

The Evinrude E-TEC 25hp Two-Stroke

F&B Report & Pictures by Peter Webster with Ruth Cunningham at the helm.



Once again, the F&B team saddled up our resident Stacer 429 Nomad TS for another engine trial, this time the much talked about Evinrude E-TEC 25hp direct injection 2-stroke outboard.

Since they began, E-TEC engines have been no strangers to controversy. The basic decision by their engineers to announce a no maintenance 3 Year/300 Hour regime for their E-TEC range, rocked the boating world when it was introduced. As you can imagine, every traditional outboard mechanic (all of them from E-TEC's opposition)

universally cried out in shock, horror, that this was going to be a disaster waiting to happen.

But years later, the industry around the world is settling down, and there is a growing respect for the E-TEC range, especially insofar as this particular claim is concerned. Privately, some of the top engineers from the opposition brands have told the writer there is actually no reason why they couldn't do it either, beyond the fact that they couldn't start now when they have so many zillions of engines in the field and confusion would thus range

supreme. *"This engine doesn't need maintenance . . . this one does . . . etc!"*

Because Evinrude E-TEC was literally starting again, with newly engineered designs, dealers, service structures, computer management systems and so on, it was actually quite easy for them to introduce what is rapidly becoming accepted as a significant advantage of the E-TEC range.

For the average consumer, not having to service the outboard for 3 years (or 300 hours) represents a significant saving in terms of cold,