



FORMULA

BY THUNDERBIRD





If anyone could build a better performance boat,



Choosing a performance boat today is by no means easy. Especially since everyone seems to have a different definition of performance.

For some, it means screaming speeds and stripped-out cabins. For others, it's a boat that looks fast but can't handle rough chop.

Maybe that's why, at Thunderbird, we refuse to build a boat that's fast unless it's also safe enough for kids, comfortable enough for landlubbers, and solid enough for Mother Nature at her worst.

But then, we're performance specialists. We know performance boats like an old salt knows his only pair of deck shoes. We should. We've built thousands of them in the last 28 years. And obviously we're doing something right; when was the last time you saw a used Thunderbird Formula for sale?

Nobody builds deep-V's like the folks who invented them.

Today, Thunderbird's classic deep-V Formula hull is the most widely emulated performance hull that ever went to sea.

But when we first sprang it on the boating world back in 1956, it was something of a departure.

What made it different (and undeniably better) was its ability to cut *through* waves rather than bounce *across* them. The deep "V" shape of the hull, with its constant 24-degree deadrise, permits the cleanest, smoothest deflection of water imaginable.

There's no slapping across wave tops, no back 'n forth chine walking, no tripping on high speed turns...and to the delight of everyone who's ever been greeted by an overly-friendly wave in the face, no spraying in the boat.

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24°

There's only performance. And by Thunderbird's definition, that means a combination of virtues rarely found in boats — Jeep-like traction, Lamborghini quickness and a Rolls Royce ride.

We put a little gold in every Formula.

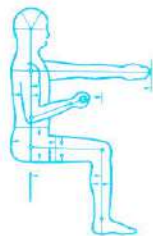
Desirable as some of these qualities are in today's performance boats, they've been literally lifesaving in Thunderbird's offshore racing craft. Since the mid '60s, Formula racers have won every major bluewater race in international competition — from the coveted Hurricane Classic off Florida, to Italy's brutal Viareggio-Bastia-Viareggio.

But for all the gold we've brought home, our greatest rewards have always been the little nuggets of racing know-how we've passed on to our recreational craft. Because if there's one thing we've learned in almost 20 years of racing, it's simply this. When something works well

don't you think they would?

in 6-8 foot, knuckle-busting seas, it'll work even better under normal boating conditions.

Take one of our control consoles as a case in point. It's engineered for maximum safety and efficiency of movement. Instruments are right at eye level for quick monitoring of engine vitals. Throttles and switches are precisely positioned for comfortable reach. And the captain's seat actually adjusts to fit the *captain*, not some manufacturer's expedient notion of a one-size-fits-all kind of boater.



Nobody's tougher on our boats than we are.

Of course, all this attention to human engineering would mean precious little without the structural engineering to back it up. That's why we've developed the sturdiest fiberglass cockpit ever to wage war with the deep. We've actually combined our cockpit and deck to form a single, unitized structure of amazing strength.



Besides being stronger, this unique molded-in cockpit is also easier to maintain. Just hose down the fiberglass non-skid at the end of the day, and never again be forced to vacuum sand from an unwilling piece of marine shag carpet.



Another way we insure structural strength is by hand laying the fiberglass on every boat we build. Sure, chopper gun methods are quicker, but they don't ensure the structural strength we demand of Formulas.



There's one last structural advantage so carefully tucked away inside our hulls, no one will ever see it. But an ordinary human ear can quickly tell it's there. It's called safety foam, and it hushes the sound of waves against the hull. More importantly, it adds a reassuring buoyancy and overall rigidity to each Formula hull.

According to Coast Guard regulations, no boat over 20 feet is required to have safety foam. But at Thunderbird, we insist on foam injecting boats up to twice that size. Because when a family's suddenly caught offshore in a mini-monsoon, it hardly makes sense to put a size limit on their safety.

After we make it rugged, we make it beautiful.

Another way to distinguish Formulas from ordinary boats is simply by looking at them (or if you're like most onlookers, gaping at them). Their lush aircraft styling is seldom seen outside the company of Lear jets. And their bountiful cabin amenities are enough to charm the whiskers off a pirate.



Just look at the rich elm burl joinery, plush sofas, stowaway refrigerator and marine head, stainless steel sink, crystal liquor decanters and homey sleeping quarters—all laid out in a cabin so roomy



and quiet, it defies the code of the seas.

Topside, the looks and luxuries are just as distinctive. And there's one good reason for that. John Adams. He's been our exclusive designer for over 13 years. And it's his disciplined eye and boundless imagination that give every Formula a certain posture and presence—an indescribable air of well-being that sets his boats apart from the commonplace.

Some sense it in the rakish lines, the ingenious use of space, the thoroughbred performance. Others, in the cockpit courtesy lights, stainless steel hardware and incredibly lustrous gelcoats.

And for an appreciative few, the little conveniences are more than enough. Like the thoughtful gas cylinder-assisted engine hatch. The removable aft bench seat for contortion-free access to the engine compartment. And the simplified color coded wiring system for easier electronic servicing.

There's more. So much more, in fact, that this catalog will never be complete. But there's enough here to show you what a true performance boat should be ... and more than enough to show you why, after 28 years, there's still only one.

Formula.



We christened her "the most beautiful little boat under 17 feet." But Powerboat magazine insisted on naming our Formula One "Compact Boat of the Year."

Little wonder. It's got over 35 cubic feet of storage space, including a clever teak-covered floor locker for skis and tow ropes. A deep, roomy cockpit to keep scampering kids safe and dry. And a wide beam performance hull that pulls up slalom skiers faster'n you can say "hit it."

This mini-muscleboat rides the waves like a 19-footer, and the roads like a dinghy. Weighing in at under 2,000 pounds, it's an easy tow for even sub-compacts. And the total package, custom trailer and all, is thoughtfully designed to fit into most family garages.

Then, to make sure the Formula One LS is equipped for anything, we've loaded it with hard-working features. Note the tempered glass windscreen, full-width instrumentation panel, nonskid fiberglass



surfaces, and one-piece unitized cockpit for added structural strength.

There's also a padded dash and steering wheel. Plus Formula's custom LS interior package with twin wrap-around bucket seats (port seat swivels 180°), aft upholstered bench seat, cushioned sun lounge and striping accents.

And to help it all stay beautiful, we've thought of one more detail. Removable upholstery. It's great for easy hose-down cleaning, and helps cut down on interior wear and tear.



Stern drive or outboard, Formula One LS. It's a whole lotta boat, for a whole lot less money.



Formula One LS (170 OMC)	
Centerline Length:	16'9" (5.11 m)
Maximum Beam:	7'3" (2.21 m)
Approximate Weight:	1950 lbs. (877.5 kg)
Maximum Capacity:	1000 lbs. (450 kg)
Fuel Capacity:	25 gal. (95 l)
Bridge Clearance:	4'1" (1.24 m)
Draft:	2'8" (.81 m)
Maximum Horsepower:	185

Formula One O/B (140 h.p.)	
Centerline Length:	16'9" (5.11 m)
Maximum Beam:	7'3" (2.21 m)
Approximate Weight:	1850 lbs. (472 kg)
Maximum Capacity:	1100 lbs. (495 kg)
Fuel Capacity:	25 gal. (95 l)
Bridge Clearance:	4'1" (1.24 m)
Draft:	2'8" (.81 m)
Maximum Outboard Horsepower:	140



For those who realize there's more to performance than just speed, we submit the Formula 18.

Unlike some 18-foot boats, this one is a true deep-V performer. We've girded it with our proven 24-degree deadrise hull, so it can punch through waves (without the waves punching back). It's a boat that's quick, responsive and uncommonly stable.

Even when idling, its fiery presence says more about speed than most so-called "speedboats" do in action. It features a sleek, tinted glass windshield. Rakish hull and deck striping. And fast, clean lines.

But hard as it works on the outside, it's nothing but easy living on the inside. Barefoot-soft pile carpet and deeply cushioned cockpit seats make the Formula 18 a comfy home on water.



We also favor a padded dash and steering wheel — because that's what most boaters favor, too. And we always insist on an extensive instrument array and cockpit courtesy lights.

Formula 18. A true performer, in every sense of the word. Available in stern drive or outboard.



Its standard interior package includes aft jump seats and two sets of back-to-backs that easily lay down for an afternoon snooze in the sun. (Hard core performance fiends may opt for the LS interior package, with swivel bucket pedestal seats, aft bench seat, sun lounge and striping accents.)

In some 18-footers, the list of standards would probably end right here. But at Thunderbird, there are certain things we just won't build a boat without. Like stainless steel rails and fittings. They're stronger and more durable than aluminum substitutes, not to mention better looking.



Finally, because boaters tend to accumulate lots of loose gear and belongings, we give them lots of places to put it all. There's a lockable glove box, bow storage, drink holders, side compartments and underseat storage.



Formula 18 (260 Merc)
Centerline Length: 18'2" (5.55 m)
Maximum Beam: 7'8" (2.34 m)
Approximate Weight: 2618 lbs. (478 kg)
Maximum Capacity: 1210 lbs. (545 kg)
Fuel Capacity: 38 gal. (144 l)
Bridge Clearance: 4'3" (1.30 m)
Draft: 2'7" (.79 m)

Formula 180/B (150 h.p.)
Centerline Length: 18'2" (5.55 m)
Maximum Beam: 7'8" (2.34 m)
Approximate Weight: 1650 lbs. (742 kg)
Maximum Capacity: 1580 lbs. (711 kg)
Fuel Capacity: 38 gal. (144 l)
Bridge Clearance: 4'3" (1.30 m)
Draft: 2'7" (.79 m)
Maximum Outboard Horsepower: 150





Long gone are the days when a bow rider was something to yawn about. In fact, the only thing ho-hum about the Formula 18 Bow Rider is the casual ease with which it slices through chop.

It has the same 24-degree deadrise hull and 8-foot beam as our Formula 18, so you know it's got to be fast and firm on water. It even has the same windswept appearance with its fluid lines, rakish glass windshield and exterior racing stripes.

There's only one clear difference—the bow rider version lets you share the fun with more people. And for large families, or people with a lot of friends, that's a big advantage indeed.

The full wrap-around bow seating lets the Formula 18 Bow Rider carry up to eight adults, without any signs of overcrowding or sluggishness in the water. And there's still plenty of room for

skis, scuba tanks, flippers, coolers, picnic baskets, cold drinks, towels, beach balls... whatever the day (or crew) demands.

We've even included a lockable glove box for all those little things that seem to gravitate toward boaters—watches, eyeglasses, suntan lotion, jewelry, paperbacks, keys, hair brushes and combs.

The standard seating arrangement features nicely upholstered back-to-backs that fold down for sunbathing, and a pair of aft jump seats on either side of the sound-insulated motor box.

Formula 18 Bow Rider. It's enough to send most bow riders crawling back to the boatshed.



And of course, the interior appointments are enough to make even the most Spartan boater appreciate the value of a little luxury. There's plush pile carpeting throughout, a padded dash and steering wheel, complete instrumentation, cockpit courtesy lights, sparkling stainless steel rails and fittings, and an oiled teak boarding platform for extra safety.

Formula 18 Bow Rider (260 Merc)

Centerline Length:	18'2" (5.55 m)
Maximum Beam:	7'8" (2.34 m)
Approximate Weight:	2618 lbs. (1178 kg)
Maximum Capacity:	1210 lbs. (545 kg)
Fuel Capacity:	38 gal. (144 l)
Bridge Clearance:	4'3" (1.30 m)
Draft:	2'7" (.79 m)



Because some folks want a quick, sleek powerboat (but really need a sea-going station wagon), we offer the incredible Formula Two Bow Rider. There's room enough for all the kids, all the kids' friends, and especially all the kids' kid stuff.



A monstrous teak-covered floor locker hides as many as a dozen skis, plus accessories. And matching teak doors swing open to conceal thoughtful storage areas in the front consoles.



There's also an enormous lockable glove box. Plenty of bow and aft storage. And Formula's clever acrylic side panels to hide away all kinds of boaterabilia.



But even when stuffed to the limits, this big water bow rider planes in a hurry and flies like a gazelle. It holds up to 54 gallons of fuel in its belly, for long days of lakeland skiing or dawn-to-dusk offshore cruises.

And with its rugged deep-V hull and exceptionally high freeboard, the Formula Two can duke it out with the meanest of seas, and still bring you home, dry and undaunted. Because for anyone who's ever been caught offshore when small craft warnings go out, those wonderful family "fun boats" can all too quickly lose their sense of humor.

Besides being safe and secure, the Formula Two is also wonderfully luxurious. It's outfitted with gleaming stainless steel grab rails, a padded dash and steering wheel, nonskid unitized cockpit, and cockpit courtesy lights for after-hours wanderings. Seating arrangements include adjustable back-to-backs and rear jump seats, or the optional LS interior package with twin bucket



pedestals, lounge seat and padded sun deck aft.

And unlike most turn-sideways-or-stop-breathing bow riders, the forward area in the Formula Two is actually big enough for grown-ups. It rewards its passengers with thickly padded backrests and plenty of leg room. And it's completely separated from the cockpit by teak doors.

Stern drive or outboard, there are a lot of reasons to love the Formula Two Bow Rider.



Formula Two Bow Rider (260 Merc)

Centerline Length:	19'6" (5.94 m)
Maximum Beam:	8'0" (2.44 m)
Approximate Weight:	2850 lbs. (1283 kg)
Maximum Capacity:	2210 lbs. (994.5 kg)
Fuel Capacity:	54 gal. (206 l)
Bridge Clearance:	4'8" (1.42 m)
Draft:	2'8" (.81 m)

Formula Two Bow Rider O/B

Centerline Length:	19'6" (5.94 m)
Maximum Beam:	8'0" (2.44 m)
Approximate Weight:	1913 lbs. (861 kg)
Maximum Capacity:	2195 lbs. (988 kg)
Fuel Capacity:	54 gal. (206 l)
Bridge Clearance:	4'8" (1.42 m)
Draft:	2'8" (.81 m)
Maximum Outboard Horsepower:	175





And, as with every Formula cabin, there's a padded ceiling—a small detail that makes a big difference to the many who've suddenly found themselves too tall for a cabin.

Topside, we've added some equally nice touches. Like a unique tinted acrylic entry hatch that bends rather than fastens, for greater strength and longevity. A flush acrylic cabin door. And a full-surround tempered glass windshield.



We also like to keep boaters snug and secure with sturdy stainless steel grab rails, not aluminum facsimiles. And our unitized cockpit with nonskid fiberglass is a particular favorite of wet-pedded people.

Other Formula standards include a padded dash and steering wheel, twin bucket pedestal seats, cushioned couch and sun deck.

Formula Three LS. A 21-footer with 23 feet of class.



First, there's a 4-person lounge area that *doesn't* give you a stiff neck. It's complete with two comfy sofas, underseat storage, venting port lights, and a large cabin hatch that draws in lots of fresh air and natural light.

Some swear it's a 23-footer. But this sleek, offshore performer is a modest 21'6" of single engine dynamite.

It's adorned with all the performance features other boatbuilders save only for their monster machines. And best of all, we started below deck, where most 21-footers inevitably lose their pizzazz.



Forward lies the beautifully upholstered bow berth, with color coordinated throw pillows, rope locker in the forward bulkhead, and portable marine head discreetly tucked away beneath the berth cushions.



Formula Three LS (260 Merc)	
Centerline Length:	21'6" (6.55 m)
Maximum Beam:	8'0" (2.44 m)
Approximate Weight:	3500 lbs. (1575 kg)
Maximum Capacity:	2585 lbs. (1163 kg)
Fuel Capacity:	74 gal. (281 l)
Bridge Clearance:	4'10" (1.47 m)
Draft:	2'8" (.81 m)



To some boatbuilders, a "new boat" is one they've just bought from a company that sold out. To Thunderbird, it's the product of a studio full of drawing pads, and 28 years of applied boating technology.

Maybe that's why we're so proud of our fiery new Formula 242 LS. It combines the best of everything we know about performance boats. And even a few things we've learned about jets.



In the cockpit, the luxuries are almost sinful. There's a sprawling aft sun lounge. Push bucket seats. Diamond non-skid surfaces. Not to mention ingenious gas cylinders that raise the engine hatch for you. And a removable aft bench seat for contortion-free access to the engine compartment.



Finally, to make piloting a joy, we've engineered a driver's dash that's a marvel of efficiency. Trim tabs and switches are easy to reach from full throttle. Engine vitals, right in sight. And the steering wheel, padded of course.

The Formula 242 LS can take on whatever power package you prefer — single small block, twin small blocks or single big block — and still tear through obstacles like a heavyweight champ in the first round.

Which is only to be expected. After all, you can't build performance boats for 28 years and not learn a few punches.

Below deck, we've sprinkled touches of the same aircraft styling used in our dazzling 402 SR1. The cabinetry, for instance, is rich elm burl laminate. And housed within are all the conveniences — ice box, stainless sink, and endless storage for an assortment of goods and evils.

The remainder of the cabin is graced with twin settees, plush pile carpeting, push-button mood lighting, padded ceiling and a Bomar deck hatch (to keep spray out, and air and sunshine in). The forward area features a generously cushioned berth, four color coordinated throw pillows, rope locker and concealed head.



Formula 242 LS (260 Merc)	
Centerline Length:	24'2" (7.26 m)
Maximum Beam:	8'0" (2.44 m)
Approximate Weight:	4575 lbs. (2059 kg)
Maximum Capacity:	1600 lbs. (720 kg)
Fuel Capacity:	100 gal. (384 l)
Bridge Clearance:	4'10" (1.47 m)
Draft:	3'2" (.97 m)
Fresh Water Capacity:	5 gal. (19 l)



The Formula 272 LS cuts through breakers like a just-sharpened knife. And it's got enough moxie to outrun even the most brazen 30-footers. In fact, everything tells you this *is* a 30-footer, but a measuring tape.



At the instrumentation panel, the detailing's just as thorough. With throttles in perfect position, gauges quick and easy to read, and trim tabs right at full throttle.

What's more, we've taken pains to take the pains out of maintenance. Note the unique, one-piece fiberglass cockpit for simple hose-down spruce-ups. No-nonsense wiring. Thoughtful throttle inspection door. Easy-care tinted acrylic doors and panels.



The belowdecks are mammoth. There's an oversized lounge area just begging for a partying foursome. And all the trappings are neatly in place—a concealed ice box, stainless steel sink, clever hidden head and plenty of stowage.



Then, there are the customary graces. Sumptuous twin sofas. Feet-sinking pile carpet. A deeply cushioned bow

berth with privacy curtain. And complementing it all, Formula's exclusive aircraft refinements—elm burl paneling, soft designer fabrics, indirect mood lighting, bronze mirrors, and flush doors and latches.

And unlike a lot of boats that seem to require gymnastic training as a prerequisite for engine maintenance, the Formula 272 LS provides plenty of room for servicing. And gas cylinders raise the engine hatch for you to reveal its twin 260 h.p. installation.

Formula 272 LS. No, it's not a 30-footer. But with a bullish pair of small blocks, a 24-degree deadrise hull, and interior standards that read more like someone else's option list, no one'll ever know.



Formula 272 LS (Twin 260 Merc)	
Centerline Length:	27'2" (8.1 m)
Maximum Beam:	8'0" (2.44 m)
Approximate Weight:	5750 lbs. (2587.5 kg)
Maximum Capacity:	2500 lbs. (1125 kg)
Fuel Capacity:	135 gal. (513 l)
Bridge Clearance:	5'1" (1.55 m)
Draft:	3'0" (.9 m)
Fresh Water Capacity:	5 gal. (19 l)



It displays the same elaborate instrumentation as our top-of-the-line 402 SR1. Plus a removable aft seat and power hatch lift for easy engine access. And optional stand-up bolsters.

Then, like all Formula boats, the 302 SR1 is full of practical safety features. The nonskid fiberglass cockpit keeps wet feet firmly on the floor. And the sturdy stainless steel grab rails give novice boaters something substantial to hold onto, besides padded seats and gunwales.

But the 302 SR1 isn't all business. In the cabin,

we've brought together the same luxurious aircraft styling used in the 402 SR1. You see it first in the elm burl cabinetry and designer aircraft fabrics. Then in the quiet touches—soft valance lighting, bronze mirrors, disappearing storage chambers, flush doors and latches—everything reminiscent of a soaring Cessna at 30,000 feet.

The main cabin is dominated by two comfy, rolled edge couches, with plenty of sit-up headroom. Attending both couches is a nifty hideaway game table that tucks into the forward divider bulkhead.

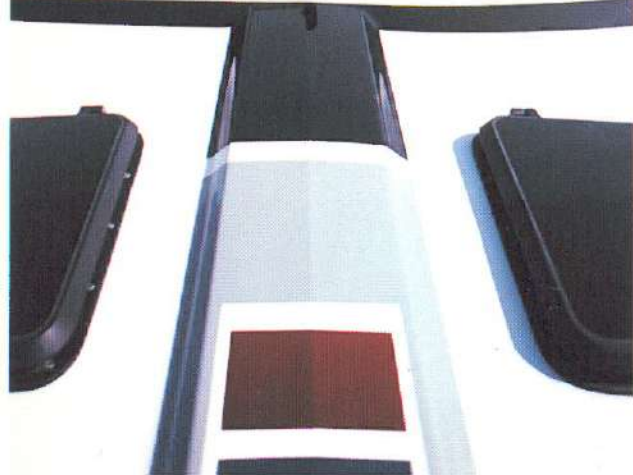


Aft the port couch, there's a bar nook with all the accoutrements for entertaining—crystal liquor decanters, AM/FM stereo cassette system, beautifully concealed 110V-12V refrigerator, stainless steel sink, and pressurized water system with 25-gallon fresh water capacity.

Opposite, to starboard, is a rarity for 30-foot performance boats. A completely private head compartment, with an upholstered seat cover cushion and vanity mirror.

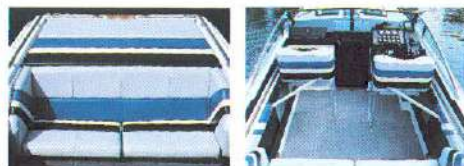
And finally, there's the luxurious forward berth area, featuring a heavily padded bow berth, bedding locker underneath, and privacy curtains.

Formula 302 SR1. A serious boat with a penchant for fun.



Amid all the flash 'n fluff, there's one 30-foot performance boat that doesn't kid around. The new Formula 302 SR1. It's 30'2" of serious machine. So serious, in fact, that it's being raced on the off-shore circuit.

No one's surprised. With a huge pair of Merc's and a 24-degree deep-V hull, it can make toys of all its challengers. And turn even the biggest waters into bath water along the way.



Formula 302 SR1 (Twin 330 Merc)

Centerline Length:	30'2" (9.2 m)
Maximum Beam:	8'0" (2.44 m)
Approximate Weight:	6950 lbs. (3127 kg)
Maximum Capacity:	3000 lbs. (1350 kg)
Fuel Capacity:	155 gal. (587 l)
Bridge Clearance:	5'3" (1.60 m)
Draft:	3'2" (.97 m)
Fresh Water Capacity:	14 gal. (54 l)



FORMULA 402 SR1

For the handful of people who are as comfortable in Lear jets as they are in their own cars, the 402 SR1 should feel remarkably like home. Not only does it fly as smooth and dry as a commuter above the clouds, but even its styling is strictly stratospheric.



Presiding over the cockpit is a dual aircraft instrumentation array that's just loaded with all the vitals—perfectly positioned shift and throttle controls, padded steering wheel, and (appropriately enough) jet-black consoles.

Activate a dash switch, and the engine hatch lifts to reveal the most spirited team of horses since "Ben-Hur." Even a pair of 500 h.p. Kaamas aren't too much muscle for this paragon of power.



Embracing the pilot and navigator are two contoured stand-up bolsters, for hours of solid comfort in unsolid seas. Underfoot is a one-piece molded-in cockpit that's just as sure as dry land. And along the gunwales are integral stainless steel grab rails, so no one has to clutch the seats during tight turns or sudden swells.



Toward the stern is a long cushioned couch with underseat storage lockers big enough to swallow anything you feed in. And just in case the twin 115-gallon fuel tanks ever run out, there's an enormous padded sun deck aft for simply lazing about at dockside.

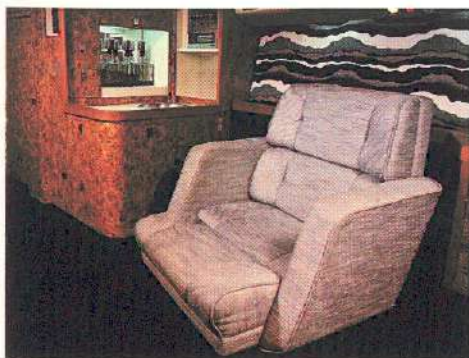


Walk through the tinted acrylic slide-away cabin door, and it's like suddenly finding yourself in the Stratosphere Club. Everything below deck is aircraft inspired. Chairs, cabinets, carpet... even the woodwork and custom designer fabrics speak of the wild blue yonder.





Highlighting the main stateroom is an exquisitely crafted port entertainment center. All the necessities, and even the not-so-necessaries, are inside—110V-12V refrigerator, AM/FM stereo cassette system (with no less than eight coaxial speakers), stainless steel bar sink, pres-



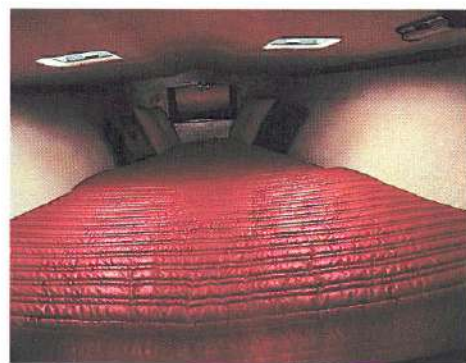
surized water, insulated ice storage, automatic liquor dispensing decanters and storage nooks at every turn—all beautifully tucked away behind elm burl panels with flush latches, and solid teak tambour doors that roll open and closed.



Forward, there's a double leaf fold-away table flanked by two sumptuous executive chairs. Adjustable reading lights and personal air vents make this lounge area great for just about anything—perusing the Journal, catching up on paperwork, or joyously doing nothing at all.

On the starboard side is a private head compartment the women will love. It's replete with lighted dressing mirror, upholstered seat cover cushion, vanity with sink and storage, exhaust ventilation and 110V outlet.

Forward, there's a 7-foot contoured sofa, along with a hanging locker for clothes (or for the optional air conditioner).



Finally, hidden behind disappearing privacy curtains, is the forward stateroom. This luxurious chamber features a truly straight-legged, 7' x 6'6" bow berth with bedding locker underneath, cushioned companion seat and yet another hanging locker.

And assuming that's still not enough, the entire belowdeck area is blessed with up-to-the-ankles carpeting, soft valance lighting and flattering bronze mirrors throughout.

The magnificent 402 SR1. Too much boat for most folks, but just like home for a few.

Formula 402 SR1 (Twin 330 Merc)

Centerline Length:	40'2" (12.24 m)
Maximum Beam:	9'4" (2.84 m)
Approximate Weight:	10250 lbs. (4612 kg)
Maximum Capacity:	5000 lbs. (2250 kg)
Fuel Capacity:	230 gal. (874 l)
Bridge Clearance:	6'0" (1.82 m)
Draft:	3'0" (.91 m)
Fresh Water Capacity:	25 gal. (95 l)

Mercurhode Anti Electrolysis
Stainless Cleaver Props
Hydraulic Boat Levelers
Aeromarine K-Planes

Power Options

Outboard
Merc

120
140
470
486
898
228
260
330
370
400

OWC

170
185
200
230
260

Twin Merc

260

330 TRS

370 TRS

400 TRS

440 TRS

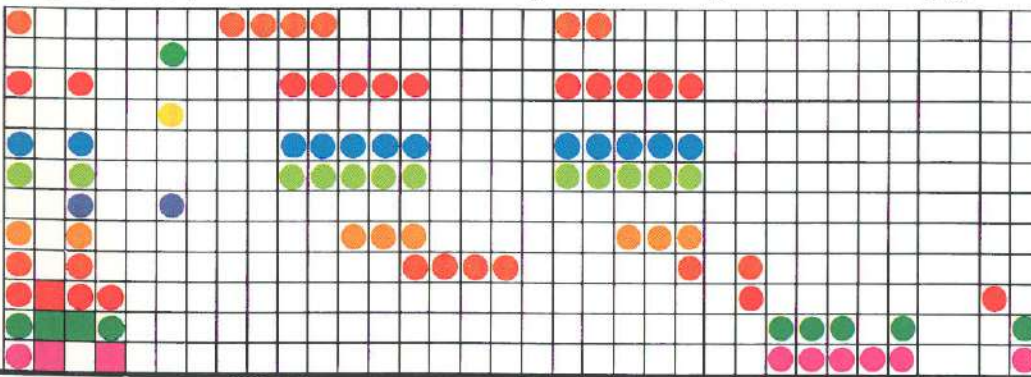
440 SSM II

Twin Kaama

Surface Drive

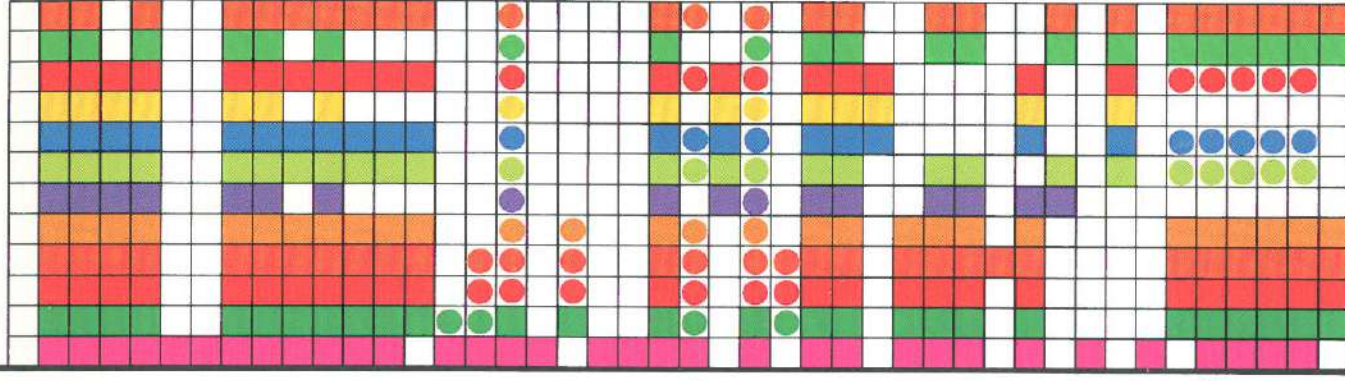
300

375



Bronze Mirrored Divider Bulkhead
Hanging Locker(s)
Port and Starboard Lounge Seats
Hideaway Game Table
7-Ft. Aircraft Styled Lounge Seat
Executive Swivel Chairs (2)
Double Leaf Aircraft Table
Soft Pile Indoor Carpet
Padded Ozite Headliner
Venting Portlights w/Screens (2 or 4)
Stationary Portlights (2)
Cabin Lights (3 or 6)
Cabin Courtesy Lights
Indirect Valance Lighting
Adjustable Reading Lights
Personal Forced Air Vents
12,000 BTU Reverse Cycle A/C (110V)
16,000 BTU Reverse Cycle A/C (110V)
Concealed Portable Head
Private Head Compartment
Portable Head
Head w/Dockside Pump-Out
Upholstered Seat Cover Cushion
Lextra San Waste Treatment
Vanity Mirror
Lighted Dressing Mirror
Stainless Steel Sink
Single Lever Faucet
Built-In Vanity Storage
Exhaust Ventilation
110V Outlet
Cosmetic Storage Compart.
Elm Burl Aircraft Wet Bar
AM/FM Stereo Cassette
Coaxial Speakers (2, 4 or 8)
Concealed 110V-12V Ref.
Concealed Icebox
Stainless Steel Sink
Single Lever Faucet
Fresh Wtr. Tank (5, 14 or 25-Gal.)
Demand Water System
Insulated Portable Ice Storage
Liquor Dispensing Decanters
Cabin Storage Shelves

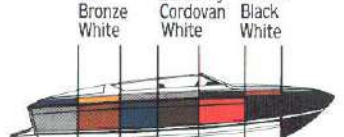
Cockpit
Padded Dash
Padded Steering Wheel
Acrylic Dash Panel
Instrumentation & Ignition Panels
Twin Helm Instrumentation
Shock Mtd. Gauge Cluster Covers
Speedometer(s)
Tachometer(s)
Voltmeter(s)
Electric Fuel Gauge(s)
Oil Pressure Gauge(s)
Temperature Gauge(s)
Trim Indicator(s)
Mechanical Trim & Tab Indicator
Safety Ignition Kill Switches
Engine Hour Meter
Synchronizer Tachometer
Deluxe Compass
Danforth Constellation Compass
Cigarette Lighter w/Chart Light
Fire Extinguisher(s)
Halon Automatic Extinguisher
Lockable Glove Box
Clock & Cigarette Lighter
Engine Synchronizer
Cockpit Courtesy Lights
Coaming Trim Panels
Passenger Grab Strap
Integral Grab Rail
One-Piece Molded-In Cockpit
Fiberglass Nonskid Cockpit Floor
Diamond Nonskid Cockpit Floor
Side Storage
Under Floor Ski Storage
Under Lounge Storage
Bow Storage
Illuminated Cockpit Strg. Lockers (2)
LS Interior Package:
Custom Striping
Twin Bucket Seats
Rear Bench Seat
Aft Sun Lounge
Adjustable Helm Seat



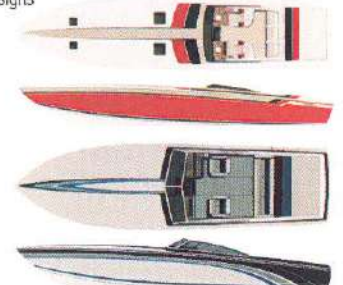
GELCOAT COLORS Three Tone Gelcoat

Other Combinations Available in One or Two Tone Gelcoat:

- Blue EuroGray White
- Tan Bronze White
- EuroGray Blue White
- EuroGray Cordovan White
- Black Blue Red White
- Black Black White
- Black Black White
- Bronze Black White



Imron Designs



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Due to a continuing program of product development and improvement, Thunderbird reserves the right to change Formula specifications, features and prices without notice.

Interested in cruising or fishing?

Thunderbird also builds a complete line of Formula Cruisers (19'6"-31'6") and Formula Sport Fisherman boats (19'6"-31'6"). See our special catalogues.