

# YAMAHA's 30hp 2-stroke Powerhouse

This is an interesting test – an outboard with an OEDA star rating of 1 (on a scale of 5, but no engine can yet make 5), 2-stroke technology running 100:1 oil fuel ratio, carburetors instead of fuel injection, this is one of the more traditional style of engines, that's been in the Yamaha range for many years. It's also one of the best value on a horsepower per dollar basis, and it enjoys a near legendary reputation for reliability and long service life. With all this in mind, we decided it warranted a closer study to examine its relevance in today's emission conscious world.

**T**he 30hp Yammy 2-stroke is really a blast from the past, but that said, it is still one of the best value outboards on the market today, and it has a reputation for just going, and going, and going.

It is an extremely reliable engine, too, and I'd like to bring to readers' attention some of the thoughts of our own contributors who would prefer to have this model with its carburetors than the later, more sophisticated outboards with fuel injection.

Case in point is Neil Dunstan's new tinny which he is setting up in central Qld as his creek 'n crabbin' boat for local work to replace his ancient 25 year old version. Neil is looking for a carburetted outboard to power his brand new, 2008 wide bodied Quintrex Dory, and when queried about his decision, explained to the writer, "Pete, I know it's old fashioned, but given the problems we've got with dead fuel today, and how easy it is to get water in the petrol (even if it isn't off its octane rating) I believe a carburettor system is a better proposition for pensioners like me who want a boat that will not let them down at sea."

Makes you think, doesn't it? Neil's talking from a base of about 50 years hard won, small boating experience and I wouldn't even try to argue the point with him. Quite frankly, I think there's a lot of merit in what he says.

Today's fuel injected racks have

become so sophisticated they are wonderful bits of engineering, but they're nowhere near as robust or as durable as yesterday's old butterfly carburettor systems.

As Neil pointed out, when we're having so much trouble having fuel hold its octane rating, and fighting against the common syndromes of water in the petrol from storage in tropical areas, there is no doubt in my mind, either, that a carburettor system is more robust and able to withstand the vagaries of today's fuel supply, better than a highly sophisticated, computer controlled, electronic management system driving a fuel injection system.

Testing this 30hp 2-stroke brings this whole issue of reliability and ease of maintenance to the fore.

Many readers have written to F&B bemoaning the loss of being able to service the latest outboard engines themselves, because there's no way the average man in the field can service or look after a computerised fuel injection system – but he can certainly clean out the filters, blow down the carburetors and blast out any water in the system in a carburetted engine. I know, because I've done it on many occasions myself – but I wouldn't even try with a fuel injected model.

However, before everybody jumps up and down and shouts the obvious points and advantages of the more modern fuel injected, computer-managed fuel systems, let me

