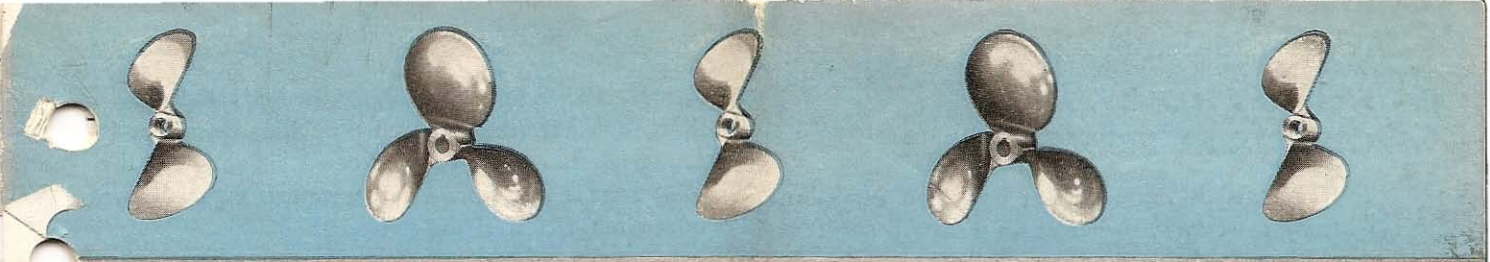


MICHIGAN *MACHINED-PITCH* PROPELLERS

Are Accurately Designed, Tested and Matched to the Specific Motors and Hulls on Which They Are to Be Used—

For Outstanding Performance in Racing or Pleasure Boating

The KEY TO BETTER OUTBOARD PERFORMANCE

The contents of this booklet constitute a means whereby most every owner of an outboard outfit can determine whether he is obtaining maximum pleasure, performance and service from his unit. Due to the inexperience of many outboard owners, lack of really reliable information on properly "setting up" a unit, we have in the following pages gone to considerable length in attempting to be of assistance along these lines. Outboarding is a grand sport and we want to help everyone to get as much pleasure from his particular outfit as possible.

Obviously the propeller of an outboard or an inboard is of most critical importance and this is the reason why many manufacturers of outboard engines and inboard boats leave their propeller problems in the hands of propulsion experts — usually the Michigan Wheel Company.

WHAT MAKES A GOOD PROPELLER?

FIRST, a propeller must be accurate. Certainly a propeller that is not perfect in pitch, balance, machining, blade uniformity, indexing, etc., cannot operate without vibration and maximum efficiency. Michigan propellers are accurate in every detail. They are manufactured under our Machined-Pitch method of manufacture by machines especially designed for one purpose only — to make propellers. Space does not permit going into detail here, but on request literature will be sent descriptive of Michigan's M-P method of propeller manufacture. Supplementing our unequalled equipment we have 45 years of experience and an organization of skilled craftsmen and propulsion engineers whose abilities are directed solely to propellers.

SECONDLY, a propeller must be of correct size and design FOR THE BOAT, LOAD and SERVICE. In the following tables you will note we offer standard propellers for almost every motor; that is, they are similar to the original equipment in shape and dimensions. In many cases this propeller is entirely satisfactory. Due to great variations in hulls and conditions, however, the standard propeller oftentimes is found not too good, or even entirely wrong for the job. That is why for the larger motors especially we offer a range of sizes and styles.

In recommending various propellers for certain engines with different hulls and loads, consideration has been given to the gear ratio of the lower unit, its contour, engine's power, RPM range, etc. May we emphasize, however, that the specific recommendations are not all theory! In fact, we maintain a test crew who operate 12 months of the year actually checking propellers and their results under all conditions, as described on pages 4 and 5.

THIRD, precise accuracy, good design and correct size are of little use if not supplemented with material that will not fail. For small motors we recommend aluminum propellers due to the weight factor. Here we have the best propeller aluminum obtainable. High in strength, non-corrosive and ductile enough not to bend from every little impact. For larger engines Michigan's "MICHALLOY" bronze is used. This is a metal of unusually high physical properties (75,000 lbs. tensile strength per sq. in.,) engineered specifically by ourselves for propellers. Its corrosion resistance in fresh and salt water and its ability to withstand flexing under high speed operation and resist ance to shock make it the perfect propeller metal.

WARNING: Too often an owner will order from his dealer the highest pitch propeller listed, whether it be an Aqua-Jet or an Aqua-Master, in the hope he will go faster. The result can only be failure. Remember, too, that boats and engines vary greatly as to ability and performance and a poor combination never can be made to operate like a unit inherently correct.

Note: While we believe the accuracy of the contents of this catalog is incontestable, specific results cannot be guaranteed due to variations in boats, engine conditions, fuels, etc. As stated, the information on propellers is based on our experience and engineering information on stock engines and well designed boats. For special conditions we invite your inquiries in detail — or write for our Outboard Analysis Form.

9 CHECK POINTS FOR IMPROVED OUTBOARD PERFORMANCE

Naturally every owner of an outboard outfit does not expect or want competitive racing speeds. However, hardly any are adverse to getting better all around performance and the following facts are presented as an aid in generally bringing up performances for those outfits where complete satisfaction is not presently being derived.

The first thought that comes to many outboarders is that a propeller change may accomplish a miracle or be a cure-all. Though of prime importance, no propeller by itself can make an outfit, inherently incorrect in one or more details, perform in competition with outfits in which all factors are ideal.

Each owner interested in greatest possible performance should check every one of the following points. Each are vital. One or more bad features in your outfit can detract as much as 10 to 50% in boat speeds and all around performance.

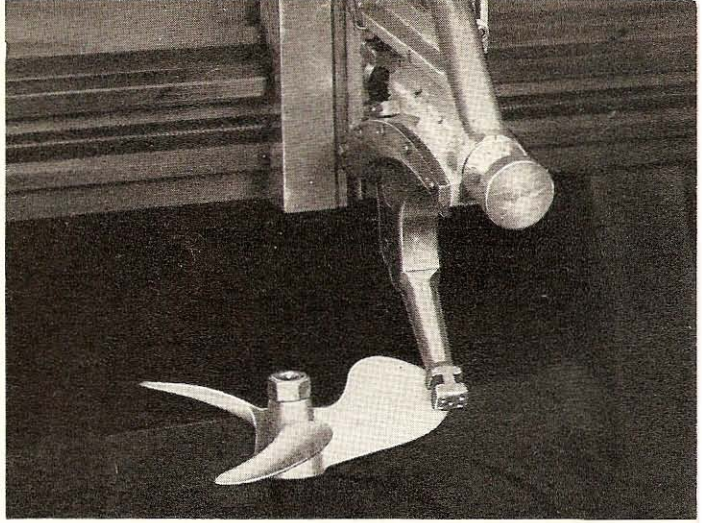
1. MOTOR TILT

Every outboard motor has an adjustment for tilt. When the motor is set on the transom with the lower unit too far forward, the boat will have a tendency to throw the bow too far into the water and over-plane the boat. This slows the boat up considerably although it will stabilize a wild boat, especially with the larger more powerful engines. For maximum racing speeds there is one point of proper motor angle and this is with the lower unit cocked back as far as possible. This can be briefly summed up as "trimming." However, no two hulls are alike and the exactly correct point can be determined only by trial and error. Motors tilted too far aft will cause propeller to cavitate.

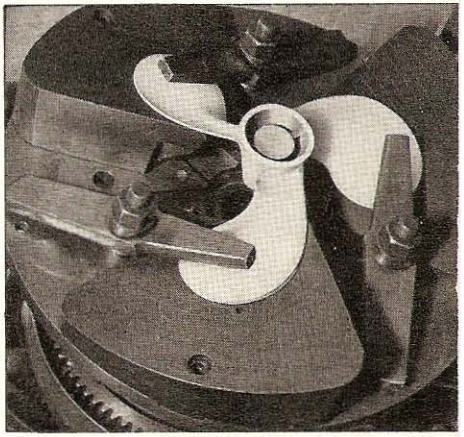
2. TRANSOM HEIGHT

No single one of these 9 factors has more effect on general performance than the proper transom height. While most manufacturers of boats provide 15" transoms and most engines operate satisfactorily on these transoms, it is definitely true that owners of some boats will gain from ¼ to a mile or more in speed by blocking up or increasing the boat transom. For average family runabouts it is a good rule of thumb to run the anti-cavitation plate slightly below the bottom of the keel; or if there is no keel, below the bottom of the boat. Everyone interested in the last fraction of a mile for competitive racing, and this applies to hydroplanes and racing runabouts, should experiment to see how high he can run his outfit without encountering excessive cavitation when underway. It will be found harder to get up on top at the start with very highly mounted motors. There is no general rule that can be applied as motor lower units and boats vary in the ability to run high for this specialized racing

Continued on Page 8

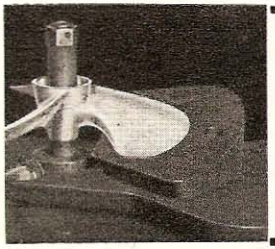


The Helical Planer, an exclusive development of Michigan Wheel Company, eliminates the human error element and carves the original patterns of Michigan Propellers and Pitch Blocks with unfailing precision and accuracy.



Boring a wheel on PITCH BLOCKS insures absolute accuracy. A perfect casting otherwise bored can be out of center and the blades badly out of track resulting in undue vibration, loss of power, etc.

Below is shown a propeller being checked on a PITCH BLOCK. PITCH BLOCKS have true screw surfaces carved by the helical planer and corresponding to the contours of the propellers with which they are used to check the accuracy of each and every propeller throughout the manufacturing process.



NO OTHER PROPELLERS ARE MADE THIS WAY

CONTINUOUS TESTING TO INSURE MAXIMUM

When you buy a Michigan propeller, you may be sure that you are getting, not what some theorist hopes will give you more speed or better performance, but a wheel bound to give you what you want because it has proven its ability to do so under the most exacting tests that can be devised.

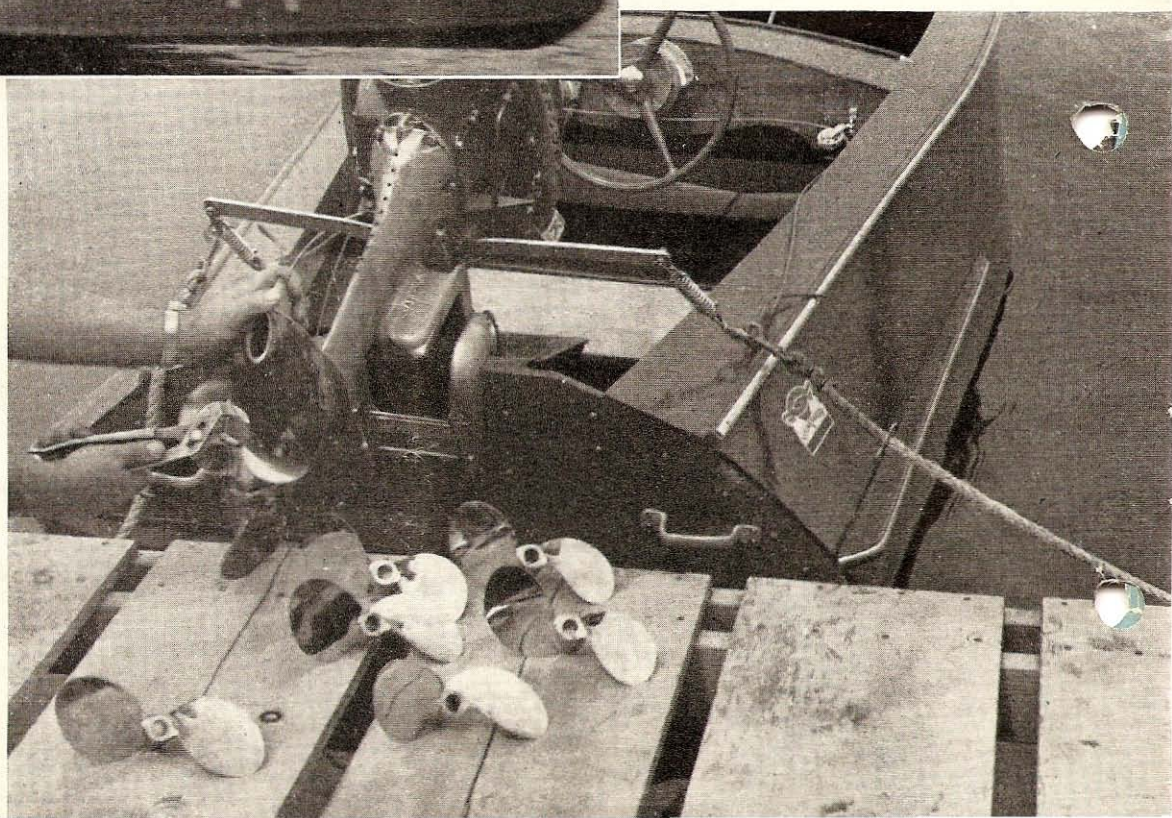
At one of the nearby Michigan lakes, and another in Tennessee, the winter location, the testing of Michigan propellers goes on the year around. At these proving grounds a whole fleet of boats including practically every type, size and kind of construction (plank, plywood, metal) used in outboard motoring is maintained. Here the propeller designs evolved by our engineering staff are thoroughly established or disproved under actual running conditions. Here every make and model of outboard motor is matched with the propeller that will enable it to develop the maximum efficiency under given conditions. These include boat size, design and load. Results are measured with minute accuracy with the finest of scientific instruments and tests are truly exhaustive.

Each testing engineer runs an average of 150 miles per day, more than the equivalent of a marathon, and the testing goes on day after day, the year around. Testing is considered complete only when decidedly superior results have been obtained and both the engineering and field staffs are thoroughly satisfied that maximum performance has been obtained. Often this means very long periods of testing, as much as six weeks for a single propeller as was the case in the development of one of our new "Aqua-Jet" racing wheels for a certain motor.

The recommendations contained in the Propeller Selector Charts on pages 9 to 20 therefore, are founded on the soundest possible basis and can be relied upon to give you the ultimate in performance. Be sure, however, to read the "9 CHECK POINTS" pertaining to your outfit to insure getting the best possible results.

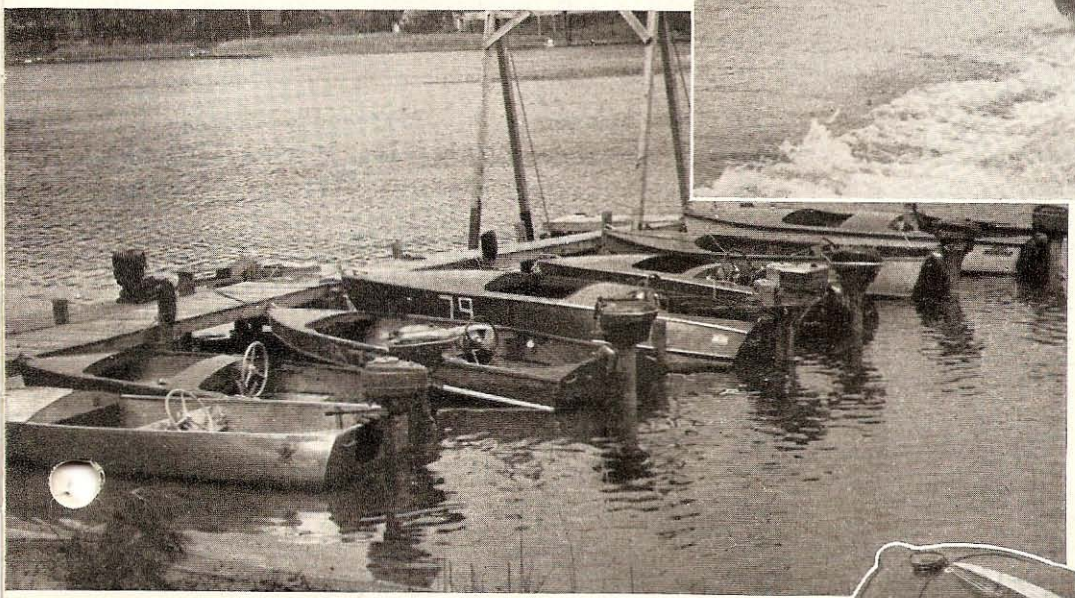
Test engineers run an average of 150 miles per day, day after day. It's data thus obtained that insures the outstanding performance of all Michigan wheels.

Seven propellers with variations so slight the average layman would be unable to detect them. All will be tested to determine the one that gives maximum effectiveness for the given motor, hull and load.

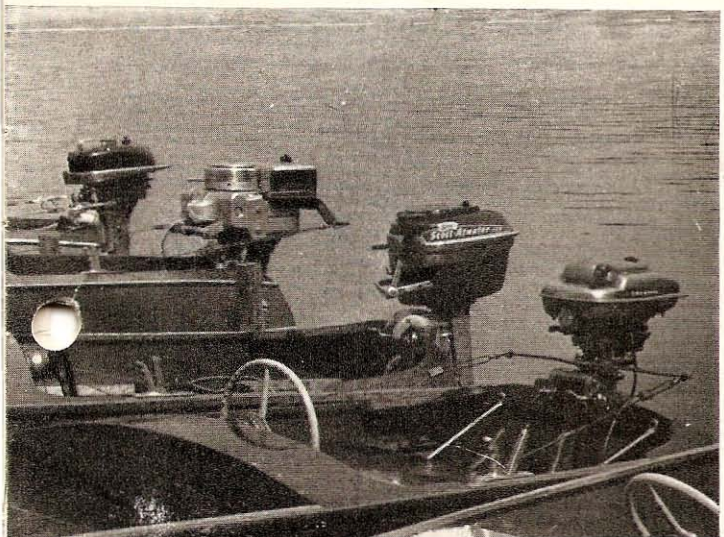


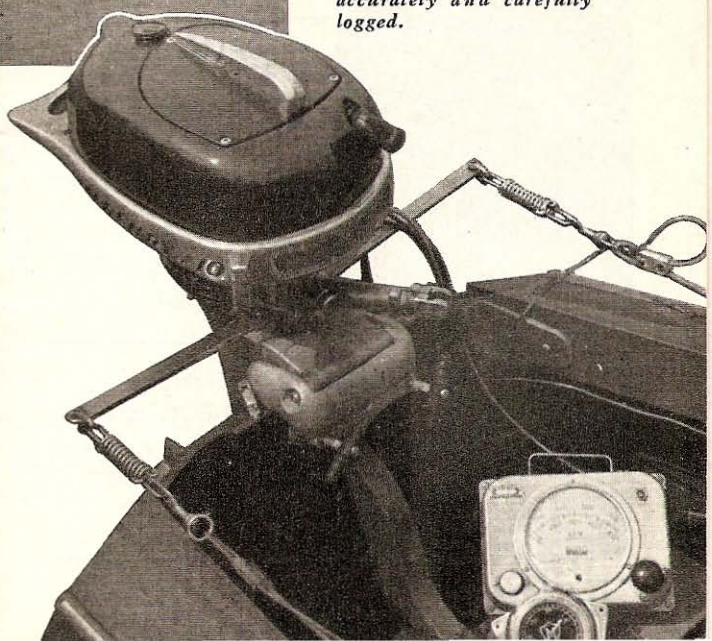
ERFORMANCE UNDER ALL CONDITIONS

Part of our testing fleet that includes every type of hull and motors of all makes and sizes.



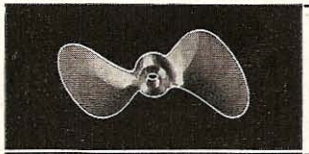
Performance of each propeller tested is measured accurately and carefully logged.



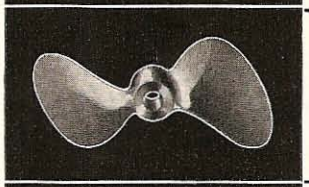


"AQUA-JET"

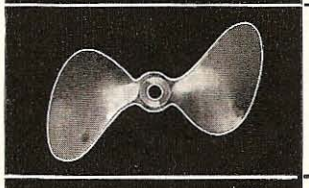
Some of the Models available



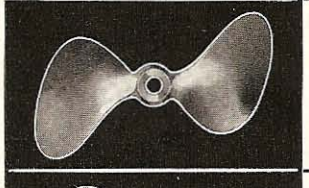
MERCURY SUPER 10
AND HURRICANE
AJ48 AJ49 AJ50



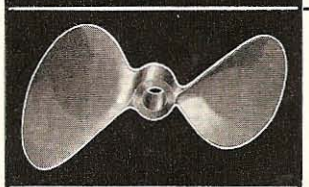
MERCURY 25 H.P.
AJ80 AJ83
AJ81 AJ84
AJ82 AJ85



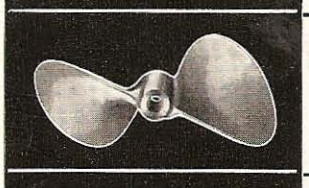
SCOTT-ATWATER
7½ H.P.
AJ8



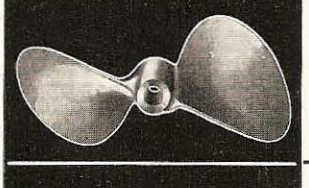
CHAMPION HOT ROD
AJ130
AJ131



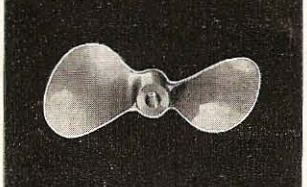
JOHNSON PO 22 H.P.
AJ1195
AJ1194



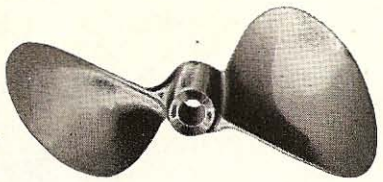
EVINRUDE
SPEEDITWIN 22 H.P.
AJ289
AJ323 AJ288



EVINRUDE
SPEEDIFOUR 33 H.P.
AJ323 AJ324 AJ325



JOHNSON QD
10 H.P.
AJ200 AJ201



RACING TYPE PROPELLERS

A TREMENDOUSLY SUCCESSFUL WHEEL FOR STOCK BOAT RACING

Michigan "AQUA-JET" propellers are super deluxe racing wheels, virtually custom built to fit the specific, individual motors on which they are to be used, yet priced to sell at practically the cost of a stock propeller. Their design is such that no cutting or rebuilding of the lower unit is necessary — a tremendously important feature, particularly to the driver who wishes to maintain his outfit for stock racing.

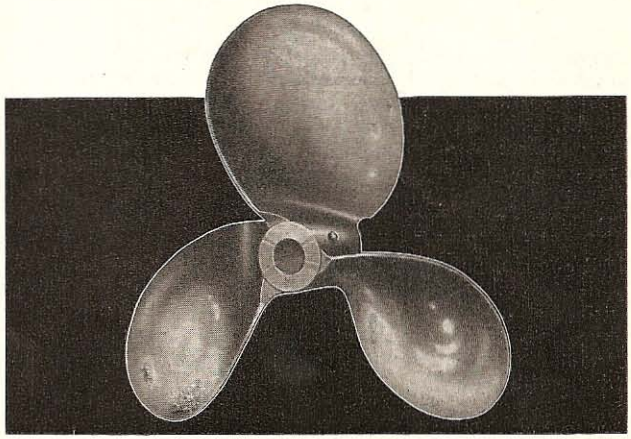
Built, like all Michigan propellers, it has tremendous thrust, yet maintains that silky smooth operation at high speeds so necessary to top performance.

The tremendous success of this wheel, which was originally brought out as a semi-custom job for a few of the 7½ HP and 10 HP motors led to the expansion of sizes by popular demand. It is now available for such motors as the Evinrude, Lightfour, Speeditwin, Speedifour and Big Four; Johnson "22", Mercury 7½ and 10 HP and Scott Atwater 7½ HP and, in fact, nearly all of the newer motors in the above sizes and larger. Some of the "AQUA-JET" models are shown at the left. All of them are listed under the make of motor with which they are available in the propeller selector listings on the following pages.

It should be definitely understood, however, that the "AQUA-JET" in no way displaces the "AQUA-MASTER" propellers described on the opposite page. The "AQUA-JET" is designed primarily for racing runabouts and step-bottom hydroplanes and for this type of application is ***unequalled.*** The "AQUA-MASTER" remains the ideal propeller for the average runabout, utility or family boat.

The "AQUA-MASTER"

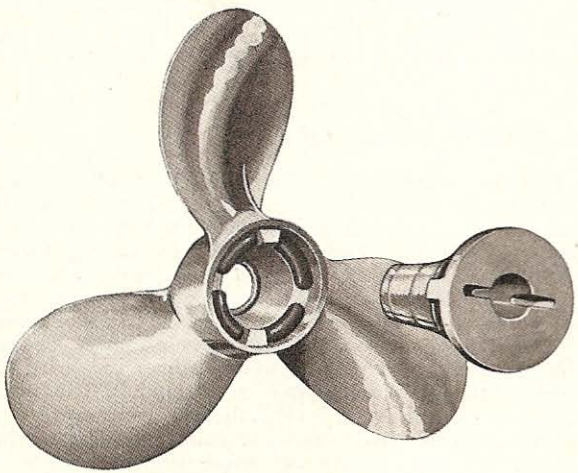
IDEAL PROPELLER FOR THE LARGER MOTORS IN USE ON THE AVERAGE RUNABOUT, UTILITY OR FAMILY BOAT!



A few years ago Michigan introduced the Outboard version of our highly popular inboard "AQUA-MASTER." It immediately became recognized as the most sensationally performing propeller ever offered for service motors. In the following pages many new "AQUA-MASTERS" will now be found listed, and the range has been expanded to include motors down to the 6 h.p. jobs of some makes. Any owner of a motor of this size using a well designed runabout or utility certainly owes it to himself to own one of these propellers. It will provide better boat speeds, smoother performance and more flexible operation under varying load conditions. Furthermore the "AQUA-MASTER" is more sturdy in design and construction. It tends to deflect or ward off drift and debris with less damage to blades than would be suffered by the conventional propeller. Its usual shorter diameter and greater blade width permits its use closer to the surface, a real advantage as explained under "9 Check Points" (page 3).

New CUSHION-HUB PROPELLERS for MOTORS WITH GEAR SHIFTS

Eliminate Pin-Shearing!



Again Michigan is first with a range of three blade bronze propellers with a device in the hub to eliminate shear pin failure often encountered with the conventional solid hub type. Not only does it take up the shock of shifting in neutral, forward or reverse with the softest action possible, but there is ample "cushion" still left at full throttle to be remarkably effective in resisting blade and shear pin damage.

The device consists merely of a micarta insulated spindle suspended between four pieces of live rubber limited to a 35 degree arc which can never fail by breaking away or slipping, leaving you stranded. It is now available in a range of diameters and pitches of three blade bronze propellers for the various popular shifting motors. Select the correct propeller for your particular boat, load, or service condition. They are identified in the following listings by the prefix "AMC". See your Michigan Dealer. Satisfaction guaranteed.

9 CHECK POINTS FOR IMPROVED OUTBOARD PERFORMANCE

Continued from Page 3

service. It is readily apparent to everyone that a highly mounted motor will cause less drag or skin friction, give better shallow water operation, and safer operation on sharp banks, since the propeller will break loose and the boat automatically straighten itself. You will also reduce back pressure with the underwater exhaust close to the surface.

3. SPARK LEVER SETTING

All outfits definitely do not operate best with the spark lever fully advanced. In fact, more often they do not. Many drivers simply throw the lever way over when they want most speed, whereas if they will feel out the last inch or so and find the correct spark lever setting, they will find a point that will be best.

4. THE KEEL

The purpose of a keel is to brace or stiffen the bottom, offering protection to the bottom, and on faster boats to stabilize it on the turns. Unfortunately this also adds drag and provides a route for air bubbles to flow back and be picked up by the propeller, thus greatly effecting propeller performance. This is why on some of the faster boats, intended for racing, you will find the keel inside the boat. These jobs generally are run with a fin. Where a substantial keel is built on the bottom, the aft end should be faired from an eighth to a quarter inch at the transom on a taper to about 30" forward. Fortunately most boat builders today have recognized the importance of faired keels and are sending them from the factory this way, but there are still thousands of boats in use with keels causing propeller inefficiencies.

5. BOAT BOTTOMS

90% of all well designed runabouts are straight line bottom boats. These have been proven definitely the most efficient and fastest. Unfortunately, however, many of these boat bottoms are not perfectly true and have built-in, or developed through use, a hook or curve which normally appears just forward of the transom. Usually the tremendous pull of a big engine or a medium size engine has drawn the bottom out of true and it has taken a permanent set. Some flexible bottom boats may straighten themselves up when out of the water but under operation be running with the hook. This hook developed in the bottom has two very serious effects in the outfit's performance.

First, it often is the entire reason for galloping at high speed and difficult control on the turns.

Secondly, it slows the boat up. If you have determined that you have an untrue boat bottom it should be straightened up. This can be done by most anyone by adding one x six's and wedging, and permanently installing these bottom bracings. Time and again we have seen difficult hulls made into fine-running and faster boats by getting the aft ⅓ of the boat bottom into the condition that it should be, namely a straight line.

6. PASSENGER WEIGHT

The average outboard is most sensitive to weight distribution. Some in fact are so sensitive that with motors of medium power, it is only by throwing weights way forward that the boat can be gotten into a plane where it will run best. In others, weights must be shifted aft. Here again variations in design, power and type of set-up will all vary so much that individuals will have to try out their own outboards and determine the weight compensation required. An excellent example of proper and improper weight distribution is offered by the owner of a flat bottom rowboat who sits in the stern, way aft, with a 5 H.P. motor and chugs along at 6 miles an hour with the bow 3′ in the air. Sitting in the middle seat driving with a long handled stick he finds that he is actually able to plane out at 12 to 15 miles per hour.

7. CAVITATION

Cavitation is often called the curse of outboarding. What is it? Briefly it simply is a condition where the propeller sucks air or motor gases and runs wild in the "pocket". Most cavitation is caused by the motor being tilted too far aft or too high on the transom. Other common causes of high slip or cavitation are extreme "lift" of boat on turns, a bent propeller, wrong propeller size, weeds on lower unit, etc.

8. CARBURETOR ADJUSTMENT

Though indirectly related to propellers this subject deserves special emphasis. Always adjust carburetor to the rich point. It is inadvisable to attempt final carburetor adjustment until the motor has run 100 yards or more wide open. The reason for this is that a two cycle engine will overfill the crank case every time you slow it down or start off, and it takes a 100 yards or more to clear the crankcase to the point where correct adjustment can be obtained. Our recommendation above of setting the carburetor to the rich point is contrary to general tendency, but doing so will result in better lubrication.

9. THE BOAT ITSELF

Present day manufacturers of outboard boats offer a huge range of hulls for the American outboard enthusiast to choose from. They range from various metals, plastics, solid woods and plywoods. Each has its merit. Some are intended as family pleasure boats, some as all around utility boats and some strictly as speed boats. Many of our inquiries here have to do with owners of inherently relatively slow-speed, nice family boats of good safe design who want to compete with the speed boys. While we sometimes can bring up speeds appreciably through propeller alteration or some other changes mentioned above, it certainly isn't in the cards for a 400 pound plank boat to compete with hulls designed for one purpose only, namely top speed, without thought to riding qualities or maximum stability.

MICHIGAN PROPELLER SELECTOR AND PRICE LIST

Prices Subject To Change Without Notice

ELTO

MOTOR	MODEL No.	YEAR	Part No.	Price	Dia. and Pitch	Metal	No. Blades	RECOMMENDATION
Ace	4145, 4205	1936-37	E22	$ 3.30	7 x 6	AL	2	General purpose
	4256, 4301, 4329, 4351, 4352	1938-39-40-41	E27	3.30	7 x 6	AL	2	General purpose
Big Quad	800, 820	1931-32	AJ335	18.00	9½ x 15	BR	2	AJ racing for light runabout
			AM60	14.40	10½ x 12½	BR	3	AM for heavier boats and passengers
			AM62	13.50	10 x 13	BR	3	AM for medium boats and light loads
Cub	4264	1939-40-41	E2	3.90	5½ x 4¾	AL	2	General purpose
Fisherman	413, 4018, 4095	1932-33-34-35	E296	5.10	7½ x 8	AL	2	General purpose
Fleetwin	4038	1934	E291	7.50	9 x 8	BR	2	General purpose
	4335, 4336	1939-40-41	EW40	9.90	9 x 8¼	BR	2	General purpose weedless
	For all Fleetwin	1932-41	E293	7.50	9 x 6	BR	3	Extra heavy with passengers
			AM80	9.60	8 x 9	BR	3	AM for medium boats and medium light loads
			AM81	9.90	8¼ x 9	BR	3	AM for heavier boats with passengers
Foldlight	162, 404	1930-31	B10	4.80	8½ x 8	AL	2	General purpose
Handitwin	4158, 4212, 4261	1936-37-38	E32	3.30	7½ x 6	AL	2	General purpose
	4307, 4332, 4357, 4358	1939-40-41						
Lightweight	90000, 309	1929-30	E242	3.90	8¾ x 8	AL	2	General purpose
	401, 411	1931-32						
Lightweight Special	444	1933	E296	5.10	7½ x 8	AL	2	General purpose
	360	1931						
Lightwin	4020	1934	E512	6.90	8¾ x 8	AL	2	General purpose
			E196	5.10	7½ x 8	AL	2	General purpose
			E198	6.60	7¼ x 9	BR	2	75 lb. class boats
	4313, 4314	1939-40-41	E199	6.00	8¼ x 6	AL	2	Rowboat
			AM120	8.40	7½ x 6½	BR	3	AM heavier boats 14′ class
			AM121	8.40	7½ x 7½	BR	3	AM light planing boats with light load
Lightwin Imperial	4032	1934	E512	6.90	8¾ x 8	AL	2	General purpose
Lightfour Imperial	4044	1934	E512	6.90	8¾ x 8	AL	2	General purpose
Pal	4203, 4253, 4266	1937-38-39-40-41	E40	3.00	6 x 5	AL	2	General Purpose
Service A	424	1932-33	E291	7.50	9 x 8	BR	2	General purpose
			E293	7.50	9 x 6	BR	3	Extra heavy with passengers
			AM80	9.60	8 x 9	BR	3	AM medium boats - medium and light loads
			AM81	9.90	8¼ x 9	BR	3	AM heavier boats with passengers
Service Twin	4161, 4163, 4151, 4216, 4229	1936-37	E296	5.10	7½ x 8	AL	2	General purpose
Speeditwin	6004, 6015, 6018, 6034 .788″ shaft	1934-35-36-38	EW2	14.40	10½ x 10½	BR	3	General purpose weedless
			E261	10.50	11 x 11	BR	3	General purpose
			AJ290	18.00	9½ x 12	BR	2	AJ racing for light runabouts
			AM50	13.50	10 x 10	BR	3	AM light runabout, light and medium load
			AM51	14.40	10½ x 9½	BR	3	AM larger runabout, medium and heavy loads
Speediquad and Senior Quad	7004, 7013	1934-35	E271	10.50	11 x 13	BR	3	General purpose
			AJ335	18.00	9½ x 15	BR	2	AJ racing light runabout
	314, 700, 721, 732, .788″ shaft	1930-33	AM60	14.40	10½ x 12½	BR	3	AM for heavier boats with passengers
			AM62	13.50	10 x 13	BR	3	AM medium boats and medium and light loads
Sportfour	9004, 9013	1934-35	AJ345	13.20	8¾ x 10	BR	2	Racing for light runabouts
			E360	9.60	9¾ x 10	BR	3	General purpose
			AM41	11.40	8¾ x 10	BR	3	AM planing boats medium loads
			AM42	11.40	8¾ x 10½	BR	3	AM 12′ boats light loads
			AM45	12.00	9½ x 10	BR	3	AM heavier boats with passengers

What's a vacation or fishing trip without the use of your motor — carry a spare propeller.

MICHIGAN PROPELLER SELECTOR AND PRICE LIST

Prices Subject To Change Without Notice

ELTO (Continued)

MOTOR	MODEL No.	YEAR	Part No.	Price	Dia. and Pitch	Metal	No. Blades	RECOMMENDATION
Speedster, 12 H.P.	5101	1949-50	AJ23	$13.20	8¾ x 10½	BR	2	AJ speed wheel souped engine
			AJ22	13.20	8¾ x 9½	BR	2	AJ speed wheel 12′ class boats
			AJ20	13.20	8¾ x 10	BR	2	AJ speed wheel extra light runabouts
			AM240	10.50	8¾ x 10½	BR	3	AM average runabout light loads
			AM241	10.50	8⅜ x 10	BR	3	AM average runabout 2 passengers
			AM242	10.50	8¾ x 9	BR	3	AM heavier boats and passengers
Sportster, 5 H.P.	4432	1949-50	Y10	5.10	7½ x 8	AL	2	General purpose
			AM120	8.40	7½ x 6½	BR	3	AM heavier boats 14′ class
			AM121	8.40	7½ x 7½	BR	3	AM light planing boats, light loads
Super "A"	422, 456	1932-33	E291	7.50	9 x 8	BR	2	General purpose
			E293	7.50	9 x 6	BR	3	Extra heavy with passengers
			AM80	9.60	8 x 9	BR	3	AM medium boats, medium and light loads
			AM81	9.90	8¼ x 9	BR	3	AM heavier boats with passengers
Super "C"	605, 624, 638, .788″ shaft	1931-32-33	E261	10.50	11 x 11	BR	3	general purpose
			AJ290	18.00	9½ x 12	BR	2	AJ racing for light runabouts
			AM50	13.50	10 x 10	BR	3	AM light runabout, light and medium loads
			AM51	14.40	10½ x 9½	BR	3	AM larger runabout, medium and heavy loads

EVINRUDE

Big Four	802, 814, .788″ shaft	1931-32	AJ335	$18.00	9½ x 15	BR	2	AJ racing for light runabouts
			AM60	14.40	10½ x 12½	BR	3	AM for heavier boats with passengers
			AM62	13.50	10 x 13	BR	3	AM medium boats and medium light loads
	8015, 1″ shaft	1945-50	AJ326	18.00	9½ x 14½	BR	2	AJ racing runabouts, light loads
			AJ325	18.00	9½ x 14	BR	2	AJ racing runabouts, light loads
			AJ327	18.00	9½ x 15	BR	2	AJ racing, souped engines
			AJ303	18.00	10 x 14	BR	2	AJ racing runabouts, light loads
			AM173	15.30	10½ x 11	BR	3	AM heavy boats and loads
			AM174	14.40	10 x 12½	BR	3	AM 14′ class boats and passengers
			AM175	14.40	10 x 13½	BR	3	AM medium boats, medium loads
Big-Twin, 25 H.P.		1951	AMC380	15.60	10⅜ x 10	BR	3	Workboats and Ex. Heavy Loads
			AMC381	15.60	10⅜ x 11½	BR	3	Medium Boats-Med. Loads
			AMC382	15.60	10⅜ x 12½	BR	3	General purpose, bronze
			AJ460	18.00	10 x 15	BR	2	Racing runabouts (cushion hub)
			AJ461	18.00	10 x 15½	BR	2	Racing runabouts (cushion hub)
Fastwin	H, 1H, 13H	1928-29	V821	7.50	10 x 12	AL	2	general purpose
			V823	10.50	10 x 10	BR	3	Runabout, medium and light loads
Fastwin	4438	1950-51	AMC330	11.70	8½ x 11	BR	3	Medium boats, medium loads
			AMC331	11.70	8½ x 10½	BR	3	Heavier boats, with passengers
			AMC332	11.70	8¾ x 9	BR	3	Work Boat, Heavy Passenger load
			AJ410	13.20	8 ½ x 11½	BR	2	AJ racing, runabouts, light loads
			AJ-411	13.20	8½ x 12	BR	2	Hydroplanes
Fisherman	4016, 4093, 4227, 4267	1934-35-37-38	E296	$5.10	7½ x 8	AL	2	General purpose
	4309	1939	E196	5.10	7½ x 8	AL	2	General purpose
			E198	6.60	7¼ x 9	BR	2	75 lb. class boats
			E199	6.00	8¼ x 6	AL	2	Row boats
			AM120	8.40	7½ x 6½	BR	3	AM heavier boats, 14′ class
			AM121	8.40	7½ x 7½	BR	3	AM light planing boats with light load
Fleetwin	418, 450, 4034	1932-33-34	E291	7.50	9 x 8	BR	2	General purpose
			E293	7.50	9 x 6	BR	3	Extra heavy with passengers
			AM80	9.60	8 x 9	BR	3	AM medium boats with medium and light loads
			AM81	9.90	8¼ x 9	BR	3	AM heavier boats with passengers

No propeller will perform smoothly, efficiently if bent or thrown out of balance. Own a spare to use while damaged wheel is reconditioned.

EVINRUDE (Continued)

MOTOR	MODEL No.	YEAR	Part No.	Price	Dia. and Pitch	Metal	No. Blades	RECOMMENDATION
	4434	1950–51	AM340	$ 8.40	7¾ x 7	BR	3	AM medium boats, medium loads
			AM341	8.40	7¾ x 6	BR	3	AM heavier boats, with passengers
			AJ420	12.00	7¾ x 9½	BR	2	AJ racing, runabouts, light loads
			AJ421	12.00	7¾ x 9	BR	2	A J Racing, runabouts,
Foldlight	162, 403	1930-31	B10	4.80	8½ x 8	AL	2	General purpose
Light Four	4231, 4271, 4315, 4316, 4317, 4322, 4323, 4324, 4375, 4377, 4389, 4111, 4178	1935-50	E342	6.60	8¾ x 9	AL	2	General purpose
			AJ349	13.20	8½ x 9½	BR	2	AJ speed wheel, 12′ class boats
			AJ350	13.20	8½ x 10	BR	2	AJ speed wheel, extra light runabouts
			E446	8.10	9 x 6½	AL	2	14′-16′ boats with heavy loads
			AM72	9.60	8 x 9	BR	3	AM light runabout, light load
			AM73	9.60	8 x 8½	BR	3	AM runabout, medium load
Imperial Light Four	4042	1934	E512	6.90	8¾ x 8	AL	2	General purpose
Lightwin	402, 407	1931-32	E242	3.90	8¾ x 8	AL	2	General purpose
	442, 4020	1933-34	E296	5.10	7½ x 8	AL	2	General purpose
Mate	4263	1939-40-41	E2	3.90	5½ x 4¾	AL	2	General purpose
Ranger	4252, 4265, 4334, 4406, 4407	1938-47	E40	3.00	6 x 5	AL	2	General purpose
Scout	4201	1937	E40	3.00	6 x 5	AL	2	General purpose
Speedifour	728, 7022, 7026, 7031, (Serial No. under 3000), 7032, 7033, .788″ shaft	1932-41	E271	10.50	11 x 13	BR	3	General purpose
			AJ332	18.00	9½ x 13	BR	2	AJ racing for light runabouts
			AJ333	18.00	9½ x 13½	BR	2	AJ racing for light runabouts
			AJ334	18.00	9½ x 14	BR	2	AJ racing, souped engines
			AM60	14.40	10½ x 12½	BR	3	AM heavier boats with passengers
			AM62	13.50	10 x 13	BR	3	AM medium boats and medium and light loads
			EW6	14.40	10½ x 13	BR	3	Model 7026, 7031, 7032, general purpose weedless
	7031, Serial 3001 up, 1″ shaft	1946-50	EW20	14.40	10½ x12½	BR	3	General purpose weedless
			AJ323	18.00	9½ x 13	BR	2	AJ racing runabouts, light loads
			AJ324	18.00	9½ x 13½	BR	2	AJ racing runabouts, light loads
			AJ325	18.00	9½ x 14	BR	2	AJ racing, souped engines
			AJ301	18.00	10 x 13	BR	2	AJ racing runabouts, light loads
			AM173	15.30	10½ x 11	BR	3	AM heavy boats and loads
			AM174	14.40	10 x 12½	BR	3	AM 14′ class boats and passengers
			AM175	14.40	10 x 13½	BR	3	AM medium boats, medium loads
Speeditwin	1U, 15U, 143, 156, 167	1929-30-31	V841	9.60	10 x 13	AL	3	General purpose
			V849	12.00	9½ x 14	BR	2	Racing for light runabouts
			AM130	13.50	10 x 11	BR	3	AM light runabouts, light and medium loads
	601, 618	1931-32	AM140	13.50	10 x 10	BR	3	AM larger runabouts, medium and heavy loads
	634, 6000, 6011, 6039, 6041 to No. 5000, .788″ shaft	1933-34-35	E261	10.50	11 x 11	BR	3	General purpose
			AM50	13.50	10 x 10	BR	3	AM light runabout, light and medium loads
Speedtwin			AM51	14.40	10½ x 9½	BR	3	AM larger runabout, medium and heavy loads
			AJ290	18.00	9½ x 12	BR	2	AJ speedwheel, souped-up motor
	6039-6041, Serial No. over 5000, 1″ shaft	1946–51	EW2	14.40	10½ x 10½	BR	3	General purpose weedless for 6039 to 6041
			EW10	14.40	10½ x 10½	BR	3	General purpose weedless
			E285	14.40	10 x 11	BR	2	Speedwheel, medium boats, light loads
			AM161	14.40	10½ x 9½	BR	3	AM heavy boats and loads
			AM162	14.40	9¾ x 11	BR	3	AM medium boats, light loads
			AM163	14.40	9¾ x 10	BR	3	AM medium boats, heavier loads
			AJ288	18.00	9½ x 12	BR	2	AJ racing, light loads
			AJ289	18.00	9½ x 12½	BR	2	AJ racing, light loads
			AJ323	18.00	9½ x 13	BR	2	AJ racing, souped engines
			E286	14.40	10 x 10	BR	2	Speedwheel, medium boats and loads

Carry a spare propeller to slip on when a damaged propeller would otherwise spoil your boating pleasure.

MICHIGAN PROPELLER SELECTOR AND PRICE LIST

Prices Subject To Change Without Notice

EVINRUDE (Continued)

MOTOR	MODEL No.	YEAR	Part No.	Price	Dia. and Pitch	Metal	No. Blades	RECOMMENDATION
Sportfour	9008, 9015, 9022		E360	$ 9.60	9¾ x 10	BR	3	General purpose, models 1935-37
	9026, 9031, 9035		EW7	12.00	9¾ x 10	BR	3	General purpose, weedless models 1938-41
	For all Sportfour	1932-41	AJ345	13.20	8¾ x 10	BR	2	Racing, light runabouts
			E363	9.60	8¾ x 12	BR	2	Racing for hydroplanes
			AM41	11.40	8¾ x 10	BR	3	AM planing boats, medium loads
			AM42	11.40	8¾ x 10½	BR	3	AM 12′ boats, light loads
			AM45	12.00	9½ x 10	BR	3	AM heavier boats with passengers
Sportsman	4091	1935	E22	3.30	7 x 6	AL	2	General purpose
	4146, 4207	1936-37	E27	3.30	7 x 6	AL	2	General purpose
	4285, 4296, 4346, 4364, 4365, 4366, 4367, 4416	1938-47	E4	3.90	7 x 6	AL	2	General purpose
Sportwin N-NS	1500-10000	1923-25	V128	4.20	8½ x 6	AL	2	General purpose
	10500-14750	1926-27						
	183	1931						
	409, 476	1932-33	E296	5.10	7½ x 8	AL	2	General purpose
	4156, 4209	1936-37	E32	3.30	7½ x 6	AL	2	General purpose
	4287, 4303, 4353, 4368	1938-47	E8	3.90	7½ x 6	AL	2	General purpose
	4369, 4371, 4372, 4421		E10	4.80	7½ x 5½	AL	3	Rowboat
Sturditwin	420	1932-33	E291	7.50	9 x 8	BR	2	General purpose
			E293	7.50	9 x 6	BR	3	Extra heavy with passengers
			AM80	9.60	8 x 9	BR	3	AM medium boats with medium and light loads
			AM81	9.90	8¼ x 9	BR	3	AM heavier boats with passengers
Weedless Sportsman	4418	1947-51	EW30	3.60	6⅞ x 5½	AL	2	General purpose
Weedless Sportwin	4422		EW32	4.80	6⅞ x 5	AL	3	Rowboat
Zephyr	4359, 4361, 4362, 4363, 4378, 4379, 4381, 4382, 4402, 4403, 4404, 4405	1940-50	E196	5.10	7½ x 8	AL	2	General purpose
			E198	6.60	7¼ x 9	BR	2	75 lb. class boats
			E199	6.00	8¼ x 6	AL	2	Rowboat
			AM120	8.40	7½ x 6½	BR	3	AM heavier boats 14′ class
			AM121	8.40	7½ x 7½	BR	3	AM light planing boats with light load

JOHNSON

	A Lightwin, BN Lightwin		J110	$ 3.90	8 x 7	AL	2	General purpose
	A25-AB25		J110	3.90	8 x 7	AL	2	General purpose
	A35, 45		J114	8.10	9⅛ x 7.7	AL	3	General purpose
	A50, 65, 70, 75, 80, AA37		J140	8.70	9⅛ x 6	AL	3	General purpose
			J141	8.80	9⅛ x 7	AL	2	Best all around wheel and weedless
	AT39, 10		J14	4.80	8 x 7½	AL	2	General purpose
			J18	6.00	8 x 7½	AL	2	Fast wheel, light boats
	DS 37, 38		J10	3.90	8 x 4¾	AL	2	General purpose
	DT 37, 38, 39, 10		J14	4.80	8 x 7½	AL	2	General purpose
			J18	6.00	8 x 7½	AL	2	Fast wheel, light boats
	HA39, 10-HD39, 10-HS39, 10		J30	2.70	6⅝ x 5¼	AL	2	General purpose
	HA15-HD15-HS15		J40	2.70	6⅝ x 5¼	AL	2	General purpose
	HD20-22-25-HS20 and 1950-51		J52	2.70	6⅝ x 5¼	AL	2	General purpose
	K35		J118	12.00	10 x 10	AL	3	General purpose
	K40, 45		J122	12.00	10¼ x 13.02	AL	3	General purpose
			J1222	10.50	9 x 15	BR	2	Racing for light runabouts
	K50, 65, 70, 75, 80		J144	10.50	9½ x 7¾	AL	3	Larger boats and passengers
			J149	10.50	9 x 11	BR	2	75 lb. class light loads
			J182	10.50	9½ x 9	AL	3	General purpose
			AM100	12.00	9½ x 8½	BR	3	AM runabouts with light load
			AM101	12.00	9½ x 8	BR	3	AM heavier boats with passengers
	KA37, 38, 39, 10, KD15, KS15		J21	9.60	9¾ x 7¼	AL	3	Work boat or heavy passenger load
			J22	13.20	9¾ x 7¼	BR	3	Work boat or heavy passenger load

Propeller damage won't lay up your boat if you own a spare propeller.

JOHNSON (Continued)

MOTOR	MODEL No.	YEAR	Part No.	Price	Dia. and Pitch	Metal	No. Blades	RECOMMENDATION
			J23	$10.50	9½ x 9	BR	3	General purpose
			J24	10.50	9 x 11	BR	2	Speed wheel, 100 lb. class boats, light load
			AM20	12.00	9½ x 8½	BR	3	AM heavier boats with passengers
			AM21	12.00	9½ x 9	BR	3	AM runabout with light loads
			JW27	13.20	9½ x 10	BR	2	Weedless general purpose
	LS&DS-37-38	.....	J10	3.90	8 x 4¾	AL	2	General purpose
	LT,DT,AT,37,38	.....	J14	4.80	8 x 7½	AL	2	General purpose
	39, 10	.....	J18	6.00	8 x 7½	AL	2	Fast wheel, light boats
	MD15, 20, Shock also, MS15, 20	.....	J45	2.70	6⅝ x 4½	AL	2	General purpose
	MD38, 39, MS38, 39	.....	J5	2.70	6½ x 3¼	AL	2	General purpose
	OA65	.....	JA6	8.10	8⅝ x 7½	AL	3	General purpose
	OK 55, 60	.....	JK1	7.50	10¼ x 13	AL	2	General purpose
	P30, 35, 40, 45	.....	J128	9.90	10 x 12½	BR	2	Fast wheel, light boats
	P50, 65, 70, 75, 80, PO37, 38, 39, 10, 15, PO1948, 49, 50	.....	J174	18.00	12 x 13	BR	3	General purpose models before 1948
			J176	18.00	12 x 10	BR	3	Work boat or heavy passenger load
			J178	8.10	10⅜ x 12½	AL	3	General purpose for PO1948-50
			AM30	14.70	10½ x 12½	BR	3	AM heavier boats with passengers
			AM33	14.70	9⅞ x 14	BR	3	AM fast wheel, light boats and loads
			AM34	14.70	9⅞ x 13	BR	3	AM heavier boats, medium loads
			AJ1194	18.00	10 x 13	BR	2	AJ racing for light runabouts
			AJ1195	18.00	10 x 14	BR	2	AJ racing, souped engines
			AJ1196	18.80	10 x 16½	BR	2	Hydroplane Racing
	QD	1949–50–51	AJ200	13.20	8½ x 10	BR	2	AJ racing for light runabouts
			AJ201	13.20	8½ x 10½	BR	2	AJ racing for light runabouts
			AMC260	13.20	8½ x 10	BR	3	Fast wheel, light boats and loads
			AMC261	13.20	8½ x 9½	BR	3	Heavier boats, medium loads
			AMC262	13.20	8½ x 8½	BR	3	Workboat, heavy passenger load
	S45, 65, 70, SA, SE	.....	J151	8.10	10 x 11	BR	2	Two blade, general purpose
			J154	13.20	10 x 10	BR	3	General purpose
			AJ400	13.20	9 x 12½	BR	2	AJ racing, light runabouts
			AM110	12.00	9½ x 9½	BR	3	AM runabout with light loads
			AM111	12.00	9½ x 9	BR	3	AM heavier boats with passengers
	SD10-15	Thru 1950	J273	13.20	10 x 12	BR	3	Heavier boats, medium load
			J277	13.20	10 x 13	BR	3	General purpose
			J270	8.10	10 x 10	AL	3	Work boats or heavy passenger loads
			J272	13.20	10 x 10	BR	3	Work boats or heavy passenger loads, bronze
			J275	10.50	10 x 12	BR	2	Racing light and medium runabouts
			AM220	12.00	9½ x 11	BR	3	AM fast wheel, light boats and loads
			AM221	12.00	9½ x 10½	BR	3	AM heavier boats, medium loads
	TD15, 20, TS15	.....	J2	5.40	8 x 7½	BR	2	General purpose
			J7	7.50	8 x 8½	BR	2	75 lb. class, light loads
			AM90	8.40	7¾ x 6½	BR	3	AM heavier boats, medium loads
			AM91	8.40	7¾ x 7	BR	3	AM fast wheel, light boats and loads
	V45, 65, 70, VA, VE50	.....	J174	18.00	12 x 13	BR	3	General purpose
			J176	18.00	12 x 10	BR	3	Work boat or heavy passenger load
			J1708	14.40	10½ x 16	BR	2	Hydroplane racing
			AM30	14.70	10½ x 12½	BR	3	AM heavier boats with passengers
			AM33	14.70	9⅞ x 14	BR	3	AM fast wheel, light boats and loads
			AM34	14.70	9⅞ x 13	BR	3	AM heavier boats, medium loads
	100, 110	.....	J64	3.30	7¼ x 4½	AL	2	General purpose
	200, 210	.....	J74	3.60	7⅝ x 5½	AL	3	General purpose
			J76	4.80	7⅝ x 5½	AL	3	General purpose, weedless

Own a spare propeller to use while the original is reconditioned.

MICHIGAN PROPELLER SELECTOR AND PRICE LIST

Prices Subject To Change Without Notice

JOHNSON (Continued)

MOTOR	MODEL No.	YEAR	Part No.	Price	Dia. and Pitch	Metal	No. Blades	RECOMMENDATION
	TN, with Neutral, forward	1950–51	J8	$3.30	8 x 7¼	AL	2	General purpose
			AM92	8.40	7¾ x 6½	BR	3	AM heavier boats, medium loads
			AM93	8.40	7¾ x 7	BR	3	AM fast wheel, light boats and loads
Sea Horse "25"	Twin	1951	AMC380	15.60	10⅜ x 10	BR	3	Work boats Ex. heavy loads
			AMC381	15.60	10⅜ x 11½	BR	3	Medium boats, medium loads
			AMC382	15.60	10⅜ x 12½	BR	3	General purpose
			AJ460	18.00	10 x 15	BR	2	Racing runabouts (Cushion hub)
			AJ461	18.00	10 x 15½	BR	2	Racing runabouts (Cushion hub)

CHAMPION

Standard Single	A	1935						
	1B	1936						
	S1C	1937						
	S1D	1938	P44	$3.60	7½ x 6½	AL	2	General purpose
			P45	5.10	7½ x 6½	BR	2	General purpose, bronze
Lite Twin	2B	1936						
	S2C	1937						
	S2D	1938						
Red Flash	R1C	1937						
DeLuxe Single	S1C	1937	P47	3.90	7½ x 5½	AL	3	General purpose
	D1D	1938						
DeLuxe Lite Twin	D2C	1937	P48	3.90	7⅜ x 6	AL	3	General purpose
DeLuxe Lite Twin up to Model D2D3000	D2D	1938	P50	4.80	8¼ x 6	AL	3	General purpose
Standard Single	S1E	1939						
DeLuxe Single	D1E	1939						
Standard Single (Kingfisher)	S1F	1940						
Standard Lite Twin (Fish Hawk)	S2F	1940						
DeLuxe Single Blue Streak	B1F	1940	P51	3.60	7½ x 6½	AL	2	General purpose
			P52	5.10	7½ x 6½	BR	2	General purpose, bronze
Standard Single (Kingfisher)	S1G	1941						
DeLuxe Single (Challenger)	D1G	1941						
Single (Ensign)	M1G	1941						
Super Single	1H	1942						
Senior Twin	3B	1936	P60	4.80	9 x 6	AL	3	Genera purpose
DeLuxe Senior Twin	D3D	1938-39						
Lite Twin (Admiral)	M2G	1941						
DeLuxe Lite Twin (Playboy)	D2F	1940	P70	6.00	8¼ x 7	AL	3	General purpose
			P73	6.90	8 x 8½	AL	2	75 lb. class, light loads
Standard Lite Twin (Viking)	S2G	1941						
DeLuxe Senior Twin	3G	1941	P80	6.60	8½ x 7	AL	2	General purpose
Twin (Electra)	3H	1942						
DeLuxe Lite Twin from 152D3000 up		1938						
Standard Single, Model 400	S4G	1941						
DeLuxe Single, Model 400	D4G	1941	P91	4.80	7½ x 6½	AL	3	General purpose
			P93	6.60	7½ x 6½	BR	3	General purpose, bronze
DeLuxe Lite Twin	D2D	1939						
Single (Commodore)	M4G	1941						
DeLuxe Challenger Single	D1F	1940						

What's a vacation or fishing trip without the use of your motor — carry a spare propeller.

MICHIGAN PROPELLER SELECTOR AND PRICE LIST

Prices Subject To Change Without Notice

CHAMPION (Continued)

MOTOR	MODEL No.	YEAR	Part No.	Price	Dia. and Pitch	Metal	No. Blades	RECOMMENDATION
Standard Single	1J and 1L-1K	1946-50	P90	$ 5.40	8 x 5½	AL	2	General purpose
DeLuxe Single	4.2 H.P., 2J and 2K	1946-50	P94	6.60	8 x 4½	AL	3	Rowboats and heavier loads, weedless
DeLuxe Twin	7.9 H.P., 4K	1948-50	P120	6.60	8 x 10	AL	2	General purpose
			P122	8.10	8 x 10	BR	2	General purpose, bronze
			AJ125	12.00	8 x 9½	BR	2	AJ racing, light runabouts
			AM230	8.40	8¼ x 9	BR	3	AM fast wheel, light boats and loads
			AM231	8.40	8¼ x 8½	BR	3	AM heavier boats, medium loads
Hot Rod	4KS and 4LS	1949-51	AJ130	12.00	8⅛ x 10	BR	2	AJ racing, light runabouts
			AJ131	12.00	8⅛ x 11	BR	2	AJ racing, souped up
Hot Rod Special	4L-S-1X	1950-51	AJ470	13.50	7 x 9	BR	2	Racing runabouts
Super Deluxe Hydrodrive	2L-HD	1950-51	P140	6.00	7½ x 6½	AL	3	General purpose
			P141	7.50	7½ x 6½	BR	3	General purpose, bronze
			P142	7.50	7½ x 6	BR	2	General purpose, weedless
Deluxe	4L	1951	AM232	8.40	7½ x 9½	BR	3	General purpose
Super Deluxe Hydrodrive	4L-HD	1950-51	AM233	8.40	7½ x 10	BR	3	Light runabouts and loads
			AJ130	12.00	8⅛ x 10	BR	2	AJ racing, light runabouts
			AJ131	12.00	8⅛ x 11	BR	2	AJ racing, souped up

MUNCIE, NEPTUNE, SEAGULL, GAMBLE

Jr. Single, 1.2 and 1.5 H.P.	1A38, 1A39, 10A1, 11A1, 11B1, 15A1, 15B1, 17A1, 17B1	1938-47	E40	$ 3.00	6 x 5	AL	2	General purpose
Single, 2 and 2.5 H.P.	0B1, 0B11, 0B12, 2A38, 2A39, 10A2, 11A2, 11AA2, 11B2, 15B2, 17A2	1933-41	M10	3.60	7⅝ x 5⅛	AL	2	General purpose
			M11	6.60	7⅝ x 5⅛	BR	2	General purpose, bronze
			M12	3.90	8½ x 4	AL	2	Rowboats and loads
2.5 H.P.	0B2	1930-31	M30	3.60	9 x 9	AL	2	General purpose
3-4-5 H.P.	0B3, 0B4, 0B5	1931-32						
Jr. Twin	0B31, 0B32, 0B34, 0B35, 4A38, 4A39, 10A4, 11B4, 15B4	1933-41						
Alternate, 5 and 6 H.P.	5A39, 10A6, 11A6, 11AA6, 15A6, 15AA6, 15B4	1939-41	M20	$ 3.90	8 x 7	AL	2	General purpose
			M21	6.60	8 x 7	BR	2	General purpose, bronze
Imp. Twin, 6 H.P.	6A38, 6A39, 15A6, 15AA6	1938-47-48						
Twin, 6 H.P.	0B51, 0B61, 0B63, 0B64, 0B65	1933-36	M37	3.60	9 x 8½	AL	2	General purpose
Alternate	9A38, 9A39, 10A10, 11A9	1938-47-48	M60	7.50	9 x 9	AL	3	General purpose
	11AA9, 11A10, 11-AA10, 15A10, 15AA10	.....	M62	8.70	8½ x 10½	BR	2	Racing light runabouts
	15A9, 15AA9	.....	M65	8.70	9 x 9	BR	2	Heavier boats and loads
Master Twin 16 H.P.	0B15, 0B16, 0B17, 16A-38	1931-41-46	AJ400	13.20	9 x 12½	BR	2	AJ racing light runabouts
	16A39, 10A16, 11A-16, 11B16, 15A16, 15B16		J151	8.10	10 x 11	BR	2	Two blade, general purpose
			J154	13.20	10 x 10	BR	3	General purpose
			AM111	12.00	9½ x 9	BR	3	AM heavier boats with passengers
Alternate Twin, 3½ H.P.	11A3, 11AA3, 15A3, 15AA3, 17AA3, 17A3	1941-46-49	M70	3.60	6½ x 5	AL	2	General purpose
			M71	6.60	6½ x 5	BR	2	General purpose, bronze
5 H.P.	AA4	1948-49	M72	3.60	6½ x 6½	AL	2	General purpose
			M73	6.60	6½ x 6½	BR	2	General purpose, bronze

Carry a spare propeller to slip on when a damaged propeller would otherwise spoil your boating pleasure.

MICHIGAN PROPELLER SELECTOR AND PRICE LIST

Prices Subject To Change Without Notice

BENDIX

MOTOR	MODEL No.	YEAR	Part No.	Price	Dia. and Pitch	Metal	No. Blades	RECOMMENDATION
Singles	2¼ H.P.	1940	X5	$ 4.80	7½ x 5	AL	2	General purpose
Twins	4½ H.P.	1940	X20	5.10	8¼ x 6	AL	2	General purpose

CHRIS CRAFT

Challenger, 5 H.P.	J	1949-51	C514	$ 6.00	8¼ x 9½	AL	2	General purpose and speed
			AJ500	12.00	7⅜ x 10	BR	2	Racing, light runabouts
Commander, 10 H.P.	K	1950-51	AJ430	14.40	8⅛ x 10	BR	2	Racing, light runabouts
			AJ431	14.40	8⅛ x 10½	BR	2	Racing, light runabouts
			AM390	10.50	8 x 9	BR	3	AM heavier boats and passengers
			AM391	9.90	7½ x 10½	BR	3	AM medium boats, light loads

ELGIN

Single, 1¼ H.P.	571, 58301	1946-50	G10	$3.30	6½ x 5	AL	2	General purpose
Single, 2½ H.P.	571, 58401	1947-50	G20	3.60	7½ x 4½	AL	2	General purpose
Twin, 3½ H.P.	571, 58501 and 21	1947-50	G30	3.60	7½ x 5½	AL	2	General purpose
Twin, 5, 5½-6 H.P.	571, 58601, 11 and 21	1947-48	G40	3.60	7½ x 7½	AL	2	General purpose
	571, 58541	1949-50-51	G70	8.70	7¼ x 7	BR	2	Racing, light runabouts
			AM300	6.60	6¾ x 6	BR	3	AM medium boats, light loads
Twin, 7½ H.P.	571, 58731	1949-50-51	G50	4.80	7½ x 8½	AL	2	General purpose
			AJ52	10.50	7¼ x 8½	BR	2	AJ racing, light runabouts
			AM290	8.40	6¾ x 8½	BR	3	AM medium boats, light loads
Twin, 16 H.P.		1949-51	AJ440	14.40	9x11	BR	2	AJ racing, light runabouts
			AMC350	11.70	9½x9	BR	3	Medium boats, light loads
			AMC351	11.70	9½x8	BR	3	Heavier boats and passengers

FIRESTONE, CORSAIR

Single 3.5 H.P.	460, 462	1946	P51	$ 3.60	7½ x 6½	AL	2	General purpose
			P52	5.10	7½ x 6½	BR	2	General purpose, bronze
Single, 3.5, 3.6 H.P.	463, 464-476, 477, 486, 487, 5010,5110	1947-51	SA10	3.60	7⅜ x 6	AL	2	General purpose
Twin, 5 H.P. (Shift Models)	4917-5017-5117	1949-51	SA20	4.50	7½ x 7	AL	2	General purpose
			AMC270	9.60	6¾ x 7½	BR	3	Medium boats, light loads
			AMC271	9.60	6¾ x 7	BR	3	Heavier boats, medium loads
Twin, 7½ H.P. (Non Shift)	479, 489	1947-48	SA3	5.10	8 x 7½	AL	2	General purpose
			SA4	6.60	8 x 7½	BR	2	General purpose, bronze
			SA1	5.40	8 x 9	AL	2	75 lb. class, light loads
			AJ8	12.00	7¾ x 8½	BR	2	AJ racing, light runabouts
			AM210	8.40	7¾ x 8	BR	3	AM medium boats, light loads
			AM211	8.40	7¾ x 7	BR	3	AM medium boats with loads
Twin 7½ H.P. (Shift Model)	4913-5013-5113	1949-51	SA6	5.40	7¾ x 8	AL	3	General purpose
			AMC400	9.60	7¾ x 7½	BR	3	Medium boats and medium loads
			AMC401	9.60	7¾ x 6½	BR	3	Heavy boats or loads
Twin, 10 H.P. (Shifting Model)	5018-5118	1950-51	SA15	6.10	8 x 10	AL	2	General purpose
			AJ510	13.20	7½ x 9	BR	2	Racing runabouts
			AMC410	10.50	8½ x 7	BR	3	Work boats, heavy loads

Propeller damage won't lay up your boat if you own a spare propeller.

MICHIGAN PROPELLER SELECTOR AND PRICE LIST

Prices Subject To Change Without Notice

FLAMBEAU

MOTOR	MODEL No.	YEAR	Part No.	Price	Dia. and Pitch	Metal	No. Blades	RECOMMENDATION
Single	2½-3 H.P.	1947-51	FL10	$ 3.60	7 x 6	AL	2	General purpose
Twin	5-6 H.P.	1947-51	FL20	5.40	8 x 8½	AL	2	General purpose

LAUSON

Single	2½-3 H.P.	1940-51	L30	$ 4.20	7½ x 5½	AL	2	General purpose
			L31	5.40	7½ x 5½	BR	2	General purpose, bronze
Twin	6 H.P.	1948-51	L50	5.40	8 x 6	AL	2	General purpose
			L51	6.60	8 x 6	BR	2	General purpose, bronze
			AM310	8.40	7½ x 6½	BR	3	AM medium boats and light loads

LE JAY

Electric, 5/8" shaft		Thru 1945	H50	$ 2.70	6 x 5	AL	2	General purpose
Electrol, 7/16" shaft	46-A	1946-50	H60	3.30	6 x 5	AL	2	General purpose

LOCKWOOD

Foldlight		1930	B10	$ 4.80	8½ x 8	AL	2	General purpose
Ace		1929-30	L411	9.90	9¼ x 8½	AL	2	General purpose
Chief	82B-92B	1928-29	L420	9.90	9 x 14	BR	2	General purpose
			L423	9.90	10 x 12½	BR	2	Runabouts, best average

MARTIN

Single, 2.3 H.P.	"20"	1948-51	Q20	$ 4.20	6½ x 4¼	AL	2	General purpose
Twin, 4½ H.P.	"40" and "45"	1946-51	Q40	4.80	7½ x 6	AL	2	General purpose
Twin, 7.2 H.P.	"60", "66" and "75"	1946-51	Q10	5.40	8 x 8	AL	2	General purpose
			Q31	6.00	8 x 9½	AL	2	75 lb. class, light loads
			QW32	6.60	8 x 7	AL	3	Rowboats and medium runabouts, weedless
			AJ34	12.00	7¾ x 8½	BR	2	AJ racing, light runabouts
			AM181	8.40	7½ x 8	BR	3	AM fast wheel, light boats and loads
Twin	Hi-Speed "60"	1950-51	AJ37	12.00	7½ x 9½	BR	2	Racing runabouts
Twin, 10 H.P.	100	1950-51	AJ450	13.20	7½ x 9	BR	2	AJ racing, light runabouts
			AM360	8.40	8½ x 8	BR	3	AM medium runabouts, light loads
			AM361	8.40	8½ x 7	BR	3	Work Boats—Heavy Loads

What's a vacation or fishing trip without the use of your motor — carry a spare propeller.

MICHIGAN PROPELLER SELECTOR AND PRICE LIST

Prices Subject To Change Without Notice

MERCURY

MOTOR	MODEL No.	YEAR	Part No.	Price	Dia. and Pitch	Metal	No. Blades	RECOMMENDATION
Single	K1, 2, 3, KB1A, WA2, 3, WB2, 3, KE3	1940-51	K8	$ 3.30	7⅝ x 6	AL	2	General purpose
Twin, 6 H.P.	K4, 5, KB4, 5, WA6, WB6, KD4, WB4, WD4	1940-47	K15	3.60	7⅝ x 7	AL	2	General purpose
			K16	6.30	7⅝ x 7	BR	2	General purpose, bronze
			K17	6.30	7⅝ x 8	BR	2	75 lb. class, light loads
			K19	6.60	7½ x 6½	AL	3	Medium boats, medium and heavy loads
Twin, 7½ H. P. Rocket	KE4	1947-51	K50	3.60	7⅝ x 8	AL	2	General purpose
			K53	8.40	7¼ x 6½	BR	3	Heavier boats with loads, bronze
			K51	7.50	7⅝ x 8	BR	2	General purpose, bronze
			K52	6.00	7¼ x 6½	AL	3	Heavier boats with loads
			AJ57	13.20	7 x 8	BR	2	AJ racing, light runabout
			AJ56	13.20	7 x 7½	BR	2	AJ racing, light runabout
			AM200	8.40	6¾ x 8	BR	3	AM medium boats, light loads
Twin 7½ H.P. (Hurricane) (Std. Lower Unit)	KG4	1950–51	AJ58	13.20	7 x 8½	BR	2	Racing runabout
			AJ59	13.20	7 x 9	BR	2	Racing runabout
			K58	5.40	7½ x 9	AL	3	General purpose
			K59	9.90	7½ x 8	BR	3	Heavy boats and loads
Quicksilver Lower Unit	KG4	1950–51	KA2	14.70	6¾ x 7½	BR	2	Racing runabouts
			KA5	15.60	6¾ x 8	BR	2	Hydroplane racing
Twin, 10 H. P. (Lightning)	KE7	1947-51	K40	6.00	7½ x 9	AL	3	General purpose
			K41	9.90	7½ x 8	BR	3	Heavier boats, medium loads
			K43	6.00	7½ x 10	AL	3	Medium boats, light loads
			K44	9.90	7½ x 9	BR	3	General purpose, bronze
			AJ45	13.20	8⅛ x 9	BR	2	AJ racing, light boats, light loads
			AJ47	13.20	8⅛ x 10	BR	2	AJ racing, light boats, light loads
			KW48	10.50	8 x 9½	BR	2	Weedless
			AJ46	13.20	8⅛ x 9½	BR	2	AJ racing, light boats, light loads
			AJ42	14.40	7¾ x 10	BR	2	AJ racing, souped engines
			AM191	9.90	7½ x 10	BR	3	AM medium boats, light loads
			AM192	9.90	7½ x 9½	BR	3	AM medium boats, heavier loads
			AM194	10.50	8 x 8½	BR	3	AM heavier boats and loads
Twin, 10 H. P. (Super Ten) and (Hurricane)	KF7, KG7	1949-51	K30	$ 5.10	7½ x 10	AL	3	General purpose, spline hub for standard clutch
Std Lower Unit			K31	9.90	7½ x 10	BR	3	General purpose, spline hub for standard clutch, bronze
			K32	9.90	7½ x 9	BR	3	
			AM320	10.50	8 x 9	BR	3	AM heavier boats and passengers
			AM322	9.90	7½ x 10½	BR	3	AM medium boats, light load
			AJ48	14.40	7¾ x 10	BR	2	Special AJ for competitive racing
			A J49	14.40	7¾ x 10½	BR	2	
Hurricane Quicksilver Lower Unit	KF7, KG7	1949–51	AJ50	14.40	7¾ x 11	BR	2	
			KB2	14.70	6¾ x 8½	BR	2	Racing runabouts
			KB5	15.60	6¾ x 9	BR	2	Hydroplane racing
NOTE: Above AJ and AM require spline adaptor kits at $3.10 each.								
Twin, 25 H. P. (Thunderbolt)	KG9	1949-51	K22	10.50	9 x 12	AL	2	General purpose, 1949 model
			K28	11.40	9½ x 12	BR	2	General purpose, 1950 model
			AM280	14.40	9¼ x 11½	BR	3	AM medium boats, medium loads
			AM281	14.40	9¼ x 11	BR	3	AM heavier boats and loads
			AJ80	18.00	9½ x 11½	BR	2	AJ racing, heavier boats
			AJ81	18.00	9½ x 12	BR	2	AJ racing, medium boats
			AJ82	18.00	9½ x 12½	BR	2	AJ racing, light boats
			AJ83	18.00	9 x 12	BR	2	AJ racing, 14′ class boats
			AJ84	18.00	9 x 12½	BR	2	AJ racing, medium boats
Thunderbolt Quicksilver Lower Unit	KG9	1949–51	AJ85	18.00	9 x 13	BR	2	AJ racing, fast light hulls
			KD2	18.90	8¾ x 11½	BR	2	Racing runabouts
			KD5	18.90	8½ x 13½	BR	2	Hydroplane racing
Twin, 5 H.P.	Super 5, KF5	1949-51	K70	3.00	6¾ x 6½	AL	2	General purpose, spline hub for standard clutch
Single, 3½ H.P.	Comet, KF3	1949-51						

No propeller will perform smoothly, efficiently if bent or thrown out of balance. Own a spare to use while damaged wheel is reconditioned.

MICHIGAN PROPELLER SELECTOR AND PRICE LIST

Prices Subject To Change Without Notice

SEA KING

MOTOR	MODEL No.	YEAR	Part No.	Price	Dia. and Pitch	Metal	No. Blades	RECOMMENDATION
Single, 2.8 H.P.			K8	$ 3.30	7⅝ x 6	AL	2	General purpose
Single, 1 H.P.	377, 381, 469		E40	3.00	6 x 5	AL	2	General purpose
Single, 1.8 H.P.	477		E27	3.30	7 x 6	AL	2	General purpose
Single, 1.8 H.P.	367		E4	3.90	7 x 6	AL	2	General purpose
Twin, 2.5 H.P.	498		W8	3.60	7½ x 6	AL	2	General purpose
Twin, 2.8 H.P.	449		E32	3.30	7½ x 6	AL	2	General purpose
Twin, 3.3 H.P.	378							
Twin, 3 H.P.	369, 378, 379, 8814		E8	3.90	7½ x 6	AL	2	General purpose
Twin, 4 H.P.	400, 416, 491, 494, 499		E242	3.90	8¾ x 8	AL	2	General purpose
Twin, 5 H.P.	371		E196	5.10	7½ x 8	AL	2	General purpose
			E198	6.60	7¼ x 9	BR	2	75 lb. class boats, light loads
			E199	6.00	8¼ x 6	AL	2	Rowboat
Write for information on 1951 shift model			AM120	8.40	7½ x 6½	BR	3	AM heavier boats, 14′ class
			AM121	8.40	7½ x 7½	BR	3	AM light planing boats with light loads
Twin, 8.5 H.P.	471, 492, 473		E291	7.50	9 x 8	BR	2	General purpose
			AM80	9.60	8 x 9	BR	3	AM medium boats, medium and light loads
			AM81	9.90	8¼ x 9	BR	3	AM heavier boats with passengers
Twin, 12 H.P.	9017	1949-51	AJ20	13.20	8¾ x 10	BR	2	AJ speed wheel, extra light runabouts
			AJ22	13.20	8¾ x 9½	BR	2	AJ speed wheel, 12′ class boats
			AJ23	13.20	8¾ x 10½	BR	2	AJ speed wheel, souped engine
			AM240	10.50	8¾ x 10½	BR	3	AM average runabouts, light loads
Write for information on 1951 shift model			AM241	10.50	8¾ x 10	BR	3	AM average runabout, 2 passengers
			AM242	10.50	8¾ x 9	BR	3	AM heavier boats and passengers

SCOTT-ATWATER

Single, 3.5 & 3.6 H.P. (non-shift)	461, 467, 470-471, 480, 481, 500-510	1946-51	SA10	$ 3.60	7⅜ x 6	AL	2	General purpose
Twin, 5 H.P. (Shift Model)	497, 507-517	1949-51	SA20	4.50	7½ x 7	AL	2	General purpose
			AMC270	9.60	6¾ x 7½	BR	3	Medium boats, light loads
			AMC271	9.60	6¾ x 7	BR	3	Heavier boats, medium loads.
Twin, 7½ H.P. (non-shift)	473, 483	1946-49	SA1	5.40	8 x 9	AL	2	75 lb. class ,light loads
			SA3	5.10	8 x 7½	AL	2	General purpose
			SA4	6.60	8 x 7½	BR	2	General purpose, bronze
			AJ8	12.00	7¾ x 8½	BR	2	AJ racing ,light runabouts
			AM210	8.40	7¾ x 8	BR	3	AM medium boats, light loads
			AM211	8.40	7¾ x 7	BR	3	AM medium boats with loads
7½ H.P. (Shift Model)	493-503-513	1949-51	SA6	5.40	7¾ x 8	AL	3	General purpose
			AMC400	9.60	7¾ x 7½	BR	3	Medium boats and medium loads
			AMC401	9.60	7¾ x 6½	BR	3	Heavy boats or loads
Twin, 10 H.P. (Shift Model)	518, 508	1950-51	SA15	6.10	8 x 10	AL	2	General purpose
			AJ510	13.20	7½ x 9	BR	2	Racing runabouts
			AMC410	10.50	8½ x 7	BR	3	Work boat, heavy loads
Twin, 16 H.P. (Shift Model)	509-519	1950-51	SA29	12.00	9½ x 6	BR	3	Heavy boats with loads
			AJ12	13.20	8¼ x 9	BR	2	AJ racing, light runabout

Propeller damage won't lay up your boat if you own a spare propeller.

MICHIGAN PROPELLER SELECTOR AND PRICE LIST

Prices Subject To Change Without Notice

WATERWITCH

MOTOR	MODEL No.	YEAR	Part No.	Price	Dia. and Pitch	Metal	No. Blades	RECOMMENDATION
Single, ¾-1 H.P.		1938-41	S5	$ 3.60	6½ x 4	AL	2	General purpose
Single, 2½-2¾ H.P.		1936-41	S10	3.60	7½ x 7	AL	2	General purpose
Single, 3.5 H.P.		1940-41	S15	3.60	8½ x 7	AL	2	General purpose
Twin, 4-4¾ H.P.		1936-39	S20	3.90	8 x 8	AL	2	General purpose
Twin, 5¾ H.P.		1940-41	S15	3.60	8½ x 7	AL	2	General purpose
			S23	4.80	8¼ x 7	AL	3	Rowboat
Twin, 10 H.P.		1941	S50	6.90	9 x 10½	AL	2	General purpose
Twin, 8.5 H.P.			JK1	7.50	10¼ x 13	AL	2	General purpose

HIAWATHA, SEA BEE, ROYAL, BUCCANEER

Single, 3-3½ H.P.		1947-51	Y1	$ 3.90	6⅞ x 5	AL	2	General purpose
Twin, 5 H.P.		1947-51	Y10	5.10	7½ x 8	AL	2	General purpose
Write for information on 1951 shift model			AM120	8.40	7½ x 6½	BR	3	AM heavier boats, 14′ class
			AM121	8.40	7½ x 7½	BR	3	AM light planing boats, light loads
Twin, 12 H.P.		1948-50	AJ22	13.20	8¾ x 9½	BR	2	AJ speed wheel, 12′ class boats
			AJ23	13.20	8¾ x 10½	BR	2	AJ speed wheel, souped engine
			AJ20	13.20	8¾ x 10	BR	2	AJ speed wheel, extra light boats
Write for information on 1951 shift model			AM240	10.50	8¾ x 10½	BR	3	AM average runabouts, light loads
			AM241	10.50	8¾ x 10	BR	3	AM average runabouts, 2 passengers
			AM242	10.50	8¾ x 9	BR	3	AM heavier boats and passengers

WIZARD (Western Auto)

Twin, 6 H.P.		Thru 1951	K15	$ 3.60	7⅝ x 7	AL	2	General purpose
			K16	6.30	7⅝ x 7	BR	2	General purpose, bronze
			K17	6.30	7⅝ x 8	BR	2	75 lb. class, light loads
			K19	6.60	7½ x 6½	AL	3	Medium boats, medium and heavy loads
Single, 3.2 H.P.		1950-51	K8	3.30	7⅝ x 6	AL	2	General purpose
Twin, 10 H.P.		1950-51	K40	6.00	7½ x 9	AL	3	General purpose
			K44	9.90	7½ x 9	BR	3	General purpose, bronze
			AJ42	14.40	7¾ x 10	BR	2	Racing runabouts
			AJ46	13.20	8⅛ x 9½	BR	2	AJ racing light boats, light loads
			AJ47	13.20	8⅛ x 10	BR	2	AJ racing, fast light hulls
			AM191	9.90	7½ x 10	BR	3	AM medium boats, light loads
			AM192	9.90	7½ x 9½	BR	3	AM medium boats, heavier loads
			AM194	10.50	8 x 8½	BR	3	AM heavier boats and loads

RACING PROPELLERS FOR RACING MOTORS

(Order by Diameter, Pitch, Motor Make and Class)

Hi Tensil Bronze

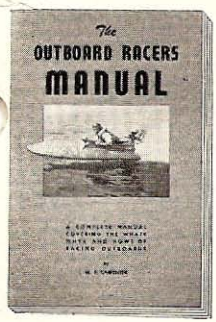
	DIAMETER RANGE	PITCH RANGE	PRICE
Midget Evinrude	6⅞″ to 7″	9″ to 9¼″	$15.00
"A" Johnson	7½″ to 7¾″	11½″ to 12″	18.00
"B" Johnson	8¼″ to 8½″	12½″ to 13″	20.00
"C" Johnson	8¾″ to 9″	14½″ to 15″	20.00
"C" Evinrude	8¾″ to 9″	14½″ to 15″	20.00

An 8⅜x12½ Johnson "B" Racing Wheel. Made of Michigan Hi-Tensile Bronze.

Michigan outboard racing wheels hold more world's records and important wins than all others combined. All propeller sizes listed above are of the two blade style, from special racing design patterns and are Custom-Built to order only. The diameter and pitch ranges indicated are normally within the range required for hydroplane racing installations.

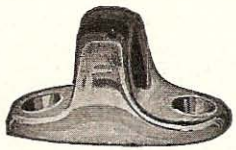
Own a spare propeller to use while the original is reconditioned.

QUALITY FITTINGS THAT DRESS UP YOUR BOAT AND ADD TO YOUR BOATING PLEASURE



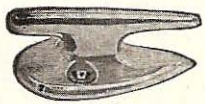
No. 502

No. 319



No. 301

No. 307



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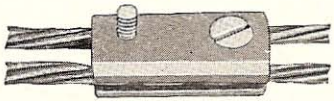
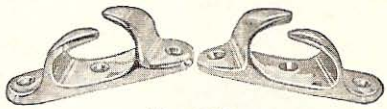


No. 306

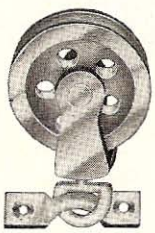
No. 304 & 5



No. 303

		PLAIN BRASS	POLISHED BRASS	CHROME
No. 301	Rope Guide	$ .24	$ .64	$ .70
No. 302	Lifting Handle	.70	2.00	2.15
No. 303	Bow Chock	1.40 pr.	3.20 pr.	3.55 pr.
No. 304	Cleat (3½″)	.45	1.05	1.15
No. 305	Cleat (5″)	.80	1.45	1.50
No. 307	Check Block (¼″ or 5/16″ rope)	1.45	2.05	2.20
No. 308	Pulley (1¾″ Wheel Size)	2.10	3.90	4.15
No. 309	Bow Handle (7″ Long)	1.35	3.40	3.55
No. 311	Bow Eye	.95	1.55	1.65
No. 313	Fender Cleat	.25	.75	.85
No. 314	Lifting Handle	1.20	2.70	2.85
No. 319	Rope Guide	.24	.63	.68

No. 306	Rope Clamp (3/16″ Size)	$ .28
No. 310	Anchor Pulley, Aluminum, Self Locking	2.05
No. 312	Snap Clamp, Steel-Cadmium Plated	.35
No. 316	Pulley (2″ Wheel Size) Aluminum Wheel	1.40
No. 317	Bow Handle . . . Cast Aluminum	1.10
	Plated Aluminum	2.25
No. 318	Aluminum Pulley with Bronze Snap	2.25
	Chrome	3.25
No. 502	Outboard Racers Manual (How To Soup All Motors)	3.75



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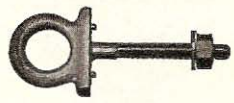

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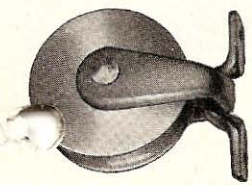

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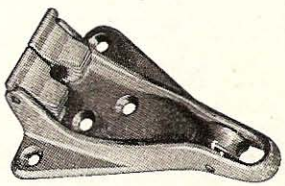

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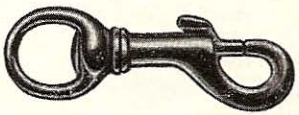

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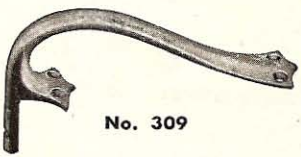

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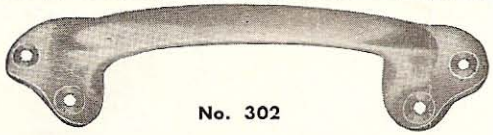

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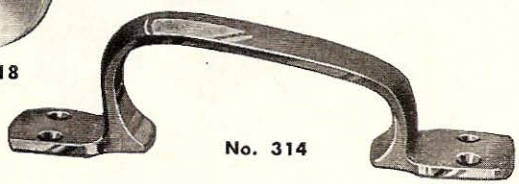

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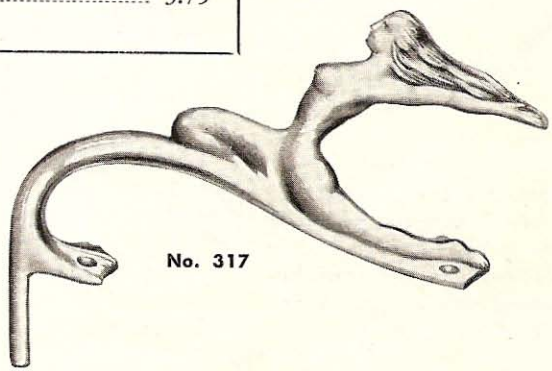

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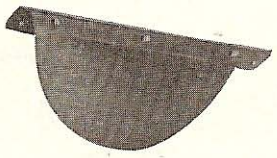


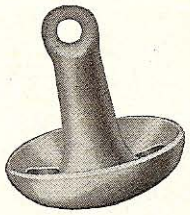
No. 510
No. 512

No. 510 FIN. (for class M & A boats.) Area 23 sq. in. High Tensile
Aluminum Plain $1.25
With Buffed Finish 1.75
(Screw holes provided)

No. 512 FIN. (for class B & larger.) Area 38 sq. in. High Tensile Aluminum Plain $1.50
With Buffed Finish 2.00
(Screw holes provided)

No. 601 ANCHOR
(cast iron) 8 lbs.....$2.00

No. 602 ANCHOR
(cast iron) 12 lbs..... 2.90



No. 601
No. 602

WATER SPEEDOMETERS

No. 201
No. 202
No. 205
Speedometers

No. 201, 202, 205 Polished Aluminum case. Precision instruments — accurate within 1%. Corrosion Resistant Throughout. Easily installed on any outboard boat. Essential in trimming your boat, checking propellers, fuels, etc.

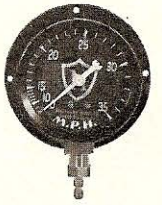
No. 201 Registers 0-35 mph — complete with 14' plastic tube.....$12.00

No. 202 Registers 10-50 mph — complete with 14' plastic tube.....$14.00

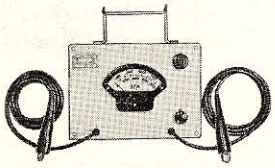
No. 205 Registers 20-70 mph — complete with 14' plastic tube.....$18.90
Deluxe model.

No. 204 Black Steel case. Registers 0-35 mhp — complete with 8' plastic Tube — Same precision as No's. 201, 202, 205 .....$7.00
(Spare parts furnished as ordered)

No. 516 Transom Plates (with leathers) .....$1.00 pr.



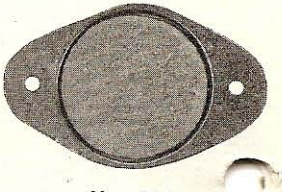
No. 204
Speedometer



No. 203 — Electric
Tachometer

TACHOMETER

Registers motor r.p.m. on all outboards. Accurate reading from 1000-8000 r.p.m. Installed by attaching wire to spark plug and to spark wire lead. Plastic non-magnetic case. A must to check performance of engine and efficiency of propeller.....$55.00



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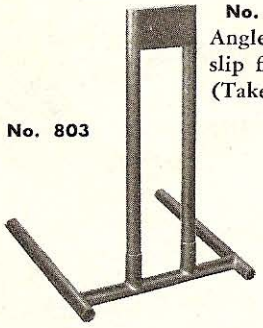
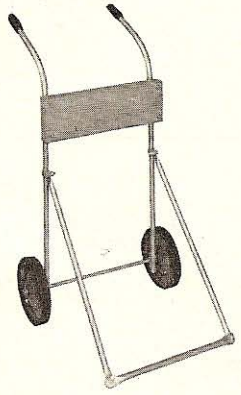


No. 803

No. 803 MOTOR STAND
Angle steel, knocked down slip fit $6.00
(Takes Heavy Motors)

No. 801 MOTOR CARRIER
Tubular steel, comes knocked down and cartoned, sturdy construction and quickly assembled $10.50
(Folding Type)

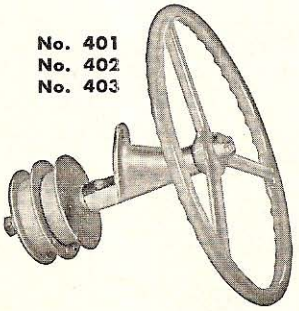


No. 801

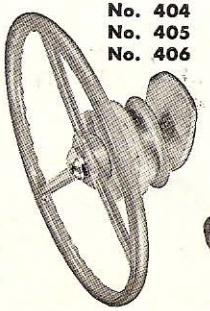
STEERING WHEELS

Fine quality low cost steering wheels made of corrosion resistant high tensile aluminium, hard rubber covered with non-slip grip. Bright clear lacquer finish.

(Runabout Type)	*(Racing Type)*	*(With Throttle)*
No. 401 Black ..$15.30	**No. 404** Red .. $15.30	**No. 407** Black ..$19.85
No. 402 Red 15.30	**No. 405** Gray 15.30	**No. 408** Red 19.85
No. 403 Gray 15.30	**No. 406** Black .. 15.30	**No. 409** Gray 19.85



No. 401
No. 402
No. 403

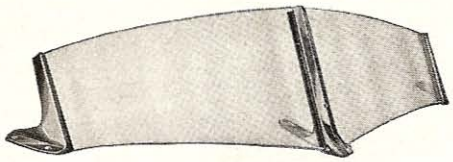


No. 404
No. 405
No. 406

No. 407
No. 408
No. 409

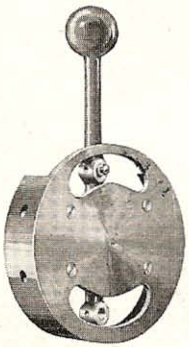
QUALITY FITTINGS THAT DRESS UP YOUR BOAT AND ADD TO YOUR BOATING PLEASURE

No. 506



No. 501

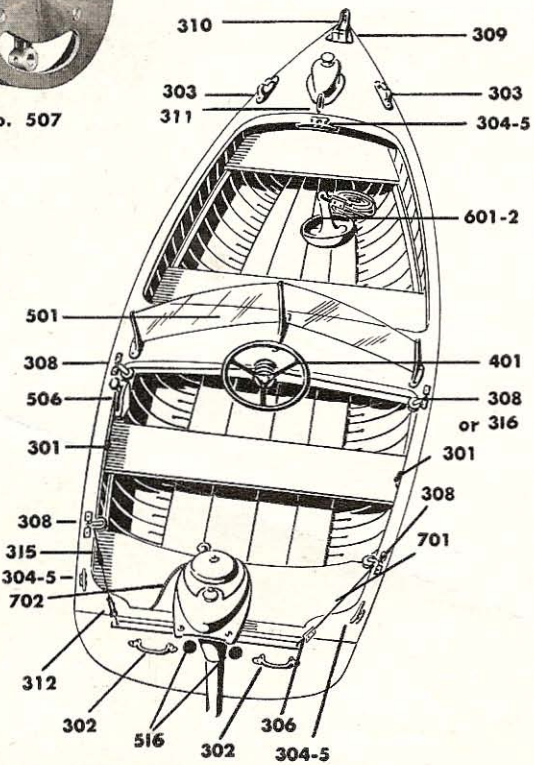
No. 501 WINDSHIELD BRACKETS — Three piece set. Grooves for 1/4" glass. Glass not included. Ht. ends 4 3/4", Center 8".
Polished Brass .....$14.45 Chrome.....$15.40

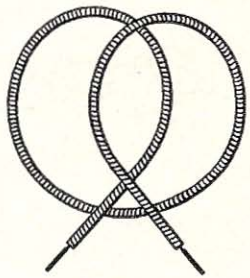


No. 507

No. 506 RACING THROTTLE — Red crinkle, no slip finish, automatic cut off on pressure release.....$8.25

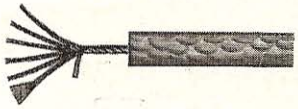
No. 507 THROTTLE — Four-way, ratchet action, aluminum.....$5.50





No. 702

No. 702 BOWDEN WIRE....$.15 ft. Cadmium plated steel casing, wire core.



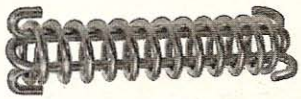
No. 701

No. 701 TILLER ROPE 3/16" (wire core) .....$ .12 ft.

No. 703

No. 703 NYCABE CABLE 3/16" Nylon covered steel 1,000-lb. test. Will not fray — $.30 ft.

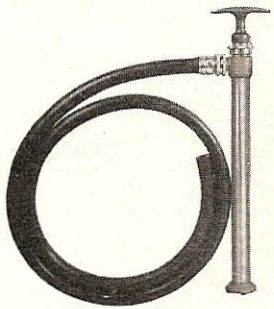
No. 315 STEERING ROPE TIGHTENER — $.50 each.



No. 315

No. 606

No. 606 UNIVERSAL FLYWHEEL PULLER — Cast aluminum. Nuts and bolts included $3.00



No. 503

No. 503 WATER PUMP — Double action heavily constructed, really throws water $9.75

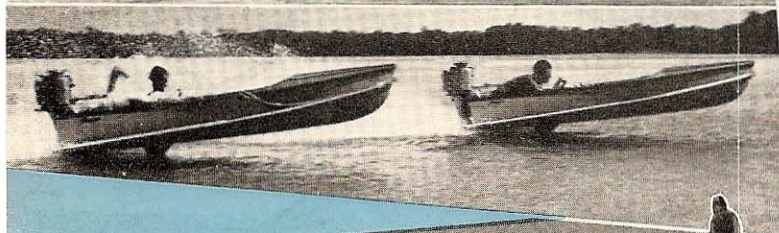
STEERING ASSEMBLY

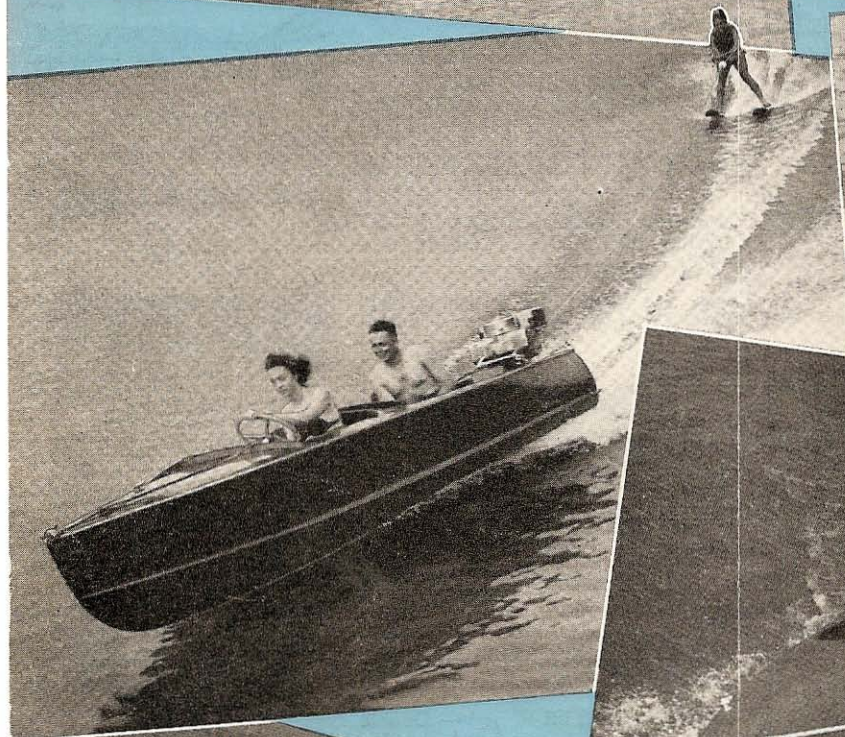
COMPLETE

1 No. 408
4 No. 316
2 No. 312
2 No. 306
25' No. 701
10' No. 702

$31.20

Red Wheel with Throttle
Pulleys
Snap Clamps
Rope Clamps
Tiller Rope
Bowden Wire and Casing





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