



New Mercury V-8 4.6L and V-6 3.4L SeaPro Built to Work. Built to Last.



THE ALL-NEW

200-300hp SeaPro

RELIABLE, POWERFUL & EFFICIENT

- Engineered for maximum durability and reliability
- High-displacement V-8 4.6L and V-6 3.4L powerheads deliver loads of torque at a lower rpm with less stress on the engine
- Exceptionally lightweight design and Advanced Range Optimisation (ARO) maximise fuel economy at cruise

MORE INTUITIVE, MORE REFINED, MORE OPTIONS

- Easy and intuitive to maintain
- Compatible with mechanical or digital controls, hydraulic or power steering, and the Mercury Big Tiller
- Industry-exclusive battery-management technology and ample charging output
- Better throttle response and driving experience
- Backed by a commercial-grade warranty you can count on



Learn more at MercuryMarine.com

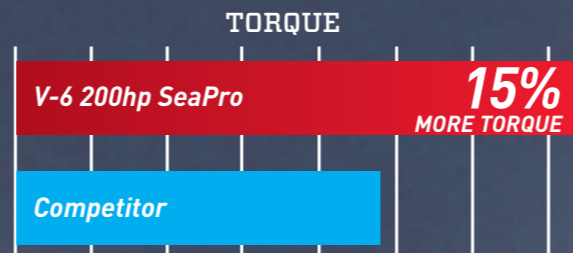
Bringing “tougher than tough” durability and “keep on running” reliability to the high-horsepower class

ENGINEERED FOR EXTREME RELIABILITY AND DURABILITY

The new V-8 and V-6 200-300hp SeaPro outboard motors are engineered to deliver years of trouble-free performance, with heavy-duty components to cope with the demands of global commercial operation.

Mercury has calibrated its new V-8 and V-6 SeaPro outboards to generate ample torque at lower rpm levels, enabling users to work their outboards hard without placing excess stress on the engine.

The 200-300hp SeaPro engines are backed by a dedicated commercial warranty that includes protection against corrosion, a significant advantage over competing products.



Average torque at 3500-4500 rpm
(Comparison is being made at 200hp)

The result is 15% more torque at cruise speed than the competition.

HEAVY-DUTY GEARCASE

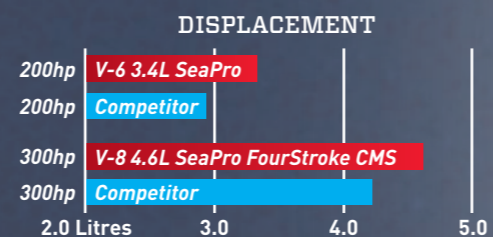
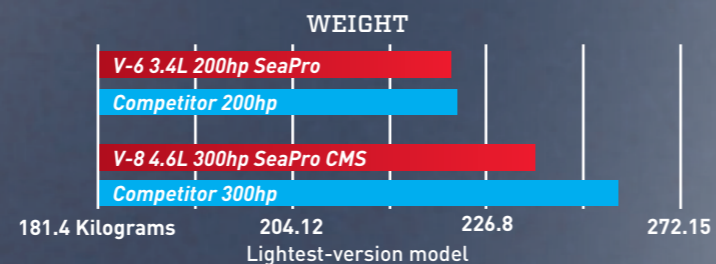
All V-8 and V-6 SeaPro engines feature a heavy-duty gearcase validated at three times the lifespan of a recreational gearcase.

The SeaPro gearcase was designed with easy maintenance in mind: oil can be easily drained from the gearcase torpedo.

HIGH DISPLACEMENT IN A LIGHTWEIGHT, COMPACT PACKAGE

The new V-8 4.6L 225-300hp SeaPro engines boast class-leading displacement, while the new 200hp SeaPro features a brawny V-6 3.4L powerhead with plenty of muscle to get the job done. And each FourStroke Conventional MidSection (CMS) 200-300hp model is the lightest engine in its class.

All V-8 and V-6 SeaPro engines are extremely compact and light yet deliver unrivalled torque that makes these outboards ideal power for heavily loaded boats.



INTUITIVE, INNOVATIVE FEATURES

With Adaptive Speed Control the new SeaPro engines maintain a desired rpm regardless of changes in load or conditions without adjustments to the throttle lever position – a first for the outboard industry.

Smooth and Quiet The new V-8 and V-6 SeaPro engines are exceptionally smooth and quiet – the V-8 300hp SeaPro FourStroke CMS (Conventional MidSection) engine and the V-6 200hp are 15-30% quieter than the leading four-stroke competitor, while transmitted vibration is 50% less for the 200hp SeaPro and 30% less for the 300hp SeaPro.

Accessories included The new 200-300hp SeaPro outboards come equipped with a boat-mounted water-separating fuel filter kit, diagnostic SmartCraft gauges, and a graphic owner’s manual supplement.

Idle Charge battery-management When battery voltage decreases, the engine will automatically increase idle rpm to boost alternator output and recharge low batteries to the proper level, protecting operators from draining their battery while trolling.

V-8 and V-6 SeaPro FourStroke CMS models feature a high-output alternator that delivers 20 amps net at idle and 85 peak amps, while the V-8 300hp SeaPro Verado engine boasts a class-leading 115-amp alternator.



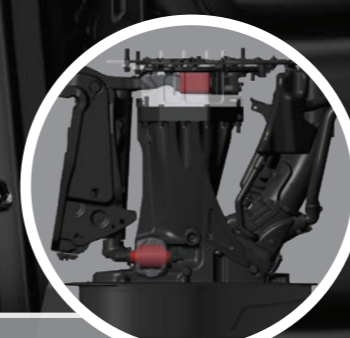
NOISE MANAGEMENT

- Tuned multi-chamber air intake minimises airborne noise
- Fuel injector covers reduce high-frequency noise
- Multi-chamber idle relief system tuned to provide lowest idle noise



FOURSTROKE TECHNOLOGY

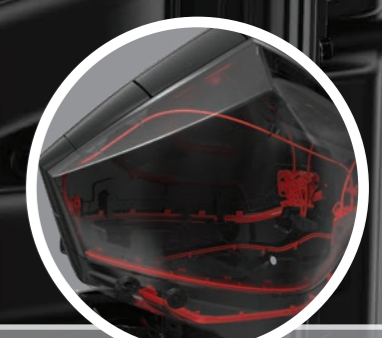
- Provides greater durability and reliability, better fuel economy, and lower emissions compared to traditional two-stroke outboards used in commercial applications



ENGINE MOUNTS

- Upper and lower mounts provide the best balance of performance, durability and low vibration

Note: FourStroke CMS model pictured.



COWL SEALING SYSTEM

- Multiple sealing features keep moisture out and prevent engine noise from escaping the cowl



MAINTENANCE

An exclusive Top Cowl Service Door simplifies routine maintenance – check the oil level or add oil without removing the top cowl. The Top Cowl Service Door also houses the latch release and a carrying handle.

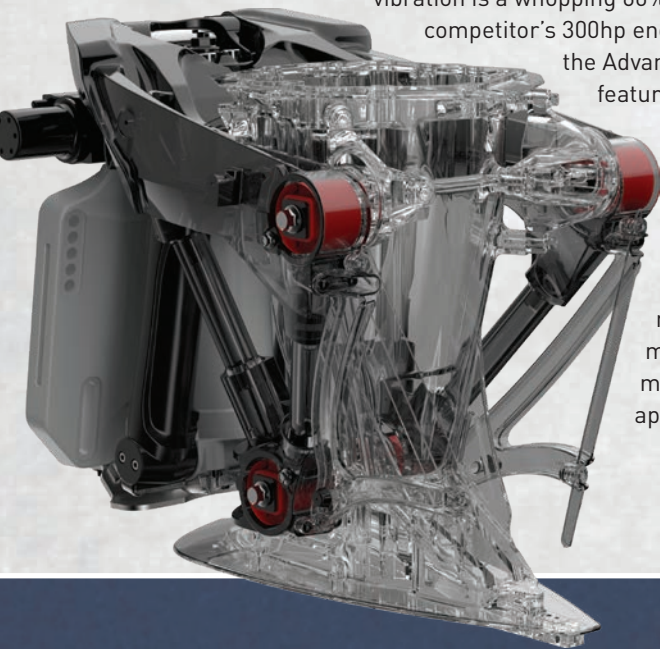
A graphic, hour-based maintenance decal is conveniently located under the cowl and provides a quick overview of routine maintenance intervals and a QR code to access additional information.

Easy access: All maintenance points are colour-coded and accessible by removing only the top cowl.



STEP UP TO AMS (ADVANCED MIDSECTION)

The new 300hp SeaPro Verado is available with the exclusive Advanced MidSection (AMS), which moves engine mounts aft and outward to virtually eliminate vibration from being transmitted to the boat. In fact, transmitted vibration is a whopping 60% less than the leading competitor's 300hp engine. Models featuring the Advanced MidSection also feature electro-hydraulic power steering as standard and are compatible with Mercury's Joystick Piloting system, which provides maximum control and manoeuvrability in multi-engine applications.

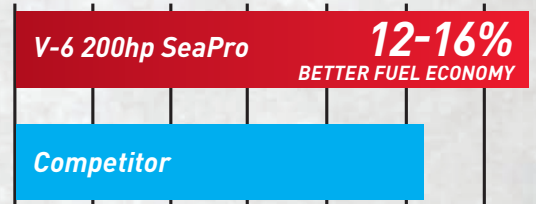


SUPERIOR FUEL ECONOMY

Advanced Range Optimisation (ARO) calibration utilises closed-loop fuel control to precisely adjust the fuel mixture to deliver the best-possible fuel economy at cruise speeds.

Patented closed-loop fuel control uses a wide-range oxygen sensor to optimise air-to-fuel ratio during all operating conditions, an advantage over most competing engines that employ narrow-range sensors.

CRUISE FUEL ECONOMY



Test Boat: 23-foot center console

The result is 12-16% better fuel economy than the leading 200hp competitor.

Specifications

Horsepower	300 VERADO	300	250	225	200
WOT RPM	4800-5600	4800-5600	4800-5600	4800-5600	4600-5400
Engine Type	V-8	V-8	V-8	V-8	V-6
Displacement	279 CID (4.6L)	279 CID (4.6L)	279 CID (4.6L)	279 CID (4.6L)	209 CID (3.4L)
Induction	32-valve DOHC	32-valve DOHC	32-valve DOHC	32-valve DOHC	24-valve DOHC
Starting	SmartStart Electric	SmartStart Electric	SmartStart Electric	SmartStart Electric	SmartStart Electric
Gear Ratio	1.75:1	1.75:1	1.75:1	1.75:1	1.85:1
Alternator	115 amp (1449 watt)	85 amp (1071 watt)	85 amp (1071 watt)	85 amp (1071 watt)	85 amp (1071 watt)
Trim System	Power trim and tilt	Power trim and tilt	Power trim and tilt	Power trim and tilt	Power trim and tilt
Dry Weight*	600lbs (272kg)	527lbs (239kg)	527lbs (239kg)	527lbs (239kg)	483lbs (220kg)
Steering	Electro-hydraulic power steering	Hydraulic (standard) Power (option)	Hydraulic (standard) Power (option)	Hydraulic (standard) Power (option)	Hydraulic (standard) Power (option)
Shaft Length	20in (508mm) 25in (635mm) 30in (762mm)	20in (508mm) 25in (635mm) 30in (762mm)	20in (508mm) 25in (635mm) 30in (762mm)	20in (508mm) 25in (635mm) 30in (762mm)	20in (508mm) 25in (635mm)

*Lightest-version model

