



Rev.1 Document Num.002

Approval date: Jan-17-2013

MODEL IDENTIFICATION & PARTS KEY

YR	Model	Engine	Part List Key	Prop Dia/Pitch	Wing Span	Description
78	QS CM	Chrysler West Bend, 12 hp TM	N/A	48	N/A	Weightshift, direct drive. Parts are not available.
79 -82	Y	Yamaha, 18hp, TM	Y	N/A	N/A	Weightshift w/elevator assist from harness. Parts are not available.
80 -82	QE	Cuyuna 215, TM	QE	N/A	N/A	Weightshift w/elevator assist from harness. Parts are not available, but some MX parts may be interchangeable.
80	DQ	Cuyuna 430, 35hp, BM	DQ	N/A	N/A	Weightshift, direct drive w/elevator assist from harness. Parts are not available, but some MX parts may be interchangeable.
81 -82	MX	Cuyuna 430, 35 hp, BM	MX	52x32	32	3-Axis w/spoilerons (stick controls rudder and elevator; pedals control spoilerons); single surface wings; square stabilizer (tapered stabilizer - upgrade avail); tail wires top and bottom; single kingpost & wing wires. The fuel tank was 2.5 gallons.
82- 83	MX	Rotax 377, 35 hp, BM	MX	52x32	32	Same as above except for the change of the engine and a larger 5 gallon fuel tank
83 -84	MXL	Rotax 377, 35 hp, BM	L	52x32	30	3-Axis w/spoilerons (stick controls rudder and elevator - pedals control spoilerons); double surface wings; square stabilizer (tapered stabilizer - upgrade available); tail wires top and bottom; single kingpost; wing wires; and 5 gallon fuel tank
84 -85	MXL	Rotax 377, SC, 35 hp, BM	L	52x32	30	3-Axis, w/aileron upgrade kit (P/N 71000 [stick controls ailerons and elevator - pedals control rudder]); double surface wings; tapered stabilizer; upper tail wires are used on the top - boom tubes replace the lower tail wires; single kingpost & wing wires.

N/A = Not available
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C = Certified
Bold Print = Models Currently Available

Disclaimer – This list is not 100 % accurate.

 When the word (ALL) is used in the parts price list, it means that the part works for all Quicksilver models.

 When the word “OBSOLETE” is used it means that this part is no longer available and that it has been replaced by an

There are five main questions you should ask when trying to determine the ID of a Quicksilver:

1. Wings Span
2. Tail wires or boom tubes
3. Prop Diameter
4. Motor: top or bottom
5. Ailerons or spoilerons



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84	MX SUPER	Rotax 503, DC, 50hp, BM	MXS	52x34	28	3-Axis w/aileron (stick controls ailerons and elevator - pedals control rudder); double surface wings cambered top and bottom; heavy-duty wing wires; special modification to trim; special fuel system.
83-84	GT400 280	Rotax 277, SC, 28hp, BM	GT4	60x28	30	3- Axis w/ ailerons (yoke controls ailerons and elevator - pedals control rudder); double surface wings; flaps; first models were available in cable or strut-braced.
84 -...	GT400	Rotax 447, SC, 40hp, TM	GT4	60x32	30	3- Axis w/aileron (yoke controls ailerons and elevator - pedals control rudder); double surface wings; flaps; strut-braced. Choice of small fairing and short windshield, or large fairing with full windshield with full instrument panel. Rotax 503, SC & DC upgrade available.
87 -...	MX SPRINT	Rotax 447, SC, 40hp, BM	MXH	66x34	28	3-Axis w/aileron (stick controls ailerons and elevator - pedals control rudder); very high cambered single surface wing; large lower boom tubes and no upper tail wires; double kingpost & wing wires. Rotax 503, SC & DC upgrade available
88 -...	MX SPORT	Rotax 447, SC, 40hp, BM	MXH	66x34	28	3-Axis w/aileron (stick controls ailerons and elevator - pedals control rudder); double surfaced wing; large lower boom tubes and no upper tail wires; double kingpost & wing wires. Rotax 503, SC & DC upgrade available. The only difference between the Sprint & the Sport is the wing. The tail and the trikes are the same.
82 -83	MX-II	Cuyuna 430, SC, 35hp, BM	II	52x32	32	3-Axis w/ spoilerons (stick controls rudder and elevator - pedals control spoilerons); single surface wings; square stabilizer (tapered stabilizer upgrade available); tail wires top and bottom (lower boom tube upgrade available); single kingpost & wing wires; and side-by-side seating.
83 -84	MX-II	Rotax 503, SC, 46hp, BM	II	52x32	32	Same as above

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1984 – 85	MX-IIA	Rotax 503, SC, 46hp, BM	IIA	52x36	32	Same as MX II except the Tri-bar Cross tube was changed from P/N 80020 to P/N 41230 (new one has 1” extension for the flying wires to attach to; the square stabilizer was upgraded to a tapered style, and lower boom tubes replaced tail wires). Dual controls with side-by-side seating. An extra compression strut was added to the wing for a total of 5.
1985	MX-IIHP	Rotax 503, SC, 46hp, BM	IIHP	66x40	32	Same as above except that an HP kit, P/N 99410, was added to kits after serial # 1692 and manufactured after 10/14/83. This change increased the drive pulley and prop size as well as the diameter of the tail tubes.
1986	MX – II Plus	Rotax 503, SC, 46hp, BM	II-plus	66x40	32	Same as above except that this plane had ailerons (the yoke controls the ailerons and elevator - pedals control rudder). Very few were made.
1986 –91	MXL-II	Rotax 503, SC, 46hp, BM	LII	66x40	32	3-Axis w/aileron (stick controls ailerons and elevator - pedals control rudder); double surfaced wing; larger diameter tail boom tubes; no upper tail wires; wing wires; single steel (black) kingpost; dual controls and side-by-side seating.
1987 - 91	MX SPRINT II (BM)	Rotax 503, SC, 46hp, BM	LII	66x40	32	Same as above except this plane had a single surface, high cambered wing.
91 -	MXL SPORT II	Rotax 503, DC, 50hp & Rotax 582, DC, 65hp, TM	SPTII	68x30	32	3- Axis w/aileron (stick controls ailerons and elevator - pedals control rudder); double surfaced wing; dual kingpost & wing wires. Changes from the MXL-II included a new engine mount kit (P/N 98015/503 & 98025/582) & airframe conversion kit (P/N 99335). These conversions moved the engine from the bottom to the top, replaced the belt drive with a gearbox and added more support to the trike. Extra ribs were also added to the wings.

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91 -...	MX SPRINT II	Rotax 503, DC, 50hp & Rotax 582, DC, 65hp, TM	SPTII	68x36	32	Same as MXL Sport II except the wing is single surfaced with the same high camber as the Sprint single. The only difference between the Sprint II & the Sport II is the wing. The tail and the trikes are the same.
90 -...	GT500	Rotax 503, DC, 50hp, TM	GT5	68x?	30	3-Axis w/aileron and flaps (yoke controls ailerons and elevator - pedals control rudder); tandem seating with yoke for front & backseat; strut-braced wings. First models were sold with an 8.5-gallon, root tube tank (17.5-gallon wing tank upgrade available P/N 91430) and no doors (door kit available P/N 90675).
90	GT500	Rotax 582, DC, 65hp, TM	GT5	68x38	30	Same as above except this model was equipped with a door kit, long range fuel tank, 3-blade Warp drive prop, "C" gearbox, electric start, ASI, VSI, Altimeter, Water Temperature, Tach, Compass, and Hour Meter. A special BRS parachute was made to fit in the compartment behind the rear seat
93-96	GT500 582 Certified	Rotax 582, DC, 65hp, TM	GT5C	72 adj.	30	The first and only Ultralight type aircraft (to date) to be certified by the FAA in the Primary Sport Plane Category. It came with all the options listed above. It was only available factory assembled.
99-....	GT500 912	Rotax 912, 80hp DC, TM	GT5	71 adj.	30	Same as above with the addition of Oil, PSI, and Oil Temp Gauges. Other changes have been made to the wing & airframe and an upgraded engine mount kit is included with this kit.

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