

FYRAN 760 PURSUIT GT – HONDA BF250 OUTBOARD



INBOARD OR OUTBOARD, THE FYRAN 760 GT IS A GREAT PERFORMER.



BY FREDDY FOOTE

THE FYRAN 760GT HAS REMAINED MUCH UNCHANGED IN RECENT YEARS AND IS STILL A GREAT SELLER FOR FYRAN BOATS.

Third Time's a Charm

FOLLOWING ON FROM THE RECENT RELEASE OF HONDA'S NEW BF250 FOUR-STROKE OUTBOARD, WE MANAGED TO GET HOLD OF ONE AND PUT IT THROUGH ITS PACES ON AUCKLAND HARBOUR WITH A FYRAN 760 PURSUIT GT. FREDDY FOOTE REPORTS.

This was one of the rare occasions where the boat wasn't the main point of interest; this time around we were more interested in the engine – being the new Honda BF250 four-stroke outboard. The boat itself, the Fyran 760 Pursuit GT, was a model I had in fact tested on two previous occasions – once in 2007 where I had the opportunity to test two hulls each with a different engine option, that time being a 225hp Honda outboard, and a 247shp Yanmar diesel sterndrive. A year later I tested another Fyran 760, this time an enclosed hardtop model, again with a Honda 225hp outboard. The boat itself remains largely unchanged. The layout is fairly much that of your quintessential kiwi alloy hardtop. Forward in the cabin, there is storage space available underneath the side squabs, while there is provision for a toilet under the centre squab. Additional storage inside the cabin is available via side shelves. The bunks themselves are quite lengthy and will adequately accommodate a tall adult to lie down if necessary. An infill

is also available to make them into a full double berth.

A hatch is located in the foredeck, giving access to the anchor well, and if required, an auto rope/chain capstan is fitted, allowing all anchoring duties to be performed at the helm. The helm area itself is very tidy, with a clean and tidy one-piece moulded dash.

This particular boat was fitted with a large multifunction combination unit from Humminbird that was flush mounted into the dashboard.

Storage pockets are available on both the driver's and passenger sides, which are lined with carpet and are ideal for storing those small miscellaneous items such as wallets, keys and cellphones.

Carpet lines the GRP ceiling above and a CD/Stereo unit is mounted into its forward section, while speakers adorn the forward cabin area.

Immediately in front of the passenger is a grab rail – an ideal handhold when water conditions get a bit rougher. I would have

liked to have seen a further grab rail, maybe one that would run horizontally across the edge of the cabin entrance, perhaps.

There are large full-length side pockets on both sides of the cockpit, ideal for rod and gaff storage, a live bait tank is located in the port corner, below the transom walk thru, and for clean-up a wash-down hose pulls out of the transom. A boarding ladder is located on the port boarding platform, and a duplicate boarding platform on the starboard side means you could easily build in a tuna tube or berley pot if you so wished.

Aft facing bin seats are located in the front corner of the cockpit and provide storage underneath. This standard 'open' hardtop model layout comes with twin pedestals for the helm and passenger, though you can opt for a king/queen seating layout if you wish, as seen on this boat. The benefit of the king/queen option is that it provides additional storage space underneath the seats.

The 760 is unashamedly targeted at the fishing market, albeit with a few added creature comforts to appeal to fishermen and families alike. A true fishing machine, it has plenty of storage capacity, with large side pockets running each side of the cockpit, as well as a rocket launcher along the top edge of the hardtop. Six rod holders are also located around the cockpit – three on each side. The cockpit itself is open and very spacious and whilst we didn't get a chance



THE STYLING CONCEPT OF THE NEW HONDA BF250, IS A DEPARTURE FROM PREVIOUSLY INTRODUCED HONDA MARINE OUTBOARDS, INCORPORATES A SLEEKER AND SLIMMER AESTHETIC DESIGN.



THE HONDA BF250 WEIGHS AROUND 280KGS ON THE TRANSOM.



THE HONDA BF250 ALSO INCORPORATES WHAT HONDA SAYS IS THE WORLDS FIRST MARINE DIRECT AIR INDUCTION SYSTEM OF ITS TYPE ON A PRODUCTION OUTBOARD.

to do any fishing ourselves, it would provide ample space for five or six anglers.

Honda BF250

Honda Marine's all-new BF250 four-stroke engine is the most powerful outboard to join the Honda Marine line-up. It is now the company's flagship model and is the first

high-horsepower new model we've seen since the BF225 model, which was released over 10 years ago.

The styling concept of the new Honda BF250 is a departure from previously introduced Honda Marine outboards, incorporating a sleeker, more aesthetically pleasing design. The cowling of the new engine exhibits a

sharper, more angular profile – with chrome lines conveying power and speed – contributing to an overall appearance that is streamlined and aerodynamic.

With a full-throttle RPM range of 5300-6300, the Honda BF250 is a high performance V6 3.6L engine that incorporates an all-new gear case and advancements from Honda's

The Beginning of the Future

The day you caught your first fish. The first time you climbed into a boat. These moments make up the beginning of the future. Today, Honda's forward thinking comes together to bring you the latest addition to the Honda Marine range. The all new BF250.

Honda Marine invites you to view the all new BF250 and BF60 on stand 365 at the Auckland Boat Show, 17-20 May ASB Showgrounds, Greenlane. See you there!






Image of children is off the water

Entering the next power range, Honda's brand new BF250 combines a powerful 3.6L V6 EFI engine with the world's first direct air induction system.

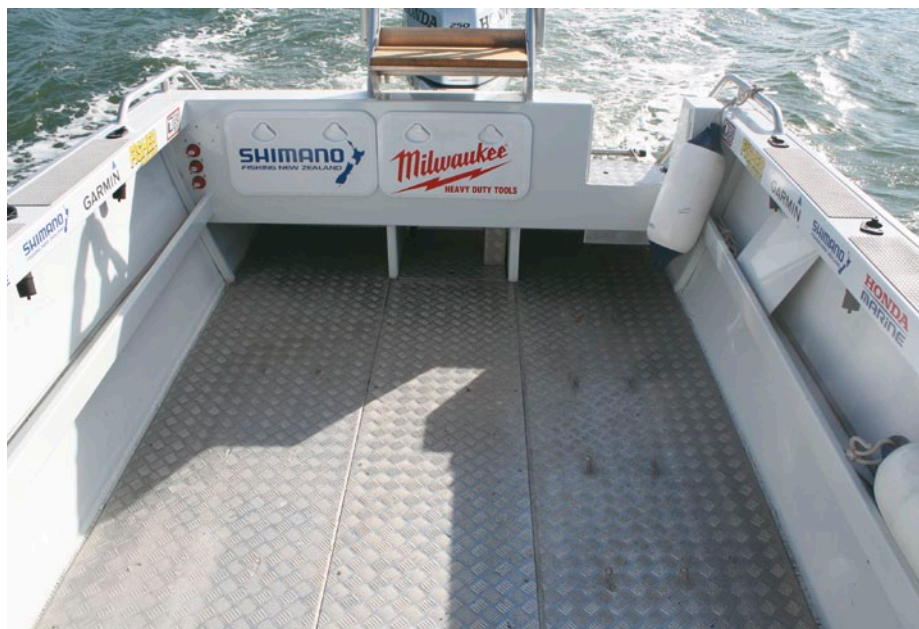



For more information call 0800 4 stroke (0800 478 765) www.hondamarine.co.nz

*5 Year warranty applies to domestic use only

automotive and marine outboard engine lines. Honda has integrated into the BF250 design its Variable Valve Timing and Lift Electronic Control (VTEC). VTEC works to vary the lift and duration of the intake valve opening to deliver optimal performance at both low and high rpm, resulting in peak performance at all speeds. The technology provides a broad, flat torque curve and smooth power delivery throughout the engine's entire operating range.

The Honda BF250 also incorporates the Boosted Low Speed Torque (BLAST) System, which dramatically improves hole shot acceleration by advancing ignition spark timing to within one degree of the knock limit during hammer down acceleration. The Engine Control Module (ECM) then steps in to increase injector timing, creating a more potent air/fuel mixture. The resulting boost in available torque at low rpm contributes to a strong hole shot (off the line acceleration) to get the boat up on plane quickly. The ignition spark timing is appropriately adjusted under slower throttle advancement, ensuring a leaner air/fuel mix and improved fuel efficiency. The ECM in the Honda BF250 also can predict the operator's shifting operation based on changes in engine speed and throttle position. To further lower fuel consumption, Honda's exclusive Lean Burn Control (ECO-MO) system automatically adjusts the air/fuel mix according to speed and load. This helps to deliver best-in-class fuel efficiency in "cruise mode" from 3,000



THE FYRAN 760 HAS A BIG OPEN PLAN COCKPIT IDEAL FOR KEEN FISHOS.

to 4,500 rpm.

Honda added an oxygen sensor, which monitors the air/fuel ratio and automatically adjusts it as needed. At cruising speed, the engine is said to run on up to 20% less fuel than other comparably sized outboards. The result? More power when you need it, and greater fuel economy.

One other neat feature I noted is when the electric load on the Honda BF250 increases, an adjustable idling-charge system enhances

the charging performance of the engine. The BF250 has an industry-first, AMP Plus (Amp+) feature, which at idle speeds, senses a need for more amperage and automatically raises the engine rpms by 100 to produce an additional 9 amps of charging current. This is perfect for simultaneously running accessories such as SONAR, GPS, stereo, live wells and trolling motors.

Also new is Lean Burn Control – a feature that automatically adjusts the air/fuel mix

Fyran Pontoon Series

- Exceptional stability
- Exceptional safety

Oblong pontoons give you substantially greater cockpit space, and provide the ergonomically correct stance for stand-up fishing. The 18° deadrise gives you excellent rough water performance, while the pontoons provide ultimate stability at rest.

Check online, or call to find your nearest Fyran Dealer

Available in:

- 599 Hardtop
- 599 Cuddy
- 599 Centre Console
- 559 Cuddy
- 559 Centre Console
- 479 Centre Console
- 479 Cuddy
- 379 Open Boat



Fyran
BOATS

www.fyran.co.nz ph: 09 273 1700

FYRAN_030/8.12



A GENEROUS CABIN WITH GOOD STORAGE AND TWIN BERTHS THAT CAN CONVERT TO A LARGE DOUBLE FOR OVERNIGHTING.

according to speed and load while maximizing power throughout the acceleration range – providing as much as 20% greater fuel economy in cruise mode (2,000 to 4,500rpm). Lean Burn Control has been enhanced on the BF250 to improve fuel efficiency even further in specific cruising ranges, resulting in best-in-class fuel economy: claimed by Honda as being 16-30% better than competitive models, depending on specific running conditions.

The Honda BF250 also incorporates what Honda says is the world's first marine direct air induction system of its type on a production outboard (providing for cooler, denser air for combustion than conventional under-cowl induction systems), whereby cool air is drawn into the upper intake vents; any moisture is separated from the incoming air



PLENTY OF PROTECTION UNDER THE HARDTOP AND GOOD SEATING WITH BACK TO BACK SEATS.6

which then is inducted into the throttle body. The overall result is increased power. The design of the variable air intake system on the Honda BF250 also includes a large air-intake silencer that reduces noise. Another feature of the direct intake system in the Honda BF250 is under-cowl cooling – a process by which cool air is drawn into the front intake vents and then circulated up and over the alternator and other electrical components. At that point, a cooling fan forces the air out from the top of the engine cowling – dramatically reducing under-cowl temperatures and resulting in a cooler running alternator capable of producing more amps.

Number Crunching

Third time around and we have the Fyran 760 Pursuit GT test platform fitted with the latest

Honda BF250 four-stroke.

On reflection, the last time we hit the water with the 760, our test boat was fitted with a Honda 225hp four-stroke outboard. We managed to squeeze a top speed of 38.2 knots @ 6000rpm, using 75.6L/h, with two passengers aboard and a fuel load of less than half of the 190L underfloor tank.

With the new BF250, we achieved 39.9 knots @ 6000rpm, using 85.4L/h, again with two passengers aboard and a light fuel load of just 60 litres.

Where it gets interesting is the mid-range cruise speed.

The BF250 powered boat gave a very comfortable and economical cruise speed of 24.0 knots @ 3800rpm using 23.0L/h.

Our test records show that with the BF225, the Fyran 760 achieved 24.3 knots @ 4000rpm using 25.0L/h.

This shows that despite having a higher maximum power, the 250hp outboard achieves greater fuel economy than the older-technology 225hp at the same cruising speed.

Underway, the BF250 was superb. Honda outboards have a reputation for being able to combine quietness with great fuel economy, while still delivering the required power. The new BF250 was no different, as you would expect from a big, modern V6 four-stroke, engine noise while underway was quite minimal, so we were able to converse quite easily and there was plenty of power on tap when needed.

I would love to be able to compare the BF225 and BF250 back-to-back on the same day, and to get a better feel for how they performed on the water.

Overall, the BF250 did everything I expected and wanted it to. It has plenty of grunt low down and through the whole rev range, but is refined enough to deliver some excellent fuel numbers. Well done, Honda!

PPB

Model:	Fyran 760 Pursuit GT	Performance	BF250
Price as Tested:	\$NZ99,000	Yanmar 6-cylinder 256HP Diesel	1000rpm 5.7mph 3.6lph
Type:	Alloy Hardtop	670rpm 3.0mph 1.2lph	1500rpm 7.4mph 4.8lph
LOA:	7.6m	1000rpm 5.5mph 2.8lph	2000rpm 9.2mph 7.5lph
Beam:	2.5m	1500rpm 9.5mph 7.5lph	2500rpm 15.0mph 10.5lph
Deadrise:	17 degree	2000rpm 19.5mph 15.1lph	3000rpm 20.7mph 15.1lph
Height on Trailer:	2.45m	2500rpm 24.5mph 18.7lph	3500rpm 24.0mph 18.0lph
Trailerable Weight:	2150kg	3000rpm 31.0mph 29.7lph	4000rpm 29.9mph 26.4lph
Engine Capacity:	200-250hp	3500rpm 36.5mph 42.6lph	4500rpm 35.6mph 36.4lph
Power Options:	Outboard/Sterndrive	3850rpm 40.0mph 52.0lph	5000rpm 37.9mph 41.5lph
Fuel Capacity:	190L		5500rpm 42.0mph 61.2lph
Engine		BF225	6000rpm 46.0mph 85.4lph
Make:	Honda	650rpm 3.5mph 2.4lph	
Power:	250hp	1000rpm 5.5mph 3.8lph	Manufacturer:
Model:	BF250	1500rpm 7.5mph 6.4lph	Fyran Boats
Cyl. Config.:	V6	2000rpm 10.0mph 8.4lph	www.fyran.co.nz
Displacement:	3.6L	2500rpm 14.0mph 11.4lph	Boat Supplied By:
Max rpm:	6000	3000rpm 19.0mph 16.5lph	Fyran Boats
Propeller:	15.5 x 17"	3500rpm 20.5mph 19.5lph	
Retail Price:	\$NZ36450	4000rpm 28.0mph 25.0lph	
		4500rpm 32.5mph 33.0lph	
		5000rpm 36.5mph 58.3lph	
		5500rpm 40.0mph 67.8lph	
		6000rpm 44.0mph 75.6lph	