



The unique V8 power solution for larger boats

Created for the heavy-duty demands of large offshore boats, the 5.3 litre Yamaha F350 is a mighty technological pioneer. This 4-stroke V8 is the world's largest displacement outboard, combining unique levels of power and torque with the refined performance required by today's sophisticated hull designs.

Yamaha's EFI (Electronic Fuel Injection) delivers smooth performance and maximum fuel efficiency across the power band - and despite its size and power, Yamaha's weight-saving technologies have made the F350 surprisingly light and compact too.

With the PrimeStart™ system, starting is as easy as in your car – and digital drive-by-wire technology keeps you in precise control.

- ▶ V8 power with EFI (Electronic Fuel Injection)
- ▶ Precise digital electronic throttle/shift control
- ▶ One-touch 'Start/Stop' control option
- ▶ Digital Network Gauges (Conventional and Premium)
- ▶ Engine synchronisation (twin/triple installations)
- ▶ Shift Dampener System (SDS) for smoother shifting
- ▶ Variable trolling RPM
- ▶ Tilt Limiter system fitted as standard
- ▶ Yamaha Customer Outboard Protection (Y-COP) option
- ▶ Dual Battery charging system option
- ▶ High-output alternator
- ▶ Anti-knock control sensor



***Massive V8 power
– with innovative
technology you can
trust***

For large, fast, dynamic boats, especially with multi-engine installations, the F350 is now established as the natural choice.

Like every engine in the Yamaha range, it uses the very latest Yamaha marine technologies. Revolutionary engine layouts and ingenious intake and exhaust systems offer you supreme efficiency, aided by micro-computer controls which monitor every aspect of performance, from fuel mixture and combustion efficiency to maintenance scheduling.

And, without compromising on power, performance or usability, our specially designed marine engines also help preserve the environment through the use of pioneering clean-burn technologies.



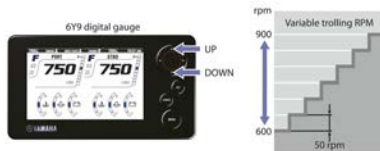
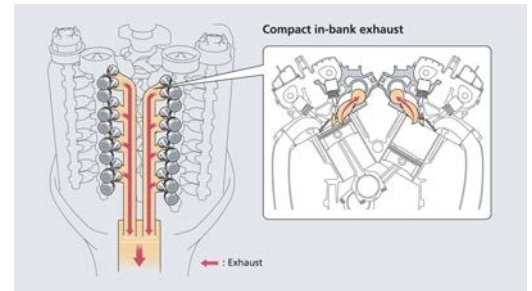


5.3 litre 60° V8, DOHC with VCT

This powerful V8 engine incorporates a sophisticated EFI system, lightweight forged pistons and 4 over-sized valves per cylinder. The optional Dual Battery Charging System – which charges two batteries simultaneously – means there is always plenty of power in reserve to start the engine, even after long periods of idling at low RPM.

Compact and light - despite its awesome power

Yamaha's ongoing weight-saving programme has delivered an innovative in-bank exhaust system, with the manifold integrated into the cylinder head. Along with other weight-saving technologies and materials, this has helped to create a supremely compact and light engine design – without compromising efficiency and performance.

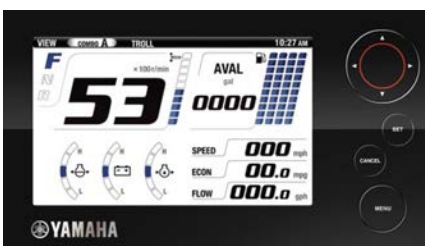


Electronic 'drive-by-wire' throttle/shift and Trolling RPM control

The optional Digital Network System can bring you the most comfortable, enjoyable control you've ever experienced, including automatic engine synchronisation in twin/triple installations and control of engine speed for trolling - a tachometer button adjusts the RPM in simple 50 RPM steps between 600 and 1000

One-touch 'Start/Stop' control for multiple engines

Just pushing a single button allows the engines to be started or stopped instantly in multi-engine installations. The stylish and practical one-touch 'Start/Stop' control switch panel is used in conjunction with the main key switch.

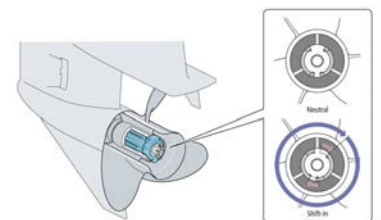


Digital Network II

You expect clear, accurate engine and performance data – and our Multifunction Colour Gauge certainly delivers. Only compatible with Yamaha's own rigging system, its 5-inch full colour, high-resolution LCD screen can be configured to display multiple combinations of information. You can even set a special screen to monitor the Variable Trolling RPM mode.

SDS (Shift Dampening System)

First introduced for our larger V8 and V6 models, Yamaha's patented Shift Dampener System (SDS) is a great feature that significantly reduces the 'clunk' sound normally associated with moving between gears. A splined rubber hub and aft washer absorb noise and vibration, in a carefully engineered solution that gives smoother, quieter gear shifts.



Engine	F350A
Engine type	4-stroke
Displacement	5,330 cm ³
No. of cylinders/configuration	60°-V8, 32-valve, DOHC with VCT
Bore x stroke	94.0 mm x 96.0 mm
Prop shaft output at mid range	257.4kW / 5,500 rpm
Full throttle operating range	5,000 - 6,000 rpm
Lubrication system	Wet sump
Fuel Induction System	EFI
Ignition / advance system	TCI
Starter system	Electric with Prime Start™
Gear ratio	1.73 (26/15)

Dimensions	F350A
Recommended boat transom height	X:637mm U:764mm
Weight with propeller	F350AETX: 356.0 kg, FL350AETX: 356.0 kg, F350AETU: 364.0 kg, FL350AETU: 364.0 kg
Fuel tank capacity	-
Oil pan capacity	6.5 litres

Additional features	F350A
Control	Drive By Wire (DBW)
Trim & tilt method	Power Trim & Tilt
Lighting Coil / Alternator	12V - 50A with rectifier/regulator
Tilt limiter (only for remote control specs)	Standard
Engine immobiliser	YCOP optional
Propeller	Optional
Counter Rotation Model	Available (ETX, ETU)
Shallow Water Drive	Standard
Digital Network Gauge II (LCD Color)	Optional
Digital Network Gauge (Round/Square)	Optional
Variable Trolling RPM	With DN Gauges or m-f tiller handle
Dual Battery Charging System	Optional
Shift Dampener System (SDS)	Optional
Remark	The kW data in this sheet is based on the ICOMIA 28 standard, measured at the prop shaft,