

# Yamaha's

## 3 Cylinder, 40hp EFi

### 4-Stroke Outboard

Continuing our program of independent "hands-on" engine tests with F&B's hard working Stacer 429 Nomad, the "mule" we're using as the standard platform to test a wide variety of engines between 20-40hp. By using the one boat constantly throughout the program, with identical crews and equipment, we are producing a growing file of statistics and data that makes very interesting reading. This month's Yamaha 40 4-stroke test was no exception - except it assumed the mantle of being the favourite, so far . . . . .

We first saw the Yamaha F40 4-stroke EFI (electronic fuel injection) at the Brisbane Boat Show last year. A pre-production model, we were impressed by the new cowling, style and finish, and urged Yamaha to make one available to us ASAP.

But it was not that simple, because international demand on the Yammy 40 has made these engines quite hard to find in the Yamaha Showrooms around Australia, and it's taken a little while to get this exciting new engine together with the weather, the Stacer, the day - and the idyllic winter conditions we scored on the Gold Coast for the trials. (*Gotta luv the 'Coast in winter!'*)

As you can see in the photographs, it follows contemporary Yamaha lines, with the new swept back styling (which is quite nice, I think) and although it's not unique to Yamaha, this time we came face to face with one of the Great Big Changes affecting modern outboard motors.

No, it's not the clean, green emissions controls, or the fuel injection, or the 4-stroke engine design



– it's all about the removal of the traditional recoil starter rope from the forward face of the engine cowling.

True, it wasn't on the Honda 40 we tested last month either, but for reasons neither of us can explain, (apart from the obvious!) we didn't really pick up on it because the Honda EFI electronic

starting procedure is so 'instant', the issues of starting the Honda any other way didn't really arise.

Now that's pretty slack on our part, I have to confess, but sometimes the most obvious things slip under your nose in these test programs, and sadly, we're human like everybody else i.e., we make mistakes!

Here, we had to confront the starting issue for one very simple reason – the master switch was left 'on' in the Stacer when the engine was installed and tested, and the circuit in the Stacer is consistent with Stacer's policy of grounding to the hull, so by the time we got to test the Yamaha 40 a week or so later, the already tired 12v battery was dead flat.

"No worries," I thought, "I'll just start it manually and we'll get enough charge to tickle up the battery for the rest of the day . . ."

"Hang on . . . how do I do that? Hey, where's the rope to pull? What's Mr Yamaha's phone number . . . ."

"Whaddya mean it's under the bonnet? How odd is that?"

Thus began a few hours of soul

