

1993

TOURNAMENT

SKI BOATS

Malibu





a m e n i t i e s

- Walk-thru windshield
- Tilt steering wheel
- Patented swivel head pillow
- 36 sq. feet of bow storage
- Bow and gunnel storage lighting
- Removable AM/FM cassette stereo w/4 speakers
- Recaro style driver's seat w/air lumbar support
- Sun deck (backseat conversion)
- Molded-in self-draining ice chest
- Recessed driver's footwell
- Removable teak swimstep
- Interior handrails
- Locking glove box
- 22 oz. marine grade carpet
- French stitched marine grade upholstery
- Polyethylene seat frames and side panels
- Lifetime limited warranty

s p e c i f i c a t i o n s

- Boat**
- Length: 20' 8"
- Beam: 30"
- Weight: 2500 lbs.
- Draft: 16"
- Passenger cap.: 7 persons
- Fuel cap.: 32 gal.
- Coast.: 300 body/all glass
- Floor: CompuDeck
- Engine chassis: FIRECS
- Hull: SV23
- Electronics: Comptron ATD
- Engine**
- Make: MerCruiser 250 Magnum
- Cyl. type: V-6
- Cubic in. displcm.: 5.7/350
- Gear ratio: 1.1
- Maximum prop horsepower at RPM: 785 at 4600

p e r f o r m a n c e

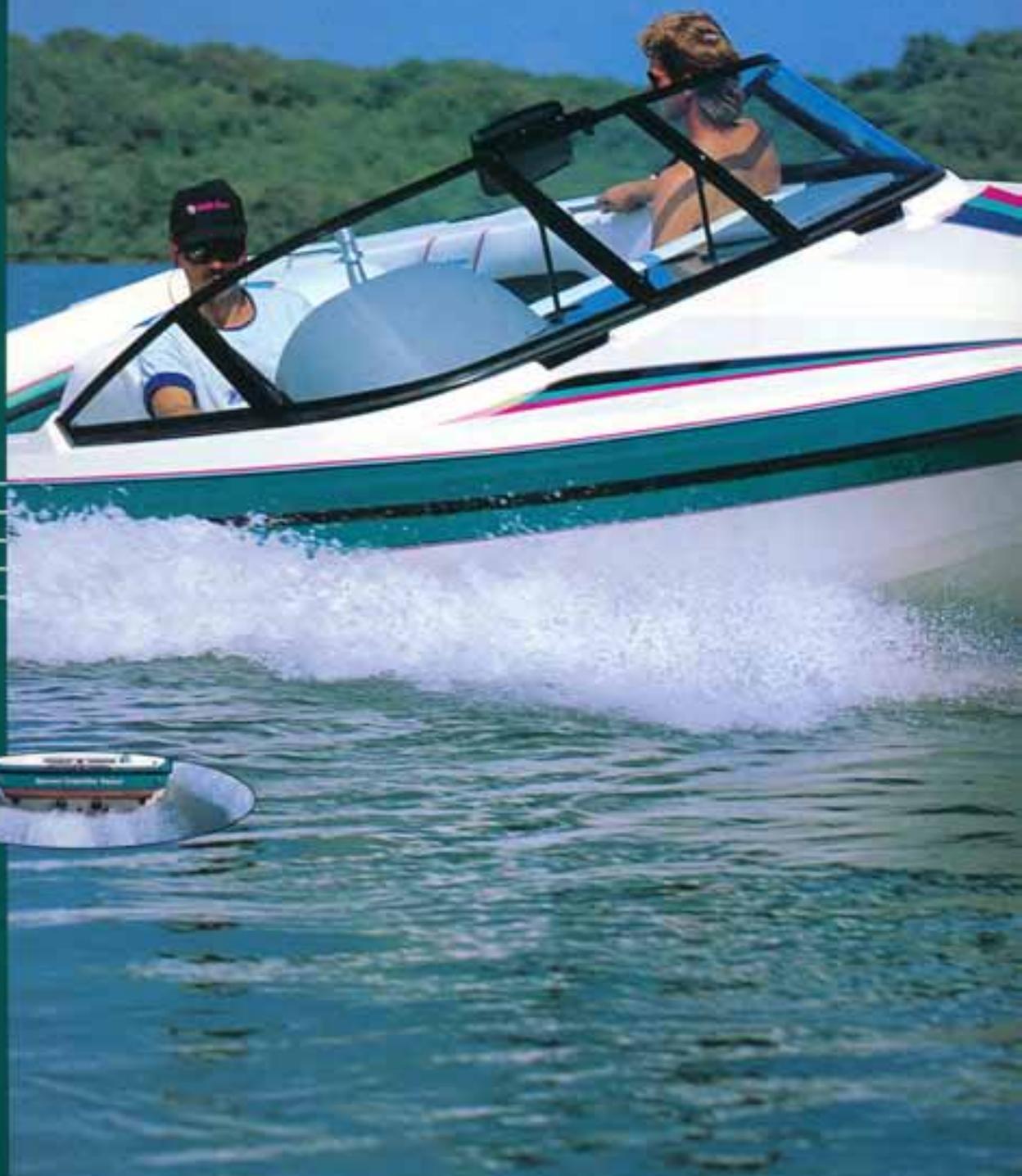
	Echelon - Industry Avg.	
0 to 30 mph:	5.3 sec.	6.8 sec.
Top end speed:	46 mph	44.8 mph
Handling course:	21.5 sec.	22.9 sec.

*Based on composite data from 1992 WaterCkr Magazine performance tests.
 Slant Rider is a registered trademark of the Marine Muffler Corp.

THE SV23 HULL

A deep 23" Semi-V entry tapers to a 18" deadrise resulting in a smoother ride and greater wake characteristics. This is enhanced by a lower hull body line which creates a smaller wetted surface.

Deep Seat: *marlin, Ice Master, Palm, Ebony*



Modifying the norm is standard practice among most ski boat manufacturers. And having built *Powerboat Magazine's* 1992 Ski Boat of the Year, you might expect us to stay satisfied with simply being the best in the industry.

But we're not interested in merely conquering the industry. We want to redefine it. Hence the Echelon, a new boat, a new design, and the new definition of a world class competition ski boat in 1993 and beyond.

It begins with a core of quality construction parameters like our unique Uni-body hull and deck construction, Compositech floor, and new FibECS engine mounting system. But it certainly doesn't end there. A unique new hull design produces less wake than any hull yet conceived. A lower hull body line allows for a wider beam and the roomiest interior of any tournament boat ever, an interior enhanced by an extraordinary array of functional amenities.

It both roars and purrs. The fury of the MerCruiser 350 Magnum, the V-8 monster that's inarguably the most powerful, most reliable powerplant in the industry, is somehow silenced by the Silent Rider™ Muffler System. And an advanced steering assembly adds superior handling agility to unmatched power and grace.

But the Echelon doesn't just outrun other boats. It outsmarts them. The one of a kind Computron ATD™ is an extraordinary software based on-board computer, accessed through controls on the steering wheel, that performs and digitally displays fifteen important performance and safety functions. There is simply nothing like it.

Functional luxury. Exquisite looks. Unmatched power. And now, brains. In competition tow boats, the upper echelon has just been redefined.

**COMPUTRON. MEMS.
I.Q. TO MATCH OUR HORSEPOWER.**

Since the introduction of MEMS, the state of the art electronics system still standard on some Malibu models, we have been generally recognized as the leader in ski industry electronics. The new Computron ATD solidifies that position.

Computron is the first on-board computer ever installed in a tournament ski boat, and it's destined to become an invaluable aid in safety and driver performance in the course. Each of its fifteen functions, a digital speedometer, graphic speed analyzer, tachometer, course stopwatch, depth finder, sea and air temp thermometers, depth alarm, trip odometer, and numerous gauges and warning indicators, are all individually accessed and activated through remote control keys on the steering wheel and alpha-numerically displayed on digital read-outs in the instrument panel. Infrared signaling replaces wiring thus making the system eminently reliable.





amenities

Walk-thru windshield
Tilt steering wheel
Patented swivel head pylon
Removable AM/FM cassette stereo
with spkr
Recaro style driver's seat
w/air lumbar support
Sun deck (backseat conversion)
Molded-in self-draining ice chest
Interior handrails
Lighted storage compartment
Recessed driver's footwell
Removable leak swimstep
Locking glove box
22 oz. marine grade carpet
French stitched marine grade
upholstery
Polyethylene seat frames
and side panels
Lifetime limited warranty

specifications

Boat
Length: 20' 6"
Beam: 90"
Weight: 2650 lbs.
Draft: 16"
Passenger cap.: 8 persons
Fuel cap.: 32 gal.
Coast.: Uni-body/all glass
Floor: Composite
Engine chassis: Fiberglass
Hull: SV23
Electronics: Computron ATD

Engine
Make: MerCruiser 358 Magnum
Cyl. type: V-8
Cubic in. displcmt: 5.7/350
Gear ratio: 1:1
Maximum prop horsepower at RPM:
265 at 4800

performance

Echelon *Industry Ave.

0 to 30 mph: 5.5 sec. 7.4 sec.

Top end speed: 46 mph 44.3 mph

Handling course: 21.8 sec. 24.02 sec.

*Based on composite data from 1992 Motor
Magazine open bow performance tests.



Malberry: main
Magenta, Marble, Moonbeam

Sacrificing ultimate power and performance, the kind you crave as a skier, should not be the penalty for having kids or enjoying friends. The Echelon LX, the open-bow version of our revolutionary new boat, completes a class of two at the pinnacle of the performance mountain. And backs down to no one.

It's loaded with the same features as the closed-bow Echelon, features like the Computron ATD™, skiing's first on-board computer system. And the MerCruiser 350 Magnum, skiing's most reliable, most powerful inboard. Features that, as a skier, will make your blood race. But perhaps more importantly, it's also very thoughtfully loaded with safety features that, as a father or friend, will make you rest easy.

Several Computron functions lend themselves to the important safety task. Aside from multiple electronic warning systems, the computer provides a depth finder, shallow depth alarm, and air and sea temperature thermometers. There are numerous handrails throughout the interior. And a particularly quiet ride aids driver awareness.

A sculpted motor box, wide beam, built-in ice chest, and ski locker combine to provide a comfortable, roomy interior. But the LX doesn't just think for itself or of its passengers. A tilt steering wheel, air lumbar support, remote accessed computer, and ergonomically precise cockpit think of you, the driver, as well.

And when you get behind the Magnum, you'll discover quickly what it thinks of you as a skier.

**POWER. THE KEY TO
PULLING AHEAD.**

All Malibu boats are powered by one of two top MerCruiser inboards. The 350 Magnum Tournament Ski features a new roller-lifter camshaft that increases horsepower, torque, acceleration, and top end performance. A Weber Carburetor provides smoother midrange response. The PlusPower™ Exhaust System reduces back pressure for improved performance and fuel economy.

Both the Magnum and the 5.7L Competition Ski Package feature PlusPower™, and the reliable Thunderbolt IV Hi-Energy Ignition system that supplies 30% more power than conventional systems, corrosion resistant interior parts, the largest service network in the U.S., and the most comprehensive warranty in the industry.

MerCruiser is really the only logical choice.



A M E N I T I E S

Tinted walk-thru windshield
Tilt steering wheel
Patented swivel head pylon
Lighted storage
Self-draining ice chest
Recessed driver's footwell
Removable teak swimstep
Recaro style driver's seat
w/air lumbar support
Sun deck (backseat conversion)
Tonneau bow cover

Hideaway sun top
Automatic bilge blower
22 oz. marine grade carpet
French stitched marine grade
upholstery
Polyethylene seat frames
and side panels
Lifetime limited warranty

S P E C I F I C A T I O N S

Boat
Length: 20' 2"
Beam: 90"
Weight: 2750 lbs.
Draft: 18"
Passenger cap.: 8 persons
Fuel cap.: 32 gal.
Const.: Geli-body/all glass
Floor: Compositech
Engine chassis: FIRECS
Hull: Gead
Electronics: MEMS

Engine
Make: *MerCruiser 5.7L Comp. Ski
Cyl. type: V-8
Cubic in. displomt.: 5.7/350
Gear ratio: 1:1
Maximum prop horsepower at RPM:
250 at 4600

*MerCruiser 330 Magnum optional.

P E R F O R M A N C E

F3 Sunsetter™ Industry Ave.		
0 to 30 mph	6.8 sec.	7.4 sec.
Top end speed:	45.5 mph	44.3 mph
Handling course:	22.1 sec.	24.02 sec.

*Based on composite data from 1992 *Water Ski Magazine* open bow performance tests.

*Loaded with Magnum engine.

Schwimmer: *main*
Nautilus, Flagship, Ice Master



Few boats, open or closed bow, track and torque like the Euro Sunsetter, sister boat to the 1992 Ski Boat of the Year. Few go to so great a length to deliver safety and comfortable luxury. Daresay none balance such immodest features with such modest pricing to form such a great value.

The Euro F3 Sunsetter is loaded with features that, should you find them at all, would cost literally thousands more in another boat. Features like MEMS, the electronics system generally recognized as the most thorough and reliable in the industry, the system other companies are still trying to emulate. Or the dependable, high torquing Mercury 5.7L Ski Package, with its Thunderbolt ignition system and all its corrosion resistant parts. Or a convenient, driver performance enhancing tilt steering wheel. Or a swivel head pylon that saves rope life. Or a back seat that converts to a sun deck.

The list goes on and on. So do the accolades. *WaterSki Magazine's* 1992 Buyer's Guide says, "Tracking with a skier is about as good as it gets with a bowrider. Interior noise (under 90 decibels) testifies to its solid construction and engineering. When you look at the scores, you wouldn't guess it's a bowrider. The Sunsetter earned our Tournament Seal of Approval - not by slipping through the cracks, but by a comfortable margin." About the only thing that doesn't go on and on is the price tag.

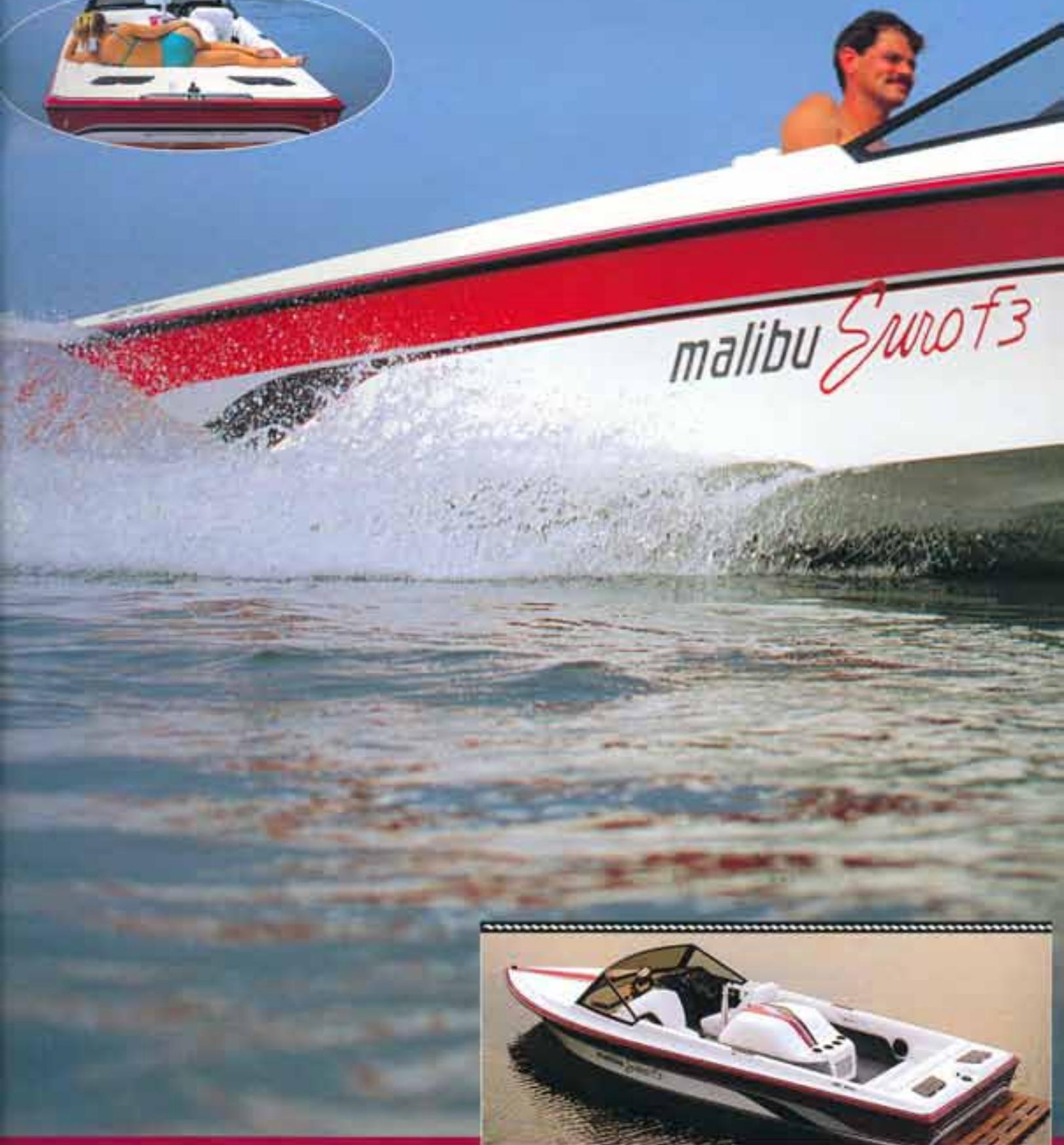
RAINSTARINGLY BUILT.

Our design and construction are quite simply unmatched. Our exclusive Uni-body construction uses biaxial fiberglass to bond the hull and deck together. Unlike the industry standard shoebox fit which uses rivets or screws, Uni-body is the strongest possible bond. Not only is it more durable, but it prevents leaks and makes for a quieter ride. Malibu's precision molding process ensures consistent structural and aesthetic integrity.

Our proprietary Compositech one-piece floor system is a hand laminated composite of state of the art fiberglass, resins, and core materials that is precisely fitted and bonded to the hull. Closed cell foam is sandwiched between multiple layers of fiberglass to form the only one-piece self-supporting floor system in the industry.

There is not a single square inch of wood in any Malibu.





FEATURES

- Tieback windshield
- Tilt steering wheel
- Patented swivel head pytes
- Lighted bow storage
- Molded-in self-draining ice chest
- Recessed driver's footwell
- Removable hook swimstep
- Recaro style driver's seat w/air lumbar support
- Sun deck (backseat conversion)
- Automatic bilge blower
- 22 oz. marine grade carpet
- French stitched marine grade upholstery
- Polyethylene seat frames and side panels
- Lifetime limited warranty

SPECIFICATIONS

- Boat**
- Length: 39' 6"
- Beam: 86"
- Weight: 2550 lbs.
- Draft: 15"
- Passenger cap.: 8 persons
- Fuel cap.: 32 gal.
- Coast.: Uni-body/all glass floor. Composite
- Engine chassis: Fiberglass
- Hull: Quad
- Electronics: NEMA
- Engine**
- Make: *MerCruiser 5.7i, Comp. Ski
- Cyl. type: V-8
- Cubic in. displcm.: 5.7/350
- Gear ratio: 1.1
- Maximum prop horsepower at RPM: 250 at 4000
- *MerCruiser 250 Magnum optional

PERFORMANCE

F3 Ski: *Industry Avg.	
0 to 20:	5.8 sec. 6.8 sec.
Top end speed:	46 mph 44.8 mph
Handling course:	27.8 sec. 27.9 sec.

*Based on composite data from 1992 Water/Crui Magazine performance tests.

*Incline with Magnum engine.

Flame: mats
Ebony, Marble



FIBECI STANDING ON SOLID KNOWLEDGE

Now this year is all Malibu boats is the FIBECI engine chassis system, the only one of its kind in the industry. Computer stress modeling techniques were used in the design of this system. Its benefits are many. It eliminates corrosion prone brackets which can deteriorate over time. Integrated directly into the hull, FIBECI is stronger than traditional mounts, because of a wider mounting area and greater load distribution. This results in a more stable overall system.

Kevlar and Carbon Graphite in the fiber-glass composite enhance its strength and rigidity, as well as assisting in vibration dampening. Patent pending.

THE QUAD HULL

The unique hull on the Euro F3 Skier and Sunsetter has a semi-V entry that tapers to a semi-flat transom. Four lifting strakes add strength, dampening, and lift, the latter of which results in a smaller, well defined wake. The side arc cut reduces spray. And wide negative chines assist stability and response.

"There's a new boss in the tournament ski boat market." With those words, *Powerboat Magazine* crowned the Euro F3 Skier 1992 Ski Boat of the Year, and Malibu, in their words, "the top of the line in quality worldwide."

Their reasons were specific. "The Euro F3 Skier has everything you'd want in a premier tournament boat." And they pointed out "for a few thousand (dollars) less than other boats that were considered contenders." "It tracked perfectly and handled like a fine road machine." *WaterSki Magazine* notes its "incredible lack of vibration" and its "beautifully balanced, light steering."

Big words for a big performer. The F3 Skier comes with two magnificent engine choices: the aptly powerful MerCruiser 5.7L, or the slightly hungrier 350 Magnum. The Malibu Electronic Management System, MEMS, is exceptionally functional. Sufficiently so to compel *WaterSki Magazine* to say, "Malibu introduced MEMS last year, and the rest of the industry is still trying to catch up."

That's a tall order on all fronts. The innovative Quad hull provides a wake that according to *Powerboat*, "energetic slalom skiers will love for its flat, even table. Freestylers can get their kicks just by giving the driver the old thumbs down, which will reduce boat speed and increase the height of the wake crest." And you can get yours from knowing that in choosing the F3 Skier, the Ski Boat of the Year, you put your brain ahead of your billfold.



S M A L L I

Tinted windshield
 Patented swivel head pylon
 Molded-in self-draining ice chest
 Recessed driver's footwell
 Carpeted bow storage
 Adjustable Recaro style driver's seat
 Removable teak swimstep
 16 oz. marine grade carpet
 Marine grade G&T heat stamped upholstery
 Polyethylene seat frames and side panels
 Lifetime limited warranty

S P E C I F I C A T I O N S

Boat

Length: 19'6"
 Beam: 88"
 Weight: 2350 lbs.
 Draft: 13"
 Passenger cap.: 8 persons
 Fuel cap.: 32 gal.
 Const.: Bi-body/glass
 Floor: Compositech
 Engine chassis: FibECs
 Hull: Quad
 Electronics: Standard pkg.

Engine

Make: MerCruiser 5.7L Comp. Ski
 Cyl. type: V-6
 Cubic in. displacement: 37300
 Gear ratio: 1.1
 Maximum prop horsepower at RPM:
 230 at 4400

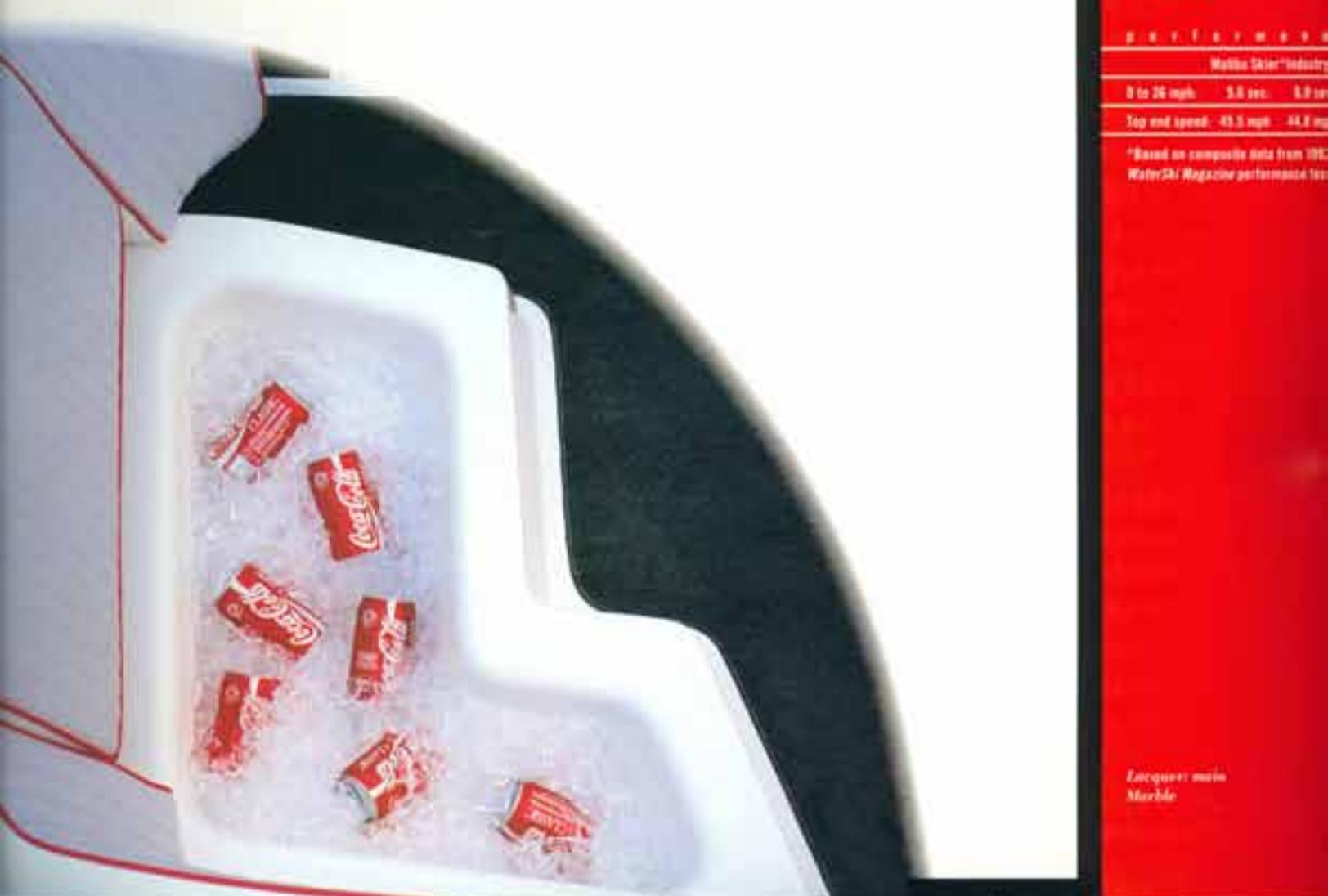
P E R F O R M A N C E

Malibu Skier™ Industry

0 to 20 mph: 5.8 sec. 5.9 sec.
 Top end speed: 43.5 mph 44.8 mph

*Based on composite data from 1993 Water Ski Magazine performance tests

Laqueur: main
 Marble





Serious barefooting requires a different kind of performance. And Flightcraft, renowned for innovation in its native Australia and throughout the world, has always delivered it. Since joining the Malibu team, that record has only improved.

Take for instance *WaterSki Magazine's* 1992 Performance tests. The Barefooter received higher overall scores than *any* other boat, in any class, flat out, in the handling course, in nearly every category causing its testers to gush, "Nearly every skier who climbs into the Flightcraft outboard quickly changes his mind about what a ski boat is all about. Believe us, this roadster will get your blood pumping."

That's no accident. Power, speed, and agility are the driving forces behind nearly every aspect of the Barefooter, from its sleek lines to its lighter weight, from the tracking fin, to its Mercury 200 EFI monster outboard engine...to even the driver's seat lumbar support.

But as great as the temptation may have been, we didn't just think of the person behind the wheel or at the other end of the rope. A state of the art AM/FM cassette, four speaker stereo system makes everyone's ride better. A ski locker in the stern adds precious room and comfort to the interior. Lighted storage is easy and convenient, as is the reversible rear seat.

And of course, the smiles drivers and barefooters get when breaking warp speed are known to be contagious.



f e a t u r e s

- Tinted windshield
- Tilt steering wheel
- Patented swivel head pylon
- Engine rope guard
- Dual mounting ski pylon
- Rear mounted speedometer
- Lighted bow and gunnel storage
- Recaro style driver's seat w/air lumbar support
- Reversible rear seat
- Removable AM/FM cassette stereo w/4 speakers
- 22 sq. marine grade carpet
- French stitched marine grade upholstery
- Lifetime limited warranty

s p e c i f i c a t i o n s

- Beam: 30"
- Length: 26'3"
- Beam: 30"
- Weight: 1800 lbs. w/wagon
- Passenger cap.: 5 persons
- Fuel cap.: 27 gal
- Const.: fib body
- Mtl. Progressive-V
- Electronics: Standard pkg.
- Engine
- Make: Mercury 200 EFI outboard
- Cyl. type: V-4
- Maximum hp/ horsepower: 200

p e r f o r m a n c e

Barefooter*Industry avg	
0 to 30:	4.2 sec. 6.5 sec.
Top end speed:	58 mph 55.2 mph
Handling course:	21.9 sec. 22.7 sec.

*Based on composite data from 1992 *WaterSki Magazine's* outboard performance tests.

Flightcraft marine
Flagship, Schmeer, Joe Manne



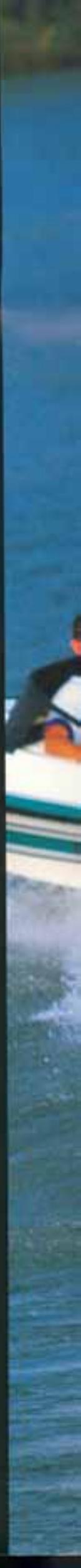
T H E F L I G H T C R A F T S P O R T S T E R

The name is deceiving. It's true this is a sport class boat. True only if your sport is world-class 3-event tournament waterskiing. The Sportster carries the Flightcraft name with pride. And with predictable results. In 1992 *WaterSki Magazine* performance tests, the Sportster outscored every other inboard boat.

It's little wonder, in part because the Sportster has a very large wonder under the hood: the powerful MerCruiser 350 Magnum. Its power and speed are enhanced by a light body and Progressive-V hull design. But don't let its weight deceive you, it comes from sturdy Uni-body stock.

Its progressiveness is not limited to hard mechanics. The Sportster carries state of the art MEMS electronics, a tilt wheel, and a removable AM/FM 4-speaker stereo system. Lighted bow and gunnel storage is convenient, and a molded-in swim platform makes it easy to jump ship.

And as *WaterSki* identified when they pronounced a Sportster ride through the handling course "breath-stealing," the Magnum makes it easy to get the jump on the competition.





FEATURES

- Tinted windshield
- Tilt steering wheel
- Lighted bow and gunnel storage
- Removable AM/FM cassette stereo w/4 speakers
- Automatic bilge blower
- Molded-in swimstep
- Waterski style driver's seat w/wide lumbar support
- 22 oz. marine grade carpet
- French stitched marine grade upholstery
- Lifetime limited warranty

SPECIFICATIONS

- Boat**
- Length: 20' 0"
- Beam: 96"
- Weight: 2200 lbs.
- Draft: 18"
- Passenger cap.: 5 persons
- Fuel cap.: 37 gal.
- Const.: 304 body
- Hull: Progressive V
- Electronics: MEMS

- Engine**
- Make: MerCruiser 150 Magnum
- Cyl. type: V-6
- Cubic in. displacement: 3.7/230
- Gear ratio: 1:1
- Maximum prop horsepower at RPM: 285 at 4800

PERFORMANCE

	Sportstar™ Industry Avg.	
0 to 30:	5.8 sec.	6.8 sec.
Top end speed:	46.5 mph	44.8 mph
Reading course:	21.4 sec.	22.9 sec.

*Based on comparable data from 1992 MotorWeek Magazine performance tests.

Emerald's name
Perfection. Made in Minnesota.

NOT JUST THE BEST BOAT
FOR THE MONEY. THE BEST BOAT.

When you begin seriously shopping for a boat you will undoubtedly notice that ours sometimes cost quite a bit less than our competitors. And if you look at objective industry tests you will undoubtedly also notice that our boats perform better than theirs do. And if you've spent any time around the ski boat industry, you will most certainly notice that most major innovations originate at Malibu.

This seems like a contradiction. It leads to an obvious question, and we understand that you'd really be silly not to ask it: "How?"

The answer: priorities. We spend a fraction of what our top competitors do selling our product. Rather we invest our resources in building it. Sourcing the latest materials, hiring the best engineers, designing better, more innovative construction techniques, conducting grueling 57 point on-water check-tests for every single boat that leaves the factory, providing your choice of 23 gelcoat and interior colors, making standard features that other companies offer as options. Our boats do cost more. To build. Just less to sell and deliver and buy. We even built a factory in Tennessee so that those of you living in the East won't have additional delivery costs built into your purchase price.

We have to do it like this. The owners wouldn't stand for it any other way. They all have too critical a stake in the company, in making sure things are done perfectly. Because they're not faceless CEOs, but rather every single person who works at Malibu. From the president to the guy who locks up at night. (His name is Carl.) You see, everyone's success here depends on the quality of the product. Just like you do.



POWERED BY
MerCruiser
The Logical Choice



Malibu Boats

Pulling Ahead

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