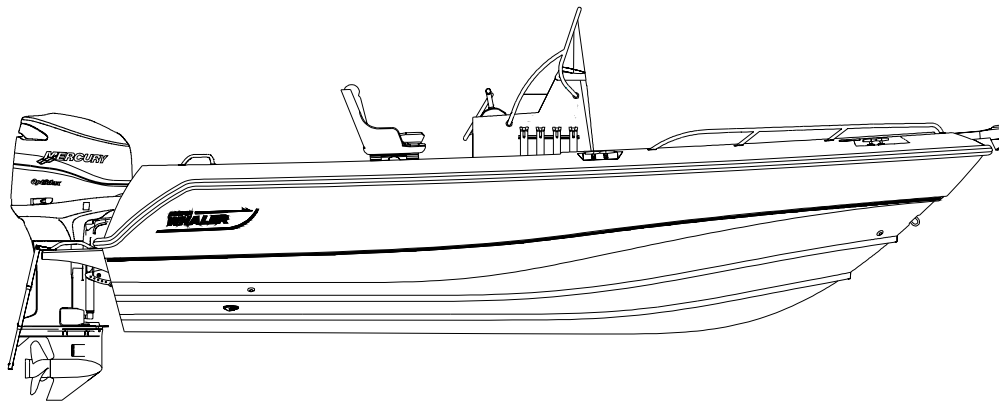


210 Outrage



**“The mission of Boston Whaler® is
to provide consumers with the
safest, highest quality, most durable
boats in the world”**

Rev B 05/18/04

INFORMATION IN THIS PUBLICATION IS BASED ON THE LATEST PRODUCT SPECIFICATIONS AVAILABLE AT PRINTING. BOSTON WHALER® BOATS, INC. RESERVES THE RIGHT TO MAKE CHANGES AT ANY TIME WITHOUT NOTICE, IN THE COLORS, EQUIPMENT, SPECIFICATIONS, MATERIALS AND PRICES OF ALL MODELS, OR TO DISCONTINUE MODELS. SHOULD CHANGES OR MODIFICATIONS TO THE MODELS BE MADE BOSTON WHALER® IS NOT OBLIGATED TO MAKE SIMILAR CHANGES OR MODIFICATIONS TO MODELS SOLD PRIOR TO THE DATE OF SUCH CHANGES. THE FOLLOWING ARE REGISTERED TRADEMARKS OF THE BRUNSWICK CORPORATION:
210 OUTRAGE, BOSTON WHALER®. MRP #1669829

History

In 1958, company founder Richard T. Fisher introduced the first Boston Whaler boat in Braintree, Massachusetts. It featured two significant innovations: first, its twin sponson hull design produced superior stability and a remarkably dry ride; second, its unique foam core construction made the boat not only durable, but unsinkable as well.

Fisher took every opportunity to illustrate the unique characteristics of the Boston Whaler. His most famous demonstration was captured in 1961, by *Life Magazine*. The series of photographs showed the boat underway, the boat being sawed in half and ultimately Fisher motoring away in the remaining half of the boat. And through the years many other demonstrations have proved the toughness and durability of the Boston Whaler hull. And though you may never cut your boat in half, this only goes to show one thing, people whose livelihood and lives depend on boats consistently choose Boston Whaler because of their seaworthiness, dependability and the inherent safety of a hull that won't sink even if severely damaged.

Boston Whalers are built to last. For over 40 years Boston Whaler® has strived to make each model better, providing you with a safe and fun boating experience. That is the reason we offer a 10 year limited transferable warranty. It is also an excellent reason why you can trust the safety of your family and friends to a Boston Whaler.

PLEASE KEEP THIS OWNER'S MANUAL PACKET IN A SECURE PLACE, AND BE SURE TO HAND IT OVER TO THE NEW OWNER IF YOU SELL THE BOAT.



Boston Whaler founder Richard T. Fisher demonstrating one of the features that has made Boston Whaler the "Unsinkable Legend" in this 1961 LIFE Magazine Photo.

Richard T. Fisher was posthumously inducted into the National Marine Manufacturer's Association (NMMA) Hall of Fame on September 26, 1996 for accomplishments made in marine engineering and construction.

210 Outrage-Owner's Manual

Introduction

This Owner's Manual has been written to provide specific information about your boat and it should be read carefully. Keep this booklet with the Owner's Manual in the Owner's Manual Packet.

The Owner's Manual Packet has been compiled to help you operate your boat with safety and pleasure. It contains details of the boat, the equipment supplied or fitted, it's systems and information on it's operation and maintenance. Please familiarize yourself with the boat and it's operation before using it.

If this is your first boat, or you are changing to a type of boat you are not familiar with, for your own comfort and safety, please ensure that you obtain handling and operating experience before "assuming command" of your boat. Your Boston Whaler® dealer or local Yacht Club will be pleased to advise you of marine safety classes and safe boating classes in your area.

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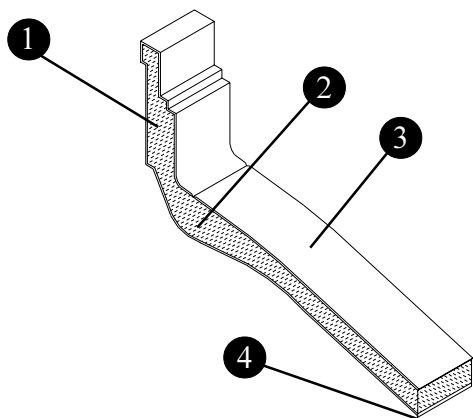
210 Outrage-Owner's Manual Construction Standards

“THE MISSION OF BOSTON WHALER IS TO PROVIDE CONSUMERS WITH THE SAFEST, HIGHEST QUALITY, MOST DURABLE BOATS IN THE WORLD”.

We are dedicated to creating a superior product providing you with comfort, performance, safety and dependability. All of our boats comply with the safety standards set by the United States Coast Guard and are designed, engineered and manufactured in accordance with applicable recommendations and guidelines of the American Boat and Yacht Council (A.B.Y.C.) and certified by the National Marine Manufacturers Association (N.M.M.A.).

Our Hull

- ① No air voids
- ② High density closed cell non-absorbent foam
- ③ High quality resins and gelcoats
- ④ Woven glass matting



Boston Whaler® hulls are constructed with our patented Unibond™ construction. This involves shooting high density foam into a closed mold system. The foam expands to fill voids in the hull, and when the finished product is pulled from the mold, the deck and the hull are chemically bonded to form a solid, inseparable unit.

Servicing your Boston Whaler

When your 210 Outrage needs to be serviced or regular maintenance is needed, it should be taken to an authorized Boston Whaler® dealer.

To find a Boston Whaler® dealer in your area call:
1-800-942-5379

Domestic/International

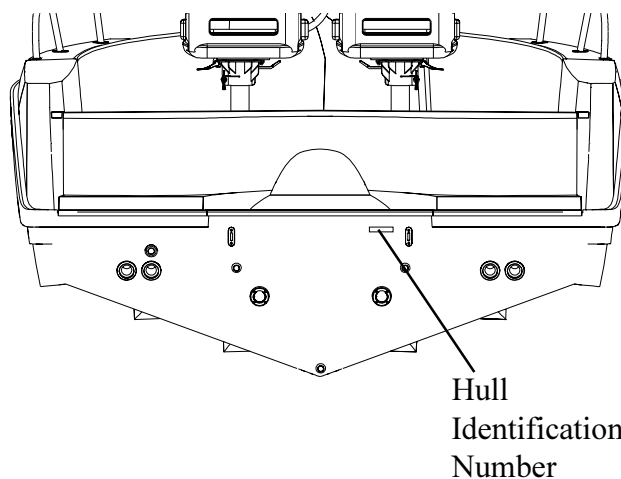
If a problem is not handled to your satisfaction:

Discuss any warranty related problems directly with the service manager of the dealership or your sales person. Give the dealership an opportunity to help the service department resolve the matter for you.

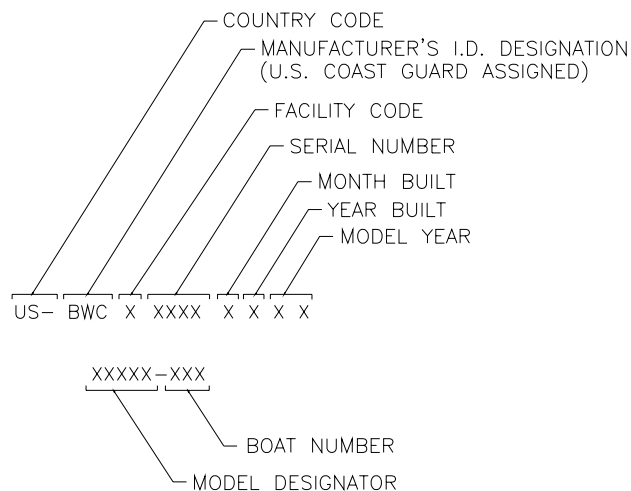
Hull Identification Number

The “Hull Identification Number” is located on the starboard side of the transom wall.

This is the most important identifying factor and must be included in all correspondence related to your vessel. Failure to do so will only create delays. Also of vital importance are the engine serial numbers and part numbers when writing about or ordering parts for your engine.

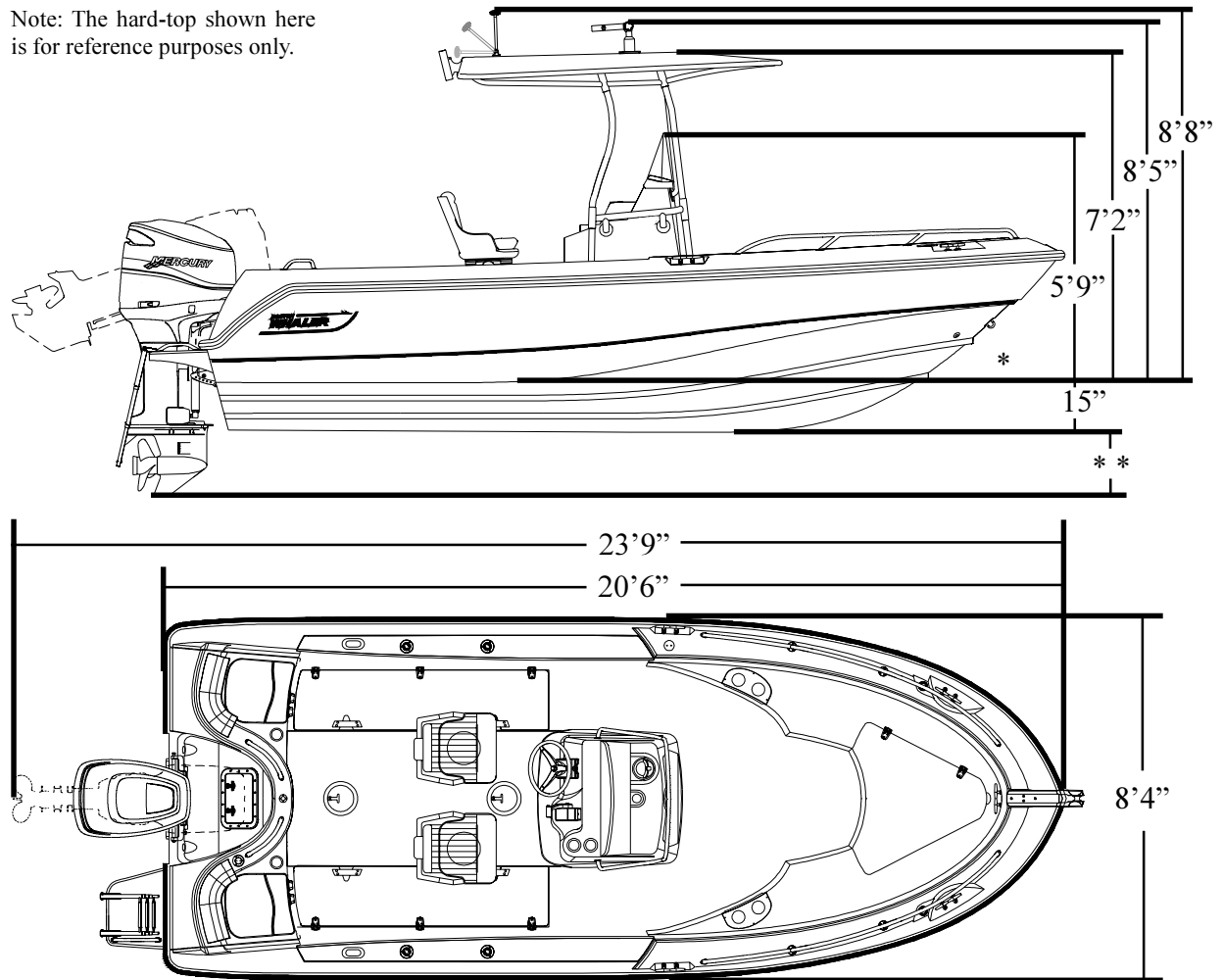


Typical H.I.N. Description



210 Outrage-Owner's Manual

Note: The hard-top shown here is for reference purposes only.



Specifications & Dimensions

Overall Length	20'6"	6.25	m
Trailable Length	23'9"	7.24	m
Bridge Clearance	7'2"	2.18	m
Bridge Clearance (no top)	5'9"	1.75	m
Beam	8'4"	2.54	m
Draft, (Hull Only)	15"	.38	m
Weight (dry, no engine)	2700 lbs.	1224	kg
Swamped Capacity	5500 lbs	2494	kg
Maximum Engine Weight	610 lbs.	277	kg
Maximum Weight, (passengers, engine(s), gear,**)	3300 lbs	1496	kg
Persons	10		
Maximum Horsepower	225HP	167	kw
Minimum Horsepower	135 HP	100	kw
Fuel Capacity	95 gal.(U.S.)	359	L
Water Capacity	20 gal.(U.S.)	76	L
*	Waterline		
***	Engine Draft,(See Notice)		

NOTICE

Specified measurements are approximations and are subject to variance.

**

NOTICE

Exceeding this weight will affect the boat's performance. DO NOT Exceed the weights listed on the capacity plate.

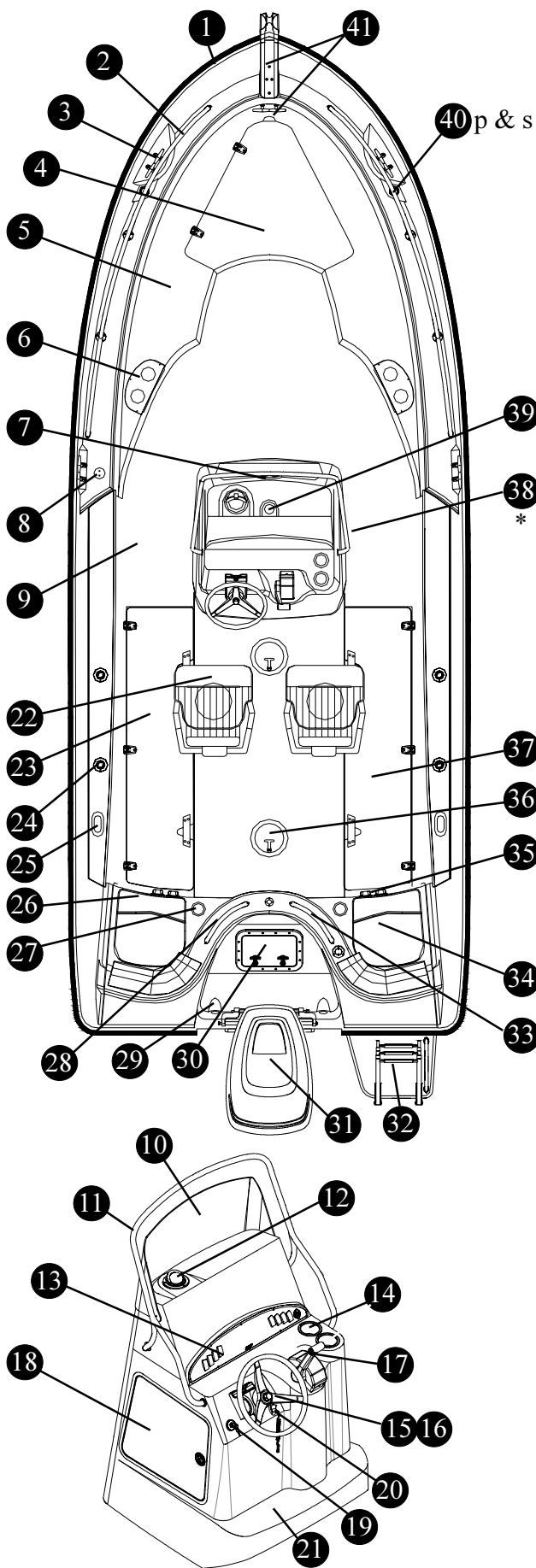
NOTICE

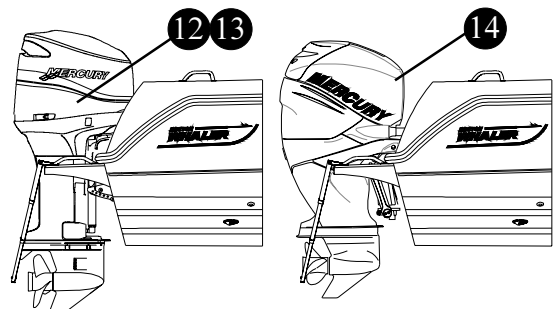
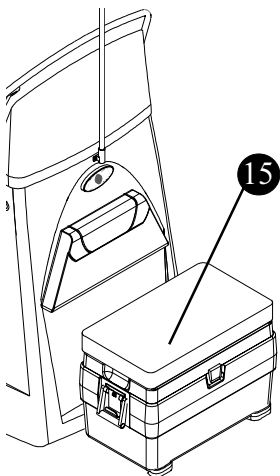
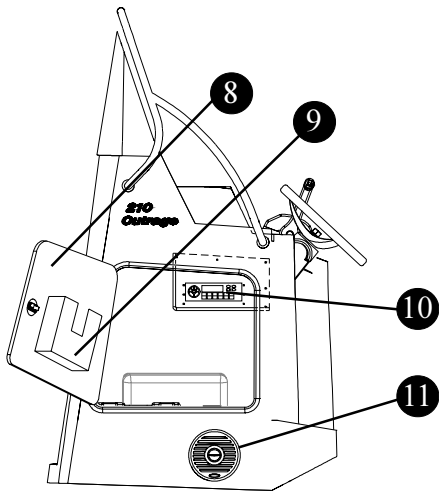
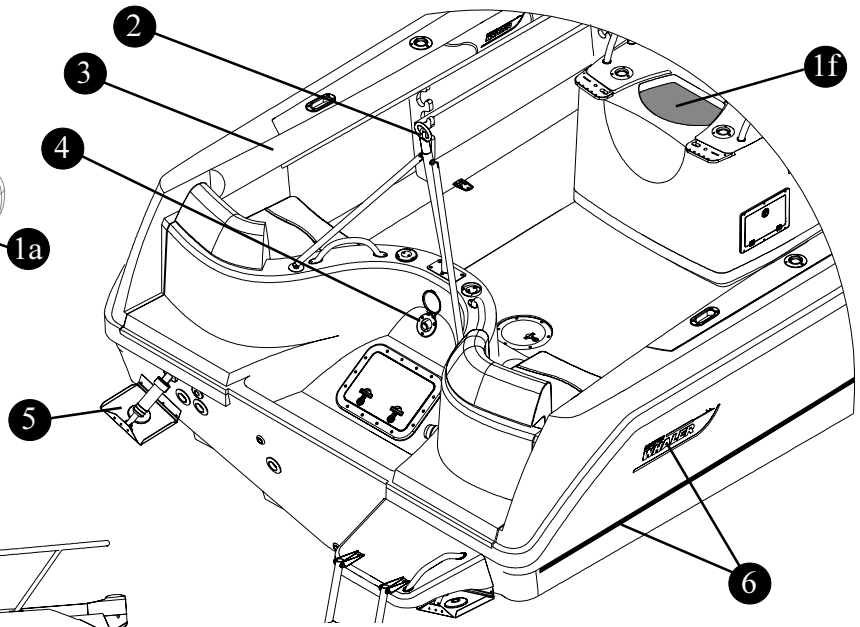
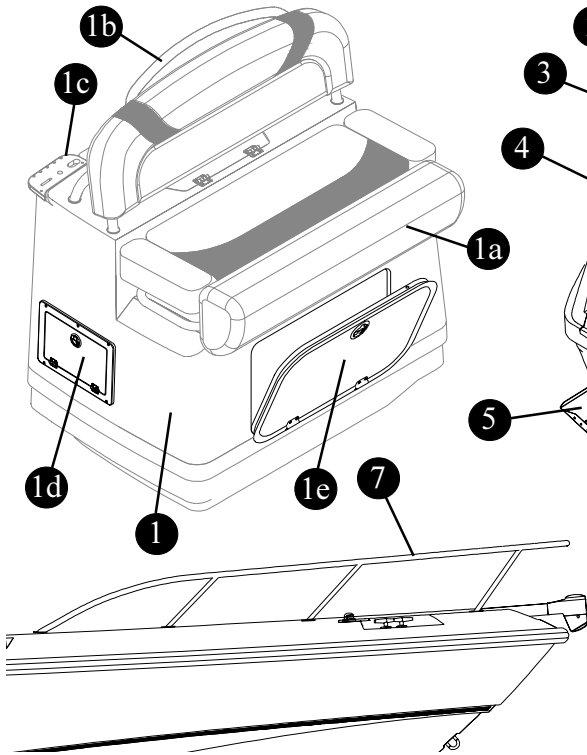
Optional equipment and loading of the boat will affect the draft measurements. Follow the recommendations listed on your capacity plate regarding the maximum amount of weight the boat can safely carry.

**210 Outrage
Standard Features**

- ① Heavy duty rub rail
- ② Stainless steel forward rails
- ③ 8" cleats, 2 bow, 2 spring, 2 stern
- ④ Bow anchor locker with drain
- ⑤ Forward seating area
- ⑥ Forward cupholders, (2 port-2 starboard)
- ⑦ Electric horn
- ⑧ Fuel fill with integrated vent
- ⑨ Self bailing cockpit
-
See Console Detail
- ⑩ Acrylic windshield
- ⑪ Stainless steel console grab rail
- ⑫ Compass
- ⑬ Instrument panel
- ⑭ Cupholders, (2)
- ⑮ Hydraulic tilt steering base
- ⑯ Stainless steel steering wheel
- ⑰ Gear shift/throttle control
- ⑱ Lockable console door, port side
- ⑲ Ignition switch
- ⑳ Safety shutdown switch
- ㉑ Helm & passenger footrests
-
- ㉒ Helm & companion pedestal seats
- ㉓ Port insulated in-deck fishbox w/ drain
- ㉔ Gunwale mounted rodholder, (4)
- ㉕ Stainless steel hawse pipe
- ㉖ Port aft quarter seat w/ storage below
- ㉗ Aft cupholders, (2)
- ㉘ Aft seating stainless steel grab rails
- ㉙ Motorwell drains, (2)
- ㉚ Motorwell access hatch
- ㉛ Engine
- ㉜ Swim platform w/ telescoping ladder
- ㉝ Oil fill
- ㉞ Starboard aft quarter seat w/ storage below
- ㉟ Aft cockpit deck drains, port & starboard
- ㊱ Fuel sender/connections deck access plate
- ㊲ Starboard insulated in-deck fishbox w/ drain
- ㊳ Vertical rodholders, (4)
- ㊴ 48" console navigation light
- ㊵ Forward navigation light, port & starboard
- ㊶ Anchor roller & cleat

* The vertically mounted rod holder is not compatible with the T-Top and Canvas options.

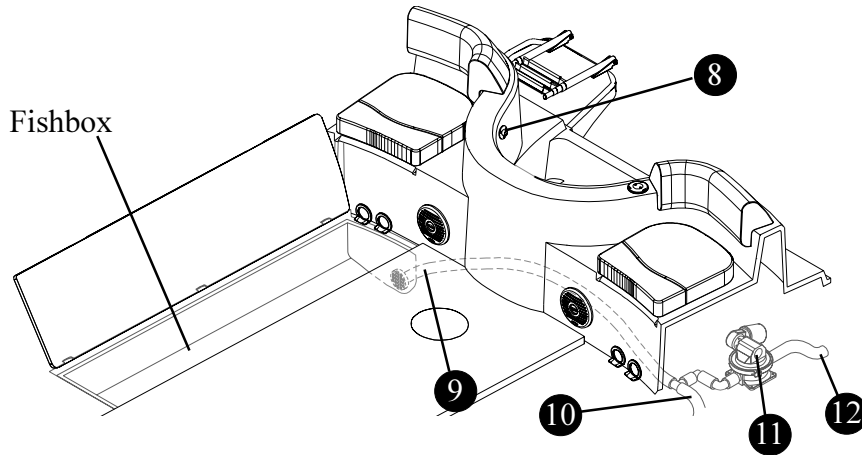
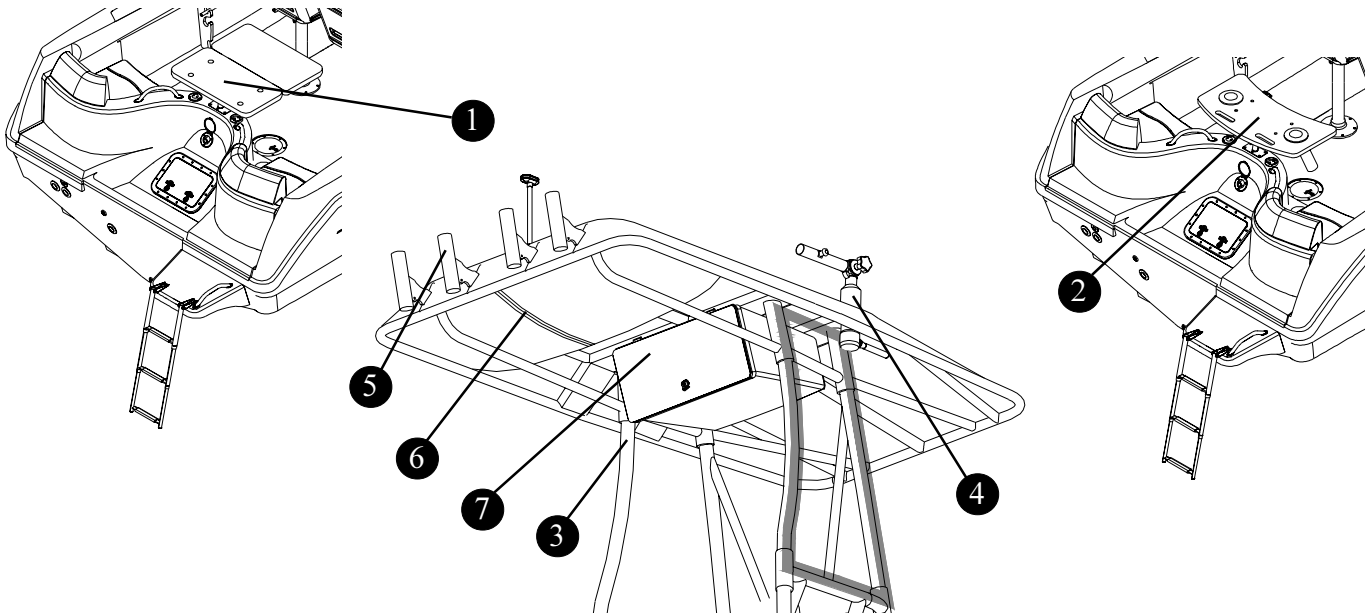




Notable Options

- ① Deluxe leaning post/livewell
- ①a Flip up thigh rise helm seat
- ①b Stainless steel grab rail
- ①c Knife/Leader holder
- ①d Tackle storage box
- ①e Deluxe leaning post/livewell storage
- ①f 25 Gal.(94.7L) livewell with light
- ② Ski Pylon
- ③ Aft coaming bolsters, port & starboard
- ④ Freshwater shower sprayer
- ⑤ Hydraulic trim tabs
- ⑥ Graphics, striping & logos, Red or Blue
- ⑦ Stainless steel bow rail
- ⑧ Lockable/removable console door
- ⑨ Console door storage bin
- ⑩ AM/FM stereo w/ CD player and remote on helm
- ⑪ Waterproof speakers, (2 console, 2 aft)
- ⑫ 200 XL OptiMax Mercury Engine
- ⑬ 225 XL EFI 4-Stroke Mercury Engine
- ⑭ 200 XL DTS Verado® 4-Stroke Engine
- ⑮ Cooler w/ Cushion & Backrest

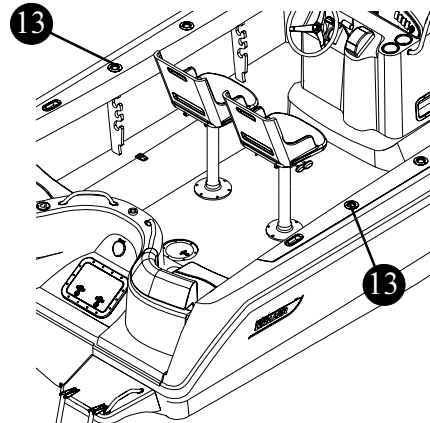
210 Outrage-Owner's Manual



Notable Options

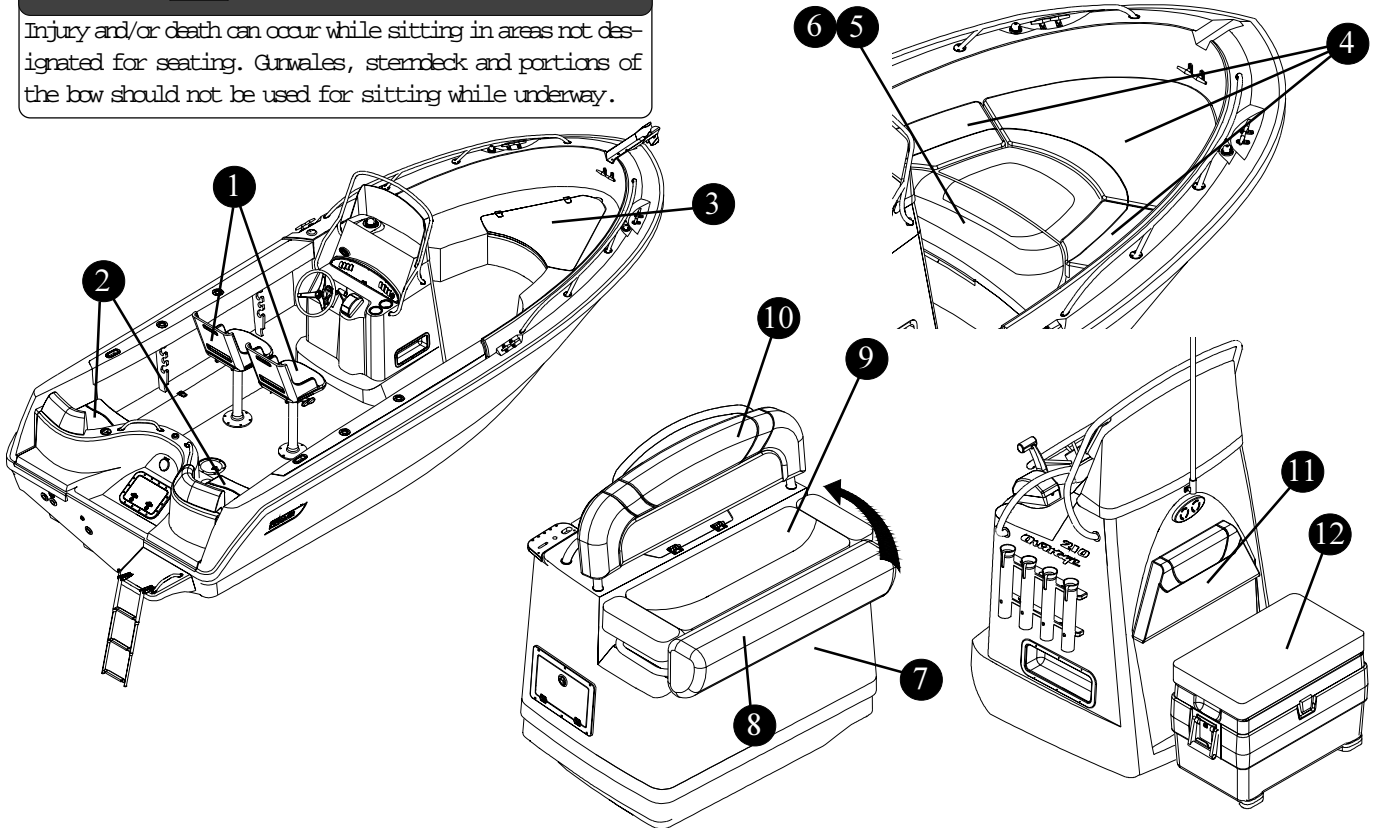
- ① Cockpit table
- ② Fishing station
- ③ T-top frame, aluminum
- ④ T-top outriggers, (poles not shown).
- ⑤ T-top rodholders, (4)
- ⑥ T-top zippered storage bag
- ⑦ T-top electronics box
- ⑧ Raw water connection
- ⑨ Starboard drain line to pump
- ⑩ Port drain line to pump
- ⑪ 12V diaphragm pump, fishbox
- ⑫ Drain line from pump
- ⑬ Gunwale Mounted rod Holders, (2)

Note: The diaphragm pump is shown in this view for clarity. Actual location is below the motorwell access hatch.



! DANGER

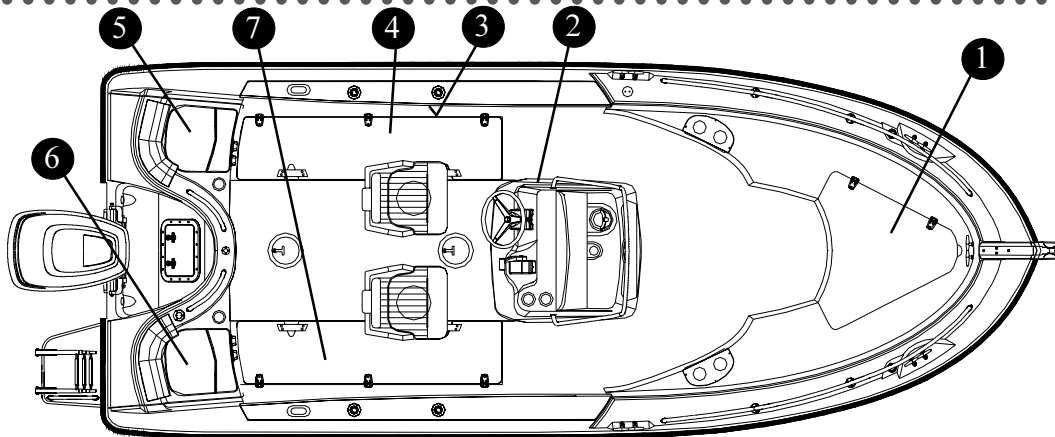
Injury and/or death can occur while sitting in areas not designated for seating. Gunwales, stemdeck and portions of the bow should not be used for sitting while underway.



Standard/Optional Seating Arrangement

- ① Standard helm & companion seat w/ cushion and slide
- ② Aft quarter seats w/ cushion & backrest
- ③ Bow seating area
- ④ Bow seating cushions
- ⑤ Bow filler cushions

- ⑥ Sun lounge filler (see notice)
- ⑦ Deluxe leaning post/livewell
- ⑧ Flip up thigh rise helm cushion
- ⑨ Leaning post seat cushion
- ⑩ Leaning post backrest
- ⑪ Console backrest
- ⑫ Cooler seat cushion, (Not compatible with sun lounge option).



210 Outrage Storage

- ① Bow anchor locker w/ drain
- ② Lockable console storage
- ③ Under gunwale rod racks, Port & Starboard
- ④ Port fishbox
- ⑤ Port aft quarter seat, storage under
- ⑥ Starboard aft quarter seat, storage under
- ⑦ Starboard fishbox

210 Outrage-Owner's Manual



NOTICE

The deck drain provides self-bailing capabilities while the boat is static in the water and no passengers on board. This feature prevents the accumulation of water in the cockpit. The drain must be in place when underway.



NOTICE

Depending on the type of boat you have, you may have underwater fittings that need drain plugs. Garboard drain plugs and fishbox drain plugs need to be in place before the boat goes into the water. Any fitting that will be underwater needs to be plugged or the seacock needs to be closed.



NOTICE

Through hull fittings should be checked for proper seal annually. When the boat is in the water the underwater fittings can be checked for dripping. It is recommended that the underwater fittings be removed, cleaned and resealed every other year.

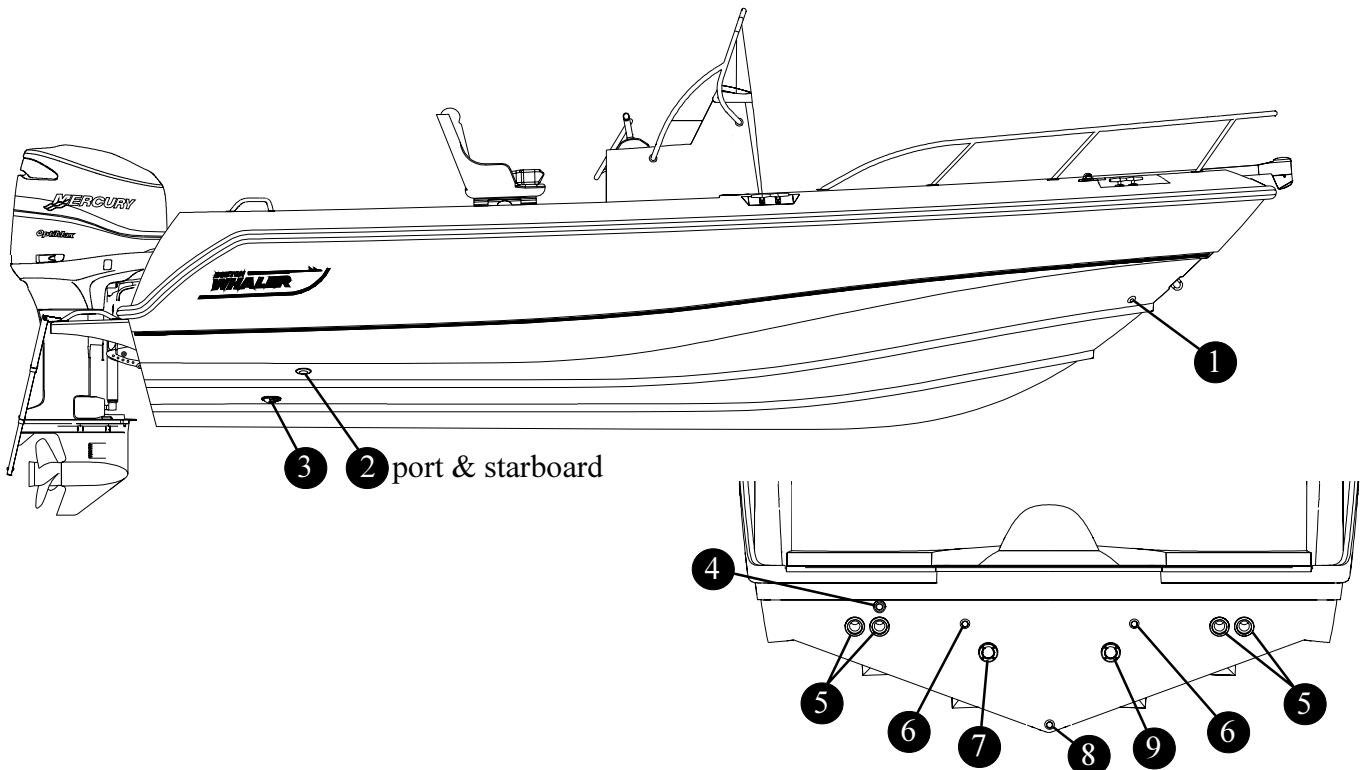


NOTICE

If the through hull fittings need to be replaced, it is recommended that an authorized Boston Whaler® dealer perform this type of repair. Through hull fittings that are improperly installed can cause premature hull failure and may void the Boston Whaler® limited warranty.

210 Outrage Through-Hull Fittings

- ① Bow anchor locker drain
- ② Fishwell drain, port & starboard
- ③ Raw water pump inlet
- ④ Bilge pump outlet
- ⑤ Deck drains, (2 ea. port & starboard)
- ⑥ Motorwell drains, (port & starboard)
- ⑦ Livewell drain, (optional)
- ⑧ Garboard drain
- ⑨ Port & Starboard fishbox pumpout, (optional)



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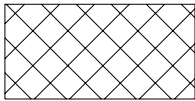
Parts List					
ITEM	QTY	U/M	S/O	DESCRIPTION	B.W.I. NO.
1	1	EA.	STD.	LABEL, BW SAFETY HI-PERF BOAT	1017136
2	1	EA.	OPT.	LABEL, WARNING SKI PYLON/TOW ROPE	1590140
3	1	EA.	STD.	PLATE, NMMA 03-BW2100R	1727514
4	1	EA.	STD.	LABEL, BW WARNING FUEL GAUGE READ	1016534
5	1	EA.	STD.	PLATE, WARNING FUEL HAZARD	995704
6	1	EA.	STD.	LABEL, BW WARNING SWIM PLATFORM 2"x3"	1016948
7	1	EA.	STD.	LABEL, BW WINDSHIELD CARE	1016955
8	1	EA.	OPT.	PLATE, BUILDERS CE 03-BW2100R	1727515
9	1	EA.	STD.	LABEL, BW ENG TRIM TAB STEERING PULL WARNING	1016518
10	1	EA.	STD.	LABEL, BW VENT HOSE NO DRILL	1016898
11	1	EA.	STD.	LABEL, WARNING LEAKING FUEL	1745513
12	3	EA.	STD.	LABEL, BW CAUTION FISHWELL DRAIN PLUG	1689650
13	1	EA.	STD.	PLATE, BW-03 MAX ENG WT 610LB/276KG	1735930
14	1	EA.	STD.	DECAL, MERC SMARTCRAFT NETWORKED	1743323
15	1	EA.	OPT.	PLATE, SAFETY CANADIAN CONFORMITY 2100R	1746019
16	1	EA.	STD.	TAG, BW DO NOT PULL RIGGING	0999755
17	1	EA.	OPT.	LABEL, BW STEREO	1075266
18	1	EA.	STD.	LABEL, BILGE (LEXAN)	1745123

NOTE:
 1. NMMA PLATE (STD.)
 2. CE PLATE (OPT:100-70998)
 3. CANADIAN CAPACITY STICKER (OPT. 100-70995)
 ALL INSTALLED W/ 4 POP-RIEVETS

Labels & Locations

Contact your nearest Boston Whaler dealer for label replacement information.

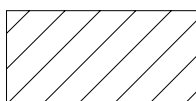
Accommodation deck:



This area of the boat is inside the cockpit and includes helm seating. Movement in

this area should be done with extreme caution while the boat is underway. A sudden shift in boat direction can cause a loss of balance and lead to injury or death.

Working deck:



This area is intended for occupation ONLY while mooring, anchoring, loading/unloading or when the boat is at rest. NEVER operate the engine while loading or unloading swimmers/divers from the swim platform/ladder.

! DANGER

Be aware of your footing while the boat is underway, slipping or falling could result in serious injury or death, especially if the boat is in motion or in rough seas. Keep the accommodation deck clean, so if movement is necessary it will be free of obstruction.

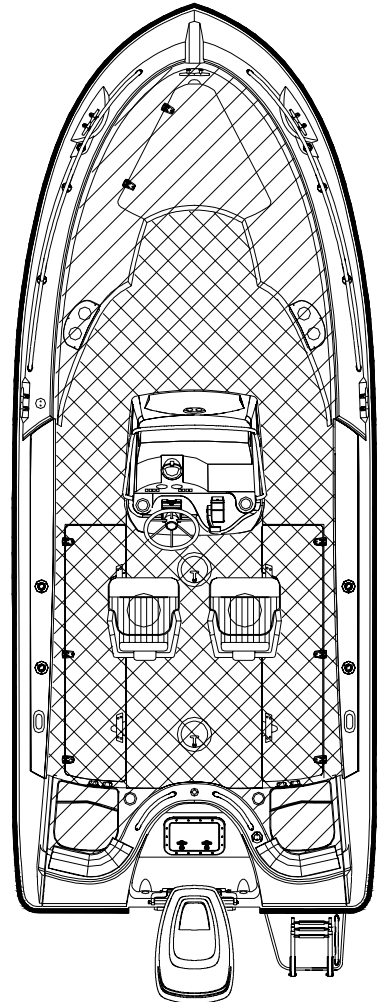
! WARNING

Gelcoat surfaces are slippery when wet. Use extreme caution when walking on wet surfaces. Use care when waxing to ensure that walkways are not made dangerously slippery.

! WARNING

Never occupy the working decks while the boat is underway. ONLY sit in areas that are designated for sitting. NEVER sit on the gunwales while the boat is moving.

Deck Occupancy Plan



Fuel System

! DANGER

Check for leaks in tubing, connections and hoses. Correct the cause of the leaks and ventilate the area to insure that no fumes remain, prior to energizing any electrical equipment and/or starting the engines.

! DANGER

Static electricity can ignite gasoline vapors causing serious injury/death and/or destruction of property.

! CAUTION

Use of improper gasolines can damage your engine seriously. Engine damage resulting from use of improper gasoline is considered misuse of engine and will void the warranty. Follow engine manufacturer's recommendations regarding the types of fuel and oil to use.

! CAUTION

Leaking fuel is a fire and explosion hazard, inspect the system regularly. Examine fuel tanks and exposed lines for leaks and corrosion.

! CAUTION

Oil and fuel spills can be dangerous and can subject of fenders to severe penalties

! NOTICE

Remove portable tanks from boat and fill from shore. When fueling is complete, secure tanks to deck with straps provided.

! NOTICE

Fuel tanks should never be filled to capacity, allow 2% for expansion.



FUEL,
GENERAL

The 210 Outrage is equipped with a gasoline fuel system. Please take time to read and understand all the fuel related information and warnings in the engine owner's packet. The diagram shows the location of the fuel fill, routing of fuel supply hose and the location of the fuel tank vent.

Fuel Fill

The 210 Outrage fuel fill is located in the port side of the gunwale, it is marked "GAS", and is opened by use of a special key that is included with the owner's manual packet. The fuel tank is located centrally below the cockpit floor.

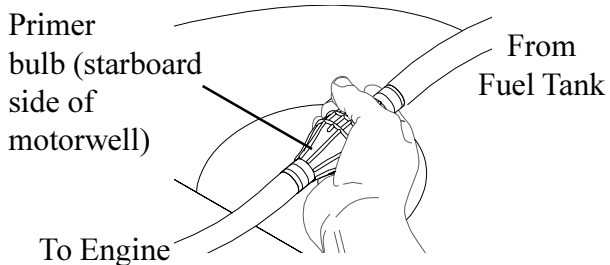
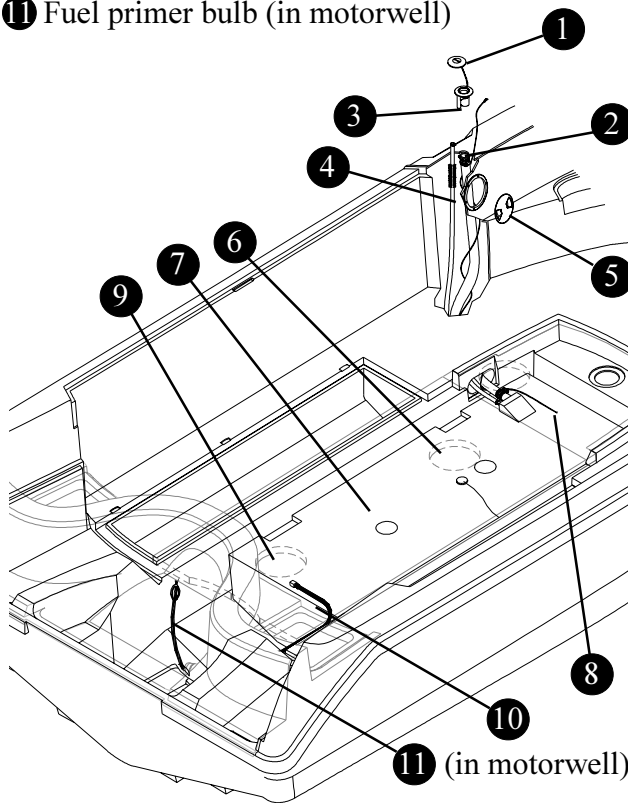
Follow the engine manufacturer's recommendation for the types of fuel and oil to use.

Fuel Vent

The 210 Outrage has a fuel vent that is integrated into the fuel fill assembly. The fuel tank vent serves as a pressure/vacuum release.

210 Outrage fuel system diagram

- ① 1-1/2" fuel fill (port side gunwale)
- ② 1-1/2" fuel fill hose
- ③ Integrated fuel vent
- ④ 5/8" Fuel vent hose
- ⑤ Access(from deck) to fuel fill/ connections
- ⑥ Access(from deck) to fuel level sender
- ⑦ 95 Gal.(360 L) polyethylene fuel tank.
- ⑧ Ground wire to forward buss bar
- ⑨ Access to fuel supply line for engine
- ⑩ Engine fuel supply line
- ⑪ Fuel primer bulb (in motorwell)



EMPTY TANK:

A fuel tank with levels less than 1/4 full can cause problems by stalling an engine due to fuel starvation or by allowing sediment and dirt to enter the fuel supply lines. Keeping the tank filled will reduce the chance of this occurrence; since the residue will most likely settle to the bottom of the tank. Monitor the fuel level often to prevent this from happening.

HOSES AND FITTINGS:

Hoses and fittings should be inspected at least every 100 hours. Check the hoses for cracks, abrasions and deterioration and the strong smell of fuel prior to starting the engine(s). If the hoses or fittings are damaged or worn, replace them with only marine grade replacement parts. Your authorized Boston Whaler® dealer will have all the parts information you will need.

TANK CLEANING:

Excessive water and sediment may force you to consider having the tank professionally cleaned. If you are frequently changing fuel filter/water separators and notice a loss in power, consult a professional tank cleaning contractor regarding this procedure and proper disposal of residue and water.

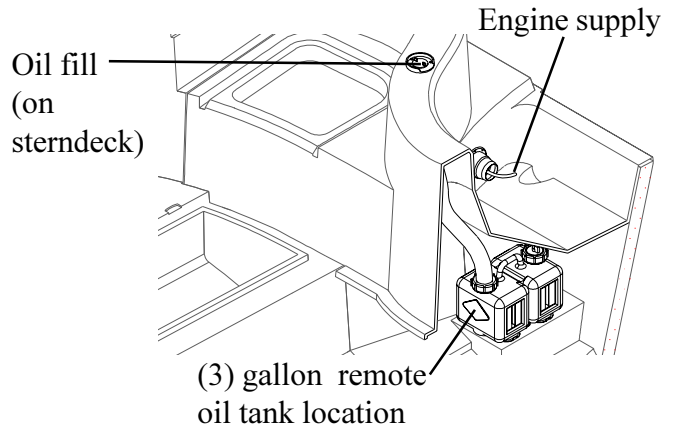
Remote Oil System

The 210 Outrage is equipped with a remote oil system. This system consists of a single 3- Gal.(11.3L) reservoir tank and hoses which contain and meter lubricating oil to the engine.

The tank has an external fill located on the starboard side of the sterndeck (see detail).

Access to the tank can be reached through the motorwell access hatch. When recapping the fill make sure that it is secure to prevent spills and to prevent the intrusion of water into the system. Your remote oil tank is secured by a nylon strap and quick release clip. Little maintenance is required for the remote oil system, aside from checking the hoses for abrasions and cracks and hose clamps for proper tightness. The tank should not be exposed to ultraviolet light, rain or seawater for extended periods of time.

Remote Oil Tank Location (looking starboard aft)



Static Electricity and the Fuel System

There is a danger that static electricity can ignite gasoline vapors that have not been ventilated outside an enclosed area. Use extreme caution when fueling your boat from a source outside the regular venues, (e.g. marinas, fuel service stations.)

Your boat has safety features that can be circumvented by not adhering to standard fueling practices. Your boat's bonding system protects it from creating and discharging static electricity.

Your boat must be in contact with the water or a land based grounding system. Here are some helpful suggestions to keep you safe from static electricity while refueling your boat.

- NEVER fuel your boat in unsafe conditions such as: suspended on a sling or in a situation that increases the likelihood of static discharge.
- NEVER use homemade containers to fill your fuel tanks.
- Fuel carried on-board outside of a fixed fuel system should be stored in an approved container or in a portable tank such as provided for outboard engines and be stowed safely outside of the engine or living compartment(s).
- Shut down the engine(s), motors and fans prior to taking on fuel. Any ignition sources should be extinguished before filling the fuel tank(s).
- Close all ports, windows, doors and hatches.
- Fueling should never be done at night except in well-lighted areas.

Electrical System

- Always keep the fuel nozzle in contact with the fuel fill plate or the edge of the fuel tank opening throughout the filling process.
- Allow areas where gasoline vapors could collect to be ventilated before starting the engine(s).
- Wipe any spillage completely and dispose of rags or waste on shore.
- Secure the fill cap tightly.
- Fuel tanks should never be filled to capacity. allow 2% for expansion.
- Portable tanks should only be filled while on the ground; never on-board the boat.

DANGER

Batteries contain sulfuric acid which is dangerous and can cause serious injury. AVOID contact with skin, eyes and clothing. If contact occurs, immediately flush the affected area with large quantities of water and call for medical assistance.

CAUTION

- Never use an open flame in the battery storage area.
- Avoid striking sparks near the battery.
- A battery will explode if a flame or spark ignites the free hydrogen given off during charging.
- The battery should always be disconnected before doing maintenance on the electrical system.

CAUTION

Never reset a breaker without first determining and correcting the cause of the trip. Should a circuit repeatedly trip, have a qualified electrician determine and correct the cause.

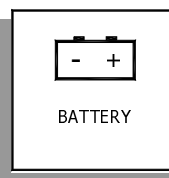
CAUTION

If equipped with a battery switch, you will need to stop the engine before moving the switch to the "OFF" position.

NOTICE

Always store the battery in the battery box. Use the straps and clamp to keep the box secure while underway.

Battery Information



Your 210 Outrage is equipped with an electrical system. The system consists of the following components:

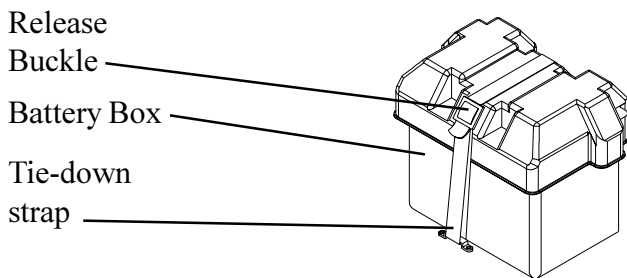
- Battery boxes w/ tie-down strap
- Dual battery switch
- Main circuit breaker
- Helm switch panel & helm instrument panel
- Ignition panel
- Breaker Panel Box

Your electrical system provides power for the following:

- Engine ignition
- Engine tilt trim system
- Helm switch panel & helm instrument panel
- Lighting/Navigation system
- Livewell system
- Add-on accessories and electronics

Dual Battery Switch

The battery boxes are located under the console and can be accessed through the port console door. Your batteries should always be enclosed in the covered battery boxes provided with your boat. The boxes will contain any spilled acid, as well as protect the battery terminals from damage or inadvertent shorting from coming in contact with metal objects. The battery boxes should always be secured in place by using the straps and tie-down points provided. The straps will ensure that the battery will not move around while underway, causing damage to components stored in the area.



Battery Maintenance

The most life shortening experience for the battery is to be drained to zero charge before recharging. When a battery discharges, the active material on both positive and negative plates converts to lead sulfate, causing the plates to become more alike in an electrical charge. The electricity conducting battery acid becomes weaker and the voltage drops. As the battery remains discharged, the process continues until recharging the battery becomes impossible. If the battery does become run down be sure to recharge it as soon as possible. Over charging the battery can be just as detrimental to its life as running it down too far.

Battery maintenance should include:

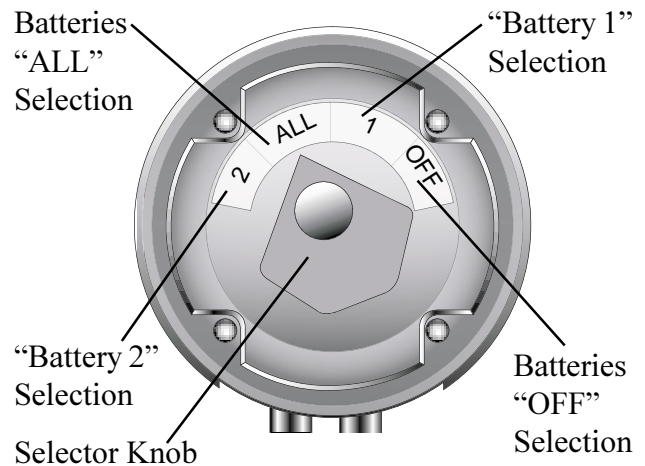
- Inspect the battery and charging system before each use for loose connections or wiring.
- Coat the terminals with dielectric grease.
- Keep the battery safe and dry.
- Remove the battery from the boat during cold weather or long term storage.

Your 210 Outrage uses a battery selector switch to control the delivery of the DC power from two batteries. The battery switch is located on the port bulkhead in the helm console and can be accessed through the port console door.

The dual battery switch has four (4) settings:

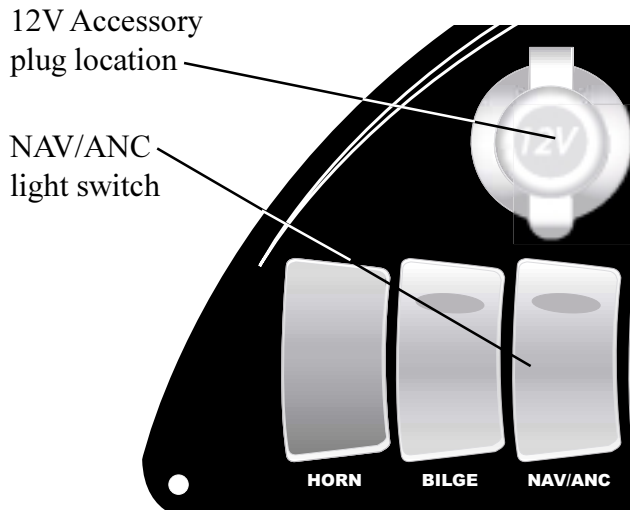
- “OFF”, you will have no power to the engine or accessories.
- “ALL”, you will have power from both batteries at the same time. This parallels the batteries to assist you in starting the engine(s). Once the engine is started the battery switch should be taken off of the “ALL” setting, and set to charge either battery .
- “1”, you will have power from the port battery only.
- “2”, you will have power from the starboard battery only.

When the engine is shut down or not providing a charge, the system will allow isolation of the starboard (house) battery. This will allow you to run all the boats functions without affecting the port battery. You can run the house battery flat and still start the engine.

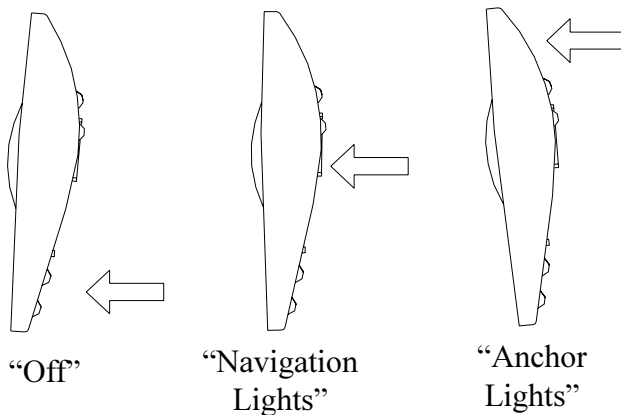


12 Volt Accessory Receptacle

Your 210 Outrage is equipped with a 12 volt accessory receptacle located on the instrument panel. It is a DC (cigarette lighter) style receptacle to be used with any 12 volt accessories using this type of plug. The receptacle is made of corrosion resistant marine grade materials and has a moisture proof cap. There is a 10 amp breaker button located on the breaker panel on the interior port side of the console. **Be sure to use accessories that do not exceed the rated capacity of the circuit, (10 amps) or the breaker will trip.**



Navigation/Anchor light switch operation



Ignition Shutdown Switch

CAUTION

It is advised that you wear your lanyard at all times while operating the boat. It is for emergency stopping only. Do not use it to shut off the engine during normal operation. The lanyard should be long enough to prevent inadvertent activation.

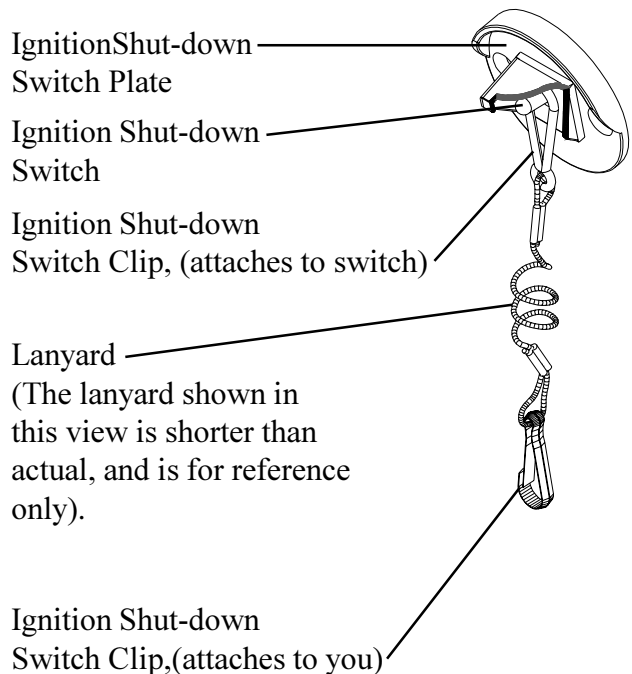
NOTICE

The decision to use the safety switch is up to you, the owner/operator.

The 210 Outrage is equipped with an ignition shut-down safety switch. It is located below the steering wheel. The ignition shut down safety switch incorporates a shut-off switch, switch clip, lanyard and lanyard clip, which is clipped to the operator. If an emergency arises where the engine must be shut down, a pull on the cord to release the clip from the shut-off will shut down the engine.

This switch is designed to shut the engine off when the operator of the boat leaves the control station, either accidentally by falling into the boat, or by being ejected overboard. This would most likely occur as a result of poor operating practices.

This switch only works when properly used. The decision of whether to use an ignition safety switch or not rests with you, the owner/operator.



Navigation Lighting

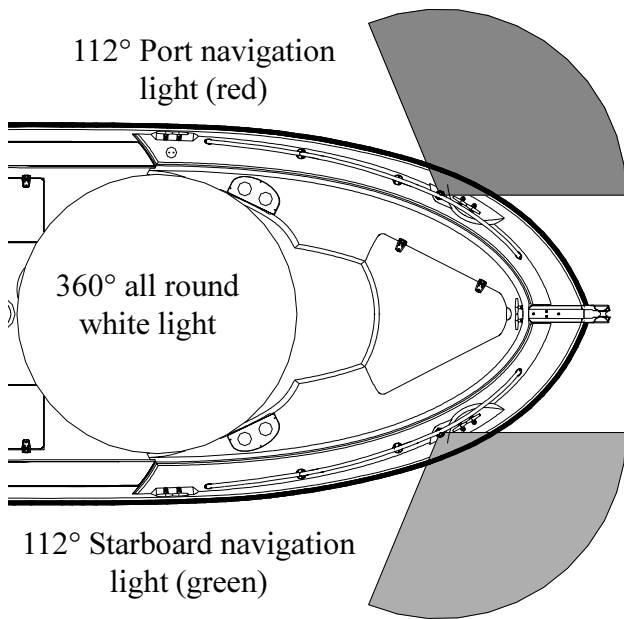
Optional Navigation Lighting

NOTICE

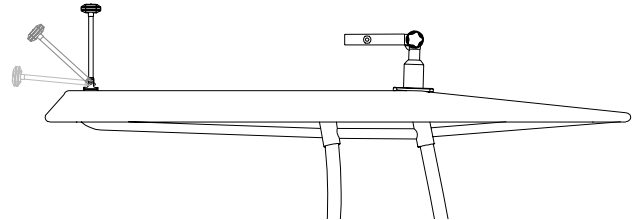
While underway the aft pole light may be obscured by the angle of the hull or by having the canvas top in the open position.

Your 210 Outrage comes equipped with navigation lighting for your safety. Regulations state that all boats no matter the size must display navigation lights.

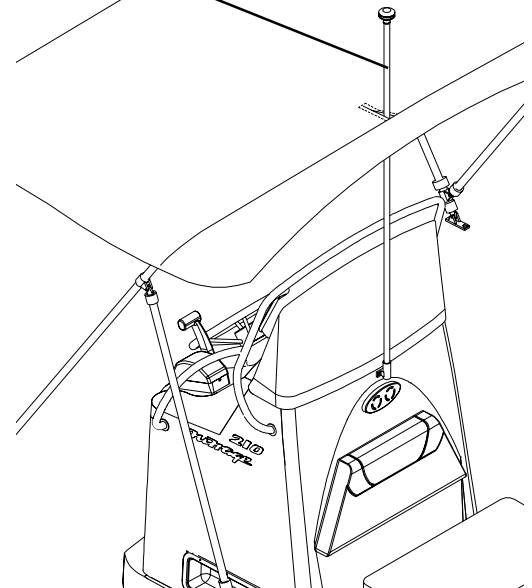
OPERATION: Control of the navigation lighting is a switch on the instrument panel that is marked "NAV/ANC". The switch has 3 positions to operate the Navigation/Anchor lighting. The lights let other vessels know the approximate size of your boat and the direction your boat is traveling, depending on which lights they can see, they also show other boaters your location while at anchor. The lights must be displayed at night or in low visibility conditions. It is the responsibility of the owner/operator to ensure that the navigation lights are in good working order and that the proper lighting is shown. The optional T-Top has an adjustable navigation light that is mounted on the aft section of the frame.



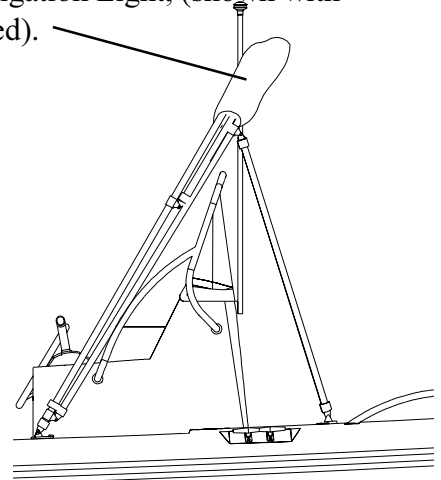
Adjustable Navigation Light for T-Top



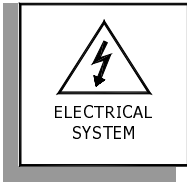
Canvas Top Navigation Light, (shown with canvas top open).



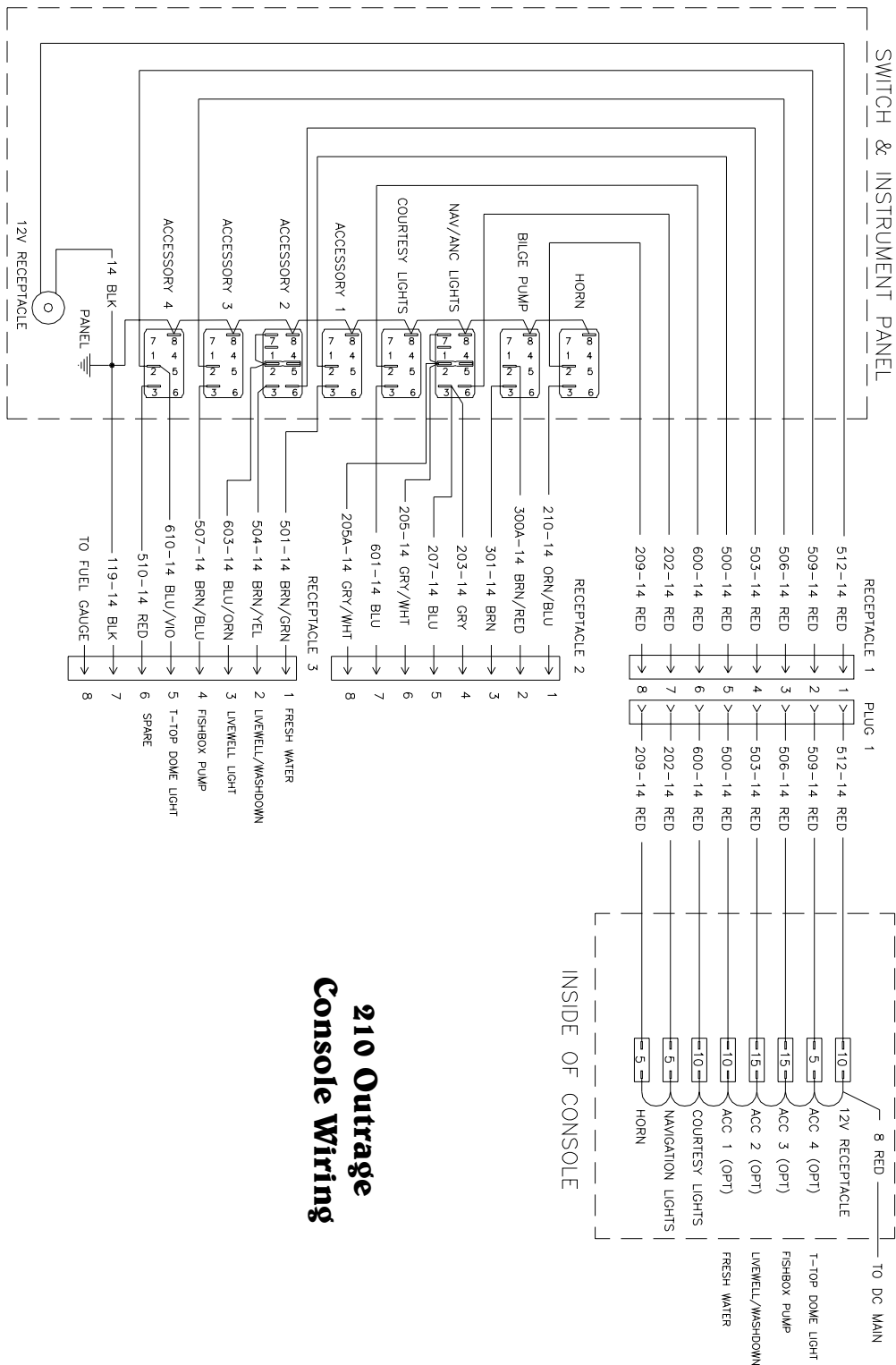
Canvas top Navigation Light, (shown with canvas top closed).



210 Outrage-Owner's Manual

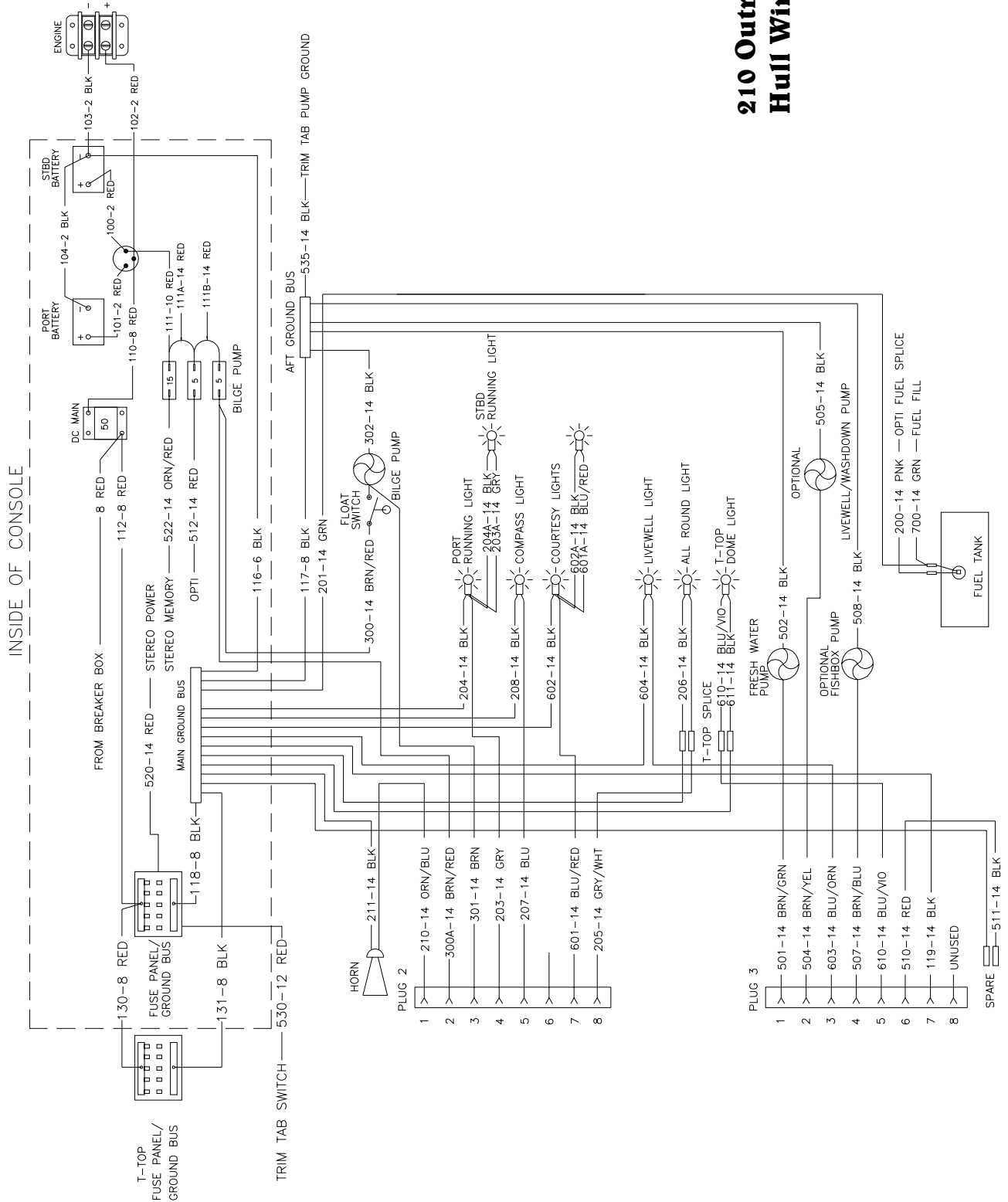


This owner's manual contains schematics for your boat. These electrical schematics were generated by technicians in our Engineering Department and are for reference and to be used by service technicians. Boston Whaler® does not recommend that you attempt to work on the electrical system yourself, instead we suggest that you take it to an authorized Boston Whaler® dealer for electrical service. Boston Whaler® reserves the right to change or update the electrical system on any model at any time without notice to the consumer and is not obligated to make any updates to units built prior to the changes.

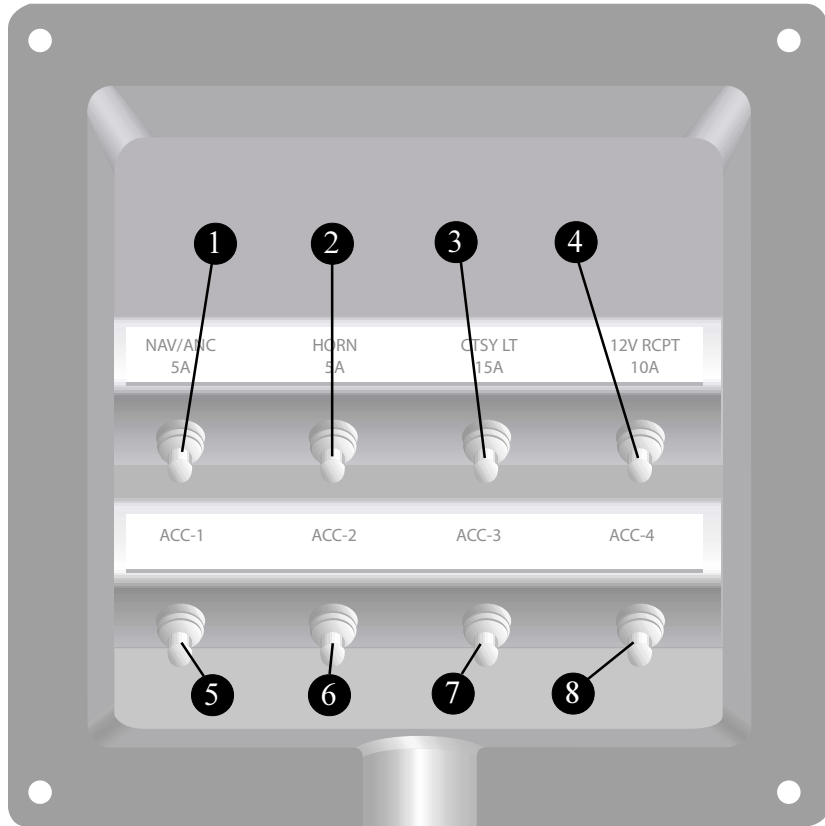


210 Outrage Console Wiring

210 Outrage Hull Wiring



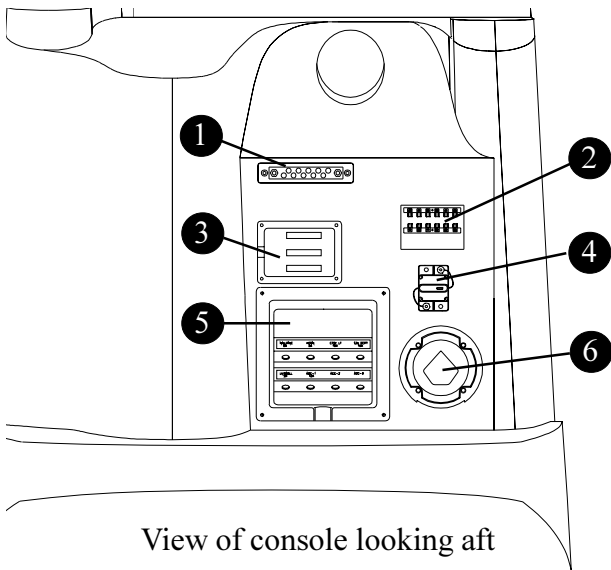
210 Outrage-Owner's Manual
210 Outrage Breaker Panel Box



⚠ CAUTION
 Never reset a breaker without first determining and correcting the cause of the trip. Should a circuit repeatedly trip, have a qualified electrician determine and correct the cause.

- ① 5 Amp breaker for the NAV/ANC switch
- ② 5 Amp breaker for the HORN switch
- ③ 10 Amp breaker for the COURTESY LIGHT switch
- ④ 10 Amp breaker for the 12V RECEPTACLE
- ⑤ 10 Amp breaker for ACCY-1
- ⑥ 15 Amp breaker for ACCY-2
- ⑦ 15 Amp breaker for ACCY-3
- ⑧ 5 Amp breaker for ACCY-4

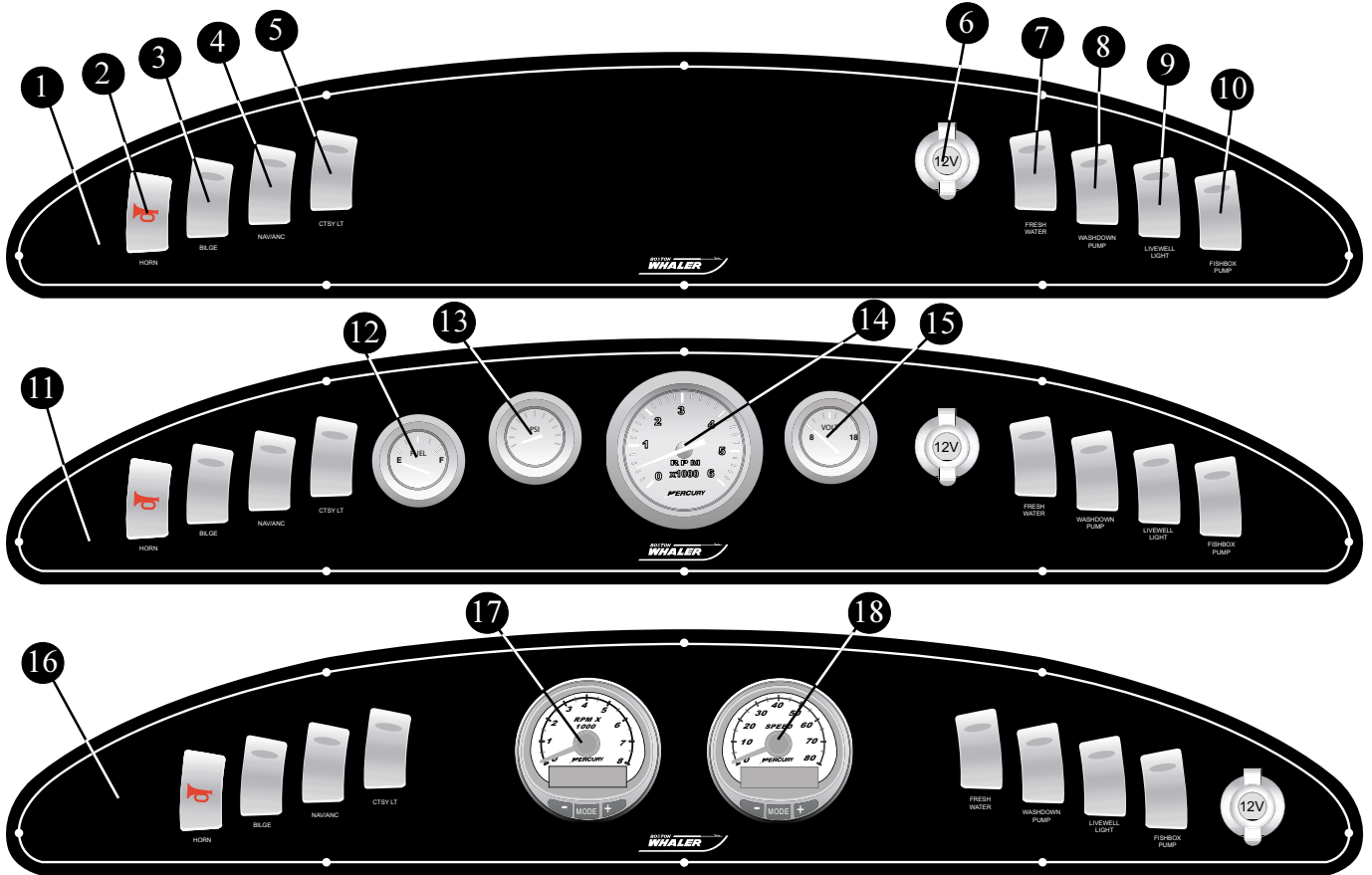
The breaker box is located on the aft port side of the console interior. Access is from the port console door.



Console Electrical Layout

- ① DC ground buss bar, 10 position
- ② 20 amp fuse block
- ③ Breaker box, Un-switched connections for stereo, bilge pump & Opti gauge panel
- ④ 50 amp switchable breaker
- ⑤ Breaker panel box
- ⑥ Battery switch

210 Outrage-Owner's Manual



- 1 Instrument Panel, Blank
- 2 Horn Switch
- 3 Bilge Pump Switch
- 4 Navigation/Anchor Light Switch
- 5 Courtesy Light Switch
- 6 12V Receptacle
- 7 Freshwater Pump Switch
- 8 Raw-water Washdown Pump Switch
- 9 Livewell Light Switch
- 10 Fishbox Pumpout Switch
- 11 Instrument Panel, Analog
- 12 Fuel Gauge
- 13 Water Pressure Gauge
- 14 Tachometer
- 15 Voltage Gauge
- 16 Instrument Panel, Deluxe
- 17 Multi-System Tachometer
- 18 Multi-System Speedometer

Multi-System Tachometer Display Screen:

Press the *Mode* button to change the display screen settings. Hold the button down for *2 seconds* to reverse the display order rotation. Use the + or - pad to make adjustments to the various functions.

- 1 Engine Break-In Time
- 2 Water Pressure
- 3 Fuel Flow
- 4 Temperature
- 5 Battery Voltage
- 6 Power Trim Angle-Water Pressure
- 7 Power Trim Angle
- 8 Digital Tachometer
- 9 Hour Meter



(1-9)

Multi-System Speedometer Display Screen:

Press the *Mode* button to change the display screen settings. Hold the button down for *2 seconds* to reverse the display order rotation. Use the + or - pad to make adjustments to the various functions.

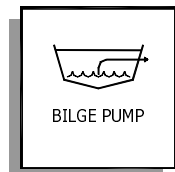
- 1 Clock-Temperature
- 2 Fuel Level
- 3 Oil Level
- 4 RPM Synchronizer
- 5 Trim Synchronizer
- 6 Traveling Range
- 7 Fuel Economy
- 8 Trip Odometer
- 9 Digital Speedometer
- 10 Barometer



(1-10)

Bilge Pump**NOTICE**

The bilge pump is wired directly to the battery. Be sure that the bilge pump float switch is clear of debris to prevent continuous operation and subsequent discharge of the battery.



The 210 Outrage is equipped with an 1100 GPH pump and is operated by a float switch that will activate automatically when water in the bilge reaches a certain level.

OPERATION:

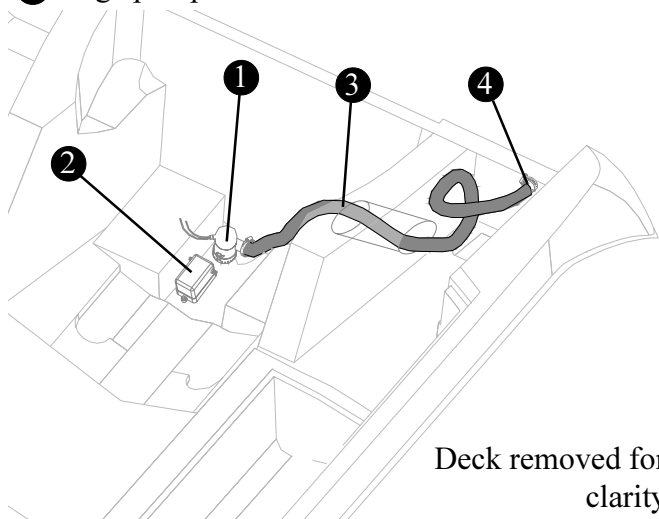
There is a switch marked "BILGE" on the instrument panel. Depressing the switch will energize the pump regardless of the position of the float switch. The pump should not be run "DRY" for long periods of time. The pump discharges water overboard via a thru-hull fitting in the transom.

MAINTENANCE:

The bilge pump is accessed through a utility hatch located in the transom motorwell. The bilge pump is a completely sealed unit and maintenance is very simple, but it will require you to check around the float switch for debris and gummy bilge oil that could impede the bilge pump from working properly. The bilge pump is wired directly to the battery and can be discharged by having a fouled float switch. Check the bilge pump and hoses for wear; clean and repair if necessary.

210 Outrage Bilge Diagram

- ① 1100 GPH Bilge pump
- ② Float switch
- ③ Bilge pump hose
- ④ Bilge pump hose outlet

**Fishbox Pump-out, (optional)**

The 210 Outrage has the option of having a fishbox pumpout system. This includes a 12V diaphragm pump and all associated hoses, clamps and check valves.

The pump is mounted on the aft port section of the boat and can be accessed through the motorwell access hatch. The pump draws water from the port and starboard fishboxes to a fitting on the transom.

The pump can be connected to the Accessory 3 switch located on the helm instrument panel. There is a breaker box that is located on the aft part of the console interior that has the corresponding circuit breaker, and is rated to 15 amps. There are through hull fittings for each fishbox, which will allow a certain amount of seawater into the fishbox when the boat is static and will drain the fishboxes when the boat is underway. There is a compression plug for each fishbox.

The plugs will keep seawater from entering the fishbox or keep the contents of the fishbox from being flushed overboard while underway.

OPERATION:

The fishbox pumpout can be operated by pressing the accessory switch designated for use by the fishbox pumpout. The switch is an "ON/OFF" type that will need to be monitored once it has been activated.

Both port & starboard fishboxes are connected to the same pump and will be drained simultaneously.

MAINTENANCE:

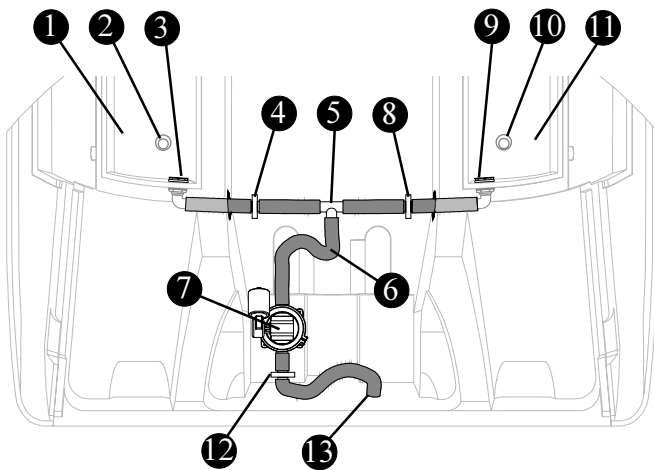
There are some parts made of rubber, such as the diaphragm and valves, these will need to be checked occasionally for wear and replaced as necessary. Check the fittings occasionally for tightness.

There are grills in the fishbox pumpout system that will need to be clear of debris in order for the pump to work properly. The grills are located in the lowest aft section of each fishbox. With regular maintenance the fishbox pumpout system will give you years of reliable service. More information about the fishbox pump can be found with the owner's manual packet.

210 Outrage Fishbox Pumpout Diagram

- ① Port fishbox
- ② Port fishbox drain location, Standard
- ③ Port fishbox drain location, Optional
- ④ Check valve, Port drain
- ⑤ "T" connection
- ⑥ 1-1/2" drain hose to pump
- ⑦ 12V diaphragm pump
- ⑧ Check valve, Starboard drain
- ⑨ Starboard fishbox drain location, Optional
- ⑩ Starboard fishbox drain location, Standard
- ⑪ Starboard fishbox
- ⑫ Check valve, aft
- ⑬ 1-1/2" drain hose to transom

Deck has been removed for clarity



Livewell (optional)

The 210 Outrage can be equipped with a 25 Gal. (94.6L) livewell that is integrated into the deluxe leaning post. The livewell's primary function is to keep baitfish alive by circulating fresh seawater into the tank. A raw water pump and plumbing will service the system and can be accessed by lifting the aft starboard quarter seat.

OPERATION:

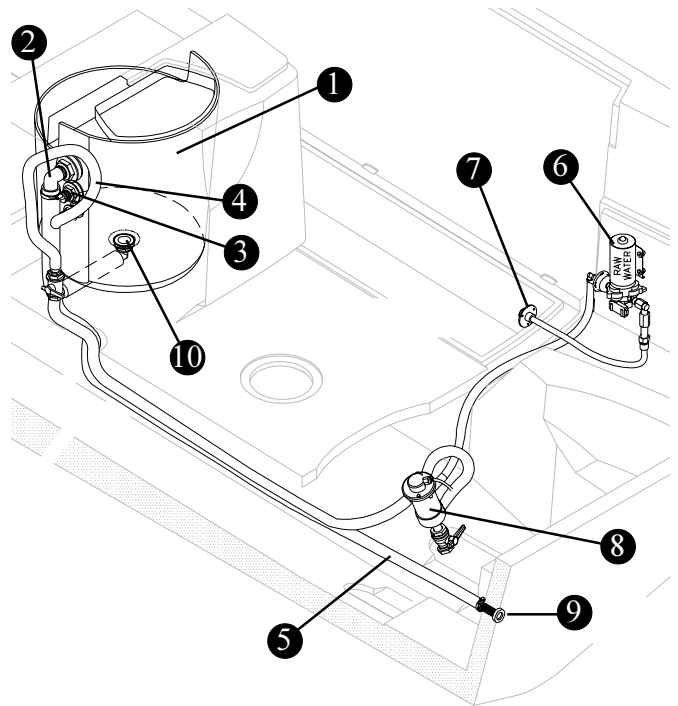
The livewell can be filled by pressing the accessory switch designated for livewell activation on the instrument panel. There is a tube in the livewell that will prevent the system from overflowing. Excess water will be drained out through a transom drain fitting overboard.

MAINTENANCE:

Maintenance of the livewell system will require you to check the pump opening for debris and impediments, this can be done visually on dry land. The pump opening is located on the aft part of the hull on the starboard side.

210 Outrage Livewell Diagram

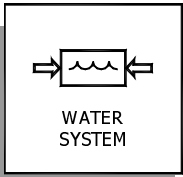
- ① 25 Gal. (94.6L) livewell
- ② Livewell overflow drain
- ③ Livewell light
- ④ livewell fill (from pump)
- ⑤ Livewell drain line (from tank)
- ⑥ 3.8 GPM Raw water pump
- ⑦ Raw water washdown connection
- ⑧ Raw water seacock (must be OPEN before use)
- ⑨ Livewell drain at transom
- ⑩ Livewell drain



Freshwater System (optional)

NOTICE
Be sure to fill the freshwater tank from a source known to provide safe, pure drinking water.

NOTICE
If you do not use the freshwater system for long periods of time or only use it seasonally it is recommended that you follow the disinfecting practice before using it.



Your 210 Outrage can be fitted with a 20 Gallon fresh water tank. The water tank on the 210 Outrage can be filled by using the water fill located on the port side of the motorwell. The freshwater pump can be accessed under the starboard aft quarter seat lid. The pump is fitted with a strainer that periodically needs to be checked for blockages.

OPERATION:

The shower attachment is located in the forward part of the motorwell. It can be operated by pressing the switch designated for freshwater operation on the instrument panel. Pull the showerhead out of its holder. Press the button on the handle to operate.

MAINTENANCE:

Very little maintenance is required for the system, other than annual disinfecting and winterizing. Occasionally the shower head might need to be repaired or replaced due to calcium build-up. Periodically check the entire system to assure that the hose connections, tube fittings, electrical connections and mounting bolts are properly secured, and free of chafing caused by movement of the hoses against a fixed object.

210 Outrage Freshwater System Diagram

- ① Shower head sprayer
- ② Shower head recess
- ③ Freshwater fill
- ④ Freshwater tank vent
- ⑤ Freshwater tank fill hose
- ⑥ 20 Gal. (75.7L) polyethelene tank
- ⑦ Freshwater supply line (to pump)
- ⑧ Freshwater pump, 3.8 GPM.
- ⑨ Access to pump,(under starboard seat).

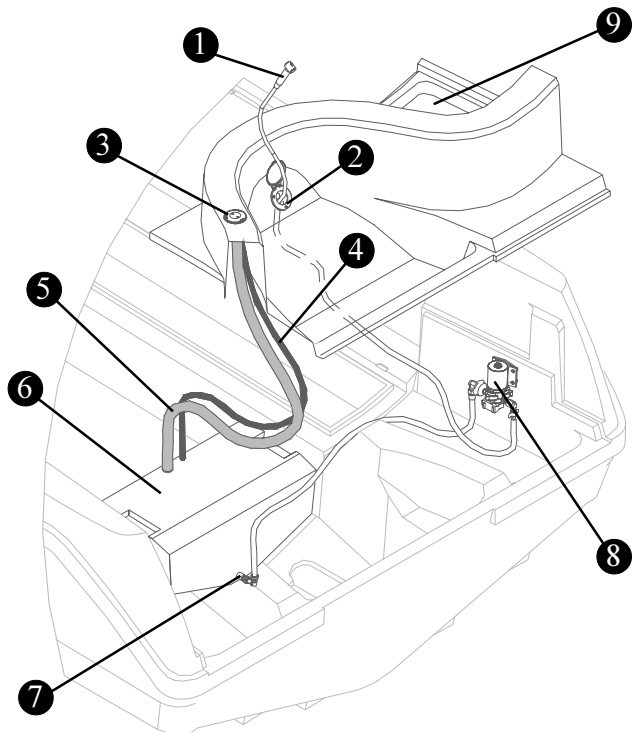
WINTERIZING THE SYSTEM:

If the water system will not be used for an extended amount of time it is recommended that it be drained. Draining the freshwater system will require you energize the freshwater pump switch on the instrument panel, press the button on the shower head and empty the freshwater tank, disconnect the hoses to and from the water pump to allow as much water as possible to drain out.

DISINFECTING THE SYSTEM:

Before you fill the freshwater system it is vital that it be properly disinfected. The following procedure is recommended to disinfect the freshwater system:

- Flush the entire system thoroughly by allowing potable water to flow through it.
- Drain the system completely.
- Fill the entire system with an approved disinfecting solution (check with your dealer for recommendations) and follow the method prescribed by the manufacturer.
- After disinfecting, drain the entire system.
- Flush the entire system thoroughly several more times with potable water.
- Now the system is ready for use, fill with potable water.



Hydraulic Steering Information

CAUTION

Continuous kinking, rubbing and twisting may eventually weaken hose(s) to a point of rupture during normal steering operation. Visually inspect all hoses and fittings for wear and damage.



Your 210 Outrage is equipped with a Teleflex, hydraulic steering system. While underway; the engine exerts a tremendous amount of torque on the steering wheel. The hydraulic system

makes it easier to transition between turns without having to “fight the wheel”. The hydraulic steering system consists of:

- Steering wheel and helm pump unit
- Engine hydraulic cylinder
- Hydraulic hoses and fittings

For your convenience there is a lever at the base of the steering wheel that can be pushed to adjust the tilt angle of the steering wheel.

OPERATION:

When turning the steering wheel either clockwise or counterclockwise, the helm pump forces hydraulic fluid through hoses to and from the engine cylinder which is connected to the tiller arm. The engine cylinder moves the tiller arm to port and starboard.

MAINTENANCE:

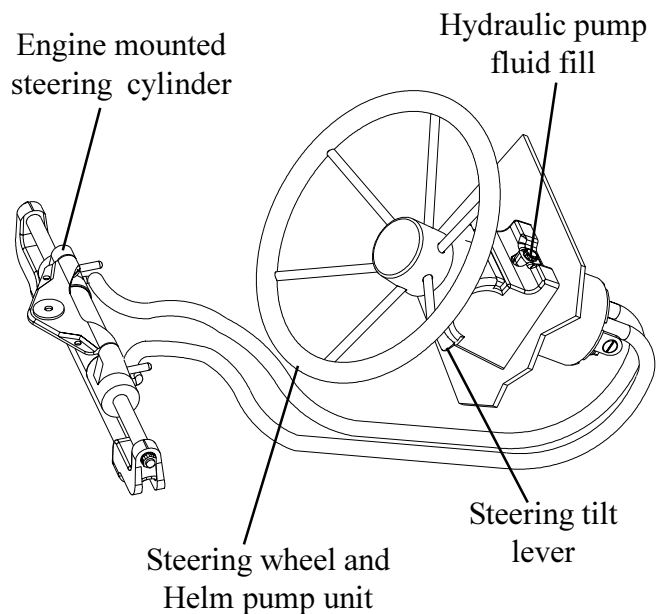
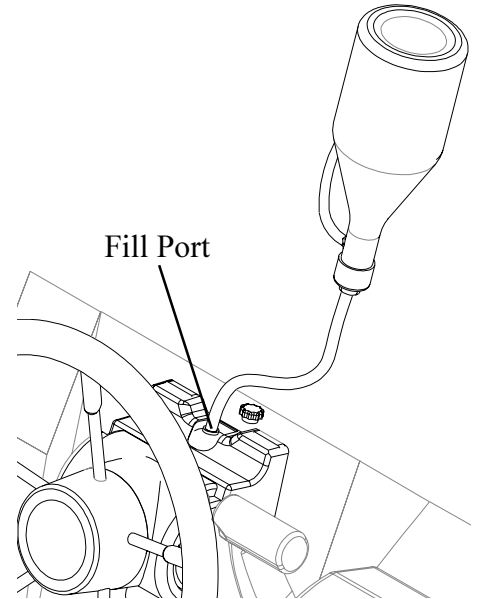
Proper maintenance of this system will ensure worry-free usage for the life of your boat. Steering system integrity is imperative when engaging in recreational water activities. Special care and attention must be taken to ensure proper performance of the steering system and should include the following:

- After the first few hours of operation and at regular intervals, check all fasteners and the complete steering system for security and integrity.
- Inspect for corrosion. Any part affected by corrosion must be replaced.
- When replacing parts, self locking hardware must be used.
- Check the fluid level in the helm pump unit.
- Lubricate slides on the engine cylinders.

All steering systems whether mechanical or hydraulic require regular inspections, periodic adjustment and occasional replacement may be necessary.

FILLING:

Your owners manual kit has a fill tube that can be used to replenish the hydraulic oil for the hydraulic steering system. Keep a record of the times you have filled the hydraulic fluid reservoir. Read the manual for complete information on the correct type of fluid to use and schedule.



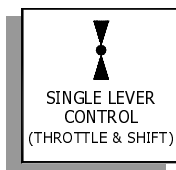
Power Steering Information

The Verado® engine(s) package comes with a power steering pump that is located under the motorwell access hatch. The major components of the pump system, (for filling & maintenance) is covered by a shroud. Remove the shroud and unscrew the cap to check the fluid level in the reservoir. There is a filter insert that needs to be checked and cleared if necessary. Fill as necessary. Make it a habit of checking the fluid level before each trip.

Use ONLY SAE 0W-30 Full Synthetic Power Steering Fluid when refilling the reservoir. The power steering pump's owner's manual will have all the information regarding care and maintenance. Follow all recommendations carefully.

The system is virtually maintenance free, aside from regular fluid checks and visually inspecting the outside of the unit for sign of leaks or damage.

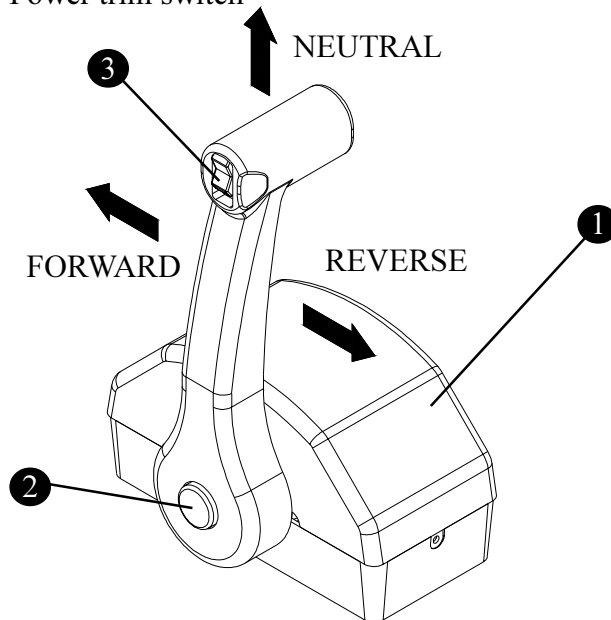
Gear Shift & Throttle Control



The 210 Outrage is equipped with a gear shift/throttle control unit mounted on the console directly starboard of the steering wheel. The gear shift/throttle control unit for the engine activates both shifting mechanism and throttle. The control must be in the “NEUTRAL” position to start your engine. Neutral is the most upright position of the control unit and acts as an idle, the propeller is not rotating. There is a “throttle only” button at the center of the throttle control that when depressed will disengage the shifting mechanism and will allow you to operate the throttle without engaging the propeller. This button will automatically engage the shifting mechanism once the throttle control has been moved back to its center position (you will hear and feel a click when it is engaged). Moving the lever forward engages the forward gear and then the throttle advance. To reverse power, bring the control lever back to engage the reverse gear and increase the reverse thrust. The throttle control regulates the RPM of the engine. Regulating the RPM of the engine will control the speed of the boat.

Gear Shift/Throttle Control Assembly

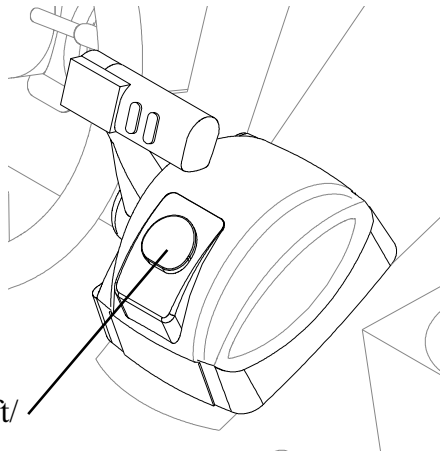
- ① Gear Shift/Throttle Control Housing
- ② Throttle only button
- ③ Power trim switch



Pulling back on the gear shift/throttle control while moving at a high speed will cause a sudden slowing of the boat and will create a following wake which may rise above the transom and flood the boat. Understanding your boat and its reactions at speed will make boating for you safer and more enjoyable.

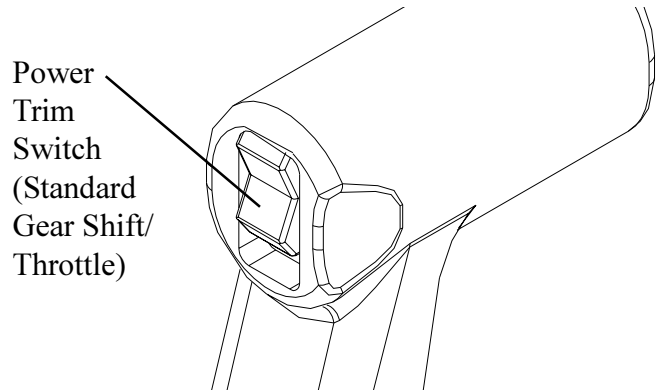
Digital Throttle & Shift, (Optional)

The 210 Outrage has the option of using a “drive-by-wire” gear shift and throttle control system. The Digital Throttle/Shift, (DTS®) is the latest in advanced technology for recreational boating. There is a separate manual that comes in the owners packet that will detail safe operation of the DTS® system. Please read it carefully to familiarize yourself with all the features associated with the DTS® and Verado® system.

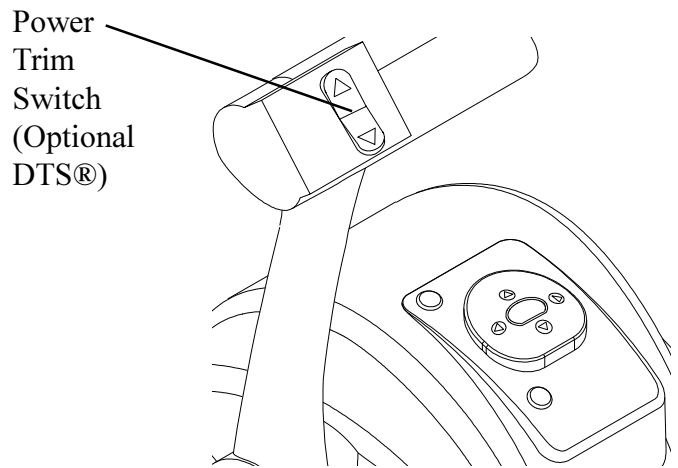


DTS® Gear Shift/
Throttle Control

water surface) for a given load and water condition. In most cases, best all-round performance is obtained with the engine adjusted so that the boat will run at a 3° to 5° angle to the water. The power trim is located on the gear shift/throttle lever.



Power
Trim
Switch
(Standard
Gear Shift/
Throttle)



Power
Trim
Switch
(Optional
DTS®)

Power Trim Operation



NOTICE

Boats can be operated in a manner and speed resulting in trim angles that cause visibility to be obscured. Motor trim, hull trim plane and speed are factors that affect a boat's trim angle.

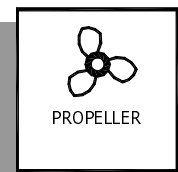
The power trim & tilt system allows you to raise and lower the engine(s) outdrive for optimum performance in the water and for trailering, launching and beaching. The switch is a momentary switch; which means that constant pressure must be applied to the switch during the raising and lowering cycle. This also allows for ideal boat angle (in relation to the -

Propeller Information

⚠ DANGER
Disconnect power by moving the battery switch to the "OFF" position prior to removing the propeller.

⚠ NOTICE
It is advised that you always carry a spare propeller, propeller hardware and propeller wrench on board. Should your propeller become damaged it can be easily replaced.

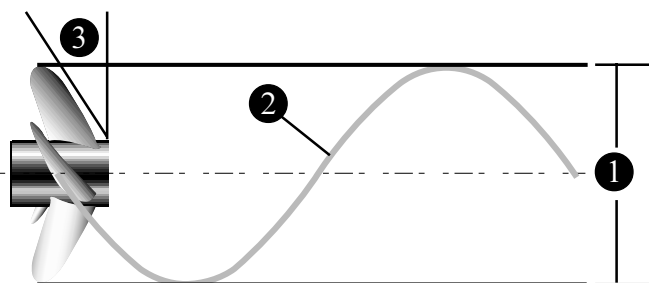
⚠ NOTICE
Under no circumstance use a propeller which allows the engine to operate at a higher than recommended RPM.



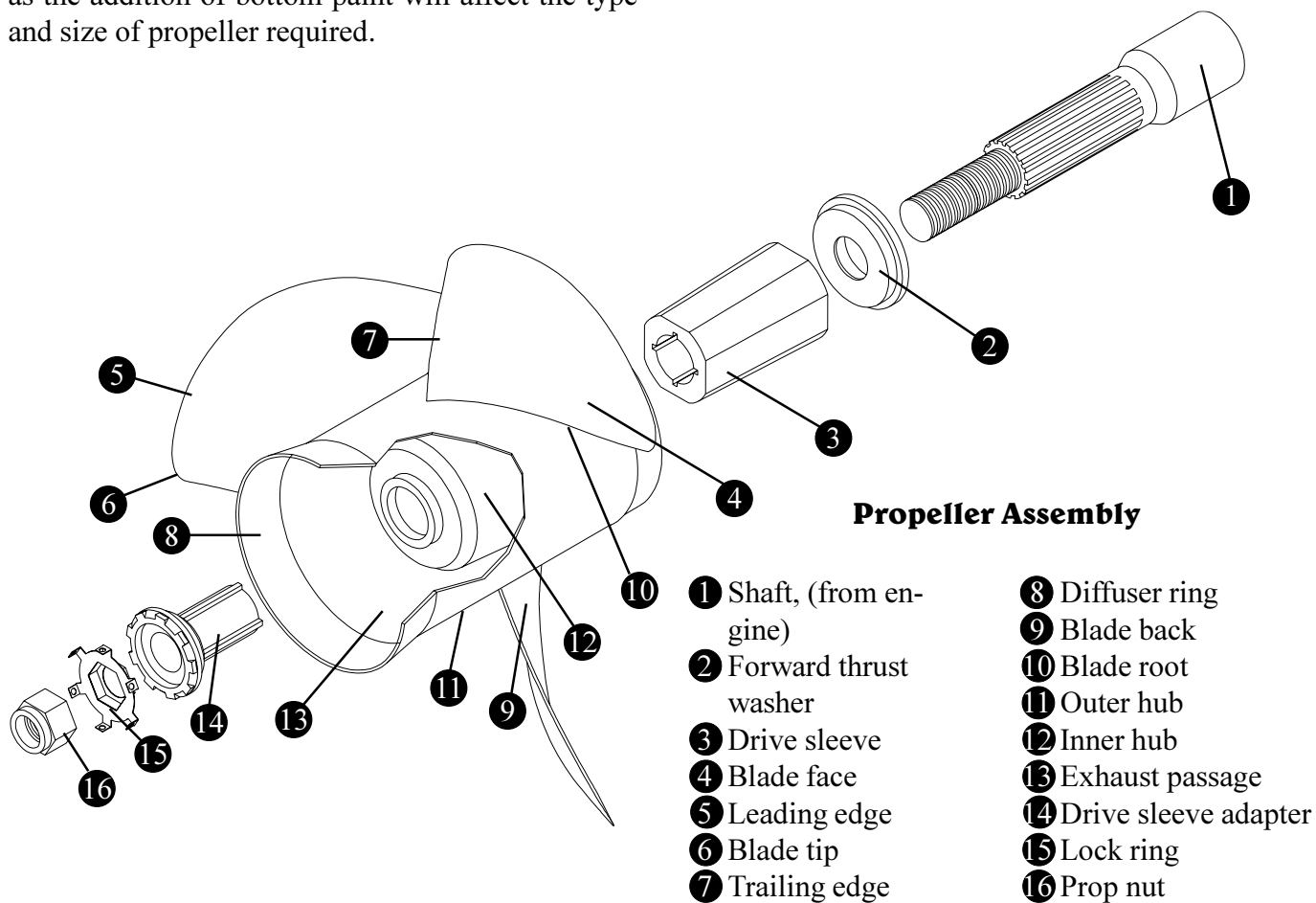
The engine(s) on the 210 Outrage have been equipped with propellers which our tests have shown to be best suited for general use under normal conditions and load. In some situations you may wish to change the propellers to give your boat slightly different performance characteristics. Changing your boats running surface, such as the addition of bottom paint will affect the type and size of propeller required.

In general, changing to a lower pitch propeller will increase acceleration and load pulling capability, with a slight decrease in top end speed. If you choose to change propellers, the type should be discussed with your Boston Whaler® dealer.

All propellers are designed to provide maximum forward thrust, so the reverse thrust of the propeller will not be as efficient.



- ① Propeller Diameter
- ② 1 Revolution, (Pitch)
- ③ Propeller Rake

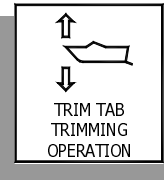


Propeller Assembly

- ① Shaft, (from engine)
- ② Forward thrust washer
- ③ Drive sleeve
- ④ Blade face
- ⑤ Leading edge
- ⑥ Blade tip
- ⑦ Trailing edge
- ⑧ Diffuser ring
- ⑨ Blade back
- ⑩ Blade root
- ⑪ Outer hub
- ⑫ Inner hub
- ⑬ Exhaust passage
- ⑭ Drive sleeve adapter
- ⑮ Lock ring
- ⑯ Prop nut

Trim tabs (optional)

NOTICE
It is recommended that you check the level of the fluid in the reservoir before using your boat.



Your 210 Outrage can be fitted with hydraulic trim tabs. The trim tabs are located on the lower section of your transom and are used to trim the list of your boat caused by uneven weight distribution, too many persons on one side of the boat, or strong cross winds. Access to the trim tab pump for the 210 Outrage is through the starboard aft quarter seat located on the sterndeck. OPERATION:

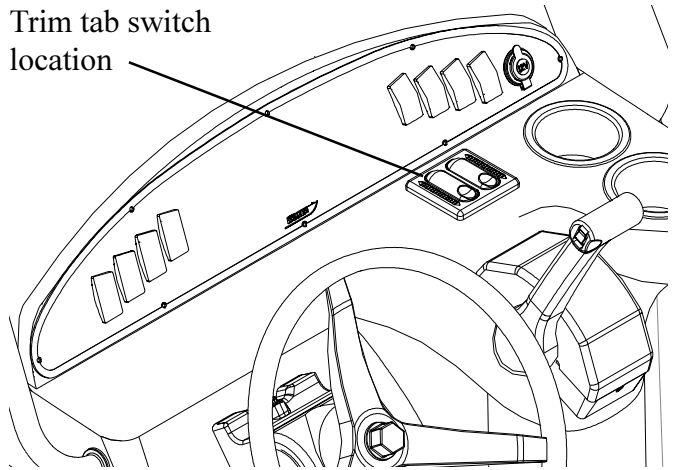
The trim tabs are controlled by rocker switches located on the center part of your console above the throttle control. Short momentary bursts of the rockers will achieve proper attitude of the hull. Using the trim tabs will:

- Level the boat; fore and aft.
- Reduce resistance in the steering system.
- Give you a smoother more stable ride.
- Speed will increase and there will be less strain on the engines.

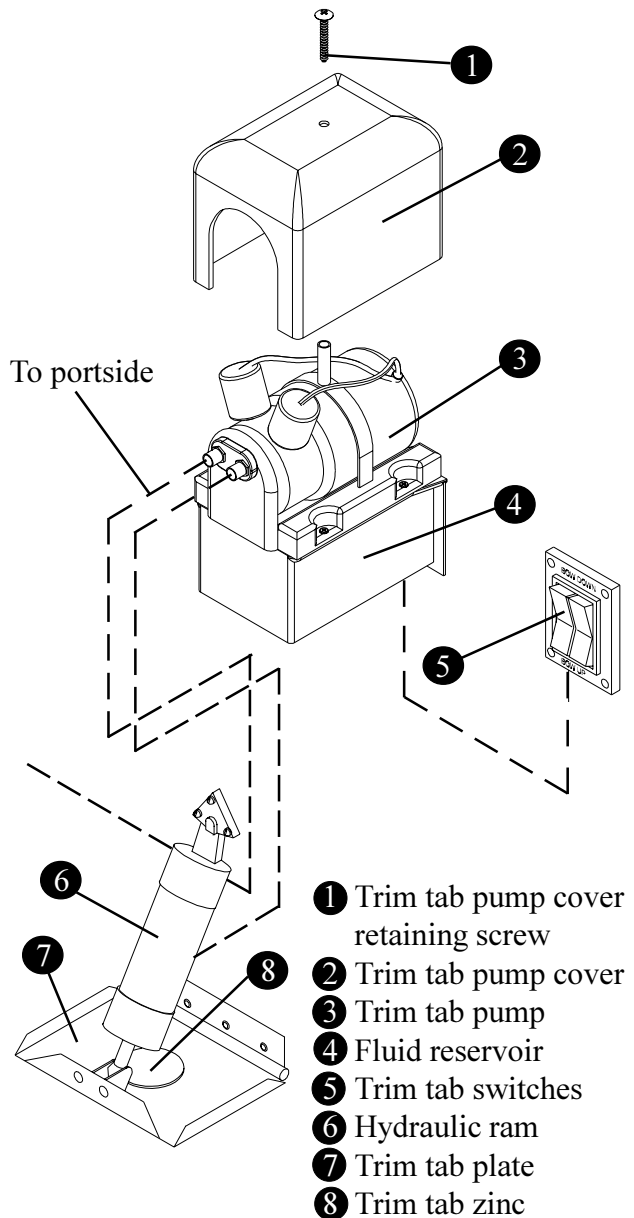
MAINTENANCE:

Check for leaks at the seals of the hydraulic rams. If leaks occur, the system may need to be purged and refilled. Use only the fluid specified by the trim tab manufacturer when refilling the system (Instructions are include in the owner's packet). When the boat is out of the water you should inspect the planes and hinges for marine growth; remove as necessary. The trim tab pump is located at the starboard aft quarter of the boat.

To service the pump unit, remove the tinted plastic cover to gain access to the reservoir fill plug and motor parts. Please consult your owner's manual for manufacturer's recommendation concerning the type of fluid that is best suited for your boat. When filling the reservoir with fluid, be sure to fill up to the "FULL" mark on the pump base. Add fluid with the trim tabs in the "UP" position only.



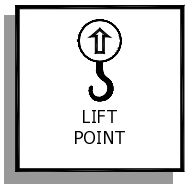
Trim tab, switch and pump



Mooring Points

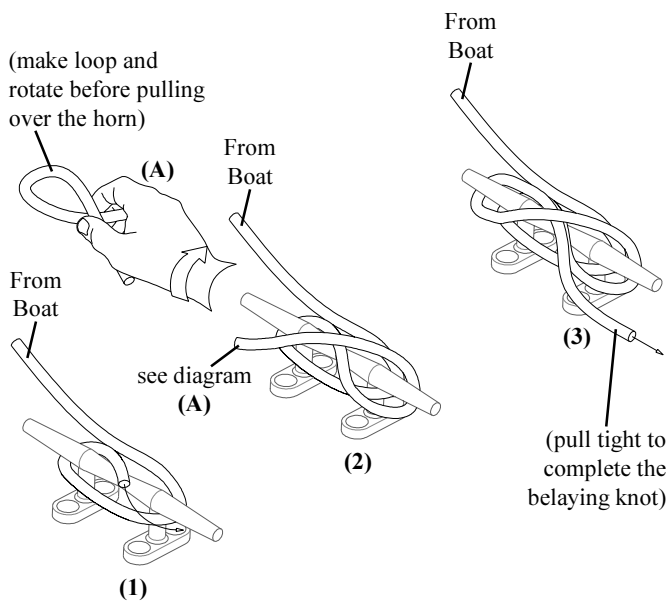
! DANGER
 Use only the lifting points specified. Using the cleats for lifting is dangerous and could cause serious injury or death and damage to the boat.

! WARNING
 Gelcoat surfaces are slippery when wet. Use extreme caution when walking on wet surfaces. Use care when waxing to ensure that walkways are not made dangerously slippery.



The 210 Outrage has (6) 8 inch cleats, two located at the bow, two located amidship and two located at the stern, on the gunwale wall in the cockpit, (can be accessed through the Hawse pipe). The cleat is used to secure the boat to the dock. While loading/unloading or mooring, please learn the proper way to secure the boat and how best to use the mooring points of your boat. The bow eye is used to haul and hold your boat onto a trailer. The stern eyes should be used as tie down points while trailering the boat. The bow and stern eyes can be used for short term lifting such as for service. Long term lifting with the bow and stern eyes can cause stress on the fiberglass and gel coat and is not recommended.

Below is a simple diagram that shows a belaying knot; commonly used to secure a boat to a dock. This knot is will hold fast and is simple to release when needed.



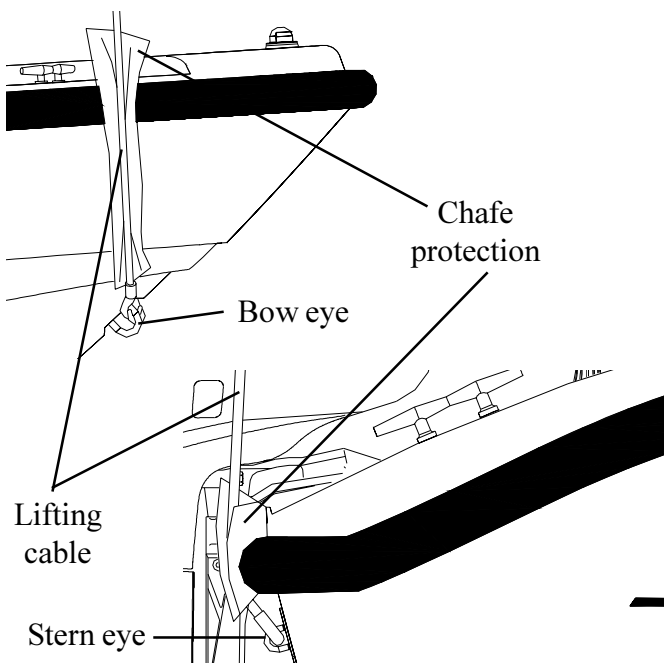
Lifting

Whether you are lifting your boat out of the water for routine maintenance or long term storage, there are some points to consider.

- If you are using a professional lifting service, it is prudent to check all credentials and ask for proof of insurance to protect your investment.
- Use a wide, flat, belting sling for lifting ,to minimize stress on the gunwales. Careful location of the sling is required.

DO NOT PLACE SLINGS WHERE UNDER WATER FITTINGS WILL BE IN CONTACT.

- If using a lifting hook, attach to bow eye and the stern lifting eyes mounted on the transom. Always use a spreader bar on the stern eyes and use chafing protection on the top of the transom.



Hull Maintenance

Clean the bottom of your boat of marine growth immediately, if the debris dries it will harden and will make its removal very difficult. Waxing of the exterior surfaces is recommended to be done at least twice a year to protect the gelcoat of your boat. Compounding may be necessary to remove more stubborn stains and chalking from the surface of your boat, compounding must be done after washing and prior to waxing. Check with your Boston Whaler® dealer on a compatible rubbing compound for your boat. When washing your windshield never use abrasive powders, gritty cloths or steel wool. Always use a damp cloth or a chamois when drying. Metal trim and fittings will stay bright if coated with a good grade metal polish or paste wax after washing. Stainless steel is strong and corrosion resistant, but still requires maintenance to keep its appearance. Crevice corrosion, a brownish coloring; occurs where two pieces of stainless hardware meet.

This condition is caused by impurities in water and air and can be cleaned easily with a good grade marine polish using a sponge, cloth or small bristled brush (for nooks and crannies).

Hull Maintenance, (Blisters)

The fiberglass and resin structure of your boat is porous (intrusion of water into the gelcoat will take some time). Blistering is caused by water soluble materials in the hull laminate. The effect of osmotic pressure allows water to impregnate below the gelcoat and substrate; forming a blister. There have been extensive university studies funded by the United States Coast Guard regarding the cause and effect of blisters forming in the gelcoat of fiberglass boats. Fiberglass blisters can form in near-surface layers of the gelcoat to very deep into the fiberglass structure. The damage can range from cosmetic to catastrophic, (although the latter is a very rare occurrence). The studies seemed to point toward long term immersion of the hull in warm water as a primary cause of hull blisters. Stress cracks on the hulls below the waterline also contributed to the formation of blisters on the hull. There are a variety of ways to prevent the formation of hull blistering: Epoxy coatings can be applied to the hull, followed by hull painting.

An alkyd-urethane-silicone marine paint can also be used to aid in the prevention of hull blisters.

Reducing the amount of time that your boat stays in the water also helps prevent hull blisters from forming. Use of a trailer or boat lift will reduce the likelihood of hull blisters forming. Be sure to use a bunk type lift or trailer for long term storage of the boat out of water. If blisters are present in the hull; they need to be properly cleaned and dried out before any barrier protection can be applied. Contact your Boston Whaler® dealer for more information on prevention and treatment of hull blisters.

Bottom Painting



DANGER

There are risks and dangers inherent with the use of paints and solvents. Dispose properly of all rags, rollers and trays used for painting. Follow all the precautions and regulations listed by the manufacturer before and after painting your boats hull.

Painting the bottom of your boats hull is a good way to slow the formation of hull blisters, and also keeping bottom growth (fouling) under control. To determine the waterline, you will need to place the boat in water and with a full load of fuel and gear, mark the waterline. Measure above the marked line 1 to 3 inches for placement of the tape line. Masking tape is not recommended for the types of paint you will be using. Preparation is the key to a successful hull painting. If the hull is bare, the gelcoat will have to be dewaxed before sanding can begin; otherwise the wax will be dragged into the scratches and will reduce the adhesion properties of the paint. After the dewaxing is complete, light sanding with 80 grit paper is recommended. Proper ventilation and capture of the dust created by sanding is essential. The dust created is toxic and should not be breathed. A proper fitting respirator must be used. DO NOT use a paper filter mask. The paint can be applied after sanding and cleaning is complete. Follow the manufacturer's recommendation for applying the paint. Humidity and weather will play a role in how and when the paint is applied. Several thin layers are better than one thick layer.

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Vinyl Care

Make sure that there is enough paint left to cover areas that were not accessible, (slings, jackstands etc.) and paint accordingly. Follow the manufacturer's recommendation for do's and don't's after the painting is complete. If the hull bottom is already painted, you must be sure to test the paint's adhesion to the already painted surface. If the paints are incompatible, the new paint will not adhere to the hull bottom or the paint will "Lift" the old paint. NEVER apply paint without first preparing the old painted surface. The paint is designed to resist algae growth which means it has chemicals embedded in the paint that are harmful if ingested. Take all necessary precautions required before painting or repainting your boat's hull. Painting your boat's hull will adversely affect the boat's speed and performance. If your boat will spend most of its time in the water, it might be a good idea to paint the hull bottom, if you will be trailering the boat to and from the water, you might want to forgo the painting. This is an abbreviated section on painting your hull bottom. Your Boston Whaler® dealer should have information on properly painting your boat's hull or recommendations on businesses that will paint your hull for you.

Painted Hull Care (Bottom)

The painted hull bottom will need to be inspected annually. Any growth will affect the boat's performance and overall look. If it has been a while between inspections you might notice algae or slime growth. This can be cleaned with a coarse towel or soft bristle brush. The growth should be cleaned immediately after the boat has been removed from the water. If the growth is allowed to dry it will be that much harder to remove. If the growth is more severe, you may need to enlist the services of a professional hull cleaning company. Fresh water, salt water and water temperature can all affect the types of growth that you will find on your boat's hull.

The vinyl cushions on your 210 Outrage will keep their appearance and suppleness if cared for properly. Salt water, salt residue, dirt, ultra-violet rays etc. will take their toll on vinyl products causing them to lose their luster and texture. A thorough cleaning with a good vinyl upholstery cleaner will keep the vinyl soft. Keep the vinyl dry to prevent mildew, make sure there is no moisture between the cushions.

Long Term Storage

CAUTION

Never start or run your outboard (even momentarily) without having water circulating through the cooling water intake holes in the gear case. This will prevent damage to the water pump (running dry) or overheating of the engine.

NOTICE

Periodically haul the boat out of the water and scrub the bottom with a bristle brush and a solution of soap and water. For better protection paint the hull below the waterline with a high grade anti-fouling paint.

NOTICE

Store the batteries in a cool, dry location. Keep the batteries in their plastic boxes. Periodically check the batteries during storage.

Storage or winter lay-up will require you to make sure that your boat and its systems are properly conditioned for extended periods of non-usage.

It is important that you follow all the recommenda-

tions set by the engine owner's operations manual. It will give you a schedule of when these important functions need to be done.

ENGINE:

Protecting your engines vital moving parts from corrosion and rust caused by freezing of trapped water or excessive condensation due to climatic changes is very important. Internal engine parts can be effected by rust due to lack of proper lubrication. Freezing water in the engine can cause extensive damage to the internal moving parts.

FUEL SYSTEM:

Tank(s), hoses, fuel pump and carburetor should be treated to help prevent the formation of varnish and gum. Temperature extremes cause condensation to accumulate in the fuel tank(s). Empty gas tanks collect condensation which could lead to fuel contamination and/or premature wear of your system.

TRAILER STORAGE:

If you will be storing the boat for an extended amount of time on its trailer, you will need to lift the trailer off of its wheels. Use care when raising the trailer. The surface should be level and conditioned to accept the weight of the boat and trailer and allow for adequate drainage. Covering the wheels will protect them from harmful UV rays. Repeatedly immersing the trailer in water during boat launching can cause a variety of problems. Water seeping into the wheel hubs will cause the grease to emulsify and can prematurely corrode the bearings. Check with the trailer manufacturer for scheduled maintenance of you trailer.

ELECTRICAL SYSTEM:

The battery should be removed from the boat. Remove the negative (-) cable first, then the positive (+) cable and the battery given a full charge. Clean the external surface of the battery and check all water levels before and after charging. Grease both terminals and bolts on the cable ends.

DRAINAGE:

It is important to raise the bow of the boat enough to allow for proper drainage of water from the deck and bilge area. Make sure all the drainage fittings are clear and free of debris. Store the engine in an upright position to promote adequate drainage of water.



NOTICE

NEVER trailer the boat with the sun-top in the open position. Damage to the frame, canvas and securing straps can occur. Use the protective boot when the sun-top is being trailered or stored.

Chafing, fiber wear from dirt and grit and deterioration from ultraviolet light can cause your canvas sun top and covers to degrade over time. The effects of ultraviolet light can sometimes be reduced by chemical treatment of canvas items. Consult your Boston Whaler® dealer or check with your owner's manual before using any chemical treatments on your canvas. To keep the canvas and metal parts in good working condition and keep a good appearance, you will need to keep them clean. The fabric should be cleaned regularly before substances such as dirt, pollen, etc. are allowed to accumulate on and become embedded in the fabric. The fabric can be cleaned without removing the framework.

Simply brush off any loose dirt, pollen, etc. hose down and clean with a mild solution of a natural soap in lukewarm water (no more than 100 ° F. 38° C.). Rinse thoroughly to remove soap. Allow the canvas to completely air-dry. After each use especially in salt water areas, rinse the canvas completely with fresh cold water. Let the canvas dry completely before stowing. All metal components of the canvas frame should be rinsed with fresh cold water and exposed components wiped dry to maintain appearance and working order.

Lubricate the snaps of the canvas with petroleum jelly, use a parafin wax on the zippers to keep them in proper working order. If you have stubborn cleaning cases call your Boston Whaler® dealer for proper cleaning procedures.

Do not use bleach or solvents to clean the canvas material.

Trailer (optional)

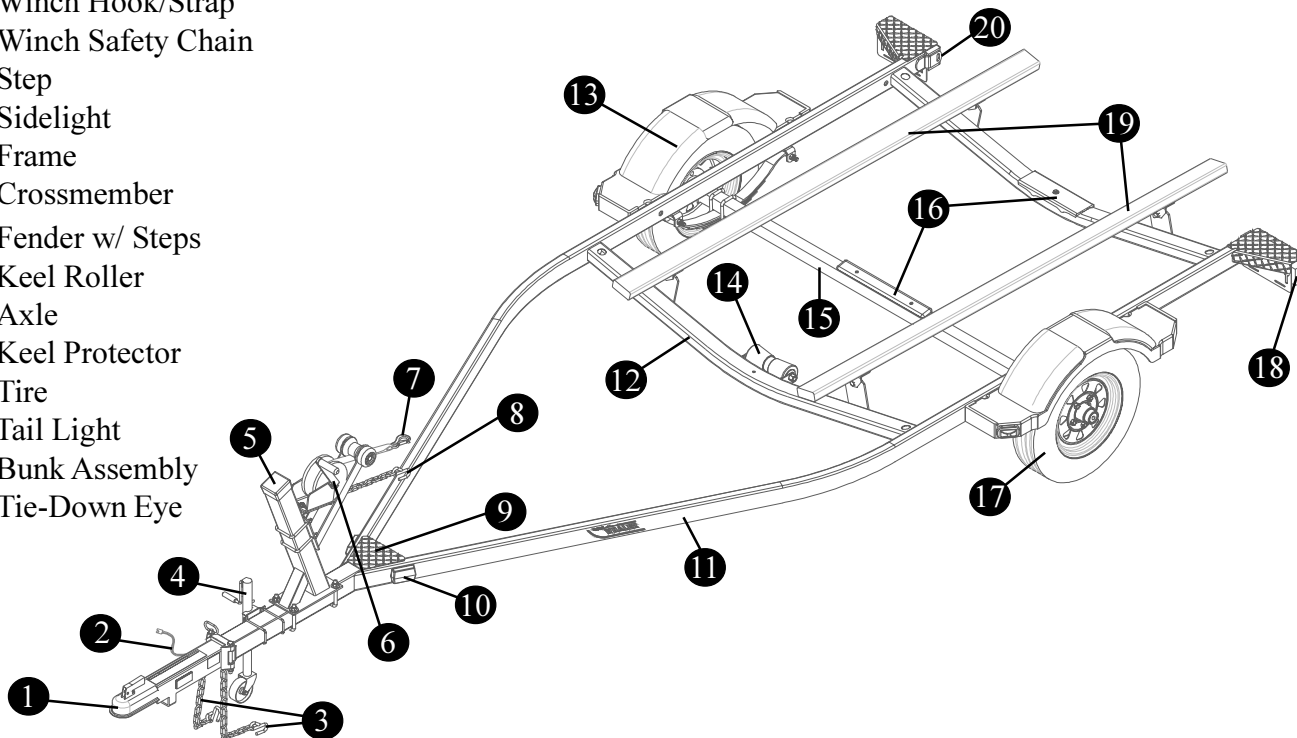
Your 210 Outrage has the option of being fitted with a galvanized trailer. This trailer is best suited for your boats length and width. If you have a trailer or plan on purchasing a trailer separately; there are some points you need to consider. Having a center roller and keel guards will help provide good support for the keel, also provide good fore and aft support. Trailers equipped with rollers instead of bunks can damage the foam sandwich hull of your boat and should never be used. Bunks provide a more even weight distribution.

Trailer Safety:

There are features that will keep your trailer secured to the tow vehicle: The safety chain attaches to the bow eye and will keep the boat from sliding off the trailer in the event that the winch strap or cable breaks, hook this up first. **Refer to the engine owner's manual for proper engine support while trailering.**

Bunk Trailer Terminology

- ① Tongue/Ball Hitch Reciever
- ② Trailer light connection, (4-pin)
- ③ Safety Chains
- ④ Tongue Jack
- ⑤ Winch Stand
- ⑥ Winch Assembly
- ⑦ Winch Hook/Strap
- ⑧ Winch Safety Chain
- ⑨ Step
- ⑩ Sidelight
- ⑪ Frame
- ⑫ Crossmember
- ⑬ Fender w/ Steps
- ⑭ Keel Roller
- ⑮ Axle
- ⑯ Keel Protector
- ⑰ Tire
- ⑱ Tail Light
- ⑲ Bunk Assembly
- ⑳ Tie-Down Eye



Tie-down straps can be used to secure the boat from the stern. The tie-down straps hook into the tie-down loops on the trailer frame to the lifting eyes on the transom. Padding (or similar) chafe protection should be used where the tie-down strap come in contact with the hull. A properly matched trailer hitch ball and coupler is important. **NEVER USE A HITCH BALL AND COUPLER THAT ARE NOT MATCHED.**

Make certain that the coupler and the hitch ball are properly seated and locked. Safety chains are also important; the chains are connected to the trailer and should be of sufficient length to reach the frame of the tow vehicle and should be long enough to allow the tow vehicle to turn without binding or tensioning.

DO NOT SECURE THE CHAINS TO THE BUMPER

⚠ DANGER

Tie-down straps should never be used by themselves, they are only used to help in keeping the boat secured to the trailer. Make certain that the safety chain is properly secured to the bow eye.

⚠ NOTICE

Your warranty may be void if you use a trailer with rollers. Use a trailer with bunks ONLY

Anchoring Information



WARNING

SLIPPING HAZARD—Anchor from the bow if using one anchor. A small current can make a stern anchored boat unsteady; a heavy current can drag a stern anchored boat underwater.



NOTICE

There are a variety of anchors with a variety of uses. Discuss the types with your dealer to find the right type for your boat.



The 210 Outrage is equipped with an anchor storage compartment located in the bow of the boat. **Note: before using the anchor be sure the anchor line's bitter end is secured to the eye**

in the bottom of the anchor locker. Wind and sea conditions can affect the boat. The boat is not moving through the water, and without headway there is no control. **STAY ALERT!** Be sure that the anchor will hold under all circumstances if you are leaving the boat.

Understand the principles of rode and scope and their effect on anchor performance.

The rode is the line connecting the anchor to the boat. Nylon line is ideal because it is light, strong and stretches, it also can be stored wet and is easy to handle. Add a length of chain between the anchor and the nylon line to prevent abrasion of the line. The scope is technically defined as the ratio of rode length to the vertical distance from the bow to the sea floor. Scope also depends on the type of anchor, tides, winds, sea conditions and type of sea floor the anchor is in.

Minimum is 5:1 for calm conditions; normal is 7:1, and severe conditions may require a 10:1.

Since you want to know how much rode to use when anchoring, use this common formula.

Rode length=(bow height + water depth) x
Scope

*Scope factor may range from 5 to 10 or more.
Any number less than 5 and the anchor breaks away too easily.

Lowering the Anchor

Be sure that there is enough rope for the depth of water you will be anchoring in, and secure rode to both the anchor and the boat.

- Stop completely before lowering the anchor.
- Keep feet clear of coiled line as it pays out.
- Turn the anchor light on at night or during reduced visibility.

Setting the Anchor

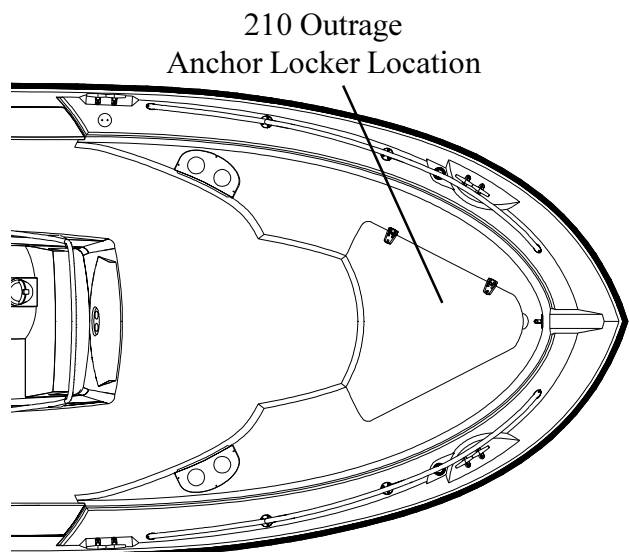
There is no best way to set an anchor. Experiment to see how it performs. One method is to turn the rode around a bitt or a cleat and slowly pay out as the boat backs from the anchor site. When the proper scope has been reached snub the rode quickly, causing the anchor to dig in to the sea bottom.

- Reverse the engine slowly to drive the anchor in and to prevent it from dragging.
- Secure the rode to the bitt or cleat.

Weighing the Anchor

To weigh (or retrieve) the anchor, start the boat and run slowly up to the anchor, taking up the rode as you go. The anchor will usually break out when the rode becomes vertical. Coil lines to let them dry before stowing.

BE CAREFUL THAT THE TRAILING LINES DO NOT FOUL IN THE PROPELLER.



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After the scheduled services are performed, fill out the areas below.

Maintenance Record

Date	Engine Hours	Serviced by	Maintenance Performed

Notes