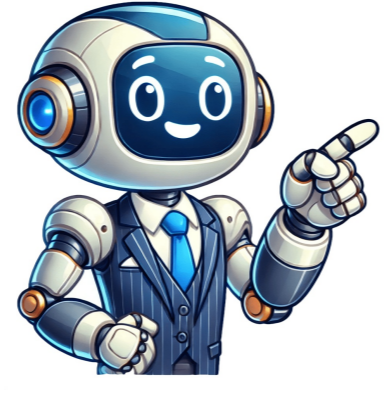


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The LS2000 inherited its dual-engine package from the Exciter 270. These 2-stroke, 1131cc, triple-cylinder Yamaha marine engines produced a combined 270hp at 6750 RPM. Also known as the non-power valved 1200 Yamaha marine engine, this powerhouse came with many advanced features, including loop charge induction system, reed valve intake system, and triple Mikuni BN44 carburetors. This carbureted engine was fed by three 44mm Mikuni carburetors and was lubricated with a variable-rate oil injection system. Just like these power sources, the Hyper Flow pumps of the LS were also derived from Yamaha's WaveRunner PWC line. This propulsion system housed dual axial-flow, single-stage, 153mm jet pumps with triple-blade, stainless-steel impellers. These were designed with innovative features like manual reverse and pump clean-out ports. These unique, screw-in style ports were accessible through a hatch mounted on top of the swim platform. Features Standard features of this iconic 2-stroke Yamaha jetboat included a bilge pump, ski tow hook, reboarding step, drain plugs, grab handles, cleats, eyelets, and dual mirrors. In addition to the spacious ski locker, the deck housed a bow storage, glovebox, center storage tray, beverage holders, and windshield storage units. The instrumentation of the boat included a fuel gauge, low oil warning light, speedometer, and two tachometers. If you are interested in a fully equipped, limited edition version of LS2000 don't miss our post on the 2002 Yamaha LX2000. Riding Experience Each 2-stroke Yamaha jet boat was designed with high speed and maneuverability in mind, and the LS2000 was no exception. Despite its 19.5-foot hull, this boat turned on a dime. Its shallow-V hull design made it lively and agile, which ensured adrenalin-filled rides. Due to its larger and heavier body, it offered less playful rides than Exciter models, yet it was still enjoyable for many boaters. The drawback of this design was arguably its poor rough water performance since the keel couldn't cut through the waves effectively. Because of this, the LS wasn't recommended for the ocean or large lakes. Engines were operated with a twin throttle lever, which made this boat very easy to maneuver. Boating at a top speed of 53-54 mpg, the combined fuel consumption was 28 gph, so the 41-gallon fuel tank offered a cruising time of one and a half hours. Even though it doesn't seem fast by today's standards, it was a pretty good speed on the water around the Millennium. Besides its great top speed, the LS was also known for its fast acceleration and instant throttle response. Its safe jet propulsion and great engine power also made the LS a great tow boat. This is why many of them were equipped with an aftermarket wakeboard tower. However, it wasn't advisable to carry more than five people onboard when doing watersports. Below is an excerpt from a October, 1999 Popular Mechanics article. This contains additional detail than what is in the other, AR210 spec thread found on boattest.com: Model 1999 LS2000 Length19 ft. 6 in. Beam 8 ft. Draft (Drive Up/Drive Down) 18 in./18 in. Engine Type/DisplacementTwin Inline-3, 2-stroke/1131cc x 2 Power (hp/rpm)135 hp/6500 rpm x 2 Drive System/Prop Twin 155mm Hyper Flow pumps Fuel Capacity42 gal. Base Price \$17,999 with trailer 0-30 Acceleration 5.38 sec Top Speed 51 mph (6500 rpm) Sound Level (Idle/WOT) 81/104 dBA Fuel Consumption (Cruise) 4500 rpm/30 mph/12 gph Fuel Consumption (WOT) 6500 rpm/51 mph/28 gph 5200 Dry Weight>2100 lb. I have fond memories of my Yamaha LX210 (Same boat as an LS2000...just with a swim platform)....that thing was a rocket!!!! Julian FAQ/References-Look here for answers! _____ Forum SWAG-Stickers/shirts etc_____ My Favorite Forum Features Yamaha 242X