

***TROPHY***  
**WALKAROUND MODELS**

**OWNER'S MANUAL SUPPLEMENT**



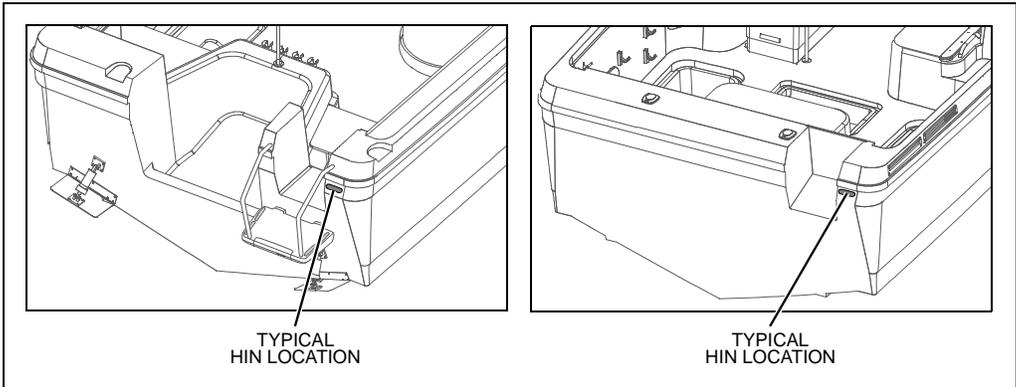
Port (or only) Engine Serial Number: \_\_\_\_\_

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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## 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!

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This *Owner's Manual Supplement* provides specific information about your boat that is **not** covered in the *Sport Boat Owner's Manual*. Please study the *Sport Boat Owner's Manual* and this *Supplement* carefully. Keep the *Sport Boat Owner's Manual* and this *Supplement* 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 dealer or call 360-435-8957 for a copy.

### Boating Experience

 <b>WARNING!</b>
<b>CONTROL HAZARD!</b>
A qualified operator <b>must</b> be in control of the boat at <b>all</b> times. <b>DO NOT</b> 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 the 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>
- 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.

## Safety Standards

<b>⚠ DANGER!</b>	
	<p><b>FALLING and ROTATING PROPELLER HAZARD!</b></p> <p><b>NEVER</b> allow anyone to ride on parts of the boat <i>not</i> designed for such use.</p> <ul style="list-style-type: none"> <li>• <b>Sitting on seat backs, lounging on the forward deck, bow riding, gunwale riding or occupying the transom platform while underway is especially hazardous and will cause personal injury or death.</b></li> </ul>

<b>⚠ DANGER!</b>	
 	<p><b>ROTATING PROPELLER and CARBON MONOXIDE POISONING HAZARD!</b></p> <ul style="list-style-type: none"> <li>• <b>NEVER</b> allow anyone to occupy, or hang from, the back deck or swim platform while the engine(s) are running.</li> <li>• Teak surfing, dragging, or water skiing within 20 feet of a moving watercraft can be fatal.</li> </ul>

<b>⚠ DANGER!</b>	
<p><b>PERSONAL SAFETY HAZARD!</b></p> <p><b>ALWAYS</b> secure the anchor and other loose objects <i>before</i> getting underway. The anchor and other items that are <i>not</i> properly secured can come loose when the boat is moving and cause personal injury or death.</p>	

- 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, all of them were designed to insure your safety, and the safety of other people, vessels and property.

In addition to this *Owner's Manual Supplement*, read the *Sport Boat Owner's Manual* and **all** accessory instructions for important safety standards and hazard information.

## Engine & Accessories Guidelines

<b>NOTICE</b>
<p><b>When storing your boat please refer to your engine's operation and maintenance manuals.</b></p>

- 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 can 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 and understand 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.

## Qualified Maintenance

 <b>WARNING!</b>
<b>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 or navigational system.</b>

- 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 *Owner's Manual Supplement*, the engine owner's manual and *all* accessory instruction sheets and manuals.

## Special Care For Moored Boats

<b>NOTICE</b>
<ul style="list-style-type: none"><li>• <b>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.</b></li><li>• <b>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.</b></li></ul>

- 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.

## Carbon Monoxide (CO)

<b>⚠ DANGER!</b>	
	<ul style="list-style-type: none"> <li>• Carbon monoxide gas (CO) is colorless, odorless, tasteless, and extremely dangerous.</li> <li>• All engines, generators, and fuel burning appliances produce CO as exhaust.</li> <li>• Prolonged exposure to low concentrations or very quick exposure to high concentrations <i>will</i> cause BRAIN DAMAGE or DEATH.</li> <li>• Teak surfing, dragging, or water skiing within 20 feet of a moving watercraft can be fatal.</li> </ul>

### ***Facts About CO***

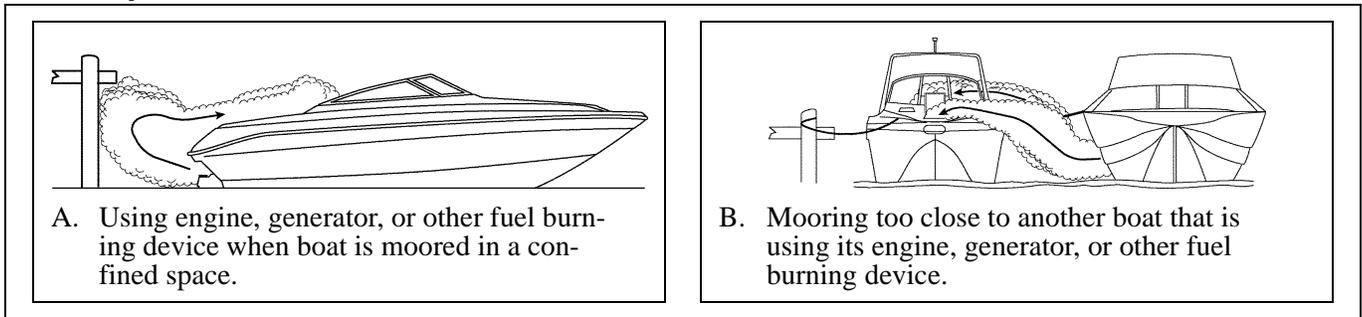
- CO poisoning causes a significant number of boating deaths each year.
- Called the "silent killer", CO is an extremely toxic, colorless, odorless and tasteless gas.
- CO can harm or even kill you inside or outside your boat.
- CO can affect you whether you're underway, moored, or anchored.
- CO symptoms 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

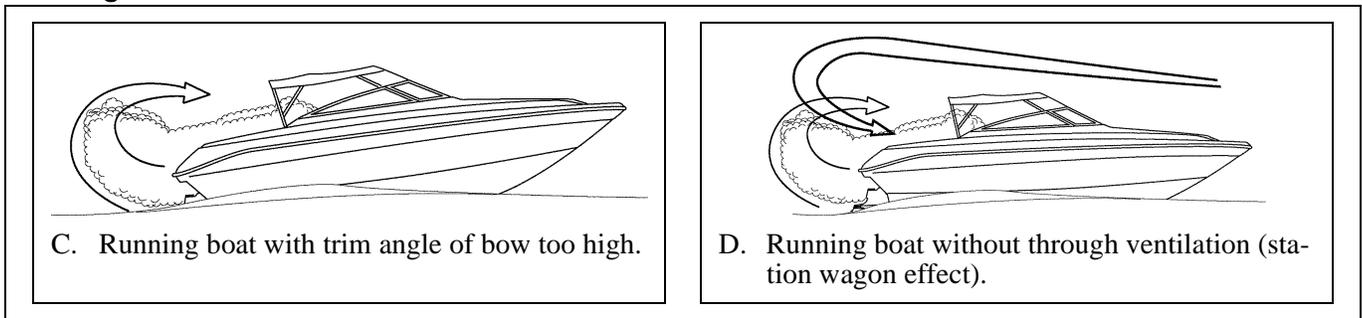
### Stationary Conditions That Increase CO Accumulations Include:



#### 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:



#### 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 alarms inside your boat. *Do not* ignore any alarm. Replace alarms as recommended by the alarm 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](http://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>

### 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.
- Confirm that water flows from the exhaust outlet when the engines and generator are started.
- Listen for any change in exhaust sound, which could indicate an exhaust component failure.
- Test the operation of each CO alarm 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* metal exhaust parts for cracking, rusting, leaking, or loosening and 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

 <b>DANGER!</b>	
	<p style="text-align: center;"><b>CARBON MONOXIDE POISONING HAZARD!</b></p> <ul style="list-style-type: none"> <li>• The house battery switch must be in the <i>On</i> position for the CO Monitors to work.</li> </ul>

<b>NOTICE</b>
<p>The stereo memory and CO monitor(s) place a small, but constant drain on the battery. If your boat will be unattended for an extended amount of time, plug into shore power with the battery charger turned <i>On</i>, or disconnect the battery if shore power is <i>not</i> an option.</p>

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

If your boat is *not* equipped with a carbon monoxide alarm, 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](http://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](http://www.nmma.org)  
312-946-6200

**American Boat & Yacht Council,  
Inc. (ABYC)**

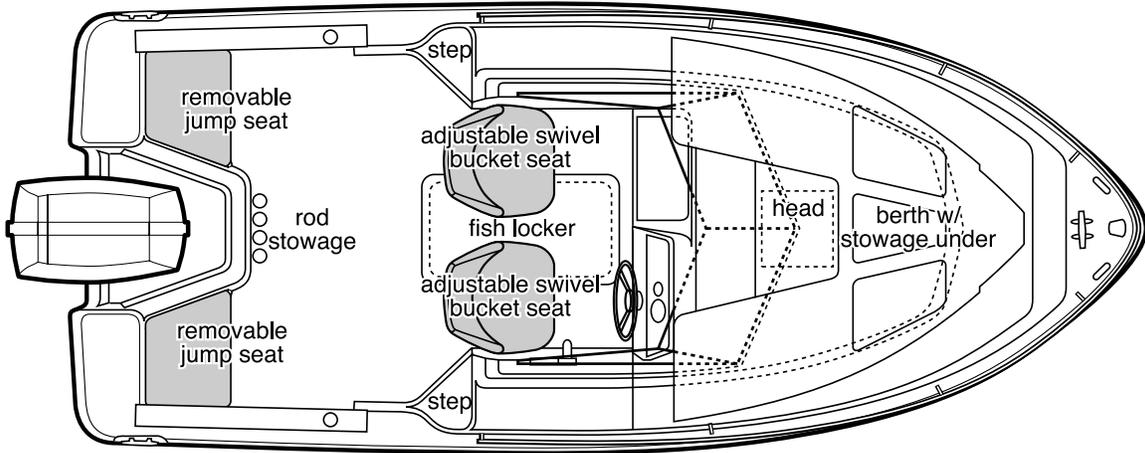
3069 Solomon's Island Road  
Edgewater, MD 21037-1416  
[www.abycinc.org](http://www.abycinc.org)  
410-956-1050

For information on how to get a free VESSEL SAFETY CHECK, visit [www.vesselsafetycheck.org](http://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>
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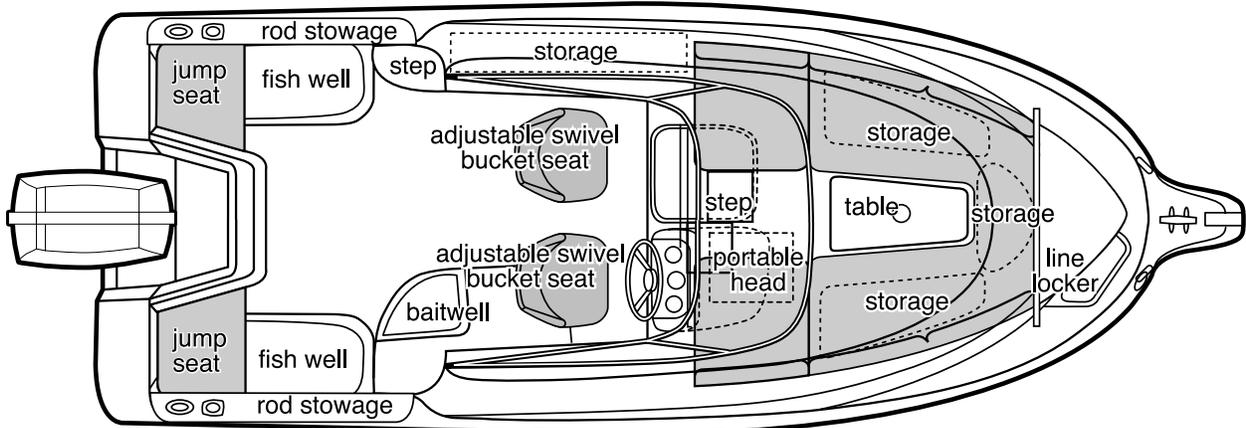
## Chapter 2: Product Specifications

### 1802



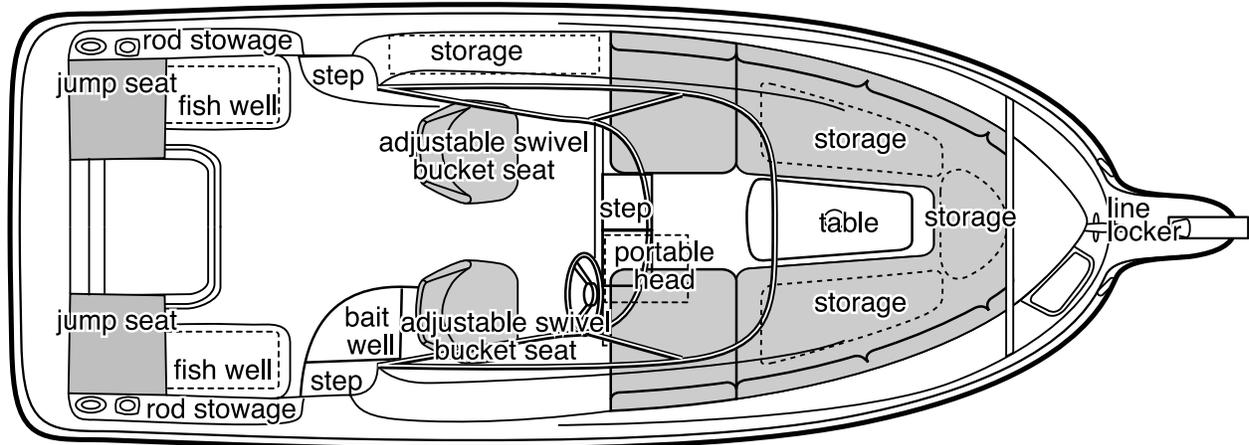
Overall Length	Beam	Bridge Clearance	Draft (Drive Up)	Draft (Drive Down)	Fuel Capacity (gallons)
18' 0"	7' 6"	5' 2"	1' 2"	2' 7"	52

### 2002



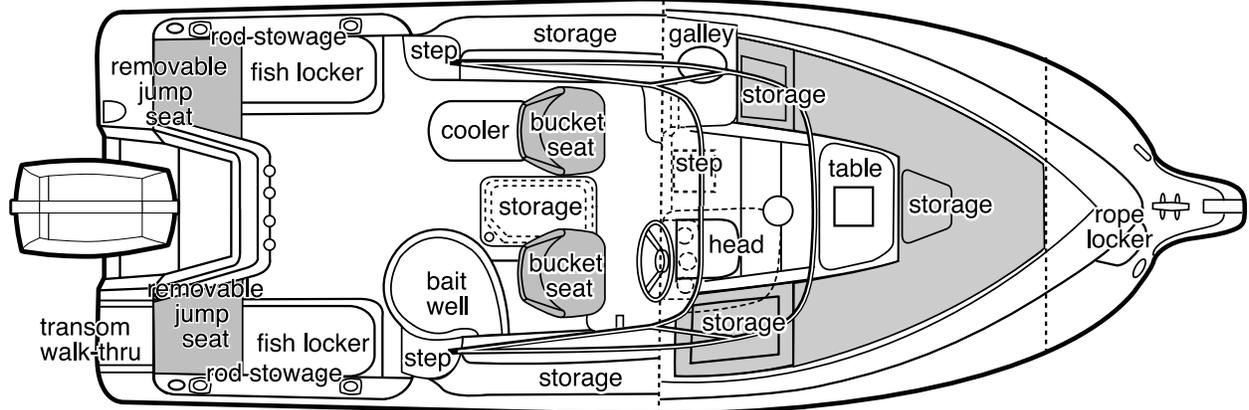
Overall Length	Beam	Bridge Clearance	Draft (Drive Up)	Draft (Drive Down)	Fuel Capacity (gallons)
21' 7"	8' 1"	7' 4"	1' 4"	2' 9"	85

### 2052



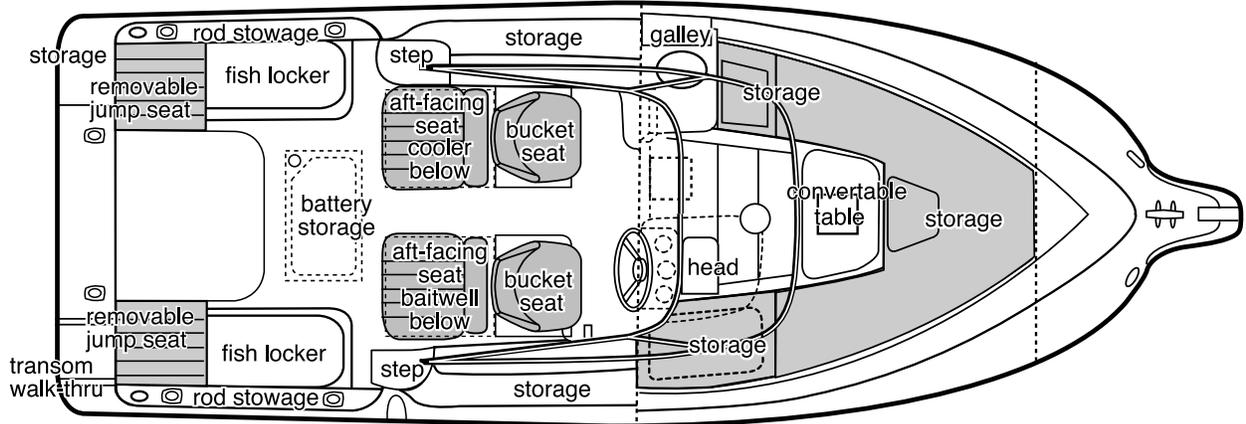
Overall Length	Beam	Bridge Clearance	Draft (Drive Up)	Draft (Drive Down)	Fuel Capacity (gallons)
21' 7"	8' 1"	7' 3"	1' 5"	2' 9"	85

### 2302



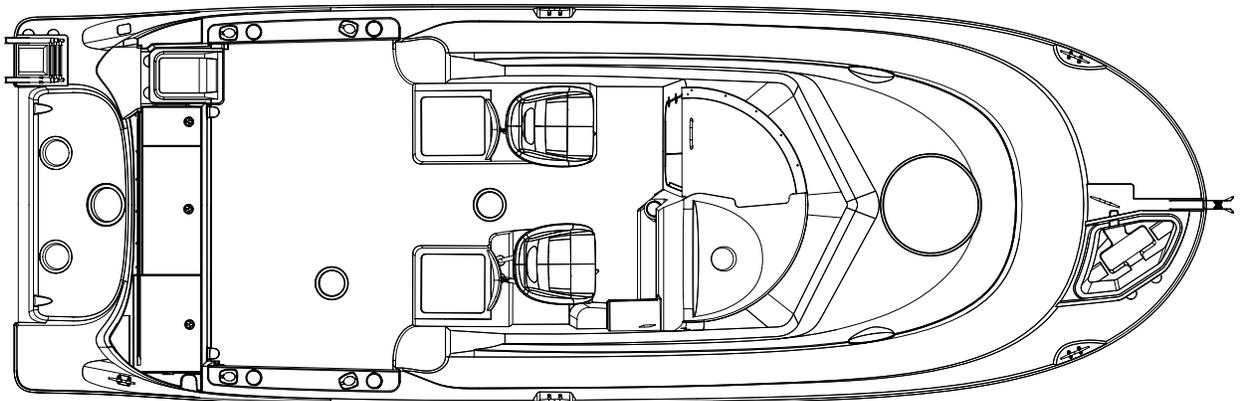
Overall Length	Bridge Clearance	Beam	Draft (Down)	Draft (Drive Up)	Fuel Capacity (gal.)	Freshwater Capacity (gal.)	Waste Holding Tank Capacity (gal.)
23' 5"	7' 11"	8' 5"	3' 1"	1' 7"	101	8	15

### 2352



Overall Length	Bridge Clearance	Beam	Draft (Down)	Draft (Drive Up)	Fuel Capacity (gal.)	Freshwater Capacity (gal.)	Waste Holding Tank Capacity (gal.)
23' 5"	7' 10"	8' 5"	3' 1"	1' 8"	101	8	15

### 2502



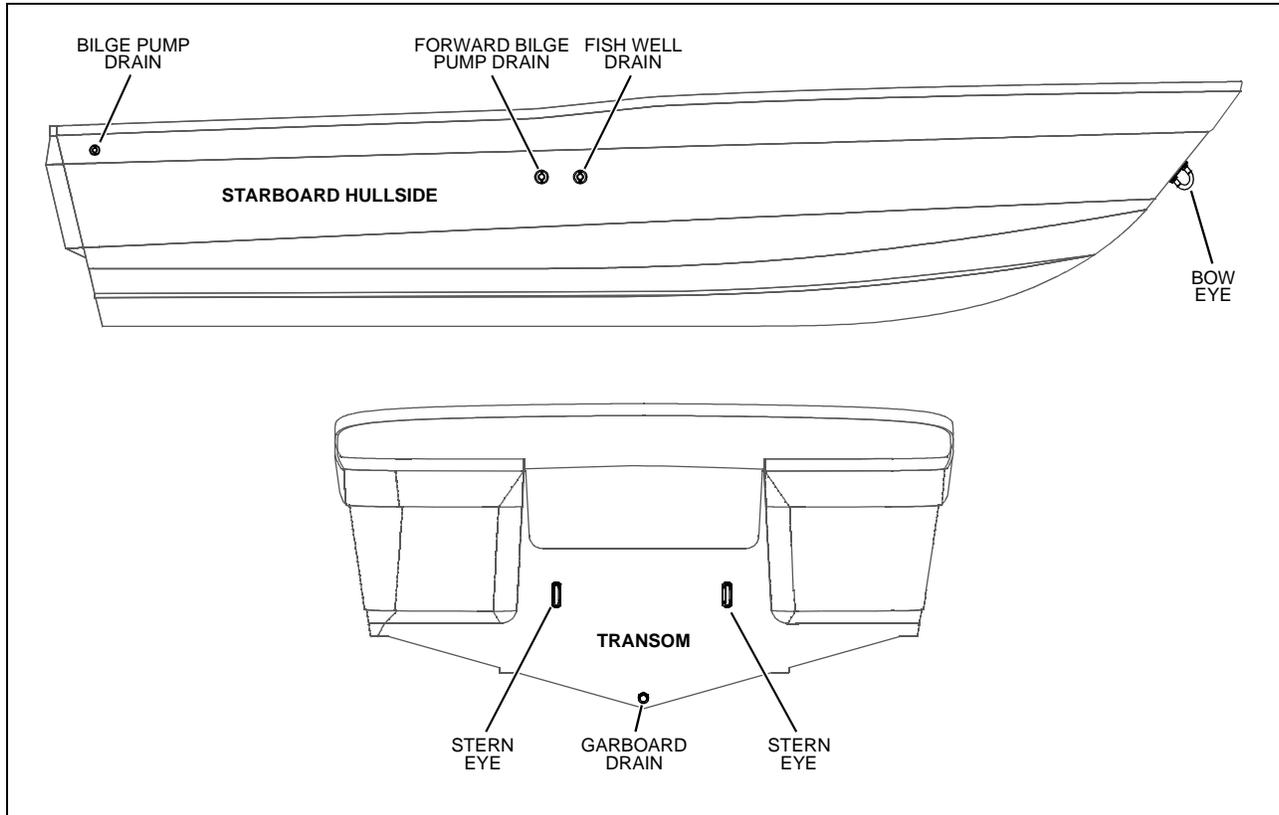
Overall Length	Bridge Clearance	Beam	Draft (Down)	Draft (Drive Up)	Fuel Capacity (gal.)	Freshwater Capacity (gal.)	Waste Holding Tank Capacity (gal.)
25' 0"	8' 7"	8' 6"	3' 2"	1' 9"	163	20	15

## Chapter 3: Locations

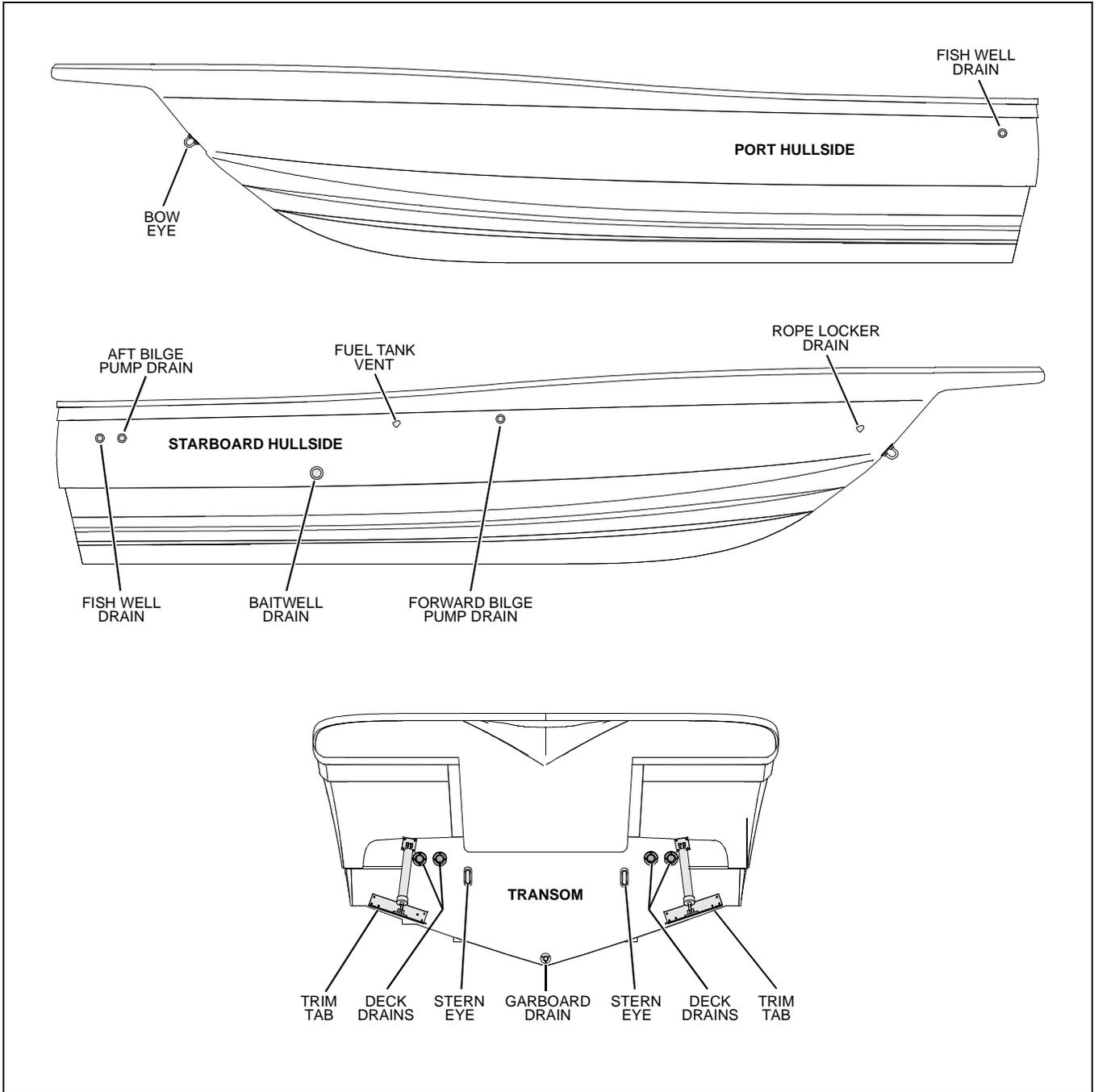
### Exterior Views

#### Hull Views

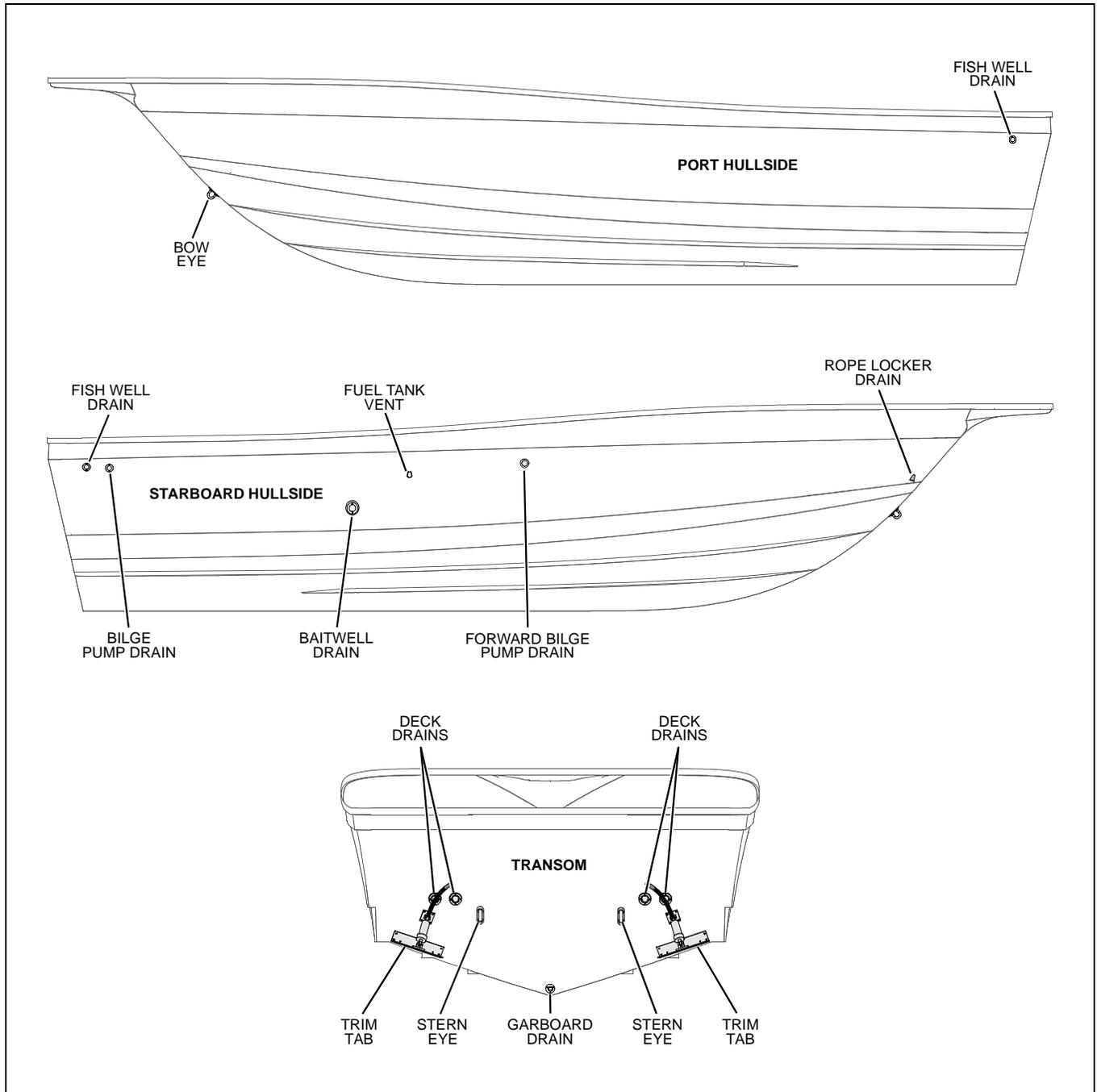
1802



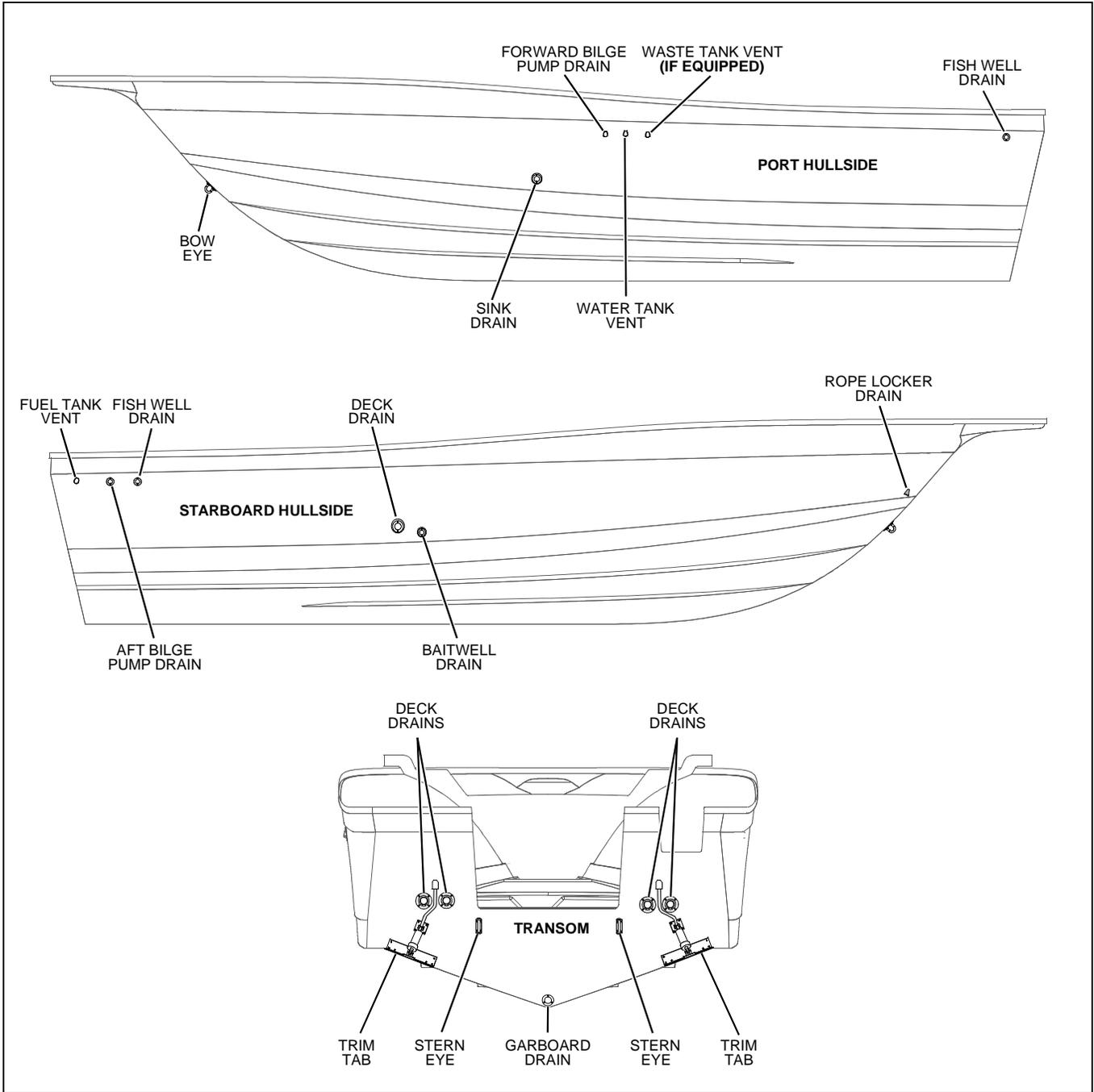
2002



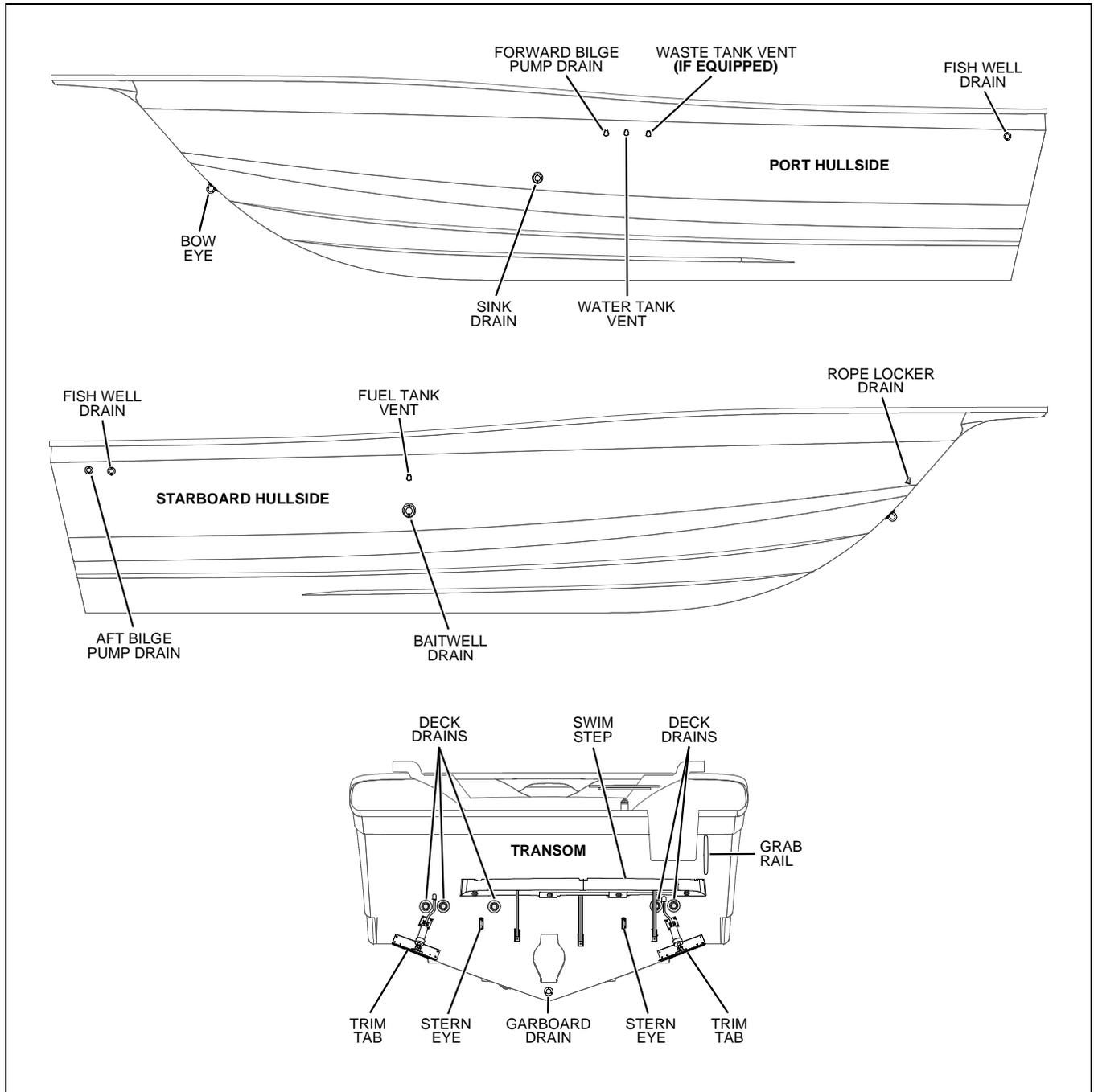
2052



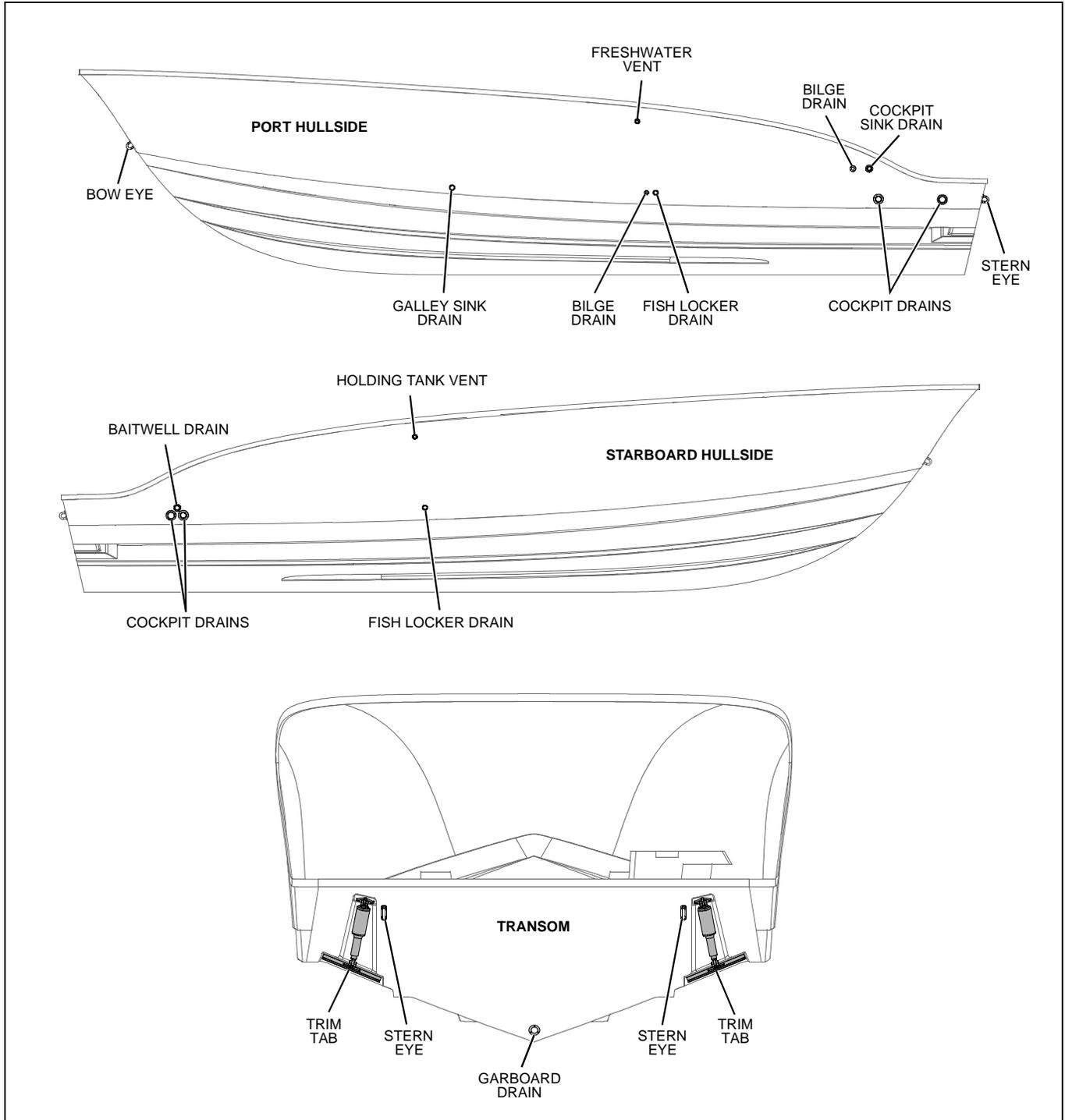
2302



2352

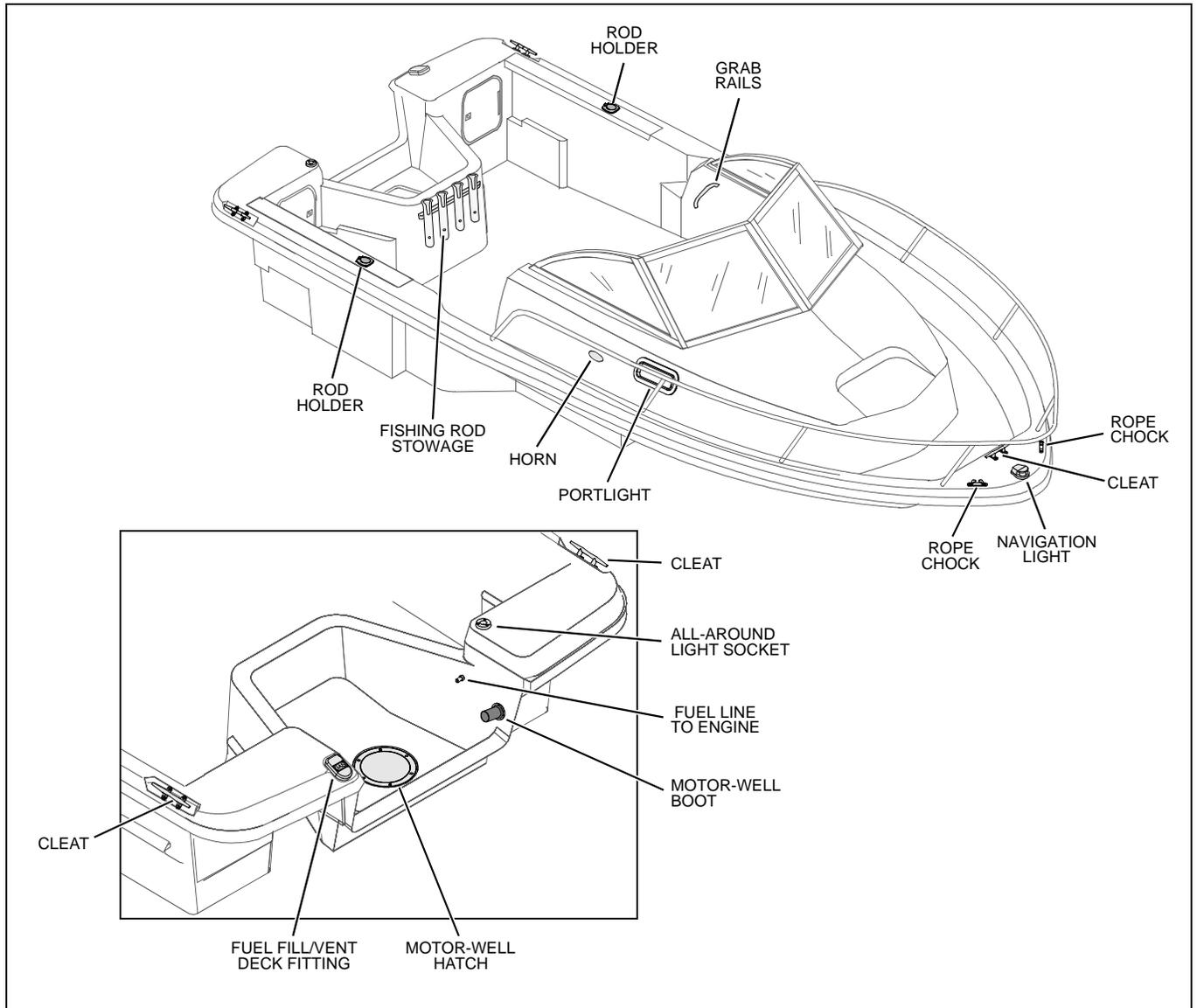


2502

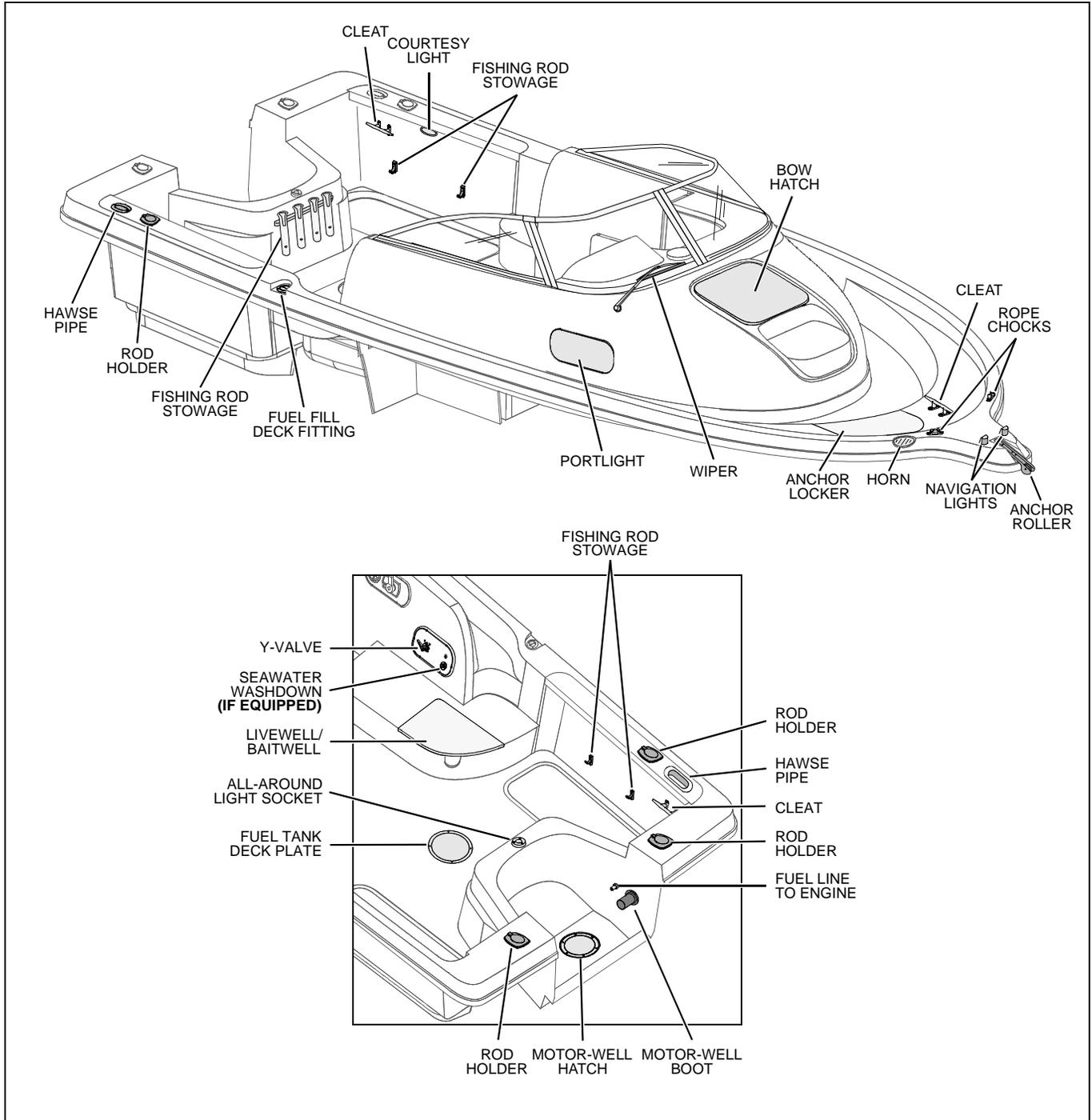


### Deck Views

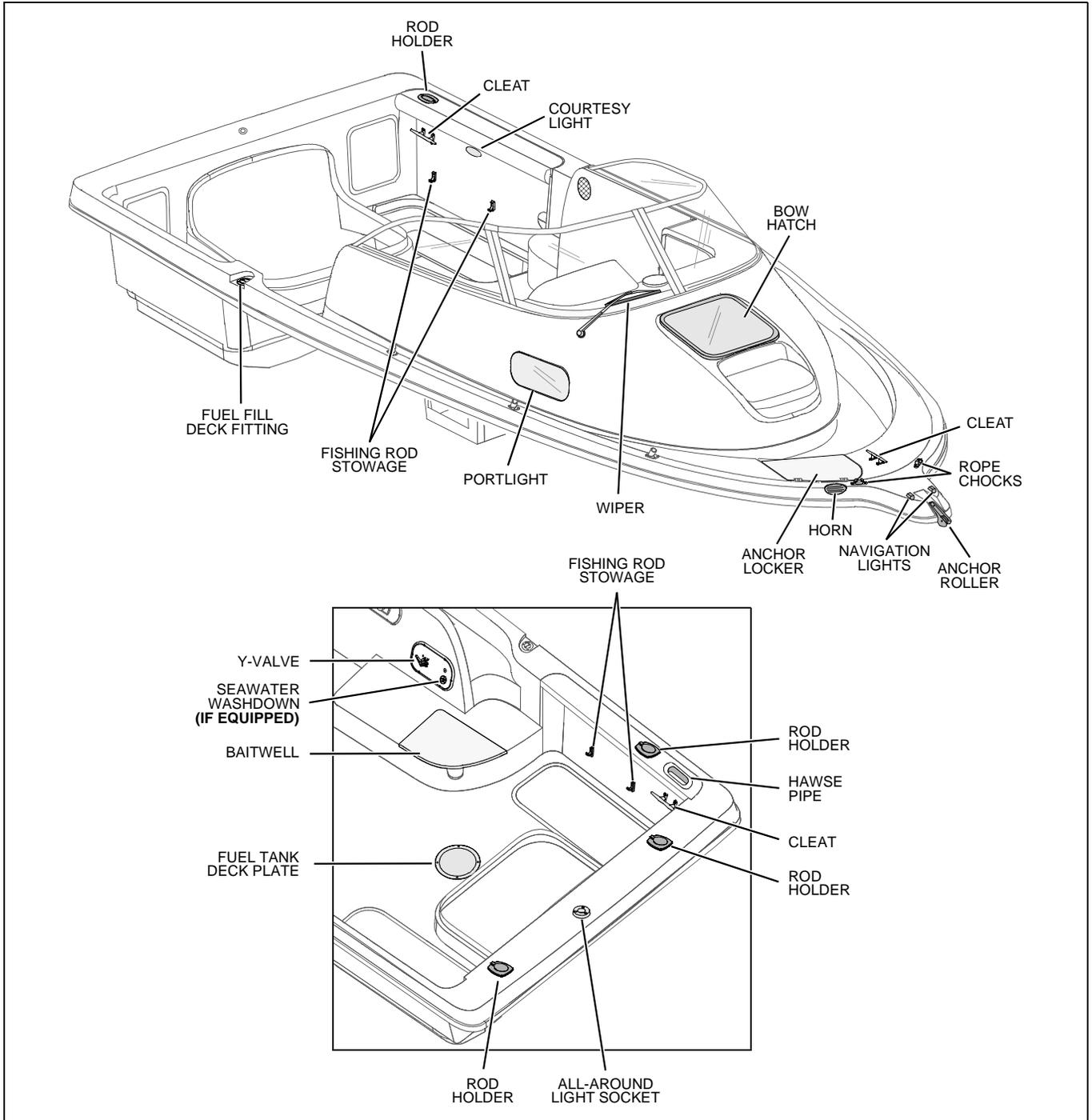
#### 1802



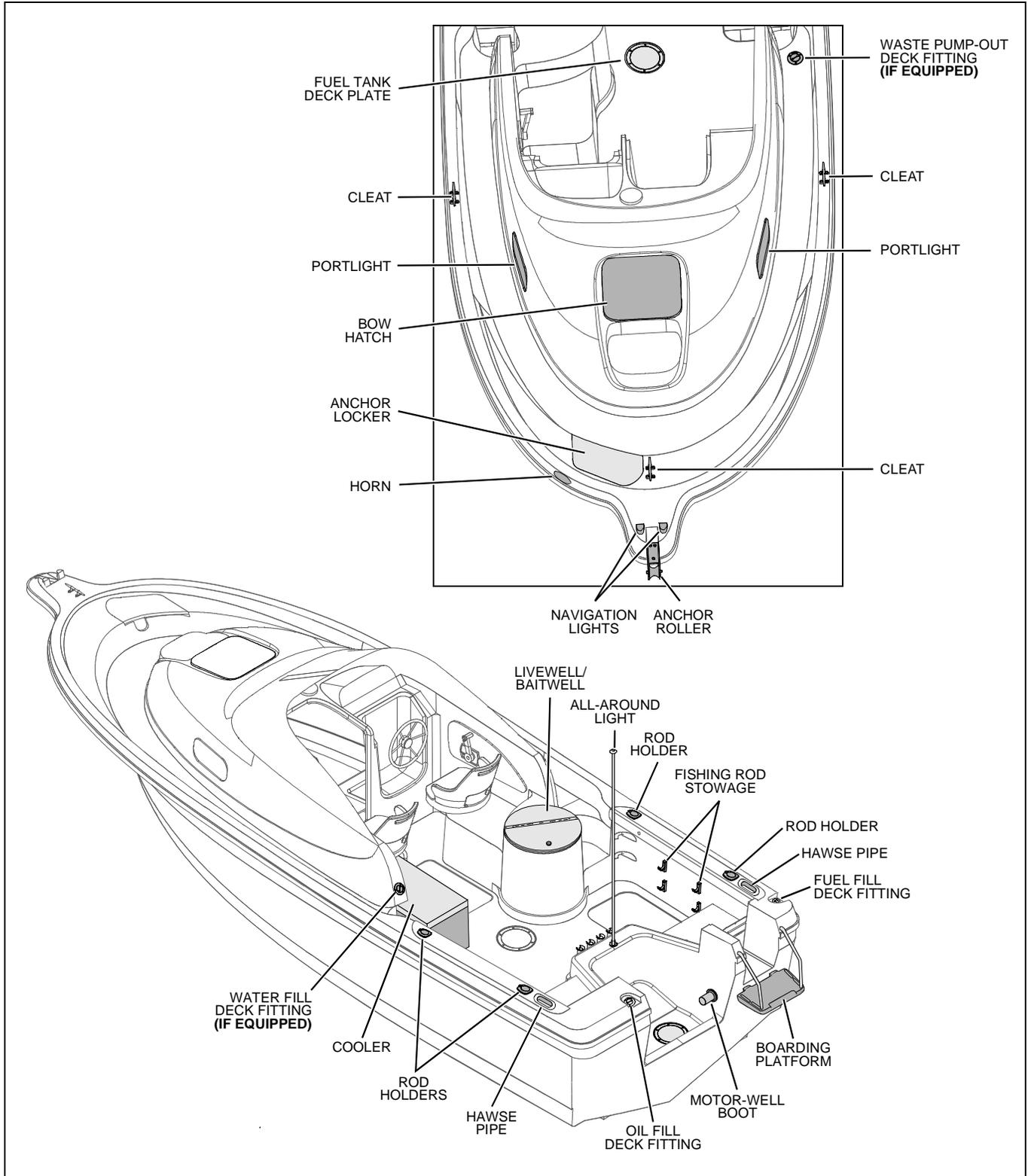
2002



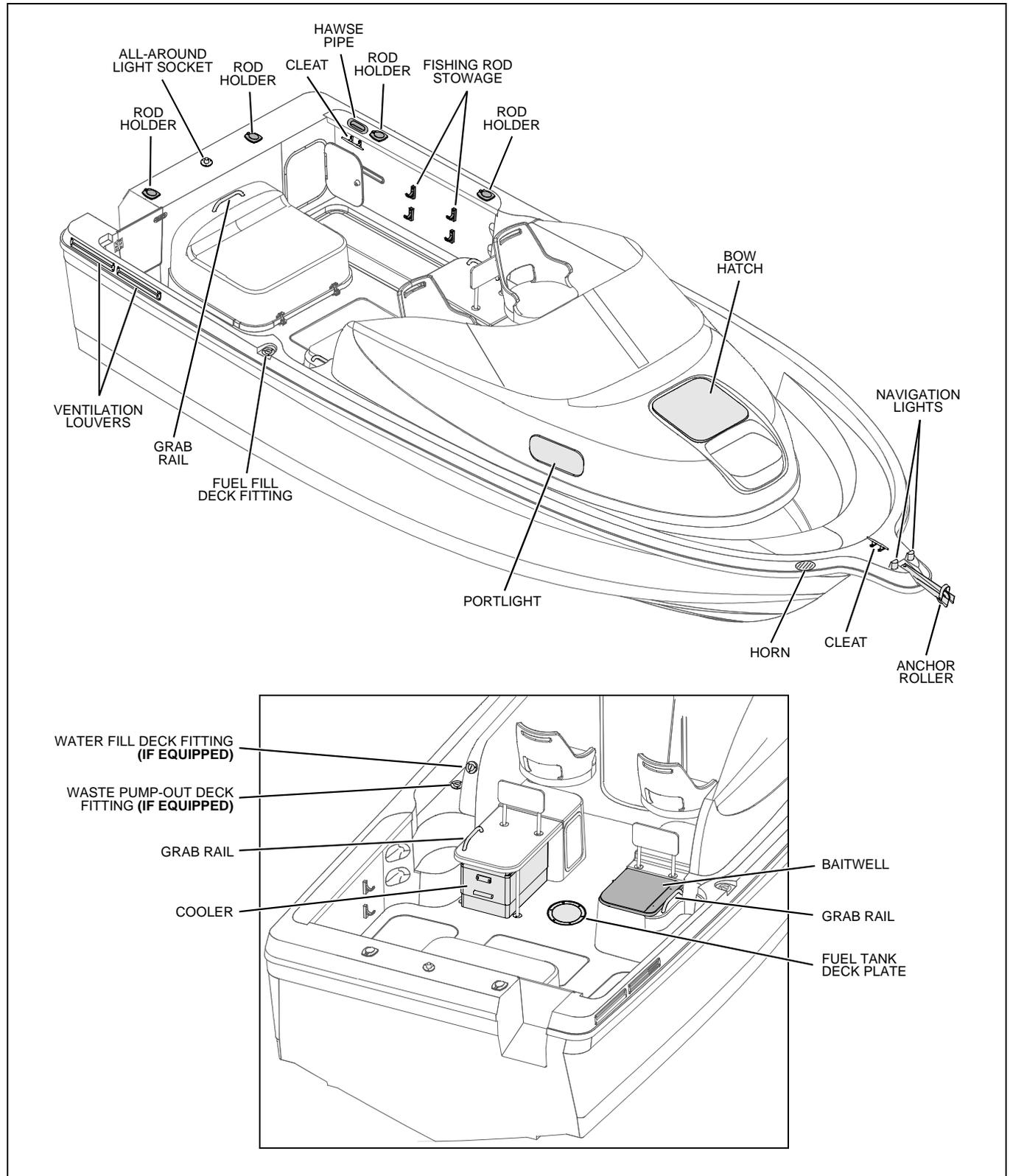
2052



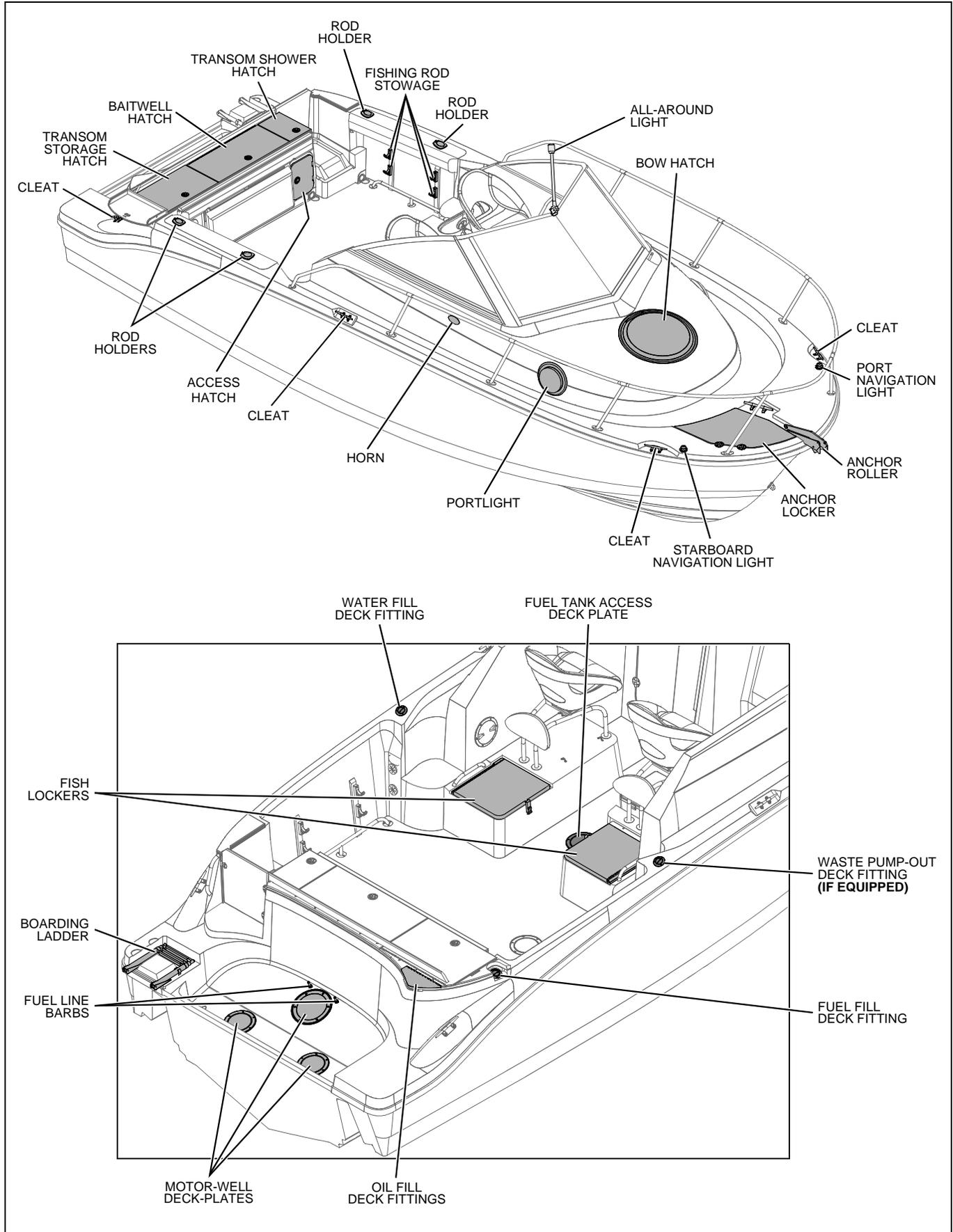
2302



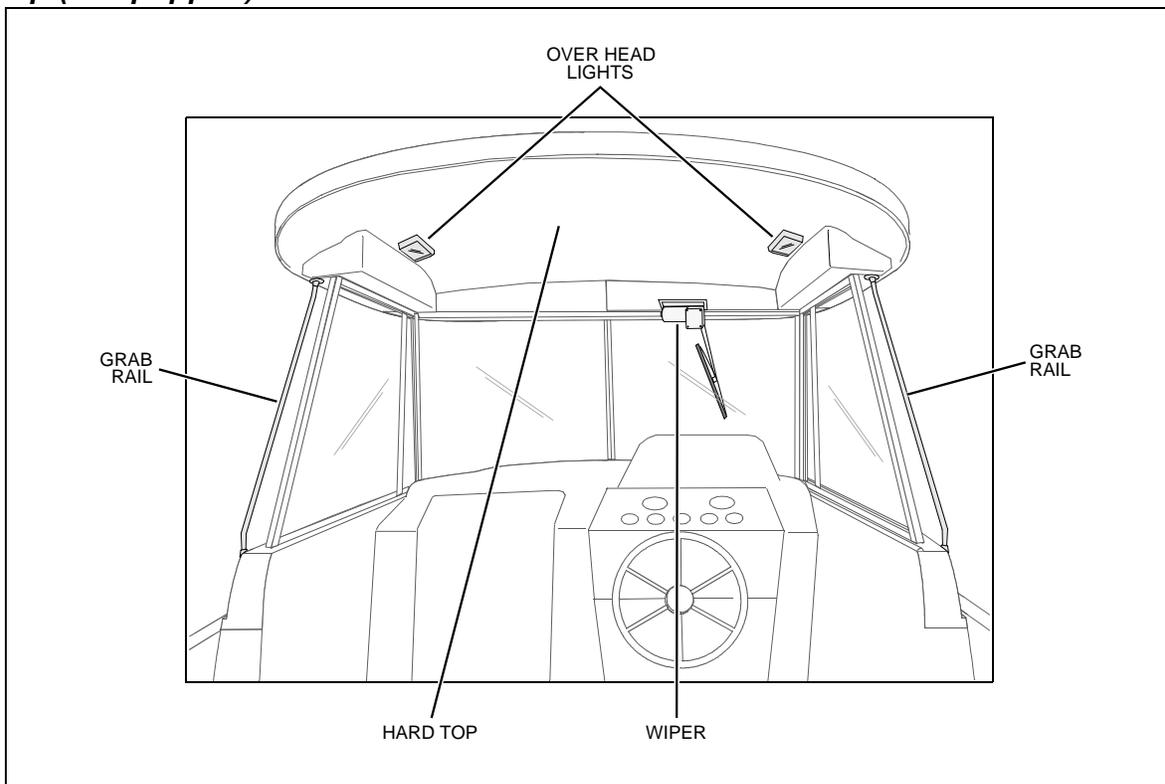
2352



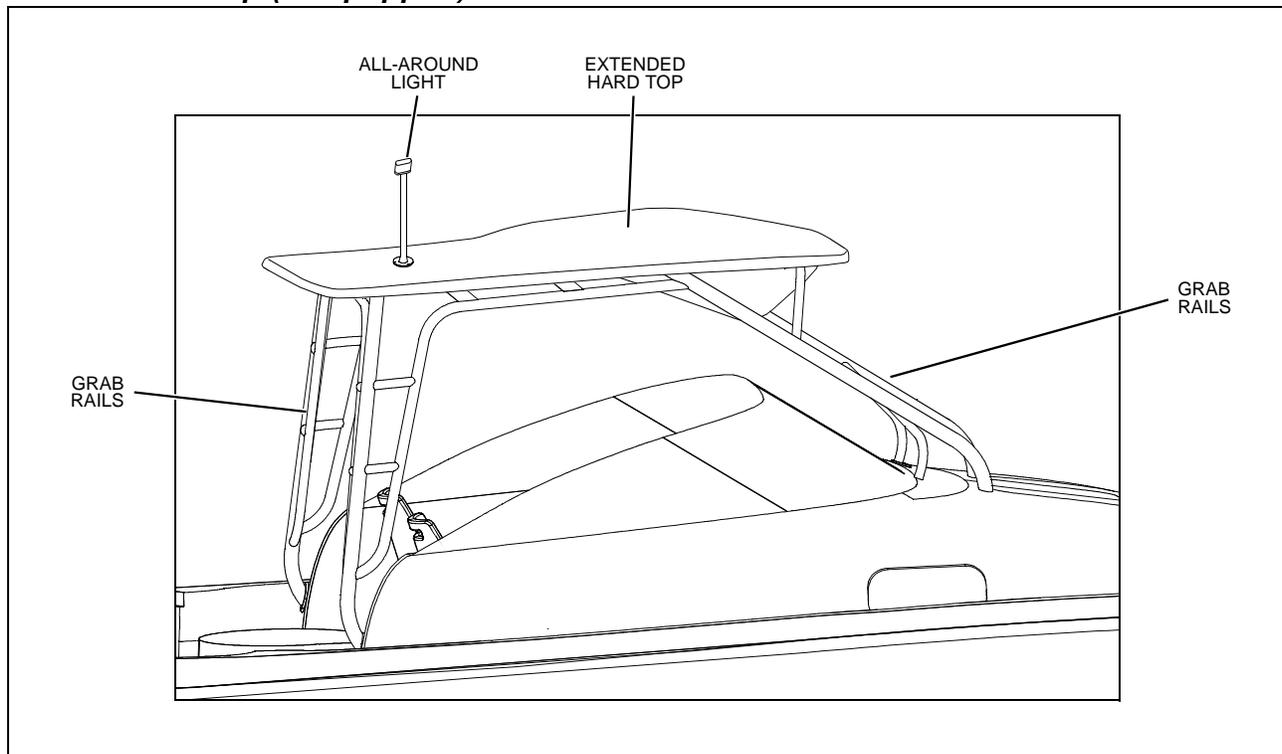
2502



### Hard Top (If Equipped)

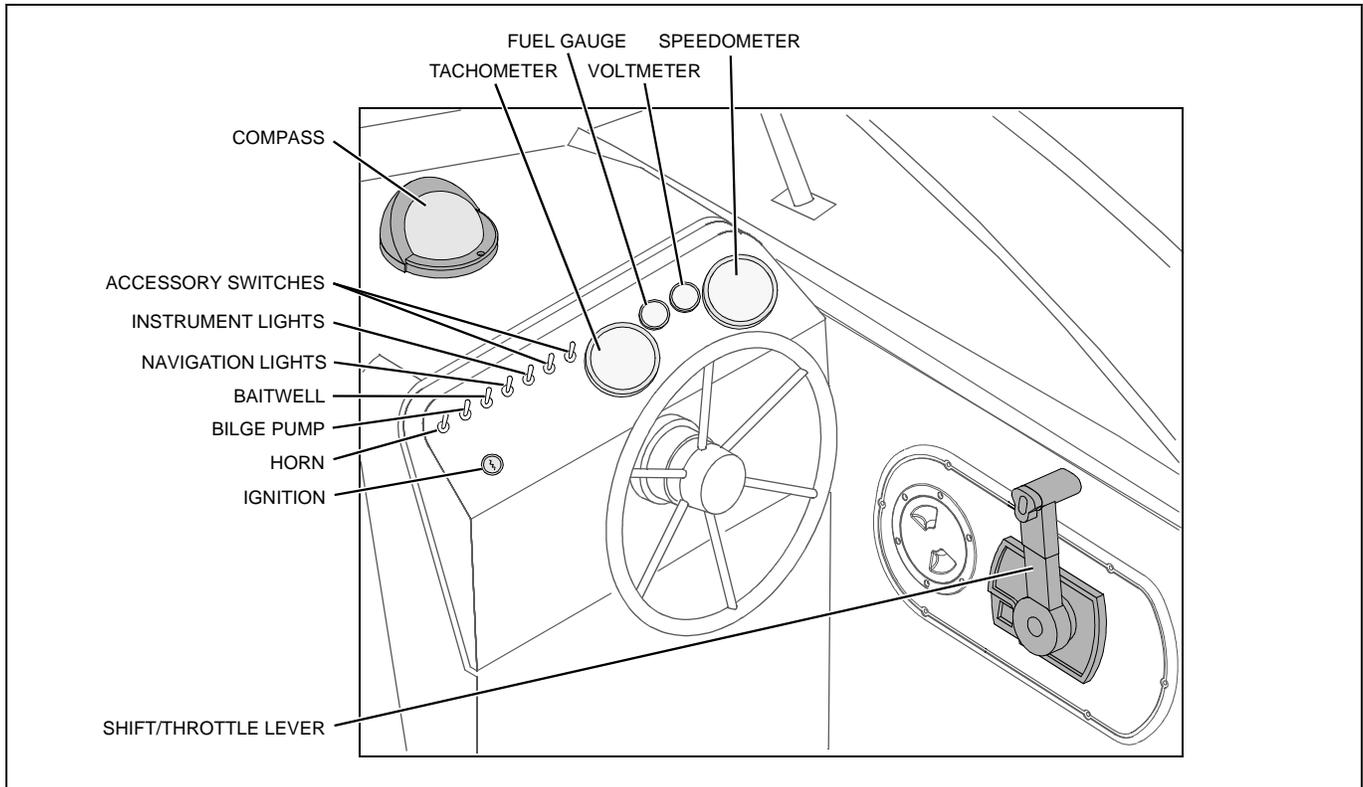


### Extended Hard Top (If Equipped)

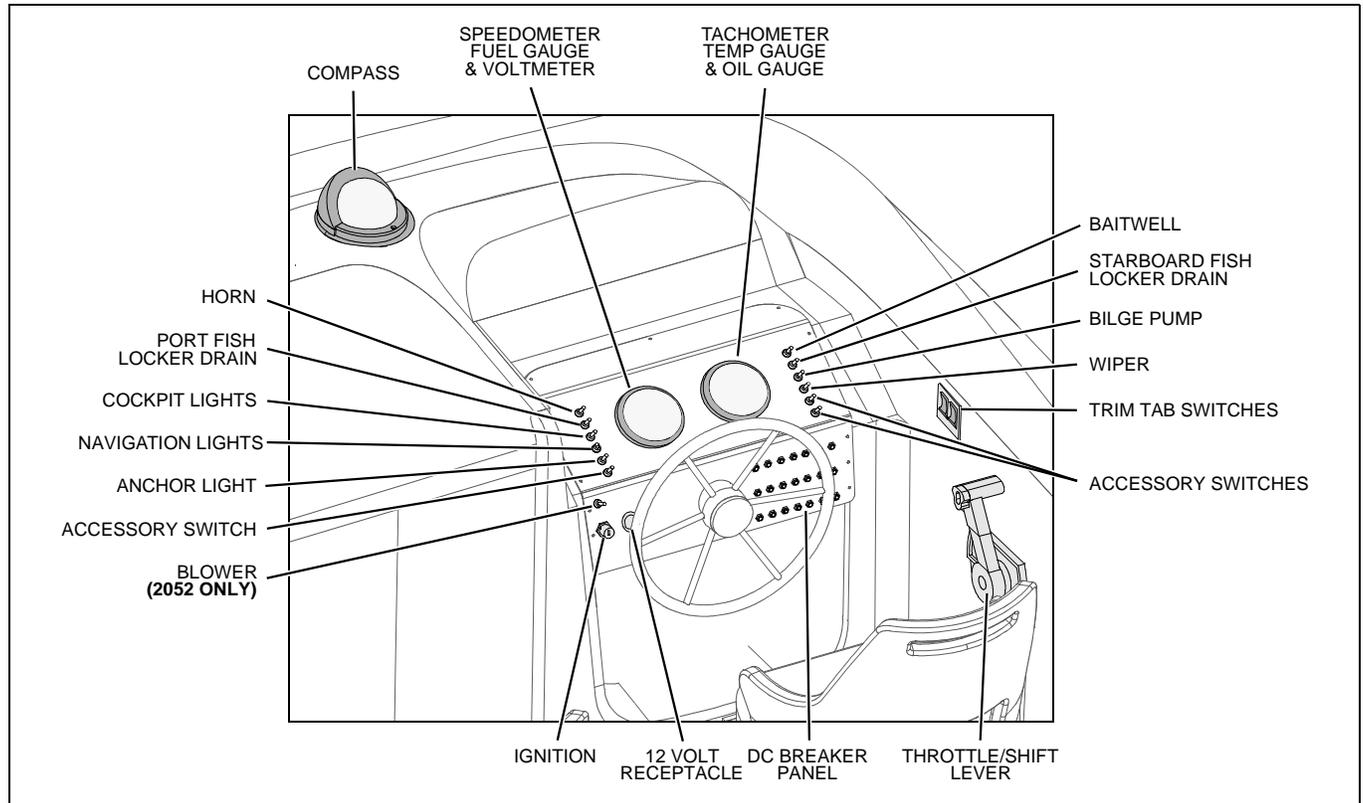


**Helm Views**

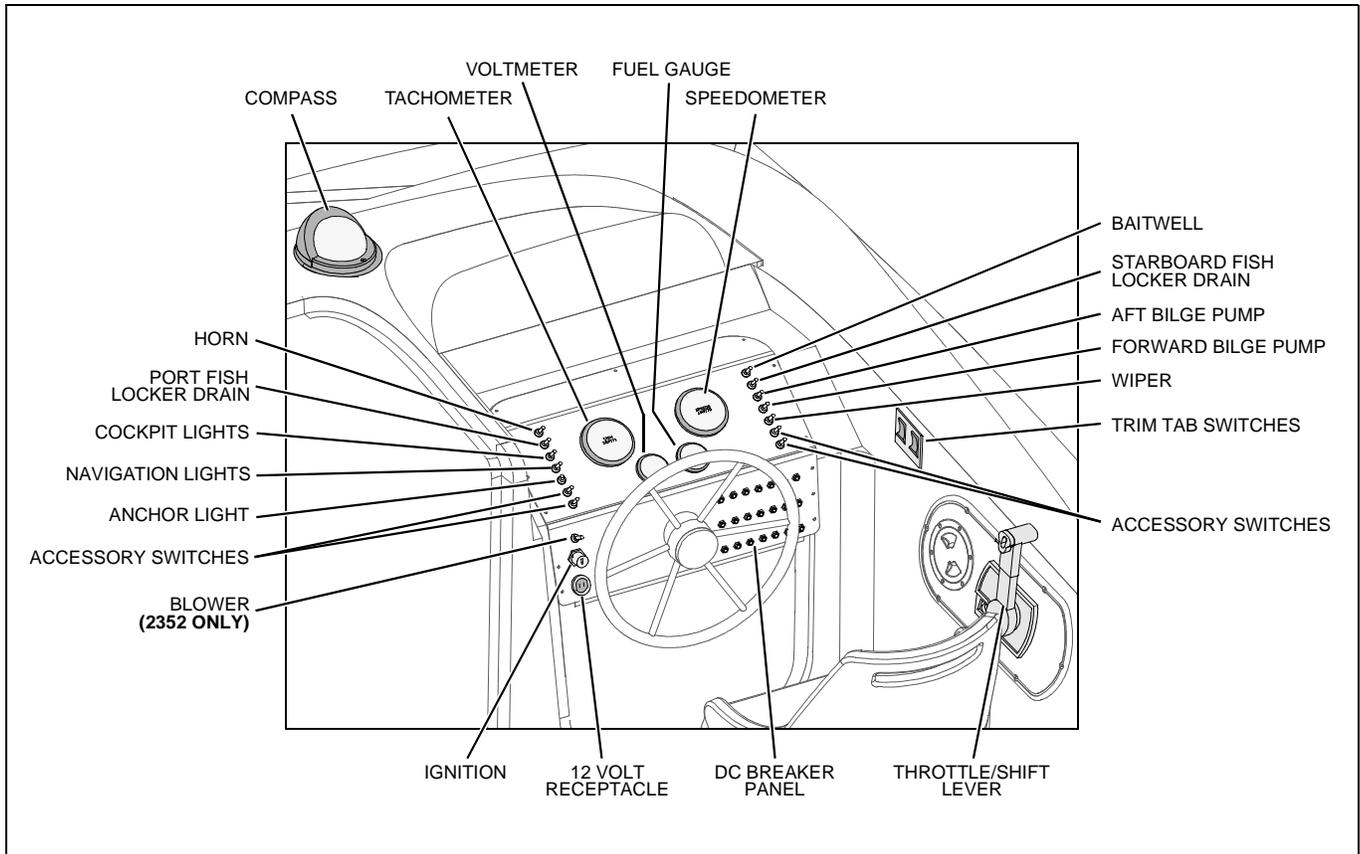
**1802**



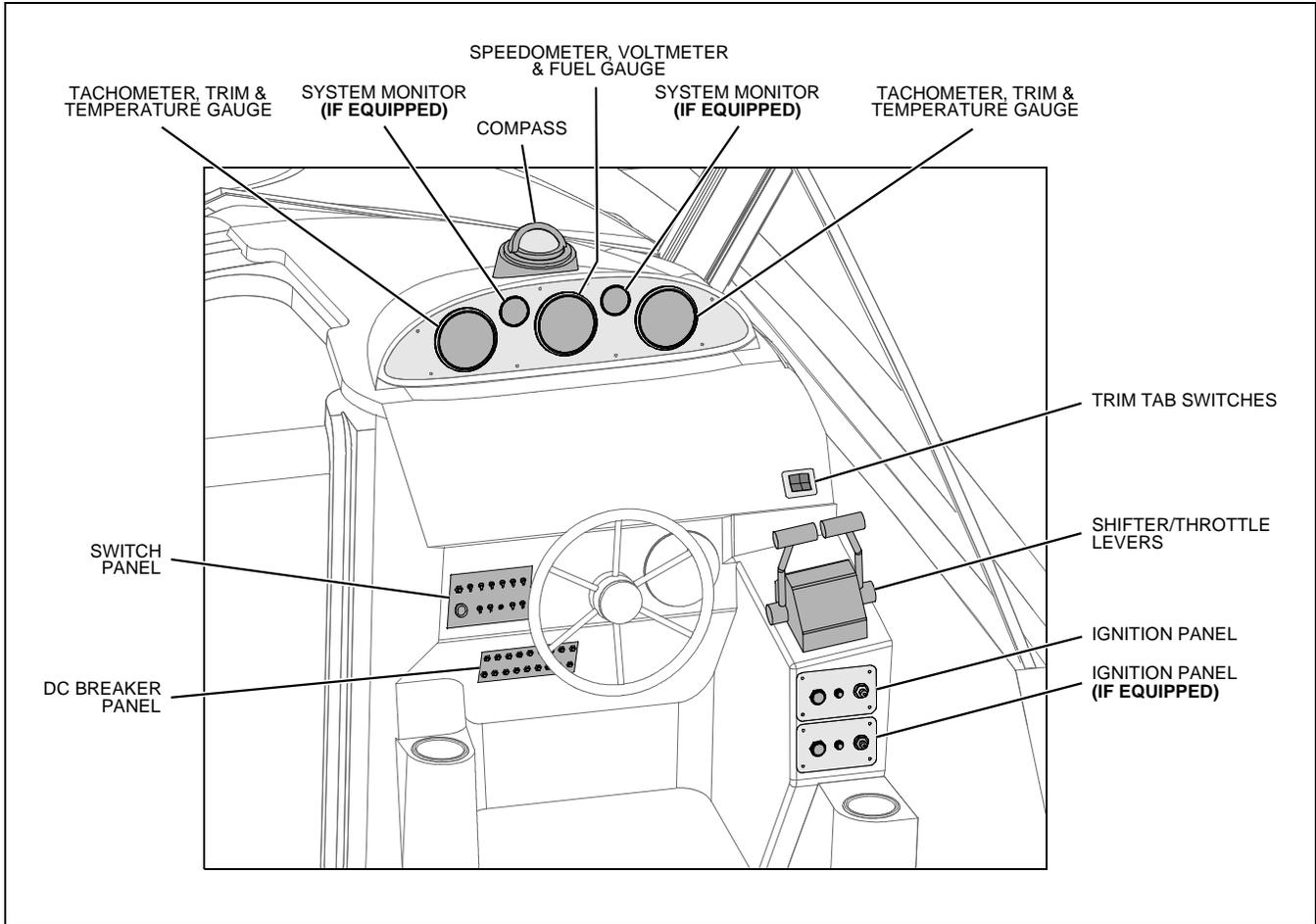
**2002/2052**



**2302/2352**



**2502**



## Component Locations

**12-Volt Accessory Outlet:** Located at the helm, next to or below the ignition switch.

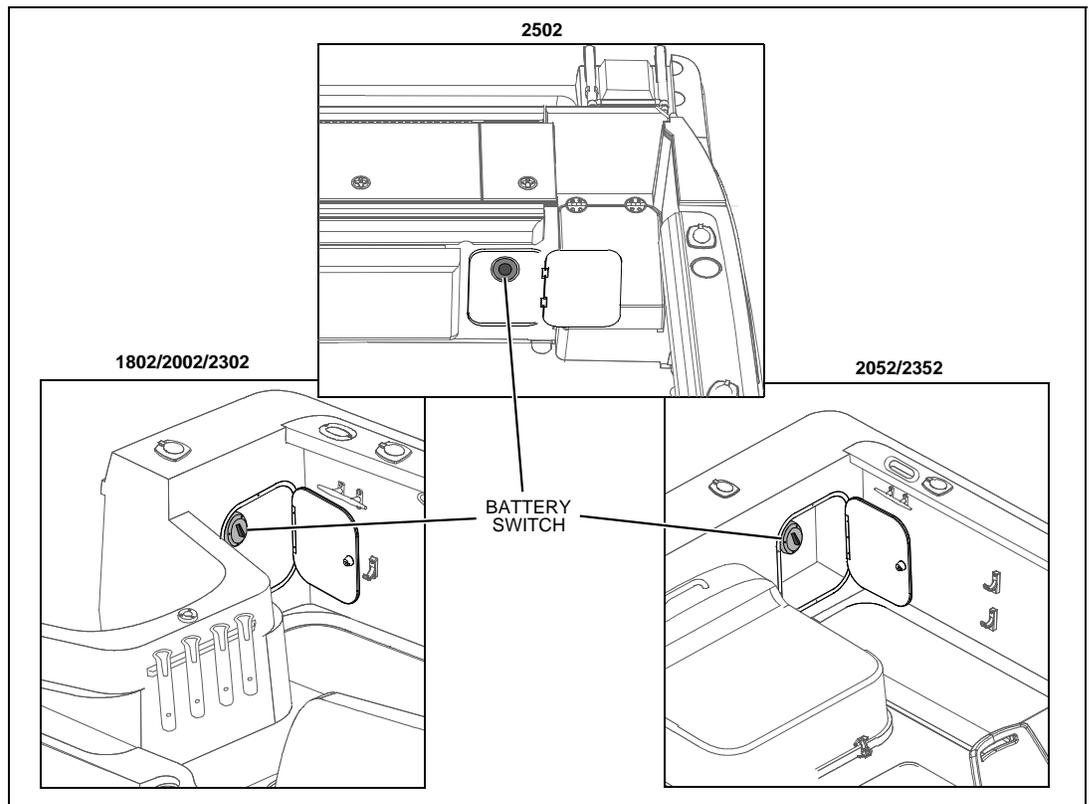
- **2502:** Located at the helm and in the cabin below the entry step.

### All-Around Light:

- **1802:** The socket for the removable all-around light is located on the aft starboard deck next to the motor-well (see page 17 for view of location).
- **2002/2052:** The socket for the removable all-around light is located on the center aft deck (see deck views on pages 18 & 19).
- **2302/2352:** The socket for the removable all-around light is located on the center aft deck (see deck views on pages 20 & 21).
- **2502:** The all-around light is located on the windshield (see deck views on page 22).

### Battery Switch:

Located in the port aft storage compartment in the cockpit.



### Bilge Pump(s):

- **1802:** Aft bilge pump access is through the motor-well deck-plate (see page 17 for view of location). Forward bilge pump access is under the cuddy cabin entry step.
- **2002:** Aft Bilge pump access is through the motor-well deck-plate (see page 18 for view of location). Forward bilge pump access is through the floor hatch inboard of the cuddy cabin entry step.
- **2052:** Aft bilge pump access is through the motor-box (see page 19 for view of location). Forward bilge pump access is through the floor hatch inboard of the cuddy cabin entry step.
- **2302:** Aft bilge pump access is through the motor-well deck-plate (see page 20 for view of location). Forward bilge pump access is through the floor hatch inboard of the cuddy cabin entry step.
- **2352:** Aft bilge pump access is through the motor-box (see page 21 for view of location). Forward bilge pump access is through the floor hatch inboard of the cuddy cabin entry step.
- **2502:** Aft bilge pump access is through the motor-well deck-plate (see page 22 for view of location). Forward bilge pump access is through the utility room access hatch in the cabin.

**Baitwell Seawater Intake Seacock:**

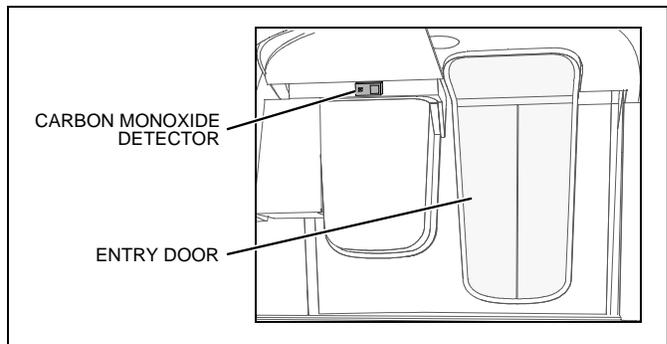
- **2002:** Access is through the motor-well deck plate (see the Baitwell Systems view in Chapter 7: Plumbing).
- **2052:** Access is through the motor-box (see the Baitwell Systems view in Chapter 7: Plumbing).
- **2302:** Access is through the motor-well deck-plate (see the Baitwell Systems view in Chapter 7: Plumbing).
- **2352:** Access is through the motor-box (see the Baitwell Systems view in Chapter 7: Plumbing).
- **2502:** Access is through the forward motor-well deck-plate (see page 22 for location view).

**Baitwell Y-valve:**

- **2002/2052/2302/2352/:** Located aft of the helm seat (see the Baitwell Systems view in Chapter 7: Plumbing).
- **2502:** Access is through the starboard transom storage hatch. Lift the tub out of the storage hatch.

**Carbon Monoxide Detector:**

- **2002/2052/2302/2352:** Located on the aft wall of the cuddy cabin.
- **2502:** Located on the starboard aft wall in the cabin.



**Engine Circuit Breaker:** Located on the engine (refer to the Engine Owner's manual).

**Fuel Fill Deck Fitting:**

- **1802:** Located on the aft port side of the deck, next to the motor-well (see page 17 for view of location).
- **2002:** Located on the starboard side of the deck, above the steps leading to the deck trail (see page 18 for view of location).
- **2052:** Located on the starboard side of the deck, above the steps leading to the deck trail (see page 19 for view of location).
- **2302:** Located on the aft port side of the deck, next to the motor-well (see page 20 for view of location).
- **2352:** Located on the starboard side of the deck, above the steps leading to the deck trail (see page 21 for view of location).
- **2502:** Located on the aft starboard side of the deck (see page 22 for view of location).

**Fuel Tank:**

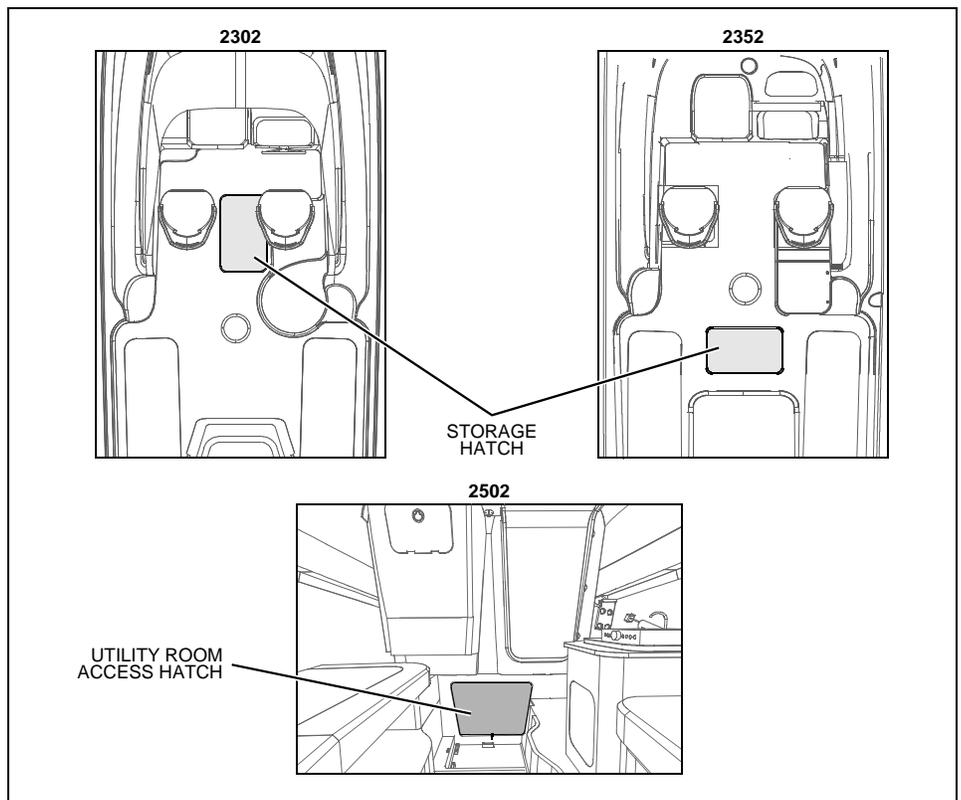
- **1802:** Access is through the motor-well deck plate (see page 17 for view of location).
- **2002/2052:** Access is through the deck plate aft of the baitwell (see pages 18 & 19 for views of locations).
- **2302/2352:** Access is through the deck plate aft of the baitwell (see pages 20 & 21 for view of location).
- **2502:** Access is through the deck-plate in the cockpit floor between the helm and passenger seats (see page 22 for view of location).

**Macerator Underwater Discharge Seacock (If Equipped):**

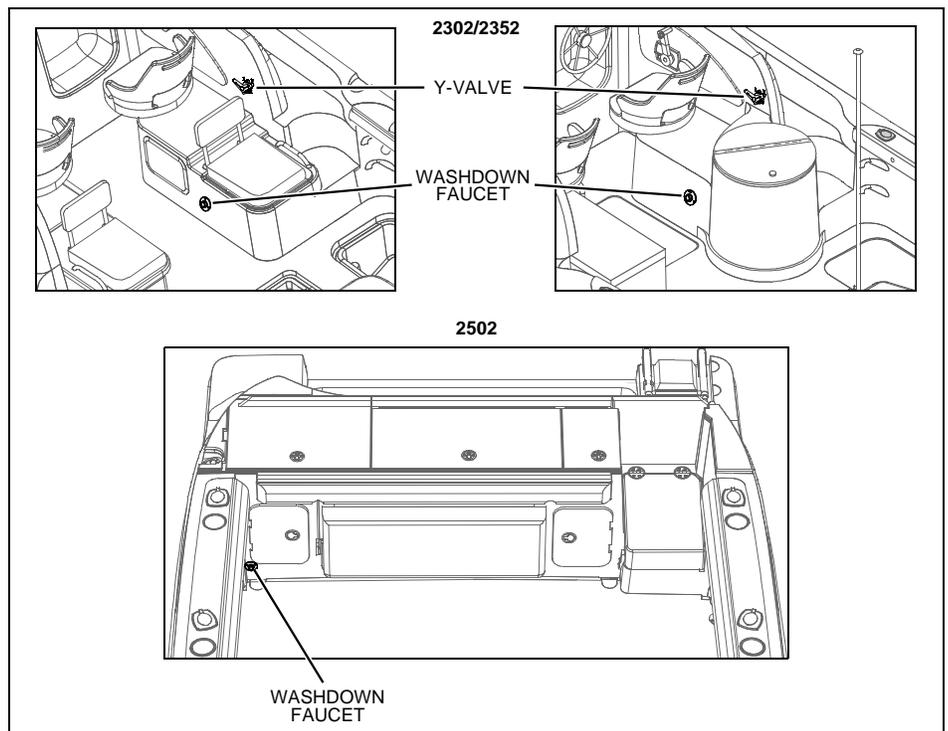
- **2302/2352:** Access is through the floor storage hatch.
- **2502:** Access is through the utility room access hatch in the cabin.

**Marine Head Seawater Intake Seacock (If Equipped):**

- **2302/2352:** Access is through the floor storage hatch.
- **2502:** Access is through the utility room access hatch in the cabin.

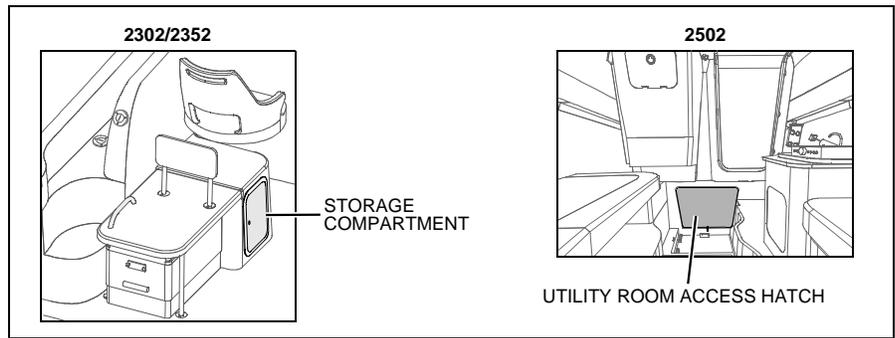
**Washdown Faucet (If Equipped):**

- **2002/2052:** Located aft of the helm seat (see pages 18 & 19 for views of locations).
- **2302/2352:** Located aft of the helm seat.
- **2502:** Located in the aft cockpit, next to the starboard access hatch.



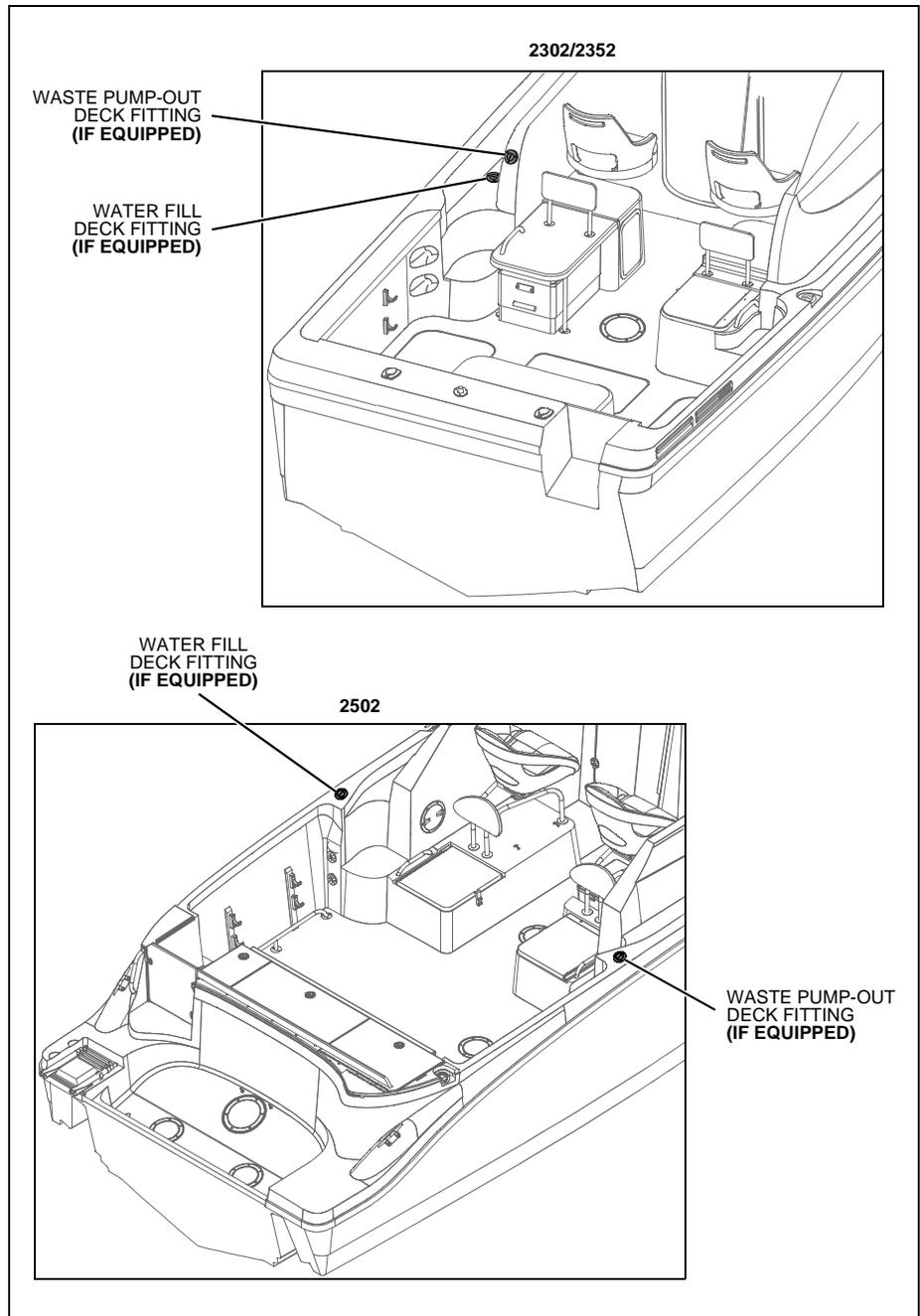
**Waste Holding Tank (If Equipped):**

- **2302/2352:** Access is through the storage compartment below the starboard seat.
- **2502:** Access is through the utility room access hatch in the cabin.



**Waste Pump-Out Deck Fitting (If Equipped):**

- **2302/2352:** Located on the port side of the deck just above the port deck trail steps.
- **2502:** Located on the starboard side of the deck, above and out-board of the starboard deck trail steps.



**Water Fill Deck Fitting (If Equipped):**

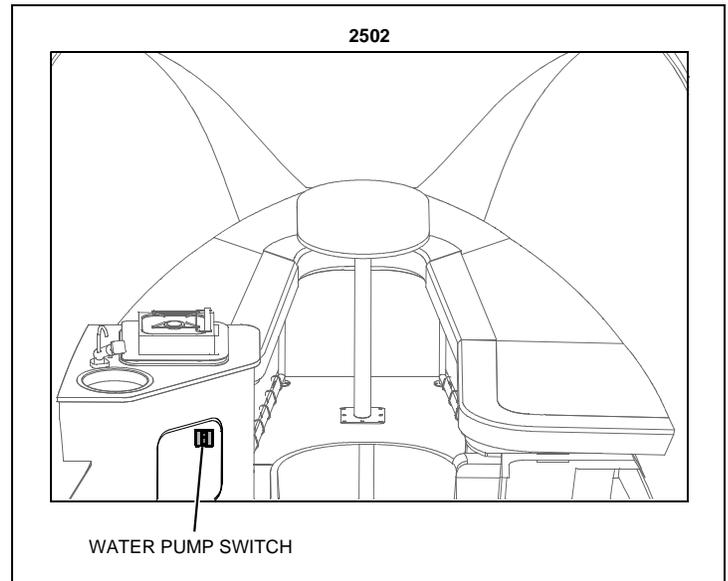
- **2302/2352:** Located at the aft end of the port deck trail.
- **2502:** Located on the port side of the deck, above and outboard of the port deck trail steps.

**Water Pump and Filter (If Equipped):**

- **2302/2352:** Access is through the floor storage hatch.
- **2502:** Access is through the utility room access hatch in the cabin.

**Water Pump Switch (If Equipped):**

- **2302/2352:** Located at the helm, on the gauge/switch panel.
- **2502:** Located under the galley sink in the cabin.

**Water Tank (If Equipped):**

- **2302/2352:** Access is through the storage compartment below the helm seat.
- **2502:** Access is through the utility room access hatch in the cabin.

## Chapter 4: Propulsion & Related Systems

### Engine

Read the manufacturer's operating instructions *before* starting or doing any maintenance on the engine.

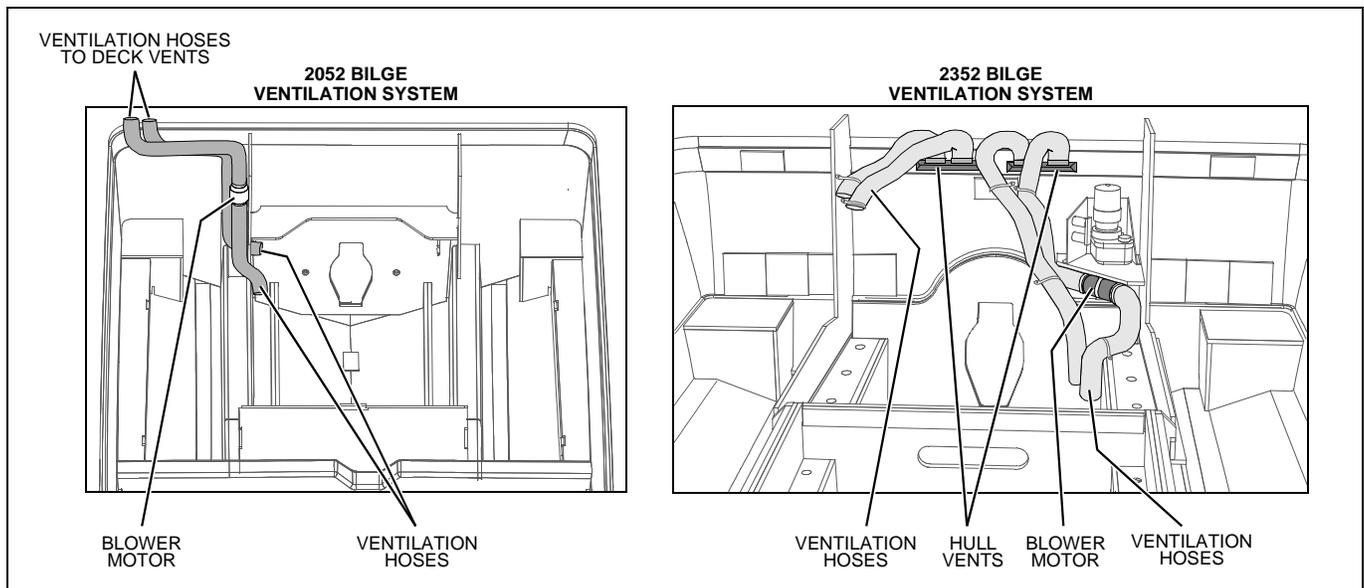
### Engine Room Ventilation System (2052 & 2352 Only)

**WARNING!**



**FIRE/EXPLOSION HAZARD**

- Use of the blower system is *NOT A GUARANTEE* that explosive fumes have been removed.
- If you smell fuel, *DO NOT* start the engine or generator and *DO NOT* turn *On* any electrical devices.
- If you smell fuel and the engines and/or generator is already running, *SHUT OFF* the engines and/or generator and *TURN OFF* all electrical devices. Investigate immediately.
- *DO NOT* obstruct or modify the ventilation system.



- The bilge blowers remove explosive fuel fumes from the engine compartment.
- Fresh air is drawn into the compartment through the deck vents.
- The bilge blower switch is at the helm.

To make sure the engine compartment is ventilated with fresh air, run the bilge blowers:

- For at least four minutes *before* starting the engines or generator.
- During starting.
- Anytime your boat is running 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.**

### **Fuel Fill and Vent**

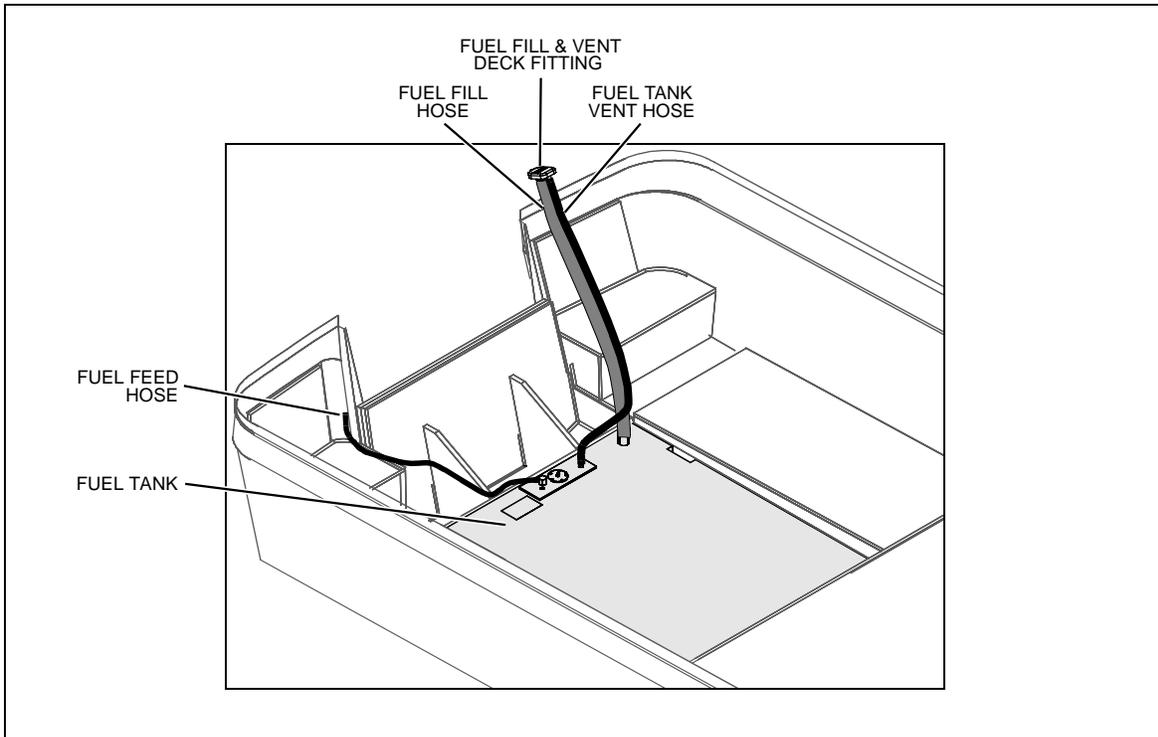
- The fuel fill/vent fitting is marked "GAS".
- If you experience difficulty filling the fuel tank, check to see if the fuel fill hose is kinked or collapsed. If there are no visible signs of a problem, contact your local dealer.

### **Fuel Filters**

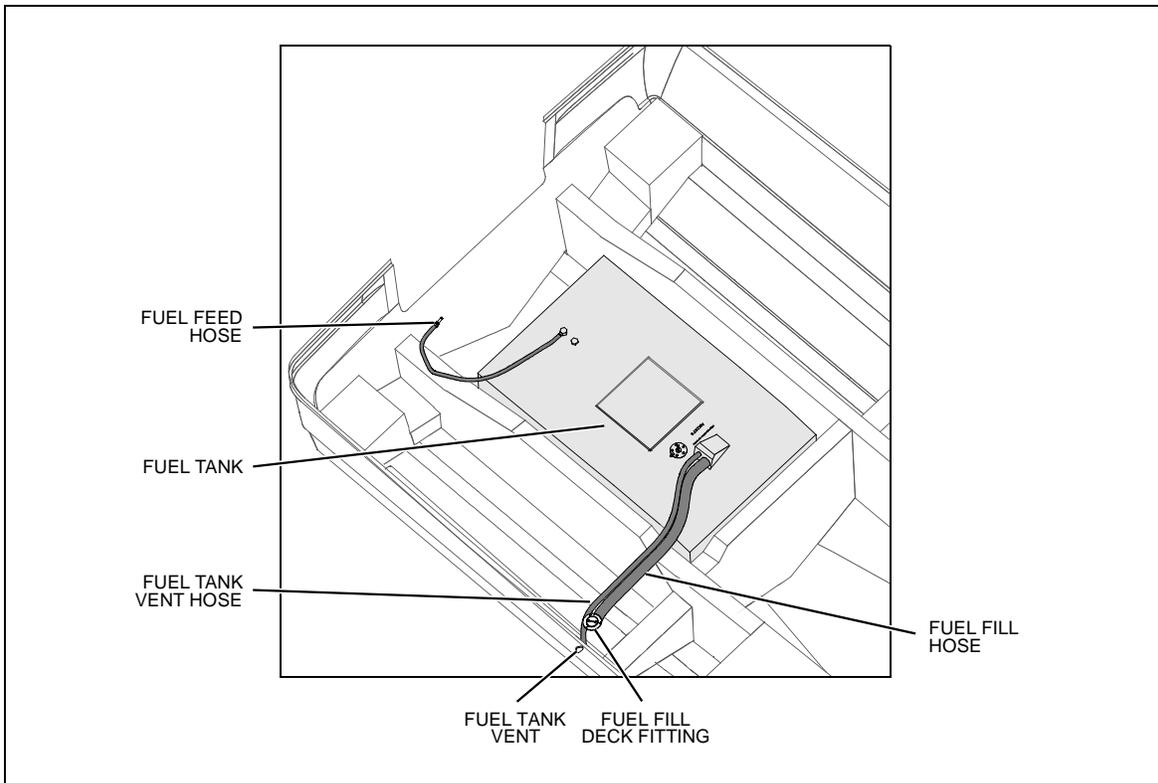
- The fuel pickup tube (located inside the fuel tank) is equipped with a fine mesh screen filter.
- In addition, when supplied by the engine manufacturer, a fuel filter is installed on the engine.
- Periodically replace the fuel filters to make sure they remain clean and free of debris.
- Talk to your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

### Fuel System Views

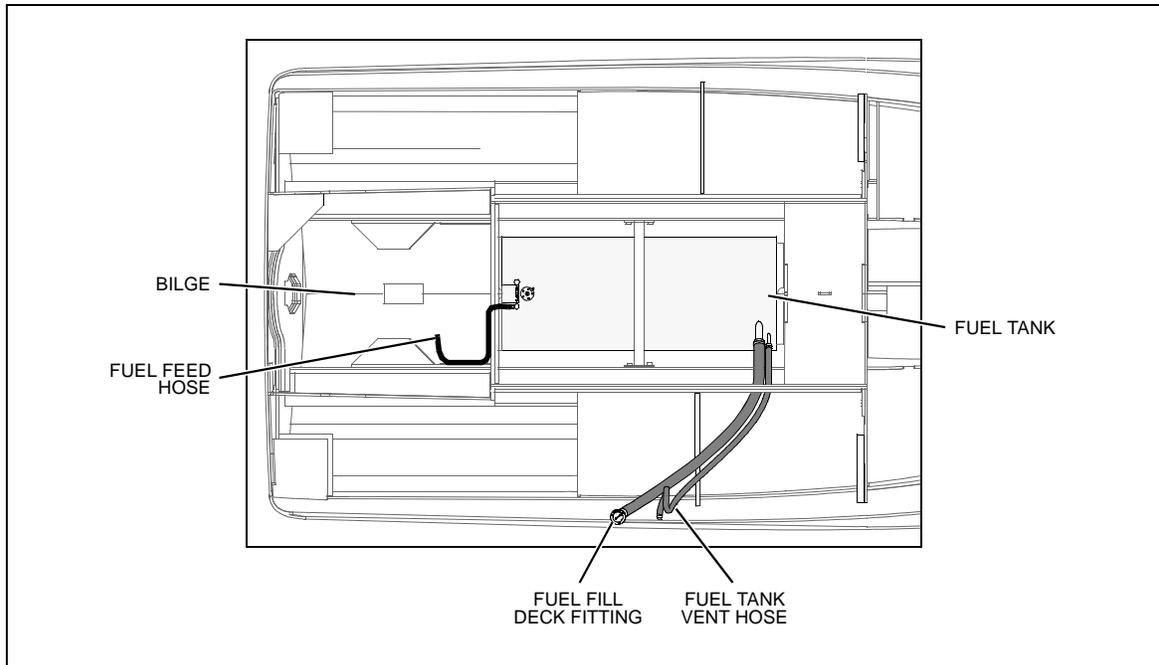
1802



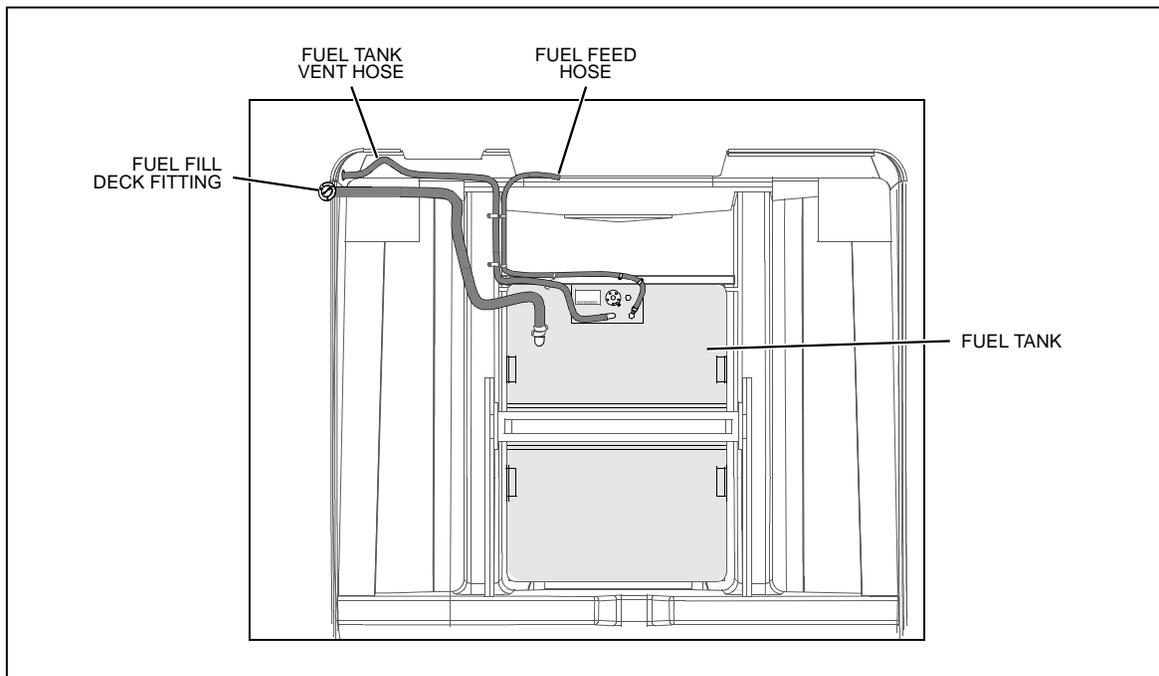
2002



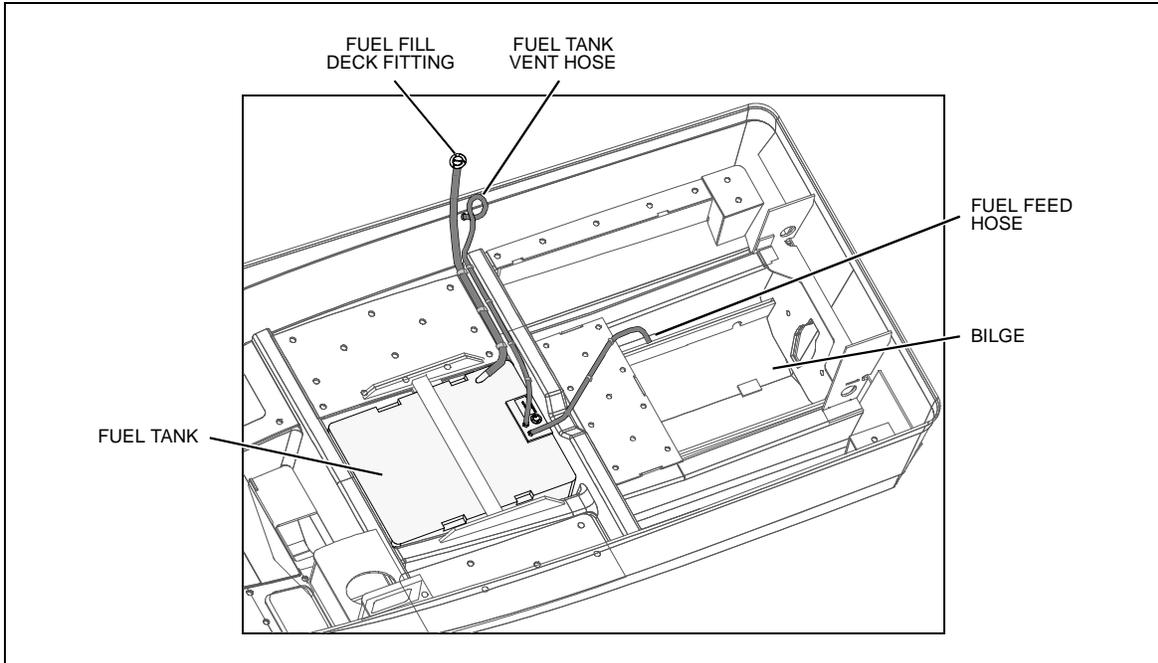
2052



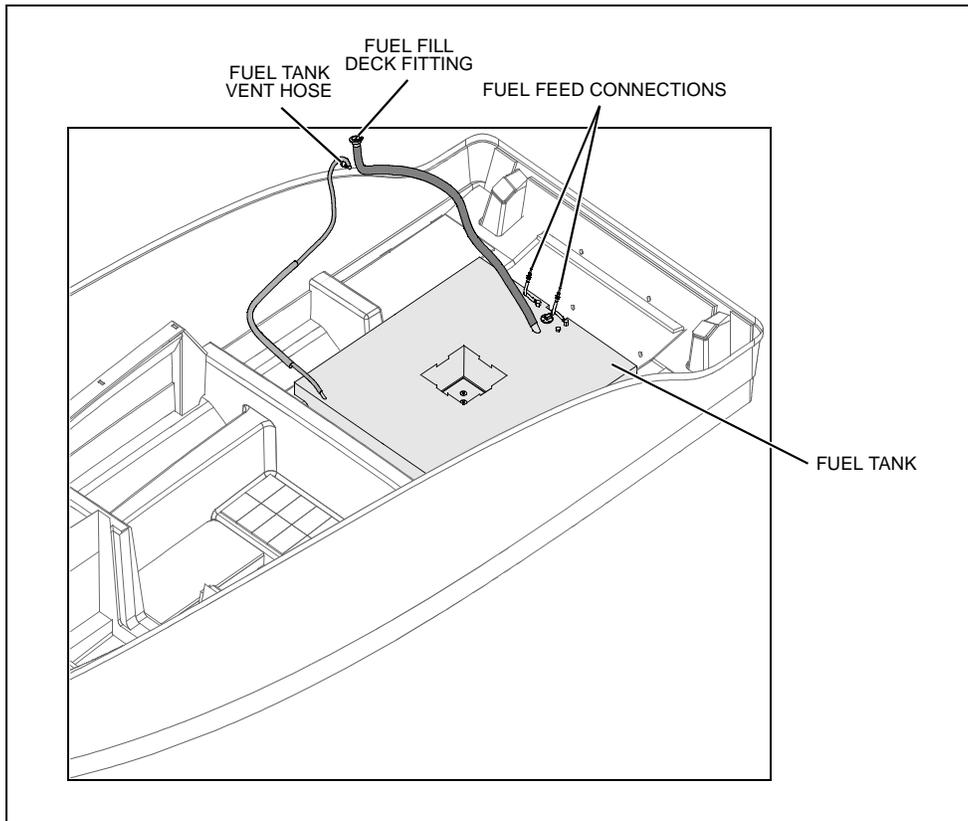
2302



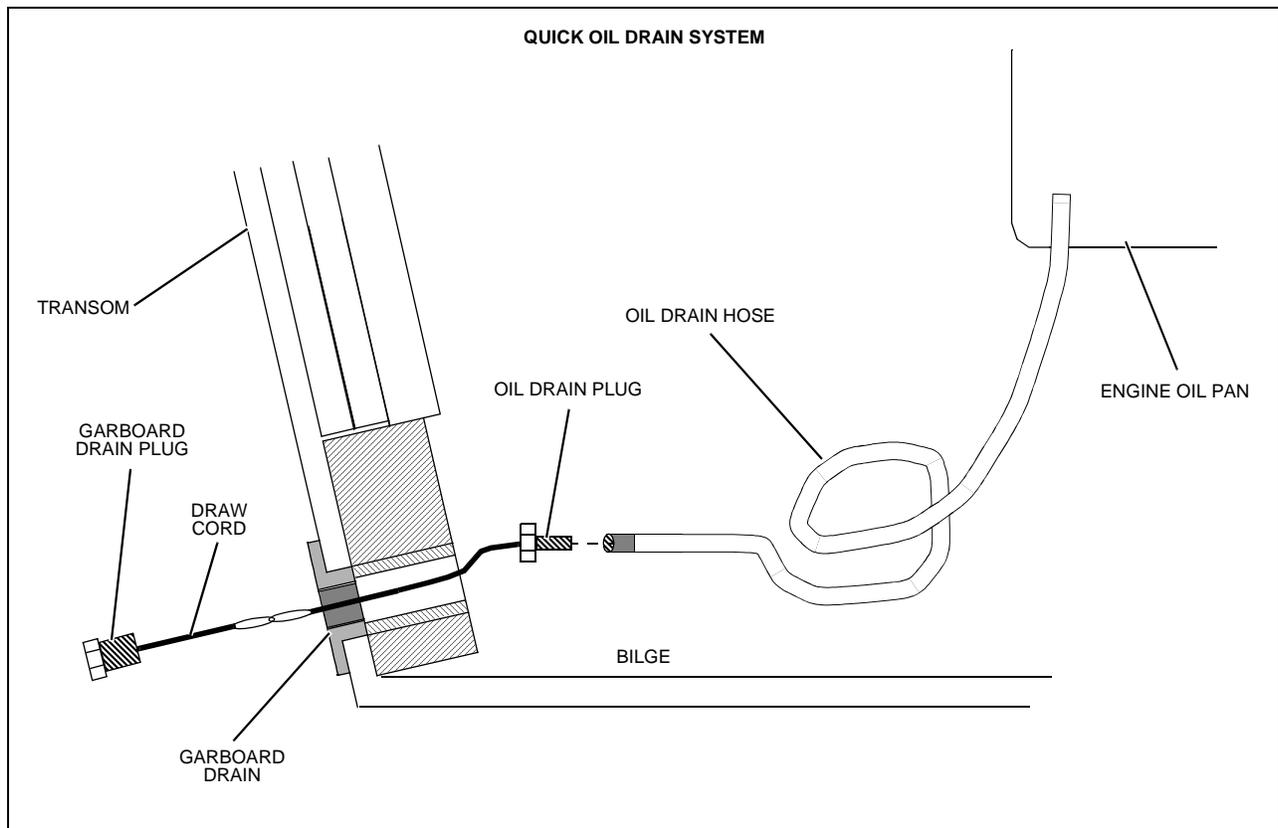
2352



2502



## Quick Oil Drain System (2052 & 2352 Only)



### ***To drain the engine oil:***

1. Remove the boat from the water.
2. Unscrew the garboard drain plug.
3. Pull the draw cord until the oil drain plug and the oil drain hose slide out of the garboard 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 garboard drain plug.

***Always dispose of waste oil in accordance with local regulations.***

## Chapter 5: Controls

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### Steering Systems

#### ***Rotary Steering or Rack and Pinion Steering***

If your boat has either rotary or rack-and-pinion steering refer to the owner's packet for steering system details.

#### ***Manual Hydraulic Steering***

If your boat has a manual hydraulic steering system refer to the owner's packet for steering system details and also note the following:

- Manual hydraulic steering operates differently from rotary or rack-and-pinion steering.
- A rhythmic pulsing when turning the wheel is caused by the pump and is **not** a malfunction.
- Also, when coming off a hard turn, resistances may be felt, followed by a distinct sound. This is normal and is caused by the release of the system's check valve.
- The fluid reservoir for the hydraulic steering system is located at the helm. Check the fluid level regularly.

### Shift/Throttle

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

Read all of the information about the shift/throttle lever in the shifter/throttle manual, the engine operation manual, and the *Sport Boat Owner's Manual*.

### Power Trim and Tilt

- The outboard on your boat is equipped with power trim and tilt.
- Read the trim and tilt instructions provided in the engine operation manual.

## Trim Tabs (If Equipped)

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

- Your boat may be equipped with trim tabs.
- The trim tabs may be used to help keep your boat level at cruising speeds.
- The trim tabs are controlled by two rocker switches at the helm.
- **Before** using the trim tabs read and understand the trim tab operation manual and observe the following:
  - 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.

## Chapter 6: Navigation & Communication Equipment

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Read and understand the manuals for all navigation & communication equipment *before* using these systems for the first time and observe the following:

### 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.

### 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 each helm.**

## Chapter 7: Plumbing

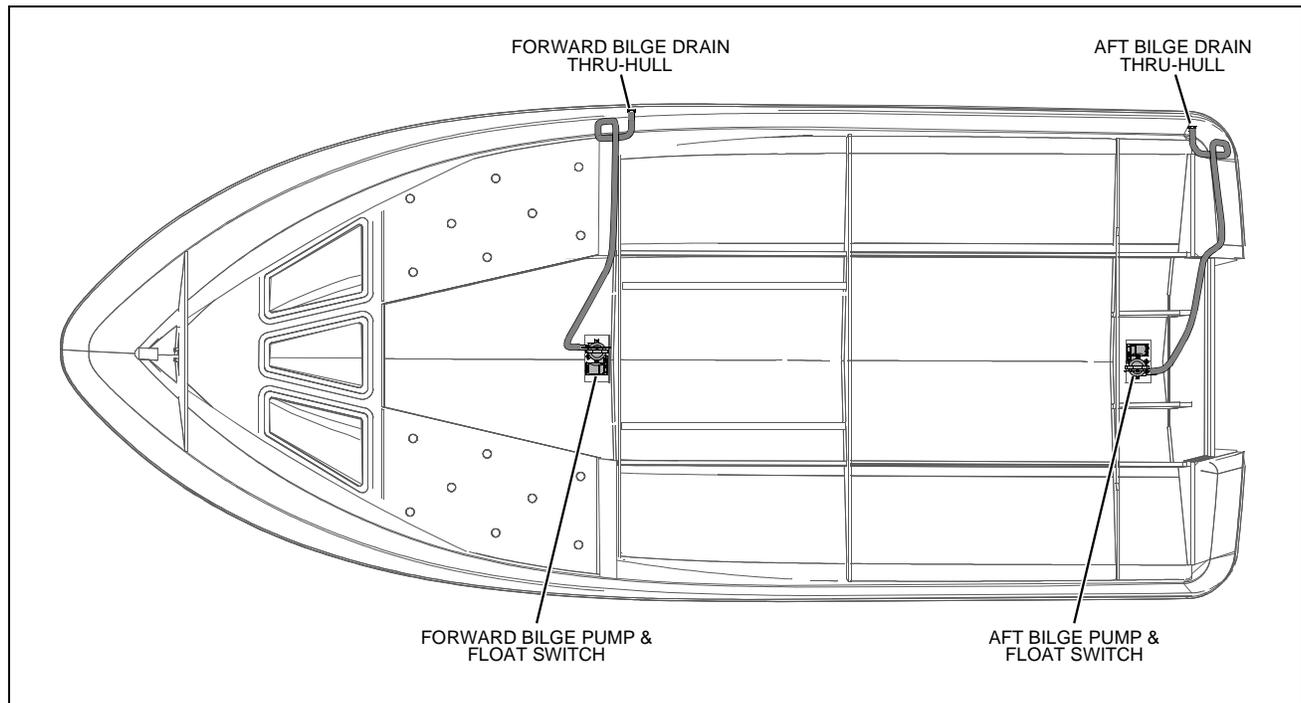
### Bilge Pump(s)

#### NOTICE

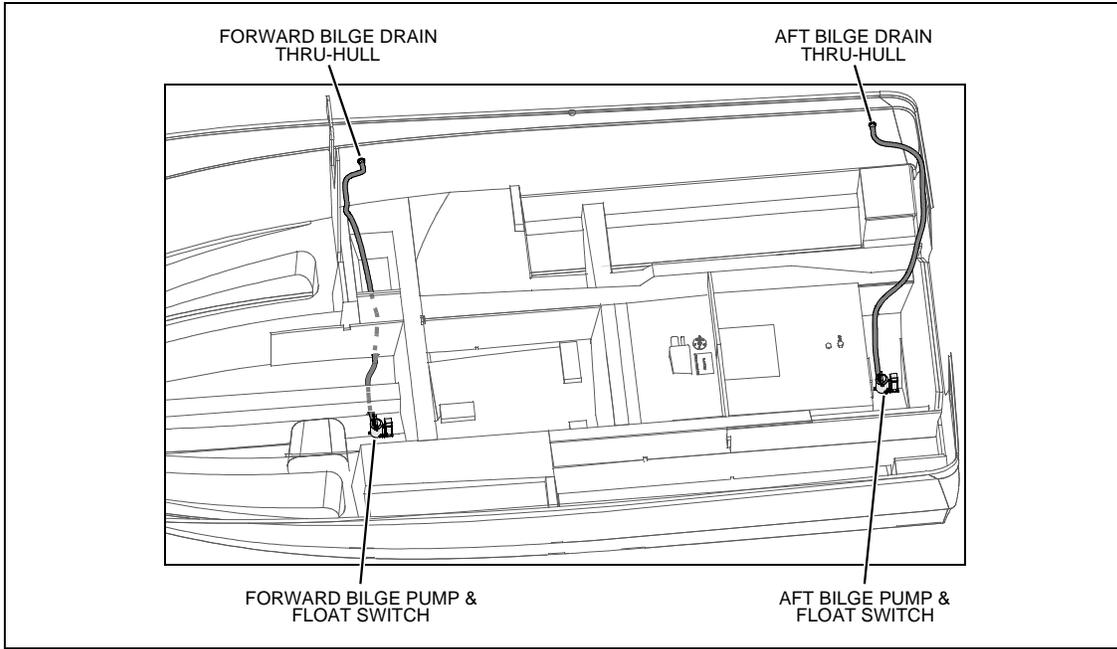
Discharge of oil, oil waste or fuel into navigable waters is prohibited by law. Violators are subject to legal action by the local authorities.

### *Bilge Pump System Views*

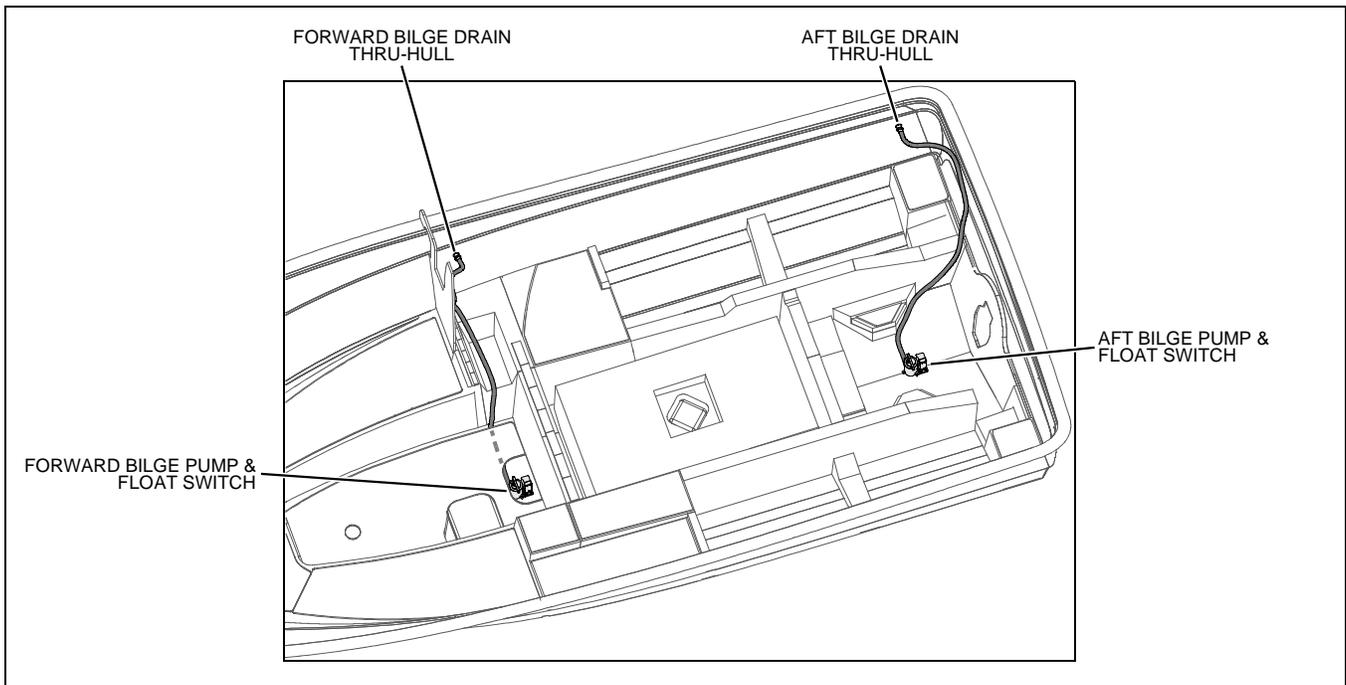
1802



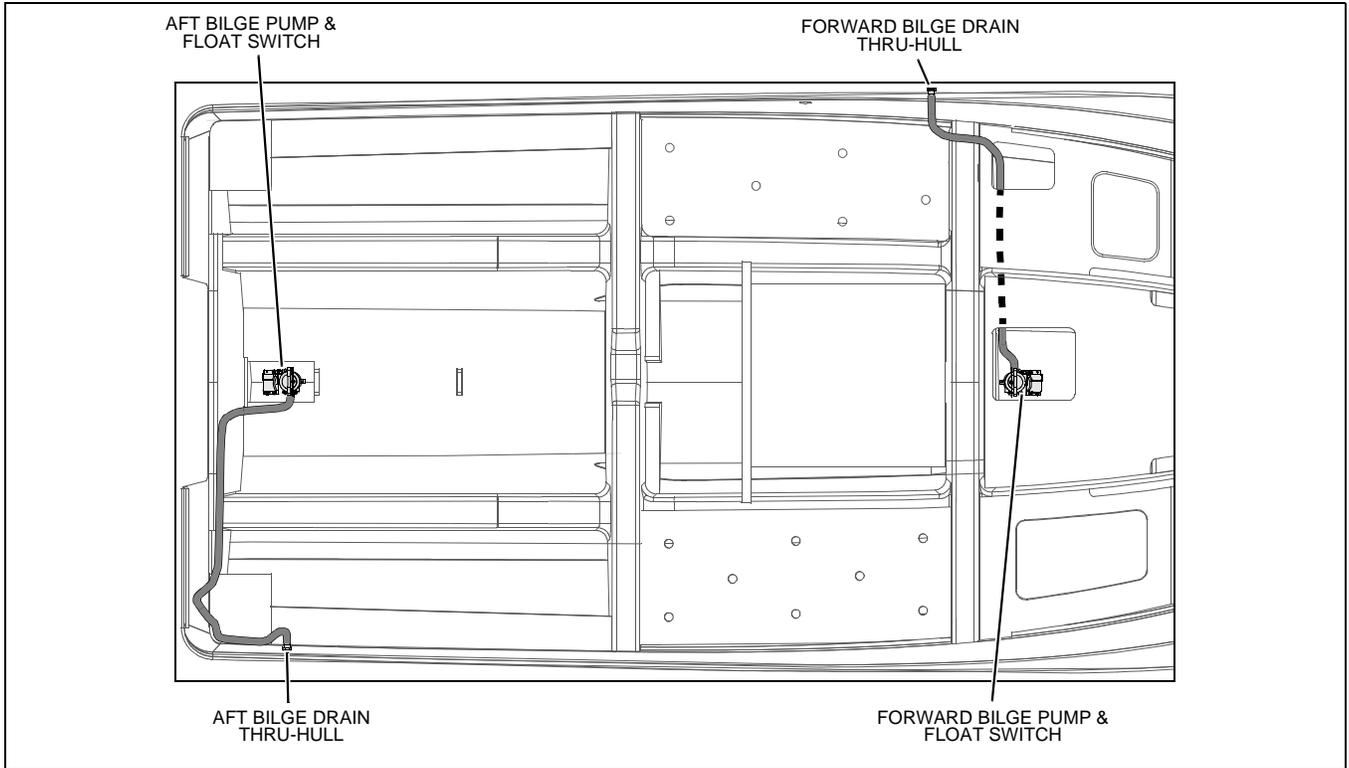
**2002**



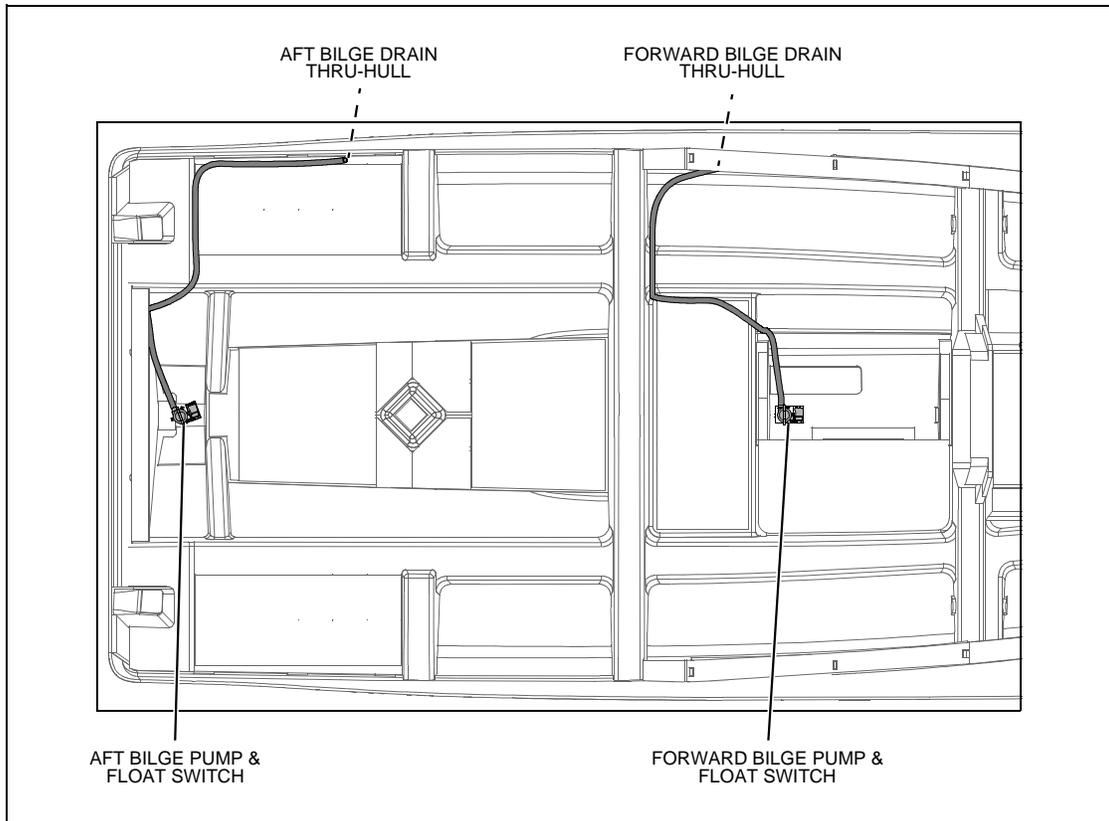
**2052**



**2302/2352**



**2502**



- Your boat is equipped with either one or two automatic 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.
- Bilge pumps are wired directly to the battery and will normally function even when the boat is completely shut down and left unattended.

### **Bilge Pump Testing**

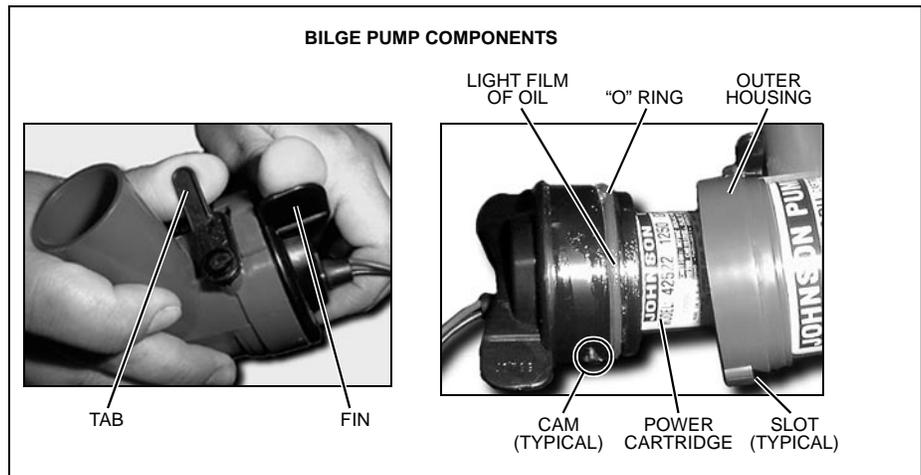
- The bilge pumps are critical to the safety of your boat.
- Check the bilge pumps often to make sure they are working.

Test each pump often as follows:

1. Turn **On** the bilge pump switch at the helm.
2. Any water in the bilge should pump overboard.

- If the pump motor is running, but **not** pumping, inspect the discharge hose for a kink or collapsed area.
- If no problems are found, check the bilge pump housing for clogging debris as follows:

1. Remove the power cartridge:
  - a. Lift the tab while rotating the fins counter-clockwise.
  - b. Lift out the power cartridge.
  - c. Clear the outer housing of debris.
2. Reinstall the power cartridge:
  - 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 power cartridge with the two slots on the outer housing



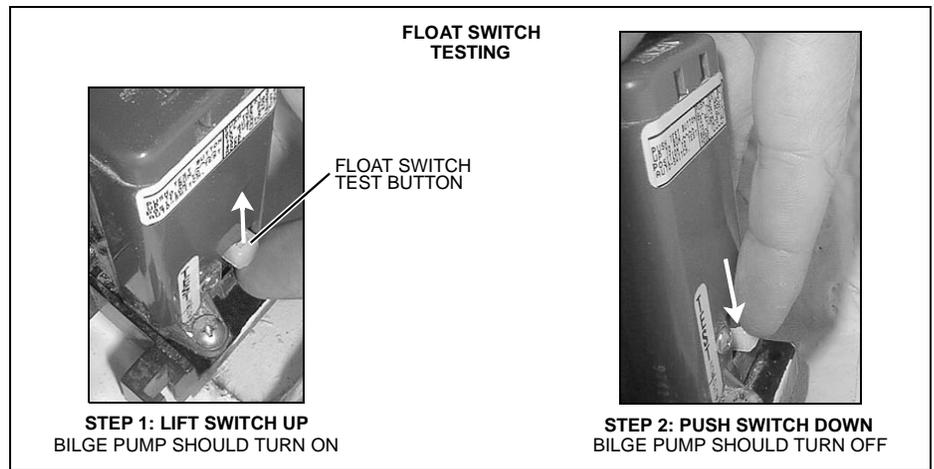
- d. Press the power cartridge into the housing while twisting clockwise.
3. Check the reinstallation by trying to twist the fins counter-clockwise without lifting the tab; the cartridge should stay in place.

### Autofloat Switches

- Automatic bilge pumps use electromagnetic float switches (autofloat) to turn **On** the pumps whenever water rises above a preset level in the bilge.
- An autofloat switch is mounted next to each automatic bilge pump.
- Autofloat switches are wired directly to the battery and will normally function even when the boat is completely shut down and left unattended.

Test the autofloat switches often as follows:

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. Push test button all the way **down** to return the float switch to auto mode.



### CAUTION

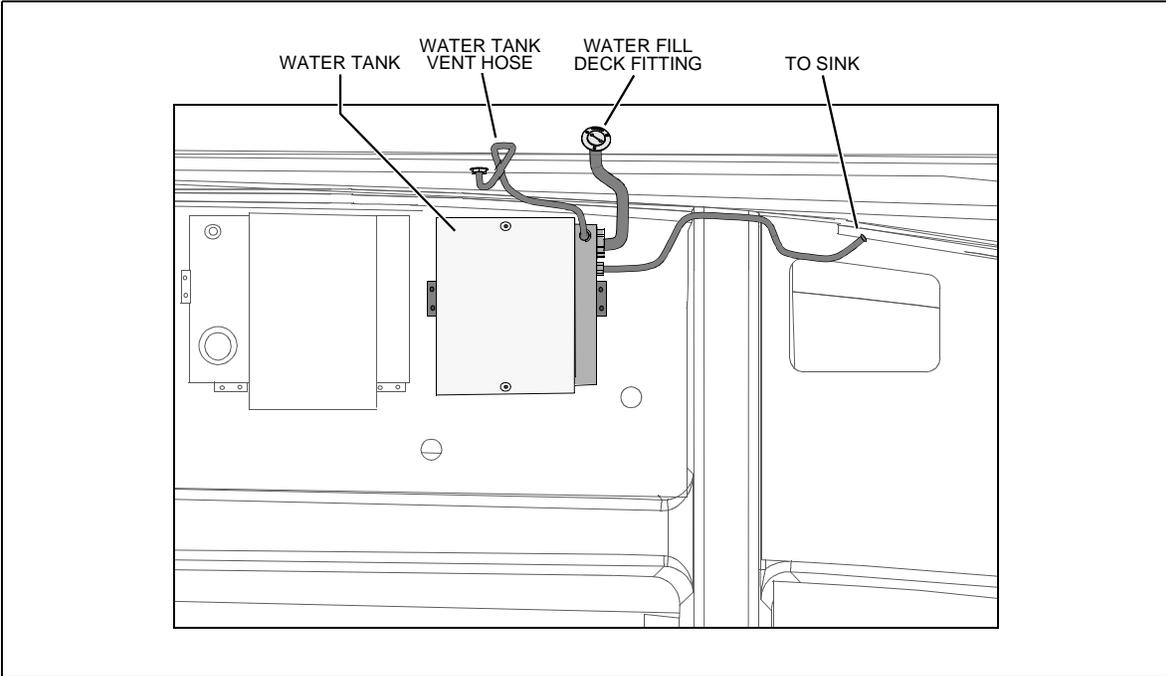
When the test is completed on the float switch, you **MUST** push the test button *all the way down* to the auto position to return the switch to auto mode!

## Freshwater System (If Equipped)

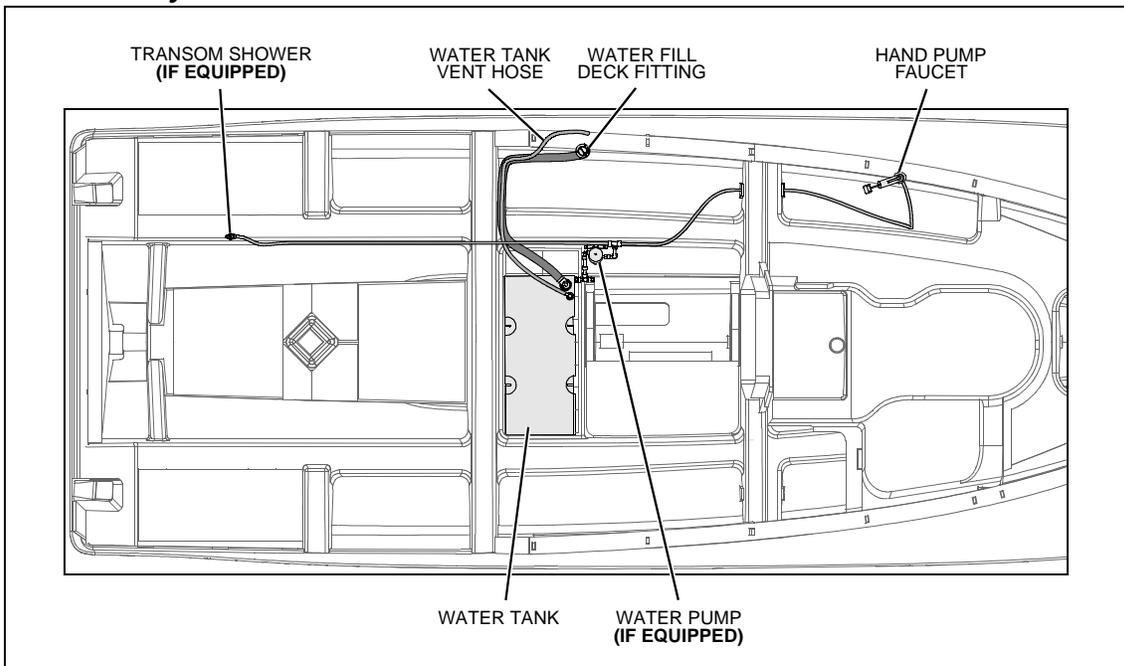
**⚠ WARNING!**

- Only use safe drinking (potable) water in your boat's freshwater system.
- Only use a sanitary drinking water hose to fill the water tank or connect to city water.
- Never use a common garden hose for drinking water.

### 2302/2352 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.
- This system is pressurized by turning **On** the freshwater pump switch.

Observe the following about the freshwater system:

- Turn **Off** the freshwater pump switch when the boat is **not** in use or the water tank is empty.
- Inspect and clean the water filter often (located on the water pump).
- When your boat is to be left unattended for long periods of time, pump the water 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.

### Freshwater System Winterization

**! CAUTION!**

**WATER SYSTEM DAMAGE HAZARD!**

*Never blow compressed air through the water system when **all** of the faucets are **Closed**.*

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

Any 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

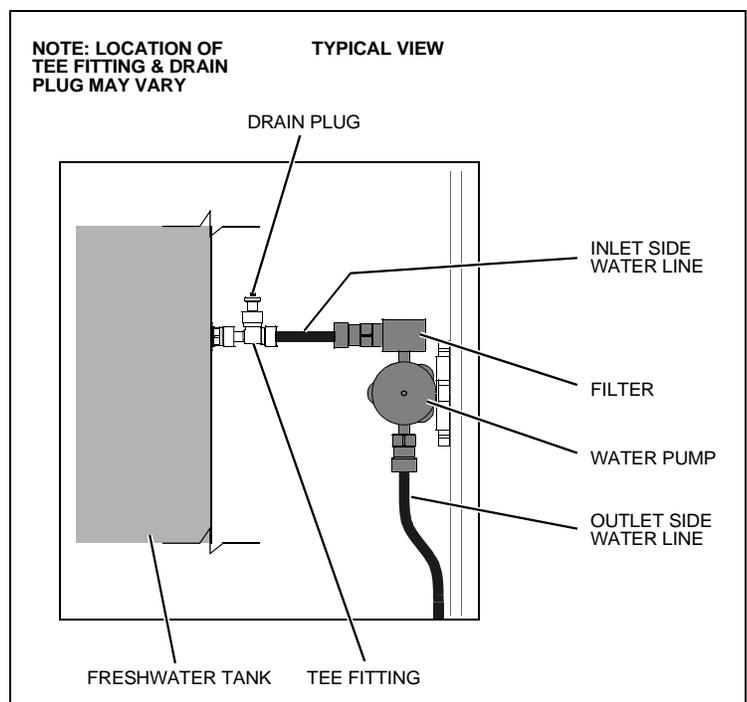
#### Compressed Air

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 water pump (opposite side from filter).
2. **Open** the faucet that is furthest away from the water 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.

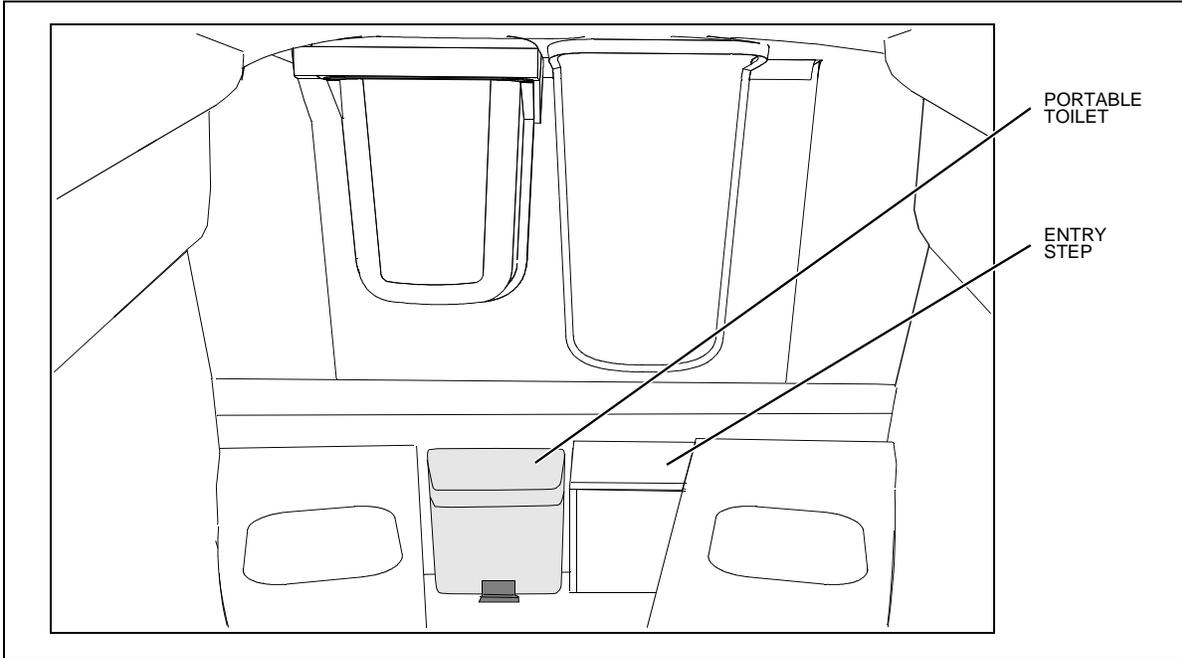


## Portable Toilet (If Equipped)

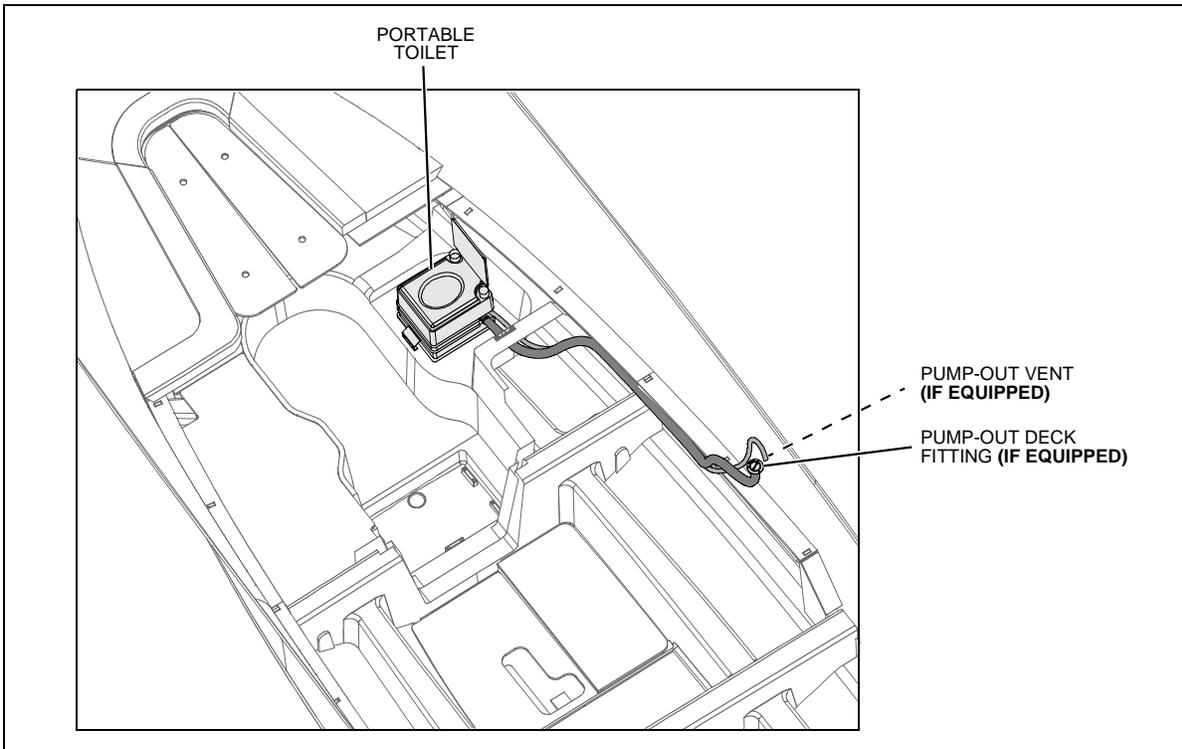
Read the manufacturer's operating instructions *before* using the portable toilet.

<h3>NOTICE</h3> <p><b>Check with local authorities for regulations regarding the legal use of marine head systems.</b></p>
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### 2002, 2052, 2302, & 2352



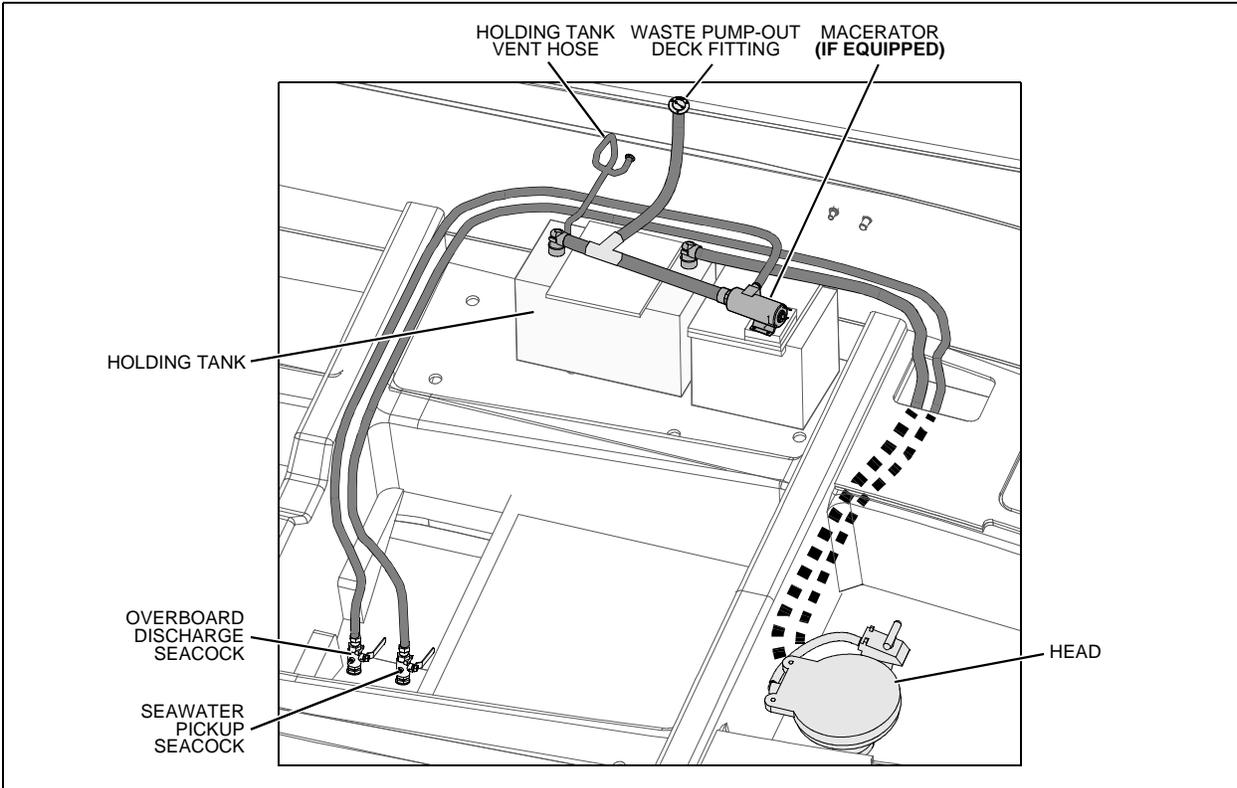
### 2502



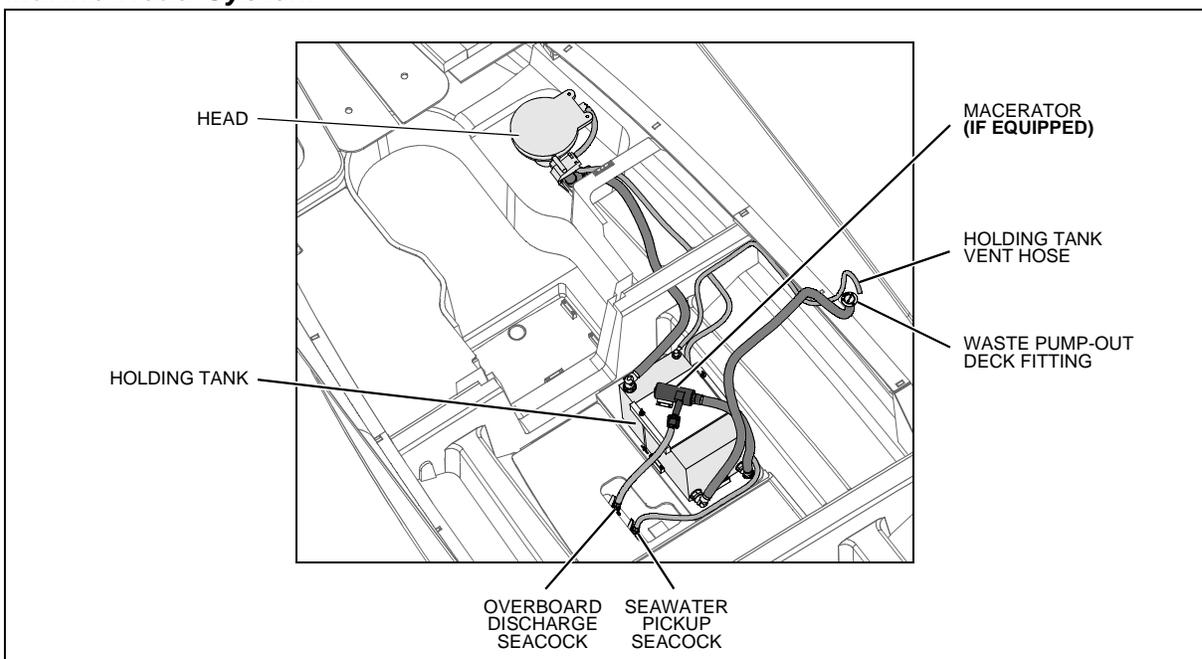
## Marine Head with Holding Tank (If Equipped)

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

### 2302/2352 Marine Head System



### 2502 Marine Head System



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

### **Using The Marine Head**

1. **Open** the head's seawater pickup 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.

### **Winterizing The Marine Head**

1. Shut **Off** the intake seacock and pump the head until the bowl is dry.
2. Remove the drain plug in the base and pump again to remove **all** of the water.
  - **Do not** fill the bowl with anti-freeze.
  - **Close** the intake seacock while the boat is underway or whenever the boat is left moored in the water.

## **NOTICE**

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

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

1. **Open** the underwater discharge seacock.
2. Press both macerator switches at the same time to run the pump. **Do not** continue running the macerator if the waste holding tank is empty.
3. **Close** the underwater discharge seacock when you are done pumping.

## Seawater Systems

### Seacocks



## CAUTION

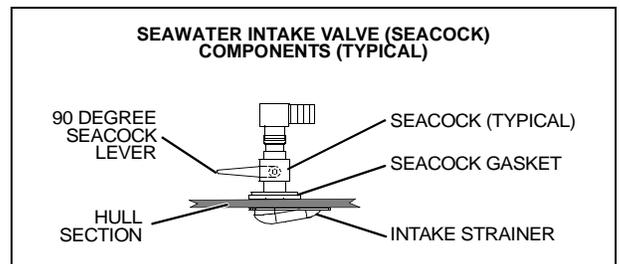
### SYSTEM DAMAGE HAZARD!

- *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 valve, controlled by a 90° lever, used to manage the intake of seawater through the hull and below the water line. Seacocks are typically used on your boat in the following seawater intake systems:

- Marine head (toilet)
- Baitwell

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



## 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.

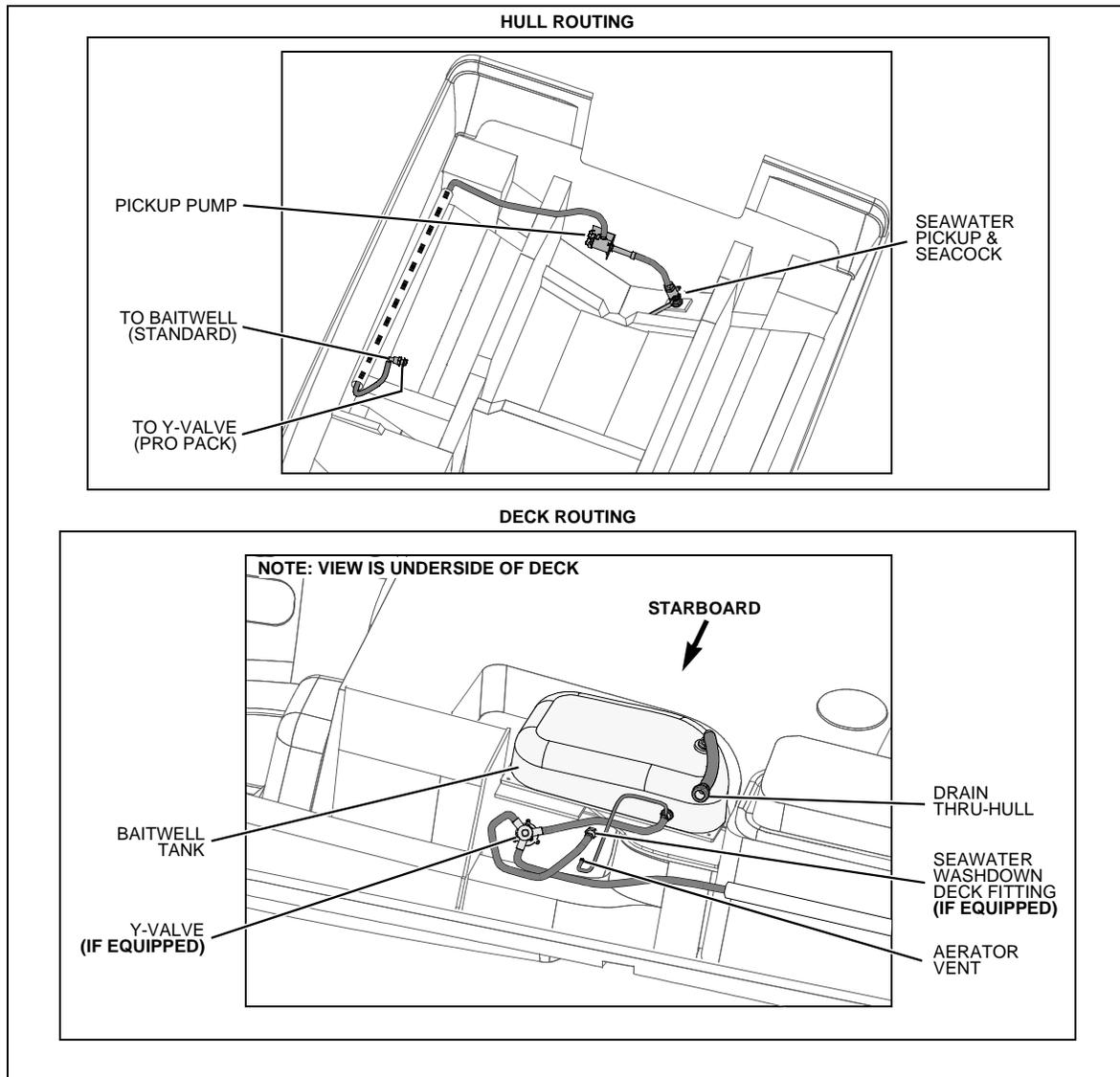
**⚠ CAUTION**

**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*.

### 2002 Baitwell System

#### Hull & Deck Views



### Filling & Using the Baitwell

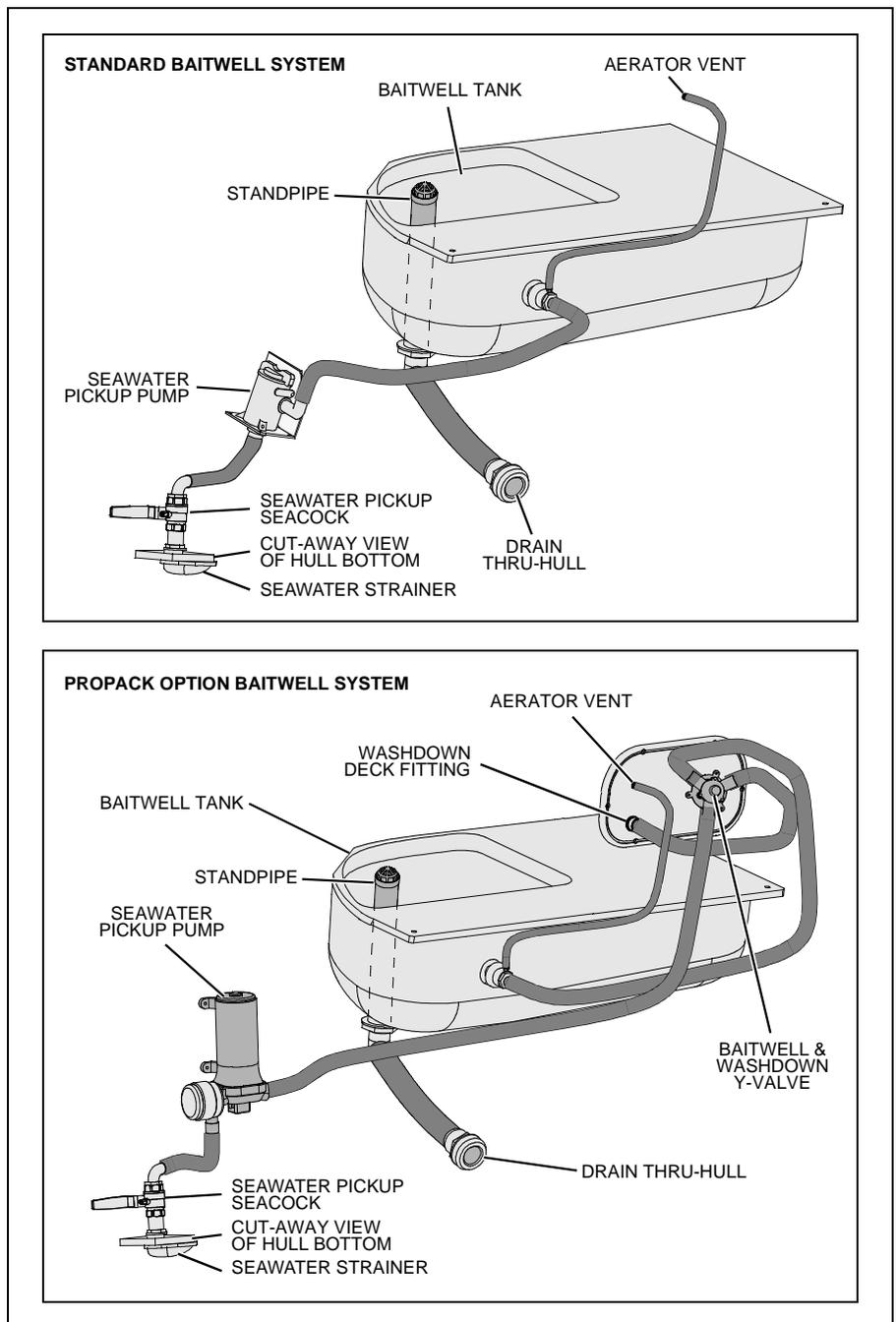
1. Insert the rubber end of the drain standpipe into the drain fitting at the bottom of the tank.
2. If equipped, turn the y-valve to the baitwell position.
3. **Open** the seawater pickup seacock.
4. On the main switch panel, turn **On** the baitwell switch.

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.

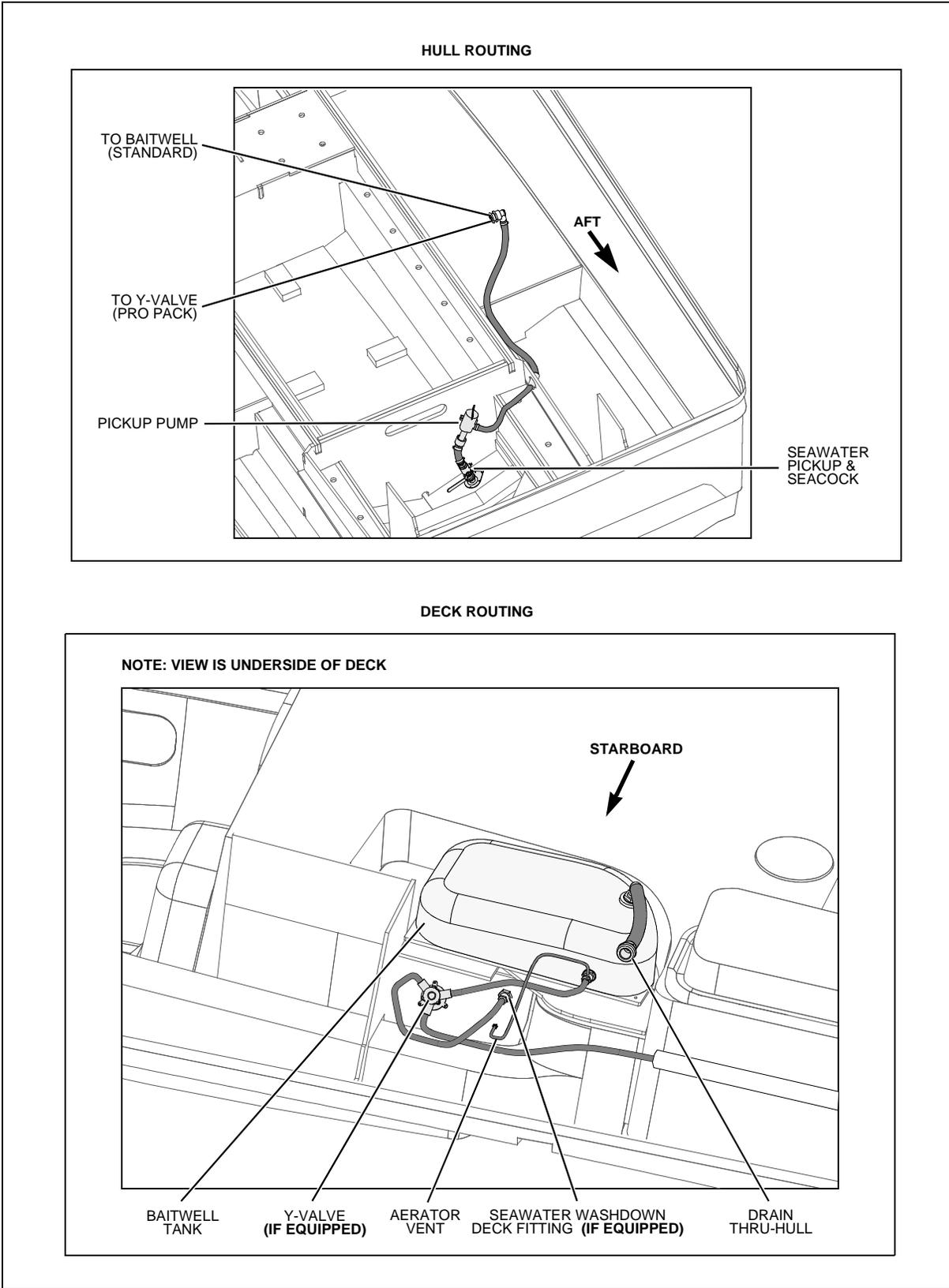
### Seawater Washdown System

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.



### 2052 Baitwell System

#### Hull & Deck Views



### Filling & Using the Baitwell

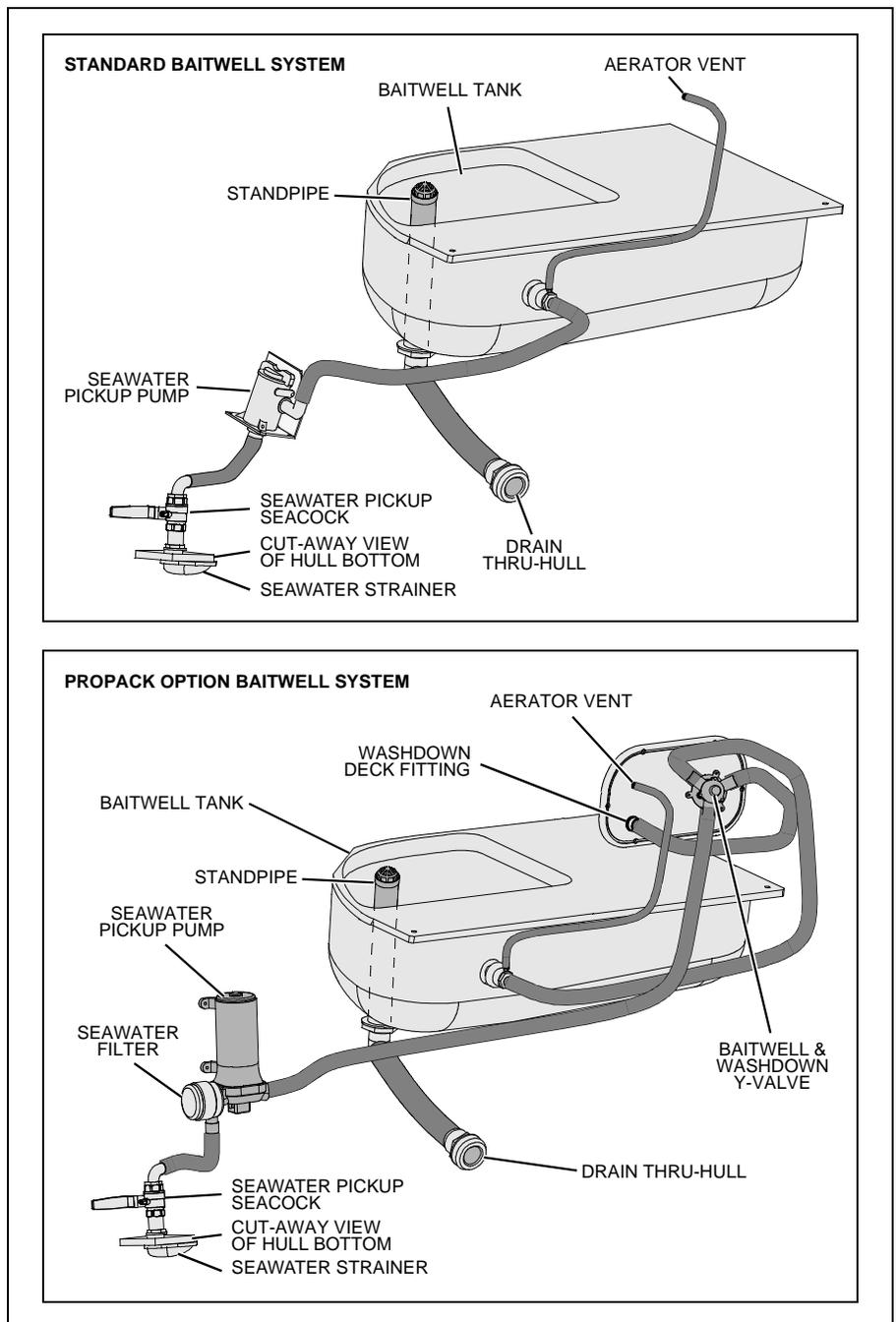
1. Insert the rubber end of the drain standpipe into the drain fitting at the bottom of the tank.
2. If equipped, turn the y-valve to the baitwell position.
3. **Open** the seawater intake seacock.
4. On the main switch panel, turn **On** the baitwell switch.

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.

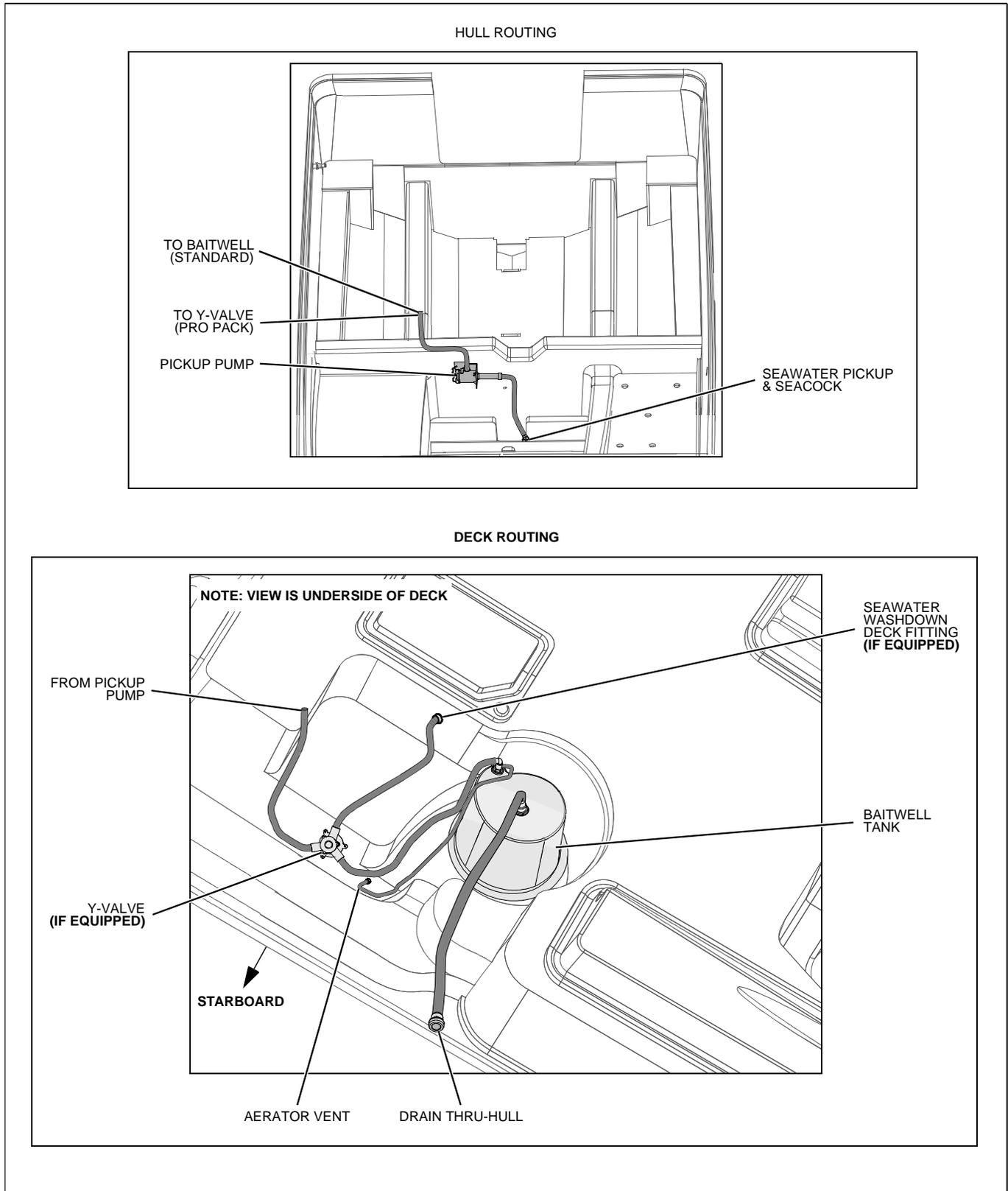
### Seawater Washdown System

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.



## 2302 Baitwell System

### Hull & Deck Views



### Filling & Using the Baitwell

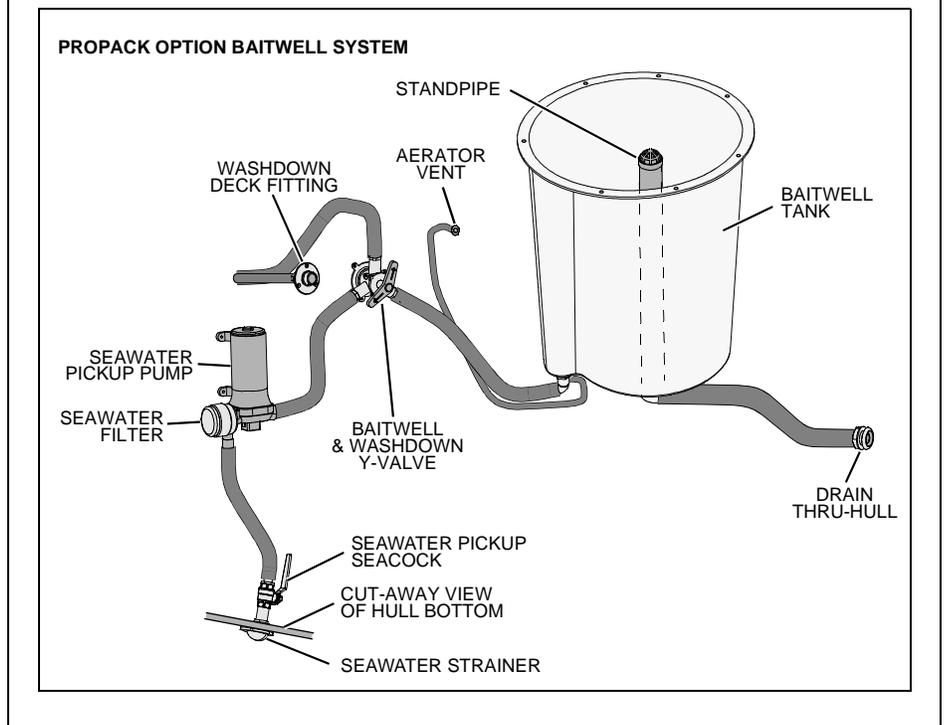
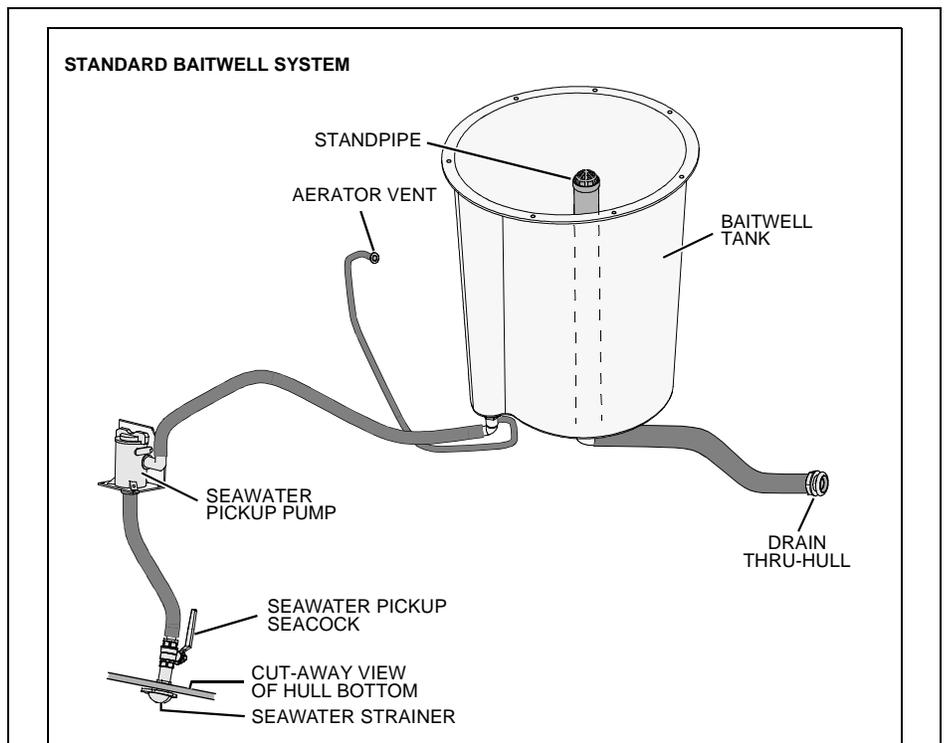
1. Insert the rubber end of the drain standpipe into the drain fitting at the bottom of the tank.
2. If equipped, turn the y-valve to the baitwell position.
3. **Open** the seawater intake seacock.
4. On the main switch panel, turn **On** the baitwell switch.

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.

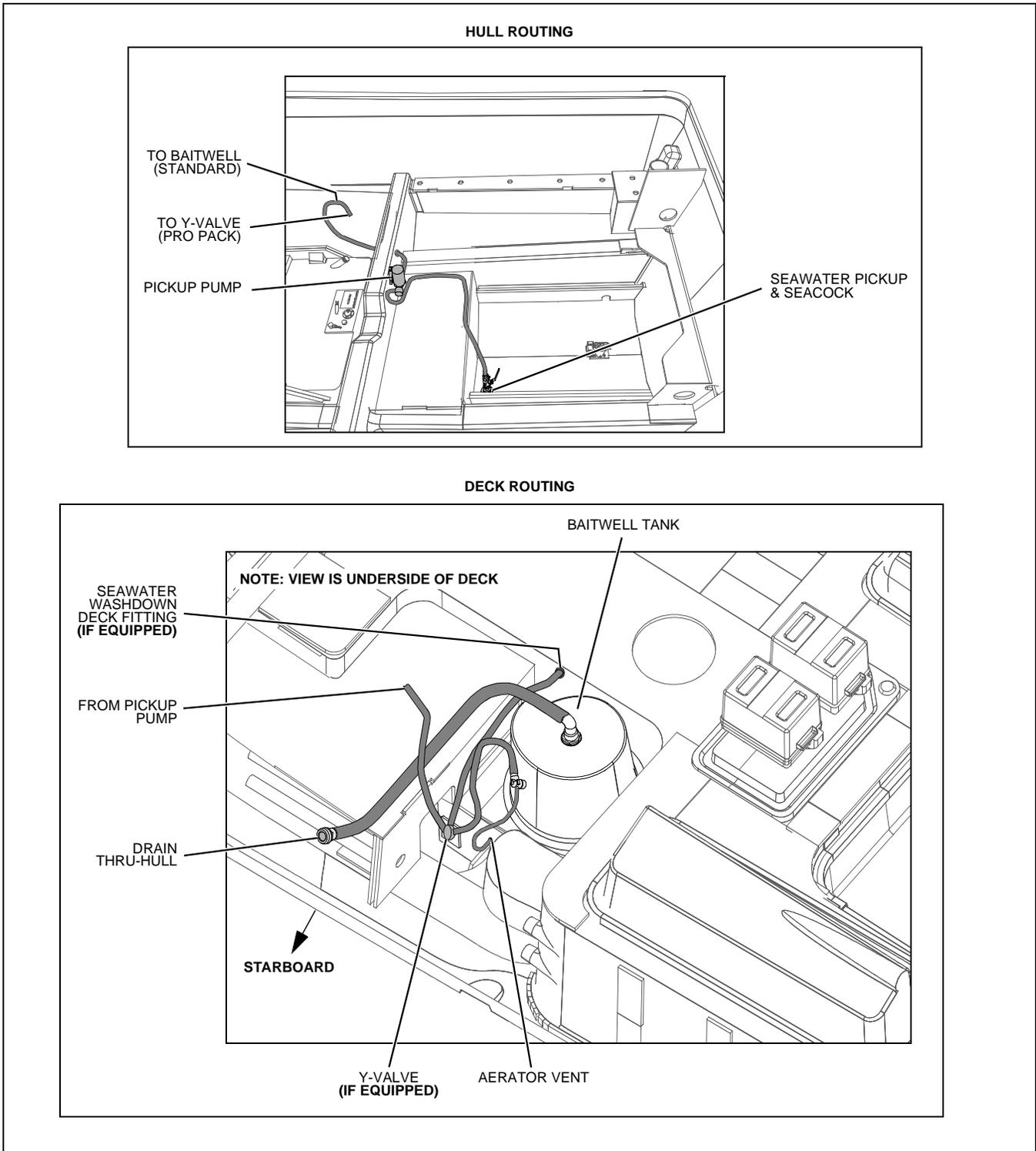
### Seawater Washdown System

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.



## 2352 Baitwell System

### Hull & Deck Views



### Filling & Using the Baitwell

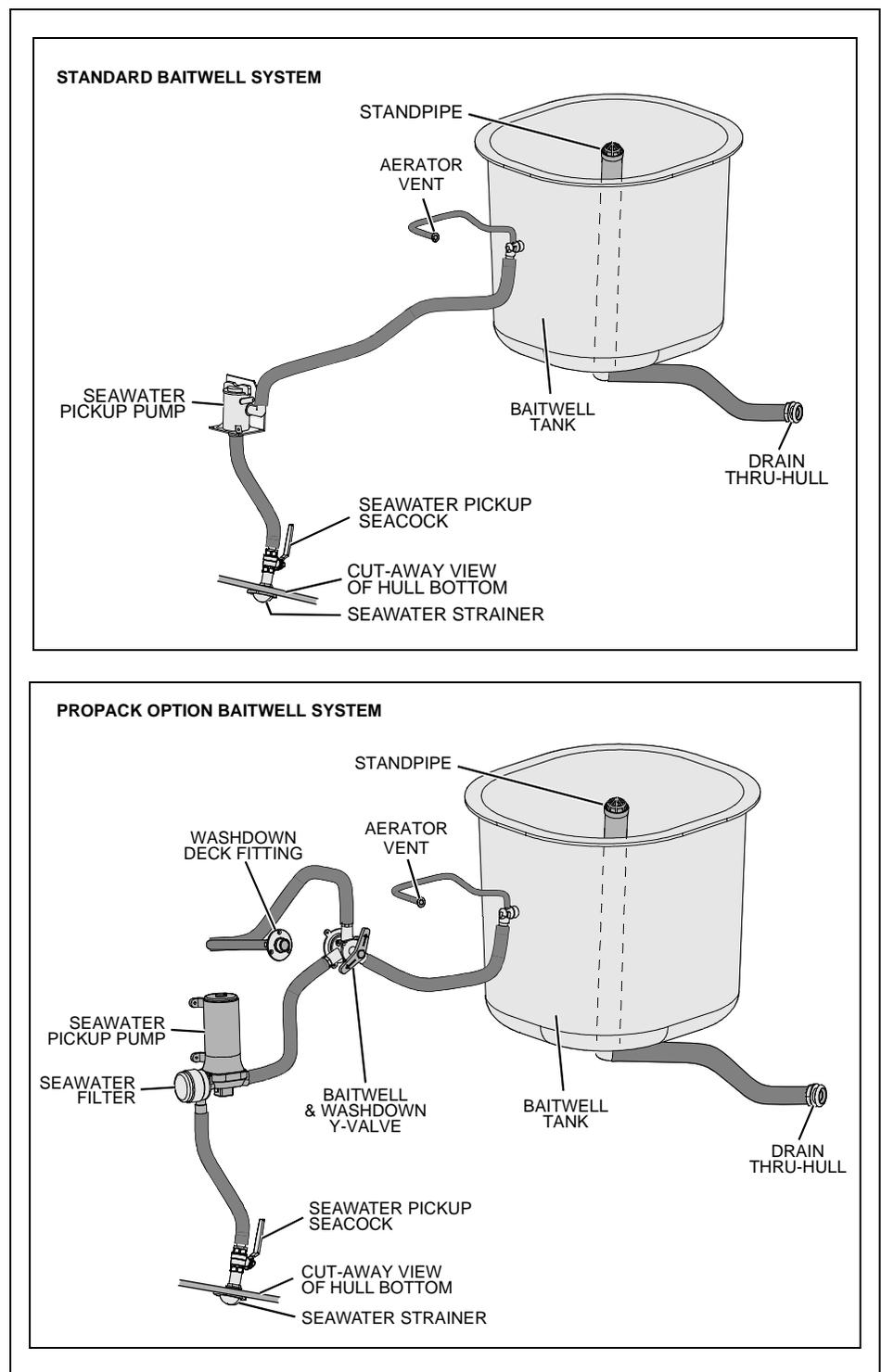
1. Insert the rubber end of the drain standpipe into the drain fitting at the bottom of the tank.
2. If equipped, turn the y-valve to the baitwell position.
3. **Open** the seawater intake seacock.
4. On the main switch panel, turn **On** the baitwell switch.

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

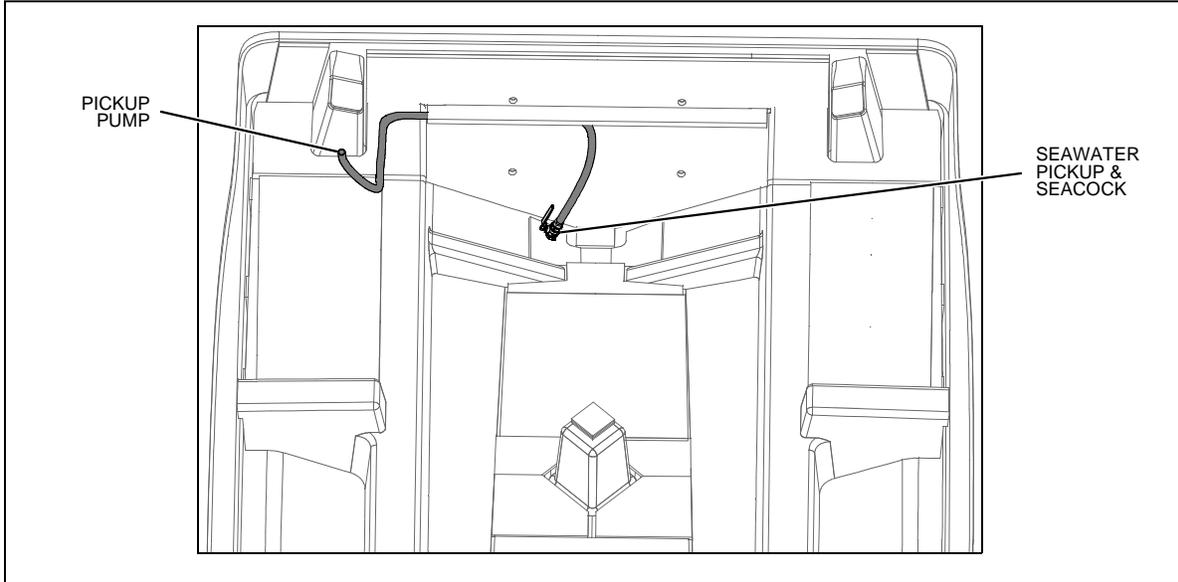
1. Turn the y-valve to the washdown position.
2. **Open** the seawater intake seacock.
3. On the main switch panel, turn **On** the baitwell pump switch.



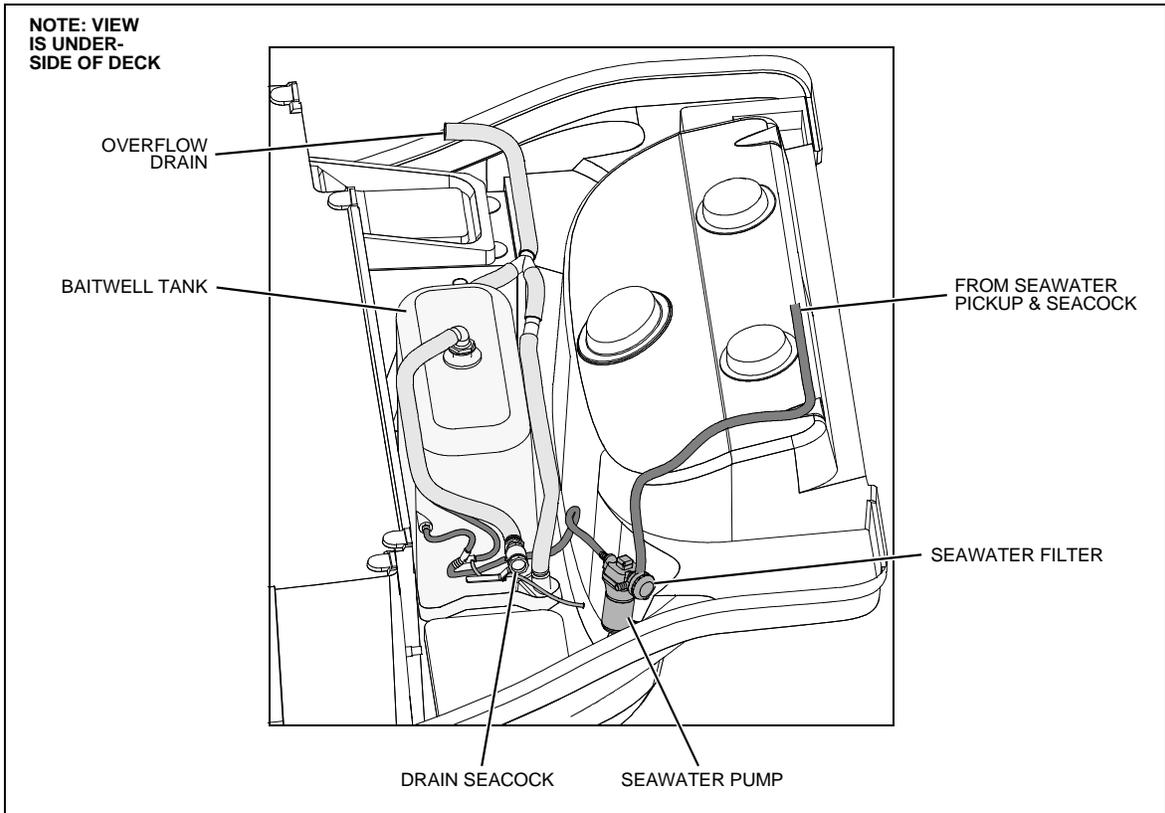
### 2502 Baitwell System

#### Hull & Deck Views

HULL ROUTING



DECK ROUTING



### Filling & Using the Baitwell

1. Insert the rubber end of the drain standpipe into the drain fitting at the bottom of the tank.
2. **Open** the seawater intake seacock.
3. 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.

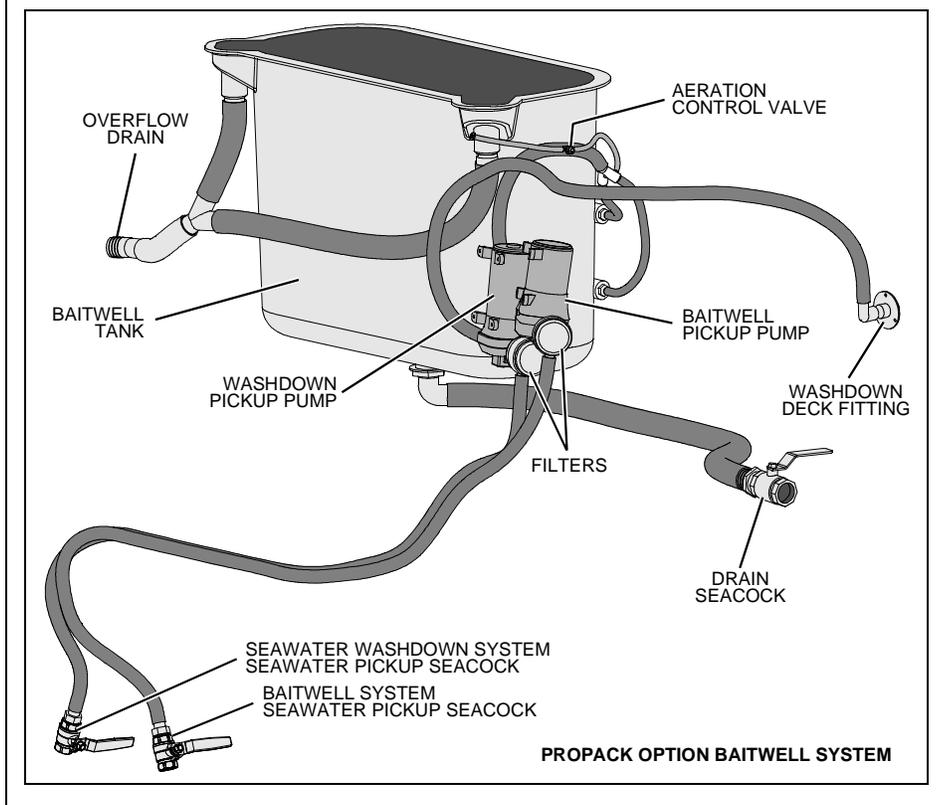
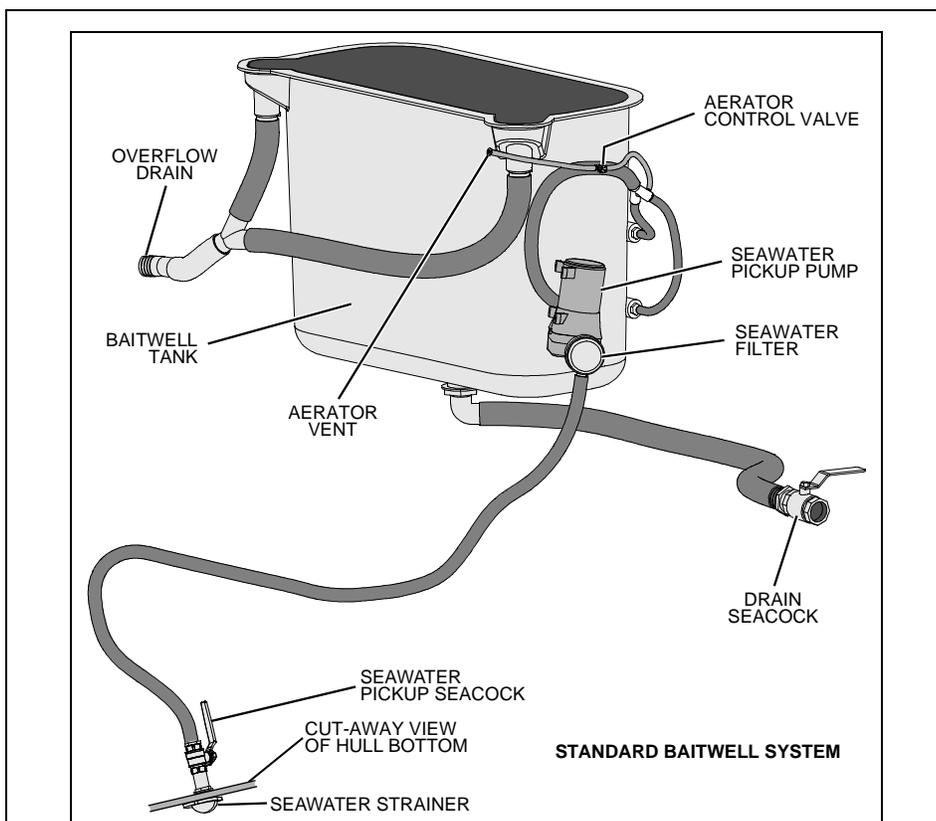
### Aeration Tips

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.



## Raw Water Washdown (If Equipped)



### WARNING!

#### **FLOODING & SWAMPING HAZARD!**

- While the raw water system is pressurized, **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 raw water system or baitwell system is *not* in use.

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

## Drain Systems

### Deck Drains

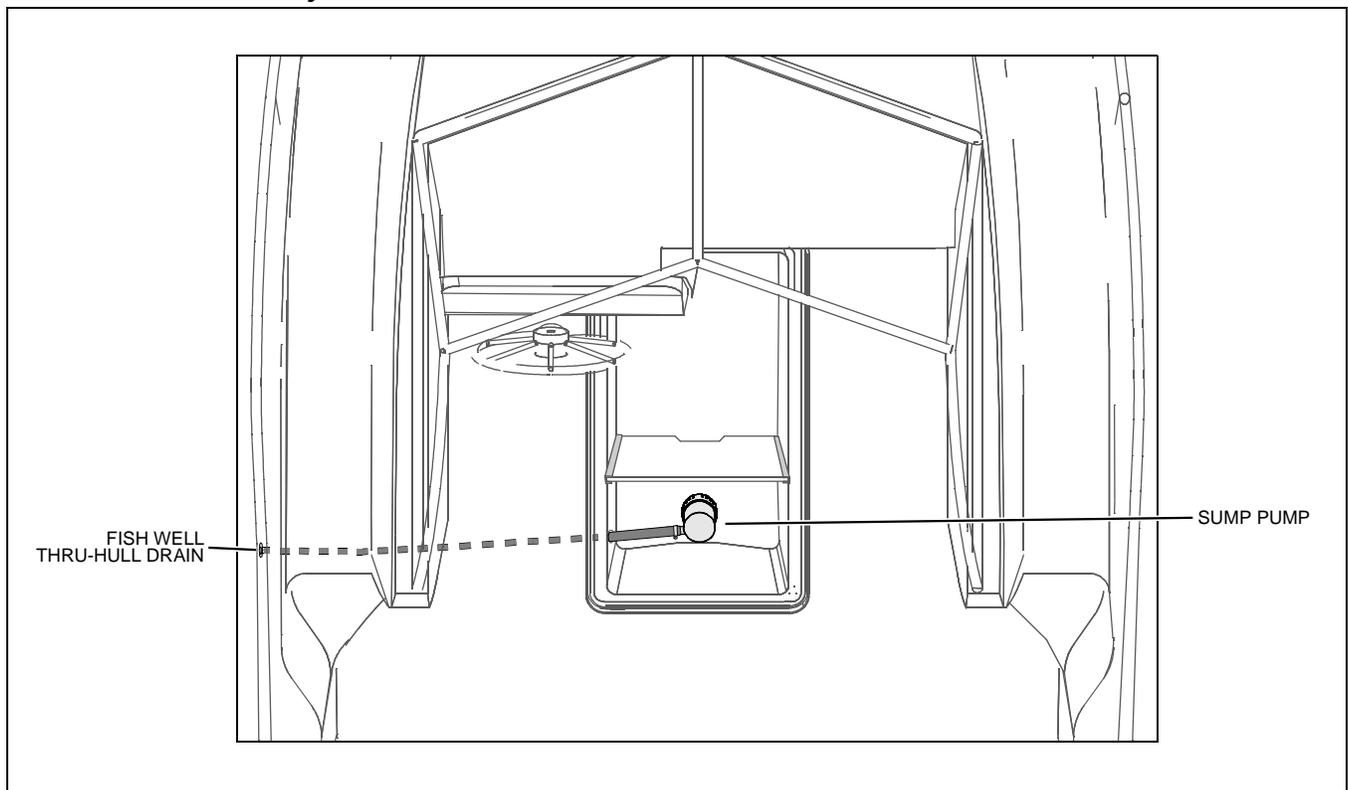
- Water on the deck is drained overboard through the deck drains.
- Keep the deck drains free of debris.

### Fish Well Drain Systems

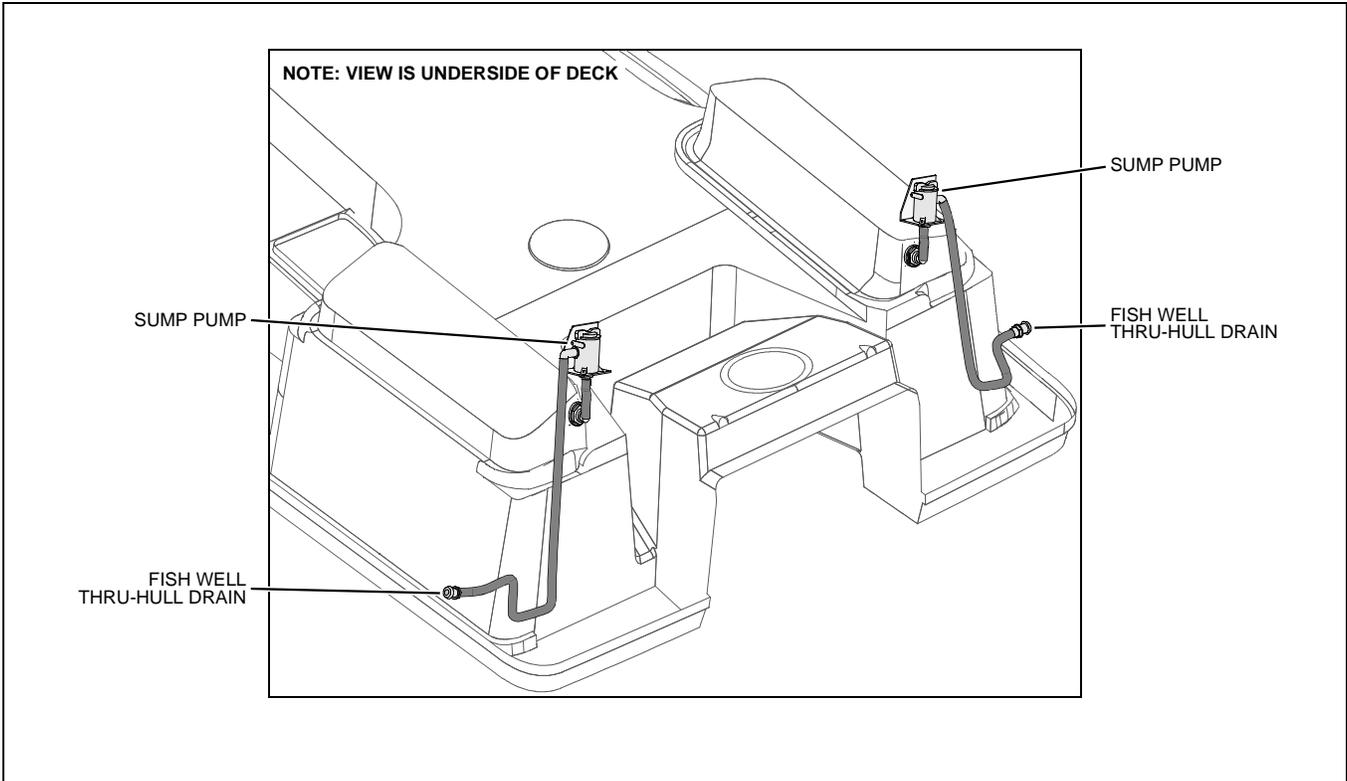
 <b>CAUTION</b>
<b>If the sump pump motor is running, but <i>not</i> pumping, inspect the discharge hose for a kink or collapsed area!</b>

- Water in the fish well(s) is pumped overboard by the sump pump(s).
- Keep the fish well drains free of debris.

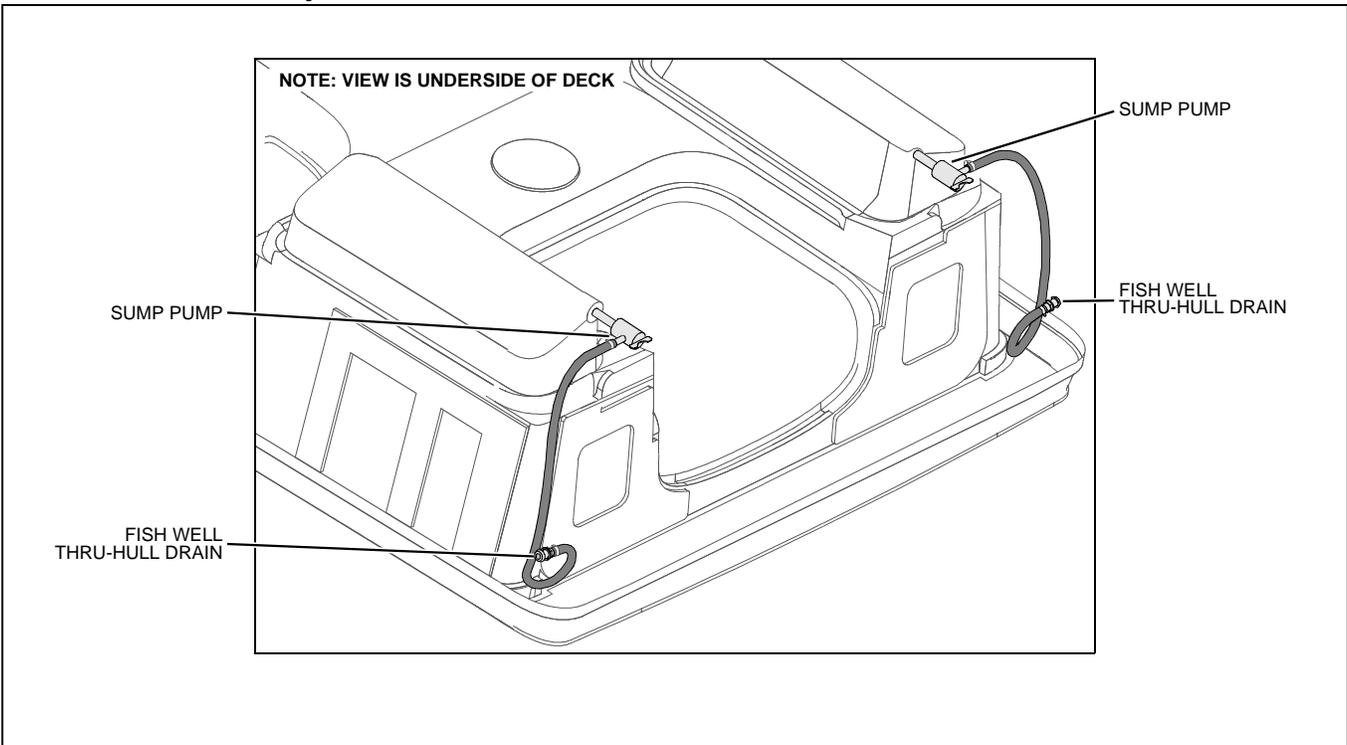
### 1802 Fish Well Drain System



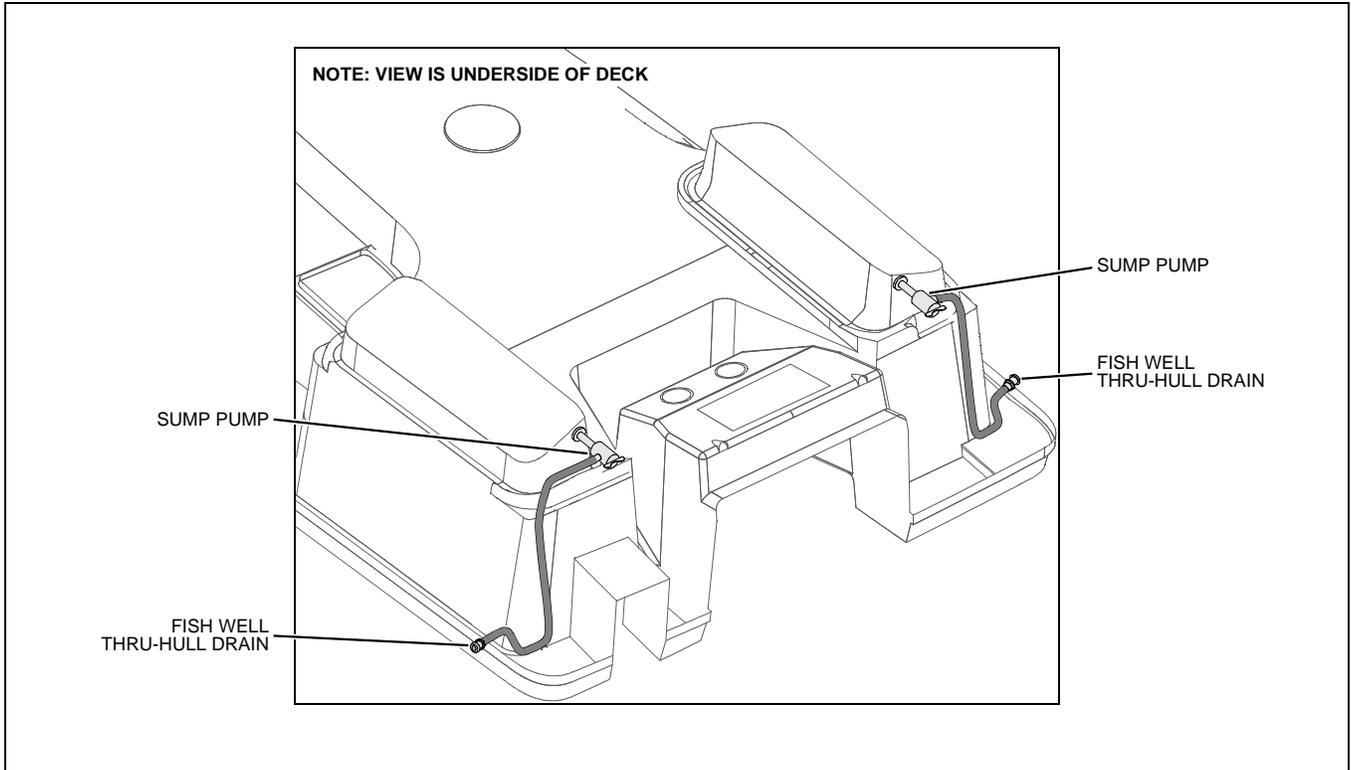
### 2002 Fish Well Drain System



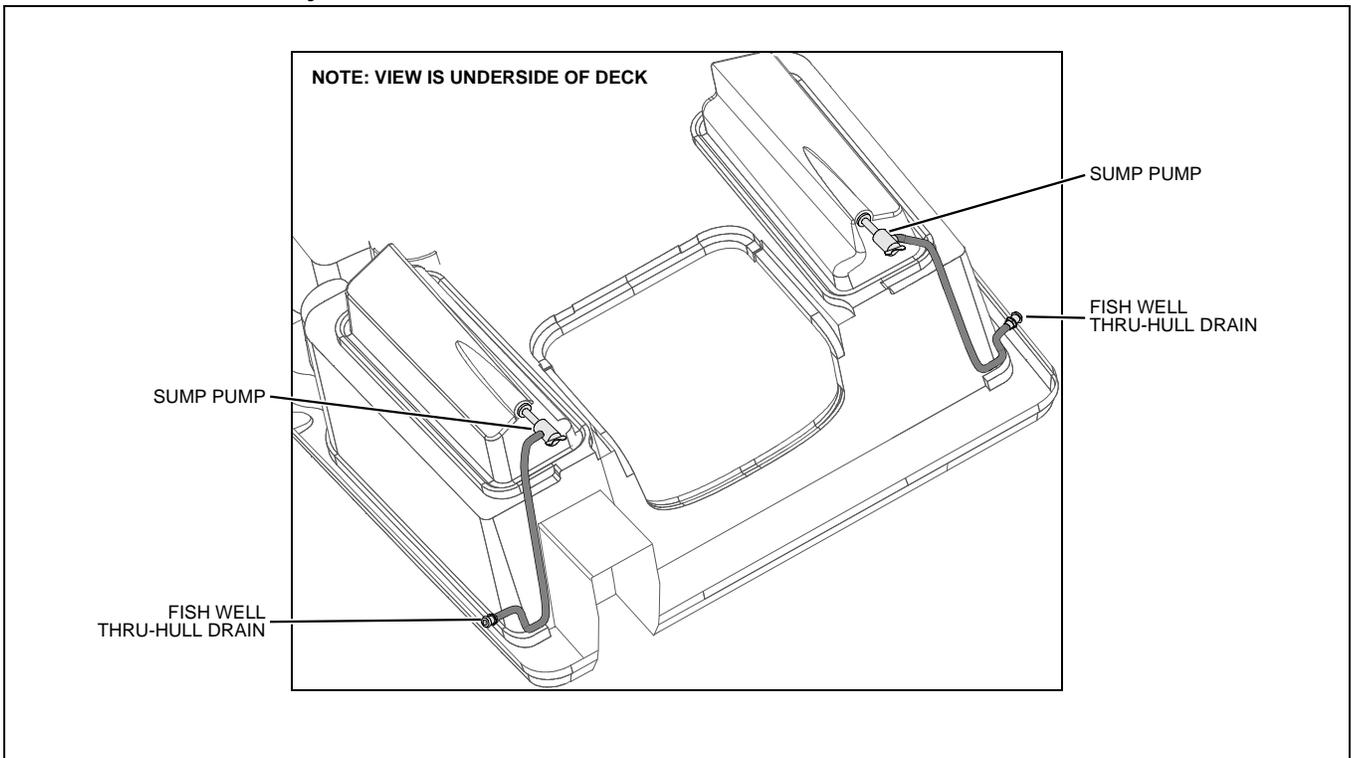
### 2052 Fish Well Drain System



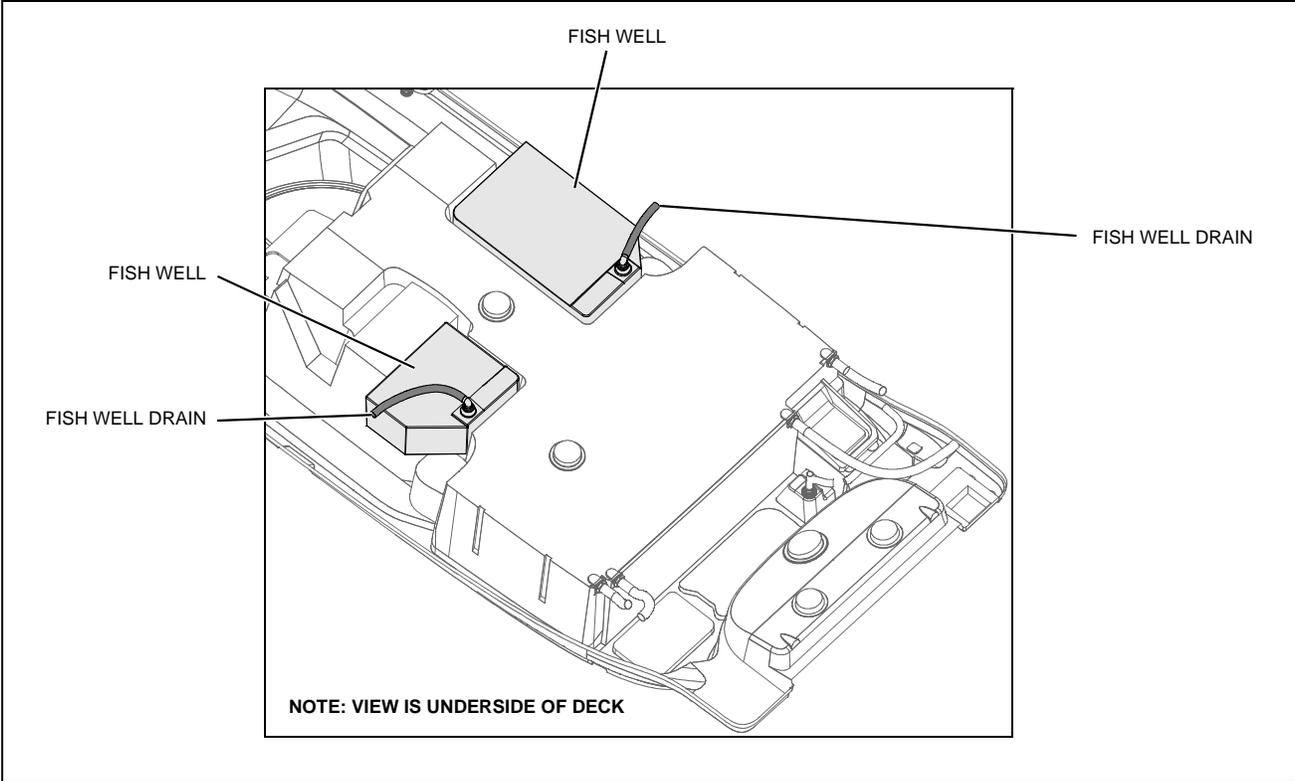
### 2302 Fish Well Drain System



### 2352 Fish Well Drain System



**2502 Fish Well Drain System**



## Chapter 8: Deck Equipment

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### Cleats and Tow Eyes

 <b>WARNING!</b>
<b><i>PERSONAL INJURY and /or PRODUCT or PROPERTY DAMAGE HAZARD!</i></b>
<ul style="list-style-type: none"><li>• <b><i>NEVER</i></b> lift the boat using the bow and stern eyes or the cleats.</li></ul>

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 (If Equipped)



### CAUTION

#### **PRODUCT or PROPERTY DAMAGE HAZARD!**

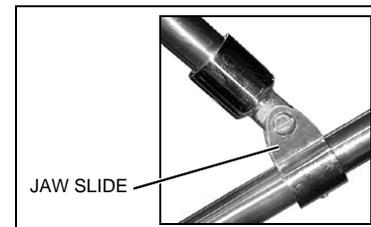
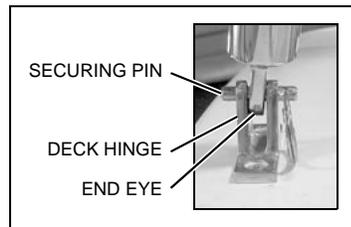
- Canvas tops are *not* designed to withstand speeds over 45 MPH.
- Take down and securely stow the canvas top *before* transporting your boat by road.

### Installing the Canvas

1. Slide the end eyes of the main bow (A) into the mid deck hinges (B) and secure with the pins.
  2. Slide the end eyes of the forward braces (C) into the forward deck hinges (D) and secure with the pins.
  3. Slide the end eyes of the aft braces (E) into the aft deck hinges (F) and secure with the pins.
- The jawslides (G) are pre-set 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.



**NOTE:**  
SOME HINGES MAY BE  
LOCATED ON DECK



## Chapter 9: Appliances & Entertainment Systems

### NOTICE

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

All appliances installed on your boat come with their own manuals. These manuals contain detailed instructions and important safeguards. Thoroughly read and understand these manuals *before* using your boat's appliances.

- If necessary, make sure the AC breaker is turned *On* for the appliance you wish to use.

### Alcohol Stove

**! 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 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.

### Audio Equipment

### NOTICE

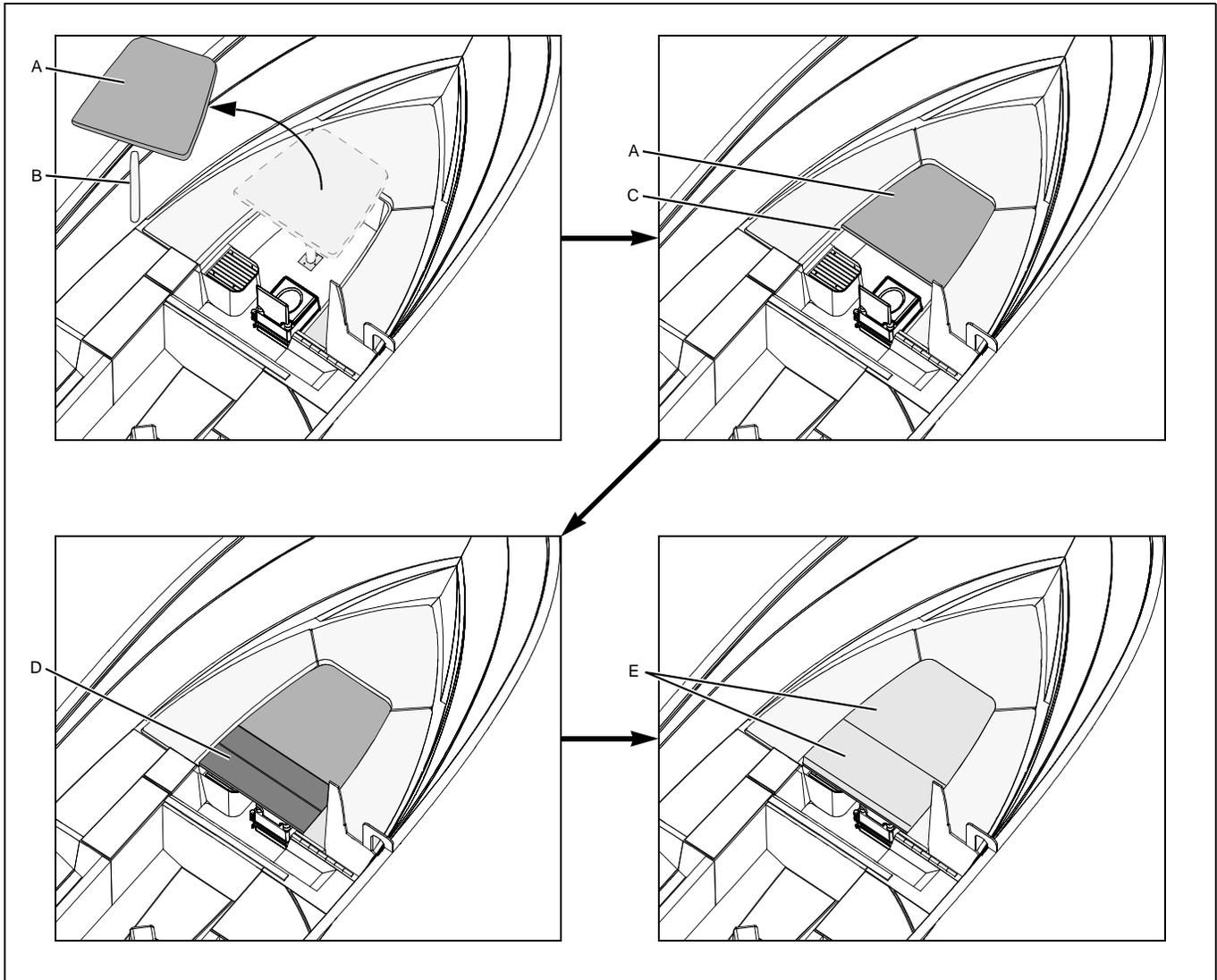
AM radio reception may be impaired anytime the engine or generator is running.

Read the audio system instructions *before* using for the first time.

## Chapter 10: Convertible Seats, Beds, & Tables

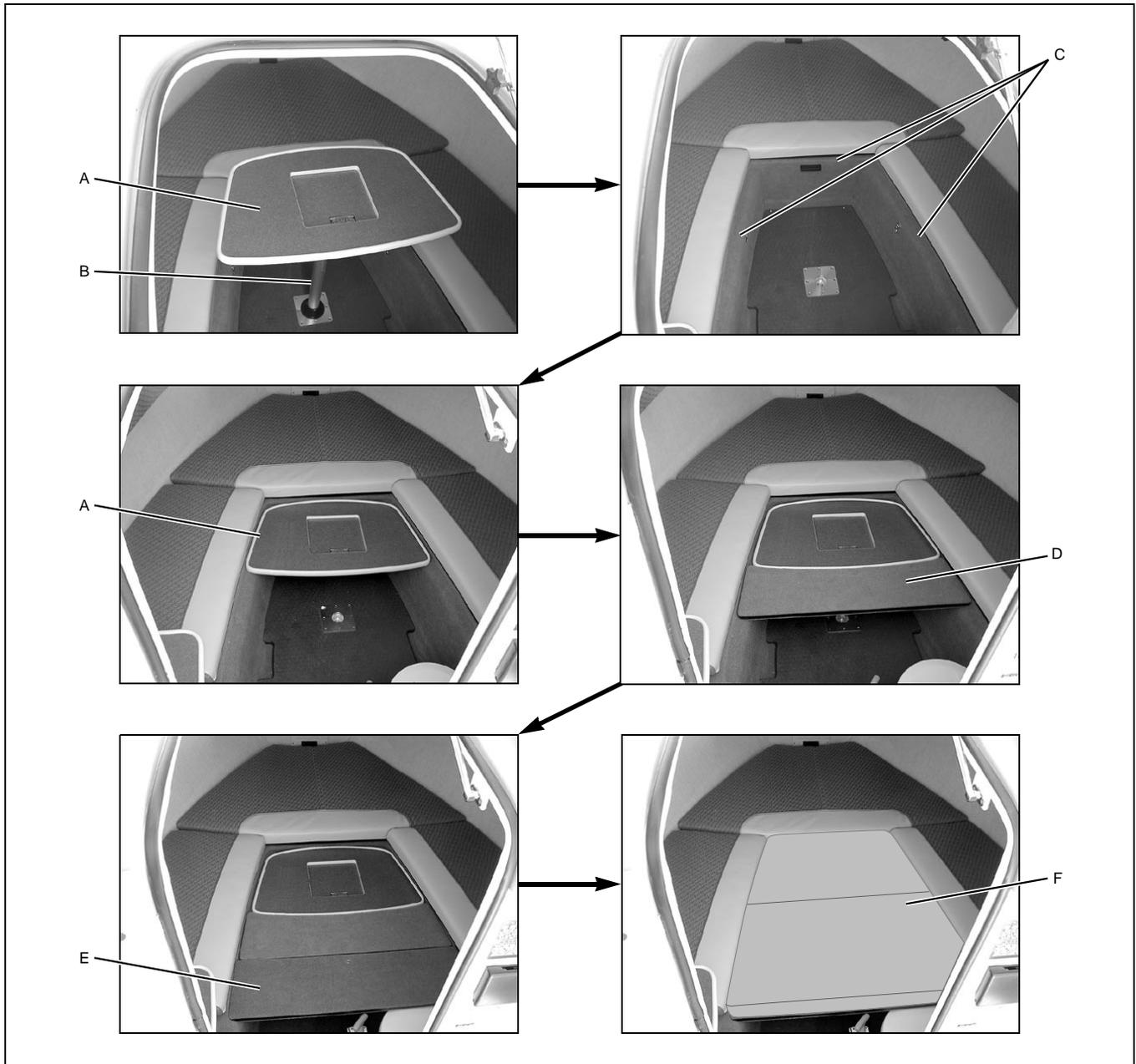
### Dinette/V-Berth

#### 2002/2052 Conversion



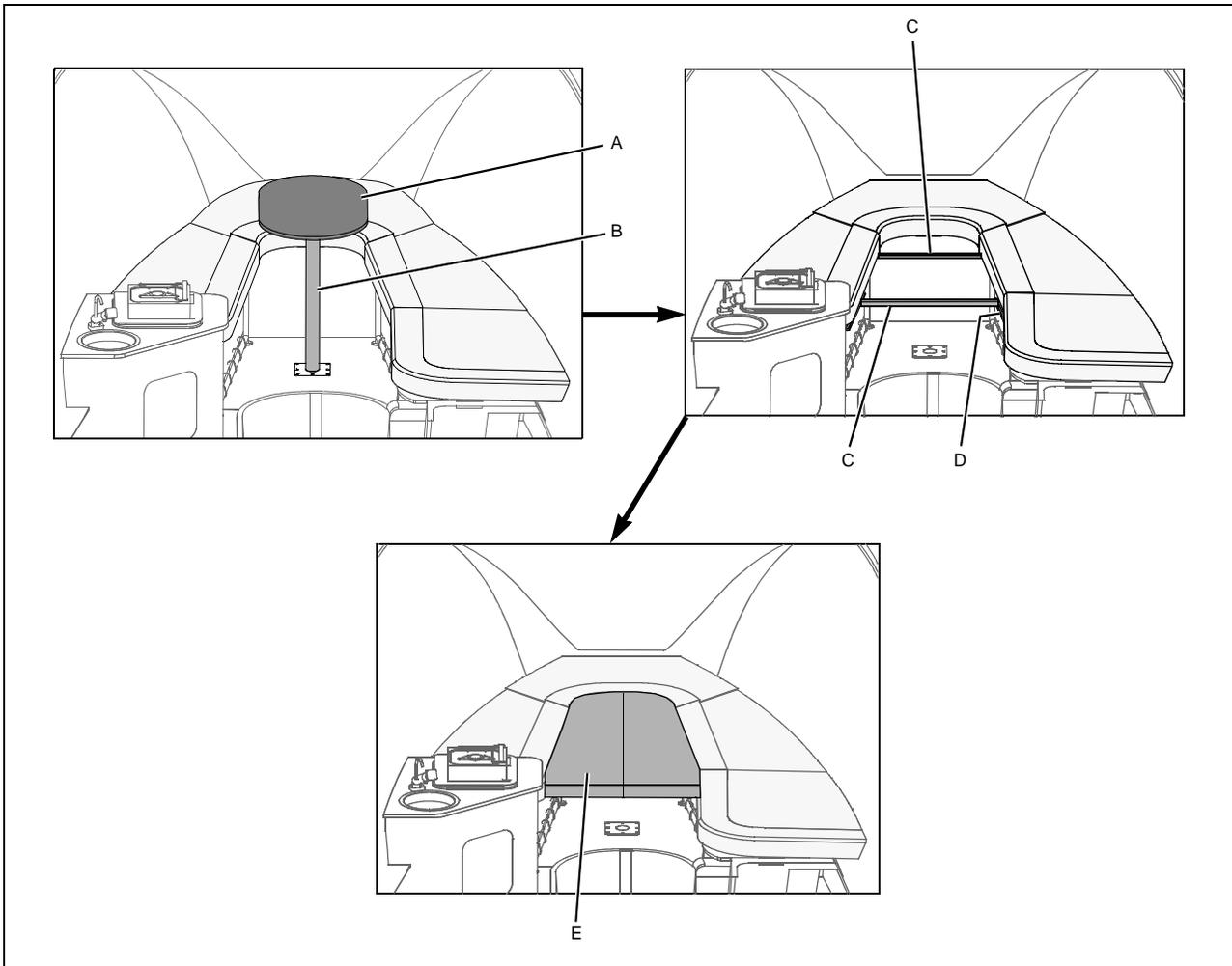
The dinette table can be removed and the dinette area can be converted into a berth.

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.

**2302/2352 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

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### 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.*

### Navigation Lights

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

Read and understand the navigation light section of *Sport Boat Owner's Manual*.

### Lights

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

The lights are powered by the boat's 12-volt DC system.

## 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.


**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 blowers for at least four minutes *before* turning on electrical devices, starting the engine, or electrical system maintenance.
- Minimize the danger of fire and explosion by *not* exposing the batteries to open flame or sparks. *NEVER* smoke anywhere near the batteries.


**CAUTION**


**SHOCK & ELECTRICAL SYSTEM DAMAGE HAZARD!**

*NEVER* disconnect the battery cables while the engine is running since it can cause damage to your boat's electrical system components.

### 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, accessories, and engine starting.

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

### Fuses and Circuit Breakers

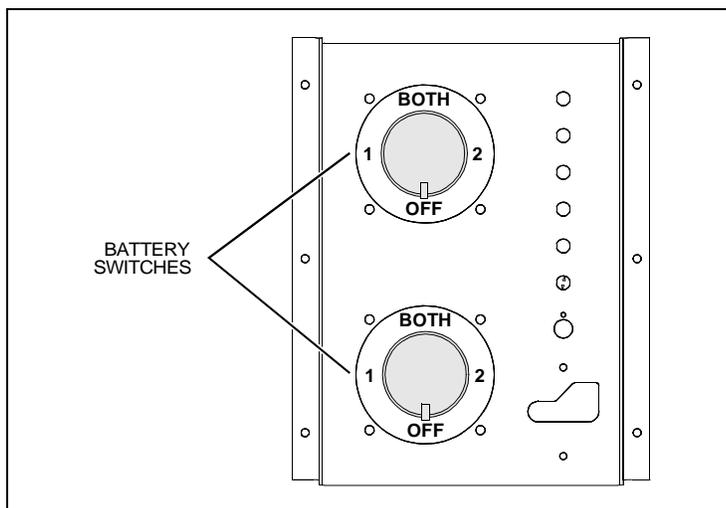
- Fuses and circuit breakers for engines and main accessory power are on the DC main distribution panel and on the battery switch panel.
- Some equipment may have secondary fuse protection at the unit, behind the battery switch panel or at the batteries.
- Electronics power is provided at the helm station.

### Battery Switches


CAUTION

- **The parallel switch should be turned *On* only in emergencies.**
- ***Never* disconnect the battery cables or turn *Off* the main battery switches while engines are running as this can cause damage to your boat's electrical components**

- A separate rotary battery switch is provided for each battery.
- Some "Standby Loads", such as the CO monitors, 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 Owner's Manual for more details).



## Alternator

The engine alternator will keep the batteries properly charged when running at cruising speeds.

## Battery Charger (If Equipped)

	<b>CAUTION</b>
<b>ENGINE &amp; ELECTRICAL SYSTEM DAMAGE HAZARD!</b>	
<b>NEVER</b> run the boat's engine and the battery charger at the same time.	

	<b>CAUTION</b>
<b>The battery charging systems (alternator and battery charger) installed on your boat are designed to charge conventional lead-acid batteries. Before installing gel-cell or other new technology batteries, consult with the battery manufacturer about charging system requirements.</b>	

Thoroughly read and understand the battery charger manual (provided in your owner's packet) *before* using the battery charger for the first time.

- The battery charger will charge the boat's batteries whenever the boat is plugged into 120V/60Hz shore power and the "BATTERY CHARGER" AC breaker is *On*.
- The battery switch can be in any position during charging.
- You may use DC powered electrical systems, such as the lights and stereo when the battery charger is *On*, but there will be a corresponding drop in charger performance.

## 12-Volt Accessory Outlet

	<b>CAUTION</b>
<b>DO NOT</b> 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.

## Alternating Current (AC) System (2502 Only)


CAUTION

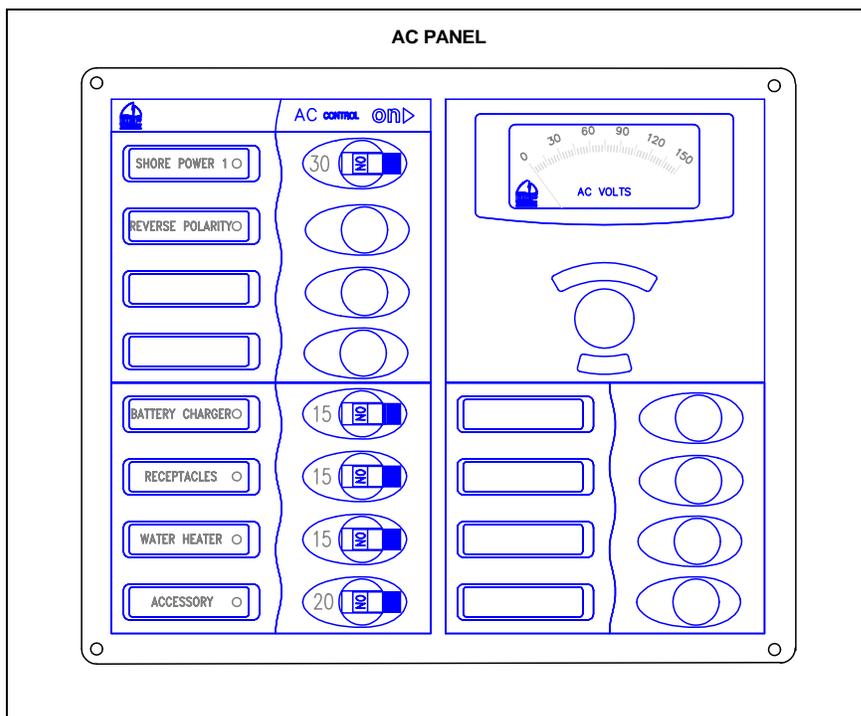
**WATER HEATER DAMAGE HAZARD!**

- **DO NOT** turn on the water heater AC panel electrical circuit 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 the shore power, the simultaneous use of several AC components can result in an overloaded circuit. It may be necessary to turn *Off* one or more accessories in order to use another accessory.

- The 120V/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 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 to the boat inlet first; then to the dockside outlet. When unplugging from shore power, unplug the shore power cord from the dockside outlet first.
- **NEVER** leave a shore power cord plugged in to the dockside outlet only.
- Only use shore power cords approved for marine use. **NEVER** use ordinary indoor or outdoor extension cords that are *not* rated for marine use.

 **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(s) for defects or damage.
- **NEVER** use damaged or faulty cords since the danger of fire and electrical shock exists.
- **DO NOT** pinch shore power cords 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, **THOROUGHLY** 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 purchased 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.

**NOTICE**

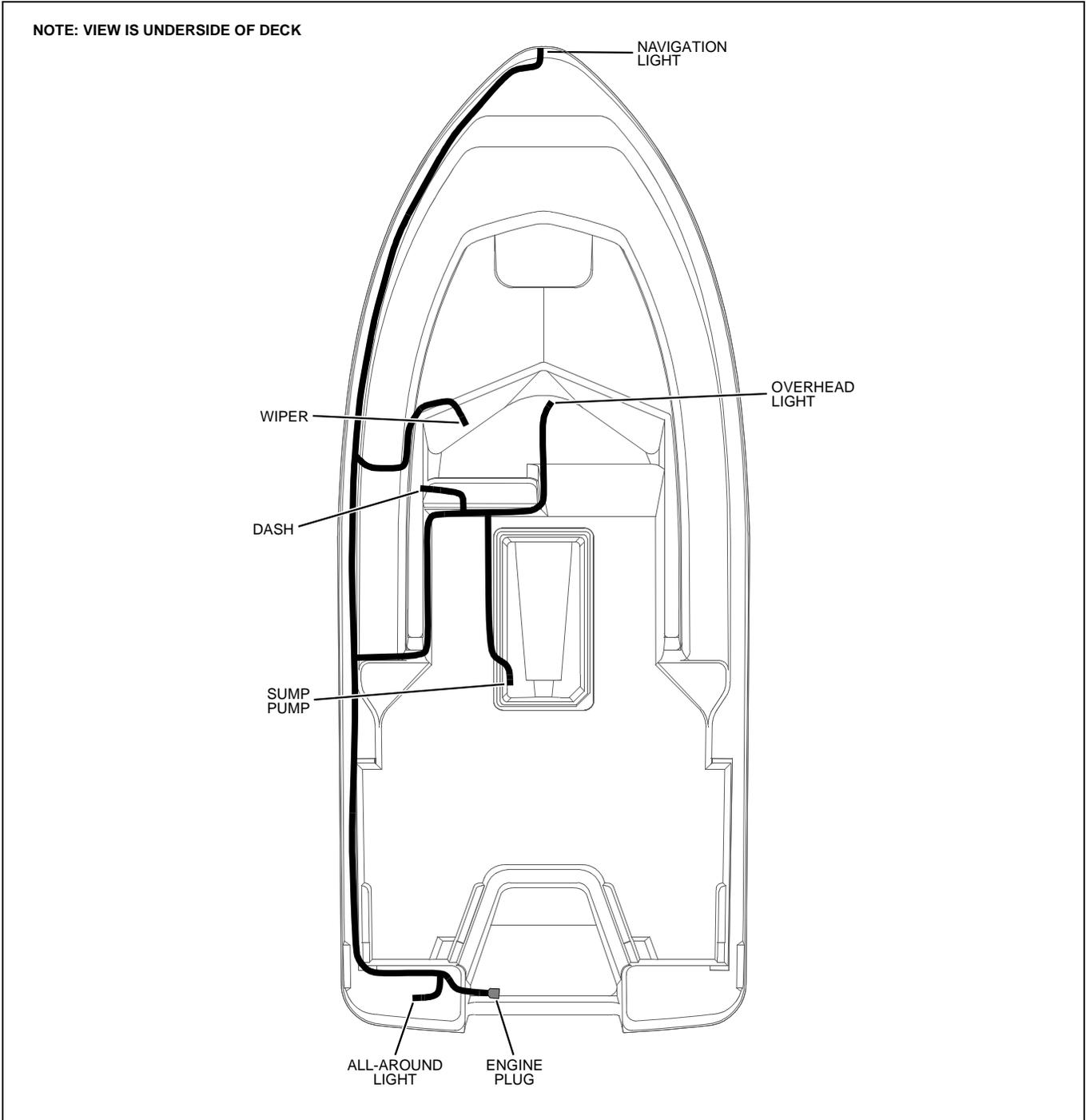
- Some dockside outlets may be rated less than 30 amps, therefore, you may need to purchase lower amp adapters.
- Whenever a lower amp adapter is used, however, there will be a corresponding drop in supplied power from the dockside system.



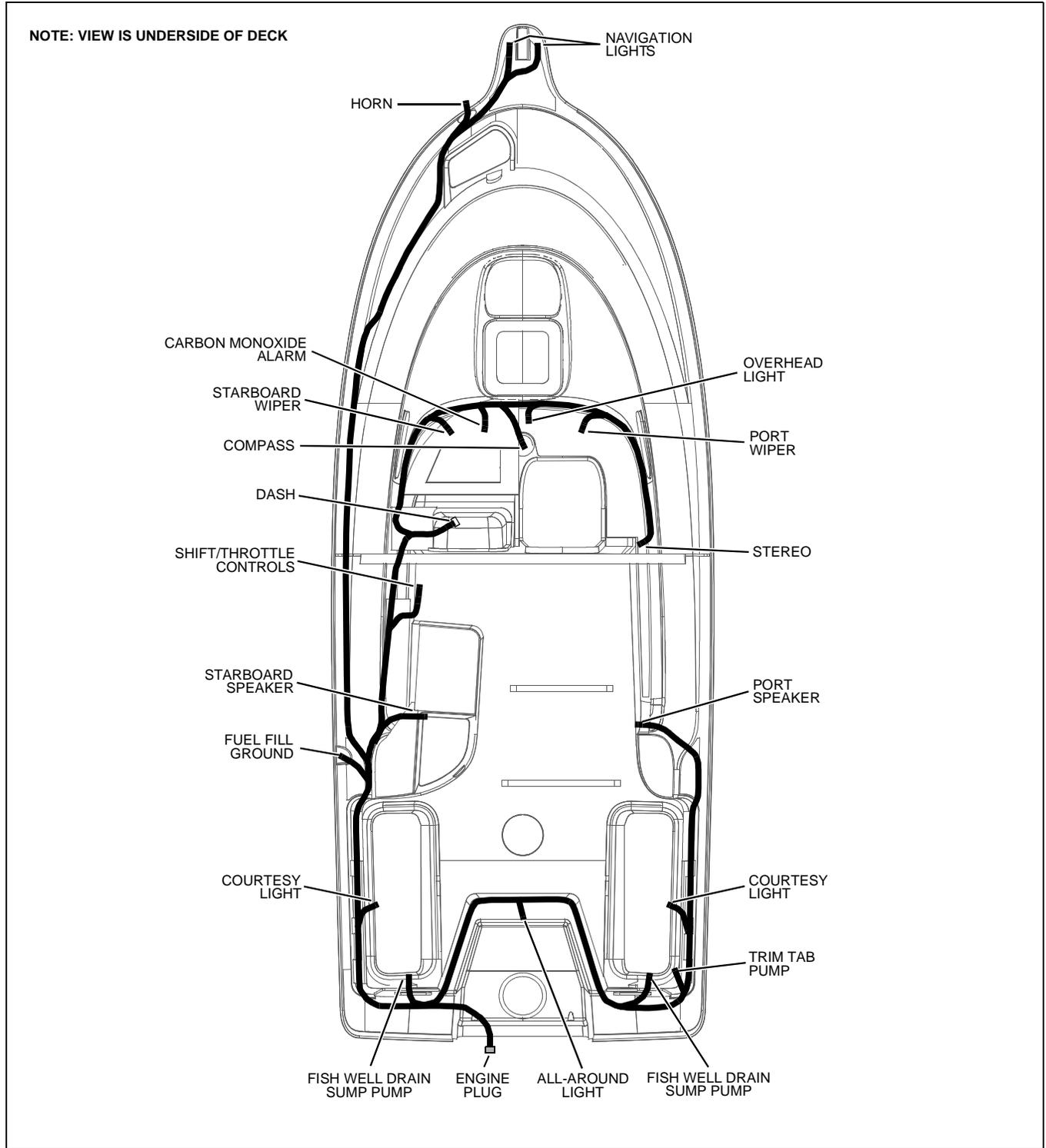
# Electrical Routings

## Deck Electrical Harness Views

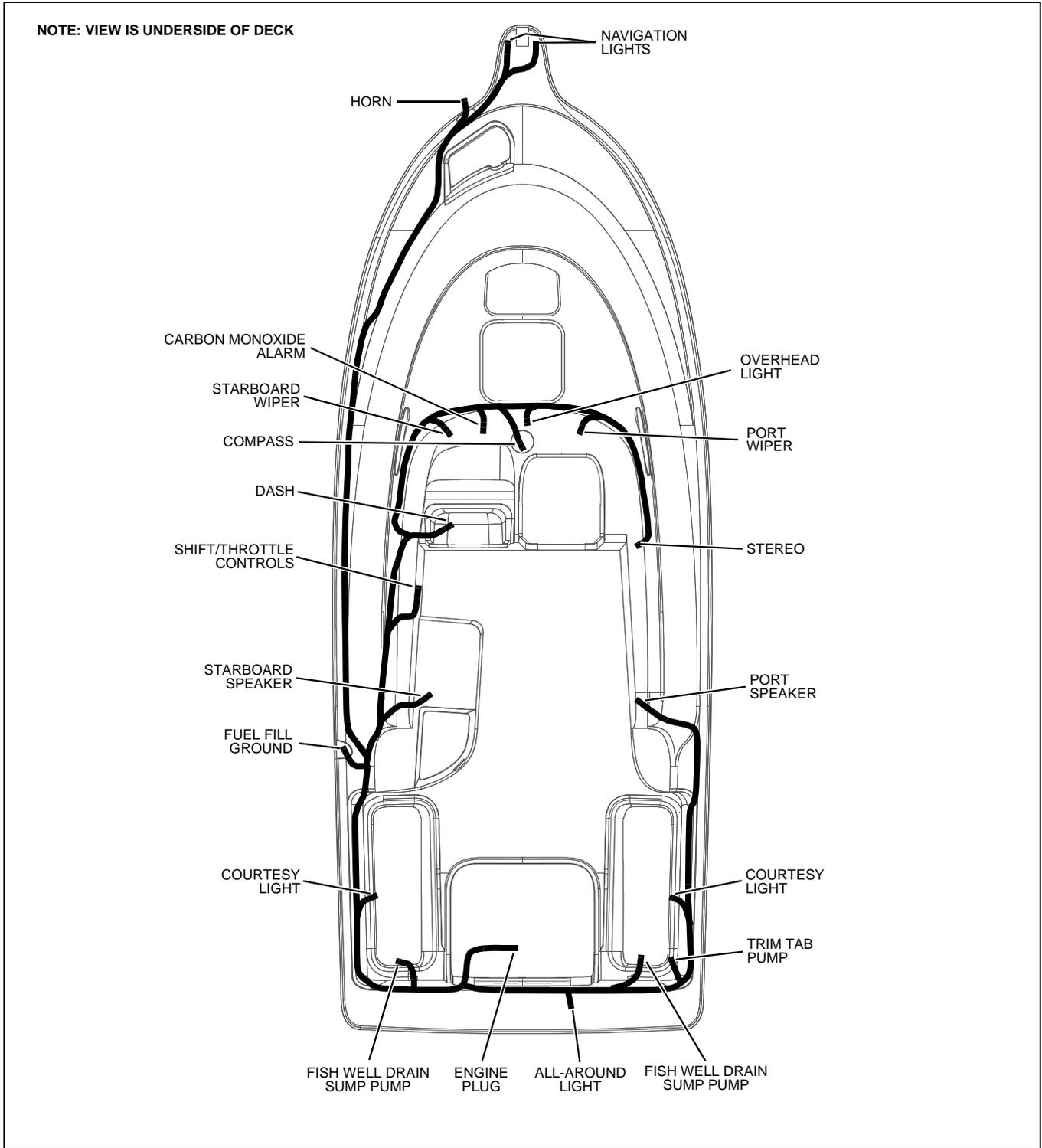
1802



2002

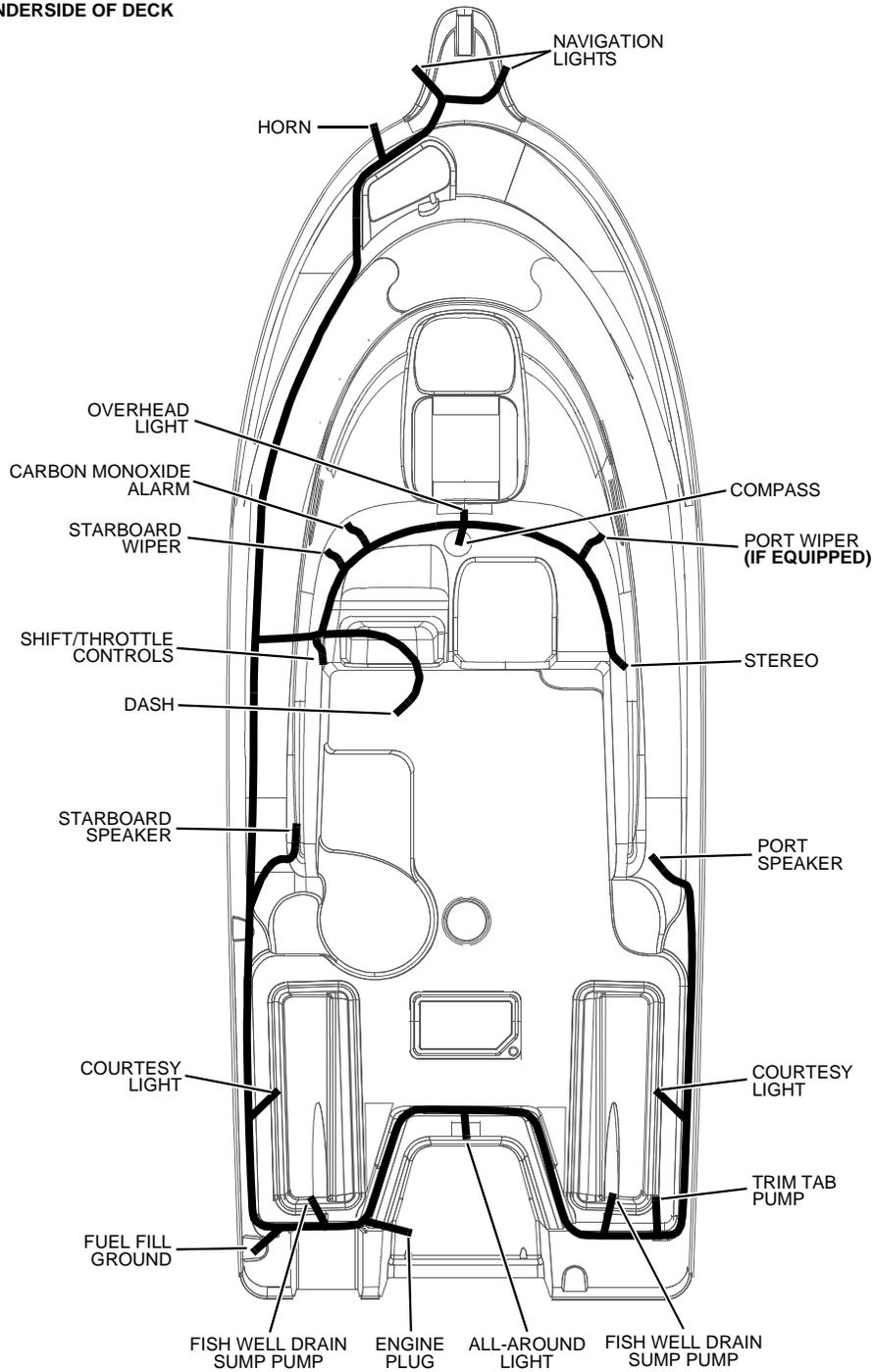


2052

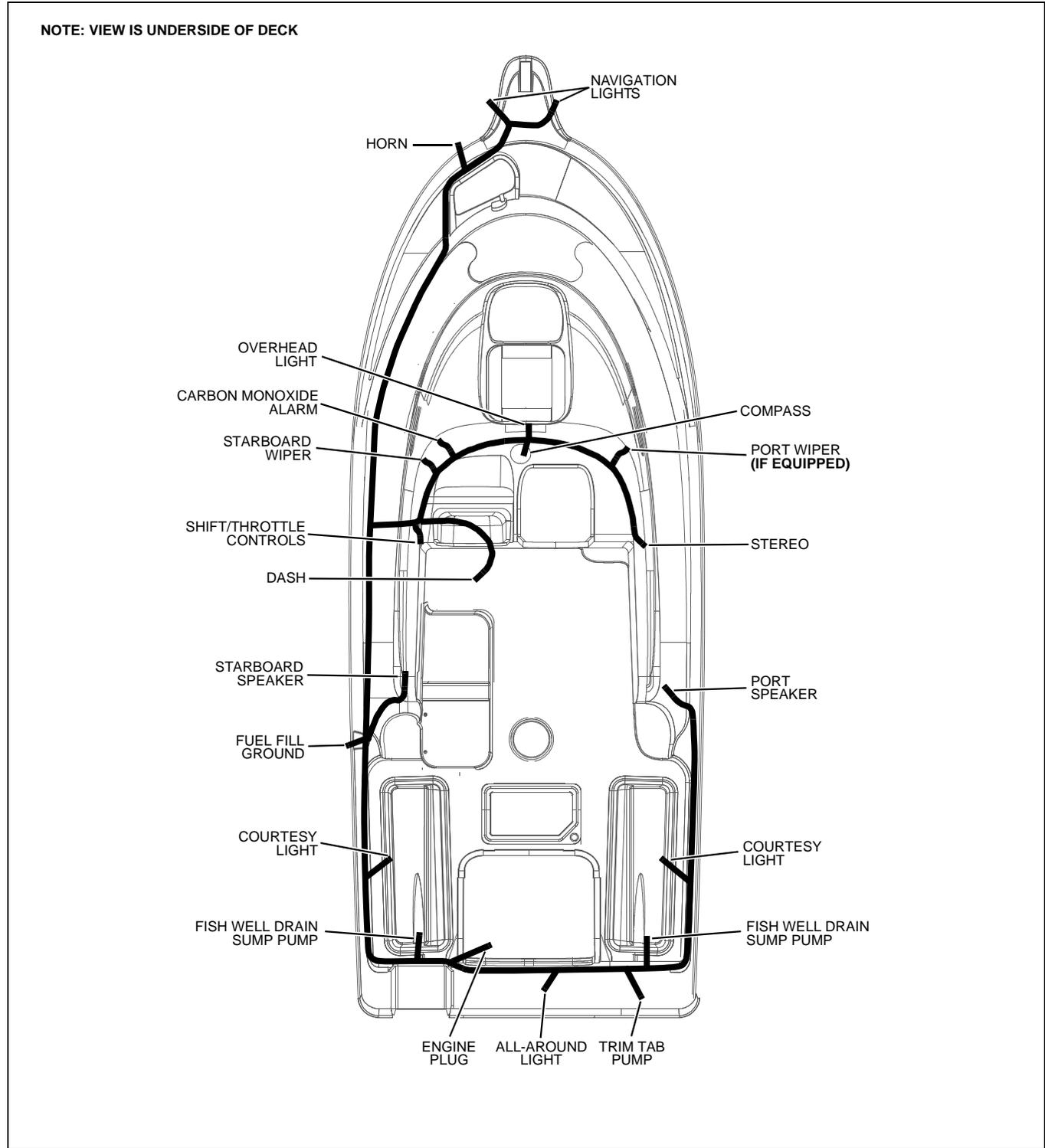


2302

NOTE: VIEW IS UNDERSIDE OF DECK

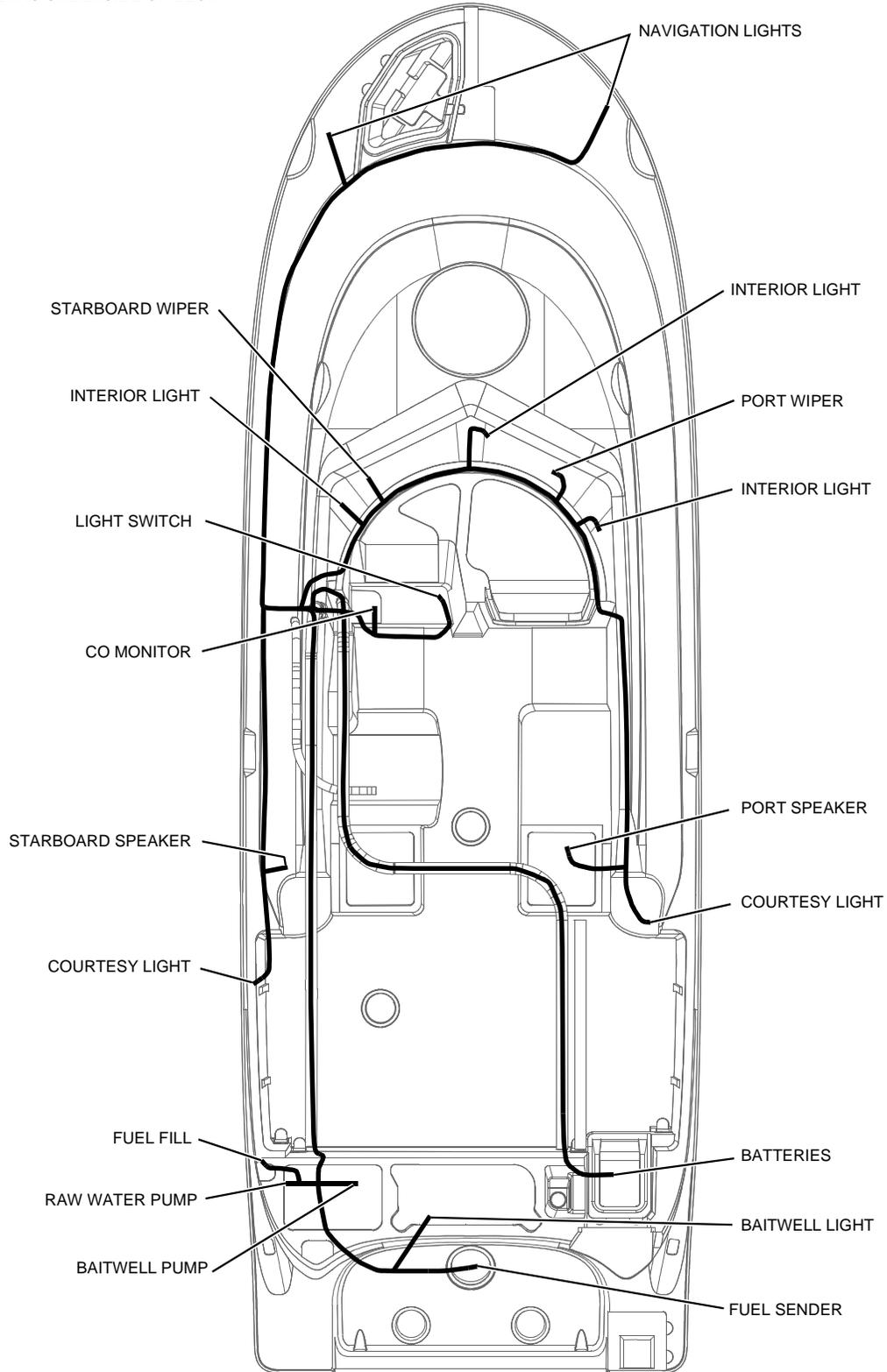


2352



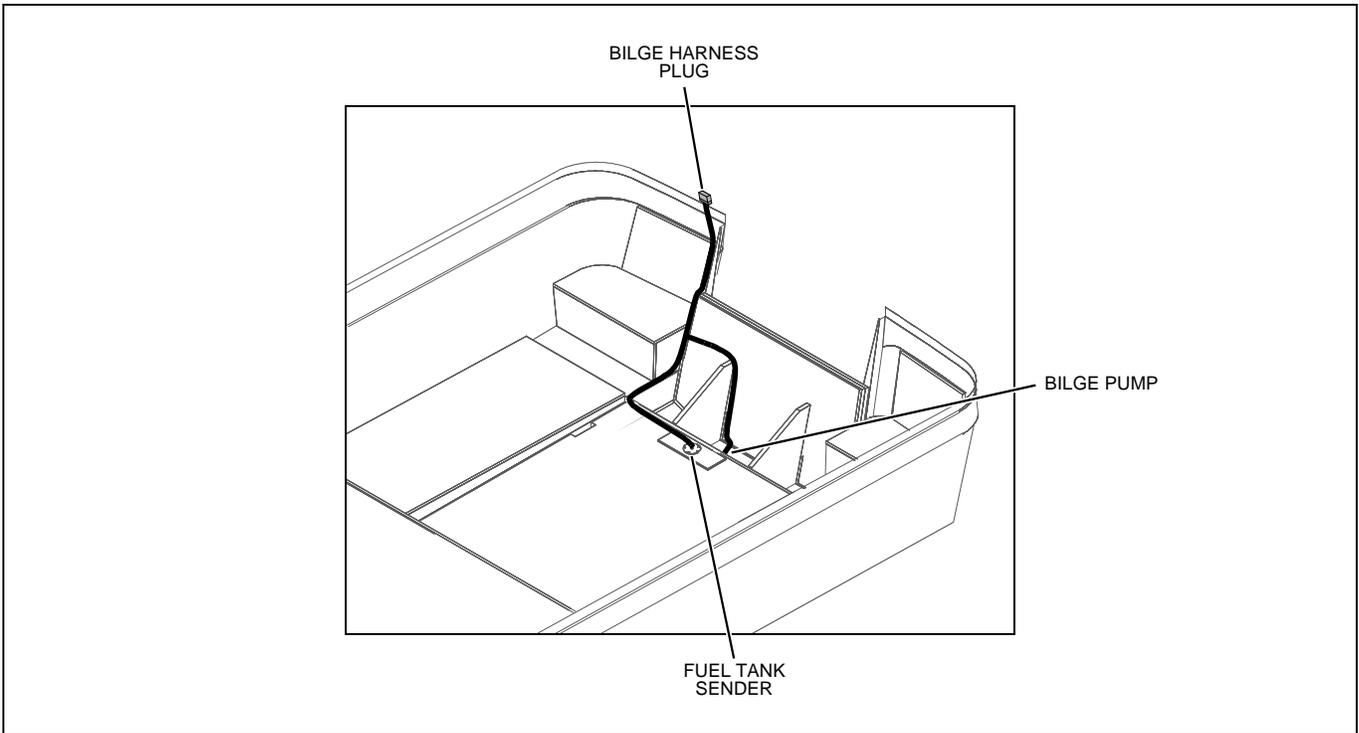
2502

NOTE: VIEW IS UNDERSIDE OF DECK

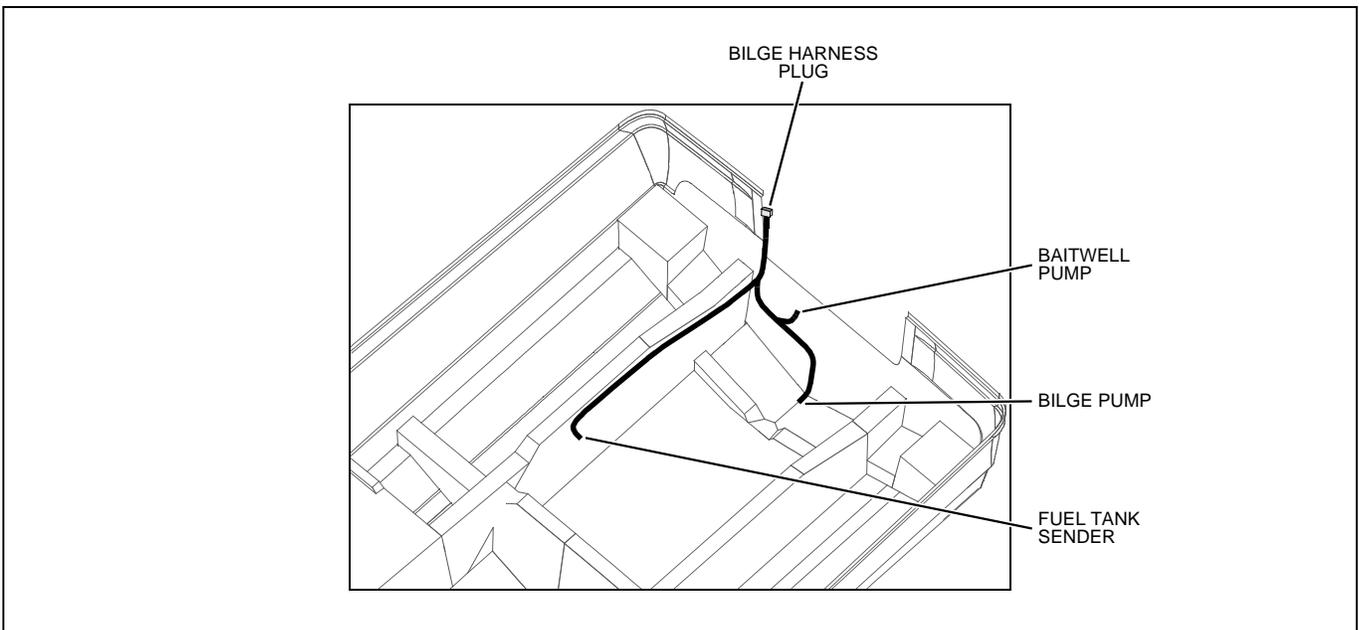


### Hull Electrical Harness Views

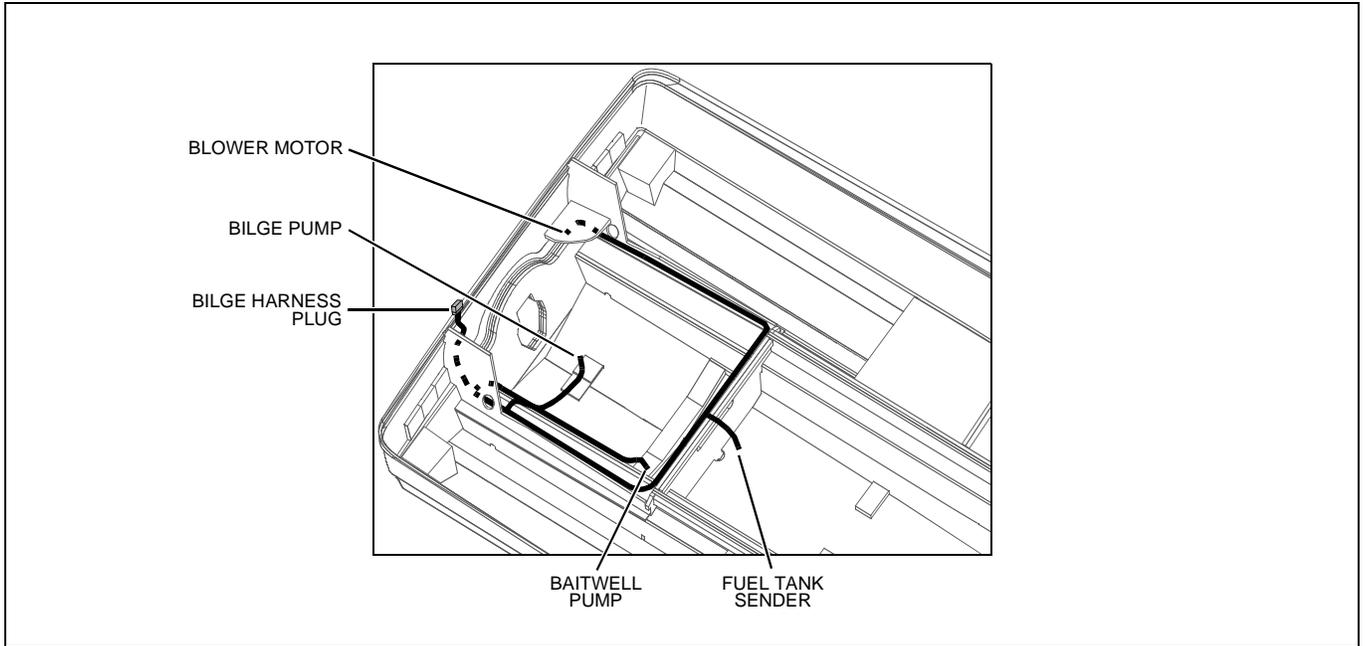
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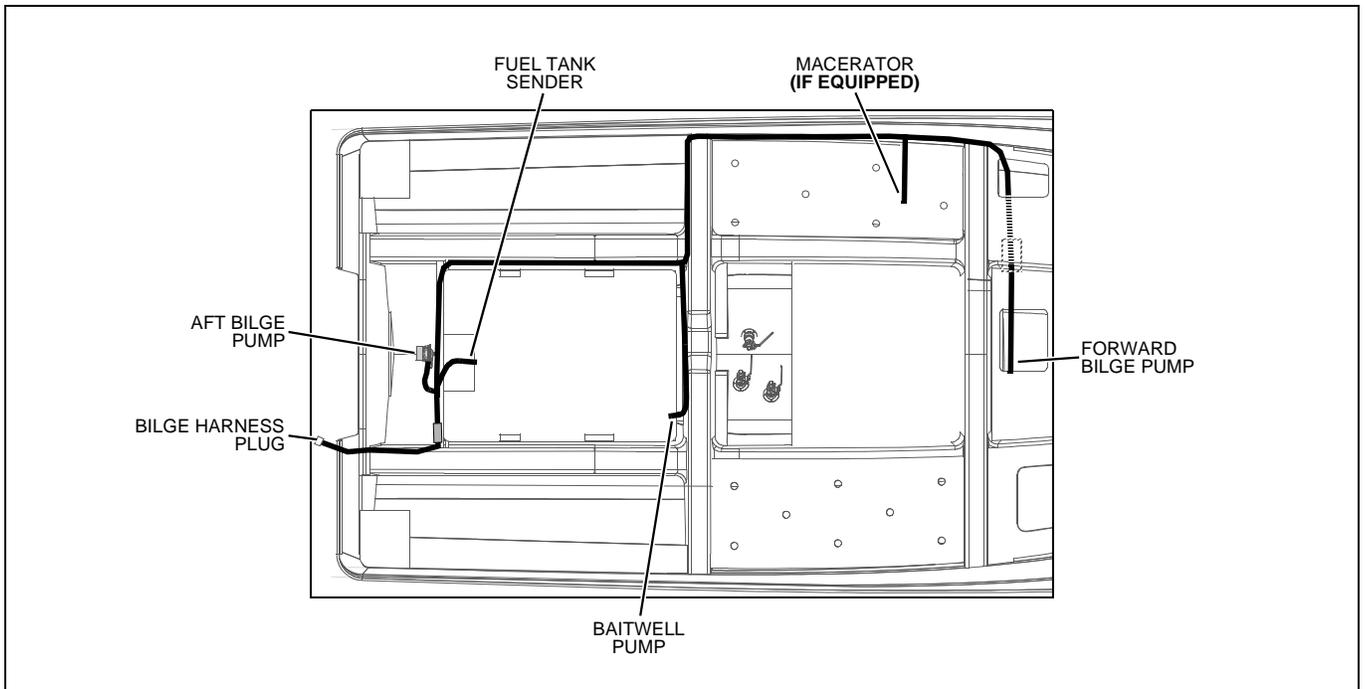
#### 2002



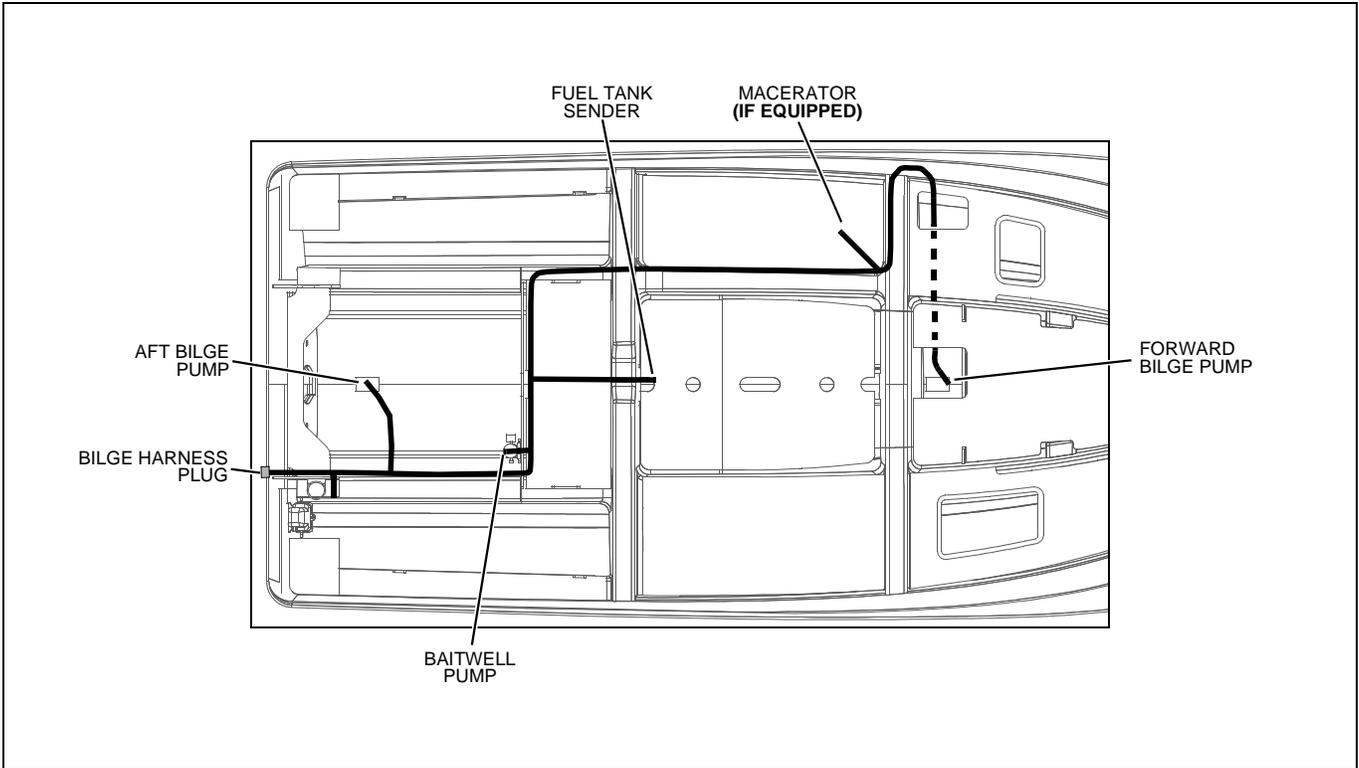
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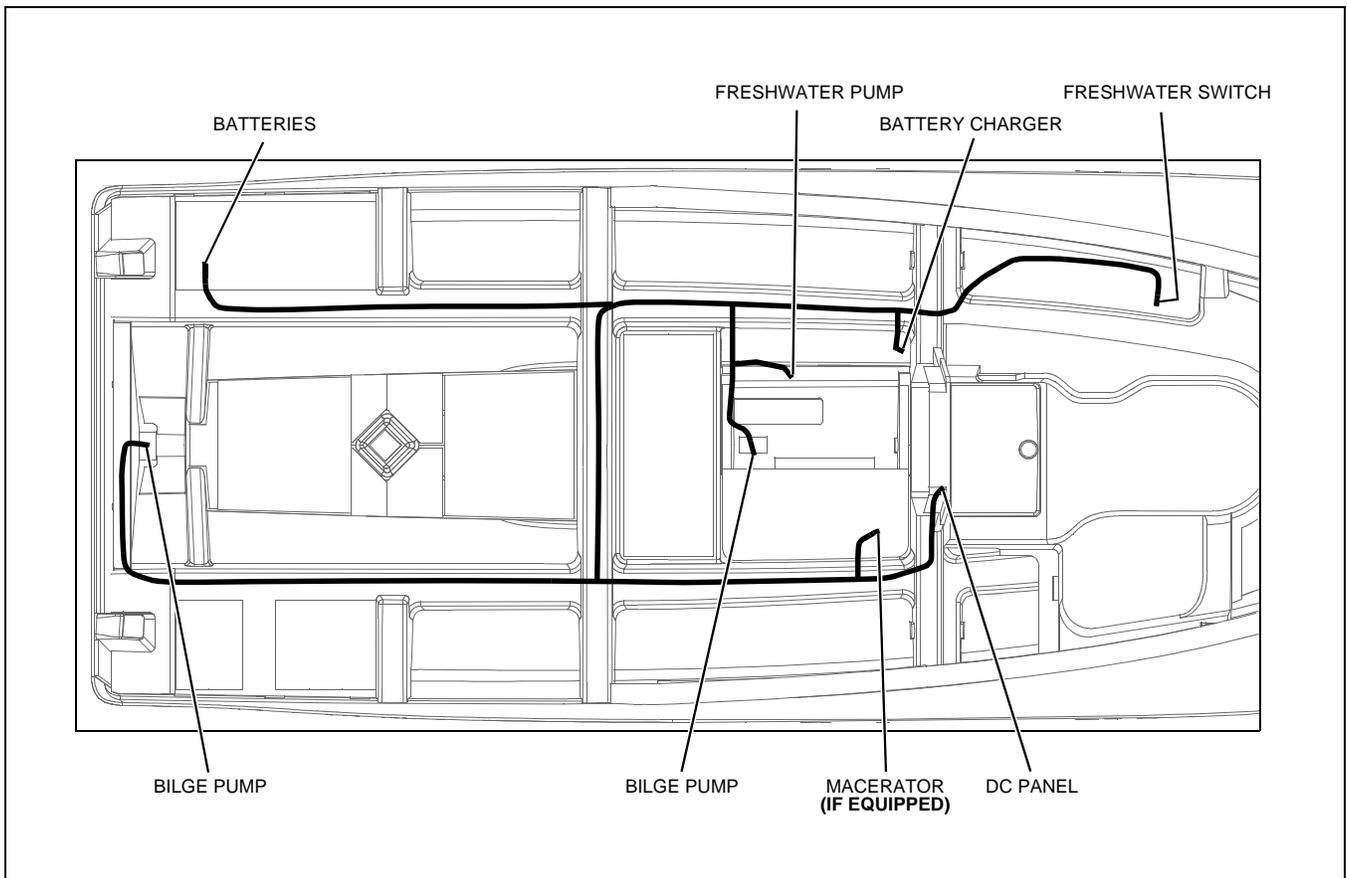
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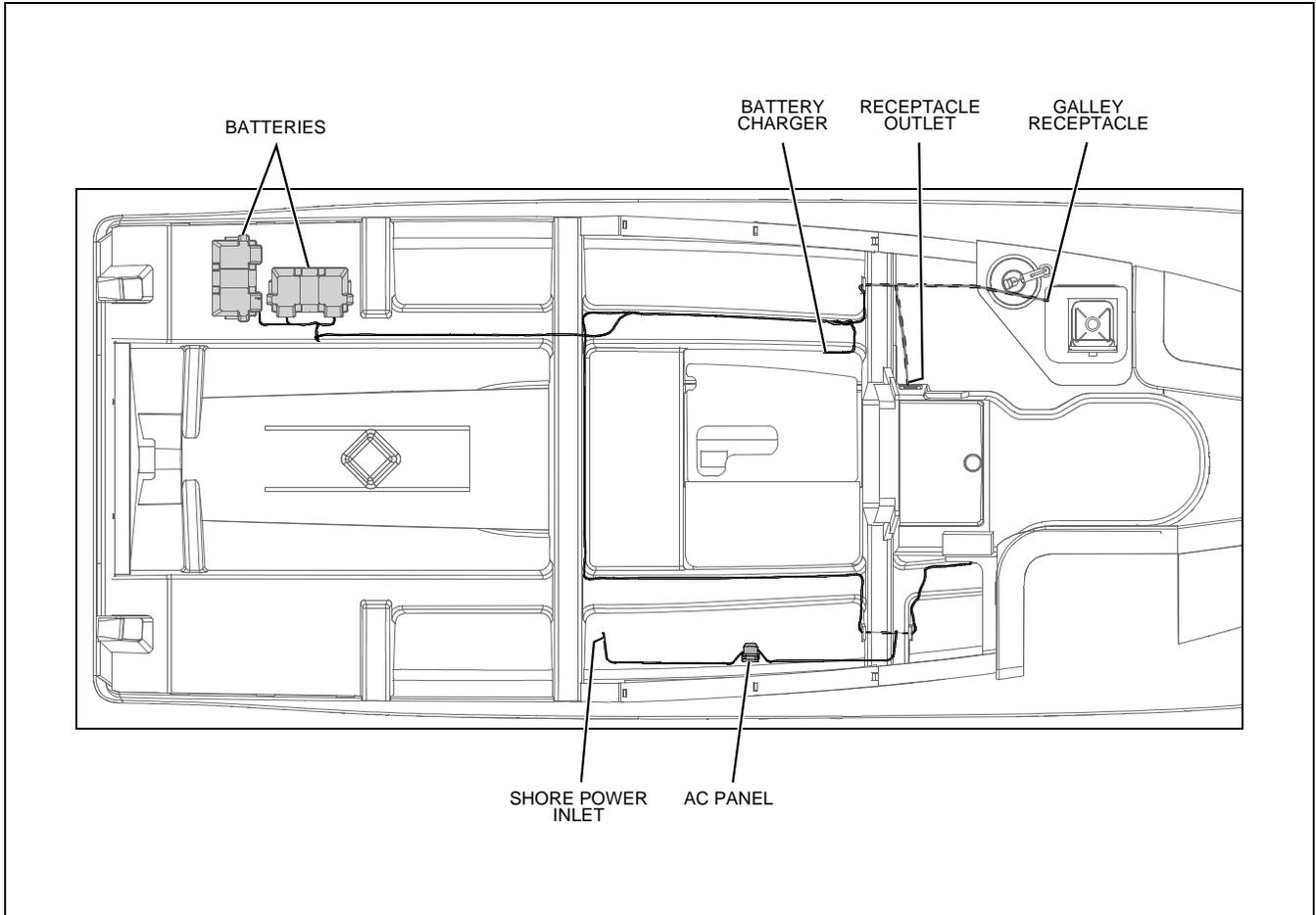
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2502

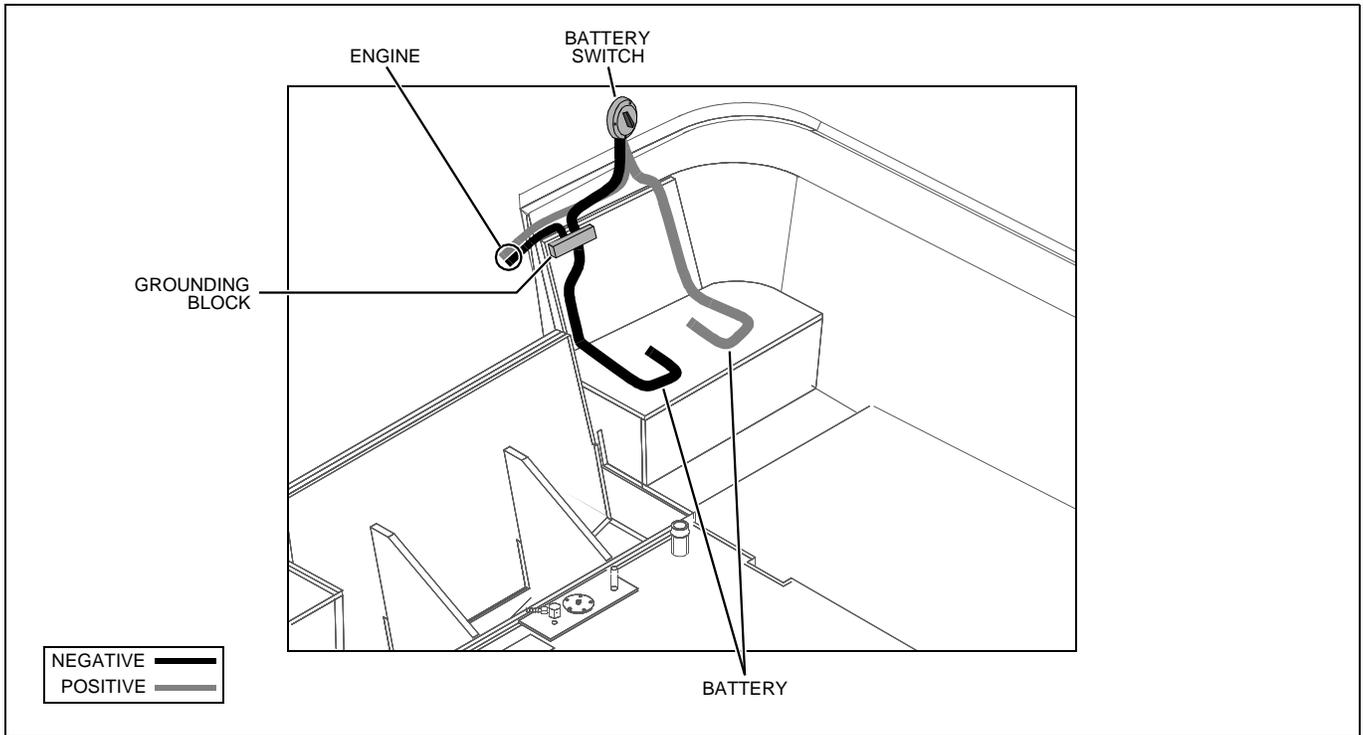


### 2502 Alternating Current Harness

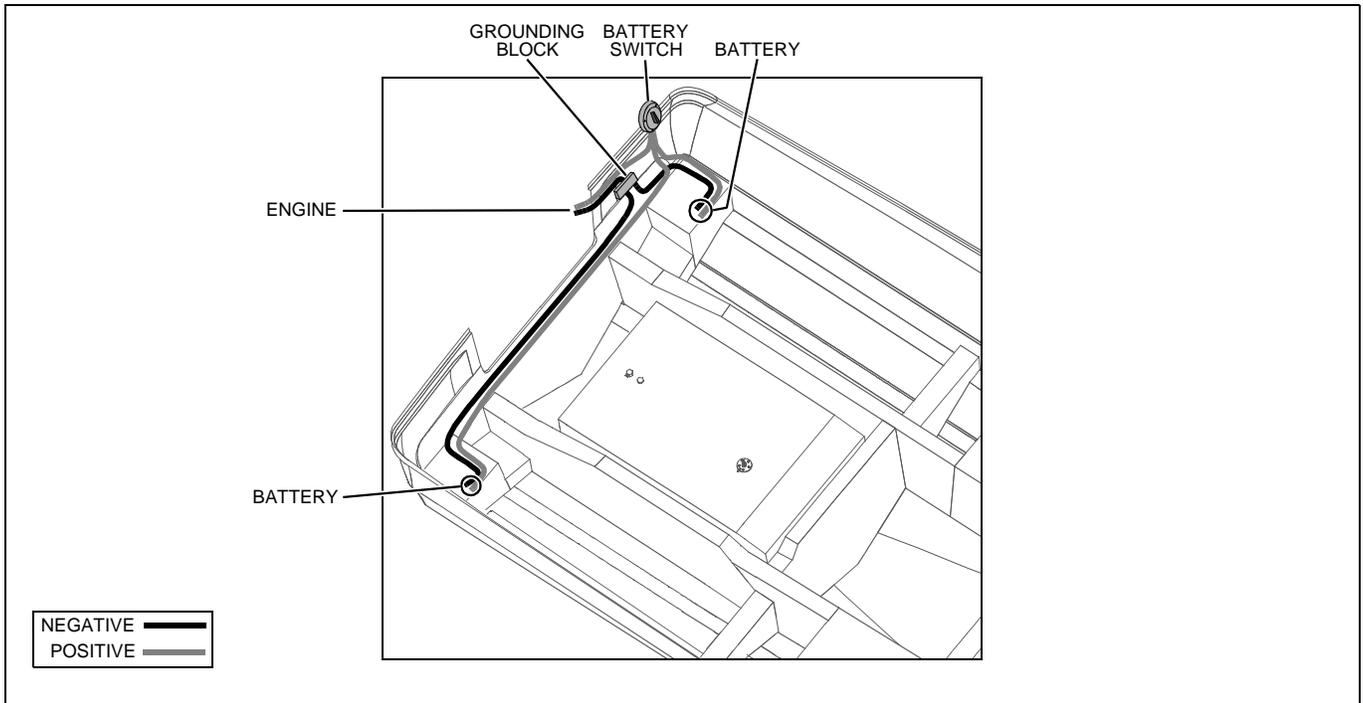


### Battery System Views

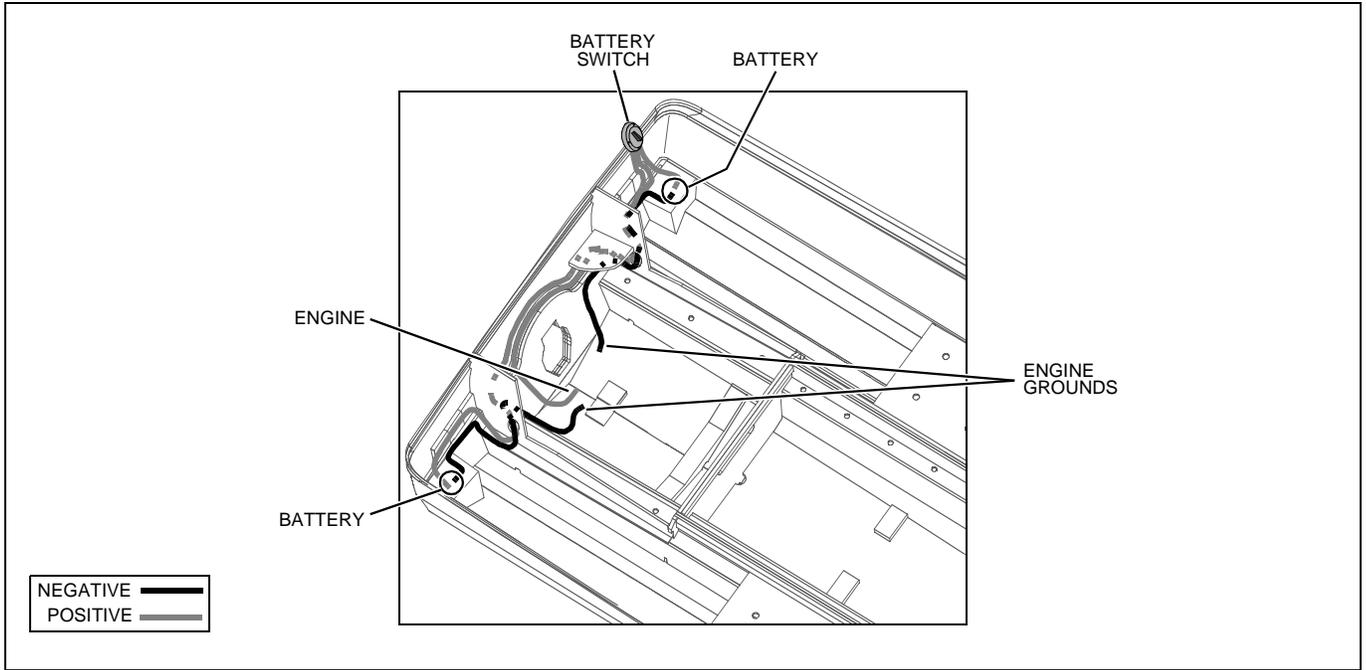
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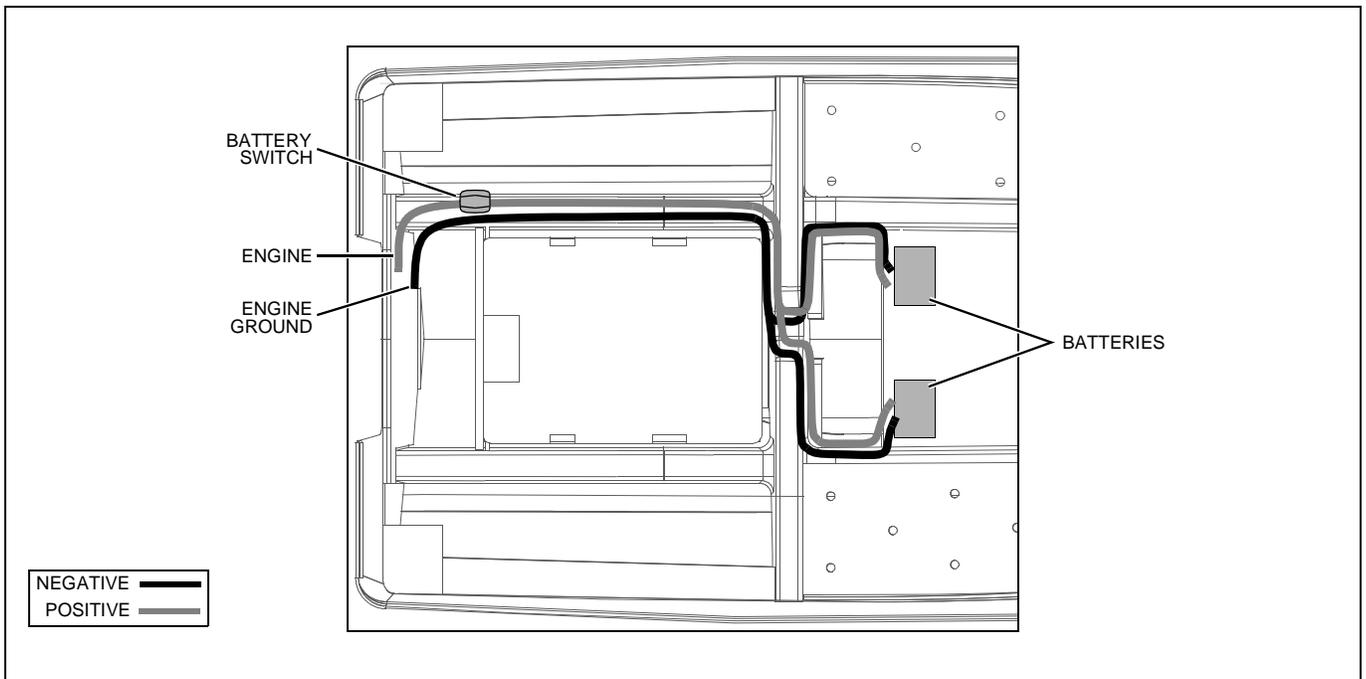
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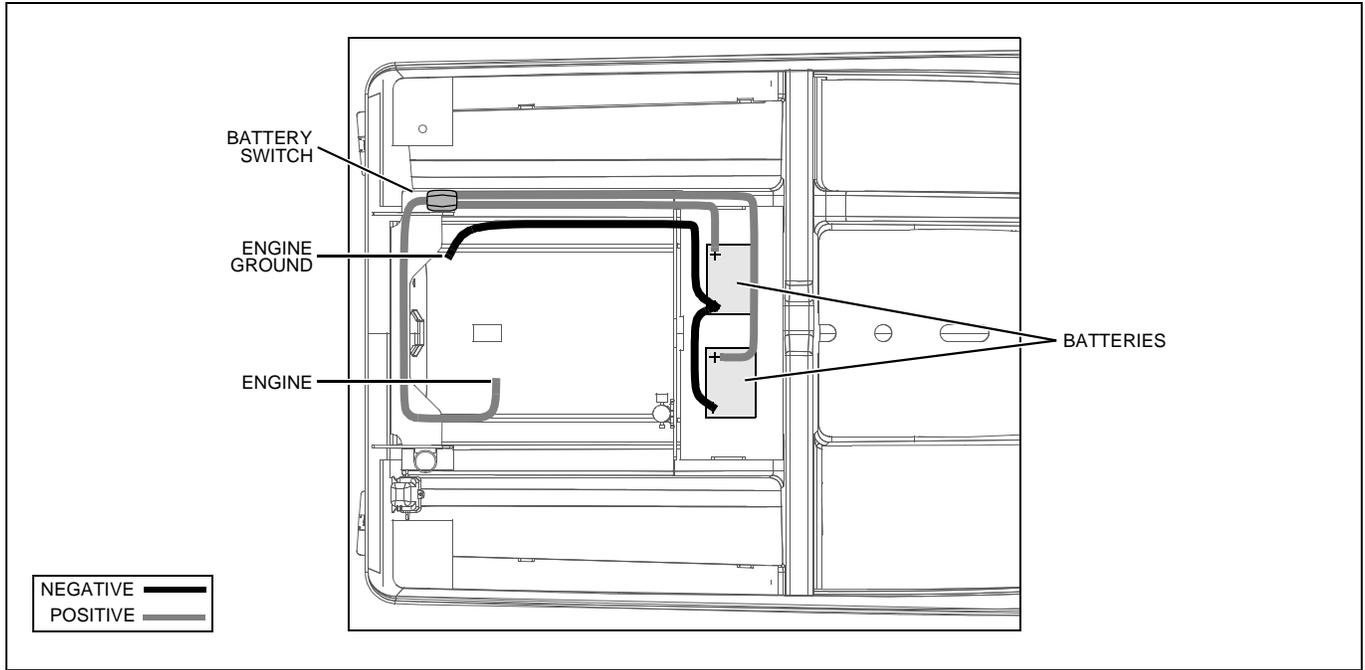
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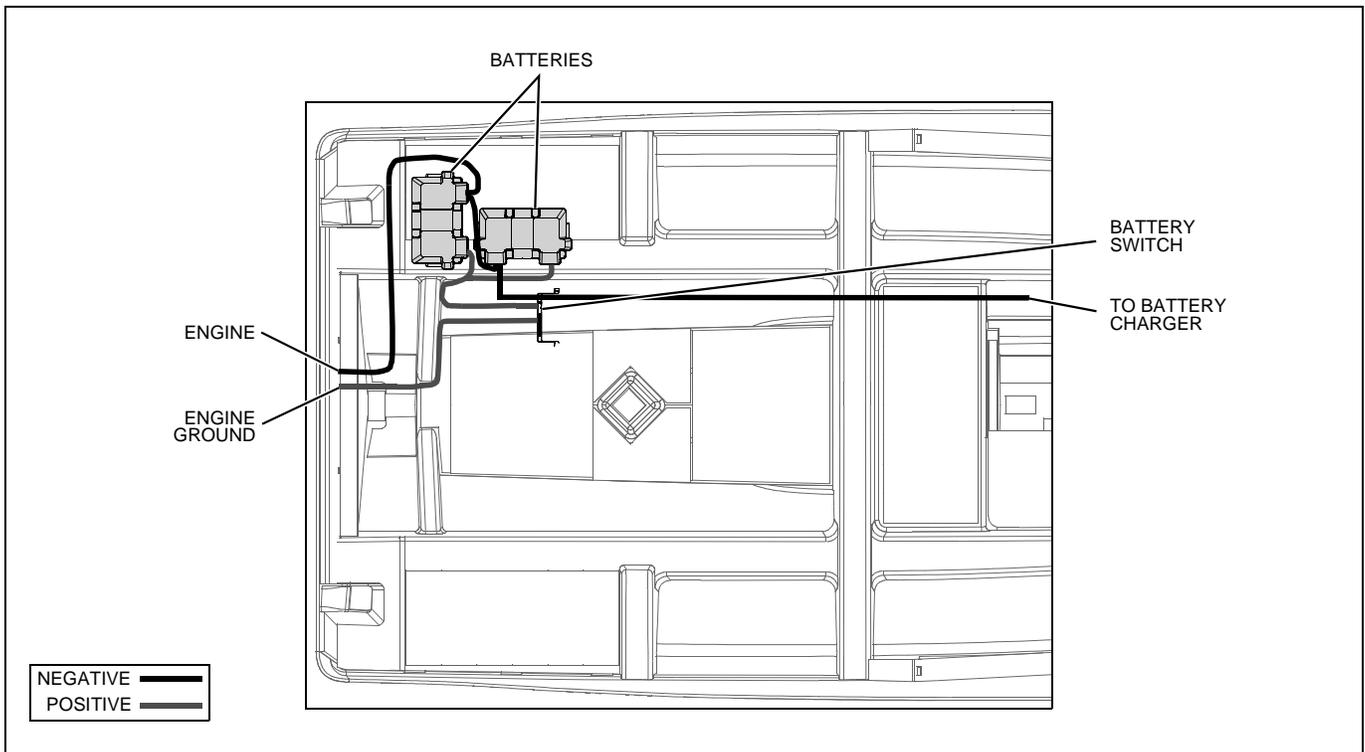
**2302**



**2352**

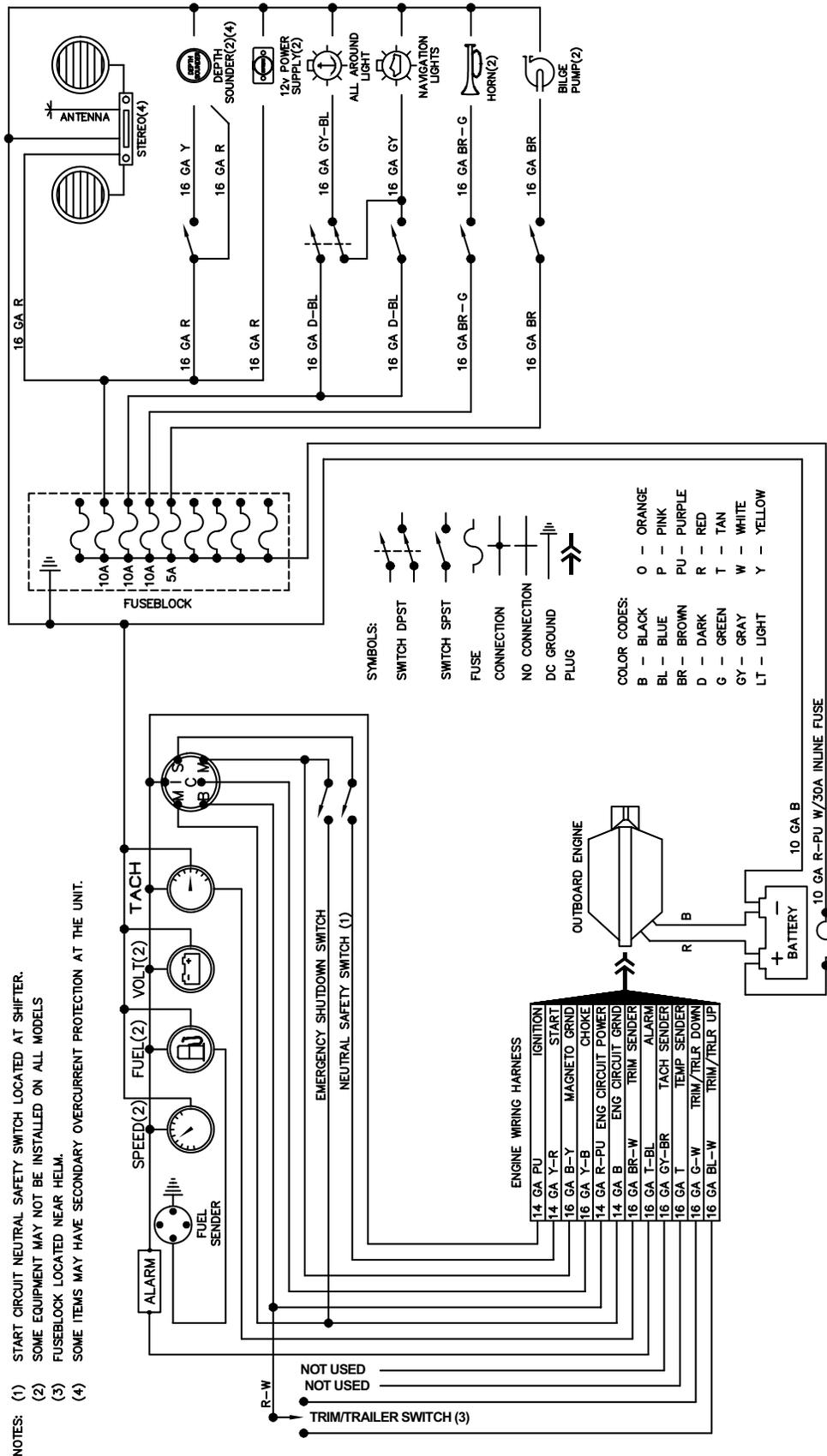


**2502**



# Wiring Diagrams

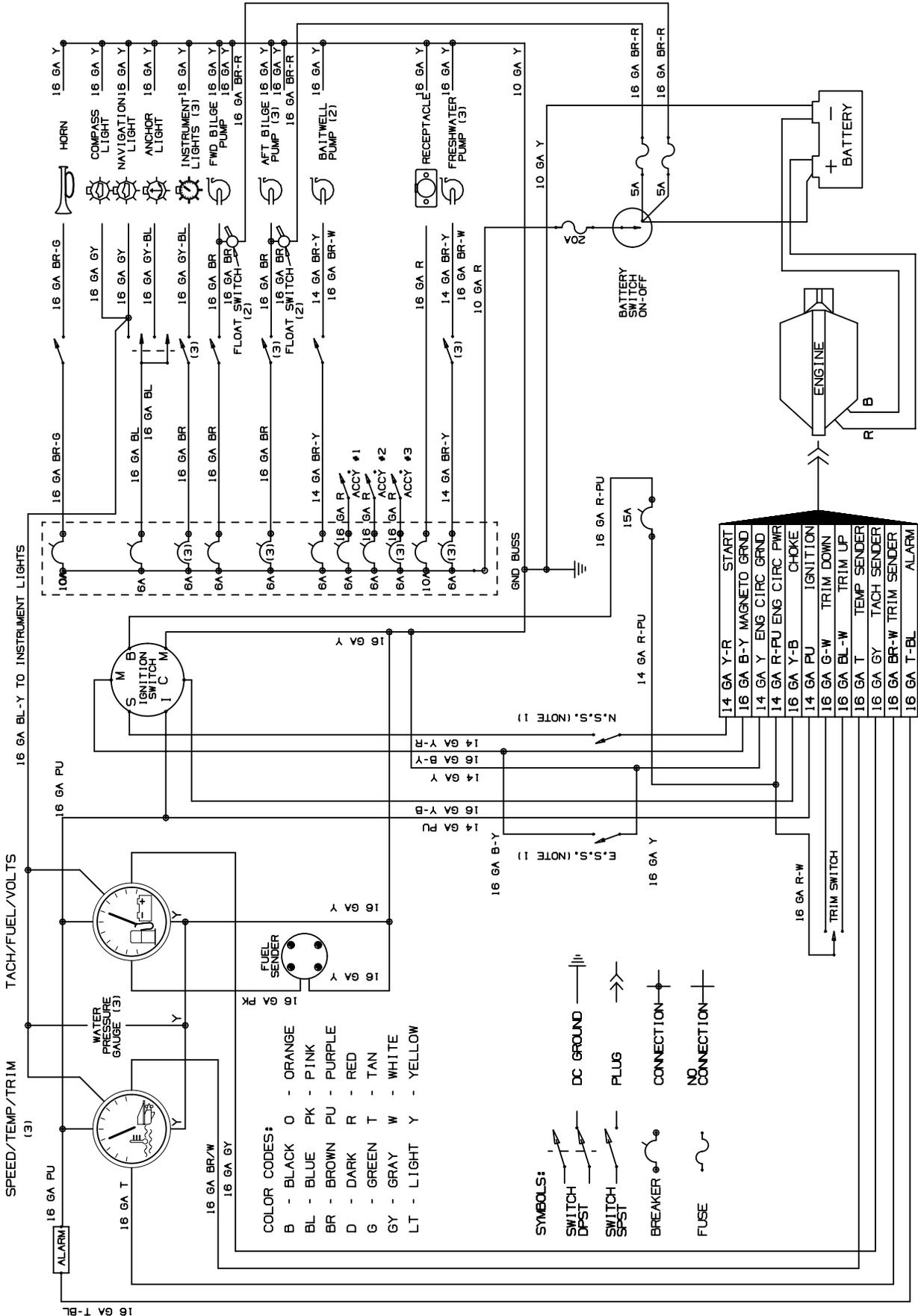
## 1802 Electrical System



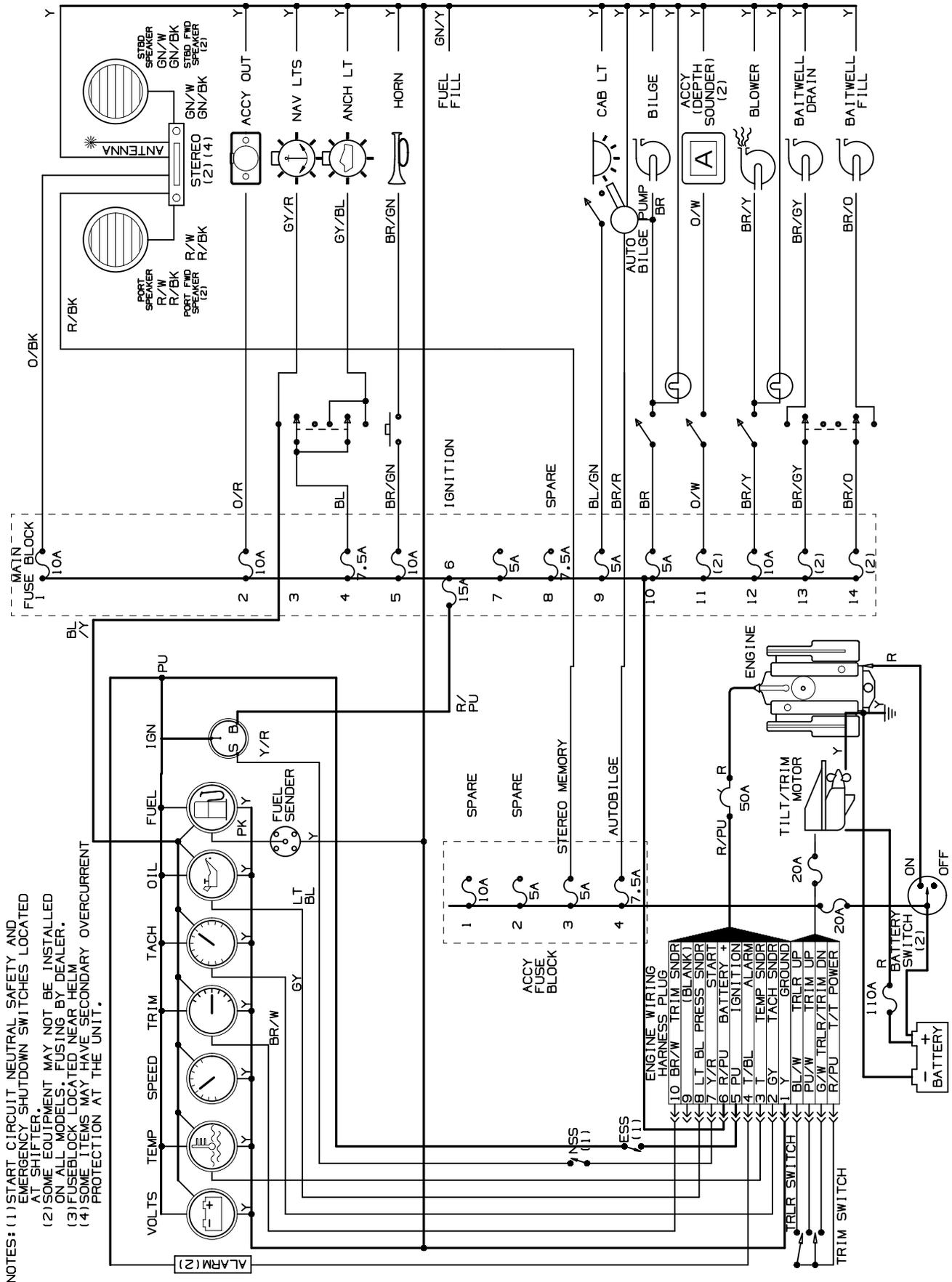
### 2002 Electrical System

**NOTES:**

- (1) START CIRCUIT NEUTRAL SAFETY (N.S.S.) AND EMERGENCY SHUTDOWN SWITCHS (E.S.S.) LOCATED AT/ OR NEAR SHIFTERS. SOME ITEMS MAY HAVE SECONDARY OVERCURRENT PROTECTION AT THE UNIT.
- (2) OPTIONAL EQUIPMENT NOT INSTALLED ON ALL BOATS.
- (3) TACH/FUEL/TRIM SPEED/TEMP/VOLTS

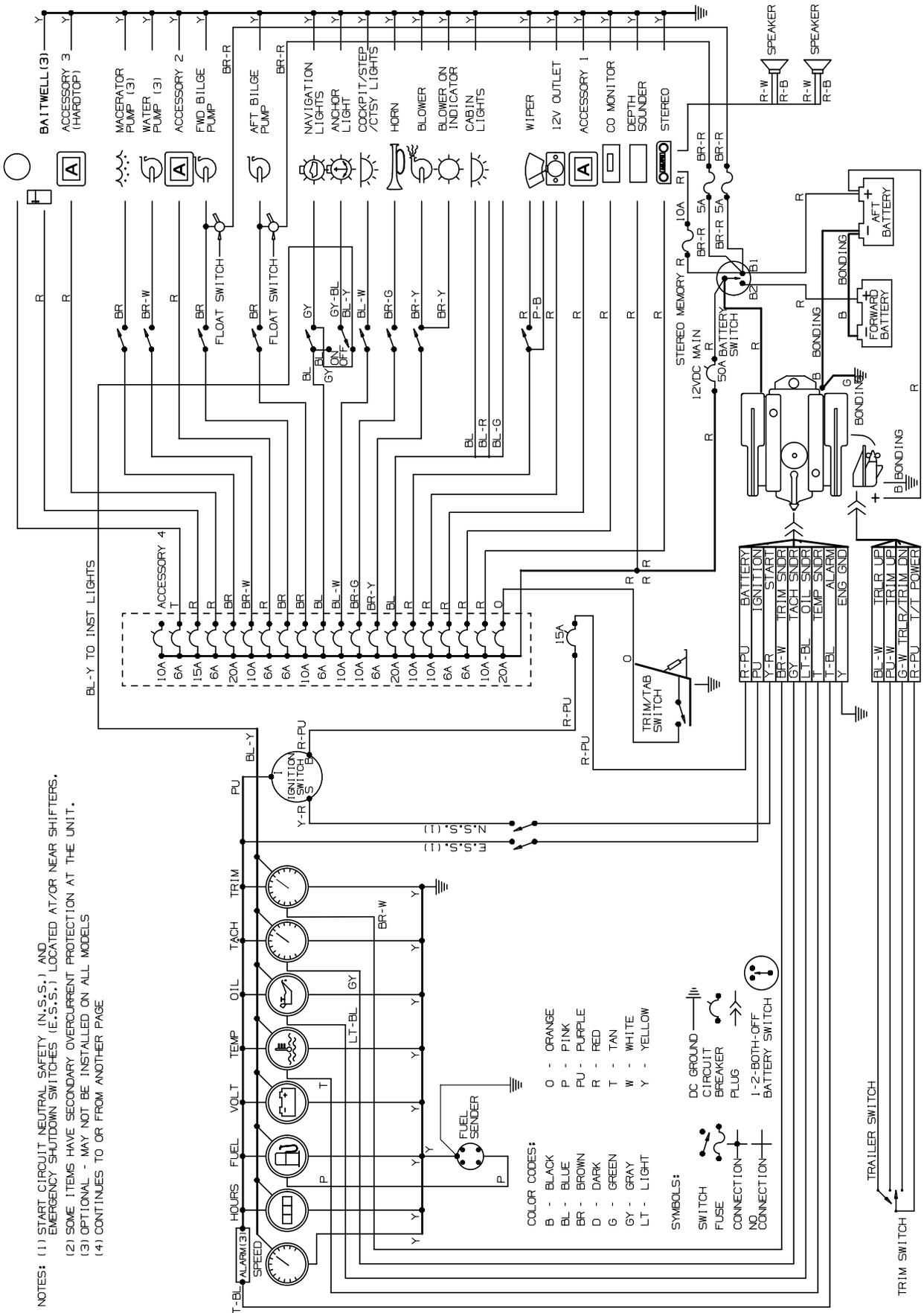


### 2052 Electrical System

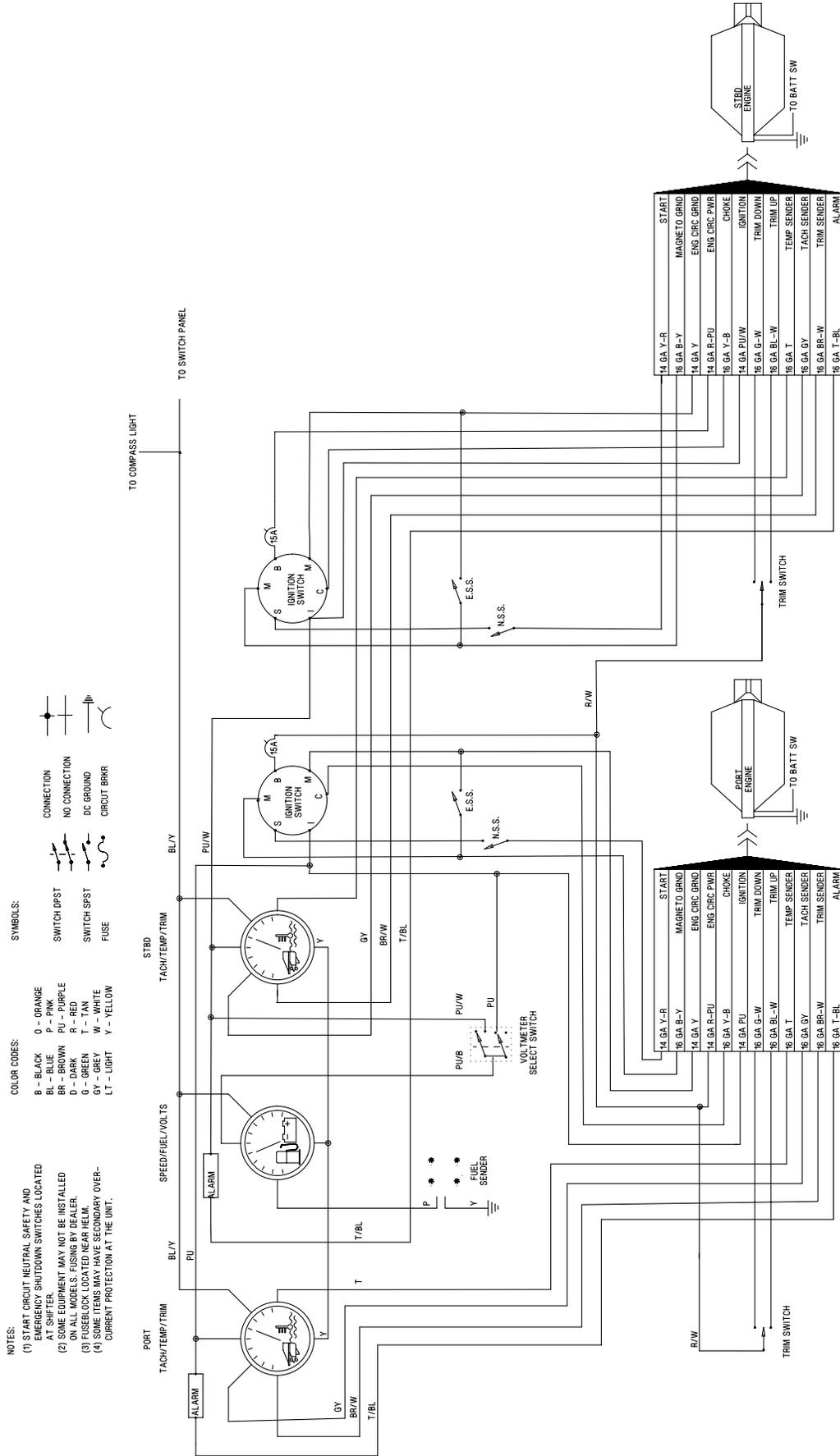




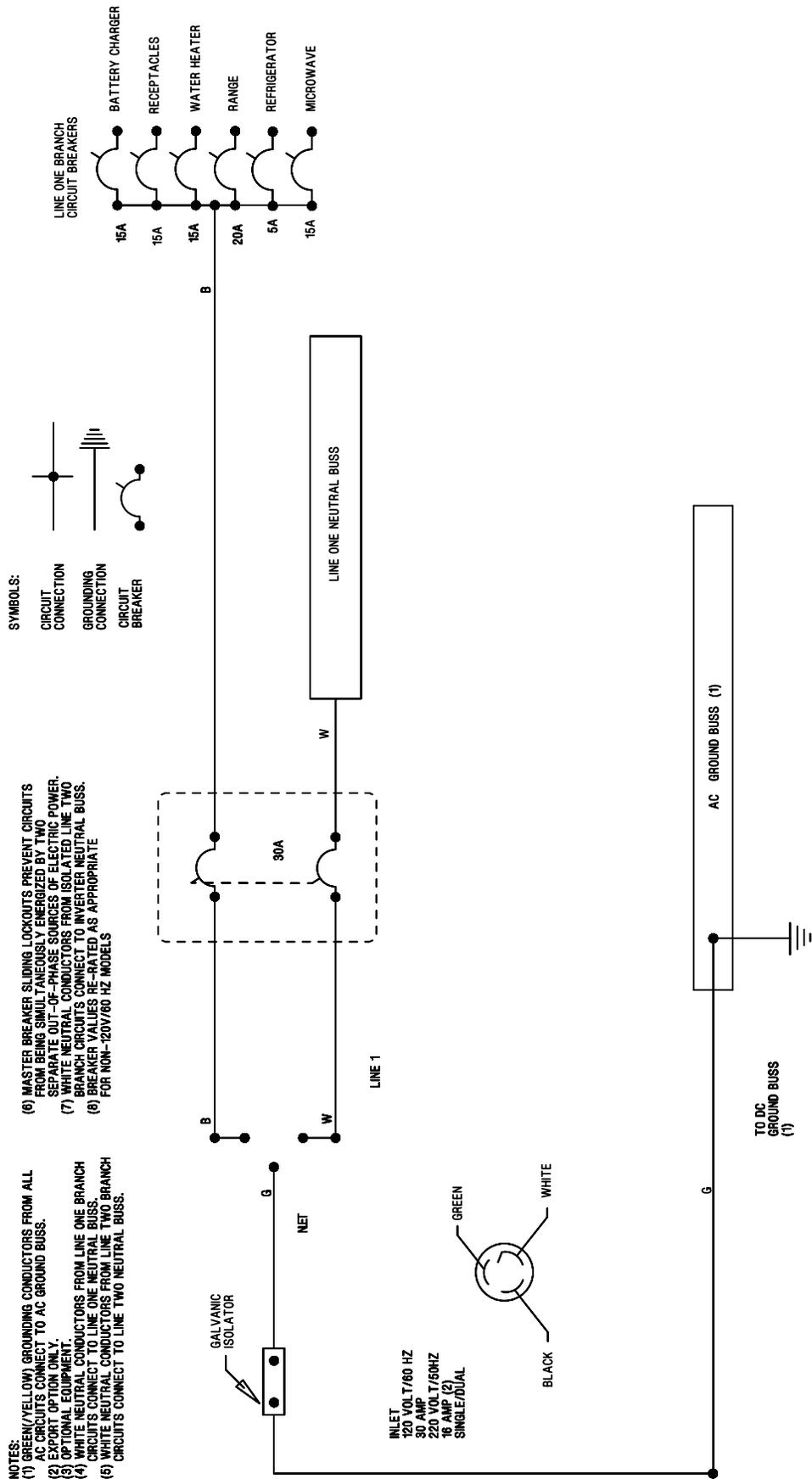
### 2352 Electrical System



# 2502 Electrical System



## 2502 Alternating Current (AC) System



## Important Records

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### 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

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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		

## Operator of Boat

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

## 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

### 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 1758958**

**Trophy • P.O. Box 9029 • Everett, WA 98206 • 360-435-5571**