



## Technology the world trusts.

For your on-water adventures, the 4-cylinder 200hp delivers a perfectly balanced and reliable all-round power package.

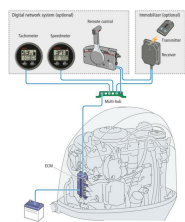
The very latest Yamaha marine technologies, with their advanced engine layouts and ingenious intake and exhaust systems, offer you supreme efficiency, aided by micro-computer controls which monitor all aspects of engine performance - from fuel mixture and combustion efficiency to maintenance scheduling.

We also maintain constant development programmes to pioneer clean-burn technologies and help protect the environment - yet without compromising the legendary power, performance or reliability of Yamaha engines in any way.



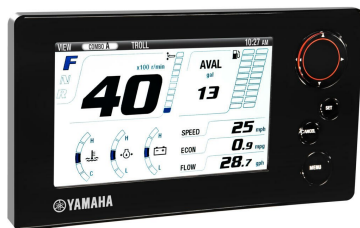
- 2.8 litre 4-cylinder DOHC 16-valve with EFI
- Variable Camshaft Timing (VCT)
- Digital electronic throttle and shift (200hp G)
- Variable trolling RPM control function
- Compatible with Yamaha Digital Network system
- Shift Dampener System (SDS) for smooth shifting
- Premium 5" LCD colour screen (option on 200hp G)
- High output alternator (50A)
- Yamaha Customer Outboard Protection (Y-COP) option
- Optional Tilt Limiter system
- One-touch Start/Stop for 2+ engines (200hp G option)
- Optional Dual Battery Charging System





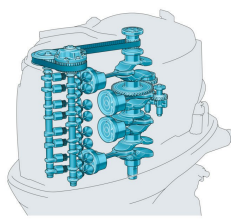
## Digital Network Gauges (optional)

All our EFI engines can be linked, via Yamaha's own network system, to a wide range of digital instruments - to help you get the best from your engine. A multi-function tachometer displays RPM, engine hours, trim angle, oil pressure and warning lamps. The combined Speed & Fuel Management gauge shows speed, fuel tank level and economy data.



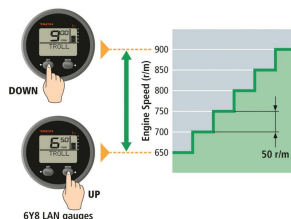
## Electronic 'drive-by-wire' throttle and shift (200hp (G) only)

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 5" LCD colour screen is another attractive option for the 200hp (G) model.



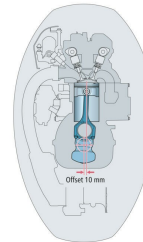
## 2.8 litre DOHC 4-cylinder with 16 valves, VCT and EFI

This thoroughbred engine delivers excellent combustion efficiency across the RPM range with features like EFI, 4 valves per cylinder, DOHC (Double Overhead Camshafts) - and Variable Camshaft Timing (VCT). A blend of advanced technologies offering exceptional horsepower-per-litre and a high power-to-weight ratio.



## Variable Trolling RPM control

Another feature of the optional Digital Network System is the handy button on the tachometer which gives you instant control of the engine RPM - making it simple to adjust the engine speed in convenient steps of 50 RPM between 650 and 900 RPM. Smooth, relaxed cruising is the reward.



## Special offset crankshaft delivers a compact design

We designed the 200hp 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.



## 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

|                                |                                    |
|--------------------------------|------------------------------------|
| Engine type                    | 4-stroke                           |
| Displacement                   | 2,785cc                            |
| No. of cylinders/configuration | 4/In-line, 16-valve, DOHC with VCT |
| Bore x stroke                  | 96.0 mm x 96.2 mm                  |
| Prop shaft output at mid range | 147.1 / 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                     | 1.86 (26:14)                       |

## Dimensions

|                                       |   |
|---------------------------------------|---|
| Recommended<br>boat transom<br>height | L516X:643mm   |
| Weight with<br>propeller              | F200FETL:226.0kg,F200FETX:227.0kg,FL200FETX:227.0kg,F200GETL:226.0kg,F200GETX:227.0kg,FL200GETX:227.0kg |
| Fuel tank<br>capacity                 | -   |
| Oil pan<br>capacity                   | 4.5litres   |

## Additional Features

|                                |  |
|--------------------------------|--|
| Control                        | Remote control (F200F);Drive By Wire (DBW - F200G)                                       |
| Trim & tilt method             | Power Trim & Tilt  |
| Lighting Coil / Alternator     | 12V -50Awith rectifier/regulator   |
| Engine immobiliser             | YCOP   |
| Propeller                      | Optional   |
| Counter Rotation Model         | Available (ETX)  |
| Variable Trolling RPM          | With DN Gauges or m-f tiller handle  |
| Shallow Water Drive            | [Standard]   |
| Dual Battery Charging System   | Optional   |
|                                | Optional   |
| Tilt limiter                   | Optional   |
| Digital Network Gauge II (CL7) | Optional (F200G)   |
| Shift Dampener System (SDS)    | Optional   |
| Remark                         | The kW data in this sheet is based on the ICOMIA 28 standard, measured at the prop shaft |





# 200hp