

Chris-Craft

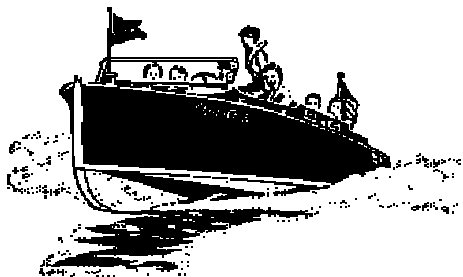
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Advancement
Of Antique And Classic Boating

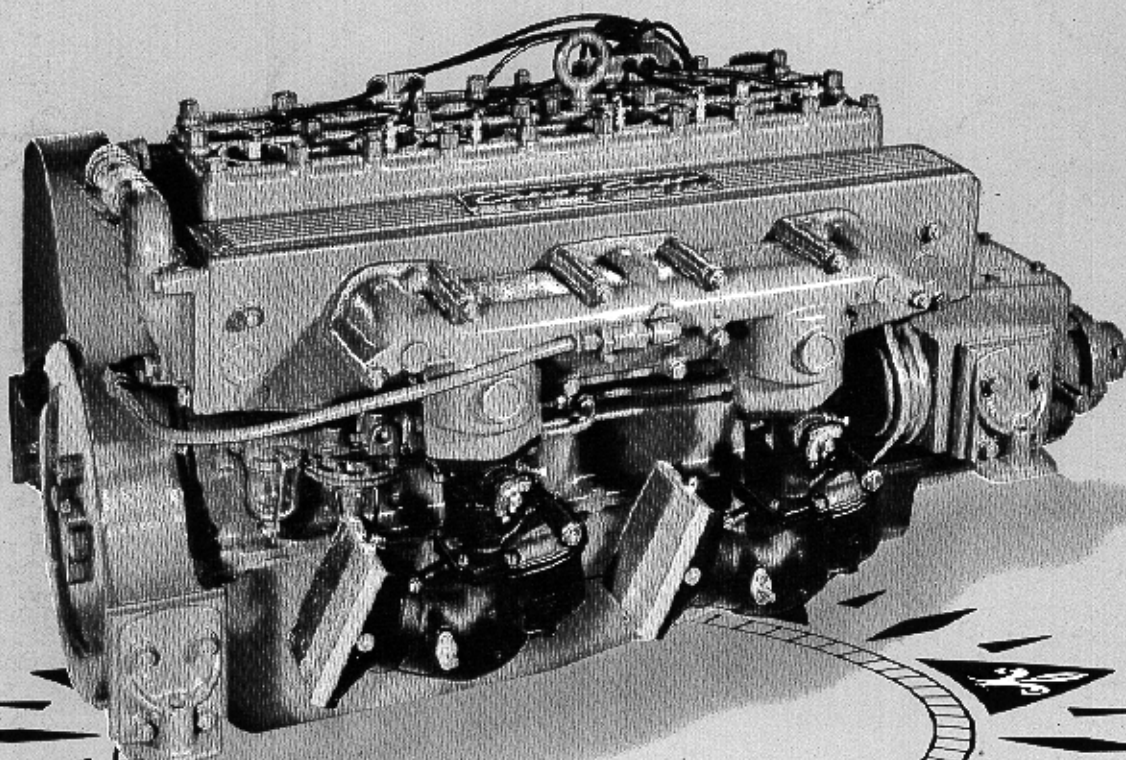
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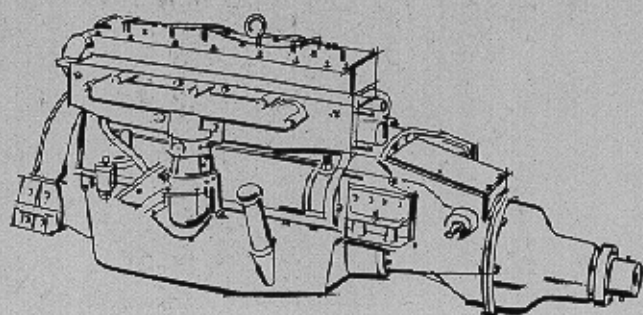


CHRIS-CRAFT MARINE ENGINES



FOR ALL MAKES OF
FISHING BOATS
CRUISERS
WORK BOATS
RUNABOUTS
YACHTS
UTILITY BOATS
AUXILIARY SAILBOATS
KIT BOATS

HORSEPOWER
FOR HORSEPOWER,
YOUR BEST
MARINE-ENGINE
BUY!

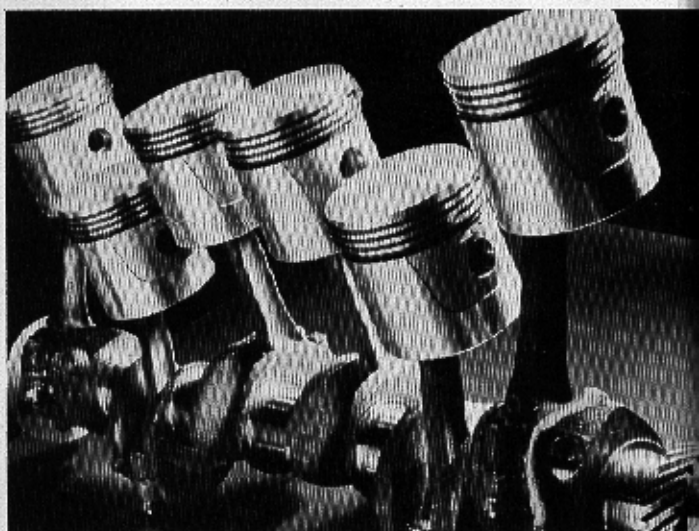
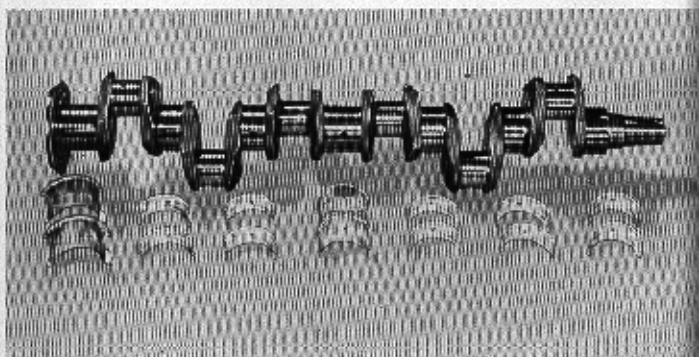
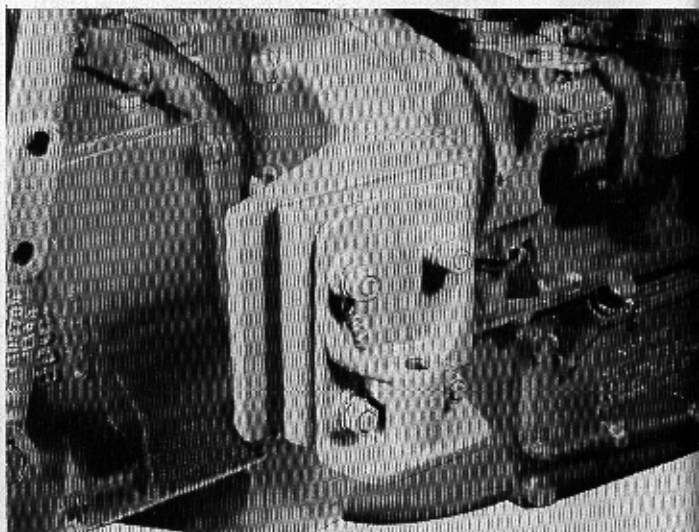


HORSEPOWER FOR HORSEPOWER, and dollar for dollar, Chris-Craft marine engines are the best marine engines you can buy!

Chris-Craft — the world's largest builders of motor boats — designs, engineers, tests, and builds these marine engines *exclusively* for marine use. For matchless economy, sure-fire reliability, superb performance, and enduring service, many thousands of experienced pleasure- and commercial-craft owners all over the world choose Chris-Craft marine engines.

Here's marine power that sparkles with rhythmic smoothness at flashing speeds — that packs the wallop to work constantly under heavy loads and under grueling conditions. For dependable marine power for *any* marine use, buy a compact, power-packed Chris-Craft.

Your nearest Chris-Craft engine dealer will be glad to help you. Why not see him *today!*



A Chris-Craft is your best marine-engine buy!

ENGINE BLOCK packs power in a small space; one-piece construction gives strength and light weight. Full-length water jackets.

PRETEMPERED COOLING WATER keeps cylinder walls at ideal temperatures, allowing better lubrication and seating of pistons and rings, saving fuel and reducing wear.

RUBBER ENGINE MOUNTS Molded rubber, bonded to metal for flexibility and stability.

BORE AND STROKE RATIO produces maximum efficiency. Up to 30% less room required for installation under hatches.

SUMP-TYPE OIL PUMP—LARGE AREA SCREEN minimizes the amount of lift and assures effective lubrication.

ELECTRICAL AND IGNITION EQUIPMENT are marine designed for all-weather performance. Protected with fully enclosed, heavy-duty generator; balanced coil and distributor and new wiring harness. Distributor has accurate automatic spark advance, is calibrated, and provides facilities for driving engine tachometer.

CUSTOM-BUILT CRANKSHAFT, marine designed for smooth power transfer, is made of special selected steels, drop-forged and precision balanced, and is reinforced by heavy cheek design to relieve bearing stress.

PISTONS are cam-ground aluminum. Special ring combination contributes to peak engine performance, long life, and economy.

CONNECTING RODS Steel drop-forging with separate double rib forged caps. All connecting rods and pistons are weighed and selected for correctly balanced engines.

SAFETY-TYPE NONDRIP CARBURETOR Updraft type. Cast-iron body and bowl with brass parts, flame arrestor, double venturi, integral drip collector and pickup tube.

HIGH POWER OUTPUT WITH REGULAR FUELS Specially designed combustion chamber provides higher thermal efficiency and a higher compression ratio without need of premium fuels.

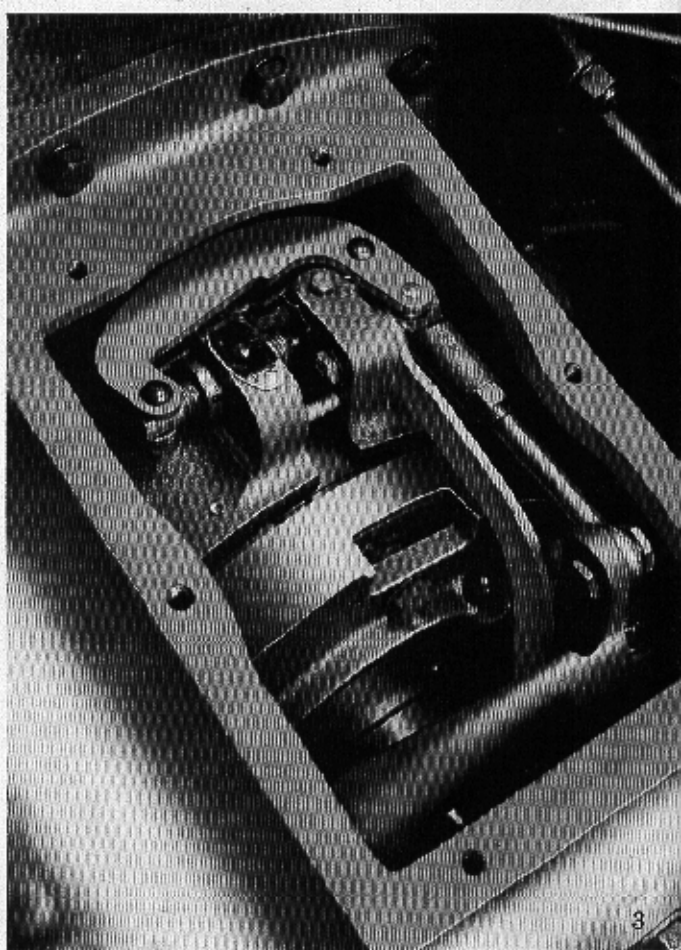
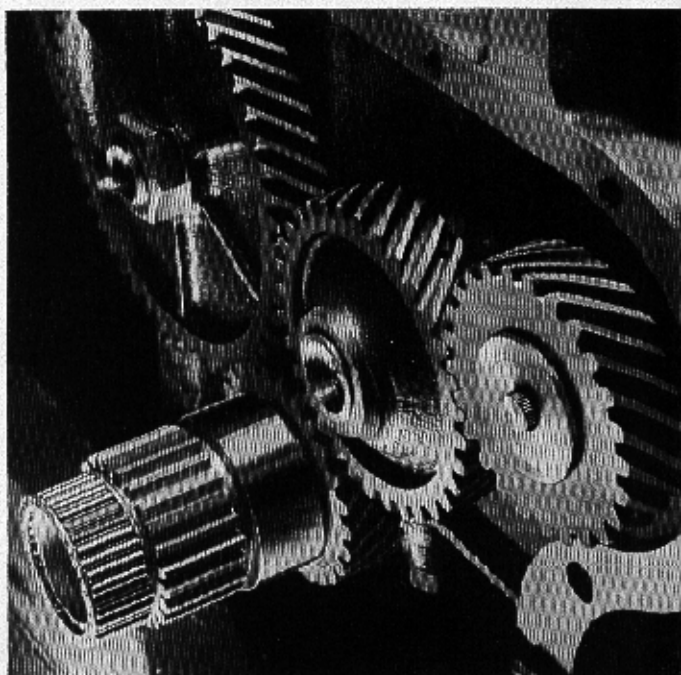
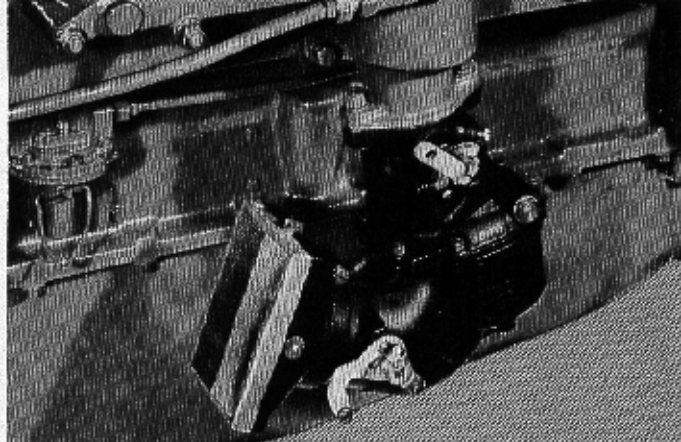
FUEL PUMP Diaphragm mechanical type, self-priming. Calibrated springs shut off the flow of fuel automatically when the carburetor float indicates "FULL." Pump can be hand primed.

TIMING GEARS High helical-angle gear teeth provide quiet operation, minimum backlash drive for camshaft and distributor.

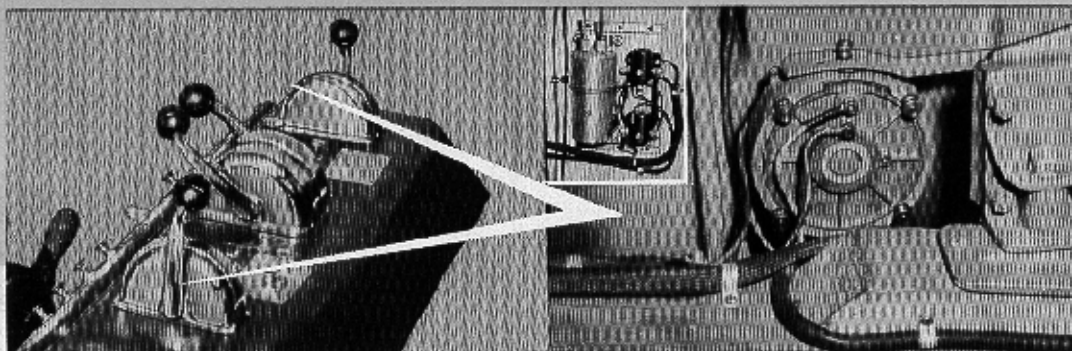
TUBULAR OIL COOLER (except Models A and B), with automatic by-pass, quickly reduces oil temperature. The properly cooled oil maintains good body and weight for better lubrication.

VALVES AND VALVE SPRINGS Valves are select steels with exhaust valve rotators on all engines except Models A and B. Valve springs are spring steel, tempered and cadmium-plated.

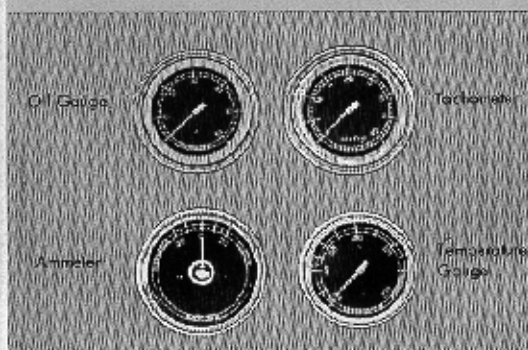
REVERSE GEARS are compact for long life. **Drums**—cast iron. Reverse bands give instant, high-speed reversing action. **Multiple-disc clutch**—heavy-pressure plate; extra plates. **Gear Trains**—select steels; heat-treated gears and shafts. **Operating Mechanism**—rugged roller toggle mechanism (except Models A and B) insures required compression of clutch discs—with ball-bearing operating sleeve. **Main Case Bearings**—Aft end of drum is carried on a radial bearing which also locates entire mechanism in a fixed position. So, when gear is operated, the drum does not slide fore and aft. **Lubrication**—lubricated and cooled by oil from engine. **Pinions**—hardened steel, mounted on bronze bushings.



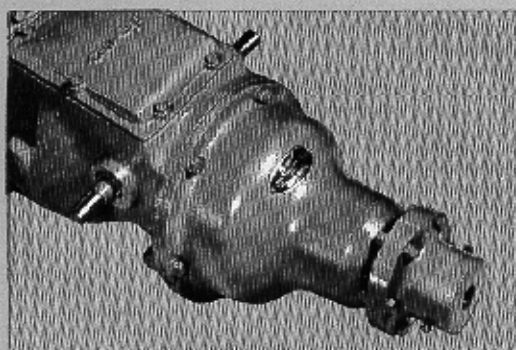
Additional features and accessories



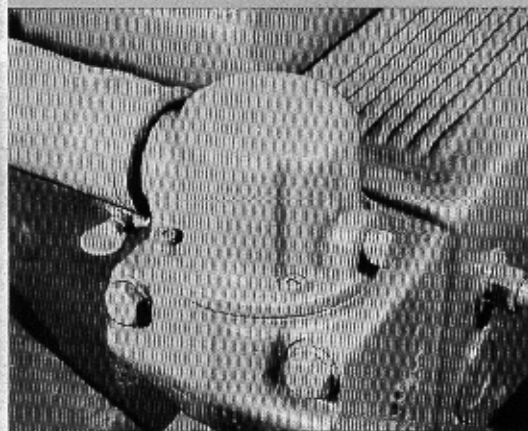
Chris-O-Matic — electric-hydraulic clutch control



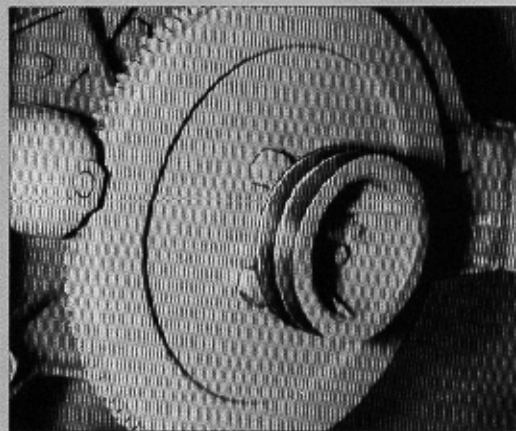
Instruments



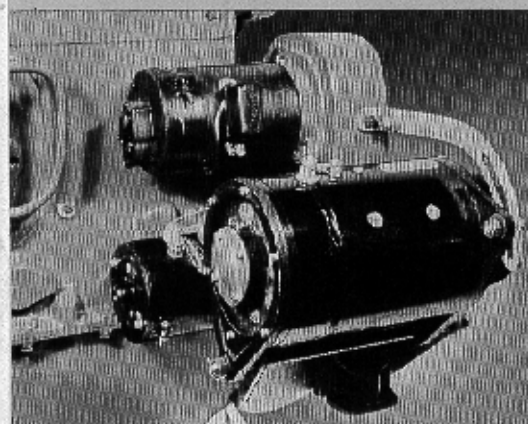
Reduction Gear Drives



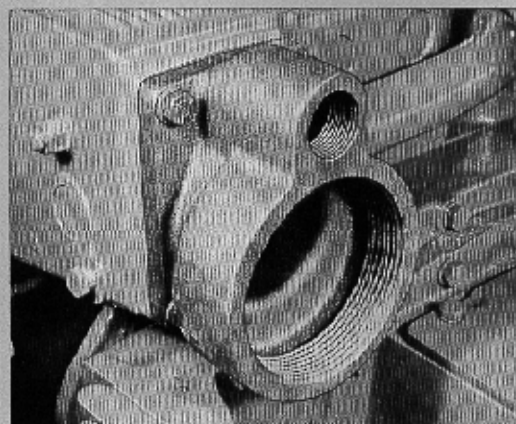
Thermostat



Auxiliary Flywheel Pulley



12-volt Auxiliary Generator



Exhaust Flange

Chris-O-Matic

Only Chris-Craft marine engines offer the smooth, quiet, electric-hydraulic clutch control — Chris-O-Matic. This remarkable control gives you instant response at the flick of a lever, lets you handle your boat with effortless ease, provides you with a new high in boating convenience.

Positive neutral range allows engine warmup, reduces clutch wear and assures no creeping when the clutch is disengaged. To install Chris-O-Matic, no change is required in the standard reverse gear.

For pleasure or commercial boating, plan on dependable, automatic shifting with exclusive Chris-Craft Chris-O-Matic. Fingertip control will make you glad you did! Chris-O-Matic is easily installed on your new or present Chris-Craft marine engine (except Models A and B).

Chris-Craft Reduction Gear Drives

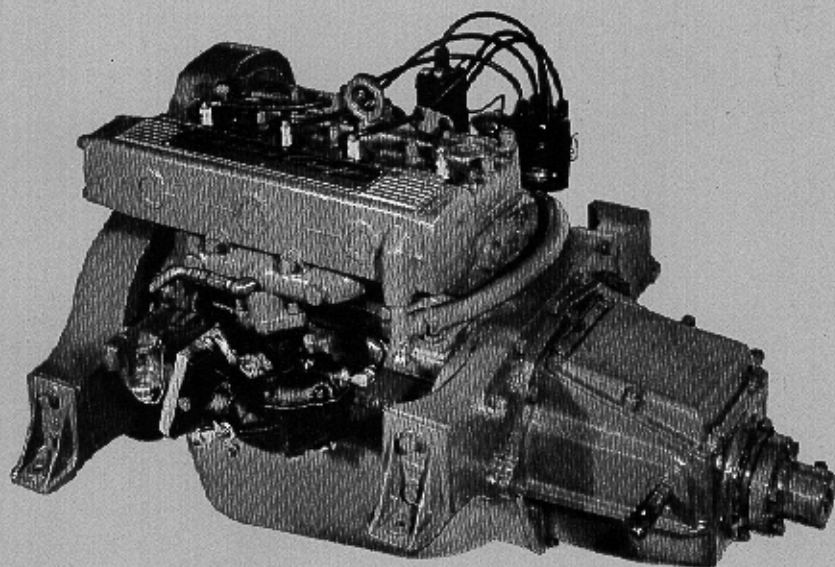
Efficient Chris-Craft Reduction Gear Drives will give you important performance and economy advantages. The correct drive lets you maintain economical engine rpm at maximum speed and, at the same time, maintain maximum efficiency in propeller rpm.

What's more, simple, compact reduction gears will operate smoothly, quietly for the life of the engines. Flanged ring-gear shaft is a special, one-piece forging for extra strength. Ball bearings in three locations give greater rigidity. The operator need make no adjustments. And reduction gears are lubricated and cooled from reverse-gear housing, so no self-contained cooling system is required.

They provide for reduction of propeller speeds in the ratios of 2.04:1 and 3.00:1 in the Model B; 1.50:1 and 2.04:1 in the Model K and Model KL; 1.50:1 and 2.03:1 in the Model M and Model MCL; and 1.50:1, 2.03:1 and 2.54:1 in the Model WB.

For help in selecting the right power and drive, consult your dealer, or write the factory, describing the hull specifications of your boat.

A



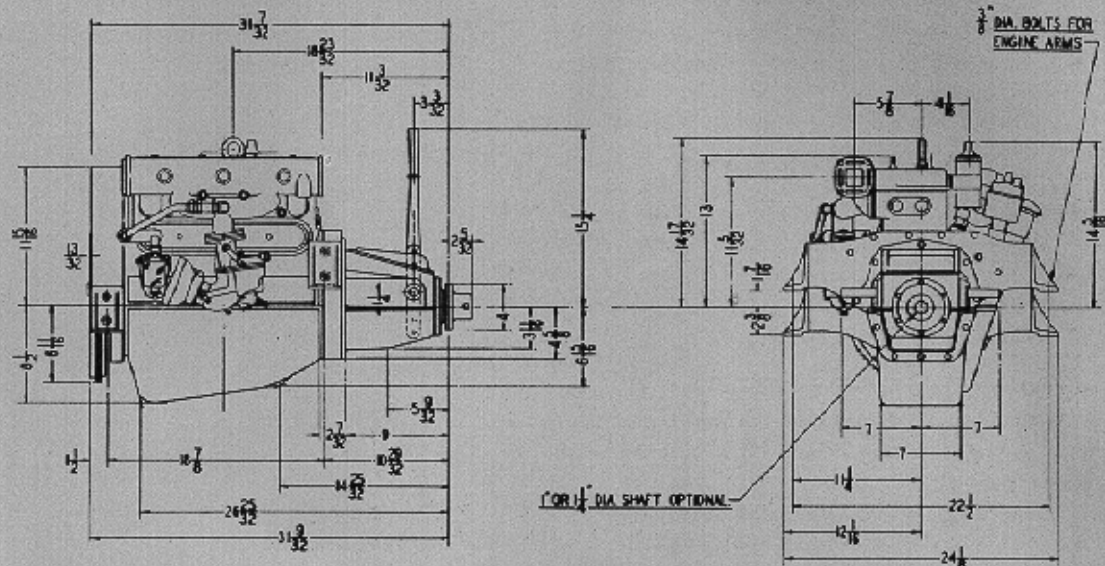
"That's why a Model A, 60-hp Chris-Craft marine engine was selected for power. It provides speed to enforce canal speed limits; has the power to tow disabled cruisers; and above all, it's *dependable*—important for rescue work, insect control, and reconnaissance. I'm convinced we couldn't have picked a better marine engine than a Chris-Craft!"

Cylinders.....	4
Bore.....	3 1/4 ins.
Stroke.....	4 ins.
Piston displacement.....	132.7 cubic ins.
Compression ratio.....	6.78:1
60 hp.....	at 3200 rpm
Standard coupling bore (Other sizes available).....	1 in.
Tachometer drive—S.A.E. anti-clockwise tachometer, located at lower end of distributor drive shaft and turning at one-half engine speed.	

The graph shows Brake Horsepower (BHP) on the Y-axis (ranging from 25 to 65) versus R.P.M. (Revolutions Per Minute) on the X-axis (ranging from 15 to 32). Three curves are plotted, labeled 80%, 90%, and 100% efficiency. The 100% efficiency curve starts at approximately 45 BHP at 15 RPM and rises to about 60 BHP at 32 RPM. The 90% efficiency curve starts at approximately 30 BHP at 15 RPM and rises to about 55 BHP at 32 RPM. The 80% efficiency curve starts at approximately 28 BHP at 15 RPM and rises to about 50 BHP at 32 RPM. The label 'MODEL "A"' is located in the bottom right corner of the graph area.

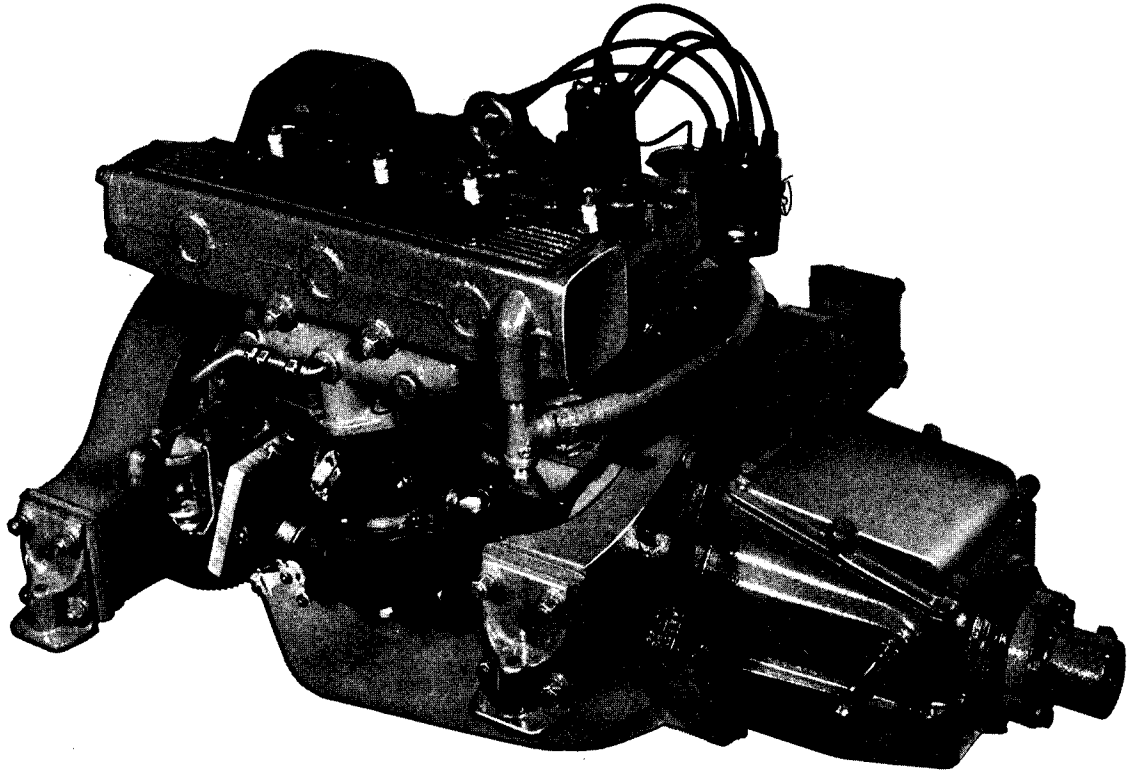
R.P.M.	80% Efficiency (BHP)	90% Efficiency (BHP)	100% Efficiency (BHP)
15	28	30	45
16	29	31	46
17	30	32	47
18	31	33	48
19	32	34	49
20	33	35	50
21	34	36	51
22	35	37	52
23	36	38	53
24	37	39	54
25	38	40	55
26	39	41	56
27	40	42	57
28	41	43	58
29	42	44	59
30	43	45	60
31	44	46	61
32	45	47	62

Power curve of 60-horsepower engine



Installation diagram of Model A—direct drive. Over-all engine length—31½ ins. Total engine weight (without oil & water)—465 lbs.

Chris-Craft 60-hp marine



Here's another power-packed Chris-Craft 60-hp engine. You'll find the Model B will deliver the power and economy that you expect in *all* Chris-Craft marine engines.

Satisfied users of Chris-Craft marine engines can tell you about the remarkable performance they've been getting. One boat designer says, "Several years ago I designed a fast fishing boat that was powered with a Chris-Craft marine engine. After serving 14 years, this engine was removed and installed in another boat —

and is still going strong!

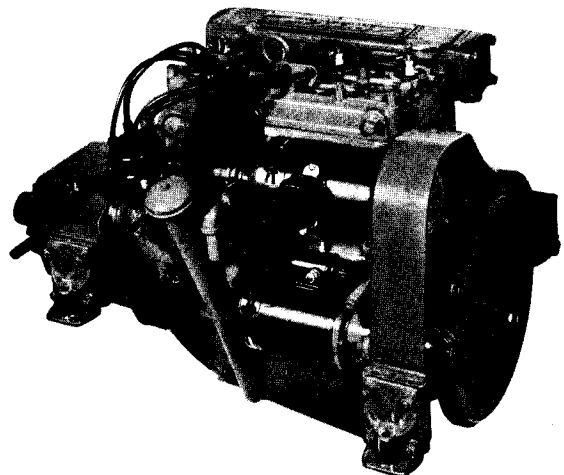
"And," he says, "the economy of upkeep and operation of Chris-Craft marine engines has been truly remarkable. For many years now, at my own boat yard, I have installed Chris-Craft marine engines in new boats and as replacements. None has ever given any trouble."

For smooth, dependable power, low upkeep, long life, boat owners all over the world have chosen this Model B marine engine.

SPECIFICATIONS

Cylinders.....	4
Bore.....	3¼ ins.
Stroke.....	4 ins.
Piston displacement.....	132.7 cubic ins.
Compression ratio.....	6.78:1
60 hp.....	at 3200 rpm
Standard coupling bore (Other sizes available).....	1 in.
Tachometer drive—S.A.E. anti-clockwise tachometer, located at lower end of distributor drive shaft and turning at one-half engine speed.	

Note: Reverse handle (as shown) available at extra cost.

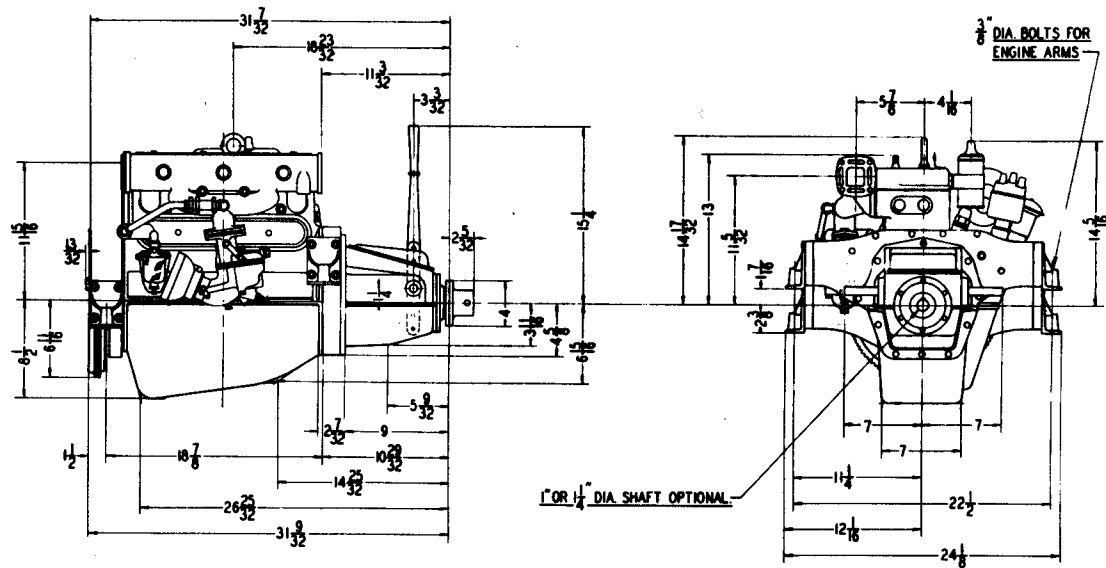


engine, Models

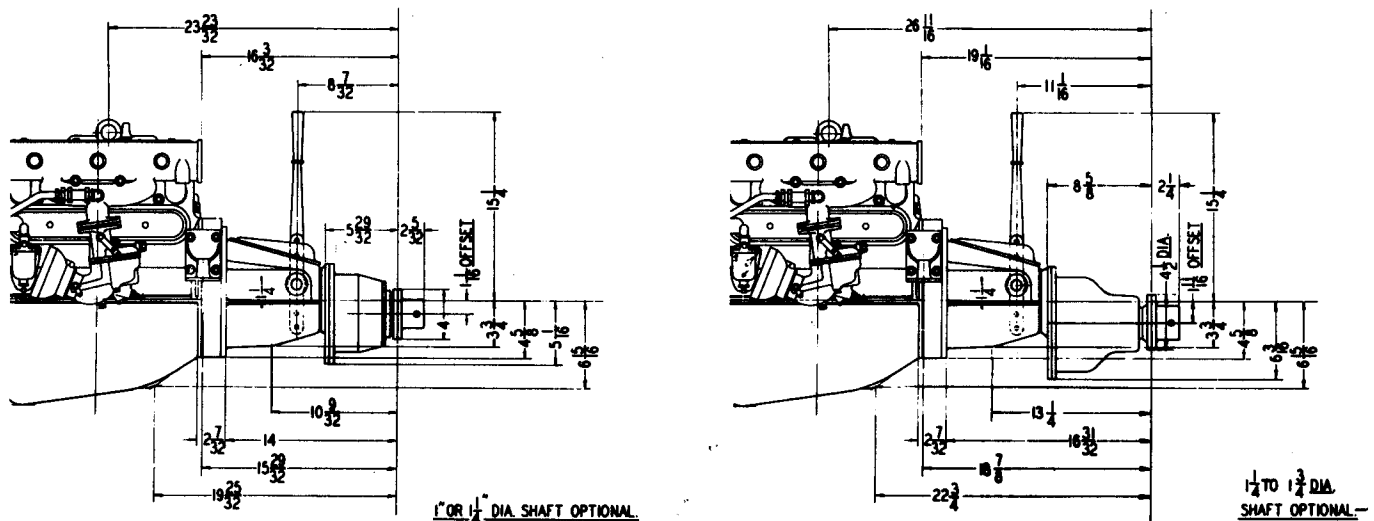
B

BR

BR3

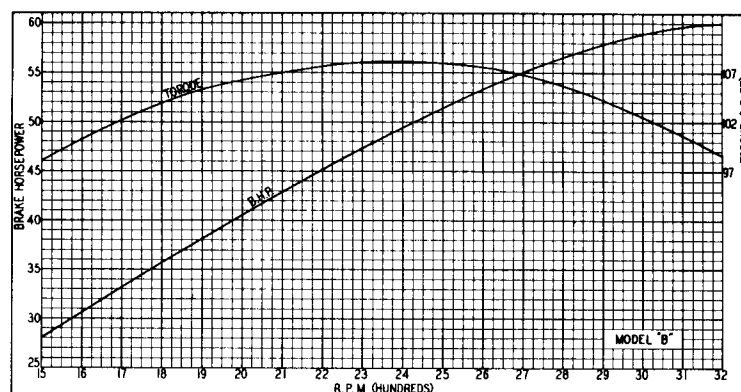


Installation diagram of Model B—direct drive. Over-all engine length— $31\frac{7}{32}$ ins. Total engine weight (without oil & water)—465 lbs.



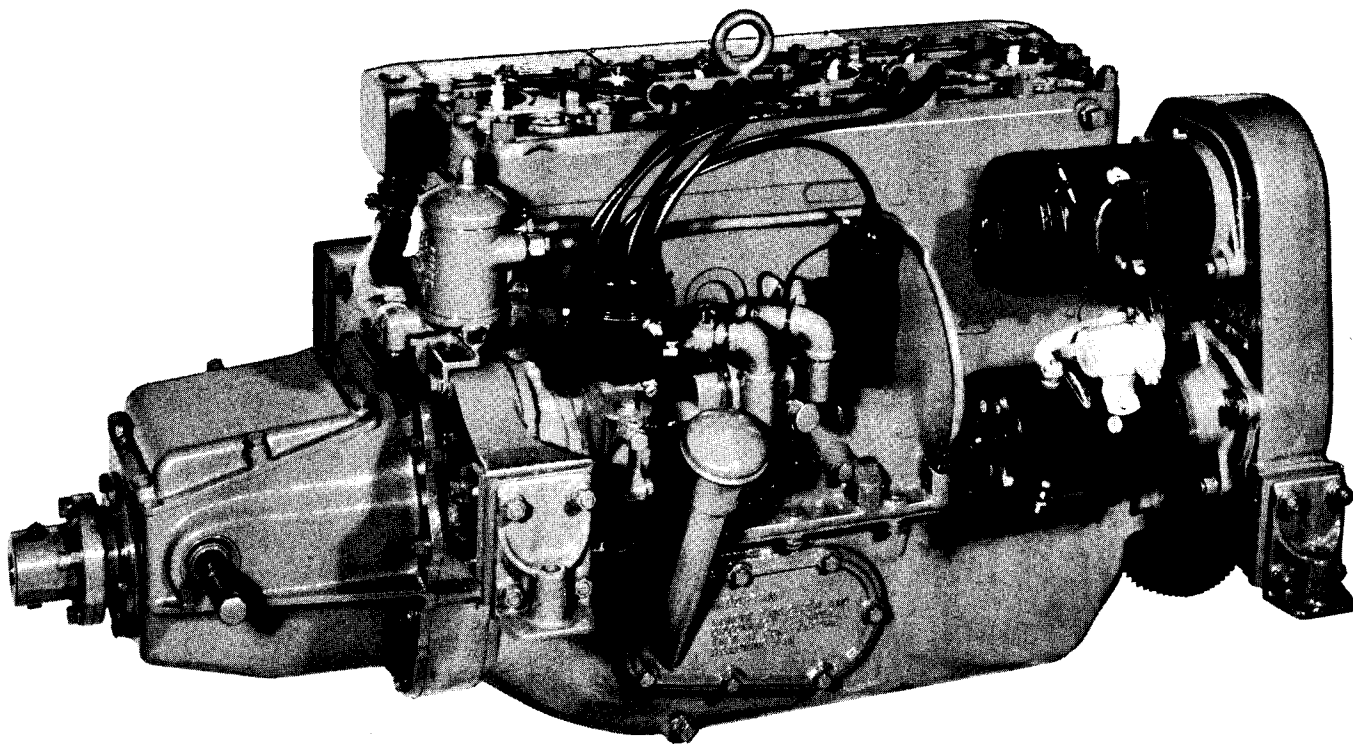
Model BR—reduction drive (ratio 2.04:1) • Over-all engine length— $36\frac{1}{2}$ ins. • Total engine weight (without oil & water)—495 lbs.

Model BR3—reduction drive (ratio 3.00:1) • Over-all engine length— $39\frac{1}{4}$ ins. • Total engine weight (without oil & water)—505 lbs.



Power curve of 60-horsepower engines

Chris-Craft 95-hp marine



Every one of these 6-cylinder, 95-hp marine engines features built-in power and reliability to handle the toughest jobs. People who own the 95's say they're tops.

For example, one workboat operator writes, "In addition to pulling loads ranging to 75 tons on an 85-ft. lighter, we sometimes use our converted Army M boat for tearing out pilings around the Portland, Maine, harbor. Our Chris-Craft 95-hp engine delivers the power for all our work and, in several instances, we've

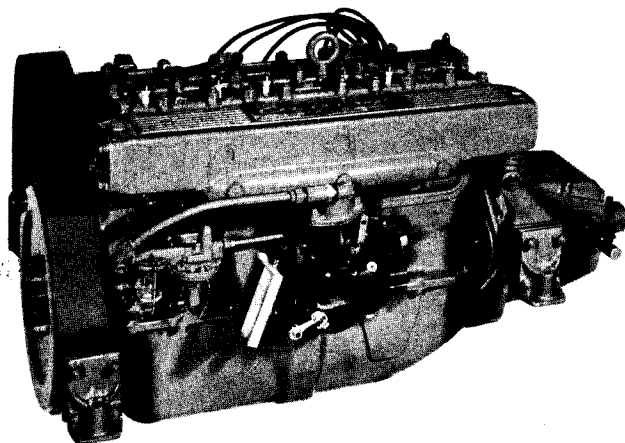
snapped a 1¼" Manila line trying to remove pilings! Such a feat requires a pull of well over 10,000 pounds. Our Chris-Craft engine continues to operate efficiently under these conditions all year long."

And another owner writes, "Offshore lobster fishing in my new 30-footer requires a steady and dependable engine that can handle a heavy sea — and my Chris-Craft 95-hp engine really fills the bill! . . . Chris-Craft is the best buy on the market today."

SPECIFICATIONS

Cylinders.....	6
Bore.....	3¾ ins.
Stroke.....	4½ ins.
Piston displacement.....	229.7 cubic ins.
Compression ratio.....	7.21:1
95 hp.....	at 3200 rpm
Standard coupling bore (Other sizes available).....	1 in.
Tachometer drive—S.A.E. anti-clockwise tachometer for either right- or left-hand rotation engines, located at lower end of distributor drive shaft, and turning at one-half engine speed.	

Note: Reverse handle (as shown) available at extra cost.

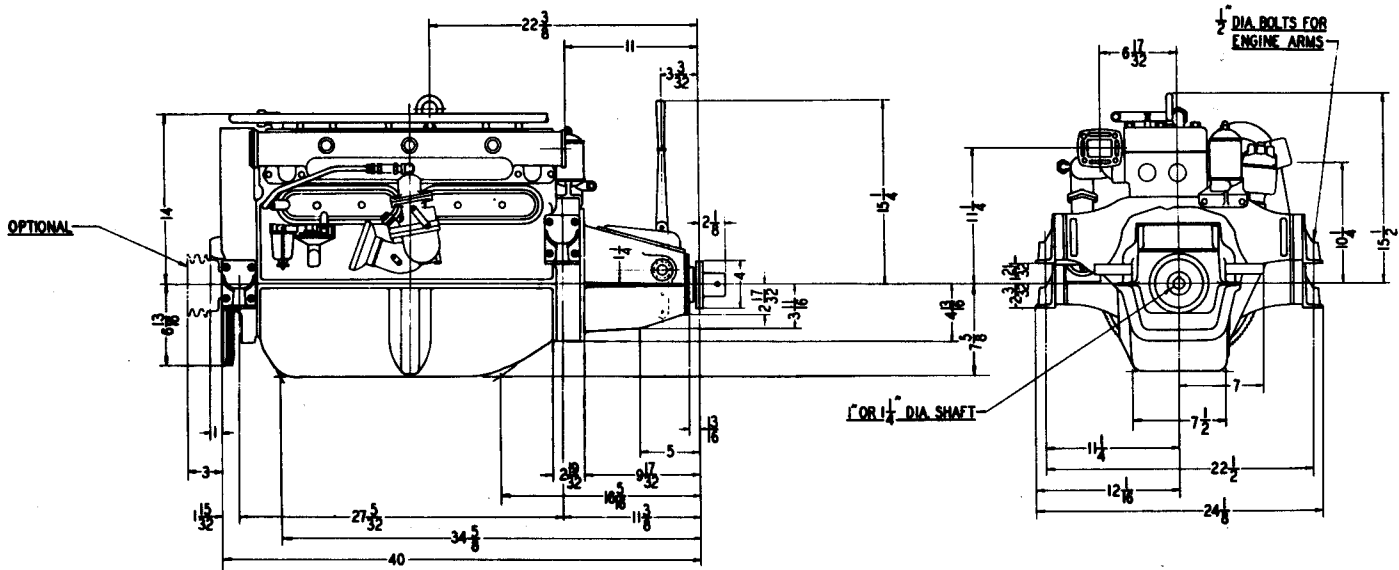


engine, Models

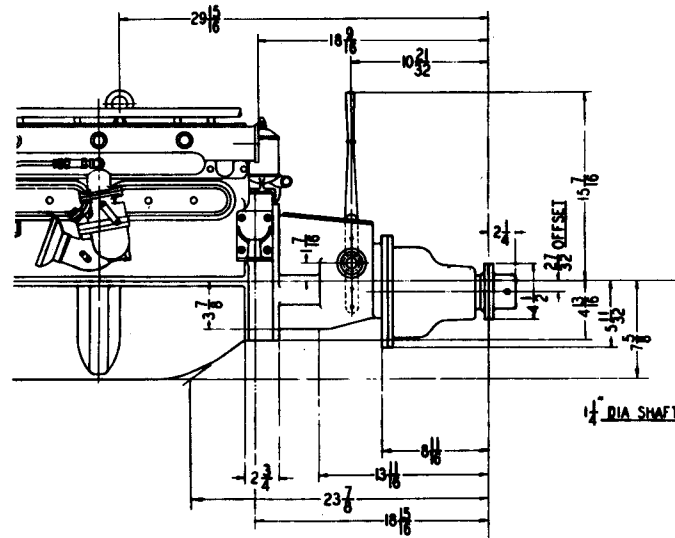
K

KS

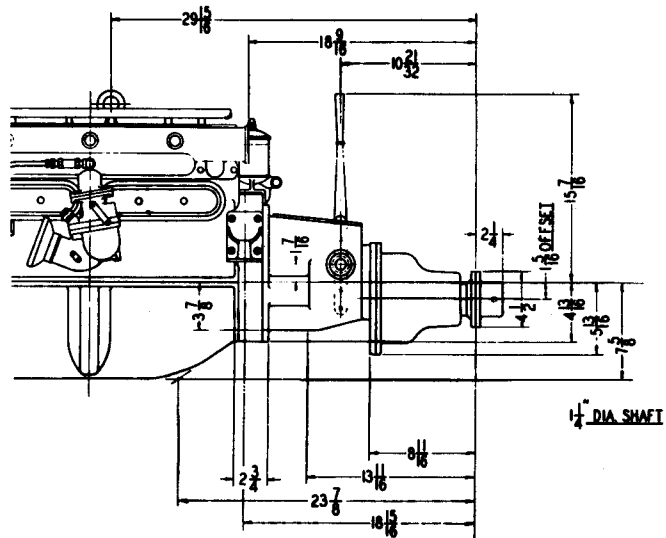
KR



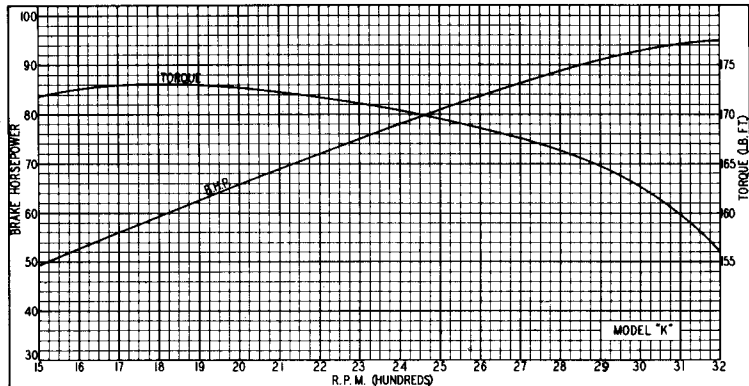
Installation diagram of Model K—direct drive. Over-all engine length—40 ins. Total engine weight (without oil & water)—660 lbs.



Model KS—reduction drive (ratio 1.50:1) • Over-all engine length—47 $\frac{1}{4}$ ins. • Total engine weight (without oil & water)—720 lbs.

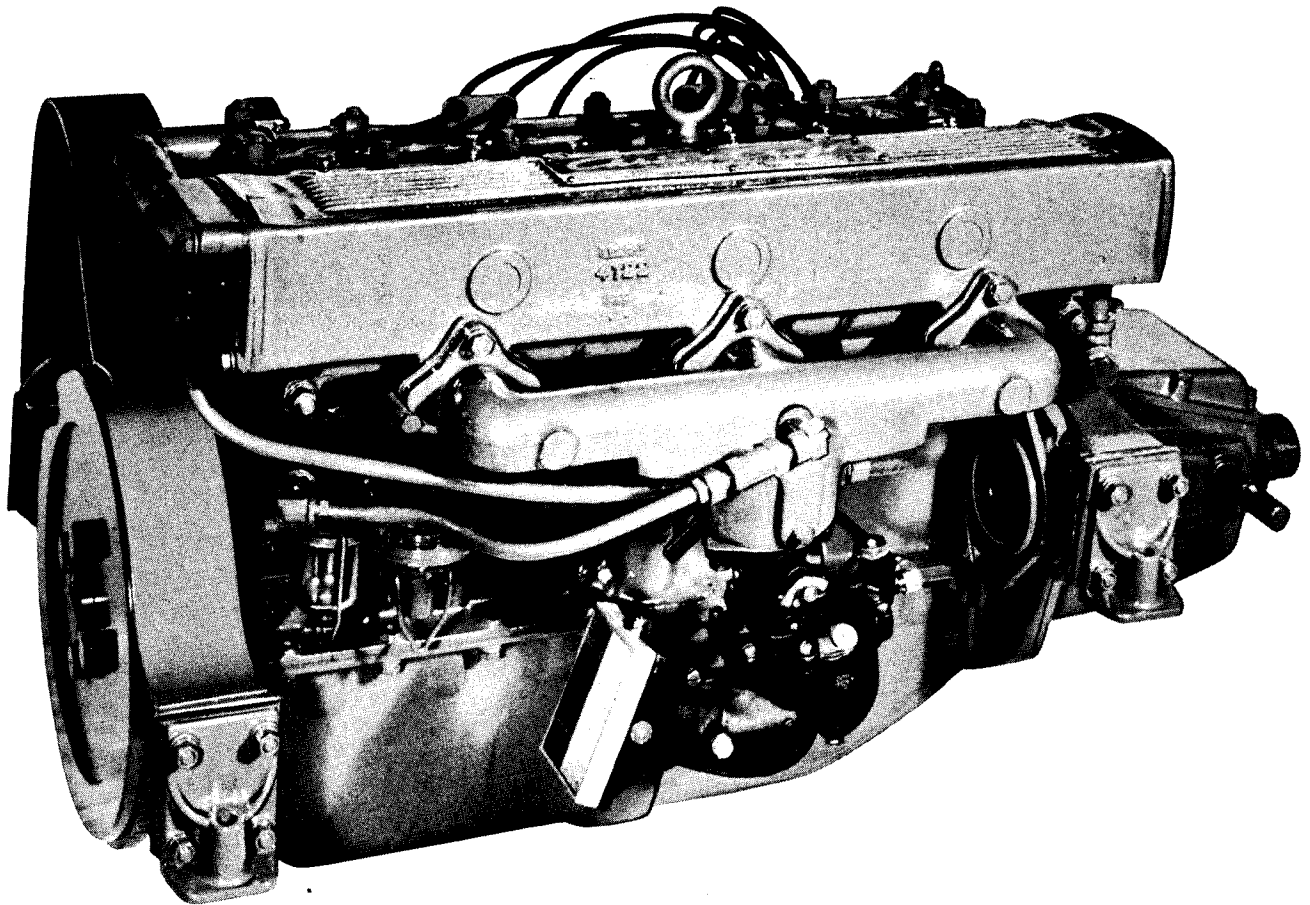


Model KR—reduction drive (ratio 2.04:1) • Over-all engine length—47 $\frac{1}{4}$ ins. • Total engine weight (without oil & water)—720 lbs.



Power curve of 95-horsepower engines

Chris-Craft 105-hp marine



Whether it's for high-speed pleasure craft, or for the rough wear and tear of commercial use, this durable Chris-Craft engine handles the job well. Packed with power, it is dependable, and, like all Chris-Craft marine engines, has low fuel consumption at all throttle settings.

Owners are enthusiastic about its economy. Here's what a commercial fisherman says: "I am more than pleased with the Chris-Craft marine engine in my new 30-ft. lobster boat. Its economy really surprised me.

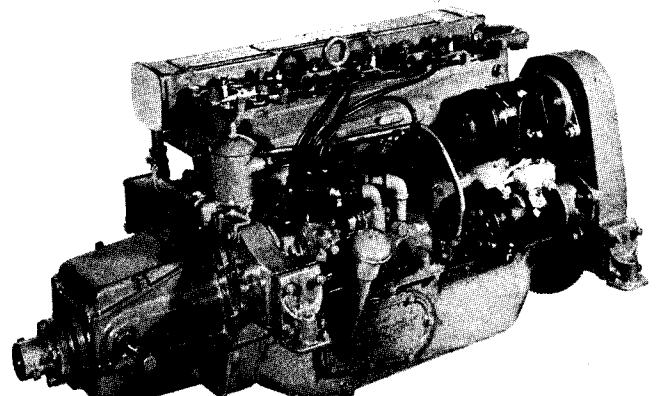
I used less than a gallon an hour going from mooring to mooring to haul up 185 traps." He also points out trouble-free operation as a money-saver. "The only maintenance required," he says, "outside of regular lubrication and oil changes, was the cleaning of the spark plugs once during the season."

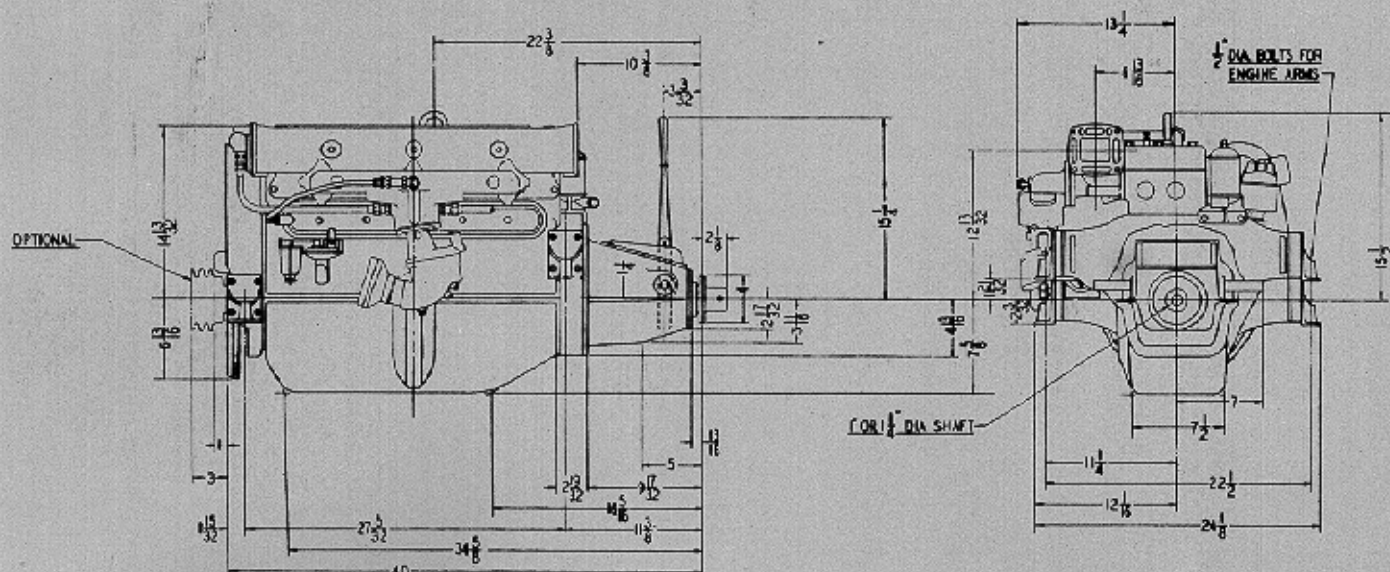
You'll find commercial operators and pleasure-boat owners everywhere agree that the best marine engines are made by Chris-Craft!

SPECIFICATIONS

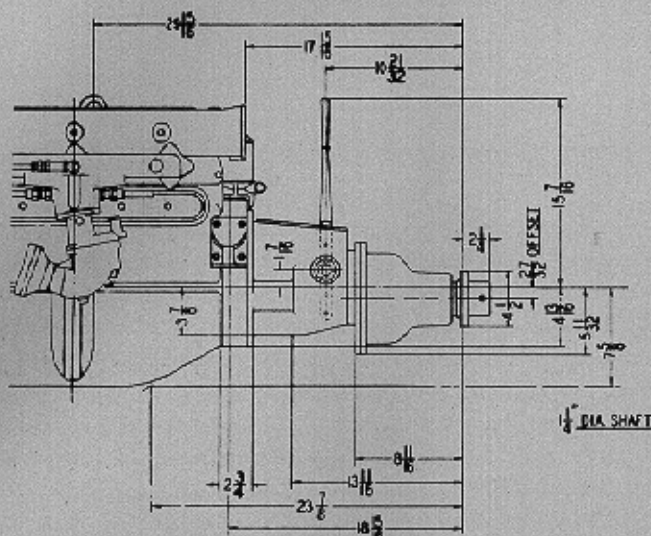
Cylinders.....	6
Bore.....	3 $\frac{3}{4}$ ins.
Stroke.....	4 $\frac{1}{4}$ ins.
Piston displacement.....	236.6 cubic ins.
Compression ratio.....	7.40:1
105 hp.....	at 3200 rpm
Standard coupling bore (Other sizes available).....	1 in.
Tachometer drive—S.A.E. anti-clockwise tachometer for either right- or left-hand rotation engines, located at lower end of distributor drive shaft, and turning at one-half engine speed.	

Note: Reverse handle (as shown) available at extra cost.

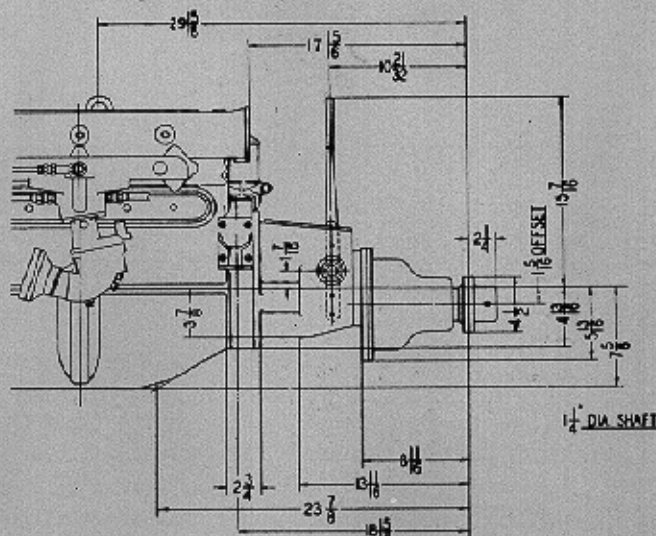




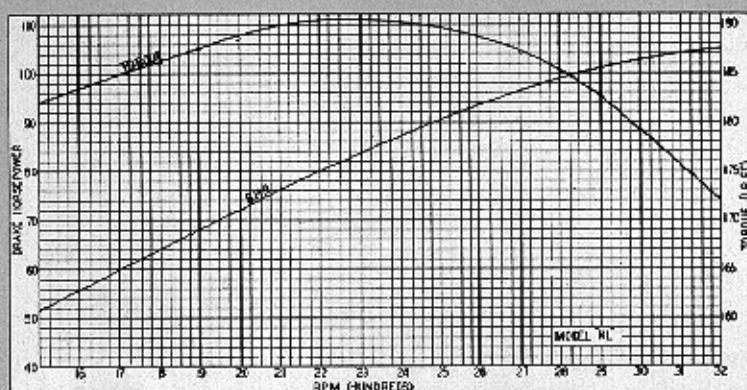
Installation diagram of Model KL—direct drive. Over-all engine length—40 ins. Total engine weight (without oil & water)—695 lbs.



Model KLS—reduction drive (ratio 1.50:1) • Over-all engine length—47 1/8 ins. • Total engine weight (without oil & water)—760 lbs.

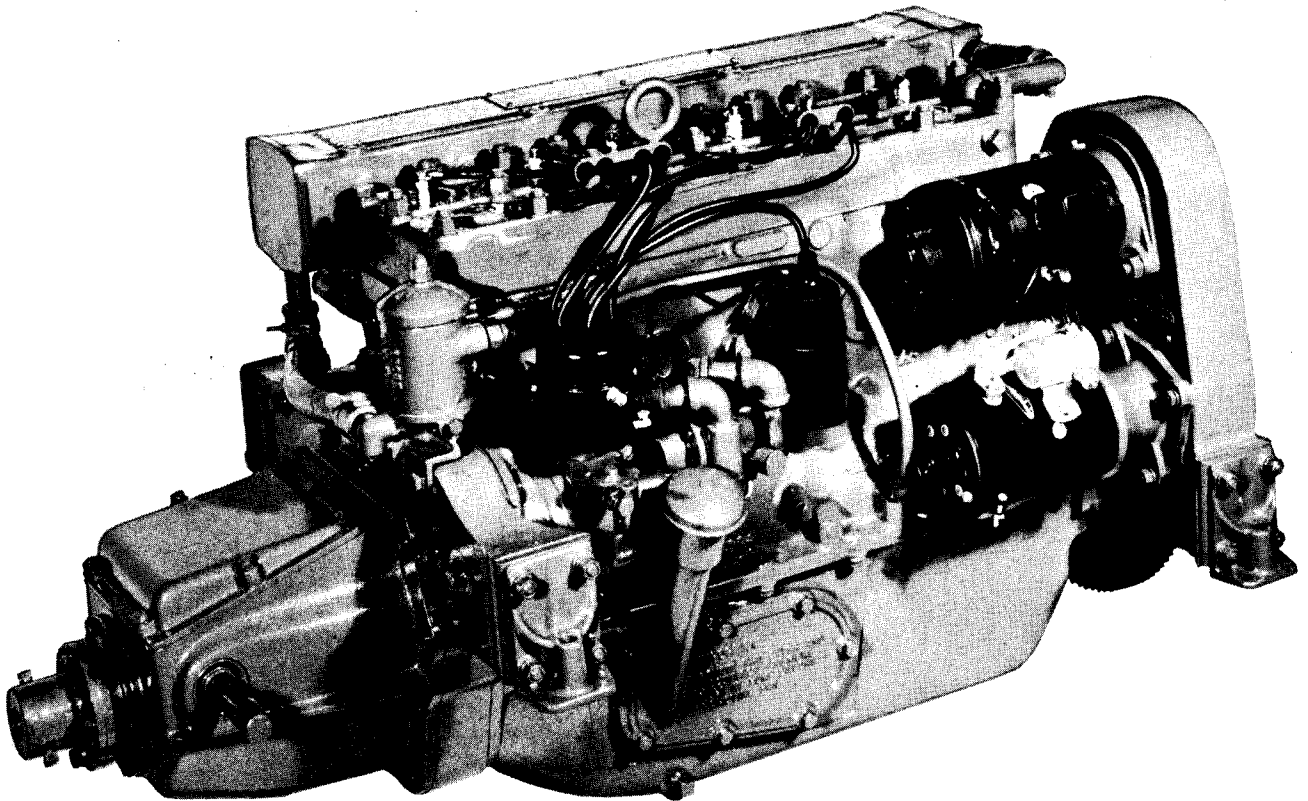


Model KLR—reduction drive (ratio 2.04:1) • Over-all engine length—47 1/8 ins. • Total engine weight (without oil & water)—760 lbs.



Power curve of 105-horsepower engines

Chris-Craft 131-hp marine



Low-priced and high-powered, the 131-hp Model KFL provides smooth, consistent operation, matchless economy. Another one in the line of unbeatable Chris-Craft marine engines that owners of all types of boats are praising.

The owner-driver of a famous Chris-Craft powered racing boat has this to say: "After setting a new world's record with only a half hour's running time on my new Chris-Craft marine engine, I was more than satisfied that Chris-Craft was the *best!* Now, after a few

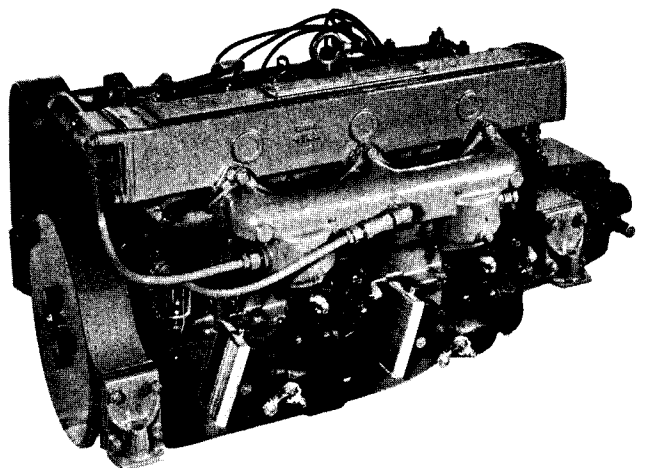
years of grueling and hazardous racing without a breakdown or an overhaul, I *know* that Chris-Craft engines are tops! I've competed in sanctioned APBA and CBF races, both in the United States and in Canada, and my Chris-Craft has *never* failed me!"

Now there's *satisfaction* with a capital S — it's the way you'll feel after you've installed a Chris-Craft Model KFL in your boat. You can always depend on Chris-Craft marine engines — they're the best that money can buy!

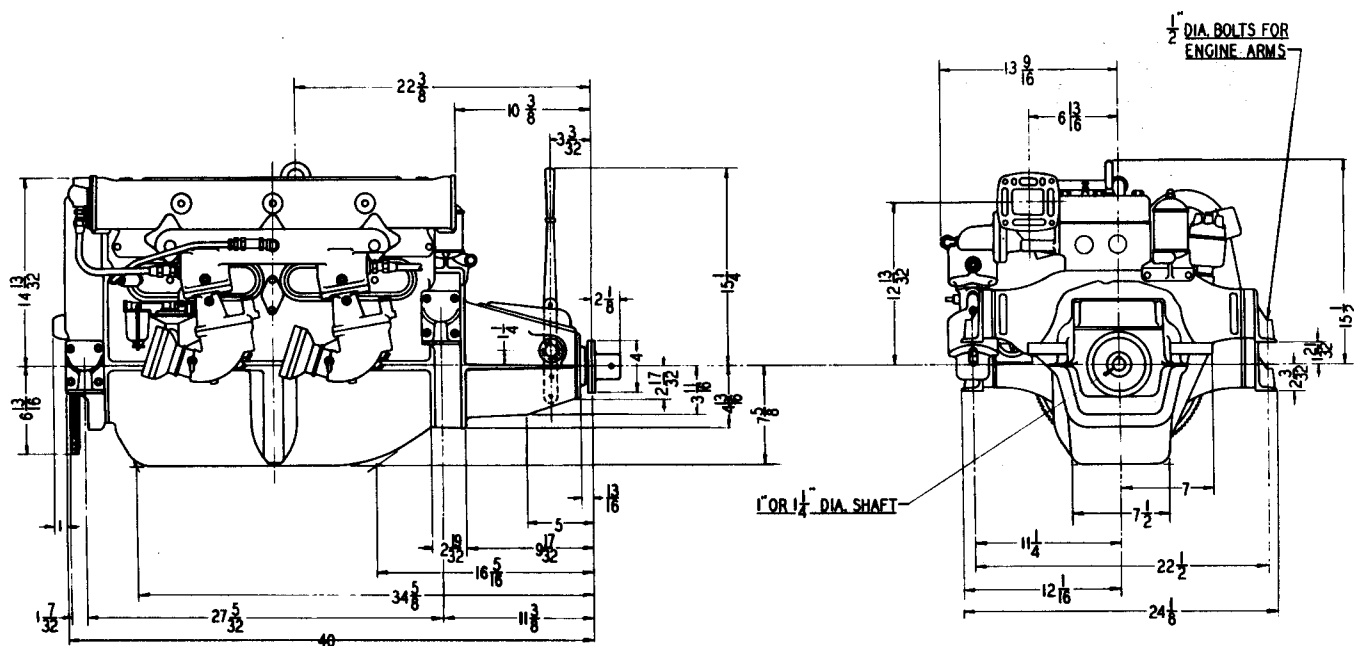
SPECIFICATIONS

Cylinders.....	6
Bore.....	3 $\frac{3}{4}$ ins.
Stroke.....	4 $\frac{1}{4}$ ins.
Piston displacement.....	236.6 cubic ins.
Compression ratio.....	7.40:1
131 hp.....	at 3800 rpm
Standard coupling bore (other sizes available).....	1 in.
Tachometer drive—S.A.E. anti-clockwise tachometer, located at lower end of distributor drive shaft, and turning at one-half engine speed.	

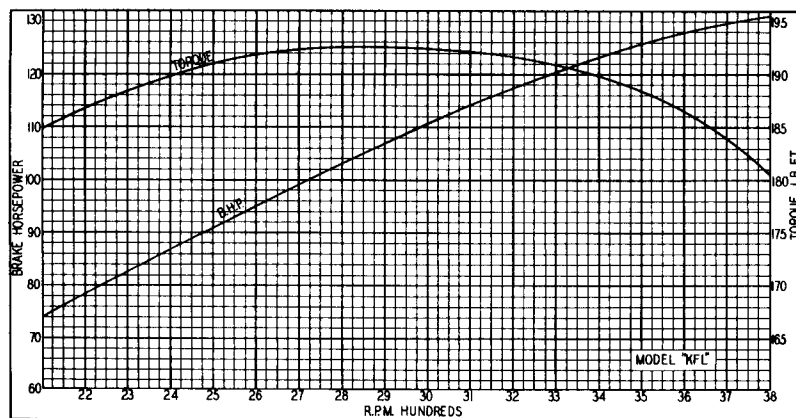
Note: Reverse handle (as shown) available at extra cost.



engine, Model

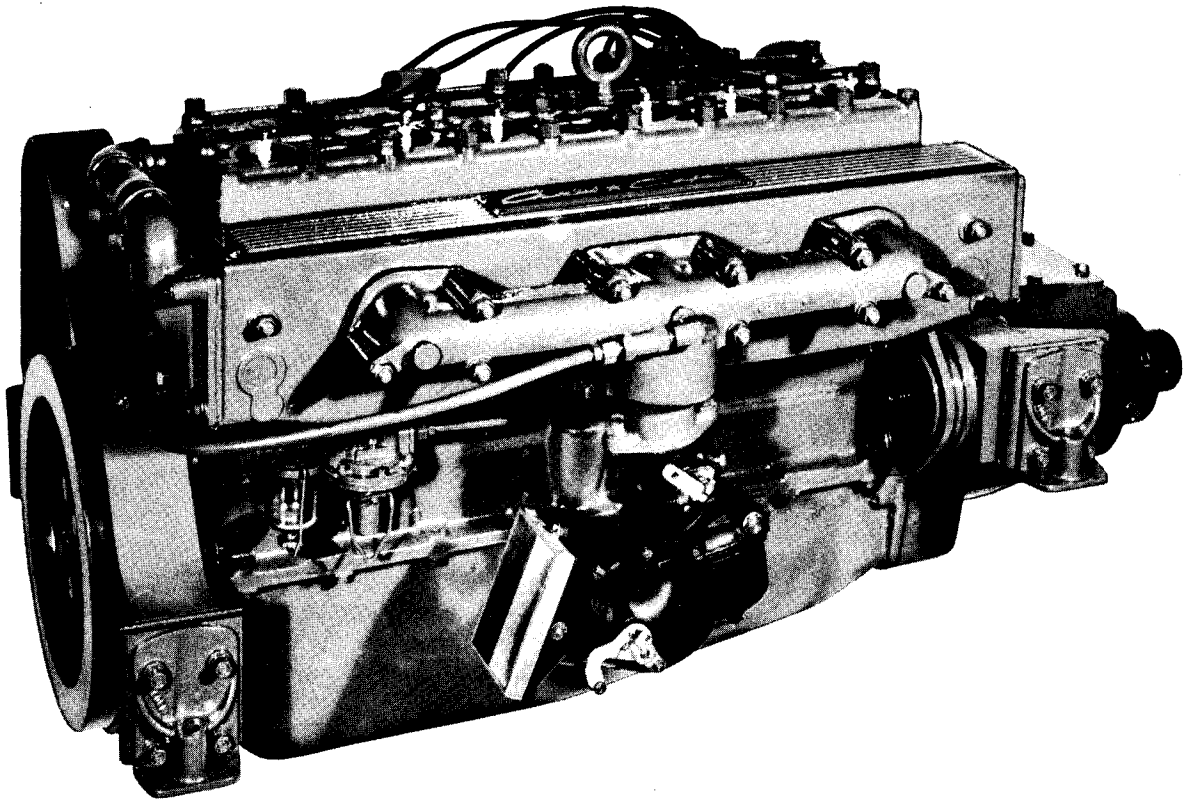


Installation diagram of Model KFL—direct drive. Over-all engine length—40 ins. Total engine weight (without oil & water)—715 lbs.



Power curve of 131-horsepower engine

Chris-Craft 130-hp marine



For long years of economical, dependable boating power, you can't beat the rugged strength of the 130-hp Chris-Craft marine engine.

Boat builders across the country appreciate the durability and performance of Chris-Craft marine engines — they recommend Chris-Craft! "I've been strictly a sailboat enthusiast for many years," says one owner, "so when I asked the boatyard to construct my 29-ft. sport fisherman, I left the selection of power to them.

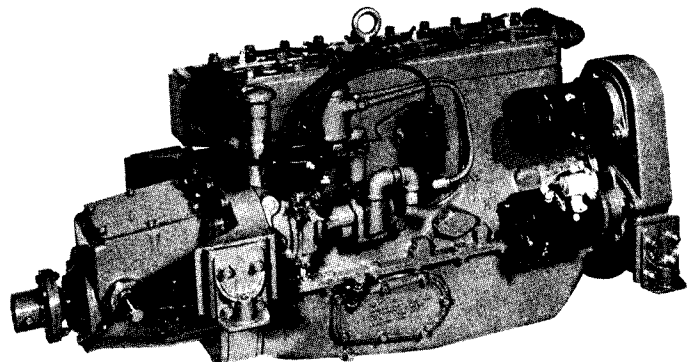
They recommended a Chris-Craft 130, and I'm glad they did! For, once installed in my new boat, the engine delivered top horsepower with very reasonable fuel consumption. While fishing along the coast of Maine, I can cruise at 13 knots using only two thirds throttle. This gives me reserve speed if I need it."

Whether you want flashing speed, or pulling power, you'll find that Chris-Craft 130-hp marine engines are the answer!

SPECIFICATIONS

Cylinders.....6
Bore.....4 ins.
Stroke.....4¼ ins.
Piston displacement.....320.4 cubic ins.
Compression ratio.....6.95:1
130 hp.....at 3000 rpm
Standard coupling bore (Other sizes available).....1¼ ins.
Tachometer drive—S.A.E. anti-clockwise tachometer for either right- or left-hand rotation engines, located at lower end of distributor drive shaft, and turning at one-half engine speed.

Note: Reverse handle (as shown) available at extra cost.

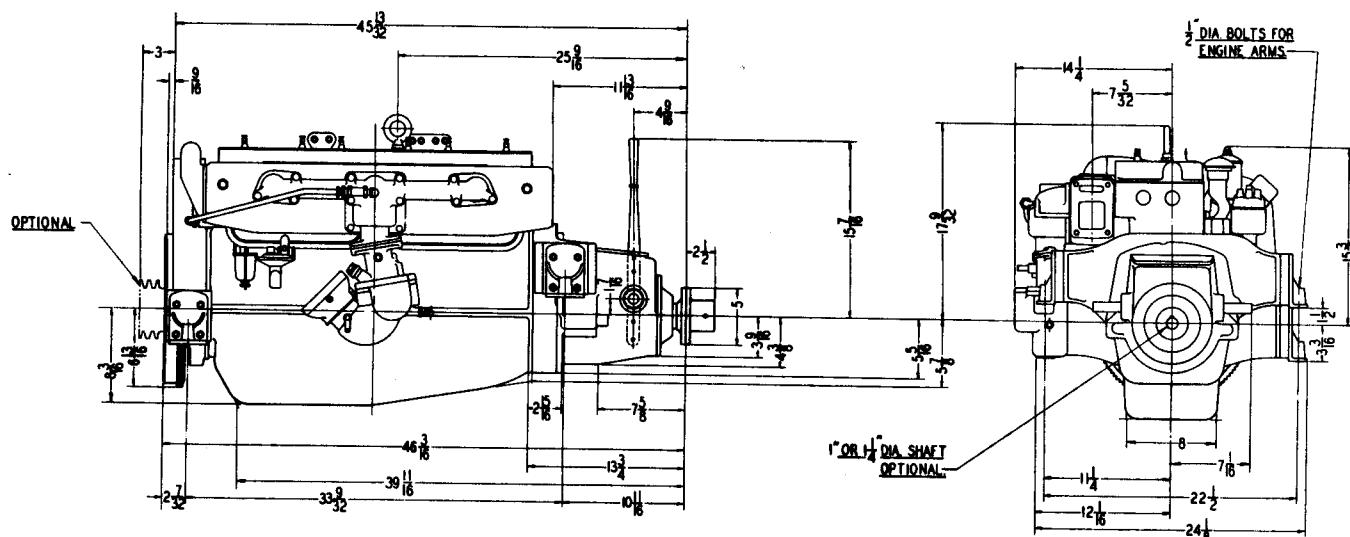


engine, Models

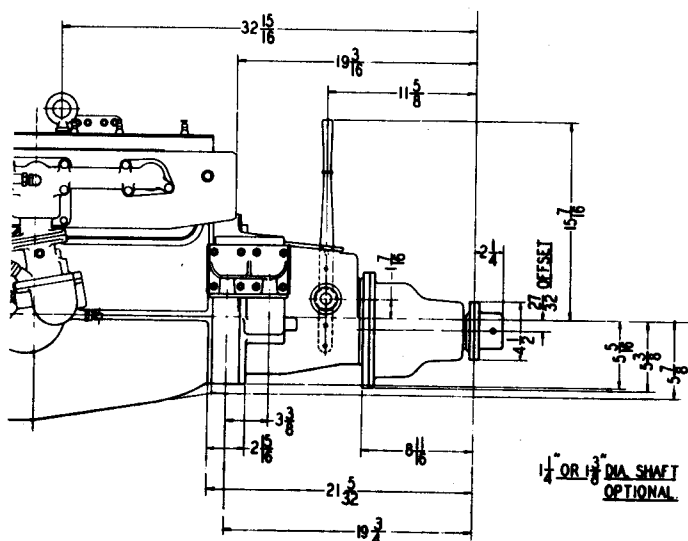
M

MS

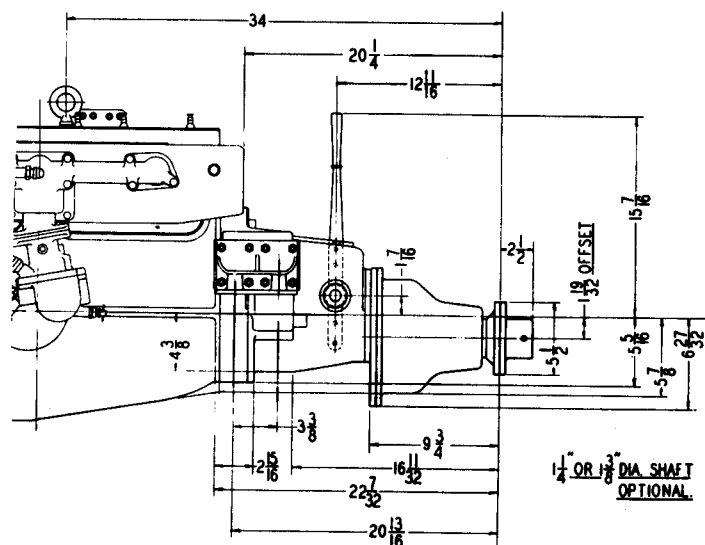
MR



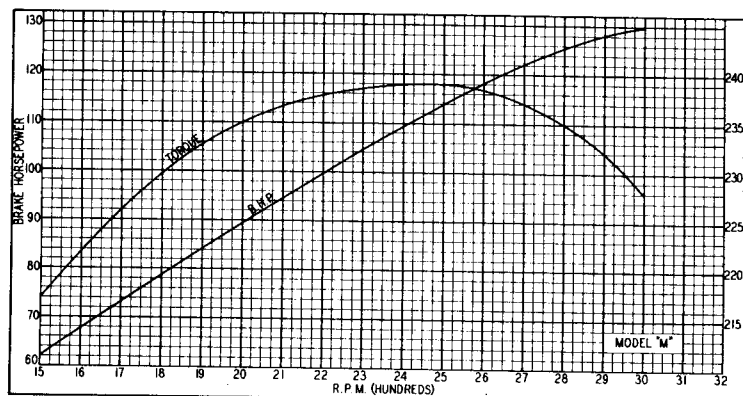
Installation diagram of Model M—direct drive. Over-all engine length— $46\frac{3}{16}$ ins. Total engine weight (without oil & water)—880 lbs.



Model MS—reduction drive (ratio 1.50:1) • Over-all engine length— $53\frac{3}{16}$ ins. • Total engine weight (without oil & water)—950 lbs.

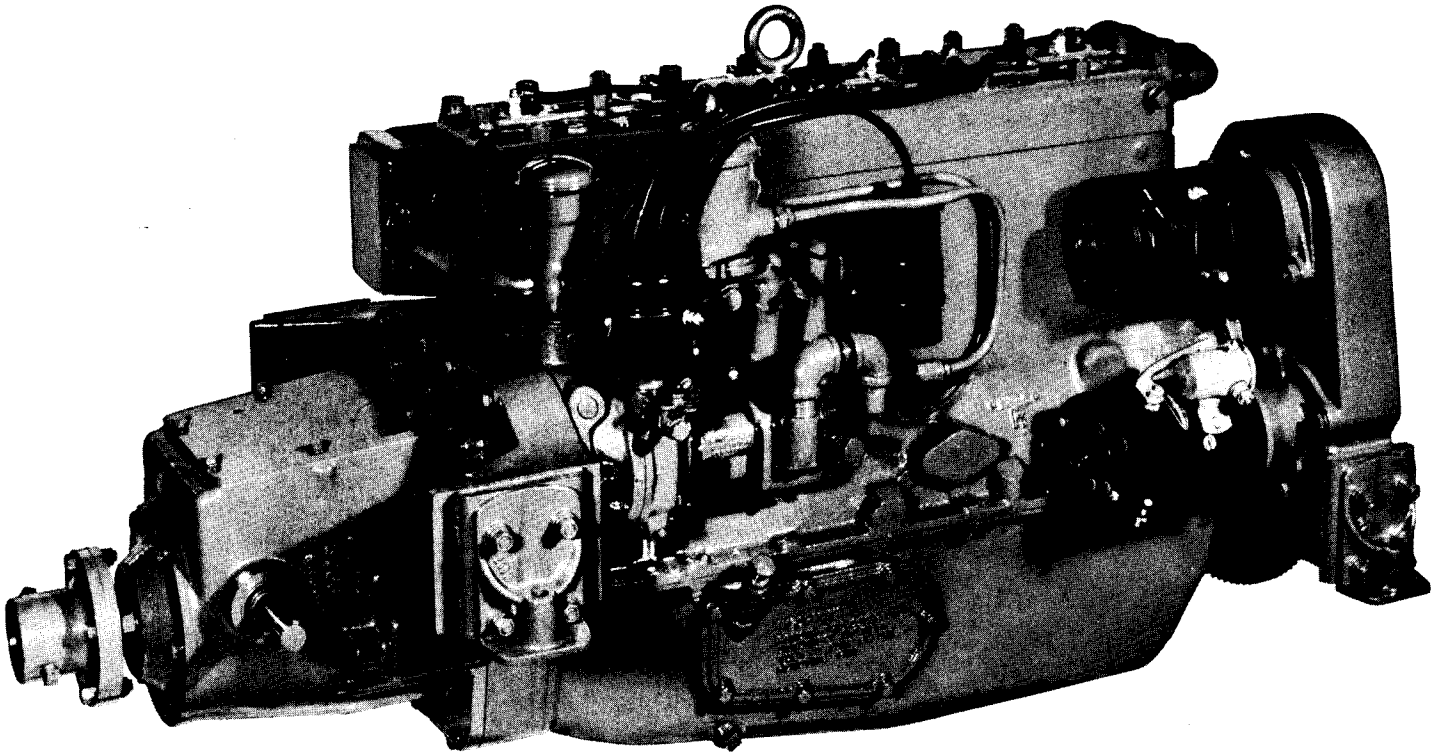


Model MR—reduction drive (ratio 2.03:1) • Over-all engine length— $54\frac{3}{16}$ ins. • Total engine weight (without oil & water)—970 lbs.



Power curve of 130-horsepower engines

Chris-Craft 175-hp marine



Talk about deep-throated power—Chris-Craft 175's pack the wallop needed for day-in, day-out peak-load conditions. Dependability and power are double-barreled features found in this and every Chris-Craft marine engine.

"I have owned Chris-Craft engines for nearly 16 years," one man writes, "and have had good service from all of them. When my new 64-ft., 150-passenger dance boat was built, I installed a pair of Chris-Craft marine engines with Chris-O-Matic controls. On a

passenger boat of this kind, good, dependable power is very important — you can't afford less than the best. Chris-Craft marine engines and Chris-O-Matic give top performance *at all times!*"

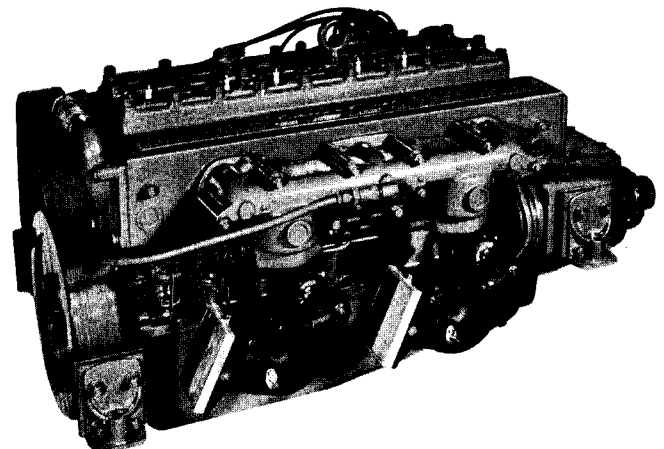
And then there's this kind of comment: "These engines have been taxed to the utmost . . . hundreds of hours' working time with absolutely no trouble and no signs of wear. You can't beat that kind of performance." You'll agree, too, when you install a Chris-Craft 175-hp marine engine in *your* boat.

SPECIFICATIONS

Cylinders.....	6
Bore.....	4 ins.
Stroke.....	4½ ins.
Piston displacement.....	339.2 cubic ins.
Compression ratio.....	7.22:1
175 hp.....	at 3400 rpm
Standard coupling bore (Other sizes available).....	1¼ ins.

Tachometer drive—S.A.E. anti-clockwise tachometer for either right- or left-hand rotation engines, located at lower end of distributor drive shaft, and turning at one-half engine speed.

Note: Reverse handle (as shown) available at extra cost.

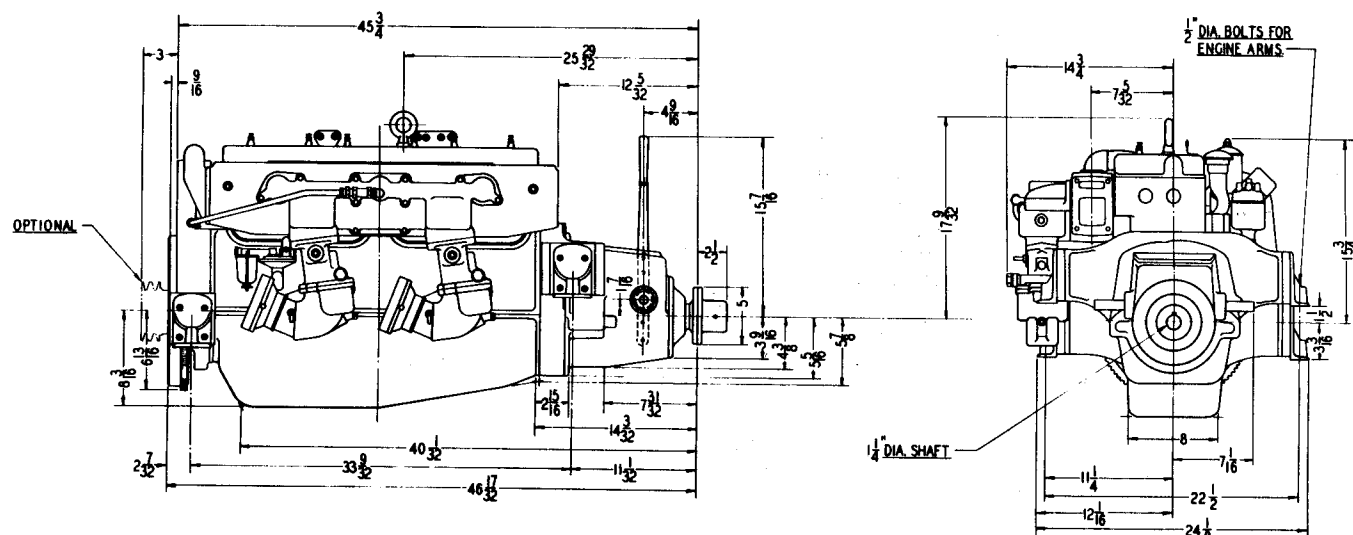


engine, Models

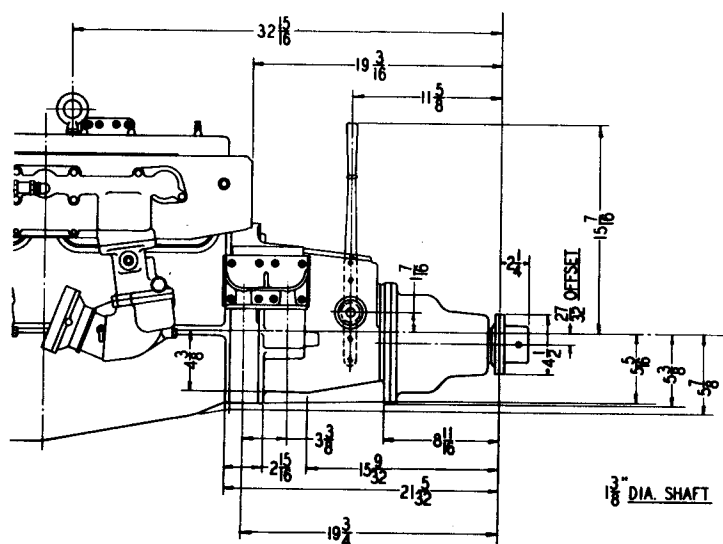
MCL

MCLS

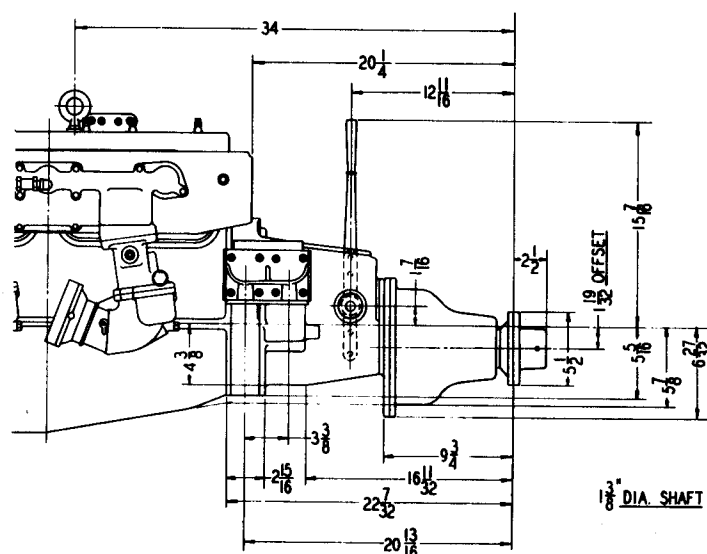
MCLR



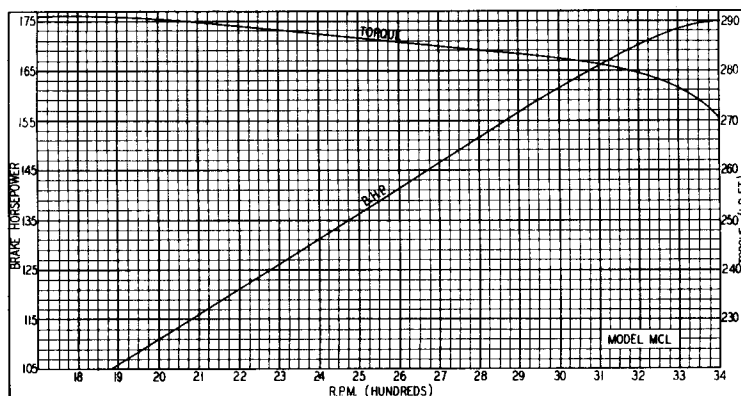
Installation diagram of Model MCL—direct drive. Over-all engine length—46 17/32 ins. Total engine weight (without oil & water)—940 lbs.



Model MCLS—reduction drive (ratio 1.50:1) • Over-all engine length—53 3/8 ins. • Total engine weight (without oil & water)—1025 lbs.

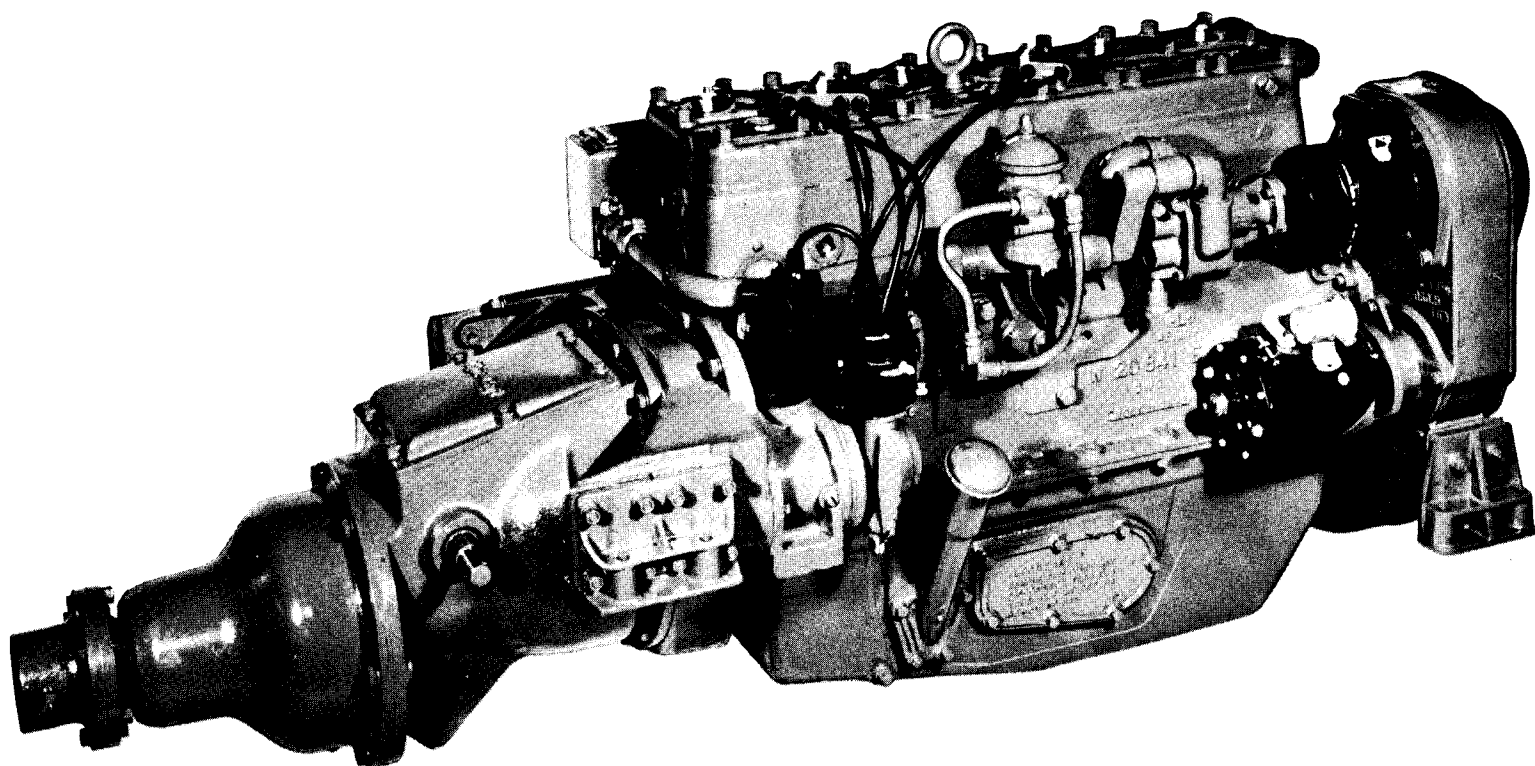


Model MCLR—reduction drive (ratio 2.03:1) • Over-all engine length—54 3/8 ins. • Total engine weight (without oil & water)—1045 lbs.



Power curve of 175-horsepower engines

Chris-Craft 200-hp marine engine,



Most powerful of all Chris-Craft marine engines is this power-loaded, yet compact 200-hp model. Ready to take on any operating conditions, the 200-hp engine combines quality, stamina and performance to give you the most for your engine dollar!

The comments you hear about Chris-Craft marine engines show how boat owners and operators all over the world are willing to testify to the service, reliability they get. For instance, one man says, "Time means money in our dredging operation, and the fact that

our Chris-Craft marine engine furnishes dependable power in any weather is important! Trouble won't wait for fair weather, and our Chris-Craft gives us steady, year-'round performance, even with loads ranging to 240,000 pounds on our 167-ft. barge. We've been using Chris-Craft engines for a quarter of a century and have found that for economical, trouble-free service, Chris-Craft is tops!"

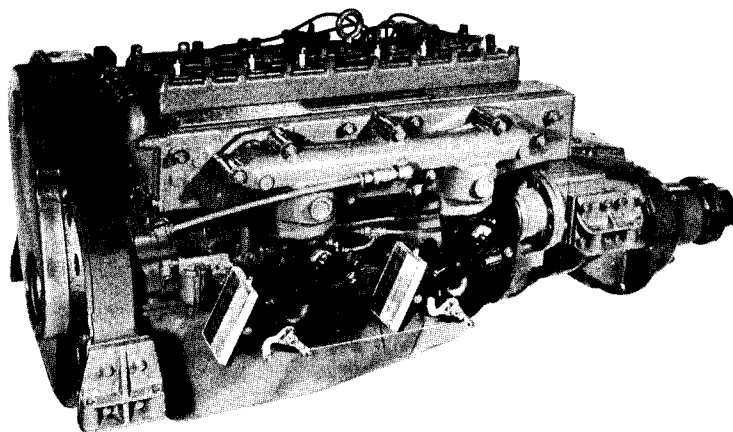
Chris-Craft's 200-hp marine engine will prove all of it to you, personally. It's the best that money can buy!

SPECIFICATIONS

Cylinders.....	6
Bore.....	4¼ ins.
Stroke.....	4¾ ins.
Piston displacement.....	404.3 cubic ins.
Compression ratio.....	6.92:1
200 hp.....	at 3200 rpm
Standard coupling bore (Other sizes available).....	1¼ ins.

Tachometer drive—S.A.E. anti-clockwise tachometer for either right- or left-hand rotation engines, located at lower end of distributor drive shaft, and turning at one-half engine speed.

Note: Reverse handle (as shown) available at extra cost.



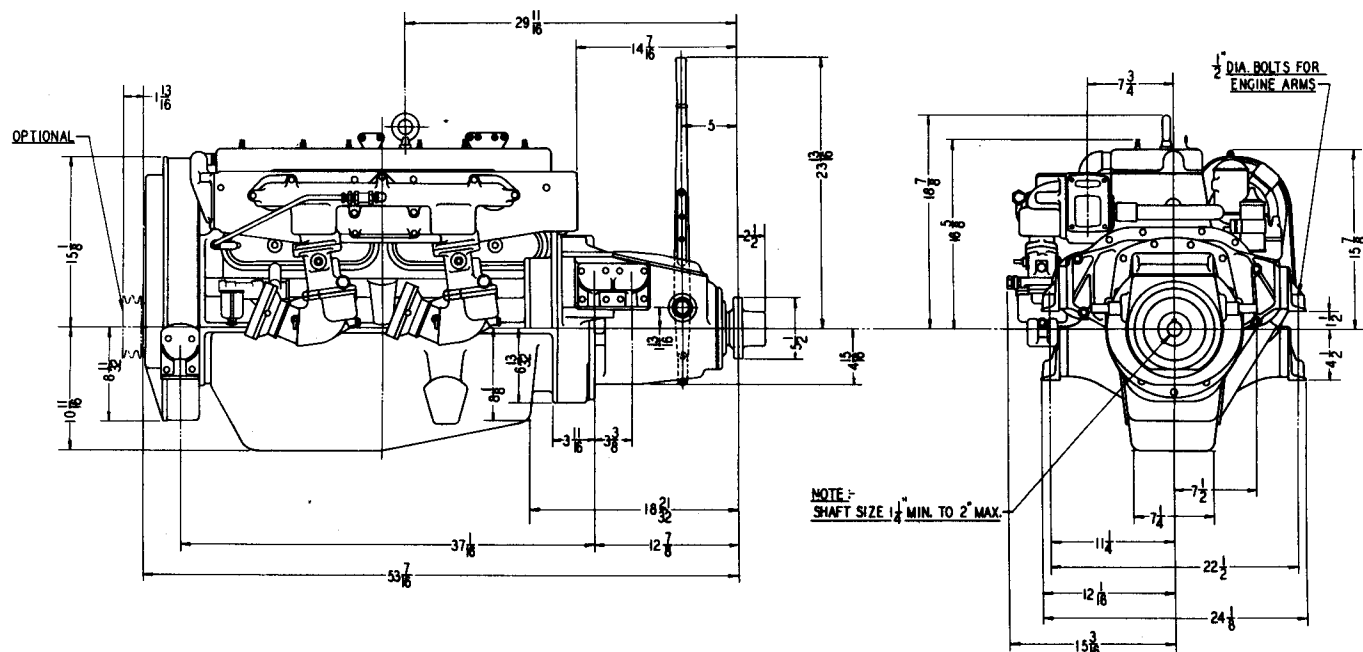
Models

WB

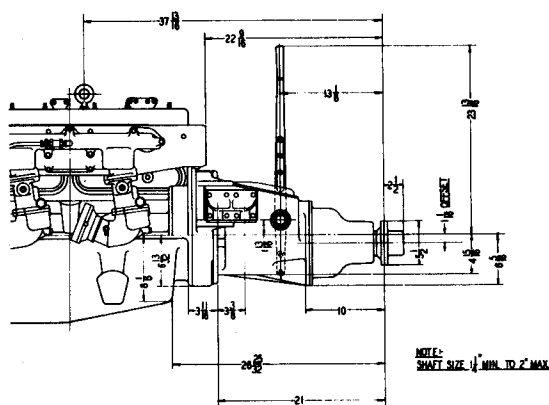
WBS

WBR

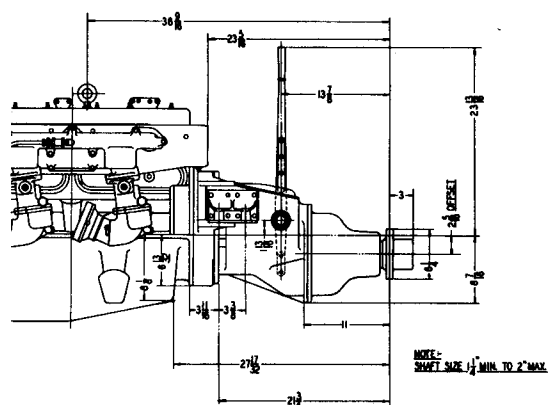
WBR2



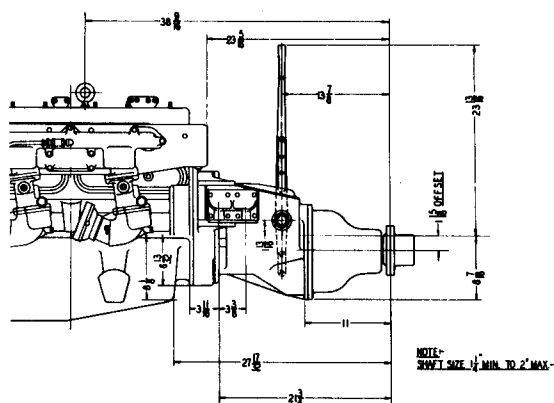
Installation diagram of Model WB—direct drive. Over-all engine length—53⁷/₁₆ ins. Total engine weight (without oil & water)—1260 lbs.



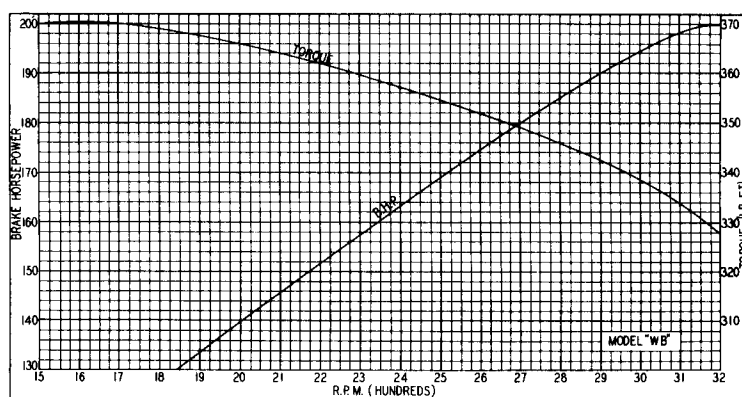
Model WBS—reduction drive (ratio 1.50:1) • Over-all engine length—61¹/₁₆ ins. • Total engine weight (without oil & water)—1350 lbs.



Model WBR—reduction drive (ratio 2.54:1) • Over-all engine length—62³/₁₆ ins. • Total engine weight (without oil & water)—1375 lbs.



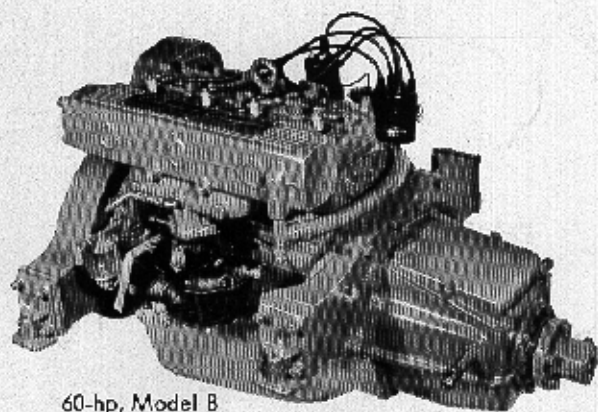
Model WBR2—reduction drive (ratio 2.03:1) • Over-all engine length—62³/₁₆ ins. • Total engine weight (without oil & water)—1375 lbs.



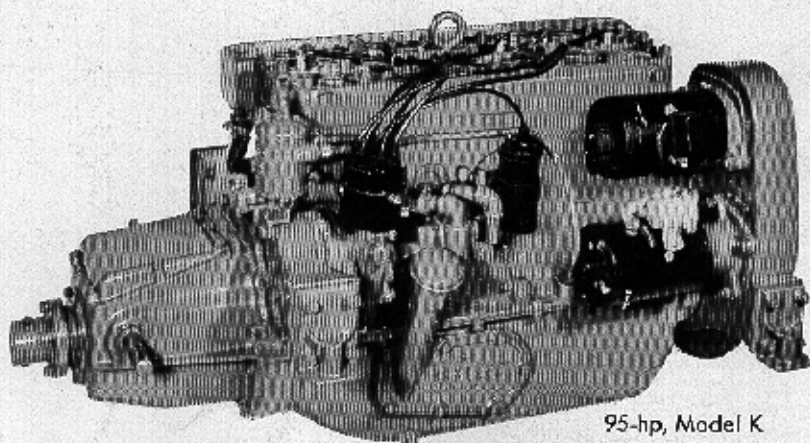
Power curve of 200-horsepower engines



All Chris-Craft marine engines are carefully tested for power output, balance and efficiency.



60-hp, Model B



95-hp, Model K

For high performance . . . for *dependable*, low-cost marine power for *any* marine use, buy a compact, power-packed Chris-Craft — world's *best* marine engine buy! See your friendly Chris-Craft marine engine dealer.

Chris-Craft
MARINE ENGINE DIVISION

CHRIS-CRAFT CORPORATION, ALGONAC, MICHIGAN

NOTES FOR ALL MODELS

Rubber mounts (except Model A), engine buck, gallon of oil, instruction book and lifting ring are furnished with all models.

Horsepower ratings are obtained at factory under favorable conditions and are not guaranteed. Specifications and equipment subject to change without notice.

WORLD'S LARGEST BUILDERS OF MOTOR BOATS