



# PARSUN's New 25hp 4-Stroke

**W**hat is big, black, half a litre and seems to weigh the best part of a tonne? Why, it's the new Parsun 25hp 4-stroke outboard! Joking of course, but the fact is, it is a very big outboard for its horsepower output, it's bloody heavy, and it's not over-worked producing just 25hp from 498cc.

After our first run with Parsun a couple of months ago, a lot of water has passed under various bridges in the outboard industry and a useful national dealer network is emerging, initially along the eastern seaboard, but now starting to spread across through to the west as well.

This has brought with it all the trials and tribulations of setting up dealer networks against fiercely entrenched competition who aren't going to have a bar of any new brand of outboards, let alone a brand manufactured in China, and sold for considerably less than the establishment would like.

But typically, Aussie fishos and boatowners have embraced the concept in exactly the same way we have all



embraced what the writer calls the 'Bunning's principle' of modern marketing. That is to say, if you can buy the product you want, at a price that's a bit less than 'normal', and it does the job just fine, lasts as long as you need - then it's destined to be a commercial success.

Thus we have the massive growth of

the Bunning's warehouses throughout Australia, largely based on imported manufactured goods, and with the commonly advertised claim that they'll beat everybody's price by 10% - and generally speaking, they do.

Parsun outboards are not all that much different. They're made in China, by one of the largest generator manufacturers in the world, in an extremely modern and efficient plant, and in a matter of months (it seems) they have moved from the back of the pack to the middle, with a range of outboards targeting the biggest selling and most popular sizes.

That's really why they're so controversial. It's got nothing to do with how they're built, or how long they'll last - most dealers couldn't give a hoot about that, because they know that most outboard manufacturers are now building engines in China. To lambaste Parsun is literally the pot calling the kettle black, so they're not about to do that, are they?

No, the 'controversy' is mainly because there's a new kid on the block

**When we first introduced Parsun outboards to F&B readers - the 15hp 2-stroke test - back in issue #144, the earth definitely moved, especially in the highly competitive world of outboard motors. For the movers and shakers of the establishment, the onset of Parsun outboards still came as a shock when Parsun's competition realised these Chinese built outboards had arrived, and were being sold all over Australia. Parsun is not hanging around, either, consolidating its position on the waterfront with a growing range of 4-stroke outboards - at prices very much 'on the money'. Peter Webster reports.**

# Fisherman & BOATOWNER Performance Graph

## Stacer 429 Nomad TS / 25hp Parsun 4-Stroke Outboard

Fuel Consumption			Performance Data			
R/Min	L/ph	G/ph	Nm/litre	Knots	Km	Range
1,000	0.90	0.20	2.4	2.2	4.0	55
1,500	1.32	0.29	2.6	3.4	6.3	58
2,000	1.68	0.37	2.6	4.3	8.0	58
2,500	2.40	0.53	2.2	5.3	9.8	50
3,000	3.60	0.79	1.6	5.8	10.7	36
3,500*	5.40	1.20	1.2	6.6	12.2	28
4,000	4.80	1.05	2.1	10.0	18.5	47
4,250's	5.40	1.20	2.2	11.9	22.0	50
4,500	6.12	1.34	2.3	13.9	25.7	51
5,000	7.20	1.57	2.4	16.9	31.2	53
5,420(F/O)	9.00	1.97	2.0	18.7	34.6	47
Propeller	Standard 3 blade alloy Parsun				(P) x	(D)
Range: N. Miles, based on 95% of the 24L tub ie 22.8 L available						



who's stirring the possum, big time, and biting off large chunks of an outboard market the existing sellers can ill afford to lose.

But given the constraints of their rigidly controlled outboard marketing strategies, there's not a hell of a lot they can do about Parsun, beyond tipping the usual bucket of bs all over them at every available opportunity. As they did with the original Mariner outboards, then Selva, then Suzuki, (yawn) then Honda, now Parsun.

But enough of the trade stuff, just keep it in perspective, and as they say in the classics, study the Parsun brand with 'your eyes wide open'.

### Engine Design

There's no gainsaying it - this engine bares a remarkable resemblance to the Yamaha 25 hp carby 4-stroke engine. By an exceptional coincidence, it seems that the block has the same bore and stroke, the same capacity (498cc) and uses many of the design principles and technical practices used by the



other manufacturer.

Specifically, it has a remarkable resemblance to the throttle choke system and all other componentry used on the well known Yamaha 4-stroke 25hp engine.

So much so, most of the international Parsun websites (Parsun is now sold all over the world) actually promote the fact that many Parsun components are interchangeable with the relevant Yamaha model. These parts can be as much as 50%-60% less in cost than the original equipment supplier, too, so please believe this has really created a lot of interest amongst Yummy owners.

Make of that what you will, but the fact remains that for a rec. retail in Sydney of \$4,245 (January 2009) for a long shaft, tiller control, manual start, 25hp 4-stroke, this is, at face value, a terrific outboard package.

And look at this list of features:

- Super quiet, efficient 4-stroke OHV marine engine.
- High grade marine aluminium alloyed for corrosion protection.

- Tilt & trim with shallow water drive in two positions.
- Low oil indicator for increased protection.
- Twist grip throttle control.
- Thermostat controlled water cooling system.
- Safety lanyard with emergency shut off.
- Easy forward, neutral, reverse gear shifting (we'll comment about that further on)
- Vibration reduction system for smooth performance.
- Start in-gear protection for increased safety.
- Adjustable steering friction for easier manoeuvrability.
- CDI ignition system for trouble free starting.
- Innovative large recoil wheel assists easy starting.
- Quiet, through-propeller hub exhaust.
- Ultra low emissions, quiet operation.
- Quality 24L fuel tank with hose.
- Two Year factory warranty.

For the benefit of readers just joining the boating world, it's only fair to point out that all of these features (without exception) are also available with every other manufacturers' outboards. The essential point is that Parsun has launched this new 25hp 4-stroke with features that bring it right up to par with the rest of the market.

There are other issues and measurements of interest, and they include noting that its weight is a substantial 66kg in the short shaft version and up to 73kg with the long shaft version fitted with electric start, plus optional trim and tilt.

We had the 25hp tiller steer on test. According to the manual supplied, it weighed 66kg.

It produces its 25hp between 5000 and 6000 rpm and its maximum output (25hp) at 5500 rpm.

A 2 cylinder engine, the 498cc displacement is typical, and as noted in the introduction, is hardly a stressful output for an engine of this capacity. The ignition system is CDI, and in the

case of our test rig, we had the manual tilt system with the usual 5 pin settings to control or adjust the trim.

Fuel tank capacity of the supplied tub is 24L and the oil capacity without the oil filter involved is 1.7L. Gear oil capacity is only 320 grams. The base propeller is a 3 bladed alloy with nine and 7/8th D by 11.0" pitch.

Okay, that's all the technical specifications we need to identify. Let's jump onboard the F&B Stacer 429 Nomad TS 'mule' we use for these tests, and see how the Parsun performs underway.

## Using The Parsun

We were a bit sneaky with this test, because we arranged to get the Parsun just before the Christmas break, which meant that the writer's daughter and Sea Media accounts lady, Tracey Major (nee Webster), husband Dave Major and the writer's two grandchildren Kyla and Mathew, were planning to spend quite a bit of time over the Christmas/New Year break camping on Stradbroke Island.

Like so many people they love this place, and it's a terrific family camping environment - providing of course you have a boat to get there - *and that's where our dastardly plan came into play!*

We set up the Parsun on the Stacer for Tracey and Dave to use for this purpose, so for several days, the Parsun saw some seriously heavy duty family work; fishing, cruising, swimming and of course, coming and going with at least half of a tonne of camping gear - *and that was just for Tracey's bedding*

## PARSUN 25hp 4-Stroke Rec Retail Prices

**25hp Short Shaft** tiller steer manual start. Model F25BMS \$4195 25hp long shaft model F25BML \$4245

**25hp Short Shaft** tiller steer **electric start** (Available in March) model F25BWS \$4690 long shaft \$4750

**25hp Short Shaft Forward Controls** Electric start model F25FWS \$4995 long shaft \$5045

*gear! The food, liquid refreshments and the kids went over in a second trip - no, only kidding, but it was nevertheless, a typical family camp/cruising/fishing holiday and the Stacer is a near perfect boat for this task.*

At 4.29m, the Stace Nomad TS is a terrific all rounder and it must be said fitted with this 25hp Parsun, it was a very nicely balanced package.

No, it wasn't as fast as a lot of the rigs we've tested, but it didn't seem to be bothered with the load at all, and in typical 4-stroke manner, handled the big loads coming and going as if they were not even on the boat. David and Tracey both noted that there wasn't a lot of difference between the performance with the boat loaded or unloaded, and that is a sure indication of hidden torque coming through to carry the extra weight involved.

So it was a terrific opportunity to run

the Parsun on a daily basis for many hours, and in a variety of situations. Coming back with a southerly storm on their tail, they pushed the boat pretty hard to get back to the home jetty, where we quickly unloaded the rig before the heavens opened up, and asked for their first reactions.

"Terrific engine," they both noted "But heck, it's so hard to raise and lower, we could barely manage it - that's the only problem we could find with the whole set-up."

And therein lies pretty much what Ruth and I found a week or so later, when we ran the more formal test trials over the day involved. The motor performs very strongly, with serious levels of torque pushing through its performance. There's a deep throated sound which is quite pleasing to the ear; most blokes will like it a lot.

It's also extremely quiet at idle and trolling, and in that environment, very pleasing to use.

Starting is also pleasing because it doesn't have a particularly high compression and Tracey and David both noted it was easy to start first pull, every time. So did we - the main trick is to remember not to open the throttle fully and flood the system, but to just open the throttle to the equivalent of a quarter of the throttle (shown on the tiller handle) before starting the engine. Once it's started you can then rev it up or down - whatever. But it's easy to start, runs very nicely and is extremely smooth as you would expect from a quality 4-stroke.

## Downsides

There is really only one downside in a philosophic sense, and we found one other downside in a specific sense. The test 25hp 4-stroke had a rather strange reverse gear characteristic in that it needed to be running at absolutely dead low revs in order to disengage reverse.

It was initially quite disarming to go into reverse coming out of a wharf (for instance) and then clicking the gearshift forward to go into neutral. But instead of going into neutral, the Stacer kept going backwards for a discernible 5 or 6 seconds before the gearbox would deselect itself independently of the skipper - and then go to neutral!

It was much worse at the beginning of our time with the Parsun than it was



at the end, and this leads me to believe that it was a little bit to do with the cut of the helical reverse gears in the Parsun, in that with a bit more wear and usage, I suspect it would deselect reverse more efficiently, and more reliably.

Certainly, that was our experience on the test over about 20 hours of work - it was much better and less of a problem at the end of the test, than it was in the beginning.

As noted though, I still believe that this is a tuning and tweaking issue more than one of philosophy ie, something that you can tune out or tweak to control, as distinct from something you can't do anything about.

And that of course brings us to the Number One problem - it's a big, heavy engine that will test a lightly built pensioner or retiree to the max if they buy a manual tilt version like this one, let alone put it on a boat like the Stacer, where the casting platform is built in between the rear thwart and the transom.

There's no question about this at all - our Stacer 429's rear casting platform exacerbates what is already a problem with other outboards, and thus we're probably more sensitive to the issue than you might otherwise be in a conventional open tinny with a thwart you can get in behind - so that you can put some well balanced muscle into lifting up the 66kg Parsun.

In our model Stacer 429 Nomad TS, having the rear casting platform is a total disadvantage here, because you can only kneel or stand under the canopy and then bend right down to lift the outboard up into its shallow water drive positions or right up to the top for trailing, and/or up off the top position and back down when the boat is pushed off the beach.

This is seriously difficult in our Stacer. However, I stress it would not be nearly as difficult if you could stand in behind the thwart with at least one foot on the bottom of the tinny, and the other (as usual) propped on the thwart

itself. This would be much, much easier.

Nevertheless, it is a bloody heavy engine, and it's poorly balanced in the sense that the entire weight is beyond the pivot point behind the transom. Carefully study the vertical photograph we've got on page 22, which shows clearly where the weight of this motor is located, insofar as raising and lowering it on the fulcrum provided by the transom.

## Conclusion

We don't want to make too much of a song and dance about this weight issue, because it is not going to be a problem at all with anybody installing electric trim & tilt, and it will be nowhere near as big a problem if you



had a conventional tinny you can stand in at the stern. But that said, you'll need to check very carefully that said tinny can take the combined weight of the 66kg motor and you, both standing right on the transom to raise and lower the motor it's not just as simple as you might first think.

That said, there's no doubt the value for money in this motor is exceptional and it stands to reason that the power trim and tilt version is just about the bee's knees. At \$4,980 instead of \$4,180, obviously the extra \$800 is a damn good investment, and the engine is still way under the cost of most other 4-stroke motors on the market.

The big question in every consumer's mind is going to be '*Is it as good as Bushel's*' (so to speak) and whilst we can't single out specific

brands, we all know who they are.

As usual, the writer believes it really comes down to the question of dollars. Some people can afford the luxury of choosing the best things in life, and they can buy them regardless of price. Other people, the writer included and most of the team at F&B, are all watching their dollars pretty carefully these days and we're all extremely value conscious.

To David and Tracey Major, our guest judges for the Stradbroke week, it was a no brainer.

"We'd buy this in a heartbeat, Dad, it's just not an issue. It's a good engine, it starts easily and we'll just take on a body-building course to work up the muscles to lift the engine up and down on the transom! But jokes aside, if it's

\$2,000-\$3,000 less than the other big name brands, we'd be in it, just the same way you and Mum were when you bought that cheap Victa mower."

*Touche!* And I think that sums it up very well.

Funnily enough, the writer was actually more comfortable with this 4-stroke engine than I was with the smaller, ultra competitive 15hp 2-stroke.

Not that there's anything wrong with the 15hp 2-stroke. In fact it's proving to be

an extremely good and reliable little engine. Similarly, we've found with the little 13kg, 3.6hp Parsun F&B purchased for long term testing (the one 13 yr old Mark Borg has been 'testing' lately in F&B with his Mum and Dad on the 2.8m Island Inflatable) is proving to be a very useful tender outboard. This will reappear from time to time as we put some hours on the clock of that engine, too.

But all these engines are working out very well, and we were impressed with the Parsun 4-stroke 25hp.

If this is the way of the future, all we can say is bring 'em on!

There's a big future for these engines in Australia.

**F&B**