

XTO 400hp V8

The torque of the town.

This is a heavyweight built with a jeweller’s precision: Huge-displacement muscle combined with meticulous engineering to ensure absurd power delivery without sacrificing smoothness, control or longevity. Smug face completely justified — just try not to overdo it in front of the neighbours.

On the outside, it delivers sleek Yamaha refinement. On the inside, it’s a mechanical beast optimised for thrust, efficiency, and cooling — everything a larger boat needs to leap onto plane or hold speed in the rough conditions without breaking stride (or sweat).

Whether cruising, chasing sport fish, or simply showing the marina what “premium” actually looks like, the XTO 400hp V8 brings unmatched authority. It’s punchy, polished, and built to transform every outing into a story you'll hear told back to you long after you dock.



- Sleek design

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Torquing your language.

The XTO 400hp V8 takes the concept of “big power” and turns it into an art form. Direct injection sharpens performance, optimises fuel use, and broadens the torque curve until it’s essentially its own postal code. Meanwhile, the integrated Digital Electric Steering makes handling feel silky, precise and wonderfully smooth — especially when paired with Helm Master EX®. And thanks to thrust-enhancing reverse tech, you can slide into tight marina spaces with the calm confidence of someone who definitely did not practise at 5 am when nobody was watching. Definitely.

But it’s not all performance theatre — this engine also brings serious stamina. Built around a naturally aspirated 5.6 L V8 block with heavy-duty gears, oversized prop shafts, and a robust gearcase, it’s engineered for offshore reality, not brochure fantasy. Long runs, big seas, heavy boats — the XTO eats it all for breakfast and asks for a second helping.

And because perfect days on the water need power in more ways than one, the high-output charging system keeps everything humming — fridges, stereos, navigation, mood lighting…whatever fuels your on-board vibe. Add quick-access maintenance, intuitive controls and styling that looks every bit as intimidating as the performance underneath, and you’ve got the V8 makes “taking the boat out” feel like "going out-out".

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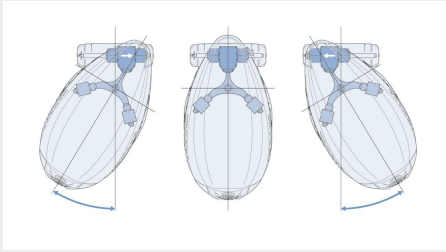
Electronic Fuel Injection (EFI)

Fuel goes straight to the heart of the action. Direct injection improves atomisation and combustion efficiency, delivering sharper throttle response, stronger performance and more power from every drop. No waste. No hesitation. Just results.



Simple maintenance, super charging

Quick-access cowling panels and an easy in-water gear-oil change make maintenance refreshingly straightforward. And with a high-output charging system delivering stable power even at low rpm, your batteries stay ready for adventure.



Digital Electric Steering (DES)

Steering that feels lighter than it has any right to. DES delivers silky, intuitive helm control without pumps, hoses or hydraulic clutter — just clean rigging, precise response and steering that stays smooth long after the novelty wears off.



Helm Master® EX compatible

Complex manoeuvres, simplified. Helm Master® EX turns docking, positioning and slow-speed handling into smooth, confidence-boosting moments, with joystick control and intelligent integration that make tight spaces feel far more forgiving.



Variable Camshaft Timing (VCT)

Smart timing, strong rewards. VCT continuously adjusts valve timing to boost low- and mid-range torque while keeping top-end performance on song — so acceleration feels eager, cruising feels relaxed and overtaking feels… inevitable.



Drive-By-Wire technology

Say goodbye to cables and hello to calm authority. Drive-By-Wire replaces mechanical linkages with smooth digital control, delivering cleaner shifts, sharper throttle response and effortless synchronisation across multi-engine set-ups. It's the difference between driving and commanding.

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Dimensions	
Overall length	1217 mm
Overall width	652 mm
Steering angle	31 deg. each direction
Overall height	X: 2059 mm, U: 2186 mm, E: 2313 mm
Engine transom height	X: 640 mm, U: 767 mm, E: 894 mm
Dry weight	447 – 468 kg

Engine	
Ignition / advance system	TCI
Engine oil capacity	7.8 L/ 7.5 L (with / without oil filter replacement)
Compression ratio	12.3:1
Alternator	104 A (battery charging: 88 A)
Lubrication system	Wet sump
Bore x stroke	96.0 × 96.0 mm
Engine type	32-Valve, DOHC with VCT, 60 deg. V8
Displacement	5559 cm^3
Fuel induction system	Direct fuel injection