

F350C



NEW

EFFECTIVE APRIL 1, 2016

F350C: Yamaha's Flagship Now Offers a Benefit as Big as its Displacement

The 5.3-liter V8 outboard, honed to perfection over the years, is reborn as the F350C, sporting a new look and ***FIVE FULL YEARS of LIMITED WARRANTY COVERAGE.***

When introduced in 2007, the Yamaha F350 redefined offshore power. Finally, a manufacturer was offering an outboard with the push—or the raw thrust—necessary for driving heavier, larger offshore boats.

Not only did Yamaha answer the call of boat builders and dealers, it also fueled a trend to even larger, outboard-powered boats that continues to this day; sales of boats in the 40-foot+ segment have increased by more than 300 percent.

Other manufacturers now offer 350-horsepower outboards, but nothing matches the big bore, naturally aspirated flat torque curve of the 5.3-liter F350C V8. Nothing!

Thousands of F350 outboards later, Yamaha is celebrating with the launch of the F350C, a premier offshore outboard that offers all the benefits of the original with additional refinement and five full years of limited warranty coverage.



continued on next page

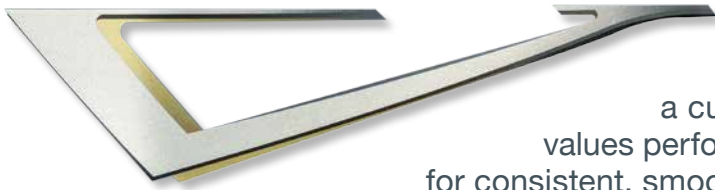
Available Models: F350XCC, LF350XCC, F350UCC, LF350UCC



continued from page 1

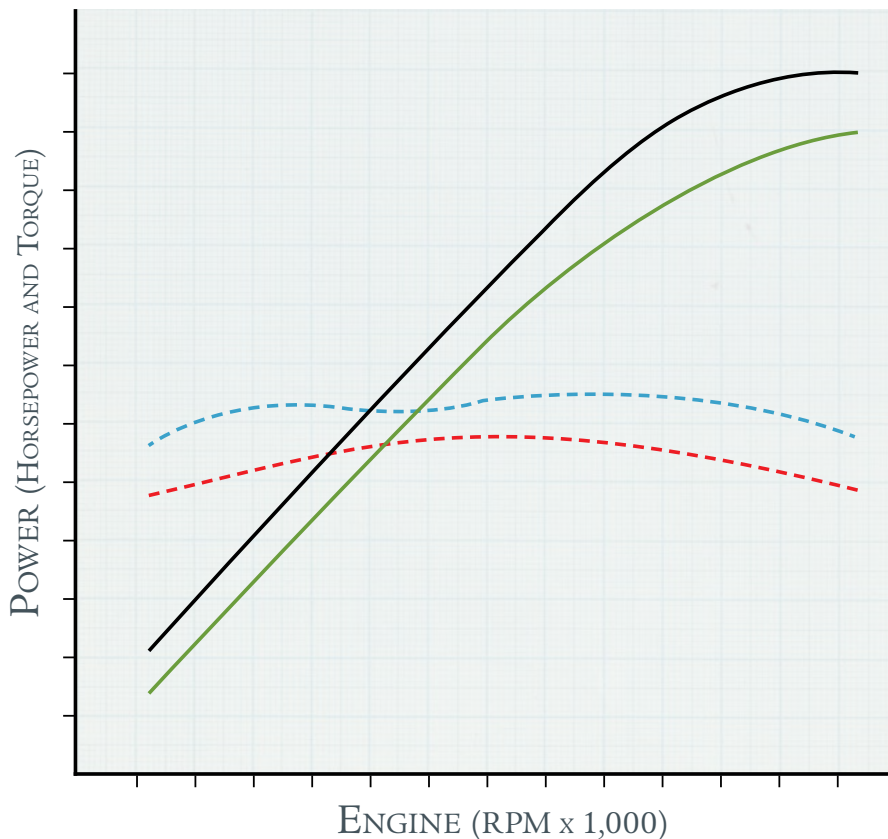
THE F350C COWL GRAPHICS

New graphics speak to what's under the cowl that no other manufacturer offers – a naturally aspirated, 5.3-liter V8 with the best torque characteristics in the business. The “V” design not only defines the cylinder arrangement, it also denotes the way the engine makes its power:



The top of the “V” graphic represents the flatness of the F350C V8 torque curve (torque output plotted against RPM); that's a curve familiar to anyone who knows engines and values performance. A flat curve that is the classic marker for consistent, smooth, naturally aspirated V8 power.

THE MANNER OF MAKING ITS POWER



- Horsepower: Naturally aspirated V8
- Horsepower: Supercharged Six-Cylinder
- - - Torque: Naturally aspirated V8
- - - Torque: Supercharged Six-Cylinder

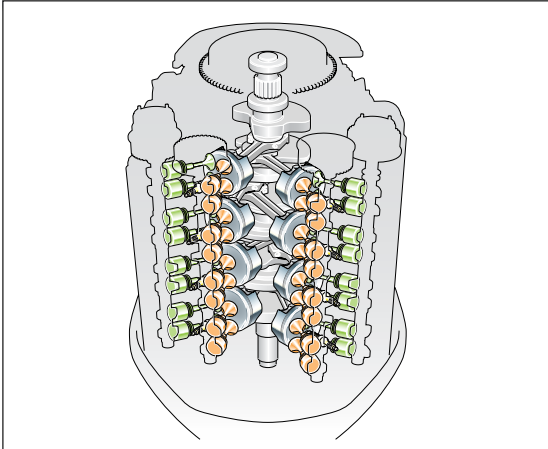
Technically, torque is twisting force. It is a measure of work, while horsepower is a measure of work over time. Torque is what you feel when you open the throttle and your boat leaps to plane. Torque *is* what matters.

Ask an owner: Nothing makes power the way a Yamaha F350C does. This graphic shows the power output of a typical naturally aspirated (non-supercharged) V8 versus the output of a typical six-cylinder, supercharged engine.

F350C: BIG V8 POWER, NO SWEAT

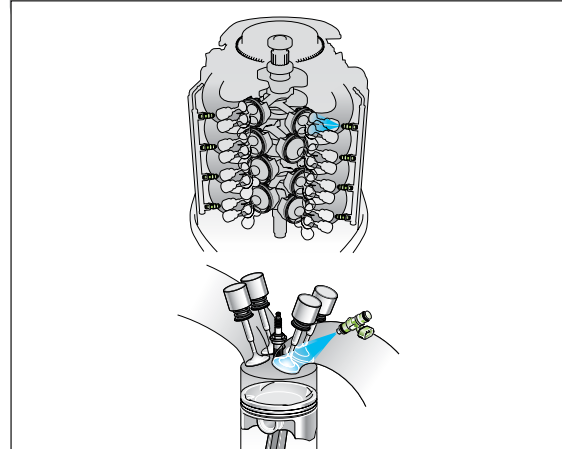
An engine that produces horsepower equal to another, but at higher rpm, will be working harder. The number of cylinders is also a factor because for a given horsepower, each cylinder in a V8 has to produce only 75 percent of the horsepower of a six-cylinder. So each cylinder in that six-cylinder is working harder.

V8 60° DOHC 32 VALVE



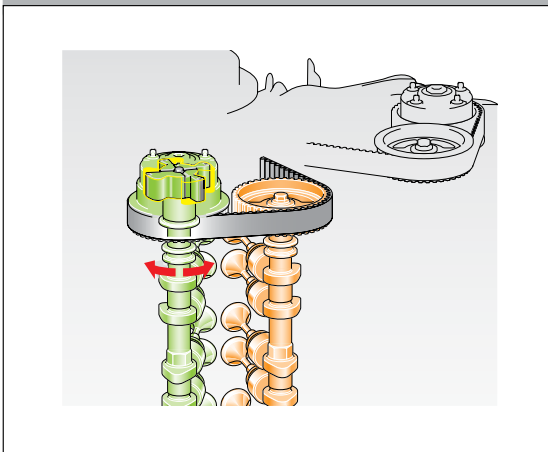
The 5.3-liter V8 configuration of the F350C is designed to easily produce 350 prop shaft horsepower, with less stress and strain on internal engine components than small displacement, high-output outboards. Four oversized valves per cylinder increase breathing efficiency and contribute significantly to this engine's power and torque.

MULTI-POINT ELECTRONIC FUEL INJECTION



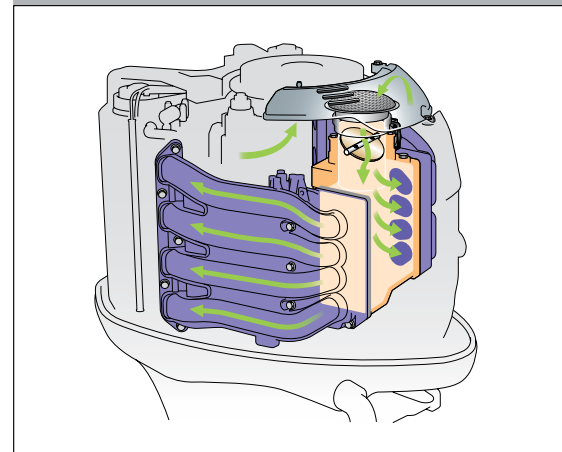
Seven different sensors constantly measure vital atmospheric conditions and engine functions to give the Engine Control Module (ECM) the information needed to precisely and instantly adjust the fuel/air mixture for optimum performance and economy.

VARIABLE CAMSHAFT TIMING



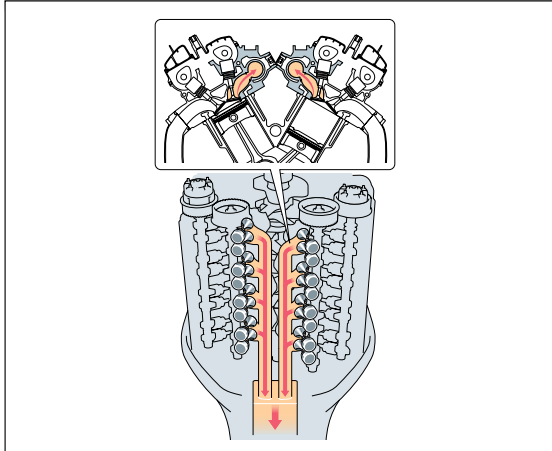
This system advances and retards the angle of the intake camshaft to dramatically increase power and throttle response in the low- and mid-rpm ranges. This gives the engine substantially greater torque between 2000 and 3500 RPM to plane large offshore boats with authority.

SINGLE ELECTRONIC THROTTLE CONTROL VALVE



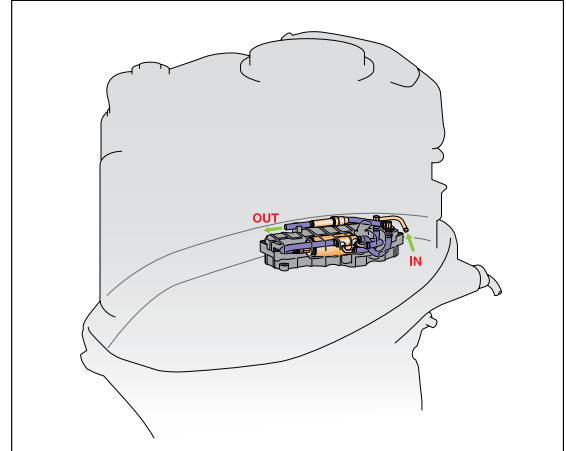
All air entering the F350C is routed through a single 81mm intake that is controlled by the ECM to ensure the precise amount of air necessary for any given condition. This helps maintain optimum power and efficiency.

IN-BANK EXHAUST



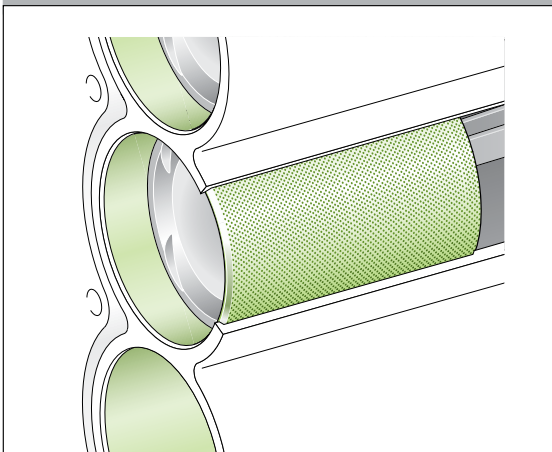
Yamaha's exclusive in-bank exhaust helps to enhance engine performance by sending exhaust gases out more efficiently and reducing exhaust pressure.

INSULATED FUEL FEED PUMP



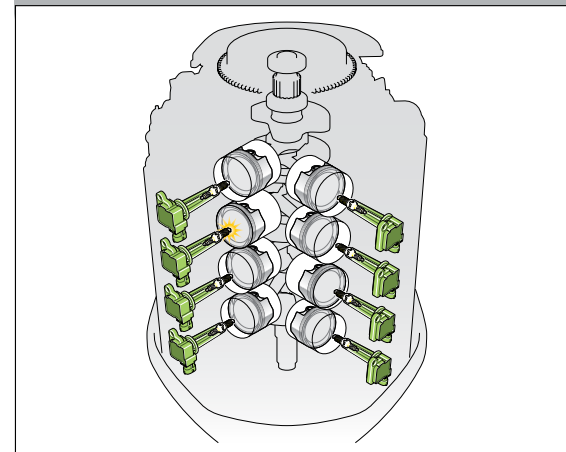
The electric fuel feed pump on the F350C is located in the lower pan, away from the engine's heat, and encased in an insulated enclosure to help prevent the potential for vapor lock.

DIMPLED CYLINDER SLEEVES



The outer cylinder sleeves of the F350C feature a "dimpled" surface. This helps maintain the roundness of the cylinder for decreased oil consumption, and increase the cooling surface area of each cylinder for added reliability.

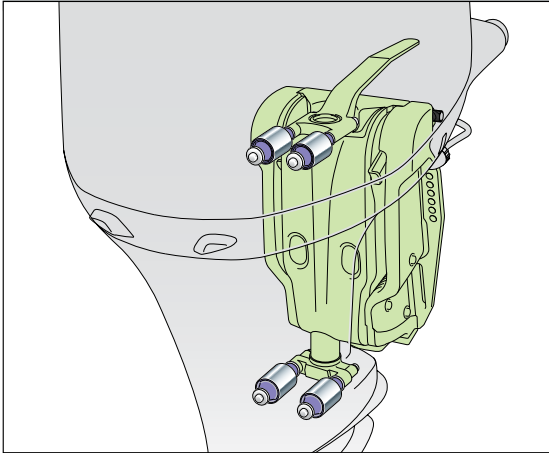
DIRECT "COIL IN CAP" IGNITION



Advanced engineering features include spark plug caps with the ignition coils built right in. The result is increased performance and reliability in a much simpler and more compact design.

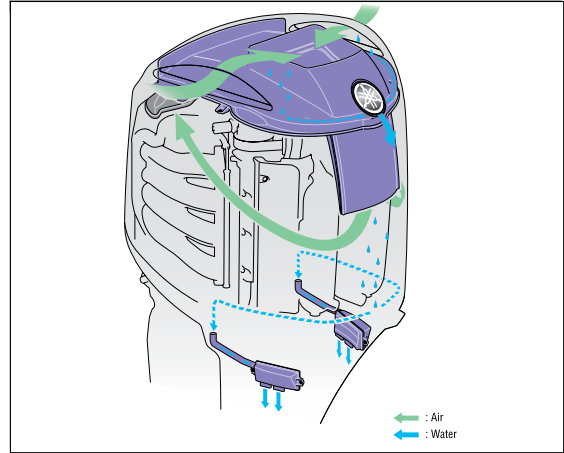
Reliability & Durability

FORGED MOTOR MOUNTS WITH OVERSIZED MOUNTING BRACKET



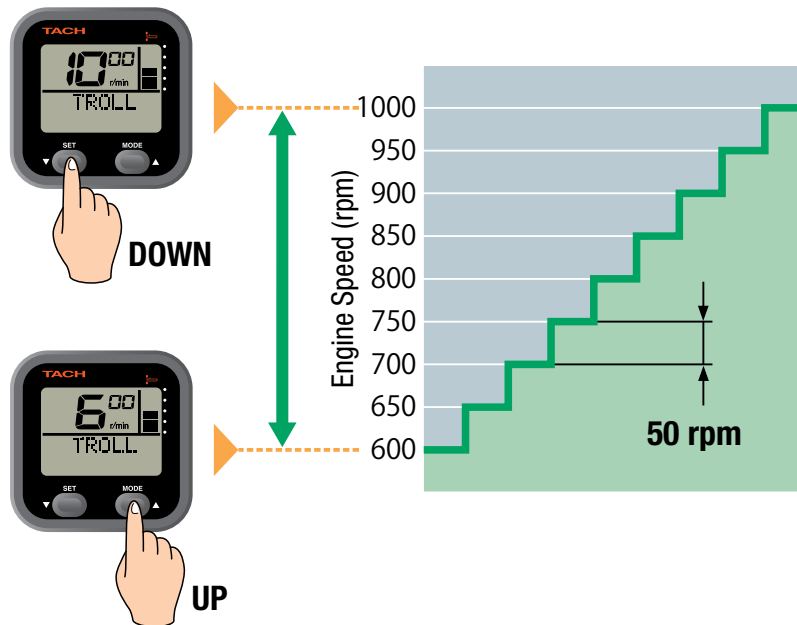
The F350C features four motor mounts made of strong forged aluminum, which means they're compressed in molds for much greater strength than cast aluminum-type mounts. The oversized mounting bracket features the same bolt pattern and centerline as the F250, but uses two additional mounting bolts for a total of six (not visible in this rendering). It is designed to handle the engine's power while minimizing noise and vibration.

ENHANCED COWLING DRAIN SYSTEM



The F350C employs a new cowling drain system to easily and efficiently drain away 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 enhanced reliability.

Convenience



Controlled by optional Helm Master® or the Command Link®/Command Link Plus® tachometer, the operator can adjust the engine's trolling speed from 600 to 1,000 rpm in 50 rpm increments, which helps to provide precise and consistent trolling speeds in an array of conditions.

F350C

YAMAHA MARINE GROUP HOT SHEET

Features



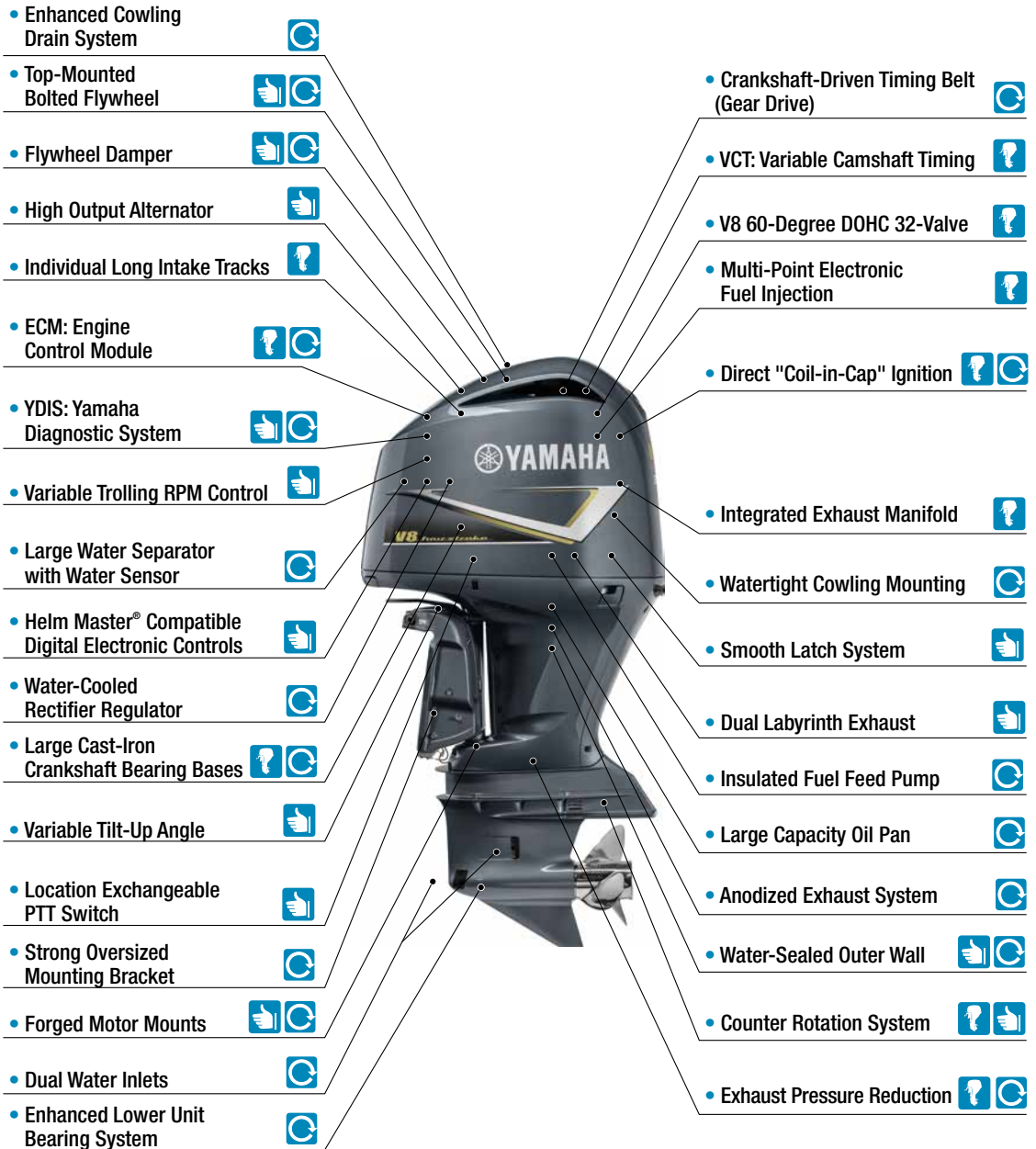
Performance



Convenience



Reliability/Durability



Warning & Protection Systems



- Overheat Warning
- Over-Rev Limiter
- Low Oil Pressure Warning
- Water-in-Fuel Indication

UCP-II™ Ultimate Corrosion Protection System



- Special Aluminum Alloy: YDC-30
- Freshwater Flushing Device
- Multiple Anodes (Internal and External)
- Electro-Deposited Powerhead Paint Process (Internal and External)
- Enhanced Head Gaskets
- Phaze Five™ Paint System

Specifications

ENGINE

Type	V8 DOHC 32-valve
Displacement	5330cc, 5.3L
Bore x Stroke	94 x 96mm (3.7 x 3.78in)
Full Throttle RPM Range	5000 ~ 6000
Variable Trolling RPM Range	600 to 1,000, 50 rpm Increments
Horsepower Rating at Propshaft	350 hp at 5500 rpm
Compression Ratio	9.6:1
Fuel Induction/Scavenging	EFI (DOHC)
Alternator Output	50 Amp, 40 Amp @ 1,000 rpm
Ignition	TCI Microcomputer
Lubrication	Wet Sump
Degree of Trim	-3° through +16°
Degree of Tilt	67°
Exhaust	Through Propeller
Cooling	Water, Thermostatic Control

DRIVE

Gear Shift	F-N-R
Gear Ratio	26:15, 1.73:1

SHAFT LENGTH

See Model Code	X=25" U=30"
----------------	-------------

FUEL AND LUBRICATION

Recommended Fuel	Regular Unleaded (Minimum Pump Octane 89)
Recommended Fuel Filtration	Yamaha 10-Micron Fuel/Water Separating Filter (external)
Recommended Oil	Yamalube® 4M (see Owner's Manual)
Engine Oil Capacity	6.5L / 6.3L, w/without filter

LIMITED WARRANTY

Pleasure	Five Years
Government	Three Years
Commercial	One Year

Five-Year Limited Warranty provided by Yamaha Motor Corporation, U.S.A.

WEIGHT

F350XCC/LF350XCC: 346 kg / 763 lbs*

F350UCC LF350UCC: 354 kg / 780 lbs*

*Weight estimated at time of publishing. Weight is measured without motor oil, gearcase oil and propeller.

Features

POWER/PERFORMANCE

- Four-Stroke V8 Outboard
- Large Displacement (5.3L)
- Narrow 60° Block Design
- Variable Camshaft Timing System (VCT)
- Electronic Multi-Point Fuel Induction
- Long-Track Induction System

RELIABILITY/DURABILITY

- TCI Micro-Computer Ignition System
- Electronic Single Throttle Valve (81mm)
- Dimpled Cylinder Sleeves
- Wet Sump Lubrication
- Engine Warning System
- Water Cooled Rectifier/Regulator
- Water Separating Fuel Filter
- Direct Ignition
- YDC-30 Aluminum Alloy
- Phaze Five™ Paint System
- Top-Mounted Electrical
- Enhanced Ultimate Corrosion Protection System (UCP-II™)

CONVENIENCE/CONTROL

- Programmable Tilt Stop
- Freshwater Flush
- Reversible PTT Switch
- Command Link or Helm Master Control
- Single-Cogged Timing Belt w/ Automatic Tensioner
- Counter Rotation "LF" model
- Yamaha Diagnostic System
- Shift Dampener System Compatible

REMEMBER to always observe all applicable boating laws. Never drink and drive. Dress properly with USCG-approved personal flotation device and protective gear. This document contains many of Yamaha's valuable trademarks. It may also contain trademarks belonging to other companies. Any reference to other companies or their products are for identification purposes only, and are not intended to be an endorsement. Due to Yamaha's ongoing commitment to product improvement, we reserve the right to change without notice, equipment, materials, specifications or prices. The information and data contained herein is approximate and subject to many factors and variables, including but not limited to atmospheric, water and equipment conditions and operator ability. Therefore, such information and data is provided as a guideline only. ©2016 Yamaha Motor Corporation, U.S.A. All rights reserved.