

Make: Smuggler
Model: 570 Bowrider
Designer: Smuggler Marine

Price As Tested:	\$ 69,000
Type:	Bowrider
LOA:	5.70m
Beam:	2.24m
Deadrise:	21 degrees
Hull Configuration:	Deep V
Trailerable Weight:	1250kg
Height on Trailer:	1.85m
Engine Capacity:	90-150hp
Power Options:	Outboard only
Fuel Capacity:	120 litres

Performance

Revs	Speed MPH	Litres/hour
500 rpm	2.8 mph	0.7
1000 rpm	5.2 mph	2.2
1500 rpm	8.5 mph	4.6
2000 rpm	10.0 mph	10.5
2500 rpm	17.5 mph	12.7
3000 rpm	29.5 mph	20.0
3500 rpm	32.4 mph	21.0
4000 rpm	38.1 mph	28.5
4500 rpm	45.2 mph	45.0
5000 rpm	49.1 mph	54.5
5350 rpm	51.8 mph	57.7

Speeds recorded on a Lowrance GPS

Engine

Make:	Evinrude E-TEC
Model:	150ETEC
Horsepower:	150hp
Cyl. Config.:	V6
Max RPM:	6000rpm
Propeller:	17" Viper
Retail Price:	\$26,800

Trailer

Make:	DMW
Model:	Premier 500 Series
Braked:	No
Suspension:	Leaf springs
Rollers:	Yes
Retail Price:	\$4,450

Manufacturer: Smuggler Marine
Boats supplied by: Smuggler Marine
 Ph 09 838 9024
www.smuggler.co.nz



The Engine:

Obviously, with Smuggler's association with Evinrude - we approached Richard Shaw of BRP, the manufacturers and distributors of Evinrude in NZ. Having had many product days out with Evinrude E-TECs I was only too keen for a bit of a longer-term trial with one of these engines.

We had so often heard about all the features and benefits of the E-TEC engine technology, some of them include:



No maintenance for 3 years / 300 hours: There are no inspections or adjustments, no changing gearcase lube, no spring tune-ups. For a full three years/300 hours, then every three years/300 hours after that, BRP say this is a true maintenance saving, with fewer engine parts than a four-stroke there are no adjustments and no oil changes.

No break-in period: You can go flat-out, right out of the box, thanks to the boron-nitrate cylinder bores. The engine makes the calculations and runs a higher oil mix during the run-in period - you will not even know it is happening.

Fuel efficiency: On these latest E-TEC models, the engine management system makes more than 8 million calculations per second. You get the precise amount of fuel you need at any given rpm and not a droplet more, and with direct fuel injection, the fuel goes straight into the combustion chamber AFTER the piston has closed off the exhaust port, so no fuel goes out the exhaust, as it does with carburetted 2-strokes. Plus, you're buying 91-octane fuel - not premium, another saving.

Fail-safe protection: In the event of overheating or some other anomaly, the engine automatically reduces power to protect your investment, giving you a big five-hour window to get back without incurring engine damage.

Lower emissions: Three stars from the toughest emission standard in the world - the California Air Resources Board (CARB).

We look forward to reporting back to you with our views and experiences after our long term evaluation.

ENGINE SPECIFICATIONS:

Engine type	V6 60 deg E-TEC DI
Displacement	158.2 cu in/2592 cc
Recommended fuel	87 Octane
Emissions compliance	Meets Highest Emissions Standards Worldwide
Proshaft HP	150 HP (112 kw) @ 5350 RPM
Full Throttle RPM Range	4850-5850 tr/min
Alternator output	133 Amps Total Output/ 50 Amps Net Dedicated
Fuel induction	E-TEC Direct Fuel Injection w/stratified low RPM combustion mode
Lubrication	Multi-point, targeted oiling
Bore x Stroke	3.601 x 2.588 in / 91 x 66 mm
Weight	190 kgs
Limited Warranty	3-Years Non-Declining