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HOT POTS

JACK MURPHY FIRES UP HIS ENGINES AND TORQUES ABOUT EVERYTHING NEW, HOT AND HAPPENING IN THE OUTBOARD WORLD

Outboards; they're to boats like eggs are to bacon and they're to transoms like koalas are to eucalyptus trees. Technically they can stand alone, but what's a koala without a eucalyptus tree? One sad koala. So if you're thinking about buying a new boat, upgrading or repowering, make sure the outboard isn't an oversight – they're the heart and soul of your hull. In this feature we've put together what's new, hot and cool in the mid-range outboard world.

"OUTBOARDS ARE THE HEART AND SOUL OF YOUR HULL"

HONDA BF225

They might've been around for a while, but the technology inside the Honda BF225 is still kicking goals. Famous for its awesome fuel economy and quiet, yet powerful performance, the four-stroke, 24-valve, V6 BF225 is packed with features. One of which, is VTEC (Variable Valve Timing and Lift Electronic Control), the same system Honda uses in its racing technology for sports cars. VTEC incorporates a balance of power, torque and fuel efficiency to achieve a longer, flatter torque curve for maximum power throughout all the rev bands. So you've got loads of power and great fuel efficiency, what else? Well Honda have also just unveiled their new 7 Year Domestic Warranty on all new outboard products. Yep, seven years, that's the largest extended outboard warranty available in Australia.

TECH SPECS

ENGINE TYPE FOUR-STROKE, 24-VALVE, SOHC, V6
WEIGHT 272KG
DISPLACEMENT 3471cc
GEAR RATIO 1.87:1
FULL THROTTLE RPM RANGE 5000-6000

www.honda.com.au



YAMAHA F130AC

Wherever you go in the world, you're likely to see commercial operators running Yamaha outboards on their boats. It's no coincidence either; they're tough, torquey and seriously fuel-efficient. That's why one of the most exciting outboard releases this year was the Yamaha F130A. This new four-stroke powerhouse weighs a minuscule 174kg, which according to Yamaha, makes it the lightest in its class. A four-cylinder, 16-valve, 1832cc engine, the F130A's other big features include; electronic multi-point fuel injection, a juicy 35 amp alternator, easy-access freshwater flush system and the Variable Trolling Function which lets you adjust your low speed RPM in increments of 50 – perfect for getting those fussy lures swimming true.

TECH SPECS

ENGINE TYPE	FOUR-STROKE, 16-VALVE, DOHC, IN-LINE 4
WEIGHT	174KG
DISPLACEMENT	1832cc
GEAR RATIO	2.15
FULL THROTTLE RPM RANGE	5300-6300

www.yamaha-motor.com.au



MERCURY 115 COMMAND THRUST

The Mercury F115HP CT (Command Thrust) outboard was released last year. A little pocket rocket of a four-stroke, the Command Thrust model has a larger gear case with a 2.38:1 ratio. In short, this means it has plenty of poke and great hole shot. According to Mercury, the larger gear case will also get a hull onto the plane at a much slower speed, which in turn, results in better fuel efficiency. As an added bonus, the F115 is also available in a counter rotation model. This means they're ideal for setting up as twins - double trouble!

TECH SPECS

ENGINE TYPE	FOUR-STROKE, 8-VALVE, SOHC, IN-LINE 4
WEIGHT	165KG
DISPLACEMENT	2064cc
GEAR RATIO	2.38:1
FULL THROTTLE RPM RANGE	5000-6000

www.mercurymarine.com



EVINRUDE E-TEC G2 200 HO

If you haven't seen the new Evinrude E-TEC G2, you've most probably been living under a rock or you're just a sailor. Actually, the former is probably more likely, sailors would've tuned out of this article long ago. Anyway, the 200HP HO G2 is one particular outboard from the new Evinrude range that's already strutting its stuff in the Aussie scene. With provocative styling and controversial claims, this outboard has certainly split the marine scene. According to BRP (Evinrude), the G2 "...produces up to 75% fewer total regulated emissions, with 15% better fuel efficiency and 20% more torque than leading four-stroke engines."

TECH SPECS

ENGINE TYPE	TWO-STROKE, D.I, V6
WEIGHT	253KG
DISPLACEMENT	3441cc
GEAR RATIO	1.85:1
FULL THROTTLE RPM RANGE	5400-6000

www.evinrude.com



SUZUKI DF200A

The newest stallion in the Suzuki range is the DF200A, a four-cylinder thoroughbred through and through. The new donk is seriously light for a four-stroke, incredibly fuel efficient and has big features like a direct air intake and variable valve timing, which increases thermal efficiency and performance. The schmick new cowling style is also set to turn heads, but according to Suzuki it's more than just a facelift. The new configuration allows the outboard to breathe cooler air; resulting in better acceleration and top end speed.

TECH SPECS

ENGINE TYPE	FOUR-STROKE, 16-VALVE, DOHC, IN-LINE 4
WEIGHT	226KG
DISPLACEMENT	2867cc
GEAR RATIO	2.50:1
FULL THROTTLE RPM RANGE	5500-6100

www.suzukimarine.com.au