

Evinrude Gen 2 E-Tec 150-200hp Review - <http://www.boatadvice.com.au/evinrude-gen-2-e-tec-150-200hp-review/>



by **Steve Lague**

March 14, 2017

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Just months after the Federal Government revealed details of its new, stricter, emission standards for marine engines, Evinrude held its Australian launch of its mid-powered outboard range.

It also declared its 150-200hp range of Gen 2 motors not only met the new standards but were the cleanest outboard engines in the world.

Evinrude National Sales Manager, Jason Draeger, said the Gen 2 engines delivered up to 30 per cent more torque and 15 per cent better fuel efficiency while producing 75 per cent fewer emissions than the leading four-stroke engines.

“The features in the next generation G2’s are above and beyond other outboards on the market,” Mr Draeger said.

“We are excited to offer this revolutionary design to a new range of customers and boats, whether you enjoy fishing, power sports or just cruising you will be impressed with the power and efficiency of the new range of G2’s.”

The latest additions to the Gen 2 range include the 150, 150 HO, 175 and 200 HO. There are now two options in the 200hp range with a new small block 2.7-litre model joining the previously released big block 3.7-litre model.





Evinrude also used the launch to release its all-new Gen 2 60 HO, which is available in two shaft lengths, 20 and 25 inch. It uses the same 1.3litre three-cylinder motor used in the 75-90hp engines and produces the same power as a standard 70hp engine in a smaller package.

### **WHAT YOU GET**

Like the 200-300hp range of G2 engines that was released last year the mid-range outboards use a direct injection V6 engine platform, albeit a smaller 2.7-litre engine. The direct injection system ensures that maximum power and torque are obtained far quicker than any of its four-stroke competitors. On the water this means the boat will be up and on the plane much quicker (but more on that later).

The 150-200hp range also come with all the same features as the bigger engine range, including electronic gear shift and throttle, built-in hydraulic steering and i-Trim which automatically keeps the boat trimmed correctly. The built-in hydraulic steering not only works more efficiently than the more conventional set-up but also makes for a much cleaner finish with less hoses and wires protruding from the motor. Evinrude also provides the option of ordering the engine without the built-in electric steering. This option, which on the 150hp motor is about 15kg lighter and \$2500 cheaper, is provided to make life easier for those people looking to repower their boat.

Other features include a magneto charging system that will generate up to 133 amps, a garden-hose-friendly freshwater flushing port, press-button auto-winterisation feature, 11.3-litre built-in oil tank (it was 8.0-litres on the previous model) and there is also an optional external tank that can be fitted, cowl-mount trim switch, a clear sight tube for monitoring gear oil level, and Evinrude's E-Link system which allows you to monitor and control engine functions using a mobile device such as your smart phone.

Every engine that is sold in a boat/motor/trailer package by Telwater, the Australian distributor for Evinrude, has been individually tested before leaving the Queensland factory.

## ON THE WATER



While Evinrude supplied all the different models for testing on a variety of different hull shapes and sizes, I opted to spend most of my time in a Stacer 579 Crossfire fitted with a standard 150hp engine for

a more comprehensive test. I also got to share my time with a local charter fisherman, Thomas Seebach, who had a Gen 1150hp fitted to his 7.0m centre console 12 months ago. While his boat is bigger and heavier than the test boat you could see his surprise in the difference in the performance between the two generations. The Gen 2 motor is quieter than its predecessor but it was the steering that “shocked” him the most. As we left the dock Mr Seebach, who was at the helm and spends about 280 days a year on the water said: “This is ridiculous. I cannot believe the difference between my boat and this, it is so much lighter and easier to use.”

While I could not say with any conviction how much better the new models was over the old, the steering was as light as I have experienced in recent boat tests.

The steering on the Gen 2 motor is also set up so it provides more feedback as the revs on the boat increase with the most noticeable difference when the motor hits 4000rpm. This makes low speed maneuvering a lot easier without making it feel skittish at higher speeds.

The other area where it was hard not to be impressed was acceleration – both from a standing start and mid-range. With the motor ticking over at 3000rpm and the boat sitting on a brisk 25knots you could still extract “throw-you-back-in-the-seat” acceleration.

The third area of difference was noise, or should I say lack of. With the bit 150hp idling you could not hear the engine at all, something I am sure is going to lead to new owners trying to restart an already running engine because they think it has stalled.



I did also get to spend some time on a prototype Quintrex Stealth Hornet (it is expected to be officially launched next month) with the 60hp High Output outboard on the back. Even with four big guys on board the 4.5m Hornet the acceleration was impressive. The biggest issue is that with the set-up of the

Hornet all the weight was at the back which meant you needed to be constantly trimming the nose down just so you could see where you are going.

### ***OVERVIEW***

While four-stroke engines have always been cleaner, more fuel, efficient and quieter they have not been able to match the two-stroke when it comes to grunt and power of the mark. The second-generation Evinrude E-Tec engines still retain that same power and performance advantage today but they are also as quiet, if not quieter, than there four-stroke competitors and, more importantly, are more fuel efficient and cleaner burning.