

Yamaha F30B

Tiller Steer 4-Stroke Outboard

Released late last year, the new 30hp 4-stroke Yamaha redefines the words “sweetness” and “smooth” and almost totally changed the traditional definition of a “tinny”. When we bolted this 30hp version of the more powerful 40hp Yamaha onto a Stacer 429, we thought the test might be a bit disappointing - but that wasn’t the case at all. PW/RC reporting.

This is the smaller brother of the F40B we tested back in F&B #157 which turned out to be one of the best tests we’ve conducted over the last couple of years. At \$1,200-\$1,500 cheaper, the F30B offers all the technical advances of its bigger bro, so the saving is certainly worth looking at if it’s being used on a slightly smaller craft.

To find out how much smaller, we bolted the F30B onto the identical test rig to do a comparison of the performance between the two engines.

Start-up

With the engine supplied and installed by Broadwater Marine here on the Gold Coast, we knew before we began the test would be pretty special – the Yammy F30/F40 series is without a doubt one of the better engine developments in the outboard world.

What makes these engines so interesting is that they really do give weight to the cliché “state of the art.”

Only a few years ago, outboard engines were invariably 2-stroke in this class, always carburetted, and fuel injection was just a dream in the outboard engineer’s eye. Today, we were driving down to Runaway Bay launch ramp with a 30hp, 3 cylinder outboard built around Yamaha’s proven ECM-controlled multipoint electronic fuel injection system which, as we’ve

tested before, precisely adjusts the air/fuel mixture and ignition timing according to speed and load to ensure efficient and stable combustion.

The result is superb overall performance - but what is so remarkable is that it is now available down the line as far as this 30hp Yamaha outboard. For readers who have just joined F&B and haven’t followed our test series, let me remind you of the advantages of the ECM controlled fuel injection system. Quoting from the Yamaha engineer’s

design notes, these include:

- Sure start-up. Simply turning the electric starter key starts the engine quickly, regardless of temperature and atmospheric pressure.
- Excellent performance. The long intake manifold also improves air efficiency to generate additional torque.
- Superior fuel efficiency – check the numbers on the tabulation and once again observe the exceptional fuel economy of this remarkable engine.
- Low exhaust emissions. The new

