenance down. Chrysler gasoline engines feature sure-fire solid-state electronic ignition.

Chrysler Four-Barrel V-8 Inboards

These high-performance marine V-8 engines with four-barrel carburetion provide outstanding acceleration, high speed and quick response for a wide variety of boats. They are quality built marine engines designed for low maintenance using premium heavy-duty marine components.

Chrysler 330

A top choice of championship water ski show performers, this reliable Chrysler Marine V-8 engine delivers quick, responsive power for performance runabouts and medium-to-large cruisers. Its four-barrel carburetor and big-bore 440-cubic-inch piston displacement offer outstanding acceleration and smooth power. Compare these premium heavy-duty marine features:

- Large Four-Barrel Carburetor
- Sure-Fire Electronic Ignition
- Precision-Calibrated Distributor
- High-Performance Camshaft
- High-Performance Pistons
- Cast-Iron Exhaust Manifolds
- Heavy-Duty Exhaust Valves with Rotators
- Stainless-Steel Head Gaskets
- Heavy-Duty Crankshaft
- Cast-Aluminum Oil Pan
- Windage Tray
- Large-Capacity Flame Arrestor

HP @ RPM . . . . . 330 @ 4,300
CID/Liters 440/7.2
Compression Ratio 8.2:1
Bore x Stroke, In. . . . . 4.32 x 3.75

Chrysler 260

This high-performance Chrysler Marine V-8 engine offers outstanding acceleration and dependability for a wide range of boats. Its four-barrel carburetor and big-bore 360-cubic-inch piston displacement deliver powerful long-life performance in both single and twin installations. Compare these premium heavy-duty marine features:

- Large Four-Barrel Carburetor
- Sure-Fire Electronic Ignition
- Cast-Iron Exhaust Manifolds
- High-Performance Camshaft
- High-Performance Pistons
- Heavy-Duty Exhaust Valves with Rotators
- Stainless-Steel Head Gaskets
- Cast-Aluminum Oil Pan
- Windage Tray
- Five Heavy-Duty Main Bearings

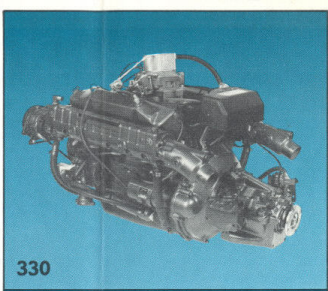
HP @ RPM . . . . . 260 @ 4,300
CID/Liters 360/5.9
Compression Ratio 8.5:1
Bore x Stroke, In. . . . . 4.00 x 3.61

Chrysler 235

In the industry's most popular power range and engine size, this marine V-8 engine offers exceptional value, performance and dependability. Its four-barrel carburetor and big 318-cubic-inch piston displacement deliver powerful long-life performance in either single or twin installations. Compare these premium heavy-duty marine features:

- Large Four-Barrel Carburetor
- Sure-Fire Electronic Ignition
- Cast-Iron Exhaust Manifolds
- High-Performance Camshaft
- High-Performance Pistons
- Heavy-Duty Exhaust Valves with Rotators
- Stainless-Steel Head Gaskets
- Cast-Aluminum Oil Pan
- Windage Tray
- Five Heavy-Duty Main Bearings

HP @ RPM . . . . . 235 @ 4,300
CID/Liters 318/5.2
Compression Ratio 8.5:1
Bore x Stroke, In. . . . . 3.91 x 3.31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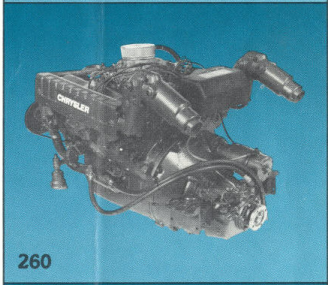

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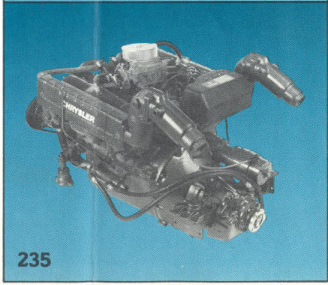

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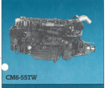

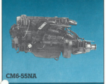

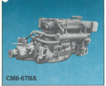

Chrysler Diesel Power

Chrysler Marine offers three heavy-duty, lightweight, fuel-saving six-cylinder diesel engines for pleasure and commercial boats. They are all low-profile, quality-built marine engines designed for low maintenance with premium heavy-duty marine components.

Chrysler CM6-55TW

This high-performance turbocharged inter-cooled marine diesel engine delivers 200 high-performance horsepower. Its modern lightweight low-profile fits in many boats where others won't. Compare these premium heavy-duty marine features:

- Inter-Cooled Turbocharger
- Bosch-Type Fuel Injection
- Bosch-Type Governor
- Cast-Iron Exhaust Manifold with Multi-Directional Outlet
- Cast-Iron Block and Head
- Heavy-Duty High Heat-Resistant Valves
- Dual Valve Springs
- Modern Design with Low Noise and Vibration

HP @ RPM . . . . 200 @ 3,150
CID/Liters 331/5.4
Compression Ratio 19:1
Bore x Stroke, In. . . . . . 3.86 x 4.72
Engine Type . . . . . Four-Cycle, Water-Cooled Turbo-charged, Inter-Cooled, OHV6

Chrysler CM6-55NA

This fuel-efficient, naturally aspirated marine diesel delivers 130 horsepower. Its modern lightweight, low-profile design fits most boat applications, single or twin installations. It is a proven marine engine that offers heavy-duty performance. It delivers quiet, smooth, dependable power for both pleasure and commercial boats. Compare these premium heavy-duty marine features:

- Bosch-Type Fuel Injection
- Bosch-Type Governor
- Cast-Iron Exhaust Manifold
- Cast-Iron Block and Head
- Heavy-Duty High Heat-Resistant Valves
- Dual Valve Springs
- Modern Design with Low Noise and Vibration

HP @ RPM . . . . 130 @ 3,150
CID/Liters 331/5.4
Compression Ratio 19:1
Bore x Stroke, In. . . . . . 3.86 x 4.72
Engine Type . . . . . Four-Cycle, Water-Cooled Naturally Aspirated, OHV6

Chrysler CM6-67NA

This rugged 400-cubic-inch marine diesel engine delivers 154 horsepower. It offers exceptional fuel efficiency, dependability and durability for commercial and pleasure boats. It is designed for heavy-duty applications. It features easy starting and smooth, quiet operation. Compare these premium heavy-duty marine features:

- Bosch-Type Fuel Injection
- Bosch-Type Governor
- Cast-Iron Exhaust Manifold
- Cast-Iron Block and Head
- Heavy-Duty High Heat-Resistant Valves
- Seven Main Bearings
- Modern Design with Low Noise and Vibration

HP @ RPM . . . . 154 @ 3,000
. . . . 122 @ 2,700 (Commercial)
CID/Liters 400/6.6
Compression Ratio 17:1
Bore x Stroke, In. . . . . . . 4.33 x 4.53
Engine Type . . . . . Four-Cycle, Water-Cooled, Naturally Aspirated, OHV6

Chrysler Marine Power Selector

Gasoline Inboard Power

	CHRYSLER 330	CHRYSLER 260	CHRYSLER 240	CHRYSLER 235
Hp. @ RPM	330 @ 4,300	260 @ 4,300	240 @ 4,300	235 @ 4,300
Cu. In. Displacement/Liters	440/7.2	360/5.9	360/5.9	318/5.2
No. of Cylinders	V-8	V-8	V-8	V8
Engine Type	OHV	OHV	OHV	OHV
Compression Ratio	8.2:1	8.5:1	8.5:1	8.5:1
Bore x Stroke (in.)	4.32 x 3.75	4.00 x 3.61	4.00 x 3.61	3.91 x 3.31
Carburetor	4-BBL.	4-BBL.	2-BBL.	4-BBL.
Fuel Injection Pump	—	—	—	—
Type of Fuel	Regular/Leaded	Regular/Leaded	Regular/Leaded	Regular/Leaded
Combustion System	—	—	—	—
Pistons	Aluminum	Aluminum	Aluminum	Aluminum
Top Piston Rings	Moly-Filled	Moly-Filled	Moly-Filled	Chrome
Cylinder Liners	—	—	—	—
Rod Bearings	Tri-Metal	Tri-Metal	Tri-Metal	Tri-Metal
Main Bearing Material	Aluminum	Aluminum	Aluminum	Babbitt
No. of Main Bearings	5	5	5	5
Exhaust Valves	Stellite-Faced	Heavy-Duty Alloy	Heavy-Duty Alloy	Heavy-Duty Alloy
Exhaust Valve Rotators	Std.	Std.	Std.	Std.
Valve Tappets	Hydraulic	Hydraulic	Hydraulic	Hydraulic
Closed Cooling	Opt.	Opt.	Opt.	Opt.
Raw Water-Cooling	Std.	Std.	Std.	Std.
Instrument Panel	Opt.	Opt.	Opt.	Opt.
Ignition	Electronic	Electronic	Electronic	Electronic
Governor	—	—	—	—
Alternator (12V)	46-Amp	46-Amp	46-Amp	46-Amp
Engine Oil Cooler	Std.	N.A.	N.A.	N.A.
Prop Rotation	RH or LH	RH or LH	RH or LH	RH or LH
Unitized V-Drive Gear	*Warner 10-05	*Warner 10-04	*Warner 10-04	*Warner 10-04
Reverse/Reduction Gear	*Warner 10-18	*Warner 10-17, 10-18	*Warner 10-17, 10-18	*Warner 10-17
Weight (Lbs) w/Gear	992	846	836	842

*Detailed engineering drawings, specification sheets, selection of gear ratios available on request. **122 hp @ 2700 rpm for commercial applications.

Diesel Inboard Power

CHRYSLER 215	CHRYSLER CM6-67NA	CHRYSLER CM6-55NA	CHRYSLER CM6-55TW	
215 @ 4,300	154 @ 3,000**	130 @ 3,150	200 @ 3,150	Hp. @ RPM
318/5.2	400/6.6	331/5.4	331/5.4	Cu. In. Displacement/Liters
V-8	6	6	6	No. of Cylinders
OHV	4-Cycle, Water-Cooled, Naturally Aspirated, OHV	4-Cycle, Water-Cooled, Naturally Aspirated, OHV	4-Cycle, Water-Cooled, TurboCharged, Inter-Cooled, OHV	Engine Type
8.5:1	17:1	19:1	19:1	Compression Ratio
3.91 x 3.31	4.33 x 4.53	3.86 x 4.72	3.86 x 4.72	Bore x Stroke (in.)
2-BBL.	—	—	—	Carburetor
—	Bosch-Type	Bosch-Type	Bosch-Type	Fuel Injection Pump
Regular/Leaded	Diesel	Diesel	Diesel	Type of Fuel
—	Direct Injection	Pre-Comb. Chambers	Pre-Comb. Chambers	Combustion System
Aluminum	Aluminum	Aluminum	Aluminum	Pistons
Chrome	Chrome	Chrome	Moly-Filled	Top Piston Rings
—	Repl., Wet-Type	Repl., Wet-Type	Repl., Wet-Type	Cylinder Liners
Tri-Metal	Tri-Metal	Tri-Metal	Tri-Metal	Rod Bearings
Babbitt	Tri-Metal	Tri-Metal	Tri-Metal	Main Bearing Material
5	7	7	7	No. of Main Bearings
Heavy-Duty Alloy	Heavy-Duty Alloy	Heavy-Duty Alloy	Heavy-Duty Alloy	Exhaust Valves
Std.	N.A.	N.A.	N.A.	Exhaust Valve Rotators
Hydraulic	Mechanical	Mechanical	Mechanical	Valve Tappets
Opt.	Std.	Std.	Std.	Closed Cooling
Std.	N.A.	N.A.	N.A.	Raw Water-Cooling
Opt.	Opt.	Opt.	Opt.	Instrument Panel
Electronic	—	—	—	Ignition
—	Var.-Speed	Var.-Speed	Var.-Speed	Governor
46-Amp	55-Amp	55-Amp	55-Amp	Alternator (12V)
N.A.	Tube-Type	Tube-Type	Tube-Type	Oil Cooler
RH or LH	RH or LH	RH or LH	RH or LH	Prop Rotation
*Warner 10-04	*Warner 10-05 Drive Available	*Warner 10-05 Drive Available	*Warner 10-05 Drive Available	Unitized V-Drive Gear
*Warner 10-17	*Warner 10-14, 10-18; Twin Disc MG502	*Warner 10-13, 10-14, 10-17, 10-18; Twin Disc MG502	*Warner 10-14, 10-18; *Twin Disc MG502	Reverse/Reduction Gear
832	1,605	1,200	1,215	Weight (Lbs) w/Gear

*Detailed engineering drawings, specification sheets, selection of gear ratios available on request. **122 hp @ 2700 rpm for commercial applications.