MONTEREY

Owner's Manual For The Elite 25, Elite 27 and Elite 30 Outboards

Monterey Elite 25 Outboard

Monterey Elite 27 Outboard

Monterey Elite 30 Outboard

Dear Valued Customer,

Welcome to the Monterey Life!

We would like to extend to you our "Thank You" for choosing a Monterey boat!

You have made an investment in our product and we are confident you will enjoy many years of boating pleasure. Your new boat has been built to the standards set forth by the United States Coast Guard, the National Marine Manufacturers Association, and International ISO Standards. We are proud to have you in our "Family!"

At this time, we need you to read your owner's manual and become familiar with all systems on your boat. Make certain that you and your dealer have filled out and mailed your warranty registration card back to us here at the factory. It is very important to us and it is also a U.S. Federal Regulation.

This manual is an important aid in the operation and maintenance of your boat. The information is intended as a guide and cannot cover every question you may have about your boat and boating in general. We encourage you to contact your dealership for any additional information you might need. If there is a question about your boat that can't be answered by your dealer, please contact our factory direct by calling the Monterey Boats Customer Service Department, (352) 529-9181 or online if you prefer at: www.info@montereyboats.com.

If you are new to boating, we recommend you participate in a boating class or group to gain more knowledge and confidence. Contact your dealer, local U.S. Coast Guard or U.S. Power Squadron Organizations for information in your area.

With proper care, routine service and preventive maintenance, your Monterey boat will not only reward you with enjoyment, but with reliability, dependability and one of the highest resale values in today's boating industry.

Enjoy your new boat and please respect our environment at all times. Always remember to practice safe boating procedures for your protection as well as those around you.

Sincerely,

The M.O.S.T. (Monterey Owners Support Team)

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Safety Cautions and Warnings

Your Monterey owner's manual has been written to include a number of safety instructions to assure the safe operation and maintenance of your boat. These instructions are in the form of **DANGER, WARNING, and CAUTION** statements. The following definitions apply:

All instructions given in this book are as seen from the stern looking toward the bow, with starboard being to your right, and port to your left. A glossary of boating terms is included.

IMPORTANT NOTE: Your boat uses an internal combustion engine and flammable fuel. Every precaution has been taken by Monterey to reduce the risks associated with possible injury and damage from fire or explosion, but your own precaution and good maintenance procedures are necessary in order to enjoy safe operation of your boat.

STATE OF CALIFORNIA SAFETY REQUIREMENTS

WARNING

PROPOSITION 65

A WIDE VARIETY OF COMPONENTS USED ON THIS VESSEL CONTAIN OR EMIT CHEMICALS KNOWN TO THE STATE OF CALIFORNIA TO CAUSE CANCER AND BIRTH DEFECTS AND OTHER REPRODUCTIVE HARM.

EXAMPLES INCLUDE:
- **ENGINE AND GENERATOR EXHAUST.**
- **ENGINE AND GENERATOR FUEL, AND OTHER LIQUIDS SUCH AS COOLANTS AND OIL, ESPECIALLY USED MOTOR OIL.**
- **COOKING FUELS.**
- **CLEANERS, PAINTS, AND SUBSTANCES USED FOR VESSEL REPAIR.**
- **WASTE MATERIALS THAT RESULT FROM WEAR OF VESSEL COMPONENTS.**
- **LEAD FROM BATTERY TERMINALS AND FROM OTHER SOURCES SUCH AS BALLAST OR FISHING SINKERS.**

TO AVOID HARM:
- **KEEP AWAY FROM ENGINE, GENERATOR, AND COOKING FUEL EXHAUST FUMES.**
- **WASH AREAS THOROUGHLY WITH SOAP AND WATER AFTER HANDLING THE SUBSTANCES ABOVE.**

California Health & Safety Code §§ 25249.5-.13

State of California Emission Requirements

Your boat may be equipped with an engine that meets the special requirements outlined by the California Air Resources Board (CARB). If so, the engine is designed to meet strict requirements and the boat will have a special tag and one of the following labels affixed to it.

The tag and the label are required by CARB. The label has 1, 2, 3 or 4 stars and must be affixed to your boat if it is to be operated in the state of California and/or bordering waters. For more information visit: http://www.arb.ca.gov.

Please fill out the following information section and leave it in your Monterey owner's manual. This information will be important for you and Monterey service personnel to know, if you may need to call them for technical assistance or service.

BOAT	
MODEL:	HULL SERIAL #:
PURCHASE DATE:	DELIVERY DATE:
IGNITION KEYS #:	REGISTRATION #:
DOOR KEY #:	OTHER KEYS #:

ENGINES	
MAKE:	MODEL:
PORT SERIAL #:	STARBOARD SERIAL #:

PROPELLERS	
MAKE:	BLADES:
DIAMETER/PITCH:	SHAFT:

DEALER	MONTEREY
NAME:	PHONE:
DEALER/PHONE:	REPRESENTATIVE:
SALESMAN:	ADDRESS:
SERVICE MANAGER:	
ADDRESS:	MONTEREY E- MAIL:
	DEALER E- MAIL:

All information, illustrations, and specifications contained in this manual are based on the latest product information available at the time of publication. Monterey Boats reserves the right to make changes at anytime, without notice, in colors, materials, equipment, specifications, and models.

Export Documentation

(For Export Only)

To be in compliance with European directives for recreational boats as published by the International Organization for Standardization (ISO) in effect at the time this boat was manufactured, we are providing the following information.

Manufacturer:

Name SEABRING MARINE INDUSTRIES, INC., d.b.a. Monterey Boats

Address 1579 SW 18th St.

Williston, FL Zip Code: 32696

Identification Numbers:

Hull Identification Number

Engine Serial Number(s)

US-RGF

Intended Design Category:

Ocean (Cat A) ☐ Inshore (Cat C) ☐

Offshore (Cat B) ☐ Sheltered Waters (Cat D) ☐

Weight and Maximum Capacities:

Unladen Weight - Kilograms (Pounds)

Maximum Load - Weight- Kilograms (Pounds)

Number of People

Maximum Rated Engine Horsepower - Kilowatts (Horsepower)

Certifications:

Certifications & Components Covered

See Declaration of conformity, engine manufacturer

This boat complies with all applicable ISO standards and the Recreational Craft Directive in effect when it was produced.

Export documentation and applicable certifications are kept on file with the manufacturerer for 10 years after the production date.

All instructions given in this book are as seen from the stern looking toward the bow with starboard being to your right, and port to your left. The information and precautions listed in this manual are not all inclusive. It may be general in nature in some cases and detailed in others and is designed to provide you a basic understanding of your Monterey boat and some of the responsibilities that go along with owning/operating your boat.

The suppliers of some of the major components such as the engine, pumps, and appliances, provide their own owner's manuals which have been included with your boat. You should read the information in this manual and the component manuals completely to have a thorough understanding of all component systems and their proper operation before operating your boat.

REMEMBER - IT IS YOUR RESPONSIBILITY TO ENSURE THAT YOUR BOAT IS SAFE FOR YOU AND YOUR PASSENGERS. ALWAYS EXERCISE GOOD COMMON SENSE WHEN INSTALLING EQUIPMENT AND OPERATING THE BOAT.

Warranty and Warranty Registration Cards

The Monterey Limited Warranty Statement is posted on the Monterey Boats website in the "For Owners" section. https://www.montereyboats.com/warranty-info/index If you have any questions after reading the warranty, please contact the Monterey Boats Customer Service Department

Monterey, engine manufacturers, and the suppliers of major components maintain their own manufacturer's warranty and service facilities. It is important that you properly complete the warranty registration cards included with your boat engines and other components. Mail them back to the manufacturer to register your ownership. This should be done within 15 days from the date of purchase and before the boat is put into service. A form for recording this information for your records is provided at the beginning of this manual. This information will be important for you and service personnel to know when you need service or technical information.

The boat warranty registration requires the **H**ull **I**dentification **N**umber **"HIN"** which is located on the starboard side of the transom, just below the rubrail. The engine warranty registration card requires the engine serial numbers. Please refer to the engine owner's manual for the location of the serial numbers.

IMPORTANT:

The terms and conditions of the Monterey Boats Limited Warranty are outlined in the warranty statement. All boat manufacturers are required by the Federal Boat Safety Act of 1971 to notify first time owners in the event any defect is discovered "which creates a substantial risk of personal injury to the public."

Hull ID # (HIN) Plate On Starboard Side of Transom

It is essential that we have your warranty registration card complete with your name and mailing address in our files so that we can comply with the law.

Your Monterey Boat Dealer will assist you in filling in the hull number and other data required on your Registration Card. Check to see that your card is complete and signed. Detach and mail. Your Warranty Registration Card will be added to our permanent files.

Notice:

Your dealer will also submit your registration electronically through the dealer portal.

Transferring the Limited Structural Warranty

For a transfer fee, MONTEREY BOATS will offer to extend a Transferable Limited Structural Hull Warranty to subsequent owners of Monterey boats. Please refer to the Monterey Limited Warranty Statement for the terms and conditions of the Transferable Limited Structural Hull Warranty and the procedure to transfer the warranty.

Product Changes

Monterey is committed to the continuous improvement of our boats. As a result, some of the equipment described in this manual or pictured in the catalog may change or no longer be available.

All information, illustrations, and specifications contained in this manual are based on the latest product information available at the time of publication. Monterey Boats reserves the right to make changes at anytime, without notice, in colors, materials, equipment, specifications, and models. If you have questions about the equipment on your Monterey, please contact the Monterey Boats Customer Service Department.

Service

All warranty repairs must be performed by an authorized Monterey Dealer. Should a problem develop that is related to faulty workmanship or materials you should contact your Monterey dealer to arrange for the necessary repair. If you are not near your dealer or another authorized Monterey dealer or the dealer fails to remedy the cause of the problem, you should contact Monterey cusomer service within 15 days. ***It is the boat owner's responsibility to deliver the boat to the dealer for warranty service.***

Registration and Numbering

Federal law requires that all vessels equipped with propulsion machinery be registered in the State of principal use. A certificate of number will be issued upon registering the boat. These numbers must be displayed on your boat. The owner/operator of a boat must carry a valid certificate of number whenever the boat is in use. When moved to a new State of principal use, the certificate is valid for 60 days.

In order to be valid, the numbers must be installed to the proper specifications. Check with your dealer or state boating authority for numbering requirements. The Coast Guard issues the certificate of number in Alaska; all others are issued by the state.

Insurance

In most U.S States the boat owner is legally responsible for damages or injuries he or someone else operating the boat causes. Responsible boaters carry adequate liability and property damage insurance for their boat. You should also protect the boat against physical damage and theft. Some States have laws requiring minimum insurance coverage. Contact your dealer or state boating authority for information on the insurance requirements in your boating area.

Reporting Boating accidents

All boating accidents must be reported by the operator or owner of the boat to the proper marine law enforcement authority for the state in which the accident occurred. Immediate notification is required if a person dies or disappears as a result of a recreational boating accident.

If a person dies or there are injuries requiring more than first aid, a formal report must be filed within 48 hours.

A formal report must be made within 10 days for accidents involving more than $500.00 damage or the complete loss of a boat.

A link to the Boating Accident Report form is located in the appendix of this manual to assist you in reporting an accident. If you need additional information regarding accident reporting, please call the Boating Safety Hotline, 800-368-5647.

Education

If you are not an experienced boater, we recommend that the boat operator and other people that normally accompany the operator enroll in a boating safety course. Organizations such as the U.S. Power Squadrons, United States Coast Guard Auxiliary, State Boating Authorities and the American Red Cross offer excellent boating educational programs. These courses are worthwhile even for experienced boaters to sharpen their skills or bring boaters up to date on current rules and regulations. They can also help in providing local navigational information when moving to a new boating area. Contact your dealer, State Boating Authority or the Boating Safety Hotline, 800-368-5647 for further information on boating safety courses.

Required Equipment

U.S. Coast Guard regulations require certain equipment on recreational boats. The Coast Guard also sets minimum safety standards for vessels and associated equipment. To meet these standards some of the equipment must be Coast Guard approved. "Coast Guard Approved Equipment" has been determined to be in compliance with USCG specifications and regulations relating to performance, construction, or materials. The equipment requirements vary according to the length, type of boat, and the propulsion system. Some of the Coast Guard equipment is described in the Safety Equipment chapter of this manual.

Some state and local agencies impose similar equipment requirements on waters that do not fall under Coast Guard jurisdiction. These agencies may also require additional equipment that is not required by the Coast Guard. Your dealer or local boating authority can provide you with additional information for the equipment requirements for your boating area.

Your Monterey boat is inspected at each step of the manufacturing process. Before leaving the factory, every Monterey boat undergoes a thorough check for systems operation, fit and finish. Your Monterey Dealer also performs a Pre-Delivery inspection prior to final delivery. When the new boat is delivered to you, the customer, a final check is performed during orientation. Both the Pre-Delivery and Final Delivery inspections are documented to ensure trouble free operation. Completed inspection forms are returned to Monterey Boats for filing with your boat's construction records.

At the time of new boat delivery, your Monterey Dealer will ask you to sign the completed Inspection Report along with the Warranty Registrations for the boat and other accessory equipment. By signing these documents, you acknowledge that you have reviewed and understand all information.

WARRANTY REGISTRATION AND NEW BOAT CHECKLIST FOR 2023 AND NEWER BOATS

BOAT AND DEALER INFORMATION		BOAT OWNER INFORMATION	
SELLING DEALER		*NAME*	
MODEL		*STREET ADDRESS*	
BOAT HIN		*CITY*	
ENGINE BRAND		*STATE / PROVIDENCE*	
ENGINE MODEL		*ZIP / POSTAL CODE*	
ENGINE SERIAL #1		*COUNTRY*	
ENGINE SERIAL #2		*PHONE*	
ENGINE SERIAL #3		*EMAIL ADDRESS*	

PRE-DELIVERY FINAL CHECK	
	SYSTEMS CHECK IS COMPLETE, AND ALL MECHANICAL AND ELECTRICAL EQUIPMENT FUNCTIONS PROPERLY
	CUSHIONS AND CANVAS ARE INSTALLED
	BOAT ENGINE AND ACCESSORY INFORMATION IS ON BOARD
	BOAT IS PROPERLY CLEANED INTERIOR AND EXTERIOR
	TRAILER WIRING, LIGHTS, WHEELS AND BRAKES ARE IN SAFE OPERATING CONDITION
OWNER ORIENTATION	
	REVIEW AND FARMILIARIZE OWNER WITH OPERATION OF ALL FEATURES AND OPTIONS ON THE BOAT
	SEA TRIAL WITH THE OWNER
	REVIEW OF OWNER'S MANUAL
	REVIEW OF WARRANTY
	REVIEW OF OWNER RESPONSIBILITIES
	REVIEW OF SERVICE AND MAINTENACE PROCEDURES
	REVIEW OF CARE AND CLEANING

SIGNATURES	
***SIGNATURE OF DEALER PERSONNEL**	*DATE*
SIGNATURE OF BOAT OWNER ***I HAVE READ AND UNDERSTAND THE MONTEREY LIMITED WARRANTY AS IT APPEARS ON THE BACK OF THIS FORM***	*DATE*

*

MONTEREY BOATS - 1579SW 18TH STREET, WILLISTON FL 32696 - PH (352) 528-2628 FAX (352) 529-2628

1.1 General

Your boat and outboard engine(s) have been equipped with safety equipment designed to enhance the safe operation of the boat and to meet U.S. Coast Guard safety standards. The Coast Guard or state, county, and municipal law enforcement agencies require certain additional accessory safety equipment on each boat. This equipment varies according to length and type of boat and type of propulsion. The accessory equipment typically required by the Coast Guard is described in this chapter. Some local laws require additional equipment. It is important to obtain "Federal Requirements And Safety Tips for Recreational Boats," published by the Coast Guard, and copies of state and local laws to make sure you have the required equipment for your boating area.

Your boat is equipped with engine alarms and portable fire extinguishers. These alarms are designed to increase your boating safety by alerting you to potentially serious problems in the primary power system. Alarm systems are not intended to lessen or replace good maintenance and precruise procedures.

This chapter also describes other safety related equipment that could be installed on your boat. This equipment will vary depending on the type of engine and other options installed by you or your dealer.

Throwable Device & Personal PFD

1.2 Engine Alarm

Your boat is equipped with an engine alarm that monitors water temperature and oil pressure. The alarm is equipped with a buzzer and/or a light located in the helm. The alarm will sound if the water temperature reaches 205 degrees F. or the oil pressure drops below 6 P.S.I.

If there is a problem with one of these systems, it will sound an alarm until the problem is found and resolved.

If the alarm sounds:

- Immediately throttle the engine back to idle.
- Shift the transmission to neutral.
- Monitor the engine gauges to determine the cause of the problem.
- If necessary, shut off the engine and investigate until the cause of the problem is found.

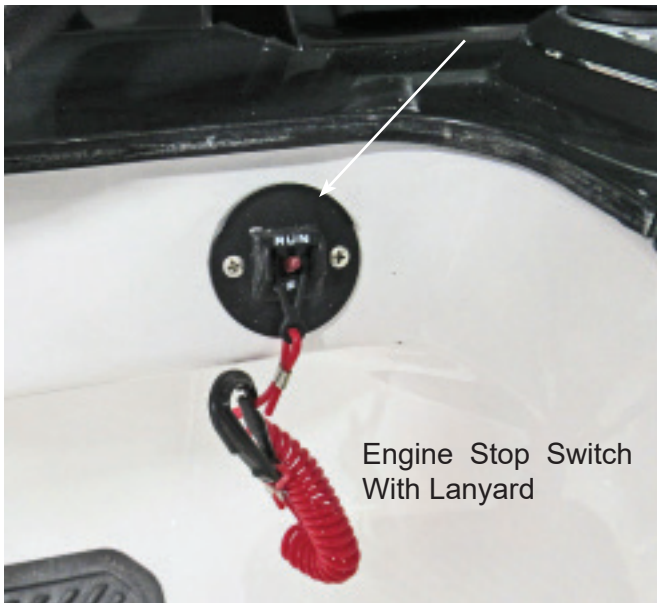
1.3 Neutral Safety Switch

Every control system has a neutral safety switch incorporated into it. This device prohibits the engine from being started while the shift lever is in any position other than the neutral position. If the engine will not start, slight movement of the shift lever may be necessary to locate the neutral position and disengage the safety cutout switch. Control adjustments may be required to correct this condition should it persist. See your Monterey dealer for necessary control adjustments. Please refer to the Helm Control Systems chapter for more information on the neutral safety switch.

1.4 Engine Stop Switch

Your boat is equipped with a top mounted throttle and shift control. An engine stop switch and lanyard is located on the lower part of the dash in front of the driver's seat. When the lanyard is pulled it will engage the switch and shut off the engine. We strongly recommend attaching the lanyard to the stop switch and clipping it to your waist whenever the engine is running. If the engine will not start, it could be because the lanyard is not properly inserted into the engine stop switch. Always make sure the lanyard is properly attached to the engine stop switch before attempting to start the engine.

Notice:
In some states it is required by law that a lanyard is attached to the driver at all times.



Engine Stop Switch With Lanyard

1.5 Required Safety Equipment

Besides the equipment installed on your boat by Monterey, certain other equipment is required by the U.S. Coast Guard to help ensure passenger safety. Items like anchors, dock lines, flare pistols, life vests, and a ring buoy with a permanently secured line could at some time save your passengers' lives, or save your boat from damage. Refer to the "Federal Requirements And Safety Tips For Recreational Boats" for a more detailed description of required equipment. You also can contact the U.S. Coast Guard Boating Safety Hotline, 800-368-5647, for information on boat safety courses and brochures listing the Federal equipment requirements. Also, check your local and state regulations.

Federal Requirements for Recreational Boats

The Coast Guard Auxiliary also offers a "Courtesy Examination." This inspection will help ensure that your boat is equipped with all of the necessary safety equipment. The following is a list of the accessory equipment required on your boat by the U.S. Coast Guard:

Personal Flotation Devices (PFDs)

PFDs must be Coast Guard approved, in good and serviceable condition, and of appropriate size for the intended user. Wearable PFDs must be readily accessible, meaning you must be able to put them on in a reasonable amount of time in an emergency. Though not required, the Coast Guard emphasizes that PFDs should be worn at all times when the vessel is underway. Throwable devices must be immediately available for use. All Monterey boats must be equipped with at least one Type I, II or III PFD for each person on board, plus one throwable device (Type IV).

NOTICE:
Many state laws now require that children 13 years old and under must wear a PFD at all times.

Anyone being towed on skis, wakeboards and other water sports equipment is considered a passenger on the boat and must wear a Coast Guard approved life jacket at all times.

Visual Distress Signals (VDS)

All boats used on coastal waters, the Great Lakes, territorial seas, and those waters connected directly to them must be equipped with Coast Guard approved visual distress signals. These signals are either Pyrotechnic or Non-Pyrotechnic devices.

Pyrotechnic Visual Distress Signals:
Pyrotechnic visual distress signals must be Coast Guard approved, in serviceable condition, and readily accessible. They are marked with a date showing the service life, which must not have expired. A minimum of three are required. Some pyrotechnic signals meet both day and night use requirements. They should be stored in a cool, dry location. They include:

- Pyrotechnic red flares, hand held or aerial.

- Pyrotechnic orange smoke, hand-held or floating.

- Launchers for aerial red meteors or parachute flares.

WARNING

PYROTECHNICS ARE UNIVERSALLY RECOGNIZED AS EXCELLENT DISTRESS SIGNALS. HOWEVER, THERE IS POTENTIAL FOR INJURY AND PROPERTY DAMAGE IF NOT PROPERLY HANDLED. THESE DEVICES PRODUCE A VERY HOT FLAME AND THE RESIDUE CAN CAUSE BURNS AND IGNITE FLAMMABLE MATERIAL. PISTOL LAUNCHED AND HAND-HELD PARACHUTE FLARES AND METEORS HAVE MANY CHARACTERISTICS OF A FIREARM AND MUST BE HANDLED WITH CAUTION. IN SOME STATES THEY ARE CONSIDERED A FIREARM AND PROHIBITED FROM USE. ALWAYS BE EXTREMELY CAREFUL AND FOLLOW THE MANUFACTURER'S INSTRUCTIONS EXACTLY WHEN USING PYROTECHNIC DISTRESS SIGNALS.

Non-Pyrotechnic Devices
Non-Pyrotechnic visual distress signals must be in serviceable condition, readily accessible, and certified by the manufacturer as complying with U.S. Coast Guard requirements. They include:

- **Orange Distress Flag (Day use only)**
  The distress flag is a day signal only. It must be at least 3 x 3 feet with a black square and ball on an orange background. It is most distinctive when attached and waved from a paddle or boat hook.

- **Electric Distress Light (Night use only)**
  The electric distress light is accepted for night use only and must automatically flash the international SOS distress signal. Under "Inland Navigation Rules," a high intensity white light flashing at regular intervals from 50-70 times per minute is considered a distress signal.

Sound Signaling Devices
The navigation rules require sound signals to be made under certain circumstances. Recreational vessels also are required to sound fog signals during periods of reduced visibility. Therefore, you must have some means of making an efficient sound signal.

Navigation Lights
Recreational boats are required to display navigation lights between sunset and sunrise and other periods of reduced visibility (fog, rain, haze, etc.) Navigation lights are intended to keep other vessels informed of your presence and course. Your boat is equipped with navigation lights required by the U.S. Coast Guard at the time of manufacture. It is up to you to make sure they are operational and turned on when required.

Fire Extinguishers
It is required that you carry at least two 5B:C portable fire extinguishers. Coast Guard approved portable fire extinguishers are hand held and have a specific marine type mounting bracket. It is recommended the extinguisher be mounted in a readily accessible position per the diagrams on pages 23 and 24.

Fire extinguishers require regular inspections to ensure that:

- Seals & tamper indicators are not broken or missing.

- Pressure gauges or indicators read in the operable range.

- There is no obvious physical damage, corrosion, leakage or clogged nozzles.

Refer to the "Federal Requirements And Safety Tips For Recreational Boats" pamphlet or contact the U.S. Coast Guard Boating Safety Hotline, 1-800-368-5647, for information on the type and size fire extinguisher required for your boat.

Please refer to the information provided by the fire extinguisher manufacturer for instructions on the proper maintenance and use of your fire extinguisher(s).

CAUTION

INFORMATION FOR THE FIRE EXTINGUISHING AGENT IS PROVIDED BY THE MANUFACTURER. IT IS ESSENTIAL THAT YOU READ THE INFORMATION CAREFULLY AND COMPLETELY UNDERSTAND THE SYSTEM, IN THEORY AND OPERATION, BEFORE USING YOUR BOAT.

1.6 Bilge and Fuel Fires

Fuel compartment and bilge fires are very dangerous because of the possibility for explosion. When a fire breaks out you must make the decision to fight the fire or abandon the boat. In the event

there is a fire onboard, shut off the engine(s) immediately. You should also shut off the main battery switch if it is safely accessible.
If the fire cannot be extinguished quickly or it is too intense to fight, abandoning the boat may be your only option.

If you find yourself in this situation, make sure all passengers have a life preserver on, go over the side and swim well upwind of the boat. This will keep you and your passengers well clear of any burning fuel that could be released and spread on the water as the boat burns or in the event of an explosion. When clear of the danger, check the area and account for all those who were aboard with you. Give whatever assistance you can to anyone in need or in the water without a buoyant device. Keep everyone together in a group for morale and to aid rescue operations.

WARNING

ALL TYPES OF FUEL CAN EXPLODE. IN THE EVENT OF A FUEL COMPARTMENT OR BILGE FIRE, YOU MUST MAKE THE DIFFICULT DECISION TO FIGHT THE FIRE OR ABANDON THE BOAT. YOU MUST CONSIDER YOUR SAFETY, THE SAFETY OF YOUR PASSENGERS, THE INTENSITY OF THE FIRE AND THE POSSIBILITY OF AN EXPLOSION IN YOUR DECISION.

1.7 Portable Extinguishers

The U.S. Coast Guard requires that your boat's saftey equipment include hand held fire extinguishers. Manufacturer recommended locations are included on page 23 and 24.
Your boat is equipped with a fixed fuel tank that can be accessed through the aft storage compartment under the rear seating. In the event of a fire in the bilge compartment, use a portable extinguisher to put out the fire. Once the fire is extinguished, allow the area to cool before investigating. Hot bilge components could re-ignite the fire if air is allowed into the area too soon. Note that dangerous toxins can also be released during a fire that could endanger the health of those onboard. Instruct everyone to stand clear until fire is out and the area has cooled.

When sufficient time has elapsed for the fire to be extinguished and a flashback is no longer possible, find and fix the problem, then activate the battery switch. The engines can then be restarted.

Recommended Portable Extinguisher Locations For Monterey Boats Are Marked With This ISO Symbol

WARNING

ALLOW THE EXTINGUISHING AGENT TO SOAK THE AFFECTED AREAS FOR AT LEAST 15 MINUTES. WAIT FOR HOT METALS OR FUELS TO COOL BEFORE CAUTIOUSLY INSPECTING FOR CAUSE OR DAMAGE. HAVE YOUR APPROVED PORTABLE FIRE EXTINGUISHER AT HAND AND READY FOR USE. DO NOT BREATHE FUMES OR VAPORS CAUSED BY THE FIRE!!

1.9 Carbon Monoxide Poisoning

A byproduct of combustion, carbon monoxide (CO) is invisible, tasteless, odorless, and is produced by all engines, heating and cooking appliances. The most common sources of CO on boats are the engines, auxiliary generators, and propane or butane stoves. These produce large amounts of CO and should never be used/operated in enclosed spaces.
A slight buildup of carbon monoxide over several hours causes headaches, nausea and other symptoms that are similar to food poisoning, motion sickness or flu. High concentrations can be fatal within minutes. Many cases of carbon monoxide poisoning indicate that while victims are aware they are not well, they became so disoriented they were unable to save themselves by either exiting the area or calling for help. Young children, elderly persons, and pets are usually the first affected.

Drug or alcohol use increases the effect of CO exposure. Individuals with cardiac or respiratory conditions are very susceptible to the dangers of carbon monoxide. CO poisoning is especially dangerous during sleep when victims are unaware of any side effects. The following are symptoms which may signal exposure to CO: (1) Headache (2) Tightness of chest or hyperventilation (3) Flushed face (4) Nausea (5) Drowsiness (6) Fatigue or Weakness (7) Inattention or confusion (8) Lack of normal coordination.
Persons who have been exposed to carbon monoxide should be moved into fresh air immediately. Have the victim breath deeply and seek immediate medical attention. To learn more about CO poisoning, contact your local health authorities.

DANGER

CARBON MONOXIDE IS COLORLESS, ODORLESS AND DANGEROUS. ALL ENGINES, GENERATORS AND FUEL BURNING APPLIANCES EXHAUST CARBON MONOXIDE (CO). DIRECT AND PROLONGED EXPOSURE TO CO WILL CAUSE BRAIN DAMAGE OR DEATH. SIGNS OF EXPOSURE TO CO INCLUDE NAUSEA, DIZZINESS AND DROWSINESS.

1.10 First Aid

It is the operator's responsibility to be familiar with the proper first-aid procedures and be able to care for minor injuries or illnesses of your passengers. In an emergency, you could be far from professional medical assistance. We strongly recommend that you be prepared by receiving training in basic first aid and CPR. This can be done through classes given by the Red Cross or your local hospital.

Your boat should be equipped a simple marine first-aid kit and a first-aid manual at a minimum. The marine first-aid kit should be designed for the marine environment and be well supplied. It should be accessible and every person on board should be aware of its location. As supplies are used, replace them promptly. Some common drugs and antiseptics may lose their strength or become unstable as they age. Ask a medical professional about the supplies you should carry and the shelf life of prescription drugs or other medical supplies in your first-aid kit. Replace old supplies whether they have been used or not.

In many emergency situations, the Coast Guard can provide assistance in obtaining medical advice for treatment of serious injuries or illness. If you are within VHF range of a Coast Guard Station, make the initial contact on channel 16 and follow their instructions.

1.11 Additional Safety Equipment

Besides meeting the legal requirements, prudent boaters carry additional safety equipment. This is particularly important if you operate your boat offshore. You should consider the following items, depending on how you use your boat.

Satellite EPIRBS

EPIRBs (Emergency Position Indicating Radio Beacon) operate as part of a worldwide distress system. When activated, EPIRBs will send distress code homing beacons that allow Coast Guard aircraft to identify and find them quickly. The satellites that receive and relay EPIRB signals are operated by the National Oceanic and Atmospheric Administration (NOAA) in the United States. The EPIRB should be mounted and registered according to the instructions provided with the beacon, so that the beacon's unique distress code can be used to quickly identify the boat and owner.

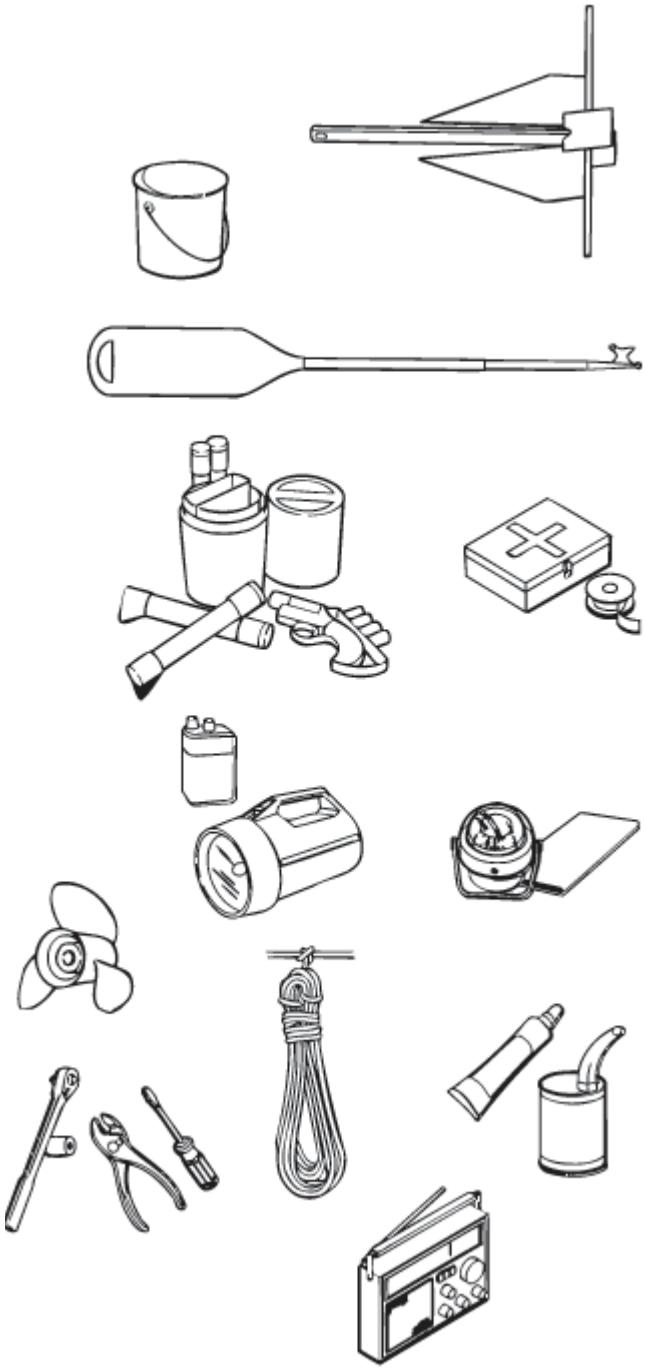
Marine Radio

A marine radio is the most effective method of receiving information and requesting assistance. VHF marine radios are used near shore and single sideband radios are used for long range communication.

There are specific frequencies to use in an emergency. The VHF emergency channel is 16 in the United States. You should read the owners manual for your radio and know how to use it in an emergency or for normal operation. If you hear a distress call you should assist or monitor the situation until help is provided.

Additional Equipment to Consider:

Cell Phone
Rear View Mirror
Tool Kit
Anchor
Boat Hook
Mooring Lines
Binoculars
Portable Radio
Chart and Compass
Sunglasses
Food & Water
Heaving Line
Fenders
First Aid Kit
Flashlight & Batteries
Search light
Sunburn Lotion
Ring Buoy
Extra Clothing
Marine Hardware
Spare Keys
Spare Parts
Spare Propeller
Spare Anchor



1.12 Caution & Warning Labels

The caution and warning labels shown are examples of the labels that could be on your boat. The actual labels and their location could vary on your boat.

Caution and warning labels must remain legible for the safety of you and your passengers. If a label becomes missing or damaged it must be replaced. Immediately contact your dealer or Monterey Customer Service for a replacement.

CAUTION

TO AVOID INJURY, DOOR MUST BE SECURED IN A CLOSED AND LOCKED POSITION WHEN BOAT IS UNDERWAY.

DANGER

ROTATING PROPELLER WILL CAUSE SERIOUS INJURY OR DEATH. SHUT OFF ENGINE WHEN NEAR PERSONS IN THE WATER.

WARNING

GASOLINE VAPORS CAN EXPLODE. BEFORE STARTING ENGINE, CHECK BILGE AND FUEL TANK COMPARTMENT FOR GASOLINE OR VAPORS.

E-30 PORTABLE EXTINGUISHER LOCATION

WARNING

CARBON MONOXIDE (CO) CAN CAUSE BRAIN DAMAGE OR DEATH.

ENGINE EXHAUST CONTAINS ODORLESS AND COLORLESS CARBON MONOXIDE GAS.

SIGNS OF CARBON MONOXIDE POISONING INCLUDE NAUSEA, HEADACHE, DIZZINESS, DROWSINESS, AND LACK OF CONSCIOUSNESS.

GET FRESH AIR IF ANYONE SHOWS SIGNS OF CARBON MONOXIDE POISONING.

SEE ENGINE OWNER'S MANUAL FOR INFORMATION REGARDING CARBON MONOXIDE POISONING.

WARNING

AVOID SERIOUS INJURY OR DEATH FROM FIRE OR EXPLOSION RESULTING FROM LEAKING FUEL. INSPECT SYSTEM FOR LEAKS AT LEAST ONCE A YEAR.

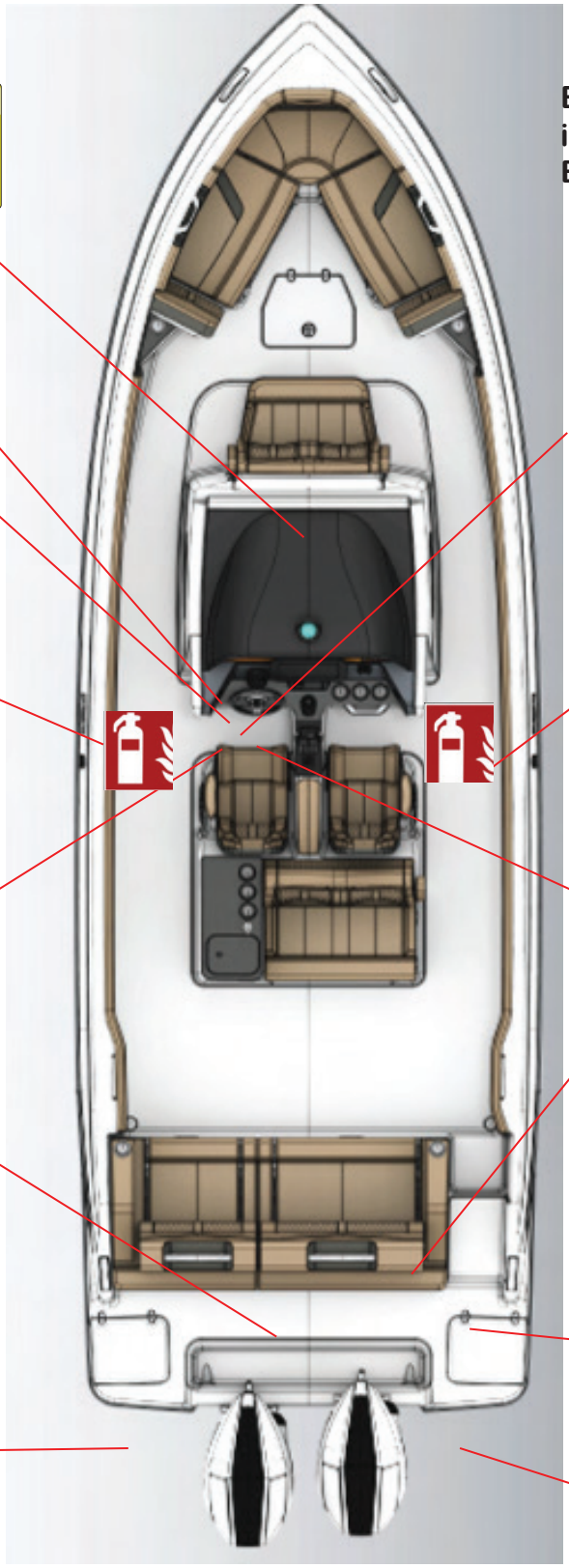
DANGER

CARBON MONOXIDE (CO) CAN CAUSE BRAIN DAMAGE OR DEATH.

ENGINE EXHAUST CONTAINS ODORLESS AND COLORLESS MONOXIDE GAS.

CARBON MONOXIDE WILL BE AROUND THE BACK OF THE BOAT WHEN THE ENGINES ARE RUNNING.

MOVE TO FRESH AIR, IF YOU FEEL NAUSEA, HEADACHE, DIZZINESS, OR DROWSINESS.



Elite 30 Outboard Warning Labels and Portable Extinguisher Locations

DANGER

IN THE EVENT OF FIRE, DO NOT OPEN AFT STORAGE HATCH. IMMEDIATELY SHUT DOWN ENGINE. DISCHARGE ENTIRE CONTENTS OF FIRE EXTINGUISHER AT THE BASE OF THE FLAMES. AVOID INHALATION OF TOXIC FUMES.

VENTILATE SPACE BEFORE ENTERING.

E-30 2ND PORTABLE EXTINGUISHER LOCATION

WARNING

VISIBILITY FROM THE SEATED POSITION AT THIS HELM STATION IS LIMITED. AVOID SERIOUS INJURY OR DEATH FROM COLLISIONS. OPERATION FROM A STANDING POSITION MAY BE NECESSARY TO MAINTAIN A LOOKOUT AS REQUIRED BY USCG NAVIGATION RULES AND COLREG.

WARNING

IN THE EVENT OF A FIRE:

TO KEEP FLAMES CONTAINED, DO NOT OPEN COMPARTMENT.

SHUT DOWN ENGINE(S), SHUT OFF BATTERY SWITCH (IF ACCESSIBLE). CONTINUOUSLY DISCHARGE ENTIRE CONTENTS OF PORTABLE FIRE EXTINGUISHER AT THE BASE OF THE FLAMES IMMEDIATELY.

WARNING

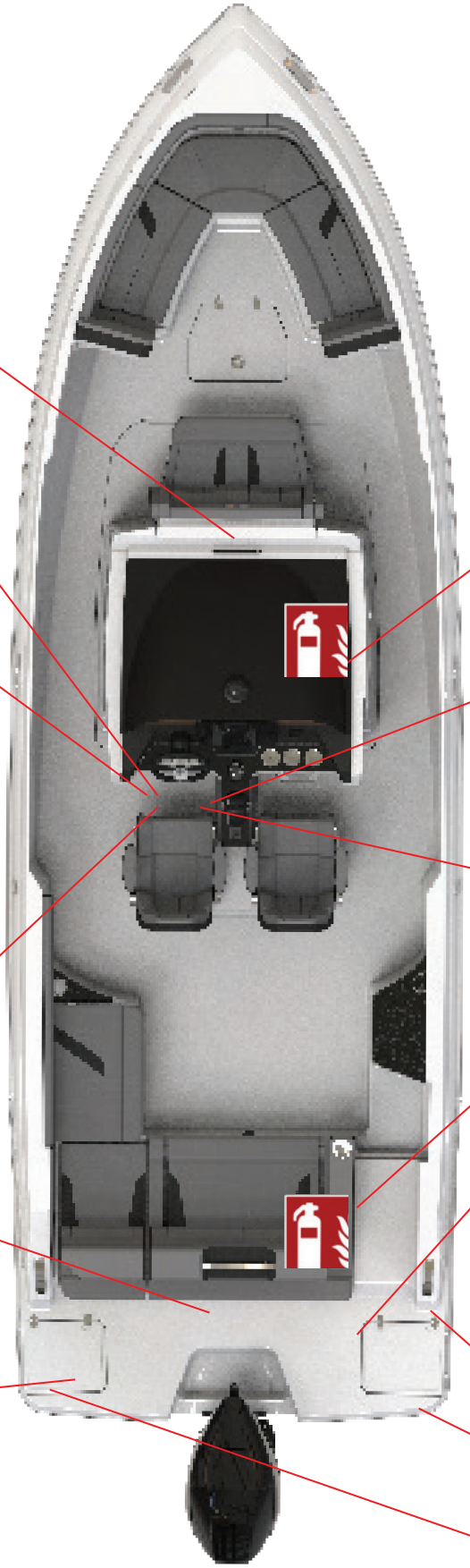
FALLING OVERBOARD CAN CAUSE INJURY OR DEATH. CLOSE THE TRANSOM GATE WHENEVER THE BOAT IS UNDERWAY.

DANGER

ROTATING PROPELLER WILL CAUSE SERIOUS INJURY OR DEATH.

DO NOT APPROACH OR USE LADDER WHEN ENGINE IS RUNNING.

Elite 27 Outboard Warning Labels And Portable Extinguisher Locations



CAUTION

TO AVOID INJURY, DOOR MUST BE SECURED IN A CLOSED AND LOCKED POSITION WHEN BOAT IS UNDERWAY.

DANGER

ROTATING PROPELLER WILL CAUSE SERIOUS INJURY OR DEATH. SHUT OFF ENGINE WHEN NEAR PERSONS IN THE WATER.

WARNING

GASOLINE VAPORS CAN EXPLODE. BEFORE STARTING ENGINE, CHECK BILGE AND FUEL TANK COMPARTMENT FOR GASOLINE OR VAPORS.

WARNING

CARBON MONOXIDE (CO) CAN CAUSE BRAIN DAMAGE OR DEATH.

ENGINE EXHAUST CONTAINS ODORLESS AND COLORLESS CARBON MONOXIDE GAS.

SIGNS OF CARBON MONOXIDE POISONING INCLUDE NAUSEA, HEADACHE, DIZZINESS, DROWSINESS, AND LACK OF CONSCIOUSNESS.

GET FRESH AIR IF ANYONE SHOWS SIGNS OF CARBON MONOXIDE POISONING.

SEE ENGINE OWNER'S MANUAL FOR INFORMATION REGARDING CARBON MONOXIDE POISONING.

WARNING

AVOID SERIOUS INJURY OR DEATH FROM FIRE OR EXPLOSION RESULTING FROM LEAKING FUEL. INSPECT SYSTEM FOR LEAKS AT LEAST ONCE A YEAR.

DANGER

CARBON MONOXIDE (CO) CAN CAUSE BRAIN DAMAGE OR DEATH.

ENGINE EXHAUST CONTAINS ODORLESS AND COLORLESS MONOXIDE GAS.

CARBON MONOXIDE WILL BE AROUND THE BACK OF THE BOAT WHEN THE ENGINES ARE RUNNING.

MOVE TO FRESH AIR, IF YOU FEEL NAUSEA, HEADACHE, DIZZINESS, OR DROWSINESS.

E-27 PORTABLE EXTINGUISHER LOCATION

DANGER

IN THE EVENT OF FIRE, DO NOT OPEN AFT STORAGE HATCH. IMMEDIATELY SHUT DOWN ENGINE. DISCHARGE ENTIRE CONTENTS OF FIRE EXTINGUISHER AT THE BASE OF THE FLAMES. AVOID INHALATION OF TOXIC FUMES.

VENTILATE SPACE BEFORE ENTERING.

WARNING

VISIBILITY FROM THE SEATED POSITION AT THIS HELM STATION IS LIMITED. AVOID SERIOUS INJURY OR DEATH FROM COLLISIONS. OPERATION FROM A STANDING POSITION MAY BE NECESSARY TO MAINTAIN A LOOKOUT AS REQUIRED BY USCG NAVIGATION RULES AND COLREG.

E-27 2ND PORTABLE EXTINGUISHER LOCATION

WARNING

IN THE EVENT OF A FIRE:

TO KEEP FLAMES CONTAINED, DO NOT OPEN COMPARTMENT.

SHUT DOWN ENGINE(S), SHUT OFF BATTERY SWITCH (IF ACCESSIBLE). CONTINUOUSLY DISCHARGE ENTIRE CONTENTS OF PORTABLE FIRE EXTINGUISHER AT THE BASE OF THE FLAMES IMMEDIATELY.

WARNING

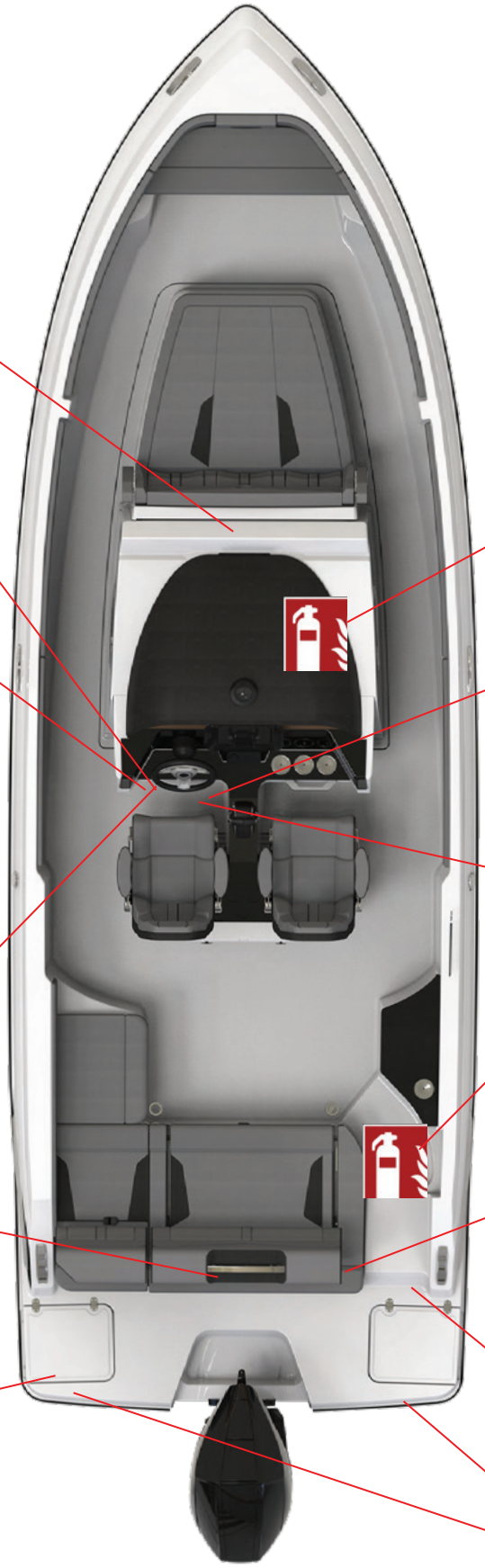
FALLING OVERBOARD CAN CAUSE INJURY OR DEATH. CLOSE THE TRANSOM GATE WHENEVER THE BOAT IS UNDERWAY.

DANGER

ROTATING PROPELLER WILL CAUSE SERIOUS INJURY OR DEATH.

DO NOT APPROACH OR USE LADDER WHEN ENGINE IS RUNNING.

Elite 25 Outboard Warning Labels And Portable Extinguisher Locations



CAUTION

TO AVOID INJURY, DOOR MUST BE SECURED IN A CLOSED AND LOCKED POSITION WHEN BOAT IS UNDERWAY.

DANGER

ROTATING PROPELLER WILL CAUSE SERIOUS INJURY OR DEATH. SHUT OFF ENGINE WHEN NEAR PERSONS IN THE WATER.

WARNING

GASOLINE VAPORS CAN EXPLODE. BEFORE STARTING ENGINE, CHECK BILGE AND FUEL TANK COMPARTMENT FOR GASOLINE OR VAPORS.

WARNING

CARBON MONOXIDE (CO) CAN CAUSE BRAIN DAMAGE OR DEATH.

ENGINE EXHAUST CONTAINS ODORLESS AND COLORLESS CARBON MONOXIDE GAS.

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GET FRESH AIR IF ANYONE SHOWS SIGNS OF CARBON MONOXIDE POISONING.

SEE ENGINE OWNER'S MANUAL FOR INFORMATION REGARDING CARBON MONOXIDE POISONING.

WARNING

AVOID SERIOUS INJURY OR DEATH FROM FIRE OR EXPLOSION RESULTING FROM LEAKING FUEL. INSPECT SYSTEM FOR LEAKS AT LEAST ONCE A YEAR.

DANGER

CARBON MONOXIDE (CO) CAN CAUSE BRAIN DAMAGE OR DEATH.

ENGINE EXHAUST CONTAINS ODORLESS AND COLORLESS MONOXIDE GAS.

CARBON MONOXIDE WILL BE AROUND THE BACK OF THE BOAT WHEN THE ENGINES ARE RUNNING.

MOVE TO FRESH AIR, IF YOU FEEL NAUSEA, HEADACHE, DIZZINESS, OR DROWSINESS.

E-25 PORTABLE EXTINGUISHER LOCATION

DANGER

IN THE EVENT OF FIRE, DO NOT OPEN AFT STORAGE HATCH. IMMEDIATELY SHUT DOWN ENGINE. DISCHARGE ENTIRE CONTENTS OF FIRE EXTINGUISHER AT THE BASE OF THE FLAMES. AVOID INHALATION OF TOXIC FUMES.

VENTILATE SPACE BEFORE ENTERING.

WARNING

VISIBILITY FROM THE SEATED POSITION AT THIS HELM STATION IS LIMITED. AVOID SERIOUS INJURY OR DEATH FROM COLLISIONS. OPERATION FROM A STANDING POSITION MAY BE NECESSARY TO MAINTAIN A LOOKOUT AS REQUIRED BY USCG NAVIGATION RULES AND COLREG.

E-25 2ND PORTABLE EXTINGUISHER LOCATION

WARNING

IN THE EVENT OF A FIRE:

TO KEEP FLAMES CONTAINED, DO NOT OPEN COMPARTMENT.

SHUT DOWN ENGINE(S), SHUT OFF BATTERY SWITCH (IF ACCESSIBLE). CONTINUOUSLY DISCHARGE ENTIRE CONTENTS OF PORTABLE FIRE EXTINGUISHER AT THE BASE OF THE FLAMES IMMEDIATELY.

WARNING

FALLING OVERBOARD CAN CAUSE INJURY OR DEATH. CLOSE THE TRANSOM GATE WHENEVER THE BOAT IS UNDERWAY.

DANGER

ROTATING PROPELLER WILL CAUSE SERIOUS INJURY OR DEATH.

DO NOT APPROACH OR USE LADDER WHEN ENGINE IS RUNNING.

2.1 General

Before you start the engine(s) on your Monterey, you should become familiar with the various component systems and their operation and performed a "Precruise System Check." A thorough understanding of the component systems and their operation is essential to the proper operation of the boat. This manual and the associated manufacturers' information is provided to enhance your knowledge of your boat. Please read them carefully.

Your boat must have the necessary safety equipment on board and be in compliance with the U.S. Coast Guard, local and state safety regulations. There should be one Personal Flotation Device (PFD) for each person. Non-swimmers and small children should wear PFDs at all times. You should know and understand the "Rules of the Road" and have had an experienced operator brief you on the general operation of your new boat. At least one other person should be instructed on the proper operation of the boat in case the operator is suddenly incapacitated.

The operator is responsible for the safety of his/her passengers. When boarding or loading the boat, always step onto the boat, never jump. All passengers should be properly seated whenever the boat is operated above idle speed. Your passengers should not be allowed to sit on the seat backs, gunnels, bows, or transoms whenever the boat is underway. The passengers also should be seated to properly balance the load and must not obstruct the operator's view, particularly to the front.

Overloading and improper distribution of weight can cause the boat to become unstable and are leading causes of boating accidents. Know the weight capacity and horsepower rating of your boat. Do not overload or overpower your boat.

You should be aware of your physical limitations and the way your boat behaves in different situations or sea conditions. No boat is indestructible, no matter how well it is constructed. Any boat can be severely damaged if it is operated in a manner that exceeds its design limitations. If the ride is hard on you and your passengers, it is hard on the boat as well. Always adjust the boat speed in accordance with the sea conditions, boat traffic and weather conditions.

Remember, it is the operator's responsibility to use good common sense and sound judgement in loading and operating the boat.

2.2 Rules of the Road

As in driving an automobile, there are a few rules you must know for safe boating operation. The following information describes the basic navigation rules and action to be taken by vessels in crossing, meeting or overtaking situations while operating in inland waters. These are basic examples and not intended to teach all the rules of navigation. For further information consult the "Navigation Rules" or contact the Coast Guard, Coast Guard Auxiliary, Department of Natural Resources, or your local boat club. These organizations sponsor courses in boat handling, including rules of the road. We strongly recommend such courses. Books or videos on this subject also are available from your local library.

NOTICE:
Sailboats not under power, paddle boats, vessels unable to maneuver, vessels engaged in commercial fishing and other vessels without power have the right of way over motor powered boats. You must stay clear or pass to the stern of these vessels. Sailboats under power are considered motor boats.

Crossing Situations
When two motor boats are crossing, the boat on the right has the right of way. The boat with the right of way should maintain its course and speed. The other vessel should slow down and permit it to pass. The boats should sound the appropriate signals.

Meeting Head-On or Nearly-So Situations
When two motor boats are approaching each other head-on or nearly head-on, neither boat has the right of way. Both boats should reduce their speed and turn to the right so as to pass port side to port side, providing enough clearance for safe passage. The boats should sound the appropriate signals.

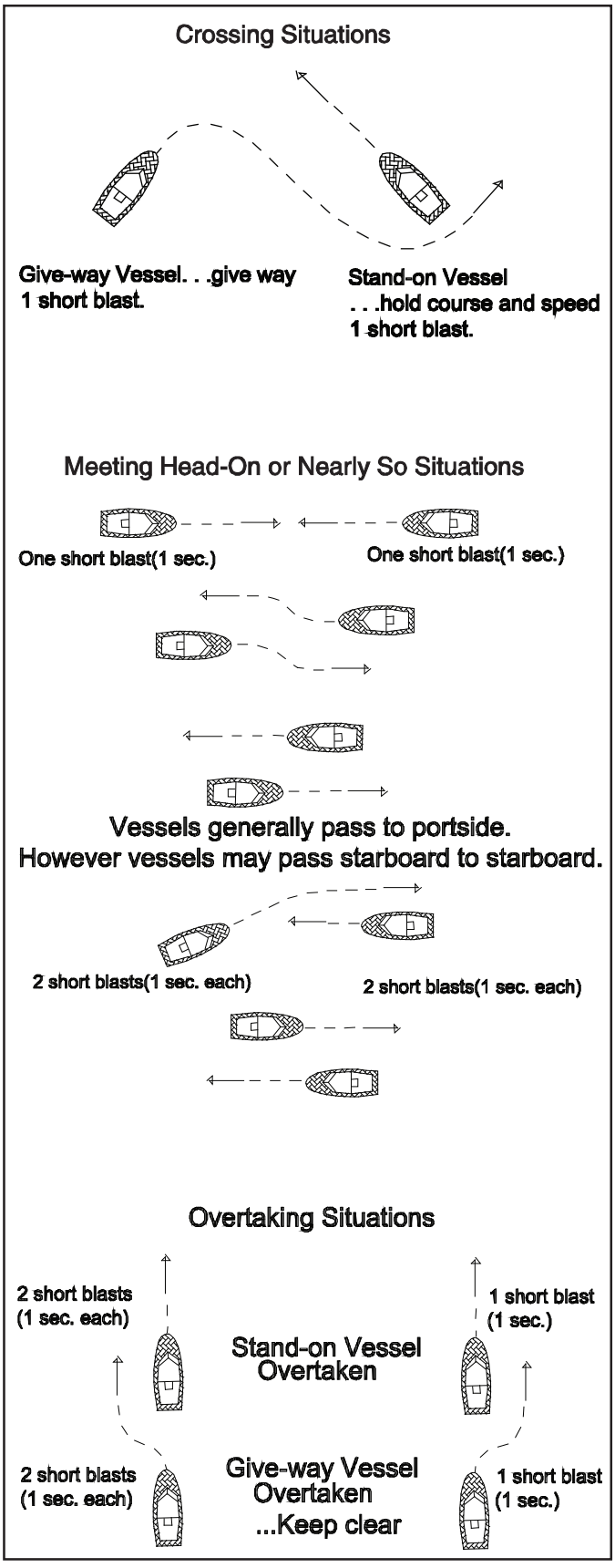
Overtaking Situations
When one motor boat is overtaking another motor boat, the boat that is being passed has the right of way. The overtaking boat must make the adjustments necessary to provide clearance for a safe passage of the other vessel. The boats should sound the appropriate signals.

The General Prudential Rule
In obeying the Rules of the Road, due regard must be given to all dangers of navigation and collision, and to any special circumstances, including the limitations of the vessels, which may justify a departure from the rules that is necessary to avoid immediate danger or a collision.

Night Operation
Recreational boats are required to display navigation lights between sunset and sunrise and other periods of reduced visibility such as fog, rain, haze, etc. When operating your boat at night you should:

- Make sure your navigation lights are on and working properly. Navigation lights warn others of your position and course. They also allow you to see the position and course of other vessels.
- All navigation rules apply. If the bow light of another vessel shows red, you should give way to that vessel, if it shows green, you have the right of way.
- Slow down and never run your boat at high speeds when operating at night; stay clear of all boats and use good common sense. Always be ready to slow down or steer clear of other vessels, even if you have the right-of-way.
- Avoid bright lights that can destroy night vision, making it difficult to see navigation lights and the lights of other boats. You and your passengers should keep a sharp lookout for hazards, other boats and navigational aids.
- Do not add aftermarket lighting that can be confused with factory installed navigational lights.
- Do not run blue accent lighting while underway. Law enforcement uses blue lights and in many states you may be ticketed for this issue.

Navigation Aids
Aids to navigation are placed along coasts and navigable waters as guides to mark safe water and to assist mariners in determining their position in relation to land and hidden dangers. Each aid to



Navigational Aids Chart

REMEMBER THESE RULES

1. OVERTAKING - PASSING: Boat being passed has the right-of-way. KEEP CLEAR.
2. MEETING HEAD ON: Keep to the right.
3. CROSSING: Boat on right has the right-of-way. Slow down and permit boat to pass.

← PORT — STARBOARD →

Yield right-of-way to boats in your DANGER ZONE!

DANGER ZONE (Dead ahead to 2 points abaft your starboard beam)

STORM WARNINGS

RED FLAG Small craft (winds to 33 knots)

2 RED FLAGS Gale (winds up to 47 knots)

SQUARE RED FLAG BLACK BOX (Storm)

2 SQUARE RED FLAGS BLACK BOX (Hurricane)

WHISTLE SIGNALS

ONE LONG BLAST: Warning signal (Coming out of slip)

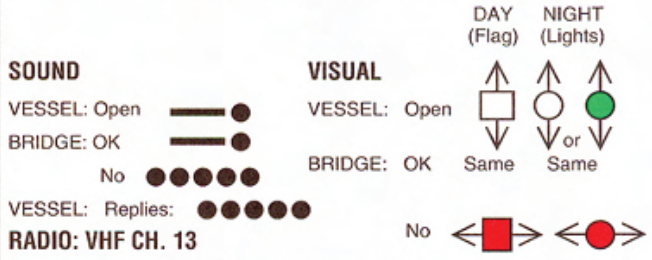
ONE SHORT BLAST: Pass on my port side

TWO SHORT BLASTS: Pass on my starboard side

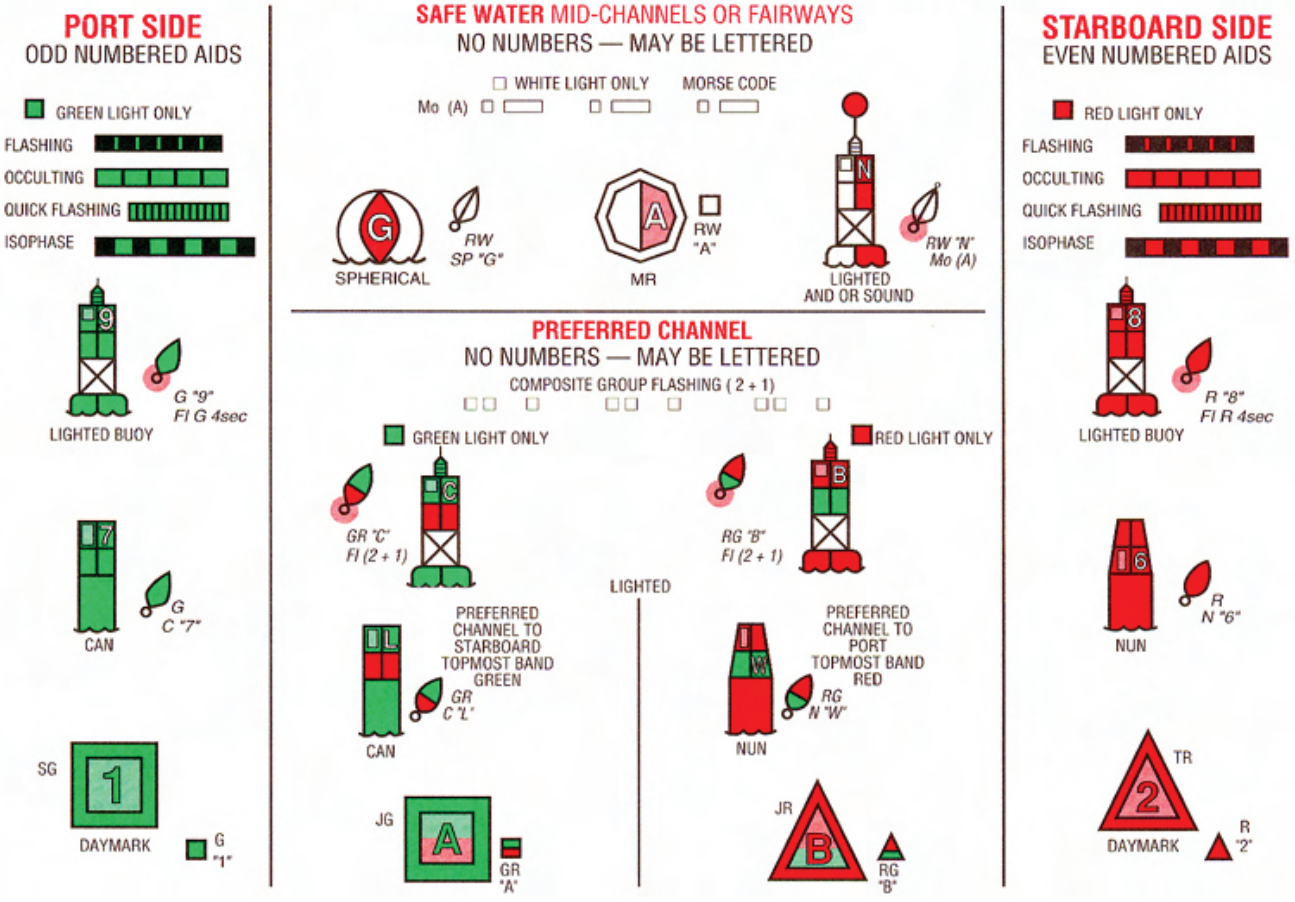
THREE SHORT BLASTS: Engine(s) in reverse

FOUR OR MORE BLASTS: Danger signal

BRIDGE SIGNALS



LATERAL AIDS AS SEEN ENTERING FROM SEAWARD



navigation is used to provide specific information. You should be familiar with these and any other markers used in your boating area.

NOTICE:
Storms and wave action can cause buoys to move. You should not rely on buoys alone to determine your position.

2.3 Pre-Cruise Check

Before Starting the Engine:

- Check the weather forecast and sea conditions before leaving the dock. Decide if the planned cruise can be made safely.
- Be sure all required documents are on board.
- Be sure all necessary safety equipment is on board and operative. This should include items like the running lights, spotlight, life saving devices, etc. Please refer to the Safety Equipment chapter for additional information on safety equipment.
- Make sure you have signal kits and flare guns aboard, and they are current and in good operating condition.
- Be sure you have sufficient water and other provisions for the planned cruise.
- Leave a written message listing details of your planned cruise with a close friend ashore (Float Plan). The float plan should include a description of your boat, where you intend to cruise, and a schedule of when you expect to arrive in the cruising area, and when you expect to return. Keep the person informed of any changes in your plan to prevent false alarms. This information will tell authorities where to look and the type of boat to look for in the event you fail to arrive.
- Check the amount of fuel on board. Observe the "rule of thirds:" one third of the fuel for the trip out, one third to return and one third in reserve. Note that an additional 15% may be consumed when operating in rough seas.
- The engine fuel filter should be checked for leaks or corrosion.
- Turn the battery switch on.
- Make sure garboard drain plug is installed and seacocks are closed.
- Check the bilge water level. Look for other signs of potential problems. Monitor for the scent of fuel fumes.
- Test the automatic and manual bilge pump switch to make sure the system is working properly.
- The operator is responsible for his own safety and the safety of all passengers. When boarding or loading the boat, always step onto the boat, never jump. All passengers should be properly seated whenever the boat is operated above idle speed. Your passengers should not be allowed to sit on the seat backs, gunnels, bow, or transom whenever the boat is underway. The passengers should also be seated to properly balance the load and must not obstruct the operator's view, particularly to the front of the vessel.
- Overloading and improper distribution of weight can cause the boat to become unstable and is a leading cause of accidents. Know the weight capacity and horsepower rating of your boat. Do not overload or overpower your boat.
- Have a tool kit aboard. Here are some recommended basic tools:

Spark plug wrench	Hammer
Spark plug gap gauge	Electrician's tape
Screwdrivers	Offset screwdrivers
Lubricating oil	Pliers
Pocket knife	Adjustable wrench
Basic 3/8" ratchet set	Vise grip pliers
Allen wrench set	Needle nose pliers
Wire crimping tool	End wrench set
Wire connector set	Medium slip-joint pliers
DC electrical test light	Diagonal cutting pliers

WARNING

THERE MUST BE AT LEAST ONE PERSONAL FLOTATION DEVICE ON BOARD FOR EVERY PERSON ON BOARD AND ONE THROW-OUT FLOTATION DEVICE. CHECK THE U.S. COAST GUARD STANDARDS FOR THE CORRECT TYPE OF DEVICE FOR YOUR BOAT.

- Recommended spare parts to have on board:

Extra light bulbs	Spark plugs
Fuses and	Circuit breakers
Main 12 volt fuses	Assorted stainless screws
Assorted stainless bolts	Flashlight and batter-
ies	Drain plugs Engine
oil	
Propellers	Wire ties
Propeller nuts	Hydraulic fluid
Fuel filters	Assorted hose
Impeller Kit	Clamps
Rags	

- Make sure all fire extinguishers are in position and in good operating condition.

2.4 Operating Your Boat

After Starting the Engine(s):

- Check the engine gauges. Make sure they are reading normally.
- Visibly check the engine(s) to be sure there are no apparent water, fuel or oil leaks.
- Check the operation of the engine cooling system by monitoring the temperature gauge frequently until the engine temperature stabilizes at normal operating temperature.
- Check the steering and engine controls for proper operation.
- Make sure all lines, cables, anchors, etc. for securing the boat are on board and in good condition. All lines should be coiled, secured and off the deck when underway.
- Have a safe cruise and enjoy yourself.

Remember:

When you operate a boat, you accept the responsibility for the boat, for the safety of passengers and for others out enjoying the water.

- Alcohol or drugs can severely reduce your reaction time and affect your judgement.
- Alcohol severely reduces the ability to react to several different signals at once.
- Alcohol makes it difficult to correctly judge speed and distance, or track moving objects.
- Alcohol reduces night vision and the ability to distinguish red from green.

WARNING

YOU SHOULD NEVER OPERATE YOUR BOAT WHILE UNDER THE INFLUENCE OF ALCOHOL OR DRUGS.

- Make sure one other person onboard is instructed in the operation of the boat.
- Make sure the boat is operated in compliance with all state and local laws governing recreational boats.

WARNING

DO NOT OPERATE THE BOAT UNLESS IT IS COMPLETELY ASSEMBLED. KEEP ALL FASTENERS TIGHT. KEEP ADJUSTMENTS ACCORDING TO SPECIFICATIONS.

- Avoid sea conditions that are beyond the skill and experience of you and your crew. Learn to understand weather patterns and indications for change. You should monitor NOAA weather broadcasts before leaving port and periodically while boating. If the weather deteriorates or a storm approaches, seek shelter in a safe harbor.
- Use caution during periods of reduced visibility due to weather or operation conditions. Reduce speed and designate a passenger to be a lookout for other boats, obstacles and navigational markers until you reach port or conditions improve.

- Your Monterey is a heavy boat that will produce a large wake at certain speeds. You are responsible for any damage and injury caused by your boat's wake. Always observe no wake zones and be aware that your wake can endanger small vessels and their passengers. Always be courteous and slow down to reduce your wake when passing smaller boats.
- Before operating the boat for the first time, read the engine break-in procedures. The break-in procedures are found in the engine manual, part of your "owner's bag" included with your new boat. Have the dealer describe the operating procedures for your boat. \

NOTICE:

For more instructions on safety, equipment and boat handling, enroll in one of the several free boating courses offered. For information on the courses offered in your area, go to the Boat U.S. Foundation's website: https://www.boatus.org/free/

NOTICE:
If the running gear hits an underwater object, stop the engine(s), tilt them up and inspect for damage. If you see external damage, contact your dealer for a complete inspection and repairs.

To stop the boat, follow this procedure:

- Pull back on the throttle/shift lever(s) and allow the engine(s) to drop to idle speed.
- Make sure the shift lever(s) in the neutral position before shutting off the engines or leaving the driver's seat. You will feel the "detent" through the handle(s) when your engines are shifted to neutral.
- Turn the ignition key(s) to the "OFF" position.
- Deploy the anchor or secure the boat with dock lines.

NOTICE:
If the engine(s) have been run at high speed for a long period of time, allow the engine(s) to cool down by running in the idle position for 3 to 5 minutes before shutting down.

After Operation:

- If operating in saltwater, wash the boat and all equipment with soap and water.
- Flush engine(s) with fresh water.
- Fill the fuel tank to near full to reduce condensation. Allow enough room in the tank for the fuel to expand without being forced out through the vent.
- Turn off all electrical equipment except the automatic bilge pump.
- If you are going to leave the boat for a long period of time, put the battery main switch in the "OFF" position and close all sea cocks.
- Make sure the boat is securely moored.

⚠ CAUTION ⚠

TO PREVENT DAMAGE TO THE BOAT, CLOSE ALL SEACOCKS BEFORE LEAVING THE BOAT.

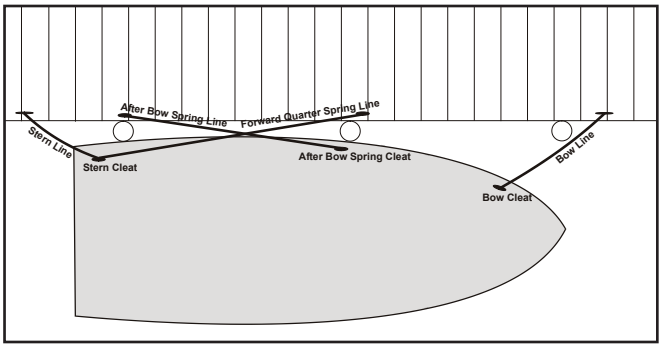
2.5 Single Engine Docking, Anchoring & Mooring

Docking and Dock Lines

Maneuvering the boat near the dock and securing the boat requires skill and techniques that are unique to the water and wind conditions and the layout of the dock. If possible, position a crew member at the bow and stern to man the lines and assist in docking operations. While maneuvering close to the dock, consideration must be given to the wind and current. You should anticipate the effect these forces will have on the boat and use them to help put the boat where you want it. It is important to practice in open water using an imaginary dock enough to develop a sense for the way your boat handles in a variety of docking scenarios. You must be able to foresee the possibilities and have solutions in mind before problems occur.

Approaching a dock or backing into a slip in high winds or strong currents requires a considerable amount of skill. If you are new to boat handling, you should take lessons from an experienced operator to learn how to maneuver your boat in tight quarters in less than ideal conditions. You should also practice away from the dock during windy conditions.

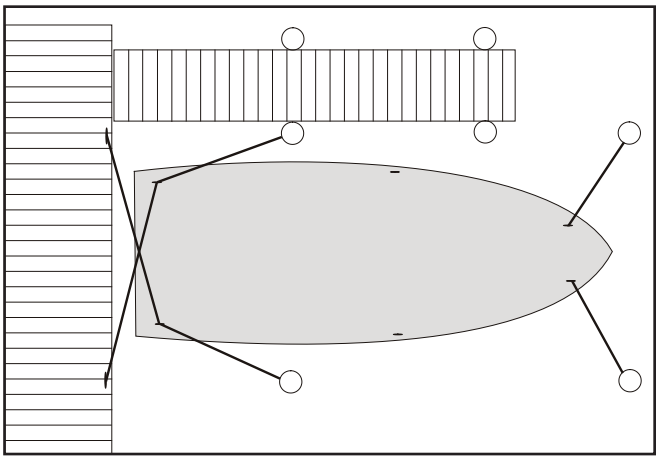
Dock lines are generally twisted or braided nylon. Nylon is strong and stretches to absorb shock. It also has a long life and is soft and easy on the hands. The line's size will vary with the size of the boat. Typically a 30 to 40 foot boat will use 5/8-inch line and a 20 to 30 foot boat will use 1/2-inch line. The number of lines and their configuration will vary depending on the dock, the range of the tide, and many other factors. Usually a combination of bow, stern and spring lines is used to secure the boat.



Securing The Boat Along Side A Dock (Typical)

Maneuvering to the Dock

Approach the dock slowly at a 30 to 40 degree angle. Whenever possible, approach against the wind or current. Turn the outdrive straight & shift to neutral when you feel you have enough momentum to reach the dock. Use reverse on the engine while turning the steering wheel toward the dock to slow the boat and pull the stern toward the dock as the boat approaches. Straighten the engine and use it to stop the boat if it is still moving forward against the pilings. If you executed your approach properly, the boat will lightly touch the pilings at the same time the forward momentum is stopped. Have the dock lines ready and secure the boat as soon at it stops. Use fenders to protect the boat while it is docked. Keep the engine running until the lines are secured.


Securing The Boat In A Slip (Typical)

Backing into a Slip

Approach the slip with the stern against the wind or current and the engine pointed straight ahead. Use the engine and turn the steering wheel to maneuver the boat into alignment with the slip. Reverse the engine and slowly back into the slip. Shift from reverse to neutral frequently to prevent the boat from gaining too much speed. Move the stern right and left by shifting the engine in and out of gear or turning the wheel. When nearly in the slip all the way, straighten the engine and shift to forward to stop. Keep the engine running until the lines are secured.

Securing Dock Lines

Securing a boat that is tied along side the dock typically requires a bow and stern line and two spring lines. The bow and stern lines are usually secured to the dock at a 40° angle aft of the stern cleat and forward of the bow cleat. The after bow spring line is secured to the dock at a 40° angle aft of the after bow spring cleat. The forward quarter spring line is secured to the dock at a 40° angle forward of the stern cleat or the stern spring cleat. The spring lines keep the boat square to the dock and reduce fore and aft movement while allowing the boat to move up and down with the tide.

Securing a boat in a slip is somewhat different. It typically requires two bow lines secured to pilings on each side of the bow, two stern lines secured to the dock and two spring lines that prevent the boat from hitting the dock. The bow lines are typically secured with enough slack to allow the boat to ride the tide. The stern lines are crossed. One line runs from the port aft boat cleat to the starboard dock cleat and the other line runs from the starboard aft boat cleat to the port cleat on the dock. The stern lines center the boat, control the forward motion, and allow the boat to ride the tide. Two forward quarter spring lines typically are secured to the stern cleats and to mid ship pilings or cleats. The spring lines keep the boat from backing into the dock while allowing it to ride the tide.

Leaving the Dock
Always start the engine and let it warm up for several minutes before releasing the lines. Boats steer from the stern and it is important that you achieve enough clearance at the stern to maneuver the boat as quickly as possible. Push the stern off and maneuver such that you get stern clearance quickly. Proceed slowly until well clear of the dock and other boats.

Mooring
Approach the mooring heading into the wind or current. Shift to neutral when you have just enough headway to reach the buoy. Position a crew member on the bow to retrieve the mooring with a boat hook and secure the line. Keep the engine running until the line is secured.

Leaving a Mooring
Start the engine and let it warm up for several minutes before releasing the mooring line. The boat will already be headed into the wind, so move it forward enough to loosen the line and untie it. Back the boat away from the mooring until you can see the buoy. Move the boat slowly away from the mooring.

Anchoring
Make sure the bitter end of the anchor line is attached to boat before dropping the anchor. Bring the bow into the wind or current and put the engine in neutral. When the vessel comes to a stop, lower the anchor over the bow. Pay out anchor line so that it is at least 5 to 7 times the depth of the water and secure the line to a cleat. Use caution to avoid getting your feet or hands tangled in the line. Additional scope of 10 times the depth may be required for storm conditions. Check landmarks on shore to make sure the anchor is not dragging. If it is dragging, you will have to start all over. It is prudent to use two anchors if your are anchoring overnight or in rough weather.

Releasing the Anchor
Release the anchor by driving the boat slowly to the point where the anchor line becomes vertical. It should release when you pass that point. If the anchor doesn't release right away, stop the boat directly above the anchor and tie the line to the cleat as tight as possible. The up and down movement of the boat will usually loosen the anchor within a minute. Make sure you secure the anchor and properly stow the line before operating the boat.

WARNING

NEVER ANCHOR THE BOAT BY THE STERN. THE STERN OF THE BOAT IS VULNERABLE TO SWAMPING FROM WAVE ACTION AND WIND AND CURRENT WILL PUT MORE STRESS ON THE ANCHOR WHEN IT IS ATTACHED TO THE STERN. ONLY ANCHOR THE BOAT BY THE BOW

2.6 Twin Engine Docking, Anchoring & Mooring

Docking and Dock Lines
Maneuvering the boat near the dock and securing the boat requires skill and techniques that are unique to the water and wind conditions and the layout of the dock. If possible, position a crew member at the bow and stern to man the lines and assist in docking operations. While maneuvering close to the dock, consideration must be given to the wind and current. You should anticipate the effect these forces will have on the boat and use them to help put the boat where you want it. It is important to practice in open water using an imaginary dock enough to develop a sense for the way your boat handles in a variety of docking scenarios. You must be able to foresee the possibilities and have solutions in mind before problems occur.

Approaching a dock or backing into a slip in high winds or strong currents requires a considerable amount of skill. If you are new to boat handling, you should take lessons from an experienced pilot to learn how to maneuver your boat in tight quarters in less than ideal conditions. You should also practice away from the dock during windy conditions.

Dock lines are generally twisted or braided nylon. Nylon is strong and stretches to absorb shock. It also has a long life and is soft and easy on the hands. The line's size will vary with the size of the boat. Typically a 30 to 40 foot boat will use 5/8-inch line and a 20 to 30 foot boat will use 1/2-inch line. The number of lines and their configuration will vary depending on the dock, the range of the tide, and many other factors. Usually a combination of bow, stern and spring lines is used to secure the boat.

Maneuvering to the Dock
Approach the dock slowly at a 30 to 40 degree angle. Whenever possible, approach against the wind or current. Turn the outdrives straight & shift to neutral when you feel you have enough momentum to reach the dock. Use reverse on the engines while turning the steering wheel toward the dock to slow the boat and pull the stern toward the dock as the boat approaches. Straighten the engines and use them to stop the boat if it is still moving forward against the pilings. If you executed your approach properly, the boat will lightly touch the pilings at the same time the forward momentum is stopped. Have the dock lines ready and secure the boat as soon at it stops. Use fenders to protect the boat while it is docked. Keep the engines running until the lines are secured.

Backing into a Slip
Approach the slip with the stern against the wind or current and the outdrives straight ahead. Use the engines and turn the steering wheel to maneuver the boat into alignment with the slip. Reverse the engines and slowly back into the slip. Shift from reverse to neutral frequently to prevent the boat from gaining too much speed. Move the stern right and left by shifting the engines in and out of gear or turning the wheel. When nearly in the slip all the way, straighten the outdrives and shift to forward to stop. Keep the engines running until the lines are secured.

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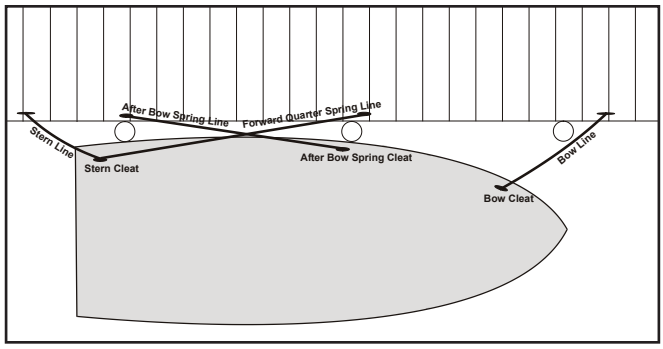
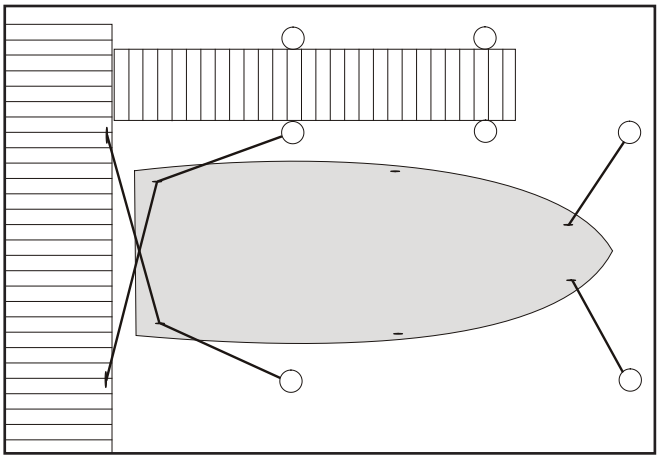


Securing The Boat Along Side A Dock (Typical)


Securing The Boat In A Slip (Typical)

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Releasing the Anchor
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2.7 Controls, Steering or Propulsion System Failure

If the propulsion, control or steering system fails while you are operating the boat, bring the throttle to idle and shift to neutral. Decide whether you need to put out the anchor to prevent the boat from drifting or to hold the bow into the seas. Investigate and correct the problem if you can. Turn the engine(s) off before making repairs. If you are unable to correct the problem, call for help.

If your boat is equipped with twin engines and only one engine has failed, you can usually run home on the other engine. Be careful not to apply too much power to the engine that is running. When only one engine is used to power a twin engine boat, that engine is over propped and can be overloaded if too much throttle is applied. You should contact your dealer or the engine manufacturer for the maximum power settings when running on one engine.

2.8 Collision

If your boat is involved in a collision with another boat, dock, piling or a sandbar, your first priority is to check your passengers for injuries and administer first aid if necessary. Once your passengers' situations are stabilized, thoroughly inspect the boat for damage. Check below decks for leaks and the control systems for proper operation. Plug all leaks or make the necessary repairs to the control systems before proceeding slowly and carefully to port. Request assistance if necessary. Haul the boat and make a thorough inspection of the hull and running gear for damage.

2.9 Grounding, Towing & Rendering Assistance

The law requires the owner or operator of a vessel to render assistance to any individual or vessel in distress, as long as his vessel is not endangered in the process.

If your boat should become disabled, or if another craft that is disabled requires assistance, great care must be taken. The stress applied to a boat

during towing may become excessive. Excessive stress can damage the structure of the boat and create a safety hazard for those aboard.

Freeing a grounded vessel or towing a boat that is disabled requires specialized equipment and knowledge. Line failure and structural damage caused by improper towing have resulted in fatal injuries. Because of this, we strongly suggest that these activities be left to those who have the equipment and knowledge to safely accomplish the towing task. The U.S. Coast Guard or a commercial towing company are good options in this situation.

DANGER

THE MOORING CLEATS, SKI TOW FITTINGS, WAKEBOARD TOWERS AND ARCHES ON MONTEREY BOATS ARE NOT DESIGNED OR INTENDED TO BE USED FOR TOWING PURPOSES. THE CLEATS ARE SPECIFICALLY DESIGNED AS MOORING CLEATS FOR SECURING THE BOAT TO A DOCK, PIER, ETC. THE SKI TOW FITTINGS ARE SPECIFICALLY DESIGNED FOR PULLING WATER SKIERS. DO NOT USE THESE FITTINGS FOR TOWING OR ATTEMPTING TO FREE A GROUNDED VESSEL.

WARNING

WHEN TOWING OPERATIONS ARE UNDERWAY, HAVE EVERYONE ABOARD BOTH VESSELS STAY CLEAR OF THE TOW LINE AND SURROUNDING AREA. A TOW LINE THAT SHOULD BREAK WHILE UNDER STRESS CAN BE VERY DANGEROUS, AND COULD CAUSE SERIOUS INJURY OR DEATH.

WARNING

RUNNING AGROUND CAN CAUSE SERIOUS INJURY TO PASSENGERS AND DAMAGE TO A BOAT AND ITS UNDERWATER GEAR. IF YOUR BOAT SHOULD BECOME GROUNDED, DISTRIBUTE PERSONAL FLOTATION DEVICES AND INSPECT THE BOAT FOR POSSIBLE DAMAGE. THOROUGHLY INSPECT THE BILGE AREA FOR SIGNS OF LEAKAGE. AN EXPERIENCED SERVICE FACILITY SHOULD CHECK YOUR UNDERWATER GEAR AT THE FIRST OPPORTUNITY. DO NOT CONTINUE TO USE YOUR BOAT IF THE CONDITION OF THE UNDERWATER EQUIPMENT IS QUESTIONABLE.

2.10 Flooding or Capsizing

Boats can become unstable if they become flooded or completely swamped. You must always be aware of the position of the boat relative to the seas and the amount of water in the bilge. Water entering the boat through the transom door or over the stern gunnels can usually be corrected by turning the boat into the waves. If the bilge is flooding because of a hole in the hull or a defective hose, you may be able to plug it with rags, close the thru-hull valve or assist the bilge pump by bailing with buckets. Put a mayday call in to the Coast Guard or nearby boats and distribute life jackets as soon as you discover your boat is in trouble.

If the boat becomes swamped and capsizes, you and your passengers should stay with the boat as long as you can. It is much easier for the Coast Guard, aircraft, or other boats to find you with your vessel rather than just a group of people in the water. If your boat is equipped with an EPIRB, make sure it is activated. When activated, EPIRBs will send distress code homing beacons that allow Coast Guard aircraft to identify your boat and find you quickly.

2.11 Fishing

Fishing can be very exciting and distracting for the operator when the action gets intense. You must always be conscious of the fact that your primary responsibility is the safe operation of your boat and the safety of your passengers and other boats in the area.

You must always make sure the helm is properly manned and is never left unattended while trolling. If you are fishing in an area that is crowded with other fishing boats, it may be difficult to follow the rules of the road. This situation can become especially difficult when most boats are trolling. Being courteous and exercising good common sense is essential. Avoid trying to assert your right of way and concentrate on staying clear and preventing tangled or cut lines and other unpleasant encounters with other boats. Also keep in mind that fishing line wrapped around a propeller shaft can damage the seal in the lower unit.

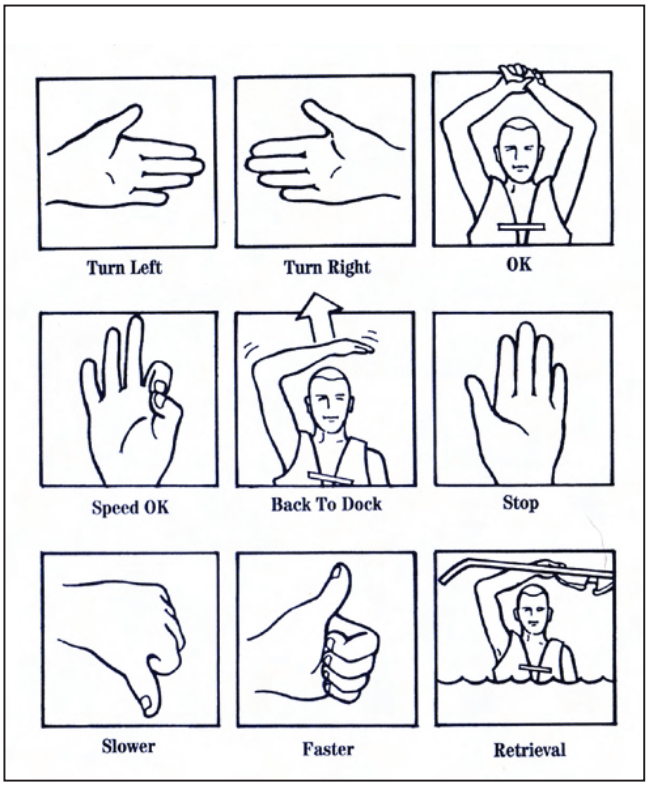
2.12 Water Skiing & Wakeboarding

Your boat is equipped for water skiing and wakeboarding. If you have never pulled skiers before,

you should spend some hours as an observer and learn from an experienced driver. If you are an experienced driver, you should take some time to become familiar with the boat and the way it handles before pulling a skier. The driver should also know the skier's ability and drive accordingly.

Always use high quality tow ropes with attachment loops when pulling wakeboarders or skiers and only attach the tow rope to the hardtop tower. Never use mooring cleats or grab rails to pull skiers. They are not designed for towing skiers and injury to skiers or passengers and/or damage to the boat could result.

When attaching a tow rope using the attachment loops, hold the attachment loop in one hand and pull a length of rope on the handle side of the loop through the loop, creating another 6" loop. Slide the loop just created over the ski tow fitting and pull the handle side of the rope to tighten the loop around the tow fitting. This procedure will attach the rope securely to the ski tow, be easy to remove and will not come off if the skier or wakeboarder falls.



Common Hand Signals for Water Sports Activities

WARNING

THE HARDTOP/TOWER IS DESIGNED FOR TOWING WATER SPORTS DEVICES ONLY. DO NOT TOW MORE THAN ONE PERSON AT A TIME. IMPROPER USE OR OVERLOADING MAY CAUSE DAMAGE TO THE HARDTOP, TOWER AND/OR BOAT. DAMAGE COULD CAUSE AN IMBALANCE THE BOAT RESULTING IN HANDLING DIFFICULTIES.

- DO NOT ALLOW PASSENGERS TO SIT BEHIND THE ROPE ATTACHMENT POINT WHILE IN USE.
- DO NOT ALLOW THE LOOSE END OF A TOW ROPE TO DANGLE FROM THE HARDTOP/TOWER DOWN INTO THE COCKPIT DURING WATER SPORTS ACTIVITIES.

The following safety precautions should be observed while towing water skiers.

- Water ski only in safe areas, away from other boats and swimmers, out of channels, and in water free of underwater obstructions. The area should be at least 5 feet deep, 3000 feet long and have at least 100' between each side of the boat and any obstructions.
- Make sure that anyone who skis can swim. Do not allow people who cannot swim to water ski.
- Be sure that the skier is wearing a proper life jacket. A water skier is considered on board the boat and a Coast Guard approved life jacket is required. It is advisable and recommended for a skier to wear a flotation device designed to withstand the impact of hitting the water at high speed.
- Make sure to inspect the ski equipment and tow rope before each ski session. Never use equipment that is damaged or with loose screws, torn boots, severe corrosion or tears in the fabric. You should also inspect the ski tow rope and replace if it is frayed, has unnecessary knots or damage. Never use a ski tow line that is questionable.
- Always carry a second person on board to observe the skier or wakeboarder so that your full attention can be given to the safe operation of the boat. The operator should pay attention to driving the boat and have the observer keep him updated on the skier. Never ski after dark. It is hazardous and illegal. Neither the boat operator or skier can see well enough to navigate at skiing or wakeboarding speeds safely at night.
- Never spray swimmers, boats, rafts or other skiers. The risk for a collision makes this dangerous for the skier and people being sprayed.

- Some lakes have an approved tow pattern for skiing. Always make sure to follow the pattern on these lakes.
- When pulling multiple skiers, make sure the ropes are the same length. Never pull multiple skiers with tow ropes of different length
- When turning around to pick up a fallen skier, make sure to look for other boat traffic in the direction of the turn before you turn the boat.
- Approach a skier in the water from the downwind side and be certain to stop the motion of the boat and your motor before coming in close proximity to the skier.
- Give immediate attention to a fallen skier. A fallen skier is very hard to see by other boats and is extremely vulnerable. When a skier falls, be prepared to immediately turn the boat and return to the skier.
- Never leave a fallen skier alone in the water for any reason and have an observer display a skier down flag to alert other boaters that your skier has fallen.
- Agree on hand signals to be used between the observer and skier to communicate. This is important to eliminate confusion and ensure the safety of your skiers, wakeboarders or tubers. Refer the Hand Signals drawing in this section for signals that are commonly used during water sports activities.
- Make sure the observer watches for the skier's signal to indicate he or she is OK. If the signal is not seen immediately, assume the skier is injured and in need of immediate assistance. Be prepared to respond quickly.
- For additional information on water skiing, including hand signals and water skiing manuals, contact the USA Water Ski and Wake Sports Association in Polk City, Florida, 863-324-4341.

WARNING

MOVING PROPELLERS ARE DANGEROUS. THEY CAN CAUSE DEATH, LOSS OF LIMBS, OR OTHER SEVERE INJURY. DO NOT USE THE SWIM PLATFORM OR SWIM LADDER WHILE THE ENGINE IS RUNNING. STOP THE ENGINE IF DIVERS, SWIMMERS OR SKIERS ARE ATTEMPTING TO BOARD. ALWAYS PROPERLY STORE THE LADDER BEFORE STARTING THE ENGINE.

2.13 Wake/Teak Surfing

Wake or Teak Surfing is a dangerous boating fad that involves an individual holding on to the swim platform of a vessel while a wake builds up then lets go to body surf the wave created by the boat; hence the term- "Wake Surfing." This activity puts that individual directly in the path of the boat's exhaust and poisonous carbon monoxide. Because of the multiple dangers associated with wake surfing and the carbon monoxide problem in particular, the Coast Guard has issued a safety alert that strongly advises the public not to engage in wake surfing and warns that the activity may cause carbon monoxide poisoning and even fatalities.

Wake surfing not only exposes an individual to potentially fatal concentrations of carbon monoxide from the engine exhaust, it exposes them unnecessarily and dangerously to the boat's propeller. The danger is compounded by the fact that individuals do not usually wear a life jacket when wake surfing.

Wake surfing is an extremely dangerous activity and you should never allow anyone to "Wake Surf" behind your boat. Always make sure there are no people in thewater near the ladder or swim platform while the engine is running.

- Always make sure to slowly pull the slack out of the ski rope and wait for the OK from the skier before advancing the throttle to ensure the rope is not wrapped around the skier and that the skier is ready. Never advance the throttle until the skier provides the ready signal.
- Never follow directly behind another boat while pulling skiers. Always stay a safe distance behind or off the side of other boat traffic. If the boat you are following stops unexpectedly, you may not be able to respond quick enough endangering your skier and occupants of both boats.
- Never follow behind another boat pulling a skier for any reason, even if you are not pulling a skier. If the skier you are following falls, you may not be able to respond quick enough and could run over the skier.

2.14 Man Overboard

If someone falls overboard, you must be prepared to react quickly, particularly when you are offshore. The following procedures will help you in recovering a person that has fallen overboard.

- Immediately stop the boat and sound a man overboard alarm and have all passengers point to the person in the water.
- Circle around quickly and throw a cushion or life jacket to the person, if possible, and another to use as a marker.

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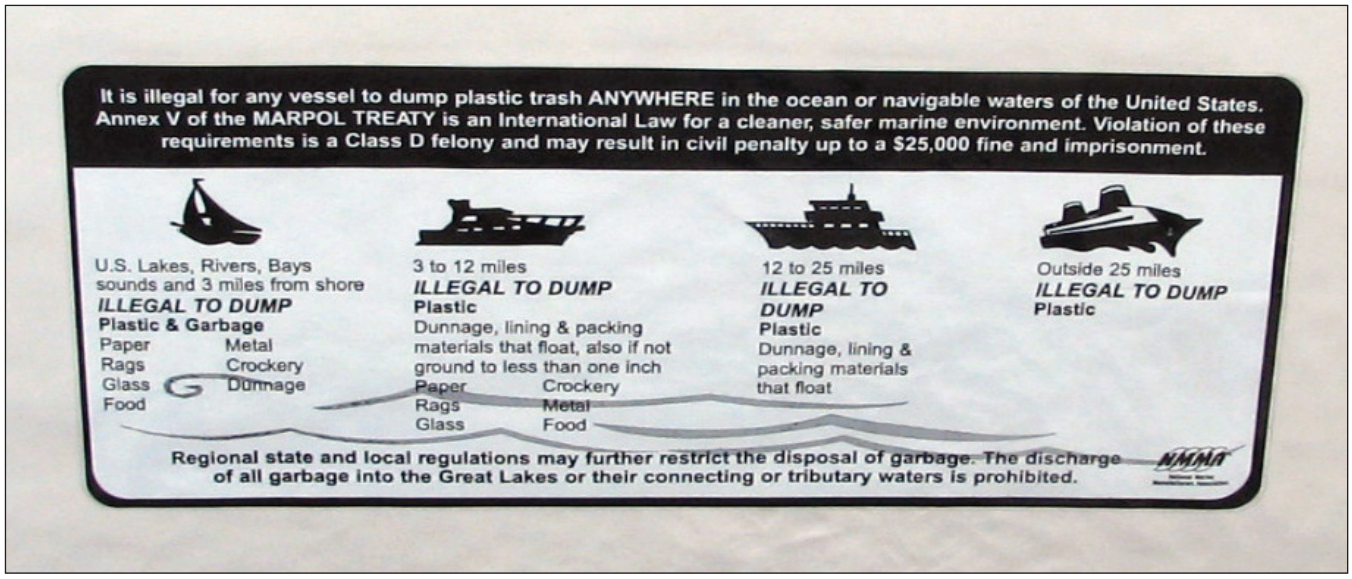
- Turn off the engine when the person is alongside and use a ring buoy with a line attached, a paddle or boat hook to assist him to the boat. Make sure you don't hit him with the ring buoy or the boat.
- Pull the person to the boat and assist him on board.
- Check the person for injuries and administer first aid if necessary. If the injuries are serious, call for help. Refer to the Safety Equipment chapter for more information on first aid and requesting emergency medical assistance.

2.15 Trash Disposal

The discharge of plastic trash or trash mixed with plastic is illegal anywhere in the marine environment. U.S. Coast Guard regulations also restrict the dumping of other forms of garbage. Regional, state and local restrictions on garbage discharges



Marpol Treaty Placard - Displayed On In-Floor Storage Compartment Hatch

also may apply.

Responsible boaters store refuse in bags and dispose of it properly on shore. You should make sure your passengers are aware of the local waste laws and the trash management procedure on your boat. Refer to the placard mounted on your boat for more specific information regarding solid waste disposal.

Federal law requires that vessels of 26 feet or longer must display in a prominent location, a durable placard at least 4 by 9 inches notifying the crew and passengers of the discharge restrictions (Marpol Treaty). A label for this purpose has been shipped with the boat and is attached to the underside of the aft storage compartment hatch. It is the boat owner's responsibility to make sure this placard remains mounted and legible in accordance with the law.

2.16 Maximum Capacitiy and Yacht Certification Plates

Coast Guard rules require boats less than 20 feet (6 meters) to display a gross weight and person-capacity plate provided by the manufacturer.

Boat manufacturers in the National Marine Manufacturers Association (NMMA) program will display a gross weight and person-capacity plate on boats up to 26 feet (7.9 meters).

Elite 25 Outboard Capacity Label
(Boats With An Overall Length Of Less Than 26 Feet)

Yacht Certification Plate
(Boats With An Overall Length Of 26 Feet And Larger)

The person/load capacity is determined by the US Coast Guard. The yacht certification or capacity plate is usually located near the helm in clear view of the operator. The limits indicated on the capacity plate are enforceable by law. ABYC also requires designated occupant postions for passengers when the boat is underway over 5 mph. The occupant postions for the Elite 25 outboard are included in the appendix of this manual. Larger boats will display a Yacht Certification plate indicating compliance with the NMMA and U.S. Coast Guard requirements. Capacity information is not required for boats over 26 feet in length, consequently the Elite 27 and Elite 30 are equipped with a Yactht Certification Plate.

2.17 Trailering Your Boat

If you trailer your boat, make sure that your tow vehicle is capable of towing the weight of the trailer, boat and equipment as well as the weight of the passengers and equipment inside the vehicle. This may require that the tow vehicle be specially equipped with a larger engine, transmission, brakes and trailer tow package.

The boat trailer is an important part of your boating package. The trailer should be matched to your boat's weight and hull. Using a trailer with a capacity too low will be unsafe on the road and cause abnormal tire wear. A trailer with a capacity too high can damage the boat. Contact your boat or trailer dealer to evaluate your towing vehicle and hitch, and to make sure you have the correct trailer for your boat.

NOTICE: Your Monterey is a heavy boat and care must be taken when selecting the trailer. We recommend that you use a bunk style trailer that incorporates long bunks running under and parallel to the stringers to support the hull. Large boats should have additional forward bunks on either side of the keel to support the bow.

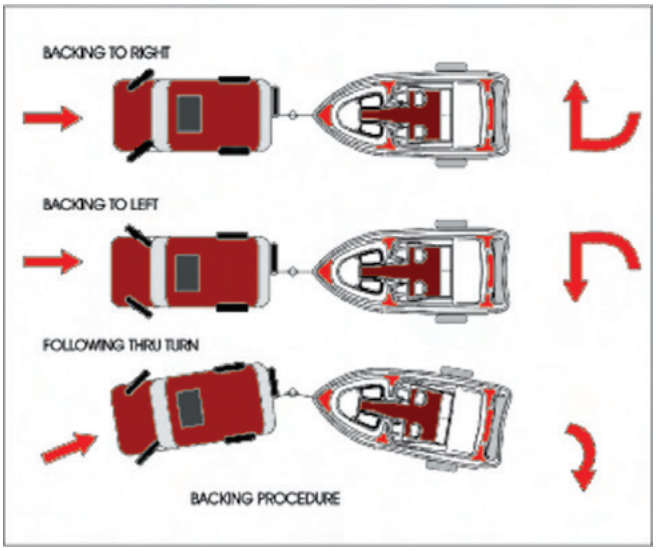
Avoid using a full roller trailer that does not have bunks. Roller trailers have a tendency to put extreme pressure points on the hull, especially on the lifting strakes. These style trailers have damaged boats. The situation is worse during launching and haul out. *Damage resulting from improper trailer support or the use of a full roller trailer will not be covered by the Monterey Warranty.*

NOTICE:
Contact your boat or trailer dealer to evaluate your towing vehicle and hitch. They can also make sure you have the correct trailer for your boat.

- Make sure the trailer is a match for your boat's weight and hull design. More damage can be done to a boat by the stresses of road travel than by normal water operation. A boat hull is designed to be supported evenly by water. So, when it is transported on a trailer it should be supported structurally as evenly across the hull as possible allowing for even distribution of the weight of the hull, engine and equipment.

- Make sure the trailer bunks properly support the hull and do not put pressure on the lifting strakes. The bunks must be kept in good condition to prevent scratching and gouging of the hull.

- The capacity rating of the trailer should be greater than the combined weight of the boat, motor, and equipment. The gross vehicle weight rating must be shown on the trailer. Make sure the weight of the boat, engine, gear, fuel and trailer is not more than the gross vehicle weight rating.



- Make sure the boat is securely fastened on the trailer to prevent movement between the boat and trailer. The bow eye on the boat should be secured to the trailer frame with a rope, chain turnbuckle or rachet strap in addition to the winch cable or strap. Additional straps may be required across the beam of the boat.

NOTICE:
Your boat or trailer dealer will give instructions on how to load, fasten and launch your boat.

CAUTION

BOATS HAVE BEEN DAMAGED BY TRAILERS THAT DO NOT PROPERLY SUPPORT THE HULL. ALWAYS MAKE SURE THE TRAILER BUNKS AND ROLLERS ARE ADJUSTED SO THEY ARE NOT PUTTING EXCESSIVE PRESSURE ON THE LIFTING STRAKES AND ARE PROVIDING ENOUGH SUPPORT FOR THE HULL. HULL DAMAGE RESULTING FROM IMPROPER TRAILER SUPPORT IS NOT COVERED BY THE MONTEREY WARRANTY.

Before Going Out On The Highway:

- Canvas parts must be removed when trailering. Canvas options are not designed to withstand the extreme wind pressure encountered while trailering and will be damaged. Always remove and properly store canvas parts before trailering your boat.
- Make sure your hardtop is not too high to go under carports, overhangs and bridges when the boat is on your trailer. It is also recommended that you retract the mast light before trailering. Consult the published specifications or your dealer if you have questions about clearances.
- Make sure the tow ball and trailer coupler are the same size and bolts and nuts are tightly secured.
- The coupler must be completely over the ball and the latching mechanism locked down.
- Make sure the trailer is loaded evenly from front to rear as well as side to side and has the correct weight on the hitch. Too much weight on the hitch will cause the rear of the tow vehicle to drag and may make steering more difficult. Too little weight on the hitch will cause the rig to fishtail and will make controlling the tow vehicle difficult. Contact your trailer manufacturer or dealer for the correct weight on the hitch for your trailer.
- The safety chains must be attached crisscrossing under the coupler to the frame of the tow vehicle. If the ball was to break, the trailer would follow in a straight line and prevent the coupler from dragging on the road. Make sure the trailer emergency brake cable or chain is also installed to the tow vehicle frame.
- Make sure the lights on the trailer function properly.
- Check the brakes. On a level parking area roll forward and apply the brakes several times at increasing speeds to determine if the brakes on the tow vehicle and trailer are working properly. In most states all trailers with gross vehicle weight of over 1500 LBS (680kg) are required to have brakes.
- Make sure the tow vehicle has side view mirrors that are large enough to provide an unobstructed rear view on both sides of the vehicle.
- Check the tires and wheel bearings.

NOTICE:
Make sure your towing vehicle and trailer are in compliance with all state and local laws. Contact your state motor vehicle bureau for laws governing the towing of trailers.

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3.1 General

Your boat is designed to be powered with single or twin outboard engines. The engine manufacturer provides an owner's information manual with its product. It is important that you read the manual-very carefully and become familiar with the proper care and operation of the outboard engine(s). A warranty registration card is furnished with each new engine and can be located in the engine owner's manual. All information requested on this card should be filled out completely by the dealer and purchaser and returned to the engine manufacturer as soon as possible. This ensures you have warranty coverage when you begin enjoying your new Monterey.

WARNING

CERTAIN MOVING PARTS ARE EXPOSED AND CAN PROVE DANGEROUS TO SOMEONE UNFAMILIAR WITH THE OPERATION AND FUNCTION OF THE EQUIPMENT. DO NOT ATTEMPT TO SERVICE ANY ENGINE OR DRIVE COMPONENT WITHOUT BEING TOTALLY FAMILIAR WITH THE SAFE AND PROPER SERVICE PROCEDURES.

3.2 Propulsion System Maintenance

Outboard engine(s) are mounted to the transom and contain systems which handle all shifting, steering, and propulsion functions. The outboard engine(s) have specific lubrication and maintenance requirements outlined in the provided manual.

Consideration should be given to marine growth and galvanic corrosion if the boat is to be kept in the water. Marine growth occurs when components are left in the water for extended periods. They can cause poor performance or permanent damage to the exposed components. The type of growth and how quickly it occurs is relative to the water conditions in your boating area. Water temperature, pollution, current, etc. can have an effect on marine growth. If the boat is to be left in saltwater, the hull and lower unit must be protected with antifouling paint. It is extremely important that the proper antifouling paint is used on each component. Contact your Monterey dealer for information on the proper paint to use in your area.

Typical Outboard Engines

Galvanic corrosion is the corrosion process occurring when different metals are submerged in an electrolyte. Seawater is an electrolyte and submerged engine components must be properly protected. Outboards are equipped with sacrificial anodes to prevent galvanic corrosion problems. The anodes must be monitored and replaced as necessary.

On some outboard engines, the standard anode on the lower unit may not provide an acceptable level of protection when a drive is used in fresh water and a magnesium anode must be used. A magnesium anode, when used for combined operation in both fresh and saltwater, or water with a low salt content, will deteriorate quicker and must be replaced more often. For recommendations regarding corrosion protection for your outboard engine(s), please refer to the manufacturer's manual.

CAUTION

SOME ENGINES REQUIRE SPECIAL ANODES FOR FRESH WATER AND A DIFFERENT TYPE OF ANODE FOR SALTWATER TO PROTECT THE LOWER UNIT FROM GALVANIC CORROSION. CONTACT THE ENGINE MANUFACTURER OR YOUR MONTEREY DEALER FOR THE PROPER ANODE TO USE IN YOUR BOATING AREA.

CAUTION

MANY ANTIFOULING PAINTS DESIGNED FOR BOAT HULLS CAN CAUSE SEVERE DAMAGE TO OUTBOARD ENGINE(S). DO NOT ALLOW THE ENGINE OR LOWER UNIT TO COME IN CONTACT WITH ANTIFOULING PAINTS DESIGNED FOR BOAT HULLS. CONTACT YOUR MONTEREY DEALER OR THE ENGINE MANUFACTURER.

3.3 Engine Lubrication

4-cycle outboard engines incorporate a pressure-type lubrication system with an oil sump in the crankcase that must be kept full of the type and grade of oil recommended by the engine manufacturer. It is normal for 4-cycle engines to consume a small amount of oil. Therefore, the oil must be checked before each use and changed at regular intervals as instructed by the engine owner's manual.

The first maintenance usually occurs at the 100-hour mark. At that time, the engine oil and oil filter should be changed. Only use factory-recommended parts and lubricants. Although four stroke engines perform similar to, say, an automobile, their needs are drastically different. For example, the oil must be able to withstand extended periods at high RPM's. Changing oil is simple. A drain screw is located on the lower gearcase. A special wrench may be needed for the oil filter located beneath the cowling, but it, too, can be easily removed and replaced. Don't over-tighten when you replace it, and refill with the appropriate amount of oil.

Along with an engine oil change, owners should also change gear oil at 100 hours. The drain and vent screws for this may be located on the lower unit, or possibly behind the prop. In any case, both must be removed to allow all the gear oil to drain. Check the oil for any discoloration (milky means water has entered the gear case) or metal. The drain screw is also magnetic; check it for shavings that could indicate a gear problem. When refilling, gear oil must be pumped back in through the drain hole until it comes out the vent. Wait five minutes and pump a little more in to ensure it's filled to capacity.

Fuel filters require initial 100-hour maintenance as well. Large four-stroke outboards include a fuel/water separator filter in the bilge area of the boat. This can be easily changed and should be done during this initial service. The Mercury Verado also includes an additional pressurized filter that should be serviced by a dealer, but not until 300 hours.

After one year, it's time for the outboard's second scheduled maintenance. The engine oil and filter, gear oil, and fuel filters should be changed again. The water pump should be inspected, and the impeller should be changed by the dealer (while the impeller may be in good shape, simple pump inspection requires substantial labor cost, so the part is changed for preventive purposes). Spark plugs should be inspected and changed as needed. Good plugs will have a bronze coloration and sharp edges. Some dealers will perform further tests as part of their regular 100-hour service, including a computer diagnostic to check for codes that might indicate operating errors and make sure the motor is firing efficiently. Further service also includes a compression check to ensure there's no advanced carbon build-up or ring problems within the motor. As discussed, check your user manual for recommended 300-hour inspections and filter changes, as well as belt service at 1,000 hours.

Here are some common maintenance items you can perform between service intervals:

1. Use fuel additives and stabilizer when needed to reduce carbon build-up and fight the problems created by ethanol.
2. Limit corrosion on battery terminals with terminal cleaner.
3. Spray the cowling seal with a silicone spray to keep it pliable and watertight.
4. Inspect the power trim and tilt rams and seals for any leaks, and retract the rams all the way in during extended periods of non-use.
5. Inspect the cooling system outflow hole on the side of the motor to ensure it's not clogged.
6. Buy your gas at a busy station, and do not allow fuel to sit in your tank for more than a few months without stablilzer.

Notice:
Always monitor the oil level in the crankcase and only use the type of oil specified by the engine manufacturer.

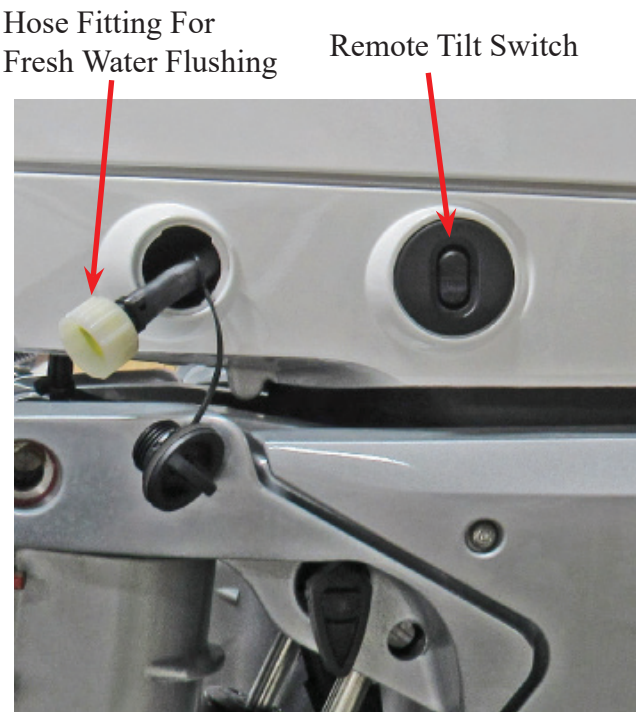
3.4 Engine Cooling System

Outboard engines are raw water (seawater) cooled. Water is pumped through the water inlets, circulated through the engine block, and relinquished with the exhaust gases through the propeller hub. expelled through the exhaust system. In most outboard motors, some cooling water is diverted through ports below the engine cowling. This allows the operator to visually check the operation of the cooling system. When the engine is started, always check for a steady stream of water coming out of those ports.

The water pump uses a small impeller made of synthetic rubber. The impeller and water pump cannot run dry for more than a few seconds.

CAUTION

NEVER RUN AN OUTBOARD MOTOR WITHOUT WATER FLOWING TO THE WATER PUMP. SERIOUS DAMAGE TO THE WATER PUMP IMPELLER COULD RESULT.



NOTICE:
If the boat is used in salt or badly polluted water, engines should be flushed with fresh water after each use. Refer to the engine owner's manual for the proper engine flushing procedure.

3.5 Propellers

The propellers convert the engine's power into thrust. They come in a variety of styles, diameters and pitches. The one that will best suit the needs of your boat will depend somewhat on your application and expected average load. Propeller sizes are identified by two numbers stamped on the prop in sequence. The 1st number in the sequence (example 14" x 21") is the diameter of the propeller, and the 2nd number is the pitch. Pitch is the theoretical distance traveled by the propeller in one revolution.

Always repair or replace a propeller immediately if it has been damaged. A damaged and out of balance propeller can cause vibration that can be felt in the boat and could damage the engine's gear assembly. Refer to the engine owner's manual for information on propeller removal and installation.

3.6 Performance Issues and Propellers

It is extremely important that the boat is propped to run at or very near the recommended top RPM with an average load. If the top RPM is above or below the recommend range, the propellers must be changed to prevent loss of performance and possible engine damage.

Twin engine boats are equipped from the factory with counter rotating engines that are mounted to achieve quicker time to plane and optimum performance. The left-hand rotation engine is mounted on the port side of the transom and the right-hand rotation engine is mounted on the starboard side. You should make sure that each propeller matches the rotation of the engine.

NOTICE:
Before changing propellers to correct boat performance problems, make sure other factors such as engine tuning, bottom condition and running gear growth, etc. are not the source of performance changes. Always be sure the load conditions are those normally experienced before changing propellers.

Your boat was shipped to the dealership with propellers that provide optimum performance for your boat according to Monterey factory testing. There are a number of factors that can affect performance and propeller requirements. Some of those factors are:

- The addition of heavy equipment like excessive gear, additional coolers, etc., will cause additional load on the engine. Consequently, a different propeller or propellers may be required.

- If the boat ran in the required RPM range when it was new and you have not added any additional gear or heavy equipment and have not damaged a propeller, there is a good chance the propeller or propellers are not the problem.

- Boats operated at high altitudes (above 2000 feet). Engines operated at high altitudes will not be able to develop as much horse power as they do at or near sea level. Consequently, a different propeller or propellers may be required.

NOTICE:
Outboard engines can be damaged and the warranty voided if the boat is not propped correctly. Always consult your dealer or authorized engine service dealer when making changes to the propellers or if the boat does not run near the top recommended RPM.

3.7 Helm and Engine Instrumentation

The helm station is equipped with a digital display containing switches, gauges and alarms. These instruments allow the operator to monitor the engine operational conditions. Close observation of these instruments allows the operator to operate the engine at the most efficient level and could save the engine from serious costly damage. The instrumentation is unique to the boat model and type of engine(s) installed in your boat.

The following gauges and instruments can be accessed through the digital display screen.

Tachometer

The tachometer displays the speed of the engine in revolutions per minute (RPM). This speed is not the boat speed nor necessarily the speed of the propeller(s).

Some or all of the following data could be available on the digital display:

- Time of day
- Total engine hours
- Engine speed (RPM)
- Vessel speed
- Oil pressure
- Engine coolant temperature
- Engine water pressure
- Battery voltage
- Fuel level in tank
- Fuel consumption
- Engine trim position
- Depth
- Air temperature
- Water temperature
- Compass heading

Elite 30 Outboard Helm With Dual Controls

CAUTION

MAINTAINING MAXIMUM, OR CLOSE TO MAXIMUM RPM FOR EXTENDED PERIODS CAN REDUCE THE LIFE OF THE ENGINE. NEVER EXCEED THE MAXIMUM RECOMMENDED OPERATION RPM OF THE ENGINE.

CAUTION

CONTINUED OPERATION OF AN OVERHEATED ENGINE CAN RESULT IN ENGINE SEIZURE. IF AN UNUSUALLY HIGH TEMPERATURE READING OCCURS, SHUT THE ENGINE OFF IMMEDIATELY. THEN INVESTIGATE AND CORRECT THE PROBLEM.

Speedometer

The speedometer indicates the speed of the boat in miles per hour. Your boat's speedometer is GPS based.

Temperature Gauge

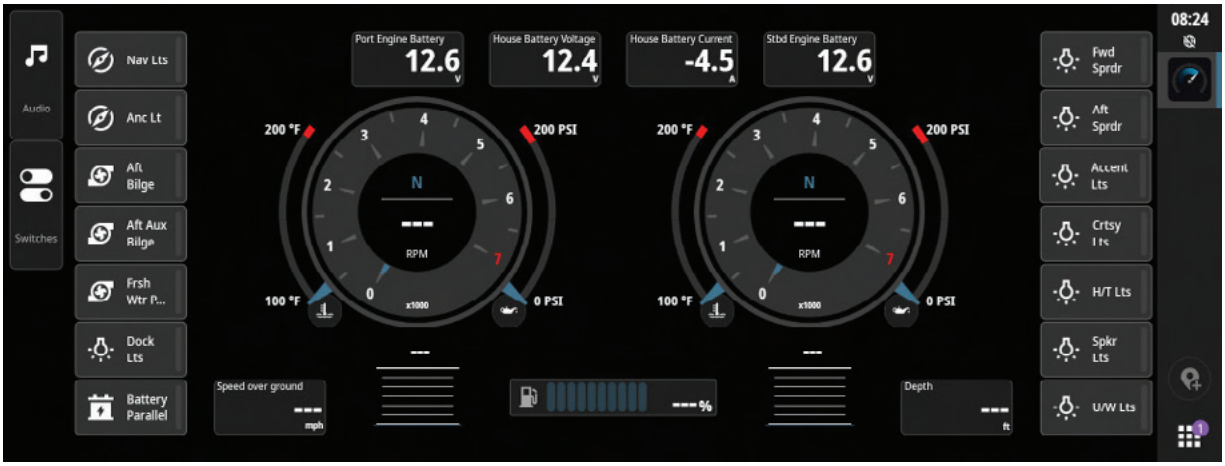
The temperature gauge indicates the temperature of the engine cooling system. A sudden increase in the temperature could signal a blocked cooling passage or a water pump malfunction

Oil Pressure Gauge

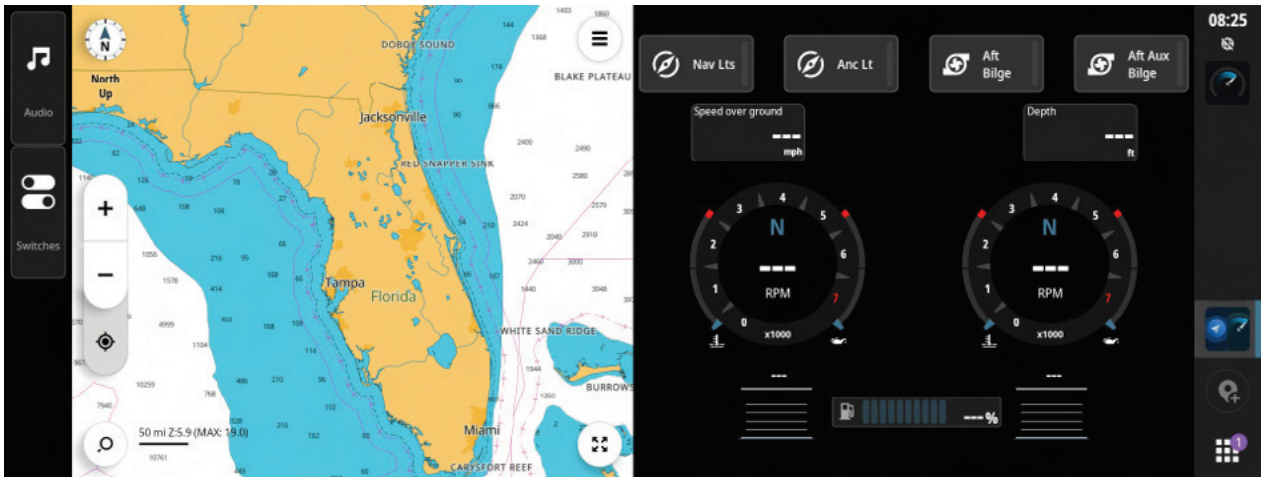
The oil pressure gauge monitors the engine lubrication system pressure. The oil pressure indicated when the engine is new is usually the reference for normal oil pressure for that engine. A drop in oil pressure is a possible indication of oil pump problems, a leak or fuel diluted oil.

Fuel Gauge

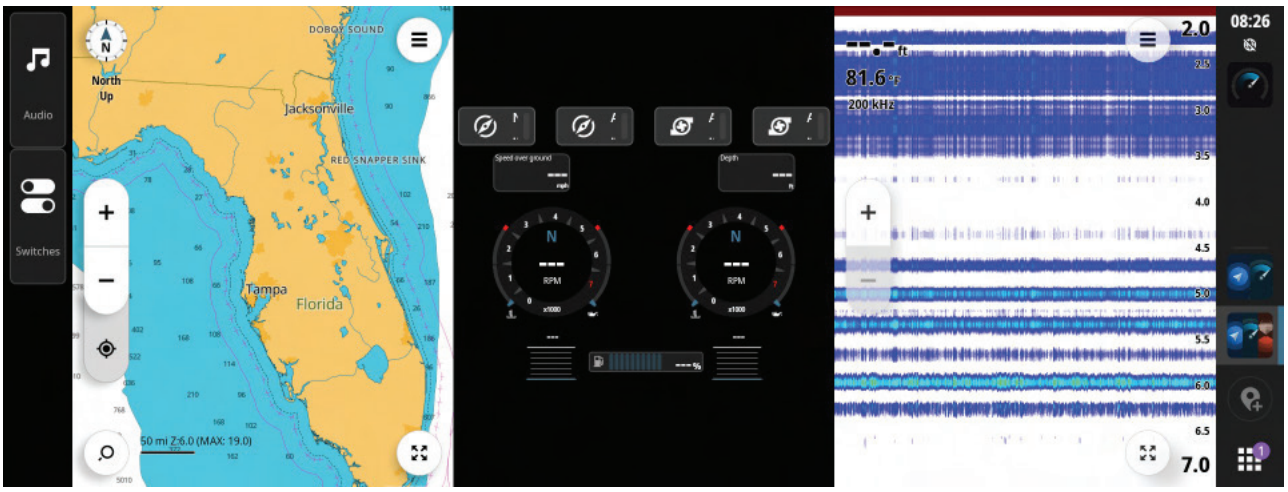
The fuel gauge indicates the amount of fuel in



Full Screen Display With Gauges Centered, Switches On Both Sides (Display Can Be Modified Per Customer Preference)



Vertical Split Screen, Switch Icon Parked On The Left, Critical Switches Displayed Above The Gauges



Vertical Split Screen, Depth/Sonar Screen Added

the fuel tank. This gauge is merely a relative indication of the available fuel supply and not a calibrated instrument. Trim angles, positioning of passengers and gear are some of the things that can affect the fuel gauge reading.

Voltmeter
The voltmeter displays the voltage for the battery and the charging system. The normal voltage is 11 to 12.5 volts with the engine off, and 13 to 14.5 volts with the engine running.

Hour Meter
The hour meter keeps a record of the operating time for the engine.

Digital Display
Your boat is equipped with a digital Garmin display screen. All switching functions can be controlled from the display even though the port side switch panel has redundant switches for the most critical controls. Some screenshots are included here to show some of the functions that can be controlled by the system. Please see your Garmin and C-Zone manuals for more details on how to customize your digital display.

Tilt/Trim Gauge
The tilt/trim gauge monitors the position of the outboard engine(s) in relation to the water surface. The upper range of the gauge indicates the tilt, which is used for trailering and shallow water operation. The lower range indicates the trim position. This is the range used to adjust the hull angle while operating your boat on plane. Please refer to Chapter 2 and the engine owner's manual for more information on the operation of power tilt and trim. Please note there is also a tilt switch on the outboard engine that allows control from outside the boat.

Depth Gauge The Depth gauge indicates the depth of the water below the bottom of the boat. The gauge is equipped with a shallow water alarm. The alarm will sound at a depth preset by the operator.

Fuel Management
Fuel management systems are installed on your boat as part of the engine monitoring system. Some of the most common fuel management functions are miles per gallon, total gallons used and total gallons remaining.

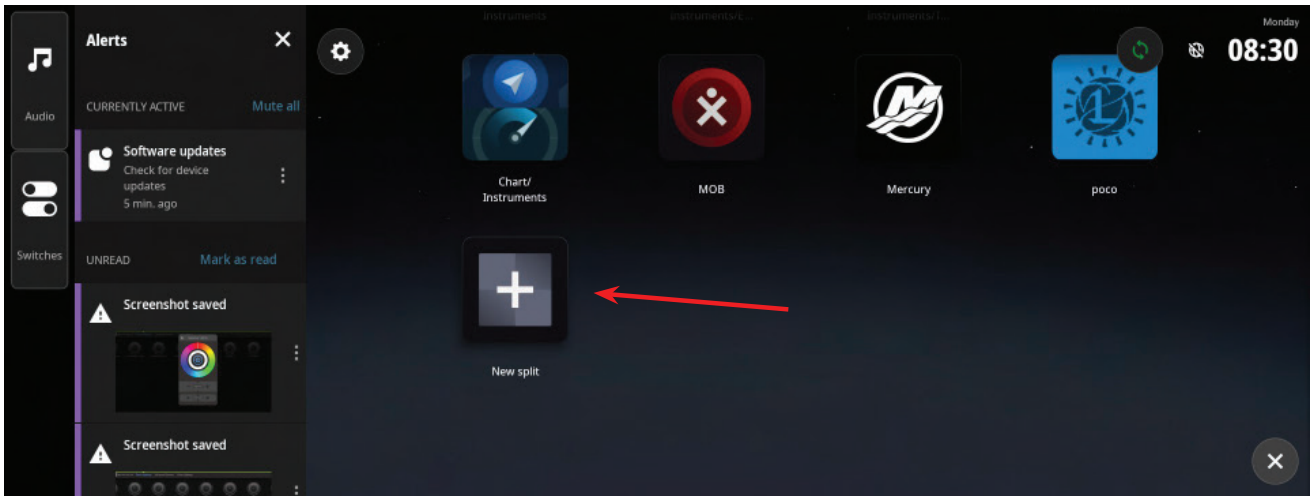
Typical Magnetic Compass

Engine Alarm
Outboard engines are equipped with an audible alarm system mounted in the helm area that monitors selected critical engine systems. The alarm will sound if one of these systems begins to fail. Refer to the engine owner's manual for information on the alarms installed with your engine.

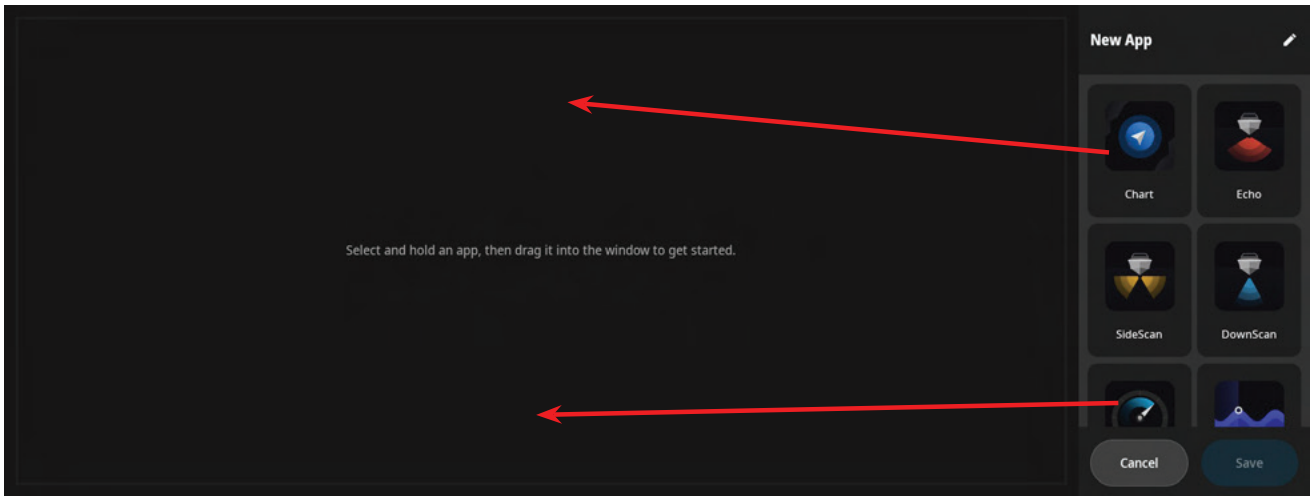
If an engine alarm sounds, immediately shut off the engine until the problem is found and corrected. Always be mindful of your surroundings and conditions when you shut down your engine(s).

Magnetic Compass
The magnetic compass is located on top of the console and acts as a backup to the one found in the digital display. To adjust the compass for your area, read the instructions on "Compass Compensation" given to you in the literature packet. The compass cannot be adjusted accurately at the factory because it must be compensated for the influence of the electrical equipment and electronics unique to your boat. Therefore, the compass should be adjusted by a professional after the electronics are installed and before operating the boat.

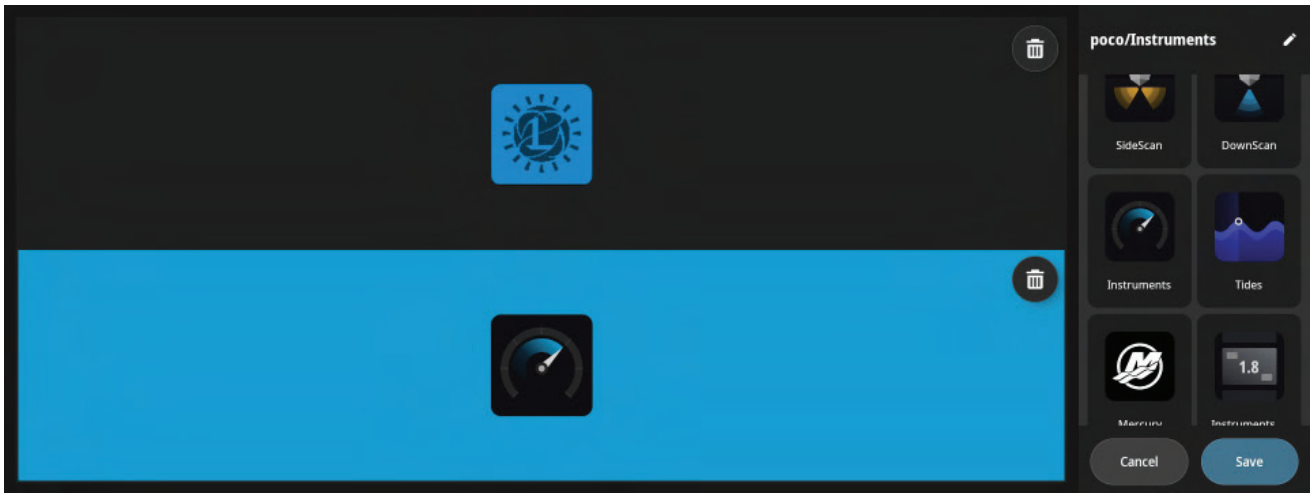
Instrument Maintenance
Electrical protection for the engine instruments and ignition circuitry is provided by circuit breakers located in the head compartment. The navigational electronics are protected by the electronics breaker in helm breaker panel. The ignition switch and instrument wire connectors should be sprayed periodically with a contact cleaner/lubricant. The ignition switch and all instruments, controls, etc. should be protected from the weather when not in use. Excessive exposure can lead to gauge and



Click Here to Create A New Split Screen View

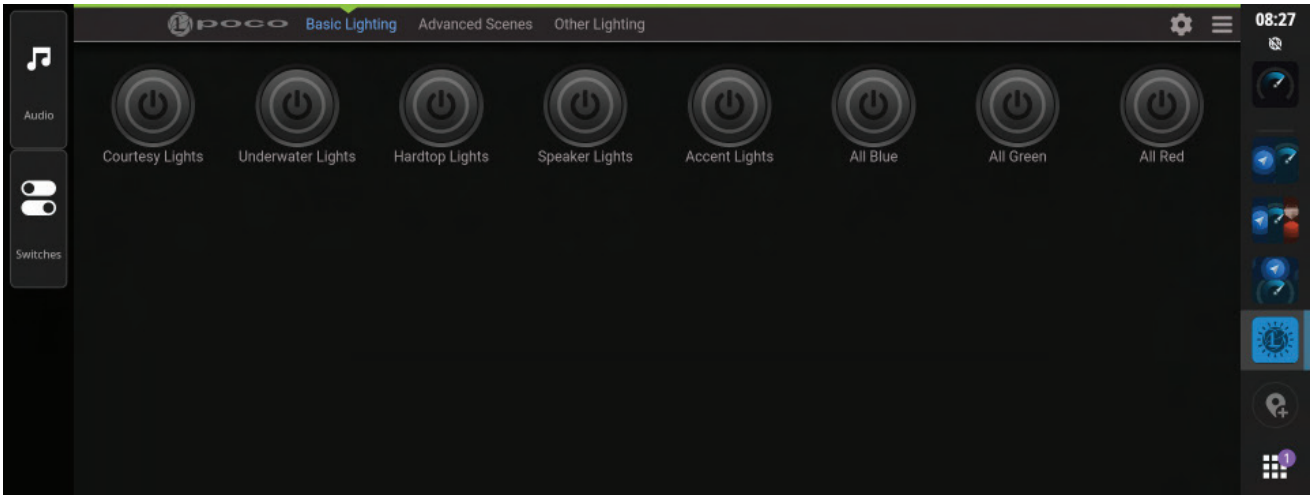


Drag Desired Apps Onto the Display



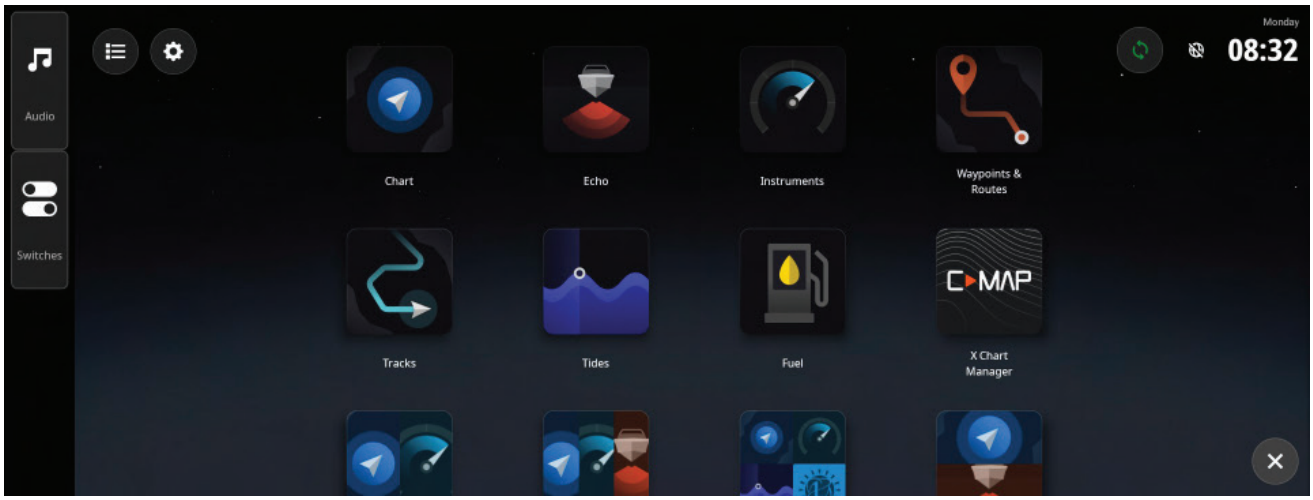
Click "Save"

New Horizontal Split Screen



Poco Menu For Customizing Light Colors

Color and Brightness Menu



Other Apps Available For Viewing on the Digital Display

C-Zone Remote Fob, Controls Battery Switches and Lighting

Remote Fob

Standard equpment on the E30 includes a remote C-Zone fob that controls battery switches for the engine and house batteries (Smart Battery Hub). The fob also controls accent lighting in the cockpit and hardtop. The fob's range is over 50 feet, so you can switch on your batteries and lighting before boarding at night. One short press turns your batteries on; a 3 second "long press" turns them off.

Please see your C-Zone manual for details on the integration with your Garmin display and how to personalize the functions and appearance.

E25 OB Two Bank Charger

E25 Outoboard Battery Bank

4.1 General

The helm controls consist of three systems: the engine throttle and shift controls, the steering system, and the trim tab control switches. These systems provide the operator with the ability to control the direction and attitude of the boat from the helm station.

Manufacturers of the control components provide an owner's manual for each control system. It is important that you read the manuals and become familiar with the proper care and operation of the systems before using your boat.

Note that boats equipped with electronic steering and joystick piloting include a preset software package called a "personality". Any changes to prop size/pitch, engine horsepower, gear ratio, boat weight, etc will require re-programming by a certified Mercury technician. Please see your dealer or the Monterey Customer Service Department for details.

4.2 Engine Throttle and Shift Controls

The shift and throttle controls on your boat may vary depending on the engine options. The following description is typical of most outboard remote controls. Refer to the engine or control manual for specific information on the controls installed on your boat.

Single Engine Electronic Engine Controls

Electronic engine controls are standard on your single engine boat. The shift and throttle control features may vary depending on the factory installed engine(s). The following control description is typical of most electronic control installations.

The helm is designed for a top mount control with a single lever that operates as a gear shift and a throttle. The electronic control system consists of three major components: the electronic control head, the control processors and applicable harnesses. Controls are completely electronic and there are no cables.
Movement of the control handle sends a signal to the control processor that operates the engine throttle and shift control servos. General operation will include a position for neutral (straight up and down or slightly aft of vertical), a forward position (the 1st detent forward of neutral), and a reverse position (the 1st detent aft of neutral). Advancing the control lever beyond the shift range advances the throttle in forward or reverse. Each control is equipped with a means of permitting the engine to be operated at a higher than idle RPM while in neutral for cold starting and warm-up purposes. The control lever is equipped with adjustable control head detent and friction settings. These are pre-set at the factory and should only be adjusted by a Mercury certified technician.

Single Engine Controls

Switches built into the control or control handle are used by the operator to select available features. The most common features activated by control switches are:

- Starter lockout, which prevents the engine from being started in gear.
- Gear lockout (throttle only), which allows the engine RPM to be advanced in neutral safely.
- Engine Start/Stop button that can be used to start or stop the engine in an emergency.

- Battery voltage warning indicator that warns the operator of high or low voltage supplied to the system (audible alarm)
- Active trim, provides optimal running attitude while on plane and enables automatic adjustment for weight distribution.

These features and others require specific procedures to activate and operate them properly. Some of the procedures and features are unique to the engine and other options installed on your boat.

It is essential that you read the owner's manual for the control system and be completely familiar with its operation before using your boat.

CAUTION

ALWAYS RETURN THE ENGINE THROTTLE LEVER TO THE NEUTRAL POSITION BEFORE SHIFTING. NEVER SHIFT THE UNIT WHILE ENGINE SPEED IS ABOVE IDLE RPM.

Twin Engine Electronic Engine Controls

The following control description is typical of most electronic control installations.

The helm is designed for a binnacle style control

Single Engine Control And Trim Tab Switches With Indicators

with a single lever for each engine. The electronic control system consists of three major components: the electronic control head with integrated or separate keypad, the control processors and applicable harnesses. Most controls are completely electronic and have no cables.
Movement of the helm control arm sends a signal to the control processor that operates the engine throttle and transmission control servos. The controls have a single lever for each engine that operates as a gearshift and a throttle. General operation will include a position for neutral (straight up and down or slightly aft of vertical), a forward position (the 1st detent forward of neutral), and a reverse position (the 1st detent aft of neutral). Advancing the control lever beyond the shift range advances the throttle in forward or reverse. Each control is equipped with a means of permitting the engine to be operated at a higher than idle RPM while in neutral for cold starting and warm-up purposes. The control levers are equipped with adjustable control head detent and friction settings. These should only be adjusted by a certified Mercury technician.

The control head key pad has integrated switches and indicator lights which allow the operator to control all aspects of the boat's propulsion system. The most common features activated or monitored by the keypad are:

- Starter lockout, which prevents the engine from being started in gear.
- Gear lockout, which allows the engine RPM to be advanced in neutral safely.
- Low speed or docking mode that reduces engine speed and power surge for more controlled maneuvering in tight quarters and while docking.
- Battery voltage warning indicator that warns the operator of high or low voltage supplied to the system (audible alarm)
- An engine synchronization feature that automatically keeps both engines at the same RPM. Refer to Engine Synchronizing in this section for more information regarding engine synchronization.

Mercruiser Twin Engine Controls (Elite 30 Model)

These features and others require specific procedures to activate and operate them properly. Some of the procedures and features are unique to the engines, drive system and other options installed on your boat. ***It is essential that you read the owner's manual for the controls and be completely familiar with their operation before using your boat.***

CAUTION

ALWAYS RETURN THE ENGINE THROTTLE LEVERS TO THE NEUTRAL POSITION BEFORE SHIFTING. NEVER SHIFT THE UNIT WHILE ENGINE SPEED IS ABOVE IDLE RPM.

Engine Synchronizing

During most operations of a twin engine boat, it is advantageous for both engines to be operated at the same RPM. This reduces noise and vibration and can increase engine efficiency. Setting the throttles so that the engines are running the same RPM (synchronized) If both levers are within 10% of each other, the SmartCraft system automati-

cally synchronized to the starboard engine's RPM. Refer to the engine or control owner's manual for more information on the using the engine synchronizer feature of your control system.

4.3 Engine Stop Switch

Boats are equipped with an engine stop switch and lanyard at the helm. When the lanyard is pulled it will engage the switch and shut off the engines. We strongly recommend that the lanyard be attached to the driver whenever the engines are running. If the engine will not start, it could be because the lanyard is not properly inserted into the engine stop switch. Always make sure the lanyard is properly attached to the engine stop switch before attempting to start the engines.

Refer to the engine owner's manual for more information on the engine stop switch.

4.4 Neutral Safety Switch

Every control system has a neutral safety switch. This device prohibits the engine from being started while the control lever is in any position other than the neutral position. If the engine will not start, slight movement of the control lever may be necessary to locate the neutral position and disengage the safety cutout switch. Control system adjustments may be required to correct this condition, should it persist. See your Monterey dealer for necessary control adjustments.

Neutral safety switches should be tested periodically to ensure that they are operating properly. To test the neutral safety switch, make sure the engine(s) are tilted down and move the control lever(s) to the forward position with the engines off. Activate the starter switch just long enough to briefly engage the starter. ***Do not hold the starter switch in the start position long enough to start the engine.***

NOTICE
Mercury DTS systems are equipped with a computer controlled start feature that will keep the starter engaged until the engine starts if the neutral safety switch fails and allows the starter to engage.

The starter should not engage. Repeat this test with the control levers in reverse and the engine throttles at idle. Again, the starter should not

Emergency Cut Off Switch & Lanyard

engage. This is called "start in gear" prevention. If the starter engages with the control levers in any position other than the neutral position, then the neutral safety switch is not functioning properly and you should contact your dealer and have the it repaired by a qualified technician before using your boat. If the engine starts in gear during this test, immediately move the control levers to the neutral position and turn the engine(s) off.

WARNING

IN SOME SITUATIONS, IT MAY BE POSSIBLE TO ACCIDENTALLY START THE ENGINE IN GEAR WITH THE THROTTLE ABOVE IDLE. THIS MEANS THE NEUTRAL SAFETY SWITCH IS NOT OPERATING PROPERLY. UNDER THIS CONDITION, THE BOAT CAN ACCELERATE UNEXPECTEDLY IN FORWARD OR REVERSE, RESULTING IN LOSS OF CONTROL, DAMAGE TO THE BOAT, OR INJURY TO PASSENGERS. TEST THE NEUTRAL SAFETY SWITCH PERIODICALLY AND CORRECT ANY PROBLEMS BEFORE USING THE BOAT.

4.5 Outboard Power Tilt and Trim /Active Trim

All outboard controls have a tilt and trim feature. This allows the operator to adjust the position of each engine from the helm. Moving the engine closer to the boat transom is called trimming "in" or "down." Moving the engine further away from the boat transom is called trimming "out" or "up."

At cruising speed and above, the boat will run best with the engine trimmed up so the hull runs at a 3 to 5 degree angle to the water.

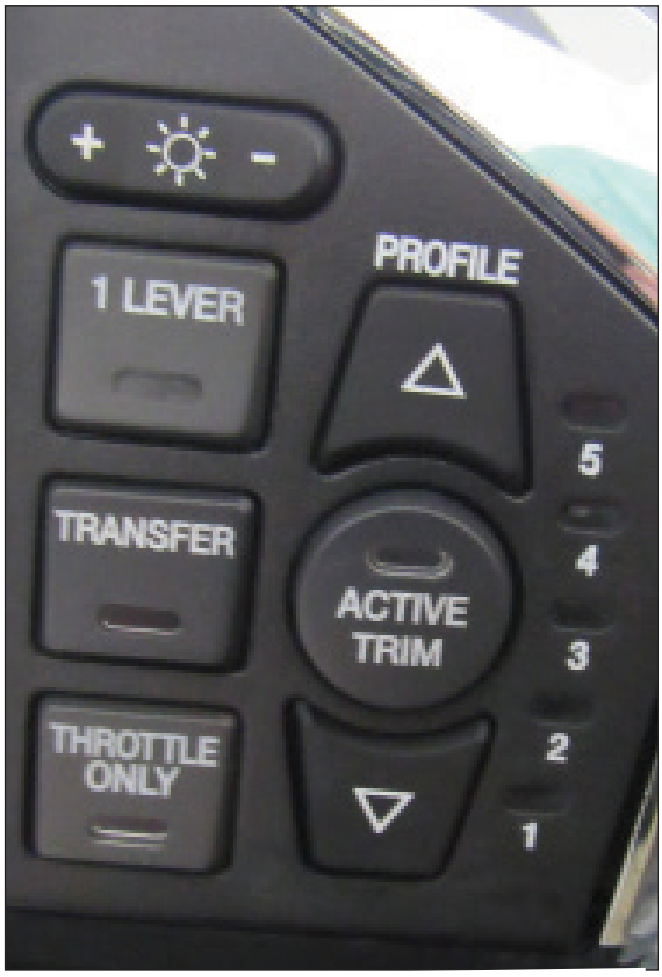
Typically, a switch or switches on the control lever grip activates the tilt/trim. On twin engine boats, there are typically three switches. One switch that activates both engines simultaneously on the port control lever (1 Lever button) and two more switches, one for each engine, that activates each tilt/trim individually. The individual tilt/trim switches are located either on the front of each control lever.

Once on plane, the engines can be set to active trim for automatic adjustement of the tabs for weight distribution and speed conditions. The recommended settign is 1, with the other settings availble to the user for customization based on different loading and weather conditions. See the engine owner's manual for more details.

The term "trim" generally refers to the adjustment of the outboard engine within the first 20° range of travel. This is the range used while operating your boat on plane. The term "tilt" is generally used when referring to adjusting the engine further up for shallow water operation or trailering. For

Mercruiser Twin Engine Controls WithTilt/Trim Switches

Mercruiser Single Engine Tilt/Trim Switch



Mercruiser Twin Binnacle Keypad

information on the proper use and maintenance of the power tilt and trim, please refer to the engine owner's manual.

The maximum trim angle for the outboard engines is preset at the factory. If necessary, the maximum trim angle can be adjusted by your Monterey dealer.

WARNING

EXCESSIVE TRIM FOR THE OPERATING CONDITIONS, EITHER TRIM UP OR DOWN, CAN CAUSE BOAT INSTABILITY, PROPELLER CAVITATION, OR MAKE STEERING THE BOAT MORE DIFFICULT. IF THE BOAT BEGINS TO FEEL UNSTABLE OR IS HARD TO STEER, SLOW DOWN AND ADJUST THE TRIM ANGLE.

4.6 Steering System

Your Monterey is equipped with hydraulic power-assisted power steering as standard equipment. All steering systems are equipped with a tilt steering wheel at the helm. The steering wheel can be tilted to different positions by activating the tilt lock lever located on the bottom side of the steering wheel mounting bezel. When the lever is released, it automatically locks the steering wheel to the selected angle.

Single Engine Hydraulic Assist Steering

Power assisted hydraulic steering is standard equipment on single engine boats powered by Mercury outboards. Turning the steering wheel activates the pump in the helm, pushing or pulling the fluid for turning the outboard engine. An engine driven hydraulic power steering pump and cylinder assist the system, which reduces the effort required to turn the boat.

An oil reservoir in the bilge allows for easy system fluid check and fill. It is important that the fluid level in the reservoir is checked frequently and maintained at or near the maximum level. There is also a fill port at the helm that needs to be checked regularly. Only use hydraulic fluid recommended by the engine manufacturer.

Refer to the engine manufacturer owner's manuals for specific information on the operation and maintenance for the steering system.

Twin Engine Hydraulic Assist Steering

Boats powered with twin engines and no joystick

Tilt Steering Wheel & Tilt Release Lever

control are equipped with a power assisted, hydraulic steering system that uses a hydraulic helm pump to provide the "POWER" for the power steering system. Turning the steering wheel moves the fluid in the helm pump, pushing or pulling the fluid and turning the engines. A power hydraulic steering pump and cylinder assist the steering and reduces the effort required to turn the boat.

Oil reservoirs in the bilge and at the helm allows for easy system fluid check and fill. It is important that the fluid level in the reservoirs is checked frequently and maintained at or near the maximum level. Only use hydraulic fluid recommended by the engine manufacturer.

Refer to the engine and steering system manufacturer owner's manuals for specific information on the operation and maintenance for the steering system.

Twin Engine Electronic Steering

Twin engine boats equipped with the joystick control option are equipped with an electronic steering system that provides precise and responsive steering. The system is 100% electronic and there are no mechanical connections between the steering wheel and the engines. Each engine is turned independently, allowing improved tight quarter maneuvering and the convenience of a joystick control at the helm.

For safety and improved tight quarter maneuvering, the controlling software on most systems senses engine speed and adjusts maximum steering angle and steering wheel resistance to preset limits as the engine speed increases or decreases. These settings are programmed into the system at the factory and are not adjustable by the consumer.

The steering on each outboard engine is totally independent with full redundancy built into the system. If the steering fails on one engine, the other will continue to operate. Should a failure in one steering system occur, the controlling software will sense the failure and limit the engine RPMs as a safety precaution.

Refer to the engine manufacturer owner's manuals for specific information on the operation and maintenance for the steering system installed in your boat.

4.7 Joystick Controls

A joystick control system is an option on the Elite 30 outboard. The joystick can only be used at slow speeds and is engaged by moving the shift and throttle controls to the neutral position, then pressing the ON/OFF button on the base of the joystick control. Once activated, the boat moves in the direction the joystick is pushed with the engine speed increasing the further the stick is pushed, up to preset limits. Turning the knob on the top of the joystick rotates the boat in the direction the knob is turned. Another button on the joystick or engine control key pad raises the preset engine speed for maneuvering in high winds and/or strong tides.

When the joystick is released, it automatically returns to center, the drives shift to neutral and rotate to the straight ahead position and the engine speed is reduced to idle. It is deactivated by pressing the ON/OFF button at the base of the joystick or by moving the shift and throttle control levers.

Joystick control systems are 100% electronic. ***Always refer to the engine manufacturer owner's manuals for specific information on the operation and maintenance for the joystick and steering control systems.***

Typical Mercury DTS Joystick Control

4.8 Trim Tabs

Trim tabs are standard on the Elite 27 and Elite 30, optional on the Elite 25. Trim tabs are mounted to the hull on the transom below the swim platform. Dual rocker switches in on the console are used to control the trim tabs. The switches are labeled and control bow up and down movements. They also control starboard to port attitudes. Bow up and bow down will control the hull planing attitude, while port and starboard up and down provides a leveling adjustment for preventing listing to port or starboard.

An LED indicator next to each switch displays the position of your trim tabs (deflection). When the indicator is at the bottom of the display, the tabs are in the "full-up" (bow up) position. When the indicator is at or near the top of the display, the tabs are fully extended (bow down).

The trim tabs are programmed to automatically retract when the engines are shut down to keep the actuators clean and set the tabs in the full "UP" position when leaving the dock. Refer to the trim tab operating manual for more information on the operation and programming of the trim tabs.

Before leaving the dock, make sure that the tabs are in the full "UP" position. If they are not, press and hold the control in the bow up position for ten

(10) seconds to fully retract the tabs.

NOTICE:
The trim tabs can be damaged by boat trailers if the bunks extend beyond the transom or the boat is not centered properly. They can also be damaged by fork lifts at dry stack marinas during lifting. To reduce the possibility of damage, always make sure the tabs are in the full up position before loading your boat on a trailer or having it lifted by a fork lift.

Trim Tab Operation

Always establish the intended heading and cruise speed before attempting to adjust the hull attitude with the trim tabs. After stabilizing speed and direction, move the trim tabs to achieve a level side to side running attitude while being careful not to over trim.

After depressing a trim tab switch, always wait a few seconds for the change in the trim plane to take effect. Avoid depressing the switch while awaiting the trim plane reaction. By the time the effect is noticeable the trim tab plane will have moved too far and thus the boat will be in an overcompensated position.

When running at a speed that will result in the boat falling off plane, lowering the tabs slightly, bow down, will improve the running angle and operating efficiency. Positioning trim tabs too far in the down position can reduce operating efficiency and cause substantial steering and handling difficulties. Be extremely careful when operating in a following sea. The effect of trim tabs is amplified under such conditions. Steering and handling difficulties can result from improper trim tab usage, particularly in a following sea. Always raise the tabs to the full bow up position in these conditions.

When running at high speeds be sure that the tabs are in the full "UP" position. Only enough trim plane action should be used to compensate for any listing. Trim tabs are extremely sensitive at high speeds. Adjust for this and be prepared to slow down if difficulties arise.

Trim Tab Plane

Trim Tab Control Switch With Indicators

When running into a chop, a slight bow down attitude will improve the ride. Be careful not to over trim. "Bow steer" and other handling difficulties may result.

4.9 Control Systems Maintenance

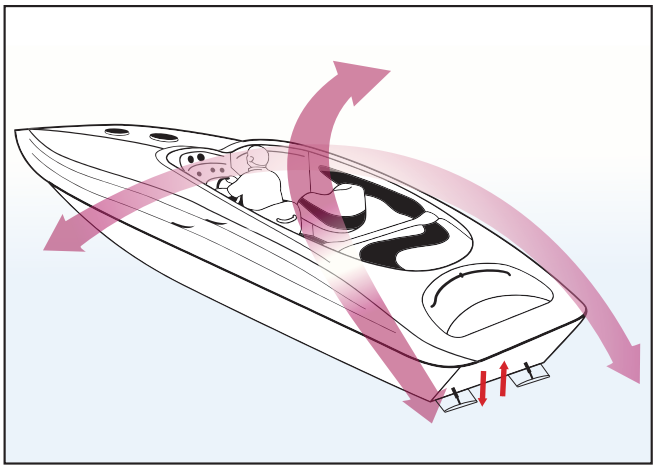
Periodic inspection of the control systems and all connections should be made. Signs of rust, corrosion, wear, or other deterioration should be serviced immediately. Generally, periodic lubrication of all moving parts and connections with a

light waterproof grease is in order.

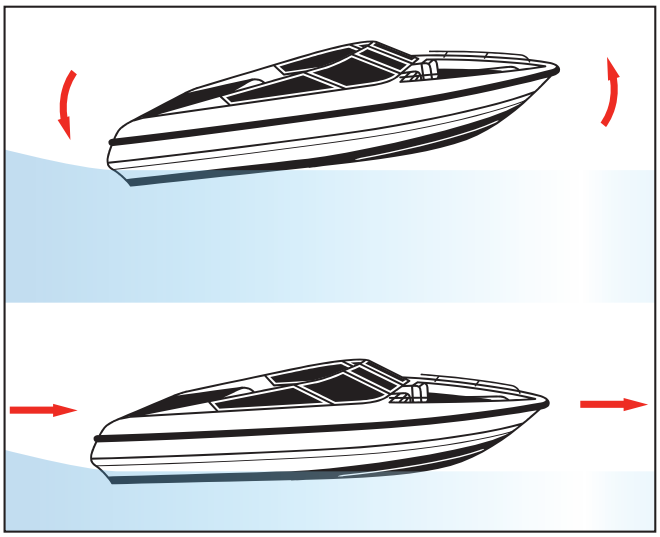
Lubrication should be performed as often as necessary to keep the system operating smoothly. Control system adjustments may become necessary. If adjustment becomes necessary, see your Monterey dealer.

WARNING

IMPROPERLY ADJUSTED ENGINE CONTROLS CAN CAUSE LOSS OF CONTROL AND SEVERE ENGINE DAMAGE. DO NOT ATTEMPT CONTROL SYSTEM ADJUSTMENTS UNLESS YOU ARE FAMILIAR WITH CONTROL SYSTEM SERVICING PROCEDURES.



Tabs Control Port & Starboard Listing



Trim Tabs Control Bow Up & Bow Down

Hydraulic and Power Assisted Steering System Maintenance

A periodic inspection of all steering hoses, linkage and helm assemblies should be made. Signs of corrosion, cracking, loosening of fastenings, leaking fluid, excessive wear, or deterioration should be corrected immediately. The transom area in the bilge should be regularly checked for leakage around fuel filters or hydraulic lines.

Generally, periodic lubrication of all moving parts and connections with a light waterproof grease is in order. Failure to do so could lead to steering system failure that would result in loss of control.

The steering fluid level should be checked frequently. Refer to the engine manufacturer's owner's manual for fluid specifications and maintenance instructions for hydraulic assisted steering systems.

Electronic Steering and Control Systems Maintenance

Electronic steering and control systems are supplied by the engine manufacturer. The systems have maintenance requirements that are specific to the engines and controls installed on your boat.

You should refer to the engine and control systems owner's manuals for information and maintenance. Their recommendations should be followed exactly.

The digital engine controls and steering systems are fully electronic and activated by micro processors and controlling software. If adjustment becomes necessary do not attempt to address the problem yourself. You should contact your Monterey dealer or Monterey CustomerService for assistance.

WARNING

IMPROPERLY ADJUSTED ELECTRONIC ENGINE CONTROLS CAN CAUSE LOSS OF CONTROL AND SEVERE ENGINE DAMAGE. IF YOUR CONTROLS ARE NOT OPERATING PROPERLY, DO NOT ATTEMPT ADJUSTMENTS YOURSELF. CONTACT YOUR DEALER OR MONTEREY CUSTOMER SERVICE DEPARTMENT FOR ASSISTANCE. DO NOT USE THE BOAT UNTIL THE SITUATION IS CORRECTED.

Trim Tab Maintenance

The trim tab actuators are electric and require no routine maintenance except to periodically inspect the tab actuators for corrosion or marine growth along with testing the system to ensure that it is operating properly.

Marine growth can interfere with the proper operation of the trim tab planes and actuators. To reduce problems due to marine growth, always ensure the trim tabs have auto-retracted to the full "UP" position after operating the boat. Periodically inspect and clean marine growth from the actuators,planes and anodes.

If the boat is kept in the water, the trim tabs must be equipped with a zinc anode to prevent galvanic corrosion. Galvanic corrosion is the corrosion process occurring when different metals are submerged in an electrolyte. Seawater is an electrolyte and submerged metal components must be properly protected. The anodes will need to be changed when they are 75% of their original size. Refer to the Routine Maintenance chapter of this manual for information on maintaining zinc anodes.

To discourage any marine growth on tabs or actuators, antifouling paint can be applied. When applying paint to the actuators, make sure it is fully retracted. ***Do not paint the stainless ram above the area that is exposed when retracted. The bottom paint will damage the O-ring seals when the ram is retracted and allow seawater to enter the actuator motor. Also don't paint the zinc anode.*** Contact your dealer or the trim tab manufacturer for information regarding the correct bottom paint for the trim tabs.

Refer to the trim tab owner's manual for additional maintenance information, specifications, troubleshooting and operating instructions.

Trim Tab Plane & Anode

5.1 General

The gasoline fuel system used in Monterey boats is designed to meet or exceed the emission control standards established bythe Environmental Protection Agency (EPA), the California Air Resources Board (CARB), American Boat and Yacht Council(ABYC) and the U.S. Coast Guard in effect at the time of your boat's manufacture. Monterey boats sold internationally have this fuel system installed as well.

All gasoline fuel systems have been factory inspected and pressure tested in accordance with established regulations. This inspection assures that the system is air tight, leak proof and safe. It is the responsibility of the purchaser to maintain it in that condition. Make frequent inspections to assure there is no deterioration or loosening of connections is resulting from vibration.

DANGER

DO NOT LET THE ODOR OF GASOLINE GO UNCHECKED. ANY ODOR OF GASOLINE MUST BE IMMEDIATELY INVESTIGATED AND STEPS TAKEN TO PROTECT THE BOAT AND ITS OCCUPANTS UNTIL THE PROBLEM IS CORRECTED. IF THE ODOR OF GASOLINE IS DETECTED, SHUT OFF ALL ENGINES AND ELECTRICAL EQUIPMENT. INVESTIGATE AND CORRECT THE SITUATION IMMEDIATELY. HAVE ALL PASSENGERS PUT ON PERSONAL FLOTATION DEVICES AND KEEP A FIRE EXTINGUISHER READY UNTIL THE SITUATION IS RESOLVED.

Fuel Pickup Tubes

The fuel pickup tubes are positioned in the fuel tank to achieve optimum fuel usage, fuel line routing, etc. At certain speeds and hull trim angles, the fuel supply at the pickup tube location in the tank can increase or decrease accordingly. Be extremely careful when operating the boat when low on fuel. Though there may be some fuel may be in the tank, the relative trim angle of the boat could cause the fuel to flow away from the pickup tube, stalling the engine(s).

Fuel Gauge

This indicates the amount of fuel in the tank. Due to the mechanical nature of the fuel sender and fuel tank designs, variations in readings during various speeds and hull angles may occur. This system is merely a relative indication of the available fuel supply and is not a calibrated instrument. A good practice is the "rule of thirds"--your trip should require one third of a tank to reach your destination, one third for the return trip and one third left in reserve for unforseen detours or changng weather conditions.

Typical Fuel Fill Plate

Fuel Fill and Vent System Systems

In order to comply with U.S. EPA and CARB emission regulations, Monterey boats are equipped with special fuel systems that do not vent directly to the atmosphere (for prevention of diurnal emissions). The system is equipped with a "keyless" fuel cap lhat is marked with the ISO symbol for "gasoline". The fill cap is not vented and the fill system is completely sealed when the cap is closed.

There is a fuel tank vent built into the fuel fill system. The vent is equipped with vapor emission control components in the hull side. While the tank is being filled, most air displaced by the fuel escapes through the fuel fill vent. The fuel fill and vent system are designed such that an automatic shutoff valve in the marina fuel pump will stop the flow before fuel can be ejected into the vent system when the tank is full. You should never attempt to "top off" the tank after the pump shutoff valve has activated. This could force fuel into the vent system and damage emission control components (carbon canister).

The fuel fill cap is opened by pushing the button on the lower edge. After refueling, flip the cap down and push until an audible click is heard. Wipe off the areas around the fuel fill if any fuel splashed on the deck or hull during filling. Residual fuel left on the deck and hull sides can be dangerous, possibly yellowing the fiberglass and damaging graphics or logos.
Be sure to use the proper type and grade fuel. Refer to the engine owner's manual for addtional information.

WARNING

DO NOT CONFUSE FUEL FILL DECK PLATES WITH THE WATER OR WASTE FILL DECK PLATES. THESE PLATES ARE ALSO LABELED ACCORDING TO FUNCTION. IF GASOLINE IS ACCIDENTALLY PUMPED INTO THE WATER OR WASTE TANK, DO NOT ATTEMPT TO PUMP IT OUT YOURSELF. WATER AND WASTE PUMPS ARE NOT DESIGNED TO PUMP FUEL AND A FIRE OR EXPLOSION COULD RESULT. CONTACT YOUR DEALER OR THE MONTEREY CUSTOMER SERVICE DEPARTMENT FOR ASSISTANCE IN HAVING THE FUEL PROFESSIONALLY REMOVED.

Fuel Vent

In order to comply with U.S. EPA regulations, the fuel tank is equipped with a special vent located on the hull side and vent system emission control components. A carbon canister between the fuel tank and the vent absorbs fuel vapors before they can escape to the atmosphere and returns them to the fuel tank.

Carbon canisters can be damaged if they are repeatedly exposed to liquid fuel. Special valves in the vent system and the automatic shutoff valve on marina fuel pumps prevent the tank from being overfilled and forcing fuel into the vent system. You should never attempt to "top off" the tank after the pump shutoff has activated. This could force fuel into the vent system that can damage the carbon canister or other components.

5.2 Engine Fuel Delivery System

The fuel system on your boat has one fuel tank. The fuel withdrawal line is equipped with an anti-siphon valve where the line attaches to the fuel tank. This valve prevents gasoline from siphoning out of the fuel tank should a line rupture.

WARNING

IF A FUEL LINE SHOULD LEAK, ANTI-SIPHON VALVES PREVENT A SUBSTANTIAL AMOUNT OF FUEL FROM FLOWING INTO THE BILGE. SHOULD AN ANTI-SIPHON VALVE BECOME CLOGGED, CLEAN AND REINSTALL OR REPLACE. DO NOT REMOVE THE ANTI-SIPHON VALVE FROM THE SYSTEM. ANTI-SIPHON VALVES ARE REQUIRED TO BE INSTALLED IN ALL BOATS EQUIPPED WITH A GASOLINE ENGINE, PER U.S. COAST GUARD REGULATIONS,

Fuel Filter

Each gasoline engine is equipped with a fuel filter in the bilge, near the transom. Your outboard engines are equipped with fuel filters that are integrated into the fuel injection pump system.

Fuel filters should be checked frequently and changed as recommended by the engine manufacturer to assure an adequate supply of clean, dry fuel to the engine.

In-line filters integrated into the fuel injection pump system require special service procedures. These filters must be serviced at regular intervals by a qualified technician.

Always refer to the engine manufacturer owner's manual for service intervals and instructions for servicing or replacing the fuel filters.

5.3 Fueling Instructions

All Monterey boats are built with fuel systems designed to meet emission control standards established by the U.S. Environmental Protection Agency and the Californial Air Resources Board (CARB).

DANGER

FUEL IS VERY FLAMMABLE AND THE VAPORS CAN EXPLODE. BE CAREFUL WHEN FILLING THE FUEL TANK. NO SMOKING. NEVER FILL THE TANK WHILE AN ENGINE IS RUNNING. FILL THE FUEL TANK IN AN OPEN AREA. DO NOT FILL THE TANK NEAR OPEN FLAMES.

⚠ WARNING ⚠

TO PREVENT DAMAGE TO THE FUEL SYSTEM, USE ONLY A GOOD GRADE OF GASOLINE. DO NOT USE A FUEL THAT CONTAINS HARSH ADDITIVES OR MORE THAN A 10% ETHANOL ALCOHOL BLEND. ANY DAMAGE DONE TO THE FUEL SYSTEM THAT IS THE RESULT OF USE OF A HIGHER ALCOHOL BLEND IS NOT COVERED BY THE MONTEREY WARRANTY. REFER TO THE ENGINE MANUFACTURER OWNER'S MANUAL REGARDING FUEL REQUIREMENTS FOR YOUR ENGINE.

Preparing the Boat for Fueling

Use the following procedure to prepare the boat for fueling at a marina fuel pump:

- Make sure the boat is securely moored and all engines are off.
- Make sure all switches are in the "OFF" position.
- Make sure all passengers leave the boat.
- Close all doors and hatches
- Estimate how much fuel is needed and avoid overfilling the fuel tank.

⚠ WARNING ⚠

STATIC ELECTRICITY GENERATED BY FLOWING FUEL CAN CAUSE A FIRE OR EXPLOSION. TO PREVENT STATIC SPARKS WHEN FILLING THE TANK, MAKE SURE THE NOZZLE IS ALWAYS IN CONTACT WITH THE FUEL FILL FITTING

Boat Fueling Instructions

In order to comply with U.S. EPA and CARB emission regulations, boats sold in the United States are equipped with special fuel systems that prevent fuel vapors from entering the atmosphere.

In meeting U.S. EPA emission standards, Monterey insures fuel tanks are designed to maintain a specific air space at the top of the tank. This provides proper tank ventilation and protection for emission control components. Special valves in the fuel tank vent system, the fuel fill and a shutoff valve in marina fuel pump nozzles are designed to automatically stop the fuel flow when the tank is full to maintain this air space.

Twin Engine Fuel Filters (Elite 30)

NOTICE

When the fuel tank is full, the shutoff valve in the marina fuel pump will activate and automatically shut off the flow, indicating that the tank is filled to the maximum level. You should stop filling the tank at this point and noy attempt to "top off" the tank. Attempting to "top off" the tank could damage fuel level control valves or force fuel into the carbon canister.

To fill the fuel tank on boats with vapor emission control systems, follow this procedure:

- The fuel cap is designed to be opened by hand and does not require a key. Press the button on the lower edge of the cap and flip it up for fueling.
- Make sure the nozzle is equipped with an automatic shutoff valve, then put the nozzle in the fuel fill opening and make sure it stays in contact with the fuel fill fitting during the entire fueling operation.
- Fill the tank until the shutoff valve clicks and automatically stops the fuel flow.

- Remove the nozzle.
- Flip the fuel cap back down and press until it clicks, indicating that the cap is tight and the system is sealed.

WARNING

SPILLED FUEL CAN CAUSE A FIRE OR AN EXPLOSION. MAKE SURE YOU DO NOT SPILL ANY FUEL. IF A SMALL AMOUNT OF FUEL IS SPILLED ON THE FIBERGLASS, USE A CLOTH TO REMOVE THE FUEL AND PROPERLY DISPOSE OF THE CONTAMINATED CLOTH. IF FUEL IS SPILLED ON THE WATER, EXERCISE EXTREME CAUTION. FUEL FLOATS ON THE SURFACE OF THE WATER AND CAN IGNITE. IF FUEL IS SPILLED INTO THE WATER, IMMEDIATELY EVACUATE THE AREA AND NOTIFY THE MARINA AND THE PROPER OFFICIALS.

Preparing the Boat for Operation
Use the following procedure to prepare the boat for operation when fuel operations are complete:

- Open all hatches, windows and doors.
- Check the fuel compartment and below the deck for fuel odors. If you smell fuel, do not start the engine.

5.4 Fuel System Maintenance

Periodically inspect all connections, clamps and hoses for leakage, damage or deterioration. Replace as necessary. Spray the valves, tank fuel gauge sender and ground connections with a corrosion inhibitor. If you're unsure how to access fuel system fittings or components, contact your dealer or Monterey customer service.

Frequently inspect and lubricate the fuel fill cap O-ring seal with silicone-based grease. The O-ring seal prevents water from entering the fuel system through the fuel fill cap and should be replaced immediately if there is any sign of damage or deterioration.

Contaminated fuel may cause serious damage to your engine. The filters must be checked frequently for water and other contamination. Gasoline engine filters must be changed at least once each year or more frequently depending on the type of engine and the quality of the fuel. Refer to the engine manufacturer's instructions for information on servicing and replacing the fuel filter elements.

The age of gasoline can affect engine performance. Chemical changes occur as the gasoline ages that can cause deposits and varnish in the fuel system as well as reduce the octane rating of the fuel. Severely degraded fuel can damage the engine, fuel tank and lines. If your boat is not being run enough to require at least one full tank of fresh fuel a month, a fuel stabilizer should be added to the gasoline. Your dealer or the engine manufacturer can provide additional information on fuel degradation and fuel stabilizers recommended for your engine.

Most gasoline is blended with ethanol alcohol. Ethanol is a strong solvent and can absorb water during periods of storage. You should refer to the engine operating manual for information regarding alcohol blended fuels and how it affects the operation of your marine engine.

WARNING

LEAKING FUEL IS DANGEROUS AND CAN CAUSE A FIRE AND/OR EXPLOSION. DO NOT DRAIN ANY FUEL INTO THE BILGE.

AFTER THE FILTER ELEMENT HAS BEEN CHANGED, PRIME THE FUEL SYSTEM AND CHECK ALL FITTINGS FOR LEAKS BEFORE AND AFTER STARTING THE ENGINE FOLLOWING ANY FUEL SYSTEM SERVICE.

WARNING

TO REDUCE THE POSSIBILITY OF A FIRE OR EXPLOSION, MAKE SURE ALL ELECTRICAL SWITCHES ARE IN THE "OFF" POSITION BEFORE SERVICING THE FUEL SYSTEM.

DANGER

AVOID SERIOUS INJURY OR DEATH FROM FIRE OR EXPLOSTION RESULTING FROM LEAKING FUEL. INSPECT SYSTEM FOR LEAKS AT LEAST ONCE A YEAR. NOT DRAIN FUEL INTO THE BILGE.

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6.1 General

Your Monterey is equipped with a 12 volt DC electrical system and a 120 volt AC battery charging system. Battery chargers on boats draw current directly from a shore power outlet at dockside. The DC system draws current from on board batteries.

Your boat and engine charging systems are designed for 12 volt absorbed glass mat (AGM) marine batteries. AGM batteries are sealed and require no maintenance except to periodically clean battery tops, terminal posts and connections.

All wires in the electrical system are color coded to make identifying circuits easier. Wiring schematics have been included the appendix of this manual to aid in following an individual circuit of the boat.

Single engine model DC battery systems are different than the DC battery systems in twin engine boats. Consequently, the 12 volt DC battery system in this chapter is in two sections, 6.2 Single Engine Battery Systems and 6.3 Twin Engine Battery Systems.

⚠ CAUTION ⚠

PROPER FUSE OR BREAKER PROTECTION MUST BE PROVIDED FOR ALL 12 VOLT EQUIPMENT ADDED. DO NOT OVERLOAD THE ACCESSORY CIRCUIT BREAKERS OR OTHER CIRCUITRY THROUGH ADDITIONAL 12 VOLT EQUIPMENT.

Batteries and Battery Switch

The DC electrical system on your boat is designed for absorbed glass mat (AGM) marine batteries. It is important that you know the type of batteries in your boat and that the engine charging system and battery charger are set to recharge these batteries. Charging systems not set to the proper battery type could cause unusually short battery life, engine starting problems and damage to the DC charging systems. You also should not mix the brand or type of batteries.

Your boat has provision for two or three batteries. The batteries should be of the size and capacity recommended by the engine manufacturer. See the engine owner's manual for more information on battery requirements. These specifications should be considered to be the minimum size battery required. The batteries were installed by your dealer.

The 12 volt electrical system on single engine boats is a standard marine system. One start batterey and one house battery is standard equipment on the Elite 27.
The batteries are located in the aft bilge compartment under the aft seat bench hatches. The battery system is controlled by aan ON/OFF switch for the engine START battery, an ON/OFF switch for the HOUSE battery and an EMERGENCY PARALLEL ON/OFF switch. The smart hub battery switches are located below deck in the aft bilge compartment. Note the most efficient way to control the batteries is using the remote fob or the rocker switches on the breaker panel in the head. The batteries are charged by the engine or the battery charger when hooked to shore power.

Circuit Protection

All 12 volt power is distributed to the 12 volt accessories through individual circuit breakers located in the 12 volt breaker panel. Most 12 volt accessories are operated directly by switches in the helm accessory switch panels or the digital helm display.

Main breakers protect the ignition, engine charging system and digital display. Some 12 volt accessories are operated directly by a circuit breaker while others are operated by a switch fed by the panel breakers. Most of the 12 volt accessories on the deck and in the cockpit are operated by switches in the digital display screen.

The battery switches should be turned to the "OFF" position when leaving the boat unattended.

Always consult your dealer before changing the type of batteries in your boat or if you questions regarding the batteries.

6.3 Twin Engine Battery Systems

The Elite 30 Outboard model has 3 batteries and five battery switches including a switch for each engine, and a switch for the house/accessory circuits. An emergency battery parallel switch is also included that connects the starboard and port engine batteries to the house battery for additional starting power in an emergency. An automatic isolator/relay controls the charging of the engine and house batteries whenever the engine is operating.
When in port or at anchor, the ENGINES and EMERGENCY PARALLEL switches should be OFF. Only the HOUSE battery should be ON. This will keep the engine starting batteries at peak charge for starting the engines. If the house battery becomes discharged the engine can be started to recharge the house battery by turning ENGINE battery switches ON and starting the engines. The battery switches can also be controlled remotely by the C-Zone key fob. The fob allows battery switches to be turned on from outside the boat.

The engine batteries are dedicated to starting and operating the engines. If the engine batteries become discharged, the engine and house batteries can be temporarily connected in parallel with the EMERGENCY PARALLEL switch to provide additional starting current for the engines. To connect the batteries in parallel to start the engine, make sure the ENGINE battery switch in ON, then turn the EMERGENCY PARALLEL switch to ON and start the engine. Once the engine has started and systems have stabilized, turn the EMERGENCY PARALLEL switch OFF. Once the engine is running the automatic isolator relay will direct charging current to both batteries with the lowest battery receiving the most charging current.

NOTICE:
Current is supplied to the automatic float switch for the bilge pump, electronic engine control memory and stereo memory when the batteries are connected, even if the battery switch is off.

Automatic Twin Engine Battery Switches

Parallell Switch Icon From Digital Display and Remote Fob

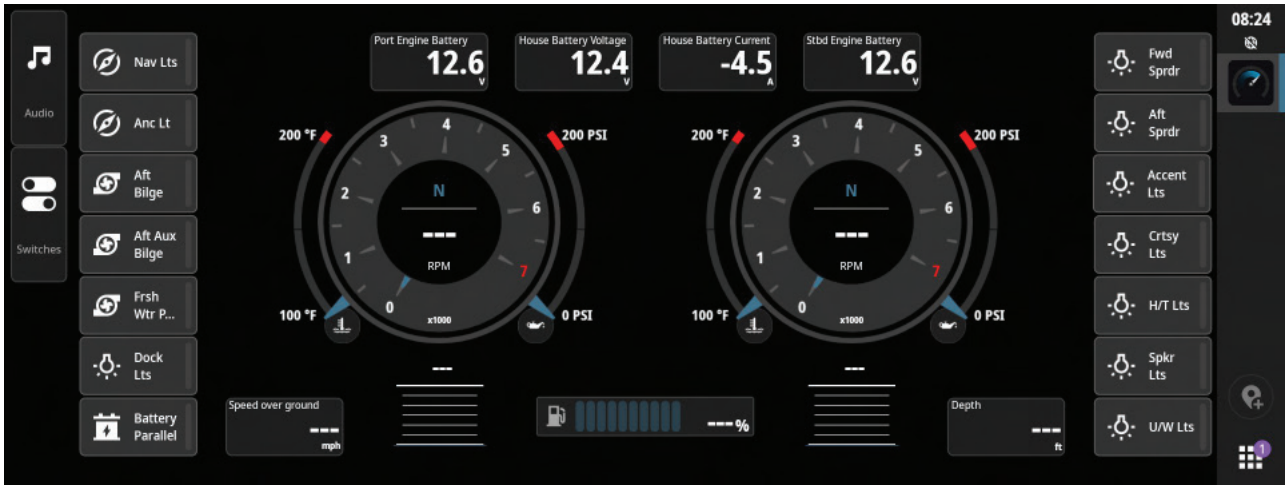
CAUTION

PROPER FUSE OR BREAKER PROTECTION MUST BE PROVIDED FOR ALL 12 VOLT EQUIPMENT ADDED. DO NOT OVERLOAD THE ACCESSORY CIRCUIT BREAKERS OR OTHER CIRCUITRY THROUGH ADDITIONAL 12 VOLT EQUIPMENT.

6.4 12 volt Accessory Switch Panels

The main accessory switch panel is located on the port helm of the E27 and E30. The engine key switch(es) are located in the console beneath the armrest of the E30 and on the aft face of the E27 console. The push button start may be used once the ignition keys are turned on. The circuit breakers or fuses that protect the accessories and activate the engine starting circuits are located in a breaker panel in the head compartment behind the helm. All accessory switches can be accessed through the digital display with critical push button switches being included in the port helm switch panel. Those switches are mirrored in the digital display and "light up" when activated from the panel.

Elite Port Helm Switch Panel



Elite 30 Digital Display With Touch Screen Switches

Digital Helm Switching

Digital switching systems provide reduced complexity and increase switching options at the helm. The system consists of 3 major parts: The power management module, the switch panel and the digital display at the helm. The power management module is located in the head compartment forward of the helm station. The module is the central brain for the system. The digital display at the helm is your interface to the digital system. All switches are a "press to activate" and "press to deactivate" design.

Other items to note regarding the digital switching system:

- The switches are powered on and off by the house battery switch.
- The digital helm display does put a small drain on the house battery. Therefore, do not leave your HOUSE battery switch on for extended periods of time when the boat is unattended unless it is boat plugged into shore power with the battery charger on.
- The cockpit courtesy lights and accent lighting can be customized using the digital display. See page 71 for available color options.

Switch Activated Accessories

The following is a description of the accessories typically controlled by the helm switch panel and the digital display. Some of the accessories described in this section are optional equipment on some models and may not be installed or available on your boat.

Ignition Switch
Each ignition switch is a separate, key activated switch, located inside the armrest of the Elite 30 model and on the aft face of the Elite 27 console.

To start the engine(s), make sure the engine is down and your hand is on the engine control handle in the neutral position. Turn the ignition key(s)to the START position, then activiate the "push to start" button on the control lever base. Stop the engine by pressing the "start/stop" button on the control base. The ignition circuits are protected by a breaker located in the main DC breaker panel. Make sure to turn the key(s) off when you exit the boat. Removing the key(s) ensures that the engines are not started once you are away from the helm station.

Nav/Anchor Lights
The digital display has a switch for navigation lights and another separate switch for the anchor light.

Docking Lights
Activates the docking lights in the bow.

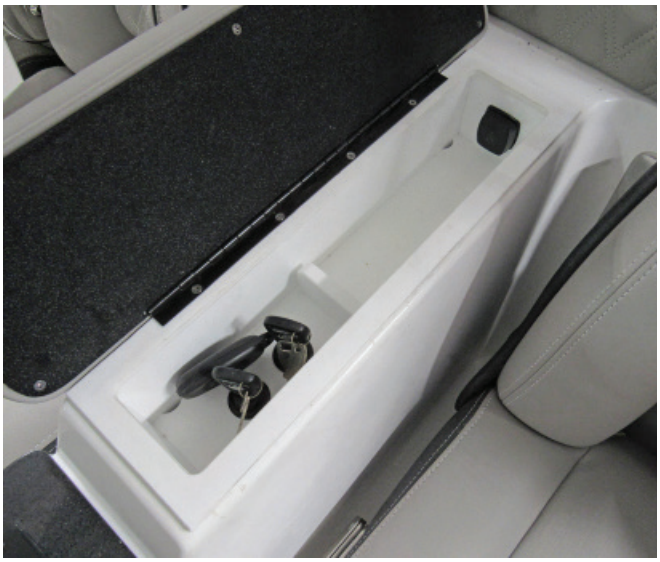
Cockpit Lights
Activates the lights that illuminate the cockpit and bow seating area. Also activates the stern storage compartment and engine compartment lights on some models.
The lighting color can be customized using the digital display. See page 71 for available options.

Hardtop Lights
Activates the lights in the hardtop that illuminate the cockpit, bow seating area, stern storage compartment, helm storage compartment and bilge compartment.

The color of these lights can also be customized using the digital display.

Underwater Lights
Activates the underwater lights in stern below the water line.

Bilge Pump
Manually activates the aft bilge pump which is installed in the forward part of the compartment. The pump moves water out through the thru-hull fitting in the hull. To start the pump, place the switch in the "ON" position. In an emergency, the pump is activated automically when the water level in the aft bilge reaches a certain level. This feature is available as long as the house battery is fully charged.


Elite 30 Ignition Switches/USB Charger Port


Elite 25, 27 Ignition Switch, Aft Console Face

Forward Bilge
Manually activates the forward bilge pump(sump) in the hull below the console. The pump moves water out a thru-hull fitting in the hull. The pump is also activated by an automatic switch that is activated whenever the batteries are connected. This pump will run as needed whenever the water in the bilge accumulates high enough to cause the switch to activate and will turn off automatically when the water is removed.

NOTICE:
The bilge pumps will start automatically when there is sufficient water in the bilge to activate the automatic water level switch connected to each pump. The automatic switch is protected by a circuit breaker located in the battery switch panel and is always supplied current when the batteries are connected. Refer to the Drainage Systems chapter for more information on the bilge pump system.

Windlass Switch
This switch controls the optional drum windlass which is mounted to the hull in the forward bow. It is protected by a circuit breaker of the type and rating recommended by the windlass manufacturer, also located in the bow compartment. The windlass can also be controlled by a remote in the port bow storage area.

Water System
Activates the fresh water pump. The pump is the pressure demand type. The pressure switch built into the pump automatically controls the water pump when the system is activated and properly primed.

Horn
A push button switch on the port dash switch panel activates the boat horn. There is also a digital horn button available on the helm display panel.

Accessory
Located on the port helm switch panel, this is reserved for additional 12 volt equipment.

Trim Tab Rocker Switches
The trim tab control pad is located on the console, aft of the engine control binnacle. These switches control the trim tabs located on the transom of the boat. Please refer to the Helm Control Systems chapter for detailed information on the operation of the trim tabs.

Engine Trim and Tilt Switch
Located at the helm in the engine control handle(s). It controls the trimming and tilting of the engine. Please refer to the Helm Control Systems chapter and the engine owner's manual for information regarding the proper use of the tilt and trim switch.

Windlass Remote Control (Port Bow)

Remote Engine Trim and Tilt Switch
Located on each outboard engine, this allows the operator to trim the engine for trailering and prop changes or lower unit repairs in shallow water situations. The switch controls the tilting of the unit only when the engine is shut down. It will not operate while the engine is running or when the ignition switch is ON.

WARNING

KEEP HANDS AND FEET AWAY FROM THE ENGINE AND LOWER UNIT WHEN TILTING.

Helm Stereo Head Unit Located in the center of the dash, below the digital display panel.. Controls the master volume, zone levels, and provides accessory inputs. Refer to the stereo owner's manual for details on operating the stereo head unit.

Port Dash Accessory Swith Panel With USB Charging Port

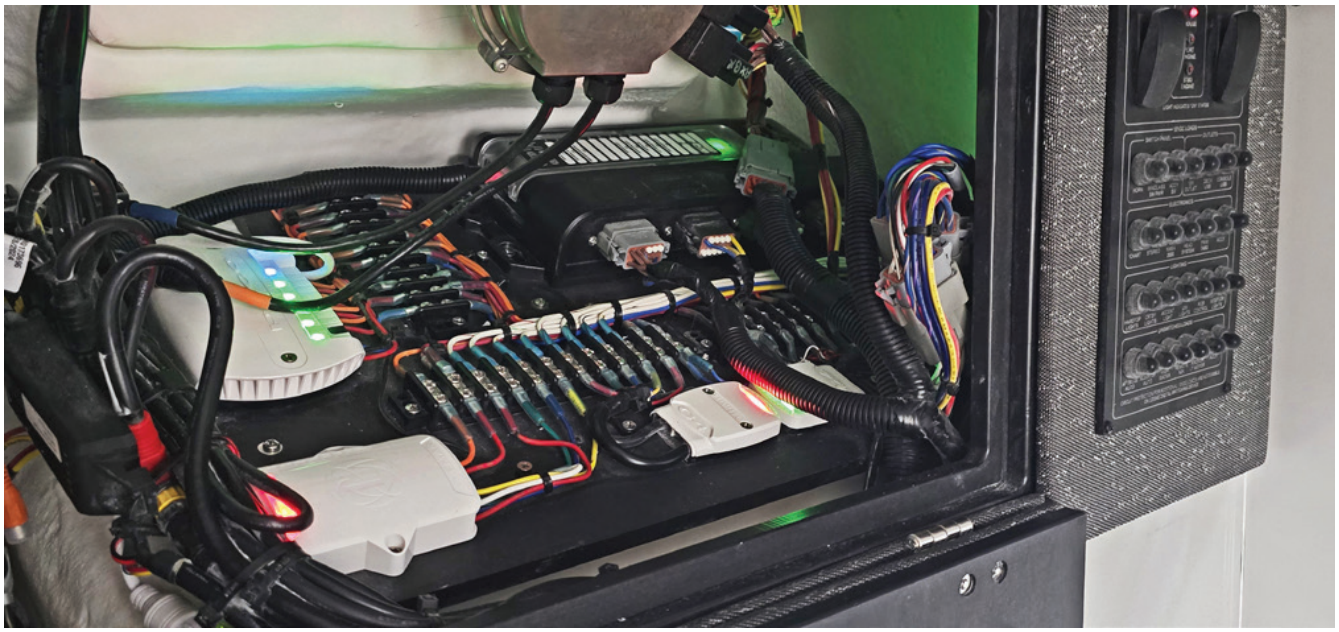
Bow and Stern Stereo Remotes
Located in the aft cockpit and bow seating areas. They are battery powered bluetooth touch pads that control the volume, fast forward,pause and source functions. Refer to the stereo owner's manual for details on operating the stereo remote control pads.

Water System
Activates the fresh water pump. The pump is the pressure demand type. The pressure switch built into the pump automatically controls the water pump when the system is activated and properly primed.

Holding Tank Macerator
The holding tank overboard discharge macerator switch panel is located in the head compartment next to the holding tank monitor. It is a momentary switch that activates the macerator discharge system for the holding tank. Refer to the Marine Head System in the Interior Equipment chapter for additional information on the operation of the overboard macerator discharge system.

USB Charging Ports
Provides electrical current for powering/charging phones or other accessories.

USB Charging Port, Starboard Dash



Elite DDS Module and Breaker Panel In Head

Stereo Head Unit In Dash

6.5 Circuit Breaker Panel

Power is distributed to most of the 12 volt accessories through individual circuit breakers located in the DC breaker panel. The following is a description of circuit breaker panels and the accessories they control. Some accessory circuit protection described in this section are optional equipment and may not be installed on your boat.

Circuit Breaker Panels

Some 12 volt accessories are operated directly by the circuit breaker in the panel while others are operated by switches fed by the panel breakers.

Battery Rocker Switches and DC Breaker Panel In Head

Battery Switch Panel Breakers
The following is a description of the accessories controlled by the "push to reset" and main DC breakers in the battery switch panel.

Main
The primary circuit for the main DC panel near the helm is protected and powered by this circuit breaker. Other circuit breakers located in the main DC breaker panel protect the individual DC circuits. This "push to reset" breaker is supplied current when the battery switch is activated.

Amplifier
A "push to reset" circuit breaker that provides protection and power for the stereo amplifier for the boat speaker system. This breaker is supplied current when the battery selector switch is activated.

Bilge Pump
Provides protection and power for the automatic float switch on the aft bilge pump. This "push to reset" breaker is always supplied current when the batteries are connected. Another breaker in the main DC breaker panel provides circuit protection for the manual switch.

Ignition
Provides protection and continuous power for the computer memory for the engine. This "push to reset" breaker is always supplied current when the batteries are connected.

Helm Accessory Breaker Panel
The accessory breaker panel is located in the head compartment forward of the helm. The following is a description of the accessories protected by the "push to reset" breakers in the accessory breaker panel:

Horn
Provides protection and electrical current to the switch that activates the horn.

12V Receptacle
Provides protection and electrical current directly to the 12 volt accessory plugs in the cockpit**.**

Nav/Anc
Provides protection and electrical current to the switch that activates the navigation lights.

Cockpit Lights
Provides protection and electrical current to the switch that activates the cockpit lights.

Automatic Retractable Mast Light Standard Equipment

Stereo
Provides protection and electrical current to the stereo located in the compartment on the starboard side of the cockpit.

Water System
Provides protection and electrical current to the switch that activates the pump for the fresh water system. A pressure switch automatically controls the water pump when the system is activated and properly primed.

Underwater Lights
Provides protection and electrical current to the switch that activates the underwater lights in stern below the water.

Hardtop Lights
Provides protection and electrical current to the switch that activates the lights in the arch that illuminate the cockpit.

Docking Lights
Provides protection and electrical current to the switch that activates the docking lights.

Head System
Provides protection and electrical current to the the electric head system. A switch panel in the head controls the pump.

Macerator (Optional)
Provides protection and electrical current to the holding tank monitor and the optional macerator pump switch in the head compartment.

Trim Tabs
Provides protection and electrical current to the switches that control the optional trim tabs.

Bilge
Provides protection and electrical current to the switch that manually activates the aft bilge pump**.**

Electronics
Provides protection and electrical current directly to the electronics in the helm**.**

Accessory
Reserved for additional 12 volt equipment.

Engine Main Breakers
The primary circuits for the engine is protected by heavy duty, "push to reset" breakers on each engine. They are supplied power whenever the engine battery switches are on. Refer to the engine owner's manual for information on the location and operation of the engine circuit breakers.

Windlass Circuit Breaker
A heavy duty circuit breaker that provides protection and power for windlass relay. This breaker is supplied current when the battery selector switch is activated. If the circuit breaker is tripped by an overload, a red lever will be exposed near the center of the breaker. Reset the breaker by raising the lever until it locks in the horizontal position.

NOTICE:
The power cord used for the battery charger is not equipped with lock rings on the shore side or boat connector plugs. The battery charger has integrated reverse polarity protection and the circuit is not equipped with a reverse polarity light.

WARNING

IN THE EVENT OF A CHARGER MALFUNCTION, DO NOT ATTEMPT TO CORRECT THE WIRING YOURSELF. ELECTRIC SHOCK CAN CAUSE SEVERE INJURY OR EVEN DEATH. ALWAYS HAVE A QUALIFIED ELECTRICIAN CHECK WIRING. KEEP CHILDREN AWAY FROM ANY ELECTRICAL CABLES OR EQUIPMENT.

WARNING

UNDETECTED FAULTS IN THE AC BATTERY CHARGING SYSTEM COULD CAUSE THE WATER AROUND THE BOAT TO BECOME ENERGIZED. THIS COULD CAUSE A SEVERE SHOCK OR EVEN DEATH TO SOMEONE IN THE WATER NEAR THE BOAT. NEVER SWIM OR ALLOW SWIMMING AROUND THE BOAT WHEN THE BATTERY CHARGING SYSTEM IS ACTIVATED BY THE SHORE POWER CONNECTION.

6.7 AC Battery Charging System

General
Your boat is equipped with a 120 volt AC battery charging system.
The battery charging system is fed 120 volt AC current by a power cable connected to a shore side outlet and the shore power inlet located in the stern near the transom door. It is wired totally separate from the 12 volt DC system and charges all batteries simultaneously when connected. It is fully automatic and equipped with led lights to indicate the state of charge for each battery.

6.8 Battery Charger

The battery charger is mounted in the aft bilge compartment. Charging for the batteries can be monitored by using the pulling up the voltmeter in the helm digital display. With the charger activated, turn the ignition key switch for each engine to the "ON" position; then read the voltage on the volt meter. If the batteries are in good condition and charging properly, the voltmeter will indicate

between 12 and 14.5 volts. If the reading is below 12 volts, then the battery is not accepting a charge or the charger is not working properly. Always turn the ignition switches off immediately after the monitoring is complete.

The wires that supply DC charging current to the batteries are protected by an internal fuse in the battery charger and external fuses, one for each battery output wire, located near each battery. The external fuses protect the DC charging circuit from the batteries to the charger. The internal fuses in the charger protect the DC charging circuit from the charger to the batteries. See the battery charger manual for more information.

Stereo Head Unit At The Helm

6.9 Electrical System Maintenance

12 Volt DC Electrical System Maintenance

At least once a year, spray all exposed electrical components behind the helm and in the plugs, with a corrosion inhibitor.

Inspect all wiring for proper support, sound insulation, and tight terminals, paying particular attention to portable appliance cords and plugs.

Check all below deck wiring to be sure it is properly supported, that the insulation is sound, and that there are no loose or corroded terminals. Corroded terminals should be thoroughly cleaned with sandpaper or replaced, tightened securely and sprayed with a metal and electrical protector. Inspect all engine wiring.

Keep the battery tops clean and dry. Dirt and water can conduct electricity from one post to the other causing the battery to discharge.

The battery posts should be kept free of corrosion. Remove the cables and clean the posts and cable clamps with a battery post cleaner or sandpaper as required. Coating the battery posts and cable clamps with Teflon or silicone grease will protect them and reduce corrosion.

Battery cables, both hot and ground, must be replaced when they show signs of corrosion or fraying. Deteriorated cables cause a considerable voltage loss when high currents are drawn, such as starting the engine.

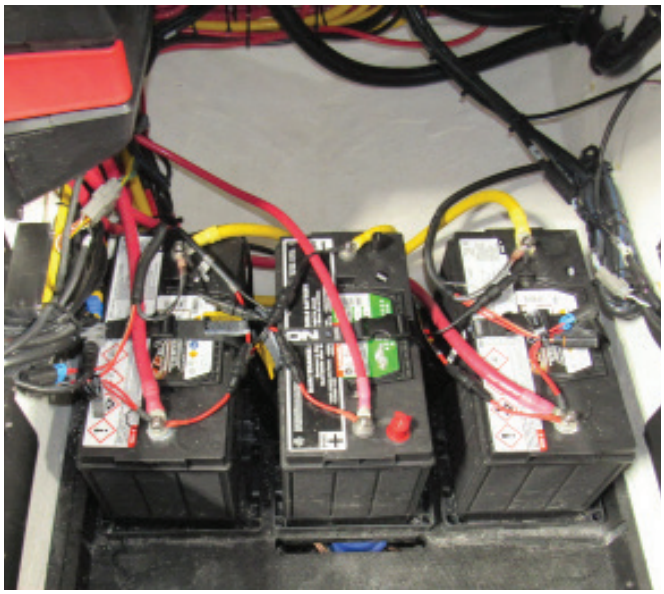
Bluetooth Battery Powered Remotes (Bow and Stern)

DANGER

A BATTERY CAN EXPLODE IF A FLAME OR SPARK IGNITES THE HYDROGEN GAS THE BATTERY EMITS WHILE BEING CHARGED. NEVER USE AN OPEN FLAME IN THE BATTERY STORAGE AREA. AVOID STRIKING SPARKS NEAR THE BATTERY.

WARNING

CORROSION ALLOWED TO BUILD ON THE ELECTRICAL CONNECTORS CAN CAUSE A POOR CONNECTION RESULTING IN SHORTS, GROUND FAULTS OR POOR GROUND CONNECTIONS. ELECTRICAL CONNECTORS SHOULD BE CHECKED AT LEAST ANNUALLY AND CLEANED AS REQUIRED. DO NOT ALLOW CORROSION TO BUILD ON CONNECTIONS.

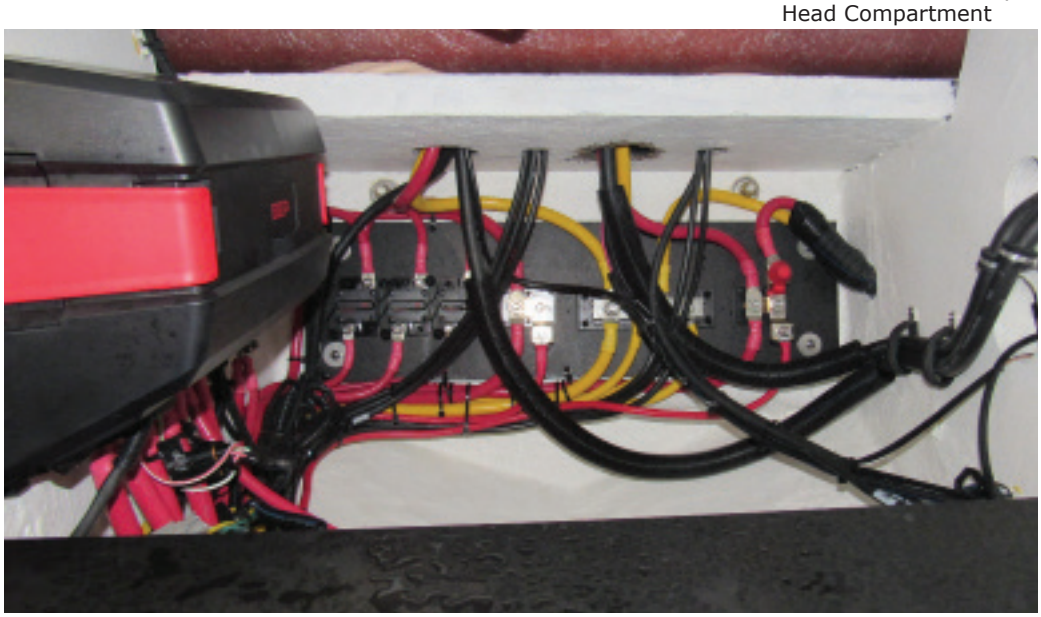


Elite 30 Battery Bank

Helm Electronics Access In Head

Windlass Circuit Breaker
Forward Bow

Circuit Breaker Panel And Battery Switches
Head Compartment



E27/E30 Smart Battery Switch Hub
And TVM, Bilge Compartment

Optional Air Inflator

Battery Charger Deck Inlet Fitting

Waterproof/Wireless Charger

7.1 General

The fresh water system consists of a potable water tank, distribution lines and a distribution pump. The pump is equipped with an automatic pressure switch and is located in the head compartment. The water tank is located in the forward bilge below the cockpit. The tank is filled through a deck plate located on the on the aft face of the Elite 27 wetbar or at port side leaning post of the Elite 30.

WARNING

DO NOT FILL SYSTEM WITH ANYTHING OTHER THAN WATER. SHOULD THE SYSTEM BECOME CONTAMINATED WITH FUEL OR OTHER TOXIC FLUIDS, COMPONENT REPLACEMENT MAY BE NECESSARY.

WARNING

WATER AND WASTE PUMPS ARE NOT DESIGNED TO PUMP FUEL AND A FIRE OR EXPLOSION COULD RESULT. DO NOT CONFUSE FUEL FILL DECK PLATES WITH THE WATER OR WASTE FILL DECK PLATES. THESE PLATES ALSO ARE LABELED ACCORDINGLY. IF GASOLINE OR DIESEL FUEL IS ACCIDENTALLY PUMPED INTO THE WATER OR WASTE TANK, DO NOT ATTEMPT TO PUMP IT OUT YOURSELF. CONTACT YOUR DEALER OR THE MONTEREY BOATS CUSTOMER SERVICE DEPARTMENT FOR ASSISTANCE IN HAVING THE FUEL PROFESSIONALLY REMOVED AND COMPONENTS OF THE FRESH WATER SYSTEM REPLACED AS NECESSARY.

Elite 27 OB Water Fill, Aft Face of Wetbar

Whenever the boat is left unattended, the Water Pump breaker or switch should be placed in the "OFF" position.

CAUTION

DO NOT ALLOW THE FRESH WATER PUMP TO RUN DRY. THE FRESH WATER PUMP WORKS ON DEMAND AND WILL NOT SHUT OFF AUTOMATICALLY WHEN THE TANK IS EMPTY. THIS CAN RESULT IN DAMAGE TO THE PUMP. ALWAYS TURN THE WATER PUMP BREAKER OFF WHEN THE FRESH WATER SYSTEM IS NOT IN USE.

7.2 Fresh Water System Operation

Fill the water supply tank slowly through the deck plate. After filling the water tank, partially open all faucets. The Water System/Pump switch in the helm should be on. Allow the pump to run until all of the air is purged from the system and a steady stream of water is flowing from each outlet. Next, turn off the faucets one by one. As the pressure builds, the pump will automatically shut off.

When properly primed and activated the water system will operate much like the water system in a home. An automatic pressure sensor keeps the system pressurized. If the system has been recently filled or has not been used for an extended period, air bubbles may accumulate at the pump and the system may have to be reprimed.

7.3 Fresh Water System Maintenance

Information and owner's manuals supplied with water system components is included with this manual in your owner's packet. Refer to this information for additional operation and service data.

The following items should be done routinely to maintain your fresh water system:

- Periodically remove and clean the water strainer located near the intake side of the fresh water pump.
- Remove the filter screens from the faucet spouts and eliminate any accumulation of debris. A build up of debris can cause the pump to cycle excessively.

- Periodically remove the lid on the shower sump assembly. Clean debris from the sump and flush with clean water.
- Periodically spray the pumps and metal components with a metal protector.
- The batteries must be properly maintained and charged. Operating the pressure pump from a battery with a low charge could lead to pump failure.
- Add a commercially available potable water conditioner to the water tank to keep it fresh.

NOTICE:
The fresh water system must be properly winterized prior to winter lay-up. Refer to the section on winterizing for more information.

Sanitizing the Fresh Water Tank
The fresh water system should be sanitized if it has not been used for a long period or you are unsure of the quality of the water in the system.

The following steps can be used to sanitize the system:

- Activate the system, open all faucets and pump out as much water as possible.
- Make a chlorine solution by mixing two ounces of household chlorine bleach in a gallon of water. This mixture will treat approximately fifteen gallons. If the water tank on your boat is larger or smaller than 15 gallons, then adjust the mixture accordingly. Always mix the chlorine with water in a separate container first and never add straight chlorine to the fresh water tank.
- Fill the water tank half full with fresh water, then pour the mixture into the water tank and top off the tank.
- Activate the system and allow the water to run for about one minute at each faucet. Let the treated water stand for 4-6 hours.
- Drain the system by pumping it dry and flush with several tank fulls of fresh water.
- The system should now be sanitized and can be filled with fresh water. If the chlorine smell is still strong, it should be flushed several more times with fresh water.

NOTICE:
The quality of the water in marine fresh water systems can be questionable if not recently sanitized. We recommend that you avoid using the water from the fresh water system for drinking and cooking. You should only use bottled water for these purposes.

Components

Elite 30 Fresh Water Fill Behind Passenger Helm Seat

E30 Starboard Cockpit Washdown

E30 Wetbar Sink

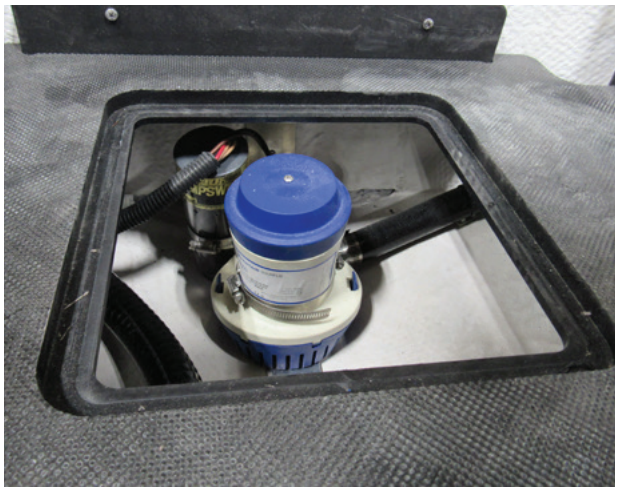
Transom Shower/Washdown

Head Sink w/ Shower Head

Typical Water Pump & Strainer

8.1 General

Most water in the cockpit area is drained by gravity to the bilge and where it is pumped overboard by the bilge pump. The gutters around aft hatch/compartment openings drain by gravity to overboard thru-hull fittings in the hull sides. You should check the drain system frequently to ensure it is free flowing and that the hoses on the thru-hull fittings are secure and not leaking.



Aft Automatic Bilge Pump With Float Switch

8.2 Bilge Drainage

Bilge Pumps

The stern bilge pump is activated both manually by a switch in the helm switch panel and automatically by a float switch. The float switch remains activated when the battery switch is in the "OFF" position and the batteries are connected. The automatic circuit is protected by a "push to reset" circuit breaker in the battery switch panel. It remains activated when the battery switch is in the "OFF" position and the batteries are connected. The manual switch in the helm switch panel is supplied current when the battery switch is activated. It is protected by a breaker in the helm switch breaker panel.

The aft bilge pump pumps water out of a thru-hull fitting located above the waterline in the starboard rear hull side. See Electrical Systems for additional information on bilge pump operation.

The manual bilge pump switch should be activated briefly each time the boat is used. This will ensure that the pump is operating properly and increase the service life of the pump. Testing of the float switch may be accomplished by filling the bilge with water until the pump is activated or by removing the switch from its retaining bracket and turning it upside down.

Forward Sump Box With Automatic Float Switch

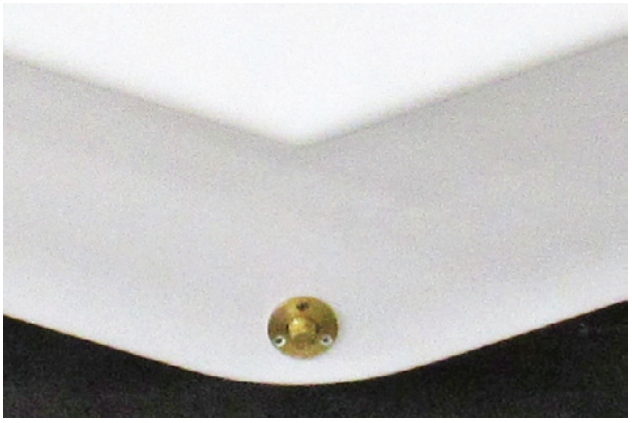
Forward Sump Box

There is a forward sump box below the deck. It mangages drainage for the forward cockpit area and can be accessed behind a panel in the head compartment. The sump box is fully automatic and remains on with batteries connected and the battery switch in the "off" position. It is protected by a "push to reset" circuit breaker in the battery switch breaker panel. Both pumps send water out of thru-hull fittings located above the waterline in the side of the hull. The aft bilge pump and the forward sump box pump water out of thru-hulls located above the waterline in the hull.

five seconds to verify operation.

The automatic float switch for emergency bilge pump is mounted above the normal operating range of the aft bilge pump automatic float switch. It activates an alarm if the bilge water level rises above the normal operating range of the bilge pump automatic switch. The alarm is connected to the house battery and is protected by the emergency pump "push to reset" breaker located in the engine compartment breaker panel. It remains activated when the battery switches are in the "OFF" position and the batteries are connected.

Garboard Drain Plug When the boat is out of the water, the bilge can be drained by a thru-hull drain located in the hull near the transom (garboard drain). The plug should be removed whenever the boat is hauled out of the water and installed just prior to launching. It is important to check the drain plug regularly to make sure it is tight.



Garboard Drain Plug (Brass)

⚠ WARNING ⚠

A LOOSE DRAIN PLUG WILL ALLOW SEAWATER TO ENTER THE BILGE AND COULD CAUSE THE BOAT TO SINK. IT IS VERY IMPORTANT TO CHECK THE DRAIN PLUG FREQUENTLY TO ENSURE IT IS PROPERLY TIGHTENED.

NOTICE:
Any oil spilled in the bilge must be thoroughly removed and properly disposed of before operating the bilge pump. The discharge of oil from the bilge is illegal and could subject the boat owner to fines.

E30 Aft Cockpit Drain

⚠ CAUTION ⚠

THE FEDERAL WATER POLLUTION CONTROL ACT PROHIBITS THE DISCHARGE OF OIL OR OILY WASTE INTO OR UPON THE NAVIGABLE WATERS OF THE UNITED STATES OR THE WATERS OF THE CONTIGUOUS ZONE IF SUCH DISCHARGE CAUSES A FILM OR SHEEN UPON, OR A DISCOLORATION OF THE SURFACE OF THE WATER, OR CAUSES A SLUDGE OR EMULSION BENEATH THE SURFACE OF THE WATER. VIOLATORS ARE SUBJECT TO A PENALTY OF $10,000.

8.3 Cockpit and Deck Drains

Aft Cockpit Drainage
Water is drained from the cockpit by scupper drains located in the rear of the cockpit. The scuppers drain to thru-hull fittings in the hull sides.

Water is channeled away from all hatches by a gutter or drain rail system. The water then drains overboard through fittings in the hull sides or to the bilge where it is pumped overboard.

The aft seat compartment hatches are equipped with a gutter system that drains the water to thru-hull fittings in the transom.

Wet Bar Sink Drains
The wet bar sink and refrigerator are drained by gravity to a thru-hull fitting in the hull side.

Storage compartments are drained to the cockpit. The sink and refrigerator drains should be flushed out periodically to keep them clean and free flowing.

Above Deck Cockpit Storage Compartments
The storage boxes, located below the cockpit lounge seat, are drained by gravity to the cockpit deck or to the bilge.

Bow Seat Storage Compartments
The bow seat storage compartments are equipped with drain fittings that drain by gravity to the bilge.

Below Deck Cockpit Storage Compartment
The storage compartment below the cockpit drains to the bilge.

Rope Locker Drains
The rope locker drains overboard through a fitting in the starboard hull side. It is important to inspect the drain frequently to remove any accumulated debris.

Emergency Pump Automatic Float Switch Test Button
Push Button Down & Hold Until Pump & Alarm Activate

8.4 Head Compartment Drains

The head sink drains by gravity to a thru-hull fitting in the hull side. The head floor drains to the forward sump box where it is pumped overboard.

NOTICE:
The overboard macerator discharge pump option for the waste holding tank is not available with the grey water system.

8.5 Grey Water System

If your boat is equipped with this option, all sink drains and the head shower are drained by the sump system which pumps the waste water to the waste holding tank. It is are activated whenever the house battery switch is on and is located in the aft bilge.

The fluid level in the waste holding tank is monitored by the "Tank Watch Monitor" in the head compartment. When the holding tank is full, it must be pumped out at an approved waste dumping station.
You should monitor the waste level carefully and not allow the tank to become full. The toilet will not flush when the tank is full and an overfilled holding tank will force waste into the vent filter. This will clog the filter, prevent the sinks from draining and could cause damage to the holding tank. It will also cause unpleasant odors onboard.

8.6 Drainage System Maintenance

It is essential that the following items be done periodically to maintain proper drainage of your boat:

- Clean the bilge compartment and cockpit deck drain rails with a hose to remove debris that can block water drainage.
- Clean the bilge pump strainers of debris and check the bilge for foreign material that can cause the automatic switches to malfunction.
- Frequently test the automatic bilge pump switches for proper operation. You can use a garden hose to raise the water level in the bilge until the it is high enough to activate the pump.
- Flush all gravity drains with fresh water to keep them clean and free flowing.

- Clean and inspect the shower and drain sump system. Remove accumulated debris and flush with fresh water.
- If your boat is equipped with the optional grey water system, periodically clean and inspect the drain sump system. Remove accumulated debris and flush with fresh water.

NOTICE:
All drains and pumps must be properly winterized before winter lay-up.

NOTICE:
Never use harsh chemical drain cleaners in marine drain systems. Permanent damage to the hoses and fittings may result.

When the boat is out of the water the bilge can be drained by a garboard drain located in the transom near the bottom of the hull. The plug should always be removed whenever the boat is hauled out of the water and re-installed just prior to launching. It is important to check the drain plug regularly to make sure it is tight.

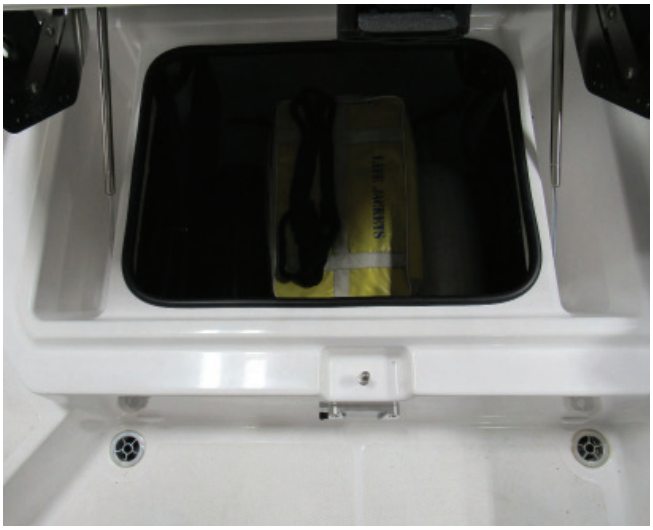
WARNING

A LOOSE DRAIN PLUG WILL ALLOW SEAWATER TO ENTER THE BILGE AND COULD CAUSE THE BOAT TO SINK. IT IS VERY IMPORTANT TO CHECK THE DRAIN PLUG FREQUENTLY TO ENSURE IT IS PROPERLY TIGHTENED.

NOTICE:
See Electrical Systems for additional information on bilge pump operation.

NOTICE:
Any oil spilled in the bilge must be thoroughly removed and properly disposed of before operating the bilge pump. The discharge of oil from the bilge is illegal and could subject the boat owner to a fine.

E27/E30 Bow Storage Compartment Drain/Gutter



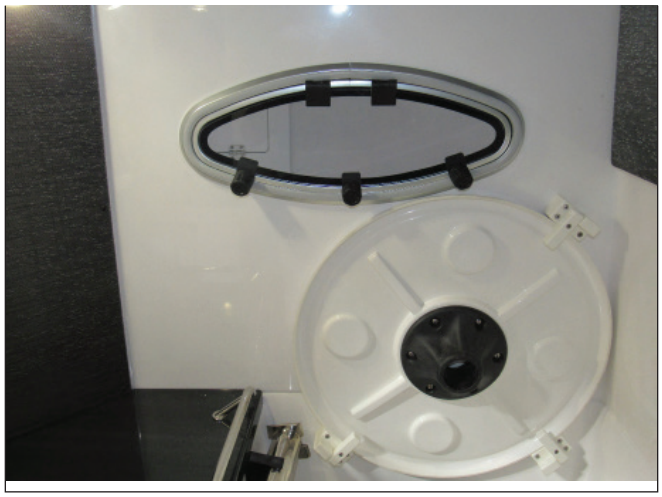
E25 OB Aft Cockpit Drains

9.1 Head Compartment Ventilation

Ventilation to the head compartment is provided by port windows on the port and starboard sides of the console. Each window opens to provide ventilation into the area and is equipped with a removable screen.

The windows are secured by adjustable cam levers. The cam levers should be adjusted so they are tight enough to seal the windows in the closed position, but not so tight that the window becomes difficult to secure.

Always make sure the windows are closed and secured with the cam levers whenever the boat is underway. Sea spray could enter the compartment through an open window and damage contents and electrical equipment.



E27/E30 Starboard Side Port Window and Table Storage, Head Compartment

9.2 Carbon Monoxide & Proper Ventilation

CAUTION

FAILURE TO PROPERLY VENTILATE THE BOAT WHILE THE ENGINES ARE RUNNING MAY PERMIT CARBON MONOXIDE TO ACCUMULATE WITHIN THE HEAD AND OPEN AREAS OF YOUR BOAT. CARBON MONOXIDE IS A COLORLESS AND ODORLESS GAS THAT IS LETHAL WHEN INHALED. CARE MUST BE TAKEN TO PROPERLY VENTILATE THE BOAT AND TO AVOID CARBON MONOXIDE ACCUMULATIONWHENEVER AN ENGINE IS RUNNING.

E25 Starboard Side Port Window

A by-product of combustion, carbon monoxide (CO) is invisible, tasteless, odorless, and is produced by all engines and gas heating and cooking appliances. The most common sources of CO on boats are gasoline engines, auxiliary generators and propane or butane stoves. These produce large amounts of CO and should never be operated while sleeping onboard. The hazard also may be created by a boat nearby whose exhaust fumes are entering your boat. Boats can also have potential issues due to the "station wagon effect" where engine exhaust fumes are captured in the vacuum or low pressure area, usually the cockpit and below deck. This effect can be created by the forward speed of the boat.

Boats underway should close all aft facing hatches and doors. The forward facing deck hatches should be open whenever possible to help pressur-

E27/E30 Port Head Compartment Window

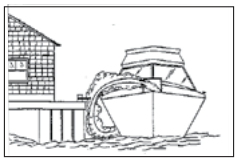
ize the living spaces of the boat. The canvas drop or aft curtain must be removed and the weather curtains should be opened or removed to increase air flow and maintain proper ventilation whenever the engines are running.

Under no circumstances should the engines be operating with side curtains closed and the aft curtain installed.

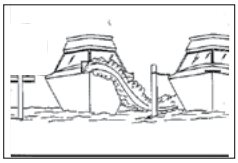
9.3 Maintenance

- Periodically lubricate all port window hinges and latch assemblies with a light oil.
- Lubricate head door hinges/slides, keep gaskets pliable and reduce the effects of weathering by using an automotive style protectant like Armor-All.
- Periodically clean and coat gasket materials with silicone to help keep them pliable.
- Head compartment portals, the windshield, and hardtop support frame glass can be scratched if not cleaned properly. Make sure to always dampen these areas with mild soapy water or glass cleaner before wiping clean. Never use a dry cloth on glass surfaces. Please refer to the Routine Maintenance chapter for more information.

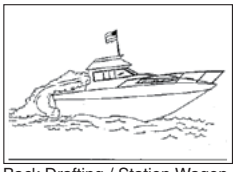
Extreme caution must be taken while at anchor or in a slip when an auxiliary power generator is operating in nearby boats. Nights where the wind is still can easily allow exhaust fumes, containing high concentrations of CO, from the generator an adjacent boat's generatorto enter your boat. The exhaust fumes may enter your boat through openings in canvas or windows.



Onboard Generator Exhaust - exhaust accumulates because of bulkhead.

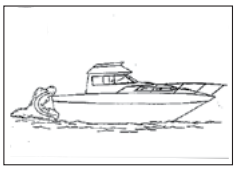


Nearby Generator Exhaust - wind carries exhaust to the other boat

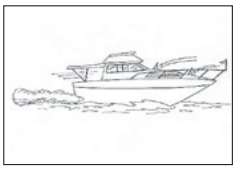


Back Drafting / Station Wagon Effect - at cruising speed with no forward ventilation

Back Drafting / Station Wagon Effect - at cruising speed with canvas closed



Slow Speed or Boat Stopped w/ engines running - CO can accumulate in cabin, cockpit & bridge



Desired Air Flow Through the Boat

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INTENTIONALLY

10.1 Deck Equipment

Rails and Deck Hardware
The rail system and hardware fittings have been selected and installed to perform specific functions. Hand rails are installed to provide a handhold in certain areas of the boat. You should make sure you keep at least one hand on the handholds as you move about the boat.

Fenders or mooring lines should be secured to the cleats or optional Phendor Pros; not to rails or stanchions. The cleats on your boat are retractable and flush with the deck when not in use. To use the cleats, pull up on the center of the cleat until it locks in the mooring position. Be sure a clear lead exists when running dock lines or anchor lines. A line inadvertently run around a stanchion or over the rail could cause damage.

NOTICE:
All fittings must be inspected periodically for loose fit or wear and damage. Any problems should be corrected immediately.

⚠ WARNING ⚠

MONTEREY BOATS ARE NOT EQUIPPED WITH HARDWARE DESIGNED FOR TOWING PURPOSES. THE MOORING CLEATS ARE NOT TO BE USED FOR TOWING ANOTHER VESSEL OR HAVING THIS BOAT TOWED.

Anchor/Rope Locker
The anchor locker is in the bow of the boat and accessed by removing the center bow cushion. The anchor line is always stored in the rope locker and there is an eye fitting to secure the bitter end of the anchor line. Always make sure the rope locker and deck hatch are closed and properly latched before getting underway.

If the anchor is stored in the anchor locker, it must be properly secured to prevent it from bouncing in the locker and causing damage to the hull or anchor locker. The anchor locker is designed for one fluke style anchor. Do not store additional anchors or any other heavy object in the anchor locker. Spare anchors and weights for floating markers will bounce and damage the hull or locker if they are stored there unsecured. Always store and secure additional anchors and weights in a

Retractable Cleat Deployed, Fuel Fill and Vent

E30 Bow Hand Rails

storage compartment in the cockpit, as far aft as possible.

CAUTION

A LOOSE ANCHOR IN THE ANCHOR LOCKER WILL BOUNCE AND CAN DAMAGE THE BOAT. THE ANCHOR MUST BE POSITIONED SO IT DOES NOT REST AGAINST THE HULL SIDES AND BE PROPERLY SECURED AT ALL TIMES WHEN IT IS STORED IN THE ANCHOR LOCKER. DAMAGE RESULTING FROM THE ANCHOR BOUNCING IN THE ANCHOR LOCKER IS NOT COVERED BY THE MONTEREY WARRANTY.

Periodically remove the anchor line from the locker, rinse it with fresh water and allow it to dry in the sun. Cleaning the anchor line regularly will reduce odors in the locker and increase the life of the line.

The line should also be inspected for abrasions or signs of deterioration. Replace the line if it shows any sign of damage or deterioration.

Optional Bow Ladder

A bow ladder is an available opition on your boat. To use the ladder, insert the top into the sockets provided on the forward deck. Fold out the rungs and lock the top side into the deck sockets. Make sure the ladder is removed and properly stored before getting underway.

Windshield

Your boat is equipped with heavy duty aluminum windshield with tinted glass.
If the boat is operated in saltwater, the windshield should be washed after each use with soap and water to keep it clean. Saltwater allowed to remain on the windshield frame will eventually begin to attack the aluminum and cause corrosion, usually around fasteners and hardware mounted to the windshield. Snaps or any hardware mounted to the windshield must be properly sealed and isolated with caulk or a Teflon sealer to prevent salty moisture and galvanic corrosion from damaging the frame. Poor maintenance or improperly mounted hardware, including canvas snaps, can void the warranty on the windshield.

Refer to the Routine Maintenance chapter for more information on the care and maintenance of anodized aluminum.

Optional Anchor Windlass and Integrated Bow Plate/Chute

10.2 Drum Windlass Assembly

A drum windlass is optional on the Elite 27 and Elite 30. The drum windlass is mounted in the forward hull. It can be accessed by removing the center bow cushion. The anchor is permanently stored on the hull stem. It is raised and lowered by the drum windlass. The anchor line is stored in the rope locker and routed out through the windlass to the anchor chain. At anchor, a bow cleat can be used secure the rope and chain. The drum windlass and motor can be accesed by removing the center bow cushion. The compartment also houses the windlass breaker. To secure the anchor in the up and stored position, raise the anchor until it seats firmly in the hull stem with the chain snug. Attach the chain binder to a link in the chain. Before getting underway after hauling the anchor, always make sure the binder is properly attached to the anchor chain link and the center bow cushion is secured in place.

The anchor is lowered by releasing the anchor from the cleat and pushing the "DOWN" momentary switch at the helm, or the remote switch in the bow under the bow cushions.

After the anchor is set, the windlass must not be left to take the entire force from the anchor line. Boats lying to their anchor in a high swell or heavy weather conditions will snub on the line. This can cause the anchor to become dislodged or apply excessive loads to the windlass. The line should be made fast to the anchor line cleat to relieve the load on the windlass. The use of a snubber line is an alternative as well.

The anchor is hauled in by releasing the line from the bow cleat and operating the "UP" control at the helm or with the remote in the bow. Once the anchor is retrieved, secure the anchor line to prevent it from being accidentally released. This is especially important while the boat is underway.

A partially lowered and loose anchor can cause considerable damage to the hull. Do not use a windlass as a sole means of securing an anchor. The windlass manufacturer provides an owner's manual with its product. It is extremely important that you read the manual and become familiar with the proper care and operation of the windlass.

Elite 30 Windshield and Hardtop Frame

Elite Hardtop Frame and Side Glass Inserts

Aft Hardtop Frame With Ski Tow

WARNING

A WINDLASS MUST BE USED WITH CARE. IT IS EXTREMELY IMPORTANT THAT YOU READ THE OWNER'S MANUAL AND BECOME FAMILIAR WITH THE SAFETY INSTRUCTIONS AND PROPER OPERATION OF THE WINDLASS BEFORE USING IT WITH YOUR BOAT. ALWAYS ENSURE THAT LIMBS, FINGERS, HAIR AND CLOTHING ARE KEPT CLEAR OF THE WINDLASS AND ANCHOR LINE DURING OPERATION.

WARNING

NOT USE A WINDLASS AS A SOLE MEANS OF SECURING A STORED ANCHOR. ALWAYS SECURE THE ANCHOR LINE TO A CLEAT OR CHAIN BINDER BEFORE OPERATING YOUR BOAT.

Periodically remove the anchor line from the locker, rinse it with fresh water and allow it to dry in the sun. Cleaning the anchor line regularly will reduce odors in the locker and increase the life of the line. The line should also be inspected for abrasions or signs of deterioration. Replace the line if it shows any sign of damage or deterioration. It is important to replace the anchor line with a new line of the type recommended or supplied by the windlass manufacturer.

10.3 Hull Equipment

Swim Platform and Stern Ladder

Your boat is equipped with an integral, fiber-glass swim platform located at the stern of the boat. The standard swim platform is equipped with a gelcoat non-skid surface. A synthetic teak

Optional Anchor Windlass and Bow Plate

E30 Anchor Windlass Remote (Port Bow Cooler

E27 Anchor Windlass Remote (Port Bow Coaming)

Anchor Locker With Drum Windlass

(SeaDek) inlay is optional. The synthetic teak surface is maintenance free other than routine cleaning.

A telescoping boarding ladder is recessed into a compartment in the swim platform below a special hatch on both sides of the swim platform. To use the ladder, make sure the engine is off and the steering wheel is turned straight ahead to move the props as far away from the ladder location as possible. Open the hatch, release the rubber bungee and rotate the ladder out of the recess to the down position. Pull to extend the ladder out to the open position. The ladder must be retracted and folded into the recess before starting the engine.

Hardtop Ski Tow Fitting

A ski tow fitting is integrated into the center of the aft hardtop frame.
The tow fitting is designed for pulling one averaged sized skier or wakeboarder. Always use high quality tow ropes with attachment loops when pulling wakeboarders or skiers. The tow rope should always be attached to the ski tow using the attachment loops and never tied to the ski tow or to any type of metal hook. Tied ski ropes are very difficult to remove and metal hooks will damage the ski tow and the fiberglass around it. Additionally, metal hooks can cause injury to your skiers if the metal hook breaks under the strain of the tow.

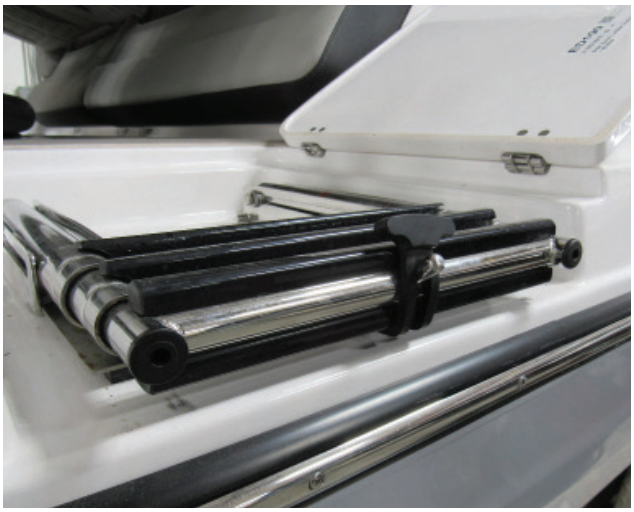
When attaching a tow rope using the attachment loops, hold the attachment loop in one hand and pull a length of rope on the handle side of the loop through the loop, creating another 6" loop. Slide the loop just created over the ski tow fitting and pull the handle side of the rope to tighten the loop around the tow fitting. This procedure will attach the rope securely to the ski tow, be easy to remove and will not come off if the skier or wakeboarder falls.

Refer to Water Skiing in the Operation chapter for safety information on operating the boat with a skier.

Elite Outboard Stern Compartments

A large storage compartment is located below the the aft sunpad. The compartment drains to thru-hull fittings in the hull side and is equipped with "dry deck" padding to allow for better drainage and air circulation in the compartment. A drain rail around the hatch channels water away from the compartment to the swim platform.

Aft Swim Ladder and Storage (2--Port and Starboard)



Boarding Ladder Stored and Secured With Rubber Bungee

E25 Outboard Aft Storage Compartment

Gas springs help lift the sunpad/hatch and hold it in the open position. A parrot latch secures it closed. Always make sure the sunpad/hatch is closed and latched before operating the boat.

Trim Tabs

Trim tabs are standard equipment on the Elite Series boat models. The trim actuators and planes are mounted to the hull at the transom and controlled by a switch panel at the helm. Refer to the Helm Control Systems chapter for additional information on the trim tabs.

Docking Lights

Located on the port and starboard bow above the bow eye, these lights provide lighting while docking or maneuvering in tight quarters at night. They are activated by the Docking Lights switch in the helm switch panel and should only be used during docking, mooring or anchoring situations. Never use docking lights while cruising. They are not legal for night navigation and may obstruct the visibility of the bow navigation lights to oncoming vessels.

Underwater Lights

LED underwater lights are mounted in the transom, below the water line. The lights are activated by the Underwater Lights switch at the helm and should only be used when the boat is in the water with the lights submerged.

Bow Eye and Bow Plate

The bow eye assembly includes a stainless steel bow plate that protects the hull from scuffs and scratches from the trailer bow roller. Whenever possible, the trailer bow roller should be adjusted so that it is positioned on the plate, just below the bow eye.

Burnewiin Deck Mounts

Burnewiin Mount With Rod Holder (Sold Separately)

10.4 Cockpit Hardware

Hatch Latches

Some of the hatches and doors in the cockpit are secured with special flush mounted, twist lock latches with handles that store flush in the latch. Others are secured with push to close latches. Gas charged springs are used on some hatches that help raise the hatches and hold them in the open position.

Elite 30 Aft Sunpad Compartments

The latch handles on the twist lock latches remain up when the latches are not secured. Always make sure the hatches are closed with the latches in the secured position and the handles folded flush before operating the boat above idle speed.

Elite 30 Port Aft Compartment

Elite 30 Port Aft Compartment

WARNING

IN CERTAIN CONDITIONS, OPEN DOORS AND HATCHES THAT ARE NOT SECURED PROPERLY CAN SLAM CLOSED UNEXPECTEDLY WHILE UNDERWAY AND CAUSE INJURY TO PASSENGERS OR DAMAGE TO THE BOAT. MOST DOORS AND HATCHES ARE EQUIPPED WITH GAS SPRINGS OR SPECIALIZED HINGES TO SECURE THEM IN THE OPEN POSITION. ALWAYS MAKE SURE THAT THESE HATCHES AND DOORS ARE PROPERLY SECURED WHENEVER THEY ARE IN THE OPEN POSITION.

Cockpit/Swim Platform Inlay (Optional)

Cockpit and swim platform inlay is an available option on all models. The inlay is custom made to each model. Cleaning and care instructions are included with the owner's packet.

Cockpit Table

A removable cockpit table mounts to a bracket on the aft bench seat base or on the base of the forward bow seating. A spring loaded pin in the side of each mounting bracket secures the table pedestal in the bracket and prevents them from coming loose while in use.

To use the table, remove the table and pedestal from the head. Pull the safety pin in the side of the mounting bracket and insert the pedestal base firmly in the bracket. Then release the pin and make sure it extends into the pedestal base to secure it. Install the table on the pedestal. Reverse the process to remove the table.

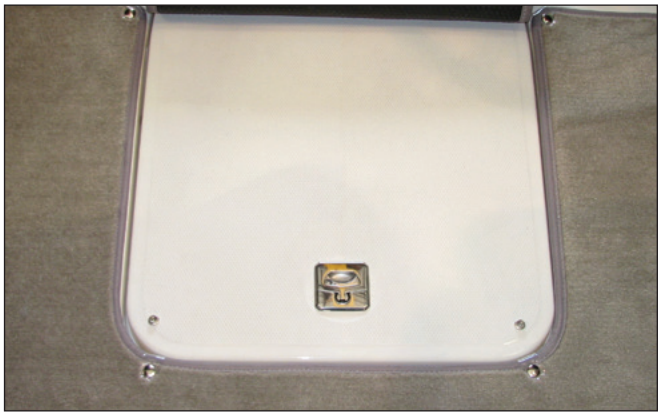
The table should only be used while at running at slow speeds, at the dock or at anchor. Always remove and properly stow the table and pedestal before cruising or pulling skiers or wakeboarders.

Table Storage

The table and leg are stored in a mounting bracket in starboard side head compartment behind the toilet. Notches in the mounting bracket prevent the table from sliding out while the boat is underway.

To prevent damage to the table or storage compartment, make sure it is properly seated and latched in place when it is stored in the mounting location.

Underwater Light, Typical Port and Starboard



Typical Twist Lock Latch - Latched With Handle Folded Flush

E25 Outboard Table Storage, Forward Head Compartment

10.5 Cockpit Features

Side Storage Compartments

There are are storage compartments on both sides of the cockpit below the gunnels. They provide storage for lines or small items. There are also drink holders conveniently located near all seating areas.

Aft Bench Seat/Bilge Access

The aft bench seat provides passenger seating in rear of the cockpit. The multipositon backrest allows for forward facing and aft facing seated positions. It can also be folded down to form a large sunpad.

The bolster is raised by lifting the front edge and raising the hinged support until it aligns with the notches in the bolster base. Insert the support into the notches while pushing the bolster forward toward the support until it is fully seated in the bolster base.

The backrest bolster is lowered by pushing the top of the cushion toward the rear of the boat with one hand while holding the support with the other. When the support is clear of the bolster, fold it against the bottom of the bolster recess and lower the bolster into the recess until it is flush with sunpad.

For the safety of your passengers, always make sure the backrest bolster is folded to the full down position and that no one is on the sunpad whenever the engine is running and/or the boat is underway. Never allow someone to be on the rear facing lounge seat or the sunpad when the engine is running.

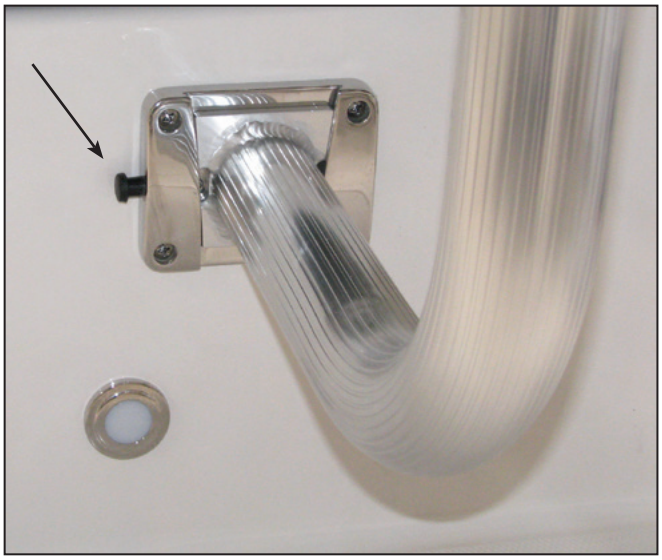
Storage compartments below the aft bench seat are lined with dry deck material that allows for air circulation around wet items. The compartment also contains access to the batteries, remote controlled battery switches, fuel tank fittings, and bilge pumps. The front of the aft bench cushions are secured with parrot latches that require a firm upward pull to release and a firm downward push to latch the seat.

Helm Seats

The helm seats are equipped with a flip up bolster to provide more room between the seat and helm or dash area. The bolster converts the seat to a raised seating position and allows the operator and passenger to select the standard seating height or

Typical Twist Lock Latch - Not Latched With Handle Up

E27 Cockpit Table



Spring Loaded Pin In Side Mount

a higher position for better visibility when needed. To convert the seat to the raised cushion position, lift the front of the seat cushion to raise the bolster and push it back above the seat cushion.

The helm and passenger seats adjust fore and aft. Lifting the lever located at the front of the seat base allows the seat to be adjusted fore and aft. The standard helm seats on the Elite 27 model are equipped with a swivel feature that allows them to rotate to an aft-facing arrangement.

Helm

The steering, engine controls, engine instruments and switches for exterior equipment and navigation lights are located in the digital display. The helm station is designed to provide good visibility and a functional control station.

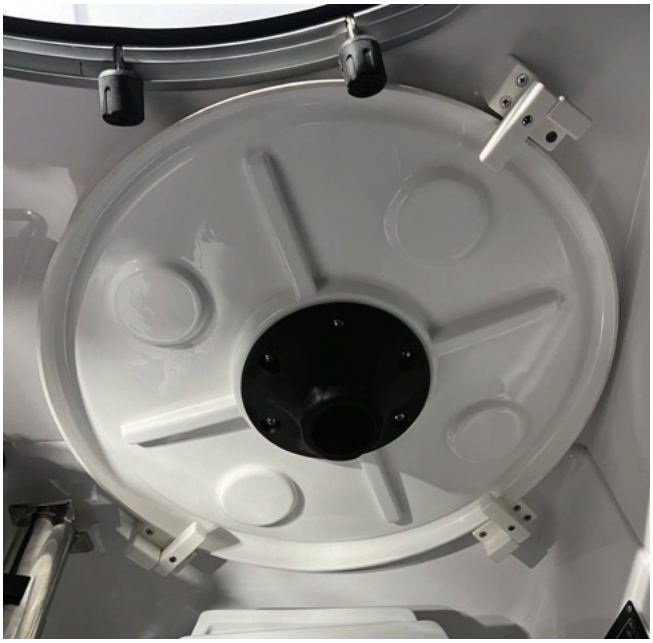
The steering wheel is located on the port side helm. The engine shift and throttle control located on top of the console that runs between the driver and passenger seats. A small accessory switch panel is located in the port dash corner. Those switch functions can also be controlled through the digital display. Engine ignition switches are located inside the console armrest on the E30 and on the aft face of the armrest on the E27 model. Once the ignition key(s) are in the "on" position, the boat can be started with the start/stop push-button on the side of the controls.

Bow Floor Storage Compartment

There is a large storage compartment located below the cockpit floor in the bow area (E27 and E30). The compartment drains to the bilge and is equipped with "dry deck" padding to allow for better drainage and air circulation in the compartment. A drain rail around the hatch channels water away from the compartment to the bilge. A gas spring holds the hatch in the open position and a flush twist latch holds it closed. The handle on the twist lock latch remains up when the latch is not secured. Always make sure the hatch is closed with the latch in the secured position and the handle folded flush before operating the boat above idle speed.

Bow Seats and Storage Compartments

The bow area is equipped with seats, a handrails and built in drink holders that drain to the bilge.



E27/E30 Table Mounting Location In The Starboard Head

E27/E30 Table Leg Secured With Clips In the Head

The anchor locker and retractable forward boarding ladder are located in the forward bow seating area. There are storage compartments below each seat cushion that house carry-on coolers. All bow storage compartments drain to the bilge.

The side seat cushions are secured with gas springs that allow the them to be pulled upward and remain open for access to the coolers below.

The area is illuminated by LED courtesy lights recessed into the seat bases. The lights are activated by the Cockpit Lights switch in the helm switch panel. The Elite 30 also has RGB accent lighting that can be customized and controlled using the digital helm display.

The optional cockpit table pedestal mounts to a bracket on the forward seat base. Refer to the cockpit table section in this chapter for instructions on installing the table.

Always make sure passengers in the bow seating area are properly seated before operating the boat above idle speed. The passengers also should not be restricting the forward visibility of the operator.

WARNING

PASSENGERS RIDING IN THE BOW SEATING AREA WHILE CRUISING COULD RESTRICT THE OPERATOR'S VISIBILITY. THIS IS A FREQUENT CAUSE OF ACCIDENTS. POSITION PASSENGERS SO THEY DON'T BLOCK THE OPERATOR'S VISIBILITY OR MOVE THEM TO SEATS IN THE MAIN COCKPIT WHILE THE BOAT IS CRUISING.

Elite 30 Sunpad With Articulating Backrests

Elite 30 Sunpad Folded Down

Elite 30 Sunpad/Bench Seat With Built In Cupholders

10.6 Cockpit Equipment

Transom Door

The door is secured automatically in either position by a magnetic latch system. To use the door to close off the walkway to the platform, swing the door open until it latches in the transom door position. To close, swing the door back until it latches onto the magnet in the deck coaming. This will open the walkway for access to the swim platform and engine(s).

The walkway to the swim platform should be open only when the boat is not in motion. It is important for the safety of your passengers that the door be latched in the closed position when the boat is underway.

NOTICE:
Periodically inspect the transom door fittings for wear, damage, or loose fit. Any problems should be corrected immediately.

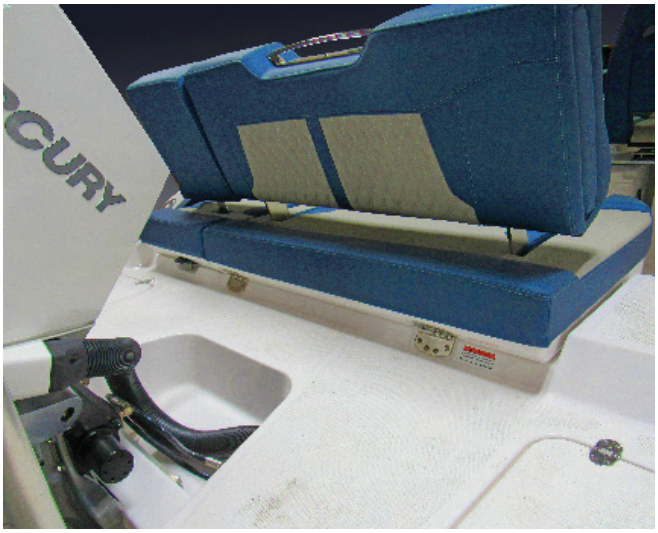
WARNING

OPERATING THE BOAT UNDER POWER WITH THE TRANSOM DOOR OPEN MAY ALLOW PERSONS TO FALL OVERBOARD AND INTO BOAT PROPELLERS OR TO BE LOST IN OPEN WATER. ALWAYS CHECK TO MAKE SURE THE TRANSOM DOOR IS PROPERLY CLOSED AND SECURED BEFORE STARTING THE ENGINE AND NEVER OPERATE THE BOAT UNDER POWER WITH THE TRANSOM DOOR OPEN.

Helm Seats and Console, E30

E27 Swivel Helm Seats Facing Aft

E30 Aft Facing/Observer Seat & Cooler Storage



E25 Aft Bench Seating

Cockpit Storage Compartments (Elite 30)

Lockers with latching access doors are located on both sides of the console in the deck coaming. The starboard side locker includes a fresh water washdown hose and sprayer. There are two storage areas beside the port and starboard bow cushions as well as storage compartments behind the bow backrests.

WARNING

DO NOT STORE FUEL OR FLAMMABLE LIQUIDS IN THE TRANSOM STORAGE COMPARTMENT. VENTILATION WAS NOT PROVIDED FOR EXPLOSIVE VAPORS.

The back of the helm station is accessed through a hinged door in the upper section of the head compartment. The panels provide access to service the digital display, amplifiers, C-zone system, accessory switch panels and other components installed in the helm. The circuit breakers or fuses that protect the circuits activated by the helm switches and the electronics are located in a panel beside the access door in the head.

Head Compartment Door

A large head compartment is located forward of the helm station. It is a molded fiberglass door secured with a lockable push to close latch provides access to the compartment.

The door could be damaged or could injure a passenger by the motion of the boat if it is allowed to swing free. It should be in the closed position and latched when not being used, particularly in rough water and whenever the boat is underway. When closing the door, make sure you push the door against the door jam with enough pressure to allow the latch to secure the door. Periodically clean and lubricate the latch to protect it from corrosion and help keep it operating properly.

The head compartment is designed to accommodate a portable marine toilet or a porcelain marine toilet with a holding tank. Refer to the Interior Equipment chapter for additional information on head compartment equipment and operation.

E25 Bow Seating

E27/E30 Head Door Bench Seat

Head Door/Bench Seat

CAUTION

NEVER LEAVE THE HEAD DOOR UNLATCHED. THE HEAD DOOR IS HEAVY AND SWINGS EASILY. IF THE DOOR IS LEFT UNLATCHED, IT COULD SWING UNEXPECTEDLY AS THE BOAT ROCKS, DAMAGING THE DOOR OR CAUSING AN INJURY TO A PASSENGER. TO AVOID INJURY TO PASSENGERS OR DAMAGE TO THE BOAT, ALWAYS CLOSE AND SECURE COMPARTMENT DOOR WHENEVER THE HEAD COMPARTMENT IS NOT BEING USED, THE BOAT IS IN MOTION OR IN ROUGH WATER CONDITIONS.

Elite 27 and Elite 30 Accessory Switch Panel

Bow Seats and Storage Compartments

The bow area is equipped with seats, a grab rail and built in drink holders that drain to the bilge. The anchor locker and retractable forward boarding ladder are located just forward of the bow seating area. The area is illuminated by LED lights recessed into the seat bases. The lights are activated by the Cockpit Lights switch in the helm switch panel.

Bow filler cushions are an available option. When installed, the removable filler cushions convert the bow seating area into a sunpad. The seat cushions rest on molded fiberglass supports on each side of the bow seating area

USB Charging Port, Starboard Dash

WARNING

PASSENGERS RIDING BOW SEATING AREA WHILE CRUISING COULD RESTRICT THE OPERATOR'S VISIBILITY. THIS IS A FREQUENT CAUSE OF ACCIDENTS. POSITION PASSENGERS SO THEY DON'T BLOCK THE OPERATOR'S VISIBILITY OR MOVE THEM TO SEATS IN THE MAIN COCKPIT WHILE THE BOAT IS CRUISING.

E30 Helm

Wet Bar

The wet bar is equipped with a sink, trash can, cup holders and a drop in cooler under the aft facing bench seat (E30 only). The counter top and sink cover is built from a polished solid surface material.

The sink is plumbed to the fresh water system and is drained by gravity to a thru hull fitting in the hull side above the waterline. To use the sink, remove the sink cover, then rotate the faucet to

the operating position and make sure the Water Pump breaker is turned on. The faucet works like faucets in your home when the fresh water system is activated. Always lower the faucet to the stored position and replace the cover when the sink is not being used.

10.7 Canvas Options

The canvas for Monterey boats is custom fit to each boat. An optional bow cover protects the seats and equipment forward of the windshield.

Your boat may also be equipped with a console cover, helm seat cover, or an aft seat cover.

A full mooring cover is also offered as an option for the Monterey Elite models. Please contact your dealer if you have questions about available canvas options for your boat.

Special care must be taken when mounting additional hardware to the hardtop frame particularly when the boat is being used in saltwater. Fasteners will require fiber washers and sealing with caulk or Tef Gel to isolate the fastener from the aluminum and prevent damage to the paint or anodizing when the fastener is installed. Periodically applying automotive or boat wax to the hardtop frame will provide additional protection from the harsh effects of saltwater and ultraviolet rays.
Hardtop and frame should be washed with soap and fresh water after each day of boating in saltwater. Refer to Anodized Aluminum or Powder Coated and Painted Aluminum in the Routine Maintenance chapter for additional information on maintaining aluminum fabrications.

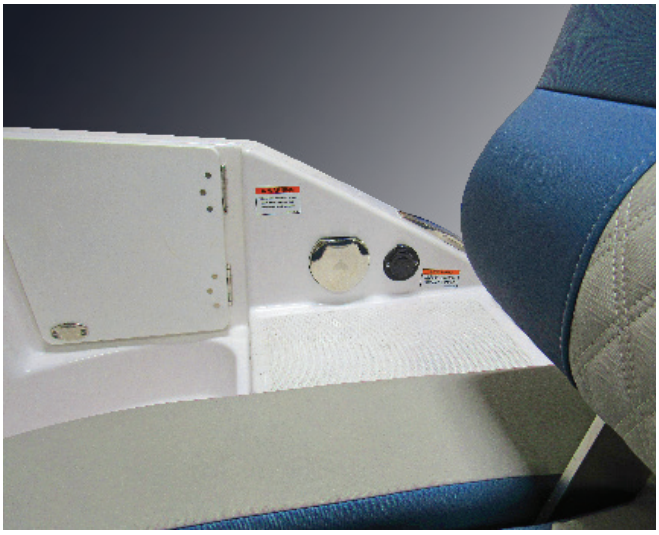
E30 Bow Floor Storage Compartment

E27/E30 Bow Seat Storage With Carry On Cooler (2)

E30 Storage Compartments Behind Bow Backrests (2)

E25 Storage Transom Door With Magnetic Latch

Elite 30 Trash Compartment (Port Wetbar)



E25 Storage Transom Shower and Charger Inlet

E27 Sunpad Bolsters Facing Aft

E25 Aft Seating

E27 Helm and Controls

E25 Romovable Aft Seat Back

E25 Helm

E25 Helm Seats

11.8 Optional Air Inflator System

Your boat may be equipped with an optional air inflator system for water toys and other inflatable items. The inflator has the ability to inflate to a pre-specified target pressure, so it is important to always know the capacity of the item you are connecting to the system. This is usually printed on the surface of the inflatable. The system also has a variety of nozzles supplied for various inflatables. Please refer to the air inflator system manual for operation instructions.

Deck Mounted Air Inflator Controls

Air Inflator System Inlet/Outlet

E27 Wetbar and Aft Cockpit Seating

Button	Function
	Power On / Off
	Increase Target Pressure
	Decrease Target Pressure
	Confirm / Start / Stop
	PSI / BAR Selector

Elite 30 Key Switches in Armrest Compartment

Elite 30 Wetbar Fold Away Towel Rack

E25 Forward Lounge/Sliding Head Door

Elite 27/30 Head Door, Forward Bow

E25 Forward Lounge/Sliding Head Door

USB Charging Port and Aft Cockpit Bluetooth Stereo Remote

E27/E30 Bow Storage Compartment With Drop-In Cooler

11.9 Hardtop And Frame

Your Monterey boat is equipped with a hardtop that includes an aluminum frame integrated with the windshield. Please note that the fiberglass hardtop is not designed to support the weight of heavy add-on equipment. It can be equipped with radar domes, antennas, and various other navigational aides. If you're considering adding equipment to your hardtop, please contact Monterey customer service before you proceed. Certain alterations can void your warranty if the changes are not supervised by the factory customer service and engineering departments.

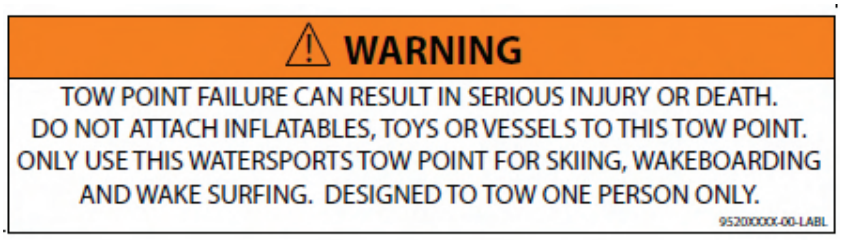
Also note that the hardtop frame requires certain maintenance procedures to keep it functioning properly. Some important things to remember:

Drilling into the frame and attaching hardware may promote deterioration and failure of the frame. Certain dis-similar metals can cause corrosion and damage the structure. Always consult Monterey customer service before adding any equipment.

The aft part of the hardtop framing is equipped with a standard watersports tow point. Never tow more that one person at a time and do not use the tower for pulling inflatables, water toys, or other vessels.

Make sure to check the hardtop frame attachment points for loose bolts and/or corrosion before each use. Also check the welds at the tow point and tower framing for fatigue on a regular basis. If you see signs of cracking or corrosion, do not use the tower until you have corrected the issues.

A warning label like the one displayed below is posted near the watersports tow point.



E30 With Optional Bow and Aft Shades

Hardtop/Windshiled Frame Assembly

11.1 Head Compartment

Head Compartment

The Elite outboard models are equipped with a head compartment. The compartment is equipped with a sink that has a retractable water hose and spray handle. These models have cold water showers and the compartment drains to the bilge.

The vanity counter top is made of quality solid surface material and there is storage below the sink and the vanity. Lighting is provided by a 12 volt overhead light activated by the light switch on the side of the light fixture.

Ventilation into the compartment is provided by port lights located on both sides of the console head area.

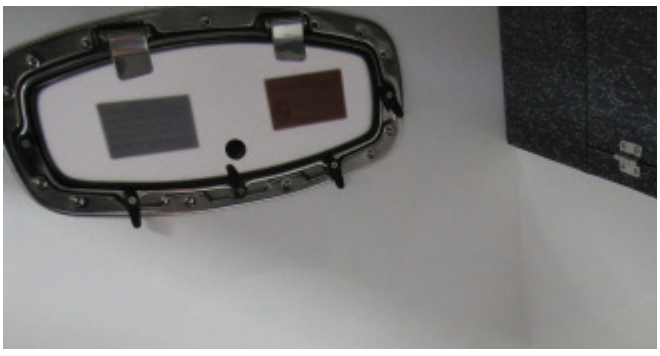
The vanity door and other cabinets in the compartment are secured with a dual action, push to lock latch. To open a cabinet door, push on the latch knob. The knob is spring loaded and will pop out one inch, providing a finger hold and release the dead bolt on the latch mechanism. A slight pull is required to release the friction latch and open the door. The door will be held closed by the friction latch while at anchor or at the dock. To close and secure the door for cruising, make sure it is completely closed and push the knob in. The knob will stay in and the locking mechanism will be activated.

An access panel at the rear of the head compartment provides access to the back of the helm panel and to the fuses in the power management module.

There is also an access panel near the floor that allows you to service the forward sump and the fuel tank connections.

E27/E30 Head Compartment Door and Latch

E27/E30 Head Compartment Door and Latch



E25 Head Compartment Window/Vent

11.2 Marine Head Systems

Portable Head System

The portable head is standard on the Elite 25 and 27 outboards. The system is made up of two major components, an upper tank and a lower tank. The upper tank contains the fresh water supply, a bellows pump, a seat and the lid. The bottom tank contains the flush valve, waste holding tank, a chemical storage compartment and the drain nozzle. The components are secured together by a clamping mechanism when the portable head is ready for use.

To use the portable head, add the recommended amount of holding tank deodorant to the waste tank and fill the fresh water tank. To flush after use, pull the waste valve handle straight out, then press the flushing bellows one or more times to rinse. To close and seal the waste holding tank, simply push the valve handle all the way in. Monitor the level in the waste tank and empty as necessary.

In some areas the law requires that all heads be equipped with a deck mounted pump out system to evacuate the waste with a dockside pump. Boats with a head pump out will be equipped with a deck fitting marked "WASTE" located on the deck. The E26 E27 are also offered with an optional electric head with holding tank and a pumpout fitting.

Portable Toilet Maintenance

To keep your portable head operating properly it must be emptied and properly cleaned periodically. Please refer to the manufacturer owner's manual for detailed instructions on the proper operation of your portable head.

NOTICE:
In some areas the law requires a waste pump out system on portable heads. If your boat is equipped with the waste pump out system, make sure you know the laws for the your local waterways before modifying or removing the pump out system.

The portable head must be properly winterized before winter lay-up or for cold weather use. Please refer to the manufacturer owner's manual for winterizing and cold weather instructions

Port Side Head Sink

E27/E30 Starboard Head Compartment

Electric Marine Head System

A 12 volt electric marine toilet is provided as optional equipment on the Elite 25/27, standard on the Elite 30 model. The toilet is connected to the pressurized fresh water system which results in less odor in the head compartment. It has an automatic pumping device that fills and empties the bowl. To activate the system, push the "fill" button on the control panel. Once enough liquid is dispensed, push the "flush" button on the panel. LED indicator lights on the control panel show the status of the waste tank. Additionally, the system uses very little water, approximately 2.27 quarts (2.5 liters) per flush.

Electric Toilet

Pressing the "Fill" button on toilet control panel adds a preset amount of water to wet the bowl and prepare for flushing. After using the toilet, pressing the "Flush" button starts an automatic flushing cycle that moves the waste to the holding tank. A warning light in the control panel illuminates when the holding tank is full. When this LED indicator is lit up, the system is "locked out" and flushing is not availble until the waste tank is emptied.

Waste Tank Control Panel With LED Indicators

The head waste system contains an integrated, high-speed turbine grinding pump (macerator) that transfers waste to the holding tank where it remains until it is pumped out by a waste dumping station or it can alternatively be emptied in unrestricted areas via the waste seacock in the hull.

Please refer to the toilet manufacturer owner's manual for more information on the operation of the marine head system.

NOTICE:
In many areas it is illegal to flush head waste directly overboard. Violation of these pollution laws can result in fines or imprisonment. Always know the law for the areas in which you boat. Never dump head or holding tank waste overboard illegally.

Elite 25 Outboard Head Compartment

Head System Holding Tank

The holding tank is located in the bilge below the cockpit floor beneath the helm. When the tank is full, the light on the toilet control panel will be lit, indicating that flushing is "locked out". The tank must either be pumped out by an approved waste dumping station through the waste deck fitting or the via overboard discharge seacock.

To pump out the holding tank with the overboard waste discharge system, open the valve at the dis-

charge thru-hull fitting (seacock) and activate the momentary Macerator switch in the Waste control panel. Monitor the fluid level closely as the tank is pumped. Release the switch and to turn off the discharge pump when pumping is complete, then close the seacock at the thru-hull fitting.

NOTICE:
Monitor the pumping operation as the overboard discharge drains the holding tank. Be prepared to turn the pump off immediately when draining is complete. It does not shut off automatically and damage to the pump motor could result if left "on" after the tank is drained.

NOTICE:
In order to comply with current State, Federal and Coast Guard regulations, the Overboard Discharge Valve must be off and secured with a lock or wire cable tie strap whenever the boat is operating in areas in which the discharge of sewage is prohibited.

CAUTION

IN MANY AREAS IT IS ILLEGAL TO PUMP HEAD WASTE DIRECTLY OVERBOARD. VIOLATION OF THESE POLLUTION LAWS CAN RESULT IN FINES OR IMPRISONMENT. ALWAYS KNOW THE LAW FOR THE AREAS IN WHICH YOU BOAT. NEVER DUMP HEAD OR HOLDING TANK WASTE OVERBOARD ILLEGALLY.

Head System Maintenance
The head should be cleaned and inspected for leaks regularly.

The holding tank should be pumped out and flushed as needed. Periodically add chemical to the holding tank to help control odor and to chemically break down the waste. See the head manufacturer owner's manual for additional operating and maintenance information.

The vent hose for the holding tank is equipped with a charcoal filter to reduce odor from the holding tank. The filter should be changed once a year or if the holding tank has become overfilled, which will plug the filter and could cause damage to the waste system.

NOTICE:
The head system must be properly winterized before winter lay-up. Please refer to the Seasonal Maintenance chapter and the manufacturer owner's manual for winterizing instructions.

12.1 Exterior Hull and Deck

Hull Cleaning Below The Water Line

When the boat is removed from the water, clean the outer bottom surface immediately. Algae, grass, dirt and other marine growth is easier to remove while the hull is still wet. Use a pressure cleaner or a hard bristle brush to clean the surface.

Marine Growth, Bottom Paint and Osmosis Blistering

If the boat is to be left in saltwater for extended periods, the hull must be protected from marine growth by antifouling paint. Because of variations in water temperature, marine growth, and pollution in different regions, your dealer should be consulted when deciding what bottom paint system to apply to your hull. This is extremely important as pollution and marine growth can damage fiberglass hulls.

Your Monterey hull is manufactured using state-of-the-art materials and processes. A layer of resin with high density and superior adhesion properties provides an exceptionally effective barrier to osmotic blistering. Osmosis is caused by a chemical reaction between water and substances in the hull laminate below the waterline. If water breaches the exterior gelcoat and barrier layer, it can react with the chemical components in the laminate creating acidic substances. These substances create pressure behind the gelcoat which causes blisters.

CAUTION

SANDBLASTING THE HULL BOTTOM TO PREPARE FOR BOTTOM PAINT IS NOT RECOMMENDED. THIS WILL DAMAGE THE FIBERGLASS LAMINATE AND VOID THE HULL WARRANTY. WE RECOMMEND USING A FIBERGLASS WAX REMOVER, THEN SANDING THE BOTTOM TO SCUFF THE GELCOAT SURFACE. THE INSTRUCTIONS AND RECOMMENDATIONS OF THE BARRIER COATING AND ANTIFOULING PAINT MANUFACTURERS SHOULD BE FOLLOWED EXACTLY.

CAUTION

BARRIER COATINGS AND BOTTOM PAINT SHOULD BE APPLIED ONLY BY QUALIFIED MARINE PROFESSIONALS IN A BOAT YARD OR DEALERSHIP THAT SPECIALIZES IN THEIR APPLICATION. USE ONLY STANDARD, HIGH QUALITY ANTIFOULING PAINTS AND BARRIER COATINGS FROM NAME BRAND MANUFACTURES SUCH AS INTERLUX AND PETTIT.

CAUTION

DO NOT ALLOW THE HULL ANTIFOULING PAINT TO CONTACT THE OUTBOARD ENGINE. MOST ANTIFOULING PAINTS DESIGNED FOR HULL BOTTOMS CONTAIN COPPER AND CAN CAUSE SEVERE GALVANIC CORROSION DAMAGE TO THE OUTBOARD ENGINE. USE ONLY ANTIFOULING PAINT DESIGNED FOR USE WITH OUTBOARD MOTORS. ALWAYS LEAVE A ONE INCH BARRIER BETWEEN THE HULL BOTTOM PAINT AND ENGINE.

Most bottom paints require some maintenance. Proper maintenance is especially important when the boat is in saltwater and not used for extended periods or after dry storage. If the hull bottom has been painted with antifouling paint, contact your dealer for the recommended maintenance procedures.

Sacrificial Anodes

Sacrificial anodes are installed on the outboard engine's lower unit. Additional anodes are installed on the trim tab planes.

The anodes are less noble than copper based alloys, aluminum, cast iron and stainless steel. They will deteriorate first, protecting the more noble engine and underwater hardware against galvanic corrosion. Anodes should be checked monthly and changed when they are 75% of their original size. Additionally, anodes that are subjected to frequent wetting and drying require periodic scraping with sandpaper to remove scale and oxidation to maintain their effectiveness.
When replacing the anodes, make sure the contact surfaces are clean, shiny metal and free of paint and corrosion. Never paint over the anode. The bonding system should be inspected by a qualified marine electrician once a year to make sure all connections are sound and there is continuity throughout the system.

Boats stored in saltwater will normally need to have the anodes replaced every 6 months to one year. Anodes requiring replacement more frequently may indicate a stray current problem within the boat or at the slip or marina. Anodes that do not need to be replaced after one year may not be providing the proper protection. Loose or low quality anodes could be the problem. There could also be a problem in the bonding system. Contact your dealer for the proper size and type of anodes to be used and the specific installation procedure.

NOTICE:
Your Mercruiser product has been shipped with Aluminum anodes. Aluminum is effective in both saltwater and in fresh water. If you will be boating in saltwater exclusively, we recommend switching the anodes to Zinc. If you will be boating in fresh water exclusively, we recommend switching the anodes to Magnesium. Using the recommended anode is more critical when stainless steel propellers are installed. Consult your dealer or the engine manufacturer for information on the proper anode for your boating area.

Engine Anodes: One On The Transom Plate, Another On The Gear Housing

Elite 27/30 Trim Tab Plane With Sacrificial Anode

Fiberglass Gelcoat Surfaces

- Keep the gelcoat surfaces out of direct sunlight or covered when boat is not in use.
- Wash gelcoat frequently (daily in salt or polluted environments) with mild detergent and plenty of fresh water. Remove any stains quickly. Gelcoat is microscopically porous, so long term staining may become permanent.
- Regularly wax gelcoat surfaces with marine grade wax recommended for fiberglass finishes in the spring and fall. (Monthly in salt or polluted environments) The washing and waxing of your boat will have the same beneficial effects as they have on an automobile finish. The wax will fill minute scratches and pores thus helping to prevent soiling and will extend the life of the gelcoat.

DON'TS

- Do not use plastic or other nonporous (nonbreathable) materials to cover gelcoat surfaces. Trapped moisture from condensation can cause gelcoat damage. Shrink wrap storage covers must be properly ventilated, including hull sides.
- Do not use abrasives, bleaches, ammonia, acids, harsh detergents or highly alkaline (high PH) cleaners. See your dealer for special marine formulations. Harsh abrasive and chemical cleaners are not recommended because they can damage, stain or dull the gelcoat, reducing its life and making it more susceptible to stains.
- NEVER apply wax or buffing compound to a gelcoat surface in direct sunlight.
- Do not attempt to remove stains and scratches. Chalking, stains, and minor scratches can be removed in most cases with careful rubbing and polishing with appropriate chemicals and is best done by a professional - see your dealer.

After the boat is exposed to the direct sunlight for a period of time, the color in the gelcoat tends to fade, dull or chalk. A heavier buffing is required to bring the gelcoat back to its original luster. For power cleaning use a light cleaner. To clean the boat by hand, use a heavier automotive cleaner. Before cleaning the surfaces, read the instructions given with the cleaner. After cleaning the surfaces, apply wax and polish all fiberglass surfaces except the nonskid areas.
If the fiberglass should become damaged and need repair, contact your dealer for an authorized repair person to make the repairs.

Stainless Steel Hardware

Marine grade stainless steel components such as hardware, cleats, eyes and rails offer superior corrosion resistance. When properly maintained, stainless steel will not rust or stain, even in harsh saltwater environments. However, if not maintained, stainless steel can rust, discolor or even corrode. The following guidelines will help keep stainless steel looking good for years to come.

DO'S

- Clean stainless steel frequently (daily in salt or polluted environments) with mild soap and plenty of water. Any cleaner safe for use on glass is usually safe for stainless.
- Remove rust spots (especially around welds) immediately with a brass, silver or chrome cleaner. Irreversible pitting will develop under rust allowed to remain on stainless for any period of time.
- Remove rust stains on gelcoat. See dealer for recommended product.
- Protect stainless with waxes or polishes suitable for marine use.

DON'TS

- Do not use coarse abrasives like sandpaper or steel wool which may actually cause rusting.
- Do not use acids or bleaches which may etch the naturally occurring protective coating.
- Do not leave stainless steel in contact with iron, steel or other metals which cause contamination leading to rust or corrosion.

Stainless Steel Hardware

Most of the stainless steel hardware on your boat is made of polished stainless steel. In order to ensure that your stainless steel maintains its beautiful finish, it is critical that you care for it properly.

GEMLUX MAINTENANCE INSTRUCTIONS

Job	Cleaning Agents	Method	Comments
Routine Cleaning	Soap and Water	Apply with a sponge or soft cloth. Dry area completely.	Once your stainless is free of discoloration and/or bleeding, spray GEMLUX Passivation Solution directly onto stainless. Allow to cure for 30-60 seconds. Rinse with fresh water and dry the area. This solution will help re-passivate the stainless steel.
Stubborn stains, discoloration or bleeding	GEMLUX Cleaning Wax	Apply with soft, dry cloth.	

⚠ CAUTION ⚠

YOUR STAINLESS STEEL CAN BE DAMAGED BY EXPOSURE TO ACIDS AND OTHER CORROSIVE AGENTS FOUND IN MANY CLEANING PRODUCTS. A PARTIAL LIST OF ADDITIVES THAT MAY CAUSE STAINING AND A WEAKENING OF THE FINISH IS PROVIDED BELOW. USE OF THESE AND OTHER SIMILAR SOLUTIONS TO CLEAN YOUR BOAT CAN CAUSE YOUR STAINLESS STEEL TO BLEED AND WILL VOID YOUR WARRANTY.

Cleaning agents ***not recommended*** for your stainless steel hardware:

Chlorsuphonic Acid	Sodium Hypochlorite
Ferrous Lodide	Sulphuric Acid
Hydrobromic Acid	Muriatic Acid
Iodine	On & Off Cleaner
Sodium Chlorite	Rust StainsAway
Sulphur Chloride	Ferrous Chloride
Bleach	Hydrochloric Acid
Comet	Hydrofluoric Acid
EZ-ON EZ-OFF Cleaner	Sodium Bifluoride
Ferric Chloride	Stannic Chloride
Fluorine	SnoBol
Hydrofluosilicic Acid	Soft Scrub
Silver Chloride	Marine Spray Nine

When using the boat in saltwater, the hardware should be washed with soap and water after each use. Frequent cleaning of your stainless steel with soap, water and a quality cleaning wax will help maintain the finish. Always rinse the metal thoroughly with clean water and dry completely. Clean soft cloths or pads should be used. The use of steel wool pads or other highly abrasive brushes or sponges are not recommended and will damage the surface.

Contamination of the surface by chemicals, dirt or other material hinders the passivation process and traps corrosive agents, thus reducing corrosion protection. If your stainless is exposed to such chemicals it should be re-passivated with Gemlux Passivation solution.

For purchase information on the Gemlux Cleaning Wax or Gemlux Passivation Solution, please contact Gemlux at: Phone: 888-436-5891 Fax: 904-269-5905 or on the web at www.gemlux.com.

⚠ CAUTION ⚠

UNDER NO CIRCUMSTANCES SHOULD ANY ABRASIVE MATERIALS SUCH AS SANDPAPER, BRONZE WOOL, OR STEEL WOOL BE USED ON STAINLESS STEEL. DAMAGE TO THE HARDWARE WILL RESULT.

Anodized Aluminum Surfaces

Anodized aluminum should be washed periodically with soap and water to keep it clean. If the boat is used in saltwater or polluted water, the aluminum should be washed with soap and water after each use. Saltwater allowed to remain on anodized aluminum will penetrate the anodized coating and attack the aluminum.

If your boat is used in saltwater and equipped with a fiberglass hardtop with aluminum frame,

it will require special attention to the anodized aluminum just below the hardtop. This area is subject to salt build up from salty condensation and sea spray. It is also frequently overlooked when the boat is washed and will not be rinsed by the rain. Consequently, the aluminum just below the hardtop is more likely to become pitted than the exposed aluminum on the structure. Make sure the aluminum in this area is washed frequently with soap and water and rinsed thoroughly. Pay particular attention to places where the frame and the fiberglass meet.

Once a month coat the entire frame with a metal protector made for anodized aluminum to protect against pitting and corrosion caused by the harsh effects of saltwater. Do not use automotive or boat wax designed for paint or gel coat on anodized aluminum. The wax can contaminate the aluminum and damage the anodized surface.

⚠ CAUTION ⚠

ONE DRAWBACK TO METAL PROTECTORS IS THAT THEY CAN MAKE THE METAL SLIPPERY. THEREFORE, METAL PROTECTORS SHOULD NOT BE USED ON TOWER LADDERS, STEERING WHEELS AND OTHER AREAS WHERE A GOOD GRIP AND SURE FOOTING IS IMPORTANT.

Stains can be removed from anodized aluminum with a metal polish or fine polishing compound. To minimize corrosion, use a caulking compound or Teflon based sealer to bed hardware and fasteners mounted to aluminum fabrications. If the anodized coating is badly scratched it can be touched up with paint. With proper care, anodized aluminum will provide many years of service.

Powder Coated or Painted Aluminum

Powder coated or painted aluminum should be washed periodically with soap and water to keep it clean. If the boat is used in saltwater or polluted water, the aluminum should be washed with soap and water after each use. Saltwater allowed to remain on powder coated or painted aluminum will penetrate the coating and attack the aluminum, usually around fasteners and hardware mounted to the aluminum.

If your boat is used in saltwater and equipped with a wakeboard tower and fiberglass hardtop, it will require special attention to the aluminum just below the top. This area is subject to salt build up from salty condensation and sea spray. It is also frequently overlooked when the boat is washed and will not be rinsed by the rain. Consequently, the aluminum just below the top is more likely to become pitted than the exposed aluminum on the structure. Make sure the aluminum in this area is washed frequently with soap and water and rinsed thoroughly. Pay particular attention to places where the top material contacts the frame.

Once a month check for damage, scratches and corrosion, particularly around fasteners and hardware. Nicked or badly scratched paint and powder coating can be sanded and touched up with enamel paint. Corrosion around fasteners will have to be sanded, then touched up with paint. The fasteners will require fiber washers and sealing with caulk or a Teflon based sealer to isolate the fastener from the aluminum and prevent damage to the paint or powder coating when the fastener is installed. Periodically applying automotive or boat wax to the surface will provide additional protection from the harsh effects of saltwater.

Always repair scratches, nicks and corroded areas as soon as possible. Corrosion left unaddressed will lift the paint or powder coating, allowing moisture to travel between the coating and the aluminum causing the corrosion to spread below the coating and damage the aluminum.

If excessive chipping and peeling occurs, it could be an indication of an electrical fault in the boat or aluminum fabrication. You should contact a qualified marine electrician to inspect your boat immediately and correct the problem if you suspect that your boat may have a fault in the aluminum frame. You should also contact Monterey Boats Customer Service

NOTICE:
Boats that are towed behind larger vessels require special attention to the aluminum hardware. The salt spray, salty steam, and chemicals in exhaust gases are particularly corrosive and will eventually penetrate and damage the surface of anodized, painted or powder coated aluminum. It is imperative that the boat and the aluminum are cleaned thoroughly at the completion of each trip or at the end of each day on long cruises to reduce accelerated deterioration of the anodizing or powder coating and premature corrosion to the aluminum.

Chrome Hardware
Use a good chrome cleaner and polish on all chrome hardware.

Acrylic Plastic Glass
Acrylics and Plexiglas have properties that make them ideal for the marine environment. Components such cupholder surrounds, acrylic shelving, and keepers need special care to prevent scratches and other damage. The following guidelines will help keep acrylics and Plexiglas looking good for years to come.

DO'S
- Wash your black acrylic, weather curtains, and other clear plastic components on your boat with a mild soap and plenty of lukewarm water.
- Use a clean, soft cloth, applying only light pressure.
- Rinse with clear water and dry by blotting with a damp cloth or chamois.
- To maintain a high-luster finish on your acrylics, we recommend that after properly cleaning, apply Meguiar's™ Mirror Glaze #10 with a soft towel. Note: If slight scratches appear on acrylics, use Meguiar's™ Mirror Glaze #17

NOTICE:
Clear vinyl or Makrolon materials are subject to ultraviolet (sunlight) degradation over time. It may turn yellow-brown (a burnt appearance) and get brittle.

Two things that can accelerate this degradation are:
1. Direct contact with aluminum or stainless steel frames. Use "Standoffs."
2. In salt water areas, dried salt crystals on the plastic will amplify sunlight. Wash after each use and/or windy days.

DON'T'S
- Do not subject acrylic material to high temperatures when polishing.
- Do not use glass cleaning sprays, cleaners containing ammonia, scouring compounds, or solvents like acetone, alcohol, gasoline, benzene, carbon tetrachloride or lacquer thinner.
- Do not use masking tapes, duct tapes or packing tapes on your acrylic materials.
- Do not drill holes in your acrylic materials without proper drill bits (special bits are used in acrylic material to avoid damage).

12.2 Upholstery, Canvas and Enclosures
Marine Interior Vinyl Upholstery
The vinyl upholstery used on the seats, cushions, bolsters and headliners should be cleaned periodically with mild soap and water. Any stain, spill or soiling should be cleaned up promptly to prevent the possibility of permanent staining. When cleaning, always rub gently. Avoid using products containing ammonia, powdered abrasive cleaners, steel wool, ink, strong solvents, acetone and lacquer solvents or other harsh chemicals as they can cause permanent damage or shorten the life of vinyl. Never use steam heat, heat guns or hair dryers on vinyl.

Stronger cleaners, detergents and solvents may be effective in stain removal, but can cause either immediate damage or slow deterioration. Lotions, sun tan oil, waxes and polishes, etc., contain oils and dyes that can cause stiffening and staining of vinyl.

The following are typical stains and cleaning Tips for marine vinyl:
- For normal cleaning – In general most common stains can be cleaned using warm, soapy water and clear water rinses. Moderate scrubbing with a medium bristle nylon brush will help to loosen soiling material from the depressions of embossed surfaces. For stubborn stains, use commercially available mild detergents in accordance with manufacturers instructions.
- Full strength rubbing alcohol or mineral spirits may be tried cautiously as a last resort on very stubborn stains, if the above suggestions do not work. Indiscriminate use of any solvent or solvent containing cleaner can severely damage or discolor vinyl.

NOTICE:
Certain stains may become permanently set unless they are removed immediately. The procedure for the removal of more severe staining agents are outlined below:

- Ballpoint Ink, Permanent Marker – Ink spots will stain vinyl permanently. Immediate wiping with rubbing alcohol in a well-ventilated area will remove much of the stain.
- Oil based paint – The use of turpentine in a well ventilated area will remove any fresh paint. Dried paint must be moistened carefully with a semisolid gel-type stripper so that the softened paint can be gently scraped away. Rinse with soap and water.

⚠ CAUTION ⚠

DIRECT CONTACT WITH PAINT STRIPPERS WILL REMOVE THE PRINT PATTERN FROM VINYL. PAINT STRIPPERS ARE VERY CORROSIVE. TAKE CARE TO AVOID SKIN CONTACT BY WEARING PROTECTION.

- Latex paint – Fresh paint can be wiped off with a damp cloth. Hot soapy water will normally remove dried latex.
- Tar, Asphalt – Remove immediately as prolonged contact will result in a permanent stain. Use a cloth lightly dampened with mineral spirits and rub the stain gently, working from the outer edge of the stain towards the center in order to prevent spreading. Rinse with soap and water.
- Crayon, mustard, ketchup – Sponge with mild soap and water. For stubborn stains that may have set, use a cloth soaked in diluted mild detergent with gentle rubbing. Any remaining stain should be washed with diluted bleach. Rinse repeatedly with clean water.
- Chewing gum – Scrape off as much as possible with a dull knife. Rubbing with an ice cube will assist and make it easier to remove when scraping. The remaining gum should then be removed in a well ventilated area using a cloth saturated with mineral spirits. Use light rubbing. Rinse thoroughly with clean water.
- Lipstick, grease, oil, eye shadow, shoe polish – Apply a small quantity of mineral spirits by means of a cloth with gentle rubbing. Take care not to spread the stain by smearing it beyond its original source. No time should be lost in removing shoe polish as it contains a dye that will cause permanent staining. Rinse thoroughly with water.
- Candy, ice cream, coffee, tea, fruit stains, liquor, wine, suntan lotion, soft drinks. - Use clear lukewarm water and a sponge repeatedly. Any loose material should be gently scraped with a dull knife. Any soiled area remaining after drying should be gently rubbed with a cloth spotted with a mild detergent solution. Rinse thoroughly with clean water.
- Blood, leaf residue - Sponge the area with a clean cloth soaked in cool water. If stubborn stains remain, use household ammonia and rinse repeatedly with a clean, wet cloth. Do not use hot water or soapsuds, as this will set the stain.
- Bird excreta, nausea stains - Sponge the area with soapy water containing diluted bleach until the stain is removed. Rinse thoroughly with water.
- Urine Stains – Sponge with soapy water containing a small amount of household ammonia. Rinse thoroughly with clean water.
- Surface mildew – Wash with diluted bleach using a soft nylon brush for stubborn growth. Rinse repeatedly with clean cold water.

The following are typical stains and cleaning tips for interior marine vinyl:

- Dry soil, dust and dirt, dried on dirt - Remove with a soft cloth. Wash with a soft cloth or nylon brush dampened with water.
- Variations in surface gloss - Wipe with a water dampened soft cloth and allow to air dry.
- Stubborn dirt - Wash with a soft cloth or soft nylon brush dampened with Ivory Soap® and water. Rinse with clean water.
- Stubborn spots and stains - Spray with Tannery Car Care Cleaner® and rub with a soft cloth. Rinse with clean water.
- Liquid spills - Wipe immediately with a clean absorbent cloth. Rinse with clean water.

- Food grease and oily stains - Spray immediately using either Fantastik Cleaner® or Tannery Car Care Cleaner®, wiping with a soft cloth. Take care not to extend the area of contamination beyond its original boundary. Rinse with clean water.

Additional Warnings for Vinyl Fabrics

- Detergents should not be used on a regular or repeated basis for normal cleaning.
- Powdered abrasives, cleaners containing abrasives, steel wool and industrial strength cleaners are not recommended for vinyl.
- Any lacquer solvent will cause immediate, irreparable damage to the vinyl.
- Wax should never be used on any vinyl upholstery, as it will cause premature brittleness and cracking.
- Dilute chlorine bleach before using. Never use at full strength.
- If flammable solvents such as alcohol, turpentine or varsol are used for cleaning, then only small quantities should be employed in a well ventilated area. Exercise proper care by advising any personnel in the area and keep away from any ignition source. Always wear protective gloves.

Marine Interior Fabrics

Spot clean only with water based shampoo or foam upholstery cleaner. Pretest a small, inconspicuous area before proceeding. Do not over wet. Do not use solvents to spot clean.

NOTICE:
Water extraction or steam cleaning is not a recommended cleaning method.

To prevent overall soiling, frequent vacuuming or light brushing with a nonmetallic, stiff bristle brush to remove dust and grime is recommended. When cleaning a spill, blot immediately to remove spilled material. Clean spot or stains from the outside to the middle of the affected area to prevent circling.

Normal Care and Cleaning

Remove ordinary dirt and smudges with a mild soap and water solution and a clean, soft cloth or towel. Dry with a soft, lint-free cloth or towel.

CAUTION

THE USE OF VINYL "CONDITIONERS" OR "PROTECTANTS" IS NOT RECOMMENDED AND SHOULD BE AVOIDED ON VINYL UPHOLSTERY TREATED WITH PREFIXX PROTECTIVE FINISH.

Special Cleaning Problems

Cleaning Tip: To determine the method and type of cleaners, the source of the stain should be identified.

Staining Agents: Baby oil, ketchup, chocolate, motor oil, olive oil, grape juice, urine, blood, hair oil tonic, tea, coffee and betadine. Use Method 1.

Staining Agents: Eye shadow, crayon and grease. Use Method 1. If stains remain, use Method 2.

Staining Agents: Tobacco tar (nicotine) permanent felt tip marker, yellow mustard, lipstick, ballpoint pen and spray paint. Use Method 1 If stains remain, use Method 2. For stubborn stains still remaining, use Method 3.

The recommended cleaners used in Cleaning Methods 1, 2 and 3 are progressively more aggressive. Often, it is better to begin with the least aggressive cleaner and move the next strongest only if the stain remains. NEVER EXCEED a staining agent's recommended cleaner or cleaning method, however.

Method 1
Use one of the following cleaners with a soft cloth or damp sponge. Rinse area with fresh water, and then dry with a clean, lint-free cloth.

- Formula 409® All-Purpose Spray Cleaner
- Fantastik® Spray Cleaner

Method 2
Use a solvent-type cleaner, such as rubbing alcohol (isopropyl alcohol). Rinse cleaned area with fresh water, and then dry with a clean, lint-free cloth.

Method 3
Use a strong, active solvent cleaner diluted in water (70% water/30% solvent cleaner), such as nail

polish remover (acetone/water). Clean with a soft cloth or damp sponge. Stain should be removed with less than six (6) rubs. If the stain persists after six rubs, the stain has set and probably cannot be removed. Rinse cleaned area with fresh water, and then dry with a clean, lint-free cloth.

⚠ CAUTION ⚠

SOME SOLVENTS ARE HIGHLY FLAMMABLE. EXERCISE PROPER CARE IN CLEANING AND NOTIFY PERSONNEL IN AREA OF DANGER. WEAR RUBBER GLOVES DURING ALL CLEANING ACTIVITIES. USE CAUTION IN CLEANING AROUND BUTTONS, STITCHING AND WOODEN OR DECORATIVE TRIM, SINCE THESE SOLVENTS COULD SERIOUSLY DAMAGE THESE MATERIALS.

Stain Removal
If a spill does occur, it can easily be removed by following the stain removal chart. All stains should be removed as soon as possible, as this enhances the ability to remove the stain.

SeaDek Flooring

NOTICE:
Most stains should be removed easily from Olefin fibers. If the stain persists, the cleaning procedure should be repeated to ensure stain removal. Remember, the sooner the stain removal process begins, the easier the stain will be to remove. Under no circumstances should any solvent normally associated with the dry cleaning of apparel (perchlorethylene), carbon tetrachloride, etc,) be utilized, as permanent damage to the fiber will result.

Canvas Care

Acrylic (Sunbrella) canvas should be rinsed frequently with clear, fresh water and cleaned periodically by using a mild soap and water. Scrub lightly and rinse thoroughly to remove the soap. Do not use detergents. The water should be cold or luke warm, never hot. Scrub with a soft brush and rinse thoroughly. Allow to air dry.

The top or accessories should never be folded or stored wet.

After several years, the acrylic canvas may lose some of its ability to shed water. If this occurs, wash the fabric and treat it with a commercially available water proofing designed for this purpose. Monterey recommends 303 High Tech Fabric Guard.

To apply waterproofing, wash the canvas and allow it to dry completely. Then apply a thin, even coat of waterproofing, allowing the first coat to air dry. Apply a second coat for increased protection.

NOTICE:
Some leakage at the seams is normal and unavoidable with acrylic enclosures.

NOTICE:
Some boats are equipped with acrylic (Sunbrella) canvas that is coated with a permanent water proofing called Sea Mark. Canvas treated with Sea Mark will not lose its ability to shed water and never needs to be retreated.

Clear weather curtains can be cleaned with mild soap and water. They should not be allowed to become badly soiled. Dirt, oil, mildew, and cleaning agents containing ammonia, will shorten the life of the vinyl that is used for clear curtains. After cleaning the curtains and allowing them to dry, apply a non-lemon furniture polish or an acrylic glass and clear plastic protector to extend the life of the curtains.

Makrolon weather curtains should be stored flat, without folds or creases. Folding the curtains will make permanent creases that will cause the vinyl to crack.

NOTICE:
Do not use any polish containing lemon scents or lemon. The lemon juice will attack the vinyl and shorten its life.

Snaps should be lubricated periodically with Teflon or silicone grease. Zippers should be lubricated with silicone spray, paraffin or a product designed to lubricate zippers in marine canvas.

The bimini top, weather curtains, covers for the console, helm seat , and aft seat must be removed when trailering. Canvas enclosures are not designed to withstand the extreme wind pressure encountered while trailering and will be damaged at highway speeds. Always remove and properly store the canvas parts before trailering your boa-
NOTICE:

WOVEN FLOORING STAIN REMOVAL INSTRUCTIONS

Miscellaneous Stains	Removal Process
Coffee, Tea, Coke, Dye, Fruit Juice, Ice Cream, Motor Oil, Clay, Grease, Blood, Catsup, Chocolate, Milk, Rust, Latex Paint, Water Colors, Berry Stains, Egg, Salad Dressing, Wine, Furniture Polish, Fish Formula, Mayonnaise or urine.	Apply warm water and household detergent in minimal amounts to the stained area. Sponge or scrape until stain is removed and wash thoroughly with clean water.
Persistent Stains	**Removal Process**
Chewing Gum, Crayon, Ink, Wax, Lipstick, Tar Polish or Oil Paint.	Apply warm water and household detergent. Work well into the stained area, then flush with warm water.

Your Monterey boat is basically an open vessel. Therefore, in spite of well-designed and well-fitting canvas enclosures, your boat is not waterproof. We have made every effort to design these enclosures to conform with the boat, but a certain amount of leakage may occur, especially at the seam lines. After cleaning with soap and water, allow seams to thoroughly dry. A sealant can be applied on the seams to somewhat close the needle holes according to the manufacturer's instructions.

⚠ WARNING ⚠

DO NOT OPERATE THE ENGINE, FUEL CONSUMING HEATERS OR BURNERS WITH THE CANVAS ENCLOSURES CLOSED. THE COCKPIT MUST BE OPEN FOR VENTILATION AND TO PREVENT THE POSSIBLE ACCUMULATION OF LETHAL CARBON MONOXIDE FUMES.

⚠ WARNING ⚠

CARBON MONOXIDE IS A LETHAL, TOXIC GAS THAT IS COLORLESS AND ODORLESS. IT IS A DANGEROUS GAS THAT WILL CAUSE DEATH IN CERTAIN LEVELS.

⚠ CAUTION ⚠

NEVER TRAILER YOUR BOAT WITH THE CANVAS ENCLOSURE (INCLUDING WEATHER CURTAINS, AFT CURTAIN, BOW COVER, CONSOLE COVER, ETC) INSTALLED. MONTEREY BOATS' CANVAS IS NOT DESIGNED TO WITHSTAND THE HIGH WIND LOADS OF TRAILERING. SEVERE WIND DAMAGE CAN OCCUR, INCLUDING TORN MATERIAL, AND FASTENER PULLOUT. DAMAGE CAUSED BY TRAILERING IS NOT COVERED UNDER THE LIMITED WARRANTY.

12.3 Head Interior

The head interior can be cleaned just like you would clean a home interior. The fooring and steps can be vacuumed and cleaned with a mixture of water and a mild soap or white vinegar and water. Wipe the surface dry with a clean towel.

Because air and sunlight are very good cleansers, periodically put cushions, sleeping bags, and other gear on deck, allowing the sun and fresh air to dry and air out. If cushions or equipment get wet with saltwater, remove and use clean, fresh water to rinse off the salt crystals. Salt retains moisture and will cause damage. Dry thoroughly and reinstall.

If you leave the boat for a long period of time, open both head portlights, and hang a commercially available mildew protector in the compartment.

CAUTION

ALWAYS READ THE LABEL CAREFULLY ON MILDEW PROTECTORS. REMOVE THE PROTECTOR AND ALLOW THE HEAD TO VENTILATE COMPLETELY BEFORE USE.

Countertop Surfaces
A mild liquid detergent and water or ammonia-based cleaner will remove most dirt and stains from countertops. For heavy cleaning of oil and grease, use Fantastik® spray cleaner. Rinse with a clean cloth moistened with fresh water. Wipe dry with a clean cloth.

In most cases, countertop surfaces can be repaired if accidentally damaged. Minor damage, including scratches, chemical stains, scorches or burns, and minor small marks can be repaired with a light abrasive cleanser and a Scotch-Brite® Non-Scratch pad. For heavier damage, light sanding and machine buffing may be necessary. If you have this kind of damage, it is advisable to contact your dealer or Monterey Customer Service for instructions.

- Avoid exposing countertops to strong chemicals, such as paint removers, oven cleaners, etc. If contact occurs, quickly flush the surface with water.
- Remove nail polish with a non acetone-based polish remover and flush with water.
- Do not cut directly onto counter tops, use a cutting board.

12.4 Bilge Compartment

To keep the bilge clean and free of contaminants, use a commercial bilge cleaner regularly. Follow the directions carefully. The compartment should be kept clean and free of oil accumulation and debris. All exposed pumps and metal components should be sprayed periodically with a protector to reduce the corrosive effects of the high humidity always present in these areas.

Periodically check the bilge pump for proper operation and clean debris from the strainers and float switch. Inspect all hoses, clamps and thru-hulls for leaks and tightness on a regular basis. Operate all thru-hull valves (seacocks) at least once a month to keep them operating properly.

The bilge should be ventilated during extended storage. Open the aft storage hatches slightly to prevent damp areas from developing mildew and other undesirable conditions.

Engines
Proper maintenance is essential to the proper performance and reliability of your outboard engines. Maintenance schedules and procedures are outlined in your engine owner's manual. They should be followed exactly.

Proper engine operation requires a good supply of clean, dry fuel. Improper marina fuel storage techniques, limited boat usage, etc. can contribute to contaminated fuel.

The age of fuel can affect engine performance. Chemical changes occur as the fuel ages that can cause deposits and reduce the octane rating of the fuel. Severely degraded fuel can damage the engine, fuel tank and distribution components. If your boat is not being run enough to require at least one full tank of fresh fuel a month, a fuel additive should be added to protect it from degradation. Your dealer or the engine manufacturer can provide additional information on fuel degradation and fuel stabilizers recommended for your engine.

In many states, gasoline is blended with ethanol alcohol. Ethanol is a strong solvent and can absorb water during periods of storage. You should refer to the engine operating manual for information regarding alcohol blended fuels and how it affects the operation of your marine engine.

Notice: Do not use E-15 fuel in your Monterey boat.
Problems that can be caused by too much ethanol in fuel (more than 10%) include the following:

- **Corrosion of metal parts**
- **Deterioration of rubber or plastic parts**
- **Fuel permeation through rubber fuel lines**
- **Starting and operating difficulties**

For these reasons and more, warranty coverage on a broad array of repairs and services will become void on any Mercury engine that has been operated using fuel with an ethanol content of more than 10%.

Do Not Use E-15 Fuel In Your Monterey Boat

12.5 Drainage System

It is essential that the following items be done periodically to maintain proper drainage of your boat:

- Clean the cockpit drains with a hose to remove debris that can block water drainage.
- Frequently test the automatic bilge pump switches for proper operation. This is accomplished by using a garden hose to flood the bilge until the water level is high enough to activate the pump.
- Flush all gravity drains with fresh water to keep them clean and free flowing.
- Operate the thru-hull seacocks once a month and service as required.

NOTICE:
All drains and pumps must be properly winterized before winter lay-up.

CAUTION

NEVER USE HARSH CHEMICAL DRAIN CLEANERS IN MARINE DRAIN SYSTEMS. PERMANENT DAMAGE TO THE HOSES AND FITTINGS MAY RESULT.

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13.1 Lay-up and Storage

Before Haul Out:

- Pump out the head and holding tank. Flush the holding tank using clean water and a deodorizer. Pump out the cleaning solution.
- Drain water from the fresh water system.
- The fuel tank should be left nearly full to reduce condensation that can accumulate in the tank. Allow enough room in the tank for the fuel to expand without leaking out the vent.
- The age of fuel can affect engine performance. Chemical changes occur as the fuel ages that can cause deposits and reduce the octane rating of the fuel. Severely degraded fuel can damage the engine(s) and boat fuel tank and lines. If your boat is not being run enough to require at least one full tank of fresh fuel a month, a fuel stabilizer should be added to protect it from degradation. Operate the boat for at least 15 minutes after adding the stabilizer to allow the treated fuel to reach the engine.
- A good practice is to fill the fuel tank with non-ethanol gasoline and treat with stabilizer before storing the boat for the winter.

  Your dealer or the engine manufacturer can provide additional information on fuel degradation and fuel additives recommended for your engine. For more recommendations for your specific area, check with your dealer.
- Consult the engine owner's manual for detailed information on preparing the engine for storage.

Lifting

It is essential that care be used when lifting your boat. Make sure the spreader bar at each sling is at least as long as the distance across the widest point of the boat that the sling will surround. Put the slings in position. The fore and aft slings should be tied together to prevent the slings from sliding on the hull.

⚠ CAUTION ⚠

BOATS CAN BE DAMAGED FROM IMPROPER LIFTING AND TRANSPORTING WITH FORK LIFTS. CARE AND CAUTION MUST BE EXERCISED WHEN TRANSPORTING A BOAT WITH A FORK LIFT. NEVER HOIST THE BOAT WITH A SUBSTANTIAL AMOUNT OF WATER IN THE BILGE.

SEVERE GEL COAT CRACKING OR MORE SERIOUS HULL DAMAGE CAN OCCUR DURING HAULING AND LAUNCHING IF PRESSURE IS CREATED ON THE GUNWALES (SHEER) BY THE SLINGS. FLAT, WIDE BELTING SLINGS AND SPREADERS LONG ENOUGH TO KEEP PRESSURE FROM THE GUNWALES ARE ESSENTIAL. DO NOT ALLOW ANYONE TO HAUL YOUR BOAT WHEN THE SPREADERS ON THE LIFT ARE NOT WIDE ENOUGH TO TAKE THE PRESSURE OFF THE GUNWALES.

Supporting The Boat For Storage

A trailer, elevating lift, or a well-made cradle is the best support for your boat during storage.

When storing the boat on a trailer for a long period:

- Make sure the trailer is on a level surface and the bow is high enough so that water will drain from the bilge and cockpit.
- Make sure outboard engine(s) are in the down position.

- The trailer must properly support the hull. The bunks and rollers should match the bottom of the hull and should not be putting pressure on the lifting strakes.
- Make sure the hitch is properly supported.
- Check the trailer tire pressure before storing for the season. Add air as needed.

NOTICE:
Read the owner's manual for the trailer for the correct amount of inflation for the tires.

When storing the boat on a lift or cradle:

- The cradle must be specifically for boat storage.
- Make sure the cradle or lift is well supported with the bow high enough to provide proper drainage of the bilge.
- Make sure the outboard engine is in the down position.
- The cradle or lift must be in the proper fore and aft position to properly support the hull. When the cradle or lift is in the correct location, the bunks should match the bottom of hull and should not be putting pressure on the lifting strakes (point loading).

⚠ CAUTION ⚠

BOATS HAVE BEEN DAMAGED BY TRAILERS, LIFTS, AND CRADLES THAT DON'T PROPERLY SUPPORT THE HULL. ALWAYS MAKE SURE THE BUNKS AND ROLLERS ARE ADJUSTED SO THEY ARE NOT PUTTING PRESSURE ON THE LIFTING STRAKES AND ARE PROVIDING ENOUGH SUPPORT FOR THE HULL. HULL DAMAGE RESULTING FROM IMPROPER CRADLE OR TRAILER SUPPORT IS NOT COVERED BY THE MONTEREY WARRANTY.

Preparing The Boat For Storage:

- Remove the bilge drain plug, if installed.
- Thoroughly wash the fiberglass exterior, especially the antifouling portion of the bottom. Remove as much marine growth as possible. Lightly wax the exterior fiberglass components.
- Remove all oxidation from the exterior hardware, and apply a light film of moisture displacing lubricant, wax or a metal protector.
- Remove propellers and grease the propeller shafts using light waterproof grease.
- Remove the batteries and store in a cool place. Clean using clear, clean water. Clean terminals. Keep the batteries charged and safe from freezing throughout the storage period.

NOTICE:
Refer to the Electrical System chapter for information on the maintenance of the DC electrical system.

- Coat all faucets and exposed electrical components in the head and cockpit with a protecting oil.
- Clean out, totally drain and completely dry the storage compartments and sinks.
- Thoroughly clean the interior of the boat. Vacuum all flooring materials
- Remove cushions, open as many locker doors as possible. Leaving as many of these areas open as possible will improve the boat's ventilation during the storage period.

NOTICE:
It is recommended that a mildew preventer be hung in the head compartment before it is closed for storage.

- Clean the exterior upholstery with a good vinyl cleaner and dry thoroughly. Spray the weather covers and boat upholstery with a spray disinfectant. Enclosed areas such as the in-floor compartments, storage locker areas, etc. should also be sprayed with this disinfectant.

13.2 Winterizing

Fresh Water System

There are two options for winterizing the freshawater system. In the first procedure, the entire fresh water system must be completely drained. Disconnect all hoses, check valves, etc. and blow all the water out of the system with compressed air. Make sure the fresh water tank is completely drained. Use only very low air pressure when doing this to prevent possible system damage. Because of the check valve mechanism built in the pump, blowing the lines will not remove the water from the fresh water pump. Remove the inlet and outlet hoses on the pump. Turn the pump on and allow it to pump out any remaining water (about a cupful).

The preferred method to the above-mentioned procedure is protecting the system with a commercially available non toxic, fresh water system antifreeze. (Your dealer or the Monterey Customer service department can recommend an appropriate potable antifreeze).
After draining the potable water tank and lines, pour the antifreeze mixture into the fresh water tank, prime and operate the pump until the mixture flows from all fresh water faucets. Be sure to open all hot and cold water faucets, including the fresh water shower on the transom, the wetbar faucet, and head sink faucet. Make sure antifreeze has flowed through all of the fresh water drains.

The shower drain water sump system must also be winterized. Clean debris from the drain and sump and flush for several minutes with fresh clean water. After the system is clean, pump the drain sumps as dry as possible. Then pour a potable water antifreeze mixture into the shower drain until antifreeze has been pumped through the entire system and out of the thru-hull. Follow the same procedure for the optional grey water sump system. Pour the antifreeze for the grey water sump into the head sink drain until antifreeze has been pumped through the entire system. It is a sealed system so no anitfreeze will be seen going overboard.
For additional information refer to the Fresh Water System chapter.

Portable Head

The portable head must be properly winterized by following the manufacturer's winterizing instructions in the portable head owner's manual.

Marine Toilet

The marine toilet must be properly winterized by following the manufacturer's winterizing instructions in the marine toilet owner's manual. The fresh water supply will be winterized with the fresh water system. Drain the discharge hoses completely turning off the fresh water supply so the bowl stays dry and flushing the toilet several times. The head holding tank and macerator discharge pump must be pumped dry and three gallons of potable water antifreeze poured into the tank through the deck waste pump out fitting. After the antifreeze has been added to the holding tank, open the overboard discharge valve and activate the macerator pump (if your boat is so equipped) until the antifreeze solution is visible at the discharge thru-hull.

NOTICE:
Make sure you follow the marine toilet manufacturer's winterizing instructions exactly.

Grey Water System

The drain sump system must be properly winterized. Clean debris from the drain and sump. After cleaning, pump the drain sump as dry as possible. Then pour a potable water and antifreeze mixture into each sink drain until antifreeze has been pumped through the entire system and into the waste tank.

NOTICE:
The engine control system, head, and steering systems have specific lay up requirements. Please refer to their owner's manuals for recommended winterizing procedures.

Bilge

Coat all metal components, wire busses, and connector plugs in the bilge with a protecting oil. It is also important to protect all strainers, sea cocks and steering components. The bilge pump and bilge pump lines must be completely free of water and dried out when the boat is laid up for the winter in climates where freezing occurs. Compartments in the bilge that will not drain completely should be pumped out and then sponged until completely free of water. Dry the hull bilge and self-bailing cockpit troughs. Frozen water in these areas could cause damage.

Helm/Hardtop/Tower

Remove the canvas and thoroughly clean and store in a safe, dry place. Coat all wire connec-

tors and buss bars in the helm compartment with a protecting oil.

Clean the aluminum frame with soap and water and dry thoroughly. Apply an aluminum metal protector to the entire anodized aluminum frame to reduce corrosion and pitting. Powder Coated and painted aluminum should be waxed.

Special Notes Prior To Winter Storage

If the boat will be in outside storage, properly support a storage cover and secure it over the boat. It is best to have a frame built over the boat to support the canvas. It should be a few inches wider than the boat so the canvas will clear the rails and allow passage of air. If this cover is fastened too tightly there will be inadequate ventilation and this can lead to mildew, moisture accumulation, etc. It is essential to fasten the canvas down securely so that the wind cannot remove it or cause chafing of the hull superstructure. Do not store the boat in a damp storage enclosure. Excessive dampness can cause electrical problems, corrosion, and excessive mildew.

Whenever possible, do not use canvas covers in place of a properly vented winter storage cover. The life of your boat canvas may be significantly shortened if exposed to harsh weather elements for long periods.

CAUTION

PLACING AN ELECTRIC OR FUEL BURNING HEATING UNIT IN THE BILGE AREA CAN BE POTENTIALLY HAZARDOUS AND IS NOT RECOMMENDED.

Proper storage is very important to prevent serious damage to the boat. If the boat is to be stored indoors, make sure the building has enough ventilation. It is very important that there is enough ventilation both inside the boat and around the boat.

NOTICE:
Whether the boat is being stored indoors or outdoors, open all drawers, lockers, cabinets, and hatches slightly. If possible, remove the upholstery, clothing, and floor coverings. We also recommend hanging a commercially available mildew protector in the head compartment.

14.3 Recommissioning

WARNING

DO NOT OPERATE THE BOAT UNLESS IT IS COMPLETELY REASSEMBLED. KEEP ALL FASTENERS TIGHT. KEEP ADJUSTMENTS ACCORDING TO SPECIFICATIONS.

NOTICE:
It is important and recommended that the recommissioning procedure for the propustion and control systems be done by a qualified marine technician. Read the engine owner's manual for the recommended procedure.

Reactivating The Boat After Storage:

- Check the condition of your bottom paint (if applicable) Apply a fresh coat of bottom paint as needed
- Inspect underwater gear and thru-hull fittings.
- Install the propellers. Refer to the engine owner's manual for information on installing propellers.
- Install the garboard drain plug in the hull.
- Charge and install the batteries.
- Check the engines for damage and follow the manufacturer's instructions for recommissioning.
- Check the engine mounting bolts to make sure they are tight.
- Perform all routine maintenance.

- Check all hose clamps for tightness.
- Pump the antifreeze from the fresh water system and flush several times with fresh water.
- Check and lubricate the steering system.
- Clean and wash the boat.
- Install all upholstery, cushions and canvas.
- Check the fluid levels in the engine

After Launching:

- Carefully check the engine and all water systems for leaks. Operate each system one at a time checking for leaks and proper operation.
- Check the bilge pump automatic and manual switch.
- Prime the fuel system and start the engine.
- Carefully monitor the gauges and check for leakage and abnormal noises. Monitor the temperature gauge closely until it stabilizes at normal operating temperature to ensure that the cooling pump is operating properly.
- Operate the boat at slow speeds until the engine temperature stabilizes and all systems are operating normally.

MAINTENANCE LOG

Date	Hours	Dealer	Service/Repairs

Date	Hours	Dealer	Service/Repairs

Date	Hours	Dealer	Service/Repairs

Date	Hours	Dealer	Service/Repairs

Float Plan

Monterey Boats recommends filling out a float plan each time you use your boat for an offshore day trip or a long cruise. Leave this information with a responsible person ashore, like a close friend or relative that you know well.

1. *Name of person reporting and telephone number.*

   _____

2. *Description of boat.*
   Type _____ *Color* _____ *Trim* _____
   Registration No. _____ *Length* _____
   Name _____ *Make* _____ *Other Info* _____

3. *Engine type* _____ *H.P.* _____
   No. of Engines _____ *Fuel Capacity* _____

4. *Survival equipment: (Check as appropriate)*

☐ *PFDS*	☐ *Flares*	☐ *Mirror*
☐ *Smoke Signals*	☐ *Flashlight*	☐ *Food*
☐ *Paddles*	☐ *Water*	☐ *Others*
☐ *Anchor*	☐ *Raft or Dinghy*	☐ *EPIRB*

5. *Radio* ☐ *Yes* ☐ *No* *Type* _____

6. *Automobile license* _____
   Type _____ *Trailer License* _____
   Color _____ *and make of auto* _____

7. *Persons aboard* _____
   Name _____ *Age* _____ *Address & telephone No.* _____

   _____

   _____

   _____

8. *Do any of the persons aboard have a medical problem?*
   ☐ *Yes* ☐ *No* *If yes, what?* _____

9. *Trip Expectations: Leave at* _____
   From _____ *Going to* _____
   Expect to return by _____ *(time)*
   and no later than _____

10. *Any other pertinent info.* _____

11. *If not returned by* _____ *(time)*
    call the COAST GUARD, or (Local authority) _____

12. *Telephone Numbers.*

    _____ _____

    _____ _____

    _____ _____

    _____ _____

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Federal law requires the operator or owner of a recreational vessel to file a boating accident report with the State reporting authority if the recreational vessel is involved in an accident that results in any of the following:

- A person dies
- A person is injured and requires medical treatment beyond first aid
- A person disappears from the vessel under circumstances that indicate death or injury
- Damage to vessels and other property totals $2,000 (lower amounts in some states and territories).
- The boat is destroyed.

Report Timelines:

- Within 48 hours if a person, dies within 24 hours, is injured and requires medical treatment beyond first aid, or disappears from the vessel under circumstances that indicate death or injury.
- Within 10 days of the occurrence or death if earlier reporting is not required.
- The information you provide is used to establish regulations and safety standards, identify and remedy boat defects, educate recreational boaters, capture statistical data, investigate accidents, and measure the effectiveness of boating safety programs.

Scan QR code to access the USCG Accident Report Form (CG-3865)

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Abaft – Behind you when you are facing forward

Active Trim: Automated GPS based trim system for maintaining optimum engine RPM at all speeds.

Aft: In, near, or toward the back of a boat.

Aground: A boat stuck on the bottom.

Amidships: The area of a boat midway between the bow and stern.

Anchor: A specially shaped heavy metal device designed to dig efficiently into the bottom under a body of water and hold a boat in place.

Anchorage: An area specifically designated by governmental authorities in which boats may anchor.

Ashore: On shore.

Astern: Behind the boat, to move backwards.

Athwartship: At right angles to the center line of the boat.

Barnacles: Small, hard-shelled marine animals which are found in salt water attached to pilings, docks and bottoms of boats.

Beam: The breadth of a boat usually measured at its widest part.

Bearing: The direction of an object from the boat, either relative to the boat's direction or to compass degrees.

Berth: A bunk or a bed on a boat.

Bilge: The bottom of the boat below the flooring.

Bilge Pump: A pump that removes water that collects in the bilge.

Boarding: Entering or climbing into a boat.

Boarding Ladder: Set of steps temporarily fitted over the side of a boat to assist persons coming aboard.

Boat Hook: Short shaft of wood or metal with a hook fitting at one end shaped to aid in extending one's reach from the side of the boat.

Bow: The front end of a boat's hull.

Bow Line: A line that leads forward from the bow of the boat.

Bow Rail: Knee high rails of solid tubing to aid in preventing people from falling overboard.

Bridge: The area from which a boat is steered and controlled.

Bridge Deck: A deck forward and usually above the cockpit deck.

Broach: When the boat is sideways to the seas and in danger of capsizing; a very dangerous situation that should be avoided.

Bulkhead: Vertical partition or wall separating compartments of a boat.

Cabin: Enclosed superstructure above or below the main deck level.

Capsize: When a boat lays on its side or turns over.

Chock: A deck fitting, usually of metal, with inward curving arms through which mooring or anchor lines are passed so as to lead them in the proper direction both on board and off the boat.

Cleat: A deck fitting, usually of metal with projecting arms used for securing mooring lines.

Closed Cooling System: A separate supply of fresh water that is used to cool the engine and circulates only within the engine.

Coaming: The vertical deck surface around the edges of cockpit, hatches, etc. that provides a mounting surface for upholstered parts, lockers, cleats, and other hardware.

Cockpit: An open space, usually in the aft deck, outside of the head or other hull compartments.

Companionway: Opening in the deck of a boat to provide access below.

Compartment: The interior of a boat divided off by bulkheads.

Cradle: A framework designed to support a boat as it is hauled out or stored.

Deck: The floor-like platform of a boat that covers the hull.

Displacement: The volume of water displaced by the hull. The displacement weight is the weight of this volume of water.

Draft: The depth of water a boat needs to float.

Dry Rot: A fungus attack on wood or other organic materials.

Dry-dock: A dock that can be pumped dry during boat construction or repair.

Electrical Ground: A connection between an electrical connector and the earth.

EPIRB: Emergency Position Indicating Radio Beacon. Operates as a part of a worldwide satellite distress system.

ERC: Electronic Remote Control. Your boat is equipped with a single or dual lever throttle and shift control.

Even Keel: When a boat floats properly as designed.

Fathom: A measure of depth. One Fathom = 6 feet.

Fender: A soft object of rubber or plastic used to protect the topsides from scarring and rubbing against a dock or another vessel.
Fend off: To push or hold the boat off from the dock or another boat.

Flying Bridge: A control station above the level of the deck or cabin.

Flukes: The broad portions of an anchor which dig into the bottom.

Fore: Applies to the forward portions of a boat near the bow.

Foundering: When a boat fills with water and sinks.

Freeboard: The height from the waterline to the lowest part of the deck.

Galley: The kitchen of a boat.

Grab Rail: Hand hold fittings mounted on the boat for personal safety when moving around the boat or while underway.

Ground Tackle: A general term including anchors, lines, and other gear used in anchoring.

Grounds: A boat touches the bottom.

Gunwale: The upper edge of a boat's side.

Hand Rail: Rail mounted on the boat, for grabbing with your hand, to steady you while walking about the boat.

Harbor: An anchorage which provides reasonably good protection for a boat, with shelter from wind and sea.

Hatch: An opening in the deck with a door or lid to allow for access down into a compartment of a boat.

Head: A toilet on a boat.

Heat Exchanger: Used to transfer the heat that is picked up by the closed cooling system to the raw cooling water.

Helm: The steering and control area of a boat.

Hull: The part of the boat from the deck down.

Inboard: A boat with the engine mounted within the hull of the boat. Also refers to the center of the boat away from the sides.

Inboard/outboard: Also stern drive or I/O. A boat with an inboard engine attached to an outboard drive unit.

Keel: the main structural component of a boat, running from the bow to the stern along the center of the hull's bottom. It's often made of metal, timber, or other strong, stiff material.

Knot: Unit of speed indicating nautical miles per hour. 1 knot = 1 nautical mile per hour (1.15 miles per hour). A nautical mile is equal to one minute of latitude: 6076 feet. Knots times 1.15 equals miles per hour. Miles per hour times .87 equals knots.

Lay-up: To decommission a boat for the winter (usually in northern climates).

Leeward: The direction toward which the wind is blowing.

Length On The Waterline (l.w.l.): A length measurement of a boat at the waterline from the stern to where the hull breaks the water near the bow.

Limber Hole: A passage cut into the lower edges of floors and frames next to the keel to allow bilge water to flow to the lowest point of the hull where it can be pumped overboard.

Line: The term used to describe a rope when it is on a boat.

List: A continuous leaning to one side, usually caused by an uneven distribution of weight in the hull.

L.O.A.: Boat length overall.

Locker: A closet, chest or box aboard a boat.

Loran: A system of long-distance navigation in which position is determined from the intervals between signal pulses received from widely spaced radio transmitters.

Lunch hook: A small light weight anchor typically used instead of the working anchor. Normally used in calm waters with the boat attended.

Midships: The center of the boat.

Marina: A protected facility primarily for recreational small craft.

Marine Ways or Railways: Inclined planes at the water's edge onto which boats are hauled.

Moored: A boat secured with cables, lines or anchors.

Mooring: An anchor permanently embedded in the bottom of a harbor that is used to secure a boat.

Nautical Mile: A unit of measure equal to one minute of latitude. (6076 feet)

Nun Buoy: A red or red-striped buoy of conical shape.

Outboard: A boat designed for an engine to be mounted on the transom. Also a term that refers to objects away from the center line or beyond the hull sides of a boat.

Pad Eye: A deck fitting consisting of a metal eye permanently secured to the boat.

Pier: A structure which projects out from the shoreline.

Pile or Piling: A long column driven into the sea bottom to which a boat can be tied.

Pitching: The fore and aft rocking motion of a boat as the bow rises and falls.

Pitch: The measure of the angle of a propeller blade. Refers to the theoretical distance the boat travels with each revolution of the propeller.

P.F.D: Personal Flotation Device.

Port: The left side of the boat when facing the bow.

Porthole (port): The opening in the side of a boat to allow the admittance of light and air.

Propeller: A device having two or more blades that is attached to the engine and used for propelling a boat.

Propeller Shaft: Shaft which runs from the back of the engine's lower unit onto which the propeller is attached.

Pyrotechnic Distress Signals: Distress signals that resemble the brilliant display of flares or fireworks.

Raw Water Cooled: Refers to an engine cooling system that draws seawater in through a hull fitting or engine drive unit, circulates the water in the engine, and then discharges it overboard.

Reduction Gear: Often combined with the reverse gear so that the propeller turns at a slower rate than the engine.

Reverse Gear: Changes the direction of rotation of the propeller to provide thrust in the opposite direction for stopping the boat or backing into a slip.

Roll: A boat's sideways rotational motion in rough water.

Rope Locker: A locker, usually located in the bow of a boat, used for stowing the anchor line or chain.

Rubrail: Railing (often rubber or hard plastic) that runs along the boat's sheer to protect the hull when coming alongside docks, piers, or other boats.

Rudder: A moveable flat surface that is attached vertically at or near the stern for steering.

Sea anchor: An anchor that does not touch the bottom. Provides drag to hold the bow in the most favorable position in heavy seas.

Scupper: An opening in the hull side or transom of the boat through which water on deck or in the cockpit is drained overboard.

Sea cock: Safety valves installed just inside the thru-hull fittings and ahead of the piping or hose running from the fittings.

Sheer: The uppermost edge of the hull.

Sling: A strap which will hold the boat securely while being lifted, lowered, or carried.

Slip: A boat's berth between two pilings or piers.

Sole: The floor of a cockpit or interior cabin.

Spring Line: A line that leads from the bow aft or from the stern forward to prevent the boat from moving ahead or astern.

Starboard: The right side of a boat when facing the bow.

Steerageway: Sufficient speed to keep the boat responding to the rudder or drive unit.

Stem: The vertical portion of the hull at the bow.

Stern: The rear end of a boat.

Stow: To pack away neatly.

Stringer: Longitudinal members fastened inside the hull for additional structural strength.

Strut: Mounted to the hull which supports the propeller shaft in place.

Strut Bearing: See "cutlass bearing."

Stuffing Box: Prevents water from entering at the point where the propeller shaft passes through the shaft log.

Superstructure: Something built above the main deck level.

Swamps: When a boat fills with water from over the side.

Swimming Ladder: Much the same as the boarding ladder except that it extends down into the water.

Taffrail: Rail around the rear of the cockpit.

Thru-hull: A fitting used to pass fluids (usually water) through the hull surface, either above or below the waterline.

Topsides: The side skin of a boat between the waterline or chine and deck.

Transom – The transverse (crossways) piece forming the stern of a boat. Some boats have a transom door that allows you to walk through instead of climbing over the transom.

Travel Lift: A machine used at boat yards to hoist boats out of and back into the water.

Trim: Refers to the boat's angle or the way it is balanced.

Trough: The area of water between the crests of waves and parallel to them.

Twin-Screw Craft: A boat with two propellers on two separate shafts.

Underway: When a boat moves through the water.

Wake: This is the track in the water made by the hull of a moving vessel. The size and disturbance of the resulting waves increase with the speed of the boat. If you see a sign that says "No Wake Zone," it's telling you to proceed very slowly so as not to create a large wake.

Wash: The flow of water that results from the action of the propeller or propellers.

Waterline: The plane of a boat where the surface of the water touches the hull when it is afloat on even keel.

Watertight Bulkhead: Bulkheads secured so tightly so as not to let water pass.

Wharf: A structure generally parallel to the shore.

Working Anchor: An anchor carried on a boat for most normal uses. Refers to the anchor used in typical anchoring situations.

Windlass: A winch used to raise and lower the anchor.

Windward: Toward the direction from which the wind is coming.

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PROBLEM	CAUSE & SOLUTION
CONTROL PROBLEMS	
Note: Always refer to the engine and other vendor manual(s) provided when diagnosing an issue. Repairs should always be performed by a trained dealer service professional. Repairs must also be pre-authorized by the Monterey Customer Service Department. Failure to follow this procedure could void your warranty.	
The engine will not start with the shift control lever in neutral. (Refer to the supplied vendor engine manual)	• Incorrect starting procedure. Refer to Operation section. • Old or contaminated gasoline. • Fuel is not reaching the engine. • Fuel tank is empty. • Fuel tank vent not open or restricted. • Fuel line is disconnected or kinked. • Fuel filter is obstructed. Refer to Maintenance section. • Fuel pump failure. • Fuel tank filter obstructed. • Ignition system component failure. • Spark plugs fouled or defective. Refer to Maintenance section
Engine Starts But Will Not Shift Into Gear	• Throttle only mode is engaged. • Shift actuator failure. Turn ignition key switch OFF to reset and then start the engine.
PERFORMANCE PROBLEMS	
Engine Runs Erratically	• Overheating—warning horn not working. • Low oil pressure. Check oil level. • Spark plugs fouled or defective. Refer to Maintenance section. • Incorrect setup and adjustments. • Fuel is being restricted to the engine.One of the throttles is not responding properly and the engine is not getting full throttle. Have the throttle control system checked by a qualified marine technician. a. Engine fuel filter is obstructed. Refer to Maintenance section. b. Fuel tank filter obstructed. c. Stuck anti-siphon valve located on permanently built-in type fuel tanks. d. Fuel line is kinked or pinched. • Fuel system is not primed. • Fuel pump failure. • Ignition system component failure.

PROBLEM	CAUSE & SOLUTION
The boat vibrates at cruising speeds.	• Propellers may be damaged & need repair. • A propeller or propeller shaft is bent. Repair or replace damaged components. • The running gear is fouled by marine growth or rope. Clean running gear. • The engines are not trimmed properly. Trim engines and outdrive.
ENGINE PROBLEMS	
Performance Loss	• Overheating—warning horn not working. • Low oil pressure. Check oil level. • Throttle not opening fully. • Damaged propeller or improper propeller size. • Low water pressure. • Low battery voltage. • Worn, stretched or broken accessory belt. • Boat overloaded or load improperly distributed. • Excessive water in bilge. • Boat bottom is dirty or damaged. • Air filter or intake screen that is partially blocked with debris.
Battery Will Not Hold Charge	• Battery connections are loose or corroded. • Worn out or inefficient battery. • Excessive use of electrical accessories. • Defective alternator. • Open circuit in the alternator fuse circuit on the rigging panel. • Worn or stretched accessory belt.
The engine suddenly will not operate at or above cruise RPM.	• The engine emergency system has been activated. The on board computer has sensed a problem and has limited the RPM to protect the engine. Find and correct the problem. • The throttle control is out of adjustment. Check the throttle adjustment (refer to engine manual).
The engine is losing RPM. The boat is not overloaded and the hull bottom and running gear are clean and in good condition.	• The fuel filter could be dirty. Inspect and replace the fuel filter. • The electronic engine control system on the engine is malfunctioning. Repair the engine control system.
ACCESSORY PROBLEMS	
The fresh water pump runs, but will not pump water.	• The water tank is empty. Fill the tank. • The in-line strainer for the pump is clogged. Clean the strainer. • The intake hose is damaged and sucking air. Replace or repair the hose. • The pump is defective. Repair or replace the pump.

PROBLEM	CAUSE & SOLUTION
The fresh water pump switch is on but the pump fails to run.	• The water system circuit breaker has tripped. Reset the circuit breaker. • •There is a loose or corroded wiring connection. Find and repair the bad connection • The thermal breaker on the pump is tripped. Repair or replace pump. • The pressure switch on the pump has failed. Replace the pressure switch. • The pump is defective. Repair or replace the pump.
The fresh water pump fails to turn off after all outlets are closed.	There is a leak in a pressure line or outlet. Repair the leak. • There is an air leak in the intake line. Repair the air leak. • The pressure switch is defective. Replace the pressure switch. • The voltage to the pump is low. Check for corroded or loose wiring connections or low battery. • The strainer is clogged. Clean strainer. • The pump is defective. Repair or replace the pump.
ACCESSORY PROBLEMS	
Reduction in water flow from the bilge pump.	• Impeller screen plugged with debris. Clean screen at the base of the pump. • The discharge hose is pinched or clogged. Check discharge hose and clean or repair. • Discharge hose is sagging below the pump and creating an airlock. Reroute hose so it runs uphill from the pump to the thru-hull fitting. • Low voltage to the pump. Check the battery and wire connections.
The automatic float switch on the bilge pump raises but does not activate the pump.	• The circuit breaker near the battery switch has blown. Reset the circuit breaker. • The battery is dead. Charge or replace the battery. • The pump impeller is jammed by debris. Clean pump impeller housing. • The wire connections in the bilge have corroded. Replace connectors and secure above the bilge waterline. • The automatic switch is defective. Replace the switch. • The pump is defective. Replace pump.

PROBLEM	CAUSE & SOLUTION
The bilge pump will not run when the manual switch is activated.	• The circuit breaker supplying the switch has tripped. Replace or reset the circuit breaker. • The battery switch is off. Turn on the battery switch and bilge pump breaker. • The pump impeller is jammed by debris. Clean pump impeller housing. • The wire connections in the bilge have corroded. Replace connectors and secure above the bilge waterline. • The switch is defective. Replace the switch. • The pump is defective. Replace pump.
Porcelain head will not add water.	• The fresh water pump is not activated. Turn on fresh water pump. • The fresh water tank is empty. Fill fresh water tank. • The Add Water button in the control panel is not working. Replace control panel. • The solenoid on the head fresh water valve is defective. Replace fresh water supply valve.
Porcelain head will not flush.	• Electric head circuit breaker is tripped. Turn on breaker. • The holding tank is full. Pump out the holding tank. • There is bad connection at the head pump or the switch. Repair the connection. • The Flush button in the control panel is not working. Replace control panel. • The head pump is defective. Replace the pump.
ACCESSORY PROBLEMS	
Holding tank will not empty.	• Overboard discharge valve in the bilge is closed. Open discharge valve. • Holding tank vent is clogged. Replace vent filter or clean vent. • There is a vacuum leak in the hose from the holding tank to the deck pump out fitting. Tighten loose fittings or replace damaged hoses.

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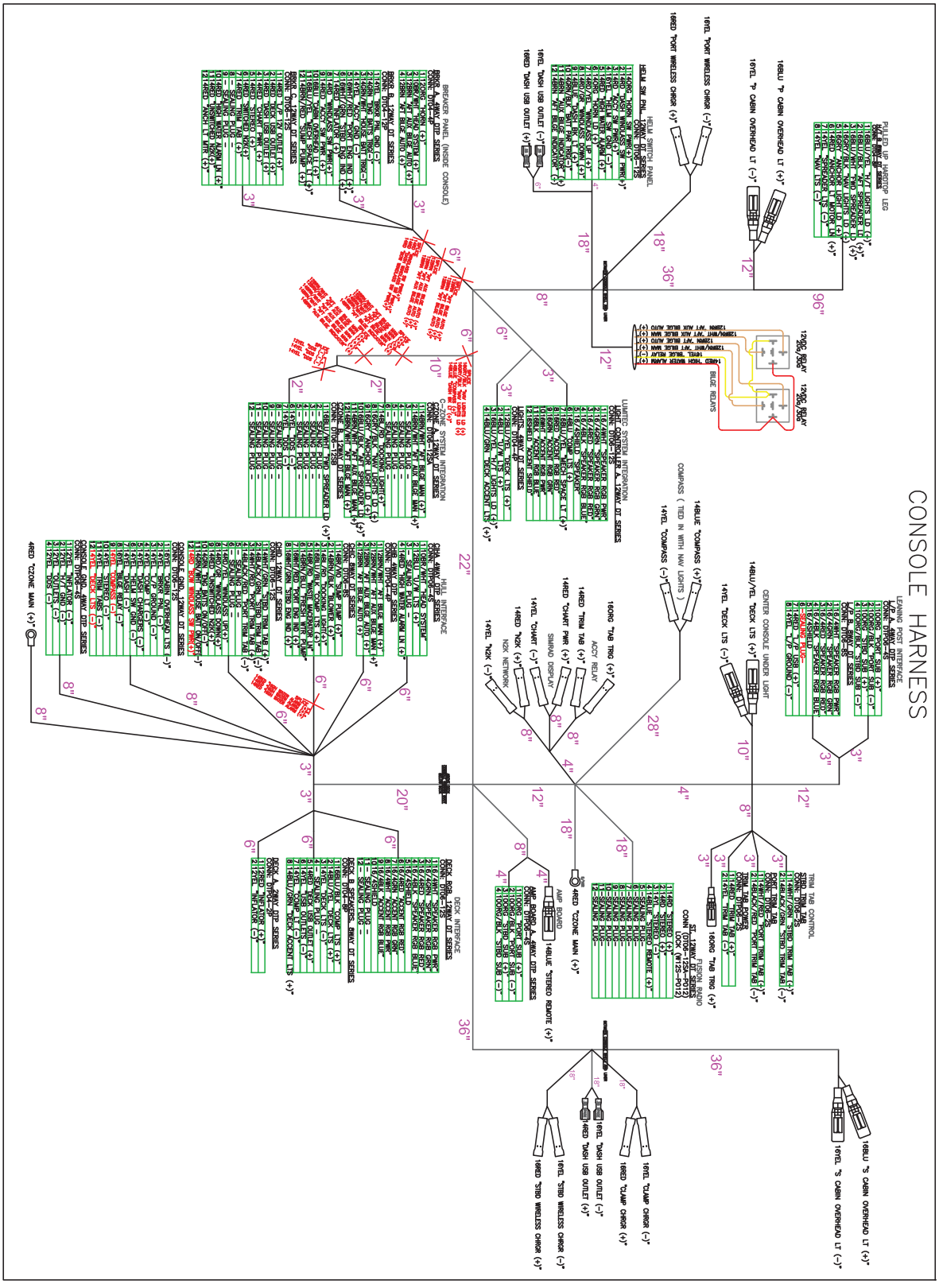
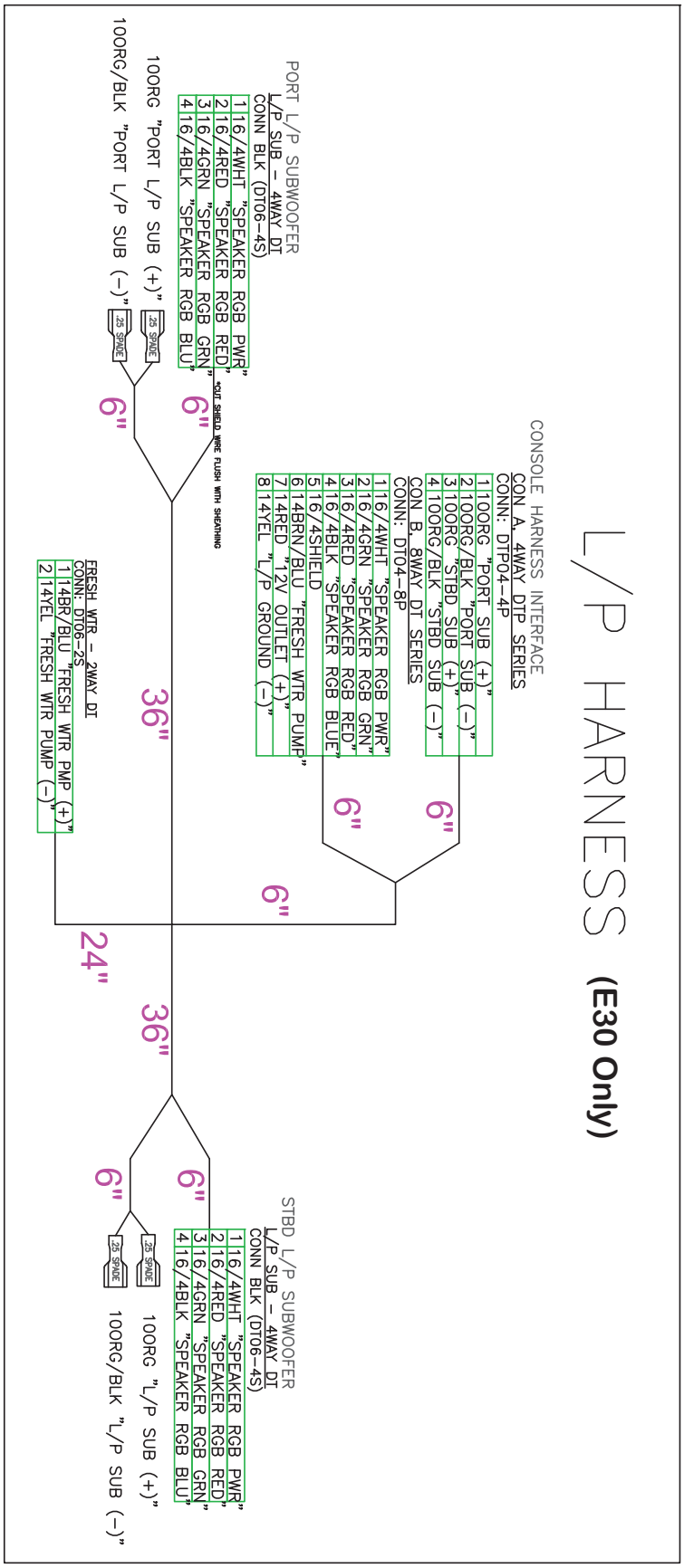
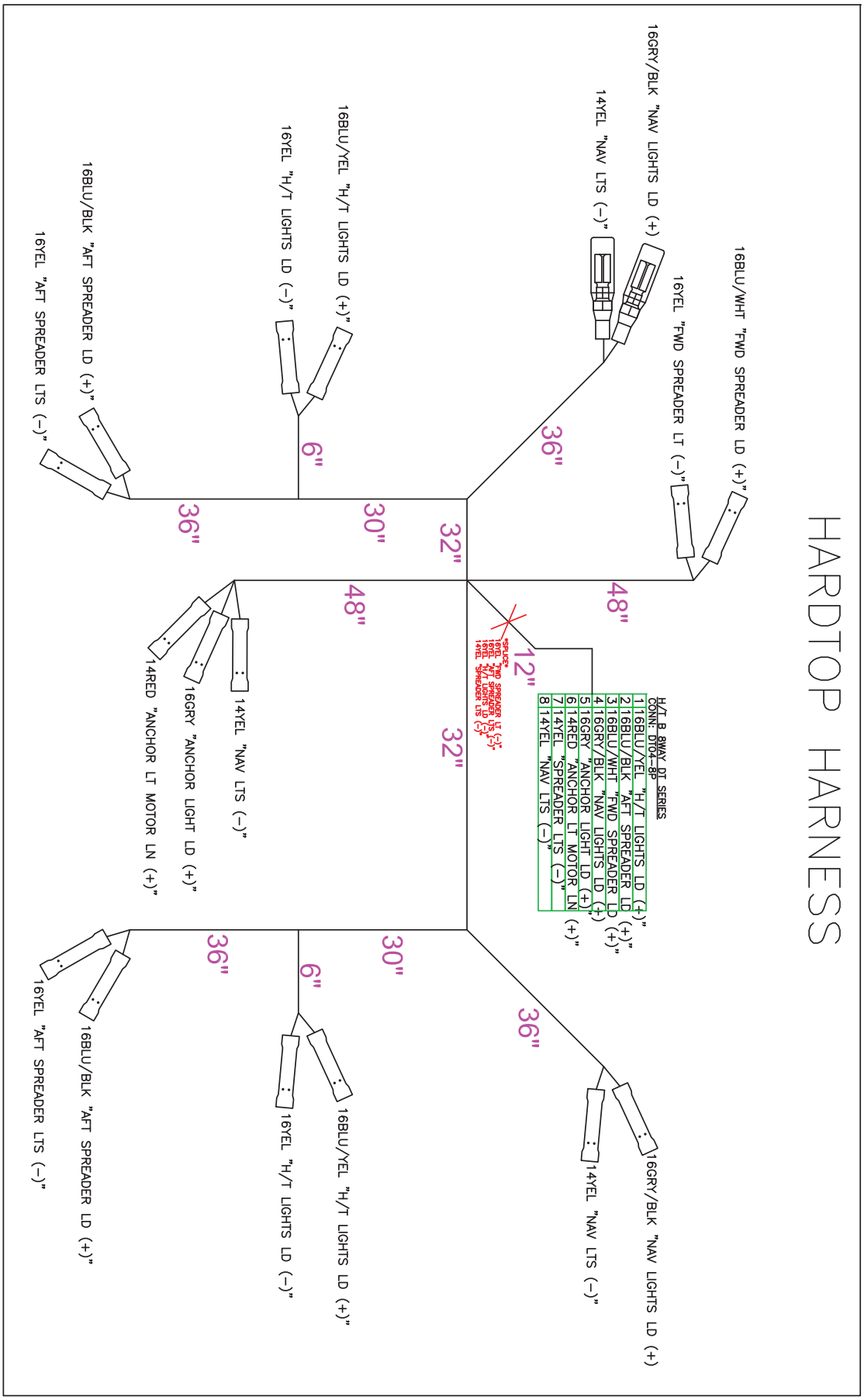
AMP BOARD HARNESS
DECK SPEAKERS, 12WAY DT SERIES
CONN: DT04-12P
20"
1 14GRY/BLK PORT FWD SPK
2 14GRY PORT FWD SPK(+)
3 14VIO/BLK "PM SPEAKER (-)"
4 14VIO "PM SPEAKER (+)"
5 14GRY/BLK PORT AFT SPK
6 14GRY PORT AFT SPK(+)
7 14GRN/BLK STBD FWD SPK (-)
8 14GRN STBD FWD SPK(+)
9 14WHT/BLK STBD MID SPK (-)
10 14WHT STBD MID SPK(+)
11 14GRN/BLK STBD AFT SPK (-)
12 14GRN STBD AFT SPK(+)
DECK HARNESS
CONSOLE HARNESS
MALE BULLET CONNECTOR
14BLUE "STEREO REMOTE (+)"
AMP BOARD A, 4WAY DTP SERIES
CONN: DTP04-4P
1 100RG "PORT SUB (+)"
2 100RG/BLK "PORT SUB (-)"
3 100RG "STBD SUB (+)"
4 100RG/BLK "STBD SUB (-)"
CONSOLE HARNESS
8RED "AMP 1 (+)"
8RED "AMP 2 (+)"
8YEL "AMP 1 (-)"
8YEL "AMP 2 (-)"
REF: INSULATED DIST. STUDS
P/N: S-10MM-8MM
OR EQUIV.

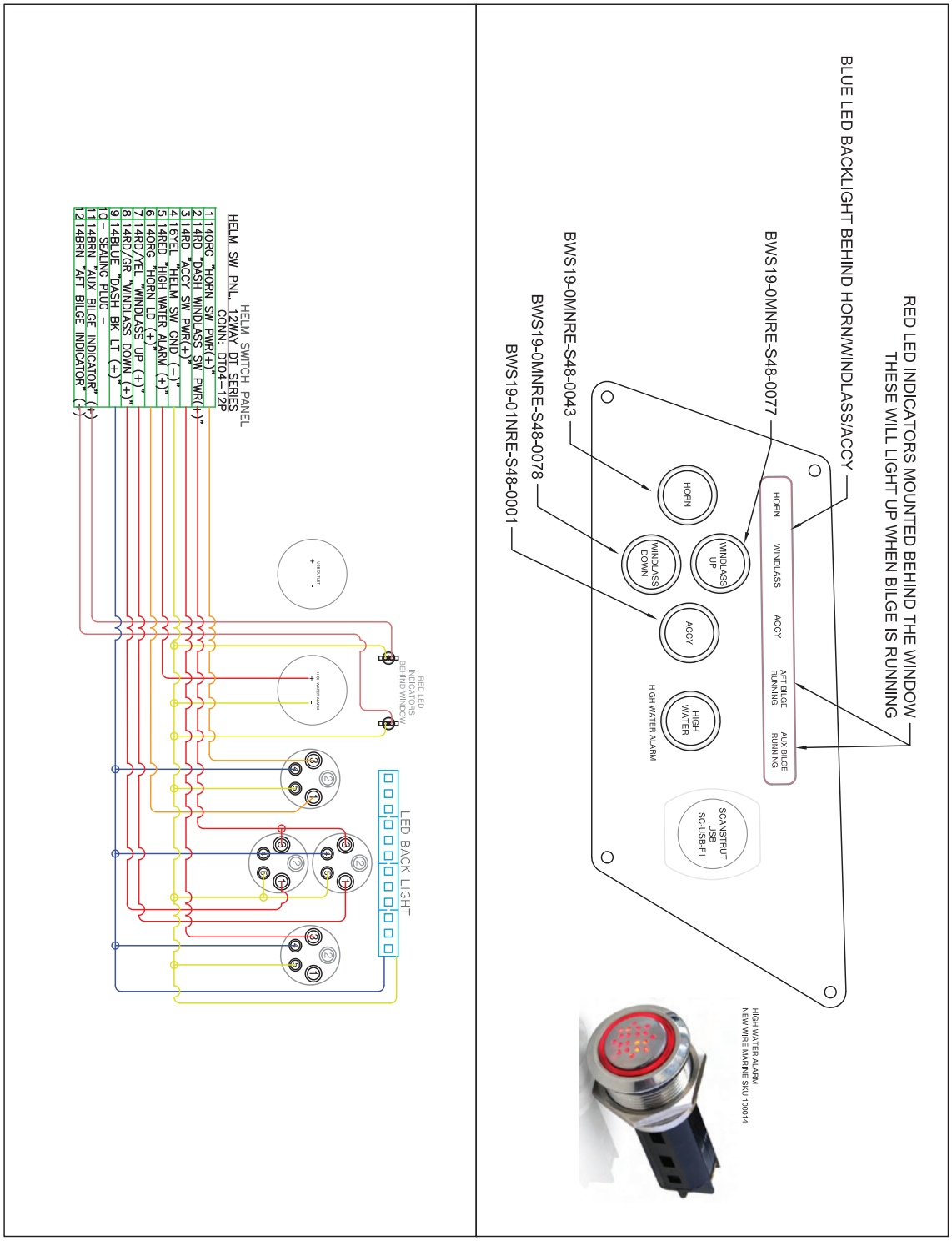
CONSOLE HARNESS

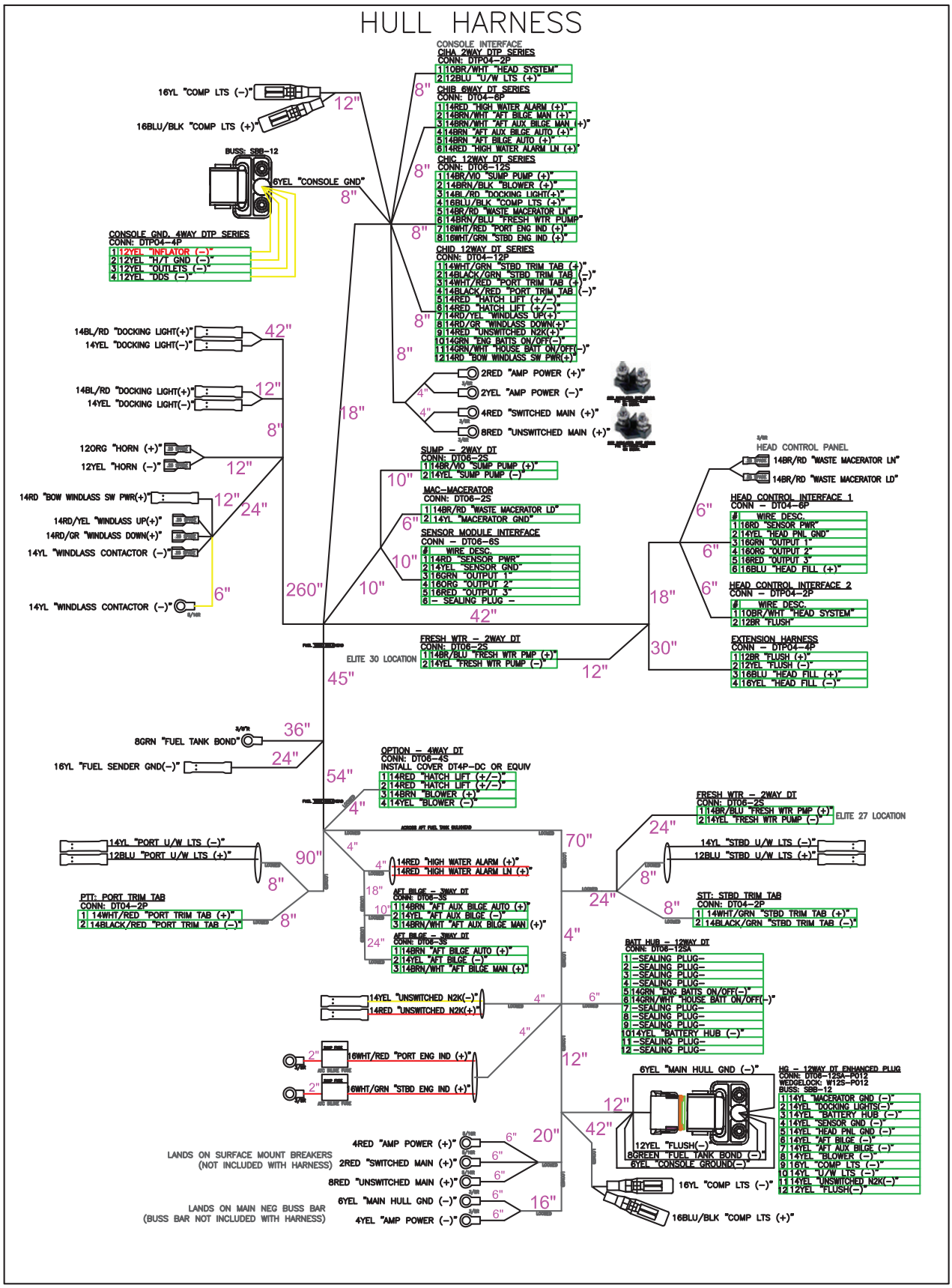



L/P HARNESS (E30 Only)
CONSOLE HARNESS INTERFACE
CON A, 4WAY DTP SERIES
CONN: DTP04-4P
1 100RG "PORT SUB (+)"
2 100RG/BLK "PORT SUB (-)"
3 100RG "STBD SUB (+)"
4 100RG/BLK "STBD SUB (-)"
CON B, 8WAY DT SERIES
CONN: DT04-8P
1 16/4WHT "SPEAKER RGB PWR"
2 16/4GRN "SPEAKER RGB GRN"
3 16/4RED "SPEAKER RGB RED"
4 16/4BLK "SPEAKER RGB BLUE"
5 16/4SHIELD
6 14BRN/BLU "FRESH WTR PUMP"
7 14RED "12V OUTLET (+)"
8 14YEL "L/P GROUND (-)"
PORT L/P SUBWOOFER
L/P SUB - 4WAY DT
CONN BLK (DT06-4S)
1 16/4WHT "SPEAKER RGB PWR"
2 16/4RED "SPEAKER RGB RED"
3 16/4GRN "SPEAKER RGB GRN"
4 16/4BLK "SPEAKER RGB BLU"
*CUT SHIELD WIRE FLUSH WITH SHEATHING
100RG "PORT L/P SUB (+)"
100RG/BLK "PORT L/P SUB (-)"
25 SPADE
25 SPADE
6"
6"
36"
24"
FRESH WTR - 2WAY DT
CONN: DT06-2S
1 14BR/BLU "FRESH WTR PMP (+)"
2 14YEL "FRESH WTR PUMP (-)"
STBD L/P SUBWOOFER
L/P SUB - 4WAY DT
CONN BLK (DT06-4S)
1 16/4WHT "SPEAKER RGB PWR"
2 16/4RED "SPEAKER RGB RED"
3 16/4GRN "SPEAKER RGB GRN"
4 16/4BLK "SPEAKER RGB BLU"
100RG "L/P SUB (+)"
100RG/BLK "L/P SUB (-)"
25 SPADE
25 SPADE
6"
6"
36"
6"
6"

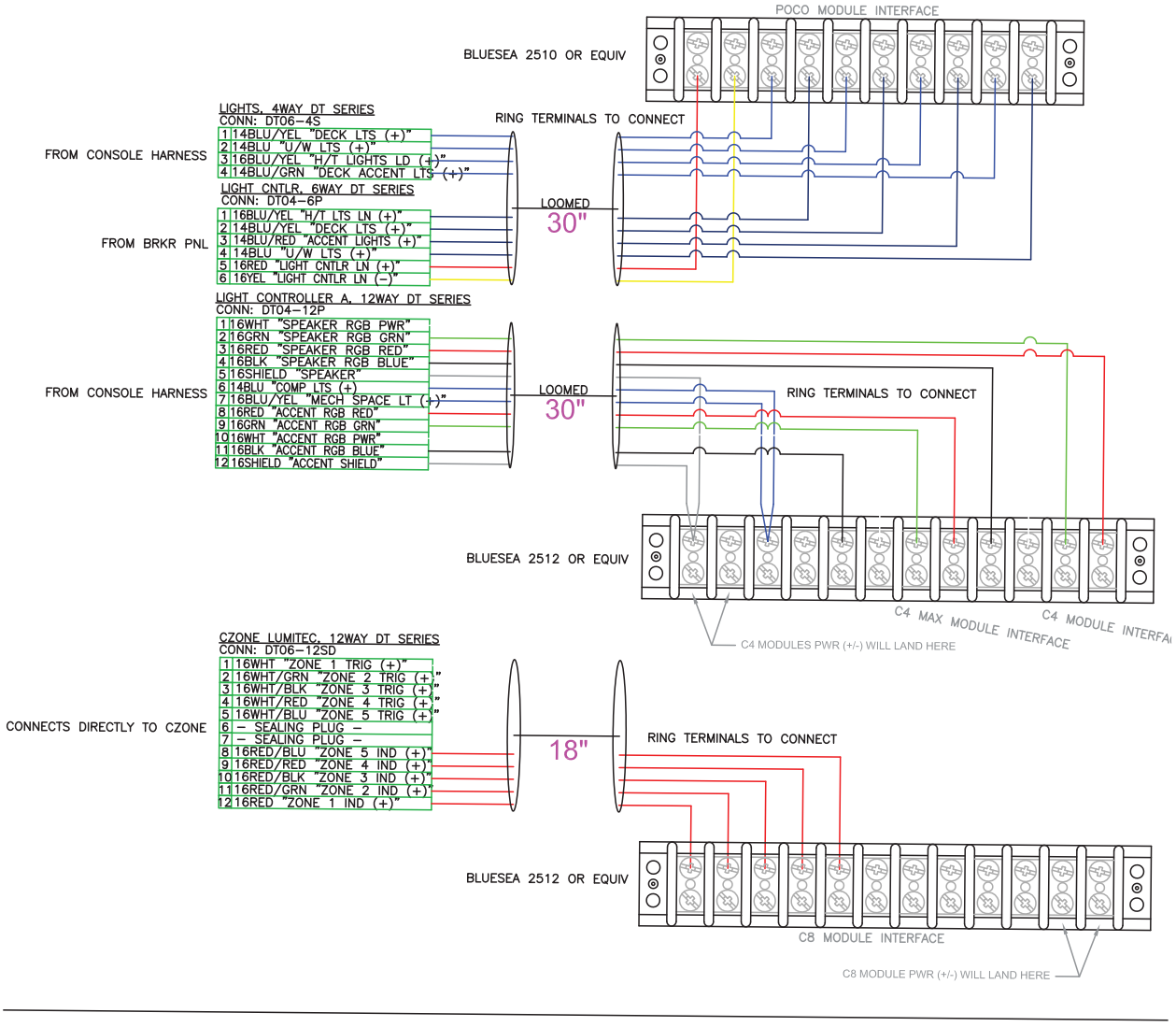

HARDTOP HARNESS
16BLU/WHT "FWD SPREADER LD (+)"
16YEL "FWD SPREADER LT (-)"
16GRY/BLK "NAV LIGHTS LD (+)
14YEL "NAV LTS (-)"
H/T 8 WAY DT SERIES
CONN: DT04-8P
1 16BLU/YEL "H/T LIGHTS LD (+)"
2 16BLU/BLK "AFT SPREADER LD (+)"
3 16BLU/WHT "FWD SPREADER LD (+)"
4 16GRY/BLK "NAV LIGHTS LD (+)"
5 16GRY "ANCHOR LIGHT LD (+)"
6 14RED "ANCHOR LT MOTOR LN (+)"
7 14YEL "SPREADER LTS (-)"
8
SPLICE2
16YEL "FWD SPREADER LT (-)"
16YEL "AFT SPREADER LTS (-)"
14YEL
16BLU/YEL "H/T LIGHTS LD (+)"
16YEL "H/T LIGHTS LD (-)"
16BLU/BLK "AFT SPREADER LD (+)"
16YEL "AFT SPREADER LTS (-)"
14YEL "NAV LTS (-)"
16GRY "ANCHOR LIGHT LD (+)"
14RED "ANCHOR LT MOTOR LN (+)"
36"
6"
36"
30"
32"
48"
12"
32"
48"
36"
30"
6"
36"

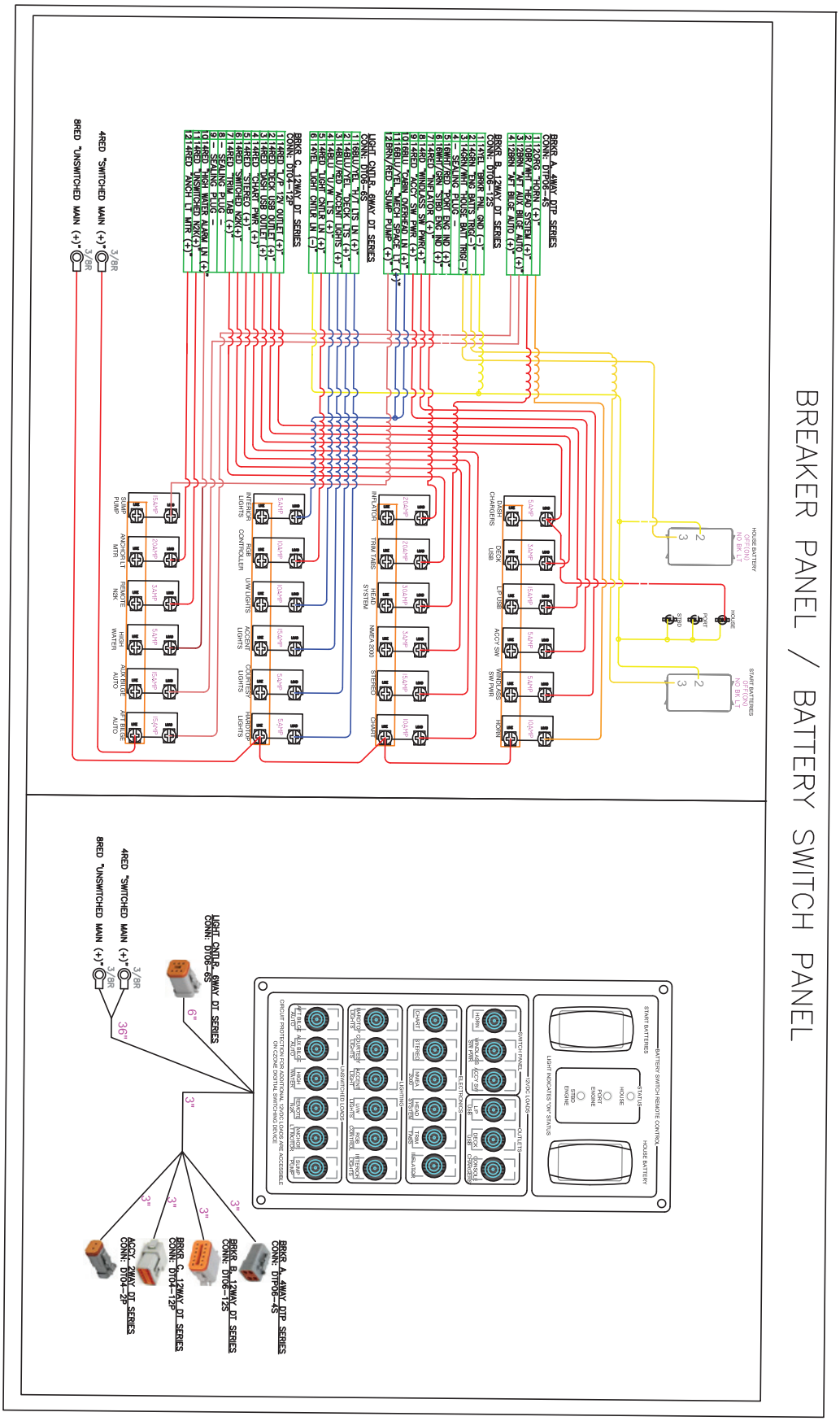
HELM SWITCH PANEL

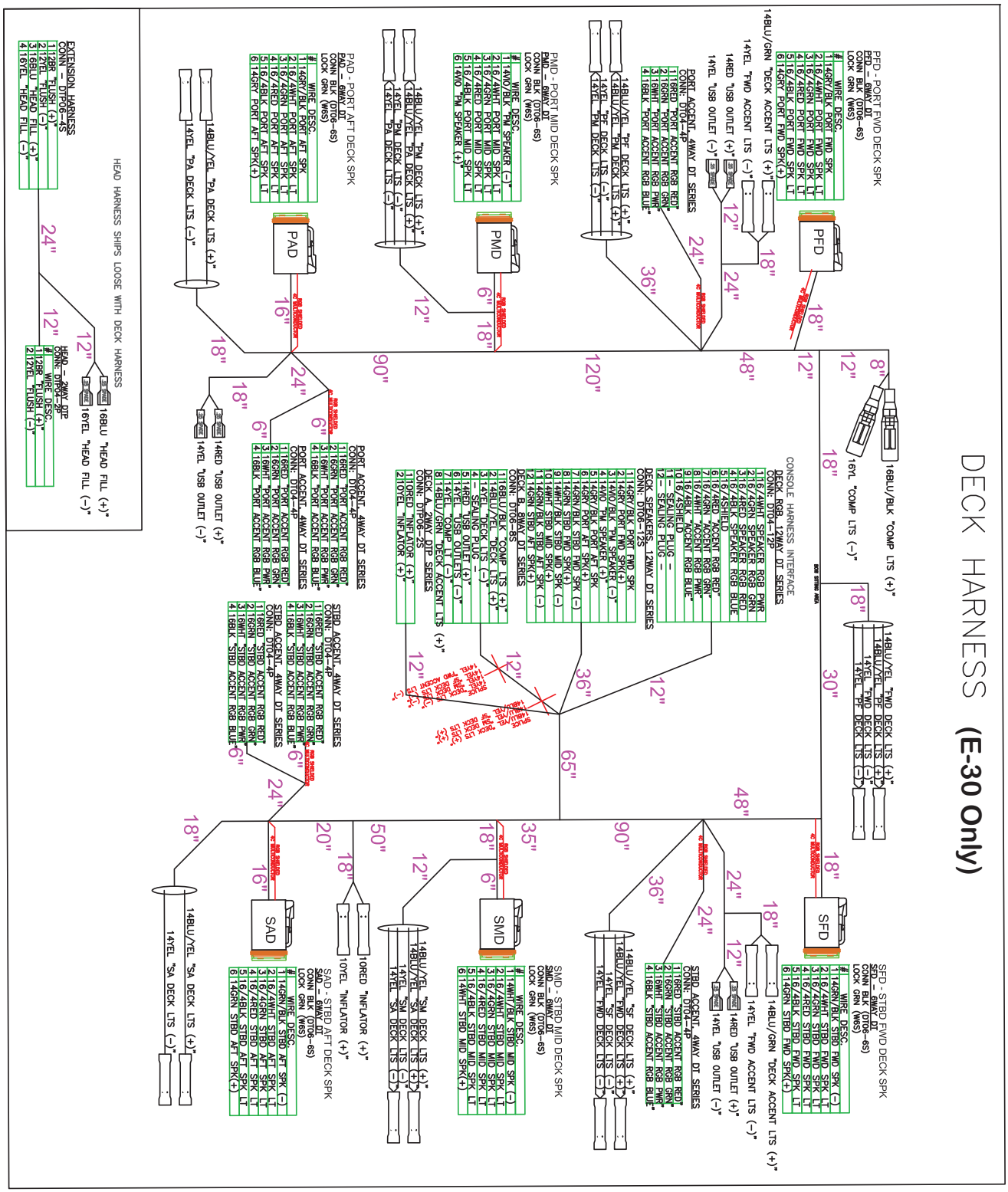


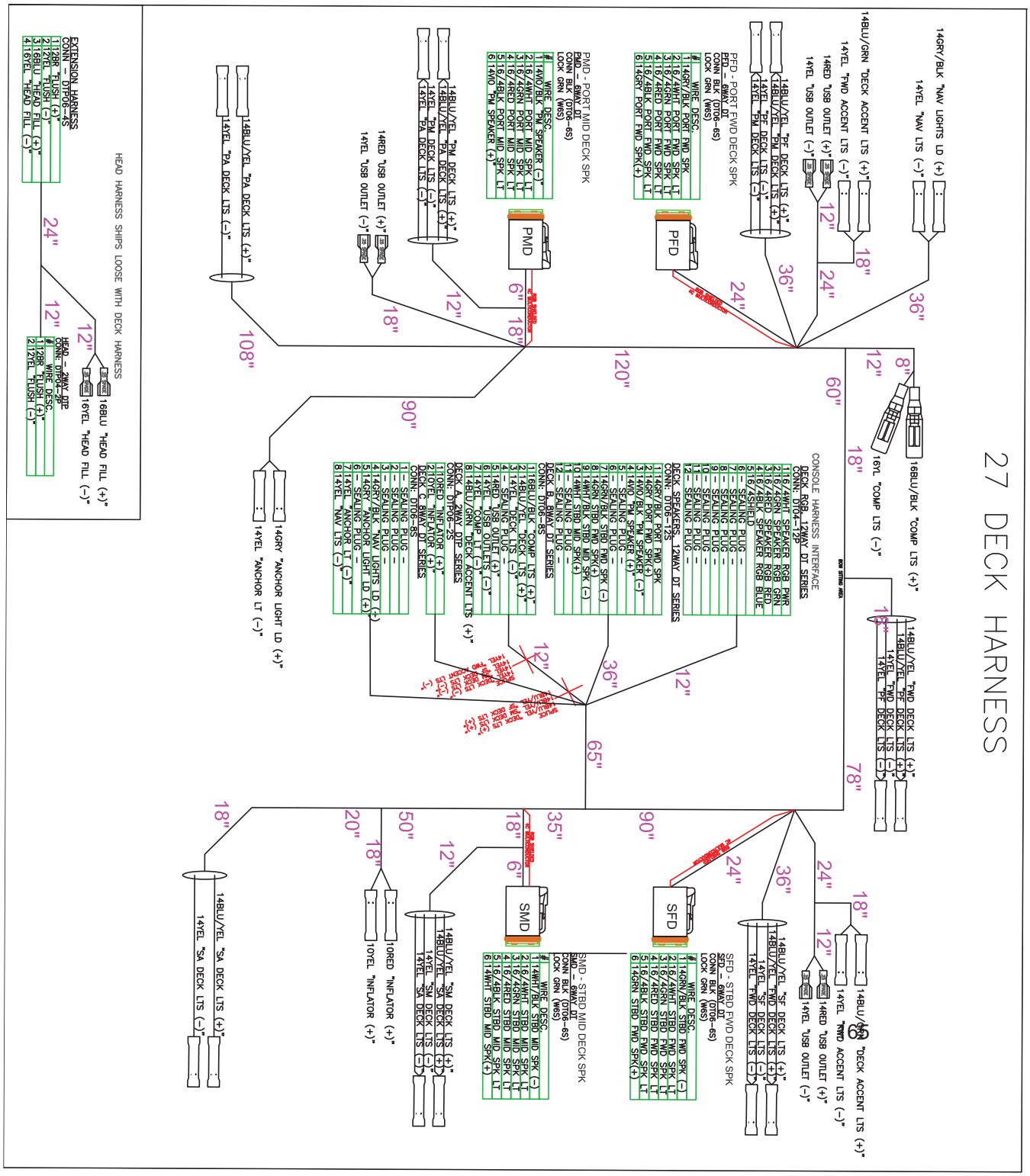

HULL HARNESS
CONSOLE INTERFACE
CHA 2WAY DTP SERIES
CONN: DTP04-2P
1 10BR/WHT "HEAD SYSTEM"
2 12BLU "U/W LTS (+)"
CHB 6WAY DT SERIES
CONN: DTO4-6P
1 14RED "HIGH WATER ALARM (+)"
2 14BRN/WHT "AFT BILGE MAN (+)"
3 14BRN/WHT "AFT AUX BILGE MAN (+)"
4 14BRN "AFT AUX BILGE AUTO (+)"
5 14BRN "AFT BILGE AUTO (+)"
6 14RED "HIGH WATER ALARM LN (+)"
CHC 12WAY DT SERIES
CONN: DTO6-12S
1 14BR/VIO "SUMP PUMP (+)"
2 14BRN/BLK "BLOWER (+)"
3 14BL/RD "DOCKING LIGHT(+)"
4 16BLU/BLK "COMP LTS (+)"
5 14BR/RD "WASTE MACERATOR LN"
6 14BRN/BLU "FRESH WTR PUMP"
7 16WHT/RED "PORT ENG IND (+)"
8 16WHT/GRN "STBD ENG IND (+)"
CHD 12WAY DT SERIES
CONN: DTO4-12P
1 14WHT/GRN "STBD TRIM TAB (+)"
2 14BLACK/GRN "STBD TRIM TAB (-)"
3 14WHT/RED "PORT TRIM TAB (+)"
4 14BLACK/RED "PORT TRIM TAB (-)"
5 14RED "HATCH LIFT (+/-)"
6 14RED "HATCH LIFT (+/-)"
7 14RD/YEL "WINDLASS UP(+)"
8 14RD/GR "WINDLASS DOWN(+)"
9 14RED "UNSWITCHED N2K(+)"
10 14GRN "ENG BATTS ON/OFF(-)"
11 14GRN/WHT "HOUSE BAT ON/OFF(-)"
12 14RD "BOW WINDLASS SW PWR(+)"
16YL "COMP LTS (-)"
16BLU/BLK "COMP LTS (+)"
BUSS: SBB-12
6YEL "CONSOLE GND"
CONSOLE GND, 4WAY DTP SERIES
CONN: DTP04-4P
1 12YEL "INFLATOR (-)"
2 12YEL "H/T GND (-)"
3 12YEL "OUTLETS (-)"
4 12YEL "DDS (-)"
14BL/RD "DOCKING LIGHT(+)"
14YEL "DOCKING LIGHT(-)"
14BL/RD "DOCKING LIGHT(+)"
14YEL "DOCKING LIGHT(-)"
12ORG "HORN (+)"
12YEL "HORN (-)"
14RD "BOW WINDLASS SW PWR(+)"
14RD/YEL "WINDLASS UP(+)"
14RD/GR "WINDLASS DOWN(+)"
14YL "WINDLASS CONTACTOR (-)"
14YL "WINDLASS CONTACTOR (-)"
2RED "AMP POWER (+)"
2YEL "AMP POWER (-)"
4RED "SWITCHED MAIN (+)"
8RED "UNSWITCHED MAIN (+)"
SUMP - 2WAY DT
CONN: DTO6-2S
1 14BR/VIO "SUMP PUMP (+)"
2 14YEL "SUMP PUMP (-)"
MAC-MACERATOR
CONN: DTO6-2S
1 14BR/RD "WASTE MACERATOR LD"
2 14YL "MACERATOR GND"
SENSOR MODULE INTERFACE
CONN - DTO6-6S
WIRE DESC.
1 14RD "SENSOR PWR"
2 14YEL "SENSOR GND"
3 16GRN "OUTPUT 1"
4 16ORG "OUTPUT 2"
5 16RED "OUTPUT 3"
6 - SEALING PLUG -
FRESH WTR - 2WAY DT
CONN: DTO6-2S
1 14BR/BLU "FRESH WTR PMP (+)"
2 14YEL "FRESH WTR PUMP (-)"
ELITE 30 LOCATION
HEAD CONTROL PANEL
14BR/RD "WASTE MACERATOR LN"
14BR/RD "WASTE MACERATOR LD"
HEAD CONTROL INTERFACE 1
CONN - DTO4-6P
WIRE DESC.
1 16RD "SENSOR PWR"
2 14YEL "HEAD PNL GND"
3 16GRN "OUTPUT 1"
4 16ORG "OUTPUT 2"
5 16RED "OUTPUT 3"
6 16BLU "HEAD FILL (+)"
HEAD CONTROL INTERFACE 2
CONN - DTP04-4P
WIRE DESC.
1 10BR/WHT "HEAD SYSTEM"
2 12BR "FLUSH"
EXTENSION HARNESS
CONN - DTP04-4P
1 12BR "FLUSH (+)"
2 12YEL "FLUSH (-)"
3 16BLU "HEAD FILL (+)"
4 16YEL "HEAD FILL (-)"
8GRN "FUEL TANK BOND"
16YL "FUEL SENDER GND(-)"
OPTION - 4WAY DT
CONN: DTO6-4S
INSTALL COVER DT4P-DC OR EQUIV
1 14RED "HATCH LIFT (+/-)"
2 14RED "HATCH LIFT (+/-)"
3 14BRN "BLOWER (+)"
4 14YEL "BLOWER (-)"
14YL "PORT U/W LTS (-)"
12BLU "PORT U/W LTS (+)"
PTT: PORT TRIM TAB
CONN: DTO4-2P
1 14WHT/RED "PORT TRIM TAB (+)"
2 14BLACK/RED "PORT TRIM TAB (-)"
14RED "HIGH WATER ALARM (+)"
14RED "HIGH WATER ALARM LN (+)"
AFT BILGE - 3WAY DT
CONN: DTO6-3S
1 14BRN "AFT AUX BILGE AUTO (+)"
2 14YEL "AFT AUX BILGE (-)"
3 14BRN/WHT "AFT AUX BILGE MAN (+)"
AFT BILGE - 3WAY DT
CONN: DTO6-3S
1 14BRN "AFT BILGE AUTO (+)"
2 14YEL "AFT BILGE (-)"
3 14BRN/WHT "AFT BILGE MAN (+)"
14YEL "UNSWITCHED N2K(-)"
14RED "UNSWITCHED N2K(+)"
16WHT/RED "PORT ENG IND (+)"
16WHT/GRN "STBD ENG IND (+)"
FRESH WTR - 2WAY DT
CONN: DTO6-2S
1 14BR/BLU "FRESH WTR PMP (+)"
2 14YEL "FRESH WTR PUMP (-)"
ELITE 27 LOCATION
14YL "STBD U/W LTS (-)"
12BLU "STBD U/W LTS (+)"
STT: STBD TRIM TAB
CONN: DTO4-2P
1 14WHT/GRN "STBD TRIM TAB (+)"
2 14BLACK/GRN "STBD TRIM TAB (-)"
BATT HUB - 12WAY DT
CONN: DTO6-12SA
1 -SEALING PLUG-
2 -SEALING PLUG-
3 -SEALING PLUG-
4 -SEALING PLUG-
5 14GRN "ENG BATTS ON/OFF(-)"
6 14GRN/WHT "HOUSE BAT ON/OFF(-)"
7 -SEALING PLUG-
8 -SEALING PLUG-
9 -SEALING PLUG-
10 14YEL "BATTERY HUB (-)"
11 -SEALING PLUG-
12 -SEALING PLUG-
6YEL "MAIN HULL GND (-)"
12YEL "FLUSH(-)"
8GREEN "FUEL TANK BOND (-)"
6YEL "CONSOLE GROUND(-)"
16YL "COMP LTS (-)"
16BLU/BLK "COMP LTS (+)"
HG - 12WAY DT ENHANCED PLUG
CONN: DTO6-12SA-P012
WEDGELOCK: W12S-P012
BUSS: SBB-12
1 14YL "MACERATOR GND (-)"
2 14YEL "DOCKING LIGHTS(-)"
3 14YEL "BATTERY HUB (-)"
4 14YEL "SENSOR GND (-)"
5 14YEL "HEAD PNL GND (-)"
6 14YEL "AFT BILGE (-)"
7 14YEL "AFT AUX BILGE (-)"
8 14YEL "BLOWER (-)"
9 16YL "COMP LTS (-)"
10 14YL "U/W LTS (-)"
11 14YEL "UNSWITCHED N2K(-)"
12 12YEL "FLUSH(-)"
LANDS ON SURFACE MOUNT BREAKERS
(NOT INCLUDED WITH HARNESS)
4RED "AMP POWER (+)"
2RED "SWITCHED MAIN (+)"
8RED "UNSWITCHED MAIN (+)"
LANDS ON MAIN NEG BUSS BAR
(BUSS BAR NOT INCLUDED WITH HARNESS)
6YEL "MAIN HULL GND (-)"
4YEL "AMP POWER (-)"

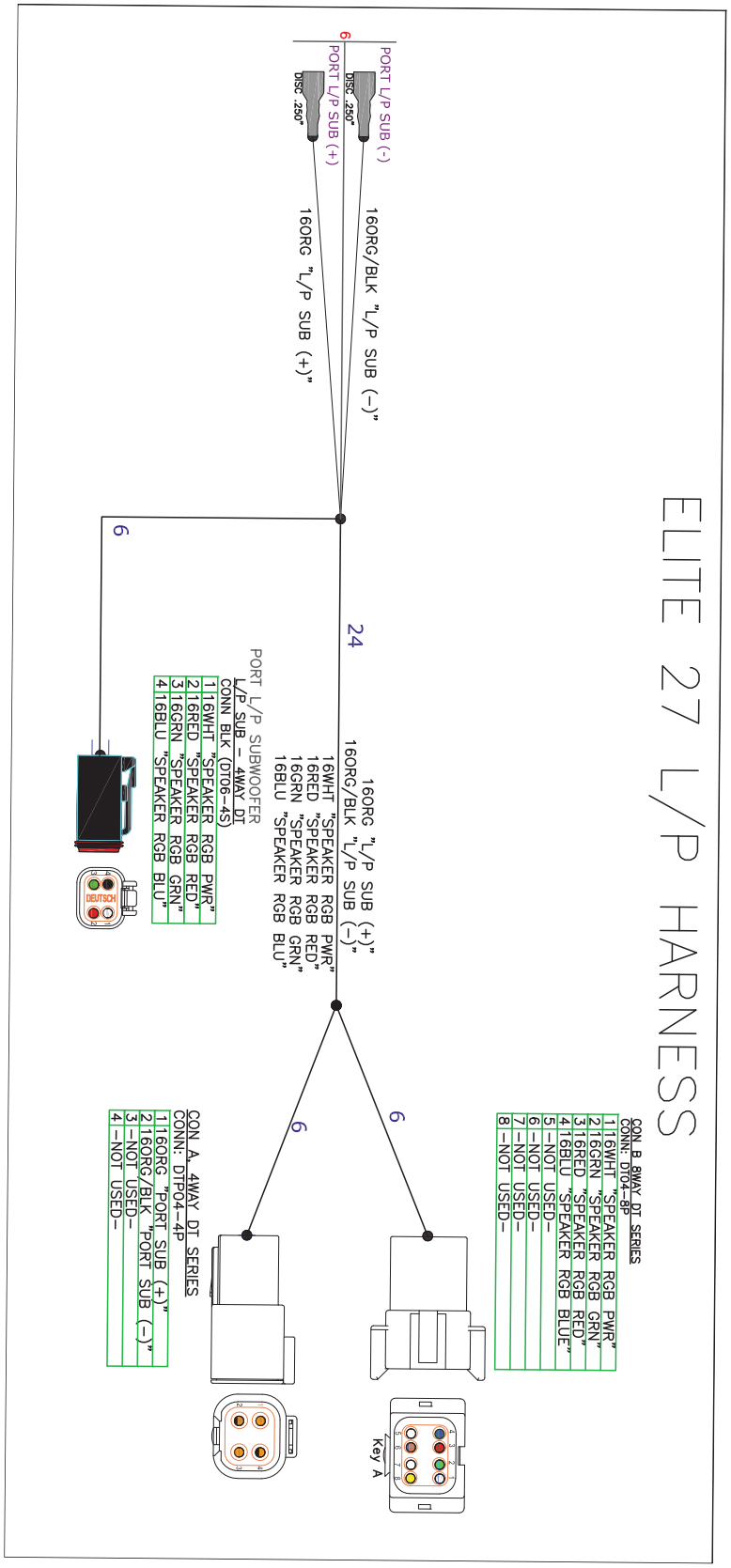
LUMITEC SYSTEM




MDP
BREAKER PANEL / BATTERY SWITCH PANEL
BRKR A, 4WAY DTP SERIES
CONN: DTHD6-4S
BRKR B, 12WAY DT SERIES
CONN: DT04-12P
BRKR C, 12WAY DT SERIES
CONN: DT04-12P
LIGHT CNTLR, 6WAY DT SERIES
CONN: DT06-6S
ACCY, 2WAY DT SERIES
CONN: DT04-2P
8RED "UNSWITCHED MAIN (+)"
4RED "SWITCHED MAIN (+)"
3/8R
3/0R
36"
6"
3"
HOUSE BATTERY
START BATTERIES
BATTERY SWITCH REMOTE CONTROL
LIGHT INDICATES VOLT STATUS
SWITCH PANEL
12VDC LOADS
OUTLETS
ELECTRONICS
LIGHTING
NAVIGATION LOADS
ACCESSORY LOADS
CIRCUIT PROTECTION ON CCORE DIGITAL SWITCHING DEVICE


DECK HARNESS (E-30 Only)
HEAD HARNESS SHIPS LOOSE WITH DECK HARNESS
EXTENSION HARNESS
CONN: DT04-4S
PFD - PORT FWD DECK SPK
PFD - 4WAY DT
CONN BLK (DT06-6S)
LOCK GRN (WES)
PFD
PAD - PORT AFT DECK SPK
PAD - 4WAY DT
CONN BLK (DT06-6S)
LOCK GRN (WES)
PAD
PMD - PORT MID DECK SPK
PMD - 4WAY DT
CONN BLK (DT06-6S)
LOCK GRN (WES)
PMD
CONSOLE HARNESS INTERFACE
DECK RGB 12WAY DT SERIES
CONN: DT06-12S
DECK SPEAKERS 12WAY DT SERIES
CONN: DT06-12S
DECK A 2WAY DTP SERIES
CONN: DTP06-2S
DECK ACCENT 4WAY DT SERIES
CONN: DT04-4P
DECK B 8WAY DT SERIES
CONN: DT06-8S
SFD - STBD FWD DECK SPK
SFD - 6WAY DT
CONN BLK (DT06-6S)
LOCK GRN (WES)
SFD
STBD ACCENT 4WAY DT SERIES
CONN: DT04-4P
SMD - STBD MID DECK SPK
SMD - 6WAY DT
CONN BLK (DT06-6S)
LOCK GRN (WES)
SMD
SAD - STBD AFT DECK SPK
SAD - 6WAY DT
CONN BLK (DT06-6S)
LOCK GRN (WES)
SAD
PORT ACCENT 4WAY DT SERIES
CONN: DT04-4P
STBD ACCENT 4WAY DT SERIES
CONN: DT04-4P
16BLU "HEAD FILL (+)"
16YEL "HEAD FILL (-)"
14RED "USB OUTLET (+)"
14YEL "USB OUTLET (-)"
14BLU/YEL "PA DECK LTS (+)"
14YEL "PA DECK LTS (-)"
16BLU/BLK "COMP LTS (+)"
16YL "COMP LTS (-)"
14BLU/YEL "FWD DECK LTS (+)"
14YEL "FWD DECK LTS (-)"
14BLU/GRN "DECK ACCENT LTS (+)"
14YEL "FWD ACCENT LTS (-)"
14BLU/YEL "PF DECK LTS (+)"
14YEL "PF DECK LTS (-)"
14BLU/YEL "PM DECK LTS (+)"
14YEL "PM DECK LTS (-)"
14BLU/YEL "PA DECK LTS (+)"
14YEL "PA DECK LTS (-)"
14BLU/YEL "SF DECK LTS (+)"
14YEL "SF DECK LTS (-)"
14BLU/YEL "SM DECK LTS (+)"
14YEL "SM DECK LTS (-)"
14BLU/YEL "SA DECK LTS (+)"
14YEL "SA DECK LTS (-)"
10RED "INFLATOR (+)"
10YEL "INFLATOR (+)"


27 DECK HARNESS
14GRY/BLK "NAV LIGHTS LD (+)"
14YEL "NAV LTS (-)"
14BLU/GRN "DECK ACCENT LTS (+)"
14YEL "FWD ACCENT LTS (-)"
14RED "USB OUTLET (+)"
14YEL "USB OUTLET (-)"
14BLU/YEL "PF DECK LTS (+)"
14YEL "PF DECK LTS (-)"
PFD - PORT FWD DECK SPK
PFD - 6WAY DT
CONN BLK (DT06-6S)
LOCK GRN (W6S)
WIRE DESC
1 14GRY/BLK PORT FWD SPK
2 16/4WHT PORT FWD SPK LT
3 16/4GRN PORT FWD SPK LT
4 16/4RED PORT FWD SPK LT
5 16/4BLK PORT FWD SPK LT
6 14GRY PORT FWD SPK(+)
PFD
PMD - PORT MID DECK SPK
PMD - 6WAY DT
CONN BLK (DT06-6S)
LOCK GRN (W6S)
WIRE DESC
1 14WO/BLK "PM SPEAKER (-)"
2 16/4WHT PORT MID SPK LT
3 16/4GRN PORT MID SPK LT
4 16/4RED PORT MID SPK LT
5 16/4BLK PORT MID SPK LT
6 14WO "PM SPEAKER (+)"
PMD
14BLU/YEL "PM DECK LTS (+)"
14BLU/YEL "PA DECK LTS (-)"
14YEL "PM DECK LTS (-)"
14YEL "PA DECK LTS (+)"
14RED "USB OUTLET (+)"
14YEL "USB OUTLET (-)"
16BLU/BLK "COMP LTS (+)"
16YL "COMP LTS (-)"
CONSOLE HARNESS INTERFACE
DECK_RGB_12WAY DT SERIES
CONN: DT04-12P
1 16/4WHT SPEAKER RGB PWR
2 16/4GRN SPEAKER RGB GRN
3 16/4RED SPEAKER RGB RED
4 16/4BLK SPEAKER RGB BLUE
5 — SEALING PLUG —
6 — SEALING PLUG —
7 — SEALING PLUG —
8 — SEALING PLUG —
9 — SEALING PLUG —
10 — SEALING PLUG —
11 — SEALING PLUG —
12 — SEALING PLUG —
DECK_SPEAKERS_12WAY DT SERIES
CONN: DT06-12S
1 14GRY/BLK PORT FWD SPK
2 14GRY PORT FWD SPK(+)
3 14WO/BLK "PM SPEAKER (-)"
4 14WO "PM SPEAKER (+)"
5 — SEALING PLUG —
6 — SEALING PLUG —
7 14GRN/BLK STBD FWD SPK (-)
8 14GRN STBD FWD SPK(+)
9 14WHT/BLK STBD MID SPK (-)
10 14WHT STBD MID SPK(+)
11 — SEALING PLUG —
12 — SEALING PLUG —
DECK_B_8WAY DT SERIES
CONN: DT06-8S
1 16BLU/BLK "COMP LTS (+)"
2 14BLU/YEL "DECK LTS (+)"
3 14YEL "DECK LTS (-)"
4 14RED "USB OUTLET (+)"
5 14YEL "USB OUTLETS (-)"
6 14YEL "COMP LT (-)"
7 14BLU/GRN "DECK ACCENT LTS (+)"
8 — SEALING PLUG —
DECK_A_2WAY DTP SERIES
CONN: DTP06-2S
1 10RED "INFLATOR (+)"
2 14YEL "INFLATOR (-)"
DECK_C_8WAY DT SERIES
CONN: DT06-8S
1 — SEALING PLUG —
2 — SEALING PLUG —
3 — SEALING PLUG —
4 14GRY/BLK NAV LIGHTS LD (-)
5 14GRY ANCHOR LIGHT LD (+)
6 — SEALING PLUG —
7 14YEL "ANCHOR LT (-)"
8 14YEL "NAV LTS (-)"
14BLU/YEL "FWD DECK LTS (+)"
14YEL "FWD DECK LTS (-)"
14BLU/YEL "PF DECK LTS (+)"
14YEL "PF DECK LTS (-)"
14BLU/YEL "PM DECK LTS (+)"
14YEL "PM DECK LTS (-)"
14BLU/YEL "PA DECK LTS (+)"
14YEL "PA DECK LTS (-)"
14BLU/YEL "SF DECK LTS (+)"
14YEL "SF DECK LTS (-)"
14BLU/YEL "SM DECK LTS (+)"
14YEL "SM DECK LTS (-)"
14BLU/YEL "SA DECK LTS (+)"
14YEL "SA DECK LTS (-)"
14BLU/YEL "DECK ACCENT LTS (+)"
14YEL "FWD ACCENT LTS (-)"
14RED "USB OUTLET (+)"
14YEL "USB OUTLET (-)"
SFD
SFD - STBD FWD DECK SPK
SFD - 6WAY DT
CONN BLK (DT06-6S)
LOCK GRN (W6S)
WIRE DESC
1 14GRN/BLK STBD FWD SPK (-)
2 16/4WHT STBD FWD SPK LT
3 16/4GRN STBD FWD SPK LT
4 16/4RED STBD FWD SPK LT
5 16/4BLK STBD FWD SPK LT
6 14GRN STBD FWD SPK(+)
SMD
SMD - STBD MID DECK SPK
SMD - 6WAY DT
CONN BLK (DT06-6S)
LOCK GRN (W6S)
WIRE DESC
1 14WHT/BLK STBD MID SPK (-)
2 16/4WHT STBD MID SPK LT
3 16/4GRN STBD MID SPK LT
4 16/4RED STBD MID SPK LT
5 16/4BLK STBD MID SPK LT
6 14WHT STBD MID SPK(+)
14GRY "ANCHOR LIGHT LD (+)"
14YEL "ANCHOR LT (-)"
10RED "INFLATOR (+)"
10YEL "INFLATOR (+)"
HEAD HARNESS SHIPS LOOSE WITH DECK HARNESS
EXTENSION HARNESS
CONN - DTP06-4S
WIRE DESC
1 12BR "FLUSH (+)"
2 12YEL "FLUSH (-)"
3 16BLU "HEAD FILL (+)"
4 16YEL "HEAD FILL (-)"
HEAD - 2WAY DTP
CONN - DTP06-2S
WIRE DESC
1 12BR "FLUSH (+)"
2 12YEL "FLUSH (-)"
16BLU "HEAD FILL (+)"
16YEL "HEAD FILL (-)"
14BLU/YEL "PA DECK LTS (+)"
14YEL "PA DECK LTS (-)"
14BLU/YEL "SA DECK LTS (+)"
14YEL "SA DECK LTS (-)"
8"
12"
18"
24"
36"
60"
78"
90"
108"
120"
6"
65"
35"
50"


ELITE 27 L/P HARNESS
PORT L/P SUB (-)
PORT L/P SUB (+)
DISC .250"
DISC .250"
160RG/BLK "L/P SUB (-)"
160RG "L/P SUB (+)"
6
24
6
6
160RG "L/P SUB (+)"
160RG/BLK "L/P SUB (-)"
16WHT "SPEAKER RGB PWR"
16RED "SPEAKER RGB RED"
16GRN "SPEAKER RGB GRN"
16BLU "SPEAKER RGB BLU"
PORT L/P SUBWOOFER
L/P SUB - 4WAY DT
CONN BLK (DT06-4S)
1 16WHT "SPEAKER RGB PWR"
2 16RED "SPEAKER RGB RED"
3 16GRN "SPEAKER RGB GRN"
4 16BLU "SPEAKER RGB BLU"
DEUTSCH
CON B 8WAY DT SERIES
CONN: DT04-8P
1 16WHT "SPEAKER RGB PWR"
2 16GRN "SPEAKER RGB GRN"
3 16RED "SPEAKER RGB RED"
4 16BLU "SPEAKER RGB BLUE"
5 -NOT USED-
6 -NOT USED-
7 -NOT USED-
8 -NOT USED-
Key A
CON A 4WAY DT SERIES
CONN: DTP04-4P
1 16ORG "PORT SUB (+)"
2 16ORG/BLK "PORT SUB (-)"
3 -NOT USED-
4 -NOT USED-

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(2026) Elite 25 OB - EF

LOA w/Swim Platform	25'-7"	7.79 m
Beam	8'6"	2.59 m
Deadrise	21°	21°
Draft - Engine Up	18"	45.7 cm
Draft - Engine Down	36"	91.4 cm
Bridge Clearance w/ Hardtop	8' 4"	2.54 m
Fuel Capacity	90 gal	378 L
Water Capacity	8 gal	30.28 L
Waste Capacity	11 gal	41.6 L
Dry Weight	6400 lbs	2903 kg
Max Persons	12	12
Max Persons Weight	2340 lbs	975 kg
Max Persons/Gear Weight	3432 lbs	1170 kg
Max Power	350 hp	261 KW

Elite 25 OB Standard Equipment & Features

HULL & DECK

Barrier Coat, Vinylester
Bow & Stern Eyes, Stainless Steel, w/SS Backing Plate
Bow Grab Handles
Bow Plate, Stainless Steel
Cleats, Stainless Steel, Pull-Up (6)
Colored Hull
Docking Lights
Door, Walk-Thru at Transom
Drain Plug, Brass Garboard
Horn, Electric Flush Mount
Lights, Navigation, LED
NMMA Certified
Rub Rail, Heavy Duty w/Stainless Steel Insert
Swim Platform, Molded In w/Telescoping Recessed Ladder & Hatch (2)
Thru-Hulls, Stainless Steel Above Waterline
Transhield Shipping Cover
Universal Burnewiin Mounting System (2)

COCKPIT

Cooler, 45 Qt. Yeti Carry-On (1)
Courtesy Lighting, LED RGB
Cockpit Table w/ Pedestal & Vertical Side Mount Bases, Fwd & Aft
Drink Holders, Stainless Steel (3)
Fiberglass Cockpit Liner w/Non-Skid & Overboard Drainage
Hardtop, Fiberglass, w/ Overhead RGB Lighting, Electrically Folding All-Around Light.
Wet Bar w/Solid Surface Insert, Sink, Faucet, Trash Receptacle & Storage
Outlets, 12V/USB
Stereo, Fusion Apollo RA210 (4) JL 6.5" Speakers w/ LED Lights
Storage, In-Floor
Transom Shower (Cold Only)

HEAD

Flooring, Marine Mat
Toilet (Porta-Potti)
Vanity w/Solid Surface Top, Sink & Pullout Sprayer

COCKPIT (continued)

SEATING

Aft Sunpad, With (1) articulating Backrest, Storage Compartments, Port Reversable Backrest.
Bow Lounge
Port & Starboard Helm Seats, w/Swivel Base, Slider, Flip-up Thigh Rise, & Fold Down Armrests.

TECHNICAL

HELM

Compass
Cup Holders (3)
GPS/Chart Plotter, Simrad 15" Ultra Wide, B60 Tranducer Intergraded Switching and Stereo Controls.
Outlet, 12V, USB (2)
Steering Wheel, Leather Wrapped w/Chromed Stainless Spokes
Steering, Power Assisted, Tilt.
Storage, Accessory
Trim Tab Indicators w/Auto Retract
Wireless Chargers (2)

ELECTRICAL SYSTEM

Battery Trays (2)
Battery Charger w/ Deck Plug
Panel, Battery Switch w/Emergency Parallel, Remote Controlled

BILGE COMPARTMENT

Automatic Bilge Pump
Bilge Compartment Lighting
Bilge Hatch, Fiberglass
Gel Coated Bilge Compartment

FUEL SYSTEMS

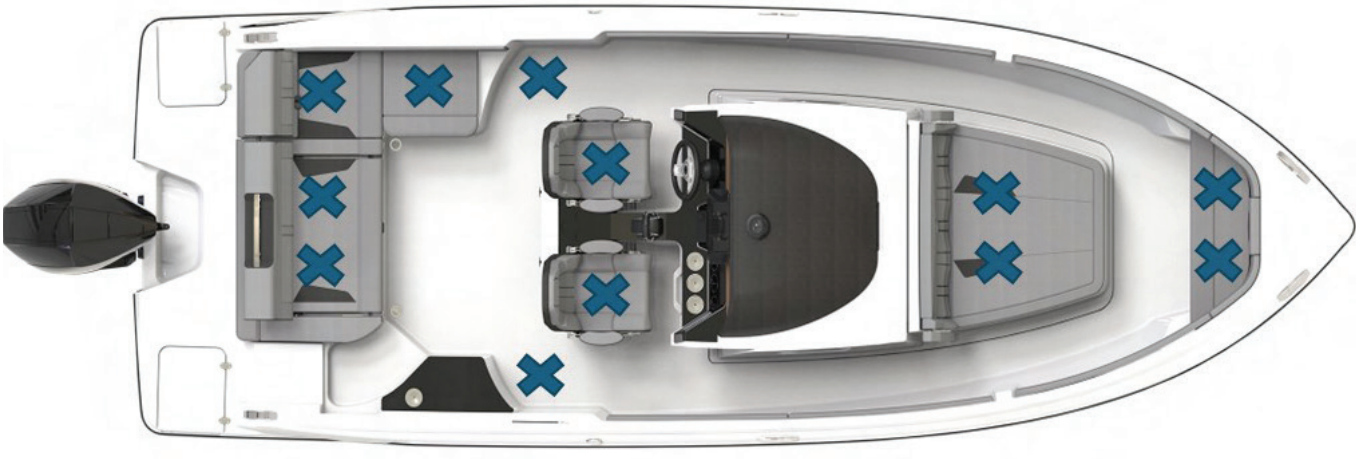
Double Clamped Fuel Lines
Water Separating Fuel Filter

Elite 25 OB Options

HULL & DECK	TECHNICAL
Bow Boarding Ladder	VHF, Simrad RS100
Colored Hull Bottom (other than Arctic Ice)	
Phender Pro Holders (4)	**UNDER WATER GEAR**
Swim Platform Inlay (SeaDek)	Trim Tabs w/Indicators
Underwater Lights, RGB LED	Trim Tabs, Lenco Pro Automatic
COCKPIT	**WASTE SYSTEMS**
Air Inflator	Grey Water System
Cockpit Inlay (SeaDek)	Macerator w/Overboard Discharge
Cockpit Grill	(Not Availible w/Gray Water Option, Requires Electric Toilet Option)
Cockpit Table	
Stereo Remotes, Bow and Stern	
Woven Flooring, Cockpit	
HEAD	**CANVAS**
Toilet, Electric w/ Holding Tank, Indicator & Pump Out Deck Fitting.	Aft Seat Cover
	Bow Shade
	Console Cover
	Helm Seat Cover
	Mooring Cover (includes 2 additional Phender Pro Holders)

Elite 25 Outboard Designated Occupant Positions

(For A Boat Underway At Speeds of 5 MPH or More)



(2025) Elite 27 OB - EB

Rev 2(6/19/24 BA)

LOA w/Swim Platform	27'-8"	8.43 m
Beam	8'10"	2.69 m
Deadrise	21°	21°
Draft - Engine Up	18"	45.7 cm
Draft - Engine Down	36"	91.4 cm
Bridge Clearance w/ Hardtop	8' 4"	2.54 m
Fuel Capacity	100 gal	378 L
Water Capacity	8 gal	30.28 L
Waste Capacity	11 gal	41.6 L
Dry Weight	7000 lbs	3175 kg
Max Persons	Yacht (US)	10
Max Persons Weight	Yacht (US)	820 kg
Max Persons/Gear Weight	Yacht (US)	1192 kg
Max Power	400	298 KW

Elite 27 OB Standard Equipment & Features

HULL & DECK

Barrier Coat, Vinylester
Bow & Stern Eyes, Stainless Steel, w/SS Backing Plate
Bow Grab Handles
Bow Plate, Stainless Steel
Cleats, Stainless Steel, Pull-Up (6)
Colored Hull
Docking Lights
Door, Walk-Thru at Transom
Drain Plug, Brass Garboard
Horn, Electric Flush Mount
Lights, Navigation, LED
NMMA Certified
Rub Rail, Heavy Duty w/Stainless Steel Insert
Swim Platform, Molded In w/Telescoping Recessed Ladder & Hatch (2)
Thru-Hulls, Stainless Steel Above Waterline
Transhield Shipping Cover
Underwater Lights, RGB LED

COCKPIT

Cooler, 50 Qt. Carry-On (1)
Courtesy Lighting, LED RGB
Cockpit Table w/ Pedestal & Vertical Side Mount Bases, Fwd & Aft
Drink Holders, Stainless Steel ( )
Fiberglass Cockpit Liner w/Non-Skid & Overboard Drainage
Hardtop, Fiberglass, w/ Overhead RGB Lighting, Electrically Folding All-Around Light.
Wet Bar w/Solid Surface Insert, Sink, Faucet, Trash Receptacle & Storage
Outlets, 12V/USB
Stereo, Fusion Apollo RA770 (6) JL 6.5" Speakers, (1) 10" Subwoofers w/ LED Lights 600/6 Amp + 600/1 Amp
Stereo Remotes, Bow and Stern
Storage, In-Floor
Transom Shower (Cold Only)

HEAD

Flooring, Marine Mat
Toilet (Porta-Potti)
Vanity w/Solid Surface Top, Sink & Pullout Sprayer

COCKPIT (continued)

SEATING

Aft Sunpad, With (1) articulating Backrest, Storage Compartments, Port Reversable Backrest.
Bow Seating
Port & Starboard Helm Seats, w/Swivel Base & Flip-up Thigh Rise, Fold Down Armrest.

TECHNICAL

HELM

Compass
Cup Holders (3)
GPS/Chart Plotter, Simrad 15" Ultra Wide, B60 Tranducer Intergraded Switching and Stereo Controls.
Outlet, 12V, USB
Steering Wheel, Leather Wrapped w/Chromed Stainless Spokes
Steering, Power Assisted, Tilt.
Storage, Accessory
Trim Tab Indicators w/Auto Retract
Wireless Chargers (2)

ELECTRICAL SYSTEM

Battery Trays (2)
Battery Charger w/ Deck Plug
Panel, Battery Switch w/Emergency Parallel, Remote Controlled

BILGE COMPARTMENT

Automatic Bilge Pumps
Bilge Compartment Lighting
Bilge Hatch, Fiberglass
Gel Coated Bilge Compartment

FUEL SYSTEMS

Double Clamped Fuel Lines
Water Separating Fuel Filters

UNDER WATER GEAR

Trim Tabs w/Indicators & Auto Retract

Elite 27 OB Options

HULL & DECK

Anchor Windlass w/Anchor, Rope & Chain
Bow Boarding Ladder
Phender Pro Holders (4)
Swim Platform Inlay (SeaDek)

COCKPIT

Atmos Air Station
Cockpit Inlay (SeaDek)
Woven Flooring, Cockpit

HEAD

Toilet, Electric w/ Holding Tank, Indicator & Pump Out Deck Fitting.

SEATING

Filler Cushions, Bow

TECHNICAL

WASTE SYSTEMS

Grey Water System
Macerator w/Overboard Discharge (Not Availible w/Gray Water Option)

CANVAS

Aft Shade
Aft Seat Cover
Bow Shade
Bow Cover
Console Cover
Helm Seat Cover

(2025) Elite 30 OB - ED

Rev [illegible]

LOA w/Engines	32' [illegible]"	[illegible] m
LOA w/Swim Platform	30' [illegible]"	9.14m
Beam	9'-10"	2.99 m
Deadrise	21°	21°
Draft - Engine Up	26"	66.4 cm
Draft - Engine Down	32"	81.3 cm
Bridge Clearance w/Hard Top	8'-11"	2.7 m
Fuel Capacity	200 gal	757 L
Water Capacity	20 gal	75.7 L
Waste Capacity	11 gal	41.6 L
Dry Weight	8600 lbs	3900 kg
Max Persons	Yacht(US)	12 (CE)
Max Persons Weight	Yacht(US)	870 kg
Max Persons/Gear Weight	Yacht(US)	[illegible] kg
Max Power	600 HP	447 KW

Elite 30 Standard Equipment & Features

HULL & DECK
Barrier Coat, Vinylester
Bow & Stern Eyes, Stainless Steel, w/SS Backing Plate
Bow Grab Handles
Bow Plate, Stainless Steel
Bimini/Win Mounts (2)
Cleats, Stainless Steel, Pull-Up (6)
Colored Hull
Docking Lights
Door, Walk-Thru at Transom
Drain Plug, Brass Garboard
Horn, Electric Flush Mount
Lights, Navigation, LED (Hardtop Mounted)
NMMA Certified
Rub Rail, Heavy Duty w/Stainless Steel Insert
Swim Platform, Molded in w/Telescoping Recessed Ladder & Hatch (2)
Thru-Hulls, Stainless Steel Above Waterline
Trailerable Shipping Cover
Underwater Lights, RGB LED

COCKPIT
Cooler, [illegible] Qt Carry-On (2)
Courtesy Lighting, LED RGB
Cockpit Table w/ Pedestal & Vertical Wall Mount Bases, Fwd & Aft
Drink Holders, Stainless Steel (11)
Fiberglass Cockpit Liner w/Non-Skid & Overboard Drainage
Wet Bar w/Solid Surface Insert, Sink, Faucet, Trash Receptacle & Storage
Outlets, 12V/USB
Stereo, Fusion Apollo RA770, (6) JL 7.7" Speakers, (2) 10" Subwoofers
w/ LED Lights, JL [illegible] Amp & [illegible] Amp
Stereo Remotes, Bow and Stern
Storage, In-Floor
Transom Shower (Cold Only)
Hardtop, Fiberglass, w/ Overhead RGB Lighting, Electrically
Folding All-Around Light

HEAD
Flooring, Marine Mat
Toilet, Electric w/ Holding Tank, Indicator & Pump Out/Deck Fitting
Vanity w/Solid Surface Top, Sink & Pullout Sprayer

SEATING
Aft Facing Seat,
All Carpeted, With (2) self-draining Backrests, Storage Compartments.
Bow Seating
Helm Seats, Port & Starboard w/Flip-up Thigh Rise & Fold Down Armrests.

TECHNICAL
HELM
Compass
Cup Holders (2)
GPS/Chart Plotter, Garmin 12" Ultra Wide, [illegible] Transducer
Integrated Switching and Stereo Controls.
Outlet, 12V, USB
Steering Wheel, Leather Wrapped w/Chromed Stainless Spokes
Steering, Power Assisted, Tilt
Trim Tab Indicators w/Auto Retract
Wireless Chargers (2)

ELECTRICAL SYSTEM
Battery Trays (3)
3-Bank Battery Charger w/ Dock Plug
Panel, Battery Switch w/Emergency Parallel, Remote Controlled

BILGE COMPARTMENT
Automatic Bilge Pumps
Bilge Compartment Lighting
Bilge Hatch, Fiberglass
Gel Coated Bilge Compartment

FUEL SYSTEMS
Double Clamped Fuel Lines
Water Separating Fuel Filters

UNDER WATER GEAR
Trim Tabs w/Indicators & Auto Retract

Elite 30 Options

HULL & DECK

Anchor Windlass w/Anchor, Rope & Chain
Bow Boarding Ladder
Phender Pro Holders (4)
Swim Platform Inlay (SeaDek)

COCKPIT

Atmos Air Station Inflator
Cockpit Inlay (SeaDek)
Woven Flooring, Cockpit

SEATING

Filler Cushions, Bow

TECHNICAL

WASTE SYSTEM
Grey Water System
Macerator w/Overboard Discharge (Not Availible w/Gray Water Option)

CANVAS

Aft Shade
Aft Seat Cover
Bow Shade
Bow Cover
Console Cover
Helm Seat Cover

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