



Yamaha now has a wide, almost total range of 4-stroke outboards, and whilst they might not have been the first “cab off the rank” they’re certainly one of the biggest, and in many ways, the market leader.

Certainly, in terms of outboard motor sales, Yamaha is a country mile ahead of all of its competitors.

Yamaha has always enjoyed a terrific reputation with Australian fishermen and boatowners and the advent of the 4-stroke range (known as the “F” series) seven years ago has only nurtured Yamaha’s reputation for reliability, longevity and now, the many clear-cut advantages of the 4-strokes too. These include smooth, quiet running at trolling speeds,

several years.

Suzuki is a slightly different, but whilst they have good 30/40/50’s and a beautiful 70 hp 4-stroke, (although it’s fairly heavy at 152 kg) they too are missing the critical 60hp, a light 70, and a sensible weight 80hp 4-stroke models.

Yamaha, on the other hand, offer their F-40, F-50 and F-60, F-80 and F-100 series from the largest single brand dealer network in Australia.

By tailoring engines to the booming Australian tinnie market, Yamaha has shoe horned themselves up to Number One status in 4-stroke sales.

But they haven’t concentrated just on the tinny market – Yamaha have been busily releasing a stream of engines at the top end too, including



150hp Yamaha 4-Stroke

Superb new in-Line 4 Cylinder, 4-Stroke Outboard

Introducing one of the most important new outboards to be released in Australia by any of the outboard companies, but especially for Yamaha. The new in-line, 4 cylinder 4-stroke outboard culminates Yamaha’s massive investment in 4-stroke technology and confirms its leadership role in the hotly contested international world of 4-stroke outboards.

minimal vibration and 33-40% (at least) better fuel consumption.

In some ways Yamaha has been a little bit more cunning than other outboard manufacturers, probably due to their higher level of experience in the recreational and commercial marine world around the globe, where Yamaha has been a force to be reckoned with since the mid 1970’s.

In Australia though, Yamaha has been particularly clever in targeting specific areas where maximum volume can be achieved – something that still bedevils the Honda and to a lesser extent the Suzuki ranges.

For example, Yamaha long ago recognized the critical importance in Australia of 40, 50 and 60hp engines and have a very good 80/100 4-stroke pigeon pair.

Honda, meantime has always had a terrific 30/40/50hp 4-stroke series, but the 60hp, 70hp and 80hp “gaps” in their range have let them down for

the superb 200 and 225hp motors to compliment the outstanding mid range engines at 80hp, 100hp and the 115hp 4-strokes.

In all, Yamaha have a range that includes some exemplary models, and to this lineup they’ve recently added the 150 4-stroke.

Background

A lot of people have been waiting a long time for this engine. Promoted extensively by an “imaginative” advertising campaign months in advance of its arrival, Yamaha have worked hard to try and neutralize the impact of the widely acclaimed and incredibly light 140hp Suzuki 4-stroke.

Because Suzuki had several months jump on them in terms of supply, Yamaha worked very hard to make sure everybody knew the 150 was coming on to the market towards the end of last year.

It’s not hard to see why the Yamaha

team in Australia is excited about this engine. It’s another example of how 4-stroke outboard motors are now all starting to eat away at the only real disadvantage they’ve had compared to the 2-stroke outboards – the additional weight 4-strokes used to have compared to modern 2-strokes.

However, the power to weight ratios of the latest 4-strokes have increased to such an extent, they are now commonly the same, and in some cases, even better than 2-stroke outboards.

The new 150 4-stroke is a very good example of this development.

At 220kg for the 25” (extra long) version of the F150A, this 4-stroke outboard is directly comparable to the long serving V-6 Yamaha 150 FETO which weighs 200kgs, let alone the more sophisticated Yamaha 2-stroke HPDI (direct fuel injection) model which weighs 220kgs – yes, that’s exactly the same as the new 4-stroke. So all those debates and discussions about the weight disadvantage of 4-strokes are rapidly disappearing, as the latest technology is put into place, and the weight is pared off the 4-stroke packages.

That the engineers have been able to achieve such quality of engineering in 220kg is exceptionally good, and augers very well indeed for future models already rumored to be in the pipeline.

As it happens, the writer had more than the usual interest in this test report because the 150hp V-6 Yamaha has long been one of the writer’s all time favourite engines.

We had a pair of them on the beige 23 foot SharkCat “Take Two” for several years in the late 1980’s, and they delivered exceptional performance offering a combination of reliability, turbine-like smoothness and sufficient grunt for us to lay down and dare I say sustain, the all time speed record for a “flight” between the Royal Prince Alfred Yacht Club in Newport on Pittwater, and the CYC on Sydney Harbour!

Yes, it was a magnificent outfit with superb engines in a package that was one of the most satisfying craft to drive we’ve ever owned. We had the boat for several years before it was finally sold off to a charter fishing operation in Darwin where it is to this day I believe, still in use. The point is though that the writer has had very

