



V MAX SHO 175hp



Leave others in your wake.

Push forward and the V MAX SHO 175hp responds like it's been waiting all week for this very moment. A split-second surge. A rising grin. A wake that announces your arrival long after you've disappeared around the next bend. Whether you're blasting away from the start line, racing a friend who still claims their boat is "just as quick", or simply proving gravity is optional, the 175hp delivers power with theatrical flair.

In tight turns, it feels like it's reading your mind. On open water, it feels like it's predicting your future and propelling you toward it at speed. And thanks to its refined engineering, you can enjoy that performance with surprisingly polite manners — quiet when idling, composed while cruising, deadly serious at full send. It's the engine that makes bystanders lean in, not just look over.



- Sleek design



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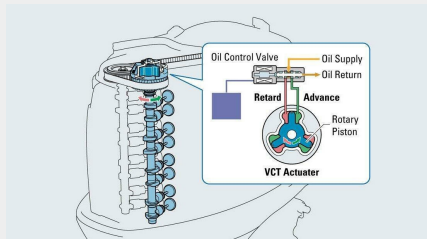
Designed for thrill-chasers, tournament anglers, adventure crews and anyone who believes “too much power” is just something other people say, the V MAX SHO 175hp is performance without apology. It has the punch, the finesse, and the looks. It has Yamaha reliability in its DNA. It's every excuse you need to stay out on the water a little longer. Because when you run a V MAX SHO 175hp, you're not taking the fast route. You ARE the fast route.

When max isn't enough, V MAX.

From the moment you fire it up, the SHO 175hp behaves less like an outboard and more like a marine declaration of dominance. Its advanced 16-valve, DOHC heart is tuned with the precision of a race motor and the manners of a Yamaha 4-stroke, meaning you get the hit of adrenaline without the hiss and roar of lesser engines trying too hard. Variable camshaft timing sharpened for instant punch. EFI refined for crisp throttle. A power-to-weight ratio that makes rivals look like they're carrying overweight luggage. This engine doesn't just pose. It performs with purpose.

And the cowling? A streamlined, sculpted shell with subtle 3D graphics and pared-back decals that whisper “serious” before you've even touched the throttle. Underneath, everything is engineered for pure, effortless surge — the kind that pushes you and everyone onboard firmly into their seats as you rocket onto the plane. With top-end speed that turns long stretches into short stories, this engine is built for boaters who don't just enjoy acceleration. They need it like others need oxygen.

And because you can't be king of the water if you're constantly worried about power drain, the SHO 175hp comes armed with a 50 A high-output alternator. Charge your batteries at trolling speed. Power every gadget, screen, light bar and stereo you feel like bringing. Rule your day from sunrise to sunset without compromise.



Variable Camshaft Timing (VCT)

Smart timing, strong rewards. VCT continuously adjusts valve timing to boost low- and mid-range torque while keeping top-end performance on song — so acceleration feels eager, cruising feels relaxed and overtaking feels... inevitable.



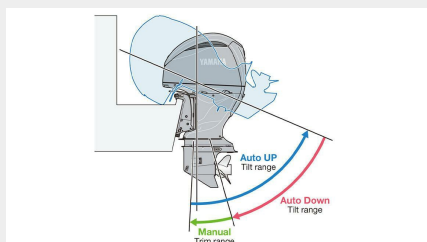
Dual battery charging system

Because a dead battery is never part of the plan. The dual battery charging system intelligently separates starting and accessory batteries, keeping power flowing where it's needed and ensuring reliable starts — even when the playlist, plotter and fridge are all working overtime.



Y-COP remote immobiliser with smart key

Your outboard, on your terms. Yamaha Customer Outboard Protection immobilises the engine at the press of a button, adding discreet security without adding hassle. Think car-style convenience, boat-level peace of mind.



Tilt limiter

A quiet guardian against expensive mistakes. The tilt limiter prevents over-tilting, helping protect your cowling and transom from accidental contact. You may never notice it — and that's exactly the point.



Sleek V MAX SHO styling

Aggressive cowling lines and bold graphics hint at the performance beneath the lid, turning the engine into part of the boat's attitude rather than just the machinery on the transom.



Transistor Controlled Ignition (TCI)

A solid-state ignition system provides strong, consistent spark across the rev range, helping the engine fire quickly, idle cleanly and keep its composure when the seas and the throttle inputs get lively.

Dimensions

Overall length	920 mm
Overall width	548 mm
Steering angle	32 degrees each direction
Overall height	L: 1742 mm, X: 1869 mm
Engine transom height	L: 516 mm, X: 643 mm
Dry weight	223 kg - 227 kg

Engine

Ignition / advance system	TCI
Engine oil capacity	4.5 L / 4.3 L (with / without oil filter replacement)
Compression ratio	10.3 : 1
Alternator	50 A (battery charging: 42 A)
Lubrication system	Wet sump
Bore x stroke	96.0 × 96.2 mm
Engine type	16-Valve, DOHC with VCT, In-line 4 cylinders
Displacement	2785 cm ³
Fuel induction system	Fuel injection