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Evinrude E-TEC G2 150hp, 175hp, 200hp: Australian launch

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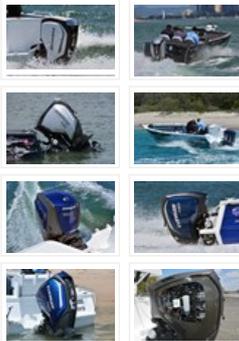


Image 1 of 10

Brutally fast with instant throttle response and lightning quick hole-shot

The Aussie launch of the new Evinrude G2 E-TEC 150hp, 175hp and 200hp outboards revealed three impressive DFI two-stroke engines on a range of new and prototype Quintrex boats. These dynamic new Evinrude outboards sure do the torqueing...

OVERVIEW

- The E-TEC family expands with new models from 60hp to 200hp

The main focus at the official Australian launch of Evinrude's latest G2 series E-TEC outboards was the 150hp, 150hp H.O., 175hp and 200hp. With these compact, futuristic looking engines, the spread of E-TEC G2 DFI two-stroke outboard engines now stretches from 150hp-300hp.

Also on-hand was the 2017 Evinrude 60hp E-TEC High Output model, a three-cylinder engine built on the successful 75-90hp engine platform.

The 60hp H.O. was mounted on a prototype Quintrex Stealth Hornet and, while we were not able to spend a great deal of time on this boat, it was evident that the E-TEC 60hp H.O. is a very strong engine, delivering the instant throttle response and mid-range torque we have come to expect from Evinrude E-TEC outboards.

Prior to this Australian launch in March 2017, we were able to secure a 150hp H.O. model for testing some months earlier. You can read our full review here [full Evinrude E-TEC 150hp view here](#).

NEW E-TEC G2 HIGHLIGHTS

- >> Stunning power and torque
- >> Ultra-quick hole-shots
- >> Integrated dynamic power steering (with adjustable resistance)
- >> i-Trim automatic boat trim system
- >> Claimed lowest in-class emissions
- >> Digital shift and throttle
- >> Easy install with clean transom rigging (single rigging tube)

DESIGN FEATURES

- Integrated steering and E-Link digital monitoring

Like the larger 200-300hp G2 E-TECs released back in 2014, the new models have a six-cylinder engine configuration, albeit with a smaller 2.7L capacity. The powerhead is compact and quite slim in design, occupying minimal space on your boat's transom.

With the Integrated Dynamic Power Steering available, which has the steering components built into the mid-section of the engine, much of the cabling you would normally find cluttering up the transom area is eliminated, resulting in a cleaner, neater appearance, and easier installation for

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For repower installations with existing cable steering, customers can opt for a standard E-TEC G2 model without the integrated power steering system. This version is lighter too, weighing 225kg versus around 240kg in the longshaft (20in) drive-leg configuration.

Like the larger G2 E-TECs, the new 2744cc, 150hp-200hp models have a range of user-friendly features. They include the i-Trim automatic boat trimming system (which is great for beginners), a magneto charging system generating up to 133 amps, a garden-hose-friendly freshwater flushing port, press-button auto-winterisation feature, 11.3lt built-in oil tank (with optional remote tank), cowl-mount trim switch, a clear sight tube for monitoring gearcase 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.

Other features include lowest-in-class emissions, no required break-in period, a choice of colours for the external cowl side panels, reduced maintenance and servicing costs (compared with competitor four-stroke outboards), and a weed-cutting and cambered lower-skeg design to counter prop-torque.

ON THE WATER

- Powerful performance on the Quintrex and Stacer boats

While we have previously tested an E-TEC G2 150hp outboard, it was interesting to sample the new engines across a range of different Quintrex and Stacer models. On hand were four E-TEC G2-powered boats ranging from 5.3m through to 6.1m in lengths.

The test boats included a prototype Quintrex 530 Stealth Hornet bass boat, a Quintrex 570 Fishabout runabout, a Stacer 579 Crossfire, and a Quintrex 610 Fishabout cuddy cabin.

The latter was fitted with a 175hp G2 E-TEC, but all the other boats were rigged with a 150hp H.O. G2 E-TEC with the superb Integrated Dynamic Power Steering, i-Trim auto trim system and full digital controls.

How did they perform? Well, to put it mildly, the new E-TEC G2s are stunningly powerful. Evinrude claims the new engines have 30 per cent more torque than rival four-stroke outboards — and we can believe it. These engines are brutally fast with instant throttle response and lightning quick hole-shots.

We drove three out of the four boats available for testing during the launch and they were all blisteringly quick with near finger-tip steering control, and smooth, lightweight throttle actuation.

It would have been nice to sample the new engines on a couple of fibreglass hulls, as well as in a dual engine set-up, but that will come soon enough, and we have no doubt these brilliant new engines will perform equally well across a broad range of applications and boat types.

In coming months we can expect the new Evinrude E-TEC G2 outboards to provide some stiff competition to rival low emissions outboard engines. The E-TECs are unique in the market-place and are sure to appeal to boaters and anglers in the new boat and repower markets.

Specifications: Evinrude E-TEC G2 150-200hp

Engine type: V6, 66 degree E-Tec DFI

Displacement: 2,744cc

Bore x Stroke: 86mm x 78.7mm

Maximum output: 150hp, 175hp, 200hp

Operating range 5,000 – 6,000rpm

Fuel Delivery: Direct injection with stratified low rpm combustion mode

Weight: 225kg (lightest model), 240kg with integrated steering

Shaft length: 508mm (20in), 635mm (25in)

Charging system: Magneto 133 amp total, 50 net dedicated, 14 amps @ idle

Trim method: Power trim/tilt with i-Trim

Steering: Integrated dynamic power steering

Gear ratio: 2.17:1

Oil tank capacity: Internal 11.3L

Counter rotating: Available

First service: 20 hours or 3 months – annually or every 100 hours thereafter.

Emissions rating: CARB three star

Warranty: 3 + 2 years (recreational use)

Pricing: From \$20,000

More at www.evinrude.com.au.

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words & photos - Jeff Webster

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