

# Yamaha 4.2L V-6s

Once again, outboard technology has moved forward in one great big leap, delivering exceptional benefits for today's big outboard consumers.

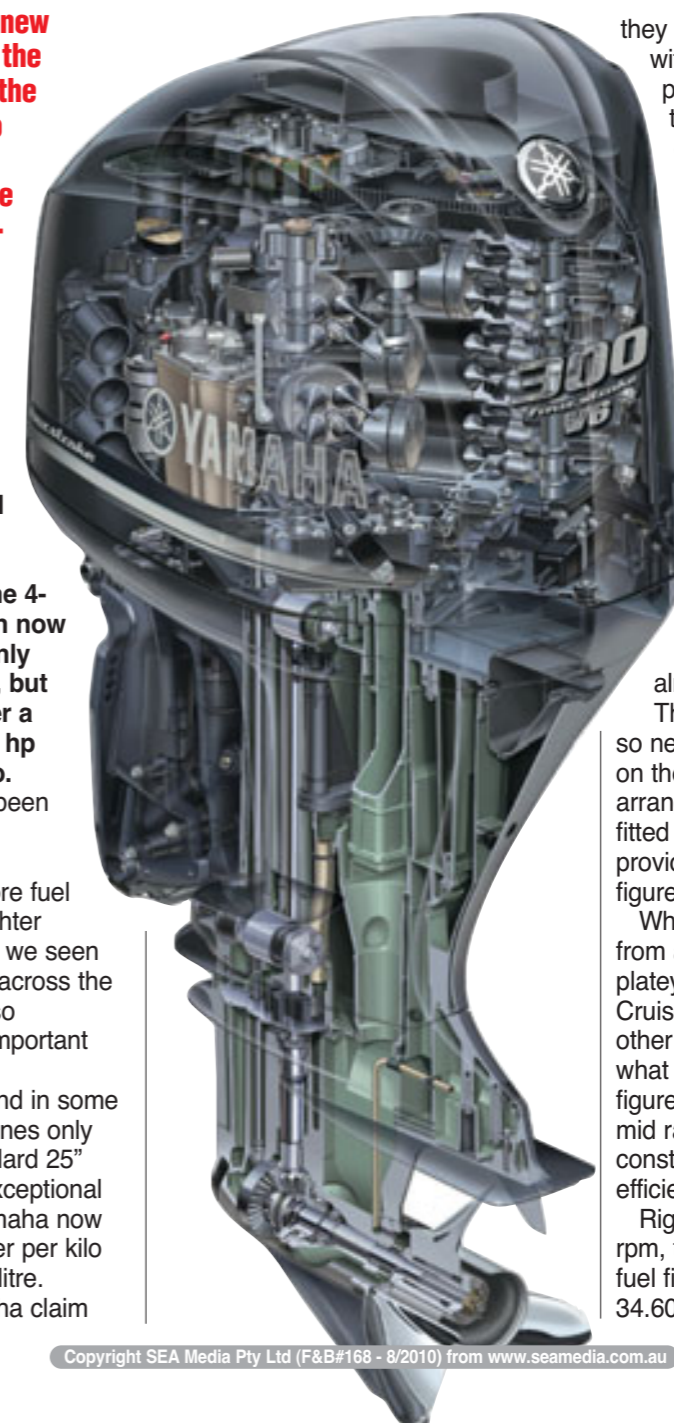
With the release of the new Yamaha V-6 outboards, the F300B, the F250D, and the F225F, Yamaha claim to have positioned themselves on top of the outboard "food chain" - and given the performance and sophistication of these engines, few would have argument with the hyperbole.

Bringing these second generation 4-stroke outboards to market, Yamaha have climbed the 4-stroke mountain and can now claim ascendancy not only over the 2-stroke world, but lay claim to mastery over a big share of the 200-350 hp diesel engine market too.

Most boatowners have been aware for some time that outboards were becoming bigger, more powerful, more fuel efficient, in smaller and lighter packages, but never have we seen such a trifecta of engines across the vital 200-300hp range to so effectively dominate this important class of engines.

It's difficult to comprehend in some ways, because these engines only weigh 253kg in their standard 25" versions, and that is an exceptional figure, with the 300hp Yamaha now producing 1.19 horsepower per kilo and 71.4 horsepower per litre.

More importantly, Yamaha claim



they are producing these outputs with exceptional reliability and proven fuel efficiency – and there's no doubt about their effectiveness on a transom. With this sort of power : weight ratio, they can literally light up the horizon and initial demonstration trials have all been spectacularly successful.

But fuel is the byword for 2010-11, as it is almost certainly set to rise for a variety of well publicised reasons, ranging from BP's losses in the Gulf oil spill, to the excess demand being experienced for energy around the globe. Oil is a commodity like any other, and according to the experts, fuel prices are set to rise again almost immediately.

This is what makes these engines so newsworthy. At the recent release on the Gold Coast, Yamaha had arranged for a variety of craft to be fitted with the new engines and then provided extremely accurate fuel flow figures for all the installations.

Whilst the craft involved varied from a sleek, skinny 6.1m Yellowfin platey to a much heavier GRP 685 Cruise Craft Outsider, with various other craft in between in the mix, what stood out was that the fuel figures for all three engines in the mid range area were surprisingly constant – and astonishingly fuel efficient.

Right across the board, at 3,500 rpm, these Yammies were turning out fuel figures ranging from 28.7 L/ph to 34.60 L/ph with remarkable

