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## MerCruiser 4.3 mpi specifications

According to my old grey cells the MerCruiser 4.3L has been around since the sixties, when it was installed in a front-wheel-drive Oldsmobile. The engine soldiers on in marine form and has been incredibly popular, both in single and twin installations. Compared to low-emission petrol outboards of the same output, the 4.3L seems positively primitive. But it has simple engineering that's hard to kill, even with minimum maintenance. And more to the point, the MPI version (that enables Mercury's brilliant SmartCraft system to be used) pumps out 15 per cent more power than the old two-barrel carburetor version. The 262 cubic inch (4.3L) MerCruiser MPI is a 90-degree V6 version of the long-running 350 (5.7L) V8 and develops 219.8 propshaft horsepower at 4600rpm with a Wide Open Throttle range of 4400 to 4800rpm. This rpm range is more akin to a current common-rail diesel than a petrol engine and combination of with the way oversquare bore and stroke dimensions of 101.6 x 88.4mm and hydraulic lifters driven by pushrods from the centre camshaft, make this one low-maintenance and long-lasting engine. Freshwater cooling reduces cylinder wall condensation and adds 24kg to the dry engine/drive weight of 393kg, not bad considering the cylinder heads and block are cast iron - none of that newfangled alloy here! The 65amp voltage regulated alternator on the MerCruiser 4.3L MPI is driven by a serpentine belt that also drives the power steering and watercooling pumps. The 4.3L is available with legs from the ageing Alpha up to Bravo 3 but frankly, for twin installations the 3s are overkill as they prevent the classic one ahead/one astern technique for spinning a hull in its own length. For trailerboats, the cooling water intakes are in the drives but the 4.3Ls I tested in a Sea Ray 315 Sundancer had through-hull intakes with strainers and seacocks. Just remember to open them before starting the engines! In single installations, access to the oil filter and spark plugs is good but in the 315 Sundancer, which had a beam of 2.87m, getting to the inboard plugs definitely needed a very flexible wrist and fingers. The price you pay for security in a smaller cruiser! Servicing intervals are every 100 hours or annually after the first 20 hours, though, as most cruiser owners clock only around 50 hours a year from the second year onwards, I would change the oil and filter every six months and use Quicksilver SAE 25W40 oil designed for sterndrive engines. Standard 20W50 oils just won't handle the high loads marine engines experience. Also premium unleaded (95) should be used as MerCruiser petrol engines need 87 AKI (Anti Knock Index in the US) which translates to 92 RON and standard unleaded in Oz is 91 octane. [CLICK HERE FOR OTHER MERCUISER AND OTHER MARINE ENGINES FOR SALE](#) [PERFORMANCE](#) The review freshwater-cooled MerCruiser 4.3L MPIs had Alpha legs instead of Bravo 1 or 2, but these worked well in the 315 swinging 14.5 x 17in stainless steel Quicksilver Vengeance props driving through relatively tall 1.62:1 reduction ratios and being slightly underproped for heavier loads. The engines started instantly hot or cold with no oil smoke appearing and the shifting was reasonably smooth despite the dog clutch drives. For any real power astern the drives had to be left down, but at least with around 1000rpm on the tachos the hull could be spun in its own length in calm conditions. The engines quickly got the 4.6-tonne 315 out of the hole when the throttle levers were pushed down hard from trolling rpm, and across the entire rpm range the 4.3Ls had low vibration levels and only became raucous approaching WOT. As with all tests I perform on sterndrive cruisers the trim tabs were left on neutral and the drives trimmed as needed. Through tight turns at 3000rpm no prop ventilation occurred and a nice touch was how the engines maintained their rpm due to the MPI pouring in more fuel to compensate for the increased load. [THE TRADE-A-BOAT VERDICT](#) I don't have a problem with petrol engines in cruisers, providing they're well maintained and the bilge blowers are run for several minutes before starting them. I used this technique (and opened the engine compartment hatches) with the twin V8 inboards in a Halvorsen 40 I skippered for private charter work on Sydney Harbour 30 years ago and never had an issue. And unlike mechanically-injected diesels, freshwater-cooled petrol engines don't suffer from cylinder bore glazing when run under light load for extended periods. Perfect for pottering around waterways. The MerCruiser 4.3L MPI makes good economic sense in infrequently used sports cruisers. The exhaust note is nowhere near as satisfying as a V8 but under load the V6 noise ain't half bad! Thanks to Lifestyle Marine, Toronto, NSW - phone (02) 4959 1444 - for supplying such well setup engines. [MERCUISER 4.3L MPI SEA TRIALS](#) Sea Ray 315 Sundancer with twin 220hp MerCruiser 4.3L MPI petrol V6 engines. Average of two-way runs using SmartCraft instrumentation and Raymarine GPS. [RPM SPEED FUEL BURN](#) 610 (trolling) 2.5kts 3.3lt/h 1000 (fast idle) 4.4kts 4.9lt/h 1500 5.8kts 7.3lt/h 2000 (offshore troll) 7.6kts 12.9lt/h 2800 (min. plane) 13.2kts 26.2lt/h 3000 (offshore cruise) 19.5kts 28.7lt/h 4000 (max cruise) 30.1kts 41.0lt/h 5000 (WOT) 35.3kts 61.6lt/h\* Sea-trial data supplied by the author. Fuel burn is per engine. [MERCUISER 4.3L MPI SPECIFICATION](#) TYPE V6 petrol engine RATED HP 220 DISPLACEMENT 4.3lt WEIGHT 353kg BORE x STROKE 101.6 x 88.4mm The Next Steps Click here to find the best new and used marine engines for sale. Mercury Marine manufactures MerCruiser 4.3L engines as well as the MerCruiser Alpha One sterndrive. A marine engine delivers power to the propeller by means of a sterndrive unit, which sits in the water attached to the aft end of the boat. When coupled together, a MerCruiser 4.3L engine and Alpha One sterndrive propel the vessel through the water. The MerCruiser 4.3L MPI engine is a multi-point, fuel injected engine. This V6, 262 cubic inch (4.3-liter) motor delivers 220 horsepower (HP) to the sterndrive at 4,400 to 4,800 RPM at WOT (wide open throttle). With a compression ratio of 9.4:1, it runs on 87 octane gasoline. Electrical components are powered by a 65 amp, 917 watt alternator. The engine connects to the MerCruiser Alpha One sterndrive with drive ratios of 1.47:1, 1.62:1 and 1.81:1. These varying ratios are achieved by means of the transmission integrated into the sterndrive, indicating the number of revolutions of the propeller per one revolution of the engine. The ratios vary according to which gear the transmission is in. The engine and stern drive weigh 865 lbs. when coupled together. The MerCruiser 4.3L TKS engine is a 190 HP, 262 cubic inch (4.3-liter) V6 engine with a 2-barrel carburetor instead of fuel injections like its MPI cousin. It uses 87 octane fuel to turn the engine to a maximum of 4,400 to 4,800 RPM at WOT. It also uses a 65 amp, 917 watt alternator. It connects to the Alpha One sterndrive with drive ratios of 1.62:1, 1.81:1 and 2.0:1. The total weight of the engine and stern drive is 848 lbs. The MerCruiser Alpha One sterndrive has a maximum power capacity of 300 HP, a maximum propeller size of 15 inches, and a top speed of 65 MPH. Its transmission is forward, reverse and neutral selectable. The Alpha One has a maintenance free U-joint, adjustable power trim, 56-degree steering range and a total weight of 85 lbs. The mechanics of the unit are housed in a corrosion resistant, aluminum low-copper alloy, which is triple painted. MerCruisers are sterndrive engines produced by Mercury Marine. A sterndrive is also known as an inboard/outboard drive, because it combines features of both inboard and outboard motors. When MerCruisers were introduced in 1961, they featured the first sterndrive that offered more than 100 horsepower. Today, MerCruisers are used on both racing and leisure boats. The MerCruiser 4.3 Liter MPI (multi-point injection) engine can be used in anything from a pontoon to a cruiser. The MerCruiser 4.3L has a maximum power capability of 220 HP. This engine is a V-6, and operates at between 4,400 and 4,800 revolutions per minute at wide-open throttle (WOT). The cylinder bore has a diameter of 4 inches and piston stroke length of 3.48 inches. This engine's compression ratio is 9.4-to-1. The engine's alternator has a power output of 65 amps and 917 watts. The recommended fuel is 87 octane, and the recommended oil is SAE 20W-40 full-synthetic engine oil. The MerCruiser 4.3L has a multi-point fuel injection system. The EMC 555 fuel and ignition system features platinum-tipped spark plugs for durability. This engine has a dry joint exhaust system, which prevents water from getting into engine. It has a two-piece, long runner intake manifold system, as well as a serpentine belt accessory drive system. The MerCruiser 4.3L MPI is 28 inches long, 30 inches wide, and 22 inches tall. It has a dry weight of 865 pounds. MerCruiser Sterndrive 4.3L MPI 220 HP - [MERCUISER MULTIPORT INJECTED \(MPI\) STERNDRIVE ENGINES](#) The MPI system fine-tunes the fuel-to-air mixture in the combustion chamber, delivering ultra-smooth operation from idle to wide-open throttle. Mercury's engineers achieved outstanding Noise / Vibration / Harshness (NVH) levels in the 4.3L. Power steering is standard, providing you complete and effortless control. HP / kW Maximum RPM (WOT) Engine type Displacement (L) Bore and stroke 4.00 x 3.48 / 101 x 88 mm Compression ratio Fuel requirement Fuel delivery system Multi-point Electronic Fuel Injection (MPI) Air induction Two-piece long runner intake with 75 mm throttle body (80 mm w/DTS) Ignition Crank fired high voltage switch with knock control Alternator amp / Watt Water drain system Single point manual drain (Alpha) Three-point manual (Bravo) Exhaust system Iron manifolds with electro-deposition paint coated dry joint exhaust elbow Cooling system Raw water Thermostatically controlled Accessory drive system Recommended oil MMA Certified FCW 25W-40 Synthetic Blend Engine guardian system High coolant temperature Knock control Low drive lubricant Low oil pressure Low voltage Over-rev Dimensions (L x W x H) 28 x 30 x 22" / 696 x 740 x 559 mm Weight (engine only) Compatible drives Alpha Bravo One Bravo Three Bravo Two





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