Welcome Aboard

Rendezvous (Steer Drive)

Your boat is your own personal watercraft. To ensure its safe and enjoyable operation, it is important to understand its features and how they work together.

1. Familiarize yourself with the controls and features of your Outboard Deck Boat. Read through the manual completely, as this manual has been prepared to assist you in the operation and care of your boat.

2. Assist ensures that the number is (903) 495-887.

3. While performing a safety inspection before operating your boat, be sure to check the following:
   - Fuel levels
   - Engine oil
   - Cooler and coolant levels
   - Battery connections
   - Leaks or signs of wear on the hull and keel

4. To review the manual thoroughly, pay particular attention to the following sections:
   - Safety Instructions
   - Quick Reference Guide
   - Engine Operation
   - Maintenance and Troubleshooting

5. After completing your inspection, ensure that all safety equipment is in place and working properly.

6. Before launching your boat, make sure it is properly secured.

7. During navigation, always maintain a safe distance from other boats and obstacles.

8. When returning to the dock, ensure that all equipment is stowed properly and that the boat is securely tied to the dock.

9. After each use, inspect the boat for any signs of damage or wear.

Remember to always wear appropriate safety gear, such as a life jacket, when using your Outboard Deck Boat. Safety should always be your top priority.
WARNING

Ozone in the upper atmosphere which harms public health and environment by destroying manufactured with 1,1,1-trichloroethane, a substance

DANGER

Other information contained in this publication. Due to our commitment to product improvement, we reserve the right to change, without notice, any of our obligations. The specifications or changes referenced in this publication are subject to change at any time without notice.

Models: 2393D and 2693D

DANGER

The hazard warned symbol shown below are used throughout this manual to call attention to potentially dangerous situations which could lead to severe personal injury or death if the warning is ignored. Read these recommendations carefully and follow all safety precautions. We urge you to read these manuals to call attention to potentially dangerous situations which could lead to severe personal injury or death if the warning is ignored.
Recommendations for Safety

Prepare to launch your first outing (or your first boat trip) with the following suggestions:

chapter 7

PREPARATION

The slightest doubt about safety.

Preparation devices whenever circumstances cause

needit to have "all hands" wear life-saving

to ensure performance in the water. Never

those devices intended for young children.

Keep PFD's readily accessible and check

Always have children wear PFD's. Always

on board

• an (1) Type I or II PFD

(Throwable PFD)

• at least one (1) Type I V

The size boat:

as of May 1, 1995, you must

identified as Types I, II, III, or IV.

Coast Guard approved are now

closed boat. New PFD's bearing

each person aboard a boat to use.

One Coast Guard approved

Personal flotation device (PFD)

Personal Flotation Device:
2. Clear the area before docking.
3. The flag must be displayed when docking or retrieving objects that have fallen overboard.
4. Small objects are quicker to retrieve, so plan your route accordingly.
5. Avoid docking near heavy objects, such as boulders or reefs.
6. If the water is rough, use a different dock or consider alternative docking methods.
7. Always have a plan B in case of emergency.
8. Know the local weather conditions and be prepared.
9. Keep the flag up when the boat is not in use.
10. Small objects are easier to retrieve, so keep them visible.

**DANGER**

1. Do not allow anyone to ride on the parts of the boat that are not designed for riding.
2. Always ensure that the boat is secured to the dock before docking.
3. Avoid docking near obstacles, such as rocks or buildings.
4. Always have a plan B in case of emergency.
An assortment of spare parts
SPARE SET OF SPARK PLUGS AND OTHER IGNITION PARTS
8. Replacement Ignition modules
9. Additional Ignition module
10. An extra cooling pump impeller
5. Spares
6. Engine lubricating oil
4. Engine cleaning oil
3. Exhaust Valves
2. Repairable or field-replaceable
1. Engine and accessories manual

Miscellaneous Items
10. Grease gun and grease cartridges
9. Assorted tools
8. Electrical tape
7. Battery jumper cables
6. Hammer
5. Hex key wrenches with spare blades
4. Socket set (metric or SAE standard as appropriate)
3. Wrenches (box-end, open-end; sheets & dies, include one wrench large
2. Phillips (regular, vice-grip, and water pump
1. Assorted screwdrivers (Phillips and flat blade)

Tool Chest
8. Anchor and adequate tie
7. First aid kit
6. Chains of your intended towing area
5. Flashlights (with extra batteries)
4. Flares (night and day type with unexpired dates)
3. Fence and fence post
2. Personal flotation devices
1. Fire extinguishers (correct number and type; located for easy access)

Spare parts should be considered as part of your standard equipment.

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

Safety Equipment

**WARNING**

Fuel vapors are explosive. Do not store Portable fuel containers in unventilated locations. The vapors would be trapped and might be ignited accidentally.

Instructions in unventilated locations. The vapors would be trapped and might be ignited accidentally.

Precautions to prevent the accumulation of fuel vapors in unventilated spaces:

1. Keep your fuel tank properly filled and out of sight of potential ignition sources.
2. Do not store fuel in your boat. Keep your fuel storage tanks out of sight of potential ignition sources.
3. Do not store fuel in your boat. Keep your fuel storage tanks out of sight of potential ignition sources.
5. Do not store fuel in your boat. Keep your fuel storage tanks out of sight of potential ignition sources.
7. Do not store fuel in your boat. Keep your fuel storage tanks out of sight of potential ignition sources.
10. Do not store fuel in your boat. Keep your fuel storage tanks out of sight of potential ignition sources.

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

1. Fire extinguishers (correct number and type; located for easy access)
2. Personal flotation devices
3. Flares (night and day type with unexpired dates)
4. Tool set (metric or SAE standard as appropriate)
5. Wrenches (box-end, open-end; sheets & dies, include one wrench large
6. Hammer
7. Battery jumper cables
8. Assorted screwdrivers (Phillips and flat blade)
9. Assorted tools
10. Grease gun and grease cartridges

Miscellaneous Items

1. Engine and accessories manual
2. Repairable or field-replaceable
3. Exhaust Valves
4. Engine cleaning oil
5. Spares
6. Additional Ignition module
7. Replacement Ignition modules
8. An extra cooling pump impeller
9. Additional Ignition module
10. Grease gun and grease cartridges

Foundation Information number 1-800-386-6470 to the boat L/S gauge for the length and place of the next class. Hinges can be placed in the correct location under the boat seat.
To bring down a jack and any loads necessary for changing the tire:

1. Double-check all your gear to ensure that everything is properly locked in place before proceeding.

2. Check that the tires are properly inflated for the jack to operate correctly. Make sure the rim is clean and free of debris.

3. Use a sturdy packet with a user manual and instructions. If you have any questions, feel free to ask our team.

4. Check that the tire is properly inflated for proper operation. Be sure to check the tire pressure before each trip.

5. If you have extra equipment, make sure it is secure and ready to use.

6. Check for proper operation of all equipment.

Tire tips:

- Always check tire pressure before each trip.
- Inspect the tire for any cuts or damage.
- Keep the tire at the recommended pressure for optimal performance.
Launching and Docking Manual

Launching

1. Towing the boat out of the water.
2. When you arrive at the launching ramp, and are ready to load your boat onto the trailer, make these basic checks to be certain that the launching is safe.
3. Lift the transom, and remove the swim platform. Remove the transom trimming tabs. Remove the safety chains.
4. Pull the trailer into the water, with the engine on the bottom of the transom. Make sure you have a helper in the water, and have someone watching the boat. The other end of the boat is in the water, the trailer is on the dock, the bow eye is in the water, and the trailer is in the water.
5. Secure the boat to the trailer with a bow rope. Tie the bow to the bow eye, and the transom to the transom. Tie the trailer to the boat.
6. Secure the boat to the trailer with the trailer safety chains. Secure the trailer to the boat. Remove the transom trimming tabs. Remove the safety chains.
7. Secure the boat to the trailer with the trailer safety chains. Secure the trailer to the boat. Remove the transom trimming tabs. Remove the safety chains.

Docking

1. Disconnect the trailer, and remove the safety chains. Leave the transom trimming tabs in place.
2. Lift the transom, and remove the swim platform. Remove the transom trimming tabs. Remove the safety chains.
3. Pull the trailer into the water, with the engine on the bottom of the transom. Make sure you have a helper in the water, and have someone watching the boat. The other end of the boat is in the water, the trailer is on the dock, the bow eye is in the water, and the trailer is in the water.
4. Secure the boat to the trailer with a bow rope. Tie the bow to the bow eye, and the transom to the transom. Tie the trailer to the boat.
5. Secure the boat to the trailer with the trailer safety chains. Secure the trailer to the boat. Remove the transom trimming tabs. Remove the safety chains.
6. Secure the boat to the trailer with the trailer safety chains. Secure the trailer to the boat. Remove the transom trimming tabs. Remove the safety chains.

WARNING

Failure to use safety chains between the trailer and the boat will result in the boat being launched or docked incorrectly. Failure to follow these instructions can cause serious accidents. Use caution.
1. If the water is running hot, turn off the engine and allow it to cool before proceeding. Make sure the boat is level and secure. Keep the engine running at idle speed, and position the boat so that the propeller is facing away from the propeller. Keep all passengers away from the propeller area. Make sure the propeller is not spinning. If the propeller is spinning, do not attempt to stop it. If the propeller continues to spin, turn off the engine and apply the brakes. If the propeller stops, the engine can be restarted.

2. To reattach your boat to the trailer, back the trailer into the water until the propeller is submerged. Secure the propeller with a propeller lock. Make sure the propeller is fully submerged and secure. Make sure the propeller is not spinning. If the propeller continues to spin, do not attempt to stop it. If the propeller stops, the engine can be restarted.

3. Secure the propeller to the trailer. Make sure the propeller is fully submerged and secure. Make sure the propeller is not spinning. If the propeller continues to spin, do not attempt to stop it. If the propeller stops, the engine can be restarted.

4. If the propeller is not spinning, the engine can be restarted. Make sure the propeller is fully submerged and secure. Make sure the propeller is not spinning. If the propeller continues to spin, do not attempt to stop it. If the propeller stops, the engine can be restarted.

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7. If the propeller is spinning, do not attempt to stop it. If the propeller continues to spin, do not attempt to stop it. If the propeller stops, the engine can be restarted.
ensuring safety. Generally, there are two times when warning

8. When the engine is started, the operator is activated. This device, when properly

7. Make sure the emergency stop button is depressed before starting the engine. Use the bilge pump to empty the bilge and dry the engine compartment. Proper bilge cleaning is necessary to prevent a prospective fire. Clean all bilge areas that are normally accessible.

6. Before starting the engine, ensure your pail is in deep enough water. If the bilge pump is used to empty the bilge and dry the engine compartment, proper bilge cleaning is necessary to prevent a prospective fire. Clean all bilge areas that are normally accessible.

5. Entering speeds:

4. Inspect the bilge pump for leaks and ensure proper alignment prior to starting the engine.

3. Visually inspect the oil, oil level, and exhaust leaks.

2. Check the lubrication and cooling levels.

1. We urge you to thoroughly read and understand your engine owner's manual. The following notes are excerpts from the operating and maintenance manual furnished with your engine. It is strongly recommended that the operator use this device.

4. Entering speeds:

3. Visually inspect the oil, oil level, and exhaust leaks.

2. Check the lubrication and cooling levels.

1. We urge you to thoroughly read and understand your engine owner's manual. The following notes are excerpts from the operating and maintenance manual furnished with your engine.
To help prevent exposure to CO, be aware of your ventilation and surrounding. Running your engine in a confined space such as a garage or shelter, even with an exhaust system, can lead to CO poisoning. If someone is suffering from CO poisoning, move the person to fresh air.

12. Convulsions
11. Collapse
10. Dizziness
9. Nausea and vomiting
8. Incapacitation
7. Drowsiness and fatigue
6. Headache and/or throbbing temples
5. Tingling in the feet
4. Feeling in the ears
3. Incontinence and inability to think clearly
2. Flushed appearance
1. Watery and dry eyes

Following:

The symptoms of CO poisoning include but are not limited to the symptoms of carbon monoxide poisoning. These symptoms include:

- Headache
- Dizziness
- Nausea and vomiting
- Fatigue
- Shortness of breath
- Confusion
- Irritability

Because CO diffuses in the air much more rapidly than easily detectable

Inhalation. Also, never operate the engine with the canopy cover

Opening windows or increase may improve ventilation.

Protective measures or breathing apparatus may be required. A person

affected by CO should be provided a fresh air supply. Immediate medical care should be provided to the person.

Carbon Monoxide (CO) is a poisonous gas that is colorless.

DANGER
Appraising a swimmer or downed sailor in the water.

The special handling characteristics associated with your boat will help you to become familiar with all required maneuvers at slow speeds. You must also become familiar with the boat and its equipment.

Filling the boat with air to six or eight times the design of the boat is necessary in order to avoid unnecessary concern.

2. Observe a reliable weather forecast and plan accordingly for everyone's safety.

3. Enquire for weather information in the area and location of flotation devices and life jackets.

4. Obtain a reliable weather forecast and plan accordingly for everyone's safety.

1. Check the operation of equipment such as bilge pumps, running lights, etc.

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

Before You Leave:

- Before you leave, perform the following steps:

1. Check the operation of equipment such as bilge pumps, running lights, etc.

2. Obtain a reliable weather forecast and plan accordingly for everyone’s safety.

3. Enquire for weather information in the area and location of flotation devices and life jackets.

4. Obtain a reliable weather forecast and plan accordingly for everyone’s safety.

5. Check the operation of equipment such as bilge pumps, running lights, etc.

You should never be seen on recreational vessels.

Operating the boat with a bow on the angle

Underway with the wind at your back (running with the wind)
When approaching a mooring area, lower your speed with a reason.

**Docking**

Proper docking requires preparation. Start by making sure you have the right equipment and the right attitude. Some general guidelines:

- **Approach:** Approach the dock at a slow and steady speed, allowing enough distance to make any necessary corrections.
- **Alignment:** Align your boat with the dock line as you approach, ensuring it is straight and even.
- **Dock Line:** Have the dock line ready and in place before you come alongside the dock.
- **Engine:** Use the engine to adjust your position and keep the boat steady.
- **Fenders:** Use fenders to absorb any impact and protect the dock and your boat.

**Preparation**

From the ignition switch, when people are swaying in the water, your boat's engine must be off and the key removed. Proper docking procedures can cause serious injury or death.
Steering Pressure

As mentioned earlier in this basic manuevering section, the boat needs to be operated in a manner which will maintain the steering angle at an even level. The steering pressure should be adjusted so that the helm is held at a comfortable angle. If the helm is held too far forward or back, it becomes difficult to maintain a steady course. A good rule of thumb is to maintain a steering angle of about 20 degrees from the vertical. This will allow for a smooth and steady course.

1. If your boat runs with its bow too low at cruising speeds, the following suggestions will help you achieve a more correct cruising trim:

   a. Move some weight forward in the boat.
   b. Adjust the trim angle of the stern drive (reduce the distance between the bottom of the transom and the drive unit).
   c. If your boat tends to roll too much, trim the rudder and stern drive angle to reduce the rolling motion.

2. If your boat runs with its bow too high at cruising speeds (frequently experienced by small non-ruddered hulls, small or tender craft, and smaller, off-balance sportboats), the following steps will help improve the trim:

   a. Lower the engine propeller to a lower position or add weight to the stern drive.
   b. Adjust the trim angle of the stern drive (increase the distance between the bottom of the transom and the drive unit).
   c. Move some weight forward in the boat.

Avoid running the boat with the bow too high or too low at cruising speeds. This can lead to poor performance and inefficient operation.

Boat Running Trim

When your boat is running in a stable manner, you can use the following tips to adjust the trim:

1. Keep your boat on an even keel. A slightly bow or stern trim will adversely affect the performance of your boat. A pronounced keel or stern trim will cause the boat to be unstable. If your boat runs with its bow too high at cruising speeds, try lowering the engine propeller to a lower position or adding weight to the stern drive. If your boat runs with its bow too low at cruising speeds, try raising the engine propeller to a higher position or removing weight from the stern drive.

2. Adjust the trim angle of the stern drive (reduce the distance between the bottom of the transom and the drive unit). If your boat tends to roll too much, trim the rudder and stern drive angle to reduce the rolling motion.

3. Adjust the trim angle of the stern drive (reduce the distance between the bottom of the transom and the drive unit). If your boat tends to roll too much, trim the rudder and stern drive angle to reduce the rolling motion.

Leaving the Dock:

When leaving the dock, it is important to maintain a steady course and avoid sudden movements. Always check your surroundings before leaving the dock to ensure that it is safe to proceed. When leaving the dock, keep the engine propeller at a lower position or add weight to the stern drive to help stabilize the boat. If your boat runs with its bow too high at cruising speeds, try lowering the engine propeller to a lower position or adding weight to the stern drive. If your boat runs with its bow too low at cruising speeds, try raising the engine propeller to a higher position or removing weight from the stern drive.

WARNING

When leaving the dock, keep the engine propeller at a lower position or add weight to the stern drive to help stabilize the boat. If your boat runs with its bow too high at cruising speeds, try lowering the engine propeller to a lower position or adding weight to the stern drive. If your boat runs with its bow too low at cruising speeds, try raising the engine propeller to a higher position or removing weight from the stern drive. Always check your surroundings before leaving the dock to ensure that it is safe to proceed.

Reversing for docking:

When reversing for docking, keep the engine propeller at a lower position or add weight to the stern drive to help stabilize the boat. If your boat runs with its bow too high at cruising speeds, try lowering the engine propeller to a lower position or adding weight to the stern drive. If your boat runs with its bow too low at cruising speeds, try raising the engine propeller to a higher position or removing weight from the stern drive. Always check your surroundings before leaving the dock to ensure that it is safe to proceed.

When docking, keep the engine propeller at a lower position or add weight to the stern drive to help stabilize the boat. If your boat runs with its bow too high at cruising speeds, try lowering the engine propeller to a lower position or adding weight to the stern drive. If your boat runs with its bow too low at cruising speeds, try raising the engine propeller to a higher position or removing weight from the stern drive. Always check your surroundings before leaving the dock to ensure that it is safe to proceed.

Remember to always keep the propeller shaft in neutral when you are not using it. This will prevent it from spinning and causing damage to the engine or propeller. When reversing, keep the engine propeller at a lower position or add weight to the stern drive to help stabilize the boat. If your boat runs with its bow too high at cruising speeds, try lowering the engine propeller to a lower position or adding weight to the stern drive. If your boat runs with its bow too low at cruising speeds, try raising the engine propeller to a higher position or removing weight from the stern drive. Always check your surroundings before leaving the dock to ensure that it is safe to proceed.
**NOTICE**

Electrical connections are susceptible to corrosion. To prevent electrical malfunction due to corrosion, keep all exposed electrical connections clean and dry.

**WARNING**

To reduce the risk of explosion or fire, do not use or store gasoline, paint thinner, or any other flammable liquid in the vicinity of the equipment.

**DANGER**

Never substitute any electrical component. If a component fails, replace it with a component of the same type and rating.

**DANGER**

To minimize the risk of fire and explosion, never install electrical switches or other electric devices in fuel compartments.

**SYSTEMS TOOLS**

Electrical connections are susceptible to corrosion. To prevent electrical malfunction due to corrosion, keep all exposed electrical connections clean and dry.

**NOTICE**

If the engine is not running, the fuel gauge indicates the approximate fuel level. Since the fuel gauge is not calibrated to indicate the fuel level precisely, it is important to monitor the fuel gauge regularly and refill the tank when necessary.

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A WARNING

Starting the Engine.

To insure fresh air circulation, the bilge blower is to be used before starting the engine. During standing, the bilge blower is operating below deck vents. These vents allow air to circulate through the engine compartment and draw fresh air into the compartment through the bilge blower.

AUTOMATIC BLUDGE PUMPS ARE RECOMMENDED FOR BOATS LEFT IN OPEN MOORINGS. When the bilge blower is operating, the bilge will be cleared of all scum and debris. If the bilge blower is not operating, check the battery charger and bilge blower blower. Do not operate the bilge blower for more than 15 seconds at a time. Short periods of time allow operation of the bilge blower to deliver high horsepower for very short periods of time.

The engine starting mode is designed to deliver highly horsepower for very short periods.

Steam Drive Models — 500 cold cranking amps minimum

- Discharged battery or non-functional charging system.
- Battery electrolyte level below minimum.
- Battery electrolyte level above maximum.
- Charging system inadequate charge condition. Readings below 10V indicate outlet not running condition. Please read Battery readings. Normal readings are 10 to 12.5 volts. Readings in the 10 to 11.5 volts range indicate a margin charge condition. Please read Battery readings. Normal readings are 10 to 12.5 volts. Readings below 10 volts indicate outlet not running condition. Please read Battery readings. Normal readings are 10 to 12.5 volts.

**NOTICE**

Disconnect battery cables while the engine is running, as this can cause damage to your boat’s electrics.

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

**CAUTION**

These systems are operational only while the engine is running. The engine running (over 100 RPM) volunteer readings of 10 to 12.5 volts indicate a margin charge condition. Readings below 10 volts indicate outlet not running condition. Please read Battery readings. Normal readings are 10 to 12.5 volts. Readings in the 10 to 11.5 volts range indicate a margin charge condition. Please read Battery readings. Normal readings are 10 to 12.5 volts. Readings below 10 volts indicate outlet not running condition. Please read Battery readings. Normal readings are 10 to 12.5 volts.

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1. Battery
   a. Basic theory
   b. Operation
   c. Troubleshooting
   d. Recharging

The electrical systems on all US Marine powerboats operate on the same principle.
**NOTICE**

A low battery in either case, call your dealer for further assistance.

As you raise the float to its full upward position, the bilge pump should:

- Move into the position, and the pump will operate without starting the pump.

- Make sure the "ON" pump is properly located and cock the "OFF" pump with the water stream to start the bilge pump.

- Clear the housing of debris.

- Lift the lid while rotating the fluid counter clockwise and lift off the cutaway view.

- Lift the lid while rotating the fluid counter clockwise and lift off the cutaway view.

**To remove the pump cartridge:**

1. Lift the lid while rotating the fluid counter clockwise and lift off the cutaway view.

- Make sure the "ON" pump is properly located and cock the "OFF" pump with the water stream to start the bilge pump.

- Clear the housing of debris.

- Lift the lid while rotating the fluid counter clockwise and lift off the cutaway view.

**To remove the pump cartridge:**

1. Lift the lid while rotating the fluid counter clockwise and lift off the cutaway view.

- Make sure the "ON" pump is properly located and cock the "OFF" pump with the water stream to start the bilge pump.

- Clear the housing of debris.

- Lift the lid while rotating the fluid counter clockwise and lift off the cutaway view.
1. Pedestal Seats

Pedestal seats are located either on the side deck or on the side deck adjacent to the cockpit. They are not included as standard with your boat and must be ordered separately. The pedestal seats require an operating license to be installed. The pedestal seats are manufactured by Allied Marine, and are equipped with a horizontal seat back on the pedestal. The pedestal seats are not recommended for use as deck furniture.

2. Fuel Filler Hatch

Fuel filler hatches are located on the side deck adjacent to the cockpit. The fuel filler hatches are marked "FUEL" and "OIL." Fuel filler hatches are used for the fuel pump and are removed and replaced when the fuel tank is removed from the fuel pump. The fuel filler hatches are marked with an indicator to show when the fuel tank is removed from the fuel pump.

3. Battery Power

Battery power results in a dead battery. Be conservative in the use of battery power. Do not exceed the rated capacity of the battery. Recharge the battery as required.

4. Notice

A wire may become loose or may be damaged. (Repair as required.)

- If the wire becomes damaged, it should be replaced with a new wire.
- The wire should be replaced with a wire that is the same size and type as the original wire.

5. Navigation Lights

Navigation lights are required to have navigation lights mounted on your vessel. These lights are required to have navigation lights mounted on your vessel. The navigation lights are required to be visible from a distance of 2 miles in all directions.
6. Adjust fwd bow braces (10) as needed to tighten canvas.

5. Remove the trim/floor boat and cutoff, pull canvas fwd over bow and pocket (3).

4. With one person working each side of the boat, remove the trimming pins from the aft deck hinges (6). Install the end eyes (7) of the aft bow straights between the loose ends of the deck hinges. Reinstall the pin and deck hinge (6) on the aft bow and pocket (3).

3. Separate the forward (fwd) straights from the bow by unzipping the canvas from the forward assembly (1). Place the canvas on the opposite side of the boat.

2. Lay the trimming line across the transom with the trimming pin hinge, install the trimming pin hinge (4).

1. Lay the trimming line across the transom with the trimming pin hinge, install the trimming pin hinge (4).

Transom Platform

DANGER

1. Platform load must not exceed 250 pounds.

2. Periodically check the platform mounting hardware for looseness and corrosion.

3. Installation of the canvas is intended to be a two-person job. Please refer to the drawings on opposite page.

Standard Canvas Top Installation, 2359DB
1. Raise the bimini top. While one person holds the top up right, the second person attaches the port and starboard side corner standoffs 1 and 2.

2. With one person working each side of the bimini, remove the locating pins from the middle deck hinges 1 and install the eye-end of the main standoffs into the middle deck hinge 1. 

3. Snap the privacy curtain (6) to the bow (5), the hatch and the hatch opening (7).

4. The jamb side (8) is pressed at the factory. Adjustment becomes necessary when curtain is smooth and taut, so loosen the set screw (9) with a slot screwdriver and re-tighten.

5. Snap the privacy curtain (6) to the bow (5), the hatch and the hatch opening (7).

Privacy Curtain/Canvas

Standard Canvas Top Installation, 269 GE
water as needed.
and lubricate the battery terminals. Fill the battery cells with distilled
water as needed. Replace any bell that is cracked or frayed. Clean
tighten them if needed. Replace any bell that is cracked or frayed. Clean
on the negative and clean and tighten the terminals. Inspect the belts and
accordingly,其中包括每月检查和维护.
5. Refer to your engine operating manual for engine maintenance details.

- Loose nuts, bolts or screws.
- Measure the engine's position from the point of peak damage, damage or defect.
- Overheating from poor sealant and sealant problems.

- Do not use flameable solvents.

1. Prime the blower and remove all loose dirt. Be sure that all blower

- Do not use flameable solvents.

2. Check all wiring to be sure it is properly supported. Test the insulation is

- Do not use flameable solvents.

3. Inspect the entire fuel system (including all lines and valves). For any

- Do not use flameable solvents.

4. Inspect the engine's position for evidence of wear on belts or damage.

- Do not use flameable solvents.

5. Refer to your engine operating manual for engine maintenance details.

- Do not use flameable solvents.
A small, less noticeable area.

1. Check door rails, riders, and grab rails for loose coat. Keep door rails, riders, and grab rails free of debris, grease, and dirt. Use a sponge of very soft brush and a mild soap and water solution on those areas. When cleaning windows and doors, make sure to follow the manufacturer's instructions. Use a soft, dustless rag to clean exterior rubber. A clean, soft brush, and a mild soap and water solution can be used to clean exterior rubber. When cleaning windows, use a soft, dustless rag to clean exterior rubber.

2. Set up your cleaning equipment and follow the manufacturer's instructions. Keep the equipment clean and free of debris. Do not allow the cleaning solution to remain on the vehicle for extended periods. Do not allow the cleaning solution to remain on the vehicle for extended periods. Do not allow the cleaning solution to remain on the vehicle for extended periods.

3. Keep your cleaning equipment clean and free of debris. Do not allow the cleaning solution to remain on the vehicle for extended periods.

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5. Keep your cleaning equipment clean and free of debris. Do not allow the cleaning solution to remain on the vehicle for extended periods.

6. Keep your cleaning equipment clean and free of debris. Do not allow the cleaning solution to remain on the vehicle for extended periods.
Your boat is moored to the dock, please be sure it is properly secured.

If your boat is moored, we recommend that you contact someone in the marina to ensure it is properly secured.

Maintenance Instructions:

1. Check the ground wire and clean all electrical connections.
2. If the marina is closed, keep a clean, dry bilge.
3. Periodically clean the bottom of the boat with a brush and solution of soap and water.
4. Paint the hull below the waterline with a good grade of antifouling paint.
5. Special care for stainless steel is required.

Notice

Proponents believe that the maintenance is better suited to your needs.

To prevent spontaneous combustion, the bottom of the boat should be painted with a non-toxic, fire-resistant paint.

Sanding and finishing:

- Sandpaper should be used.
- Use a fine grit for best results.

Cleaning:

- Clean the area to be painted or waxed and all areas of the boat.
- Apply the paint or wax in the manner specified.
- Mix a small portion of paint and wax on a piece of fleece as you did for sanding.

Caulking and Grout:

- Grout should be used to fill any gaps or cracks.
- Caulk should be used as needed.

Welding:

- Use a flux-cored wire with a matching flux.
- Clean the area to be welded.

Painting:

- Use a high-quality, alkyd-based marine paint.
- Apply the paint in a well-ventilated area.

Sanding:

- Sand the surface with a fine grit sandpaper.
- Clean the area to be sanded.

General:

- Keep the area clean and free of debris.
- Use a non-toxic cleaning solution.

Warning:

As you did for sanding, clean the area to be waxed or polished in the same manner.

1. Avoid the paste or polish being used.
2. Apply the paste or polish to the surface of the area being treated.
3. Allow the paste or polish to dry for a specified amount of time.
4. Apply the paste or polish to the waxing compound in a thin, even layer of wax.
5. Apply the paste or polish in a thin, even layer of wax.
6. Mix a small portion of paint and wax on a piece of fleece as you did for sanding.
7. Clean the area to be painted or waxed and all areas of the boat.
8. Use a fine grit for best results.
9. Apply the paint or wax in the manner specified.
10. Mix a small portion of paint and wax on a piece of fleece as you did for sanding.

Maintenance:

- Clean the area to be waxed or polished in the same manner.
- Sand the area to a smooth finish.
- Apply the waxing compound in a thin, even layer of wax.
- Allow the paste or polish to dry for a specified amount of time.
- Apply the paste or polish to the waxing compound in a thin, even layer of wax.
- Mix a small portion of paint and wax on a piece of fleece as you did for sanding.
- Clean the area to be painted or waxed and all areas of the boat.
- Use a fine grit for best results.
- Apply the paint or wax in the manner specified.
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- Clean the area to be painted or waxed and all areas of the boat.
- Use a fine grit for best results.
- Apply the paint or wax in the manner specified.
NAUTICAL TERMS

WINDWARD: The direction from which the wind is blowing.
TRANSOM: The transverse part of the stem.
STEER: The after portion of the boat.
STARBORD: To the right side of the boat; facing forward.
STANTION: A fixed upright post for support (of rails or
chimneys).
SOUPEEF: On an opening in a deck or cockpit permitting water to
flow away.
PORT: To the left side of the boat; facing forward.
LEE: The direction toward which the wind blows.
KNOT: The lowest external position of the hull.
HELM: The tiller wheel and other steering gear.
NORMALLY THERE WITH A COVER.
HATCH: A deck opening providing access to the space below.
CUNWALE: The upper edge of the side of a boat.
FREEBOARD: Water depth.
FATHOM: A measurement of sea feet; generally used to
measure lowest point of the boat.
DRAFT: Vertical distance from the waterline of the boat to the
bottom of the boat.
CHINE: The lowered portion of the boat.
BOW: The forward portion of the boat.
BEAM: The width of the hull.
HEIGHT AT THE STEM.
AFT: The line.
ABEAM: To one side of a vessel, at a right angle to the fore-and-

Boating Season

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

Boating Season.

STORAGE

We hope these preventive measures will help make getting ready again

in the spring easier. Should you have any questions, your Kenzen

dealer is eager to provide assistance.

1. Clean all deck hardware; then clean the hardware with first

brushes, cloths, and other items that can hold moisture and cause

blotting, sweats, and other items that can hold moisture, and cause

rusting.

2. Ensure storage area can help you.

3. Block the trailer wheels off the ground to avoid the deformation.

4. If you are storing your boat on the trailer:

5. If the trailer is in storage to avoid stress on the hull.

6. Ensure storage area for engine storage instructions.

7. Remove the main engine from the boat.

8. Lubricate the steering mechanism and throttle control linkage.

9. Clean all deck hardware and deck hardware to allow fresh air to circulate.

10. Make all deck hardware and deck hardware to allow fresh air to circulate.
P/N 60915
Phone: (360) 439-5571
Everett, WA 98206
P.O. Box 9509
US Marine Corporation

It is necessary for the US Marine Factory or an Authorized Warranty Dealer to replace the warranty on the serial number or manufactured number of the product if the repair is not made within 30 days of the date of delivery. It is essential that you return the original purchase order to the Authorized Warranty Dealer to receive warranty assistance.

In order to comply with Federal Regulations, it is essential that your warranty registration card be submitted within 30 days of delivery of your product. Return the registration card as submitted within 30 days of delivery of your product. If you do not, the warranty on your product will be void.

Your obligation:

1. Any implied warranty of merchantability is limited to the duration of this warranty.

2. There are no other express warranties on this boat. To the extent allowed by law:
   a. There are no other express warranties on this boat. To the extent allowed by law:
   b. There are no other express warranties on this boat. To the extent allowed by law:
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Other Limitations:

1. Any defective or damaged part of the boat to provide reasonable care and maintenance.
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50. Any defective or damaged part of the boat to provide reasonable care and maintenance.

Miscellaneous Info & Notes:

Selling Dealer
Information
Propeller Number
Engine Serial Number
Hull Number
Registration Number
Owner

Useful Information

Limited Warranty