



The lightest and most powerful V6 outboard in its class

Whether you enjoy the thrill of water sports or just relaxing on your boat, choose the engine that helps you get more out of your time on the water.

Every engine in our range uses Yamaha's latest marine technologies, engine layouts and ingenious intake and exhaust systems - and our 4-stroke development has been so successful because, rather than just adapting ordinary automotive engines for the water, we design and build our marine-specification 4-strokes from scratch.

Without compromising on power, performance or usability, these specially designed engines also help preserve the environment with the use of pioneering clean-burn technologies.



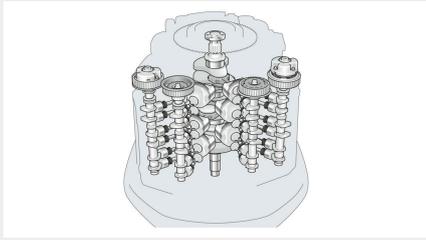
- 24-valve DOHC with Electronic Fuel Injection (EFI)
- The largest displacement with the lightest weight
- Precise digital electronic throttle/shift control
- One-touch 'Start/Stop' control
- Digital Network Gauges (conventional and premium)
- Engine synchronisation (twin/triple installations)
- Shift Dampener System (SDS) for smooth shifting
- Variable trolling RPM
- High output alternator for the engine class (70A)
- Optional Tilt Limiter system
- Yamaha Customer Outboard Protection (Y-COP) option

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The sleek, good-looking 300hp V6 represents the pinnacle of Yamaha's latest-generation marine technology. Designed for the demanding offshore environment, this light, compact V6 engine is a great powerhouse to have behind you on your watersports adventures.

For clean, smooth performance, maximum fuel efficiency and easy starting, the advanced 24-valve DOHC engine features EFI (Electronic Fuel Injection) as well as VCT (Variable Camshaft Timing). Combining technology with style, the sleek, compact design speaks for itself.

Meanwhile, at the helm, Yamaha's 'drive-by-wire' electronic throttle and shift delivers the smoothest, most precise control you'll ever experience.



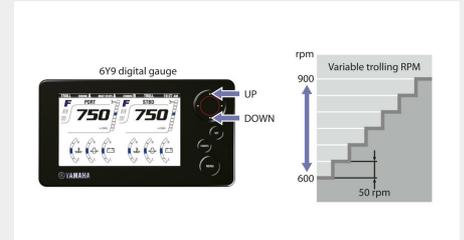
24-valve, 4.2 litre 60° V6 with DOHC, EFI & VCT

An advanced, lightweight powerhead design features plasma-fused, sleeveless cylinders, double overhead camshafts (DOHC) and 4 valves per cylinder. Variable camshaft timing (VCT) delivers increased combustion efficiency across the RPM range. This combination of advanced technologies gives class-leading horsepower-per-litre



Latest cylinder technology - large displacement with low weight

The Plasma fusion process on the cylinder walls is 60% harder than steel, but this advanced technology also offers lower weight, better cooling and less friction. The result is the largest displacement engine in the industry, yet with the lowest weight.



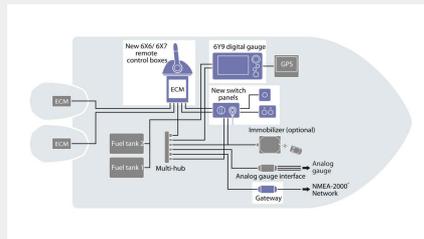
Electronic 'drive-by-wire' throttle/shift and Trolling RPM control

The optional Digital Network System can bring you the most comfortable, enjoyable control you've ever experienced, including automatic engine synchronisation in twin/triple installations and control of engine speed for trolling. A tachometer button adjusts the RPM in simple 50 RPM steps between 600 and 1000.



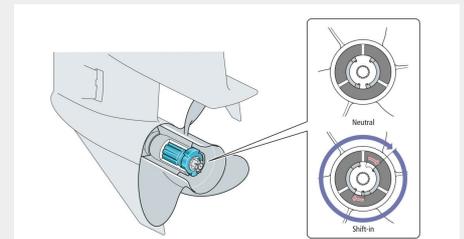
One-touch 'Start/Stop' control for multiple engines

Just pushing a single button allows the engines to be started or stopped instantly in multi-engine installations. The stylish and practical one-touch 'Start/Stop' control switch panel is used in conjunction with the main key switch.



Digital Network System II

The Yamaha Digital Network System II is available for all these engines. It features the latest 6Y9 gauges, a high-resolution colour LCD display, a choice of push-button 'Start/Stop' panels, control boxes, accessories and an NMEA-2000® gateway. This advanced system can easily be configured for single, double or triple engine applications.



SDS (Shift Dampener System)

First introduced for our larger V8 & V6 models, Yamaha's patented Shift Dampener System (SDS) is a great feature that significantly reduces the 'clunk' sound normally associated with moving between gears. A splined rubber hub and aft washer absorb noise and vibration, in a carefully engineered solution that gives smoother, quieter gear shifts.

Engine	
Engine type	4-stroke
Bore x stroke	96.0 mm x 96.0 mm
Displacement	4169 cm ³
Prop shaft output at mid range	220.6 / 5,500 rpm
Full throttle operating range	5,000 - 6,000 rpm
Lubrication system	Wet sump
Ignition / advance system	TCI
Gear ratio	1.75 (21:12)
Starter system	Electric with Prime Start™
No. of cylinders/configuration	V6 (60°), 24-valve, DOHC with VCT
Fuel Induction System	EFI

Dimensions	
Weight with propeller	F300BETX: 260.0kg, FL300BETX: 260.0kg, F300BETU: 268.0kg, FL300BETU: 268.0kg
Fuel tank capacity	-
Oil pan capacity	6.3litres
Recommended boat transom height	X643U:770mm

Additional Features	
Lighting Coil / Alternator	12V -70A with rectifier/regulator
Trim & tilt method	Power Trim & Tilt
Remark	The kW data in this sheet is based on the ICOMIA 28 standard, measured at the prop shaft
Propeller	Optional
Counter Rotation Model	Available (ETX, ETU)
Variable Trolling RPM	With DN Gauges or m-f tiller handle
Dual Battery Charging System	Optional
Shift Dampener System (SDS)	Optional
Control	Drive By Wire (DBW)
Engine immobiliser	YCOP optional