

The New Evinrude 15HO



New to the Evinrude lineup for 2010 is the 15HO E-TEC. I've been fortunate to be involved with the development of this engine and have been running this engine for the last 5 mo's, all I can say is WOW! More often than not products are designed as the engineers feel the design should be and then the marketing team goes to work to promote it. Not so with the 15HO, this engine has been designed from day one for anglers. Evinrude engineers worked tightly with the Evinrude Pro staffers to design an engine that will provide the most angler friendly features available today! In fact it made this angler all but drool!

Where to start? Well, how about "the Start", all kickers using the existing technology are having had and continue to have issues with starting. Whether the issue is related to cold temperatures, bad fuel, or clogged carburetors, starting is an issue for 4 strokes. The 15HO has none of those issues as it is the first and ONLY Direct Injected engine in its class!!!! Before even launching, a major noticeable improvement over the competition is the heavy duty brackets surrounding the high speed tilt mechanism; this engine is made to take the abuse of the multispecies angler. The tilt switch is also located conveniently at the end of the throttle handle and provides a roughly 7 second full tilt up to full down, very nice! My first time starting the engine on my boat was after having traveled with it over 700 miles in the tilted position, and what a nice surprise that gave me!

After launching, I tilted the 15HO E-TEC down, and gave the start button a nudge, Bam! The 15HO quietly and easily came to life with no high revving, smoke, smell, coughing or sputtering. The biggest thing to note when starting the engine was started was that there was no choke to play with... Yippee! What's that mean to us, the fisherman? No more warming up the engine, no more trying to "learn" how to start the motor! Push the button and go!

The next thing I noticed was the smooth idle of the 15HO, partially due to Evinrude using what's called "Focus" mounts, which is a new way to dissipate vibrations of the engine by "Focusing" the rubber mounts towards the engine movement rather than existing competitive technology that transfer the vibration to the handle AND the boat! The other reason is due to the accurate fuel delivery of the E-TEC injectors firing precise

As I headed to my first fishing spot on Lake Pepin I encountered some significant rough water conditions as there was a 20+ mph up river wind and figured this was a good test to see how it handle rough water at 50+ mph! Just like a Chevy truck.... Solid as a Rock!!! I was very pleased to see minimal to no movement,

mainly due to the heavy duty brackets, but also because the center of gravity is further forward and balances the motor much better than other kicker engines.

Trolling was my next critical test as this engine will be trolling 95% of its life, and trolling speeds from dead idle to 3+ mph. While setting out the Rapala Shad Raps, I set the 15HO to keep me at 1.7 mph and point me downwind on a large flat I'd been catching fish on. The offshore planer boards followed shortly after and I was set to see what this little engine could do. Adjusting trolling speeds with kickers has been a chore to say the least, too fast... adjust the throttle... too slow... engine speeds up on its own... engine slows down on its own or on a turn with a remote engine. With the 15HO that's no longer a nightmare! The throttle ramp (this is the gives speed increases with throttle movement) is very linear, what's that mean to us? That means more adjustability in speed by having less engine rpm increase per movement of throttle. That's nice but the real deal on this engine is something that NO OTHER KICKER has... Touch Troll!! This is cool times ten, this feature allows you to adjust rpm's by touching a toggle switch either plus or minus in rpm, each touch equals +/- 50rpms. In my Ranger 620 that equals an impressive 1/10 mph per touch!!! I've never had an engine that could even come close to this adjustability and the only way to get close is to purchase an aftermarket speed control system which with installation can run over \$500. This feature alone sold me on the engine but another related benefit is that since the speed control is run through the EMM so the rpms never seem to waver, and although I thought I could tell rpm difference by sound I was proven wrong as I used the touch troll, one touch was indiscernible though speeds bumped by the 1/10th mph!! This will improve most every anglers boat control, which is primary to consistently catching more fish!



Other Key features are the ergonomically adjustable tiller handle allowing 20 degree adjustment of the handle port or starboard and 2 position locking handle that both prevents damage when running rough water and gives comfort when standing and trolling.

The oil tank is conveniently located under the hood and is easy to refill though I burned very little oil in the 5 months of use. Particularly noticeable was absence of smell as I revved the engine to see what this little giant could do. Topping out at slightly over 6.5 mph this engine with up to 3x the displacement of competitive engines, it quickly and quietly gets there and pushed through the chop nicely. Helping push this rig is the high thrust exhaust reversing prop. Not only does it

help push the boat with optimal performance it also combined with the 2 stroke throttle response provides instant reverse thrust and stopping power as well as slow speed control with speeds as slow as .7 mph @ 620rpm's in a no wind condition trolling forward. Compare that with competitive engines that idle near 940rpm, have the same or nearly the same gear ratios and same pitch props means the slowest trolling speed capability in its class, the best of both worlds, very impressive.

Another important feature for anglers using color graphs, live wells, bait wells and assorted other electronics is a high output charging system and this engine got it. With 7 amp output at 650 rpms and a full 15 amps starting at 1500rpms this engine really is "High Output" in every meaning of the word!

Lastly the Evinrude E-TEC 15HO follows in the steps of its bigger brothers with No Dealer Scheduled maintenance for 3 yrs or 300hrs, No Break-in, Auto-Winterization, CARB 3 Star and EU rated.

Summary: Evinrude has a small engine that fits the bill no matter how you look at it for anglers looking to power or repower boats in the 18' + category. However this engine would also work exceptionally well in a pontoon application, Zodiac tender type boats and any other application that a consumer would want the best engine in this horsepower category, period! Although at first look the size may seem a bit bigger, it made no difference in all my testing of rough water, heavy loads or any other test I put it through.

Soon to be available in white and 25" the West Coast market will love this engine as well.