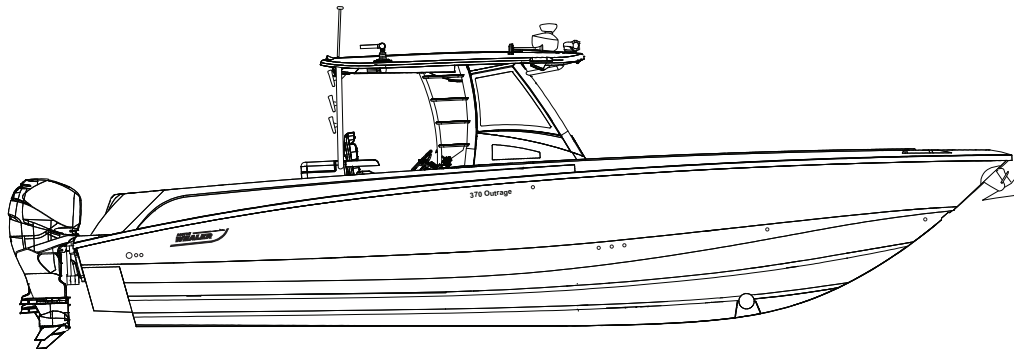


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# ***370 Outrage***



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





Welcome to the Boston Whaler family! Congratulations on your purchase of a Boston Whaler boat.

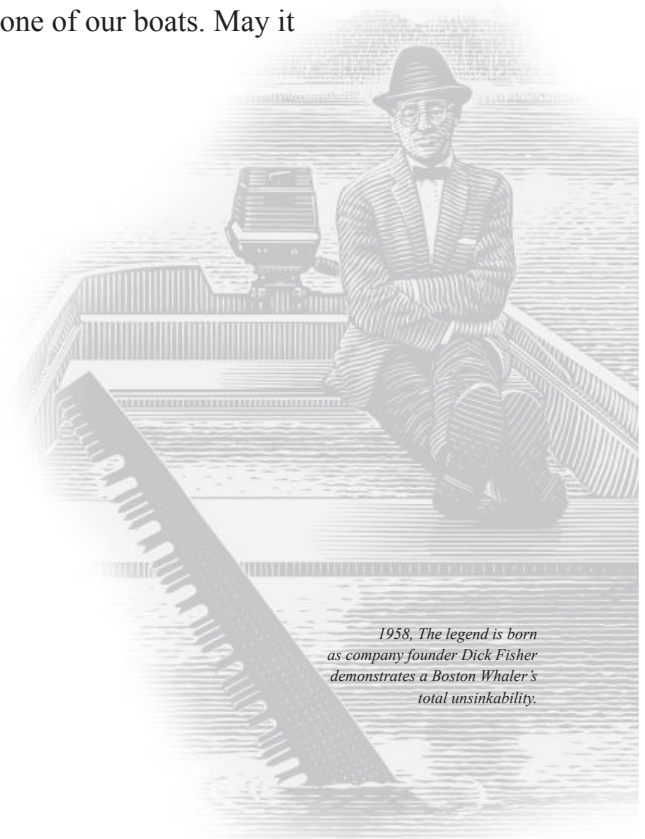
For over 50 years now, Boston Whaler has been represented by a select group of the best dealers in the boating industry. Boston Whaler depends on this extremely qualified network of dealers to provide you, our customer, with a truly exceptional boating experience.

Should you have any questions or concerns regarding your boat, please don't hesitate to contact your selling dealer. They will be more than happy to provide you with all the information and assistance that you require.

Information and assistance is also available at our corporate website, [www.bostonwhaler.com](http://www.bostonwhaler.com). On our website you will find information on our entire lineup of Unsinkable Legends, as well as a collection of customer resources including parts diagrams, maintenance tips and frequently asked questions. In addition, you can sign up to receive future issues of Boston Whaler's lifestyle magazine, *Whaler*.

Since Boston Whaler's inception in 1958, we have been committed to providing customers with the safest, highest quality, most durable boats in the world. I am confident that you, as a Whaler owner, will also appreciate the quality and pride that is built into every Boston Whaler boat.

From all of us here at Whaler, thank you for purchasing one of our boats. May it bring you many years of boating enjoyment.



*1958, The legend is born as company founder Dick Fisher demonstrates a Boston Whaler's total unsinkability.*

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## HISTORY

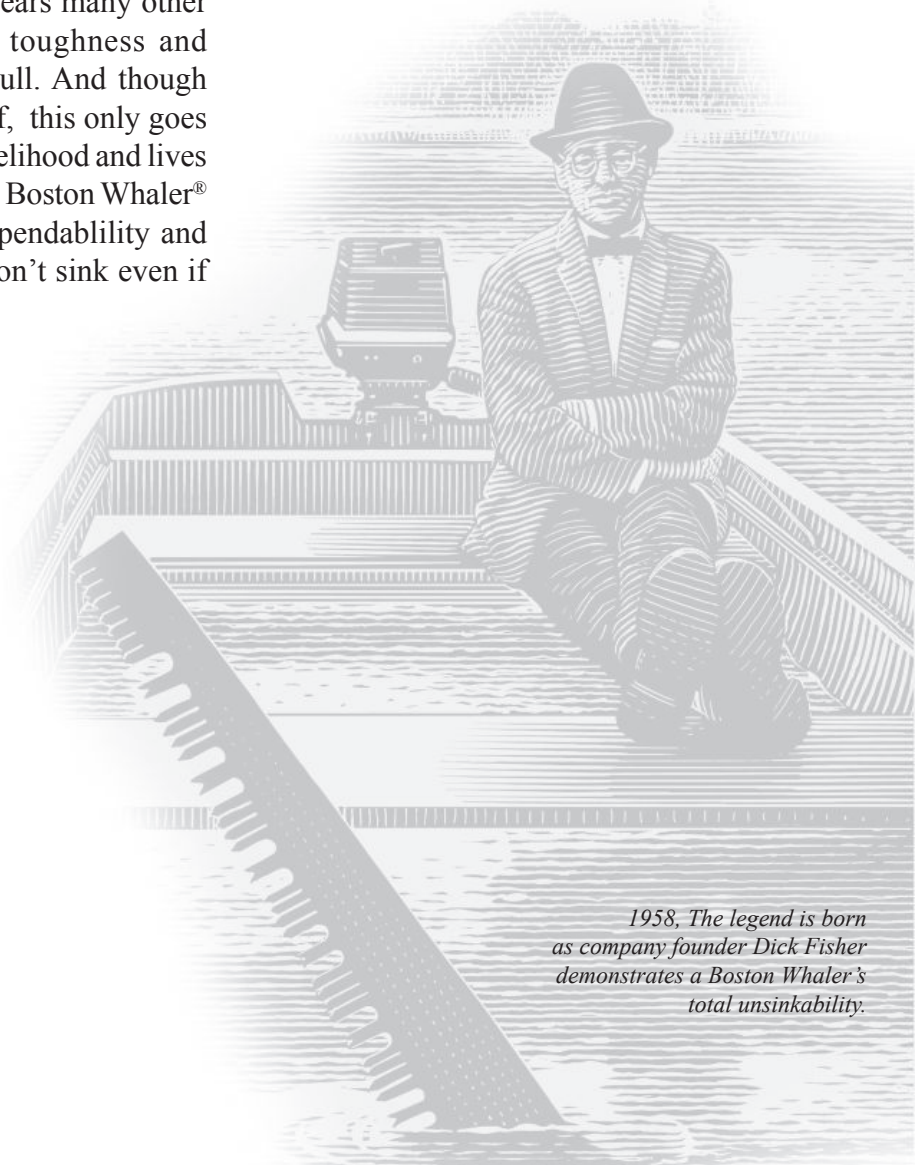
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In 1958, company founder Richard T. Fisher introduced the first Boston Whaler® boat in Braintree, Massachusetts. It featured two significant innovations: first, its twin sponson hull design produced superior stability and a remarkably dry ride; second, 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 50 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®.

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.



*1958, The legend is born  
as company founder Dick Fisher  
demonstrates a Boston Whaler's  
total unsinkability.*

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.

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## Preface

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 Manuals 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.

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.

**BOSTON WHALER • A BRUNSWICK COMPANY**  
**MRP #2095013**

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## 370 OUTRAGE

### JULY, 2012

THE FOLLOWING ARE REGISTERED TRADEMARKS OF THE BRUNSWICK CORPORATION:

OUTRAGE, BOSTON WHALER®.



Specifications and standard equipment are subject to change. Boston Whaler is not responsible for changes to parts or accessories manufactured by companies other than Boston Whaler. Active Deck Suspension System, Boston Whaler, Whaler, the Boston Whaler logo, Conquest, Dauntless, Montauk, and Outrage are registered trademarks of Boston Whaler, Incorporated. Accutrack, Unibond, The Unsinkable Legend, Ventura, and Whaleboard are trademarks of Boston Whaler, Incorporated. Mercury and Optimax are registered trademarks of Mercury Marine, and SmartCraft and Verado are trademarks of Mercury Marine. Trademarks of others are the property of their respective owners. All mercury engine information provided by Mercury Marine, June 2007. Information contained within this publication is believed to be correct at the time of printing.

## BOSTON WHALER LIMITED WARRANTY

Boston Whaler, Inc. ("Boston Whaler") provides the following Limited Warranty to the original retail owner of its 2013 model year boats, if purchased from an authorized Boston Whaler Dealer and operated under normal, non-commercial use ("Boat"), subject to the remedies, exclusions, and limitations set out below.

1. **Ten-Year Structural Hull Limited Warranty:** Any Structural Hull Defect in material or workmanship which is reported within ten (10) years from the date of sale to the original purchaser will be repaired or replaced at Boston Whaler's sole discretion. The "Hull" shall mean the single fiberglass molded shell and integral structural components. A Structural Hull Defect shall mean a substantial defect in the Boat's Hull which causes the boat to be unfit or unsafe for general use as a pleasure craft under normal operating conditions.

2. **Three-Year Limited Warranty on Components Manufactured or Installed By Boston Whaler:** Boston Whaler will repair or replace, at its sole discretion, any components manufactured or installed by Boston Whaler that are defective in factory materials and/or workmanship, which are reported within three years from the date of sale to the original purchaser, and are not addressed in the specific warranties listed in paragraph 1 or 3 or set out in the Exclusions paragraph below.

3. **One-Year Limited Warranty on Upholstered Items, Canvas, Teak, and Powder Coating:** Boston Whaler will repair or replace, at its sole discretion, any upholstered items, canvas, teak, and powder coating manufactured or installed by Boston Whaler that are defective in factory materials and/or workmanship and are reported within one year from the date of sale to the original purchaser.

4. **Transportation:** For warranty claims filed under the following provisions 1) Ten-Year Structural Hull Limited Warranty, 2) Three Year Limited Warranty for Warranty Servicing of Vessels with Beams equal to or greater than 9 feet and 3) One Year Limited Warranty for Warranty Servicing of Vessels not offered with a standard trailer: Reasonable expenses, at Boston Whaler's sole discretion, for hauling out, transportation to and from the dealer or other service provider authorized by Boston Whaler for warranty service.

### EXCLUSIONS

This limited warranty does not apply to any boat which has been salvaged or declared a total loss or constructive total loss for any reason not covered in this limited warranty. This warranty also does not apply to the following items:

- (1) Except where offered above, expenses for hauling out, transportation to and from the dealer or the Boston Whaler factory for warranty service.
- (2) Equipment or accessories which are not installed by Boston Whaler or which carry their own individual warranties, including but not limited to engines, engine components, batteries, propellers, controls, steering mechanisms, and electronics.
- (3) Damage, deterioration, discoloration or mold of cushions, cosmetic surface finishes, including discoloration, chalking, cracking, crazing, fading or oxidation of gel coat, stress lines, plated or painted metal and stainless steel finishes, plastics or acrylic materials, or anti-fouling bottom paint.
- (4) Windshield breakage and leakage.
- (5) Any Boston Whaler boat initially sold at retail by a party other than an authorized Boston Whaler dealer.
- (6) Damage resulting from abuse, misuse, improper rigging and installation by an owner or any other person

or entity not being an authorized dealer, accidents, overloading or powering in excess of the recommended maximum horsepower.

(7) Failure of the owner to use, maintain, or store the boat as specified in the Boston Whaler owner's manual; and any other failure to provide reasonable care and maintenance. Normal wear and tear maintenance items are excluded from warranty coverage including but not limited to filters, bulbs, batteries, bungees, anchor rope, trailer finishes, tires, brakes, bearings and lights.

(8) Any Boston Whaler boat which has been altered or modified from Boston Whaler factory specifications, including penetration of the hull by anyone other than Boston Whaler factory personnel or Boston Whaler authorized dealer service personnel following factory specified procedures.

(9) Use of improper trailer, improperly placed supporting bunks or slings.

(10) Any Boston Whaler boat used for commercial, which includes but is not limited to any for-profit uses, or other revenue-generating purposes.

(11) Any representation or implication relating to speed, range, fuel consumption or estimated performance characteristics.

(12) Any failure or defect caused by an act of nature resulting in damage, cost, or expense;

(13) Any failure or defect arising from a previous repair made by a non-authorized service provider.

(14) Any item exceeding the expressed coverage limits specified in any Boston Whaler Limited Warranty.

(15) Any defect or repair requiring redesign of the Boat, except pursuant to the recall provisions of the United States Federal Boat Safety Act of 1971 or the recall laws of any other foreign jurisdiction.

#### **SOLE REMEDY**

THE REMEDY OF REPAIR OR REPLACEMENT OF PARTS OR MATERIALS THAT ARE FOUND TO BE DEFECTIVE IN FACTORY MATERIALS OR WORKMANSHIP COVERED BY THIS LIMITED WARRANTY SHALL CONSTITUTE THE OWNER'S SOLE AND EXCLUSIVE REMEDY AGAINST BOSTON WHALER FOR ANY CLAIMS WHATSOEVER OF ECONOMIC LOSS RESULTING FROM PRODUCT FAILURE. In keeping with environmental policies and practices, Boston Whaler reserves the right to utilize reconditioned, refurbished, repaired or remanufactured products or parts in the warranty repair or replacement process. Such products and parts will be comparable in function and performance to an original product or part and warranted for the remainder of the original warranty period. In no event shall any repair or replacement under this Limited Warranty exceed the fair market value of the product as of the date of the owner's claim. Acceptance of any product returned or any refund provided by Boston Whaler shall not be deemed an admission that the product is defective. Products that are replaced become the property of Boston Whaler.

### **OTHER LIMITATIONS**

EXCEPT AS SET FORTH HEREIN, THERE ARE NO OTHER WARRANTIES EITHER EXPRESS OR IMPLIED PROVIDED BY BOSTON WHALER ON THIS BOAT. ALL OTHER WARRANTIES, EXPRESS OR IMPLIED, INCLUDING IMPLIED WARRANTIES OF FITNESS AND MERCHANTABILITY, ARE EXPRESSLY EXCLUDED. BOSTON WHALER FURTHER DISCLAIMS ANY LIABILITY FOR ECONOMIC LOSS ARISING FROM CLAIMS OF PRODUCT FAILURE, NEGLIGENCE, DEFECTIVE DESIGN, MANUFACTURING DEFECT, FAILURE TO WARN AND/OR INSTRUCT, LACK OF SEAWORTHINESS, AND ANY OTHER THEORY OF LIABILITY NOT EXPRESSLY COVERED UNDER THE TERMS OF THIS LIMITED WARRANTY.

ANY IMPLIED WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE IS DISCLAIMED. TO THE EXTENT THE IMPLIED WARRANTY CANNOT BE DISCLAIMED, IT IS LIMITED TO THE SHORTER OF ONE YEAR FROM THE DATE OF DELIVERY TO THE FIRST RETAIL OWNER OR THE DURATION OF THE RESPECTIVE EXPRESS LIMITED WARRANTIES STATED HEREIN. TO THE EXTENT ALLOWED BY LAW, NEITHER BOSTON WHALER, NOR THE SELLING DEALER, SHALL HAVE ANY RESPONSIBILITY FOR LOSS OF THE BOAT, LOSS OF TIME, INCONVENIENCE, COMMERCIAL LOSS OR CONSEQUENTIAL DAMAGES. SOME STATES DO NOT ALLOW LIMITATIONS ON HOW LONG AN IMPLIED WARRANTY LASTS, SO THE ABOVE LIMITATION MAY NOT BE APPLICABLE. SOME STATES DO NOT ALLOW THE EXCLUSION OR LIMITATION OF INCIDENTAL OR CONSEQUENTIAL DAMAGES, SO THE ABOVE LIMITATIONS OR EXCLUSIONS MAY NOT BE APPLICABLE. THIS WARRANTY GIVES THE OWNER SPECIFIC LEGAL RIGHTS, AND THE OWNER MAY ALSO HAVE OTHER RIGHTS WHICH VARY FROM STATE TO STATE OR COUNTRY TO COUNTRY.

RETAIL CUSTOMERS IN THE EUROPEAN ECONOMIC AREA (EEA) MAY HAVE LEGAL RIGHTS UNDER APPLICABLE NATIONAL LEGISLATION REGARDING THE SALE OF CONSUMER GOODS WHICH ARE NOT AFFECTED BY THIS LIMITED WARRANTY. THE RETAIL CUSTOMER'S LEGAL RIGHTS UNDER ANY APPLICABLE NATIONAL LEGISLATION REGARDING THE SALE OF CONSUMER GOODS SHALL NOT BE AFFECTED. Information on authorized EEA dealers and EEA Privacy may be obtained by contacting Boston Whaler at [www.bostonwhaler.com](http://www.bostonwhaler.com).

### **STATUTE OF LIMITATIONS**

Any action for rescission or revocation against Boston Whaler shall be barred unless it is commenced within one (1) year from the date of accrual of such cause of action. This provision does not grant any consumer a right of rescission or revocation against Boston Whaler, where such right does not otherwise exist under applicable law. Some states may not allow the applicable statute of limitations for rescission or revocation to be reduced, so this provision may not apply to each retail owner.

### **OWNER'S OBLIGATIONS**

To initiate a warranty claim, it is the responsibility of the purchaser to contact an authorized Boston Whaler dealer immediately after discovery of any defect, describe the nature of the problem, and provide a hull serial number, date of purchase, and name of selling dealer. The authorized dealer will notify Boston Whaler, who is solely responsible for determining and authorizing in writing the remedial action(s) to be performed at either an authorized Boston Whaler dealership chosen by Boston Whaler or at the Boston Whaler factory. The purchaser should notify Boston Whaler of any boat being repaired by an authorized Boston Whaler dealer which has been at the dealership for fifteen (15) days, or of any claimed defect which was not corrected after one repair attempt. Our privacy policies are available at [www.bostonwhaler.com](http://www.bostonwhaler.com).

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### **ASSIGNMENT OF COMPONENT WARRANTIES**

Except as expressly set out herein, all warranties provided by the manufacturers and distributors of components, equipment, and parts on the boat (collectively “Component Manufacturers”) are hereby assigned to the owner to the extent permitted by the Component Manufacturers, as the owner’s sole and exclusive remedy with respect to such items.

### **REGISTRATION & WARRANTY TRANSFER POLICY**

Boston Whaler provides each new boat owner with a product registration card which should be filled out and sent to Boston Whaler within 30 days of purchase. Please complete and return the product registration card within 30 days of purchase of your boat in order to facilitate processing of warranty claims and for manufacturer notifications.

The ten-year, three-year, and one-year limited warranties are transferable to a subsequent owner, except this limited warranty will not transfer to any new owner of a boat which has been salvaged and resold, or resold after a declaration of a total loss or a constructive total loss, i.e. the cost of repair exceeds the value of the boat. The new owner must fill out and send in a Boston Whaler warranty transfer form, accessible from [www.whaler.com](http://www.whaler.com), a copy of the bill of sale to Boston Whaler, 100 Whaler Way, Edgewater, Florida 32141, within 30 days of purchase.

### **MODIFICATIONS & SEVERABILITY**

The terms and conditions contained herein, as well as those of any documents prepared in conjunction with the sale of this vessel may not be modified, altered or waived by any action, inaction, or representations, whether oral or in writing, except upon the expressed, written authority of a management level employee of Boston Whaler. The invalidity or unenforceability of any one or more of the provisions herein shall not affect the validity and enforceability of the other provisions.

World Headquarters, 100 Whaler Way, Edgewater, FL 32141

Phone (386) 428-0057

Internet Address: [www.bostonwhaler.com](http://www.bostonwhaler.com)

## BOSTON WHALER LIMITED WARRANTY- AUSTRALIA

Boston Whaler, Inc. of 100 Whaler Way, Edgewater, Florida 32141 USA ("Boston Whaler") provides the following Limited Warranty to the original retail owner of its 2013 model year boats, if purchased from an authorized Boston Whaler Dealer and operated under normal, non-commercial use ("Boat"), subject to the remedies, exclusions, and limitations set out below.

1. **Ten-Year Structural Hull Limited Warranty:** Any Structural Hull Defect in material or workmanship which is reported within ten (10) years from the date of sale to the original purchaser will be repaired or replaced at Boston Whaler's sole discretion. The "Hull" shall mean the single fiberglass molded shell and integral structural components. A Structural Hull Defect shall mean a substantial defect in the Boat's Hull which causes the boat to be unfit or unsafe for general use as a pleasure craft under normal operating condition

2. **Three-Year Limited Warranty on Components Manufactured or Installed By Boston Whaler:** Boston Whaler will repair or replace, at its sole discretion, any components manufactured or installed by Boston Whaler that are defective in factory materials and/or workmanship, which are reported within three years from the date of sale to the original purchaser, and are not addressed in the specific warranties listed in paragraph 1 or 3 or set out in the Exclusions paragraph below.

3. **One-Year Limited Warranty on Upholstered Items, Canvas, Teak, and Powder Coating:** Boston Whaler will repair or replace, at its sole discretion, any upholstered items, canvas, teak, and powder coating manufactured or installed by Boston Whaler that are defective in factory materials and/or workmanship and are reported within one year from the date of sale to the original purchaser.

4. **Transportation:** For warranty claims filed under the following provisions 1) Ten-Year Structural Hull Limited Warranty, 2) Three Year Limited Warranty for Warranty Servicing of Vessels with Beams equal to or greater than 9 feet and 3) One Year Limited Warranty for Warranty Servicing of Vessels not offered with a standard trailer: Reasonable expenses, at Boston Whaler's sole discretion, for hauling out, transportation to and from the dealer or other service provider authorized by Boston Whaler for warranty service.

### EXCLUSIONS

This limited warranty does not apply to any boat which has been salvaged or declared a total loss or constructive total loss for any reason not covered in this limited warranty. This limited warranty also does not apply to the following items:

- (1) Except where offered above, expenses for hauling out, transportation to and from the dealer or the Boston Whaler factory for warranty service.
- (2) Equipment or accessories which are not installed by Boston Whaler or which carry their own individual warranties, including but not limited to engines, engine components, batteries, propellers, controls, steering mechanisms, and electronics.
- (3) Damage, deterioration, discoloration or mold of cushions, cosmetic surface finishes, including discoloration, chalking, cracking, crazing, fading or oxidation of gel coat, stress lines, plated or painted metal and stainless steel finishes, plastics or acrylic materials, or anti-fouling bottom paint.
- (4) Windshield breakage and leakage.

- (5) Any Boston Whaler boat initially sold at retail by a party other than an authorized Boston Whaler dealer.
- (6) Damage resulting from abuse, misuse, improper rigging and installation by an owner or any other person or entity not being an authorized dealer, accidents, overloading or powering in excess of the recommended maximum horsepower.
- (7) Failure of the owner to use, maintain, or store the boat as specified in the Boston Whaler owner's manual; and any other failure to provide reasonable care and maintenance. Normal wear and tear maintenance items are excluded from warranty coverage including but not limited to filters, bulbs, batteries, bungees, anchor rope, trailer finishes, tires, brakes, bearings and lights.
- (8) Any Boston Whaler boat which has been altered or modified from Boston Whaler factory specifications, including penetration of the hull by anyone other than Boston Whaler factory personnel or Boston Whaler authorized dealer service personnel following factory specified procedures.
- (9) Use of improper trailer, improperly placed supporting bunks or slings.
- (10) Any Boston Whaler boat used for commercial, which includes but is not limited to any for-profit uses, or other revenue-generating purposes.
- (11) Any representation or implication relating to speed, range, fuel consumption or estimated performance characteristics.
- (12) Any failure or defect caused by an act of nature resulting in damage, cost, or expense;
- (13) Any failure or defect arising from a previous repair made by a non-authorized service provider.
- (14) Any item exceeding the expressed coverage limits specified in any Boston Whaler Limited Warranty.
- (15) Any defect or repair requiring redesign of the Boat, except pursuant to the recall provisions of the United States Federal Boat Safety Act of 1971 or the recall laws of any other foreign jurisdiction.

#### **SOLE REMEDY UNDER THIS LIMITED WARRANTY**

THE REMEDY OF REPAIR OR REPLACEMENT OF PARTS OR MATERIALS THAT ARE FOUND TO BE DEFECTIVE IN FACTORY MATERIALS OR WORKMANSHIP COVERED BY THIS LIMITED WARRANTY SHALL CONSTITUTE THE OWNER'S SOLE AND EXCLUSIVE REMEDY AGAINST BOSTON WHALER UNDER THIS LIMITED WARRANTY FOR ANY CLAIMS WHATSOEVER OF ECONOMIC LOSS RESULTING FROM PRODUCT FAILURE. In keeping with environmental policies and practices, Boston Whaler reserves the right to utilize reconditioned, refurbished, repaired or remanufactured products or parts in the warranty repair or replacement process. Such products and parts will be comparable in function and performance to an original product or part and warranted for the remainder of the original warranty period. In no event shall any repair or replacement under this Limited Warranty exceed the fair market value of the product as of the date of the owner's claim. Acceptance of any product returned or any refund provided by Boston Whaler shall not be deemed an admission that the product is defective. Products that are replaced become the property of Boston Whaler.

## OTHER LIMITATIONS

EXCEPT AS SET FORTH HEREIN AND EXCEPT FOR THE GUARANTEES AND OTHER RIGHTS AND REMEDIES THAT A CONSUMER MAY HAVE UNDER A LAW IN RELATION TO WHICH THE BOAT OR ITS COMPONENTS RELATES:

1. THERE ARE NO OTHER WARRANTIES EITHER EXPRESS OR IMPLIED PROVIDED BY BOSTON WHALER ON THIS BOAT. ALL OTHER WARRANTIES, EXPRESS OR IMPLIED, INCLUDING IMPLIED WARRANTIES OF FITNESS AND MERCHANTABILITY, ARE EXPRESSLY EXCLUDED.;
2. TO THE EXTENT ALLOWED BY LAW, BOSTON WHALER FURTHER DISCLAIMS ANY LIABILITY FOR ECONOMIC LOSS ARISING FROM CLAIMS OF PRODUCT FAILURE, NEGLIGENCE, DEFECTIVE DESIGN, MANUFACTURING DEFECT, FAILURE TO WARN AND/OR INSTRUCT, LACK OF SEAWORTHINESS, AND ANY OTHER THEORY OF LIABILITY NOT EXPRESSLY COVERED UNDER THE TERMS OF THIS LIMITED WARRANTY;
3. ANY IMPLIED WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE IS DISCLAIMED; AND.
4. TO THE EXTENT ALLOWED BY LAW, NEITHER BOSTON WHALER, NOR THE SELLING DEALER, SHALL HAVE ANY RESPONSIBILITY FOR LOSS OF THE BOAT, LOSS OF TIME, INCONVENIENCE, COMMERCIAL LOSS OR CONSEQUENTIAL DAMAGES.

## WHAT OWNER MUST DO TO CLAIM THIS LIMITED WARRANTY

To initiate a warranty claim, it is the responsibility of the owner to contact an authorized Boston Whaler dealer immediately after discovery of any defect, describe the nature of the problem, and provide a hull serial number, date of purchase, and name of selling dealer. A list of authorized Boston Whaler dealers and their contact details is available at [www.bostonwhaler.com](http://www.bostonwhaler.com).

The authorized dealer will notify Boston Whaler, who is solely responsible for determining and authorizing in writing the remedial action(s) to be performed at either an authorized Boston Whaler dealership chosen by Boston Whaler or at the Boston Whaler factory. The owner will be notified of where the Boat is to be delivered for inspection and any repairs. The owner is responsible for delivering the Boat to that location.

The owner must also:

- Comply with all reasonable directions given by the authorized dealer and/or Boston Whaler in connection with the warranty claim;
- Refer all warranty work or repairs to the authorized dealer for authorization as a condition precedent to Limited Warranty coverage;
- Allow Boston Whaler an opportunity to resolve any warranty claim; and
- Notify Boston Whaler of any Boat being repaired by an authorized Boston Whaler dealer which has been at the dealership for fifteen (15) days, or of any claimed defect which was not corrected after one repair attempt.

Our privacy policies are available at [www.bostonwhaler.com](http://www.bostonwhaler.com).

## EXPENSE OF CLAIMING THIS LIMITED WARRANTY

This limited warranty does not cover any expenses that you may incur claiming the warranty.



## **REGISTRATION & WARRANTY TRANSFER POLICY**

This limited warranty is conditional upon the original retail owner activating the warranty coverage and, where applicable, upon Boston Whaler accepting the transfer to any subsequent owner or owners of any unexpired terms of the warranty provisions that are capable of being transferred in accordance with the terms and conditions of this limited warranty.

The limited warranty coverage may be activated by the authorized selling dealer registering the sale of a new Boat with Boston Whaler. Alternatively, the purchaser may activate the limited warranty coverage by filling out the product registration card which Boston Whaler provides each new boat owner and sending the card to Boston Whaler at the address shown at the foot of this warranty within 30 days of purchase.

The ten-year, three-year, and one-year limited warranties are transferable to a subsequent owner, except this limited warranty will not transfer to any new owner of a boat which has been salvaged and resold, or resold after a declaration of a total loss or a constructive total loss, i.e. the cost of repair exceeds the value of the boat. The new owner must fill out and send in a Boston Whaler warranty transfer form, accessible from [www.bostonwhaler.com](http://www.bostonwhaler.com), a copy of the bill of sale, and a \$50.00 fee to Boston Whaler, 100 Whaler Way, Edgewater, Florida 32141, within 30 days of purchase.

## **MODIFICATIONS & SEVERABILITY**

The terms and conditions contained herein, as well as those of any documents prepared in conjunction with the sale of this vessel may not be modified, altered or waived by any action, inaction, or representations, whether oral or in writing, except upon the expressed, written authority of a management level employee of Boston Whaler. The invalidity or unenforceability of any one or more of the provisions herein shall not affect the validity and enforceability of the other provisions.

## **WARRANTIES UNDER AUSTRALIAN CONSUMER LAW**

Our goods come with guarantees that cannot be excluded under the Australian Consumer Law. You are entitled to a replacement or refund for a major failure and compensation for any other reasonably foreseeable loss or damage. You are also entitled to have the goods repaired or replaced if the goods fail to be of acceptable quality and the failure does not amount to a major failure.

World Headquarters, 100 Whaler Way, Edgewater, FL 32141

Phone +1 386 428-0057

Internet Address: [www.bostonwhaler.com](http://www.bostonwhaler.com)

Email: [service@whaler.com](mailto:service@whaler.com)

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## PRIVACY STATEMENT

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Thank you for purchasing a boat or requesting information from Boston Whaler! This Privacy Statement is to inform you how we collect, use, disclose, and safeguard the personal information you provide to us through your purchases, requests for brochures, product registration cards, promotions, surveys, call centers, or other customer contacts. To see our full Privacy Policy and any updates, please visit [www.whaler.com](http://www.whaler.com) and select the Privacy Statement link.

“Personal information” may include your name, age, mailing address, residential phone number, or e-mail address. It may also include income ranges, marital status, product or lifestyle preferences, and information concerning dealer service.

**How We Collect Personal Information:** Our authorized dealer provided Boston Whaler or our company in the European Union with personal information collected at the time of your boat order/purchase with other product registration data and will continue to provide warranty and servicing information on your boat. We will send you customer satisfaction surveys which you may elect to return to provide us with information on your boat purchase and your servicing needs. Your personal information may be gathered by or shared with Boston Whaler’s marketing providers and affiliated companies, who have comparable levels of privacy protection, for the purposes described in this statement. Boston Whaler, your dealer, and our marketing providers collect personal information when your request information about our companies and from surveys, promotions, contests, correspondence, your e-mails, telephone inquiries, web forms, and other communications.

**How We Use & Disclose Personal Information:** Unless you advise us otherwise, Boston Whaler, our authorized dealers, affiliated companies, and our marketing providers may generally collect, use, disclose, hold, and file your personal information for the following purposes: (1) Providing goods, brochures, information, incentives, and/or services to you or on your behalf; (2) Fulfilling the terms of our limited warranty or other service obligation; (3) Facilitating recalls or service campaigns if necessary; (4) Reviewing goods and/or services provided to you in product, services, and marketing analyses; (5) Ensuring your satisfaction through surveys or other contacts; (6) Administration, billing, accounting, and collections; and protecting against fraud and error; and (7) Investigating a breach or a contravention of a law, complying with a subpoena, warrant, court order, or as required or otherwise permitted by law. **BOSTON WHALER WILL NOT SELL YOUR PERSONAL INFORMATION OR SUBJECT YOU TO TELEMARKETING OR UNSOLICITED E-MAIL.**

**Safeguards:** We use security safeguards appropriate to the sensitivity of personal information to protect it from loss or theft, as well as prohibiting unauthorized access, disclosure, copying, use or modification of your personal information. These safeguards include restricted access to offices and equipment, security clearances, the use of passwords and/or encryption, publishing our privacy policy to appropriate personnel with instructions to act in accordance with its principles, and contractual provisions with our marketing agents and authorized dealers to follow the principles of our privacy policy.

**Access and Correction to Your Personal Information:** Subject to the exceptions provided by applicable law, we will provide, upon written request, your specific personal information collected in a form which is generally understandable. Your Personal Information is held by us and for us by our marketing agency, AVALA, who has contractually agreed to protect your information according to our privacy policies at the following addresses: Boston Whaler Inc., 100 Whaler Way, Edgewater, FL 32141. Please direct corrections, withdrawal of consent for specific purpose, complaints or other inquiries regarding personal information to: Terry Domian, AVALA Marketing Group; 1078 Headquarters Park Drive, Fenton, MO, 63026; Phone: (636) 343-9988, Fax: (636) 326-3282, E-mail: [terryd@MarketingAgencymarketing.com](mailto:terryd@MarketingAgencymarketing.com). You can withdraw consent for us to use your personal information at any time or provide corrections upon providing to us a 30-day notice, unless withdrawing consent would impede the performance of legal obligations. We are required by law to provide you with information for product recall and other product safety related purposes. The withdrawal of your consent may also adversely affect our ability to provide products and services to you and to maintain our relationship. Please note, notifying us will not result in withdrawing consent from your dealer, who should be contacted separately.

**Obtaining Consent:** If any supplementary disclosure is required, we will obtain your consent for disclosure to other persons or organizations and for other purposes than stated herein, unless otherwise permitted by law.

Thank you again for your business. We hope you have many years of wonderful boating experiences!

**Owner’s manual**

The material here and in the rest of the Owner’s Manual Packet:

- Gives you basic safety information;
- Describes the features of your boat;
- Describes the equipment on your boat;
- Describes the fundamentals of boat use; and
- Contains service and maintenance information.

You must learn to operate this boat as well as read, understand and use this manual.

What this manual **does not** give you is a course in boating safety, or how to navigate, anchor or dock your boat. Operating a power boat safely requires more skills, knowledge and awareness than is necessary for a car or truck.

**Your responsibilities**

For your safety, the safety of your passengers, other boaters and people in the water, you must:

- Take a boating safety course.
- Get instruction in the safe and proper handling of your boat.
- Understand and follow the “rules of the road”.
- Learn how to navigate.

**Source of Information**

In North America, contact one of the following for boating courses:

- U.S. Coast Guard Auxiliary
- U.S. Power Squadron
- Canadian Power and Sail Squadrons
- Red Cross
- State Boating Offices
- Yacht Club

Contact the Boat/U.S. Foundation at 1-800-336-2628 or go to [www.boatus.com/foundation](http://www.boatus.com/foundation)

Outside of North America, contact your boat dealer and/or your governmental boating agency for assistance.

A comprehensive background in boating can be found in the book, *Chapman - Piloting, Seamanship and Small Boat Handling*, by Elbert S. Maloney, published by Hearst Marine.

**Warranties**

In addition to the Boston Whaler® Limited Warranty for your boat, each component and/or system on your boat has its own warranty that will be found with the specific information and manual for that component. The manuals are included with your Owner’s Manual Packet. Locate and read the individual warranties, then keep them together for easy future reference.

**Contact Phone Numbers and Internet Addresses**

**Boston Whaler, Inc.**

Phone.....1-877-294-5645  
Internet.....[www.whaler.com](http://www.whaler.com)

**United States Coast Guard**

Phone.....1-800-368-5647  
Internet.....[www.uscgboating.org](http://www.uscgboating.org)

**Boat US Foundation**

Phone.....1-800-336-2628  
Internet..... [www.boatus.com/foundation](http://www.boatus.com/foundation)

**Canadian Coast Guard**

Phone.....1-800-267-6687  
Internet..... [www.ccg-gcc.gc.ca/main\\_e.htm](http://www.ccg-gcc.gc.ca/main_e.htm)

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## Explanation of Safety Labels

The most important aspect of boating is safety. Although every effort is made to address the numerous issues regarding the safe usage of your boat, it is strongly recommended that you avail yourself of the training and knowledge available through boating safety courses, etc.

### Warning Labels

Mounted at key locations throughout your boat are warning labels which advise the owner/operator of imperative safety precautions to follow when operating and/or servicing equipment.

The examples below indicate the level of hazard by color and explanation.

#### **DANGER**

Denotes an immediate hazard exists that **WILL** result in severe personal injury or death.

#### **WARNING**

Denotes hazards or unsafe practices that **MAY** result in severe personal injury or death.

#### **CAUTION**

Denotes hazards or unsafe practices that **COULD** result in minor personal injury, product or property damage.

#### **NOTICE**

Denotes information that is important to know prior to operation and/or maintenance, but is not hazard related.

## Safety Precautions

The precautions below appear throughout this manual and must be observed when operating or servicing your boat. Learn to recognize the degree of precaution and understand the explanations of safety prior to reading this manual. These precautions are not all-inclusive. Always use common sense in the operation of your boat.

#### **DANGER**

Denotes an immediate hazard exists that **WILL** result in severe personal injury or death.

#### **WARNING**

Denotes hazards or unsafe practices that **MAY** result in severe personal injury or death.

#### **CAUTION**

Denotes hazards or unsafe practices that **COULD** result in minor personal injury, product or property damage.

#### **NOTICE**

Denotes information that is important to know prior to operation and/or maintenance, but is not hazard related.

## SAFE Boating means:

- Knowing the limitations of your boat
- Following the “RULES of the ROAD”
- Keeping a sharp lookout for people and objects in the water.
- Not boating in water or weather conditions that are beyond the boat’s and operator’s capability.
- Never operate the boat while under the influence of drugs or alcohol.
- Being aware of your passengers safety at all times.
- Reducing speed when there is limited visibility, rough water, people in the water nearby, boats or structures.

Boating in beautiful weather and calm water conditions can be a wonderful experience. Boating however requires considerably greater skills than operating a land vehicle.

## To obtain these skills:

- Take a Coast Guard, U.S. Power Squadron or equivalent boating safety course. (Call the Boat/U.S. Foundation at 1-800 336-2628 for information on available courses, or go to: “[www.boatus.com/foundation](http://www.boatus.com/foundation)” on the internet.)
- Get hands-on training on how to operate your boat properly.

## In Addition:

- Maintain your boat and its safety and other systems as recommended in this manual.
- Have the boat inspected by a qualified mechanic or dealer, at least annually.
- Ensure that the Coast Guard required safety equipment is on board and functioning.

## Safe Boating Checklist

### Before Departure

- Update checklists when equipment is added or modified.
- Weather-forecast safe
- Required documents-on board
- Navigation charts & equipment-on board
- Safety equipment-on board
- Safety training-passengers & crew instructed on procedures, location, and use of safety equipment.
- Drain plugs-installed
- Bilge pumps-working & clean
- Blower-working
- Navigation lights-working
- Horn-working
- Fuel system-no leaks or fumes
- Fuel filter-tight & clean
- Power steering fluid-filled(if applicable)
- Steering system-working smoothly & properly
- Battery-electrolyte level within range
- Float plan-filed with friend or relative

### Trailer (if applicable)

- Boat position-secure on trailer
- Tiedowns-tight
- Winch-locked
- Trailer hitch-connected
- Engine clearance-in trailering position
- Safety chains-attached
- Electrical-Lights, brake lights, turn signals working
- Mirrors-adjusted for trailering

### After Return

- PFD’s & other safety gear-dry, stowed for next use
- Fuel tanks-filled (allow for expansion) to prevent condensation
- Fuel system-no leaks
- Bilge pump-operating properly
- Bilge-clean, no leaks
- Float plan-notify person with whom you filed plan

## General Considerations

- Know how your boat handles under different conditions. Recognize your limitations and the boat's limitations. Modify speed in keeping with weather, sea and traffic conditions.
- Instruct passengers on location and use of safety equipment and procedures.
- Instruct passengers on the fundamentals of operating your boat in case you are unable to do so.
- You are responsible for passenger's actions. If they place themselves or the boat in danger, immediately correct them.
- Remember the "Rule of Thirds": one third total fuel usage for the trip out; one third total fuel usage while out; one third total fuel usage for the return trip.

## Maintain Control

High performance boats require intimate knowledge of their handling characteristics for safe high speed operation.

- Learn the effects of trim, steering and throttle changes at gradually increasing levels of speed.
- Approach full throttle while adjusting trim for safe handling of the vessel.

On the water there are no marked traffic lanes, no traffic signs or lights, and boats have no turn signals. The boat operator must keep her or his attention focused not only on what's ahead but what's on the left, right and behind the boat.

The operator must always be alert to approaching boats (from the rear, right and left sides, as well as those ahead). There can be people in the water, partially submerged debris, and other navigational hazards such as rocks, sand bars or dangerous currents, to name a few.

Your passengers are relying on you to operate and maneuver the boat safely so that they are not in danger of going overboard. If you turn too quickly,

increase or decrease speed abruptly, your passengers are at risk of being thrown overboard or thrown about the boat.

When visibility becomes impaired because of weather, time of day or high bow angle you must slow down so that you have sufficient time to react if an emergency occurs. Nearby boats face similar risks in avoiding a collision with you.

## Boarding

- Board only one person at a time.
- Never jump into boat. Step or climb into cockpit.
- Load gear after you are aboard. Carrying gear while boarding can cause you to lose balance.
- Distribute weight evenly.
- Instruct passengers where to sit during on-plane operation to reduce the possibility of falling overboard during high speed maneuvers.
- If gear is not immediately needed, stow it in secure areas.
- Safety gear must be immediately accessible at all times.

## Impaired Operation

### **WARNING**

**CONTROL HAZARD-Federal laws prohibit operating a boat while under the influence of alcohol or drugs. These laws are vigorously enforced.**

The detrimental effects of alcohol and drugs are increased by wind, waves and sun, and will decrease your response time and ability to act in critical situations. Give special attention to the effects of alcohol and drugs while boating. No other single factor causes as many marine accidents and deaths. Death or serious injury and damage to personal and private property can result from being impaired while operating a boat.

 **WARNING**

Death or serious injury can result if you fail to observe these safety rules:

- Anyone who controls the boat should have taken a boating safety course and have trained in the proper operation of the boat.
- Always operate the boat at speeds that will not put people or property in danger.
- Be constantly aware of conditions in all directions when underway and before turning.
- Reduce speed, use a lookout to identify possible hazards or difficulties, and turn on navigation lights when:
  - visibility is impaired;
  - in rough water; and
  - in congested waterways.
- Watch your wake. It can capsize a small boat or damage moored boats or other property. You are responsible for damage caused by your wake.

 **WARNING**

**NEVER** operate a boat at a speed at which you do not feel in control.

 **WARNING**

A qualified operator must be in control of the boat at all times. Do not operate the boat while under the influence of alcohol or drugs. Never operate your boat at speeds which exceed the operator's ability to react if an emergency develops. At night, turn on the appropriate navigation lights and cruise at a reduced speed that will allow you plenty of time to avoid dangerous situations.

 **WARNING**

**STABILITY HAZARD**

- Load boat properly. The manufacturer's load rating is the maximum allowed under normal conditions. Adjust downward if weather, water or other conditions are adverse.
- Allow passengers to ride only in areas that do not pose a hazard to themselves or the boat.

**DO NOT** allow passengers to ride on the bow of a closed bow boat.

**DO NOT** allow several passengers to ride in the bow of a small open-bow boat, causing the boat to "plow" into the water.

**DO NOT** allow passengers to ride on the stern cushion or gunwales.

**DO NOT** overload the stern.

- Observe manufacturer's recommended on-plane seating locations.
- Passengers should remain seated while boat is moving.

**PERSONAL INJURY HAZARD**-Stay alert. Use of drugs, alcohol, or other substances which impair judgement poses a serious threat to yourself and others. The boat operator is responsible for the behavior of passengers.

**DROWNING HAZARD**-Boats must carry one wearable personal flotation device (PFD) for every passenger on board. Boats must have at least one throwable life preserver.

**SLIPPING HAZARD**-Wet decks are slippery. Wear proper footwear and use extreme caution on wet surfaces.



## Legally Mandated Equipment (Minimum Required)

Consult your National Boating Law Enforcement Agency. The following equipment is the minimum required by the U.S. Coast Guard for a boat which is more than 26 ft. (7.9M) in length but less than 40 ft. (12.2M) in length.

### Personal Flotation Devices (PFD's)

One (1) Coast Guard approved Type I, II, III is mandatory for each person aboard.

One (1) throwable Type IV device is also required to be onboard.

A Type V device is acceptable (See page 1.8) if worn for approved use.

### ALWAYS WEAR A PFD WHEN BOATING.

#### WARNING

**There is rarely time to reach stowed life jackets in time of emergency. Boaters should always wear a properly fitting, approved life jacket when on the water.**

**Children and non-swimmers MUST wear PFD's at all times when aboard.**

#### NOTICE

**Depending on the state or country of operation, the operator of a vessel may be fined for failure to comply with local or national rules regarding PFD usage.**

### Fire Extinguishers (Portable)

If there is no fixed fire extinguishing system installed in the engine or generator spaces, the Coast Guard requires two (2) Type B-I or one (1) B-II fire extinguisher(s) be on board.

The American Boat & Yacht Council (ABYC) recommends that you carry three (3) A,B or C Type fire extinguishers on board and located within easy reach of the helm, Engine(s), and galley or passenger cockpit.

### Whistle, Horn

You must have on board, some means of making a loud sound signal. Navigation rules require that a sound made by any audible device be capable of a four (4) second blast, and be audible for 1/2 mi. (.80 Km).

### Visual distress Signals

If you operate your boat in coastal waters or on the Great Lakes, you must have a visual distress signals for day and night use on board. At least three (3) U.S.C.G. approved pyrotechnic devices marked with date showing service life must be carried, be readily accessible, in serviceable condition and not be expired.

**Store all pyrotechnic signals in a well marked, waterproof container.**

### Additional Recommended equipment for safe operation

In addition to the legally mandated equipment, the following items are necessary for safe boating, especially if your boat is out of sight of land.

- First Aid kit
- Charts/Maps
- Visual distress signals (for day or night use)
- Marine VHF radio
- Moisture repellent
- Mooring Lines
- Fenders
- Waterproof flashlights
- High power spotlight
- Spare propeller
- Tool kit:
  - Screwdrivers, (Phillips & flat)
  - Pliers, (regular, vise-grip, tongue & groove)
  - Wrenches, (box, open end, allen & adjustable)
  - Socket set, (metric or U.S.)
  - Electrical tape & duct tape
  - Hammer
  - Spare parts kit, (spark plugs, fuses, etc.)
- Compass
- Manual bilge pump
- GPS or LORAN
- Spare keys
- EPIRB-Emergency positioning-indicating radio beacon
- Boat hook
- Extra batteries
- Instruction manuals
- Lubricating oil
- Anchor

## Carbon Monoxide (CO)

### ⚠ DANGER

- **Fumes from engine(s), Generator(s) and other equipment and appliances that burn fuel contain Carbon Monoxide. Carbon Monoxide can kill you. Open all doors, hatches, curtains and windows to allow fresh air to circulate and dissipate the amounts of Carbon Monoxide present in enclosed spaces, especially when the boat is moored or anchored.**
- **Proper ventilation must be maintained, even during inclement weather to prevent dangerous levels of Carbon Monoxide build-up.**
- **Sleeping aboard a boat requires a working Carbon Monoxide detection system, preferably in each sleeping quarter.**

Carbon Monoxide is an odorless, colorless, extremely toxic gas that is the product of any type of combustion produced by engines, heaters, stoves or generators. When inhaled it combines with hemoglobin in the blood, preventing absorption of oxygen and resulting in asphyxiation and death.

Symptoms of Carbon Monoxide poisoning include:

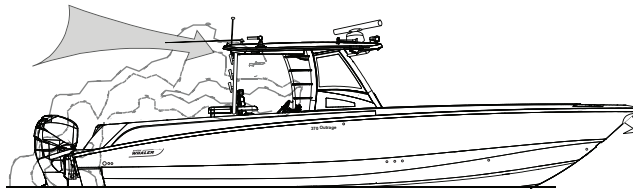
- Dizziness
- Ringing in the ears
- Unconsciousness
- Headaches
- Nausea

**GET MEDICAL ATTENTION AS SOON AS POSSIBLE.**

The poisoning victim's skin often turns cherry red. Carbon Monoxide is colorless, odorless and tasteless, it is unlikely to be noticed until the person is overcome.

If CO poisoning is suspected, have the victim breath fresh air deeply. If breathing stops, resuscitate. A victim often revives, then relapses because organs are damaged by lack of oxygen. Seek immediate medical attention.

Examples of accumulation of Carbon Monoxide  
Fig. 1.6.1



WINDS BLOWING EXHAUSTS TOWARD BOAT OCCUPANTS.



BLOCKING EXHAUSTS



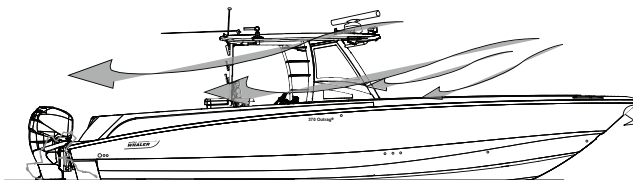
OPERATING WITH "BOW HIGH"



OPERATING AT SLOW SPEED  
OR DEAD IN WATER



RUNNING OR AT IDLE  
WITH CANVAS INSTALLED



OPEN ALL HATCHES, PORTLIGHTS OR CANVAS OPENINGS  
TO LET FRESH AIR CIRCULATE.

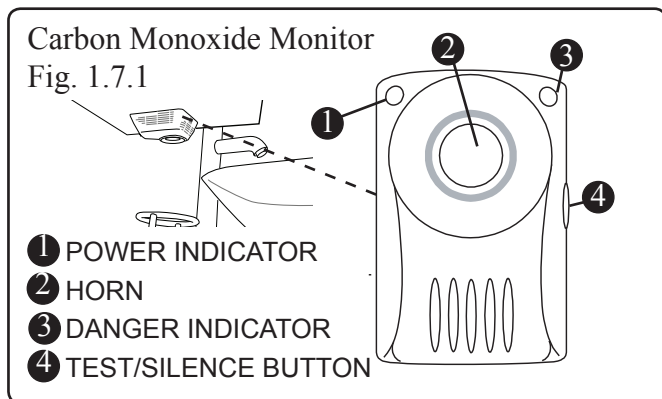
Dangerous concentrations of Carbon Monoxide will be present if the engine(s) exhaust system leaks OR insufficient fresh air is circulating.

To minimize the danger of Carbon Monoxide accumulation when the Engine(s) and/or Generator are running (or by use of fuel burning equipment.):

- Be sure to have sufficient ventilation when using canvas enclosure.
- Open all forward hatches and leave cabin door open.
- Operate all fuel burning appliances, such as charcoal, propane, LPG, CNG or alcohol cooking devices in areas where fresh air can circulate.
- Do not idle the engine(s) without moving the boat for more than 15 minutes at a time.
- Inspect the bilge blower, located aft of the generator in the equipment compartment.

### Carbon Monoxide Detectors

There is a carbon monoxide detector on your boat located on the starboard side of the cabin under the cabinet above the sink. The detector is very sensitive and will notify you before dangerous amounts of Carbon Monoxide can accumulate which will allow



**⚠ DANGER**

**Even in rainy cold weather, ventilation must be maintained to avoid Carbon Monoxide poisoning. You will get wet and/or cold.**

you to take measures to dissipate the gas from the affected areas.

Follow all recommendations regarding this section to keep everyone aboard safe from Carbon Monoxide poisoning.

### End Of Life signal

Your CO detector is equipped with an End Of Life (EOL) signal indicating the sensor used in the unit has reached the end of its service life and must be replaced. The signal is activated from a timer that will run for 4 years, 11 months from the date of manufacture. Depending on your monitor, the EOL signal indicator varies, so check the unit's operation manual for further information and instructions.

The EOL signal can be reset for a period of 72 hours (3 days) for a total of up to 30 days. After this time, the unit will continuously signal EOL and will no longer detect CO and **MUST BE REPLACED! DO NOT DISCONNECT THE ALARM UNTIL YOU HAVE A REPLACEMENT ALARM AVAILABLE TO INSTALL! REMOVING THE LITHIUM BATTERY WILL CAUSE THE UNIT TO SIGNAL EOL PERMANENTLY.**

### Lifesaving Equipment

#### PFD Requirement

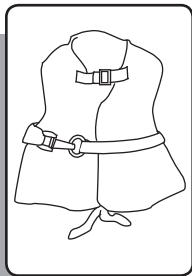
Even strong swimmers can tire quickly in the water and drown due to exhaustion, hypothermia, or both. The buoyancy provided by a personal flotation device (PFD) will allow the person who has fallen overboard to remain afloat with far less effort and body heat loss, extending survival time necessary to find and retrieve them.

One (1) wearable personal flotation device (PFD, Type I, II, III or V) for every person onboard and at least one (1) throwable device, (Type IV).

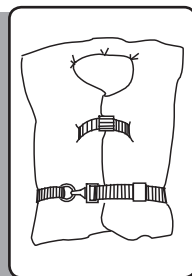
The law requires that PFD's must be readily accessible, if not worn. "Readily Accessible" means removed from storage bags and unbuckled. **Children and non-swimmers must wear PFD's at all times when aboard.**

## Section 1 • Safety

Listed below are the several different types of PFD's, each life jacket has different purposes, choose one that will suit your purpose.

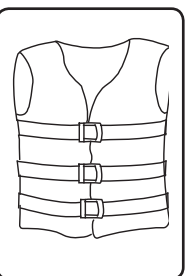


**Type I**, Off-shore Life Jacket is considered the most bouyant, it is designed to turn an unconscious person face up. Use in all types of waters where rescue may be slow, particularly in cold or rough water conditions.

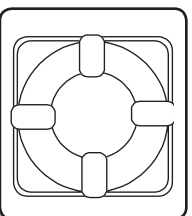


**Type II**, Near-shore Life Vest, “keyhole” vest with flotation filled head and neck support is also designed to turn a person face up, but the turning action is not as pronounced. Use in calm inland waters or where quick

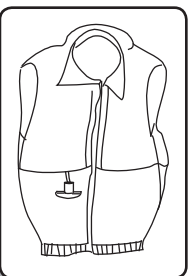
rescue is likely.



**Type III**, Flotation-aid Life vest is designed so that conscious wearers can turn face-up. Designed for comfort while engaged in water skiing or other forms of water activities.



**Type IV**, Throwable Devices, horseshoe bouys, ring bouys and bouyant cushions are designed to be grasped, not worn.



**Type V**, Special-Use devices, sailboat harnesses, white water vests, float coats, and hybrid vests which have minimum inherent bouyancy and an inflatable chamber.

Before purchasing PFD's, ensure that there is an attached tag indicating they are approved by the U.S.Coast Guard or by your National Boating Law Enforcement Agency.

The operator is responsible for instructing everyone onboard on the location and use of the PFD. **The best precaution is to wear the PFD at all times**

**Children and non-swimmers must wear a PFD at all times when aboard.** All passengers and crew should wear them since an unworn PFD is often useless. The law requires that PFD's, if not worn must be readily accesible, that is, removed from storage bags and unbuckled. Throwable devices must be readily available, that is, right at hand.

### General Considerations

- Know how your boat handles under different conditions. Recognize your limitations and the boat's limitations. Modify speed in keeping with weather, sea and traffic conditions.
- Instruct passengers on location and use of safety equipment and procedures.
- Instruct passengers on the fundamentals of operating your boat in case you are unable to do so.
- You are responsible for passenger's actions. If they place themselves or the boat in danger, immediately correct them.

### **WARNING**

**A qualified operator must be in control of the boat at all times. Do not operate the boat while under the influence of alcohol or drugs. Never operate your boat at speeds which exceed the operator's ability to react if an emergency develops. At night, turn on the appropriate navigation lights and cruise at a reduced speed that will allow you plenty of time to avoid dangerous situations.**


**WARNING**

Death or serious injury can result if you fail to observe these safety rules:

- Anyone who controls the boat must have taken a boating safety course and have trained in the proper operation of the boat.
- Always operate the boat at speeds that will not put people or property in danger.
- Be constantly aware of conditions in all directions when underway and before turning.
- Reduce speed, use a lookout to identify possible hazards or difficulties, and turn on navigation lights when:
  - visibility is impaired;
  - in rough water; and
  - in congested waterways.
- Watch your wake. It can capsize a small boat or damage moored boats or other property. You are responsible for damage caused by your wake.


**WARNING**
**STABILITY HAZARD**

- Load boat properly. The manufacturer's load rating is the maximum allowed under normal conditions. Adjust downward if weather, water or other conditions are adverse.
- Allow passengers to ride only in areas that do not pose a hazard to themselves or the boat.

**DO NOT** allow passengers to ride on the bow of a closed bow boat at speeds over 5 mph.

**DO NOT** allow several passengers to ride in the bow of a small open-bow boat, causing the boat to "plow" into the water.

**DO NOT** allow passengers to ride on the stern cushion or gunwales.

**DO NOT** overload the stern.

- Passengers should remain seated while boat is moving.

**PERSONAL INJURY HAZARD**-Stay alert. Use of drugs, alcohol, or other substances which impair judgement poses a serious threat to yourself and others. The boat operator is responsible for the behavior of passengers.

**DROWNING HAZARD**-Boats must carry one wearable personal flotation device (PFD) for every passenger on board. Boats must have at least one throwable life preserver.

**SLIPPING HAZARD**-Wet decks are slippery. Wear proper footwear and use extreme caution on wet surfaces.

## Emergency Situations

### NOTICE

**The law requires the owner/operator to assist any person or boat in distress as long as rendering assistance does not endanger the owner/operator, the passengers or the boat.**

Prevention is the safest approach. We hope that you are never involved in an emergency situation, but if you are it is imperative that you react.

### Medical Emergency

You may be far from professional medical help when you are boating. At least two (2) persons on board your boat should be CPR certified, and should have taken a first aid course. Your boat should have a well stocked first aid kit on board. In many situations your radio will be your only link to reaching medical assistance. Keep the radio in working order and understand which channels are used for emergencies, these channels are constantly monitored and will be useful when situations arise. Cell phones are becoming more common and can help in some areas, but they are limited and unreliable and should not be used in the place of a good VHF radio.

### Water Rescue

In most situations a person that has fallen overboard will succumb to hypothermia if not rescued immediately. Life expectancy decreases as rescue time increases in water temperatures below 70° (21.1°C).

There are three (3) steps that must be taken when a person has fallen overboard:

#### Returning to the victim:

- Immediately make everyone onboard aware that someone is overboard and keep the victim in sight.
- Slow the boat and keep pointing toward the person overboard. At night or in low light, point the best available light source at the person.
- Throw a life ring/preserver to the victim, even if they are wearing one it will serve as another marker.

### Making contact

- Stop or slow the boat and circle toward the person overboard.
- Try to approach heading into the wind or into the waves.
- Keep person overboard constantly in sight.
- When almost alongside, turn off the engine in gear to prevent propeller “windmilling”.

### Getting back aboard

- Try to reach the person overboard with a pole, or by throwing a life preserver. NEVER swim to them except as a last resort.
- Assist the person in boarding. Boarding should be done at the stern of the boat.
- If the person is injured or incapable of boarding by themselves, a rescuer should don a life preserver with a safety line and enter the water to assist the person onto the boat.
- Handle the person carefully, spinal injuries might have occurred and could be worsened by rough handling.
- Check for other injuries, render medical assistance immediately.

### Fire

Fire is a serious boating hazard. Boats will burn quickly. Do not remain onboard and fight a fire for more than a few minutes. If the fire is out of control and cannot be put out with the fire suppression equipment onboard, abandon ship immediately.

The fumes released during a fire are toxic and should be avoided. Even after the fire has been extinguished, proper ventilation of the area is required to minimize exposure to harmful fumes.



### WARNING

**NEVER operate a boat at a speed at which you do not feel in control.**

**⚠ DANGER**

- **Fires can spread quickly. Your reaction to the fire is important. Have the proper fire fighting equipment close at hand, and in good working order to respond quickly.**
- **Small fire extinguishers have small discharge times. Aim at the base of the fire with a sweeping motion to maximize the use of the fire extinguisher contents.**

**To lessen the danger of fire**

- Extinguish all smoking materials, shut off blowers, stoves, engine(s) and generator(s).
- Keep bilge area clean, oil and fuel spills should be cleaned immediately.
- If possible throw burning materials overboard.
- If fire is accessible, release the contents of the fire extinguisher(s) into the base of the fire.
- If the fire is in an enclosed compartment, and you have an automatic extinguisher for the compartment, wait 15 min. before opening the compartment. Have an extinguisher handy in case of a flare up.
- If possible, signal for help. Radio, visual, and audible signal should be used as needed. You must render assistance to any boater requesting help.
- If fire is out of control, grab all necessary survival gear, distress signals, don your PFD's and prepare to abandon ship.
- If you do abandon ship, make sure the passengers have PFD's. Take a head count before entering the water and take another head count when in the water. **STAY TOGETHER.**

**Flooding, Swamping and Capsizing**

In the event of Flooding, Swamping or Capsizing:

**Flooding**

- Always wear your PFD, or have it within reach.

- If the bilge pump(s) have not automatically turned ON, switch them ON immediately.
- Find the source of the flooding and determine the best fix.
- Keep the bilge pumps running until the flooding is under control.
- Call for assistance if the source of the flooding cannot be controlled.
- Head back to port if possible.

**Swamping**

- Always wear your PFD, or have it within reach.
- Swamping is usually a result of wave action, immediately get control of the helm and turn the boat into the waves.
- Swamping can also be caused by an overloaded boat.
- If the bilge pump(s) have not automatically turned ON, switch them ON immediately.
- The deck scuppers on your boat are designed to drain the deck of water.
- Keep the bilge pumps running until the flooding is under control.
- Take a head count of all passengers.

**Capsizing**

- “Capsized” is when a boat is on its side or completely upside-down (usually as a result of wave action, improper loading or load shifting).
- Always wear your PFD, or have it within reach.
- If the boat will not right itself, get out of the water and climb onto the exposed hull.
- Do a head count for all passengers
- **STAY TOGETHER**
- Usually a capsizing will happen quickly and without warning.
- Use whatever is at hand to signal for help.

The chances of flooding, swamping or capsizing can be reduced by being aware of:

- Weather
- Water Conditions
- Proper boat handling techniques
- Proper loading of the boat

### Collision

In the event of collision:

- Cut the engine(s)
- Always wear your PFD, or have it within reach.
- Check on passengers
- If the bilge pump(s) have not automatically turned ON, switch them ON immediately.
- Determine the amount of damage to your boats structure.
- Call for assistance
- In the event of collision you are required to file an accident report. Contact a state enforcement agency or the nearest U.S. Coast Guard office. If you are boating outside U.S. waters, consult the nation you are visiting for accident reporting requirements.

### Propulsion, Control or Steering failure

If there is a propulsion, control or steering failure:

- Stop the engine, (shut off at Ignition or pull on the Emergency Engine Shut-Off Switch.)
- Drop anchor to prevent drifting.
- Determine if the problem can be fixed or will assistance be needed.
- Call for assistance if needed.

When loss of propulsion or steering is noticed, your quick reaction is required to prevent further damage to your boat or injuries to your passengers.

Outboard engines require propulsion to control the direction the boat will take. Without propulsion, the

steering is virtually useless. If you are in a congested waterway you will need to react quickly to warn others that you have lost power, propulsion or steering control and that assistance will be needed.

### Grounding

Running aground may be avoided by paying attention to marker bouys or indicated by waves as they form into breakers when passing over a sand bar.

If you do run aground, the course of action depends on how hard the boat hits bottom and whether the boat remains stranded. If it is a simple touch, you may need only to inspect the lower drive of the engine and the hull of the boat. If possible do a thorough inspection before trying to get loose, throwing the boat into reverse before this is done may do more damage.

### Distress Signals

#### Visual Distress Signals, (VDS)

- U.S. Coast Guard regulations require boats in coastal waters and the Great Lakes to carry a Visual Distress Signal (VDS) for day and night use, as well as appropriate for the time of operation. Exempt from the day signals requirement, but not night signals, are boats less than 4.8 meters (16 feet), open sailboats less than 7.9 meters (26 feet), boats participating in organized events and manually propelled boats.
- If you are required to have visual distress signals, at least three safety approved pyrotechnic devices in serviceable condition must be readily accessible. They must be marked with a date showing the service life which must not be expired.
- Carry three signals for day use and three for night use. Some pyrotechnic devices such as red flares, meet both day and night use requirements.
- Store pyrotechnic signals in a cool, dry location. An orange or red watertight container prominently marked “DISTRESS SIGNALS” is recommended.



Other recognized visual distress signals include:

- Flames in a bucket
- Code flags November & Charlie
- Black square & ball on orange background flag
- Orange flag (certified)
- Electric distress light (certified)-for night use
- Dye marker (any color)
- Person waving arms (slowly)
- U.S. ensign flown upside down

### Audible Distress Signals, (ADS)

U.S. Coast Guard regulations require one hand, mouth or power operated whistle or horn, audible for at least 1/2 mile.

Other recognized audible distress signals include:

- Radio communication (see **Radio Communication** below)
- Radio-telegraph alarm
- Position indicating radio beacon
- Morse Code S-O-S (3 short 3 long 3 short) sounded by any means.
- Fog horn sounded continuously.

### Radio Communication

A radio is the boat operator's main method of receiving safety information and summoning aid. VHF-FM radio is the primary means of short range communication. Single sideband radio (SSB) is used for longer range communication.

VHF-FM channel 16 and SSB 2182 kHz are designated for emergency use. Such situations can be categorized as:

- **EMERGENCY-**  
**“MAYDAY, MAYDAY, MAYDAY,”**- used when life or vessel is in imminent danger.

- **URGENCY-**

**“PAN-PAN, PAN-PAN, PAN-PAN”** (pronounced PAHN-PAHN)-used when a person or vessel is in some jeopardy less than indicated by a “MAYDAY” call.

- **SAFETY-**

**“SECURITY, SECURITY, SECURITY”** (pronounced SAY-CURE-IT-AY)-used for navigational safety or weather warning.

An emergency situation will be hectic and there will not be time to learn proper radio procedure. **LEARN WHAT TO DO BEFORE YOU NEED TO DO IT.** If you hear a distress call, stop all radio transmissions. If you can directly assist, respond on the emergency frequency. If you cannot assist, do not transmit on that frequency. However, continue to monitor until it is obvious that help is being provided.

### Weather

 **DANGER**

**DO NOT attempt to boat in severe weather conditions. Death or serious injury can occur. Get to shore before the weather turns bad.**

Getting caught in severe weather is hazardous. Bad weather and/or rough sea or water conditions can cause an unsafe situation. Consult local weather services for up-to-date forecasts on weather and sea conditions. Television, Radio, and the Internet can give you access to NOAA weather reports that will help you make a determination on where and when to get underway.

Following are some weather related rules:

- Understand the design limitations of your boat.
- Check the weather forecast and water conditions before leaving and while underway.
- Wear a Personal Flotation Device (PFD)

## ⚠ WARNING

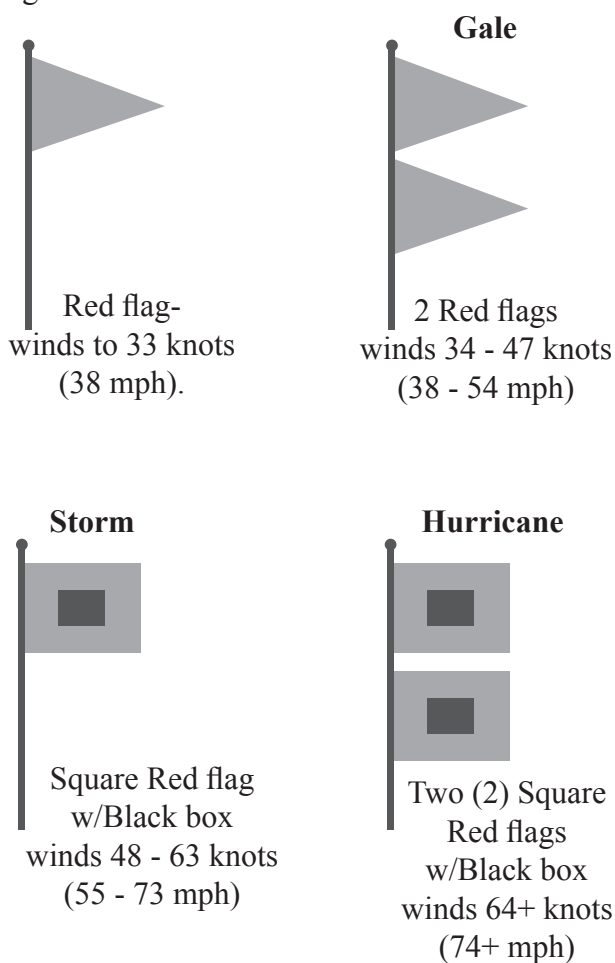
**A sudden change in wind direction or speed or an increase in wave height indicates deteriorating weather.**

## NOTICE

**Check the weather forecast and water conditions before leaving and while underway**

### Weather Warning Penants

Fig. 1.14.1



- If a storm approaches, immediately seek a safe harbor.
- If a storm hits have everyone sit in the cabin or cockpit deck in the boat. Head the bow into the wind with enough power to maintain slow headway.

- If you encounter fog, determine your position, set a safe course, slow down and alert other boats of your presence with a sound signal.
- If a lightning storm approaches, the safest action is to dock and disembark. If you cannot return to shore, have passengers go inside the cabin and remain there until the storm passes.
- Stay out of the water during a lightning storm. If caught swimming during a storm, get back into the boat and remain there until the storm passes. (remember that lightning can strike several miles away from the storm itself. Be aware of the storms location relative to your location and the direction the storm is moving).

## Swimming, Diving & Water Skiing

### Swimming

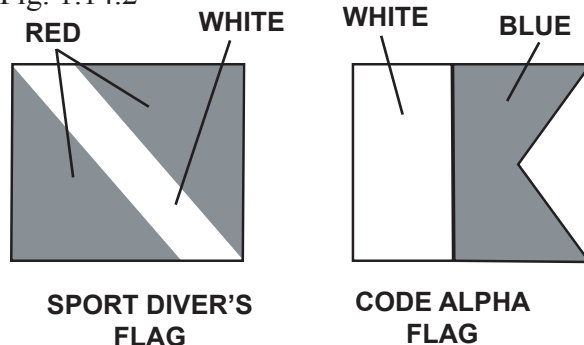
- Do not swim from a moving boat.
- Many areas prohibit swimming from a boat except in designated areas.
- Turn off engine in gear (to prevent propeller “windmilling”) before picking up swimmer.

### Diving

Recognize and respect diving flags. Keep at least 30 meters (100 ft.) away.

### Diver's Flags

Fig. 1.14.2



**SPORT DIVERS FLAG**-Red flag with diagonal white stripe marks a diver in the water.

**CODE ALPHA FLAG**-Blue and white penant designates boat being used in dive operations.

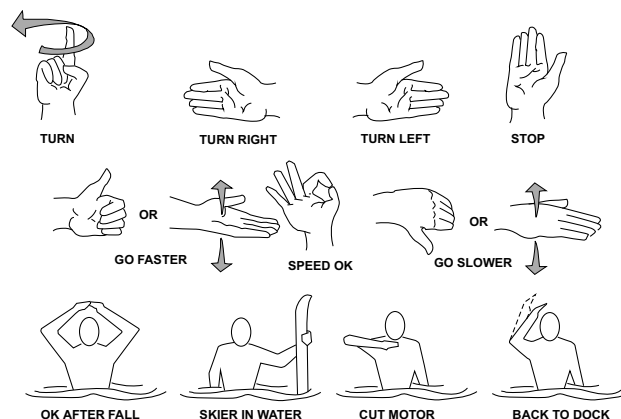
## Water Skiing

- Always have two persons in the boat, one at the controls and one who can easily and continuously look at the skier.
- Insist that anyone who water skis must know how to swim.
- Insist that skiers wear approved Personal Flotation Devices (PFD's)
- Ski only in daylight when visibility is good.
- Never drive the boat directly behind a water skier. At 22 knots (25 m.p.h.), it takes only 5 seconds to overtake a fallen skier who was 60 meters (200 feet) in front.
- Ski only in areas where skiing is permitted.
- Observe local restrictions on length of tow line.
- Learn the signals to communicate with a skier. The skier is to control the boat through hand signals (Figure 1.15.1).
- Your boat will handle differently while towing a skier. Experiment carefully to learn the difference.
- Skiers may start from the shore or dock, if boat traffic allows. When returning, pick up skiers from water. Do not ski back to shore or dock.
- Give immediate attention to fallen skiers.
- Keep a downed skier in sight and on the operator's side of the boat when approaching the skier. **Never back up to anyone in the water.**
- Turn off engine in gear (to prevent propeller "windmilling") before picking up skier.
- If the skier suddenly releases the tow rope, it can backlash into cockpit. Spotters who are watching the skier must be aware of this fact and be prepared to take appropriate action to avoid injury.

## Water Skiing Signals

### Skiing Signals

Fig. 1.15.1



**Turn** – Arm raised, circle with index finger extended.

**Turn Right** – Extend arm out from body to the right.

**Turn Left** – Extend arm out from body to the left.

**Stop** – Raise arm with palm vertical and facing forward.

**Faster** – Thumb pointed up or palm up, move hand up and down.

**Speed OK** – Raise arm and form a circle with thumb and index finger.

**Slow Down** – Thumb pointed down or palm down, move hand up and down.

**OK After a Fall** – Clasp hands together overhead.

**Skier in Water** – Extend one ski vertically out of water.

**Cut Motor** – Draw finger across throat.

**Back to Dock** – Pat top of head.

 **WARNING**

**SWIMMING/DIVING HAZARD**

- Keep clear of areas designated only for swimmers and skin divers. Recognize markers used for such areas.
- Never swim when there is lightning in the area.

**SKIING HAZARDS**

- Skiers must use a safety approved Personal Flotation Device (PFD).
- Ski only during daylight and in good visibility.
- Avoid shallow water, other boats, navigational aids and other obstructions.
- Keep at least 30 meters (100 ft.) from other objects.
- Never drive directly behind a water skier.
- A competent observer must watch the skier at all times. A competent observer is a person that has the ability to assess when a skier is in trouble, knows or understands water skiing hand signals and is capable of helping a skier.
- Keep a downed skier in constant sight.
- Turn off engine in gear before you get close to person in the water.
- Never back up to anyone in the water.
- Use caution in boat when skier is being towed. Sudden release of tow rope can cause it to backlash into the cockpit.

**PERSONAL INJURY HAZARD**

Use transom tow ring only to pull water skiers. Unless specified by the manufacturer, any other use, such as parasailing, kite flying, towing other boats, etc. may create too much stress on the tow ring, resulting in personal injury and/or equipment damage.

 **DANGER**

**PROPELLER SAFETY**

- Before starting your boat, walk to the stern and look in the water to assure there is no one near your propeller.

People near propeller may not be visible from helm.

- NEVER allow passengers to board or exit your boat from the water when engines are on.
- Educate passengers about the dangers of propellers
- Be especially alert when operating in congested areas. NEVER enter swimming zones.
- Take extra precautions near boats that are towing skiers or tubers.
- NEVER permit passengers to ride on the bow, gunwale, transom, seatbacks, or other locations where they may fall overboard.
- STOP! if someone falls overboard. Slowly turn the boat around, and keep the person in sight as you approach. Turn your engine off FIRST and then bring the person aboard.
- NEVER reverse your boat to pick someone up out of the water.

## Emergency Engine Stop Switch

### **WARNING**

**Wear the lanyard at all times when operating the boat. Use it to stop only in an emergency. DO NOT use it to shut off the engine during normal operation**

Your boat is equipped with an emergency engine stop switch. The switch is located on the console, below the shift/throttle control. The ignition shut down safety switch incorporates a shut-off switch, switch clip, lanyard and lanyard clip, which is clipped to the operator when running.

If an emergency arises and the engine must be shut down, a pull on the cord to release the clip from the shut-off will shut off 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.

The lanyard should be long enough to prevent inadvertent activation. Do not let the lanyard become entangled.

Accidental loss of power can be hazardous, particularly while docking or in heavy seas, strong current or high winds. Passengers and crew may lose balance and the boat may lose steering control.

Should the operator fall out of the boat at planing speed, it may take several seconds for the engine and propeller to stop turning. The boat may continue to coast for several hundred feet, causing injury to anyone in its path.

## Float Plan

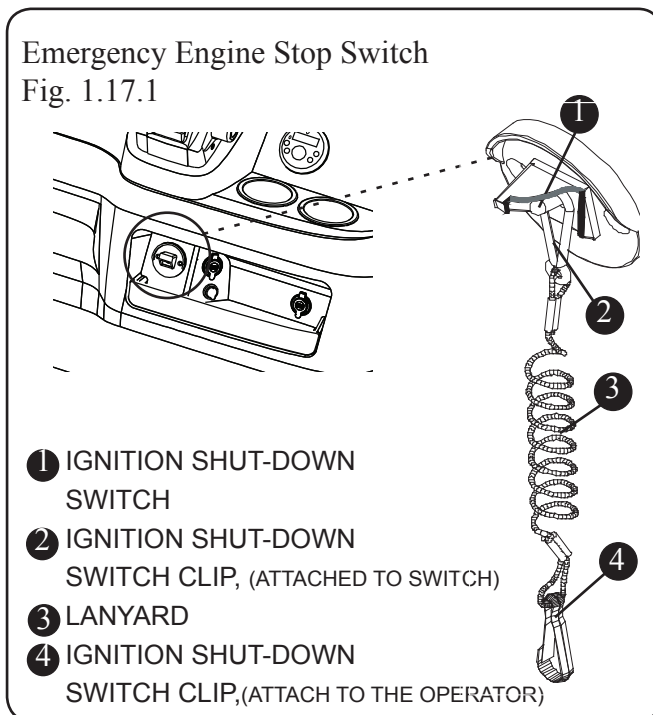
Float plans are important to you should you encounter problems on the water. A float plan should describe where you will be boating, departure time and return, number and names of passengers and destination.

The float plan should be given to a friend or relative, so they can give the information to a national boating agency like the U.S. Coast Guard, in the event you do not return at the time specified on the float plan.

If there are any changes to the float plan they should be conveyed to the person holding the float plan. Once you return you should contact the person holding the float plan to let them know you are back.

## Chart Your Course

To avoid boating in unsafe areas where there are underwater obstructions, shallow water, unnavigable conditions such as dangerous currents, and others, you must chart a course. This means having and using National Oceanic and Atmospheric Administration (NOAA) charts for coastal waters, observing and understanding all navigational aids, using the knowledge and guidance of experienced boaters, and being aware of the tides and times where appropriate. If you are boating in an area you are unfamiliar with, proceed with caution and post a lookout to watch for hazards.



### **NOTICE**

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

### **WARNING**

**Hitting an object in or under the water or boating in dangerous currents can cause serious injury or death to occupants in the boat.**

**You must know where the hazards are and avoid them. In uncharted waters, boat very slowly and post a lookout.**

**If an object is struck or if you run aground:**

- **Shut the engine OFF**
- **Check the hull for damage**
- **Check propeller for damage**
- **If aground, consider the bottom grade before moving off, (damage to the hull and propellers could be worsened).**
- **Determine the tides and whether it will help or hinder you from the grounding.**
- **Do not have anyone other than a trained and competent service tow your boat.**

## Environmental Considerations

### Fuel & Oil Spillage

Regulations prohibit discharging fuel or oily waste in navigable waters. Discharge is defined as any action which causes a film, sheen or discoloration on the water surface, or causes a sludge or emulsion beneath the water surface. A common violation is

bilge discharge. Use rags or sponges to soak up fuel or oily waste, then dispose of it properly ashore. If there is much fuel or oil in the bilge, contact a knowledgeable marine service to remove it. Never pump contaminated bilge overboard. Help protect your waters.

### Excessive Noise

Many areas regulate noise limits. Even if there are no laws, courtesy demands that boats operate quietly.

### Wake / Wash

Power boat wakes can endanger people and vessels. Each power boat operator is responsible for injury or damage caused by the boat's wake. Be especially careful in confined areas such as channels or marinas. Observe "no wake" warnings.

### **WARNING**

**SPEED HAZARD - Watch your wake. It might capsize a smaller craft. You are responsible for damage caused by your wake.**

### **CAUTION**

**Reduce speed in congested waterway. Be alert for No Wake markers.**

## Homeland Security Restrictions

Recreational boaters have a role in keeping our waterways safe and secure. Violators of the restrictions below can expect a quick and severe response.

- **DO NOT** approach within 100 yards, and slow to minimum speed within 500 yards of any U.S. Naval vessel. If you need to pass within 100 yards of a U.S. Naval vessel for safe passage, you must contact the U.S. Naval vessel or the Coast Guard escort vessel on VHF-FM channel 16.

### **DANGER**

**DO NOT approach within 100 yards of any U.S. Naval vessel without first contacting the vessel on VHF-FM channel 16. To do so will result in a quick and severe response.**

- Observe and avoid all security zones. Avoid commercial port areas, especially those that involve military, cruise line or petroleum facilities. Observe and avoid other restricted areas near dams, power plants, etc.
- **DO NOT** stop or anchor beneath bridges or in channels.

## America's Waterway Watch

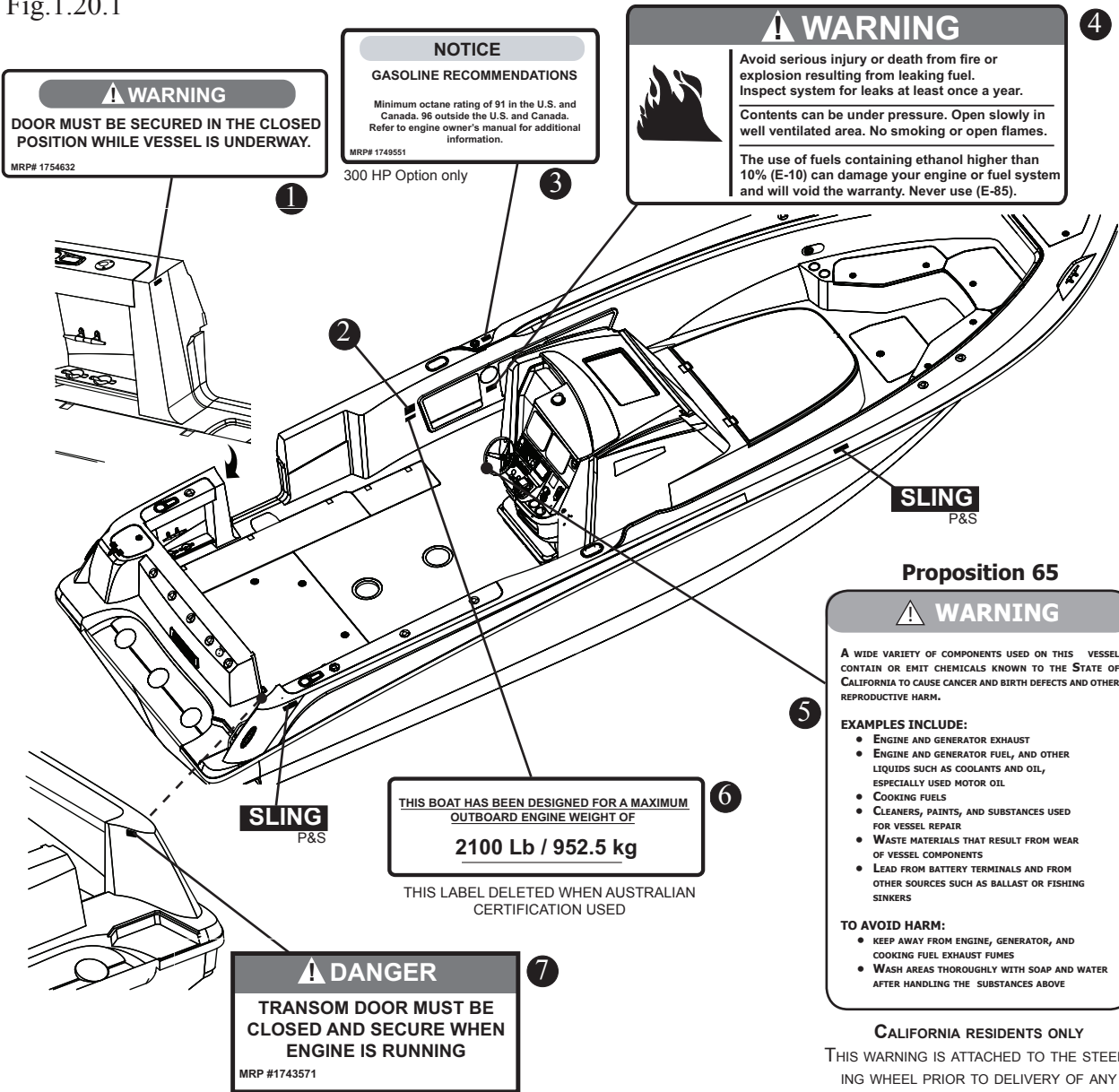
In March, 2005, the U.S. Coast Guard officially launched *America's Waterway Watch* to encourage the boating public to report suspicious activities in our nation's ports and waterways. *America's Waterway Watch* simply asks anyone who works, lives, or recreates on the water to keep an eye out for suspicious activities. Anyone who spots such activity is asked to call the National Response Center's 24-hour hotline, 800-424-8802 or 877-24WATCH (877-249-2824).

## Warning Label Locations

Mounted at key locations throughout the boat (See figures 1.20.1 - 1.23.1), warning labels advise the owner/operator of imperative safety precautions to follow when operating and/or servicing equipment. **DO NOT REMOVE OR OBSTRUCT ANY WARNING LABEL.** Replace any label which becomes illegible.

## Warning Label Locations

Warning Label Locations  
Fig. 1.20.1



### Replacement Part No.

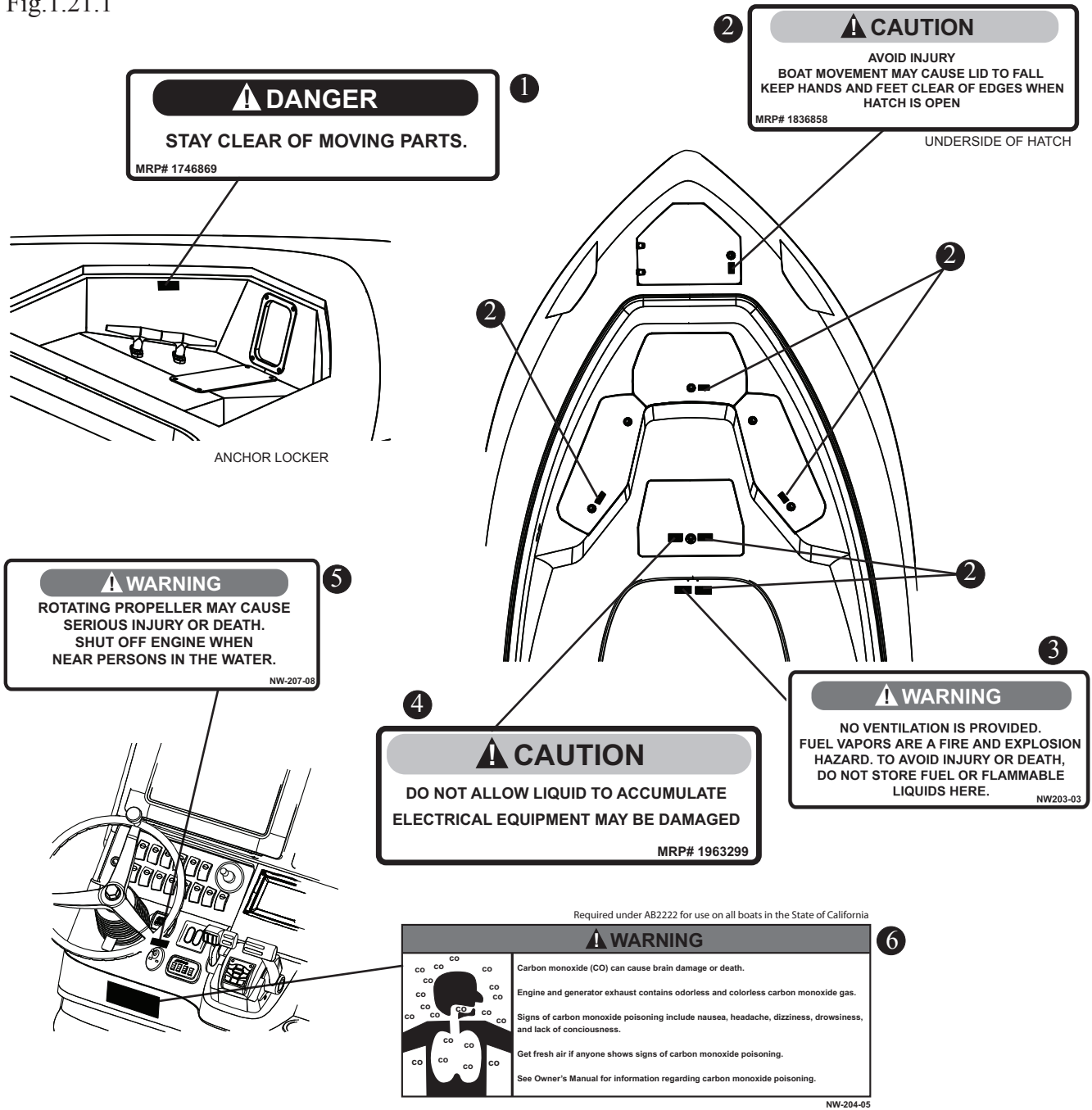
- 1** WARNING, SECURE DOOR ..... 1754632
- 2** VESSEL CERTIFICATION/CAPACITY ..... SEE FIGURE 2.2.1
- 3** FUEL RECOMMENDATION 91 OCTANE (OPTION)..... 1749551
- 4** WARNING, LEAKING FUEL..... 2096004
- 5** PROP 65 HANG TAG ..... 1795087
- 6** MAXIMUM ENGINE WEIGHT ..... 1851949
- 7** DANGER, TRANSOM DOOR SECURE ..... 1743571

### NOTICE

It is important to replace any damaged or unreadable label. Call your Boston Whaler dealer for replacement labels.



Warning Label Locations (Con't)  
Fig.1.21.1



**Replacement  
Part No.**

- 1** DANGER, STAY CLEAR OF MOVING PARTS ..... 1746896
- 2** CAUTION, AVOID INJURY, BOAT MOVEMENT ..... 1836858
- 3** WARNING, DO NOT STORE FUEL..... 1691003
- 4** CAUTION, DO NOT ALLOW LIQUID ..... 1963299
- 5** WARNING, ROTATING PROPELLER..... 1950698
- 6** DANGER, CO HELM..... 1811368

**NOTICE**

**It is important to replace any damaged or unreadable label. Call your Boston Whaler dealer for replacement labels.**

# Section 1 • Safety

Warning Label Locations (Con't)  
Fig. 1.22.1

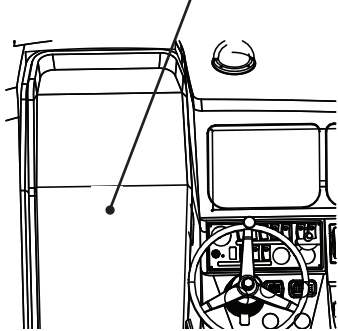
**1**

**⚠ WARNING**

Carbon monoxide (CO) can cause brain damage or death. Carbon monoxide can be present in the cabin. Signs of carbon monoxide poisoning include nausea, headache, dizziness, drowsiness, and lack of consciousness. Get fresh air if anyone shows signs of carbon monoxide poisoning. Get fresh air if carbon monoxide detector alarm sounds. Carbon monoxide detector must be functioning at all times.

INSIDE CABIN DOOR

NW 205-05

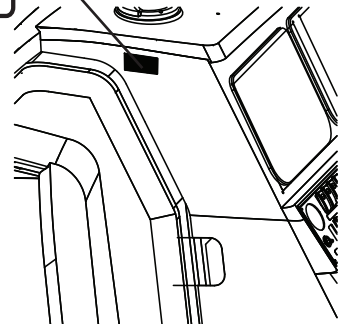


**2**

**⚠ WARNING**

RUNNING BOAT WITH DOOR OPEN COULD INDUCE EXHAUST FUMES INTO CABIN. SEE OWNER'S MANUAL FOR INSTRUCTIONS CONCERNING CARBON MONOXIDE.

MRP# 1743548



CABIN ENTRY

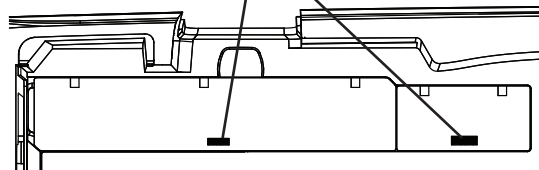
**3**

**⚠ CAUTION**

AVOID INJURY. BOAT MOVEMENT MAY CAUSE LID TO FALL. KEEP HANDS AND FEET CLEAR OF EDGES WHEN HATCH IS OPEN.

MRP# 1836858

UNDERSIDE OF HATCH (P&S)

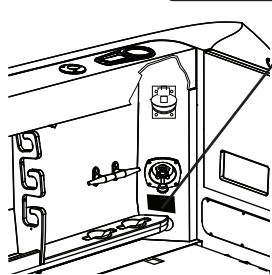


**4**

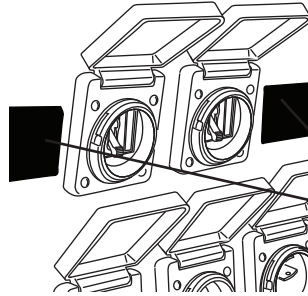
**⚠ WARNING**

-DO NOT LEAVE BOAT UNATTENDED WITH THE DOCKSIDE WATER HOSE CONNECTED. -DOCKSIDE WATER SHOULD BE CONNECTED DURING PERIODS OF HEAVY WATER USE ONLY.

MRP #852616



AFT STARBOARD COCKPIT



**5**

**⚠ DANGER**

INTERMEDIATE BREAKER FOR SHORE POWER CONNECTION. UNPLUG SHORE POWER BEFORE REMOVING COVER. WILL CAUSE PERSONAL INJURY OR DEATH.

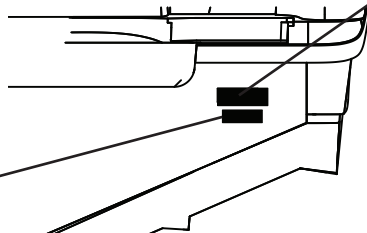
MRP# 1743509

**7**

**⚠ WARNING**

ROTATING PROPELLER MAY CAUSE SERIOUS INJURY OR DEATH. SHUT OFF ENGINE WHEN NEAR PERSONS IN THE WATER.

NW-207-09



**6**

**⚠ DANGER**

Carbon monoxide (CO) can cause brain damage or death. Engine and generator exhaust contains odorless and colorless carbon monoxide gas. Carbon monoxide will be around the back of the boat when engines or generators are running. Move to fresh air if you feel nausea, headache, dizziness or drowsiness.

NW-206-05

Required under AB2222 for use on all boats in the State of California

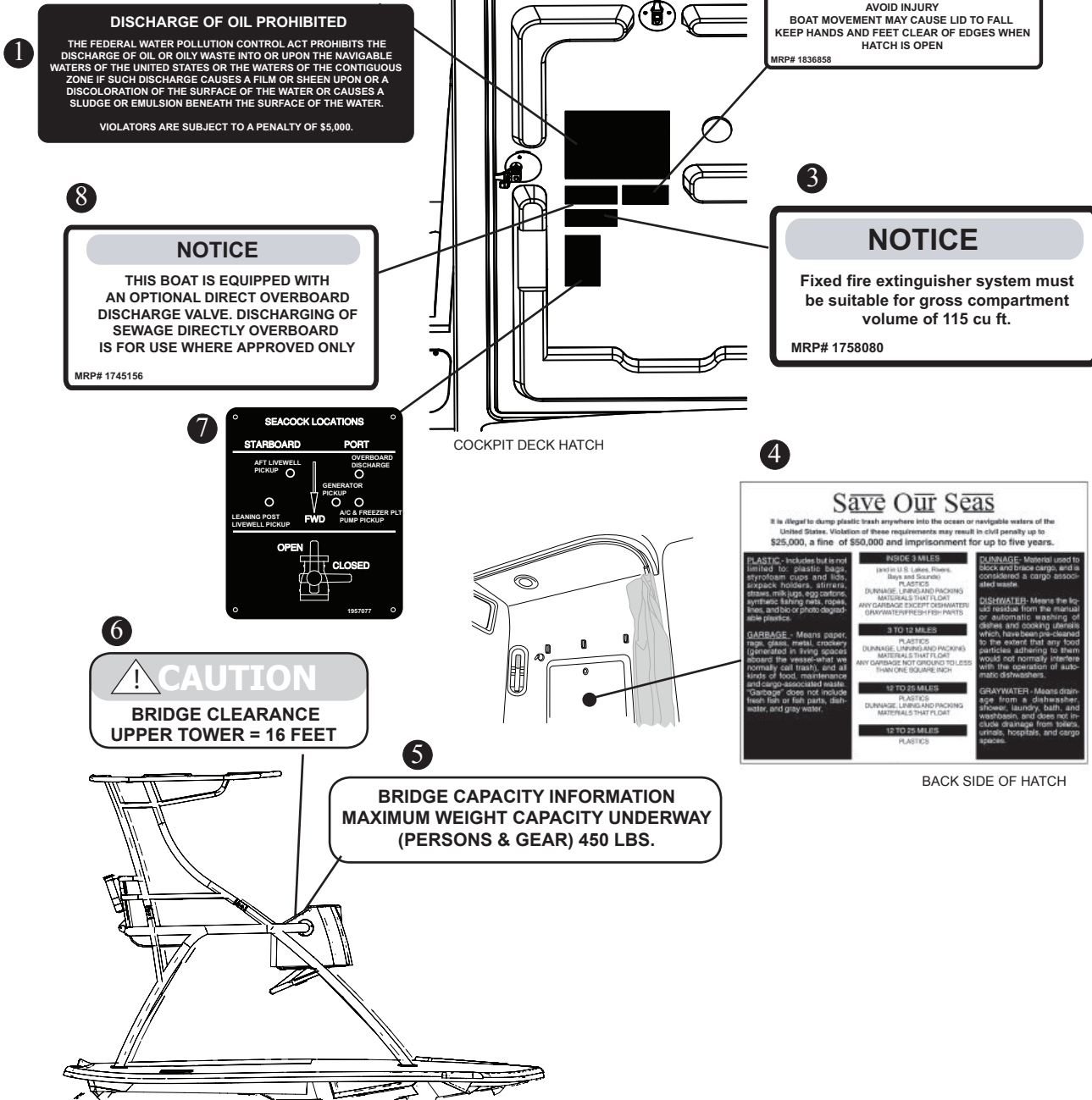
## Replacement Part No.

<b>1</b>	WARNING, CO CABIN.....	1812911
<b>2</b>	WARNING, RUNNING BOAT WITH DOOR.....	1743548
<b>3</b>	CAUTION, AVOID INJURY, BOAT MOVEMENT.....	1836858
<b>4</b>	WARNING, DOCKSIDE WATER.....	852616
<b>5</b>	WARNING, INTERMEDIATE BREAKER.....	1743509
<b>6</b>	WARNING, CO TRANSOM.....	1811367
<b>7</b>	WARNING, ROTATING PROPELLER.....	1903624

**NOTICE**

It is important to replace any damaged or unreadable label. Call your Boston Whaler dealer for replacement labels.

Warning Label Locations (Con't)  
Fig. 1.23.1



Replacement Part No.

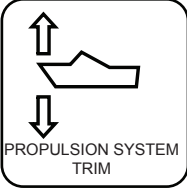
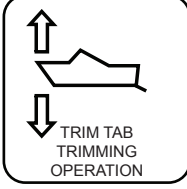
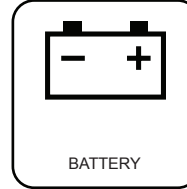
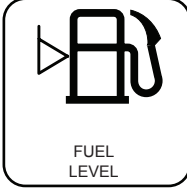
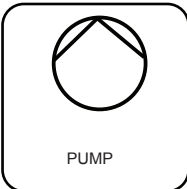
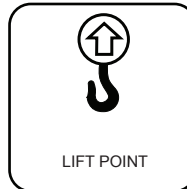
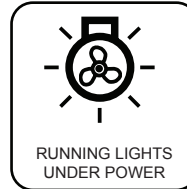
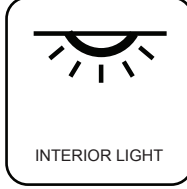

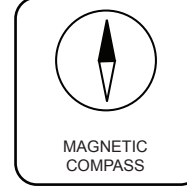
1	DISCHARGE OF OIL .....	1744737
2	CAUTION, AVOID INJURY, BOAT MOVEMENT .....	1836858
3	NOTICE, BILGE VOLUME .....	1758080
4	DISPOSAL OF GARBAGE .....	1744745
5	BRIDGE CAPACITY .....	221911
6	BRIDGE CLEARANCE .....	2097628
7	SEACOCK LOCATIONS .....	1957077
8	NOTICE, OVERBOARD DISCHARGE .....	1745156

**NOTICE**  
It is important to replace any damaged or unreadable label. Call your Boston Whaler dealer for replacement labels.

# Section 1 • Safety

## Key to Symbols on Controls & Prints

Although not used in this manual, some of these symbols may be found on the controls, gauges, and hardware on your boat. This page is to help you understand what the symbols mean.

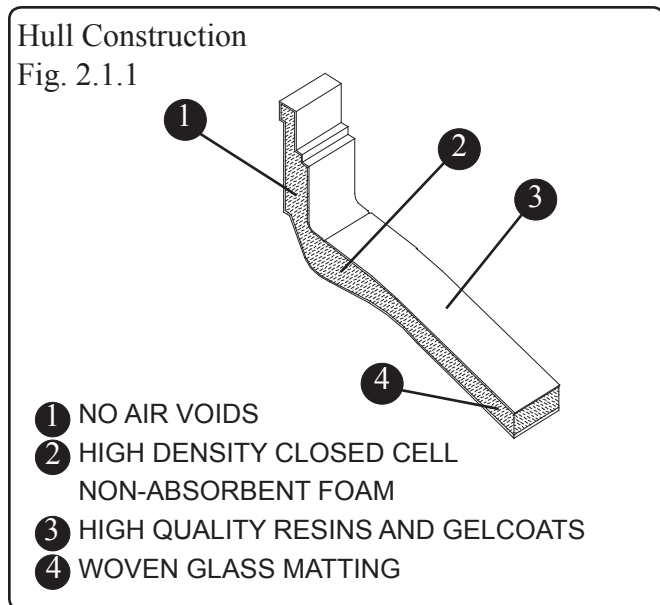
 PROPULSION SYSTEM TRIM	 TRIM TAB TRIMMING OPERATION	 ENGINE START	 ENGINE STOP	 BATTERY	 OIL	 WARNING ELECTRICAL HAZARD	 FIRE RISK	 NO OPEN FLAME NO SMOKING
 FUEL GENERAL	 FUEL LEVEL	 LEADED FUEL	 UNLEADED FUEL	 DIESEL FUEL	 FRESH WATER			
 GRAY WATER	 SEAWATER	 WASTE PUMP OUT	 OUTBOARD DRIVE	 OUTBOARD DRIVE TILT	 PROPELLER			
 BILGE PUMP	 PUMP	 LIFT POINT / SLING LOCATION	 LIFT POINT	 RUNNING LIGHTS UNDER POWER	 ROTARY CONTROL (WIDTH OF SYMBOL INDICATES INCREASE)			
 ANCHOR	 ANCHOR LIGHT	 INTERIOR LIGHT	 HORN	 WINDSHIELD WIPER AND WASHER	 MAGNETIC COMPASS			

### Construction Standards

Boston Whaler® is dedicated to creating a superior product which will provide 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

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



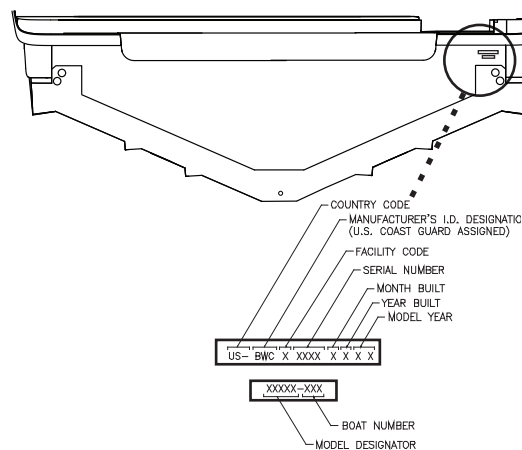
### Hull Identification Number

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

This is the most important identifying factor and must be included in all correspondence related to your vessel. Also of vital importance are the engine serial numbers, part numbers, etc. when writing about or ordering parts for your engine.

### Hull Identification Number (HIN)

Fig. 2.1.2



Record your HIN here:

### Servicing Your Boston Whaler

When your Whaler requires service or maintenance work, 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).

In the unlikely event that 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.

### Manufacturer's Certification

All boats must comply with federal regulations regarding maximum capacities. The certification plate (See figure 2.2.1) located on the port gunwhale opposite the operator's console indicates certification by the National Marine Manufacturer's Association and in the case of international certification the sticker or plate indicates the maximum weight, number of persons, and horsepower your boat is rated to handle.

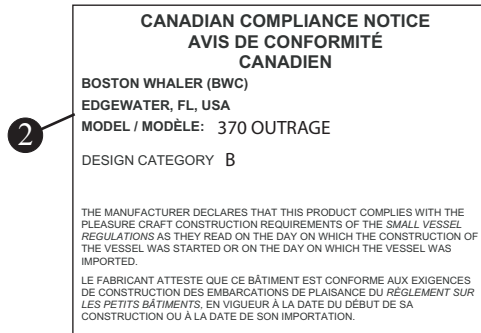
## Section 2 • General Information

### Certification Plates

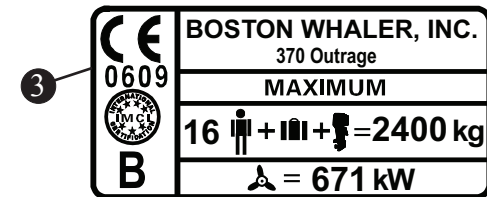
Fig. 2.2.1



Replacement Part No. 0125062



Replacement Part No. 1950430



Replacement Part No. 1950428



Replacement Part No. 1950429

- 1** NMMA CERTIFICATE
- 2** CANADA CONFORMITY STICKER
- 3** CE MARK (INT'L) BUILDER'S PLATE
- 4** AUSTRALIAN BUILDER'S PLATE

The number of persons on board must be reduced if you go out in poor weather and rough water.

The information present on the certification plate does not relieve the operator from responsibility. Use common sense and sound judgement when placing equipment and/or passengers in your boat.

- Do not load to capacity in poor weather or rough water.
- The number of seats does not indicate how many people a boat can carry, especially in poor weather and rough water.
- Above idle speed, all passengers must be seated on the seats provided.

An **NMMA Certification** means that your Boston Whaler® has been judged by the National Marine Manufacturers Association to be in compliance with applicable federal regulations and American Boat and Yacht Council standards.

A **Canada Conformity Sticker** means that your Boston Whaler® has been certified to comply with construction standards for small vessels by Transport Canada.

A **CE mark** means that your Boston Whaler® has been certified with applicable International Organization for Standardization directives.

An **Australian Builder's Plate** means that your Boston Whaler® has been certified with safety standards set by the National Marine Safety Committee.

**⚠ DANGER**

**NEVER** carry more weight or passengers than indicated on the certification plate, regardless of the weather or water conditions.

### Certification Design Category

**A (Ocean):** Designed for extended voyages where conditions may exceed wind force 8 on the Beaufort scale (47 mph and above) and significant wave heights of 4 meters (13.12 feet) and above, and vessels largely self-sufficient.

**B (Offshore):** Designed for offshore voyages where conditions up to, and including, wind force 8 (39-46 mph) and significant wave heights up to, and including 4 meters (13.12 feet) may be experienced.

**C (Inshore):** Designed for voyages in coastal waters, large bays, estuaries, lakes and rivers where conditions up to, and including, wind force 6 (25-31 mph) and significant wave heights up to, and including, 2 meters (6.56 feet) may be experienced.

**D (Sheltered waters):** Designed for voyages on small lakes, rivers and canals where conditions up to, and including, wind force 4 (13-18 mph) and significant wave heights up to, and including, 0.5 meters (1.64) feet may be experienced.

### NOTICE

**The 370 Outrage is category B**

The significant wave height is considered to be the primary factor for determining design category. Other parameters (e.g. meteorological) are descriptions of when these wave heights may be expected to occur. Refer to page 1-13 for weather information.

### Power Capacity

The certification plate, as well as “Specifications & Dimensions” on the following page has the maximum rated power listed for your boat. **DO NOT EXCEED THIS RATING.** The various engine types offered today are more powerful and require constant maintenance to stay at optimal performance. It is required of the owner/operator to read all information regarding safety features, warning notices and maintenance schedules for continued safe operation of the engine.

The engine on the 370 Outrage has been tested and proven to be best suited for general use under normal conditions and load.

If you are re-powering your Boston Whaler®, you should pay particular attention to the maximum/minimum horsepower and maximum safe engine weight load for which your boat is rated.

### NOTICE

**The 370 Outrage is designed for a maximum outboard engine weight of 2100 LBS (952 kg).**

### NOTICE

**Always adjust the speed and direction of the craft to the varying sea conditions.**

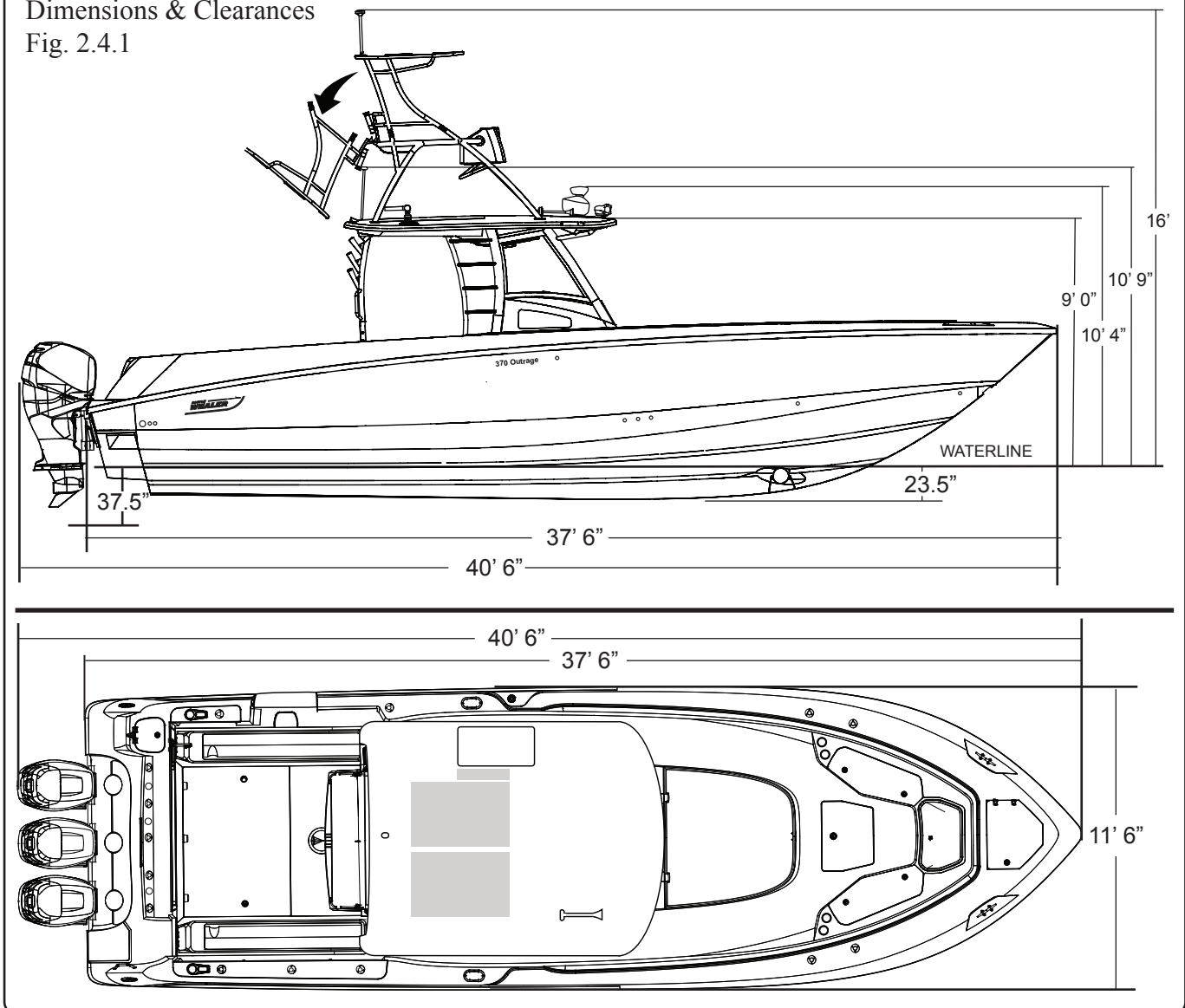
### WARNING

**DO NOT Exceed the maximum engine power rating for your boat.**

**Use caution while accelerating. Make sure passengers are safely seated in designated areas of the boat and all gear is stowed securely.**

## Section 2 • General Information

Dimensions & Clearances  
Fig. 2.4.1



### Specifications & Dimensions

(Specified measurements are approximations and are subject to variance.)

Overall Length	37' 6"	11.4 m	Weight (dry, no engine)	13,500 lbs.	6123 kg
Bridge Clearance			Swamped Capacity	5,200 lbs.	2359 kg
- with hards top	9' 0"	2.7 m	Maximum Engine Weight	2,100 lbs.	952 kg
- with optional radar	10' 4"	2.8 m	Maximum Weight,	5290 lbs.	2400 kg
- top of anchor light	10' 9"	3.28 m	(passengers, engine(s), gear <sup>2</sup> )		
- w/optional upper control	16' 0"	4.88 m	Persons	16	
Beam	11' 6"	3.5 m	Maximum Horsepower	900 HP	671 kw
Draft, (boat only) <sup>1</sup>	1' 11.5"	.6 m	Minimum Horsepower	750 HP	559 kw
Draft (center engine) <sup>1</sup>	3' 1.5"	.95 m	Fuel Capacity:	425 gal.	1609 L
			Water Capacity	60 gal.	227 L

<sup>1</sup> Optional equipment and loading of the boat will affect the draft measurements. Follow the recommendations regarding the maximum amount of weight your boat can safely carry.


<sup>2</sup> Exceeding this weight will affect the boat's performance. **DO NOT** Exceed the weight listed.



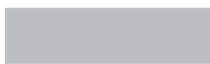
**Passenger Areas**


Deck Occupancy  
Fig. 2.5.1

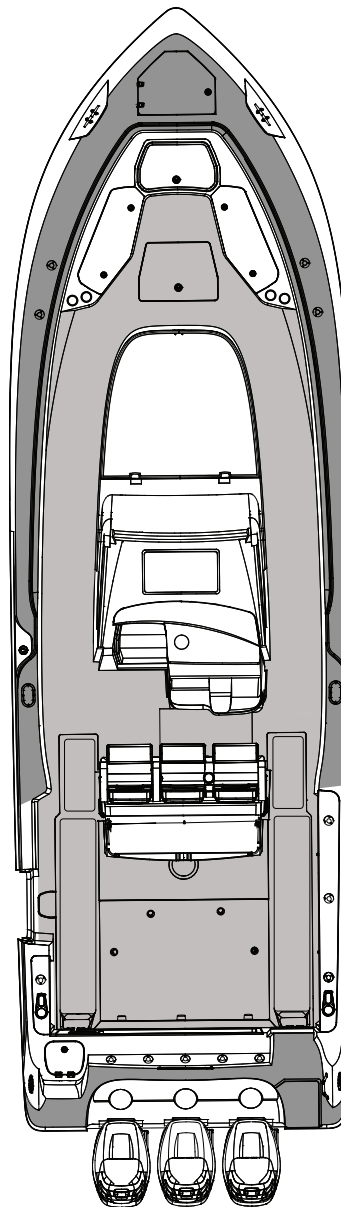
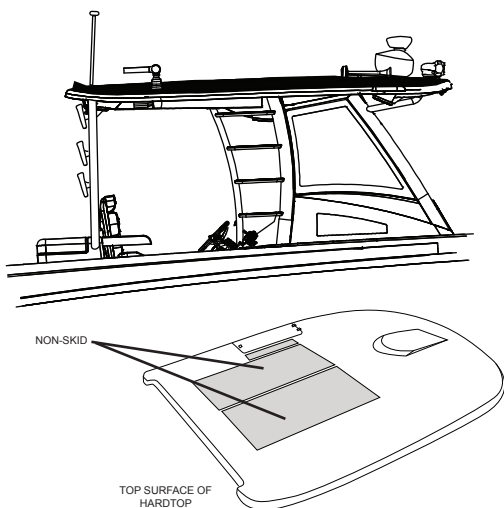
**Working deck:**

 This area is intended for occupation **ONLY** while mooring, anchoring, loading/unloading or when the boat is at rest.

**Accommodation deck:**

 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.

 Do Not stand or walk on this area while underway. Serious injury could result. If necessary, stand or walk only where non-skid is applied.



**! WARNING**

- Gelcoat surfaces are slippery when wet. Use extreme caution when walking on wet surfaces.
- Never occupy the working decks while the boat is underway.
- Use care when waxing to ensure that walkways are not made dangerously slippery.

**! DANGER**

To avoid risk of injury or death, shut off engines when near swimmers or prior to using swim ladder.

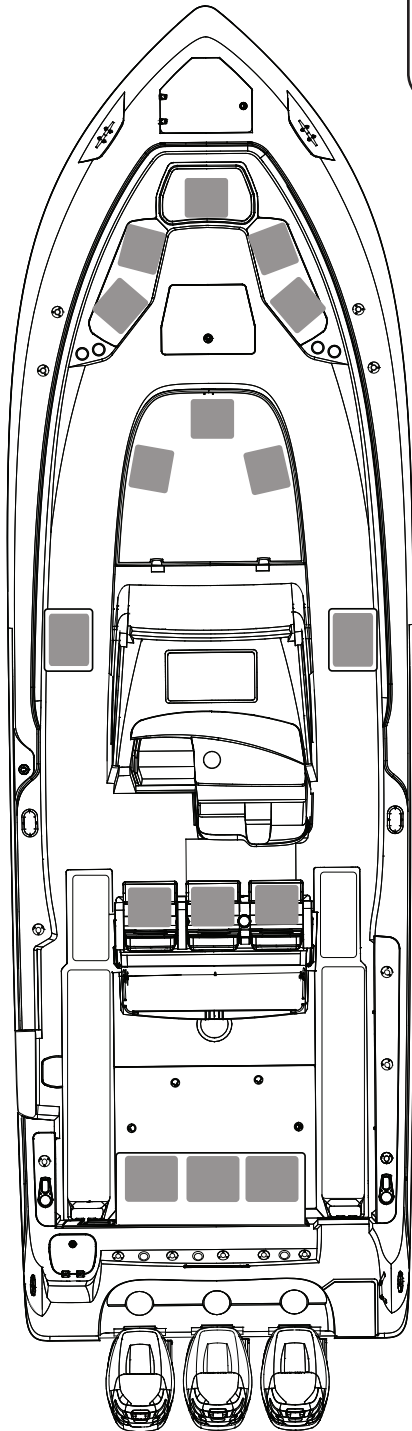
**! DANGER**

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.

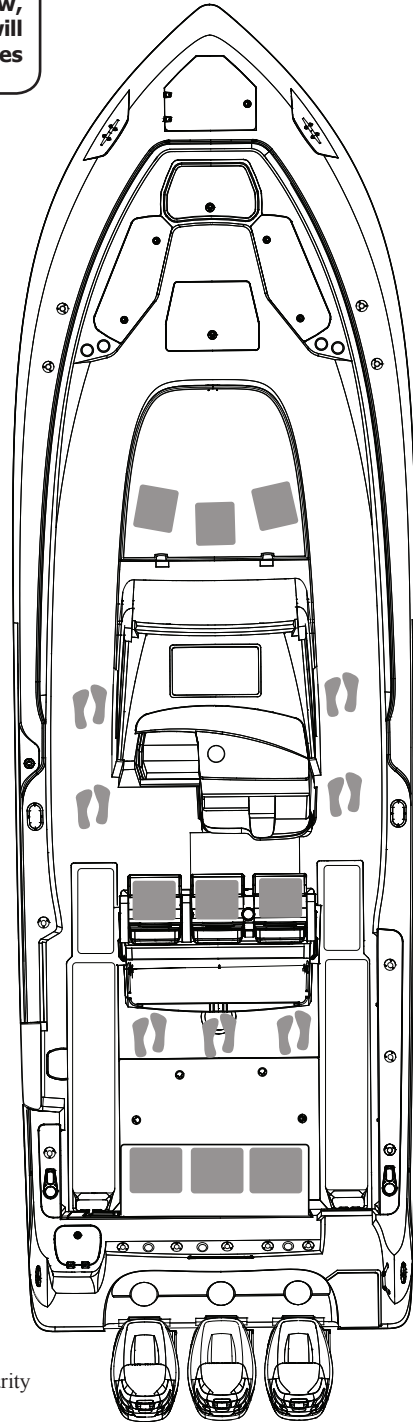
Recommended Passenger Locations

Recommended Seating & On-Plane Locations  
Fig. 2.6.1

**! WARNING**  
NEVER allow passengers to ride in an area (i.e. bow, gunnels, transom, etc. that will pose a hazard to themselves or the boat.



RECOMMENDED SEATING  
while moored, at idle or at speed under 5 mph

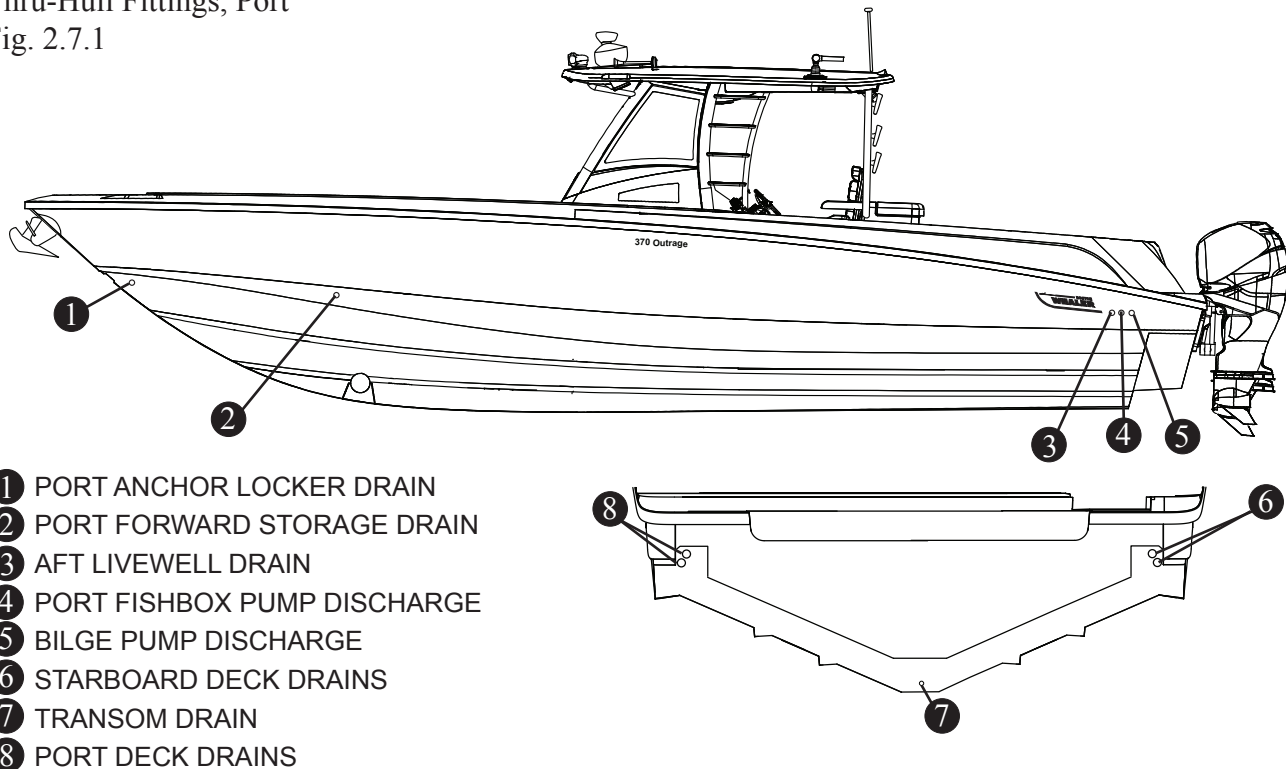


RECOMMENDED ON-PLANE  
LOCATIONS

NOTE: Hardtop removed for clarity

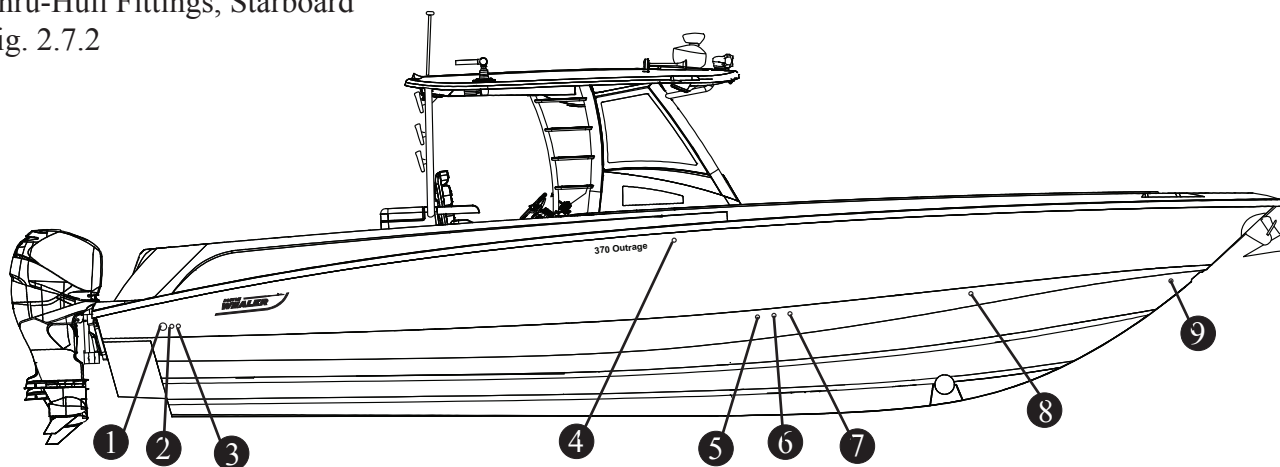
### Location of Thru-Hull Fittings

Thru-Hull Fittings, Port  
Fig. 2.7.1



- ① PORT ANCHOR LOCKER DRAIN
- ② PORT FORWARD STORAGE DRAIN
- ③ AFT LIVELWELL DRAIN
- ④ PORT FISHBOX PUMP DISCHARGE
- ⑤ BILGE PUMP DISCHARGE
- ⑥ STARBOARD DECK DRAINS
- ⑦ TRANSOM DRAIN
- ⑧ PORT DECK DRAINS

Thru-Hull Fittings, Starboard  
Fig. 2.7.2



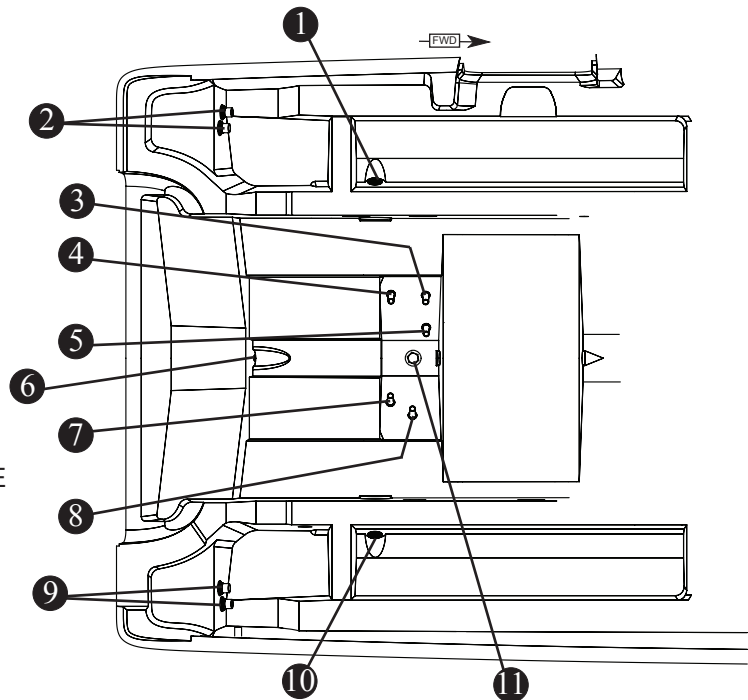
- |   |  |
|---|--|
| <ul style="list-style-type: none"> <li>① GENERATOR EXHAUST</li> <li>② STARBOARD FISHBOX PUMP DISCHARGE AND PREP STATION LIVELWELL DRAIN</li> <li>③ HIGH WATER BILGE PUMP DISCHARGE</li> <li>④ HEAD SYSTEM VENT</li> <li>⑤ WATER HEATER, FREEZER PLATE (OPTION) AND A/C DISCHARGE</li> </ul> | <ul style="list-style-type: none"> <li>⑥ SHOWER SUMP, FORWARD FISHBOX PUMPOUT AND VANITY DRAIN</li> <li>⑦ FORWARD BILGE DISCHARGE</li> <li>⑧ FORWARD STORAGE DRAIN</li> <li>⑨ STARBOARD ANCHOR LOCKER DRAIN</li> </ul> |
|---|--|

## Section 2 • General Information

### Thru-Hull Fittings, Bilge

Fig. 2.8.1

- ① PORT FISHBOX PUMPOUT
- ② PORT COCKPIT DRAINS
- ③ A/C INTAKE & FREEZER PLATE
- ④ MACERATOR DISCHARGE
- ⑤ GENERATOR INTAKE
- ⑥ TRANSOM DRAIN
- ⑦ RAW WATER & AFT LIVEWELL INTAKE
- ⑧ PREP STATION LIVEWELL
- ⑨ STARBOARD COCKPIT DRAINS
- ⑩ STARBOARD FISHBOX PUMPOUT
- ⑪ THRU-HULL TRANSDUCER (OPTION)



## NOTICE

- The deck drains provide 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.
- In addition to the deck drains, the 370 Outrage has a "flapper" type door in the transom door (See page 3-39) to aid in the removal of excessive water in the cockpit.
- 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.
- 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.
- 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.
- A standard 1" "Snap-Tite" plug can be used to replace the garboard drain plug in your boat. It is recommended that you carry spare plugs to be used in the event that the garboard drain plug becomes lost or damaged.

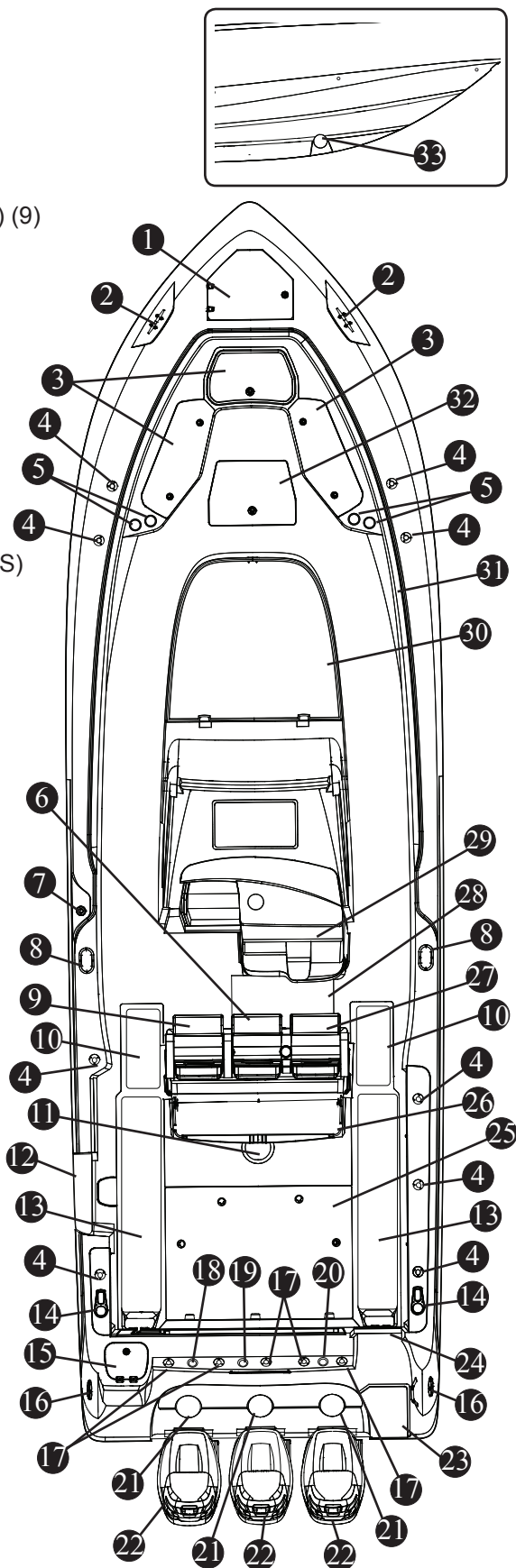
### General Layout

General Layout, Exterior (Hardtop removed for clarity)

Fig. 2.9.1

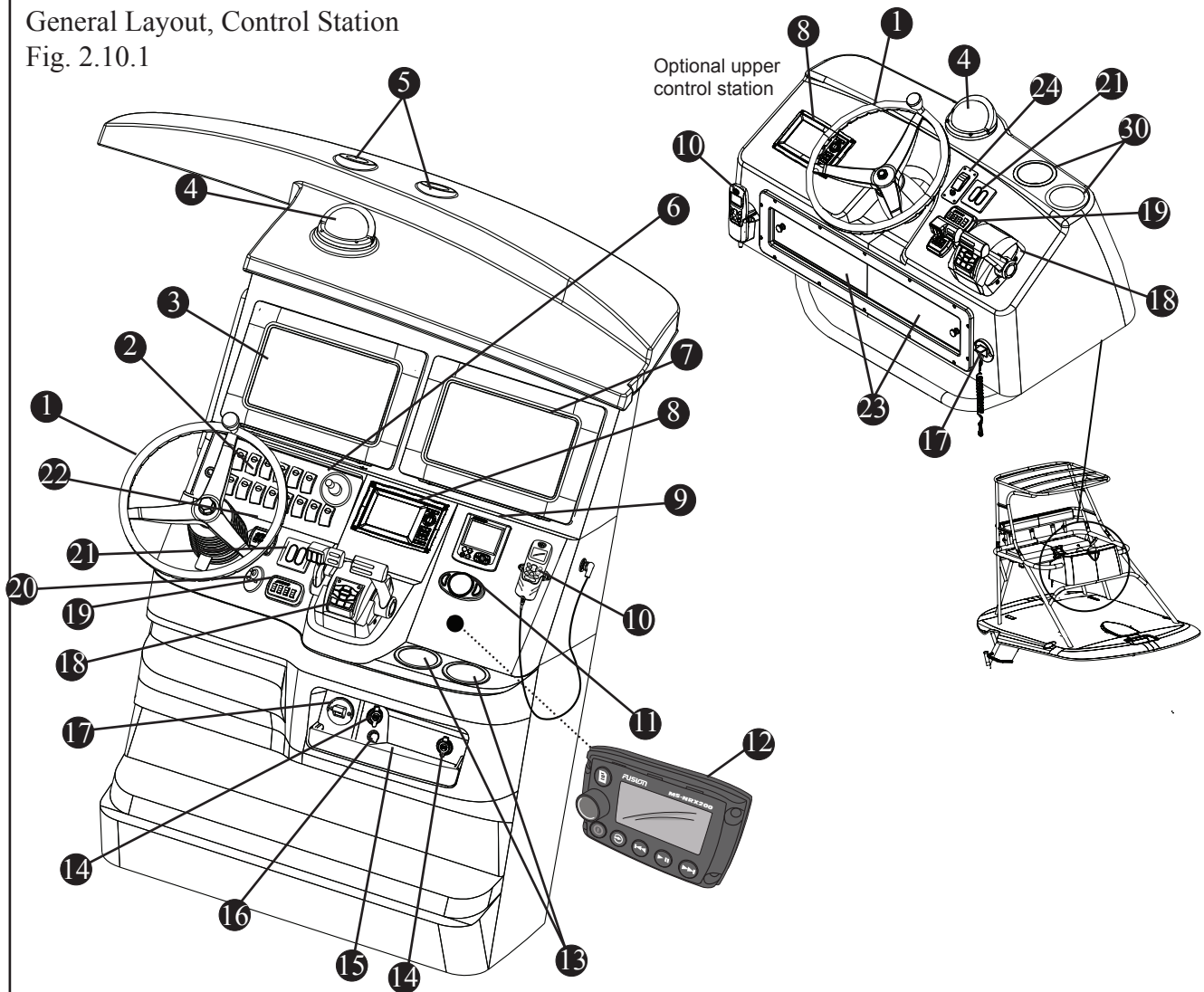
- 1 ANCHOR LOCKER W/THRU HULL ANCHOR ROLLER
- 2 BOW CLEATS (P&S)
- 3 BOW, UNDER SEAT STORAGE
- 4 GUNNEL MOUNTED RODHOLDERS (FWD & AFT, P&S) (9)
- 5 CUPHOLDERS (P&S)
- 6 ADJUSTABLE HELM SEAT
- 7 FUEL FILL
- 8 HAWSE PIPE W/SPRING CLEAT UNDER (P&S)
- 9 PORT COMPANION SEAT
- 10 INSULATED IN DECK STORAGE (P&S)
- 11 DECK ACCESS TO FUEL TANK FITTINGS
- 12 DIVE/BOARDING DOOR W/REMOVABLE LADDER
- 13 IN-DECK FISHBOX W/PUMPOUT (P&S)
- 14 HAWSE PIPE/CUPHOLDER W/AFT CLEAT UNDER (P&S)
- 15 FULL-FILL, AERATED, 24 GALLON LIVEWELL
- 16 PULL-UP CROSS TIE CLEAT (P&S)
- 17 TRANSOM MOUNTED RODHOLDERS (5)
- 18 WASTE DOCKSIDE PUMPOUT
- 19 FRESH WATER FILL
- 20 DIESEL FUEL FILL (GENERATOR)
- 21 TWIST-OFF MOTORWELL ACCESS PLATE
- 22 TRIPLE 250 VERADO® DTS MERCURY 4-STROKE WITH HYDRAULIC POWER STEERING AND SHADOW MODE TECHNOLOGY
- 23 EXPANDABLE SWIM LADDER WITH COVER
- 24 TRANSOM DOOR W/STAINLESS STEEL LATCH
- 25 MECHANICAL EQUIPMENT HATCH
- 26 PREP STATION (SEE PAGE 2-12)
- 27 STARBOARD COMPANION SEAT
- 28 FOLD DOWN HELM STANDING PLATFORM
- 29 CONSOLE (SEE PAGE 2-9)
- 30 FORWARD CONSOLE LOUNGE (SEE PAGE 2-17)
- 31 LOW PROFILE INTERIOR RAIL
- 32 INSULATED FORWARD FISHBOX W/PUMPOUT
- 33 BOW THRUSTER

\* **Additional Engine availability:**  
 - Triple 300 Verado® DTS Mercury 4-Stroke engines with hydraulic power steering and Shadow Mode technology



## Section 2 • General Information

General Layout, Control Station  
Fig. 2.10.1



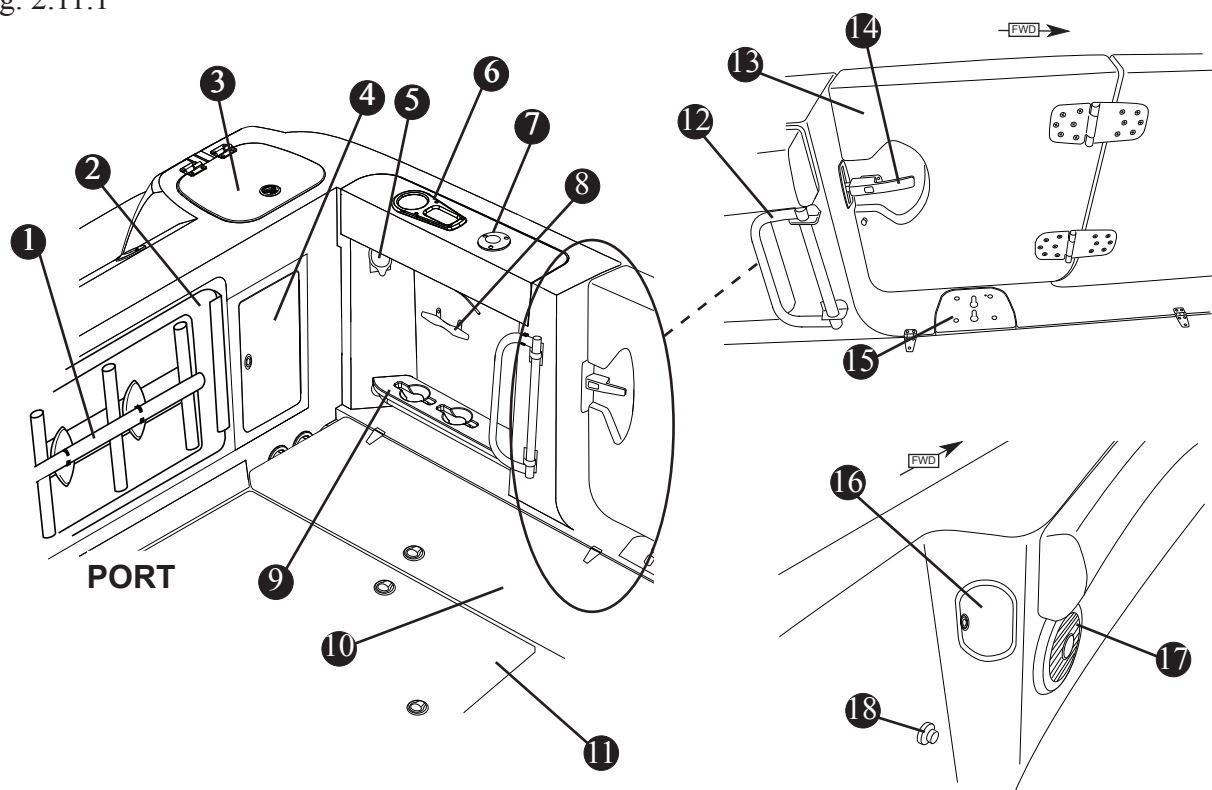
- |  |  |
|--|--|
| ① STAINLESS STEEL STEERING WHEEL W/KNOB                                  | ⑩ RAYMARINE 240 MODULAR VHF RADIO (OPTION)   |
| ② SWITCH PANEL W/CIRCUIT BREAKERS  | ⑪ SPOTLIGHT REMOTE (OPTION)                  |
| ③ RAYMARINE C140W*, 14" SCREEN<br>(GPS/CHARTPLOTTER/FISHFINDER) (OPTION) | ⑫ STEREO REMOTE                              |
| ④ MAGNETIC COMPASS   | ⑬ CUPHOLDERS                                 |
| ⑤ WINDSHIELD DEFOGGER VENTS  | ⑭ 12V ACCESSORY RECEPTACLE                   |
| ⑥ BOW THRUSTER CONTROL   | ⑮ CONSOLE STORAGE                            |
| ⑦ RAYMARINE C140W* (OPTIONAL DUAL DISPLAY)                               |  |
| ⑧ SMARTCRAFT™ VESSELVIEW DISPLAY   | ⑯ TRIPLE ENGINE TRIM PAD                     |
| ⑨ RAYMARINE SMARTPILOT™ AUTOPILOT (OPTION)                               | ⑰ EMERGENCY SHUT DOWN SWITCH                 |
|  | ⑱ GEAR SHIFT/THROTTLE CONTROL                |
|  | ⑲ TRIPLE ENGINE TRIM PAD                     |
|  | ⑳ FIREBOY ENGINE SHUTDOWN<br>OVERRIDE SWITCH |
|  | ㉑ TRIM TAB CONTROL PAD                       |
|  | ㉒ ENGINES START/STOP SWITCH                  |
|  | ㉓ STORAGE DRAWERS                            |
|  | ㉔ HORN                                       |
|  | ⑰ EMERGENCY SHUT DOWN SWITCH                 |
|  | ⑱ GEAR SHIFT/THROTTLE CONTROL                |
|  | ⑲ TRIPLE ENGINE TRIM PAD                     |
|  | ⑳ FIREBOY ENGINE SHUTDOWN<br>OVERRIDE SWITCH |
|  | ㉑ TRIM TAB CONTROL PAD                       |
|  | ㉒ ENGINES START/STOP SWITCH                  |
|  | ㉓ STORAGE DRAWERS                            |
|  | ㉔ HORN                                       |

\* E140W is available

REFER TO THE MANUFACTURER'S MANUAL IN YOUR OWNER'S MANUAL PACKET FOR COMPLETE INSTRUCTIONS AND WARRANTY ON THE ELECTRONIC EQUIPMENT INSTALLED ON YOUR BOAT.

## Section 2 • General Information

General Layout, Port Aft Cockpit  
Fig. 2.11.1

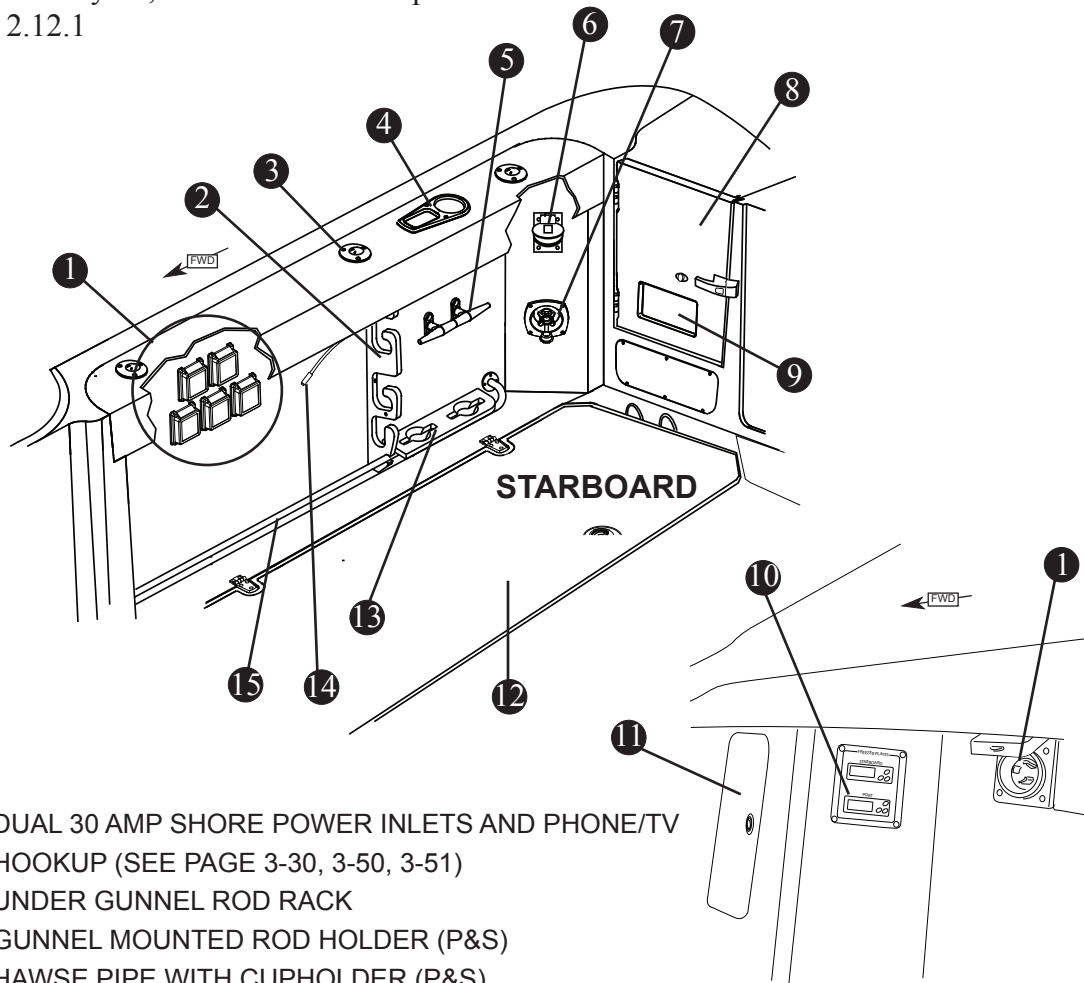


- 1 DEPLOYABLE STAINLESS STEEL DIVE LADDER
- 2 FOLDAWAY AFT BENCH SEAT (SEE PAGE 3-39)
- 3 24 GAL. (90.8 L) FULL-FILL, AERATED LIVEWELL
- 4 LIVEWELL FLOW VALVE ACCESS DOOR
- 5 12V/30AMP DC RECEPTACLE FOR ELECTRIC REELS AND/OR DOWNRIGGERS (P&S) (OPTION)
- 6 HAWSE PIPE WITH CUPHOLDER (P&S)
- 7 GUNNEL MOUNTED ROD HOLDER (P&S)
- 8 AFT CLEAT (P&S)
- 9 DOWNRIGGER WEIGHT HOLDERS (P&S)
- 10 INSULATED FISHBOX WITH PUMPOUT (P&S)
- 11 COCKPIT MECHANICAL HATCH
- 12 DEPLOYABLE GRAB RAIL FOR DIVE DOOR
- 13 DIVE/BOARDING DOOR
- 14 STAINLESS STEEL LATCH
- 15 DIVE LADDER BRACKET
- 16 DIVE DOOR FRESH WATER SHOWER

- 17 STEREO SUBWOOFER
- 18 MAGNETIC DIVE DOOR BUMPER/HOLDER
- 19 SPRING LINE CLEAT
- 20 FRESH WATER HOSE FITTING
- 21 RAW WATER HOSE FITTING
- 22 ACCESS PLATE TO FUEL FILL LINE
- 23 SIDE STORAGE POCKET
- 24 FOLD DOWN TROLLING SEAT (OPTION) (P&S)

## Section 2 • General Information

General Layout, Starboard Aft Cockpit  
Fig. 2.12.1

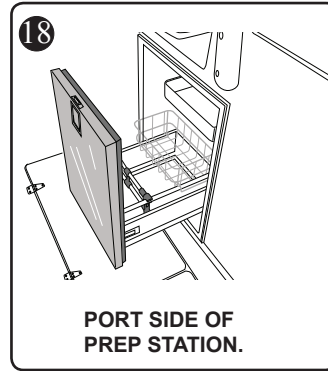
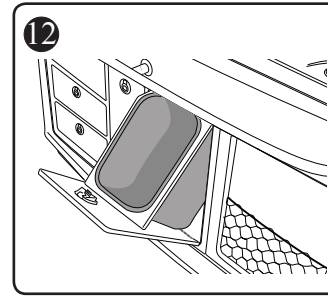
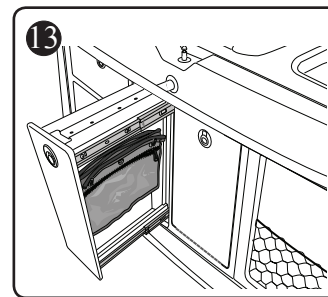
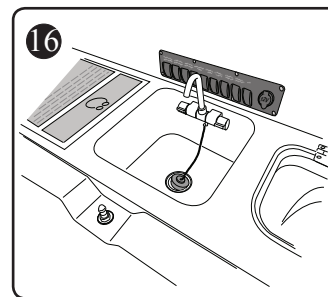
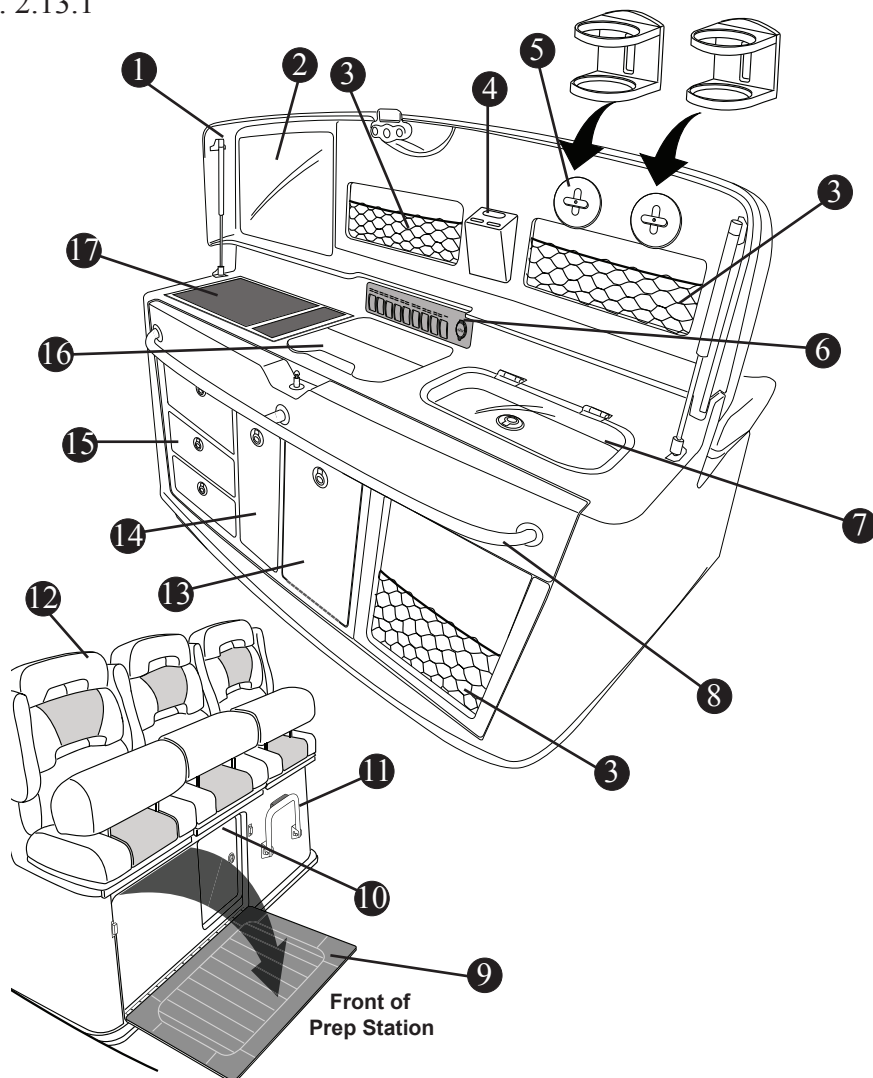


- ① DUAL 30 AMP SHORE POWER INLETS AND PHONE/TV HOOKUP (SEE PAGE 3-30, 3-50, 3-51)
- ② UNDER GUNNEL ROD RACK
- ③ GUNNEL MOUNTED ROD HOLDER (P&S)
- ④ HAWSE PIPE WITH CUPHOLDER (P&S)
- ⑤ AFT CLEAT (P&S)
- ⑥ 12V/30AMP DC RECEPTACLE FOR ELECTRIC REELS AND/OR DOWNRIGGERS (P&S) (OPTION)
- ⑦ DOCKSIDE FRESH WATER HOOKUP
- ⑧ ACRYLIC TRANSOM DOOR WITH STAINLESS STEEL LATCH
- ⑨ COCKPIT FLOODING/OVERFLOW RELIEF DOOR
- ⑩ FISHBOX FREEZER PLATES TEMPERATURE CONTROL (OPTION)
- ⑪ BATTERY SWITCH PANEL ACCESS
- ⑫ INSULATED FISHBOX WITH PUMPOUT (P&S)
- ⑬ DOWNRIGGER WEIGHT HOLDER (P&S)
- ⑭ UNDER GUNNEL MISTER WAND (OPTION) (P&S)
- ⑮ STAINLESS STEEL TOE RAIL (P&S)



## Section 2 • General Information

General Layout, Prep Station  
Fig. 2.13.1



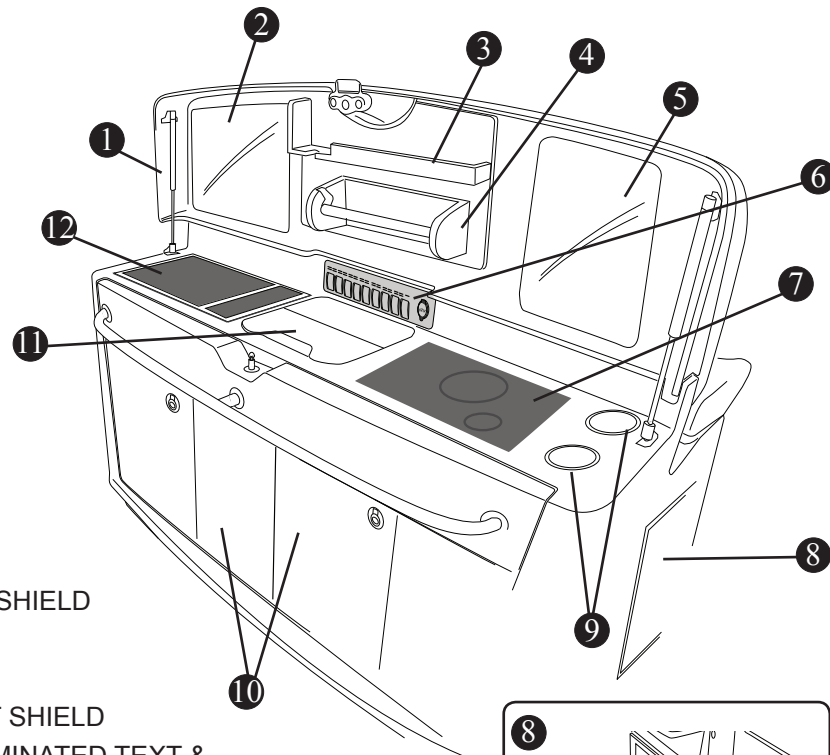
- 1 COVER
- 2 ELECTRIC GRILL HEAT SHIELD
- 3 NET STORAGE
- 4 KNIFE/TOOL HOLDER
- 5 LEADER REELS W/ INTERCHANGEABLE CUP HOLDERS
- 6 SWITCH PANEL W/ILLUMINATED TEXT & 12V RECEPTACLE (SEE PAGE 2-22)
- 7 55 GAL (208 L) FULL-FILL, AERATED LIVEWELL (SEE PAGE 3-16)
- 8 STAINLESS STEEL GRAB RAIL
- 9 HELM FOLD DOWN STANDING PLATFORM
- 10 ACCESS DOOR TO LIVEWELL VALVE, PREP STATION BREAKER PANEL & MANUAL FIRE EXTINGUISHER PULL
- 11 FOLD DOWN FOOT REST

- 12 BOLSTER STYLE SEATS W/FOLD DOWN ARMRESTS (SEE PAGE 3-42)
- 13 TIP OUT TRASH BIN
- 14 PULL OUT TACKLE STORAGE W/SIX (6) TACKLE BAGS
- 15 DRAWER STORAGE
- 16 CUTTING BOARD COVER W/HOT & COLD FRESH WATER SINK UNDERNEATH
- 17 ELECTRIC GRILL (SEE PAGE 3-40)
- 18 .75 CU FT PULL OUT REFRIGERATOR/FREEZER

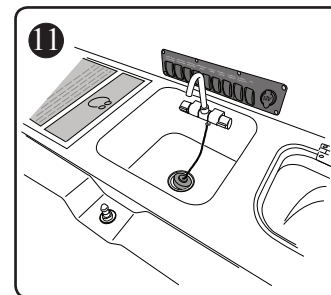
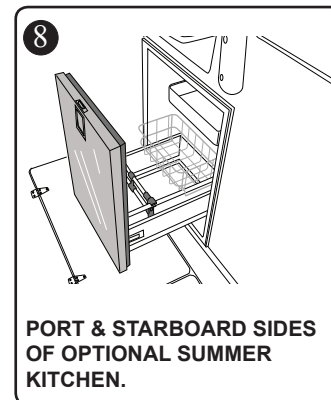
## Section 2 • General Information

### General Layout, Summer Kitchen (Option)

Fig. 2.14.1

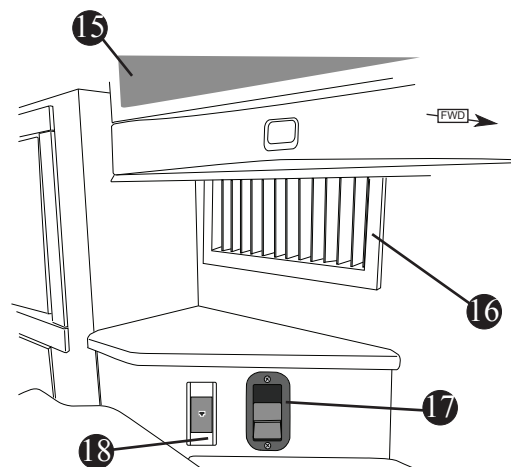
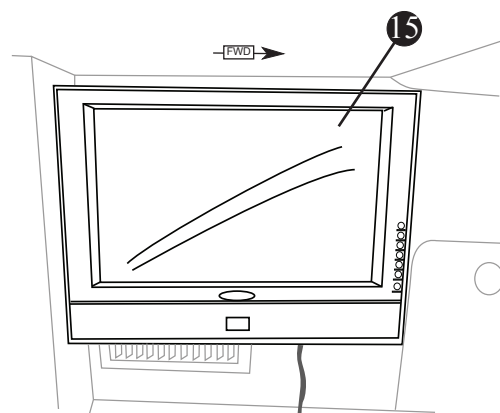
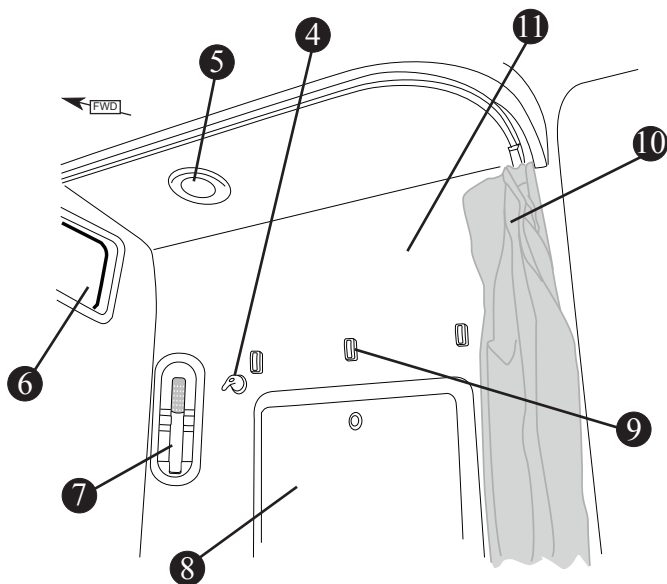
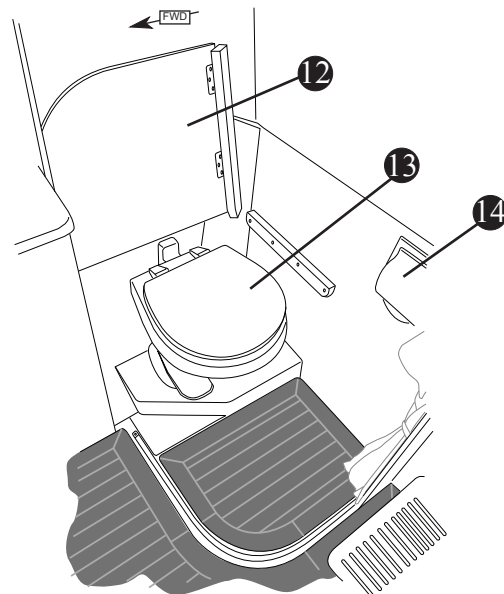
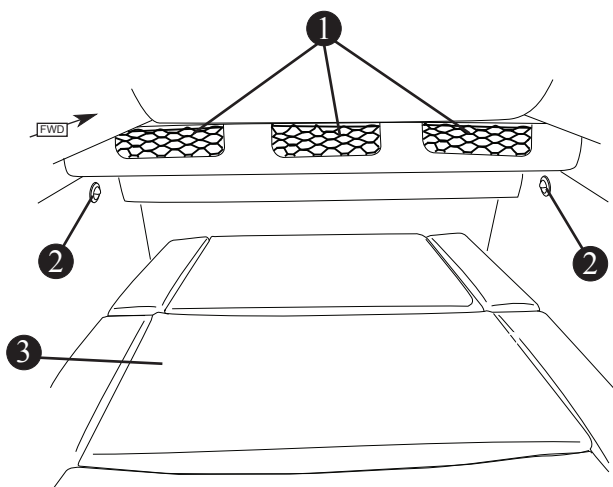


- ① COVER
- ② ELECTRIC GRILL HEAT SHIELD
- ③ STORAGE SHELF
- ④ TOWEL HOLDER
- ⑤ ELECTRIC STOVE HEAT SHIELD
- ⑥ SWITCH PANEL WITH ILLUMINATED TEXT & 12V RECEPTACLE (SEE PAGE 2-22)
- ⑦ SINGLE BURNER ELECTRIC STOVE (SEE PAGE 3-41)
- ⑧ PULL OUT REFRIGERATOR/FREEZER (P&S)
- ⑨ CUPHOLDERS
- ⑩ CONCEALED STORAGE DRAWERS & PULL OUT TRASH BIN
- ⑪ CUTTING BOARD COVER WITH HOT & COLD FRESH WATER SINK UNDERNEATH
- ⑫ ELECTRIC GRILL (SEE PAGE 3-41)



## Section 2 • General Information

General Layout, Cabin  
Fig. 2.15.1

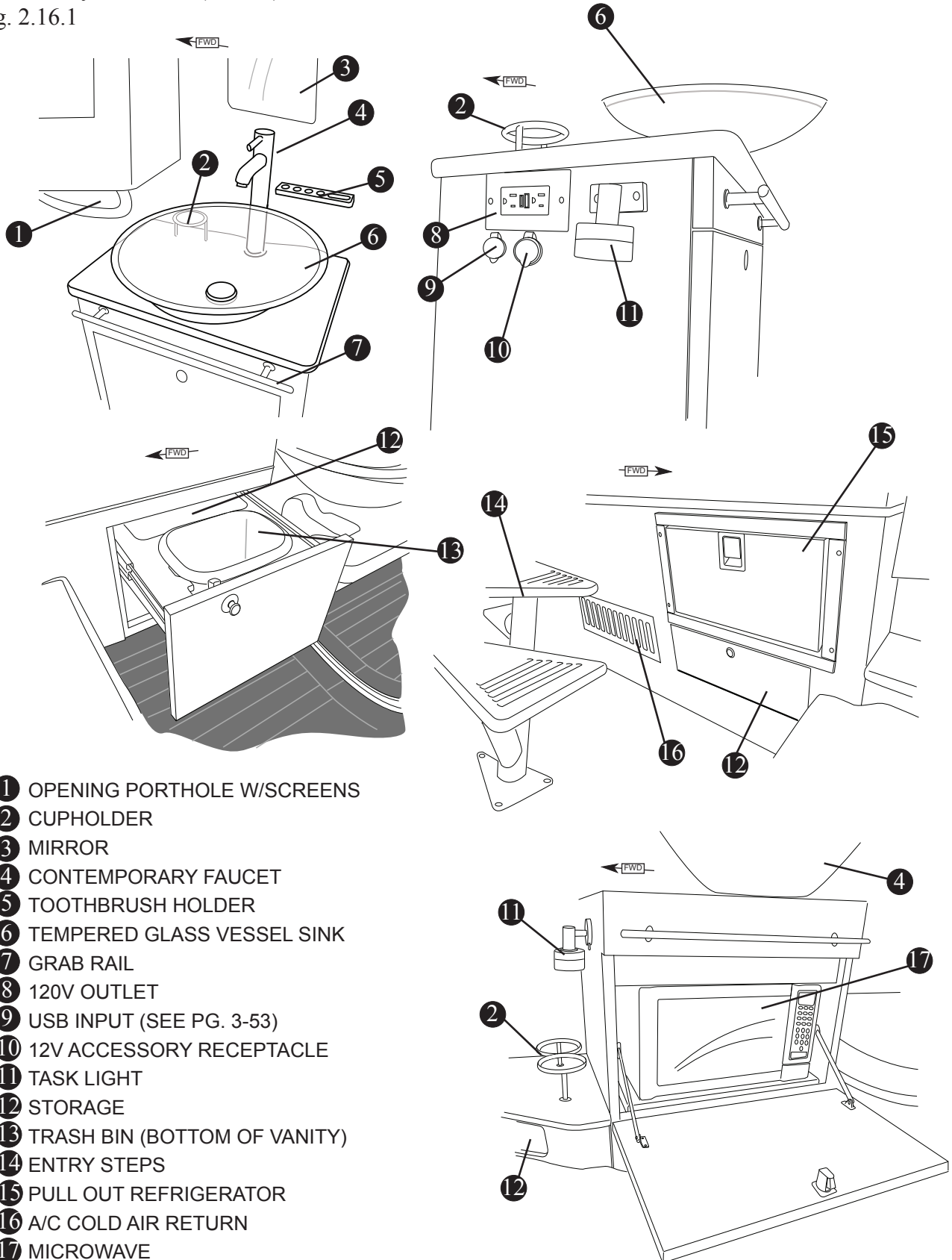


- ① NET STORAGE ABOVE BUNK
- ② ACCESS TO ELECTRONIC COMPONENTS
- ③ CONVERTIBLE DOUBLE BERTH/SETEE (SEE PAGE 3-50)
- ④ WATER TEMPERATURE REGULATOR
- ⑤ DOME LIGHT
- ⑥ FIXED GLASS WINDOW
- ⑦ SHOWER WAND/SPRAYER (SEE PAGE 3-48)
- ⑧ CONSOLE ELECTRICAL ACCESS
- ⑨ HOOKS (3)
- ⑩ SHOWER CURTAIN (SEE PAGE 3-48)
- ⑪ CONSOLE ELECTRONICS ACCESS
- ⑫ HEAD COVER/SEAT
- ⑬ VACU-FLUSH® HEAD (SEE PAGE 3-19)
- ⑭ TOILET PAPER HOLDER W/COVER
- ⑮ 19" FLAT SCREEN HDTV (SEE PAGE 3-51)
- ⑯ A/C VENT
- ⑰ ADJUSTABLE SETEE ACTUATOR (SEE PAGE 3-50)
- ⑱ TELEPHONE JACK

## Section 2 • General Information

### General Layout, Cabin (Cont'd)

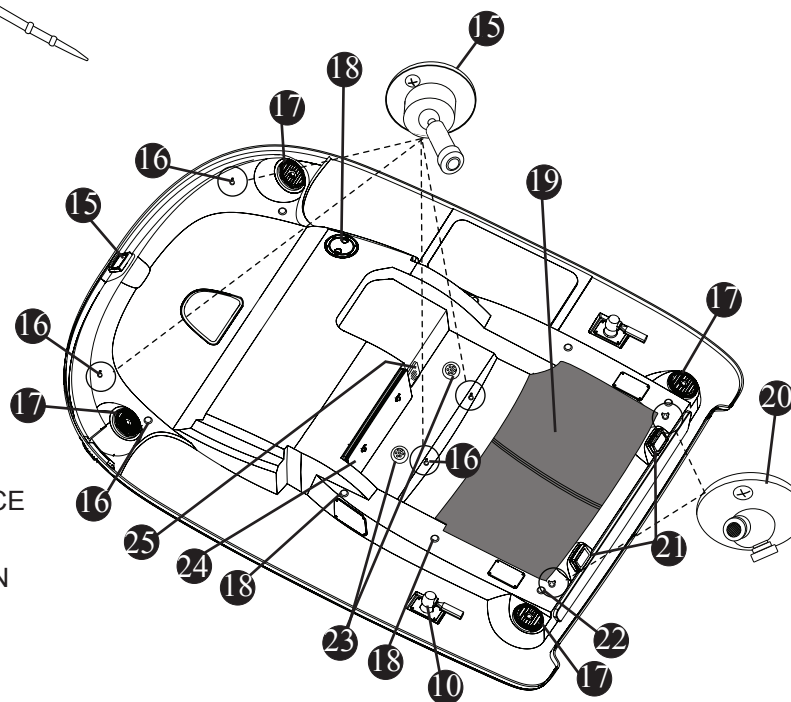
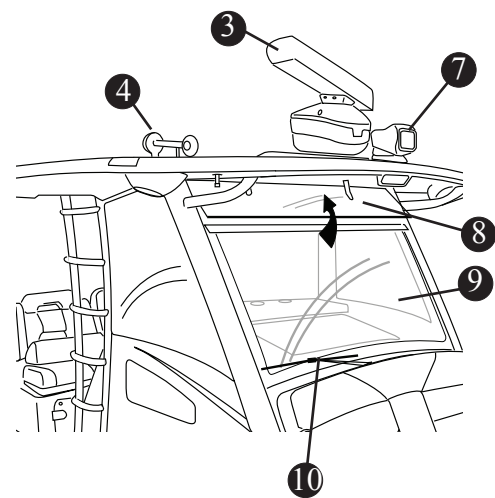
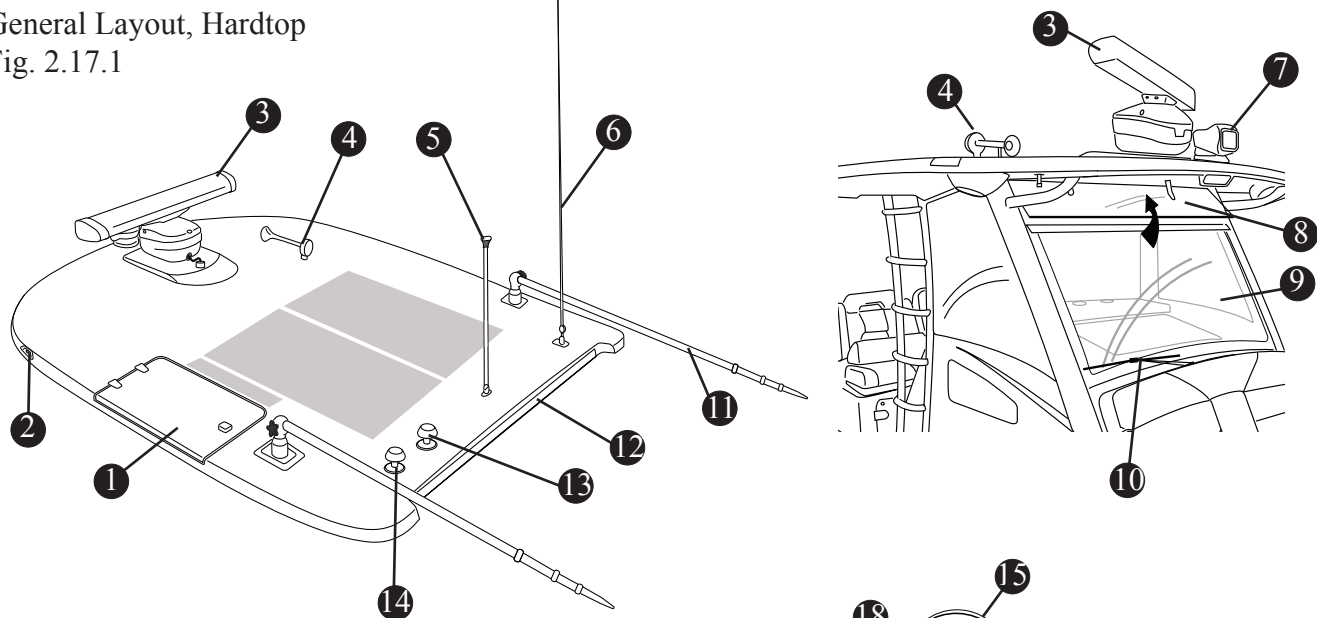
Fig. 2.16.1



- 1 OPENING PORTHOLE W/SCREENS
- 2 CUPHOLDER
- 3 MIRROR
- 4 CONTEMPORARY FAUCET
- 5 TOOTHBRUSH HOLDER
- 6 TEMPERED GLASS VESSEL SINK
- 7 GRAB RAIL
- 8 120V OUTLET
- 9 USB INPUT (SEE PG. 3-53)
- 10 12V ACCESSORY RECEPTACLE
- 11 TASK LIGHT
- 12 STORAGE
- 13 TRASH BIN (BOTTOM OF VANITY)
- 14 ENTRY STEPS
- 15 PULL OUT REFRIGERATOR
- 16 A/C COLD AIR RETURN
- 17 MICROWAVE

## Section 2 • General Information

General Layout, Hardtop  
Fig. 2.17.1



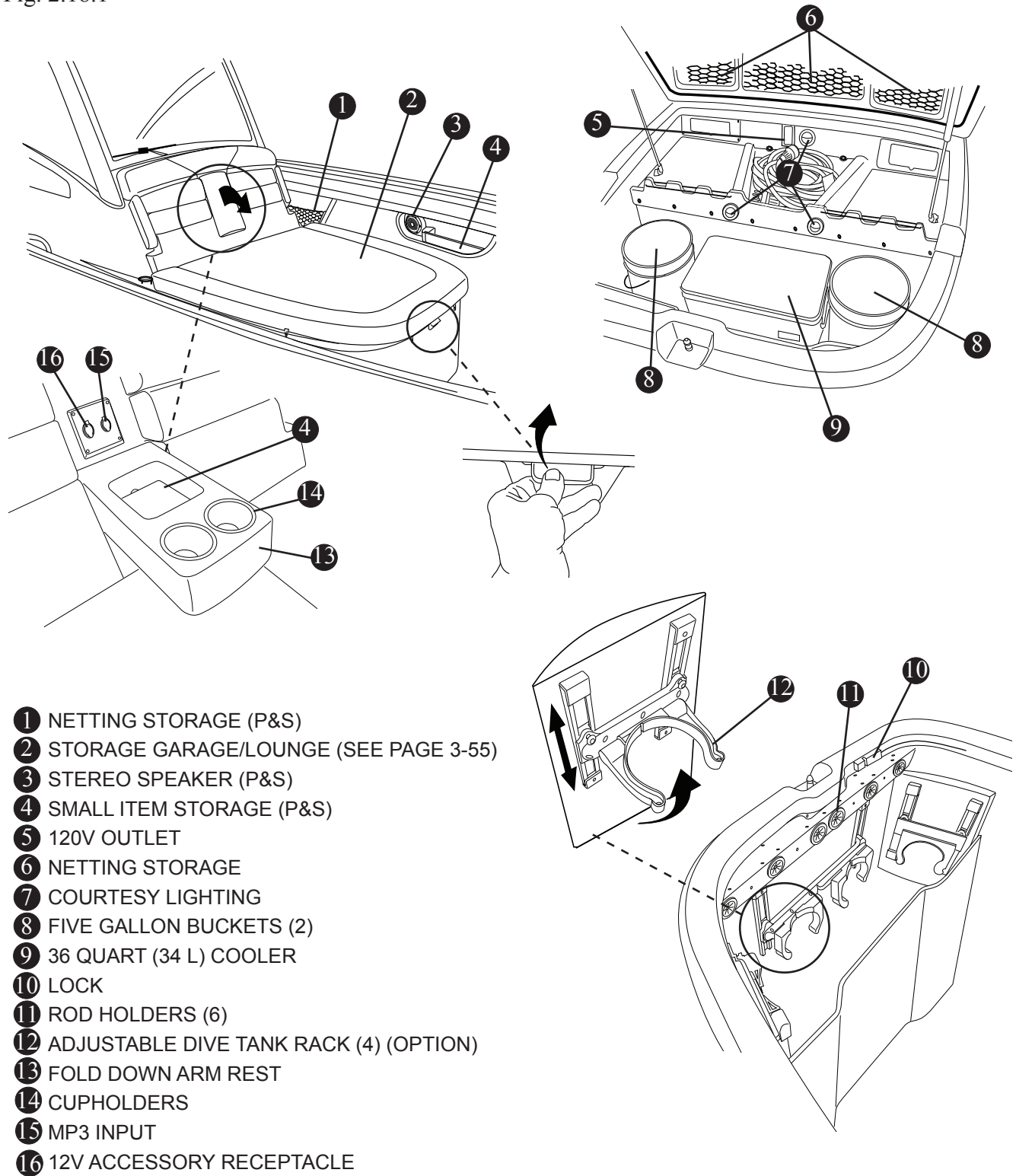
- ① ACCESS HATCH TO HARDTOP SURFACE
- ② NAVIGATION LIGHT (P&S)
- ③ RAYMARINE 4KW HD DIGITAL 48" OPEN ARRAY ANTENNA (OPTION)\*
- ④ ELECTRIC HORN
- ⑤ ANCHOR LIGHT (SEE PAGE 2-28)
- ⑥ VHF RADIO ANTENNA (OPTION)
- ⑦ SPOTLIGHT WITH REMOTE (OPTION) (SEE PG. 3-46)
- ⑧ ELECTRICALLY ACTUATED WINDSHIELD VENT
- ⑨ TEMPERED GLASS WINDSHIELD
- ⑩ WINDSHIELD WIPER/WASHER
- ⑪ RADIAL OUTRIGGERS (P&S) (OPTION) (SEE PG. 3-45)
- ⑫ ELECTRICALLY RETRACTABLE SUNSHADE (OPTION) (SEE PAGE 3-47)
- ⑬ GPS ANTENNA FOR E140W RAYMARINE (OPTION)
- ⑭ SIRIUS® SATELLITE RADIO ANTENNA (OPTION)
- ⑮ FORWARD COCKPIT LIGHT
- ⑯ HELM AND FORWARD MISTING NOZZLES (4) (OPTION)

- ⑰ STEREO SPEAKER SYSTEM
- ⑱ ACCESS PLATE
- ⑲ LIFE JACKET STORAGE
- ⑳ AFT COCKPIT MISTING NOZZLES (2) (OPTION)
- ㉑ AFT COCKPIT FLOOD LIGHTS
- ㉒ LED BLUE LIGHTING
- ㉓ LED CHART LIGHTING (RED & WHITE)
- ㉔ LOCKABLE ELECTRONICS BOX
- ㉕ VHF RADIO SPEAKER (OPTION)

\* Must select navigation package

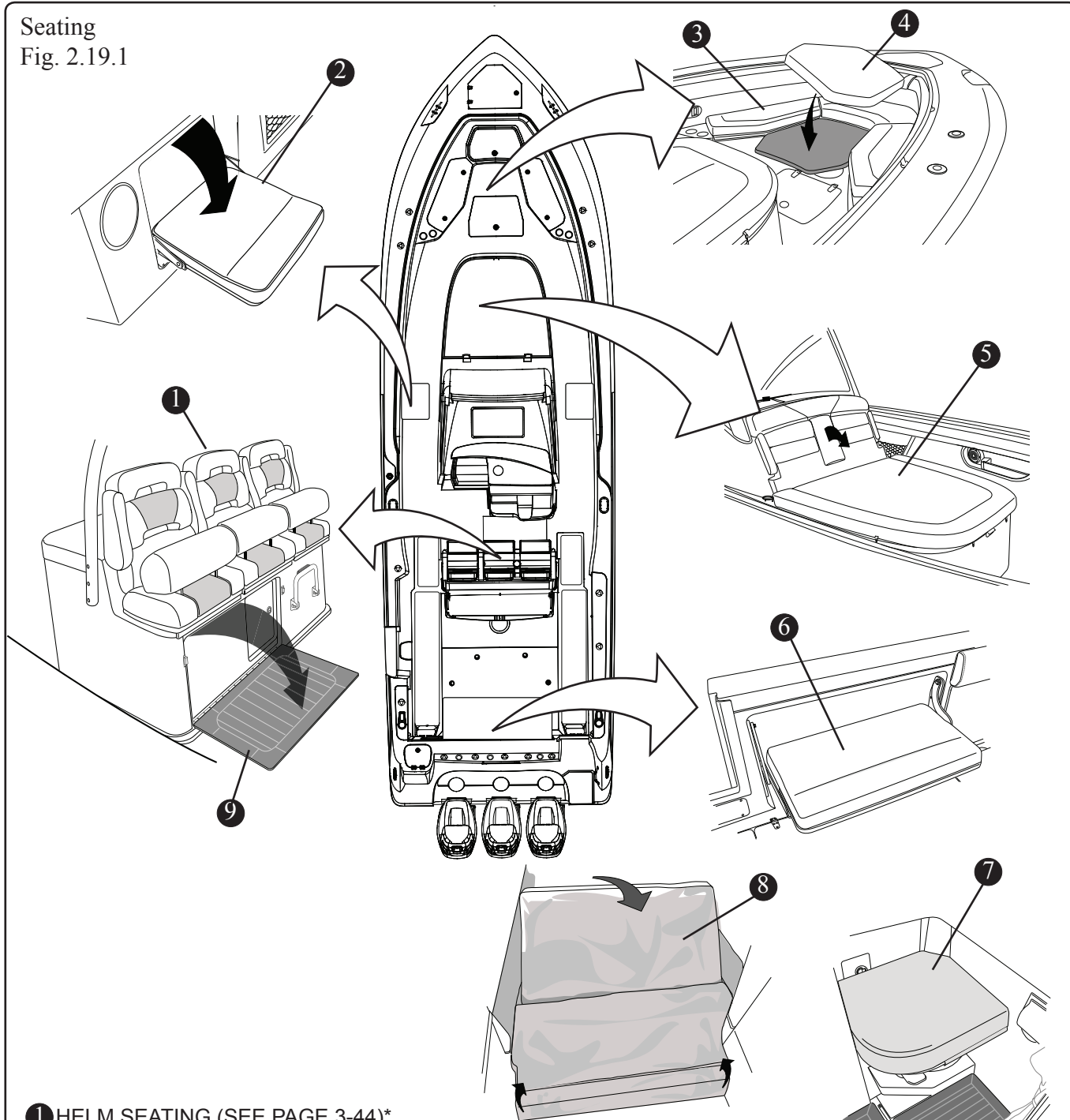
## Section 2 • General Information

General Layout, Console Lounge  
Fig. 2.18.1



Seating

Seating  
Fig. 2.19.1



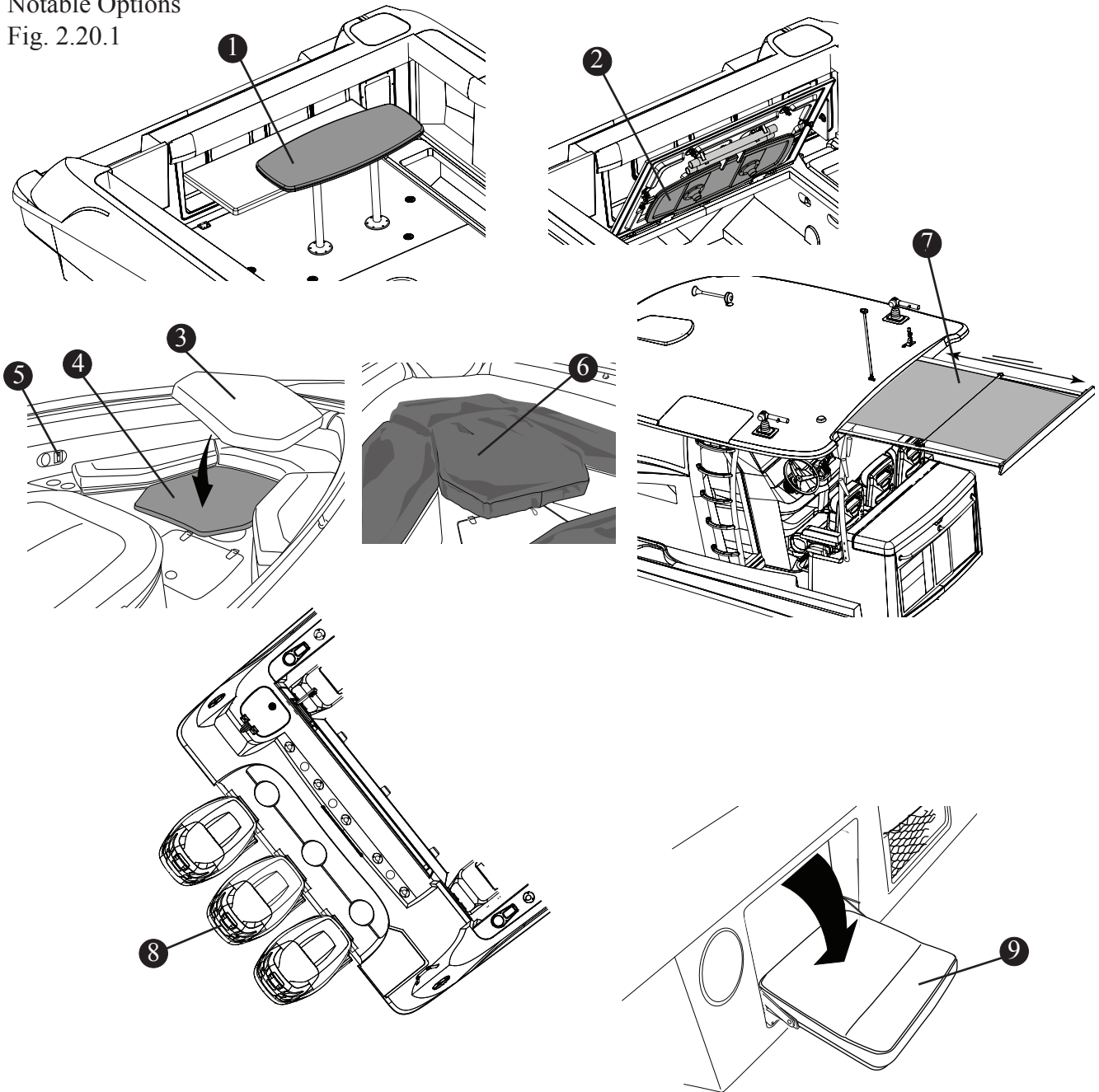
- ① HELM SEATING (SEE PAGE 3-44)\*
- ② FOLD AWAY GUNNEL TROLLING SEAT (OPTION) (P&S) (SEE PAGE 3-40)
- ③ BOW SEATING
- ④ BOW TABLE/CUSHION (OPTION) (SEE PAGE 3-41)
- ⑤ FORWARD CONSOLE LOUNGE (SEE PAGE 3-55)
- ⑥ FOLDAWAY AFT BENCH SEAT (SEE PAGE 3-39)
- ⑦ FOLD DOWN HEAD CUSHION\*\*
- ⑧ CONVERTABLE SETTEE/BUNK (SEE PAGE 3-50)\*\*
- ⑨ HELM FOLD DOWN STANDING PLATFORM (SEE PAGE 3-44)

\* Adjustable captain's chair  
\*\* In Cabin

### Notable Options

Notable Options

Fig. 2.20.1



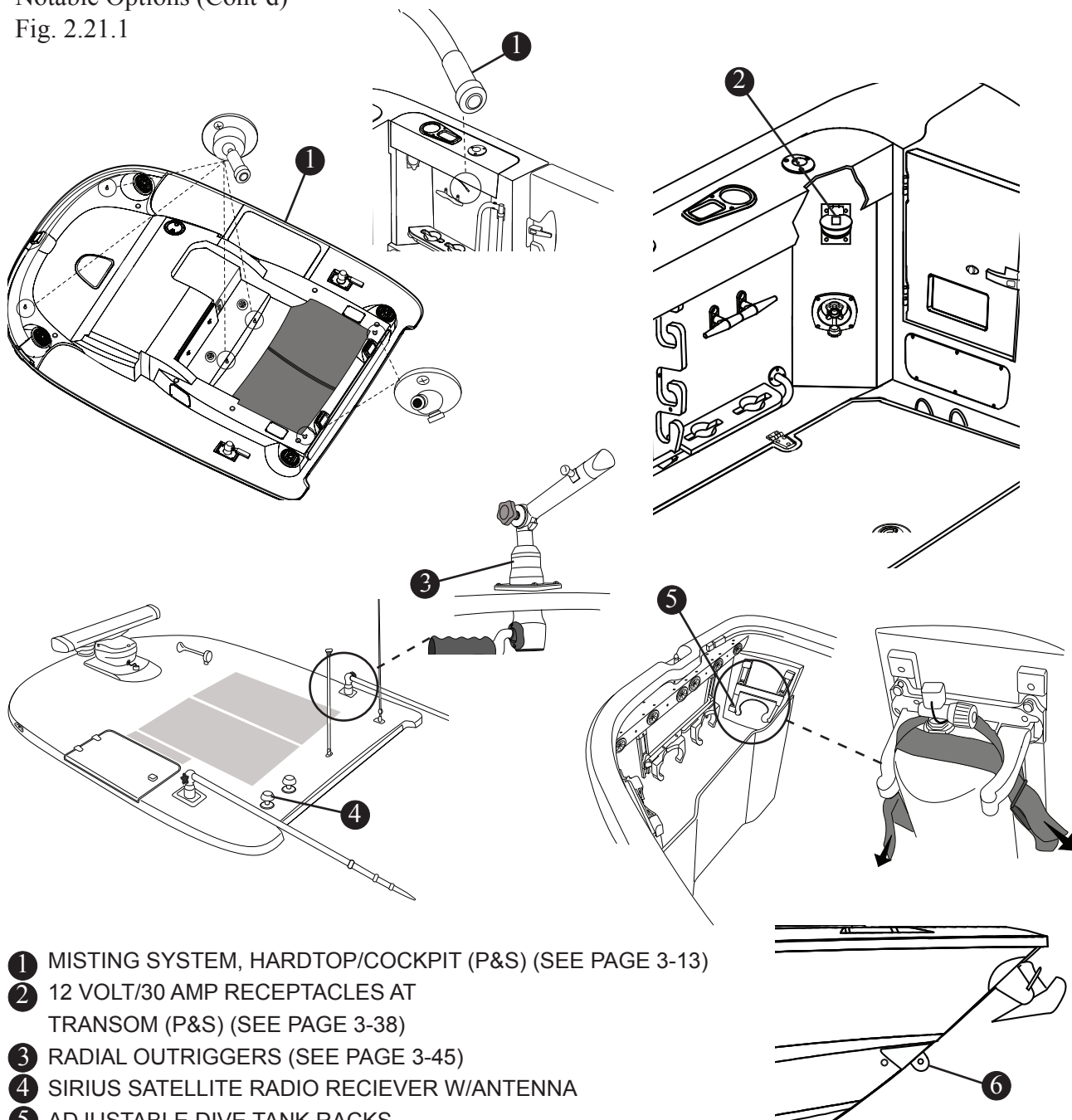
- ① AFT COCKPIT TABLE (SEE PAGE 3-40)
- ② AFT COCKPIT TABLE STOWED
- ③ BOW TABLE CUSHION
- ④ BOW TABLE (ELECTRICALLY RAISED AND LOWERED) (SEE PAGE 3-41)
- ⑤ BOW TABLE SWITCH
- ⑥ BOW TABLE CANVAS COVER
- ⑦ ELECTRICALLY ACTUATED, HARDTOP SUNSHADE (SEE PAGE 3-47)
- ⑧ 300 DTS TRIPLE MERCURY VERADO® FOURSTROKE W/ HYDRAULIC POWER STEERING AND SHADOW MODE TECHNOLOGY (91 OCTANE FUEL RECOMMENDED)
- ⑨ FOLD DOWN TROLLING SEATS (P&S) (SEE PAGE 3-40)



## Section 2 • General Information

Notable Options (Cont'd)

Fig. 2.21.1



- ① MISTING SYSTEM, HARDTOP/COCKPIT (P&S) (SEE PAGE 3-13)
- ② 12 VOLT/30 AMP RECEPTACLES AT TRANSOM (P&S) (SEE PAGE 3-38)
- ③ RADIAL OUTRIGGERS (SEE PAGE 3-45)
- ④ SIRIUS SATELLITE RADIO RECIEVER W/ANTENNA
- ⑤ ADJUSTABLE DIVE TANK RACKS W/SECURING STRAPS (SEE PAGE 3-56)
- ⑥ BOW TOW EYE (SEE PAGE 2-33)

### Options available (not shown)

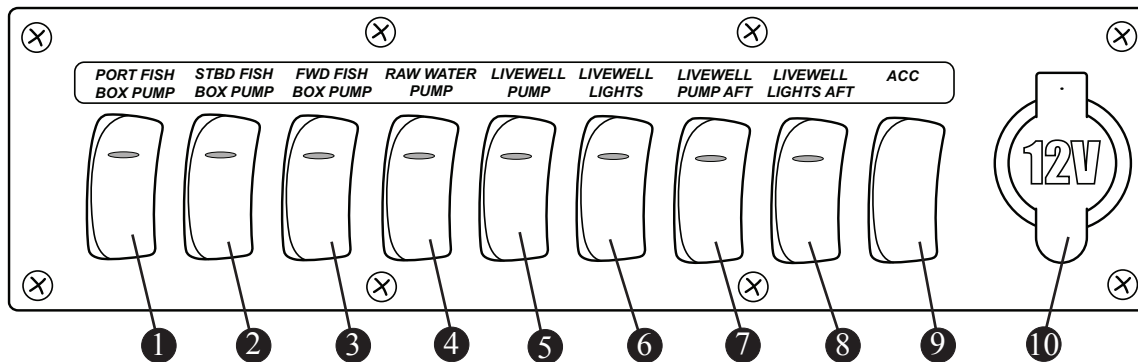
- BOW RAIL
- SPLIT BOW
- FREEZER PLATES FOR PORT AND STARBOARD AFT FISHBOXES (SEE PAGE 3-36)
- HARDTOP WEATHER ENCLOSURE
- HARDTOP WING CURTAINS
- SUMMER KITCHEN (SEE PAGE 2-13)
- ELECTRONICS (SEE PAGE 2-9)
- UNDERWATER BLUE LED LIGHTING

## Section 2 • General Information

### Switch Panels

Bait Preparation Station Switch Panel

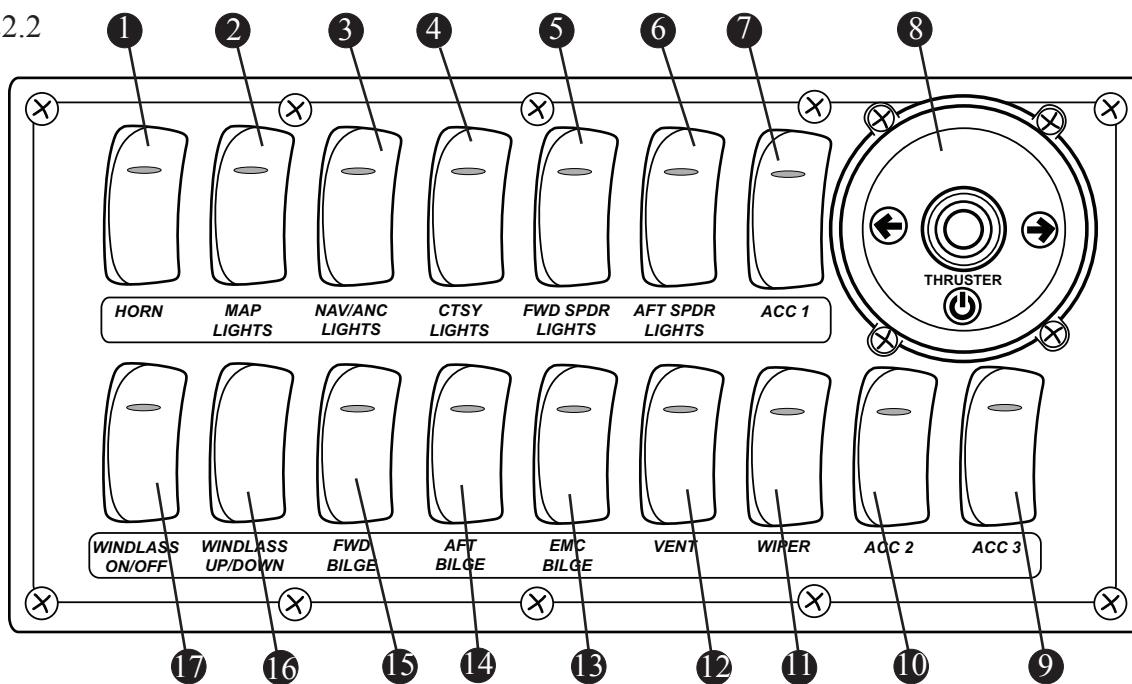
Fig. 2.22.1



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|--|--|
| <ul style="list-style-type: none"> <li>① PORT FISHBOX PUMP</li> <li>② STARBOARD FISHBOX PUMP</li> <li>③ FORWARD FISHBOX PUMP</li> <li>④ RAW WATER PUMP</li> <li>⑤ LIVEWELL PUMP</li> </ul> | <ul style="list-style-type: none"> <li>⑥ LIVEWELL LIGHTS</li> <li>⑦ LIVEWELL PUMP AFT</li> <li>⑧ LIVEWELL LIGHTS AFT</li> <li>⑨ ACCESSORY</li> <li>⑩ 12V OUTLET</li> </ul> |
|--|--|

Helm Switch Panel

Fig. 2.22.2



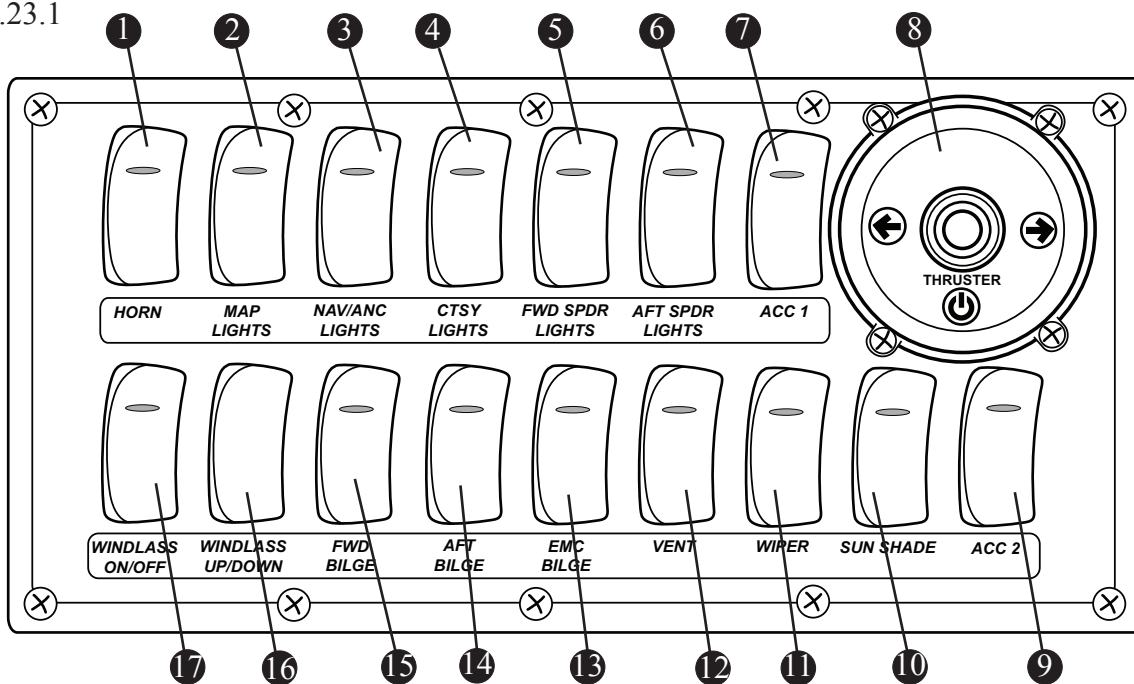
- |   |  |  |
|---|--|--|
| <ul style="list-style-type: none"> <li>① HORN</li> <li>② MAP LIGHTS</li> <li>③ NAV / ANC LIGHTS</li> <li>④ COURTESY LIGHTS</li> <li>⑤ FORWARD SPREADER LIGHTS</li> <li>⑥ AFT SPREADER LIGHTS</li> </ul> | <ul style="list-style-type: none"> <li>⑦ ACCESSORY 1*</li> <li>⑧ BOW THRUSTER CONTROLLER</li> <li>⑨ ACCESSORY 3**</li> <li>⑩ ACCESSORY 2</li> <li>⑪ WIPER</li> </ul> | <ul style="list-style-type: none"> <li>⑫ VENT</li> <li>⑬ EMC BILGE</li> <li>⑭ AFT BILGE PUMP</li> <li>⑮ FORWARD BILGE PUMP</li> <li>⑯ WINDLASS UP / DOWN</li> <li>⑰ WINDLASS ON / OFF</li> </ul> |
|---|--|--|

\* activates optional underwater lighting if selected

\*\* activates optional mister system if selected

Helm Switch Panel (sun shade option)

Fig. 2.23.1



- |                           |                           |                      |
|---------------------------|---------------------------|----------------------|
| ① HORN                    | ⑦ ACCESSORY 1*            | ⑫ VENT               |
| ② MAP LIGHTS              | ⑧ BOW THRUSTER CONTROLLER | ⑬ EMC BILGE          |
| ③ NAV / ANC LIGHTS        | ⑨ ACCESSORY 2**           | ⑭ AFT BILGE PUMP     |
| ④ COURTESY LIGHTS         | ⑩ SUN SHADE (OPTION)      | ⑮ FORWARD BILGE PUMP |
| ⑤ FORWARD SPREADER LIGHTS | ⑪ WIPER                   | ⑯ WINDLASS UP / DOWN |
| ⑥ AFT SPREADER LIGHTS     |                           | ⑰ WINDLASS ON / OFF  |

\* activates optional underwater lighting if selected

\*\* activates optional mister system if selected

### Gear Shift & Throttle Control

#### ! CAUTION

Shift controls into **NEUTRAL** before starting engine. Shift only when engine is at idle. Reversing at high speeds can cause flooding/swamping due to water being pushed over the transom.

#### NOTICE

Wind and sea currents can change how your boat responds while in motion. Understanding your boat and its reactions at speed will make your boating safer and more enjoyable.

### Digital Throttle/Shift (DTS®)

Your boat features a state of the art digital “drive-by-wire” gear shift and throttle control system. The Digital Throttle/Shift (DTS)® is the latest technology in recreational boating.

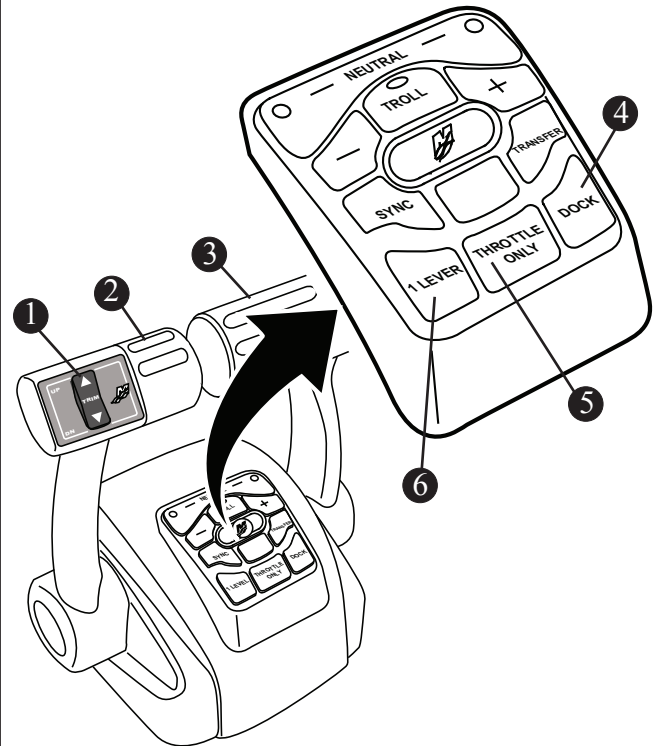
The DTS® system is monitored through the Smartcraft® VesselView display which will give you a visual readout of all functions regarding your boats engine as well as direction, and applicable fluid capacities.

The throttle control regulates the RPM of the engine. Regulating the RPM of the engine will control the speed of the boat. Moving the lever forward engages the forward gear. Continuing to move the lever forward will increase the forward speed of the boat.

Likewise, to reverse power, bring the control lever back to engage the reverse gear and increase the reverse thrust by continuing to pull back on the throttle control.

The control must be in the “NEUTRAL” position to start your engine(s). Neutral is in the center position of the unit and acts as an idle. While in this position, the propeller is not rotating. By moving the control arms back and forth you can feel a detent in the center position and will hear a click when neutral is engaged.

Digital Throttle/Shift (DTS®)  
Fig. 2.24.1



- ① TRIM/TILT CONTROL SWITCH
- ② PORT ENGINE THROTTLE/SHIFT
- ③ STARBOARD ENGINE THROTTLE/SHIFT
- ④ DOCK MODE
- ⑤ THROTTLE ONLY
- ⑥ 1 LEVER MODE

### DTS Control Pad

**DOCK-** Pressing the “DOCK” button initiates docking mode. Docking mode reduces throttle capacity to approximately 50% of normal throttle. To turn off docking mode, shift the engine into neutral and press the “DOCK” button.

**THROTTLE ONLY-** Allows the operator to increase engine RPM for warm-up without engaging the propeller. To engage throttle only, move the control handle to neutral, press the “throttle only” button and move the throttle(s) ahead to the forward detent. The horn will sound once and the neutral lights will flash. The horn will sound twice when throttle only is engaged. Advance the throttle(s) to increase engine

RPM. To disengage, return control handle to neutral and press the “throttle only” button.

**1 LEVER-** Pressing the “1 LEVER” button initiates single lever mode. Single lever mode enables the throttle and shift functions of all engines to be controlled by the port control handle. To turn off single lever mode, shift into neutral and press the “1 LEVER” button.

REFER TO THE ENGINE MANUFACTURER’S MANUAL IN YOUR OWNER’S MANUAL PACKET FOR COMPLETE INSTRUCTIONS, INFORMATION AND WARRANTY.

### Shadow Mode Technology

With triple engines, the DTS® system incorporates Shadow Mode Technology which enables the center engine to “shadow” or follow the outboard engines when the outboard engines are in the same gear.

When the outboard engines are in opposite gears, as they would be for docking maneuverability, the center engine automatically defaults to neutral. This gives the operator greater control when docking.

### Auto Sync®

The unique Auto Sync® feature has been designed to synchronize ALL engines, automatically, when the port and starboard control levers are within 10 degrees of each other and the engines are running above 1500 rpm and below 95 percent throttle. This feature eliminates the need for the levers to be perfectly aligned in order to synchronize the three engines.

REFER TO THE ENGINE MANUFACTURER’S MANUAL IN YOUR OWNER’S MANUAL PACKET FOR COMPLETE INSTRUCTIONS, INFORMATION AND WARRANTY.

### Power Trim Operation

The power trim & tilt system allows you to raise and lower the engine(s) for optimum performance in the water and for trailering, launching and beaching.

The switches are a momentary type switch; which means that constant pressure must be applied to the switch during the raising and lowering cycle.

## NOTICE

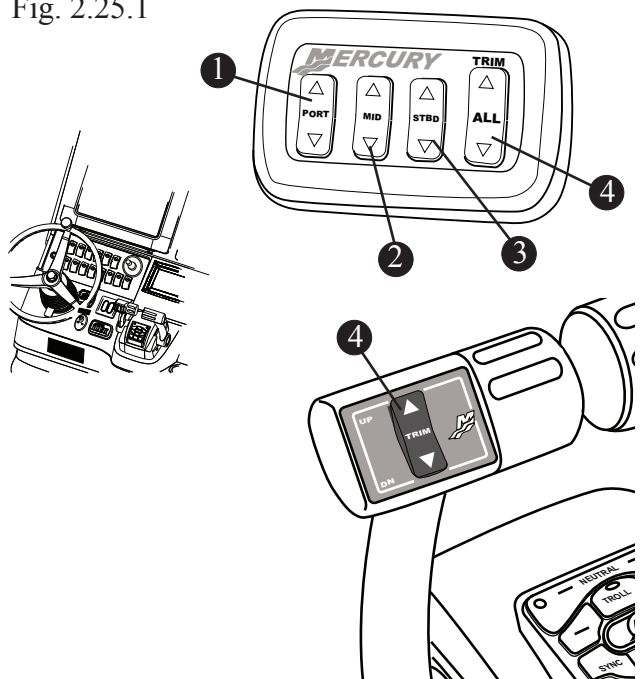
**Motor trim, hull trim plane and speed are factors that affect a boat’s trim angle such that visibility can be obscured.**

The trim switches are used to obtain an ideal boat angle (in relation to the water surface) for a given load and water condition. In most cases, best all around performance is obtained with the engine adjusted so that the boat will run at a 3° to 5° angle to the water.

The trim switches are located on a control pad at the center of the control console. The engines can be individually trimmed by pressing the appropriate coordinating switch. All engines can be trimmed at the same time by pressing the “ALL” switch on the control pad or the trim switch located on the port throttle control lever.

Trim Switch Control Pad

Fig. 2.25.1



- ① PORT ENGINE TRIM SWITCH
- ② CENTER ENGINE TRIM SWITCH
- ③ STARBOARD ENGINE TRIM SWITCH
- ④ ALL ENGINES TRIM SWITCH

## Section 2 • General Information

It is recommended to have the engines trimmed all the way down or in for best visibility and reduced planing time. Once on-plane adjust trim angle for maximum engine RPM and efficiency.

### Power Trim and Trim Tabs

Although power trim can be used to adjust the boat's attitude in the water, it is highly inefficient. A propeller is designed to move the boat forward. When trimming the boat with the propeller you are asking the prop to not only push the boat forward but raise the stern also. This situation greatly increases prop slippage thereby wasting RPM's. In addition, power trim cannot correct listing and is inefficient at slow speeds.

When power trim is used in combination with the trim tabs (See page 3-57), the hull and the prop can be trimmed independently for maximum performance and efficiency.

To achieve maximum performance, first adjust the trim tabs to the desired running attitude. Then, using the power trim, adjust the prop parallel to the water flow. It may be necessary to re-adjust and fine tune the trim tabs to achieve optimum attitude and performance.

### Trim Guidelines

When running in choppy waters it is suggested that you trim your prop out to keep the bow high and proceed at slower speed with caution.

Running in heavy seas (3-4 feet) requires increased attention to the control of your boat. As such it is best to trim the engine far enough down to keep the boat level and on plane at slower speeds.



## CAUTION

### AVOID DAMAGE

**Be aware that the port engine cowl can hit the livewell if the engine is turned to the port and trimmed fully UP.**

REFER TO THE ENGINE MANUFACTURER'S MANUAL IN YOUR OWNER'S MANUAL PACKET FOR COMPLETE INSTRUCTIONS, INFORMATION AND WARRANTY.

### SmartCraft™ VesselView

Your boat is equipped with the SmartCraft™ VesselView feature. The display unit is located above the throttle/shift controller. VesselView allows the boat's operator to receive a wealth of critical operational information, displayed clearly and instantly at the helm on the LCD display. VesselView continuously monitors and reports information ranging from basic operating data to detailed vessel environment information.

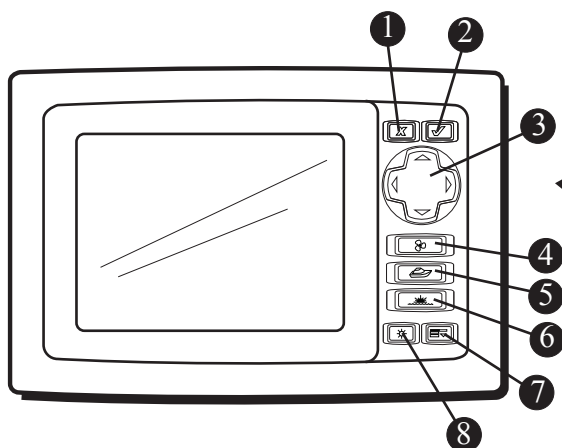
### System Calibration (For First Time Use)

Boston Whaler® or your Boston Whaler® dealer has calibrated the Smartcraft™ VesselView to the equipment on your boat. If equipment is added, the system will need to be recalibrated.

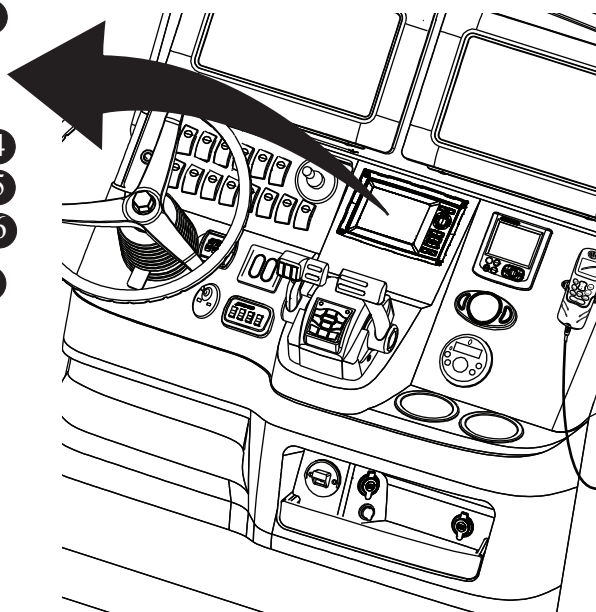
For recalibration or manufacturers information regarding the Smartcraft™ VesselView refer to the manufacturer's owner's manual found in your owner's packet.

SmartCraft™ VesselView

Fig. 2.27.1

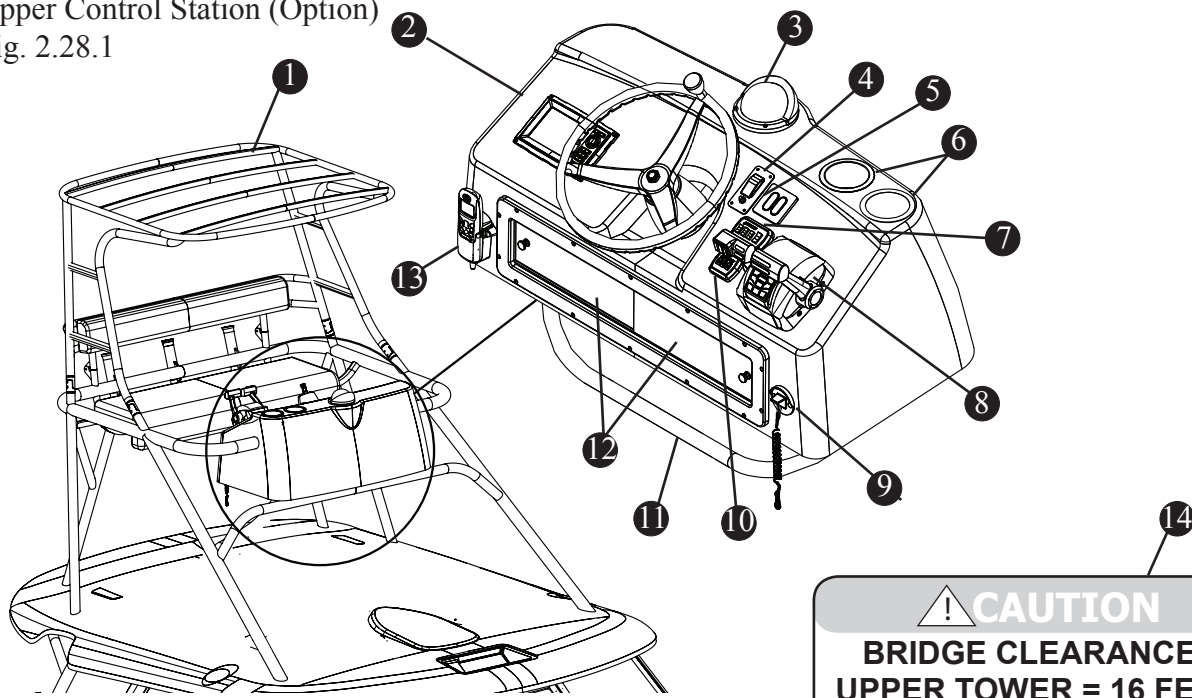


- ① CANCEL BUTTON
- ② ENTER BUTTON
- ③ TRACKPAD
- ④ PROPULSION DATA BUTTON
- ⑤ VESSEL DATA BUTTON
- ⑥ ENVIRONMENT/NAVIGATION BUTTON
- ⑦ BRIGHTNESS/ALARM BUTTON
- ⑧ MENU



Upper Control Station (Option)

Fig. 2.28.1



**CAUTION**  
**BRIDGE CLEARANCE**  
**UPPER TOWER = 16 FEET**

**BRIDGE CAPACITY INFORMATION**  
**MAXIMUM WEIGHT CAPACITY UNDERWAY**  
**(PERSONS & GEAR) 450 LBS.**

- ① UPPER STATION
- ② UPPER CONTROL STATION
- ③ MAGNETIC COMPASS
- ④ HORN SWITCH
- ⑤ TRIM TAB CONTROL PAD
- ⑥ CUPHOLDERS
- ⑦ TRIPLE ENGINE TRIM PAD
- ⑧ GEAR SHIFT/THROTTLE CONTROL
- ⑨ EMERGENCY SHUT DOWN SWITCH
- ⑩ DUAL OR TRIPLE ENGINE START/STOP SWITCH
- ⑪ FOOT REST
- ⑫ STORAGE DRAWERS
- ⑬ VHF RADIO
- ⑭ BRIDGE CLEARANCE LABEL.....2097628
- ⑮ BRIDGE CAPACITY LABEL.....221911

**Upper Control Station (Option)**

**Station Transfer**

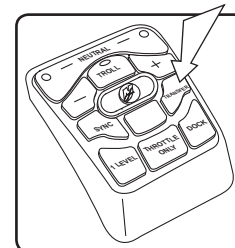
Station transfer allows engine control to be transferred from one control station to the other. Station transfer can be achieved by either of two methods.

**NOTE:** It is preferred to have the engines in neutral position when performing a station transfer. If conditions do not allow the remote controls to be placed in a neutral position, a station transfer can be made while the engines is in gear.

**METHOD 1**

**Transfer delay:** This method delays station transfer until the control handles at the station you are transferring to match the handle positions of the station you are transferring from.

1. Press and release the TRANSFER button at the control station where you want to take control. A beep will be heard.

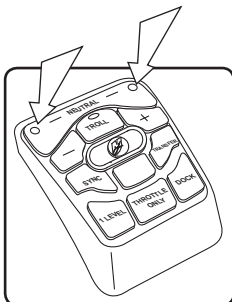




### Station Transfer (Cont'd)

The neutral light will turn on.

2. The lights will blink if the positions of the control handles are not aligned with the control handles at the station you are transferring from. Move the control handles until the blinking stops and the lights are solid.

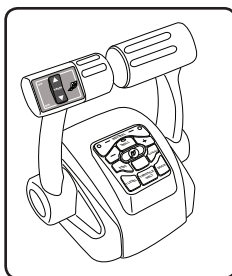


**NOTE:** The lights will blink faster as the handles are nearing their matched position.

3. Press and release the TRANSFER button a second time. A beep will be heard. This completes the transfer.

**NOTE:** Station transfer is cancelled if not completed within ten (10) seconds. Press and release the TRANSFER button again to re-initiate a station transfer.

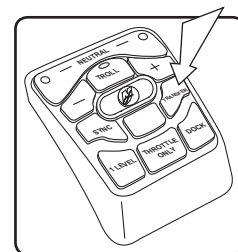
4. Adjust the control handles to the desired throttle and gear position.



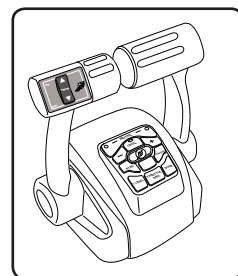
### METHOD 2

**Immediate transfer:** This method requires you to press the TRANSFER button twice at the control station where you want to take control. This completes the transfer. Engine speed and gear position will automatically adjust at a slow rate to the handle settings at the new active station.

1. Press and release the TRANSFER button two times at the control station where you want to take control. Two beeps will be heard (one beep for each button push). This completes the transfer.



2. Adjust the control handles to the desired throttle and gear positions.



### ⚠ WARNING

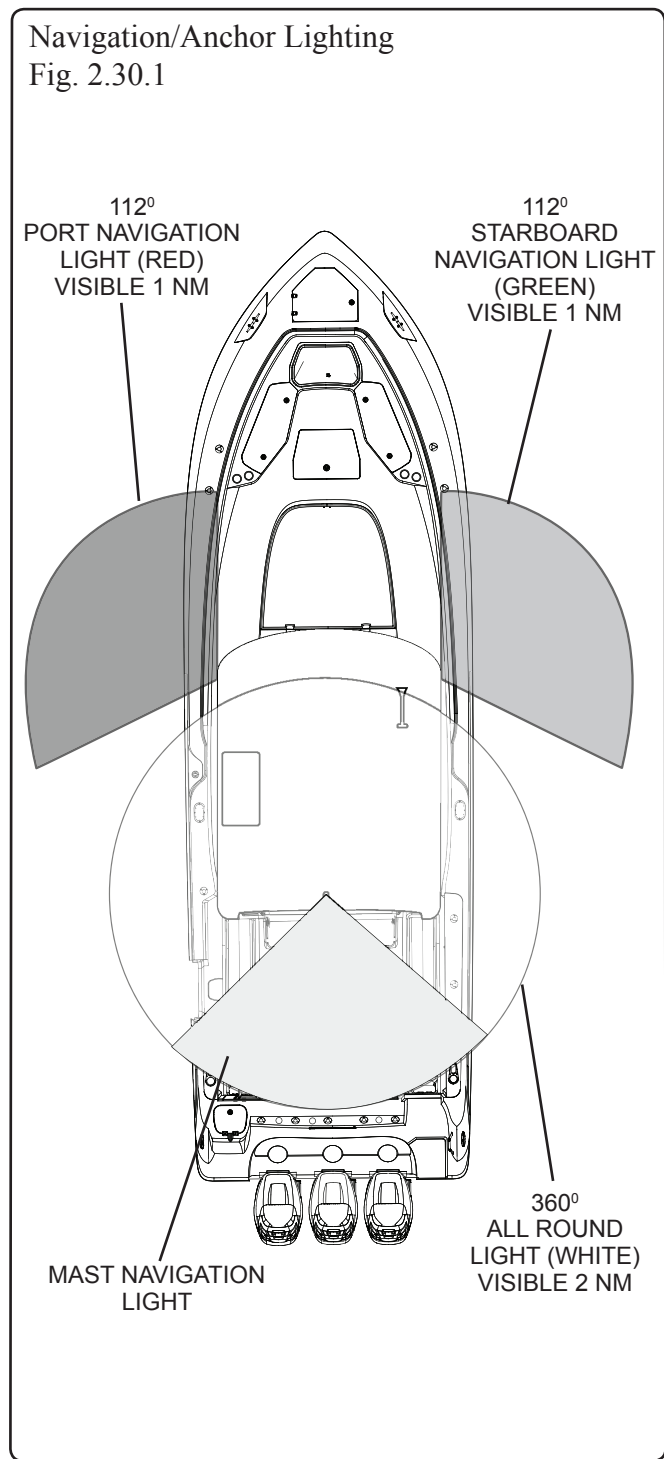
**Avoid serious injury or death from loss of boat control. The boat operator should NEVER LEAVE THE ACTIVE STATION while the engines are in gear. Helm transfer should only be attempted while both stations are manned. One person helm transfer should only be attempted while engines are in neutral.**

### Navigation Lighting

Your boat comes equipped with navigation lighting for your safety. Regulations state that all boats, no matter the size, must display navigation lights. The lights must be displayed at night or in low visibility conditions. It is the responsibility of the operator to ensure that the navigation lights are in good working order and that the proper lighting is shown.

Navigation/Anchor Lighting

Fig. 2.30.1

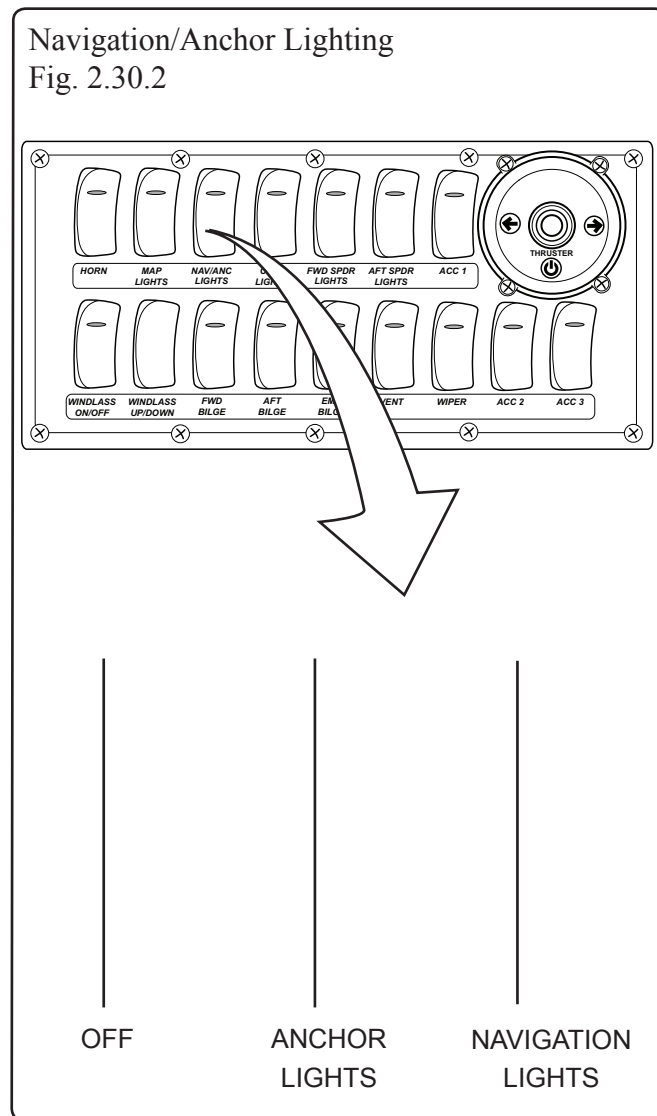


### Operating the Navigation Lighting

A three-position switch, located on the console switch panel marked “NAV/ANC” (Figure 2.28.2), controls the navigation and anchor lighting. In the “Navigation Lights” position (See below), the port (red) and starboard (green) and mast (white) lights will illuminate. These lights let other vessels know the approximate size and direction of travel of your boat, depending on which lights they can see. In the “Anchor Lights” position, the white, 360-degree light will illuminate, showing other boaters your location while at anchor.

Navigation/Anchor Lighting

Fig. 2.30.2



**CAUTION**

**The improper sequence of navigation lighting may be as dangerous as no lighting at all.**

### Canvas (Option)

#### ⚠ DANGER

##### CARBON MONOXIDE DANGER

**Prolonged exposure can cause serious injury or death. To reduce CARBON MONOXIDE accumulation, increase air movement by opening windows or adjusting the canvas to allow for more air circulation**

The 370 Outrage optional canvas set consists of helm side enclosures with aft drop curtain, wing curtains, helm seat cover, console cover, storage garage cover, forward cushion cover and generator.

Your canvas weather curtain set will keep its appearance and maintain proper working order provided you follow a few simple steps for cleaning and maintenance (See “Canvas Care & Maintenance”, section 5 of this manual).

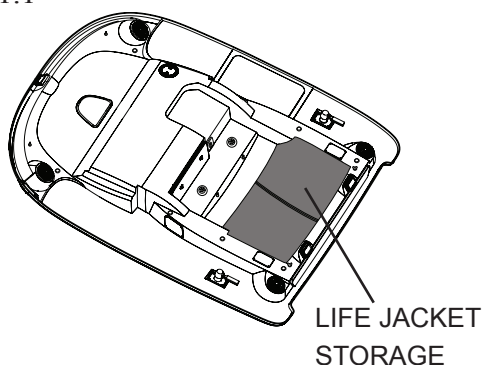
The canvas can be stored in a net pouch and stowed in the cabin.

Removing or installing canvas on the open water can be difficult since rough water or wakes can cause you or your passengers to lose their balance while attempting to install or remove canvas panels.

For your safety and ease of installation or removal of the canvas, use two (2) people to perform the operation. Remove or install canvas before leaving the boat slip.

Storage pouch

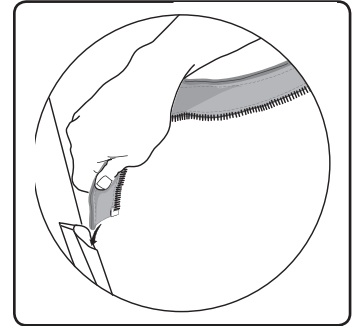
Fig. 2.31.1



### Installation

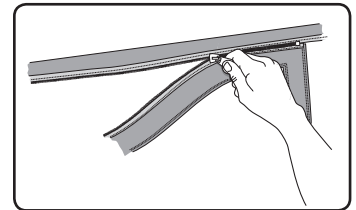
To install your canvas (for the first time):

Insert the zipper track into the canvas rail around the underside of the hardtop.

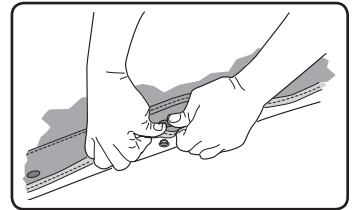


Once installed, it is not necessary to remove the zipper tracks each time you remove the canvas

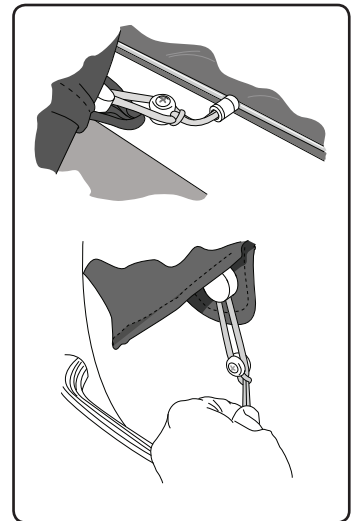
Zip the canvas panel section(s) to the zipper track to secure the canvas panel. Zip only partially (approx. 4”) at first.



Attach the bottom of the canvas section(s) to the snaps where appropriate.



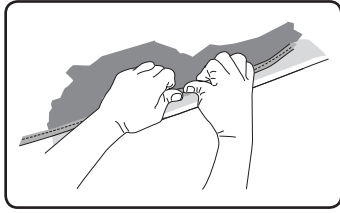
Secure the corners of the canvas with the bungee style fasteners where appropriate.



Finish zipping the canvas section(s) carefully without forcing.

## Section 2 • General Information

When zippers are new they can be a little difficult to zip. A zipper lubricant may be used to help new zippers as well as maintaining trouble-free service. Use care when starting a zipper to prevent damage.



When all canvas is zipped, secure the overlapping edges by pressing them together, thus engaging the hook and loop fabric.

Never remove canvas by pulling roughly on one edge. To prevent damage to the fabric, fasteners should be unsnapped as close to the button as possible. If the snaps become difficult to unsnap use a lubricant for snaps or zippers or vaseline, chapstick, etc. Take care

### To Remove Canvas

- Unzip each piece of canvas leaving approximately 4" attached. This will relieve the tension on the snaps.

- Unsnap the remaining sides of the canvas pieces.
- Remove one piece at a time and store per manufacturers recommendations.

### ▲ DANGER

**Exhaust fumes from engines contain deadly Carbon Monoxide gas (CO). Boats enclosed with canvas or with poor ventilation are most likely to collect fumes.**

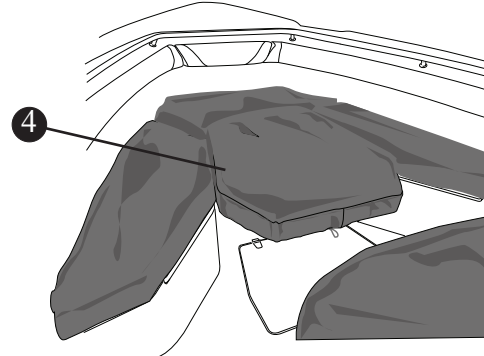
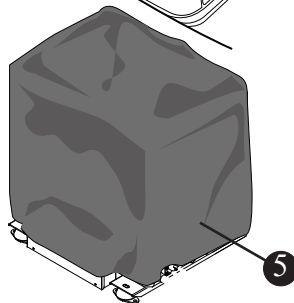
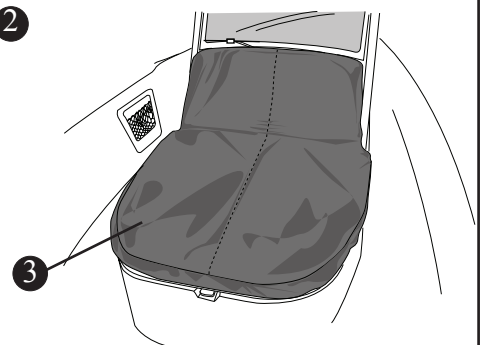
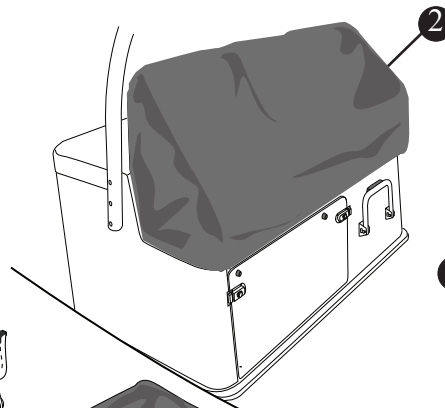
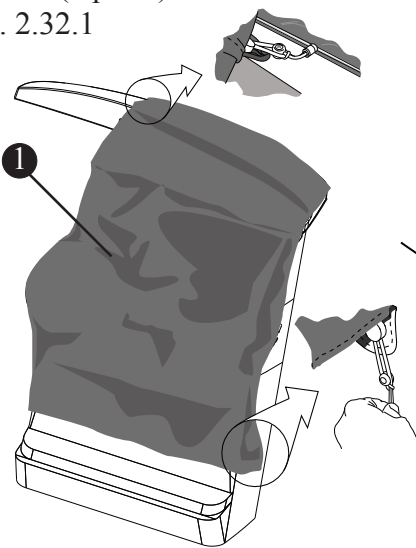
**CO sickness symptoms include headache, nausea and dizziness. DO NOT mistake these symptoms for sea sickness.**

**Even in rainy and/or cold weather, fresh air must circulate through the boat to avoid Carbon Monoxide poisoning.**

**See page 1-6 of this manual for additional important information regarding Carbon Monoxide.**

REFER TO THE CANVAS MANUFACTURER'S INSTRUCTIONS FOR COMPLETE CARE AND MAINTENANCE OF YOUR CANVAS SET.

Canvas (Option)  
Fig. 2.32.1



- 1 CONSOLE COVER
- 2 HELM SEATS COVER
- 3 FORWARD LOUNGE COVER
- 4 FORWARD CUSHION OPTION COVER
- 5 GENERATOR COVER

Available, not shown: Optional hardtop weather enclosure and wing curtains

### Bow Thruster

#### ! WARNING

**Be sure you thoroughly understand the operation and safety requirements of the thruster before using.**

**The thruster should not be operated in close proximity to swimmers, as a powerful suction is created when in use.**

Your boat is equipped with a 4kW bow thruster with a dedicated battery bank and charging system. The electrically driven bow thruster gives the operator more maneuverability of the bow when docking or maneuvering the vessel in narrow channels or where space is at a premium.

Boston Whaler uses a patent pending design for installation of the bow thruster.

The bow thruster motor, batteries and battery charger can be accessed by lifting the forward hatch under the cabin bunk.

The battery switch is accessed through the aft hatch under the cabin bunk.

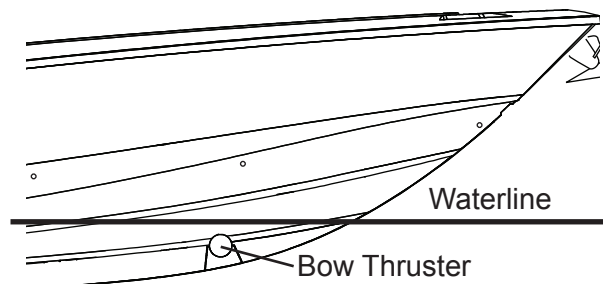
#### ! WARNING

**BOW THRUSTER BATTERIES  
MUST BE OF A DEEP-CYCLE, SEALED DESIGN**  
Failure to do so will result in an increased and dangerous presence of battery discharge gases accumulating in the forward cabin.

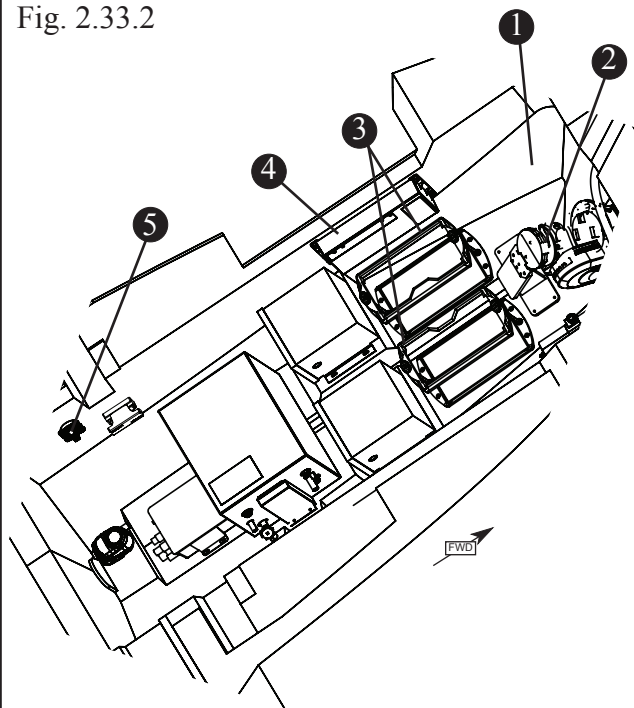
#### NOTICE

**REFER TO YOUR BOW THRUSTER OWNER'S  
MANUAL FOR EXACT BATTERY REQUIREMENTS.**

Bow Thruster  
Fig. 2.33.1



Bow Thruster  
Fig. 2.33.2

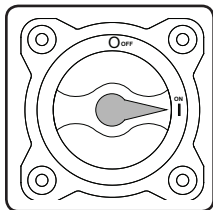


- ① FORWARD COMPARTMENT UNDER CABIN BUNK
- ② BOW THRUSTER MOTOR
- ③ BATTERY TRAYS
- ④ BOW THRUSTER BATTERY CHARGER
- ⑤ BATTERY SWITCH

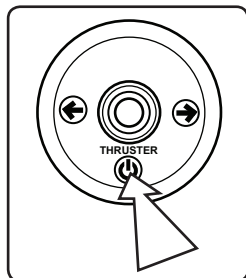
The bow thruster joystick located on the control station switch panel is used to operate the thruster and maneuver the bow of your boat.

### To Operate The Bow Thruster:

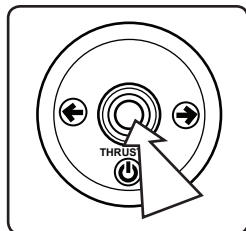
- Turn ON battery switch.



- Press the activation button for 1 second.

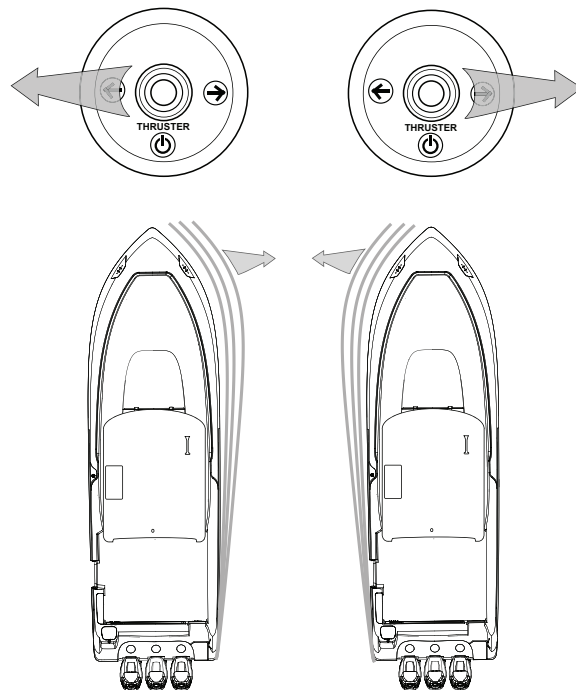


- Lift the joystick and move it in the direction you wish to move the bow.



### Bow Thruster Movement

Fig. 2.34.1



When the desired boat movement has been achieved return the joystick to the center position (spring return).

The bow thruster motor is equipped with an internal thermally activated breaker. The thermal breaker protects the motor from overheating. To avoid damage to the thruster, if the thermal breaker trips allow the unit to cool down before continuing operation.

### NOTICE

**If thruster is operated constantly for 3 minutes it will power down and panel will deactivate.**

**The system is designed to automatically power down after 20 minutes of no operation.**

**If thermal cut-out is activated all power to the controls is disabled. WAIT FOR UNIT TO COOL DOWN.**

### ! CAUTION

**DO NOT move the joystick port to starboard in quick succession as this could damage the motor.**

### ! DANGER

#### DO NOT OPERATE THRUSTER OUT OF WATER

**It is very dangerous to run the thruster out of the water, even for a few seconds. The motor will overspeed by 300%, causing damage to the unit and the propeller will cause serious damage or injury to whom or whatever comes in contact with it.**

**In addition, this action will void the warranty.**

REFER TO THE BOW THRUSTER MANUFACTURER'S MANUAL IN YOUR OWNER'S PACKET FOR COMPLETE INSTRUCTIONS AND WARRANTY.

### Towing, Docking and lifting

#### Bow Tow Eye (Option)

### ! WARNING

#### PERSONAL INJURY HAZARD

**Towing or being towed stresses the boat(s), hardware and lines. Failure of any part can seriously injure people or damage the boat(s).**

**DO NOT stand directly in line with the tow line. If it were to break, it would “snap Back” causing injury or damage to everything in its path.**

The optional bow tow eye which is located on the hull, extreme front of the boat, is reinforced with a stainless steel backing plate located in the anchor locker.

In the event that it becomes necessary for you to have your boat towed, the U.S. Coast Guard or a private salvage company experienced in this type of operation are better equipped to perform the service.

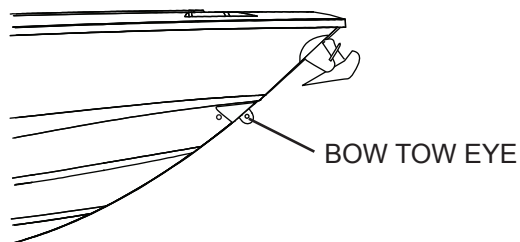
Use another recreational boat only as a last resort. Doing so may cause damage to one or both boats due to operator inexperience or other conditions such as weather and/or current.

In addition, the pitch of most propellers on average recreational vessels is geared toward maximizing the speed of the vessel, not torque, thus making towing inefficient and stressful on the engine.

Another recreational boat may assist by standing by, and possibly keeping the disabled boat’s bow at a proper angle until help arrives.

#### Bow Tow Eye (Option)

Fig. 2.35.1



#### If it becomes necessary to tow your boat:

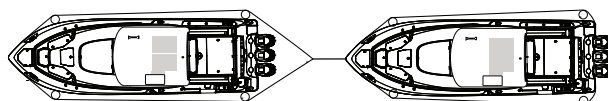
If possible, create a bridle with a line around the hull or superstructure or use spring lines to secure the towed vessel to the towing vessel (See below).

Either of these methods will distribute the load over a wide area. Be sure to use fenders or other chafe protection at the pressure points.

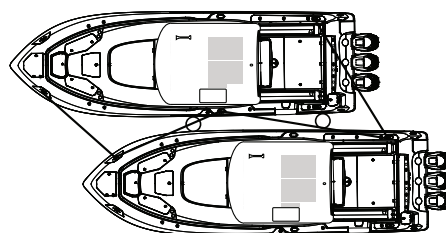
#### Methods of Towing

Fig. 2.35.2

##### BRIDLE



##### SPRING LINE



#### If using the bow eye to tow is the only option:

- Use double-braided or braid-on-braid line. NEVER use three-stranded twisted nylon; it has too much elasticity, can break and “snap back” causing severe injury or damage.
- Attach the tow line to the bow tow eye only. DO NOT attach the tow line to a cleat or deck rail.
- Have towing vessel move slowly to prevent strain on a slack line.
- Keep someone at the helm of the towed vessel to steer.
- Keep lines clear of propellers on both boats.
- Keep hands and feet clear of the other boat.
- NEVER hold a towline after it is pulled taut.

### Docking

Your boat has nine (9) 10 inch cleats, one located in the anchor locker, two located at the bow (P&S), two located amidship under the gunnel (P&S), two located in the aft cockpit under the gunnel (P&S) and two at the stern (P&S). The cleats are 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.

### WARNING

**DO NOT use cleats to tow another boat.**

### Lifting

**DO NOT** use the bow eye for lifting the boat.

### DANGER

**Use only flat, wide belt-type slings and spreaders to lift the boat.**

**Lifting with bow and stern eyes will cause stress on the fiberglass & gel coat and may cause injury or death.**

Whether you are lifting your boat out of the water for routine maintenance or long term storage, consider the following:

- 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.

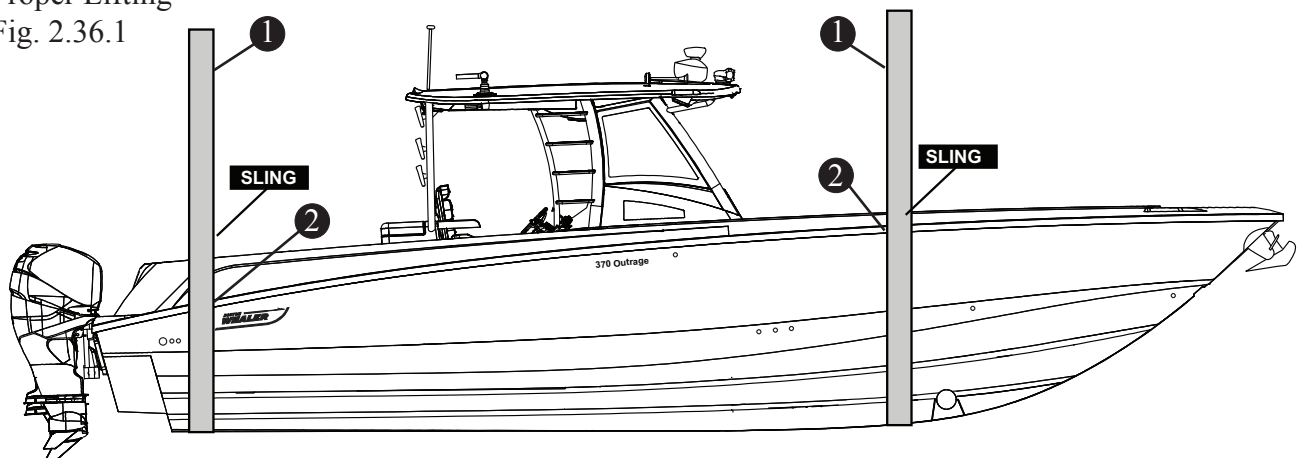
## NOTICE

### CLOSE THE A/C SEACOCK

**Before removing your boat from the water be sure to close the A/C seacock. Failure to do so will cause an air lock in the line when the boat is returned to the water. The A/C system will then have to be primed before it will operate properly.**

- Ensure that fishboxes and bilge are pumped out prior to lifting.
- Use a wide, flat, belt sling for lifting to minimize stress on the gunwales.
- Careful location of the sling is required. **DO NOT place slings where contact with underwater fittings will occur.**
- When secured on land, pull the garboard drain, ensure that motorwell drains and deck drains are free flowing and position the boat with the bow slightly higher than the stern so that any water which is allowed to accumulate in the cockpit, motorwell or bilge can easily drain from the boat.

Proper Lifting  
Fig. 2.36.1



- ① WIDE, FLAT BELT SLING
- ② "SLING" LABEL LOCATED ON HULL (P&S)



## Bilge Pumps

Your boat is equipped with three (3) automatic bilge pumps, one forward (750 GPH - 2,839 LPH), one aft (2000 GPH - 7,571 LPH) and one high water emergency pump (2000 GPH - 7,571 LPH).

Each pump is activated automatically by a mercury-free float switch when the water in the bilge reaches a predetermined level.

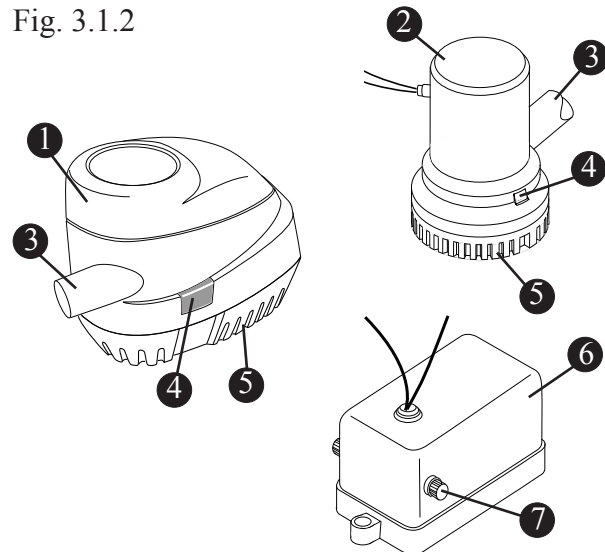
By depressing the switch on the control station switch panel labeled FWD BILGE or AFT BILGE (See figure 2.22.1) the operator can energize the pumps regardless of the position of the float switches.

The aft pump discharges water overboard by way of a thru-hull fitting on the aft port hull. The forward pump discharges water overboard by way of a thru-hull fitting on the midship starboard hull (See figures 2.6.1 & 2.6.2).

### Emergency High Water Bilge Pump

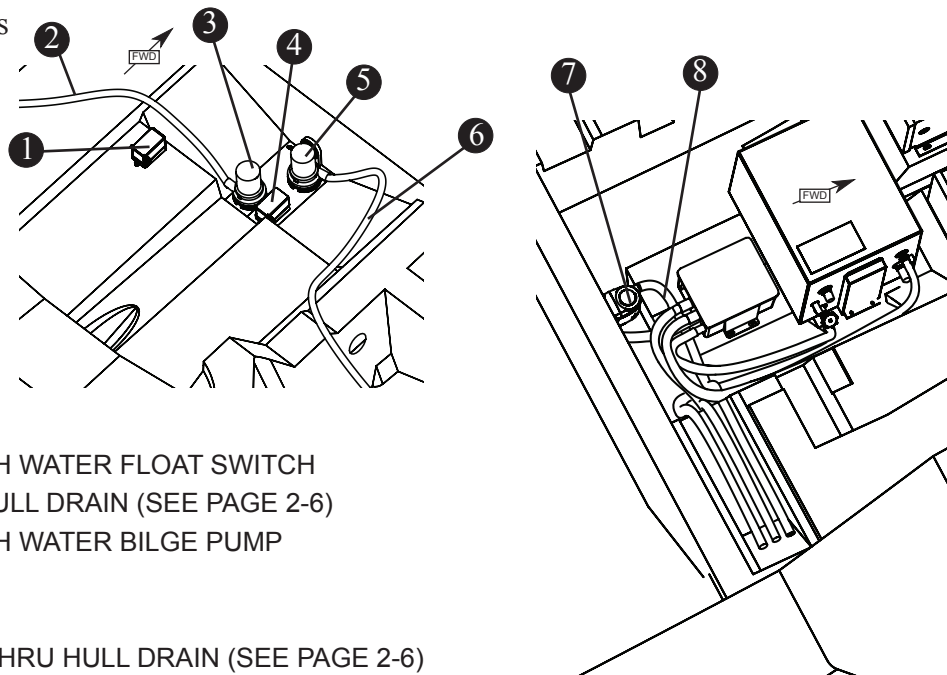
In the event that water has risen in the bilge sufficiently to activate the high water float switch, the emergency high water bilge pump will automatically begin to pump water out of the bilge through a thru

Bilge Pumps & Float Switch  
Fig. 3.1.2



- ① FORWARD PUMP 750 GPH (2839 LPH)
- ② AFT PUMPS (2) 2000 GPH (7571 LPH)
- ③ DISCHARGE
- ④ LOCK TAB
- ⑤ WATER INLET
- ⑥ FLOAT SWITCH
- ⑦ MANUAL TEST KNOB

Bilge Pump Locations  
Fig. 3.1.1



- ① EMERGENCY HIGH WATER FLOAT SWITCH
- ② TO PORT THRU HULL DRAIN (SEE PAGE 2-6)
- ③ EMERGENCY HIGH WATER BILGE PUMP
- ④ FLOAT SWITCH
- ⑤ AFT BILGE PUMP
- ⑥ TO STARBOARD THRU HULL DRAIN (SEE PAGE 2-6)
- ⑦ FORWARD BILGE PUMP
- ⑧ TO STARBOARD THRU HULL DRAIN (SEE PAGE 2-6)

hull fitting on the aft starboard side of the hull (See fig. 2.6.2), an audible alarm (loud buzzer) will sound at the helm and the “HIGH WATER INDICATOR” light on the DC distribution panel (See fig. 4.7.1) will be ON.

### Take immediate action:

- Switch all bilge pumps ON.
- Use your radio to broadcast a PAN-PAN distress call (See page 1-13).
- Turn OFF all AC and DC breakers before stepping into the water in the bilge.
- Determine the problem and take necessary action to stop the inflow of water.
- If after you determine your situation no longer requires assistance, you must cancel the PAN-PAN call.

### Access to the Pumps

The aft pump and high water pump can be accessed through the equipment hatch in the aft cockpit floor. The forward pump can be accessed through a hatch under the cushion on the cabin bunk/setee.

## NOTICE

**Inspect the bilge pump intakes frequently and keep them free of dirt or material which may impede the flow of water through the pump.**

### Maintenance

To clean the pump strainer, depress the lock tabs on both sides of the pump and lift the pump motor (Figure 3.1.2).

If water does not come out of the discharge hose:

1. Remove the motor module to see if the impeller rotates with the power on.
2. Remove any debris that may have accumulated in the impeller section or strainer base.

3. Check hose and connection on hull side for debris and proper connections.

### Float Switch

Frequently inspect the area under the float switches to ensure they are free from debris and gummy bilge oil.

### To clean:

- Soak in heavy duty bilge cleaner for 10 minutes, agitating several times.
- Check for unrestricted operation of the float.
- Repeat the cleaning procedure if necessary.

### Fuel & Oil Spillage

Regulations prohibit discharging fuel or oily waste in navigable waters. Discharge is defined as any action which causes a film, sheen or discoloration on the water surface, or causes a sludge or emulsion beneath the water surface. A common violation is bilge discharge.

Use rags or sponges to soak up fuel or oily waste, then dispose of them properly ashore. If there is a large quantity of fuel or oil in the bilge, contact a knowledgeable marine service to remove it. Never pump contaminated bilge discharge overboard.

Fill fuel tank less than rated capacity. Allow for fuel expansion.

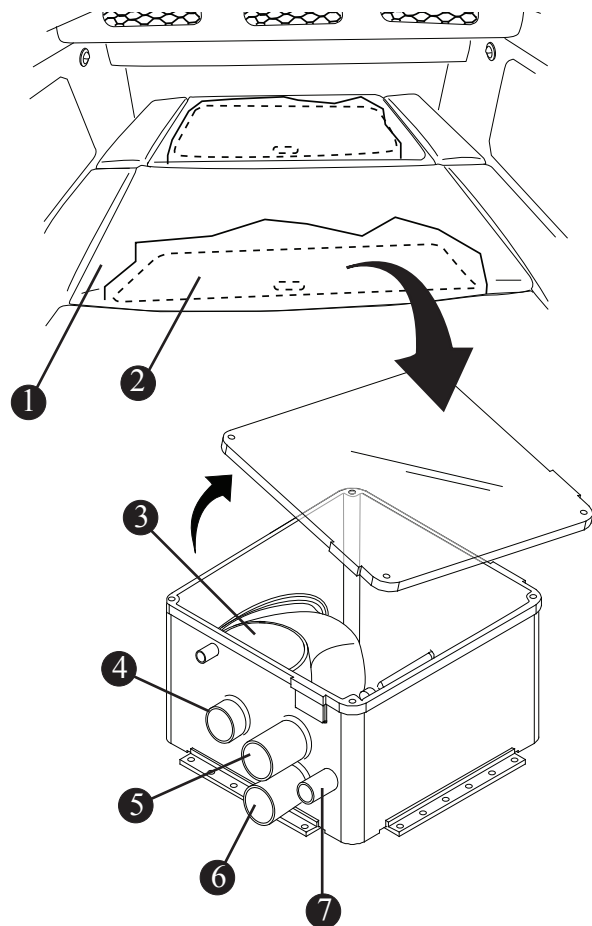
### Gray Water Sump

Your boat is equipped with a gray water sump located under a hatch beneath the cushion of the bunk/setee in the cabin (See fig. 3.3.1).

Gray water from the shower & vanity, water from the water heater drain and the storage garage drain collect in the sump.

The sump contains its own automatic pump. When there is enough water in the sump to raise the float switch and start the pump the water is discharged through the thru hull drain (See fig. 2.6.2).

GRAY WATER SUMP  
FIG. 3.3.1



- ① CABIN BUNK/SETTEE
- ② ACCESS HATCH
- ③ SUMP PUMP (500 GPH - 1,892.7 LPH)
- ④ TO THRU HULL DRAIN (SEE PAGE 2-6)
- ⑤ FROM STORAGE GARAGE DRAIN
- ⑥ FROM SHOWER DRAIN
- ⑦ FROM WATER HEATER DRAIN

## NOTICE

After using the shower, run a gallon of clean water through the shower drain to flush out any soap residue.

### Maintenance

Periodically remove the clear cover and check the pump and float switch for proper working order. Clean out any obstructions which may inhibit the pump from performing correctly.

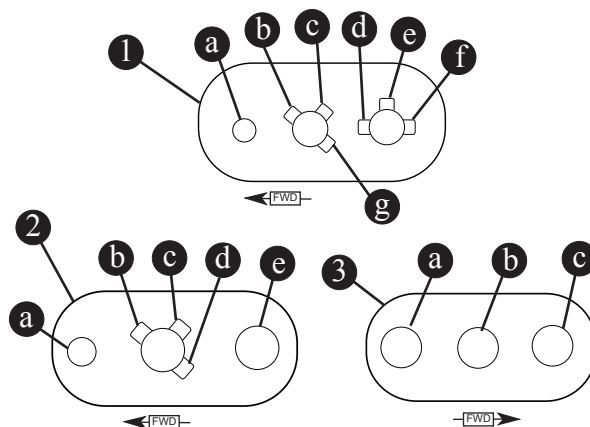
## Thru Hull Discharge Hoses

### Access

The **Port and Starboard Aft Thru Hull Drains** can be accessed through the aft cockpit deck hatch.

The **Starboard Mid Ship Thru Hull Drains** can be accessed by removing the microwave from the vanity in the cabin and removing the panel on the back wall of the vanity.

THRU HULL DISCHARGE\*  
FIG. 3.3.2



- ① STARBOARD MID SHIP THRU HULL DRAINS
  - ⓐ FORWARD BILGE PUMP DISCHARGE
  - ⓑ FORWARD FISHBOX PUMPOUT
  - ⓒ CABIN VANITY DRAIN
  - ⓓ FISHBOX FREEZER PLATE/RAW WATER DISCHARGE (OPTION)
  - ⓔ A/C RAW WATER DISCHARGE
  - ⓕ WATER HEATER PRESSURE VALVE DRAIN
  - ⓖ SHOWER SUMP DISCHARGE
- ② STARBOARD AFT THRU HULL DRAINS
  - ⓐ HIGH WATER PUMP DISCHARGE
  - ⓑ PREP STATION LIVEWELL DRAIN
  - ⓒ STBD FISHBOX PUMPOUT
  - ⓓ NOT USED
  - ⓔ GENERATOR EXHAUST
- ③ PORT AFT THRU HULL DRAINS
  - ⓐ BILGE PUMP DISCHARGE
  - ⓑ PORT FISHBOX PUMPOUT
  - ⓒ AFT LIVEWELL DRAIN

\* Also see page 2-6

## Fuel System

### CAUTION

- Oil and fuel spills can be dangerous and can subject offenders to severe penalties
- Leaking fuel is a fire and explosion hazard, inspect the system regularly. Examine fuel tanks and exposed lines for leaks and corrosion.

This system has been designed to meet the EPA regulations using certified components to limit the fuel vapor emissions.

Your fuel system provides the following benefits:

- Automotive style refueling, automatic nozzle shut-off, fuel nozzle retention. This

system sends a signal to the pump nozzle to shut off before there is any spit-back or well-back through the fill opening.

- Overfill protection is included with each system, reducing the possibility of accidental fuel spills.
- Reduce hydrocarbon emissions through the use of a specially designed fuel fill. This fuel fill has a permanently attached cap with a positive closure mechanism with an audible click, to let you know when it is sealed.

### Fuel tank

Your boat is equipped with a low permeation aluminum fuel tank with a useable fuel capacity of 425 gallon (1609 L). The useable capacity of the fuel tank is different from the tank capacity marked

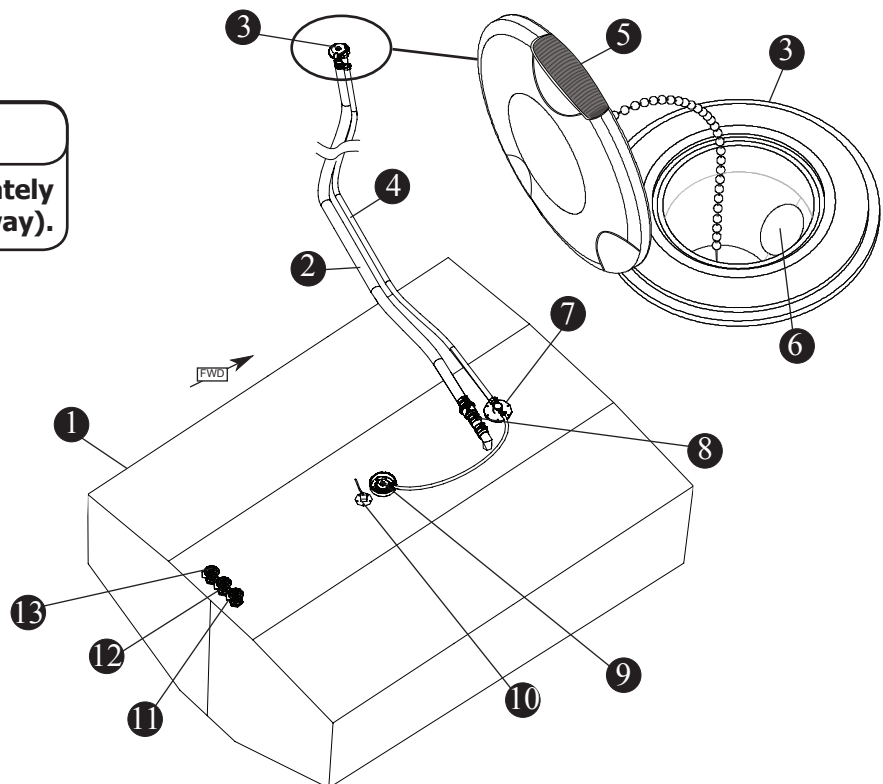
Fuel Tank  
Fig. 3.4.1

### NOTICE

Fuel gauge only reads accurately when boat is level (not underway).

### NOTICE

If equipped with triple 300 HP Verado® engines, the use of 91 octane fuel is recommended.



1 425 GAL. (1609 L) FUEL TANK

2 FUEL FILL HOSE

3 FUEL FILL DECK PLATE

4 FUEL FILL VENT HOSE

5 FUEL FILL CAP RELEASE BUTTON

6 FUEL FILL INTEGRATED VENT

7 FILL LIMIT VENT VALVE (FLVV)

8 INTEGRATED CHECK VALVE (ICV)

9 GRADE VALVE

10 FUEL SENSOR

11 STARBOARD ENGINE FUEL DEMAND VALVE (FDV)

12 CENTER ENGINE FUEL DEMAND VALVE (FDV)

13 PORT ENGINE FUEL DEMAND VALVE (FDV)

### CAUTION

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

### NOTICE

**It is your responsibility to read and understand the engine manufacturer's manual in your owner's manual packet for complete fuel and fueling information and warnings.**

on the tank from the manufacturer. The difference is the non-useable portion of the tank which results from the fuel in the tank that is below the pickup tube and the ullage area that has been incorporated into your tank. It is recommended that you follow all instructions regarding the filling of fuel tanks. **Please take time to read and understand all the fuel related information and warnings regarding gasoline and your boat, in the engine owner's packet.**

Fuel tanks with levels less than 1/4 full can cause engine stalling problems due to fuel starvation or by allowing sediment and dirt to enter the fuel supply lines. Keep the tank full and monitor the fuel level often to prevent this from happening.

#### Fuel Vent

The fuel tank vent is integrated into the fuel fill deck fitting. The vent serves as an over pressure/vacuum release with anti-surge and flame/spark arresting protection. The fuel vent system also plays an important role in controlling the "FULL" level of fuel with the use of the FLVV (Fill Limit Vent Valve). Grade Valves have been added to the tank which allows proper ventilation of the tank when the boat is stored, or trailered, on a moderate incline, without fuel seepage.

#### Fuel Distribution System

The fuel is delivered from the tank to the engine through the Fuel Demand Valve (FDV), anti-siphon

valve, and the fuel line. The FDV prevents the built up pressure inside the tank from being transferred to the engine while still allowing fuel to flow as the engine requires it for operation. The anti-siphon valve is a safety feature designed to prevent the fuel from siphoning out of the tank if the fuel line were to be cut or broken below the level of the fuel in the tank. In this case, some fuel would leak from the line, but would not allow the entire contents of the tank to siphon into the boat.

#### Filling The Tank

This fuel system is designed to automatically shut off the fuel nozzle when the tank is full, similar to an automotive fuel system. The tank is filled when the fuel fill nozzle has shut itself off the second time. Attempting to fill the tank past this point may cause some of the components to not function properly, or malfunction.

### NOTICE

**Fuel gauge only reads accurately when boat is level (not underway).**

### WARNING

**The use of a portable fuel tank to fill your boat's tank can result in overfilling and circumvent the safety features designed into your tank.**

### WARNING

**The modification of any of the fuel system components or the replacement of these components with unauthorized parts may result in over-pressurization of the fuel system and circumvent the safety features designed into your tank.**

### NOTICE

**Keep records of the fuel capacity and consumption of your boat. Drastic changes in consumption and mileage may indicate a problem.**

REFER TO THE ENGINE MANUFACTURER'S MANUAL IN YOUR OWNER'S MANUAL PACKET FOR COMPLETE INSTRUCTIONS AND WARRANTY.

## Section 3 • Systems & Components Overview & Operation

### 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'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 while fueling.

Your boat has safety features that can be circumvented by not adhering to standard fueling practices. The following suggestions will help 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).

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- **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, motors and fans prior to taking on fuel. Any ignition sources should be extinguished before filling the fuel tanks.
- Close all ports, windows, doors and hatches.
- Fueling should never be done at night except in well-lighted areas.
- 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.
- Wipe any spillage completely and dispose of rags or waste on shore.
- Secure the fuel cap tightly.
- Portable tanks should only be filled while on the ground, never on board the boat.

### **DANGER**

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

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

REFER TO THE “DO'S AND DON'TS AT THE GAS PUMP” DVD IN YOUR OWNER'S MANUAL PACKET FOR MORE INFORMATION.

### Ethanol-Blended Fuels

Ethanol is an oxygenated hydrocarbon compound that has a high octane rating and therefore is useful in increasing the octane level of unleaded gasoline.

#### NOTICE

**The use of improper gasoline or additives can damage your fuel system and is considered misuse of the system. Damaged caused by improper gasoline or additives WILL NOT be covered under warranty.**

The fuel-system components of your Mercury engine(s) have been tested to perform with the maximum level of ethanol-blended gasoline (10% ethanol) currently allowed by the EPA in the United States.

Special precautions should be considered with the use of fuel containing ethanol in your system. Fuels with ethanol can attack some fuel-system components, such as tanks and lines, if they are not made from acceptable ethanol-compatible materials. This can lead to operational problems or safety issues such as clogged filters, leaks or engine damage.

Your boat was manufactured, and shipped from the factory, with ethanol-compatible materials. Before introducing gasoline with ethanol into your fuel tank, ask your dealer if any components have been added or replaced that are not recommended by Boston Whaler, Mercury or may not be ethanol-compatible.

### Filling The Tank

It is best to maintain a full tank of fuel when the engine is not in use. This will reduce air flow in and out of the tank due to changes in temperature as well as limiting exposure of the ethanol in the fuel to humidity and condensation.

### Phase Separation

Humidity and condensation create water in your fuel tank which can adversely effect the ethanol blended fuel. A condition called phase separation can occur if water is drawn into the fuel beyond the saturation

point. The presence of water in the fuel beyond the saturation level will cause most of the ethanol in the fuel to separate from the bulk fuel and drop to the bottom of the tank, significantly reducing the level of ethanol in the fuel mixture in the upper level (phase). If the lower level (phase), consisting of water and ethanol, is deep enough to reach the fuel inlet, it could be pumped directly to the engine(s) and cause significant problems. Engine problems can also result from the reduced ethanol/fuel mixture left in the upper phase of the tank.

### Additives

There is no practical additive known that can prevent or correct phase separation. The only solution is to keep water from accumulating in the tank.

If phase separation does occur, your only remedy is to drain the fuel, clean and dry the tank completely and refill with a fresh, dry load of fuel.

### Fuel Filters

Mercury already provides the appropriate level of filtration to protect the engine from debris. The addition of another *in-line* filter to the system will create a possible flow restriction that can starve the engine(s) of fuel.

As a precaution, it is advisable to carry extra *on-engine* filters in case filter plugging from debris in the fuel tank becomes a problem during boating.

### Maintenance

Periodically inspect for the presence of water in the fuel tank. If any is found, all water must be removed and the tank completely dried before refilling the tank with any fuel containing ethanol.

### Storage

Long periods of storage and/or non-use, common to boats, create unique problems. When preparing to store a boat for extended periods, of two months or more, it is best to completely remove all fuel from

### CAUTION

The use of fuels containing ethanol higher than 10 percent (E-10) can damage your engine and/or fuel system and will void the warranty.

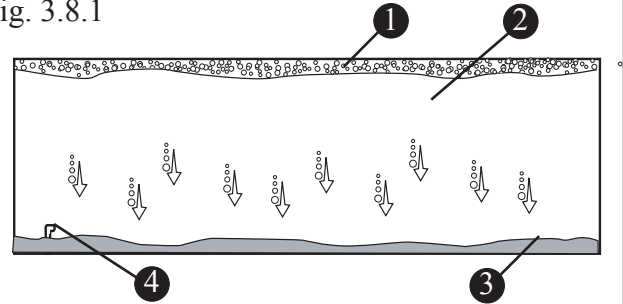
**E85 FUELS COULD SERIOUSLY DAMAGE YOUR ENGINES AND MUST NEVER BE USED.**

the tank. If it is not possible to remove the fuel, maintaining a full tank of fuel with a fuel stabilizer added to provide fuel stability and corrosion protection is recommended.

- Add fuel stabilizer/treatment at manufacturers recommended dosage.
- Run engine(s) for 10 minutes.
- Shut OFF fuel valve.
- Allow engine to run until it stops.
- Top off fuel tank, leaving space for expansion. DO NOT fill to point of overflow.
- DO NOT cap the tank vent.

### Example of Phase Separation

Fig. 3.8.1



- ① CONDENSATION
- ② UPPER PHASE (WATER+FUEL+ETHANOL)
- ③ LOWER PHASE (WATER+ETHANOL)
- ④ FUEL INLET TO ENGINE

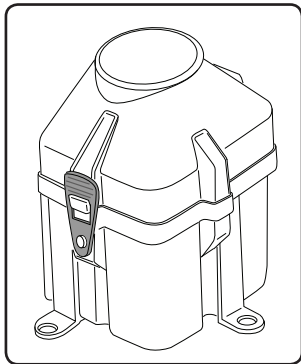
A partially full tank is not recommended because the void above the fuel allows air movement that can bring in water through condensation as the air temperature moves up and down. This condensation could potentially become a problem.

REFER TO THE ENGINE MANUFACTURER'S MANUAL IN YOUR OWNER'S MANUAL PACKET FOR COMPLETE INSTRUCTIONS AND WARRANTY.

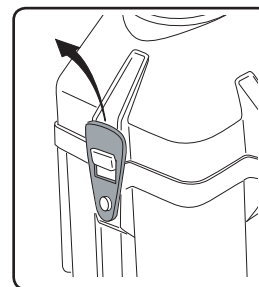


## Power Steering

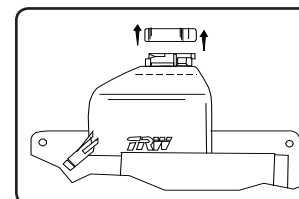
The Verado four-stroke engine uses an enclosed hydraulic pump unit. **The pump is electrically operated to provide hydraulic pressure to the steering system.** The pump is located in the aft portside of the bilge and can be accessed by lifting the equipment hatch in the aft cockpit deck.



- Remove the pump cover by pulling up and out on the locking tabs on the sides of the unit.



- Unscrew the cap and check the fluid level in the reservoir, fill **ONLY** with SAE 0W-30 Full Synthetic Power Steering Fluid if necessary.



## Filling & Maintenance

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

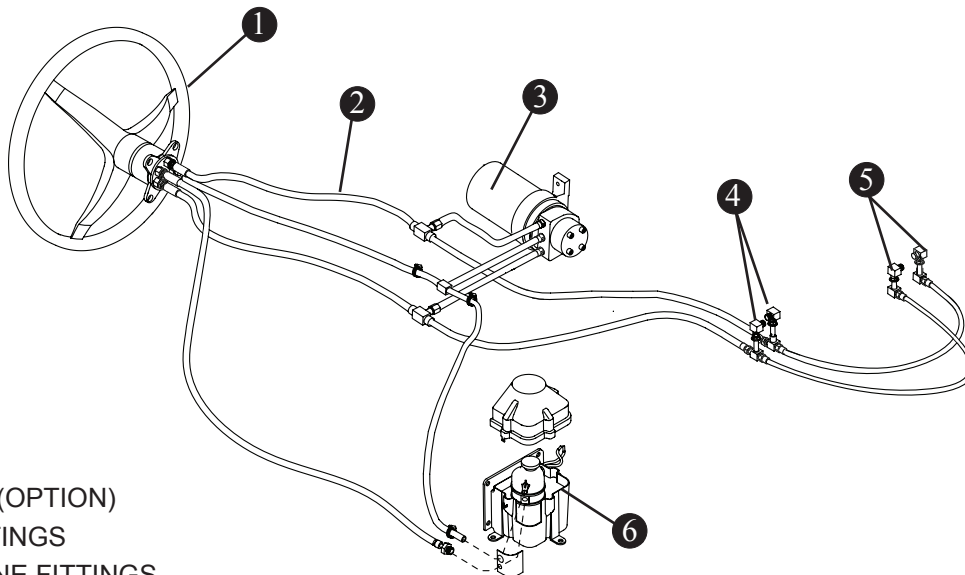
- Replace cap and cover

### NOTICE

**Ensure that cover is properly seated to prevent intrusion of water into the pump enclosure.**

Make a habit of checking the fluid level before each trip.

Power Steering  
Fig. 3.9.1



- ① HELM
- ② HYDRAULIC LINES
- ③ AUTOPILOT PUMP (OPTION)
- ④ PORT ENGINE FITTINGS
- ⑤ STARBOARD ENGINE FITTINGS
- ⑥ POWER STEERING PUMP

## Section 3 • Systems & Components Overview & Operation

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.

REFER TO THE ENGINE MANUFACTURER'S MANUAL IN YOUR OWNER'S MANUAL PACKET FOR COMPLETE INSTRUCTIONS AND WARRANTY.

### Starting/Stopping the Engines

#### CAUTION

**NEVER start or operate your engines (even momentarily) without water circulating through all the cooling water intake holes in the gearcase to prevent damage to the water pump (running dry) or overheating of the engine.**

- Operator should know boating safety, safe navigation, and boat operating procedures.
- Make sure that the lower unit of the engine is in the water.

- Make certain the gear shift/throttle control is in the neutral position. (The engine will not start if the control lever is in any other position than NEUTRAL)
- Be sure the emergency stop switch (See figure 1.14.1) is in the "RUN" position.

### Starting the Engines

The master ignition key switches are located at the bottom of the AC distribution panel (See fig. 3.10.1) behind an access door on the port wall of the cabin. **The switches must be turned on to activate the system.**

#### NOTICE

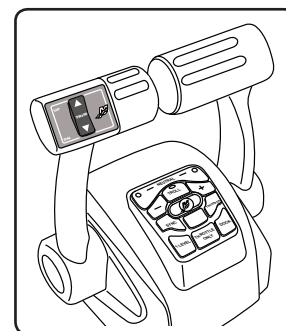
**The engines CANNOT be started from this location.**

#### NOTICE

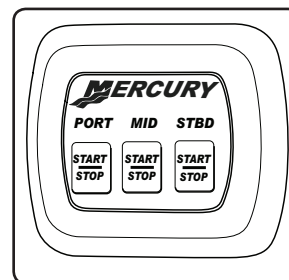
**The gear shift/throttle control levers will not allow engine starting if the control levers are in any other position than NEUTRAL.**

- Turn the master ignition key switches ON (clockwise).

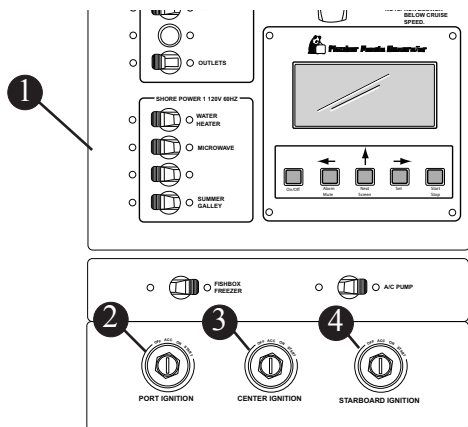
- Be sure the throttle control levers are in the NEUTRAL position.



- Press START/STOP button(s) for the appropriate engine.



Master Key Switches  
Fig. 3.11.1

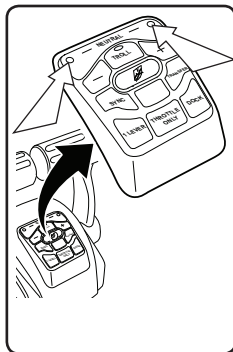


- ① AC DISTRIBUTION PANEL
- ② PORT ENGINE KEYSWITCH
- ③ CENTER ENGINE KEYSWITCH
- ④ STARBOARD ENGINE KEYSWITCH

- Press and hold the “THROTTLE ONLY” button while moving the control handle ahead to the forward position.
  - Hold in the button until the horn sounds twice and the neutral lights start flashing. The flashing lights indicate that throttle only is engaged.
  - Advance the control handles to increase engine RPM.
- NOTE:** Engine RPM is limited to prevent engine damage.
- To disengage, return the control handles back to the neutral position.

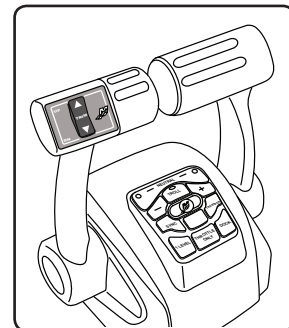
The warm-up mode can be re-activated by turning the engines off and re-starting.

The “ACTIVE” light located on the throttle remote pad will become illuminated once the engines are started and communicating with the throttle control.



### Stopping the Engines

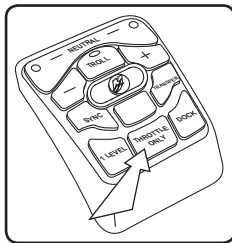
- Be sure that the gear shift and throttle controls are in the NEUTRAL position.



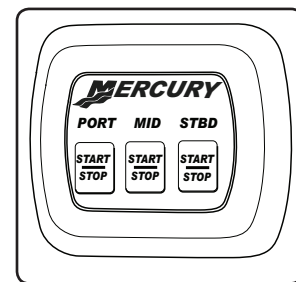
### Warming Up the Engines

The “THROTTLE ONLY” button on the throttle control pad allows the operator to increase engine RPM for warm-up without shifting the engines into gear.

- Be sure that the gear shift and throttle control levers are in the NEUTRAL position.



- Press the start/stop button on the ignition pad for the appropriate engine.



REFER TO THE OWNER'S MANUAL IN YOUR OWNER'S MANUAL PACKET FOR COMPLETE INSTRUCTIONS AND WARRANTY.

## Fresh Water System

### NOTICE

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

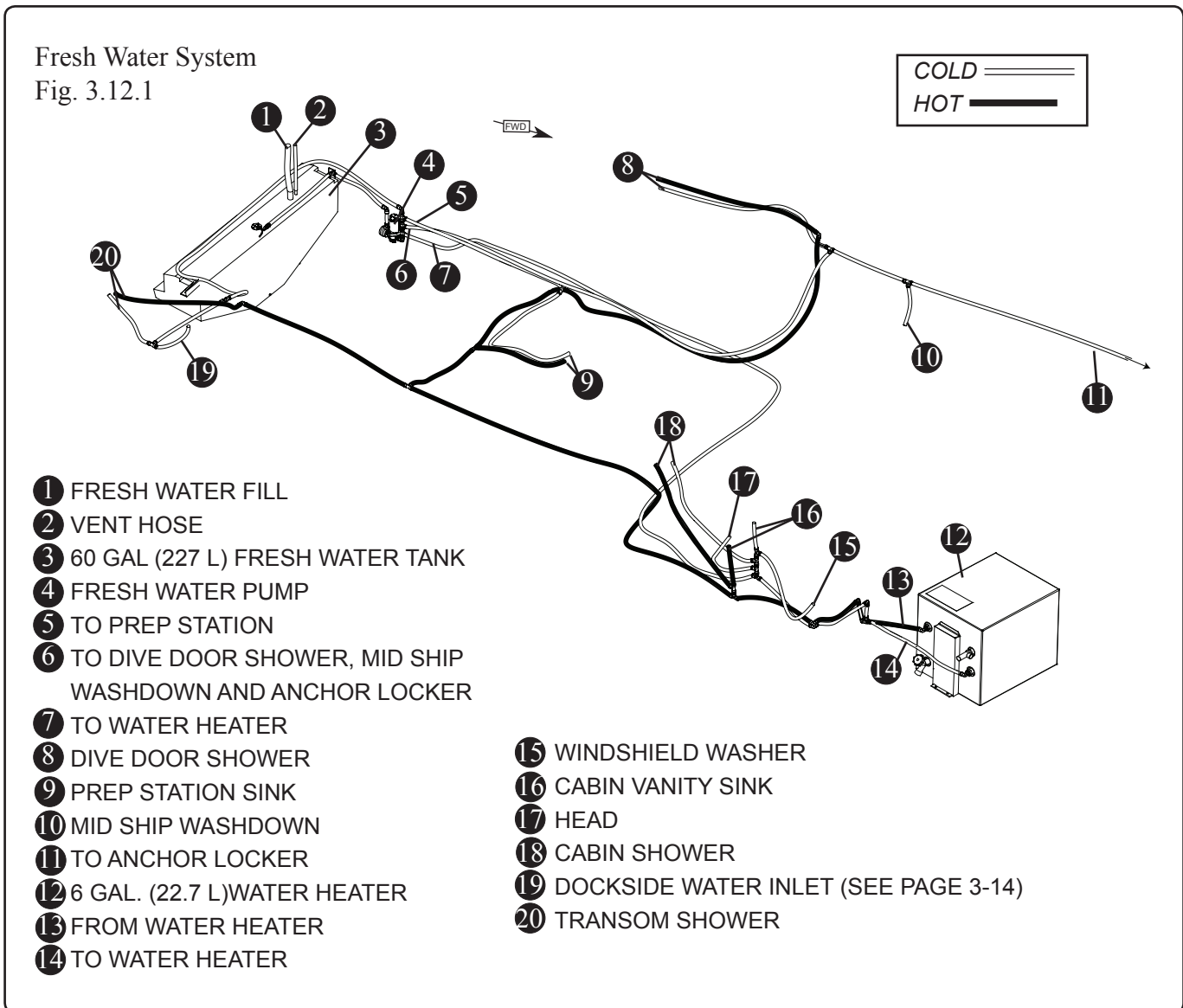
The freshwater system on your boat includes: one pump, a 60 gal (227 L) fresh water tank and plumbing connections for water service to the head, vanity sink, cabin shower, transom shower, dive door shower dockside water service and anchor locker.

## Filling the Tank

The water tank can be filled through the water fill deck plate located on the transom (See fig. 2.8.1).

Fill the tank only from a source known to provide safe, pure drinking water. Use only a plastic hose to fill the water tank. Using a rubber hose can give the water a disagreeable taste.

The hose should be dedicated to filling use only and should be stored in a clean, dry place. It is a good practice to cover the ends of the hose to ensure the inside stays clean.



Before you fill the freshwater system it is vital that it be properly disinfected. Ask your dealer if this has been done.

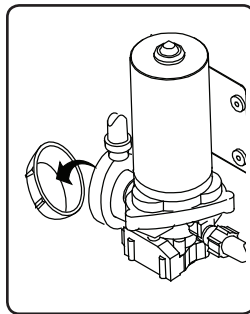
The following procedure is recommended to disinfect the freshwater system:

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

This should be done annually or before using the system if it has been laid up for an extended amount of time.

### Freshwater Pump

Your boat has a fresh water pump located in the port side bilge area aft of the battery trays. To access the pump, lift the equipment hatch in the aft cockpit deck.

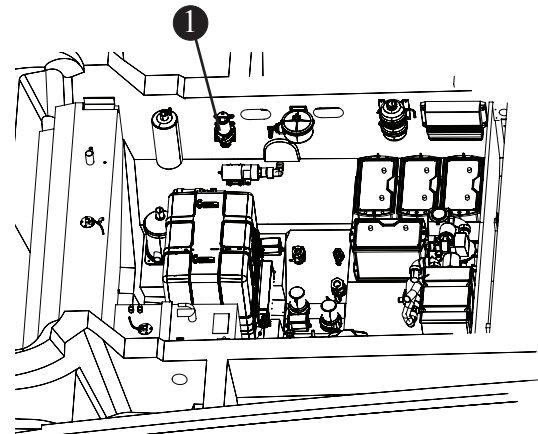


To operate the system, turn ON the “FRESHWATER” breaker located on the DC Breaker Panel located on the starboard wall of the cabin (See page 4-7).

When activated, the freshwater pump draws water from the water tank and provides pressure to the entire freshwater system.

Periodically check the hoses and connections for leaks and/or loose fittings. A loss of pressure will result in low water flow.

Fresh Water Pump  
Fig. 3.13.1



① FRESH WATER PUMP

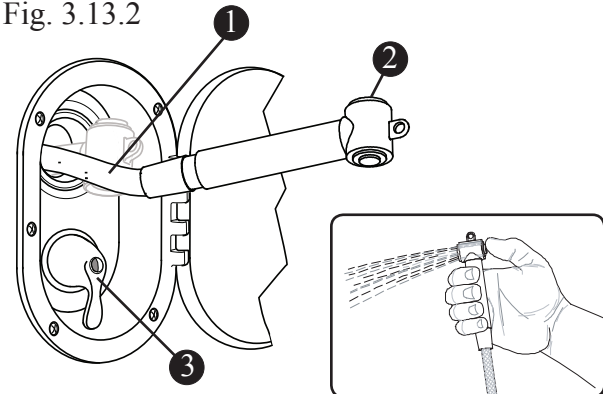
### Deck Showers

The 370 Outrage is equipped with two deck showers, one is located on the starboard side, aft of the transom door and the other is located forward of the dive door on the port side of the cockpit.

The showers are supplied by the fresh water system and have a hose which extends approximately 6' (1.82M). Both units feature a control handle to adjust the temperature of the supplied water.

The shower unit is pressurized by the fresh water pumps and the spray head is activated by depressing the button on the back of the unit.

Transom Shower  
Fig. 3.13.2

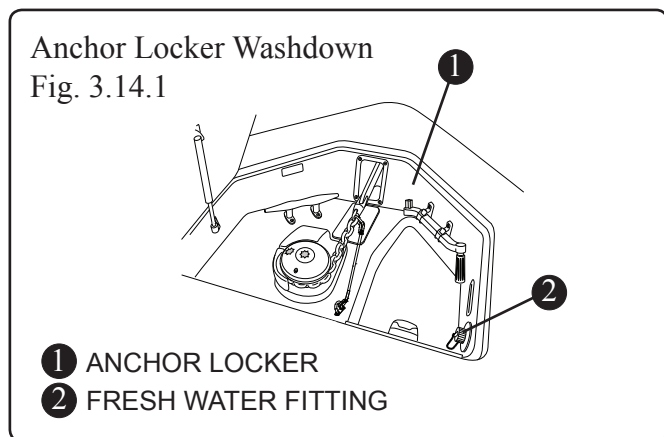


- ① 6' (1.82M) EXTENDABLE HOSE
- ② PUSH BUTTON
- ③ WATER TEMPERATURE CONTROL

### Anchor Locker Washdown

For your convenience, there is a fitting located at the bow in the anchor locker which allows for the connection of a common garden hose. This connection allows for the use of fresh water at the bow of your boat. It is important that the cap which is tethered to the connection be screwed onto the fitting when it is not being used.

The “FRESHWATER PUMP” breaker located on the DC Breaker Panel in the cabin (See page 4-7) must be ON to operate the freshwater washdown.



### Cockpit Misting System (Option)

If equipped, the misting system consists of one (1) pump and plumbing connections for water service to eight (8) misting heads. Six heads are located in various spots on the hardtop and one each located port and starboard under the cockpit gunnels. The system utilizes the boat’s fresh water system to provide a cooling mist of fresh water throughout the helm and cockpit as well as the forward lounge area.

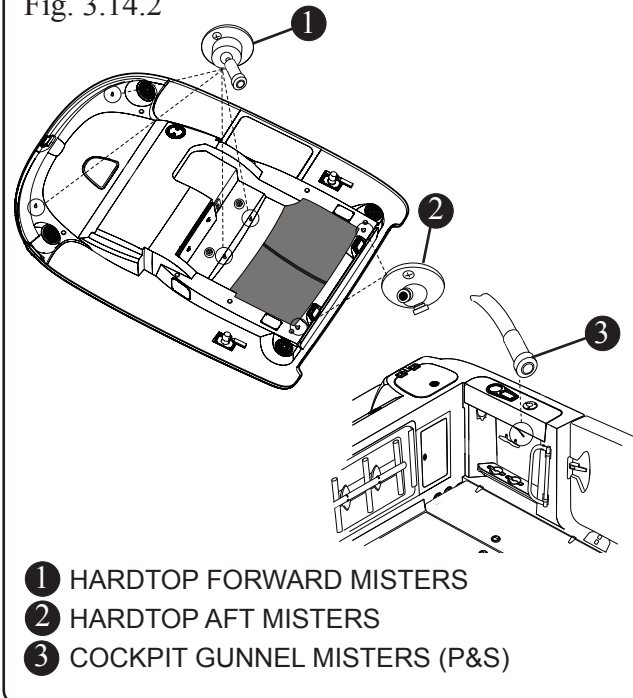
The system is activated by the “ACC 3” switch on the helm switch panel (See fig. 2.22.1).

### Maintenance

Mister jets are designed to spray out as a cone. If the water is streaming out or not coming out at all the jets need to be cleaned. Simply unscrew each jet and soak in CLR or vinegar for 15-20 minutes, rinse thoroughly with clean water and replace. If still not

### Misting System (Option)

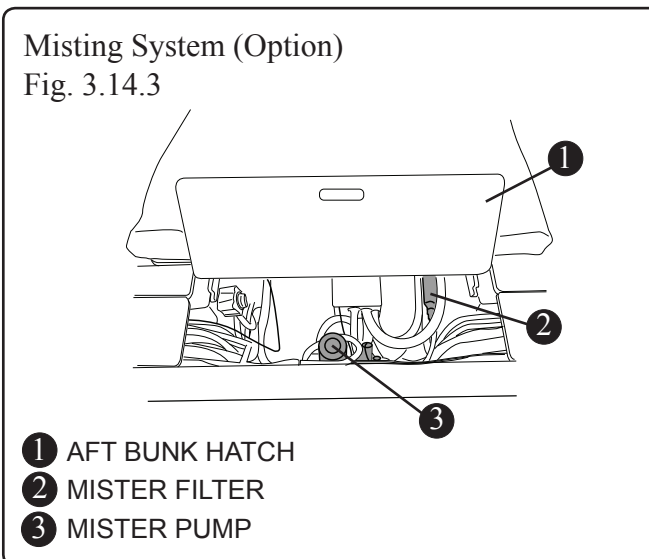
Fig. 3.14.2



working, calcium deposits may have developed in which case you will need to place the jet in a towel and “tap” it on a hard surface to free the anti-drip ball inside.

### Changing the Filter

The misting system has an in-line, replacable filter located on the starboard wall adjacent to the water heater in the forward bilge. Access to the filter and the mister pump can be gained through the hatch under the aft cushion of the bunk/settee in the cabin.



A dirty filter will clog the Mister Jets. The filter should be replaced approximately every three (3) months (depending on usage). To replace the filter, remove the water line from each end of the unit and reattach a fresh filter to the lines.

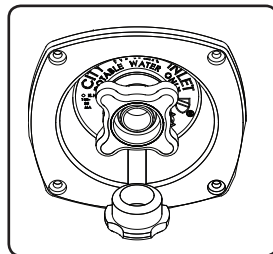
Replacement filters can be purchased by calling customer service at Misters Unlimited (1-888-764-6478) or by going to [www.mistersunlimited.com](http://www.mistersunlimited.com) and finding a dealer in your area.

It is recommended to flush the lines when replacing the filter. Remove one jet head and allow the system to run freely for 1-3 minutes

REFER TO THE MANUFACTURER'S MANUAL IN YOUR OWNER'S MANUAL PACKET FOR COMPLETE INSTRUCTIONS AND WARRANTY.

### Dockside Water Inlet

The dockside water inlet located in the aft starboard cockpit (See figure 2.11.1) allows for use of a dockside water source to provide water for the boat's freshwater system.



### To Use The System:

- Make sure the “FRESH WATER PUMP” breaker is OFF.
- Remove the cap from the dockside water inlet.
- Connect a drinking water hose to the water outlet on the dock, then to the dockside water inlet on the boat.
- Turn on the water at the dock.

All fresh water outlets on your boat are now functional.

## NOTICE

**As a precaution against accidental flooding. Remove the hose when leaving the boat for an extended period of time.**

### Water Heater

## NOTICE

**Make sure the fresh water tank is full before operating the water heater. Operating the water heater empty will cause damage to the system.**

Make sure the “FRESH WATER” switch is “ON” before energizing the water heater.

Turn “ON” the “WATER HEATER” switch located on the AC Main Distribution Panel. Once both the “FRESH WATER” switch and the “WATER HEATER” switches are “ON” the system can be utilized.

**NOTE:** If the water heater has not been used for some time it will take approximately 20 minutes for the water to heat.

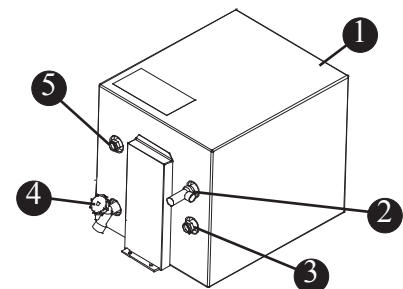
## NOTICE

**The water heater is equipped with a temperature and pressure relief valve that complies with the standard for Relief Valves & Automatic Gas Shut off Devices for Hot Water Systems, ANSI Z 21.22**

## ! WARNING

**Hydrogen gas may form in the tank if the system has not been used for more than two weeks. DO NOT smoke or have any flame near an open faucet.**

Water Heater  
Fig. 3.15.1



- 1 6 GAL (22.7 L) WATER HEATER
- 2 RELIEF VALVE
- 3 WATER INLET (FROM WATER TANK)
- 4 DRAIN
- 5 WATER OUTLET (TO HOT WATER LINES)

### CAUTION

**SCALDING INJURY - Turn OFF the water heater and wait for the water in the storage tank to cool before opening the drain valve to flush the tank.**

#### Maintenance

The water heater connections will need to be inspected regularly. Access to the water heater can be made through the forward backrest under the bunk cushions. If you notice any leaks around the water heater call your dealer.

Manually operate the pressure relief valve at least once a year. This must be done when the water in the storage tank is cool.

The system must be flushed several times per year; which will prolong the life of the system. There may be times that you will notice an odor coming from the water system. There is a protective cladding in the tank that protects it from corrosion. The electro-galvanic action of the cladding material releases hydrogen from the water. If sulfur or any of its combinations are present in the water the two will combine and produce hydrogen sulfide. This compound will produce a “Rotten Egg Odor”. Hydrogen sulfide can also be present in your freshwater supply. It is the product of the decay of animal matter and as little as 1 mg/liter can cause a perceptible odor.

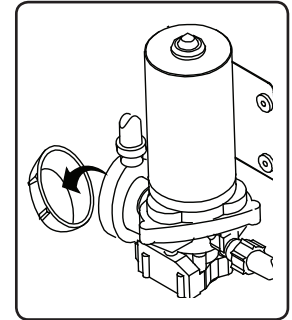
Make certain that the system is completely drained before laying up for the winter season. The freshwater tank will have to be drained and flushed with a non-toxic anti-freeze before winter storage.

Access to the water heater can be made through the forward backrest under the bunk cushions.

REFER TO THE MANUFACTURER'S MANUAL IN YOUR OWNER'S MANUAL PACKET FOR COMPLETE INSTRUCTIONS AND WARRANTY.

#### Fresh Water System Maintenance

Very little maintenance is required for the fresh water system, other than annual disinfecting and winterizing. 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.



Periodically check the in-line strainer attached to the pump, and clean if necessary.

The system should be run at least every other month to maintain the pump's impellers in a stable operating condition.



## Raw Water System

The Raw water system includes a pump, two (2) seacocks with auxiliary pump, two (2) livewells and a raw water hose connection.

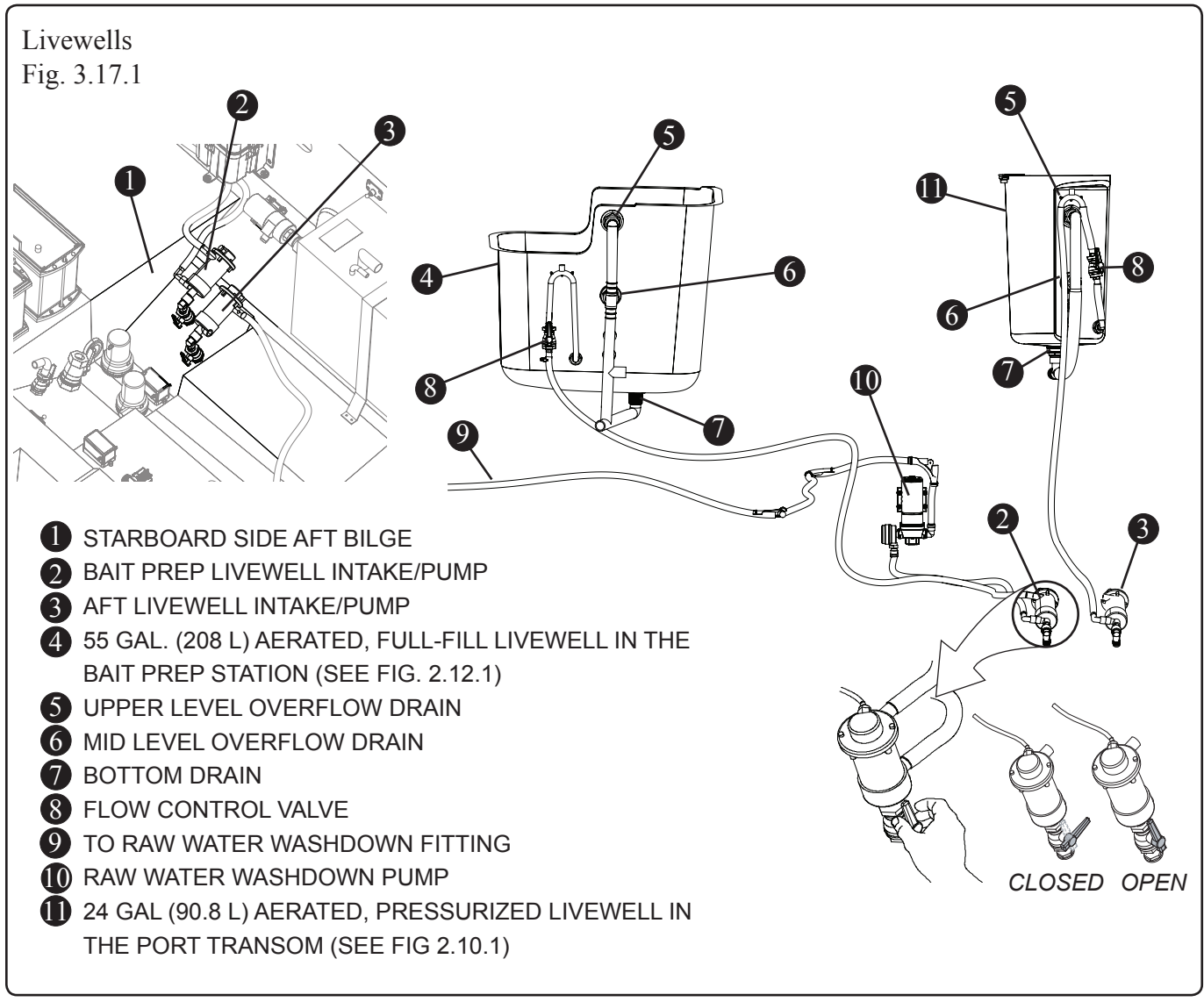
The seacocks must be set in the OPEN position (Figure 3.16.1) for the raw water system to function. The seacock, livewell pump and raw water pump can be accessed through the equipment hatch in the aft cockpit deck.

Make sure that the hull seacock is set in the open position and turn ON The “RAW WATER” switch on the bait prep station switch panel (See fig. 3.17.1) by pushing on the top of the switch. The raw water pump will be activated and the system will become functional.

## “Full-Fill” Livewells

Your boat is equipped with two (2) full-fill livewells. A 55 gal. (208 L) livewell is located on the starboard side of the bait preparation station and a 24 gal. (90.8 L) livewell is located on the aft port side of the transom. The livewells keep baitfish alive by circulating fresh seawater through the tank.

You can regulate the amount of water in the livewell by inserting the second drain plug (supplied) into the mid overflow drain, thus raising the level of water to the upper overflow drain. This “Full-Fill” design provides a stable environment to reduce fatigue on your baitfish resulting in a more active and longer lasting product.



## Section 3 • Systems & Components Overview & Operation

### “Full-Fill” Livewell Operation

- Make sure that the hull seacocks are in the open position (See fig. 3.16.1).
- Insert a drain plug (supplied) into the mid overflow drain (See fig. 3.16.1) and fill the livewell completely. The upper overflow drain will allow the water to rise to just below the lid before starting to drain. Maintaining this water level enhances the stability of the water in the tank.
- Open the livewell flow control valves. The flow control valve for the transom livewell is located behind the access door on the aft port side of the cockpit (Figure 3.17.1).

The flow control valve for the bait prep station livewell is located behind the access door on the front of the leaning post below the helm seat and behind the drop down standing platform (Figure 3.17.1).

- Fill the livewells by pressing the switches marked “LIVEWELL PUMP” & “LIVEWELL PUMP AFT” on the bait prep station switch panel (See page 2-12).

### NOTICE

**The seacock MUST be in the OPEN position. Running the pump dry may cause damage to the unit.**

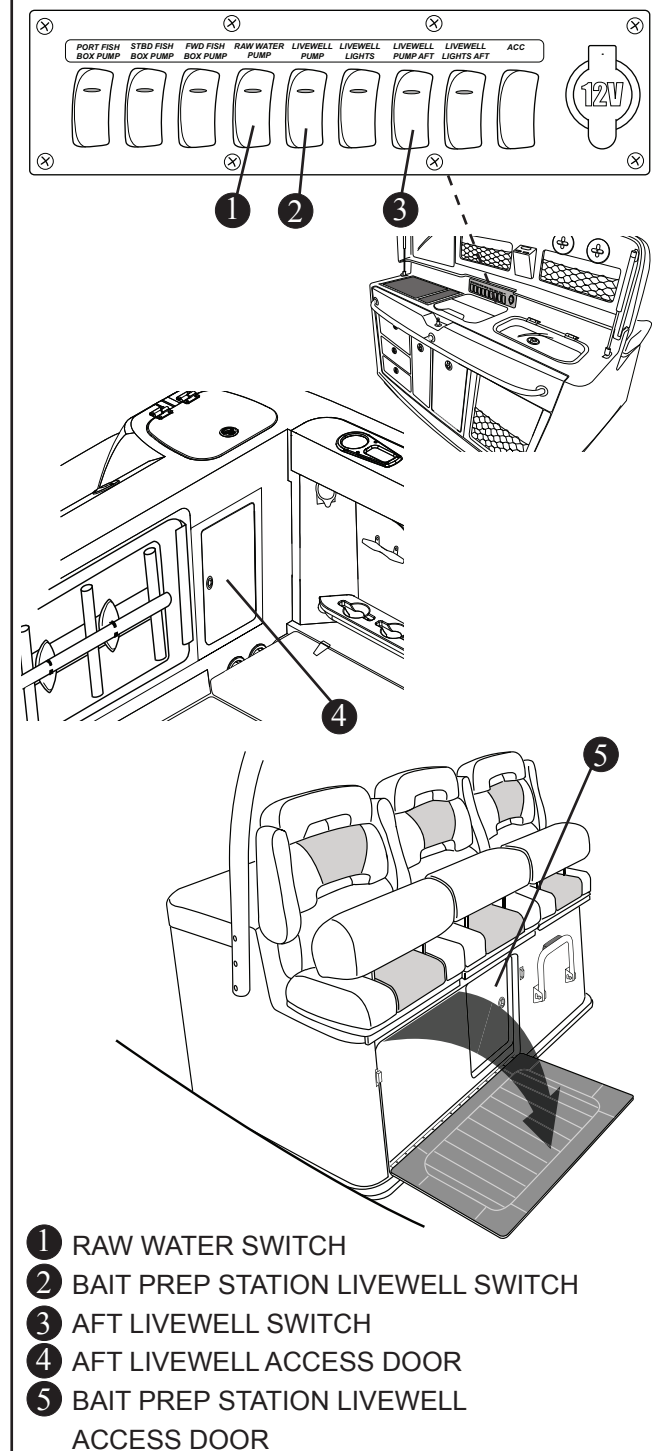
The livewells have three drains to regulate the amount of water in the unit. The bottom drain is used to empty the livewell of water completely. By utilizing the drain plug (supplied) between the two overflow drains in the side of the livewell you can adjust the level of water in the unit. A drain tube with strainer connects to the livewell overflow drains and will direct overflow/excess water to the thru-hull drains.

### Maintenance

Maintenance of the livewell system requires periodic inspection of the raw water intake strainer and all fittings and hoses for system integrity to prevent leaks.

Clean away debris and/or tighten hose connections as required. The system should be run at least every other month to keep the pumps impellers in good condition.

Livewells  
Fig. 3.18.1



- 1 RAW WATER SWITCH
- 2 BAIT PREP STATION LIVEWELL SWITCH
- 3 AFT LIVEWELL SWITCH
- 4 AFT LIVEWELL ACCESS DOOR
- 5 BAIT PREP STATION LIVEWELL ACCESS DOOR

### Raw Water Washdown

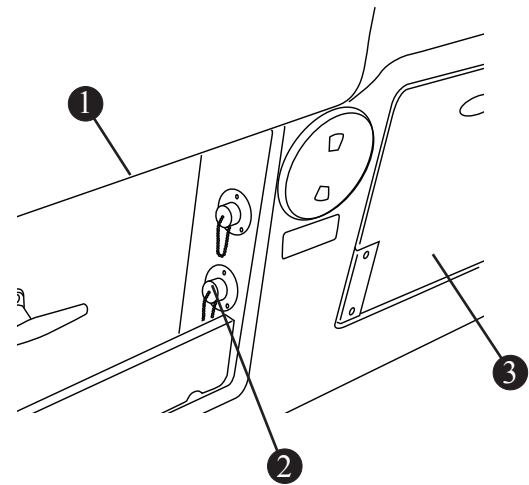
The raw water washdown hose connection is located on the port midship wall of the cockpit (Figure 3.18.1). The fitting allows for connection of a common garden hose. It is important that the cap which is tethered to the connection be screwed onto the fitting when it is not being used. The raw water washdown is supplied by a pump activated by the “RAW WATER” switch on the bait prep switch panel (Figure 3.17.1).

### Maintenance

Maintenance of the raw water system requires periodic inspection of the raw water intake strainer and all fittings and hoses for system integrity to prevent leaks.

Clean away debris and/or tighten hose connections as required. The system should be run at least every other month to keep the pumps impellers in good condition.

Raw Water Washdown  
Fig. 3.19.1



- ① PORT GUNNEL
- ② RAW WATER WASHDOWN FITTING
- ③ PORT TROLLING SEAT (OPTION)

### Head System

#### Environmental Considerations

*The Environmental Protection Agency (EPA) standards state that in freshwater lakes, reservoirs, impoundments whose inlets or outlets are such as to prevent the ingress or egress by vessel traffic subject to this regulation, or in rivers not capable of navigation by interstate traffic subject to this regulation, marine sanitation certified by the United States Coast Guard (U.S.C.G.) installed on vessels shall be designed and operated to prevent the overboard discharge of sewage, treated or untreated or any other waste derived from sewage.*

*The EPA standards further state that this shall not be construed to prohibit the carriage of Coast Guard certified flow through treatment devices which have been secured so as to prevent such discharges. They also state that the waters where a Coast Guard certified marine sanitation device permitting discharge is allowed include: Coastal waters, Estuaries, The Great Lakes and Intercoastal waterways, Freshwater lakes and Impoundments accessible through locks and other flowing waters that are navigable interstate by vessels subject to this regulation. (40CFR 140.3)*

#### NOTICE

**This boat is equipped with a direct overboard discharge valve. Discharging of sewage directly overboard is for use where approved only. Damage to the system could occur if the discharge seacock is not open during operation.**

#### NOTICE

**Severe state and federal penalties are levied for discharging raw sewage and solid waste in waters where it is not permitted.**

**Demonstrating that you have disabled the macerator by locking the system and/or removing the seacock handle may avoid a fine.**

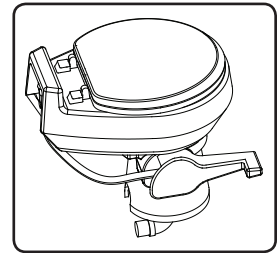
**It is illegal for any vessel to dump plastic trash anywhere in the ocean or navigable waters of the United States.**

The 345 Conquest is equipped with a waste disposal system located in the head in the forward cabin. The system is protected by the “VACUUM FLUSH” breaker on the DC Breaker Panel in the aft starboard side of the forward cabin. The breaker must be ON for the system to function (See page 4-7).

The waste system includes a Vacu-Flush® toilet, a 20 Gal. (75.7 L) holding tank with vacuum pump and a thru-hull vent.

#### Vacu-Flush® Head

The foot pedal at the base of the toilet opens a mechanical seal which allows a vacuum to force waste through the opening in the bowl to the vacuum generator, through the vacuum pump and then to the holding tank.



#### Operation

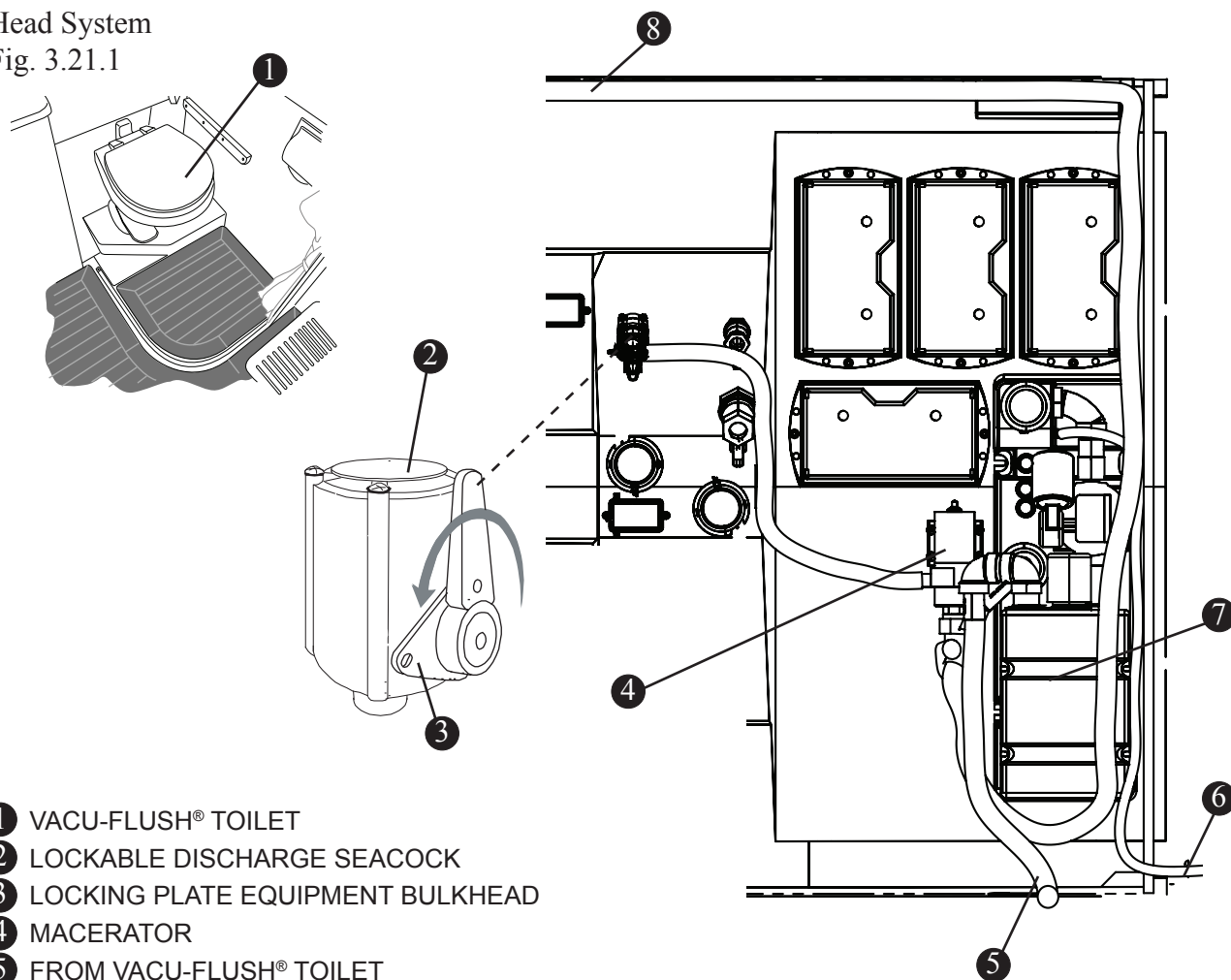
- Turn ON the FRESH WATER PUMP breaker (See page 4-7)
- Turn ON the HEAD breaker (See page 4-7)
- If there is no water in the bowl, lift the foot pedal to add sufficient water.
- To flush, depress the foot pedal until bowl is clear.

#### NOTICE

**NEVER use residential tissue paper in your marine waste system.**

Waste from the head is directed into the 10 gal. (37.8 L) holding tank located in the bilge. A holding tank fluid level indicator is located on the overboard discharge panel (See figure 3.20.2) which is located on the starboard wall of the cabin. When the FULL light is on, the holding tank must be emptied before the head can be reused. However, it would be a good practice to empty the tank when the 3/4 light is on to avoid damage to the system.

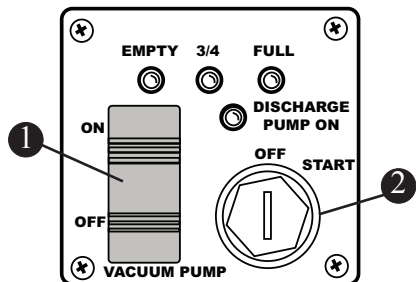
Head System  
Fig. 3.21.1



- 1 VACU-FLUSH® TOILET
- 2 LOCKABLE DISCHARGE SEACOCK
- 3 LOCKING PLATE EQUIPMENT BULKHEAD
- 4 MACERATOR
- 5 FROM VACU-FLUSH® TOILET
- 6 TO STARBOARD MIDSHIP THROUGH HULL VENT
- 7 10 GAL ( 37.8 L )WASTE HOLDING TANK W/VACUUM PUMP TO
- 8 DOCKSIDE DISCHARGE DECK PLATE

Overboard Discharge Panel

Fig. 3.21.2



- 1 VACUUM PUMP SWITCH
- 2 VACUUM PUMP KEYSWITCH

**Macerator & Dockside Discharge**

The system can be emptied by means of dockside pumpout (preferred) through the “Waste” deck plate on the port transom.

The system also provides for overboard discharge by way of a macerator & lockable discharge seacock.

**NOTICE**

Severe state and federal penalties are levied for discharging raw sewage and solid waste in waters where it is not permitted.

Demonstrating that you have disabled the macerator by locking the system and/or removing the seacock handle may avoid a fine.

To lock the discharge seacock; rotate the handle until the hole in the handle is aligned with the hole in the locking plate (See figure 3.20.1) and insert a padlock (not supplied).

### **WARNING**

**The discharge seacock should always be in the closed position when the toilet is not in use. Failure to do so could result in flooding, property damage and/or loss of life.**

### **Overboard Discharge**

The macerator discharge pump draws solid and liquid waste from the holding tank and processes it prior to discharging it overboard through the discharge seacock located in the bilge aft of the battery trays.

There is a control panel located on the DC distribution panel on the starboard side of the cabin. If the “FULL” light is on you **MUST** empty the holding tank before the system will function properly.

- Assure that the MACERATOR breaker located on the DC Breaker Panel is ON (See page 4-7).
- Make sure the discharge seacock is in the open position.
- Insert the macerator key, which is included in your owners manual packet, into the panel.
- De-energize the vacuum pump by depressing the bottom of the rocker switch.
- Depress the lever on the toilet to deplete the vacuum.
- Turn the key clockwise to “START” and hold it there.
- When you are satisfied that the tank has been emptied, return the key to the upright position.
- Energize the system by depressing the top of the rocker switch.

### **NOTICE**

**The rocker switch must remain ON for the system to function properly.**

### **Maintenance**

After long periods of non-use, the macerator pump may not turn freely. Regular use of the system will reduce the chances of this occurring. If the system does require maintenance contact your nearest dealer.

Because your waste system is a low water use device, there is special paper which must be used to prevent clogs.

### **NOTICE**

**NEVER use residential tissue paper in your marine waste system.**

REFER TO THE MANUFACTURER'S MANUAL IN YOUR OWNER'S MANUAL PACKET FOR COMPLETE INSTRUCTIONS AND WARRANTY.

### **Dockside Pump-Out**

### **NOTICE**

**Dockside discharge is the preferred method of waste disposal.**

To empty the holding tank, the services of a dockside pump-out station is required. Follow instructions at the station and make sure the pump out hose is inserted into the deck plate marked “WASTE”. located on the port transom (See page 2-8).

Access is gained by use of a special key that is included in the owners manual packet.

The dockside facility will have a connection to fit your boat.

**NOTE:** Prior to using either method of discharging sewage:

- De-energize the vacuum pump by depressing the bottom of the rocker switch.

## Section 3 • Systems & Components Overview & Operation

- Depress the lever on the toilet to deplete the vacuum.
- After completion of the discharge, energize the vacuum pump by returning the switch to the ON position.

### Waste System Vent

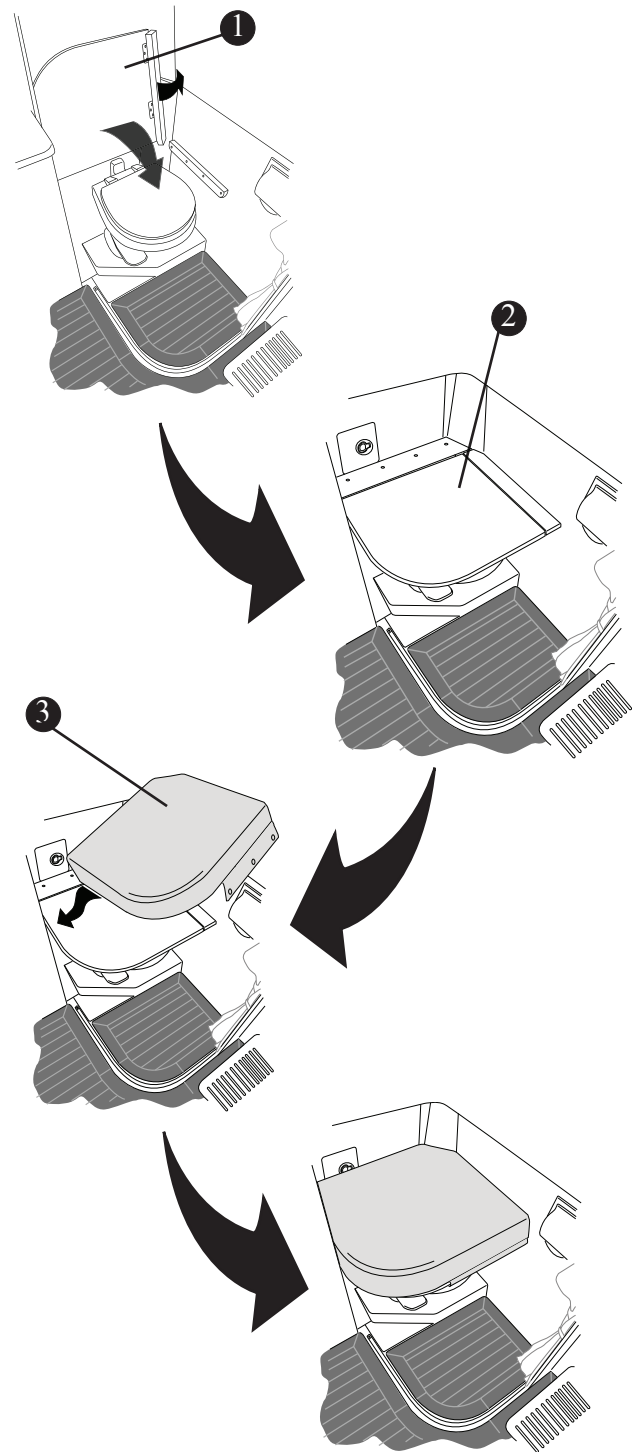
The waste system vents odors associated with waste operations through the starboard midship thru hull fitting (Figures 2.6.2).

**Avoid overflowing the holding tank.** If the “FULL” light is lit on the discharge control panel located in the head, you **MUST** empty the holding tank before the system will function properly. However, it is good practice to empty the tank when the 3/4 light is lit. This will avoid an unnecessary inconvenience.

### Convertible Head

The Vacu-Flush® is fitted with a firm platform which can be lowered into place to transform the head unit into comfortable seating or raised out of the way for standard usage.

Head Conversion to Seating  
Fig. 3.23.1



- 1 COVER
- 2 COVER IN PLACE
- 3 PLACE CUSHION

## Air Conditioning

The 370 Outrage is equipped with an 8,000 BTU A/C which supplies cool air and heat to the cabin. The system can be regulated, by a control panel on the aft port side of the cabin, to provide comfortable climate control throughout the cabin.

The unit can be accessed through the cold air return panel on the aft port side of the cabin.

## Windshield Defogging vents

The A/C vents located on the top of the console visor (Figure 3.23.1) can be rotated 360 degrees and opened to direct air flow to the occupants or to defog the windshield of condensation accumulation.

## Operation

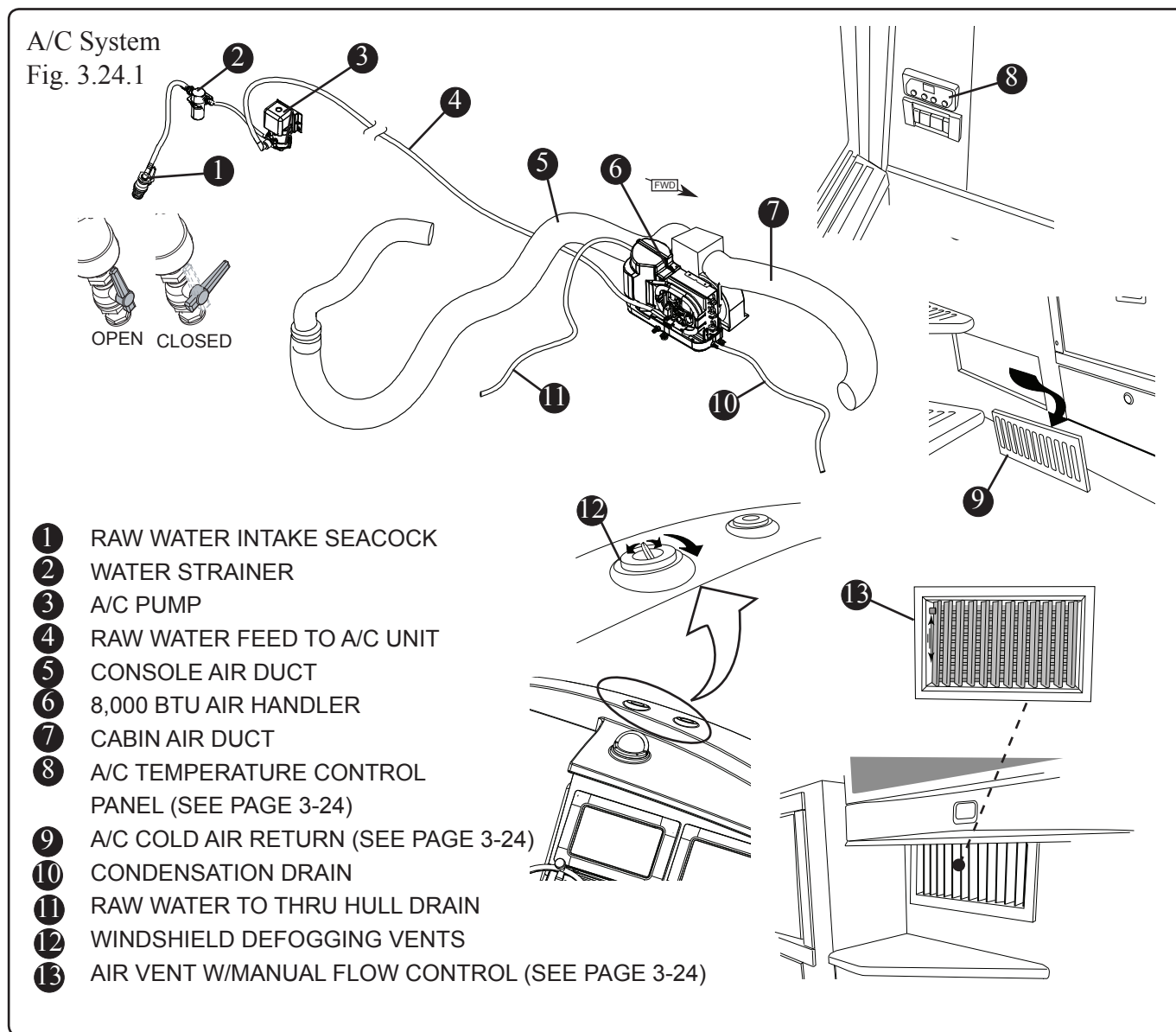
The unit is powered by either shore power or the onboard generator.

The A/C breaker on the AC Distribution Panel (See page 4-7) must be ON for the system to function.

OPEN the raw water seacocks located in the bilge. The seacock and A/C pump (Figure 3.23.1) can be accessed by lifting the equipment hatch in the aft cockpit deck.

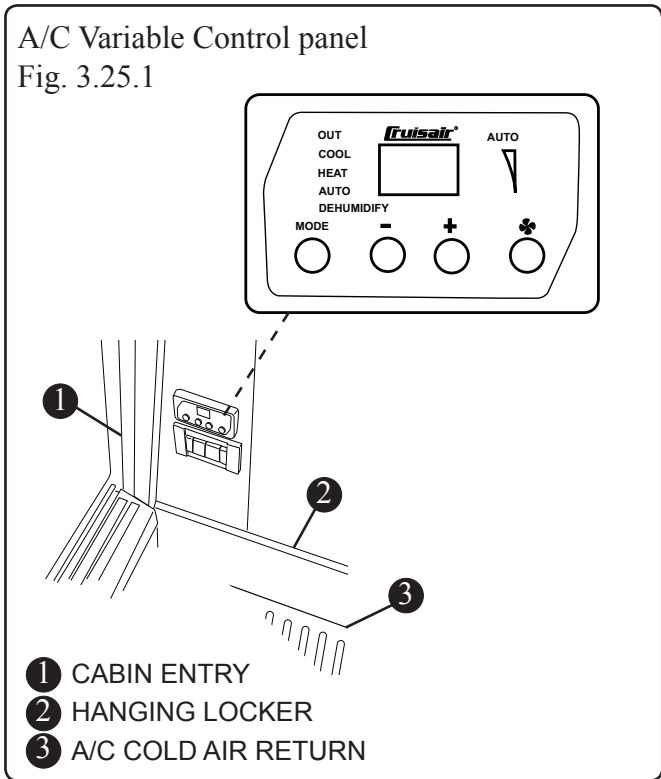
The control panel for the air handler is located on the aft port cabin wall (Figure 3.24.1).

The variable controls allow the operator to turn the system on & off and adjust the air temperature.





A/C Variable Control panel  
Fig. 3.25.1

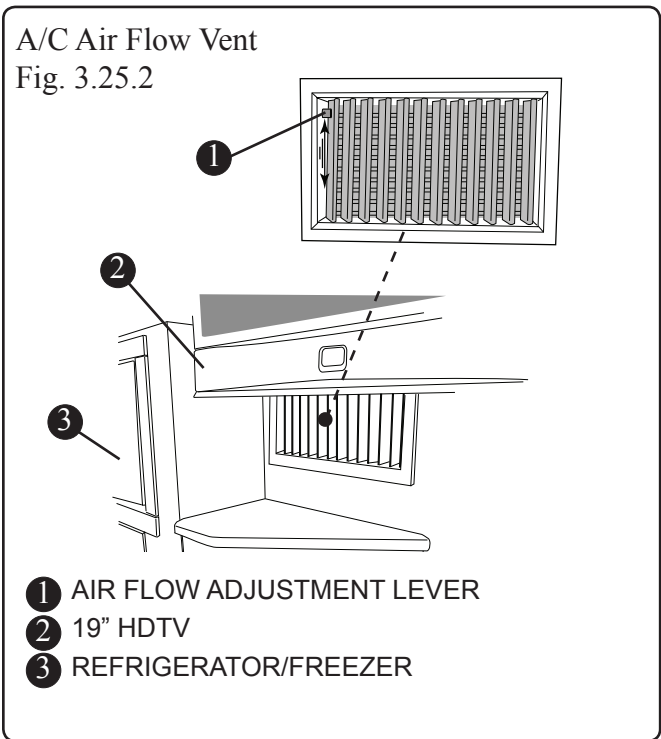


- 1 CABIN ENTRY
- 2 HANGING LOCKER
- 3 A/C COLD AIR RETURN

### Air Flow Vent

The manually operated air flow vent is located below the TV on the port side of the cabin. To adjust the air flow, move the adjusting lever up or down to open or close the vent. Then, manually adjust the vertical vanes for the desired air flow.

A/C Air Flow Vent  
Fig. 3.25.2



- 1 AIR FLOW ADJUSTMENT LEVER
- 2 19" HDTV
- 3 REFRIGERATOR/FREEZER

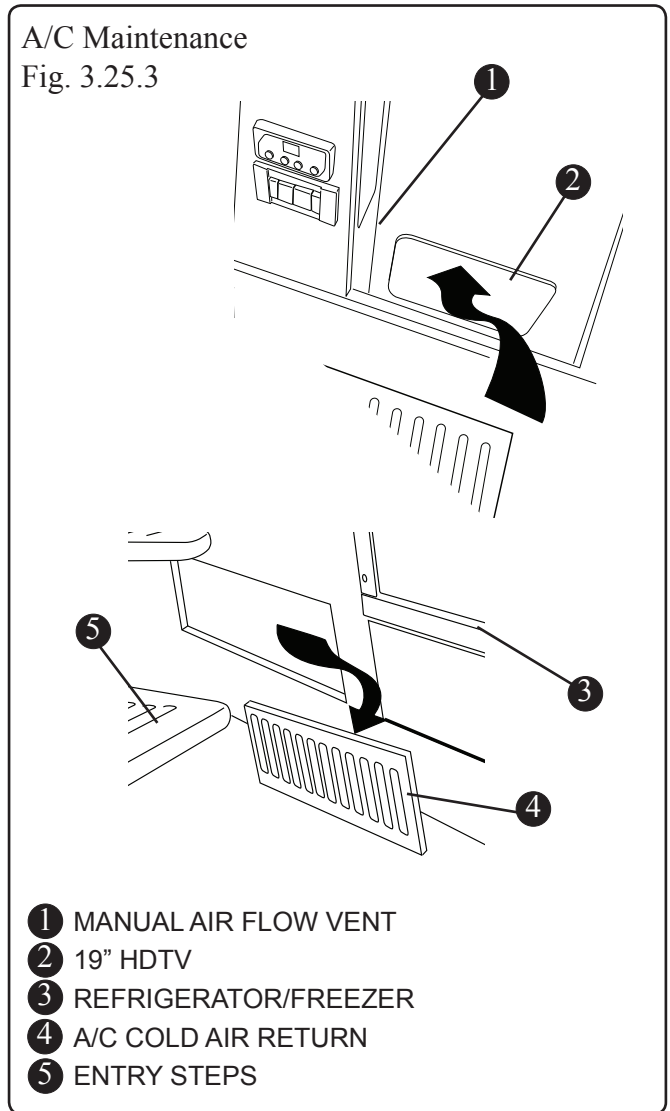
### Maintenance

The air conditioning unit requires very simple maintenance. Periodically check and clean the raw water intake on the exterior of the hull, the water strainer at the pump and the air filter.

If need be, access to the A/C unit can be achieved by removing the panel on the lower back of the hanging locker in the port aft of the cabin (Figure 3.24.3).

To access the air filter on the front of the A/C unit for cleaning, remove the cold air return, reach into the space and retrieve the filter.

A/C Maintenance  
Fig. 3.25.3



- 1 MANUAL AIR FLOW VENT
- 2 19" HDTV
- 3 REFRIGERATOR/FREEZER
- 4 A/C COLD AIR RETURN
- 5 ENTRY STEPS

REFER TO THE MANUFACTURER'S MANUAL IN YOUR OWNER'S MANUAL PACKET FOR COMPLETE INSTRUCTIONS AND WARRANTY.

### Generator

Your boat's AC electrical system operates on 120/60 cycle or 220/60 cycle power from the generator and/or shore power.

**It is recommended that you read and understand the information in the manufacturers owners manual before operating the generator.**

The Fischer Panda 8KW diesel generator on the 370 Outrage provides 120 Volt Alternating Current, (AC) to your boats electrical system through the AC Main Breaker Panel. Connections to the AC electrical system are made through the slide selector switch on the AC panel. There is a remote operation panel also located on the AC panel (Figure 3.25.1).

The generator has a built in cooling pump which draws cooling water through a seacock located in the aft machinery compartment. The raw water passes through a strainer before entering the engine cooling manifold. The seacock **MUST** be open in order for the generator to function. **Inspect the strainer frequently and clean if necessary.**

### Fuel

Use a clean, good quality diesel fuel with a cetane number of 45 or greater. Clean fuel prevents the fuel injectors and pumps from clogging. Avoid storing the fuel for more than a month. Take care to keep all dirt, water and other contaminants out of the fuel to prevent the growth of microbes. Microbes form slime that clogs the fuel filter and lines.

### NOTICE

**Fuel Recommendation  
# 2 Diesel**

### ! WARNING

**CARBON MONOXIDE** can cause severe NAUSEA, FAINTING or DEATH. The exhaust system must be leakproof and routinely inspected.

**FIRE** Can cause SEVERE INJURY or DEATH. Do not smoke or permit flames or sparks near fuels or the fuel system.

**EXPLOSIVE FUEL VAPORS** Can cause SEVERE INJURY or DEATH. Use extreme care when handling, storing and using fuels.

**MOVING PARTS** Can cause SEVERE INJURY or DEATH. Operate the generator set only when all guards, screens and covers are in place.

The generator draws fuel from its own tank located on the starboard aft side of the machinery compartment. The fuel system has its own fuel and water separating filters.

The exhaust from the generator passes through a high efficiency marine lift type water cooled muffler and is discharged by a flexible hose via an aft starboard through hull fitting (See fig. 2.6.2).

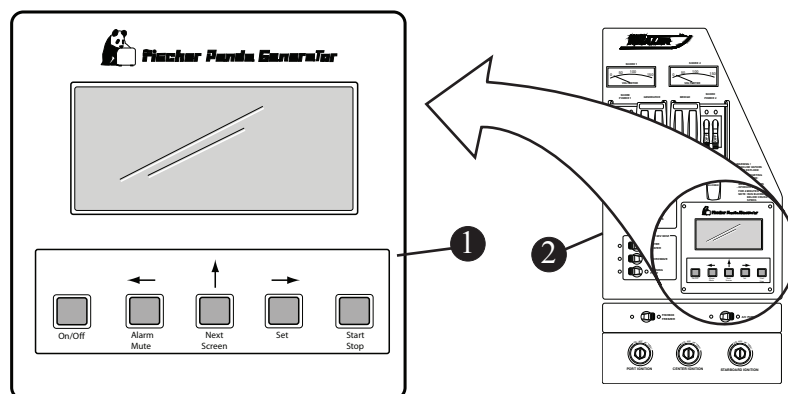
The generator cover acts as protection and a sound shield. It can be removed by pulling latches located on the bottom of the housing.

### NOTICE

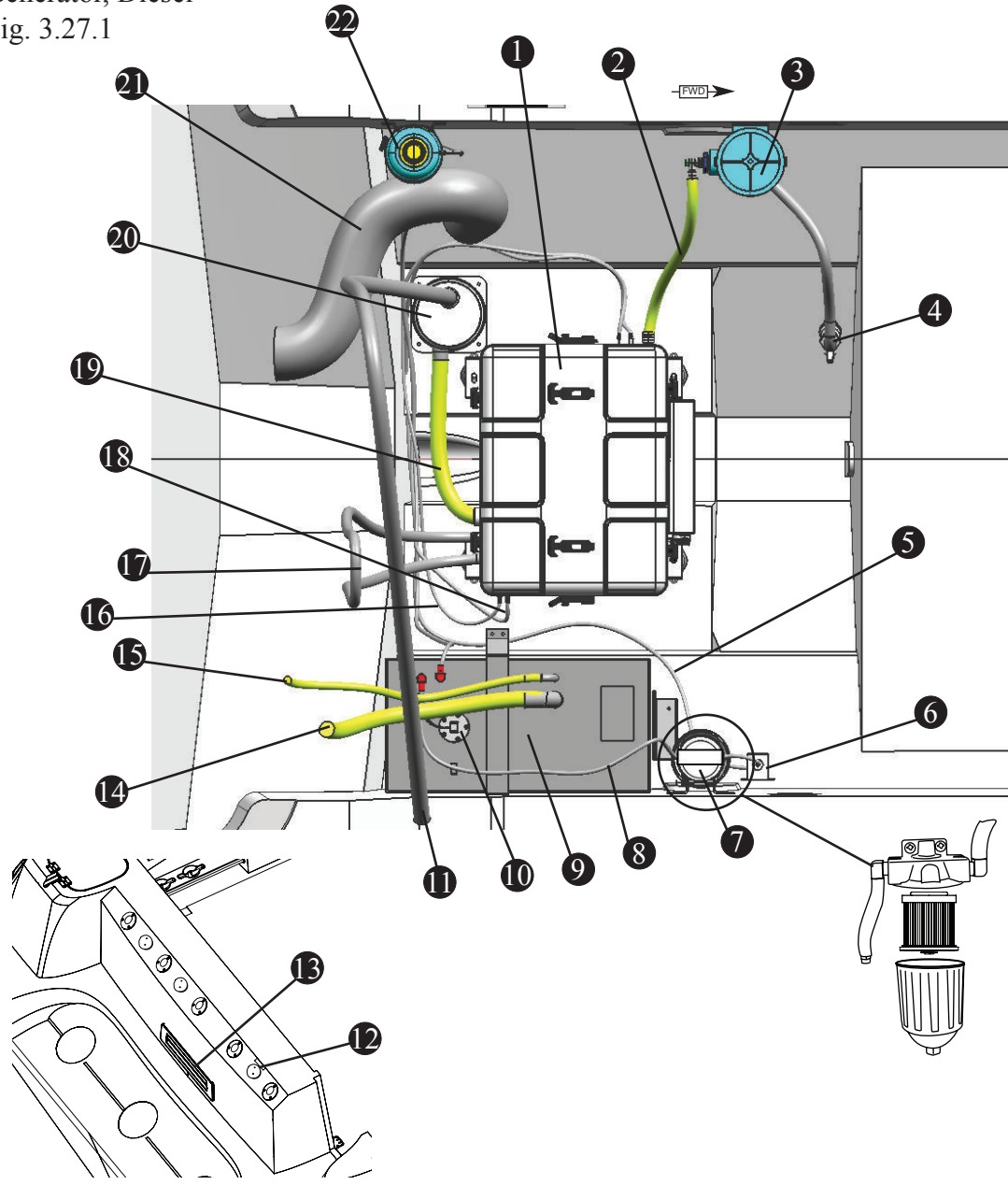
**NEVER store diesel fuel in galvanized containers; the galvanized coating reacts chemically to produce flaking that quickly clogs filters or causes fuel pump or injector failure.**

Generator Control Panel  
Fig. 3.26.1

- ① GENERATOR CONTROL PANEL
- ② AC BREAKER PANEL



Generator, Diesel  
Fig. 3.27.1



- |  |  |
|--|--|
| ① 8KW FISCHER PANDA GENERATOR                                      | ⑫ DIESEL FUEL FILL DECK PLATE          |
| ② FROM STRAINER TO GENERATOR                                       | ⑬ BILGE BLOWER VENT                    |
| ③ RAW WATER STRAINER   | ⑭ FUEL FILL HOSE                       |
| ④ RAW WATER INTAKE SEACOCK   | ⑮ FUEL VENT HOSE                       |
| ⑤ FROM FUEL/WATER SEPARATOR TO GENERATOR                           | ⑯ FROM EXPANSION TANK TO GENERATOR     |
| ⑥ FUEL PUMP  | ⑰ SIPHON BREAK HOSE                    |
| ⑦ RACOR® FUEL/WATER SEPARATOR                                      | ⑱ FROM GENERATOR TO MUFFLER            |
| ⑧ FROM FUEL TANK TO FUEL PUMP                                      | ⑳ MUFFLER                              |
| ⑨ 20 GAL ( 75.7 L) DIESEL FUEL TANK                                | ㉑ IN-LINE BILGE BLOWER TO TRANSOM VENT |
| ⑩ FUEL LEVEL SENSOR  | ㉒ EXPANSION TANK                       |
| ⑪ GENERATOR EXHAUST TO STARBOARD THRU HULL OUTLET (SEE FIG. 2.6.2) |  |

## Section 3 • Systems & Components Overview & Operation

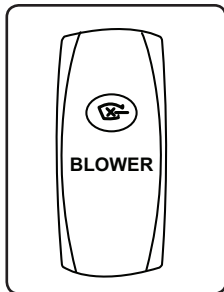
### Starting The Generator

#### CAUTION

**DO NOT start the generator if water has accumulated beneath the generator.**

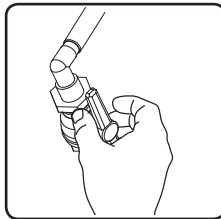
Your owner's manual packet will have the complete operations manual for your generator. Be sure to read the manual before operating the generator. Several key points are indicated below:

- Locate the blower switch on the AC Breaker Panel (See page 4-7) and operate the blower for 4 minutes. Manually check the bilge for fuel or fuel vapor.

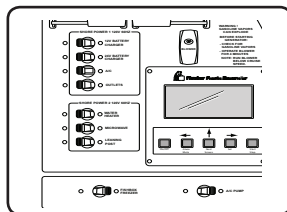


**NOTE:** ALWAYS run the blower when operating below cruising speed.

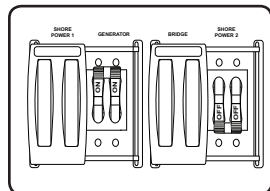
- Refer to the Manufacturers Operations Manual for a Pre-Start Checklist.
- OPEN the generator seacock.



- Make sure that ALL breakers on the AC Panel are switched OFF.



- Slide the selector on the AC Panel to expose the GENERATOR & BRIDGE switches.

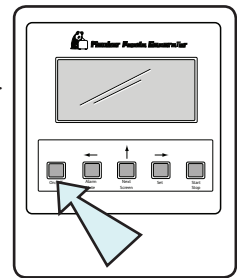


Switch the line breakers ON.

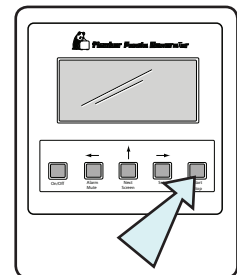
#### WARNING

**Under no circumstances override the source select system.**

- Press the On/Off button on the remote start panel. The indicator light will illuminate and the fuel gauge will be activated.



- Press and release the START button ONLY ONCE. The light will begin blinking and the generator will start.

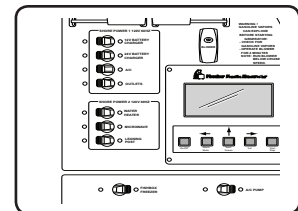


**DO NOT press the button more than once.** Allow for a 60 second cool down period between cranking attempts.

If the generator fails to start after the first attempt, check fuel flow, if ok, attempt start sequence again.

If the unit fails to start after 3 attempts, contact an authorized dealer/distributor for service.

- After a successful start, breakers can be switched ON.

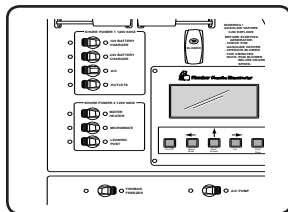


#### NOTICE

**DO NOT run the generator set out of fuel because the fuel lines will draw in air and necessitate bleeding the system before restarting the unit. The operations manual included in the owners packet will have complete instructions on bleeding the fuel system should it be needed.**

## Stopping The Generator

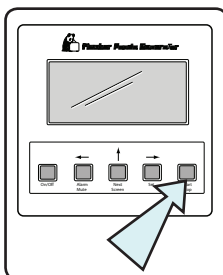
- Make sure that ALL breakers on the AC Panel are switched OFF.



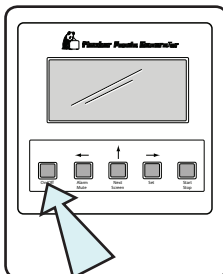
## NOTICE

**If the electrical load has been operating at more than 70% OR if the ambient temperature is higher than 77° the generator temperatures should be stabilized by turning OFF the breakers at the AC panel and letting the generator run for a minimum of 5 minutes before shutting down.**

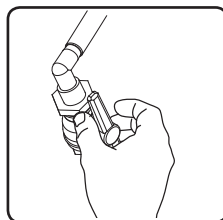
- To STOP the generator, press the Start/Stop button.



- Press the On/Off button to de-activate the panel.



- Close the seacock.



## Maintenance

### ! WARNING

**ACCIDENTAL STARTING** can cause severe injury or death. Disconnect the battery cables before working on the generator set. Disconnect the negative, (-) cable first when removing and reconnect it last when replacing.

Your Fischer Panda operations manual will have a complete maintenance schedule that will need to be followed to keep your generator in peak operating condition.

Inspect the parts often and perform required service at the prescribed intervals (See NOTICE below). Maintenance work must be performed by appropriately skilled and suitably trained maintenance personnel familiar with generator set operation and service.

## NOTICE

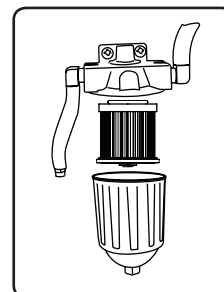
**Your first maintenance is required at 35 hours, by a qualified technician, at which time a maintenance checklist must be completed.**

**Failure to comply will invalidate the generator warranty.**

### Generator Fuel Filter

A fuel filter located on the starboard wall of the bilge, forward of the diesel fuel tank provides clean fuel to the generator (See fig. 3.26.1).

A major cause of poor starting or power loss is the result of a clogged filter element or a fuel system air leak.



### Fuel Filter Maintenance

#### Replacing the Filter

Replace the filter according to manufacturers recommendations or if a power loss is detected.

1. Ensure engine is not running
2. Remove bottom casing.
3. Remove the filter by slowly pulling upward with a twisting motion.
4. Insert the new filter with a slow downward twisting motion.
5. Fill the filter with clean fuel.
6. Replace the bottom casing. **DO NOT** overtighten.

### NOTICE

**It is recommended that spare filters are carried aboard as contaminated fuel can easily clog a filter.**

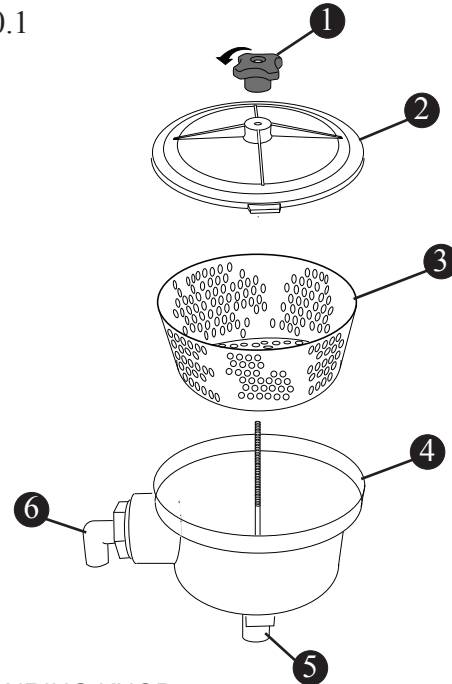
### Raw Water Strainer Maintenance

Periodically check the raw water strainer for debris and clean as necessary (See fig. 3.29.1).

1. Ensure generator is not running.
2. Remove the securing knob and the clear lid.
3. Remove the strainer and clean it of debris.
4. Replace the strainer.
5. Replace the lid.
6. Replace and hand tighten the securing knob.

Raw Water Strainer

Fig. 3.30.1



- 1 SECURING KNOB
- 2 CLEAR LID
- 3 STRAINER
- 4 BODY
- 5 OUTLET TO GENERATOR
- 6 INLET FROM INTAKE SEACOCK

### Operating the generator in European Union Member Countries

This generator set is specifically intended and approved for operation below the deck in the engine compartment. Operation above the deck and/or outdoors would constitute a violation of European Union Directive 2000/14/EC noise emission standard.

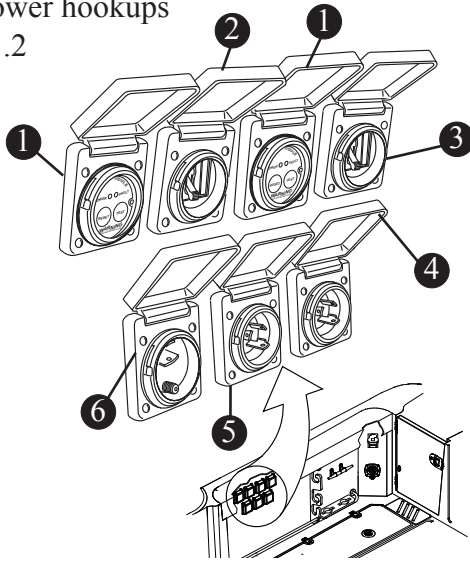
REFER TO THE MANUFACTURER'S MANUAL IN YOUR OWNER'S MANUAL PACKET FOR COMPLETE INSTRUCTIONS AND WARRANTY.

## Shore Power

The dual 120V/30A shore power system provides dockside power to operate all of your boat's electrical system and charge your batteries.

Use the supplied 50 ft. power cords to connect your boat to a dockside power source. The on board receptacles are located under the aft starboard gunwale. The AC Main Breaker panel for the shore power system is located on the starboard wall in the cabin.

Shore Power hookups  
Fig. 3.31.2



- ① ELCI (EQUIPMENT LEAKAGE CIRCUIT INTERRUPTER)
- ② LINE 1 SHORE POWER MAIN BREAKER
- ③ LINE 2 SHORE POWER MAIN BREAKER
- ④ DOCKSIDE TV/PHONE INLET
- ⑤ LINE 2 SHORE POWER RECEPTACLE
- ⑥ LINE 1 SHORE POWER RECEPTACLE

### ⚠ DANGER

**EXTREME HAZARD - Swimming near a boat operating on an AC electrical system can lead to severe shock and/or death. Never swim or allow swimming when AC system is in use.**

## ELCI (Equipment Leakage Circuit Interruptor)

The shore power system on your boat includes an ELCI (Equipment Leakage Circuit Interrupter) located on the aft starboard gunnel (See figure 3.30.2).

The ELCI is designed to protect people from line-to-ground shock hazards which may occur from defective, misused or neglected electrical equipment. The ELCI will not prevent line-to-ground electric shock, but does limit the time of exposure to a period considered safe for normal healthy persons. If an imbalance of current is sensed, the ELCI will trip when the ground fault exceeds 0.030 amps. This tripping action will occur within a fraction of a second to prevent serious injury.

### ⚠ DANGER

**The receptacle will not protect against line-to-line or line-to-neutral faults, short circuits or overloads.**

### TESTING & TROUBLESHOOTING TEST BEFORE EACH USE

**NORMAL OPERATING STATE** - Sensing device GREEN LED is ON and circuit breaker is at ON position.

**Step 1** - Press TEST button. GREEN LED should go OUT and RED LED should come ON and circuit breaker should trigger to OFF position.

**Step 2** - If sensing device LED or breaker does not trip or change state DO NOT USE. Consult an electrician for assistance.

**Step 3** - Press RESET button. The RED LED should turn OFF and the GREEN LED should turn ON.

**Step 4** - Manually reset (switch) circuit breaker to ON position to restore circuit power.

### WARNING

IF ABOVE TESTS FAIL, **DO NOT USE.**  
CONSULT A QUALIFIED ELECTRICIAN FOR REPAIR OR REPLACEMENT.

## Section 3 • Systems & Components Overview & Operation

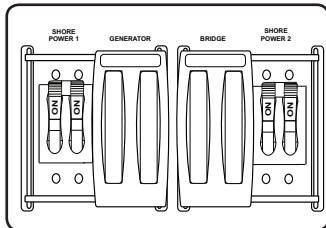
### ⚠ CAUTION

- Be certain that the shore power main switch is turned OFF before connecting the power cord cordset.
- Connect the cordset to the boat inlet first, then to the shore inlet.
- NEVER alter the cordset connectors.

### Dual Shore Power

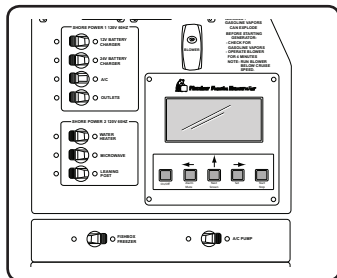
Before making shore power connections make sure your boat is properly moored.

- Slide the covers on the panel to expose SHORE POWER # 1 & SHORE POWER #2 breakers.

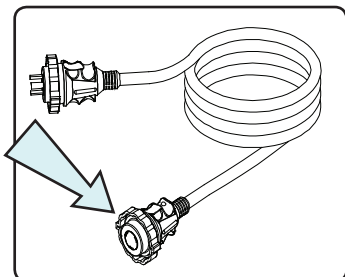


- make sure the breakers are OFF.

- Assure that ALL component breakers are OFF.



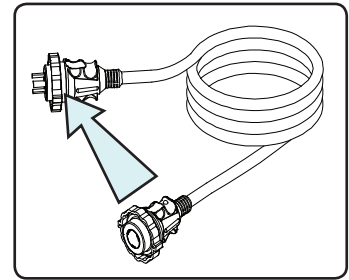
- Using the shore cords, (supplied) connect the female plug to the boat receptacle first.



### ⚠ CAUTION

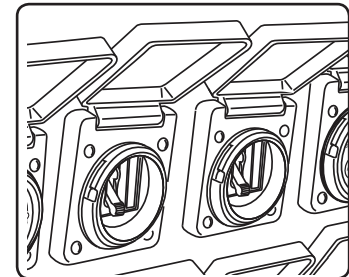
Shore power cords should be secured or routed to avoid laying or falling into water and to avoid stress on shore power plug and inlet.

- Next connect the male plug to the dockside panel.

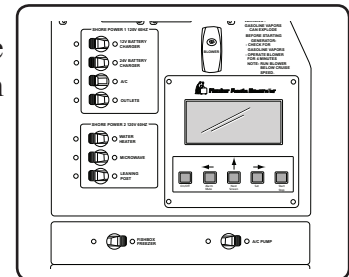


- Turn dockside panel breakers ON.

- Switch the boat side shore power breaker(s) ON.



- It is now safe to turn on component breaker.



### ⚠ CAUTION

The use of extension power cords is not recommended. Excessive power cord extensions can cause a voltage drop and may prevent some electronic devices from operating properly.

### ⚠ CAUTION

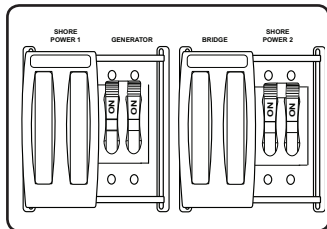
It is imperative that the shore power outlet is dry before plugging into the dock power outlet.



## Single Cord Shore Power

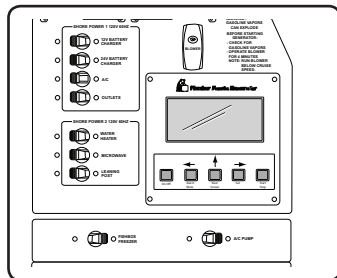
In some cases you may be limited to operating your boat's equipment utilizing only a single shore power cord. The following procedure will provide the most efficient power to the boat.

- Slide the covers on the panel to expose the GENERATOR & SHORE POWER #2 breakers.

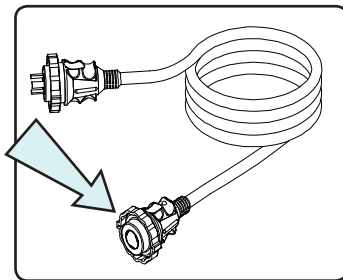


- **make sure the breakers are OFF.**

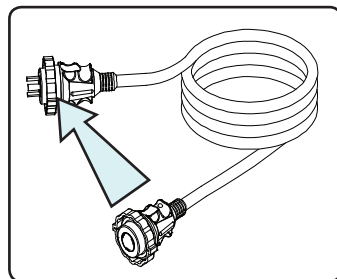
- Assure that ALL component breakers are OFF.



- Using the shore cords, (supplied) connect the female plug to the boat receptacle first.

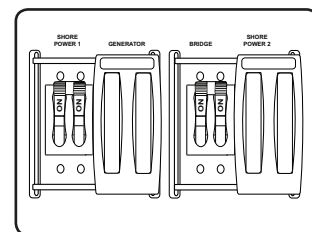


- Next connect the male plug to the dockside panel.



The single cord shore power scenario described in the previous column utilizes the generator to supplement power. Although this setup provides maximum voltage to your boat, you may find at times that the generator noise is too interruptive. You can still power your boat sufficiently by utilizing the breakers as follows:

- Slide the covers on the panel to expose the SHORE POWER #1 & BRIDGE breakers.



- **make sure the breakers are OFF.**
- Proceed with setup as described on the previous page.

## Battery Charging

In addition to supplying AC power to your boat, shore power hookup gives you the ability to charge your batteries without running the engines.

The system is automatic and little or no maintenance is required. The battery charger can be accessed through the equipment hatch in the aft cockpit deck.

## Shore Power Load Management

Your boat is equipped with many devices that require AC power for their operation. While many of these devices are continuous use items, others are not.

The design of the electrical system has been optimized to support the most commonly used equipment. However, there may be situations where the operator will need to power off certain appliances based on load requirements, shore power connections and/or generator operation.

To obtain the most power for your appliances, it is best to use the “GENERATOR” and “SHORE POWER 2” combination which will deliver a higher load capability.

### Isolation Transformers

Your boat is equipped with isolation transformers. The boat’s electrical system and grounding conductor are not actually connected to the dockside system. The isolation transformers transfer power from the dockside electrical system to the boat’s electrical system by magnetic coupling. This means there is no direct electrical connection between the earth-grounded shore AC power and the boat AC power. Isolating the power this way eliminates shock hazards to people swimming around the boat and also mitigates the galvanic corrosion caused by current flow in hard wired systems.

### **DANGER**

**The above statement pertains to the 370 Outrage ONLY.**

**Other boat systems may or may not provide shock protection to swimmers.**

**NEVER ALLOW SWIMMING in close proximity to other boats which may be running AC electrical systems.**

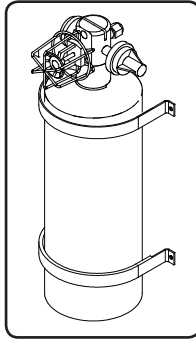
REFER TO THE MANUFACTURER’S MANUAL IN YOUR OWNER’S MANUAL PACKET FOR COMPLETE INSTRUCTIONS AND WARRANTY.

## Fire Suppression System

### ⚠ DANGER

**DO NOT handle the extinguisher actuator. The fire suppression system is under pressure (195 psi.). Accidental discharge may result in death or serious injury.**

The 370 Outrage has a USCG approved automatic fire suppression system which is located in the forward port bilge by the battery trays and can be accessed by lifting the hatch in the aft cockpit deck.



The system will activate when the temperature in the enclosed area reaches 165°F (74°C).

When activated there will be a bang, (similar to small arms fire) followed by a rushing air sound. Once activated the diesel engine and blower will shut down automatically.

### NOTICE

**The fire extinguishant contained in this unit is CHLOROTETRAFLUORATHANE, None of the components in this material is listed by major health associations as a carcinogen. Toxic by-products are produced when this agent extinguishes fire. Avoid breathing these fumes.**

### ⚠ DANGER

**Inhalation of high concentrates of the contents of the fire suppression tank may cause sudden death without warning.**

**Skin contact will require flushing of the area with water for at least 15 minutes. Seek immediate medical assistance.**

### ⚠ CAUTION

**NEVER attempt to modify or disassemble any components of this system. If the system has been discharged, have a qualified technician replace it.**

There is an engine shutdown/override switch located on the control station, below the steering wheel (See fig. 3.34.1) which indicates the condition of the system.

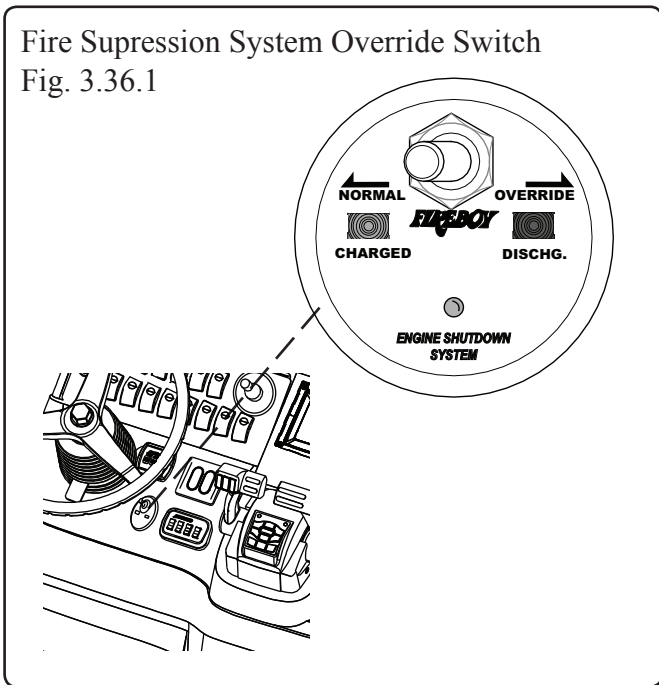
The switch has two indicator lights that need to be monitored. When the system is operating normally and is fully charged, the **GREEN** light will be lit. When the system has been discharged, the **RED** light will be lit, and all precautions must be made to safeguard the boat against the possibility of fire spreading beyond the compartment. If no fire is indicated and the discharge light is lit, there might be a leak in the system. It is recommended that the gauge be checked daily to insure that operation is normal.

### In The Event of Discharge:

- Shut down all electrical systems, engines and extinguish all smoking materials.
- Allow the agent to “soak” the compartment for at least 15 minutes.
- **DO NOT** open the machinery access compartment hatch.
- **DO NOT** breathe the fumes or vapors caused by fire as they are hazardous and toxic.
- When opening the hatch, have a portable fire extinguisher at hand and ready for use.
- High concentrations of the agent may cause **DEATH** without warning. The vapor reduces available oxygen for breathing.
- If possible; allow the compartments vapor to dissipate before opening the hatch.

Once the system has been discharged the power to the diesel generator and the blower fan will be cut. This insures that the compartment will be “soaked” with extinguishant. Once the danger of fire has been extinguished, the toggle switch can be moved from “NORMAL” to “OVERRIDE”. This will allow power to the diesel generator and the blower fan.

Fire Supression System Override Switch  
Fig. 3.36.1



It is recommended that the fire suppression tank be weighed on an accurate scale every six (6) months. There is a chart in the manufacturer's owner's manual that lists the weight of the canister and contents.

### Manual override System

The automatic fire extinguisher can be activated manually by pulling the manual override handle located next to the leaning post breaker panel below the helm seat (See fig. 4.9.1).

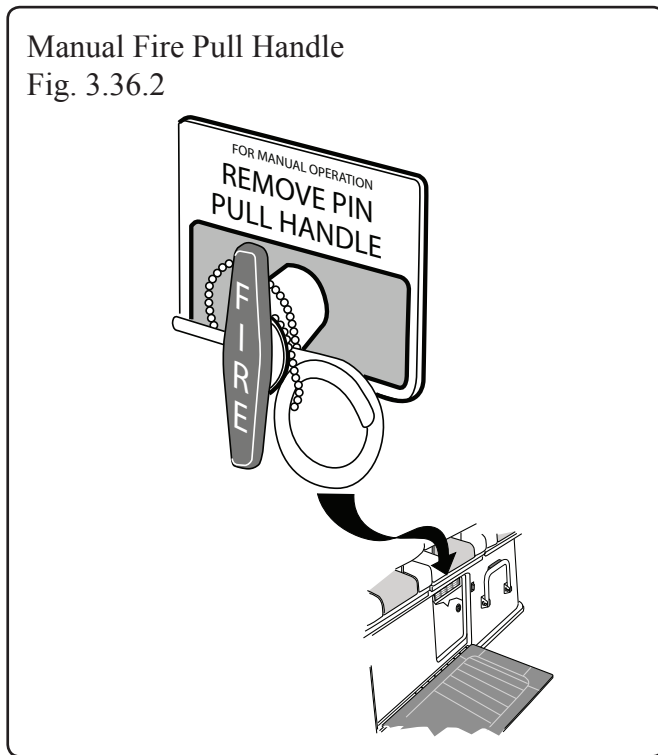
Early detection and use of the manual override system will reduce fire damage by eliminating the time necessary for heat in the bilge to rise sufficiently to activate the automatic fire system.

### To Operate

1. Pull pin securing the handle.
2. Pull red FIRE handle quickly and briskly.

REFER TO THE MANUFACTURER'S MANUAL IN YOUR OWNER'S MANUAL PACKET FOR COMPLETE INSTRUCTIONS AND WARRANTY.

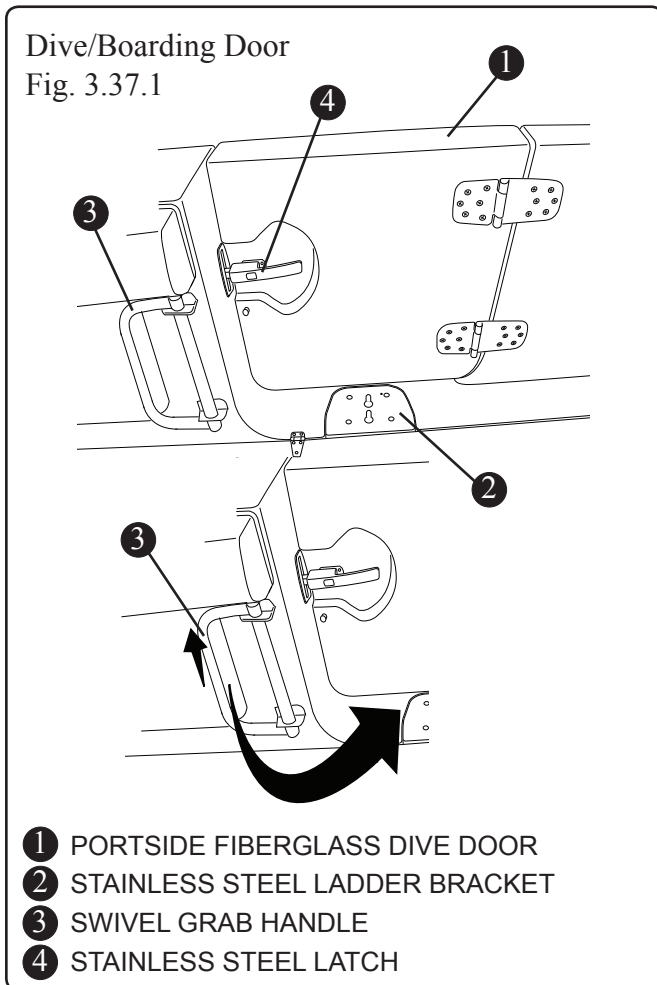
Manual Fire Pull Handle  
Fig. 3.36.2



## Dive Door

The inovative design of the 370 Outrage includes a portside door for ease of transition to and from the water or dock. The door opens wide and features a swivel grab handle to assist persons entering or exiting the water. To use the grab handle, lift up and swivel into place.

The stainless steel deck bracket accomodates a removable ladder which is stowed in base of the aft bench seat when not in use.



## ⚠ DANGER

Ensure that door is closed and securely latched when boat is underway.

## Dive Ladder

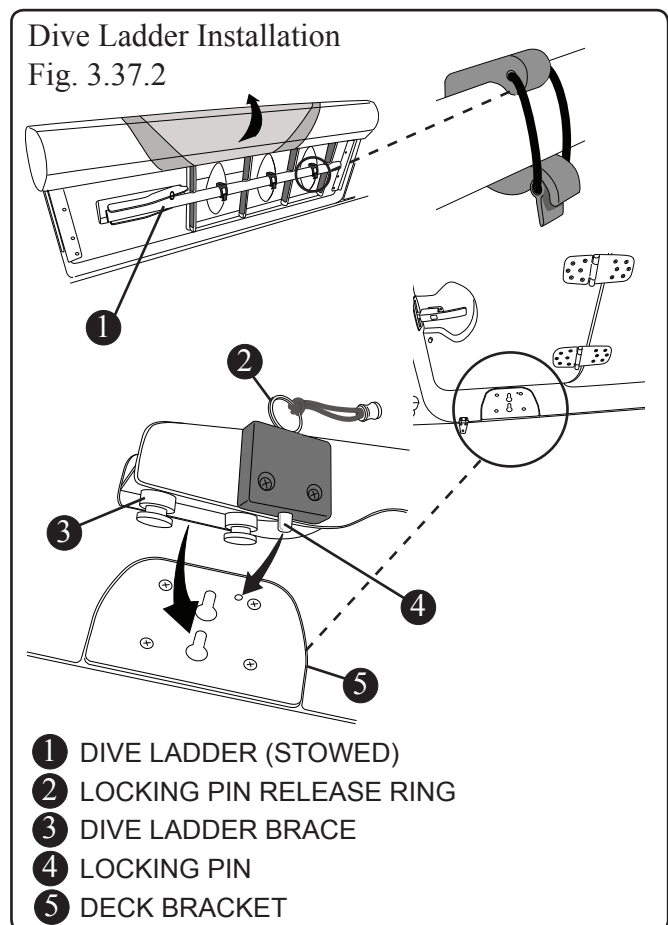
### ⚠ DANGER

The dive ladder should NEVER be deployed when boat is in motion or the engines are running.

To avoid risk of injury or death, shut off engines when using the dive door to enter or exit the water.

The installation of the dive ladder is quick and easy.

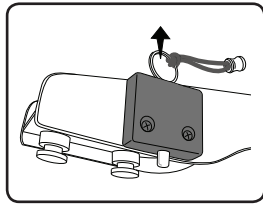
- Remove the ladder from its stowed position on the base of the aft bench seat.
- Rotate the brace at the top of the ladder so that it is perpendicular to the shaft.
- Insert the two pegs on the brace into the deck bracket.
- Secure the ladder into place by pushing the brace outboard until it seats firmly into the bracket and the locking pin has snapped into place.



## Section 3 • Systems & Components Overview & Operation

To remove the dive ladder from the dive door bracket:

- Pull up and hold the release ring.
- Pull dive ladder brace inboard and lift up out of the deck bracket.



- Secure the ladder into place on the aft bench seat (See fig. 3.35.2).

### NOTICE

**ALWAYS use bungee straps to secure the dive ladder in the aft bench seat brackets (See fig. 3.35.2).**

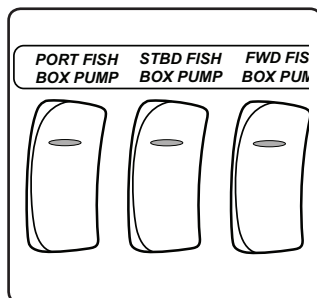
### Fish Boxes with Pump Out Discharge

The 370 Outrage has five (5) deep well, insulated fish boxes. Two (2) each located port and starboard in the cockpit and one (1) in the forward deck. The boxes have gasketed lids and draw latches for a secure seal. The fish boxes utilize an electrical pump system to discharge water overboard by way of thru-hull fittings port and starboard (See page 2-6).

The cockpit discharge pumps are located in the bilge and can be accessed through the hatch in the aft cockpit deck. The forward discharge pump can be accessed through the forward hatch under the bunk cushion in the cabin.

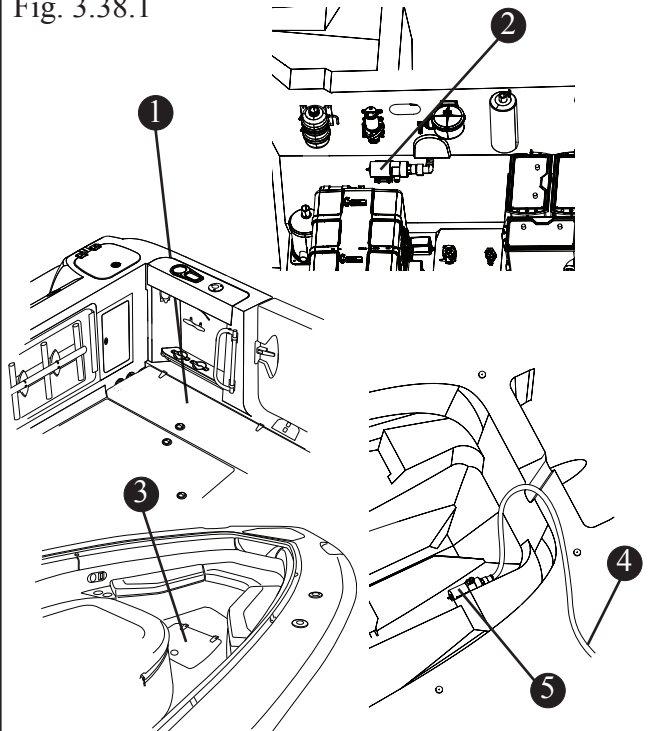
The pumps are independently activated by switches on the leaning post switch panel and are protected by breakers located on the leaning post breaker box behind the door under the helm seat.

Check these breakers first and reset if a problem arises with the pumps failing to activate when the switches are depressed.



### Fish Box Pumpout

Fig. 3.38.1



- 1 AFT COCKPIT FISHBOX\*
- 2 AFT COCKPIT FISHBOX DISCHARGE PUMP\*
- 3 FORWARD FISHBOX
- 4 FORWARD FISHBOX THRU HULL DRAIN
- 5 FORWARD FISHBOX DISCHARGE PUMP

\* Port side shown, starboard typical.

### NOTICE

**Water from the forward cockpit fishboxes (P&S) drains into the aft fishboxes where it is then discharged through the thru hull fitting.**

### Cockpit Fish Box Freezer Plates (Option)

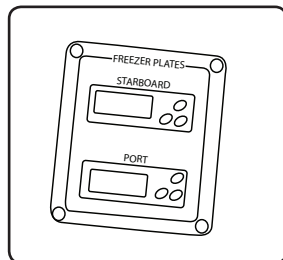
The optional freezer plates are available as a single unit for the aft starboard cockpit fishbox or as a dual installation utilizing both the aft port and starboard fishboxes.

If equipped, the optional fishbox freezer plates transform the cockpit fishboxes into a deep cold cooler.

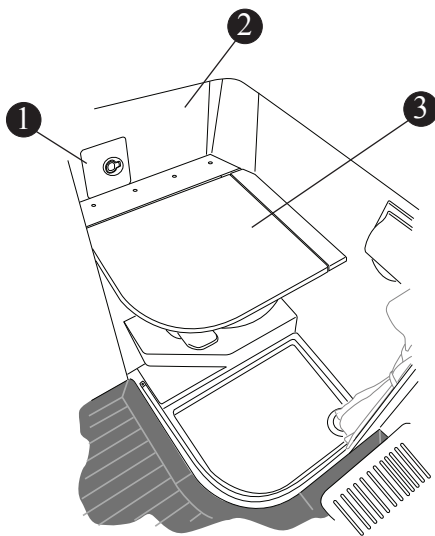
The compressor for the freezer plate(s) is located behind an access panel in the starboard side of the cabin behind the Vacu-Flush® toilet. Limited access is possible through the door in the panel. For complete access to the compressor the panel must be removed (Figure 3.37.1).

The system utilizes the A/C intake seacock to provide the raw water necessary for the plate(s) to function. The water is discharged through a thru hull fitting on the starboard side of the hull (See fig. 2.6.2).

The temperature of the fishbox can be regulated from the temperature control panel located amidship under the starboard gunnel (See figure 2.11.1).



Freezer Plate Compressor Access  
Fig. 3.39.1



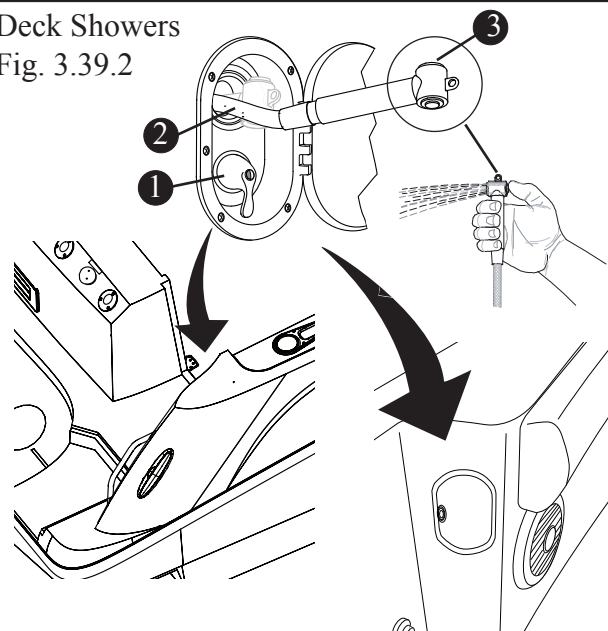
- ① LIMITED ACCESS DOOR
- ② ACCESS PANEL
- ③ HEAD FOLD DOWN COVER

### Deck Showers

The 370 Outrage is equipped with two deck showers. The transom shower is located on the starboard transom. There is a second shower located forward of the dive door on the port gunnel.

The shower hoses extend approximately 6 ft. (1.82 m) and are fitted with a spray head activated by a button on the back of the unit (See figure 3.37.2).

Deck Showers  
Fig. 3.39.2



- ① WATER TEMPERATURE REGULATOR
- ② 6' (1.82M) EXTENDABLE HOSE
- ③ PUSH BUTTON

### Electric Downrigger Receptacles, (Option)

If equipped, the two (2) 12V/30 amp electrical receptacles for powering electric downriggers, or any electrical equipment aptly rated, are located inside the cockpit on the aft section of the port and starboard gunwales. The plugs are supplied in the owners packet when this option is purchased.

Push the plug into the receptacle and turn clockwise to secure the connection.

The receptacles are protected by 30 amp in-line fuses located in the transom and can be accessed through the hatches behind the aft stern seat. The receptacles are active when the battery switches are ON.

The receptacles are protected by a weatherproof cover. There are areas on the gunwales that are designed specifically for downrigger mounting bases. See your “Wood Location Diagram” in your owner’s packet for proper mounting.

There are downrigger weight cradles located in the port and starboard cockpit to store your downrigger weights when not in use.

Consult with your Boston Whaler® dealer for details on selecting and mounting the downriggers that will best suit your application.

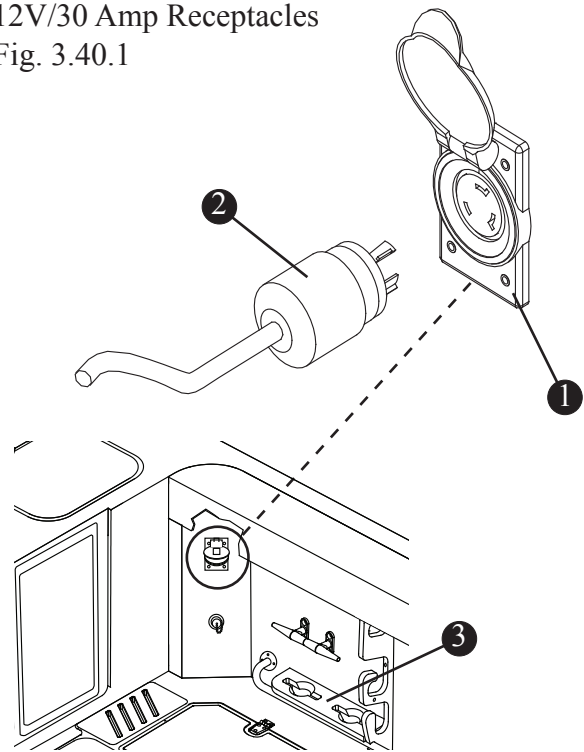


### CAUTION

**The location for mounting of the downrigger base is important, refer to the wood location diagram (See page 5-15) for areas on the gunwales that are specifically designed for withstanding the stress generated by a downrigger.**

**There are a variety of downrigger mounting base plates that can be used, it is important that you consult with your salesperson to find the mounting base that will best suit your application.**

12V/30 Amp Receptacles  
Fig. 3.40.1



- ① 12V/30A RECEPTACLE (P&S)
- ② PLUG (SUPPLIED)
- ③ DOWNRIGGER WEIGHT CRADLE

**NOTE:** Port side shown, Starboard side typical

REFER TO THE DOWNRIGGER MANUFACTURER’S MANUAL FOR COMPLETE INSTRUCTIONS AND WARRANTY.

### Transom Door

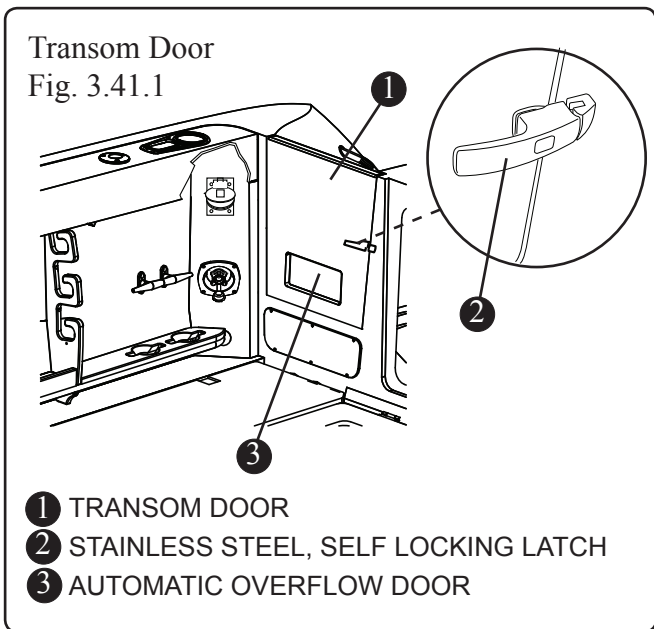
The transom door on the 370 Outrage includes a stainless steel self locking latch and a cockpit overflow relief door which, in conjunction with the standard cockpit drains, increases the purge rate of sea water from the cockpit which may accumulate during heavy seas.

The overflow door functions automatically and requires little or no maintenance.

### NOTICE

**Do not allow gear, lines, shore power cords, etc. to obstruct the overflow door.**





**! WARNING**

The transom door should be closed and secured when the engines are running and the boat is under way.

### Swim Ladder

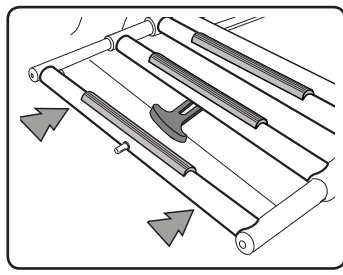
**! DANGER**

To avoid risk of injury or death, shut off engines when near swimmers or prior to using swim ladder.

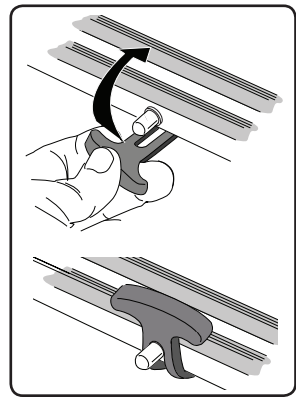
When not in use your swim ladder should be retracted and secured.

#### To Secure the Swim Ladder:

- Lift the ladder and fold (push) it into itself.

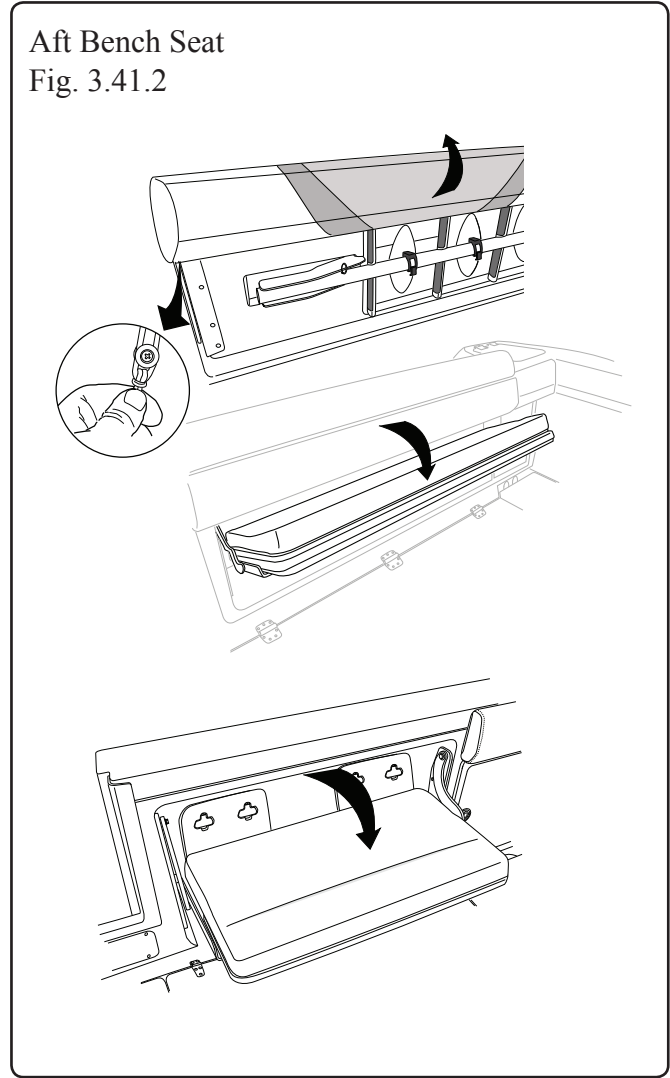


- Secure the ladder by attaching the strap to the pin on the first rung of the ladder.
- Close the cover



### Foldaway Aft Bench Seat

When the aft bench is not in use it can be folded flush into the transom. To use the seat; raise the bolster, then, using the handle lift the seat up and out toward you and push down.



### Foldaway Trolling Seats (Option)

#### CAUTION

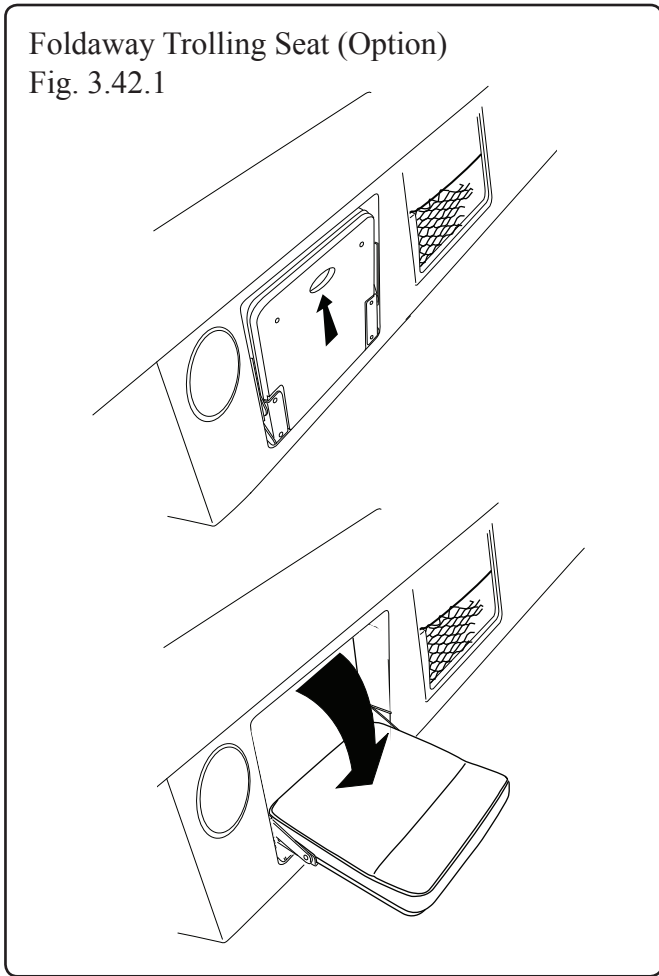
**Trolling seats are for use ONLY when your boat is stopped or at slow trolling speed. DO NOT use the trolling seats above trolling speeds as injury can occur.**

Unique trolling seats are located on the port and starboard walkways opposite the console. The seat is folded away into the freeboard when not in use but can be dropped down to provide stable additional seating when necessary.

Simply lift up on the seat using the molded hand hold and pull away from the freeboard to drop down in a seated position.

Foldaway Trolling Seat (Option)

Fig. 3.42.1



### Stowable Cockpit Table (Option)

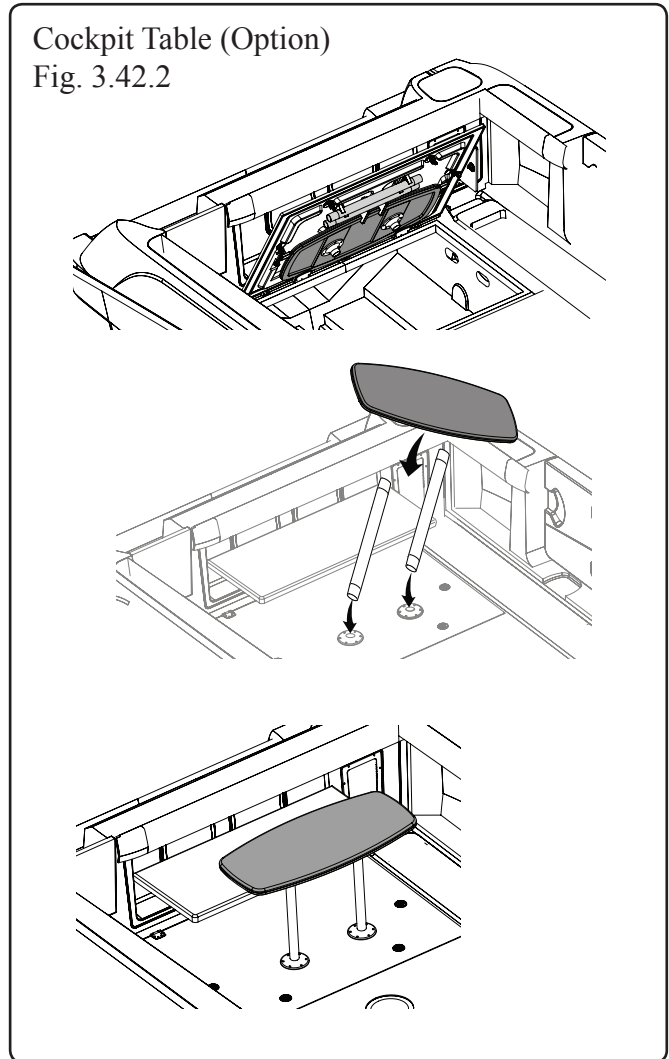
Your boat can be equipped with a table for entertaining in the cockpit. The table is removable and stowable. If equipped, the table top is stowed in the underside of the aft cockpit access hatch along with the pedestals.

#### To set up the table:

- Remove the table top from the underside of the cockpit hatch and set aside in the cockpit.
- Remove the pedestals from the storage clips.
- Lower the hatch.
- place the pedestals upright in the receiver plates located on the hatch.
- Place the table top on the pedestals and ensure that it is securely seated on the pedestals.

Cockpit Table (Option)

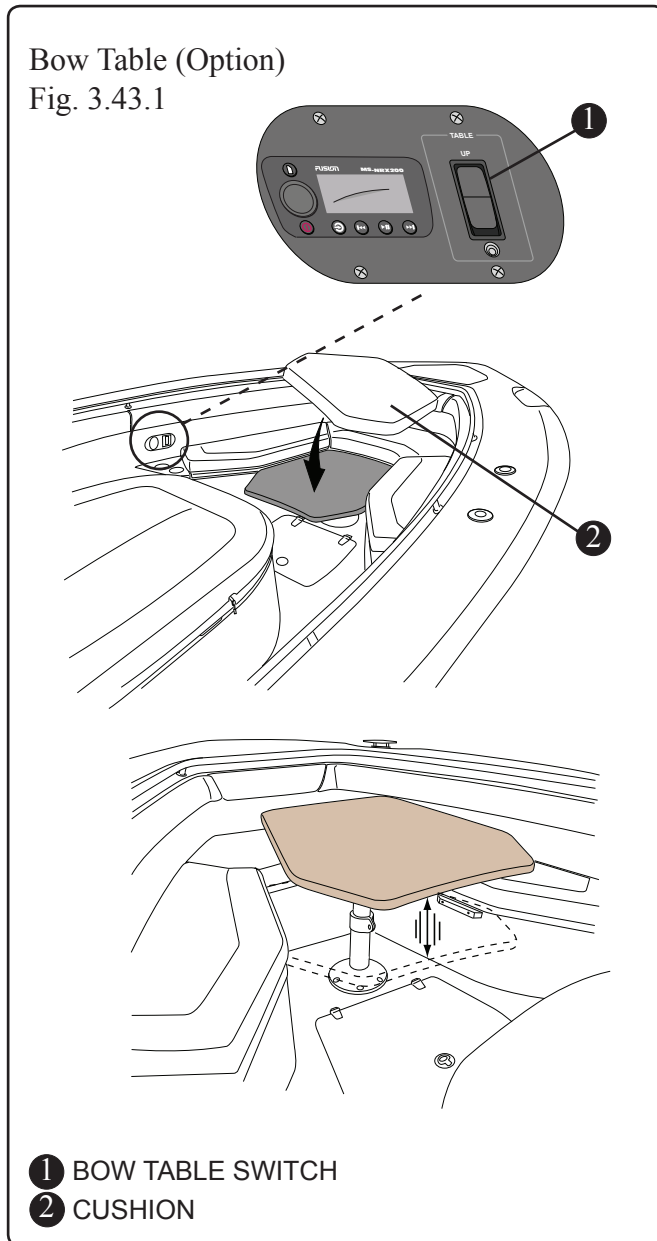
Fig. 3.42.2



### Bow Table (Option)

The optional bow table is electrically actuated, powered by the bow thruster batteries. The switch to raise and lower the table is located on the portside wall of the bow enclosure.

Fully raised, the table can be used for entertaining in the bow. When completely lowered the table becomes a stable surface for the optional cushion which expands the lounge surface of the bow.



### Electric Grill

#### **! WARNING**

**Please read and understand the safety precautions found in the Kenyon® Custom Electric Grill owner's manual located in your owner's packet.**

If equipped, The Kenyon® Custom All Seasons Electric Grill provides a safe method of grilling without the hazard of open flames associated with propane gas or charcoal grills.

A concealed electric element eliminates grease flare-ups and a reusable grease pan located under the heating element collects all the fat and juices associated with grilling. **The grease pan must be emptied after each use.**

**To remove the grease pan (Fig. 3.42.1):**

- Remove the grate.
- Lift the heating element.
- Remove the grease pan.

When replacing the pan, assure that it is completely contained within the grill and that the side of the pan does not extend outside of the grill sides.

#### **NOTICE**

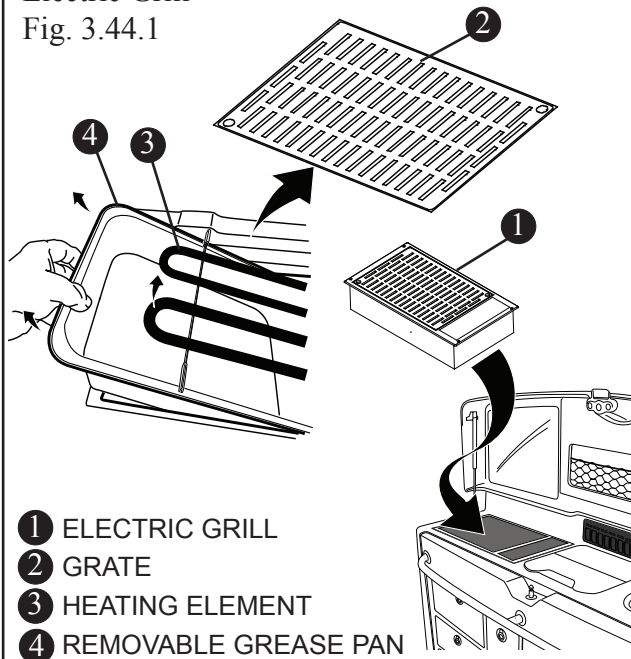
**To prevent the contents of the grease pan from smoking, place 1 cup of water in the grease pan before cooking.**

#### **Automatic Shut-Off**

There is an automatic shut-off switch located at the back of the grill. When the prep station cover is closed the shut-off switch is engaged and power to the grill will be turned off. Do not under any circumstances override the automatic shut-off switch.

The "LEANING POST" breaker on the AC breaker panel must be ON to operate the grill.

Electric Grill  
Fig. 3.44.1



- ① ELECTRIC GRILL
- ② GRATE
- ③ HEATING ELEMENT
- ④ REMOVABLE GREASE PAN

### ⚠ CAUTION

**The electric grill will become dangerously hot.**

Depending on the level of heat used for cooking, the grill will automatically shut off 60-90 minutes after ignition. However, it is good practice to close the lid when not in use. This action will engage the automatic shut-off switch and cut power to the grill.

REFER TO THE MANUFACTURER'S MANUAL IN YOUR OWNER'S PACKET FOR COMPLETE INSTRUCTIONS AND WARRANTY.

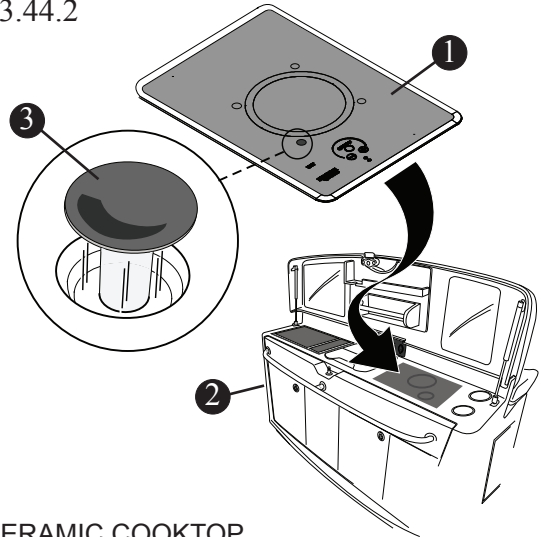
### Ceramic Cook Top (Option)

If your boat is equipped with the optional summer kitchen, the center will feature the Kenyon® single-burner cooktop, featuring state-of-the-art cooktop technology.

#### The cooktop features:

- Simple, safe operation.
- Infrared touch controls.
- Heat limiting cooking surface.
- HOT heat indicator.

Ceramic Cooktop (Option)  
Fig. 3.44.2



- ① CERAMIC COOKTOP
- ② SUMMER KITCHEN
- ③ POP UP RETAINING PIN

- Auto shut-off.
- Lock-out feature to prevent accidental activation.
- Retainer system to keep cookware on cooktop surface in rolling seas.

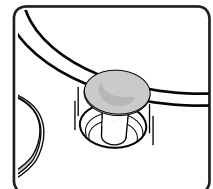
Before first time use, clean the cooktop with recommended cook top cleaner (*Cerama Brite* Ceramic Cooktop Cleaner). This will provide a clean, shiny surface on the cooktop surface. Regular cleaning will keep your cooktop free from scratches and stains.

### Cook Top Retaining Pins

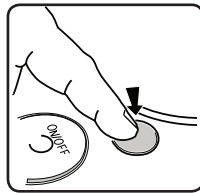
The cooktop features a unique system which provides a barrier around each cooking surface to keep cookware from sliding off the surface and onto the counter or floor of the cabin. The pop up pins on the cooktop (Figure 3.42.2) are seated flush with the cooktop surface when not in use and can be raised to retain cookware as needed.

#### To Use the Retaining Pins:

- Push and release the top of the pad. The pad will “pop” up.

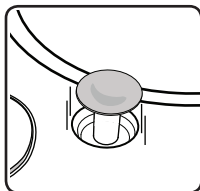


- When finished, simply press down on the top off the pad until the pin seats into the countertop.

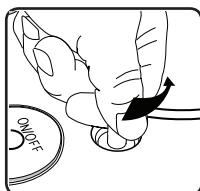


### Cleaning The Pins:

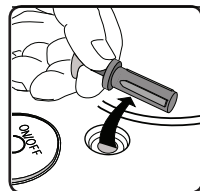
- When cleaning is necessary, push and release the top of the pad. The pad will “pop” up.



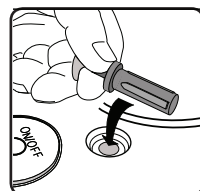
- While holding the shaft of the pin firmly, rotate the unit to the left until you feel it release.



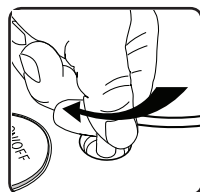
- Lift the pin out of its housing.



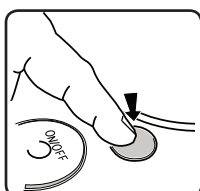
- After cleaning is complete, insert the pin unit back into its housing.



- Twist the unit to the right until it “clicks” into place.



- Press down on the top off the pad until the pin seats into the countertop.

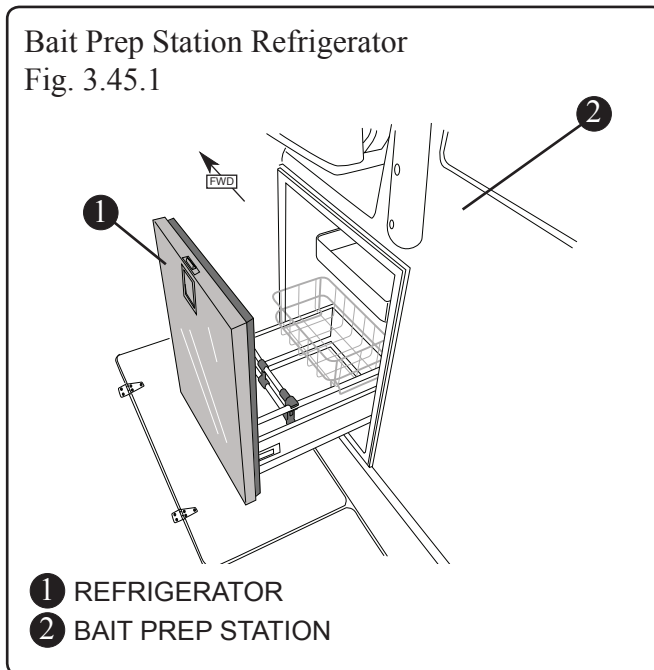


### Bait Prep Station Refrigerator

The refrigerator is located on the port side of the bait prep station.

The refrigerator is powered by the batteries. The “PREP STATION MAIN” breaker on the battery switch panel (See page 4-11) must be ON to operate the refrigerator. The unit is protected by a breaker on the bait prep station breaker panel (See page 4-10).

Bait Prep Station Refrigerator  
Fig. 3.45.1



### NOTICE

**The optional summer kitchen is equipped with a refrigerator on both the port and starboard side of the unit.**

REFER TO THE MANUFACTURER'S MANUAL IN YOUR OWNER'S PACKET FOR COMPLETE INSTRUCTIONS AND WARRANTY.

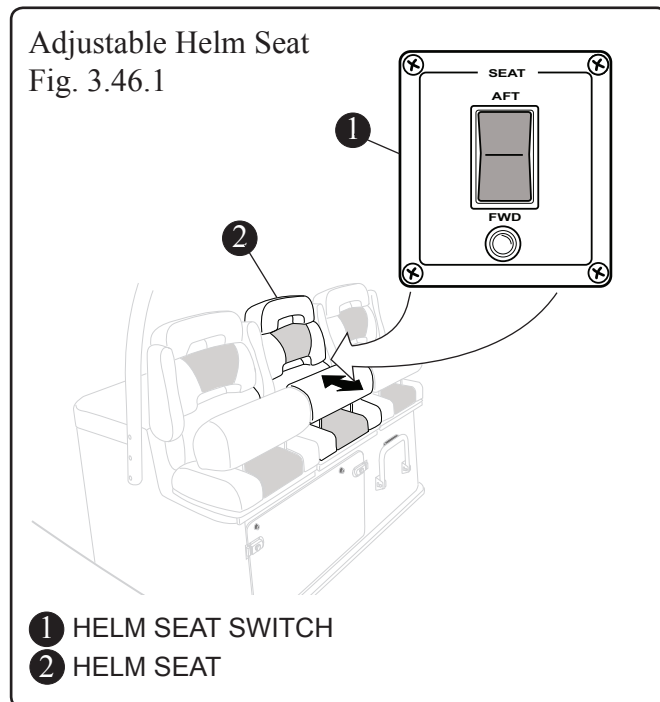
REFER TO THE MANUFACTURER'S MANUAL IN YOUR OWNER'S PACKET FOR COMPLETE INSTRUCTIONS AND WARRANTY.

### Adjustable Helm Seat

The captain's chair (center) can be adjusted forward and aft by depressing the switch located on the prep station between the port companion chair and the helm chair.

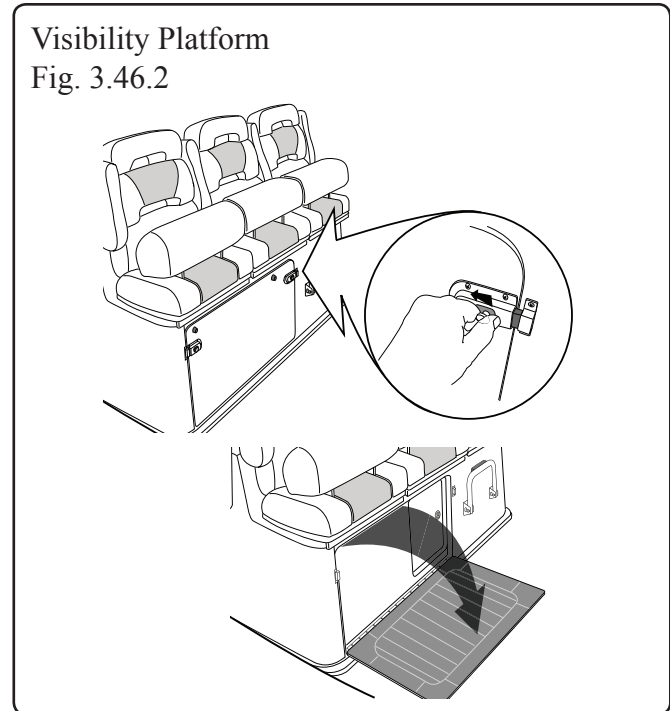
The switch is protected by the "HELM SEAT" breaker on the prep station breaker panel (See fig 4.10.1)

The chair slide should be checked periodically and lubricated to provide smooth action and easy adjustment.



### Fold Down visibility Platform

The innovative design of the helm incorporates a foldaway platform which can be lowered to provide improved visibility for shorter operators or when conditions mandate.



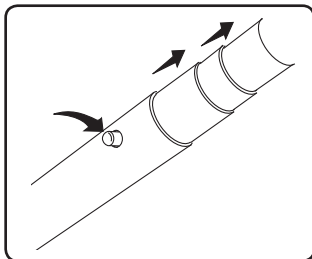
## Radial Outriggers (Option)

If equipped, there are two(2) radial outriggers. One each located on the port and starboard side of the hardtop. The outriggers are adjustable to provide ease of operation and convenient ready-to-use storage.

### Operation

#### To extend the outriggers:

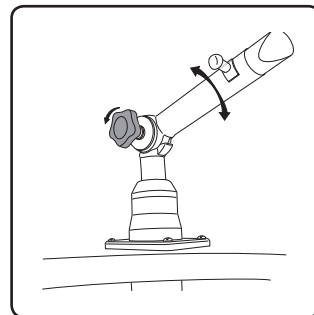
Starting with the outboard section, extend each section out until the locking button snaps into place.



#### To position the outriggers:

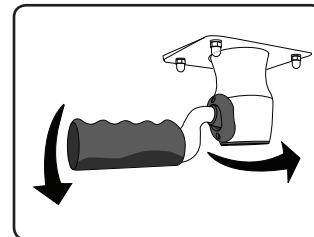
Raising or lowering:

Turn the cam knob counterclockwise to loosen, position the outrigger up or down to the desired position and tighten the cam by turning the knob clockwise.



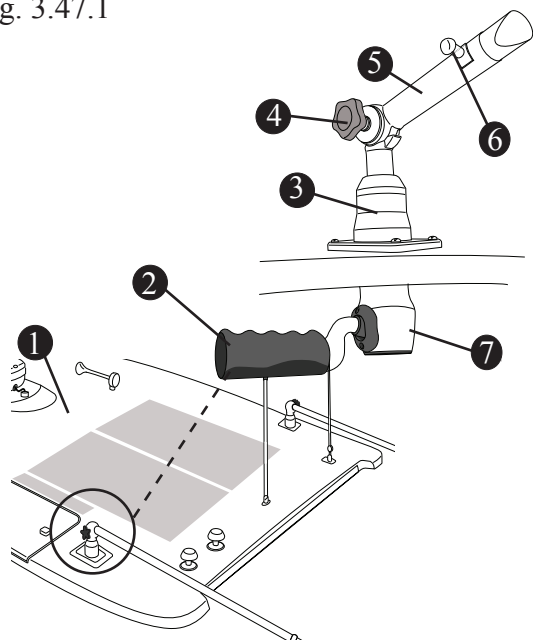
Rotating the outriggers:

Pull down on the lower unit handle and rotate to the desired position. When released the handle will hold the outrigger shaft into position.



### Radial Outriggers (Option)

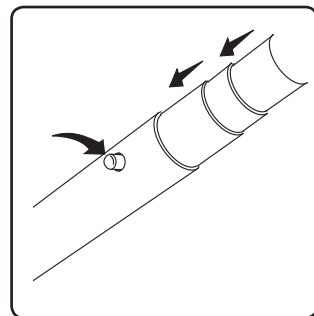
Fig. 3.47.1



- ① HARDTOP
- ② HANDLE
- ③ UPPER UNIT
- ④ CAM KNOB
- ⑤ EXTENDABLE SHAFT
- ⑥ SHAFT LOCK
- ⑦ LOWER UNIT

#### To retrieve the outriggers:

Starting with the inboard most section, Push in the locking button on each succeeding section and insert sections into the shaft until all sections are completely seated in the stowed position.



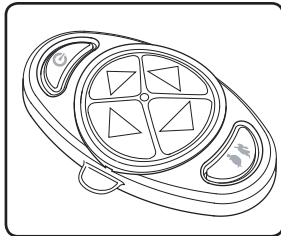
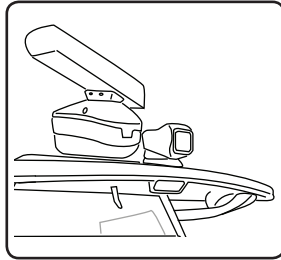
### Maintenance

With very little care your equipment will maintain its appearance and operate trouble free. When at port, extend the outriggers and flush with fresh water, wipe with a dry cloth and allow to air dry. When dry collapse the outriggers to the stowed position. Periodically lightly lubricate the cam and the shaft of the cam knob to keep them working freely.

## Spotlight (Option)

If equipped, the optional spotlight is mounted forward on the hardtop.

The 2-speed spotlight with Directional Flexibility is controlled by a wireless remote located at the helm station which gives the operator a full 360° horizontal rotation and a 135° vertical tilt with fingertip control.



## Programming the Transmitter

The light has been pre-programmed at the factory, and it is not necessary to re-program the transmitter, unless you experience outside interference.

## NOTICE

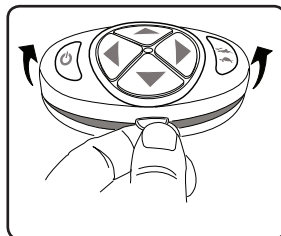
**ALWAYS ensure lens cover is removed before operation.**

## Replacing the Batteries

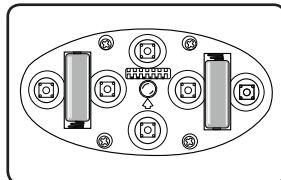
The spotlight is powered by two (2) GP 23A 12V batteries located in the remote control pad at the helm.

To replace the batteries:

- Pull the protective cover up and off of the remote.



- Replace the batteries with two (2) fresh GP 23A 12V batteries.



REFER TO THE MANUFACTURER'S MANUAL IN YOUR OWNER'S MANUAL PACKET FOR COMPLETE INSTRUCTIONS.

## Hardtop Access

A hatch on the port side of the hardtop and the unique ladder-like design of the hardtop frame provide easy access the surface of the hardtop, if necessary, for maintenance or repair of hardtop mounted equipment.

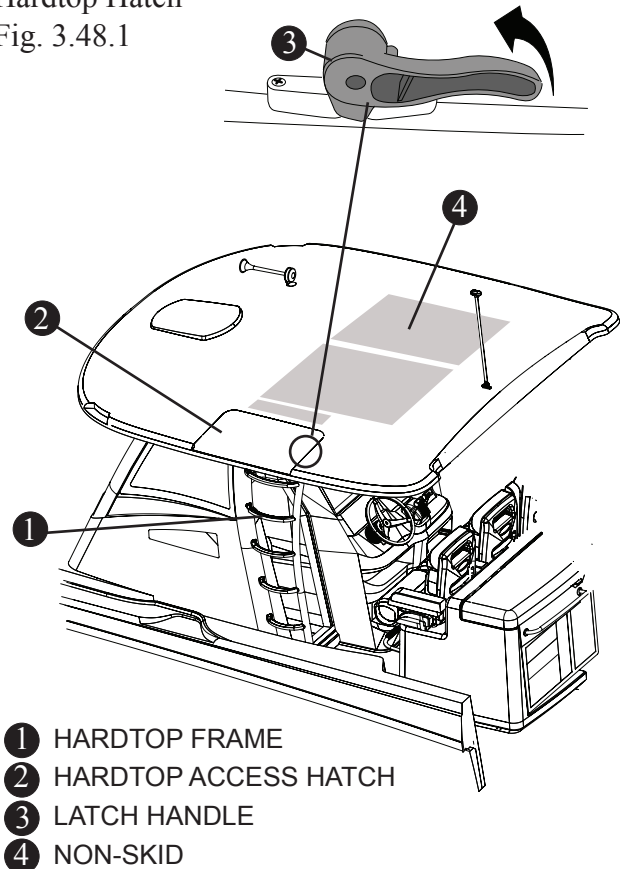
The hatch is secured by rotating the latch handle on the aft underside of the hatch. **ALWAYS** ensure that the hatch is secure while boat is underway

The surface of the hardtop has non-skid areas to provide a safe standing and walking environment. While occupying the hardtop surface it is best to remain on these areas.

## ⚠ DANGER

**To avoid risk of injury or death, DO NOT occupy hardtop while boat is in motion.**

Hardtop Hatch  
Fig. 3.48.1





## Electric Windshield Vent

The windshield vent at the top of the windshield is electrically actuated. A switch labeled “VENT” is located on the helm switch panel (See fig. 2.22.1).

By depressing the top of the switch you can open the vent. To close the vent depress the bottom of the switch. The vent switch is a momentary switch which means that it must be depressed and held in position for the vent to open or close completely.

## Windshield Wiper/Washer

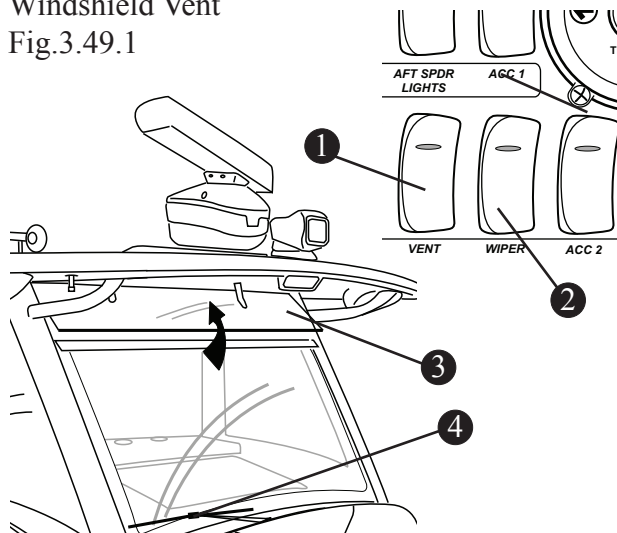
The wiper/washer is controlled by a toggle switch on the helm switch panel (See fig. 2.22.1). The switch is protected by a reset breaker located on the helm breaker panel (See figure 4.9.1).

The washer is activated by momentarily pushing the top of the switch. The switch will return to the center (wiper ON) position when released. Push the bottom of the switch to turn the wiper OFF.

### NOTICE

**Recommended Blade replacement:  
ANCO wiper blades - 28 inches**

Windshield Vent  
Fig.3.49.1



- ① WINDSHIELD VENT SWITCH
- ② WIPER/WASHER SWITCH
- ③ ELECTRIC WINDSHIELD VENT
- ④ WINDSHIELD WIPER/WASHER

## Electric Sun Shade (Option)

If equipped, the electrically actuated cockpit sun shade can be deployed or retracted by depressing the “SUN SHADE” switch located on the helm switch panel (Figure 3.47.2).

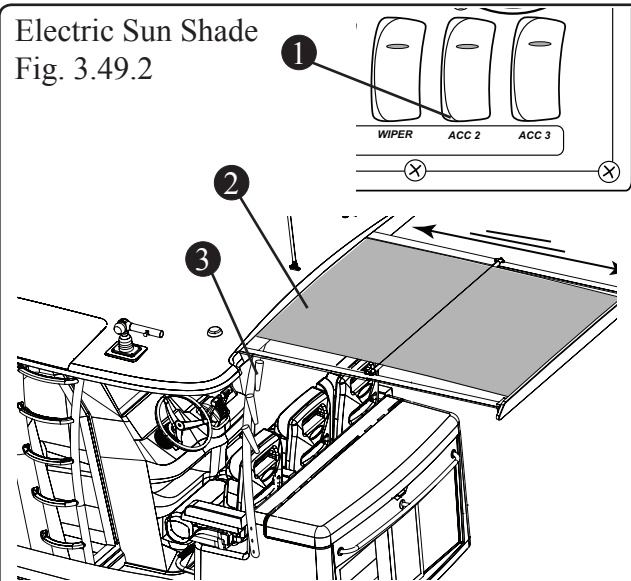
The sun shade is protected by a breaker located on the helm breaker panel on the port side of the console.

Follow the canvas care instructions in section 5 of this manual to keep the sun shade fabric clean.

### NOTICE

**A reset functionality has been incorporated into the sun shade controller to enable a service technician to quickly reset the shade position. In the event the shade does not operate at either the fully extended or fully retracted position, contact a Boston Whaler dealer for details.**

Electric Sun Shade  
Fig. 3.49.2



- ① SUN SHADE SWITCH
- ② ELECTRIC SUN SHADE
- ③ HARDTOP ROD HOLDERS (3 EA, P&S)

### ! CAUTION

**ENSURE THAT THERE ARE NO RODS IN THE HARDTOP ROD HOLDERS BEFORE ACTIVATING THE SUN SHADE.**

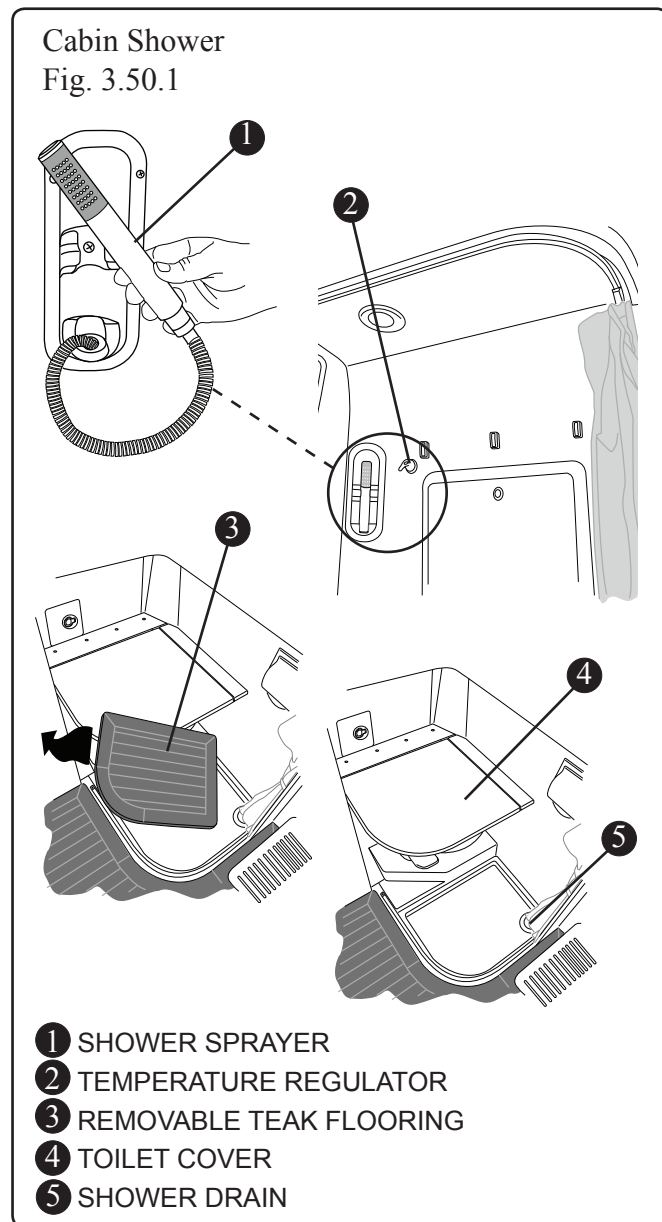
### ! CAUTION

**In rough seas the sunshade should be stowed to prevent damage to the rails and or curtain.**

### Cabin Shower

The cabin shower is located on the aft starboard wall of the cabin interior. The shower is pressurized by the fresh water pump. The spray head is attached to a hose which can be extended approximately 6 ft. (1.82 m) and is activated by a faucet handle next to the unit.

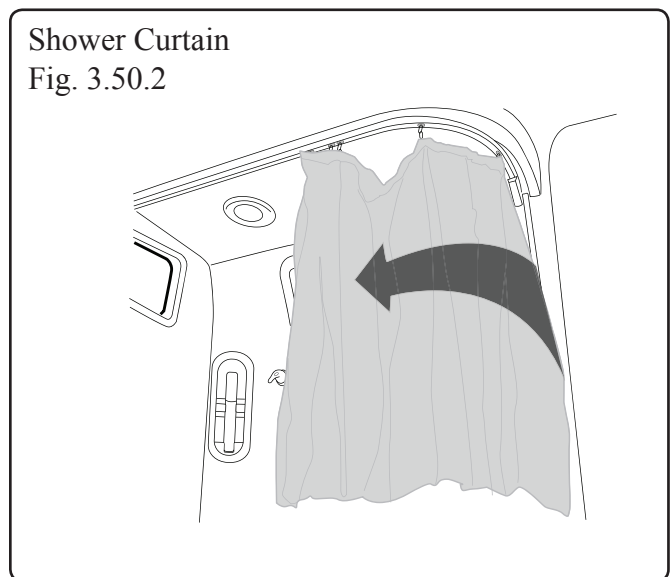
Before using the shower, remove the teak flooring to expose the shower tub and drain. There is a fold down cover on the toilet which can be used to sit on while in the shower if necessary (Figure 3.48.1).



### Shower Curtain

The full length shower curtain is affixed to an overhead track and can be pulled around the entire head area to protect the remaining cabin area from getting wet while the shower is in operation.

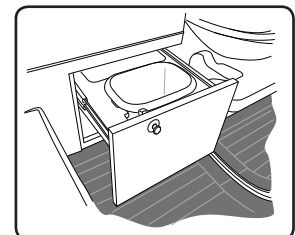
Before activating the shower wand, simply pull the curtain around the full length of the track (Figure 3.48.2). When finished, return the curtain to the back wall of the cabin and secure with the velcro fabric wraps.

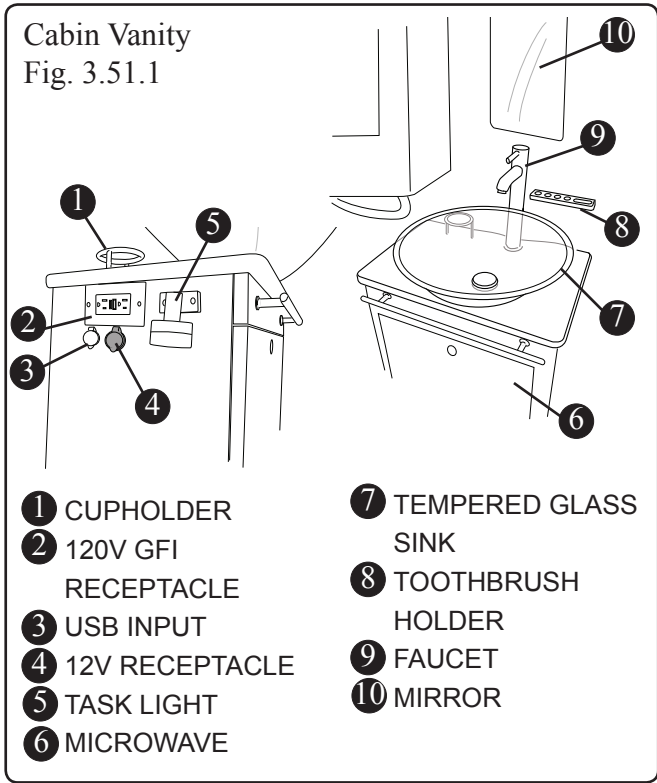


### Vanity

The upscale vanity in the cabin features a large contemporary acrylic sink and fresh water faucet. Additional amenities include a toothbrush holder, mirror and cupholder. On the forward side of the cabinet is task lighting, a 120V GFI receptacle, USB input and a 12V receptacle (See fig. 3.49.1).

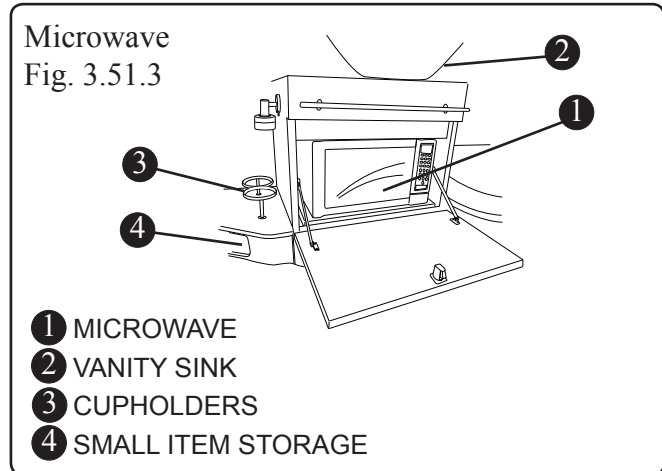
The vanity also houses the microwave and there is a trash can and small storage in the bottom cabinet.





### Microwave

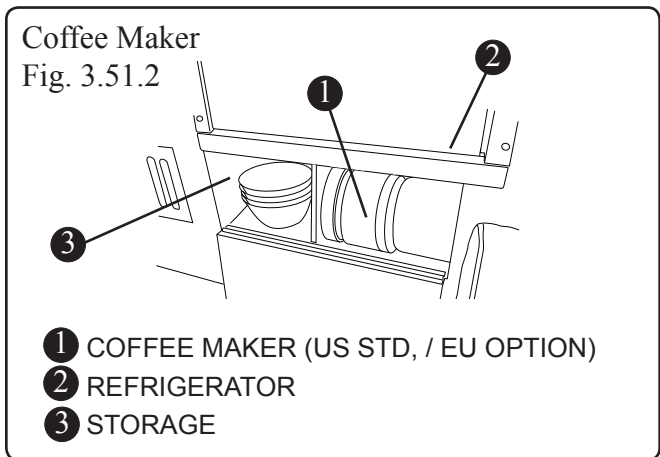
The microwave is located in a cabinet under the vanity sink. The unit is protected by the “MICROWAVE” breaker on the AC distribution panel which must be ON for the microwave to function. (See fig. 4.8.1)



REFER TO THE MANUFACTURER’S MANUAL IN YOUR OWNER’S PACKET FOR COMPLETE INSTRUCTIONS AND WARRANTY.

### Coffee Maker

When not in use the coffee pot should be stored in the cabinet drawer below the cabin refrigerator. **ALWAYS stow the coffee pot while underway.**



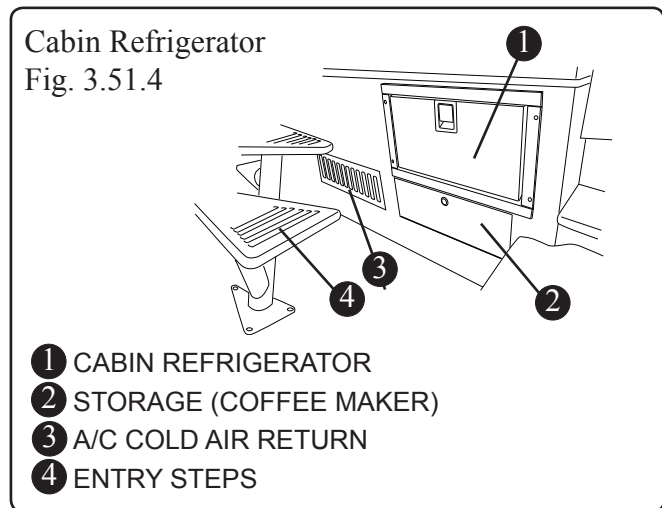
**⚠ CAUTION**

**Failure to store the coffee pot while underway may cause damage to the equipment, or injury to persons on board.**

REFER TO THE MANUFACTURER’S MANUAL IN YOUR OWNER’S PACKET FOR COMPLETE INSTRUCTIONS AND WARRANTY.

### Cabin Refrigerator

The cabin refrigerator on your boat is a 1.3 cubic ft drawer type unit located on the port side of the cabin. The unit is protected by the “CABIN REFRIGERATOR” breaker on the DC distribution panel. The breaker must be ON for the refrigerator to function (See fig. 4.7.1)



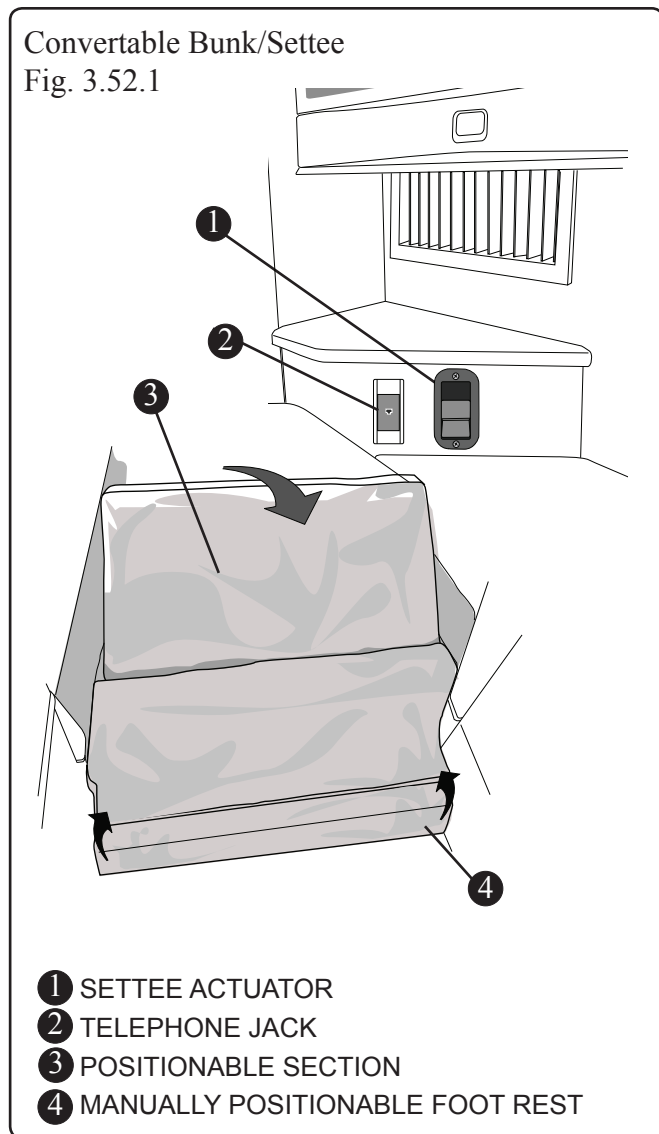
REFER TO THE MANUFACTURER’S MANUAL IN YOUR OWNER’S PACKET FOR COMPLETE INSTRUCTIONS AND WARRANTY.

### Cabin Convertable Settee/Bunk

The cabin on the 370 Outrage features a Ultra Leather bunk which can be converted into a settee for more comfortable seating. The most aft section of the settee can be raised for leg comfort or to expand the length of the unit when it is in the sleeping position.

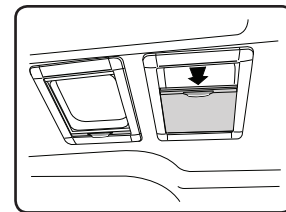
The center section of the settee is mounted on gas shocks. When the actuator, located on the port side of the bunk under the TV (Figure 3.48.1), is pulled forward, the shocks are released and the settee section will rise up. The section remain in place at any angle by releasing the actuator.

See Section 5 - Care & Maintenance, Page 5-11 for instructions on how to maintain and clean the Ultra Leather fabric.



### Sky Lights

The cabin on the 370 Outrage has a set of sky lights in the aft ceiling. The sky lights have retractable shades which allow for the adjustment of sun light into the cabin.



### Hanging Locker & Storage

The hanging locker and storage cabinet is on the port side aft of the cabin.

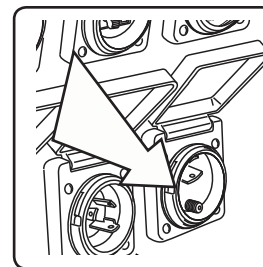
The locker has several pull out hooks for clothing or hangers and the forward side of the unit has shelving which will accomodate the optional Boston Whaler dishware set if chosen.

### Telephone Hookup

A telephone jack is provided on the port side of the bunk next to the settee actuator (Figure 3.50.1).

### To Hook up telephone service:

- Plug the telephone cable from the dock into the aft receptacle located under the gunnel on the starboard side of the cockpit.

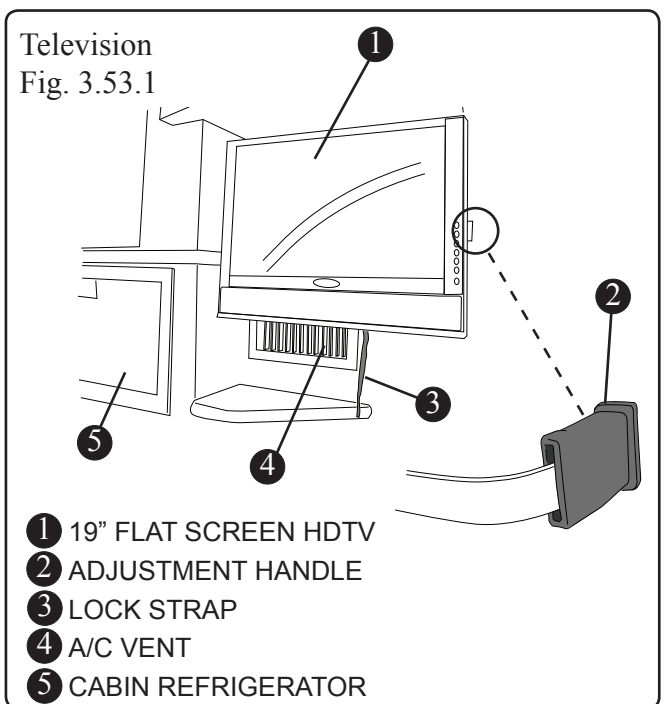


## Television

The 370 Outrage is equipped with a 19" flat screen HDTV mounted on an adjustable frame located on the port side of the cabin. The unit is protected by the "STEREO/DVD/TV" breaker on the DC distribution panel. The breaker must be ON for the TV to function (See fig. 4.7.1).

The mounting bracket has a spring type lock which keeps the TV and mount secure against the wall. To release the lock, pull the strap under the TV downward. Use the handle on the back of the unit to adjust the TV for comfortable viewing (Figure 3.51.1). Do not pull/push on the TV unit to adjust position.

To secure the TV when underway, push the unit toward the wall until you feel the mount seat into the lock. The TV is now secure.



REFER TO THE MANUFACTURER'S MANUAL IN YOUR OWNER'S PACKET FOR COMPLETE INSTRUCTIONS AND WARRANTY.

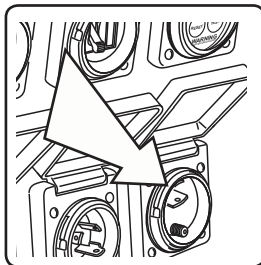
**CAUTION**

**Failure to secure the TV while underway may cause damage to the equipment, or injury to persons on board.**

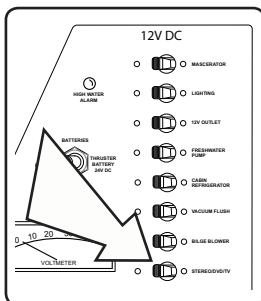
The TV can be connected to dockside cable where available.

### To Connect Cable Television:

- Plug the TV cable from the dock into the aft cable receptacle located under the gunnel on the starboard side of the cockpit.



- Turn on the "STEREO/DVD/TV" breaker on the DC panel located on the aft starboard side of the cabin.



## Stereo/DVD Player

The stereo system consists of a Fusion® AM/FM digital stereo, with single CD/DVD player, 3.5" color display for DVD viewing on the stereo unit, waterproof speakers, a subwoofer, two (2) amplifiers, two (2) remote control pads, a USB input and two (2) MP3 inputs.

The stereo unit is located on the DC distribution panel on the starboard side of the cabin interior. There is a remote control pad located at the helm (See figure 2.9.1) and another on the forward port wall of the bow lounge area (See figure 3.52.1). The MP3 inputs are located at the helm and behind the arm rest on the sun lounge. There is a USB input on the forward side of the cabin vanity (See fig. 3.53.2).

The stereo amplifiers can be accessed by removing the panel on the starboard side of the forward cabin.

**The stereo option is also available with an optional Sirius® satellite radio receiver and antenna.**

### To Control Cockpit and Cabin Speaker Volume

- Press the 'Menu' button to switch to the sound adjustment selection display.

## Section 3 • Systems & Components Overview & Operation

- Use the Rotary Encoder to select ‘Zones’ and select “ON”.

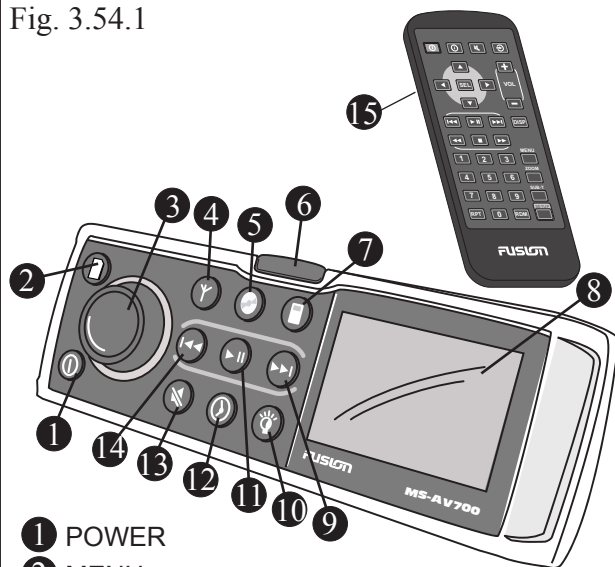
**NOTE:** Zone 1 cannot be turned OFF.

- Select ‘Zone 1’ then ‘Link Zone 1 + 2’. Select ‘ON’ to activate.

Linking zone 1+2 allows the volume control to operate zones 1+2 as a combined pair. The zone set up for zone 1 and 2 can be configured separately when in this mode.

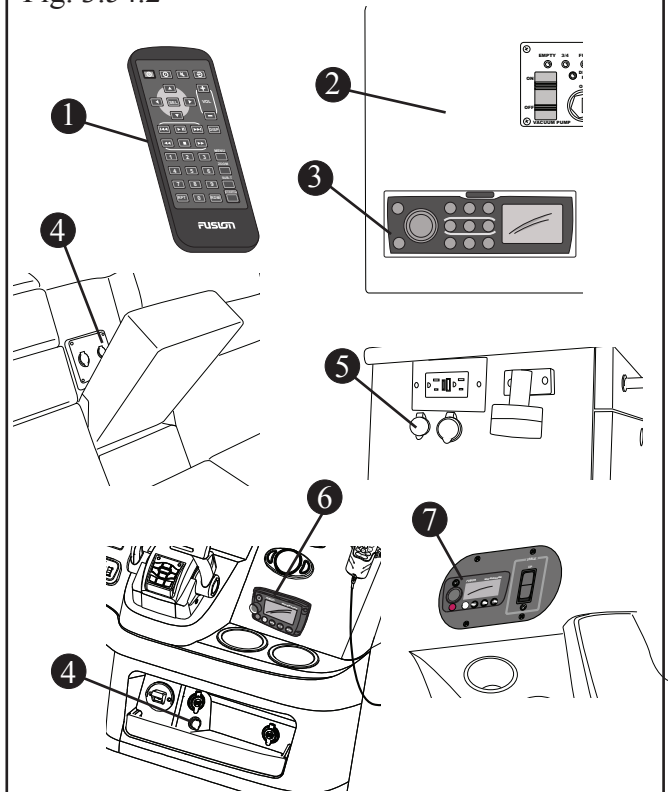
- Select ‘Volume Limit’ to set the desired output volume for each individual zone.
- Rotate the Rotary Encodere control clockwise to increase volume; turn counterclockwise to decrease volume.

Digital Stereo W/CD/DVD Player  
Fig. 3.54.1



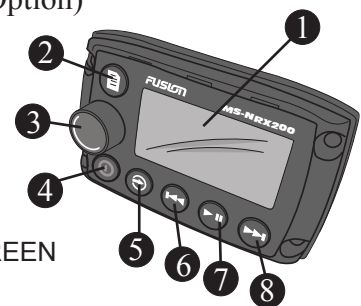
- 1 POWER
- 2 MENU
- 3 ROTARY ENCODER
- 4 AM/FM RADIO (SIRIUS OPTION)
- 5 CD/MP3
- 6 CATCH RELEASE BUTTON
- 7 IPOD
- 8 DISPLAY SCREEN
- 9 FORWARD/NEXT
- 10 DISPLAY CONTRAST/BRIGHTNESS
- 11 PLAY/PAUSE
- 12 CLOCK
- 13 MUTE
- 14 BACK/PREVIOUS
- 15 HAND HELD TV/DVD REMOTE

Digital Stereo System  
Fig. 3.54.2



- 1 HAND HELD TV/DVD REMOTE
- 2 DC DISTRIBUTION PANEL
- 3 FUSION® STEREO W/ CD/DVD PLAYER
- 4 MP3 INPUT
- 5 USB INPUT
- 6 HELM STEREO REMOTE
- 7 FORWARD LOUNGE STEREO REMOTE

Stereo Remote (Option)  
Fig. 3.53.3



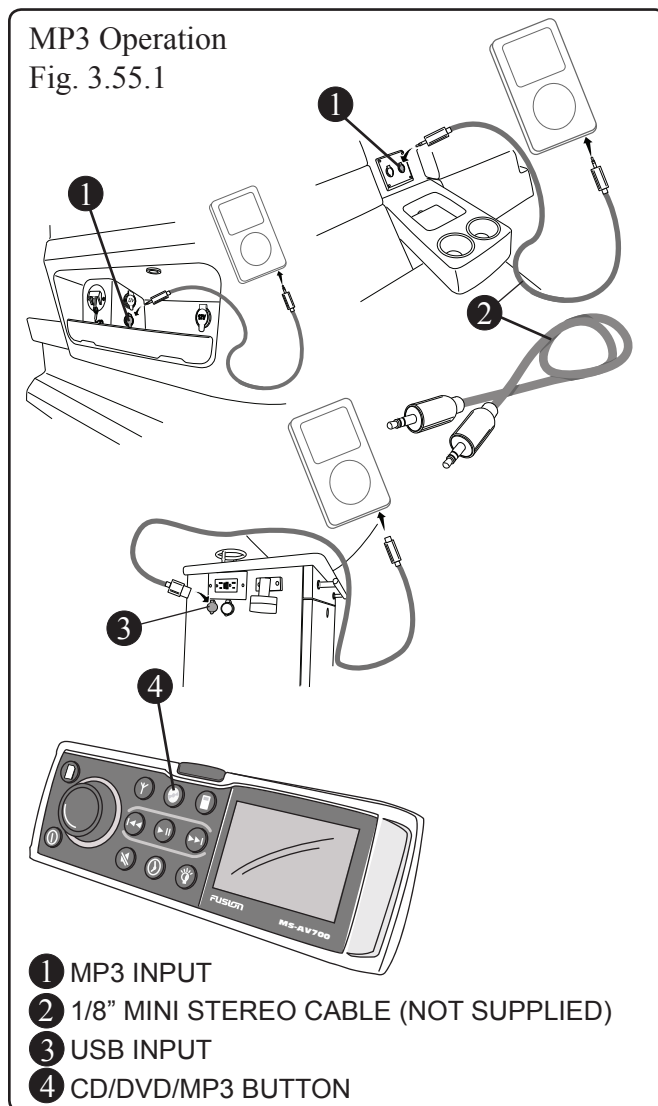
- 1 DISPLAY SCREEN
- 2 MENU
- 3 ROTARY ENCODER
- 4 POWER
- 5 SOURCE
- 6 BACK/PREVIOUS
- 7 PLAY/PAUSE
- 8 FORWARD/NEXT

## Operating Your MP3 Player

The MP3 inputs on your boat uses a standard 1/8" mini stereo cable (not included) which can be purchased at any electronic store.

- Insert one end of the stereo cable into your MP3 player and the other end into the MP3 input (Figure 3.52.2).
- Turn the stereo ON.
- Press the CD button at the top of the stereo unit to access the MP3 source.
- Turn your MP3 player ON.

You will be able to control volume and menu from either your MP3 unit, either remote or the stereo.



REFER TO THE MANUFACTURER'S MANUAL IN YOUR OWNER'S MANUAL PACKET FOR COMPLETE INSTRUCTIONS, INFORMATION AND WARRANTY.

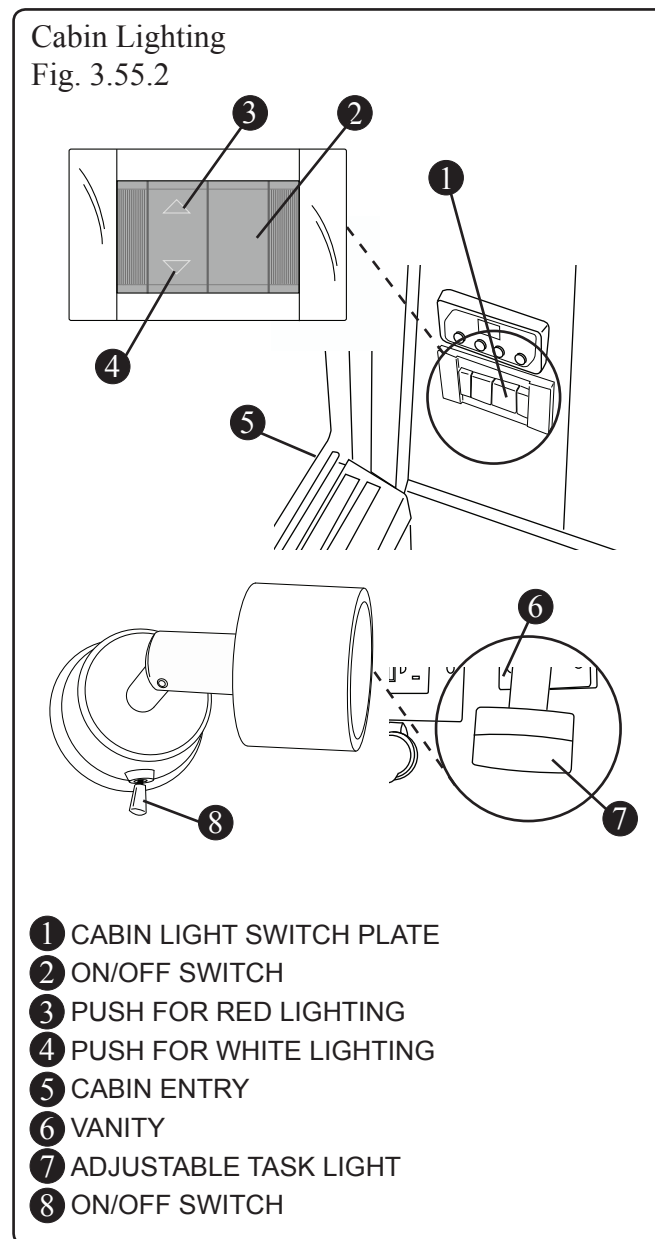
## Lighting

The 370 Outrage is well equipped with functional as well as aesthetic standard lighting. In addition, the optional blue underwater lighting adds a romantic ambiance to your nighttime boating experience.

## Cabin Lighting

Your cabin can be illuminated by courtesy lighting strategically place around the cabin. The lights are dual lamp lights which can be switched between red and white for maximum or minimal illumination.

There is also an adjustable task light on the forward wall of the vanity for reading or other tasks which require increased illumination.

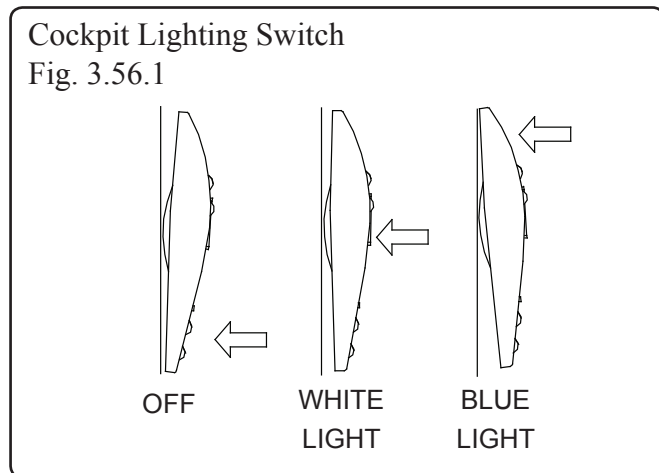


## Section 3 • Systems & Components Overview & Operation

The cabin lighting is protected by a breaker on the DC Distribution Panel located on the starboard side of the cabin (See fig. 4.7.1)

### Cockpit Lighting

The courtesy lights placed around the cockpit, forward and aft, are dual lamp (white & blue) lights which are powered by the “CTSY LIGHTS” switch on the helm switch panel (See fig. 2.22.2). The lights are protected by the “COURTESY LIGHTS” breaker on the helm breaker panel located on the port side of the control station (See fig. 4.9.1). The switch on the helm switch panel is a three position switch which allows for blue or white lighting selection (Figure 3.54.1).



### Storage Garage Lights

There are three (3) white courtesy lights in the storage garage (See fig. 2.17.1) which light when the lid of the garage is raised and are turned off when the lid is closed. The lights are protected by the “COURTESY LIGHTS” breaker on the helm breaker panel (See fig. 4.9.1).

### Hardtop Lighting

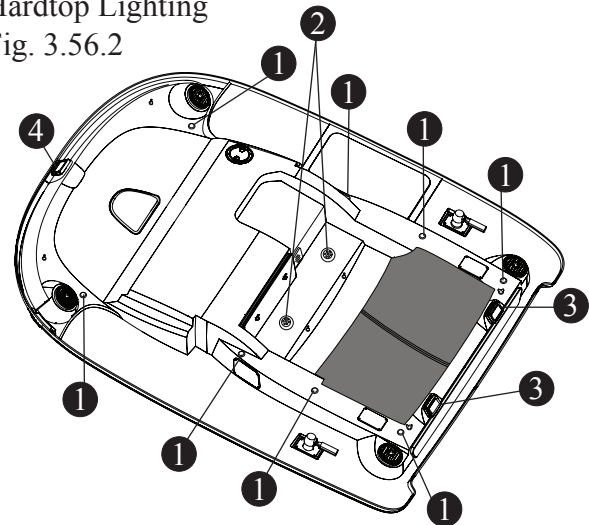
#### Blue Aesthetic lighting

The hardtop of the 370 Outrage has eight (8) blue aesthetic lights, two (2), dual lamp (red & white) map lights and three (3) cockpit spreader lights (Figure 3.53.2).

The blue lights are located around the underside perimeter of the hardtop. They are powered by the “CTSY LIGHTS” switch on the helm switch panel (See fig. 2.22.2) when in the blue light position

### Hardtop Lighting

Fig. 3.56.2

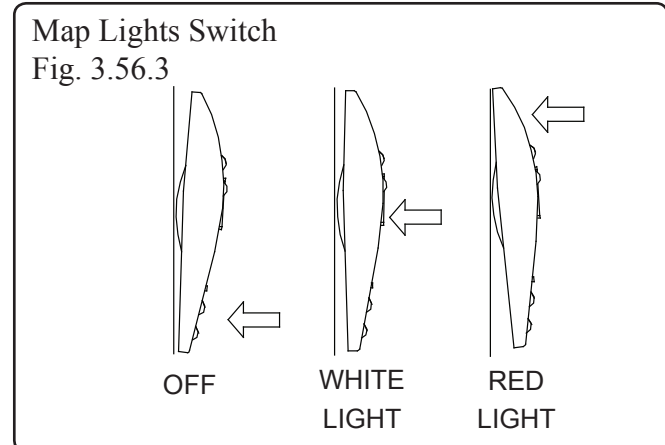


- ① BLUE AESTHETIC LIGHTING
- ② DUAL LAMP (RED/WHITE) MAP LIGHTS
- ③ AFT COCKPIT SPREADER LIGHTS
- ④ FORWARD COCKPIT SPREADER LIGHT

(Figure 3.54.1). The lights are protected by the “COURTESY LIGHTS” breaker on the helm breaker panel located on the port side of the control station (See fig. 4.9.1).

### Map Lights

There are two dual lamp (red & white) map lights directly above the console. The map lights are powered by the “MAP LIGHTS” switch on the helm switch panel (See fig. 2.22.2) and are protected by the “MAP LIGHTS” breaker on the helm breaker panel located on the port side of the control station (See fig. 4.9.1). The switch on the helm switch panel is a three position switch which allows for red or white lighting selection (Figure 3.54.3).





## Spreader Lights

The aft spreader lights (See fig. 3.54.2) are powered by the “AFT SPDR LIGHTS” switch on the helm switch panel (See fig. 2.22.2). They are protected by the “SPREADER LIGHTS” breaker on the helm breaker panel located on the port side of the control station (See fig. 4.9.1).

The forward spreader light (See fig. 3.54.2) is powered by the “FWD SPDR LIGHT” switch on the helm switch panel (See fig. 2.22.2). It is protected by the “SPREADER LIGHTS” breaker on the helm breaker panel located on the port side of the control station (See fig. 4.9.1).

## Underwater Lights

If equipped, the four (4) blue underwater lights are located on the transom just below the surface of the water. When lit the lights illuminate the water in a translucent blue glow which enhances the after dark experience of being on the water and in addition may on occasion attract a myriad of marine life.

The underwater lights are powered by the “ACC 1” switch on the helm switch panel (See fig. 2.22.2). The lights are protected by the “ACC” breaker on the helm breaker panel located on the port side of the control station (See fig. 4.9.1)

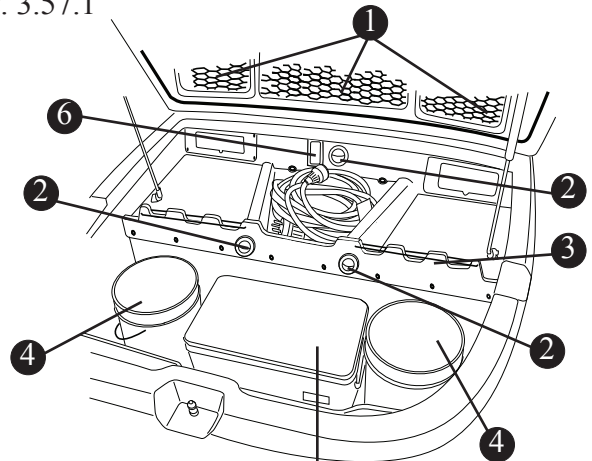
## Storage Garage

Under the console sun lounge there is a large, lockable, lighted area for storage of equipment, six (6) fishing rods and personal items. There are two five (5) gallon buckets and a 36 quart (34 L) cooler included (Figure 3.55.1).

## Storage Garage Lock

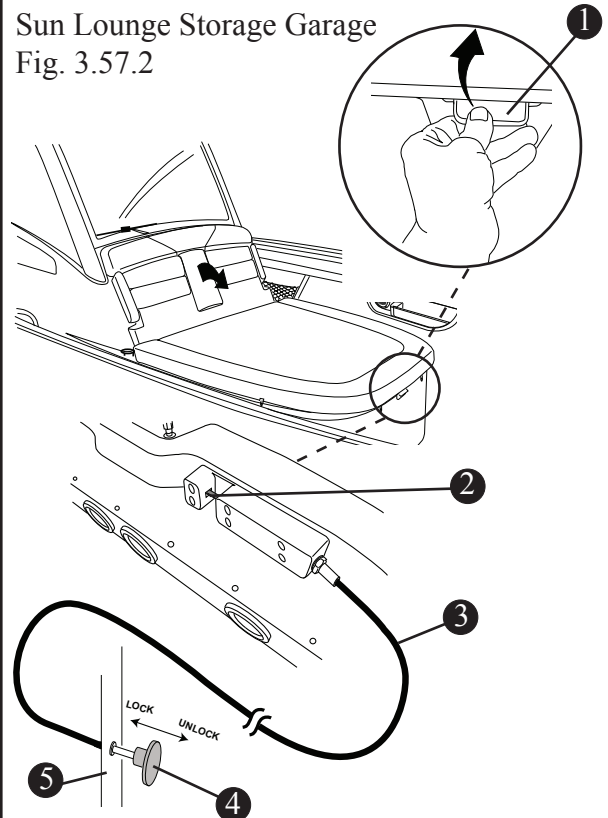
The manual push/pull knob located on the forward wall of the DC distribution cabinet in the starboard cabin is linked directly to the locking pin in the storage garage. By pulling the knob out the garage is unlocked. To lock the garage, push the knob in (Figure 3.55.2).

Sun Lounge Storage Garage  
Fig. 3.57.1



- ① NET STORAGE
- ② COURTESY LIGHTS
- ③ ROD HOLDERS W/BUNGEE STRAPS (P&S)
- ④ 5 GAL. (18.9 L) BUCKETS
- ⑤ 36 QT. (34 L) COOLER
- ⑥ 120V GFI RECEPTACLE

Sun Lounge Storage Garage  
Fig. 3.57.2



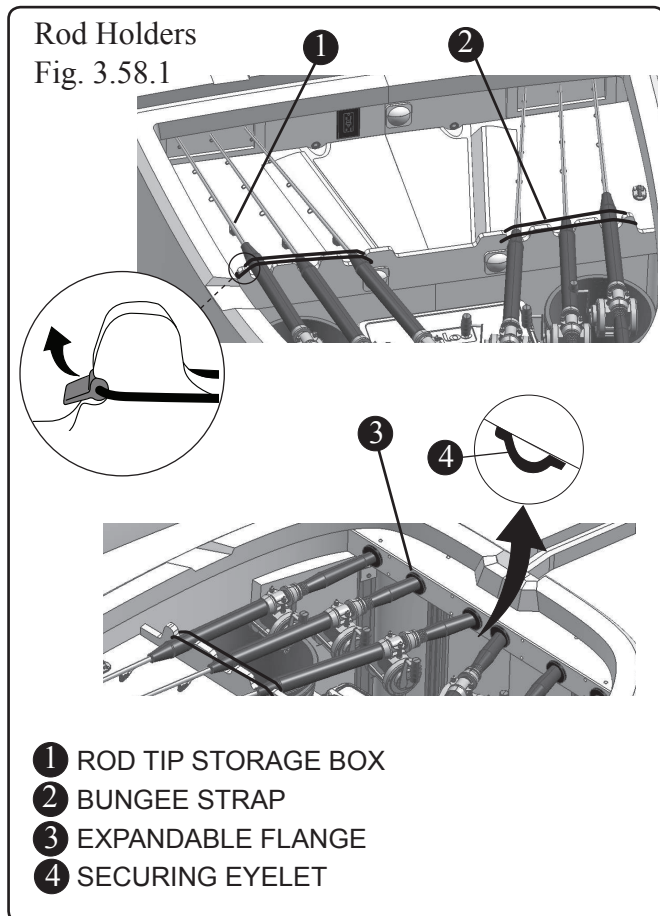
- ① SUN LOUNGE LATCH
- ② LOCKING PIN
- ③ DIRECT LINKAGE CABLE
- ④ PUSH/PULL KNOB
- ⑤ DC DISTRIBUTION PANEL CABINET

### Rod Holders

The sun lounge storage garage can accommodate up to six (6) fishing rods. When secured in place using the bungee strap and the eyelet under the rod butts, the rods will remain stable and undamaged by bouncing around the storage area (Figure 3.56.1).

#### To stow your fishing rods:

- Insert the tip of the rod into the box on the aft wall of the garage.
- Next, insert the butt end of the rod into the expandable flange on the forward wall of the garage until it seats securely.
- Stretch the bungee strap across the rod(s) and secure in the notch at the outboard ends of the rod rack.



### NOTICE

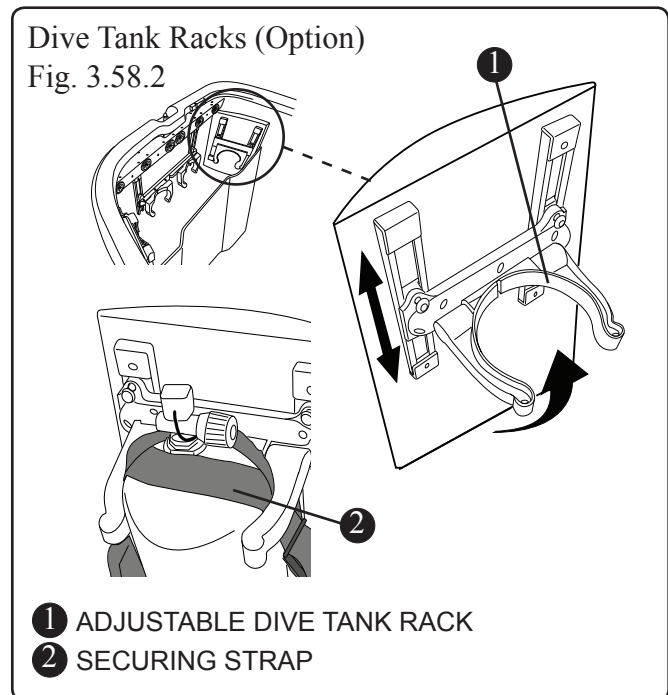
Ensure that other stowed articles, especially in the net storage, will not adversely impact the fishing rods when the lid is closed or boat is underway.

### Dive Tank Racks (Option)

If equipped, there are up to four (4) adjustable racks in the forward area of the storage garage to secure dive tanks while underway. The rack can be adjusted up or down on the rail and, in addition each arm of the rack is independently adjustable to accommodate your dive tanks.

#### To stow your dive tanks:

- Raise the arms of the rack to the top of the rails and fold them up out of the way.
- Place a tank in position between the rails of the rack.
- Place the strap over the top of the tank and pull the free end firmly to secure the tank.
- Lower the arms of the rack to a position suitable to hold the tank firmly and fold each arm down so that it hugs the tank.



### CAUTION

Failure to secure the tanks with the strap while underway may cause damage to the equipment, the boat or injury to persons on board.

REFER TO THE MANUFACTURER'S MANUAL IN YOUR OWNER'S MANUAL PACKET FOR COMPLETE INSTRUCTIONS, INFORMATION AND WARRANTY.

## Trim tabs

### NOTICE

**Ensure continuous visibility of other boats, swimmers and obstacles during bow-up transition to planing. Adjust engine to an intermediate trim as soon as boat is on plane.**

The 370 Outrage is equipped with electrically powered trim tabs located on the lower section of your transom, port and starboard.

They 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.

#### An untrimmed boat will:

- Decrease operator visibility
- Reduce fuel economy
- Increase wear on your engine.

Trim tabs are also beneficial when accelerating from a non-planing to a planing operation.

While accelerating there is some loss of forward visibility before the boat is on plane, the trim tabs can be used to adjust for forward visibility while transitioning to a planing operation..

#### Operation

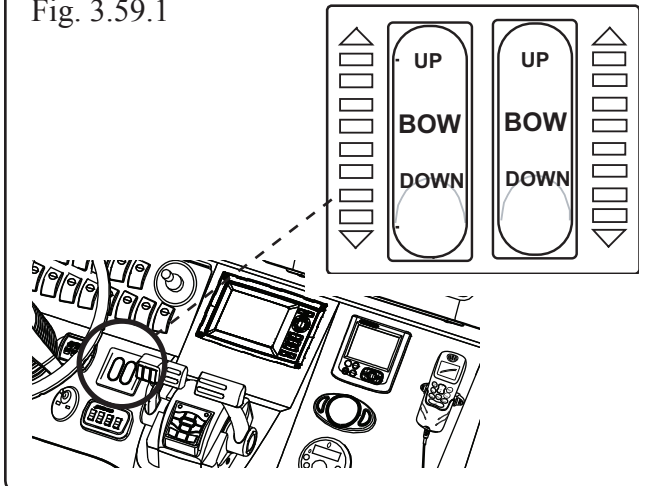
The trim tabs are controlled by rocker switches located on the center part of your console just under the helm switch panel. Short momentary bursts of the rockers will achieve proper attitude of the hull. The trim tab switch is marked “bow up” and “bow down”.

#### Proper use of trim tabs:

- Level the boat fore and aft, port and starboard.
- Reduce resistance in the steering system.
- Provide a smoother more stable ride.
- Increase speed and fuel efficiency.

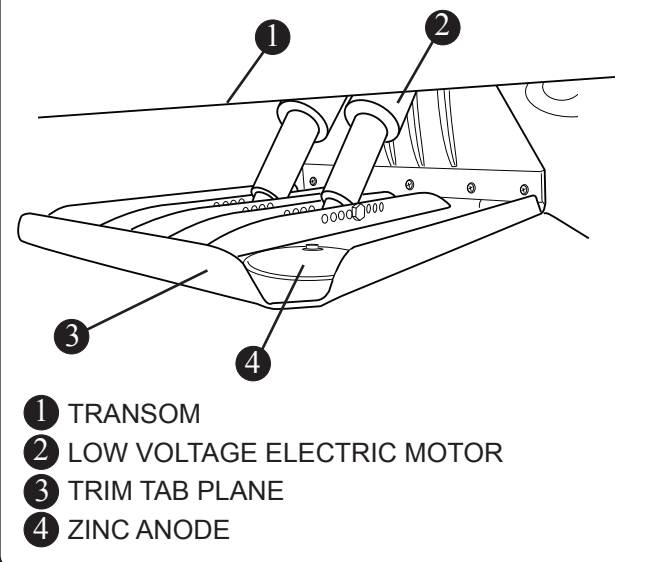
Trim Tab switch w/indicators

Fig. 3.59.1



Electrically Powered Trim Tabs

Fig. 3.59.2



- ① TRANSOM
- ② LOW VOLTAGE ELECTRIC MOTOR
- ③ TRIM TAB PLANE
- ④ ZINC ANODE

#### Electrolytic Corrosion & Zinc Anodes

Electrolytic corrosion of metals on power boats can result in serious deterioration. You should be aware of the possibility of electrolysis and/or galvanic action (the deterioration of metals due to dissimilar characteristics when placed in salt water).

Zinc buttons (anodes) are installed on the trim tabs to protect underwater hardware. Zinc, being less noble than copper based alloys and aluminum used in underwater fittings, will deteriorate first and protect the less noble metals.

## Section 3 • Systems & Components Overview & Operation

The zinc anodes generally need replacement once a year in fresh water, every 6 months in a salt water environment.

The need to replace anodes more frequently may indicate a stray current problem within your boat or at the slip or mooring. If your anodes do not need replacement after one year, loose anodes or low-grade zinc may be the problem.

### Maintenance

The trim tabs are a completely sealed unit and are waterproof and maintenance free.

Aside from a general cleaning when the boat is out of the water you should also inspect the planes and hinges for marine growth and remove as necessary.

REFER TO THE MANUFACTURER'S MANUAL IN YOUR OWNER'S MANUAL PACKET FOR COMPLETE INSTRUCTIONS AND WARRANTY.

### 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 then be easily replaced.**
- **Under no circumstance should you use a propeller which allows the engine to operate at a higher than recommended RPM.**

The engines on your 370 Outrage have been equipped with propellers which our tests have shown to be best suited for general use under normal conditions and load. Your boat has been propped to achieve maximum RPMs which meet Mercury requirements.

### Trimming the Engines

When trimmed correctly, your boat will achieve maximum RPMs, minimize steering effort, allow for more stability and increased performance.

Trimming the engines IN full will drive the bow down causing the boat to plow through the water and will prevent the engines from achieving maximum RPMs.

Trimming the engines OUT will push the stern down and raise the bow. If OUT to far the maximum engine RPMs cannot be achieved.

A properly trimmed boat will have the bow slightly UP while running at full speed.

Different seas or operating conditions will necessitate running the boat in different trim positions. The operator will need to use his/her best judgement while boating in different conditions.

### Changing Propellers

In some situations you may wish to change the propeller to give your boat slightly different performance characteristics.

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, consequently, the reverse thrust of the propeller will not be as efficient.

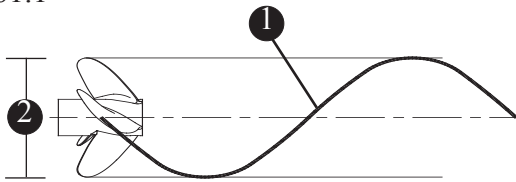
Propellers have two basic characteristics, diameter and pitch.

**Diameter** is that distance measured across the propeller hub from the outer edge of the 360° that is made by the propeller's blade during a single rotation.

**Pitch** is that distance in inches that a propeller will travel if rotated one revolution without any slippage.

## Propeller Pitch & Diameter

Fig. 3.61.1



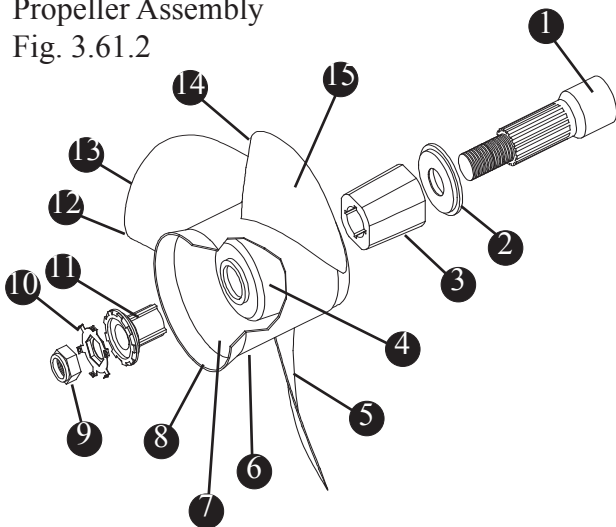
- 1 PITCH
- 2 DIAMETER

### **⚠ DANGER**

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

## Propeller Assembly

Fig. 3.61.2



- 1 ENGINE SHAFT
- 2 FORWARD THRUST WASHER
- 3 DRIVE SLEEVE
- 4 INNER HUB
- 5 BLADE BACK
- 6 OUTER HUB
- 7 EXHAUST PASSAGE
- 8 DIFFUSER RING
- 9 PROP NUT
- 10 LOCK RING
- 11 DRIVE SLEEVE ADAPTER
- 12 BLADE TIP
- 13 LEADING EDGE
- 14 TRAILING EDGE
- 15 BLADE FACE

## Anchor Windlass

### **⚠ DANGER**

**Use the windlass switch on the helm whenever possible. Use care when operating the anchor windlass with the hand-held remote.**

The anchor windlass located at the bow gives you a mechanical means of raising and lowering the anchor.

The anchor windlass is controlled by switches located on the helm switch panel or by a hand held remote located in the bow locker.

The ON/OFF switch on the helm switch panel controls power to the windlass.

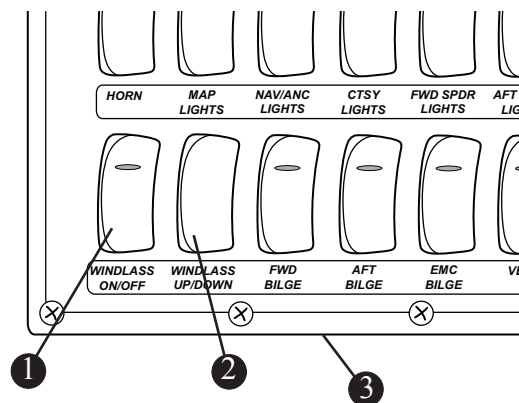
The operation switch is a momentary type switch which means that there must be constant pressure applied to the switch to operate the anchor windlass.

When not in use, the remote can be stored in a receptacle located on the aft bulkhead of the bow locker. The power source for the remote is located on the starboard side of the locker.

There is also an emergency handle which can be used to raise and lower the anchor manually in case the power to the anchor windlass is lost.

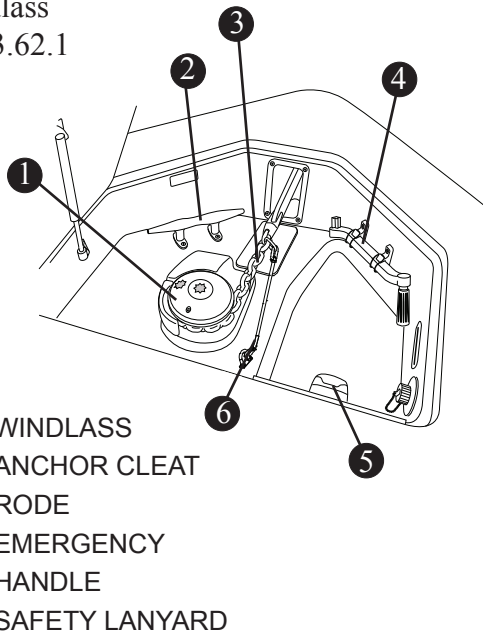
## Windlass Switches

Fig. 3.61.3



- 1 WINDLASS POWER SWITCH
- 2 WINDLASS OPERATION SWITCH
- 3 HELM SWITCH PANEL

Windlass  
Fig. 3.62.1



- ① WINDLASS
- ② ANCHOR CLEAT
- ③ RODE
- ④ EMERGENCY
- ⑤ HANDLE
- ⑥ SAFETY LANYARD

A safety hook secures the anchor when stowed and the boat is underway.

### NOTICE

**ALWAYS SECURE THE LANYARD  
WHEN UNDERWAY**

Failure to do so may allow accidental deployment of the anchor.

### Operation

### NOTICE

**Before operating the windlass be sure that the safety hook is removed from the anchor chain and is clear of the rode as it pays out or is retrieved.**

The windlass is protected by a 100 amp circuit breaker located on the battery switch panel (See page 4-11). If there is a loss of power to the windlass, check the “WINDLASS” circuit breaker. If the breaker is tripped, reset the breaker.

If the breaker continues to trip, have the anchor windlass system checked by a qualified marine electrician.

### Operating From the Helm

**LOWERING-** Pushing the top part of the switch down will power the anchor windlass DOWN. Make certain that the safety lanyard is detached from the chain and is clear of any moving parts of the anchor windlass.

**RAISING-** Pushing the lower part of the switch will power the anchor windlass UP. Once the anchor and rode is secure in the UP position, the safety lanyard can be re-attached to the rode.

### Operating From the Bow

The anchor windlass can be operated from the bow with the use of the windlass remote which is stowed in the bow locker.

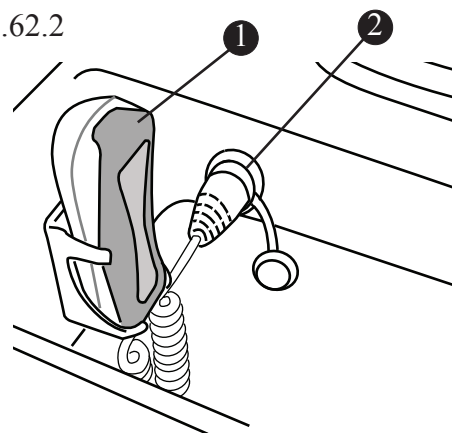
### ⚠ DANGER

**Use the anchor windlass switch on the helm when possible. Use care when operating the anchor windlass with the hand-held remote.**

### ⚠ WARNING

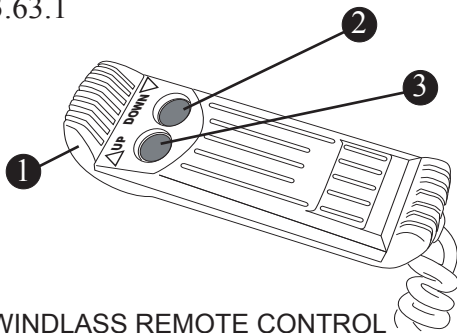
**Keep hands, feet, hair and loose clothing clear of moving parts. Entanglement may cause severe bodily injury (i.e. lose of fingers or toes).**

Windlass Remote  
Fig. 3.62.2



- ① HAND HELD REMOTE
- ② POWER SOURCE

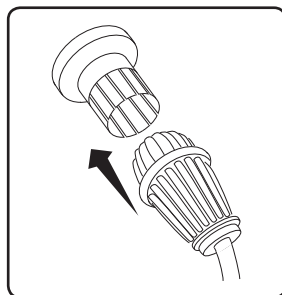
Anchor Windlass Remote  
Fig. 3.63.1



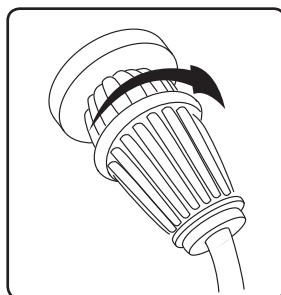
- ① WINDLASS REMOTE CONTROL
- ② “DOWN” BUTTON
- ③ “UP” BUTTON

The windlass remote is protected by a 10 amp manual reset breaker located on the battery switch panel (See page 4-11). If there is a loss of power to the windlass remote, check the “WINDLASS CONTROL” breaker. If the breaker is tripped, reset the breaker.

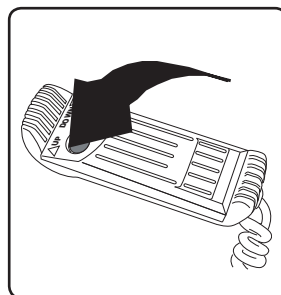
- Plug the power cable into the power receptacle on the locker (Figure 3.61.2)



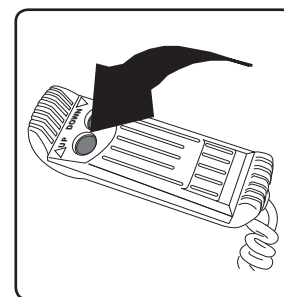
- Turn the forward portion of the plug clockwise to lock.



- **To raise** the anchor, press and hold on the “UP” button of the remote.



- **To lower** the anchor, press and hold on the “DOWN” button on the remote.

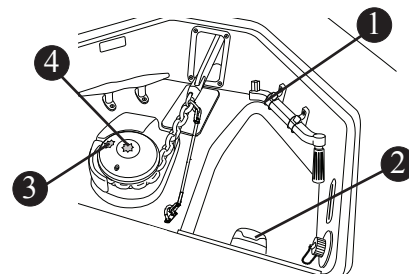


REFER TO THE MANUFACTURER'S MANUAL IN YOUR OWNER'S MANUAL PACKET FOR COMPLETE INSTRUCTIONS AND WARRANTY.

### Operating The Windlass Manually

In the event that there is a loss of power to the windlass the anchor can be raised and/or lowered manually by using the emergency handle located in the bow locker.

Windlass Manual/Emergency Handle  
Fig. 3.63.2

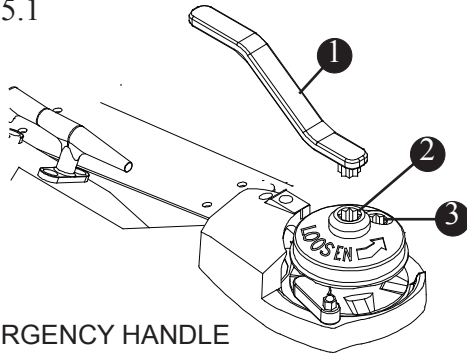


- ① EMERGENCY HANDLE
- ② WINDLASS REMOTE
- ③ RAISE/LOWER ANCHOR LOOSEN
- ④ WINDLASS

There are two star sockets on the top of the windlass used for manual deployment of the anchor. Inserting the emergency handle into the center socket and turning it counter-clockwise will loosen the anchor windlass chainwheel. The star socket located off-center is used for retrieving and lowering the anchor. Turning the handle counterclockwise will allow you to lower the anchor, while turning it clockwise will raise it.

When operation is complete, insert the handle into the center star socket and tighten the windlass chainwheel by rotating the handle clockwise. Be sure to attach the safety lanyard when the anchor is stowed in the anchor davit.

Windlass Manual/Emergency Operation  
Fig. 3.645.1



- 1 EMERGENCY HANDLE
- 2 LOOSEN WINDLASS
- 3 RAISE/LOWER ANCHOR

### Anchoring

The 370 Outrage is equipped with a windlass, anchor, rode and an anchor roller davit. Stow the anchor in the davit when not in use.

**NOTE:** Before using the anchor, be sure the safety hook is removed and the anchor is secured to the windlass chain.

To anchor, bring the bow into the wind or current and put the engines in neutral. When the vessel comes to a stop, lower the anchor from the bow.

### Considerations

- Wind and sea conditions can affect the boat.
- Because the boat is not moving through the water, there is no control.
- 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.

Proper anchoring requires knowledge of RODE and SCOPE and understanding the relationship between rode, scope and 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. Since you want to know how much rode to use when anchoring, use this common formula:

**Rode length** = (bow height + water depth) X Scope

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

### Example:

$$\text{Rode length} = (3 \text{ feet} + 10 \text{ feet}) \times 7^*$$

$$\text{Rode length} = 13 \text{ feet} \times 7^*$$

$$\text{Rode length} = 91 \text{ feet}$$

\* Scope may range from 5 to 10 or more. However, less than 5, the anchor will break out too easily.

### Lowering The Anchor

- Be sure there is adequate rode.
- Secure rode to both the anchor and the boat.
- Stop the boat completely before lowering the anchor.
- Keep feet clear of lines.
- Turn on the anchor light when at anchor or drifting (not under power) at night or in low visibility.

**NOTE:** If using the windlass, refer to the windlass operator's manual for anchoring instructions



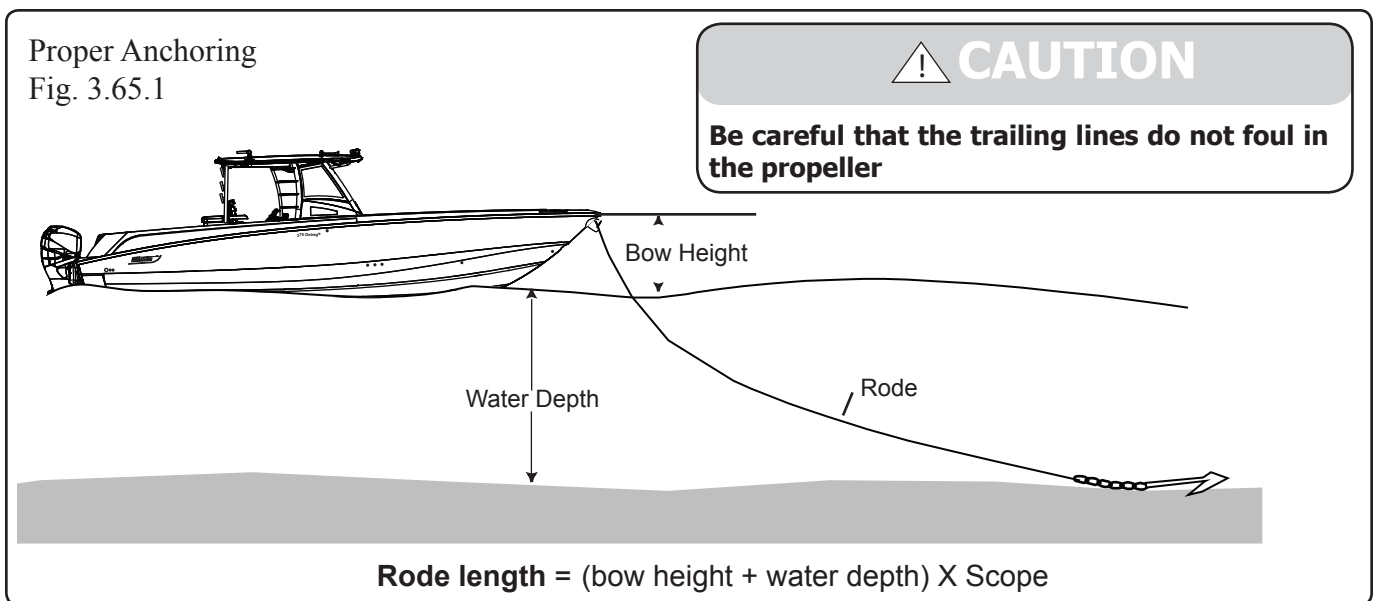
### Setting the Anchor

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.

### 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.



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## Electrical Systems

### DC Electrical System

The 370 Outrage is equipped with an electrical system powered by a series of deep-cycle, lead-acid batteries. The batteries are charged by running the generator or when the engines are running or can be charged by shore power when the engines and generator are off.

A battery charger located on the forward wall of the battery compartment (See fig. 4.1.1) facilitates the charging of the batteries when using shore power. See Section 3, page 3-30 for shore power operation.

The electrical system utilizes battery selector switches to control the delivery of power to the following:

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

### NOTICE

**Your boat has a separate battery bank and charging system for the bow thruster. See page 2-31 for bow thruster information.**

### Batteries

#### ⚠ 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.**

### NOTICE

**Always store the batteries in the battery trays. Tighten the knobs on the top of the trays to keep the batteries secure.**

### NOTICE

**REFER TO YOUR ENGINE OWNER'S MANUAL FOR EXACT BATTERY REQUIREMENTS.**

The chart below is provided for reference purposes only. Use **only AGM batteries with Verado engines.**

Application	Group	Volts	MCA*	RC 25	Qty.
USA (SAE)	31	12	800	135 min	4

\* Marine Cranking Amps

Application	Group	Volts	CCA*	Reserve	Qty.
Intn'l (EN)	31	12	1000	180Ah	4

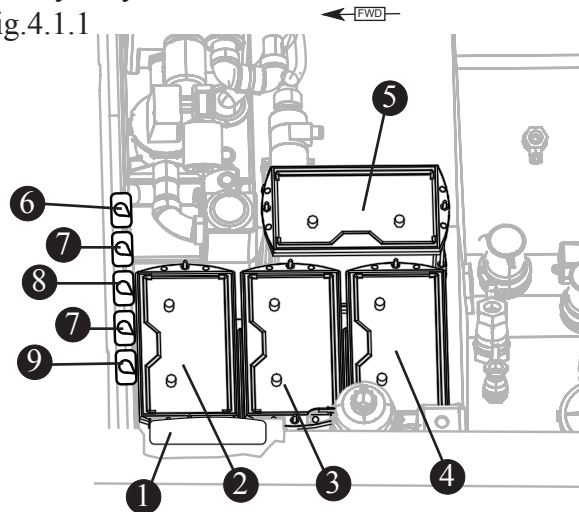
\* Cold Cranking Amps

### Battery Trays

The battery trays, located in the forward port corner of the bilge, house and secure the batteries. Your batteries should always be secured in the battery trays provided with your boat and secured in place

Battery Trays

Fig.4.1.1



- 1 BATTERY CHARGER
- 2 PORT ENGINE BATTERY TRAY
- 3 STARBOARD ENGINE BATTERY TRAY
- 4 CENTER ENGINE BATTERY TRAY #1
- 5 CENTER ENGINE BATTERY TRAY #2
- 6 STARBOARD ENGINE REMOTE BATTERY SWITCH
- 7 AUTOMATIC CHARGING RELAY
- 8 CENTER ENGINE REMOTE BATTERY SWITCH
- 9 PORT ENGINE REMOTE BATTERY SWITCH

by the retaining brackets. The trays will ensure that while underway the batteries will not move around, thus causing damage to components fitted in the same area.

The batteries can be removed from the trays by first removing the negative wires from the terminal posts followed by removing the positive wires then removing the retaining lid on the battery tray.

### 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 any work or maintenance on the electrical system.**
- **If equipped with a battery switch, you will need to stop the engine before moving the switch to the "OFF" position.**

### Battery Charger

The battery charger, mounted on the port side of the battery trays (See figure 4.1.1) automatically increases current output when there is a drop in battery voltage. When the batteries are charged, the unit maintains a small current flow to keep the batteries fully charged and ready for service without overcharging.

### Overload Protection

If an electrical short or overload occurs in the electrical system the charger will reduce its output voltage to avoid internal damage. When an electrical short occurs, the red LED on the front panel of the unit will be illuminated. The overload or short must be removed in order for the charger to resume charging characteristics.

### Maintenance

The charger is fully automatic and requires no maintenance. However, the battery terminals should be cleaned periodically with baking soda and all connections tightened to provide trouble free operation.

### Battery Switches

Your boat uses battery switches (one for each engine) to control delivery of DC power from the batteries. These battery switches are advanced electric relay switches located on the forward port bulkhead in the bilge above the battery bank and are actuated via a rocker switch on the DC distribution panel.

The DC distribution pane is located behind an access door on the starboard gunnel opposite the control station.

### CAUTION

**You must stop the engine(s) before moving the battery switch(es) to the "OFF" position.**

When the engines are shut down or not providing a charge, the boats systems will draw power from the center battery. This will allow you to run all the boats functions without affecting the port or starboard batteries.

### Remote Battery Switches

Each battery switch on the panel (See fig. 4.11.1) is wired to a remote switch located above the battery bank in the bilge (See fig. 4.1.1).

### Automatic Charging Relays (ACR)

The three battery banks on the 370 Outrage are automatically connected in parallel through the use of ACRs (Automatic Charging Relay) when a sufficient charging source is present. The battery banks are automatically separated when the charging source falls below a certain voltage level for a predetermined amount of time.

The use of ACRs eliminates the need for the operator to monitor battery voltage and decide whether or not it is ok to parallel the battery banks. It also

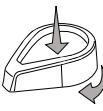

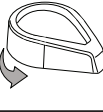
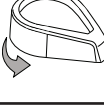
## Section 4 • Electrical System

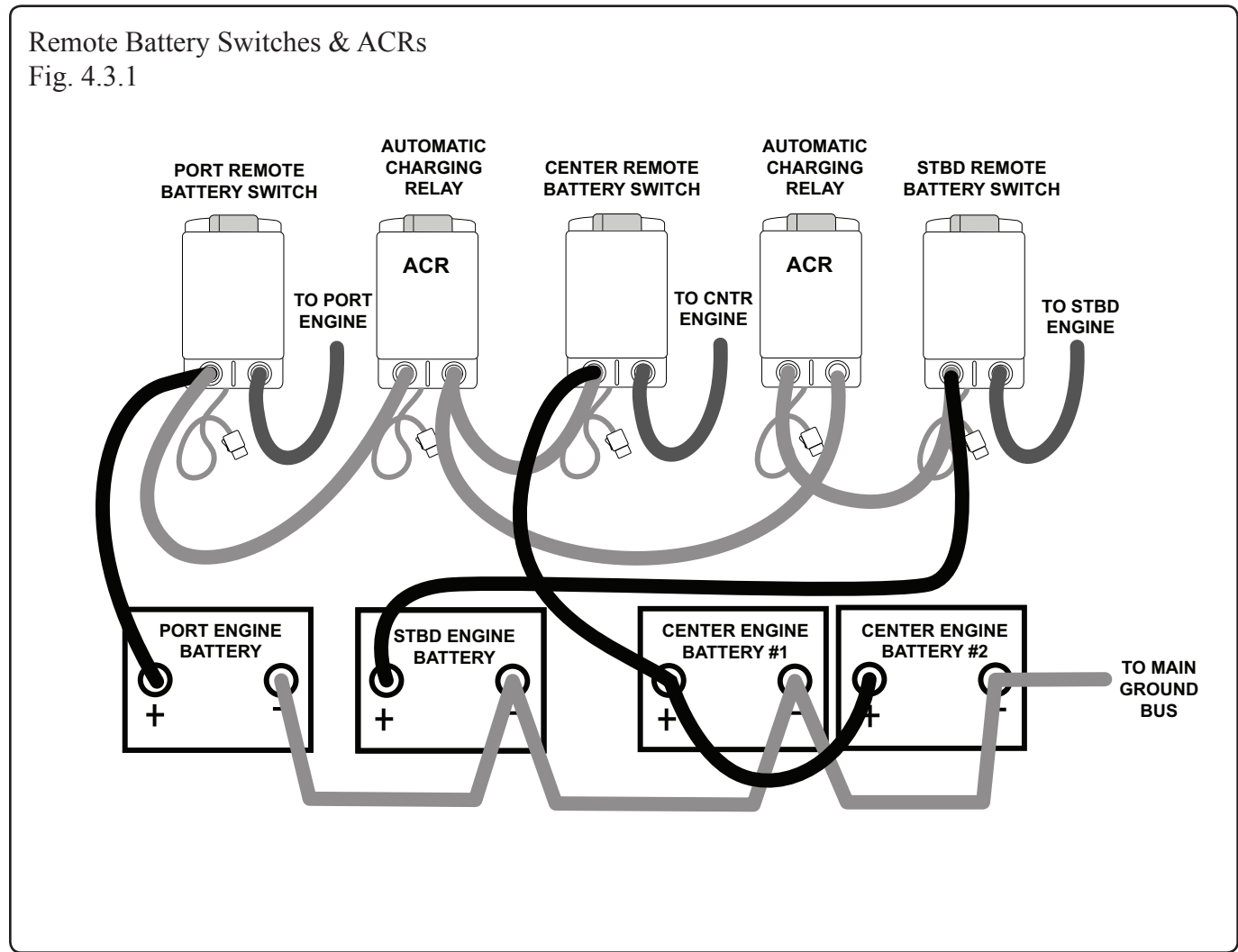
eliminates the chance of a dead battery bank if a paralleling switch were left in the “Combined” position without a sufficient charging source present. In an emergency, the operation of the ACRs can be manually overridden by use of the knob on the top of the ACR.

### Manual Control Override

Each of the remote battery switches and ACR units have a manual override knob on the top of the unit as an added level of safety that allows manual ON-OFF control with or without power and provides LOCK OFF for servicing the electrical system (See chart at the top of right column).

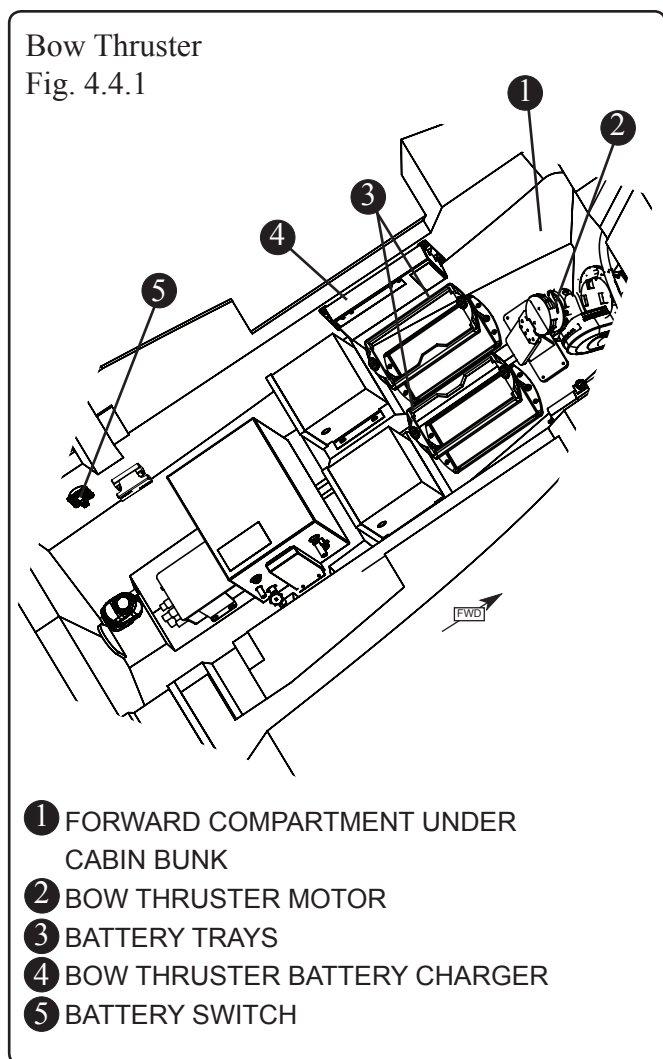
REFER TO THE MANUFACTURER’S MANUAL IN YOUR OWNER’S MANUAL PACKET FOR COMPLETE INSTRUCTIONS, WARRANTY AND SAFETY INFORMATION.

Manual Control Override Knob Operation		
To combine battery banks	With Override Knob in (REMOTE position) push button until latched (Push to latch ON).	
To isolate battery banks that are connected	Rotate Override Knob to right to release button from latch ON mode (button pops up). Rotate Override Knob to left (REMOTE position).	
To prevent remote operation.	Rotate Override Knob to right (LOCK OFF position).	
To secure for servicing.	With Override Knob in (LOCK OFF position), pass cable tie through hole.	



### Bow Thruster Batteries

There are battery trays, for the two (2) batteries which provide the 24 volts necessary to operate the bow thruster, along with a battery switch located under the bunk in the forward cabin. Access to the bow thruster, batteries and battery charger can be made through the forward hatch under the bunk cushions. The battery switch can be found under the aft hatch of the bunk.



The chart below is only a recommendation. Refer to your bow thruster owner's manual for exact battery requirements.

Application	Group	Volts	capacity	Qty.
USA (SAE)	27	12	110-140 Ah	2

## ! WARNING

### BOW THRUSTER BATTERIES MUST BE OF A DEEP-CYCLE, SEALED DESIGN

**Failure to do so will result in an increased and dangerous presence of battery discharge gases accumulating in the forward cabin.**

### Battery Maintenance

Before use, check each battery and the charging system for loose connections or wiring. Normal maintenance should include:

- Coat the terminals with dielectric grease
- Keep the batteries dry
- Remove the batteries from the boat during cold weather or long term storage.

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.

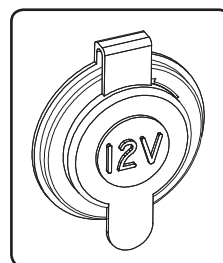
If the battery does become run down be sure to recharge it as soon as possible. Over charging the battery can be just as detrimental to its life as running it down too far.

### 12 Volt Accessory Receptacles

## NOTICE

**DO NOT insert a cigarette lighter into the 12V receptacles. Damage to the unit and system may occur.**

Your 370 Outrage is equipped with five (5) 12 volt receptacles. There are two receptacles located below the throttle control at the helm, another is located on the switch panel on the bait prep



## Section 4 • Electrical System

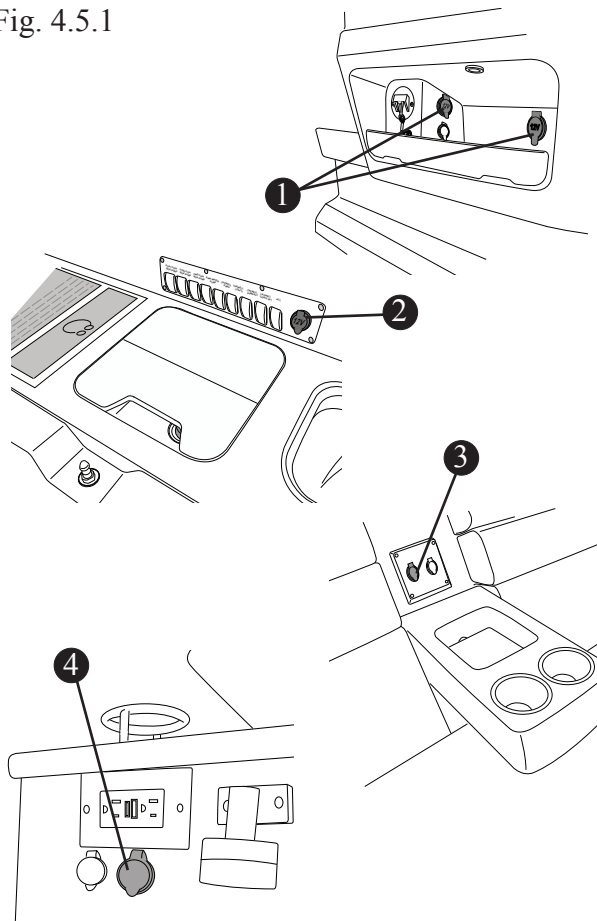
station, a fourth is behind the fold down arm rest on the forward lounge and the fifth receptacle can be found on the forward wall of the starboard cabinet in the cabin (Fig. 4.5.1).

These receptacles are made of corrosion resistant marine grade materials and have a moisture proof cap. There is a 15 amp reset breaker button located on the helm breaker panel on the port side of the control station which protects the receptacles at the helm. The cabin and forward lounge receptacles are protected by a 15 amp breaker on the DC breaker panel. The receptacle at the bait preparation station is protected by a 15 amp breaker on the panel located

behind the livewell access door behind the fold down standing platform on the front of the unit below the helm seats (Figure 4.5.2).

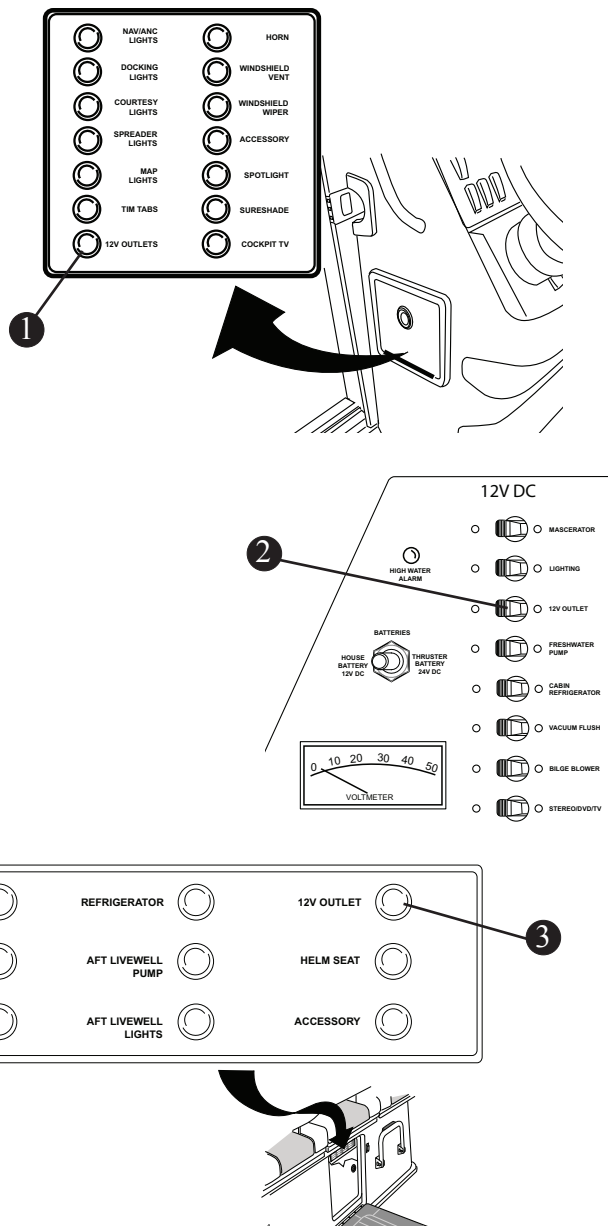
Be sure to use accessories that DO NOT EXCEED the rated capacity of the circuit, (15 amps).

12V receptacles  
Fig. 4.5.1



- ① CONTROL STATION
- ② BAIT PREP STATION
- ③ FORWARD LOUNGE
- ④ CABIN VANITY

12V receptacles breakers  
Fig. 4.5.2



- ① BREAKER FOR CONTROL STATION 12V OUTLETS
- ② BREAKER FOR CABIN & FORWARD LOUNGE 12V OUTLETS
- ③ BREAKER FOR BAIT PREP STATION 12V OUTLET

## Section 4 • Electrical System

### 120 Volt Receptacles

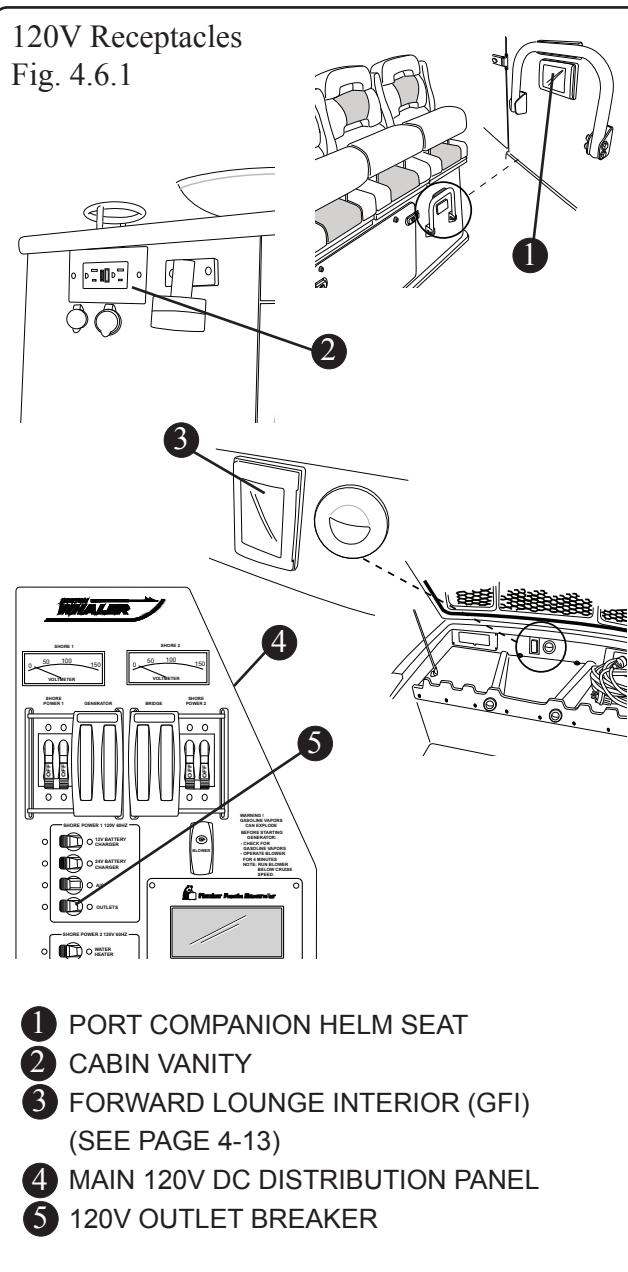
Your boat is equipped with three (3) 120 volt receptacles which can be used while the generator is running or while connected to shore power (See Section 3 - Systems & Components Overview & Operation, Page 3-25 & 3-30).

There is a receptacle located below the port companion seat at the helm, another is located on the forward wall of the cabin vanity cabinet and the third can be found on the interior aft wall of the forward console lounge storage garage (Figure 4.6.1).

The outlets are protected by a breaker on the 120V DC Distribution Panel located in the cabin.

### 120V Receptacles

Fig. 4.6.1



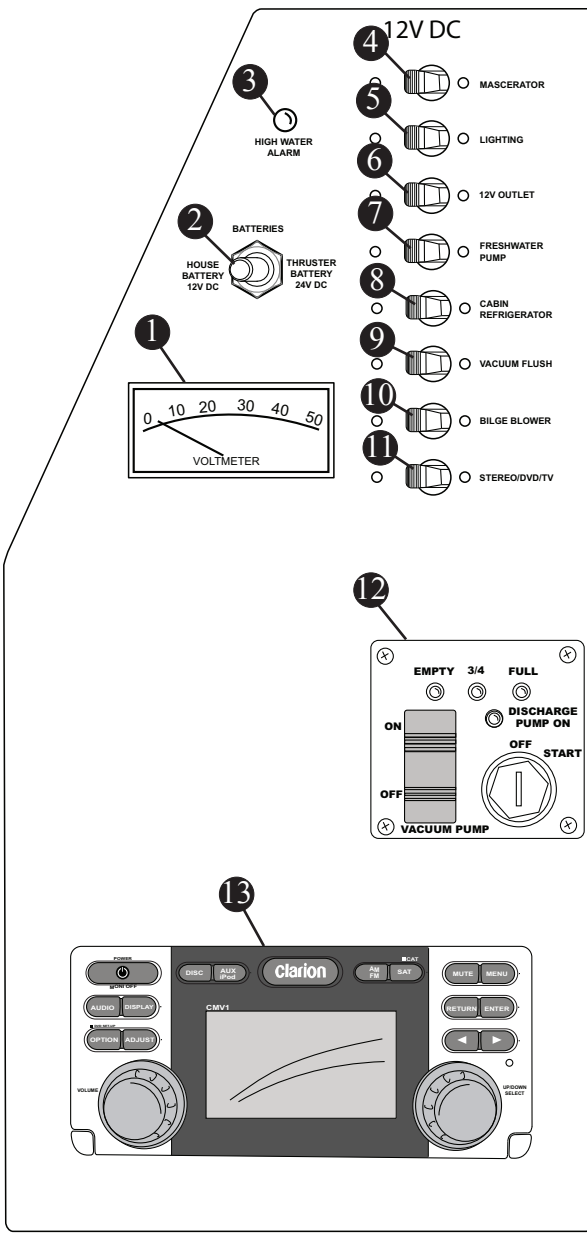


## Main DC Breaker Panel

DC Distribution Panel

Fig. 4.7.1

- ① VOLTAGE METER
- ② VOLTAGE CHECK SWITCH
- ③ HIGH WATER ALARM
- ④ MACERATOR . . . . . 20 AMPS
- ⑤ LIGHTING . . . . . 20 AMPS
- ⑥ 12V RECEPTACLE . . . . . 15 AMPS
- ⑦ FRESH WATER PUMP . . . . . 15 AMPS
- ⑧ CABIN REFRIGERATOR . . . . . 10 AMPS
- ⑨ HEAD . . . . . 10 AMPS
- ⑩ BILGE BLOWER . . . . . 7 AMPS
- ⑪ ENTERTAINMENT . . . . . 13 AMPS
- ⑫ OVERBOARD DISCHARGE CONTROL PANEL
- ⑬ STEREO/DVD PLAYER



### DC Distribution Panel

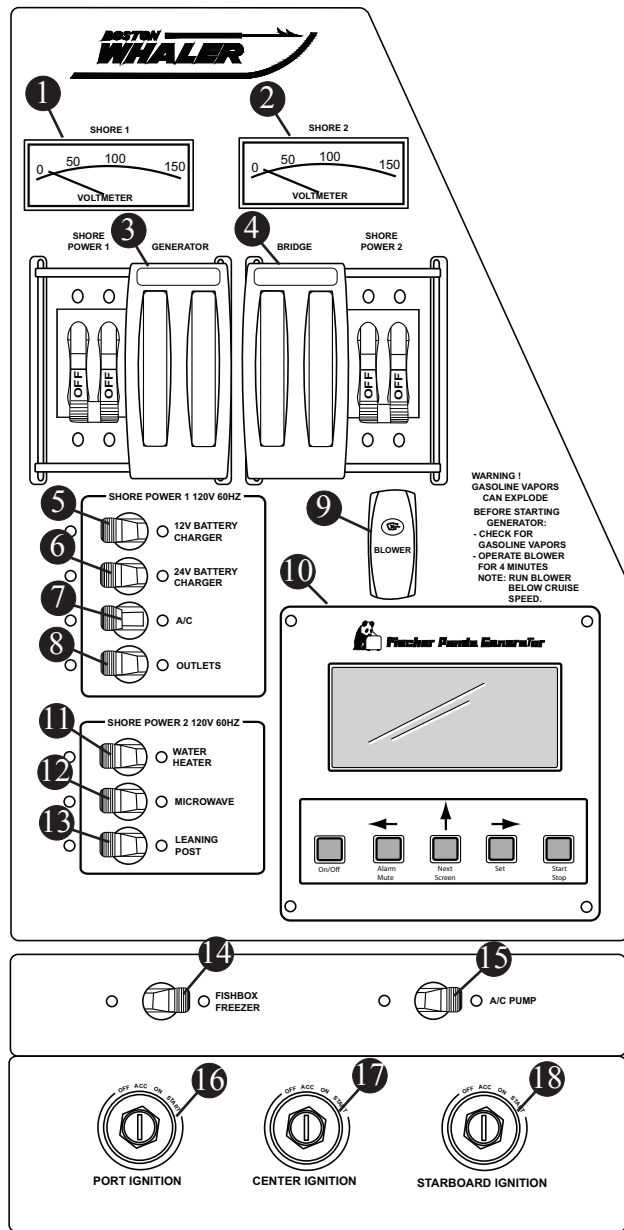
Your boat's DC electrical system operates on 12/24V power supplied by the center engine batteries (See fig. 4.1.1). The DC distribution panel is located in a cabinet on the starboard side of the cabin.

## Main AC Breaker Panel

### AC Distribution Panel

Fig. 4.8.1

- ① LINE 1 VOLTAGE METER
- ② LINE 2 VOLTAGE METER
- ③ LINE 1 SOURCE SELECTOR
- ④ LINE 2 SOURCE SELECTOR
- ⑤ 12V BATTERY CHARGER . . . . . 10 AMPS
- ⑥ 24V BATTERY CHARGER . . . . . 10 AMPS
- ⑦ A/C. . . . . 15 AMPS
- ⑧ OUTLETS . . . . . 15 AMPS
- ⑨ BLOWER SWITCH
- ⑩ GENERATOR CONTROL PANEL
- ⑪ WATER HEATER. . . . . 15 AMPS
- ⑫ MICROWAVE . . . . . 15 AMPS
- ⑬ LEANING POST . . . . . 20 AMPS
- ⑭ FISHBOX FREEZER PLATE (OPTION) . . 15 AMPS
- ⑮ A/C PUMP . . . . . 15 AMPS
- ⑯ PORT ENGINE IGNITION SWITCH
- ⑰ CENTER ENGINE IGNITION SWITCH
- ⑱ STARBOARD ENGINE IGNITION SWITCH



### AC Electrical System

Your boat's AC electrical system operates on dual 120/30A power from the generator or shore power. See Section 3 - page 3-25 for information regarding

the operation of your generator and Section 3 - page 3-30 for information regarding the operation of the shore power system. The AC distribution panel is located in a cabinet on the port side of the cabin.

## Component Breakers

Your boat utilizes manual reset breakers for the various components throughout the boat. The breakers can be found on panels located in various places on your boat (Figure 4.8.1 thru 4.11.1).

If a component breaker trips, determine and correct the problem before resetting the breaker. Should a circuit breaker trip repeatedly, have a qualified marine electrician determine and correct the cause of the trip.

In the event it is necessary to replace a breaker, use only the same amperage as the original. If a breaker

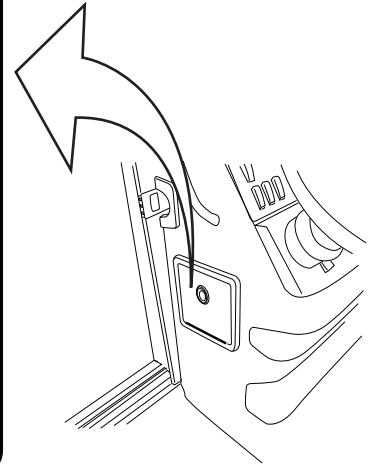
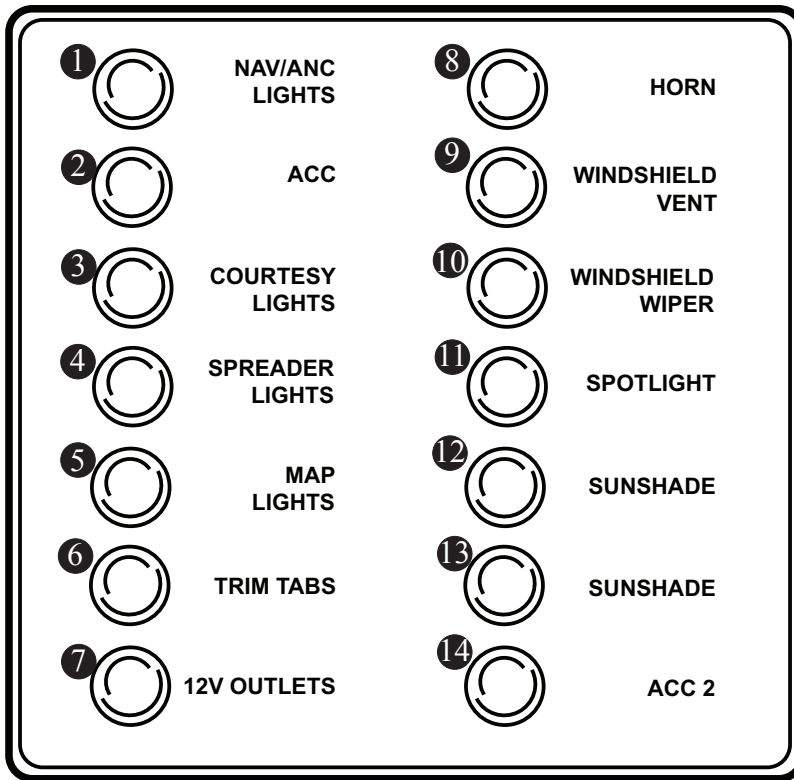
is replaced with one of lower amperage, it will not be sufficient to carry the electrical load of the equipment it is connected to and will cause nuisance breaker tripping. Conversely, if a breaker is replaced with one of higher amperage, it will not provide adequate protection against an electrical malfunction and will create a fire hazard.

**! WARNING**

**Use of higher amperage fuses or breakers is a fire hazard.**

Helm Breaker Panel

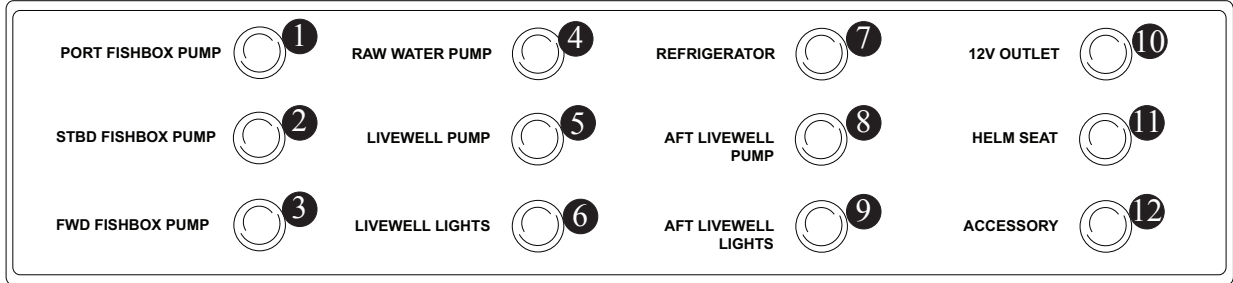
Fig. 4.9.1



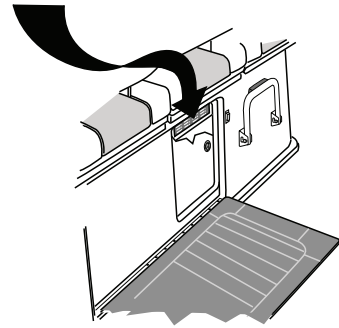
① NAV/ANC LIGHTS.....	5 AMPS	⑧ HORN .....	10 AMPS
② ACC (UNDERWATER LIGHTS OPTION) .....	10 AMPS	⑨ WINDSHIELD VENT .....	10 AMPS
③ CTSY LIGHTS.....	10 AMPS	⑩ WINDSHIELD WIPER.....	10 AMPS
④ SPREADER LIGHTS.....	15 AMPS	⑪ SPOTLIGHT (OPTION).....	10 AMPS
⑤ MAP LIGHTS.....	10 AMPS	⑫ SUNSHADE (OPTION).....	10 AMPS
⑥ TRIM TABS .....	30 AMPS	⑬ SUNSHADE (OPTION).....	5 AMPS
⑦ 12V OUTLETS.....	15 AMPS	⑭ ACC 2 (MISTER OPTION) .....	15 AMPS

**Bait Prep Station Breaker Panel**

Bait Prep Station Breaker Panel  
Fig. 4.10.1

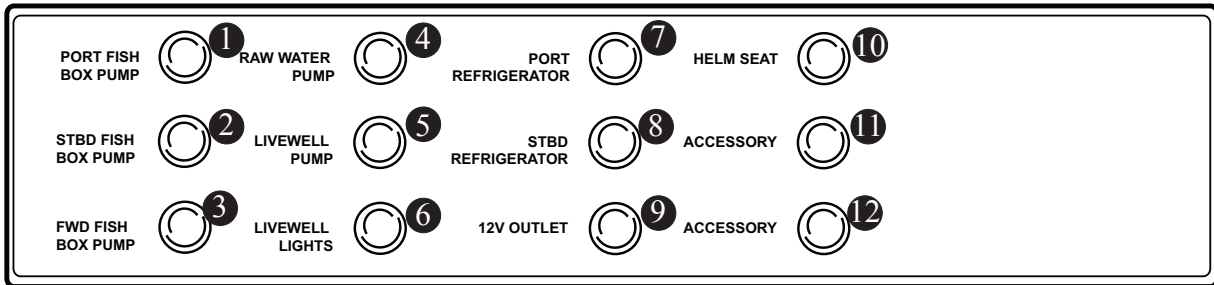


- ① PORT FISHBOX PUMP . . . . . 7 AMPS
- ② STARBOARD FISHBOX PUMP . . . . . 7 AMPS
- ③ FORWARD FISHBOX PUMP . . . . . 7 AMPS
- ④ RAW WATER PUMP . . . . . 15 AMPS
- ⑤ LIVEWELL PUMP . . . . . 5 AMPS
- ⑥ LIVEWELL LIGHTS . . . . . 10 AMPS
- ⑦ REFRIGERATOR . . . . . 15 AMPS
- ⑧ AFT LIVEWELL PUMP . . . . . 5 AMPS
- ⑨ AFT LIVEWELL LIGHTS . . . . . 10 AMPS
- ⑩ 12V OUTLET . . . . . 15 AMPS
- ⑪ HELM SEAT . . . . . 10 AMPS
- ⑫ ACCESSORY . . . . . 10 AMPS



**Summer Kitchen Breaker Panel (Option)**

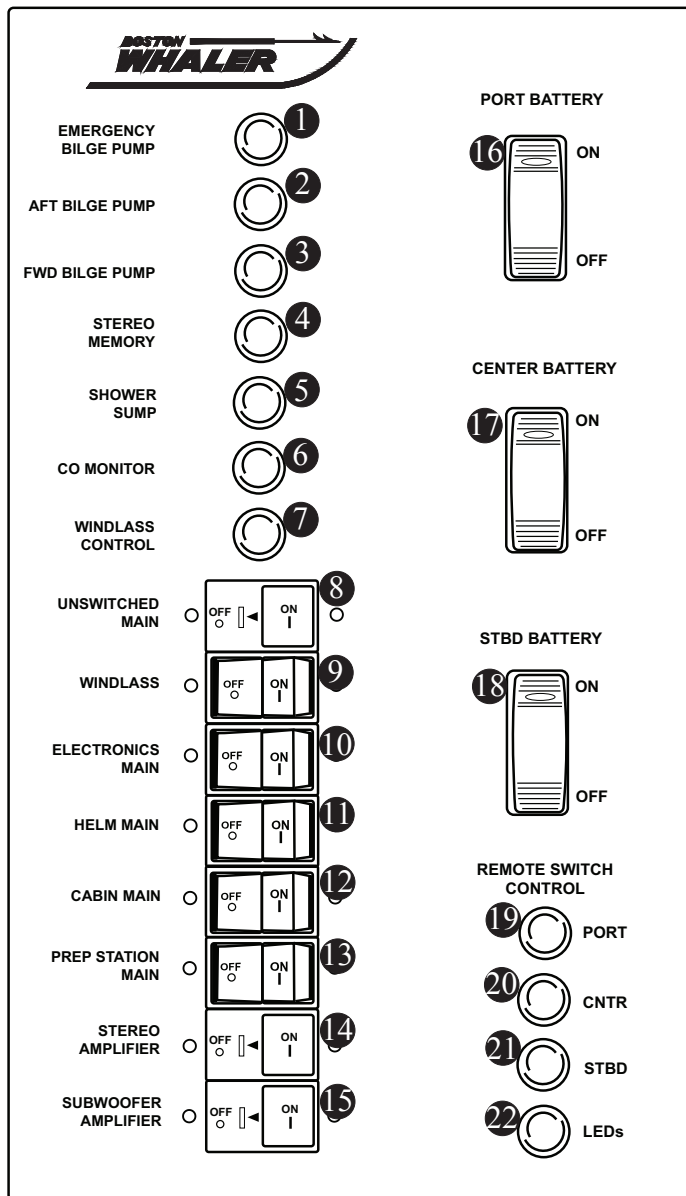
Summer Kitchen Breaker Panel (Option)  
Fig. 4.10.2



- ① PORT FISHBOX PUMP . . . . . 7 AMPS
- ② STARBOARD FISHBOX PUMP . . . . . 7 AMPS
- ③ FORWARD FISHBOX PUMP . . . . . 7 AMPS
- ④ RAW WATER PUMP . . . . . 15 AMPS
- ⑤ LIVEWELL PUMP . . . . . 5 AMPS
- ⑥ LIVEWELL LIGHTS . . . . . 10 AMPS
- ⑦ PORT REFRIGERATOR . . . . . 15 AMPS
- ⑧ STBD REFRIGERATOR . . . . . 15 AMPS
- ⑨ 12V OUTLET . . . . . 15 AMPS
- ⑩ HELM SEAT . . . . . 10 AMPS
- ⑪ ACCESSORY . . . . . 10 AMPS
- ⑫ ACCESSORY . . . . . 10 AMPS

## Battery Switch Panel

Battery Switch Panel  
Fig. 4.11.1



- |  |   |
|--|---|
| <ul style="list-style-type: none"> <li>① EMERGENCY BILGE PUMP . . . . . 15 AMPS</li> <li>② AFT BILGE PUMP . . . . . 15 AMPS</li> <li>③ FORWARD BILGE PUMP . . . . . 5 AMPS</li> <li>④ STEREO MEMORY . . . . . 15 AMPS</li> <li>⑤ SHOWER SUMP . . . . . 3 AMPS</li> <li>⑥ CO MONITOR . . . . . 5 AMPS</li> <li>⑦ WINDLASS CONTROL . . . . . 10 AMPS</li> <li>⑧ UNSWITCHED MAIN . . . . . 60 AMPS</li> <li>⑨ WINDLASS . . . . . 100 AMPS</li> <li>⑩ ELECTRONICS MAIN . . . . . 50 AMPS</li> <li>⑪ HELM MAIN . . . . . 50 AMPS</li> </ul> | <ul style="list-style-type: none"> <li>⑫ CABIN MAIN . . . . . 50 AMPS</li> <li>⑬ PREP STATION MAIN . . . . . 50 AMPS</li> <li>⑭ STEREO AMPLIFIER . . . . . 60 AMPS</li> <li>⑮ SUBWOOFER AMPLIFIER . . . . . 60 AMPS</li> <li>⑯ PORT ENGINE BATTERY ACTUATOR SWITCH</li> <li>⑰ CENTER ENGINE BATTERY ACTUATOR SWITCH</li> <li>⑱ STARBOARD ENGINE BATTERY ACTUATOR SWITCH</li> <li>⑲ PORT REMOTE BATTERY SWITCH . . . . 8 AMPS</li> <li>⑳ CNTR REMOTE BATTERY SWITCH . . . . 8AMPS</li> <li>㉑ STBD REMOTE BATTERY SWITCH . . . . 8 AMPS</li> <li>㉒ LED LIGHTING REMOTE SWITCH . . . . 5 AMPS</li> </ul> |
|--|---|

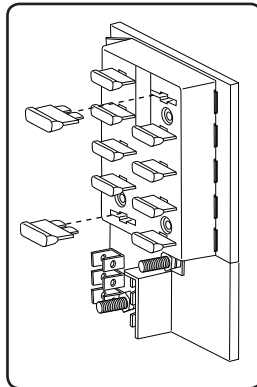
### Fuse Blocks

#### ! WARNING

**Use of higher amperage fuses or breakers is a fire hazard.**

**Use fuses and breakers having the same amperage rating as the original or as specified.**

There are three (3) electronics fuse blocks on the 370 Outrage. One is located behind the access panel on the port side of the forward cabin. Another can be accessed through the panel at the top of the aft wall of the cabin shower. The third fuse block is located on the port wall of the interior of the electronics box in the hardtop (Figure 4.12.1).



In the event you need to replace a fuse, use only the same amperage as the original. It is recommended that you carry spare fuses.

If a fuse is replaced with one of lower amperage, it will not be sufficient to carry the electrical load of the equipment it is connected to and will cause nuisance fuse failure or breaker tripping.

If a fuse is replaced with one of higher amperage, it will not provide adequate protection against an electrical malfunction and will create a fire hazard.

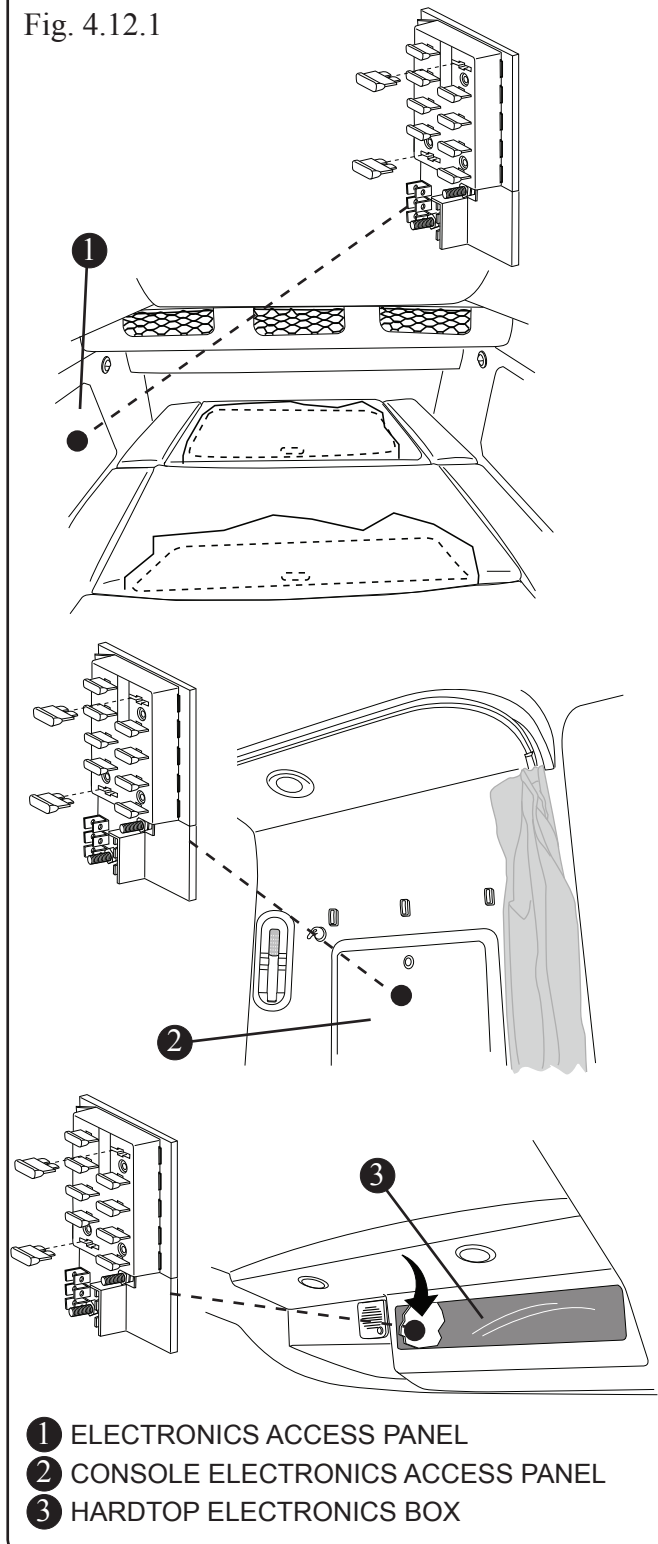
### Ground Fault Interrupter Receptacle (GFI)

Your boat is equipped with a Ground Fault Interrupter (GFI) receptacle located on the aft wall of the forward console storage garage (See fig. 4.6.1).

The GFI outlet also protects the outlets on the forward wall of the vanity in the cabin and the outlet at the helm directly below the port companion chair.

The GFI receptacle is designed to protect people from the line-to-ground shock hazards which could occur from defective tools or appliances operating from the receptacle, or from down-line outlets protected by it.

Fuse Block Locations  
Fig. 4.12.1



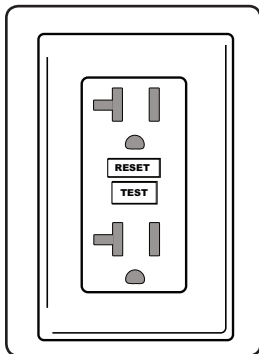
## Section 4 • Electrical System

The GFI will not prevent line-to-ground electric shock, but does limit the time of exposure to a period considered safe for normal healthy persons. The receptacle will not protect people against line-to-line or line-to-neutral faults, short circuits or overloads

Please read and understand the CAUTION block below regarding GFI receptacles.

### Testing

The GFI outlet has a TEST and RESET button that you can use to regularly test the outlet for proper operation. Before testing the outlet, push the RESET button in. Plug an appliance into the outlet (such as a lamp) and turn it on. Push the TEST button, the appliance should shut OFF. If it does, the circuit was interrupted and it is working properly. Push the RESET button to return the power to the outlet. If the power to the appliance was not interrupted, have a qualified marine electrician check the system to find the problem.

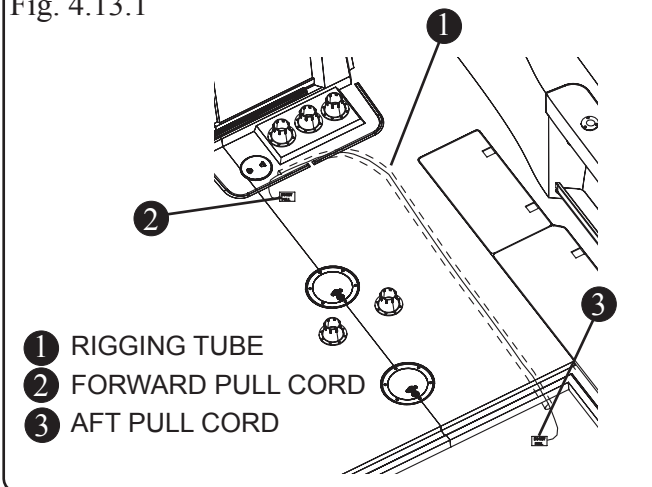


There is also a cord located in the port frame of the hardtop which terminates in the console at one end and the electronics box at the other.

Tie another piece of nylon cord to the current accessory wiring being run and use that for later runs.

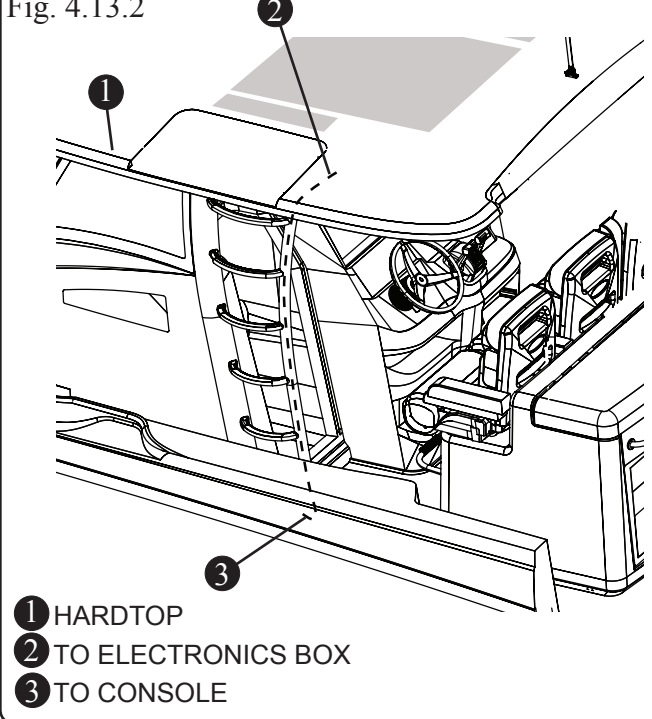
Rigging Tube/Pull

Fig. 4.13.1



Hardtop Rigging

Fig. 4.13.2



### ⚠ WARNING

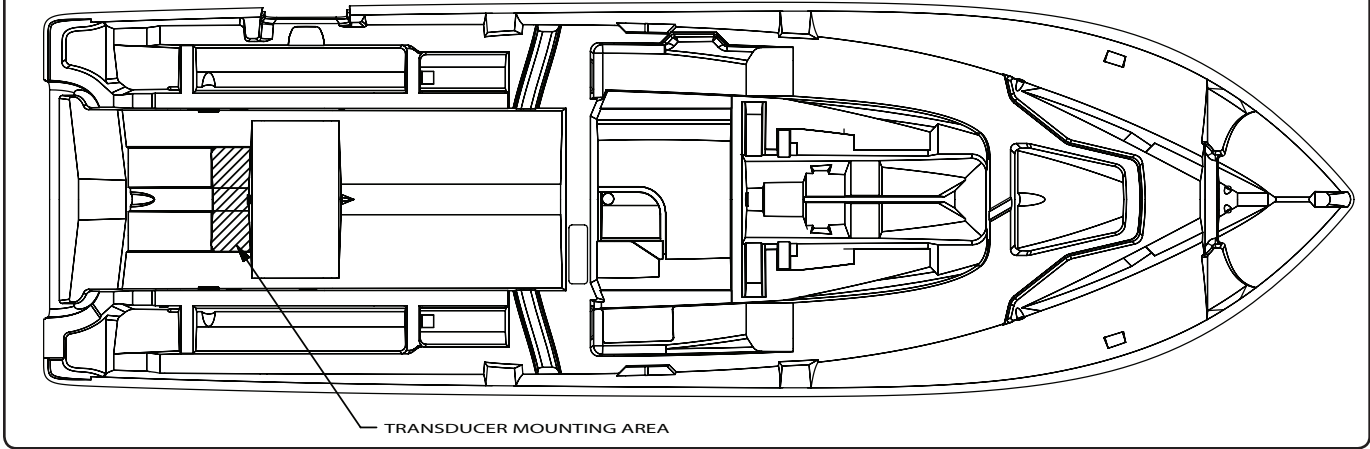
**Persons with heart problems or other conditions which may make them susceptible to electric shock may still be injured by ground faults on circuits protected by the GFI receptacle. No safety devices yet designed will protect against all hazards or carelessly handled or misused electrical equipment or wiring.**

### Rigging

Your boat has a rigging tube above the fuel tank and below the floor to allow the owner to run new wiring for electronics. There is a pull cord installed in the tube with the ends bundled and tied at either end of the tube. The ends are located in the aft bilge, starboard upper corner of the mechanical bulkhead and inside the console below the fuel fill access plate.

Transducer Mounting Location

Transducer Location  
Fig. 4.14.1





### Electrical Schematics & Harnesses

The following pages (4-15 thru 4-39) contain schematics pertaining to the electrical system in your boat. These schematics were generated by electrical engineers in the Boston Whaler® 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 your boat 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 customer and is not obligated to make any updates to units built prior to the change.

### Wiring Identification Chart

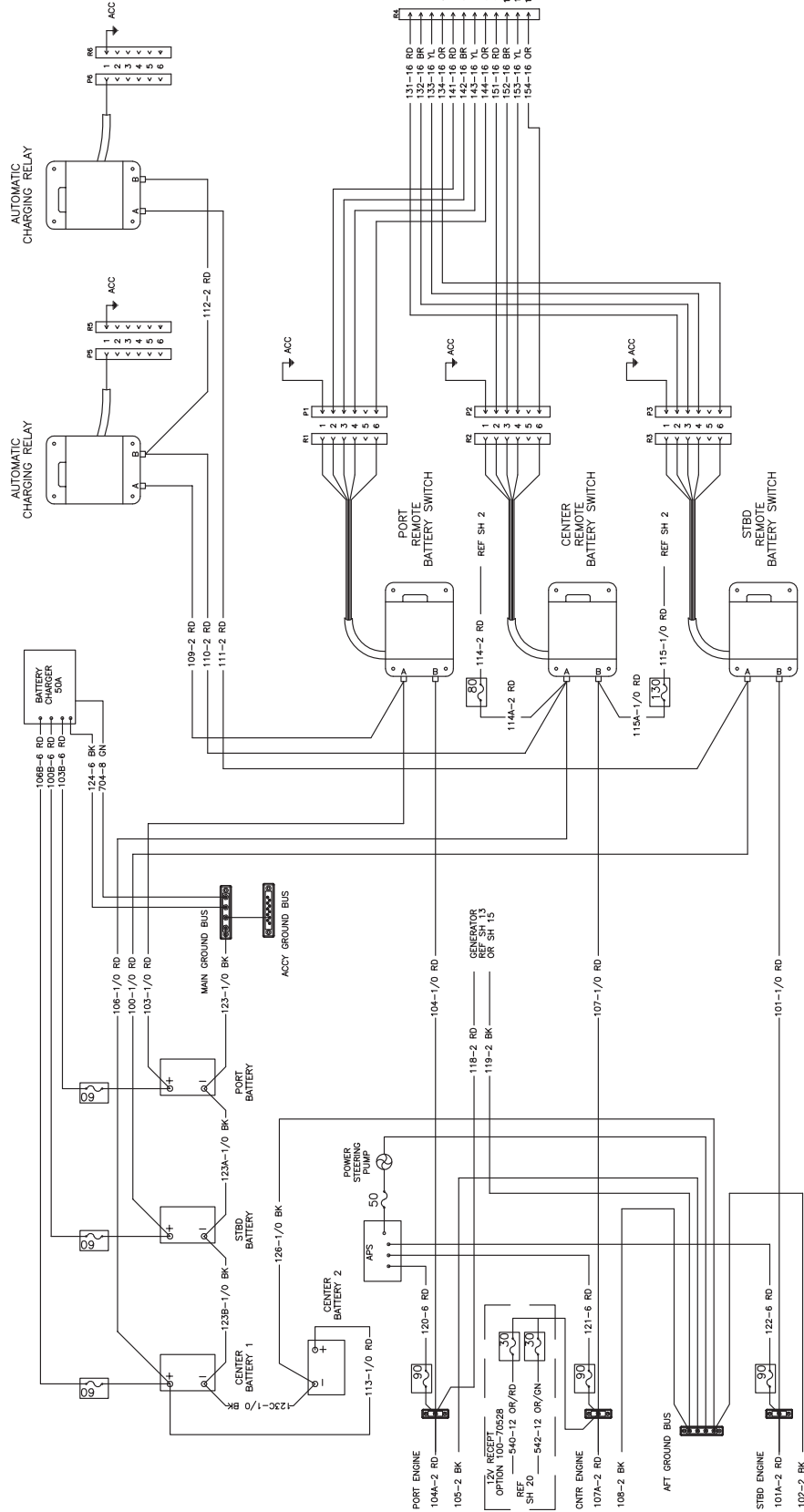
Boston Whaler® adheres to electrical wiring requirements which meet all the ABYC-11 standards. The following chart outlines the gauge, color and function of the wiring used.

**Wire Color Chart for DC and Special Circuit**

COLOR	FUNCTION	COLOR	FUNCTION
GRN	GROUNDING MAIN/TOWER & ALUMINUM FUEL TANKS	BRN/ORN	SUMP PUMP
GRN	GROUNDING	BRN/RED	BILGE PUMP (UNSWITCHED)
ORN	STARBOARD 30 AMP RECEPTACLE	BRN/VIO	FORWARD FISHBOX PUMP
RED	MAIN FEEDS/PORT 30 AMP RECEPTACLE	BRN/WHT	MACERATOR
BRN/BLK	STARBOARD FISHBOX PUMP	BRN/YEL	LIVWELL PUMP
BRN/VIO	FORWARD FISHBOX PUMP	GRY	RUNNING LIGHTS
BRN/YEL	LIVWELL PUMP (HIGH CURRENT)	GRY/BLK	ACC 1
BRN/BLU	PORT FISHBOX PUMP	GRY/BLU	ACC 2
BLK	GROUND	GRY/GRN	ACC 3
RED	+12V MAIN	GRY/RED	AFT MAST/ACC 4
BLK	GROUND	GRY/WHT	ALL ROUND/FWD MAST LIGHT
BLK/YEL	STOP CIRCUIT	GRN	GROUNDING
BLK/WHT	GEN SHUTDOWN	ORN	REFRIGERATOR or CENTER WIPER
BLU	COMPASS	ORN/BLU	HORN
BLU/BLK	DOME LIGHT	ORN/BRN	STARBOARD WIPER PARK
BLU/GRN	SPREADER LIGHT	ORN/GRN	STARBOARD WIPER
BLU/ORN	LIVWELL LIGHT	ORN/RED	PORT WIPER
BLU/RED	COURTESY LIGHTS	ORN/VIO	VACUUM PUMP
BLU/VIO	CABIN LIGHTS	ORN/WHT	CENTER WIPER
BRN	BILGE PUMP (SWITCHED)	PINK	FUEL SENDER
BRN/BLK	STARBOARD FISHBOX PUMP	RED	12V RECEPTACLE
BRN/BLU	PORT FISHBOX PUMP	VIO	IGNITION
BRN/GRY	RAW WATER	WHT	CO MONITOR/ELECTRIC TRIM TAB (SWITCHED)
BRN/GRN	FRESH WATER	YLW	BLOWER/STEREO MEMORY
		YLW/RED	START

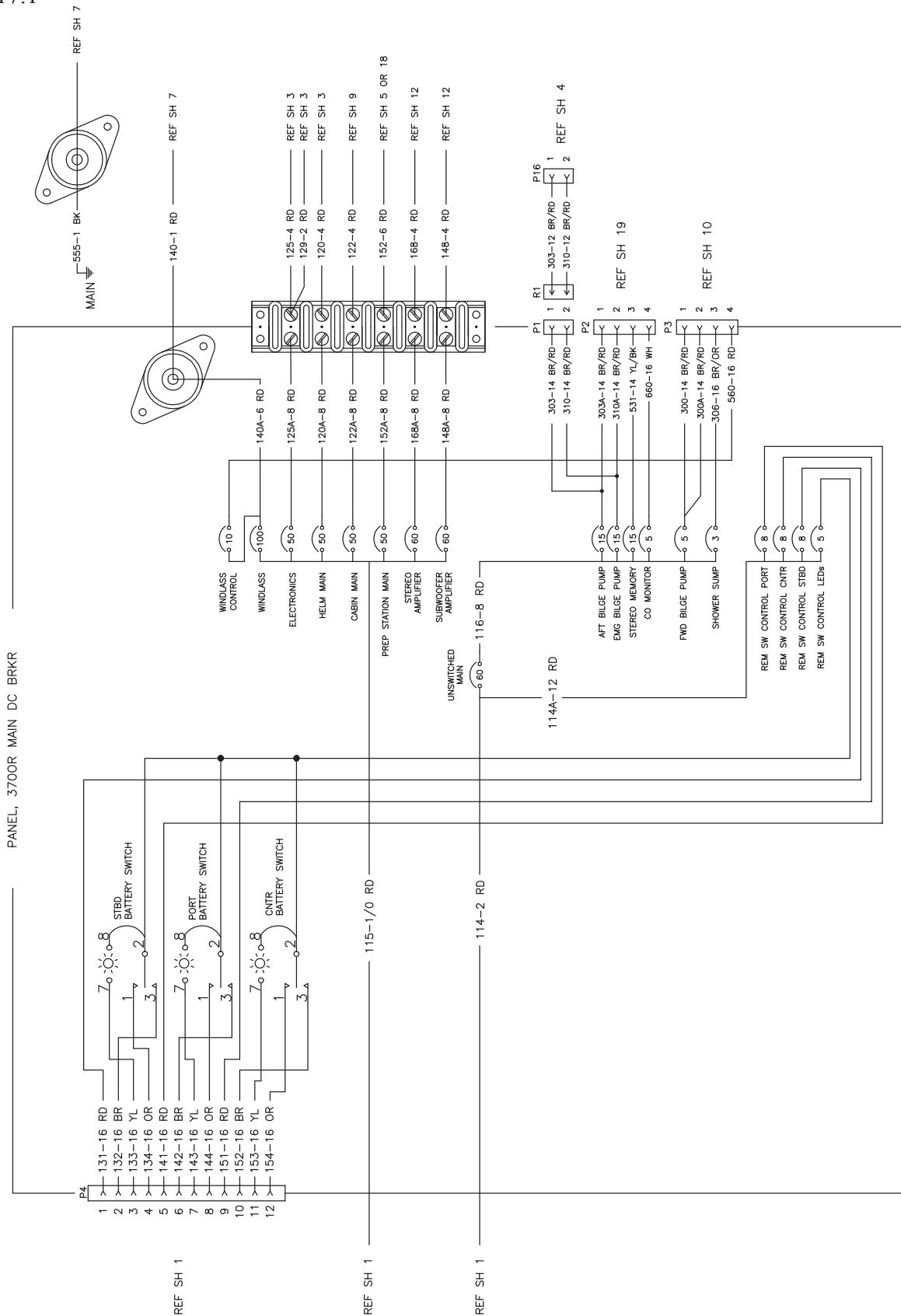
# Section 4 • Electrical System

Battery Diagram, Sheet 1  
Fig. 4.16.1

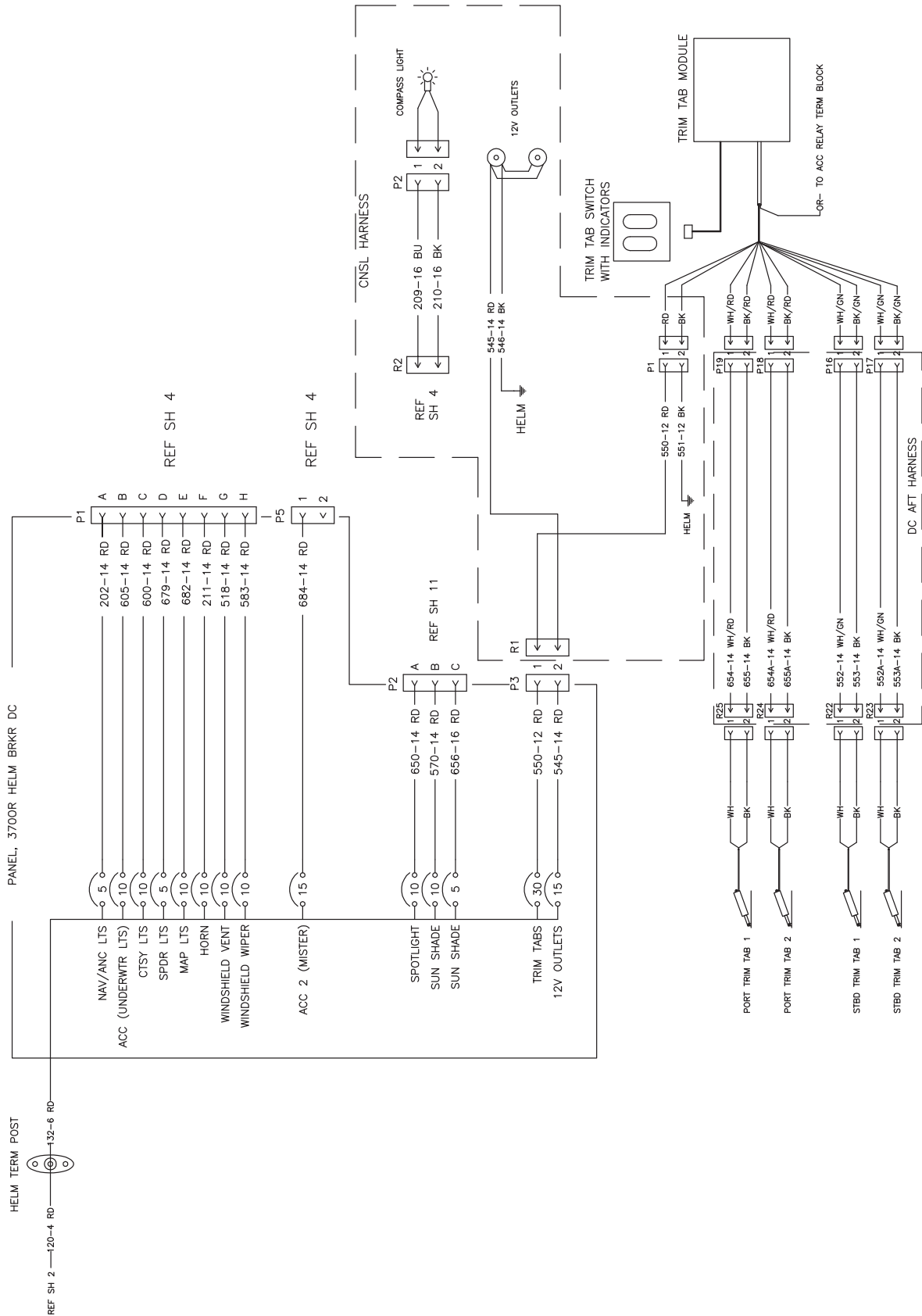


Battery Switch Panel, Sheet 2

Fig. 4.17.1

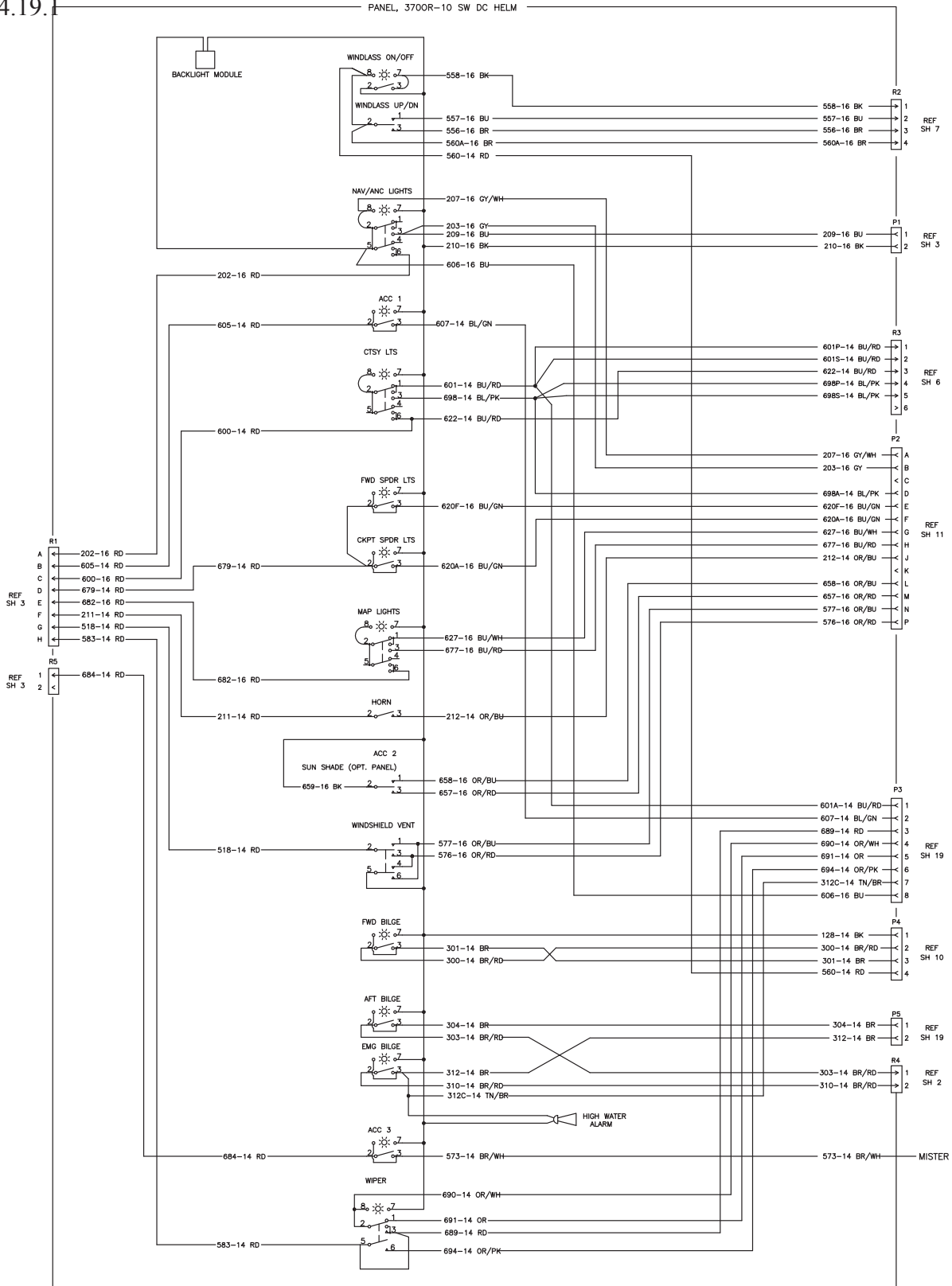


Helm Breaker Panel, Sheet 3  
Fig. 4.18.1



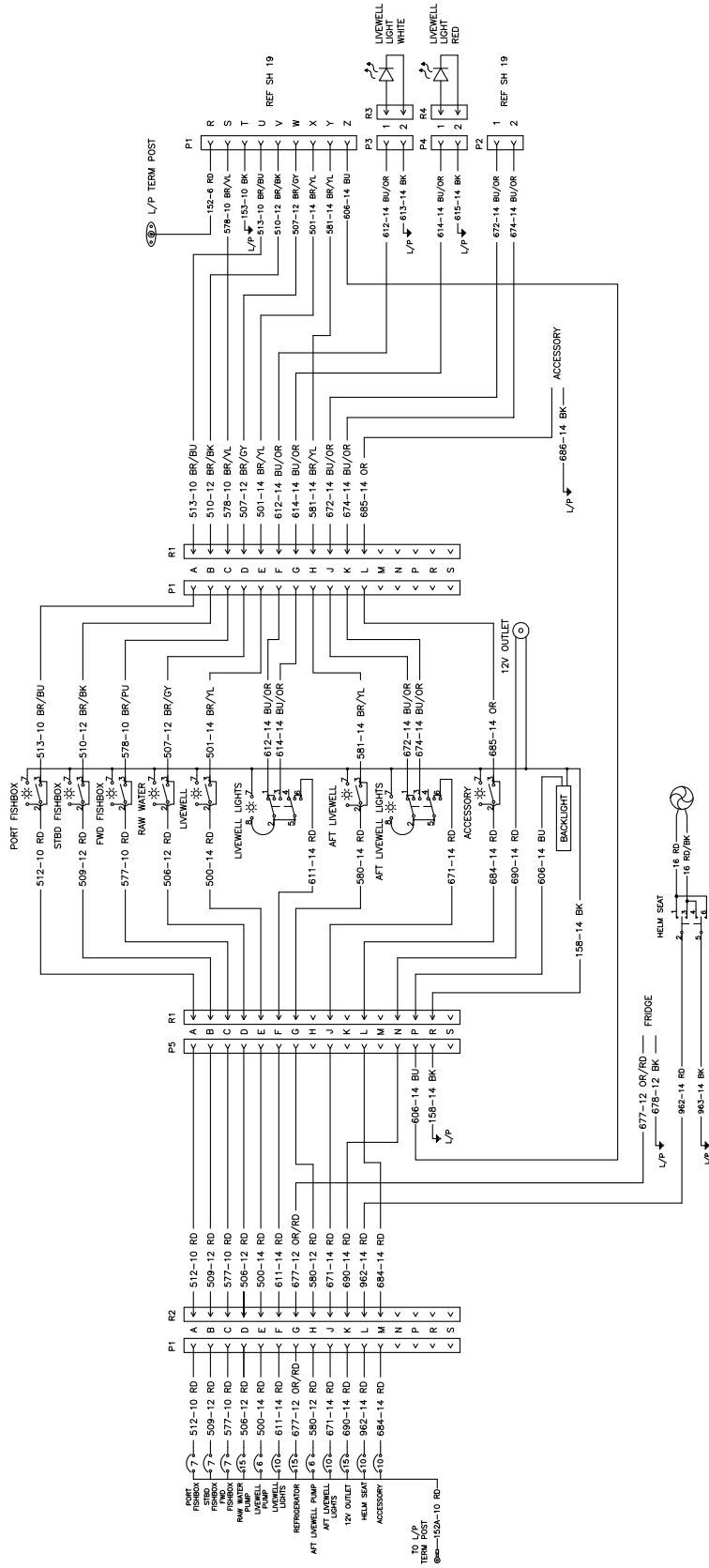
# Section 4 • Electrical System

Helm Switch Panel, Sheet 4  
Fig. 4.19.1



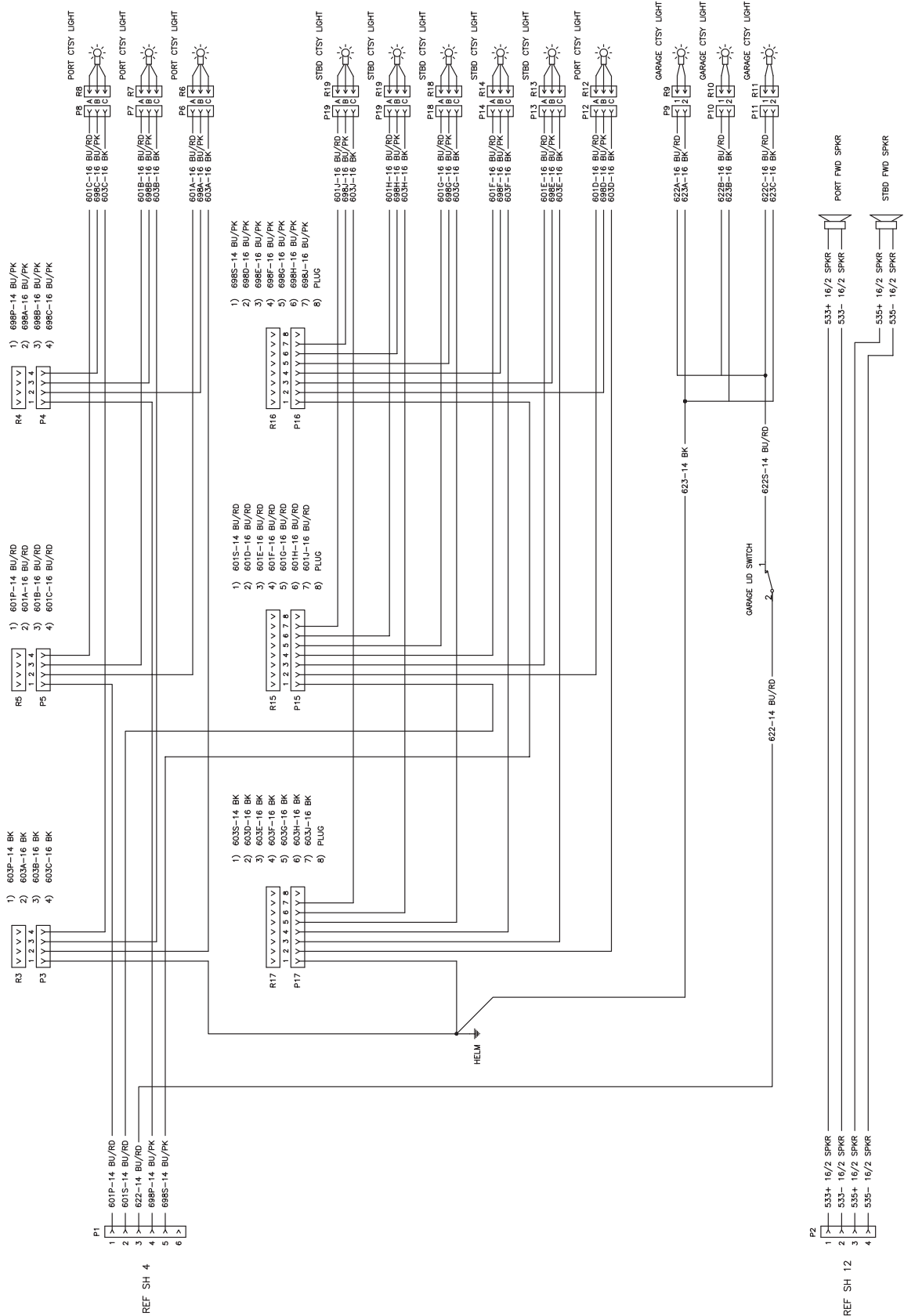
# Section 4 • Electrical System

Bait Prep Station Switch Panel, Sheet 5  
Fig. 4.20.1



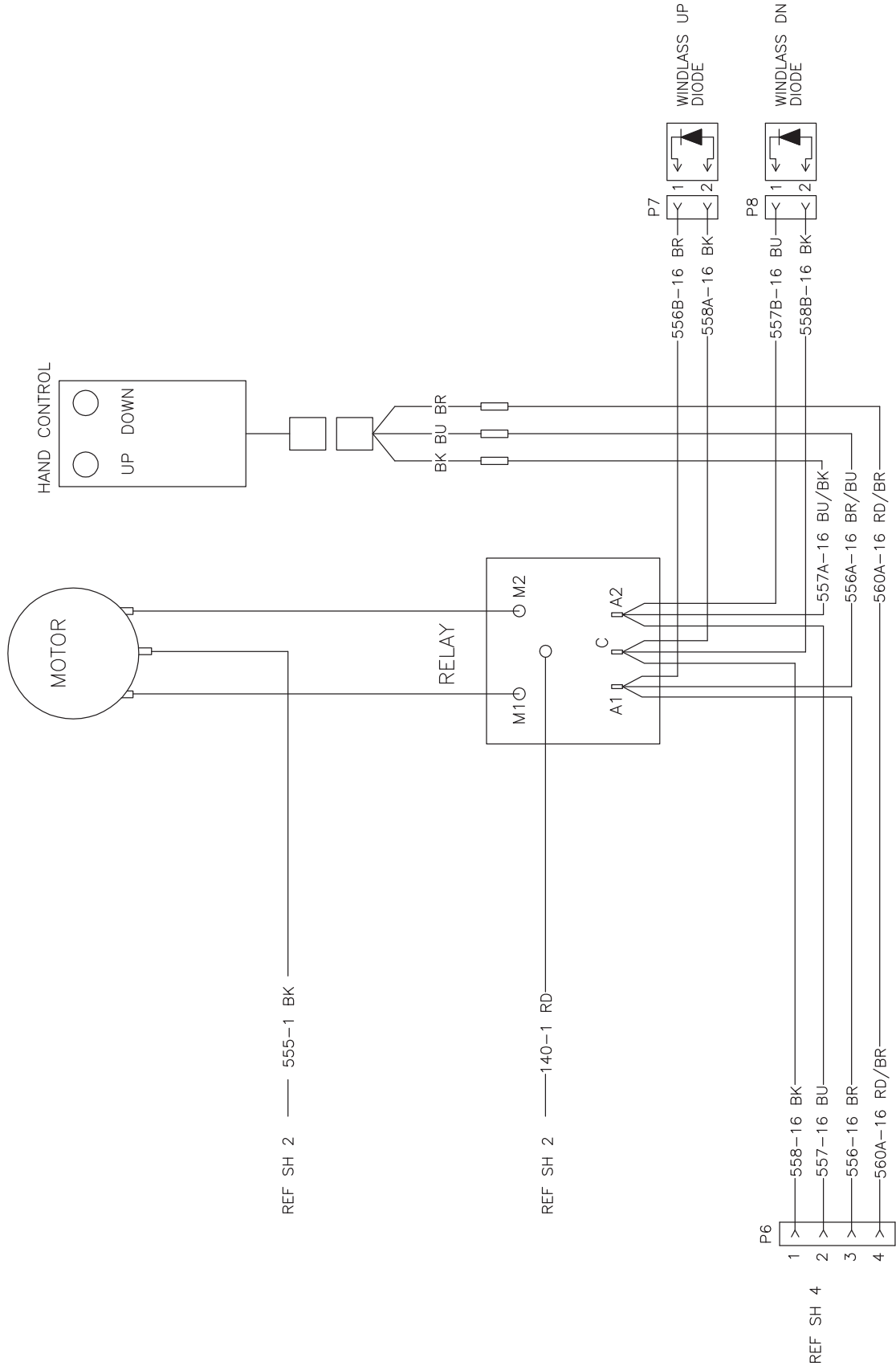
# Section 4 • Electrical System

Lighting Schematic (Deck) Sheet 6  
Fig. 4.21.1



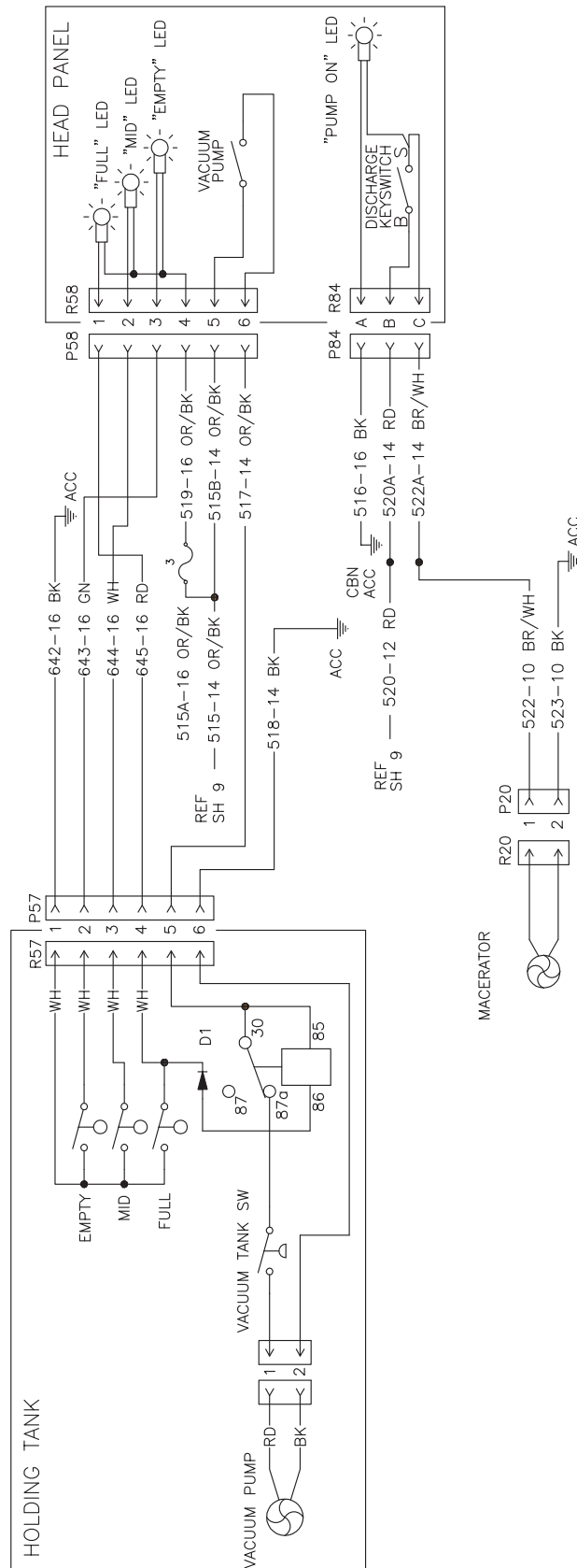
# Section 4 • Electrical System

Windlass Schematic, Sheet 7  
Fig. 4.22.1



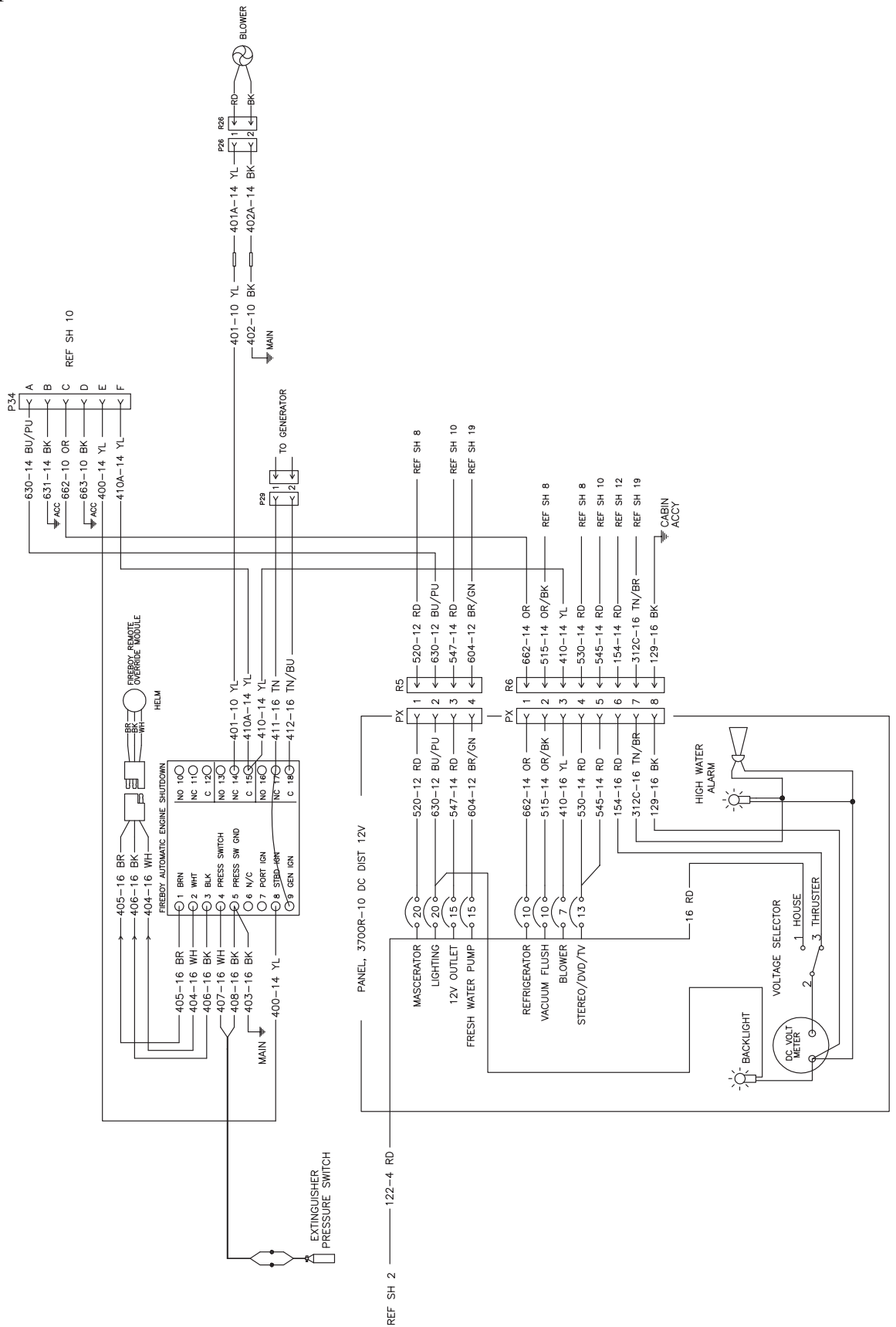


Overboard Discharge Panel & Holding Tank Schematic, Sheet 8  
 Fig. 4.23.1



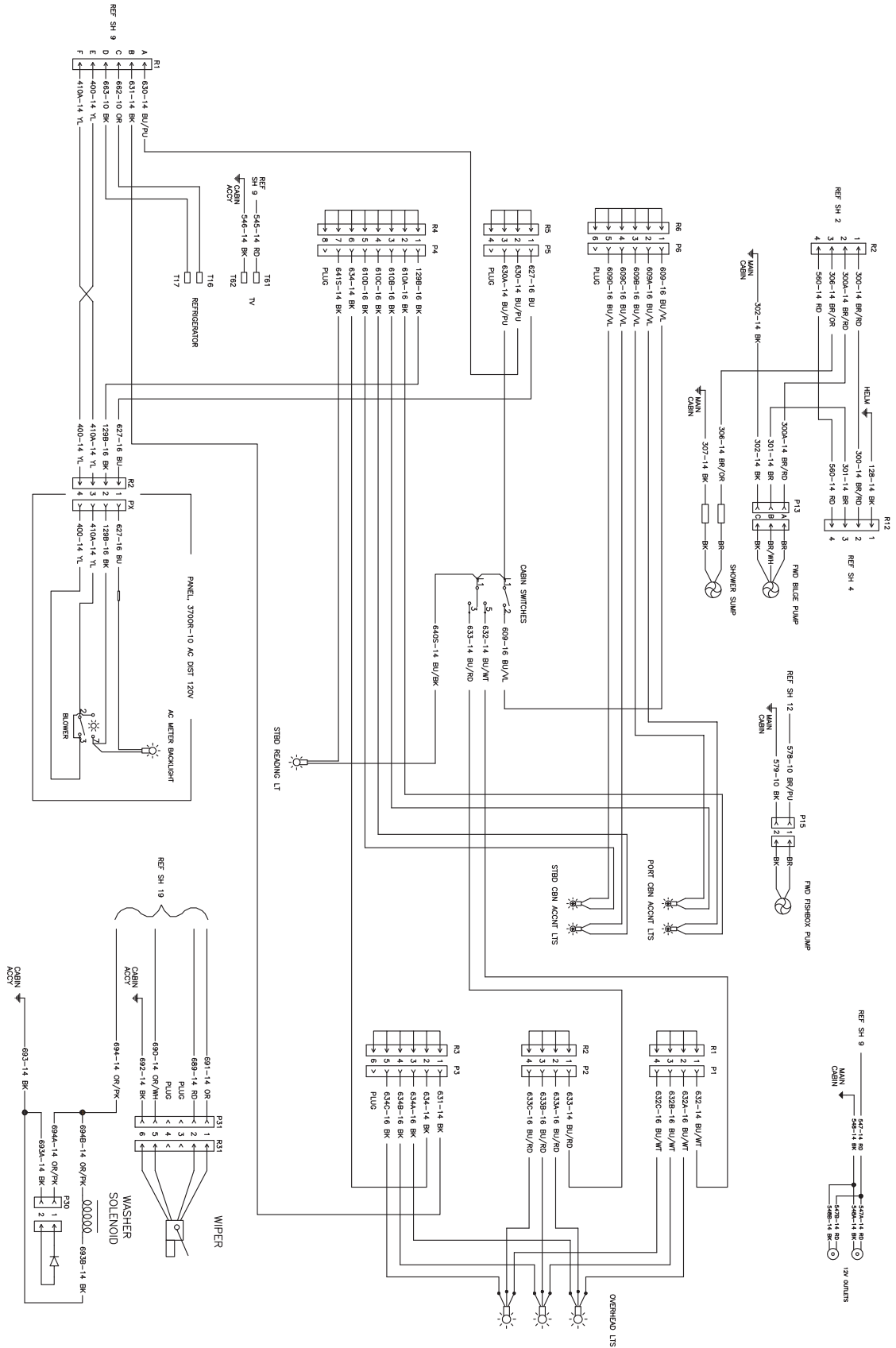
# Section 4 • Electrical System

DC Distribution Panel, Sheet 9  
Fig. 4.24.1

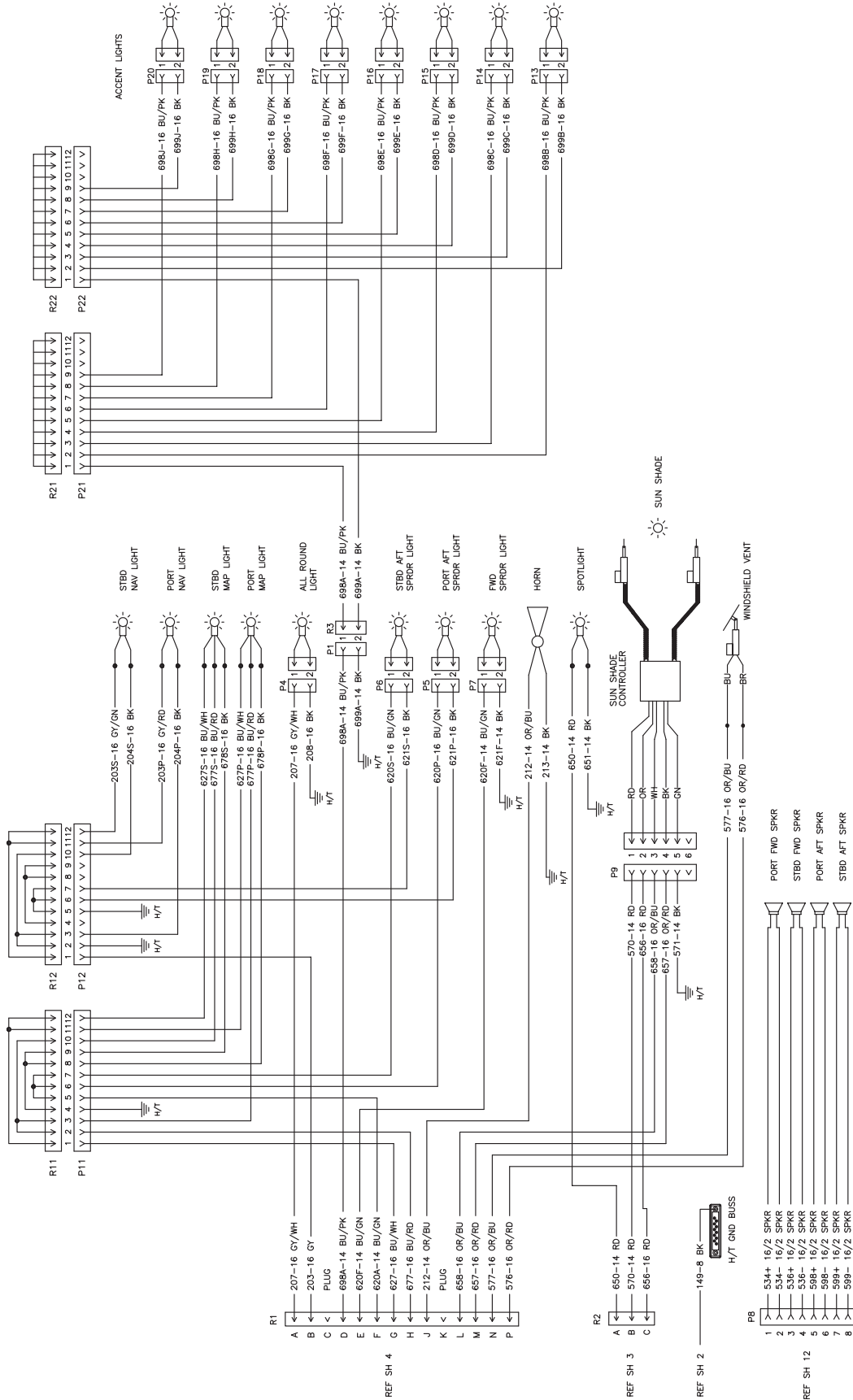


## DC Wiring Schematic (Cabin) Sheet 10

Fig. 4.25.1

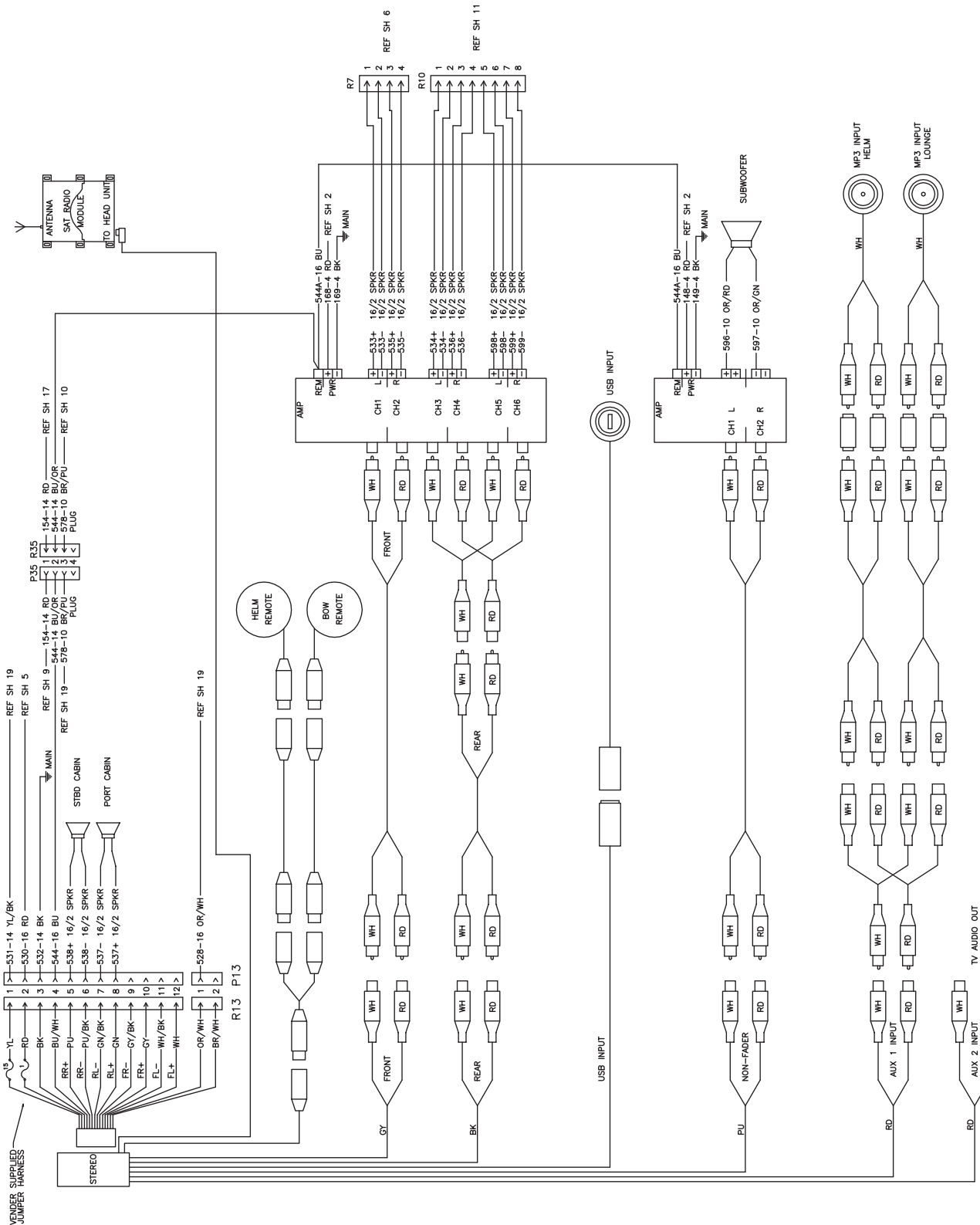


Hardtop Schematic, Sheet 11  
Fig. 4.26.1



# Section 4 • Electrical System

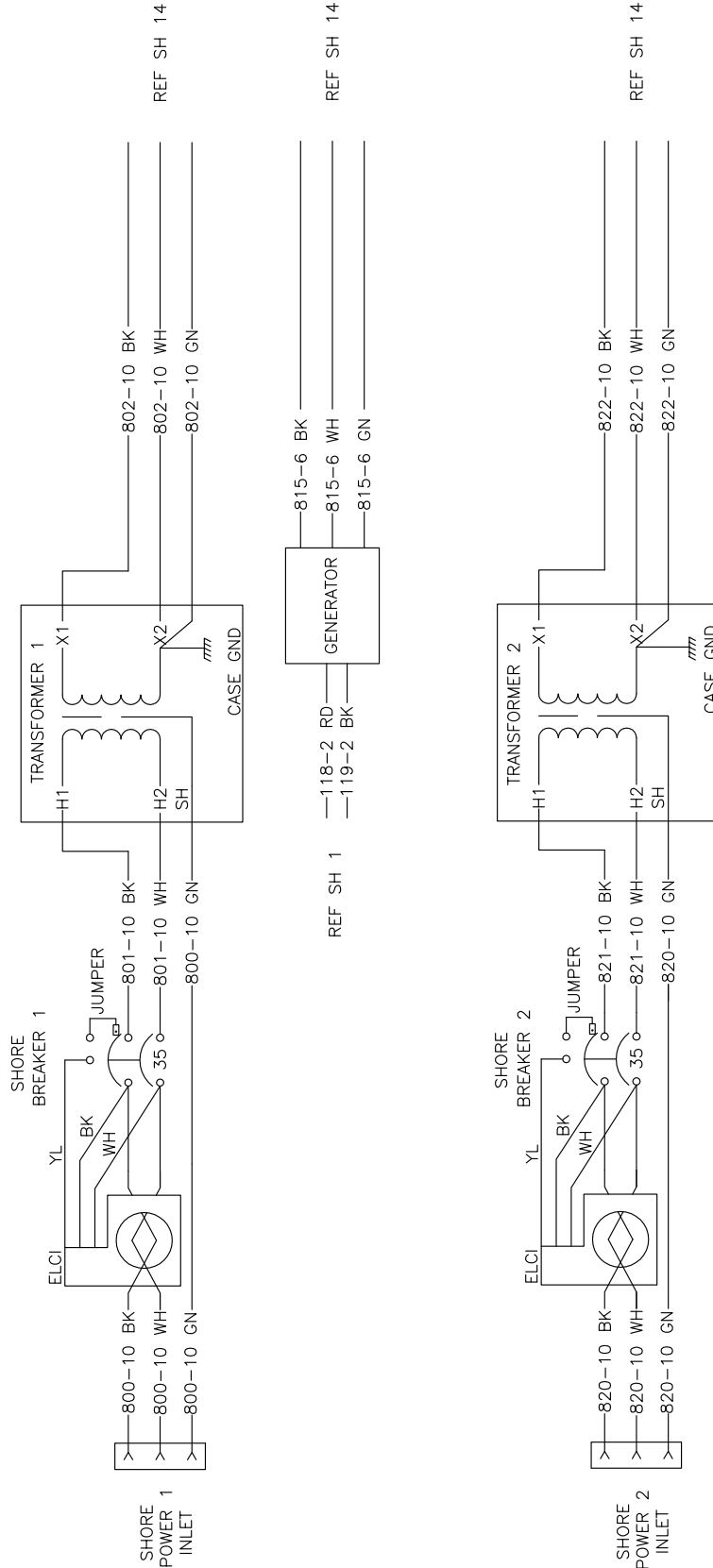
Stereo Diagram, Sheet 12  
Fig. 4.27.1



# Section 4 • Electrical System

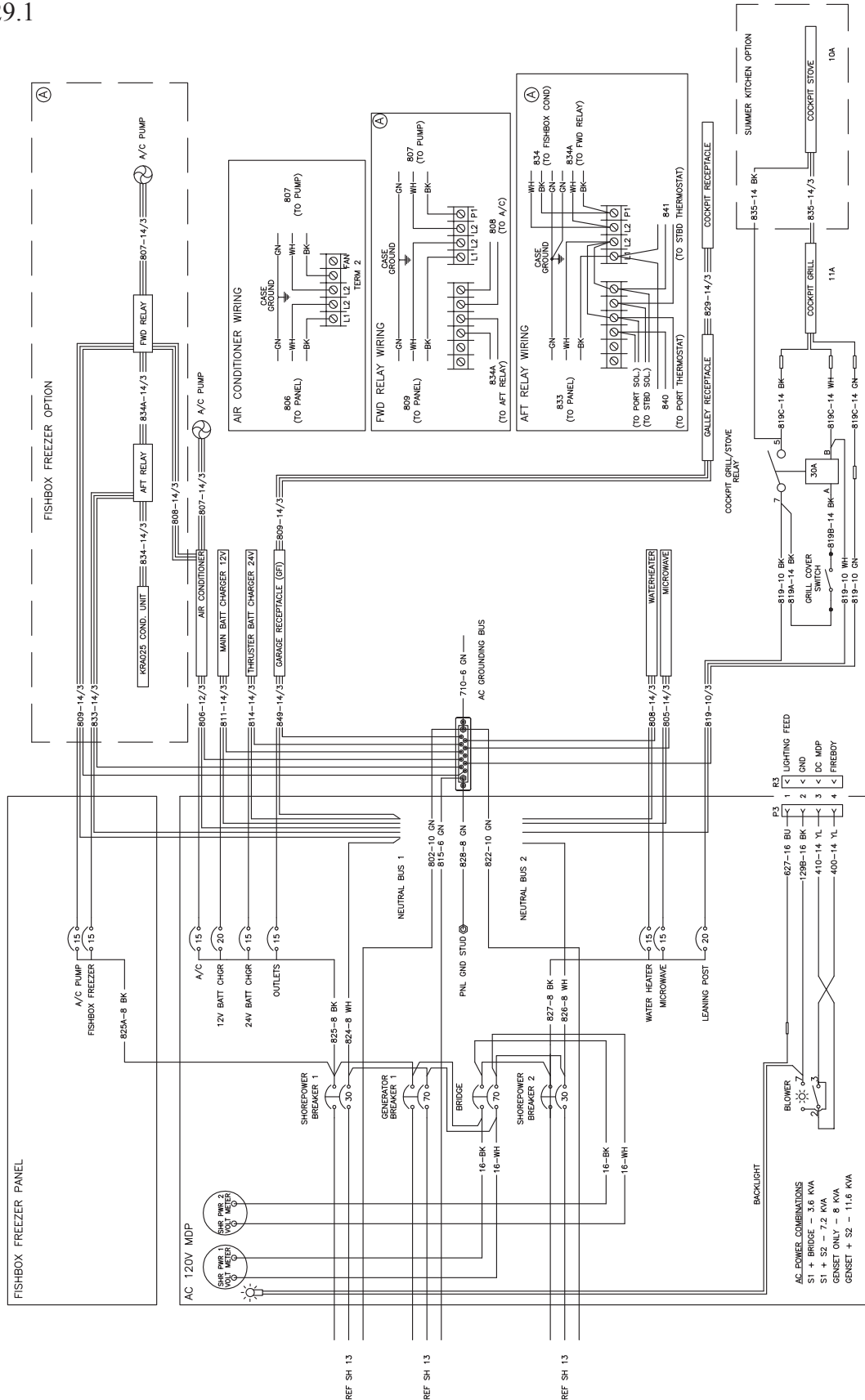
120V/60Hz Shore Power Schematic, Sheet 13  
Fig. 4.28.1

© 120V/60HZ



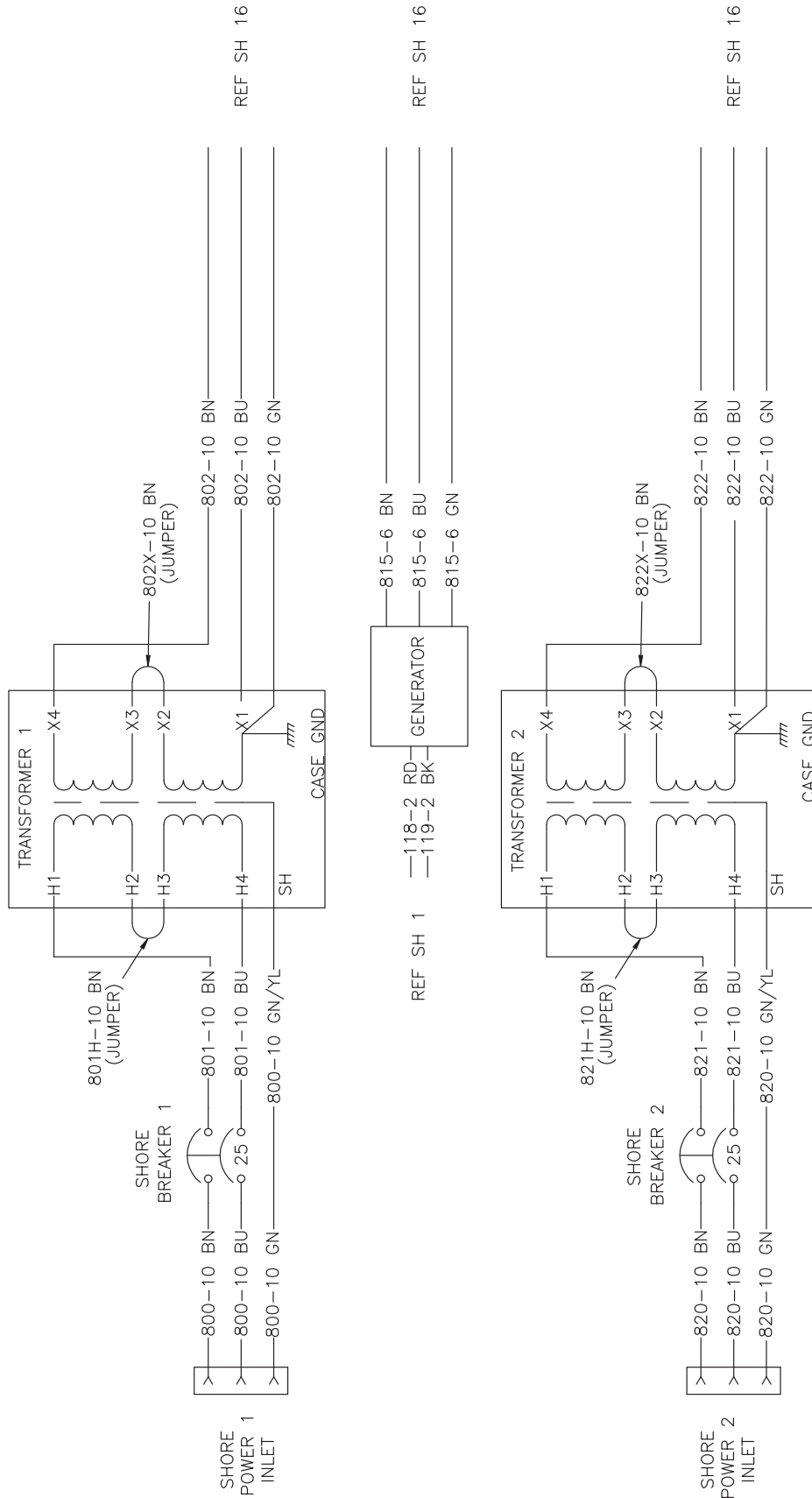
# Section 4 • Electrical System

AC Distribution Panel (120V/60Hz) Sheet 14  
Fig. 4.29.1



220V/50Hz Shore Power Schematic, Sheet 15  
Fig. 4.30.1

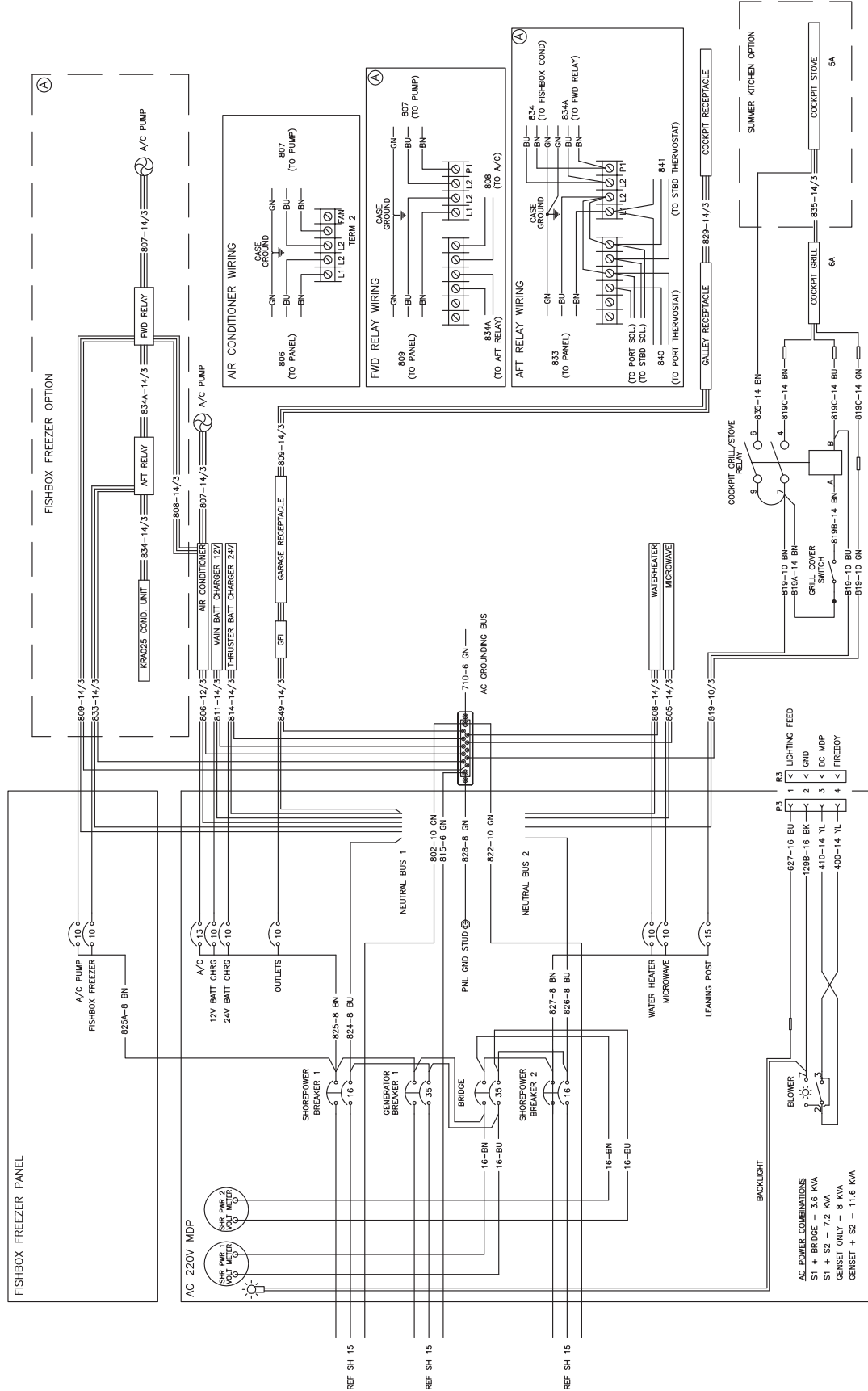
220V/50HZ





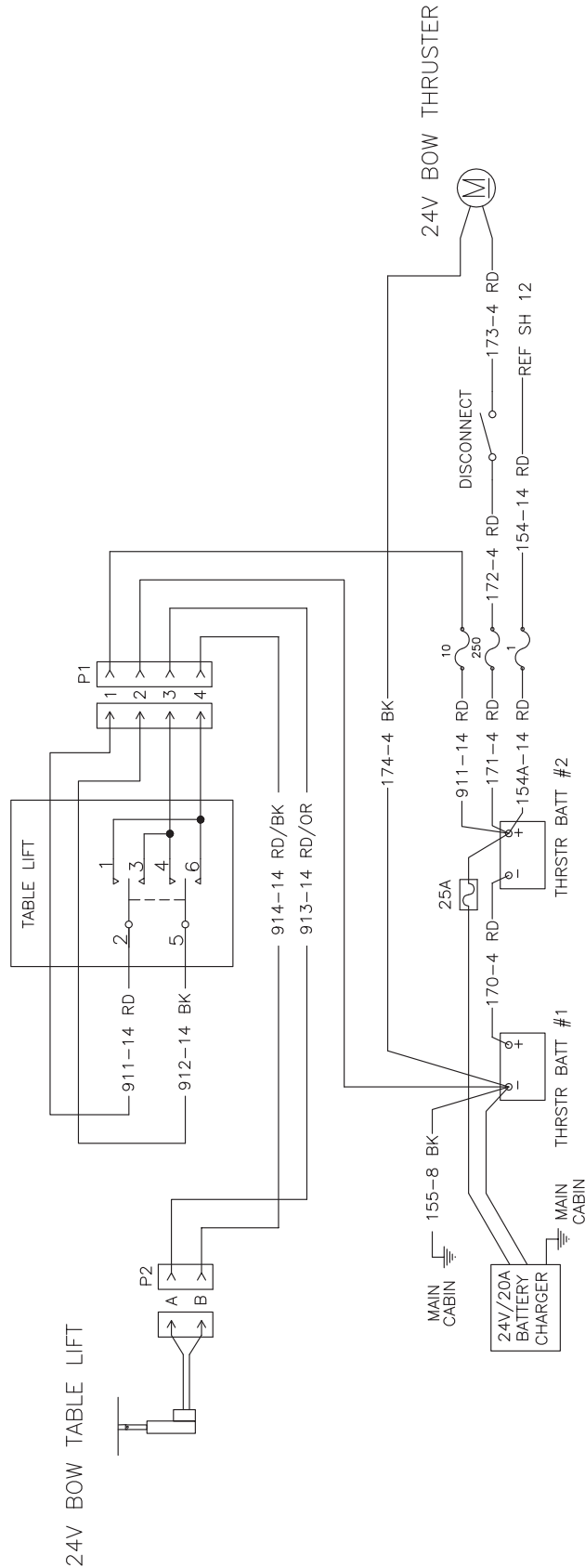
# Section 4 • Electrical System

AC Distribution Panel (220V/50Hz) Sheet 16  
Fig. 4.31.1



Bow Table (Option) & Bow Thruster Schematic, Sheet 17  
 Fig. 4.32.1

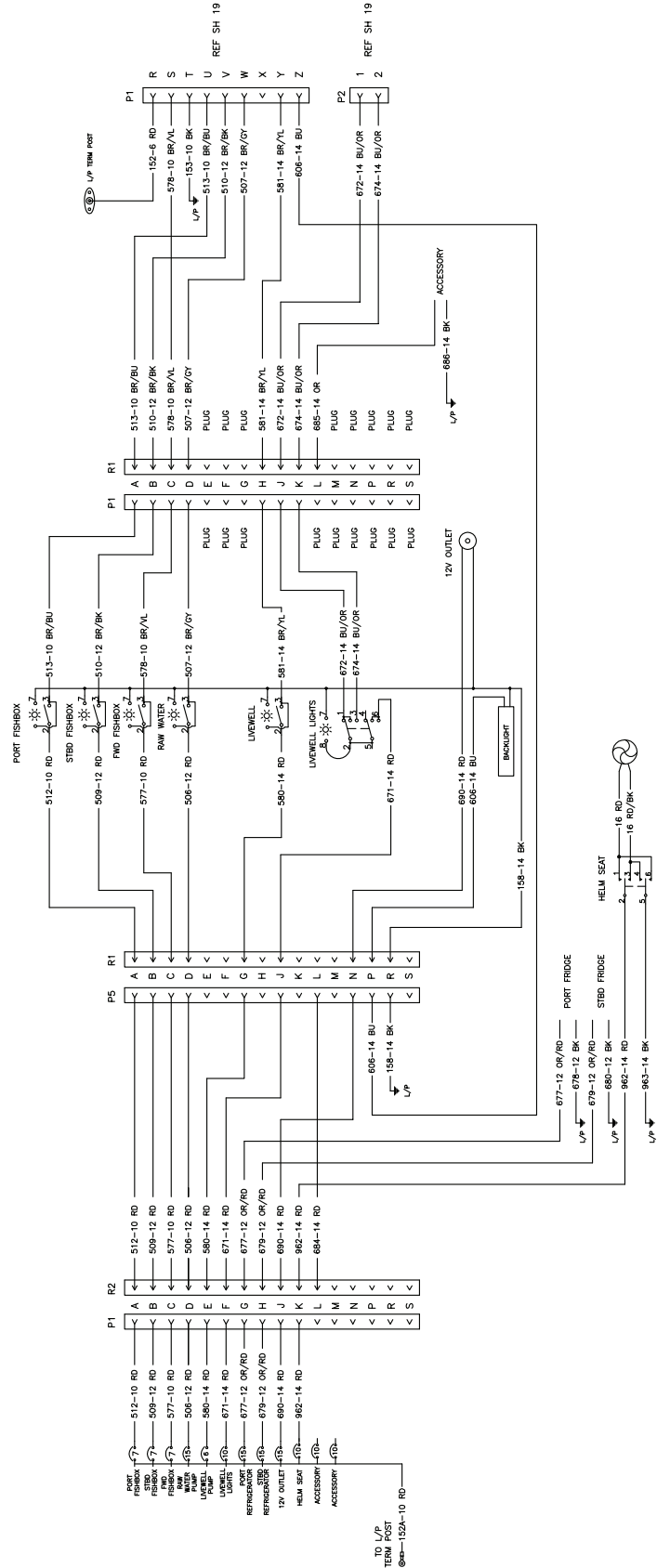
BOW TABLE LIFT OPTION



# Section 4 • Electrical System

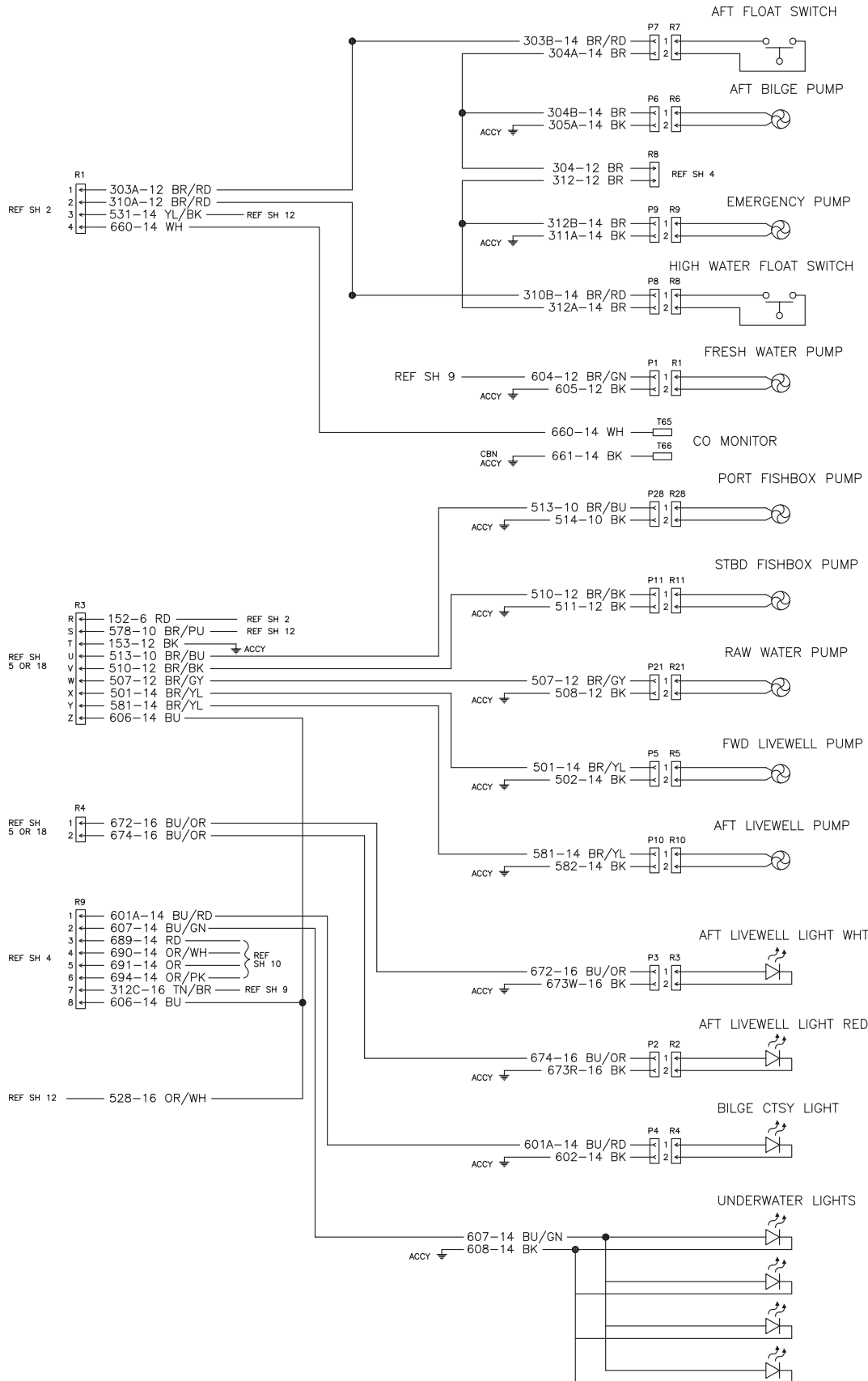
Summer Kitchen Switch Panel (Option), Sheet 18  
Fig. 4.33.1

SUMMER KITCHEN OPTION

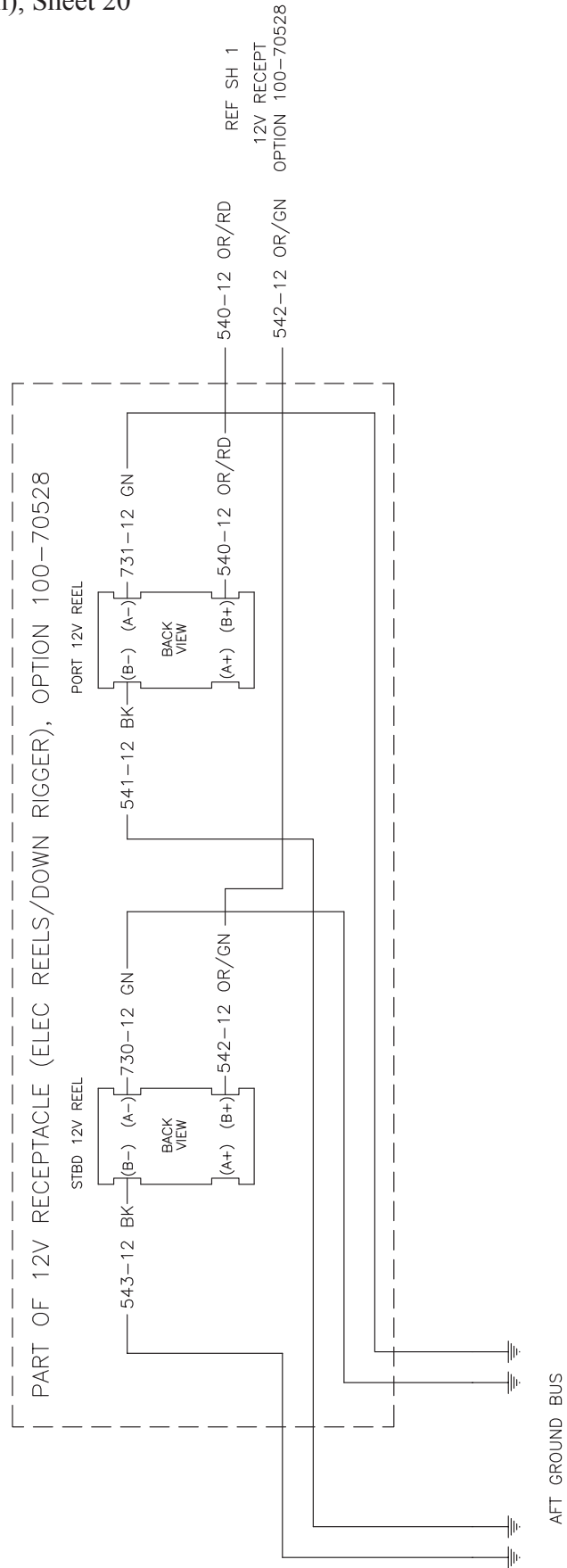


# Section 4 • Electrical System

Bilge Wiring Schematic, Sheet 19  
Fig. 4.34.1



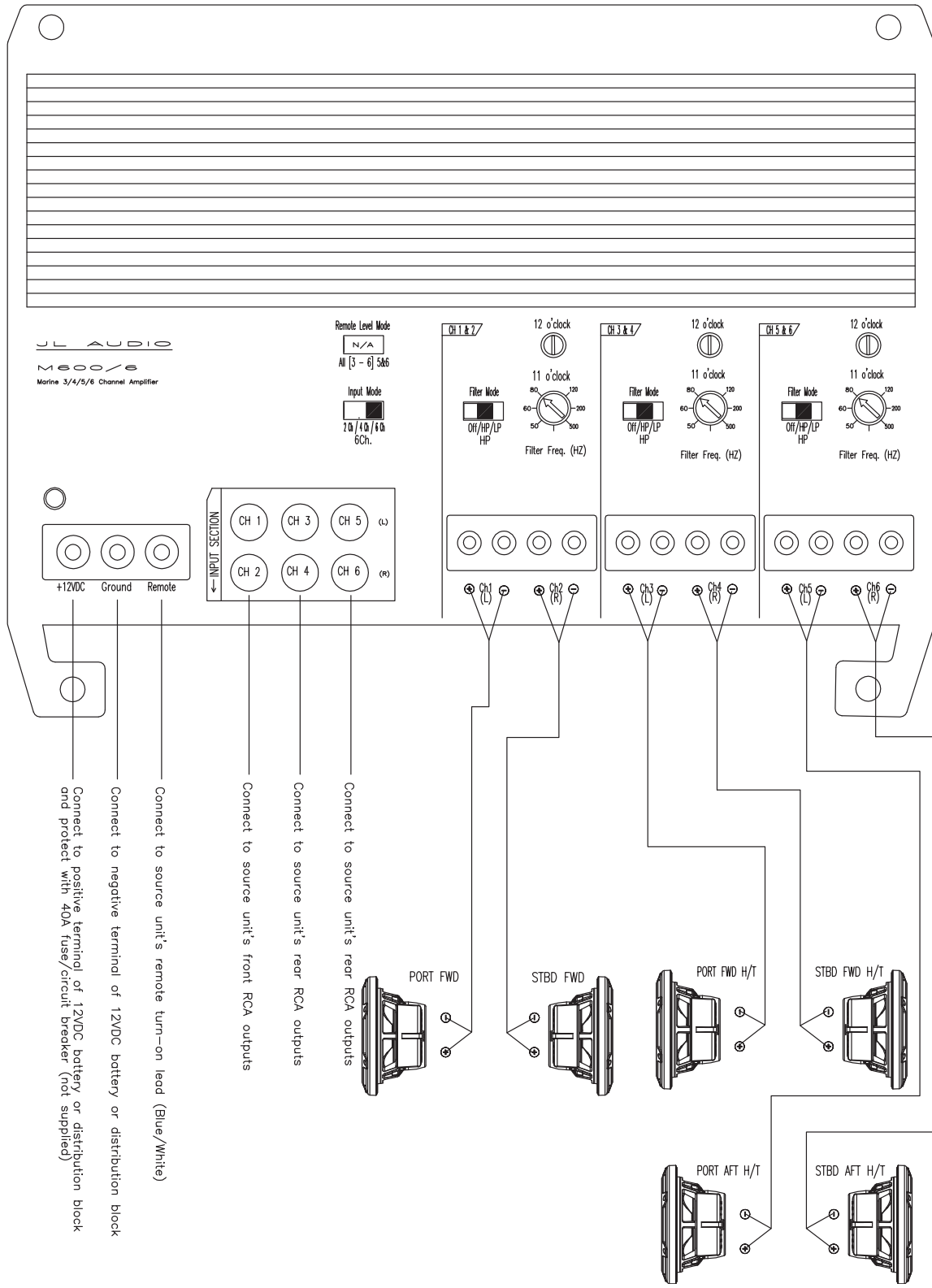
12V/30 AMP receptacles (Option), Sheet 20  
 Fig. 4.35.1



# Section 4 • Electrical System

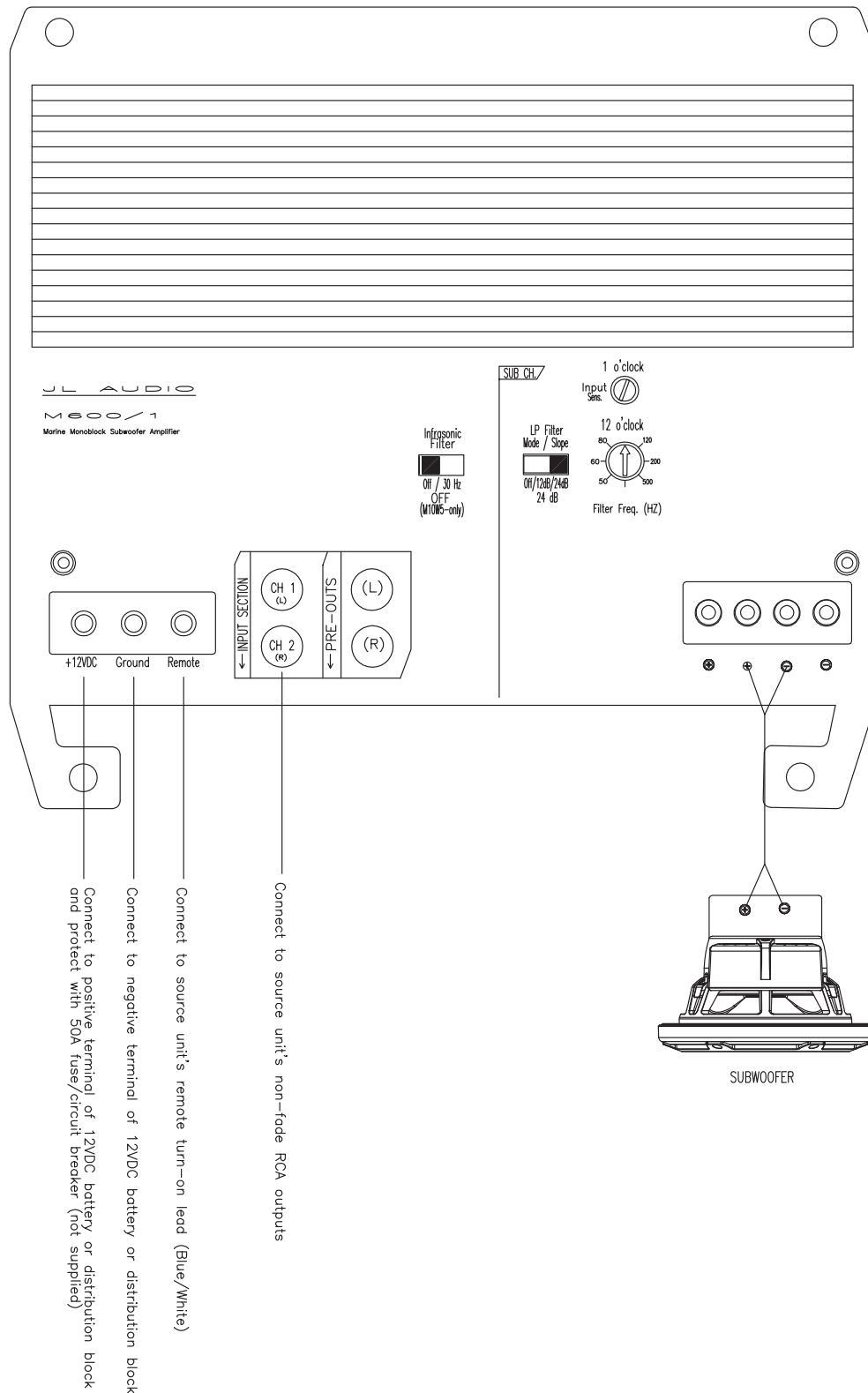
12V/30 AMP receptacles (Option), Sheet 21  
 Fig. 4.36.1

## STEREO AMPLIFIER WIRING & SETTINGS



12V/30 AMP receptacles (Option), Sheet 22  
 Fig. 4.37.1

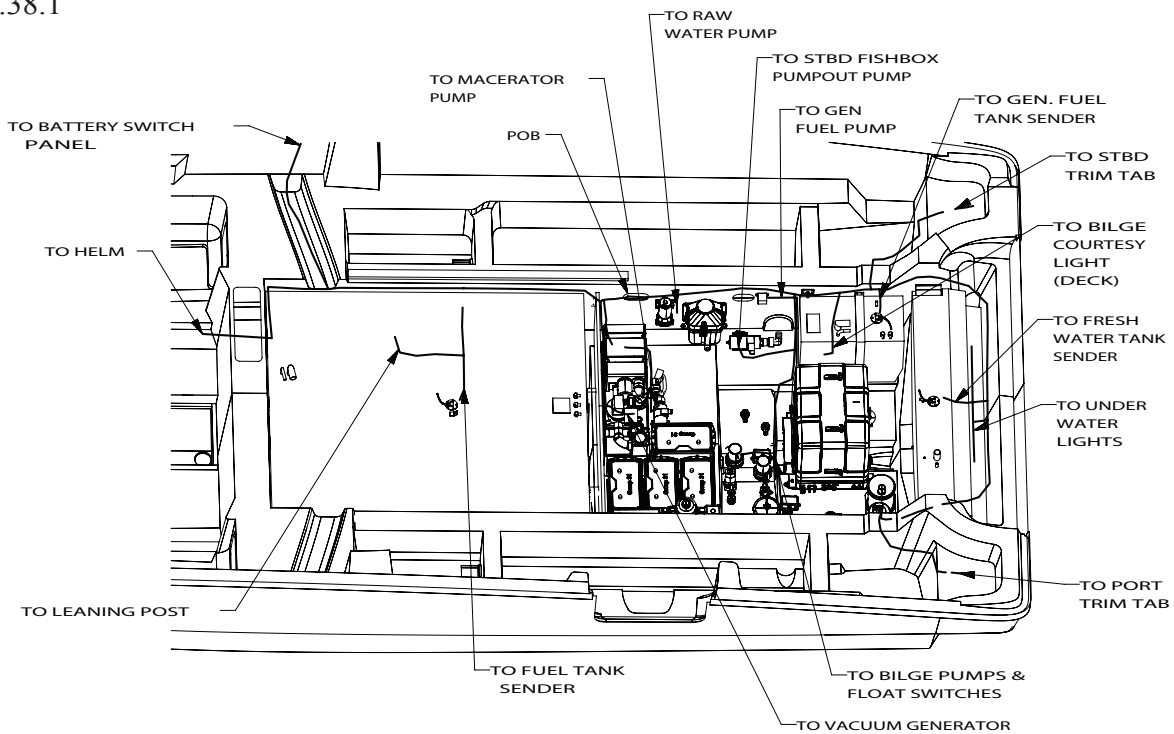
## STEREO SUBWOOFER AMPLIFIER WIRING & SETTINGS



# Section 4 • Electrical System

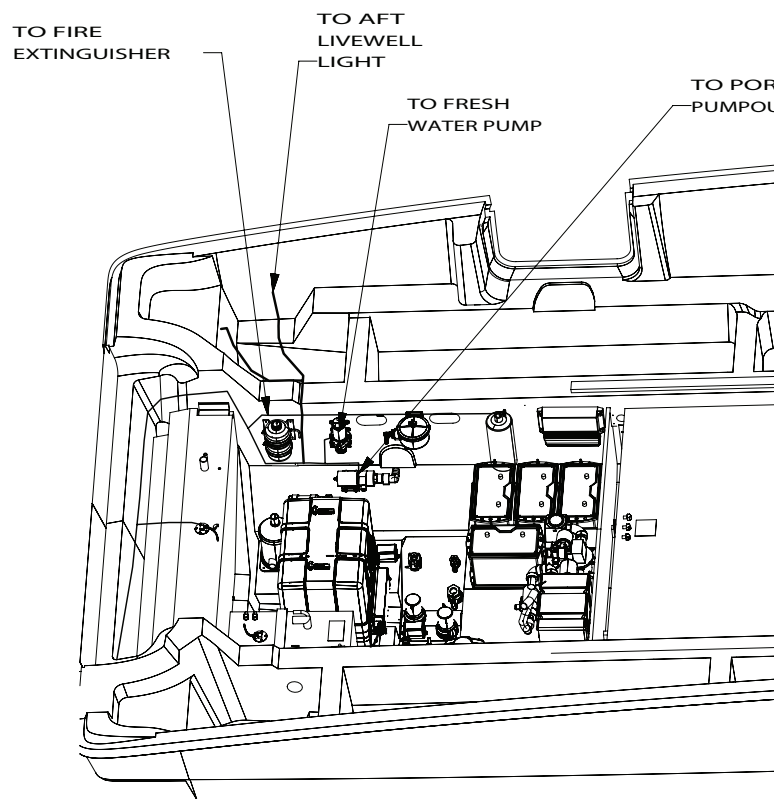
## DC Wiring Harness

Fig. 4.38.1



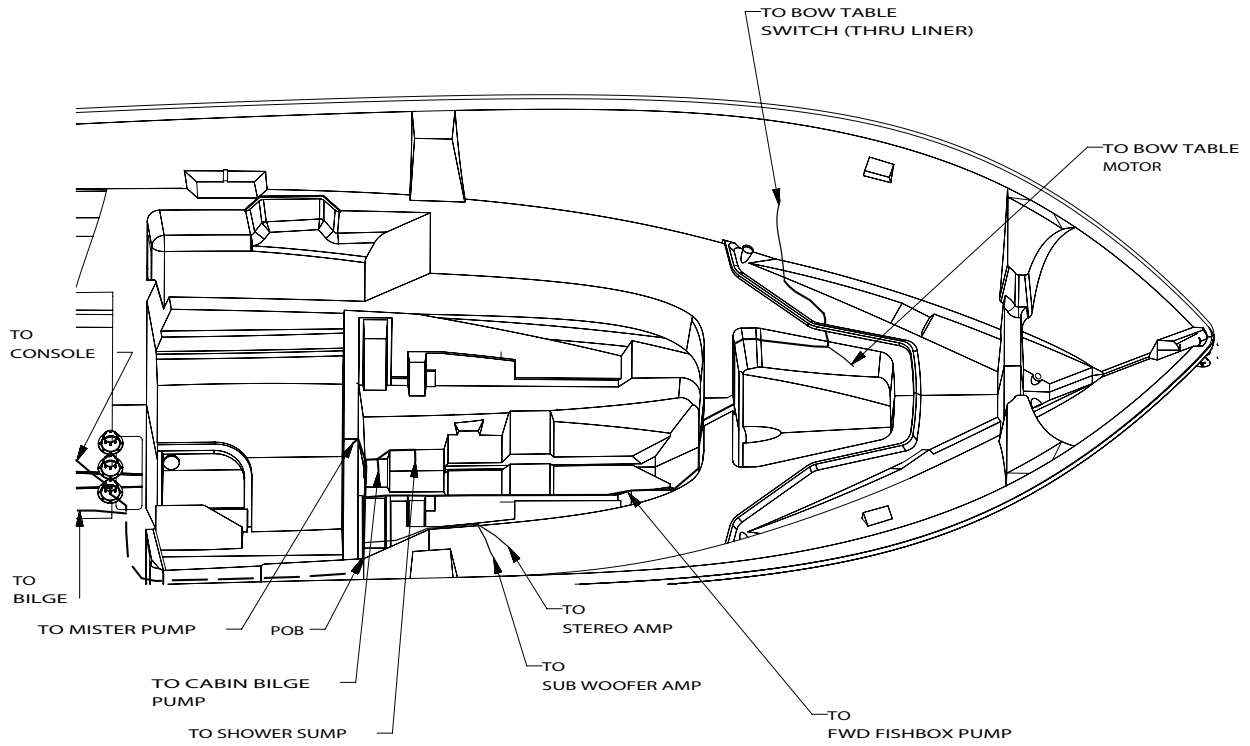
## DC Wiring Harness (Cont'd)

Fig. 4.38.2

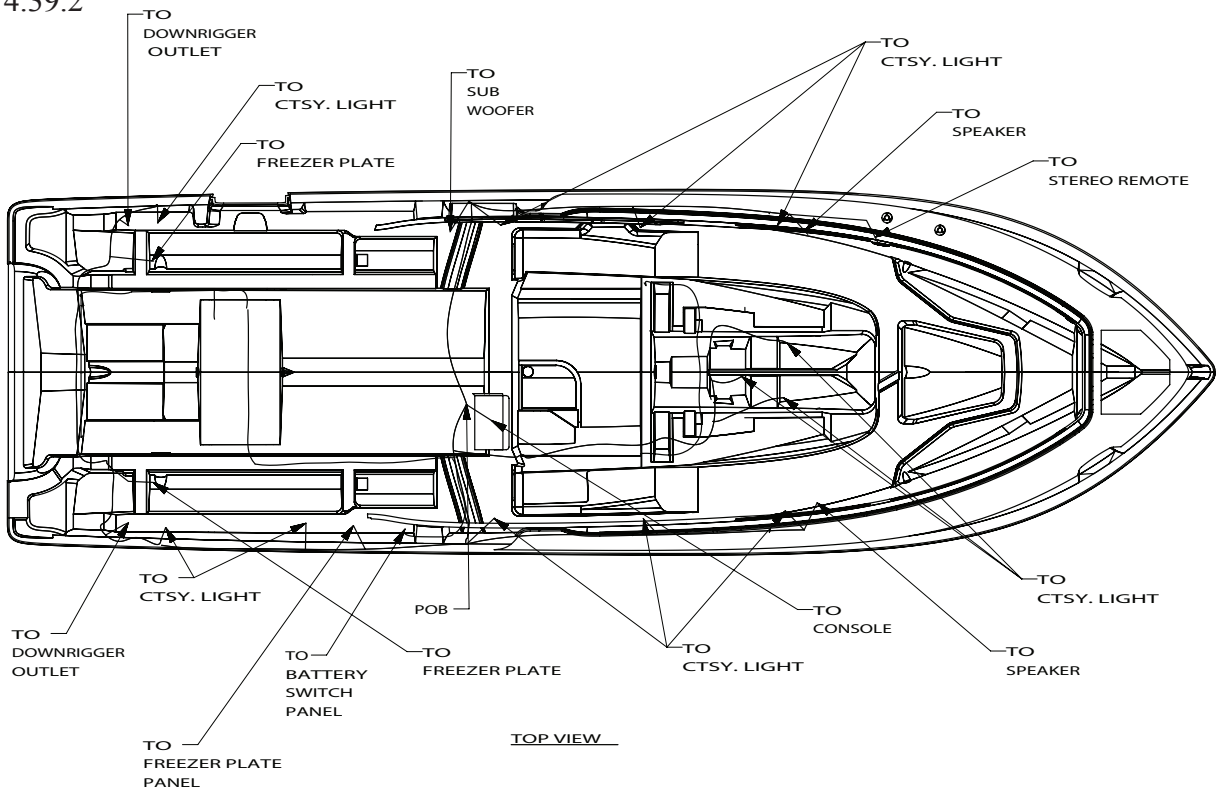




DC Wiring Harness (Cont'd)  
Fig. 4.39.1



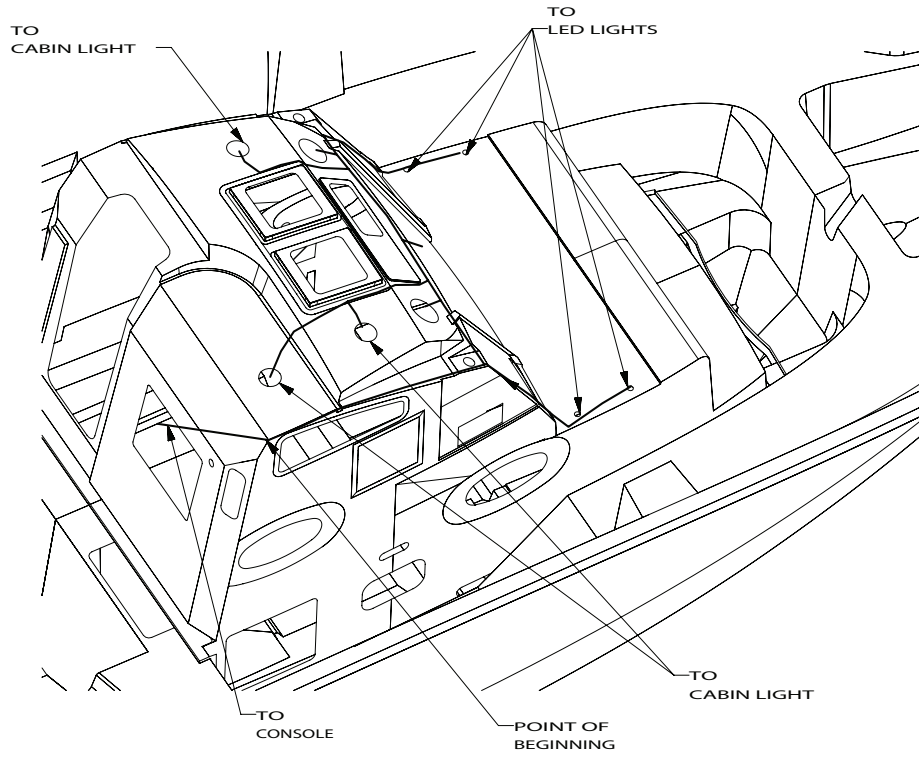
DC Wiring Harness (Cont'd)  
Fig. 4.39.2



## Section 4 • Electrical System

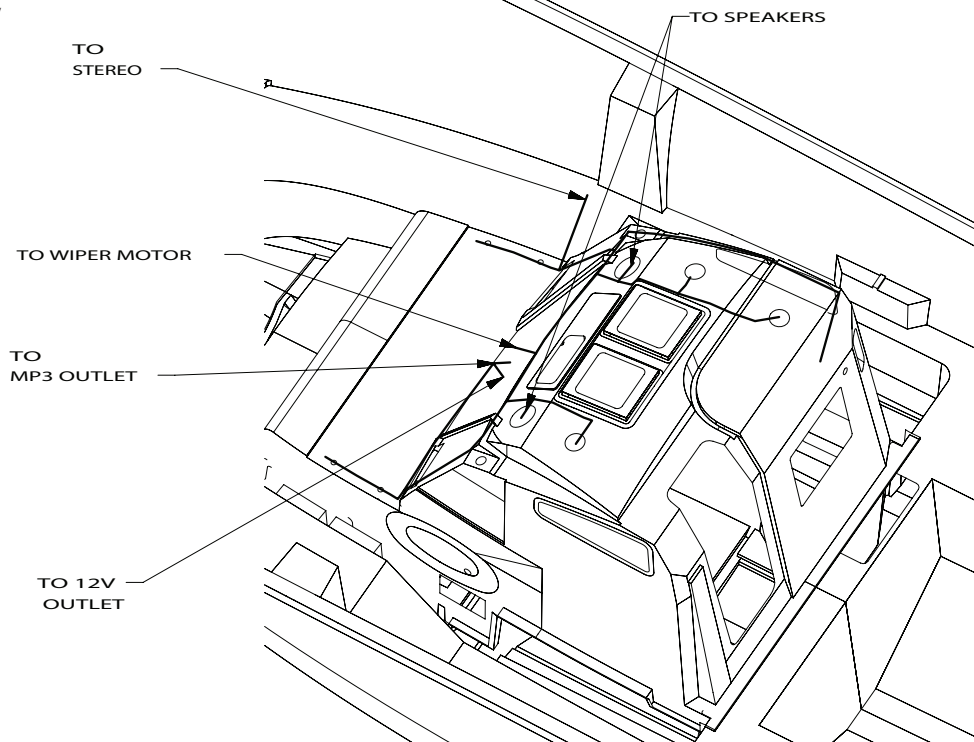
### DC Wiring Harness (Cont'd)

Fig. 4.40.1

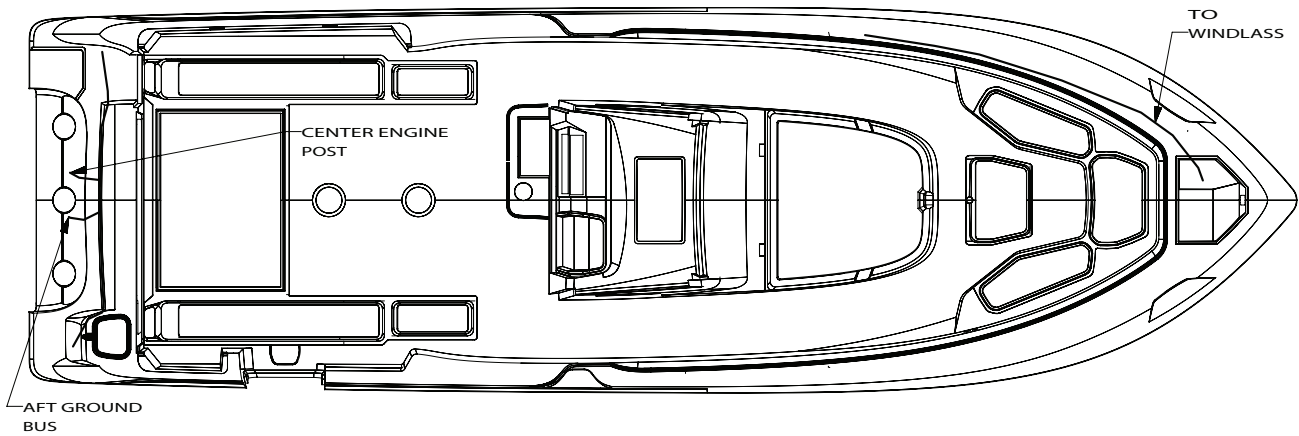


### DC Wiring Harness (Cont'd)

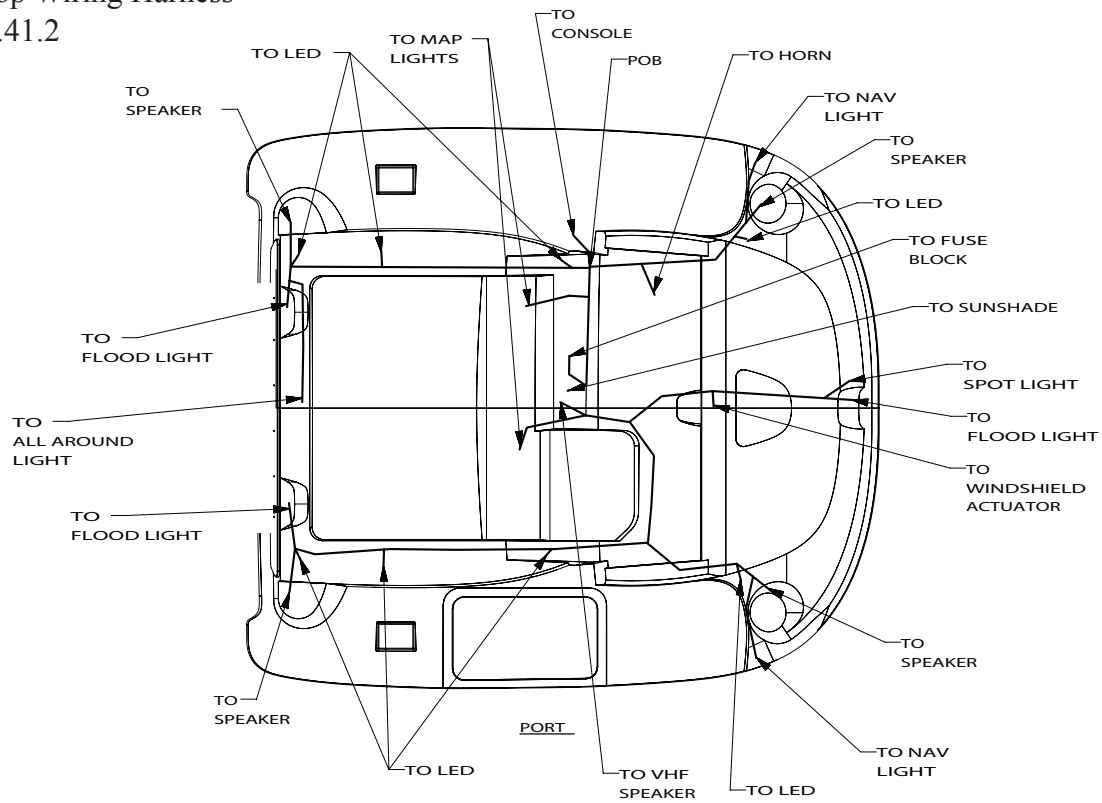
Fig. 4.40.2



DC Wiring Harness (Cont'd)  
Fig. 4.41.1

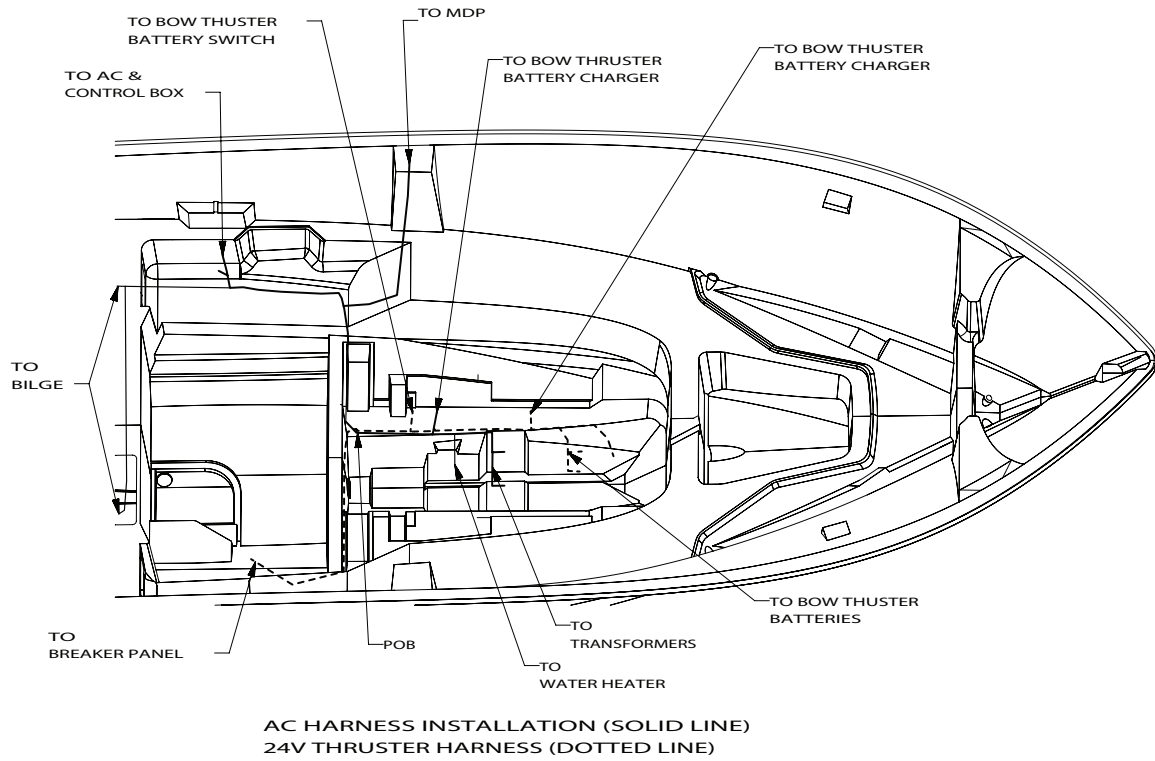


Hardtop Wiring Harness  
Fig. 4.41.2

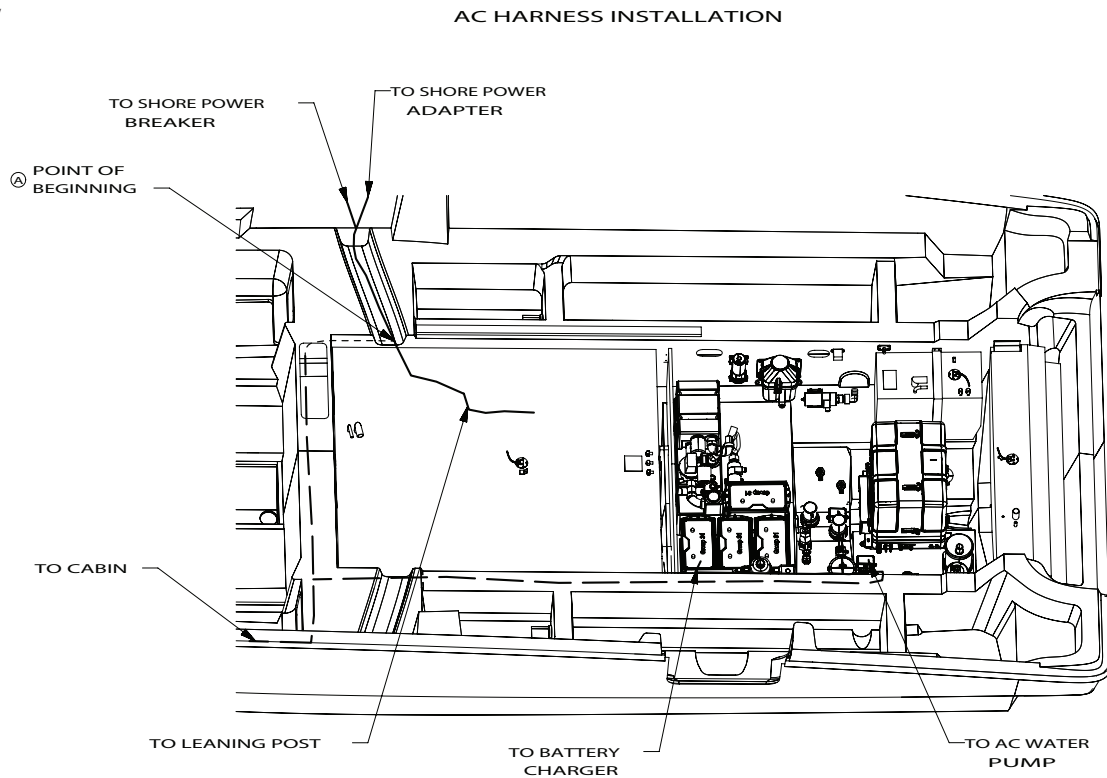


# Section 4 • Electrical System

AC Wiring Harness  
Fig. 4.42.1



AC Wiring Harness (Cont'd)  
Fig. 4.42.2



### Routine Care & Maintenance

#### NOTICE

**Refer to the individual manufacturers' manuals for important information regarding service, care and maintenance of your boat, equipment and components. Failure to do so may in some cases void the warranty.**

**Owner's Manuals for your boat and each of the various components and equipment can be found in your Owner's Manual Packet.**

#### ⚠ DANGER

**When using solvents read all information from the solvent manufacturer regarding safety and handling of the material.**

**Wear proper protective equipment to ensure your personal safety.**

**Only use solvents in a well ventilated area and keep all solvents away from open flame and any other forms of ignition.**

Routine inspection, service and maintenance of your boat, boat systems and components are vital to assure your safety, as well as prolonging the life of your boat. You should develop regular routines for inspecting and servicing your boat.

#### ⚠ WARNING

##### IMPORTANT

**Regularly inspect & test hardware, fittings, windshields, hatches, seams, etc. for proper seal. Reseal and/or readjust/tighten fittings, latches, etc. as needed.**

The interval between necessary service or maintenance is highly variable, depending on the environment in which your boat will be used. For example, corrosion of boat parts and components will occur far more rapidly in a salt water environment than on a boat which is used in fresh water.

This section provides **only general guidelines** for the care and cleaning of your boat. It is **your responsibility** to determine whether maintenance and care intervals need to be accelerated due to your boat usage and/or operating environment.

**370 Outrage**

### Hull

Fresh water, saltwater and water temperature can all affect the types of growth that you will find on your boat's hull.

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 on the hull. 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 much harder to remove.

Compounding may be necessary to remove more stubborn stains and chalking from the surface of your boat. If compounding is necessary it must be done after a thorough washing and prior to waxing.

If the growth is more severe, you may need to enlist the services of a professional hull cleaning company.

Check with your Boston Whaler® dealer for recommendations on a compatible rubbing compound for your boat or a professional hull cleaning company in your area.

### Waxing the Gel Coat Surfaces

Waxing is necessary to provide added protection to the gel coat. A periodic good cleaning and waxing will also ensure that your boat will be protected and look good longer.

#### NOTICE

**Waxing of the exterior surfaces is recommended to be done at least twice a year to protect the gel coat of your boat.**

**Do not wax over dirt.** Make sure the surface of your boat has received a thorough washing and rinsing and is clean before waxing. If a rubbing compound has been necessary, make sure that any minor scratches or surface pitting is cleaned of compound residue. Use a good quality carnauba wax or a high quality wax designed for marine gel coat. Apply several coats.

### Hull Maintenance

If using a pressure washer to clean the hull and deck surfaces of your boat it is important that you use the wide fan nozzle only and move the spray head in a continuous motion. Do not concentrate the high pressure on a small area of the boat surface and **NEVER** use the fine pinpoint nozzle as the concentrated stream can cause damage to the surface of your boat.

It is also recommended that you refrain from pressure washing the console as high pressure may compromise the integrity of the electronics and gauges as well as other equipment installed on your boat. Also avoid pressure washing all caulk seams.

When staining from build-up does occur, use only cleaning agents that are recommended for marine gel coat for use on those stubborn stains.

**NEVER** use an abrasive cleaner to wash your boat's hull.

**NEVER** use an abrasive pad to attempt to remove stubborn stains.

**NEVER** use strong solvents to clean.

**NEVER** apply tape or any other type of adhesives directly to the painted surfaces on your boat.

Use care when covering your boat's painted surfaces as tarps and other such covers can trap dirt and cause chafing. It is best to use a frame of either aluminum or wood to keep the cover up and allow air to circulate.

### Hull Blistering

Due to the quality of the materials used in the hulls of Boston Whalers, blistering is rarely ever seen. Blistering is caused by water soluble materials in the hull laminate. The fiberglass and resin structure of your boat is porous. However, intrusion of water into the gel coat will take some time. The effect of osmotic pressure allows water to impregnate below the gel coat and substrate thus forming a blister.

There have been extensive university studies funded by the United States Coast Guard regarding the cause

and effect of blistering in the gel coat of fiberglass boats. Fiberglass blisters can form anywhere from near-surface layers of the gel coat 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 hull below the waterline also contribute to the formation of hull blisters.

### Prevention

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 storage of the boat out of water.

Contact your Boston Whaler® dealer for more information on the 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.**

#### **NOTICE**

**If blisters are present in the hull, they need to be properly cleaned and dried out before any barrier protection can be applied.**

## Section 5 • Care & Maintenance

If your boat will spend most of its time in the water, painting the bottom of your boat's hull is a good way to slow the formation of hull blisters and to keep bottom growth (fouling) under control.

If you will be trailering the boat to and from the water, you might want to forgo the painting.

Following 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.

### CAUTION

**DO NOT paint over zinc plates. This action will render them useless and lead to deterioration of the underwater metal parts of your boat.**

**Some bottom paints contain metals that can cause corrosion of the outboard engine. Leave a minimum of 3/4" unpainted around all engine parts. Use only a paint specifically designed for aluminum engines as anti fouling protection.**

### Bottom Painting a Bare Hull

Since the boat has never been painted preparation is the key to successful hull painting. Take extra care and time in preparation before proceeding to paint.

Begin by scrubbing the surface thoroughly with a stiff brush using an all-purpose marine soap and water to remove loose dirt and contamination. Flush with fresh water to remove all soap residue.

The gelcoat will have to be dewaxed of mold release wax before sanding can begin, otherwise the wax

### WARNING

**Proper ventilation and capture of the dust created by sanding is essential. The dust created by sanding is toxic and should not be breathed. A proper fitting respirator must be used.**

**DO NOT use a paper filter mask.**

will be dragged into the scratches and will reduce the adhesion properties of the paint.

Remove any mold release wax that may be present using fiberglass surface prep solvent and a scrub pad. Scrub only a few square feet at a time. Flush with fresh water. If the water beads up or separates, continue scrubbing the surface. When the water sheets off, the wax contaminate has been removed.

After the dewaxing is complete, application of a primer coat is recommended. Pay close attention to scratches, nicks and dings in the surface. If necessary, fill any repair areas with a watertite epoxy filler. After filler is cured, sand with 80 grit paper until smooth. Remove the sanding residue using a fiberglass solvent wash.

The paint can be applied after sanding and cleaning is complete. Follow the paint manufacturer's recommendations for application.

### Bottom Painting a Pre-Painted Hull

### WARNING

**Bottom 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.**

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 following the paint manufacturer's recommendations.

Follow the paint 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.

To determine the waterline, you will need to place the boat in water with a full load of fuel and gear. Mark the waterline and measure above the marked line 1 to 3 inches for placement of the tape line.

Make sure that there is enough paint left to cover areas that were not accessible, (slings, jack stands etc.) and paint accordingly. Follow the paint manufacturer's recommendation for do's and don't's after the painting is complete.

### NOTICE

**Masking tape is NOT recommended for the types of paint you will be using.**

### NOTICE

**Painting your boat's hull will adversely affect the boat's speed and performance and may require re-propping if the maximum engine RPMs drop below the engine model/mfg recommended operating range.**

### Rubrail Care

The rubrail on your boat is constructed of an injected high density PVC vinyl material which laboratory tests have proven to be highly resistant to staining, fading and cracking.

As resilient as this material is, you still need to follow some basic maintenance precautions.

General maintenance requires a thorough cleaning with mild soap & water. **DO NOT** use any cleaning agents which contain chemicals.

Although the outer shell is tough and durable, there is a chance that it can be breached. Use care when docking or exposing the rubrail to conditions which may cause damage such as docking against heavily barnacle-encrusted pilings.

Some tears (cleanly sliced) can be repaired with a "Super Glue" type product.

Thoroughly clean and dry the affected area. Apply glue and hold the surfaces together.

Areas which have been torn or are affected by heavy abrasion will have to have the damaged section replaced. Please see your Boston Whaler® dealer for this type of repair.

### Cleaning Fiberglass & Non-Skid

To protect your deck and non-skid areas from the deteriorating affects of the sun, oxidation, water spots and pollution, use a good quality "fiberglass and non-skid deck" wax every two to three months.

When applied to your deck and non-skid areas, as recommended by the manufacturer, the wax forms a protective non-slick surface which will keep debris from sticking. Dirt, soot, bird droppings, and even fish blood will rinse right off.

### NOTICE

**NEVER** use abrasive cleaners, detergents or soft scrub type cleaners to wash your boats surfaces.

**NEVER** use abrasive pads, brushes or sponges to attempt to remove stubborn stains.

**NEVER** use strong solvents or detergents which contain chlorine.

### Stainless Steel Care

**The cleaner your stainless trim and fittings can be kept, the greater the assurance of optimum corrosion resistance. Without proper care even the best stainless steel will corrode.**

Stainless steel is strong and corrosion resistant, but still requires maintenance to keep its appearance. Frequent routine cleaning of your stainless steel with a mild soap and water solution and coating with a good grade cleaning wax will help maintain the finish.

- Wash with mild soap and cold or lukewarm water.
- Dry THOROUGHLY.
- Apply cleaning wax with a soft, dry cloth.
- Allow wax to dry, then polish and buff.

Even the finest cleaning powders can scratch or burnish a mill-rolled surface. On polished finishes,



rubbing or wiping should be done in the direction of the polish lines, NOT across them.

Crevice corrosion, a brownish coloring which occurs where two pieces of stainless hardware meet is caused by impurities in water and air. It can be easily cleaned with a good grade marine polish using a sponge, cloth or small bristled brush (for nooks and crannies).

### NOTICE

NEVER use abrasive cleaners, detergents or soft scrub type cleaners to wash your boats surfaces.

NEVER use abrasive pads, brushes or sponges to attempt to remove stubborn stains.

NEVER use strong solvents or detergents which contain chlorine.

NEVER use silver cleaners.

### Aluminum Care

Preventative maintenance is essential to life of the metals on your boat. The presence of salt particles and moisture is the major cause of white spots, pitting and corrosion.

The use of harsh chemicals can also cause deterioration. Manufacturers and applicators of protective coatings will not warrant protective coatings on metals in the marine environment. Proper owner maintenance is required to reduce deterioration which will result in most cases by failure to wash down and wipe dry after each use and/or the use of abrasive, acidic or other improper cleaners.

Wash completely using a soft cloth and mild detergent to remove salt particles. Hosing alone will not dislodge all particles. **DO NOT** allow soap to dry as it may cause stains on coated surfaces. Make sure to wash and dry the full circumference of aluminum parts.

Apply an aluminum protectorant at least twice each year, more frequently as conditions warrant. Neglect

will cause pitting of the surface which cannot be reversed.

Inspect and repair or replace all damaged nylon bushings, washers or other hardware designed to prevent contact with dissimilar metals.

Whenever electrical or electronic changes are made to the boat, a qualified marine technician should check aluminum parts for stray currents. Make sure all electronic equipment is properly grounded with adequate sized wire.

### Powder Coated Surfaces

Your boat has been manufactured with a powder coating on the Hardtop frame.

While most powder coat finishes are tougher and much more flexible than conventional solvent based paints, they are about the same hardness as automotive paint, so they will scratch.

To clean a powder coated surface, gently wash with a clean, soft cloth and a mild detergent followed by a clear water rinse.

Even though most powder coatings are highly resistant, certain solvents can harm them and should be avoided. **DO NOT APPLY:**

- Nail polish remover
- Paint or lacquer thinner
- Motor oils
- Transmission or brake fluids
- Parts cleaning fluids

If any of the above should contact the powder coated surface, immediately wipe the area with a soft, clean cloth, and wash as described above.

### Powder Coating Touch-Up

If it is necessary to apply touch-up paint on areas of the finish that have been scratched or damaged the powder material supplier should be contacted for their recommendation of the proper touch-up material to use.

Single component Acrylic Enamel (spray enamel) touch-up paint is commonly used for repair of minor damage in the powder coated finish. In some cases a two-component catalyzed paint system may be required to achieve the desired repair. In all cases, perform a color and adhesion test in an inconspicuous area of the finish to assure compatibility before applying the paint to the damaged area.

### NOTICE

**For the best results, use Orbit Industries touch-up paint, RAL 9010 Pure White.**

**Orbit Industries: 1-800-448-3885**

### Touch-up Procedure

- CLEAN surface of dirt, oil, grease, etc.
- SAND LIGHTLY with 400 grit wet/dry abrasive paper.
- REMOVE sanding dust with a lint-free cloth dampened with mineral spirits.
- TEMPERATURE of surface and paint must be at room temperature (between 70 to 90 degrees is ideal).
- APPLY paint to minor scratches by spraying a small amount of paint into the container's cap. Using a small brush, carefully apply the paint sparingly to the properly prepared surface. DO NOT APPLY A HEAVY COAT ALL AT ONCE. Apply several light coats allowing the paint to dry until tacky between each coat.

### NOTICE

**The visual, mechanical, chemical as well as corrosion protective and weather resistance properties of repaired areas ARE NOT equal to those of the original powder coating and are not suitable for long term performance.**

### NOTICE

**If painting over exposed or bare metal, a chemical pretreatment process and/or primer sealer is recommended.**

**Follow manufacturer's recommendations.**

### NOTICE

**It is highly recommended that you DO NOT penetrate the powder coating on your boat by securing equipment or other objects onto the coated surface. If necessary, contact the manufacturer for repair recommendations.**

FOR MORE INFORMATION, CONTACT APEX POWDER COATING, INC CUSTOMER SERVICE AT 1-864-288-2739

### Canvas Care and Maintenance

### NOTICE

**DO NOT use detergents, bleach or solvents to clean your canvas.**

To keep your canvas and metal parts in good working condition and in 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 canvas can be cleaned without being removed from the installation.

Chafing, fiber wear from dirt and grit and deterioration from ultraviolet light can cause your canvas to degrade over time.

### Maintaining a good appearance

- After each use, especially if used in salt water areas, rinse the canvas completely with fresh cold water.

### On a regular basis

- Brush off any loose dirt, pollen, etc.

## Section 5 • Care & Maintenance

- Hose down with fresh cold water and clean with a mild solution of a natural soap in lukewarm water (maximum 100°F / 38°C).
- Allow the canvas to soak. **DO NOT ALLOW THE SOAP TO DRY.**
- Rinse thoroughly with fresh water.
- Let the canvas dry completely. **DO NOT** store any of the canvas pieces while wet.

The effects of ultraviolet light can sometimes be reduced by chemical treatment of canvas items.

Consult your Boston Whaler® dealer or check your canvas manufacturer's manual **BEFORE** using any chemical treatments on your canvas.

### Cleaning Stubborn Stains

Soak fabric for approximately twenty minutes in a mild solution consisting of no more than 1/2 cup (4 oz.) of bleach and 1/4 cup (2 oz.) of natural soap per gallon of lukewarm water (not to exceed 100° F / 38° C).

**Rinse thoroughly** in cold water several times. Allow the fabric to air dry completely.

### NOTICE

**Failure to remove all of the soap solution can cause deterioration of seams and prevent fabric from proper retreating.**

Retreat the fabric using an air curing product such as 303 High Tech Fabric Guard to ensure water and stain repellency.

All canvas should be stored flat or rolled in a clean, dry space.

### Maintaining Zippers and Hardware

Lubricate zippers and fasteners periodically with a clear silicone spray. In the absence of silicone spray, a wax candle can be used to lubricate the zipper track.

Replace any missing fasteners or any fasteners showing signs of corrosion.

### NOTICE

**DO NOT use petroleum based products, such as petroleum jelly, on the zippers or fasteners.**

### Maintaining Your Vinyl Windows

The canvas on your boat may incorporate Eisenglass or Makrolon® polycarbonate windows. In either case, with a few care and cleaning steps your windows will provide lasting enjoyment. Regular cleaning, utilizing compatible cleaners, coupled with proper maintenance techniques will significantly improve the vinyl's service life.

### NOTICE

- **NEVER USE regular window cleaners, detergents, abrasives, petroleum based products, or alcohol to clean your vinyl windows.**
- **DO NOT HANDLE VINYL WITH SUNSCREEN ON YOUR HANDS! Sunscreen will permanently cloud the vinyl where handled.**
- **DO NOT fold vinyl. Store flat or rolled with smooth paper or soft cloth (i.e. bed sheet) between layers when dry.**

- Rinse vinyl thoroughly with clear water to remove any dust, dirt particles, salt water or environmental agents before applying cleaning products.

This should be done frequently to avoid build up of salt water, dirt and other environmental contaminants.

- Using a soft non-abrasive cloth, wash windows inside and out with a mild soap (Woolite, Joy, Palmolive, etc.) and water solution. Rinse completely with cool water.

**DO NOT USE DETERGENTS.**

## Section 5 • Care & Maintenance

- Use separate clean, soft cloths or sponges for application of cleaners and polishes (Use the manufacturer's recommended products).
- Use a small amount of cleaner or streaking may occur.

If you get streaking or a leftover film, follow up the application with a water rinse.

- Dry with a soft cloth or chamois to prevent water spots. Polish with a separate cloth.
- Don't leave cleaners on for long periods; wash immediately.
- Don't apply cleaners in direct sunlight or at elevated temperatures.
- Don't use scrapers, squeegees, razors, brushes, or towels.

Using a soft non-abrasive cloth, wash the vinyl curtains inside and out with mild soap and water mixture. **RINSE COMPLETELY** with cool water.

To minimize fine or hairline scratches apply a mild automotive polish (i.e. Johnson's Paste Wax) and remove with a soft, clean cloth. **DO NOT USE ABRASIVE PLASTIC POLISHES.**

### Cushions

#### CAUTION

**Solvents are flammable. Exercise proper care. Wear rubber gloves during all cleaning activity.**

**Use caution when cleaning around buttons, stitching and wooden or decorative trim as these solvents could seriously damage such areas.**

Saltwater, salt residue, dirt, ultra-violet rays etc. will take their toll on vinyl products causing them to lose their luster and texture.

The cushions on your boat are made of a durable vinyl material called OMNOVA which is protected by a finish called PreFixx®. PreFixx® will keep your cushions looking new far longer than most other vinyl upholstery.

### To Clean Your Cushions

- **Remove ordinary dirt and smudges** with a mild soap and water solution. Dry with a soft, lint-free cloth or towel.
- **More difficult stains** can be cleaned using rubbing alcohol (isopropyl alcohol). Rinse cleaned area with fresh water and dry with a clean, soft, lint-free cloth or towel.
- **Seemingly permanent stains** like ballpoint ink can be cleaned with active solvents such as nail polish remover when applied with a soft cloth or damp sponge and rubbed. Rinse cleaned area with fresh water and dry with a clean, soft, lint-free cloth or towel.

The vinyl material and superior finish has been tested to resist heavy abrasion. Complete cleaning instructions are included in the owner's packet. Read all information provided by the cushion manufacturer regarding the proper cleaning and maintenance.

**Your cushions are not waterproof.** They are constructed of open-cell foam and will absorb and hold water. The foam is wrapped with a plastic barrier which helps to keep water from being absorbed into the foam but also will not allow water to dissipate once the foam is soaked. **Do not leave the cushions in standing water or exposed to heavy, prolonged rain.**

If, in the event your cushions become waterlogged, remove the foam from the cushion, press as much water as you can from the foam and allow to air dry. Make sure the plastic wrap is dry before wrapping the foam and inserting it back into the cushion.

To prevent mildew, keep the vinyl dry and make sure that moisture does not accumulate between the cushions.

### Cleaning Tempered Glass Windshield

#### NOTICE

**DO NOT USE abrasives, harsh chemicals or metal scrapers on glass.**

#### NOTICE

**For windshields with aluminum frames refer to "Aluminum Care" in this section.**

Use commercially available glass cleaners or a mixture of fresh water and vinegar to clean your glass windows, windshield or portlights. Dry with a soft terry cloth towel or chamois.

### Cleaning Your Instrument Gauges

When gauges are exposed to a saltwater environment, salt crystals may form on the bezel and plastic covers. Remove the salt crystals with a soft damp cloth. Clean with a mild household detergent or plastic cleaner.

Never use abrasives or rough, dirty cloths to clean plastic parts. A mild household detergent or plastic cleaner should be used. Wipe clean with a damp chamois.

FOR MORE INFORMATION, CONTACT MERCURY MARINE CUSTOMER SERVICE AT 1-920-929-5040

### Corian® Solid Surface Countertops

Corian® was developed for a lifetime of easy care. Following the simple guidelines below will keep your Corian® surface looking as new as the day it was installed.

#### Routine Care

Soapy water, ammonia-based cleaners or commercial solid surface cleaners, if used routinely, will remove most dirt and residue from the countertop.

### Minor Cuts and Scratches

Rub the scratch in a straight line with a fine grit sand paper periodically switch rubbing direction 90° until all of the scratch is removed. Rinse top with water. Select the next lighter grit paper and rub over a large area to blend in the sanding. Continue the process using successively finer grits until desired gloss level is achieved. Wipe surface with damp cloth and let dry.

### Heat Damage

Corian® has excellent heat resistant properties. However, as with all countertop materials, it is important to minimize direct exposure to intense heat. We recommend the use of trivets or hot pads when placing hot objects on the countertop.

### Other Damage

In most cases Corian® can be repaired if accidentally damaged. However, to prevent any permanent damage to your countertop avoid exposing the surface to strong chemicals, such as paint removers, oven cleaners, nail polish remover, etc. If contact occurs quickly flush the surface with water. Avoid cutting directly on the countertop.

### Refurbishing

Over time and use your countertop may acquire a patina, changing the appearance of the finish. Using a general countertop polish rub the entire surface in a circular motion, rinse with clear water and wipe dry.

### Maintaining Your Teak

The teak accents (optional tables and cabin entry steps) in your boat are constructed with natural teak which requires virtually no maintenance beyond a frequent wash down with saltwater and occasional oil rubbing.

Teak expands when wet and shrinks when dry. If allowed to dry completely, the mating surfaces between the planks will be put under stress.

A salt water washdown is best because as it dries it leaves a fine salt deposit which will absorb moisture out of the air and help keep the wood from drying out. It also reduces mildew and algae growth. If salt water is not readily available, fresh water is better than none.

Teak is naturally greyish in tone but can be finished to a beautiful honey color. To maintain the honey colored look, apply a small amount of oil to bring out the color. **DO NOT SAND!** Teak which has been exposed to the sunlight for 10 years without any maintenance has beautiful oily wood 1/100th of an inch below the surface. A small amount of oil to bring it out will do no harm. Do not allow the oil to pool as it will attract dirt which can get ground into the finish.

- **NEVER** sand teak surfaces. Sanding will ruin the natural non-slip quality and require future re-sanding as the soft surfaces of the wood wear out more quickly.
- **NEVER** varnish teak surfaces. The varnish will not stick because of the natural oils in the teak. The varnish will discolor and make a nasty ugly mess.
- **NEVER** use chemicals on a teak surface. Most chemicals will remove the natural teak oil and increase cleaning frequency.

### Flexiteek flooring

The flooring in your cabin is constructed of Flexiteek. It is easy to maintain, does not go grey, stain resistant, UV and impact resistant. It is a natural teak alternative with all the good looks of freshly refinished teak. Flexiteek is highly resistant to common spills such as oil, fuel, red wine, fish blood, etc.

Flexiteek is easy to clean and maintain. Soap and water makes removal of most spills easy, you can also use a power washer without damaging your flooring.

Flexiteek may go darker over time and a gentle sand will return it to the original finish.

### Misting System

Mister Jets™ are designed to spray in a cone shape. If mist from the jet is shooting a straight line or nothing is coming out then the jet is clogged. To clean the jets, simply unscrew the clogged jet and soak in CLR or vinegar for 15-20 minutes, rinse thoroughly with clean water. Before replacing the jets, inspect the O-ring to make sure that it is not damaged in any way. If damaged, replace the O-ring before assembly.

If jet is still not working, calcium deposits may have developed inside the jet which restrict the tiny anti-drip ball. To correct this situation, wrap the jet in a towel and “tap” it on a hard surface (i.e. counter top or floor). This should free the anti-drip ball and allow the jet to function properly.

### Replacing the Filter

Filter replacement is dependent on water condition and usage. The mineral content in water varies from region to region. At the very least, the filter should be replaced at the beginning of your boating season.

If the misters are not functioning properly after cleaning with CLR replacing the filter should correct the situation.

## NOTICE

**Depending on usage, the filter should be changed every three months or once a season.**

### Flushing the System

It is recommended that the system be flushed each time the filter is changed. To flush the system, remove one of the jets at the end of the line and allow the system to run freely for one to three minutes.

### Winterizing the System

If the system will not be in use, remove all the heads from the mister nozzles, clean them with CLR and store them. Do not replace them on the nozzles. Completely drain all water out of the system.

Remove the mister lines from the pump. If the in-line filter will be usable when the mister system

### NOTICE

**As a precaution against insects and/or dirt getting into the exposed mister lines, cover or plug the nozzles and line ends.**

is put back into service, remove it from the system and store it in an area that will not freeze.

FOR MORE INFORMATION OR TO ORDER PARTS CONTACT MISTERS UNLIMITED™ CUSTOMER SERVICE AT 1-888-764-6478.

### Maintaining the Ultraleather fabric

The settee/bunk in the 370 Outrage cabin is constructed with Ultraleather™ fabric. The Ultraleather™ will stay soft and supple in all weather conditions. The fabric cleans easily with soap and water, is stain resistant and colorfast.

#### To Clean Your Ultraleather™:

- Spot clean with mild soap and water
- Air dry or dry quickly with warm setting of a hair dryer
- Stubborn stains can be removed with a mild solvent (ie. Fantastic or Formula 409)
- Disinfect with a 5:1 bleach solution.

### Long Term Storage & Winterization

Long periods of storage, winter lay-up and/or non-use, common to boats, create unique problems. When preparing to store a boat for extended periods of two months or more it is best to make sure that the boat and its systems are properly conditioned for such extended periods of non-usage.

The guidelines presented on the following pages give basic instructions on “winterizing” your boat and boat systems. If inexperienced with the process of winterization it is best to hire the services of a professional.

In addition, always consult the owner’s manuals of the various systems and equipment on your boat for the manufacturer’s recommendations on winterizing and long term storage.

### Engine

#### 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.**

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

- Replace the engine oil and filter, running the engine to drain out as much old oil as possible.
- Flush the engine with fresh water using flush mufflers or a similar device attached to the raw water pickup.
- Let all water drain from the engine.
- Fog the engine while it is running. Spray until it stalls.
- Run fuel which has been treated with conditioner and stabilizer through the engine.
- Replace lower unit gear oil. Check for moisture in old oil, a sign of deteriorating seals.
- Remove the prop and grease the shaft and threads.
- Treat all grease fittings with the recommended lubricant.

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- Lightly lubricate the exterior of the engine or polish with a good wax.
- Check engine mount bolts. Ensure that they are torqued to 55 ft/lbs.

In addition, it is important that you follow all the recommendations set by the engine manufacturer's operation manual.

### Fuel System

Tank(s), hoses, and fuel pumps should be treated to help prevent the formation of varnish and gum.

Temperature extremes will cause condensation to accumulate in an empty or partially filled fuel tank leading to fuel contamination and/or premature wear of your system.

Fill the tank completely (100%) full and add fuel stabilizer and conditioner, following the manufacturer's recommendations, to provide fuel stability and corrosion protection.

### NOTICE

**Pay particular attention to the information provided in "Ethanol-Blended Fuel" in section 3 of this manual.**

### Battery

### NOTICE

**Remove battery from boat and store in a cool, dry location. Periodically check the battery during storage.**

- Disconnect the battery cables (negative cable first).
- Remove the battery from the boat.
- Clean the terminal ends of the cables and battery terminals with a solution of baking soda and water. Rinse thoroughly with clean water.
- Apply a coat of grease on the terminal ends of the cables and the battery terminals.

- Store the battery in a cool, dry area.
- Use a trickle charger to keep the battery charged or charge the battery every 30-60 days.

### NOTICE

**Follow the manufacturer's recommendations for long term storage of your battery(s).**

### Livewell/Raw Water System

Drain the livewell. Ensure that all water is removed from the drain hose.

Remove the fill hose from the pump in the bilge and drain the water from the hose. Replace the hose on the pump and tighten the two clamps.

### Fresh Water System

If the water system will not be used for an extended amount of time it is recommended that it be drained.

- Energize the freshwater pump switch on the instrument panel.
- Open all faucets and wash-down connections. Activate any sprayers connected to the system.
- Run the system until the fresh water tank is completely empty.
- De-energize the freshwater pump switch on the instrument panel.
- Add a non-toxic antifreeze to the water tank per manufacturer's recommendations.
- Energize the freshwater pump switch on the instrument panel.
- Run the system until antifreeze is seen running out of all faucets, wash-down connections and sprayers.
- Close all faucets, wash-down connections and sprayers.



## Section 5 • Care & Maintenance

- De-energize the freshwater pump switch on the instrument panel.

If a water heater is a part of the system, isolate the tank by disconnecting the in and out hoses and connecting them together. Make sure that the tank contains a sufficient amount of non-toxic antifreeze to avoid freezing and causing damage.

### After Long Term Storage

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.
- Fill with potable water.

This should be done annually or before using the system if it has been laid up for an extended amount of time.

### Head System

- Pump out the holding tank at an approved facility.
- Add fresh water to the bowl and flush several times while the holding tank is being pumped.
- Use cleaning/sanitizing crystals or liquid, following manufacturer's recommendations, and let soak for a few minutes.

- Add fresh water and flush several times while pumping out holding tank again.
- Add antifreeze and flush/fill entire system.

### Air Handling System

Follow manufacturer's recommendations for winterization/long term storage. The manufacturer's owner's manual can be found in your owner's manual packet.

### Sump

Drain all water from sump. Remove the top and using a rag, clean up any residual water.

- Check all connections and tighten if necessary.
- Spray all connections with an anti-corrosion spray.

### Electrical System

- Check all connections and tighten if necessary.
- Spray all connections with an anti-corrosion spray.

### Deck

Clean the deck with soap, hot water and a stiff brush to clean up any oil spills.

### 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

Ensure that **ALL** drain plugs are removed (i.e. fishboxes, garboard drain, livewells, etc.)

## Section 5 • Care & Maintenance

### Avoid Loss

Remove any valuables or anything that can be easily removed from the boat such as electronics, lines, PFDs, fenders, cushions, etc. and store at home.

### Cover

When covering your boat it is best to use a frame of either aluminum or wood to keep the cover up. This allows air to circulate and discourages water from pooling on the cover.

### NOTICE

**DO NOT USE a bimini top in lieu of a cover. Damage and aging will occur while providing no protection for your boat.**

Vents along the entire length of the cover will allow condensation to escape. Placing a series of foam pads between the hull and cover will also aid in air circulation and reduce condensation.

To help keep your boat dry and mildew free, consider placing commercial odor and moisture absorbing products in the boat under the cover.

### Environment

Antifreeze and other winterizing fluids can be toxic to aquatic life and cause harmful effects to plant life.

Improper disposal of, or spillage of antifreeze and/or any winterization fluids can cause environmental problems when allowed to empty into waterways or on the ground. Furthermore, it is illegal, punishable at minimum by fines.

Used antifreeze or any winterization fluids, should not be disposed of into sanitary sewers or publicly owned treatment plants.

Persons who have any questions regarding recycling antifreeze or other toxic fluids should write or call their state's EPA office.

### Reinforcement Locations

Your boat has been manufactured with reinforcement in various locations throughout the deck.

In the event you wish to add equipment to your boat which requires you to penetrate the deck with fasteners, the diagram above illustrates the size, location and type of the reinforcement available. The

### CAUTION

**DO NOT attempt to secure equipment in any location other than those that are illustrated.**

chart below provides a description of the material and recommended fasteners to secure your equipment.

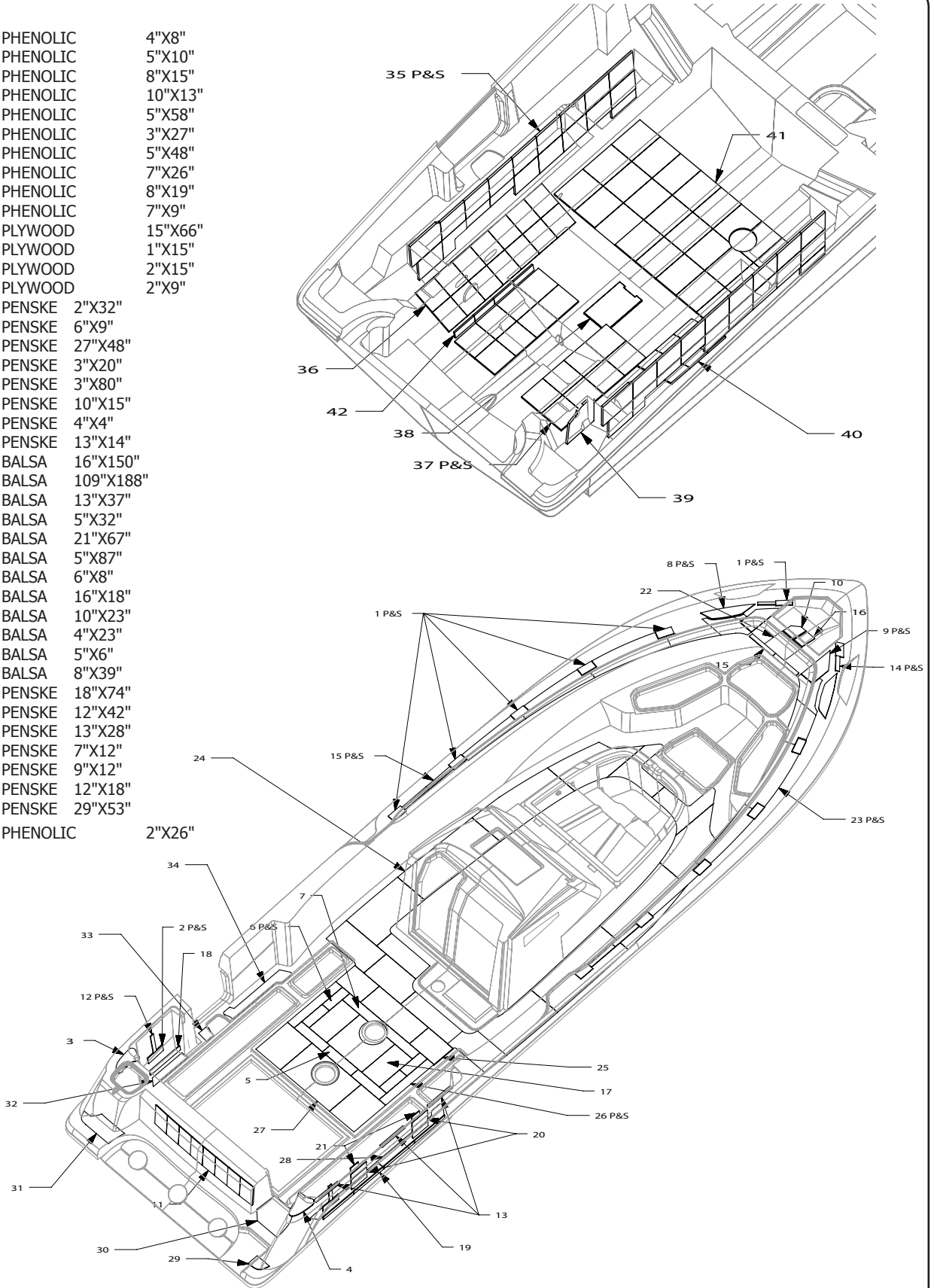
Reinforcement	Construction	Equipment weight	Fastener Type*
Plywood	Standard boatbuilding material	Light	Self-tapping screws
Trevira	Thick spunbound polyester fabric	Light	Sheet Metal screws
Sparalloy	High density plastic	Medium	Self-tapping screws
Phenolic**	Reinforced composite board	Heavy	Drill & Tap

\* In all cases it is recommended to drill and countersink a pilot hole to prevent damage to the gelcoat surface.  
 \*\*Also known as Whaleboard

# Section 5 • Care & Maintenance

## Reinforcement Location Diagram

- |    |          |           |
|----|----------|-----------|
| 1  | PHENOLIC | 4"X8"     |
| 2  | PHENOLIC | 5"X10"    |
| 3  | PHENOLIC | 8"X15"    |
| 4  | PHENOLIC | 10"X13"   |
| 5  | PHENOLIC | 5"X58"    |
| 6  | PHENOLIC | 3"X27"    |
| 7  | PHENOLIC | 5"X48"    |
| 8  | PHENOLIC | 7"X26"    |
| 9  | PHENOLIC | 8"X19"    |
| 10 | PHENOLIC | 7"X9"     |
| 11 | PLYWOOD  | 15"X66"   |
| 12 | PLYWOOD  | 1"X15"    |
| 13 | PLYWOOD  | 2"X15"    |
| 14 | PLYWOOD  | 2"X9"     |
| 15 | PENSKE   | 2"X32"    |
| 16 | PENSKE   | 6"X9"     |
| 17 | PENSKE   | 27"X48"   |
| 18 | PENSKE   | 3"X20"    |
| 19 | PENSKE   | 3"X80"    |
| 20 | PENSKE   | 10"X15"   |
| 21 | PENSKE   | 4"X4"     |
| 22 | PENSKE   | 13"X14"   |
| 23 | BALSA    | 16"X150"  |
| 24 | BALSA    | 109"X188" |
| 25 | BALSA    | 13"X37"   |
| 26 | BALSA    | 5"X32"    |
| 27 | BALSA    | 21"X67"   |
| 28 | BALSA    | 5"X87"    |
| 29 | BALSA    | 6"X8"     |
| 30 | BALSA    | 16"X18"   |
| 31 | BALSA    | 10"X23"   |
| 32 | BALSA    | 4"X23"    |
| 33 | BALSA    | 5"X6"     |
| 34 | BALSA    | 8"X39"    |
| 35 | PENSKE   | 18"X74"   |
| 36 | PENSKE   | 12"X42"   |
| 37 | PENSKE   | 13"X28"   |
| 38 | PENSKE   | 7"X12"    |
| 39 | PENSKE   | 9"X12"    |
| 40 | PENSKE   | 12"X18"   |
| 41 | PENSKE   | 29"X53"   |
| 42 | PHENOLIC | 2"X26"    |



## Section 5 • Care & Maintenance

Fill out the log below after scheduled service or maintenance is performed.

MAINTENANCE LOG			
DATE	ENGINE HOURS	SERVICED BY	MAINTENANCE PERFORMED