

EFFECTIVE OCTOBER 6, 2014

V MAX SHO®
25-inch!
250X-SHAFT**V MAX SHO®**
25-inch!
150X-SHAFT**NEW**

V MAX SHO® Family Expands to Meet the Needs of Many More Anglers and Boaters

The 4.2-liter V6 V MAX SHO family changed the game in the market for high-performance four-stroke outboards. Based on the reality that Yamaha technology can provide a four-stroke that rivals a two-stroke in weight, hole shot and top speed, the V MAX SHO family later expanded to include the V MAX SHO 150. In the spring of 2015, it expands again with the V MAX SHO 115 and the V MAX SHO 175. The new season will also mark the arrival of the V MAX SHO 150 X-Shaft and V MAX SHO 250 X-Shaft.

The addition of a five-inch longer shaft for these models means that the users of multi-species boats can now enjoy the benefits for which the V MAX SHO has become famous. The X-Shaft models are also perfect for a variety of other applications that require a 25-inch shaft length.

V MAX SHO 250 *25-inch!*

This is the outboard that started it all, offering outrageously light weight and outstanding performance with all the attributes of a four stroke – thus changing the game. While originally envisioned as a bass boat solution, it has found a following among many other boaters as well. Now, it comes with a 25-inch shaft for multi-species and other applications.

► UNTOUCHED TECHNOLOGY

The V MAX SHO 250 has 4.2-liter big-bore V6 displacement thanks to plasma-fused sleeveless cylinders. With it, displacement is increased without enlarging the outer diameter of the cylinder, resulting in an outboard with the largest displacement in its class. That technology also contributes to light weight.

**Available Models: VF250XA, VF150XA**



V MAX SHO® 250 ^{25-inch!}X-SHAFT / 150 ^{25-inch!}X-SHAFT

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▶ UNEQUALED PERFORMANCE/HOLE SHOT

The V MAX SHO 250 has instant throttle response, especially in the mid-range, for performance you can feel.

▶ OUTSTANDING EFFICIENCY

The V MAX SHO 250 burns an average of 12 percent less fuel than a comparable direct-injection two stroke. That fuel efficiency is hard to beat. At the same time, with no need to carry two-stroke oil, the available space in the boat can be used more efficiently. It opens up a whole compartment in the boat for batteries or storage.

▶ UNPARALLELED GOOD MANNERS

It's a Yamaha four stroke, which means it is quiet. Go ahead – have a conversation at wide open throttle. Thanks to features such as advanced four valves per cylinder and precision components, the outboard operates smoothly.

V MAX SHO 150 ^{25-inch!}

Whether you are running flats boats, bass boats, pontoons, or now, multi-species boats, the V MAX SHO 150 truly delivers the performance you have come to expect from a Yamaha V MAX SHO while providing all the benefits associated with four-stroke power, including clean, quiet operation and great fuel efficiency.

▶ TWO-STROKE PERFORMANCE

Yamaha's Variable Camshaft Timing System (VCT) helps the 2.8-liter inline four develop lots of power in the midrange of the power curve for great overall performance as well as top speed.

▶ TRADITIONAL FOUR-STROKE BENEFITS

It's super smooth and powerful, thanks to advanced double overhead cams, four valves per cylinder and counterbalance shafts. The V MAX SHO is also extremely fuel efficient, delivering 30 to 40 percent better fuel efficiency than a carbureted two stroke.

▶ YAMAHA CONVENIENCE

The V MAX SHO 150 allows more efficient use of space in the boat because it does not require carrying two-stroke oil. There's no need for a tank, which means more room for batteries or storage. With mechanical control, the outboard offers easy rigging. You can equip it with your choice of analog, 6Y5 digital or Command Link® gauges.

▶ EASIER FISHING

The V MAX SHO 150 X Shaft is compatible with Yamaha's variable trolling RPM switch (VTS), which allows anglers to adjust the trolling speed in 50 RPM increments from 650 to 900 RPM using a Yamaha Command Link® gauge.

**V MAX SHO® 250** ^{25-inch!} X-SHAFT / **150** ^{25-inch!} X-SHAFT

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Specifications: V MAX SHO 150 X-Shaft

ENGINE

Type	In-Line Four-Cylinder
Displacement	2785cc (170 ci)
Bore x Stroke	96 x 96.2mm (3.78 x 3.79in)
Full Throttle RPM Range	5000 ~ 6000
Variable Trolling RPM Range	650 ~ 900
Horsepower Rating at Propshaft	150 hp at 5500 rpm
Compression Ratio	10.3:1
Fuel Induction/Scavenging	EFI (DOHC)
Alternator Output	50 Amp
Starting Method	Electric w/ PTT
Ignition	TCI Microcomputer
Lubrication	Wet Sump
Degree of Trim	-4° through +16°
Degree of Tilt	70°
Exhaust	Through Propeller
Cooling	Thermostatic Control

DRIVE

Gear Shift	F-N-R
Gear Ratio	2.00:1
Control Method	Mechanical

SHAFT LENGTH

See Model Code	X=25"
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FUEL AND LUBRICATION

Recommended Fuel	Regular Unleaded (Minimum Pump Octane 89)
Recommended Oil	Yamalube® 4M (See Owner's Manual)
Engine Oil Capacity	4.5L / 4.3L w/without filter

LIMITED WARRANTY

Pleasure	Three Years
Government	Three Years
Commercial	One Year

WEIGHT

222 kg / 489 lbs*

*Weight estimated at time of publishing. Weight is measured without motor oil, gearcase oil and propeller (except on models that include standard propeller.)

Features

POWER/PERFORMANCE

- Lightweight, Compact, Powerful Design
- 2.8L High Output Four Cylinder
- Variable Camshaft Timing System (VCT)
- 4 Large Diameter Valves Per Cylinder
- Double Overhead Camshafts
- Tuned Long-Track Induction System

RELIABILITY/DURABILITY

- TCI Micro-computer Ignition System
- Wet Sump Lubrication
- Engine Warning System
- Water Separator
- Direct Coil-in-Cap Ignition System
- Sacrificial Anodes
- High Output Alternator
- Electronic Single Throttle Valve Intake System
- YDC-30 Aluminum Alloy
- Phaze Five™ Paint System

CONVENIENCE/CONTROL

- Easy Maintenance
- Command Link® or Analog Gauge Compatibility
- Power Trim & Tilt
- Variable Trolling RPM Switch (VTS)
- Freshwater Flush
- Vibration Reduction Mounting System
- Mechanical Controls
- Easy Access, Self-Draining Oil Filter



V MAX SHO® 250 ^{25-inch!}X-SHAFT / 150 ^{25-inch!}X-SHAFT

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Specifications: V MAX SHO 250 X-Shaft

ENGINE

Type	60° V6
Displacement	4.2 Liter
Bore x Stroke	96 x 96 mm (3.78 x 3.78in)
Full Throttle RPM Range	5000 ~ 6000
Horsepower Rating at Propshaft	250 hp at 5500 rpm
Compression Ratio	10.3:1
Fuel Induction/Scavenging	EFI / VCT / DOHC
Alternator Output	50 Amp / 46 Amp @ 1000 rpm
Starting Method	Electric w/ PTT
Ignition	TCI Microcomputer
Lubrication	Wet Sump
Degree of Trim	-3° through +16°
Degree of Tilt	66°
Exhaust	Through Propeller
Cooling	Thermostatic Control

DRIVE

Gear Shift	F-N-R
Gear Ratio	1.75:1
Control Method	Mechanical

SHAFT LENGTH

See Model Code	X=25"
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FUEL AND LUBRICATION

Recommended Fuel	Regular Unleaded (Minimum Pump Octane 89)
Recommended Oil	Yamalube® 4M (See Owner's Manual)
Engine Oil Capacity	6.7L / 6.4 w/without filter

LIMITED WARRANTY

Pleasure	Three Years
Government	Three Years
Commercial	One Year

WEIGHT

252 kg / 555 lbs*

*Weight estimated at time of publishing. Weight is measured without motor oil, gearcase oil and propeller (except on models that include standard propeller.)

Features

POWER/PERFORMANCE

- Super High Output 60° V6 Design
- Mechanically Controlled Four-Stroke V6 Outboard
- Plasma-Fused Sleeveless Cylinders
- Variable Camshaft Timing System (VCT)
- Long Track Induction System
- Electronic Multi-Point Precision Fuel Injection
- Ignition Knock Sensor

RELIABILITY/DURABILITY

- TCI Micro-computer
- Wet Sump Lubrication
- Engine Warning System
- Water Separator
- Direct Drive System
- Direct Ignition
- Sacrificial Anodes
- High Output Alternator
- Electronic Single Throttle Valve (75mm)
- Water Cooled Rectifier/Regulator
- Phaze Five™ Paint System

CONVENIENCE/CONTROL

- Easy Maintenance
- Command Link® Gauges
- Optional Tilt Limiter
- Power Trim & Tilt
- Freshwater Flush
- Vibration Reduction Mounting System
- Single Timing Belt System
- Yamaha Diagnostic System
- Easy Access, Self-Draining Oil Filter

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