



## Technology the world trusts

When you're looking for strong, immediate thrust and pulling power, rather than out-and-out speed, choose the engine that will deliver exactly that, whatever the conditions.

Every engine in the Yamaha FT range uses the very latest Yamaha marine technologies, including the patented Dual-Thrust propeller – offering maximum thrust in both Forward and Reverse, it provides effortless manoeuvrability and easy stopping, even over short distances.

And, without compromising on power, performance or usability, Yamaha's specially designed marine engines also help to preserve the environment through the use of pioneering clean-burn technologies.



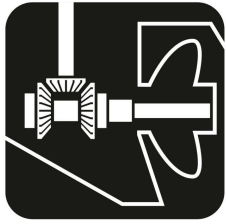
- Special gear ratios for higher thrust
- Dual-Thrust prop – high-thrust in Forward/Reverse
- Ergonomic shift lever on the tiller handle
- Easy-fold tiller design for storage & portability
- Extra resting pad for convenient vertical storage
- Compact and efficient engine design
- Remarkable power and impressive torque
- Power tilt
- CDI Ignition
- High-output alternator
- Shallow Water Drive for cruising close inshore
- Fresh water flushing system

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For raw power and precise handling, an FT model is the perfect answer. Ideal for sailing, fishing and utility boats, these high-thrust, high-torque engines set high standards of performance, with minimal noise and vibration – and maximum fuel economy.

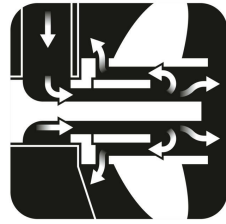
The FT models use Yamaha's patented Dual-Thrust propeller to provide full thrust in Forward and Reverse – making light work of manoeuvring a heavy boat. The lightweight FT8 is perfectly portable and the comfortable-to-use, integrated carrying handle helps too.

Offering the same technical features and advantages of the ever-popular F8 - but more - this FT version is like a powerful workhorse - designed never to let you down.



### Special gear ratios for higher thrust

The T engines are purpose designed to deliver greater thrust and torque than a conventional engine and their special gear ratios help prevent cavitation and prop slippage. They work in combination with other unique features to provide the ideal power source for boats where load-hauling capability is more important than high speed.



### Dual-thrust props for maximum power in Forward & Reverse

The special propellers fitted to the T Models are not only of a larger than normal diameter, but have low pitch blades, designed to maximise thrust in both Forward and - by re-directing the exhaust flow - in Reverse too. This gives greater manoeuvrability, which is especially helpful when handling a heavier boat.



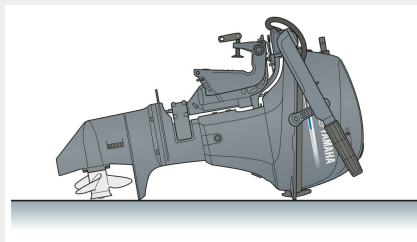
### Latest-generation engine design - efficiency and power

The T 8hp is a very compact and super-efficient engine design, with twin cylinder, SOHC (Single Overhead Camshaft) configuration. The stylish and compact design of the top cowling and graphics also reflects the modern approach to be found on all our latest-generation engines.



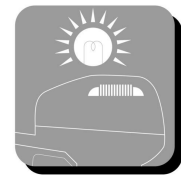
### Advanced tiller handle design and controls

For the 8hp and T 8hp, a fully ergonomic design approach has been adopted for the tiller handle and controls. The handle is a very convenient length and the shift lever is ideally positioned on the handle, within easy reach, for confident, relaxed control. The easy-fold-up handle arrangement makes carrying and storage a breeze.



### Rest pad for vertical storage position

This exciting engine features some other very practical refinements that make storage a breeze. The special rest-pad allows you to store the T 8hp vertically - or simply lie it on its back on the deck or floor - and with the new fold-back tiller handle, you can be sure that your outboard will be taking up less space on board or at home.



### High-output alternator

Never get left short of electrical power. A High-output alternator is a standard feature on our T series of outboard engines, ensuring that power is always available to start the engine - even after prolonged periods of idling or when you've been running at low revs and using multiple accessories.

<b>Engine</b>	
Engine type	4-stroke
Displacement	212 cm <sup>3</sup>
No. of cylinders/Configuration	2/In-line,SOHC
Bore x stroke	56.0 mm x 43.0 mm
Prop shaft output at mid range	5.9 / 5,500 rpm
Full Throttle Operating Range	5,000 - 6,000 rpm
Lubrication system	Wet sump
Fuel Induction System	1-Carb
Ignition / advance system	CDI
Starter system	Manual (MH), Electric (E, EP)
Gear ratio	2.92 (38:13)
<b>Dimensions</b>	
Transom height	L552X:620mm
Fuel tank capacity	separate, 12litres
Oil pan capacity	0.8litres
Weight without propeller	43kg - 49kg
<b>Additional Features</b>	
Control	Tiller handle (MH), Remote control (E, EP)
Trim & Tilt method	Manual Tilt (MH, E), Power Tilt (EP)
Light coil / Alternator Output	12V -6A*optional**
Propeller	Included
Remark	The kW data in this sheet is based on the ICOMIA 28 standard, measured at the prop shaft

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