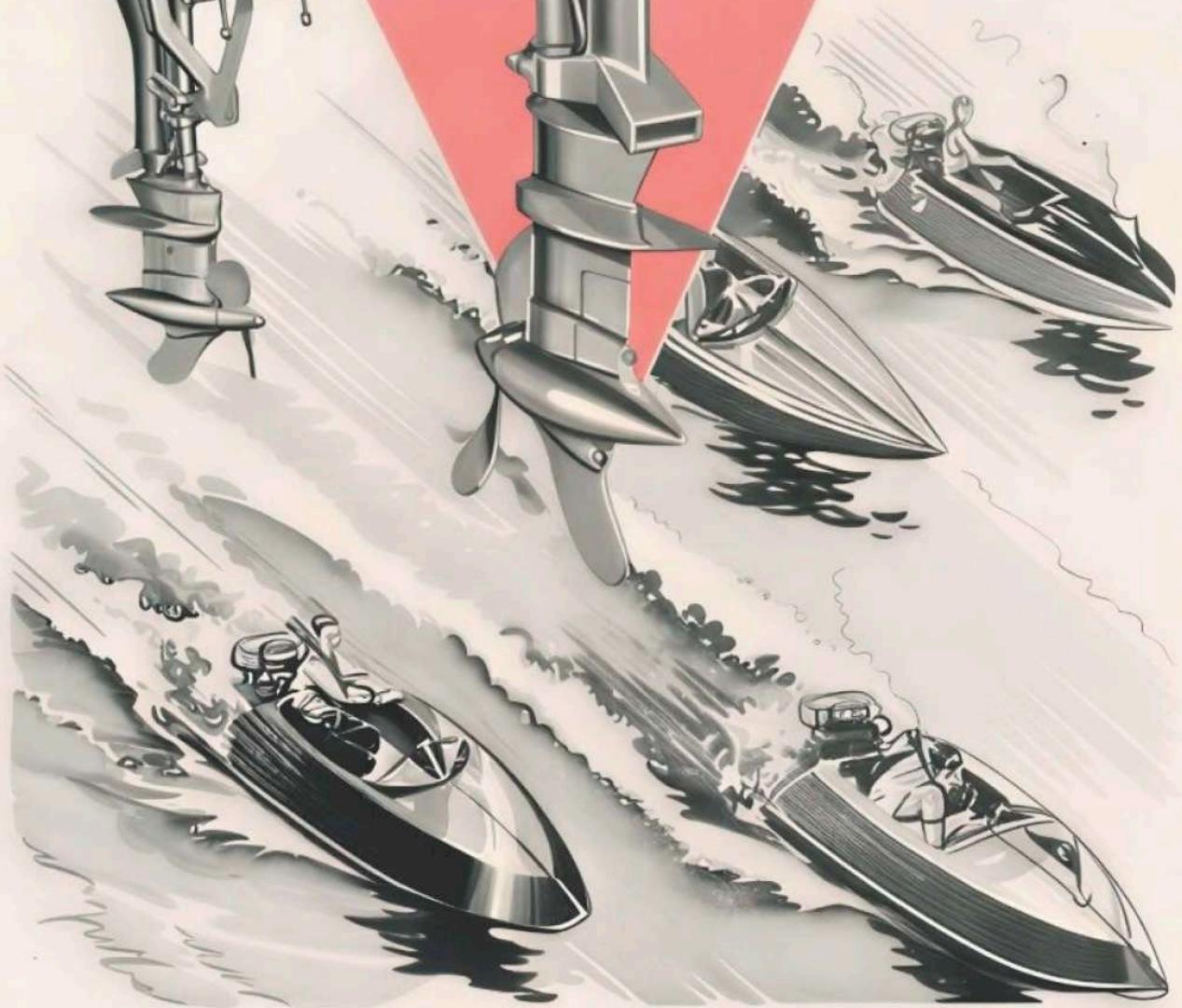


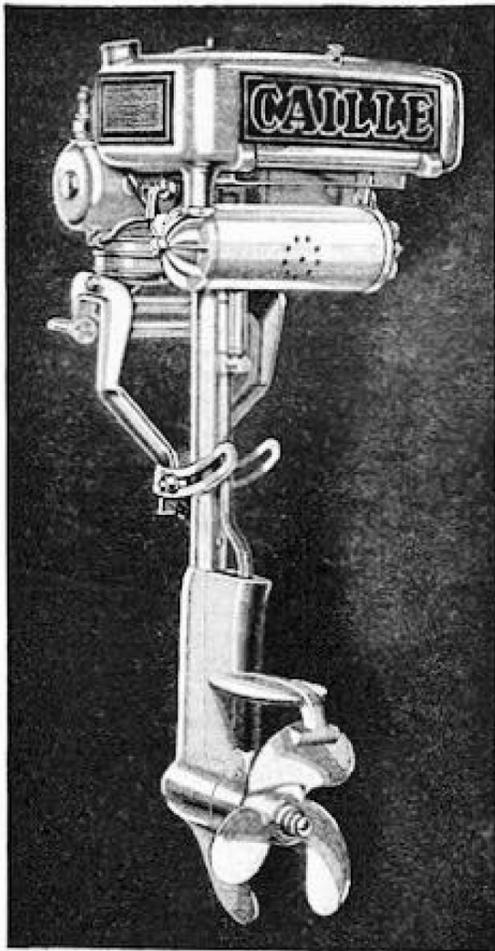
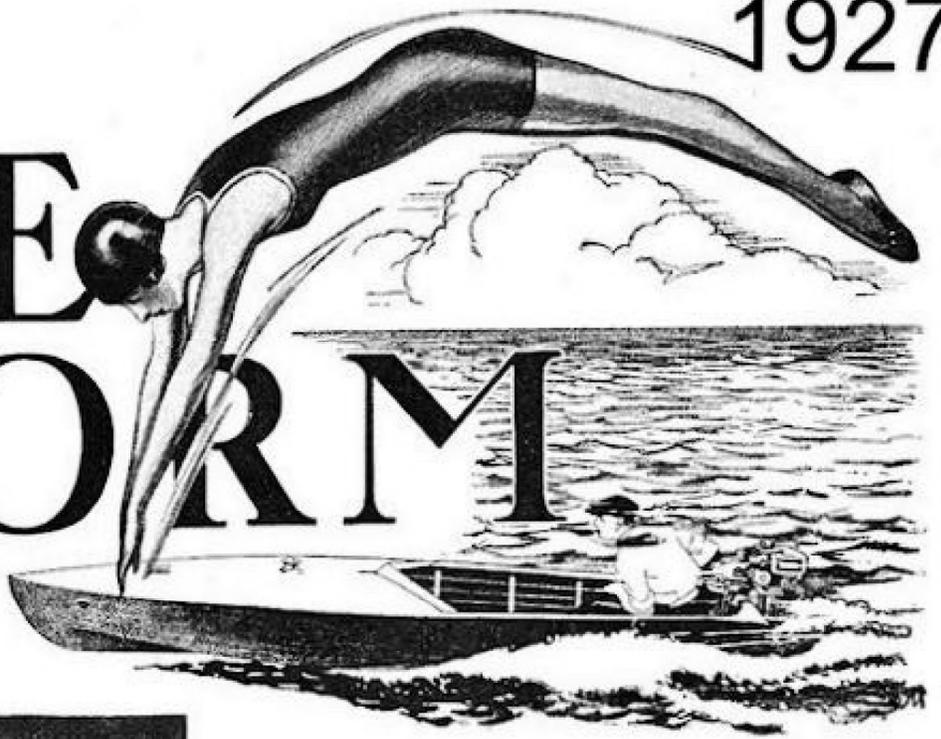
CAILLE
RED HEAD
Racing



1927

Always

TRUE to FORM



You'll Want an
OUTBOARD MOTOR
-So be sure to see the
New CAILLE
before YOU BUY!

TRY the New "Caille"—note its smooth, even power—feel its mighty pick-up—watch it eat the waves faster than you've ever seen it done before!

The New "Caille" is an investment you'll never regret—an investment in speed, power, durability and complete satisfaction that will pay you handsome dividends every time you use it! The New "Caille" is its own salesman—its features, economy and all 'round value have already sold it to thousands of enthusiastic water motorists! You'll never know what real motor-boating is, until you've given the New "Caille" an opportunity to show you! See your nearest "Caille" dealer at once, or write us for complete details.

CAILLE OUTBOARD MOTORS

CAILLE MOTOR COMPANY
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Send me, without obligation, the Caille Catalog showing your complete line of outboard motors.

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Address _____
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W A T C H C A I L L E T H I S Y E A R

SMOOTH



CAILLE OUTBOARD MOTORS

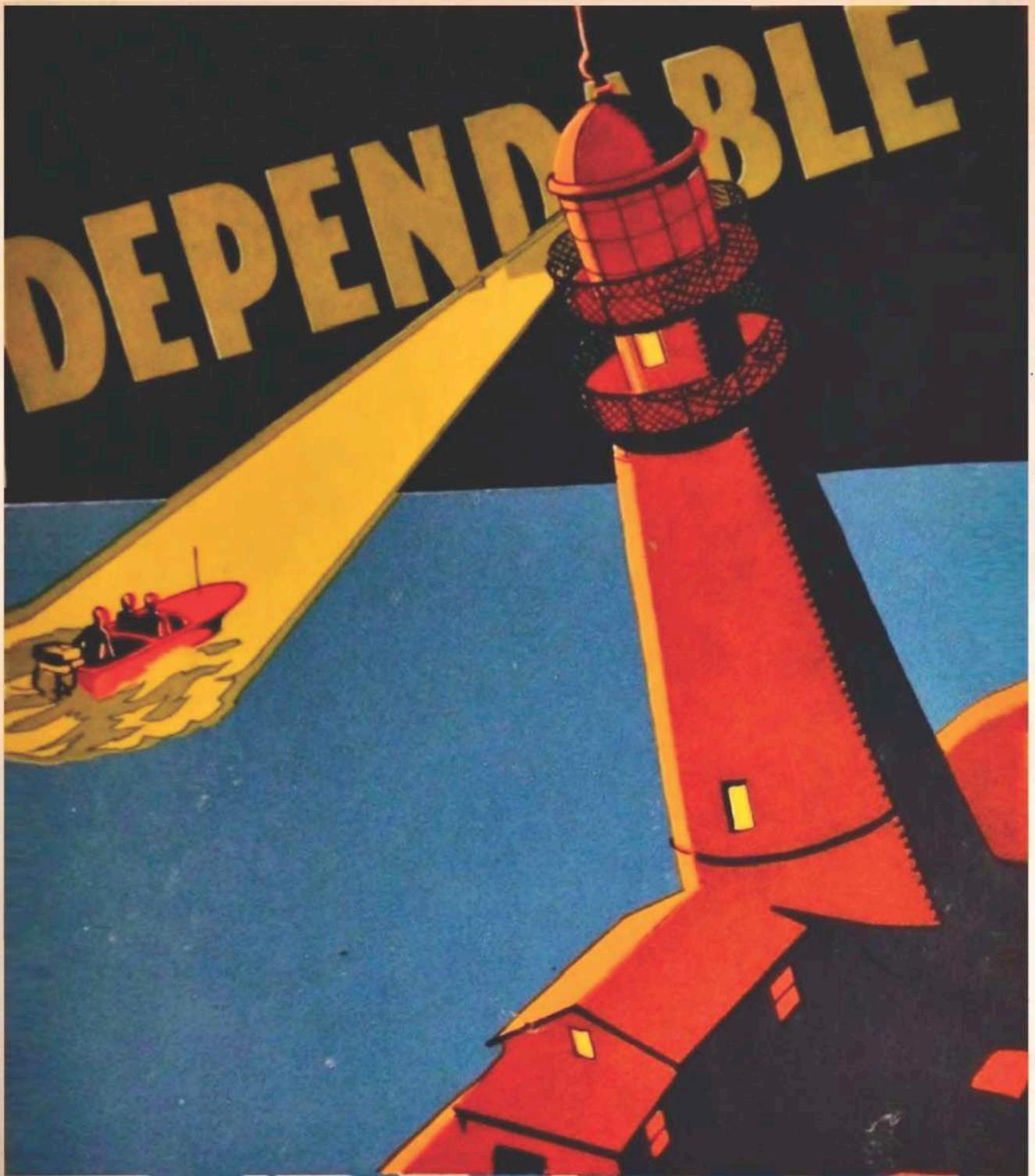
QUICK GET-AWAY



CALLE ON BOARD MOTORS



CAILLE
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CATLETT **OUTBOARD** **MOTORS**

WATERCRAFTMANUALS.COM

POWER



**CAILLE
OUTBOARD
MOTORS**

LONG LIFE

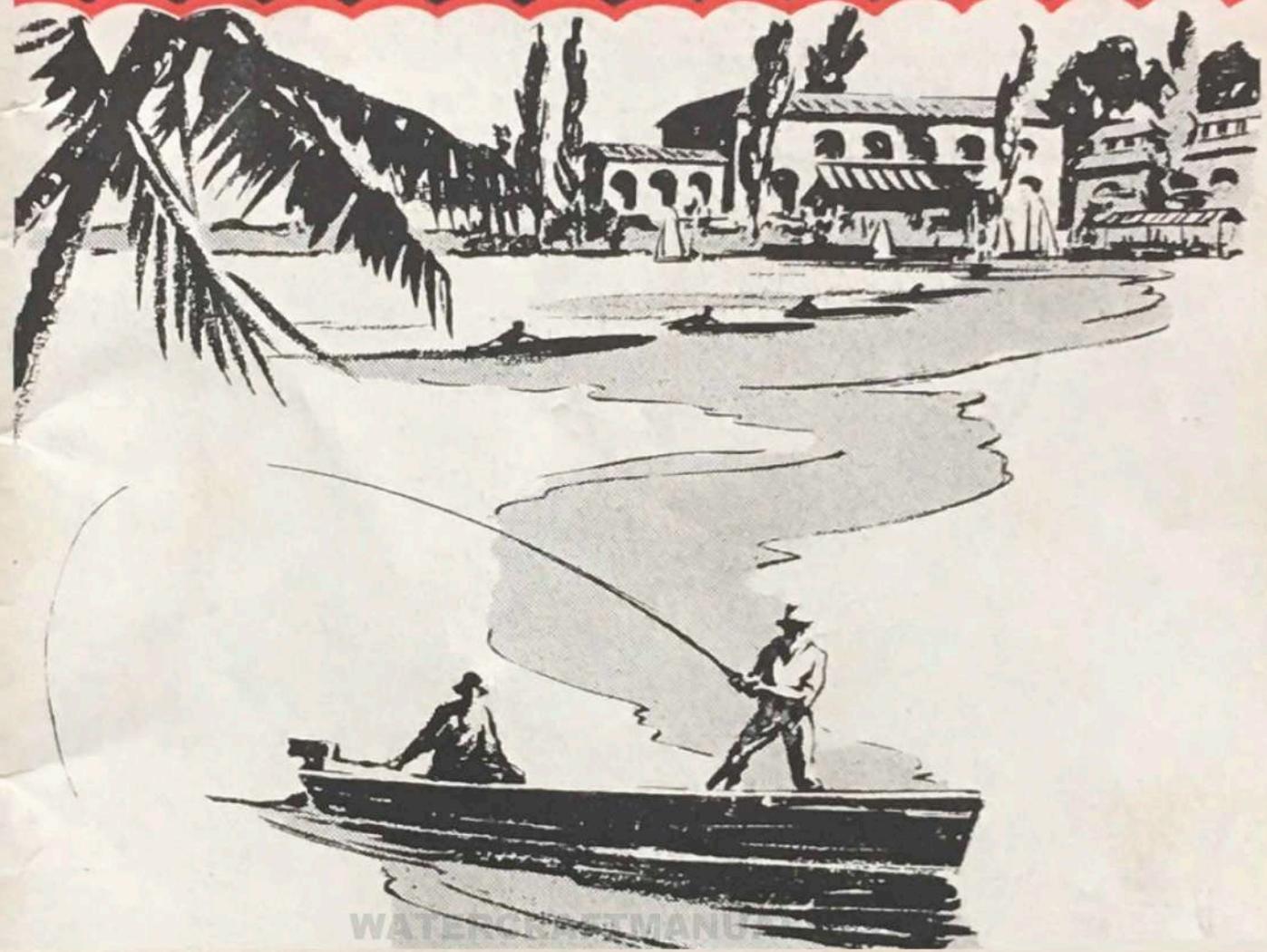


CAILLE
OUTBOARD
MOTORS



CAMILLIE RED HEADS

The Dependable Outboard Motors

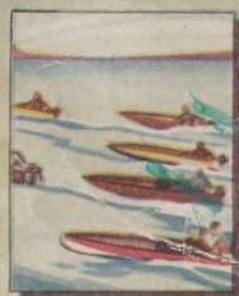
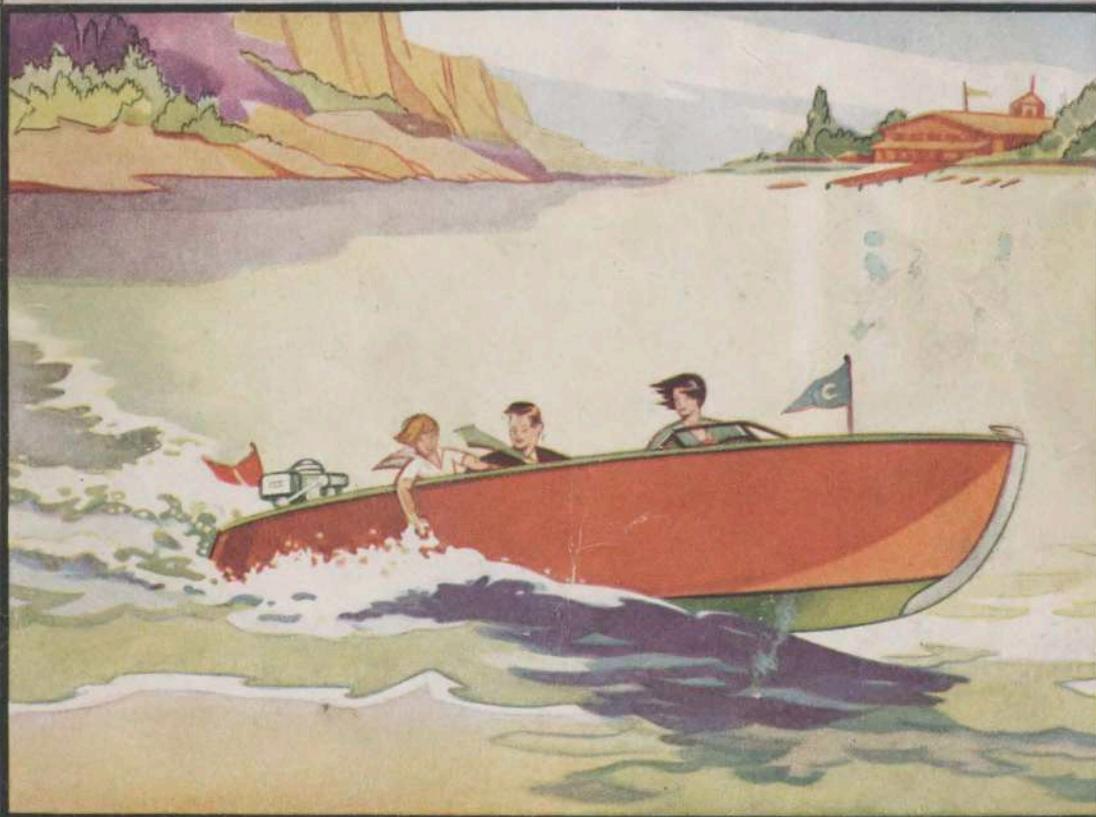
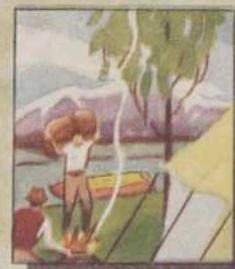


WATERMAN

CAILLE

RED HEADS

PERFECT OUTBOARD CONTROL





CAILLE
RED HEAD
Companion
Model 14

Caille RED HEAD COMPANION

Model 14 - Class A - 6 H. P.

The Companion has been designed to fill a genuine need for a small, efficient, portable outboard. Lower unit can be quickly and easily detached—put it in its compact carrying case, place it in your automobile and take it with you on every trip to the lake or waterfront. In a jiffy it's attached to your boat, or any rented boat, and is eager to respond to your touch at the controls! You have dependable outboard power for ordinary

family boats, row boats, or dinghies, plus all the conveniences of portability. It is equipped with easy rope starting and Bosch High Tension Magneto—women and children can start the motor instantly.

For an attractively priced outboard motor that will give years of all-around use under a variety of conditions, choose the Companion!

This motor not equipped with multi-flexible control.

Specifications of the Caille Companion RED HEAD Model 14

WEIGHT—42 pounds. **POWER HEAD and BRACKET**, 33 pounds. **SHAFT and PROPELLER**, 9 pounds.

MOTOR—Two-cylinder, two-cycle, three-port, valveless type. Cylinders are directly opposed. Both fire at the same time, eliminating vibration.

SPECIFICATIONS—Bore 2 1/4 inches. Stroke 1 3/4 inches. R. P. M. 400 to 4500. Develops 6 H. P. at maximum revolutions. Piston displacement 13.916 cubic inches.

CYLINDERS—Special fine grey iron, accurately ground to size. The combustion chambers and ports are very accurately machined to give equal power to both cylinders.

MUFFLER—Extra large muffler silences motor to a minimum.

PISTONS—Special light alloy, have two rings to each piston.

WRIST PIN—Full floating type. Made of special alloy steel, carefully fitted into pistons. Fastened with spring ring retainer.

CRANK CASE—Special heat treated aluminum alloy. Bronze bearings pressed in.

CRANKSHAFT—Highest grade chrome nickel steel, 1 1/8 inch diameter, ground finish.

MAIN BEARINGS—Phosphor bronze. 2 3/8 inches long.

CONNECTING RODS—Special alloy forgings.

GASOLINE TANK—Heavy pressed aluminum. Five pints capacity.

MAIN FRAME—Heat treated aluminum. Opening between clamps two inches. Equipped with theft proof lock clamp for fastening on boats.

PROPELLER—Two blade—8" diameter 8" pitch.

DRIVE SHAFT HOUSING—Heat treated aluminum alloy amply strong to withstand all thrust strain. Equipped with special fastenings so that the lower unit can be detached for carrying.

PROPELLER SHAFT and DRIVE SHAFT—Rust resisting steel, ground finish.

GEAR HOUSING—Streamline. Made from special aluminum alloy, heat treated.

GEARS—Chrome nickel and Vanadium steel. Ratio: Propeller 7/10 motor speed.

COOLING SYSTEM—Force feed or auxiliary mechanical pump, to be used when extremely slow speed is desired.

IGNITION—Bosch High Tension Magneto built into flywheel. Waterproof.

FLYWHEEL—Forged Lynite.

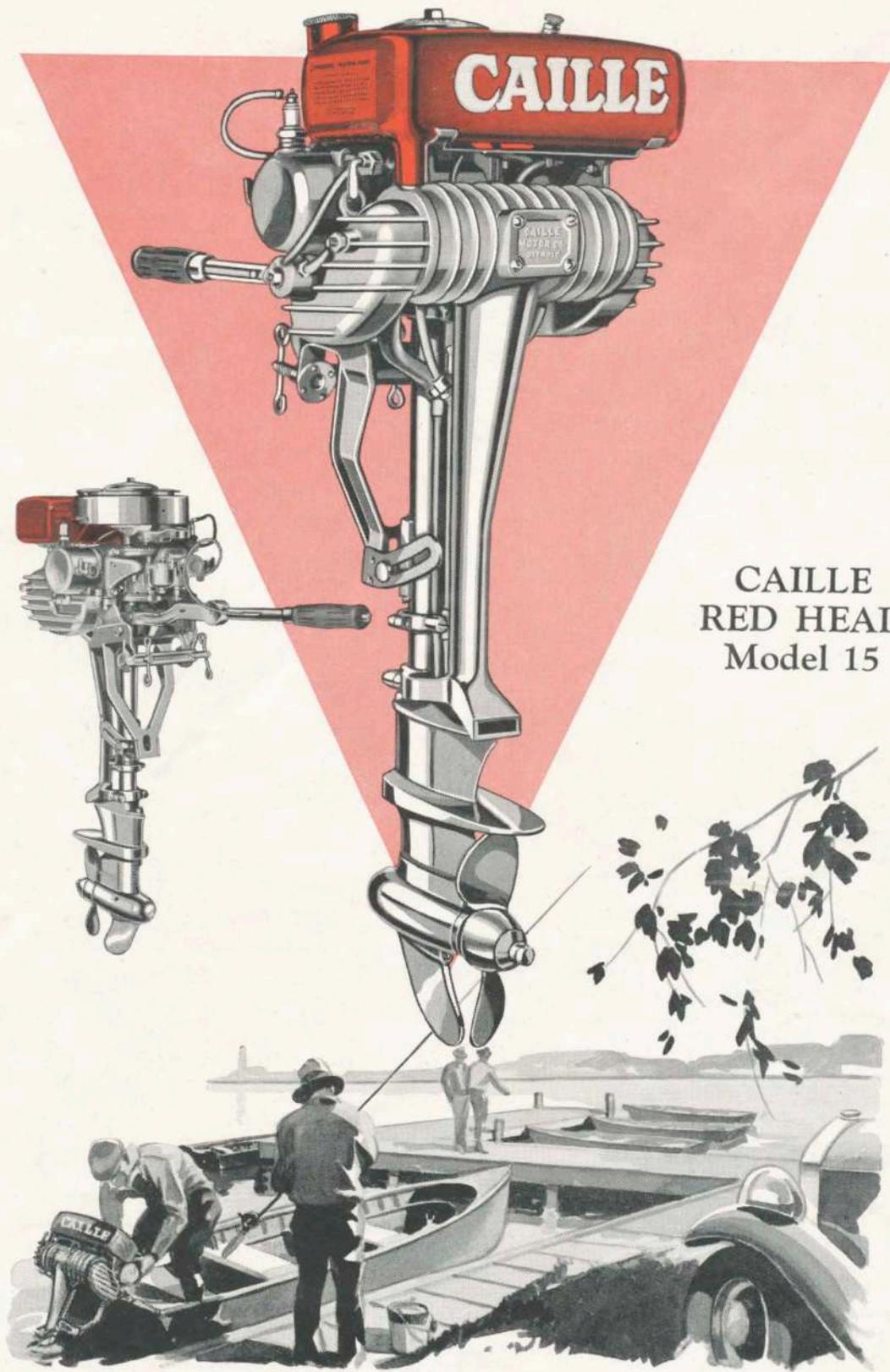
CARBURETOR—Tillotson, with complete throttle and choke control.

STARTING—The combination of Bosch Magneto, delivers a hot spark at low speed, and the Tillotson Carburetor, giving a perfect mixture, makes a very easy starting motor.

TILTING—Motor is pivoted on main frame, permitting the propeller and shaft to tilt over submerged obstructions. Propeller can be tilted out of water for beaching boat.

ADAPTABILITY—Motor is very compact, measuring when dis-assembled 22 inches by 13 1/2 by 13 1/2. Suitable for use in either fresh or salt water.

For a real pal of the waterways select the Caille Companion



CAILLE
RED HEAD
Model 15

CAILLE RED HEAD

Model 15 - Class A - 6 H. P.

A Portable Outboard with Multi-Flexible Control

The Caille Model 15 is an ideal outboard motor for fishermen, hunters, vacationists and campers who want portability in addition to unexcelled ease of operation—a motor that gives dependable boating, power with multi-flexible control—for family boats, row boats, dinghies, and square stern canoes.

The Model 15 is an especially suitable light weight motor for trolling. The motor can be run very slowly and with the advantage of multi-flexible control, the

boat can be operated at the desired speed. This exclusive feature has been exactly what many fishermen have wanted in a motor and Caille is first to offer a motor that fulfills these requirements. The Centrifugal Pump gives a positive circulation of water for adequate cooling even at the slowest speed.

The advantage of a light weight motor is that it can be placed on any rented boat wherever you may go.

Specifications of the Caille RED HEAD Model 15

WEIGHT—45 pounds.

MOTOR—Two-cylinder, two-cycle, three-port, valveless type. Cylinders are directly opposed. Both fire at the same time, eliminating vibration.

SPECIFICATIONS—Bore 2 1/4 inches. Stroke 1 3/4 inches. R. P. M. 400 to 4500. Develops 6 H. P. at maximum revolutions. Piston displacement 13.916 cubic inches.

CYLINDERS—Special fine grey iron, accurately ground to size. The combustion chambers and ports are very accurately machined to give equal power to both cylinders.

MUFFLER and EXHAUST—Extra large muffler and water cooled manifold. Water passes through exhaust and silences motor to a minimum. Exhaust gases carried to opening at water's surface, where they are quietly discharged. Large fins accelerate cooling. Provided with cut-out.

PISTONS—Special light alloy have two rings to each piston.

WRIST PIN—Full floating type. Made of special alloy steel, carefully fitted into pistons. Fastened with spring ring retainer.

CRANK CASE—Special heat treated aluminum alloy. Bronze bearings pressed in.

CRANKSHAFT—Highest grade chrome nickel steel, 1 1/16 inch diameter, ground finish.

MAIN BEARINGS—Phosphor bronze. 2 3/16 inches long.

CONNECTING RODS—Special alloy forgings.

GASOLINE TANK—Heavy pressed aluminum, five pints capacity.

MAIN FRAME—Heat treated aluminum. Opening between clamps two inches. Equipped with theft proof lock clamp for fastening on boats.

PROPELLER—Reversible type—giving multi-flexible control. 2 blade—8 1/2" diameter—8" pitch.

DRIVE SHAFT HOUSING—Brass tubing, nickel plated. Ample strong to withstand all thrust strain.

PROPELLER SHAFT and DRIVE SHAFT—Alloy steel, cadmium plated ground finish. Turns on ball bearings.

GEAR HOUSING—Special streamline, gives added speed. Made from special aluminum alloy, heat treated.

GEARS—Chrome nickel and Vanadium steel. Ratio: Propeller 7/10 motor speed.

COOLING SYSTEM—Centrifugal cooling system keeps motor cool at all times even in neutral. No wearing parts.

IGNITION—Bosch High Tension Magneto, built into flywheel. Waterproof.

FLYWHEEL—Forged Lynite.

CARBURETOR—Tillotson, with complete throttle and choke control.

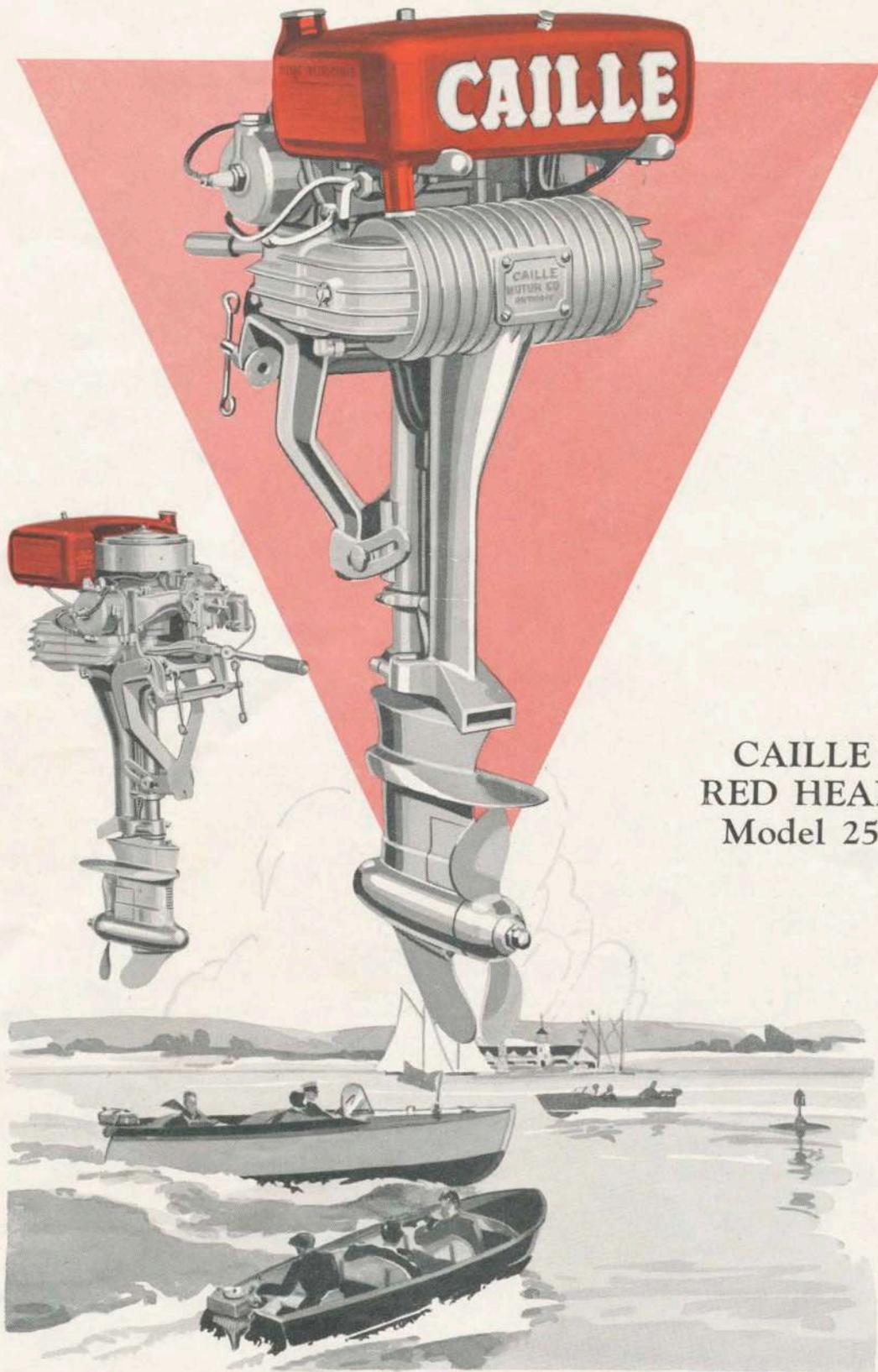
CONTROL—Steering handle controls positions of reversible propeller also equipped with throttle control.

SAFETY STARTING—The combination of Bosch Magneto, which delivers a hot spark at low speed, and the Tillotson Carburetor, giving a perfect mixture, and the fact that you can start the motor in neutral, makes a very easy starting motor. The neutral feature is also a safety measure when starting.

TILTING—Motor is pivoted on main frame, permitting the propeller and shaft to tilt over submerged obstructions. Propeller can be tilted out of water for beaching boat.

ADAPTABILITY—Motor can be used in fresh or salt water without change of parts.

For economical boating joy, choose a Caille Red Head



CAILLE
RED HEAD
Model 25

CAILLE RED HEAD

Utility Model 25-Class B-15 H. P.

For fishing boats, small runabouts, and family boats, the Caille Red Head Utility Model 25 is ideal, presenting dependable outboard power and *perfect outboard control*. It is provided with easy rope starting. It has *Multi-Flexible Control*—three speeds forward,

neutral, and slow reverse.

This Caille model is particularly popular because of the power developed in proportion to size, weight and compactness. It gives surprising speed, and great boating satisfaction, with a nominal investment in equipment.

Specifications of the Caille RED HEAD Model 25

WEIGHT—85 pounds.

MOTOR—Two-cylinder, two-cycle, three-port, valveless type. Cylinders are directly opposed. Both fire at the same time, eliminating vibration.

SPECIFICATIONS—Bore, 2 1/2 inches. Stroke, 2 inches. R. P. M. 400 to 5000. Develops 15 H. P. at maximum revolutions. Piston displacement 19.63 cubic inches.

CYLINDERS—Special fine grey iron, accurately ground to size. The combustion chambers and ports are very accurately machined to give equal power to both cylinders.

MUFFLER and EXHAUST—Extra large muffler and water cooled manifolds. Water passes through exhaust and silences motor to a minimum. Exhaust gases carried to opening at water's surface, where they are quietly discharged. Large fins accelerate cooling. Provided with cut-out.

PISTONS—Special light alloy, have two rings to each piston.

WRIST PIN—Full floating type. Made of special alloy steel, carefully fitted into pistons. Fastened with spring retainer.

CRANK CASE—Special heat treated aluminum alloy. Ball bearings.

CRANKSHAFT—Highest grade chrome vanadium steel, 3/4 inch diameter, ground finish.

MAIN BEARINGS—Ball bearings, two upper, one lower.

CONNECTING RODS—Forged, highest grade chrome vanadium steel, roller bearings on crank pins set in aluminum bronze retainers.

GASOLINE TANK—Heavy pressed aluminum. Two gallons capacity. Strainer in bottom.

MAIN FRAME—Heat treated aluminum alloy. Opening between clamps 2 1/2 inches. Equipped with theft proof lock clamp for fastening on boats.

PROPELLER—Reversible type—giving multi-flexible control. 2 blade, 8 3/4" diameter, 12" pitch.

DRIVE SHAFT HOUSING—Brass tubing, nickel plated. Amply strong to withstand all thrust strain.

PROPELLER SHAFT and DRIVE SHAFT—Alloy steel, cadmium plated ground finish. Turns on ball bearings.

GEAR HOUSING—Special streamline, gives added speed. Made from special aluminum alloy, heat treated.

GEARS—Chrome nickel and Vanadium steel. Ratio: 13 to 22 (teeth).

COOLING SYSTEM—Centrifugal cooling system keeps motor cool at all times, even in neutral. No wearing parts.

IGNITION—Bosch High Tension Magneto, built into flywheel. Waterproof.

FLYWHEEL—Forged Lynite.

CARBURETOR—Tillotson, with complete throttle and choke control.

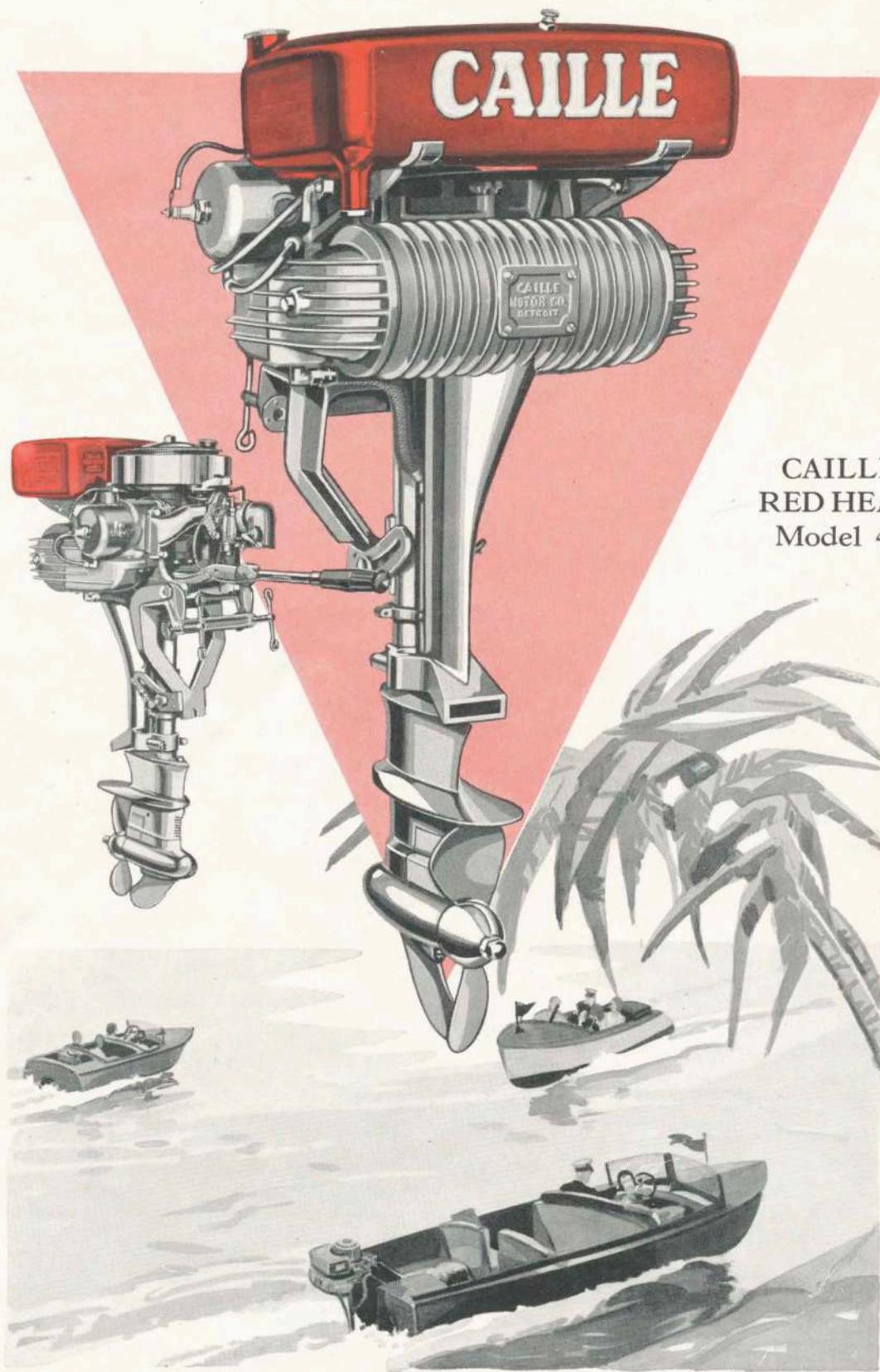
CONTROL—Steering handle controls positions of reversible propeller, also equipped with throttle control.

SAFETY STARTING—The combination of Bosch Magneto, which delivers a hot spark at low speed, and the Tillotson Carburetor, giving a perfect mixture, and the fact that you can start the motor in neutral, makes a very easy starting motor. The neutral feature is also a safety measure when starting.

TILTING—Motor is pivoted on main frame, permitting the propeller and shaft to tilt over submerged obstructions. Propeller can be tilted out of water for beaching boat.

ADAPTABILITY—Motor can be used in fresh or salt water without change of parts.

For economical boating joy, choose a Caille Red Head



CAILLE
RED HEAD
Model 45

CAILLE RED HEAD

Utility Model 45-Class C-21 H.P.

For a powerful motor, the owner of a runabout, cruiser, or family boat will secure great satisfaction from a Caille Red Head Utility Model 45, an outboard motor built for exhilarating speed consistent with perfect outboard control and simple, dependable operation.

The great power developed by this motor gives speed and endurance for fairly heavy and seaworthy craft. It is

equipped for easy rope starting and provided with *Multi-Flexible Control*—three speeds forward, neutral, and slow reverse.

This model Red Head is particularly adapted for use on runabouts, cruisers and workboats. It has power, speed and reliability. You can quickly install it for remote control of throttle, spark, and steering.

Specifications of Caille RED HEAD Model 45

WEIGHT—110 pounds.

MOTOR—Two-cylinder, two-cycle, three-port, valveless type. Cylinders are directly opposed. Both fire at the same time, eliminating vibration.

SPECIFICATIONS—Bore $2\frac{3}{4}$ inches. Stroke $2\frac{1}{2}$ inches. R. P. M. 400 to 4500. Develops 21 H. P. at maximum revolutions. Piston displacement 29.6 cubic inches.

CYLINDERS—Special fine grey iron, accurately ground to size. The combustion chambers and ports are very accurately machined to give equal power to both cylinders.

MUFFLER and EXHAUST—Extra large muffler and water cooled manifolds. Water passes through exhaust and silences motor to a minimum. Exhaust gases carried to opening at water's surface, where they are quietly discharged. Large fins accelerate cooling. Provided with cut-out.

PISTONS—Special light alloy, have two rings to each piston.

WRIST PIN—Full floating type. Made of special alloy steel, carefully fitted into pistons. Fastened with spring ring retainer.

CRANKCASE—Special aluminum alloy. Ball bearings.

CRANKSHAFT—Highest grade chrome vanadium steel, one inch diameter, ground finish.

MAIN BEARINGS—Ball bearings. Two upper—one lower.

CONNECTING RODS—Forged, highest grade chrome vanadium steel, roller bearings on crank pins in aluminum bronze retainers.

GASOLINE TANK—Heavy pressed aluminum. Two and one-half gallons capacity. Strainer in bottom.

MAIN FRAME—Heat treated aluminum alloy. Opening between clamps $2\frac{1}{2}$ inches. Equipped with theft proof lock clamp for fastening on boats.

PROPELLER—Reversible type—giving multi-flexible control. Two blade—10" diameter—12" pitch.

DRIVE SHAFT HOUSING—Brass tubing, nickel plated. Amply strong to withstand all thrust strain.

PROPELLER SHAFT and DRIVE SHAFT—Alloy steel, cadmium plated, ground finish. Turns on ball bearings.

GEAR HOUSING—Special streamline, gives added speed. Made from special aluminum alloy heat treated.

GEARS—Chrome nickel and vanadium steel. Ratio: 13 to 22 (teeth).

COOLING SYSTEM—Centrifugal cooling system keeps motor cool at all time even in neutral. No wearing parts.

IGNITION—Bosch High Tension Magneto built into flywheel. Waterproof.

FLYWHEEL—Forged Lynite.

CARBURETOR—Tillotson, with complete throttle and choke control.

CONTROL—Steering handle controls positions of reversible propeller, also equipped with throttle control.

SAFETY STARTING—The combinations of Bosch Magneto, which delivers a hot spark at low speed, and the Tillotson Carburetor, giving a perfect mixture, and the fact that you can start the motor in neutral, makes a very easy starting motor. The neutral feature is also a safety measure when starting.

TILTING—Motor is pivoted on main frame, permitting the propeller and shaft to tilt over submerged obstructions. Propeller can be tilted out of water for beaching boat.

ADAPTABILITY—Motor can be used in fresh or salt water without change of parts.

The sports of the water are yours when you have a Caille Red Head



CAILLE
RED HEAD
Racing
Model 40

CAILLE RED HEAD

Racing Model 40 - Class B

This model meets all requirements for Class B Racing with a wealth of speed and power to put you out in front. The motor is timed and balanced to give high revolutions. The center of gravity is low for fast maneuvering. The propeller is streamlined and mounted in front of gear housing

to assure biting into solid water. You can confidently expect faster performance from this motor than from the Caille Class B Motors of 1929 that won in the Miami Regatta, the Harmsworth Regatta, and many other important events listed in this catalog.

Specifications of RED HEAD Racing Model 40

WEIGHT—80 pounds.

MOTOR—Two-cylinder, two-cycle, three-port, valveless type. Cylinders are directly opposed. Both fire at the same time, eliminating vibration.

SPECIFICATIONS—Bore $2\frac{1}{2}$ inches. Stroke 2 inches. R. P. M. 400 to 6000. Piston displacement 19.63 cubic inches.

CYLINDERS—Special fine grey iron, accurately ground to size. The combustion chambers and ports are very accurately machined to give equal power to both cylinders.

MUFFLER and EXHAUST—Extra large muffler and water cooled manifolds. Water passes through exhaust and silences motor to a minimum. Exhaust gases carried to opening at water's surface, where they are quietly discharged. Large fins accelerate cooling. Provided with cut-out.

PISTON—Special light alloy, have two rings to each piston.

WRIST PIN—Full floating type. Made of special alloy steel, carefully fitted into pistons. Fastened with spring ring retainer.

CRANKCASE—Special heat treated aluminum alloy. Ball bearings.

CRANKSHAFT—Highest grade chrome vanadium steel, $\frac{3}{4}$ inch diameter, ground finish.

MAIN BEARINGS—Ball bearings. Two upper—one lower.

CONNECTING RODS—Forged, highest grade chrome vanadium steel. Roller bearings on crank pins set in aluminum bronze retainers.

GASOLINE TANK—Heavy pressed aluminum. Two gallons capacity. Strainer in bottom.

MAIN FRAME—Heat treated aluminum alloy. Opening between clamps $2\frac{1}{2}$ inches. Equipped with theft proof lock clamp for fastening on boats.

PROPELLER—Two blade special wheel, mounted in front of housing, eliminating cavitation. Streamline.

DRIVE SHAFT HOUSING—Brass tubing, nickel plated. Amply strong to withstand all thrust strain.

PROPELLER SHAFT and DRIVE SHAFT—Alloy steel cadmium plated ground finish. Turns on ball bearings.

GEAR HOUSING—Special streamline, gives added speed. Made from special aluminum alloy, heat treated.

GEARS—Chrome nickel and vanadium steel. Ratio: 13 to 22 (teeth).

COOLING SYSTEM—Centrifugal cooling system keeps motor cool at all speeds. No wearing parts.

IGNITION—Bosch High Tension Magneto, built into flywheel. Waterproof

FLYWHEEL—Forged Lynite.

CARBURETOR—Tillotson, with complete throttle and choke control.

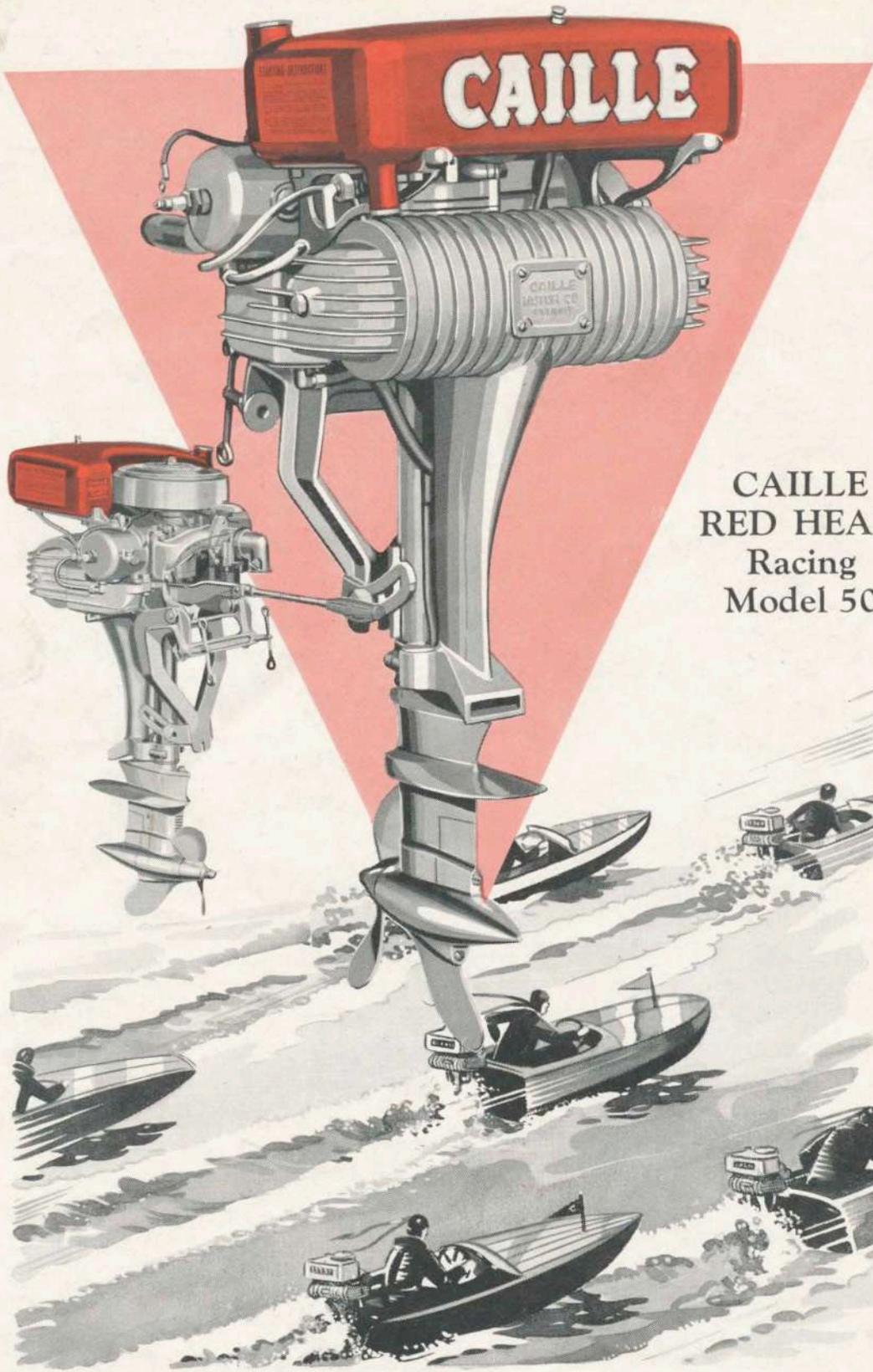
CONTROL—Carburetor throttle control on steering handle.

STARTING—The combination of Bosch Magneto, which delivers a hot spark at low speed, and the Tillotson Carburetor, giving a perfect mixture, makes a very easy starting motor.

TILTING—Motor is pivoted on main frame, permitting the propeller and shaft to tilt over submerged obstructions. Propeller can be tilted out of water for beaching boat.

ADAPTABILITY—Motor can be used in fresh or salt water without change of parts.

Caille Red Heads are consistent winners!



CAILLE
RED HEAD
Racing
Model 50

CAILLE RED HEAD

Racing Model 50 - Class C

Racing fans will find the Red Head Model 50 the answer to their fondest ambitions . . . a revelation of speed that will carry your racing hull down the course where you can enjoy the flash of the winner's flag.

In designing the Model 50 every factor to secure speed has been incorporated. The propeller is located in front of the gear housing, so that it bites into undis-

turbed water. The outboard enthusiast who wants the last word in racing motors—great power and extraordinary speed for a racing hull can select the Red Head Model 50 confident that he has a motor that is a leader for its class in the speed field. Caille Red Heads amaze the racing fraternity with their inconceivable speed—and mile after mile of steady, perfect performance. Look to Caille to win.

Specifications of RED HEAD Racing Model 50

WEIGHT—105 pounds.

MOTOR—Two-cylinder, two-cycle, three-port, valveless type. Cylinders are directly opposed. Both fire at the same time, eliminating vibration.

SPECIFICATIONS—Bore $2\frac{3}{4}$ inches. Stroke $2\frac{1}{2}$ inches. R. P. M. 400 to 5800. Piston displacement 29.6 cubic inches.

CYLINDERS—Special fine grey iron, accurately ground to size. The combustion chambers and ports are very accurately machined to give equal power to both cylinders.

MUFFLER and EXHAUST—Extra large muffler and water cooled manifolds. Water passes through exhaust and silences motor to a minimum. Exhaust gases carried to opening at water's surface, where they are quietly discharged. Large fins accelerate cooling. Provided with cut-out.

PISTONS—Special light alloy, have two rings to each piston.

WRIST PIN—Full floating type. Made of special alloy steel carefully fitted into pistons. Fastened with spring ring retainer.

CRANK CASE—Special heat treated aluminum alloy. Ball bearings.

CRANKSHAFT—Highest grade chrome vanadium steel $\frac{1}{4}$ inch diameter, ground finish.

MAIN BEARINGS—Ball bearings. Two upper—one lower.

CONNECTING RODS—Forged, highest grade chrome vanadium steel. Roller bearings on crank pins set in aluminum bronze retainers.

GASOLINE TANK—Heavy pressed aluminum. Two and one-half gallons capacity. Strainer in bottom.

MAIN FRAME—Heat treated aluminum alloy. Opening between clamps $2\frac{1}{2}$ inches. Equipped with theft proof lock clamp for fastening on boats.

PROPELLER—Two blade special racing wheel, mounted in front of gear housing, eliminating cavitation. Streamline.

DRIVE SHAFT HOUSING—Brass tubing, nickel plated. Amply strong to withstand all thrust strain.

PROPELLER SHAFT and DRIVE SHAFT—Alloy steel, cadmium ground plated finish. Turn on ball bearings.

GEAR HOUSING—Special streamline gives added speed. Made from special aluminum alloy, heat treated.

GEARS—Chrome nickel and vanadium steel. Ratio: 13 to 22 (teeth).

COOLING SYSTEM—Centrifugal cooling system keeps motor cool at all speeds. No wearing parts.

IGNITION—Bosch High Tension Magneto built into flywheel. Waterproof.

FLYWHEEL—Forged Lynite.

CARBURETOR—Tillotson, with complete throttle and choke control.

CONTROL—Carburetor throttle control on steering handle.

STARTING—The combination of Bosch Magneto, which delivers a hot spark at low speed, and the Tillotson Carburetor, giving a perfect mixture, makes a very easy starting motor.

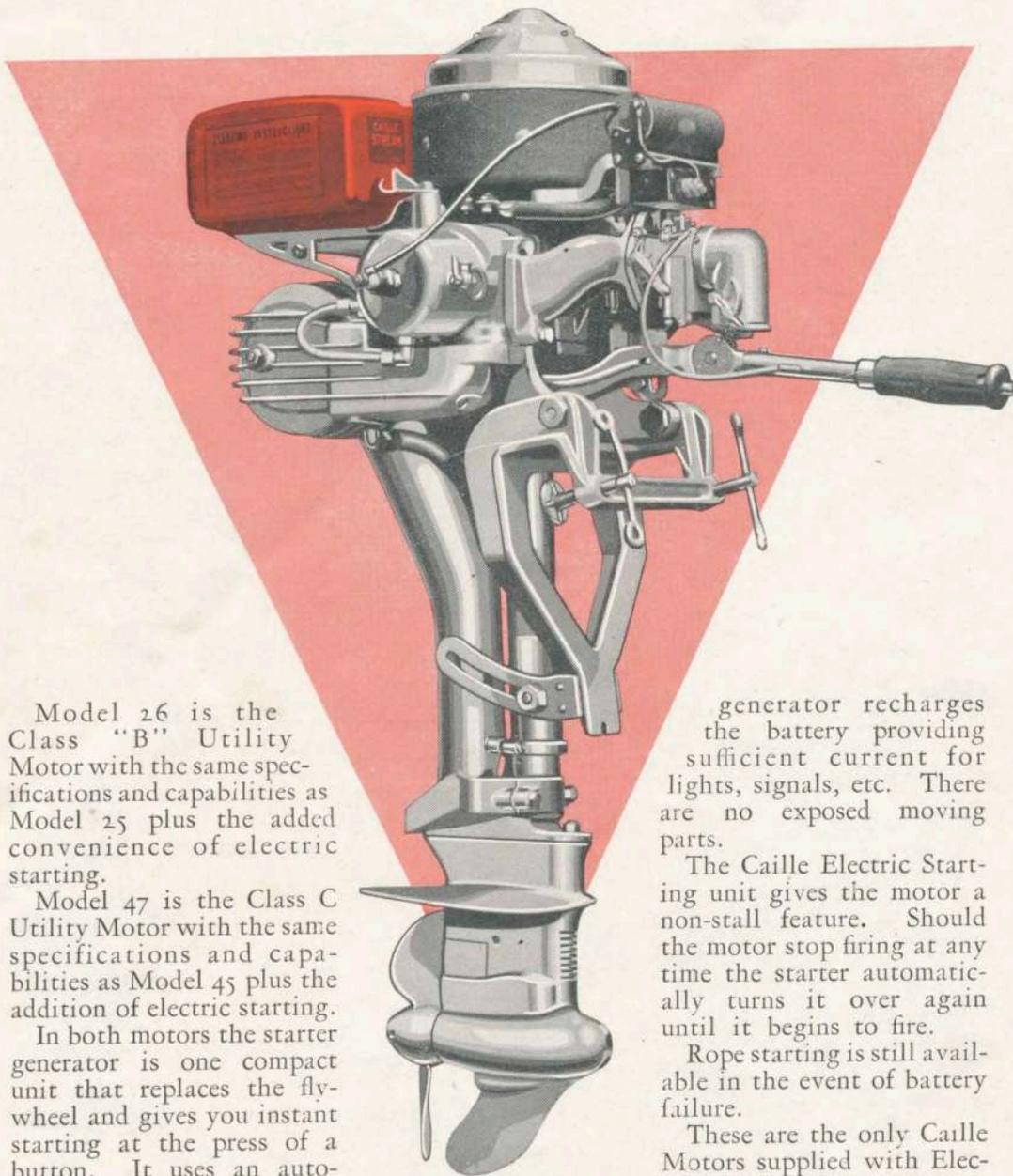
TILTING—Motor is pivoted on main frame, permitting the propeller and shaft to tilt over submerged obstructions. Propeller can be tilted out of water for beaching boat.

ADAPTABILITY—Motor can be used in fresh or salt water without change of parts.

- - You'll find Caille Red Heads in the lead! - -

CAILLE RED HEADS Models 26 & 47

Equipped with Electric Starting



Model 26 is the Class "B" Utility Motor with the same specifications and capabilities as Model 25 plus the added convenience of electric starting.

Model 47 is the Class C Utility Motor with the same specifications and capabilities as Model 45 plus the addition of electric starting.

In both motors the starter generator is one compact unit that replaces the fly-wheel and gives you instant starting at the press of a button. It uses an automobile storage battery. The

generator recharges the battery providing sufficient current for lights, signals, etc. There are no exposed moving parts.

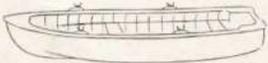
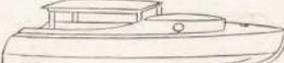
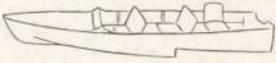
The Caille Electric Starting unit gives the motor a non-stall feature. Should the motor stop firing at any time the starter automatically turns it over again until it begins to fire.

Rope starting is still available in the event of battery failure.

These are the only Caille Motors supplied with Electric Starting.

A press of the starter button and your Caille Red Head responds

How to Select the Right Caille RED HEAD for Your Boat

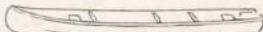
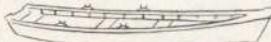
<p>Tender and Dinghies Light Weight up to 12 ft. RED HEAD Model 14 or 15</p>			<p>Cruiser Medium Weight up to 22 ft. RED HEAD Mode 45 or 47</p>
	<p>Step Hydroplane— Family Type Light Wt. up to 14 ft. RED HEAD Model 25 or 26 Heavy Wt. up to 16 ft. RED HEAD Model 45 or 47</p>	<p>Runabout Type— Vee Bottom Light Wt. up to 14 ft. RED HEAD Model 25 or 26 Heavy Wt. up to 7 ft. RED HEAD Model 45 or 47</p>	

The first step in picking the right combination of boat and motor is deciding what you want for your own requirements. By picking your own combination of boat and motor, many types and prices are available to you, and for every such practical boat, there is a Caille motor that will bring out the best combination.

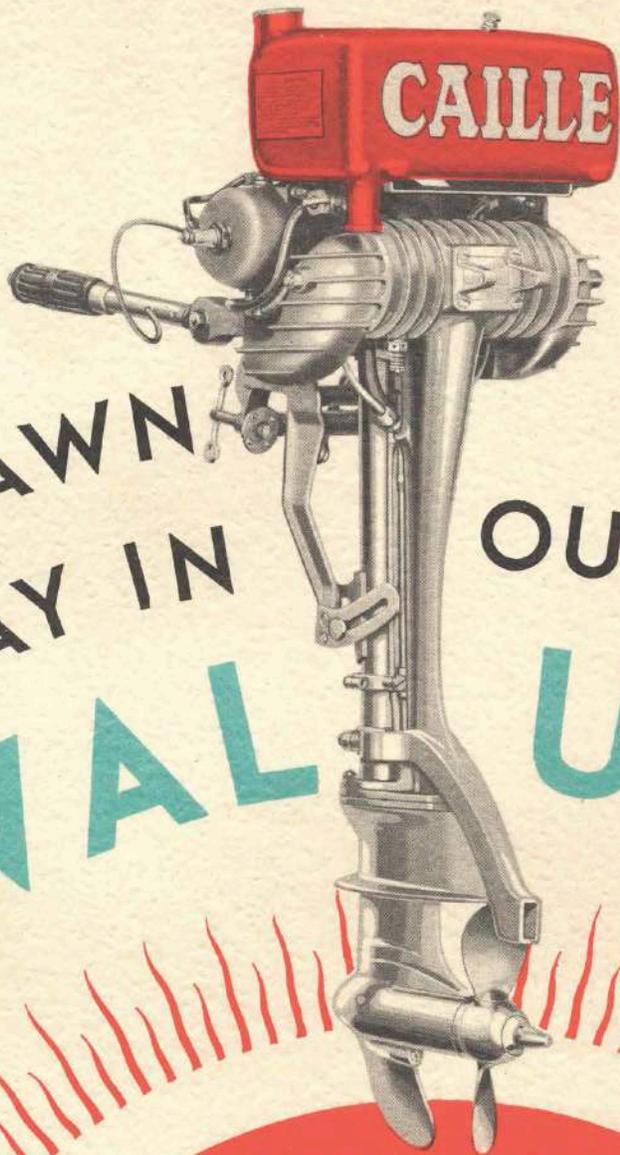
Adjusting the two for satisfactory results is a really simple, logical process.

For racing choose the hull that will give the greatest speed and performance

in the water where it will be used. For utility select for comfort and seaworthiness. For occasional dashes, select a boat in the semi-speed class, etc. For your guidance typical examples of most of the popular hull designs and general engine applications are shown on this page. With your own good judgment and a comparison of motor specifications given elsewhere in this book, you can quickly select a motor with assurance of satisfactory performance on any good hull.

	<p>Commercial Work Boats Light Wt. up to 14 ft. RED HEAD Model 25 or 26 Heavy Wt. up to 20 ft. RED HEAD Model 45 or 47</p>	<p>Square Stern Canoe Light Wt. up to 12 ft. RED HEAD Model 14 or 15 Heavy Wt. up to 17 ft. RED HEAD Model 25 or 26</p>	
<p>Round Bottom Boat Light Wt. up to 14 ft. RED HEAD Model 14 or 15 Heavy Wt. up to 16 ft. RED HEAD Model 25 or 26 Heavy Wt. up to 18 ft. RED HEAD Model 45 or 47</p>			<p>Flat Bottom— Row Boat Light Wt. up to 14 ft. RED HEAD Model 14 or 15 Heavy Wt. up to 17 ft. RED HEAD Model 14-15-25-26</p>

There's a Caille Red Head for every boat



THE DAWN
DAY IN
VALUABLES
OF A NEW
OUTBOARD



CAILLE

Priced from \$79-Up

THE QUALITY MOTORS OF THE OUTBOARD FIELD

SPECIFICATION CHART

MODEL	MULTI-FLEX MODEL 15, CLASS "A", 10 H. P.	UTILITY MODEL 16 Class "A", 10 H. P.	UTILITY MODEL 27 CLASS "B", 16 H. P.	MULTI-FLEX MODEL 29 CLASS "B", 16 H. P.	UTILITY MODEL 48 CLASS "C", 23 H. P.	MULTI-FLEX MODEL 51 CLASS "C", 23 H. P.
WEIGHT	60 Pounds.	55 Pounds	85 Pounds.	90 Pounds.	110 Pounds.	110 pounds.
MOTOR	Two-cylinder, two cycle, three port, valveless type.	Two-cylinder, two cycle, three-port, valveless type.	Two-cylinder, two cycle, three port, valveless type.	Two-cylinder, two cycle, three-port, valveless type.	Two-cylinder, two cycle, three-port, valveless type.	Two-cylinder, two cycle, three-port, valveless type.
HORSEPOWER & R.P.M.	Bore, 2¼ inches. Stroke, 1¾ inches. R. P. M., 400 to 4200. Develops 10 H. P. Displacement, 13.916 cubic inches.	Bore, 2¼ inches. Stroke, 1¾ inches. R. P. M., 400 to 4200. Develops 10 H. P. Displacement, 13.916 cubic inches.	Bore, 2¼ inches. Stroke, 2 inches. R. P. M., 400 to 4500. Develops 16 H. P. Displacement, 19.63 cubic inches.	Bore, 2¼ inches. Stroke, 2 inches. R. P. M., 400 to 4500. Develops 16 H. P. Displacement, 19.63 cubic inches.	Bore, 2¾ inches. Stroke, 2½ inches. R. P. M., 400 to 4500. Develops 23 H. P. Displacement, 29.6 cubic inches.	Bore, 2¾ inches. Stroke, 2½ inches. R. P. M., 400 to 4500. Displacement, 29.6 cubic inches. Develops 23 H. P.
CYLINDERS	Special nickel cast iron, accurately ground to size.	Special nickel cast iron, accurately ground to size.	Special nickel cast iron, accurately ground to size.	Special nickel cast iron, accurately ground to size.	Special nickel cast iron, accurately ground to size.	Special nickel cast iron, accurately ground to size.
MUFFLER and EXHAUST	Extra large cast aluminum muffler. Underwater exhaust silences motor.	Extra large cast aluminum muffler. Underwater exhaust silences motor.	Extra large muffler and water cooled manifolds. Under Water Exhaust.	Extra large muffler and water cooled manifolds. Under Water Exhaust.	Extra large muffler and water cooled manifolds. Under Water Exhaust.	Extra large muffler and water cooled manifolds. Under Water Exhaust.
PISTONS	Special light alloy. Two rings to each piston.	Special light alloy, two rings to each piston.	Special light alloy, two rings to each piston.	Special light alloy, two rings to each piston.	Special light alloy, two rings to each piston.	Special light alloy, two rings to each piston.
MAIN BEARINGS	Phosphor bronze, 2-9/16 inches long.	Phosphor bronze, 2-9/16 inches long.	Ball bearings, two upper, one lower.			
CONNECTING RODS	Special bronze forgings.	Special bronze forgings.	Forged chrome vanadium steel, fitted with roller bearings on crank pins.	Forged chrome vanadium steel, fitted with roller bearings on crank pins.	Forged chrome vanadium steel. Fitted with roller bearings on crank pins.	Forged chrome vanadium steel. Fitted with roller bearings on crank pins.
GASOLINE TANK	Heavy pressed aluminum. One Gal. capacity.	Heavy pressed aluminum. One Gal. capacity.	Heavy pressed aluminum. Two Gal. capacity. Strainer in bottom.	Heavy pressed aluminum. Two Gal. capacity. Strainer in bottom.	Heavy pressed aluminum. Two and one-half Gal. capacity. Strainer in bottom.	Heavy pressed aluminum. Two and one-half Gal. capacity. Strainer in bottom.
MAIN FRAME	Lynite. Equipped with eyed clamping levers, permitting motor to be padlocked to boat.	Lynite. Equipped with eyed clamping levers, permitting motor to be padlocked to boat.	Lynite. Convenient eyed clamping levers, permitting padlocking against theft.	Lynite. Convenient eyed clamping levers, permitting padlocking against theft.	Lynite. Convenient eyed clamping levers, permitting padlocking against theft.	Lynite. Convenient eyed clamping levers, permitting padlocking against theft.
PROPELLER	Two-blade, 8½ inch diameter, 10-inch pitch.	Two-blade, 8½ inch diameter, 10 inch pitch.	Two-blade, 10 inch diameter, 10 inch pitch, or 3-blade, 10½ inch diameter, 9 inch pitch.	Two blade, phosphor bronze, 10¾ inch diameter, 12 inch pitch.	Two-blade, 10¾ inch diameter, 12 inch pitch, or three-blade, 10¾ inch diameter, 11 inch pitch.	Two-blade, phosphor bronze, 10¾ inch diameter, 12 inch pitch.
GEAR HOUSING	Made from special aluminum alloy, heat treated.	Made from special aluminum alloy, heat treated.	Made from special aluminum alloy, heat treated.	Made from special aluminum alloy, heat treated.	Made from special aluminum alloy, heat treated.	Made from special aluminum alloy, heat treated.
GEARS	Chrome nickel and vanadium steel. Ratio, 11 to 22 (teeth).	Chrome nickel and vanadium steel. Ratio: 11 to 22 (teeth).	Chrome nickel and vanadium steel. Ratio: 13 to 22 (teeth).	Chrome nickel and vanadium steel. Ratio: 11 to 22 (teeth).	Chrome nickel and vanadium steel. Ratio: 13 to 22 (teeth).	Chrome nickel and vanadium steel. Ratio: 13 to 22 (teeth).
COOLING SYSTEM	Centrifugal pump, housed in brass. Positively keeps motor cool at all times. No wearing parts.	Centrifugal pump, housed in brass, positively keeps motor cool at all speeds. No wearing parts.	Centrifugal pump, housed in brass. Positively keeps motor cool at all speeds. No wearing parts.	Centrifugal pump, housed in brass. Positively keeps motor cool at all speeds. No wearing parts.	Centrifugal pump, housed in brass. Positively keeps motor cool at all speeds. No wearing parts.	Centrifugal pump, housed in brass. Positively keeps motor cool at all speeds. No wearing parts.
IGNITION	Bosch High Tension Magneto built into flywheel. Waterproof.	Bosch High Tension Magneto built into flywheel. Waterproof.	Bosch High Tension Magneto built into flywheel. Waterproof.	Bosch High Tension Magneto built into flywheel. Waterproof.	Bosch High Tension Magneto built into flywheel. Waterproof.	Bosch High Tension Magneto built into flywheel. Waterproof.
CARBURETOR	Tillotson, with complete throttle and choke control.	Tillotson, with complete throttle and choke control.	Tillotson, with complete throttle and choke control.	Tillotson, with complete throttle and choke control.	Tillotson, with complete throttle and choke control.	Tillotson, with complete throttle and choke control.
CONTROL	Steering handle controls positions of reversible propeller blades. A twist of rubber grip controls motor speed.	Throttle control in steering handle. A twist of rubber grip controls motor speed.	Throttle control on steering handle. A twist of rubber grip controls motor speed.	Steering handle controls positions of reversible blades. A twist of rubber grip controls motor speed.	Carburetor throttle control on steering handle. A twist of rubber grip controls motor speed.	Steering handle controls positions of reversible blades. A twist of rubber grip controls motor speed.
LENGTH OF SHAFT	Standard, 21½ inches.	Standard, 21½ inches.	Standard, 23 inches. Model L-27, 28 inches.	Standard, 23 inches. Model L-29, 28 inches.	Standard, 23 inches. Model L-48, 28 inches.	Standard, 23 inches. Model L-51, 28 inches.
FREE TILTING	Tilts over obstructions and for beaching boats.	Tilts over obstructions and for beaching boats.	Tilts over obstructions and for beaching boats.	Tilts over obstructions and for beaching boats.	Tilts over obstructions and for beaching boats.	Tilts over obstructions and for beaching boats.
ADAPTABILITY	Motor can be used in fresh or salt water without change of parts.	Motor can be used in fresh or salt water without change of parts.	Motor can be used in fresh or salt water without change of parts.	Motor can be used in fresh or salt water without change of parts.	Motor can be used in fresh or salt water without change of parts.	Motor can be used in fresh or salt water without change of parts.
ELECTRIC STARTING			MODEL 27-E with Electric Starter.	MODEL 29-E with Electric Starter.		

CAILLE

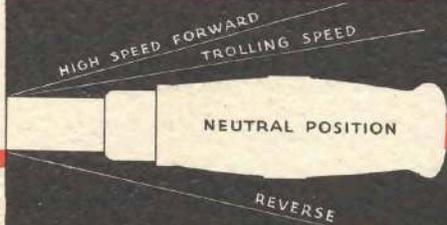
MULTI-FLEX CONTROL

The Gear Shift for Your Outboard

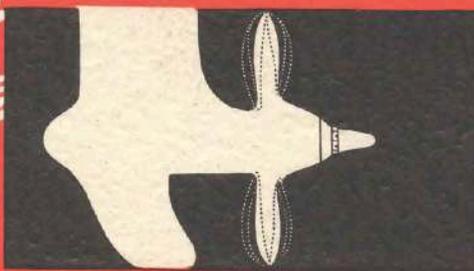
HERE'S HOW IT OPERATES—



SHIFT FROM NEUTRAL



TO FORWARD



TO REVERSE

IN A SPLIT SECOND

FOR EASY STARTING—ADDED

SAFETY—PERFECT CONTROL

A New Aid to Extra Slow Speed Trolling

AND ONLY CAILLE HAS IT!

IMPROVED
CAILLE
MASTER 5 SPEED
TWIN

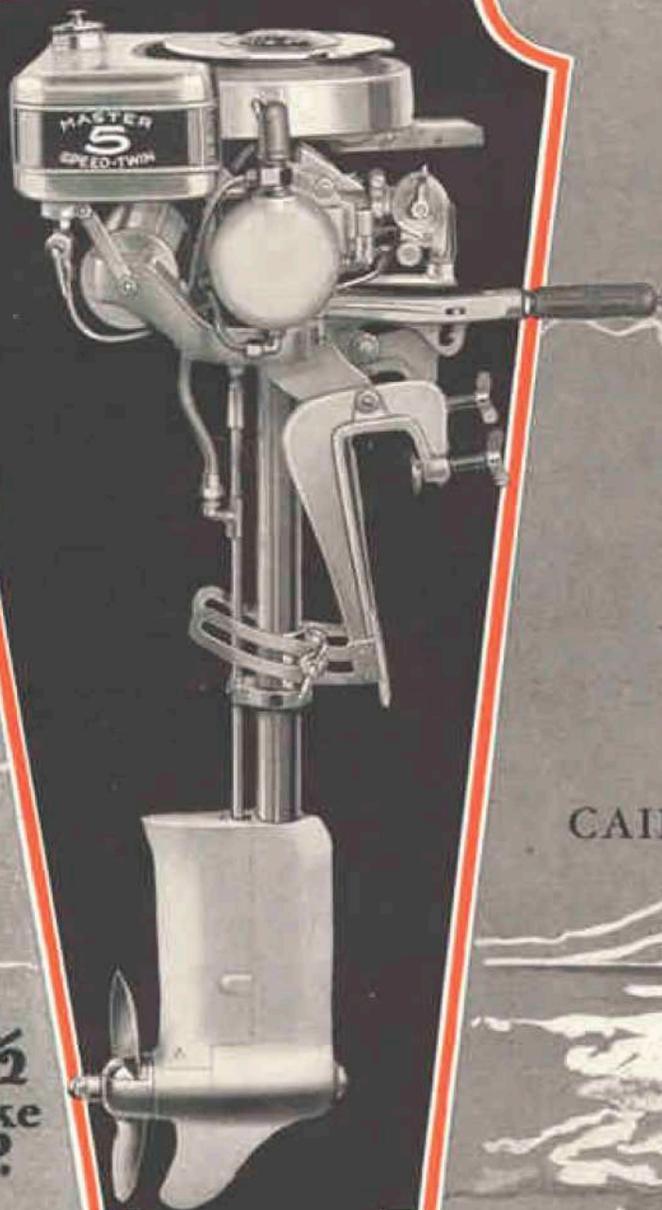
With
Stream Line
Gear Housing

This noteworthy improvement means added performance—greater speed on ordinary row boats, maximum speed on hydroplanes, enclosed protection for all working parts, and positive lubrication. The Stream Line Gear Housing permits the carrying of sufficient grease to lubricate thoroughly all working parts for a period of several months.

Price \$160⁰⁰ for Fresh or Salt Water
Code Word MRFST

CAILLE MOTOR COMPANY
DETROIT, MICH., U. S. A.

4½
Brake
H.P.



Speed—and plenty of it!

The MASTER 5-SPEED TWIN can now be converted into a racing motor within a few minutes' time. By reversing the propeller shaft and placing wheel in front of housing, it operates at peak efficiency by always turning in solid unbroken water without the slightest cavitation. This is an exclusive CAILLE feature (patent pending). Speed fans will find that the MASTER 5-SPEED, in racing trim, fulfills their fondest dreams. Reversing the propeller shaft is a very simple matter. Blue print and full instructions furnished.

Price \$160.00
Fresh or Salt Water

Code Word
MFSRT

**4½
Brake
H.P.**



Caille 5-Speed Twin 2¾ H. P.

Here is the ideal motor for lighter row boats. It is built of the same fine quality, and embodies the same outstanding features that have made the Master 5-speed Twin America's leading Outboard Motor. The 2¾ H. P. 5-speed Twin develops a speed of 7 to 10 miles an hour, supplies ample power for every light craft requirement, and weighs only 45 lbs. It has the Master's convenient speed control, Bosch built-in fly wheel magneto, tilting over obstructions, and sturdiness and dependability found only in the Caille.

Price \$145.00
Fresh or Salt Water.

Code Word
FSLTM

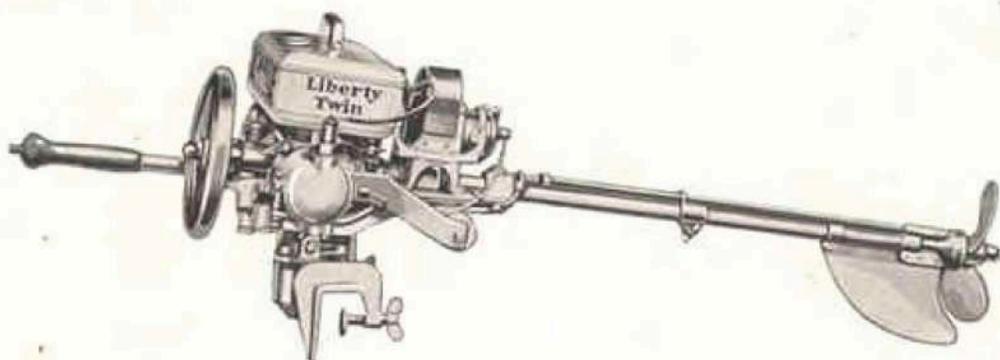


Caille Scout Twin 2 $\frac{3}{4}$ H. P.

The Caille Scout Outboard Motor is the family's best vacation friend. It can be carried on the running board of a car—and when wanted, can be clamped to the boat in a minute's time. It weighs only 42 lbs. The Scout, like other Caille Motors, is famous for its power, speed and stamina. It will develop 8 to 12 miles an hour without effort and is always ready with extra power for any emergency, whether in forward or reverse. The Scout's Dual Ignition—battery and magneto—assures instant starting under all conditions. A special safety fin tilts the motor over hidden obstructions.

Price \$130.00
Fresh or Salt Water

Code Word
SCOUT



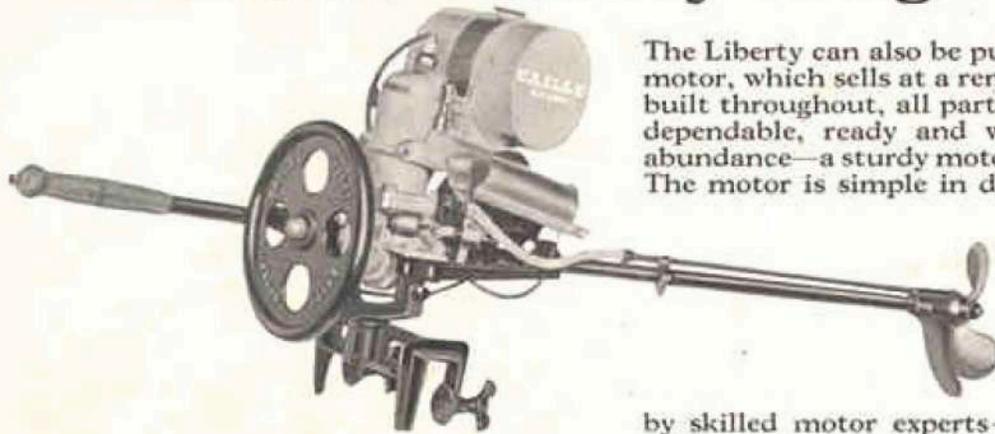
Caille Liberty Twin

Here is the only type row boat motor that will drive a row boat *any place it will float*. It is built especially for shallow and weedy water, and will drive a boat in less than 10 inches of water. It literally coasts over rocks or logs and refuses to tangle with weeds. The balanced drive shaft automatically tilts upwards or sideways over hidden obstructions without attention from the operator. The Liberty Twin weighs only 42 lbs., is equipped with standard Bosch horse-shoe magneto, attains a speed of 7 to 10 miles an hour, and behaves, in general, to its owner's complete satisfaction.

Price \$140.00
Fresh or Salt Water

Code Word
LYTWN

Caille Liberty Single Drive

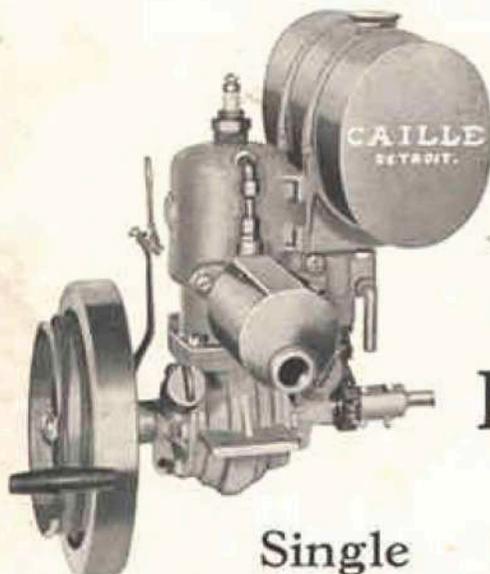


The Liberty can also be purchased in a single cylinder motor, which sells at a remarkably low price. It is well built throughout, all parts being extra strong, always dependable, ready and willing to supply power in abundance—a sturdy motor that thrives on hard work. The motor is simple in design, having a direct drive from crankshaft to propeller, similar to the Twin. Every Caille Motor, regardless of its price, is a product of which we are proud. Every detail, no matter how small, is handled

by skilled motor experts—every feature that can be added without necessitating an increase in price, is included without hesitation.

Price \$ 85.00 Battery Type
105.00 Bosch Magneto
 Salt Water Fittings \$5.00 Extra

Code Word
**LIBER
 SPAR**

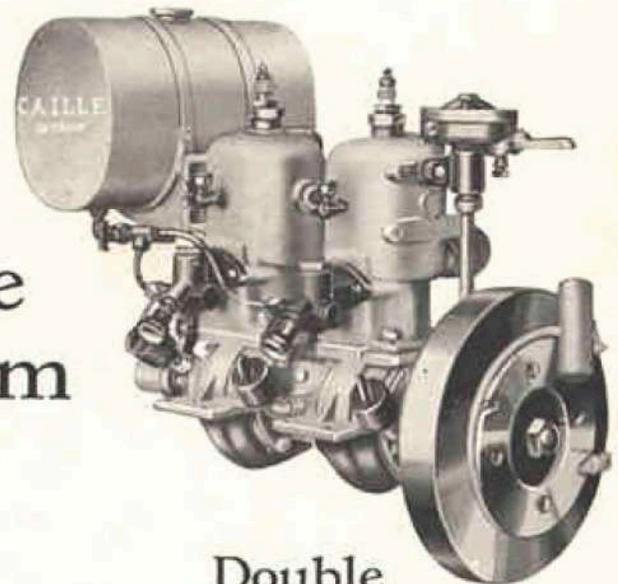


Single

The small boat owner who prefers permanent or inboard installation to the detachable or outboard design, will find the Caille Bantam the last word in efficiency and economy. It is built on the same lines as large boat motors and will serve faithfully year after year. Its speed is 6 to 10 miles an hour, mileage 25 to 30 miles to the gallon, depending upon the type of craft on which it is used. Its positive ignition system assures instant starting. The Bantam takes up no more space than an ordinary suit case and will easily throttle down to trolling speed.

Price \$105.00 Bosch Magneto
95.00 Flywheel Magneto
75.00 Battery Ignition
 Salt Water Fittings \$2.00 Extra

Code Word
**ROOST
 NEST
 HEN**

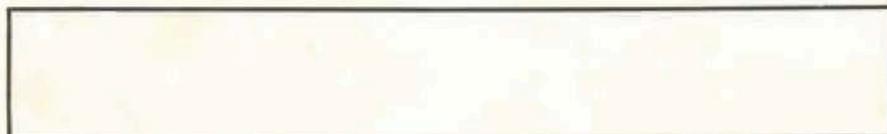


Double

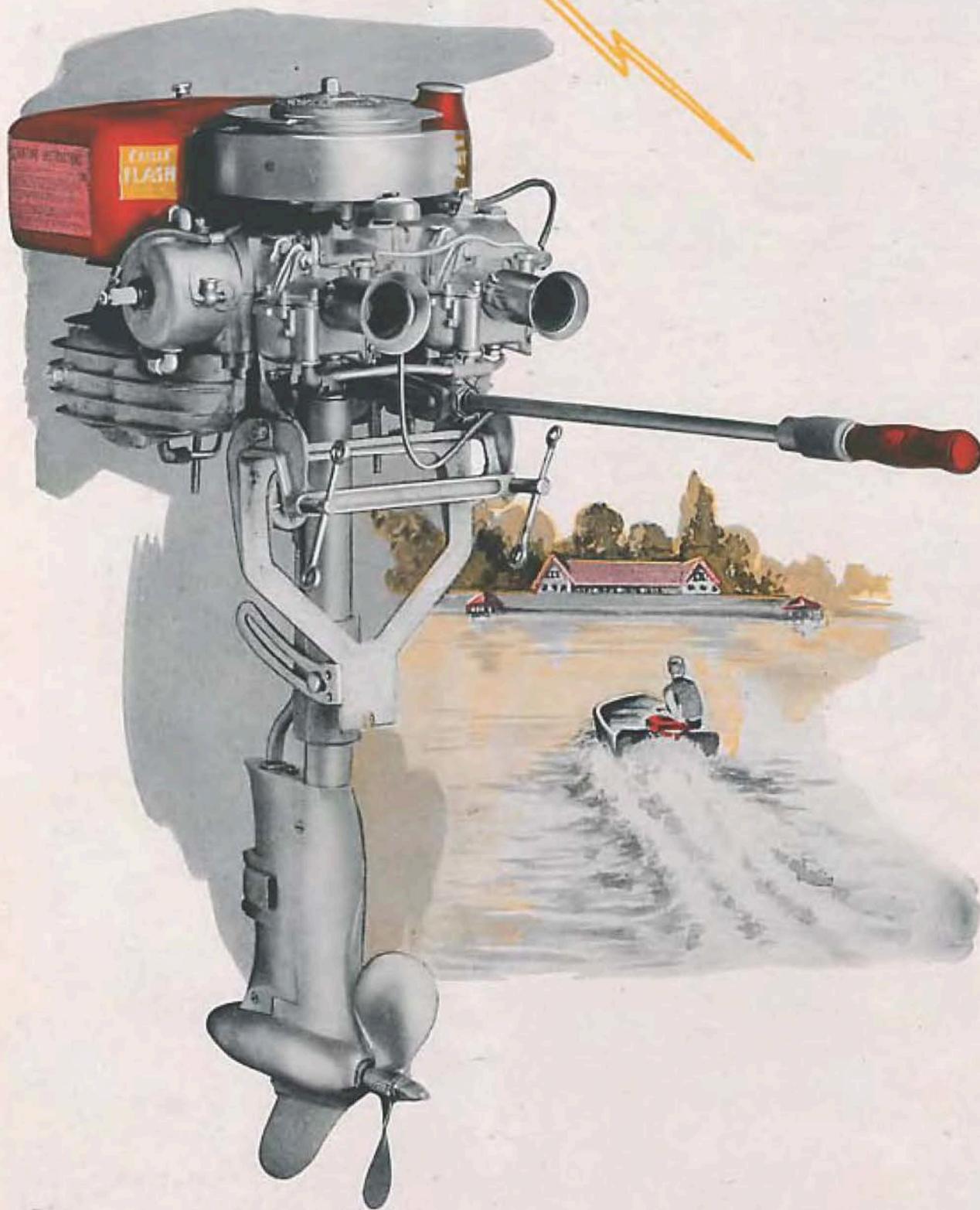
The 2-cylinder Bantam is a 4 H. P. motor that weighs only 58 lbs. It develops greater power than the single cylinder; otherwise its construction and design are quite similar. The motor is fitted with a mixing valve for each cylinder, affording individual adjustment. The cylinders are evenly balanced against each other, reducing vibration to the minimum. The 2-cylinder Bantam is the ideal motor for boats 16 to 20 feet in length, while the single cylinder is at its best in boats of 12 to 16 feet. For power, speed, economy and durability, the 2 cylinder Bantam has no equal in inboard motors.

Price \$170.00 Bosch Magneto
140.00 Battery Ignition
 Salt Water Fittings \$2.00 Extra

Code Word
**BTWBM
 BATAB**
 Add Z to code word



~ The Lightning Twins ~



Two Ultra Racing Models in Class B and C

FLASH—Class B—Model 36 STREAK—Class C—Model 46

[which, for power and speed, have astonished some of the leading engineers. We predict that they will prove the fastest Outboard Motors ever produced in their classes. **]**

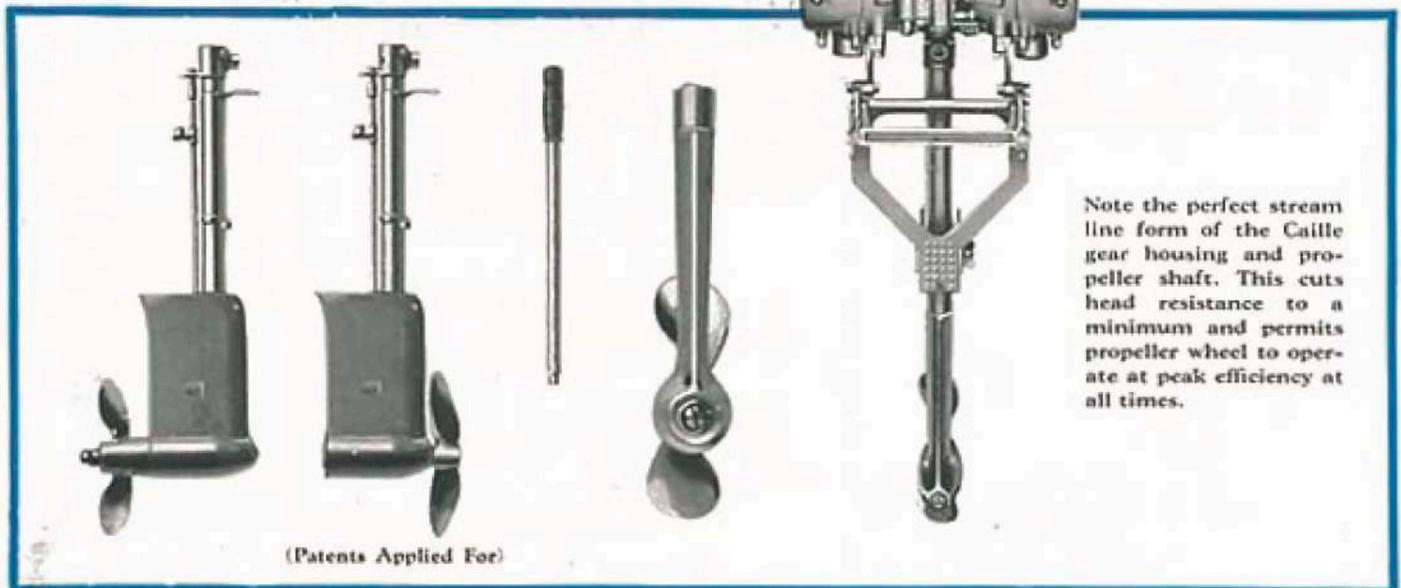
~ Master 5 Speed Twin ~ *in racing trim*

For those who wish extra speed on the small, light hydroplanes, we supply a special type stream line shaft and gear housing with special racing wheel, an assembly interchangeable with the standard 5-Speed model. If you wish the motor can be regularly furnished with racing design housing suitable for use on any type boat.

The racing tailpiece is constructed in such a manner that the propeller wheel can be placed forward or at the rear of the gear housing. When attached forward the wheel always operates at peak efficiency. Experiments have shown that in a rough or choppy

sea, racing of the propeller wheel never occurs.

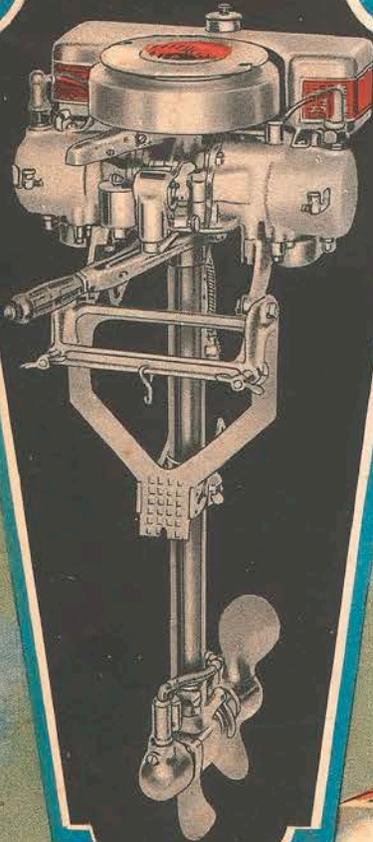
Cavitation and slippage is estimated by experts to amount to a reduction of the equivalent to 15% to 25% of the possible efficiency of the propeller wheel. With Caille's patented idea of placing the wheel ahead of the housing, the cavitation is entirely eliminated, the wheel turning in solid unbroken water at all times.



Caille Master 5-Speed Twin in racing trim in use on small hydroplane. With this type of craft speeds of well over 20 M. P. H. have been attained.



CAILLE OUTBOARD MOTORS



CAILLE'S LATEST AND GREATEST OUTBOARD VALUE

THE MODEL "88"

*Class Sub A, 4.44 h.p. Bore 2 1/4";
stroke 1 3/4". Speed 400 to 4000 r.p.m.
Displacement 6.958 cu. in. Weight
34 lbs.*

Here's a tried and tested light-weight all-purpose, single cylinder motor built to serve campers, tourists, fishermen, hunters and vacationists. It requires little space; can be packed into the woods; will drive an ordinary rowboat 9 to 12 miles per hour—a special hull capable of planing 17 miles per hour—can't be beat for slow speed trolling.

On breakdown test this same Caille design ran continuously 2864 hours—still running it was stopped and torn down for a technical examination. This was equal to over 24 years of normal motor operation. Easy starting is assured by special high tension, shock-proof, weather-proof magneto. It offers amazing economy, giving over 15 miles to a gallon. It is smooth as silk at all speeds—quiet beyond belief with special underwater exhaust. High and low speed carburetor jets, larger piston, patented compression-tite piston rings, special balanced power head help to guarantee a new brand of outboard performance and dependability.

We challenge you to match its super-value and super-operation with any so-called midget twin on the market. Its price and utility features just can't be beat! We mean it.

The motor at right is the standard "single" equipped with that amazing Caille feature—Gear-Shift Control. This model is called the



Model "109", companion motor to the "88", with identical specifications. Now you can own this universally popular Caille motor with exclusive and patented Gear-Shift Control.

**MORE POWER
PER POUND**
**MORE POWER
PER DOLLAR**

OWN AN EASY STARTING CAILLE

GEAR SHIFT CONTROL

MODEL "99" SUPER SINGLE

*Class Sub A, 5.45 h.p. guaranteed.
Bore 2 1/2"; stroke 2". Speed 200 to
4000 r.p.m. Weight 40 lbs. Dis-
placement 9.817 cu. in.*

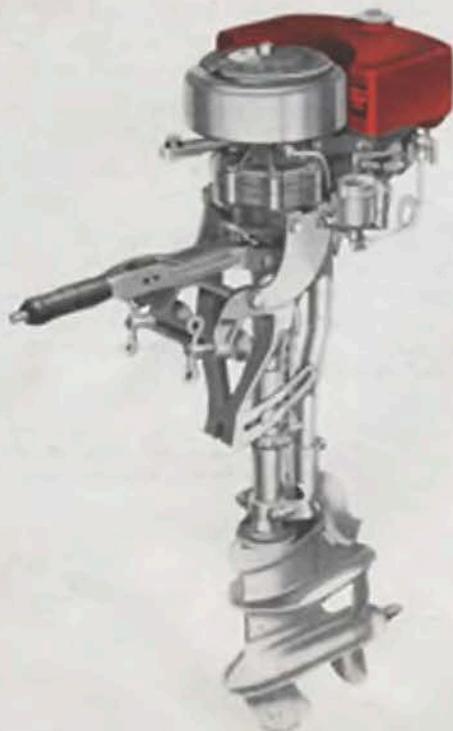
The Model "99" is a strong, powerful and economical light-weight motor—the equal of any midget twin for power—plus the new advantages of extra easy starting and smoother, quieter operation. This motor, like all other CAILLE outboards, offers many exclusive features, including the exclusive Caille power head—balanced power—which controls and eliminates vibration and delivers a constant flow of smooth, vigorous power at all speeds.

You will find included in its design efficient pressure cooling, at all speeds, automatic lubrication, shock and waterproof high tension magneto, dual jet carburetion, single lever control and many other standard Caille features that make this model a de luxe motor of quality and dependability. Complete specifications, which invite comparison, will be found on another page.

If you are looking for a general utility motor that will outperform and out-run anything of its price or size built in either single or midget twin design, this is the outboard for you.



A Great Value



MODEL "119" SUPER SINGLE WITH GEAR-SHIFT CONTROL

This motor is identical in every way to the Model "99" with the exception that it is equipped with that patented Caille feature—Gear-Shift Control—the invention that gives you single lever finger-tip motor car control—complete maneuverability of your boat every minute of operation. Start in neutral—back up in reverse—start in low or glide away in high. Also that extra slow and quiet speed ideal for trolling and casting or just loafing along.

ONEY-BACK GUARANTEE

CAILLE

OUTBOARD MOTORS

