EdgeWater

262CX

262CX SPECIFICATIONS

LENGTH	**26’ 5”**	**(8.2m)**
BEAM	**9’ 3”**	**2.8m**
DRAFT (BOAT ONLY)	**21”**	**(53.3cm)**
BOAT WEIGHT	**5000lbs**	**2268kg**
WEIGHT CAPACITY	**4000lbs**	**(1816kg)**
PERSON CAPACITY	**12**	
PERSON WEIGHT	**1980lbs**	**(900kg)**
FUEL CAPACITY	**163gal**	**(617L)**
TRANSOM HEIGHT	**Twin-25”**	
MAX POWER	**500hp**	**(375kw)**
COCKPIT DEPTH	**27”**	**69cm**
COCKPIT AREA	**89sq.ft.**	**8.3m^2**
LENGTH ON TRAILER	**33’**	**10m**
BRIDGE CLEARANCE W/ T-TOP	**8’ 9”**	**(2.4m)**
FLOTATION	**UNSINKABLE/Level**	

CE

10 PERSONS OR 1150KG

925KW MAX POWER

B RATING

Dear EdgeWater 262CX owner:

Congratulations on purchasing one of the finest small boats ever built. It has been constructed with care from the finest available materials. At EdgeWater we take great pride in the quality and craftsmanship that goes into each boat, large or small. We believe you'll have many years of enjoyment from your new EdgeWater and thank you f or entrusting your leisure time to one of our fine products.

This manual has been assembled to help you learn more about your new boat and increase your enjoyment of it. Your EdgeWater has been built for a "Lifetime on the Water".

Boat safe and boat smart, we wish you many years of boating pleasure.

Sincerely,

Jennifer Butera, President

EdgeWater Powerboats

Service Information

EdgeWater Power Boats LLC reserves the right to make alterations in the standard and optional equipment without incurring obligation to those boats already having been built. Every effort has been made to ensure that the information in this manual accurately describes vessels being built at the date of printing.

Customer Name		
Address		
City	State	Zip
Phone ( )		
Email		
Dealer Name		
Address		
City	State	Zip
Phone ( )		Fax
Purchase Date	Delivery Date	
Engine Make	Model	Serial No.
Engine Make	Model	Serial No.
Engine Make	Model	Serial No.
Hull Number	Ignition Key #	

Table of Contents

1/ General Information

1.1 GENERAL

Your boat is equipped with twin outboard engines.

Each outboard manufacturer provides manuals, which details the operation and maintenance procedures of their products. Please read and observe the instructions set forth in the outboard manual.

1.2 OWNER / OPERATOR RESPONSIBILITIES

Registration

It is important that you register your boat. Federal law requires that all powered, undocumented vessels be registered in their state of principal use. Contact the appropriate agency in your local state to obtain specific registration information.

Reporting Boating Accidents

All boating accidents must be reported to the proper authorities in the state of which the accident occurred. If someone dies or disappears as a result of the recreational boating accident, it must be reported immediately, with a formal report made within 48 hours. If there is damage of more than $500, or if the boat is lost, a formal report must be made within 10 days.

Questions regarding accidents should be directed to the Boating Safety Hotline, (800) 368-5647.

Education

Attending a Boating Education Course will be beneficial for all boaters, experienced or not. If you are new to boating, this course will be the best and safest way to begin your life on the water. Some states require that all boaters obtain a boating safety card (also known as a “boating license”), which is required before the operation of any vessel.

Required Equipment

The United States Coast Guard requires certain equipment to be carried aboard each boat. In addition, they set minimum safety standards. These standards apply to the boat itself, and detail specific equipment that must be carried aboard to ensure proper boater safety.

SOME STATES AND LOCAL AGENCIES REQUIRE EQUIPMENT THAT IS NOT REQUIRED BY THE U.S. COAST GUARD. YOUR LOCAL AGENCY OR DEALER CAN PROVIDE SPECIFIC INFORMATION REGARDING THESE NON-STANDARD REQUIREMENTS.

2/ Helm Control Systems

2.1 GENERAL

The helm station contains the controls and monitors for the boat. The main control systems include the engine throttle and shift controls, the steering system, and the trim tab controls. These provide the operator with the ability to control speed, direction, boat trim, and attitude. Because these systems are manufactured separately, each manufacturer provides separate manuals that include the operation and use of their system. We have included some general information of each system for quick access below.

2.2 HYDRAULIC STEERING SYSTEM

General

Your boat is equipped with hydraulic steering. This system uses hydraulic fluid to change the position of the outboard motors, and thus steer the boat. This hydraulic system may include power assist pumps, similar to the operation of the power steering in your car.

The SeaStar ® helm pump is an axial piston pump. It has a built-in lock valve to prevent the steering load of the engines from feeding back to the boat operator. Please review the hydraulic steering diagram in the appendix of this manual for a visual representation of this system. In the event of a power assist failure, the steering system will still function normally but in a manual mode, which requires greater steering effort by the operator.

While running at slow speeds, your boat may tend to wander slightly back and forth. By keeping the wheel in the center without overcompensating for the slight wandering will prevent over-steering, and will also reduce the boat's tendency to wander.

Steering System Maintenance

Routine system inspection should occur regularly. Cables, hoses, linkages, and helm assemblies should be inspected for wear, corrosion, cracking, or deterioration. Cleaning and light grease should be applied to all exposed metal parts. All damaged or deteriorated parts should be replaced immediately.

Cleaning fluids containing ammonia, acids, or any other corrosive ingredients **must not** be used for cleaning any part of the steering system. Failure to comply will cause serious damage to the system, which could result in an accident or injury.

2.3 ENGINE THROTTLE AND SHIFT CONTROLS

For full information on the Yamaha Outboards installed on your boat, consult the Yamaha engine manual.

Your boat is equipped with twin engines. These advanced engines utilize Yamaha's electronic digital engine control, which allows for automated synchronization and operation of their outboard motors. With this system, there are no cables, and no required manual adjustments.

By moving the handles of the throttle control forward and backwards, the operator controls the engine speed, and thus the speed of the boat. Careful use of the controls provides smooth, responsive, and safe operation of the boat.

DO NOT BRING THE THROTTLE BACK ABRUPTLY TO STOP THE BOAT UNLESS IT IS AN EMERGENCY. ALLOW TIME FOR THE ENGINE RPM TO COME TO IDLE BEFORE SHIFTING TO REVERSE. IMPROPER SHIFTING MAY RESULT IN MAJOR ENGINE OR GEARBOX DAMAGE. PLEASE REFER TO YOUR ENGINE OWNER'S MANUAL FOR FURTHER OPERATIONAL PROCEDURES FOR YOUR OUTBOARD.

Engine Stop Switch

The engine stop switch is designed to stop the engines in the event that the operator falls overboard. The operator should always wear the engine stop switch lanyard while the boat is in motion. Pulling the lanyard from the control will stop all engines. If the engines will not start properly, the lanyard may not be properly attached to the engine stop switch.

DO NOT USE THE ENGINE STOP SWITCH TO TURN OFF THE ENGINES UNLESS IT IS AN EMERGENCY. THIS MAY IMPAIR YOUR ABILITY TO QUICKLY RE-START THE ENGINE, AND MAY CAUSE DAMAGE TO THE ENGINE STOP SWITCH.

EACH IGNITION KEY HAS A 3-DIGIT NUMBER STAMPED ON IT. PLEASE RECORD THIS NUMBER FOR FUTURE REFERENCE ON THE SERVICE INFORMATION PAGE IN THE FRONT OF THIS MANUAL.

3/ Propulsion System

3.1 GENERAL

Your boat is powered by twin engines. These modern outboards are four-stroke engines that operate similarly to those found in your car. While these engines do not consume oil like older two-stroke models, it is important to check the oil level using the dipstick before each day's run.

NEVER USE TWO-STROKE TC-W3 OIL IN A FOUR-STROKE ENGINE.

ALWAYS USE THE MANUFACTURER'S RECOMMENDATIONS FOR OIL CHANGE INTERVALS, AND ALWAYS USE THE RECOMMENDED OIL TYPES FOR YOUR ENGINE.

DON'T ATTEMPT TO SERVICE YOUR OUTBOARD OR ANY OF ITS COMPONENTS UNLESS YOU ARE FAMILIAR WITH ITS OPERATION AND DANGERS. MANY OF THE MOVING PARTS ARE EXPOSED AND CAN POSE EXTREME DANGER TO ANYONE UNFAMILIAR WITH THEIR OPERATION. ALWAYS LEAVE ALL ENGINE SERVICE TO A QUALIFIED TECHNICIAN.

Each manufacturer provides manuals to assist in the proper operation and maintenance of their outboard engines. Follow the guidance and schedules for proper operation of the outboard engines. Modern outboards require very few maintenance procedures, however, it is crucial that they be performed in accordance with the manufacturer's recommendations to extend engine life. If the boat is to be kept in saltwater for an extended period, always tilt the outboards as high out of the water as possible. This will decrease the possibility of marine growth on the outside of the engines, and will reduce blockages of the cooling water ports, which could cause engine overheating.

YAMAHA OUTBOARDS ARE PAINTED WITH A HIGHLY COMPLEX PROCESS TO ALLOW THE ENGINE TO PERFORM IN A MARINE ENVIRONMENT. NEVER PAINT YOUR OUTBOARD'S LOWER UNIT. SOME MARINE PAINTS, SUCH AS BOTTOM PAINTS WILL CAUSE SEVERE ENGINE DAMAGE.

ALWAYS RETURN ALL WARRANTY CARDS FOR YOUR BOAT, ENGINE, AND RELATED ITEMS. THEY ARE REQUIRED IN THE EVENT THAT YOU HAVE A WARRANTY PROBLEM.

DO NOT RUN YOUR OUTBOARD WITHOUT WATER COMING INTO THE LOWER UNIT. THE WATER PUMP IMPELLER CAN BE DAMAGED IN ONLY SECONDS WHEN RUN WITHOUT WATER. ALWAYS USE THE FLUSH PORT ON THE ENGINE WHEN RUNNING THE ENGINE OUT OF THE WATER.

3.2 ENGINE COOLING SYSTEM

The engines installed on your boat are cooled by raw water taken in through ports in the lower part of the drive section. Make sure that these ports are free of debris or other items that might cause the flow to be restricted. Outboard engines have check streams that spray water when the engine is running to indicate proper cooling. It is important to

periodically check the streams for a steady flow of water. If water does not flow, shut off the engine as this could indicate a problem with your cooling system, which will cause engine damage if left ignored. Be especially watchful during navigation of shallow waters as the intake ports can easily become clogged with weeds, dirt, or other debris.

3.3 PROPELLERS

Your boat uses propellers to move through the water. The propeller should always be clean and free of damage, which adversely affects its performance. Your dealer can assist you in the proper selection of a propeller for your boat. This selection is based on the horsepower of the engine and its relationship to the size and weight of the boat. Different propeller selections can dramatically affect the performance and fuel economy of your boat.

Understanding Propeller Pitch

Two numbers determine propeller sizes. The first number denotes the diameter of the propeller and the second denotes the pitch. Variations of these numbers changes the load of the engine, as well as the strength of the propeller to “hold” water without slipping.

With a larger number, you increase the theoretical movement of the boat, but also the load on the engine. With an optimized propeller, the engine should be able to reach its maximum operating RPM range at wide-open throttle (WOT) and full trim. High pitch propeller selections may not allow the engine to reach this speed, and may unnecessarily strain the engine. Low pitch propeller selections in which the engine exceeds its maximum speed may increase engine wear, and decrease fuel economy.

IF YOUR BOAT CAME FROM THE FACTORY WITH A PROPELLER SELECTED BY EDGEWATER AND YAMAHA ENGINEERING, IT WILL BE ALREADY OPTIMIZED FOR YOUR PARTICULAR BOAT. BEFORE CHANGING THE PITCH OR DIAMETER OF YOUR PROPELLER, ALWAYS CHECK WITH YOUR DEALER TO DETERMINE HOW THE CHANGES WILL AFFECT YOUR BOAT AND ENGINE PERFORMANCE. CERTAIN MODIFICATIONS AFFECT WEIGHT BALANCE AND/OR WIND RESISTANCE MAY REQUIRE A PROPELLER CHANGE. ALWAYS CHECK WITH YOUR DEALER FIRST IF OPTIMUM RPM CANNOT BE ATTAINED.

3.4 ENGINE POWER TILT AND TRIM

The power tilt and trim system on your outboard provides the operator with the freedom to change the running angle of your boat, and to accommodate for variable load and sea conditions. Moving the outboard lower unit towards the transom is referred to as trimming “in” while moving the outboard lower unit away from the transom is referred to as trimming “out”. The trim and tilt controls are located on the throttle levers located at the helm.

It is best to trim the engines in for best acceleration from displacement to planning mode. This will help bring the bow down and reduce the power needed to bring the boat onto plane. Once on plane, the engine can be trimmed “out” which will reduce engine load, and increase fuel economy. When operating the boat is shallow waters, you may need to tilt the engines out of the water to reduce damage.

While running under normal conditions, the bow should be in a 3º to 5º upwards angle to maximize the hull's ride and performance. When sea conditions are rougher than normal, using engine trim to bring the bow slightly down will help to improve boat ride, and plane at lower speeds.

When storing or transporting your boat, always tilt the engines out of the water, using the tilt controls at the helm, or the engine tilt controls located on the side of the outboard engine.

3.5 ENGINE INSTRUMENTATION

Your boat is equipped with Yamaha's digital engine system, which displays all traditional gauge readings, as well as engine diagnostics and warnings. With this system, one display can show readings from what would normally be many gauges.

IF YOU ARE NOT FAMILIAR WITH THE YAMAHA DIGITAL ENGINE SYSTEM, IT IS HIGHLY RECOMMENDED TO READ THE YAMAHA ENGINE MANUAL FOR ADDITIONAL INFORMATION.

Tachometer

The tachometer displays the number of revolutions per minute (RPM) that the engine is turning. It is important to become familiar with the operating range of your engine and its operating characteristics. By monitoring the engine speed on the tachometer display, the operator can make adjustments to accommodate for changing sea conditions. The tachometer is also extremely helpful for troubleshooting engine problems.

Speedometer

The speedometer indicates the boat's speed. Your boat uses a pitot tube system to determine engine speed. This system uses water pressure across a tube mounted on the transom of your boat to determine engine speed. In the event that erroneous speed-readings appear, it is likely caused by debris clogging the pitot tube. If this is the case, contact your dealer, as your pitot tube will need to be cleaned.

It is important for the operator to monitor the boat speed at all times in relation to the sea conditions. Your boat is designed to plane and cruise at specific speeds, and monitoring the speedometer will help optimize the performance and fuel economy of your boat.

Temperature Gauge

Your digital engine display shows the temperature of the engines while running. Sudden variations in engine temperature can cause major engine damage if left ignored. Your digital engine display will display a warning if the engine temperatures become excessive, however it is best to monitor engine temperature as well.

MAJOR ENGINE DAMAGE CAN RESULT FROM EXCESSIVE ENGINE TEMPERATURES. IF THE ENGINE TEMPERATURE BECOMES EXCESSIVE, OR THE DIGITAL ENGINE DISPLAY SHOWS A WARNING, IMMEDIATELY SHUT OFF THE ENGINES AND CHECK THE COOLING SYSTEM FOR OBSTRUCTIONS BEFORE RESUMING OPERATION.

Fuel Gauge

Your digital engine display shows the current fuel level of the boat. To ensure the safest boating, always follow the rule of thirds.

- Use 1/3 of your fuel to get to your destination.
- Use 1/3 of your fuel to return
- Leave 1/3 of your fuel in reserve.

This system ensures that your boat has enough fuel in reserve to accommodate for emergencies that would change your initial boat plan, and will keep your boat from running out of fuel on the water.

It is important to "calibrate" your fuel gauge during your first initial boat trip. Your fuel tank is not square, and thus a ½ tank gauge reading may only indicate 1/3 of a tank in reality. By understanding the correct fuel level for gauge readings, you will more accurately know the amount of fuel in your tank at any time.

THIS GAUGE IS A MEASURE OF RELATIVE FUEL SUPPLY AND IS NOT A CALIBRATED INSTRUMENT. ALWAYS LEAVE FUEL IN RESERVE FOR EMERGENCIES.

Voltmeter

This meter displays the voltage for the battery and charging system, and is incorporated in the Yamaha digital engine display. The voltmeter should read at least 12.1 volts when the engines are off, and 13.4 volts when the engines are running. An excessively low or high voltage reading indicates a problem with your boat's charging system.

Hour Meter

Unlike cars, where maintenance is done based on mileage, your boat's service schedule is based on engine hours. The Yamaha digital engine display incorporates an hour meter to accurately perform maintenance procedures on schedule.

Engine Alarms

The outboard engines are equipped with several audible engine alarms, as well as safety modes to reduce the risk of engine damage. Refer to the Yamaha outboard engine manual for more information of these warnings and alarms.

IF AN ENGINE ALARM SOUNDS, SHUT DOWN THE ENGINE UNTIL THE SOURCE OF THE PROBLEM IS DETERMINED. MAJOR ENGINE DAMAGE CAN RESULT IF ALARMS ARE LEFT IGNORED.

Compass

Even with modern GPS systems, a compass is an essential tool for navigation. Not only does a compass help boaters accurately keep and hold a heading, but it can be used even if your entire electronics system fails, which can help a boater head for land even when offshore. Your compass is designed to accurately point towards magnetic north, which is slightly different than true north. Therefore, you may need to adjust your compass in order to accurately use it with your paper charts. Please refer to your compass manual for details.

Instrument Maintenance

Your instrument panel should be periodically cleaned to keep it free of salt and atmospheric debris. The ignition switches should be periodically sprayed with a contact cleaner/lubricant to keep them free of corrosion and dirt. Cleaners with abrasives or harsh chemicals should never be used on gauges and displays. Always refer to the individual manuals for specific cleaning procedures.

4/ Fuel Systems

4.1 GENERAL

Your boat's fuel system has been designed to meet the requirements of the United States Coast Guard, the National Marine Manufacturers Association (NMMA), and the American boat and Yacht Council (ABYC), which were in effect at the date of manufacture. While all fuel system components on your boat are tested for functionality, and are free of leaks, regular inspection and maintenance of these components are the responsibility of the owner. This will ensure that all components are operating safely and effectively. Make periodic inspections of all fuel system components to determine if the system is still safe and free of leaks. Special care should be taken when inspecting joins and connections to ensure that they have not loosened due to vibration.

IF ANY ODOR OF GASOLINE IS DETECTED, IMMEDIATELY SHUT OFF ALL ENGINES AND ELECTRICAL DEVICES UNTIL THE SOURCE AND CONDITION OF THE ODOR HAS BEEN DETERMINED AND ELIMINATED. ALWAYS HAVE A FIRE EXTINGUISHER AT THE READY UNTIL THE CONDITION HAS BEEN RESOLVED.

4.2 FUEL FILL

The fuel fill cap is located on the port side and is labeled "GAS". Tighten the cap until it is snug. The gas cap has a built-in vent to allow air to escape while fueling.

4.3 FUEL VENT

According to various safety regulations, all boats must use a vented fuel system. Your boat is equipped with an external vent, which is active during filling only, as well as a passive vent. The active fueling vent is incorporated into the fuel fill cap. All other venting equipment is incorporated into the tank. Make sure that the fill and vent area is kept free from debris. The vent also allows air expansion and contraction of fuel in the tanks.

DO NOT SMOKE OR INTRODUCE AN OPEN FLAME NEAR THE FUEL CAP!

4.4 FUELING

Your boat is equipped with a built-in 163-gallon fuel tank. Before fueling, you should follow these procedures. Your engines are designed to run only on unleaded gasoline.

- Make sure that the boat is securely moored and engines are turned off.
- Make sure that all switches are off and all cigarettes and open flames are extinguished.
- Know the location of all fire extinguishers.
- Remove the fuel fill cap.
- Place the nozzle firm against the side of the opening to prevent static discharge.
- Begin fueling.
- Re-install the fuel cap until it fits snug.

- Check the bilge area for fuel odors before starting the engine.

NEVER USE FUELS THAT CONTAIN HIGHER THAN 10% ETHANOL. NEVER USE DIESEL FUEL IN YOUR BOAT; IF USED, THIS WILL REQUIRE EXTENSIVE FUEL TANK AND ENGINE CLEANING. ETHANOL IS CORROSIVE AND ALLOWS MOISTURE TO ENTER THE FUEL TANK, WHICH CAN CAUSE ENGINE DAMAGE, AND LOSS OF PERFORMANCE. IT IS RECOMMENDED TO USE A FUEL STABILIZER (PREFERABLY A MARINE GRADE ONE THAT TREATS ETHANOL) TO REDUCE THE RISK OF ENGINE DAMAGE.

IF FUEL ODORS ARE DETECTED, DO NOT START THE ENGINE! IMMEDIATELY CHECK THE FUEL SYSTEM FOR LEAKS BEFORE STARTING THE ENGINE.

DO NOT FILL THE FUEL TANK WHILE THE ENGINE IS RUNNING. DO NOT ALLOW SMOKING OR ANY OPEN FLAMES WITHIN 50 FT. OF THE FUELING AREA. FUEL IS EXTREMELY FLAMMABLE. TO PREVENT DAMAGE TO THE ENGINE, USE ONLY FUELS WITHOUT HARSH ADDITIVES OR ALCOHOL. REFER TO YOUR ENGINE OWNER'S MANUAL FOR SPECIFIC FUEL REQUIREMENTS.

Green Tank Effect

During the initial fuel fill, it may be difficult to fill the boat with fuel. This is known as the "green tank effect" and is completely normal during the first fill. As fuel is introduced into the tank, the temperature difference may cause the fuel to expand and vaporize, which will close the safety valves in the tank. Wait 15 minutes to allow the temperatures to equalize and then attempt re-fueling the boat.

4.5 FUEL SYSTEM MAINTENANCE

Regularly inspect the fuel system components. All lines, fittings, and bulbs should be flexible, and all metal components should not be corroded. If fittings or other components appear cracked or damaged, they must be replaced immediately.

4.6 FUEL FILTERS

Your boat is equipped with fuel filters which are installed in the transom area of your boat. This type of filter is designed to prevent water from entering your engine. At a minimum, the filter element should be replaced at the beginning of every boating season. Always carry a filter wrench and spare filter for your boat. Poor engine performance may be the result of a blocked, or water filled fuel filter. If you use fuel that contains ethanol (from a gas station), you may need to replace your fuel filter more often, as this type of fuel may cause more water to enter the tank.

5/ Electrical Systems

5.1 GENERAL

Your boat operates on a 12-volt DC system, similar to those found on cars. However, your boat uses AGM deep-cycle marine batteries, which differ from the lead-acid type batteries, found in cars. These high-performance batteries can handle the additional electrical load and environmental stress required to operate in a marine environment. Never replace your batteries with automotive style batteries.

Your boat's electrical system includes all wiring from the engine, helm, and accessories. An electrical schematic is included in the Appendix of this manual for troubleshooting. Always use marine grade components when replacing electrical components, as all other components will deteriorate quickly in a marine environment. As usual, the best way to ensure that all repairs are done properly is to have them performed only by a certified dealer or technician.

5.2 AUTOMATIC CHARGING RELAY SYSTEM

Your boat is equipped with an automatic charging relay system, which will automatically combine your battery zones when the engine is running for charging, and isolate them when the engines are off. With this system, you will not need to use the battery selector switch to charge your boat's batteries.

Battery Zones

Your boat is equipped with three battery zones. Your boat uses a main battery control switch which will remotely turn on the remote switches (RBS). There is a separate remote switch (RBS) for each bank. Your boat is also equipped with a Battery Parallel control switch which will control a remote charging relay switch (ML-ACR). When running the boat the Parallel switch should be in the AUTO position. The only time the Parallel switch should be in the combined position is in the event of a low engine cranking battery. Doing this will combine all 3 banks together allowing you to start the engine. Once started, return the switch to the auto position. When leaving the boat unattended, both the battery switch and parallel switch should be in the "OFF" position. In the event of a failure of the control switch all the remote switches offer manual control. For long term storage out of the water it is recommended to manually turn the remote switches off.

AVOID LEAVING THE PARALLEL SWITCH IN THE "COMBINED" POSITION. THIS CAN CAUSE ALL ZONES TO DISCHARGE, INCLUDING THE ENGINE BATTERIES.

5.3 PANEL SWITCHES

Your boat is equipped with panel-mounted breakers located at the starboard helm which encompasses main, 24hr, and circuit breakers. Switches are provided at the helm for navigation lights, deck lights, spreader lights, helm lights, cabin lights, locker lights, horn, bilge pumps, livewell, raw water pump, fresh water pump, and one accessory. A wiring diagram is included with this manual to assist with troubleshooting of the boat's electrical

system. Please note that the accessory circuits are protected by circuit breakers with various amperage ratings. When installing additional devices, always check the breaker circuit rating matches the requirement of the device used.

Your boat is equipped with a forward and aft bilge pump and automatic float switch that is wired directly to the battery circuits so it can pump water out of the bilge even when the battery control switch is in the “OFF” positions.

5.4 ELECTRICAL SYSTEM MAINTENANCE

At the beginning and end of each season, the exposed electrical components of the switch panel should be sprayed with a non-conductive rust/corrosion inhibiting spray. Inspect all wiring for breaks, loose terminals, or other damage. Replace worn or deteriorated components immediately. The AGM batteries of your boat are maintenance free, and require only basic cleaning.

6/ Raw Water and Freshwater Systems

6.1 GENERAL

Your boat is equipped with an optional freshwater and raw water system. This system includes a freshwater tank, distribution lines, a pump, and a showerhead assembly, in addition to the standard head. The standard raw water system consists of a high speed pick up, located in the keel just forward of the transom, a pump, and one or more livewells and washdowns throughout the boat.

6.2 LIVEWELL OPERATION

A low maintenance centrifugal pump installed in the bilge fills the livewell. The livewell switch on the control panel controls the pump and light. To operate properly, the valve inside the livewell must be adjusted to provide an even flow in and out of the livewell. The livewell drains through a hose connected to a thru-hull fitting on the side of the boat. To drain the livewell, remove its bottom plug and allow the water to drain overboard.

6.3 HIGH PRESSURE WASHDOWN

The washdown system is comprised of a pump mounted in the aft bilge on the port side stringer, and a washdown fitting to attach a hose. The washdown switch on the control panel controls the pump. The diaphragm pump is fed through the same thru-hull and high-speed pickup as the livewell pump. The washdown hose outlet is located in the stbd aft box, just aft of the dive door. With an attached hose, this system can be used to wash debris from the boat. The washdown switch should be turned on immediately prior to use and turned off when not in use. When activated, the pump's pressure switch will automatically control the pump. It is normal for the pump to cycle on and off in response to flow rates and water demand.

ALWAYS TURN OFF THE HIGH-PRESSURE WASHDOWN PUMP SWITCH WHEN LEAVING THE BOAT UNATTENDED.

6.4 FRESHWATER SYSTEM

The freshwater system consists of a pump mounted in the aft bilge on the starboard stringer and a shower head assembly. The freshwater switch on the control panel turns on and off the freshwater pump. A freshwater tank, which is located in the bilge area feeds the pump. The showerhead assemblies are located in the transom walkthrough, stbd prep center, and down on the stbd head area. The freshwater switch should be turned on immediately prior to use and turned off when not in use. When activated, the pump's pressure switch will automatically control the pump. It is normal for the pump to cycle on and off in response to flow rates and water demand of the system.

ALWAYS TURN OFF THE FRESHWATER PUMP SWITCH WHEN LEAVING THE BOAT UNNATTENDED.

OPERATING INSTRUCTIONS FOR THE FRESHWATER SYSTEM

- Fill the holding tank with drinkable water, using the water fill located on the starboard side gunwale.
- Turn on the freshwater pump switch, located on the dash switch panel.
- Utilize al freshwater equipment.
- If the system has not been used frequently, allow a few minutes for the pump to prime before use.

Troubleshooting Water Systems

Condition	Recommended Action
You can hear the pump running, but the system is not pressurized	
	The holding tank is empty, fill with water
	The pump has not yet primed, hold hand over nozzle while squeezing the trigger. This will help to prime the pump
The pump will not run at all	
	Check the breaker on the dash switch panel.
	Make sure the battery switch is in the “ON” position.
	Check the connections at the switch and at the pump itself.

6.5 RAW WATER SYSTEM MAINTENANCE

The following checks should be made periodically to assure your system operates properly:

- Periodically spray the pumps with a protective silicone solvent to reduce corrosion.
- Periodically check the strainer, located under the starboard side transom locker to remove any collected debris.
- Fishboxes and livewells should be drained and cleaned after each use. Periodically check hoses and connections for signs of deterioration.

7/ Drainage System

7.1 GENERAL

All non-bilge water drains from your boat by gravity. Your boat is self-bailing at rest. It is important to check all drains frequently to assure that they are clear and free flowing. Review the schematic in the appendix and become familiar with the location and function of each thru-hull drain.

7.2 DRAIN SYSTEM MAINTENANCE

Essential tasks must be performed periodically to maintain your boat's ability to drain in adverse conditions.

- Clean cockpit drains to remove debris or other foreign objects, which could prevent your boat from draining properly.
- Check the bilge area for debris and foreign material, which can cause automatic switches to malfunction.
- Flush the drains to keep them clear and free flowing.

7.3 COCKPIT DRAINS

Your boat's deck drains through 4 cockpit drains located in the aft deck area, and 1 in the stbd helm area. The deck is designed to drain any water overboard through these drains. These drains should be checked periodically to make sure that they are clear and free flowing. When washing the boat down after each use, use a hose nozzle with a high-pressure stream to make sure that the cockpit drains are free running.

7.4 TRANSOM BILGE

Your boat has a hull bilge where the raw water pump and automatic bilge pumps are located. The bilge pumps are designed with an internal float so that it automatically activates when water in the bilge rises. A switch at the helm switch panel may also activate the forward or aft bilge.

These pumps should be checked periodically to ensure that they are in good working condition, and that the drain screen is clear. To check the pump, squeeze the pump sides and lift it from the base, which is fastened to the hull. If the screen contains debris, you may clean and reuse it. If the screen is damaged, replace it immediately, as the pump will be damaged if debris are let through. Replace the pump and check its operation using the momentary switch at the helm panel.

When the boat is out of the water, a thru-hull drain located at the bottom of the transom may drain it. This stainless-steel drain can easily be unscrewed without the need for tools.

THE BILGE SUMP AREA SHOULD BE CHECKED FOR OIL BEFORE OPERATING THE BILGE PUMP. THE DISCHARGE OF OIL FROM A BILGE AREA IS ILLEGAL AND IS SUBJECT TO A FINE. THE FEDERAL WATER POLLUTION CONTROL ACT PROHIBITS THE DISCHARGE OF OIL OR OILY WASTE INTO OR UPON THE NAVIGABLE WATERS OF THE UNITED STATES OR THE WATERS OF THE CONTIGUOUS ZONE IF SUCH DISCHARGE CAUSES A FILM OR SHEEN UPON, OR A DISCOLORATION OF THE SURFACE OF THE WATER, OR CAUSES A SLUDGE OR EMULSION BENEATH THE SURFACE OF THE WATER. VIOLATORS ARE SUBJECT TO A PENALTY OF $10,000.

7.5 LOCKER DRAINS

On your boat, there is a forward anchor locker that drains directly through the hull. There are also bow storage lockers on the deck, with both the center tub and starboard tub draining to the deck. Some water may remain in the rear most part of the lockers.

7.6 AFT FISHBOX

The port aft fishbox is plumbed to drain directly overboard. If the desire to fill the tub with ice arises use the supplied plug to contain the ice and water. When done simply remove the plug and allow to drain overboard.

7.7 T-TOP DRAIN

There are small holes drilled into the bottom of the optional T-top to facilitate the removal of any water that might inadvertently get inside the structure. These should be periodically checked, especially during freezing weather, as trapped water could freeze, expand, and damage the T-Top.

8/ Safety Equipment

8.1 REQUIRED SAFETY EQUIPMENT

Contact the U.S. Coast Guard Boating Safety Hotline at 1-800-368-5647 to obtain a pamphlet regarding the latest required and suggested safety equipment. The Coast Guard Auxiliary also offers “Courtesy Examinations” to help ensure your boat is properly equipped.

The following is a list of required safety equipment to be aboard your boat. This may be modified from time to time and it is suggested that you contact the U.S. Coast Guard Boating Safety Hotline at (800) 368-5647 or pick up a copy of the latest “Federal Requirements and Safety Tips of Recreational Boats” pamphlet.

Personal Floatation Devices (PFD’s)

These must bear a tag that they have been approved by the U.S. Coast Guard and must be in serviceable condition. They must also be of the appropriate size for the wearer, i.e. for children there must be children’s life vests onboard. Many states now require children to wear PFD’s at all times. You should check with your state to determine the proper requirements. You should maintain at least one Type I, II, or III PFD for each person on board, plus one throwable device, a ring or boat cushion, Type IV.

Visual Distress Signals

These are now required in virtually all waters of the United States. If in doubt, please check with the U.S. Coast Guard Boating Safety Hotline at 1-800-368-5647 for a specific answer.

Pyrotechnic Visual Distress Signals

These must be U.S. Coast Guard approved, be in a serviceable condition, and be readily accessible. These flares have an expiration date, and expired flares will not pass a U.S. Coast Guard inspection. These types include both hand held flares and aerial flares.

Sound Signaling Device

You must have an efficient means of making a proper sound signal in the event of distress or poor visibility. This may be a horn, whistle, or bell.

Navigation Lights

These lights are located at the bow of your boat, and meet United States Coast Guard requirements. It is important that you periodically check to make sure they are in working order. It is very important these be checked prior to any cruise, which will keep you on the water after dark.

Fire Extinguisher

A fire extinguisher is standard on all EdgeWater boats. Your boat is equipped with 3. These require regular inspection to make certain they are ready for use. Questions may be directed to the U.S. Coast Guard Boating Safety Hotline at (800) 368-5647, or 1-202-267-1070. You should, as part of routine boat maintenance; check to make sure your extinguisher is still operable.

NEVER DISCHARGE YOUR FIRE EXTINGUISHER TO CHECK ITS OPERATION. THIS WILL CAUSE IT TO LOSE PRESSURE AND CEASE WORKING. IF THE FIRE EXTINGUISHER IS DISCHARGED ACCIDENTLY OR INTENTIONALLY, REPLACE IT IMMEDIATELY.

8.2 SUGGESTED SAFETY EQUIPMENT – INSHORE

It is recommended that you carry the following equipment in additional to the required USCG equipment for safe operation.

- First aid kit and manual
- Boat hook
- Tool kit
- Spare fuel/water separator and filter removal tool
- Extra quart of engine oil
- An adequate number and size of line should be on the boat. Bowlines should be at least 1/3 longer than the boat's length and stern lines at least as long as the boat. When operating in areas with unusually high tidal range, this should be lengthened. The minimum size line for a small boat is 3/8" diameter 3-strand nylon. Refer to one of the listed references in the Appendix for a complete discussion on line size.
- Waterproof flashlight, with good batteries
- Spare batteries
- Binoculars
- Tow line. This should be a minimum of 50' long with at least one size increase over the boat's mooring lines.
- Day/Night visual distress signals
- Local charts and compass
- Properly sized anchor and line
- Fenders of the proper size

ALWAYS CARRY WATER, EVEN FOR A 10-MINUTE CRUISE.

8.3 SUGGESTED SAFETY EQUIPMENT – OFFSHORE

In addition to the required USCG equipment, and recommended inshore equipment, there is additional equipment that is recommended to have aboard when venturing offshore. Offshore conditions change rapidly, and you may become stranded and require help from other boats. It is important to understand that there will likely not be cell phone coverage offshore, and you will need to rely on your marine grade communication equipment to contact other boats.

- VHF radio
- A supplemental, portable VHF is also a good backup
- Sunscreen
- Spare propeller and the knowledge of how to properly change it, if required
- Extra clothing for changing weather conditions
- Spare anchor with sufficient line for the water depth
- Mirror
- Charts

9/ Safe Operation

9.1 PRE-CRUISE CHECK LISTS

- ✓ Check provisions. Keep plenty of water aboard.
- ✓ Check the weather forecast. Avoid sea conditions that are beyond the experience of yourself and your crew.
- ✓ Check to make sure that all safety gear is in good working order.
- ✓ Check to make sure that all fire extinguishers are in good working order.
- ✓ It is recommended to carry jackets or foul weather gear in the event of adverse weather conditions.

Your boat is equipped with a maximum capacity rating plate permanently affixed to the helm area of your boat. It will provide information regarding the maximum number of people that you can safely have aboard the boat, the maximum amount of weight that the boat can safely carry, and the maximum horsepower that your boat was designed to handle. This information is also included in the first page of this manual.

DO NOT OVERLOAD YOUR BOAT

Before Starting the Engine

- Determine is the trip can safely be made
- Check to make sure that the correct and up to date personal and boat identification documents are on board
- Check that there are enough provisions for the cruise. Always carry water!
- Leave a float plan with someone ashore indicating your destination and estimated return time. They will be able to contact authorities in the event that your boat does not return in the allotted time.
- Check the fuel and engine oil levels.
- Set the battery switches to “ON”.
- Check that the emergency stop lanyard is properly attached, and that the shift lever is in the neutral position
- You may now start the engine.

REMEMBER THE RULE OF THIRDS, 1/3 OUT, 1/3 BACK, AND 1/3 IN RESERVE.

After Starting the Engine

Upon initial start-up, review the manufacturer’s recommendations for engine break in:

- Check for the water streams on the engine to indicate proper cooling
- Check the Yamaha digital engine display. Review each gauge reading.
- Check that all gear is properly stowed. The boat’s movement is dynamic and anything that is loose can and will become a hazard.
- Always make sure that someone else on-board the boat is capable of operating the boat in the event you are injured or unable to operate the boat.

THE CAPTAIN IS RESPONSIBLE FOR THE SAFETY OF THE CREW AND PASSENGERS AND FOR HIS/HER BOAT'S WAKE DAMAGE

NEVER OPERATE THE BOAT WHILE UNDER THE INFLUENCE OF ALCOHOL!

FOLLOW THE PROPER ENGINE BREAK IN PROCUDES. THIS WILL ASSURE PROPER ENGINE BREAK IN WHICH INCREASES ENGINE LIFE, AND REDUCES THE POSSIBILITY OF ENGINE PROBLEMS.

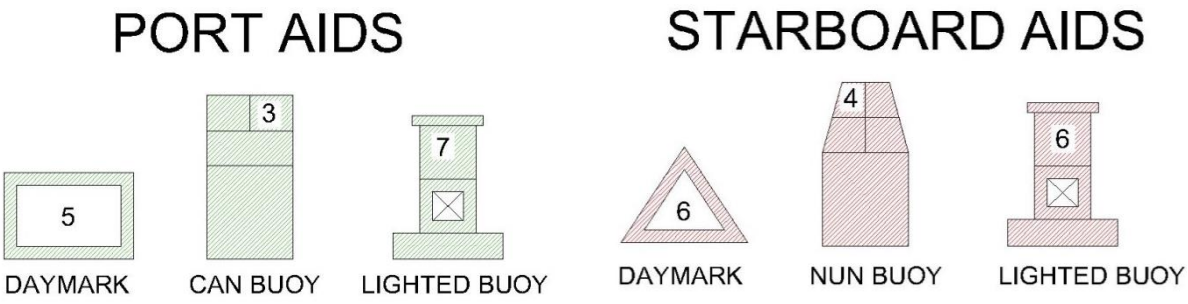
9.2 BASIC RULES OF THE ROAD

The following is an introduction to the basics of boating safety. It is strongly recommended that all boaters take a boating safety course from their local Coast Guard Auxiliary or local department of Natural Resources. In addition there are plenty of resources online for boating safety. In some states all boaters are required to have a boater's safety card, also known as a boater's license, before operating any vessel.

REMEMBER THAT PADDLEBOATS, SAILBOATS AND OTHER VESSELS SUCH AS BARGES, ALWAYS HAVE THE RIGHT OF WAY OVER POWERBOATS. SAILBOATS, WHEN UNDER POWER, ARE CONSIDERED MOTOR BOATS. NEVER ASSUME THAT OTHER BOATERS KNOW NAVIGATION RULES OR RIGHT OF WAY, AND BOAT DEFENSIVELY.

Aids to Navigation

The United States Coast Guard places aids to navigation along the coastlines and in navigable inland waters. Staying within these "channels" marked by the port and starboard aids will greatly reduce the risk of running aground, as well as help with navigation.



9.3 SAFE OPERATION

Getting Underway

Once your boat has cleared the dock, check that the power trim is trimmed down. Trimming the engine down will allow the boat to get onto plane easily. Give your engine

sufficient throttle to bring it to plane, then slowly back off the throttle to maintain a safe cruising speed.

- After coming onto plane, raise the trim to a point where the engine is level with or slightly above the plane of the water. On plane, the bow of the bow is usually pointed about 3º to 5º up so you will need to have a 3º to 5º trim of the engine to compensate. This will provide the smoothest, most economical operation of the boat.
- Keep a constant vigil for other boats and watercraft, and be prepared to give way, or slow down, if necessary. We strongly recommend that all boaters enroll in a boating safety course offered by the United States Coast Guard Auxiliary.
- When coming off of plane, allow the engine to gradually slow down to idle speed until the boat slows down.
- Shift to the neutral position.

NEVER ALLOW ANYONE TO SIT ON THE GUNWALE WHILE THE BOAT IS MOVING!

While underway, boat defensively by keeping a constant vigil for other craft that may be approaching. Monitor your own boat by looking for changes in your boat gauges, the location of passengers, and the general sound and feel of the craft through the water. Often, a change in the way that the engine sounds or the boat feels will highlight potential problems. Your early recognition will prevent a more serious problem from occurring on the water.

IF THE BOAT STRIKES AN UNDERWATER OBJECT, BRING THE THROTTLE TO THE NEUTRAL POSITION AND STOP THE ENGINE. INSPECT THE LOWER UNIT FOR DAMAGE. IF NONE IS APPARENT, PROCEED AS BEFORE BUT HEIGHTEN YOUR AWARENESS OF THE ENGINE AND ITS OPERATION BEFORE RESUMING REGULAR CRUISING. CHECK THE PROPELLER. A BENT PROP MAY CAUSE UNUSUAL VIBRATION, CAVITATION, AND REDUCED PERFORMANCE.

9.4 TOWING OR BEING TOWED

Most, if not all boaters will either tow another boat, or be towed by one at some point. It is important that this be done properly so that a difficult situation does not become worse. There is a longstanding, unwritten law of the sea that one boater will aid another in time of distress. The 1971 Boating Safety Act grants protection to those assisting others at sea as “Good Samaritans” and absolves them of civil liability rising from the aid being provided.

When being towed, it is important to have a line passed from the towboat to the towed boat; this assumes that the towing boat has a line of adequate size, length, and strength to properly tow the boat. The towboat should also tow the disabled vessel from as close to amidships as possible. This reduces the tendency to yaw. If possible, the towing boat should use a bridle attached to the two stern ski tow eyes. The vessel being towed should attach the towline to the bow eye that holds the boat onto the trailer. This provides an optimal tow position and a strong tow point. Have the occupants of the boat being towed sit aft of amidships, but not all in the stern. Attention should be given so that the boat remains balanced and on an even keel. Some boats tow better with the engine

tilted out of the water, others need the engine to act as a rudder to be able to maintain a straight line. Start with the engine tilted. If that does not work well, lower the engine until it is about perpendicular. It is important to note that many boats, and almost all-personal watercraft cannot be towed above idle speed, or severe engine damage will result. Always communicate with the other party regarding their boat's specific towing procedures before attempting to tow them.

YOU SHOULD NEVER ATTEMPT TO PLANE OFF THE BOAT BEING TOWED.

9.5 STOPPING THE BOAT

Gradually bring the controls back to idle speed and allow the boat to gradually slow. After the boat has dropped into displacement mode, shift to the neutral position. If you have been running the boat at high engine load for an extended period of time, allow the engine to idle for several minutes to gradually cool. After docking and securing the boat, raise the trim tabs to the upright position and turn off the ignition.

9.6 DOCKING

Safe docking keeps your boat from being damaged, and is an indicator of a capable and knowledgeable captain. There are many docking maneuvers, which will be done wile boating; only the basics will be discussed here.

- Perform docking at idle or no wake speeds. Always try to point into the wind or current, whichever is stronger. This will allow you to use the wind and current as a natural brake. The skipper will then be free to use the boat's power to control its speed and direction.
- Approach the dock at roughly a 45º angle when possible. This approach angle will allow the captain to bring the bow close to the dock and then use reverse to bring the boat to a safe and controlled stop.
- Never approach a dock on plane! Even if the engine speed is at idle, a boat's wake from planning will push the boat uncontrollably into the dock resulting in damage.

9.7 AFTER OPERATION

- Refill the fuel tank. A full fuel tank is less subject to condensation and therefore, less fuel problems. If you will be storing the boat for an extended period of time, always use fuel stabilizer. Yamaha manufactures their own line of engine maintenance products that are designed for your engine.
- If the boat will be left in the water, always make sure that it is secure and can accommodate any tide.
- Turn off all electronics and leave the battery switches in the off position. Remember, the bilge pump will operate properly even with the battery switches in the off position. However, your Edgewater is foam filled and unsinkable, and self-bailing, so a dead battery will not cause the boat to sink. However, always take proper precautions to protect your boat.
- Check that all thru-hull drains are not obstructed by coolers or other equipment, or clogged with debris such as bottle caps and trash.

9.8 TRAILERING YOUR BOAT

IF YOU HAVE ANY DOUBTS OR QUESTIONS ABOUT YOUR TOW VEHICLE OR PROPER TOWING PROCEDURES, CONTACT YOUR DEALER.

BEFORE TOWING YOUR BOAT ON THE HIGHWAY, CHECK THAT YOUR TOW VEHICLE AND TRAILER MEET LOCAL REGULATIONS.

BEFORE LEAVING THE DRIVEWAY, MAKE SURE THAT THE LIGHTS ON THE TRAILER ARE OPERATING PROPERLY. IF NECESSARY, USE A SECOND PERSON TO CHECK THEIR OPERATION.
AT LEAST ONCE PER SEASON, CHECK AND REPAIR/REPLACE THE TRAILER WHEEL BEARINGS.

Before Trailering the Boat

- The trailer should be adequately sized for your boat. Allow about 10% above the maximum boat weight for trailer capacity.
- Make sure your vehicle is properly equipped to handle the load. This includes engine, hitch, frame, brakes, transmission, cooling system, and vehicle capacity.
- Securely attach the boat trailer to the vehicle hitch. Hook the safety chains and cross them under the hitch, and check the lights to ensure that they are hooked up and working.

Trailering Tips

If you have never towed a large trailer before, it is important to practice in a large and open area. If possible, use a trailer without a boat to practice with. With this setup, you can see the trailer's movement without the obstruction of the boat.

It is crucial to be aware of the position of the trailer at all times. Making wide turns, slowly accelerating and decelerating, and making controlled movements will allow for the greatest control of the trailer.

Reversing the Trailer

Backing and maneuvering the trailer is difficult. If possible, use a spotter to help communicate trailer positioning. When backing the trailer, use the rear of the vehicle to push and maneuver the trailer. You will need to turn the vehicle in the opposite direction that you want the trailer to move. Once the trailer is positioned at the correct angle, center your vehicle and push the trailer, making small corrections on the way. If you are unable to maneuver the trailer backwards, move your vehicle/trailer forward and retry backing the trailer from center.

REMEMBER TO CHECK THAT THE TOW BALL IS THE SAME SIZE AS THE TRAILER COUPLER. NEVER USE A DIFFERENT SIZE!

ALWAYS USE A TOW VEHICLE THAT IS RATED FOR THE WEIGHT OF YOUR BOAT AND TRAILER. DO NOT ASSUME THAT A VEHICLE WITH A POWERFUL ENGINE IS CAPABLE OF TOWING YOUR BOAT.

9.9 LAUNCHING YOUR BOAT

When you arrive at the ramp, prepare your boat before backing the boat onto the ramp.

- Check that the hull plug is in place
- Place a line on the bow and stern cleats to be at the dock ready.
- Have fenders out and on the proper side.
- Raise the engine so it will not be damaged during launching.
- Check that the battery switch is in one of the “on” positions, and the boat key is in the ignition.
- Remove tie-down straps
- If you have a second person willing to help, hand them the free end of the bowline and have them follow the trailer as you enter the ramp.
- Back the boat into the water until it barely floats.
- Lower the engine. Pump the fuel bulb until firm. Then crank the engine.
- Let the engine idle for a few minutes to warm up before getting under way.
- Remove the winch line and back off the trailer.

9.10 RETRIEVING YOUR BOAT

There are several ways to retrieve your boat; however, this method is simple and safe.

- Dock the boat, leaving the ramp open
- Back the trailer into the water until the bunks are completely submerged, or until the middle roller is just touching the water. This depth should provide enough to float the boat until the last minute and yet provide enough resistance from the trailer to stop the boat short of the winch stand.
- Drive the boat onto the middle of the trailer at idle speed.
- Once the boat has touched the trailer, attach winch line to the bow eye. The boat should now be easily winched onto the last several feet of the trailer.

THIS METHOD SHOULD BE EASY AND CONTROLLED. NEVER POWER THE BOAT ONTO THE TRAILER AT HIGH SPEEDS OR WITH EXCESSIVE POWER. THIS WILL DAMAGE THE RAMP, BOAT, ENGINE, AND TRAILER. IF THE BOAT WILL NOT PROPERLY FLOAT ONTO THE TRAILER, OR FLOATS ABOVE THE TRAILER, ADJUST THE TRAILER DEPTH AND TRY AGAIN.

WHEN PROPERLY DONE, THIS METHOD WILL NOT HARM BOAT RAMPS BY POWERING AWAY THE SOIL FROM THE BASE OF THE RAMP.

10/ Routine Maintenance

10.1 EXTERIOR HULL AND DECK

Fiberglass

When you remove the boat from the water, clean it as soon as possible. Dirt, debris, and grime will come off easier while it is still wet. Use a brush and biodegradable boat cleanser. Stubborn areas may be cleaned with a non-abrasive cleaner. Harsh abrasives, and chemical cleaners are not recommended as they can damage the gelcoat, shorten its life, and make it more susceptible to stains. When used in saltwater, the boat should be washed after each use.

DO NOT USE ANY CLEANERS CONTAINING AMMONIA OR WITH EXTREMELY HIGH OR LOW PH LEVELS AS THIS WILL AFFECT THE CONDITION OF GELCOAT.

The hull should be waxed periodically, at least once a year, with a high-quality wax. This will keep it shiny looking and help prevent chalking and aging. The wax will also make it easier to keep clean by closing the pores that trap the grime.

DO NOT WAX NON-SKID AREAS. IT COULD MAKE THEM SLIPPERY AND INCREASE THE POSSIBILITY OF INJURY.

Stainless Steel Hardware

The stainless-steel hardware of your boat should be cleaned and washed after each boat use, especially in salt of polluted water. While its is “stainless”, it is not “stain-proof”. If it is not cleaned, it can develop surface rust stains. It can be protected with a high quality automotive or boat wax. It can also be protected with a commercial metal cleaner and protectant such as Flitz ®.

Anodized Aluminum

The aluminum can be maintained with a regular washing with soap and water and wiped with a rag containing a petroleum-based lubricant such as WD-40 ®. Otherwise, it can develop surface corrosion, which can penetrate the anodizing and attack the aluminum underneath. If badly scratched, it can be repaired with an aluminum or silver paint.

Chrome Hardware

Use a good metal polish and protect with wax. This should be done every couple of months or as soon as there is any finish deterioration. Dupont ® No. 7 Chrome Polish works well.

Plexiglas ®

Do not use products with ammonia on your Plexiglas ® windscreen. It can mar the surface and reduce its transparency. A mild soap and water or non-ammonia based cleaner will work well. Cleaners should not be used which contain solvents, acetone, or alcohol. Plexus ® is recommended for the proper treatment and protection of Plexiglas ® surfaces.

Upholstery

Soap and water should be periodically used to clean the vinyl. Vinyl protector products can make the seats slippery, which may not be desirable. When cleaning the vinyl, be gentle. Do not use cleaners that contain ammonia, acetone, strong solvents, or powdered abrasive cleaners. These will damage and shorten the vinyl's life. Your vinyl is UV treated for exposure to the sun. However, leaving vinyl upholstery uncovered for extended periods of time will drastically reduce its life.

Sump Area

Your boat has a bilge area in the aft part of the boat. This can be maintained well by periodically using a boat bilge cleaner. Follow the directions carefully.

Powder Coated Parts

Powder coating can be a very effective option to minimize corrosion to aluminum or stainless steel parts. Keep in mind, however, that powder coating requires waxing, applicants of water dispersant, aerosols on fasters, and touchups to maintain its luster and protective qualities.

10.2 ENGINE

If you have a new engine with a built-in flushing device, the engine may be flushed without cranking. To flush the engine, connect a freshwater garden hose to the flush connector on the engine. Turn on the water and allow the engine to flush for a few minutes. Please note, that modern 4-stroke outboard engines do not require for the engine to be running when flushing.

If you prefer to use other methods of flushing, such as flush bags, or flush muffs, the engine must be running at idle speed while water is flowing. Connect the freshwater hose to the muffs, or fill the flush bag, and then start the engine.

DO NOT CRANK THE ENGINE WITHOUT WATER RUNNING. WATER ACTS AS A COOLANT AND LUBRICATES THE WATER PUMP. THE RUBBER IMPELLER OF THE WATER PUMP CAN BE DAMAGED WITHIN SECONDS OF USE OUT OF THE WATER.

DO NOT REV THE ENGINE WHEN FLUSHING; IDLE SPEED IS SUFFICIENT!

The exterior of the engines will respond well to a good quality wax. This should be re-applied every several months as the marine environment and constant sun exposure will deteriorate your motor's finish without proper protection. Consult the engine manufacturer's owner's manual for specific instructions. In areas where there is a conflict between this manual and the engine owner's manual, the engine owner's manual will always take precedence.

11/ Exterior Equipment

11.1 ANCHOR LOCKER

The anchor locker on your new boat has been designed for a Danforth, plough or claw style anchor. Before using the anchor for an extended period or overnight, make sure that the free end of the anchor line is attached to the boat's anchor tie-off cleat, which is located inside of the locker.

YOUR ANCHOR LINE SHOULD BE A MINIMUM OF 7 TIMES THE DEPTH THAT YOU CAN ROUTINELY OPERATE.

YOUR BOAT SHOULD HAVE A MINIMUM OF 150 TO 200 FEET OF ½" THREE-STRAND NYLON LINE. IF YOU ROUTINELY VENTURE OFFSHORE, ALWAYS USE THE SEVEN TIMES DEPTH RULE. IT IS CRUCIAL TO BE ABLE TO MAINTAIN POSITION IN DEEP WATER.

11.2 BOARDING LADDER

Your boat is equipped with a fold down boarding ladder.

- Always shut down the engine if people will be using the ladder. Even with the engine neutral, there is a risk of injury from carbon monoxide, or accidental engagement of the drive unit.
- Check that the ladder has been stored before getting underway.

11.3 TRIM TABS

The trim tabs on your boat can assist the captain in maintaining trim and level running attitude. When used in conjunction with the engine trim, a great deal of flexibility is available to the operator. On your EdgeWater hull, the trim tabs are most useful to affect lateral trim. For example, if the boat is loaded heavier to the port side, lowering the port trim tab will help elevate that side and correct for the trim. This is important for both the seaworthiness and fuel consumption of the boat. A hull is most efficient when running level (port/starboard) and with the bow 3º to 5º above level. You can also use your trim tabs to correct for heavy wind or other conditions that may affect the lateral level of your boat.

12/ Seasonal Maintenance

12.1 ENGINE

Refer to your engine manual for any specific information regarding your engine. For the fuel system, add a fuel stabilizer to a full fuel tank. Run the engine for a minimum of 10 minutes to allow the fuel stabilizer to reach the engine.

- Wax the engine exterior
- Remove the engine cowl and spray the engine's powerhead with a non-conductive lubricant spray. Do not spray directly on joints that are lubricated with grease as some lubricant sprays may dissolve grease.
- Grease all external zerk fittings on the engine and steering system. Use marine grade grease. Never over grease fittings are you may cause the rubber seals to burst.
- Change the engine lower unit oil. This will remove contaminants that may have built up throughout the boating season. If there is a leak, have it repaired by your dealer.
- Remove the propeller and grease the propeller shaft. Inspect the shaft and propeller for unusual wear or signs of deterioration.
- Remove the hull plug.

12.2 HULL

Wax the entire boat. The hull will maintain its factory delivered luster much longer if waxed at least once per season. The inside of the boat, which is subject to the suns direct rays, will also respond well to a good coat of marine wax.

DO NOT WAX THE NON-SKID SURFACES OF THE BOAT

12.3 STORAGE

It is best to store the boat inside. However, if inside storage is not available you must cover the boat to protect it from the sun and other environmental hazards. If you store the boat on a covered lift, you do not need to use a cover, as the lift will protect the boat. However, if you store the boat on a trailer or on an uncovered lift, you will need to use a cover to protect it.

If you store your boat with a cover on you must allow ample ventilation throughout the cover to prevent the buildup of mildew. In addition, you should periodically remove the cover to allow moisture to dissipate, which will avoid mildew growth and staining of the upholstery and deck.

12.4 TRAILER

- Check the wheel bearings for water. Clean and re-pack the bearings as necessary.
- Check the tires for proper inflation.

- Store the boat with the bow slightly elevated so it can properly drain.
- If possible, cover the boat so that the sun will not deteriorate the upholstery, and other environmental hazards will not damage the deck or upholstery. If covered, make sure to let air circulate to prevent mildew buildup.
- If you store the boat in a high snow or rain area, make sure to properly support the cover.

CALIFORNIA EVAPORATIVE EMISSIONS CONTROL SYSTEM
WARRANTY STATEMENT
YOUR WARRANTY RIGHTS AND OBLIGATIONS

The California Air Resources Board and EdgeWater Power Boats are pleased to explain the evaporative emission control system's warranty on your 2018 outboard water craft. In California, new spark-ignition marine watercraft (SIMW) must be designed, built, and equipped to meet the State's stringent anti-smog standards. EdgeWater Power Boats must warrant the evaporative emission control system on your outboard water craft for the period listed below provided there has been no abuse, neglect or improper maintenance of your SIMW.

Your evaporative emissions control system may include parts such as: canisters, carburetors, clamps, connectors, filters, fuel caps, fuel lines, fuel tanks, valves, vapor hoses, and other associated evaporative emissions control system components.

MANUFACTURER'S WARRANTY COVERAGE:
This evaporative emission control system is warranted for two years. If any evaporative emission-related part on your SIMW is defective, the part will be repaired or replaced by EdgeWater Power Boat.

OWNER'S WARRANTY RESPONSIBILITIES:

- As the outboard water craft owner, you are responsible for performance of the required maintenance listed in your owner's manual. EdgeWater Power Boats recommends that you retain all receipts covering maintenance on your outboard water craft, but EdgeWater Power Boats cannot deny warranty solely for the lack of receipts.
- As the outboard water craft owner, you should however be aware that EdgeWater Power Boats may deny you warranty coverage if your spark-ignition marine watercraft or a part has failed due to abuse, neglect, or improper maintenance or unapproved modifications.
- You are responsible for presenting your outboard water craft to an Edgewater Power Boats distribution center or service center as soon as the problem exists. The warranty repairs should be completed in a reasonable amount of time, not to exceed 30 days. If you have a question regarding your warranty coverage, you should contact EdgeWater Power Boats at 1-386-426-5457.

The California evaporative emissions control system warranty covers the following list of components:
(1) Canister Mounting Brackets
(2) Carbon Canister
(3) Carburetor Purge Port Connector
(4) Clamps*
(5) Control Cables*
(6) Control Linkages*
(7) Control Solenoids*
(8) Control Valves*
(9) Electronic Controls*
(10) Fuel Cap
(11) Fuel Line
(12) Fuel Line Fittings
(13) Fuel Tank
(14) Liquid/Vapor Separator
(15) Pressure Relief Valves*
(16) Purge Valves
(17) Vacuum Control Diaphragms*
(18) Vapor Hoses
(19) All other parts not listed that may affect the evaporative emissions control system

*Note: As they relate to the evaporative emissions control system.

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EDGEWATER POWER BOATS LLC