

# Sport Boats Owner's Manual Supplement



welcome to the edge

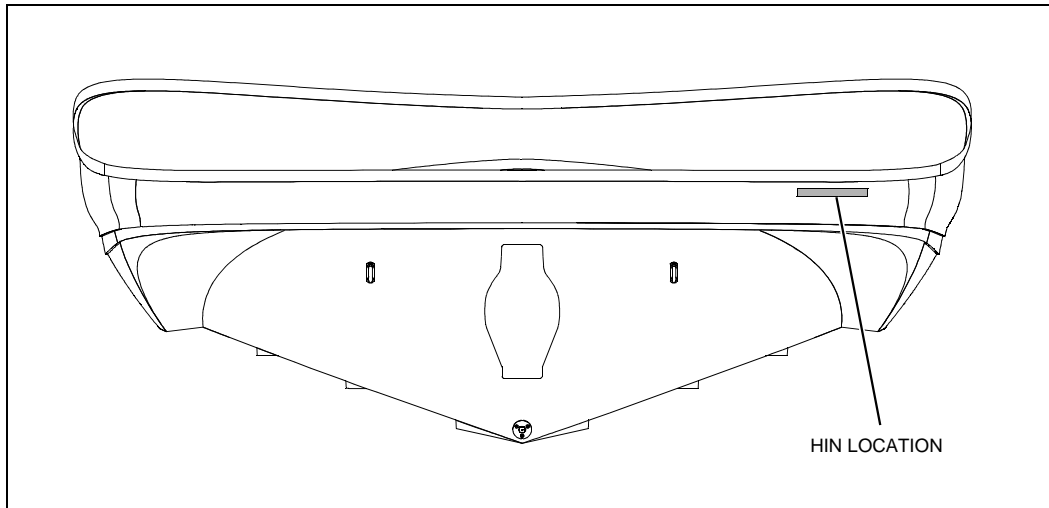


**Engine Serial Number:** \_\_\_\_\_

**Hull Identification Number:** \_\_\_\_\_

***Hull Identification Number***

The Hull Identification Number (HIN) is located on the starboard side of the transom. Be sure to record the HIN (and the engine serial numbers) in the space provided above. Please refer to the HIN for any correspondence or orders.



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## Hazard Boxes & Symbols








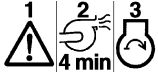
The hazard boxes and symbols shown below are used throughout this supplement to call attention to potentially dangerous situations which could lead to either personal injury or product damage. **Read ALL warnings carefully and follow all safety instructions.**

 <b>DANGER!</b>
<b>This box alerts you to immediate hazards which WILL cause severe personal injury or death if the warning is ignored.</b>

 <b>WARNING!</b>
<b>This box alerts you to hazards or unsafe practices which COULD result in severe personal injury or death if the warning is ignored.</b>

 <b>CAUTION!</b>
<b>This box alerts you to hazards or unsafe practices which COULD result in minor personal injury or cause product or property damage if the warning is ignored.</b>

<b>NOTICE</b>
<b>This box calls attention to installation, operation or maintenance information, which is important to proper operation but is not hazard related.</b>

 <b>FIRE HAZARD!</b>	 <b>EXPLOSION HAZARD!</b>	 <b>ELECTRICAL HAZARD!</b>	 <b>HOT HAZARD!</b>
 <b>CO POISONING HAZARD!</b>	 <b>FALLING HAZARD!</b>	 <b>ROTATING PROPELLER HAZARD!</b>	
 <b>NO OPEN FLAME!</b>	 <b>RUN BILGE BLOWERS FOR 4 MINUTES!</b>		

## Chapter 1: Welcome Aboard!

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This *Owner's Manual Supplement* provides specific information about your boat that is not covered in the *Sport Boat Owner's Manual*. Please study the *Sport Boat Owner's Manual* and this supplement carefully. Keep the *Sport Boat Owner's Manual* and this supplement on your boat in a secure, yet readily available place.

### Dealer Service

- Ask your dealer to explain all systems before taking delivery of your boat.
- Your dealer is your key to service.
- Contact your dealer if you have any problems with your new boat.
- If your dealer cannot help, call our customer service hotline: 360-435-8957 or send us a FAX: 360-403-4235.
- Buy replacement parts from any authorized Maxum dealer.

### About Your Limited Warranty

- Maxum offers a Limited Warranty on each new Maxum purchased through an authorized Maxum dealer.
- A copy of the Limited Warranty was included in your owner's packet.
- If you did not receive a copy of the Limited Warranty, please contact your dealer or call 360-435-8957 for a copy.

### Boating Experience

 <b>WARNING!</b>
<b><i>CONTROL HAZARD!</i> A qualified operator must be in control of the boat at all times. DO NOT operate your boat while under the influence of alcohol or drugs.</b>

If this is your first boat or if you are changing to a type of boat you are not familiar with, for your own comfort and safety, obtain handling and operating experience before assuming command of the boat.

Take one of the boating safety classes offered by the U.S. Power Squadrons or the U.S. Coast Guard Auxiliary. For more course information, including dates and locations of upcoming classes, contact the organizations directly:

- U.S. Power Squadrons: 1-888-FOR-USPS (1-888-367-8777) or on the Internet at: <http://www.usps.org>
- U.S. Coast Guard Auxiliary: 1-800-368-5647 or on the Internet at: <http://www.cgaux.org>


Outside the United States, your selling dealer, national sailing federation or local boat club can advise you of local sea schools or competent instructors.

## Safety Standards


DANGER!



***PERSONAL SAFETY HAZARD!*** DO NOT allow anyone to ride on parts of the boat not designated for such use. Sitting on seat backs, lounging on the forward deck, bow riding, gunwale riding or occupying the transom platform while underway is especially hazardous and will cause personal injury or death.


DANGER!

***PERSONAL SAFETY HAZARD!*** ALWAYS secure the anchor and other loose objects before getting underway. The anchor and other items that are not properly secured can come loose when the boat is moving and cause personal injury or death.

- Your boat's mechanical and electrical systems were designed to meet safety standards in effect at the time it was built.
- Some of these standards were mandated by law, all of them were designed to insure your safety, and the safety of other people, vessels and property.

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

## Engine & Accessories Guidelines

NOTICE

**When storing your boat please refer to your engine's operation and maintenance manuals.**

- Your boat's engine and accessories were selected to provide optimum performance and service.
- Installing a different engine or other accessories may cause unwanted handling characteristics.
- Should you choose to install a different engine or to add accessories that will affect the boat's running trim, have an experienced marine technician perform a safety inspection and handling test before operating your boat again.

**Certain modifications to your boat can result in cancellation of your warranty protection.** Always check with your dealer before making any modifications to your boat.

## Engine & Accessories Literature

- The engine and accessories installed on your boat come with their own operation and maintenance manuals.
- Read and understand these manuals before using the engine and accessories.
- Unless noted otherwise, all engine and accessory literature referred to in this supplement is included in your owner's packet.



## Qualified Maintenance



### WARNING!

**To maintain the integrity and safety of your boat, allow only qualified personnel to perform maintenance on, or in any way modify: The steering system, propulsion system, engine control system, fuel system, environmental control system, electrical system or navigational system.**

- Failure to maintain your boat's systems (listed in the warning above) as designed could violate the laws in your jurisdiction and could expose you and other people to the danger of bodily injury or accidental death.
- Follow the instructions provided in the *Sport Boat Owner's Manual*, this *Owner's Manual Supplement*, the engine owner's manual and all accessory instruction sheets and manuals.


## Special Care For Moored Boats


### NOTICE

- **To help seal the hull bottom and reduce the possibility of gelcoat blistering on moored boats, apply an epoxy barrier coating, such as INTERLUX, *Interprotect 2000E/2001E*. The barrier coating should be covered with several coats of anti-fouling paint.**
- **Many states regulate the chemical content of bottom paints in order to meet environmental standards. Check with your local dealer about recommended bottom paints, and about the laws in effect in your area.**

- Whether moored in saltwater or freshwater, your boat will collect marine growth on its hull bottom.
- This will detract from the boat's beauty, greatly affect its performance and may damage the gelcoat.
- Periodically haul the boat out of the water and scrub the hull bottom with a bristle brush and a solution of soap and water.

## Carbon Monoxide (CO)

 **DANGER!**



***CARBON MONOXIDE POISONING HAZARD!***

**Carbon monoxide gas (CO) is colorless, odorless, and extremely dangerous. All engines, generators, and fuel burning appliances produce CO as exhaust. Direct and prolonged exposure to CO will cause BRAIN DAMAGE or DEATH.**

**Signs of CO poisoning include:**

- Headache
- Nausea
- Dizziness
- Drowsiness

- CO poisoning causes a significant number of boating deaths each year.
- Called the "silent killer", CO is an extremely toxic, colorless, odorless and tasteless gas.
- Breathing CO blocks the ability of your blood to carry oxygen.
- The effects are cumulative, even low levels of exposure can result in injury or death.

### *Factors increasing the effects of CO poisoning include:*

- Age
- Smokers or people exposed to high concentrations of cigarette smoke
- Consumption of alcohol
- Lung disorders
- Heart problems
- Pregnancy

### **Sources of CO**

#### *To correct stationary situations a and/or b:*

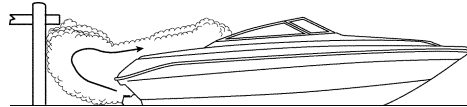
- Close all windows, portlights and hatches.
- If possible, move your boat away from source of CO.

#### *To correct running situations c and/or d:*

- Trim bow down.
- Open windows and canvas.
- When possible, run boat so that prevailing winds help dissipate exhaust.

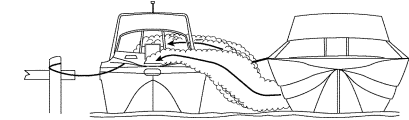
**IMMEDIATELY take corrective action if CO is detected or suspected.**

**Sources of CO include:**



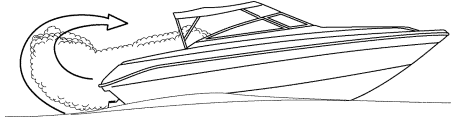
a. Using engine, generator, or other fuel burning device when boat is moored in a confined space.

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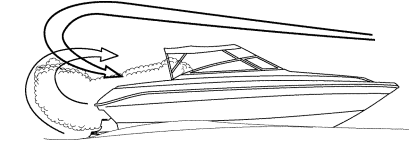
b. Mooring too close to another boat that is using its engine, generator, or other fuel burning device.

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c. Running boat with trim angle of bow too high.

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d. Running boat without through ventilation (station wagon effect).

***What if Carbon Monoxide is Detected or Suspected?***

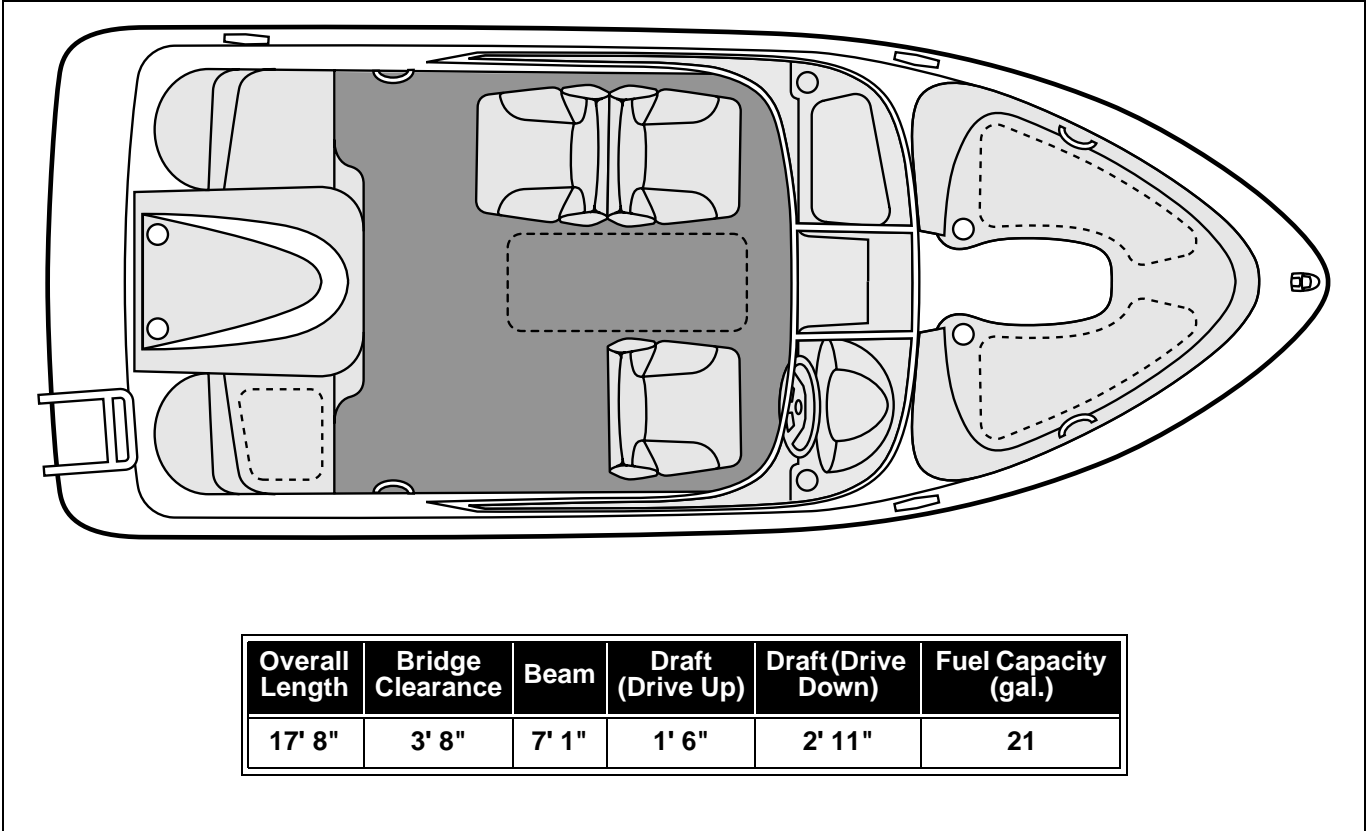
- Immediately ventilate and evacuate any enclosed spaces that are occupied by people and reset your CO alarm.
- Immediately move anyone showing any symptoms of CO poisoning into fresh air.
- See a doctor if any symptoms persist. If the person is unconscious, immediately administer oxygen or CPR and call for emergency help.

**Carbon Monoxide Alarm System (2100SC Only)**

- Your boat may feature a carbon monoxide (CO) alarm system.
- ***Do not disconnect the alarm system.***
- Read and understand the manufacturer's instructions for your CO alarm system. If you did not receive an instruction manual, call (800) 383-0269 and one will be mailed to you.
- If your boat is not equipped with a carbon monoxide alarm, consider purchasing one from your dealer or marine supply store.

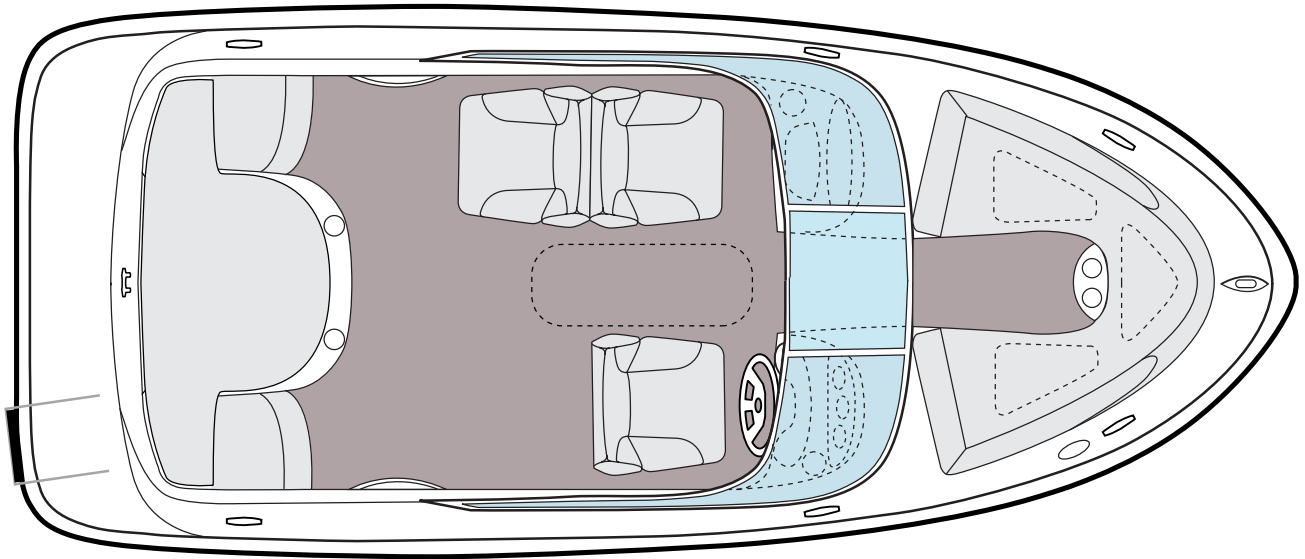
## Chapter 2: Product Specifications

### 1750SR

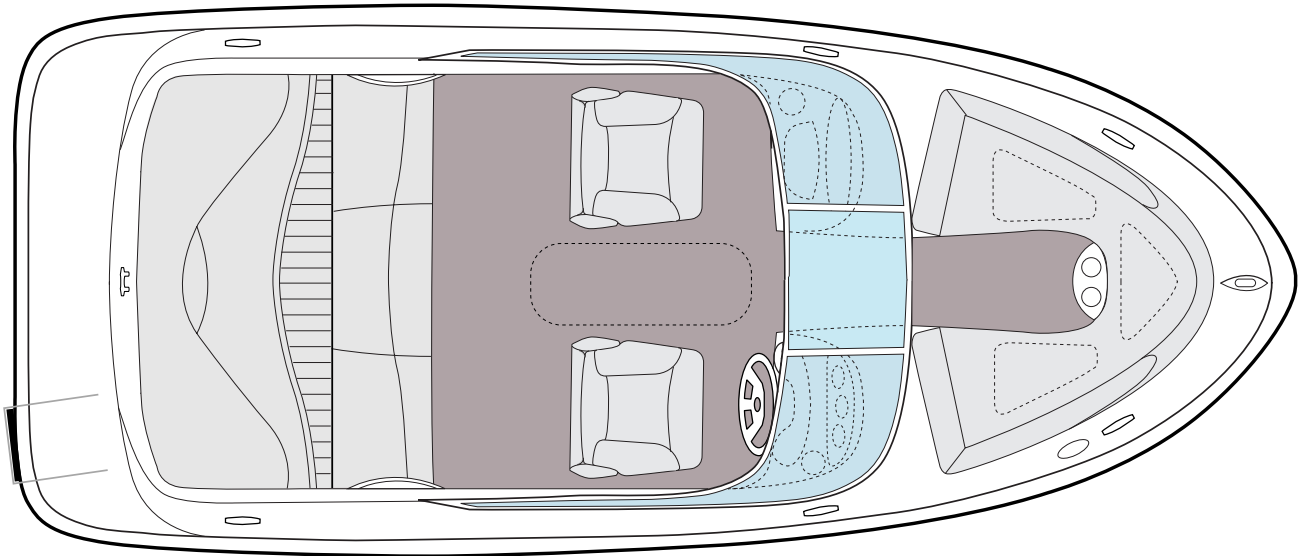


1800SR

STANDARD SEATING



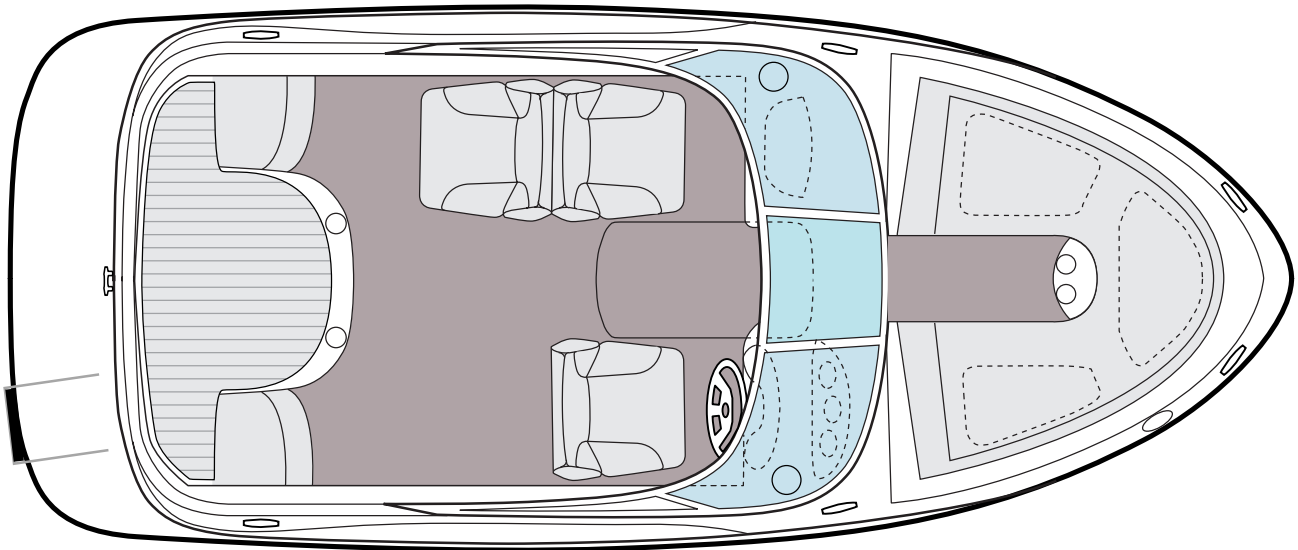
SPORT SEATING



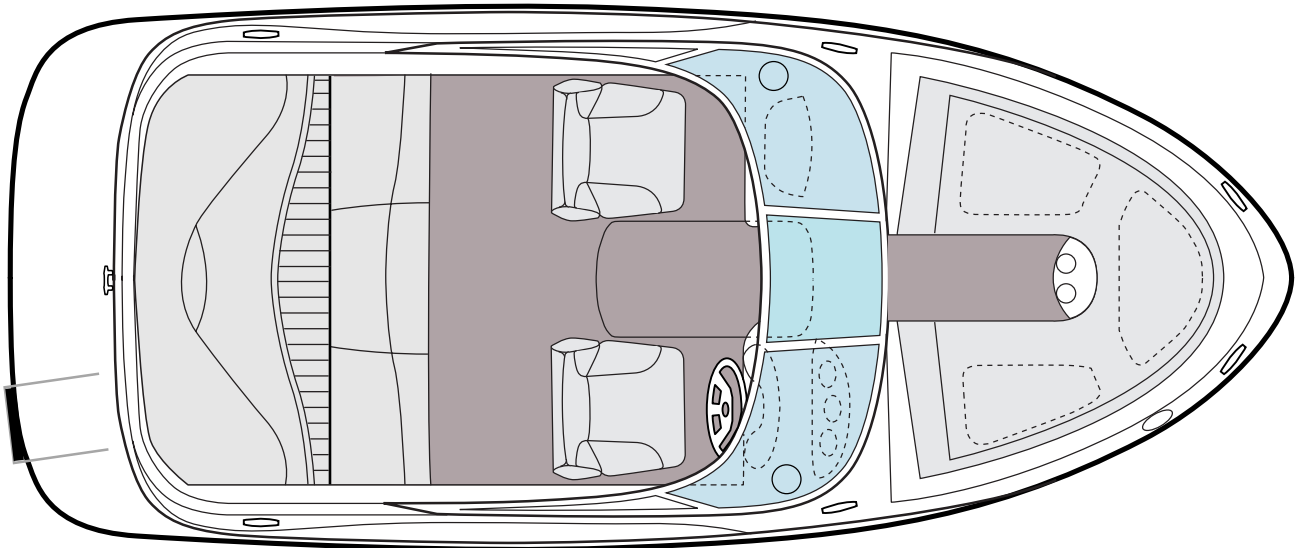
Overall Length	Bridge Clearance	Beam	Draft (Drive Up)	Draft (Drive Down)	Fuel Capacity (gal.)
18' 1"	3' 6"	7' 6"	1' 6"	2' 8"	30

**1900SR**

STANDARD SEATING



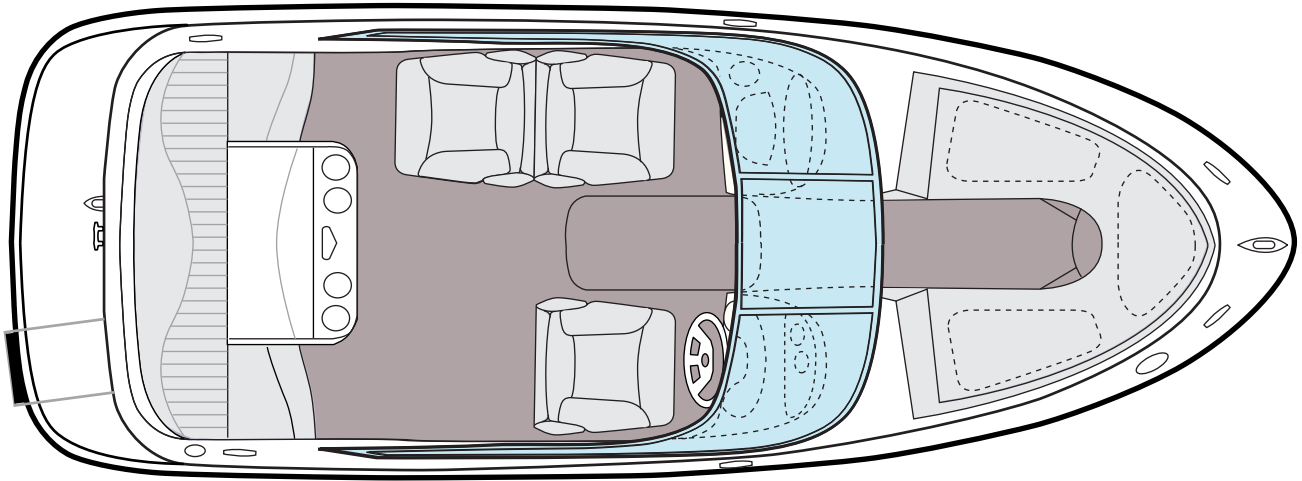
SPORT SEATING



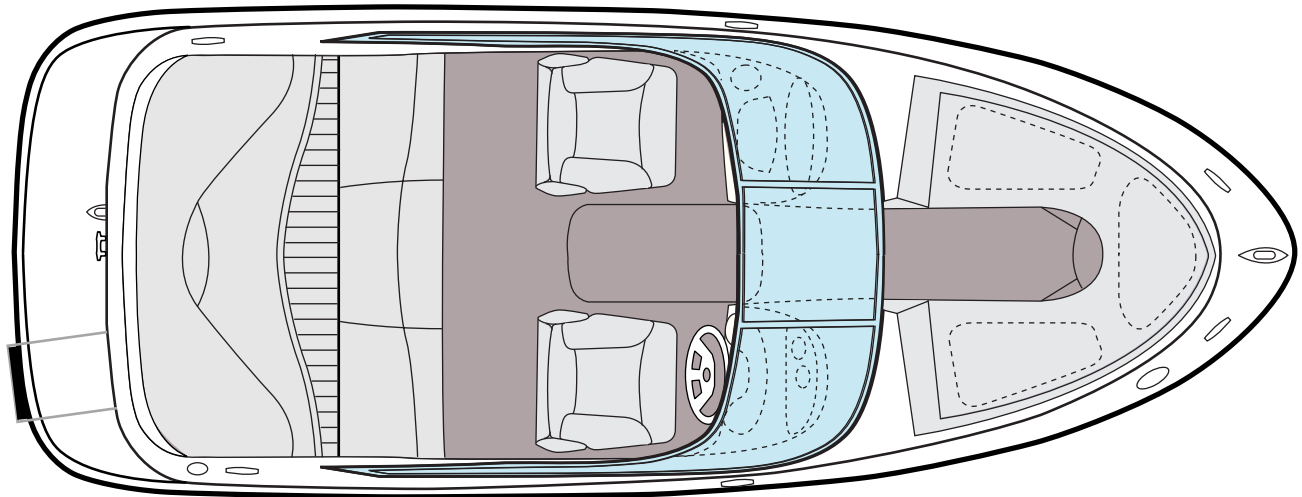
Overall Length	Bridge Clearance	Beam	Draft (Drive Up)	Draft (Drive Down)	Fuel Capacity (gal.)
19' 0"	4' 2"	8' 0"	1' 7"	2' 10"	35

2100SR

STANDARD SEATING



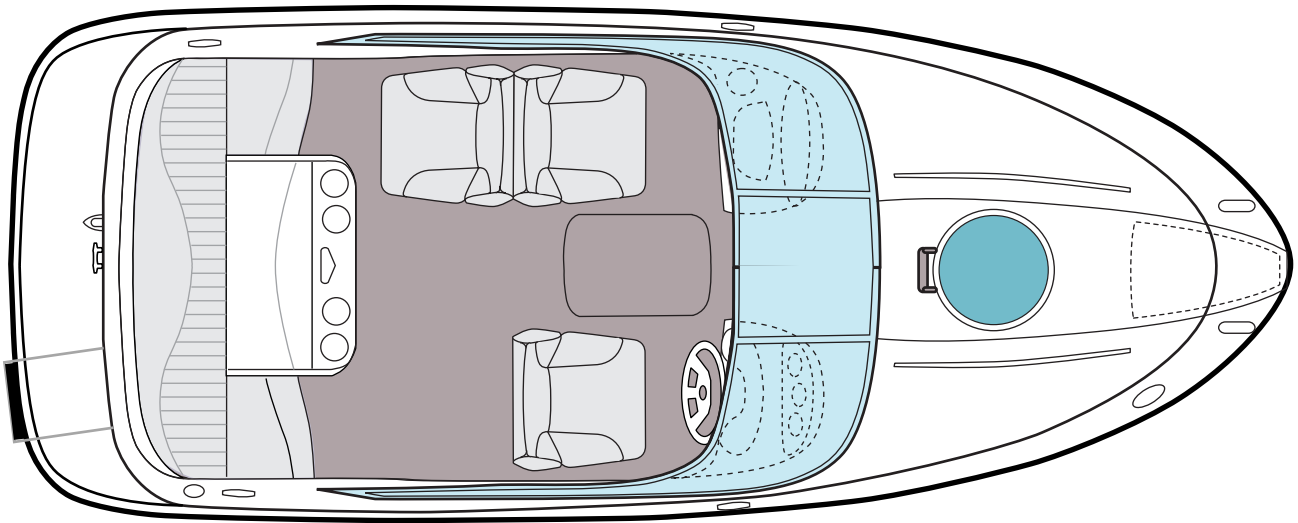
SPORT SEATING



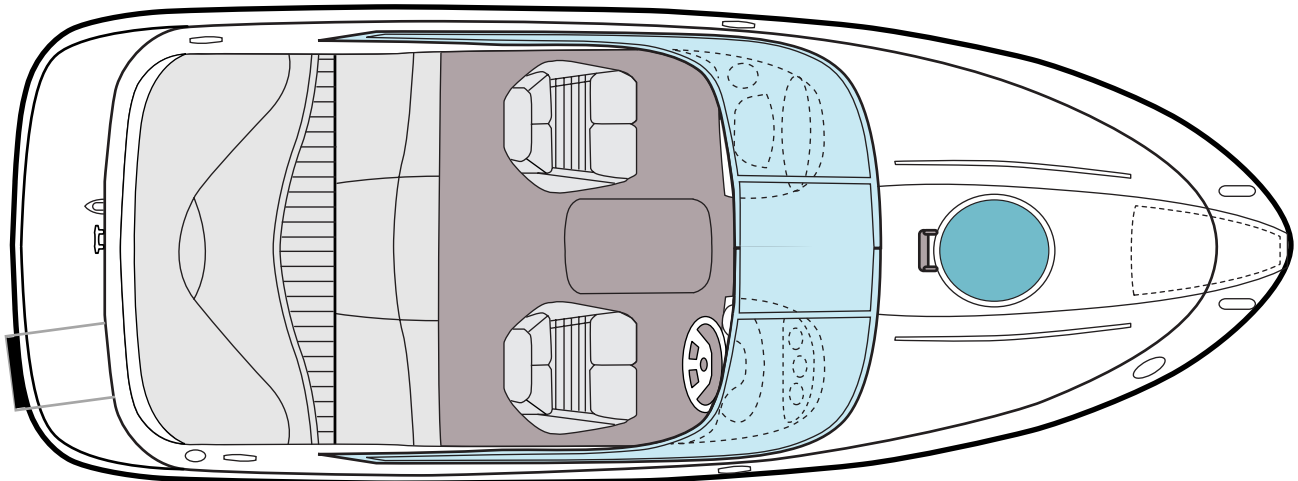
Overall Length	Bridge Clearance	Beam	Draft (Drive Up)	Draft (Drive Down)	Fuel Capacity (gal.)
21' 2"	3' 11"	8' 6"	1' 4"	2' 8"	50

**2100SC**

STANDARD SEATING



SPORT SEATING



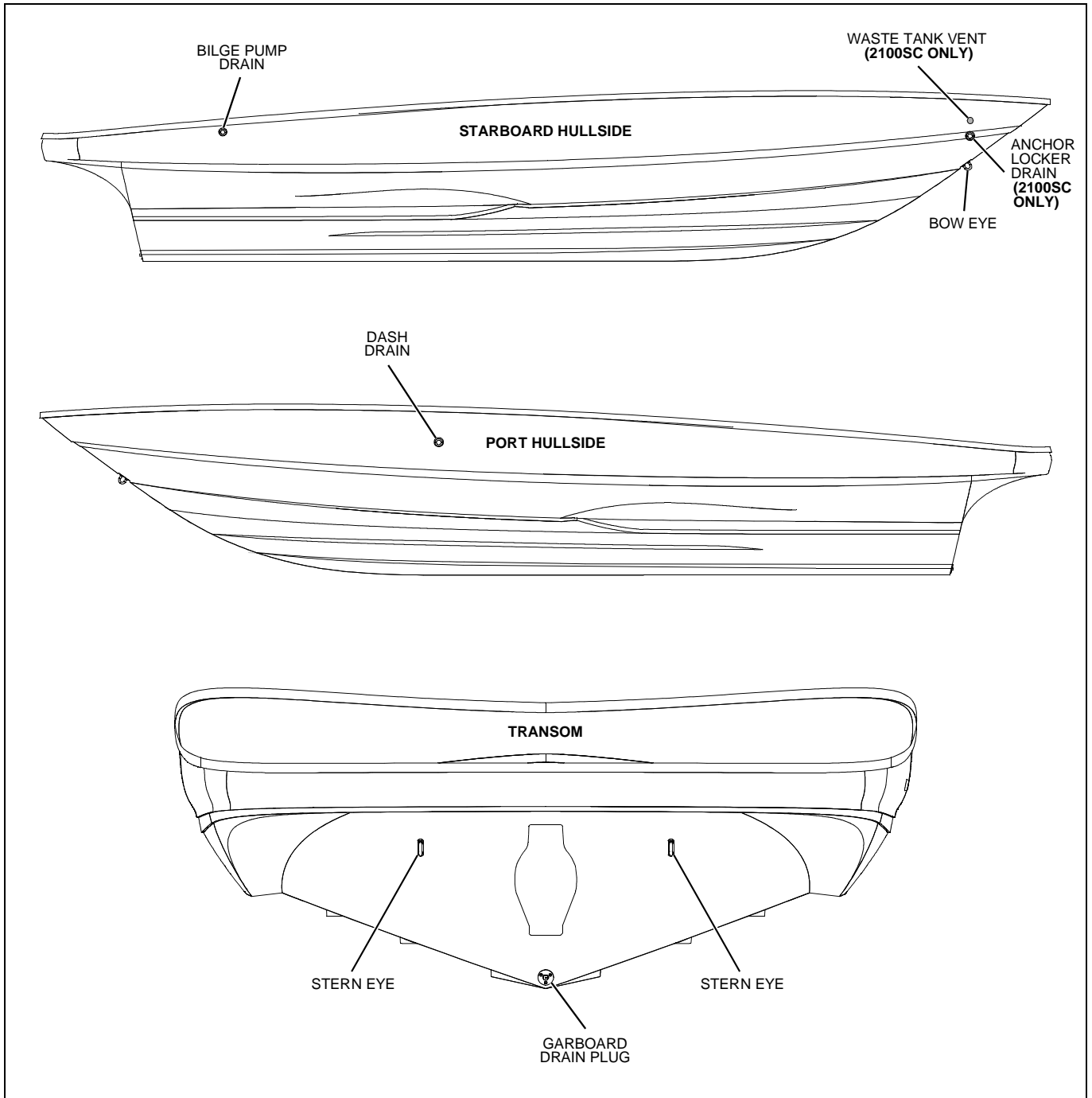
Overall Length	Bridge Clearance	Beam	Draft (Drive Up)	Draft (Drive Down)	Fuel Capacity (gal.)
21' 6"	4' 10"	8' 6"	1' 5"	2' 9"	50



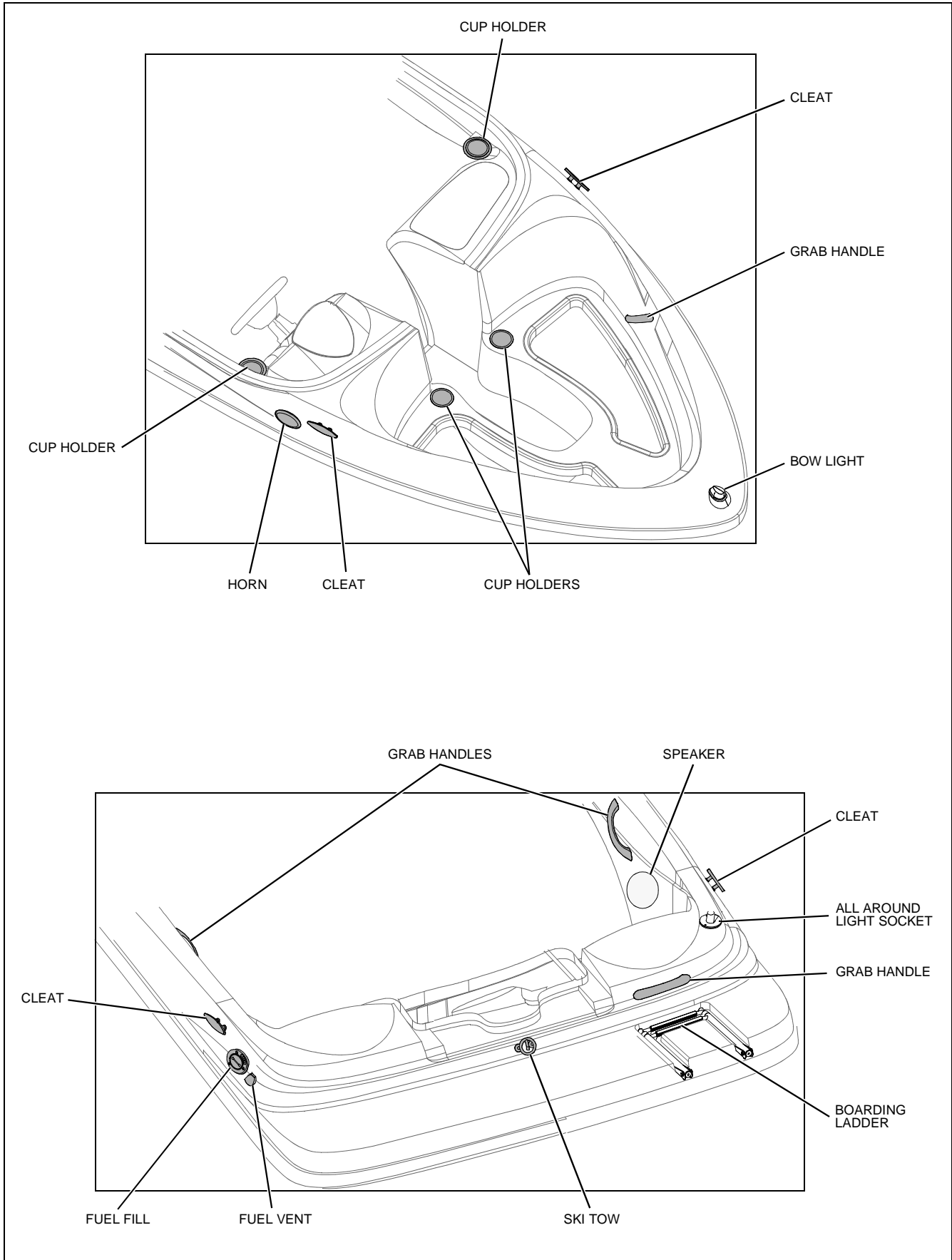
# Chapter 3: Locations

## Exterior Views

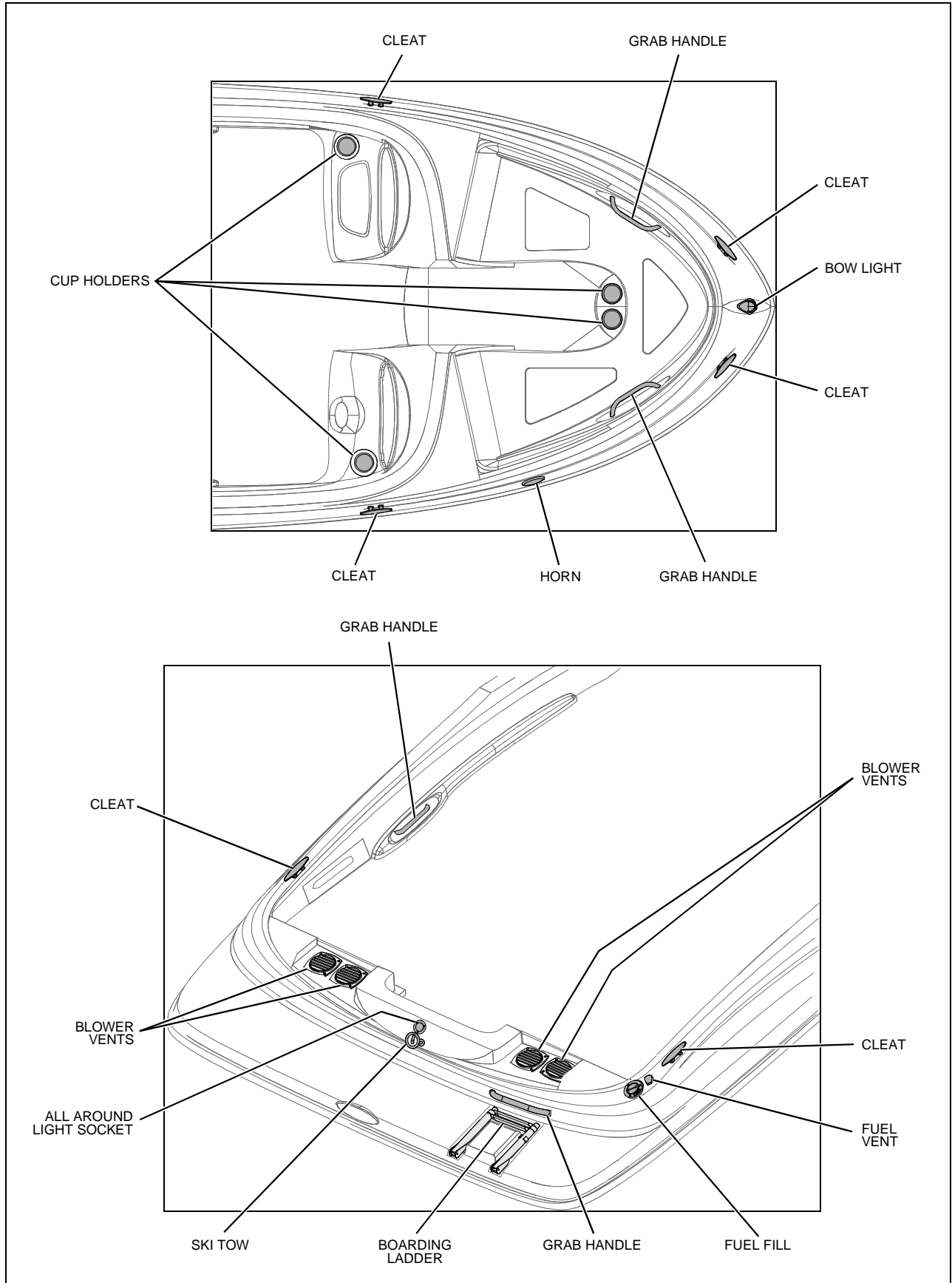
### Hull Views



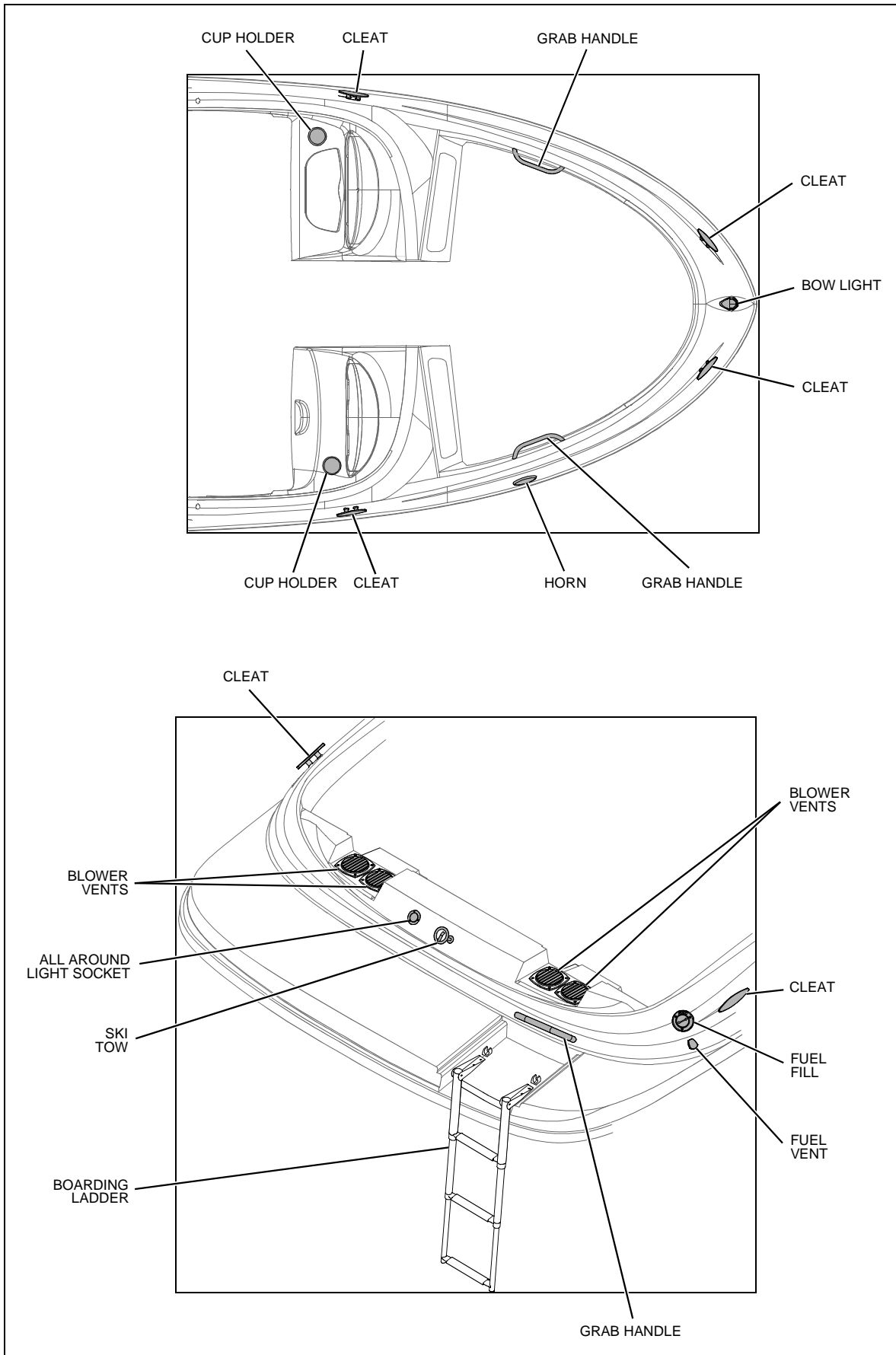
1750SR Deck Views



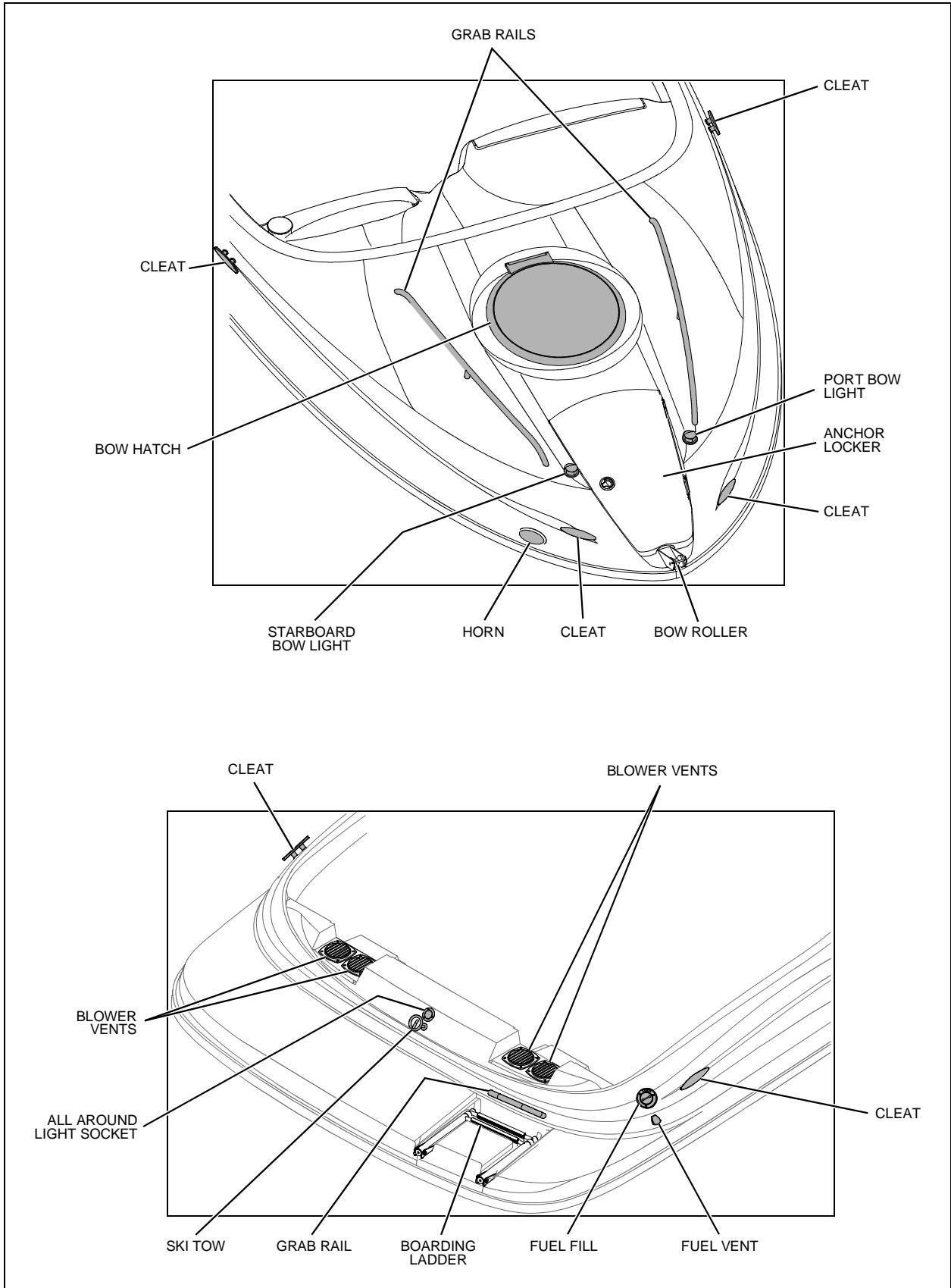
1800SR Deck Views



1900SR & 2100SR Deck Views



2100SC Deck Views



## Component Locations

**12-Volt Accessory Outlet:** At the helm, on the dash panel.

**Battery:**

- All models except the 1750SR: On the port side of the engine compartment.
- 1750SR: On the starboard side of the engine compartment.

**Battery Switch (If Equipped):** Access is through the hatch behind the port jump seat.

**Bilge pump:** In the engine compartment.

**Carbon Monoxide Detector (2100SC Only):** In the V-berth, on the starboard aft wall.

**Depth Sounder Transducer (If Equipped):** In the engine compartment.

**Engine Circuit Breaker:** On the engine.

**Fuel Fill Deck Fitting:**

- All models except the 1750SR: On the starboard aft corner of the deck.
- 1750SR: On the port aft corner of the deck.

**Fuel Tank:** In the engine compartment, forward of the engine.

**Navigation Lights:** Red and green bow lights on the forward deck. White all-around light on the stern.




## Chapter 4: Propulsion & Related Systems

### Engine

Read and understand the engine operation and maintenance manuals before starting or doing any maintenance on the engine.

### Engine Room Ventilation System

**⚠ WARNING!**

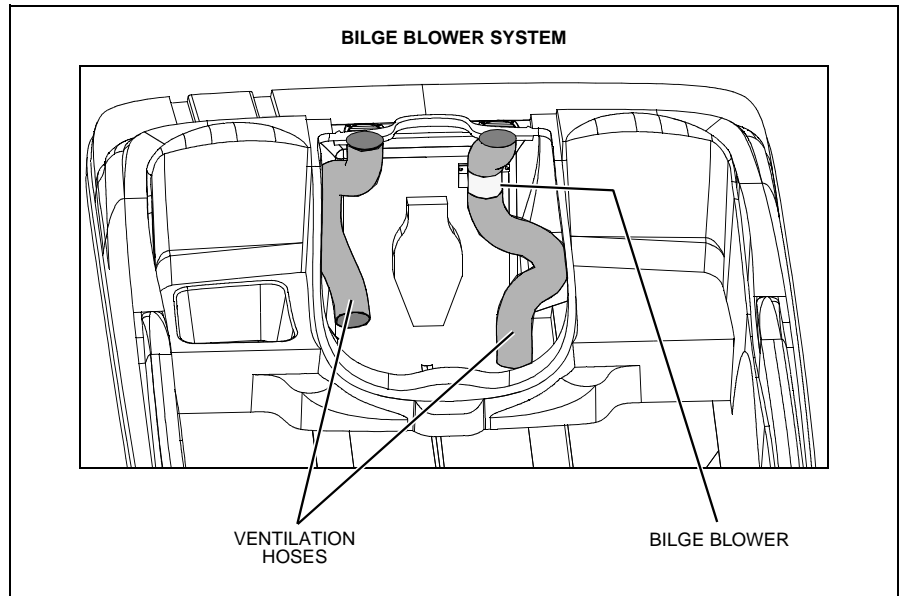
**FIRE/EXPLOSION HAZARD**

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





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

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

- For at least four minutes before starting the engine.
- During starting.
- Anytime your boat is running below cruising speed.



## Fuel System

 <b>WARNING!</b>	
  	<p><b><i>FIRE, EXPLOSION AND OPEN FLAME HAZARD!</i></b></p> <ul style="list-style-type: none"> <li>• It is very important that the fuel system be inspected thoroughly the first time it is filled and at each subsequent filling.</li> <li>• The <u>fueling instructions in the <i>Cruiser &amp; Yacht Owner's Manual</i></u> and the <u>fuel recommendations in the engine operation manual</u> must be followed.</li> </ul>

 <b>CAUTION</b>	
<p>Avoid the storage or handling of gear near the fuel lines, fittings and tank.</p>	

### **Fuel Fill and Vent**

- The fuel fill fitting is marked “GAS”.
- The fuel tank vent is located below the fuel fill.
- If you experience difficulty filling the fuel tank, check to see that the fuel fill hose and vent hose are free of obstructions and kinks.

### **Fuel Filters**

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

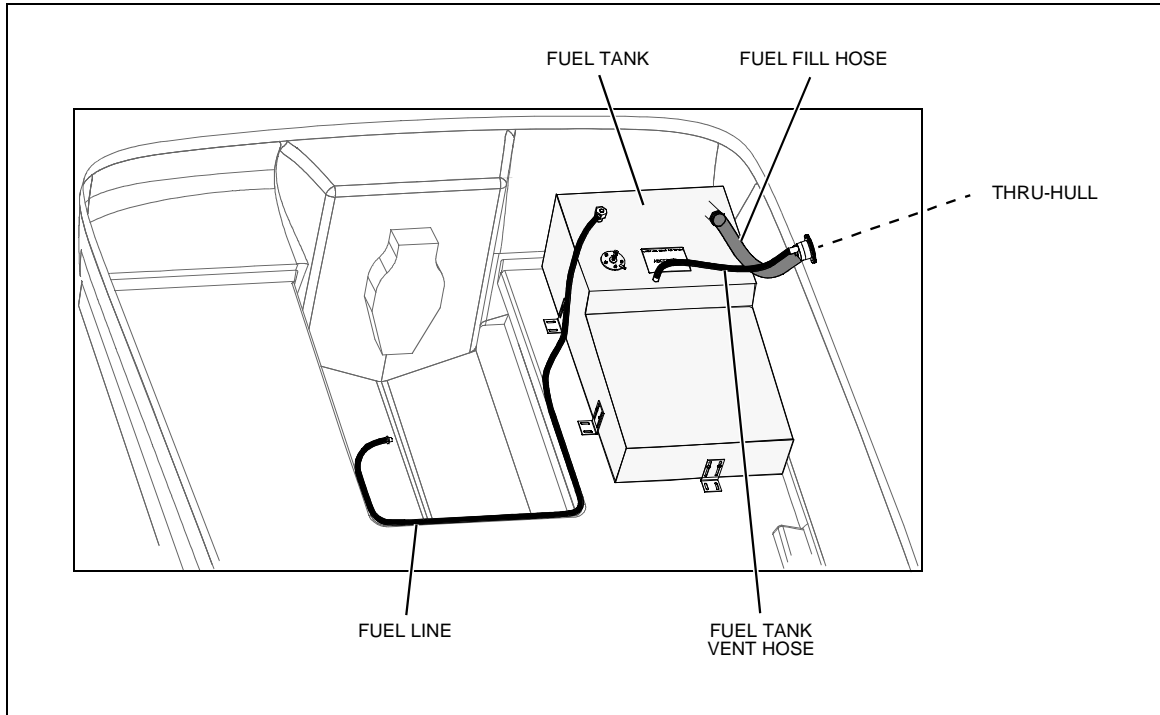
### **Anti-siphon Valve**

<b>NOTICE</b>	
<ul style="list-style-type: none"> <li>• <b>If an engine running problem is diagnosed as fuel starvation, check the anti-siphon valve. If the valve is stuck or clogged, change or replace it while the engine is shut down.</b></li> <li>• <b>NEVER run the engine with the anti-siphon valve removed, except in an emergency.</b></li> </ul>	

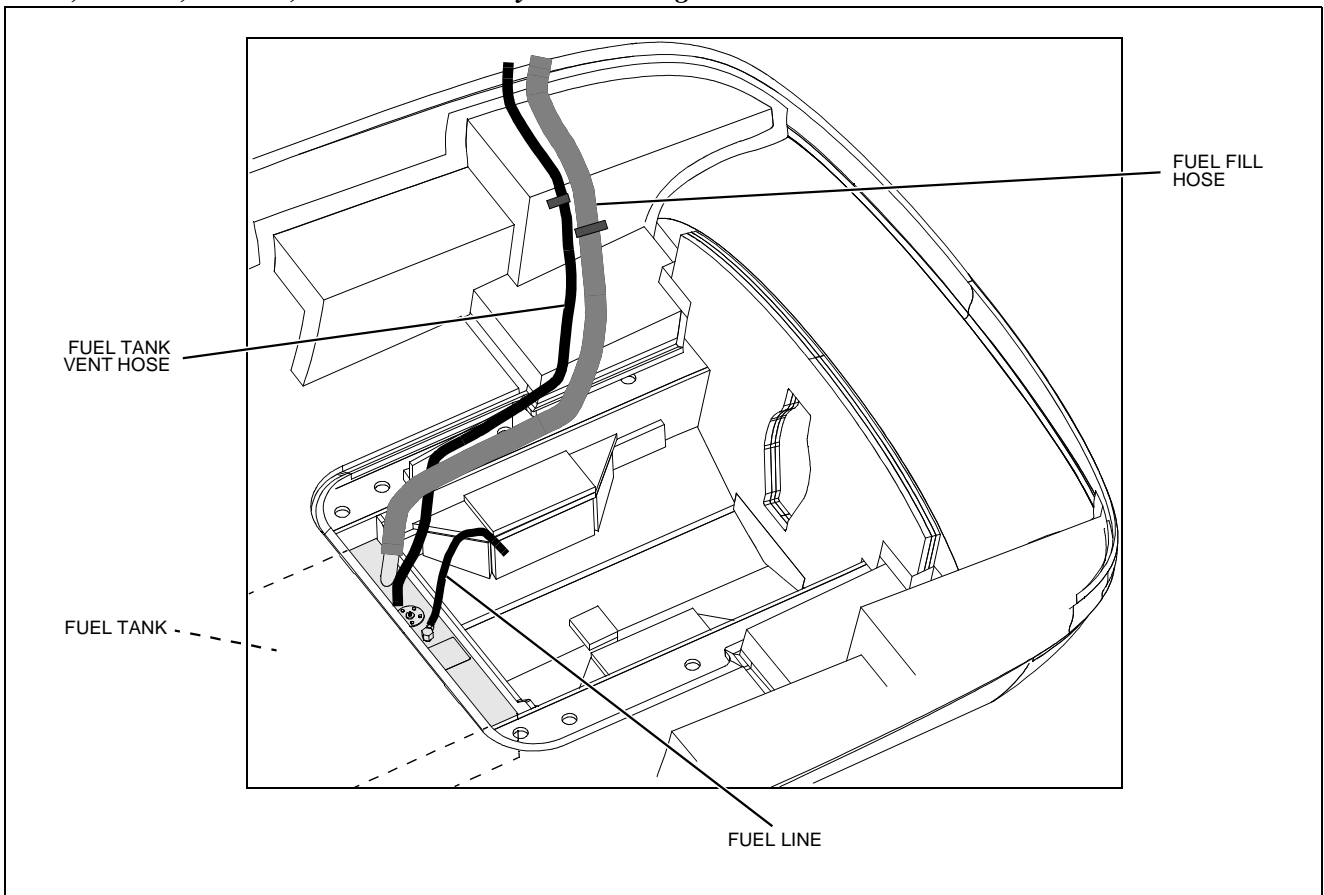
- The fuel system is equipped with an anti-siphon valve.
- The valve is located at the point where the fuel feed line attaches to the fuel tank.
- The valve is spring loaded and is opened by fuel pump vacuum.
- This valve will prevent fuel from siphoning from the tank in the event of a fuel line rupture.



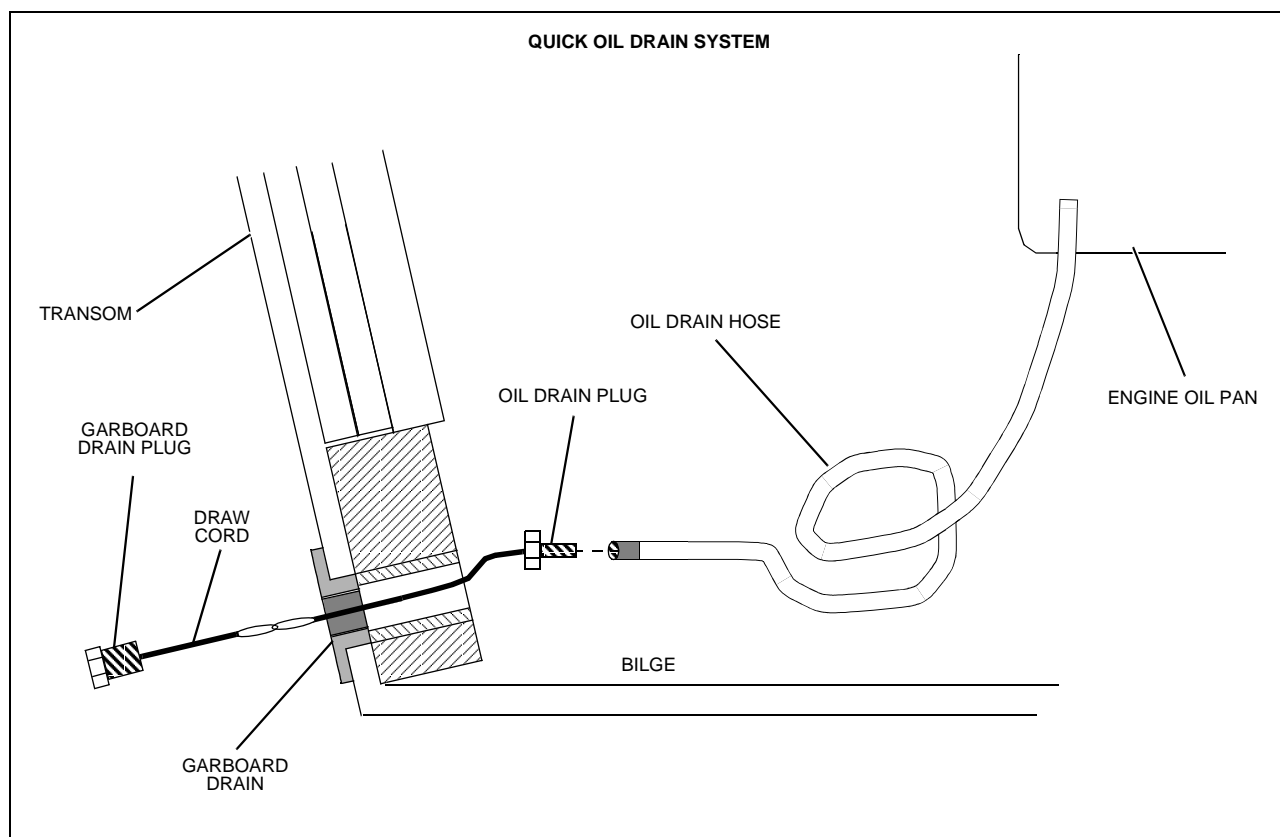
**1750SR Fuel System Routing**



**1800SR, 1900SR, 2100SR, & 2100SC Fuel System Routing**



## Quick Oil Drain System



### *To drain the engine oil:*

1. Remove the boat from the water.
2. Unscrew the garboard drain plug.
3. Pull the draw cord until the oil drain plug and the oil drain hose slide out of the garboard drain.
4. Place the end of the oil drain hose into a suitable container.
5. Unscrew the oil drain plug and drain the engine oil.
6. Replace the oil drain plug.
7. Push the drain hose back into the bilge.
8. Replace the garboard drain plug.

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

## Chapter 5: Controls

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### Steering

- This boat features a power assisted rack-and-pinion steering system.
- Check the fluid level in the power steering reservoir *every time you use your boat*.
- Boat steering is not self-centering.

### Shift/Throttle

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

- Carefully read and understand all of the information about the shift/throttle in the *Sport Boat Owner's Manual*.
- Also, read and understand the shifter/throttle and engine manuals.

### Power Trim and Tilt

- The stern drive on your boat is equipped with power trim and tilt.
- Trim and tilt instructions are provided in the engine operation manual and the shifter/throttle manual.

## Chapter 6: Navigation & Communication Equipment

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Thoroughly read and understand the navigation and communication manuals before using these systems for the first time and observe the following:

### Depth Finder (If Equipped)



#### **WARNING!**

- **DO NOT** use the depth finder as a navigational aid to prevent collision, grounding, boat damage or personal injury.
- When the boat is moving, submerged objects will not be seen until they are already under the boat.
- Bottom depths may change too quickly to allow time for the boat to react.
- If you suspect shallow water or submerged objects, run the boat at very slow speeds.

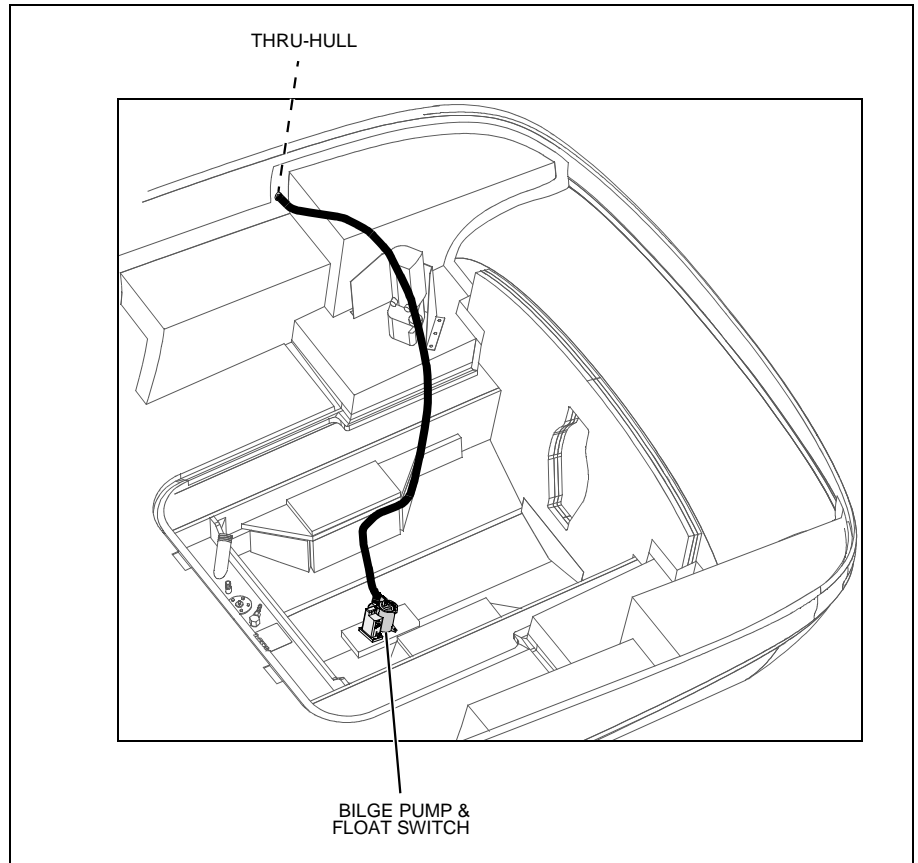
## Chapter 7: Plumbing

### Bilge Pump

#### NOTICE

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

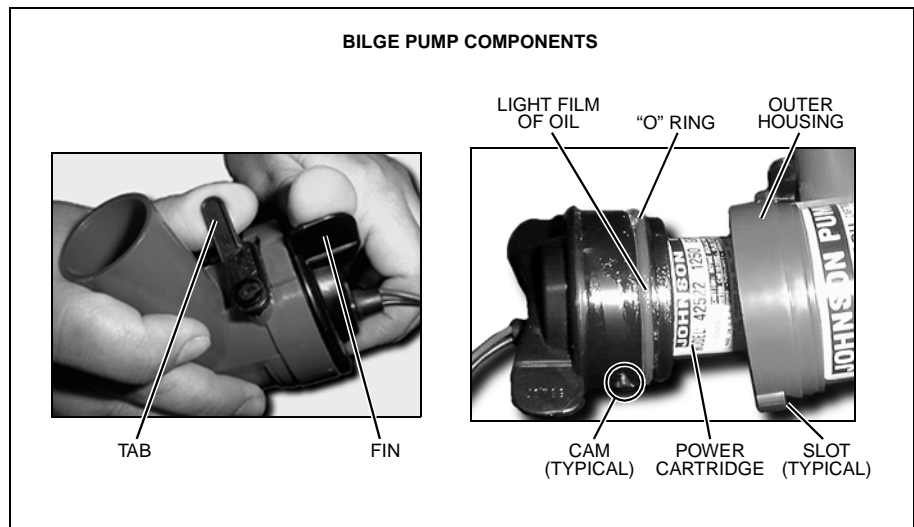
- Your boat is equipped with a bilge pump for pumping water out of the bilge.
- The bilge pump is controlled by an automatic bilge pump float switch (autofloat switch) and/or a switch at the helm.



***Bilge Pump Testing***

- The bilge pump is critical to the safety of your boat.
  - As follows, test the bilge pump often to make sure it is working.
1. Turn on the bilge pump switch at the helm.
  2. Any water in the bilge should pump overboard.
- If the pump motor is running but not pumping, inspect the discharge hose for a kink or collapsed area.
  - If no problems are found, check the bilge pump housing for clogging debris as follows:

1. Remove the power cartridge:
  - a. Lift the tab while rotating the fins counter-clockwise.
  - b. Lift out the power cartridge.
  - c. Clear the outer housing of debris.
2. Reinstall the power cartridge:
  - a. Make sure the “O” ring is properly seated.
  - b. Coat the “O” ring with a light film of vegetable or mineral oil.
  - c. Align the cams on either side of the power cartridge with the two slots on the outer housing.
  - d. Press the power cartridge into the housing while twisting clockwise.
3. Check the reinstallation by trying to twist the fins counter-clockwise without lifting the tab; the cartridge should stay in place.

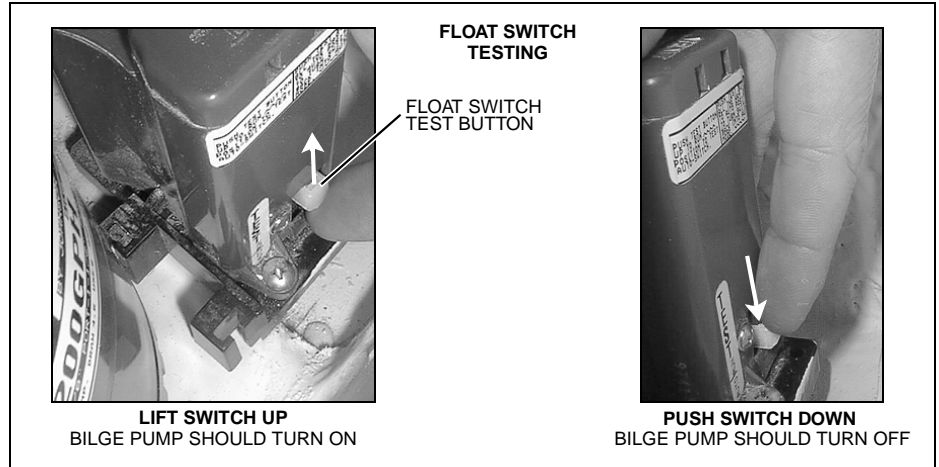


**Autofloat Switch (If Equipped)**

- The automatic bilge pump uses a float switch (autofloat switch) to turn on the pump whenever water rises above a preset level in the bilge.
- The autofloat switch is mounted next to the bilge pump.
- The autofloat switch is wired directly to the battery and will normally function even when the boat is completely shut down and left unattended.

Test the autofloat switch often as follows:

1. Push the float switch test button **up** to turn on the bilge pump.
  - If the pump does not turn on, check the inline fuse.
  - If the fuse is good but the switch still doesn't work, it may mean the switch is bad or possibly the battery is low.
2. Push test button all the way **down** to return the float switch to auto mode.



**⚠ CAUTION!**

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

**Drain Systems (2100SC Only)**

**Deck Drains**

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

### Portable Toilet (2100SC Only, If Equipped)

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

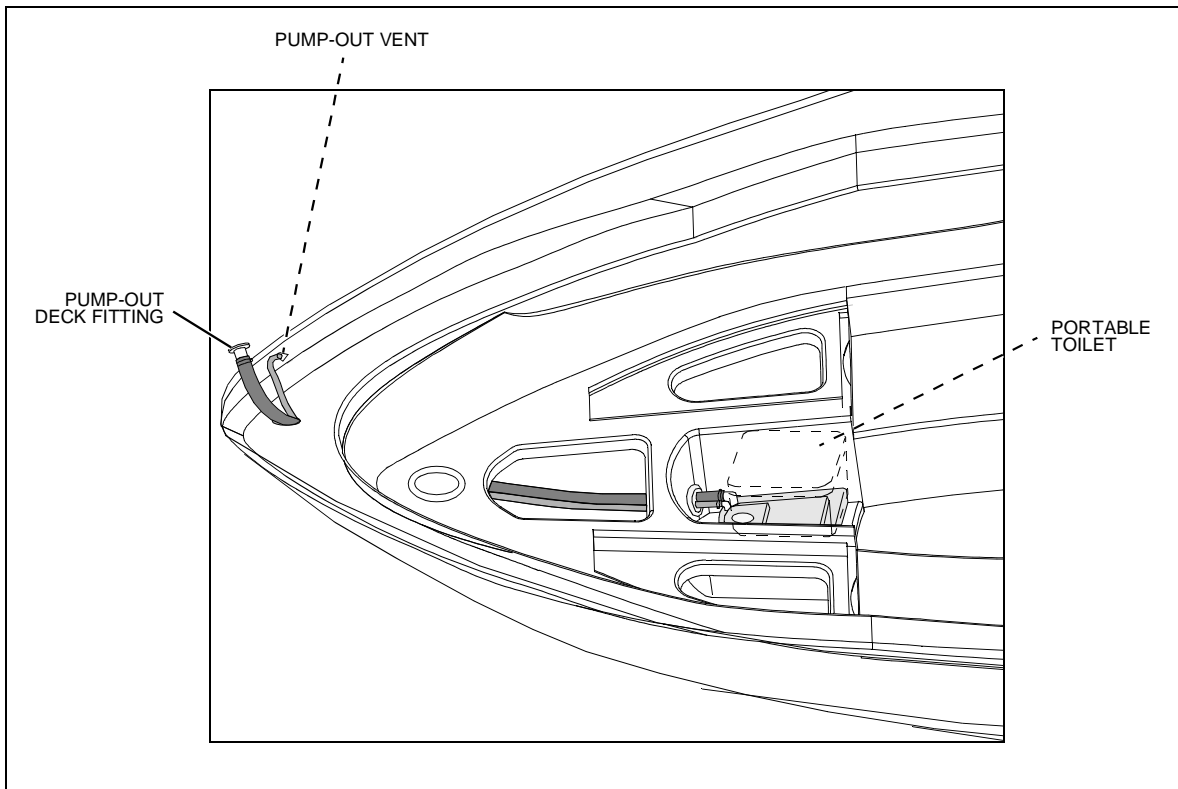
**NOTICE**  
Check with local authorities for regulations regarding the legal use of marine head systems.





### Portable Head Pump-Out (2100SC Only, If Equipped)

Read the manufacturer's instructions before using the portable head pump-out system.



## Chapter 8: Deck Equipment

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### Cleats and Tow Eyes



#### **WARNING!**

***PERSONAL INJURY and /or PRODUCT or PROPERTY DAMAGE HAZARD!***

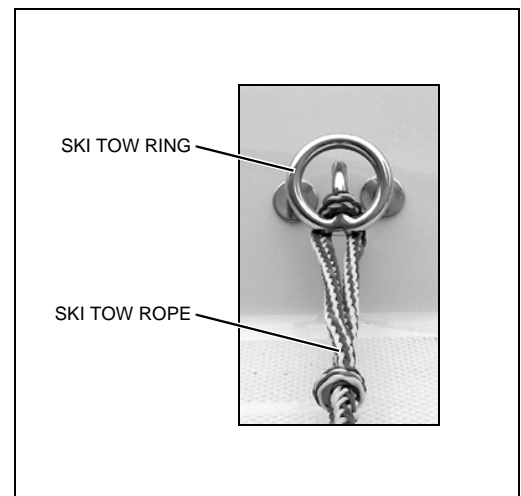
- **NEVER** lift the boat using the bow and stern eyes or the cleats.

Carefully read the section on towing in the *Sport Boat Owner's Manual* before:

- Towing anything behind the boat.
- Being towed by another vessel.

### Ski Tow Ring

Your boat may feature a ski tow ring. Attach tow rope as shown in the photo.



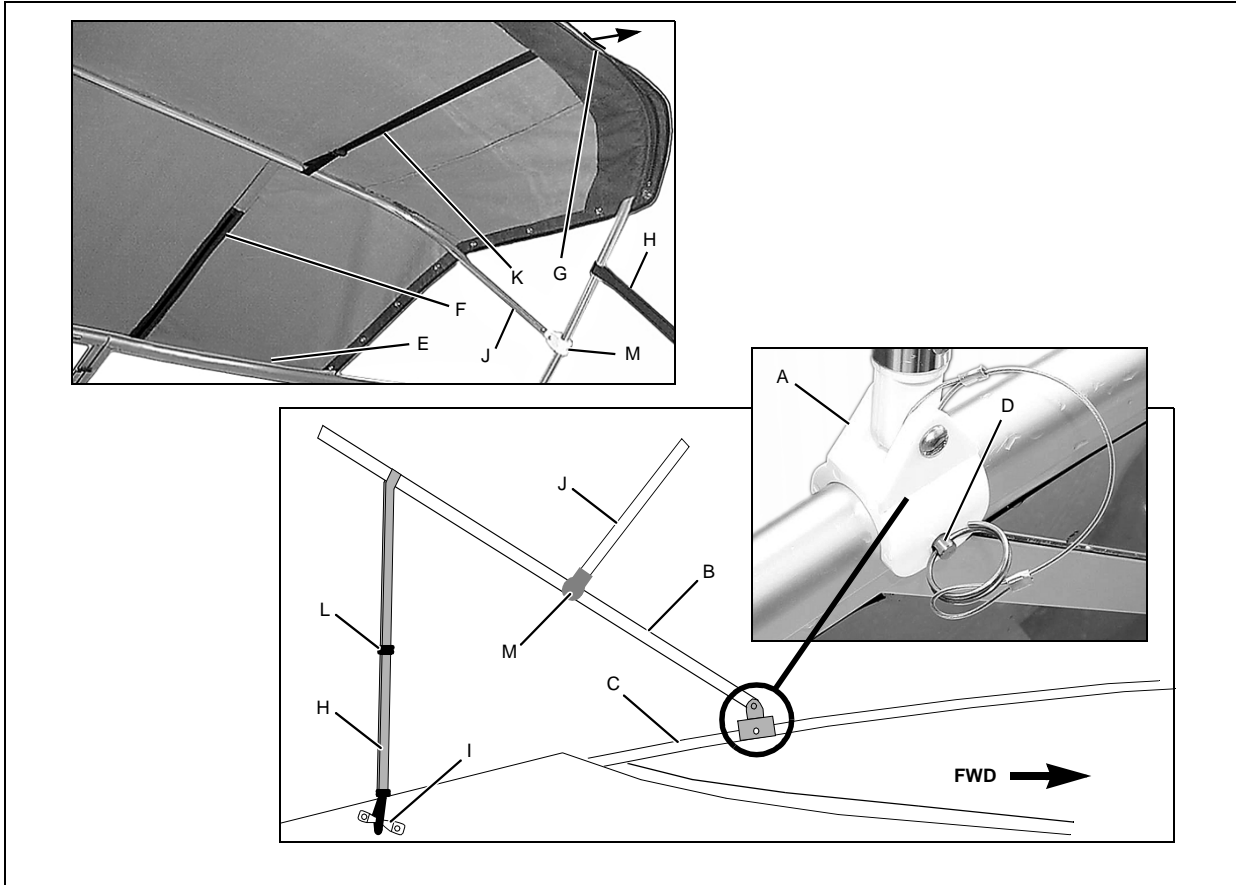
## Canvas

**! CAUTION!**

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

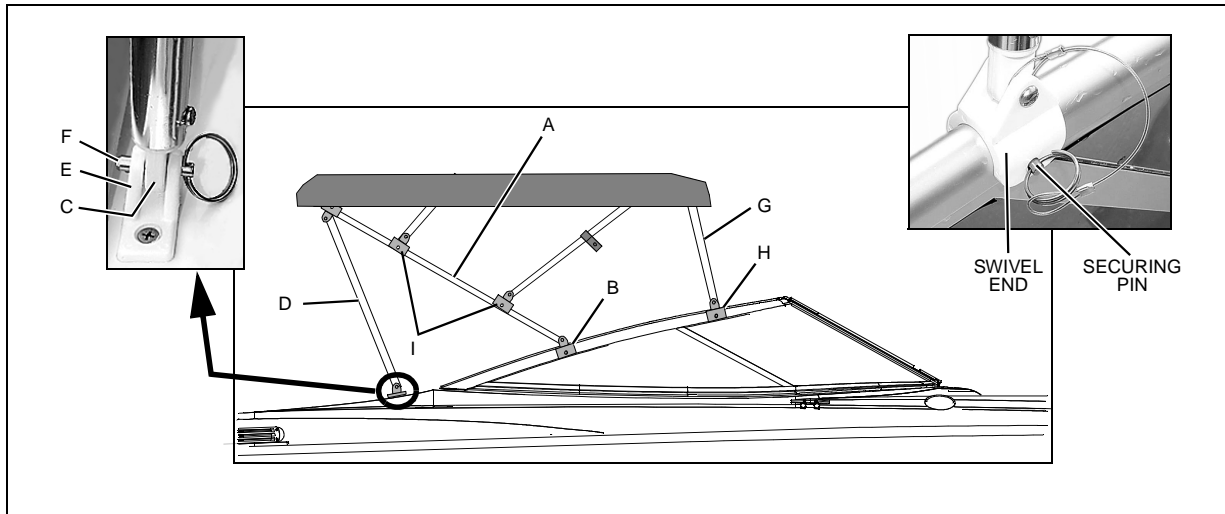
- Canvas tops are not designed to withstand speeds over 45 MPH.
- Take down and securely stow the canvas top before transporting your boat by road.

### Canvas Top (If Equipped)



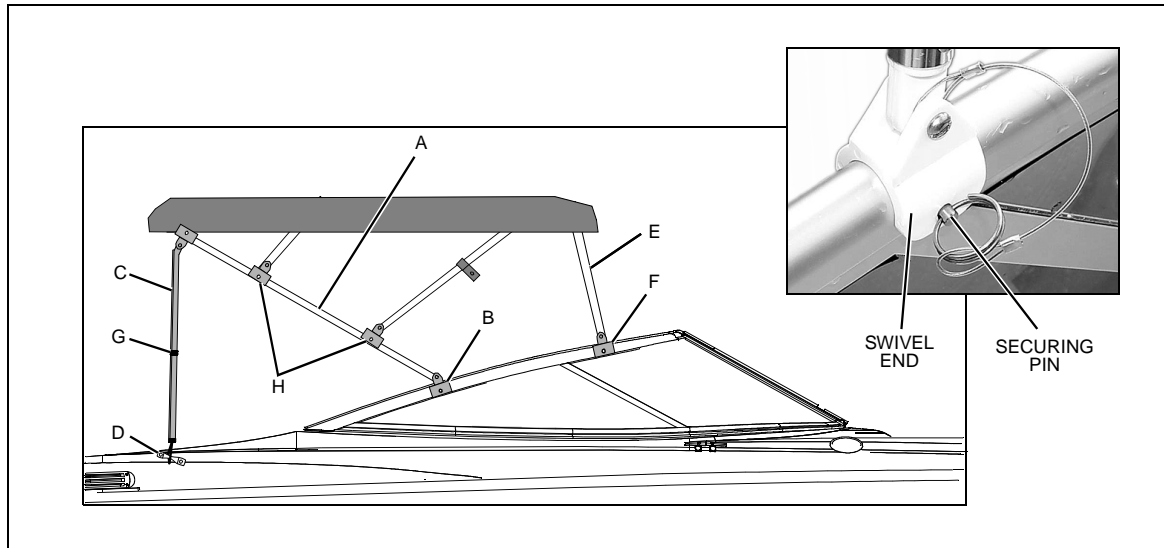
### Installing the Canvas

1. Slide the swivel ends (A) of the main bow (B) over the windshield frame (C) and secure with the pins (D).
  2. Unfold the canvas top and snap the front edge of the top (E) to the windshield frame.
  3. Close the front zipper (F).
  4. Pull aft on the aft edge of the top (G), making sure the canvas lies evenly from side to side.
  5. Hook the hold down straps (H) to the deck loops (I).
  6. Align the secondary bow (J) with the center seam of the canvas by loosening or tightening the top straps (K).
  7. If the canvas top does not have a smooth, taut look, tighten the hold down straps by pulling on the strap buckles (L).
- The jaw slides (M) should not need to be adjusted.
  - However, if you think the jaw slides need to be adjusted, obtain the measurements from your selling dealer.

**1750SR & 1800SR Bimini Top (If Equipped)****Installing the Bimini Top**

1. Slide the swivel ends of the main bow (A) over the aft holes (B) in the side windshield frames and secure with the pins.
  2. Insert the end eyes (C) of the aft braces (D) into the deck hinges (E) and secure it with the pins (F).
  3. Unfold the canvas and slide the swivel ends of the forward braces (G) over the forward holes (H) in the side windshield frames and secure with the pins.
- Since the jaw slides (I) were preset during manufacturing they should not need to be adjusted.
  - However, if you think the jaw slides need to be adjusted, obtain the measurements from your selling dealer.

**1900SR, 2100SR & 2100SC Bimini Top (If Equipped)**



***Installing the Bimini Top***

1. Slide the swivel ends of the main bow (A) over the aft holes (B) in the side windshield frames and secure with the pins.
2. Hook the hold down straps (C) to the deck loops (D).
3. Unfold the bimini and slide the swivel ends of the forward braces (E) over the forward holes (F) in the side windshield frames and secure with the pins.
4. If the bimini top does not have a smooth, taut look, tighten the hold down straps by pulling on the strap buckles (G).
  - Since the jaw slides (H) were preset during manufacturing they should not need to be adjusted.
  - However, if you think the jaw slides need to be adjusted, obtain the measurements from your selling dealer.

## Chapter 9: Entertainment Systems

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### Audio & Visual Equipment

<b>NOTICE</b>
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<b>AM radio reception may be impaired anytime the engine is running.</b>
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Read and understand the instruction manual for your boat's audio system before using.

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

### Sleeper Seats (If Equipped)

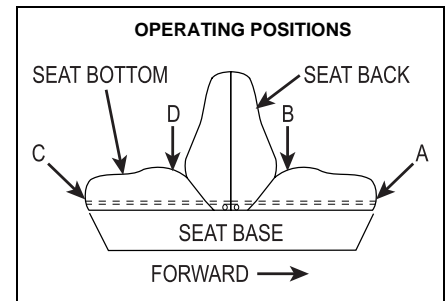
- The sleeper seats can be adjusted fore and aft in the upright, operating position.
- The seat bottoms adjust into backrests when the seats are in the lounge position.

#### Operating Positions

##### To slide the seat forward:

1. Lift the forward seat at point (A).
2. Push down on the forward seat at point (B) and pull the seat forward.
3. Lock the forward seat into the desired position by pushing down at point (A).
4. Lift the aft seat at point (C).
5. Push down on the aft seat at point (D) and push the seat forward until the aft seat back is flush against the forward seat back.
6. Lock the aft seat into position by pushing down at point (C).

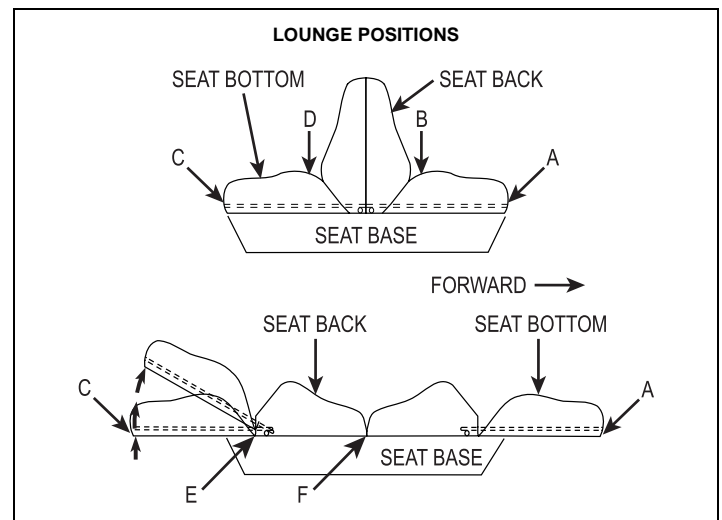
To slide the seat aft, repeat the steps above, but start with the aft seat.



#### Lounge positions

##### To adjust into the flat lounge position:

1. Lift the forward seat at point (A).
2. Push down on the forward seat at point (B) and pull the seat forward until the seat back and bottom are flat.
3. Lift the aft seat at point (C).
4. Push down on the aft seat at point (D) and pull the seat aft until the seat back and bottom are flat.



##### To adjust into the chaise lounge position:

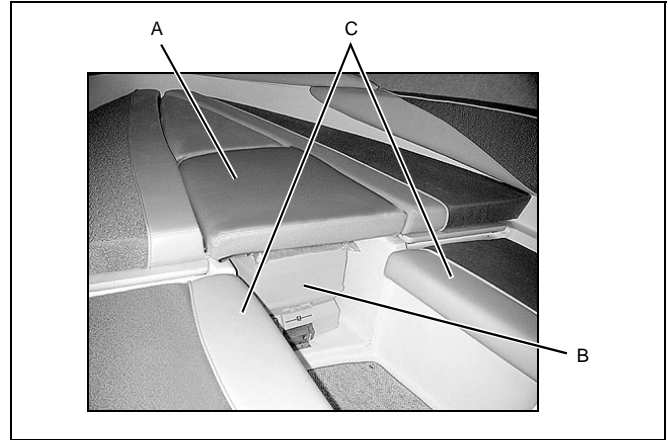
1. Lift up on the forward or aft seat bottom at point (A or C) and push the seat bottom down into the locked position.
2. To lower the seat bottom, lift the seat at point (A or C). Drop the seat bottom flat while holding the seat down at point (E).

##### To return the seats to the operating position:

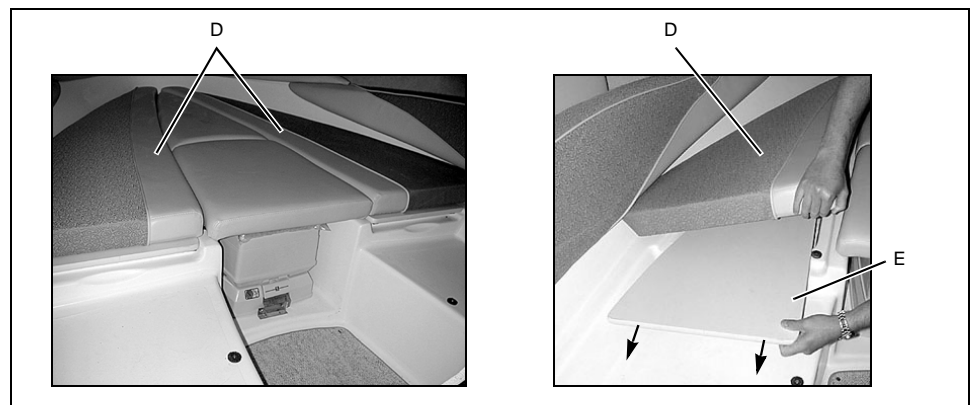
1. Lift the seat backs at point (F) and push down on the back edge of the seat bottom (B) and then seat bottom (D).
2. Push the seat bottoms towards the center of the seat until the seat backs are flush against each other and locked into place.

## Cuddy Cabin to V-Berth Conversion (2100SC Only)

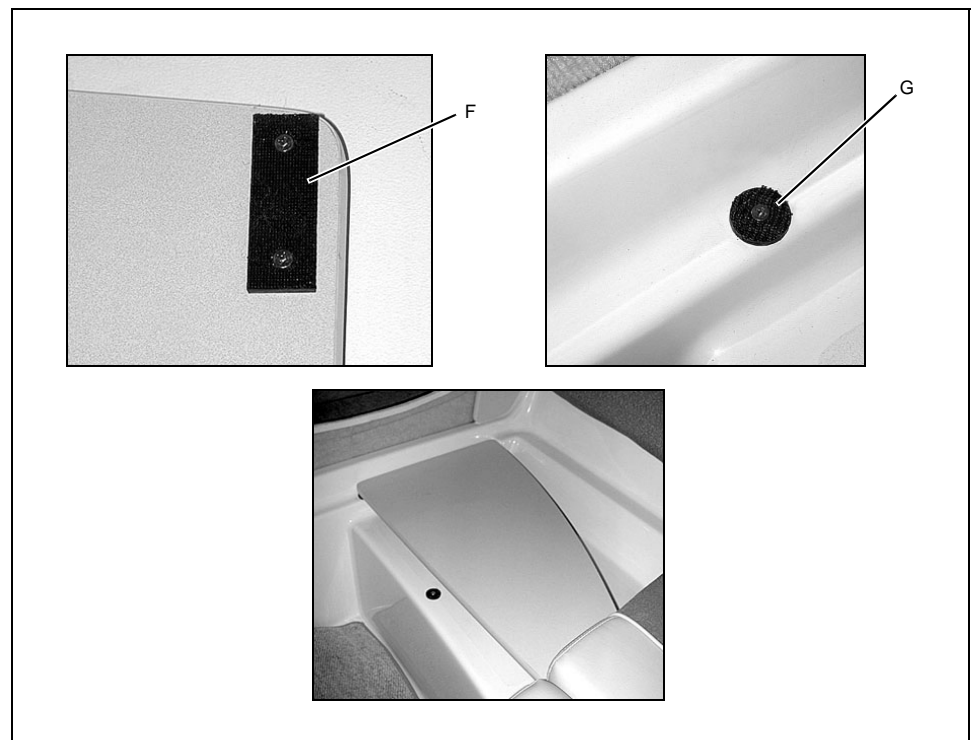
1. Place the forward filler cushion (A) over the portable toilet (B).
2. Remove the aft cushions (C).



3. Lift the forward outboard cushions (D) and slide the filler boards (E) aft.

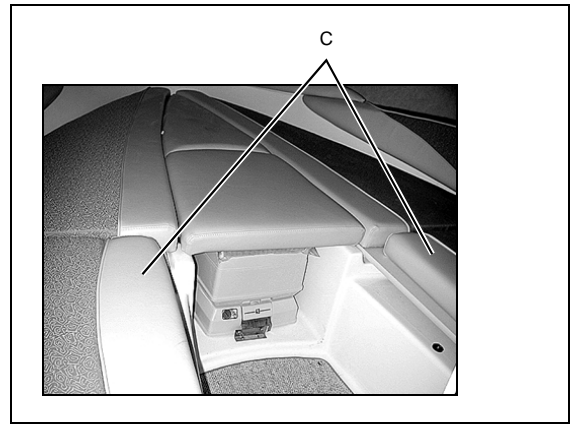


4. Align the velcro strips (F) on the underside of the filler boards with the velcro tabs (G) on the aft support lip.

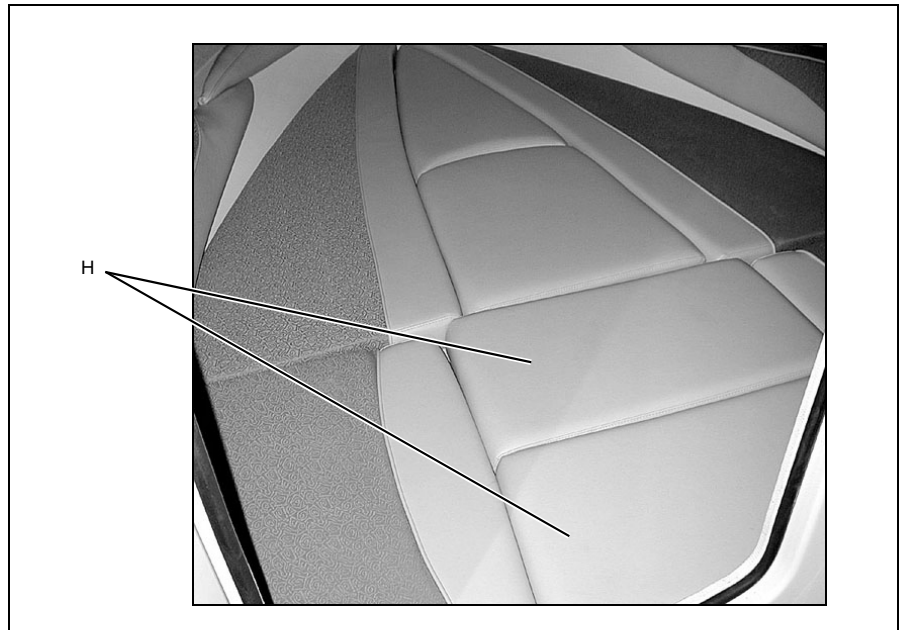




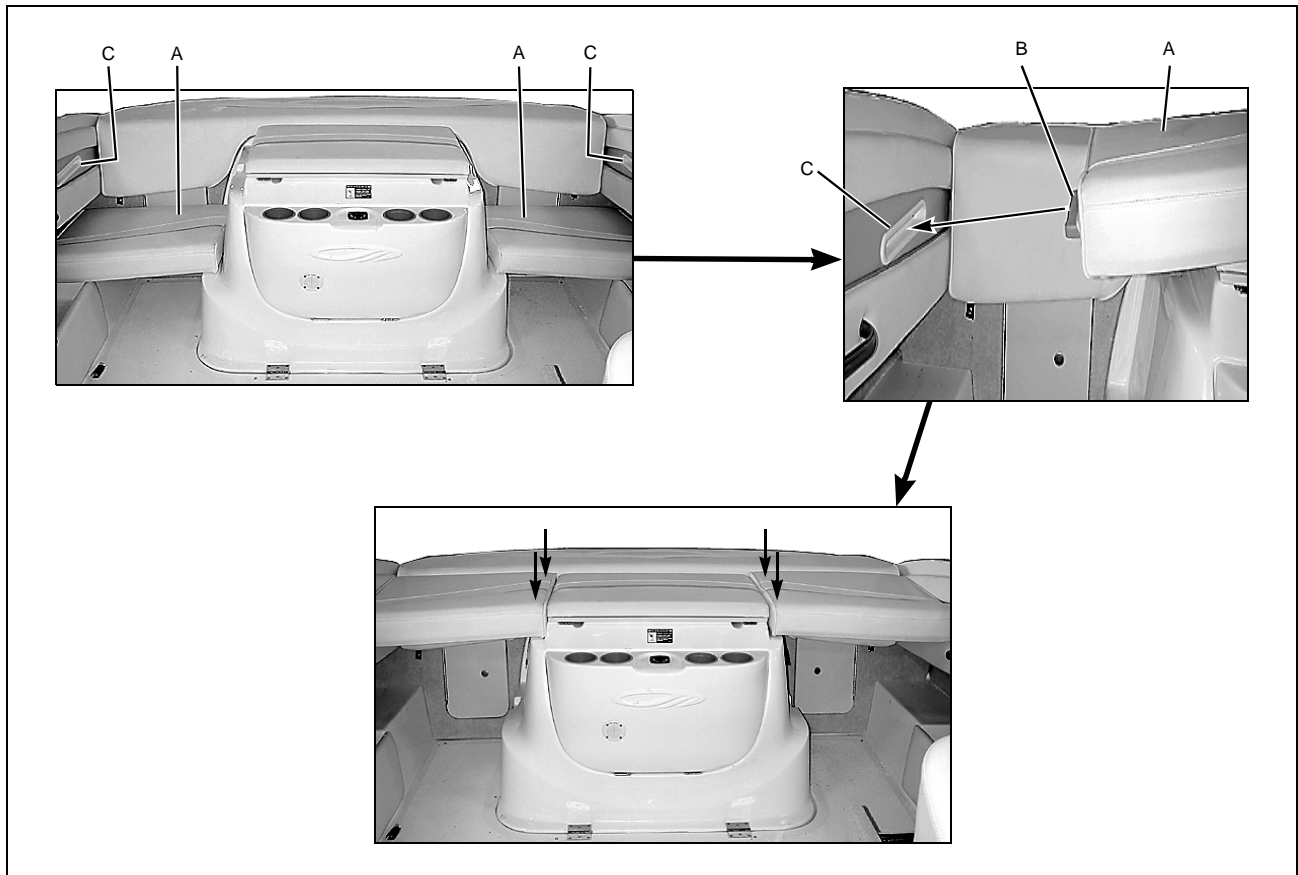
5. Place the aft cushions (C), that were removed in step two, on top of the filler boards.



6. Insert the remaining center filler cushions (H).



## Jump Seat To Sunlounge Conversion (If Equipped)



1. Remove the jump seats (A) by sliding them forward.
2. Slide the lounge support inserts (B) into the lounge support slots (C).
3. Press down firmly on the inboard side of each jump seat until they rest firmly on the motorbox ledges.

## Chapter 11: Lights

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### Care and Maintenance

All of the lights installed on your boat are of top quality, but you should be aware that failure may periodically occur for a variety of reasons:

1. There may be a blown fuse - *replace the fuse.*
2. The bulb may be burned out - *carry spare bulbs for replacement.*
3. A wire may be damaged or may have come loose - *repair as required.*
4. The bulb base may be corroded - *clean the base and coat it with non-conductive electrical lubricant.*




### Navigation Lights

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

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

## Chapter 12: Electrical System






**⚠ DANGER!**

**EXTREME FIRE, SHOCK & EXPLOSION HAZARD!**

- To minimize the risks of fire and explosion, **NEVER** install knife switches or other arcing devices in the fuel compartments.
- **NEVER** substitute automotive parts for marine parts. Electrical, ignition and fuel system parts were designed and manufactured to comply with rules and regulations that minimize risks of fire and explosion.
- **DO NOT** modify the electrical systems or relevant drawings.
- Have qualified personnel install batteries and/or perform electrical system maintenance.
- Make sure that all battery switches are turned **OFF** before performing any work in the engine spaces.

**⚠ WARNING!**

**FIRE & EXPLOSION HAZARD!**

- Fuel fumes are heavier than air and will collect in the bilge areas where they can be accidentally ignited.
- Visually and by smell (sniff test), check the engine and fuel compartments for fumes or accumulation of fuel.
- **ALWAYS** run the bilge blowers for at least four minutes prior to engine starting, electrical system maintenance or activation of electrical devices.
- Minimize the danger of fire and explosion by not exposing the batteries to open flame or sparks. **NEVER** smoke anywhere near the batteries.

**⚠ CAUTION!**



**SHOCK & ELECTRICAL SYSTEM DAMAGE HAZARD!** NEVER disconnect the battery cables while the engine is running since it can cause damage to your boat's electrical system components.

**NOTICE**

Electrical connections are prone to corrosion. To reduce corrosion caused electrical problems, keep all electrical connections clean and apply a spray-on protectant that is designed to protect connections from corrosion.

## 12-Volt DC System

### **Battery**

The battery supplies electricity for lights, accessories, engine starting.

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

### **Fuses and Circuit Breakers**

- Fuses for the engine and main accessory power are on the fuse block behind the dash.
- Some equipment may have secondary fuse protection at the unit, behind the battery.

### **Alternator**

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

### **12-Volt Accessory Outlet**

 <b>CAUTION!</b>
<b>DO NOT use the 12-volt accessory outlet with a cigarette or cigar lighter. High temperatures may melt the outlet.</b>

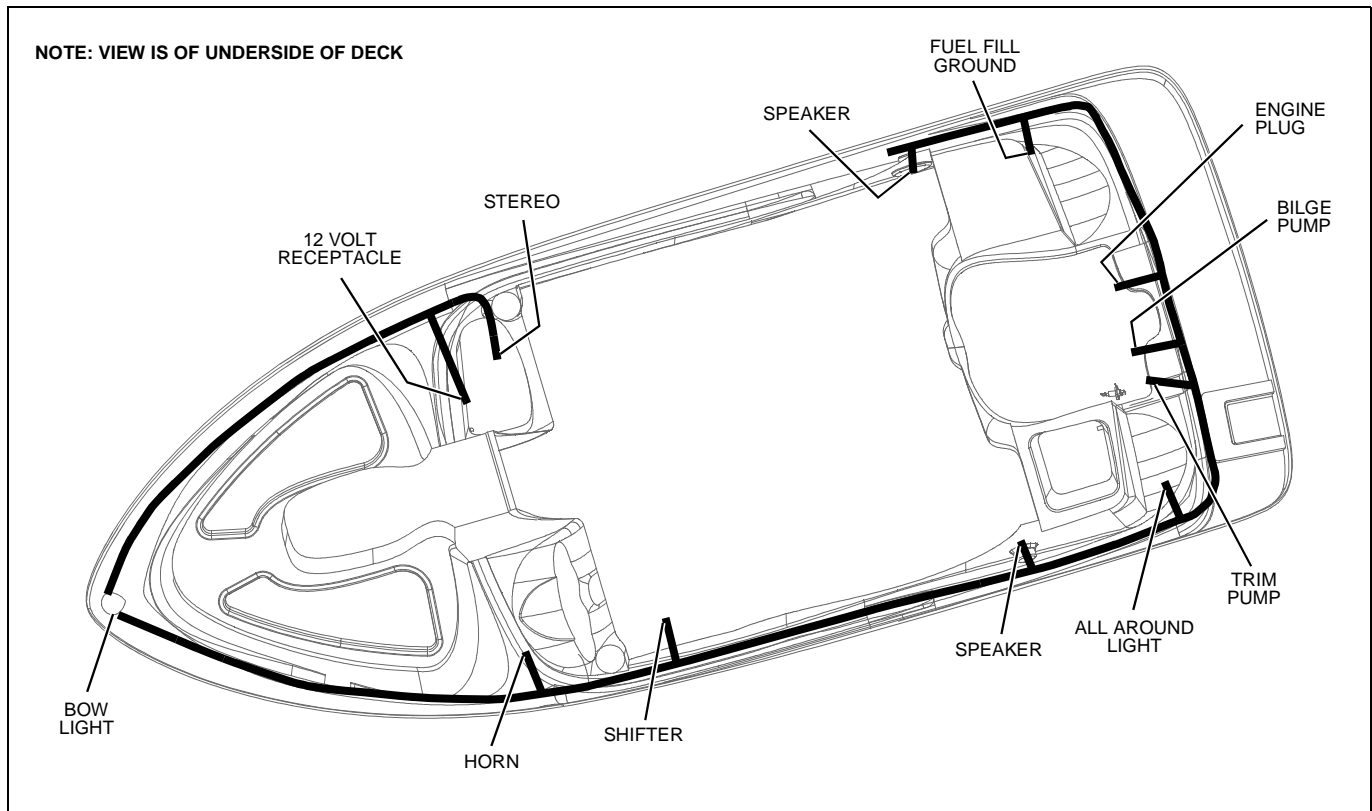
- Your boat is equipped with a 12-volt accessory outlet at the helm.
- The outlet can be used with any 12-volt device which draws 15 amps or less.
- The 12-volt accessory outlet is protected by a 15 amp circuit breaker on the main circuit breaker panel.

### **Battery Switch (If Equipped)**

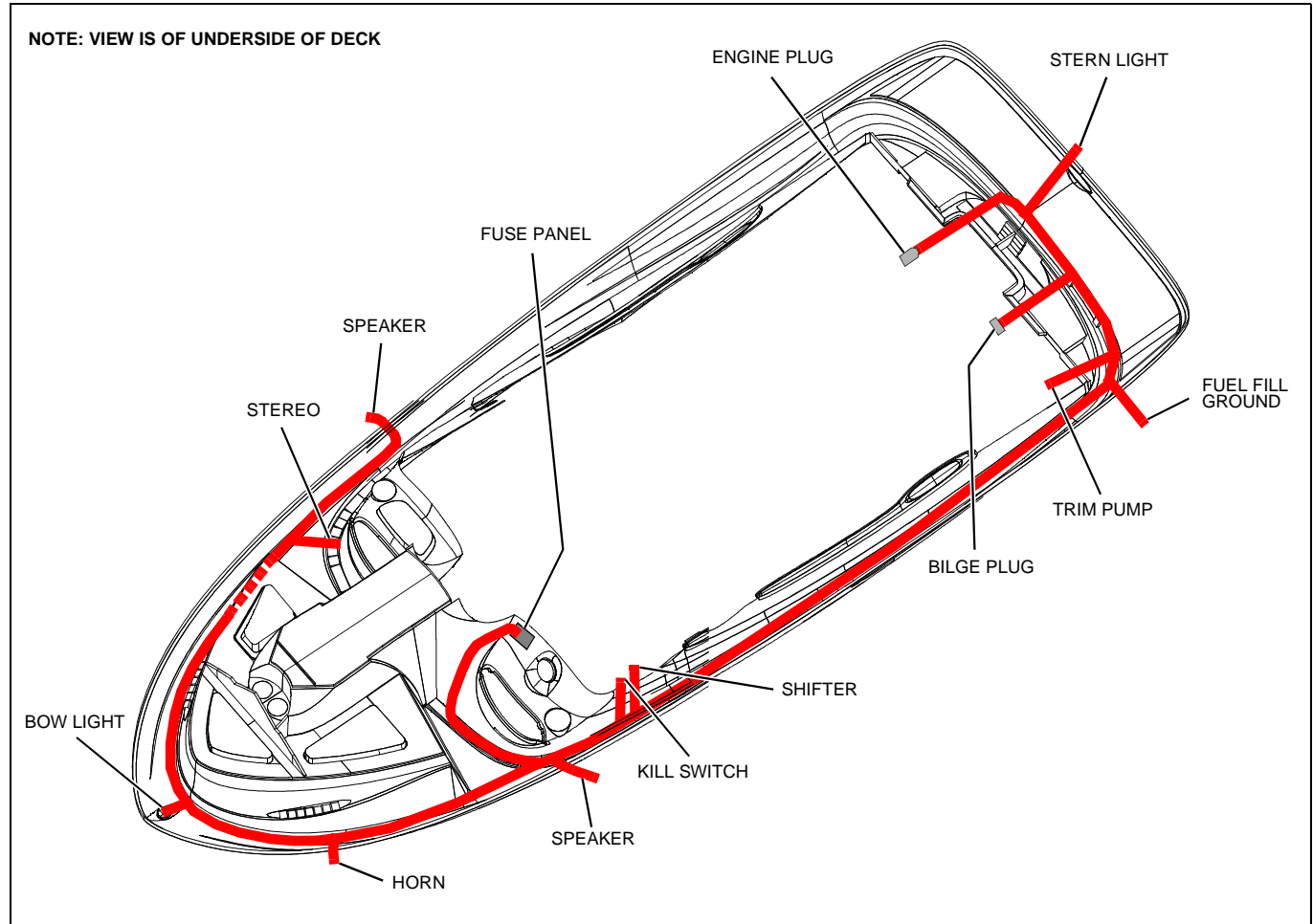
- The Owner's Manual provides a general description of the battery switch function in the *Batteries* portion of the Electrical Section.

# Electrical Routings

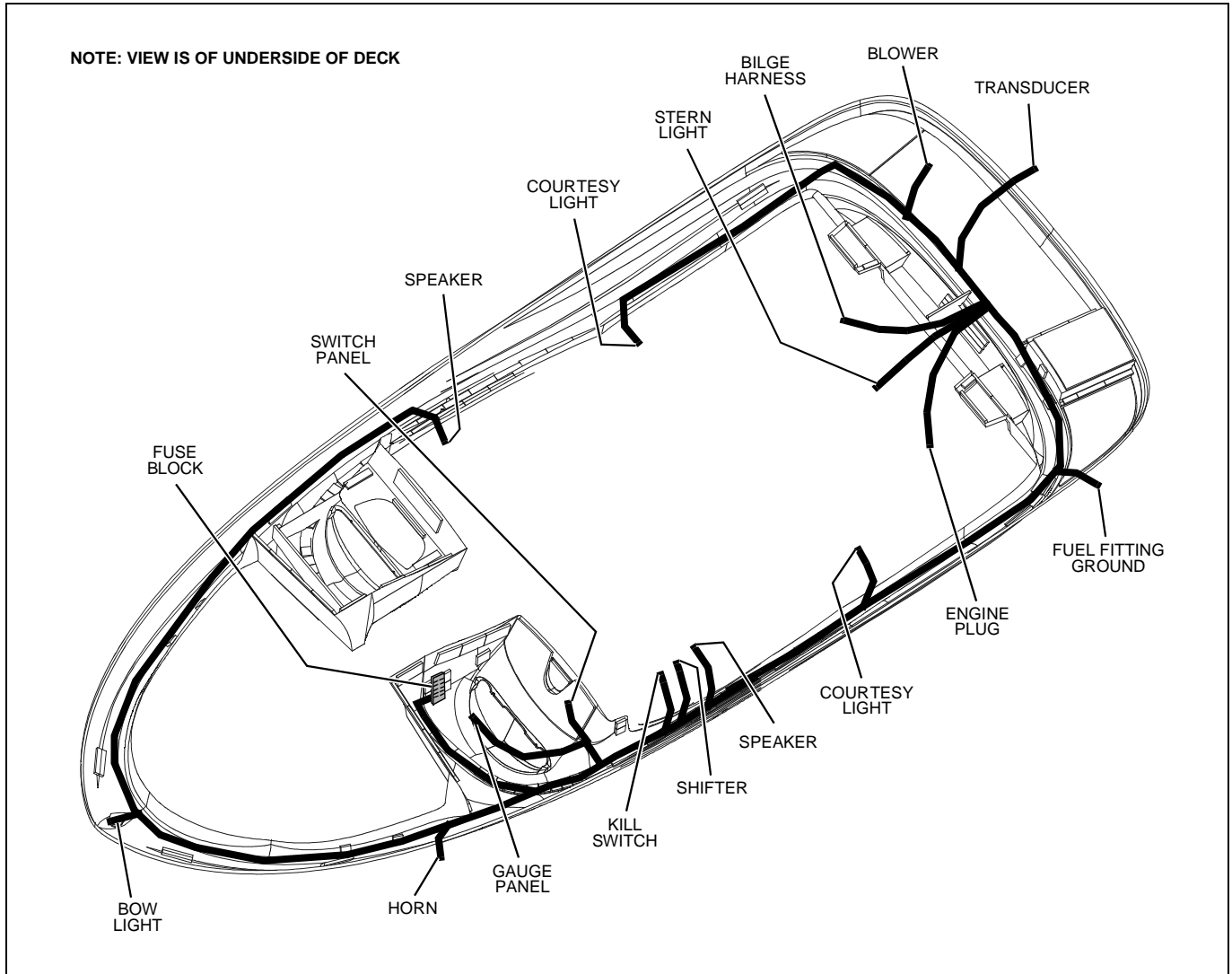
## 1750SR Deck Electrical Harness



### 1800SR Deck Electrical Harness

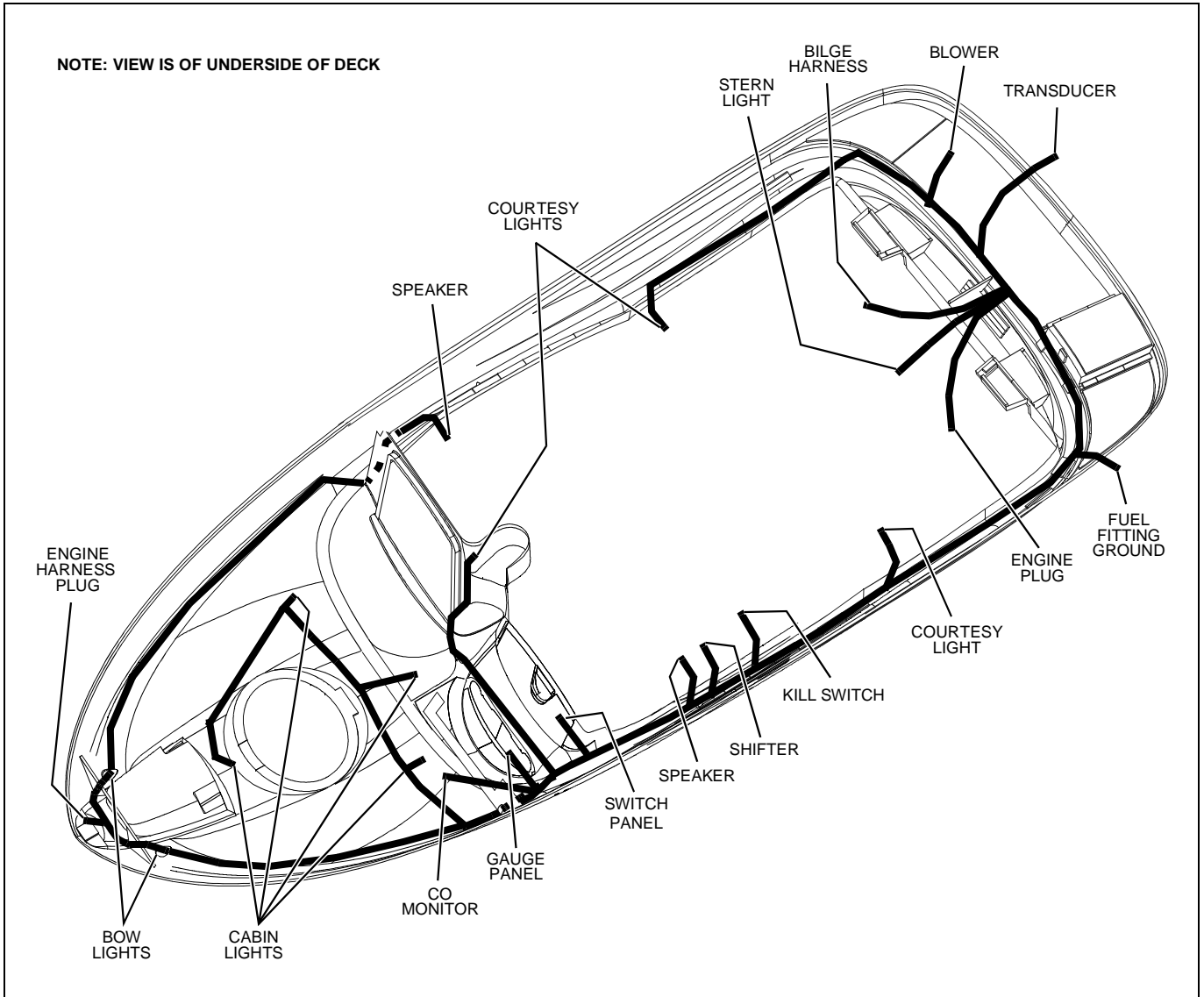


**1900SR & 2100SR Deck Electrical Harness**

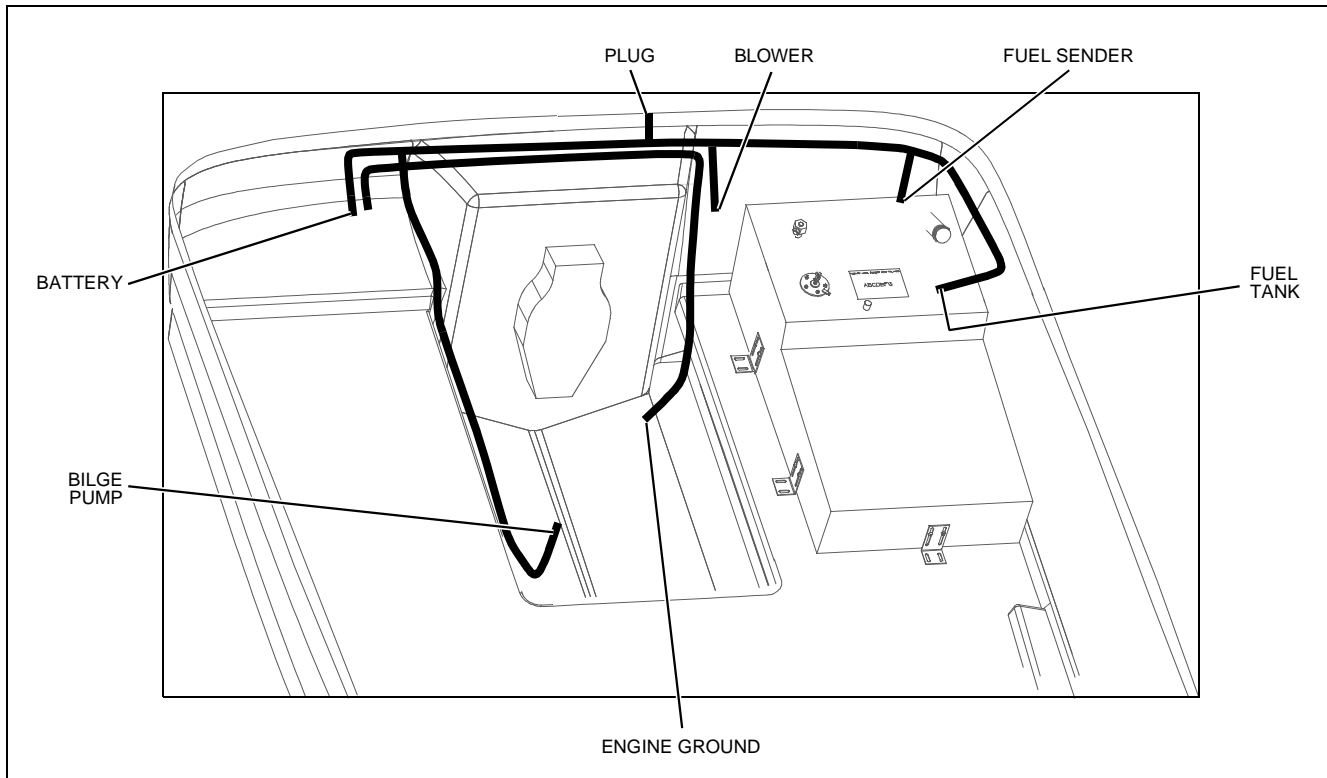




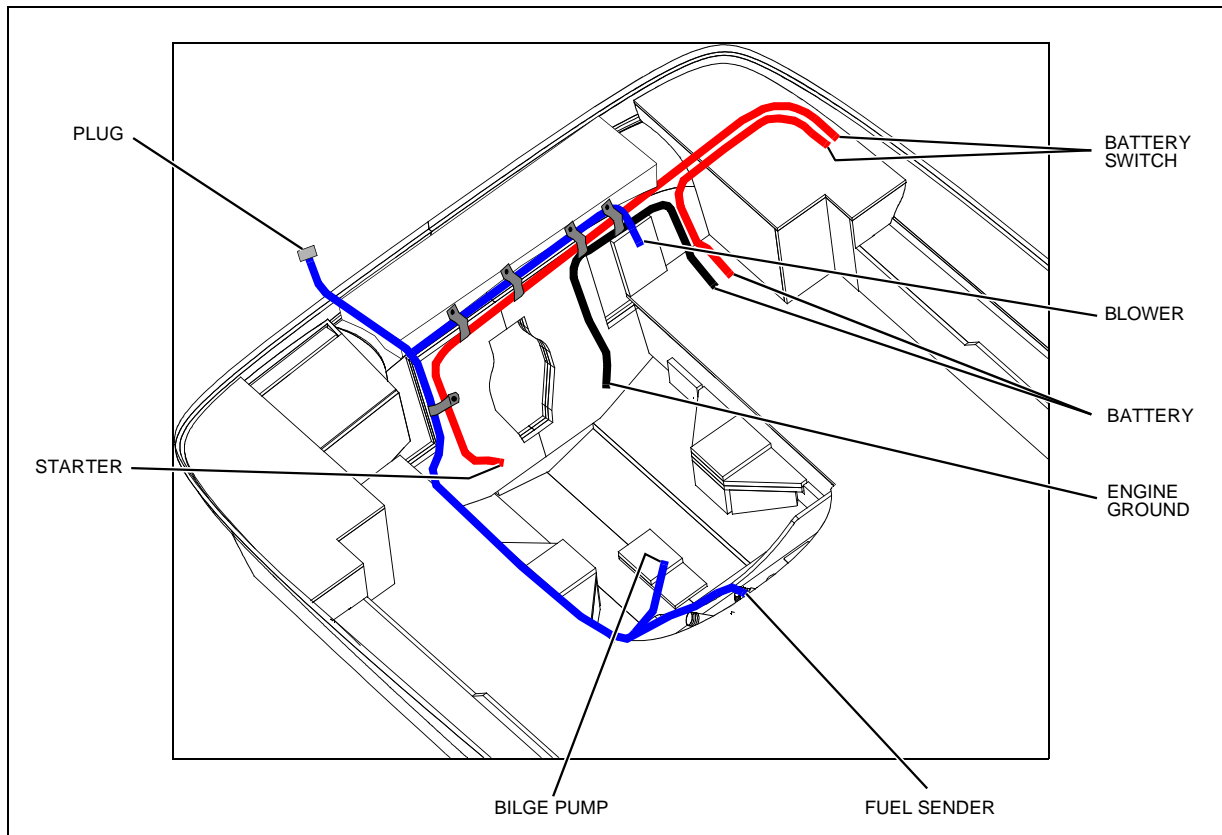
2100SC Deck Electrical Harness



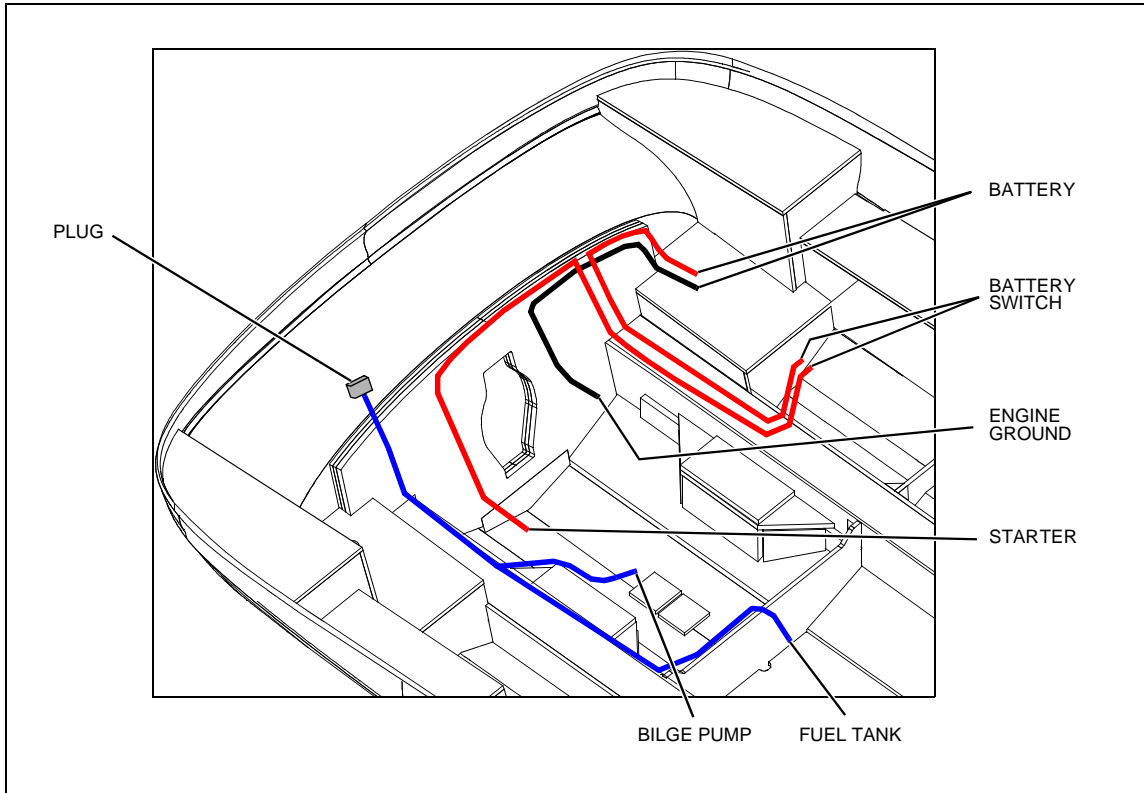
### 1750SR Hull Electrical Harness



### 1800SR Hull Electrical Harness

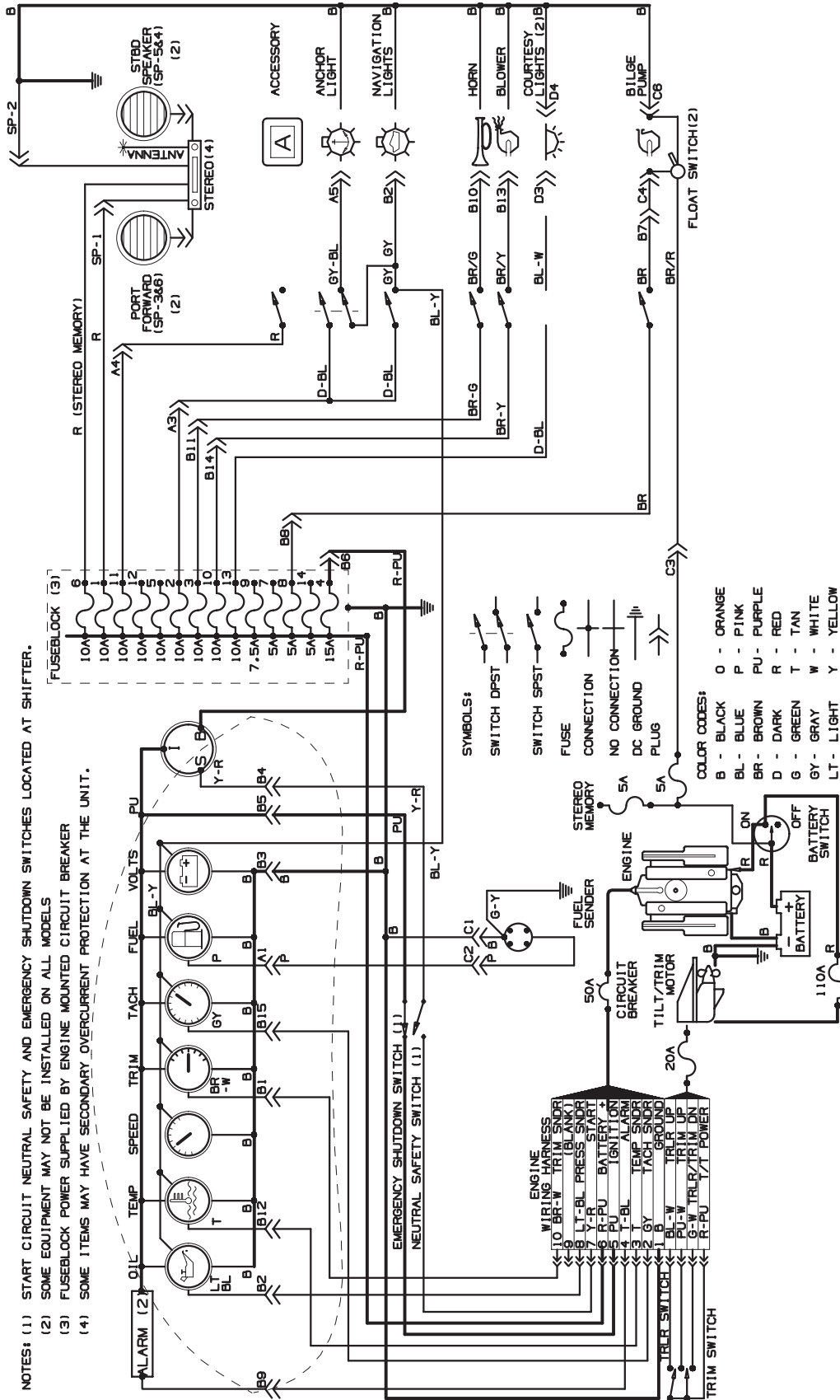


**1900SR, 2100SR & 2100SC Hull Electrical Harness**

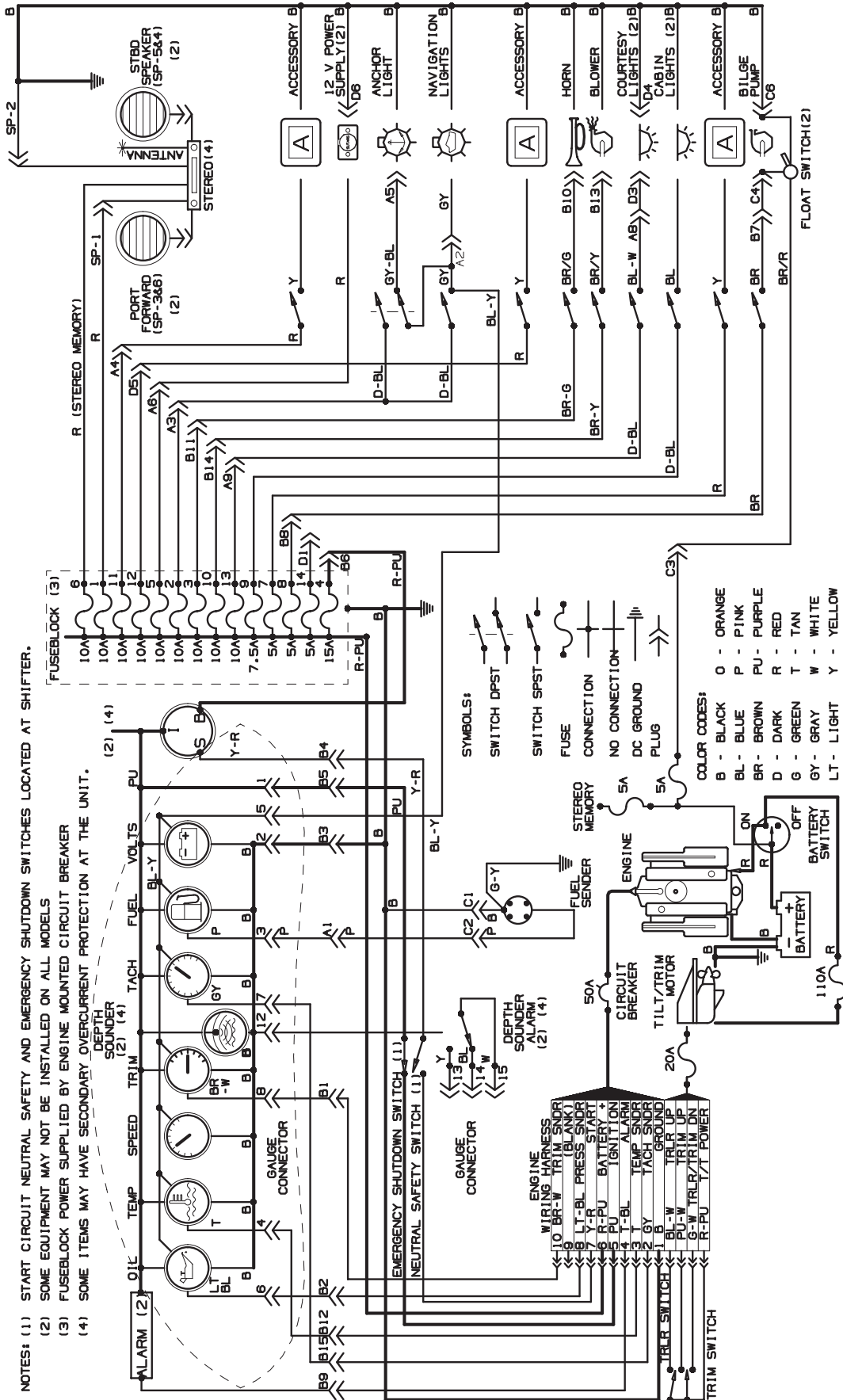


# Wiring Diagrams

## 1750SR & 1800SR



## 1900SR, 2100SR & 2100SC

















Part Number 1742430

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