

# Vector 9.9hp

TSF looks at the Vector 9.9hp, which is new to these shores and based on an old classic.

**V**ector is a little-known brand in the UK, but its outboard motors do have a wider following in other parts of the world, while they're also catching the eye of budget-conscious boaters here.

This engine is made in China to an older Yamaha design that was licensed to the company and it's made to such close tolerances that parts are interchangeable with the older Yamaha engine that it was modelled on.

During the Olympic sailing events in the UK in 2012, Vector outboards proved their worth by running virtually 24/7 on the health-and-safety patrol boats. During the training sessions and the games themselves the Vector engines clocked up nearly 600 hours of trouble-free use.

The Vector 9.9hp is the second largest in the company's current range and uses simple, solid engineering technology developed by the Japanese about 15 years ago and complies with the current EU emission standards.

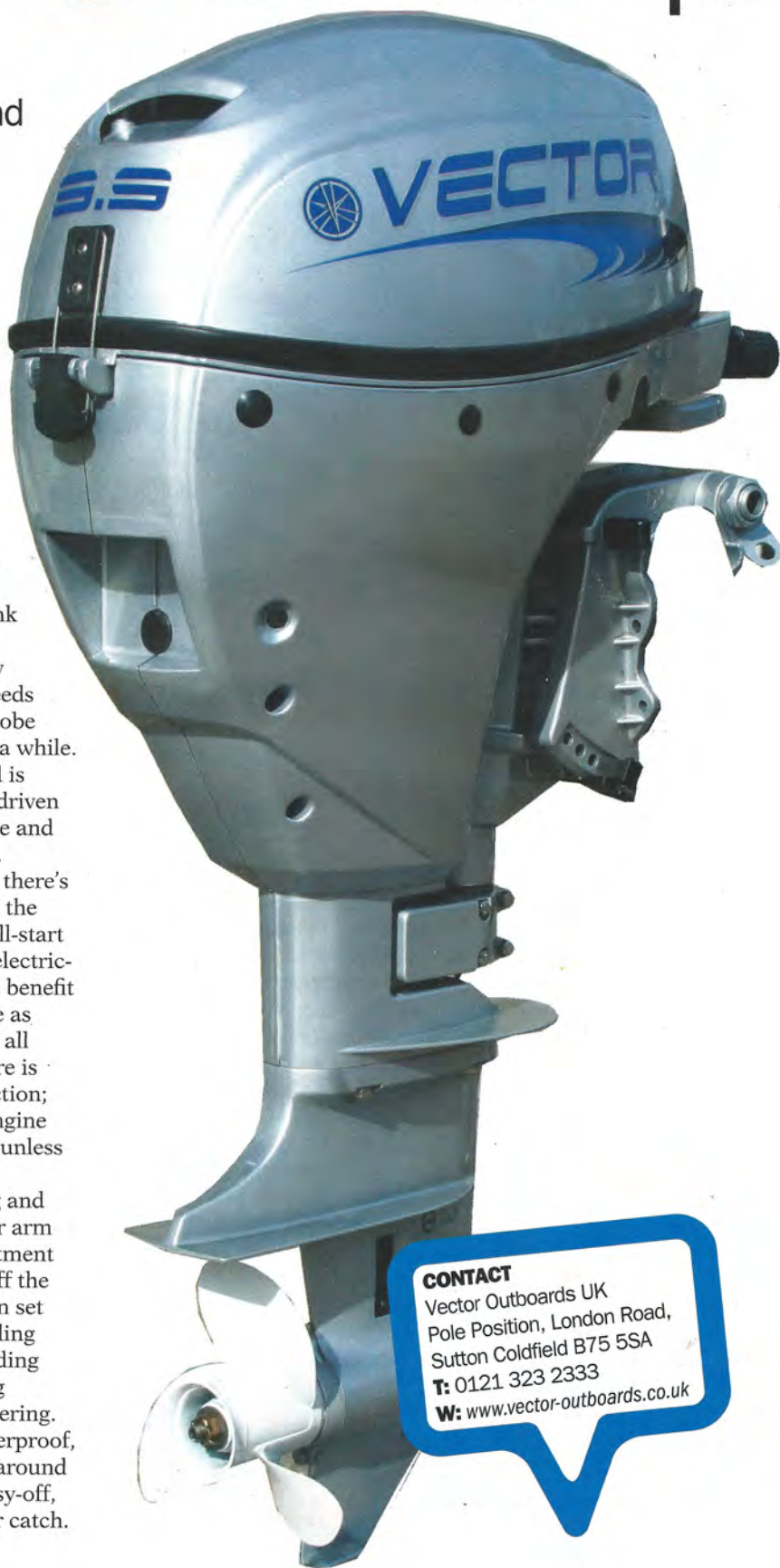
The two-cylinder, 212cc motor uses a single carburettor to deliver the fuel, keeping maintenance easy and simple for the home mechanic, without the need for a laptop and diagnostic equipment. This aspect will be very attractive to a high proportion of users.

The ignition system is electronic, using a CDI unit to generate the high-voltage discharge to initiate the spark, in a very similar way to how it works on a small motorcycle engine.

The ignition timing is achieved via a magnetic pick-up on the crank flywheel and, once set, can be virtually forgotten; it just needs checking with a strobe light every once in a while. The two-valve head is operated by a belt-driven cam to reduce noise and keep things simple.

For easy starting there's a manual choke on the tiller arm of the pull-start version, while the electric-start motor has the benefit of an electric choke as well. For safety, on all model variants there is start-in-gear protection; this prevents the engine from being started unless it's in neutral.

Both the steering and throttle on the tiller arm have friction adjustment to take the strain off the helm, while you can set the throttle for trolling speed, to allow tending lines without losing engine speed or steering. The cowling is waterproof, with a rubber seal around the joint and an easy-off, easy-on single-lever catch.



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Equally interesting is the front-mounted gear-shift lever, which means that there's no need to reach around the side of the motor to change gear.

On the front of the engine is a low-oil-pressure warning light to provide a visual indication of the lubrication status. If this lights up you can stop the engine before any serious damage is done, although it will allow low-speed operation as a limp-home mode should the oil pressure drop to critical levels.

Similarly if the engine overheats, the limp-home mode is enabled and only low-speed operation is possible.

The standard motor comes with a 12-litre fuel tank, although there's an optional 24-litre tank available, which comes complete with the required fuel line and primer

#### Technical Specifications

Engine type	Two-cylinder, four-stroke
Bore x stroke ratio	59mm x 43mm
Cubic capacity	212cc
Maximum power	11kw @ 5,000rpm
Wide-open throttle range	4,500rpm to 5,500rpm
Weight	38kg
Induction	Single carburettor
Fuel tank	12 litres
Oil capacity	1 litre
Ignition system	Electronic - Cdi
Gear ratio	2.08:1
Starting method	Manual/electric
Steering	Tiller/remote
Gear selection	F-N-R
Lift and trim	Manual
Shaft lengths	Short (S) or long (L)
Price, including VAT @ 20%:	£1,389 (S) to £1,399 (L); electric start £1,749

bulb. An extra touch, and something not often found on engines these days, is that the Vector outboard comes complete with a spares kit, including a water-pump impellor, an emergency starter

cord, gaskets, seals, a set of spark plugs and a comprehensive tool kit so that daily maintenance and winterisation can be carried out.

The engine can be fitted to a wide range of suitable

boats as it comes in two shaft lengths, short and long, with both tiller-arm or remote control with electric start. To match the use that the engine will be put to there's a range of propellers, from 9in through to 12in pitch in 1in increments, with each of these being the standard 9<sup>1</sup>/<sub>4</sub>in diameter and protected from electrolytic corrosion by an anode fitted to the anti-ventilation plate.

The smart, silver paintwork provides corrosion protection via the use of a five-layer paint system, while the Vector logo harks back to the Yamaha ancestry by using three interlocking Vs, in a similar layout to the well-known tuning-fork logo with interlocking Ys. The engine is backed by a three-year factory warranty and is supplied by Vector Outboards UK. 