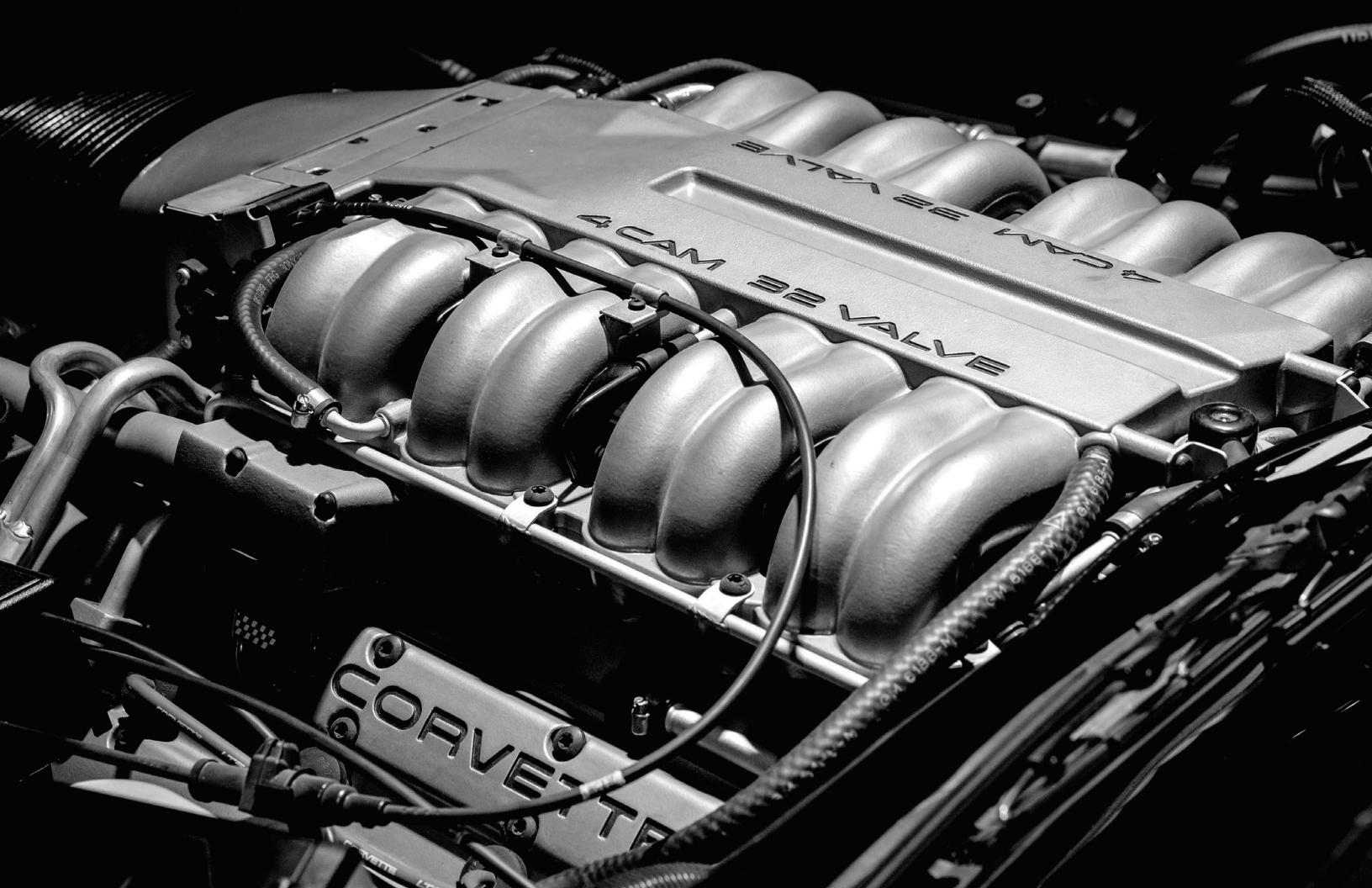




**MERCURY**  
**Racing**

AUTOMOTIVE CRATE ENGINES





4 CAM 32 VALVE

CORVETTE



# WINNING HERITAGE

Mercury Racing has a storied history of success in high performance marine and automotive racing circuits. This all started back in 1955 when Mercury Marine founder Carl Kiekhaefer, entered NASCAR and won 80% of the races his teams entered as well as three national championships. In 1990, General Motors approached Mercury Marine to produce the all-aluminum 5.7 liter LT5 engine for the Chevrolet ZR-1 Corvette. That same year, a LT5 powered ZR-1 broke a 50 year old FIA endurance record by averaging 175.9 mph over 24 hours.



# PASSION FOR PERFORMANCE

Our goal is to never be comfortable with where we are – because being comfortable means we're standing still. There's always something new to chase. For decades we've been the leader in developing high performance marine engines and now we are here to take on the automotive aftermarket. It doesn't matter if it's in a boat or a car, our passion for speed and horsepower drives us to deliver the best products possible. We don't just aim to outperform our competitors – we aim to outperform ourselves.





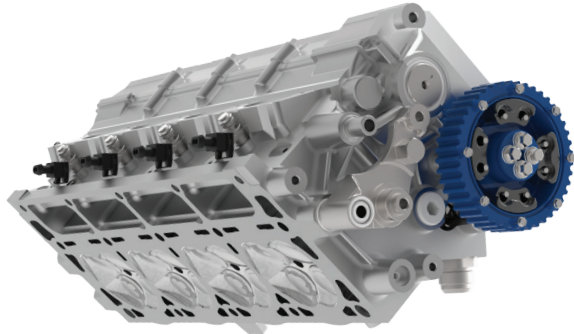
MERCURY  
RACING

MERCURY  
RACING

MERCURY  
RACING

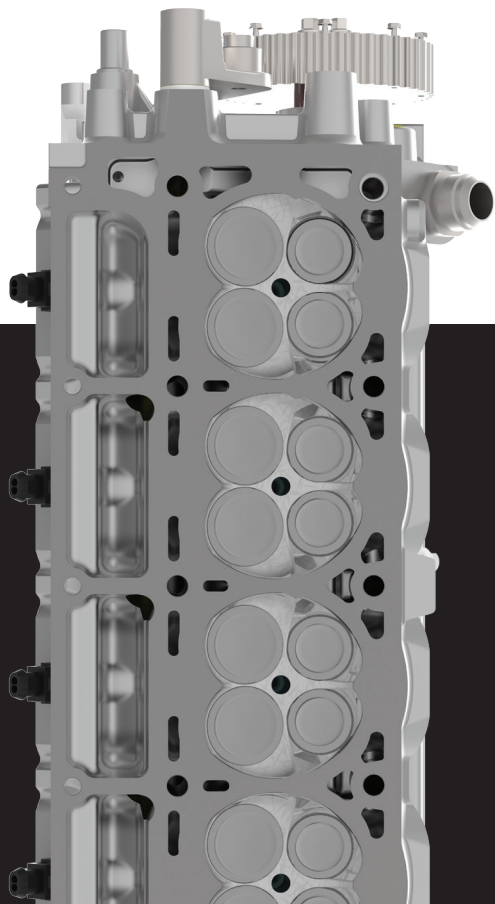
# SB4 7.0 CRATE ENGINE

Designed, developed and manufactured in-house, the naturally aspirated, 7.0 Liter SB4 engine features Mercury Racing's exclusive aluminum four valve cylinder heads and dual overhead camshaft valve train integrated with a LS cylinder block packed with customized Mercury Racing hardware.



## 32-VALVE DOHC CYLINDER HEADS

The SB4 valve train, which greatly enhances engine durability over a standard two-valve design, enables the engine to produce 750 horsepower at 7500 RPM on pump fuel.

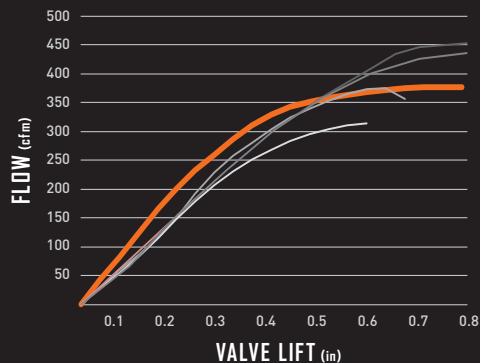


# SPECIFICATIONS

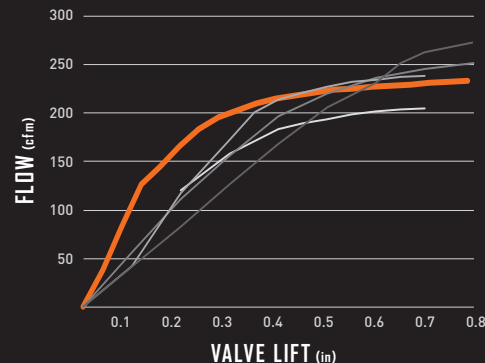
HORSEPOWER	750 (559 kW) @ 7500 RPM	COMPRESSION RATIO	11.7:1	LENGTH** (MM/IN)	688/27.1
REV LIMIT SPEED	8000 RPM	CYLINDER ARRANGEMENT	V-8	WIDTH** (MM/IN)	769/30.25
DISPLACEMENT (LITER/CU IN)	7.0/428	ALTERNATOR (AMP/WATT)	165/2327	HEIGHT*** (MM/IN)	435/17.1
BORE (MM/IN)	104.775/4.124	CONTROLLER	Mercury Racing PCM	WEIGHT* (LB/KG)	498/226
STROKE (MM/IN)	101.60/4.00	FUEL SYSTEM	Sequential Fuel Injection		

\*Back of block to front of engine - crank pulley \*\*Across timing belt cover \*Without accessory drive \*\*\*Crankshaft centerline to top of throttle body motors

## INTAKE PORT FLOW



## EXHAUST PORT FLOW



■ Mercury Racing SB4 
 ■ Canted Valve Race 
 ■ CNC LSX-DR 
 ■ Stock L57 
 ■ Stock L53



A black and white photograph of a long, white building with a grid-like facade. The building is illuminated from below, creating bright, circular pools of light on the ground. The facade features a series of circular portholes arranged in two rows. The word "MERCURY" is written in a bold, sans-serif font above the word "RACING", which is in a larger, stylized font with a horizontal line through the top of the 'R'. The building is set against a dark sky, and several tall, thin chimneys or pipes are visible in the background. The ground in the foreground is covered with snow and patches of dark pavement.

**MERCURY**  
**RACING**





# ENGINEERING EXCELLENCE

All engines are designed, developed and handcrafted at Mercury Racing's World Headquarters in Fond du Lac, Wisconsin. Our vertically integrated product development process enables us to create high-output powertrains that are both efficient and reliable. Every engine goes through rigorous validation testing to bring you the highest quality product for the best driving experience.

# QC4 CRATE ENGINE

Designed, developed and manufactured in-house, the QC4 automotive crate engine is unique in the aftermarket high-performance powertrain business. The all-aluminum, nine liter 90 degree DOHC V8, twin-turbo engine optimizes power and torque throughout the RPM range. Electronic wastegate management delivers a broad, "mesa-shaped" torque curve under all operating conditions. Pulse-separated exhaust tuning improves low RPM turbocharger response. The QC4 is the quintessential crate engine and cannot be matched in terms of performance, run quality, durability and reliability.

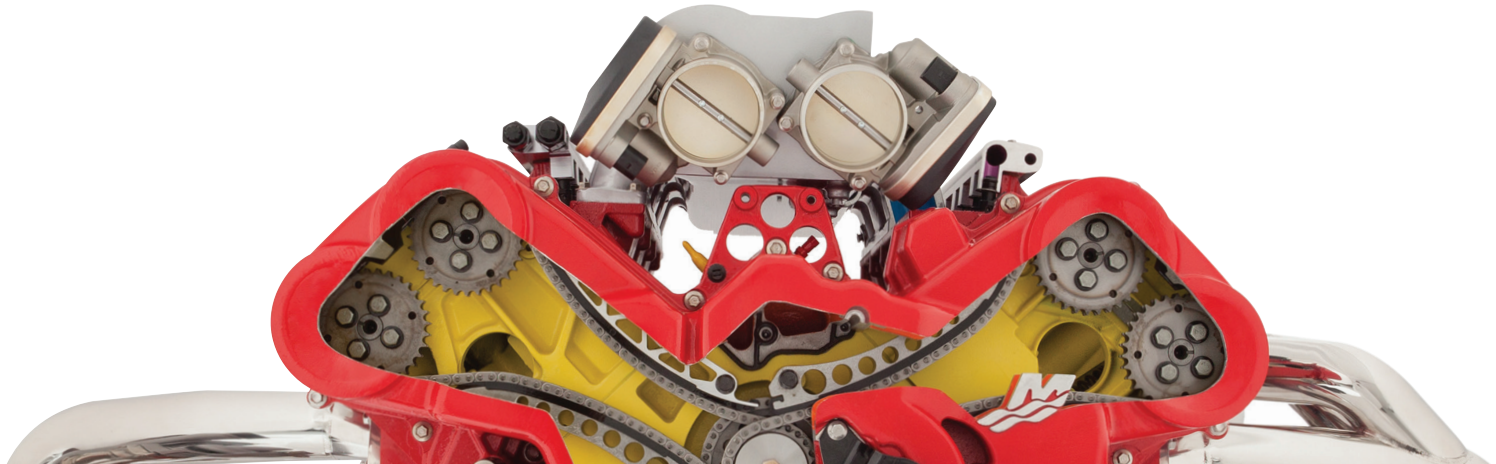


## BUILT WITH PASSION

At Mercury Racing, we use state-of-the-art testing facilities for design and development, utilizing 3D simulations and analyses on airflow, cooling, fuel and lubrication systems. Intense finite element analysis (FEA) studies are conducted on the head, block and rotating components to ensure an efficient and reliable powertrain. We have exceptional people on our side with the passion to deliver the best. We think you will agree.

# SPECIFICATIONS

HORSEPOWER	1650 (1230 kW) from 6000-6800 RPM	ALTERNATOR (AMP/WATT)	105/1481	WEIGHT (LBS/KG)	
REV LIMIT SPEED	7200 RPM	CONTROLLER	PCM	Long block with timing cover and dry sump oil pan	640/290
DISPLACEMENT (LITER/CU IN)	9.0/552	FUEL SYSTEM	Sequential Fuel Injection	As above, plus intake, throttles, crank damper, and oil pump	699/317
BORE (MM/IN)	116/4.567	LENGTH* (MM/IN)	785/30.90		
STROKE (MM/IN)	107/4.213	WIDTH** (MM/IN)	822/32.35	Turnkey as configured in SpeedKore Performance Group's 1970 Dodge Charger with harness, alternator, starter, twin turbochargers, water to air charge air cooler with copper nickel core, and exhaust headers	935/424
COMPRESSION RATIO	7.8:1	HEIGHT*** (MM/IN)	549/21.60		
CYLINDER ARRANGEMENT	V-8	*Back of block    **Across timing drive cover ***Crankshaft centerline to top of automotive intake			



**MERCURY**  
**RACING**



[MercuryRacing.com/SEMA](https://www.mercuryracing.com/SEMA)

#MercuryRacing

@MercuryRacing

© 2016 MERCURY MARINE. All rights reserved. Reproduction in whole or in part without permission is prohibited. All models and specifications are subject to change without notice or without incurring obligations to modify previously manufactured products. CM3995 10/16

