FACT FILE
NEW YAMAHA OFFSHORE V6 SERIES

NEW
F300B

NEW
F250D

NEW
F225F
INTRODUCING THE NEXT GENERATION OF YAMAHA OFFSHORE OUTBOARDS.

Yamaha proudly announces the next generation of V6 Offshore four-stroke outboards, the F300, F250, and F225. Purpose designed for offshore use, they all feature 4.2 litres of class-leading V6 displacement, yet with significantly less weight than their predecessors, thanks in part to innovative “break-through” engineering never before used in marine engines. Complete with Yamaha’s signature four-stroke convenience, and reliability – as well as corrosion resistance – they represent the absolute leading edge of high-performance offshore outboard technology.
**NEW YAMAHA OFFSHORE V6 SERIES**

- **Less: Lightest Weight:** At 253kg, the F300 is 112kg lighter than the V8 it replaces, while the 250hp and 225hp V6 models weigh up to 23kg less than other Yamaha V6 four-stroke outboards of comparable horsepower. It is also up to 35kg lighter than competitive 300hp four-stroke outboards.**

- **More: 4.2 Litres of Big-Bore V6 Displacement:** Using the first marine application of plasma-fused sleeveless cylinders, displacement is increased without enlarging the outer diameter of the cylinder, resulting in an outboard with the largest displacement in its class.

- **Less: Time-to-Plane (Fastest Acceleration):** The naturally aspirated big-bore Yamaha F300 four-stroke outboard has the fastest acceleration of any 300hp V6 four-stroke on the market.

- **More: Throttle Response:** Instantaneous, especially in the mid-range, that has to be felt to be believed.

- **More: Best-in-Class Cruise Speed:** Up to 19% faster than competitive 300hp four-stroke outboards at 4000 rpm.

- **More: Long-Range Fuel Economy:** Up to 17% better fuel economy at mid-range RPM than other four-stroke 300hp outboards.

- **More: Best-in-Class Charging Power:** A powerful 70-amp alternator offers charging output over 29% higher than its 300hp V6 four-stroke competitor.

- **More: Convenience:** Popular and useful features like Variable Trolling RPM Control are standard. It can even be rigged to external NMEA-2000® compatible displays or analogue gauges.

- **More: Control:** Works with Yamaha’s new High Definition Gauges and Digital Electronic Controls for the utmost in control and convenience.

- **Less: Noise and Vibration:** Cutting-edge Yamaha four-stroke design and a new Long Span Mounting System give you increased opportunity to quietly approach your quarry, while a new patented shift dampener propeller hub system (SDS) reduces the “clunk” that sometimes occurs on larger outboards when shifting into gear.

- **More: Reliability:** Designed, built and extensively tested to Yamaha’s stringent standards for durability.

* Published weight
ON TOP OF THE FOOD CHAIN

NEW YAMAHA OFFSHORE V6 SERIES FEATURES

Models
- F300B: X = 25" U = 30" Counter rotating model available
- F250D: X = 25" U = 30" Counter rotating model available
- F225F: X = 25" Counter rotating model available

Gauges
- Yamaha HD Display
- Digital Network Gauges
- Yamaha Multifunction
- External NMEA-2000® Display
- Analogue

Controls
- Digital Compatible Electronic Controls
- Mechanical (Cable) Not Compatible

Miscellaneous
- Digital Network Gateway
- Analogue Gauge Interface
- Digital Network Triducer®
- YCOP™ (Immobiliser)
- Variable Trolling RPM

* Consult appropriate Yamaha rigging information and for complete rigging compatibility and requirements information for particular configurations. All rigging items sold separately.
NEW YAMAHA OFFSHORE V6 SERIES FEATURES

Convenience and Control
- New HD display
- New Digital Electronic Control
- Digital Network Rigging System

Warning and Protection Systems
- Over-Heat Warning
- Over-Rev Limiter
- Low Oil Pressure Warning
- YDIS: Yamaha Diagnostic System
- YCOP™ Immobilizer System (optional)

Enhanced Ultimate Corrosion Protection System (UCP-II™)
- Special Aluminum Alloy: YDC80
- Self-Sacrificing Anodes
- Freshwater Flushing Device
- Electro-deposited Inside/Outside Paint Process
- Anodic Exhaust Coating (Alumite)

Symbol Legend
- Power/Performance
- Reliability/Durability
- Convenience/Control
**4.2 litre big bore displacement**

By using a highly-advanced thermally-applied plasma fusion process on the cylinder walls, Yamaha’s new line of V6 Offshore outboards have no conventional steel cylinder sleeves, yet the cylinder walls are 60% harder than steel. That means larger cylinder bores for increased displacement, resulting in more power and torque, without increasing outer cylinder dimensions. It also results in dramatically lighter weight, better cooling, and "micro-textured" cylinder walls that help decrease friction loss, and further increase performance and enhance reliability.

<table>
<thead>
<tr>
<th>Displacement comparison</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Yamaha F300B</strong> 4.2L</td>
</tr>
<tr>
<td><strong>Suzuki® DF300</strong> 4.0L</td>
</tr>
<tr>
<td><strong>Mercury® Verado® 300</strong> 2.6L</td>
</tr>
</tbody>
</table>

**Lightest weight in class**

From the top of the cowling to the tip of the prop shaft, every ounce of weight-savings has been realised for maximum performance without sacrificing durability. There’s even a new advanced polymer composite lower engine pan that lowers weight and increases corrosion resistance.

<table>
<thead>
<tr>
<th>Weight comparison*</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Yamaha F300B</strong> 253Kg</td>
</tr>
<tr>
<td><strong>Suzuki® DF300</strong> 274Kg</td>
</tr>
<tr>
<td><strong>Mercury® Verado® 300</strong> 288Kg</td>
</tr>
</tbody>
</table>

*Published weight
Throttle response and acceleration
Yamaha’s Variable Camshaft Timing system advances and retards the angle of the intake camshaft to dramatically increase power and throttle response in the low- and mid-rpm ranges. This feature helps Yamaha’s new 4.2 litre big-bore V6 Offshore Outboard to deliver awesome hole shot and mid-range acceleration you have to feel to believe.

*Grady White® 257 Advance

Time-to-Plane comparison*

<table>
<thead>
<tr>
<th>Engine Type</th>
<th>Time (sec)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yamaha F300B</td>
<td>6.91</td>
</tr>
<tr>
<td>Suzuki® DF300</td>
<td>7.32</td>
</tr>
<tr>
<td>Mercury® Verado® 300</td>
<td>7.67</td>
</tr>
</tbody>
</table>

Best-in-class fuel efficiency
Yamaha’s 300hp V6 Offshore outboard has up to 17% better long-range fuel economy at 3500 rpm than other 300hp four-stroke outboards. All air entering the engine block of each Yamaha V6 Offshore outboard is routed through a single 75mm electronically-controlled throttle valve. Working in concert with the Precision Multi-Point Fuel Injection System, together they help ensure the precise amount of air and fuel necessary for optimum power and fuel efficiency. The reduction in friction from the Micro-Textured Cylinder Walls further adds to this outboard’s amazing fuel economy.

**Per Yamaha On-Water Testing “Grady White® 257 Advance

Fuel efficiency** comparison (3500RPM)*

<table>
<thead>
<tr>
<th>Engine Type</th>
<th>Fuel Efficiency (km/l)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yamaha F300B</td>
<td>1.42</td>
</tr>
<tr>
<td>Mercury® Verado® 300</td>
<td>1.21</td>
</tr>
<tr>
<td>Suzuki® DF300</td>
<td>0.99</td>
</tr>
</tbody>
</table>
**Cruising speed**
The Yamaha F300 is up to 19% faster at cruise rpm than other 300hp four-stroke outboards. Cruise rpm is where most offshore outboards are typically operated, meaning you get there faster, using less fuel, than competitive models.  
*Grady White® 257 Advance*

<table>
<thead>
<tr>
<th>Model</th>
<th>Speed (km/h)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yamaha F300B</td>
<td>50.53</td>
</tr>
<tr>
<td>Mercury® Verado® 300</td>
<td>44.58</td>
</tr>
<tr>
<td>Suzuki® DF300</td>
<td>42.16</td>
</tr>
</tbody>
</table>

**Best-in-class charging power**
With 70 amps of total alternator output, Yamaha’s new V6 Offshore outboards have over 29% higher total alternator power than other V6 four-stroke outboards. That kind of charging power is vital to help operate today’s wide array of on-board electronic devices.  
*Published alternator output*

<table>
<thead>
<tr>
<th>Model</th>
<th>Alternator Output (Amp)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yamaha F300B</td>
<td>70</td>
</tr>
<tr>
<td>Suzuki® DF300</td>
<td>54</td>
</tr>
</tbody>
</table>
**Rigging compatibility**

Yamaha V6 Offshore outboards are compatible with Yamaha’s new electronic rigging system. Featuring a new 5” high-contrast, multi-engine, LCD display; new Electronic Controls; and new key switches and start/stop panels, this system offers more convenience, flexibility, and information than ever before. There’s even the optional new YCOP™ immobiliser system, which allows the operator to disable the outboard’s ignition system using a battery-operated key fob during periods of non-use.

![](image)

(Optional)

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**Patented shift damper system (SDS™)**

Yamaha’s patented new Shift Dampener System (SDS™) greatly reduces noise commonly associated with shifting gears. Using a special new design and components, much of the resulting force is absorbed, resulting in far quieter and smooth operation. Initially available on Saltwater Series II™ – SDS propellers, which are ideal for these outboards and their typical applications. They will be available in 13”, 15”, 17”, 19”, 21”, and 23” pitches. The 13” and the 23” pitches are new to the Saltwater Series II line up.

![](image)
**Protection from the elements**
All Yamaha V6 Offshore Outboards feature a proven cowling drain system, to easily and efficiently drain away any water that enters the cowling during normal engine operation. Incoming air is routed through a labyrinth of passages that trap and drain water before it enters the engine’s intake, for maximum reliability.

**Protection and power**
Yamaha V6 Offshore Outboards feature an exhaust pressure reduction system, which not only helps keep the propeller hub cooled from hot exhaust gases, it also helps provide more power by helping to force those gases out of the engine.

**Increased cooling capacity**
Yamaha V6 Offshore models come standard with dual pairs of water inlets, for increased cooling efficiency. Located on the front and both sides of the lower unit, each pair of pick-ups operate independently of each other to provide proper water flow in a wide variety of applications and conditions.

**Reliability and efficiency**
4.2 litres of class-leading displacement teams with individual intake and exhaust camshafts to provide more precise valve timing control with fewer moving parts than conventional rocker arm systems for increased reliability. This superior design also allows for use of 4 valves per cylinder which exchange intake and exhaust gases more efficiently for responsive power and increased fuel economy.

**NEW**
**F300B F250D F225F**
**ON TOP OF THE FOOD CHAIN**
**Vibration reduction**

Yamaha V6 Offshore Outboards utilise a new version of our Long Span Mounting System, which employs a specially formulated rubber compound attached to newly-designed engine mounts. Placed as far apart vertically and horizontally as practically possible, they provide necessary strength while minimising vibration.

**Smooth and quiet**

Engine exhaust is routed through a maze before exiting above the waterline through the idle exhaust relief outlet, for unbelievably smooth and quiet operation.

**Advanced technology**

Six individual sensors constantly provide vital atmospheric and engine conditions to the Engine Control Module (ECM), which instantly makes the precise adjustments for optimum performance and efficiency.

**Precise and convenient trolling**

Controlled by Yamaha’s HD display or digital network gauges, the operator can adjust the engine’s trolling speed from 600 - 1000 rpm, in 50-rpm increments. This helps provide precise and consistent trolling speeds in a wide array of conditions.
V6 Offshore Outboards

The breakthrough four-stroke technology used in Yamaha's V6 Offshore outboards help keep exterior dimensions surprisingly compact, and the 32° maximum steering angle to the left or right helps give you excellent control.
DIMENSIONS AND SPECIFICATIONS

Premium HD Display (optional)

Fuel feed Pump

Water separator

Water detection switch

Vapor separator/Fuel injection pump

Fuel injector

Oil control valve

IG coil

ECM

Throttle Control

Shift Control

Ignition Control

Valve Control

Fuel Control

Battery

Digital electronic remote control

PTT switch

Lever position sensor

Premium HD Display (optional)

GPS (optional)

Fuel tank

- Cam position sensor (IV/EX)
- Crank position sensor
- Intake air pressure sensor
- Oil pressure sensor
- Engine temperature sensor
- Intake air temperature sensor
- Knock sensor
- Accelerator position sensor
- Trim angle sensor*
- Coolant pressure sensor (OP)*
- Speed sensor (OP)*

* for Digital Network Gauge
NEW YAMAHA OFFSHORE V6 SERIES SPECIFICATIONS AND FEATURES

**Engine**
- Type: 60° V6
- Displacement: 4.2 Litre
- Bore x Stroke: 96 x 96mm
- Full Throttle RPM Range: 5000 - 6000
- Horsepower Rating:
  - 300hp at 5500 rpm (F300B)
  - 250hp at 5500 rpm (F250D)
  - 225hp at 5500 rpm (F225F)
- Compression Ratio: 10.3:1
- Fuel Induction/Scavenging: EFI/VCT/DOHC
- Alternator Output: 70 Amp
- Starting Method: Electric w/ PTT
- Ignition: TCI Microcomputer
- Lubrication: Wet Sump
- Degree of Trim: -3° through +16°
- Degree of Tilt: 67°
- Exhaust: Through Propeller
- Cooling: Thermostatic Control

**Drive**
- Gear Shift: Forward, Neutral, Reverse
- Gear Ratio: 12:28 (2.33)

**Shaft Length**
- F300B: X = 25" U = 30"
- F250D: X = 25" U = 30"
- F225F: X = 25"

**Fuel and Lubrication**
- Recommended Fuel:
  - F300B Minimum: 94 RON (Premium)
  - F250D Minimum: 90 RON (Regular)
  - F225F Minimum: 90 RON (Regular)
- Recommended Fuel Filtration: Yamaha 10-Micron Fuel/Water Separating Filter (onboard)
- Ethanol Blend Limit: 10% Maximum
- Recommended Oil: Yamalube® 4M (See owner’s manual)
- Engine Oil Capacity: 6.0L

**Weight**
- F300BETX: 253kg
- F250DETX: 253kg
- F225FETX: 253kg
- F300BETU: 259kg
- F250DETU: 259kg

**Limited Warranty**
- Pleasure: 4 Years (conditions apply)

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