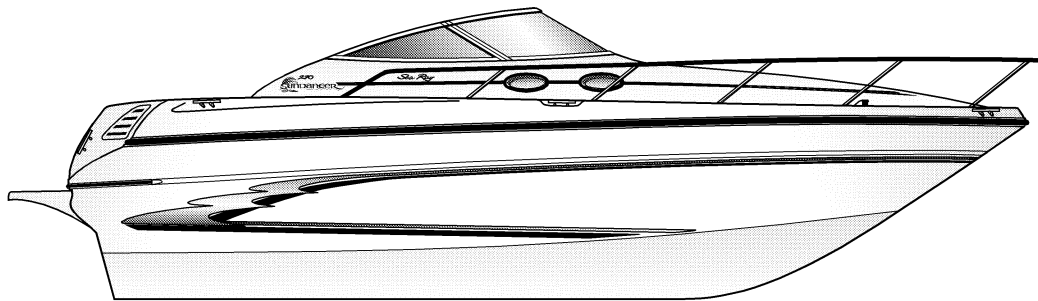


# OWNER'S MANUAL

## SPECIFIC INFORMATION

### 270 SUNDANCER



*Sea Ray*

Sea Ray® • Owner's Manual Supplement 270 Sundancer • MRP #1241538  
Printed in the U.S.A. January 1998 Revised November 1999, May 2002 ©Sea Ray Boats, Inc.  
Sea Ray Boats, Inc. 2600 Sea Ray Blvd., Knoxville, TN 37914.  
For information call 1-800-SRBOATS, or fax 1-314-213-7878  
Internet address: <http://www.searay.com>

Note: Not all accessories shown in pictures or described herein are standard equipment or even available as options.  
Options and features are subject to change without notice.



# INTRODUCTION & TABLE OF CONTENTS

This owner's manual supplement has been written to provide additional specific information about your boat and should be read carefully. Keep this booklet with the owner's manual in the owner's manual packet.

The owner's manual packet has been compiled to help you to operate your craft with safety and pleasure. It contains details of the craft, the equipment supplied or fitted, its systems and information on its operation and maintenance. Please read the information in it carefully, and familiarize yourself with the craft before using it.

If this is your first craft, or you are changing to a type of craft you are not familiar with, for your own comforts and safety, please ensure that you obtain handling and operating experience before "assuming command" of the craft. Your dealer or yacht club will be pleased to advise you of local sea schools, or competent instructors.

PLEASE KEEP THIS OWNER'S MANUAL PACKET IN A SECURE PLACE, AND HAND IT OVER TO THE NEW OWNER WHEN YOU SELL THE CRAFT.

Warranty Information .....	4	Fuel System .....	23-25
Construction Standards .....	4	Emergency Start System .....	24
Hull Identification Number .....	4	Exhaust System .....	26
Servicing Your Sea Ray® .....	4	Ventilation System/Bilge Blower .....	26
Owner's Manual Packet Contents .....	5-6	Bilge Pumping System .....	27
Life Saving Equipment (PFD) .....	7	Manual Bilge Pump (Option) .....	28
Boat Storage .....	7	Steering System .....	28-29
Troubleshooting .....	7	Fire Extinguishing System .....	30
List of Reference Manuals and Drawings .....	7	Air Conditioning & Heating (Option) .....	30-31
Repair and Parts Facilities .....	7	Engine Cooling System .....	32
Docking / Lifting / Trailering .....	8	Anchoring .....	32
General Arrangements & Dimensions .....	9	Anchoring Arrangement .....	32
Interior Seating Plan .....	9	Generator Information .....	32-33
Supplemental General Information .....	10	Carbon Monoxide Monitor .....	33
Accessory Locations .....	10	Location Of Through-Hull Fittings .....	34
Propulsion System .....	11	Dash Layout .....	35
Propellers .....	11	Canvas Information .....	36-38
Water System .....	12	Cabin & Cockpit Switch Location & Function .....	39
Water Pump & Filter .....	12	Accessory Switch Panel .....	40
Head System .....	13-14	Ignition Switch Panel (Gas & Diesel) .....	40-41
Bilge Layout .....	15-17	Main DC Breaker Panel .....	41
Fresh & Grey Water Line Routing .....	18	AC Main Distribution Panels .....	42
Electrical Installation .....	19	Wire Harness Installation .....	43-46
12 Volt Receptacle .....	19	Wiring Schematics .....	47-65
Battery .....	20-22	International Homologations .....	66
Battery Switch .....	22		

(This book contains 66 pages.)



Information in this publication is based upon the latest product specifications available at printing. Sea Ray® Boats, Inc. reserves the right to make changes at any time, without notice, in the colors, equipment, specifications, materials and prices of all models, or to discontinue models. Should changes in production models be made, Sea Ray® is not obligated to make similar changes or modifications to models sold prior to the date of such changes.

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## WARRANTY INFORMATION

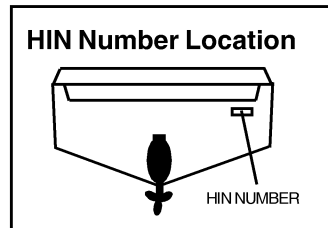
Sea Ray's® warranty is better than ever. Find the warranty information card in your owner's manual packet for complete details. If for some reason the card is missing, contact your Sea Ray dealer for a new one.

## CONSTRUCTION STANDARDS

Sea Ray's® commitment - Excellence by Design - has enabled us to create a superior craft providing you with comfort, performance, safety and dependability. All our boats comply with the safety standards set by the United States Coast Guard and are designed, engineered and manufactured in accordance with applicable recommendations and guidelines of the American Boat and Yacht Council (ABYC) certified by the National Marine Manufacturers Association (NMMA).

## HULL IDENTIFICATION NUMBER (HIN)

The “**Hull Identification Number**,” located on the starboard side of the transom, is the most important identifying factor and must be included in all correspondence and orders. Failure to include it only creates delays. Also of vital importance are the engine serial numbers and part numbers when writing about or ordering parts for your engine. Refer to the engine owner's manual for locations.



## SERVICING YOUR SEA RAY®

When your boat needs service beyond regular maintenance it should be taken to an authorized Sea Ray® dealer.

To find a dealer in your area call:

1-800-SRBOATS.

Fax: 1-314-213-7878

Domestic/International

If a problem is not handled to your satisfaction:

1. Discuss any warranty-related problems directly with the service manager of the dealership or your sales person. Give the dealer an opportunity to help the service department resolve the matter for you.
2. If a problem arises that has not been resolved to your satisfaction by your dealer, contact Sea Ray® Boats at 1-800-SRBOATS and the appropriate customer service department information will be provided for you.

# OWNER'S MANUAL PACKET CONTENTS

	Sea Ray® Owner's Manual	Sea Ray® Owner's Manual Supplement	Sea Ray® Specification Sheet	Sea Ray® Parts Manual	Engine Operator's Manual	Original Equipment Manuals	Owner's Packet Insert
Accident Reporting . . . . .	X				X	X	X
Alarms . . . . .					X		
AM/FM Cassette Stereo . . . . .						X	
Anchoring . . . . .	X	X	X				X
Battery . . . . .	X	X			X	X	
Bilge Layout . . . . .				X			
Bilge Blower . . . . .	X	X		X		X	
Bilge Pump . . . . .	X	X		X		X	
Canvas . . . . .	X			X		X	
Capacity Plate . . . . .	X			X			
Carbon Monoxide . . . . .	X						
Certifications . . . . .		X	X				
Cleaning . . . . .	X					X	
Cockpit . . . . .				X			
Communication Equipment . . . . .	X					X	
Compass . . . . .	X					X	
Console . . . . .				X			
Construction Standards . . . . .		X					
Controls . . . . .	X			X		X	
Decals . . . . .				X			
Depth Finder . . . . .						X	
Dimensions . . . . .		X	X				
Drains (Through-Hull Fittings) . . . . .		X					
Education . . . . .	X						
Electrical System . . . . .	X	X		X			
Electrolysis . . . . .	X						
Emergency Engine Shutdown . . . . .	X				X		
Emergency Engine Start . . . . .	X	X			X		
Emergency Procedures . . . . .	X						
Engine . . . . .					X		
Environmental Considerations . . . . .	X						
Equipment::							
• Recommended . . . . .	X						
• Required . . . . .	X						X
• Standard . . . . .			X				
• Optional . . . . .			X				
Fire . . . . .	X						
Fire Suppression Equipment . . . . .	X	X				X	X
Flame Arrestor . . . . .					X		X
Flooding, Swamping . . . . .	X						
Fuel System . . . . .	X			X	X		
Gauges . . . . .	X	X		X			
Gear Shift . . . . .	X			X	X		
Global Positioning System (GPS)							
Graphics . . . . .				X			
Homologations (International) . . . . .		X					
Hotlines . . . . .	X					X	X

# OWNER'S MANUAL PACKET CONTENTS

	Sea Ray® Owner's Manual	Sea Ray® Owner's Manual Supplement	Sea Ray® Specification Sheet	Sea Ray® Parts Manual	Engine Operator's Manual	Original Equipment Manuals	Owner's Packet Insert
Head System .....	X	X	X	X			
Identification Numbers .....	X	X					
Ignition .....	X				X		
Ignition Protection .....	X				X		
Impaired Operation .....	X						X
Instrument Use & Operation ...	X					X	
Layout .....		X	X	X			
Lifesaving Equipment .....	X						X
Lifting .....	X	X					
Lightning Protection .....	X						
Lights .....	X	X		X			
Load Capacity .....	X	X					
Maintenance .....	X				X	X	
Maneuvering .....	X						X
Monitors .....						X	
Nautical Terms .....	X						
Navigation .....	X						X
Operation .....	X						
Optional Systems .....			X			X	
Personal Flotation Devices (PFD's) .....		X				X	X
Power Capacity .....	X						
Powertrain .....	X				X		
Propeller .....	X	X					
Propulsion .....					X		
Registration .....	X						X
Safety .....	X					X	X
Seating .....		X					
Seaworthiness Inspection .....	X						
Service Schedule .....					X	X	
Spare Parts .....				X			
Specifications .....		X	X				
Stability .....	X						
Start-In-Gear Protection .....	X						
Steering .....	X	X		X			
Symbols .....	X	X					
Switches .....		X					
Tank Capacities .....		X	X				
Throttle .....	X				X		
Through-Hull Fittings .....		X					
Trim Tabs .....	X	X		X			
Troubleshooting .....	X				X	X	
Upholstery .....	X			X			
Ventilation .....	X	X		X			
Warning Labels .....	X			X			
Warranty .....		X					X

To replace any material from the Owner's Manual Packet, contact your Sea Ray® dealer.

# SUPPLEMENTAL GENERAL INFORMATION

## LIFE SAVING EQUIPMENT

### (PERSONAL FLOTATION DEVICE (PFD) )

**STORAGE:** The 270 DA offers storage under the helm seat, the aft facing seat cockpit side storage.

**OPERATION:** Wear PFD according to manufacturer recommendations. See pamphlet *Federal Requirements And Safety Tips For Recreational Boats* in the owner's packet or get one from your dealer.

**MAINTENANCE:** Rinse with fresh water and let dry thoroughly. Do not store in a damp compartment. Avoid the possibility of mildew.

## BOAT STORAGE

**WET STORAGE PROCEDURES:** Special care for boats that are moored: If permanently moored in salt water or fresh water, your boat will collect marine growth on its bottom. This will detract from the boat's beauty and greatly affect its performance. There are two methods of preventing this:

- Periodically haul the boat out of the water and scrub the bottom with a bristle brush and a solution of soap and water.
- Paint the hull below the waterline with a good grade of antifouling paint. DO NOT paint the engine drive surfaces.

**NOTE:** There are EPA regulations regarding bottom paint application. Consult your marine paint dealer for proper application methods.

**SECURITY CONSIDERATIONS:** Be conscious of the security of your boat. Always remove the key from the ignition, store your boat in a secure place, put a lock on the trailer and if location permits chain your trailer to a pole or other permanently fixed object. Remove and stow any removable electronic gear (fishing poles, skis, etc.) normally left aboard your boat.

## TROUBLESHOOTING

### LIST OF REFERENCE MANUALS AND DRAWINGS

**PERFORMANCE:** Refer to the owner's manual.

**ENGINE:** Refer to the owner's manual and/or the engine manual.

**ELECTRICAL:** Refer to electrical section of the owner's manual and electrical schematics in this owner's manual supplement. Only a qualified marine electrical technician may service the boat's electrical system.

## REPAIR AND PARTS FACILITIES

To find a Sea Ray® dealer in your area, call: Sea Ray® Customer Service: 1-800-SRBOATS  
FAX: 1-314-213-7878

To find repair and parts facilities for equipment installed on your boat, refer to the original equipment manuals (OEM's) found in the owner's manual packet.

# SUPPLEMENTAL GENERAL INFORMATION

## DOCKING/LIFTING/TRAILERING



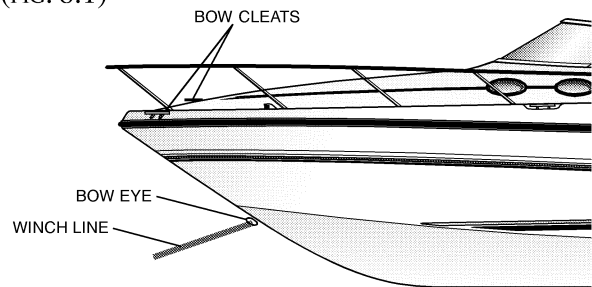
**CLEATS:** Cleats must not be used for lifting the boat, they are intended for mooring use only.

**BOW AND STERN EYES:** The bow eye should be used to haul the boat onto a trailer. The stern eyes should be used as tie down points for trailering the boat. The bow and stern eyes may be used for short term lifting of the boat such as for service. Long term lifting with the bow and stern eyes may cause stress on the fiberglass and gel coat.

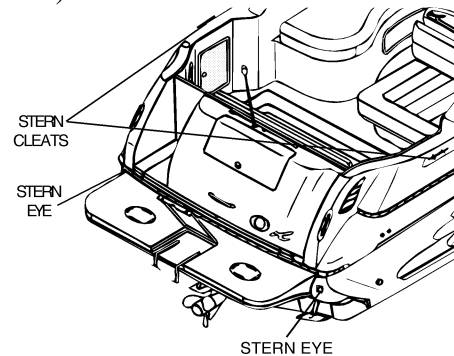
For long term storage use flat, wide belt-type slings and spreaders long enough to keep pressure from gunwales. Do not place slings where they may lift on underwater fittings.

REFER TO THE ENGINE OWNER'S MANUAL IN THE OWNER'S PACKET FOR INSTRUCTIONS AND WARRANTY INFORMATION.

**BOW EYE & CLEATS**  
(FIG. 8.1)



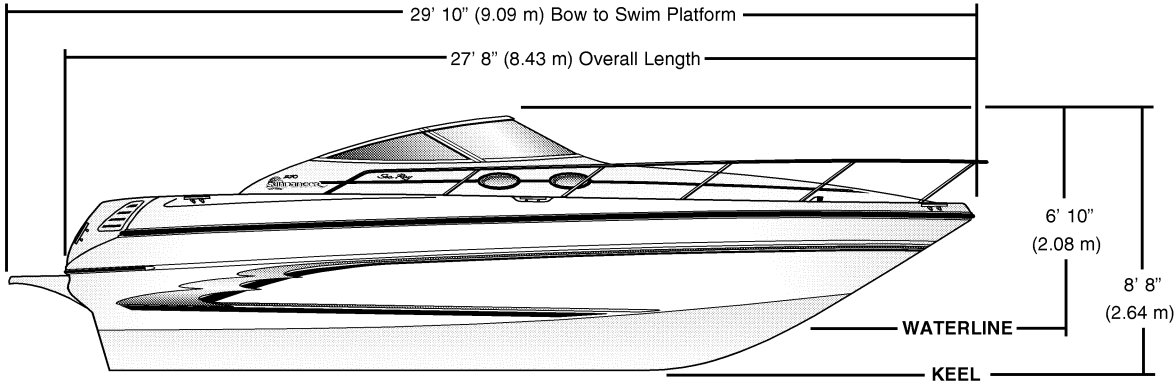
**STERN EYES AND CLEATS**  
(FIG. 8.2)





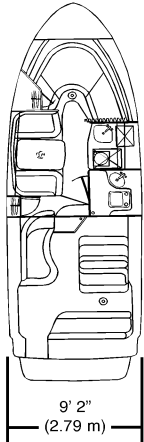
# GENERAL ARRANGEMENTS & DIMENSIONS

PROFILE  
(FIG. 9.1)



## 270 DA SPECIFICATIONS

Overall Length .....	27' 8" (8.43 m)
w/std. Swim Platform .....	29' 10" (9.09 m)
Beam .....	9' 2" (2.79 m)
Draft (stern drive down) .....	43" (1.09 m)
Draft (stern drive up) .....	23" (.58 m)
Draft (twin stern drive down) .....	41" (1.04 m)
Draft (twin stern drive up) .....	23" (.58 m)
Dry Weight (lbs.) .....	7500 lbs (3401 kg)
Fuel Capacity (gal) .....	100 gal (378.5 liters)
Usable Fuel .....	95 gal (359.6 liters)
Water Capacity .....	28 gal (106 liters)
Holding Tank (opt.) .....	28 gal (106 liters)
Dead Rise .....	21°

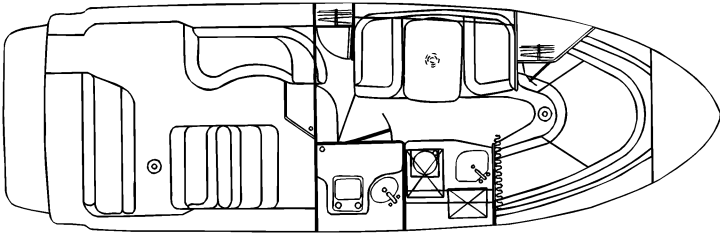


(FIG. 9.2)

## HEIGHT DIMENSIONS

Waterline To Top	
Of Windshield .....	6' 10" (2.08 m)
Keel To Top Of	
Windshield .....	8' 8" (2.64 m)

## INTERIOR SEATING PLAN



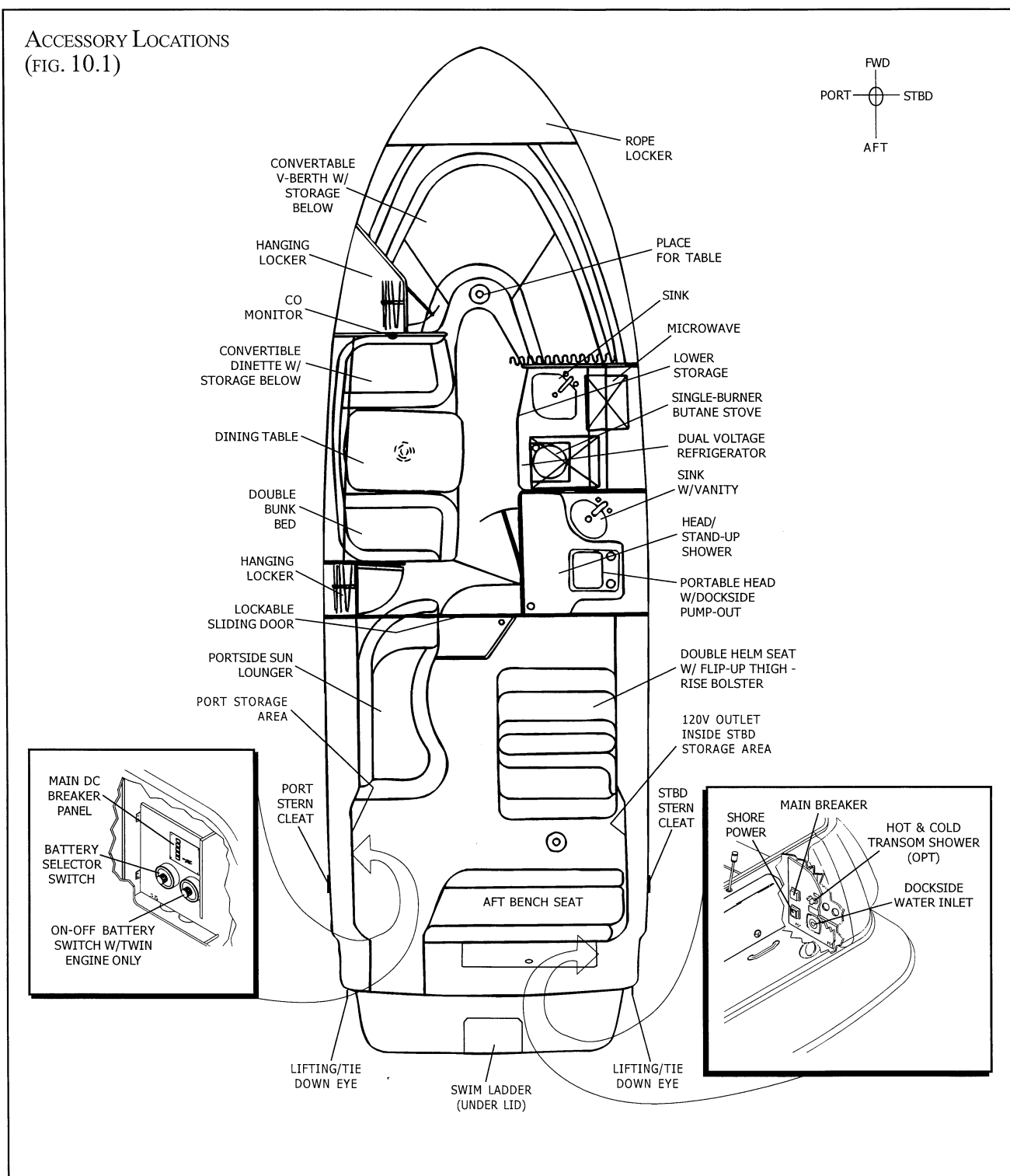
### 270 DA SEATING PLAN

(Double Helm Seat w/Flip-Up Thigh-Rise Bolster, Cockpit Bolsters, Molded Fiberglass Storage Base & Aft-Facing Bench, Aft Bench Seat, & Portside Sun Lounger)

(FIG. 9.3)

# SUPPLEMENTAL GENERAL INFORMATION

ACCESSORY LOCATIONS  
(FIG. 10.1)



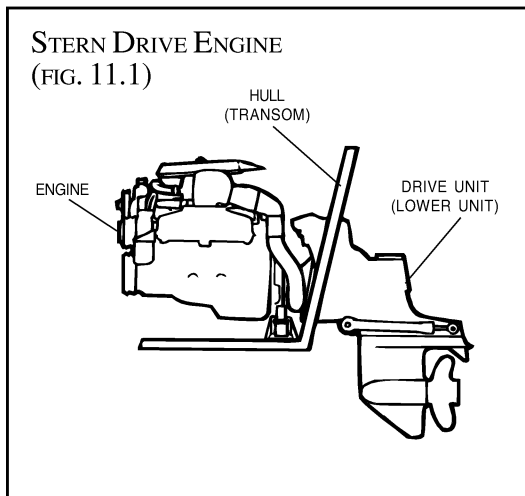
# SUPPLEMENTAL GENERAL INFORMATION

## PROPULSION SYSTEM

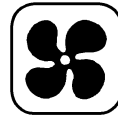


Your boat is equipped with a stern drive type propulsion system also known as an inboard-outboard engine. This type of propulsion system has the engine secured to the hull's stringers at the aft end of the hull. The drive unit, also called the lower unit because it hangs below the hull, is the part of the propulsion system that attaches to the outside of the hull or transom. The drive unit pivots to steer the boat.

REFER TO THE OWNER'S MANUAL AND ENGINE OWNER'S MANUAL FOR OPERATING INSTRUCTIONS AND WARRANTY INFORMATION.



## PROPELLERS

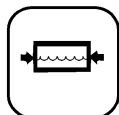


Your Sea Ray® has been equipped with a propeller which our tests have shown to be the best suited for general use under normal conditions and load. In some situations you may wish to change propellers to give your boat slightly different performance characteristics. In general, changing to a lower pitch propeller will increase acceleration and load-pulling ability, but with a slight decrease in top speed. Conversely, moving to a higher pitch propeller will attain higher top speed with a light load, but will sacrifice acceleration and power. Your particular requirements should be discussed with your Sea Ray® dealer.

**Under no circumstances use a propeller which allows the engine to operate at higher than recommended RPM.**

# SUPPLEMENTAL GENERAL INFORMATION

## WATER SYSTEM



The fresh water system is activated by the WATER SYSTEM switch on the dash. The switch must be ON to operate the sink faucet or showers.

### To begin initial operation:

1. Fill the water tank from a source known to provide safe, pure drinking water by removing the cap on the tank.
2. Turn ON the WATER PUMP.
3. Open faucet or turn on shower wand.

Shut faucet/shower off as flow becomes steady and free of air. Shutting off the faucet/shower will cause the pump to shut off.

## Winterizing Water System

1. Turn ON fresh water system.
2. Open water faucets, let system drain completely, leave faucets open.
3. Turn OFF fresh water system.
4. Remove hoses from water pump.
5. Blowout

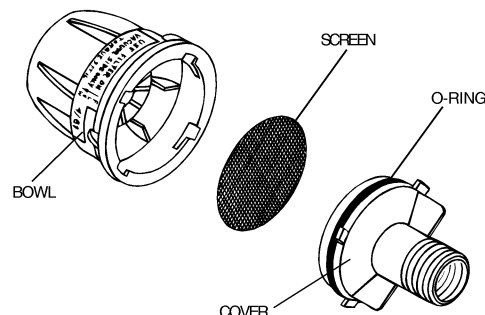
## WATER PUMP & FILTER

The pump has a filter to prevent particles from entering the pump head. The filter should be checked and cleaned periodically.

The water tank has a pump installed lower than the tank, which is fitted with a shut-off valve located in-line between the tank and the pump. The valve is provided so that you can disconnect the water pump connections without having to drain the water tank.

Before servicing the system, turn the “WATER SYSTEM” switch OFF and release pressure on the system by opening a faucet. To clean the filter, remove the screen and rinse with clean water. Replace, making sure the O-ring is in place when replacing the cover.

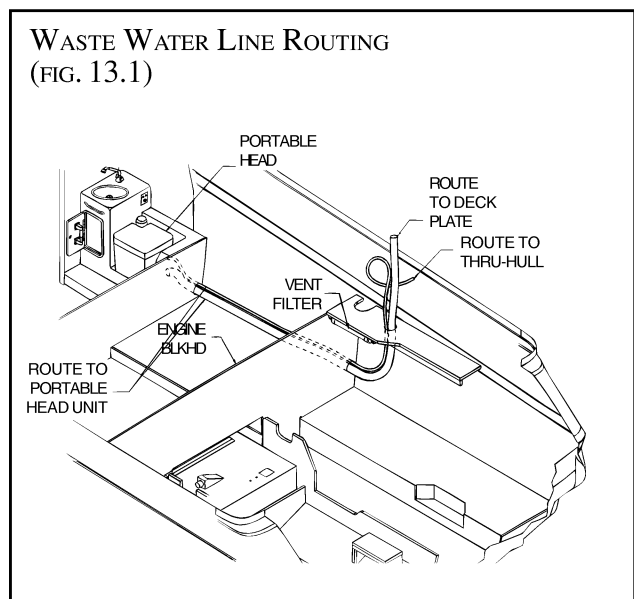
WATER PUMP FILTER (OPT)  
(FIG. 12.1)



# SUPPLEMENTAL GENERAL INFORMATION

## HEAD SYSTEM

The standard head system on your Sea Ray® utilizes the following items: Portable Head, Vent Filter and Waste Deck Plate for pumpout station access. The illustration below shows this system and its layout. The owner's manual packet in your boat contains information pertaining to your head system that should be carefully read.



## REQUIREMENTS FOR VESSEL OPERATORS

The Environmental Protection Agency (EPA) standards state that in freshwater lakes, freshwater reservoirs or other freshwater impoundments whose inlets or outlets are such as to prevent the ingress or egress by vessel traffic subject to this regulation, or in rivers not capable of navigation by interstate vessel traffic subject to this regulation, marine sanitation devices certified by the U.S. Coast Guard installed on all vessels shall be designed and operated to prevent the overboard discharge of sewage, treated or untreated, or of any waste derived from sewage. The EPA standards further state that this shall not be construed to prohibit the carriage of Coast Guard-certified flow through treatment devices which have been secured so as to prevent such discharges. They also state that the waters where a Coast Guard-certified marine sanitation device permitting discharge is allowed include coastal waters and estuaries, the Great Lakes and interconnecting waterways, freshwater lakes and impoundments accessible through locks, and other flowing waters that are navigable interstate by vessels subject to this regulation (40 CFB 140.3).

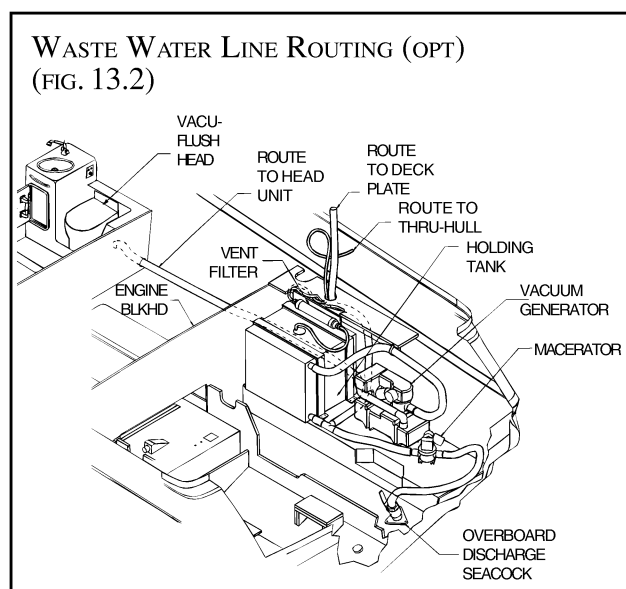


## CAUTION

**Do not place facial tissue, paper towels or sanitary napkins in head.**

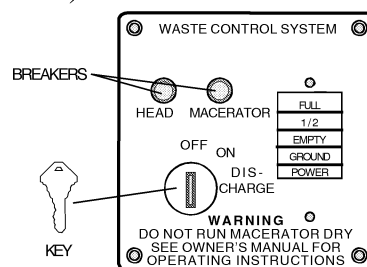
## OPTIONAL VACU-FLUSH HEAD SYSTEM

An optional head system is available called VACU-FLUSH. This system utilizes the following items: Vacu-Flush Head, Vacuum Generator, Holding Tank, Vent Filter, Macerator and Waste Deck Plate for pumpout station access (see fig. 13.2).



The Vacu-Flush head system is energized by a breaker located on the "WASTE CONTROL SYSTEM" panel located in the head (see fig. 13.3). The foot pedal at the base of the toilet opens a mechanical seal and vacuum forces waste through the opening in the bowl, through the vacuum pump and then to the holding tank.

**WASTE CONTROL SYSTEM PANEL (FIG. 13.3)**



# SUPPLEMENTAL GENERAL INFORMATION

## To Operate:

1. Turn ON the "WATER SYSTEM" breaker.
2. Turn ON the "HEAD" breaker.

REFER TO OWNER'S MANUAL PACKET FOR INSTRUCTIONS AND WARRANTY INFORMATION.

## HOLDING TANK OPERATION

Waste from the head is directed into the holding tank located in the bilge. The holding tank fluid level indicator is located in the head which indicates "3/4 FULL," "FULL" and "DO NOT FLUSH." When the "FULL" light is on, the "DO NOT FLUSH" light will also be on. When these lights are ON, the holding tank must be emptied before the head can be reused.

To empty holding tank, the services of a dockside pumpout station will be needed. Follow instructions at the station and make sure pumpout station hose is inserted into the deck plate marked "WASTE." The holding tank can also be emptied through utilization of the macerator if your boat is equipped with this option (see "MACERATOR OPTION").



## CAUTION

**Damage will occur to the macerator if operated with the deck waste plate off or loose.**

## NOTICE

**There is the possibility of being fined for having an operable direct overboard discharge in U.S. waters. Removing handle of seacock, in closed position, or other means must be utilized to avoid fine.**

## MACERATOR

The macerator gives the boat operator the means of discharging the holding tank contents directly overboard through a seacock in the bottom of the hull. This option is available in conjunction with the dockside pumpout.

**DISCHARGE OF SEWAGE DIRECTLY OVERBOARD IS FOR USE WHERE APPROVED ONLY.**

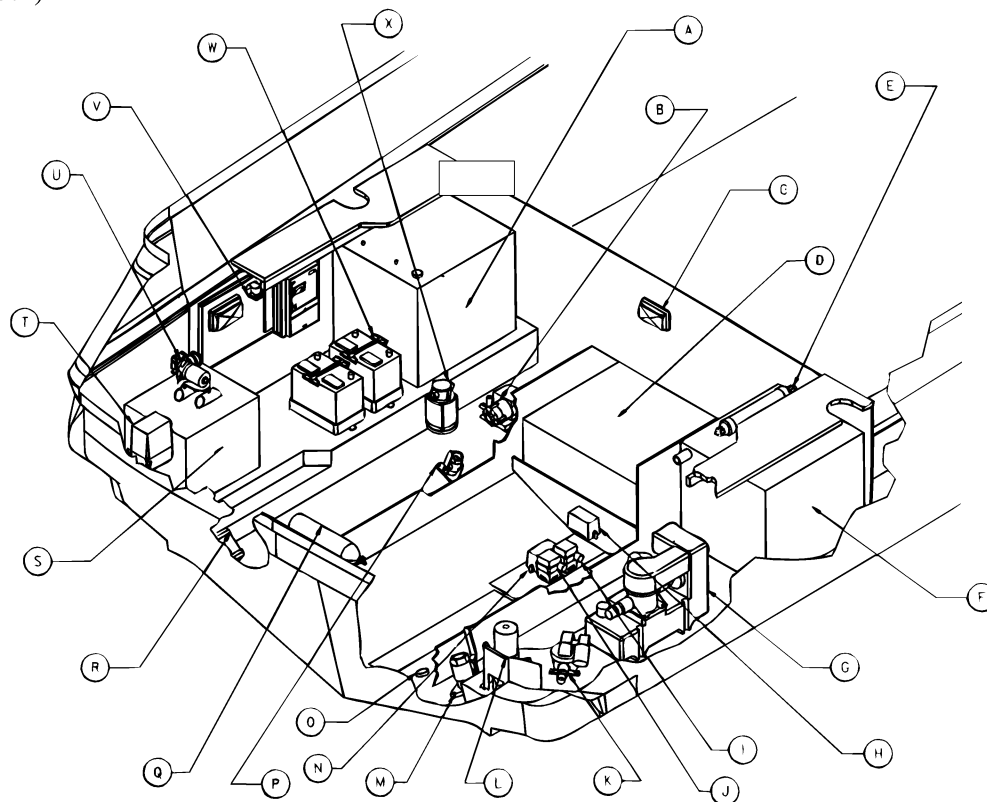
To direct waste from the holding tank to the macerator, open the overboard discharge seacock.

### To operate the macerator:

1. Turn ON the "HEAD SYSTEM" breaker and open the waste discharge seacock located on the bilge floor (see fig. 13.2).
2. Turn ON the discharge key switch located in the head on the waste control system panel (see fig. 13.3).
3. When tank is empty, turn off the key switch and close waste discharge seacock.

# BILGE LAYOUT

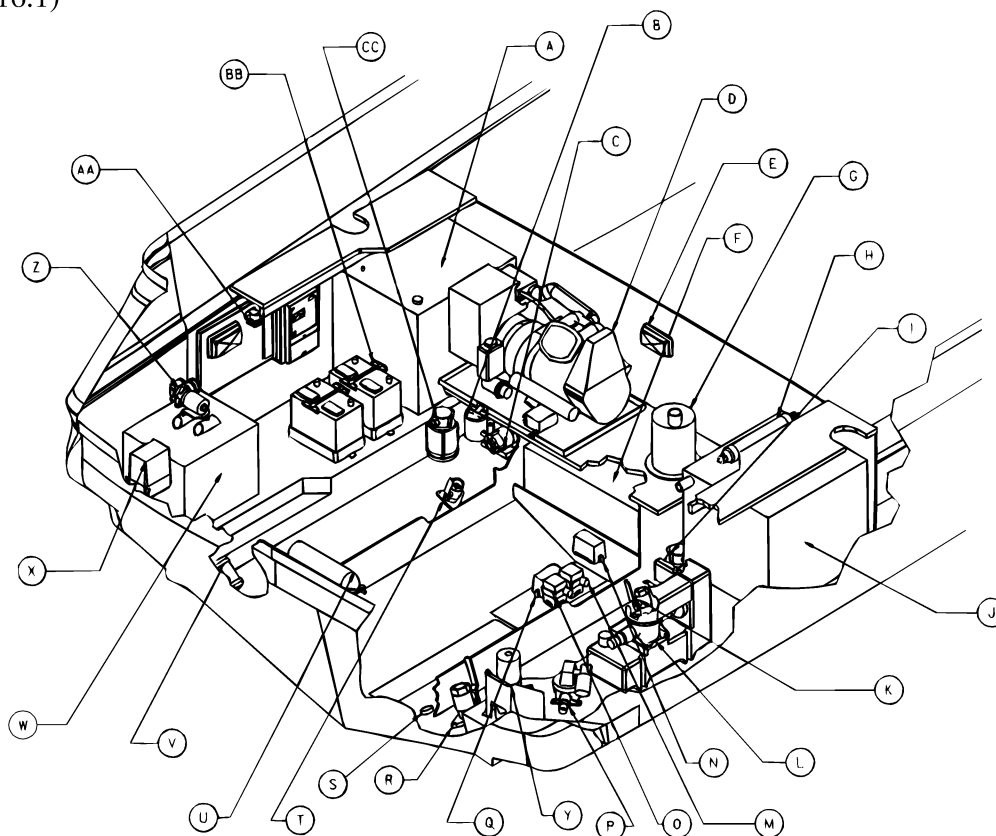
(FIG. 15.1)



- |   |                           |   |                                   |
|---|---------------------------|---|-----------------------------------|
| A | Water Tank                | M | Overboard Discharge Seacock (Opt) |
| B | A/C Pump (Opt)            | N | Float Switch                      |
| C | Bilge Light               | O | Transducer                        |
| D | Fuel Tank                 | P | A/C Seacock (Opt)                 |
| E | Holding Tank Filter (Opt) | Q | Fire Extinguisher Bottle          |
| F | Holding Tank (Opt)        | R | Bilge Blower                      |
| G | Vacuum Generator (Opt)    | S | Water Heater                      |
| H | High Water Float Switch   | T | Trim Tab Pump                     |
| I | High Water Bilge Pump     | U | Water Pump                        |
| J | Bilge Pump                | V | Component Board                   |
| K | Macerator (Opt)           | W | Batteries                         |
| L | Power Trim Pump           | X | A/C Strainer (Opt)                |

# BILGE LAYOUT WITH GENERATOR

(FIG. 16.1)

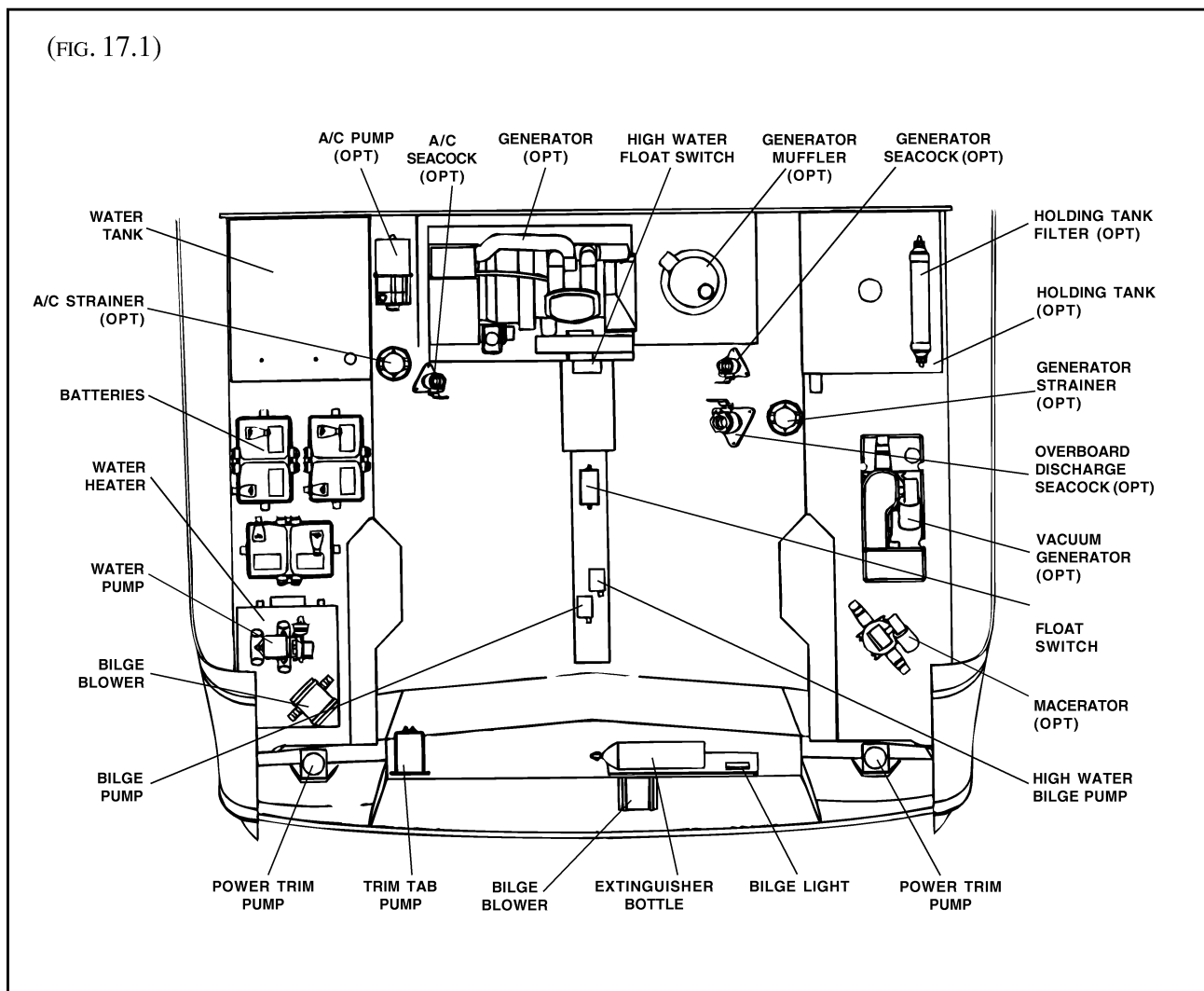


- |   |                             |    |                                   |
|---|-----------------------------|----|-----------------------------------|
| A | Water Tank                  | P  | Macerator                         |
| B | Generator Fuel Filter (Opt) | Q  | Float Switch                      |
| C | A/C Pump (Opt)              | R  | Overboard Discharge Seacock (Opt) |
| D | Generator (Opt)             | S  | Transducer                        |
| E | Bilge Light                 | T  | A/C Seacock (Opt)                 |
| F | Fuel Tank                   | U  | Fire Extinguisher Bottle          |
| G | Generator Muffler (Opt)     | V  | Bilge Blowers                     |
| H | Holding Tank Filter (Opt)   | W  | Water Heater                      |
| I | Generator Strainer (Opt)    | X  | Trim Tab Pump                     |
| J | Holding Tank (Opt)          | Y  | Power Trim Pump                   |
| K | Generator Seacock (Opt)     | Z  | Water Pump                        |
| L | Vacuum General (Opt)        | AA | Component Board                   |
| M | High Water Bilge Pump       | BB | Batteries                         |
| N | High Water Float Switch     | CC | A/C Strainer (Opt)                |
| O | Bilge Pump                  |    |                                   |



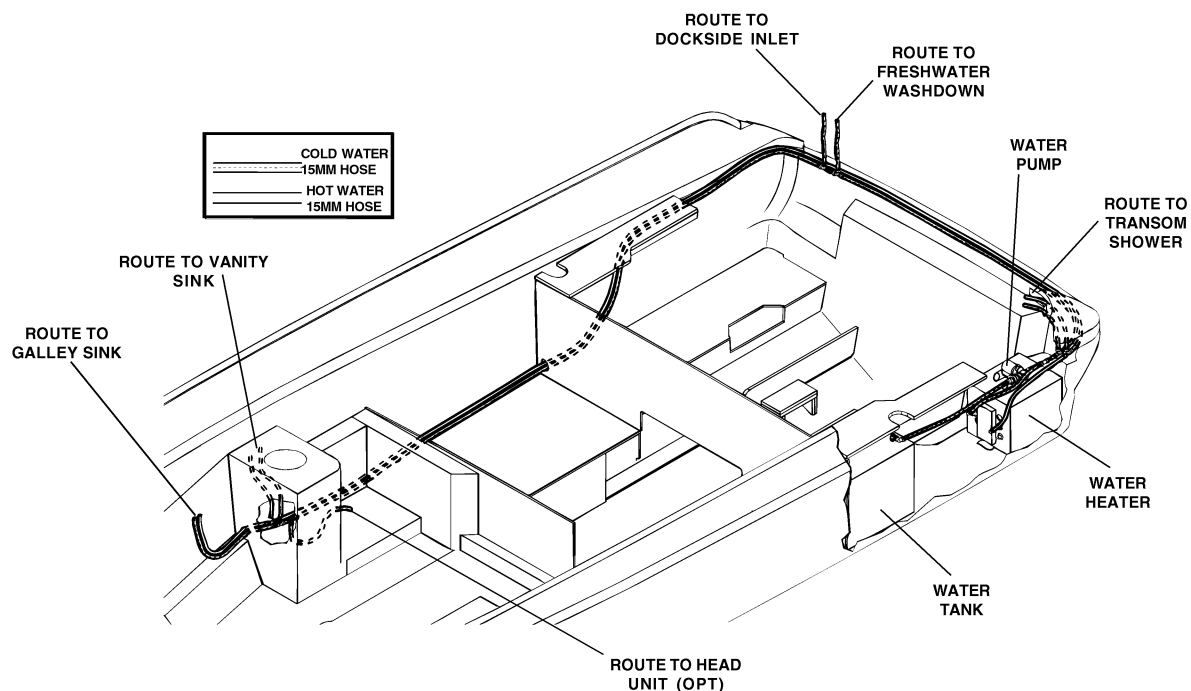
# BILGE LAYOUT WITH TWIN ENGINES

(FIG. 17.1)

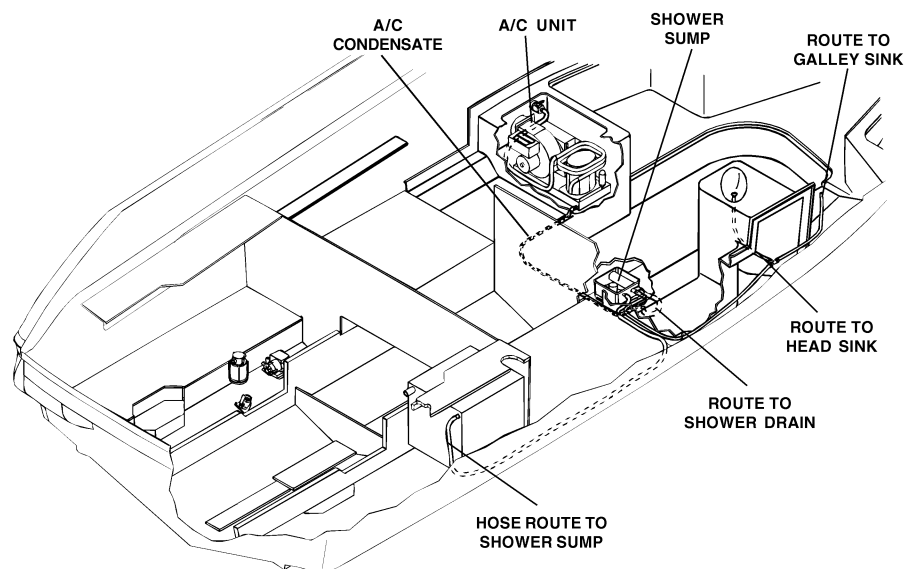


# SUPPLEMENTAL GENERAL INFORMATION

FRESH WATER LINE ROUTING  
(FIG. 18.1)



GREY WATER LINE ROUTING (OPT)  
(FIG. 18.2)

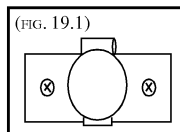


# BILGE LAYOUT

## ELECTRICAL INSTALLATION

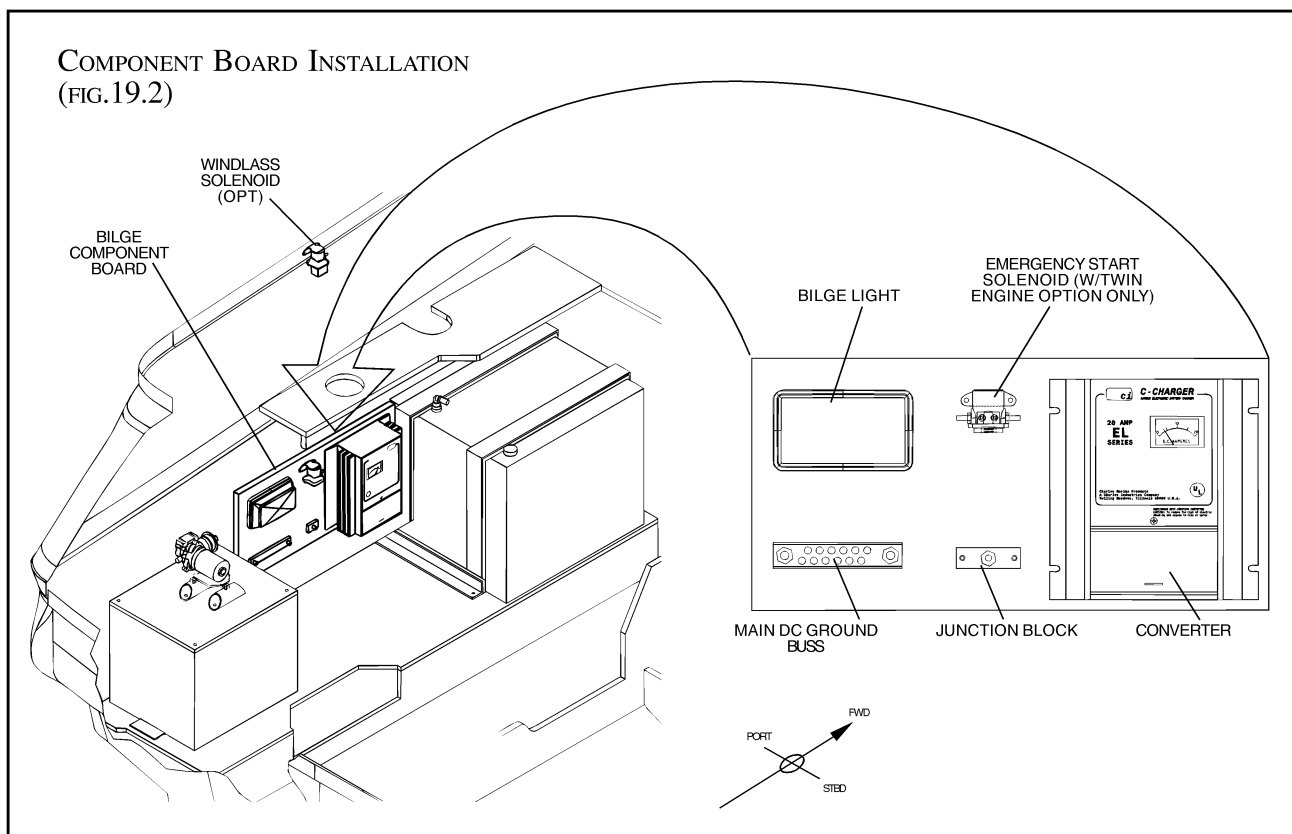
This owner's manual supplement contains electrical schematics for your boat. These electrical schematics were generated by technicians at the engineering division for technical reference and service technicians. Sea Ray® does not recommend that you attempt to work on the boat's electrical system yourself; instead, we recommend that you take your boat to your authorized Sea Ray® dealer for service. Sea Ray® reserves the right to change or update the electrical system on any model at any time without notice to the consumer and is NOT obligated to make any updates to units built prior to changes.

## 12 VOLT RECEPTACLE



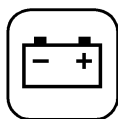
This boat is equipped with a 12 volt power receptacle under the dash. Use this receptacle to power a 12 volt spot light, phone charger or any other 12 volt device. The receptacle is protected by a fuse under the dash.

### COMPONENT BOARD INSTALLATION (FIG. 19.2)



# SUPPLEMENTAL GENERAL INFORMATION

## BATTERY



Refer to the owner's manual for battery disconnect and maintenance. When replacing a battery refer to your engine operation and maintenance manual to find the recommended battery for the engine installed in your boat.

Sea Ray® recommended batteries are available through your Sea Ray® dealer.

**ALWAYS DISCONNECT BATTERY CABLES BEFORE DOING ANY WORK ON THE ENGINE'S ELECTRICAL SYSTEM OR ALTERNATOR WIRING TO PREVENT ARCING OR DAMAGE TO THE ALTERNATOR.**



### CAUTION

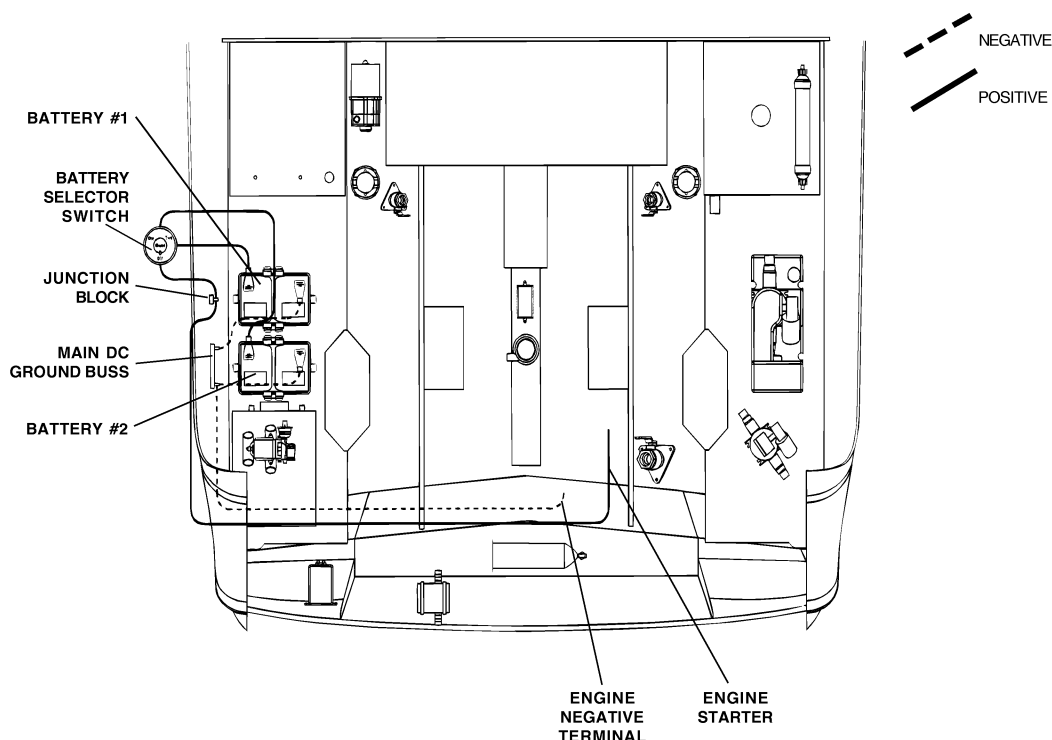
While the engine is running the battery terminal clamps must not be loosened or detached nor should the battery switch(es) be turned off, otherwise the alternator and other electronic units will be damaged.



### DANGER

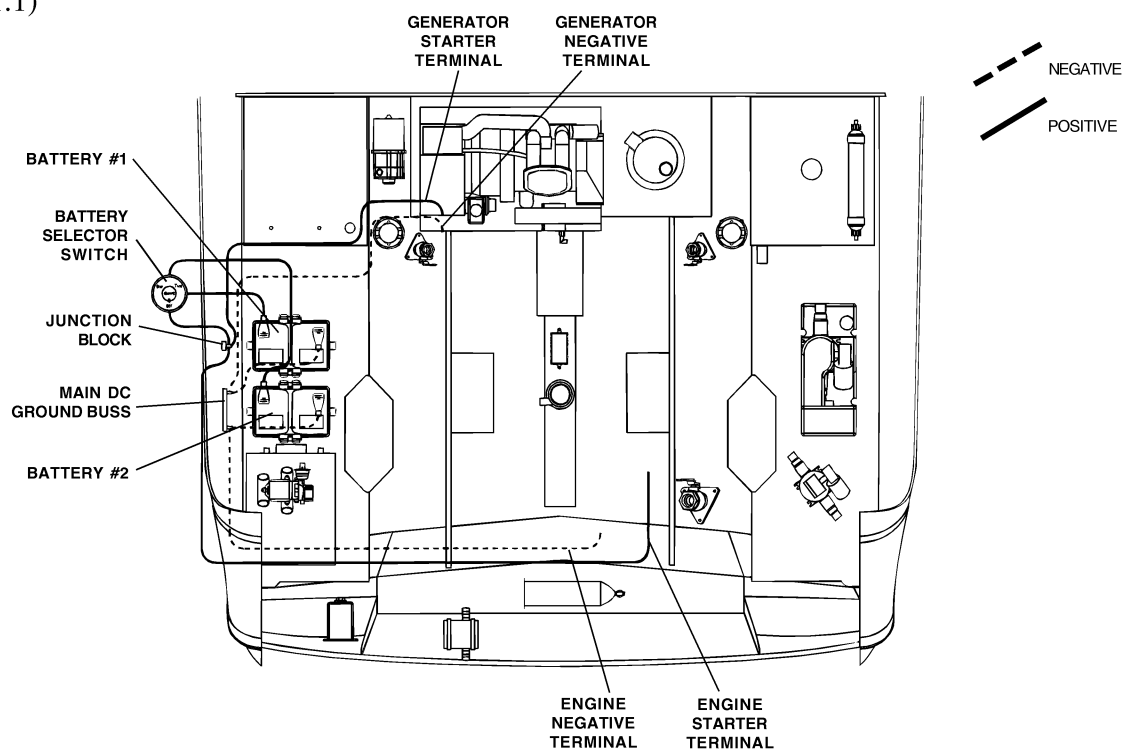
- Never use an open flame in the battery storage area.
- Avoid striking sparks near the battery.
- A battery will explode if a flame or spark ignites the free hydrogen given off during charging.

BATTERY CABLE ROUTING  
(FIG. 20.1)

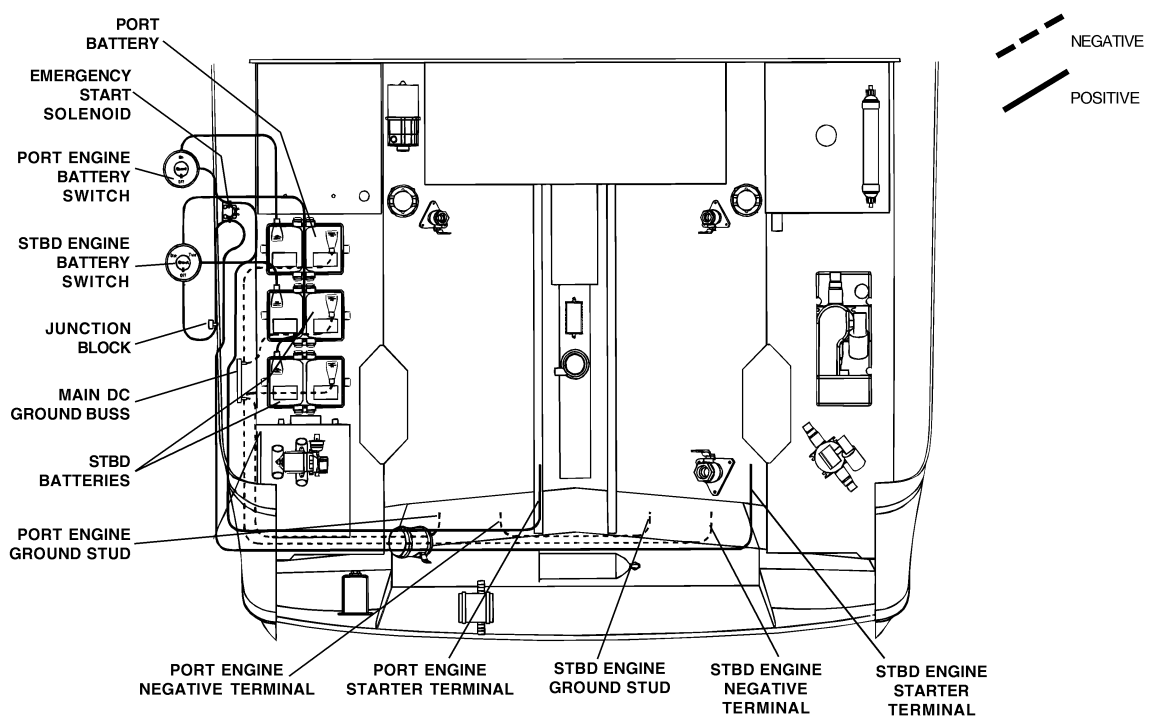


# SUPPLEMENTAL GENERAL INFORMATION

BATTERY CABLE ROUTING (W/GENERATOR OPT)  
(FIG. 21.1)

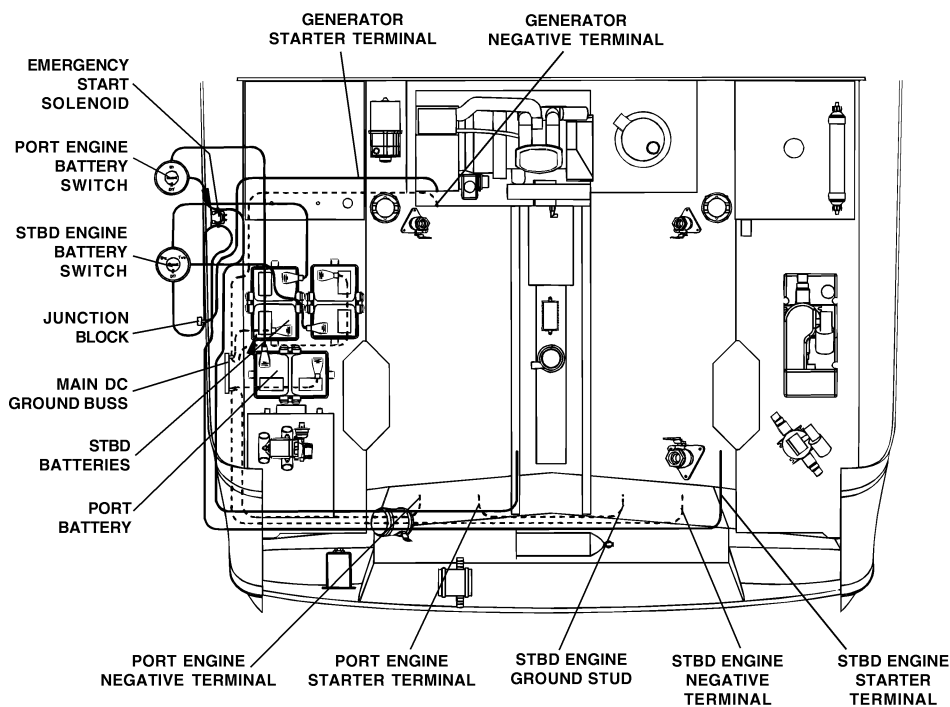


BATTERY CABLE ROUTING (W/TWIN ENGINE OPT)  
(FIG. 21.2)



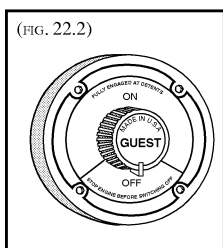
# SUPPLEMENTAL GENERAL INFORMATION

BATTERY CABLE ROUTING (W/TWIN ENGINE & GENERATOR OPT)  
(FIG. 22.1)



## BATTERY SWITCH

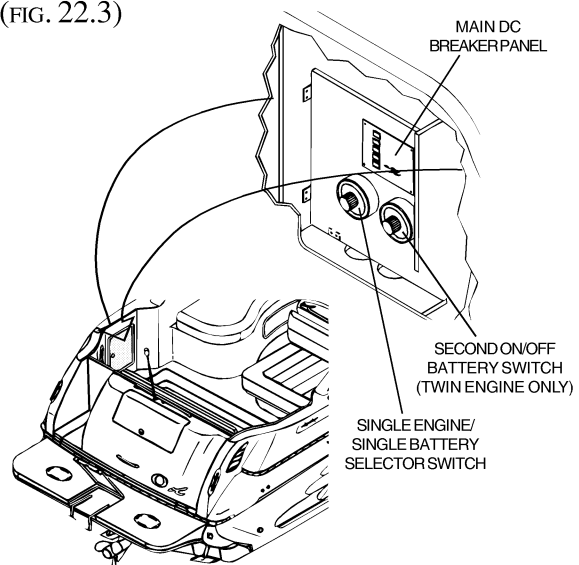
(FIG. 22.2)



Your boat is equipped with a battery on/off switch. Its located in the compartment just forward and port of the transom door. See figure 22.3 for exact location. The battery switch controls the delivery of DC loads, as well as allowing the engine alternator to charge the batteries.

- **ON/OFF Switch** with two (2) positions, "ON and OFF".
- NOTE:** The bilge pumps and emergency bilge pump **CANNOT** be turned OFF with the battery switch. The entire remaining DC system **CAN** be turned OFF with the battery switch.

BATTERY SWITCH  
(FIG. 22.3)



# SUPPLEMENTAL GENERAL INFORMATION



## CAUTION

Always stop engine before changing switch position.



## CAUTION

While the engine is running the battery terminal clamps must not be loosened or detached nor should the battery switch(es) be turned off, otherwise the alternator and other electronic units will be damaged.



## DANGER

- Never use an open flame in the battery storage area.
- Avoid striking sparks near the battery.
- A battery will explode if a flame or spark ignites the free hydrogen given off during charging.

## FUEL SYSTEM



The Owner's Manual contains important fueling information. Take time to read all the fuel related information in the owner's packet.

The 270 Sundancer standard gasoline fuel system consists of a 100 gallon fuel tank, fuel tank vent, an anti-siphon valve, engine fuel supply line and fuel fill (see fig. 23.1).

The fuel tank vent serves as a pressure/vacuum release and safety overflow. The fuel vent is located at the fuel fill under the fuel cap. Periodically check the vent to assure that it is not clogged. (see fig. 26.1).

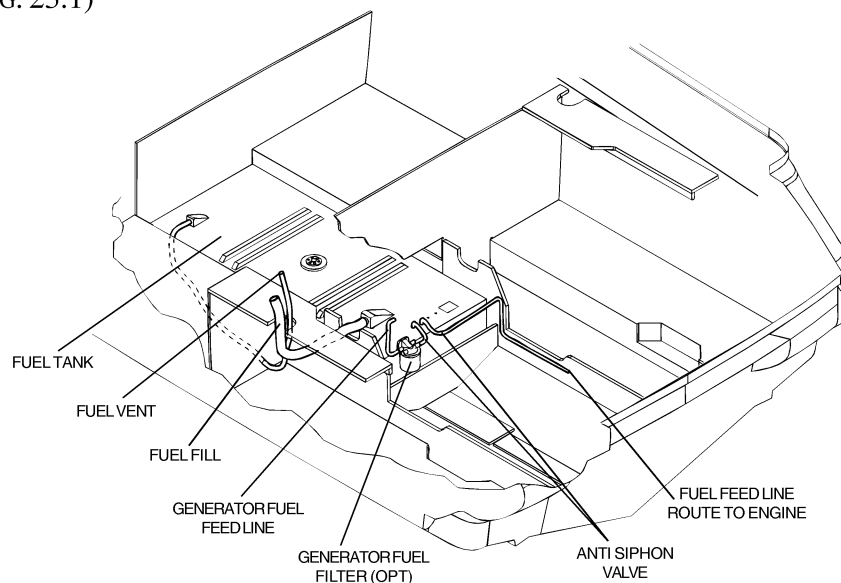
The gasoline engine fuel pick-up at the fuel tank has an anti-siphon valve to prevent fuel from siphoning out in the event of fuel line failure.



## CAUTION

Never start an engine until you are certain that fuel fumes are not present in engine compartment or elsewhere in the boat.

SINGLE ENGINE GAS FUEL SYSTEM  
(FIG. 23.1)

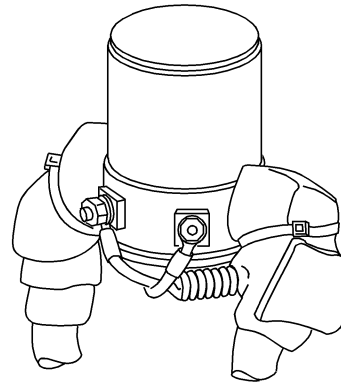


# SUPPLEMENTAL GENERAL INFORMATION

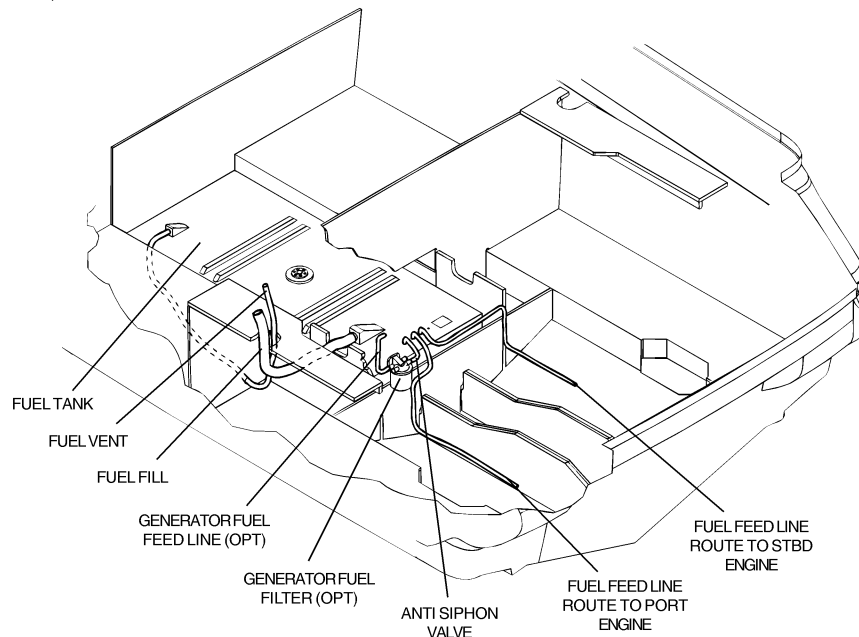
## EMERGENCY START SYSTEM

The emergency start system utilizes a momentary switch, located on the control station switch panel and an emergency start solenoid, located in the bilge. Holding the switch energizes the solenoid which parallels the batteries to assist in starting. Use emergency start when the charge of one bank of batteries is insufficient to start its corresponding engine. To engage the emergency start system, start whichever engine has sufficient battery power, then hold emergency start switch while starting the other engine. Release the emergency start switch after engine is started, and this will disengage the emergency start solenoid.

EMERGENCY START SOLENOID  
(TWIN ENGINE OPT ONLY) (FIG. 24.1)



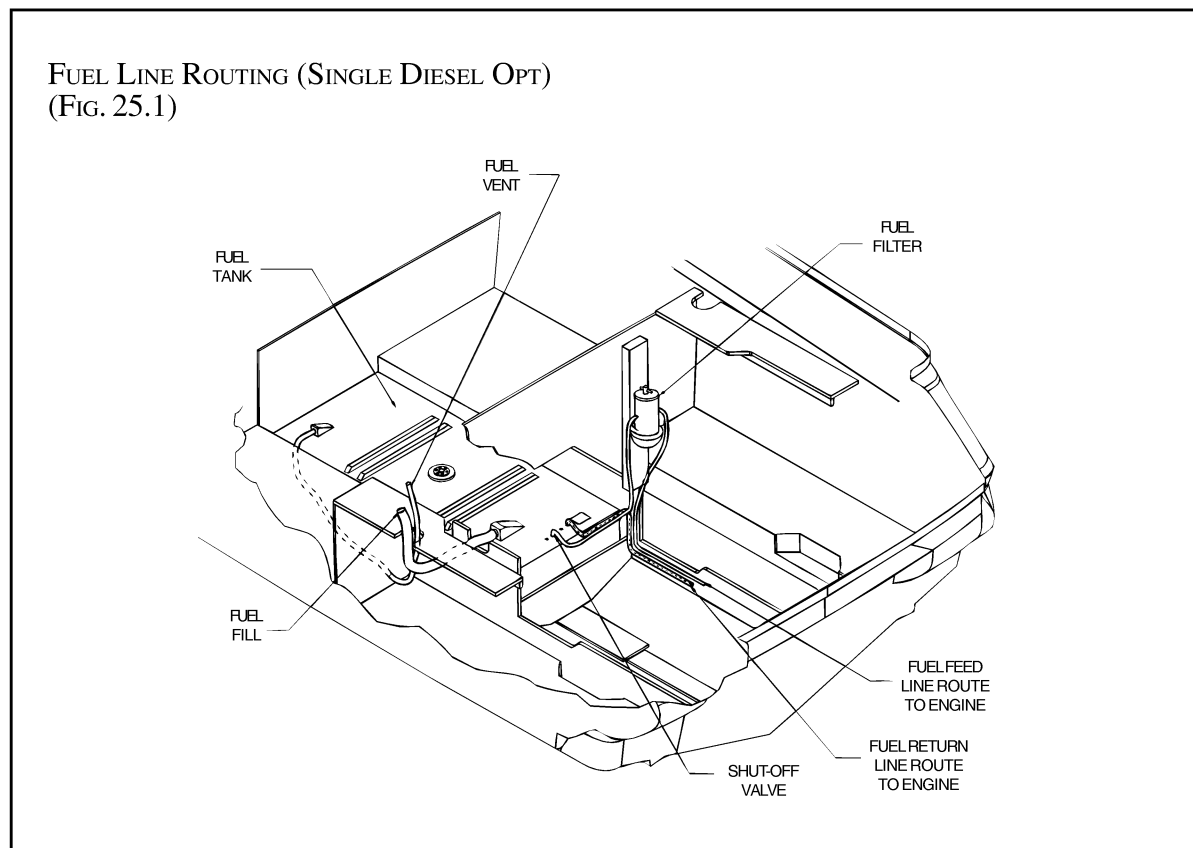
FUEL LINE ROUTING (TWIN ENGINE OPT)  
(FIG. 24.2)





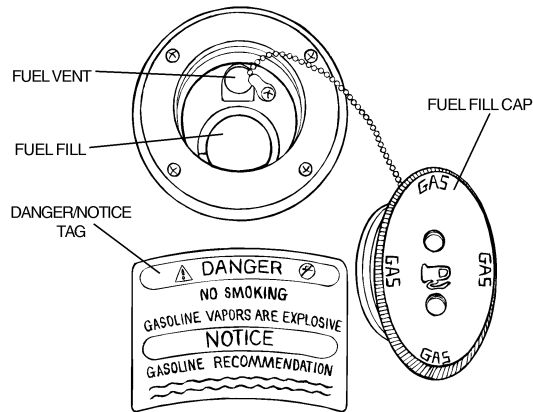
## SUPPLEMENTAL GENERAL INFORMATION

An optional diesel fuel system is available and consists of a 100 gallon (378.5 liters) fuel tank, fuel tank vent, shut-off valve, engine fuel supply and return line and fuel fill (see fig. 25.1).



# SUPPLEMENTAL GENERAL INFORMATION

FUEL VENT WITH SCREEN  
(FIG. 26.1)

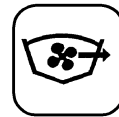


## EXHAUST SYSTEM

This boat's exhaust system is an integral part of the propulsion system.

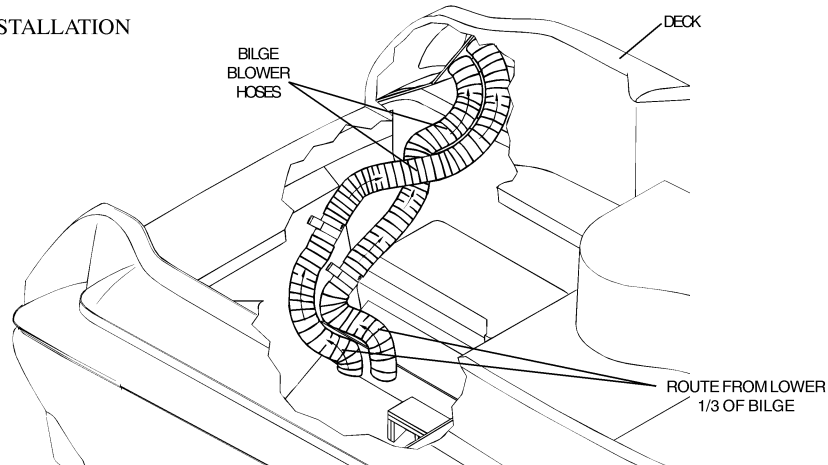
REFER TO THE ENGINE OWNER'S MANUAL FOR INSTRUCTIONS AND WARRANTY INFORMATION.

## VENTILATION SYSTEM/BILGE BLOWER

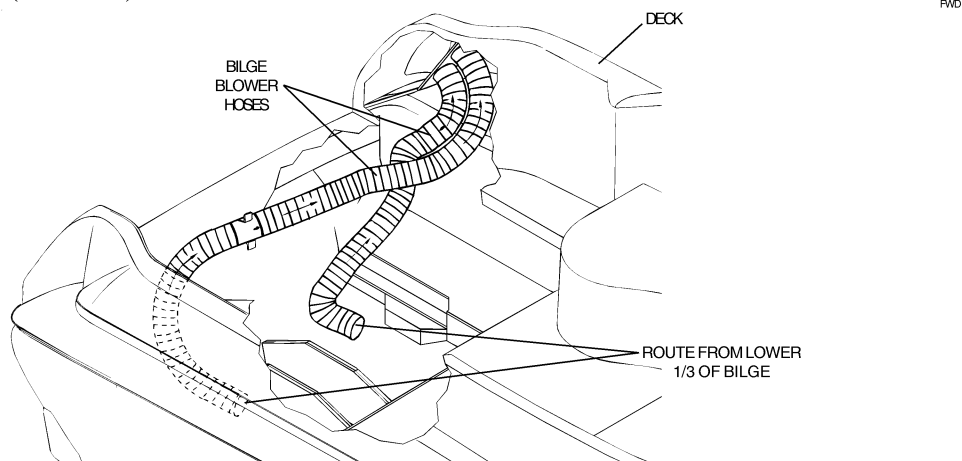


Sea Ray® Sport Boats are equipped with an electric bilge blower to remove fumes from the engine compartment and provide ventilation through the deck vents before starting the engine and when operating below cruising speeds. The bilge blower is located inside the port side of the transom.

TYPICAL BILGE BLOWER INSTALLATION  
(FIG. 26.2)



BILGE BLOWER HOSE ROUTING  
(TWIN ENGINE OPT) (FIG. 26.3)



# SUPPLEMENTAL GENERAL INFORMATION

## BILGE PUMPING SYSTEM



Your boat is equipped with an automatic electric bilge pumping system consisting of a bilge pump with float switch and a high water pump with float switch. Each pump is protected by a breaker on the main DC breaker panel (see fig. 41.2). The bilge pump is equipped with a switch on the dash with a “MANUAL” and “AUTO” position. When the switch is in the “MANUAL” position, the pump will run continuously. When in the “AUTO” position, the pump is activated when there is enough water in the bilge to raise the float switch to its highest position; and deactivated when the water recedes. **The pumps should NOT be left in the “MANUAL” mode unless the bilge is being pumped out for servicing.**

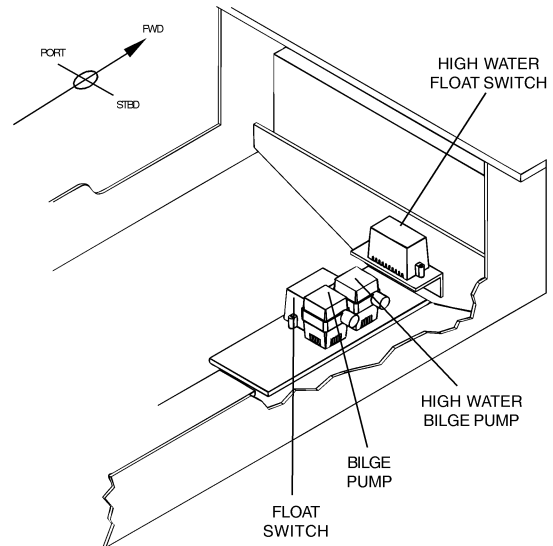
The high water bilge pump and float switch are wired to the high water bilge alarm. Should the pump be activated by high water in the bilge, the alarm will sound.

Some bilge pumps may be fitted with an inline check valve. Bilge pumps that must be equipped with very long discharge hoses are equipped with the check valve. The check valve prevents the residual water in the hose from coming back into the bilge which would cause the pump to cycle on and off trying to pump out the same water.

Frequently inspect the area under the pumps and float switches to ensure they are free from debris and gummy bilge oil.

REFER TO THE OWNER'S MANUAL AND OWNER'S PACKET FOR INSTRUCTIONS AND WARRANTY INFORMATION.

BILGE PUMPING INSTALLATION  
(FIG. 27.1)



# SUPPLEMENTAL GENERAL INFORMATION

## MANUAL BILGE PUMP (OPTION)

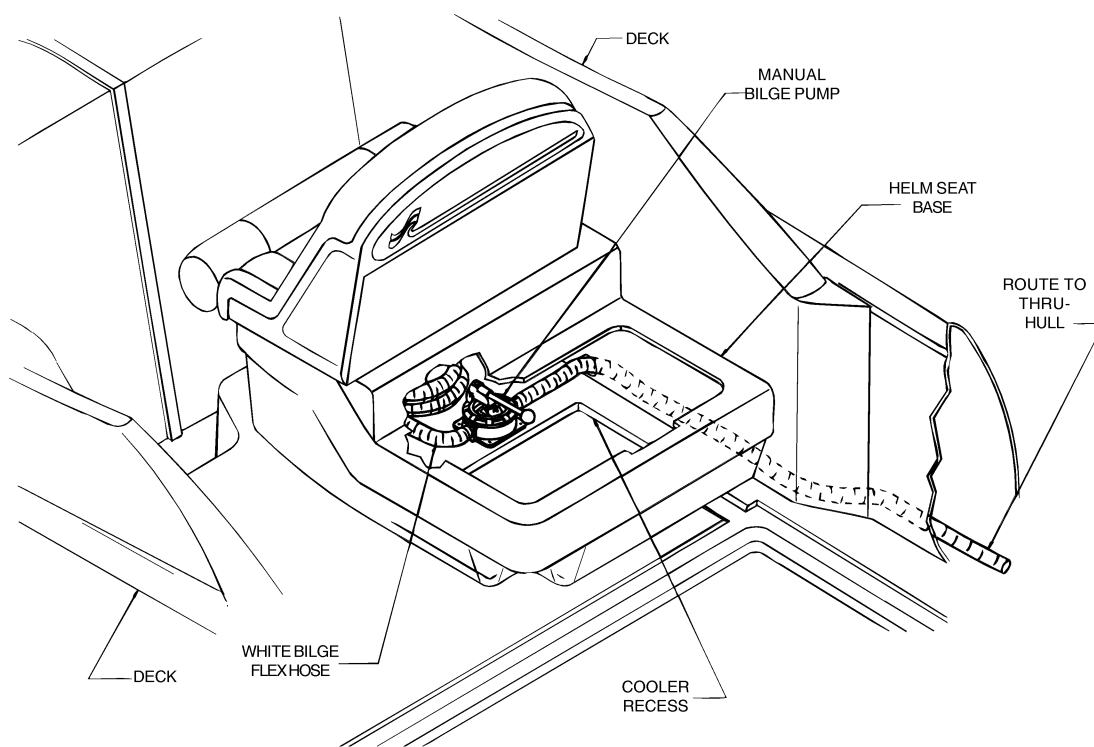
A manual bilge pump is permanently mounted under the aft helm seat and can be accessed by removing the seat cushion. Take time to pull the six (6) meter flex hose out and familiarize yourself with the operation and access to bilge areas you have with the flex hose (see fig. 28.1). The manual pump discharge hose is routed to a thru-hull on the starboard side (see fig. 28.1).

## STEERING SYSTEM

This boat equipped with a standard cable system or hydraulic system as an option.

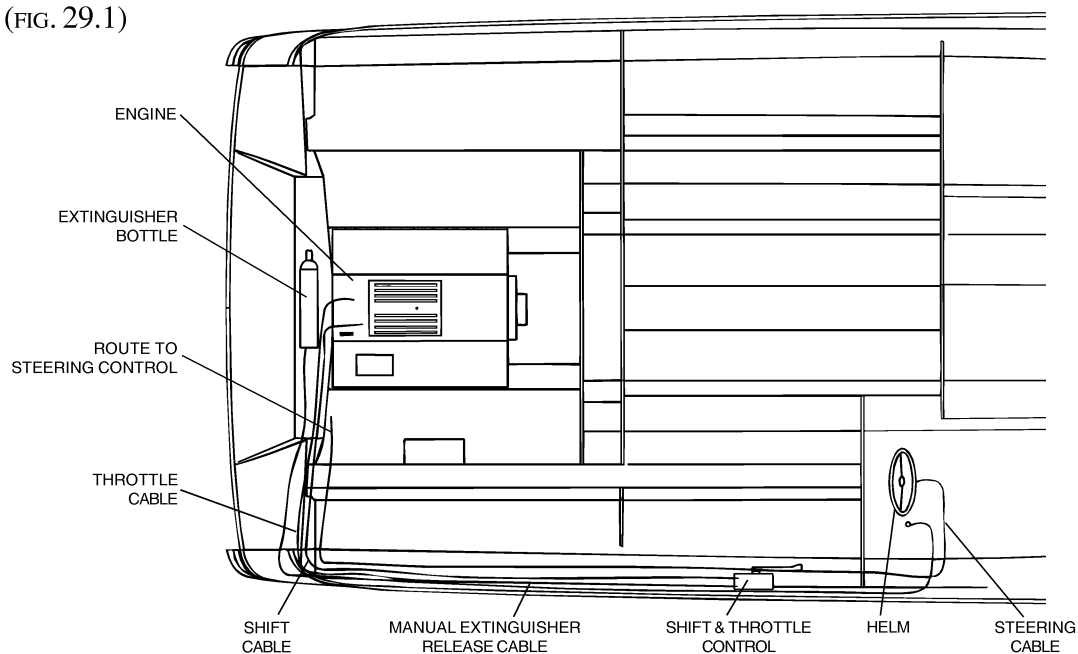
REFER TO THE ENGINE OWNER'S MANUAL IN THE OWNER'S PACKET FOR INSTRUCTIONS AND WARRANTY INFORMATION.

MANUAL BILGE PUMP INSTALLATION  
(OPT) (FIG. 28.1)



# SUPPLEMENTAL GENERAL INFORMATION

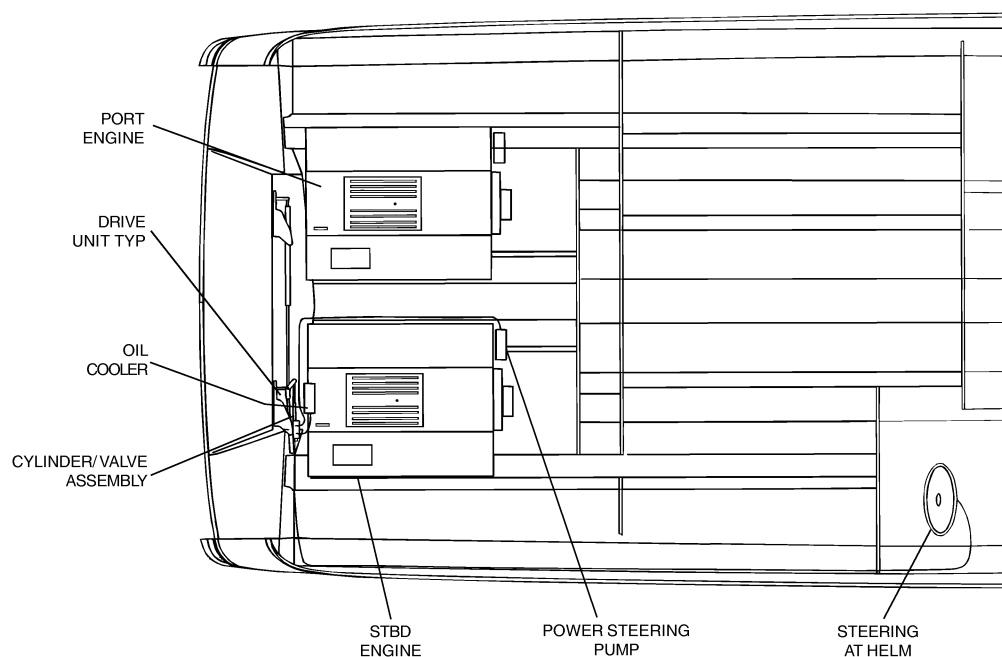
**STEERING CABLE ROUTING**  
(FIG. 29.1)



**CABLE LENGTHS (IN FEET)**

ENGINE	STEERING	THROTTLE	SHIFT
SINGLE	18.5	15	16
TWIN	16.5	16 STBD 17 PORT	15 STBD 16 PORT

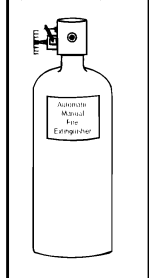
**POWER STEERING LINE ROUTING**  
(TWIN ENGINE OPT) (FIG. 29.2)



# SUPPLEMENTAL GENERAL INFORMATION

## FIRE EXTINGUISHING SYSTEM

(FIG. 30.1)



The 270 DA is offered with the standard automatic fire extinguishing system. Your boat also needs to be equipped with approved portable fire extinguishers. It is your responsibility to equip and maintain fire extinguishers.

Following are United States Coast Guard (USCG) requirements and American Boat & Yacht Council (ABYC) recommendations for boats not equipped with the automatic fire extinguishing system option for open boats over 26 feet (4.9 meters) but less than 40 feet (7.9 meters).

Location: Outside engine compartment, steering position and galley, or passenger cockpit.

Standard	Boat	Qty.	Type
USCG	270 DA	2	B1
ABYC	270 DA	3	B1

Location: Outside engine compartment, steering position and galley, or passenger cockpit.

Note: To be ABYC compliant Sea-Ray Boats, Inc. follows ABYC construction standards and recommendations.

Your 270 DA is equipped with an automatic fire extinguisher system, located in the engine room bilge. The system uses fire extinguishant and in the event of a fire, the heat sensitive automatic head will release the extinguishant as a vapor, totally flooding the area in fire-killing concentrations. The system indicator light is wired to the ignition and is turned ON when the ignition is turned ON.

The indicator light, located on the control station ignition switch panel, indicates to the helmsman when the unit has discharged. Under normal circumstances, when the engines are operating, the indicator light is lit. If the unit discharges, the light will go out.

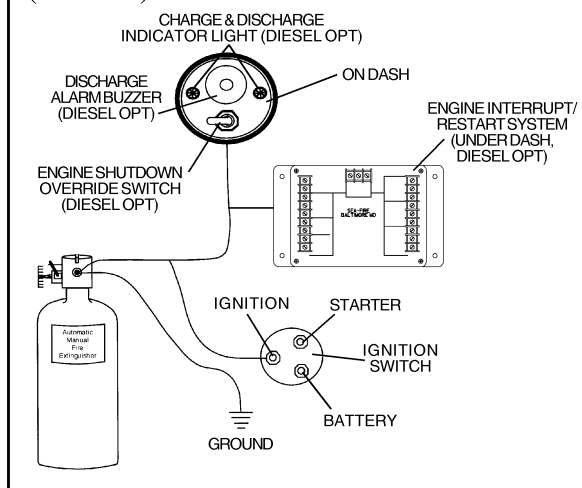
**WHEN ACTUATION OCCURS, IMMEDIATELY SHUT DOWN ALL ENGINES, POWERED VENTILATION, ELECTRICAL SYSTEMS AND EXTINGUISH ALL SMOKING MATERIALS. DO NOT IMMEDIATELY OPEN THE ENGINE COMPARTMENT!! THIS FEEDS OXYGEN TO THE FIRE AND FLASHBACK COULD OCCUR.**

Allow the extinguishant to "soak" the compartment for at least fifteen (15) minutes and for hot metals or fuels to cool

before cautiously inspecting for cause of damage. Have portable extinguishers at hand and ready. Do not breathe fumes or vapors caused by the fire.

REFER TO OWNER'S MANUAL PACKET FOR INSTRUCTIONS AND WARRANTY INFORMATION.

AUTOMATIC FIRE EXTINGUISHER SYSTEM  
(FIG. 30.2)



## AIR CONDITIONING & HEATING (OPT)

The air conditioning/heating system installed in you Sea Ray® is of the size and capacity best suited for the size of your Sport Yacht.

The system is fitted with a return air filter that should be cleaned once a month. To remove the air filter for cleaning, slide filter out of the compressor/blower unit (Fig. 31.1).

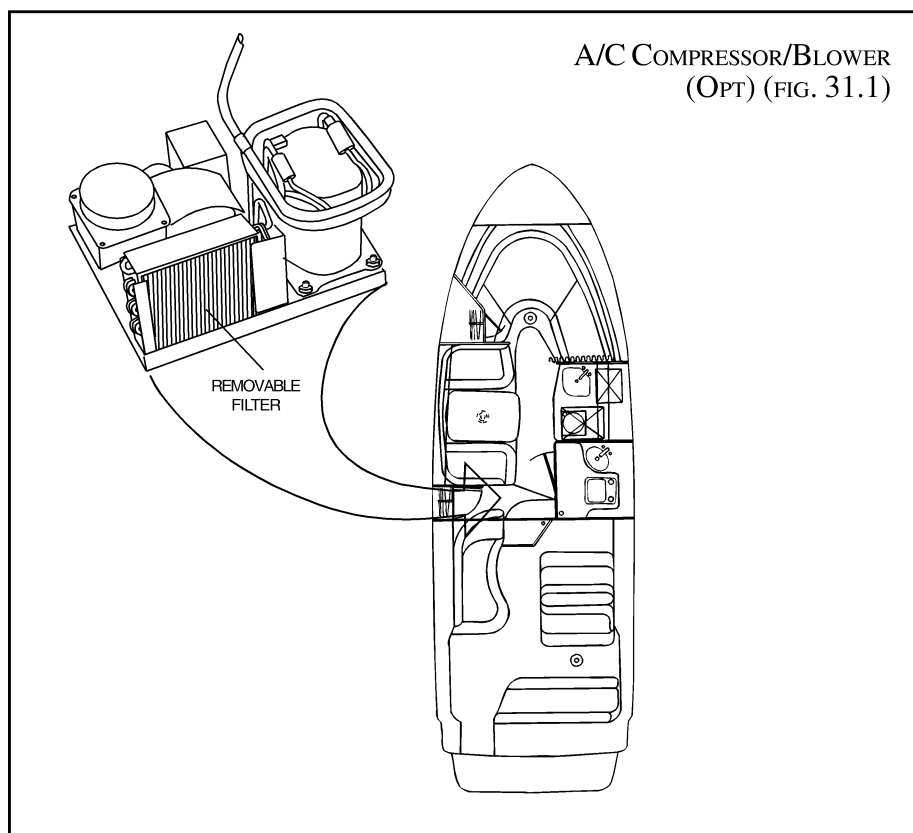
The system is cooled to maintain optimal operating temperature by raw water pump. The pump draws water through a seacock in the bilge and filters it through a sea water strainer. (The sea water strainer should be inspected and cleaned frequently. To clean strainer, refer to "Section 2, Seacocks & Strainers.") The water passes through the air conditioning/heating unit, then flows overboard.

To Start System:

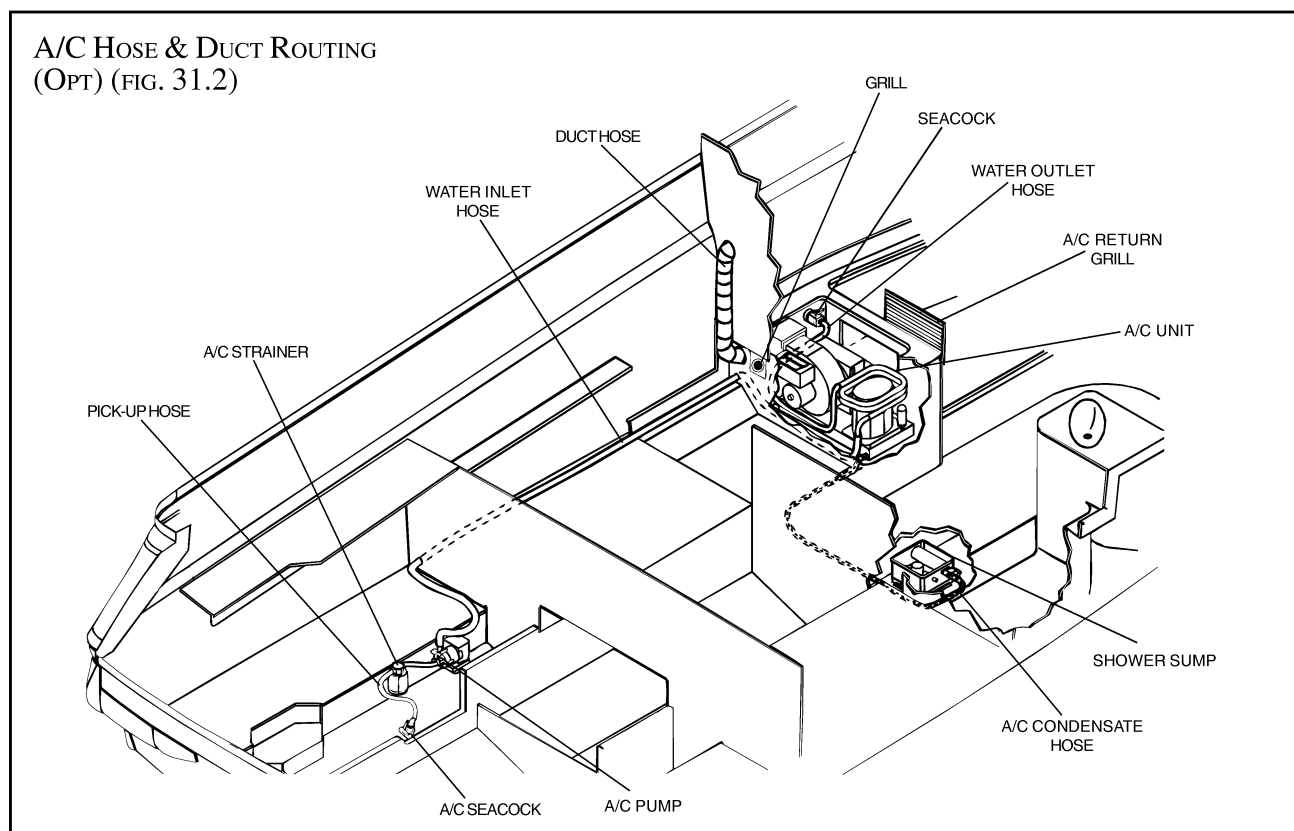
1. Make sure the seacock for the cooling pump is open.
2. Turn ON the AIR CONDITIONER PUMP/RELAY circuit breaker on the main distribution panel.

REFER TO THE OWNER'S MANUAL PACKET FOR INSTRUCTIONS AND WARRANTY INFORMATION.

# SUPPLEMENTAL GENERAL INFORMATION



A/C HOSE & DUCT ROUTING  
(OPT) (FIG. 31.2)



# SUPPLEMENTAL GENERAL INFORMATION

## ENGINE COOLING SYSTEM

The engine cooling system is an integral part of the propulsion system.

REFER TO THE ENGINE OWNER'S MANUAL FOR INSTRUCTIONS AND WARRANTY INFORMATION.

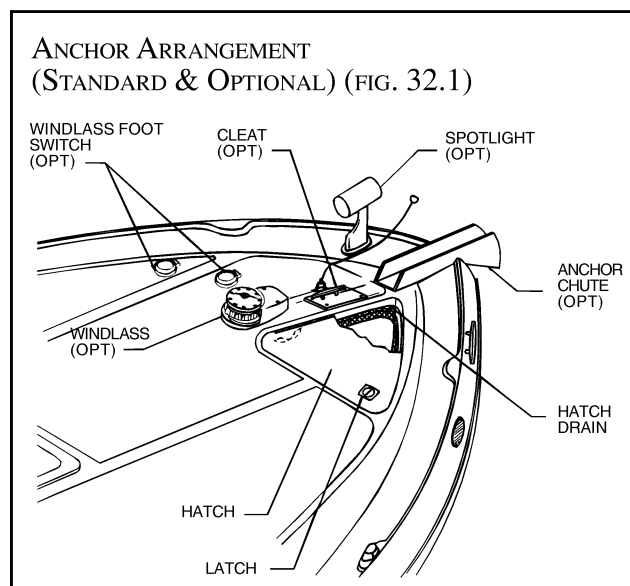
## ANCHORING



To anchor, bring the bow into the wind or current and put the engine in neutral. When the vessel comes to a stop, lower, do not throw, the anchor over the bow. The anchor line should be 5 to 7 times the depth of water.

## ANCHORING ARRANGEMENT

The 270 DA is equipped with an anchor storage compartment. Stow the anchor in the storage compartment when not in use. Note: Before using the anchor be sure the anchor line is secured to the boat – to the bow eye or bow cleat.



## GENERATOR INFORMATION

Sea Ray® strongly urges you to fully comply with the manual provided by the generator manufacturer. The generator is warranted separately by the generator manufacturer, not Sea Ray®. Follow the recommended

maintenance and warranty schedule in your Generator Operator's Manual included in the Owner's Manual Packet. Generator abuse or improper maintenance may adversely affect claims made under generator manufacturer's separate warranty.

### CAUTION

Do not run the generator in an enclosed boat house, as there is a possibility of build-up and inhaling of carbon monoxide.

### DANGER

#### GASOLINE VAPORS CAN EXPLODE

Before Starting Generator:

- Check machinery compartment for gasoline vapors.
- Operate blower for four (4) minutes.

Run Blower At All Times When Generator Is Running.

## STARTING THE GENERATOR

**NOTE: PRE-START GENERATOR PRIOR TO GETTING UNDERWAY AS THERE IS A POSSIBILITY THAT IT WILL NOT PICK UP WATER IF STARTED UNDERWAY. MAKE SURE THE "MAIN GENERATOR" BREAKERS ARE "OFF" AND THERE IS NO LOAD ON THE GENERATOR BEFORE STARTING IT.**

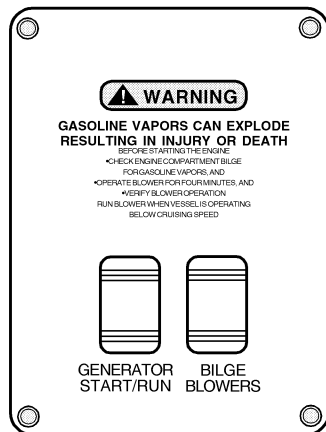
**To start the generator: (Switches located on the 12 volt distribution panel or on the generator set.)**

1. Check the fuel tank levels. The generator draws from the starboard fuel tank.
2. Check the oil and coolant levels. See your Generator Operator's Manual for proper readings.
3. Check generator for coolant drain plug installations.
4. Open the generator seacock.
5. Run the bilge blowers for at least four minutes before starting and any time the generator is running. **If fuel fumes are detected, do not start the generator until the source of fumes is determined and corrected and the bilge area is safely ventilated.**



# SUPPLEMENTAL GENERAL INFORMATION

GENERATOR REMOTE SWITCH PANEL  
(OPTIONAL) (FIG. 33.1)



6. **Gasoline Generator:** Push “START/RUN” switch to center position. A buzzer will sound until the generator starts. Push “PREHEAT/ON” and “START/RUN” switch until the generator starts. The indicator light in the switch will come on and stay on while the generator is running.
7. **Diesel Generator:** Press and hold the “PREHEAT/ON” switch. After a few seconds continue to hold the “PREHEAT/ON” switch then also press the “START/RUN” switch until the generator starts. The indicator light in the switch will come on and stay on while the generator is running.
8. Check generator exhaust port to verify that water is flowing. If not, shut generator down and refer to your Generator Operator’s Manual.

READ THE GENERATOR OPERATOR’S MANUAL IN THE OWNER’S MANUAL PACKET.

## Shifting From Shore Power to Generator Power:

1. Turn all AC systems and branch circuit breakers OFF. Turn both main breakers on the main distribution panel OFF.
2. Start the generator.
3. Slide the source select shuttle mechanism on the main distribution panel to expose the GENERATOR breaker(s) and turn it ON.
4. Turn the individual system breakers ON.

## STOPPING THE GENERATOR

1. Prior to generator shut down, turn OFF all AC equipment and breakers including main breakers and allow the generator to run a few minutes to cool down. If desired, transfer to shore power.
2. Stop the generator by pressing bottom half of the START/RUN switch.

## CARBON MONOXIDE MONITOR

The carbon monoxide (CO) monitor is provided when the boat is equipped with gasoline engines.

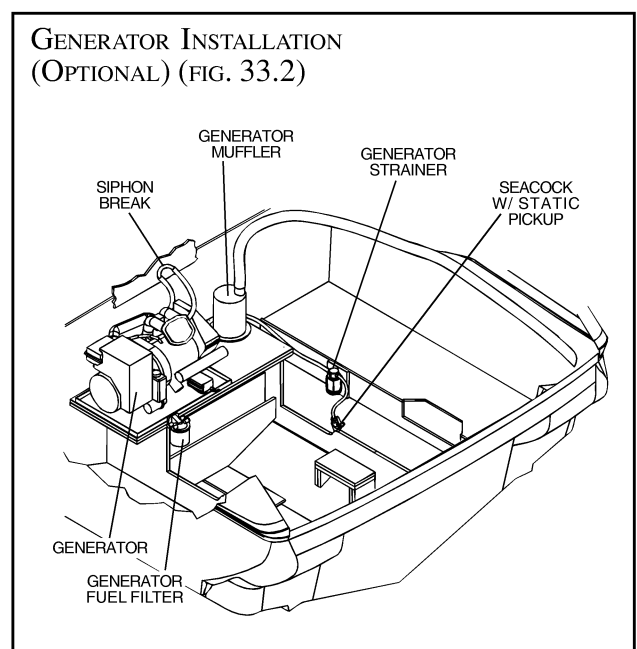
The CO monitor is an electronic instrument that detects CO. When a potential hazard exists, the monitor will alert the occupants by a flashing DANGER light and alarm.

The monitor is mounted in the cabin and operates through a breaker located on the cabin DC distribution panel.

It is extremely important that you become totally familiar with your CO monitor and its functions.

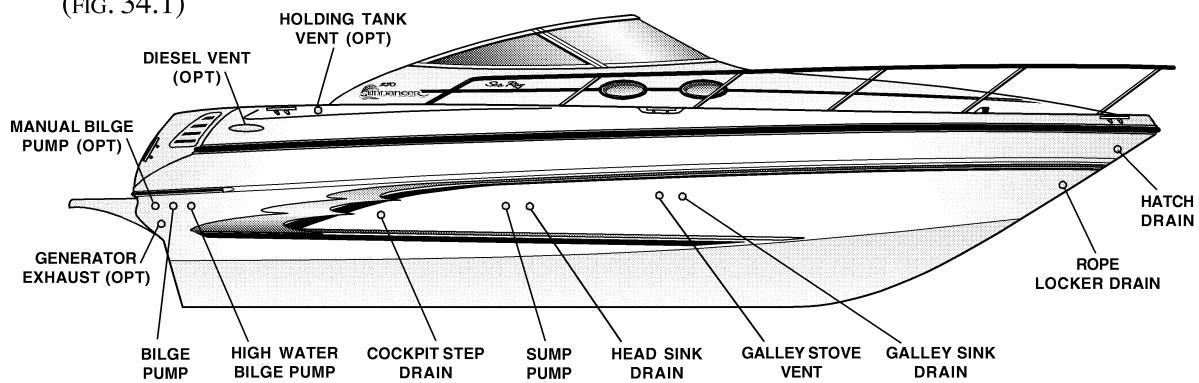
SEE THE OWNER’S HANDBOOK IN YOUR OWNER’S MANUAL PACKET FOR DETAILED INFORMATION AND OPERATING INSTRUCTIONS.

GENERATOR INSTALLATION  
(OPTIONAL) (FIG. 33.2)

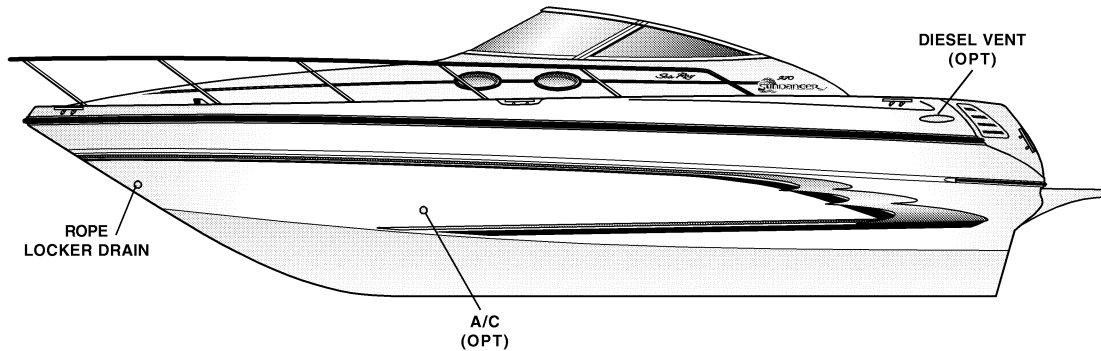


# LOCATION OF THROUGH-HULL FITTINGS

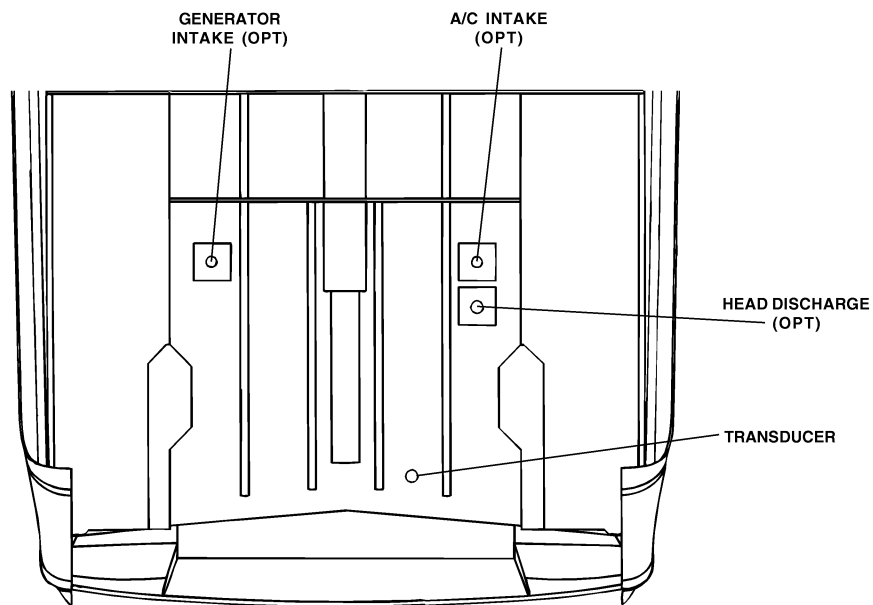
STARBOARD SIDE  
(FIG. 34.1)



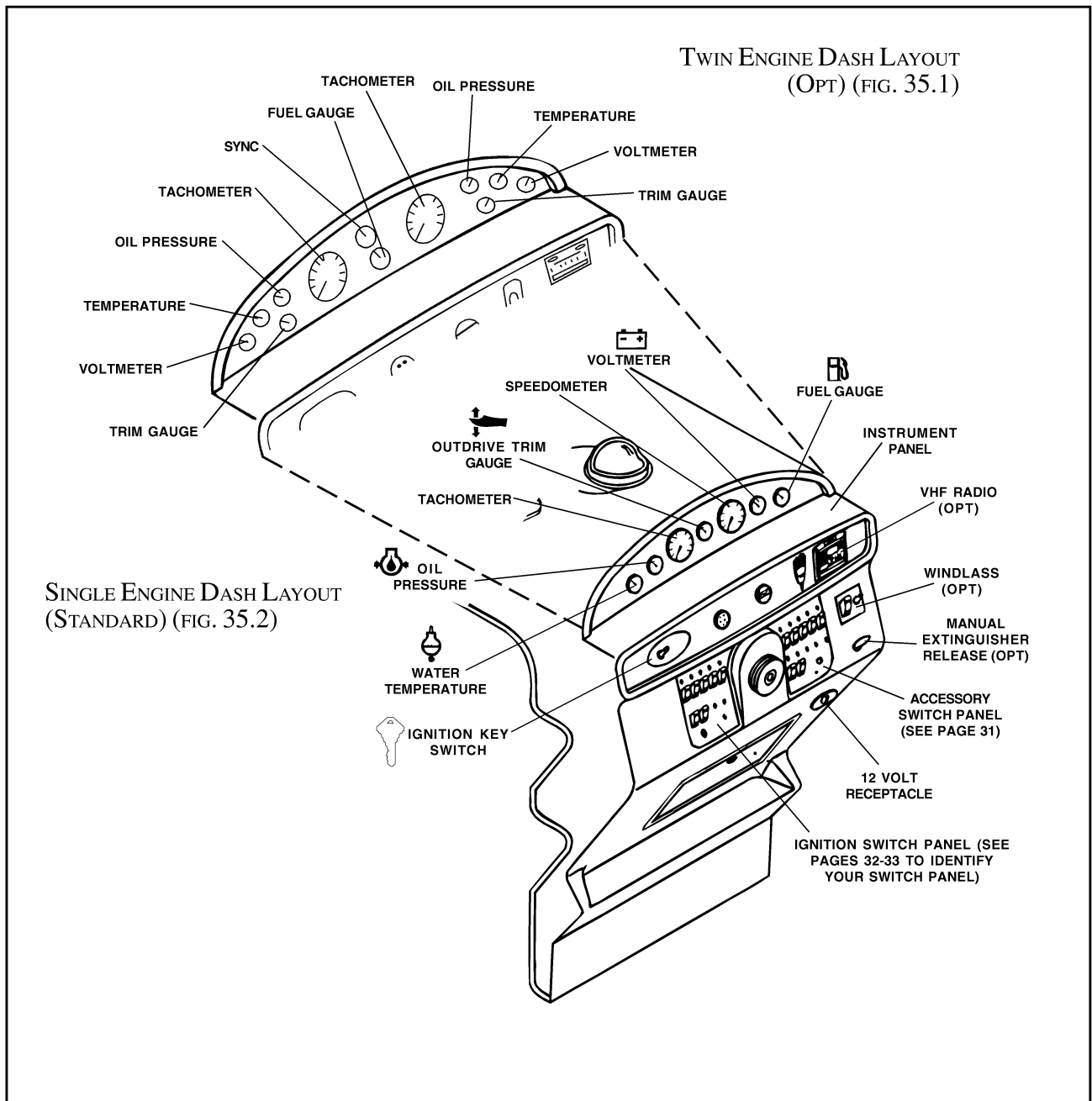
PORT SIDE  
(FIG. 34.2)



HULL CUTOUTS  
(FIG. 34.3)



# DASH LAYOUT



# CANVAS INFORMATION

## CANVAS

REFER TO OWNER'S MANUAL PACKET FOR CANVAS MANUFACTURER INSTRUCTIONS AND WARRANTY INFORMATION.

Please refer you to the Owner's Manual located in the Owner's Packet. Read and understand the effects of carbon monoxide and how to ventilate your boat to prevent the build-up of this invisible gas.

Attached to the inside of the bimini top is a DANGER tag for Carbon Monoxide Gas (CO) buildup and a WARNING tag for excessive speeds while canvas is installed. The Aft Curtain also has a WARNING tag stating "The Aft Curtain is not designed to be used while engine is running or boat is underway". If your canvas does not have these tags, they become lost or are unable to be read, contact your dealer for replacement labels.

**! DANGER**  
EXHAUST FUMES FROM ENGINES  
CONTAIN DEADLY  
CARBON MONOXIDE GAS (CO).  
BOATS WITH CANVAS OR POOR  
VENTILATION ARE MOST LIKELY TO  
COLLECT FUMES. CO SICKNESS  
SYMPTOMS INCLUDE HEADACHE,  
NAUSEA AND DIZZINESS. DO NOT  
MISTAKE FOR SEA SICKNESS.  
VENTILATE BOAT. SEE BOAT OWNER'S  
MANUAL FOR MORE DETAILS.

**! WARNING**  
SUNSHADE SHOULD  
NOT BE USED WHEN  
VESSEL SPEED EXCEEDS  
45 MPH

**! WARNING**  
THE AFT CURTAIN IS NOT  
DESIGNED TO BE USED  
WHILE ENGINE IS RUNNING  
OR BOAT IS UNDERWAY

The Canvas manufacturer has provided the canvas piece name, and position on each canvas piece with a sewn on white label. Do not remove these tags. They will help you with identification and position for easier installation procedures.

It is recommended you decide which canvas pieces you want to remove or install before you leave the boat slip or off load your boat from the trailer into the water. Removing or installing canvas on the water could be difficult as not all water conditions allow for your stability while attempting removal or installation.

Your Sea Ray® Sport Cruiser standard canvas set consists of the following pieces:

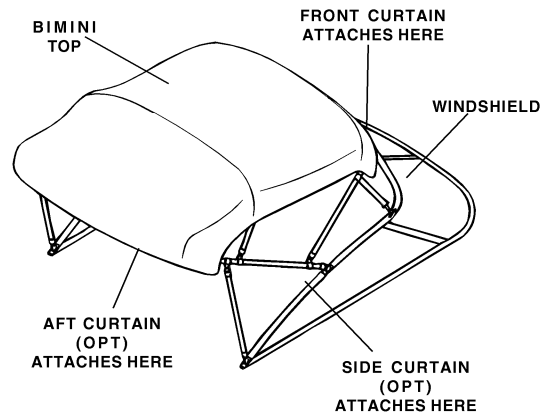
- Canvas Hatch Cover
- Removable Cockpit Cover  
w/Dedicated Storage
- Sunbrella® Bimini Top, w/Interlocking  
Top Extrusion, Boot and Vertical Top Storage

Canvas options available consist of the following pieces:

- |                      |                        |
|----------------------|------------------------|
| • Canvas Package:    | Camper Canvas Package: |
| Bimini Front Curtain | Bimini Front Curtain   |
| Side Curtains        | Side Curtains          |
| Aft Cover            | Camper Aft Cover       |
| Canvas Storage Bag   | Camper Top Boot        |
|                      | Canvas Storage Bag     |

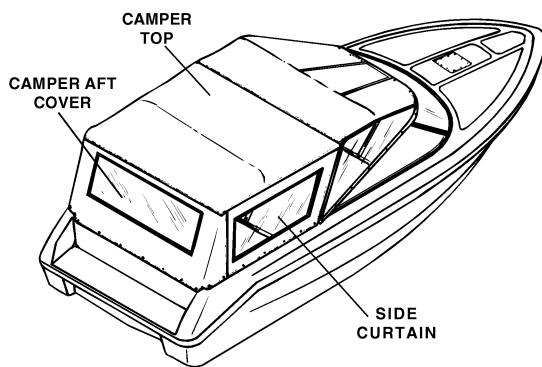
### Sport Cruiser Canvas Placement

(Note: Your Sport Boat May Not Be Equipped With All Of The Canvas Shown)  
(fig. 36.1)



### Cockpit Cover Package (Opt):

(Note: Your Sport Boat May Not Be Equipped With All Of The Canvas Shown)  
(fig. 36.2)



# CANVAS INFORMATION

## Storage:

- **Do not fold or store any of the canvas set pieces while wet.** All canvas should be rolled or folded when dry and stored in a clean, dry place.
- For clear vinyl pieces, the recommended methods for storage are rolling or laying down flat. The clear vinyl should never be folded or creased as cracking will result. To protect the clear vinyl from rubbing against itself while rolled or stored flat, place a piece of very soft, non-abrasive cloth between the pieces. If the surface of the clear vinyl becomes scratched, the canvas manufacturer has provided a canvas care sheet located in your Owner's Manual Packet.
- When storing the aft curtain, fold the canvas over the clear vinyl window (do not fold clear vinyl), then roll or store flat.

## CANVAS CARE & MAINTENANCE

The fabric should be cleaned regularly before substances such as dirt, pollen, etc. are allowed to accumulate on and become embedded in the fabric. The fabric can be cleaned without being removed from the installation. Simply brush off any loose dirt, roof particles, etc.; hose down and clean with a mild solution of a natural soap in lukewarm water (no more than 100° F., 38° C) Rinse thoroughly to remove soap. **DO NOT USE DETERGENTS.** Allow to completely air dry.

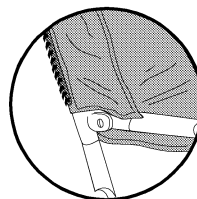
If you have stubborn cleaning cases, call your dealer for proper procedures. Do not try your own cleaning procedures as they may void any warranties.

After each use, especially in salt water areas, rinse the canvas completely with fresh cold water. Then let the canvas dry completely before stowing.

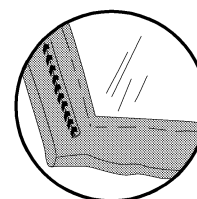
All metal components of the canvas set should be rinsed with fresh cold water and exposed components wiped dry to maintain appearance and working order.

## INSTALLATION TIPS:

- **Zippers**  
are located on each canvas piece. Make sure canvas is centered over bows. When attaching any canvas piece, zip the zippers only partially. This helps to hold the piece in place and relieves tension, helping the other sides zip or snap easier. After all the sides of the piece are secure, finish zipping all the zippers. This will ensure a tight fit.
- **Adjustable Support Poles**  
are located on the Convertible and Bimini Top. Take time to look at the adjustable support poles to see how they work. There is an outside tube and an inside tube. The button requires pushing in to enable the tubes to adjust to a longer or shorter settings.



Zipper On Canvas  
(fig. 37.1)

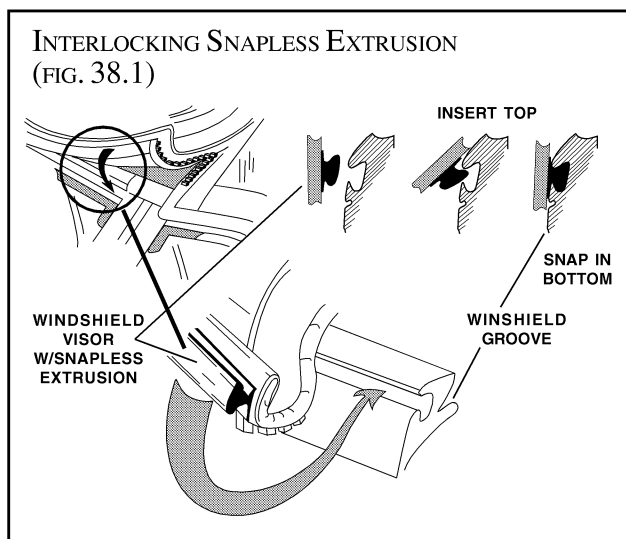


Zipper On Window  
(fig. 37.2)

## CANVAS INFORMATION

- **Windshield Interlocking Snapless Extrusion**

The snapless extrusion designed by Sea Ray® eliminates the need for snaps and provides a superb water barrier at the windshield frame area. On the bottom edge of the Windshield Visors and Side Curtains you will notice the snapless rubber extrusion. The extrusion fits into the top of the windshield frame. See the illustration for proper installation of the snapless extrusion into the windshield frame. To ease the installation of the extrusion, remember to partially zip the Windshield Visor and Side Curtains to relieve tension.



It is recommended for safety and ease of installation that two (2) or more people are available to install or remove the canvas set. Take time to read over the instructions for the canvas piece(s) that you are to install or remove to familiarize yourself with the location of the components of your canvas set.



### WARNING

**Bimini Top should not be used when the vessel speed exceeds 45 MPH. DO NOT have Bimini Top installed when trailering. Use Cockpit cover ONLY when trailering.**

### TRAILERING WITH CANVAS

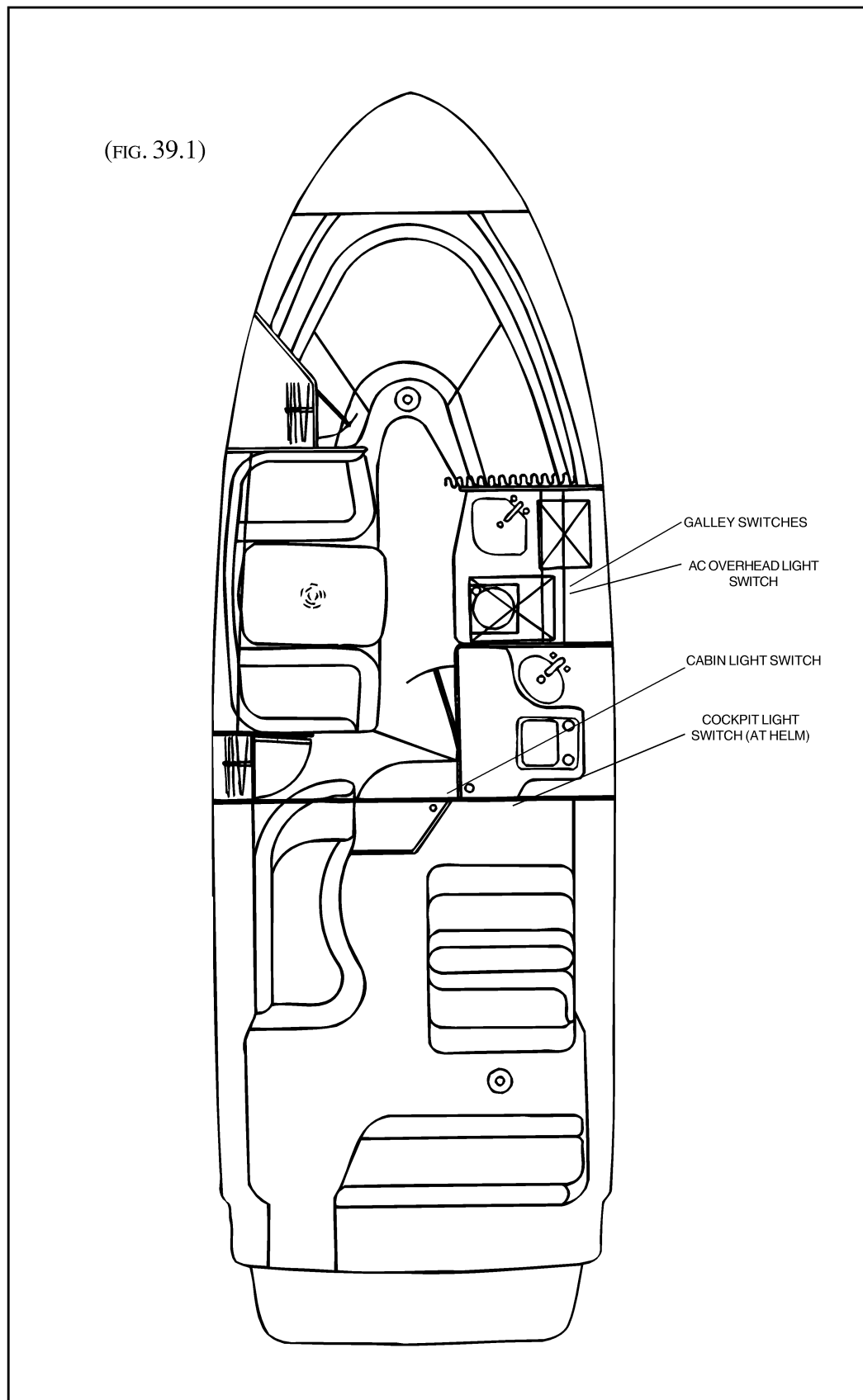
You may trailer your boat with the cockpit cover installed, however, the mooring cover must be installed over boat with tie down straps secure. The bimini top, side curtains and camper aft cover must be removed when trailering. Damage will occur to canvas and bows or boat if attached to boat while trailering.



### WARNING

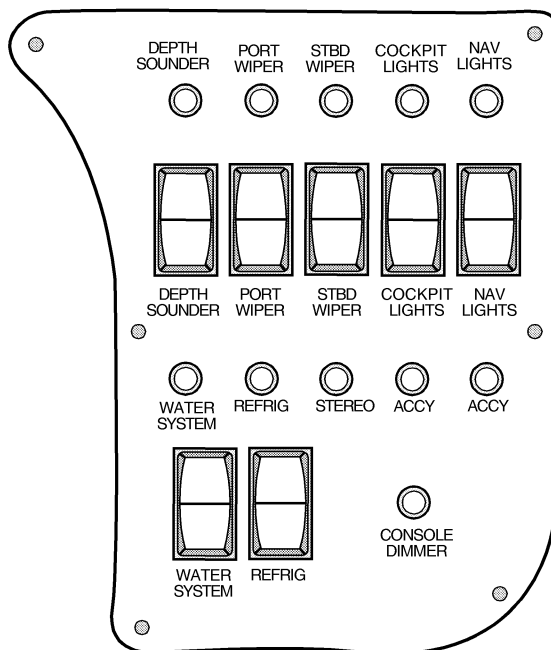
**To Avoid Entrapment Of Carbon Monoxide Gas, Remove Aft Cover or Camper Top Canvas Before Starting Engine and Operating Vessel .**

# CABIN & COCKPIT SWITCH LOCATION & FUNCTION



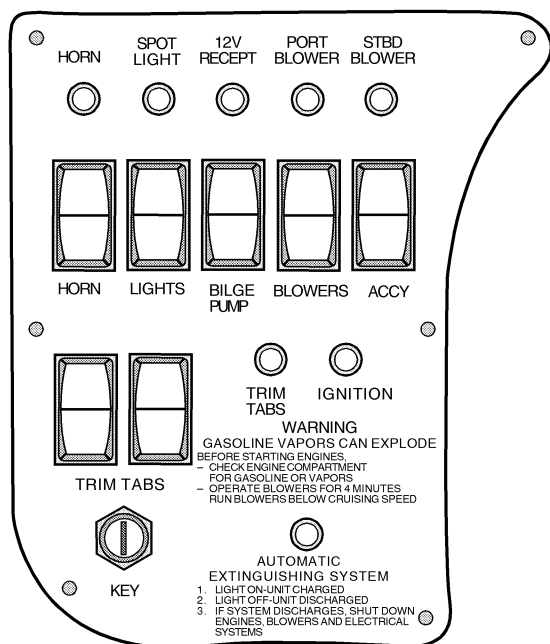
# ACCESSORY SWITCH PANEL

(FIG. 40.1)

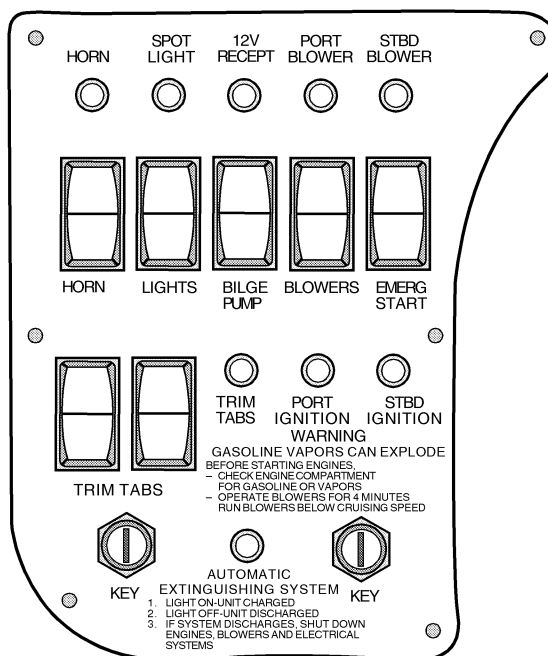


# IGNITION SWITCH PANELS GAS

SINGLE ENGINE GAS (STANDARD)  
(FIG. 40.2)



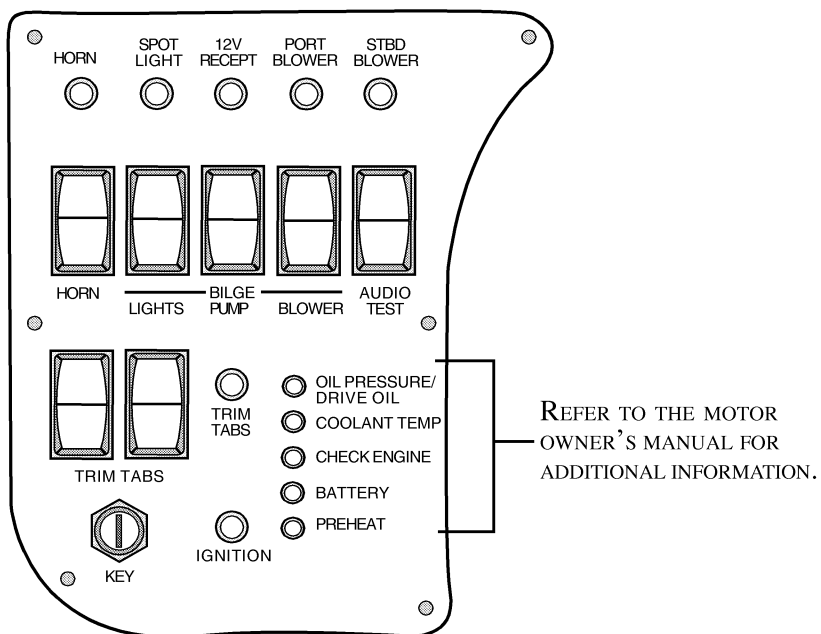
TWIN ENGINE GAS (OPTIONAL)  
(FIG. 40.3)





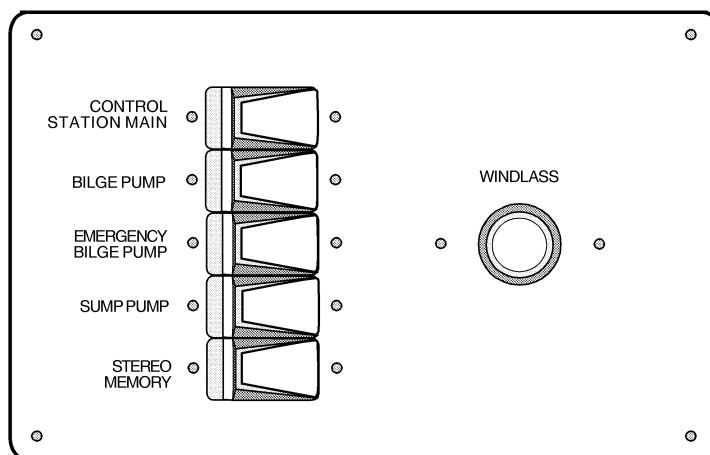
## IGNITION SWITCH PANEL (DIESEL OPTION)

SINGLE ENGINE (DIESEL)  
(FIG. 41.1)



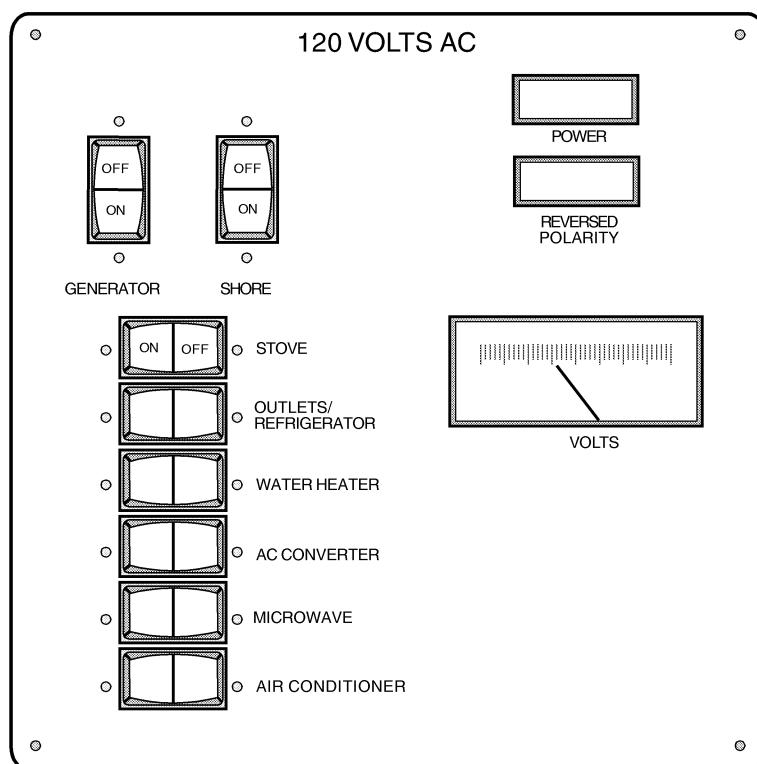
## MAIN DC BREAKER PANEL

(FIG. 41.2)

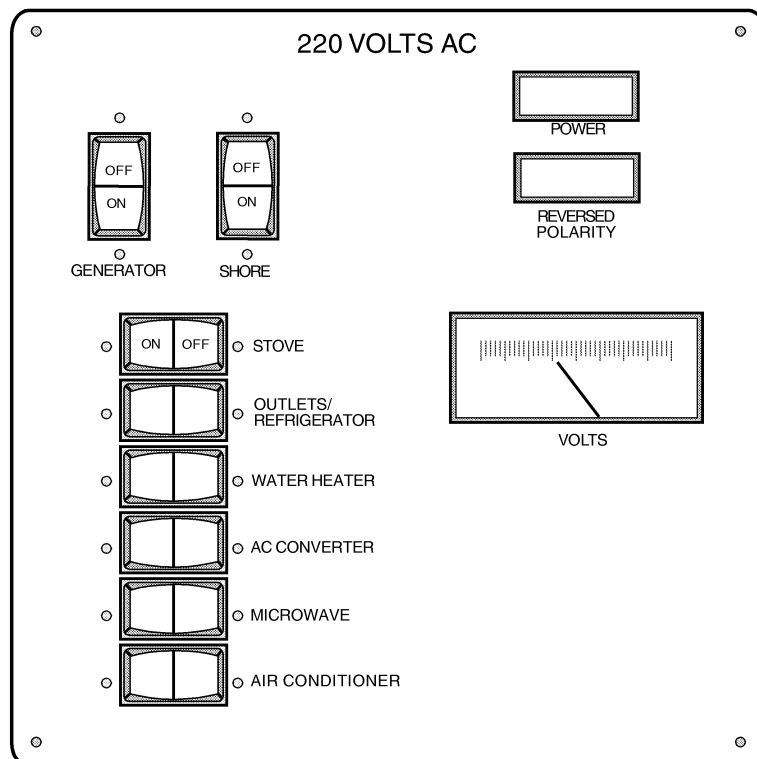


# AC MAIN DISTRIBUTION PANELS

120 VOLT AC MAIN DISTRIBUTION PANEL W/GENERATOR (OPT)  
(FIG. 42.1)

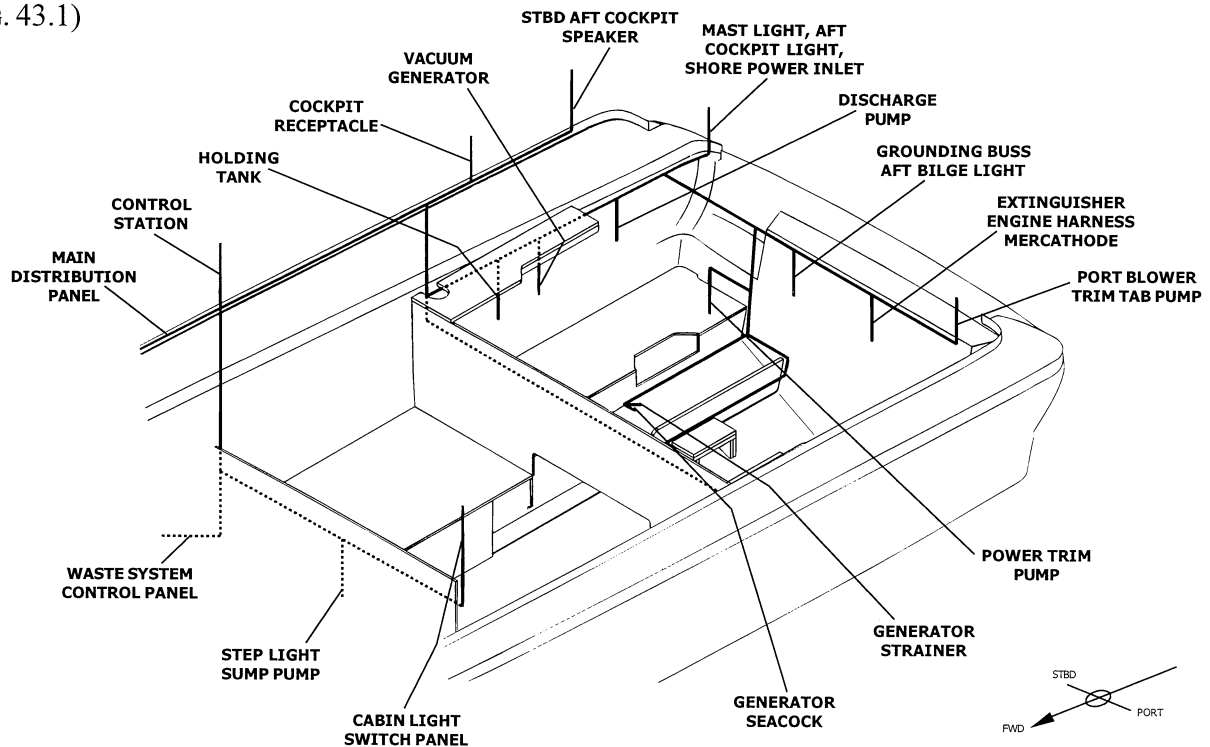


220 VOLT AC MAIN DISTRIBUTION PANEL W/GENERATOR (OPT)  
(FIG. 42.2)

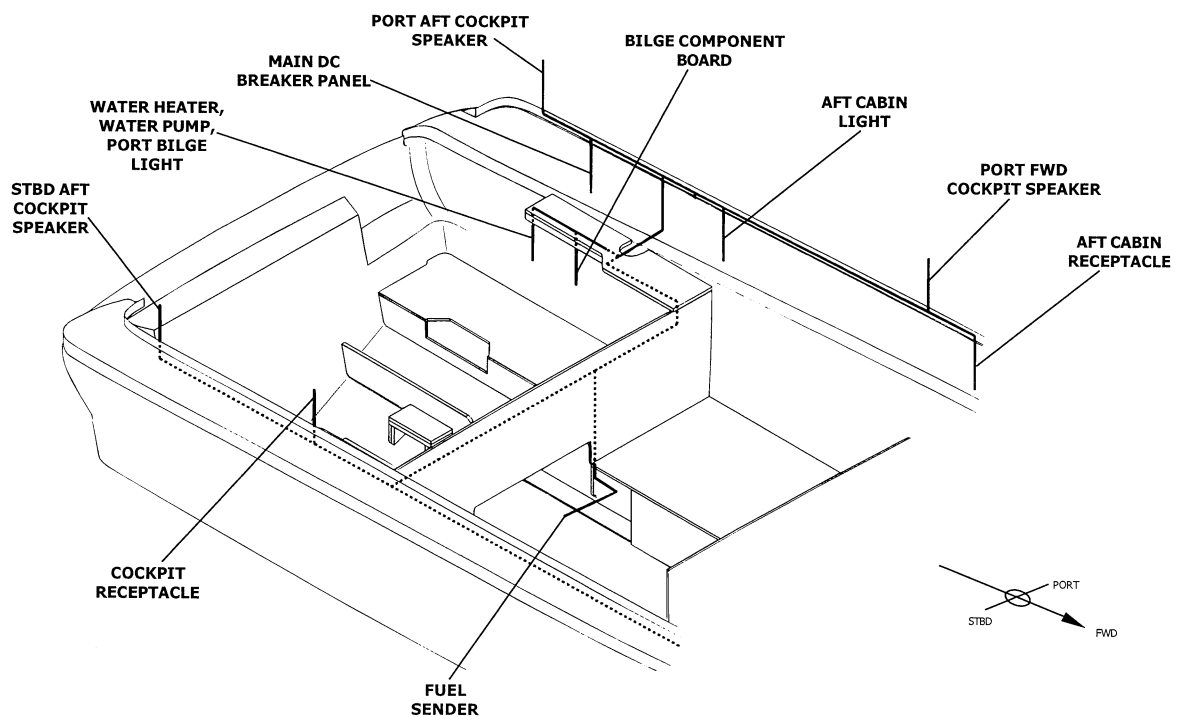


# WIRE HARNESS INSTALLATION

(FIG. 43.1)

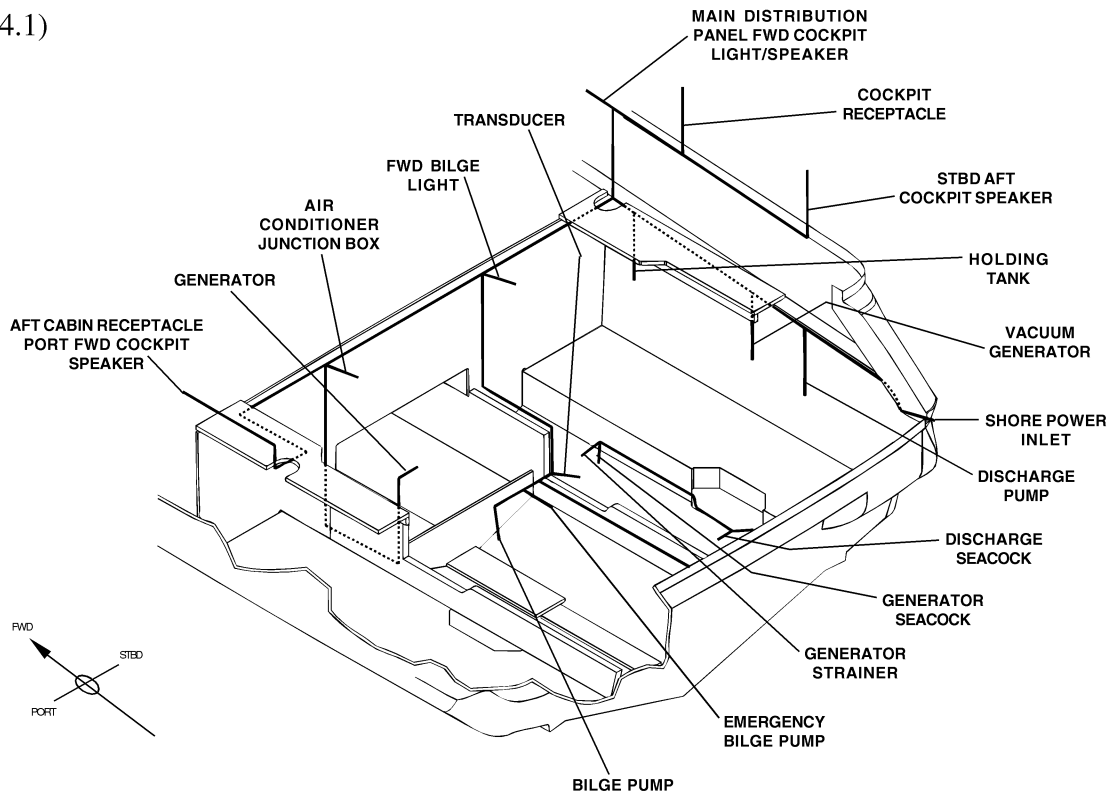


(FIG. 43.2)

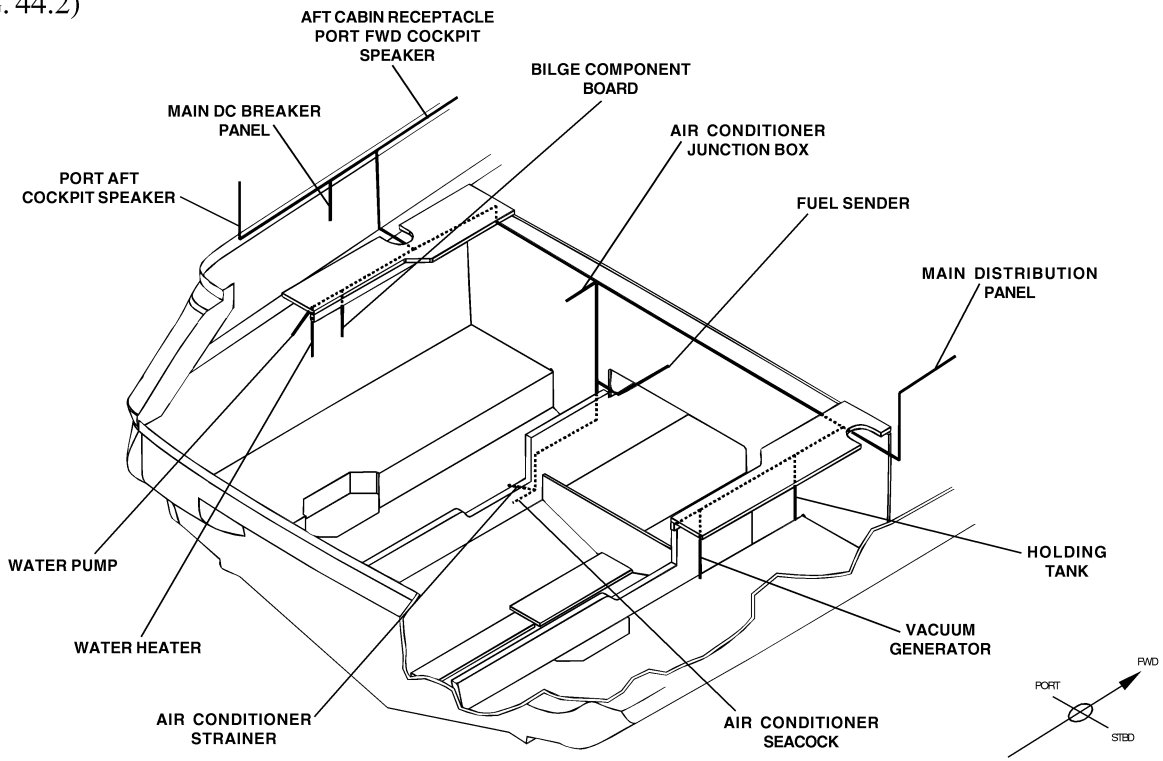


# WIRE HARNESS INSTALLATION

(FIG. 44.1)

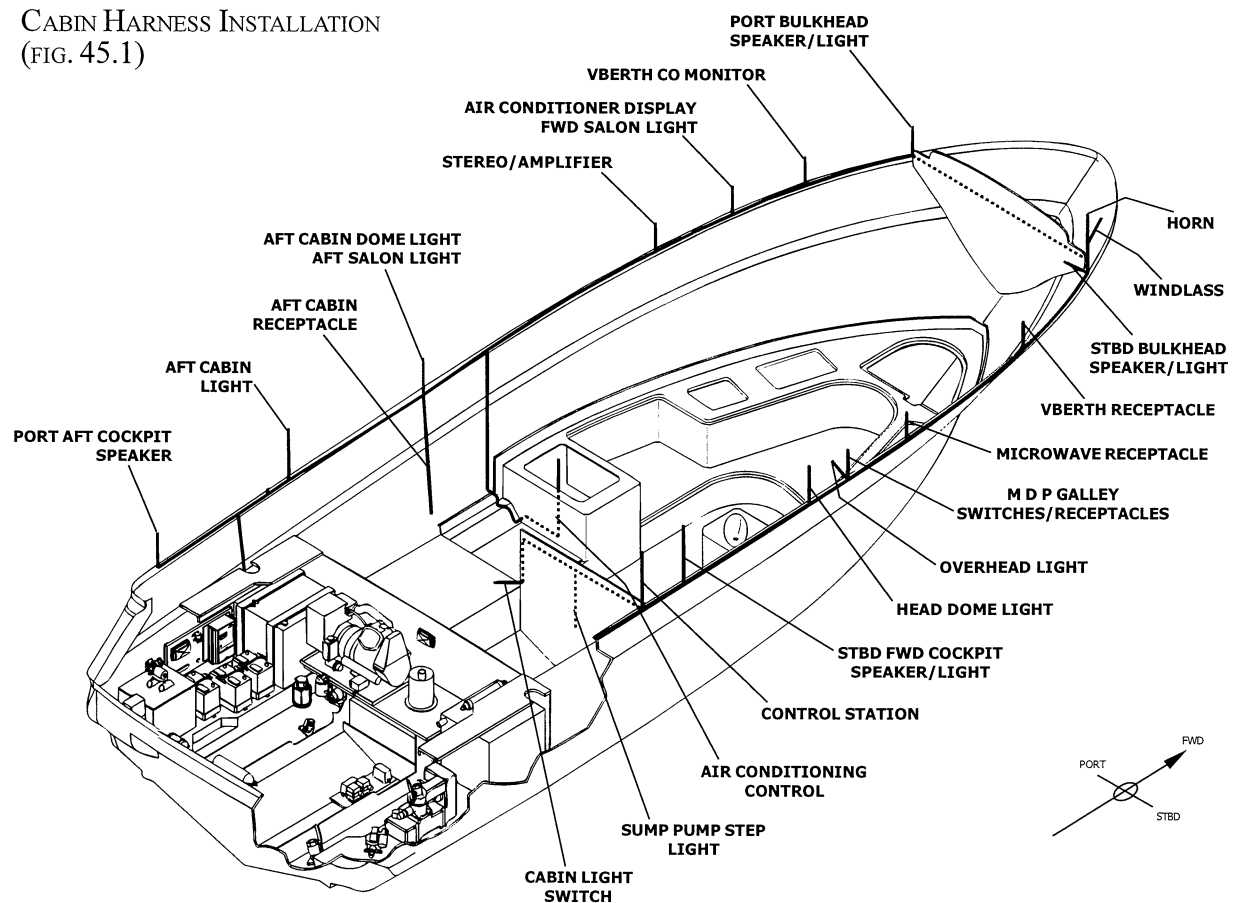


(FIG. 44.2)

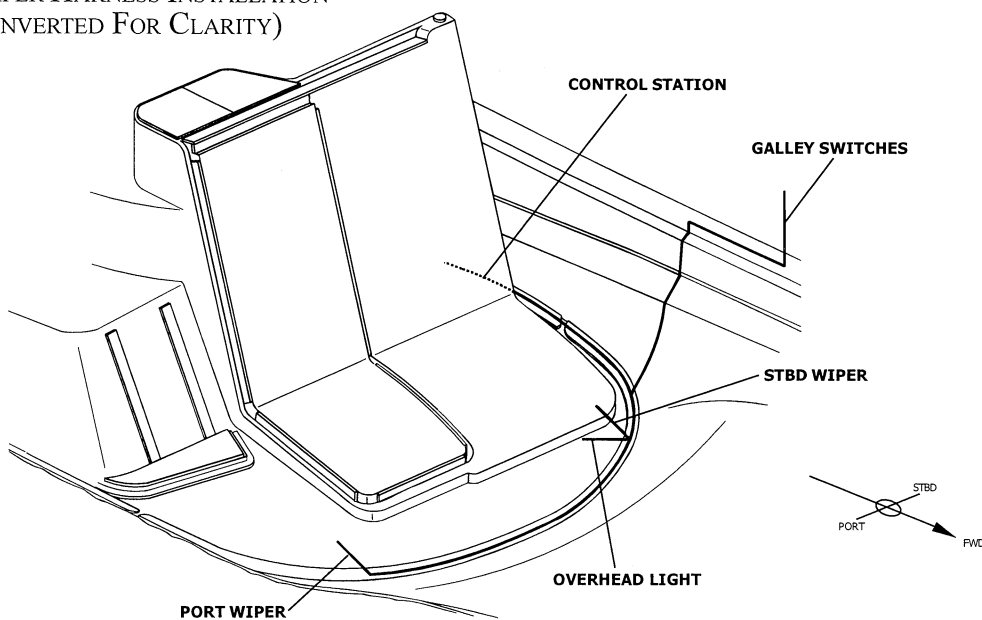


# WIRE HARNESS INSTALLATION

CABIN HARNESS INSTALLATION  
(FIG. 45.1)

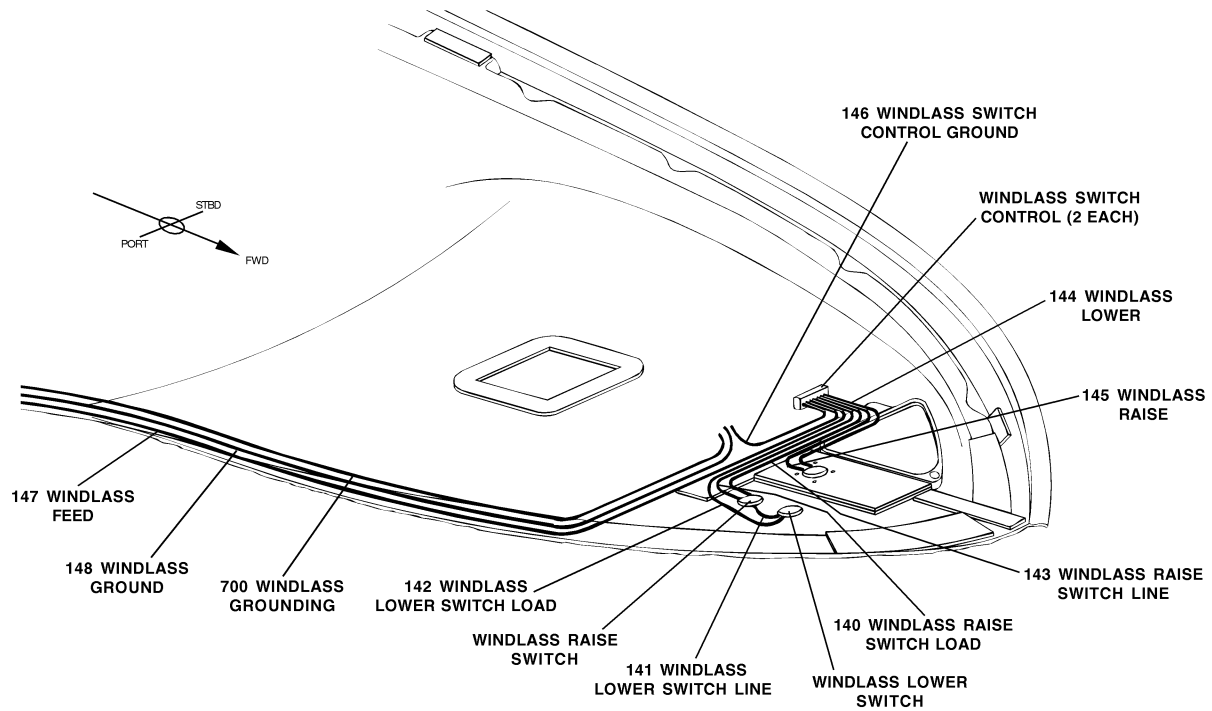


WINDSHIELD WIPER HARNESS INSTALLATION  
(DECK SHOWN INVERTED FOR CLARITY)  
(FIG. 45.2)

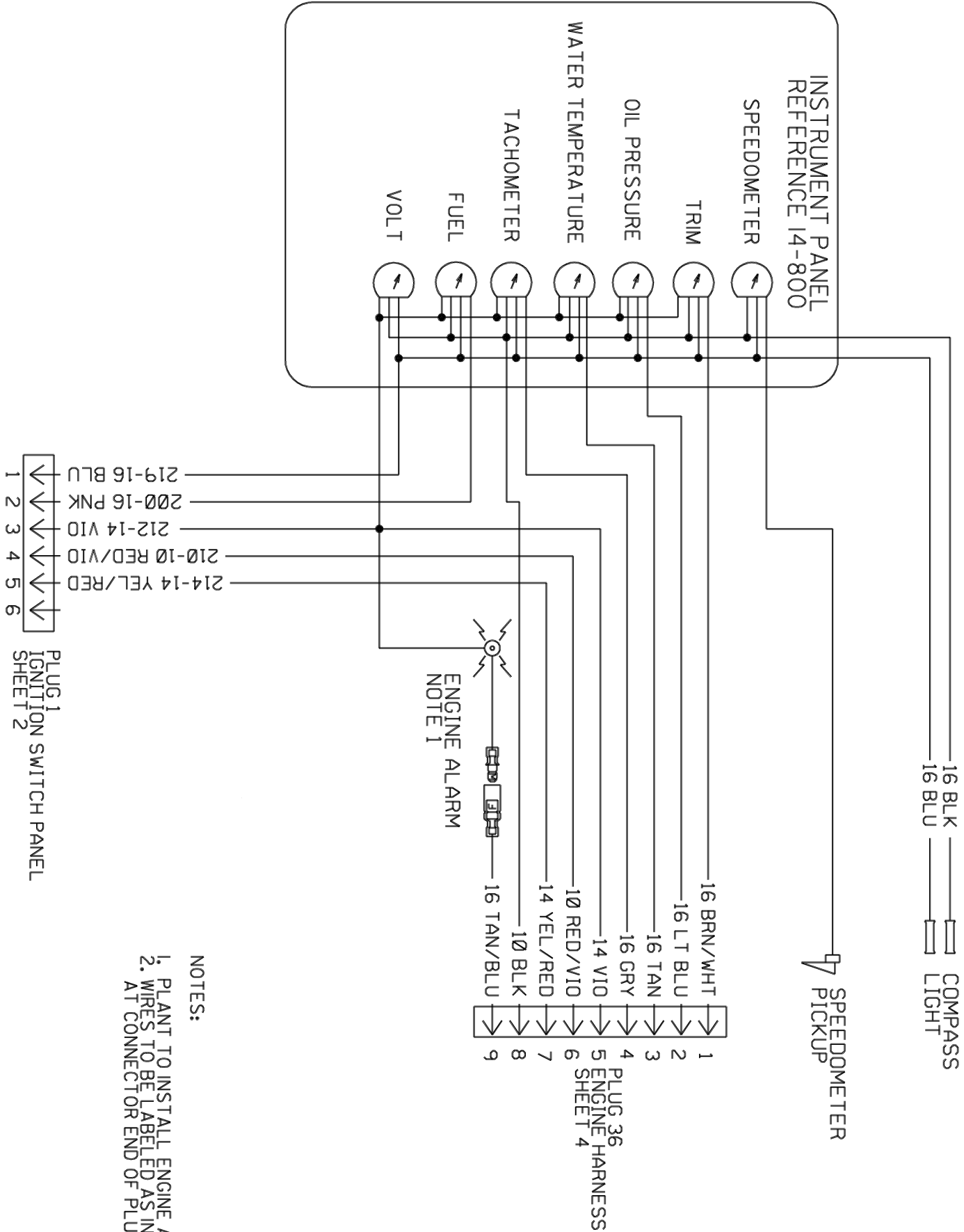


# WIRE HARNESS INSTALLATION

(FIG. 46.1)

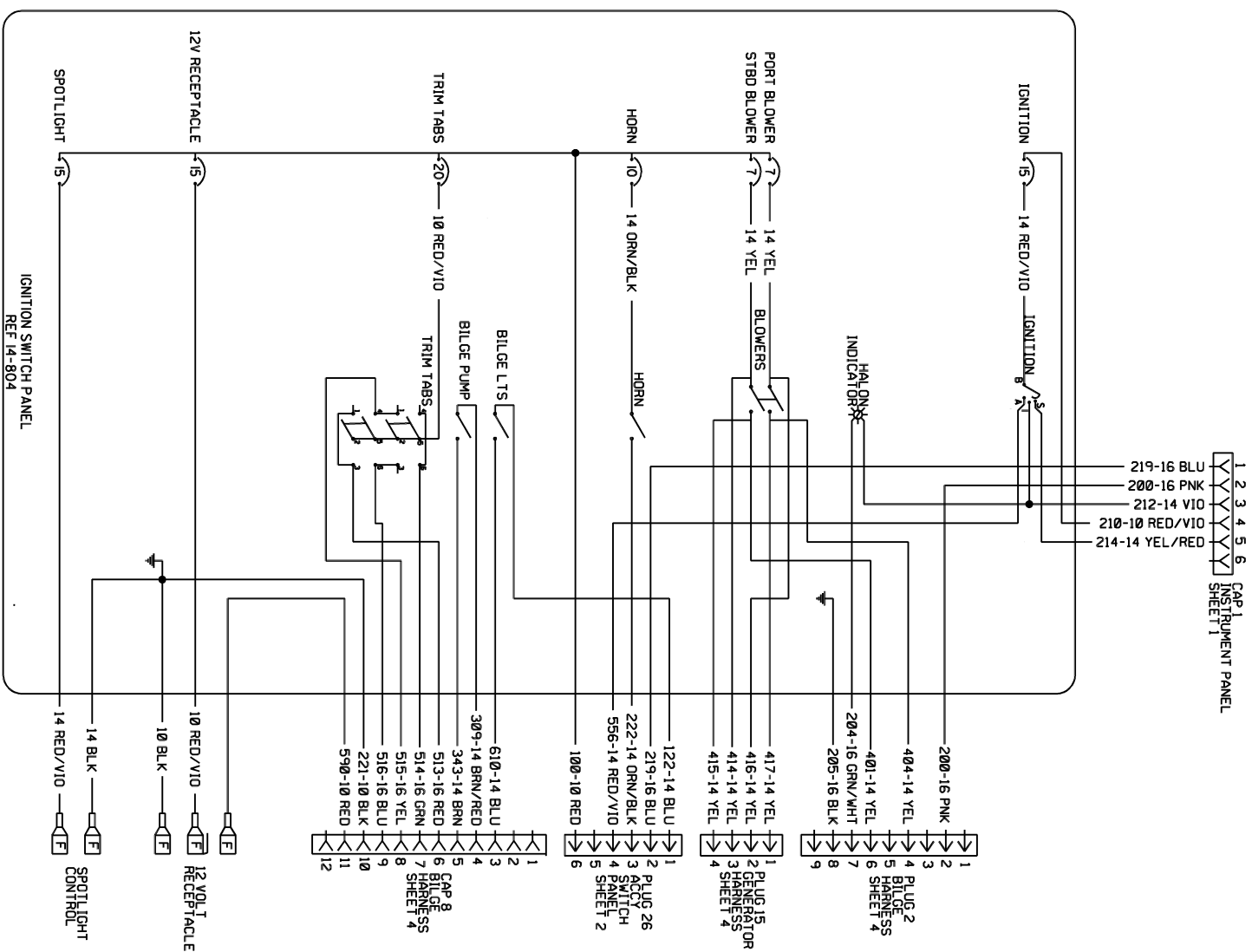


# 270 DA DC WIRING SCHEMATIC



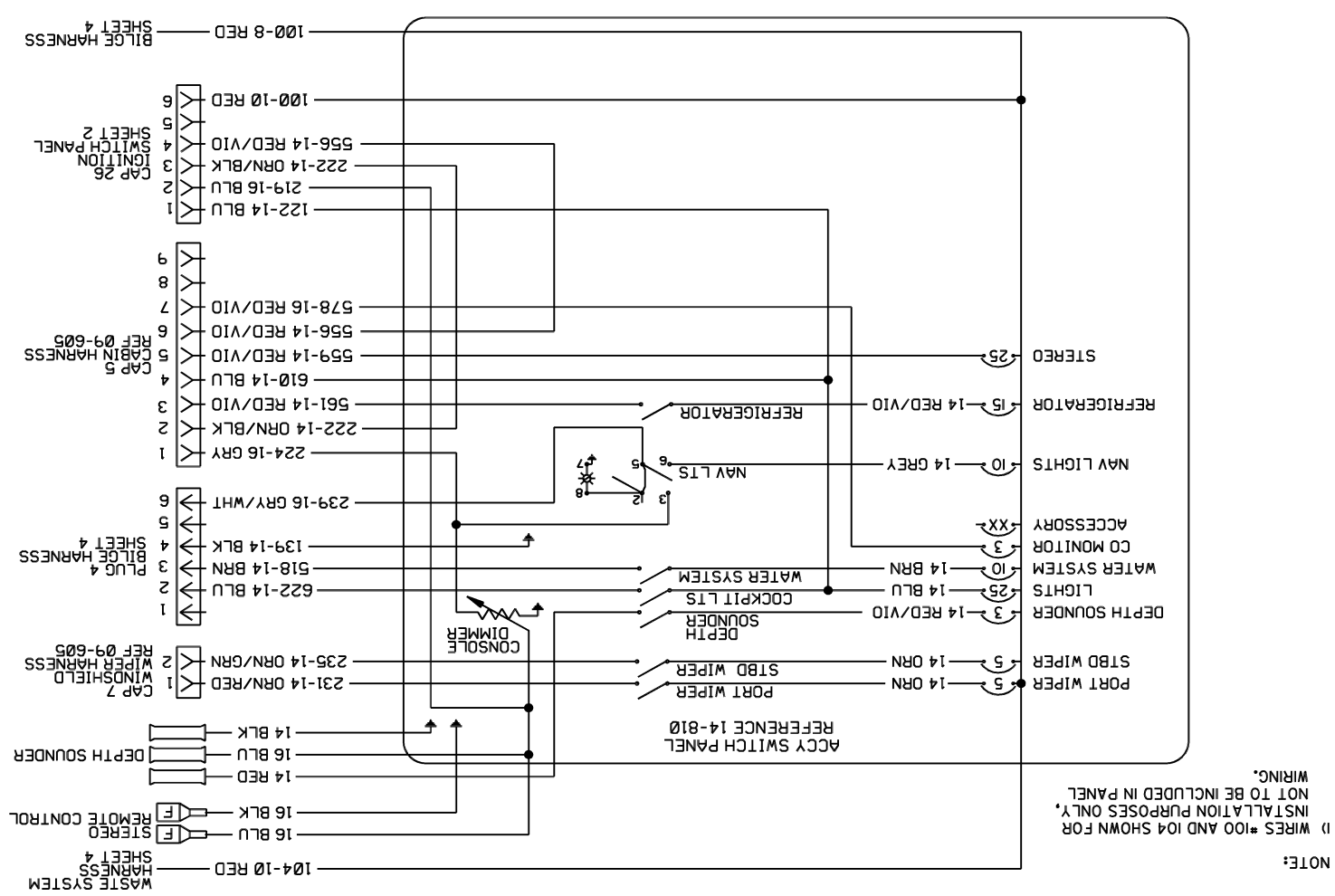
- NOTES:
- 1. PLANT TO INSTALL ENGINE ALARM
  - 2. WIRES TO BE LABELED AS INDICATED AT CONNECTOR END OF PLUG 1

# 270 DA DC WIRING SCHEMATIC



Print #09-601, 2 of 4, REVISION #05

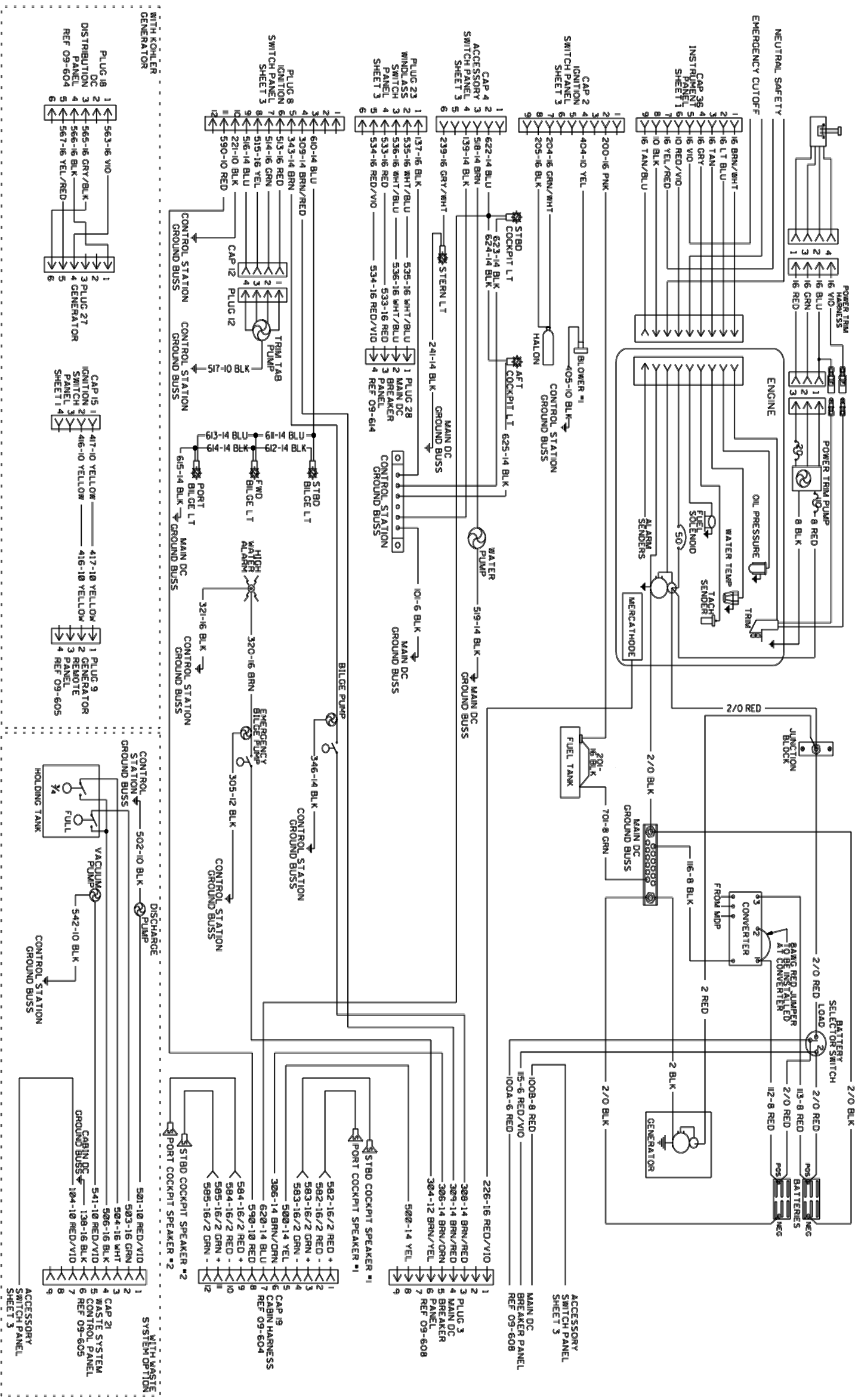
# 270 DA DC WIRING SCHEMATIC



Print# 09-601, 3 of 4, Revision#06

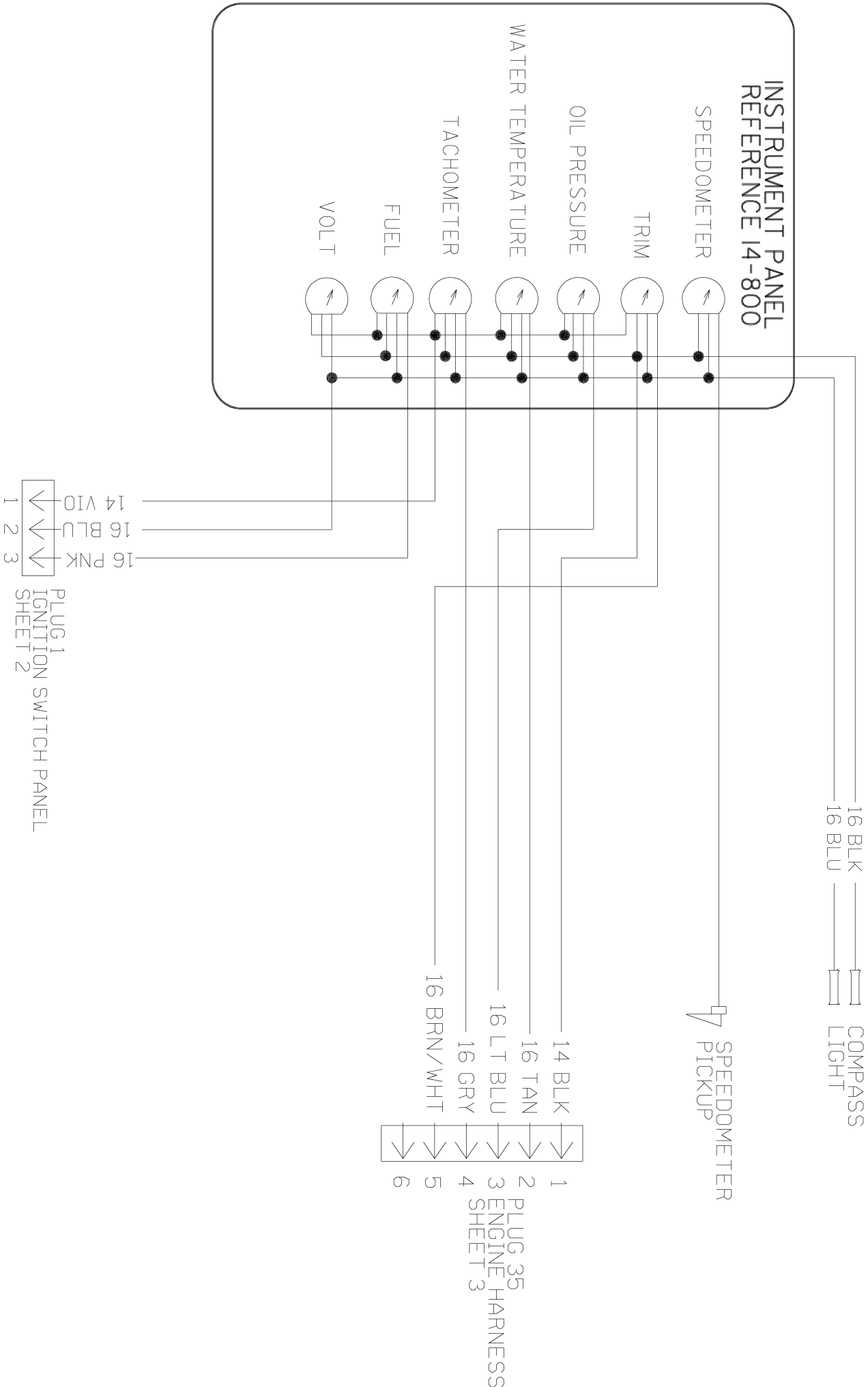


# 270 DA DC WIRING SCHEMATIC



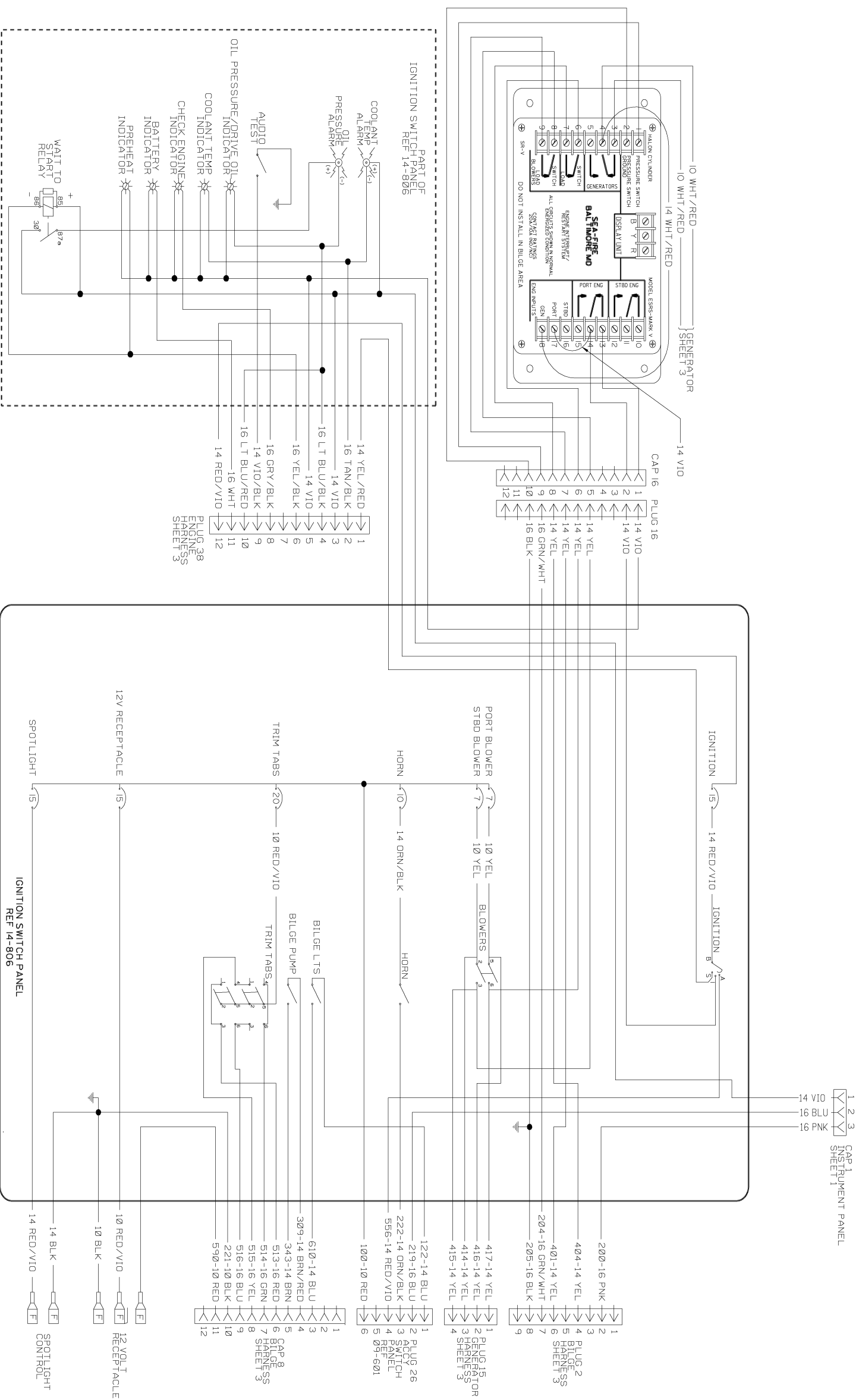
Print #09-601, 4 of 4, REVISION #02

# 270 DA DC SCHEMATIC (WITH 7.3 D-TRONIC DIESEL OPTION)



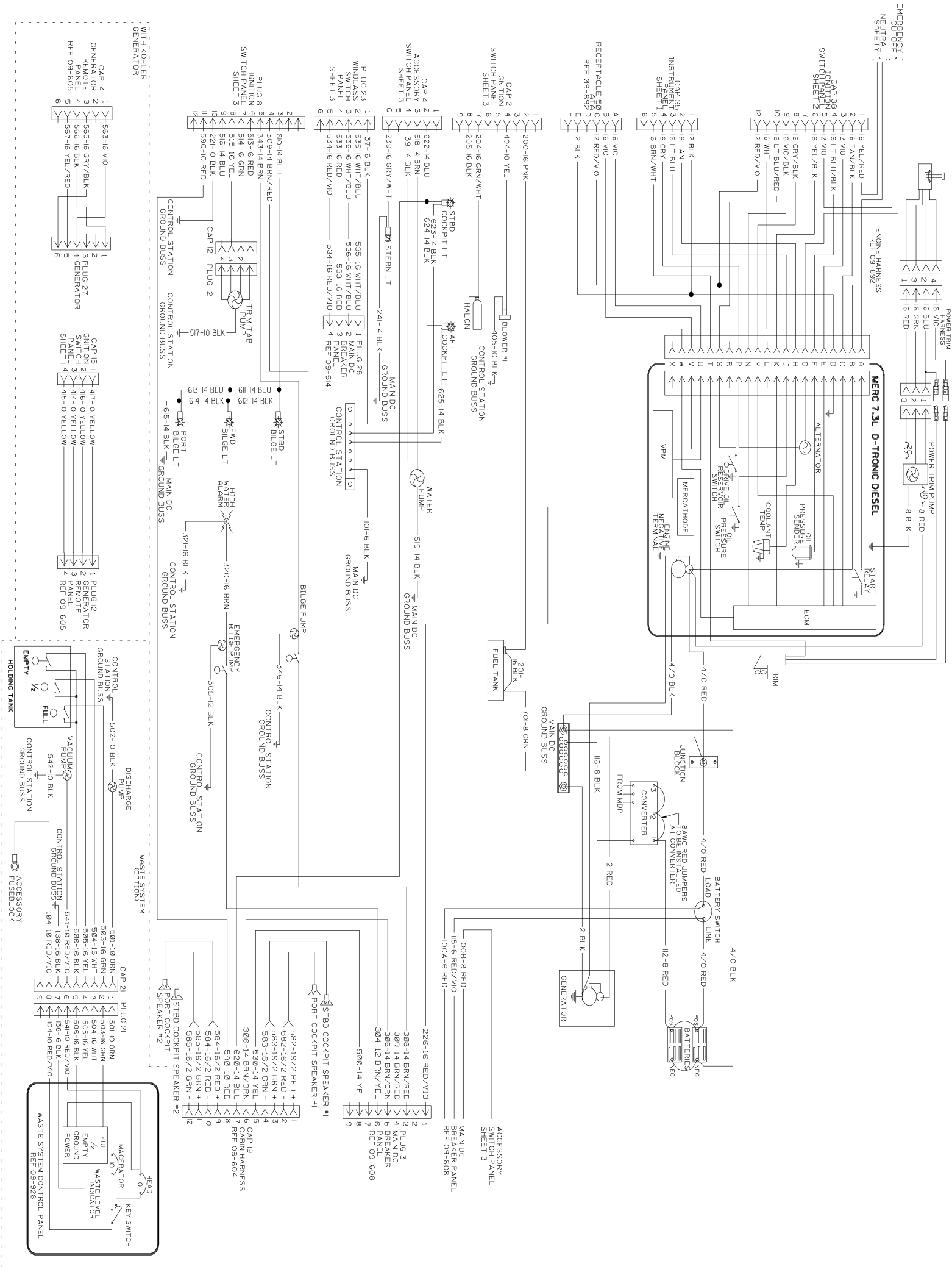
Print #09-602, 1 of 3, REVISION #01

## 270 DA DC SCHEMATIC (WITH 7.3 D-TRONIC DIESEL OPTION)

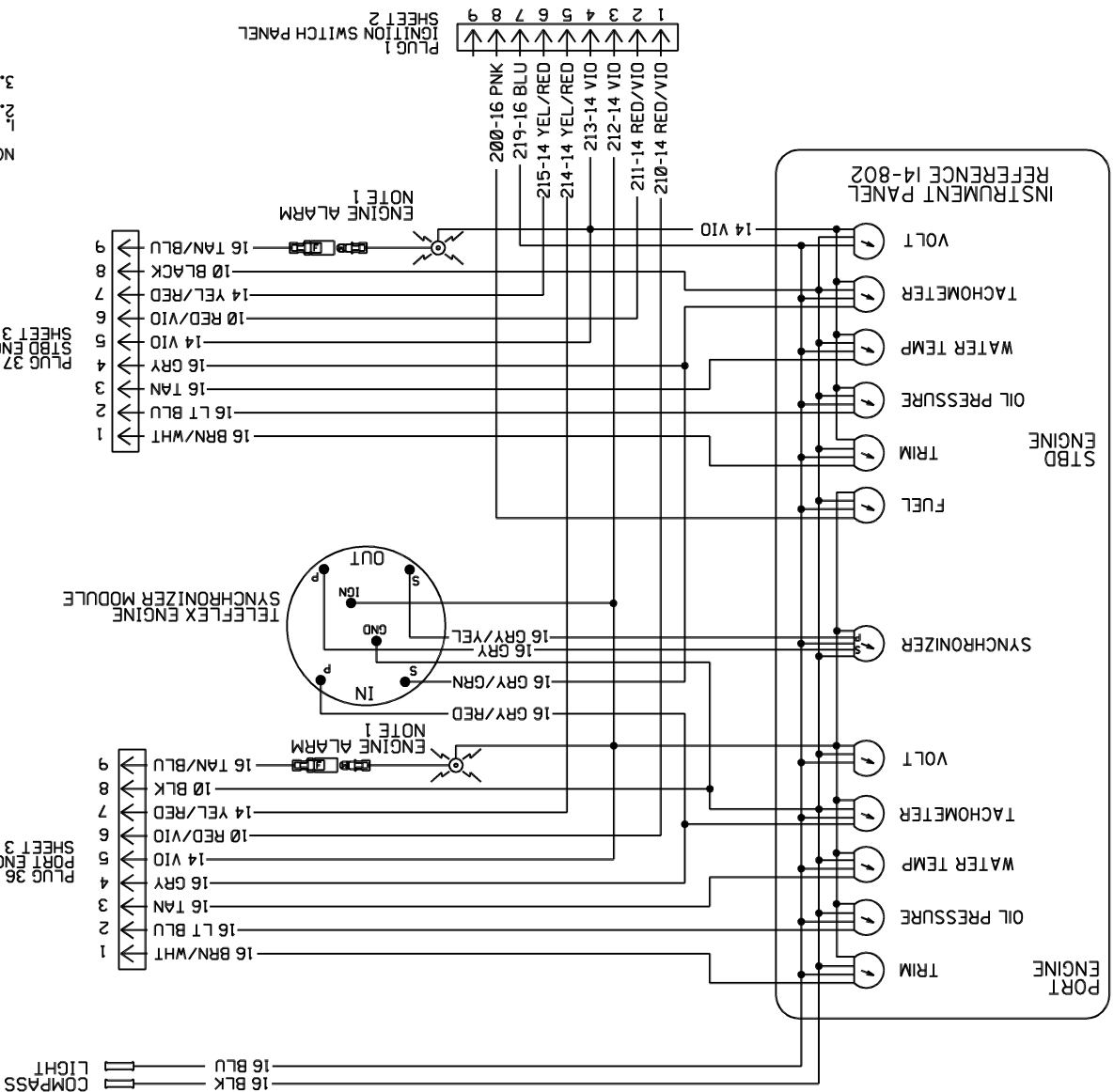


Print #09-602, 2 of 3, REVISION #0

270 DA DC SCHEMATIC (WITH 7.3 D-TRONIC DIESEL OPTION)



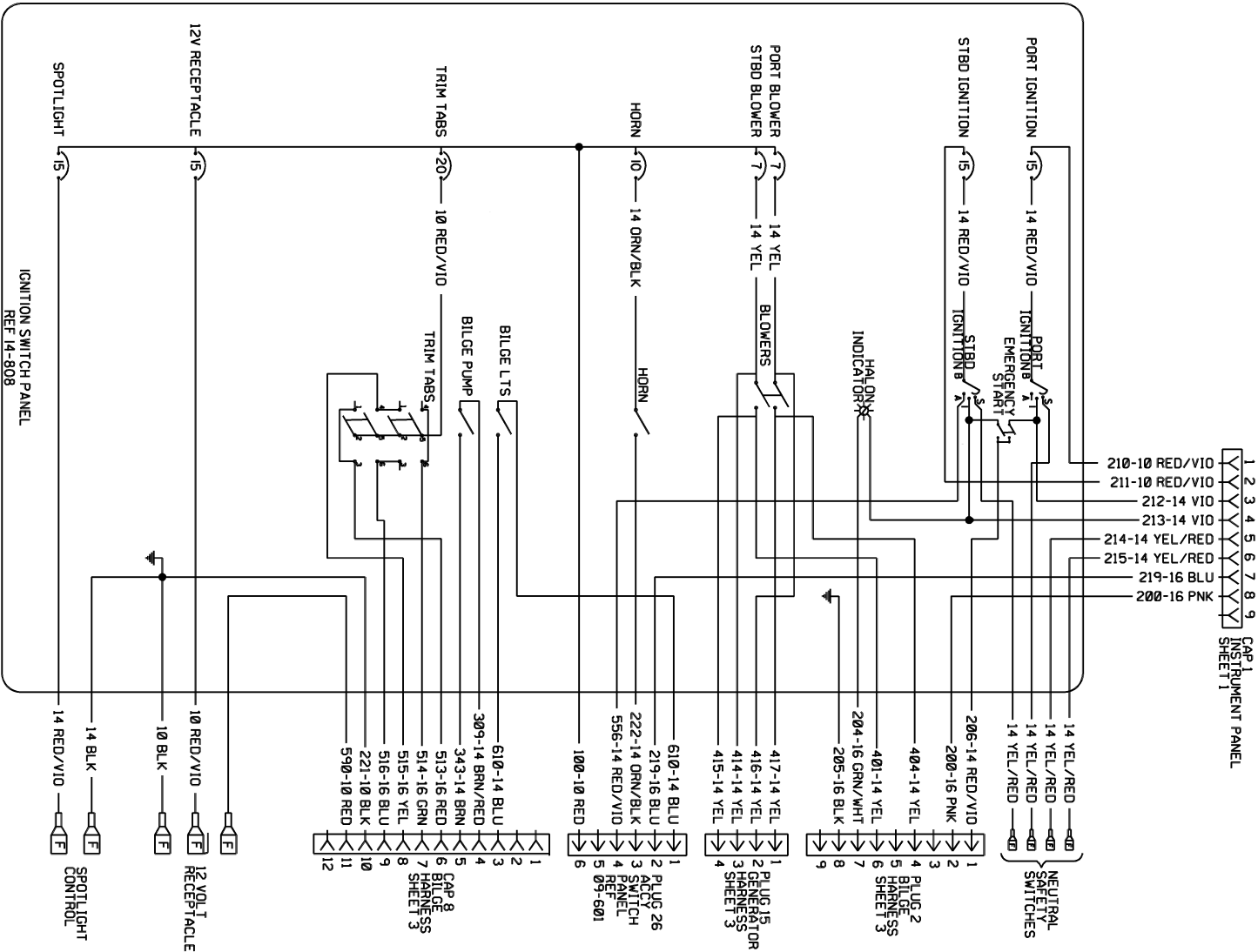
270 DA DC WIRING SCHEMATIC  
(WITH TWIN ENGINE OPTION)



- NOTES:
1. PLANT TO INSTALL ENGINE ALARMS AS SHOWN. GAUGE WILL INDICATE TOWARD SLOWER ENGINE.
  2. WIRES TO BE LABELED AS INDICATED AT CONNECTOR ENDS OF PLUG.
  3. WITH SYNCHRONIZER MODULE WIRING, GAUGE WILL INDICATE TOWARD SLOWER ENGINE.

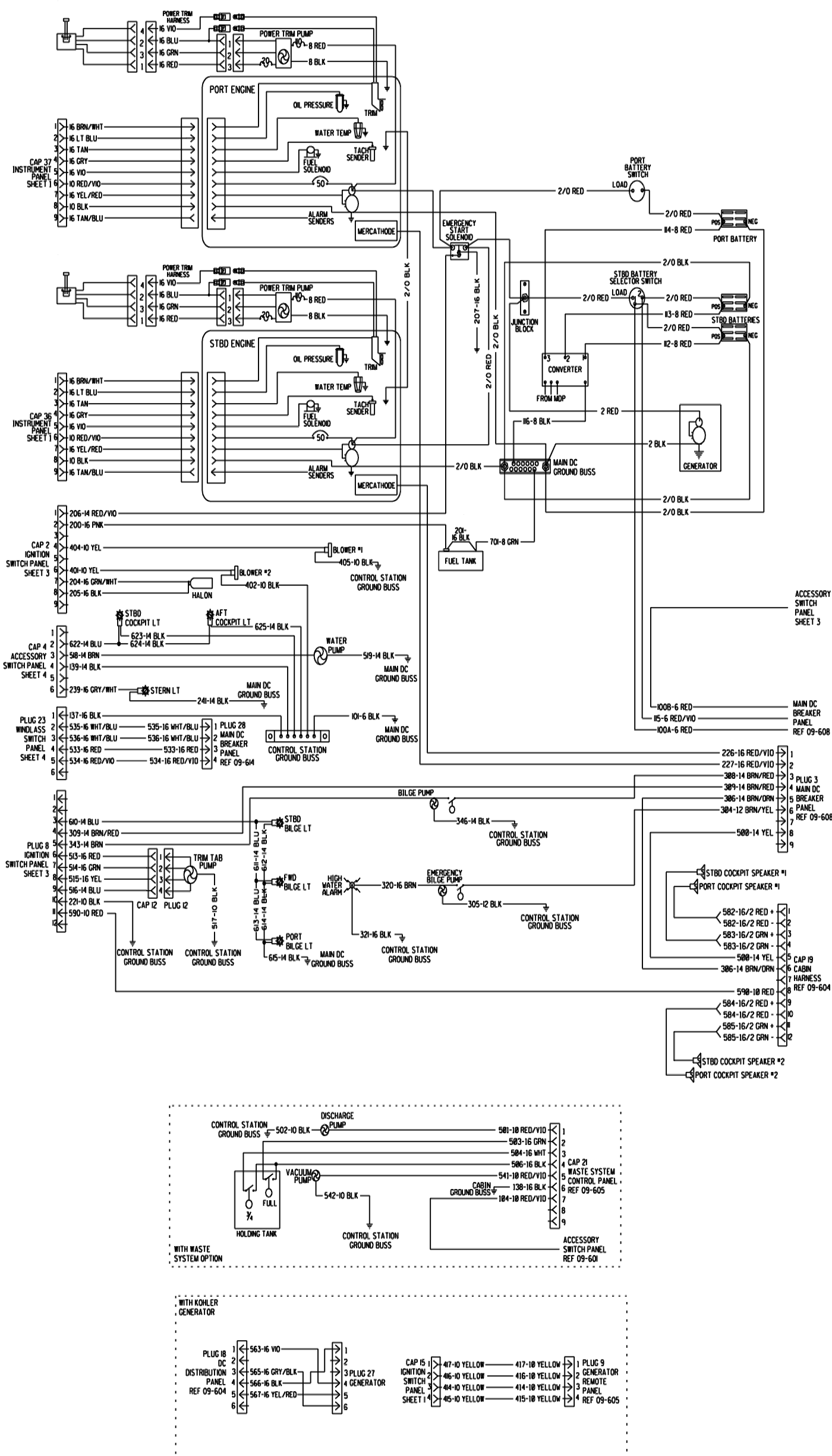
Print# 09-603, 1 of 3, Revision#01

270 DA DC WIRING SCHEMATIC  
(WITH TWIN ENGINE OPTION)



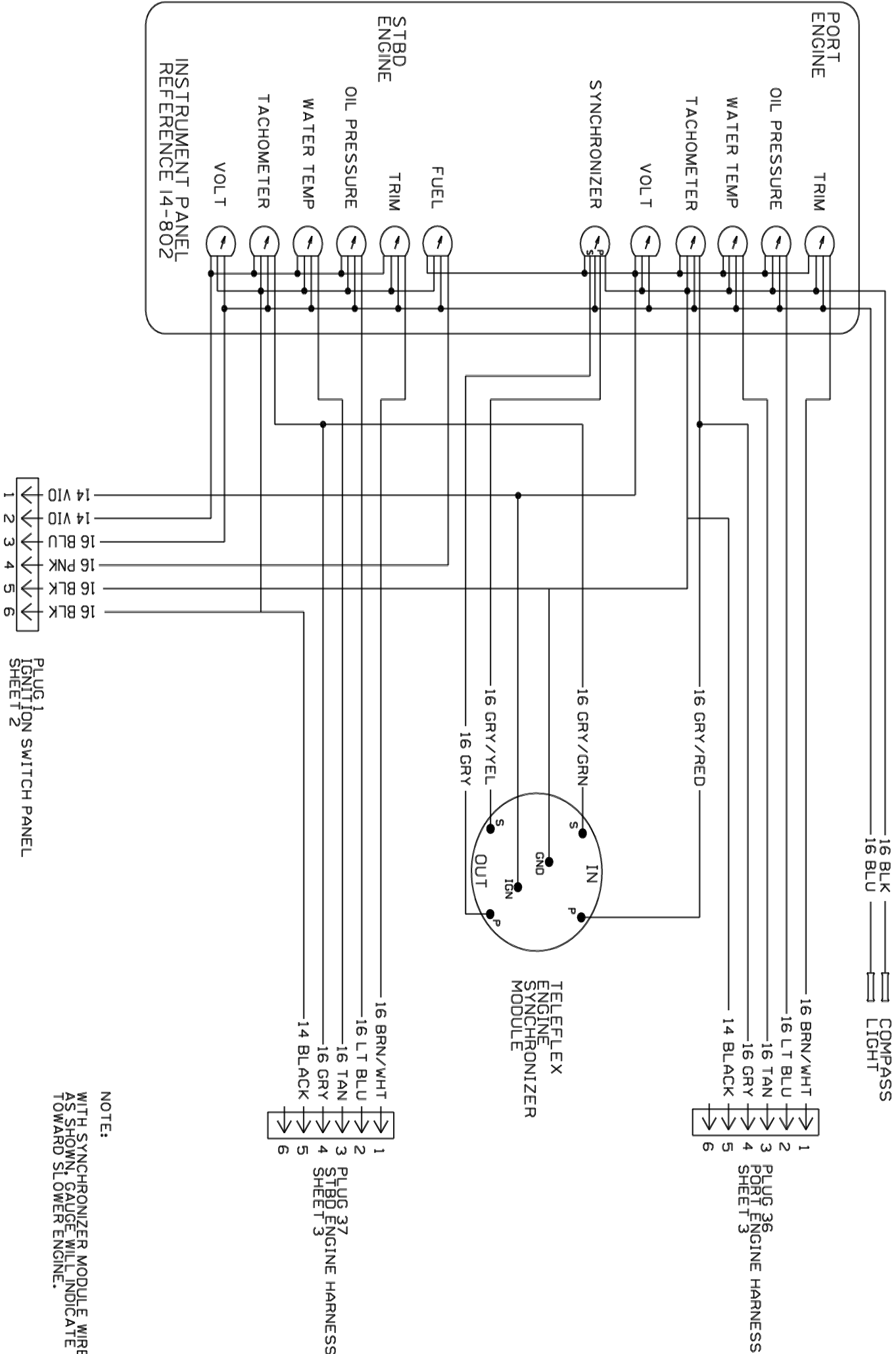
Print# 09-603, 2 of 3, REVISION #03

## (WITH TWIN ENGINE OPTION)



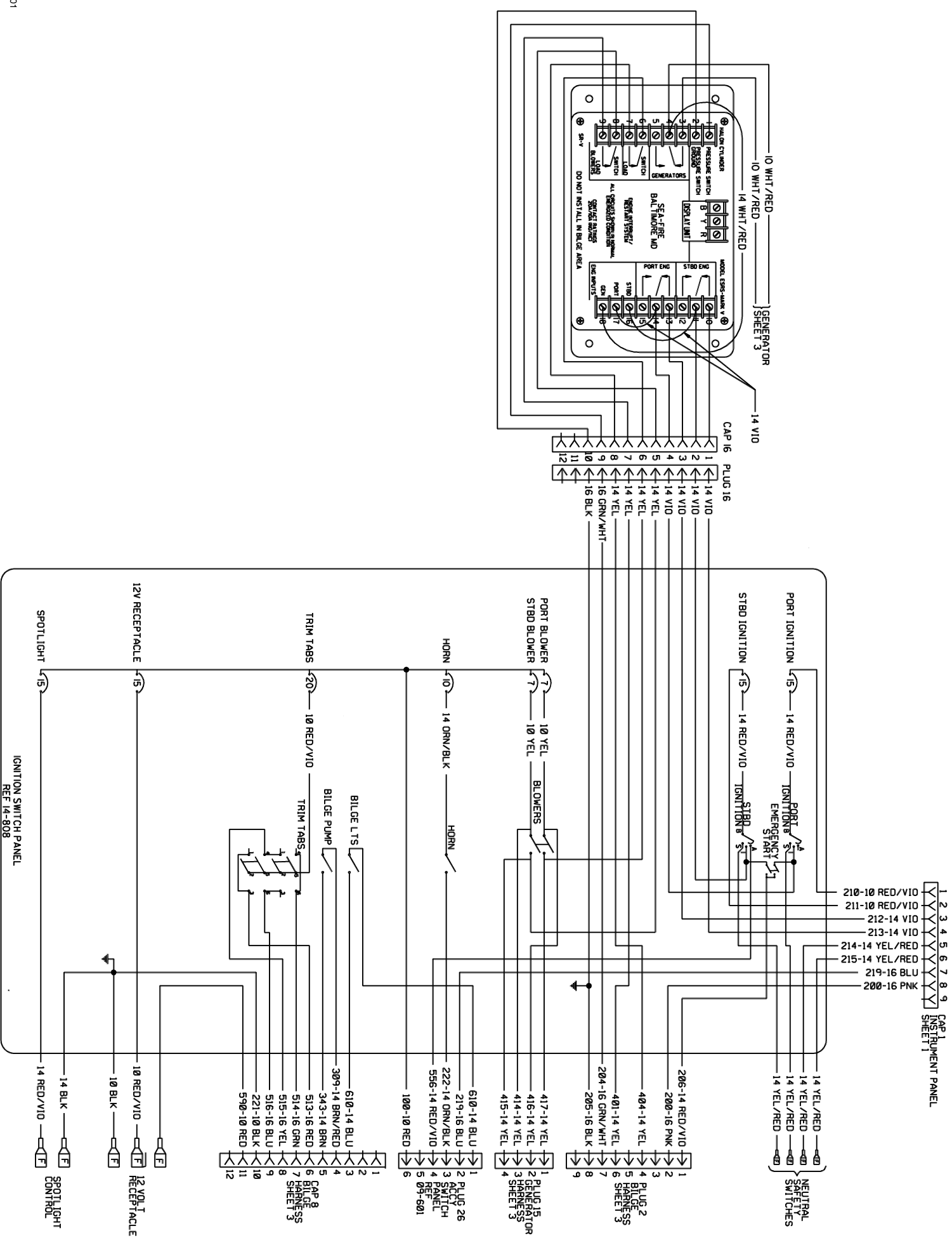
# 270 DA DC WIRING SCHEMATIC

(WITH TWIN 2.8L D-TRONIC DIESEL OPTION)



Print #09-604, 1 of 3, REVISION #0

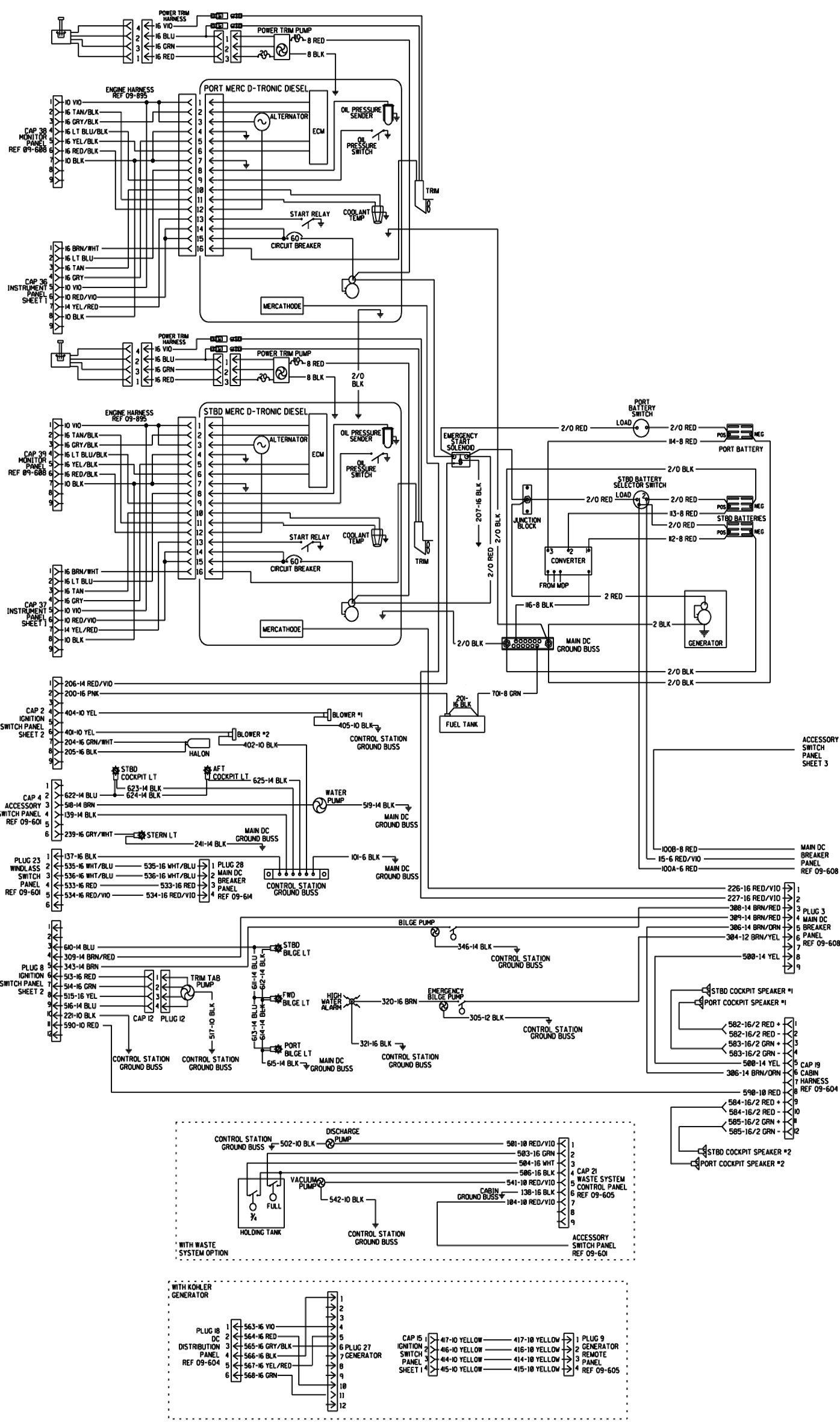
270 DA DC WIRING SCHEMATIC  
(WITH TWIN 2.8L D-TRONIC DIESEL OPTION)



Print #09-604, 2 of 3, REVISION #01

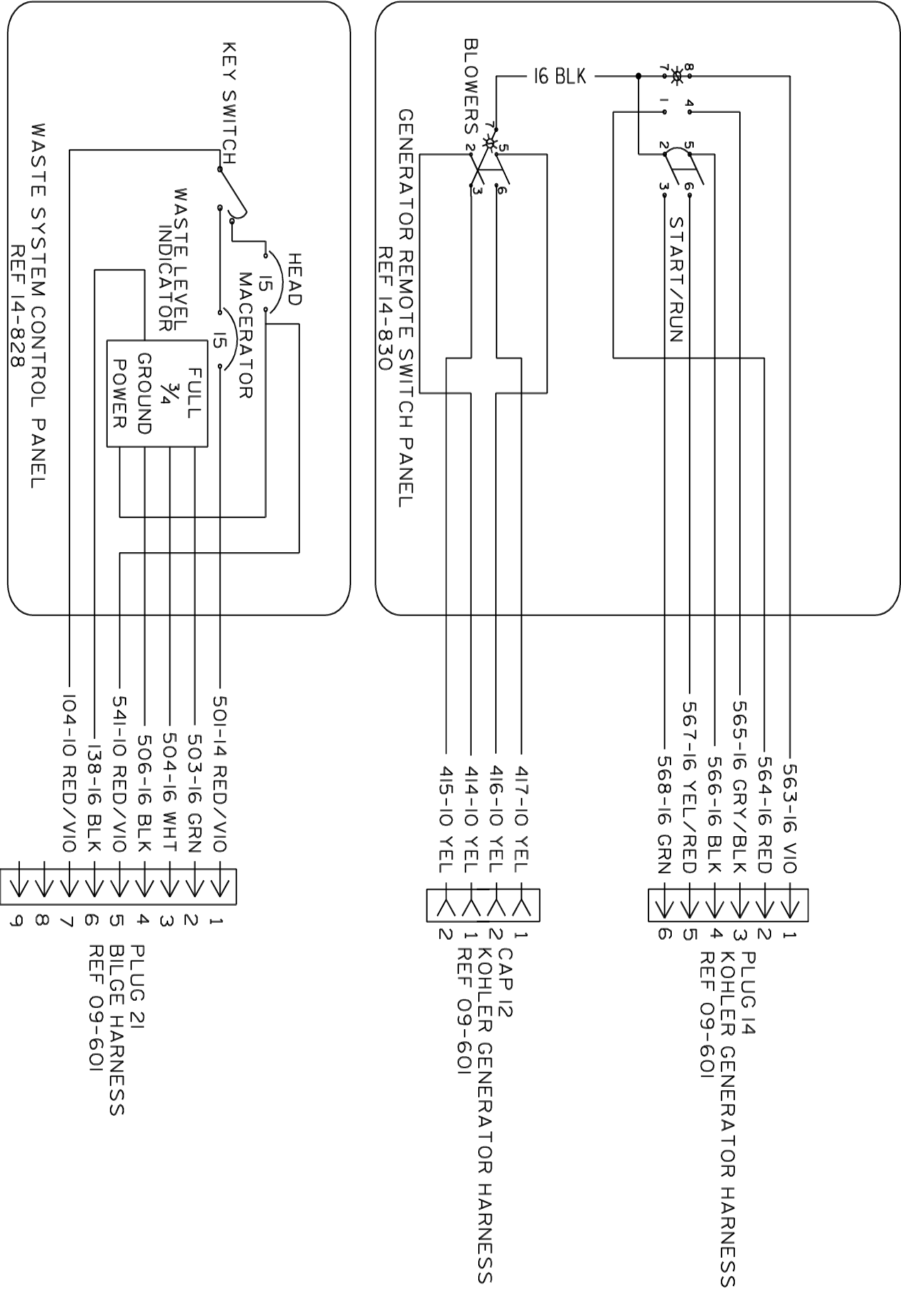


270 DA DC WIRING SCHEMATIC  
(WITH TWIN 2.8L D-TRONIC DIESEL OPTION)



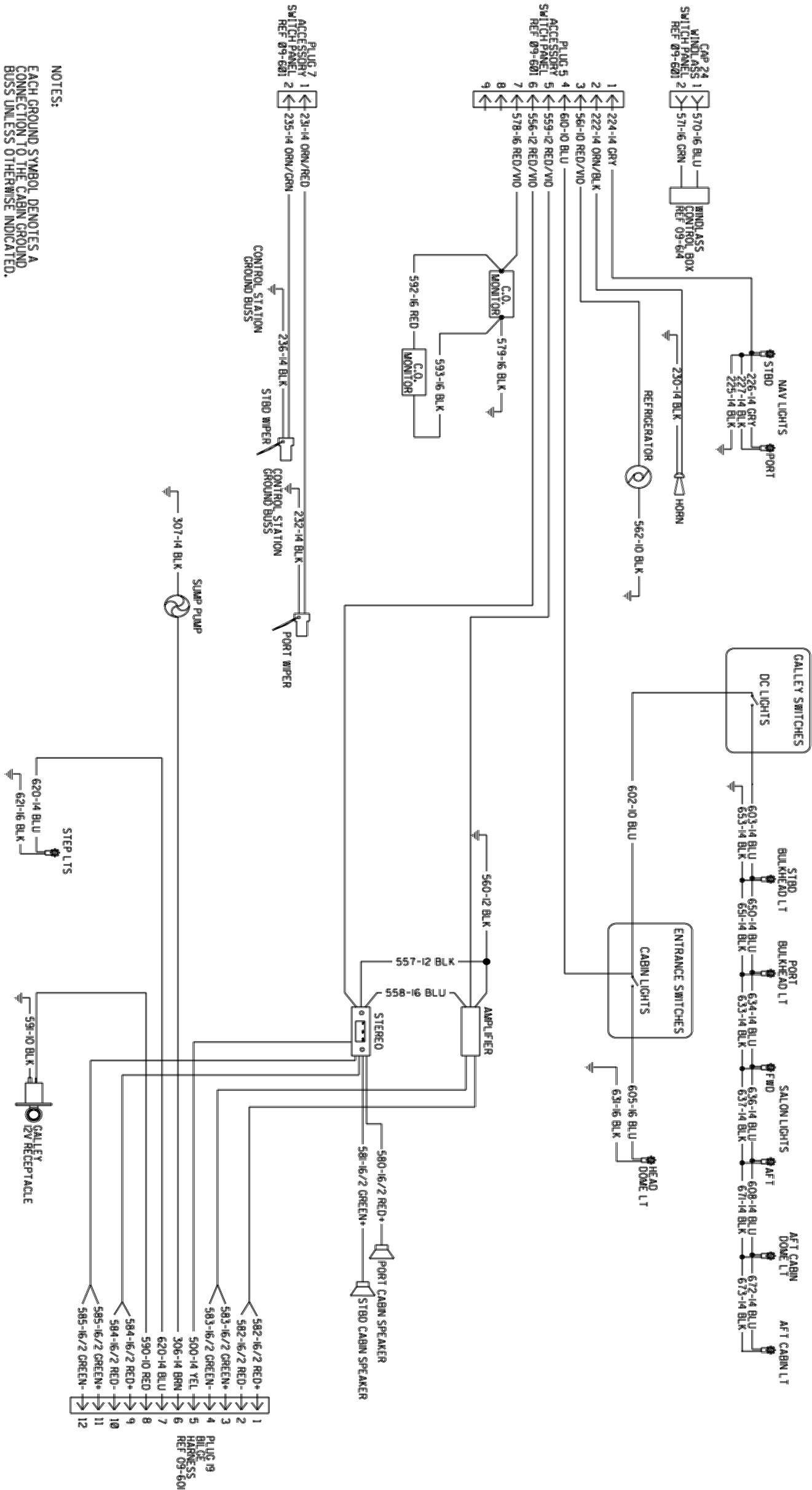
Print #09-604, 3 of 3, REVISION #0

270 DA CABIN DC WIRING SCHEMATIC



- NOTES:
1. WIRE #578 NOT TO BE INCLUDED IN VENDOR SUPPLIED PANEL WIRING.
  2. WIRES TO BE LABELED AS INDICATED AT CONNECTOR ENDS.

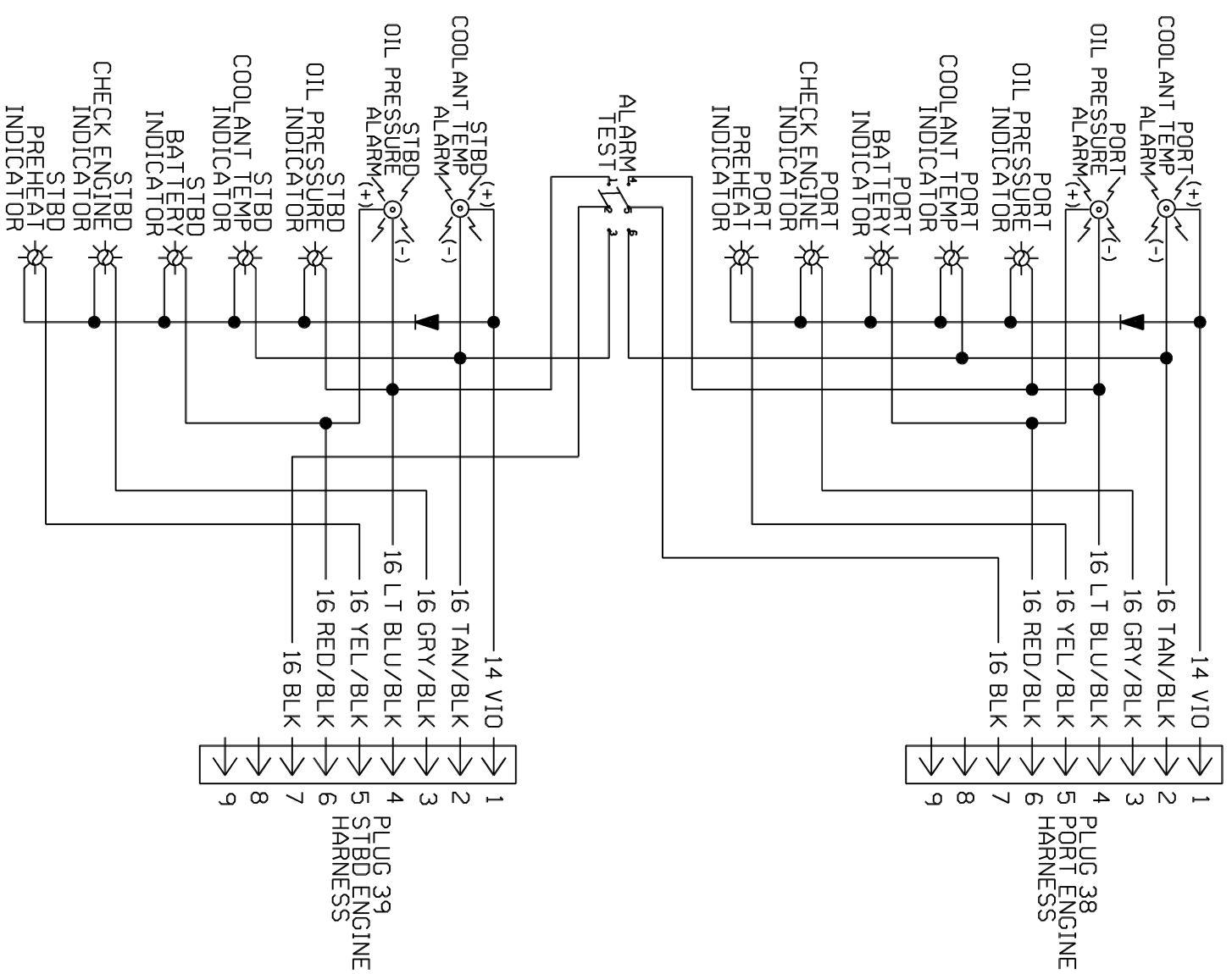
270 DA CABIN DC WIRING SCHEMATIC



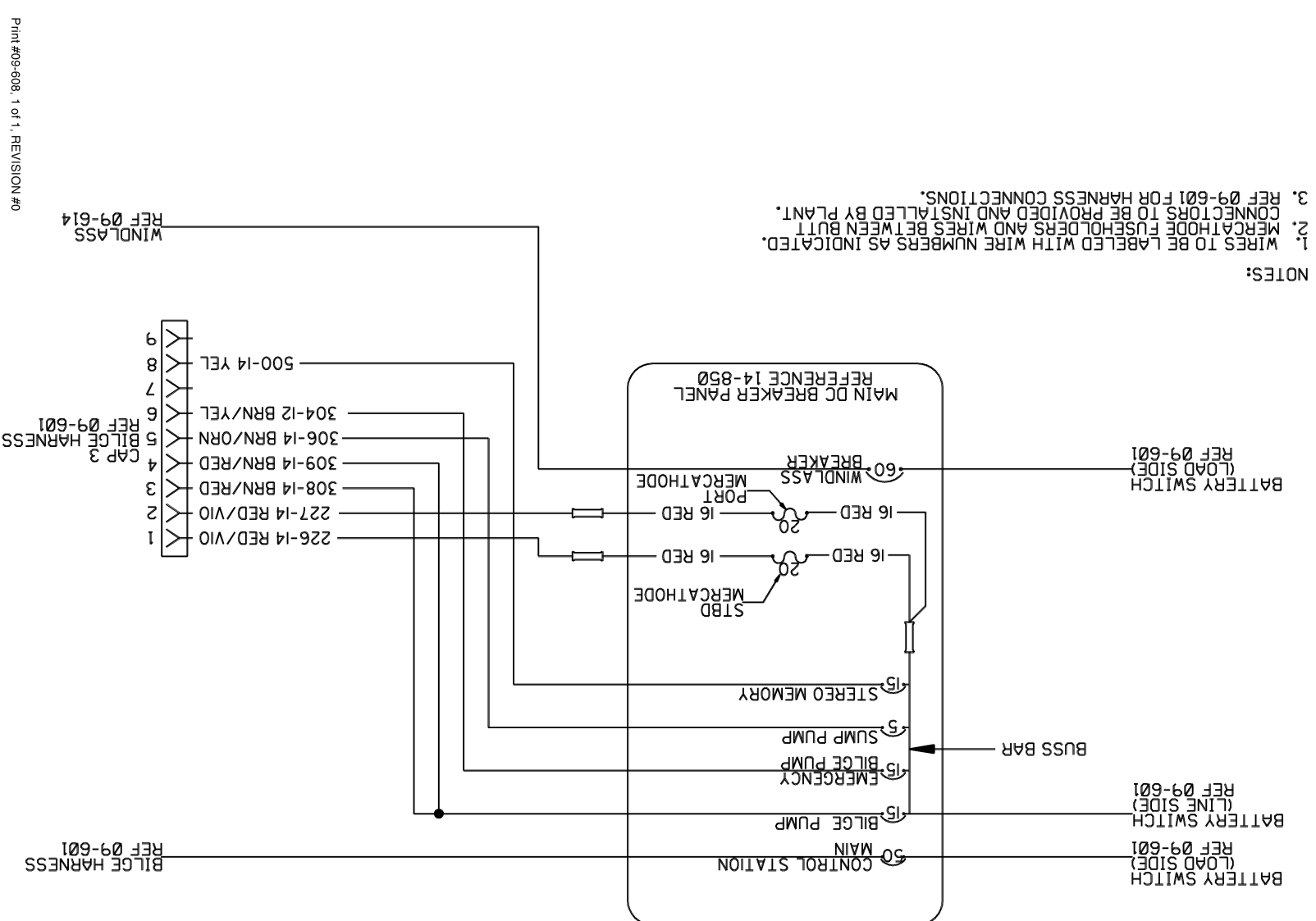
NOTES:  
EACH GROUND SYMBOL DENOTES A CONNECTION TO THE CABIN GROUND BUSS UNLESS OTHERWISE INDICATED.

# 270 DA WIRING SCHEMATIC

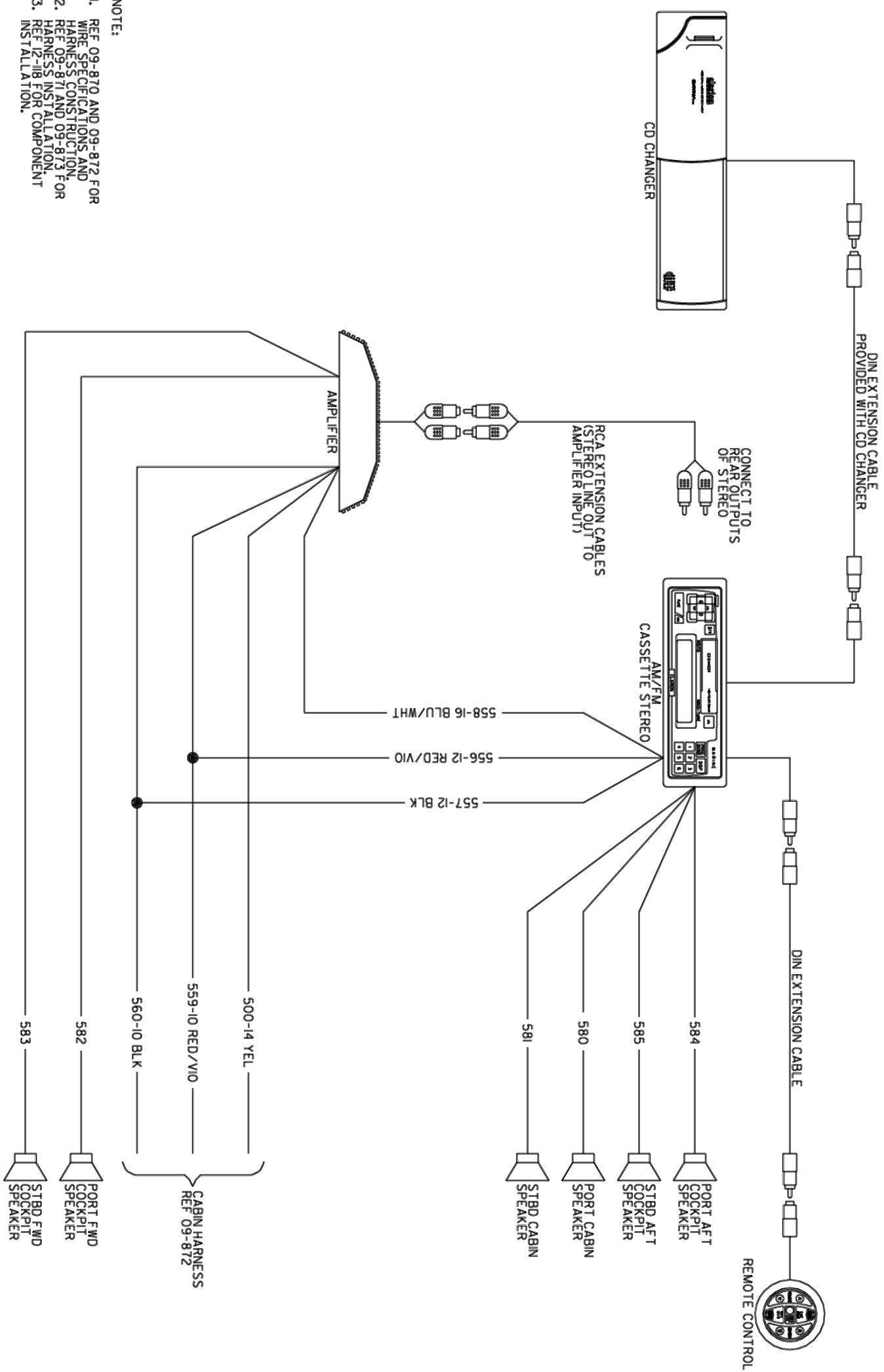
## TWIN 2.8L D-TRONIC DIESEL ENGINE MONITOR PANEL



# 270 DA MAIN DC BREAKER PANEL WIRING SCHEMATIC

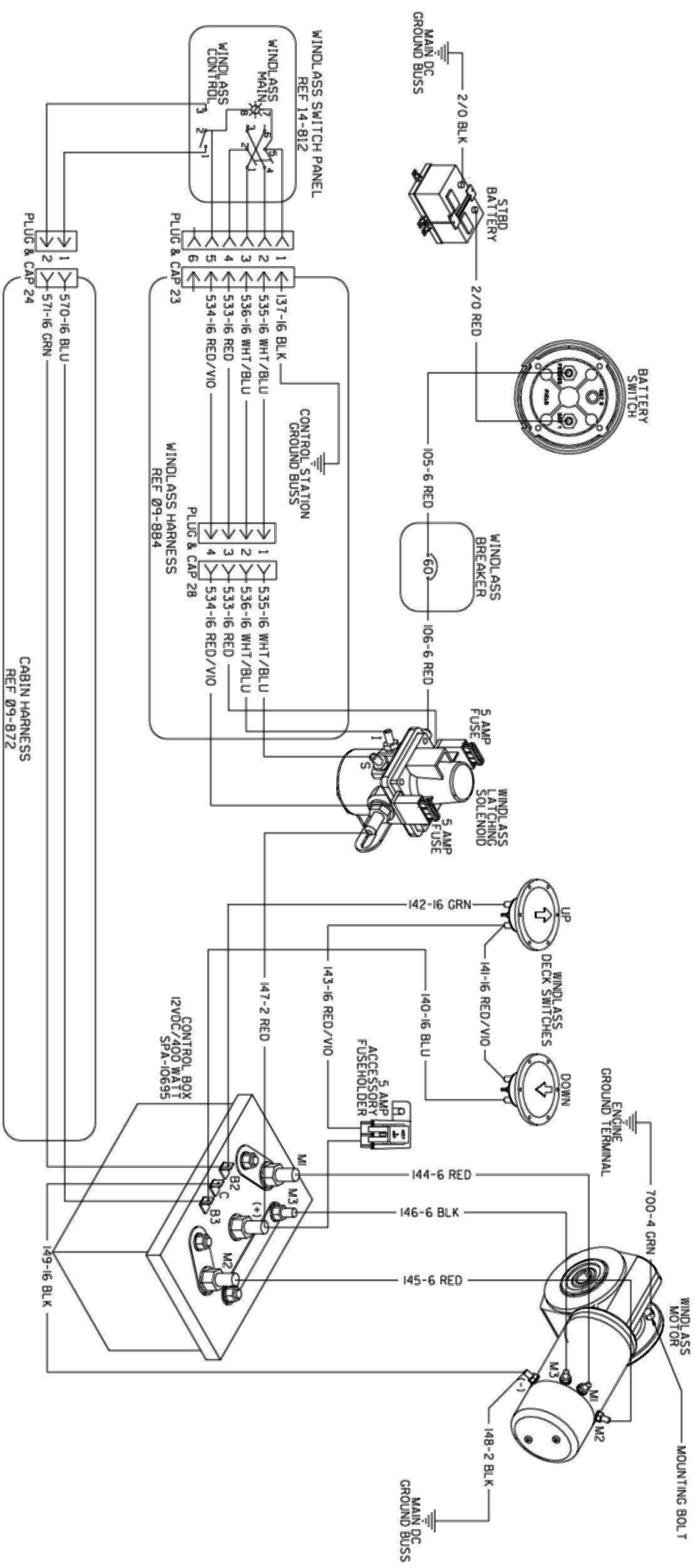


## 270 DA STEREO SYSTEM WIRING SCHEMATIC



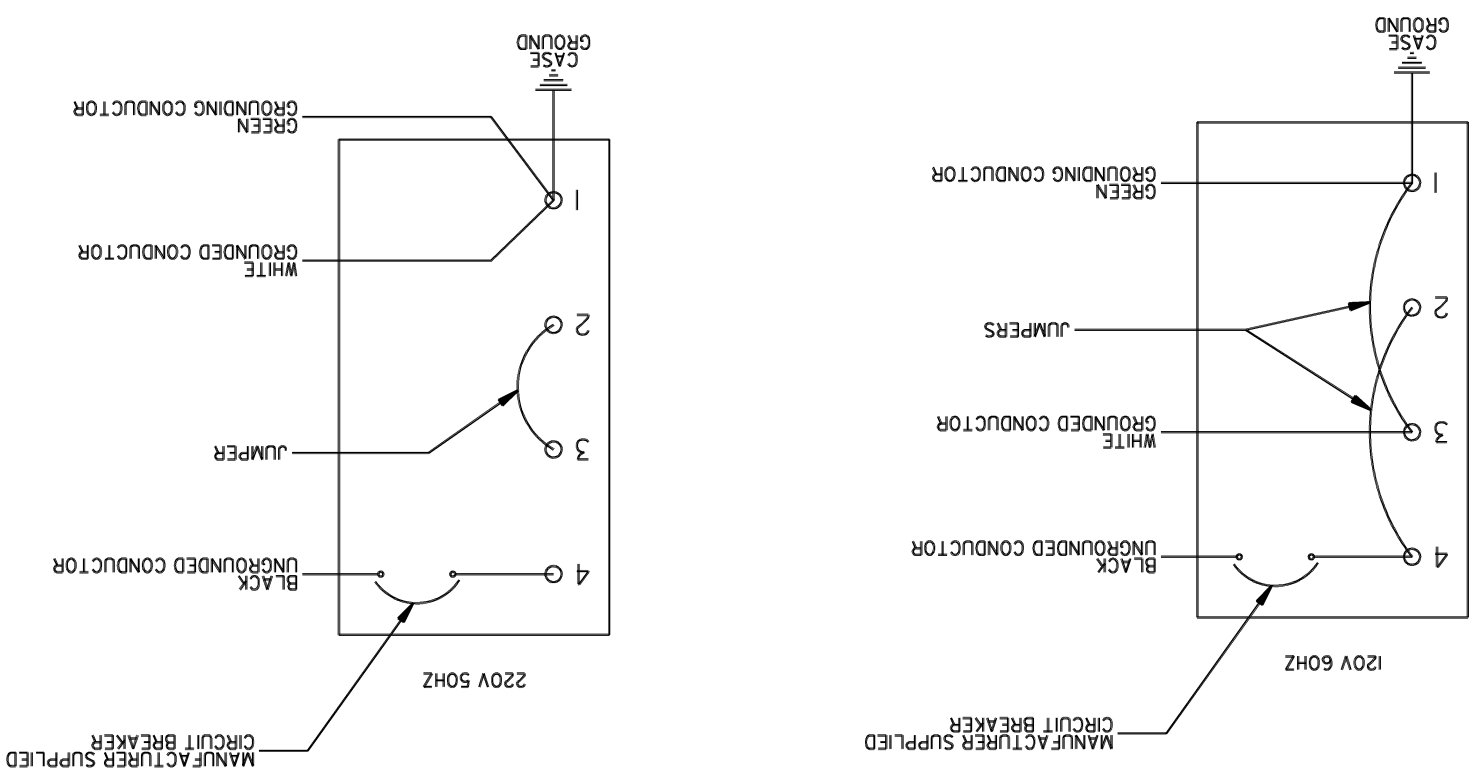
Print #09-612, 1 of 1, REVISION #01

# 270 DA WINDLASS WIRING SCHEMATIC

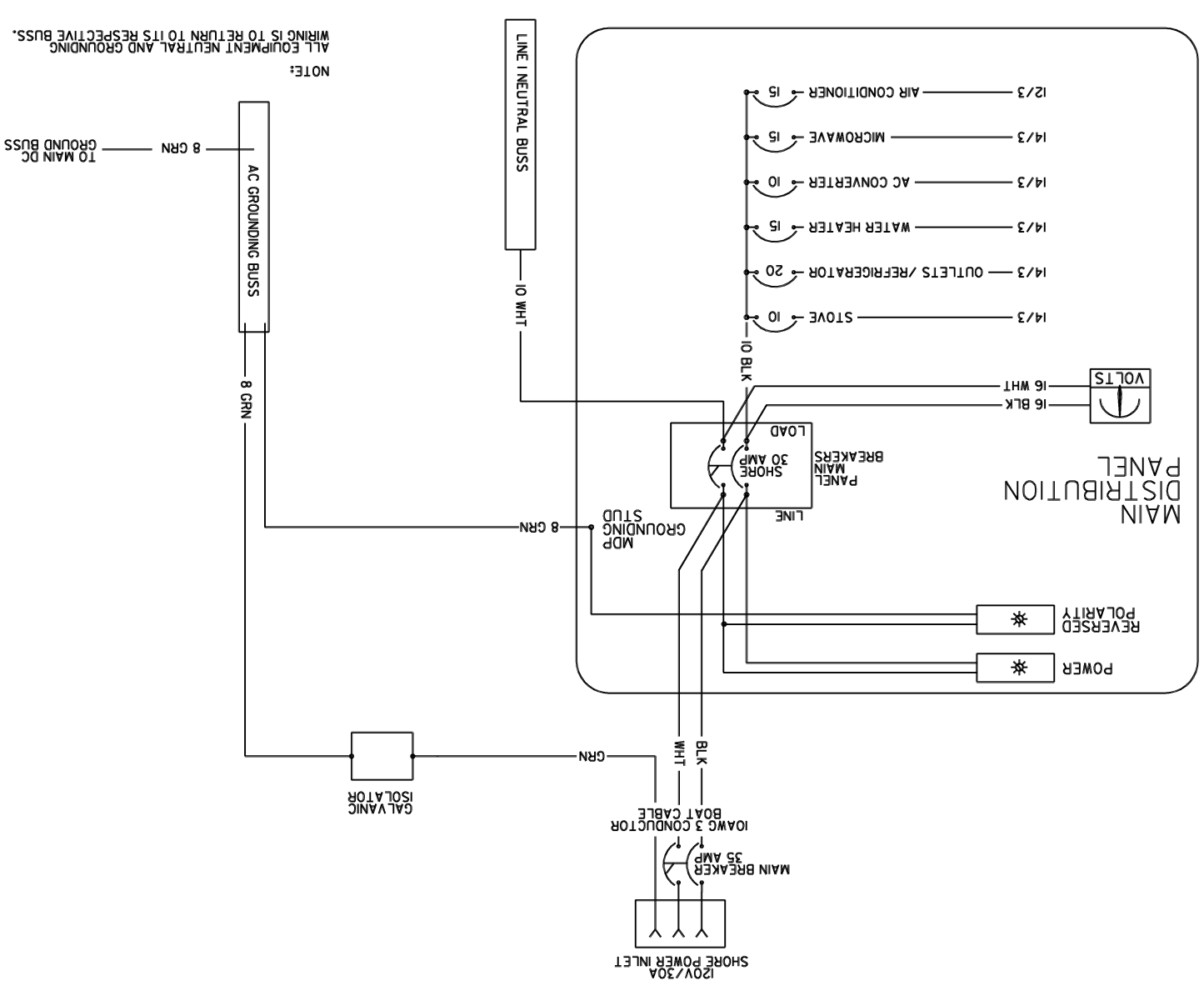


Print #09-614, 1 of 1, REVISION #01

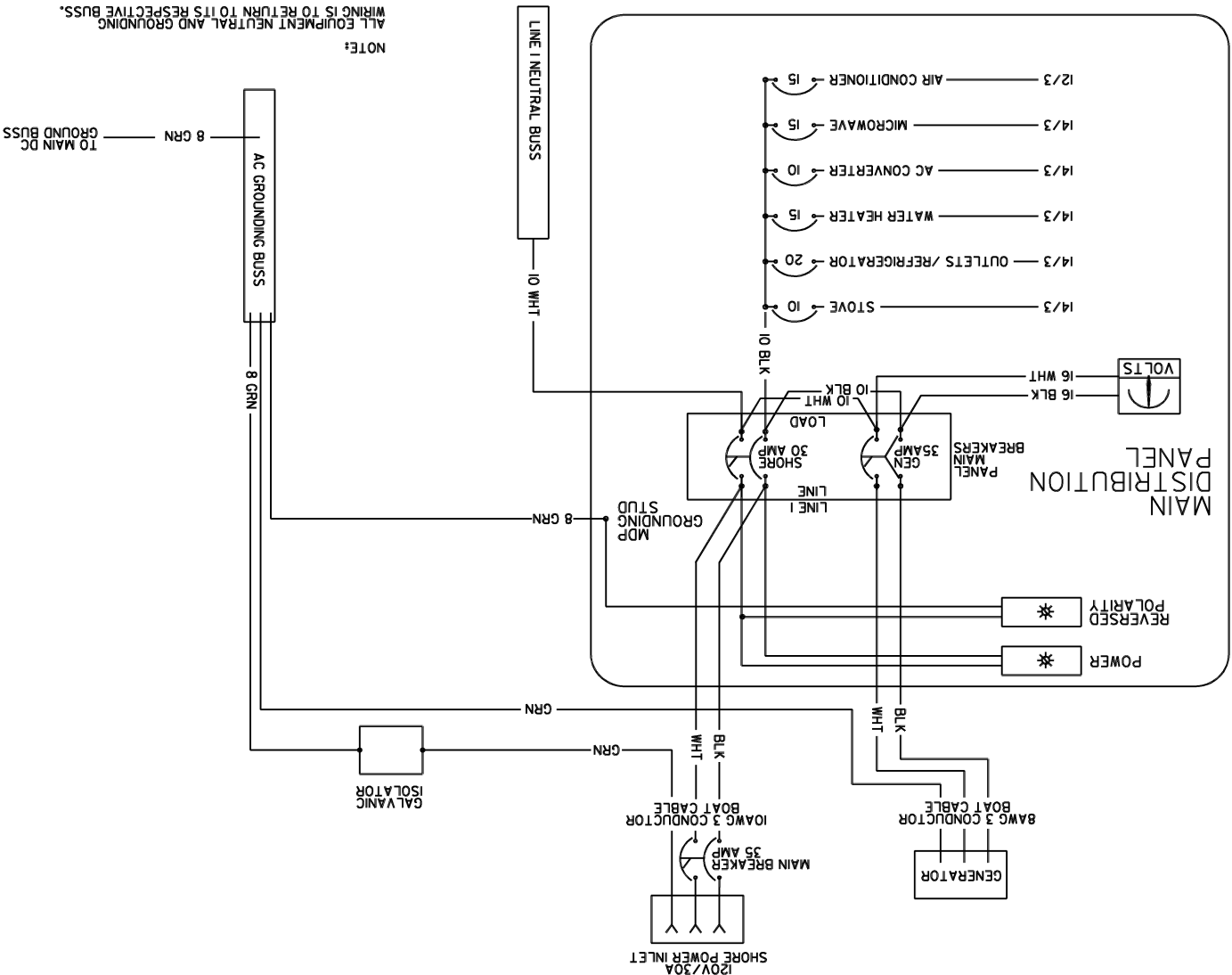
# 270 DA KOHLER GENERATOR HIGH VOLTAGE WIRING SCHEMATIC



## 270 DA AC WIRING SCHEMATIC

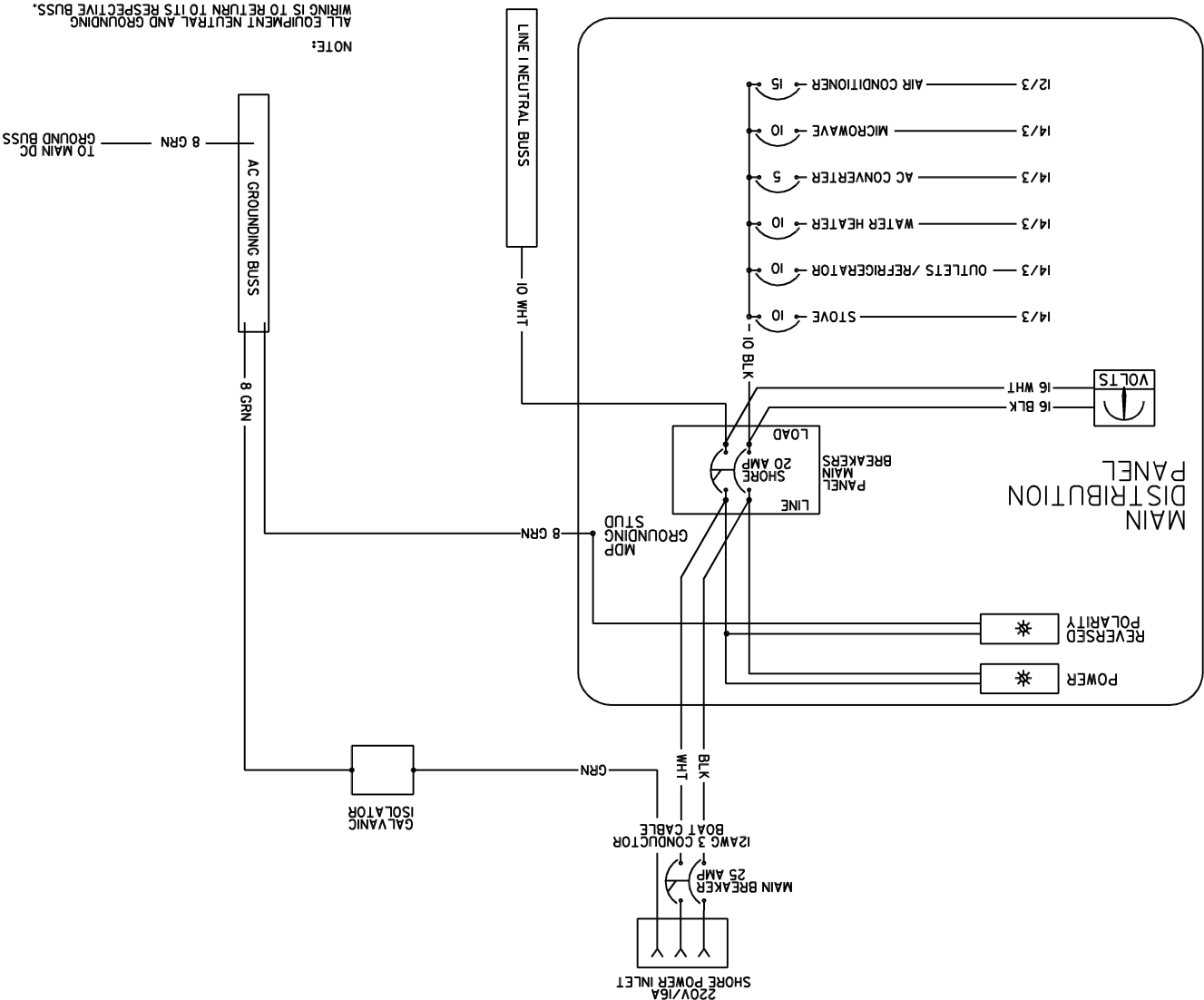


270 DA AC WIRING SCHEMATIC  
(WITH GENERATOR OPTION)



Print #09-631, 1 of 1, REVISION #02

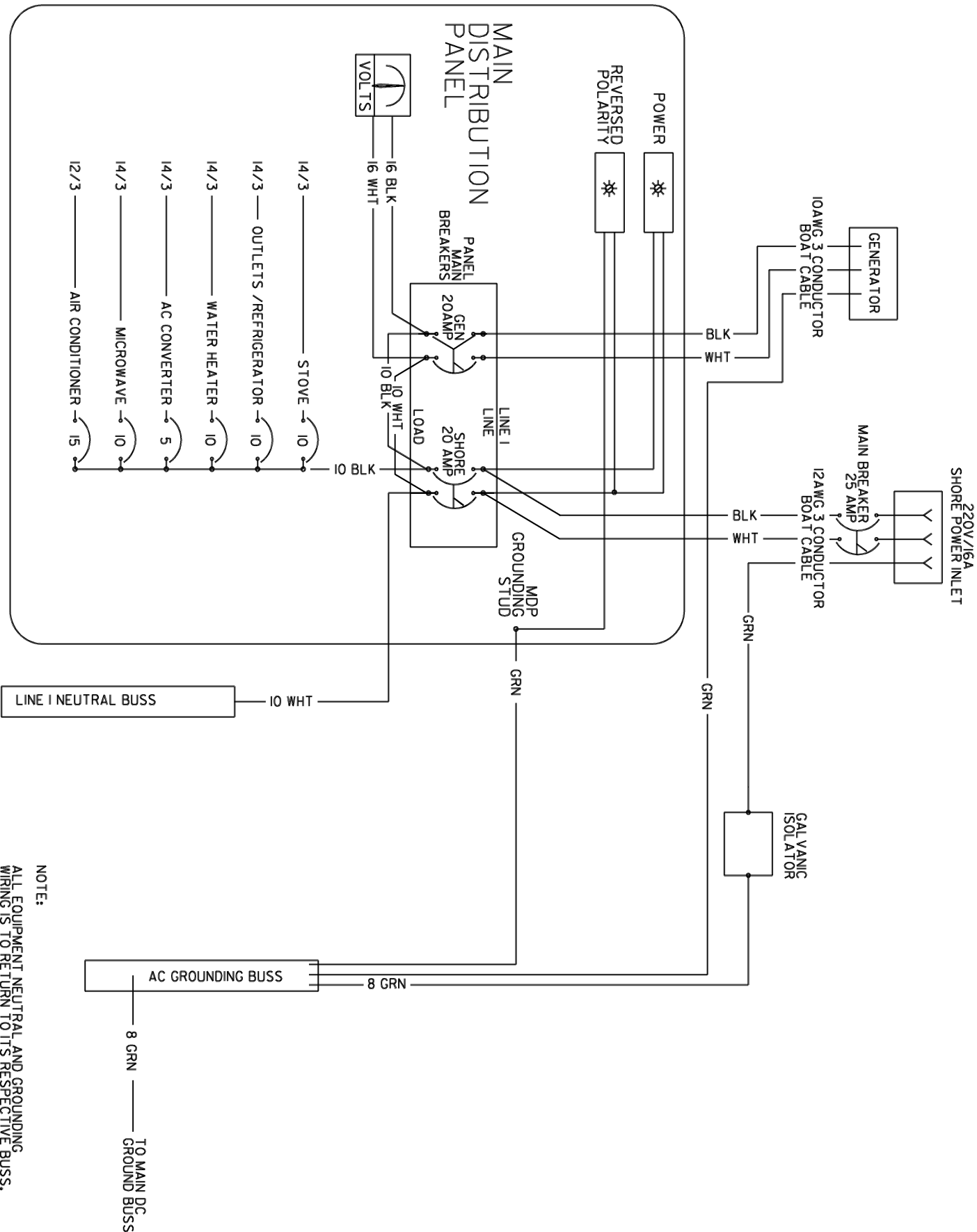
270 DA AC WIRING SCHEMATIC  
(220 VAC/50HZ)



Print #09-632, 1 of 1, REVISION #02



# 270 DA AC WIRING SCHEMATIC (220 VAC/50HZ WITH GENERATOR OPTION)



NOTE:  
ALL EQUIPMENT NEUTRAL AND GROUNDING  
WIRING IS TO RETURN TO ITS RESPECTIVE BUSS.

# INTERNATIONAL HOMOLOGATIONS

This vessel and its systems have been constructed in accordance with standards and specifications in effect at the time of manufacture as published by the various regulatory authorities listed below.

1. Ministere De La Mer - France
2. Registro Italiano Navale - Italy
3. Det Norske Veritas - Norway
4. Securite des Nauires - Canada
5. J.C.I. (Japan Craft Inspection) - Japan
6. N.K.K. (Nippon Kaiji Kyokai) - Japan
7. B.S.I. (British Standards Institute) - England
8. Ministerio Obras Publicas Y Transporters - Spain
9. EC Directive - European Community

Further information may be obtained from Sea Ray® Customer Service. 1-800-SRBOATS.

