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New Mercury Racing OptiMax 300XS Outboard

The World's Most Powerful Low-Emissions Outboard

FOND DU LAC, Wis. (February 16, 2006) – For some, a whole lot of a good thing is just about right. Mercury Racing is proud to introduce an outboard with that very customer in mind.

The all-new OptiMax 300XS outboard continues the Mercury Racing heritage of delivering more power and performance than competitors with the same horsepower rating.

The heart of the new 300XS "Stroker" is a 3.2 Liter V-6 powerhead featuring a stroked and balanced crankshaft for maximum power and performance. A dampener ensures smooth running throughout the engine operating range. New pistons feature an updated profile and a composite coating for improved wear life. Piston ring life is doubled, thanks to a composite chrome coating.

The exhaust port, combustion chamber and fuel induction designs are direct descendants from our Formula 1 tunnel boat race engine. Airflow through the reed block fuel induction system is enhanced due an enhanced air box design along with thinner reed material and the unique reed shape developed for Formula 1 racing.

As with the complete line of Mercury Racing OptiMax XS outboards, the 300XS comes with a heavy-duty direct fuel injection air compressor featuring robust maxi-coated mounting brackets and hardware for enhanced compressor durability and reliability.

The new Propulsion Control Module (PCM) 07 microprocessor features a fuel calibration unique to the 300XS. The calibration, combined with the race-bred combustion chamber design, results in the engine producing peak power for a longer period of time at the upper rpm operating range. The PCM 07 optimizes fuel, spark timing and knock control for each cylinder independently, enhancing engine running quality and performance. The PCM 07 also operates the

electronic multipoint lubrication system. The SmartCraft Control Area Network (CAN) system, a network of sensors and actuators, proactively monitors and controls multiple engine functions. This system also enables the PCM 07 microprocessor to provide real-time engine function data to accessory SmartCraft gauges, including speed, RPM, engine trim level, fuel consumption and range. The 300XS comes equipped with a new 14-pin Deutsch connector harness which incorporates both engine ignition and the SmartCraft CAN wiring in one connector. An integrated coil system completes an updated package of onboard electronics.

The 300XS full throttle RPM range is 5800-6300 for 20" and 25" models and 5500-5800 for 25" and 30" models.

An acoustically-tuned foam, which wraps the interior of the top cowl, combined with an attenuator for the direct fuel injection air compressor, and an advanced exhaust system, reduces the engine operating sound to the point where the 300XS is quieter than 2006 OptiMax 250XS models at idle through midrange operating rpm.

The 300XS top cowl is the first in the Mercury OptiMax XS series to adorn hot new graphics and power designation that can't be missed.

The 300XS features a higher air/fuel pressure differential than production engines, which enhances running quality. Unlike other DFI systems, OptiMax uses an exclusive two-stage fuel process. A burst of air (at 95 psi) shoots through the fuel, breaking it into a fine mist. This fine mist creates more surface area for combustion and stays suspended in the cylinder longer, resulting in a more consistent and complete burn. The 300XS has the ability to surpass the fuel economy of many of today's large four-stroke engines. Compared with traditional two-stroke engines, the 300XS uses up to 45 percent less fuel during the same running period.

The 300XS is available with 20", 25" and 30" die-cast midsections featuring an all-new exhaust system. Water jacketed exhaust is routed under water – exiting the midsection just above the gearcase cavitation plate. The routing of exhaust below the water surface, along with a foam-lined cowl and attenuator for the compressor, greatly reduces the operating sound levels. When power is applied and engine rpm is increased, the water jacketed exhaust is routed through both the midsection opening and through an updated idle relief hole - which is larger in size than that used on the 250XS. Routing the exhaust through multiple points results in lower operating sound levels through midrange RPMs without sacrificing power. Through-hull Noise Vibration Harshness (NVH) is further reduced on 25" and 30" models thanks to the use of softer upper and lower engine mounts. All exhaust exits through the midsection opening at midrange through wide open throttle for maximum power and performance.

An exhaust adapter plate with built-in appendages for mounting after-market steering wing plates enable the OptiMax 300XS to be used safely on high-speed multi-engine catamaran and vee-bottom boats. Offshore models come standard with a heavy-duty swivel/clamp bracket assembly with a beefy trim ram. The heavy-duty remote-mounted trim pump provides a quicker trim-out speed and enhanced durability.

Gearcase Options

The OptiMax 300XS continues Mercury Racing's tradition of offering a multitude of gearcase options fit for virtually any application.

Models fitted with the 20" midsection are available with the Torque Master and Sport Master gearcases. Both feature purpose-built housings packed with race-proven heavy-duty components. Applications include single-engine bass, flats and bay boats as well as catamaran and vee-bottom sportsboats.

The Fleet Master gearcase, standard on 25" and 30" offshore models, is designed to withstand the rigors of offshore tournament fishing in the tough salt water environment. Internal features include a 19-spline stainless steel propshaft, heavy-duty bearing carrier and double shot-peened pinion gear.

The Torque Master and Sport Master gearcases are available with 1.62:1 or 1.75:1 gear ratios. The Torque Master, designed for single engine applications, is available in right-hand rotation only. Sport Master and Fleet Master gearcases are available in both right-hand and left-hand rotation.

Propellers

Like the gearcase, Mercury Racing provides a variety of propellers designed for specific applications. Popular outboard propellers include over-hub exhaust, four-blade cleavers and the new four-blade Pro ET. Through-hub exhaust models include the three-blade Tempest, and four-blade Trophy and four-blade Bravo I propellers.

Mercury Racing blueprints each model to exact tolerances to ensure the design provides maximum efficiency, resulting in maximized boat performance. Mercury Racing also offers custom propeller services. Propeller specialists work one-on-one with customers to customize their propellers to maximize the performance for their specific application.

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