Welcome Aboard

Rendezvous

1996 Owner/Operator Manual

Rendezvous Outboard

4. When you are on board, please keep yourself and your gear in a secure location. If you are carrying any flammable or explosive materials, please store them in a separate bag or container.

3. Please familiarize yourself with the operation of the Outboard system.

2. Read through the manual thoroughly and pay particular attention to the sections on safe operation and handling.

1. Please ensure that you understand all the instructions provided in this manual before operating your Outboard system.

Note: This manual has been prepared to assist you in the operation and care of your Outboard system.
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# Limited Warranty

# Wiring Diagram
Recommendations for Safety

Your boat before launching, and consider the following suggestions:
- Wear life-saving devices when on or near water.
- Identification of types I, II, III, or IV.
- Each person onboard a recce, or suitable size is required for the appropriate type of PFD.
- One Coast Guard approved Personal Flotation Device (PFD).

Preparation

2. Always have children wear a life jacket.

1. Personal Flotation Devices:

- On board, PFDs for each person.
- Type I, II, or III.
- At least one Type IV.
- Towedable PFD.
- The size boat:
- As of May 1, 1995, you must have on board, regardless of type I, II, or III, or IV, as identified as Types I, II, III, or IV.

Note: The information provided is based on the visual content of the image and does not include any textual content that was previously extracted.
least 25 yards.

1. A special flag (red flag with a white diagonal stripe of white and blue)

2. Signal lights for your information and safety. Learn them and be

3.川 least 25 yards. Approach with caution and stay clear of

4. The operator of the boat is responsible for the safety of the passengers.

5. False are the greatest causes of injury when aboard. Eliminate

6. and berthe that each oarsman on board wear proper footwear.

7. and assistance contact the local law enforcement authorities.

8. Will develop a team skier who was 200 feet in 5 to 6 seconds.

9. III is a Federal offense.

10. Small boats are to stop when and repeatedly raise and lower the

11. A special flag (red flag with a white diagonal stripe of white and blue)

12. Make sure your boat's engine is turned off before allowing people to
1. Outboard and accessories manual

Miscellaneous Items

10. Gear grease and penetrating oil
9. Assorted fasteners
8. Electrical tape
7. Battery jumper cables
6. Hammer
5. Hex key with spare blades
4. Screw set (min. of U.S. standard & Phillips)

Tool Chest

8. Anchor and abrasive line
7. First aid kit
6. Charts of your intended cruising area
5. Fasteners (with extra box)
4. Fuses (right and left side with unused fuses)
3. Pencils, pens and outboard hook
2. Personal flotation devices
1. Fire extinguisher (correct number and type, located for easy access)

The following safety-related items should be considered as part of your

Safety Equipment

WARNING

Fuel vapors are explosive. Do not store portable fuel can-

27. Before departing on a boat trip, have a responsible friend or relative examine the boat and ensure all necessary equipment is in working order. Be sure to address any changes in your description of your boat. Keep them advised of any changes in your

26. Know your fuel tank capacity and cruising range. It is necessary to carry
25. Good housekeeping in your boat is important. Cleanliness diminishes
24. Keep electrical equipment and wiring in good condition. Knife switches

Never substitute unauthorized parts for marine parts.

CHECKLIST

Inspected in the compartments should NEVER be

Knife switches or other arming devices should NEVER be

DANGER

explosion. Guard rules and regulations to minimize risks of fire and

designed and manufactured to comply with U.S. Coast

DANGER

1. Fire extinguisher (correct number and type, located for easy access)
2. Personal flotation devices
3. Pencils, pens and outboard hook
4. Fuses (right and left side with unused fuses)
5. Fasteners (with extra box)
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WARNING

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1. Fire extinguisher (correct number and type, located for easy access)
**NOTICE**

The steps are angled down secretory.

1. The steps are angled down secretory.
2. The condition of the lower Tabs is essential. Look for any signs of wear or damage.
3. Check that the Tabs are properly secured to the lower Tabs.
4. Check that the Tabs are properly secured to the lower Tabs.
5. Check for any signs of wear or damage.
6. Check the Tabs for proper operation and proper alignment.
7. Check that the Tabs are properly secured to the lower Tabs.
8. Check the condition of the lower Tabs is essential. Look for any signs of wear or damage.

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**Tailoring**

(Optional)

1. When commissioning a new seat, do not plan an extensive type of tailoring.
2. Use big prints of tender boards to protect your seat. The tailoring information will be transferred from the tender boards.
3. Carve key points of the seat. The tailoring information will be transferred from the tender boards.
4. Use big prints of tender boards to protect your seat. The tailoring information will be transferred from the tender boards.
5. You must have a seat design and make sure your tender is designed to fit.

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**Other Tips**

1. If possible, make heavy items to the opposite side (or end) to balance and hang near the edge of the board. You can hang near the edge of the board. You can also hang near the edge of the board.
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Instructed in the engine over's manual, an approved dealership area. Then proceed with standing the boat's outboard motor. Pull your tiller clear of the water and part your two vehicle's center. Pull your vehicle's tiller to the right and have water at your disposal. The desired assistance points your tiller clear of the water. Pull your tiller clear of the water in other words, if you notice the problem or difficulty. Immediately guide the boat's tiller to the right and remove it from the water. For any sign of trouble, pull your tiller away from the water as soon as possible. Do not turn on the water until your water is removed. The ideal is to look out for any sign of trouble. If you notice that the boat is not near the water, the tiller is to be held against the water to stop the boat. Carefully check the tiller down the ramp until the boat is free from the boat. The ramp will release the tiller when it is in the launch. Be sure to install the drain plug securely. Failure to install the drain plug securely may result in the engine.
1. If you're going to haul your boat while it's in the water, be sure it's securely moored to the dock.

2. Turn off all electrical equipment, including engines, appliances, lights, etc.

3. Extinguish all cigarettes, cigars or other items that may produce a spark.

4. Before proceeding, review the fueling procedures chart or other instructions provided with the fuel system.

5. Leaks, fire or explosion hazards and components which could lead to hazardous leaks and depressurization accidents must be identified and eliminated.

6. Do not use flammable or hazardous materials on or around the boat.

7. Before proceeding, make sure the boat is properly secured to the trailer.

8. Fill the fuel tank.

9. Secure the trailer to the boat.

10. Prior to starting the boat, ensure all fuel lines are properly secured.

11. To load the boat onto the trailer, back the trailer into the water until:

   a. The front of the boat is fully engaged with the trailer fenders.

   b. The boat is securely latched onto the trailer.

   c. The boat is properly secured with winch strap or other secure means.

   d. The boat is not rocking or swaying.

   e. The boat is balanced on the trailer.

   f. The boat is not touching the ground.

   g. The boat is securely fastened to the trailer.

   h. The boat is not moving.

   i. The boat is not out of the water.

   j. The boat is not overloaded.

   k. The boat is not decked.

   l. The boat is not seaworthy.

   m. The boat is not optimistic.

   n. The boat is not seaworthy.

   o. The boat is not seaworthy.

   p. The boat is not seaworthy.

   q. The boat is not seaworthy.

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and feels firm.

1. Visually check for fuel leaks.
2. Make sure the emergency engine shutdown triggering device is in place.
3. Stop the engine, and the engine is started at the operator's position to activate the switch.
4. Enough away from the operator's position to activate the switch, if possible.
5. Ensure the engine is switched off.
6. Make sure the fuel switch is in the off position.
7. The fuel valve is to see that it is not plugged or obstructed.
8. Open all windows, doors, and hatches; inspect both visually and by spillage.

1. When you have finished filling, replace the fuel cap and wipe off any fuel.
2. If you notice the smell of gasoline, exhaust, or oily smoke, turn the engine off immediately.
3. Do not attempt to start the engine.
4. Consult the engine manual regarding proper oil mixture.
5. Then you will be able to fill the tank to 100% of its rated capacity.
6. Throughout-deck fittings are provided for fuel tank filling. Remove the cap.
to keep pressure on the gas pedal while operating the controls and engage the throttle, 6.**

**Carbon Monoxide (CO)

Danger

Never open windows or doors except when absolutely necessary. Opening windows or doors may impair ventilation and carbon monoxide (CO) poisoning. CO is a poisonous gas that is colorless, odorless, and lethal. Open windows or doors before entering the vehicle to ensure proper ventilation is provided. A person breathing CO-filled air will experience symptoms such as weakness, dizziness, nausea, vomiting, headache, and drowsiness. In severe cases, death may occur. If you suspect CO poisoning,立即 seek medical attention.**
Before You Leave

Before you leave, perform the following steps:

1. Check the operation of equipment such as bilge pumps, running lights.
2. Instruct passengers in the use and location of location devices and life rafts.
3. Obtain a reliable weather forecast and plan accordingly for everyone's
   comfort and safety.
4. Notify a responsible head of reception of your cruise plan. Upon your
   return or a change in your cruise schedule notify that person again in
   writing.

If you have not encountered any problems, you are almost ready to go.

ORDER OF SAFETY

1. Secure proper protective gear and produce CO. These units
   should never be used on recreational vessels.

2. Operating the boat with a bow on single
   Underway with the wind at your back (running with the wind)
   Engine is overheated
   Engine failure

3. The incidence of
   is a good low of CO through the boat and that exhaust gases of CO expose you to dangerous accumulations of

4. Another boat with an engine running nearby can also

BASIC MANEUVERSING

Ready to leave the dock.

When all of your predeparture checks have been completed, you will be

WARNING

Choose injury or death.

Safety of the engine for maintenance or emergencies may
result in the engine running while the engine is starting. Failure to
obey the engine while the engine is running.

Do not attempt any maintenance or adjustments to the

Remember that all boats steer by the stem (the feeling is much like

CEASE INJURY OR DEATH

WARNING

Approaching the Dock:

When approaching a mooring area, lower your speed within a reason. Engine Throttling:

- Temporarily increase your speed. Get used to the boat before altering your speed.
- Maneuver:
  - Once you are away from the dock, create some time to learning how to back up. Do not expect to accomplish high-thrust maneuvering when new. So, take some time to get used to the boat before attempting the maneuvers.
  - Your dealer should be on hand to assist you. Proper docking requires practice. Start by making sure you have enough equipment you should carry.

Boating:

Depending upon the season, you should carry:

- Proper docking requires practice. Start by making sure you have enough equipment you should carry.
- Your dealer should be on hand to assist you. Proper docking requires practice. Start by making sure you have enough equipment you should carry.

**DANGER**

Swimming propellers can cause serious injury or death. Your boat, your engine, and the engine's propellers can cause serious injury or death.

Never approach someone when approaching someone else in the water. Always use extreme caution when approaching someone else in the water.
Steering Pressure

The engine in the direction the wheel is pulling.

This is done by setting the edge of the trim tab against the selector tab on the steering handle. The trim tab button on the selector tab must be set. The trim tab is adjustable by adjusting the trim tab button. The trim tab will usually pull to the side of the other to some degree. This is noted by the steering tab. As mentioned earlier in the basic maneuvering section, the position of the steering is usually adjusted to the side of the other to some degree.

Steering Trim

Situations help you achieve a more correct cruising trim:

1. If your back runs with its bow to bow at cruising speeds, the following
   - When your back is clearing the surface, if will slow down greatly.
   - When your back is clearing the surface, if will slow down greatly.
   - When your back is clearing the surface, if will slow down greatly.
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Electrical connections are susceptible to corrosion. To help prevent electrical malfunction due to corrosion, keep all exposed electrical connections clean and properly insulated. You can minimize the danger of fire and explosion by not exposing electrical wires to open flame or high temperatures. You can also reduce the risk of fire or explosion by using an approved explosion-proof fixture. The use of a double outlet adapter is not recommended. Be sure to use a double outlet adapter that is approved by Underwriters Laboratories (UL). Use only electrical parts that are designated for marine use. If electrical parts are not designated for marine use, they may not meet the requirements for safe operation on a boat. To reduce the risk of fire or explosion, any enclosed or uncontrolled equipment should be installed in a manner that prevents exposure to open flame or high temperatures. You can minimize the danger of fire and explosion by not exposing electrical wires to open flame or high temperatures. You can also reduce the risk of fire or explosion by using an approved explosion-proof fixture. The use of a double outlet adapter is not recommended. Be sure to use a double outlet adapter that is approved by Underwriters Laboratories (UL). Use only electrical parts that are designated for marine use. If electrical parts are not designated for marine use, they may not meet the requirements for safe operation on a boat. To reduce the risk of fire or explosion, any enclosed or uncontrolled equipment should be installed in a manner that prevents exposure to open flame or high temperatures. You can minimize the danger of fire and explosion by not exposing electrical wires to open flame or high temperatures. You can also reduce the risk of fire or explosion by using an approved explosion-proof fixture. The use of a double outlet adapter is not recommended. Be sure to use a double outlet adapter that is approved by Underwriters Laboratories (UL). Use only electrical parts that are designated for marine use. If electrical parts are not designated for marine use, they may not meet the requirements for safe operation on a boat. To reduce the risk of fire or explosion, any enclosed or uncontrolled equipment should be installed in a manner that prevents exposure to open flame or high temperatures. You can minimize the danger of fire and explosion by not exposing electrical wires to open flame or high temperatures. You can also reduce the risk of fire or explosion by using an approved explosion-proof fixture. The use of a double outlet adapter is not recommended. Be sure to use a double outlet adapter that is approved by Underwriters Laboratories (UL). Use only electrical parts that are designated for marine use. If electrical parts are not designated for marine use, they may not meet the requirements for safe operation on a boat. To reduce the risk of fire or explosion, any enclosed or uncontrolled equipment should be installed in a manner that prevents exposure to open flame or high temperatures. You can minimize the danger of fire and explosion by not exposing electrical wires to open flame or high temperatures. You can also reduce the risk of fire or explosion by using an approved explosion-proof fixture. The use of a double outlet adapter is not recommended. Be sure to use a double outlet adapter that is approved by Underwriters Laboratories (UL). Use only electrical parts that are designated for marine use. If electrical parts are not designated for marine use, they may not meet the requirements for safe operation on a boat. To reduce the risk of fire or explosion, any enclosed or uncontrolled equipment should be installed in a manner that prevents exposure to open flame or high temperatures. You can minimize the danger of fire and explosion by not exposing electrical wires to open flame or high temperatures. You can also reduce the risk of fire or explosion by using an approved explosion-proof fixture. The use of a double outlet adapter is not recommended. Be sure to use a double outlet adapter that is approved by Underwriters Laboratories (UL). Use only electrical parts that are designated for marine use. If electrical parts are not designated for marine use, they may not meet the requirements for safe operation on a boat. To reduce the risk of fire or explosion, any enclosed or uncontrolled equipment should be installed in a manner that prevents exposure to open flame or high temperatures.
**NOTICE**

Never disconnect battery cables while the engine is running, as this can cause damage to your boat’s electrical system.

**CAUTION**

Disconnect battery or a nonfunctional charging system. 14.4 volts are considered normal. Readings below this indicate a severely discharged battery. A severely discharged condition indicates a marginal charge condition. Readings below 12 volts indicate the battery is dead. The condition of the battery can be read on the voltmeter when the ignition switch is in the ON position.

1. **Outboard Models**—400 cold cranking amps minimum

2. **Fuses and Circuit Breakers**: Check fuses and circuit breakers. A wiring diagram is provided at the back of this manual.

3. **Engine Electrical System**: The engine electrical system is the battery (or batteries) and all direct wiring for lights or loose connections.

4. **Helm Base and Horn Block**: The system is designed to deliver high horsepower (or a nonfunctional charging system). 14.4 volts are considered normal. Readings below this indicate a severely discharged battery. A severely discharged condition indicates a marginal charge condition. Readings below 12 volts indicate the battery is dead. The condition of the battery can be read on the voltmeter when the ignition switch is in the ON position.

**CAUTION**

The electrical systems on all US Marine Powerboats operate on the same

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NOTICE

If the pump is clear, but still does not move water, check the discharge hose for kinks or obstructions.

The float switch should also be checked frequently for proper operation. The float should not be out of the housing.

The float switch is designed to sit on the bottom of the tank when not in use. If the float is not at this position, it should be adjusted.

To adjust the float switch:
1. Remove the top of the tank.
2. Adjust the float to the desired position.
3. Reassemble the tank.

If the pump is running but not pumping, check to see if the pump housing is cleared of debris. If the housing is not cleared, it may not be able to properly transfer water.

The housing should be cleaned regularly to prevent clogging.

The electric bilge pump supplied with your boat is an in-line float switch type.
CAUTION

Avoid the stored or handling of gear near the fuel lines.

Fuel Fillers:

Fuel lines must be installed in a manner that allows them to be removed and replaced in the event of damage.

Must be followed:

Your passenger's fuel tank fillers must be removed and replaced in the event of damage.

Notice

Battery power:

The battery may be damaged if not handled properly. Replace the fuse in the fuse box.

Navigation lights

Vessels are required to have navigation lights mounted on the port side.
1. Lay the Bimin Top across the transom with the Station 010 pointing forward. The Bow in (2) stations should be on top.

2. Separate the Bow in (2) from the canoes by unzipping the canvas.

3. If the canvas is intended to be a two person job.

4. Remove the canvas from the Bow 010. Zip the canvas over the Bow 010.

5. Make sure it goes all the way through and locks.

6. Adjust the Bow 010 over the Bow 010. Zip the canvas over the Bow 010. Pull the canvas over the Bow 010.

7. Install the top cross brace (3) to the deck hinges.

8. Attach the bow rear cross brace (3) to the deck hinges.

9. Remove the canvas from the Bow 010. Zip the canvas over the Bow 010.

10. Adjust the Bow 010 over the Bow 010. Zip the canvas over the Bow 010. Pull the canvas over the Bow 010.

Standard Canvas Top Installation, 2609 CE
1. Check bow rails, leaders and gate rails for loose screws, breaks, sharp edges, etc. They might be exposed in rough weather. Inspect your first aid kit...

Topside Areas

4. Inspect the entire fuel system (including filters, lines and valves) for any leakage of fuel. Any leaking joints could indicate a leak. If any leakage is found, tightening or replacing the gaskets should be done. Inspect all items to be sure they are not loose, that all nuts, bolts, and screws, including the mooring... 

2. Check all wiring to be sure it is properly supported. That is, insulation... 

3. Visually check fluid levels and top off as necessary. Clean and polish the battery terminals. All battery... 

1. Check bow rails, leaders and gate rails for loose screws, breaks, sharp edges, etc. If any are not locked in place, they should be concave to the weather. The most important thing to remember is that you do...
WARNING

As you did for small surfaces:

- Finish by using a moisture若有 compound in the same manner.
- Shape the paint as desired using the wet sandpaper.
- Your should be sufficient.
- It is better to have an excess of paste rather than not enough.
- Mix a small portion of paste and apply to a piece of
- Clean the area to be repaired of wax and oil. Action is a good

Soak your dealer and follow this recommended procedure:

- Clean and dry the area.
- Apply the paint to the surface of the area being repaired.
- Decoy the compound by rubbing in a circular motion. The color is not smooth. If the surface does not penetrate the paint surface, it can be removed with a cloth or paper towel.

Keep instruments are exposed to a suitable environment. These oil paints should not be exposed to heat or moisture.

If all possible, the vinyl top parts of your boat should be stored indoors.

Shield:

1. The finish on a fiber glass boat is similar to that on an aluminum and will clean water and air in a well ventilated place. Again, preferably away from direct sunlight. Once again, protect your boat from direct sunlight.

2. Brands to determine which work best for you.

3. Materials are obtained with different.

4. The finishing will be a matter of your experience with different.

5. This is not a serious; you might think. Repair is.

6. Any material destroyed by the finish.

7. A quality bond will produce the finish. But instead of cleaning the entire surface of your boat, choose the area with the best condition. This area of the paint should be cleaned with an extra fine grit sandpaper and warm water solution to clean exterior surfaces. Use a sponge and a mild soap and warm water solution to clean exteriors.
3. **Special Care for Boats That Are Moored:**
   
   If moored in saltwater or fresh water, your boat will collect marine growth on its bottom. This will detract from the boat's beauty and greatly affect its performance. There are two methods of preventing this:
   
   - Periodically haul the boat out of the water and scrub the bottom with a bristle brush and a solution of soap and water.
   - Paint the hull below the waterline with a good grade of antifouling paint.

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**NOTICE**

US Marine recommends the application of an epoxy barrier coating, such as International Paint Company's Interlux "Interprotect 2000 or 3000 Systems®", to help seal the hull bottom and reduce the possibility of gelcoat blistering on any boat that is moored. The barrier coating should be covered with several coats of antifouling paint. Note that many states regulate the chemical content of bottom paints in order to meet environmental standards. Check with your local US Marine dealer about recommended bottom paints, and about laws that are in effect in your area.

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4. Whenever your boat is out of the water you should check all metal parts for stray current corrosion. Stray current corrosion, or electrolysis, can be prevented several ways. The following are the most common causes and the simplest cures:

   - Wiring may leak a certain amount of electricity. Keep a clean, dry bilge.
   - A poorly grounded zinc anode: Check the ground wire and clean all contact surfaces.
   - The zinc anode may be deteriorated beyond effectiveness. Replace it when it has deteriorated 50% or more.
   - If your boat is moored, we recommend that you contact someone in your area specializing in corrosion control and have them check your boat in its moorage to see that it is properly protected.

5. Propellers should be inspected often for damage. Every attempt has been made to equip your boat with a propeller that will optimize performance. However, your boating needs may dictate a propeller change. Your Rendezvous dealer can help you in the selection of propellers better suited to your needs.

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**STORAGE**

The following suggestions are offered for storage at the end of your boating season.

1. Your boat should be stored under cover if possible. If covered storage isn't available, a temporary winter cover is recommended. A proper winter cover should keep weather off the boat, but still provide adequate ventilation. Wrapping a boat up in a tight plastic cover can do more damage than good. Dampness and lack of air circulation provide ideal conditions for fungi that cause mildew and dry rot.

2. If you are storing your boat on its trailer:

   - Now is a good time to repack the trailer's wheel bearings. Your local auto service center can help you.
   - Block the trailer wheels off the ground to avoid tire deterioration.
   - Loosen the stem tie-downs to avoid stress on the hull.

3. Refer to your engine manual for engine storage instructions.

4. Remove the marine battery from the boat. Fill the cells to the proper level and store your battery in a warm place. A fully charged battery will survive storage better.

5. Fuel tanks should be filled so there is little air space, thereby minimizing condensation.

6. Thoroughly clean your boat. If possible, remove cushions, mattresses, blankets, towels, and other items that can hold moisture and cause mildew. Such items left on board should be positioned for maximum air circulation. Stand mattresses and cushions on edge. Prop open doors, hatches, cabinets and ski lockers to allow fresh air to circulate.

7. Clean all deck hardware; then coat the hardware with rust inhibitor.

8. Lubricate the steering mechanism and throttle control linkage.

9. Consult the instructions provided with your head (toilet) for the correct winterizing procedure. Drain self-contained heads.

   We hope these preventative measures will help make getting ready again in the spring easier. Should you have any questions, your Rendezvous dealer is eager to provide assistance.