

Gear Ratios

Models	Pinion	Propeller
Speedmaster	14	14
Sportmaster	14	21
Merc 1250-1100-1000 (1968-69)-950	14	28
Merc 1000-900-850-800 (GS)- 700 (GS)-650	14	28
Merc 800(DR) 700(DR)- 600(DR)	14	28
Merc 800(1969)	13	30
Merc 500-450-400-350- 300	14	23
Merc 350 (2 Cyl.)	13	24
Merc 250-200 (Auto. Trans.)	13	24
Merc 200 (GS) Forward)	13	24
Merc 200 (GS) Reverse	13	28
Merc 150-100	14	23
Merc 110-75-60 (Forward)	13	26
Merc 110-75-60 (Reverse)	13	30
Merc 40-39 (Forward)	13	26

Models	Pinion	Propeller
Merc 40-39 (Reverse)	13	30
Mark 78 [*] -78A-75A	14	28
Mark 75	14	27
Mark 58-58A-55-55A- 35A-15A-10-10A	14	23
Mark 40, KF9, KG9	15	20
Mark 30-28-28A-25-20- 15, KH7	13	24
Mark 7-5, KE7, KF7, KG7	16	21
Mark 6-6A	14§	23
KF5, KE4, KG4, KF3	16	21
K & KD Twins	14	19 ^{**}
K & KD Singles	12	22
D Quicksilver	14	14
A-B-C Quicksilver	15	15
Mark 20H Conversion	16	21

** Some had 14:27 ratio.*

§ Spiral bevel

DR = Direct reversing model

** Bronze spacer & steel shim required*

GS = Gear shift model