

## Evinrude Detachable Rowboat Motor Identification Guide and Checklist

Data Compiled by Harry Nicholson

Characteristic or Feature	1910-11	1912	1913	1914	1915	1916	1917	1918-20	1922	1923-24	1927-28
Gas tank capacity 3 quarts	X	X									
Gas tank capacity 1 gallon			X	X		X		X		X	X
Gas tank capacity 7 pints					X						
Small gas cap, no oiling cup	X	X	X								
Large gas cap with oiling cup				X	X	X	X	X	X	X	X
Flywheel Diameter 9 inches	X	X									
Flywheel Diameter 9 1/4 inches					X	X				X	X
Flywheel Diameter 9 1/2 inches			X	See Note 1							
Spark Plug threads 1/2"-14 NPT	X	X									
Spark Plug threads 7/8"-18 SAE											
Tilt Quadrant Arms are smooth	X	X	X	X	Model D only						
Tilt Quadrant Arms have detents					X	X	X	X	X	X	X
No skeg on gear foot, 2 screws in rear cover	X	X									
Skeg on gearfoot, three screws in rear cover			X	X	X	X	X	X	X	X	X
Gearcase has lash adjustment (screw type) on nose		X	X	X	X	X	X	X	X	X	X
Uses RH rotation propeller	X	X	X	X	X	X	X	X			
Uses LH rotation propeller									X	X	X
Prop Diameter (and Pitch if known)	9 Inch	9 inch	9 1/4	9 1/4	9 1/8 X 13	9 1/8 X 12				9 1/8 X 12	9 1/8 X 12
Gas tank lacks a shut-off valve	X	X	X								
Gas tank has shut-off valve				X	X	X	X	X	X	X	X
Gas tank has "FORWARD" only embossed on top										X	
Gas tank has "FORWARD" and "REVERSE" embossed on top											
Gas tank lacks "beading" on side panels	X	X	X								
Gas tank has beading present				X	X	X	X	X	X	X	X
Gas tank has decals			X	X	X	X	X	X	X	X	X
Mixer valve cap has square nut cast in	X	X	X								
Mixer Valve cap has stop pin for adjuster		X	X	X							
Cylinder bore is 2.500 inches (2 1/2")	X	X									
Cylinder bore is 2.625 Inches (2 5/8")			X	X	X	X	X	X	X	X	X
Piston ring is a single 1/2" wide ring	X	X									
Piston uses two wide rings (pinned)			X	X	X						
Piston uses three narrow rings						X	X	X	X	X	X
Connecting Rod has babbitt on big end	X	X	X	X							
Connecting Rod has no babbitt on big end					X	X	X	X	X	X	X
Two-piece crankcase	X	X	X	X	see note 8						

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Three-piece crankcase (removable top and bottom)					see note 8	X	X	X	X	X	X
No grease cups or oil cups	X	X	X	X							
Grease cup on top bearing					X	X	X			Kipp Oiler	Kipp Oiler
No stop/ground button on timer lever	X	X	X								
Stop/ground button on timer lever				X	X	X	X	X	X	X	X
Brass or cast iron tiller bar (3 slots)	X	X	X	X	X (D & H models)						
Exhaust manifold runner has no lettering or design	X									Model K only	
Exhaust manifold runner has block type lettering only		X									
Exhaust manifold embossing includes boat illustration			X	X	X	X	X	X	X	X	X
Dry exhaust (no water jacket in manifold)	X	X	X	X							
Wet exhaust (water cooled manifold)					X	X	X	X		All except Model K	X
Muffler is 2.750 inch and has single triangle hole pattern	X										
Muffler is 2.750 inch and has double triangle hole pattern		X									
Muffler is 3.00 inch diameter and has double triangle hole pattern			X	X							
Muffler is 3.00 inch diameter and has raised ring embossed around circular hole pattern						X	X	X	X	X	X

**Additional Notations, Oddities, One-off's, Etc. (Compiled by Harry Nicholson As Well As Various Other Contributors)**

1. Early 1914 motors used large brass flywheel - Later 1914 motors changed to smaller flywheels wrapped in brass and were nickel plated (most common Evinrude flywheel)
2. Flywheel Magneto available on all 1914-28 models
3. Maxim Silencer muffler was standard in 1915 only - other years, it was an accessory
4. The 1914-15 magneto coils are directly opposite each other - 1917 magneto coils are connected to each other
5. Timer lever cast in as part of the magneto plate in 1915
6. A compensator assembly is incorporated into the tower of the 1915 non-reversing models
7. Transom bracket cross-bar has been rounded off for better carrying in 1915
8. Reversing lower unit available in 1915-1928. Standard in 1915
9. Some 1915 motors may exist that used the two-piece crankcase - its difficult to pinpoint exact date of changeover
10. Reversing lower unit motors usually designated as model "A" - Battery Ignition Motors usually designated as model "B"
11. Three-point transom bracket design came in 1915, except for Model "D" commercial motors
12. The carburetor air valve adjustment wheel (on top) had an indicator tab starting in 1915 (except for the Model "D")
13. Connecting Rod had oil deflector wings rivetted on from 1916 and up.
14. 1922 Model K uses plain hot-type exhaust manifold
15. 1923-28 motors used aluminum rope sheave for starting only - no starter knob hole in flywheel
16. 1922-28 models with LH rotation propeller used a new style of gearcase with position of driveshaft changed and position of propshaft gear reversed
17. 1926-28 magneto coil is removable
18. 1927-28 use stepped flywheels - 1927 has aluminum rope sheave with dark-blue centre background.
19. Muffler has a double-tube baffle design