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***Triton***  
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***Freshwater  
Systems Manual***

*This book is to remain in boat at all times*

# Contents *Triton Freshwater Systems Manual*

Thank you for your business and welcome to the family of Triton owners. This manual is intended to provide you with information about the various operating systems in your new Triton Boat. Details and explanations of how these systems were designed and intended to be used is provided here for you. Additional questions that may not be covered in this manual should be directed to your local authorized Triton dealer.

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## **Panel Switches and Gauges**

Your Triton boat is equipped with a number of switches and gauges that have been positioned in locations easy to see and access. Careful attention has been used in selecting quality switches and instruments that will provide years of reliability with normal use. Most switches are either water resistant or water proof depending on the type and location. Most instruments have fog resistant lenses that utilize an emulsion on the domes to aid in condensing water and minimizing the likelihood of fogging. It is possible, however, in certain temperature and humidity conditions, to have fogging of an instrument. In this situation, warming temperatures, increased airflow, positioning in the sun, along with removal of a boat cover that may be present, will help to relieve the lens of fog. The moisture

should not affect the functioning of the gauge. As a final note, Triton Boats warrants switches and gauges from defects in workmanship or materials for a period of 3 years from the first date of sale.

## **Gauges**

**1. Tachometer:** Indicates engine speed in revolutions per minute (rpm) multiplied by 100. Note that different engines have different operating ranges and different maximum recommended rpm ranges. Refer to your specific engine owner's manual for information regarding your engine's operating range and maximum rpm. Maximum rpm's is dictated by the type and pitch of the propeller used. Using a propeller of a higher pitch will reduce the maximum rpm, while a propeller of less pitch will allow the engine to turn more rpm's at maximum.

**2. Voltmeter Gauge:** Many models have a voltmeter as part of the instrumentation package. This gauge

indicates the level of the main battery used to start the outboard engine. Turn on the ignition switch and, if present, the main power switch. This gauge should read 12-13 volts in normal situations with a fully charged battery. A reading below 11 indicates a weak battery which may not start the outboard engine.

**NOTE:** Many newer engines with internal computer components may actually turn over with a weak battery, but will not allow the engine to actually start unless there is sufficient voltage present to drive the electrical system.

When the engine is running, a reading of 13-15 volts is normal. Readings over 15 volts may indicate alternator problems. Low or fluctuation readings may indicate loose connections, malfunctioning alternator, overly heavy load on the electrical system, or a dead battery.

**Fuel Gauge:** Indicates approximate level of fuel in the boat's fuel tank.

**NOTE:** Fuel gauge reading may vary, depending on the attitude of the boat on the trailer or at the gas dock when in the water. Always make sure that your boat has sufficient fuel before leaving a launch site or dock area. Fuel pickup is not capable of withdrawing 100% of fuel from the tank. Always plan to have an adequate reserve amount of fuel left upon your return.

**Speedometer:** Indicates the approximate speed your boat is traveling in miles per hour. Speedometers typically rely on water pressure driven through a pitot tube attached to a pickup on the boat's transom or more often, an orifice in the engine's gear case to drive the gauge. Many boaters also rely on GPS units on board to obtain speed readings. Readings will usually vary between these devices. Always drive your boat at safe speeds, considering the conditions and other boating traffic present.

**Water Pressure:** Some Triton models come equipped with a water pressure gauge for the boat's main outboard engine. This gauge will allow for monitoring of the engine's water pressure and may alert the driver to a sudden change or drop in pressure. This may occur if the engine's water intake should become obstructed, covered with a plastic bag or other debris, or some other cause. Loss of water pressure will usually result in overheating of the engine and a likely serious issue. This means a sudden drop in pressure should be immediately investigated to avoid damage to the boat's engine. Stop the engine, turn the motor off, tilt the motor, and evaluate the engine's lower unit, looking for any debris or obstruction to the water pickup. If present, remove the item and restart the engine, monitoring water pressure to see if it has been restored to normal.

Water pressure normal reading will vary from one brand of engine to the next. Please refer to your specific engine owner's manual for the engine's normal water pressure range.

**Trim Gauge:** Some Triton models come equipped with this gauge as standard equipment. A trim gauge is available as an option on other models. This gauge will indicate the trim or tilt attitude of the boat's engine. As the motor is trimmed up the gauge will move accordingly. On most engines, this gauge will read full down to full tilt from the gauges left extreme end to the right extreme. In the case of Mercury engines the first half from left to center refers to the engine's trim range, the right half of the gauge from center to the right side is the engine's tilt range. Use this gauge as a guide and reference point with respect to the outboard engine. This helps prevent one from having to physically look back to see whether the engine is in the trim or tilt range.

## Switches

**Power Switch:** This is the boat's main power switch which drives all the systems in the boat with the exception of the trolling motor, bow panel trim switch for the outboard engine, and the auto bilge pump. Turn this switch to "on" to use the boat's systems and electronics. When the boat is not in use, be sure to place this switch in the "off" position to shut down electrical systems, thereby preventing unwanted drainage of the boat's main battery.

**Bilge Pump:** Most Triton boats are equipped with two bilge pumps. These pumps are used to remove water accumulated in the bilge area. In most models, a simple on/off switch will be present.

In the "off" position, an auto pump that is wired directly to the boat's main battery will activate when there is sufficient water present to raise a float switch. This pump will remain on until the water is removed, allowing the float

switch to drop back down, thereby shutting off the pump. This pump will operate regardless of the position of the boat's main power switch, since it is wired directly to the battery. In the event water continues to be present, the pump will continue to cycle as long as the battery has sufficient power.

In the "on" position, both the auto pump previously described and an additional manual pump will activate. Both pumps will remove water from the bilge area. Both pumps will remain on until the switch has been returned to the "off" position.

**Courtesy Lights:** This switch will activate internal courtesy lights in the boat's cockpit. Some models may have specific switch settings for internal compartment lights. These switches will indicate "floor" for floor lights and "box" for internal compartment lighting.

**Navigation/ Anchor Lights:** This switch will activate the boat's portable running/anchor lights located at the

bow and stern of the boat. To use, install both bow and stern lights prior to use in the respective plug-ins on the bow and stern. In low light conditions when underway, place this switch in the navigation position "NAV", and when at anchor, the switch should be placed in the anchor position "ANC". Follow all local, state and coast guard rules with respect to using the "NAV" or "ANC" lights and never operate your boat at night or in poor visibility conditions without turning on these lights.

**⚠ WARNING!** USE NAVIGATION LIGHTS FROM SUNSET TO SUNRISE, AND WHEN BAD WEATHER OR CONDITIONS INHIBIT VISIBILITY

**Accy Switch:** One or two accessory switches are often incorporated into switch panels and are there for your convenience in attaching other items, such as additional depth finders, GPS units, stereo radios, etc. which require a 12 volt power source.

**Bow Panels**-Most bow panels are equipped with two switches. First, one for trimming/tilting the boat's main engine up and down. This switch is always in a hot mode and available for use even with the key or power switch off. Second, a courtesy/anc light switch for turning on interior lights at night or for turning the anchor light on at night when the boat is at rest. This eliminates the need to return to the dash to power up the anchor light. Additionally, there is a place on most panels to flush mount a Lowrance bow depth finder. Most models have several panels available to accommodate the different types and sizes of locators available. See your dealer for details of locator offerings.

### **Classic Edition Switch Panels**

Classic Edition switch panels have "state-of-the-art" switches that are referred to as membrane style. These switches are activated by pressing the

membrane or "button". In two-position on/off membranes, pressing the button will cycle the switch and an indicator light above it on and off. In multi-position locations, such as the live wells, repeated pressing of the membrane will cycle the switch through the various positions available. (off-port-starboard-both) This will also illuminate the indicator light above the activated item. Never use pointed or sharp objects to push the membrane panel, as this may result in damage.

### **Livewell Systems**

Your new boat has the boating industry's most sophisticated live well system. In independent tests, Triton's live well performance has outshined the competition in performance, oxygenation, and live release. We encourage the careful handling of all game fish and ask that you consider the live release of any game fish that you do not wish to eat or have trophy mounted. Live release is very much

the key to success in our future fishing and that of generations to come. Gamefish may be released after measurement, and fiberglass reproduction mounts are available, made to your measurements. This will allow the live fish to be released and the memory to be preserved on your wall. It is no longer necessary to kill a trophy fish to have a quality trophy mount. See your taxidermist for details. **NOTE:** There is a bottom drain in the sump area of each well. This drain should be plugged with a stopper provided, in order for the well to retain water being pumped in up to the overflow level. If this plug is left out, live well water will continue to seek its level with that outside the boat, and when the boat is put on plane, the well will then begin to empty. Always keep this bottom sump drain plugged when the live well is in use. This bottom drain also serves as a back-up drain to remove water in the event of an unlikely

power failure or pump failure. This drain exits the boat through the transom.

Livewells are neither designed, nor intended to be used as dry storage areas.

TR19-TR22 live well switch panels will have 3 sets of rotary style (membrane style for Classic Edition) switches for the system. They are labeled "live well", "recirculation", and "pumpout". The typical system has in total a port and a starboard well, each with its own dedicated set of these 3 specific pumps. They are as follows:

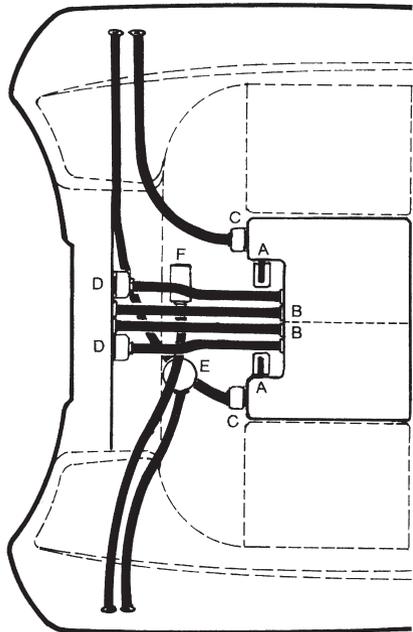
**1. Livewell-** A four position switch: "Off", "port", "starboard", or "both". This switch activates a pump system that will fill the live wells with water from outside the boat. The operator may select the filling of either side independently, or both at the same time, by selecting the appropriate setting. This pump system may only be operated when the boat is off plane.

**2. Recirculation-**A four position switch: "Off", "port", "starboard", or "both". This switch activates a pump system that will withdraw water from the well itself and then spray it back into the well thru an aeration jet in the well. This will provide added aeration to the water in the well. This system may be operated whether the boat is at rest or on plane. Most common use is for providing aeration when the boat is on the move and fill pumps are not able to operate.

**3. Pumpout-** A four-position switch: "Off", "port", "starboard", or "both". This switch activates a pump system on each live well that will remove the water contents of the live well selected. This will make it easier to remove fish or to empty the live well at the end of a day of fishing. The wells may be operated one at a time or in the "both" setting they will be drained simultaneously.

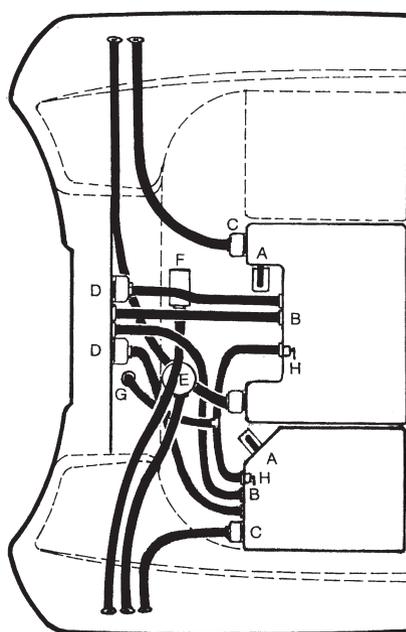
**Manual vs. Timed Aeration-**This switch may be set to "manual" for continuous operation of the live well or

recirculation pump/s selected. In an effort to retain longer battery life, the timed position will allow the live well or recirculating pump to operate intermittently on a one-minute on two-minute off basis. The frequency is predetermined and is not adjustable. Longer days of fishing and longer continued use periods of pumps may require that timed aeration be used to retain battery charge to the boat's main battery, the battery used to start the boat's outboard engine. The timer system has been designed to operate both the live well pumps and the recirculation pumps. **NOTE:** The bottom drain plug should be removed when the live wells will not be used for longer periods of time in order to remove any standing residual water. In the event of freezing conditions, removal of water upon finishing the day's fishing is recommended. This will allow the system to drain, avoiding potential damage caused by freezing temperatures.



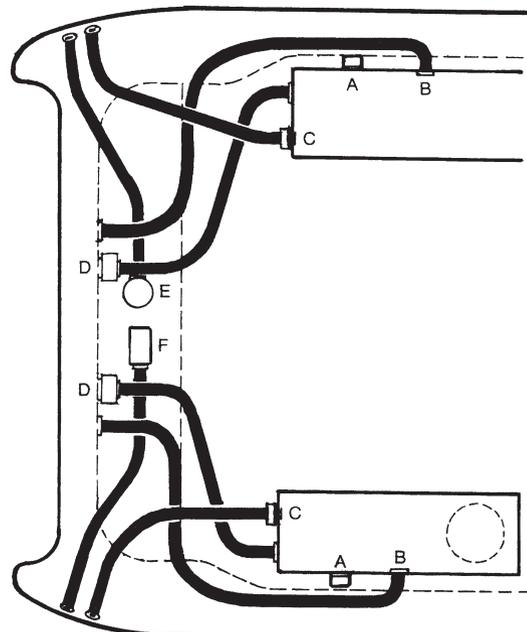
**TR19X thru TR21X, TR19 thru TR22 Plumbing System**

A-Recirculation Pumps  
B-Drain to Transom Plug Stopper in Sump



**TX186 thru TR21 Crossover Plumbing System**

C-Livewell Pumpout  
D-Pump to Fill Livewell/Baitwell  
E-Manual Bilge Pump



**189/205 Multispecies Plumbing System**

F-Auto Bilge Pump  
G-High Speed Water Pick Up

**Max Air Venturi-** Models equipped with this system allow air to be aspirated or sucked into the recirculation line when the recirculation system is in use. This provides further oxygenation for the live well, especially critical in warmer water temperatures. This system is in use automatically when the recirculation pump is turned on.

**Pro Air Max (OPTIONAL)-** This is an aquarium-style pump, sold as an option that will utilize an air pump to force additional air/oxygen into the live well water. A separate switch will be provided near the helm area to turn this unit on and off.

TR 175,176,186, S/F, F/S- Switch panels will be a combination of rocker style switches with built-in light indicators or rotary style switches. The function of the switches is similar to those described above, but switch locations may vary, as well as the number of switches that may be considered standard equipment on

these models. Please refer to brochure information and reference diagrams in this booklet for switch layouts and lists of standard and optional switches and gauges on your particular model.

## **Steering System** **Mechanical Steering (Rack and Pinion or Rotary Style)**

It is important that you get the "feel" of your boat's steering system. Turn the steering wheel from full left to full right and make sure the motor steering arm is turning accordingly. The system should operate freely and smoothly. Never turn loose of mechanical steering systems while the boat is underway. Torque delivered by the boat's engine passing through the steering system will typically pull the engine to one side steering the vessel to the right. Turning loose of the steering while underway could cause a sudden veering and loss of control leading to damage, injury, or both.

The cable end and its fittings should be kept clear of fuel line, control cables, electrical wiring or onboard gear when the motor is moved through its full steering cycle in both running and full trim positions.

The moving metal parts of the steering system should be cleaned and lubricated with a quality grade of marine grease to insure smooth operation. With regard to the steering ram and steering tilt tube, we recommend lubrication:

- 1.** Every sixty days for freshwater use
- 2.** Every thirty days for saltwater use
- 3.** Before placing in storage for extended periods, all fittings should be inspected for corrosion or damage and replaced, if necessary. Also, the steering wheel should be inspected for looseness and tightened, if necessary. Replace the steering wheel if there are any cracks around the hub or base of spokes, or corrosion that may indicate weakness.

**REMEMBER:** The steering system should be inspected by a qualified mechanic at regular service intervals to insure a safe, properly maintained steering system.

**Hydraulic Steering:** Triton models TR19 thru TR22, and 21 S/F are equipped with Teleflex Sea Star Hydraulic steering. This system will provide years of safe, reliable performance with a minimum of service. These Teleflex steering systems have been designed with protection against over-pressure situations by a pressure relief valve. Sometimes when returning the wheel from a hard-over position, a slight resistance may be felt and a clicking sound heard. This should not be mistaken as a fault, as it is a normal situation caused by the release of the lockspool.

**NOTE:** Due to a small amount of internal hydraulic slip, a “master spoke” or “centered” steering wheel cannot be maintained with a hydraulic steering

**⚠ WARNING:** Engine trim switches should not be attached to the steering wheels when hydraulic steering is used. A wire coil type trim switch, if added to the wheel, could become wrapped and impede the steering wheel from free movement, resulting in danger that could cause damage or serious injury.

Pro Trim style trim units that are column mounted should be used. They offer one or two trim switches to operate engine trim or hydraulic jackplates and are column mounted, avoiding wiring entanglements described above. Before operating your boat, insure that the following check list is carried out:

1. Perform system pressure test by turning helm wheel all the way to hard over and forcing the helm another turn. This should be done in both directions. This will pressurize the system and any weakness in the system should show up at this time.

2. Confirm that extruded nylon tubing has not been substituted for SeaStar Hydraulic steering hose.

3. Confirm that there is no interference between the steering cylinder and the transom, splash well or jackplate, or any combination of these parts, by performing these simple steps:

With engine fully trimmed up, turn hard over and confirm that no interference occurs. If you are using a hydraulic jackplate this must also be performed at the top and bottom position of the jackplate's range of motion. If interference is present, it must be eliminated with trim limiting switches and /or jackplate lift restrictors. Contact the jackplate manufacturer for instructions pertaining to the jackplate and its operation.

Confirm that the steering cylinder can be stroked fully in both directions as well as in full trim and tilt positions without stretching or kinking of the hydraulic hoses.

Confirm that the hydraulic hoses are not subjected to chafing or rubbing. Stretched, kinked or chafed hoses could fail over a period of time and should be corrected before further operation.

Failure to comply with the above may result in loss of steering, causing property damage and/or personal injury.

## **Maintenance**

1. Maintenance requirements will vary depending on usage and climate. Bi-annual inspection by a qualified marine mechanic is recommended.

2. Remove, clean and grease the support tube annually with quality marine grease.

3. Check the steering fluid level in the helm. It should be maintained at no lower than the bottom of the filler cap threads. If fluid needs to be added, be sure to protect carpeting on floor under the helm area to prevent spillage of fluid on the carpet. Spillage on the

carpet will permanently discolor, damage carpet and also dissolve glue material holding carpet to the deck.

4. Replace any hoses showing signs of wear and remove the cause or re-route hoses.

5. Make sure that there is no interference between the jackplate and the steering cylinder.

If interference occurs, it may occur during trimming or tilting of the outboard engine. Lift restrictors or tilt restrictors should be implemented to avoid this situation. Please consult your dealer for further assistance.

Failure to comply with the above may result in loss of steering, causing property damage and/or personal injury. It is very important that steering systems are properly bled of any air in the system. Air in the system will reduce control and handling at the helm and can make the steering system feel “sloppy”. See your dealer for assistance in bleeding hydraulic lines.

## **Electrical System**

The 12-volt DC electrical system is a 12-volt, 2-wire, negative ground type. The hot wire is positive, feeding the lights, pumps and other electrical components of the boat itself. The negative return is by an insulated wire to the negative terminal of the boat battery. Separate batteries are typically used to power trolling motors.

**NOTE:** Wiring schematics are available from Triton upon request

## **Electronics**

Sonar units, such as Liquid Crystal Graphs, GPS units, and flasher units, may be flush mounted in some cases or may be surface mounted near consoles or on front decks. It is recommended that whenever possible, all surface mount installations be done by “through bolting” the mounting hardware for the unit to insure a reliable attachment to the boat. Follow manufacturer's instructions when

installing electronics. Electronics in many installations may be wired to accessory switches when equipped and may be powered on and off either by the unit itself, the accessory switch, or the main power, if present.

Transducers for sonar units are capable of shooting through fiberglass laminates and can send and receive signals through a fiberglass hull. External transducers should not be in line with the engine's propeller and ideally should be mounted to the boats port side or if on the starboard side, at least a distance of 10" from the edge of the propeller. Mounting the transducer too close to the propeller may cause cavitation to occur due to disturbing the flow of water to the prop itself. Refer to the electronics manufacturer's instructions or see your local dealer prior to installation.

**NOTE:** Wiring schematics are available from Triton upon request.

## ***Trolling Motor***

Most Triton fiberglass boats are equipped with either 24 or even newer 36-volt trolling motors. Generally speaking, standard boats will use 24-volt systems which require two dedicated batteries to operate the electric trolling motor, while larger optional units may operate on 36 volts with a three-battery setup. The trolling motor plug itself should be removed from the receptacle when not in use and especially when the boat is covered with a storage or transportation cover. This will prevent the trolling motor from operating under the cover due to weight pressure from the cover itself, or from collected rain or snow that may put pressure on the trolling motor switch activating the motor. Damage to the cover and/ or the trolling motor may occur if the motor is activated while under cover.

## ***Trolling Motor Circuit Breakers***

To protect the system and the trolling motor, Triton boats utilizes 50 amp circuit breakers at the end of the wiring harness where the leads attach to the battery. Breakers will trip if the propeller either becomes obstructed or bound by grass or weeds while the unit is in operation. In this case, the user will need to clear the debris or obstruction and then push the reset device back in on the breaker to restore current to the trolling motor.

Trolling motor wiring leads are generally marked battery 1+ , battery 1- or battery 2+ or battery 2-. Ring terminals with these markings should be attached accordingly to the appropriate battery terminal. Care should be used to insure that leads are securely attached, and most importantly, attached to the correct terminal.

Never cross leads to inappropriate terminals as electrical damage or fire may occur. It is always recommended to wear eye protection when working with batteries, their connections or battery chargers.

## ***Battery Chargers***

Modern battery chargers may be one, two, three or even up to four bank chargers and capable of charging as many batteries at one time. Always follow the manufacturer's recommendations when connecting battery charger leads to engine or trolling motor batteries. Some chargers are self-regulating and will reduce themselves to a trickle charge when batteries become charged, while others may require being manually turned off when the batteries are fully charged. Read and understand the operation of your particular charger before using.

When in doubt, contact the manufacturer for information about your charger.

**NOTE:** Always wear eye protection when servicing batteries or making connections. Always keep fluid levels of liquid type batteries at their proper level. Allowing fluid battery cells to run dry will do permanent damage to the battery. Many higher amperage chargers will cause fluid levels to drop during charging. Therefore, the owner should always insure that adequate fluid is present.

**⚠ WARNING:** Batteries being charged may produce a combustible gas. Never use an open flame for visibility in checking fluid levels. Battery acid can severely burn eyes, skin or clothing. Flush immediately with fresh water, if contacted. Always wear safety glasses when handling or monitoring batteries. If acid contact to eyes occurs see a physician immediately.

## ***Mounting Trolling Motors***

Whenever installing a trolling motor, it is recommended to follow the manufacturer's installation recommendations. Triton recommends the use of a through bolt installation with large flat washer and nylon lock nut on the underside of the deck to insure a permanent installation. Trolling motors have to withstand the rigors of impact on the bow; therefore, a solid permanent installation is very important to protect passengers, the motor, and the boat itself.

**NOTE:** Quick detachable mounts used on some fish and ski models enable fast removal of the trolling motor. Always be sure to properly secure the motor when re-attaching the unit to avoid possible injury or damage. It is the owner's responsibility to insure that these units are properly re-attached and secured to prevent a trolling motor from coming loose while the vessel is under

way. Check this attachment to insure it is properly secured as part of a safety check regimen.

## **Engine Alarms Systems**

There is a wide range of engine brands available on Triton boats. Built in warning lights, sound alarms, and protection systems vary, depending on the particular outboard engine brand. Please refer to your engine owner's manual for details pertaining to your particular engine.

## **Alternators**

The outboard engine alternator will recharge the engine battery when the engine is running. On some models, a voltage regulator controls the rate of charge by sensing battery voltage and increases or decreases output accordingly. Alternators do not put out as much charge at low rpm's compared to high rpm operation, and sustained low speed trolling with heavy use of a

boat's pumps and electronics may run the main battery down. If this should occur, operating the outboard at higher rpm's will help restore some additional charge to the battery.

## **Installing Battery Boxes**

Each new boat is furnished with battery boxes, which should be replaced promptly in the event of damage. Battery boxes should always be secured to the boat itself. Loose batteries can cause damage if unrestrained in rough water conditions. Always screw battery boxes down to the boat and use a battery strap to restrain the battery to the box. Caution should be used to avoid drilling through the bottom of the hull when securing battery boxes. Battery locations are typically close to hull materials in many boats. Excessively long screws should be avoided to avoid the risk of drilling thru the hull.

## **Installing Accessories to Fiberglass**

Surface mounting of accessories such as rod holders or depth finders, may require screws and fasteners to be mounted into the fiberglass. It is always recommended when driving screws through gelcoat and fiberglass to pre-drill a pilot hole and to use a countersink or chamfering bit. It is preferable to thru bolt surface mounted accessories using a washer on the underside when access is possible.

**NOTE:** Never drill screws into fiberglass without a pilot hole. Gelcoat cracking or crazing will very likely result from stress to the gelcoat surface caused by the screw. Damage caused by improperly installing fasteners is not covered under warranty.

## **Engine Shut-Off Switch**

A main shut off switch for the entire electrical system is present on the TR 19, TR 20, TR 21, and TR 22. This switch should be put into the "off" position whenever the boat will remain unused for longer periods of time or when added security may be needed. In the "off" position, all power to the boat, its electrical systems, and the outboard will be cut off. This will prevent battery drainage to the boat's cranking battery caused by the outboard or any switches inadvertently left on. Place this switch in the "on" position to power all electrical systems and outboard motor before use.

## **Wiring Schematics**

Wiring schematics for each Triton model are available upon request at Triton's main office. Wiring should be performed by a qualified technician.

## **Vinyl Care**

Properly maintaining vinyl seats can be done with some simple basic rules. Failure to care for vinyl properly, or use of improper cleaners, may damage vinyl upholstery and void the warranty.

NEVER USE KEROSENE, GASOLINE, OR ACETONE, AS THEY WILL REMOVE THE PROTECTIVE MARINE TOPCOAT.

DO NOT USE SILICONE BASED PRODUCTS, AS THEY WILL EXTRACT THE PLASTICIZER, LEAVING VINYL HARD AND BRITTLE, CAUSING IT TO EVENTUALLY CRACK.

## **Do's & Don'ts**

**DO'S**  
VINYL FINISH VINYL CLEANER  
DISH SOAP (DAWN, IVORY)  
FANTASTIK  
303 AEROSPACE PROTECTANT  
**DON'TS**  
FORMULA 409  
MURPHY'S OIL SOAP  
SIMPLE GREEN  
DC PLUS  
ARMOR ALL  
TOP COAT SEALANT  
SON OF A GUN  
ORANGE 88 DEGREASE  
ROLL OFF  
BLEACH/BAKING SODA  
TURTLE WAX/  
TAR REMOVER  
APCO  
HARBOR MATE

Step by step cleaning instructions are available at [www.marinespecialtiesgroup.com](http://www.marinespecialtiesgroup.com)

## **Installing and Use of Ski Tow Bar**

Ski tow bars are available for many Triton models and will help facilitate pulling skiers, tubers, wake boarders etc. The ski tow bar initial installation of support arms to the boat should be installed by a qualified technician at your local dealership to insure proper installation and location of support legs. The ski tow bar when preparing for use is to be installed into the rear pedestal and should be threaded into the base on the boats rear deck securely to insure that it will not come loose during use. Turn the center pole as many revolutions as possible onto the threads and align the support legs for pinning to the boat. There are two support legs that must be used to support the bar creating a tri-pod that is properly supported and very strong. Failure to thread in the center pole into the base, or failure to use the two support legs, securely attached and pinned in, may result in injury, damage to the tow bar assembly, damage to the motor cowl, or damage the boat itself. Never pull anything with this assembly unless it is properly threaded in, pinned and support legs properly attached. See your dealer for further instructions or to resolve any questions regarding this installation.

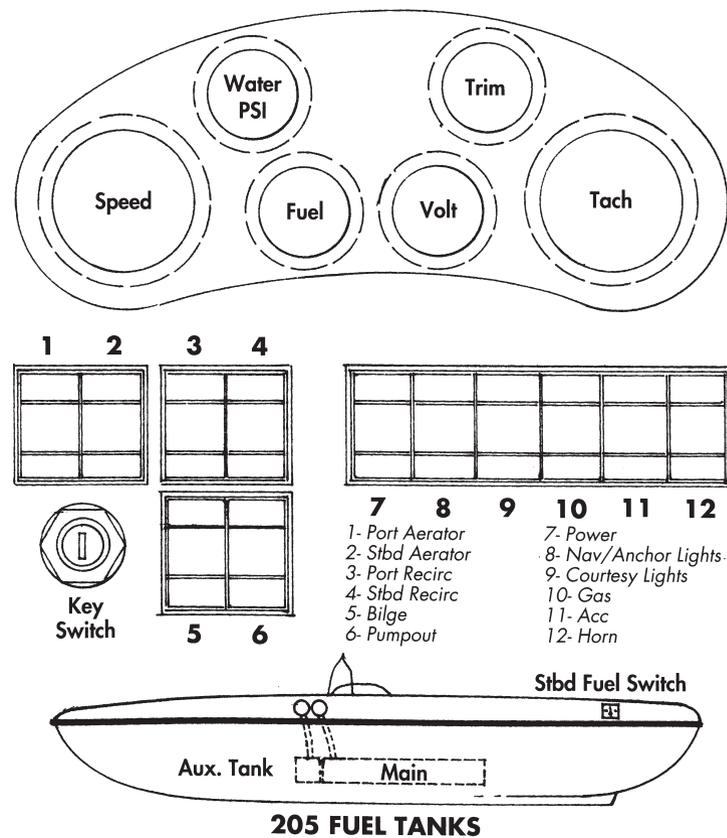
## 189/205 Multispecies Fuel System

The Triton 205 Multispecies model is equipped with two separate fuel tanks, both fills located on the boat's port side. The main fuel tank, with a 51-gallon capacity, is located under the floor and is filled from the aft fill. An auxiliary 8-gallon tank is located just forward of the main tank and is filled from the forward fill.

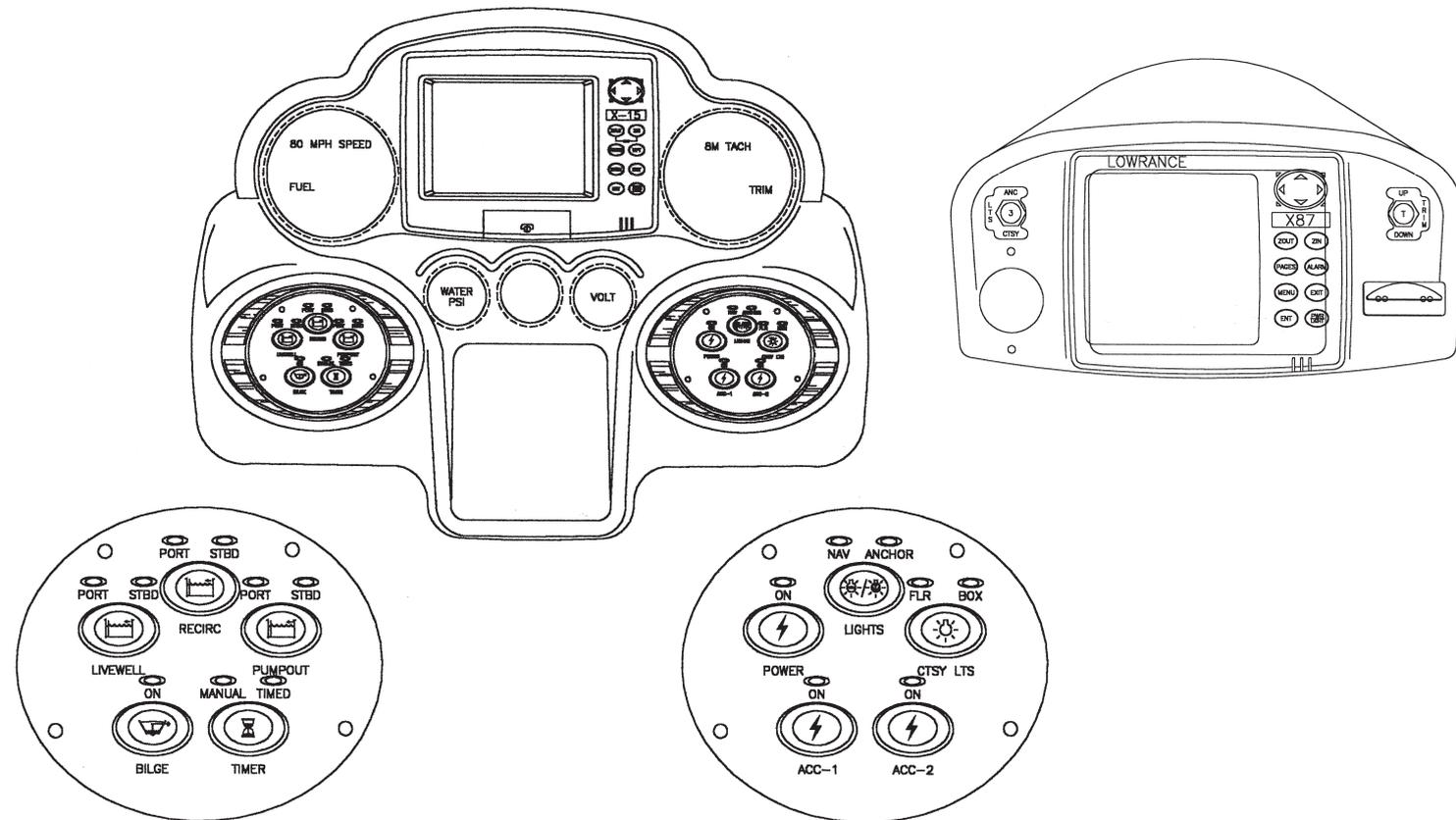
The auxiliary tank has a dual purpose; its primary use is to supply an auxiliary gas engine, should one be installed. Note: An auxiliary gas engine will always draw its fuel from the auxiliary tank only. The installation of an auxiliary engine requires that a short section of fuel line be installed from the fuel switch valve to the auxiliary engine. This is performed by unscrewing and removing the valve and recess plate from the deck, allowing

access to the valve body itself. One side of this valve has a threaded stop plug that should be removed allowing for the installation of a standard fuel fitting and hose with appropriate clamps. The other end of the auxiliary fuel line will be attached to the auxiliary engine. The valve body, hose attached and clamped on properly, can then be re-attached in the deck recess.

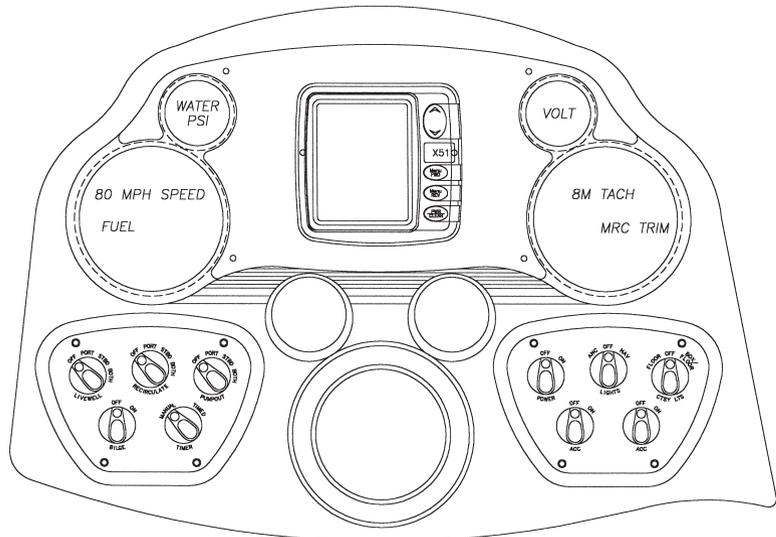
The secondary use of the auxiliary tank is to supply additional fuel to the boat's primary engine for additional range. The fuel switch valve, located in the deck rail near the aft end of the boat on the starboard side, determines the source of the fuel for the primary engine. When the valve is in the "Main" position, fuel is drawn from the main tank, and when switched to the "Auxiliary" position, it is drawn from the auxiliary tank.



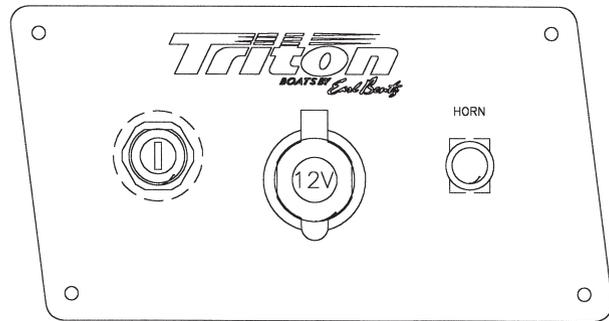
205 FUEL TANKS



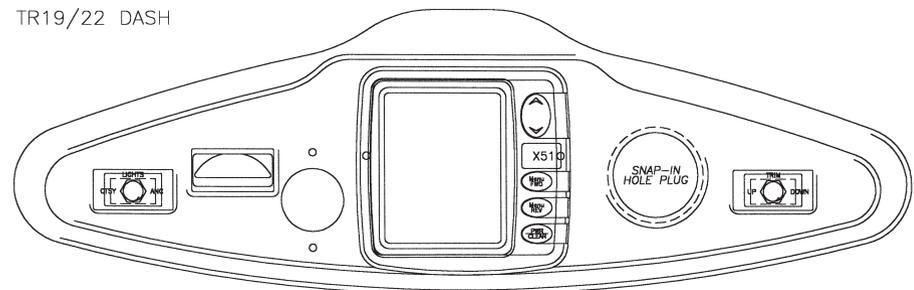
SWITCHES SHOWN ARE X SERIES OPTIONAL BASSMASTER CLASSIC MODEL



TR19/22 DASH

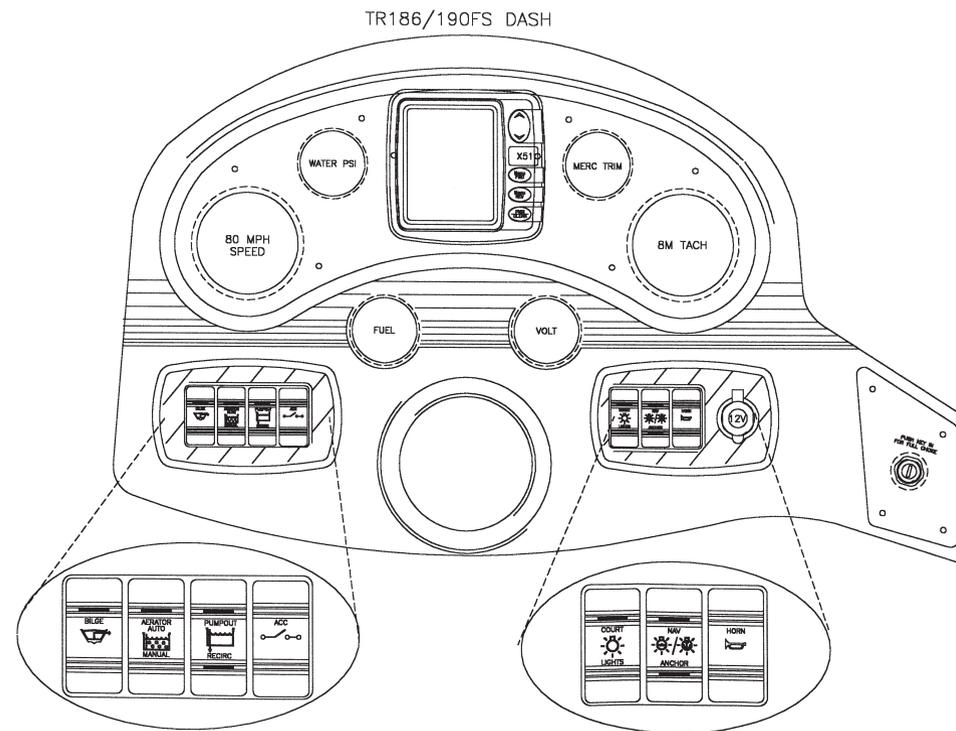


TR19-21 MERCURY IGNITION PANEL

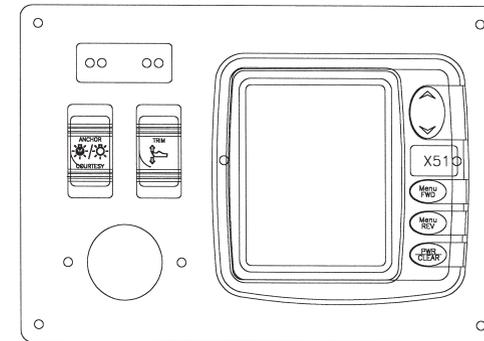


TR19/22 T/M PANEL

F3

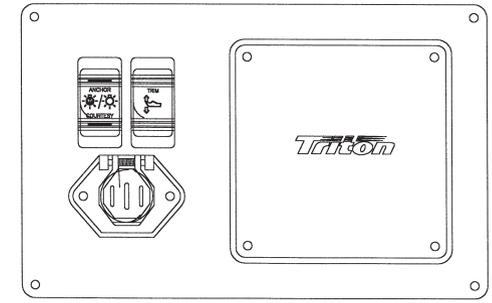
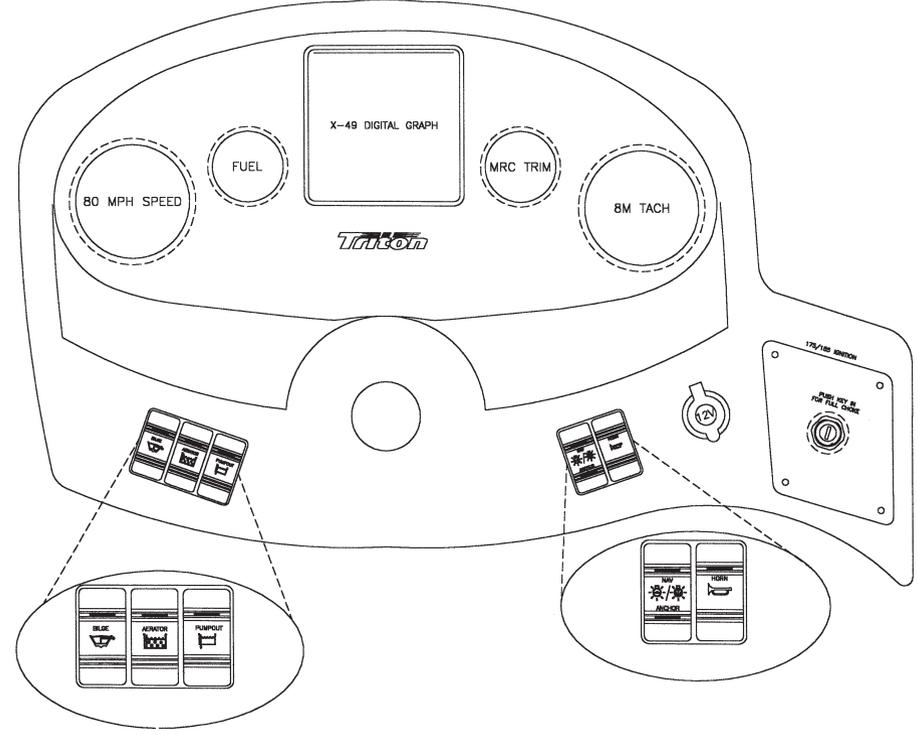


TR186/190FS DASH



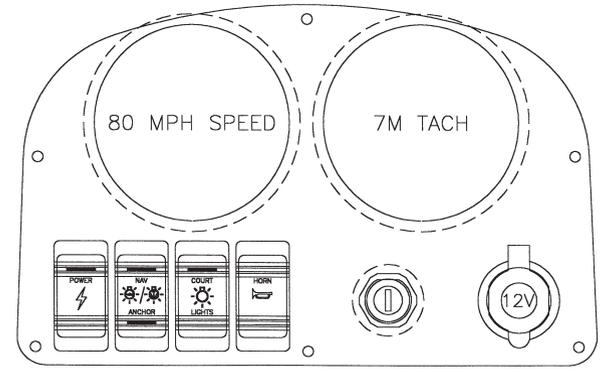
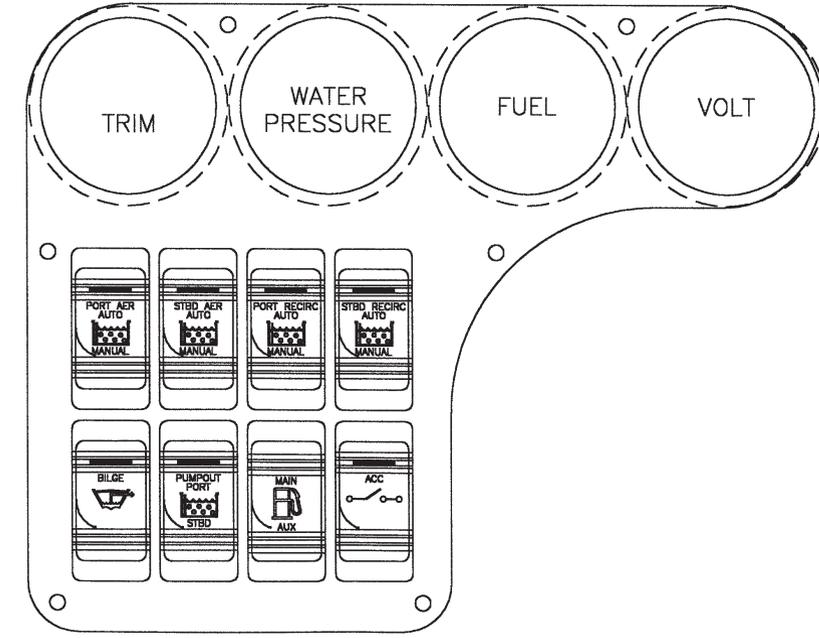
186/WALLEYE/190F/S T/M PANEL

175/185 ENTRY LEVEL DASH



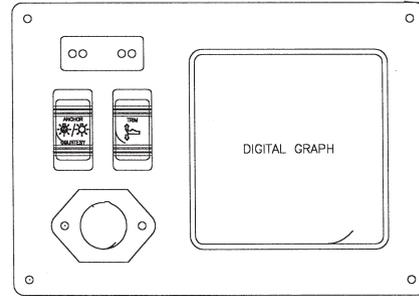
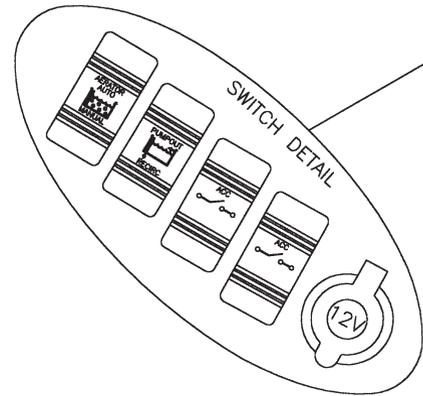
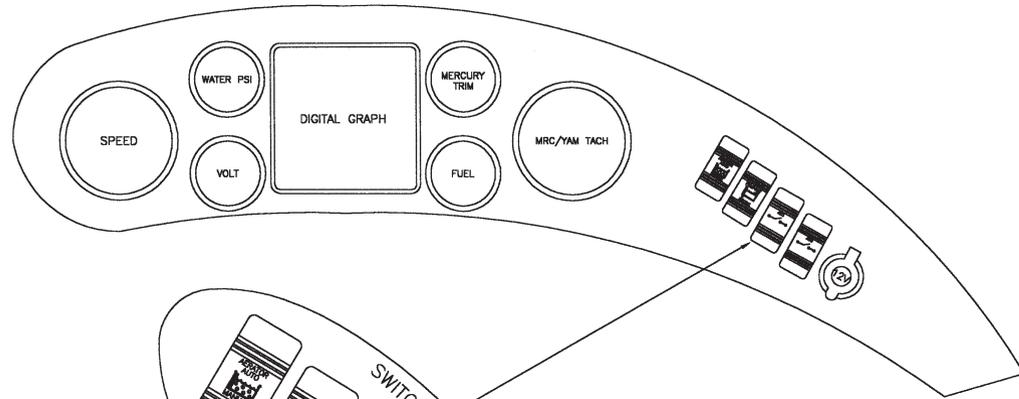
175/185 ENTRY LEVEL 8GA BOW PANEL

WALLEYE LOWER INST/SWITCH PANEL

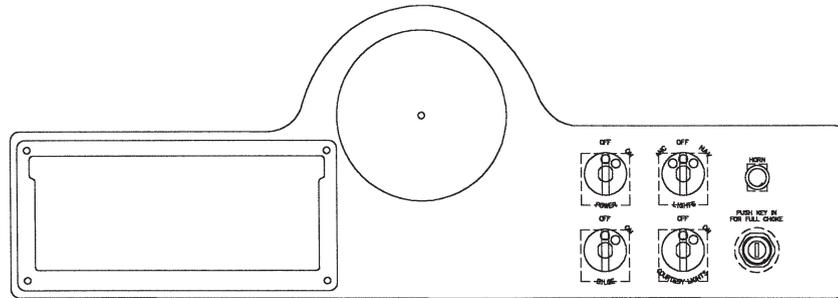


WALLEYE UPPER INST/SWITCH PANEL

21 SKI/FISH DASH VACUFORM

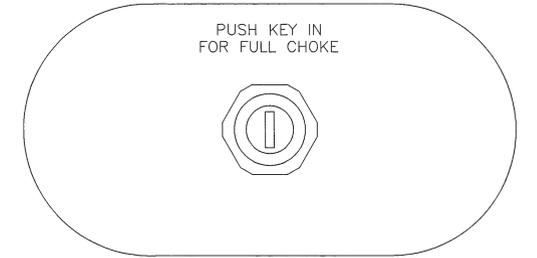
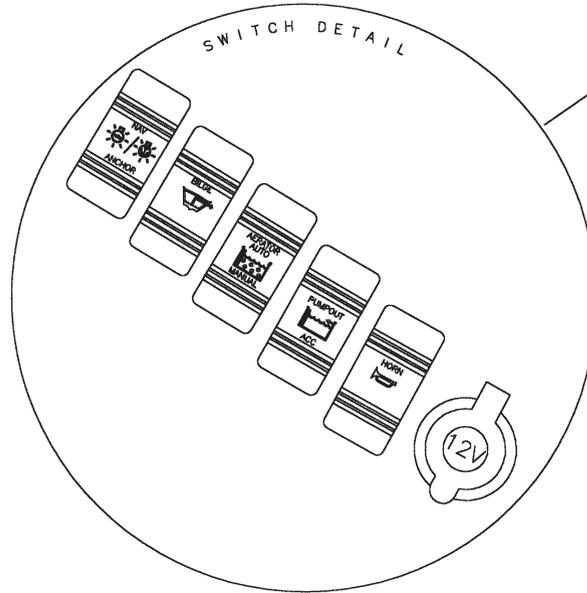
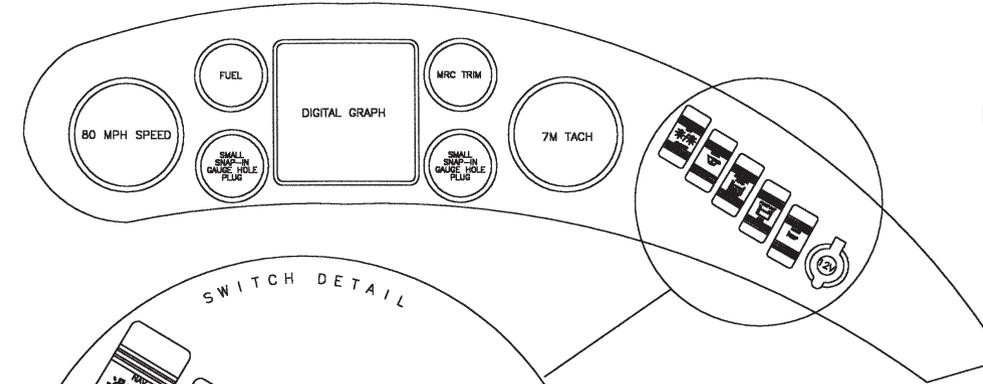


8 GA X-48 T/M PANEL

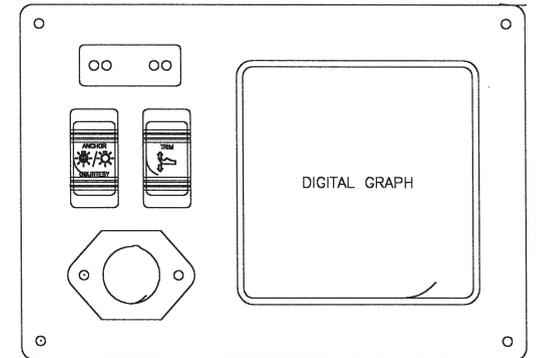


21 SKI/FISH SWITCH PANEL

18 F/S DASH VACUFORM

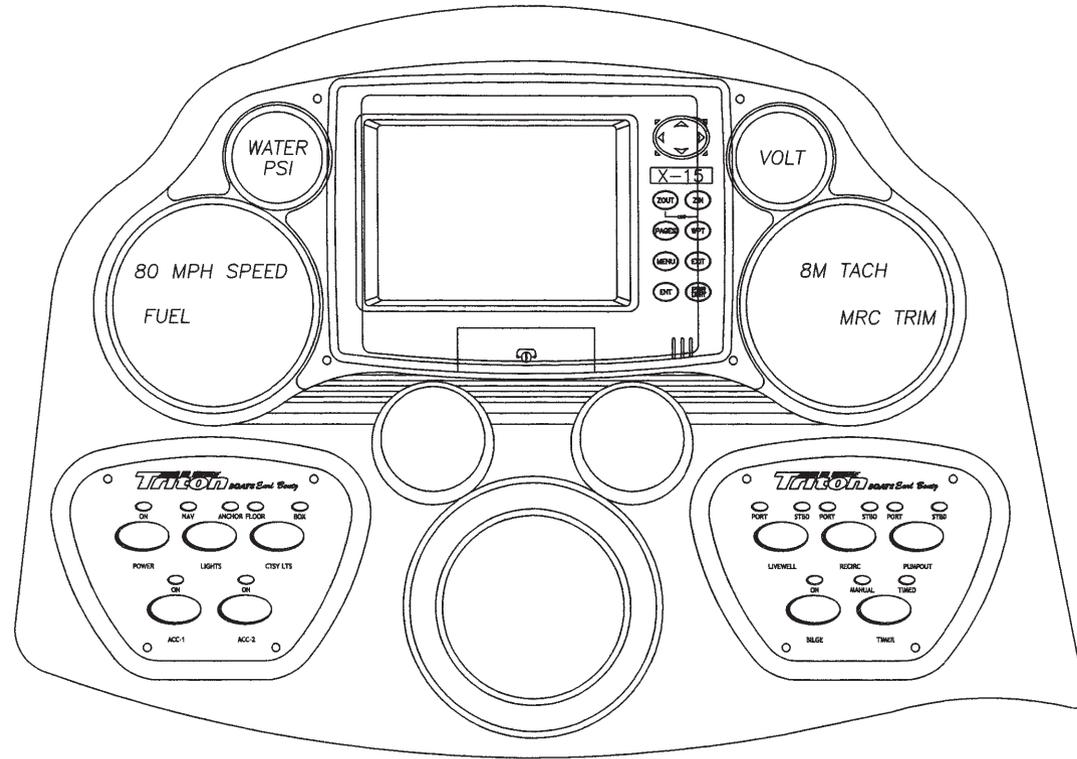


18 F/S IGNITION PLATE



8 GA X-48 T/M PANEL

# Notes:



TR 19-22 LIMITED EDITION