

# Vexus AVX1880 (2019-)

## Brief Summary

A premium-quality aluminum bass boat, the Vexus AVX1880 is built by passionate bass anglers for serious fishermen. When she's equipped with Evinrude's new E-TEC G2 115 H.O., the boat is an impressive performer that could save an owner in operating and ownership costs.

## Price

### Base Price

*Prices, features, designs, and equipment are subject to change. Please see your local dealer or visit the builder's website for the latest information available on this boat model.*

## Key Features

- Welded aluminum construction
- Stretch-formed gunwales
- Oversized pedestal bases
- The graphics are protected by a Hard Case clearcoat
- Custom-built trailer

## Test Results

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
500	3	2.6	0.2	15	13	432	375.7	66
1000	4.7	4	0.4	11.6	10.1	335	291.1	65
1500	6.5	5.7	1.1	5.9	5.1	170	148	72
2000	7.9	6.8	2.6	3	2.6	87	75.6	77
2500	20	17.4	2.9	7	6.1	202	175.7	80

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
3000	26	22.6	3.3	7.9	6.9	227	197.3	80
3500	31	27	4.6	6.8	5.9	196	170.6	86
4000	35.5	30.9	5.6	6.3	5.5	183	158.8	90
4500	39	33.9	6.3	6.2	5.4	180	156.3	96
5000	44	38.3	7	6.3	5.5	181	157.4	94
5500	47	40.9	8.5	5.5	4.8	159	138.5	96
5750	50	43.5	9.1	5.5	4.8	159	138.4	96

[View the test results in metric units](#)

[vexus\\_avx1880\\_chart\\_19.jpg](#)

## Specifications

<b>Length Overall</b>	18' 10" / 5.74 m
<b>BEAM</b>	95"   2.41 m
<b>Dry Weight</b>	1,500 lbs.   680 kg
<b>Tested Weight</b>	2,084 lbs.   945 kg
<b>Draft</b>	N/A
<b>Draft Up</b>	
<b>Draft Down</b>	

<b>Air Draft</b>	
<b>Deadrise/Transom</b>	N/A
<b>Max Headroom</b>	open
<b>Bridge Clearance</b>	N/A
<b>Weight Capacity</b>	
<b>Person Capacity</b>	
<b>Fuel Capacity</b>	32 gal.   121 L
<b>Water Capacity</b>	N/A
<b>Length on Trailer</b>	20'9"
<b>Height on Trailer</b>	
<b>Trailer Weight</b>	
<b>Total Weight</b>	2,084 lbs.   945 kg
<b>Aft Deck</b>	
<b>Salon Inside Width</b>	
<b>Salon Fore &amp; Aft</b>	
<b>Salon Height</b>	
<b>Salon Volume</b>	

<b>Galley Volume</b>	
<b>Master SR Width</b>	
<b>Master SR fore &amp; Aft</b>	
<b>Master SR Overhead</b>	
<b>Master SR Volume</b>	
<b>Eng. Room Volume</b>	

## Acceleration Times & Conditions

<b>Time to Plane</b>	3.4 sec.
<b>0 to 20</b>	
<b>Ratio</b>	N/A
<b>Props</b>	N/A
<b>Load</b>	3/4 fuel, no water, 50 lbs. of gear
<b>Climate</b>	84 deg., 81 humid; wind: 5-12 mph; seas: chop

### Captain's Report by Capt. Martin Frobisher

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The AVX1880 is an all-aluminum bass boat that measures 18'10" (5.74 m) long with a 7'11" (2.41 m) beam.

## Mission Statement

Vexus designed the AVX1880 to be a well-equipped, solid-performing bass boat at a reasonable price. The lightweight, high-output Evinrude E-TEC G2 115 H.O. should pair well with the boat from a performance and

cost perspective. The manufacturer says that building the boat out of aluminum saves money and the boat comes standard with accessories like a stainless-steel propeller and hydraulic steering.

## Major Features

- Evinrude E-TEC G2 115 H.O.
- All welded V-bottom with an aft pad
- Vector Force Transom
- Wood-free all-welded construction
- Injected closed cell foam
- Trailer is custom-matched to the boat

deck plan found or type unknown

Stretch-formed gunwales let Vexus shape the boat more like a fiberglass design, giving the AVX1880 a high-end appearance.

## Performance

**The Numbers.** When it comes to bass boats, the first thing many people want to know about is the performance. That curiosity is compounded exponentially by the E-TEC G2 115 H.O. being clamped to the Vexus AVX1880's transom. The boat measures 18'10" (5.74 m) with a 7'11" (2.41 m) beam. Empty weight is listed at 1,500 lbs. (680 kg) and with two people, 24 gallons (91 L) of fuel and test equipment aboard, we had an estimated test weight of 2,479 lbs. (1,124 kg). We tested the boat with a Evinrude E-TEC G2 115 H.O. two-stroke outboard turning a 14.5" x 22" (36.83 cm x 55.88 cm) RX3 stainless-steel propeller.

Cranking up the motor to 5750 rpm, we hit a top speed of 50.0 mph at 6000 rpm. Best cruise came at 3000 rpm where we recorded 26.0 mph and burned 3.3 gallons per hour, resulting in 7.9 mpg and a range of 227 statute miles while holding 10 percent of the boat's 32-gallon (121 L) gas tank in reserve.

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Notice how far aft the water is breaking thanks to the AVX1880's pad-bottom design.

**In acceleration tests**, the Evinrude E-TEC G2 115 H.O. pushed the boat on plane in 3.4 seconds and to 20 mph in 5.6 seconds.

outboard found or type unknown

The E-TEC G2 115 H.O. provides plenty of power in a compact package.

Vexus designs all its boats with Trac-Tight Handling and says the intention is for the boats to track tighter while trolling even in windy conditions. Advantages include less drain on trolling motor batteries and smoother overall operation. The Vexus AVX1880 turned smoothly and held its line through sweeping arcs.

## The Motor

**The 2020** Evinrude E-TEC G2 115 H.O. is a new 1.9-liter two-stroke, the only one of its kind in the industry. One of the most important attributes of the new 115-hp high-output motor is its torque. A two-stroke makes power on every stroke of the crankshaft, which means it's always generating torque.

2 stroke not found or type unknown

A two-stroke creates combustion with every stroke of the crankshaft, which means the engine is always making power.

**Advanced Injection.** A key to the E-TEC G2 115 H.O.'s performance is the motor's fuel injection. It uses direct-injection that has an injector at the top of each cylinder and the whole system is managed by Evinrude's proprietary EMM. At low rpm, the EMM tells the motor to use Stratified Fuel Injection, which takes a small amount of fuel at the top of the cylinder and turns it into a fine mist before it's injected. When the throttle is advanced, the EMM switches things over to Homogeneous combustion by injecting a larger amount of fuel into the primary section of the cylinder. From the driver's standpoint, the throttle response is instantaneous. Additionally, the motor is 3-Star certified for the California Air Emissions Board and legal to run in Europe.

injection not found or type unknown

Each cylinder has its own injector, which creates more precise fuel delivery throughout the power range.

emm not found or type unknown

The brains behind the brawn, the engine management module or EMM.

rpm not found or type unknown

At lower rpm when demand is lower, the injection system sprays the fuel in a fine mist called Stratification for more complete combustion.

emm not found or type unknown

When the driver gets aggressive and nails the throttle, the EMM calls for more fuel to be injected into the cylinder. The motor switches to Homogeneous combustion, sending more fuel into the cylinder.

**Smart Steering.** As we've seen on other E-TEC products, the 115 H.O.'s steering pump is integrated into the engine's midsection and mounting bracket. This facilitates installation and rigging and results in a much cleaner transom. The captain can set the steering friction on Evinrude's digital instruments and when it's

time to tow the boat over a long distance, a pin can be inserted to keep the motor from flopping from side to side.

**power steering** page not found or type unknown

The hydraulic steering is integrated into the motor's midsection and mounting bracket, which creates a clean installation.

**wobble** page not found or type unknown

When the boat is being towed over a long distance, this pin can be inserted to keep the motor from wobbling from side to side.

**No Salt.** As we've seen with other motors in the E-TEC G2 series, the 115 HO trims all the way out of the water, which is beneficial in a saltwater environment. The 2020 version of the motor is equipped with Evinrude's Auto Trim function and the onboard oil tank holds 1.9 gallons (7.19 liters) of lubricant.

**corrosion** page not found or type unknown

To keep saltwater corrosion at bay, the motor trims all the way out of the water.

**Service Points.** Evinrude changed the design of the E-TEC G2 115 HO's cowl. Remove the top section and there's easy access to the oil fill, the poles for jumpstarting the motor, the forward freshwater flush line, Evinrude's private network connection and the NMEA 2000 plug-in.

**oil fill** page not found or type unknown

With the top cowl removed there's easy access to the yellow oil-fill cap, the posts for jump-starting the motor to the upper right and other connection points.

**Convenience Features.** For ease of ownership, the E-TEC G2 115 H.O. comes with a couple of operating features including I-Trim, Evinrude's automatic trimming system, and push-button winterization. It can be done with the key switch or via a smart phone with the I-Link smartphone app.

**I-trim** page not found or type unknown

A driver can choose to run the boat with or without the I-trim function.

**I-link** page not found or type unknown

Those who are technically savvy can winterize their boat with a smartphone app called I-Link.

## Features Inspection

**The Bow.** Now, let's take a look at the AVX1880 starting at the bow. We measured the forward casting deck at 7'6" (2.29 m) long and 6'2" (1.88 M) wide aft and 4'2" (1.27 m) forward. The stretched gunwales provide a raised deck that anglers can use to find the edge of the area, which is covered in fatigue-reducing carpet. A

sign that this boat is designed by anglers, it's equipped with fold-up cleats so lines won't snag. The boat comes standard with a Minn Kota Fortrex 80 45" (1.14 m)-long trolling motor with a foot pedal in a recessed well. The Humminbird Helix 7 fishfinder in the bow is an option, and outboard to starboard are the switches for the navigation lights and outboard motor trim. The removable fishing seats also install on 1.77" (4.50 cm) diameter bases. Vexus says competitors use a 3/4" (1.91 cm) diameter base.

**bow fishing** not found or type unknown

For a boat less than 19' long, the AVX1880 offers a spacious forward casting deck.

**fish finder** not found or type unknown

Based on the adaptor plate used with the 7" (17.78 cm) fishfinder on our test boat, there's space for a bigger one if an owner opts for it.

**trolling motor** not found or type unknown

The recessed well for the trolling motor foot pedal is molded fiberglass and there are racks for two tools and a cupholder.

**rod holder** not found or type unknown

To quickly secure rods during a run to a hot spot, there are two retractable straps on each side of the bow.

**Bow Storage.** Three hatches in the AVX1880's foredeck open to reveal open carpeted storage outboard on each side. To ensure that the hatches close tightly, Vexus uses compression locks that pull the lid down against the rubber gaskets. The center locker has dedicated slots for 10 rods or long items such as the anchor light or a boat hook.

**bow storage** not found or type unknown

The capacity afforded by the outboard lockers is spacious and there's dedicated rod storage in the center.

**hatch** not found or type unknown

All the hatches are reinforced with welded longitudinal supports to prevent them from sagging if someone walks on them.

**The Cockpit.** It's 7" (17.78 cm) down from the bow to the top of an intermediate step and then another 8" (20.32 cm) down to the AVX1880's cockpit. The top is hinged and opens a carpeted locker. The cockpit has three-across seating and the center backrest folds down to make it easy to step up to the aft cockpit. More on that later. Outboard of the port bucket seat is a bungee cord for securing rods. There is a dedicated rack for the rod ends.

**step locker** not found or type unknown

On our test boat, the step from the bow to the cockpit is a carpeted locker. On many competitive boats we've seen, this compartment has been an insulated cooler.



## console seats

The cockpit has three-across seating and check out the wraparound lumbar support on the outboard high-backed buckets.

## bungee

Outboard of the port bucket seat, there's a bungee to hold rods in place.

**The Helm.** To starboard, the helm console has analog-style gauges on each side of the Humminbird Helix 7 fishfinder. The 7" (17.78 cm) screen provides all the fishing data, but we would swap the positions of the fuel and trim gauges. Bass boats are trim sensitive and the gauge would be easier to see to starboard. Outboard to starboard are the accessory and livewell switches and the shift/throttle control.

## gauges

The tachometer, water pressure and trim gauges are to port in a dedicated panel.

## fish finder

The 7" (17.78 cm) Humminbird fishfinder takes up most of the center of the dash and the eyebrow provides an effective shade.

## control switches

The accessory switches and shift/throttle control are outboard to starboard, positioned in comfortable reach.

**Aft Deck.** Fold down the backrest for the center seat to make it easier to step up to the aft fishing deck that measures 7'1" (2.16 m) and 3'10" (1.17 m) fore to aft. Aft to port is a fold-down reboarding ladder that appears to be more for emergencies than for use after a swim. Across the front of the aft deck are twin lockers on each side of the centrally positioned livewell. Dividers can be used to separate multiple species in the well, which is aerated. The larger hatch in the center of the aft deck opens to provide access to the batteries, charging system and bilge and livewell pumps.

## livewell

The livewell is aerated, has rounded corners and blue finish and it drains.

## cockpit

Outboard cockpit storage is fully molded with a smooth finish and there's a rack for the table that be set up in the cockpit or bow.

## ski locker

The ski locker opens on a gas strut to make it easier for someone to use two hands to retrieve gear.

## batteries

The large hatch just ahead of the splashwell opens to access the batteries, charging system and livewell pumps and notice that it stays up without needing someone to hold it.

**Construction.** Vexus builds the AVX1880 with its Vector Force Transom that's made of .125" (.32 cm) aluminum and the company says it's reinforced with 60 percent more material than the industry standard to support setback jack plates and shallow-water anchors. The hull is backed up by a full stringer-and-transverse grid that is welded in place and after the deck is installed, flotation foam is sprayed into all open voids.

**vertical knees** word or type unknown

Notice the four vertical knees that connect the transom to the hull bottom. They transmit engine noise and vibration through the running surface so they're not felt in the cockpit.

**stringers** word or type unknown

Stringers run the length of the hull to ensure full support.

**no wood** word or type unknown

There's not a rivet or a strip of wood to be found anywhere on a Vexus boat. Everything is welded.

## Retail Price

\$31,195 with an Evinrude E-TEC G2 115 H.O. outboard.

## Options to Consider

- Upgrade to a choice of Minn Kota trolling motors
- Dual Pro On Board Charger 15 x 3
- Console Fishfinders from Lowrance, Garmin or Humminbird
- Bow fishfinders from Lowrance, Garmin or Humminbird
- Custom boat cover
- Front trailer step
- Trailer brakes
- Aluminum frame upgrade

## Observations

Many people look at an aluminum bass boat and think "entry level," but the AVX1880 is anything but. She's built to exacting standards and with rugged internal structures commonly found on top-flight boats. Yes, an aluminum bass boat costs less to build than a fiberglass one and that savings is passed on to the consumer with a cheaper base retail price. Add the efficiency and lower cost of ownership that come with the E-TEC G2 115 HO and this should be an inexpensive boat to own and operate. It comes with the features an angler would want in a turn-key package including a trailer, a livewell and a trolling motor.

With an as-tested weight of just under 2,500 pounds, on the trailer, the AVX1880 should come in at less than 4,000 pounds so even a mid-sized truck like a Toyota Tacoma or Nissan Frontier should be able to tow the package.