

Yamaha's Sweet Running 80hp 4-Stroke Mid-size, 1.59L Outboard

An awful lot of fuss is made about 2-stroke vs 4-stroke, SOHCs vs DOHC, direct injection vs supercharging, singles vs twins . . . but in the end what everybody wants is the same. A reliable, economical marine powerplant they can trust with their lives - like this Yamaha; it has the runs on the board.

The combination of the Quintrex 490 Topender and the Yamaha 80hp 4-stroke outboard was not something that happened by chance – we've been trying to hook up this combination for some time, because it promised to offer a near perfect compromise between performance, load carrying ability, fuel economy, smoothness and reliability.

The Quintrex 490 is actually a very big boat for its size – not kidding! It has an overall length of 5.41m with a hull length of 5.33m – but even these figures don't provide the full story, for what you can see on the opening page (page 34) is a boat that absorbs a lot of blokes, fishing gear, sinkers, camera gear, the milk crate (etc!) very quickly - and this is the problem.

When we had the excellent Trailcraft 475 Profish as an F&B Project boat for nearly 2 years, part of the program was to have it used by the whole F&B team – and then some! It was a very popular rig, and powered with the 60hp Yamaha 4-stroke, the smaller cousin to this one, it performed faultlessly, with the only criticism ever being made of the combination arising when the guys hit rough water with more than 2 or 3 people onboard, or simply had more than the 2 or 3 people

we used the boat with most of the time.

The writer felt that with some offshore and bar work situations, the 60 was definitely wanting, so when we looked at purchasing the bigger 490 for ourselves, we were very keen to note that whilst the 60 would almost certainly work in about 75-80% of the

The original test of the 490 was published in F&B #151, so we won't go over old ground, simply to point out to readers that it was an outstanding test which left the writer convinced that with the ally trailer under it, it really was an almost perfect BMT combination.

Space prohibited us publishing the full fuel and performance information at that time, much less any comprehensive information about the Yamaha 80 itself – that's what this report is all about.

Engine Specs & Stuff

The Yamaha 80 is a little bit of an orphan, given that it weighs 172kg which is considerably more than its 110kg, 60hp cousin, but the same as the 100hp Yammy (they use the same block and specifications) and is only just a bit shy of the weight of the very popular Yammy 115hp which, on the same basis, comes in at 193kg.

Indeed, even the considerably more powerful (87.5%) 150hp Yamaha only weighs 220kg (27.9%) more, so for many situations, the boating public invariably opt for the 100hp outboard if the hull will allow it, because the weight of the 80 and the 100 are the same, and in an awful lot of cases

