Why Fish
With An Amateur
When You Can Fish
With A Pro

Owner's Manual
WELCOME

As the new owner of a Pro-Line, we would like to welcome you into our ever expanding family of boating enthusiasts.

Every journey lets you enjoy the excitement of a new adventure. Your new Pro-Line is more than just a boat; it is a way of living. Our employees are dedicated to providing pleasure and fishability through our product quality, performance and dependability.

Pro-Line’s commitment to excellence has enabled us to create a superior fishing craft, providing you with comfort, performance, safety and dependability. All of our boats comply with the safety standards set by the United States Coast Guard and are designed, engineered and manufactured in accordance with applicable recommendations and guidelines of the National Marine Manufacturers Association (NMMA) and the American Boat and Yacht Council (ABYC).

The owner’s manual - to be kept onboard your Pro-Line - introduces you to all the features which make our boats so incomparable. For years of trouble-free boating, take the time now to carefully review the information in the owner’s packet and this manual, and really get to know your boat.

Because our Product Development and Engineering department is continually upgrading our products, some of the descriptions contained in this manual may differ somewhat from the actual equipment on your boat. If this occurs, please disregard those sections and refer your concerns to your authorized Pro-Line dealer.

Because your purchase represents a substantial investment, we know you will want to take the necessary measures to protect its value. We suggest you plan a program for proper operation, routine periodic maintenance, and attention to safety inspections. If you have questions which are not fully covered by this manual or the manufacturer’s instructions, please consult your authorized Pro-Line dealer for assistance.

Thank you for choosing a Pro-Line!
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GENERAL INFORMATION

DEALER'S RESPONSIBILITIES:

Although your boat has undergone a series of rigid inspections throughout the manufacturing process, the final factory check is not the last one before you take delivery. Your dealer has been trained to perform additional pre-delivery checks and to service your Pro-Line in preparation for delivery.

Dealer responsibilities include:

* An adequate orientation in the general operation of your Pro-Line.

* An explanation of safety considerations regarding the use of containment systems and components.

* A complete owner's packet containing literature and information regarding your Pro-Line and its separately warranted products, warranty and registration cards, operation and maintenance instructions, and several boating safety brochures.

* Review all warranties, pointing out the importance of mailing warranty cards and registrations to various manufacturers within the required time limits, and assist you in accomplishing this.

* Instructions on obtaining local and out-of-area service during and out of warranty periods.

CONSUMER RESPONSIBILITIES:

* Read and understand the limited warranty.

* Read all literature and instructions and use all equipment in accordance therewith.

* Examine the boat to ensure that all systems are working properly at the time of accepting delivery.

* Provide proper maintenance and periodic servicing of the boat in accordance with the service guide and owner's manual.

When contacting your dealer regarding warranty or service, please have all pertinent information such as serial number, model number, etc. on hand (refer to warranty section).
Pro-Line Boats, Inc. has a permanent record of your boat, which is retained under its 'Hull Identification Number'. Data is kept regarding equipment and accessories, as well as dealer and shipping information.

The Hull Identification Number, located on the transom, starboard side just below the gunnel trim, is the most important identifying factor and must be included in all correspondence and orders. Failure to include it only causes delays. Also vitally important are the Engine Serial Numbers and part numbers when writing about or ordering parts for your engine.
INTRODUCTION TO YOUR BOAT

BILGE PUMP:

Your Pro-Line is equipped with a bilge pump which is located in the extreme aft end of the bilge at the keel.

AUTOMATIC OPERATION:

The bilge pump and float switch are wired directly to the battery with a 10 amp inline fuse. If the boat has a battery selector switch, the bilge pump float switch is wired to the battery side of the switch. It is important that the bilge pump float switch always has power, even if the battery selector switch is turned off. If water enters the bilge, the automatic float switch will energize the pump and empty the bilge of water.

IMPORTANT: Be sure the bilge area is kept clean and free of debris or other loose objects which may prevent the float switch from operating freely.

MANUAL OPERATION:

The bilge pump has a manual override switch on the dash switch panel. This switch will run the bilge pump until it is turned back to the automatic mode. DO NOT RUN THE PUMP WHEN DRY. Inspect the bilge pump intakes for any restrictions.

TROUBLESHOOTING:

<table>
<thead>
<tr>
<th>Problem</th>
<th>Pump won't run on auto.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Check:</td>
<td>* 10 amp in-line fuse between float switch and battery connection.</td>
</tr>
<tr>
<td></td>
<td>* Ensure that the battery is charged.</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Problem</th>
<th>Pump won't run manually.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Check:</td>
<td>* Breaker or fuse next to switch.</td>
</tr>
<tr>
<td></td>
<td>* Medallions (Twin Console) - Check in-line fuse inside console behind switch panel.</td>
</tr>
<tr>
<td></td>
<td>* Ensure battery is charged.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Problem</th>
<th>Pump runs, but water doesn't come out of overboard discharge.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Check:</td>
<td>* Intake strainer at base of the pump for debris blocking intake.</td>
</tr>
<tr>
<td></td>
<td>* Ensure hose is securely attached at both ends.</td>
</tr>
<tr>
<td></td>
<td>* Ensure thru-hull fitting is not obstructed.</td>
</tr>
</tbody>
</table>
SUMP PUMP:

2500, 2510, 2550, 2800, and 2950 Pro-Lines have fishboxes in the floor on either side of the fuel tank (2950 has a single fishbox between dual fuel tanks). These boxes drain to a sump pump mounted in the bilge, just aft of the fuel tank. The sump pump is intended to pump the melteddown from ice overboard. As the sump pump containment well fills up, a float switch will automatically pump the well down.

The fishbox drain is equipped with a strainer to prevent ice bags, fish scales, or other debris from blocking the drain hose or getting into the sump pump well.

Maintenance: It is advisable to remove the top of the sump pump, check for free operation of float, and clean out any small debris or sediment.

For electrical information, refer to Section IV. If you still need further assistance, contact your Pro-Line dealer.

BILGE BLOWERS (STERN DRIVE MODELS ONLY):

Stern Drive Pro-Lines have a natural ventilation system that exchanges the air in the engine compartment when your boat is underway. It also has an electric bilge blower to provide forced ventilation of the engine compartment before starting your engine, and when operating below cruising speeds. The bilge blowers are located in the engine compartment on the transom.

CAUTION: Use of the bilge blower should never take the place of checking the bilge visually and smelling for fumes.

Operation: The bilge blower is protected by a 10 amp breaker on the dash switch panel. The blower is operated by the on/off switch located on the dash switch panel. Operate the blower a minimum of 4 minutes and check the compartment for fumes before starting the engine.

DRAIN PLUG:

All Pro-Lines are fitted with a drain tube and plug, or a garboard drain and screw-in plug, depending on boat model.

We recommend that you remove the drain plug when trailering or storing your boat.

Make sure your drain plug is replaced before launching!
FUEL SYSTEM:

Pro-Line boats have one fuel tank located under the cockpit floor. The fuel fill is located on the starboard side deck and says "GAS" on the cover. The fuel vent fitting is located on starboard hull side below the fuel fill. This vent serves a dual purpose of pressure or vacuum release, and safety overflow. The thru-hull vent fitting is also a flame arrestor. Keep the screen in this vent fitting clean. Replace screen immediately if damaged or misplaced.

Access to the fill and vent fittings at the deck may be gained by removing the inspection port on the cockpit side just below the fuel fill fitting. The fill hose and vent hose connections at the gas tank are accessible through an inspection port located in the cockpit floor. Also at this location will be the tank manufacturer's complience and capacity label. This label will list the fuel tank complience based on Coast Guard regulations at the time of manufacture, and fuel capacity.

The sending unit is located through an inspection port over the center of the fuel tank. If there is not inspection port there, it is located at the front of the tank. The fuel pickup at the fuel tank is located through an inspection port on the aft end of the fuel tank in the bilge.

PROPELLER:

If your Pro-Line has a factory installed engine, whether it be outboard or stern drive, it has also been equipped with a propeller which has been performance tested to be best suited to your boat and motor combination.

In some situations, you may wish to change propellers to give your boat slightly different performance characteristics. In general, changing to a "lower" pitched propeller will increase acceleration and power, but with a slight decrease in top speed. Changing to a "higher" pitch propeller will attain higher top speed with a light load, but will sacrifice acceleration and power. Your particular requirements should be discussed with your Pro-Line dealer.

Under no circumstances should you use a propeller which exceeds maximum or minimum engine manufacturer's recommended RPM.

PROPPELLER TORQUE AND ITS CORRECTION:

Some of the more powerful motors create a considerable torque effect; that is, a twisting motion causing a ride with a slight list (up on one side). This twisting reaction is caused by the direction of propeller rotation lifting one side of the boat. This causes an uneven drag, so that a boat's bow may tend to fall off of the intended course.
PROPELLER TORQUE AND ITS CORRECTION (Continued):

If this effect exists in your boat, it can usually be corrected by an adjustable 'trim tab' on the lower unit of the motor or outdrive. The 'trim tab' should offset the effect of torque, thus allowing the boat to maintain a course without pulling to one side.

Offsetting any torque related 'list' can be accomplished by shifting equipment on the boat, such as coolers and other personal belongings.

Operating your boat with a damaged propeller will reduce its top speed, may introduce undesirable handling characteristics, and will definitely increase fuel consumption. A damaged propeller may also create unpleasant vibrations, leading to an increased sound level. These excessive vibrations will hasten wear to rotating and reciprocating engine components and may cause costly, premature engine damage.

HYDRAULIC STEERING OPERATION (OPTION):

To operate the hydraulic steering system, simply turn the steering wheel in the direction desired. The helm pump will pump fluid to the steering cylinder and cause the boat to turn. The system is totally self contained and does not rely on electronic or manual assistance.

Maintenance:

During initial period of operation, inspect for leaks at 2-hour intervals until absence of any leakage is assured.

Periodically check helm pump fluid level (Refer to hydraulic steering owner's manual included in the boat's owner's packet).

It is recommended that the hydraulic fluid level be checked when temperature is near the temperature when pump was last filled. This will prevent over or under filling due to fluid expansion or contraction.

Every 24 hours of operation, check all nuts, cap screws, and hose fittings to be sure they are tight. Check that hoses are not rubbing or binding on sharp corners. Check that clamps are not distorting, deforming or otherwise damaging hoses.

It is recommended that the hydraulic fluid be changed once a year under normal operating conditions; twice a year if the boat is heavily used.
MECHANICAL STEERING:

Pro-Line's manual steering system uses a steering head which mechanically pushes or pulls an enclosed cable which goes directly to the motor tiller arm. It is recommended that at least twice a year the system be thoroughly inspected for damage caused by the elements surrounding it, such as weather, water (especially salt water), and normal wear.

Troubleshooting

The following are some troubleshooting hints which may help prevent or solve a problem:

A. Steering stiff or unusually hard operating, jerky, or erratic:

1. Corrosive deposits at cable output end, either inside cable sleeve, or inside motor tilt tube.
2. Crushed or kinked cable conduit.
3. Bent cable ram at output end.
4. Friction device at helm overtightened.
5. Internal corrosion or damage to cable.
6. Engine and boat not trimmed out properly.
7. Engine trim tab loose, damaged or incorrectly set.
8. Transom bracket improperly mounted, bent or distorted (Boat mounted systems).
9. Bent or distorted engine link may be interfering with engine.

B. Steering sloppy and has excessive free steering wheel movement.

1. Cable transom bracket loose or cable end fittings loose or badly worn.
2. Steering wheel loose on helm.
3. Worn or loose fasteners in helm unit or drive unit.

C. Steering system will not turn.

1. Corrosive buildup at output end of cable. Warning: if the system does not free easily, replace the cable.
2. System badly damaged at the helm or cable output end.
POWER TRIM OPERATION (OPTION):

The power trim system allows the operator to raise and lower the motor for trailering, beaching, launching, and shallow water operation. Power trim also allows the operator to adjust the angle of the motor while underway, to provide the ideal boat angle, in relation to the water surface, for a given load and water condition. In most cases, the best all-around performance is obtained when the bow of the boat is just slightly out of the water.

Tilt motor up - characteristics:

1. Reduces amount of hull in the water, causing the boat to draw less water than when standing still.
2. Generally, while planing, this position tends to allow the hull to run at a more efficient angle to the water’s surface resulting in better speed and fuel economy.
3. In excess, it can cause bouncing, porpoising, and/or propeller ventilation.

Tilt motor down - characteristics:

1. Lowers bow in water, tending to improve ride in rough water with partial throttle.
2. Starting position when accelerating to get up on plane.
3. Will reduce boat speed in most cases.

To raise drive unit for trailering, beaching, launching, or shallow water operations:

Refer to the owner's operation manual included in the owner's packet.

NOTE: The power trim pump motor is protected from overheating by an internal circuit breaker. If trailering switch is held depressed after drive unit reaches the end of its upward travel, the circuit breaker will stop the pump. If this should happen, release the switch and allow about one minute for the pump to cool. The breaker will automatically reset itself and the pump will be operational.

SHIFT AND THROTTLE CONTROLS:

Your Pro-Line can be ordered with several different shift/throttle systems. Refer to the owner’s packet to find the manual on your particular installation.
LOADING:

The capacity plate attached to a boat states the maximum persons and the maximum weight capacity (in pounds) for persons, motor, and gear that the boat will handle safely under normal conditions.

These load capacity ratings are computed from a complex formula determined by the U.S. Coast Guard. Overloading is a significant cause of boating accidents. Improper loading can be equally as hazardous. The performance of a boat is affected by the amount and distribution of the load it is carrying.

When boarding a boat, always step - never jump into a boat.

When loading a boat, have someone on the dock to pass the gear aboard. Secure all gear firmly so that it does not shift or interfere with the safe operation of the boat. Place heavy gear so that the boat is balanced.

Passengers should board the boat one at a time (never jumping into the boat) and seat themselves so as to maintain an even and level trim to the boat.

Do not exceed the load capacity rating as stated on the U.S. Coast Guard capacity plate.

Do not allow passengers to ride on the bow of the boat with feet hanging over the side.

Do not allow several passengers to ride in the bow, causing the bow to "plow".

Do not allow passengers to ride on top of the stern, or on the gunwales of the boat. Falling from moving boats is a major cause of boating accidents.

Remember that the presence of the capacity plate does not relieve the operator of the boat from the responsibility of using common sense or sound judgement. Rough water and adverse weather conditions will reduce the safe operating capacity of the boat.

Advance knowledge of weather forecasts and water conditions are recommended.

Overloading is a violation of Coast Guard regulations.

Overloading and improper distribution of weight are significant causes of accidents. Capacity plates indicate maximum loads under normal conditions. Give yourself an extra margin of safety in rough water.
TRIM TABS (OPTION):

Trim tabs on your Pro Line operate with rocker type momentary switches located below instrument panel. Trim tabs are protected by a 20 amp in-line fuse behind trim tab switch panel. Trim tab pump is located at the transom.

To trim the bow down, push the top half of both rocker switches in half-second “bursts”. If you hold switches in to adjust trim, the boat will over trim. To correct over-trimming, push the bottom of both rocker switches to obtain desired planing angle.

The two trim tabs can be operated separately to counteract a list the boat may have due to uneven loading, seas, or wind effects on the boat.

Before the boat gets underway, trim tabs should be fully elevated in full ‘Bow Up’ position (bottom half of rocker switches fully depressed). Once underway if you have a port list (left side of boat rides lower than right), give top half of port trim tab a half-second “burst”. Repeat until boat is trimmed level. If desired, you may trim the bow down further by giving top half of both rocker switches short simultaneous bursts, pausing between bursts. This procedure will help offset heavy loads in aft of boat.

Hydraulic trim tabs use Type A Dextron II Automatic Transmission Fluid, which should be filled to the ‘fill’ mark on the pump base. Add fluid with the tabs in the UP position only.

ALARM SYSTEM - OUTBOARD (OPTION):

Your engine is equipped with an audible alarm system - water temperature and VRO oil - connected to an alarm buzzer. The buzzer will sound if cooling water temperature is high or VRO oil is low. Refer to Engine Operator’s Manual for proper gauge readings or aid in finding and correcting problem.

Caution: If engine stalls during dockside or slow maneuvering, buzzer will sound until engine is restarted. The buzzer will also sound while engine is cranking and will continue until it starts. If ALARM SOUNDS WHILE ENGINE IS OPERATING, QUICKLY CHECK AND NOTE VRO OIL LEVEL AND WATER TEMPERATURE GAUGE. TURN ENGINE(S) OFF IMMEDIATELY. Check for leaks and see if cooling water pick-up is blocked or clogged. If necessary, clear water pick-up of foreign matter. DO NOT RESTART ENGINE UNTIL CAUSE FOR ALARM SOUNDING HAS BEEN FOUND AND CORRECTED.

It is recommended that the system be tested at least once every five hours of operation. To test the engine alarm, turn key to the ‘on’ position (without cranking the engine). The buzzer should sound within 7 to 14 seconds.
IGNITION SWITCH:
The ignition switch on your boat has three positions: 'off', 'on', and 'start'. The 'start' position is spring loaded and the key should be held in this position until the engine starts. After the engine starts, release the key and it will return to the 'on' position. Always turn the key to the 'off' position when the engine is not running to prevent discharging the battery. Do not operate the engine starter motor for more than 15 seconds at one time as the motor will overheat.

OIL PRESSURE GAUGE (STERN DRIVES ONLY):
This is a most important instrument. Very little serious trouble can occur inside an engine without it showing up on the oil pressure gauge. Generally, readings of 10 to 15 psi pressure at idle and/or 15 to 25 psi pressure at cruise are satisfactory. Your engine owner's manual is more specific on the subject. If a complete loss of oil pressure occurs, shut off the engine at once.

WATER TEMPERATURE GAUGE:
The water temperature gauge indicates the temperature of the cooling water circulating inside the engine. Your engine is equipped with a thermostat so that a predetermined engine temperature should be reached soon after starting the engine, and maintained thereafter while the engine is running. Temperatures of 150º to 170º are in the normal operating range. If the temperature approaches above normal on your gauge, shut down the engine at once.

FUEL GAUGE:
The fuel gauge indicates the fuel level in your fuel tank. The most accurate reading of the fuel gauge is at idle speeds when your boat is in an approximately level position. At slow planes when your boat is in a bow up position, the gauge will read inaccurately (on the low side) because the fuel in the tank travels to the rear of the tank and away from the fuel tank sending unit.

Since boats are subject to considerably more stress than automobiles due to rough water conditions, the fuel gauge may not provide accurate readings at all times, even at idle speeds. Become familiar with your engine's hourly fuel consumption at various speeds and use this, along with your running time as a backup check against the reading on your fuel gauge.
SPEEDOMETER:

The speedometer indicates the speed of your boat in miles per hour. It operates by transferring the water pressure at the Pitot tube mounted on the transom to the gauge. To insure an accurate reading, make sure that the Pitot tube is in the down position and its opening is not clogged. If you have a Yamaha installation, the Pitot tube is located in the lower unit of the motor.

Maintenance:

1. A clogged water pickup will render the speedometer inoperative. Clean with a piece of wire, or blow out with compressed air. Before blowing out with compressed air, disconnect speedometer tubing from Pitot tube or bayonet fitting.

2. Drain system of water completely before storage. Remove tubing from speedometer fitting and blow through tubing to remove water.

TACHOMETER:

The tachometer indicates the RPM at which your engine is running. Your engine operator's manual states the maximum full throttle RPM at which the engine should operate. This should not be exceeded. The tachometer should also be used to determine most comfortable and economical cruising RPM.

VOLTMETER:

The voltmeter indicates battery voltage, which normally ranges from 12.0 to 15.5 volts when the alternator is charging. Significantly higher or lower readings indicate a battery or alternator malfunction, or heavy battery drain. Refer to your engine operator's manual for proper gauge readings.

TRIM GAUGE:

The trim gauge indicates angle of the cavitation plate relative to the bottom of boat. When motor is trimmed 'in' or 'down', the bow is forced down. Trim should be at full 'in' position when accelerating from idle to plane, to achieve faster planing and less bow rise. Once on plane, motor can be trimmed 'up' or 'out' to raise the bow and increase speed. Experimentation is needed to determine best trim position for various conditions. If motor is trimmed out too far while on plane, propeller ventilation may result, evidenced by a sudden increase in RPM. This should be avoided and can be corrected by reducing engine RPM and trimming motor in. If motor is trimmed in too far when on plane, a rooster tail or excessive spray around the transom may occur. This can be corrected by trimming motor up slightly.
FUELING PRECAUTIONS:

Certain precautions must be carefully and completely observed every time a boat is fueled.

Before Fueling:

* Make sure your boat is tied securely to the fueling pier.
* Turn off engine, engine blowers (stern drive models), fans and other devices that can produce a spark.
* Close the cabin door and engine hatch (stern drive models) to prevent fumes from entering the boat.
* Disembark all people not needed for the fueling operation.
* Prohibit all smoking on board and nearby.
* Have a fire extinguisher close at hand.

While Fueling:

* Do not leave boat unattended.
* Keep nozzle or can spout in contact with the fill opening to guard against static sparks.
* Do not spill fuel.
* Do not overfill. Filling a tank until fuel flows from the vents is dangerous. Allow room for expansion.

After Fueling:

* Close fill openings.
* Wipe up any spilled fuel. Dispose of wipe-up rags on shore.
* Open cabin door; turn on bilge blowers (stern drive models).
* Ventilate the boat for at least four minutes.
* Check for fuel fumes in the bilge; continue ventilation until odor can no longer be detected. Check for any drips or liquid fuel.

STARTING YOUR ENGINE:

After taking on fuel, and before starting engines:

1. Open hatch, engine compartment (stern drive models), and doors and ventilate all enclosed spaces.

2. Operate bilge blower (stern drive models) at least four minutes but do not depend on the blower to eliminate fumes.

3. Always check bilge by visual inspection and smell. Leave engine
STARTING YOUR ENGINE (CONTINUED):

hatch and engine box open until after the engine has started and run for some time.

4. To facilitate starting stern drives when the engine is cold, move control to neutral (transmission disengaged from throttle lever), move throttle lever back and forth three or four times while starter is operating. This will actuate the carburetor accelerator pump and feed more fuel to the engine for starting. DO NOT move throttle lever back and forth if engines are hot, as this will cause flooding.

5. Turn ignition key clockwise to 'Start' position. As soon as engine starts, release key and allow switch to return to 'Run' position.

Cold starting outboards should be done by advancing the throttle about 1/4 open. Turn the key to the start position while activating the choke. On a cold start the choke should remain closed until the engine starts. Generally, once the engine starts the choke may need a few quick bursts until the engine smooths out.

Important: Do not continue to operate starter for more than 15 seconds without pausing to allow starter motor to cool off for 2 minutes. This also will allow battery to recover between starting attempts.

6. Check engine RPM on tachometer as soon as engine starts. Do not allow RPM to exceed 1500. Move throttle lever to decrease RPM.

Caution: Do not race a stern drive engine before turning ignition key off nor turn key off with engine running above idle. This could cause water to be drawn into engine via the exhaust system and result in internal damage.

AFTER STARTING ENGINE:

After the engine is running, these few rules will assure you that the engine is functioning properly:

1. Check the oil pressure indicator (stern drive models) for normal reading. Refer to engine owner's manual for correct reading.

2. Check for proper water circulation. The temperature gauge should show normal after a few minutes. Refer to engine owner's manual for correct temperature.
3. Make a visual inspection for any leaks related to fuel, exhaust, oil or water and correct as necessary. ( Stern drive models) All engines and electrical equipment (motors) should be shut off if fuel leaks are found.

4. Water test the boat after properly warming up the engine. Drive at top speed for only a moment, if you are in open waters and conditions permit. Note maximum RPM developed and general operation of the boat, instruments and engine. Follow detailed instructions on "Engine Break-in" in the engine operator's manual.

FOR DETAILED INFORMATION ON YOUR NEW ENGINE, REFER TO THE ENGINE OPERATOR'S MANUAL.

It is good safety practice and we recommend that all numbered precautions in the above paragraphs be observed each time the engine is started after a period of non-use. It is best that you check items on which the safety of your boat and personnel aboard depends, rather than entrust this to others.

FRESHWATER SYSTEM (OPTION):

Sport, Classic and Walkaround (Shower System) System Components:

1. Handheld Showerhead
2. Valve
3. Pump Switch
4. Pump
5. Tank
6. Fill
7. Vent

This system is a demand system. When the switch located in the shower box is in the ON position, water may be used simply by opening the valve. The pump will automatically supply water. When valve is turned off, the pump will shut off. To turn system off, turn the switch to the OFF position.

240 thru 2950 Walkaround System Components:

Same as above, plus these additional items:

1. Sink
2. Faucet with valve
3. Thru Hull Fitting

The operation of systems on these models is basically the same as above. The main difference is that the switch that controls the pump is located on the instrument panel rather than in the shower box.
FRESHWATER SYSTEM (CONTINUED):

The Galley faucet operates simply by opening the valve (the water system switch must be on).

Tank and Pump Locations:

<table>
<thead>
<tr>
<th>BOATS</th>
<th>TANK</th>
<th>PUMP</th>
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<tbody>
<tr>
<td>Sports</td>
<td>Console</td>
<td>Console</td>
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<tr>
<td>Classic</td>
<td>Console</td>
<td>Console</td>
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<tr>
<td>210/230WA</td>
<td>Std. Step up</td>
<td>Std. Step up</td>
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<tr>
<td>240 thru 2550</td>
<td>Std. Step up</td>
<td>Galley (Remove ref.)</td>
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<tr>
<td>2950</td>
<td>Under V-Berth</td>
<td>Galley (Remove ref.)</td>
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<td>for external systems</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Head for internal systems</td>
</tr>
</tbody>
</table>

BAIT RECIRCULATING / RAW WATER WASHDOWN SYSTEM (OPTION):

System Components:

1. Seacock
2. Strainer
3. Pump
4. Switch
5. 'Y' Valve
6. Valve Selector
7. Washdown Outlet

This is a demand raw water system which supplies water to a live circulating well and a washdown outlet. These systems share one pump activated by a switch located in the washdown outlet. A valve operated by a remote switch selects between baitwell and washdown system.

To Operate:

1. Open Seacock
2. Turn Switch On
3. Select Baitwell or Washdown System
4. Open valve to Selection

Location:

Baitwell - Transom Port Side
Selector - Portside near transom
Washdown Outlet - Portside near transom
Switch - in Washdown outlet
Seacock - In bilge near transom
Strainer - In bilge on side of strainer
Pump - At transom above floor portside
Fuse - On transom at buss bar
# Electrical Systems

## IV. ELECTRICAL SYSTEMS (12-VOLT SYSTEM)

<table>
<thead>
<tr>
<th>COMPONENT NAME</th>
<th>LOCATION</th>
<th>WIRING</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>POSITIVE</td>
</tr>
<tr>
<td>BAITWELL AERATOR</td>
<td>PORTSIDE TRANSOM</td>
<td>R</td>
</tr>
<tr>
<td>BAITWELL CIRCULATOR</td>
<td>PORTSIDE TRANSOM</td>
<td>R</td>
</tr>
<tr>
<td>BATTERY SWITCH</td>
<td>TRANSOM</td>
<td>R</td>
</tr>
<tr>
<td>BILGE PUMP AUTOMATIC</td>
<td>BILGE PUMP</td>
<td>B</td>
</tr>
<tr>
<td>BILGE PUMP MANUAL</td>
<td>AFT BILGE</td>
<td>B</td>
</tr>
<tr>
<td>BUSS BAR - HELM</td>
<td>HELM ACCESS</td>
<td>R</td>
</tr>
<tr>
<td>BUSS BAR - TRANSOM</td>
<td>TRANSOM</td>
<td>R</td>
</tr>
<tr>
<td>DEPTH FINDER</td>
<td>RADIO BOX/ DASH</td>
<td>R</td>
</tr>
<tr>
<td>FRESHWATER SYSTEM</td>
<td>CABIN/COCKPIT</td>
<td>R</td>
</tr>
<tr>
<td>FUEL FILL GROUND</td>
<td>TANK (FWD)</td>
<td></td>
</tr>
<tr>
<td>FUEL SENDING</td>
<td>TANK</td>
<td></td>
</tr>
<tr>
<td>HEAD - ELECTRIC *</td>
<td>HEAD</td>
<td>R</td>
</tr>
<tr>
<td>HORSE</td>
<td>STBD SIDE</td>
<td></td>
</tr>
<tr>
<td>LIGHTS - 360°</td>
<td>TOWER CONSOLE</td>
<td>GRY/W</td>
</tr>
<tr>
<td>LIGHTS - 360°</td>
<td>STBD GUNNEL</td>
<td>GRY/W</td>
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<tr>
<td>LIGHTS - 360°</td>
<td>HARDTOP</td>
<td>GRY/W</td>
</tr>
<tr>
<td>LIGHTS - 360°</td>
<td>WINDSHIELD</td>
<td>GRY/W</td>
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<tr>
<td>LIGHTS - BOW</td>
<td>BOW</td>
<td>GRY/BL</td>
</tr>
<tr>
<td>LIGHTS - CABIN *</td>
<td>MAIN CABIN</td>
<td>DK BL</td>
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<tr>
<td>LIGHTS - COCKPIT</td>
<td>SIDES NEAR FLOOR</td>
<td>BL/W</td>
</tr>
<tr>
<td>LIGHTS - GALLEY *</td>
<td>GALLEY</td>
<td>DK BL</td>
</tr>
<tr>
<td>LIGHTS - HEAD</td>
<td>HEAD</td>
<td>DK BL</td>
</tr>
<tr>
<td>LIGHTS - SPOTLIGHT</td>
<td>PULPIT TOP</td>
<td>GRY/B</td>
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<tr>
<td>LIGHTS - SPREADER</td>
<td>HARDTOP AFT</td>
<td>GRY/B</td>
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<tr>
<td>LORAN</td>
<td>RADIO BOX/DASH</td>
<td>R</td>
</tr>
<tr>
<td>RADIO - VHF</td>
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<td>RADIO - AM/FM</td>
<td>CABIN/HELM</td>
<td>R</td>
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<td>GALLEY</td>
<td>R</td>
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<td>TRIM TABS</td>
<td>TRANSOM</td>
<td>HARNESS</td>
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<tr>
<td>WASHDOWN</td>
<td>COCKPIT</td>
<td>R</td>
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<tr>
<td>WIPERS *</td>
<td>COCKPIT</td>
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* WALKAROUND (CABIN) MODELS ONLY
<table>
<thead>
<tr>
<th>Type</th>
<th>Location</th>
<th>Amp</th>
<th>Begins</th>
<th>Ends</th>
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<tbody>
<tr>
<td>Fuse</td>
<td>Helm Panel</td>
<td>10</td>
<td>Helm Switch</td>
<td>Aerator Pump</td>
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<tr>
<td>In-Line Fuse</td>
<td>Near Battery</td>
<td>10</td>
<td>Transom Bus</td>
<td>Baitwell Pump</td>
</tr>
<tr>
<td>Breaker</td>
<td>At Battery</td>
<td>40</td>
<td>Battery(S)</td>
<td>Switch</td>
</tr>
<tr>
<td>In-Line Fuse</td>
<td>Helm Access</td>
<td>10</td>
<td>Transom Bus</td>
<td>Bilge Pump</td>
</tr>
<tr>
<td>Breaker</td>
<td>Helm Panel</td>
<td>10</td>
<td>Helm Switch</td>
<td>Bilge Pump</td>
</tr>
<tr>
<td>Fuse Block</td>
<td>Near Battery</td>
<td>40</td>
<td>Battery</td>
<td>Helm Bus</td>
</tr>
<tr>
<td>Fuse Block</td>
<td>Near Battery</td>
<td>40</td>
<td>Battery</td>
<td>Transom Bus</td>
</tr>
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<td>In-Line Fuse</td>
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<td>7</td>
<td>Helm Bus</td>
<td>Depth Finder</td>
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<tr>
<td>In-Line Fuse</td>
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<td>10</td>
<td>Helm Bus</td>
<td>Freshwater Pump</td>
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<td>N/A</td>
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<td>Fuel Gauge</td>
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<tr>
<td>In-Line Fuse</td>
<td>Under Switch Cvr</td>
<td>15</td>
<td>Helm Bus</td>
<td>Head Pump</td>
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<td>Breaker</td>
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<td>10</td>
<td>Helm Panel</td>
<td>Horn</td>
</tr>
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<td>Breaker</td>
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<td>Helm Bus</td>
<td>360° @ Tower</td>
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<tr>
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<td>10</td>
<td>Helm Switch</td>
<td>360° @ Gunnel</td>
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<tr>
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<td>Helm Panel</td>
<td>10</td>
<td>Helm Switch</td>
<td>360° @ Hardtop</td>
</tr>
<tr>
<td>Breaker</td>
<td>Helm Panel</td>
<td>10</td>
<td>Helm Switch</td>
<td>360° @ Windshield</td>
</tr>
<tr>
<td>Breaker</td>
<td>Helm Panel</td>
<td>10</td>
<td>Helm Switch</td>
<td>Bow Light</td>
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<tr>
<td>Breaker</td>
<td>Helm Panel</td>
<td>10</td>
<td>Helm Switch</td>
<td>Cabin Light</td>
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<tr>
<td>Breaker</td>
<td>Helm Panel</td>
<td>10</td>
<td>Helm Switch</td>
<td>Cockpit Light</td>
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<tr>
<td>Breaker</td>
<td>Helm Panel</td>
<td>10</td>
<td>Helm Switch</td>
<td>Galley Light</td>
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<td>10</td>
<td>Helm Switch</td>
<td>Head Light</td>
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<td>Breaker</td>
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<td>Helm Switch</td>
<td>Spotlight</td>
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<td>Helm Switch</td>
<td>Spreader Light</td>
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<td>VHF Radio</td>
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<td>3</td>
<td>Helm Bus</td>
<td>AM/FM Radio</td>
</tr>
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<td>Helm Bus</td>
<td>Refrigerator</td>
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<tr>
<td>In-Line Fuse</td>
<td>Transom</td>
<td>10</td>
<td>Transom Bus</td>
<td>Trim Tab Pump</td>
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<td>Transom Bus</td>
<td>Washdown Pump</td>
</tr>
<tr>
<td>Breaker</td>
<td>Helm Panel</td>
<td>10</td>
<td>Helm Panel</td>
<td>Wiper Motor</td>
</tr>
</tbody>
</table>

V. SERVICE INFORMATION

CANVAS:

Care and Maintenance:

Cleaning: Brush the canvas with a soft-bristled brush and hose down at regular intervals to remove dust and dirt particles. It may be washed in a mild solution of Lux or Ivory soap and Borateem in lukewarm water (no more than 100° F). Rinse thoroughly to remove soap. Do not use detergents.

For more stubborn cases, soak the canvas in a solution of 1/2 cup (4 oz.) Clorox, 1/2 cup (4 oz.) Ivory Soap and one gallon warm water, for about 20 minutes. Rinse with cold water to remove all soap.

Note: This method may remove part of the water repellency, so apply a water repellent treatment as necessary.

The canvas may be washed in an automatic washer on the ‘cold’ cycle using 2 cups Clorox and 1 cup Ivory Flakes. Do not dry in a dryer - Allow canvas to line dry only. The fabric is 100% acrylic and it will shrink. Canvas may be dry cleaned, but a water repellent treatment will then be necessary.

Storage: Do not fold or store any canvas while wet. All canvas should be rolled or folded when dry and stored in a clean dry place.

FIBERGLASS/PAINT:

The fiberglass hull, deck and some interior parts consist of the molded shell and exterior gelcoat. The gelcoat is the outer surface, often colored, that presents the shiny smooth appearance which is associated with fiberglass products. In some areas, this gelcoat surface is painted or taped for styling purposes.

Wash the gelcoat and painted surfaces regularly with clean, fresh water. Wax surfaces to maintain the luster. In northern climates, a pre-launch waxing may suffice for the season. In southern climates, a semi-annual application of wax will be required for adequate protection.

If the gelcoat and painted surface gloss cannot be restored by waxing, hand buff with a rubbing compound such as DuPont No. 7, or power buff with Mirror-Glaze No. 1, then wax.
FIBERGLASS/PAINT (CONTINUED):

Stains and Scratches:

Gelcoat and paint surfaces are very resistant to deep stains. Common surface stains can be removed with diluted household detergents, providing these detergents do not contain ammonia or chlorine. Porcelain-cleaning powders are too abrasive and often contain chlorine and ammonia, either of which can permanently discolor the gelcoat and paint. Alcohol or kerosene can be used for difficult stains but should be washed away promptly with a mild detergent and water. Never use acetone or any ketone solvents.

Minor scratches and deeper stains which do not penetrate the gelcoat may be removed by light sanding and buffing.

STAINLESS STEEL:

The deck hardware, rails and fasteners on your boat are types 307 and 316 stainless steel. Stainless steel is a common chromium/nickel alloy steel used in thousands of products from ocean-going craft to tableware. A protective chromium oxide film forms on its surface which gives stainless its superior corrosion-resistant property. When properly maintained, stainless provides excellent luster, strength and durability. And, in most applications, stainless will not rust or stain even after many years of service.

However, stainless is NOT stain or rust proof. If used in contact with chloride salts, sulfides or other rusting metals, stainless will discolor, rust or corrode.

Proper care and maintenance of stainless in marine environments or other situations where stainless may be exposed to corrosive elements, will help keep your stainless products beautiful and functional for years to come.

1. ALWAYS clean frequently with soap and water. Any cleaner safe for glass is usually safe for stainless.

2. ALWAYS remove rust spots as soon as possible with brass, silver, or chrome cleaner. Irreversible pitting will develop under rust that remains on stainless for any period of time.

3. ALWAYS use cleaner like a good car wax for beauty and protection.

4. NEVER use coarse abrasives like sandpaper or steel wool on stainless. These may actually cause rusting.

5. NEVER clean with mineral acids or bleaches.

6. NEVER leave stainless in contact with iron, steel or other metals which cause contamination leading to rust or corrosion.
**Service Information**

**VINYL:**
An occasional surface washing with warm water and soap will keep the interior and exterior vinyls in good condition for many years. Note: We do not recommend use of any cleaners or sealers on interior or exterior vinyls.

**INTERIOR FABRICS (WALKAROUND MODELS):**
The wall, ceiling, and cushion materials should only be cleaned with dry cleaning fluid. It is the only approved solvent.

**PLEXIGLASS:**
Never use a dry cloth or duster, or glass cleaning solutions on Plexiglass.

To clean Plexiglass, first flood it with water to wash off as much dirt as possible. Next, use your bare hand, with plenty of water, to feel and dislodge any caked dirt or mud. A soft, grit-free cloth may then be used with a non-abrasive soap or detergent. A soft sponge, kept clean for this purpose, is excellent. Blot dry with a clean damp chamois.

Grease and oil may be removed from Plexiglass with kerosene, hexane, white gas (not aviation or ethyl), or aliphatic naphtha (no aromatic content).

Do not use solvents such as acetone, silicone spray, benzine, carbon tetrachloride, fire extinguisher fluid, dry cleaning fluid, or lacquer thinner on Plexiglass, since they attack the surface.

**WINTERIZATION CHECKLIST:**

1. **Boat Storage:**
   - Store boat in a bow high attitude.
   - Remove hull drain plug.
   - Pour one pint of anti-freeze in the bilge pump sump.

2. **Engine:**
   - Refer to engine owner's manual.

3. **Batteries:**
   - Remove from the boat and store away from freezing temperatures.
   - Store on a wooden pallet and keep under a trickle charge.

4. **Portable self contained Head:**
   - Empty all water from holding tank.
   - Be sure there is no water in the pump.
WINTERIZATION CHECKLIST (CONTINUED):

5. Fuel System (Gasoline):
   • Fill the fuel tank with gasoline and a gasoline stabilizer and conditioner such as 'STA-BIL' to treat the gasoline.
   • Run the engine for ten minutes to ensure that all gasoline in carburetor and fuel lines is treated.

FITTING OUT AFTER STORAGE:

Fuel System:

Check the entire fuel system for loose connections, worn hoses, leaks, etc., and repair. This is a primary safety precaution.

Exhaust System:

Examine complete exhaust system, from engine to transom. It is imperative that the entire exhaust system be vapor proof and water tight. If a plug or cover was used at the exhaust port, remove it. Check drain plugs on bottom of mufflers. Do not overtighten. Recheck system with engine running.

Battery:

Before installing the battery, clean terminal posts with a wire brush or steel wool, then attach cables. After cable clamps are tightened, smear posts and clamps with Vaseline or grease to exclude air and acid. Do not apply grease before attaching and tightening the terminal clamps. Examine all wiring.

Miscellaneous:

1. Check all thru-hull fittings for unobstructed water passage. Be alert for any deteriorated hoses and/or fittings below the water line which might fail in service and admit water.

2. Test the navigation lights.

3. Check all wiring for loose connections.

4. Check all switches and equipment for proper operation. Anchor lines and gear should be inspected and replaced if necessary.

5. Make sure the hull drain plug is in place.

6. Clean the bilge thoroughly if it was not done at lay-up.
LAUNCHING RECORD:

Operation before Launching:

1. Propellers
2. Shaft turn free
3. Thrust fitting
4. Drain plug tight
5. Bottom clean and paint
6. Hull sides clean and finish
7. Bright work clean and finish
8. Deck clean and finish
9. Interior finish
10. Upholstery clean
11. Bilge cleaned

With Boat in Water:
12. No water leaks at stern drive
13. No water leaks at thru-hull fittings
14. Hose tested for windshield leaks
15. Make sure negative terminal of battery is wired to ground stud on propulsion engine
16. All electrical equipment operated OK including:
   - horn
   - running lights
   - bilge pump
   - bilge blower
   - wiper
17. With fuel tank full, no fuel leaks at fill pipe, over-flow vent, fuel line connections

Operation Before Starting Engine:
(See Engine Operator’s Manual)
18. Distributor lubricated
19. Distributor points adjusted
20. Ignition wires in correct firing order
21. Spark plugs and coil
22. Alternator, regulator, starting motor wired correctly, connections tight
23. Throttle control and cable travel
24. Shift control & cable travel
25. Crankcase oil level at FULL mark
26. Power Steering Pump

Starting Engine:
27. Oil Pressure
28. No fuel leaks in fuel lines, at fittings, at filter, fuel pump, carburetor
29. No engine water leaks
30. No engine oil leaks
31. Ignition timing checked with timing light, with idle speed at 500 RPM
32. Valve tappets adjusted
33. Idling speed set at 500 to 700 RPM
34. Reverse gear shifts thru all positions and is in proper adjustment

Water Test Boat:
35. Boat performance
36. Engine Performance
37. Instruments register OK
38. Top RPM @ WOT for one minute after warm-up

Final Check:
39. All accessory equipment operated OK
40. All loose gear on boat
41. All boat, engine accessory info ready for new owner
BOAT IDENTIFICATION INFORMATION:

OWNER: ____________________________________________

HOME PORT: ________________________________________

BOAT NAME: ________________________________________

REGISTRATION NO: ____________________________ STATE: __________

HULL NUMBER: ________________________________

WARRANTY REGISTRATION DATE: ______________________

SELLING DEALER: __________________________ CITY & ST.: ___________

BOAT MODEL: _______ LENGTH: _______ BEAM: _______ DRAFT: _______

VERTICAL CLEARANCE: __________________________ EST. WT.: __________

COLOR - HULL: __________ DECK: __________ INTERIOR: __________

ENGINE MAKE & MODEL: __________________________ HP: __________

ENGINE SERIAL NUMBERS: __________________________

DRIVE SERIAL NUMBERS: __________________________

PROP. SIZE: _______ DIA.: _______ PITCH: _______ P/N: __________

FUEL CAPACITY: __________________ KEY NO., IGNITION: __________

BATTERY VOLTAGE: __________ RADIO CALL LETTERS: __________

TRAILER MAKE: __________________ MODEL: __________

TRAILER S/N: __________________ GVVW: __________

INSURANCE COMPANY: ____________________________

POLICY NUMBER: __________________ PHONE NUMBER: __________
PRO-LINE 3 YEAR LIMITED WARRANTY

PRO-LINE BOATS, INC. warrants to the original purchaser that the hull and deck manufactured by Pro-Line Boats are free from defects in materials and workmanship for a period of three (3) years from the original date of purchase. All accessories manufactured by Pro-Line Boats, as well as all mechanical, electrical and pumps installed by Pro-Line Boats are specifically warranted for a period of one (1) year from date of purchase. THIS WARRANTY IS NON-TRANSFERABLE.

Pro-Line Boats does not cover the following:

1. Any component not manufactured by Pro-Line Boats. Such components may be warranted by the respective manufacturers.

2. Engines, engine components, outdrives, propellers, batteries, controls and related items.

3. Windshields and windshield breakage, gelcoat, gelcoat cracking, stress cracks, fading, chalking, blistering, or other discoloration.

4. Tears, fading or discoloration of cushions, curtains, tops, headliners and related upholstered items.

5. Damage from accidents, abuse, misuse, powering or loading in excess of the maximum limits stated on U. S. Coast Guard capacity plates, racing, speed or endurance contests, government use, modifications or alterations, fire, lack of or improper maintenance, trailering, or mooring.

6. Charter or any commercial use of vessel.

7. All electronics are specifically excluded from the Pro-Line Boats warranty. They are covered by the component manufacturer.

8. Damages incurred as a direct result of the installation of a T-top or hard top not manufactured or authorized by Pro-Line Boats.

If, within the scope of this warranty, a defect in materials or workmanship is determined to exist, then Pro-Line Boats or an authorized Pro-Line Boat dealer may, at Pro-Line Boats’ option, repair, replace or adjust the parts to correct the problem.

For any claim to be considered, the boat must be taken to an authorized Pro-Line Boat dealer.
Transportation to and from the Pro-Line Boat dealer or factory shall be at the purchaser’s expense. All boats returned to Pro-Line Boats must be de-rigged. De-rigged is defined as: removal of outboard engines or stern drive lower unit; electronics; hard tops or T-tops and all personal items. Pro-Line Boats assumes no responsibility for towing, road service or other transportation charges. de-rigging or re-rigging charges. nor does Pro-Line Boats assume any liability for lost or damaged personal items left on or in boats returned for repair.

Pro-Line Boats accepts no liability for incidental or consequential damages of any sort including but not limited to loss of use, time, income, additional expense or inconvenience.

All implied warranties, including the implied warranties of merchantability and fitness for a particular purpose are limited to the duration of this express limited warranty and shall not extend beyond the period specified herein.

Pro-Line Boats reserves the right to change or improve the design or specifications of any boat without notice.

Pro-Line Boats agrees to repair, replace or offer credit toward repair or replacement, at Pro-Line Boats’ sole option, of any item covered by this warranty and found to be defective during the warranty period.

A warranty registration card is included with each boat. This card must be completed and signed by both the purchaser and by the selling dealer on the date of sale. This signed card must be returned within thirty (30) days of purchase.
NAUTICAL TERMS:

ABEAM: object 90 degrees to center line on either side of boat.
ABAFk: a point on a boat that is aft of another.
AFT: toward the rear or stern of the boat.
BEAM: the greatest width of a boat.
BILGE: the lower interior area of the hull.
BOW: the fore part of a boat.
BULKHEAD: vertical partition in a boat.
CHINE: meeting juncture of topside and bottom of boat.
CHOCK: deck fitting, used as guides for mooring or anchor lines.
CLEAT: deck fitting with arms or horns on which lines may be made fast.
DECK: upper structure which covers the hull.
DRAFT: depth of water required to float boat.
FATHOM: six feet.
FREEBOARD: height of topside from water line to the deck.
GUNWALE (or GUNNEL): meeting juncture of hull and deck.
HATCH: an opening in deck to provide access below.
HEAD: a toilet or toilet area in a boat.
HEADROOM: vertical distance between the deck and cabin or canopy top.
HELM: steering console.
HULL: the basic part of a boat, a watertight vessel that provides buoyancy to float the weight of the craft and its load.
KEEL: the major longitudinal member of a hull.
-- the lowest external portion of a boat.
KNOT: unit of speed in nautical miles per hour.
LEE: the side that is sheltered from the wind.
PORT: term designating left side of the boat.
SCUPPER: holes permitting water to drain overboard from deck or cockpit.
SHEER: curve or sweep of the deck as viewed from the side.
STARBOARD: lateral direction term designating right side of the boat.
STERN: the aft end of a boat.
STERN DRIVE: inboard/outboard unit (I/O)
STRINGER: longitudinal members fastened inside the hull for additional structural strength.
TRANSOM: vertical part of stern.
WAKE: disturbed water that a boat leaves behind as a result of the forward motion.
WINDWARD: toward the direction from which the wind is blowing.