



APEX SERIES

COMPETITION OUTBOARDS



WIN WIDE OPEN

Mercury Racing is more than a name. The heat of competition warms our soul. Technology of the future excites our imagination. This passion defines the new Mercury Racing Apex Series; pure competition outboards designed to perform at the pinnacle of closed-course racing – the quickest, fastest, smartest four-stroke outboards to ever boil the water. There's only one way to lead to the finish line. Wide Open.



APEX SERIES

COMPETITION OUTBOARDS

Unleashing 20 high-strung tunnel boats on a tight course is a formula for excitement. Closed-course powerboat racing is a thrilling motorsport, and Mercury Racing Apex Series outboards are created to perform at the pinnacle of this intense competition. Apex Series competition outboards are tuned to deliver amazing torque and incredible speed from a durable, low-emissions four-stroke powerhead that sets a new benchmark for circuit-racing performance and technology.



APX TUNING

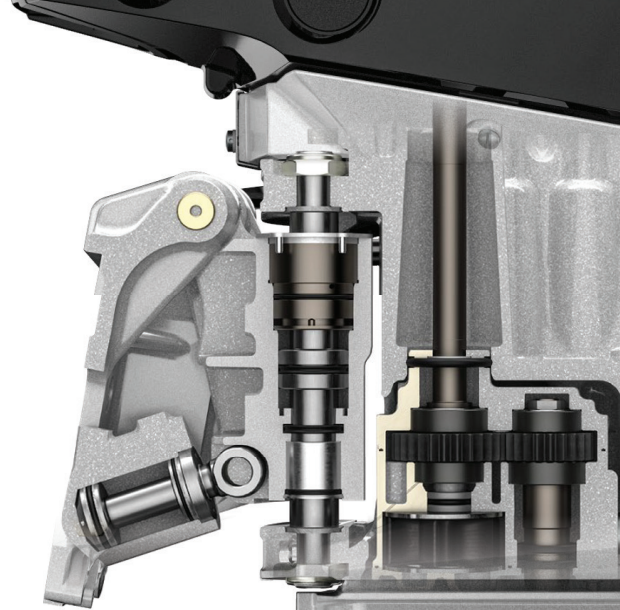
APX power output is partially achieved by the competition engine calibration. While bred for racing, this four-stroke powerhead is also designed to deliver unmatched durability and reduced maintenance in a competition environment.

A digital control offers smooth and precise throttle application. The 24-volt starter produces instant dockside starting in competition. The motor is equipped with integrated light-weight steering arms for tunnel boat cable steering.

APX

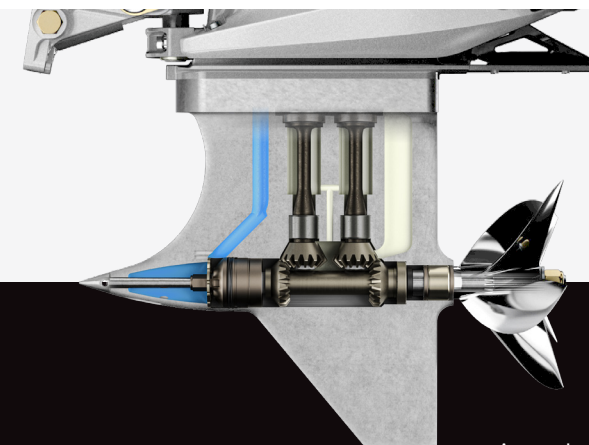


90%
LOWER EXHAUST EMISSIONS
THAN THE LEGACY TWO-STROKE
RACING ENGINES



MIDSECTION

The 12-inch midsection is designed specifically for tunnel boat applications, with a structural wet sump driveshaft housing and integrated power trim and lift with remote pumps. An overdrive spur gearset between the crankshaft and the gearcase increases the input shaft speed to the gearcase and produces the left-hand propeller rotation desired for both Formula 1 and 2 circuit racing. The overdrive gears are designed to accommodate multiple ratios for dialed-in performance in any racing situation.



Above-water exhaust offers unrestricted flow and produces an exciting tone for racing fans.

An evolved Mercury Racing Super Speed Master (IV SSM) outboard gearcase is direct-drive with no neutral or reverse shifting.

360 APX POWERHEAD



360 APX

COMPETITION OUTBOARD

The Mercury Racing 360 APX is a potent competition outboard designed specifically to power Formula One tunnel boats in the premier class of the UIM F1H2O World Championship. The 360 APX is tuned to deliver amazing torque from a durable, low-emissions four-stroke V8 powerhead that sets a new benchmark for circuit-racing performance.



360 APX

4.6L/V8

A 4.6-liter V8 powerhead is naturally aspirated and features deep-breathing dual overhead cam/four-valve architecture with a short-runner intake manifold mated to a cold-air induction system. An 11:1 compression ratio boosts torque output while the 7000 RPM redline extends the power curve. A dynamic oil pickup system is designed to maintain critical engine oil pressure under high-G loads. Engine weight is optimized by cutting down the flywheel, eliminating the balance shaft, and employing a carbon fiber top cowl.





360 APX 4.6L V8 FOURSTROKE

HORSEPOWER (HP/KW)	360 / 268
MAX WOT RPM	7000
ENGINE TYPE	V-8 (64 Degree) with 32-Valve Dual Overhead Cam (DOHC)
DISP. (LITER/CID)	4.6/279
INDUCTION SYSTEM	Short-Runner Intake Manifold with Forced Cold Air Induction
FUEL REQUIREMENTS	Unleaded 89 Octane Minimum (R+M/2) or 95 RON; 10% Ethanol Max
CHARGING (AMP/WATT)	85/1071
THROTTLE	Digital
MIDSECTION	Circuit Racing Specific 12" Midsection Direct Mounted with Integral Trim and Lift
GEARCASE	IV SSM
GEAR RATIO	1.13 (15:17)
DRY WEIGHT ¹ (LB/KG)	430/195

¹ Dry weight refers to base engine without liquids, battery cables, throttle/shift cables, bolt-on steering components, mounting hardware, or propeller/hub kits.

250 APX

COMPETITION OUTBOARD

The Mercury Racing 250 APX joins the competition portfolio to open a new competitive era in APBA Formula 1 powerboat racing. Rated at more than 250hp, the 4.6L V8 250 APX is tuned to deliver race-winning torque and acceleration combined with outstanding durability and a cost-effective, race-winning advantage over legacy 2-strokes.



250 APX

4.6L/V8

The 250 APX derives from the Mercury Racing 300R and shares features with the 360 APX competition engine, including the induction system, midsection and overdrive spur gearset. Digital control offers smooth and precise throttle application. The 250 APX uses an evolved version of the Mercury Racing Super Speed Master (IV SSM) outboard gearcase. The top cowl and driveshaft housing covers are lightweight carbon-fiber composite with a robust quick release latching and sealing system ease access to the midsection.



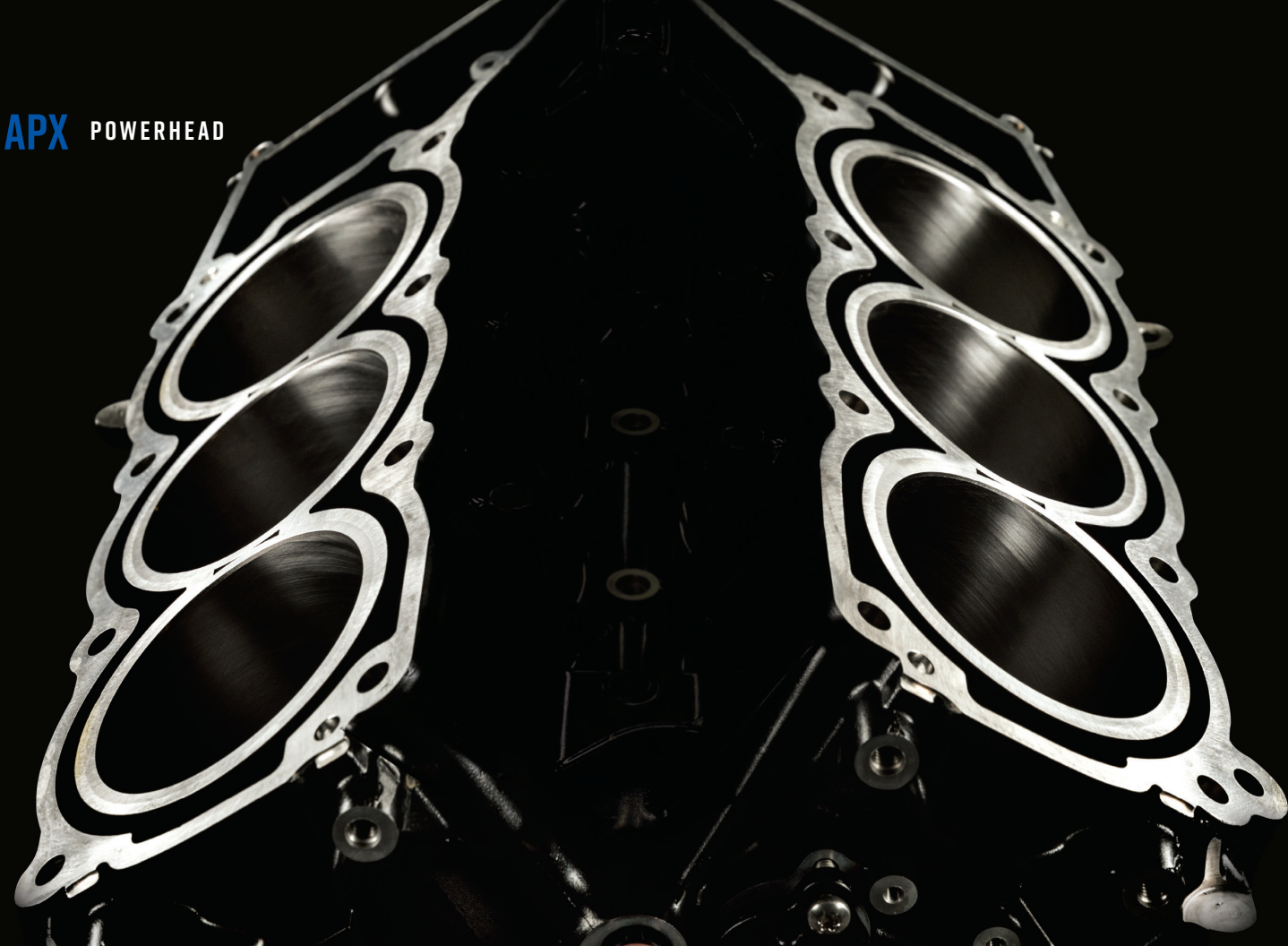


250 APX 4.6L V8 FOURSTROKE

HORSEPOWER (HP/KW)	250 / 184
MAX WOT RPM	6800
ENGINE TYPE	V-8 (64 Degree) with 32-Valve Dual Overhead Cam (DOHC)
DISP. (LITER/CID)	4.6/279
INDUCTION SYSTEM	Long-Runner Intake Manifold with Forced Cold Air Induction
FUEL REQUIREMENTS	Unleaded 89 Octane Minimum (R+M/2) or 95 RON; 10% Ethanol Max
CHARGING (AMP/WATT)	85/1071
THROTTLE	Digital
MIDSECTION	Circuit Racing Specific 12" Midsection Direct Mounted with Integral Trim and Lift
GEARCASE	IV SSM
GEAR RATIO	1.13 (15:17)
DRY WEIGHT ¹ (LB/KG)	436/198

¹ Dry weight refers to base engine without liquids, battery cables, throttle/shift cables, bolt-on steering components, mounting hardware, or propeller/hub kits.

200 APX POWERHEAD



200 APX

COMPETITION OUTBOARD

The Mercury Racing 200 APX is a powerful V6 four-stroke outboard designed for UIM F2 and APBA OPC tunnel boat racing. Rated at more than 200 horsepower, the 200 APX outboard offers racers a very durable powerhead and the latest in four-stroke engine technology, while reducing exhaust emissions by 90 percent compared to the legacy two-stroke competition outboards.



200 APX

3.4L/V6

This potent V6 outboard features a 3.4-liter powerhead with deep-breathing double overhead cam/four-valve architecture. For competition, the compression ratio is boosted to 11:1 and peak RPM pushed to 6800. A lightweight carbon fiber cowl incorporates forced cold air induction. This engine is designed to perform on 91-octane pump gasoline fuel. The 200 APX features a precise digital throttle control, and is equipped with a 24-volt starting system.





200 APX 3.4L V6 FOURSTROKE

HORSEPOWER (HP/KW)	200 / 149
MAX WOT RPM	6800
ENGINE TYPE	V6 (64 Degree) with Dual Overhead Cam (DOHC) & 24-valves
DISP. (LITER/CID)	3.4/209
INDUCTION SYSTEM	Long-Runner Intake Manifold with Forced Cold Air Induction
FUEL REQUIREMENTS	Unleaded 89 Octane Minimum (R+M/2) or 95 RON; 10% Ethanol Max
CHARGING (AMP/WATT)	85/1071
THROTTLE	Digital
MIDSECTION	Circuit Racing Specific 12" Midsection Direct Mounted with Integral Trim and Lift
GEARCASE	IV SSM
GEAR RATIO	1.13 (15:17)
DRY WEIGHT ¹ (LB/KG)	395/179

¹ Dry weight refers to base engine without liquids, battery cables, throttle/shift cables, bolt-on steering components, mounting hardware, or propeller/hub kits.

60 APX

COMPETITION OUTBOARD

The Mercury Racing 60 APX is designed specifically for up-and-coming racers competing in UIM Formula 4 class competition, and has been expertly tuned to run at a wide-open throttle limit of 6000-6400 rpm. Built on a durable, proven four-stroke powerhead, the 60 APX can run out front all season long, while requiring minimal maintenance off the water. So racers can spend more hours where they belong: on the track, honing their skills.



60 APX

60.7 CID / 14

All the adrenaline of the legendary Apex competition series, in a lightweight, compact package. That's the 60 APX outboard. Delivering race-winning performance in a lightweight, compact package, the 60 APX outboard motor brings a bold new look for the next generation of Wide Open.



APEX SERIES

MERCURY
RACING

APX



60 APX 60.7 CID L4 FOURSTROKE

HORSEPOWER (HP/KW)	60 / 45
MAX WOT RPM	6000-6400
ENGINE TYPE	L4 with Single Overhead Cam [SOHC] and 8-valves
DISP. (LITER/CID)	1.0 / 60.7
INDUCTION SYSTEM	Long Runner Intake Manifold
FUEL REQUIREMENTS	Unleaded Regular 87 Octane Minimum (R+M/2) Or 90 RON 10% Ethanol Maximum
CHARGING (AMP/WATT)	18 / 226
THROTTLE	Mechanical
MIDSECTION	15" Midsection with Solid Mounts Integral Power Trim System
GEARCASE	3.4"
GEAR RATIO	1.83
DRY WEIGHT ¹ (LB/KG)	247/112

¹Dry weight refers to base engine without liquids, battery cables, throttle/shift cables, bolt-on steering components, mounting hardware, or propeller/hub kits.



MercuryRacing.com/apex-series

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*Product information in this brochure is accurate as of May 14, 2024.
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