

# OWNER'S MANUAL

Dear Boat Owner:

READ THIS MANUAL THOROUGHLY BEFORE FIRST USE OF YOUR BOAT. REVIEW IT PERIODICALLY. IT CONTAINS USEFUL INFORMATION AND IMPORTANT PRECAUTIONS TO OBSERVE.

Sincerely,

Correct Craft, Inc.

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## PREFACE

*Dear Correct Craft Owner:*

*Congratulations on your purchase of a Correct Craft boat. You have chosen a craft that is unexcelled "on the waters of the world."*

*Since 1925, we have manufactured only the finest products the boat builders art can produce, even extending, by the grace of God, to stunning achievements in the making of boats serving in defense of our country.*

*Your Correct Craft was manufactured with the latest skills in marine technology and materials, however, something very special was added along the way -- a legacy handed down by W. C. Meloon over 60 years ago. His dedication to building boats to the glory of God remains true today as the cornerstone of our commitment in bringing to you the finest in pleasure boating. We ask that you take the time to review all of the data that has been assembled in your owner's manual. You will find many useful hints on care and maintenance, as well as some cautions that apply to your boat.*

*Many years of boat building experience have gone into the production of your boat. We hope that you will enjoy it to the fullest. Welcome "on the waters of the world."*

*Sincerely,*



*Walter N. Meloon  
President/Chief Executive Officer*

*Yours, O Lord, is the  
Greatness and the Power  
and the Glory and the Majesty  
and the Splendor,  
for everything in Heaven  
and Earth is Yours.  
You are Before all Things,  
and in You all  
Things hold together.*

*I Chronicles 29, Colossians 2*

*8.89 Correct Craft*

## **PREFACE, CONT.**

If you find that the information contained in this owner's manual does not answer your specific question, then we invite you to contact your nearest dealer or your Correct Craft regional warehouse for answers or necessary service. A list of the Correct Craft warehouses is given below, with the specific areas that they service.

### **MID-ATLANTIC CORRECT CRAFT**

P. O. Box 403  
Route 173  
Bloomsbury, NJ 08804  
(201) 479-6810  
Maryland  
New Jersey  
New York  
Pennsylvania (Eastern)  
Virginia  
Delaware  
District of Columbia

### **MID-WEST CORRECT CRAFT**

P. O. Box 216  
Angola, IN 46703  
(219) 833-2226  
Illinois  
Indiana  
Iowa  
Kentucky  
Michigan  
Minnesota  
Missouri  
Nebraska  
North Dakota  
Ohio  
Pennsylvania (Western)  
South Dakota  
West Virginia  
Wisconsin

### **SOUTHWEST CORRECT CRAFT**

Rt. 2, Box 509  
Lindale, TX 75771  
(214) 882-8593  
Arkansas  
Kansas  
Louisiana  
Oklahoma  
Texas

**PREFACE, CONT.**

**NEW ENGLAND CORRECT CRAFT**

142 Flagg Road  
Rochester, NH 03867  
(603) 332-5739  
Connecticut  
Maine  
Massachusetts  
New Hampshire  
Rhode Island  
Vermont

**SOUTHEAST CORRECT CRAFT**

7576 South Orange Avenue  
Orlando, Florida 32809  
(407) 851-1965  
Alabama  
Florida  
Georgia  
Mississippi  
North Carolina  
South Carolina  
Tennessee

**WEST COAST CORRECT CRAFT**

11371 Pyrites Way  
Rancho Cordova, CA 95670  
(916) 638-3382  
Alaska  
Arizona  
California  
Colorado  
Hawaii  
Idaho  
Montana  
Nevada  
New Mexico  
Oregon  
Utah  
Washington  
Wyoming

If, for any reason your nearest dealer or the warehouse servicing your territory cannot satisfactorily resolve your problem or answer your questions, then please feel free to contact our Customer Service Department at the main offices of Correct Craft, Inc., either by telephone or by mail.

**CORRECT CRAFT, INC.**  
6100 S. Orange Avenue  
Orlando, FL 32809  
(407) 855-4141

**THANK YOU AND ENJOY YOUR CORRECT CRAFT!**

## NOTICE TO OWNER

We realize that you, as the owner of a new boat, are anxious to get it in the water and go. That is understandable. However, you have a valuable investment to protect, so we suggest that you hold your enthusiasm in check and take the time to read this manual first. You will be a lot more comfortable when you take to the water.

**ENJOY YOUR CORRECT CRAFT:** Generally, preparation services are part of your agreement with your dealer and all of the following should have been completed. However, it is your responsibility to check to see that each and every preparation step listed below has been completed by your dealer or yourself before you use your boat. Be sure that these preparations have been accomplished.

If, as is true in most instances, the prep work has been completed, it's still a good idea to review this "notice."

In addition to any dealer preparation, it is every owner's obligation to check these items before every use. If leaks or abnormalities are found, stop, shut off engine and do not operate until your local dealer has corrected the problem(s). You will be more familiar with your craft and, thus, more confident.

### TO DEALER:

THIS BOAT HAS BEEN WATER TESTED BEFORE LEAVING THE FACTORY. HOWEVER, BEFORE DELIVERY TO CONSUMER, YOU MUST MAKE THE FOLLOWING INSPECTIONS AND ADJUSTMENTS. THE FACTORY WINTERIZED THIS BOAT, SO CHECK ALL WATER CONNECTIONS (REGARDLESS OF SEASON).

1. Open motor cover then **LEAVE OPEN** while starting and checking engine.
2. All engine drain plugs should be in and closed. Replace any hose that is off the engine (refer to engine manual).
3. **VERY IMPORTANT!** Check all gasoline line connections. Fill gasoline tank. (All Correct Craft boats since 1972 are equipped with an anti-siphon valve.) Check for leaks after filling with gasoline and again after the engine has run for a few minutes.
4. **IMPORTANT!** Check engine oil level and transmission oil level.
5. Battery must be 12 volt (neg. ground), and of proper rating and physical size (refer to engine manual). (There is a sticker affixed to the battery box lid that will give you this information.)
6. Check all wiring for loose connections.
7. Install propeller on shaft, taking care that key fits properly, nut pulls prop up tight on shaft taper, and cotter pin is in place properly. Check engine alignment.

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8. Install hull drain plug. (Sport Nautiques are equipped with two drain plugs)
9. Now, if your boat is not yet in the water, you should launch it at this time.
10. Make sure motor cover is open and run blower at least four minutes before starting engine. Turn the blower on with the dash switch.
11. Start engine, being extremely careful not to become entangled in the belts and pulleys, as personal injury may result. Visually check the following:
  - > Oil pressure gauge for proper reading (see engine owner's manual).
  - > Cooling water circulation (observe water filter).
  - > Cooling water temperature gauge for proper reading (see engine owner's manual).
  - > Charging system voltmeter for proper reading (see engine owner's manual).
  - > Check for gasoline and cooling water leaks.

**CAUTION! NEVER RUN ENGINE WITHOUT COOLING WATER.**

12. Water test boat, observing engine manufacturer's suggested break-in procedure.
13. Check again for fuel system leaks throughout the entire system.
14. Visually check for water leakage at propeller shaft stuffing box and adjust if necessary. (Refer to "Propeller Shaft Stuffing Box" in the Operational Maintenance section of the owner's manual for more details on adjusting the stuffing box.)
15. After 25 hours of operation, we suggest you return the boat to your local dealer to re-check engine alignment, stuffing boxes for proper adjustment and fuel system for leaks. Follow engine manufacturer's recommendation for additional service (see engine owner's manual).

**NOTE:** Read the "Notice to Dealer" sticker which is affixed to the inside of your motor box. Remember, these preparation checks have probably already been made by your dealer, but it is the owner's obligation to check these items. You will be more familiar with your craft.

We suggest that you now read "OPERATIONAL MAINTENANCE" to further familiarize yourself with your boat.

## **CAUTION AND WARNING LABELS**

### **CAUTION & WARNING LABELS**

THE FOLLOWING PRECAUTIONS ARE VITALLY IMPORTANT TO YOUR PERSONAL WELL-BEING AND THAT OF YOUR BOAT.

**FUEL:** NEVER USE ANY FUEL OTHER THAN GASOLINE IN YOUR BOAT. ALCOHOL BLENDED FUELS MAY CAUSE DETERIORATION OF THE FUEL SYSTEM COMPONENTS. THIS MAY LEAD TO POTENTIALLY DANGEROUS CONDITIONS, INCLUDING FIRE AND POSSIBLE EXPLOSION.

**REPLACEMENT PARTS:** UNDER NO CIRCUMSTANCES SHOULD YOU USE NON-MARINE APPROVED REPLACEMENT PARTS. A MARINE ENGINE IS DESIGNED FOR MARINE USE. IF YOU NEED A REPLACEMENT PART, CONTACT YOUR DEALER, AN INBOARD BOAT MECHANIC OR CORRECT CRAFT, INC.

AGAIN, NEVER USE AUTOMOTIVE PARTS ON A MARINE ENGINE. USE ONLY MARINE APPROVED PARTS.

WE URGE YOU TO FOLLOW THESE PRECAUTIONS CAREFULLY, FOR OPTIMUM ENJOYMENT OF YOUR CORRECT CRAFT.

**3**



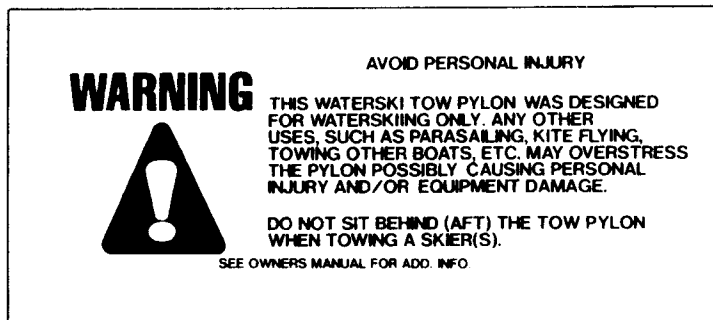
## CAUTION & WARNING LABELS, CONT.

Below are samples of the warning/information labels that should be affixed to your boat and trailer. It is your responsibility to maintain the legibility of these labels and to heed their warnings.

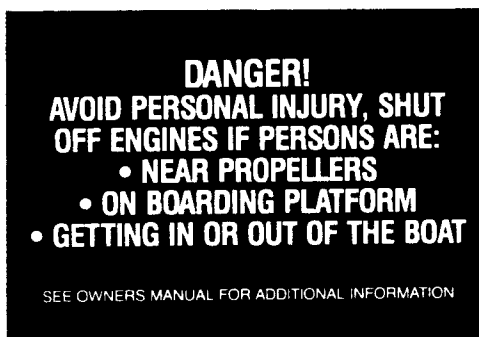
Be sure that all of the warning/information labels on your boat are legible and not marred. If your warning labels are not intact and readable, please contact Correct Craft for a replacement set. These labels serve a vital function of warning you and your passengers and must remain in good condition on your boat.  
 Note: the warning/information label is listed next to each below.

<b>BATTERY INFORMATION</b>				
<b>ENGINE SIZE</b>	<b>COLD CRANK</b>	<b>RESERVE CAPACITY (MIN.)</b>	<b>BATTERY TYPE (BCI)</b>	<b>BATTERY SIZE</b>
<b>305-302 350-351</b>	<b>380A</b>	<b>115</b>	<b>43 MARINE</b>	<b>13"L, 8"H 6¾"W</b>
<b>454-460</b>	<b>465A</b>	<b>125</b>	<b>24 MARINE</b>	<b>11"L, 9½"H 6¾"W</b>
<b>WITH TAPERED POST CONNECTORS</b>				

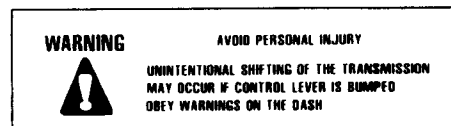
Battery Box



Tow Pylon



Dash




Throttle Control

3

**CAUTION & WARNING LABELS, CONT.**

**WARNING** **LEAKING FUEL**




**IS A FIRE AND EXPLOSION HAZARD  
INSPECT FUEL SYSTEM REGULARLY**

SEE OWNERS MANUAL FOR ADD. INFO.

Inside Motor Box  
and On Fuel Tank

**WARNING** **DO NOT USE GASOLINE  
CONTAINING ALCOHOL.  
ALCOHOL BLENDED FUELS  
MAY CAUSE DETERIORATION  
OF FUEL SYSTEM COMPONENTS.**



SEE OWNERS MANUAL FOR ADD. INFO.

Fuel Fill

**DANGER** **AVOID PERSONAL INJURY  
KEEP AWAY FROM BOAT AND  
DO NOT USE BOARDING  
PLATFORM WHILE ENGINE  
IS RUNNING**



SEE OWNERS MANUAL FOR ADD. INFO.


Transom and Aft  
Deck

**BOATMAN'S CHECK LIST**

For maximum enjoyment and safety, check each of these items BEFORE you start your engine:

- DRAIN PLUG (Securely in place?)
- LIFE SAVING DEVICES (One for every person on board?)
- STEERING SYSTEM (Working smoothly and properly?)
- FUEL SYSTEM (Adequate fuel? Leaks? Fumes?)
- BATTERY (Fully charged? Cable terminals clean and tight?)
- ENGINE (In neutral?)
- CAPACITY PLATE (Are you overloaded or overpowered?)
- WEATHER CONDITIONS (Safe to go out?)
- ELECTRICAL EQUIPMENT (Lights, horn, pump, etc ?)
- EMERGENCY GEAR (Fire extinguisher, bailer, paddle, anchor & line, signalling device, tool kit, etc ?)

Dash



**WARNING!  
GASOLINE VAPORS  
CAN EXPLODE**

**BEFORE STARTING ENGINE**  
OPERATE BLOWER FOR 4 MINUTES. CHECK ENGINE COMPARTMENT FOR GAS OR VAPORS. RUN BLOWER WHEN BELOW CRUISING SPEED

TO INSURE SAFE USE AND MAINTENANCE OF THIS BOAT READ AND UNDERSTAND THE OWNERS MANUAL THOROUGHLY IF YOU DO NOT HAVE AN OWNERS MANUAL CONTACT: CORRECT CRAFT, INC., 5717 S. ORANGE AVE ORLANDO, FLORIDA 32809 (305) 855-4141


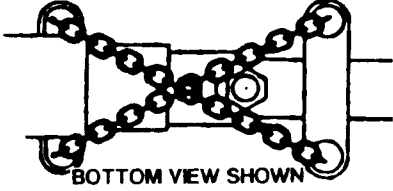
**AVOID PERSONAL INJURY**

- LEAKING FUEL IS A FIRE AND EXPLOSION HAZARD. INSPECT FUEL SYSTEM REGULARLY
- DO NOT MAKE HIGH SPEED MANEUVERS IN THIS BOAT
- DO NOT USE GASOLINE CONTAINING ALCOHOL. ALCOHOL BLEND FUELS MAY LEAD TO DETERIORATION OF FUEL SYSTEM COMPONENTS CAUSING A FIRE AND EXPLOSION HAZARD
- DO NOT SIT ON SEAT BACKS, SIDES OF BOAT, OR MOTOR BOX WHEN ENGINE IS RUNNING
- DO NOT STAND ON THE SIDES OF THE BOAT AT ANY TIME
- THE ENGINE SHOULD NEVER BE RUNNING WHEN THE OPERATOR IS NOT IN A PROPER DRIVING POSITION, THAT IS SEATED WITH BODY FACING FORWARD AND HANDS AT THE CONTROLS


SEE OWNERS MANUAL FOR ADDITIONAL INFORMATION

Dash


CAUTION & WARNING LABELS, CONT.

<b>WARNING</b> 	<b>AVOID PERSONAL INJURY AND EQUIPMENT DAMAGE</b> <b>NEVER PLACE HANDS OR OTHER BODY PARTS BETWEEN THE COUPLING AND ANY PART OF THE TOW VEHICLE .</b> <b>ALSO BEFORE TRAILING :</b>
<b>(1) HITCH ONLY TO BALL SIZE MARKED ON COUPLING.</b> <b>(2) BE CERTAIN HITCH BALL IS FULLY ENGAGED IN COUPLER AND LOCKING LEVER IS DOWN.</b> <b>(3) CROSS SAFETY CHAINS UNDER COUPLING.</b> <b>(4) ALLOW ONLY ENOUGH SLACK IN SAFETY CHAINS FOR TURNS.</b>	


Trailer Tongue

<b>CAUTION</b> 	<b>TO AVOID EQUIPMENT DAMAGE, NEVER TOW YOUR BOAT AND TRAILER UNLESS TURNBUCKLE IS ATTACHED TO BOTH. DRIVE BOAT ON TRAILER, ATTACH TURNBUCKLE TO BOAT AND TRAILER BEFORE PULLING FROM WATER. DO NOT TIGHTEN TURNBUCKLE UNTIL THE BOAT IS CLEAR OF THE WATER.</b>
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Trailer Tongue

<b>CAUTION</b> 	<b>TO AVOID EQUIPMENT DAMAGE, NEVER TOW YOUR BOAT AND TRAILER UNLESS THE TURNBUCKLE IS ATTACHED TO BOTH AND THE WINCH IS IN THE LOCKED POSITION.</b>
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Winch Stand

<b>WARNING</b> 	<b>AVOID PERSONAL INJURY</b> <b>THIS WATER SKI TRANSOM TOW RING WAS DESIGNED FOR WATER SKIING ONLY. ANY OTHER USES, SUCH AS PARASAILING, KITE FLYING, TOWING OTHER BOATS, ETC. MAY OVERSTRESS THE TRANSOM TOW RING, POSSIBLY CAUSING PERSONAL INJURY AND/OR EQUIPMENT DAMAGE</b>  <b>DO NOT TOW MORE THAN TWO WATER SKIERS WITH THIS TRANSOM TOW RING</b>
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Transom

## NOTICE TO DEALER

**THIS BOAT HAS BEEN WATER TESTED BEFORE LEAVING THE FACTORY. HOWEVER, BEFORE DELIVERING TO CONSUMER YOU MUST MAKE THE FOLLOWING INSPECTIONS AND ADJUSTMENTS. THE FACTORY WINTERIZED THIS BOAT SO CHECK ALL WATER CONNECTIONS ( regardless of season).**


1. Open motor cover and **LEAVE OPEN** while starting and checking engine.
2. See that all engine drain plugs are in and closed and replace any hose that is off the engine (Refer to Engine Manual). Open engine intake seacock on boats so equipped.
3. **THIS IS VERY IMPORTANT!** Check all gasoline line connections. Fill gasoline tank. Open shut-off valve if your boat is so equipped. (All Correct Craft Boats are equipped with an anti-siphon valve). Check for leaks after filling with gasoline and again after the engine has run for a few minutes.
4. **IMPORTANT!** Check engine oil level and transmission oil level.
5. Battery must be 12 volt (Neg. Ground), and of proper rating and physical size (Refer to Engine Manual). (There is a sticker affixed to the battery box lid that will give you this information.)
6. Check all wiring for loose connections.
7. Install propeller on shaft, taking care that key fits properly, nut pulls prop up tight on shaft taper, and cotter key is properly in place. Check engine alignment.
8. Install hull drain plug(s) and launch boat.
9. Make sure motor cover is open and run blower at least four minutes before starting engine. Turn the blower on with the dash switch.
10. Start engine being extremely careful not to become entangled in the belts and pulleys as personal injury may result, then visually check:
  - Oil Pressure Gauge for proper reading (See Engine Owner's Manual)
  - Cooling water circulation (Observe Water Filter)
  - Cooling Water Temperature Gauge for proper reading (See Engine Owner's Manual)
  - Charging System Volt Meter for proper reading (See Engine Owner's Manual)
  - Check for gasoline and cooling water leaks**CAUTION! Never run engine without cooling water.**
11. Water test boat, observing engine maker's suggested break-in procedure.
12. Check again for fuel system leaks throughout the entire system.
13. Visually check for water leakage at propeller stuffing box and adjust if necessary. (Refer to 'Propeller Shaft Stuffing Box' in the Operational Maintenance Section of the Owners Manual for more detail on adjusting the Stuffing Box)
14. Advise new owner to follow engine manufacturer's break-in procedure. (See Engine Owner's Manual)
15. After 25 hours of operation, recheck engine alignment, stuffing boxes for proper adjustment, and fuel systems for leaks. Follow engine manufacturer's recommendation for additional service at this time. (See Engine Owner's Manual)

See Owners Manual for additional information

**CORRECT CRAFT**<sup>TM</sup>  
6100 SOUTH ORANGE AVENUE  
ORLANDO, FLORIDA 32809-4610


CAUTION & WARNING LABELS, CONT.

**CAUTION**



**AVOID EQUIPMENT DAMAGE. TRAILER WHEEL LUG NUTS SHOULD BE TIGHTENED TO 90-95 FT. LBS. CHECK WHEEL LUG NUT TIGHTNESS BEFORE EVERY USE.**

Trailer Tongue




**CAUTION**

**AVOID EQUIPMENT DAMAGE ! DO NOT LOSE SEAL RING WHEN CLEANING WATER STRAINER ELEMENT AND CANISTER. IF IT IS LOST DO NOT OPERATE ENGINE UNTIL THE SEAL RING IS REPLACED.**

Water Strainer

**WARNING**



**AVOID PERSONAL INJURY. TRAILER SURFACES ARE SLIPPERY WHEN WET. USE EXTREME CARE WHEN STEPPING ON THEM.**

Trailer Fenders

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## OPERATIONAL MAINTENANCE

**CARE OF YOUR BOAT:** As with a car, the old adage "An ounce of prevention is worth a pound of cure" applies to your boat. Whether it be engine, finish or upholstery, the key word is "prevention." We will give you some tips that will help keep your boat in good running order and in good condition.

The first thing you should consider to is the OPERATIONAL MAINTENANCE of your boat.

1. Read the instructions in your engine manual very carefully.
2. Keep a daily look-out for fuel line leaks.
3. **NEVER** start your engine if gasoline odor is present. Gasoline fumes are highly explosive, so before starting your engine, open your motor cover, inspect the engine compartment for gasoline fumes and operate the blower for at least four minutes. Run your blower when operating at slow speeds.
4. When servicing the ignition or wiring, always disconnect battery cables at the battery terminals.
5. Check for water circulation. Exhaust should contain steady flow of water. In closed cooling systems, have water at the proper level. (Check your engine manual.)

**ALL CORRECT CRAFT BOATS ARE PROVIDED WITH A ROD THAT WILL HOLDS THE MOTOR BOX IN AN OPEN POSITION. THE ROD SWIVELS FROM THE FLOOR OF THE BOAT AND SHOULD BE ENGAGED IN ITS RECEPTACLE MOUNTED INSIDE THE MOTOR BOX. FAILURE TO DO THIS MAY CAUSE EQUIPMENT DAMAGE OR RESULT IN INJURY.**

**SPARK PLUGS:** Check spark plugs every 100 hours and refer to your engine manual. Replace them if they appear pitted or burned.

**STEERING CABLE:** Refer to the literature supplied for your steering system as to proper lubrication and maintenance.

**BILGE PUMP:** Check your bilge pump often to ensure that it is operating efficiently. Remove any debris that you find in the bilge. The bilge is a very important area to keep clean. Wash it down with a good household detergent or a bilge cleaner available at a marine supply store to prevent a build-up of grease and scum, then rinse well with clear water **WITH YOUR BILGE PUMP RUNNING**. If your pump seems to lag, remove the head from the base and check the impeller to ensure that there is no debris lodged in it. See your dealer if there is still a problem with water removal.

Unless you are an expert mechanic, there are some engine maintenance functions that are better performed by your dealer, such as service to your starter motor, alternator, distributor, ignition breaker points, timing and electrical ground connections.

Further recommendations for the operational maintenance of inboard drives that can be accomplished by you or your dealer will follow. It is advisable to familiarize yourself with them, even if you have your dealer service your boat.

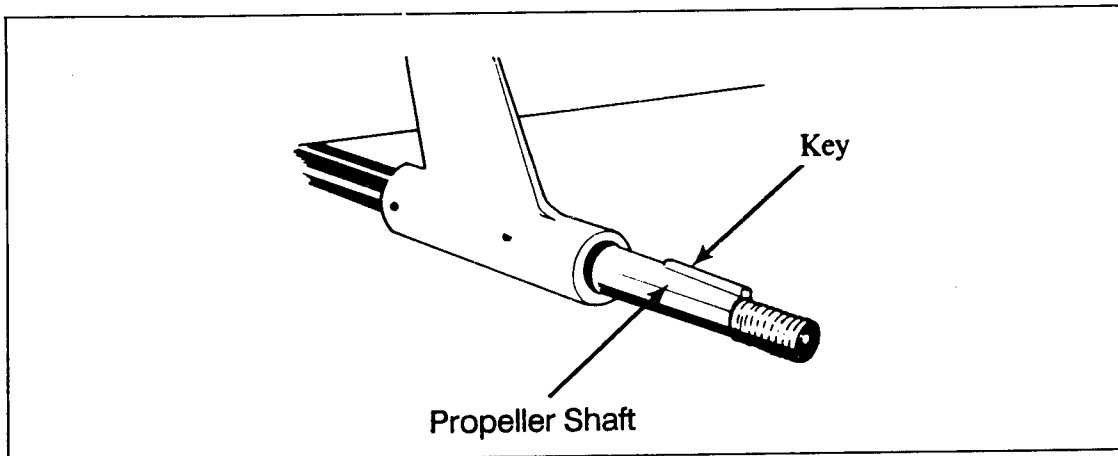
## OPERATIONAL MAINTENANCE, CONT.

**PROPELLER:** Here are a few tips for the installation (or re-installation,) of the propeller.

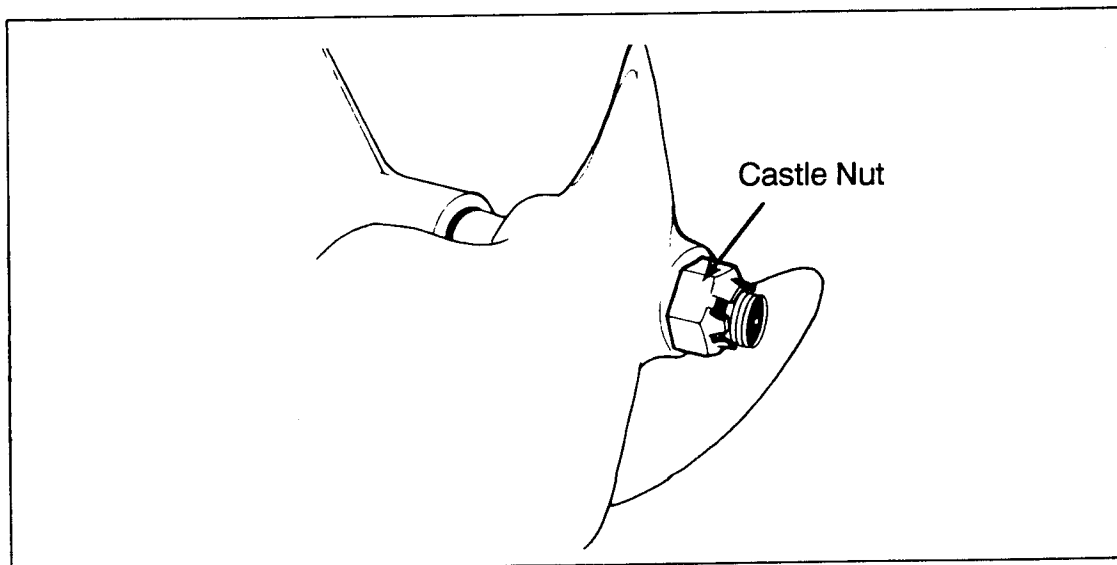
**A NOTE OF CAUTION:** A propeller can be very sharp so be careful to handle it with that thought in mind. (It's not a bad idea to wear a pair of protective gloves, such as those made for gardening, when handling any propeller.)

Now, for installation, follow these steps:

1. Before placing the propeller on the shaft, note the keyway on the shaft and in the propeller. Make sure that the key rides freely in the shaft keyway as well as the propeller keyway. Then place the key in the shaft keyway. Now match the installed key to the propeller keyway. (See Illustration.) Simply match these up and push the propeller onto the shaft. You'll hear a solid "thunk" as the propeller is seated. **THE PROPELLER WILL ONLY SLIP ON IN ONE DIRECTION SINCE THE SHAFT AND PROPELLER BORE ARE TAPERED.**



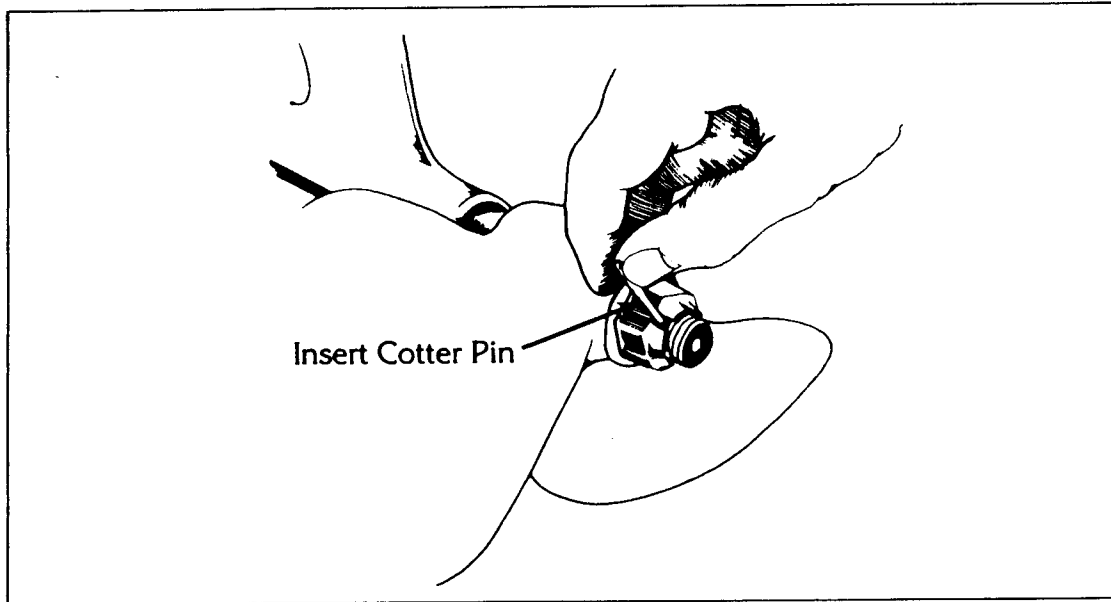
2. Next, place the castle nut on the shaft and wrench tighten, making sure that the key is firmly seated and that it doesn't ride up on either end of the keyway.



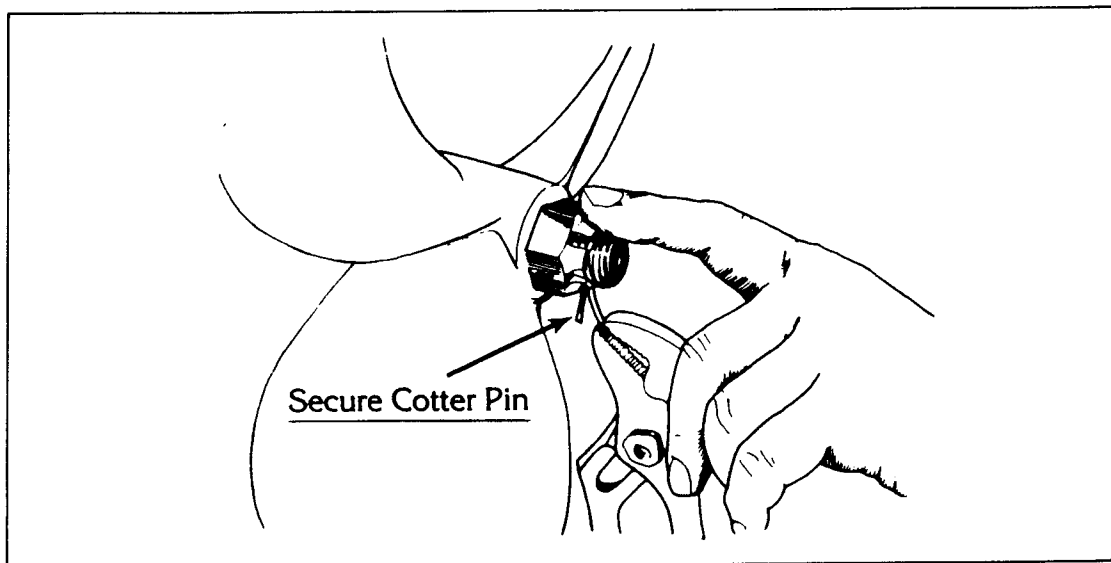
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## OPERATIONAL MAINTENANCE, CONT.

3. When the castle nut is tight, look for the cotter pin hole and insert cotter pin (see illustration). With a light tap, drive the cotter pin down to the hole so that its rounded top rests snugly upon the hole. Next, with a pair of pliers, bend the loose ends of the cotter pin back against the shaft and tap them lightly to secure.



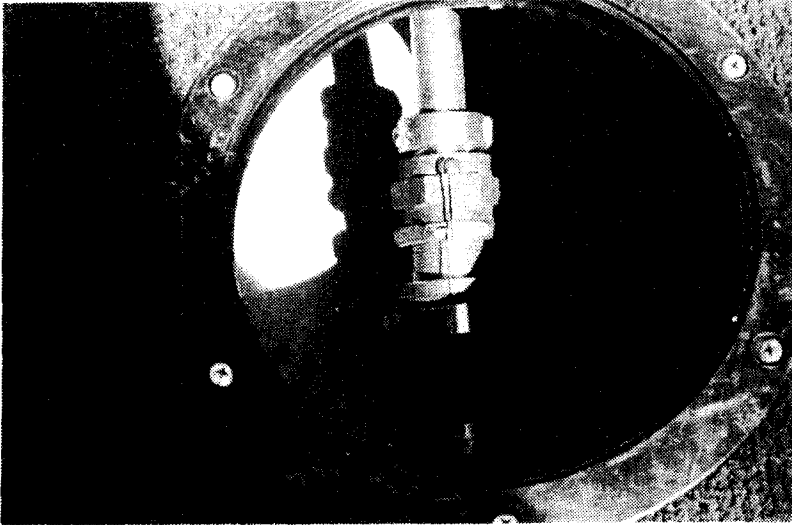
To remove propeller, remove the cotter pin. Loosen the castle nut and turn to end of shaft. Do not completely remove castle nut. Use a propeller puller available at most marine supply stores.



**A FINAL CAUTIONARY NOTE: WE'LL REPEAT OUR FIRST CAUTION. BE CAREFUL OF THE HANDLING OF YOUR PROPELLER. A SHARP PROPELLER CAN INFLICT A PAINFUL CUT.**



## OPERATIONAL MAINTENANCE, CONT.



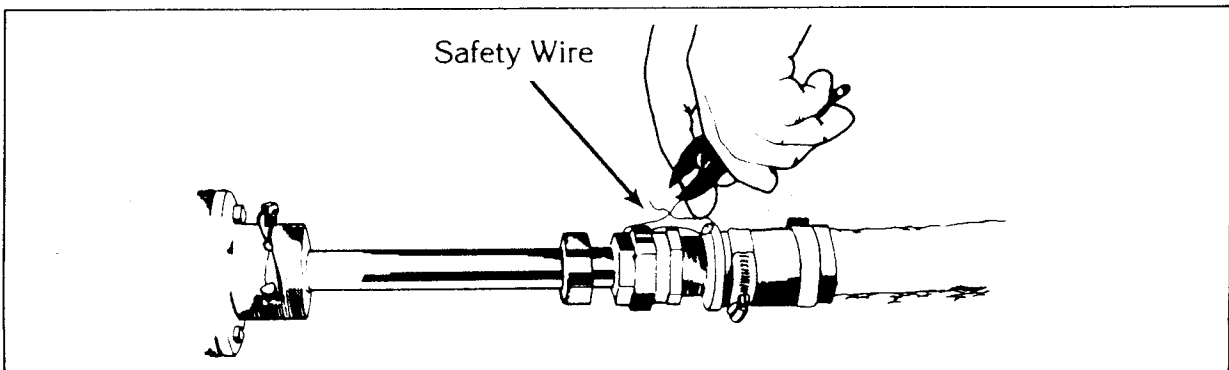
Stuffing Box

**PROPELLER SHAFT STUFFING BOX:** The "stuffing box" or "packing gland" is designed to prevent the intrusion of water past the through-hull fittings that accommodate moving parts -- the propeller shaft and the rudder post. These devices are packed with a waxed substance that acts as a seal when they're tightened down.

The propeller shaft stuffing box should be checked frequently with the engine off for the presence of any water leakage other than a few drops per minute (this rate is acceptable and expected). If you view a steady stream of water or an excessive drip rate, then you need to tighten the stuffing box. If you own a Ski Nautique, Barefoot Nautique or Sport Nautique, simply pry up the round place on the floor behind the engine cover and visually inspect the box. See illustration for that which you can expect to see. (If you own another Correct Craft model, then refer to the specific methods detailed.)

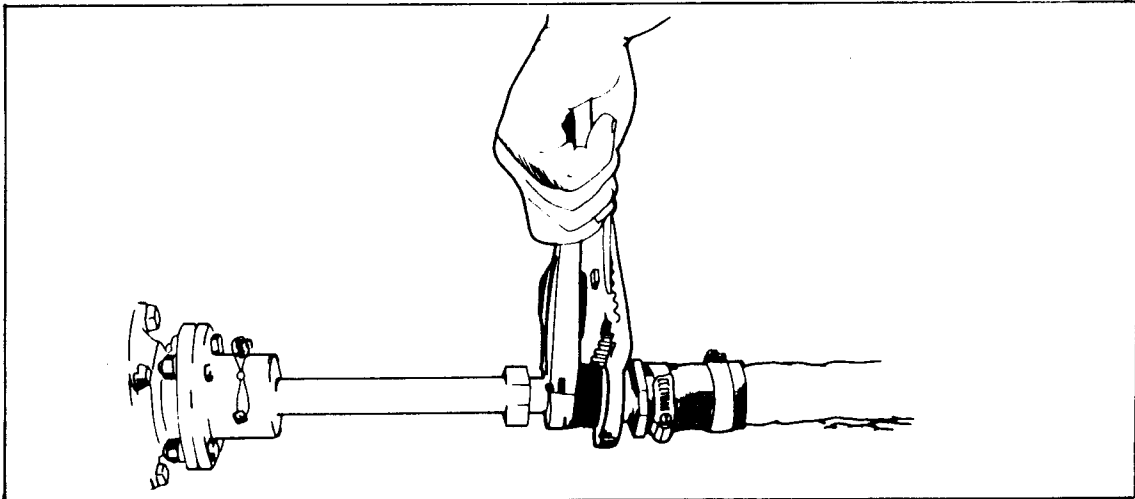
If tightening is required, follow these steps:

1. For easier access, raise the removable floor flat and set it aside. To accomplish this, remove the stern seat (if your boat is so equipped). Next, remove the stern panel covering your gas tank. Then simply lift and set aside the flooring. You now have unencumbered access to the operating functions of your boat.
2. Cut the safety wire (this wire prevents the packing gland from backing off entirely in the event of extreme looseness). See illustration.

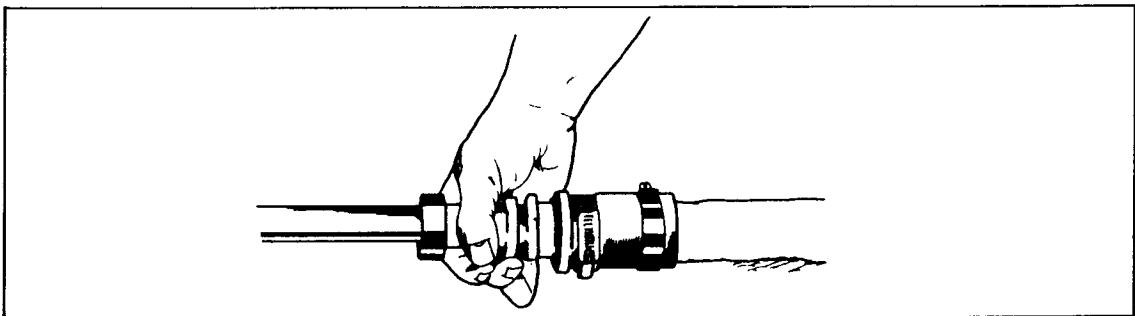


## OPERATIONAL MAINTENANCE, CONT.

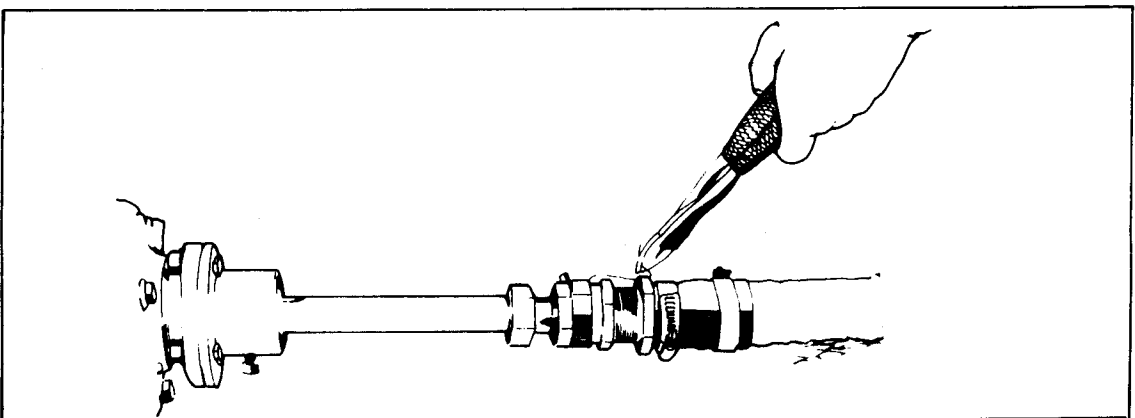
- Using two pipe wrenches, one to stabilize the gland nut (the large nut to forward) and the other applied to the locking nut, loosen the locking nut with a counter-clockwise motion (loosen toward the left side of the boat). See illustration.



- Now, **HAND-TIGHTEN** the gland nut (again, toward the left side of the boat) until the leakage stops. See illustration.



- Next, using wrenches as in step 3, re-tighten the locking nut by turning toward the right side of the boat. Make sure that it's **VERY TIGHT**.
- Now, take a flat-headed screwdriver and temporarily loosen one of the hose clamps to the rear of this assembly and rotate the assembly until the safety wire eyelet is easily accessible.
- Finally, replace the safety wire as shown in the illustration. **NOTE: BE SURE TO REPLACE THE SAFETY WIRE. THIS IS VERY IMPORTANT. USE A STAINLESS STEEL SAFETY WIRE OF AT LEAST .032 GAUGE.**



4

## OPERATIONAL MAINTENANCE, CONT.

This operation serves to compress the packing within the gland nut creating a tighter seal. If, in the unlikely event you still experience leakage, consult your dealer.

**RUDDER PORT STUFFING BOX:** The rudder port stuffing box serves the same purpose as the propeller shaft stuffing box. That is, it is designed to prevent excessive intrusion of water into your boat. There are only two differences that you should be aware of. One, there is no safety wire on it, since its movement functions and range of motion differ, and two, being in a vertical position as opposed to the horizontal, the counter-clockwise direction in loosening the locking nut would be accomplished by turning the wrench toward the starboard or right side of the boat. Otherwise, the principle is the same.

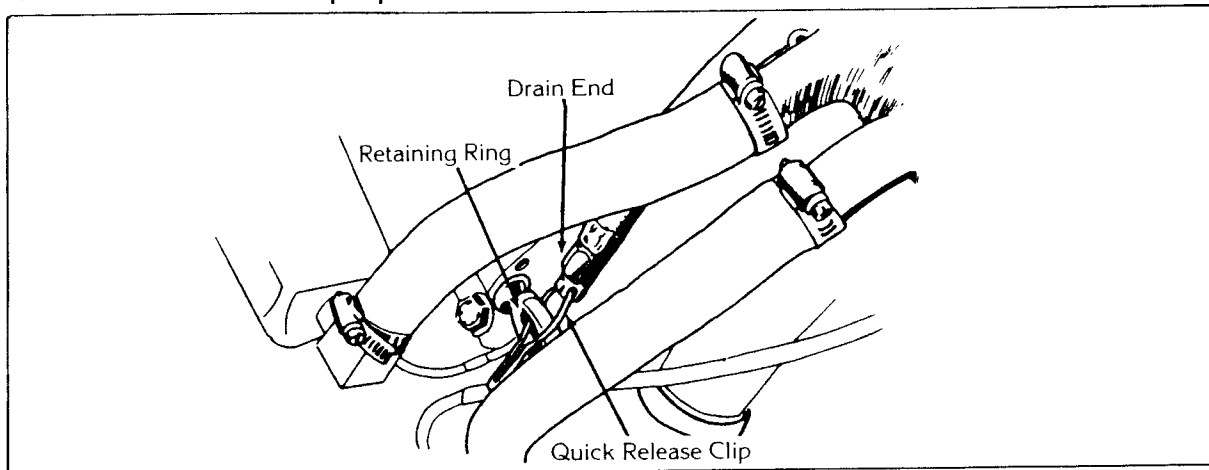
**THROUGH-HULL FITTINGS:** All fittings that actually pass through the hull on a wetted surface are glassed into the hull and become a part of it. They are not user serviceable and should not be tampered with. It's highly unlikely that water leakage would occur at these points, but should you discover any, your dealer should be contacted.

## OPERATIONAL MAINTENANCE, CONT.

Drain and refill your crankcase with oil as recommended in your engine manual. Correct Craft has added a quick drain oil system to your engine for your convenience.

**QUICK DRAIN OIL SYSTEM:** This system allows you to drain the oil from your crankcase quickly and efficiently. It consists of a tube attached directly to the bottom of the crankcase and held at the drain end with a quick-release snap. (See illustration for location.) You will note a small plug on the end. This is removed with use of two open-end wrenches (5/8" and 3/8").

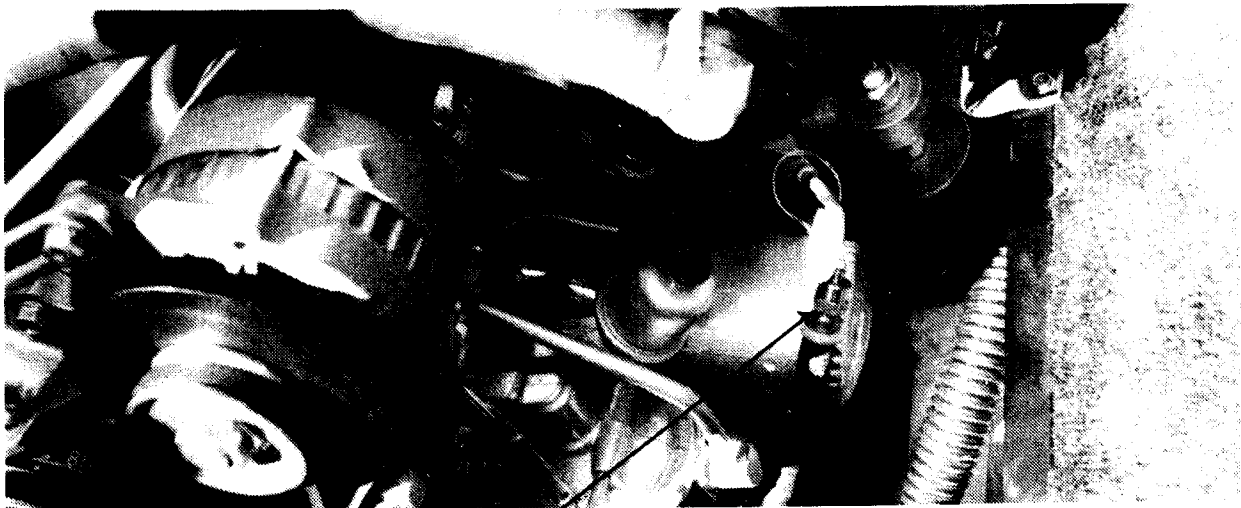
The system we have provided does not remove every drop of oil from the engine. The specifications called for in the engine owner's manual assumes there is **no** oil in the engine, therefore in order to maintain proper oil levels, you should add one quart less than the engine specifications call for and then monitor your dip stick as additional oil is added to achieve its proper level.



First, make sure your boat is on its trailer or otherwise suspended. Remove the bottom through-hull plug at the front of the engine and then feed this tube through the hull bottom. (Feed it all the way through, making sure that there are no kinks or loops in the tubing.) Now, remove the plug and drain oil into a container placed under the boat. NOTE: Most efficient draining will be achieved by running your engine on the water until it is warm, trailering the boat, then draining the oil.

The preferred method, however, is to let it drain overnight. Consult your engine manual for the proper viscosity of engine oil replacement.

**BE SURE THE ENGINE IS OFF WHILE DRAINING YOUR OIL.**



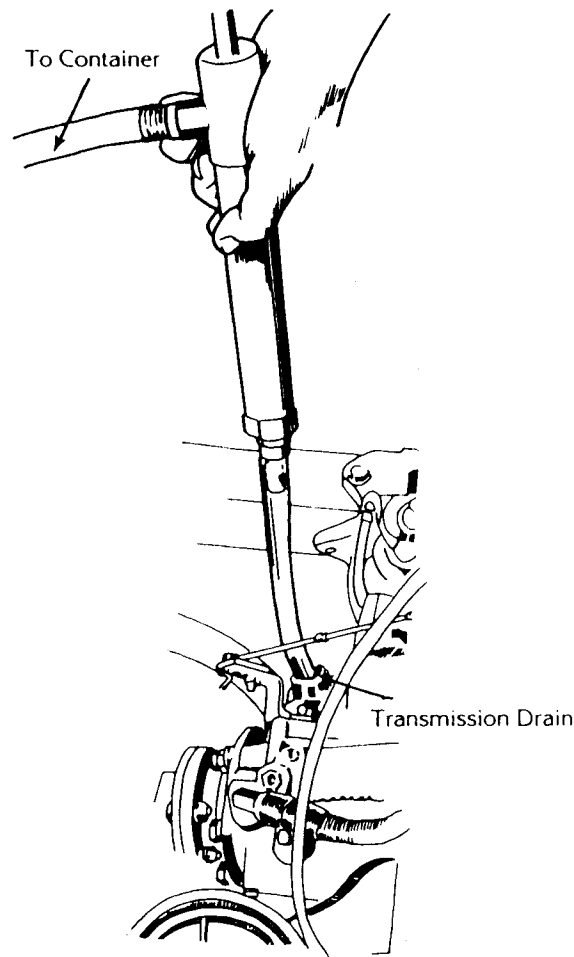
Quick drain oil kit

## OPERATIONAL MAINTENANCE, CONT.

**PROPELLER SHAFT/ENGINE ALIGNMENT:** Periodically check alignment by visually inspecting and turning the prop to ensure that it turns freely with no binding. If it binds or wobbles, then you should see your dealer or a reputable mechanic familiar with inboard drives. They have the tools and the expertise necessary for repair.

**CAUTION! AVOID PERSONAL INJURY.** Propeller edges are sharp, and if not handled carefully, can cut you. **ALWAYS** wear a pair of durable work gloves when touching the propeller. **BE CERTAIN** that engine is **OFF** before approaching the boat's transom area. **NEVER** check alignment while the boat engine is running. While checking alignment, **BE VERY CAREFUL** to clear your head of the boarding platform and boat hull before rising. By standing up too quickly, you could hit your head and cause yourself bodily injury.

**TRANSMISSION DRAIN AND REFILL:** Your transmission fluid should be drained and refilled as set forth in your engine manual. As an aid to you, see the illustration for a good method of accomplishing this. Small hand pumps such as that shown are available at most marine supply stores.



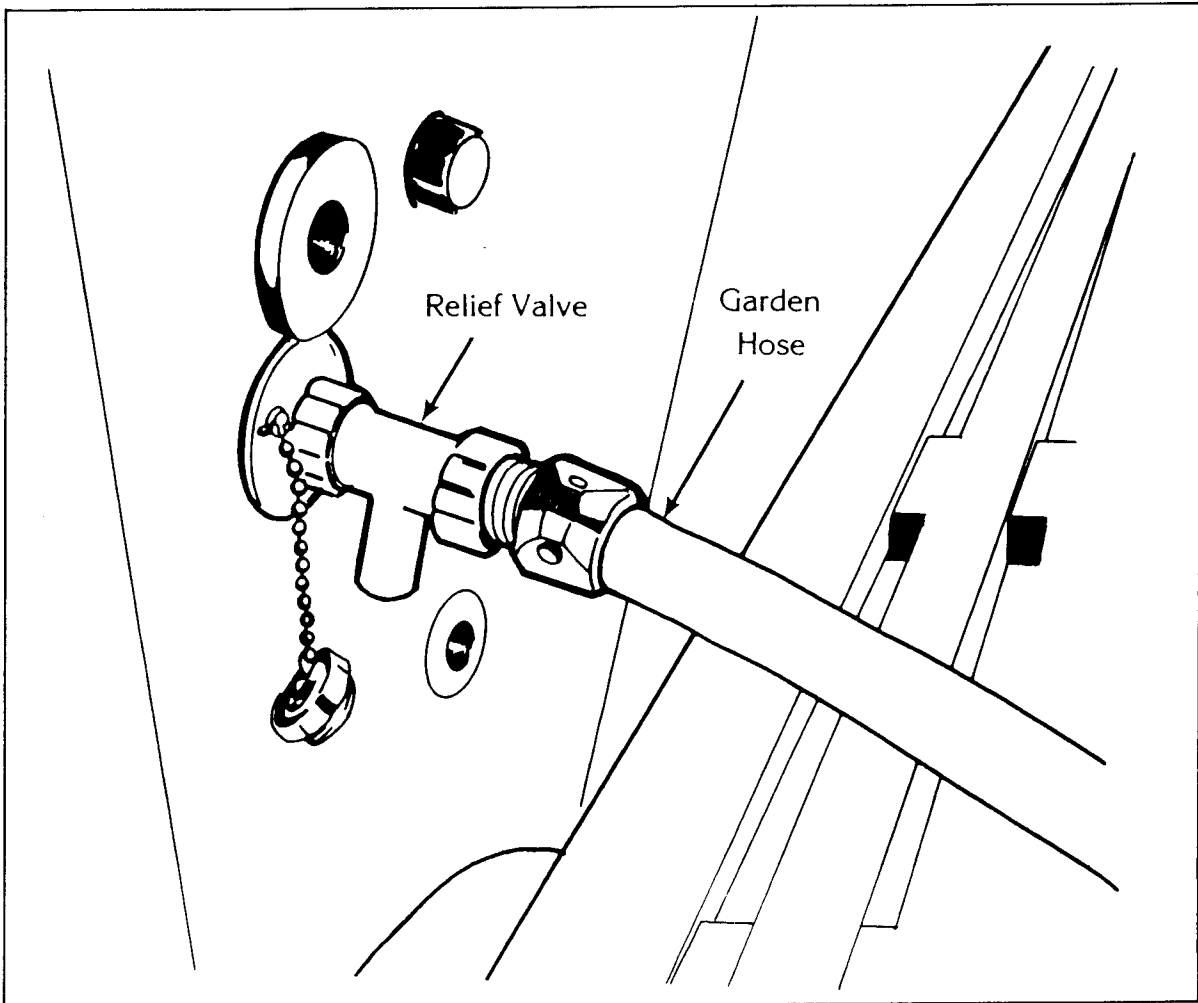
4

**OPERATIONAL MAINTENANCE, CONT.**

**FRESH WATER FLUSHING: IF YOU USE YOUR BOAT IN SALT WATER, FRESH WATER FLUSHING OF YOUR ENGINE IS A MUST.**

Correct Craft supplies a kit for this purpose as an option. The diagrams to aid installation are included with the kit.

The illustration shows the fitting properly hooked up to the stern of your boat. The relief valve in this fitting prevents excessive water pressure from being applied to your engine. We strongly recommend the use of this system.



**IF THIS SYSTEM IS NOT EMPLOYED IN YOUR BOAT AND YOU USE IT IN SALT WATER, THEN WE ADVISE YOU TO SEE YOUR DEALER FOR ALTERNATE METHODS OF FLUSHING.**

## **OPERATIONAL MAINTENANCE, CONT.**

**BATTERY MAINTENANCE:** Many boaters who are meticulous about maintaining their water skis, fishing equipment and motor boat in tip-top shape for some reason are inclined to ignore their boat's battery. But the battery is as important to the operation of your rig as any item aboard. Here are several suggestions for the care and cleaning of your marine battery.

### **THINGS YOU SHOULD DO:**

**DO** wear eye protection and rubber gloves when working on or around batteries.

**DO** take care when connecting or disconnecting battery charger cable clamps. Be sure charger is turned off and unplugged from power source when making or removing connections. Poor connections are common causes of electrical arcs which could cause an explosion.

**DO** use a voltmeter or hydrometer to check the battery charge condition.

### **THINGS YOU SHOULD NOT DO:**

**DON'T** smoke or bring a flame near a battery that is being, or has recently been charged.

**DON'T** place your head directly above a battery when making or breaking electrical connections.

**DON'T** use a metal object to spark between battery posts to check for charge condition.

**DON'T** make or break electrical circuits at the battery terminals; a spark usually occurs when a live circuit is opened or made.

To clean your battery, wash down the battery case with a diluted ammonia or baking soda solution to neutralize any acid, then flush with fresh water. Keep the fill/vent caps tight so the neutralizing solution doesn't get into the battery cells.

The electrolyte level should be checked every 30 days. The level should be maintained between the top of the plates and the bottom of the fill/vent cap opening by adding distilled water. Don't overfill and remember that batteries contain sulphuric acid which can cause severe burns.

**4**

## OPERATIONAL MAINTENANCE, CONT.

### WINTERIZING

**APPLICABLE TO BOTH HULL AND ENGINE:** There are many variables in "off-season storage" or "lay-up" because of factors such as type of storage, climate and length of storage that we hesitate to recommend precise procedures, but rather advise you to seek the advice of your dealer or a marina. Some boaters keep their boats in running condition throughout the year so they have no off-season storage needs. (They do, of course, have more periodic maintenance to perform).

One important point should be mentioned, however, and that is the proper way to cradle your boat. Our "A" frame trailer was designed for your Correct Craft boat with longitudinal supports as the preferred method of cradling, since they allow for an equal distribution of weight.

If you don't have a trailer, then a cradle should be used that takes into account the even distribution of weight.

If you have no dealer or marina nearby and must arrange off-season storage yourself, please feel free to contact Customer Service at Correct Craft, Inc. and we'll be happy to give you recommendations for your particular area.

SKI BOAT speedometer maintenance and winterizing are covered under "Controls and Gauges."

If you use a mooring cover, **DON'T** put it on when interior of the boat is wet and/or hot. It will trap moisture that can lead very quickly to a mildew. Try to provide some ventilation if your cover doesn't have built-in provisions, even if you have to leave a portion of it unattached. Even the natural build-up of moisture can have unhappy consequences.

Consult your engine manual for winter lay-up, and again, contact us if you have any questions. We're proud of the boat we made for you, and we want you to enjoy it to the fullest.

Late in 1985, Correct Craft initiated a change from a water filter manufactured by Vetus to one produced by Sherwood. The Sherwood filter bowl remains full of water even after the rest of the raw water system has been drained. **To properly winterize your boat, the filter bowl should be removed and emptied.** If the water is not removed, the bowl could be subject to freeze damage and therefore cause overheating problems during the next season.





## OPERATIONAL MAINTENANCE, CONT.

**CHECK FOR WATER IN YOUR GAS TANK;** If you are planning to place your boat in storage this winter, it would be a good idea to check for and remove any water in the gas tank. Even if you are not going to store your boat during the cold months, it is a good time to check for water in the gas tank. Even a small amount of water left in the tank for several months can result in damage to the fuel system.

To check for water, simply retrieve a sample of the gasoline from the bottom of the tank. (A manual pump such as the one on page 4.8 may be used.) Put the sample in a clear container and observe it. If there is a separation of fluids, it is an indication of water in your gas tank.

It is a good practice to store your boat with the gas tank nearly full. Add a fuel stabilizing fluid that slows down the rate of decomposition. You can purchase this at most marinas or auto supply houses.

Additionally, a nearly full tank will not allow condensation to form on its inner surfaces. An empty tank can pick up a lot of water through repetitive condensation. (It's a good idea to keep a nearly full tank at all times to reduce the chance of condensation build-up. Then, fill your boat nearly full after a day of boating.

**NOTE: GASOLINE EXPANDS IN HEAT. ALLOWANCE MUST BE MADE FOR SUCH EXPANSION. DON'T OVERFILL IF BOAT IS NOT STORED ON LEVEL SURFACE OR IF IT IS EXPOSED TO HEAT.**

With a full gas tank there is one thing to consider. A little water at the bottom of the tank is shielded from air and will not evaporate. The water will remain there for a long time and will corrode the metal.

So, it is a good idea to keep a watch on your fuel filter for signs of water in the tank. If it appears there is an undue amount of water build-up in the tank, position your boat at an angle to make the water collect at the low end of the tank. Try removing the water with a siphon or manual pump. Do not use an electric pump as it can cause a spark and an explosion.

**CAUTION: USE ONLY CORRECT CRAFT APPROVED PARTS AND ACCESSORIES ON YOUR CORRECT CRAFT BOAT. THESE PARTS AND ACCESSORIES SHOULD BE INSTALLED ONLY BY CORRECT CRAFT OR AN AUTHORIZED CORRECT CRAFT DEALER.**

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## **CAPACITY PLATE**

The capacity plate is used by boat manufacturers, such as Correct Craft, Inc., participating in the National Marine Manufacturers Association Certification Program. Manufacturers submit an example of every model under 26 feet in length for inspection.

A capacity plate bears the following information permanently marked thereon and is attached to the boat so as to be visible and legible from the position designed or normally intended to be occupied by the operator of the vehicle when underway.

The total weight of persons, gear and other articles placed aboard which the vessel is capable of carrying safely under normal conditions.

The maximum number of persons allowed on the boat.

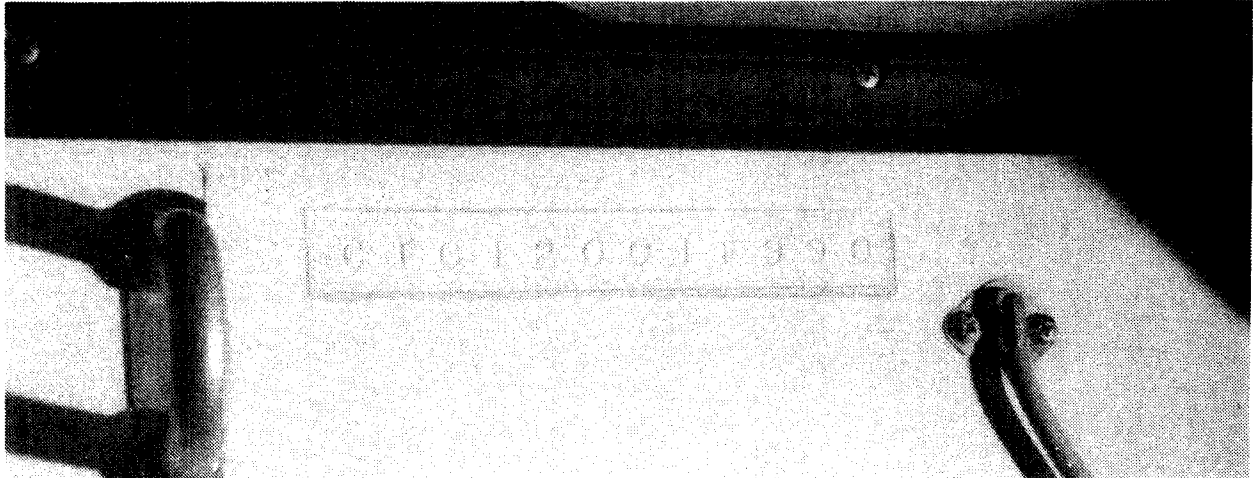
The information appearing on the capacity plate is applicable under normal conditions and special care must be used in any other than normal conditions.

Check the capacity plate on your boat and please abide by these limits to assure safety for yourself and other boat occupants thereby enjoying the pleasure of boating with the least possible risk.

## HULL IDENTIFICATION NUMBER

The hull identification number (or HIN) is a requirement of the U.S. Coast Guard for boat manufacturers. It's a standardized numbering system that assigns a specific sequence of numbers and letters to a specific boat, (just as on a car).

This number is molded into the hull. You'll find it on the upper right-hand side of the transom just below the gunwale. (See illustration for location.) It's not a bad idea to make a record of this number and keep it in a safe place away from the boat.



### **Hull Identification Number**

Here's a brief explanation to help you understand the information shown. Again, refer to the illustration.

The first three digits are letters designating the manufacturer's code (CTC being Correct Craft's code). The next five digits are the serial number (no two are alike). The following digit is a letter from "A" through "L" designating the month of manufacture, that is to say "January" through "December".

The following will show the alphabetical codes that relate to this letter.

- A = January
- B = February
- C = March
- D = April
- E = May
- F = June
- G = July
- H = August
- I = September
- J = October
- K = November
- L = December

After this you'll find three more numbers. The first of these represent the last digit of the year of manufacture and the final two numbers state the MODEL year. (Should your boat be built from September through December, then the final two numbers will show a number one year higher than the year of manufacture.)

To sum, in the example shown, the first three letters tell you that the boat was manufactured by Correct Craft. Following that is a five-digit serial number. Next you'll see that it was built in the month of February in 1985 and that it is a 1985 model year.

## **COMMON SENSE BOATING**

**Before you start your engine**, whether you are a newcomer to boating or a seasoned skipper, we suggest that you read this chapter. Whichever you are, read it carefully. It can't hurt. We at Correct Craft want you to enjoy your boat (that's why we made it). But, above all else, we want you to come back to shore safely. So, here are some tips for happy boating.

Become familiar with the free pamphlets available regarding such things as Rules of the Road, Navigational Aids and Federal Requirements for Recreational Boats. (Your dealer can supply these, as can organizations such as the United States Coast Guard Auxiliary and the U. S. Power Squadrons.) Also, check with your state's boating publications (regulations vary from state to state). The Coast Guard's "Rules of the Road" really translate into **COMMON SENSE**.

If you think of it as driving a car, it becomes a bit easier.

In a "meeting situation," that is, a vessel coming towards your bow, you should pass that vessel, keeping it on your port (left) side. (Same as a highway.)

In a "crossing situation," that is, another vessel passing in front of you, if the vessel is on your starboard (right) side, that vessel has right-of-way.

In an "overtaking situation," the boat being overtaken (passed) has the right-of-way. The overtaking boat should pass on the port side of the boat being overtaken with a single blast of the horn. (Same as a highway.) If for safety reasons it is required to overtake on the starboard side, two blasts from your horn are required.

You may encounter an unpowered vessel such as a sailboat or canoe. The unpowered vessel **ALWAYS** has right-of-way. However, if a sailboat is also being powered, it must abide by "Rules of the Road."

Do not **DEMAND** the right-of-way, even if you are correct. The only **REALLY** correct move is to avoid a collision.

**Some things that are not covered in "Rules of the Road":** Elsewhere in this manual, we mention to **NEVER** use alcohol in your fuel tank. It can ruin your engine. Well, **NEVER** put alcohol in your body and drive a boat.

**DO NOT** let anyone sit on the bow of your boat while under power. They **COULD** fall off and not be able to avoid the propeller. In the case of the Sport Nautique, bow seating is available, however care should be taken to avoid obstructing the driver's field of vision. Do not allow objects or extremities to hang from the bow or gunwales.

**DO** check visually before making any turn. (Someone else may **NOT** be following the "Rules of the Road.")

**DO** keep a visual check for vessels off the stern. That is an area where accidents can happen very quickly.

**DO NOT STAND** while the boat is under way.

**DO** sit on the seating provided while under power and **INSIST** that your passengers do likewise.

**DO NOT** sit on the gunwales, decks, seat backs or motor box while under power.

**DO** have a Coast Guard Approved PFC (Personal Flotation Device) on board for each person. It is not only required, but **common sense**.

**All passengers must remain in their proper seats at all times while the boat is under power.**

**CAUTION: THE MOTOR BOX IN YOUR BOAT IS NOT A SEAT. DO NOT SIT ON THE MOTOR BOX WHILE THE BOAT IS UNDERWAY.**

There are no brakes on boats and both the water current and wind velocity affect your ability to stop a boat safely. The driver must exercise caution at all times to maintain control of the boat, especially to maintain a reasonable distance from all potential areas of danger. Decrease speed to a minimum in all areas of potential hazardous navigation and in all conditions of reduced visibility. Be alert for posted speed limits, swimming areas, no wake zones and other restrictions. They are there for a reason. Common sense plus courtesy adds up to safety.

States have varying regulations regarding water sports activity. Check the local and state agencies in your area to determine laws regulation water sports which require boat participation. These laws were written to protect the safety and security of both boaters and water sports enthusiasts. Some states require that an observer be in the boat, others require only a mirror. Learn and follow the laws where you will be boating.

In sum, we at Correct Craft are proud that you have chosen **our** boat to be **your** boat, and we want you to enjoy it to the fullest. So, please enjoy your Correct Craft **SAFELY!**



## COSMETIC CARE

**MAINTENANCE** is the key word in keeping your hull and deck surfaces in good-looking condition. As with an automobile, atmospheric pollution, sun, tree residue, coatings from water and other factors will dull your finish.

To help maintain the lustre of your boat, hose down your hull after each use. This will help to remove any debris and water-borne materials that have accumulated on your hull during use.

Regularly wash your boat with mild detergent such as dishwashing liquid or boat washing formula available at marine supply stores. Use a soft sponge or towel, just as you would do with your car, and dry with a chamois cloth to prevent water spots.

The bottom is an especially important area to keep clean since any build-up of the natural coatings from water will create drag and reduce the boat's efficiency.

Wax and polish the hull and bottom periodically as you would a car. Fiberglass waxes and polishes are available at marine supply stores. There are so many products marketed that we can only give general recommendations. You'll discover your own favorite brands and remedies. There is a wealth of valuable information on the labels of products that you purchase. Read them carefully **BEFORE** you purchase them and if you decide to use them, **FOLLOW** the instructions.

If you must leave your boat in the water, there are compounds to remove algae build-up on your hull. Some of these can be caustic, and you should pay special attention to the cautions on the label. If your finish **DOES** develop a chalky look over a period of time due to exposure to sun, there are fiberglass compounds available at marine supply stores with varying degrees of abrasiveness. (You should definitely use products specifically formulated for fiberglass.) After the use of these products, a reputable fiberglass polish is highly recommended.

**DO NOT USE ANY TYPE OF COMMON HOUSEHOLD SCOURING PADS OR SCOURING POWDERS SUCH AS THOSE USED FOR CLEANING SINK BOWLS AND THE LIKE. YOU'LL PUT FINE SCRATCHES IN YOUR FINISH THAT WILL RESULT IN A DULL APPEARANCE AND WILL, IN FACT, CREATE TRAPS FOR DIRT.**

**UNLESS YOU HAVE EXPERTISE IN THE REPAIR OF GELCOAT DAMAGE, DO NOT TRY TO EFFECT REPAIRS SUCH AS CRACKS OR HOLES YOURSELF. INSTEAD, TAKE YOUR BOAT TO YOUR DEALER OR TO A REPUTABLE FIBERGLASS REPAIR PERSON. THE GELCOAT AND THE GLASS BENEATH CAN BE REPAIRED SO THAT THE DAMAGE IS NOT NOTICEABLE. BUT MAKE SURE THAT FIBERGLASS REPAIRS ARE EFFECTED QUICKLY. FAILURE TO MAKE REPAIRS TO DAMAGED FIBERGLASS CAN LEAD TO SERIOUS STRUCTURAL DAMAGE.**

Your boat's finish can be kept in showroom condition by **KEEPING** it clean and bright. The real chores begin when you allow it to become chalked and dirty. Our advice to you is pay attention to detail on a regular basis and you'll have a boat to be proud of for a long time.

## COSMETIC CARE

**CAUTION:** Correct Craft is dedicated to producing the finest boats available. Gelcoat remains the most effective and efficient cosmetic finish a boat can have. There is, however, a phenomena that occasionally causes a bubbling or blistering effect. Due to this phenomena, neither the gelcoat industry nor the marine industry warranties gelcoat. Correct Craft adheres to this policy as stated in the "Correct Craft Limited Warranty:"

"This warranty does not cover the gelcoat . . ."

Correct Craft therefore offers a preventive maintenance suggestion: If you are to moor your boat in water for any period of time, the wetted surface of your hull should be painted with an epoxy paint formulated for blister prevention.

**CARE OF TEAK:** Teak is a unique wood used for marine applications for a couple of reasons. It's an open cell wood that is highly resistant to the dry-rot associated with many other untreated woods and is also impervious to marine organisms. **DO NOT COAT THE TEAKWOOD COMPONENTS OF YOUR BOAT WITH ANY KIND OF VARNISH OR POLYURETHANE COATING.** The use of these coatings defeat the natural "breathing" properties of teak and it can then deteriorate from within.

If you have teak on your boat, when new, it is a rich gold-brown color. After a period of time, exposure to the elements will cause it to turn a weathered grey color. This should not affect its durability, but you may want to return it to the luxurious color that you originally noticed.

In that case, we suggest that you purchase a good two-part teak cleaner from a reputable marine supply store **BE SURE TO FOLLOW THE MANUFACTURER'S INSTRUCTIONS ON THE LABEL.** (You should use these products in an open space and be careful to avoid spillage on any other parts of your boat.)

**CARE OF METAL:** Keep all metal work rinsed and wiped dry. Periodically polish it with a commercially available metal polish to remove caustic substances such as air-borne pollution and natural body oils from your hands. **DON'T LET DIRT AND POLLUTANTS GET AHEAD OF YOU ON YOUR METAL PARTS!**

**CARE OF GLASS:** Your windshield, mirrors and gauge faces all deserve the same attention as the other parts of your boat. Clean them often with commercially available glass cleaners such as "Windex" or a mixture of vinegar and water. Use paper towels, terry cloth rags or wadded-up newspaper. There are few things that can dress up an already clean boat more than sparkling glasswork.

**STAINS:** If your boat is parked under a tree, leaves and debris containing acidic ingredients such as tannic acid may stain your gelcoat and/or upholstery. Soap and water don't readily remove stains. Use a product such as "X-14."

**A CAUTION:** SINCE THESE PRODUCTS FREQUENTLY CONTAIN BLEACH, BE SURE TO RINSE YOUR BOAT THOROUGHLY WITH FRESH WATER AFTER USE.

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## **COSMETIC CARE, CONT.**

**CARE OF UPHOLSTERY:** Your Correct Craft boat is equipped with the finest vinyl upholstery available, but it needs attention to ensure its continuing lustre. The first thing you should know is that vinyl can become dry and brittle when exposed to natural body oils, suntan lotion, dirt and, of course, sunlight.

**CLEAN YOUR UPHOLSTERY ON A REGULAR BASIS WITH A LIGHT DETERGENT AND WATER. BE SURE TO RINSE IT WELL WITH FRESH WATER AND WIPE DRY WITH A SOFT CLOTH OR TOWEL.**

Here are a few tips:

**DON'T step on your upholstery if at all possible, since heavy pressure on small areas can cause eventual tearing of the material.**

**DON'T use bleach on the interior fabric of your boat.**

**DON'T use a mooring cover when the boat is wet and/or hot. It causes condensation which in turn will create mildew. (Leave adequate ventilation when using a mooring cover to ensure a free flow of fresh air.)**

If you don't have a garage or other covered protection for the times that your boat is not in use, then cover your upholstery with towels or a drop-cloth, making sure that the upholstery is dry.

**DELUXE INTERIORS:** Some boats are equipped with interiors whose side surfaces touch, such as wrap-a-round seating. This type of seating should be raised, cleaned **AND DRIED** before lowering back into position. **THIS IS IMPORTANT TO PREVENT TRAPPED MOISTURE FROM CREATING A BUILD UP OF MILDEW.** (Any trapped moisture will lead to mildew.)

**NOTE:** Should your upholstery become damaged for any reason, then take your boat to your dealer or to a reputable repair person as soon as possible to prevent further damage.

**CARPET:** Regularly vacuum your carpeting to remove loose debris so that it doesn't abrade the fabric. Also, be sure to wash down the carpeting with a mild detergent and water using a simple household brush. Then rinse well with clear water.

**CAUTION:** When performing any interior washing and rinsing, be sure that the boat is either securely cradled out of the water with the drain plug removed or if washing while the boat is in the water, that the bilge pump is running during and after washing so as to expel the wash and rinse water.





## YOUR BOAT

### SPECIFICATIONS/SKI NAUTIQUE

Fiberglass Construction

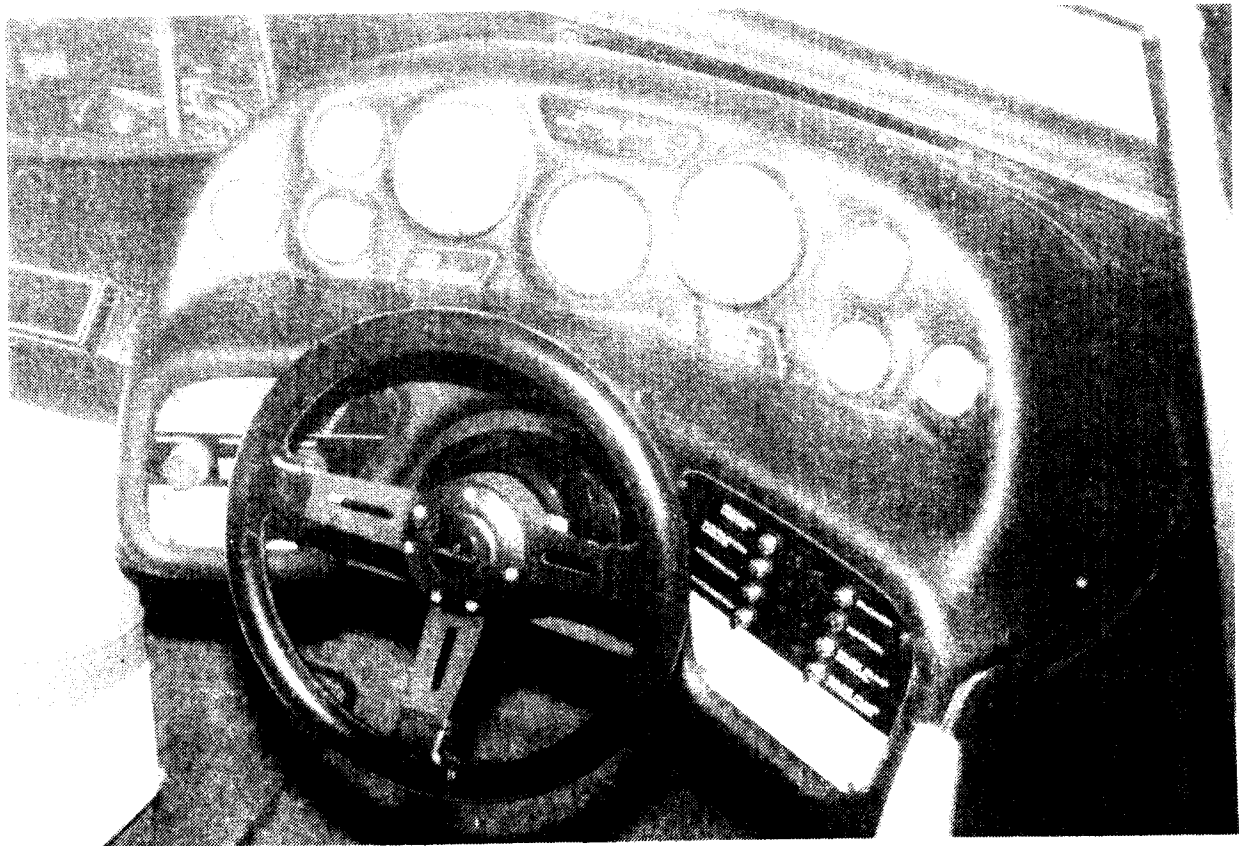
Length (without platform)	19'6"
Length (with platform)	20' 11-3/4"
Beam	91"
Draft (not under power)	24"
Approximate Weight (with standard features)	2300 lbs.
Lifting Rings	17'9" between centers
Fuel Capacity	25 gal.

## YOUR BOAT, CONT.

### CONTROLS AND GAUGES

#### SKI NAUTIQUE DASHBOARD CLUSTER

First, take a look at the illustration of your dash and familiarize yourself with the location of the various controls and gauges.



Next, read and understand the cautionary labels affixed to your dash.

The eight push button switches function as circuit breakers. In the out position (that is, a white bank showing at the base of the switch), that function is "OFF." In the event of an overload of any sort, the switch will automatically pop out to the "OFF" position. Pushed in, the switch activates that function and is "ON." (When any of the above switches are in the "ON" position, that is, pushed in, an indicator light will glow red except for the ignition breaker, which only comes on when the ignition key-switch is in the "ON" position.)

Now, let's go over the controls and gauges on your Ski Nautique dash panel:

## YOUR BOAT, CONT.

**PUMP/AUTO:** This switch operates the electronic bailer using automatic electronic sensing. If your bilge takes in water beyond a certain pre-set level, the bilge pump will automatically turn on and pump until the water is below that level. In order to keep sloshing water from causing the pump to turn on and off repeatedly, there is a time delay built into the automatic sensor. Water must be in contact with the sensor for 15-20 seconds before the pump is actuated. Likewise, the pump will remain on for 15-20 seconds after water is below the sensor level. This feature is handy not only under running conditions when you may encounter spray coming into your boat and building up in the bilge, but also when the boat is unattended and rainfall adds to the amount of water in your boat.

**Note, however, that for this function to be operative, the switch must be in the "on" position. This will NOT drain significant power from your battery unless the bilge pump is called upon to run frequently because of a leak or rainwater accumulation. The automatic system should not be relied upon over an extended period of time. Nothing beats frequent inspection of your boat.**

**PUMP/MAN:** This switch operates the bilge pump without benefit of any automatic devices. Simply push it in to engage. **NOTE:** DO NOT run the bilge pump dry for extended periods of time.

**NAV LTS:** This controls your navigational lights. The law requires that while running, after sunset and before dawn, the combination side lights (located at the bow) and the 360 degree all around-light (located at the stern) be operating.

**ANCHOR:** This switch activates only the 360 degree all around light. It's called the "anchor light" and is required by law to be shown whenever the boat is in navigable waterways but not underway, after sunset and before dawn.

**ACCESSORIES:** If you have additional components installed on your boat, such as a cigarette lighter, searchlight, compass light, depth flasher and the like, they may be controlled by these switches.

**NOTE:** SUCH ACCESSORIES SHOULD BE INSTALLED AND WIRED BY SOMEONE KNOWLEDGEABLE IN MARINE WIRING.

**IGNITION:** This switch **MUST** be in the "ON" position before you can key start your engine. (See "Starting Your Engine" or sequence of operations.)

**BLOWER:** This switch activates the blower and **MUST ALWAYS BE ENGAGED FOR AT LEAST FOUR (4) MINUTES BEFORE STARTING THE ENGINE. THIS PROCEDURE IS MENTIONED ELSEWHERE IN THIS MANUAL AND MUST BE FOLLOWED FOR THE SAFE OPERATION OF YOUR BOAT.**

**CLOCK:** The clock operates **ONLY** when the ignition push button switch is in the "ON" position (pushed in). To reset, simply push in the reset knob on the clockface and turn to the desired time.

## **YOUR BOAT, CONT.**

**HORN:** This is a momentary rocker switch. (It returns to the "OFF" position when you release it.) Just press the high side to activate.

**VOLT:** The voltmeter tells you when the charging system is functioning correctly. Refer to your engine manual for specific operating range.

**TEMPERATURE GAUGE:** This gauge lets you know if your engine is running outside of the normal range. It reads in both Fahrenheit and Celsius. Consult your engine manual for the allowable limits.

**OIL PRESSURE GAUGE:** This gauge tells you the status of the engine oil pressure and is stated in both PSI (pounds per square inch) and metric measure. Consult your engine manual for the proper reading. **NOTE: WITHOUT OIL PRESSURE IN THE ENGINE, THE MOVING PARTS WILL NOT BE LUBRICATED WHICH WILL LEAD TO SEVERE ENGINE DAMAGE.**

**FUEL GAUGE:** This is self-explanatory, but as a matter of convenience, fuel conservation and safety, it's always a good idea to keep your tank nearly topped off after use. (It not only helps to eliminate fumes that can be hazardous, but also the build-up of condensation in your gasoline tank.)

**HOUR METER:** This instrument records the hours THAT YOUR ENGINE IS ACTUALLY RUNNING, WHILE AT IDLE OR AT ANY OPERATING SPEED.

**TACHOMETER:** Your tachometer will show the revolutions per minute (RPM) of the engine under any given throttle setting from idle to full speed. The numbers shown on this gauge are multiplied by a factor of one hundred. (Thus, 30 on your gauge translates to 3000 RPM.)

**SYSTEMS ALARM:** The systems alarm is devised to alert you to three potential conditions hazardous to your engine. It will respond to an abnormal change in the charging voltage, the oil pressure, or the operating temperature. It also warns you if you leave the ignition key in the "ON" position.

**THE TROUBLE LIGHT:** This is a red light located at the center of the dash panel. If the VOLTAGE or the OIL PRESSURE drops below a preset MINIMUM, or if the COOLANT TEMPERATURE exceeds a preset MAXIMUM, then the trouble light will show and the audible alarm will sound. Should any of the above conditions occur, we advise that you discontinue the use of your boat as soon as it is feasible and determine the cause of the problem. If you cannot solve the problem easily, then it's wise to contact your dealer or a reputable inboard marine mechanic.

## **YOUR BOAT, CONT.**

**SPEEDOMETERS:** There are two speedometers mounted on the dashboard of your boat. They are calibrated by the manufacturer and you should not try to recalibrate them unless you fully understand the procedure. You should also understand that they are two wholly separate systems, the reason for this being that one is a back-up to the other in the event that one pick-up tube may pick up water-borne debris and not function properly. (In any serious skiing use or under water ski tournament conditions, the proper, consistent speed is critical.)

On each side of the transom below the water line, you will find a tube with a fitting and a rubber hose leading from it. This is variously called a "pitot tube," "impact tube" or "pick-up tube." Let's call it a "pick-up" tube for the sake of discussion. The pick-up tube allows a small amount of water to be driven to a certain point in the system as the boat moves in a forward direction. That point in the system is called a "stabilizer tube." It is a vertically mounted brass tube at the stern of the craft. (You can't see this tube since it is mounted behind the gas tank.)

What simply happens is that the water in this tube compresses the air in the hose connecting to the instruments and it become, literally, a pressure gauge.

**(Remember, there are two separate speedometer systems in your boat.)**

**NOTE:** When trailering your boat, it is a wise idea to place your pick-up tubes in the stored position, that is, turned to the side. The reason this is recommended is that it will help to avoid collecting road debris such as mud, oils and any other matter that can become lodged in the tube, thus adversely affecting the efficiency of your unit. To achieve this, simply press down firmly at the end of the tube (it is spring-loaded) and turn upward in either direction.

## YOUR BOAT, CONT.

**TROUBLESHOOTING YOUR SPEEDOMETER:** The most common cause of an improperly functioning speedometer is water borne debris such as grass, weeds, sand or mud lodged in the pick-up tube. With this the speedometer may fail to register or it may hover at a speed indication, while the boat is at rest. In either case, the pick-up tube is restricted.

You can relieve the situation with air pressure. Reaching under the dash, remove the rubber tubing from the back of the speedometer and pressurize the rubber tube with a volleyball pump or other source of air pressure. Do not exceed 25 p.s.i. Usually, this approach is successful. However, if this is not sufficient to dislodge the obstruction, your best method is to recover the boat to its trailer and remove the hose at the transom. Then, pick the material out of the pick-up tube with a needle. For those incredibly stubborn pieces, remove the brass cap on the tail end by grasping it and pulling it out with needle nose pliers. Push out the debris from the end to which the hose attaches. Re-insert the brass cap after clearing the tube.

If the speedometer is perceived to be reacting slowly, the most common cause is that an air leak in the system has allowed water to infiltrate the lines. Most frequently, the leak is located at the connection of the tubing to the speedometer head, again under the dash. Simply disconnect this tube and apply air pressure with a volleyball pump or other controlled source, not exceeding 25 p.s.i. Blow air pressure through the tube until all of the water is expelled from the system. Attach the tube to the back of the speedometer head and firmly push on the hose, making absolutely sure that the connection is air tight. If the tube end is stretched or over-sized, trim off 1/2-inch and reconnect for an air tight seal.

Note: Some Correct Craft models have a locking nut at the back of the speedometer. This nut must be loosened to disconnect the hose.

**WINTERIZING YOUR SPEEDOMETER:** As a precaution, due to seasonal freezing temperatures, winterize your speedometer by removing all water from the stabilizer tube to eliminate the danger of damaging the system. Disconnect the tube at the connection to the speedometer under the dash and apply air pressure through the system. Introduce enough air to clear the system, but do not exceed 25 p.s.i. Always perform these measures when any problem first appears, as water can fill the bellows mechanism of the instrument, causing damage.

If your speedometer does not function properly after performing the above procedures, contact a reputable marine mechanic who can further help solve the problem.

## **YOUR BOAT, CONT.**

**DELUXE STEREO:** Your boat can come equipped with an optional stereo. Refer to your stereo owner's manual for operating and/or warranty instructions.

Should you decide to add a stereo after you have received delivery of your boat, contact your dealer to arrange for a replacement panel to facilitate installation. Remind your dealer that your boat came equipped pre-wired for stereo, making the stereo installation an easy matter.

## **STARTING YOUR ENGINE**

**THE BLOWER SHOULD BE OPERATED WITH THE ENGINE COVER UP FOR AT LEAST FOUR MINUTES BEFORE ATTEMPTING TO START THE ENGINE.**

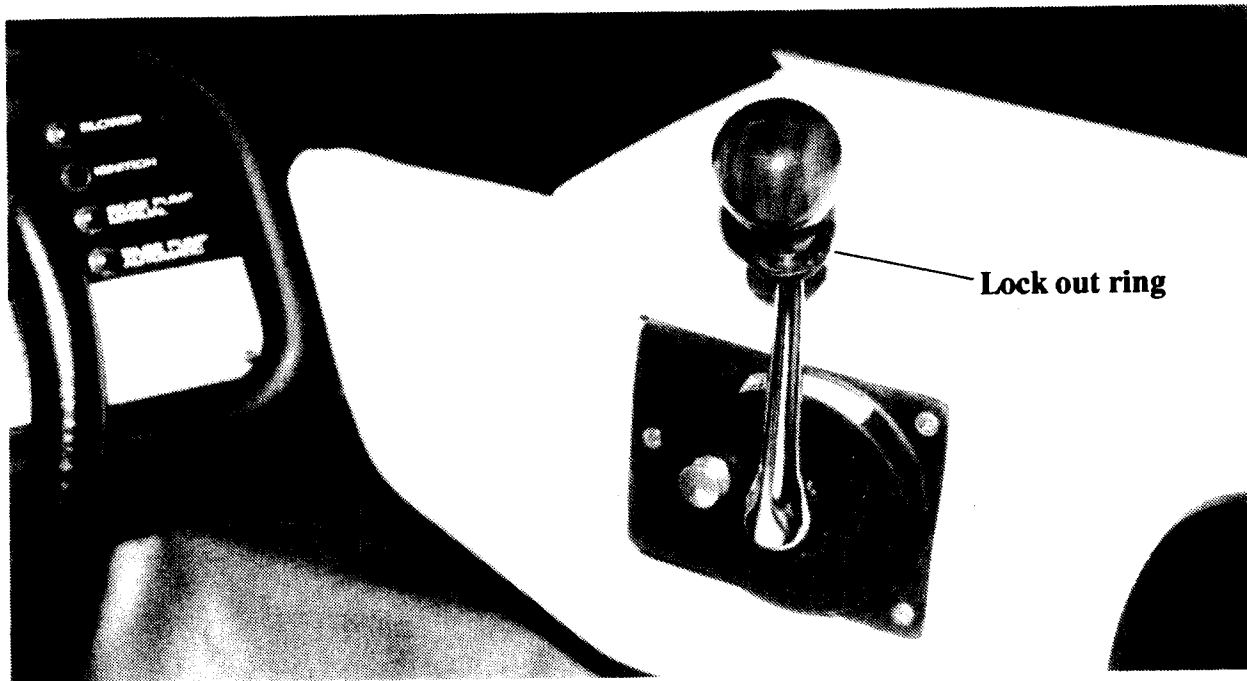
The ignition switch on the left **MUST** be pushed in to the "ON" position before your engine can be key-started. The key-start switch is directly to the left of the horn button. It has three positions. Vertical position of the key slot is "OFF"; a 45 degree angle of the slot is "ON;" and the 90 degree position (horizontal) is the "START" position. (It's very similar to a car.)

With the ignition breaker on, turn the key to the "ON" position. The trouble light should appear and the audible alarm will sound. Then, as you turn the key to the "START" position, the trouble light and the alarm will continue to alert you until the engine starts (at which point the light should go out and the alarm should cease).

**NOTE: BEFORE YOU START YOUR ENGINE, BE SURE TO FOLLOW THE RECOMMENDATIONS IN REGARD TO CHECKING FOR FUEL LEAKS, EXCESSIVE WATER IN THE BILGE, BLOWER OPERATION (AT LEAST FOUR MINUTES WITH THE MOTOR COVER UP) AND YOUR ENGINE'S WATER STRAINER. THESE ARE VERY IMPORTANT OPERATIONS WHICH TAKE VERY LITTLE TIME.**

## YOUR BOAT, CONT.

**THROTTLE CONTROL WITH LOCK OUT:** The throttle control consists of a throttle lever, lock out ring and neutral throttle button. (See picture for locations.) The neutral throttle button is a push-pull button that, in the "OUT" position, locks the transmission in neutral. You should have this button out while starting. This will help to warm up the engine and will ensure against inadvertent transmission engagement.



**The new lock out mechanism prevents unintentional shifting into forward or reverse, while the neutral throttle button is pushed in. (Straight up is neutral, to the bow is forward, and toward the stern is reverse.)**

For starting or warm-up, place the throttle control lever in the neutral position and pull out the neutral throttle button. This disengages the shift mechanism. The throttle lever can then be moved forward or backward to advance the throttle, but ONLY by lifting the lock out ring. When warm-up is completed, return the lever to neutral, push in the button and the control is ready for single lever operation.

To operate the throttle control lever, you must lift the lock out ring to move the throttle lever into forward or reverse. DO NOT shift too quickly from forward into reverse. Stay in the neutral or idle position until the boat has lost its headway before completing the shift to reverse. For further information for specifics of the throttle mechanism, consult the manufacturer's pamphlet that's supplied with your boat.

**CAUTION:** To insure safe boating practice, the loading and unloading of passengers, whether it be from a dock or from the water, should only be attempted after both the ignition and the engine have been turned off.



## **YOUR BOAT, CONT.**

### **INTERIOR FEATURES AND FITTINGS**

**TOW PYLON:** Your tow pylon is manufactured of a superior alloy that is engineered for durability under very stressful conditions and coated with a protective shield that requires only washing with a mild detergent to maintain its lustre.

It is mounted in such a way as to become an integral part of the hull. A fitting is glassed into the hull. Attached to this is the pylon itself by means of a cross-bolt. If any looseness develops, stop tow pylon use and take your boat to your Correct Craft dealer to solve the problem(s).

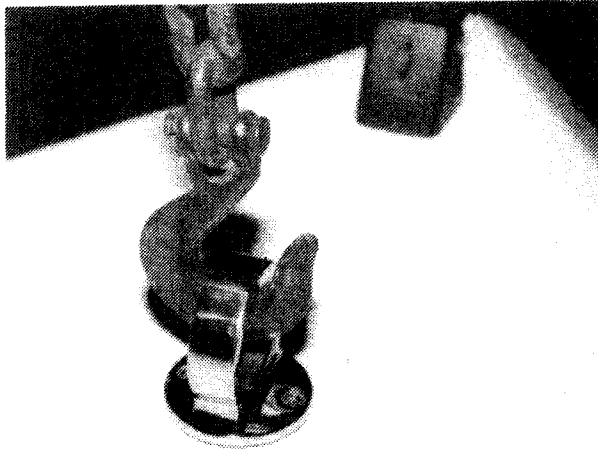
**THIS BOLT SHOULD BE PERIODICALLY CHECKED FOR TIGHTNESS.** You will notice that two fore-and-aft plates hug the pylon base and are held firmly in place by use of U-bolts. These are tightened with a 3/4" wrench. Don't worry about overtightening them, they will easily withstand 150 foot lbs.

**CAUTION:** Avoid personal injury. This water ski tow pylon was designed for water skiing only. Any other uses, such as parasailing, kite flying, towing other boats, etc. may overstress the pylon possibly causing personal injury and/or equipment damage. **DO NOT** sit behind (aft) the tow pylon when towing a skier(s).

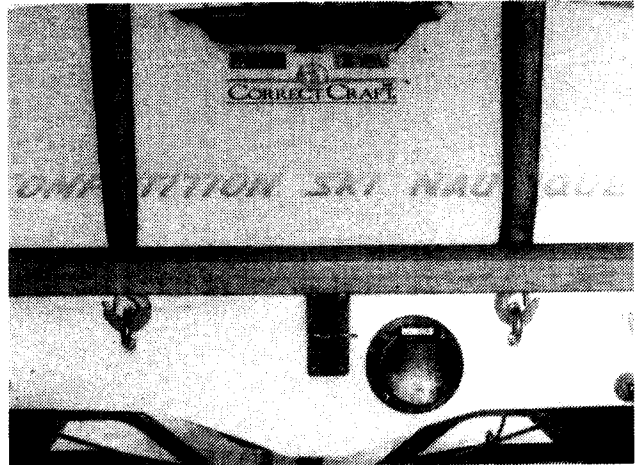
**CAUTION:** ALTHOUGH THE BAREFOOT BOOM HAS BECOME A POPULAR ADDITION TO MOST TOURNAMENT INBOARDS, CORRECT CRAFT DOES NOT RECOMMEND INSTALLING A BOOM ON ANY CORRECT CRAFT BOATS. AND FURTHER, CORRECT CRAFT WILL NOT ASSUME RESPONSIBILITY FOR DAMAGE OR PERSONAL INJURY THAT MAY OCCUR FROM THE USE OF BOOMS ON CORRECT CRAFT BOATS.

## YOUR BOAT, CONT.

**LIFTING RINGS:** In the illustrations shown, you will see the location of the lifting rings both at the bow and the stern. They are designed to lift your boat in a steady, secure position. Ensure that a winch is used that has a lifting capacity sufficient to lift your boat. See the weight specifications for your boat on Page 1 of "Your Boat."  
(DON'T FORGET TO ALLOW FOR THE WEIGHT OF FUEL AND GEAR.)



**Bow Lifting Ring**

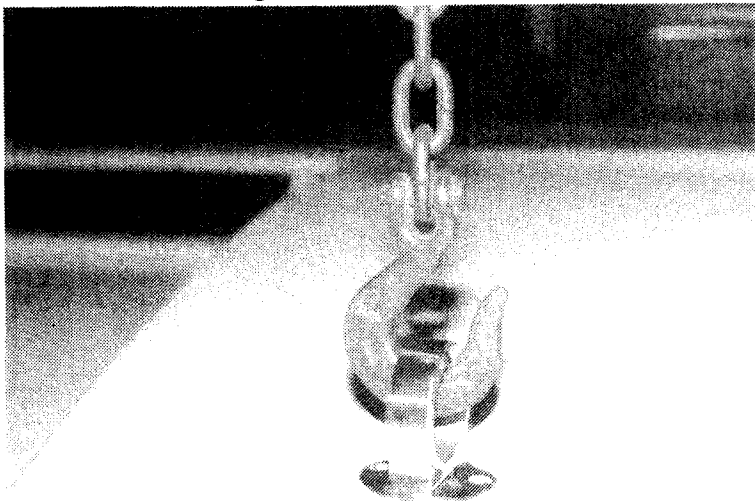


**Stern Lifting Rings**

**CAUTION:** DRAIN THE BILGE TO ELIMINATE EXCESS WATER PRIOR TO LIFTING YOUR BOAT. (UNDER THIS CONDITION, THE LIFTING STABILITY AND THE STRESS EXERTED ON THE LIFTING RINGS ARE GREATLY AFFECTED.)

**NOTE:** BE SURE TO USE A HOOK THAT WILL PASS EASILY THROUGH THE RING WITHOUT BINDING. THIS IS VERY IMPORTANT SINCE A HOOK THAT IS TOO LARGE OR JAMMED OFF-CENTER IN THE RING COULD POSSIBLY EXERT SUFFICIENT PRESSURE TO SNAP THE RING ITSELF.

(Look at the illustration of an attached hook and you will see the proper proportional size of hook to ring and also the proper placement of the hook.)

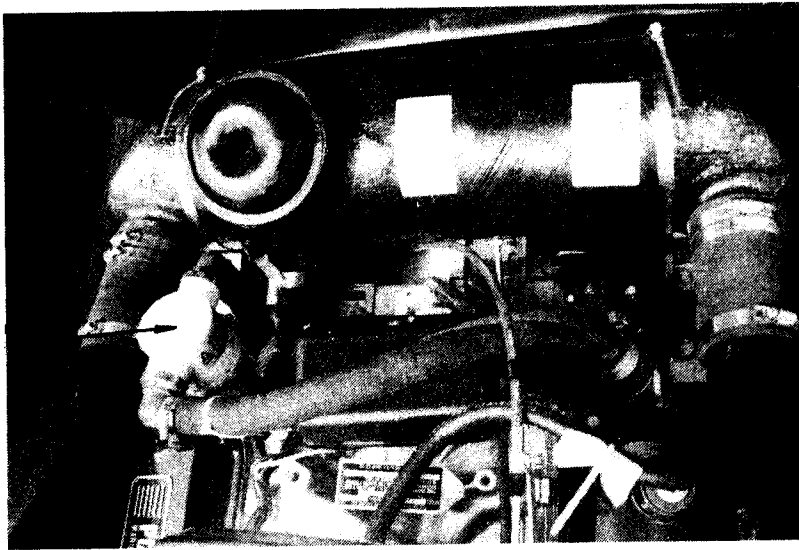


**Proper Hook Size**

The lifting rings installed on your boat are more than sufficient to accommodate its weight, but be careful to ensure yourself that the proper hook-up has been accomplished. Consult a professional for proper design of lifting hardware (hooks, yolks, slings, cable diameter, spreader bar, etc...).

## YOUR BOAT, CONT.

**WATER STRAINER:** The water strainer, or filter, is an in-line system positioned at the rear of the engine compartment. It's a **Sherwood Line Strainer** and has an inlet and an outlet side for the efficient transfer of cooling water through your engine while running. (See illustration for location.) **It is extremely important to visually check this filter before each use of your boat.** This can easily be accomplished during the recommended four minutes or so that you **should allot for operating your blower with the engine cover up.** There is a fine wire mesh screen inside the bowl on the bottom of this unit which serves to collect the natural grasses and debris that the engine may accumulate through the input hose. It's designed to remove this debris while allowing water to pass through the outlet to the cooling system of the engine, then out through the exhaust hoses, helping to ensure a smooth transfer of cooling water.



Strainer Assembly

If you see any debris, unscrew the bowl from the cap being careful not to lose the O-ring. Then lift out the wire mesh screen. Flush the sediment from the screen AND bowl with water. Now just re-insert the screen into the flange on the cap, making sure that the large O-ring type gasket in the ring of the bowl is in position.

Turning the bowl **HAND** tight provides a sufficient seal against the cap. (Do **NOT** over-tighten, it's not needed.)

**THE SHERWOOD FILTER BOWL REMAINS FULL OF WATER EVEN AFTER THE REST OF THE RAW WATER SYSTEM HAS BEEN DRAINED. TO PROPERLY WINTERIZE THE BOAT, THE FILTER BOWL SHOULD BE REMOVED AND EMPTIED.**

**IF THE WATER IS NOT REMOVED, THE BOWL COULD BE SUBJECT TO FREEZE DAMAGE AND THEREFORE CAUSE OVER-HEATING PROBLEMS DURING THE NEXT SEASON.**

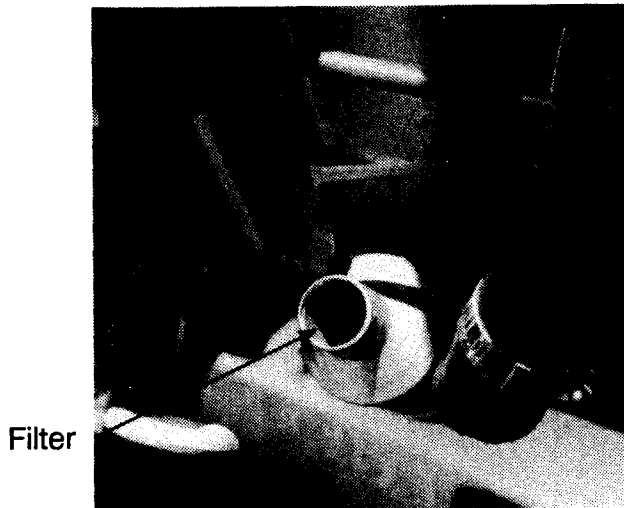
## **YOUR BOAT, CONT.**

**IT IS RECOMMENDED THAT YOU LOOK OVER THE MANUFACTURER'S LITERATURE REGARDING THIS UNIT.**

**NOTE: THIS IS A VERY IMPORTANT PREVENTIVE MAINTENANCE FUNCTION AND, WE REPEAT, SHOULD BE DONE AT EACH USE OF YOUR BOAT. DEBRIS CAN COLLECT TO THE POINT THAT IT RESTRICTS THE NORMAL FLOW OF COOLING WATER TO YOUR ENGINE, CAUSING OVER-HEATING.**

**TAKE THE SHORT TIME REQUIRED TO CHECK THIS VERY IMPORTANT FILTER TO ENSURE THAT IT IS CLEAN. IF IT IS NOT, SIMPLY RINSE OUT THE FILTER AND REASSEMBLE AS STATED ABOVE.**

You should also periodically check the opening to the transmission oil cooler. Just remove the hose by loosening the clamp and pulling off the hose with a twisting motion. Looking down into this opening, you will observe a honey-comb-like filter (see photograph). If you see any grass or debris on the filter, simply remove it. (A pair of needle-nose pliers is ideal for this purpose.)



**Transmission Cooler**

### **PROLONGED STORAGE**

Should you need to store your boat for an extended period of time, we suggest you introduce a fuel stabilizer such as STA-BIL to prevent the formation of gum and varnish.

Add the recommended amount to the fuel and run the engine for a minimum of ten minutes, allowing the mixture to enter the carburetor. Subsequent starts the following season should be trouble free. Refer to the orange pamphlet in the back of this manual, or call toll-free, 1-800-FOR EAGLE, for more information.



## YOUR BOAT, CONT.

**VENTILATION SYSTEM:** You will see both bow and stern are equipped with functional vents. These serve to provide an air flow through the engine compartment/bilge and also the gasoline tank compartment at the stern. There are four hoses visible under the bow deck that extend under the flooring and terminate at the front of the engine compartment. There are two hoses that connect the vent on the aft deck to the bilge area of the boat. One of these hoses ends just below the fuel tank. The other is routed under the floor connected to an in-line blower and ends beneath the engine.

This ventilation system is designed to aid in evacuating fuel vapors that have not been caused by exposed liquid fuel. These vapors may be caused by a flooded engine, the fueling operation or by other means.

**IT IS VERY IMPORTANT THAT YOU UNDERSTAND THAT FUEL VAPORS GENERATED FROM EXPOSED LIQUID FUEL CREATE AN EXTREME HAZARD WHICH NO VENTILATION SYSTEM CAN REMOVE. THIS LIQUID FUEL CAN RESULT FROM FUEL SYSTEM LEAKAGE, SPILLAGE OR BY OTHER MEANS. IF YOU SEE ANY EXPOSED LIQUID FUEL ANYWHERE IN YOUR BOAT, DO NOT OPERATE ANYTHING ON YOUR BOAT UNTIL THIS EXPOSED FUEL IS REMOVED, THE SOURCE LOCATED AND THE PROBLEM CORRECTED. SEE YOUR DEALER OR A REPUTABLE MARINE MECHANIC FAMILIAR WITH INBOARD ENGINES.**

**AGAIN, WE MUST STRESS STRONGLY THE VITAL IMPORTANCE OF MAKING THESE CHECKS AND RUNNING YOUR BLOWER FOR AT LEAST FOUR MINUTES BEFORE EACH USE OR AFTER REFUELING. GASOLINE VAPORS CREATE A POTENTIALLY EXPLOSIVE SITUATION.**

**FUEL FILL:** Located on the aft deck is the fuel fill. The cap is removed by a key found in the informational packet supplied with your boat. Keep this key in a handy location so that it doesn't become misplaced.



**Fuel Fill**

**CAUTION: AS WITH A CAR, EXTINGUISH ANY IGNITED MATERIALS SUCH AS CIGARETTES, PIPES OR CIGARS WHILE FILLING YOUR BOAT WITH GASOLINE.**

**NOTE: TAKE THE PRECAUTION OF RUNNING THE BLOWER FOR AT LEAST FOUR MINUTES WITH THE MOTOR COVER UP AFTER REFUELING YOUR TANK, AND AS WE HAVE MENTIONED PREVIOUSLY, FOR AT LEAST FOUR MINUTES WITH THE MOTOR COVER UP BEFORE STARTING THE ENGINE.**

**STERN COMPARTMENT:** To gain access to this compartment, simply pull down on the fabric loop at the top of the covering panel while pulling out on one of the bottom loops. (See illustration.) The stern compartment is now exposed. **NOTE:** Should your boat be equipped with the optional deluxe seating, you will have to remove the rear seat. Note that the gasoline tank occupies most of the space here and that the two stern vent hoses are visible just above the tank. Also note the fuel system on the top of the tank, the boat transom and the aft deck. **IT'S RECOMMENDED THAT YOU CHECK THESE FITTINGS PERIODICALLY FOR ANY GASOLINE LEAKAGE.**



Accessing Stern Compartment

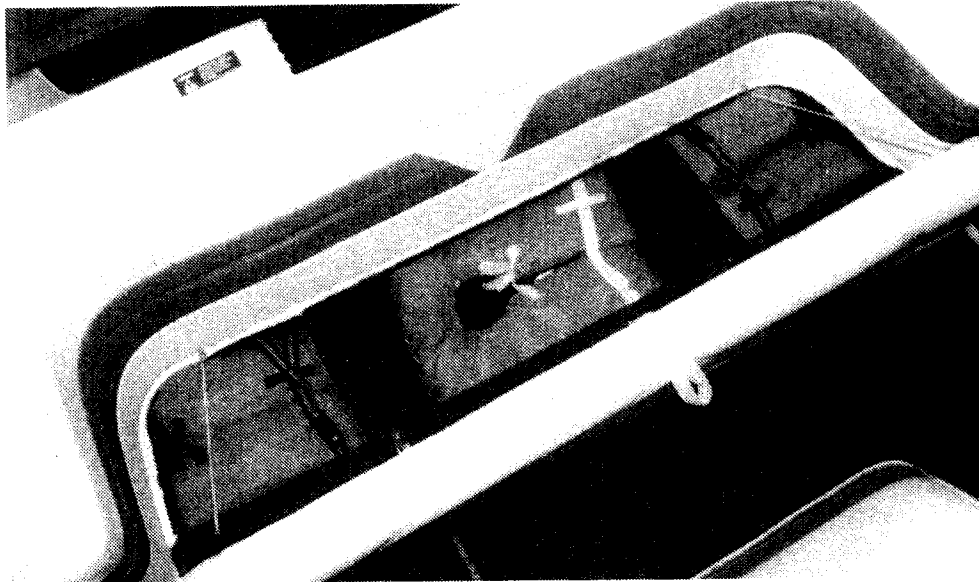
## YOUR BOAT, CONT.

**STORAGE COMPARTMENTS:** Correct Craft strives to design dry storage compartments. However, due to varying environmental conditions, equipment and other items, damageable by water or mildew, should not be left in the compartments for long periods of time. If the storage compartments are damp or wet, they should be left open in a covered area to dry.

**GULL-WING OBSERVER SEAT:** This seat is constructed of durable rotocast plastic and is engineered to give you total access to the bow storage area. To gain access to this area, simply raise the hinged seat and lift. The entire seat is held upright by a convenient gas spring.



**Gull-wing Observer Seat**



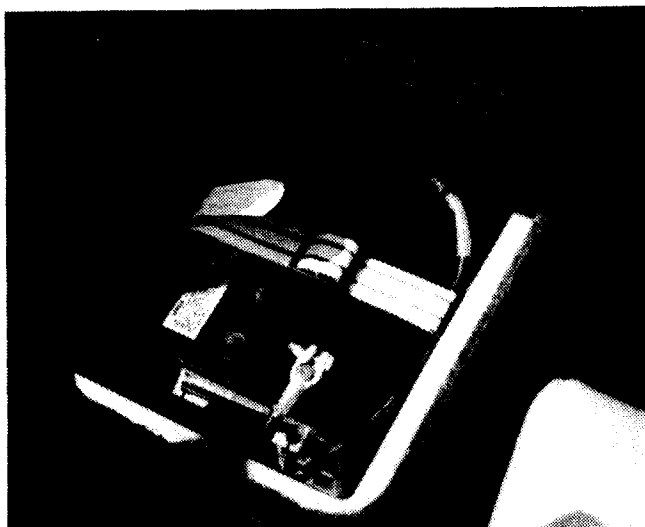
**Stern Seat Storage**

**CAUTION:** Avoid personal injury. **DO NOT** sit on the cut-out section of the side deck of your boat. It is not a seat. It was designed to assist in loading and off-loading passengers. **DO NOT** use it as a seat.

**DRIVER SEAT:** There is an adjustment knob on the base at the side of this seat that allows you to move it fore and aft.

## YOUR BOAT, CONT.

**BATTERY COMPARTMENT:** This is just behind the gull-wing observer seat.

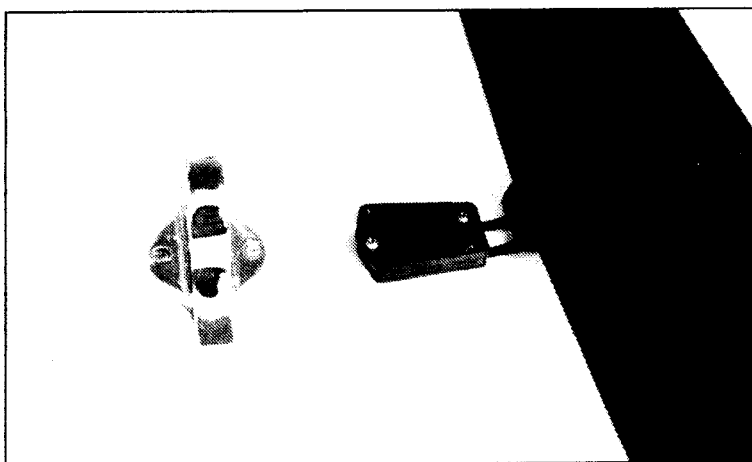


**NOTE:** SEE "BATTERY" UNDER "OPERATIONAL MAINTENANCE" FOR THE PROPER CARE OF YOUR BATTERY.

**HORN:** Your horn is mounted behind the bow vents and should be considered a dealer-serviced item should it cease to function properly.

**STERN LIGHT LOCATION:** Your stern light or "Anchor Light", required by law to be utilized (as stated before) while running after sunset and before dawn in conjunction with your combination side lights or solely used as an anchor light while not under power is stored under the port gunwale.

(A nib on the shaft mates with a keyway in the receptacle for alignment of electrical contacts.)





## YOUR BOAT, CONT.

### TRANSOM

Your new Ski Nautique transom is designed to include a Euro-styled boarding platform. The boarding platform lends a sleek look to the Ski Nautique and it is supremely functional and easily removable. This unique feature is standard equipment and its sole purpose is to facilitate the craft's storage within the confines of an average garage. **THIS IS THE ONLY TIME THIS PLATFORM SHOULD BE REMOVED.**


### BOARDING PLATFORM

Should you need to remove the platform for storage of your boat, simply remove the two locking pins located at the bottom of the boarding platform brackets. Next, lift the platform upward. The platform socket will slide upward from the transom post. We suggest you store the platform with the boat so it will not be forgotten on your next outing. **NEVER use your Ski Nautique without the boarding platform properly in place.**

Because of the proximity of the stern seat to the exhaust port, the boarding platform is instrumental in channeling engine exhaust gases, which include carbon monoxide, away from the stern. Failure to have the platform properly installed could result in excessive carbon monoxide levels in the boat. **EXCESSIVE CARBON MONOXIDE LEVELS CAN CAUSE INJURY OR DEATH. NEVER OPERATE THIS CRAFT WITHOUT THIS SPECIALLY DESIGNED PLATFORM IN PLACE.**

<b>DANGER!</b> PERSONAL CONTACT WITH A SPINNING PROPELLER CAN CAUSE INJURY OR DEATH. SHUT OFF ENGINE IF PERSONS ARE: <ul style="list-style-type: none"><li>• GETTING IN OR OUT OF BOAT</li><li>• ON BOARDING PLATFORM</li><li>• NEAR PROPELLER</li></ul> SEE OWNER'S MANUAL FOR ADDITIONAL INFORMATION	<b>DANGER!</b> CARBON MONOXIDE IS POISONOUS. EXCESSIVE EXPOSURE MAY CAUSE INJURY OR DEATH. OPERATE THIS BOAT ONLY WITH A CORRECT CRAFT INC. BOARDING PLATFORM SECURED IN PLACE OR EXCESSIVE CARBON MONOXIDE EXPOSURE MAY OCCUR.
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### Dash Warning

<b>DANGER!</b> PERSONAL CONTACT WITH A SPINNING PROPELLER CAN CAUSE INJURY OR DEATH. SHUT OFF ENGINE IF PERSONS ARE: <ul style="list-style-type: none"><li>• GETTING IN OR OUT OF BOAT</li><li>• ON BOARDING PLATFORM</li><li>• NEAR PROPELLER</li></ul> SEE OWNER'S MANUAL FOR ADDITIONAL INFORMATION	<b>WARNING</b>  AVOID PERSONAL INJURY. THIS WATER SKI TRANSOM TOW RING WAS DESIGNED FOR WATER SKIING ONLY. ANY OTHER USES SUCH AS PARASAILING, KITE FLYING, TOWING OTHER BOATS, ETC. MAY OVERSTRESS THE TRANSOM TOW RING POSSIBLY CAUSING PERSONAL INJURY AND OR EQUIPMENT DAMAGE. DO NOT TOW MORE THAN TWO WATER SKIERS WITH THIS TRANSOM TOW RING.	<b>DANGER!</b> CARBON MONOXIDE IS POISONOUS. EXCESSIVE EXPOSURE MAY CAUSE INJURY OR DEATH. OPERATE THIS BOAT ONLY WITH A CORRECT CRAFT INC. BOARDING PLATFORM SECURED IN PLACE OR EXCESSIVE CARBON MONOXIDE EXPOSURE MAY OCCUR.
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### Transom Warning



## TRAILER

### TRAILER

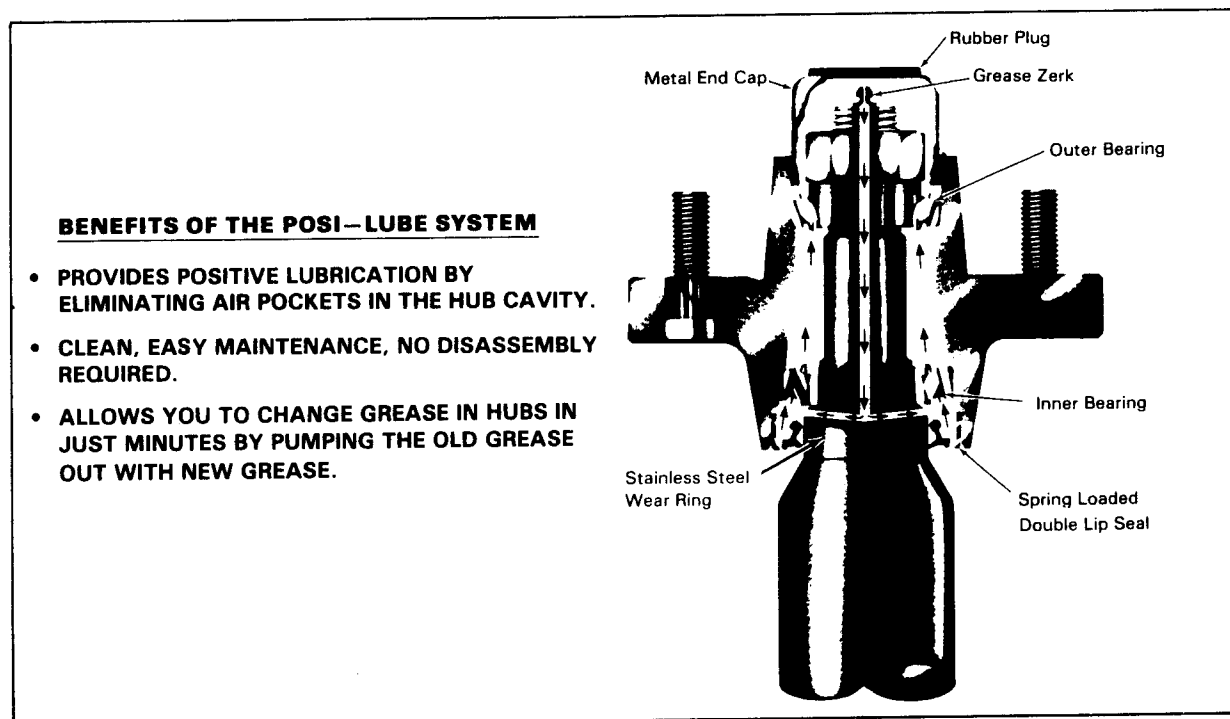
Your Correct Craft trailer is designed to cradle your boat securely and with a minimum of pressure exerted against the hull under highway and/or launching and recovery conditions.

You can't be too good to the hull of your boat, so proper cradling in transit or storage is essential.

A few words about the features of your trailer:

**SEALED BEARING SYSTEM:** Your trailer wheel hubs are equipped with a posi-lube system that helps to seal the bearings against the intrusion of water and dirt. This is especially important since your trailer is the drive-on type so the wheels are submersed while launching and recovering. Additionally, the cooling effect of water on the hubs after being heated by highway travel can cause water and debris to be sucked into an unprotected hub causing rapid deterioration and bearing failure.

With the posi-lube system, complete lubrication is achieved by a lubricating hole drilled through the center of the spindle to a perpendicular hole which exits between the rear seal and the rear bearing. To lubricate the posi-lube spindle, you simply remove the rubber plug, install a standard grease gun and apply grease. The grease flows through the lubricating hole to the rear seal area and toward the front of the assembly (see illustration). Sufficient lubrication is present when grease begins to flow out of the metal end cap. This action is indicated in the illustration and grease flow is indicated by arrows.

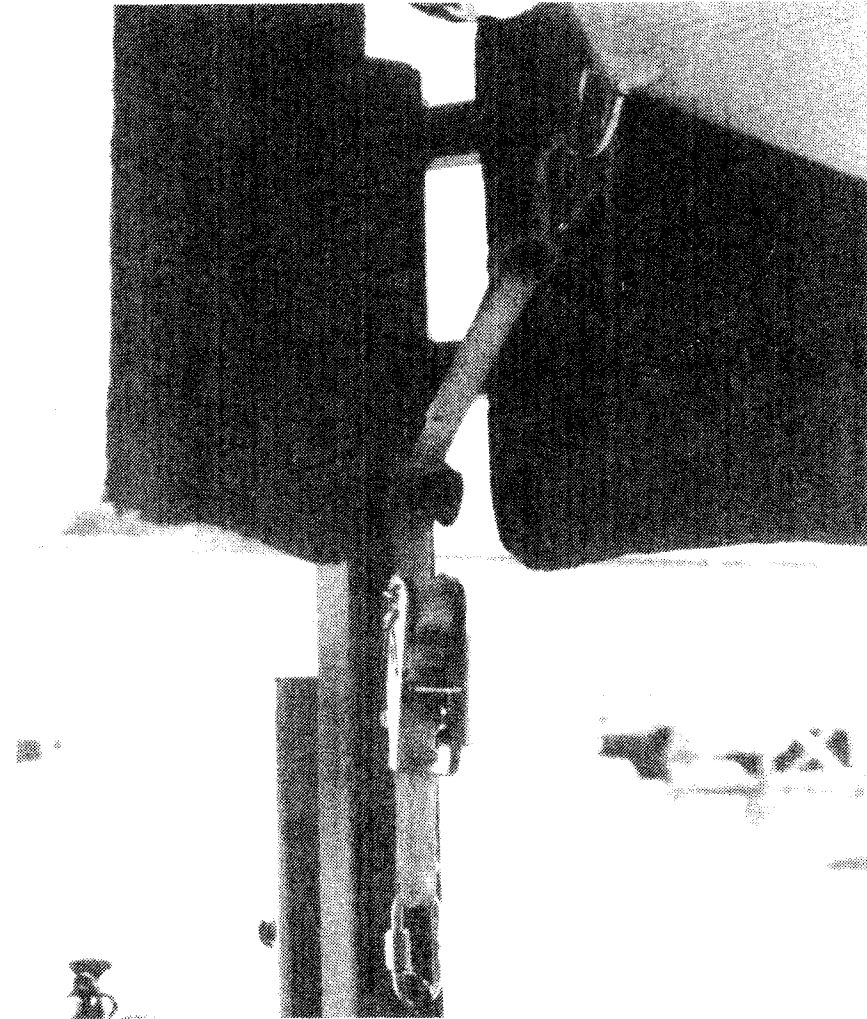


If you desire to change the grease in your hub, simply pump in new grease and watch until all old grease is purged and new grease begins to exit the metal end cap.

**CAUTION:** If the wheel bearing spindle nut is removed for any reason, be sure to replace the bendable tab lock washer with a new one. Failure to put on a new lock washer could result in loosening of the spindle nut.

## TRAILER, CONT.

**BOW RACHET STRAP:** Your trailer comes equipped with a bow ratchet strap. This strap is to be used while trailering your boat and must be removed for the launch and recovery of your boat. There is a ratchet handle mechanism to eliminate slack. To tension, operate handle back and forth until webbing is taut and close handle completely. To release, disengage locking latch and rotate handle over center.



**DOLLY JACK:** The dolly jack mounted on the front of your trailer affords an easy method of storing your boat in a raised position and also aids in raising and lowering the trailer in respect to your vehicle's hitch. **TO AVOID PERSONAL INJURY AND EQUIPMENT DAMAGE, NEVER PLACE HANDS OR OTHER BODY PARTS BETWEEN THE COUPLING AND ANY PART OF THE TOW VEHICLE.**

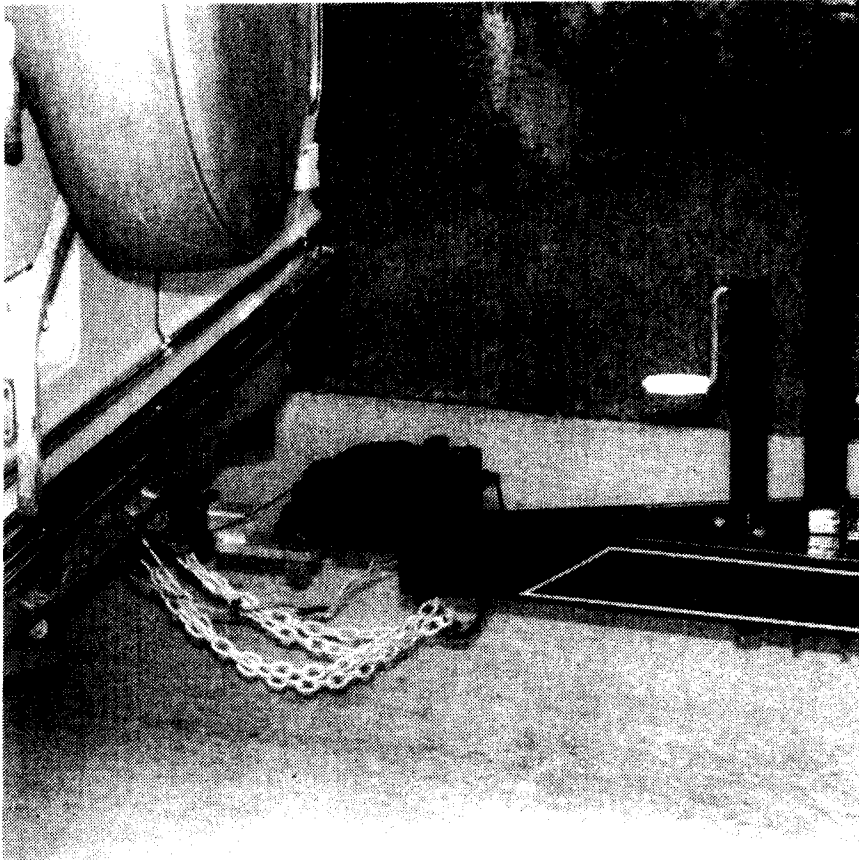
The dolly jack should be periodically oiled for smooth operation. Just introduce some light lubricating oil into the hole located just below the jack crank handle on the left hand side of the jack post. This can be done with a small oil can.

**IMPORTANT!** States have varying laws about trailer tie-downs. Learn what your local and state laws are about trailer tie-downs to determine your need for them on your Correct Craft trailer. Beginning August, 1987, tie-downs were equipped standard on all Correct Craft trailers. You are responsible for buying and installing the necessary straps.

## TRAILER, CONT.

**BOW STOP ASSEMBLY:** Your trailer is equipped with a bow stop so that when the boat's bow is snug against the two vertical boards, the proper weight exerted upon the trailer tongue is maintained.

**SAFETY CHAINS:** Just behind the hitch coupler, you'll find a chain looped through a metal brace on the bottom of the trailer tongue that should be crossed under the tongue and secured to the towing vehicle's trailer hitch. (On most trailer hitches, you'll find provision for this.) See photograph below for proper hook-up.



**THIS CONNECTION IS A REQUIREMENT IN MOST STATES WHILE PULLING A TRAILER OF ANY TYPE. YOU SHOULD CHECK YOUR OWN AREA'S REGULATIONS REGARDING TRAILERING.**

Be sure that there is sufficient slack in the chain connection to your vehicle to permit cornering **without** the chain touching the ground.

**NOTE:** For proper towing characteristics the National Marine Manufacturers Association (NMMA) recommends that the trailer tongue weight exerted on the rear of the towing vehicle be no less than five percent and no more than 10 percent of the total weight of boat, trailer, fuel and gear on board. Incorrect tongue weight can cause improper and potentially hazardous towing conditions. To determine the appropriate tongue weight for your Correct Craft boat and trailer, please refer to the table and formula on the page titled **Proper Trailer Tongue Weight** in this chapter.

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## **TRAILER, CONT.**

**HITCH:** If you don't already have a trailer hitch installed on your vehicle, you should go to a reputable installer to have this accomplished. Correct Craft trailers require a 2" hitch ball of proper capacity for your boat/trailer combination.

(It's also a good idea to purchase an inexpensive hitch ball protective cover available at marine supply stores.)

**CAUTION: NEVER INSTALL A BUMPER-MOUNTED HITCH ON YOUR VEHICLE. ALWAYS USE A HITCH ATTACHED TO THE FRAME OF YOUR VEHICLE.**

Always use a hitch rated with the appropriate capacity to match the trailer's gross vehicular rating (see caution label on trailer and Proper Trailer Tongue Weight pages in this chapter).

**WIRING:** Unless you're an expert in towed vehicle wiring, have your vehicle wired to the requirements of your trailer by one familiar with such work. (A good many reputable firms can supply this service at the same time that your hitch is installed.)

**SECURITY:** There are several locking devices available at marine supply stores that will aid in securing your boat whether it is attached to your vehicle or not.

**CARE OF YOUR TRAILER:** Similar to a car, a trailer consists of painted metal, therefore you should exercise the same kind of care. Frequent washing with a gentle detergent and water and waxing when needed will maintain its lustre. Since the trailer is frequently submersed, you should periodically check for rust spots that may appear. Touch them up promptly with a good rust-preventive touch-up paint, particularly around the wheel hub.

It is a good practice to rinse your boat and trailer with fresh water after each use to remove salt or other contaminants harmful to finishes.

## **TRAILER, CONT.**

**TOWING YOUR BOAT:** Here's a checklist that we recommend before you trailer your boat.

1. Check wheel lug nuts for tightness. (Proper torque is 90 to 95 ft. lbs.)
2. Check all nuts, bolts and fasteners for tightness.
3. Be sure that the coupler is securely fastened and that the safety chains are secured to the vehicle.
4. Check the bow ratchet strap for tightness.
5. Be sure that the trailer electrical connector is securely positioned with slack allowed for cornering. Check brake lights, turn signals, emergency flasher and running lights with the vehicle engine on and with it off.
6. Be sure that the contents in your boat are securely stored, so that no loose gear can fly out of the boat or shift, causing damage to boat or equipment. These items should be stowed carefully or firmly secured.

**NOTE: TRAILER-TOWED BOATS ARE NOT DESIGNED TO BE USED TO CARRY EXCEPTIONALLY HEAVY LOADS. THIS CAN ADVERSELY AFFECT THE PROPER BALANCE OF THE BOAT/TRAILER COMBINATION AND CAUSE TIRE FAILURE AND/OR LOSS OF CONTROL.**

7. If your trailer is equipped with surge brakes, check the brake operation. (Refer to the brake manufacturer owner's manual for proper instruction).
8. If your boat is equipped with the optional bow winch, make sure that it's snug.

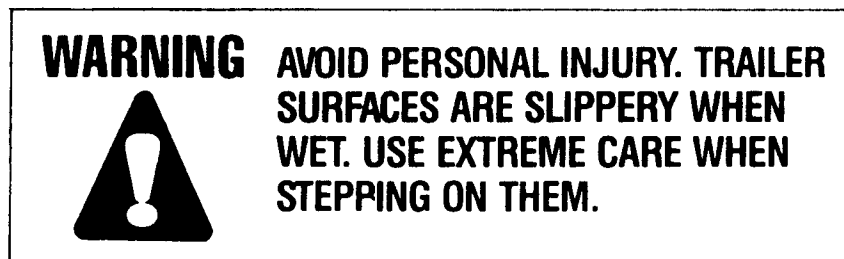
## **TRAILER, CONT.**

**DURING TRAVEL:** Each time you stop on a long trip, make these inspections.

1. Recheck the tightness of the wheel lugs.
2. Recheck the sealed bearings for lubricant level.
3. Ensure that the boat is still positioned snugly against the bow stops.
4. Examine the hitch connection to be sure it is firmly attached and that the safety chains are securely fastened.
5. Make sure that all trailer lights are still functioning properly.
6. Re-examine the contents of your boat to ensure that no items such as life jackets or other gear have become dislodged.

**TRAILER FENDERS:** Effective with model year 1988, Correct Craft applies a non-skid material on trailer fenders. Whether or not your Correct Craft trailer has this material, please adhere to the following:

**WARNING! AVOID PERSONAL INJURY. TRAILER SURFACES ARE SLIPPERY WHEN WET. USE EXTREME CARE WHEN STEPPING ON THEM.**



**BEGINNING WITH MODEL YEAR 1988, YOUR CORRECT CRAFT TRAILER IS EQUIPPED STANDARD WITH SURGE BRAKES. BEGINNING MARCH 2, 1990, ALL TANDEM AXLE TRAILERS HAVE SURGE BRAKES ON THE FRONT AND REAR AXLES. SPECIFIC INFORMATION ABOUT YOUR SURGE BRAKE SYSTEM IS PROVIDED BY THE MANUFACTURER AND IS INCLUDED IN THE POCKET OF THE NEW BOAT KIT BINDER WHICH CORRECT CRAFT PROVIDES WITH EACH NEW BOAT MANUFACTURED. READ THIS MATERIAL AND HAVE YOUR BRAKES SERVICED ACCORDING TO THE SURGE BRAKE SYSTEM MANUFACTURER'S RECOMMENDATIONS.**

## **TRAILER, CONT.**

**TIRES:** Your tires are of the proper size and the proper rating for your Correct Craft boat. You should note, before use, the tire manufacturer's recommended pressure. It is stated on the tire itself in terms of pounds per square inch (PSI).

**TIRE PRESSURE IS VERY IMPORTANT AND SHOULD BE CHECKED BEFORE EACH USE. BE SURE TO EFFECT THIS CHECK WHEN THE TIRE IS COOL.**

### **TRAILER TIRE AND WHEEL CAPACITIES:**

Correct Craft trailers are NMMA certified. The rims we use have certain weight capacities, as do the tires. Correct Craft does not recommend alteration with custom rims or tires, as they may not meet capacity requirements. See the list below for these specifications.

### **WHEEL AND TIRE WEIGHT CAPACITIES:**

#### **SINGLE AXLE TRAILERS**

Tire: H78 - 15ST

Tire Inflation: 65 p.s.i. for each tire

Wheel: 15" x 6 E-coated wheel

Capacity: 2,330 lbs. for each wheel

#### **TANDEM AXLE TRAILERS**

Tire: B78 - 13 ST

Tire Inflation: 50 p.s.i. for each tire

Wheel: 13 x 6 E-coated

Capacity: 1,315 lbs. for each wheel

**DO NOT OVER- OR UNDER-INFLATE SPECIFIC TIRE PRESSURE.**

**CARPET:** The longitudinal supports that cradle the hull and the bow stop boards are covered with carpeting material. Soap, water and a soft scrub brush are needed to clean this carpet. DO NOT use any caustic substances, as these will deteriorate the carpet on the trailer.



## TRAILER, CONT.

### Proper Trailer Tongue Weight

To determine the appropriate tongue weight for your Correct Craft boat and trailer, please refer to the table below and use the formula explained on the following page.

### APPROXIMATE WEIGHTS FOR CORRECT CRAFT BOATS AND TRAILERS (WITH STANDARD FEATURES).

#### Boats:

- Ski Nautique with 351 cid engine = 2,300 lbs.
- Ski Nautique with 454 cid engine = 2,520 lbs.
  
- Sport Nautique with 351 cid engine = 2,525 lbs.
  
- Barefoot Nautique with 351 cid engine = 2,300 lbs.
- Barefoot Nautique with 454 cid engine = 2,520 lbs.

#### Trailers:

Ski Nautique single	1,050 lbs.
Ski Nautique tandem	1,200 lbs.
Sport Nautique single	1,150 lbs.
Sport Nautique tandem	1,300 lbs.
Barefoot Nautique single	1,075 lbs.
Barefoot Nautique tandem	1,225 lbs.

### APPROXIMATE WEIGHTS FOR BATTERY AND FUEL

Battery: 45 lbs.

Fuel: 6.6 lbs. per gallon

#### Fuel capacity:

- Ski Nautique: 25 gallons
- Sport Nautique: 25 gallons
- Barefoot Nautique: 27 gallons

## TRAILER, CONT.

TO CALCULATE WEIGHT OF FUEL IN BOAT, MULTIPLY THE NUMBER OF GALLONS OF GASOLINE IN YOUR BOAT'S FUEL TANK BY 6.6. THE RESULT WILL TELL YOU THE WEIGHT OF FUEL ON BOARD IN POUNDS.

$$\text{Gallons of fuel in boat} \times 6.6 \text{ lbs.} = \text{Weight of fuel in boat}$$

### TO FIGURE PROPER TRAILER TONGUE WEIGHT:

1. Determine the specific weight of fuel on board and the specific weight of personal gear and equipment in the boat.
2. Add these two figures to the weight totals of the boat, trailer and battery.
3. Multiply the total weight of boat, trailer, battery(s), fuel and gear by .05 (5%) to determine the minimum tongue weight recommended.
4. Multiply the total weight of boat, trailer, battery(s), fuel and gear by .10 (10%) to determine the maximum tongue weight recommended.

### EXAMPLE OF FIGURING CORRECT TRAILER TONGUE WEIGHT:

Boat Weight	
+ Trailer Weight	
+ Battery Weight	
+ Weight of fuel in boat (gallons of fuel x 6.6 lbs.)	
+ Weight of personal gear on board	
-----	
=	TOTAL WEIGHT

TOTAL WEIGHT TIMES .05 = MINIMUM TONGUE WEIGHT  
(total weight x .05 = minimum tongue weight)

TOTAL WEIGHT TIMES .10 = MAXIMUM TONGUE WEIGHT  
(total weight x .10 = maximum tongue weight)

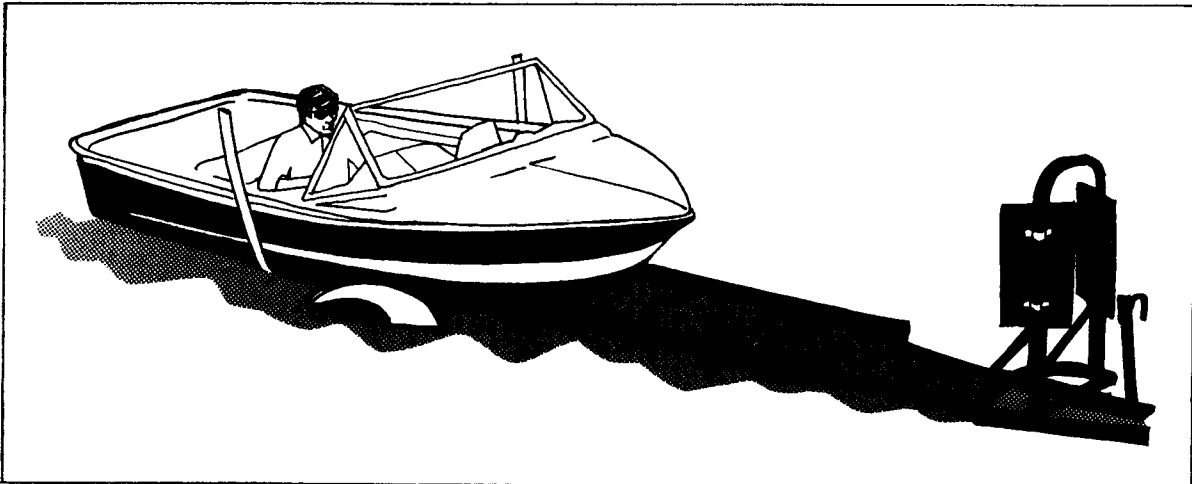
**TRAILER TONGUE WEIGHT SHOULD BE BETWEEN THE MINIMUM AND MAXIMUM FOR PROPER TOWING CHARACTERISTICS. THE OPTIMAL TRAILER TONGUE WEIGHT SHOULD NOT BE LESS THAN 5% OF THE TOTAL WEIGHT NOR SHOULD IT BE MORE THAN 10% OF THE TOTAL WEIGHT.**

## TRAILER, CONT.

**Your Correct Craft is equipped to meet applicable Federal safety standards. Check your own local and state requirements regarding brakes and additional equipment that may be required.**

**CAUTION:** The trailer lugs should be checked on a regular basis on any Correct Craft trailer. Trailer lugs can come loose or may be tampered with. It is your responsibility to add this to your preventive maintenance checklist prior to boating or trailering your boat.

**LAUNCHING:** Before launching, be sure that the boat drain plug is securely installed (Sport Nautiques have two plugs). Check the ramp which you will use to ensure sufficient depth to launch. The water should be deep enough to cover the top of the trailer fenders. (See illustration.)



**DO NOT REMOVE THE BOW RACHET STRAP FROM TRAILER OR BOAT BOWEYE UNTIL YOU HAVE FULLY BACKED UP INTO THE WATER AND ARE READY TO DRIVE THE BOAT OFF THE TRAILER.**

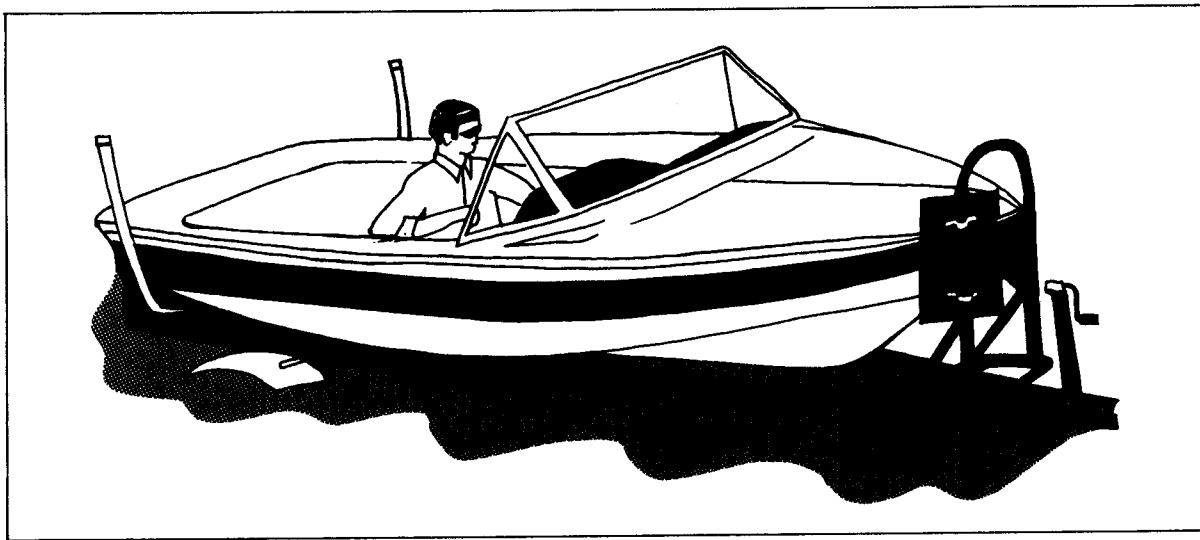
When in this proper position, make sure that the bow ratchet strap from trailer to boweye is removed and that there are no other restraints from trailer to boat.

Your trailer, as we've said, is a drive-off, drive-on type. Simply place your trailer/boat combination to approximately the depth shown.

## TRAILER, CONT.

**RECOVERY:** Back up the trailer until water covers the trailer fenders. With the trailer in this proper position, slowly drive the boat between the two vertical posts and onto the partially submerged trailer. Gently ease the boat until the bow rests between the two bow stops. When the boat is in this correct position on the trailer, attach the bow ratchet strap on the trailer to the boat boweye. Do this before driving vehicle and trailer from the ramp. Then operate the ratchet mechanism to remove any slack.

**CAUTION!** WHEN YOU ARE LAUNCHING OR RECOVERING YOUR BOAT, LOOK AROUND THE RAMP SITE CAREFULLY FOR SWIMMERS OR PEDESTRIANS NEAR THE TOW VEHICLE AND BOAT. ALWAYS PERFORM A THOROUGH CHECK OF BOTH THE LAND AND WATER AREA. DO NOT PROCEED UNTIL EVERYONE IS OUT OF THE WATER OR CLEAR OF THE SPACE YOU WILL BE USING FOR LAUNCH OR RECOVERY.



## TRAILER, CONT.

### CAUTION



NEVER TOW YOUR BOAT WITH THE CANVAS OPTIONS, WHETHER THEY BE SUN TOP, SPRAY HOOD, CLEAR CONNECTOR, OR ANY OTHER CANVAS, ATTACHED TO THE BOAT. DUE TO WEATHER CONDITIONS, IT IS POSSIBLE THAT YOU COULD EXCEED THE STRENGTH OF THE CANVAS IN A SEVERE WIND. ALSO, NEVER TOW YOUR FISH NAUTIQUE WITH THE CENTER CONSOLE TIPPED IN THE FORWARD POSITION. THIS, TOO, WILL STRESS THE CANVAS AREA AND CAUSE POSSIBLE TEARS.