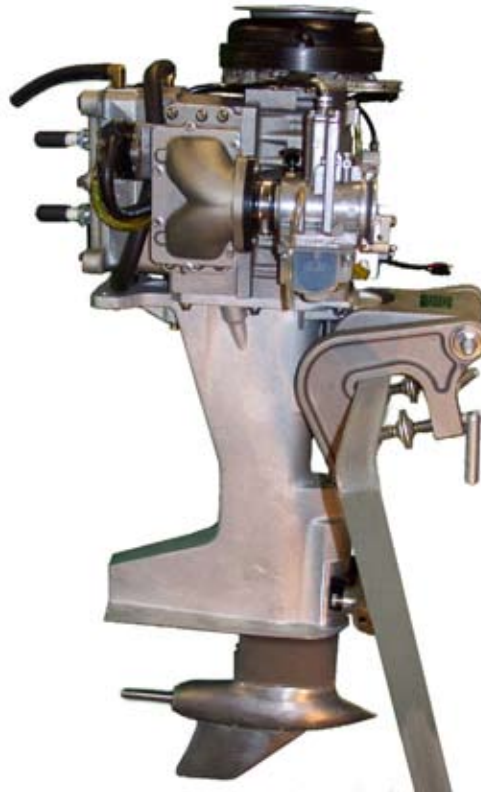


Sidewinder Racing Outboards

TECHNICAL SPECIFICATIONS

- | | | |
|--|---|-------------------------|
| | 15 ci | 20 ci |
| • Bore: | 2.165" | 2.50" |
| • Stroke: | 2.031" | 2.031" |
| • Displacement: | 14.94 ci | 19.94 ci |
| • Carburetor: | 30 mm high velocity | 34mm Lectron flat slide |
| • Horsepower: | Depends on rpm and other factors | |
| • Weight: | 60 lbs. | |
| • Overall Height: | 34 1/4" | |
| • Transom clamp to propshaft centerline: | 17" | |
| • Transom clamp to flywheel top: | 12" | |
| • Gear ratio: | 14:19 | |
| • Recommended oil ratio: | 24:1 | |
| • Ignition type: | CD dual pickup | |
| • Water pickup: | below centerline on gearcase tip | |
| • Water pump: | rubber impeller on propshaft behind water inlet; displacement at low speed, centrifugal at high speed | |



The Sidewinder engine series is based on an engine design from the 1950's; updated to take advantage of the latest materials, manufacturing techniques, and performance theories. Many design features have been incorporated to produce a motor that performs well; is reliable and dependable; easy to start, operate, and maintain; and is easy to inspect. The same powerhead can be easily configured for either 15 or 20 cubic inch versions, assuring the longevity of your initial investment as the racer moves up through the various classes.

The motor is very lightweight at 60 lbs and is one of the best rides you'll enjoy in any class. It easily starts in the water, idles and runs smoothly throughout the entire rpm range.

- **Competition only.** These motors may not be used for pleasure boating, fishing or any other use except for competition, in the United States
- Available in 15 and 20 cubic inch configurations for various classes including stock and modified versions
- Engine size and/or class changes can be achieved with simple sleeve/piston changes; assuring continuity of initial investment.
- All designs, patterns, castings, and other parts are owned by Racing Outboards LLC; we are not dependent on major manufacturers for any components or repair parts

This engine series was specifically engineered for the entry level classes while still producing plenty of punch and top speed to keep racers of all ages interested and pumping adrenaline. In an effort to attract more racers and racer families to the wonderful sport of "kneel-down" racing, Racing Outboards LLC is now producing the first brand new, purpose-built racing engines available in the United States since the early 1980's. The Racing Outboards website will become a focal point for all types of equipment used in "kneel-down" racing to make it easier for people new to the sport to find the equipment and accessories they need to get started, or to maintain their current equipment.





Service Features and Benefits

TECHNICAL SUPPORT

The chief engineer and designer of the engine is available for questions and advice

DESIGN STABILITY

All major components are designed and built in-house thus assuring the availability of components for years to come. The motors do not use any major components produced by major outboard manufacturers so there is no concern that model changes may obsolete components or limit the availability of parts.

A COMPANY DEDICATED TO RACING ONLY

Racing Outboards LLC, the parent company of the Sidewinder engines, is dedicated to producing motors and racing accessories only; we do not produce engines for pleasure uses and therefore are not distracted from our main purpose. Racing is our only interest. visit us on the Web at: www.racingoutboards.com



Powerhead features:

- Split crankcase for easy assembly and service; thicker crankcase walls and flanges provide additional support for main bearings and crankshaft
- Side mounted reed intake for better starting and performance utilizing 2 custom-made 4 petal pyramid reed cages
- CD ignition system mounted on a single plate, vibration insulated, with a variety of mounting options to facilitate modified configurations
- Ultra strong bolts clamp the head, block, and crankcase halves together as one unit for increased strength and stability
- The block face has a closed deck to better support the cylinder sleeves and create a more rigid block
- A full-circle, press together crank is utilized for durability and ease of maintenance; the entire powerhead can be disassembled in as little as ½ hour using only 3 wrenches.
- A kick-out bracket is integrated into the transom clamp assembly to simplify trim adjustments when using the motor on multiple boats

SERVICES AVAILABLE

- Worldwide Sales
- Technical Support
- Installation and Setup
- Maintenance and Repair
- Modifications
- Pit Supplies and Accessories

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