

# Triton Systems Manual

## *Saltwater Fiberglass Models*

### GENERAL

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 are intended to be used is provided for your use. Additional questions that may not be covered in this manual should be directed to your local authorized Triton dealer or you may email question to [info@tritonboats.com](mailto:info@tritonboats.com).

**Outboard Engines-** Consult your engine operator's manual for information and detailed instructions pertaining to your specific type and brand of outboard engine. Outboard engines are warranted by each respective outboard company and not by Triton Boats. Most outboard brands have detailed information in their owner's manuals as well as additional data and information on their own respective websites. Information such as fuel flow data or test bulletins may often be found via the internet websites hosted by the engine manufacturer. Additional engine owner's manuals should be requested from the maker.

**Read Your Warranty/Agreement-** Please read your warranty and discuss any points that are not clear with your dealer. Your dealer is prepared to administer the warranty policy fairly and effectively and can answer any questions you may have in its regard. Be certain your dealer has filled out and submitted your warranty registration information to Triton to initiate warranty coverage upon delivery. Warranty repairs will not be approved until your boat is properly registered. A copy of the registration card and agreement requiring your signature should be provided to you at the time of sale/delivery. As an initial purchaser, your registration may be transferred, one time, to a second owner, provided it is done in within five years from the date of sale to you. Further details are available in the Triton Warranty Terms on the back of the Triton sales brochure or by contacting our home office in Tennessee.

### Boating Courses

We recommend that the boat operator and at least one other person who normally accompanies the skipper enroll in a boating safety course. Boating education classes are offered throughout the country. The United States Coast Guard Auxiliary offers free courses on different topics, usually during the off-season. One popular course is the "Boating Skills & Seamanship Course". The United States Power Squadron also offers free courses ranging from basic seamanship to celestial navigation. For more information, contact your local Power Squadron, or write: U.S.P.S., P.O Box 30423 Raleigh, NC 27622.

The Red Cross also offers power boating classes. You may obtain help by calling the local Red Cross Director of Water Safety.

# Table of contents

Page 1-General

Page 3-Construction methods, dealing with corrosion

Page 4-Gelcoat Care

Page 5-Bilge Care

Page 6-Fast Boats, Kill Switches,  
Electrical system

Page 7-Battery switches, trolling motors

Page 8-Installing electronics, panel switches

Page 9-Gauges

Page 10-Gauges cont'd

Page 11-Switches

Page 12-Washdown system, freshwater system

Page 13-Transom style baitwells

Page 14-Leaning post baitwells

Page 15-Throttle shift controls

Page 16-Steering

Page 17-Head system

Page 18-Head system cont'd

Page 19-Shore power, charging systems

Page 20-Tops and curtains, vinyl care

## Construction Standards

Every Triton saltwater model is constructed to be 100% wood free and in compliance with U.S. Coast Guard requirements in effect at the time of construction. Our hulls are 100% hand laid by craftsman with years of experience and are made of fiberglass and a polyester/vinyl ester blended resin known as AME 1000. This, along with a superior design, provides the ultimate in softer, dryer running hulls, giving you a hull constructed for superior strength and seaworthiness. Flotation foam is incorporated in all saltwater models and is used extensively to meet the requirements of the U.S. Coast Guard, insuring your safety on the water wherever you are.

## Corrosion

Corrosion of metal parts, especially those submerged in saltwater, is a common occurrence. It may be caused by a number of reasons including stray electrical currents from shore power installations, improperly grounded AC lines or circuits, poorly insulated DC powered equipment, or simple electrolysis that is created by the saltwater environment itself. Your Triton boat has been manufactured taking this into account and utilizes the highest quality hardware and fasteners made of high grade stainless steel. Triton even goes a step further with most screws and fasteners have an additional chrome plating to help extend the life of these fasteners in a corrosive environment. Stainless steel is a common chromium/nickel alloy steel used in thousands of products from ocean-going craft to tableware. A protective chromium oxide film forms on its surface which gives stainless its superior corrosion-resistant property. If properly maintained, stainless retains excellent luster, strength and durability, even after many years of service. However, stainless steel is NOT stain or rust proof. When used in contact with chloride salts, sulfides or other rusting metals, stainless will discolor, rust or even corrode.

Therefore, proper care and maintenance of stainless in marine environments, polluted surroundings, salted highways, or other situations where stainless may be exposed to corrosive environments, will help keep your stainless products beautiful and functional for years to come.

**ALWAYS-** Clean stainless frequently with soap and water. Cleaners safe for glass are usually safe for stainless. Always remove rust spots as soon as possible with a brass, silver or chrome cleaner; otherwise, pitting may occur. Always use a cleaner like a good car wax for added beauty and protection.

**NEVER-**Use coarse abrasives such as sandpaper or steel wool on stainless. These may actually cause rusting, especially steel wool, which can impregnate ferrous metal particles into the stainless, this will nearly always cause rusting to begin. Never clean with mineral acids or bleaches and never leave stainless in contact with iron, steel, or other metals, which may cause contamination leading to rust and corrosion.

## Gelcoat Care

Your Triton is subject to weathering processes and eventually, the outer gelcoat may appear faded or dull. How much wear and tear from weathering depends upon how you treat and maintain your boat. If you allow the gelcoat to deteriorate, then you will have a higher expense of repairing the exterior surface. It is more economical in the long run to maintain your investment on a periodic basis since your boat's gelcoat is not covered under warranty. Weathering occurs from direct sunlight, water, chemicals, and even dust. Chalking, fading, or a loss of gloss are all conditions that may occur.

Warning: Never use wax on non skid surfaces, using wax there may cause slippery surfaces and unsafe footing resulting in injury. Use of wire brushes, scouring pads and other abrasive type materials and solutions should never be used on the gelcoat of your boat hull. They may create small scratches that will collect dirt, silt, sand, marine growth, and other foreign materials.

Maintenance steps:

1. Wash monthly or more frequently, depending on the use. Wash with a mild dishwashing soap but avoid strong alkaline cleansers and abrasives.
2. Wax your boat 3 times a year or more if you are in an area with above average sunshine and your boat is not covered or protected.

Stains: Your boat will pick up stains from normal boating activity. Stains are a result of dust, road tar, tree sap, or other staining materials that may come into contact with your boat's surface. Surface stains may be removed with mild dishwashing soap or cleansers and detergents. Chlorine and ammonia products can cause serious damage to the color of the gelcoat and should be avoided. See your dealer for more recommendations.

### SPECIAL CARE FOR BOATS MOORED OR DOCKED

If you permanently moor or dock your boat in the water, fresh or salt, the bottom will collect marine growth and require attention. Regular cleanings or painting the hull with an anti-fouling paint will be required to preserve the finish.

**CAUTION:** Due to various water conditions, if your boat is to be left in the water for an extended period of time (3-4 weeks or more), it is recommended you apply a two part epoxy barrier coat to prevent water absorption through the gelcoat. Failure to do so may result in blistering of the gelcoat, which is not covered by the warranty agreement.

**CAUTION:** Drilling into gelcoat should be done carefully and only when necessary to add equipment to be installed and preferably thru-bolted. The use of a chamfering bit is always suggested to prevent sharp edges at the edge of the hole drilled. This helps to avoid possible stress cracking of the gel coat. NEVER RUN FASTENERS INTO GELCOAT WITHOUT FIRST DRILLING A PILOT HOLE WITH A CHAMFERED EDGE. CRACKING IN THE GELCOAT WILL LIKELY RESULT AND IS NOT COVERED BY YOUR WARRANTY.

## Bilge

Every Triton is equipped with one or two bilge pumps. Most models have one manual bilge pump and one auto bilge pump. The manual pump is operated when the switch is turned on at the console, the auto bilge is activated by the presence of water in the bilge of sufficient amount to activate a float switch, thereby turning on the auto pump until the bilge is empty, at this point it will shut off automatically. Auto bilges are wired directly to your boat's main battery; therefore, they will operate regardless of the boat's battery switch position, or the engines key switch position. Water that may collect in the boat's hull will be removed by the auto pump at any time during use or when sitting idle. Routine inspection of each pump is advised. Pumps that are not functioning should be replaced at first opportunity and preferably before further use of the boat.

The bilge area should also be inspected routinely for other debris, contaminants, outboard oil or hydraulic fluid. The presence of any of the following requires attention and inspection to determine the source, and any possible related maintenance necessary to eliminate the leak. Residues may be cleaned from the bilge using commercially available bilge cleaners, soaps, and degreasers.

**Never use flammable solvents to clean a bilge. Fire or explosion may result.**

**Notice: Electrically operated bilge pumps are subject to malfunction and require frequent inspection, especially during periods of long rain, high seas, or storm conditions. After long storage periods, make it a routine to check the bilge pumps for proper functioning and operation.**

Inspect the entire fuel system (including fill lines and vents) for any evidence of leakage. Any stains around joints could indicate a leak. Try a wrench on all fittings to be sure they are not loose, but do not over-tighten them. Clean fuel filters and inspect the entire bottom for evidence of seepage, damage or deterioration, paying particular attention to hull fittings, hoses and clamps. Straighten kinked hoses and replace any that do not feel pliable. Tighten loose hose clamps and replace those that are corroded. Tighten any loose nuts, bolts or screws.

## Additional Information

Your dealer is always ready to help you keep your boat in top condition. There are areas that you, the owner, may not be able to service with today's complex technology. Your dealer has access to factory-trained technicians when they are needed. Basic knowledge and familiarity with your boat is a must, along with proper routine maintenance of all systems. Always use caution when driving a new boat until you become familiar with the driving and handling characteristics of that particular vessel. Trimming engines and trim tabs require a driver's attention at the helm to maintain the boat's direction safely on course. Operation of the tabs and engine trim units can affect the boats attitude and direction and could catch passengers off guard and result in injury. Develop and plan for routine maintenance of the various systems and keep your boat clean and free of debris and salt contamination.

## Fast Boats Warning!

Most Triton boats are capable of speeds in excess of 45 miles per hour. Consult your dealer for the full capabilities of your boat before driving at speeds above your experience level. Fast boats should not be operated by inexperienced drivers until complete instructions and driver check out is accomplished under the supervision of a qualified person. **The person in control of a fast boat should be very mindful of the safety of others, as well as his own well being. Passengers should be made aware of the possibility of being thrown to the deck, or even from the boat, if they are not carefully seated or holding on while the boat is being run at high speeds. Do not operate your boat at high speeds in the proximity of other boats, pilings, underwater obstructions, sea walls, or other obstructions. The operator of the boat should take weather conditions, waves, currents, and number of passengers into consideration. More frequent checks and routine maintenance are required for high performance boats. Mechanical failure at high speeds may cause very serious consequences to persons and property. Remember that the person in control of the boat is responsible for his own acts of negligence or carelessness. For the safety of personnel and to prevent possible damage to the boat and its contents, number of passengers, speed and type of operation must be adjusted to suit weather conditions according to accepted principles of good seamanship.**

## Safety Ignition Stop Switch

Sometimes referred to as a kill switch, this switch is located at the helm of all Triton models and includes a lanyard that should always be securely attached to the driver on one end and the stop switch at the other, **whenever the boat is underway.** In the event the driver is dislocated from the helm the lanyard will pull free from the switch shutting off the boats engine/s. It is our recommendation that your boat should only be operated when the safety ignition stop switch is properly being used.

## ELECTRICAL SYSTEM

### 12 Volt D.C. System

Your Triton boat is equipped with a 12 volt D.C. electrical system with a 2-wire, negative ground type. The hot wire (red) is positive, feeding the lights and appliances etc. and the negative (black) return is by an insulated wire to the negative terminal of the battery. Engine alternators will recharge the engine's battery when the engine is running at a rate above an idle level. Some models may have voltage regulators that increase or decrease the engine's output, based on battery voltage present. Refer to your engine owner's manual for more information about your particular alternator and its charging capacity.

## Battery switches

Battery switches are standard equipment in nearly all Triton products and may be one of two types. Type one is a simple “ON”/ “OFF” switch. Common on single engine boats, this battery switch will turn all systems off, electrically speaking, with the exception of the auto bilge pump, which is wired directly to the battery. This allows for the bilge to operate regardless of switch position, providing added protection when the boat is not in use. The second type switch has the positions “1”, “2”, “All”, “Off”. This allows the user in a single engine boat to select one of two different batteries to start the boats engine and run accessories. In dual engine applications, there will be two switches present, one for the port engine, and one for the starboard engine. Your boat may have come with two batteries total or in some cases four, this switch will allow for extra batteries to operate on either the port or starboard side, allowing for a back-up battery on each. The engines alternator will charge back to the battery/s selected and in use. To charge both batteries back simultaneously while under way the battery switch should be in the “All” position. You may return the switch to the “off” position when the boat is not in use to shut down all electrical systems with the exception of the auto bilge pump that is wired directly to the battery source. This will help preserve battery power when the boat is not in use. Today’s engines have onboard computers that will constantly put a drain on the engines battery even when the engine is off. In as few as several weeks, depending on the battery size, the batteries could be drained. To avoid this always turn your battery switch to the off position when not in use. For further details see your local selling dealer.

## Trolling Motors

The front deck of most Triton skiffs or LTS models have been engineered and designed to accept the use of a trolling motor. Trolling motors have their own designated wiring system separate from the boat’s electrical harness. Both 24 and 36-volt harnesses are available factory installed or may be purchased after the sale. Factory harnesses have labeling on the battery end of each wire to simplify the installation. Tags will indicate which battery the lead will go to and whether it is positive or negative. If you install a trolling motor on your boat always be sure to follow the trolling motor manufacturers instructions and utilize a thru bolting method with large washers on the underside, tightly attached to insure a proper installation. Loosely attached trolling motors can be a potential source of fiberglass damage in the mounting area of the bow.

On board 2 , 3 or even newer 4-bank charging systems are available to maintain trolling motor and engine batteries’ charge level. See your dealer for details regarding optional on-board charging systems. It is best to always charge batteries immediately after use and store them in a fully charged state for maximum life of the battery. If you store your boat and batteries run down after use and wait till the next use to charge them the daily power available and the number of charging cycles the battery is capable of will be reduced. Please read, study and understand your particular chargers instructions and follow them accordingly.

## Installing Electronics

Electronics such as depth finders, gps units, vhf radios, etc., may be installed on consoles, in the face of the console or in overhead electronics boxes of boats so equipped. Boats with T tops or hard tops usually will generally have electronics boxes above head height for this purpose. For quicker easier access to connect up electronic unit hot and ground wires, we have installed hot and ground bars in the electronics box. Always follow each manufacturer's instructions when installing electronics and use appropriate in-line fuses of the correct amperage when installing electronic items. All saltwater Triton models utilize rigging chases from the console back to the bilge area for the routing of transducer cables for depth finders. Some models may have more than one chase for this purpose. Convenient accessory switches are located on the dash of most models for console mounted electronics units, each switch has a circuit breaker of its own. Accessories should be added with one item per switch. Accessory switches will also power off with the main power switch, giving an added backup when cutting off all powered items.

## Panel Switches and Gauges

Your Triton boat is equipped with a number of switches and gauges that have been placed in locations, where they may be easily seen and accessed. Careful attention has been used to select quality switches and instruments that will provide years of trouble free reliability with normal use. Most Triton saltwater models utilize what we call a military spec. waterproof type switch for the ultimate in dependability. These switches are sealed front and back and are protected internally from potentially corroding moisture and salt air environments. They are a toggle style switch in appearance and also use an additional exterior rubber boot.

Dash instruments have fog resistant lenses that utilize an emulsion on the domes to aid in condensing water and minimizing the likelihood of fogging. However, it is possible, in certain temperature and humidity conditions to having fogging of an instrument. In this situation, warming temperatures, increased airflow, and exposure to the sun will help to minimize or relieve the lens of fog. Fog generated moisture should not affect the functioning of the gauge. Periodic fogging is not uncommon and should not result in the user requesting having the gauges replaced.

## Gauges

**Digital Gauges-** Depending on the engine brand purchased, digital gauges may be available. When available, digital gauges should be specified when the boat is being ordered with your dealer. See your dealer for more information on current gauge offerings and upgrades.

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 engine owner's manual for information regarding your engine's specific operating range and maximum rpm. An outboard engine's maximum rpm 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 at wide open throttle. Different brands of engines have different maximums and many engines have electronic rpm limiters with audible alarms to indicate when an engine is at the maximum allowable rpm. Some will electronically retard the engines operation if the rpm's are sustained above the maximum for a period of time. For more information about your specific engine refer to your engine owner's manual.

2. **Voltmeter Gauge:** Triton models that have a voltmeter as part of the instrumentation package which indicate the level voltage present in the main boat battery used to start the outboard engine. Turn the ignition switch to "ON" 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 turn over with a weak battery, but low voltage conditions will not allow the engine to actually start. Only when there is sufficient voltage present to drive the electrical system will these engines start and run.

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. Should this occur, you should have your dealer investigate the cause.

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

**NOTE:** Fuel gauge readings 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. A 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 either attached to a pickup on the boats transom or more often an orifice on the leading edge in the engine's gear case to drive the gauge. Many boaters also rely on GPS units to obtain speed readings. Readings will vary between these devices. Always drive your boat at safe speeds, considering the conditions and other boating traffic present. A speedometer pickup may become clogged from surface debris and this is a common event. Care should be used to remove the debris to restore the speedometer function. Use of power tools or drill drivers is never recommended to clear the debris in the pickup. A small drill bit just smaller than the pick up hole, rotated in between the fingers to carefully remove the debris, works well and will help prevent removing any metal and eliminate the risk of drilling into the gear case or pickup itself. If in doubt see your dealer for more instructions regarding speedometer pickup cleanout.

**Water Pressure:** Triton models equipped with a water pressure gauge for the boat's main outboard engine 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, debris, or some other cause. Loss of water pressure will likely result in overheating of the engine and can be an immediate danger to the engine. 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 up, and visually evaluate the engine's lower unit, looking for any debris or obstruction to the water pickup located on the engine's lower unit. 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 read your specific engine's owner's manual for the engine's normal water pressure operating range.

**Trim Gauge:** This gauge will indicate the trim or tilt attitude of the boat's outboard engine. This helps prevent one from having to physically look back to see where the engine is in the trim or tilt range. Some outboard brands use the entire sweep in the gauge for the trim range, and the tilt range is past the furthest mark, other brands such as Mercury, use the first half of the gauge's sweep for trim, the second half for tilt. In either event, the location of the trim gauge dial gives the driver a benchmark or reference point with respect to the trim or tilt angle of the engine.

NOTE: Mercury engines may require this gauge to be calibrated at the engine for the needle to operate in the proper range. This calibration should be performed by your selling dealer prior to taking delivery of your boat. See your selling dealer if this gauge does not appear to operate within the gauge's sweep range.

## Switches

**Power Switch:** This is the boat's main power switch which powers all the electrical systems in the boat with the exception of the trolling motor, and the auto bilge pump. Turn this switch to "On" to use the boats systems and electronics. When the boat is not in use, be sure to place this switch in the "Off" position to shut off electrical systems thereby preventing unwanted drainage of the boats 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 larger models, one or two simple On/Off switches will be present. Larger models with "Bilge 1" and "Bilge 2" switches allow for operation of either or both pump independently.

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. The 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 the pump will activate and remove water from the bilge area. Both pumps will remain on until the switches have been returned to the "Off" position.

LTS models, skiffs and smaller models will have two bilge pumps but only one switch at the control panel. The models are controlled in a different manner. In the **Off** position, both pumps will remain off unless water is present in the bilge in sufficient quantity to elevate the auto float switch. This will activate both the manual and the auto bilge pump. This pump will run until the float lowers back down turning the pumps off automatically as the water is removed.

In the **On** position, both pumps will activate and **remain on as long as the switch is left in the On position.**

**Courtesy Lights:** This switch will activate courtesy lights in the boat's cockpit. Some models may have specific switch settings for internal compartment lights or cabin lighting.

**Navigation/ Anchor Lights:** This switch will activate the boat's 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. (Larger models will usually have permanently installed lighting for this purpose). In low light conditions and 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 the NAV lights.

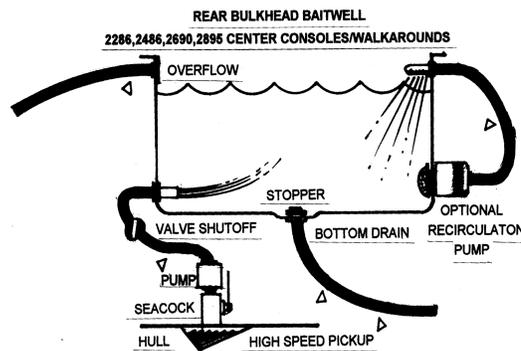
**WARNING! USE NAVIGATION LIGHTS FROM SUNSET TO SUNRISE, AND WHEN BAD WEATHER OR CONDITIONS THAT INHIBIT VISIBILITY EXIST**

**Washdown:** This switch will turn the wash down system pump on, and will bring raw water from outside the boat to a pressure style pump and then a hose outlet inside the hull. The washdown pump will have a hose headed to a fitting, much like a garden hose fitting, that will be normally located in the cockpit area of the boat. The attachment of a short hose and nozzle to this fitting, and turning this pump on will enable you to wash down the interior of the boat while you are still using the boat and in the water. This is especially handy in quick clean up of blood, dirt, or other debris that may be harder to clean up if allowed to dry. The pump, when first switched on, will take a moment to prime and then will deliver what we term a low volume/high pressure stream. This provides greater pressure for better cleaning potential. With a hose and nozzle attached the switch may be left on during the day and will run until the nozzle is shut off. At that time pressure in the line will build up and cause a sensor to turn the pump off automatically. Opening the nozzle will cause a drop in pressure and will automatically turn the pump on again. This switch can be shut off during long periods of non-use.

**Freshwater:** This system is optional on most models, standard on a few like the 2895 CC or the 2690 W/A. Models with this equipment will have a switch at the dash, and also a freshwater tank on board. a pump that will deliver water to several possible outlets, such as sink basins, or freshwater shower heads provides high pressure low volume usage. Showerheads are present in the head/shower area of the 2690 W/A and frequently in the transom area of larger center consoles. This feature is optionally available on most other models large enough to accommodate the freshwater tank itself.

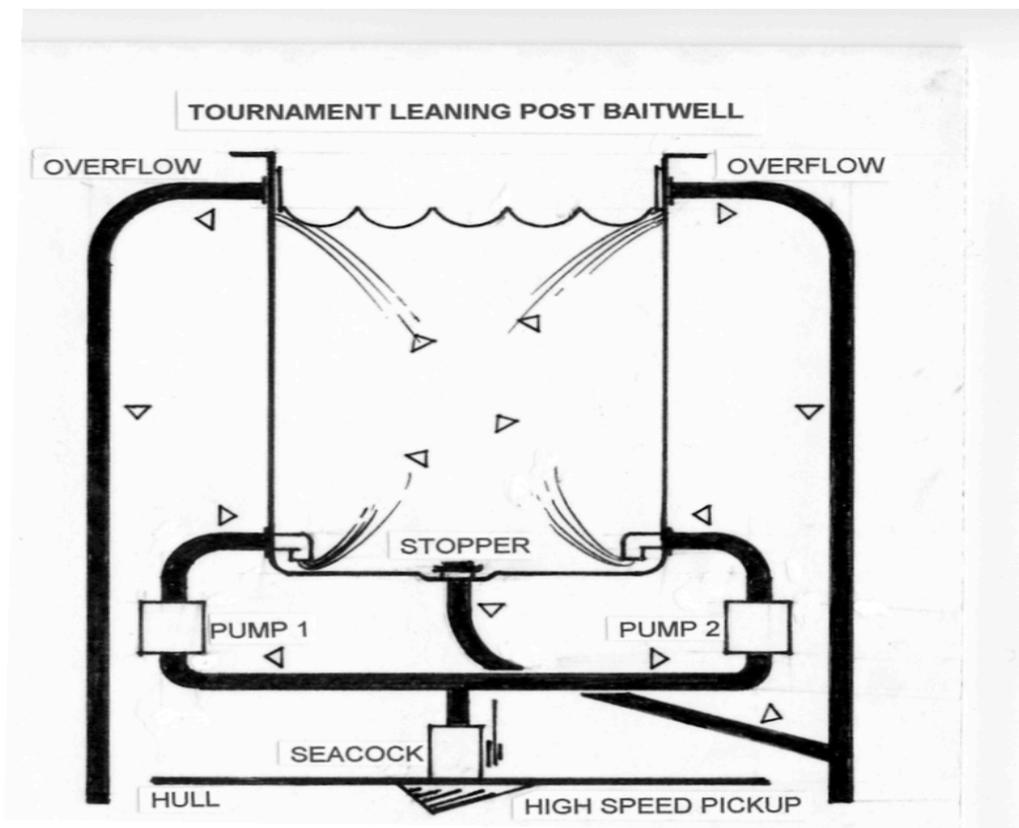
The freshwater head provides water from the onboard tank and is useful in providing a freshwater rinse for clean up or to rinse off salt residue on persons or equipment. This switch may be left on during the day and will automatically shut itself off when the faucet is shut off and pressure builds up. Similar to the wash down pump when the faucet is opened and the pressure drops the pump will again have a sensor to turn if on automatically as long as the switch on the dash remains in the on position. Tank volumes vary in capacity depending on the size of the boat and area available to tank installation.

**Transom Baitwell:** This switch operates the single pump bait well system located in the transom of the 2286CC/WA, 23 STS, 2486 CC/WA, 2690CC/WA, and the 2895 CC. Turning this switch on will activate a pump and water will be delivered continuously to the well located in the transom and will allow bait to be kept alive while at rest or underway since the pump is fed water via a high speed pick up on the hull bottom. To operate this system the manual sea cock valve located in the bilge area above the high speed pick up must be open to allow water to flow. This sea cock can be closed when it is not desirable to have water forced into the well. Because there is a high speed pick up scooping water while underway the valve must be shut off to keep water out when the boat is underway. This system is designed to be switched on, and left on, whenever there is bait present in the bait well, otherwise risk of killing bait may occur. The bottom drain plug will also need to be installed in the tank itself and should be used whenever there is water or bait present in the tank. The bottom drain is a large 1" in diameter for easy cleanout and removal of debris or fish scales when through with use.



**Leaning Post Baitwell:** This switch operates a two pump, 50 Gallon, bait well system that is an optional system on most models and popular with serious bait fisherman and tournament anglers alike. There are two 1100 GPH pumps that are available for use with this system. Only one pump at a time can be operated on the three way switch located at

the dash. Either pump may be used leaving the other as an instant back up in the case of a failure. Should a pump fail, all one has to do to restore operation is switch the switch to the other pump and circulation will be restored immediately. This eliminates the risk of losing valuable bait and eliminates the chance of offshore repair attempts to a failed pump. The system is designed for the most sensitive of baits and water turnover is insured by plugging in the bottom drain, and then delivering water into the well near the bottom and overflowing it out the top of the well. This also helps eliminate debris, trash, fish scales etc from collecting at the bottom of the well that can contaminate bait. This system is designed to be left on all day whenever there is bait present in the well itself. Turning the system off will allow water to gravity drain back down thru the pump system itself and drain the tank, and with loss of water bait will likely be lost. **Therefore, it is recommended that you always leave pumps on when bait is present in the tank.** If it is desired to turn the pumps off with bait present in the tank there are two shut off valves beneath the leaning post inline with the fill lines. Closing these valves off will prevent water from gravity draining back through the pump system and allow water to be held in the tank with the pumps off. The bottom drain plug will also need to be installed in the tank itself and should be used whenever there is water or bait present in the tank. The bottom drain is a large 1" in diameter for easy cleanout and removal of debris or fish scales when through with use.



**Fishbox/Macerator:** This switch will power a macerator/pump (which works like a disposal) in the fish box of models equipped. Standard in the 2895 CC for example, this pump will drain the fish box of water as well as grind up smaller pieces of fish debris or entrails etc that may have collected in the bottom of the fish box. This will pump fluid and debris overboard making fish box clean out a quicker, less messy event, and eliminate the hassles of clogged plumbing and slow drainage that may occur without it.

**Accy Switch:** One or more accessory switches are often incorporated into switch panels and are there for your convenience in powering other optional electrical items, such as depth finders, GPS units, stereo radios, macerators, etc. where a 12 volt power source with a switch is required. Each switch has circuit breaker protection. Follow all instructions provided by the respective manufacturer when adding electronic items to your accessory switch. If in doubt see a qualified technician to have accessory items installed properly.

## **Throttle and Shift Remote Control**

The remote control unit is mounted at the helm station of your boat. Single lever controls integrate the throttle and gear shift into a single hand lever. Larger boats generally in the 23-24 foot range may be capable of twin outboard engines and in this case dual lever controls will be present, with separate controls to operate each individual engine. When shifting from forward to reverse, or reverse to forward, always pause at neutral and allow the engine to return to idle (500-600 rpm), to avoid damage in the lower unit.

**Note:** Except in an emergency avoid shifting to reverse when the boat has significant forward speed or rpm's.

Proper maintenance includes keeping the controls and cables free of debris and corrosion. Check for damaged cables that may be kinked, cracked or bent. Inspect cable ends and connections at the engine for loose brackets or worn or damaged fittings. Replace worn, damaged, or corroded parts as soon as possible.

Today's engines often have a Throttle Position Indicator (TPI) that will prevent an engine from starting in any other position than the centered up in neutral position. If the TPI sensor is out of adjustment the engine may not start. See your dealer for further details should this occur. If a shifter control system jams at any time it is best when safe to turn off the engine/s and check the source of the problem. Continued use may cause damage and a malfunctioning control should not be forced if it will not shift smoothly. See a qualified technician for a proper repair if this should occur.

**Note:** Engine throttles are intended to remain in position until moved manually by the operator. The throttles, when released, do not return to idle by a spring mechanism as in automotive applications. Controls operating properly should maintain their position and

not “creep” back toward an idle. Pushing the throttle lever forward accelerates the engine in a forward direction and pulling back towards neutral will decelerate. Pulling the lever aft or backward aft of the neutral position will accelerate in reverse and returning forward to the neutral position will decelerate. Throttles that will not maintain there forward position may be adjusted by means of a throttle friction devise in most control boxes.  
**NOTE:** See your dealer for further details.

## Steering System

**Mechanical:** Your boat is equipped with either a mechanical cable type steering system or a hydraulic type. Mechanical steering has metal parts in the system and should be cleaned and lubricated with a good quality of marine grease to insure smooth operation. With regard to the ram and steering tube lubrication is recommended every 60 days in freshwater and every 30 days if use is in saltwater. All fitting and cable should be inspected for corrosion or damage and replaced if necessary. Check for the presence of the original self-locking nut that is used to fasten the steering link rod between the steering cables and the engine. These nuts must never be replaced by common or non self locking nuts. The steering wheel should also be checked for tightness and if loose it should be tightened. If any cracks are present around the steering wheel hub, the wheel should be replaced.

**NOTE:** See steering manufacturers recommendations for additional information.

**Hydraulic:** Boats generally above 22 feet have hydraulic type which is comprised of the helm pump and reservoir, hydraulic hoses, and the hydraulic cylinder located at the front of the outboard engine. The helm assembly acts as a pump to move oil through the system driving a piston in the cylinder in one direction or the other.

Hydraulic systems may often make a slight clicking sound when the wheel is turned and this is normal and caused by the opening and closing of valves in the helm unit.

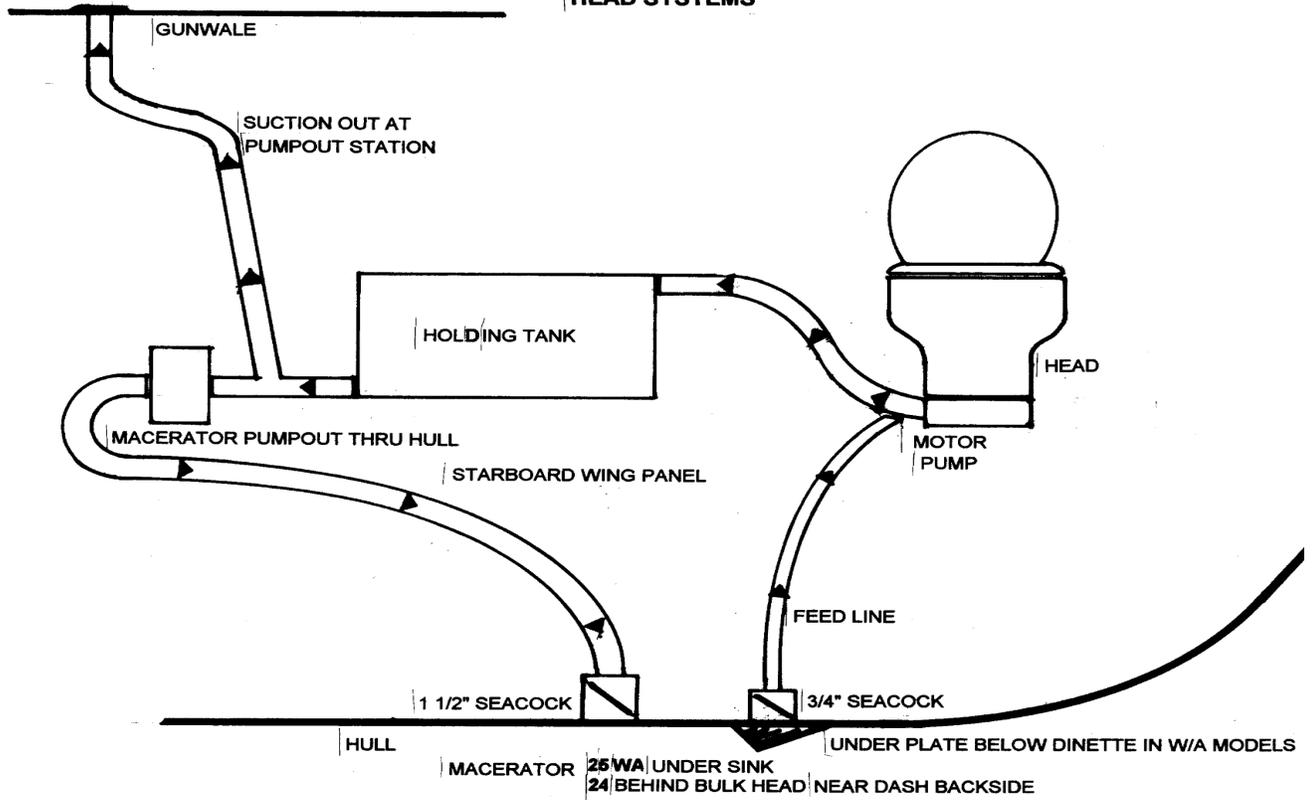
Hydraulic systems are bled to remove any trapped air in the system that will result in making the steering feel “spongy” or loose. This is normally done prior to delivery. See your local dealer for assistance in this procedure or refer to steering manufacturers instructions to properly bleed steering system. Steering leaks are another issue that, if present, will require immediate attention. Systems that leak or become low on fluid may become sloppy or even loose at the helm making driving unsafe. Always visually inspect your boat on a regular and frequent basis and if hydraulic fluid is found to be leaking at the helm, fittings beneath the helm, hoses, or at the fittings or cylinder at the engine get immediate repairs and service performed as soon as possible.

**NOTE:** It is always advised when driving a new or unfamiliar boat to get the feel of the boat, operating the steering system and turning and checking the system for proper and smooth operation. This should be done at moderate speeds until the driver is comfortable with the feel and operation of the system. This will also be a good time to not only operate hydraulic steering systems and feeling the reaction of the boat but also hydraulic trim tabs that will influence the direction of the boat. There is no substitute for becoming familiar with a boats steering system and trim tabs systems before operating the boat at moderate or higher speeds. Failure to do so could result in accident or injury to the driver or the passengers, possible ejection of the driver or passengers or both

## **Head System**

The diagram below shows the typical china style head available as an option in larger center consoles and standard in some walk around models. This type of head incorporates a holding tank and macerator. The system is fed its water supply from outside the boat's hull thru a strainer. Water is drawn to the head itself to fill it and when flushed the system will discharge the head's contents into the holding tank. The refuse is held there until it is either pumped out thru the hull by use of the macerator, or withdrawn out the cap in the gunwale at discharge or dump stations. There are regulations governing the dumping of holding tanks into the waters the vessel is operating in and the operator should familiarize himself with these regulations specific for that location, lake, or coastal body of water in which you are traveling.

HEAD SYSTEMS



## **Shore Power**

Optional shore power packages are available on walk around models and will provide an AC source of electricity to power AC items that may be present. Microwave ovens, optional air conditioning units, TV's, AC lighting, for example will require an AC current source for power. Shore power provides the AC electricity when the shore power cord is hooked up at a dockside receptacle. AC only items will not operate when the shore power cord is unplugged and the boat leaves the dock and AC power source.

NOTE:

Some items like refrigerators may operate in a dual mode of both AC and DC and will allow the current from on board batteries to power the unit when the boat is offshore, or without and AC power source. DC powered equipment should be powered by a "house" battery" for the power supply to insure that battery power for starting engines is isolated from current drain of these accessory type items. House batteries and cranking batteries may be recharged by engine alternators under way, or supplemented by the use of AC on board chargers that may be used at the dock when AC is available.

## **Sportsman's Packages ( by Guest Charging Systems)**

Often times it is desirable to run a bait well, lighting, gps units or other items for extended periods while at the dock preparing for the days fishing or cleaning up at the end of the day. It is desirable to do this without putting a drain on the boats batteries when the engine and alternators are not running. In some cases baitwells used in tournaments situations may be required to run all night to keep bait alive for the next day. This will allow anglers to catch bait the night before and to keep it alive and fresh with continuously running bait well pumps. To keep batteries charge levels up in this situation Triton offers a Sportsman's package from Guest Charging systems. This relatively inexpensive unit is grounded on both an AC and a DC side for safety, and will not overheat or damage the boats batteries. This system allows the use of all the boats switch functions and keeps the boats batteries charged up at the same time. In essence the lights and pumps run off of a battery charger that is safe and will not damage batteries by overcharging them. This system only requires an AC electrical outlet at the dock to plug in the charger. It does not require any other shore power wiring to be factory installed into the boat. This is an effective, affordable, and simple system that can be installed at anytime. See your dealer for more details.

## **On Board Charging Systems**

Other onboard battery chargers are available from your local dealer to keep batteries fully charged between outings. Charging systems Inc., Guest, and a host of other companies build water-proof models that resist the elements and are a convenient item to have. They are available in models with up to four bank units at this time and will charge 1 to 4 batteries independently at the same time. See your dealer for more information and availability.

## **Tops and Curtains**

Canvas goods including tops and curtains will give you years of use with some simple care and following a few basic rules.

1. Never trailer your boat with a convertible top or bimini top in the up position.
- 2.. Never keep a top in the storage boot when it is wet. Air it out and dry it first before stowing.
3. Brush down the top and bottom surfaces regularly and keep clean with soap and water.
4. Never fold curtains or clear connectors, they should be rolled for storing.
5. Do not let petroleum products or insect sprays to come in contact with clear connectors. They will break down the clear vinyl and turn it brown and cause cracking of the material.

**NEVER USE ACETONE, GASOLINE, OR HOUSEHOLD GLASS CLEANERS. THEY WILL CAUSE CRAZING WHEN EXPOSED TO SUNLIGHT. READ THE LABEL ON CLEANER TO BE CERTAIN THEY DO NOT CONTAIN ACETONE.**

6. Cleaning of clear connectors can be done with the use of Strataglass Cleaner/Protectant and manufactured by Aquatech. For more information and availability you may contact Astrup Company at [www.astrup.com](http://www.astrup.com) or call 216-696-2820

## **Vinyl Care**

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

**NEVER: USE KEROSENE, GASOLINE, OR ACETONE, AS THEY WILL REMOVE THE PROTECTIVE MARINE TOPCOAT.**  
**DO NOT USE SILICONE BASED PRODUCTS: THEY WILL EXTRACT THE PLASTICIZER, LEAVING VINYL HARD AND BRITTLE, AND EVENTUALLY CRACKING WILL OCCUR.**

### **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  
HARBORMATE  
BLEACH/BAKING SODA  
TURTLE WAX/  
TAR REMOVER**

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