

COMPETITION OUTBOARDS





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, of course.

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 fourstroke powerhead that sets a new benchmark for circuitracing performance and technology.





APX power output is partially achieved by the competition engine calibration. While bred for racing, this fourstroke 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.

A



LOWER EXHAUST EMISSIONS

THAN THE LEGACY TWD-STROKE RACING ENGINES



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

10000



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.



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



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 F1H20 World Championship. The 360 APX is tuned to deliver amazing torque from a durable, low-emissions fourstroke 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

360 / 268
7000
V-8 (64 Degree) with 32-Valve Dual Overhead Cam (DOHC)
4.6/279
Short-Runner Intake Manifold with Forced Cold Air Induction
Unleaded 91 Octane Minimum (R+M/2) or 98 RON; 10% Ethanol Max
85/1071
Digital
Circuit Racing Specific 12" Midsection Direct Mounted with Integral Trim and Lift
IV SSM
1.13 (15:17)
430/195

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



ZOO APX

COMPETITION OUTBOARD

The Mercury Racing 200 APX is a powerful V6 fourstroke 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.





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.





APEX SERIES







200 APX 3.4L V6 FOURSTROKE

MAX WOT RPM6800ENGINE TYPEV6 (64 Degree) with Dual Overhead Cam (DOHC) & 24-valvesDISP. (LITER/CID)3.4/209INDUCTION SYSTEMLong-Runner Intake Manifold with Forced Cold Air InductionFUEL REQUIREMENTSUnleaded 91 Octane Minimum (R+M/2) or 98 RON; 10% Ethanol MaxCHARGING (AMP/WATT)85/1071THROTTLEDigitalMIDSECTIONCircuit Racing Specific 12" Midsection Direct Mounted with Integral Trim and LiftGEAR RATIO1.13 (15:17)DRY WEIGHT' (LB/KG)395/179	HORSEPOWER (HP/KW)	200 / 149
ENGINE TYPEDual Overhead Cam (DOHC) & 24-valvesDISP. (LITER/CID)3.4/209INDUCTION SYSTEMLong-Runner Intake Manifold with Forced Cold Air InductionFUEL REQUIREMENTSUnleaded 91 Octane Minimum (R+M/2) or 98 RON; 10% Ethanol MaxCHARGING (AMP/WATT)85/1071THROTTLEDigitalMIDSECTIONCircuit Racing Specific 12" Midsection Direct Mounted with Integral Trim and LiftGEARCASEIV SSMGEAR RATIO1.13 (15:17)	MAX WOT RPM	6800
INDUCTION SYSTEMLong-Runner Intake Manifold with Forced Cold Air InductionFUEL REQUIREMENTSUnleaded 91 Octane Minimum (R+M/2) or 98 RON; 10% Ethanol MaxCHARGING (AMP/WATT)85/1071THROTTLEDigitalMIDSECTIONCircuit Racing Specific 12" Midsection Direct Mounted with Integral Trim and LiftGEARCASEIV SSMGEAR RATIO1.13 (15:17)	ENGINE TYPE	Dual Overhead Cam
INDUCTION SYSTEMManifold with Forced Cold Air InductionFUEL REQUIREMENTSUnleaded 91 Octane Minimum (R+M/2) or 98 RON; 10% Ethanol MaxCHARGING (AMP/WATT)85/1071THROTTLEDigitalMIDSECTIONCircuit Racing Specific 12" Midsection Direct Mounted with Integral Trim and LiftGEARCASEIV SSMGEAR RATIO1.13 (15:17)	DISP. (LITER/CID)	3.4/209
FUEL REQUIREMENTSMinimum (R+M/2) or 98 RON; 10% Ethanol MaxCHARGING (AMP/WATT)85/1071THROTTLEDigitalMIDSECTIONCircuit Racing Specific 12" Midsection Direct Mounted with Integral Trim and LiftGEARCASEIV SSMGEAR RATIO1.13 (15:17)	INDUCTION SYSTEM	Manifold with Forced
THROTTLEDigitalMIDSECTIONCircuit Racing Specific 12" Midsection Direct Mounted with Integral Trim and LiftGEARCASEIV SSMGEAR RATIO1.13 (15:17)	FUEL REQUIREMENTS	Minimum (R+M/2) or 98
MIDSECTION Circuit Racing Specific 12" Midsection Direct Mounted with Integral Trim and Lift GEARCASE IV SSM GEAR RATIO 1.13 (15:17)	CHARGING (AMP/WATT)	85/1071
MIDSECTION12" Midsection Direct Mounted with Integral Trim and LiftGEARCASEIV SSMGEAR RATIO1.13 (15:17)	THROTTLE	Digital
GEAR RATIO 1.13 (15:17)	MIDSECTION	12" Midsection Direct Mounted with
	GEARCASE	IV SSM
DRY WEIGHT ¹ (LB/KG) 395/179	GEAR RATIO	1.13 (15:17)
	DRY WEIGHT ¹ (LB/KG)	395/179

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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