



XTO 375hp V8



Technology the world trusts

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 model 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 automotive engines for the water, we've always designed and built 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.



- Extreme Power - 5.6 L • 32-v • 60° V8 • DOHC • VCT
- Efficiency - first-ever Direct Injection 4-stroke
- Precision - built-in electric steer-by-wire system
- Ultimate control - unique all-electronic systems
- 300% more reverse thrust from new exhaust system
- Reliability - tough custom-engineered crankshaft
- Dependability - new heavy duty gear system
- New sleek lower unit design with massive gearcase
- Dual chamber oil pump to handle extreme demands
- Ultra-convenient in-water gear oil change facility
- High Output charging - for more output at low rpm



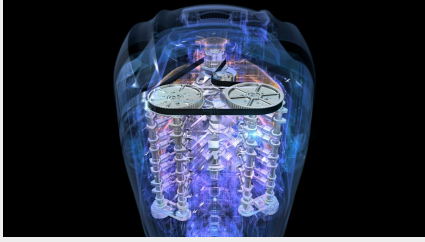
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If you are looking for huge amounts of power and thrust, and the cutting-edge technology of Yamaha's XTO range, the XTO 375hp V8 is there for you.

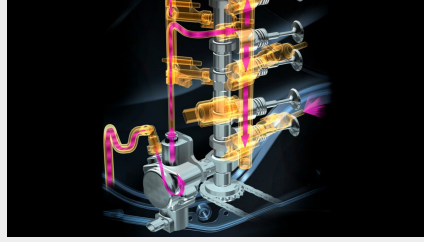
The muscular new shape and dynamic look of the XTO 375hp V8 immediately communicate its incredible industry-first concepts and technologies waiting to be unleashed.

The first direct injection 4-stroke. The first with integral electronic steering, linking seamlessly to Yamaha's Helm Master® system. The first to achieve a new level of reverse thrust, torque, and speed. It's a genuine performance revolution for larger boats and an incredible story.



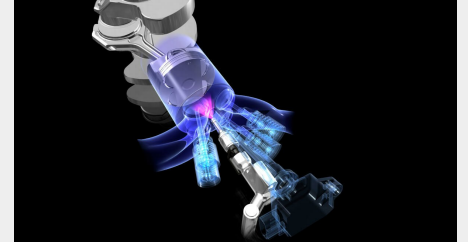
High levels of power, torque and control

XTO stands for Xtreme Thrust Output because this awesome V8 unit delivers a totally new generation of power, performance and precision control never before available. Together, our XTO 375hp V8 and XTO 425hp V8 XTO engines and unique Helm Master® system provide a seamlessly integrated total power and control solution for larger offshore boats. Explore the Extreme.



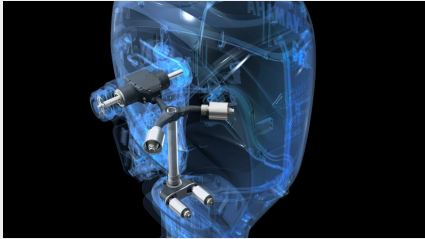
5.6 litres of naturally aspirated V8 power

At the heart of this flagship powerhouse is Yamaha's very latest technology, taken to new levels. With features like 5-pump Direct Fuel Injection, VCT (Variable Camshaft Timing), DOHC (Double Overhead Camshafts), dual chamber oil pump, 2-stage water pump, quadruple thermostats, our unique in-bank exhaust system ... the stage is set.



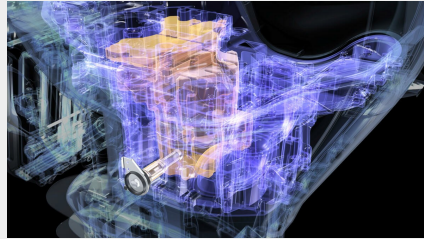
Ultimate efficiency from Direct Injection

With our constant quest for ever-greater efficiency and economy, industry firsts often happen at Yamaha and the fuel system on the XTO outboards is a good example – it's the first-ever Direct Injection 4-stroke engine. In fact, the XTO outboards are packed with such advances, from the in-water oil change facility to the thrust-enhancing exhaust system.



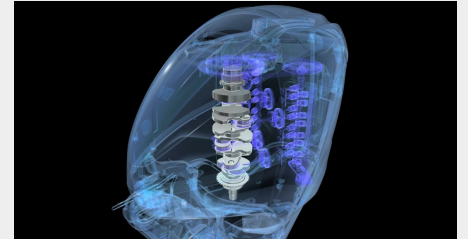
Integrated electric steering – smoothly efficient.

This highly efficient system, actually built into the motor unit itself, is not only lighter and less complex than a separate hydraulic system, but is cleaner to fit and operate. What's more, the response time for the helmsman is faster and more precise – and the result even smoother.



Convenience is important to any owner

That's why the XTO 375hp V8 XTO has thoughtful features like these: The facility for an in-water gear oil change – with the boat still at the dock. A multi-part cowling that has quick-access locks and allows secure, easy access for maintenance and adjustments. A High Output system to provide stable 72A charging – and 58A charging even at low rpm.



Extreme performance demands tough technology.

There can be no compromise on build quality and reliability at this level, so every bit of the XTO engines are built super-tough. From the massive crankshaft to the torque-absorbing heavy duty gears – and from the extra-large diameter prop shaft to the completely new gearcase design, with its low friction co-efficient and better cooling.

Engine	
Engine type	4-stroke
Bore x stroke	96.0 x 96.0
Displacement	5559 cc
Prop shaft output at mid range	279.6kW / 5,500 rpm
Full throttle operating range	5,000-6,000 rpm
Lubrication system	Direct Fuel Injection
Ignition / advance system	TCI
Gear ratio	1.79 (25:14)
Starter system	Electric
No. of cylinders/configuration	60°-V8, 32-valve, DOHC with VCT

Dimensions	
Oil pan capacity	7.8 litres
Recommended boat transom height	X:640mm U:767mm E:894mm
Weight without propeller	442 – 463 kg

Additional Features	
Lighting Coil / Alternator	12V-90A 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
Full tilt up angle	77°
Propeller	Optional
Shift Dampener System (SDS)	Optional
Control	Drive By Wire (DBW)
Digital Network Gauge II (CL7)	Optional