

TROPHY
WALKAROUND MODELS

OWNER'S MANUAL SUPPLEMENT

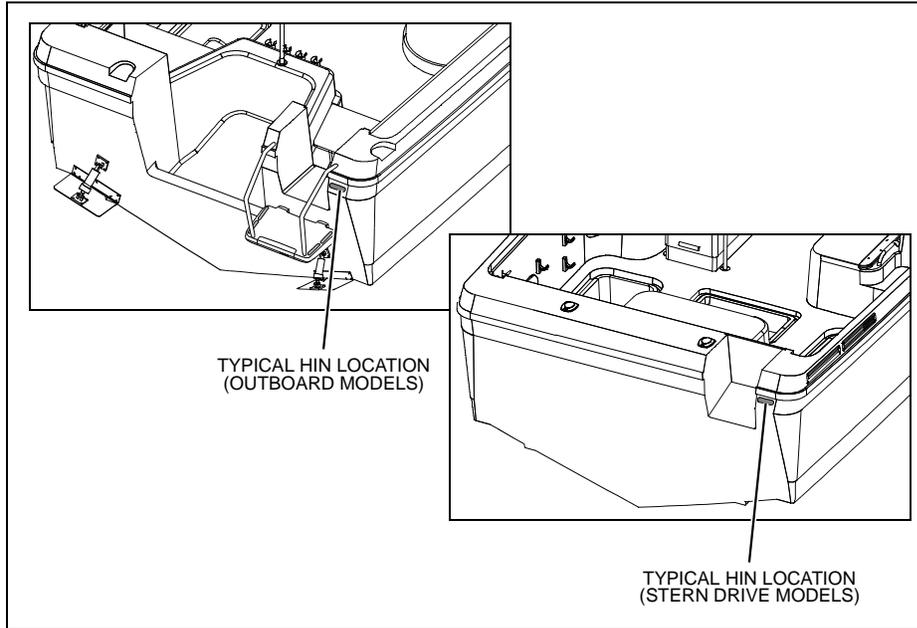
Port (or only) Engine Serial Number: _____

Starboard Engine Serial Number: _____

Hull Identification Number: _____

Hull Identification Number

- The Hull Identification Number (HIN) is located on the starboard side of the transom.
- Be sure to record the HIN (and the engine serial numbers) in the space provided above.
- Please refer to the HIN for any correspondence or orders.



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All Trophy products meet or exceed USCG (United States Coast Guard) and/or NMMA (National Marine Manufacturer's Association) construction standards. Manufactured with 1,1,1 Trichloroethane, a substance which harms public health and environment during the manufacturing process by destroying ozone in the upper atmosphere.

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WALKAROUND MODELS

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Hazard Boxes & Symbols

The hazard boxes and symbols shown below are used throughout this supplement to call attention to potentially dangerous situations which could lead to either personal injury or product damage. Read *all* warnings carefully and follow *all* safety instructions.

 **DANGER!**
This box alerts you to immediate hazards which *WILL* cause severe personal injury or death if the warning is ignored.

 **WARNING!**
This box alerts you to hazards or unsafe practices which *COULD* result in severe personal injury or death if the warning is ignored.

 **CAUTION**
This box alerts you to hazards or unsafe practices which *COULD* result in minor personal injury or cause product or property damage if the warning is ignored.

NOTICE
This box calls attention to installation, operation or maintenance information, which is important to proper operation but is not hazard related.

 FIRE HAZARD!	 EXPLOSION HAZARD!	 NO OPEN FLAME!	 ELECTRICAL HAZARD!	 HOT HAZARD!
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 FALLING HAZARD!	 ROTATING PROPELLER HAZARD!	 RUN BILGE BLOWERS FOR 4 MINUTES!
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DANGER
CARBON MONOXIDE
CO POISONING HAZARD!

Chapter 1: Welcome Aboard!

- This *Owner's Manual Supplement* provides information about your boat that is **not** covered in the *Sport Boat Owner's Manual*.
- **Before** using your boat, study this *Owner's Manual Supplement*, the *Sport Boat Owner's Manual*, and **all** engine and accessory literature carefully.
- Keep this *Owner's Manual Supplement* and the *Sport Boat Owner's Manual* on your boat in a secure, yet readily available place.

Dealer Service

- Your dealer is your key to service.
- Ask your dealer to explain **all** systems **before** taking delivery of your boat.
- Contact your dealer if you have any problems with your new boat.
- If your dealer cannot help, call our customer service hotline: 360-435-8957 or send us a FAX: 360-403-4235.
- Buy replacement parts from any authorized Trophy dealer.

Warranty Information

- Trophy offers a Limited Warranty on each new Trophy purchased through an authorized Trophy dealer.
- A copy of the Limited Warranty was included in your owner's packet.
- If you did not receive a copy of the Limited Warranty, please contact your Trophy dealer or call 360-435-8957 for a copy.

Boating Experience

 WARNING!
CONTROL HAZARD!
A qualified operator <i>must</i> be in control of the boat at <i>all</i> times. Do <i>NOT</i> operate your boat while under the influence of alcohol or drugs.

If this is your first boat or if you are changing to a type of boat you are **not** familiar with, for your own comfort and safety, obtain handling and operating experience **before** assuming command of this boat.

Take one of the boating safety classes offered by the U.S. Power Squadrons or the U.S. Coast Guard Auxiliary. For more course information, including dates and locations of upcoming classes, contact the organizations directly:

- U.S. Power Squadrons: 1-888-FOR-USPS (1-888-367-8777) or on the Internet at: <http://www.usps.org>
- In Canada, for the CPS courses call 1-888-CPS-BOAT.
- U.S. Coast Guard Auxiliary: 1-800-368-5647 or on the Internet at: <http://www.cgaux.org>

Outside the United States, your selling dealer, national sailing federation or local boat club can advise you of local sea schools or competent instructors.

Engine & Accessories Guidelines

NOTICE

When storing your boat please refer to your engine's operation and maintenance manuals.

- Your boat's engine and accessories were selected to provide optimum performance and service.
- Installing a different engine or other accessories may cause unwanted handling characteristics.
- Should you choose to install a different engine or to add accessories that will affect the boat's running trim, have an experienced marine technician perform a safety inspection and handling test *before* operating your boat again.

Certain modifications to your boat will result in cancellation of your warranty protection.

- *Always* check with your dealer *before* making any modifications to your boat.

Engine & Accessories Literature

- The engine and accessories installed on your boat come with their own operation and maintenance manuals.
- Read these manuals *before* using the engine and accessories.
- Unless noted otherwise, *all* engine and accessory literature referred to in this *Supplement* is included in your owner's packet.

Propeller



CAUTION

ENGINE DAMAGE HAZARD!

The factory standard propeller may not be the best for your particular boat and load conditions. Refer to the engine manual for engine RPM ratings. The engine should reach, but not exceed its full rated RPM when full-throttle is applied.

Immediately contact your local Trophy dealer if:

- The engine cannot reach its full rated RPM when full-throttle is applied, or;
- The engine exceeds its full rated RPM when full-throttle is applied.

- Keep the propeller in good repair and at the correct pitch for your particular situation.
- A slightly bent or nicked propeller will adversely affect the performance of your boat.

Qualified Maintenance



WARNING!

To maintain the integrity and safety of your boat, allow *only* qualified personnel to perform maintenance on, or in any way modify the:

- Steering System
- Propulsion System
- Engine Control System
- Fuel System
- Environmental Control System
- Electrical System
- Navigational System

- Failure to maintain your boat's systems (listed in the warning above) as designed could violate the laws in your jurisdiction and could expose you and other people to the danger of bodily injury or accidental death.
- Follow the instructions provided in the *Sport Boat Owner's Manual*, this *Supplement*, the engine owner's manual and *all* accessory literature.

Special Care For Moored Boats

NOTICE

- To help seal the hull bottom and reduce the possibility of gelcoat blistering on moored boats, apply an epoxy barrier coating.
- The barrier coating should be covered with several coats of anti-fouling paint.
- Many states regulate the chemical content of bottom paints in order to meet environmental standards. Check with your local dealer about recommended bottom paints, and about the laws in effect in your area.

- Whether moored in saltwater or freshwater, your boat will collect marine growth on its hull bottom.
- This will detract from the boat's beauty, greatly affect its performance and may damage the gelcoat.
- Periodically haul the boat out of the water and scrub the hull bottom with a bristle brush and a solution of soap and water.

Safety Standards

⚠ DANGER!



FALLING and ROTATING PROPELLER HAZARD!

- ***NEVER*** allow anyone to ride on parts of your boat ***NOT*** designed for such use.
- ***Sitting on seat backs, lounging on the forward deck, bow riding, gun-wale riding or occupying the transom platform while underway is especially hazardous and WILL cause personal injury or death.***

⚠ DANGER!





FALLING, ROTATING PROPELLER and CARBON MONOXIDE POISONING HAZARD!

- ***NEVER*** allow anyone to occupy, or hang from, the back deck or swim platform while the engine(s) are running.
- ***Teak surfing, dragging, or water skiing within 20 feet of a moving watercraft can be fatal.***

⚠ DANGER!

PERSONAL SAFETY HAZARD!

- ***ALWAYS*** secure the anchor and other loose objects ***BEFORE*** getting underway.
- ***The anchor and other items that are NOT properly secured can come loose when your boat is moving and cause personal injury or death.***

⚠ WARNING!

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 exposed skin thoroughly with soap and water after handling the substances above.**

- Your boat's mechanical and electrical systems were designed to meet safety standards in effect at the time it was built.
- Some of these standards were mandated by law, and all of them were designed to insure your safety and the safety of other people, vessels and property.

Read this *supplement*, the *Sport Boat Owner's Manual*, and ***all*** accessory instructions for important safety standards and hazard information.

Carbon Monoxide (CO)

 DANGER!	
	• Carbon monoxide gas (CO) is colorless, odorless, tasteless, and extremely dangerous.
	• <i>ALL</i> engines, generators, and fuel burning appliances produce CO as exhaust.
	• Prolonged exposure to low concentrations or very quick exposure to high concentrations <i>will</i> cause <i>BRAIN DAMAGE</i> or <i>DEATH</i> .
	• Teak surfing, dragging, or water skiing within 20 feet of a moving watercraft can be fatal.

Facts about CO

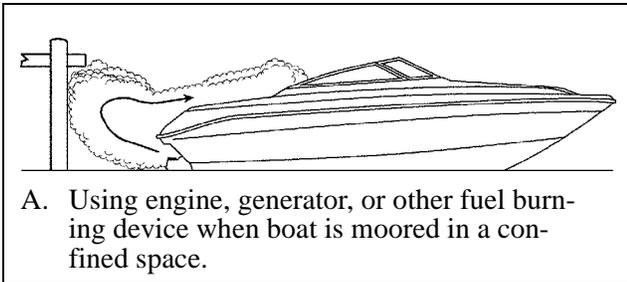
- CO poisoning causes a significant number of boating deaths each year.
- Called the "silent killer", CO is an extremely toxic, colorless, odorless and tasteless gas.
- CO can harm or even kill you inside or outside your boat.
- CO can affect you whether you're underway, moored, or anchored.
- CO symptoms are similar to seasickness or alcohol intoxication.
- CO can make you sick in seconds. In high enough concentrations, even a few breaths can be fatal.
- Breathing CO blocks the ability of your blood to carry oxygen.
- The effects are cumulative, even low levels of exposure can result in injury or death.

Factors That Increase the Effects of CO Poisoning

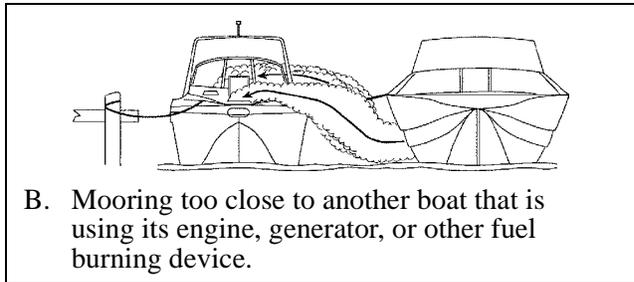
- Age
- Smokers or people exposed to high concentrations of cigarette smoke
- Consumption of alcohol
- Lung disorders
- Heart problems
- Pregnancy

Where and How CO Can Accumulate

Stationary Conditions That Increase CO Accumulations Include:



A. Using engine, generator, or other fuel burning device when boat is moored in a confined space.

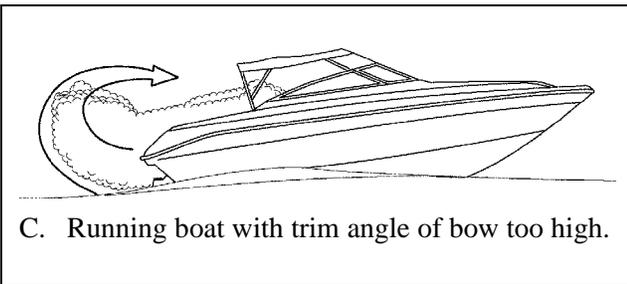


B. Mooring too close to another boat that is using its engine, generator, or other fuel burning device.

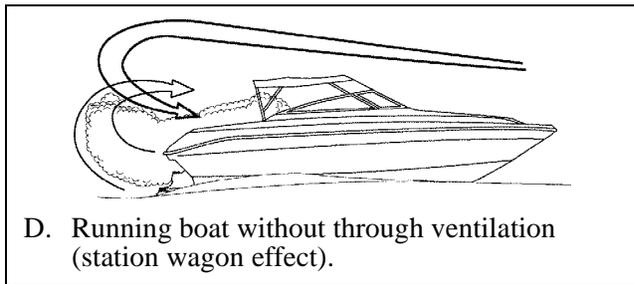
To correct stationary situations A and/or B:

- **Close all** windows, portlights and hatches.
- If possible, move your boat away from source of CO.

Running Conditions That Increase CO Accumulations Include:



C. Running boat with trim angle of bow too high.



D. Running boat without through ventilation (station wagon effect).

To correct running situations C and/or D:

- Trim bow down.
- **Open** windows and canvas.
- When possible, run boat so that prevailing winds help dissipate exhaust.

How to Protect Yourself and Others From CO

- Know where and how CO may accumulate in and around your boat (see above).
- Maintain fresh air circulation throughout the boat at **all** times.
- Know where your engine and generator exhaust outlets are located and keep everyone away from these areas.
- **Never** sit on, or hang onto, the back deck or swim platform while the engine(s) are running.
- **Never** enter the areas under swim platforms where exhaust outlets are located.
- Although CO can be present without the smell of exhaust fumes, if exhaust fumes are detected on the boat, take **immediate** action to dissipate these fumes.
- Treat symptoms of seasickness as possible CO poisoning. Get the person into fresh air **immediately**. Seek medical attention—unless you're sure it's not CO.
- Install and maintain CO monitors inside your boat. Do **not** ignore any alarm. Replace monitors as recommended by the monitor manufacturer.
- Follow the checklists provided on the next page.
- Get a Vessel Safety Check.

For information on how to get a free VESSEL SAFETY CHECK, visit www.vesselsafetycheck.org or contact your local U.S. Coast Guard Auxiliary or United States Power Squadrons®.

- U.S. Coast Guard Auxiliary: 1-800-368-5647 or on the Internet at: <http://www.cgaux.org>
- U.S. Power Squadrons: 1-888-FOR-USPS (1-888-367-8777) or on the Internet at: <http://www.usps.org>

CO Checklists

Trip Checklist

- Make sure you know where the exhaust outlets are located on your boat.
- Educate *all* passengers about the symptoms of CO poisoning and where CO may accumulate.
- When docked, or rafted with another boat, be aware of exhaust emissions from the other boat.
- Listen for any change in exhaust sound, which could indicate an exhaust component failure.
- Test the operation of each CO monitor by pressing the test button.

Monthly Checklist

- Make sure *all* exhaust clamps are in place and secure.
- Look for exhaust leaking from exhaust system components. Signs include rust and/or black streaking, water leaks, or corroded or cracked fittings.
- Inspect rubber exhaust hoses for burned, cracked, or deteriorated sections. *All* rubber hoses should be pliable and free of kinks.

Annual Checklist

Have a Qualified Marine Technician:

- Replace exhaust hoses if cracking, charring, or deterioration is found.
- Ensure that your engines and generators are properly tuned, and well maintained.
- Inspect each water pump impeller and the water pump housing. Replace if worn. Make sure cooling systems are in working condition.
- Inspect *all* metallic exhaust components for cracking, rusting, leaking, or loosening. Make sure they check the cylinder head gasket, exhaust manifold, water injection elbow, and the threaded adapter nipple between the manifold and the elbow.
- Clean, inspect, and confirm proper operation of the generator cooling water anti-siphon valve (if equipped).

Carbon Monoxide Alarm System

NOTICE

The stereo memory and CO monitors place a small, but constant drain on the battery.

- Do *not* disconnect the CO monitors.
- Read the manufacturer's instructions for your CO monitors. **If you did not receive the manufacturer's instructions, call (800) 383-0269 and one will be mailed to you.**

If your boat is *not* equipped with a CO monitor, consider purchasing one from your dealer or marine supply store.

More Information

For more information about how you can prevent carbon monoxide poisoning on recreational boats and other ways to boat more safely, contact:

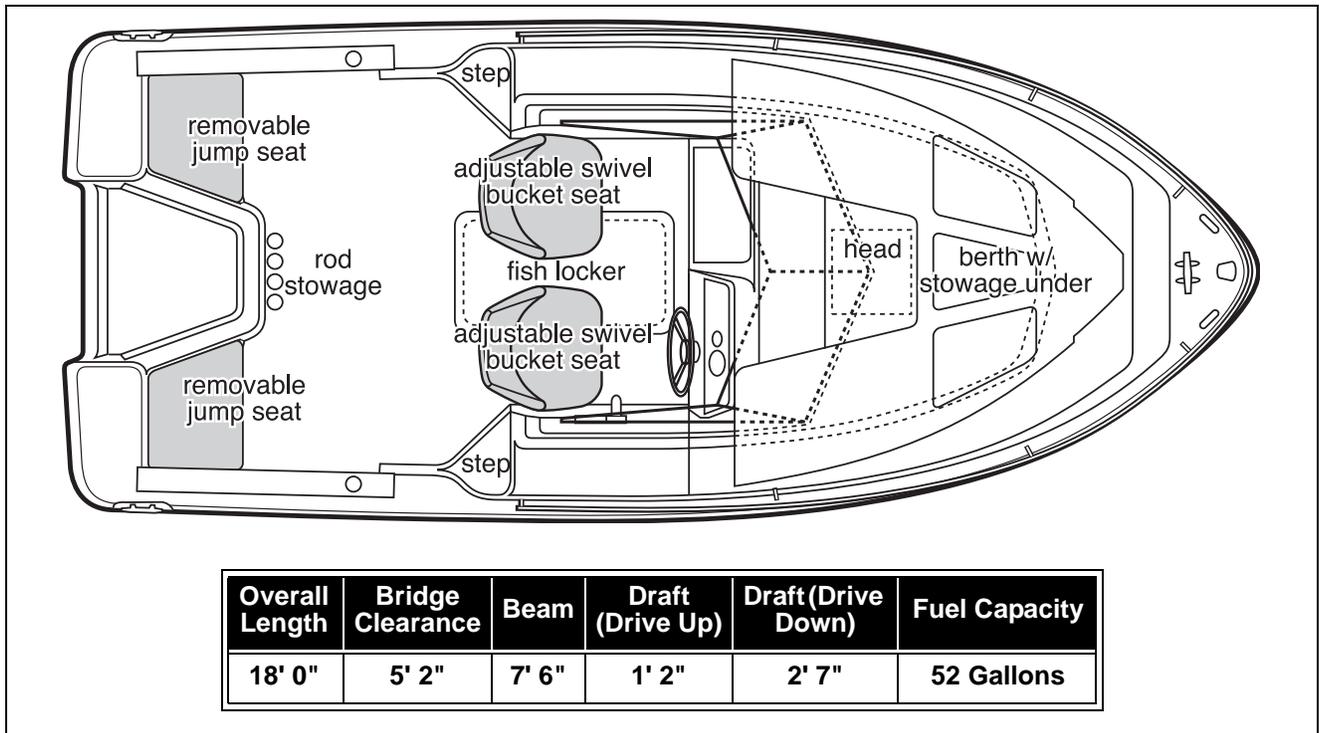
United States Coast Guard Office of Boating Safety (G-OPB-3) 2100 Second Street SW Washington, DC 20593 www.uscgboating.org 1-800-368-5647	National Marine Manufacturers Association (NMMA) 200 East Randolph Drive Suite 5100 Chicago, IL 60601-9301 www.nmma.org 312-946-6200	American Boat & Yacht Council, Inc. (ABYC) 3069 Solomon's Island Road Edgewater, MD 21037-1416 www.abycinc.org 410-956-1050
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For information on how to get a free VESSEL SAFETY CHECK, visit www.vesselsafetycheck.org or contact your local U.S. Coast Guard Auxiliary or United States Power Squadrons®.

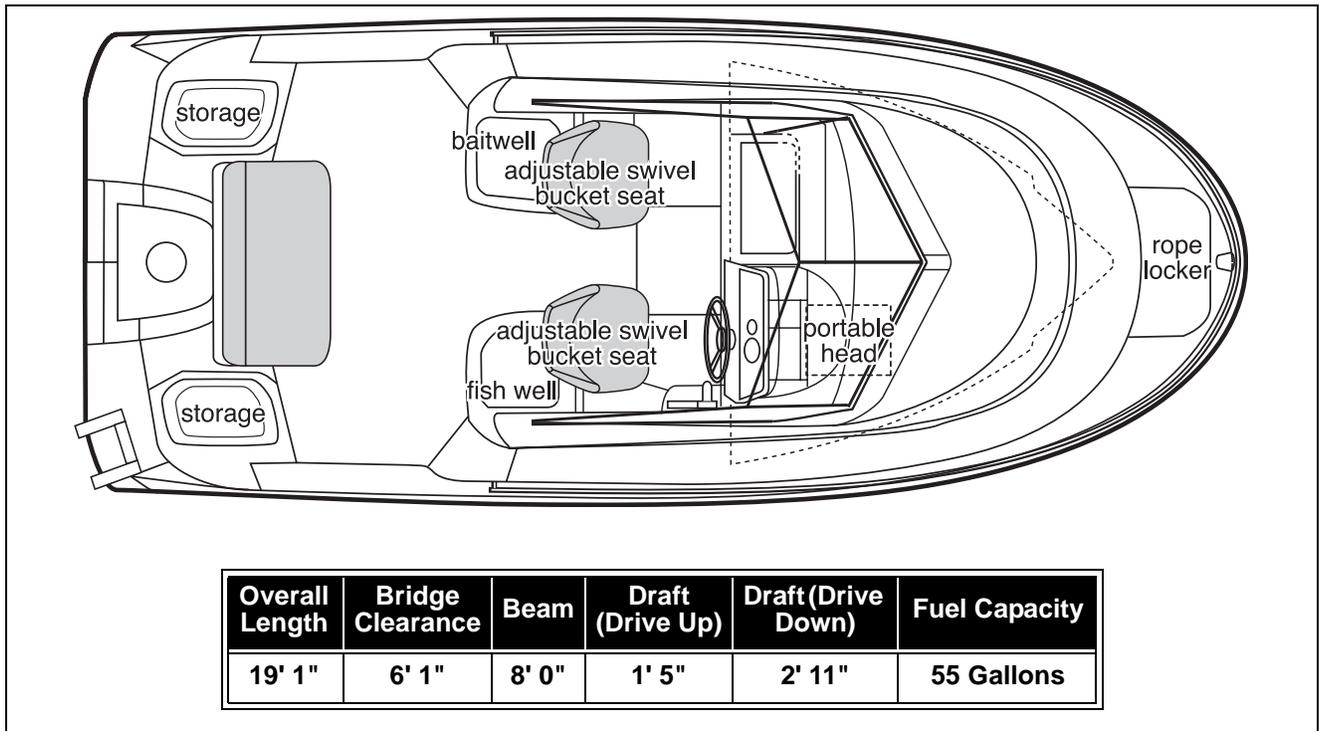
- U.S. Coast Guard Auxiliary: 1-800-368-5647 or on the Internet at: <http://www.cgaux.org>
- U.S. Power Squadrons: 1-888-FOR-USPS (1-888-367-8777) or on the Internet at: <http://www.usps.org>

Chapter 2: Product Specifications

1802



1902



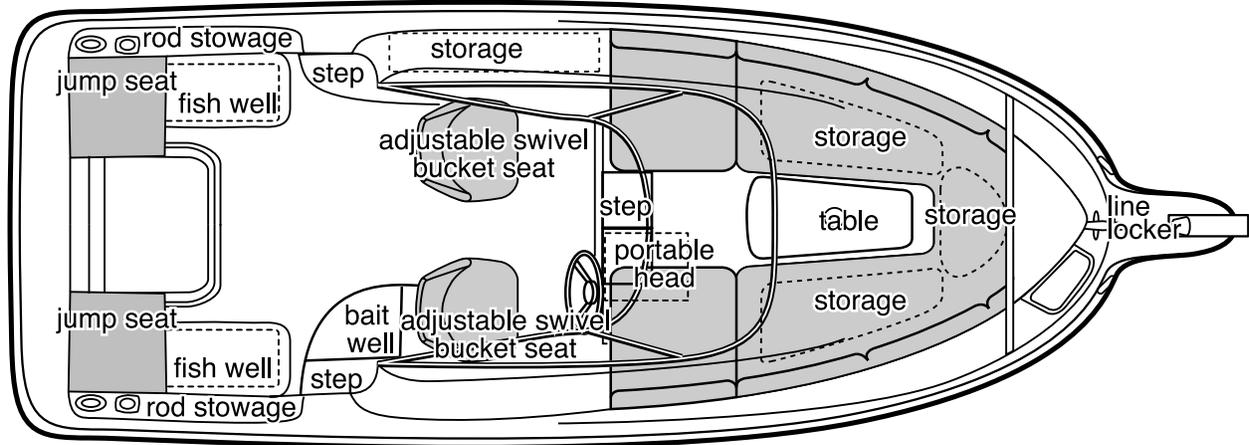
1952

Overall Length	Bridge Clearance	Beam	Draft (Drive Up)	Draft (Drive Down)	Fuel Capacity
19' 1"	6' 1"	8' 0"	1' 5"	2' 11"	55 Gallons

2002

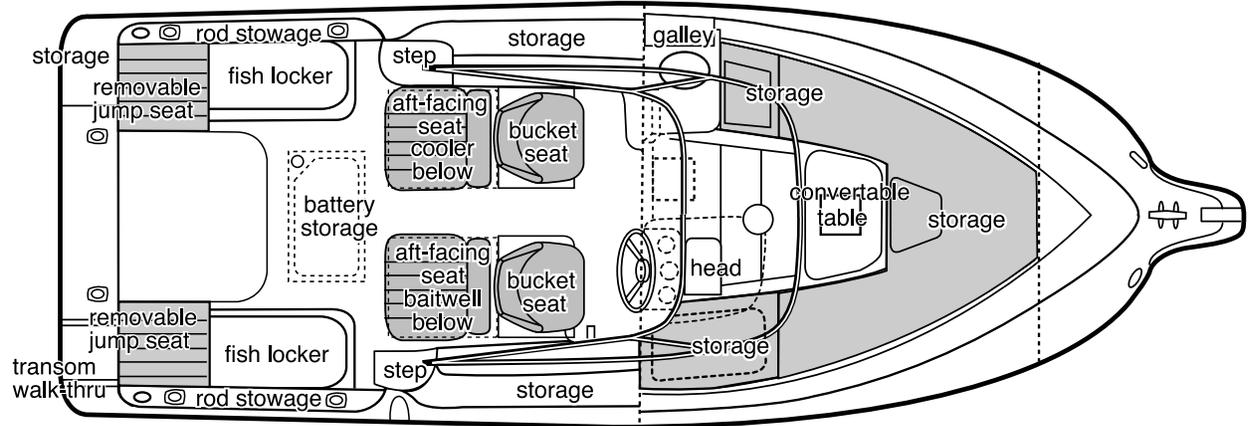
Overall Length	Bridge Clearance	Beam	Draft (Drive Up)	Draft (Drive Down)	Fuel Capacity
21' 7"	7' 4"	8' 1"	1' 4"	2' 9"	85 Gallons

2052



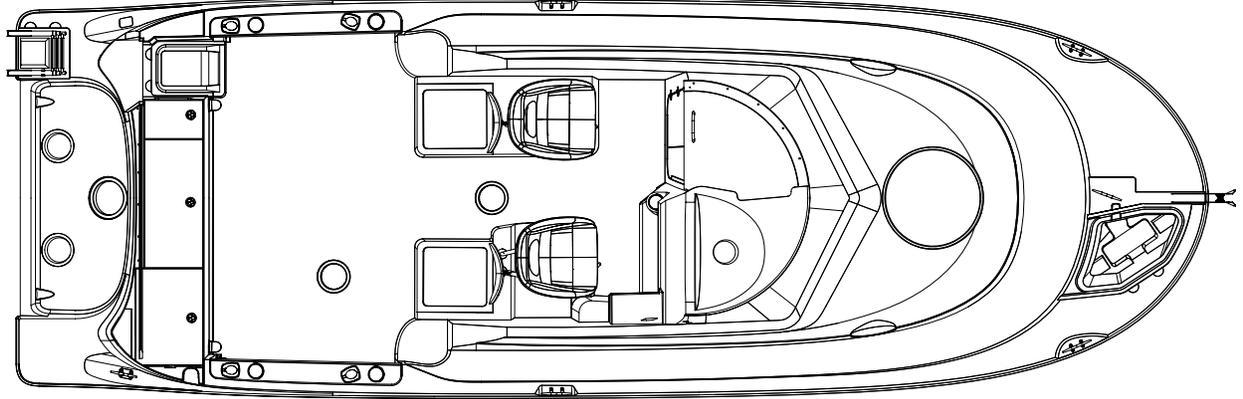
Overall Length	Bridge Clearance	Beam	Draft (Drive Up)	Draft (Drive Down)	Fuel Capacity
21' 7"	7' 3"	8' 1"	1' 5"	2' 9"	85 Gallons

2352



Overall Length	Length Rigged	Bridge Clearance	Beam	Draft (Hull)	Draft (Maximum)	Fuel Capacity	Freshwater Capacity	Waste Holding Tank Capacity
23' 5"	25' 5"	7' 10"	8' 5"	3' 1"	1' 8"	101 Gallons	8 Gallons	15 Gallons

2502



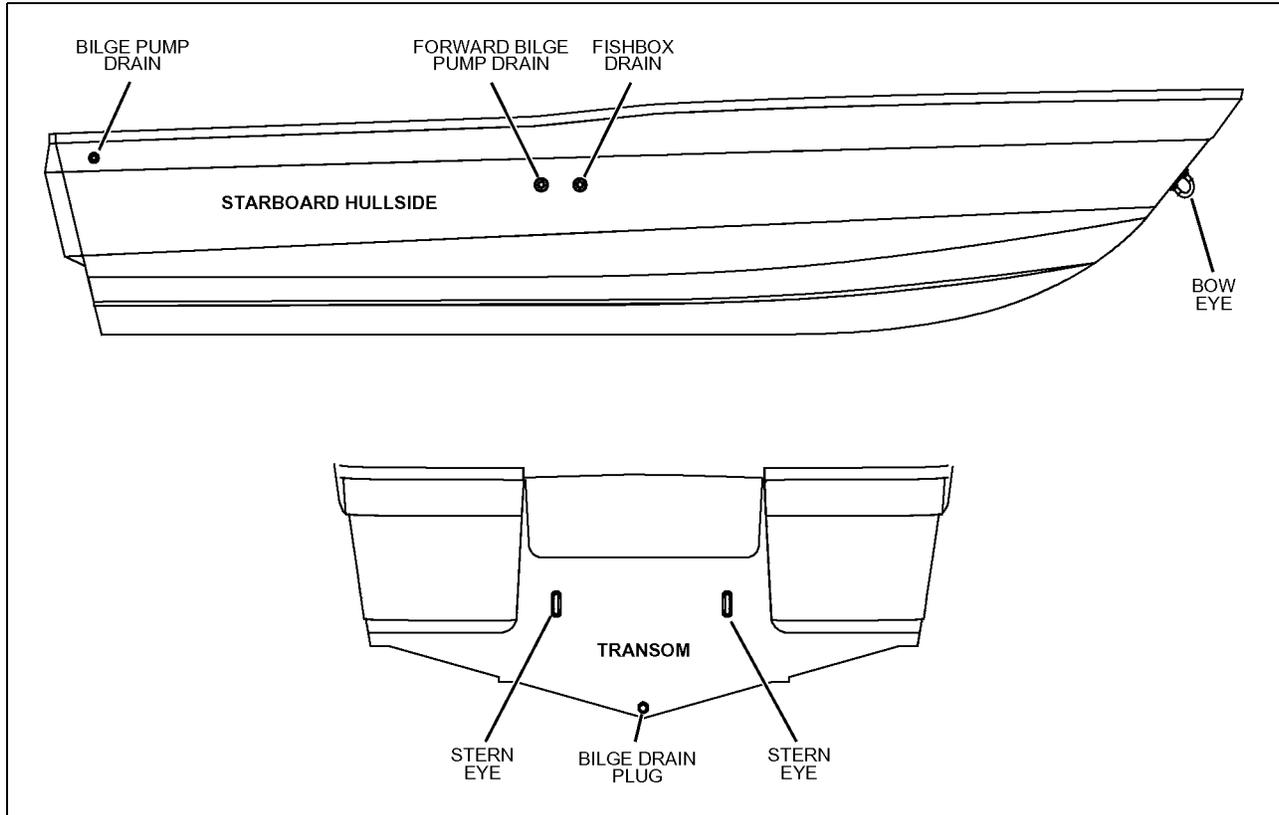
Overall Length	Length Rigged	Bridge Clearance	Beam	Draft (Hull)	Draft (Maximum)	Fuel Capacity	Freshwater Capacity	Waste Holding Tank Capacity
25' 0"	25' 5"	8' 7"	8' 6"	3' 2"	1' 9"	163 Gallons	20 Gallons	15 Gallons

Chapter 3: Locations

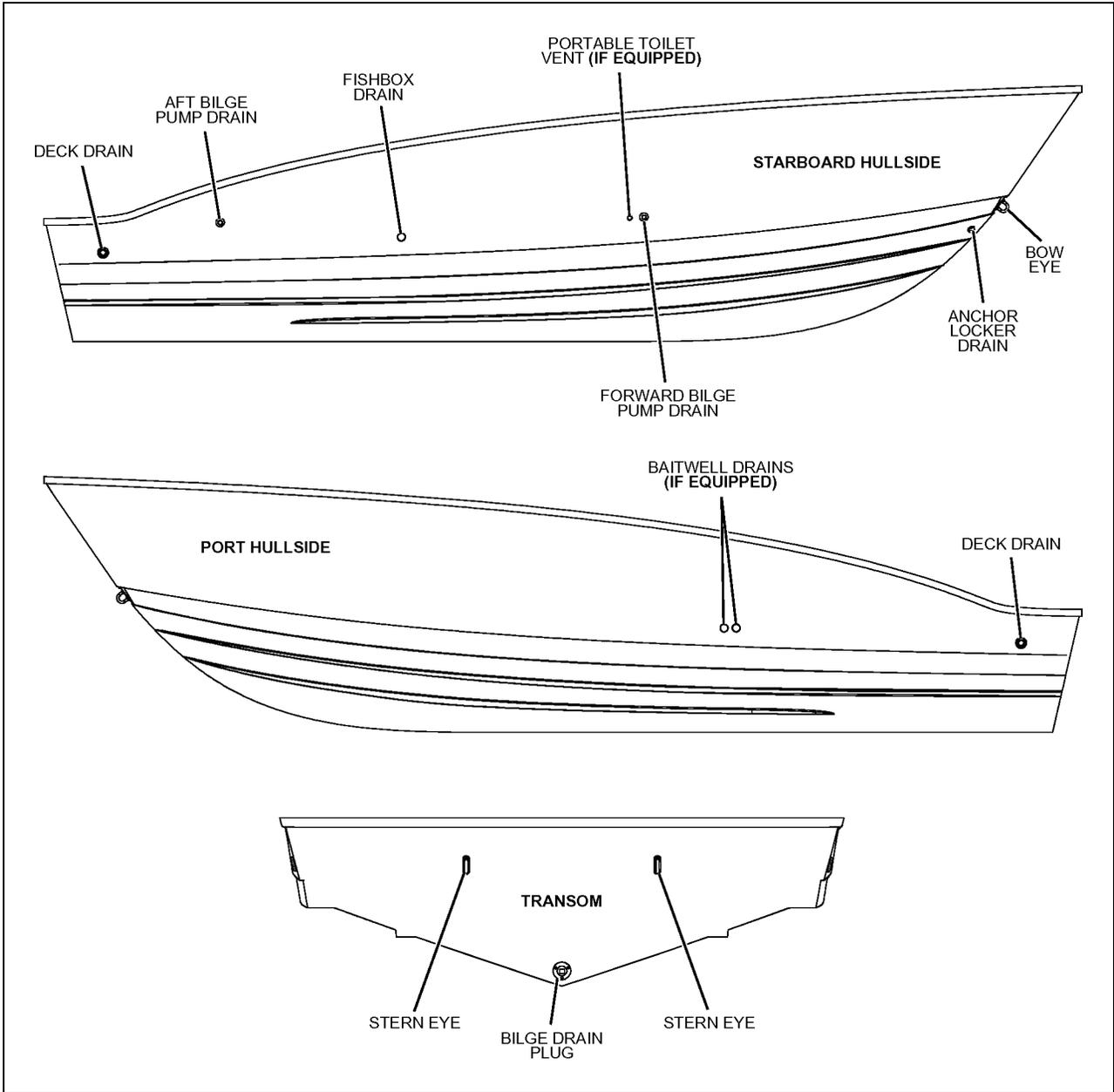
Exterior Views

Hull Views

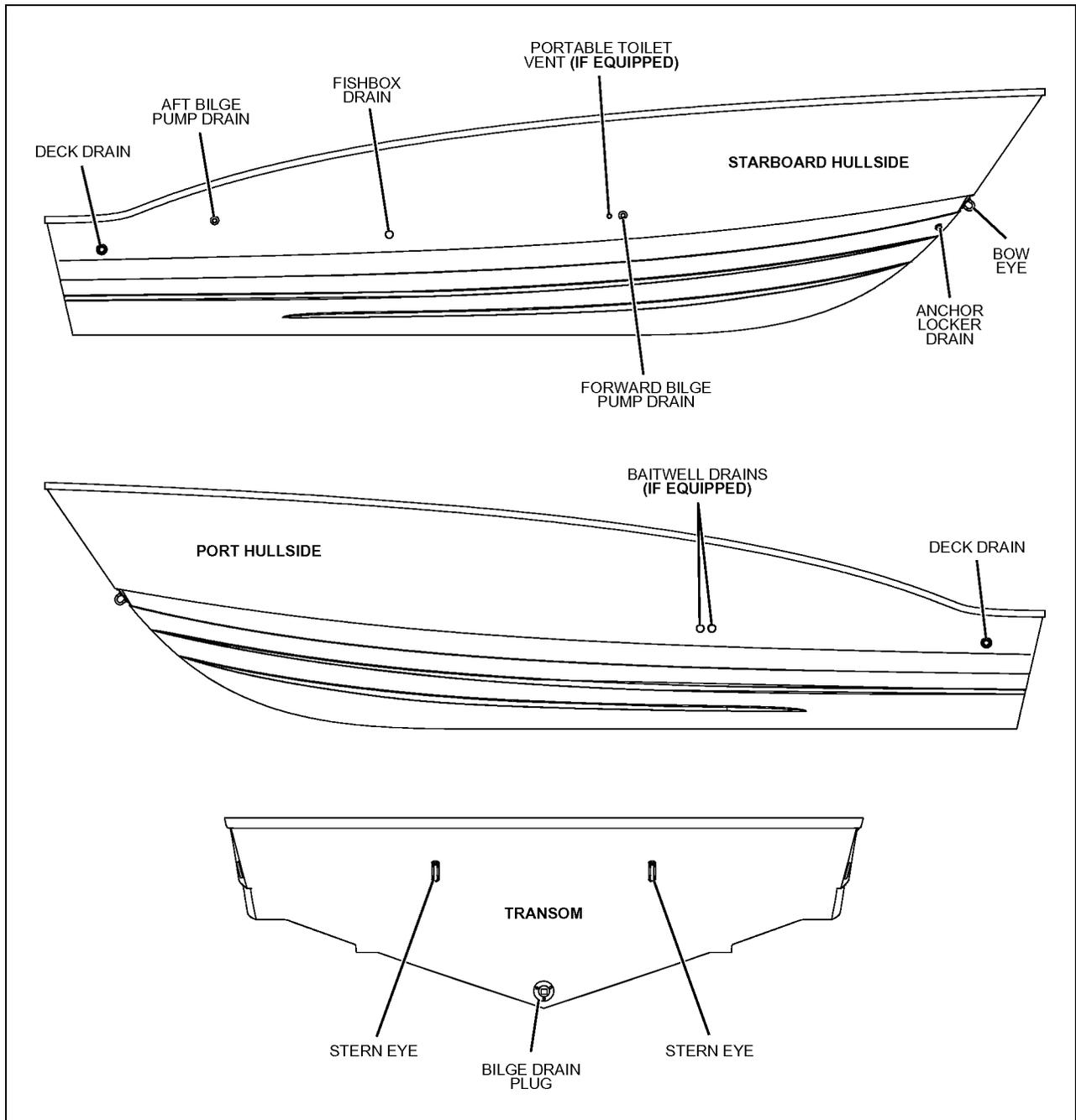
1802



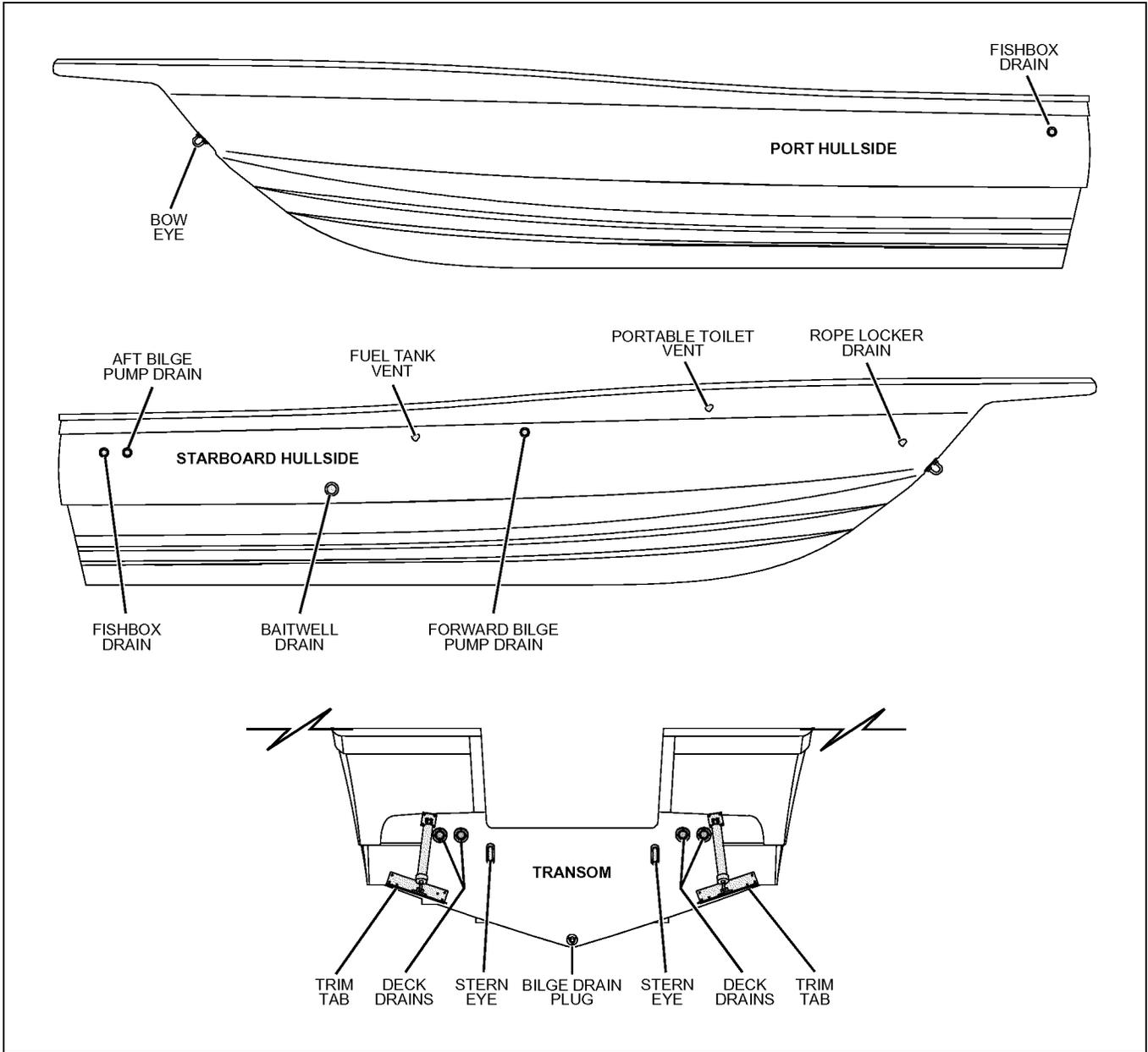
1902



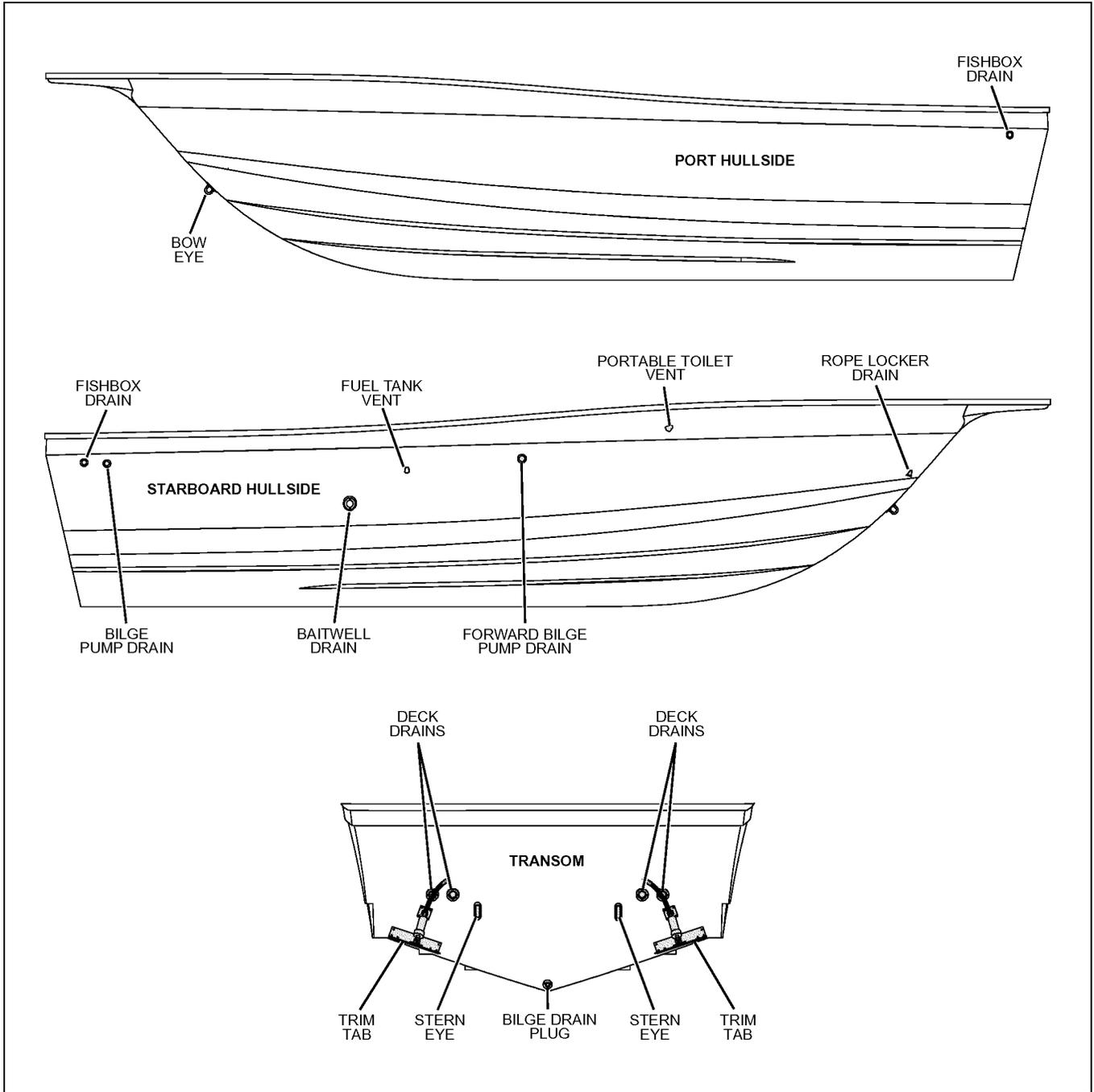
1952



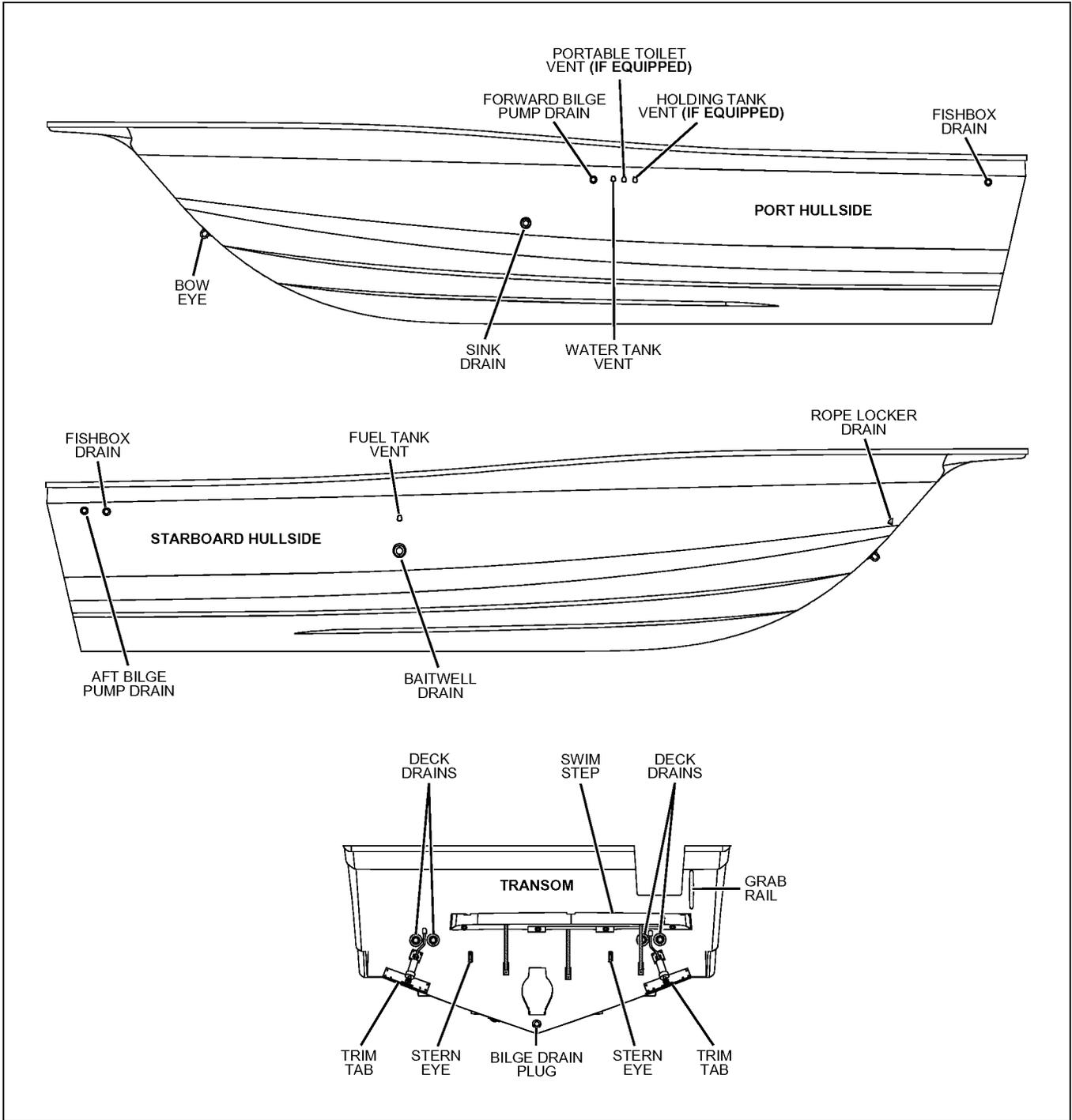
2002



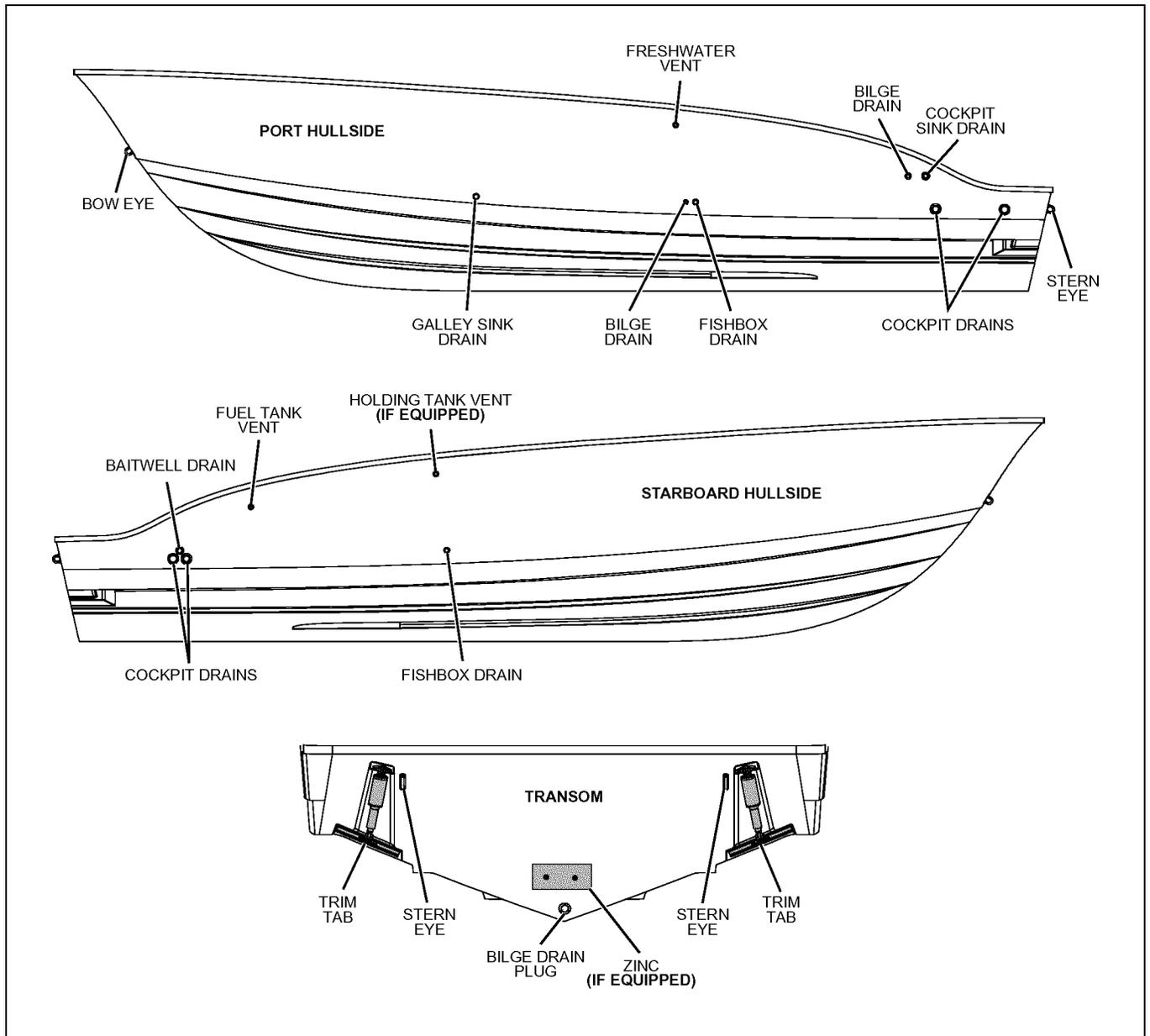
2052



2352

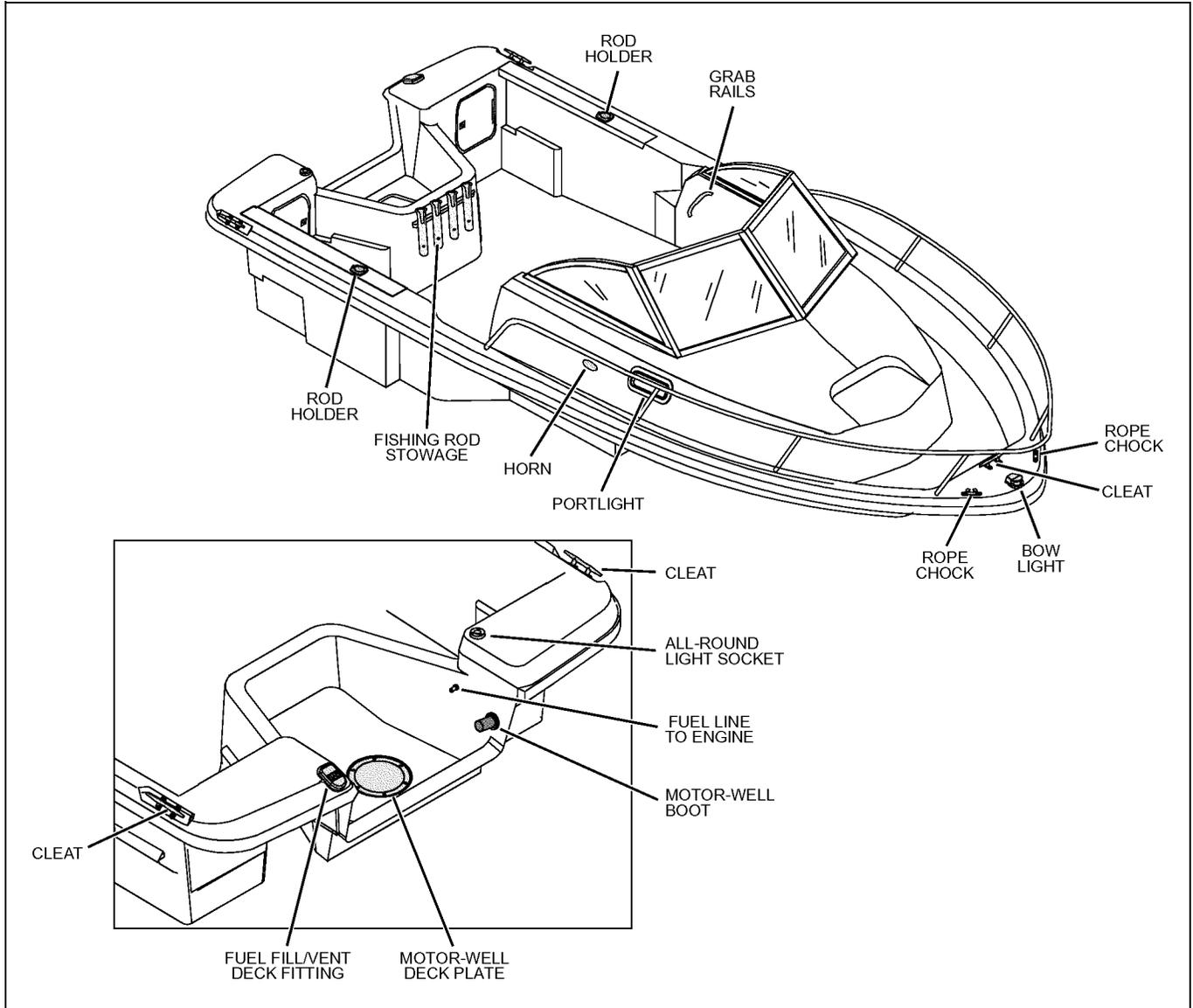


2502

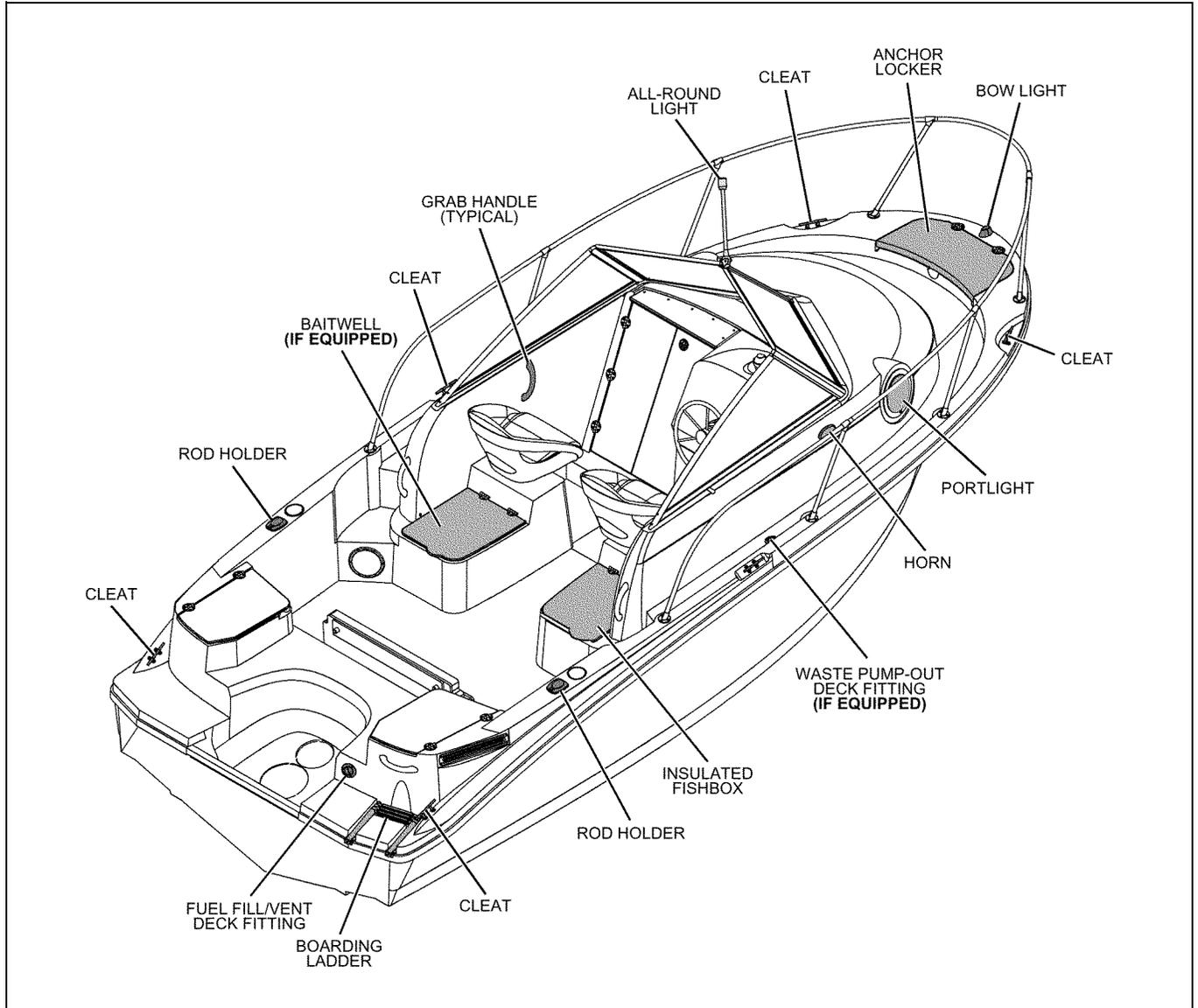


Deck Views

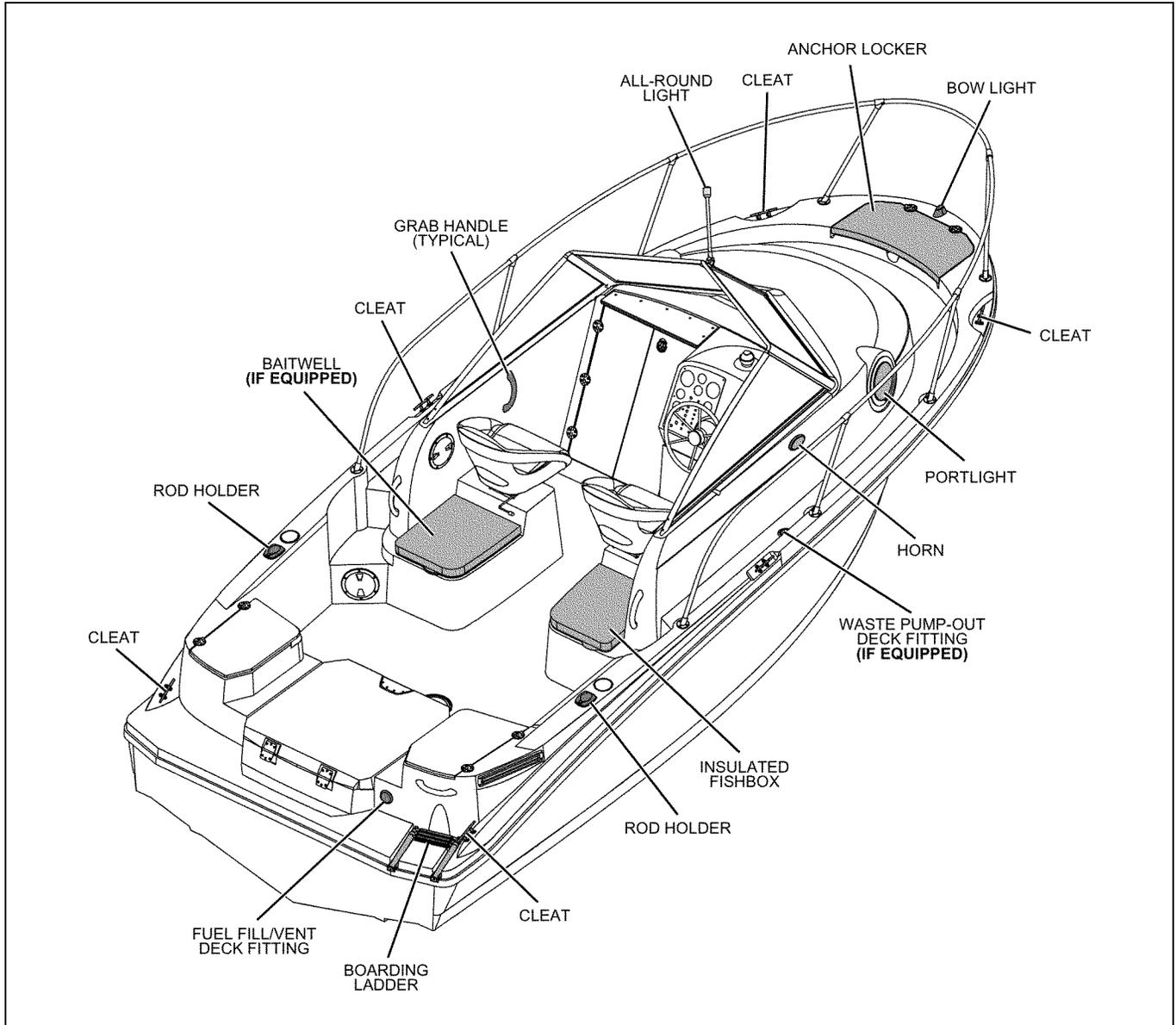
1802



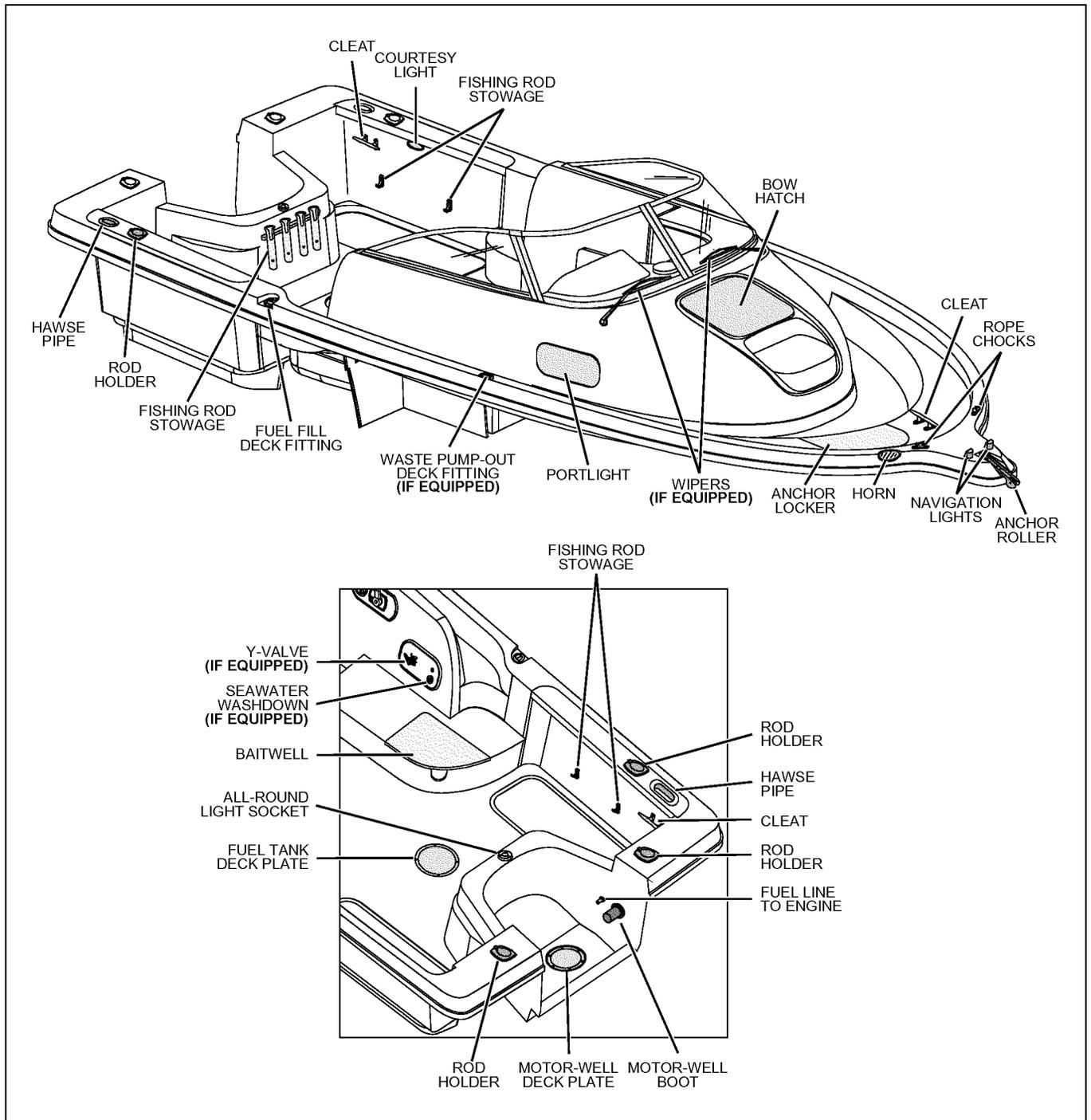
1902



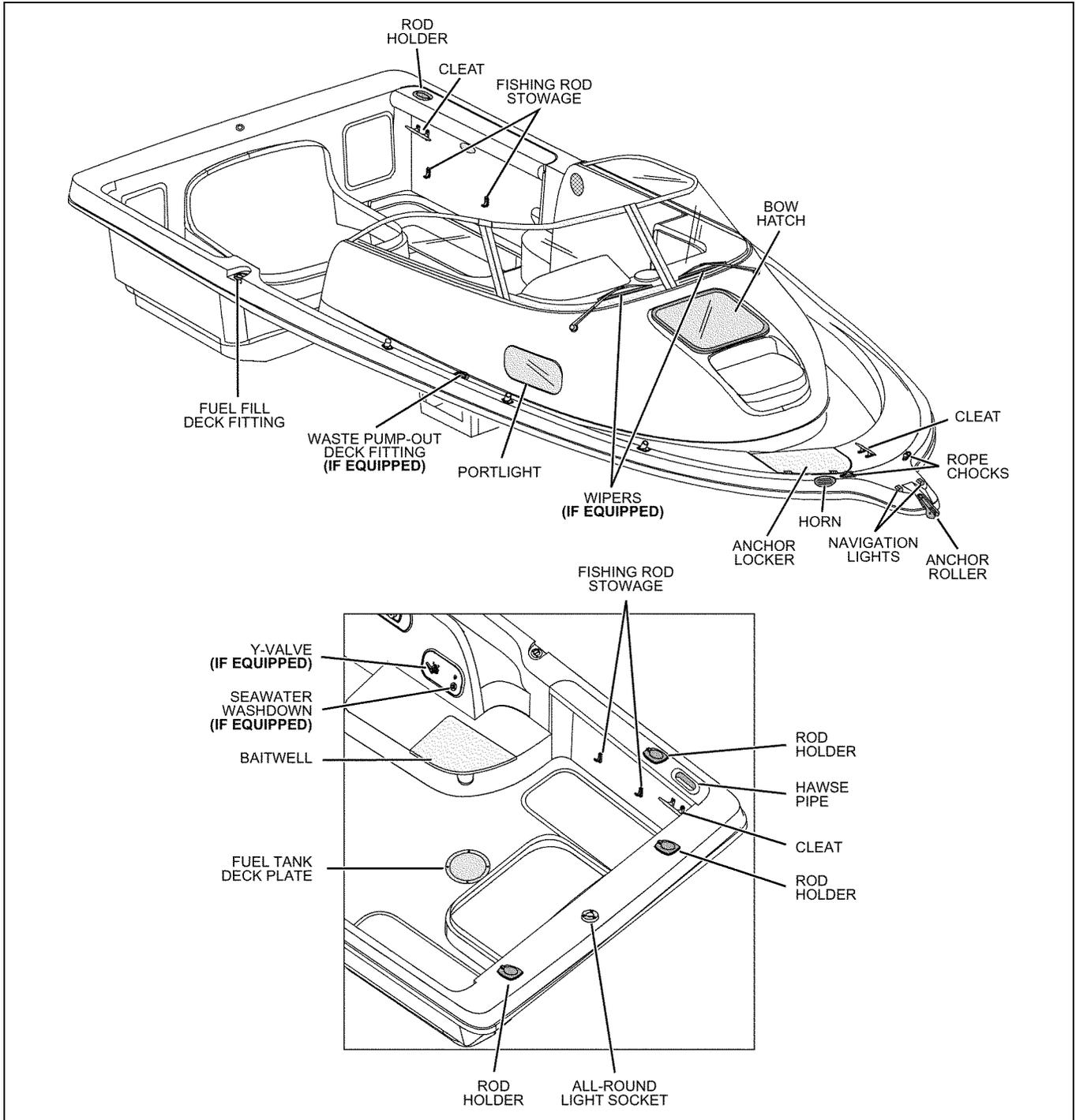
1952



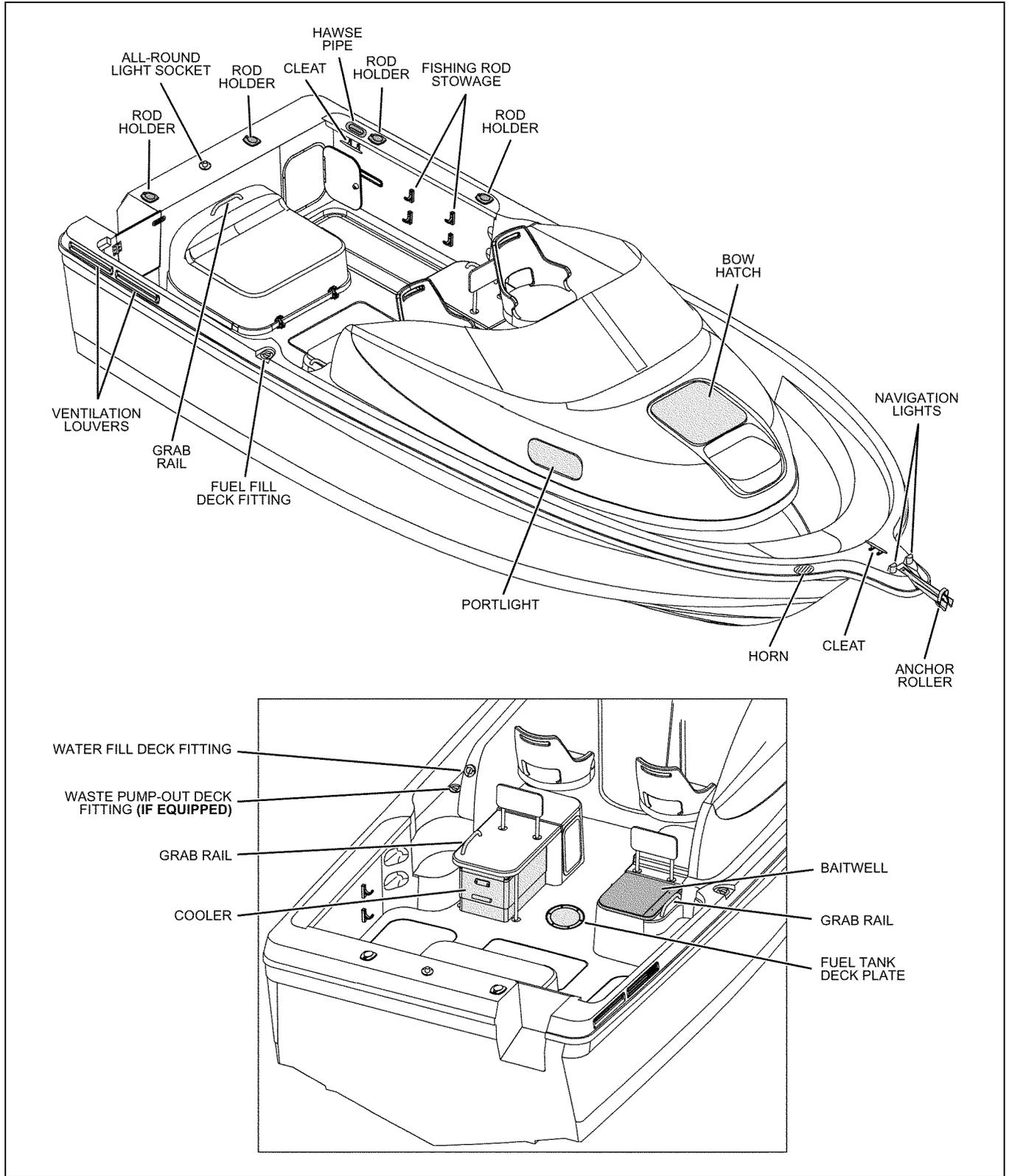
2002



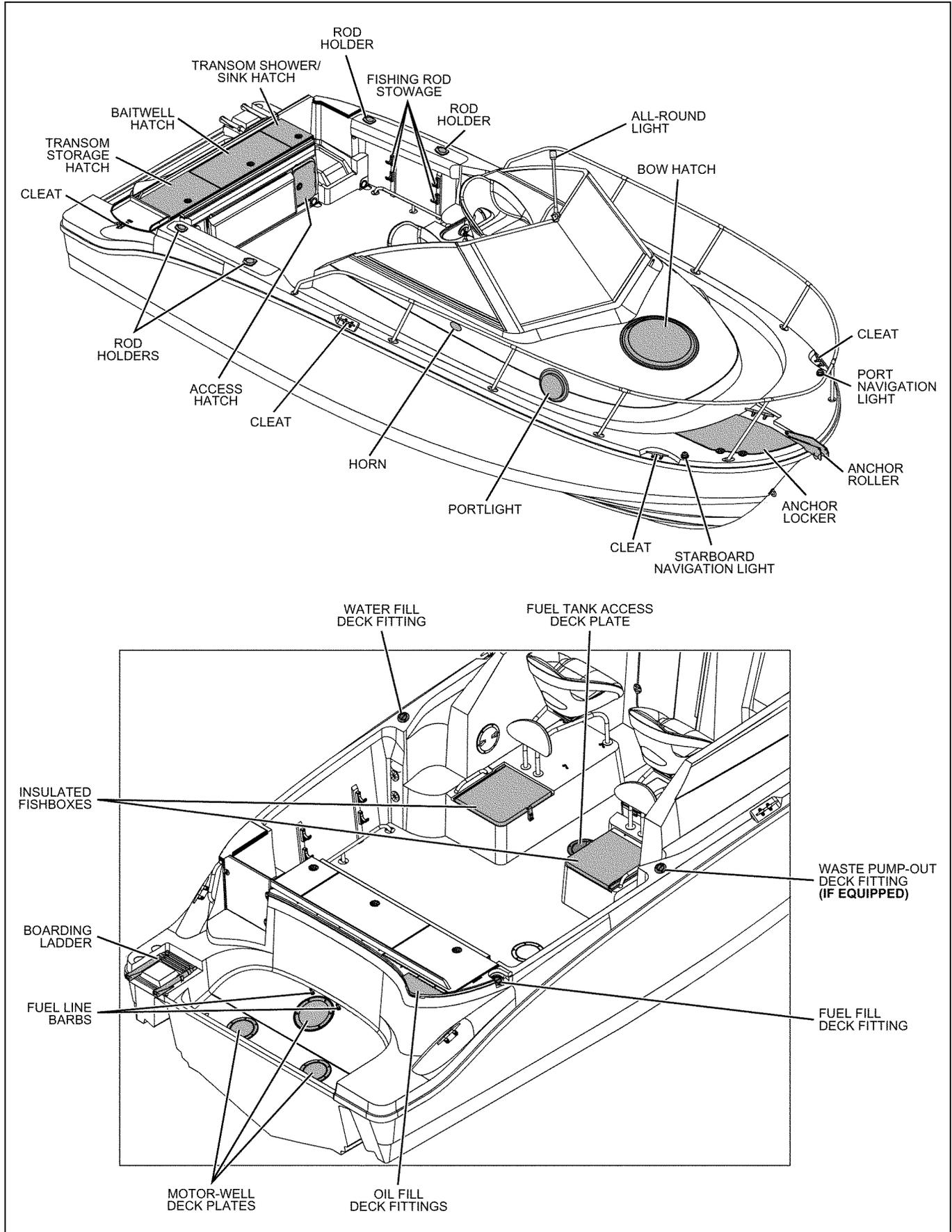
2052



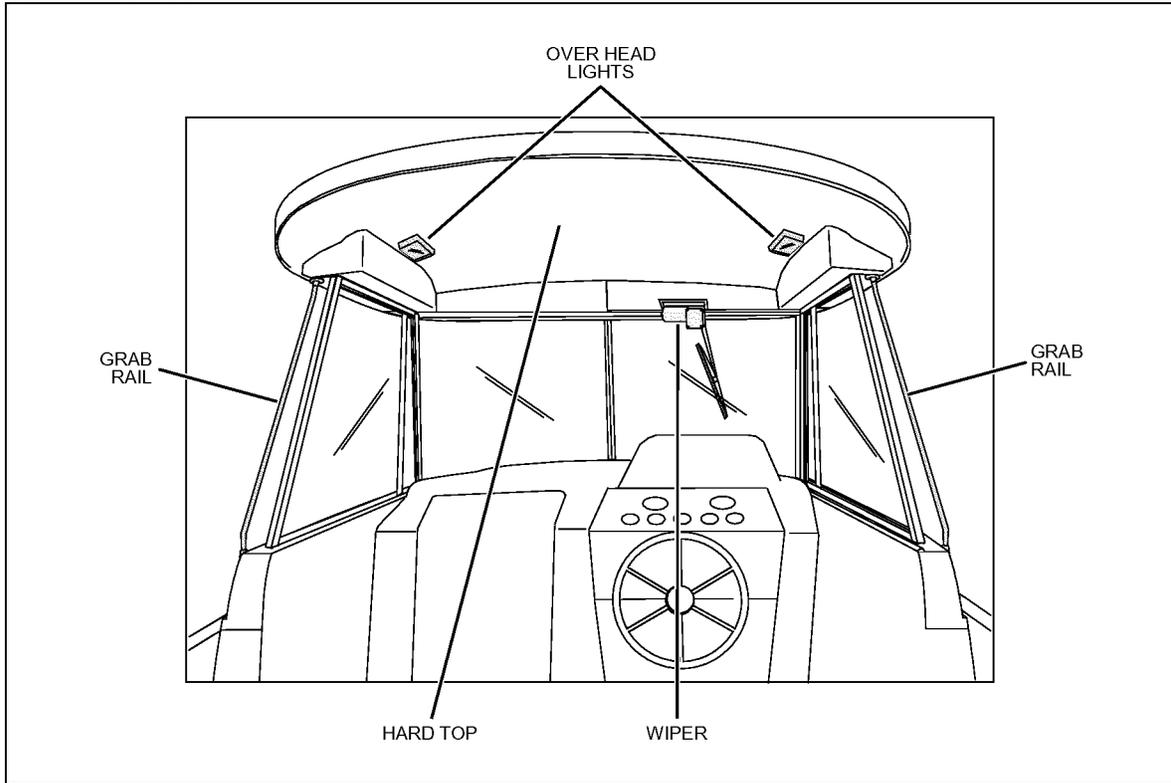
2352



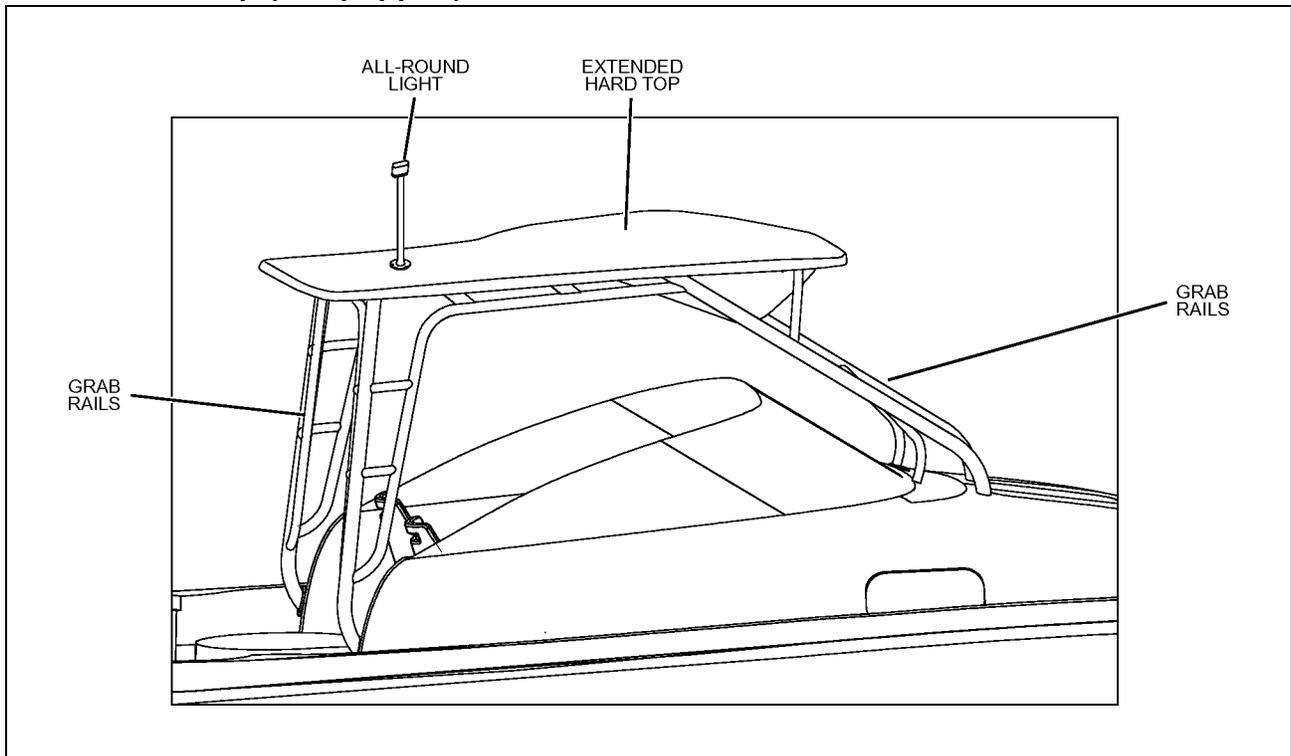
2502



Hard Top (If Equipped)

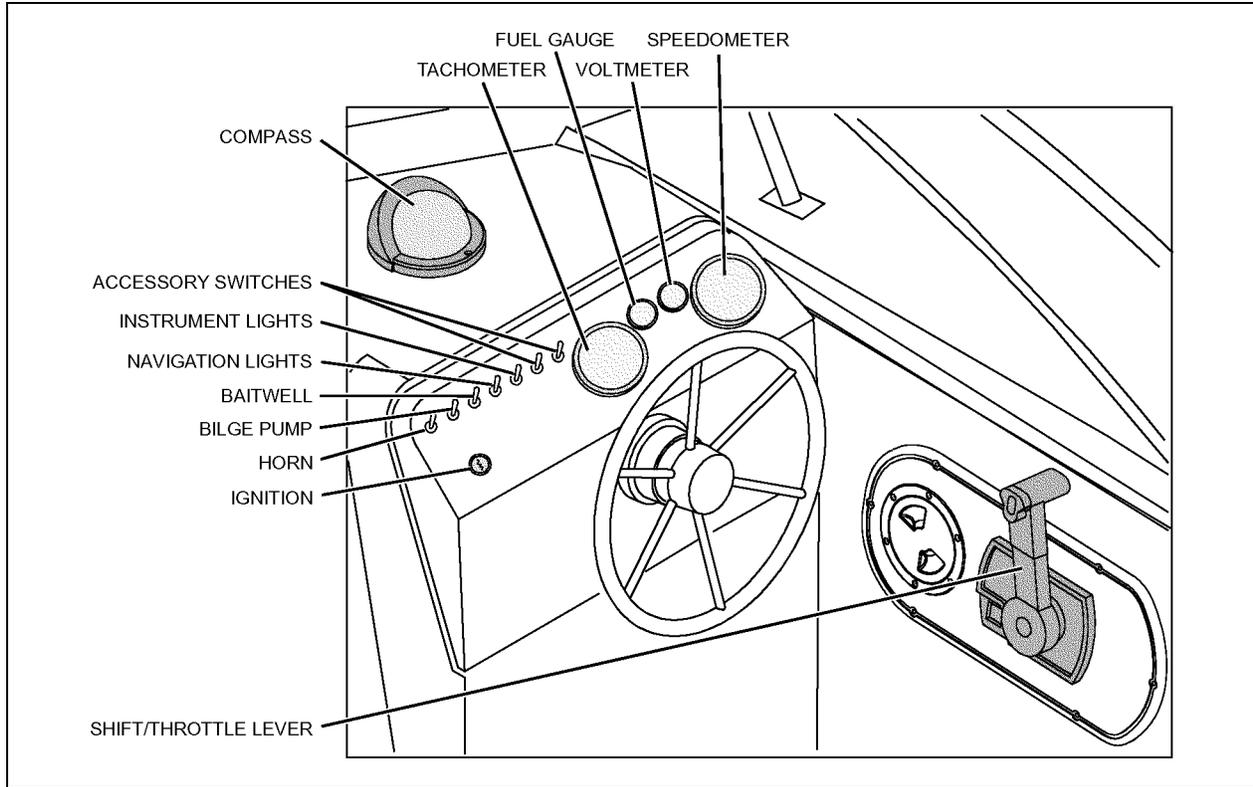


Extended Hard Top (If Equipped)

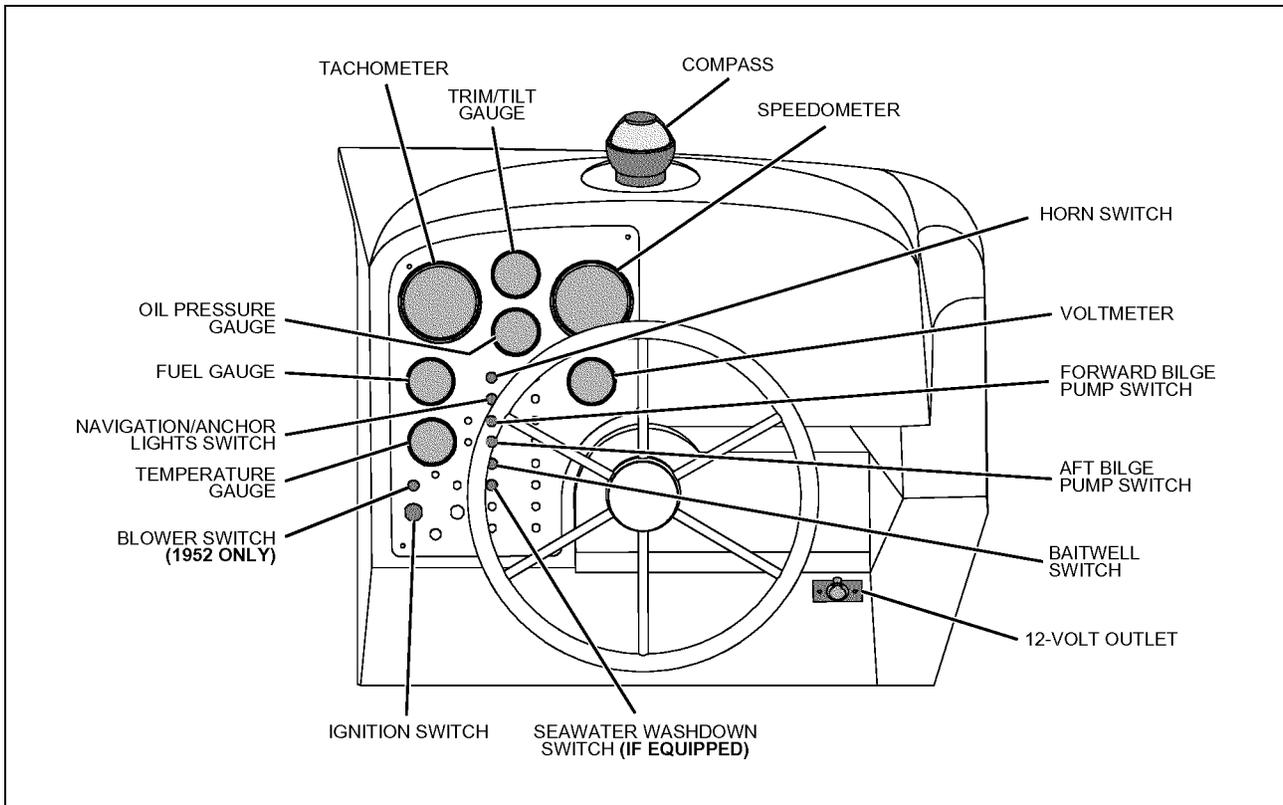


Helm Views

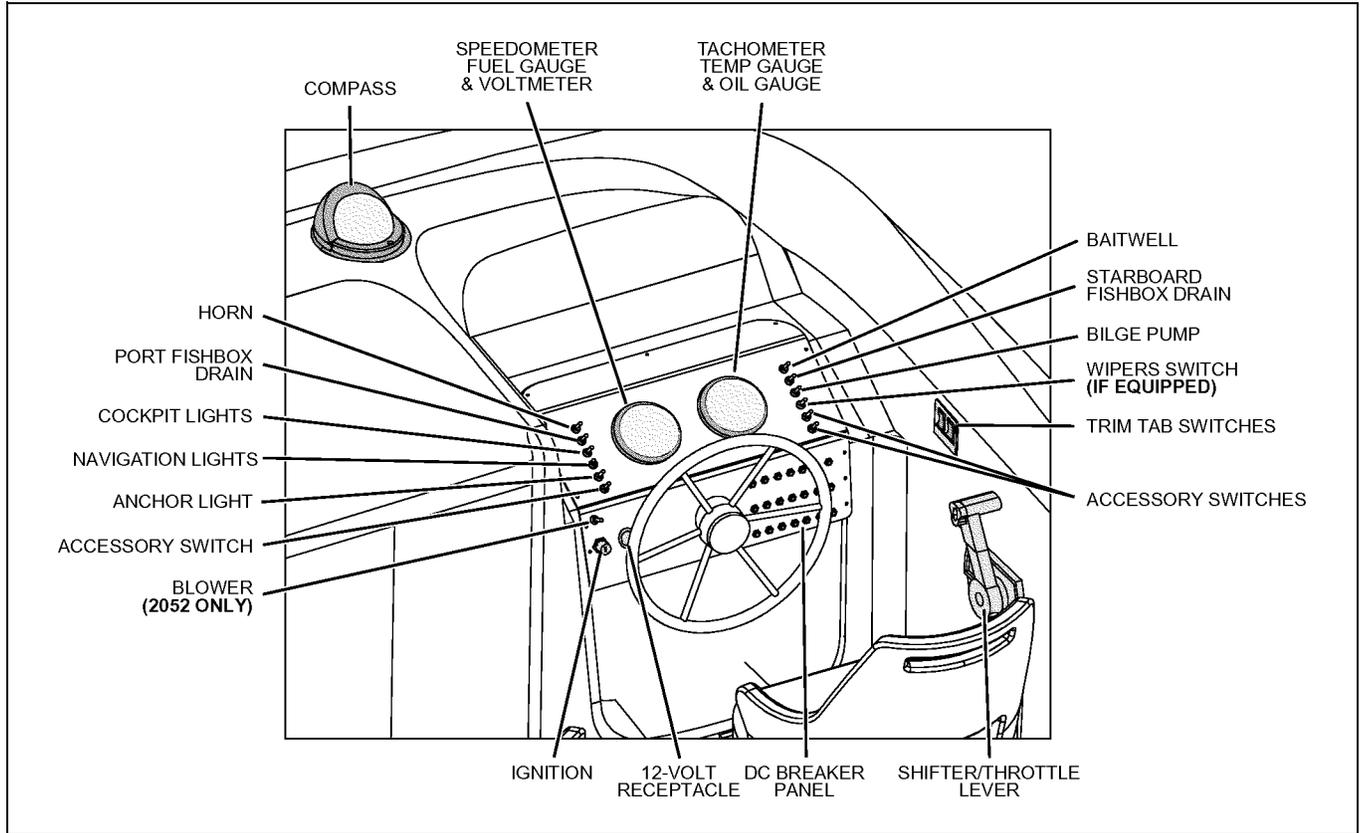
1802



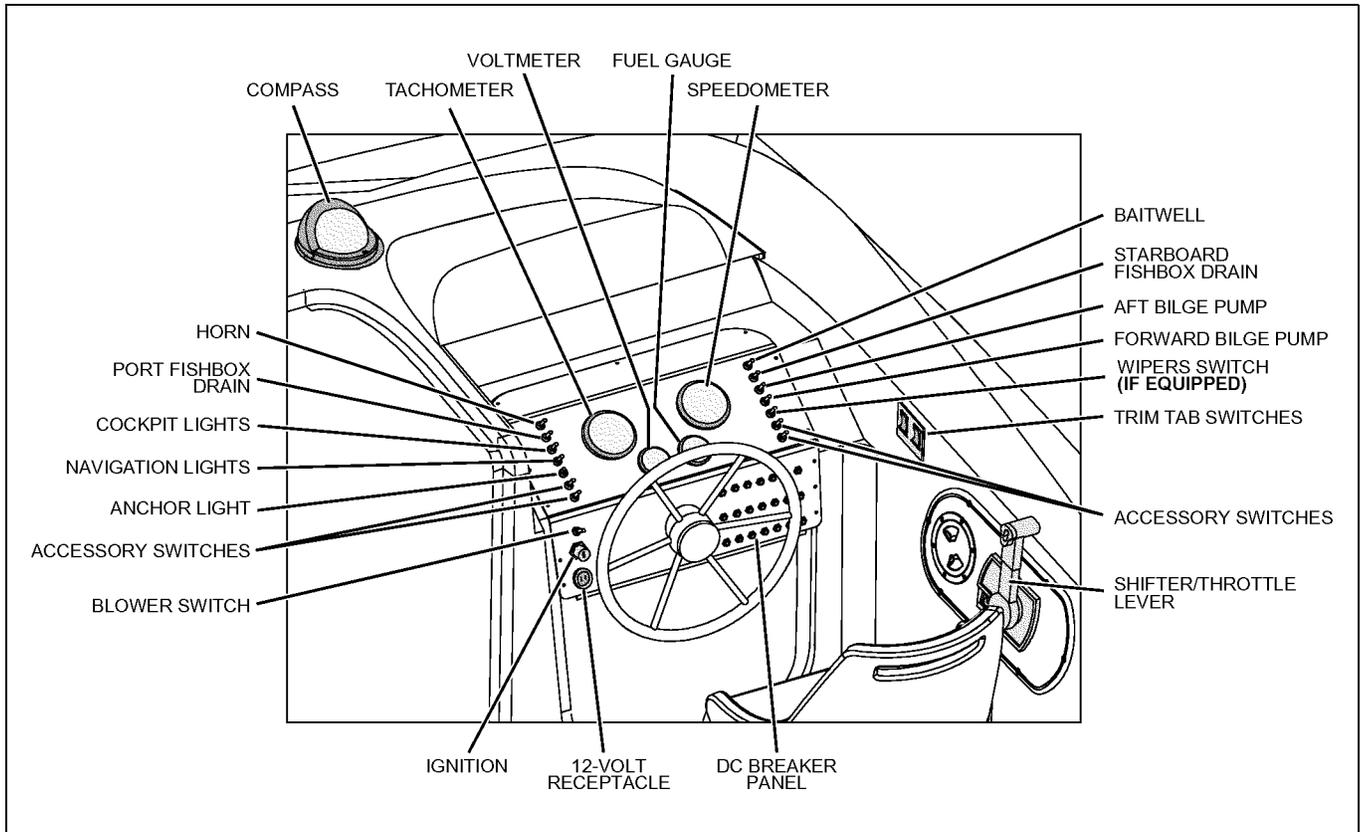
1902/1952



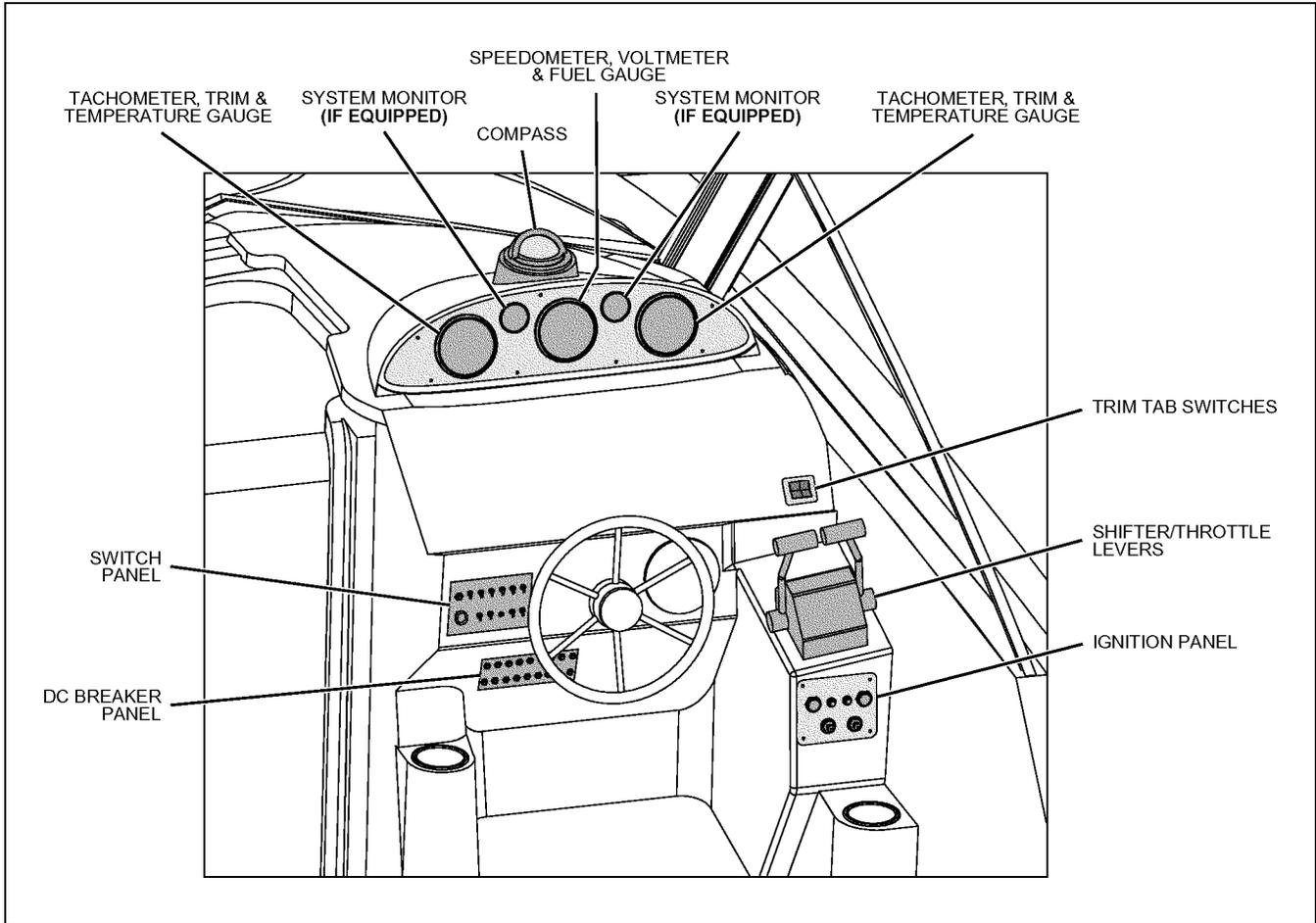
2002/2052



2352



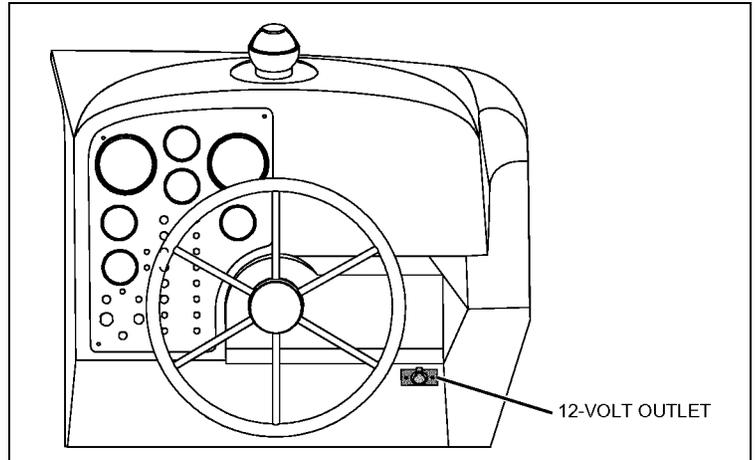
2502



Component Locations

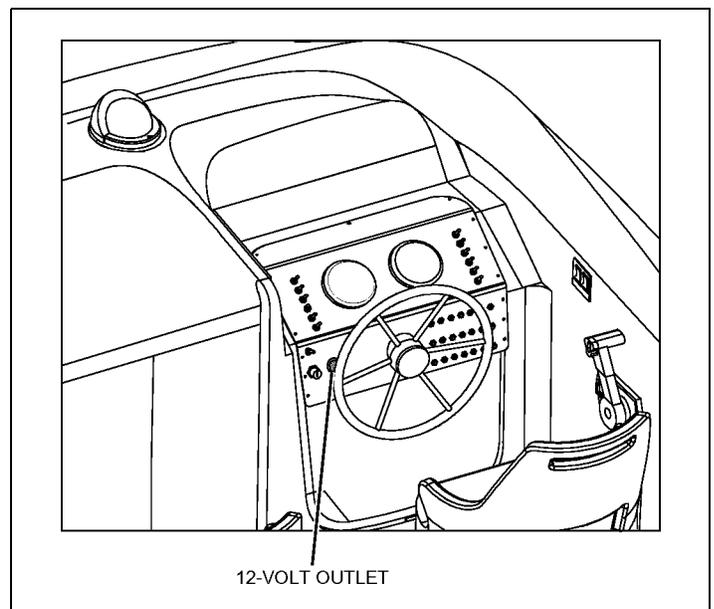
12-Volt DC Accessory Outlet - 1902 & 1952:

Located on the starboard side of the helm.

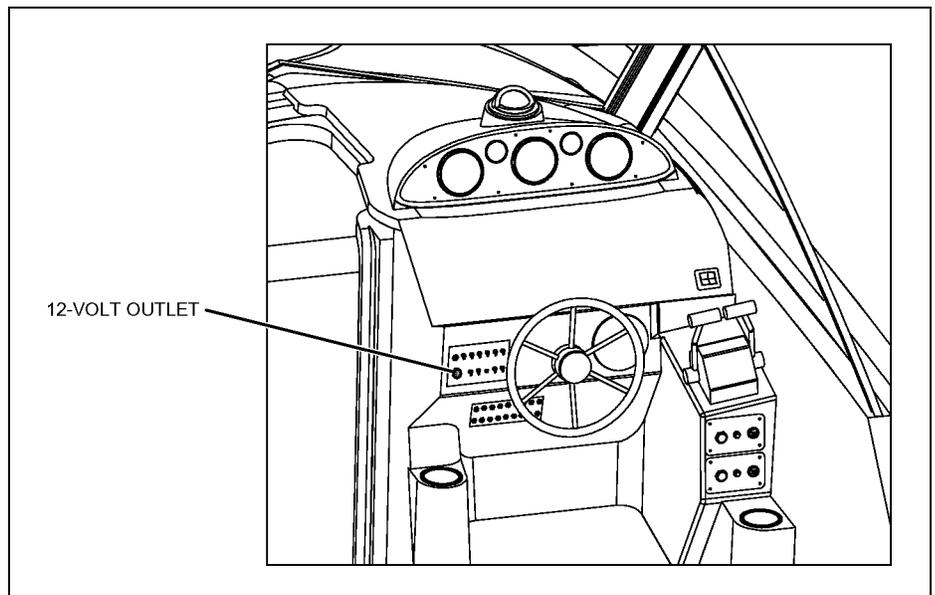


12-Volt DC Accessory Outlet - 2002, 2052, & 2352:

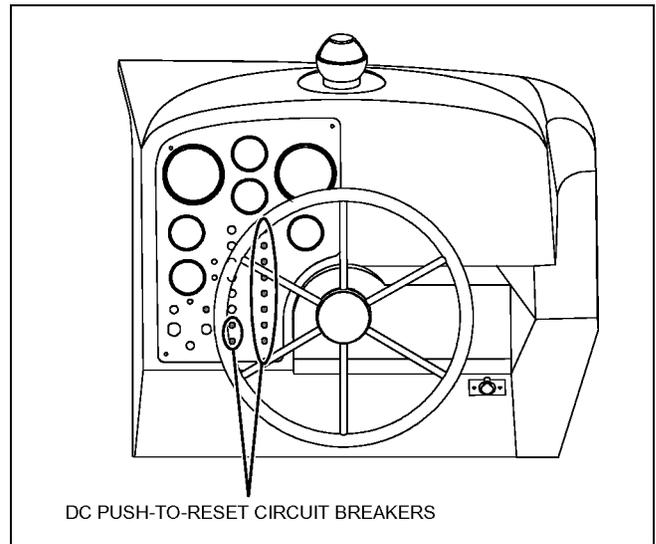
Located on the lower switch panel next to the ignition switch.



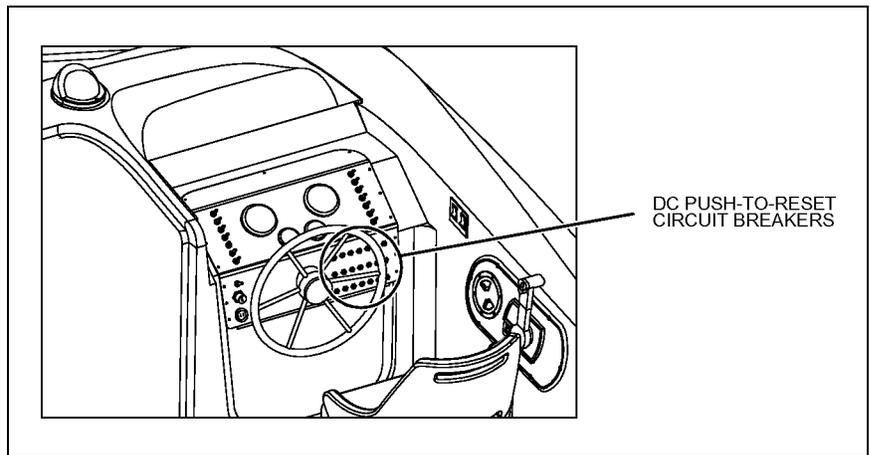
12-Volt DC Accessory Outlet - 2502: Located on the upper switch panel.



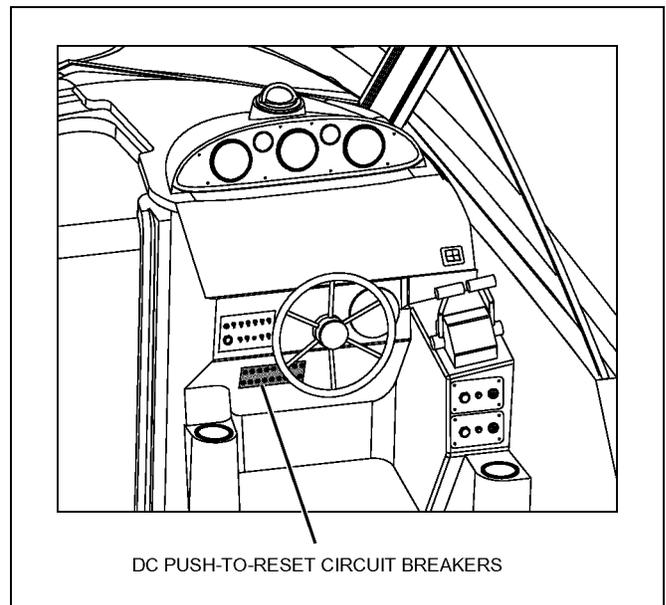
12-Volt DC Push-to-Reset Circuit Breakers - 1902 & 1952: Located at the helm.



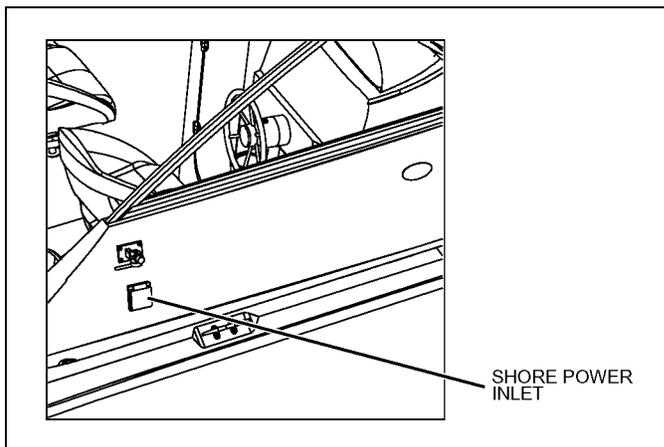
12-Volt DC Push-to-Reset Circuit Breakers - 2002, 2052, & 2352: Located on the starboard side of the steering wheel, on the lower switch panel.



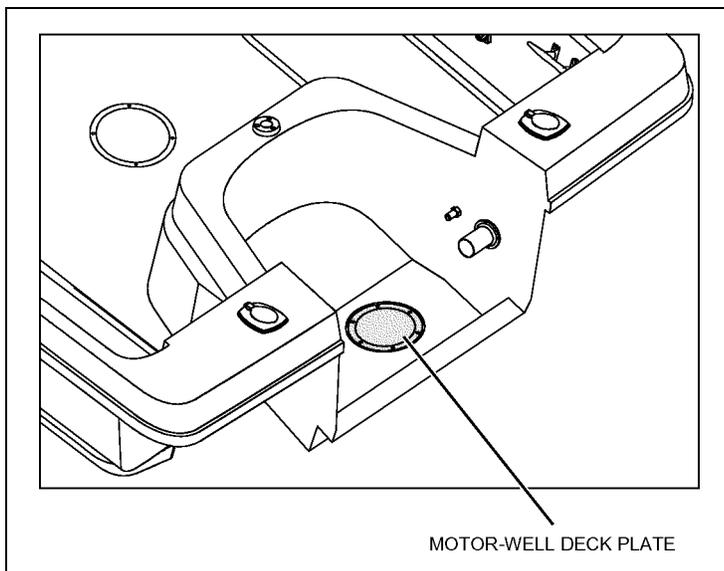
12-Volt DC Push-to-Reset Circuit Breakers - 2502: Located under the helm dash.



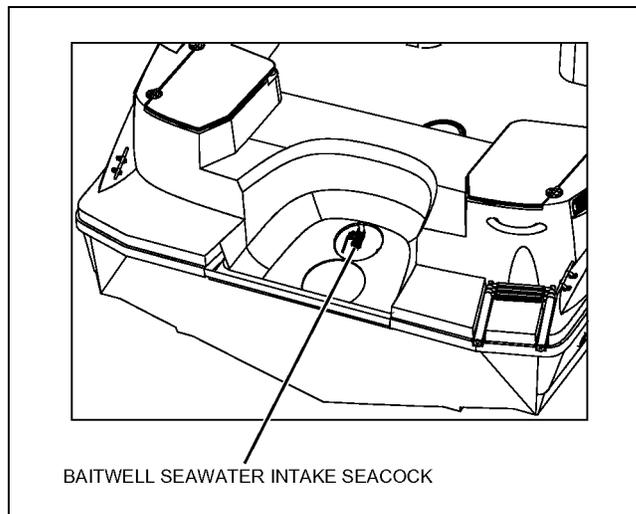
110-Volt AC Shore Power Inlet - 2502 Only: Located on the starboard side of the deck, just below the aft corner of the side windshield.



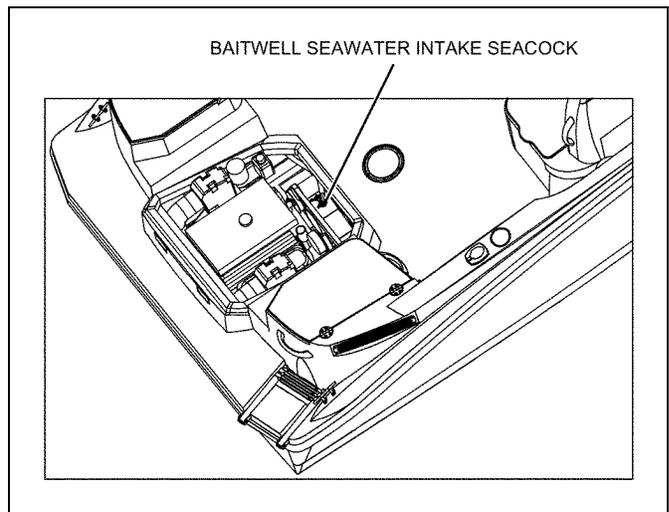
Baitwell Seawater Intake Seacock - 1802 & 2002: Access is through the motor-well deck plate.



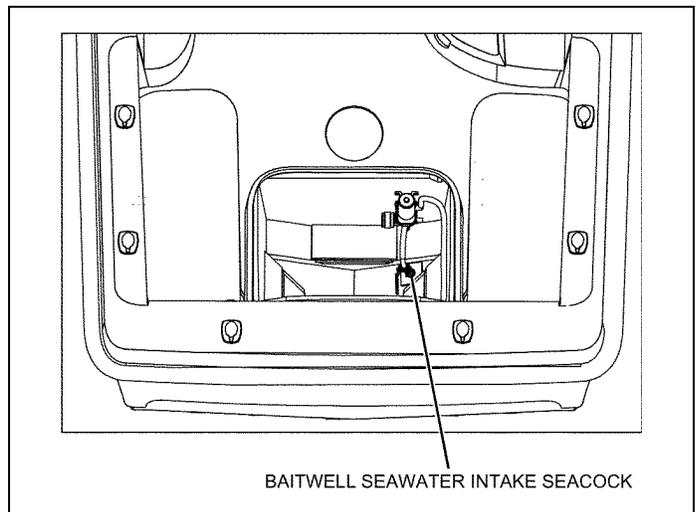
Baitwell Seawater Intake Seacock - 1902: Access is through the forward motor-well deck plate.



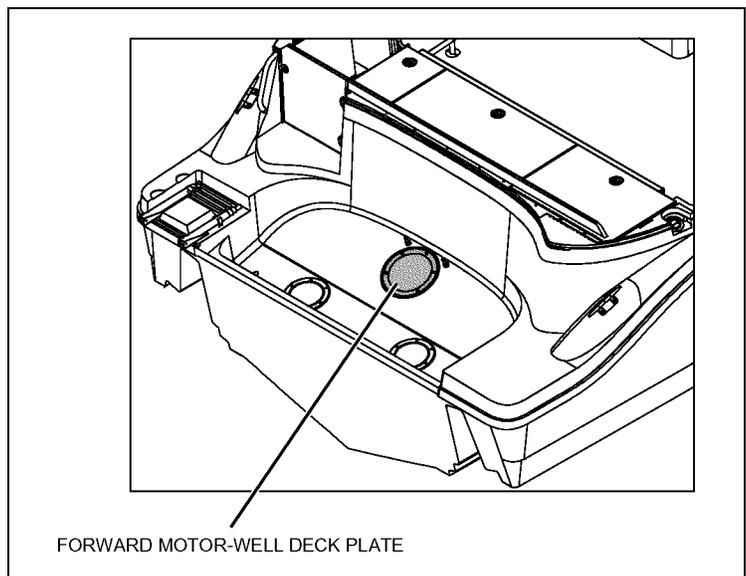
Baitwell Seawater Intake Seacock - 1952 & 2352:
Located in the engine compartment.



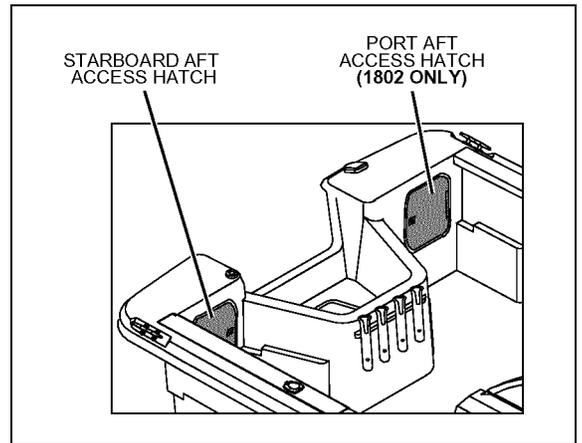
Baitwell Seawater Intake Seacock - 2052: Located in the engine compartment.



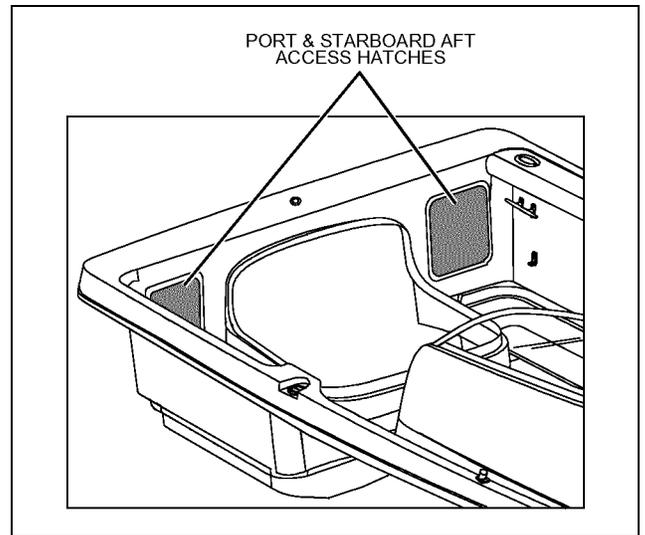
Baitwell Seawater Intake Seacock - 2502: Access is through the forward motor-well deck plate.



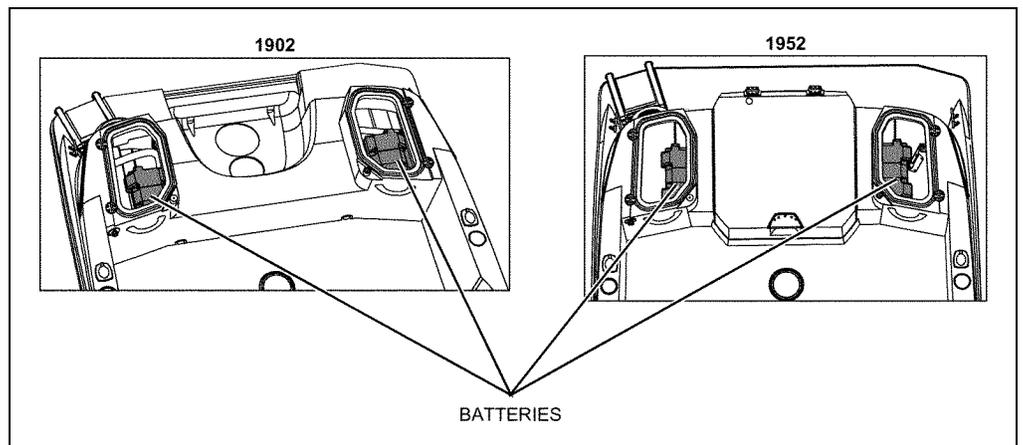
Batteries - 1802 & 2002: Located in the starboard aft and/or port aft access hatches.



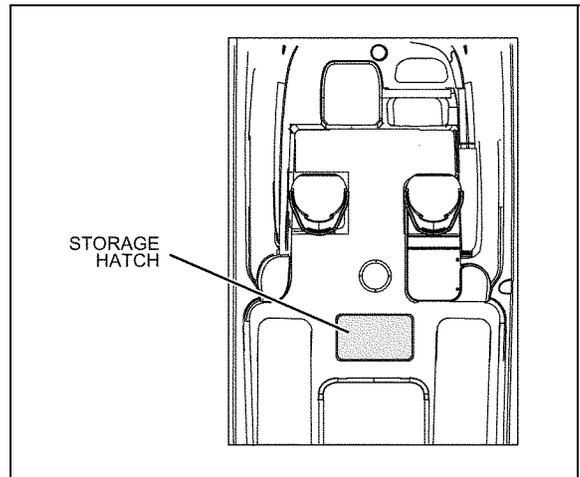
Batteries - 2052: Located in the starboard aft and port aft access hatches.



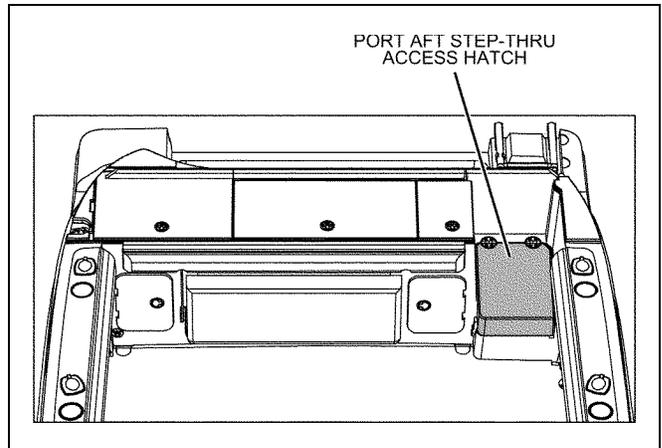
Batteries - 1902 & 1952: Located in the port aft and starboard aft access hatches.



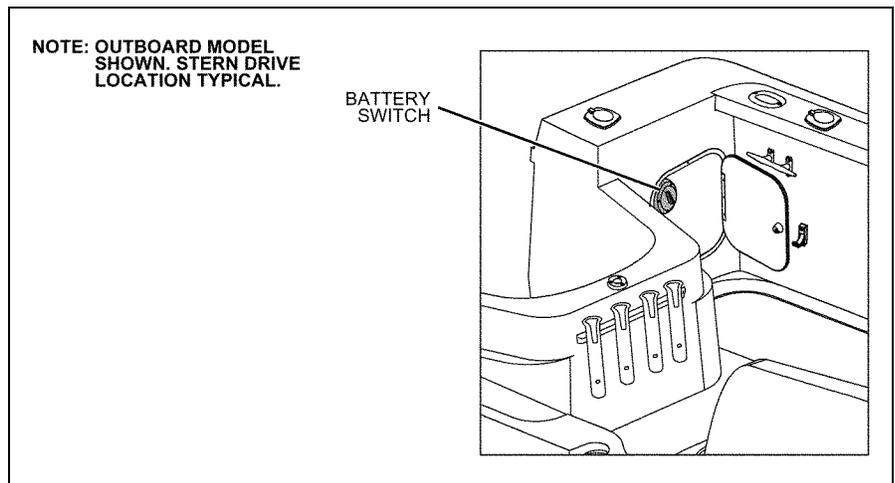
Batteries - 2352: Access is through the floor storage hatch.



Batteries - 2502: Located under the port aft step-thru access hatch.

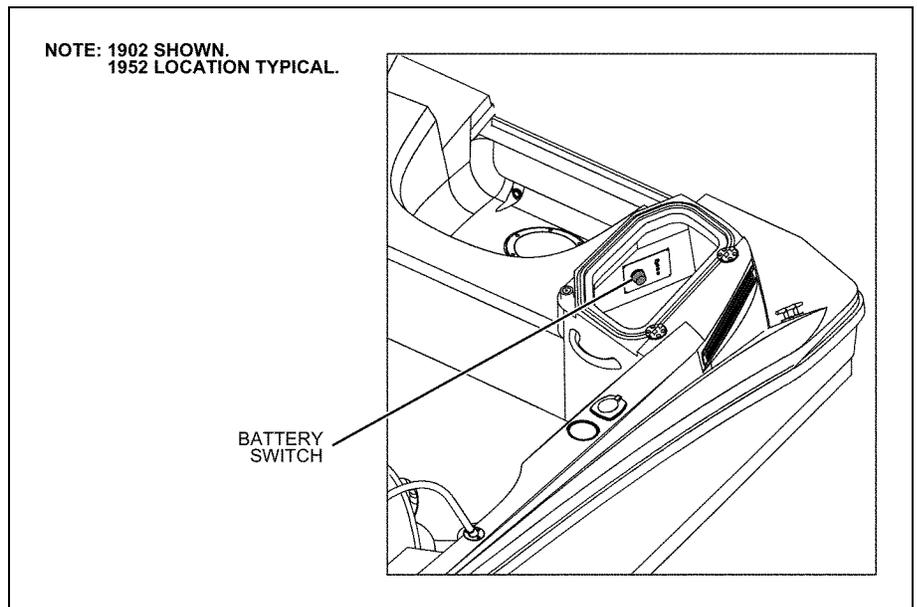


Battery Switch - 1802, 2002, 2052, & 2352: Located in the port aft access hatch.

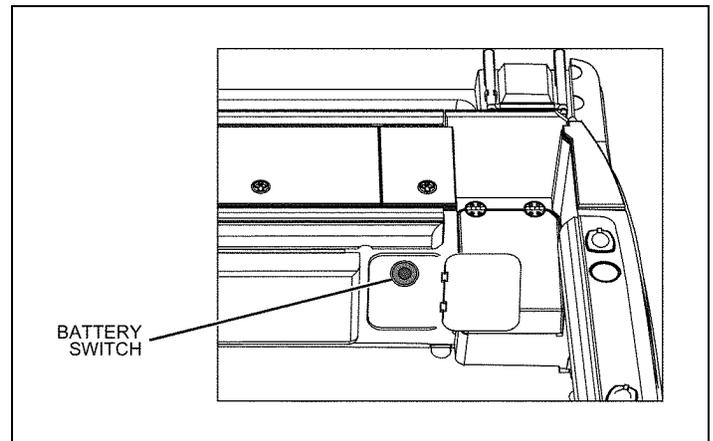


Battery Switch - 1902 & 1952:

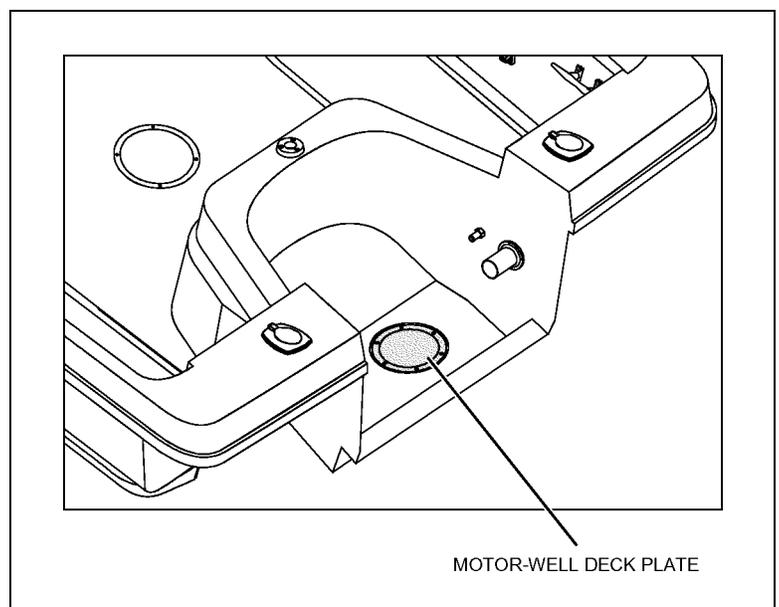
Located in the port aft access hatch.



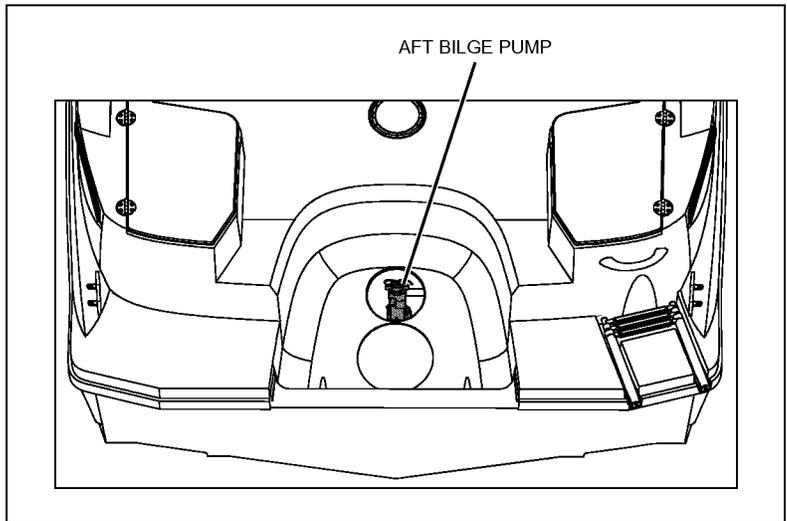
Battery Switch - 2502: Located in the port aft access hatch.



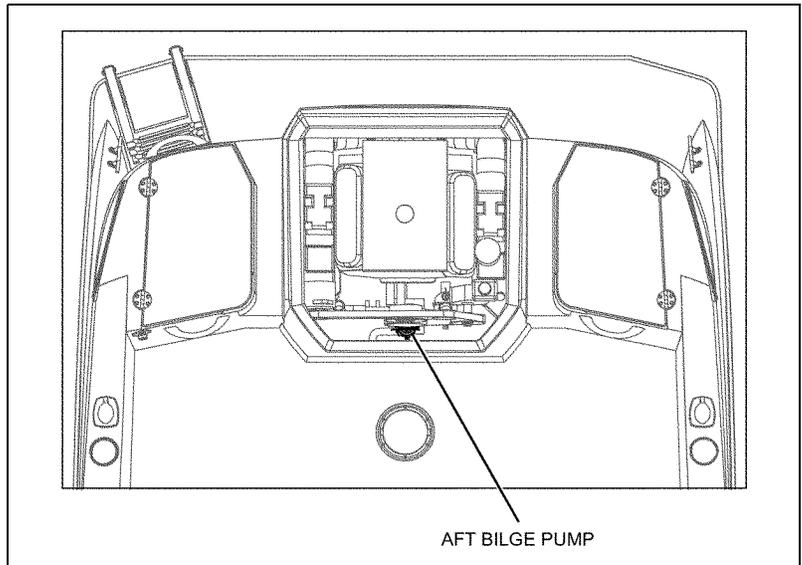
Bilge Pump - Aft - 1802 & 2002: Access is through the motor-well deck plate.



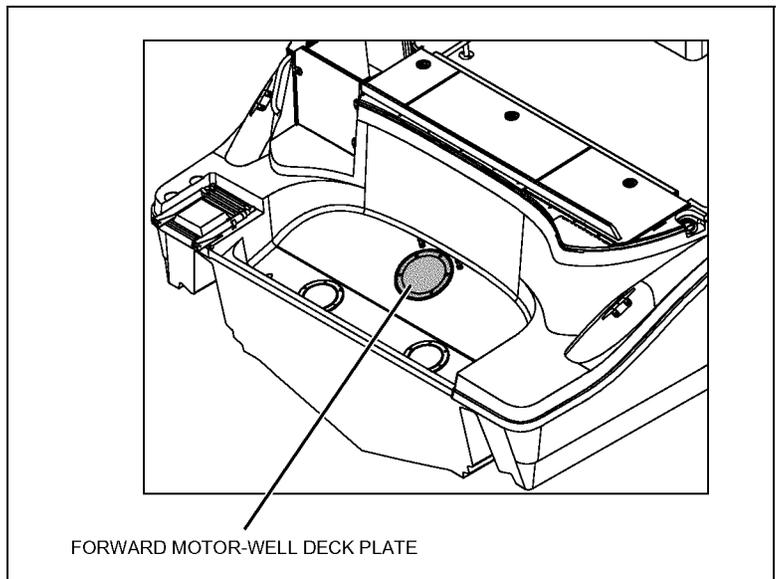
Bilge Pump - Aft - 1902: Access is through the forward motor-well deck plate.



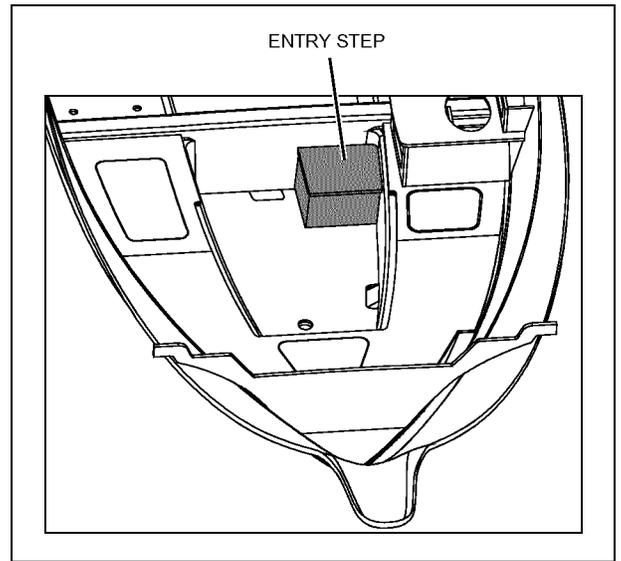
Bilge Pump - Aft - 1952, 2052, & 2352: Located in the engine compartment, forward of the engine.



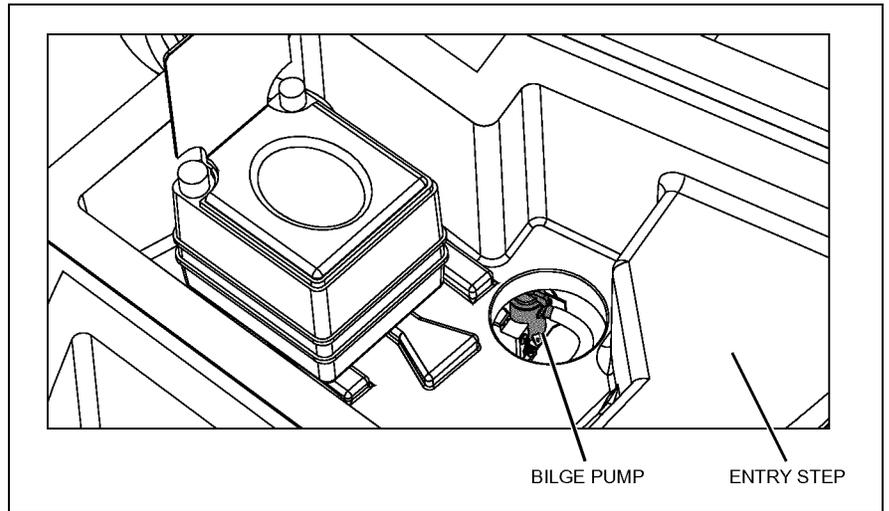
Bilge Pump - Aft - 2502: Access is through the forward motor-well deck plate.



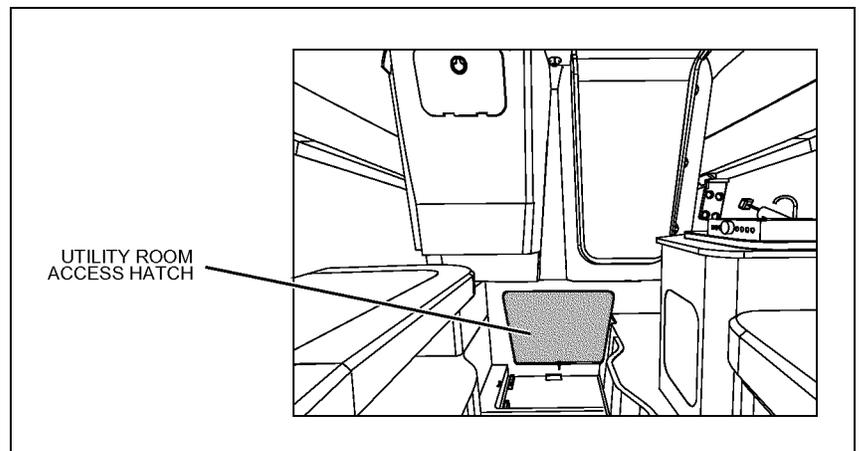
Bilge Pump - Forward - 1802: Located under the entry step.



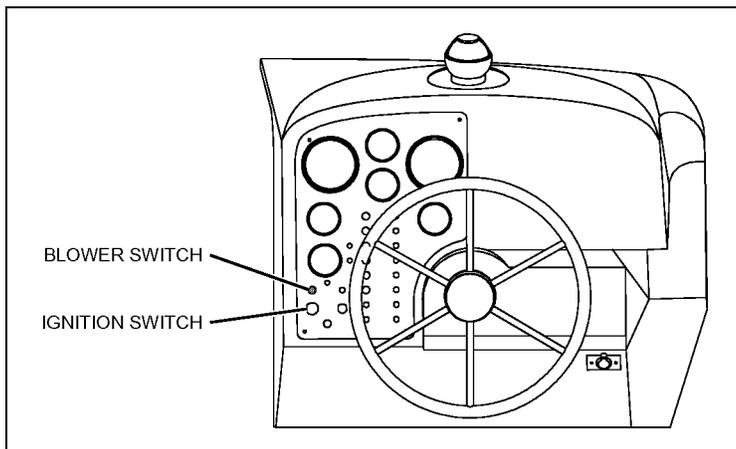
Bilge Pump - Forward - 1902, 1952, 2002, 2052, & 2352: Located in the floor hatch inboard of the cuddy cabin entry step.



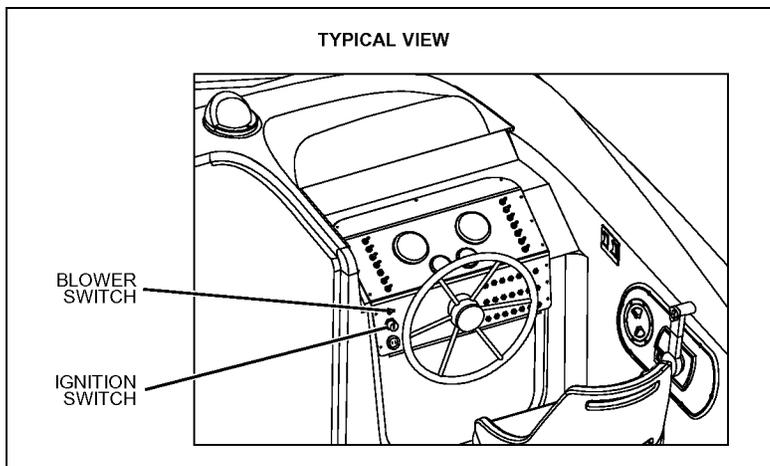
Bilge Pump - Forward - 2502: Access is through the utility room access hatch in the cuddy cabin.



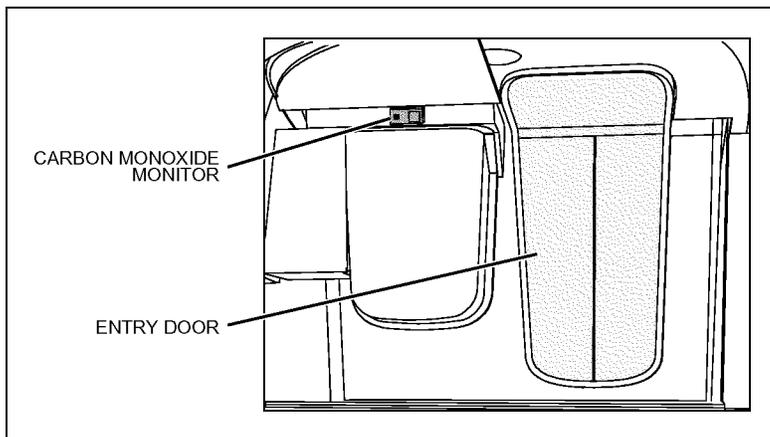
Blower Switch - 1952: Located above the ignition switch.



Blower Switch - 2052 & 2352: Located on the lower switch panel above the ignition switch.



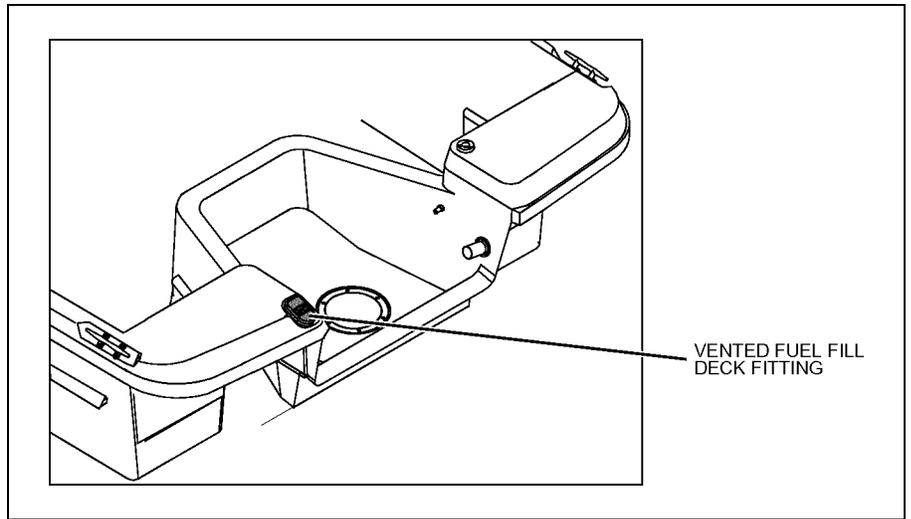
Carbon Monoxide Monitor: Located on the starboard aft wall of the cuddy cabin.



Engine Circuit Breakers: Located on the engine(s). Refer to the engine manual for details.

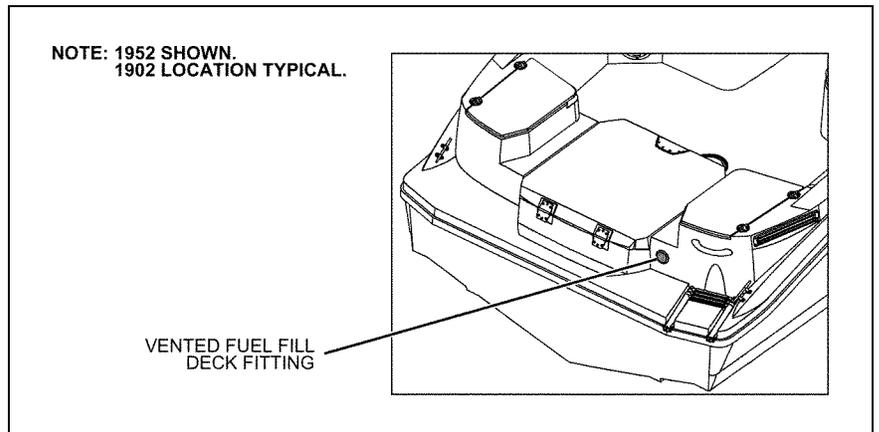
Fuel Fill Deck Fitting - 1802:

Located on the port side of the stern.



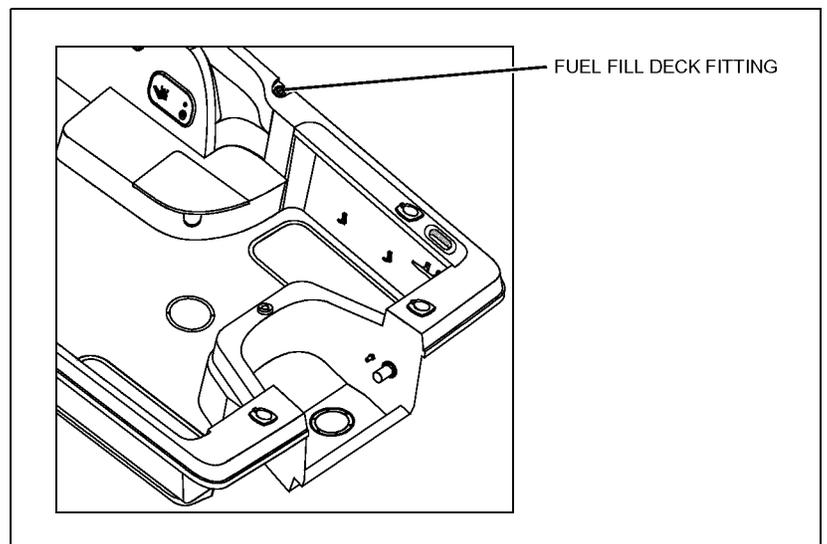
Fuel Fill Deck Fitting - 1902 & 1952:

Located on the aft starboard deck.

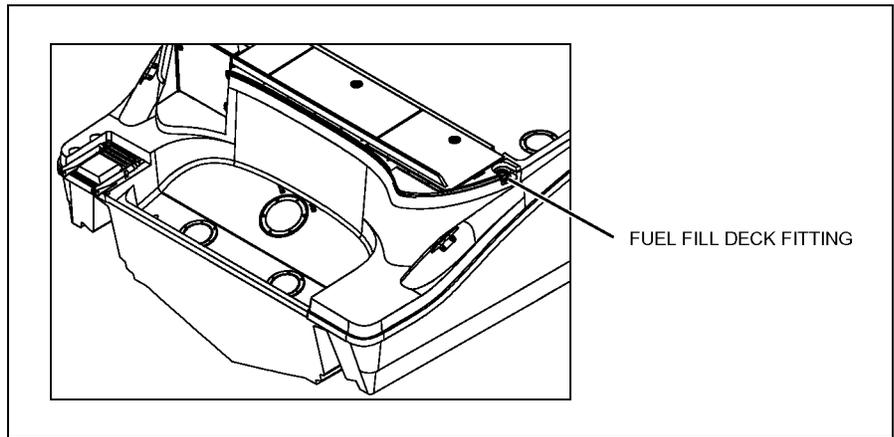


Fuel Fill Deck Fitting - 2002, 2052 & 2352:

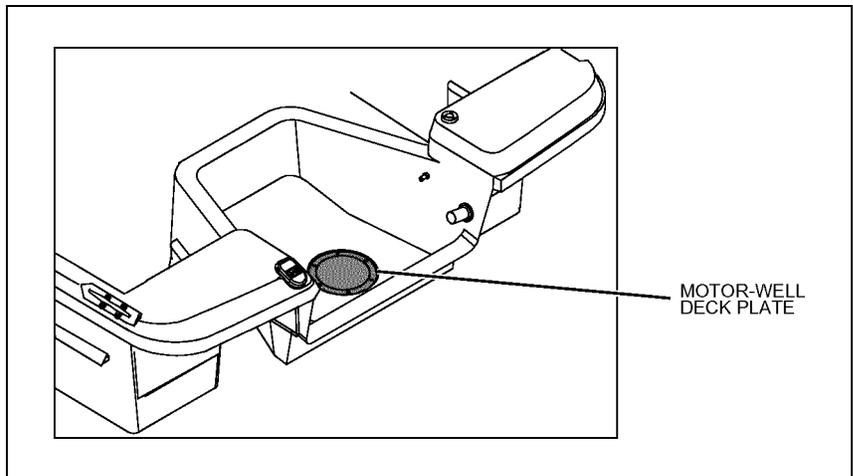
Located on the starboard deck.



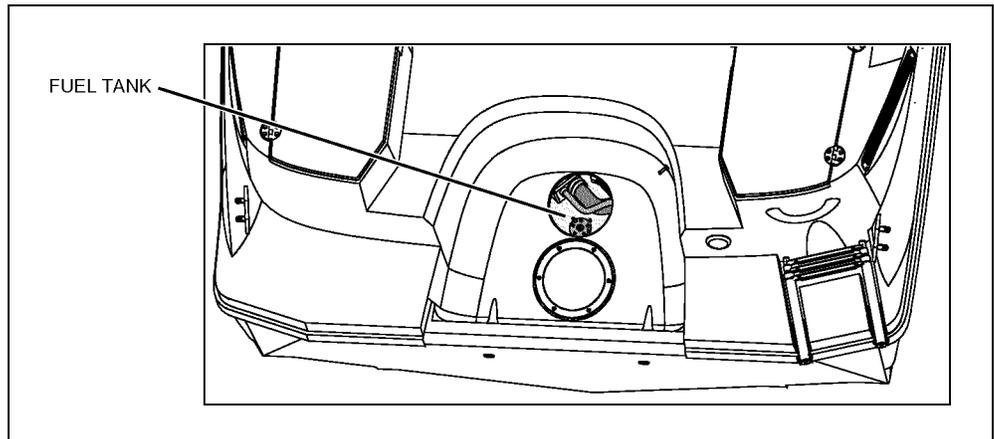
Fuel Fill Deck Fitting - 2502: Located on the starboard aft deck.



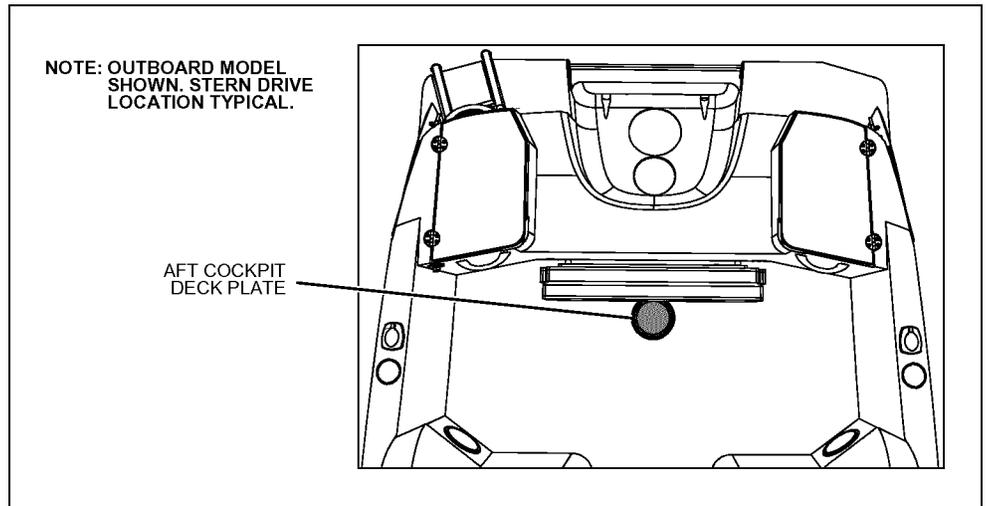
Fuel Tank - 1802: Access is through the motor-well deck plate.



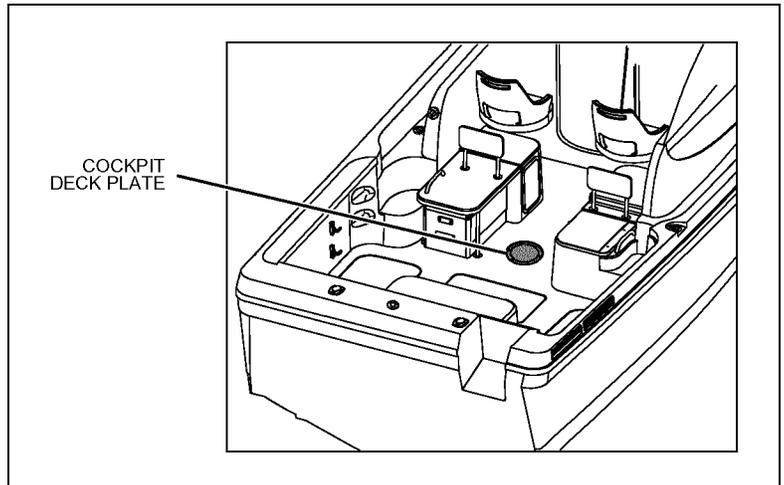
Fuel Tank - 1902: Access is through the forward motor-well deck plate.



Fuel Tank - 1952, 2002, & 2052: Access is through the aft cockpit deck plate.

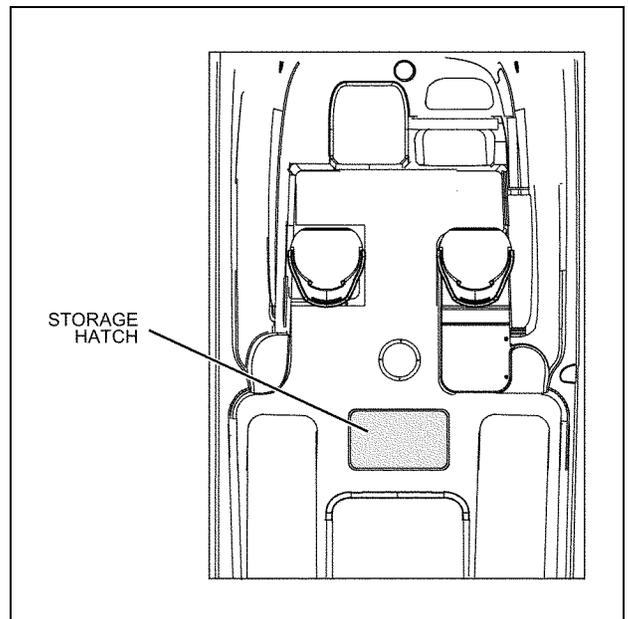


Fuel Tank - 2352: Access is through the cockpit deck plate.



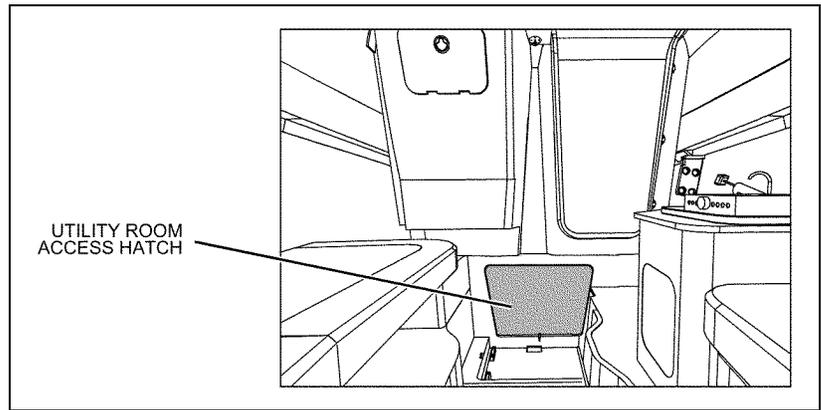
Macerator Underwater Discharge Seacock - 2352 (If Equipped): Access is through the floor storage hatch.

Marine Head Seawater Intake Seacock - 2352 (If Equipped): Access is through the floor storage hatch.



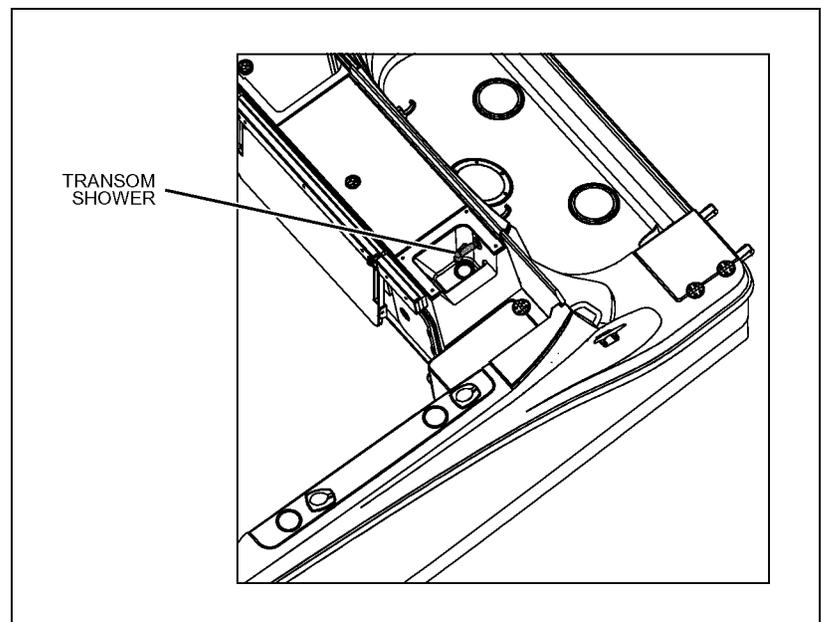
Macerator Underwater Discharge Seacock - 2502 (If Equipped): Access is through the utility room access hatch in the cuddy cabin.

Marine Head Seawater Intake Seacock - 2502 (If Equipped): Access is through the utility room access hatch in the cuddy cabin.

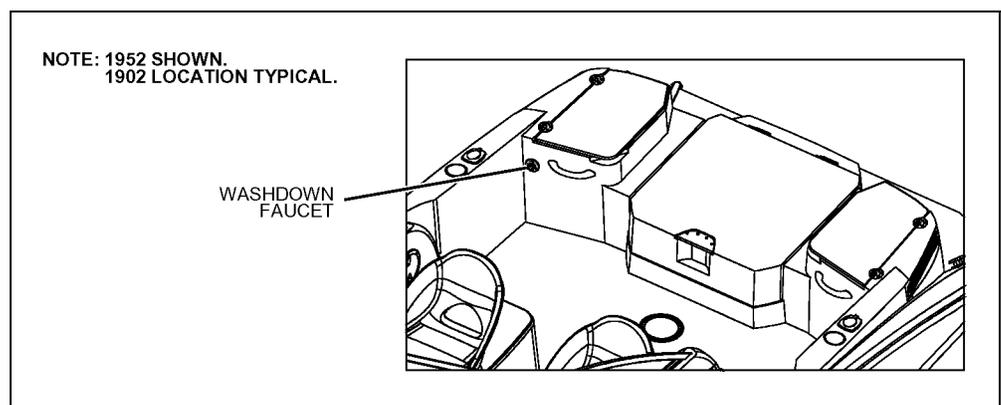


Navigation Lights: Red and green lights at the bow. White all-around light on the windshield or aft deck.

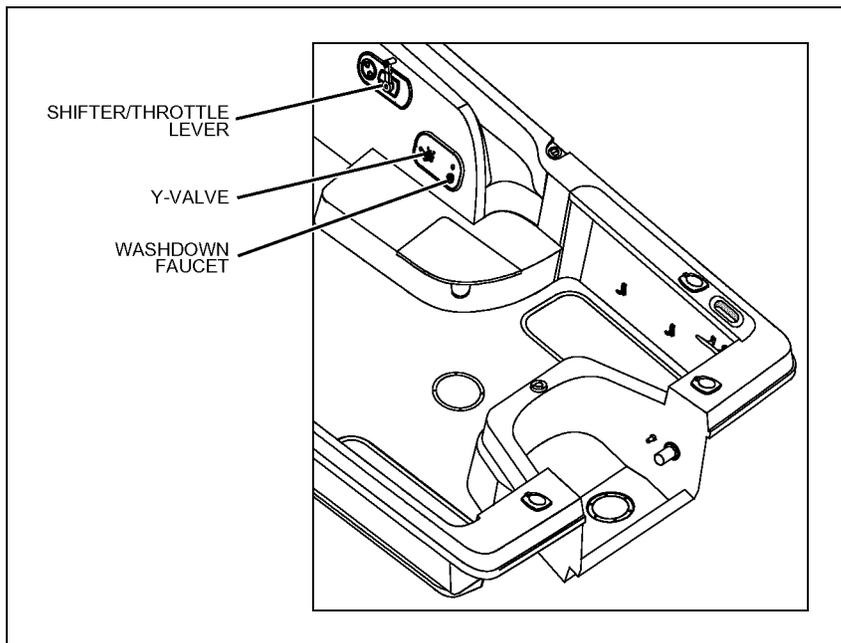
Transom Shower (2502 Only) (If Equipped): Located in the port aft deck hatch.



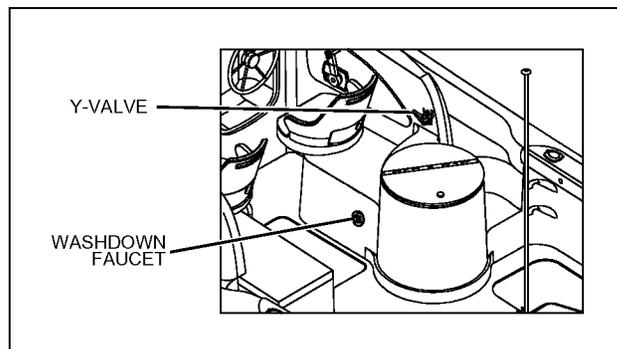
Washdown Faucet - 1902 & 1952 (If Equipped): Located on the starboard side of the aft cockpit.



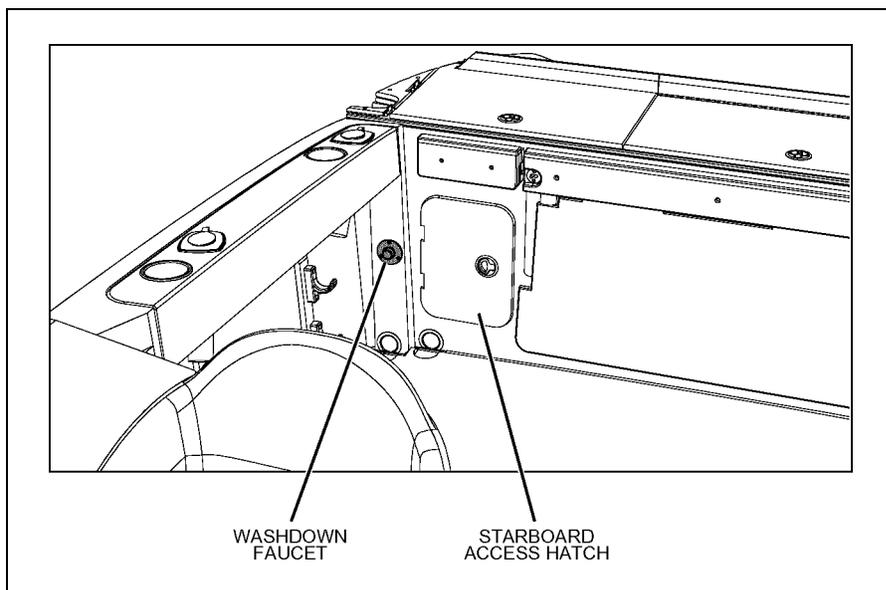
Washdown Faucet - 2002 & 2052 (If Equipped): Located on the starboard side of the cockpit, aft of the shifter/throttle lever.



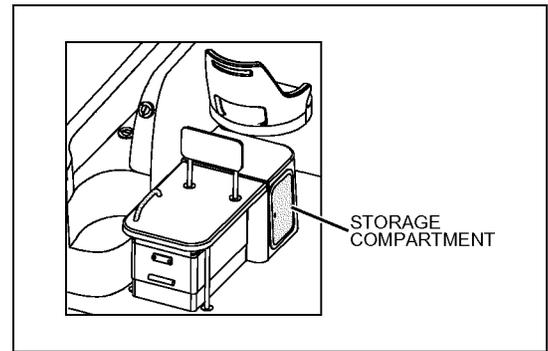
Washdown Faucet - 2352 (If Equipped): Located aft of the helm seat.



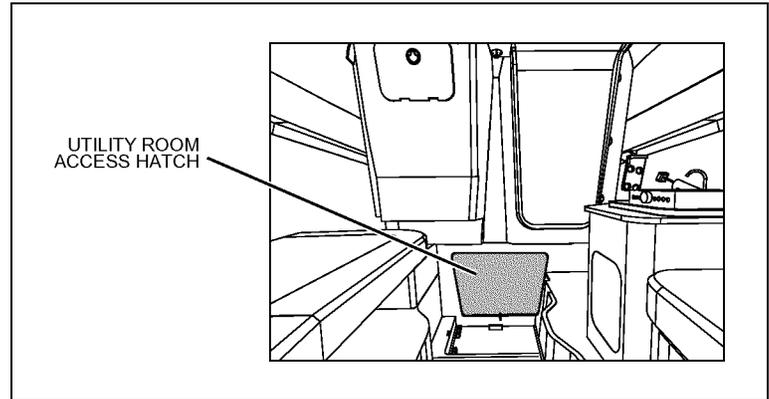
Washdown Faucet - 2502 (If Equipped): Located in the aft cockpit, next to the starboard access hatch.



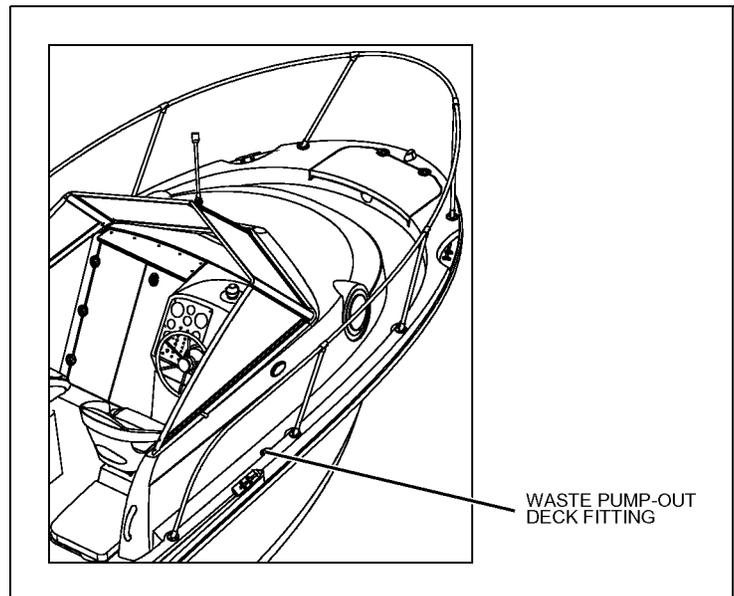
Waste Holding Tank- 2352 (If Equipped): Access is through the storage compartment below the passenger seat.



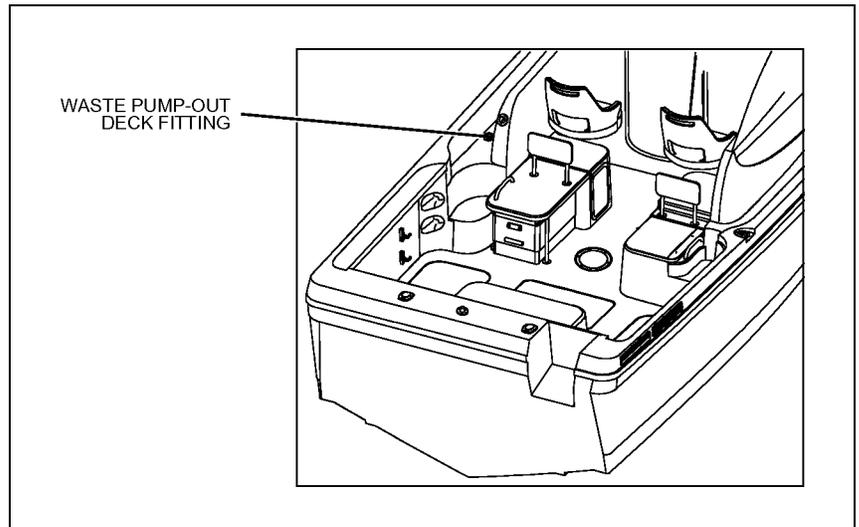
Waste Holding Tank- 2502 (If Equipped): Access is through the utility room access hatch in the cuddy cabin.



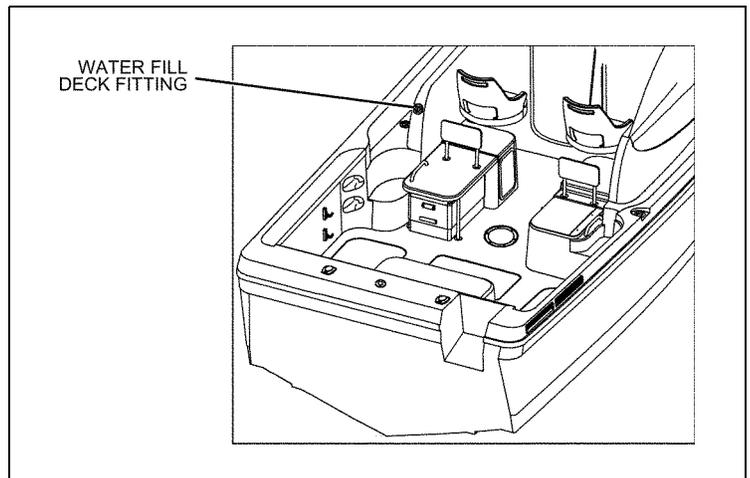
Waste Pump-out Deck Fitting - 1902, 1952, 2002, 2052, & 2502 (If Equipped): Located on the starboard deck trail.



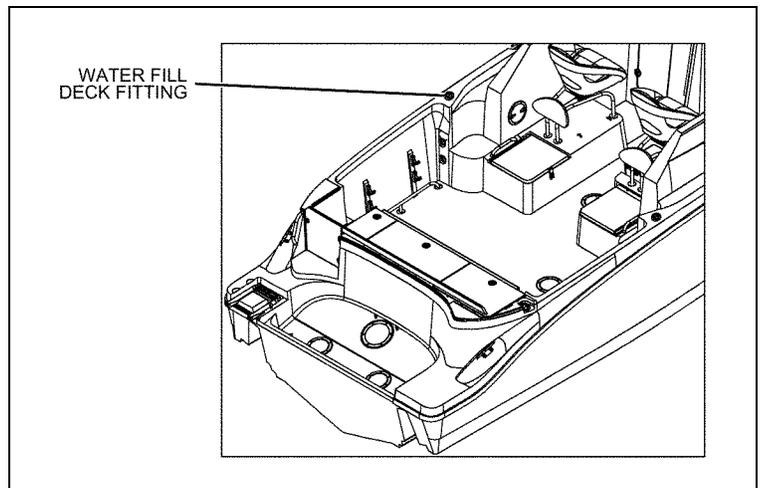
Waste Pump-out Deck Fitting - 2352 (If Equipped): Located on the port deck trail.



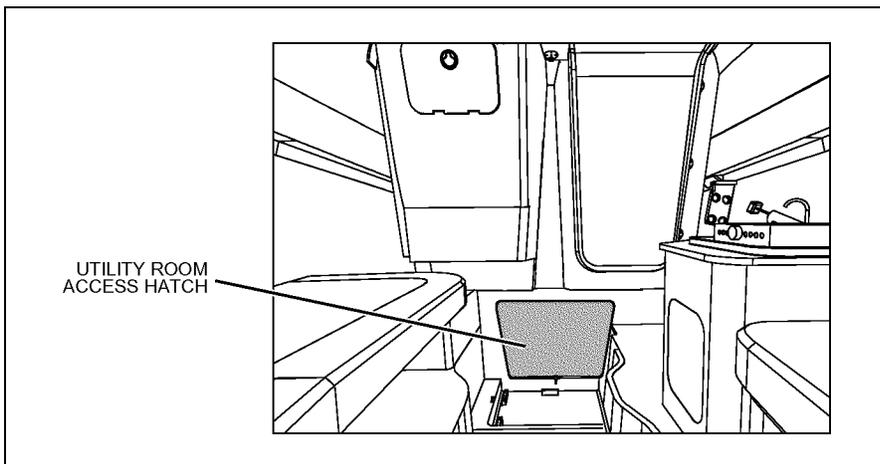
Water Fill Deck Fitting - 2352: Located on the port side windshield boss.



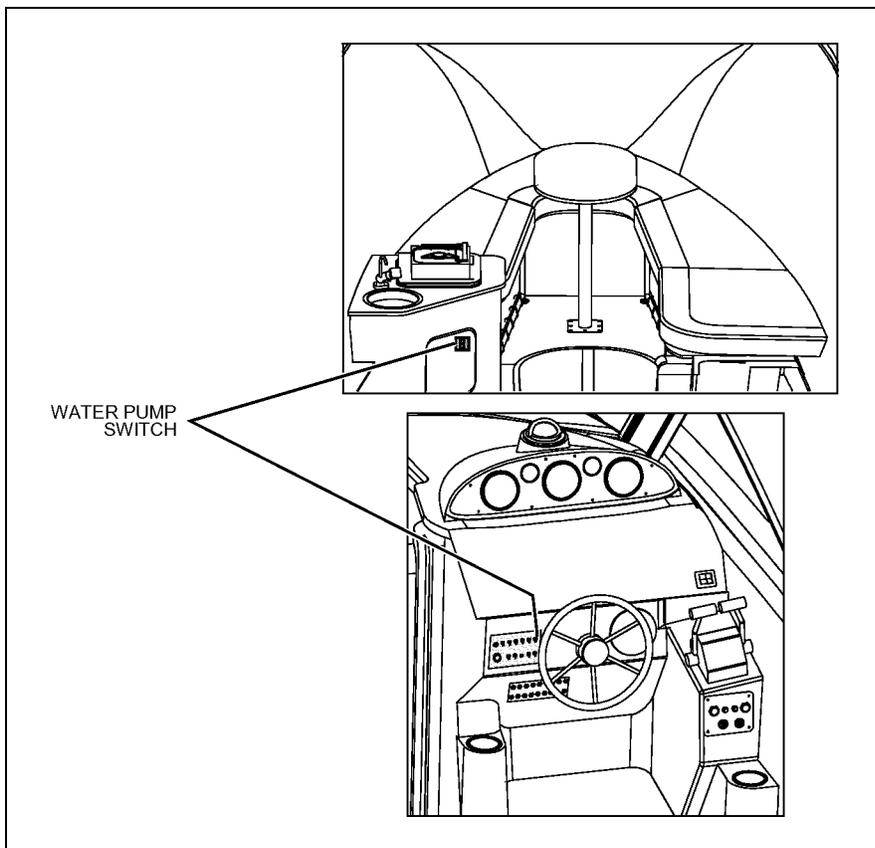
Water Fill Deck Fitting - 2502: Located on the port side of the deck.



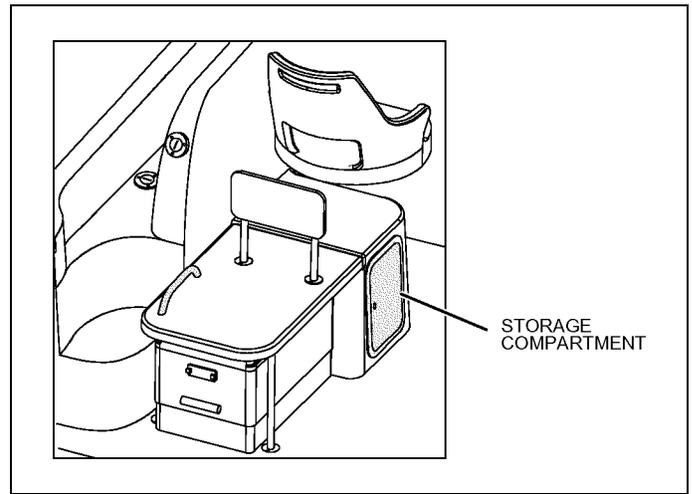
Water Pump (2502 Only) (If Equipped): Access is through the utility room access hatch in the cabin.



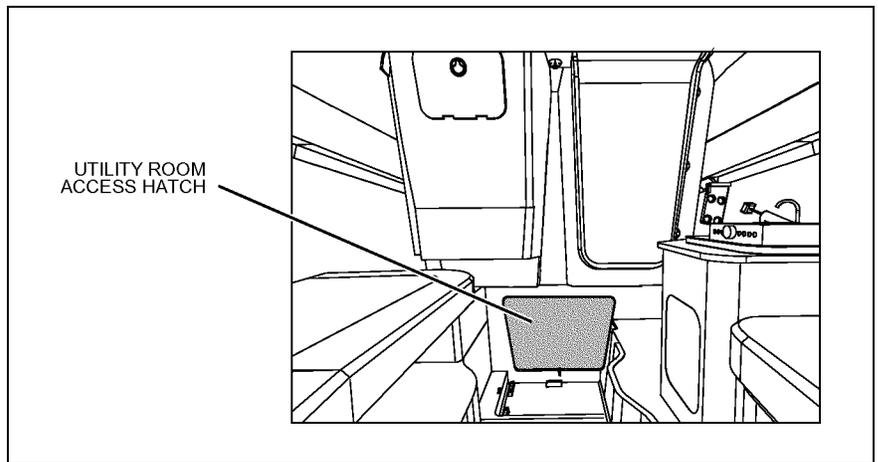
Water Pump Switch (2502 Only) (If Equipped): One is located in the galley above the sink and one is at the helm on the switch panel.



Water Tank - 2352: Access is through the storage compartment below the passenger seat.



Water Tank - 2502: Access is through the utility room access hatch in the cuddy cabin.



Chapter 4: Propulsion & Related Systems

Engine(s)

Read the engine operation and maintenance manuals *before* starting or doing any maintenance on the engine(s).

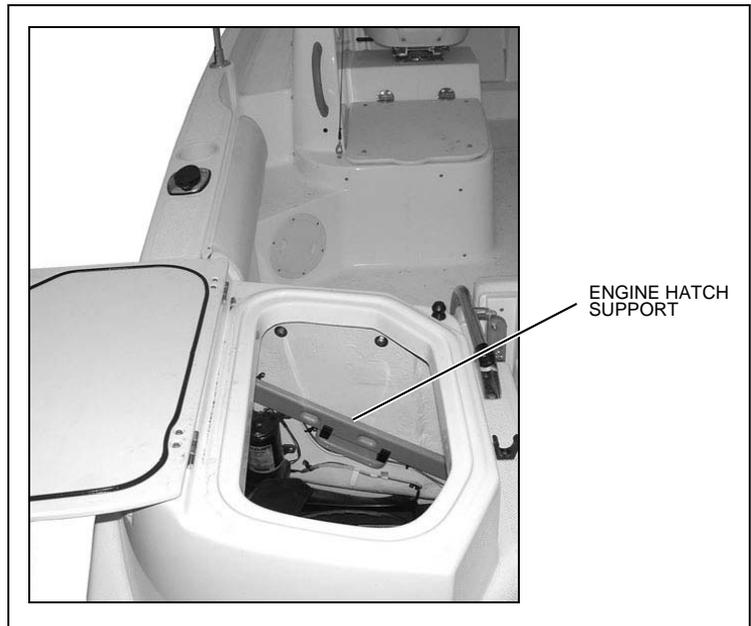
Special Starting Instructions for Carbureted Engines (If Equipped)

Carbureted engines can be difficult to start when they are cold. In addition to following *all* instructions and heeding *all* warnings in the engine manual, try the following:

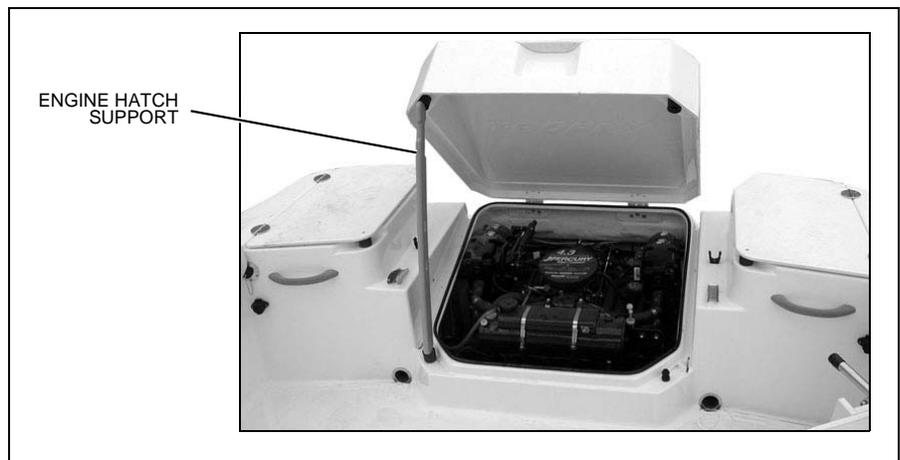
1. Pump the throttle lever from the 1/4 throttle position to the full throttle position 3 or 4 times.
2. Return the throttle lever to the 1/4 throttle position.
3. Continue the starting procedure as described in the engine manual.

Engine Hatch Support

The engine hatch support is stored in the port aft storage hatch. The storage tub will need to be removed to access the engine hatch support.



1. Remove the flip-up engine hatch seat (if equipped).
2. Open the engine hatch and insert the engine hatch support.

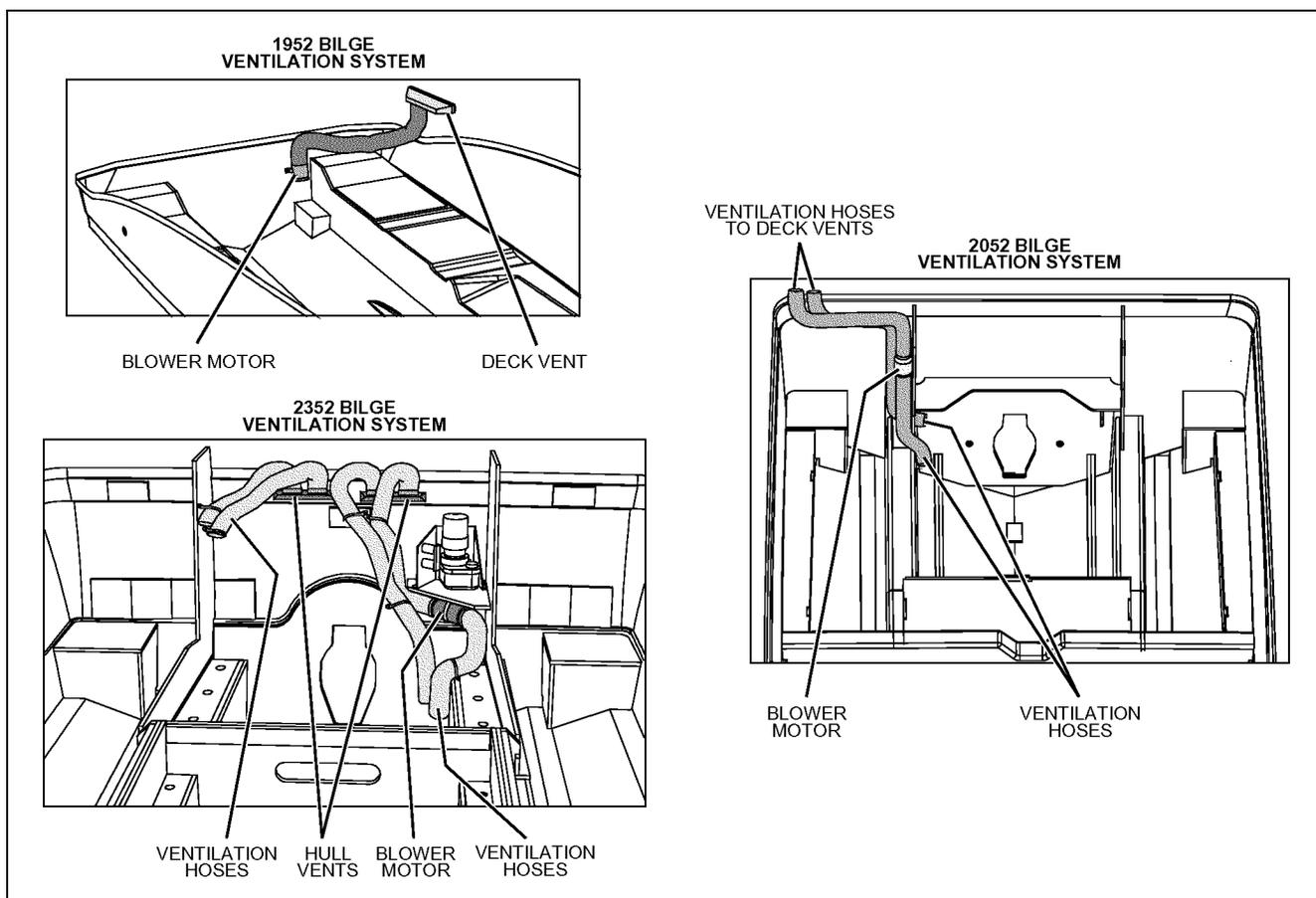


Bilge Blower System (1952, 2052, & 2352 Only)


WARNING!


FIRE/EXPLOSION HAZARD

- Use of the bilge blower system is *NOT A GUARANTEE* that explosive fumes have been removed.
- *BEFORE* starting the engine *ALWAYS* use the "sniff test" to check the engine and bilge areas for fuel vapors.
- If you smell fuel, do *NOT* start the engine and do *NOT* turn *On* any electrical devices.
- If you smell fuel and the engine is already running, shut *Off* the engine and turn *Off* all electrical devices. Investigate *immediately*.
- Do *NOT* obstruct or modify the bilge blower system.



- The bilge blower removes explosive fumes from the engine and bilge areas.
- Fresh air is drawn into the engine and bilge areas through the vents.

To make sure the engine and bilge areas are properly ventilated:

- Use the "sniff test" to check the engine and bilge areas for fuel vapors *before* starting the engine.
- *Always* run the bilge blower for at least four minutes *before* starting the engine.
- Continue to run the blower until your boat has reached cruising speed.
- *Always* run the blower when running the boat below cruising speed.

Fuel System

 **WARNING!**

   **FIRE, EXPLOSION AND OPEN FLAME HAZARD!**

- It is very important that the fuel system be inspected thoroughly the first time it is filled and at each subsequent filling.
- The fueling instructions in the *Sport Boat Owner's Manual* and the fuel recommendations in the engine operation manual *must* be followed.

 **CAUTION**

Avoid the storage or handling of gear near the fuel lines, fittings and tank.

NOTICE

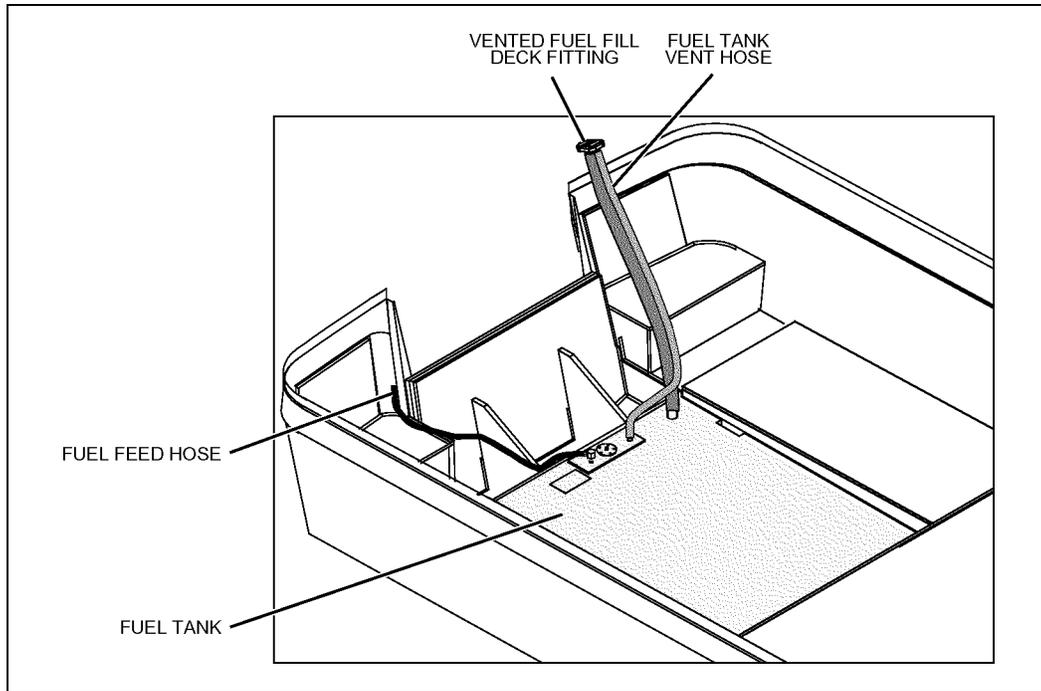
- On diesel engine models, air in the diesel supply system can stop an engine or severely restrict performance.
- If you suspect air in the fuel lines, refer to your engine operation manual for detailed instructions on how to *bleed* the system.

NOTICE

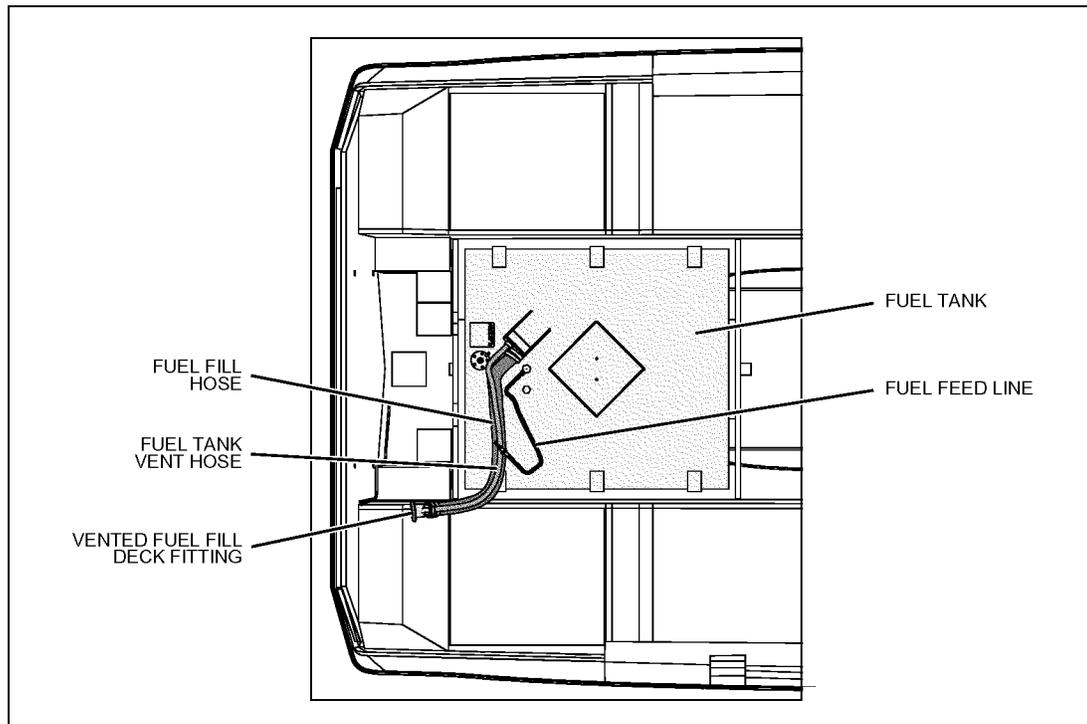
Carefully read the fuel section of both the *Sport Boat Owner's Manual* and the engine operation manual, paying special attention to the subject of *fuel recommendations*.

Fuel System Views

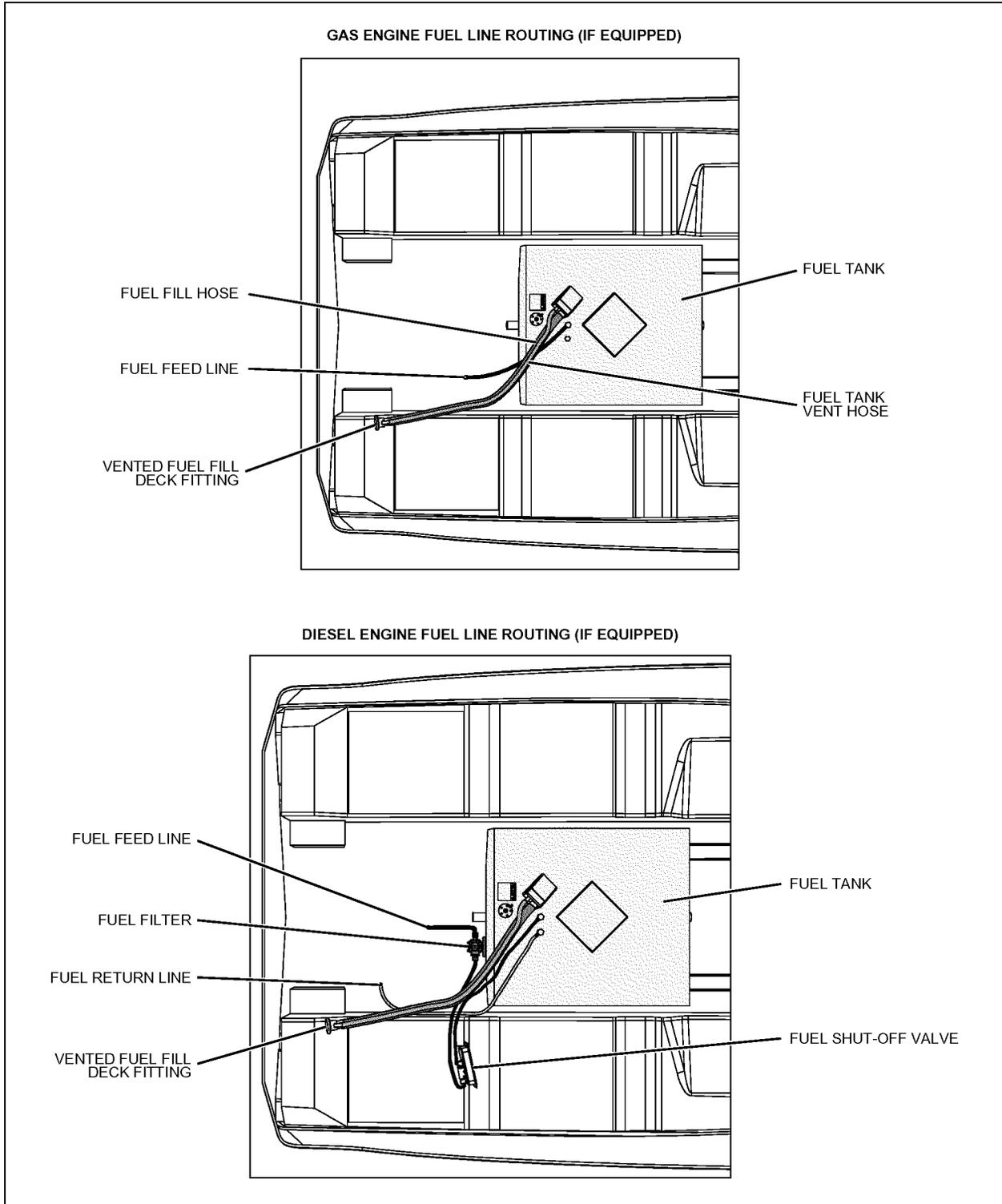
1802



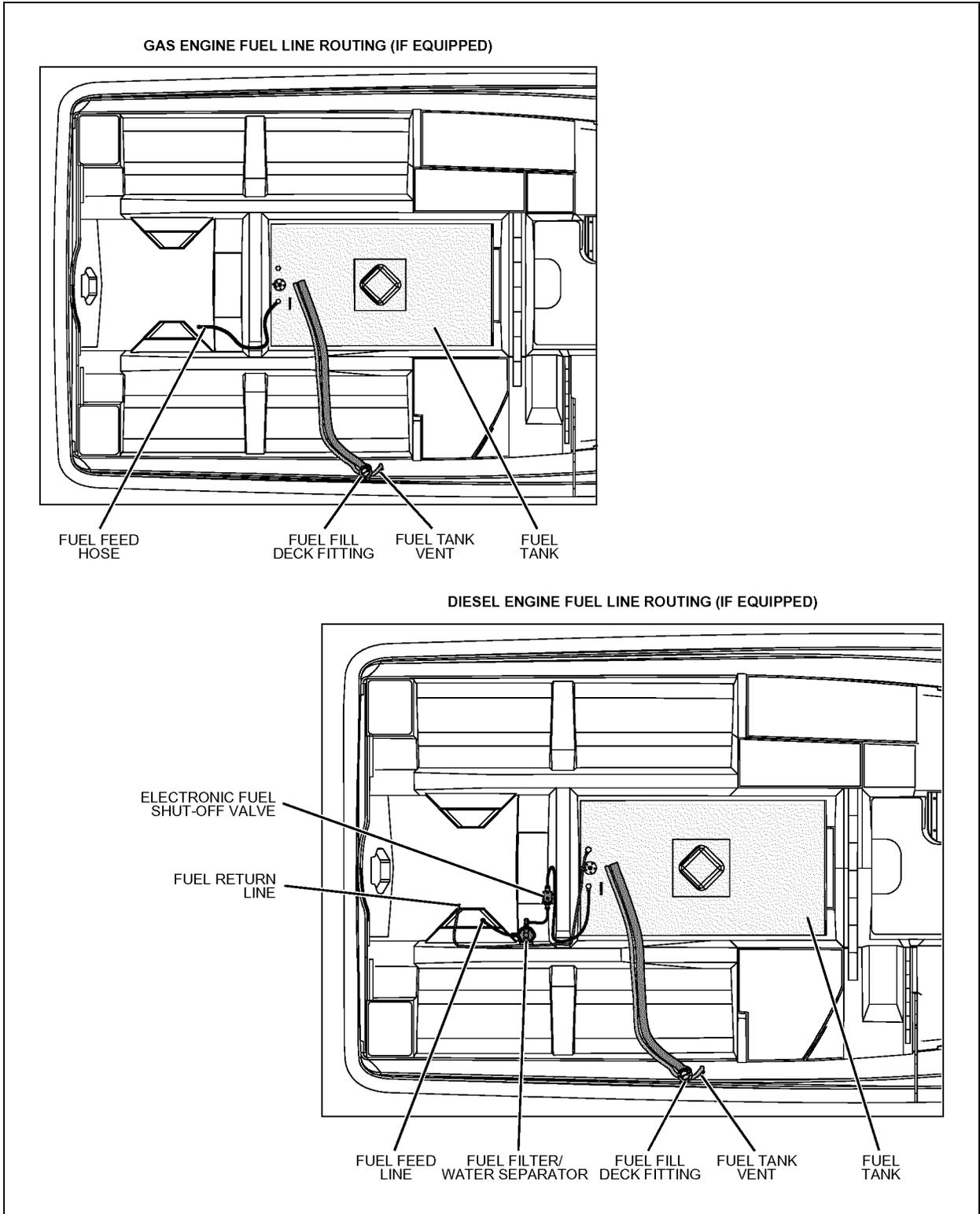
1902



1952



2052



Fuel Fill & Vent

- The fuel fill fitting is marked "Gas" or "Diesel".
- If you have problems filling the fuel tank, see if the fuel fill hose or fuel tank vent hose is kinked or collapsed.
- If there are no visible signs of a problem, contact your local dealer.

Anti-siphon Valve (Gas Stern Drive Engine Only)

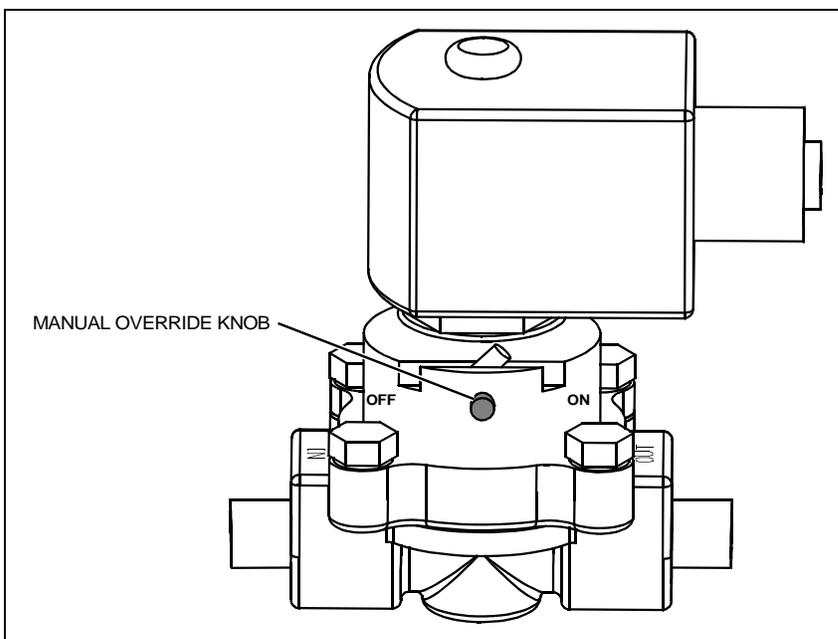
NOTICE

- **If an engine running problem is diagnosed as fuel starvation, check the anti-siphon valve.**
- **If the valve is stuck or clogged, change or replace it while the engine is *shut down*.**
- **NEVER run the engine with the anti-siphon valve removed, except in an emergency.**

- The anti-siphon valve is a vital fuel system part.
- If the fuel line ruptures, this valve will prevent the fuel from siphoning from the tank.
- The valve is located on the fuel tank, where the fuel feed line attaches to the tank.
- The valve is spring loaded and is opened by fuel pump vacuum.

Electronic Fuel Shut-off Valves (Diesel Engine Only)

- Your diesel engine is equipped with an electronic fuel shut-off valve.
- When you start your engine, the electronic fuel shut-off valve opens to allow fuel to the engine.
- When you turn off the engine, the electronic fuel shut-off valve closes, stopping the fuel from going to the engine.
- If the electronic fuel shut-off valve malfunctions, it has a manual override.
- Turn the manual override clockwise to open the electronic fuel shut-off valve.



Gas Engine Fuel Filters

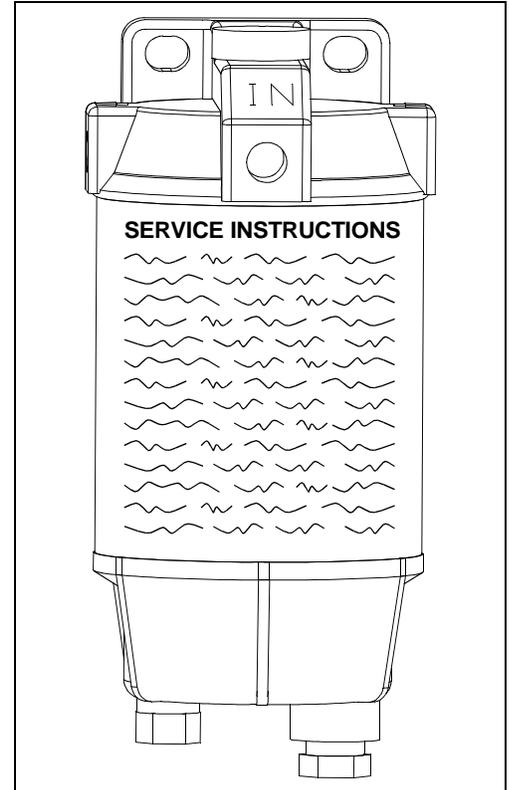
- The fuel pickup tube, located inside the fuel tank, is equipped with a fine mesh screen filter.
- Stern drive models with MPI engine fuel systems also have an inline fuel filter.
- In addition, when supplied by the engine manufacturer, a fuel filter is installed on the engine.
- Periodically replace the fuel filters to make sure they remain clean and free of debris.
- Talk to your selling dealer or local marina about fuel additives that help prevent fungus or other buildup in your gas fuel tank.

Fuel Filter/Water Separator (Diesel Engine Only)

NOTICE

- The frequency of water draining or element replacement is determined by the contamination level in the fuel.
- Inspect the collection bowls for water daily.
- Replace the elements at least once a year, or when a loss of power is noticed, whichever comes first.

- The fuel feed line features a fuel filter/water separator.
- Service instructions for the fuel filter/water separator is provided on the filter.

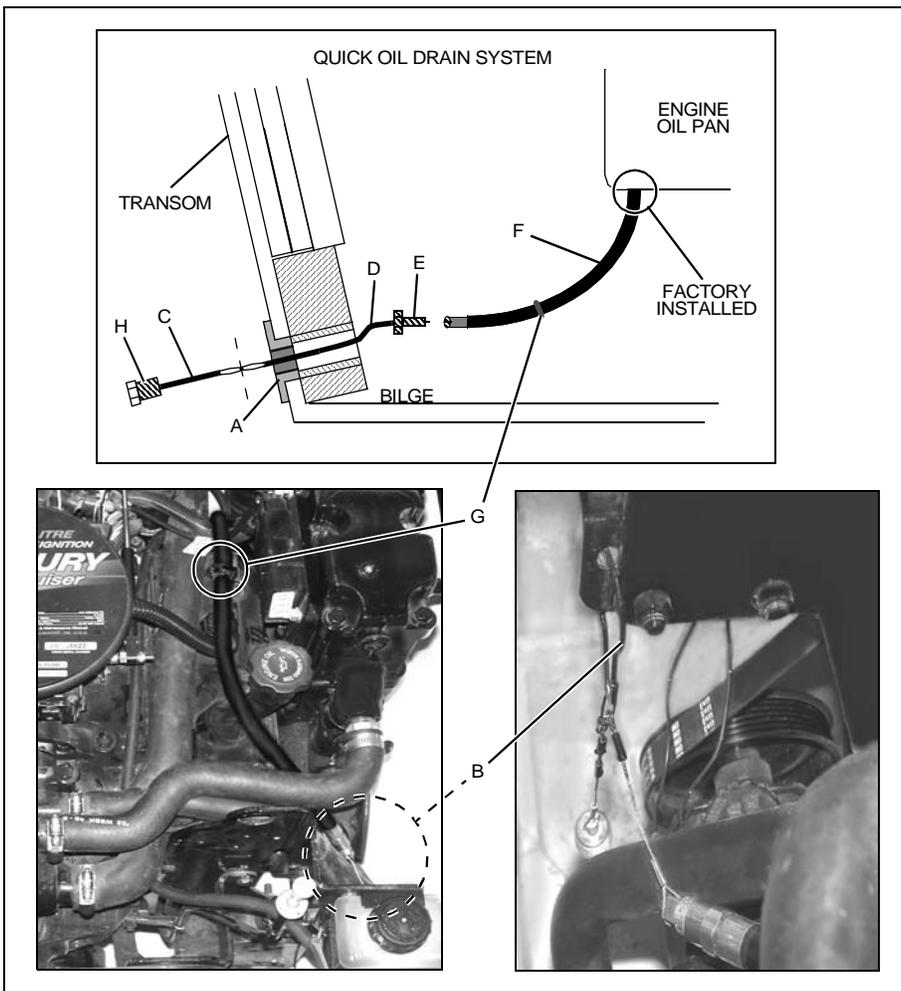


Quick Oil Drain System (Stern Drive Models Only)

The quick oil drain hose was attached to the engine oil pan at the factory. However, some minor assembly is still needed *before* you can use this system.

How to install the quick oil drain system:

1. Unscrew the factory installed bilge plug from the bilge drain (A). Keep the factory bilge plug on the boat as a spare.
2. Unclip the quick oil drain assembly from the wire loop (B) on the engine.
3. Un-clip the draw cord section (C) from the draw cord section (D).
4. Thread the draw cord section (D), the oil drain plug (E), and the oil drain hose (F) through the bilge drain (A).
5. **Adjust the hose stop clamp (G) so that no more than 12 inches of hose, including the oil drain plug, can extend out of the bilge drain (A).**
6. Re-clip the draw cord section (C) to the draw cord section (D).
7. Push the oil drain hose, oil drain plug, and both sections of the draw cords through the bilge drain and into the bilge area.
8. Screw the oil drain bilge plug (H) into the bilge drain (A) and tighten firmly.



To drain the engine oil:

1. Remove the boat from the water.
2. Unscrew the bilge plug.
3. Pull the draw cord until the oil drain plug and the oil drain hose slide out of the bilge drain.
4. Place the end of the oil drain hose into a suitable container.
5. Unscrew the oil drain plug and drain the engine oil.
6. Replace the oil drain plug.
7. Push the drain hose back into the bilge.
8. Replace the bilge plug and tighten firmly.

Always dispose of waste oil in accordance with local regulations.

Chapter 5: Controls

Steering

Stern Drive Steering System

- Stern drive models feature power assisted* rack-and-pinion steering.
- Check the fluid level in the power steering reservoir *every time you use your boat*.
- For information about the 'power assist fluid reservoir', refer to the engine operation and maintenance manual.
- Boat steering is not self-centering.
- Refer to the engine manual for more steering system details.

*3.0L engines feature mechanical rack-and-pinion steering.

Outboard Steering System

- This system features a no feed back helm steering system.
- Boat steering is **not** self-centering.
- Refer to the no feed back helm instructions for more steering system details.

Hydraulic Steering System (If Equipped)

- Your boat may feature a hydraulic steering system.
- Check the fluid level in the hydraulic steering reservoir *every time* you use your boat.
- Boat steering is **not** self-centering.
- Refer to the engine manual for more steering system details.

Shift/Throttle Controls

 WARNING!
<i>LOSS OF CONTROL HAZARD!</i>
Improper maintenance of shift/throttle hardware may cause a sudden loss of control!

- Read **all** of the information about the shift/throttle controls in the *Sport Boat Owner's Manual*.
- Also, read the shift/throttle controls' manual and the engine manual.

Power Trim and Tilt

Trim and tilt instructions are provided in the engine operation manual and the shifter/throttle manual.

Trim Tabs (2002, 2052, & 2502 Only) (If Equipped)

 WARNING!
<p>LOSS OF CONTROL HAZARD!</p> <p>Improper use of trim tabs <i>will</i> cause loss of control!</p> <ul style="list-style-type: none"> • Do NOT allow anyone unfamiliar with trim tabs to use them. • Do NOT use trim tabs in a following sea as they <i>will</i> cause broaching or other unsafe handling characteristics. • Do NOT use trim tabs to compensate for excessive unequal weight distribution.

- **Before** using the trim tabs read the trim tab operation manual.
- The trim tabs can be used to help keep your boat level at cruising speeds.
- The trim tabs are controlled by two rocker switches at the helm.
- Once cruising speed is reached, the port or starboard trim switch may be used (one at a time) to level the boat.
- Perform trim tab adjustment with several short touches to the switch rather than one long one.
- After each short touch allow several seconds for the hull to react.

Gauges

Cleaning Gauges

 CAUTION
<p>PRODUCT or PROPERTY DAMAGE HAZARD!</p> <ul style="list-style-type: none"> • Use only mild soap and water to clean the gauge lenses and bezels. • Use of other cleaners, including common window cleaning solutions, may cause the lenses to crack. • Lenses cracked in this manner will NOT be covered by our warranty.

Gauge Fogging

- Moisture may occasionally find its way into the gauges causing lens fogging.
- Turning **On** the gauge lights will help dry the lenses.
- Fogging will **not** harm the gauges.

Radio Transmission Interference (If Equipped)

VHF or other radio transmissions may cause brief erratic readings on the tachometer. This will **not** damage the tachometer gauge or affect its accuracy when not transmitting.

Fuel Gauge

It is normal for the pointer on your fuel gauge to bounce as fuel sloshes back and forth in the fuel tank.

Chapter 6: Navigation & Communication Equipment

Read the manuals for *all* navigation & communication equipment *before* using these systems.

Compass

NOTICE

- **Compass accuracy can be affected by many factors.**
- **Have a qualified technician calibrate your compass.**
- **Make sure the technician gives you a deviation card which shows the corrections to apply in navigational calculations.**
- **Keep a copy of the deviation card at the helm.**

VHF Radio (If Equipped)

- Your boat may include a VHF (Very High Frequency) radio.
- The VHF radio can be used to access weather reports, summon assistance or contact other vessels as permitted by the FCC (Federal Communications Commission).
- Contact the FCC for licensing, rules and regulations concerning VHF radio usage.

Chapter 7: Plumbing

Bilge Pumps

NOTICE

Discharge of oil, oil waste or fuel into navigable waters is prohibited by law. Violators are subject to legal action by the local authorities.

- Your boat is equipped with two bilge pumps for pumping water out of the bilge.
- The bilge pumps are controlled by automatic float switches (autofloat switches) and/or switches at the helm.
- The bilge pumps are wired directly to the battery.
- Unless the battery is dead, the pumps should work even when the boat is unattended.

Bilge Pump Testing

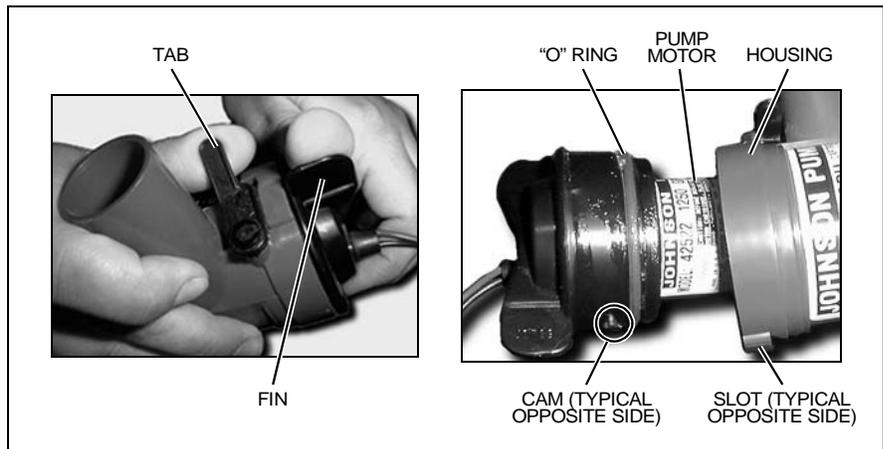
- The bilge pumps are vital to the safety of your boat.
- Test the bilge pumps often to make sure they are working properly.

To test each bilge pump:

1. One at a time, turn **On** each bilge pump switch at the helm.
2. Make sure that water in the bilge is pumped overboard.
 - If there is water in the bilge and a pump motor is running, but *not* pumping, inspect the discharge hose for a kink or collapsed area.
 - If the discharge hose looks okay, check the bilge pump housing for clogging debris.

Checking for clogging debris:

1. Remove the pump motor from the housing:
 - a. Lift the tab while rotating the fins counter-clockwise.
 - b. Lift out the pump motor.
 - c. Clear the housing of debris.
2. Reinstall the pump motor:
 - a. Make sure the "O" ring is properly seated.
 - b. Coat the "O" ring with a light film of vegetable or mineral oil.
 - c. Align the cams on either side of the pump motor with the slots on the housing.



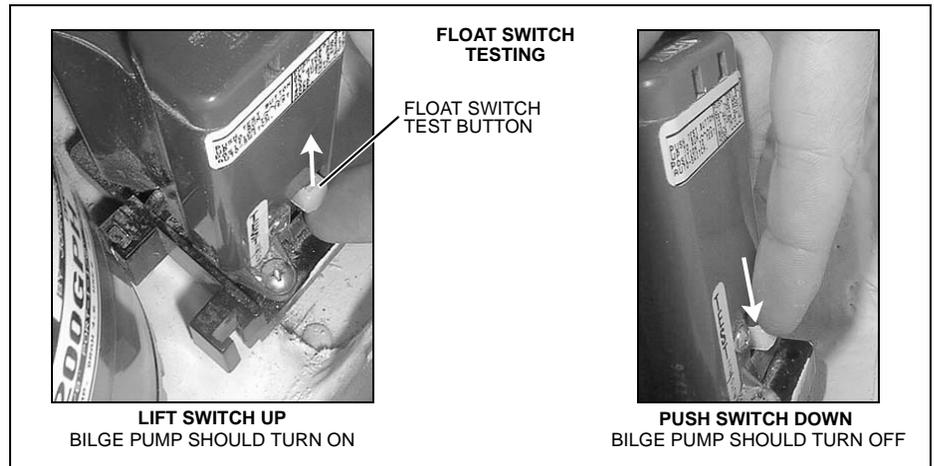
- d. Press the pump motor into the housing while twisting clockwise.
3. Check the reinstallation by trying to twist the fins counter-clockwise *without* lifting the tab; the pump motor should stay in place.

Autofloat Switches

- The automatic bilge pumps use float (autofloat) switches to automatically turn **On** the pumps whenever water rises to a preset level in the bilge.
- The autofloat switches are normally mounted next to the bilge pumps they control.
- The autofloat switches should be tested often as follows.

Autofloat testing:

1. Lift the float switch test button **up** to turn **On** the bilge pump.
 - If the pump does **not** turn **On**, check the fuse on the fuse block.
 - If the fuse is good but the switch still doesn't work, it may mean the switch is bad or possibly the battery is low.
2. After testing, push the test button all the way **down** to return the float switch to auto mode.

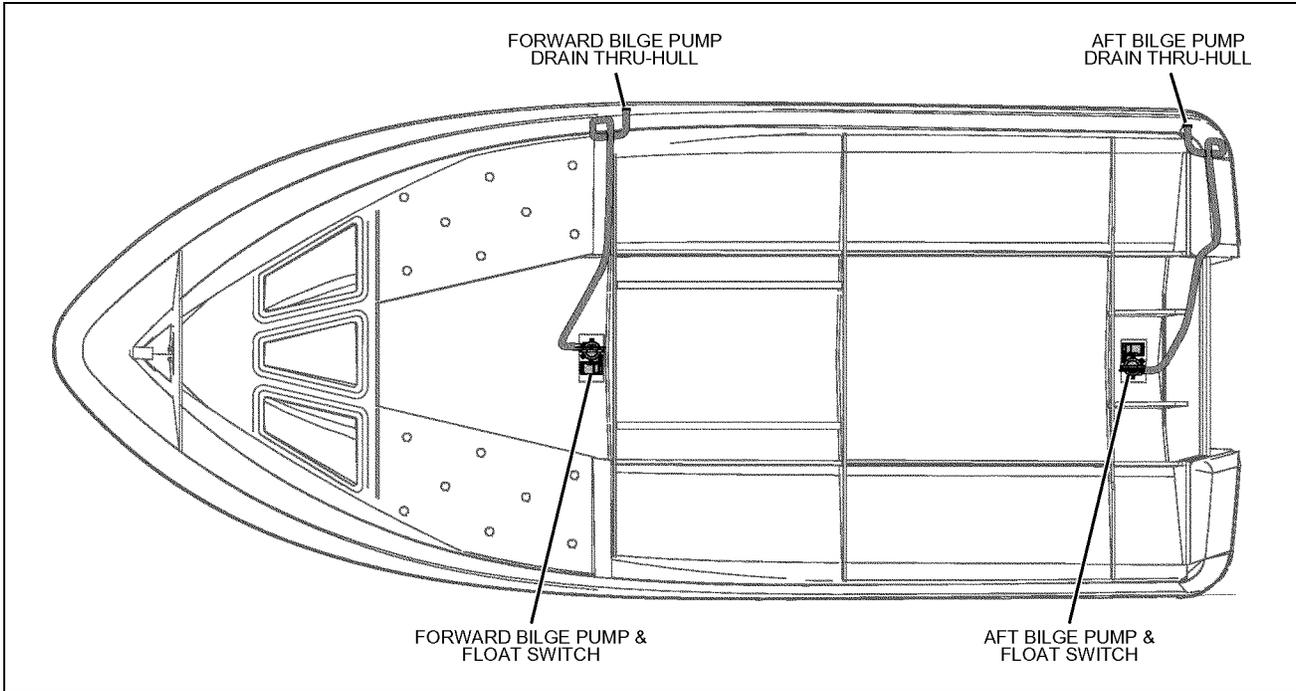


CAUTION!

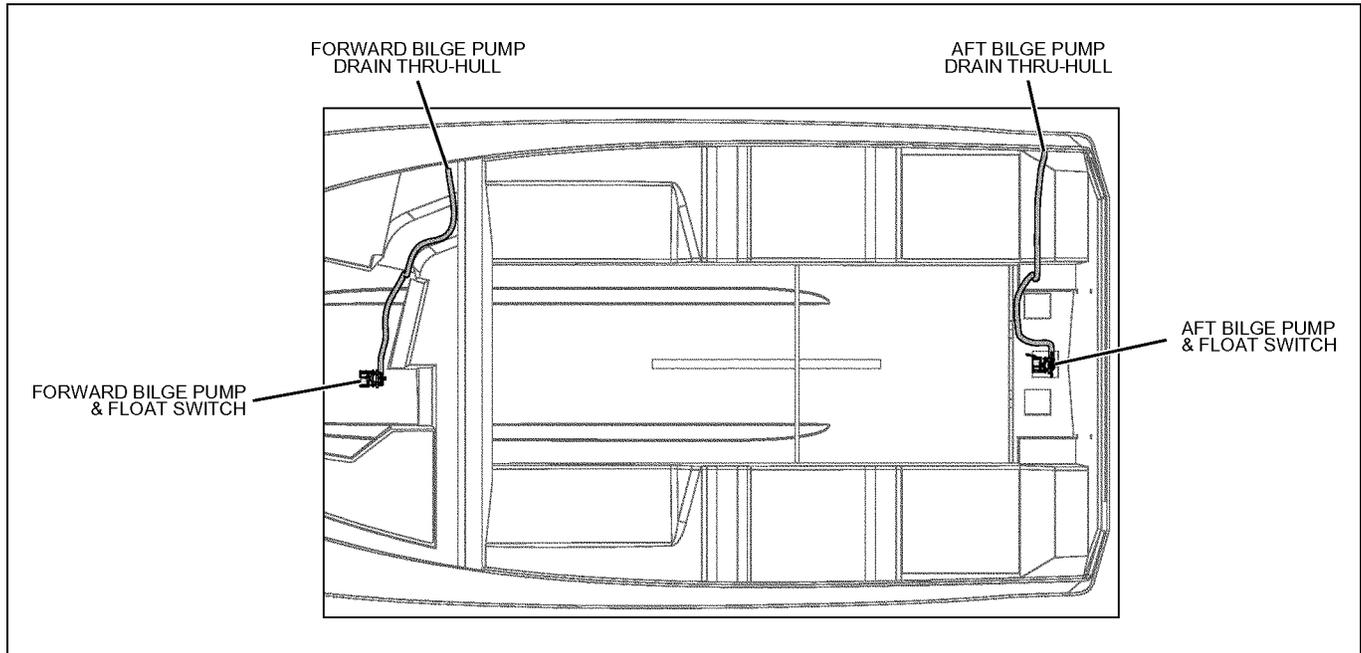
When the test is completed on each float switch, you **MUST** push the test button *all the way down* to return the switch to auto mode!

Bilge Pump System Views

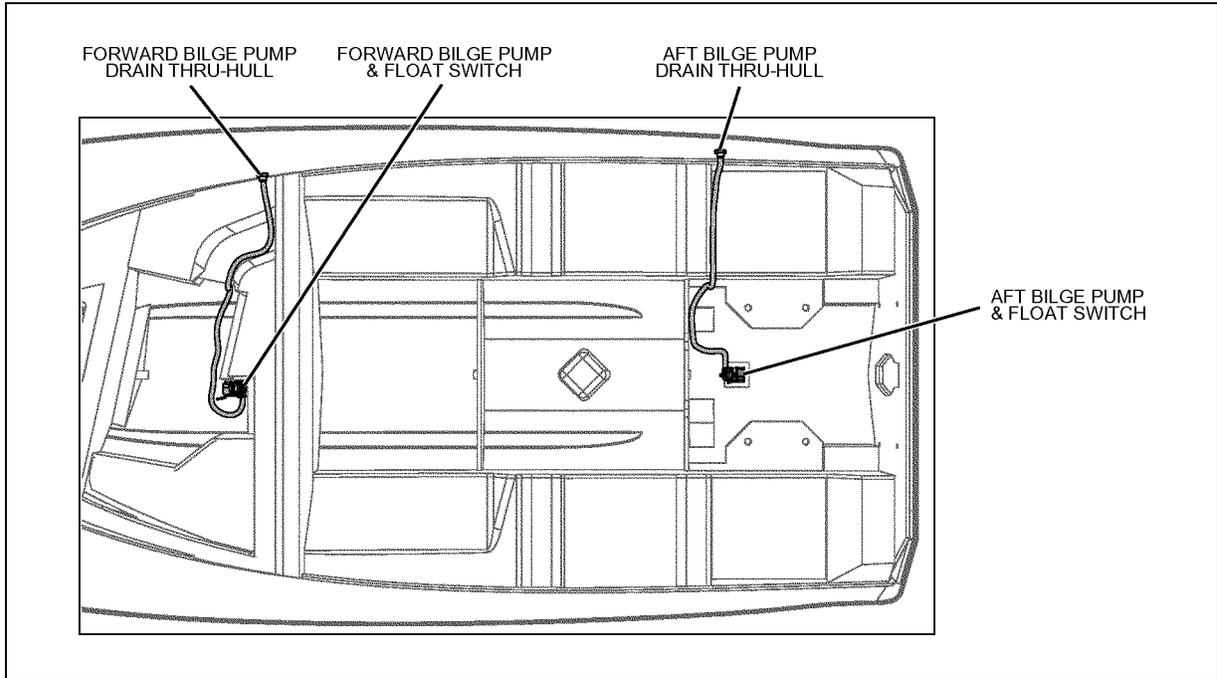
1802



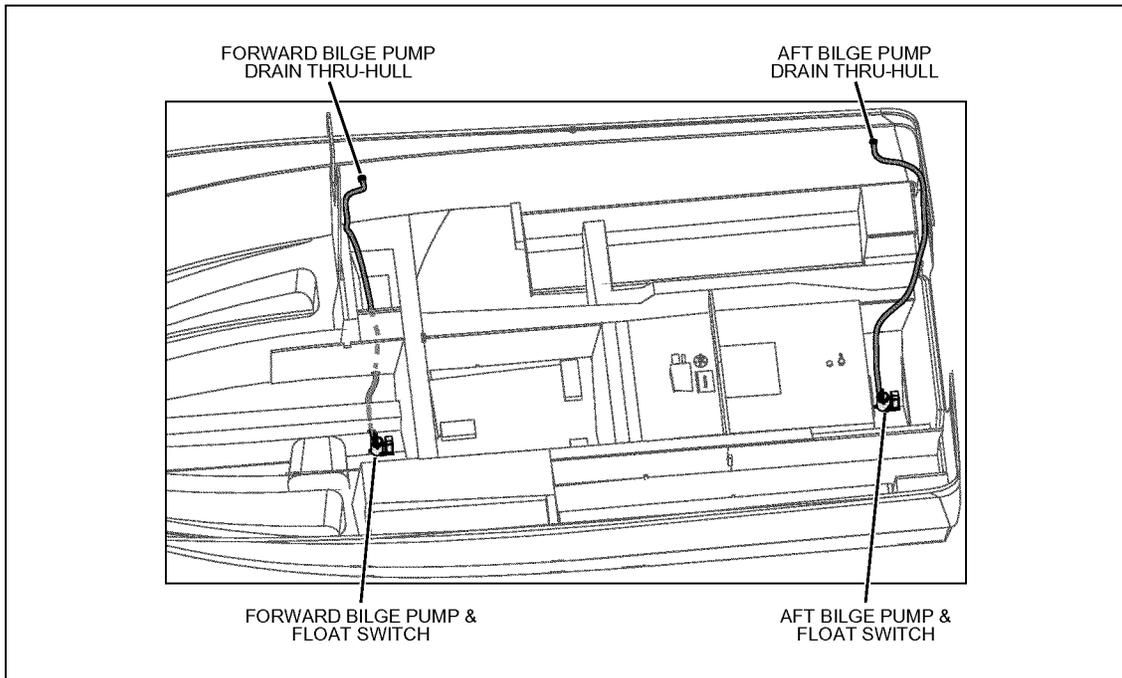
1902



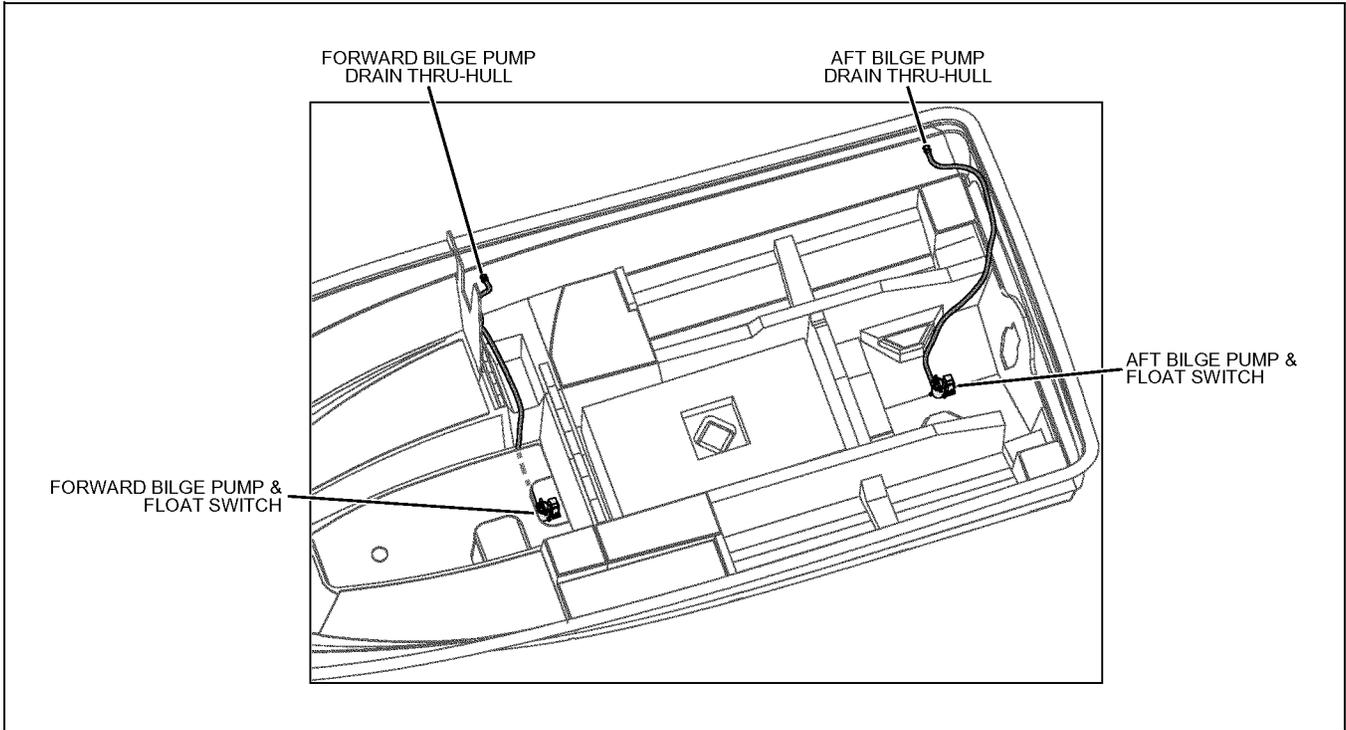
1952



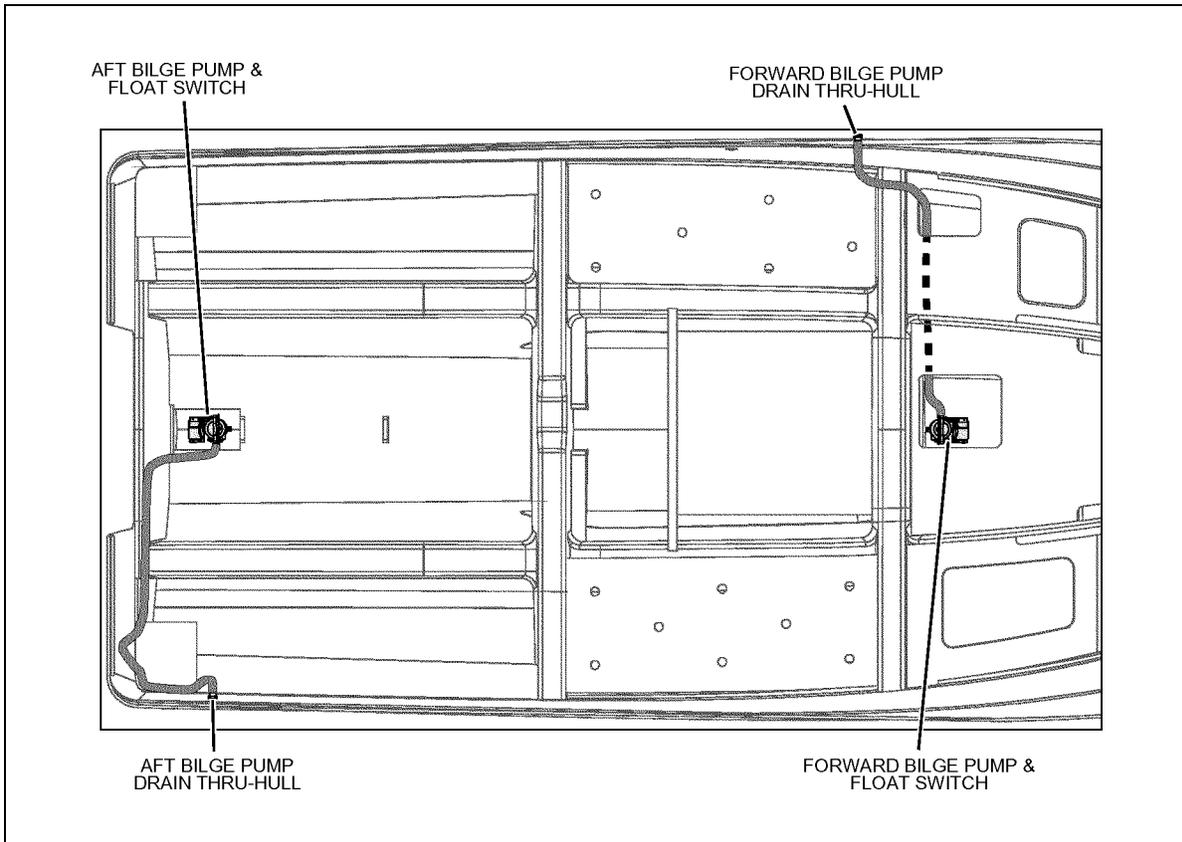
2002



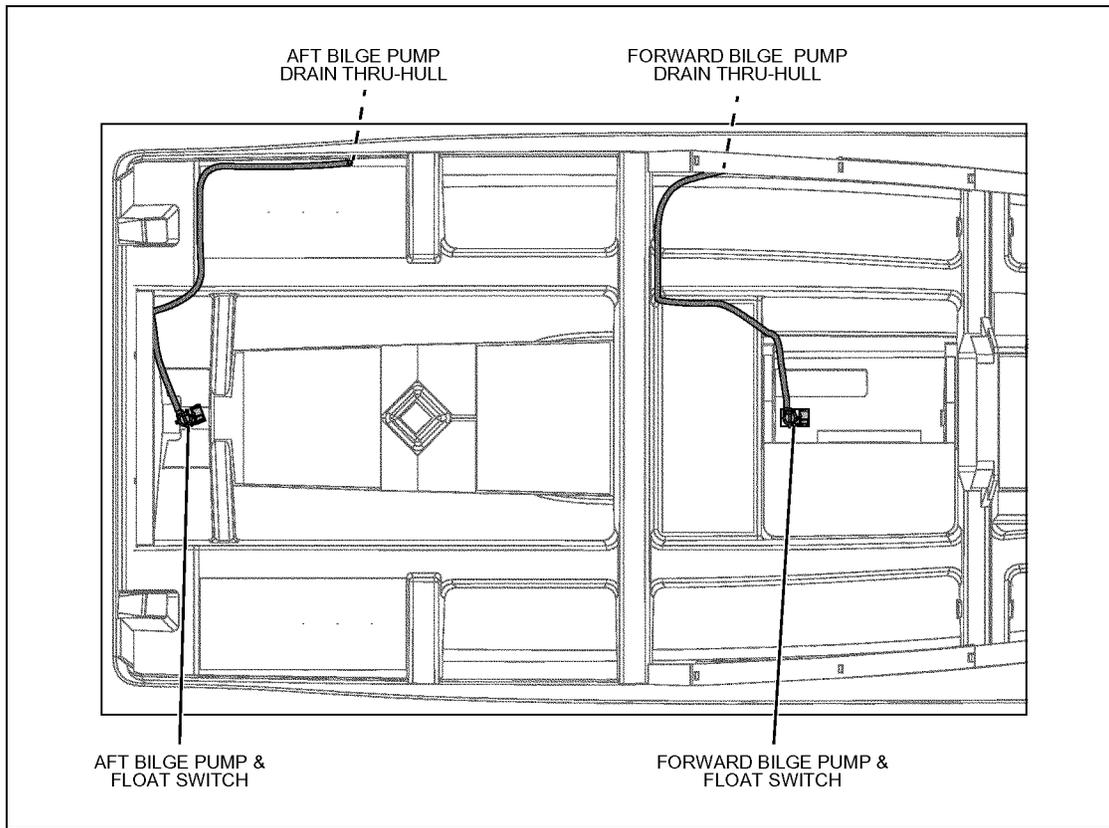
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2352



2502



Seawater Systems

Seacocks



CAUTION

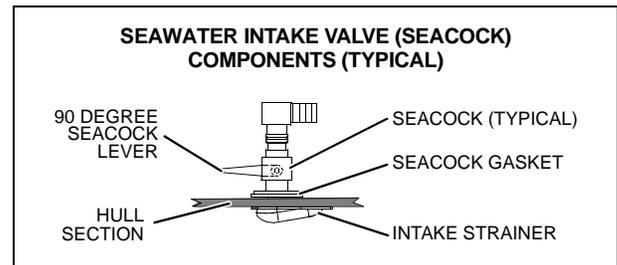
SYSTEM DAMAGE HAZARD!

- **Before using a seawater intake system, make sure that the system's seacock is in the *Open* position *before* the system is started and keep the seacock *Open* until the system is shut *Off*.**
- **Close the seacocks whenever the systems will *not* be used for long periods of time.**

A seacock is a thru-hull valve, that may be opened to let in seawater or discharge liquids such as waste from the holding tank. Seacocks are typically used on your boat in the following seawater intake or liquid discharge systems:

- Marine head (toilet)
- Baitwell system

Before using any of these systems, make sure that the system's seacock is ***Open*** and remains ***Open*** until the system is shut ***Off***.



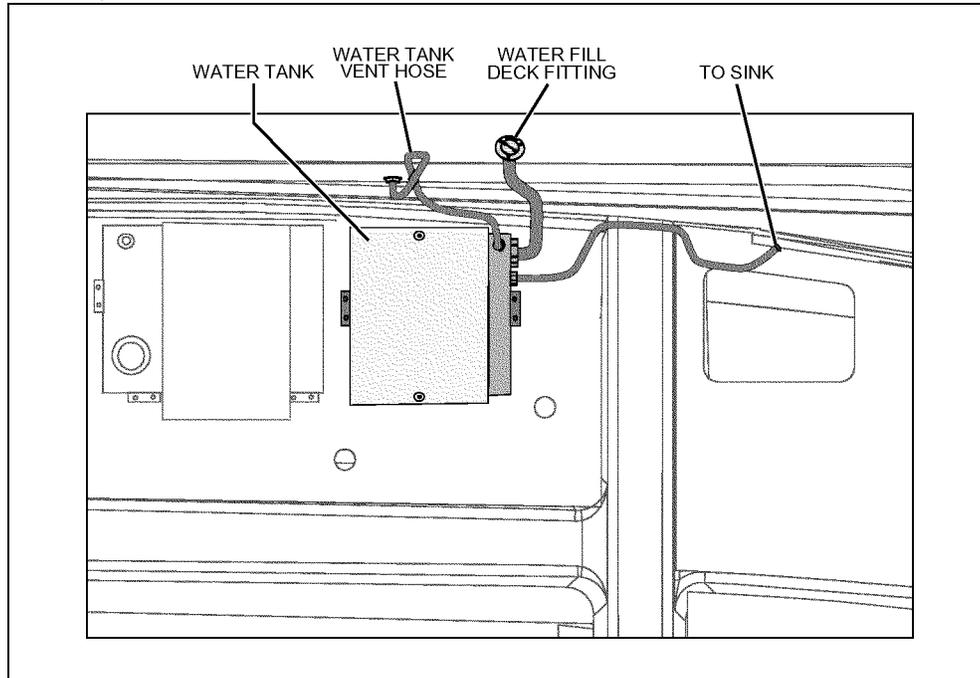
Freshwater System (2352 & 2502 Only)



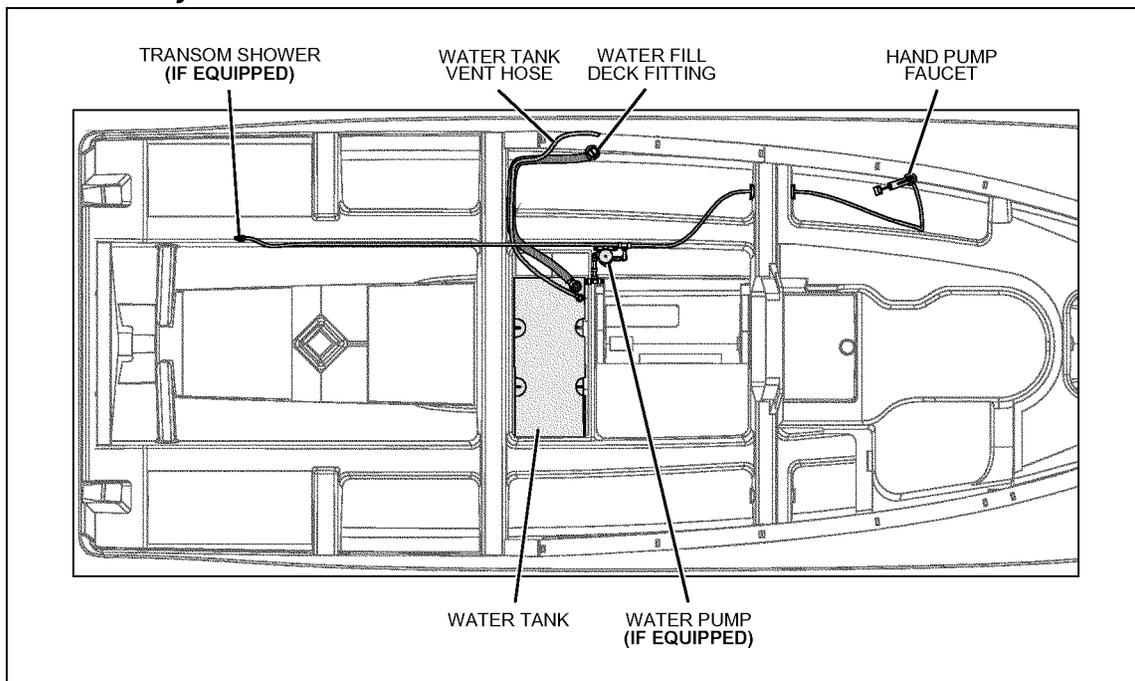
WARNING!

- *Only* use safe drinking (potable) water in your boat's freshwater system.
- *Only* use an FDA approved, white 'drinking water safe' hose to fill the freshwater tank.
- *NEVER* use a common garden hose for drinking water.

2352 Freshwater System



2502 Freshwater System



- Read the *Freshwater System* section in the *Sport Boat Owner's Manual*.
- Your boat is equipped with a pressure type (demand) freshwater (potable) system.
- Pressurize the system by turning **On** the freshwater pump switch.
- See the *Locations* section of this *Supplement* for the location of the freshwater pump switch.
- Since the freshwater pump requires DC power, the battery switch **must** also be turned **On** for the pump to work.
- Turn **Off** the freshwater pump switch when the boat is **not** in use or when the freshwater tank is empty.
- Inspect and clean the freshwater filter often (located on the freshwater pump).
- If your boat is to be left unattended for a long period of time, pump the freshwater tank dry to prevent stored water from becoming stagnant and distasteful.
- If the freshwater system needs to be disinfected, ask your dealer about treatments available for your boat's system.

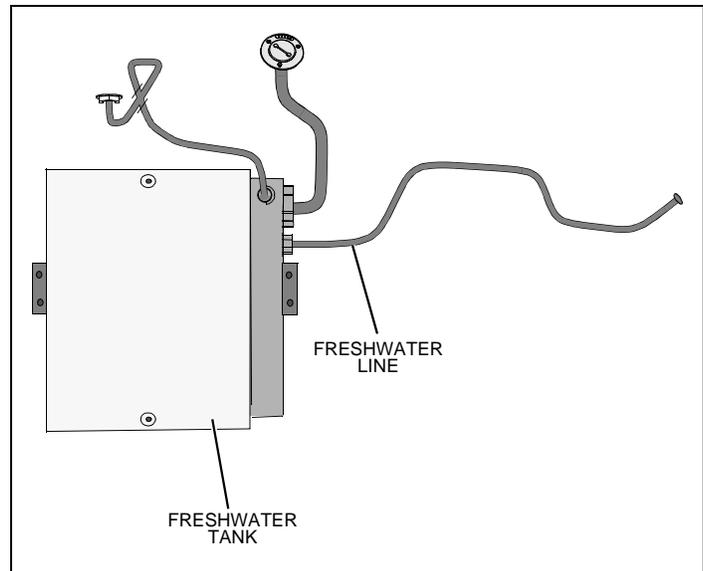
2352 Freshwater System Winterization

1. Remove the freshwater line from the freshwater tank. Drain the tank and water line into the bilge.
2. If the boat is in the water, use the bilge pump to pump the water out of the bilge.
If the boat is out of the water, remove the bilge plug to drain the bilge.
3. Pump the hand pump faucet until water stops coming out of the faucet.

All remaining water **must** be removed from the water line. Compressed Air is the best way to remove the remaining water from the line.

You **must** have an air compressor with an air hose and an air nozzle.

1. Place the air nozzle against the end of the removed water line and blow 30 to 40 PSI of air through the system
2. When the water stops coming out of the faucet, stop the air .
3. Reconnect the freshwater line to the freshwater tank.



2502 Freshwater System Winterization

 CAUTION
WATER SYSTEM DAMAGE HAZARD! NEVER blow compressed air through the water system when <i>all</i> of the faucets are <i>Closed</i> .

1. Turn **On** the freshwater pump switch.
2. **Open all** of the faucets and showers and let the freshwater system drain completely.
3. Turn **Off** the freshwater pump switch.

All remaining water **must** be removed from the water lines. There are two ways to remove the remaining water from the lines:

- Compressed Air
- Gravity Draining

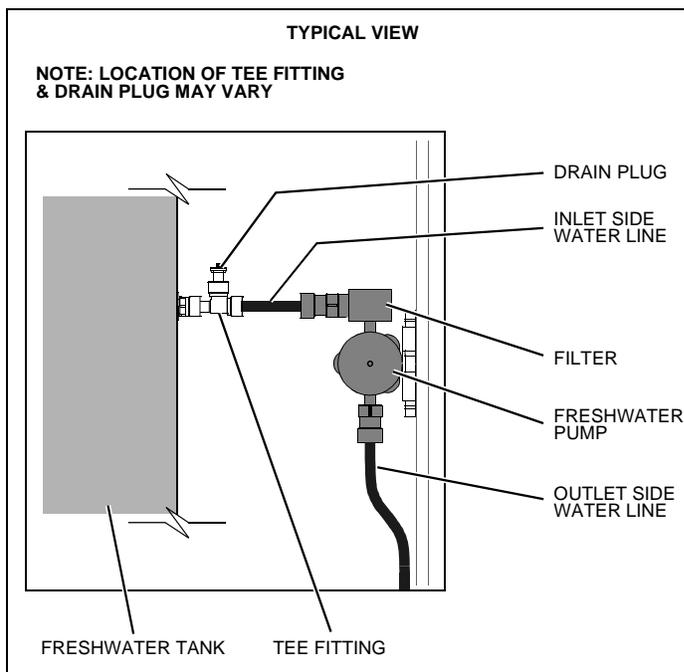
Compressed Air

You **must** have an air compressor with an air hose and an air nozzle.

1. Remove the water line from the outlet side of the freshwater pump (opposite side from filter).
2. **Open** the faucet that is furthest away from the freshwater pump.
3. Place the air nozzle against the end of the just removed water line and blow air through the system.
4. When water stops coming out of the **Open** faucet, stop the air and **Close** the faucet.
5. One at a time, repeat this process on **all** faucets and showers.

Gravity Draining

1. **Open all** faucets and showers.
2. Remove the drain plug from the tee fitting on the freshwater tank.
3. When the water has stopped draining from the freshwater tank, replace the drain plug.



Transom Shower (2502WA Only) (If Equipped)

- Read the manufacturer's instructions **before** using the transom shower for the first time.
- The freshwater pump switch **must** be turned **On before** using the transom shower.

Baitwell & Seawater Washdown Systems (If Equipped)

! WARNING!

FLOODING & SWAMPING HAZARD!

- While the seawater washdown system or baitwell system is running, *NEVER* leave the boat unattended for any length of time.
- Any leak or break in the system could allow large amounts of water to pump into the bilge, swamping the batteries and engine, and possibly sinking the boat.
- Close the seacock whenever the seawater system or baitwell system is *not* in use.

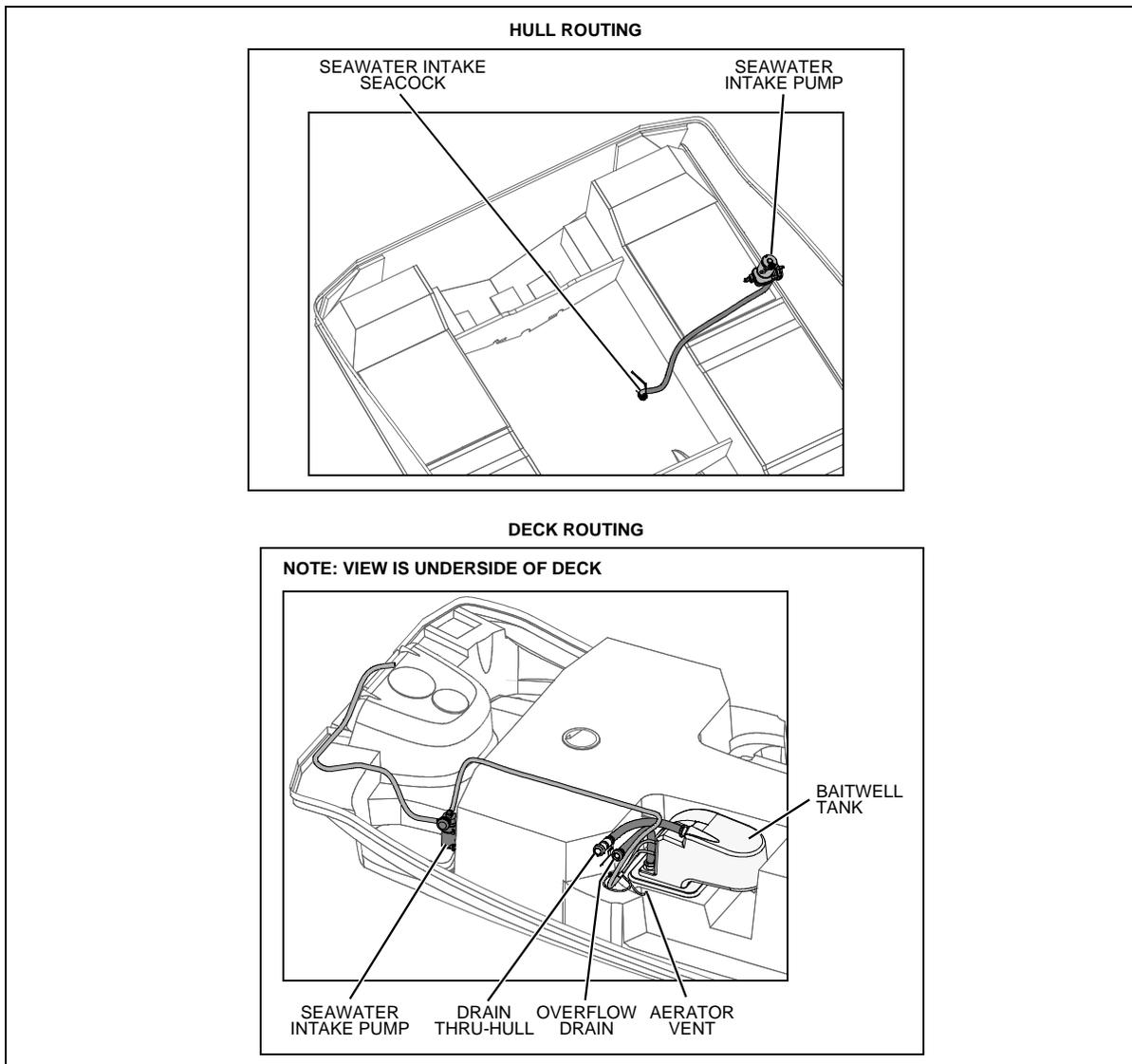
! CAUTION

SYSTEM DAMAGE HAZARD!

- Before using the seawater washdown system or baitwell system, make sure that the system's seacock is in the *OPEN* position and keep the seacock *Open* until the system is shut *Off*.

1902 Baitwell System

Hull & Deck Views



Filling & Using the Baitwell

1. **Open** the seawater intake seacock.
2. On the main switch panel, turn **On** the baitwell switch.

The tank should now be filling with water. If water is **not** pumping into the tank, possible causes are:

- A collapsed hose or clogging debris in the system.
- The seacock is **Closed**.
- The baitwell fuse is blown.

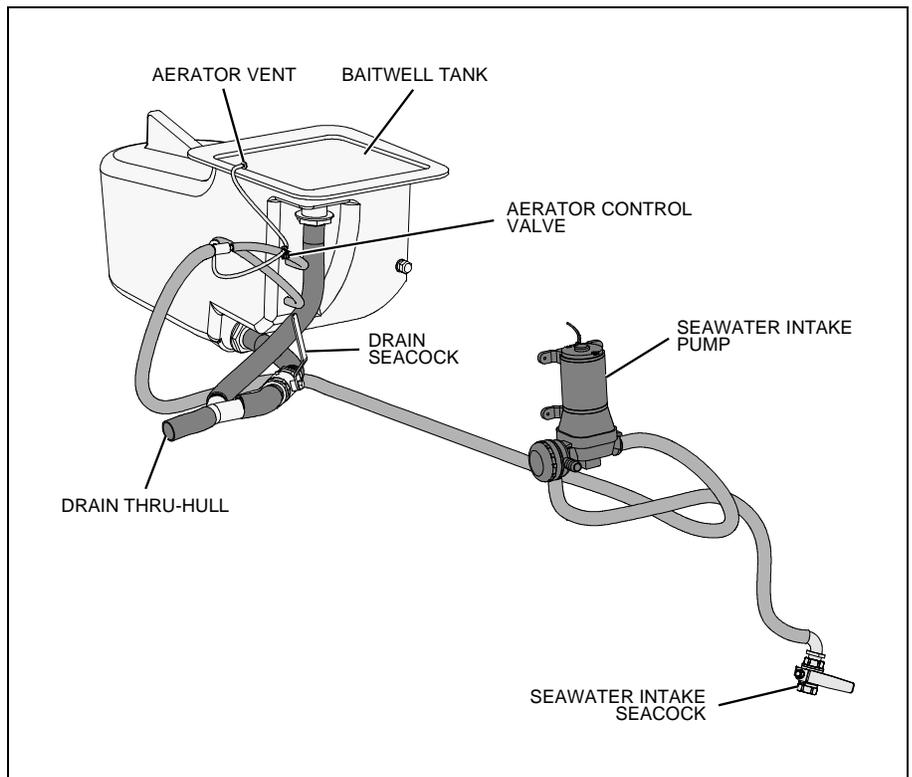
Draining the Baitwell

1. **Open** the drain seacock.
2. **Close** the drain seacock after the baitwell has completely drained.

Aeration Tips

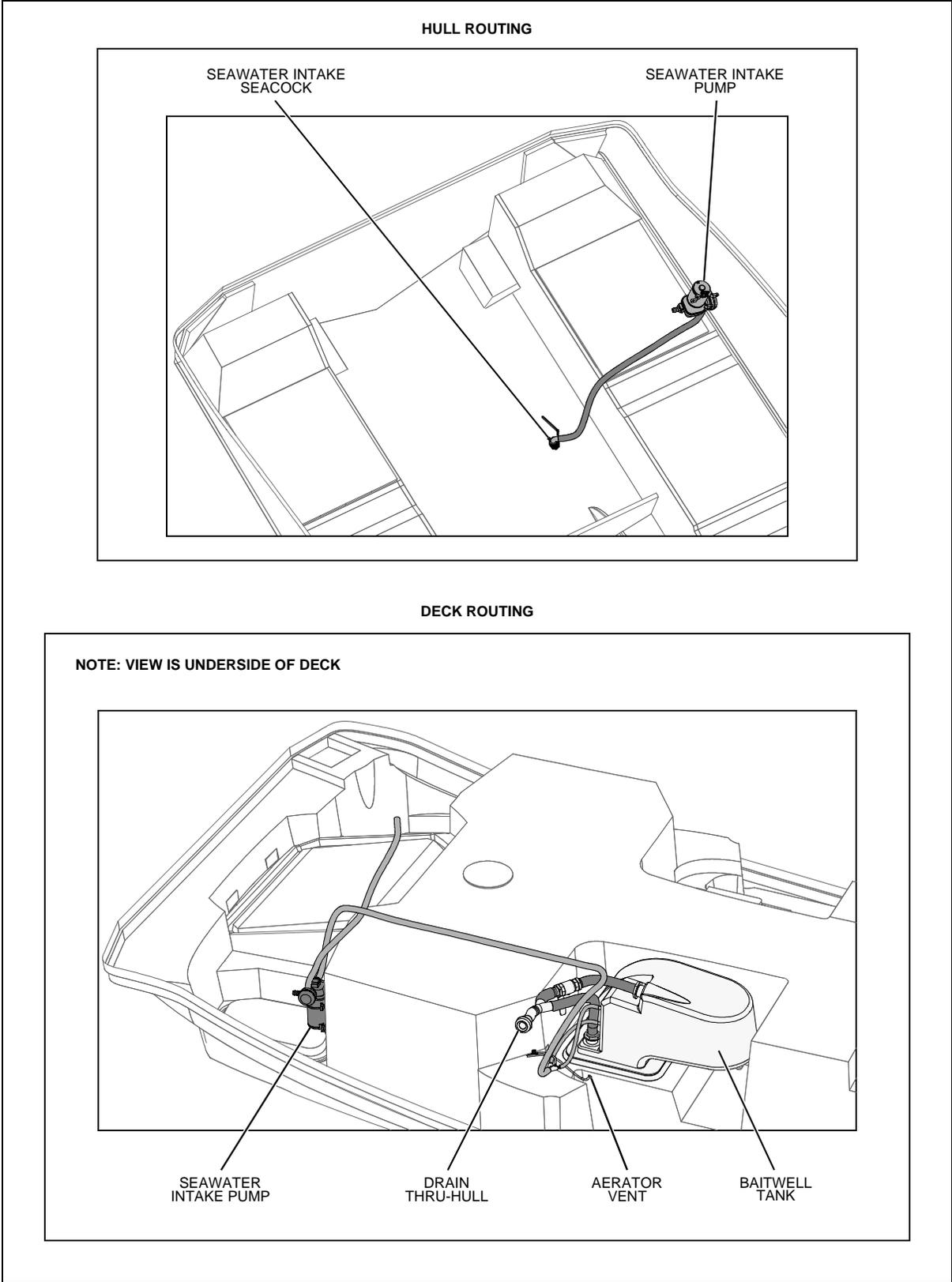
The level of aeration is controlled by the aerator control valve.

- In clean ocean water little or no aeration is needed.
- In brackish back waters a higher level of aeration may be needed.
- The baitwell fuse is blown.



1952 Baitwell System

Hull & Deck Views



Filling & Using the Baitwell

1. **Open** the seawater intake seacock.
2. On the main switch panel, turn **On** the baitwell switch.

The tank should now be filling with water. If water is **not** pumping into the tank, possible causes are:

- A collapsed hose or clogging debris in the system.
- The seacock is **Closed**.
- The baitwell fuse is blown.

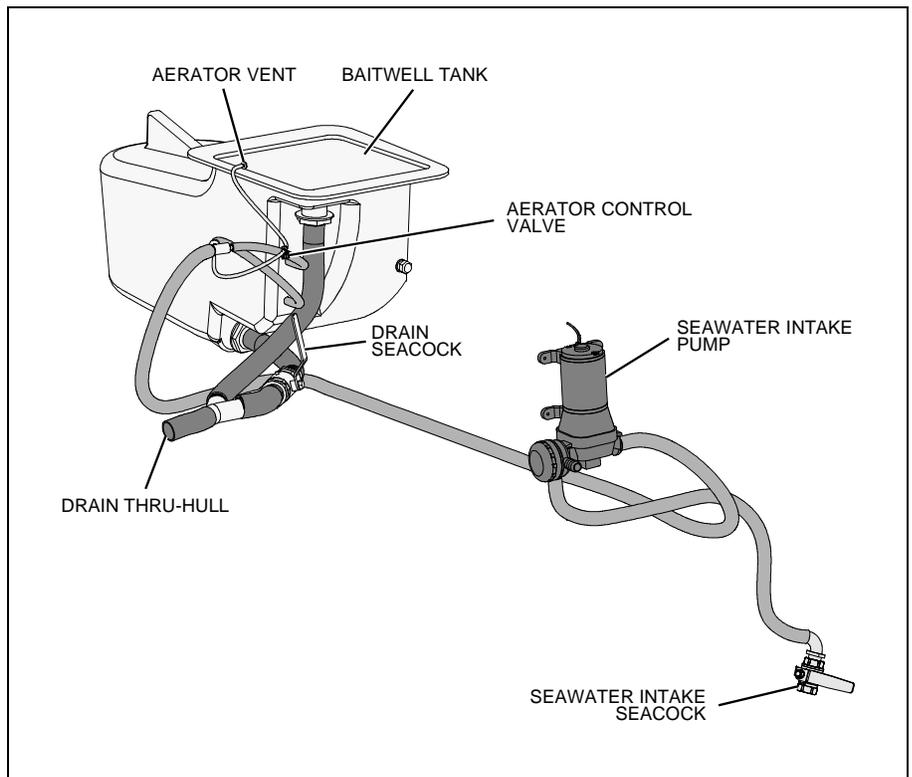
Draining the Baitwell

1. **Open** the drain seacock.
2. **Close** the drain seacock after the baitwell has completely drained.

Aeration Tips

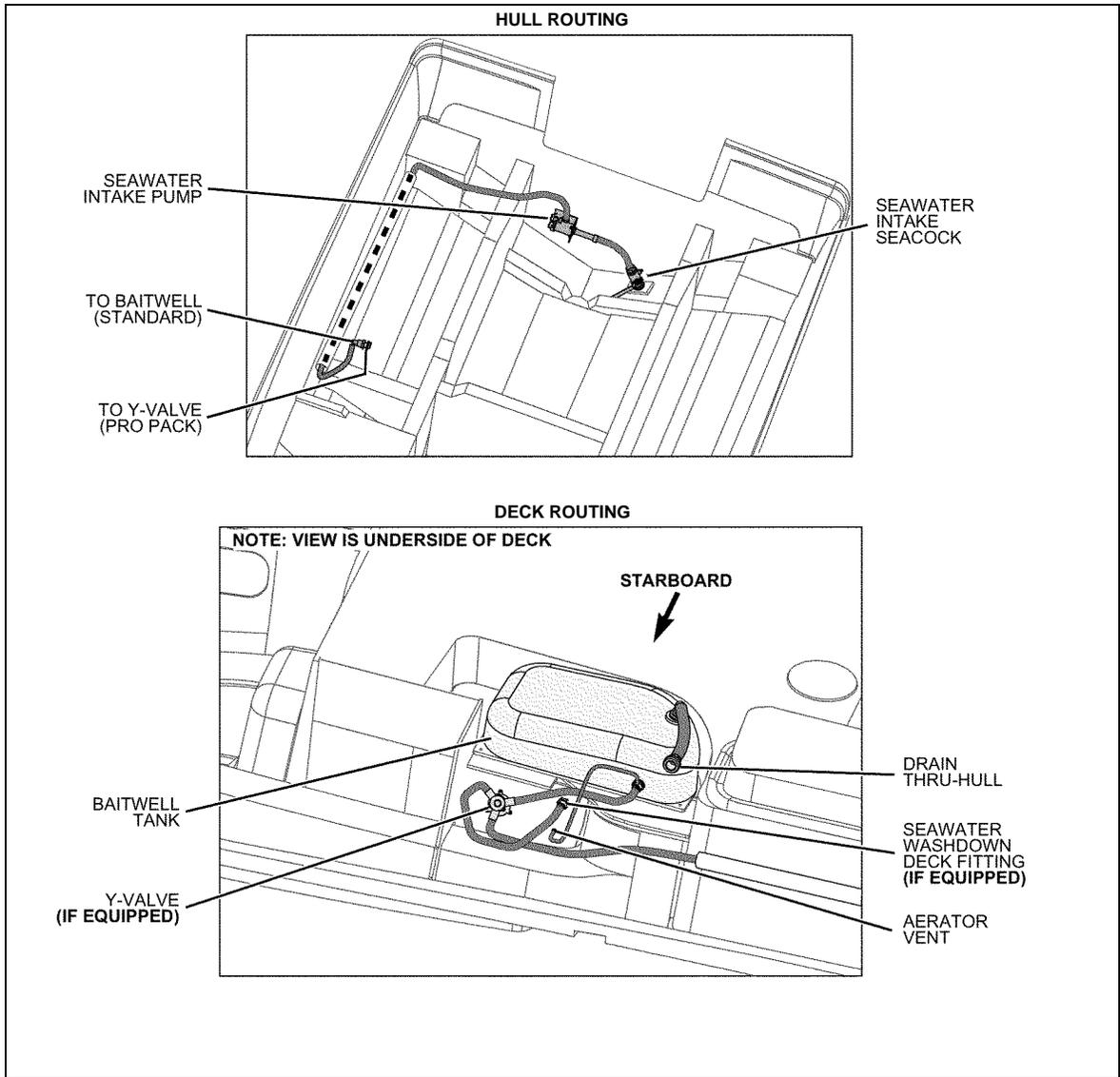
The level of aeration is controlled by the aerator control valve.

- In clean ocean water little or no aeration is needed.
- In brackish back waters a higher level of aeration may be needed.
- The baitwell fuse is blown.



2002 Baitwell System

Hull & Deck Views



Filling & Using the Baitwell

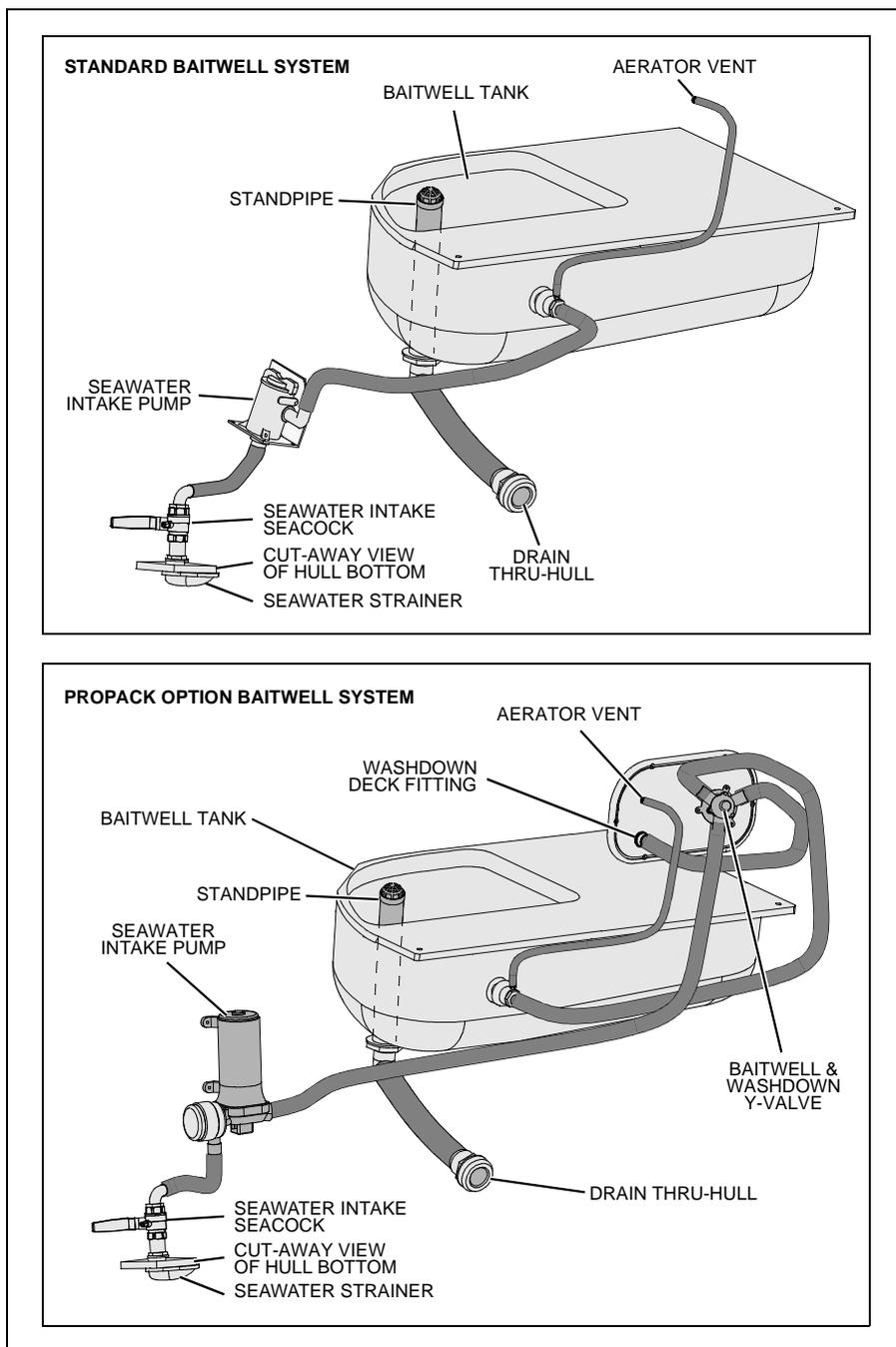
1. Insert the rubber end of the drain standpipe into the drain fitting at the bottom of the tank.
2. If equipped, turn the y-valve to the baitwell position.
3. **Open** the seawater intake seacock.
4. On the main switch panel, turn **On** the baitwell switch.

The tank should now be filling with water. If water is **not** pumping into the tank, possible causes are:

- A collapsed hose or clogging debris in the system.
- The y-valve is turned to the wrong position.
- The seacock is **Closed**.
- The baitwell fuse is blown.

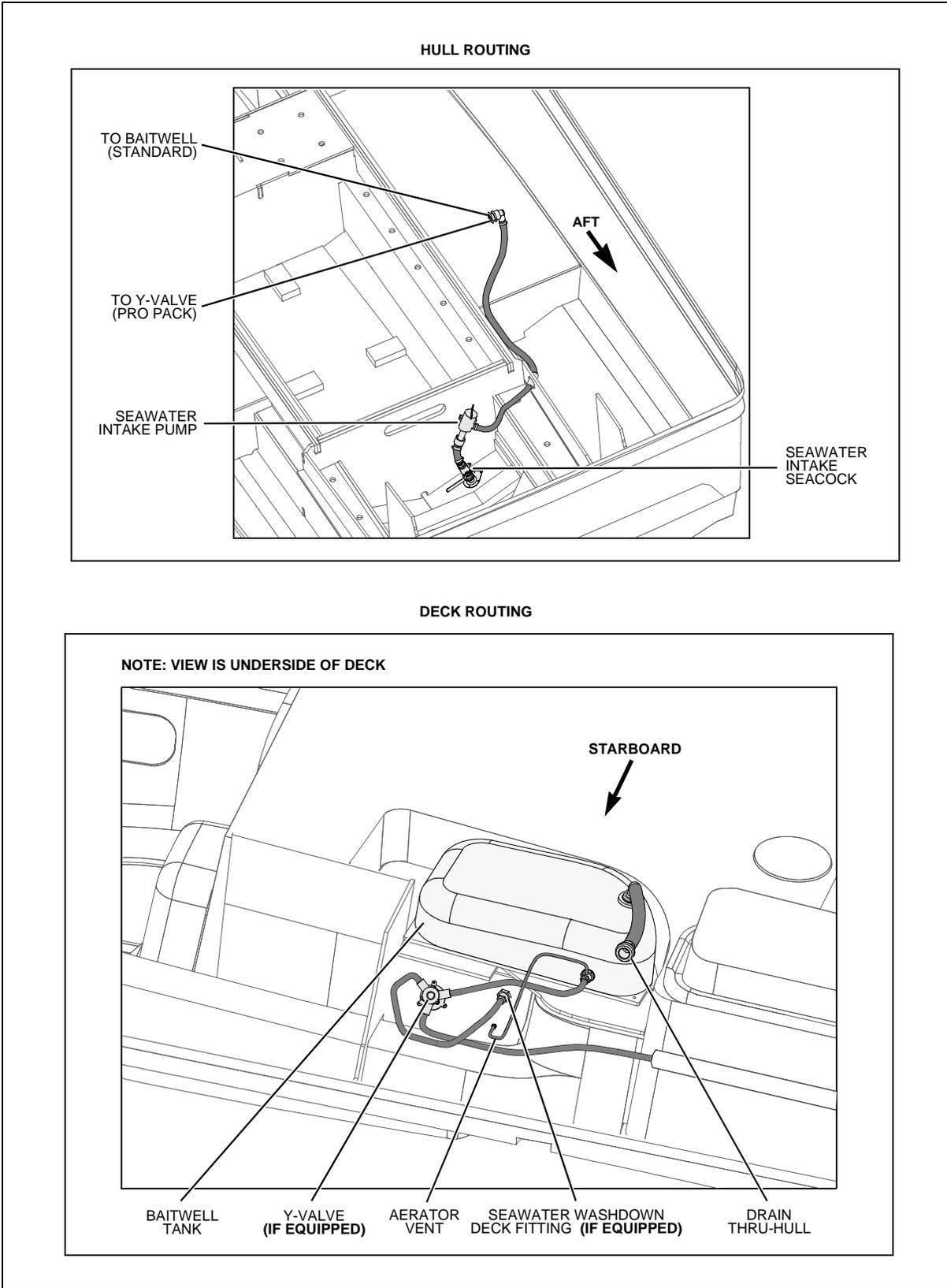
Seawater Washdown System

1. Turn the y-valve to the washdown position.
2. **Open** the seawater intake seacock.
3. On the main switch panel, turn **On** the baitwell pump switch.



2052 Baitwell System

Hull & Deck Views



Filling & Using the Baitwell

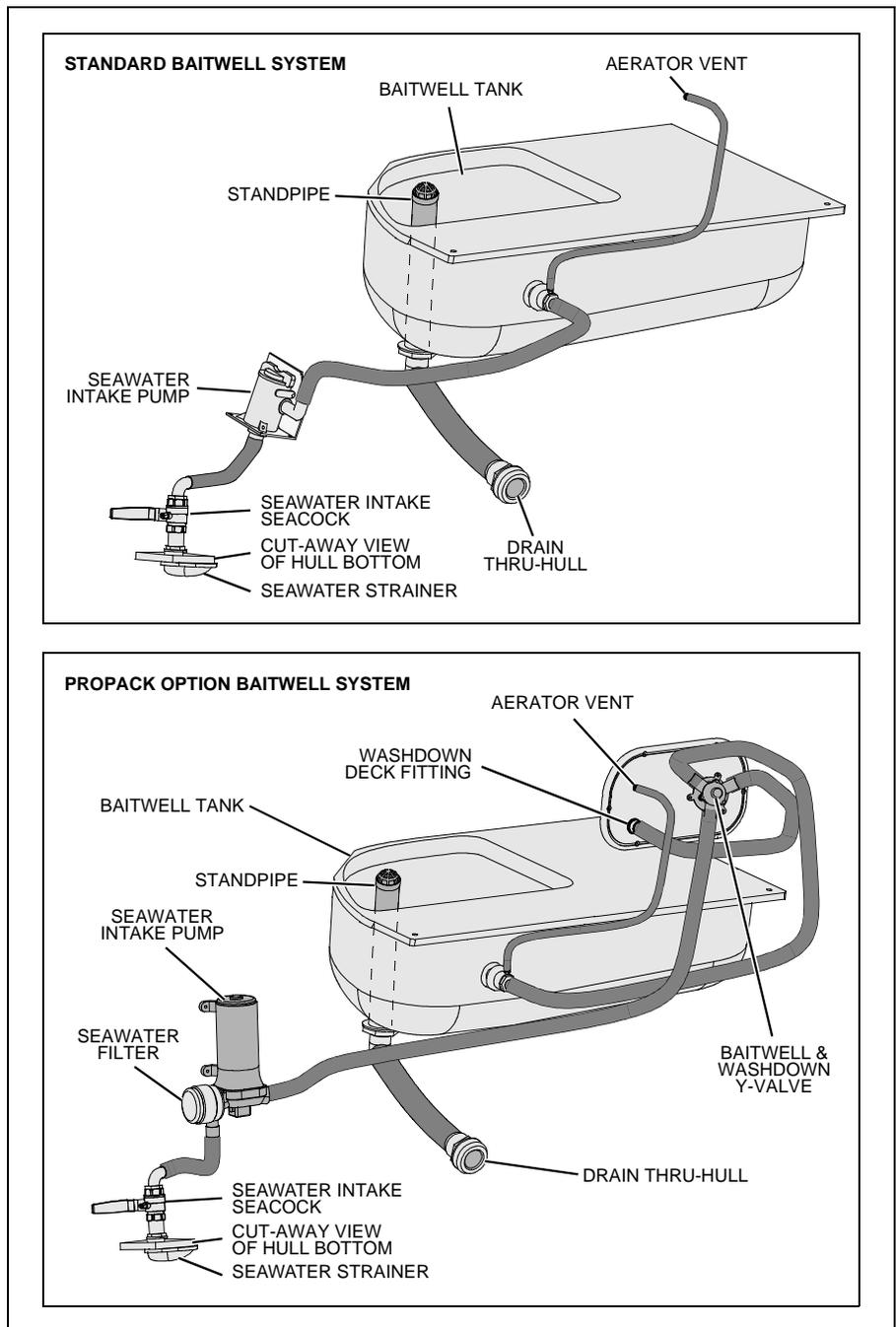
1. Insert the rubber end of the drain standpipe into the drain fitting at the bottom of the tank.
2. If equipped, turn the y-valve to the baitwell position.
3. **Open** the seawater intake seacock.
4. On the main switch panel, turn **On** the baitwell switch.

The tank should now be filling with water. If water is **not** pumping into the tank, possible causes are:

- A collapsed hose or clogging debris in the system.
- The y-valve is turned to the wrong position.
- The seacock is **Closed**.
- The baitwell fuse is blown.

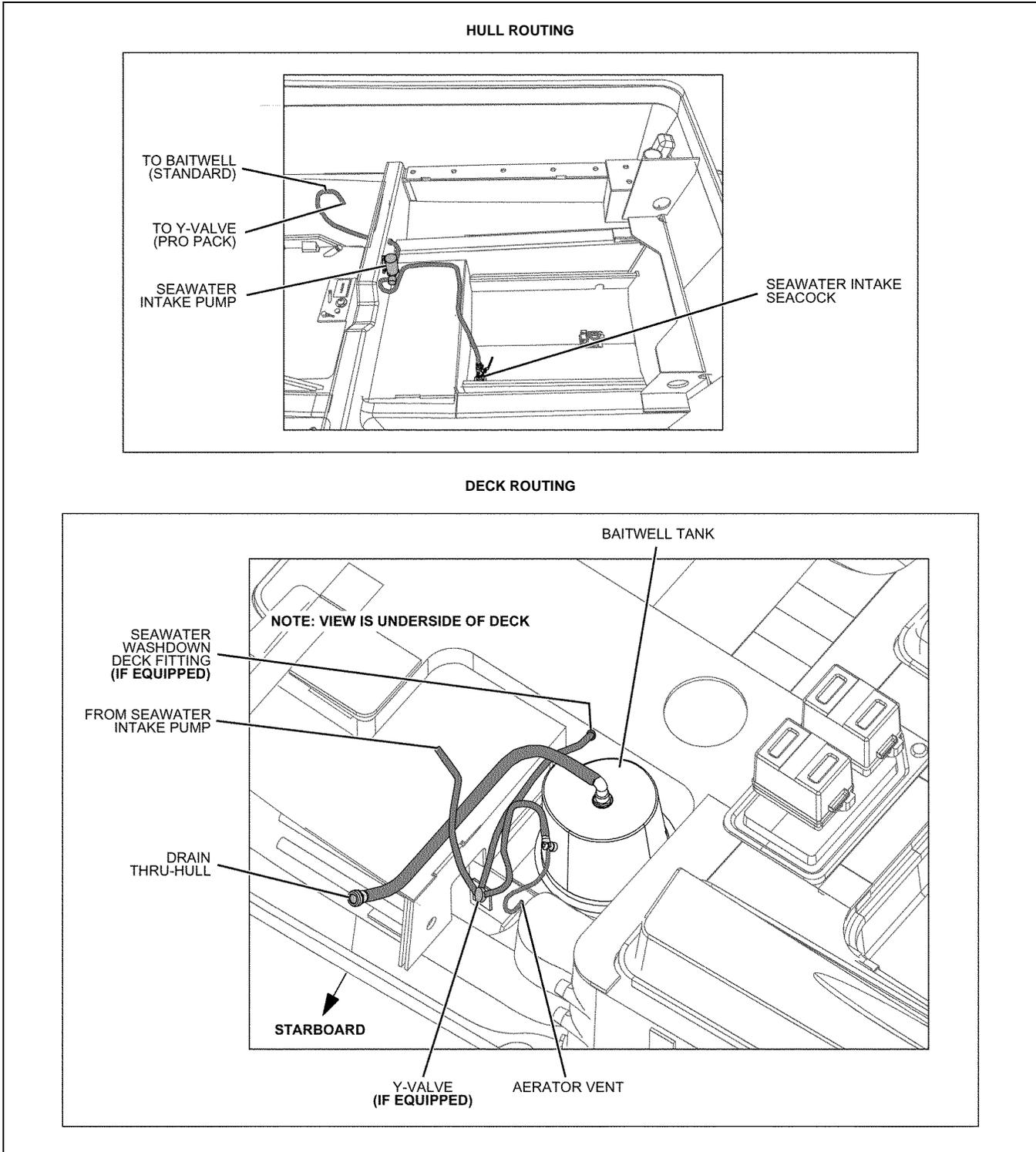
Seawater Washdown System

1. Turn the y-valve to the washdown position.
2. **Open** the seawater intake seacock.
3. On the main switch panel, turn **On** the baitwell pump switch.



2352 Baitwell System

Hull & Deck Views



Filling & Using the Baitwell

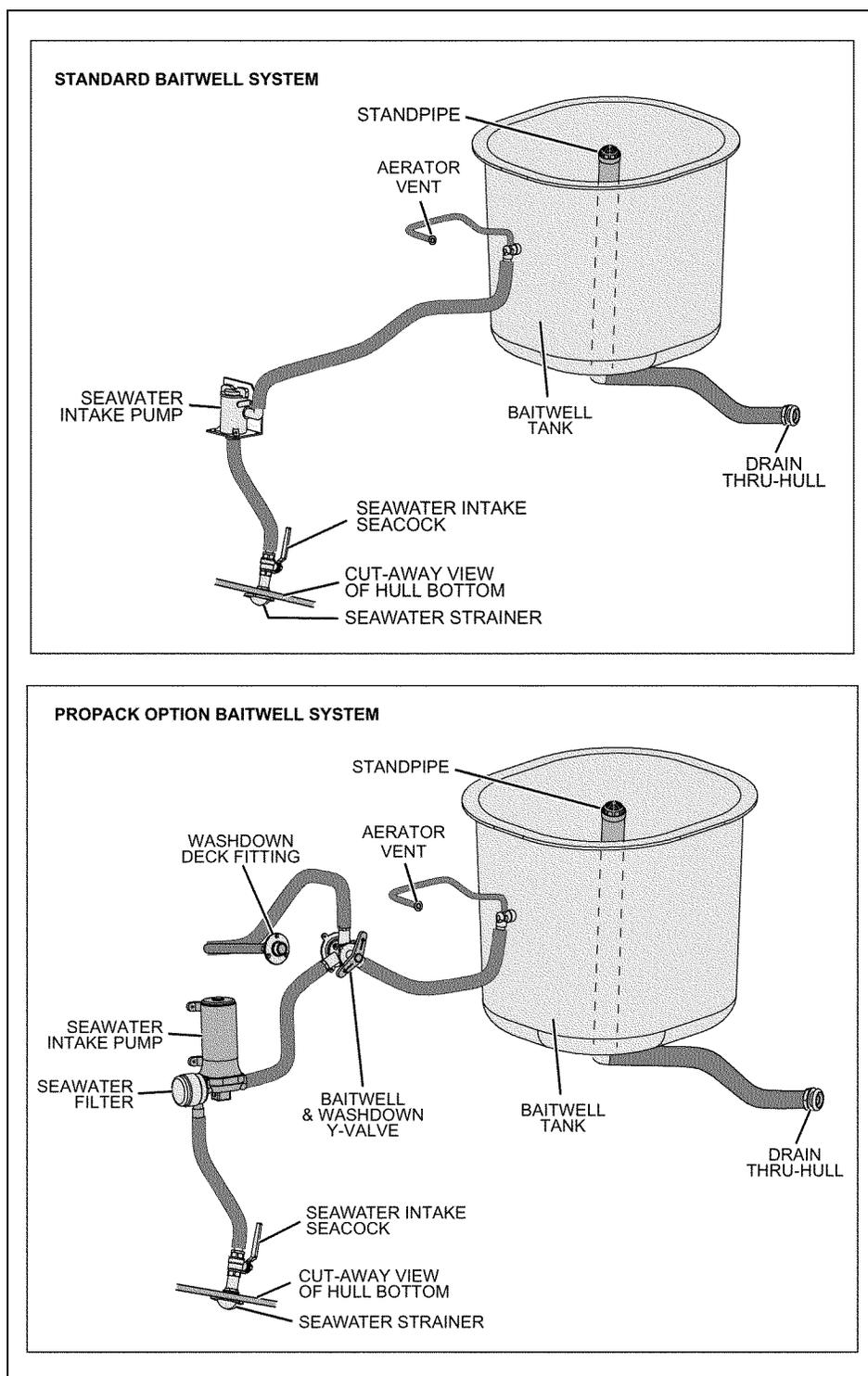
1. Insert the rubber end of the drain standpipe into the drain fitting at the bottom of the tank.
2. If equipped, turn the y-valve to the baitwell position.
3. **Open** the seawater intake seacock.
4. On the main switch panel, turn **On** the baitwell switch.

The tank should now be filling with water. If water is **not** pumping into the tank, possible causes are:

- A collapsed hose or clogging debris in the system.
- The y-valve is turned to the wrong position.
- The seacock is **Closed**.
- The baitwell fuse is blown.

Seawater Washdown System

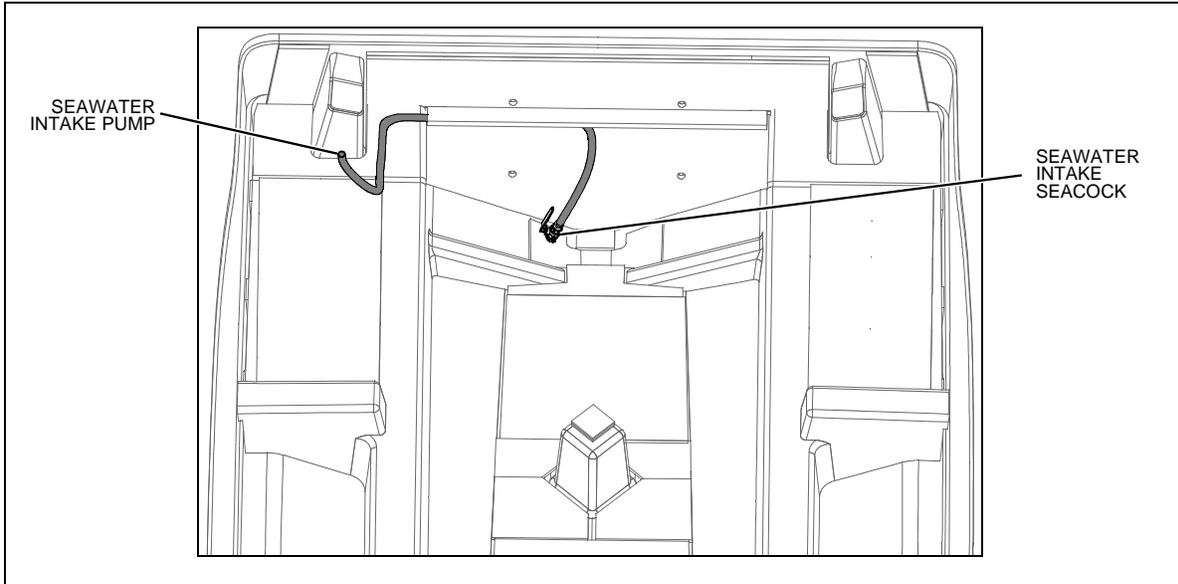
1. Turn the y-valve to the wash-down position.
2. **Open** the seawater intake seacock.
3. On the main switch panel, turn **On** the baitwell pump switch.



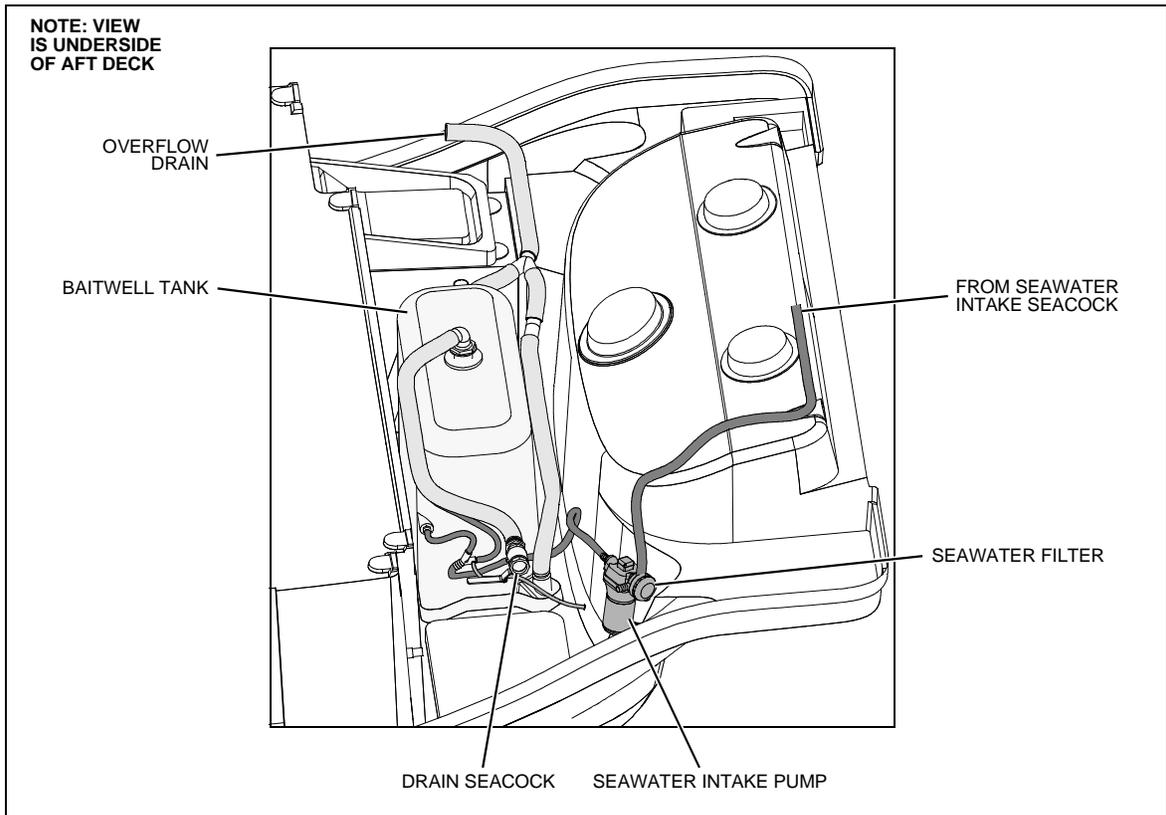
2502 Baitwell System

Hull & Deck Views

HULL ROUTING



DECK ROUTING



Filling & Using the Baitwell

1. **Open** the seawater intake seacock.
2. On the main switch panel, turn **On** the baitwell switch.

The tank should now be filling with water. If water is **not** pumping into the tank, possible causes are:

- A collapsed hose or clogging debris in the system.
- The seacock is **Closed**.
- The baitwell fuse is blown.

Draining the Baitwell

1. **Open** the drain seacock.
2. **Close** the drain seacock after the baitwell has completely drained.

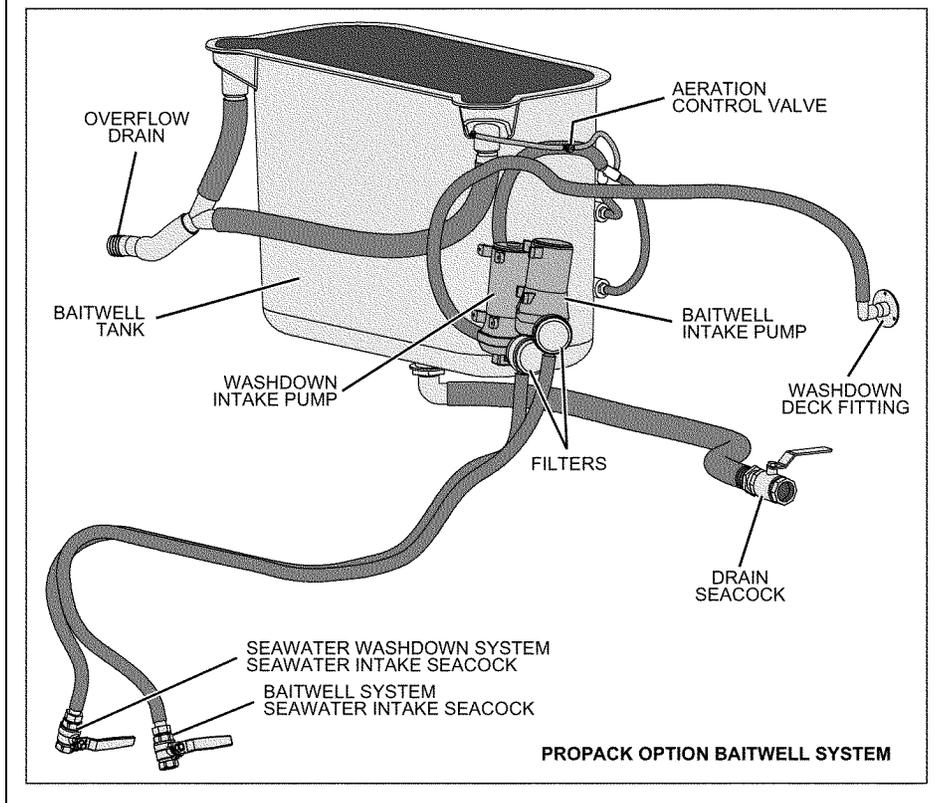
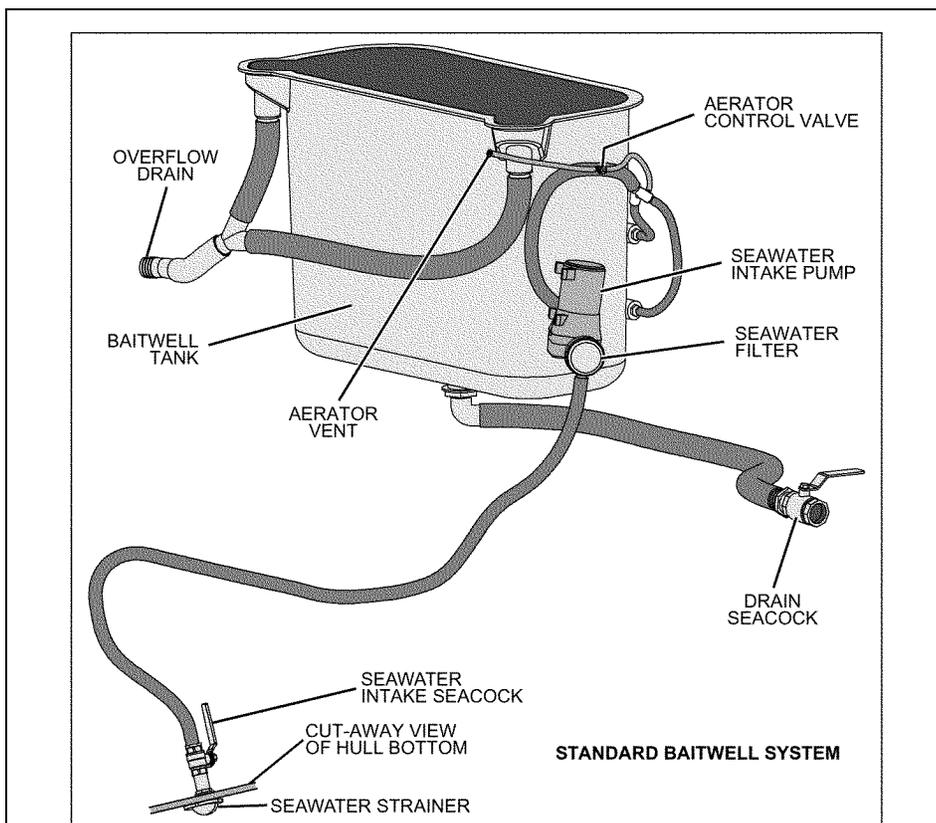
Aeration Tips

The level of aeration is controlled by the aerator control valve.

- In clean ocean water little or no aeration is needed.
- In brackish back waters a higher level of aeration may be needed.
- The baitwell fuse is blown.

Seawater Washdown System

1. **Open** the seawater intake seacock.
2. On the main switch panel, turn **On** the baitwell pump switch.



Drain Systems

Deck Drains

- Water on the deck is drained overboard through the deck drains.
- Keep the deck drains free of debris.

1802 Fishbox Drain System

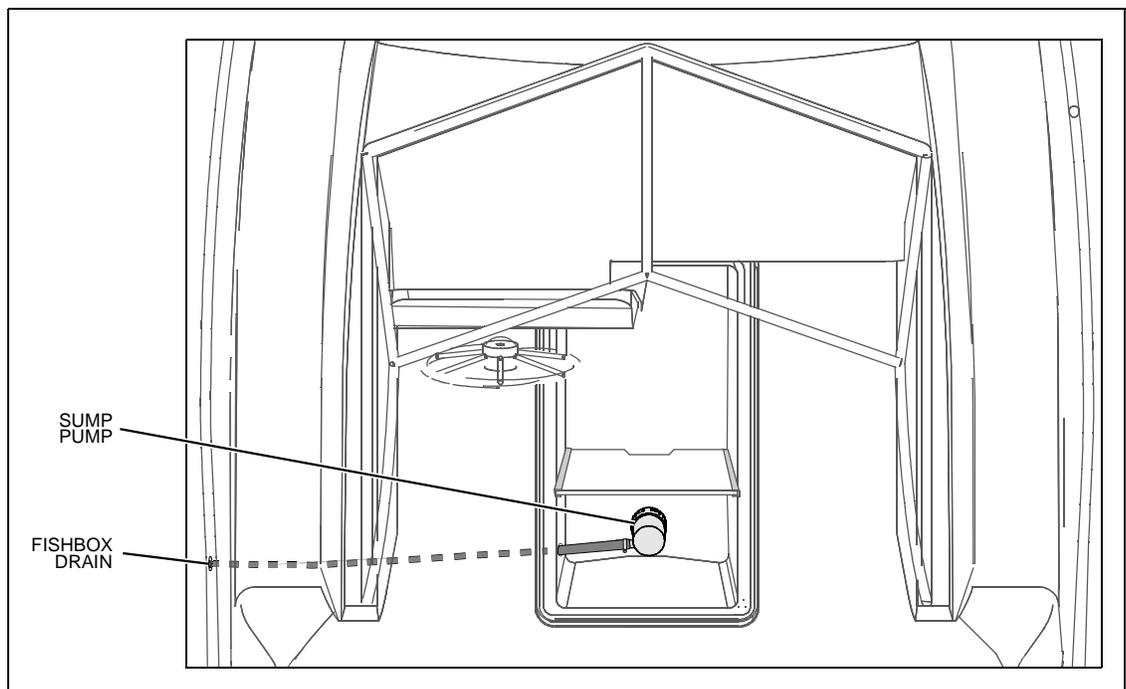


CAUTION

If the sump pump is running, but *NOT* pumping, inspect the discharge hose for a kink or collapsed area!

Draining the Fishbox

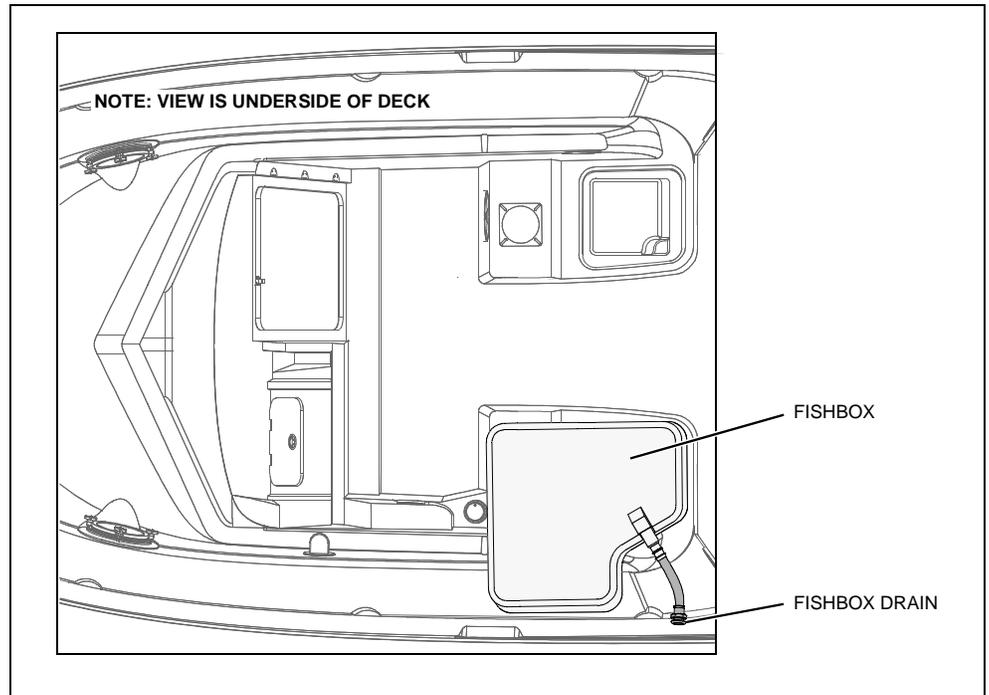
1. At the helm, turn *On* the fishbox sump pump switch.
2. When the fishbox has drained, turn *Off* the sump pump switch.



1902 & 1952 Fishbox Drain System

Draining The Fishbox

The fishbox gravity drains overboard.



2002 Fishbox Drain System

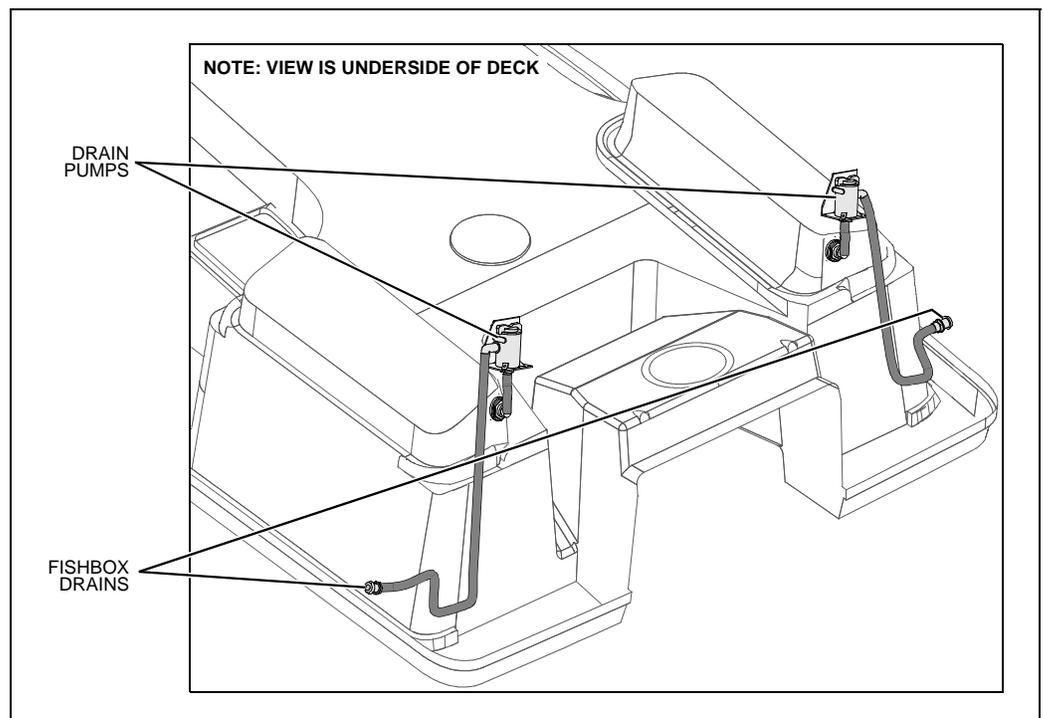


CAUTION

If the drain pump is running, but *NOT* pumping, inspect the discharge hose for a kink or collapsed area!

Draining The Fishbox

1. At the helm, turn *On* the fishbox drain pump switches.
2. When the fishbox has drained, turn *Off* the drain pump switches.



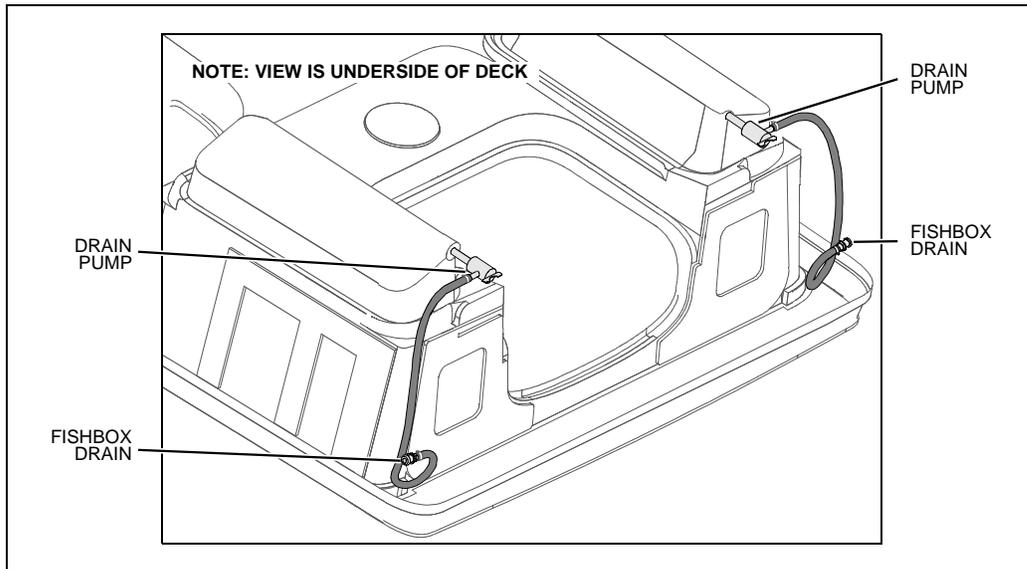
2052 Fishbox Drain System

⚠ CAUTION

If the drain pump is running, but *NOT* pumping, inspect the discharge hose for a kink or collapsed area!

Draining The Fishbox

1. At the helm, turn **On** the fishbox drain pump switches.
2. When the fishbox has drained, turn **Off** the drain pump switches.



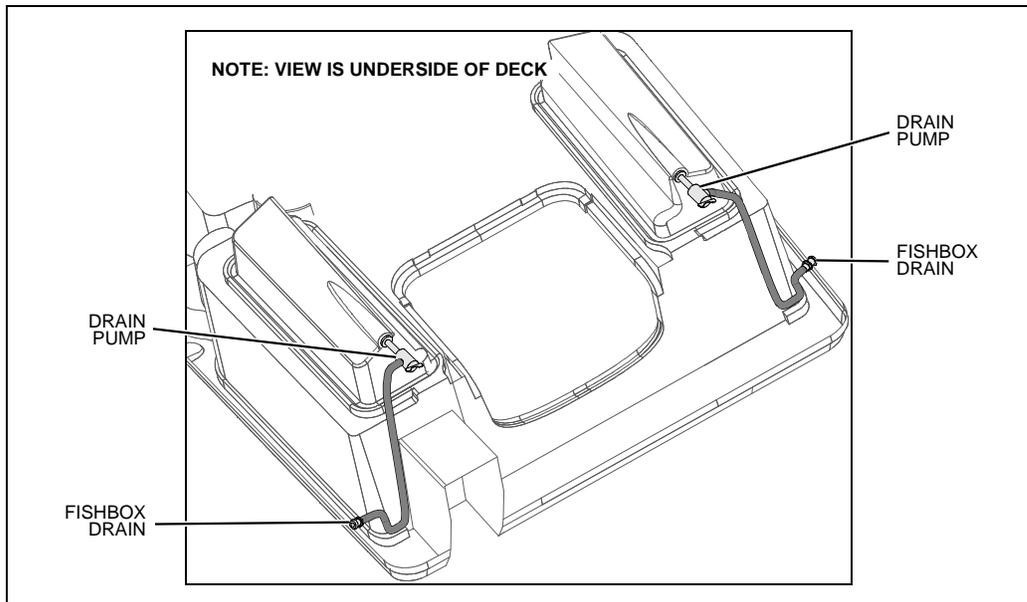
2352 Fishbox Drain System

⚠ CAUTION

If the drain pump is running, but *NOT* pumping, inspect the discharge hose for a kink or collapsed area!

Draining The Fishbox

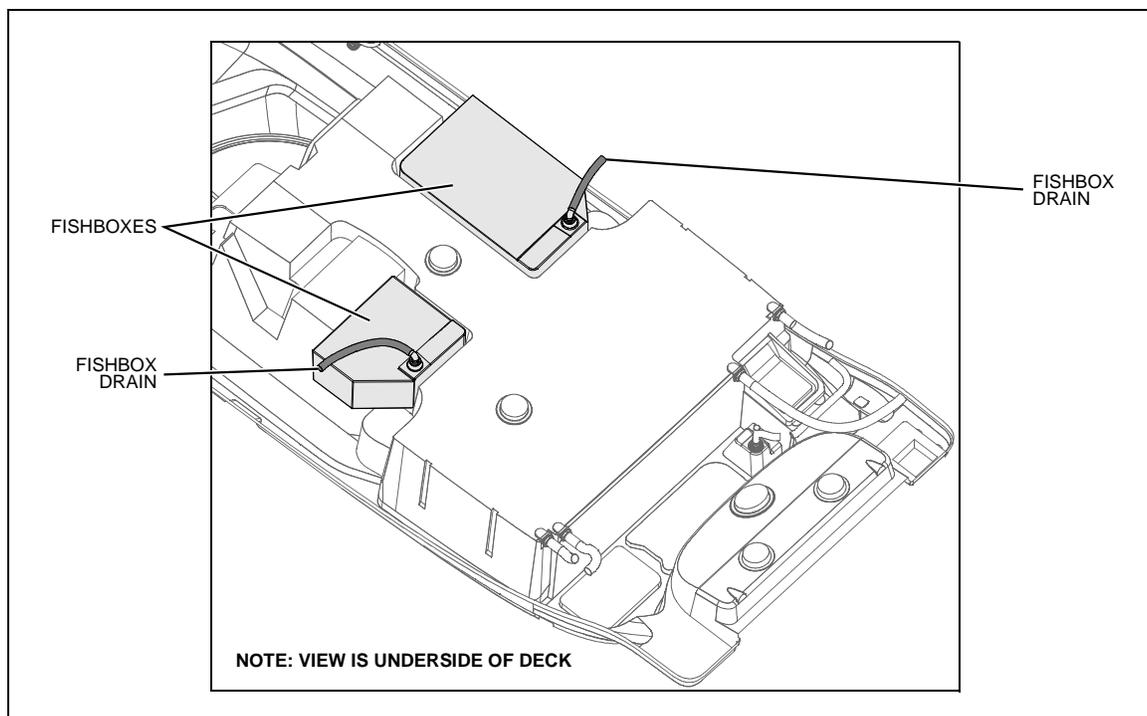
1. At the helm, turn **On** the fishbox drain pump switches.
2. When the fishbox has drained, turn **Off** the drain pump switches.



2502 Fishbox Drain System

Draining The Fishboxes

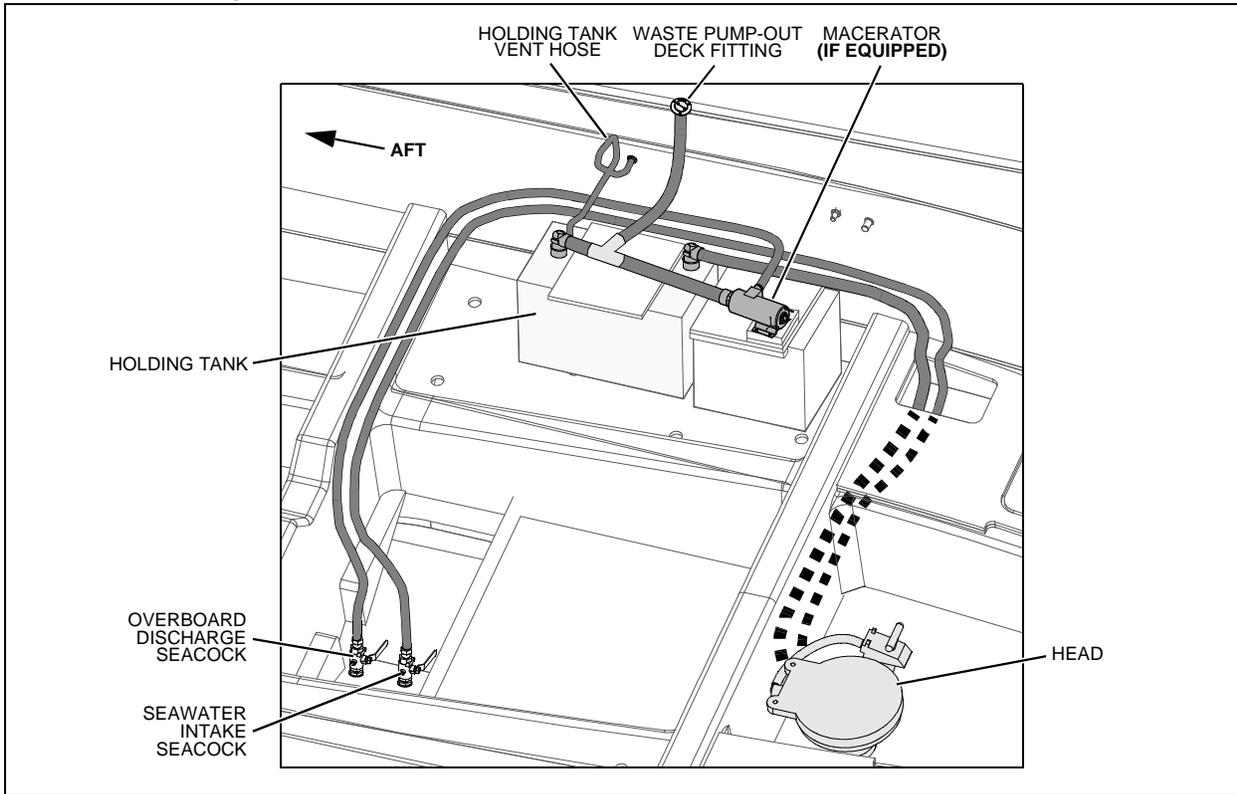
The fishboxes gravity drain overboard.



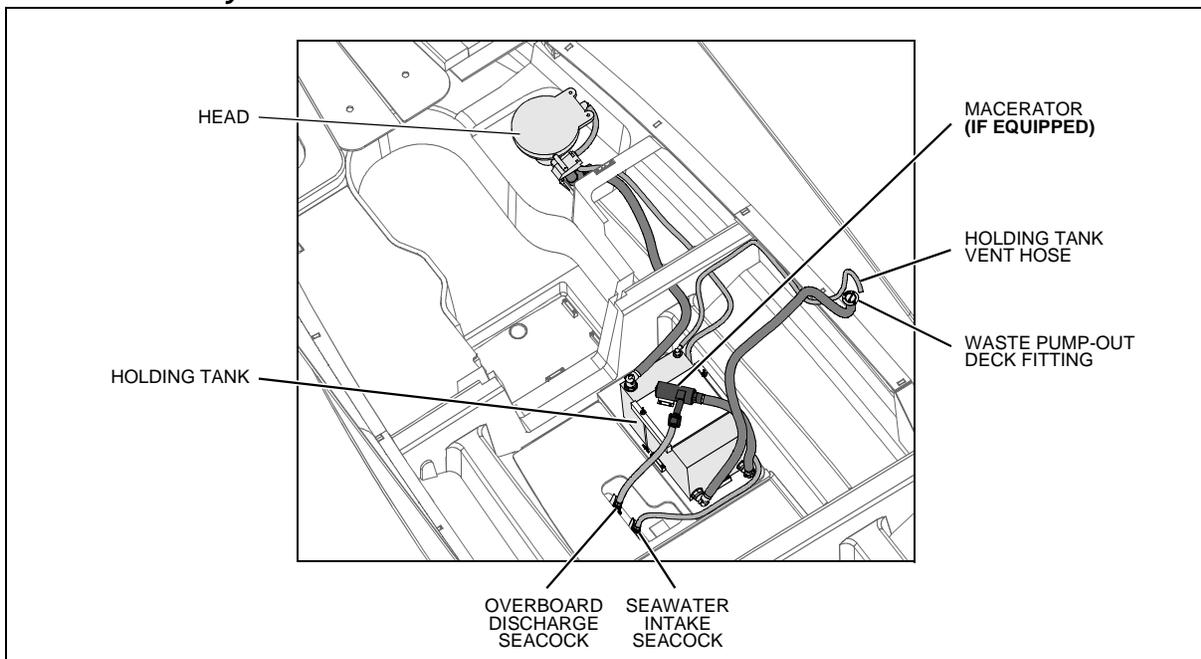
Marine Head with Holding Tank (If Equipped)

NOTICE
Check with local authorities for regulations regarding the legal use of marine head systems.

2352 Marine Head System



2502 Marine Head System



- **Before** using this system, read the marine head operation and maintenance manual.
- Look at the side of the holding tank to check the content level.
- The holding tank is plumbed to a waste fitting on the deck for dockside pump-out.
- Empty the holding tank at every opportunity

Using The Marine Head

1. **Open** the head's seawater intake seacock.
 2. **Before** using the head, pump water into the bowl to wet the sides.
 3. After use, pump until the bowl is clean.
 4. Pump a few more times to clean the lines.
 5. If excess waste causes the water to rise in the bowl, stop pumping until the water recedes.
- **Close** the intake seacock while the boat is underway or when the system will not be used for long periods of time.

Winterizing The Marine Head

Read the marine head operation and maintenance manual for winterizing instructions.

Macerator (If Equipped)

NOTICE

Check with local authorities for regulations regarding the legal use of marine head systems.

To use the macerator to pump waste directly overboard (where regulations permit):

1. **Open** the underwater discharge seacock.
2. Press both macerator switches at the same time to run the pump.
3. Stop running the macerator as soon as the waste holding tank is empty.
4. **Close** the underwater discharge seacock when you are done pumping.

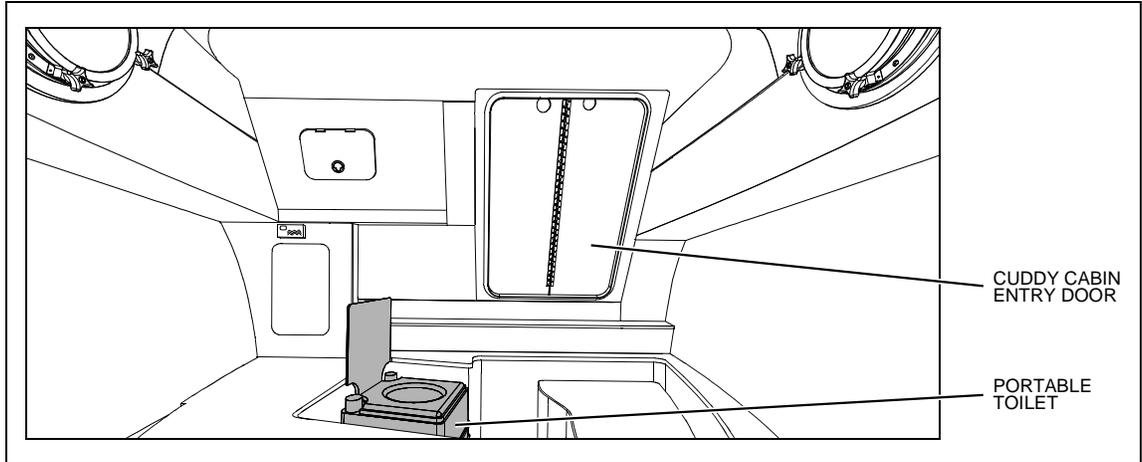
Portable Toilet (If Equipped)

NOTICE

Check with local authorities for regulations regarding the legal use of marine head systems.

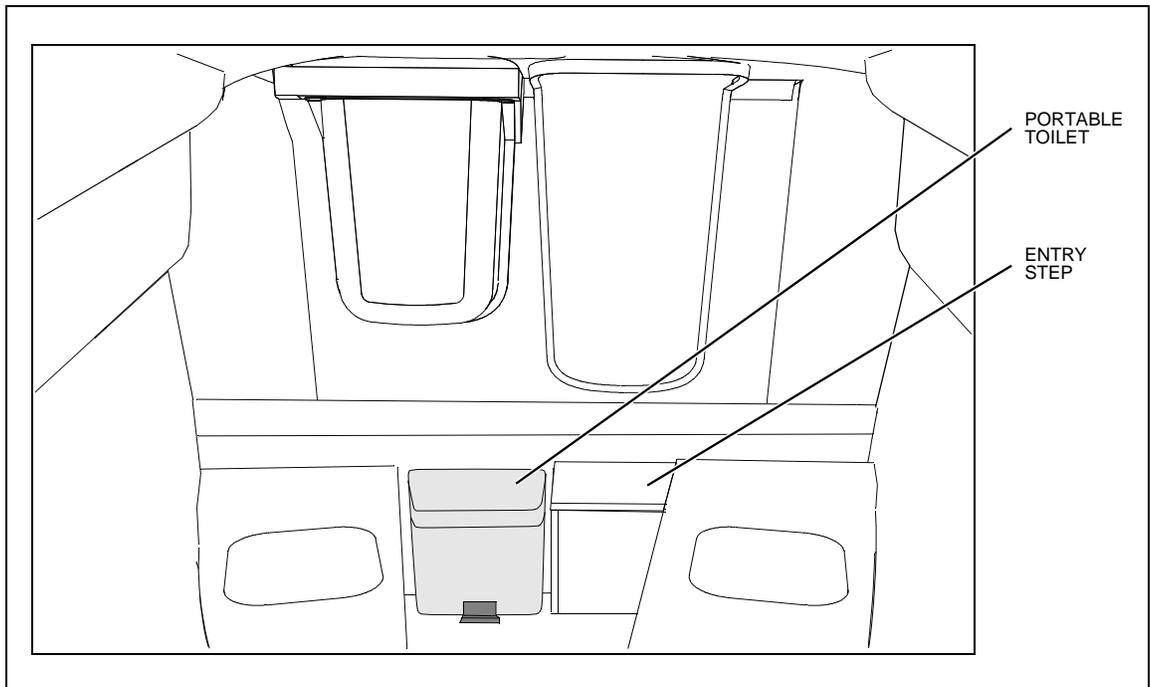
1902 & 1952

Read the manufacturer's operating instructions *before* using the portable toilet.



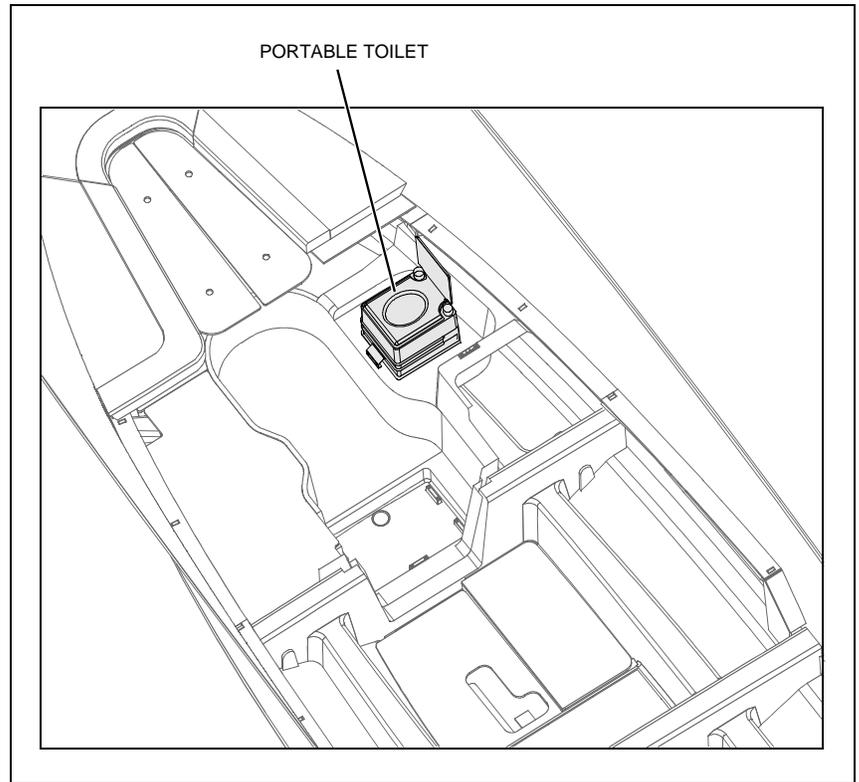
2002, 2052, & 2352

Read the manufacturer's operating instructions *before* using the portable toilet.

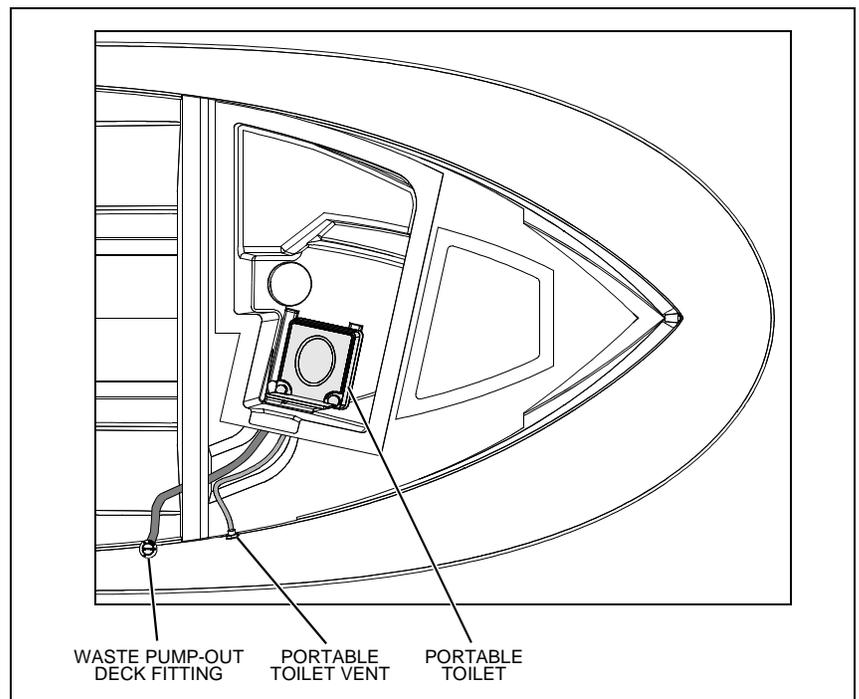


2502

Read the manufacturer's operating instructions *before* using the portable toilet.

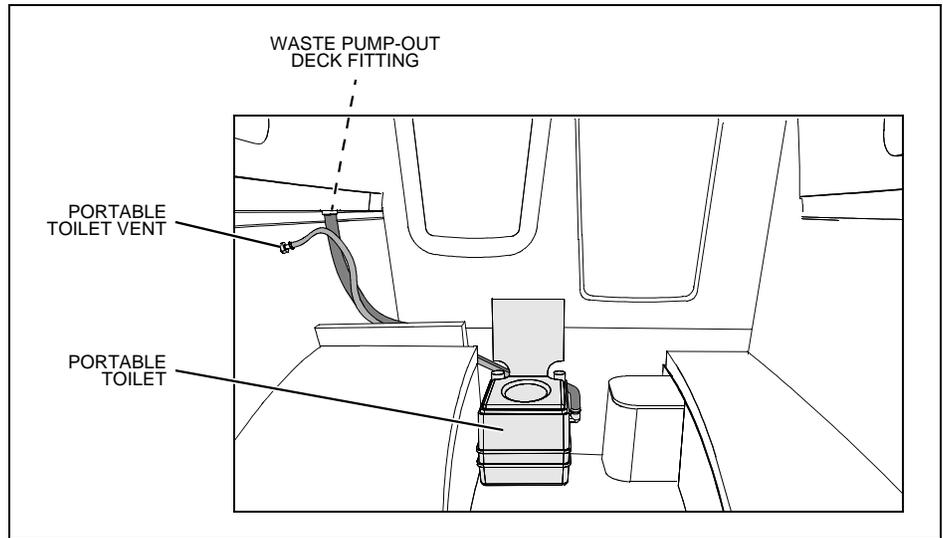
**Portable Toilet Pump-Out (If Equipped)****1902 & 1952**

Read and follow the manufacturer's operating instructions *before* using this feature.



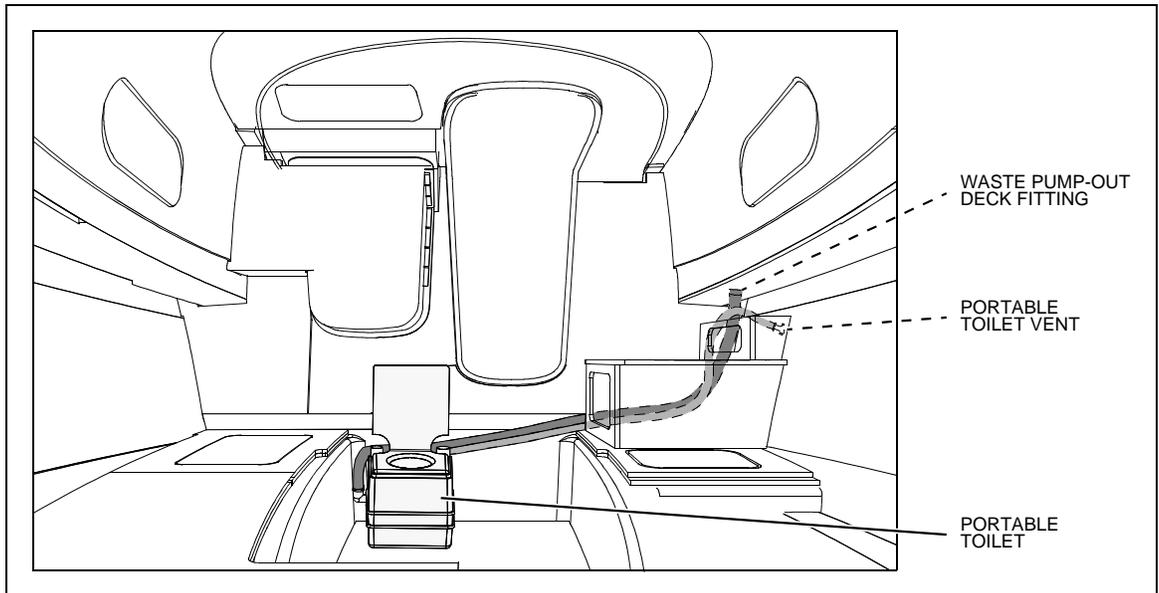
2002 & 2052

Read and follow the manufacturer's operating instructions *before* using this feature.



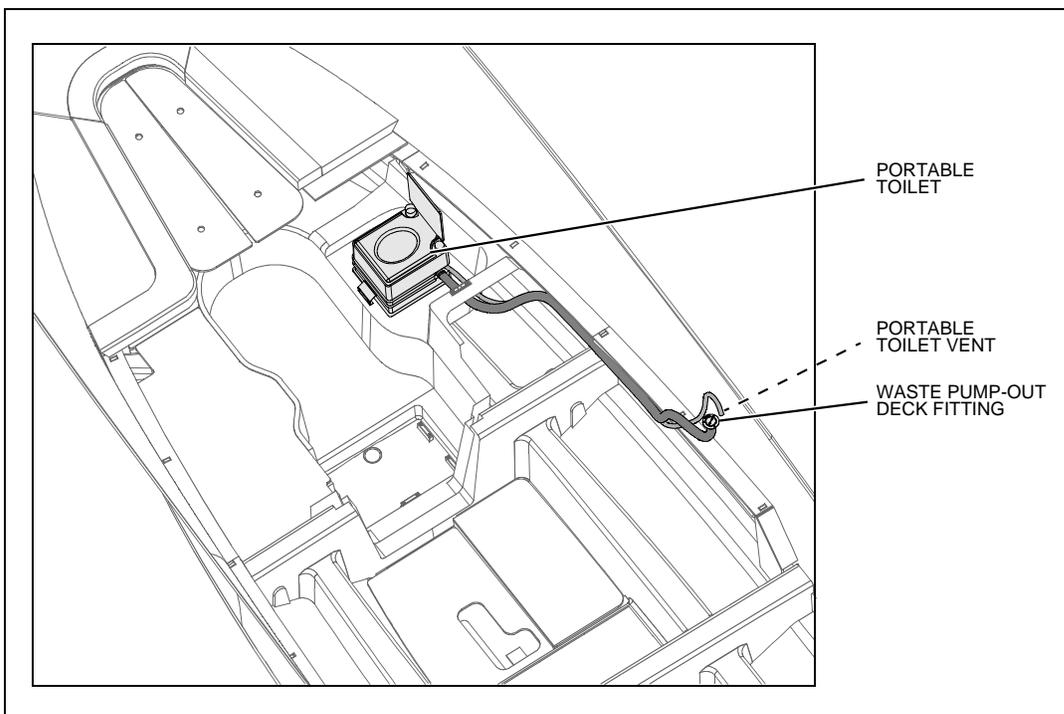
2352

Read and follow the manufacturer's operating instructions *before* using this feature.



2502

Read and follow the manufacturer's operating instructions *before* using this feature.



Chapter 8: Deck Equipment

Cleats and Tow Eyes



WARNING!

PERSONAL INJURY and /or PRODUCT or PROPERTY DAMAGE HAZARD!

NEVER lift the boat using the bow and stern eyes or the cleats.

Carefully read the section on towing in the *Sport Boat Owner's Manual* **before**:

- Towing anything behind the boat.
- Being towed by another vessel.

Canvas



CAUTION

PRODUCT or PROPERTY DAMAGE HAZARD!

Take down and securely stow *ALL* canvas before transporting your boat by road.

NOTICE

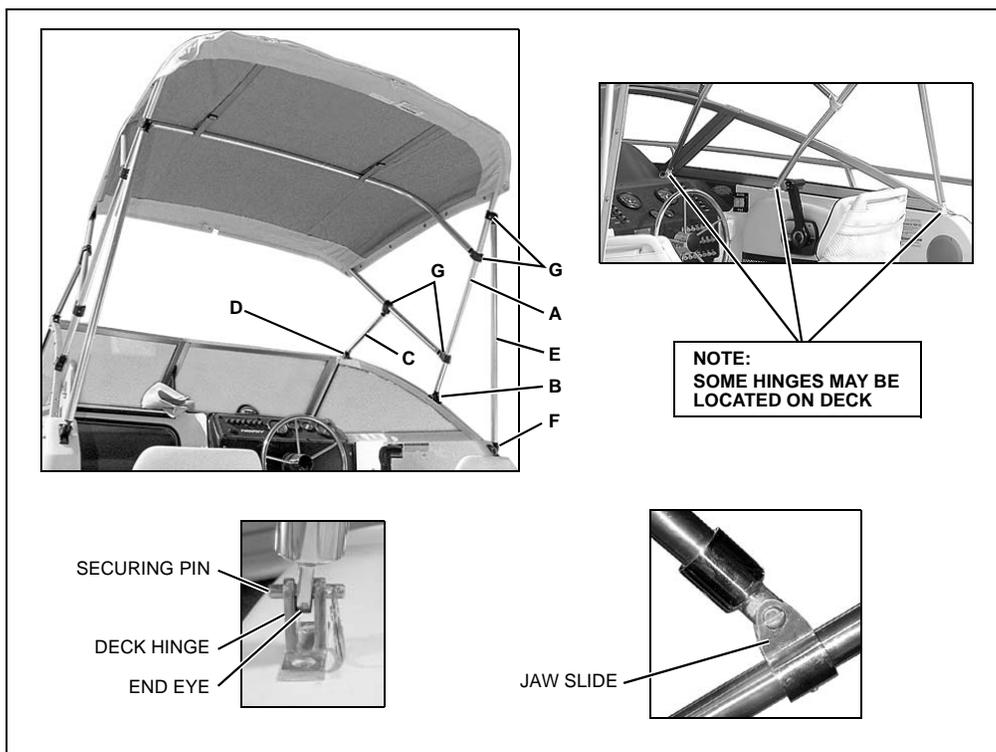
Two people are needed for most of the tasks listed in this section.

NOTICE

Before cleaning and/or stowing your canvas or vinyl, read the canvas care and warnings sheet.

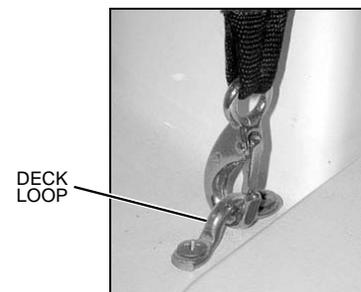
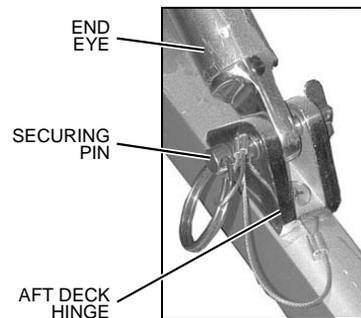
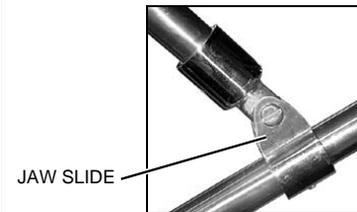
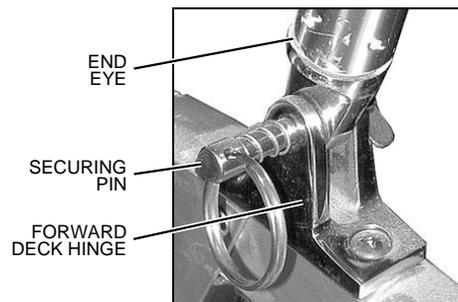
Installing the 1802, 2002, 2052, 2352 & 2502 Canvas

- Slide the end eyes of the main bow (A) into the mid deck hinges (B) and secure with the pins.
 - Slide the end eyes of the forward braces (C) into the forward deck hinges (D) and secure with the pins.
 - Slide the end eyes of the aft braces (E) into the aft deck hinges (F) and secure with the pins.
- The jaw slides (G) are preset during manufacturing and should *not* need to be adjusted.
 - Before attempting to adjust the jaw slide positions, obtain the correct measurements from your selling dealer.



Installing the 1902 & 1952 Canvas

1. Slide the end eyes of the main bow (A) into the aft windshield hinges and secure with the pins.
 2. Slide the end eyes of the forward braces (B) into the forward windshield hinges and secure with the pins.
 3. Pull the secondary bow (C) aft and hook the hold down straps (D) to the secondary bow, then into the deck loops.
- The jaw slides are preset during manufacturing and should *not* need to be adjusted
 - Before attempting to adjust the jaw slide position, obtain the correct measurements from your selling dealer.



Canvas Care (see also 'Clear Vinyl Care' on next page)

- After each use, especially in saltwater, rinse the canvas with cold freshwater.
- **Before** stowing, let the canvas air-dry completely.
- The canvas can be rolled or folded for stowage.

Cleaning the Canvas

 CAUTION
<p>NEVER use detergents when washing the canvas. Detergents can destroy the water repellency, and mildew/UV resistant finish of your canvas.</p>

Regularly clean the canvas to prevent dirt, pollen, and etc. from embedding in the fabric. Generally, it is easiest to wash the canvas while it is installed on your boat.

- Use a soft-bristled brush to remove all dust and loose dirt.
1. Hose down the canvas with freshwater.
 2. Gently wash the canvas with a solution of lukewarm water (no more than 100° F) and non-detergent soap, such as Lux or Ivory Flakes.
 3. Rinse thoroughly to remove the soap.
 4. **Before** stowing, let the canvas dry completely.

Stubborn Stains

 CAUTION
<ul style="list-style-type: none"> • Soaking in bleach solutions may remove the waterproof finish of the fabric and may also decrease the life of the polyester thread used in the canvas. • If needed, a water repellent treatment should be reapplied to your canvas. Ask your dealer about the treatments available for your boat's canvas.

Some stubborn stains may resist normal washing and you can try the methods below. However, these methods may remove the waterproof finish of the fabric and may also decrease the life of the polyester thread used in the canvas. Reapply a water repellent treatment as needed.

Method 1

1. Add 1/8 cup (2 oz.) of **non-chlorine** bleach to one gallon of water and mix thoroughly.
2. Thoroughly wet the canvas and then gently scrub the stained area with the weak bleach solution.
3. Rinse with cold water to remove all of the solution.

Method 2

1. Add 1/2 cup (4 oz.) of **non-chlorine** bleach and 1/2 cup (4 oz.) Ivory Flakes to one gallon of water and mix thoroughly.
2. Soak the canvas in this solution for about 20 minutes.
3. Rinse with cold water to remove all of the solution.

Clear Vinyl Care


CAUTION

- NEVER** store the clear vinyl pieces wet, as this will cause a milky film to develop.
- NEVER** fold or crease the clear vinyl pieces as cracking will occur.
- Clear vinyl is **NOT** intended for use when your boat is in storage or being moored.
- Clear vinyl does **NOT** hold up well against ultraviolet rays.
- Under direct sunlight conditions, do **NOT** let the clear vinyl touch the framework. The framework radiates heat and can burn the clear vinyl.

- After each use, especially in saltwater, rinse the clear vinyl with cold freshwater.
- Before** stowing, the clear vinyl must be completely dry. Air-drying is best, but you can also carefully dry the vinyl with a chamois or soft cotton cloth.
- The clear vinyl can be rolled or laid out flat for stowage.
- Never** fold or crease the clear vinyl parts as cracking will occur.

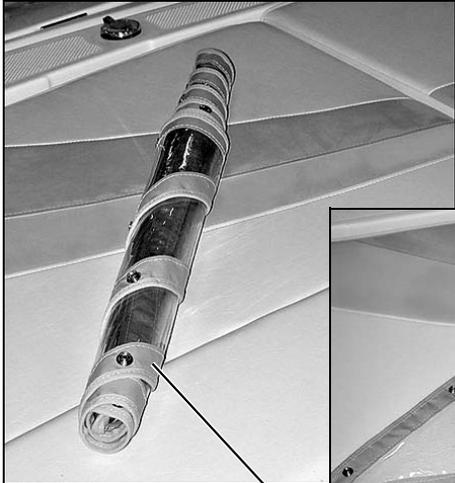
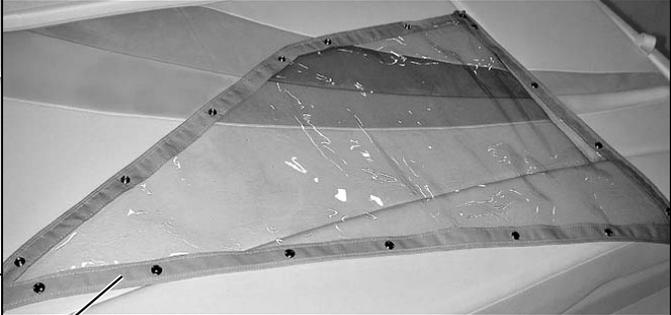
Cleaning Clear Vinyl

Regularly clean the clear vinyl to prevent dirt, pollen, and etc. from marring the surface. Generally, it is easiest to clean the clear vinyl while it is installed on your boat.

1. Hose down the clear vinyl with freshwater.
2. Using a soft cotton cloth (**paper towels are abrasive and should never be used on clear vinyl**), gently wash the clear vinyl with soap and water.
3. Rinse thoroughly to remove the soap.
4. **Before** stowing, the clear vinyl must be completely dry. Air-drying is best, but you can also carefully dry the vinyl with a chamois or soft cotton cloth.

NEVER FOLD OR CREASE CLEAR VINYL!
 FOLDING OR OTHERWISE CREASING CLEAR VINYL WILL CAUSE DAMAGE SUCH AS CRACKING TO OCCUR



AFTER CLEAR VINYL PARTS HAVE COMPLETELY AIR DRIED THEY CAN BE ROLLED OR SIMPLY LAID FLAT FOR STOWAGE

- Ask your dealer about products available to keep the clear vinyl polished and looking new.

Chapter 9: Appliances

NOTICE

Always keep an approved ABC-type fire extinguisher in galley area.

- The separate instruction sheets or manuals for *all* appliances and entertainment systems contain detailed instructions and important safeguards.
- Read these instruction sheets and manuals *before* using your boat's appliances and entertainment systems.
- If applicable, make sure the AC breaker is turned *On* for the appliance or entertainment system you wish to use.

Alcohol Stove (2352, & 2502 Only) (If Equipped)

! DANGER!



CARBON MONOXIDE POISONING HAZARD!

- The alcohol stove is a source of dangerous carbon monoxide gas (CO).
- *Before* using the alcohol stove, *Open* doors and windows to make sure there is enough fresh air for ventilation.

! WARNING!

- Open flame cooking appliances consume oxygen, this can cause asphyxiation or death.
- Maintain open ventilation.

! WARNING!



BURN/SCALDING and/or FIRE HAZARD!

- Read the stove's instruction manual *before* using.
- *Always* keep an approved ABC-type fire extinguisher in galley area.
- Do *NOT* use the stove while underway.
- Any non-cooking devices on or near your stove during use are potential fire hazards!
- Do *NOT* touch burners, grates or nearby surfaces as they may be hot even when they are dark in color.
- Areas near burners and grates may become hot enough to cause burns.
- During and after use, do *NOT* touch or let clothing or other flammable material come in contact with heated units or areas near the units (burner tops, main frame sides and back, sea rails and pot holders) until they have had sufficient time to cool.

Alcohol/Electric Stove (2502 Only) (If Equipped)

 **DANGER!**


DANGER
CARBON MONOXIDE

CARBON MONOXIDE POISONING HAZARD!

- The alcohol stove is a source of dangerous carbon monoxide gas (CO).
- *Before* using the alcohol stove, *Open* doors and windows to make sure there is enough fresh air for ventilation.

 **WARNING!**

- Open flame cooking appliances consume oxygen, this can cause asphyxiation or death.
- Maintain open ventilation.

 **WARNING!**


 **BURN/SCALDING and/or FIRE HAZARD!**

- Read the stove's instruction manual *before* using.
- *Always* keep an approved ABC-type fire extinguisher in the galley area.
- Do *NOT* use the stove while underway.
- Any non-cooking devices on or near your stove during use are potential fire hazards!
- Do *NOT* touch the burners, grates or nearby surfaces as they may be hot even when they are dark in color.
- Areas near the burners and grates may become hot enough to cause burns.
- During and after use, do *NOT* touch or let clothing or other flammable material come in contact with the heated units or the areas near the units (burner tops, main frame sides and back, sea rails and pot holders) until they have had sufficient time to cool.

 **CAUTION**

PRODUCT DAMAGE HAZARD!

To prevent overheating which can destroy the electric burner elements, *NEVER* attempt to use both alcohol and electric burners at the same time.

Butane Stove (2352, & 2502 Only) (If Equipped)

! **DANGER!**



CARBON MONOXIDE POISONING HAZARD!

- The butane stove is a source of dangerous carbon monoxide gas (CO).
- *Before* using the butane stove, *Open* doors and windows to make sure there is enough fresh air for ventilation.

! **WARNING!**

- Open flame cooking appliances consume oxygen, this can cause asphyxiation or death.
- Maintain open ventilation.

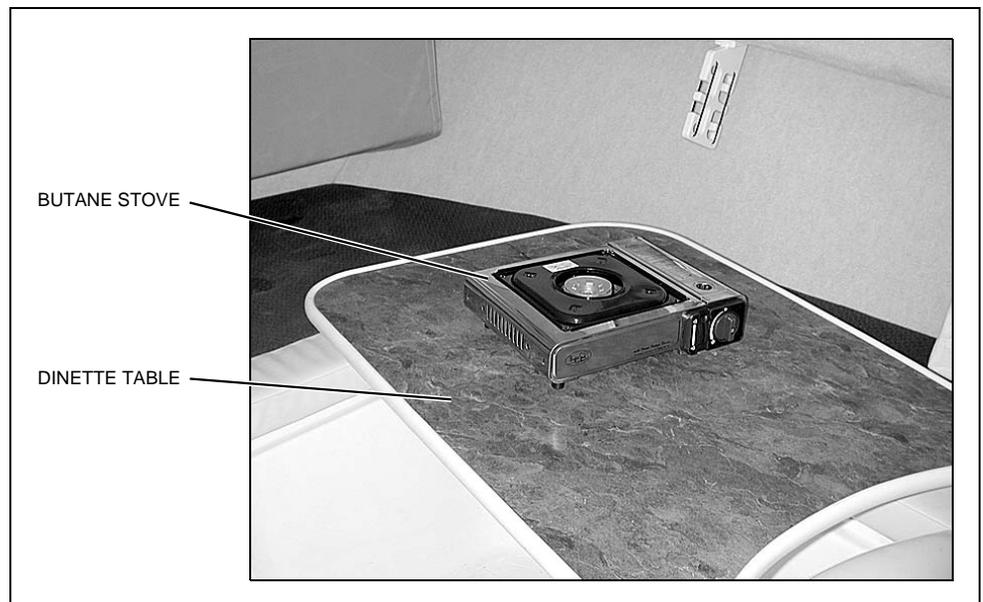
! **WARNING!**



BURN/SCALDING and/or FIRE HAZARD!

- Read the stove's instruction manual *before* using.
- *Always* keep an approved ABC-type fire extinguisher in galley area.
- Do *NOT* use the stove while underway.
- Any non-cooking devices on or near your stove during use are potential fire hazards!
- Do *NOT* touch burners, grates or nearby surfaces as they may be hot even when they are dark in color.
- Areas near burners and grates may become hot enough to cause burns.
- During and after use, do *NOT* touch or let clothing or other flammable material come in contact with heated units or areas near the units (burner top, main frame sides and back, sea rails and pot holders) until they have had sufficient time to cool.

- *Before* using the butane stove read the stove's instruction manual.
- *Before* using the stove, make sure the bow hatch is open.
- Do *not* store more than one canister in the cabin (see the stove's instructions manual for stowage details).
- Extra canisters *must* be stored in the cockpit.
- Only use the butane stove on top of the dinette table.
- When the stove is not in use, store the stove in its case, under the galley.

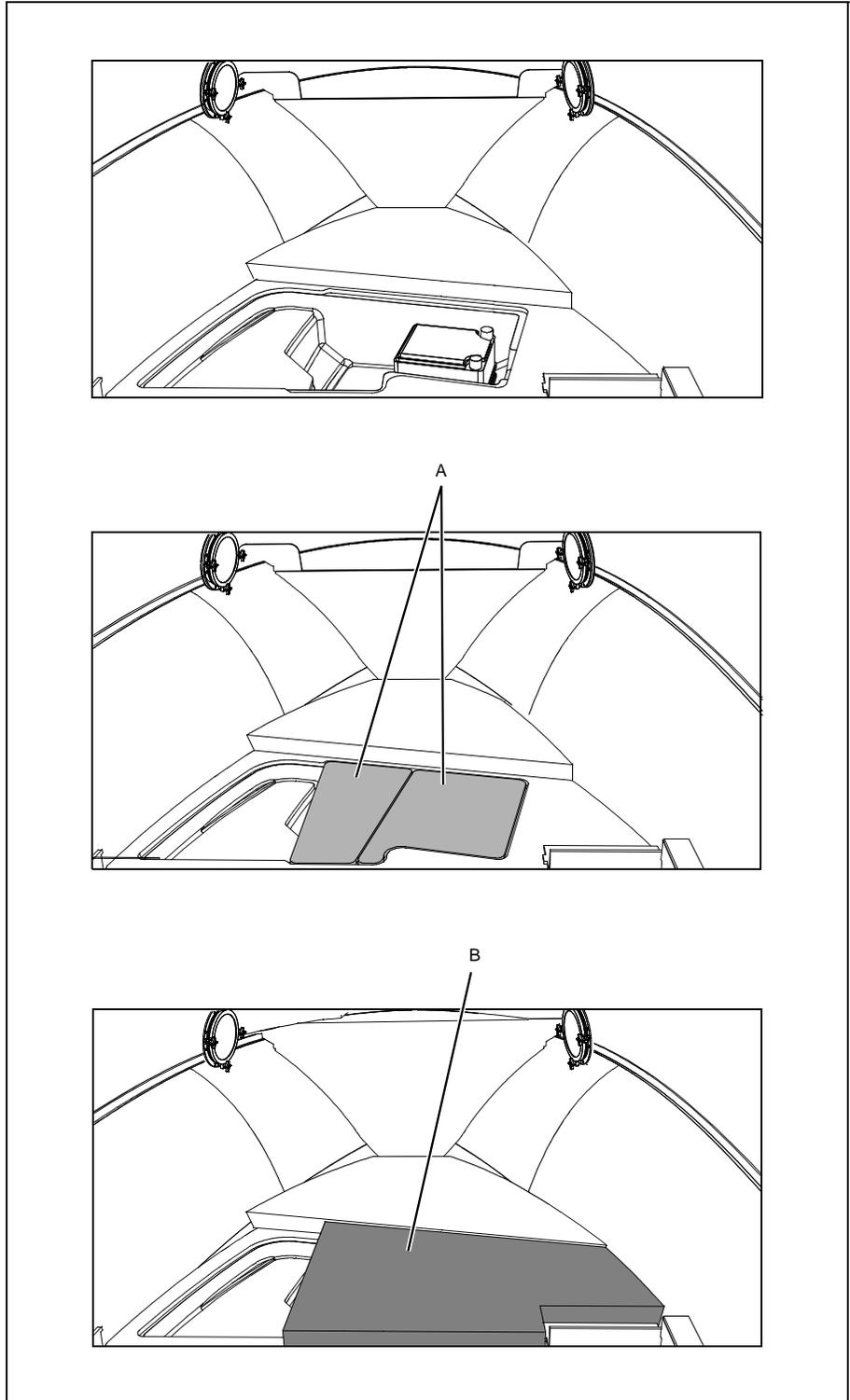


Chapter 10: Convertible Seats, Beds, & Tables

V-Berth

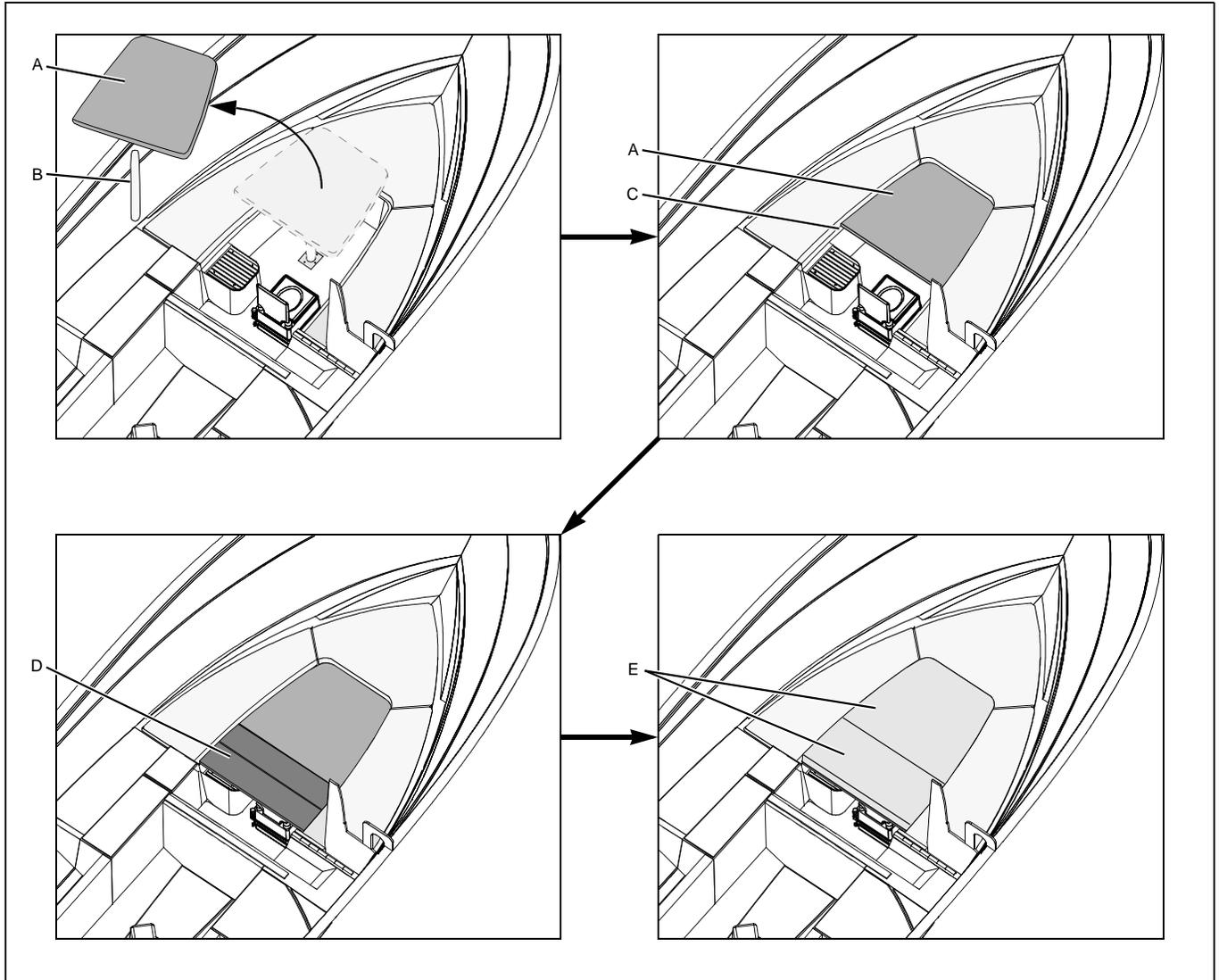
1902/1952 Conversion

1. Place the filler boards (A) so that they fit securely on the edge lip.
2. Place the filler cushion (B) on top of the filler boards.



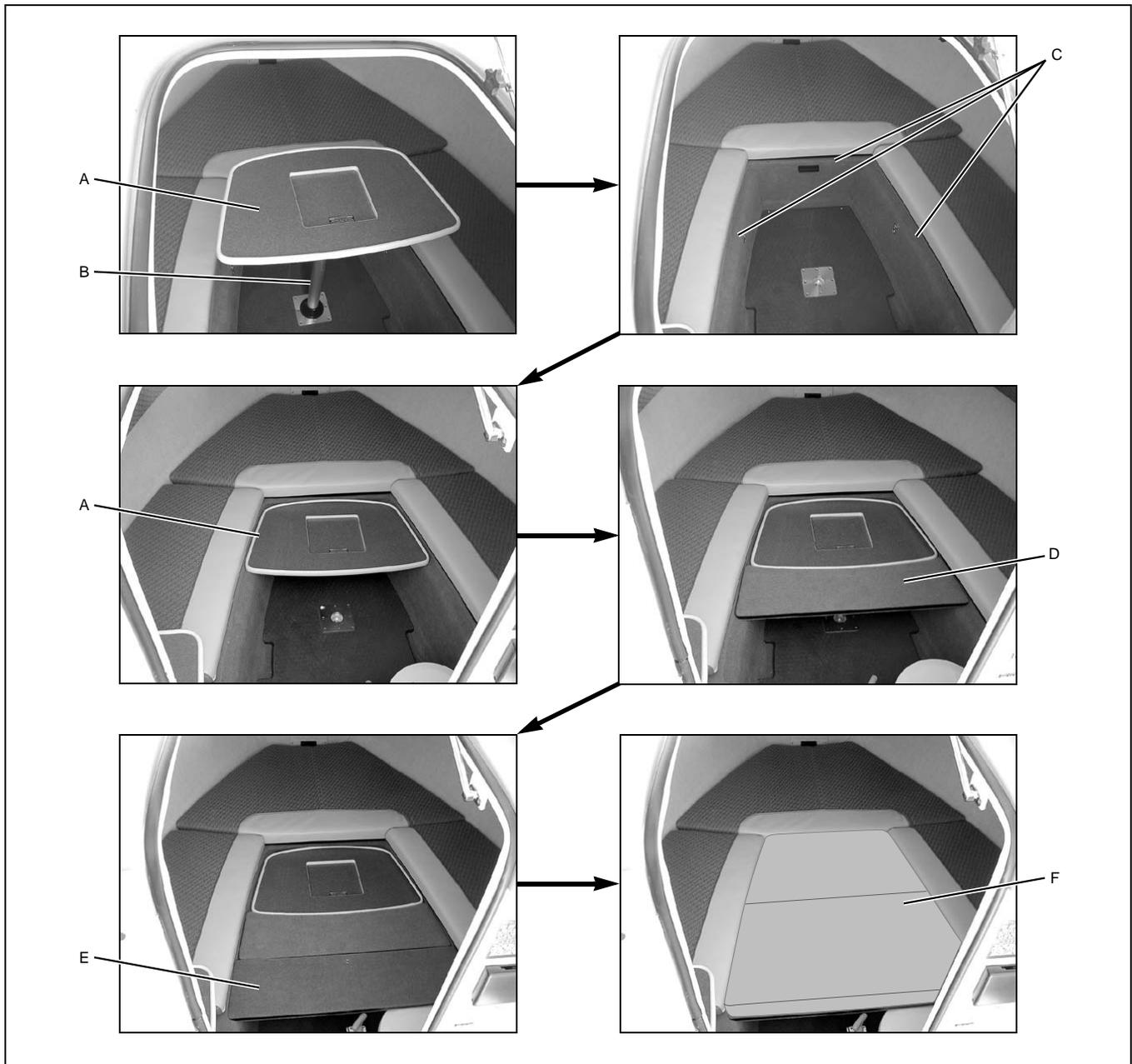
Dinette to V-Berth

2002/2052 Conversion



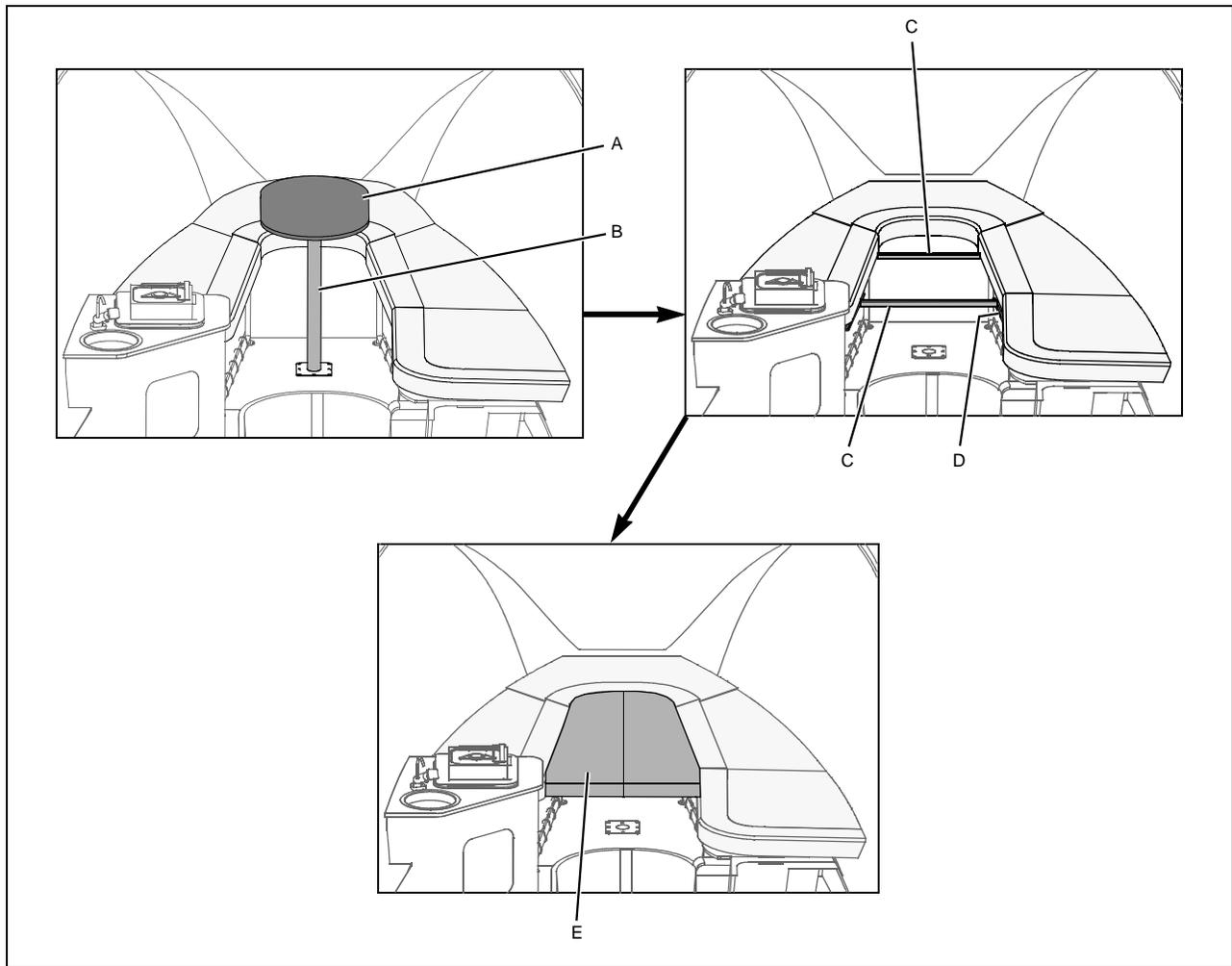
The dinette table can be removed and the dinette area can be converted into a berth.

1. Lift the table (A) and remove the table leg (B).
2. Place the table (A) so that it fits securely on the edge lips (C) at the front of the dinette seats.
3. Unfold the hinged filler boards (D) and place them securely on the edge lips (C) at the front of the dinette seats.
4. Place the filler cushions (E) on top of the filler boards.

2352 Conversion

The dinette table can be removed and the dinette area can be converted into a berth.

1. Lift the table (A) and remove the table leg (B).
2. Place the table (A) so that it fits securely on the edge lips (C) at the front of the dinette seats.
3. Place the filler boards (D) & (E) so that they fit securely on the edge lips (C) at the front of the dinette seats.
4. Place the filler cushions (F) on top of the filler boards.

2502 Conversion

The dinette table can be removed and the dinette area can be converted into a berth.

1. Remove the table (A) and table leg (B).
2. Insert the aluminium support bars (C), that are stored on the back of the port cushion, so that they fit securely on the edge lips (D) at the front of the dinette seats.
3. Place the filler cushions (E) on top of the aluminium supports.

Chapter 11: Lights

Care and Maintenance

All of the lights installed on your boat are of top quality, but you should be aware that failure may periodically occur for a variety of reasons:

1. There may be a blown fuse - *replace the fuse.*
2. The bulb may be burned out - *carry spare bulbs for replacement.*
3. A wire may be damaged or may have come loose - *repair as required.*
4. The bulb base may be corroded - *clean the base and coat it with non-conductive electrical lubricant.*

Interior & Exterior Lights

 CAUTION
<ul style="list-style-type: none"> • Be conservative in the use of battery power. • Prolonged use of cabin interior lights (overnight) will result in a drained battery.

- The lights are powered by the boat's 12-volt DC system.
- The battery switch *must* be turned *On* for the lights to work.

Navigation Lights

 CAUTION
<p>Avoid the storage of gear where it would block navigation lights from view.</p>

Read the navigation light section in the *Sport Boat Owner's Manual*.

Chapter 12: Electrical System


DANGER!





EXTREME FIRE, SHOCK & EXPLOSION HAZARD!

- To minimize the risks of fire and explosion, *NEVER* install knife switches or other arcing devices in the fuel compartments.
- *NEVER* substitute automotive parts for marine parts. Electrical, ignition and fuel system parts were designed and manufactured to comply with rules and regulations that minimize risks of fire and explosion.
- Do *NOT* modify the electrical systems or relevant drawings.
- Have qualified personnel install batteries and/or perform electrical system maintenance.
- Make sure that *all* battery switches are turned *Off before* performing any work in the engine spaces.


WARNING!







FIRE & EXPLOSION HAZARD!

- Fuel fumes are heavier than air and will collect in the bilge areas where they can be accidentally ignited.
- Visually and by smell (sniff test), check the engine and fuel compartments for fumes or accumulation of fuel.
- *ALWAYS* run the bilge blower(s) for at least four minutes prior to engine starting, electrical system maintenance or activation of electrical devices.
- *NEVER* expose the batteries to open flame or sparks, and *NEVER* smoke anywhere near the batteries.


CAUTION



SHOCK & ELECTRICAL SYSTEM DAMAGE HAZARD!

When the engine is running, *NEVER* turn *Off* the battery switch or disconnect the battery cables. Doing either could cause damage to your boat's engine and/or electrical system.

NOTICE

Electrical connections are prone to corrosion. To reduce corrosion caused electrical problems, keep *all* electrical connections clean and apply a spray-on protectant that is designed to protect connections from corrosion.

12-Volt DC System

Batteries

The batteries supply electricity for lights, 12-Volt accessories, and engine and generator starting.

The Electrical section of Chapter 8, in the *Sport Boat Owner's Manual*, provides battery care and maintenance instructions.

Fuses and Circuit Breakers

- Fuses and circuit breakers for engines and main accessory power are on the DC main distribution panel and on the battery switch panel.
- Some equipment may have secondary fuse protection at the unit, behind the battery switch panel or at the batteries.
- Electronics power is provided at the helm station.

Alternator(s)

The alternator(s) will keep the battery properly charged when the engine(s) is running at cruising speeds.

12-Volt Accessory Outlet

 CAUTION
Do NOT use the 12-volt accessory outlet with a cigarette or cigar lighter. High temperatures may melt the outlet.

- Your boat is equipped with a 12-volt accessory outlet at the helm.
- The outlet can be used with any 12-volt device which draws 15 amps or less.

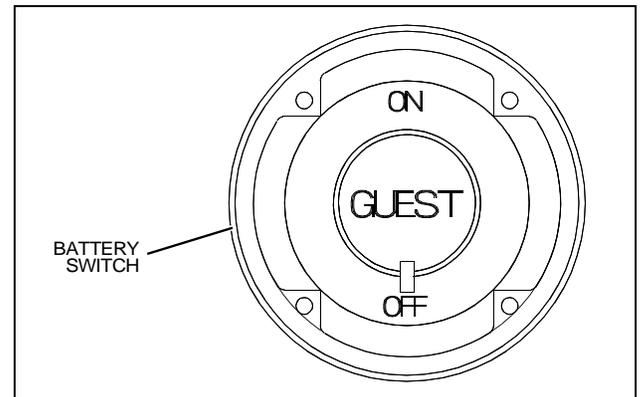
The 12-volt accessory outlet is protected by a 15 amp circuit breaker on the main circuit breaker panel.

Battery Switch (1802 Only)

 CAUTION	
	SHOCK & ELECTRICAL SYSTEM DAMAGE HAZARD!
	When the engine is running, <i>NEVER</i> turn <i>Off</i> the battery switch or disconnect the battery cables. Doing either could cause damage to your boat's engine and/or electrical system.

NOTICE
Make sure your selling dealer fully explains how to use the battery switch.

- "Stand-by Loads", such as the automatic bilge pump, and the stereo memory, are *not* affected by the battery switch. Stand-by loads bypass the battery switch and are wired directly to the battery.
- Turn the battery switch to the *Off* position whenever the boat will be unoccupied for long periods of time.



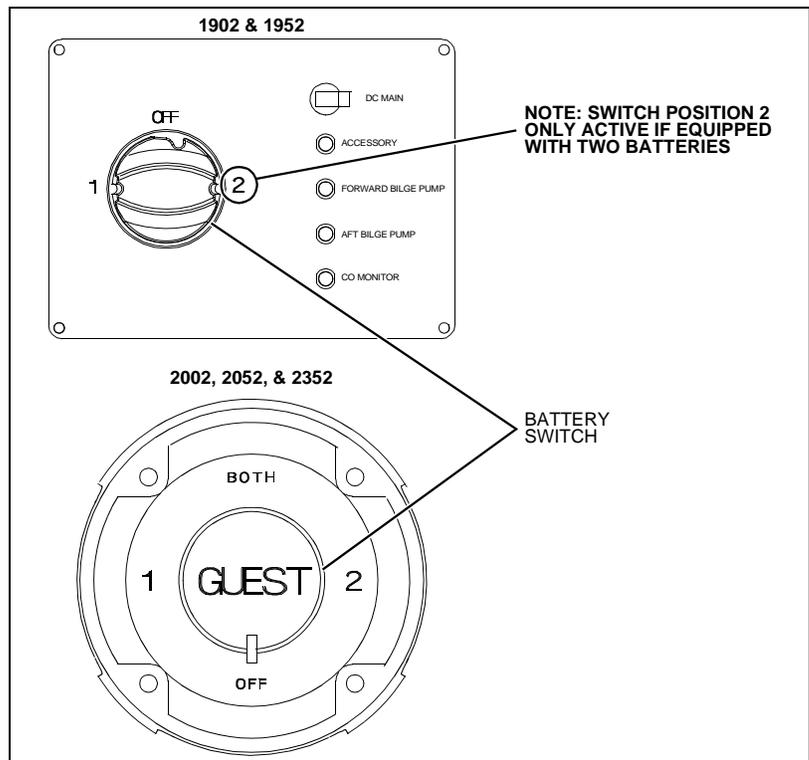
Battery Switch (All Models Except 1802 & 2502)

⚠ CAUTION

SHOCK & ELECTRICAL SYSTEM DAMAGE HAZARD!

When the engine is running, *NEVER* turn *Off* the battery switch or disconnect the battery cables. Doing either could cause damage to your boat's engine and/or electrical system components.

- "Stand-by Loads", such as the automatic bilge pump, and the stereo memory, are *not* affected by the battery switch. Stand-by loads bypass the battery switch and are wired directly to the battery.
- Turn the battery switch to the *Off* position whenever the boat will be unoccupied for long periods of time.



Battery Switch Positions

NOTICE

Since your boat's batteries were installed by your dealer, the battery switch positions listed below may vary. Make sure your selling dealer fully explains how to use the battery switches.

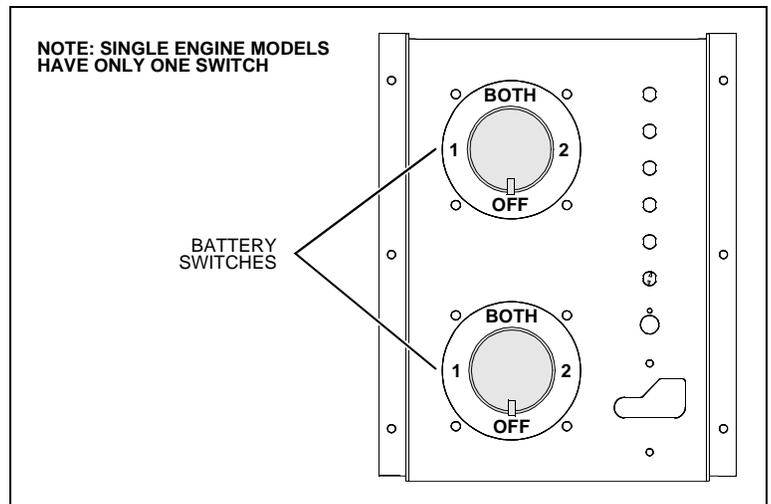
BATTERY SWITCH POSITIONS	ENGINE STARTING	ACCESSORIES & LIGHTS	ENGINE ALTERNATOR
POSITION "1"	Battery <u>1</u> Provides Starting Power	Battery <u>1</u> Provides Power for Accessories and Lights	Charges Battery <u>1</u>
POSITION "2"	Battery <u>2</u> Provides Starting Power	Battery <u>2</u> Provides Power for Accessories and Lights	Charges Battery <u>2</u>
"BOTH" POSITION	<u>BOTH</u> Batteries Provide Starting Power	<u>BOTH</u> Batteries Provide Power for Accessories and Lights (not advised unless engine is running)	Charges <u>BOTH</u> Batteries

Battery Switch(es) (2502 Only)

 CAUTION	
	SHOCK & ELECTRICAL SYSTEM DAMAGE HAZARD!
	When the engine(s) are running, <i>NEVER</i> turn <i>Off</i> the main battery switch(es) or disconnect the battery cables. Doing either could cause damage to your boat's engine(s) and/or electrical system components.

NOTICE
Make sure your selling dealer fully explains how to use the battery switch(es).

- Each battery switch has four (4) positions.
- The normal settings are:
Starboard engine battery switch - position "1".
Port engine battery switch - position "2".
- Some "Standby Loads", such as the automatic bilge pumps, and the stereo memory, are *not* affected by the battery switch since they are wired directly to the battery (see the *Wiring Diagrams* in this *Supplement* for more details).
- Turn the battery switch(es) to the *Off* position whenever the boat will be unoccupied for long periods of time.



110-Volt AC System (2502 Only) (If Equipped)

CAUTION

WATER HEATER DAMAGE HAZARD!

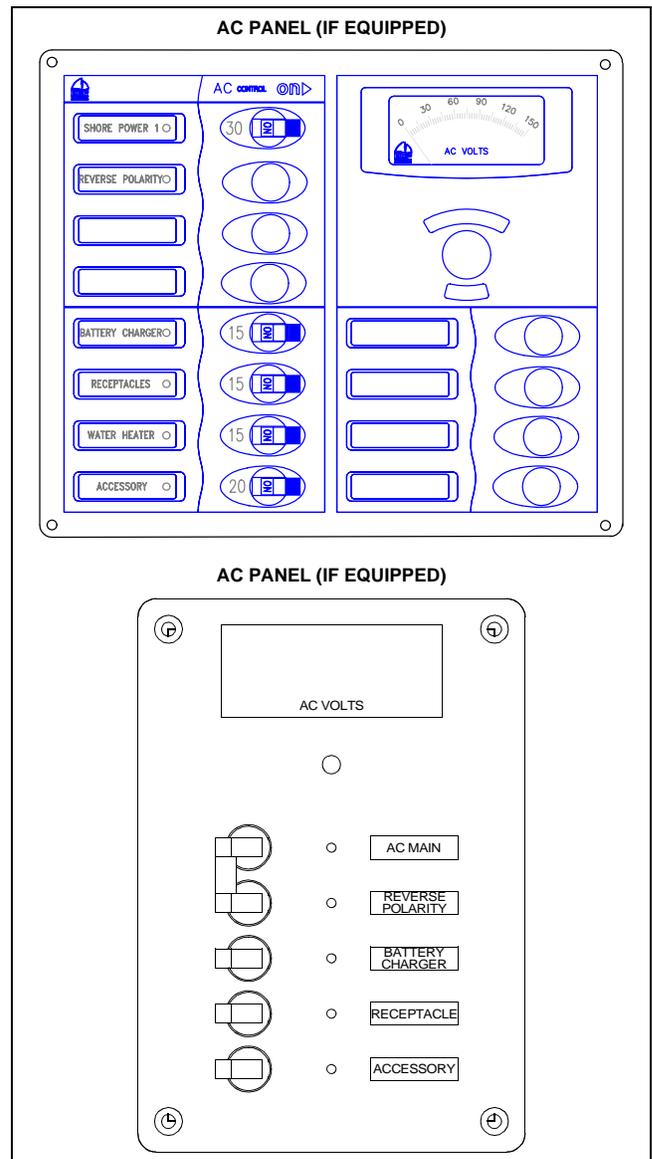
- Do **NOT** turn *On* the water heater breaker on the 110-Volt AC panel until the water heater tank is *completely* filled with water.
- The tank is full if water flows from the tap when the hot water is turned *On* in the galley.
- Even momentary operation in a dry tank *will* damage the heating elements.
- Warranty replacements will **NOT** be made on elements damaged in this manner.

NOTICE

When using shore power, the simultaneous use of several AC components can result in an overloaded circuit.

You may have to turn *Off* one or more accessories in order to use another accessory.

- The 110V/60Hz AC system can be energized by shore power.
- The master circuit breakers, located on the AC panel, provide power source selections to AC powered accessories. Individual breakers **must** be turned *On* to supply power to the accessories you wish to use.
- The AC panel may contain inactive circuit breakers for accessories that are **not** available for this model boat.



Shore Power (2502 Only)


DANGER!


FIRE, EXPLOSION & SHOCK HAZARD!

- Do **NOT** alter the shore power connectors and use *only* compatible connectors.
- *Before* plugging in or unplugging the shore power cord to your boat, make sure *all* breakers and switches on the AC master panel are turned *Off*.
- To prevent shock or injury from an accidental dropping of the 'hot' cord into the water; **ALWAYS** plug the shore power cord into the boat inlet first; then into the dockside outlet. When unplugging from shore power, **ALWAYS** unplug the shore power cord from the dockside outlet first.
- **NEVER** leave the shore power cord *only* plugged into the dockside outlet.
- Only use shore power cords approved for marine use. **NEVER** use ordinary indoor or outdoor extension cords.


WARNING!


SHOCK & ELECTRICAL SYSTEM DAMAGE HAZARD!

- Monitor the polarity indicator lights *every time* you connect to shore power.
- If a reversed polarity light turns *On* when you are connecting to shore power, do **NOT** turn *On* the main breaker switches.
- Instead, *immediately* unplug the shore power cord (*always* from the dockside outlet first) and alert marina management.


WARNING!


SHOCK & ELECTRICAL SYSTEM DAMAGE HAZARD!

- *Before* each use, check the shore power cord for defects or damage.
- **NEVER** use a damaged or faulty cord since the danger of fire and electrical shock exists.
- Do **NOT** pinch the shore power cord in doors or hatches, or coil the shore power cord too tightly since these situations can generate enough heat to result in a fire.
- If a shore power cord is dropped into the water, *completely* dry the blades and contact slots *before* using.


CAUTION


ELECTRICAL SYSTEM DAMAGE HAZARD!

- **NEVER** connect to dockside power outside of North America unless you have the international electrical conversion option.
- Using several AC components at the same time can result in an overloaded circuit. You may have to turn *Off* one or more appliances in order to use another appliance.
- Use double insulated or three-wire protected electrical appliances whenever possible.

Connecting To Shore Power

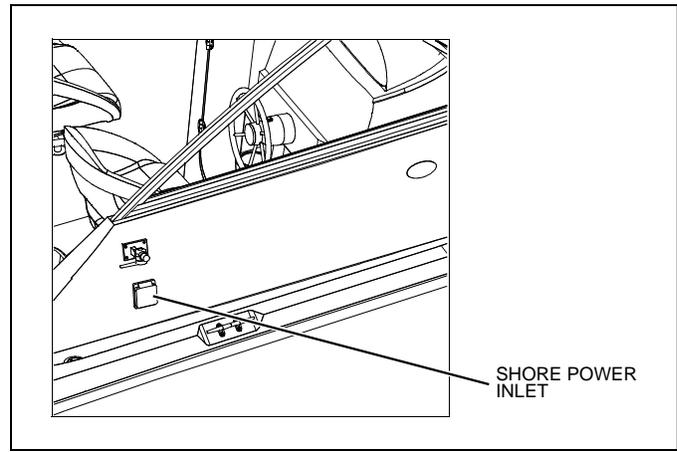
! **WARNING!**



SHOCK & ELECTRICAL SYSTEM DAMAGE HAZARD!

- Monitor the polarity indicator lights *every time* you connect to shore power.
- If a reversed polarity light turns *On* when you are connecting to shore power, do *NOT* turn *On* the main breaker switches.
- Instead, *immediately* unplug the shore power cord (*always* from the dockside outlet first) and alert marina management.

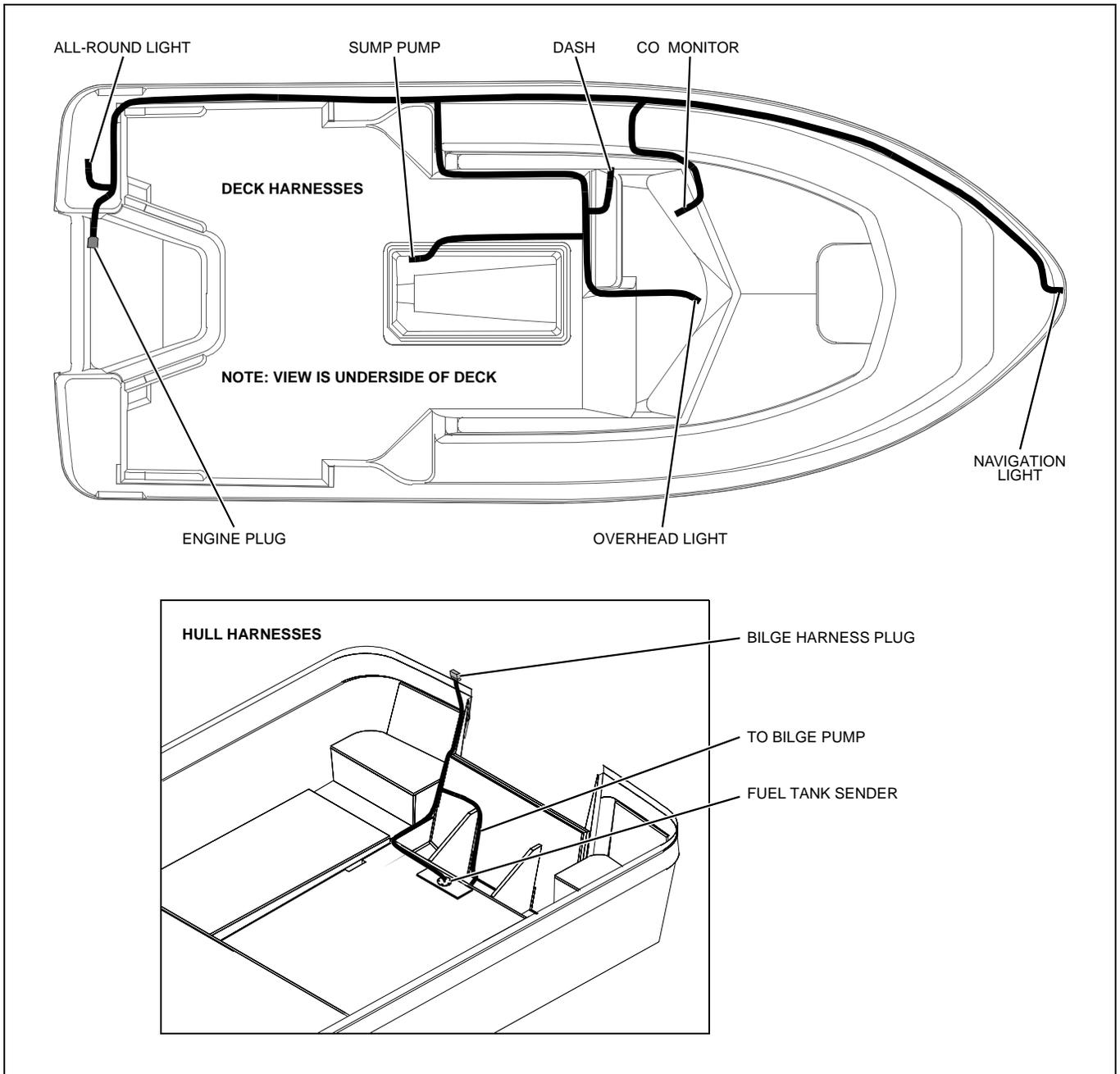
1. Review *all* hazard information at the beginning of this section, *Shore Power*.
2. Turn *Off all* breakers and switches on the AC master panel.
3. Attach the shore power cord to the boat inlet first, then to the dockside outlet.
4. Turn the "SHORE POWER 1" master breaker *on*.
5. Turn *on* the individual component breakers as required.



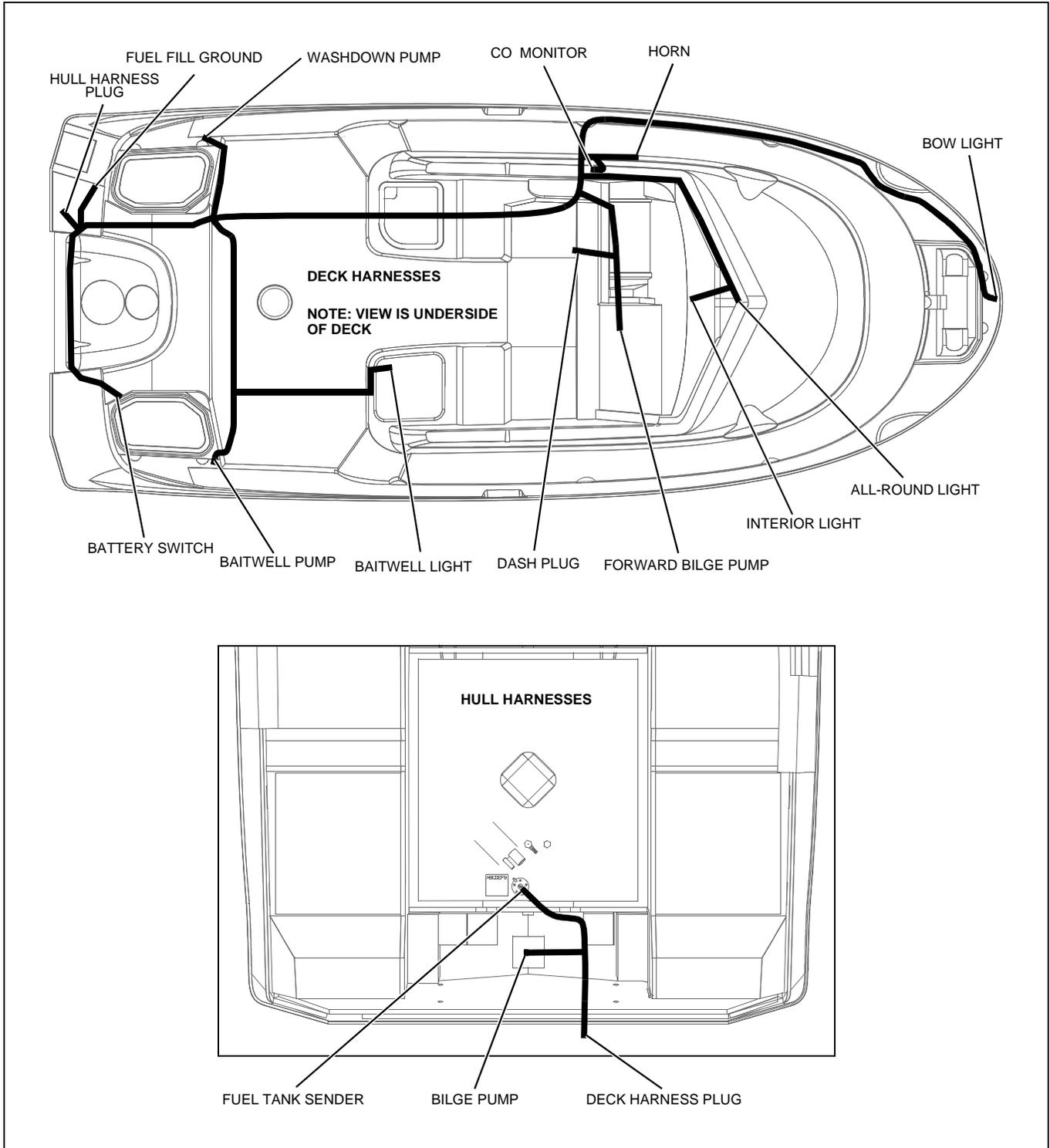
Electrical Routings

Hull & Deck Electrical Harnesses

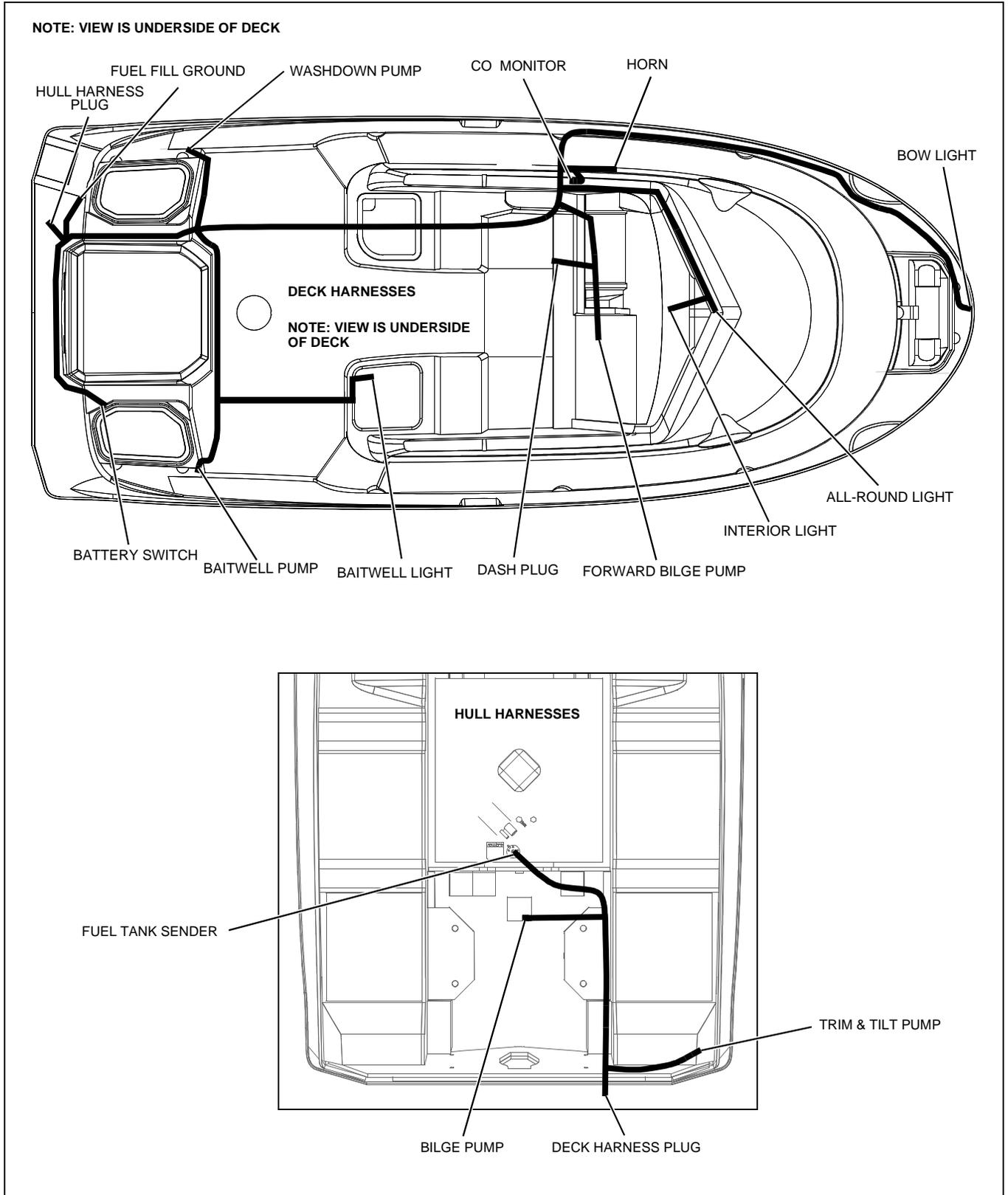
1802



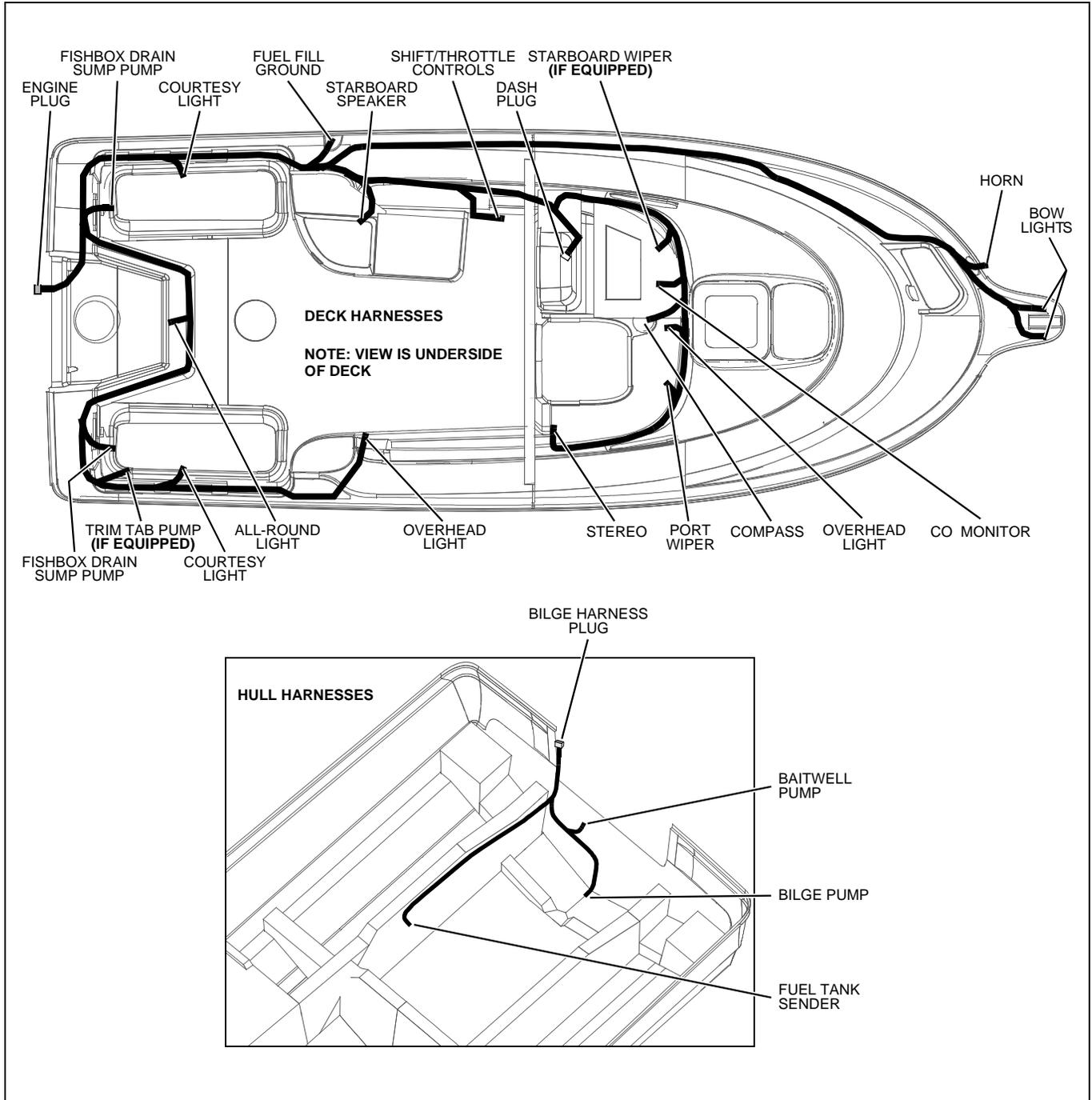
1902



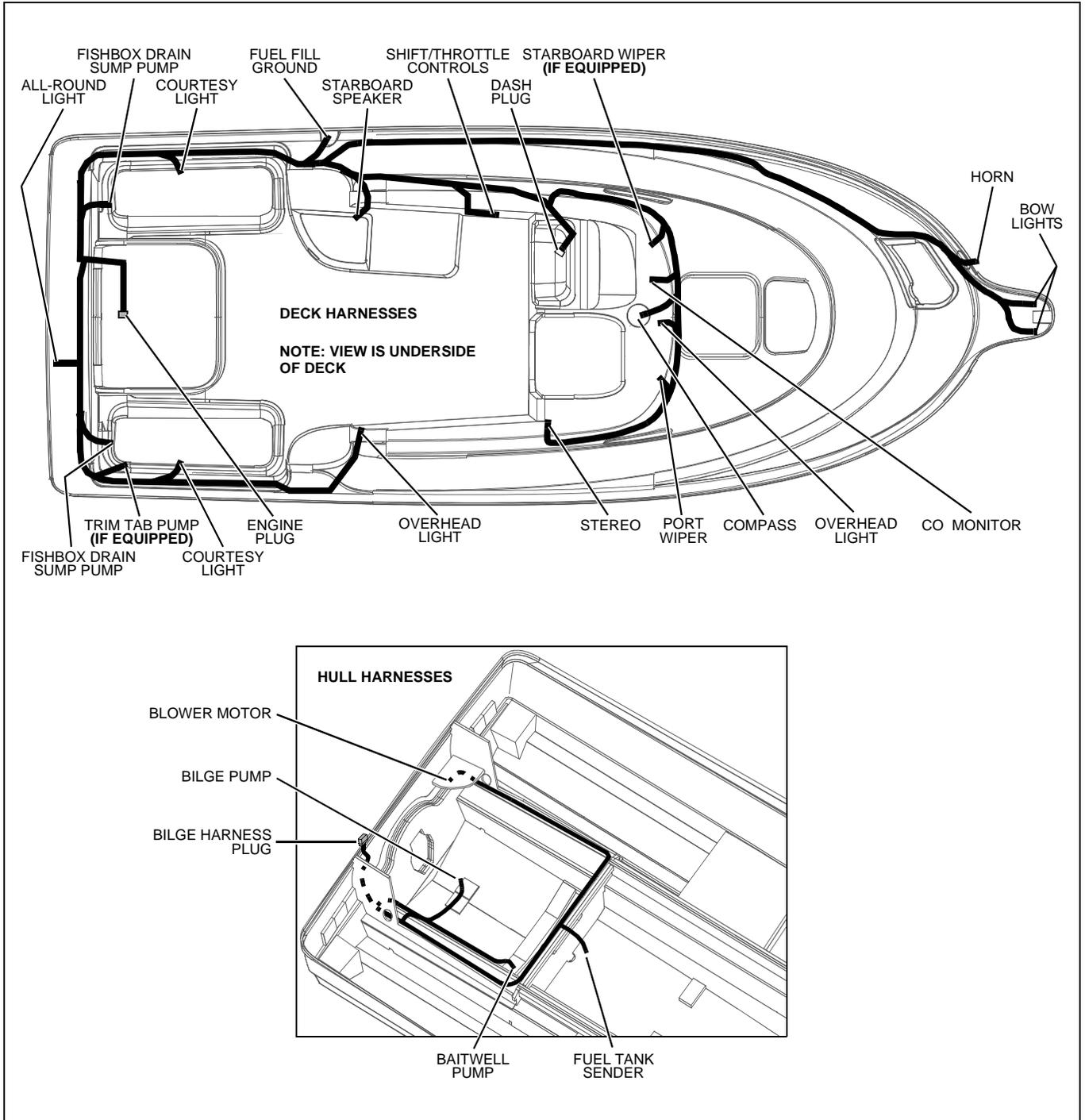
1952



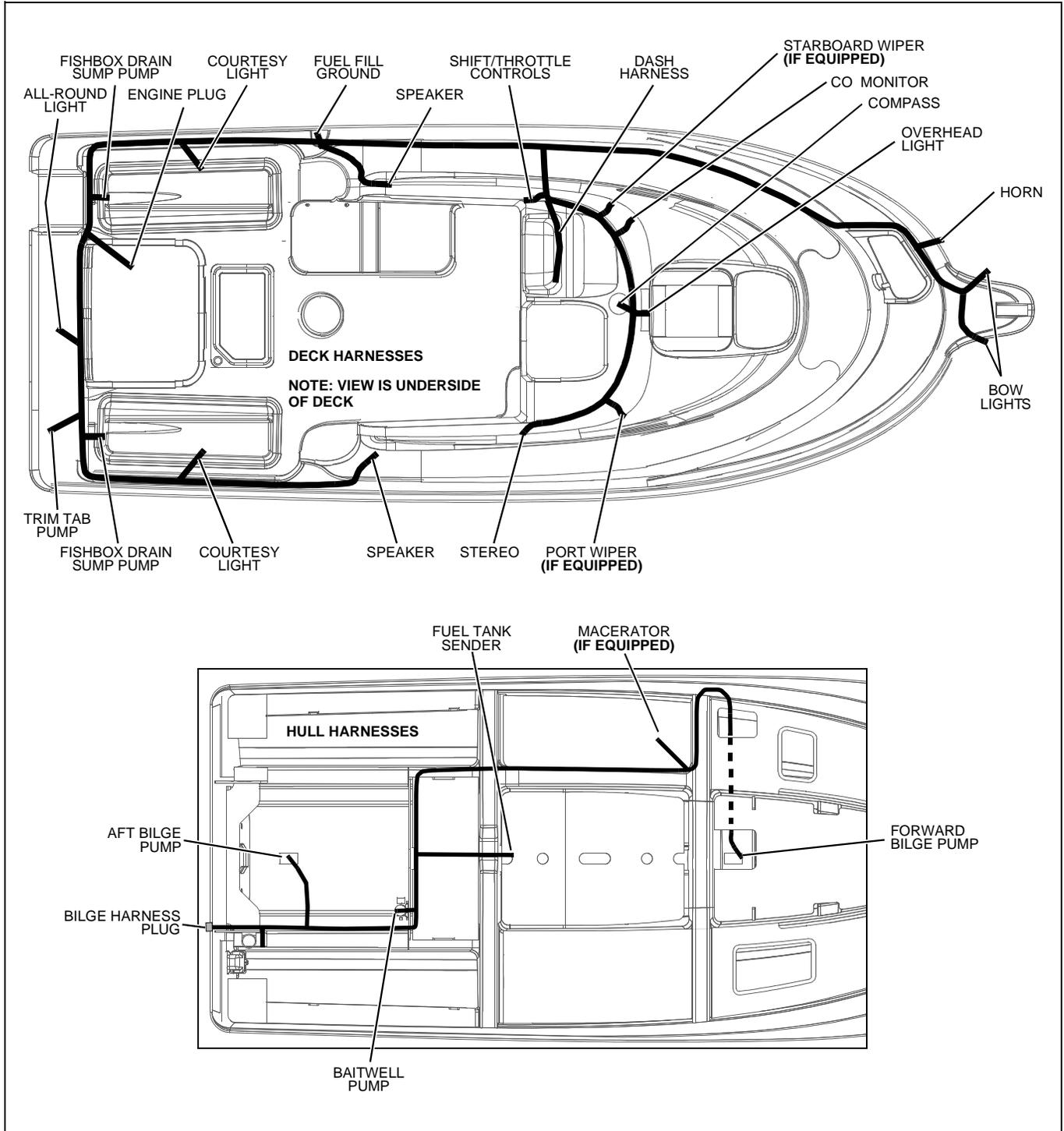
2002



2052

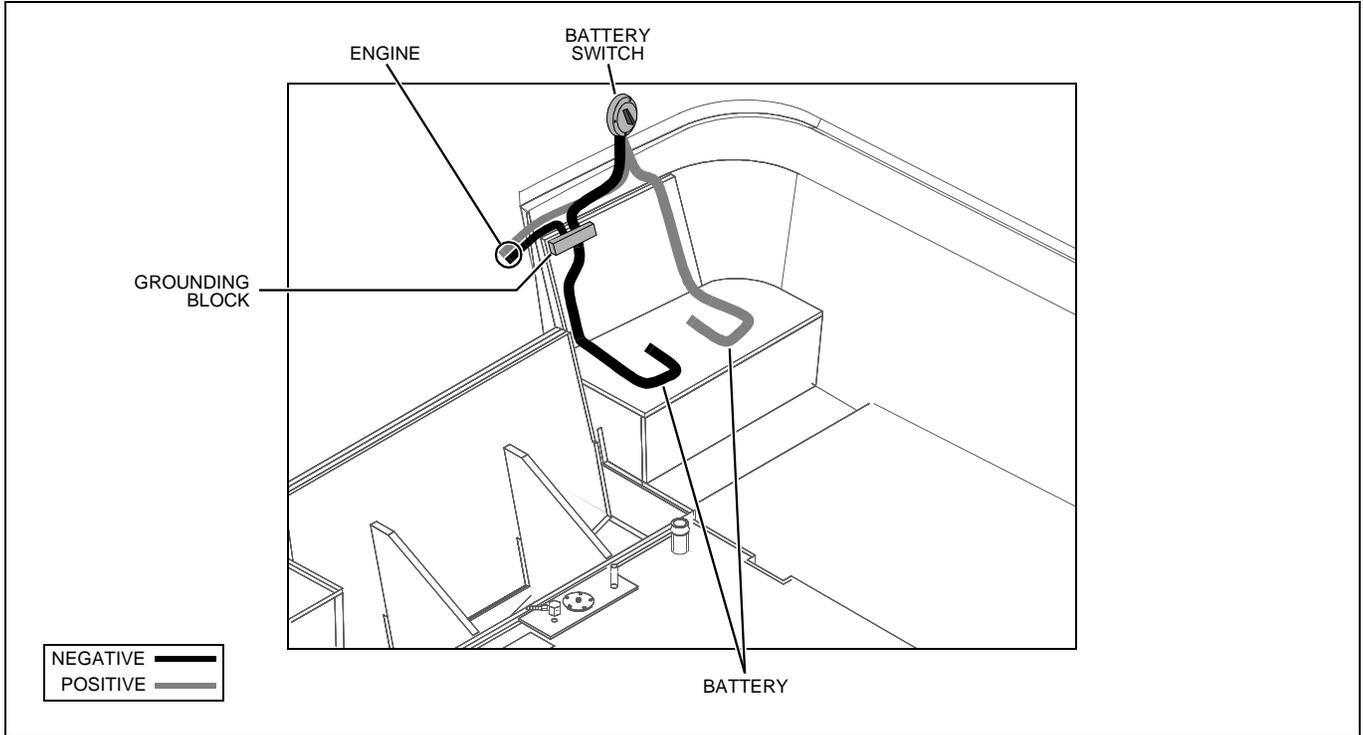


2352

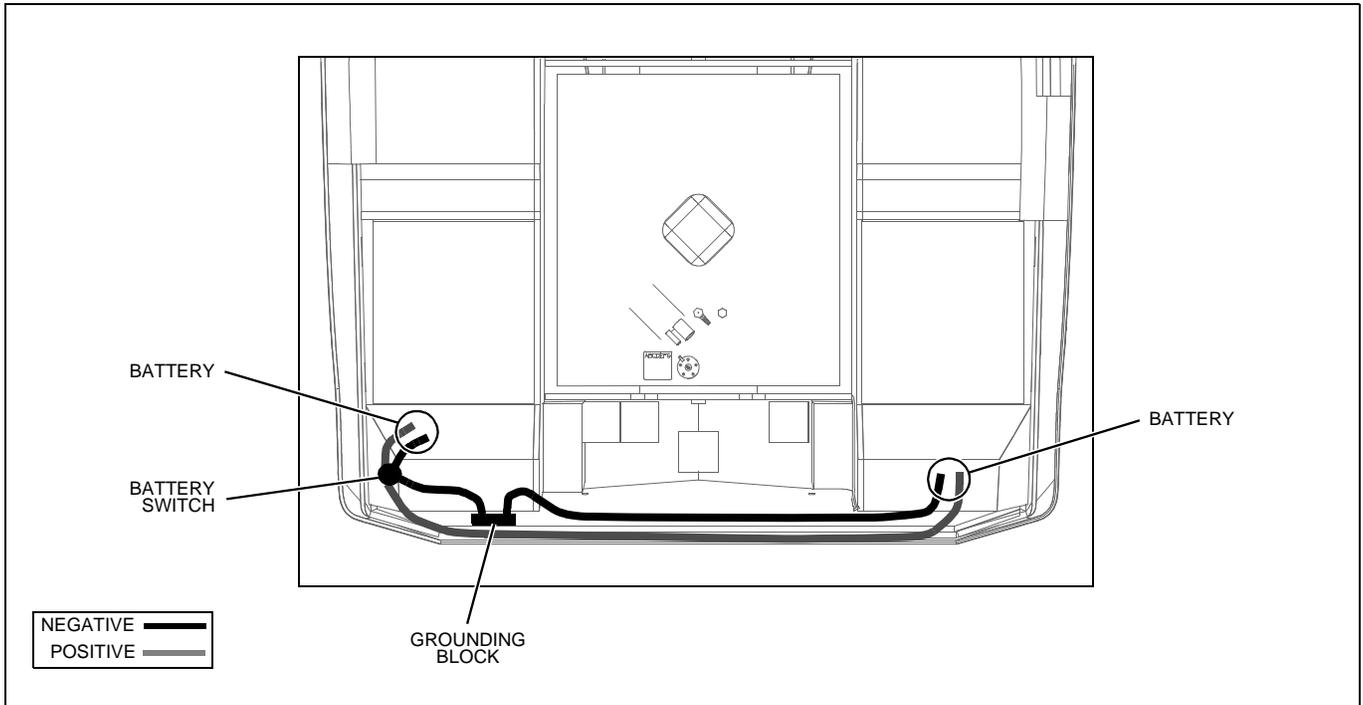


Battery System Views

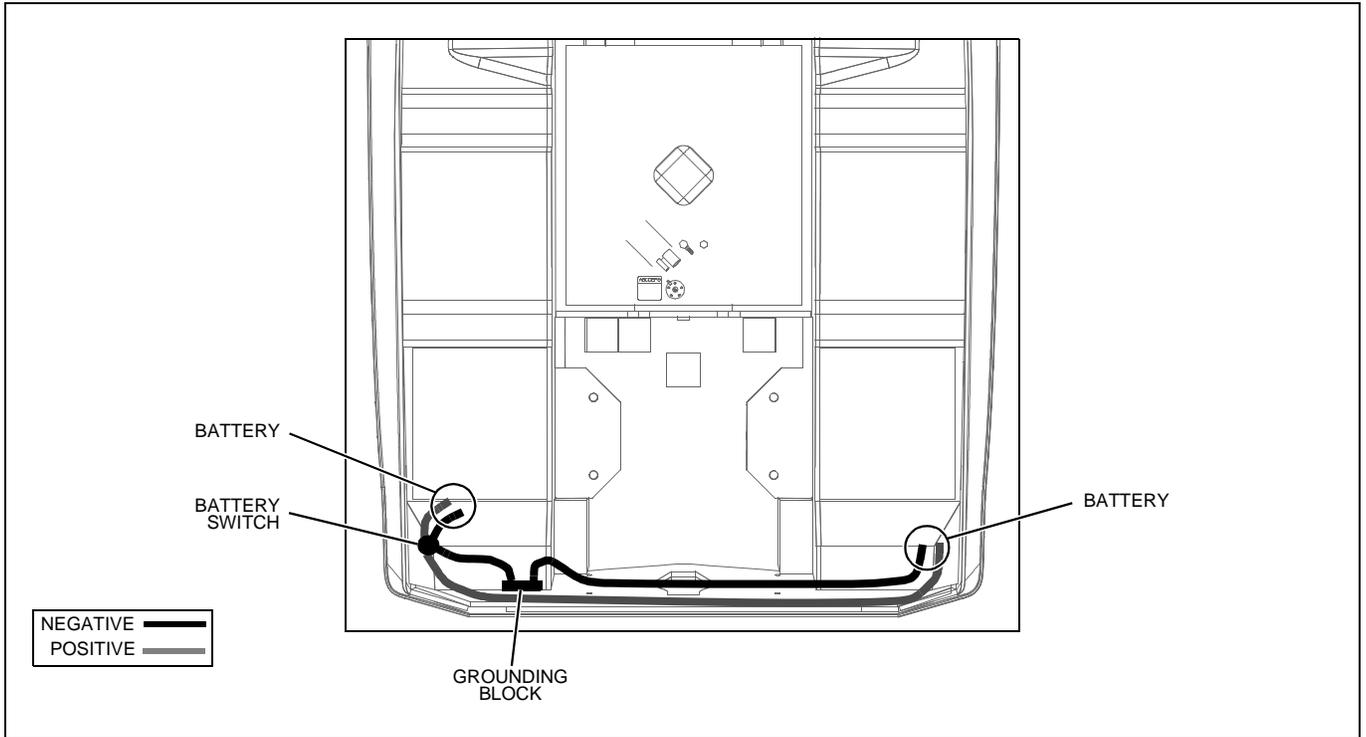
1802



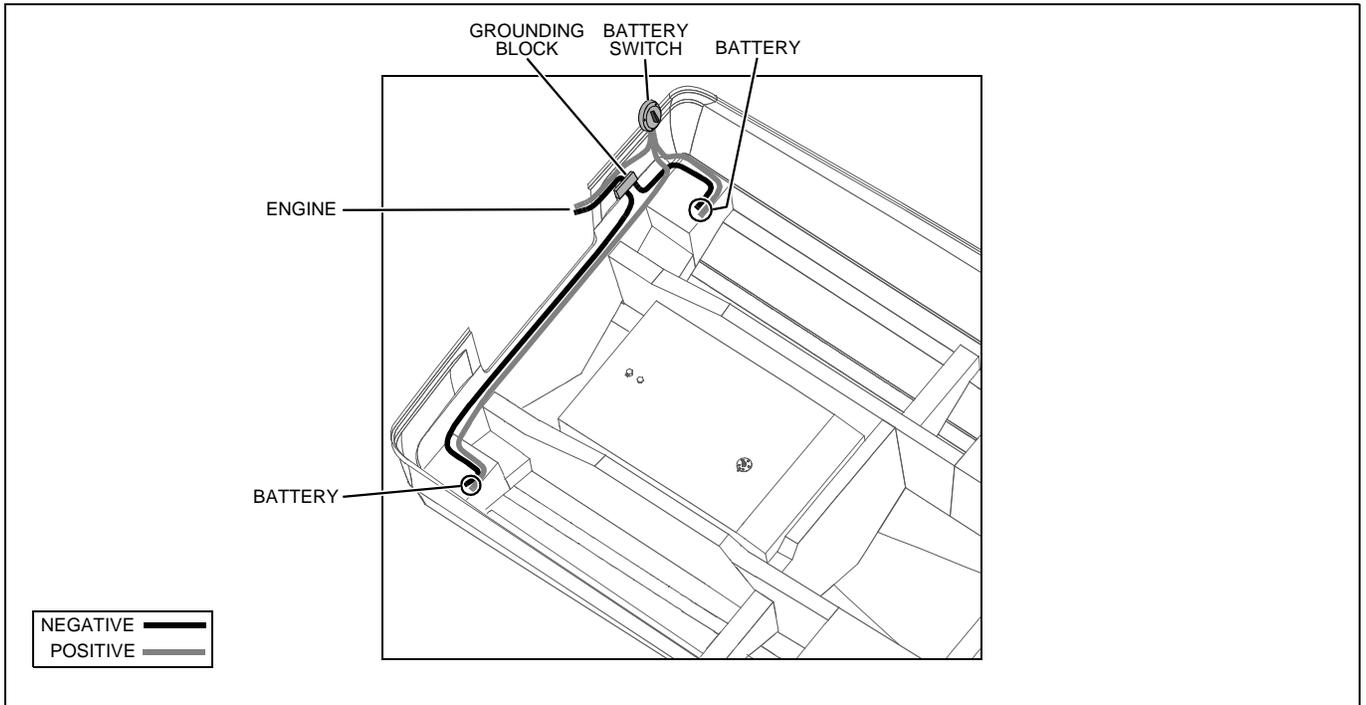
1902



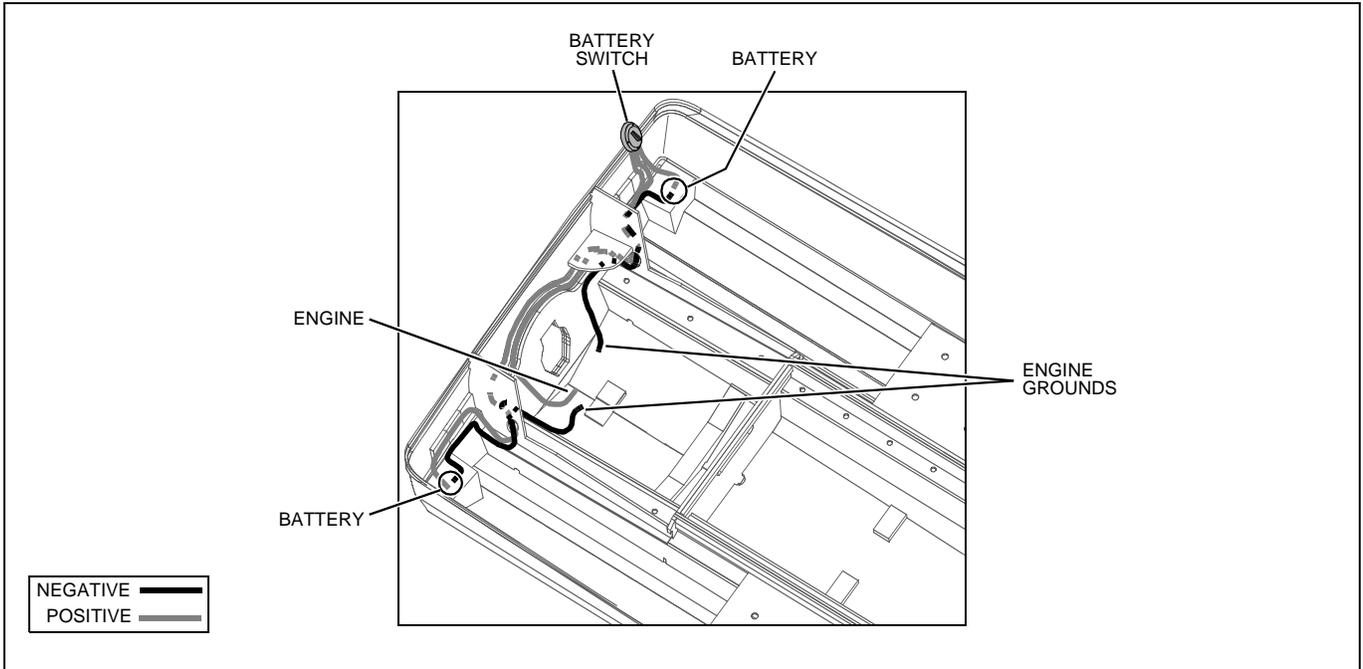
1952



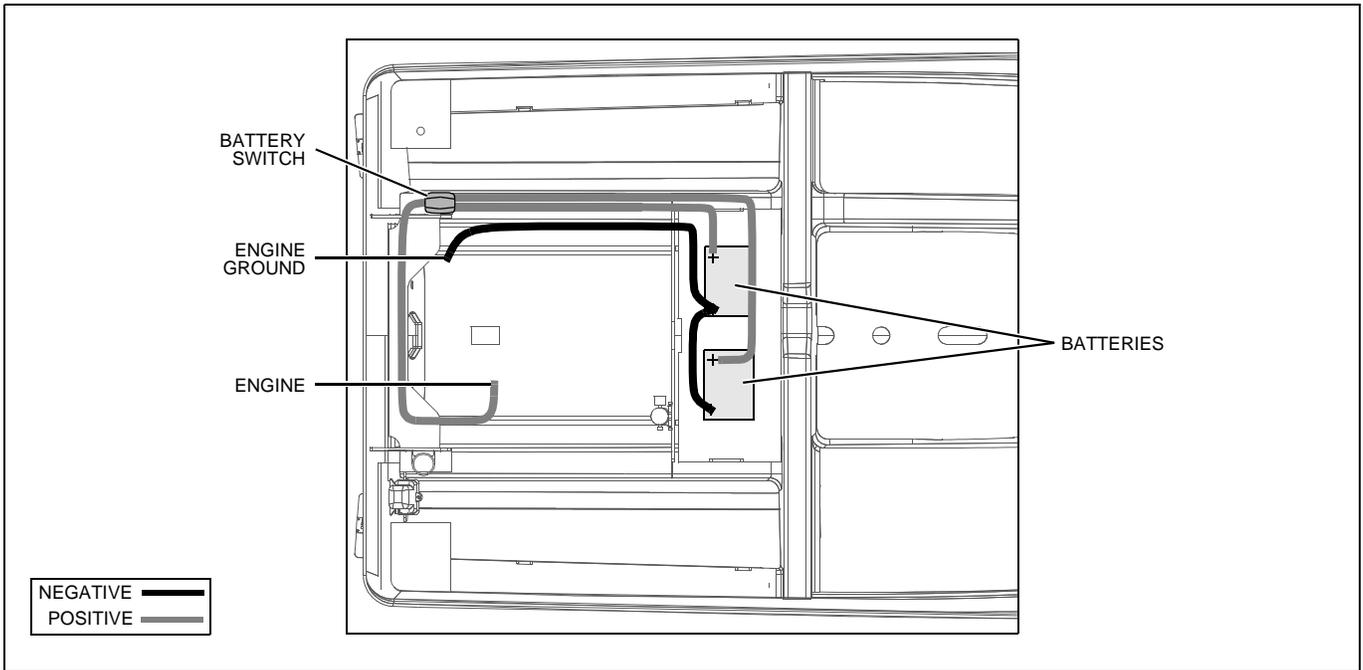
2002



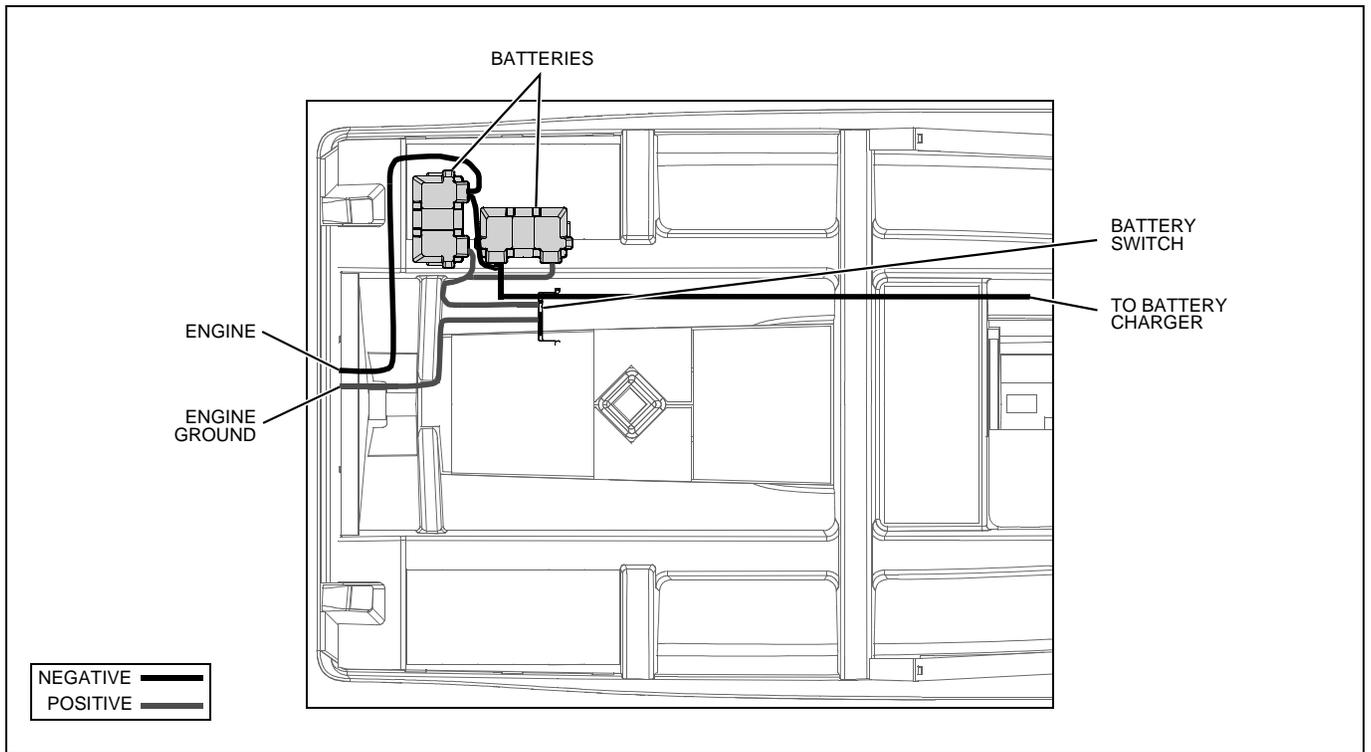
2052



2352

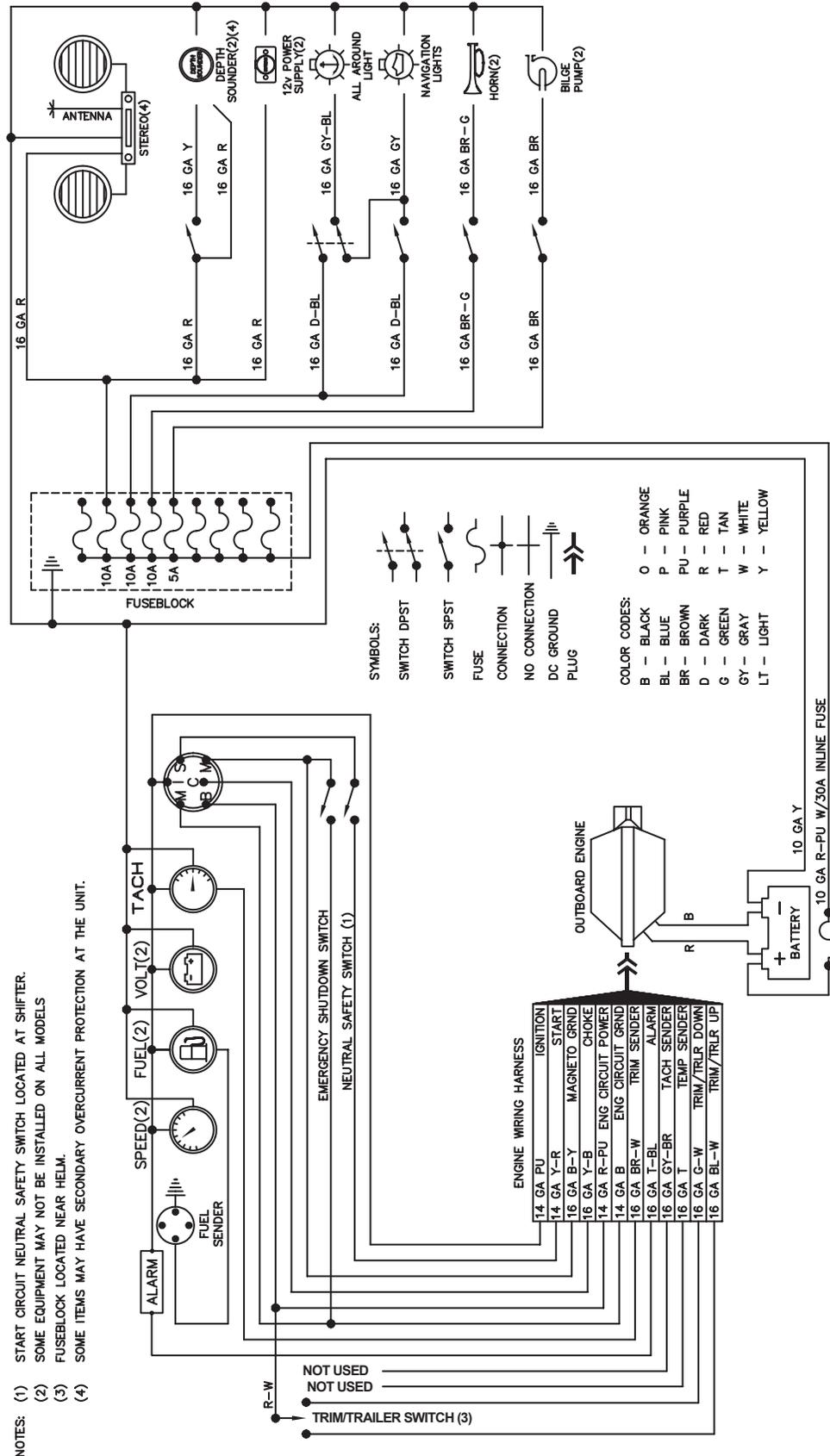


2502

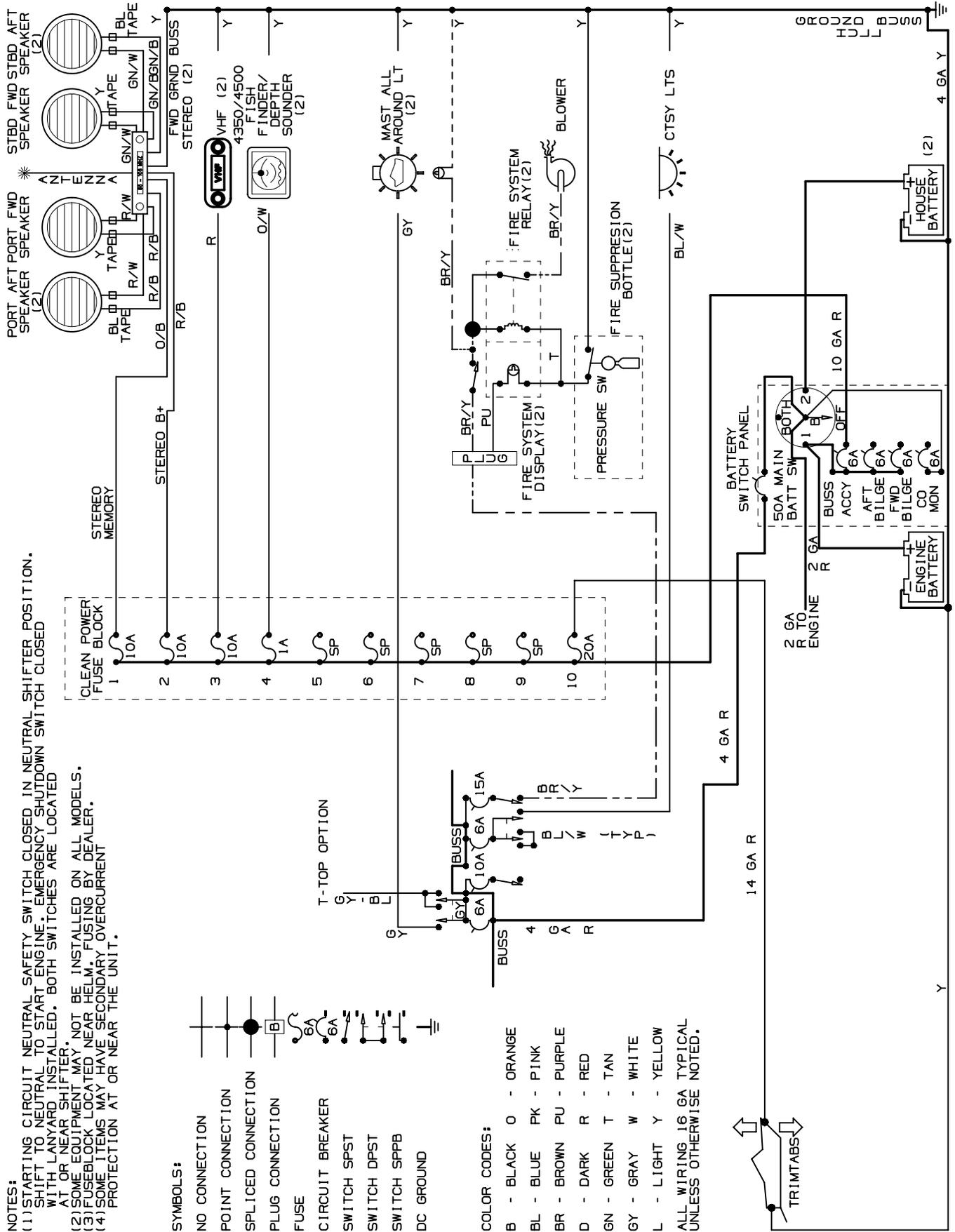


Wiring Diagrams

1802 Electrical System



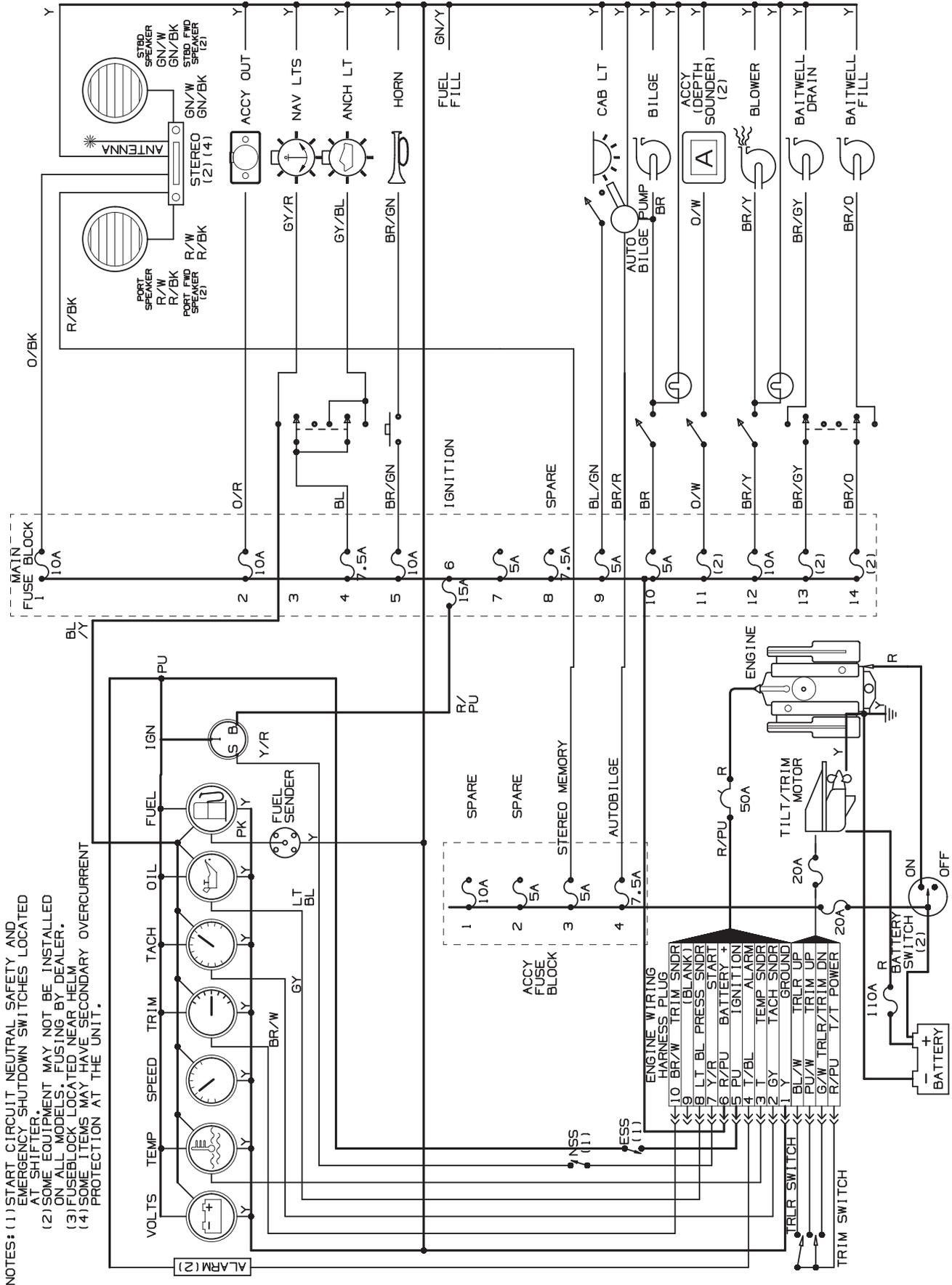
1902 & 1952 Accessory Electrical System (If Equipped)



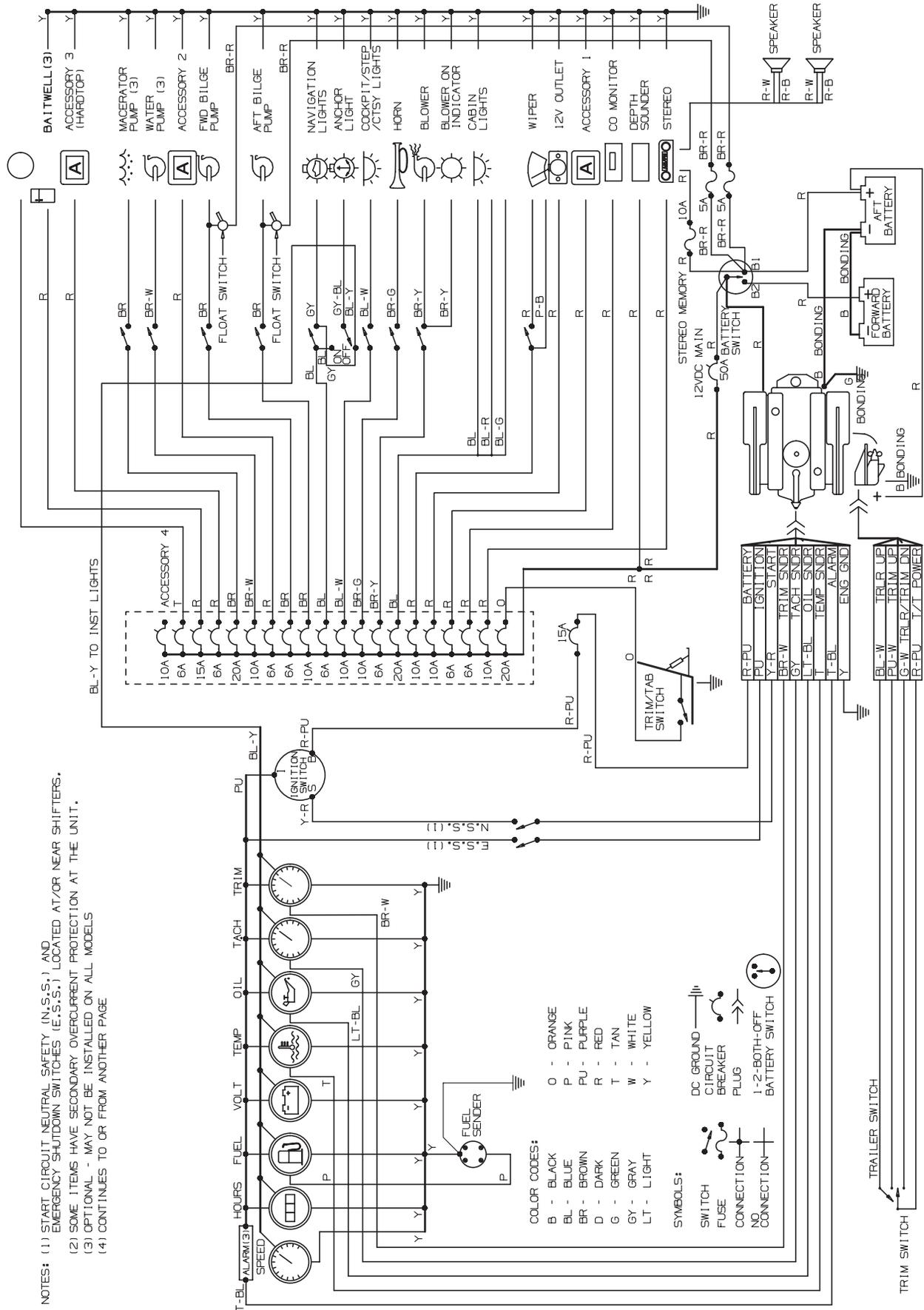
NOTES:
 (1) STARTING CIRCUIT NEUTRAL SAFETY SWITCH CLOSED IN NEUTRAL SHIFTER POSITION. SHIFT TO NEUTRAL TO START ENGINE. EMERGENCY SHUTDOWN SWITCH CLOSED WITH LANYARD INSTALLED. BOTH SWITCHES ARE LOCATED AT OR NEAR SHIFTER.
 (2) SOME EQUIPMENT MAY NOT BE INSTALLED ON ALL MODELS.
 (3) FUSEBLOCK LOCATED NEAR HELM. FUSING BY DEALER.
 (4) SOME ITEMS MAY HAVE SECONDARY OVERCURRENT PROTECTION AT OR NEAR THE UNIT.

- SYMBOLS:**
- NO CONNECTION
 - POINT CONNECTION
 - SPLICED CONNECTION
 - PLUG CONNECTION
 - FUSE
 - CIRCUIT BREAKER
 - SWITCH SPST
 - SWITCH DPST
 - SWITCH SPPB
 - DC GROUND
- COLOR CODES:**
- B - BLACK O - ORANGE
 - BL - BLUE PK - PINK
 - BR - BROWN PU - PURPLE
 - D - DARK R - RED
 - GN - GREEN T - TAN
 - GY - GRAY W - WHITE
 - L - LIGHT Y - YELLOW
- ALL WIRING 16 GA TYPICAL UNLESS OTHERWISE NOTED.

2052 Electrical System



2352 Electrical System



2502 Engine Electrical System

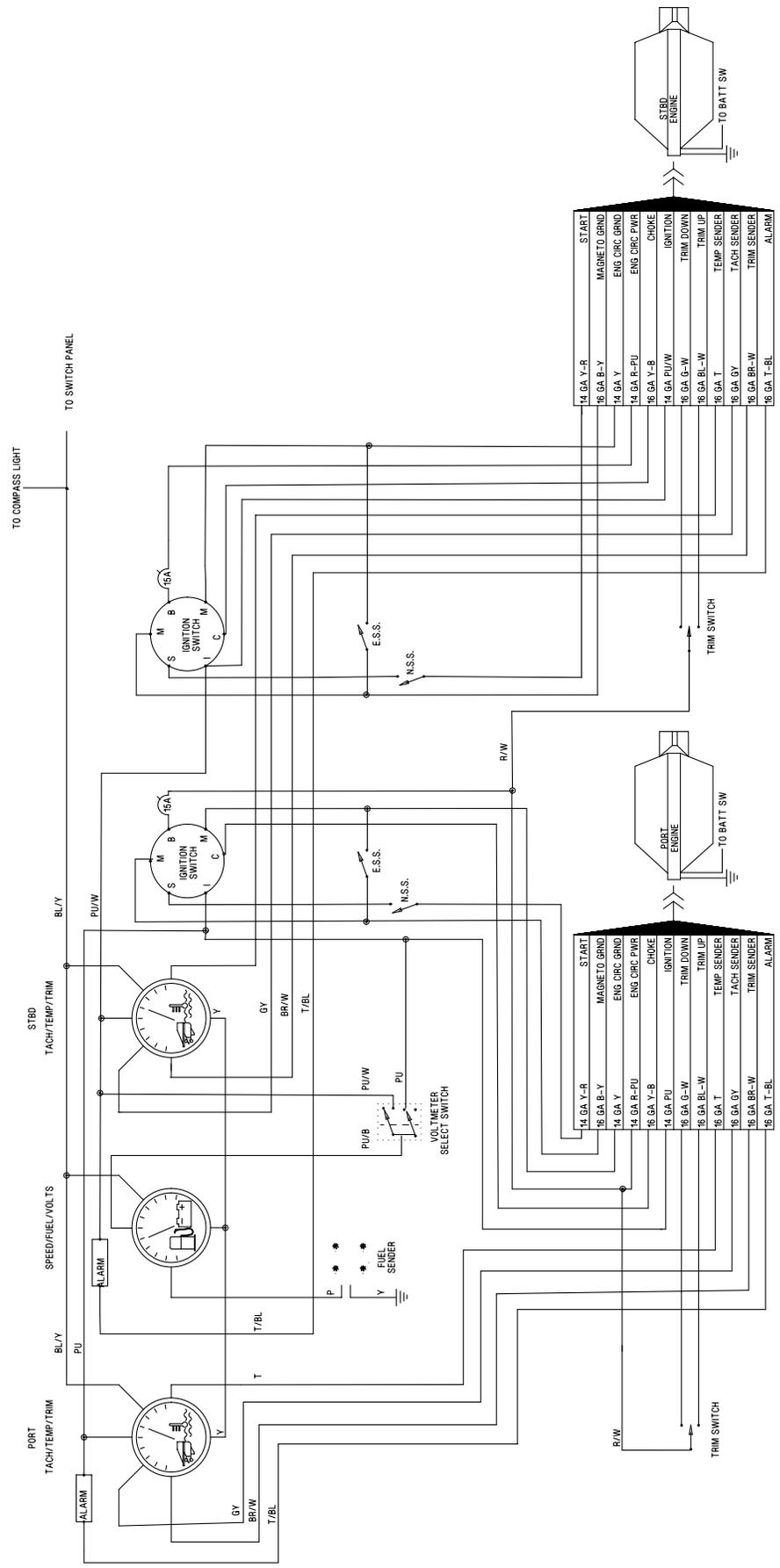
- NOTES:**
- (1) START CIRCUIT NEUTRAL SAFETY AND EMERGENCY SHUTDOWN SWITCHES LOCATED AT SHIFTER
 - (2) SOME EQUIPMENT MAY NOT BE INSTALLED ON ALL MODELS. FUSING BY DEALER.
 - (3) FUSEBLOCK LOCATED NEAR HELM.
 - (4) SOME ITEMS MAY HAVE SECONDARY OVER-CURRENT PROTECTION AT THE UNIT.

COLOR CODES:

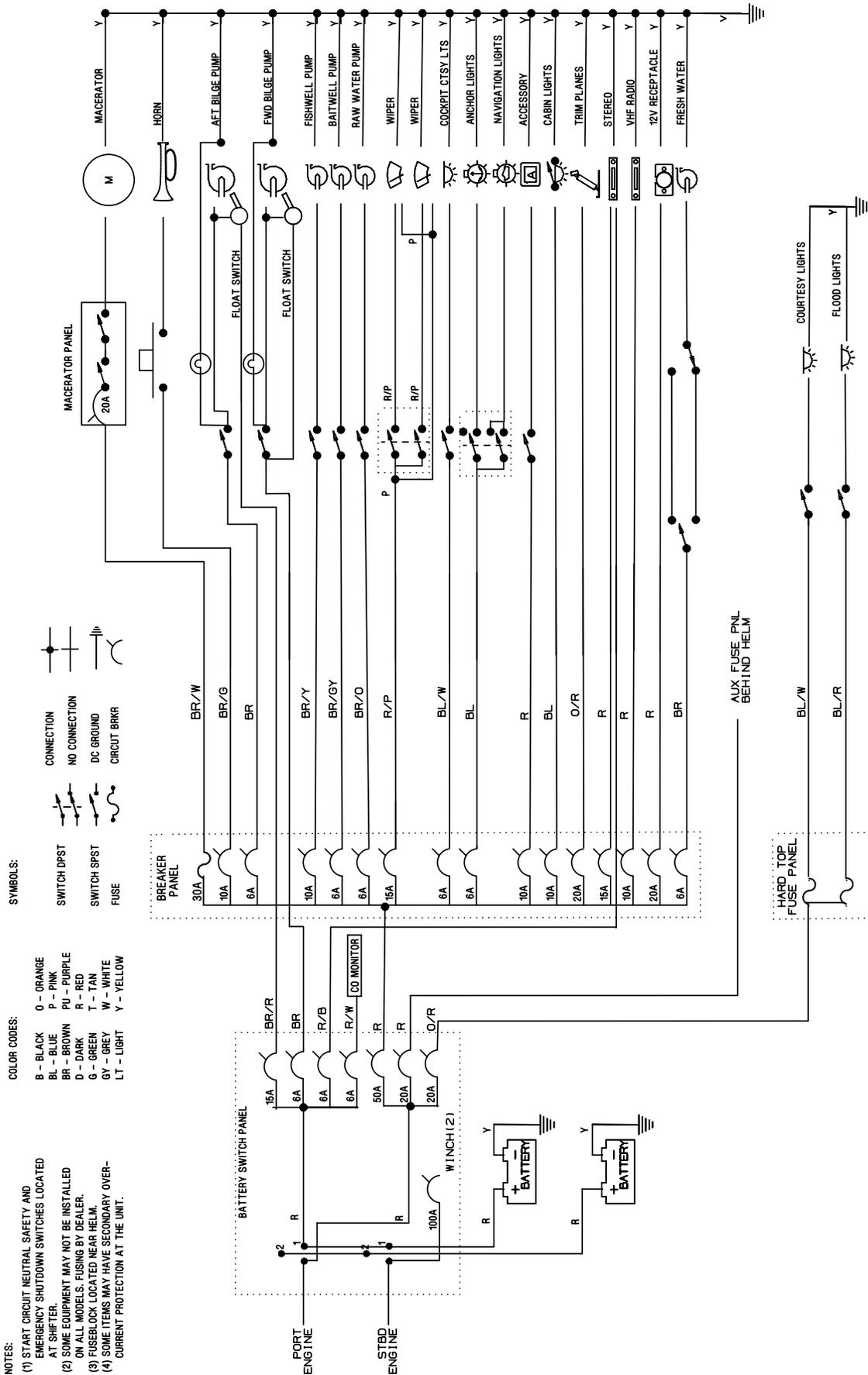
- B - BLACK
- BL - BLUE
- BR - BROWN
- G - GREEN
- GY - GREY
- LT - LIGHT
- O - ORANGE
- P - PINK
- PU - PURPLE
- RE - RED
- T - TAN
- W - WHITE
- Y - YELLOW

SYMBOLS:

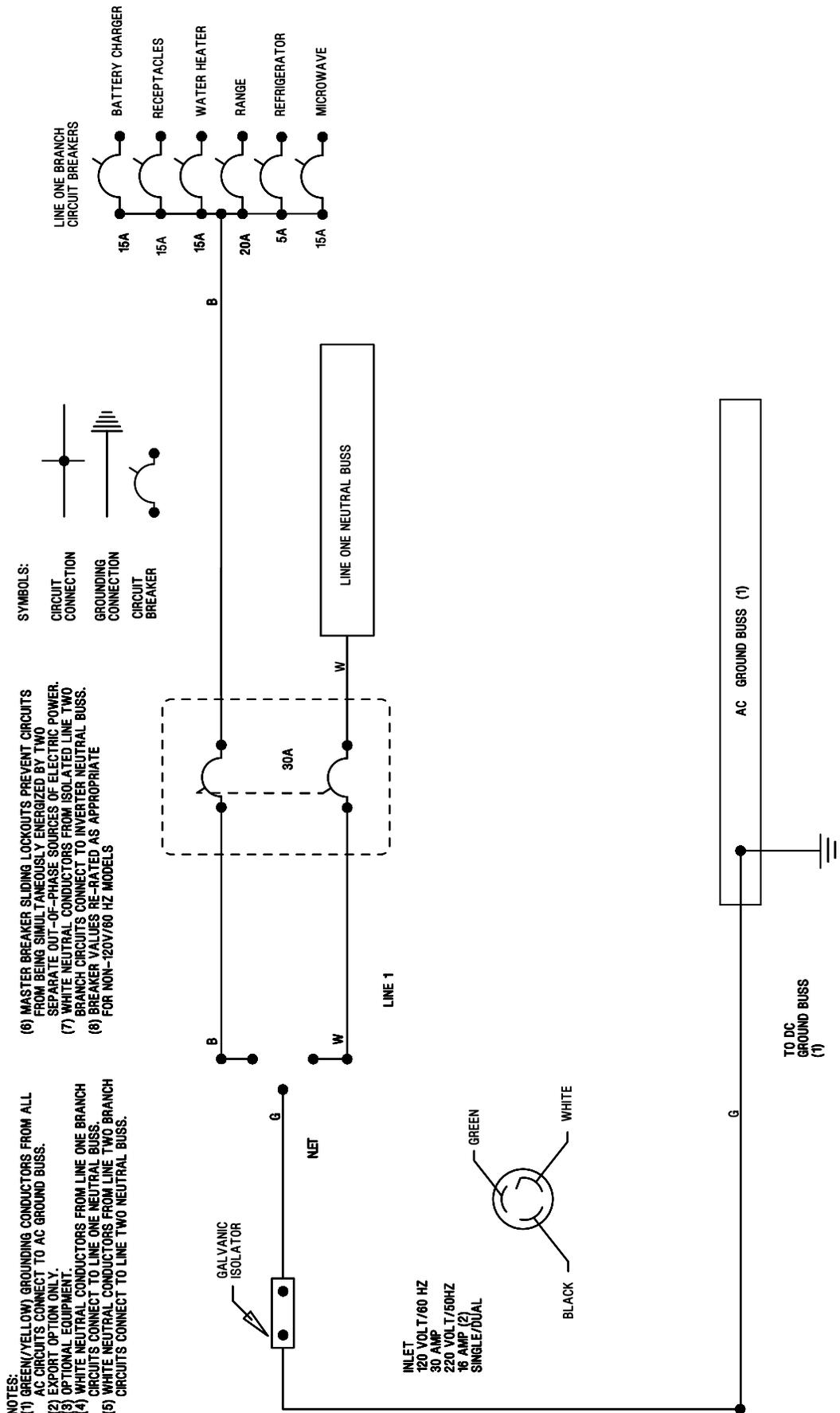
- SWITCH DPST
- SWITCH SPST
- FUSE
- CONNECTION
- NO CONNECTION
- DC GROUND
- CIRCUIT BRKR



2502 Accessory Electrical System



2502 110-Volt AC System



Important Records

Selling Dealer

Name Of Dealership

Address

Phone/FAX/E-mail

Sales Manager

Service Manager

Engine(s)

Manufacturer

Model Name/Number

Port (or only) Engine Serial Number

Starboard Engine Serial Number

Oil Type/SAE

Quarts per Engine

Filter Type

Propeller

Manufacturer

Pitch

Model Number

Key Numbers

Ignition

Other

Electronics

Manufacturer

Model Name/Number

Serial Number

Float Plan

Before going boating, fill out a copy of this float plan (or similar) and leave it with a *reliable* person whom you can depend on to contact the Coast Guard or other rescue organization, if you do not return as scheduled.

Description of Boat

Registration/Documentation Number		
Length	Make	Type
Hull Color		Trim Color
Fuel Capacity	Engine Type	Number of Engines
Distinguishing Features		
Distinguishing Features		

Persons on Board

Full Name		
Age	Health	Phone Number
Full Name		
Age	Health	Phone Number
Full Name		
Age	Health	Phone Number
Full Name		
Age	Health	Phone Number
Full Name		
Age	Health	Phone Number
Full Name		
Age	Health	Phone Number

Operator of Boat

Full Name		
Male or Female	Age	Health
Address		
Address		
Phone/FAX/E-mail		
Operator's Experience		

Survival Equipment

Marine Radio (Yes/No)	Type	Frequencies
Number of PFDs	Flares (Yes/No)	Mirror (yes or no)
Smoke Signals (Yes/No)	Flashlight (Yes/No)	Food (Yes/No)
Water (Yes/No)	Anchor (Yes/No)	Raft/Dinghy (Yes/No)
Paddles (Yes/No)	EPIRB (Yes/No)	Other
Other	Other	Other

Vehicle Description

Make	Model
Color	License Number
Where is the Vehicle Parked?	

Trip Expectations

Departing From	
Departure Date	Departure Time
Stopover 1	
Arrive No Later Than: Date	Arrive No Later Than: Time
Stopover 2	
Arrive No Later Than: Date	Arrive No Later Than: Time
Stopover 3	
Arrive No Later Than: Date	Arrive No Later Than: Time
Stopover 4	
Arrive No Later Than: Date	Arrive No Later Than: Time
Stopover 5	
Arrive No Later Than: Date	Arrive No Later Than: Time
Stopover 6	
Arrive No Later Than: Date	Arrive No Later Than: Time
Final Destination Port (If Different Than Home Port)	
Arrive No Later Than: Date	Arrive No Later Than: Time

If not returned by the date and time listed above, call the Coast Guard or other local authority.

Coast Guard Phone Number
Local Authority Phone Number

Part Number 1790740

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