

WHAT SINGLE glitch bugs you most about your carbureted outboard? If it's the fact that a cold two-cycle stammers and chokes like a teenager on his first date, then check out Suzuki's Offshore 150 EFI. This upgraded version of last year's carbureted motor—and the fourth Suzuki outboard to go the EFI route—not only solves the cold-start problem, it also performs better and more efficiently than its predecessor.

I ran the new fuel-injected, 60-degree V-6 near Sanibel Island, Florida. The motor was mounted on a Wahoo! 1900 Offshore, a hard-core center console with a squared-off bow à la Boston Whaler.

The engine caught the instant the key was turned, and it never stumbled when we idled out of the harbor. Those who drive carbureted rigs know that re-starts can be a way of life, and the power seems to die just when you need it most—to prevent carving a V in a dock, for example.

What about performance? The Wahoo! had a truly impressive hole shot. From a standing start, the boat planed in 2.5 seconds and hit 30 mph in 4.8 seconds. That's quick, even compared to a 60-mph bass rig. Top end with the 20" prop was 47.7 mph, at which the motor turned 5800 rpm, but recommended redline is 5500 rpm, which means the Wahoo! will run faster with more pitch.

The 150 ponied up loads of torque in the mid-range, too, from 3000 to 4500 rpm. Suzuki says the motor develops five percent more horsepower than last year's carbureted model.

The unique aspect of Suzuki's injection is the digital electronic control system. Compared with conventional analog systems, the digital meters fuel

SHORT TEST

SUZUKI OFFSHORE 150 EFI

More power to you.

BY FRANK SARGEANT



PROPULSION AND PERFORMANCE Wahoo! 1900 Offshore

Test boat power: single 150-hp Suzuki Offshore EFI V-6 outboard with 164.3 cid, 3.31" bore x 3.19" stroke, swinging a 14½" x 20" Suzuki three-bladed stainless-steel propeller through a 1.86:1 reduction.

| rpm | speed | | % of | | fuel use | | efficiency | | | operation | |
|------|-------|------|------|------|----------|-----------|------------|--------------|-------|-------------|--|
| | knots | mph | max. | gph | max. | naut. mpg | stat. mpg | n. mi. range | angle | sound level | |
| 1000 | 4.4 | 5.1 | 9 | 3.1 | 18 | 1.43 | 1.65 | 79 | 3.0 | 77 | |
| 1500 | 5.8 | 6.7 | 14 | 3.9 | 22 | 1.48 | 1.71 | 81 | 3.0 | 79 | |
| 2000 | 6.7 | 7.7 | 16 | 5.9 | 34 | 1.13 | 1.30 | 62 | 5.0 | 80 | |
| 2500 | 13.9 | 16.0 | 34 | 6.5 | 37 | 2.11 | 2.43 | 116 | 3.0 | 84 | |
| 3000 | 20.8 | 23.9 | 50 | 7.2 | 41 | 2.89 | 3.33 | 157 | 2.0 | 89 | |
| 3500 | 24.9 | 28.7 | 60 | 8.2 | 42 | 3.03 | 3.49 | 166 | 2.0 | 90 | |
| 4000 | 29.5 | 33.9 | 71 | 9.5 | 55 | 3.12 | 3.59 | 171 | 2.0 | 93 | |
| 4500 | 32.4 | 37.3 | 78 | 11.7 | 67 | 2.77 | 3.19 | 152 | 2.0 | 94 | |
| 5000 | 36.0 | 41.4 | 87 | 13.4 | 74 | 2.68 | 3.08 | 147 | 2.0 | 95 | |
| 5500 | 39.3 | 45.2 | 95 | 15.4 | 88 | 2.55 | 2.94 | 140 | 2.0 | 99 | |
| 5800 | 41.5 | 47.7 | 100 | 17.4 | 100 | 2.38 | 2.74 | 131 | 2.0 | 100 | |

Advertised fuel capacity 61 gal. Range based on 90 percent of that figure. Performance measured with two persons aboard, ½ fuel. Sound levels taken at helm, in dB-A.



more precisely. It works on a pre-programmed "map" that instantly adjusts to throttle setting, atmospheric pressure, cylinder wall temperature, air temp and engine rpm. So what does that mean for you at the wheel? Better fuel economy, for one.

Fuel economy was best at 4000 rpm, topping out at 3.59 mpg. This puts the 164.3-cid Suzuki in the same league with smaller carbureted V-6s we've tested on similar

boats. Compared with last year's carbureted Suzuki, the 150 Offshore EFI has 30 percent better fuel economy at a 1000-rpm trolling speed and 15 percent better economy at 3500 rpm.

The new 150 runs noticeably quieter than its predecessor, too. That's because the throttle body intake has been moved to the back of the motor, reduc-

ing noise in the cockpit. Granted, the difference doesn't show on the dB meter, but those who have run old carbureted Suzukis will hear the change immediately.

The 150 Offshore shares all the corrosion-resistant features of the 200 and 225. All exposed aluminum surfaces are bathed in a chemical cleanser and then submerged in an electrified bath of chromium oxide. This creates a barrier of corrosion-resistant metal around the part, and it also provides a surface that accepts the epoxy resin primer. The prime coat is baked hard, then covered with the finish coat, a Melamine resin.

The prop shaft, drive shaft and shift rods are all stainless, as are water pump housings, bolts, nuts and washers exposed to the water.

The 150 EFI is available with a 25" shaft and in counter-rotation. It weighs 470 pounds, which makes it one of the heavier V-6s. List price for the motor is \$11,000. That's competi-

tive with Mercury's fuel-injected, 153-cid 150. With a 25" shaft, it costs \$11,703, but it's lighter at 422 pounds and has a 40-amp alternator—the most powerful around. Some carbureted outboards cost less (Johnson's OceanRunner 150 with 25" shaft is \$10,654), but Suzuki is banking on boatbuyers seeing extra value in the responsiveness and quick starts of EFI. †

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| | |
|------------------------------|----------|
| LOA (w/o pulpit) | 18'6" |
| Beam | 7'2" |
| Displacement (lbs., approx.) | 1,470 |
| Freeboard forward | 2'10" |
| Freeboard aft | 2'0" |
| Fuel capacity (gal.) | 61 |
| Base price (w/power) | \$22,900 |