



Integrated Digital Electric Steering.

The exciting new integrated digital electric steering system keeps everything tidier and more compact, whilst delivering smoother, more precise handling. It's also extremely simple to link this unit to any of the Helm Master EX® systems, further enhancing the helm's control and precision.

The 150hp engine has been made even more user-friendly, thanks to an optional integrated hydraulic steering system. Another way to create a cleaner, tidier bilge well. Ideal for upgrades and repowers.

Yamaha's exclusive TotalTilt™ function allows complete tilt up or down, with a simple double-push of a button. A redesigned multi-part cowling with quick-access locks allows secure, easy access for maintenance and adjustments. Finally, an optional light alerts people when the engine is running.



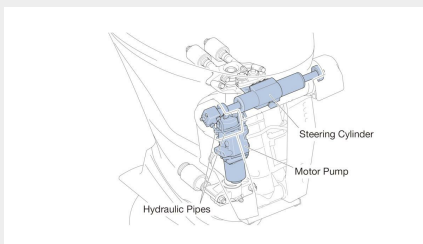
- Integrated Electro-Hydraulic Steering
- Optional Integrate Hydraulic Steering
- 2.8 litre 4-cylinder DOHC 16-valve with EFI
- Digital electronic throttle and shift
- Variable Trolling RPM controls low speed operation
- Compatible with Yamaha Digital Network system
- Shift Dampener System (SDS) for smooth shifting
- Premium 5" LCD colour screen option (F200G only)
- High output alternator (50A)
- Yamaha Customer Outboard Protection (Y-COP) option
- Optional Tilt Limiter system

Integrated Digital Electric Steering.

Chase down some high-power adrenaline rushes as the 150hp comes with a four-cylinder configuration, delivering smooth acceleration. The integrated steer-by-wire helm system gives you more precise handling, a smoother experience and reduced maintenance.

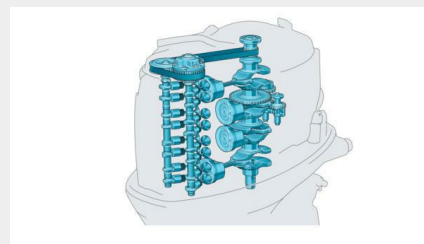
This new unit offers fresh styling and modern design, aligning the aesthetics of the Premium and High Power segments. The design cues and graphics on this engine are all pointers to the exciting technology that lives just inside.

The 150hp engine benefits from enhanced connectivity for greater control and confidence, linking with Helm Master EX®, Yamaha's latest CL5 gauge and the latest Drive-by-Wire throttles for smooth shifting, with single and multiple engine throttles available.



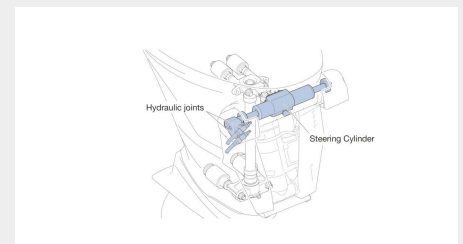
Integrated Electro-Hydraulic Steering

Electro-Hydraulic Steering (EHS) is now built-in to select 150hp engines. Enjoy a clean, spacious bilge with no hoses or external rams. No need for fluid filling and clean-up, and no special bleeder ports or hoses. Technicians can rig EHS significantly faster and more easily, plus EHS equipped engines can be fitted with the new optional Helm Master EX system.



16-Valve DOHC Direct-Action In-Line 4

With two intake valves and two exhaust valves on each cylinder, each with twin camshafts, which are also driven independently, intake and exhaust efficiency are dramatically improved, optimising fuel use during combustion. The TCI ignition system ensures easy starting, consistency, longer plug life and therefore the ultimate reliability.



Optional integrated hydraulic steering.

Whether re-powering a current vessel or rigging a brand new boat; integrated hydraulic steering offers many of the benefits of the integrated Electro-Hydraulic Steering such as a better, tidier appearance and quicker fitting.



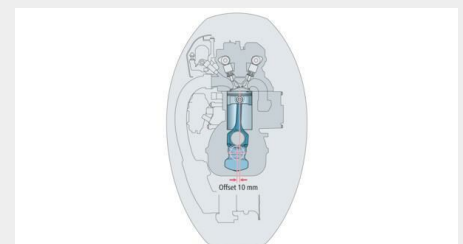
Electronic 'Drive-by-Wire' throttle and shift

Offering the driver simple, comfortable control, the optional Digital Network System automatically synchronises engines in twin or triple installations and offers a one-touch Start/Stop button. Our premium multi-function display gauge, with its five inch LCD colour screen is another attractive option for the 150hp model.



Helm Master EX® made easy

Get going with electric keyless ignition, then dive into enhanced handling features for single and twin-engine boats with the precision joystick control system. Kick back and enjoy the view with AutoPilot and keep an easy eye on things as a light on the engine shows when the unit is in gear.



Special offset crankshaft delivers a compact design

We designed the 150hp to be ultra-compact and the special offset crankshaft and gear-driven balance shaft are just two of the many technical advances pioneered by our engineers to help achieve that aim. The labyrinth exhaust system, with its water-sealed outer walls make it exceptionally quiet too.

| Engine | |
|--------------------------------|--------------------------------------------------|
| Engine type | 4-stroke; DOHC; In-Line Four-Cylinder; 16-valves |
| Bore x stroke | 96.0 x 96.2 |
| Displacement | 2,785cc |
| Prop shaft output at mid range | 150hp @ 5,500rpm |
| Full throttle operating range | 5,000 - 6,000rpm |
| Lubrication system | Wet sump |
| Ignition / advance system | Electronic ignition (TCI) |
| Gear ratio | 26/14 1.86 |
| Starter system | Electronic ignition (TCI) |
| No. of cylinders/configuration | L4 |
| Fuel Induction System | EFI |

| Dimensions | |
|---------------------------------|------------------|
| Oil pan capacity | 4.5 L |
| Recommended boat transom height | L: 516mm X:643mm |
| Weight without propeller | 242kg - 244kg |

| Additional Features | |
|-----------------------------|-----------------------------|
| Lighting Coil / Alternator | 50A (Charging capacity 31A) |
| Trim & tilt method | Power Trim & Tilt |
| Propeller | Optional |
| Counter Rotation Model | Available |
| Shift Dampener System (SDS) | Optional |
| Control | Drive By Wire (DBW) |
| Engine immobiliser | YCOP |
| Shallow Water Drive | Standard |
| Tilt limiter | Optional |