

HAZARD COMMUNICATION LABELS

Some or all of the hazard communication labels shown below can be found in various locations onboard your Rinker boat. If your boat is missing any of these labels, notify your Rinker dealer for replacement.

Note: Respective labels are determined by the standard and/or optional equipment that is actually installed onboard your boat upon delivery.

CAUTION

TRIM TABS SHOULD BE USED FOR PORT TO STARBOARD TRIM ADJUSTMENT. EXCESSIVE DOWN TAB MAY RESULT IN POOR HANDLING CHARACTERISTICS. DO NOT RUN TABS DOWN IN FOLLOWING SEA CONDITIONS.

WARNING

Gasoline vapors can explode:

Before starting engine:

- Check engine compartment for gasoline or vapors.
- Operate blower for 4 minutes.

Run blower below cruising speed.

WARNING

GENERATOR AND AIR CONDITIONING UNITS MUST NOT BE OPERATED IF THE BOAT'S FORWARD MOTION IS TO EXCEED IDLE SPEED.

RINKER BOAT COMPANY, INC.
SYRACUSE, INDIANA

THIS BOAT COMPLIES WITH U.S. COAST GUARD SAFETY
STANDARDS IN EFFECT ON THE DATE OF CERTIFICATION

APPLY THE PROPER DECAL TO THE DASHBOARD OR OTHER APPROPRIATE LOCATION:

AUDIO WARNING HORN WILL SOUND WHEN:

1. ENGINE OIL PRESSURE IS TOO LOW,
2. ENGINE TEMPERATURE IS TOO HOT, OR
3. DRIVE OIL LEVEL IS TOO LOW.

TO TEST AUDIO WARNING HORN:

1. TURN KEY TO "ON" POSITION (ENGINE OFF)
2. WAIT 7 TO 14 SECONDS FOR HORN TO SOUND.

FOR MORE INFORMATION, CONSULT YOUR OPERATIONS
AND MAINTENANCE MANUAL.

ALL UNITS
EQUIPPED WITH
DRIVE RESERVOIR
HAVING LOW
OIL LEVEL SWITCH

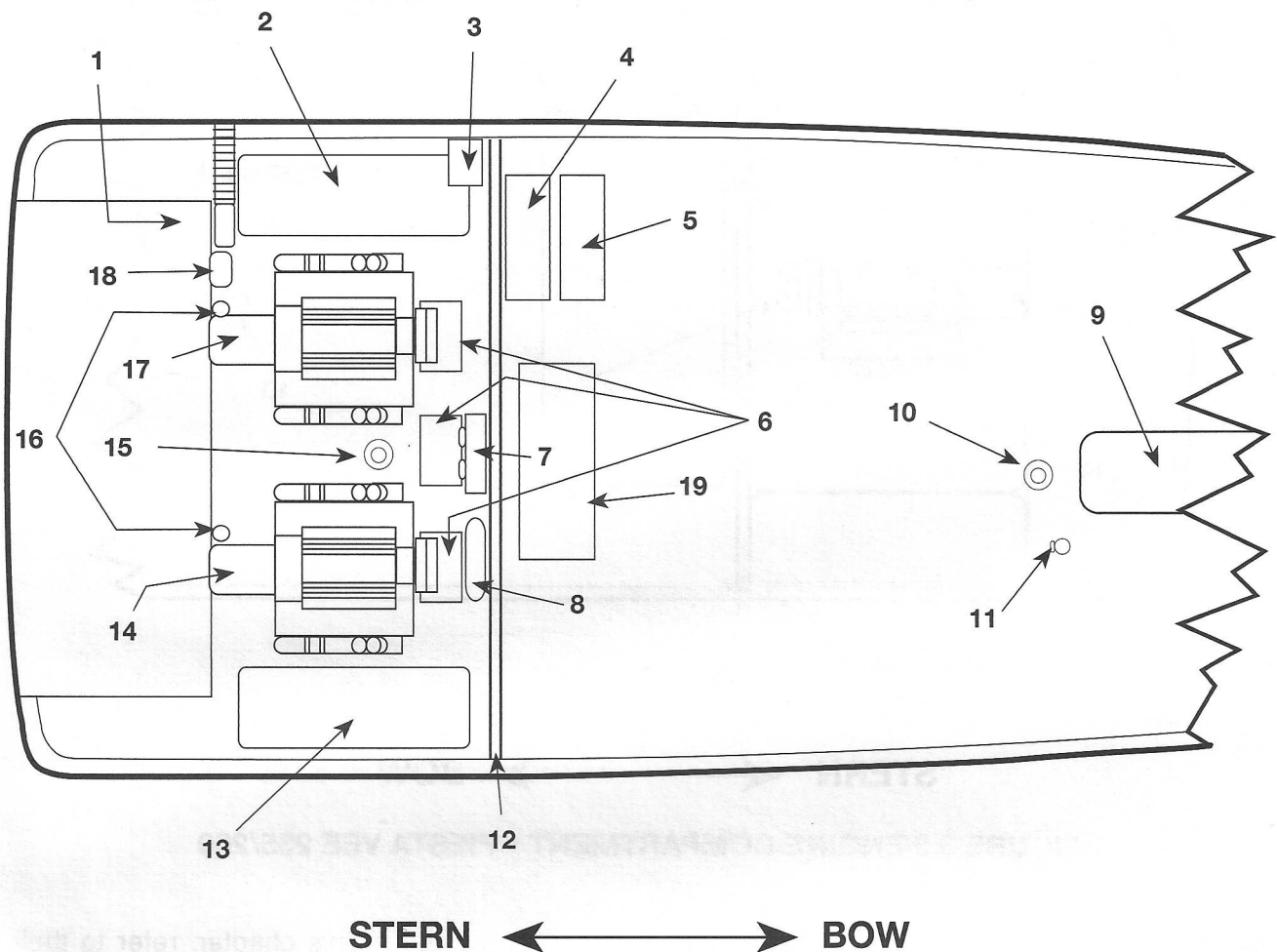


FIGURE 3.1 ENGINE COMPARTMENT • FIESTA VEE 300

NOTE: For location of Fiesta Vee 300 system items listed in this chapter, refer to their respective drawing as shown above.

- | | |
|-----------------------------------|--|
| 1. Blower | 13. Starboard Fuel Tank |
| 2. Port Fuel Tank | 14. Starboard Engine |
| 3. Battery Charger | 15. Aft Bilge Pump |
| 4. Water Heater | 16. (2) Lower Unit Fluid Bottles (Bravo Drives Only) |
| 5. Air Conditioner | 17. Port Engine |
| 6. (3) Batteries | 18. Trim Tab Pump and Fluid |
| 7. Battery Switch | 19. Grey Water Holding Tank |
| 8. Halon Fire Extinguisher System | |
| 9. Potable Water Tank | |
| 10. Forward Bilge Pump | |
| 11. Seacock | |
| 12. Bulkhead | |

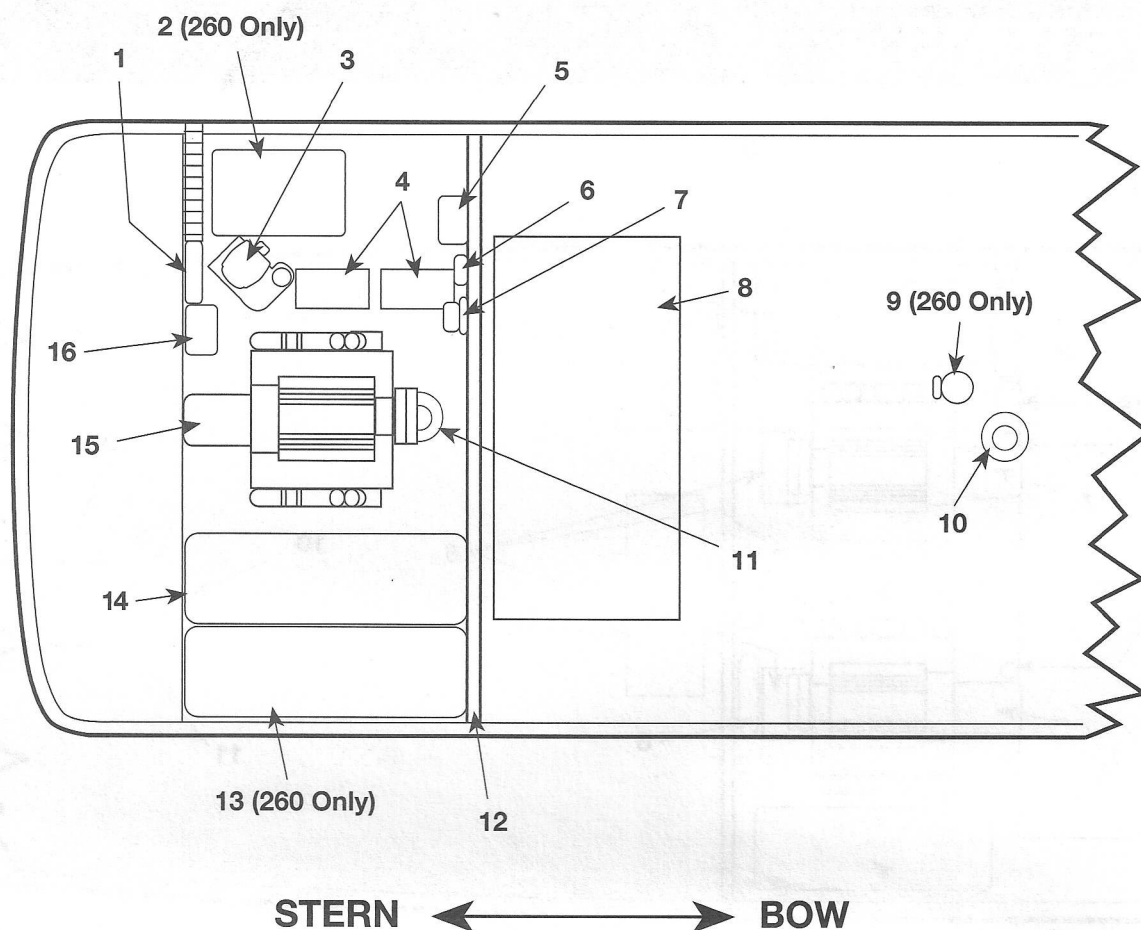


FIGURE 3.2 ENGINE COMPARTMENT • FIESTA VEE 235/260

NOTE: For location of Fiesta Vee 260 & 235 system items listed in this chapter, refer to their respective drawing as shown above.

1. Blower
2. Water Heater (260 only)
3. Lower Unit Pump and Fluid
4. (2) Batteries
5. Battery Charger
6. Battery Isolator
7. Battery Switch
8. Fuel Tank
9. Seacock (260 only)
10. Forward Bilge Pump
11. Aft Bilge Pump
12. Bulkhead
13. Waste Holding Tank (260 only)
14. Potable Water Tank
15. Engine
16. Trim Tab Pump and Fluid

ELECTRICAL • 12 VOLT DC

The battery powered 12 Volt DC system acquires its power from batteries. The batteries are charged through the engine-driven alternator and an AC converter. The voltmeter on the instrument panel in the dash shows the charge level of the battery. The power from the battery is supplied through the battery isolator (Fiesta Vee 260 & 235) or dual battery switch (Fiesta Vee 300) located on the engine compartment fire wall, then to the helm dash and main distribution panel in the galley. The DC circuit breakers on the dash and main distribution panel have indicator lights and operate all 12 volt equipment onboard.

The negative terminal of each battery is connected to the grounding studs of the main engine(s) and generator. This type of negative ground system is the approved system for marine DC electrical systems. If additional equipment is to be added to your boat it must be adaptable to the negative ground system. When installing additional equipment, be sure to specify that each item's current supply must be taken from the main distribution panel. If additional circuit protection is required, it must be added in that area.

NOTE: Power feeds for accessory equipment must NOT be taken from the voltmeter terminals.

Consult with your Rinker dealer for additional DC power needs on your boat.

Batteries

The batteries installed on your boat, by your Rinker dealer should provide high reserve capacity and cold cranking performance.

Model	Description
Fiesta Vee 300	3 batteries with battery holders
Fiesta Vee 260	2 batteries with dual battery holder
Fiesta Vee 235	2 batteries with dual battery holder

Dual Battery Switch **(Fiesta Vee 300)**

The battery switch is located on the center of the engine compartment fire wall and is accessible through the engine compartment hatch. The battery switch must be on to start the engine or generator.

There are two (2) battery switches for dual engine installations. Each switch controls its own battery. Contact your Rinker dealer for more specific information.

Single Battery Switch **(Fiesta Vee 260 & 235)**

The single battery switch is located on the center of the engine compartment fire wall and is accessible through the engine compartment hatch. The battery switch must be on to start the engine. Contact your Rinker dealer for more specific information.

Battery Isolator **(Fiesta Vee 260 & 235)**

The battery isolator is located beside the single battery switch on the center of the engine compartment fire wall. It is accessible through the engine compartment hatch.

These automatic solid state devices allow for direct connection of the engine(s) alternator to both batteries or multiples of batteries without fear of overcharging, or of one higher charged battery discharging into the other lower charged battery. All batteries are electrically isolated from each other. When the engine(s) is running, both batteries are being charged automatically, and independent of each other. This provides complete freedom of battery selection for power use plus alternator protection supplied by the isolator. The isolator is rated for use with as low as 10 amp alternator to a maximum of 120 amps for 6, 12, 24 and 32 volt negative ground systems.

Alternator Check for Isolation Diodes

1. Ensure batteries are connected, ignition (keys) OFF and battery switch is ON.
3. Set voltmeter on 20 volt scale.
2. Measure voltage between reg/aux/61 terminal and engine(s) block.
4. If voltage reading is zero (0), alternator is equipped with isolation diodes.
5. If voltage reading is other than zero (0), alternator is **not** equipped with isolation diodes.

AC/DC Converter & Battery Charger (Fiesta Vee 300, 260 & 235)

Your Rinker boat is equipped with a battery charging system. The AC/DC converting/charging system is fully automatic and permanently wired into the 12 volt DC system. It operates from standard AC power sources from 105 to 125 volts. If the monitored battery level drops under the full charge range, the charger automatically turns ON and restores the battery to FULL charge status.

ELECTRICAL • 110 VOLT AC

The AC electrical system operates off the standard dock side 30 amp 110 volt, 60 cycle shore power system or onboard generator. The main distribution panel (located in the galley area) is equipped with a rotary transfer switch to select the preferred power source.

Shorepower **(Fiesta Vee 300, 260 & 235)**

⚠ CAUTION

CAUTION: Never operate shore power system at less than 105 volts.

Your Rinker boat is equipped with a single male receptacle located outside on the deck for shore power connection. When not in use, a water resistant cover protects the outside receptacle on your boat.

NOTE: See the shore power instruction manual for detailed operation, maintenance, and safety precaution information.

Model	Description
Fiesta Vee 300	Shorepower system, one (1) receptacle with 50 foot cable (two (2) if equipped with an air conditioner)
Fiesta Vee 260	Shorepower system, 1 receptacle with 35 foot cable
Fiesta Vee 235	Shorepower system, 1 receptacle with 35 foot cable

Generator **(Fiesta Vee 300 Option)**

The onboard generator provides AC power. The control panel is located in the galley area near the main distribution panel.

NOTE: See the generator instruction manual for detailed operation, maintenance, winterizing, and safety precaution information.

Lighting

1. See your Rinker dealer for information regarding bulb replacement.
2. Ground-Fault Circuit Interrupter

The ground-fault circuit interrupter (GFCI) is a device that gives added personal protection against electric shock or loss of life. The GFCI outlet on your boat is located in the galley. It is equipped with a test and reset switch in the middle of the face plate. If there is a difference of more than 5 milliamperes, a safety switch trips in the GFCI and interrupts the circuit. This protects the person who is operating the electrical equipment from serious electric shock. The GFCI will not eliminate the feeling of an electric shock. However, it does open the circuit quickly enough to prevent injury to a person of normal health. Thus, a GFCI provides protection against dangerous currents that do not overload 15- or 20-ampere circuit

breakers. All 110 volt outlets and 110 volt lighting are protected by the GFCI.

When a circuit breaker is tripped by the GFCI you must push the RESET button. The GFCI outlet should be checked periodically by pushing the TEST button. Pushing the TEST button will cut power to the 110 volt outlets.

Electrolysis

Electrolysis is the decomposition of compounds, such as metals, exposed to an electric current. This is a common occurrence for boat owners. When a shore power AC electrical system is connected to your boat it is also connected to an earth ground circuit. The earth ground circuit "grounds" all onboard metal parts to the earth on shore. This circuit provides the protection against hazardous shocks, but unfortunately it also creates an electrolytic current which causes the decomposition of all submerged metal.

Protection Against Electrolysis

IMPORTANT: It is the boat owner's responsibility to periodically inspect and replace the sacrificial zinc anodes. Damage resulting from electrolytic corrosion is not covered by the Rinker Boat warranty.

1. Sacrificial zinc anodes, installed by the dealer or the engine manufacturer, protect the hardware that is exposed to the water. Electrolysis attacks the softest or least "noble" metals first. Because zinc is a less "noble" metal, it will decompose before the more "noble" metals. Check these zincs periodically, and have them replaced as required. See your Rinker dealer for parts and service.

Zinc is also used to protect metal that is exposed to salt water. The salt causes a galvanic action that decomposes metals.

2. Use of a Ground Circuit Isolator that will prevent the flow of relatively low electrolytic currents, but provide a path for catastrophic, short-circuit currents which are sufficient to actuate circuit breakers.

Schematic Wiring Diagrams

The schematic wiring diagrams can be found on the next five pages as follows:

1. DC Electrical Systems
Figure 3.3, Fiesta Vee 300
Figure 3.4, Fiesta Vee 235/260
2. AC (Dock side) Power System
Figure 3.5, Fiesta Vee 300
Figure 3.6, Fiesta Vee 260
Figure 3.7, Fiesta Vee 235

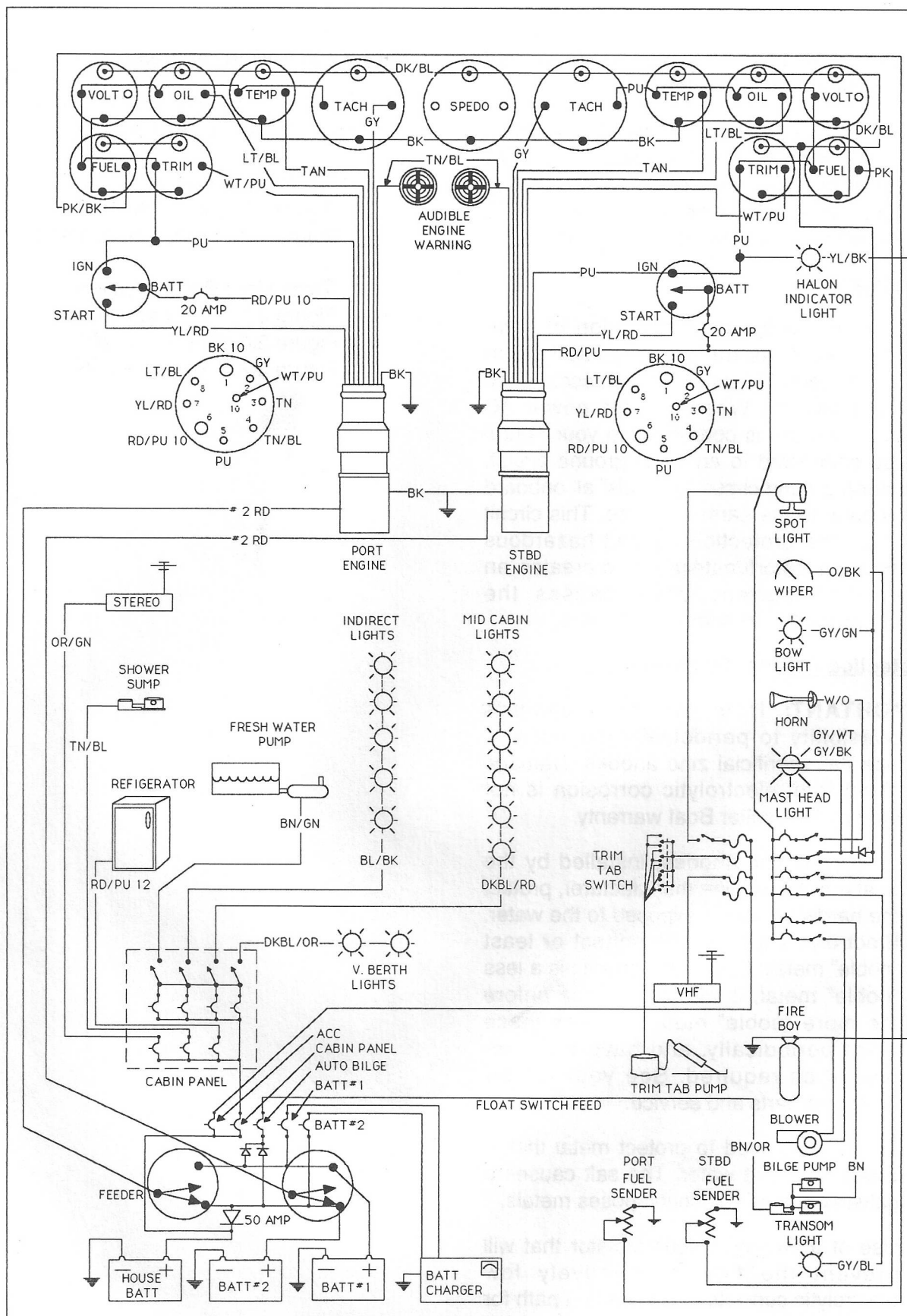


FIGURE 3.3 DC ELECTRICAL DIAGRAM • FIESTA VEE 300

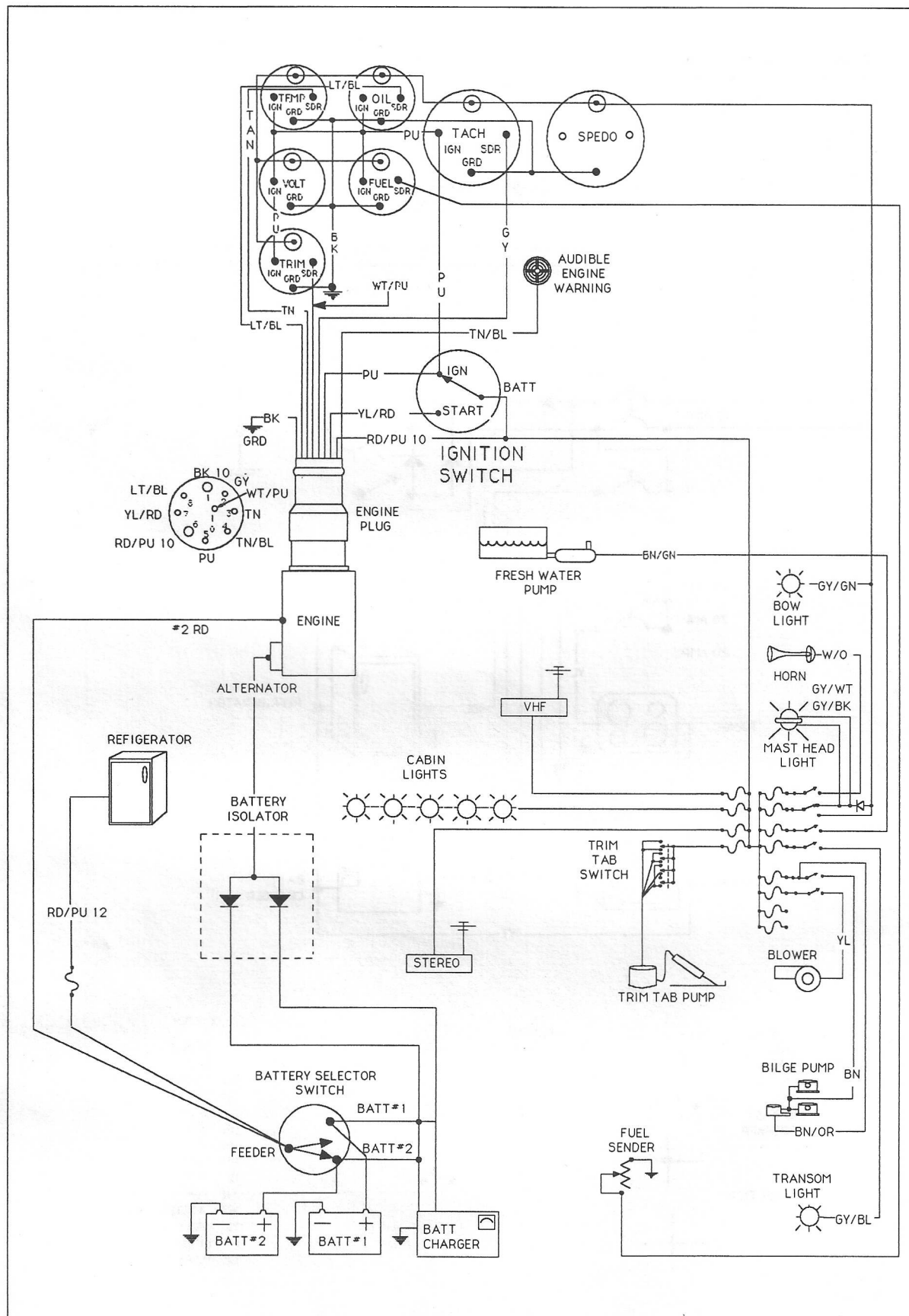


FIGURE 3.4 DC ELECTRICAL DIAGRAM • FIESTA VEE 235/260



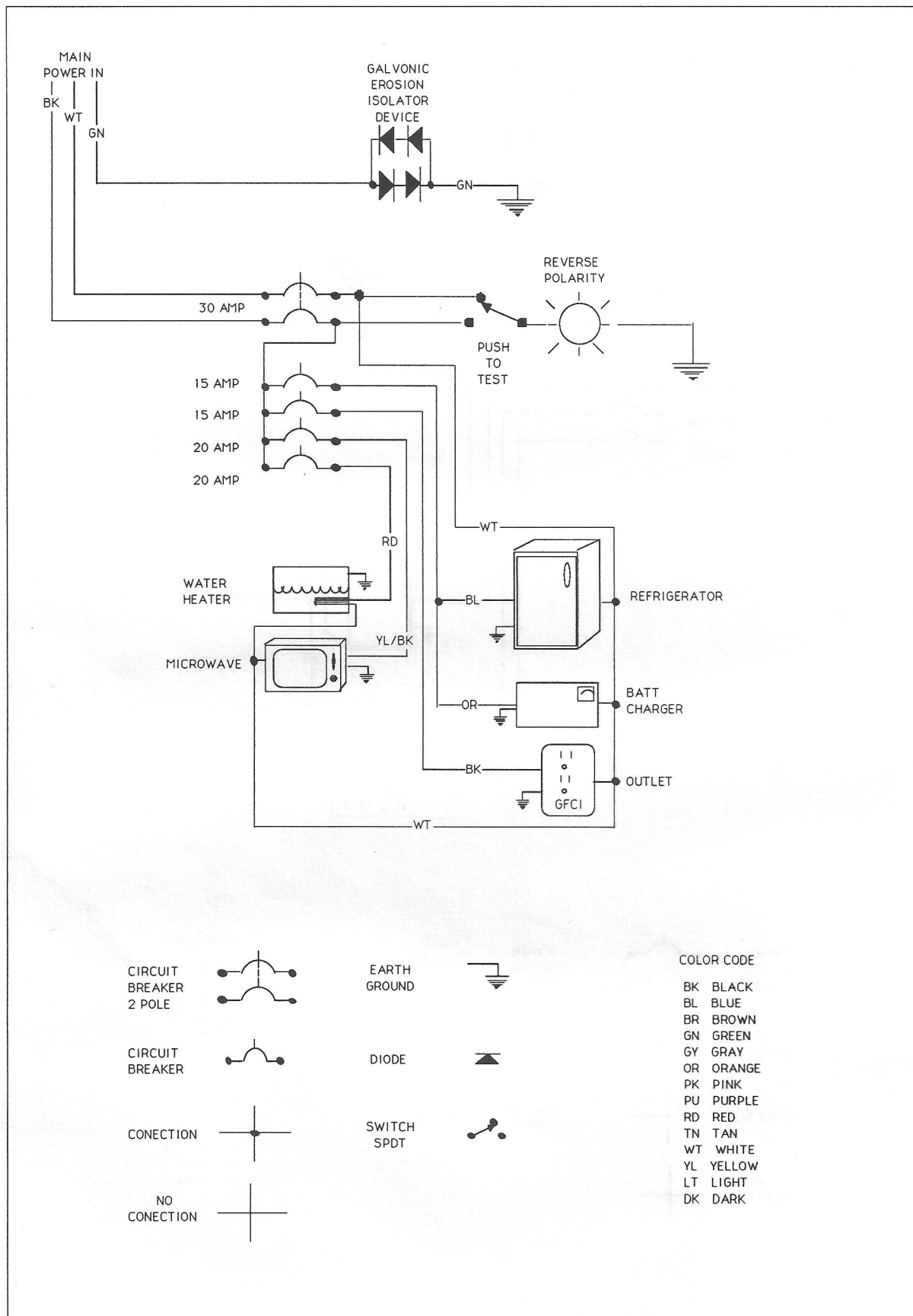


FIGURE 3.6 AC ELECTRICAL DIAGRAM • FIESTA VEE 260

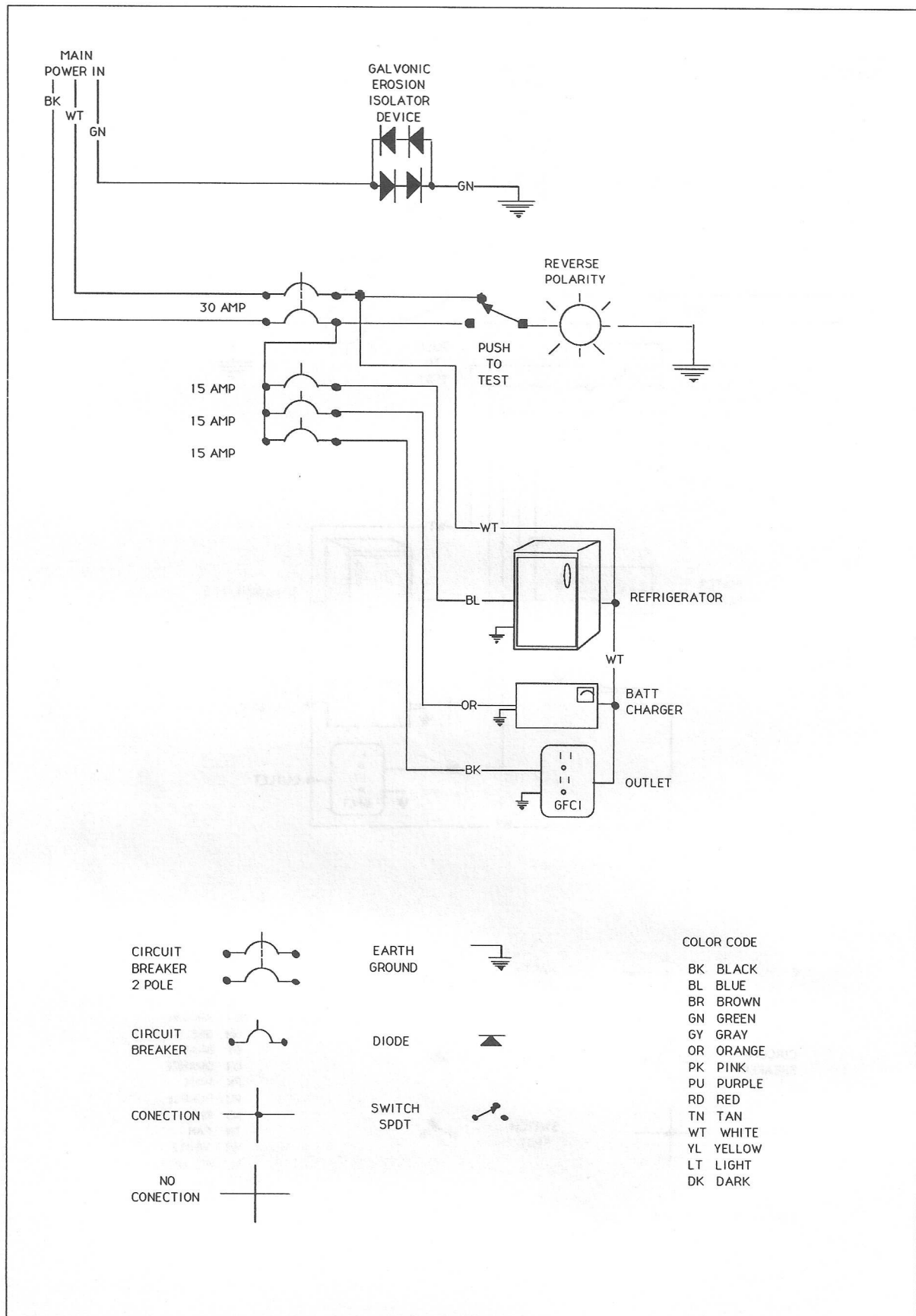


FIGURE 3.7 AC ELECTRICAL DIAGRAM • FIESTA VEE 235

FUEL

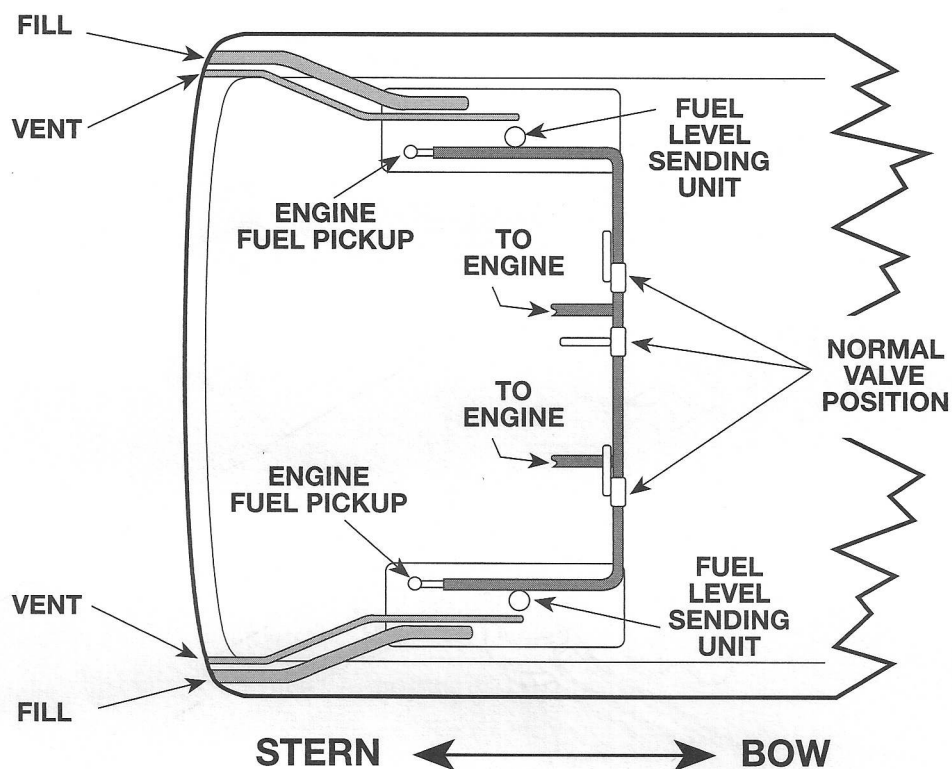


FIGURE 3.8 FUEL SYSTEM • FIESTA VEE 300

The internal fuel system onboard your Rinker boat meets current federal requirements. The system was assembled with the best materials and components available.

The Fiesta Vee 300 fuel tanks are located in the engine compartment, one (1) port and one (1) starboard. Both fuel tanks are accessible through their respective inspection plate located in the aft cockpit deck.

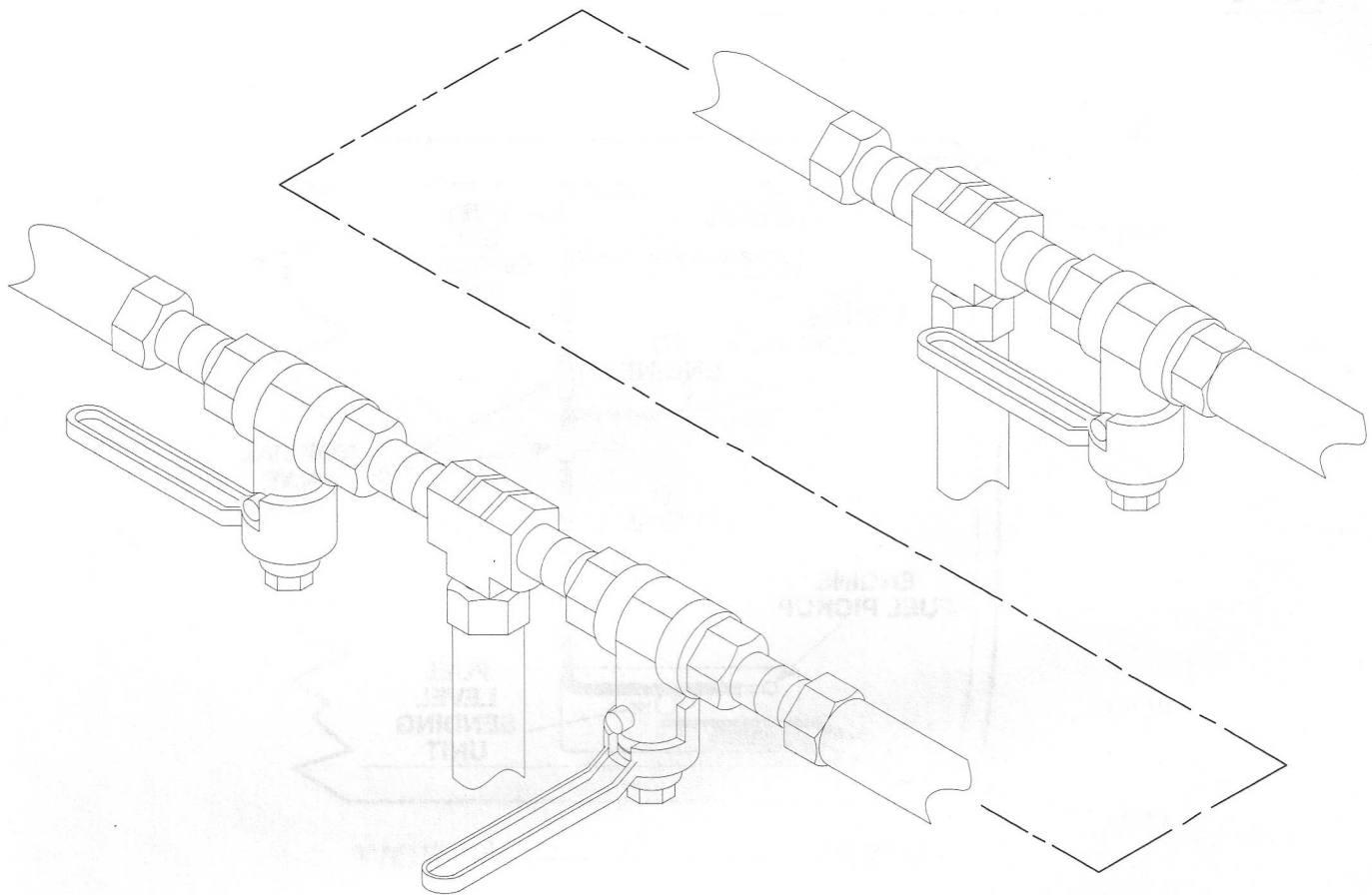


FIGURE 3.9 FUEL VALVES • FIESTA VEE 300

The Fiesta Vee 300 has three (3) manual valves to control flow of fuel to the engine(s). The valves are attached to the fuel tank outlet lines, and are mounted under the cockpit deck. The valves are closed when the handle is perpendicular to the fuel line, and open when handle is in-line with the fuel line.

These manual valves have the capacity to control the fuel supply to the engine(s) in three possible ways:

1. Each engine can receive fuel from its respective tank; port tank to port engine and starboard tank to starboard engine. The crossover valve must be closed and both fuel valves open.
2. Both engines receive fuel from the port tank. Open the crossover valve and the port valve. Starboard valve must be closed.
3. Both engines receive fuel from the starboard tank. Open the crossover valve and the starboard valve. Port valve must be closed.

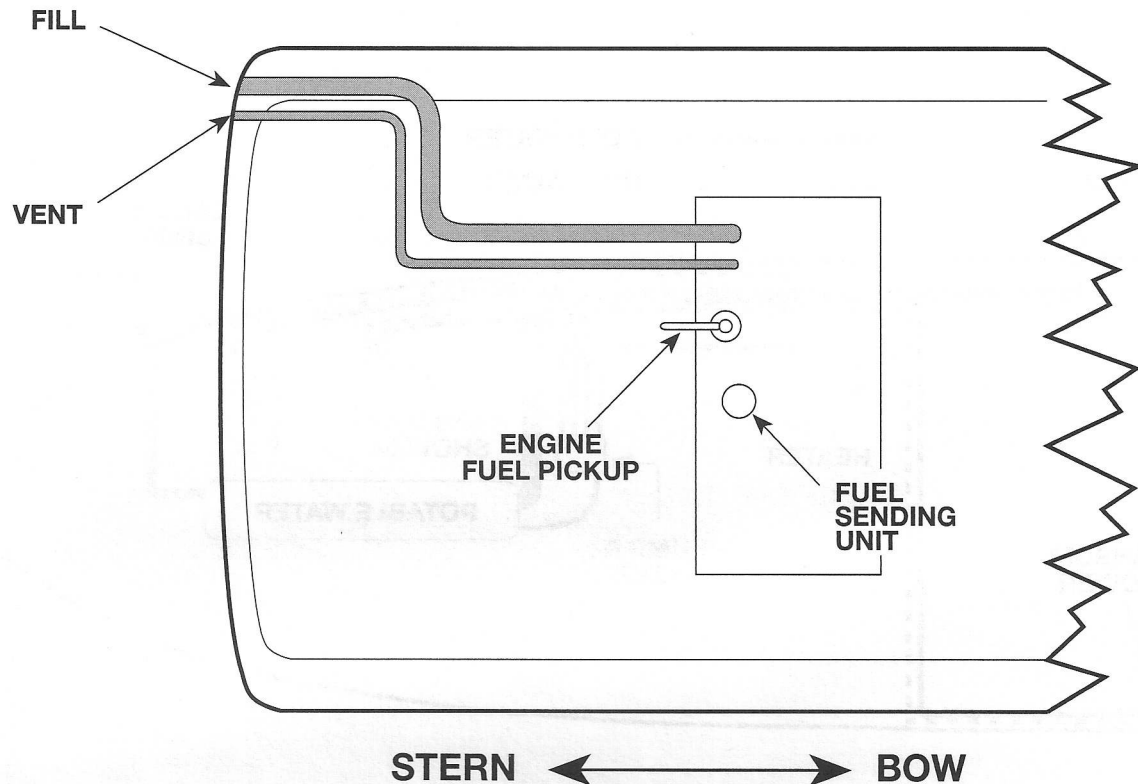


FIGURE 3.10 FUEL SYSTEM • FIESTA VEE 260 & 235

The Fiesta Vee 260 and 235 fuel tank is located ahead of the engine compartment fire wall below the cabin deck. Each models fuel tank is accessible through the engine compartment and are equipped with an anti-siphon device in case of fuel line breaks.

Model	Fuel Tank(s) & Capacity
Fiesta Vee 300	2 fuel tanks, 140 gallon (529 liters) total capacity
Fiesta Vee 260	1 fuel tank, 75 gallon (283 liters) capacity
Fiesta Vee 235	1 fuel tank, 65 gallon (246 liters) capacity

NOTE: See the engine owner's manual for detailed operation, maintenance, winterizing, and safety precautions.

WATER SYSTEM

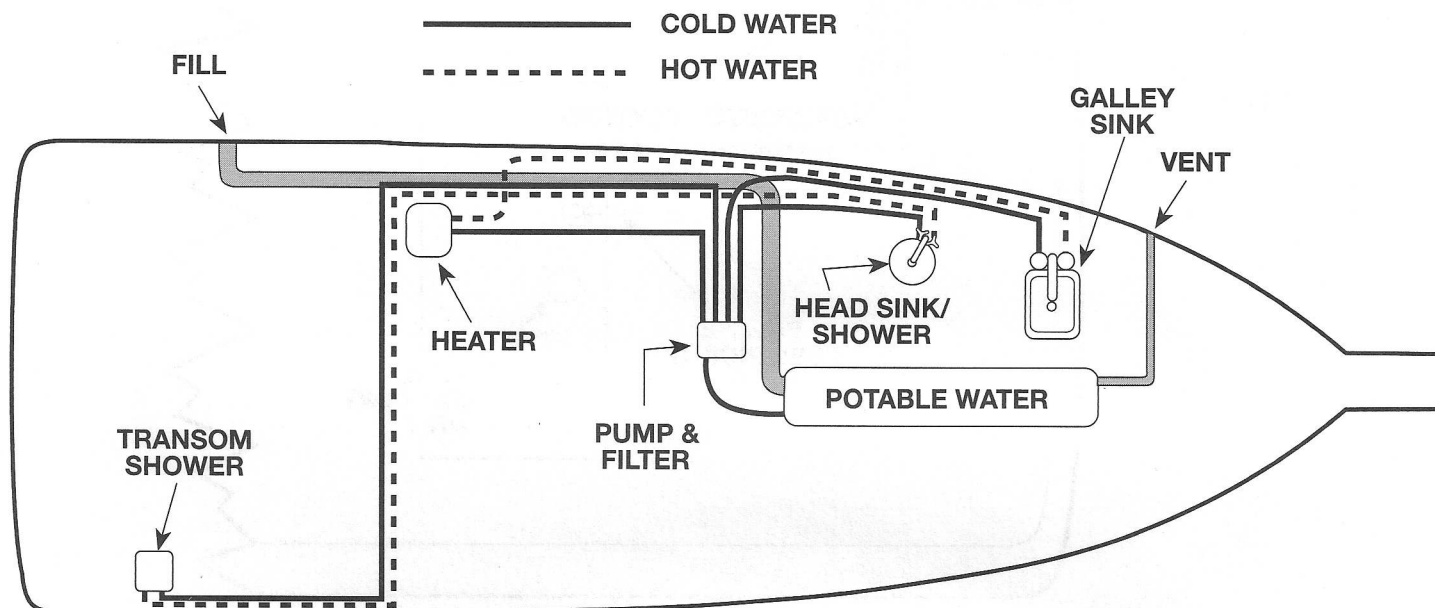


FIGURE 3.11 POTABLE WATER • FIESTA VEE 300

Potable (Fresh water)

The fresh water system provides water for drinking and bathing. A tank provides an onboard supply of fresh water. The fresh water tank on the Fiesta Vee 300, 260 & 235 is vented, this allows air to enter and escape as water levels change.

IMPORTANT: Fill tank only with potable water. Using and refilling the tank often will help keep it a source of fresh and clean drinking water.

The plumbing provides fresh water through a pump filter to the hot water heater. Hot and cold fresh water is available to sink and shower in the head compartment, transom shower in cockpit, and sink in the galley.

The fresh water tank is filled through the fill plate located on the port side of the transom. The tank is vented through the port bow hull.

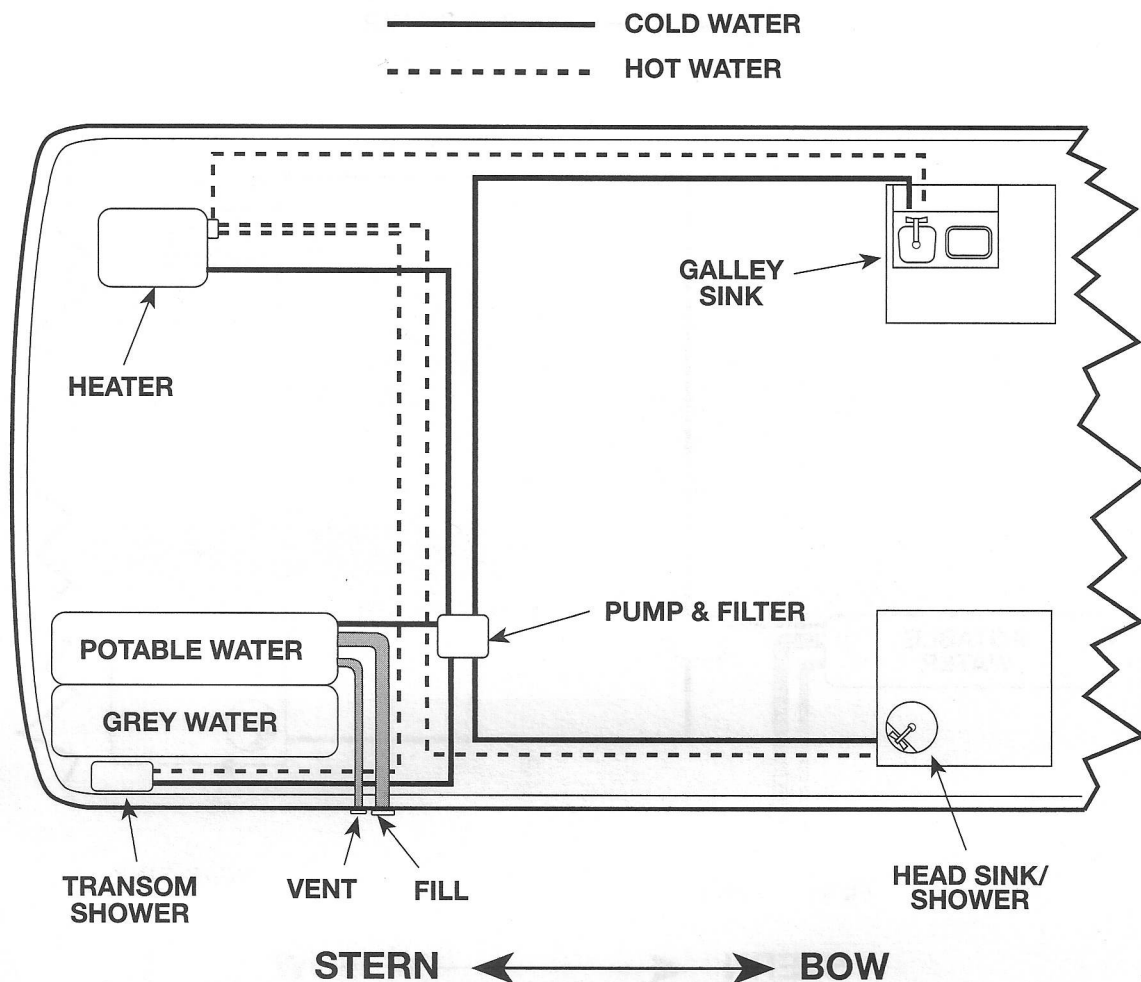


FIGURE 3.12 POTABLE WATER • FIESTA VEE 260

The plumbing provides fresh water through a pump filter to the hot water heater. Hot and cold fresh water is available to sink and shower in the head compartment, transom shower in cockpit, and sink in the galley.

The fresh water tank is filled through the fill plate located on starboard side of the transom. The tank is vented through the starboard transom hull.

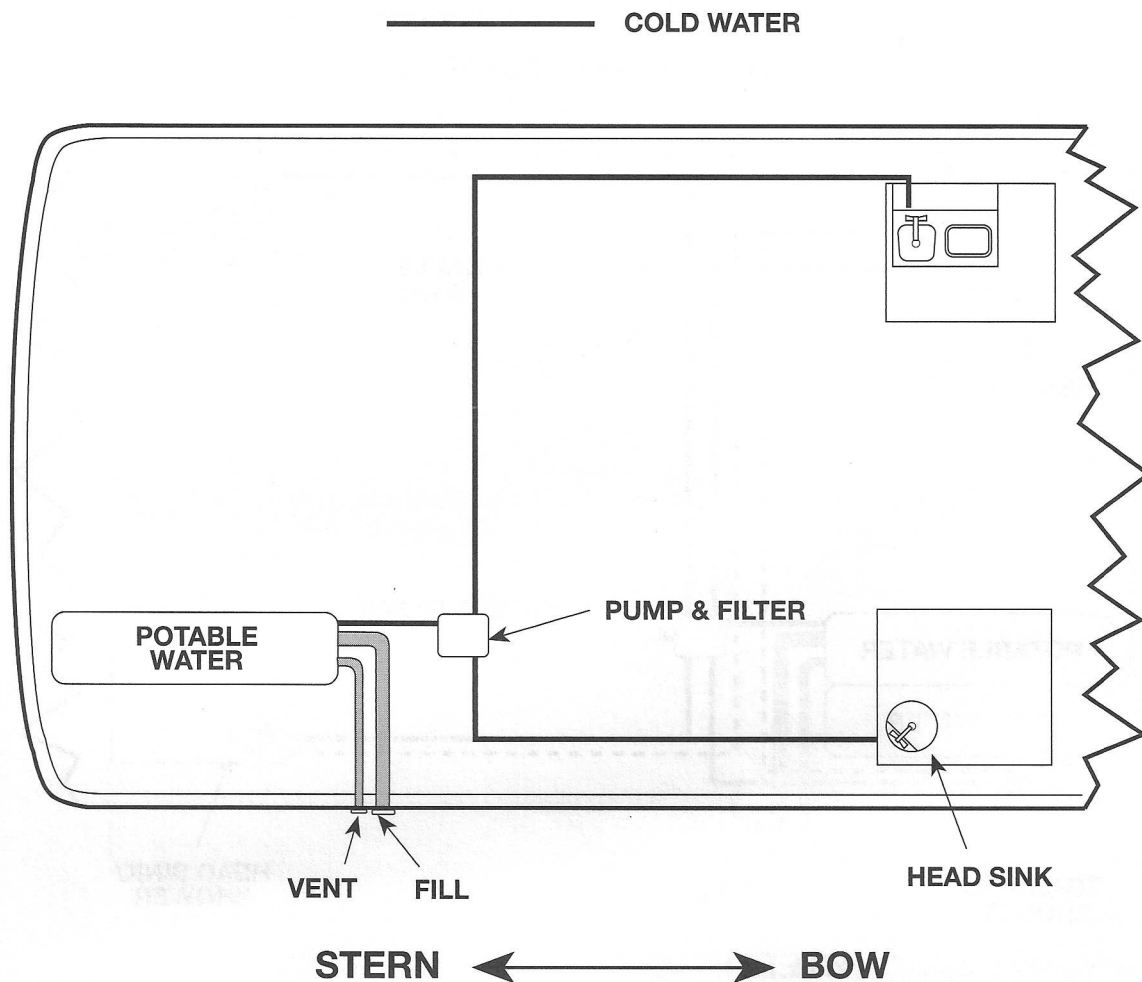


FIGURE 3.13 POTABLE WATER • FIESTA VEE 235

The plumbing provides fresh water to the pump filter. Cold fresh water is available to the galley, head sinks and the transom shower.

The fresh water tank is filled through the fill plate located on starboard side of the transom. The tank is vented through the starboard transom hull.

Sanitizing System

The fresh water system should be sanitized **before initial use**, after winter storage, or when system has not been used for extended periods of time.

⚠ CAUTION

CAUTION: Notify all persons onboard that the fresh water system is being sanitized. **Do Not** allow anyone to drink from the fresh water system during the sanitizing process.

NOTE: Fresh water tank must be empty before beginning sanitizing process, if required empty tank.

1. In an appropriate size container, make a solution of 2-1/2 cups (20 oz.) of household bleach and 10 gallons (38 liters) of fresh water.
2. Place solution into empty tank, then fill to capacity with fresh water.
3. Turn fresh water pump ON. Open all faucets, beginning with faucet located farthest from pump, to bleed air from entire fresh water system.
4. Treated water solution should remain in tank for 3 to 4 hours.
5. Drain treated water solution from tank and lines.
6. Flush entire system with fresh water.

IMPORTANT: Thoroughly flush entire system with fresh water after **each** sanitizing process.

If excessive chlorine taste is present in fresh water system after sanitizing perform the following:

1. Pour a solution of 1 quart (approx. 1 liter) of vinegar and 5 gallons (19 liters) of fresh water into tank.
2. Allow solution to stand in tank for several days.

⚠ CAUTION

CAUTION: Notify all persons onboard that the fresh water system is being treated. **Do Not** allow anyone to drink from the fresh water system during the treatment.

3. Drain entire system and flush with fresh water.

IMPORTANT: Thoroughly flush entire system with fresh water after treatment.

4. Fill tank with fresh water, then bleed all lines.

Initial Start-Up

1. Partially fill the fresh water tank with the following quantities of potable water for the respective model:

Fiesta Vee 300 — 4 gallons (15 liters)
Fiesta Vee 260 — 3 gallons (11 liters)
Fiesta Vee 235 — 3 gallons (11 liters)

2. Turn Fresh Water Breaker to ON position. Breaker is located on main distribution panel in galley area.
3. Open cold water galley faucet to allow air to escape. Close faucet when steady flow of water is visible.
4. Open hot water (Fiesta Vee 300 & 260 only) galley faucet to fill water heater and allow air to escape from line. Close faucet when steady flow of water is visible.
5. Bleed air from remaining faucets as performed in steps 3 and 4.
6. Fill fresh water tank to its capacity as referenced below:

Model	Fresh Water Tank Capacity (including water heater)
Fiesta Vee 300	32 gallon (121 liters)
Fiesta Vee 260	26 gallon (98 liters)
Fiesta Vee 235	20 gallon (75 liters)

Water Pump & Filter

The water pump filter prevents particles from entering the pump reservoir. It should be periodically inspected and cleaned. Before servicing the system, turn the water system breaker OFF and release pressure on the system by opening all faucets. To clean the filter, remove screen and rinse with clean water. Replace and make sure the O-ring is seated properly when installing cover.

NOTE: See respective model drawing for location of water pump & filter.

Water Heater

The water heater runs on 110 volt shore power or the onboard generator. It has a 15 amp circuit breaker located on the main distribution panel in the galley area. The water heater has a check valve to prevent hot water from back washing into the cold water source and a pressure relief valve to avoid damage to the heater from over pressure or too high a temperature. The water heaters thermostat is preset and is not adjustable.

NOTE: See respective model drawing for location of water heater.

IMPORTANT: The heating element inside the water heater will be damaged if 110 volt power is supplied to the water heater when there is an insufficient water supply in the tank.

NOTE: Refer to the water heater instruction manual for detailed operation, maintenance, winterizing, and safety precautions.

Marine Sanitation Device (MSD)

The Marine Sanitation Device (MSD), or head, installed on your Rinker boat is similar to your home toilet. The MSD differences are, flushing is done with sea water through an electric pump (Fiesta Vee 300 & 260) and a manual pump (Fiesta Vee 235), also the tandem flushing system provides for flush water to be pumped in and waste water and material to be flushed out into a holding tank.

NOTE: See the manufacturer's owner's manual for detailed operation, maintenance, winterizing, and safety precautions.

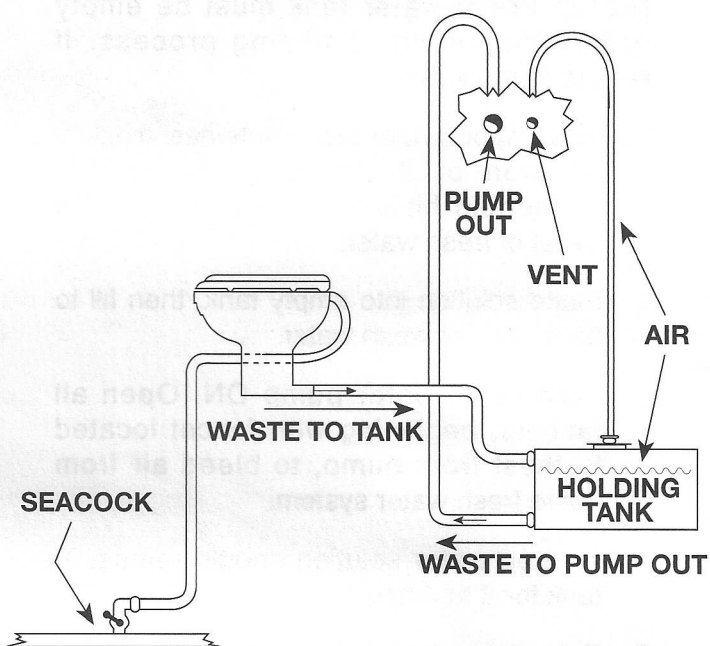


FIGURE 3.14 HEAD DISCHARGE SYSTEM • FIESTA VEE 300 & 260

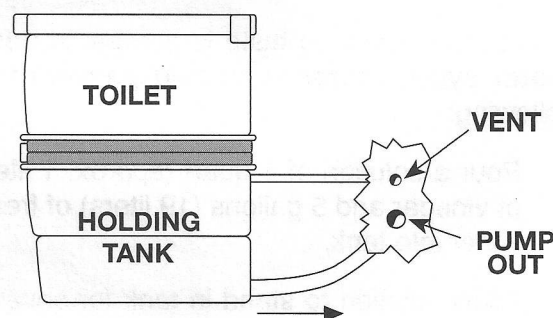


FIGURE 3.15 HEAD DISCHARGE SYSTEM • FIESTA VEE 235

AUTOMATIC FIRE EXTINGUISHER (FIESTA VEE 300)

The Fire Boy uses a Halon fire extinguishing agent and is installed in the engine compartment. In the event of a fire, the heat sensitive automatic nozzle will release Halon as a vapor, totally filling the area in fire-killing concentrations. The system is wired to a 5 amp circuit breaker (located on the helm dash) that must be ON before starting the engine(s) or generator.

The systems indicator light on the helm dash, is illuminated under normal circumstances. When the system is discharged the indicator light will go out.

WARNING

WARNING: When actuation occurs, immediately turn OFF engine(s), electrical systems and extinguish all smoking materials. **Do Not** open the engine compartment. This feeds oxygen to the fire and flashback could occur.

Allow Halon to encompass entire engine compartment for at least fifteen (15) minutes and for hot metals or fuels to begin their cooling process. **Cautiously** inspect for cause and damage. Have portable extinguishers readily available. **Do Not** breathe fire caused fumes or vapors.

NOTE: See the manufacturer's owner's manual for detailed operation, maintenance, and safety precautions.

⚠ WARNING

WARNING: When using electrical components, observe basic safety precautions to reduce the risk of fire, electrical shock, personal injury or damage to your boat and/or component.

This chapter describes standard and optional components that are factory installed on the Fiesta Vee 300, 260, and 235 model boats. Rinker Boat recommends that you read all operation, maintenance, and safety information contained in each components manual before operation.

NOTE: ALWAYS refer to the literature supplied by the component manufacturer that was included in your Rinker Boat Owner's Manual packet. Each component has a very complete owner's manual.

Adhere to all "safety" precautions in the manufacturer's literature when operating the components.

GENERATOR (FIESTA VEE 300 OPTION)

1. Follow the generator instructions in the operator's manual. The manual covers detailed information on specifications, operation, maintenance, winterizing, and how to obtain service for the generator, if required.
2. The bilge pump must be operated for five (5) minutes before starting the generator. Run the blower while the generator is operating if the main engine(s) is NOT running. If the main engine(s) is running continuous operation of the bilge blower is not required.
3. When starting the generator, never operate the starter for more than 30 seconds. Wait at least 30 seconds before each attempted start.

4. Ensure that the seawater intake valve is ALWAYS open when operating the generator. Also, the seawater strainer must be free of debris to prevent clogging the intake. Frequently inspect the seawater strainer.

AIR CONDITIONER (FIESTA VEE 300 OPTION)

The control panel (Environmental Control Unit - ECU) provides control for both heating and cooling. When AC power is supplied to your boat with the air conditioner circuit breaker ON, the control panel will display its programmed factory settings. These settings are described in the operation section of the ECU operation manual.

The manufacturer's operation manual covers detailed information for On/Off selection, temperature setting, display and calibration; fan speed and calibration; and compressor staging (time delay operation). Also provided is technical data and troubleshooting information to assist in maintaining the unit in safe and proper operating condition.

HOT WATER HEATER (FIESTA VEE 300)

The coolant from the closed engine cooling system circulates through the hot water tank for heating of potable (fresh) water. Extended engine coolant circulation through the heater may result in excessively HOT water. The heater tank must be kept full of water to avoid damage to the 110-volt heating elements. If the chance of frost exists, the heater tank must be drained to prevent possible damage.

REFRIGERATOR/FREEZER (FIESTA VEE 300, 260 & 235)

The refrigerator/freezer is designed to operate on 110 volt AC and 12 volt DC power. A built-in relay automatically switches to the correct power. The 12 volt DC system will be

most greatly affected by the continuous drain required by the refrigerator/freezer. In order to avoid an excessive drain of your battery, it is advisable to keep the temperature control dial setting at the #3 setting position when ambient temperatures are in the 70° to 90° F range. If frozen food is stored in the freezing compartment select dial setting #5 under the same temperature conditions. If you plan an overnight trip and dock side power is not available, run the generator or the engine(s) occasionally to ensure your battery is charged.

STOVES

Your boat is equipped with either an alcohol or alcohol/electric stove. The fuel reservoir holds approximately one quart (.95 Liter) of ethyl alcohol. **Use marine stove alcohol only.** The alcohol/electric stove operates off the 30 amp shore power system, onboard generator, or alcohol.

WARNING

WARNING: Stove flame consumes oxygen, ventilate cabin while stove is in use.

The operator's manual and safety instructions explain special safety precautions, maintenance, safety and proper operating procedures. Rinker Boat can not over emphasize the proper use of safety when operating your stove. **CAREFULLY READ and understand the instructions before operating the stove.**

Model	Stove Type
Fiesta Vee 300	Dual burner alcohol/electric
Fiesta Vee 260	One burner alcohol w/teakwood cutting board top
Fiesta Vee 235	One burner alcohol w/teakwood cutting board top

MICROWAVE (FIESTA VEE 300 & 260)

The microwave oven is controlled by an electronic touch control panel. For a detailed description of the microwave oven features see the owner's manual supplied by the manufacturer.

WARNING

WARNING: To reduce the risk of burns, electric shock, fire, injury to persons or exposure to excessive microwave energy read ALL instructions before using the microwave oven.

MARINE SANITATION DEVICE (MSD)

The Fiesta Vee 300 is equipped with an electric flush MSD head and holding tank.

The Fiesta Vee 260 & 235 are equipped with a manual flush portable toilet and built-in holding tank. Both systems must be manually pumped out at dock side.

Model	Description
Fiesta Vee 300	25 gallon (94 liters) capacity holding tank
Fiesta Vee 260	20 gallon (75.2 liters) capacity holding tank
Fiesta Vee 235	5.2 gallon (19.6 liters) capacity holding tank

RACK AND PINION POWER STEERING

The steering system is a single rack and pinion system.

Model	Description
Fiesta Vee 300	Stainless steel tilt steering wheel
Fiesta Vee 260	Stainless steel steering wheel
Fiesta Vee 235	Stainless steel steering wheel

BILGE PUMP & BLOWER

Pump (Electric)

The electric bilge pump removes water from the bilge area. If the pump motor runs but does not remove any water, then it may be clogged. If there is no visible debris clogging the pump and water is still not being removed, inspect the discharge hose for kinks or obstruction.

NOTE: The Federal Water Pollution Act prohibits the discharge of oil or oily waste into or upon the navigable waters and contiguous zone of the United States if such discharge causes a film or sheen upon, or discoloration of, the surface of the water, or causes a sludge or emulsion beneath the surface of the water. Violators are subject to a penalty of \$5000.

Blower

The bilge blower forces fumes out of the engine compartment area while circulating fresh air in through the deck vents. The bilge blower must be running before and during the starting procedure of the engine(s), and while boat is operating below cruising speed.

⚠ WARNING

WARNING: Never assume that by operating the blower all explosive fumes have been removed from the engine compartment. If you smell any fuel, shut down the engine(s), all electrical components, and determine where the smell is originating from immediately.

Model	Description
Fiesta Vee 300	Two bilge pumps, One bilge blower
Fiesta Vee 260	Two bilge pumps, One bilge blower
Fiesta Vee 235	Two bilge pumps, One bilge blower

RUNNING/NAVIGATION LIGHTS (FIESTA VEE 300, 260 & 235)

If you plan on boating at night, it is required by law that you turn the boat's running lights ON. Your Rinker boat has one white (mast), one red (port), and one green (starboard) light. A periodic inspection of the running lights for proper operation, before heading out after dusk, is recommended. There are various running light combinations for all the types of vessels that you may encounter while boating. You should learn to identify what they are and what type of vessel they are associated with. Rinker Boat recommends participation in a "safe boating" course.

The running/navigation lights are controlled at the helm station by a two position rocker switch. This allows for selection of the mast (white) light ON when anchored or moored, or to have the mast (white), port (red) and starboard (green) lights all ON while underway.

COMPASS (FIESTA VEE 300, 260 & 235)

See the manufacturer's instruction manual for proper operation, maintenance, and safety precautions.

⚠ WARNING

WARNING: Compass reading may be erroneous if compensator is not properly adjusted. Always make a deviation table and use it when navigating with compass. The LED-resistor is very hot especially when operating with high voltage (Max. 27 Volt). Make sure resistor does not contact compass dome. Make sure that resistor does not contact compensator magnets otherwise compass reading may be erroneous.

DEPTH FINDER **(FIESTA VEE 300, 260 & 235)**

Refer to the Depth Finder owner's manual for detailed information covering the proper operation.

MARINE STEREO **(FIESTA VEE 300, 260 & 235)**

The unit is a highly sensitive electronic tuning remote control AM/FM stereo receiver with an auto-reverse cassette tape player.

NOTE: The remote control unit is not available on the Fiesta Vee 235.

The system employs several electronic circuits especially designed for superb radio reception on both AM and FM bands. Built into the unit are the SNC (Stereo Noise Cut) for noise reduction on FM broadcasts and the HCC (High Cut Circuit) which automatically cuts hissing noise.

Your boat is equipped with four marine stereo speakers, two (2) are located in the cabin and two (2) are located in the cockpit area allowing for total stereo listening pleasure either above or below deck.

Some of the other features include AM/FM selector buttons, weather-band selector with channel selector, 7 band equalizer, head phone jack, CD (Compact Disc) input jack, automatic seek control, clock, battery back-up, memory, and mute control. There is also a remote control panel (located at the helm) for control of system functions.

NOTE: The above mentioned features may vary on some marine stereo models. See the manufacturer's owner's manual for detailed operation, safety precautions, and complete list of features.

VHF/FM RADIO W/ANTENNA **(FIESTA VEE 300 & 260)**

The VHF/FM contains protective circuit boards and an extensive gasket system that make it virtually impervious to water and dampness. All operations are controlled by a series of touch pads on the reversible front panel. It has fully programmable high speed scanning for entering as few or as many channels you prefer to scan.

It is capable of receiving 65 channels, transmitting on 55 channels, and 10 channels for receiving weather information.

NOTE: See the manufacturer's owner's manual for detailed operation, maintenance, and safety precautions.

LOADING

CAUTION

CAUTION: Overloading and improper distribution of weight are significant causes of accidents. Capacity plates, located near the helm, show maximum loads under normal conditions. Give yourself additional room for safety in turbulent water conditions. **Overloading is a violation of U.S. Coast Guard regulations.**

NOTE: Boats over 20 feet in length are not subject to U.S. Coast Guard safe loading or labeling requirements.

When loading your Rinker boat remember to distribute the load evenly, keep the load low and do not overload. The capacity plate affixed to your Rinker boat states the maximum load capacity. The plate shows persons and gear in pounds that the boat will handle safely under normal conditions. The U.S. Coast Guard establishes these load capacity ratings.

When loading your boat always step onto the boat, never jump. Have someone on the dock pass your gear aboard. Secure all gear firmly so that it will not move or interfere with operation of the boat.

Passengers should board the boat one at a time and find a seat. Passengers should remain seated during loading of the boat to maintain an even trim. Do not allow passengers to ride on the bow with feet hanging over the side. Do not allow passengers to ride sitting on the stern or gunwales. Falling from moving boats is a major cause of fatal recreational boating accidents.

IMPORTANT: The presence of the capacity plate does not relieve the boat operator from

the responsibility of using common sense or sound judgement. Turbulent waters and adverse weather conditions will reduce the maximum load capacity rating of the boat.

LAUNCHING

NOTE: For more specific information refer to your trailer owner's manual.

Here are some tips to remember when you are putting your Rinker boat in the water:

1. Before backing your boat onto the ramp:
 - Remove all tiedowns.
 - Store all loose gear properly.
 - Inventory your safety equipment.
 - Lock winch and trailer unit.
 - Tilt drive unit up to clear the ramp.
 - Disconnect trailer wiring - car to trailer.
2. Have someone at the ramp to give you directions. Back slowly down the ramp. If the trailer needs to go to the right, turn the steering wheel to the left and vice versa. Always remember to launch your boat at a right angle to the shore.

NOTE: If you do not have experience in backing a trailer then **Practice**. Take your trailer to an open area and get accustomed to using it before you get into a confined public or private launch site.

3. When the boat's transom is in several inches of water:
 - Stop towing vehicle in gear. Remember to turn off engine and set the hand brake.
 - Disconnect launching cable.
 - Attach bow line to the boat.

NOTE: To keep the boat from drifting away, the other end of the line needs to be held on shore.

- Move boat down the trailer and into the water.
 - Tie boat to the pier.
4. Pull your vehicle away and park it.

FUELING

DANGER

DANGER: Fuel leakage from any part of the fuel system can lead to fire and explosion that can cause serious bodily injury or death.

Inspect for leakage, weakening, hardening, swelling or corrosion of fuel components including fuel tanks, fuel lines, fittings, fuel filters, and carburetors. Any sign of leakage or deterioration requires replacement before further engine(s) operation.

WARNING

WARNING: Do not use fuels that incorporate any form of alcohol or alcohol derivatives. Alcohol destroys marine fuel system hoses and components, that could lead to hazardous leaks, fire or explosion.

Rinker Boat recommends the use of alcohol free gasoline when possible. This is due to the adverse effect of alcohol in gasoline. If only gasoline containing alcohol is available, or the presence of alcohol is unknown, it requires performing more frequent inspections for leaks and abnormalities.

DANGER

DANGER Fuel vapors are explosive and can become trapped within the lower portions of the boat. All hatches, windows, doors, and compartments must be closed while fueling your boat.

Preliminary Procedures

1. Safely and securely moor your boat to the dock.
2. Turn off all electrical equipment, engine(s), generator, air conditioner, appliances, lights, bilge pump and blower, etc.

3. Extinguish all cigarettes, cigars, pipes, or other items that may produce a spark or flame.
4. Close all hatches, windows, doors, and compartments.
5. Ensure there is a fire extinguisher readily available.

Fueling Procedures

1. Always fuel in an area supplying sufficient lighting conditions. Gasoline spills are unnoticeable under poor lighting or in darkness.
2. Through-hull fittings provided on your Rinker boat are for fuel tank filling. Remove fuel fill cap located on transom. Insert the fuel supply nozzle, allowing the nozzle to stay in contact with the through-hull fitting. This will prevent possible static produced sparks.

IMPORTANT: When fueling or having someone else fuel your boat, be sure that the waste or water fill caps are not mistaken for the fuel fill cap.

3. After pumping approximately 10 gallons of fuel in the fuel tank, inspect the engine(s) and fuel tank area for any signs of fuel leakage. Continue fueling if you do not detect any leaks or other problems.
4. Allow space at the top of the tank for thermal expansion.
5. If fuel cannot be pumped in at a reasonable rate, check for a fuel vent plug or kink in the line.

After Fueling Procedures

1. When you have finished fueling, replace the fuel fill cap and wash off any fuel spillage around the fuel fill area. Discard, in a safe place, any rags that you may have used to wipe off fuel spillage.
2. Open the engine(s) compartment and all hatches, windows, doors and compartments closed during fueling.

Inspect these areas for fuel fumes or fuel line leakage visually and by smelling. Any sign of fuel leakage, or any indication of fumes, must be investigated and corrected before starting the engine(s).

3. Run the bilge blower for at least five (5) minutes before starting the engine(s). Continue to run the bilge blower until the boat is underway and has reached its cruising speed.

INSTRUMENTATION & CONTROLS

General

A full set of instruments, installed on your Rinker boat, show what is taking place within your engine(s). Consult with your Rinker dealer about the normal readings of the gauges upon delivery of your boat. This will provide you with a reference point for the life of the engine(s). Keep in mind some gauges tend to fluctuate, which is not uncommon. But, when operating your boat, investigate all gauges that show a greater or less than normal reading.

Fuel Gauge

The fuel gauge shows the amount of fuel contained within the fuel tank(s). The most accurate reading of the fuel gauge is at idle speed when your boat maintains an approximately level position. Underway the fuel gauge will usually read higher than actual due to bow of the boat being higher than at rest. Since gauge readings are approximate, they should be compared to the hours of use versus known fuel consumption (GPH). The most common practice of good fuel management is the one-third rule. You use one-third of your total fuel on board to travel to your destination and one-third in returning. The remaining one-third in the fuel tank should be reserved for emergencies.

Oil Pressure Gauge

The oil pressure gauge will reflect most, if not all, serious problems that may occur within

your engine(s). A pre-set valve in the oil pump controls the maximum oil pressure. If a complete loss of oil pressure occurs, **stop the engine(s) immediately**. Serious damage to the engine(s) can result after loss of oil pressure, if the engine(s) continues to run. Check the engine(s) oil level and fill if low. If oil level is full, contact your Rinker dealer or a qualified mechanic to rectify the problem. **Do not restart the engine(s) until correcting the problem.**

Tachometer

The tachometer gauge displays the number of revolutions per minute (RPM) that the engine(s) is running. The gauge displays increments of 100. The tachometer will show the RPMs necessary under various engine(s) operating conditions. Consult with your Rinker dealer if you require additional information.

Temperature Gauge

The temperature gauge shows the temperature of the engine(s) water cooling system. This gauge should always be checked right after starting the engine(s). Marine engine(s) draw external water, circulate it through the heat exchanger on the engine(s) and expel it overboard through the exhaust system. If the temperature gauge shows a hot condition, **stop the engine(s) immediately**. Refer to your engine(s) owner's manual for instructions and corrective action(s).

Voltmeter

The voltmeter shows battery voltage. Under normal engine(s) running conditions (1000 RPMs or higher) the voltage will range between 12.0 to 15.5 volts when the alternator is charging. When engine(s) is not running, and ignition key or switch is "on"; and voltmeter reading is still high, this shows a fully charged battery. Significantly higher or lower readings show a battery problem, alternator malfunction or heavy drain on the battery. You should check the charging system and battery system for these higher or lower readings. A oscillating reading shows a loose voltage regulator connection or loose

belts. Displayed low voltage readings after stopping engine(s) shows a bad battery or heavy load on the battery. **Refer to your engine(s) owner's manual for proper gauge readings.**

Steering

Watch the stern when you turn! Steering a boat can be compared to driving a car on slippery or icy pavement. **Be cautious always.** When you turn the steering wheel the stern will respond first by swinging out in the opposite direction of the bow. When you're leaving the dock or trying to avoid an object in the water this swing could turn out to be critical.

Always give yourself plenty of room to make a turn. You also should slow the speed of your boat while turning. Never make sharp, fast turns as this could cause loss of control. Remember that your passengers should be seated whenever you're making a turn.

Your steering wheel pressure on your stern drive Rinker boat can be adjusted. The adjustment provides for very little pull on the

steering wheel at one given speed or trim angle. To do this, set the trim tab on the lower unit in same direction the steering wheel is pulling. Small adjustments should be made until the steering has neutral torque at the speed you select. (We suggest you use your normal cruising speed.) When your boat is running slower or faster than this speed, a small amount of torque may be noticeably present.

Throttles & Gear Shifts

Figure 5.1. shows both a single and dual throttle console.

The throttle control(s) regulates the RPM of the engine(s). Forward movement of the throttle increases the RPM of the engine(s). Also, it increases boat speed through the water when the engine(s) is in either forward or reverse gear. The throttle control also acts as the gear shift lever to control the forward and aft movement of the boat.

Moving the throttle forward of the neutral position engages the shifting mechanism causing the boat to move forward. Continuing

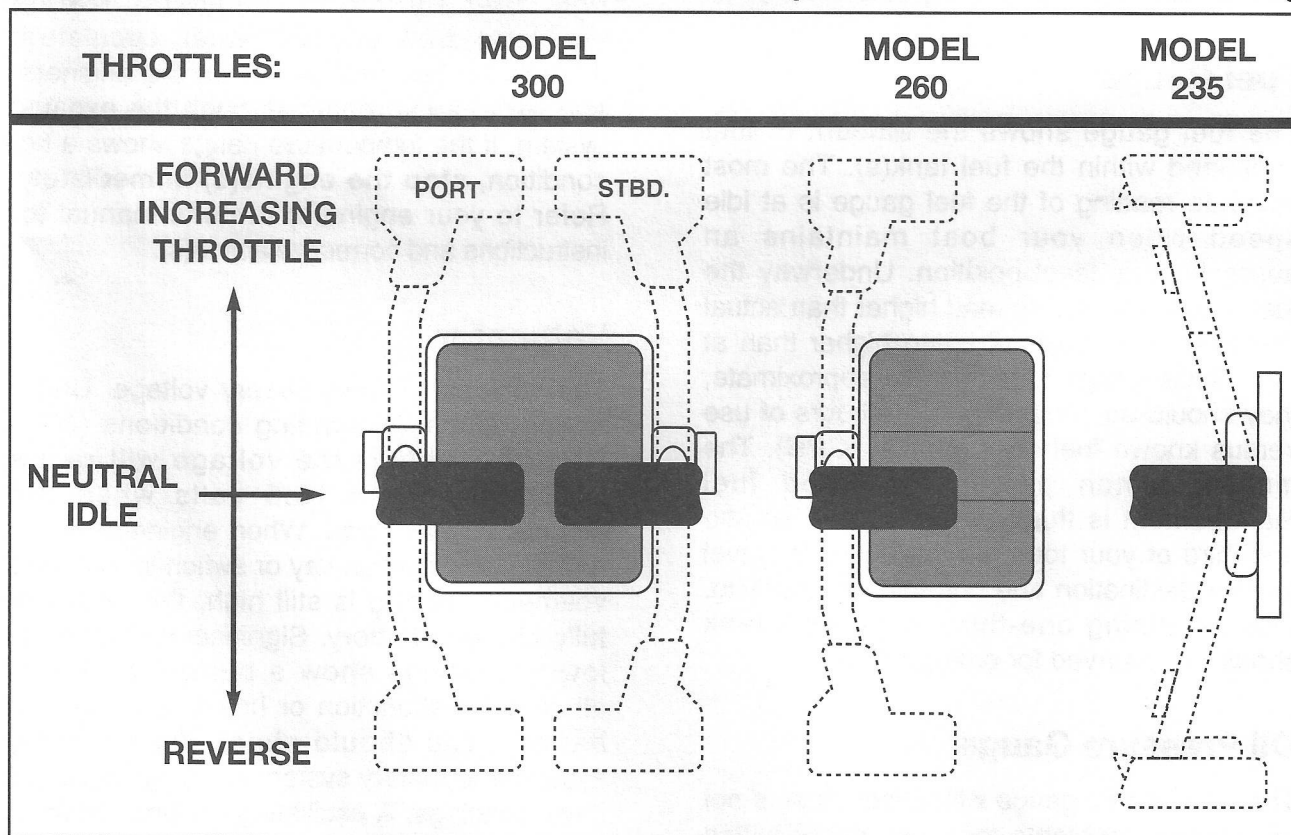


FIGURE 5.1 DUAL AND SINGLE THROTTLE POSITIONS

the forward movement of the throttle will increase engine(s) RPM, and cause the boat to move faster in a forward direction.

Moving the throttle aft of the neutral position reverses the shift mechanism causing the boat to move backward. Continuing the aft movement of the throttle will increase engine(s) RPM, and cause the boat to move faster in a backward direction.

When maneuvering at low speeds you can reverse (move throttle forward or aft) the shift mechanism. This will react in a braking action.

Dual throttle consoles provide independent lever control of both clutch and throttle operation of each engine(s). The design of this type throttle ensures safe one handed control over both of the engine(s).

CAUTION

CAUTION: When shifting between forward and reverse, always pause in neutral for a few seconds before reversing the rotation of the propeller(s). This will prevent unnecessary damage to the drive system.

WARNING

WARNING: High speed acceleration in reverse can create a wake that could wash over the transom and flood the boat.

STARTING ENGINE(S)

The engine(s) operation and maintenance manual supplied with your Rinker boat provides pre-start and starting instructions. The following information is merely a guide and not intended to explain in detail all starting procedures and instructions. Refer to your engine(s) owner's manual.

Preliminary Checks

1. Secure boat to the dock or mooring slip before attempting to start engine(s). The boat should be kept secure until the engine(s) is warmed up and running.
2. Check lubricating and cooling fluid levels.
3. Check fuel supply to ensure you have enough fuel for your expected travel plan.
4. Inspect visually and by smelling for leaks in the fuel, oil, coolant, exhaust, and power steering systems.

DANGER

DANGER: Gasoline vapors are highly explosive. To prevent a possible explosion and fire, check the engine(s) and fuel compartments before each engine(s) start for fumes or accumulation of fuel. Always operate the bilge blower for at least five (5) minutes before starting engine(s). This is also true during the starting process, and anytime you are operating your boat below cruising speeds.

5. Make sure the throttle is in the neutral position.

Starting

1. Move battery selector switch to battery 1, 2, or ALL position.
2. When cold starting your boat, advance the throttle several times and leave it in the SLOW/START position. This will actuate the carburetor accelerator pump and feed fuel to the engine(s). Turn ignition key to START position.

NOTE: Engine(s) will not turn over if throttle is not in the neutral position.

⚠ CAUTION

CAUTION: Do not continuously operate starter for more than 15 seconds without pausing. Allow starter to cool at least three (3) minutes between start attempts.

3. If engine(s) fails to start, wait one (1) minute. Move throttle only once to the maximum position then back to the neutral position, and try to start engine(s) again.
4. When engine(s) is cold, run engine(s) approximately one (1) to two (2) minutes at fast idle speed (1200 to 1500 RPM).
5. Once engine(s) has warmed up, check temperature gauge to ensure engine(s) temperature stays within optimum range. If temperature reading is abnormally high, stop engine(s) immediately, and inspect for cause of high reading.
6. With engine(s) running, voltmeter should show a reading between 12 to 15 volts.
7. Check steering operation. Turn steering wheel to full port and to full starboard while observing outdrive movement.
8. Inspect visually and by smelling for leaks in the fuel, oil, coolant, exhaust, and power steering systems.
9. Ensure boat is still securely moored to the dock and engine(s) is idling at 600 to 800 RPM. Then, move the throttle forward and then aft, and back to neutral to check for proper operation of the shifting motion.

⚠ DANGER

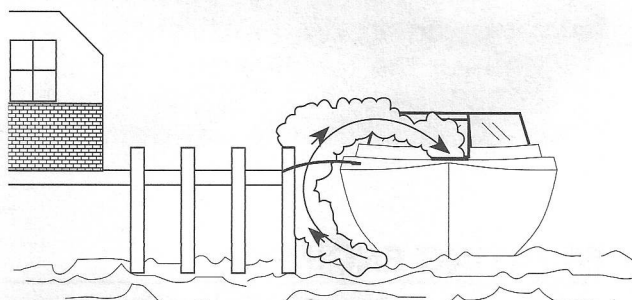
DANGER: Engine(s) and generator exhaust systems produce carbon monoxide (CO), that is a poisonous gas which is odorless, colorless, and heavier than air. Direct prolonged exposure can result in CO poisoning that may be harmful or fatal. To prevent excess exposure and reduce the possibility of CO accumulation in the cabin and cockpit of

the boat, the operator should ensure adequate ventilation in each of these areas, through utilization of cabin hatches, cabin doors, cabin windows, cockpit windshield windows and side windshield vents to increase air movement. The following conditions tend to increase CO accumulation in and about the boat and require the operator's particular immediate attention:

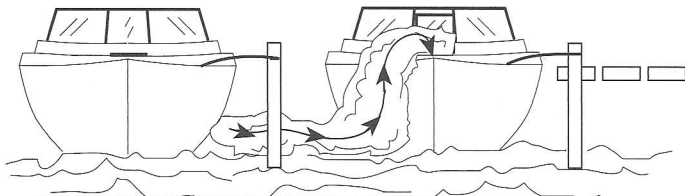
- Operation at slow speeds or stopped in the water.
- Operation with a high bow angle attitude.
- Utilization of canvas top, side curtains and back curtains.
- Contributing climatic conditions, such as a head wind.
- Operation of engine(s) or generator in confined areas or at dock side.
- Any blockage of hull exhaust outlets.

Indications of excessive exposure to CO concentrations may include nausea, dizziness and drowsiness.

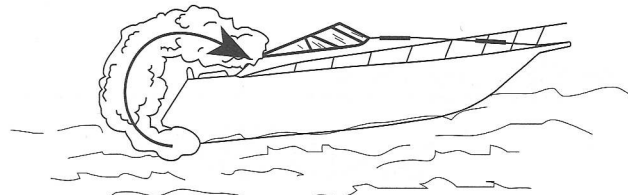
The following illustrations and text exemplify possible situations where carbon monoxide accumulation can occur within your boat while either at the dock or underway. Become familiar with these examples and their precautions to prevent **DANGEROUS** accidents from occurring aboard your boat.



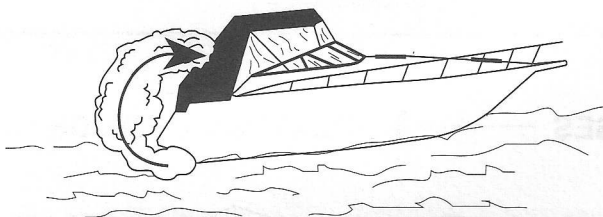
DANGER: Blockage of hull exhaust outlets near a pier, dock, sea wall bulkhead or any other means, can cause excessive accumulation of poisonous carbon monoxide gas within the cabin and cockpit areas of the boat. **Make sure there are no obstructions near the hull exhaust outlets.**



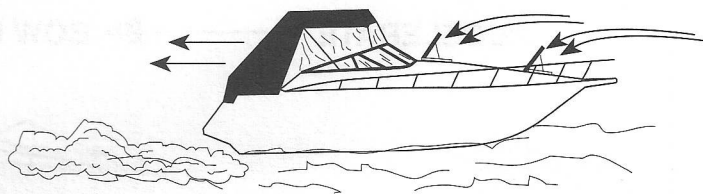
DANGER: Generator exhaust from other vessels alongside your boat, while either docked or anchored, can emit poisonous carbon monoxide gas and cause excessive accumulation within the cabin and cockpit areas of your boat. **Be alert for generator exhaust from other vessels alongside your boat.**



DANGER: Engine(s) exhaust from your boat while underway can cause excessive accumulation of poisonous carbon monoxide gas within the cabin and cockpit areas of your boat, when operating boat and/or generator with boat at slow speed or stopped in the water. This affect can be increased when operating boat with a tail wind (force of wind entering from aft section of boat). **Provide adequate ventilation or slightly increase speed (if possible).**

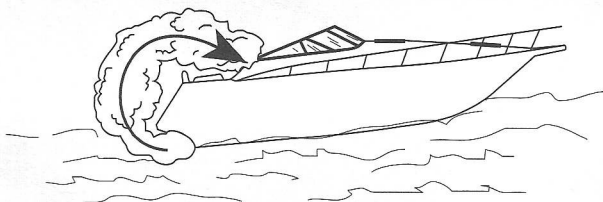


DANGER: Hull exhaust from your boat while underway can cause excessive accumulation of poisonous carbon monoxide gas within the cabin and cockpit areas of your boat when using protective weather coverings. **Provide adequate ventilation when the canvas top, side curtains, and/or back curtains are in their closed protective positions.**



To ensure for proper ventilation aboard your boat:

- Ensure passengers remain seated while boat is underway.
- Your boat should be kept in a safe and proper operating condition. Periodically inspect hull, engine(s) and all other equipment and gear.
- Practice safety, be alert and use caution when fueling your boat. Become familiar with the capacity of the fuel tank and knowledgeable of the fuel consumed at your regularly used RPMs.
- Keep proper amount of fuel on board for your anticipated excursion. There should **ALWAYS** be an ample amount of reserve fuel for changes in plans or possible diversions due to weather.
- Keep proper lifesaving and fire extinguishing equipment on board in an accessible location. Periodically inspect safety equipment for proper and safe operating condition. All passengers should be informed of all safety equipment on board, it's location, and proper use and/or operating procedures.



DANGER: Engine(s) exhaust from your boat while underway can cause excessive accumulation of poisonous carbon monoxide gas within the cabin and cockpit areas of your boat, when operating boat with a high bow angle. **Provide adequate ventilation, redistribute the load, or bring boat out of high bow angle.**

ACCELERATION

⚠ CAUTION

CAUTION: Acceleration at full throttle is not recommended before the engine(s) "break-in period" has been completed. This "break-in period" also coincides with the engine(s) "twenty (20) hour check-up". Therefore, full throttle acceleration should not be attempted until your engine(s) has surpassed this usage time.

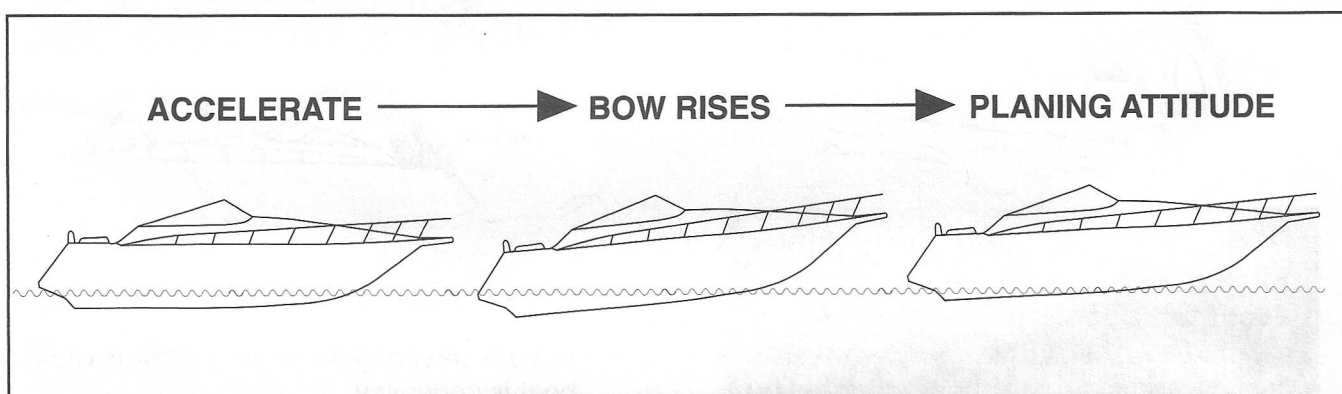


FIGURE 5.2 ACCELERATION

Your boat increases the angle of trim and causes the boat to ride bow-high when you throttle up and accelerate. From a maximum angle, the boat will level out to its planing attitude as you continue to accelerate.

The maximum angle is commonly known as the "hump". We advise it is best to get over the "hump" as quickly as possible due to limitations in visibility, handling, and performance in reaching the maximum angle. It should only take a few seconds at full throttle to get over the "hump". At that point, the boat reaches its planing attitude. After getting over the "hump", accelerate until reaching a comfortable plane, then throttle down to cruising speed. This also will provide for better fuel efficiency.

TRIMMING

Power Trim Drive Unit(s)

NOTE: Refer to your drive unit(s) instruction manual regarding the power trim controls installed on your boat.

To adjust to the ideal boat angle for given load and water conditions, the drive unit(s) must be trimmed. The drive unit has an adjustable trim range. The best all-around performance attainable is when the drive unit(s) is adjusted to allow the boat to run at an angle between three (3) to five (5) degrees to the water.

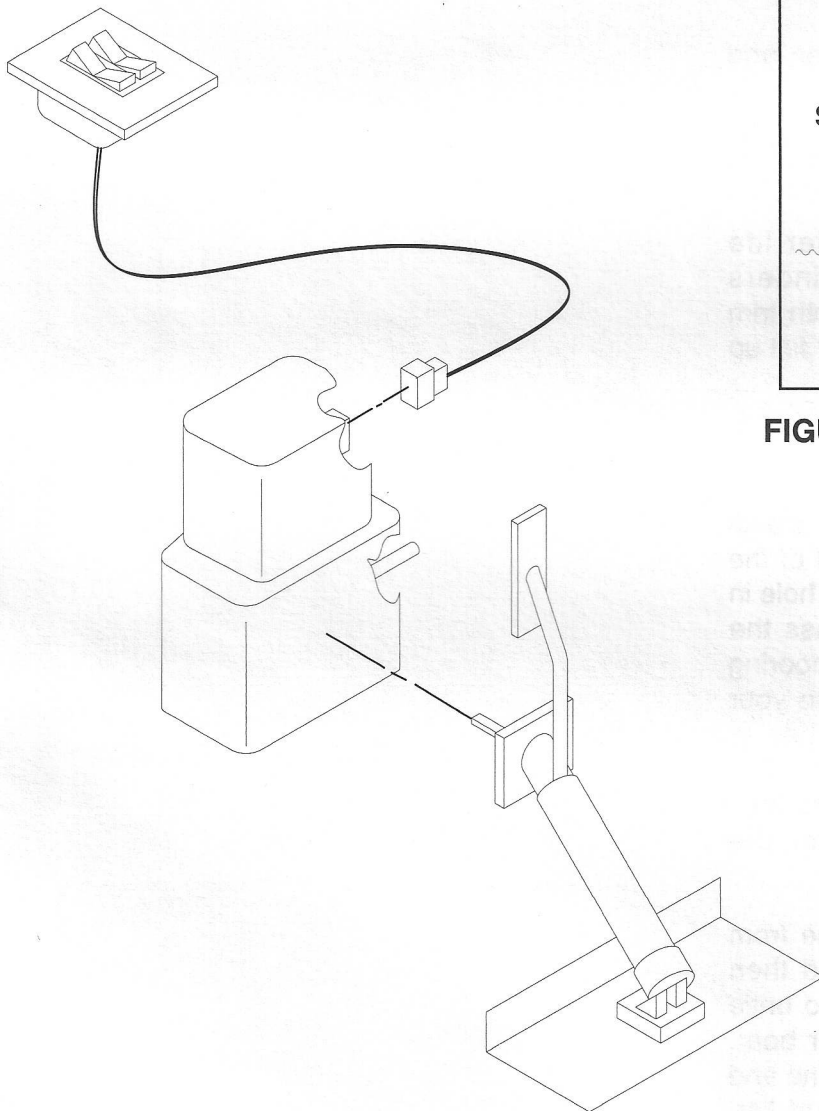


FIGURE 5.3 TRIM TAB, RESERVOIR AND SWITCH

Trim Tabs

Trim tabs, hydraulic powered and adjustable, can be actuated by the operator at the helm station. Trim tabs offer the same service that the power trim does on the drive unit(s). Trim tabs cut into the water as it passes under the hull and forces the stern up. The trim tabs also compensate for uneven loads in the boat. To compensate for uneven loads, trim up one side or the other of the boat.

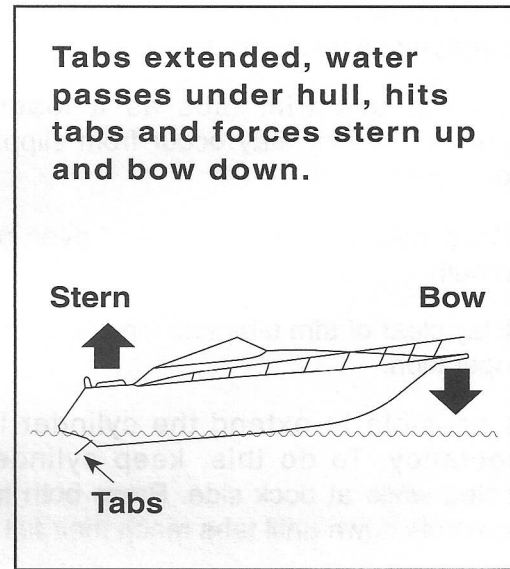


FIGURE 5.4 TRIM TAB OPERATION

⚠ CAUTION

CAUTION: At high speeds do not extend the tabs to their lowest position, this can result in directional instability.

IMPORTANT: Basic safety precautions should always be followed with the operation of trim tabs, including the following:

1. Disconnect power to unit(s) while servicing so no shorts may occur.
2. Do not use trim tabs as a loading platform, injury may occur from slipping on the edges of the tab.
3. Keep hydraulic oil away from eyes and mouth.
4. Stay clear of trim tabs and hinges when in operation.

It is possible to extend the cylinder life expectancy. To do this, keep cylinders retracted while at dock side. Press both trim tab controls down until tabs reach their full up position.

Mooring Lines

When attaching mooring lines to deck cleats on your boat, make a loop in one end of the mooring line. Then, pass it through the hole in the base of the deck cleat. Next, pass the loop back over the deck cleat. The mooring line can now safely be used to secure your boat. Mooring lines may remain attached to the cleats on your boat while underway. The lines must be coiled and placed where they cannot get tangled in deck gear or the propellers.

When you tie up, run the mooring line from your boat around the dock cleat and then back to your boat. This enables you to untie the mooring line without leaving your boat. Just throw off one end of the mooring line and then bring the entire length of mooring line back into the boat.

Rinker Boat recommends that your maintenance and repairs be performed at an authorized Rinker dealer. The following information is provided for general maintenance and repair. If you choose to perform your boat's maintenance and repairs, we recommend that you ALWAYS refer to the product manuals for detailed information.

ENGINE(S)

Oil Check

NOTE: During the engine(s) 20 hour break-in period, Rinker Boat recommends the oil level be checked every two (2) hours.

To Check Oil:

1. Ensure boat is in the water and engine(s) is stopped.
2. Warm engine(s) should be allowed to cool for ten (10) minutes. This will enable the oil to drain back into the engine oil pan and provide for a more accurate check.
3. Pull engine(s) oil dipstick out of it's sleeve, wipe clean, and push dipstick back into the sleeve. Make certain that the dipstick is pushed all the way back into the sleeve.
4. Pull dipstick out again, check for oil level on dipstick. The oil level must be between the ADD and FULL marks that are shown on the dipstick.
5. If oil level is at or below the ADD mark you must add oil.
6. Push dipstick back down into the sleeve. Ensure it is properly seated all the way down.

To Add Oil:

1. Remove oil fill cap from valve cover.
2. Add oil as required to raise the oil level up between the ADD and FULL marks on the dipstick. Do Not overfill. One quart (95 liter)

of oil will be required if oil level was at the ADD mark on the dipstick. Adjust amount of oil being added if oil level was below ADD mark on dipstick.

3. Check oil level after adding oil.

NOTE: Rinker Boat recommends that a funnel be used when adding oil. This will prevent spillage and help keep your engine(s) free of surface grime and dirt.

Oil & Filter Change

⚠ WARNING

WARNING: Discharge of oil. The Federal Water Pollution Control Act prohibits the discharge of oil or oily waste into or upon the navigable waters of the United States or the waters of the contiguous zone if such discharge causes a film or sheen upon or a discoloration of the surface of the water or causes a sludge or emulsion beneath the surface of the water. Violators are subject to a penalty of \$5,000.

To Change Oil:

1. Run engine(s) long enough to bring water temperature gauge up to NORMAL operating temperature. Then, STOP engine(s).
2. Place a container (large enough to avoid spills) under drain plug on crankcase.
3. Slowly remove oil drain plug. Allow all oil to completely drain out of crankcase.
4. Reinstall drain plug by hand. Then tighten 1/2 turn with a wrench.

To Change Filter:

1. Slowly unscrew filter in a counter-clockwise direction and remove oil filter and filter ring. Properly dispose of old oil filter and filter ring.

2. Apply fresh oil to the filter ring on the new oil filter, lubricate entire surface.
3. Carefully screw the new oil filter and filter ring into the opening by hand.

IMPORTANT: Do Not cross thread the new filter when installing. This will create possible leaks and damage the threads on the engine(s).

4. Use an oil filter wrench to tighten securely 1/2 turn.
5. Fill crankcase with proper grade and viscosity oil. (To add oil refer to oil check procedure on page 6-1.)

Fuel Filter(s)

WARNING

WARNING: Be careful when changing fuel filters. Gasoline is extremely flammable and highly explosive under certain conditions. Always stop engine(s) and do not smoke or allow open flames in area when changing filters.

1. Remove fuel filter canister from engine(s).
2. Remove filter elements and existing sealing gasket, then discard.

NOTE: Do Not reuse, always replace with new filter.

3. Inspect fuel filter canister for signs of corrosion, replace if any corrosion is evident.
4. Install filter elements. Coat sealing rings with light coating of oil and install filter canisters. Tighten securely.
5. Run engine(s) and check for fuel leaks.

CAUTION

CAUTION: Make sure that all fuel line connections are tight and that no fuel leaks exist.

DRIVE BELT TENSION

Alternator

Check alternator drive belt tension by pressing down on the belt midway between the engine circulating pump pulley and the alternator pulley. The belt should depress 1/4 inch (6.4 mm). If depression is more than allowable, adjust tension by loosening alternator mounting screws and pivoting the alternator as required to achieve proper tension. Tighten mounting screws.

Sea Water Pump

Check the sea water pump belt tension by pressing down on the belt midway between the crank pulley and the sea water pump pulley. The belt should depress 1/8 inch (3.2 mm). If depression is more than allowable, adjust tension by loosening the sea water pump mounting bolts and slide pump over to achieve proper tension. Tighten mounting bolts.

NOTE: Certain models have the sea water pump located inside the drive unit.

Tune-up

Purpose: These mechanical adjustments are required to achieve the highest possible performance from your engine(s).

Intervals: Every 200 to 300 hours or when engine(s) displays starting or running problems. If your boat is used less the 200 to 300 hours per year Rinker Boat recommends that a tune-up be performed at least once a year.

Distributor(s)

1. Periodically check the distributors for wear and deterioration of the rotor and distributor caps.
2. Inspect the distributor cap and rotor for hairline cracks and excessive deterioration of contacts. Replace distributor cap if either defect is noted.

3. If there is dirt or an oily film on the inside of the distributor cap wash with household dish washing liquid and warm water. Rinse with clean water and dry thoroughly.

NOTE: Refer to your engine owner's manual for detailed information.

Spark Plugs

NOTE: When removing spark plugs it is important to remember to mark each plug wire with it's corresponding engine cylinder number.

1. Remove spark plugs and examine each one for carbonization.
2. Spark plugs should be replaced every 150 hours of operation or sooner depending on their condition.

NOTE: Refer to your engine owner's manual for detailed information.

Spark Plug Wires

1. Inspect each spark plug wire for deterioration or cracks in the insulation.
2. If any wires need replacement, replace ALL spark plug wires.
3. Spark plug wires should be replaced every two (2) years, even if they appear to be in good working condition.
4. Remove and replace only one spark plug wire at a time to avoid crisscrossing the firing order.

NOTE: Refer to your engine owner's manual for detailed information.

FUEL SYSTEM

General

This information describes only the fuel system beyond the engine(s). The fuel system provides safety in the prevention of possible fire and explosion while constantly providing a clean fuel supply to the engine(s). All fuel systems installed at the Rinker Boat factory meets federal requirements.

Frequent inspection and maintenance of the fuel system must be performed. Check for leaks and/or vapors and repair any problems immediately.

Keep fuel tanks filled during the boating season to prevent moisture condensation.

Monthly Inspection

NOTE: Any replacement of parts or repairs to the fuel system should be performed by a trained marine mechanic. See your Rinker dealer for parts and repair.

1. Starting at the fuel tank, inspect the complete fuel system for leaks or vapors.
2. Inspect fuel lines and hoses for wear, kinks, cracks, or deterioration.
3. Inspect fuel line fittings, carburetor, and fuel pump for proper tightness of mounting brackets.
4. Inspect for wear or damage to the fuel ventilation ducts and clamps.
5. Inspect fuel tank(s) vent screens (located outside of hull) for any obstruction.

NOTE: Refer to your engine owner's manual for detailed information.

COOLING SYSTEM

The raw water cooling system intakes seawater through the stern drive and is forced into the engine(s) through a pump. After passing through the internal passages of the engine(s), the water is sent to the exhaust manifold and discharged overboard through the exhaust pipes.

STERN DRIVE UNIT (I/O)

Oil Level Check

NOTE: Refer to the stern drive unit(s) owner's manual for recommended oil check intervals.

1. The anti-ventilation plate must be level, this may require repositioning of the stern drive unit(s).

⚠ WARNING

WARNING: Do Not remove oil vent plug right after use of boat. The drive unit(s) becomes hot which in turn heats the oil inside. This causes oil to expand and then flow out rapidly from the vent plug opening, if oil vent plug is removed.

2. With drive unit(s) cool, remove oil vent plug and o-ring from drive shaft housing.
3. Check oil level. Oil should be touching the bottom edge of the oil vent plug opening.
4. If oil level is low, add correct grade and viscosity as specified in your stern drive unit(s) owner's manual.
5. Reinstall the o-ring and oil vent plug and tighten.

⚠ CAUTION

CAUTION: Low oil levels should NEVER require more than 2 ounces (60 ml) of oil to achieve the proper level. If it requires more than the allowable amount the drive unit(s) has an oil leak and should be corrected immediately.

NOTE: Refer to your drive unit(s) owner's manual for detailed information.

ENGINE ALIGNMENT CHECK

Vertical Alignment

Incorrect vertical alignment can be corrected by engine mount adjustment.

Horizontal Alignment

Incorrect horizontal alignment can be corrected by loosening the locking bolts and sliding the engine mounts in or out as required.

NOTE: Refer to your engine owner's manual for detailed information.

PROPELLER(S)

The propeller(s) shipped with your boat is the size Rinker Boat recommends for the best overall performance. However, factors such as altitude, temperature, load, bottom growth, and propeller(s) condition can have a considerable influence on your boats performance. Consult your Rinker dealer regarding your specific performance requirements.

Periodically inspect the propeller(s) for excessive wear and/or damage. Repair or replace, if required.

NOTE: Refer to the propeller manufacturer's manual for installation, removal, and further detailed information.

POWER STEERING SYSTEM

Your boat is equipped with a rack and pinion power steering system. The steering system requires periodic maintenance to be trouble-free and safe. Regular checks of the complete system is essential.

Lubricate, inspect, and perform maintenance on a regular basis:

- Under normal service every 50 hours of operation or 60 days
- Under excessive use every 25 hours of operation or 30 days

Operating boat in saltwater is classified as excessive use.

1. Lubricate control valve through grease fitting with multi-purpose lubricant until grease is visible around rubber boot.
2. Coat power steering output shaft and exposed steering cable end with multi-purpose lubricant.
3. Lubricate cable end guide pivot point with SAE 30W engine oil.
4. Run engine(s) for 20 to 30 minutes, then check power steering fluid level. If low, add type "A" automatic transmission fluid to bring level up to "full" mark on the dipstick.

NOTE: If engine(s) is cold, the correct fluid level should be at the “add” mark, this will allow for oil expansion when engine(s) is hot.

5. Inspect all hydraulic lines and hoses for leaks. Ensure all lines and hoses are free from friction and not exposed to any extremely hot parts. Tighten all fittings and clamps as required.
6. Check all bolts for tightness.
7. Check pump pulley drive belt for wear and proper tension.

NOTE: Over tightened belts cause bearing failure. Loss of pump pulley drive belt affects steering effort.

Consult your Rinker dealer regarding all repairs or replacement parts, and recommendation of a certified marine mechanic to perform needed service.

NOTE: Refer to the steering manufacturer’s manual for detailed maintenance and repair or replacement information.

⚠ CAUTION

CAUTION: Boat steering is not self-centering. Steering is affected by engine and propeller torque, trim tab setting, wave and current action, and the speed of the hull through the water. For safe operation, maintain constant attention and control of the direction of the boat.

BILGE

Inspection

The bilge should be checked before each usage of your boat. When there is a small amount of water in the bilge area it is usually not a major concern. For excessive amounts of water, investigate for water leaks and repair **immediately**. If the bilge is ever filled with fuel or oil inspect the engine(s) for leaks and repair **immediately**. Never pump fuel or oil overboard when your boat is in the water.

Cleaning

Run bilges until pump is dry. Remove all sand, silt, dirt, or foreign material. Ensure all limber holes are open and strainers are clean. Use bilge cleaner to remove any obvious oil stains. Consult your Rinker dealer for recommended types of approved cleaner. **Never** use any flammable type solvents for cleaning the bilge.

The troubleshooting procedures listed in this chapter are designed to correct minor malfunctions for engine(s), performance, and vibration. Troubleshooting is a process of elimination. The troubleshooting chart displays areas that could be at fault and are presented in the order of probable occurrence.

Use good common sense and always refer to the engine(s) manufacturer's owner/service manual. If the malfunction(s) appears too complicated or unsafe, contact your Rinker

dealer. If underway, and contacting your Rinker dealer is not practical, contact the local marina for information regarding available marine mechanic service.

⚠ CAUTION

CAUTION: Disconnect battery cables before performing all inspections, checks, and repairs to avoid possible personal injury and damage to equipment.

ENGINE(S)

Malfunction	Probable Fault	Solution
Engine(s) will not crank (Ignition system)	<ol style="list-style-type: none"> 1. Throttle lever in wrong position 2. Loose wire in starting circuit 3. Ignition switch defective 4. Defective solenoid 5. Battery switch in OFF position 6. Dead battery 7. Spark plug(s) fouled or broken 8. Distributor broken, wet, cracked, or dirty 9. Improper timing 10. Hydrostatic lock 	<ol style="list-style-type: none"> 1. Check position of throttle lever, ensure it is in the "neutral" position. 2. Tighten all wiring connections. 3. Test switch continuity. Replace switch as required. 4. Replace solenoid. 5. Turn selector switch to battery position. 6. Recharge or replace battery. 7. Clean, adjust gap, or replace. 8. If wet or dirty, wipe with cloth and cleaning solvent. Inspect cap for cracks, carbonized paths (inside and out) replace cap as required. 9. Check timing and adjust as required (See Engine(s) Service Manual). 10. Remove spark plugs and crank engine(s). If engine(s) cranks, it indicates that water is getting into the cylinders from the exhaust system or from a possible gasket leak. If water gets into the engine(s) through the exhaust line, it indicates improper draining of exhaust system. Contact your Rinker dealer or a qualified marine mechanic to correct problem.

ENGINE(S)

Continued...

Malfunction	Probable Fault	Solution
Engine(s) cranks but will not start (Fuel system)	<ol style="list-style-type: none">1. Lack of fuel2. Improper starting procedure3. Distributor cap brush cracked or broken4. Choke plate sticking5. Clogged fuel filters6. No fuel reaching carburetor (providing all fuel valves are open)7. Engine(s) flooded8. Contaminated fuel	<ol style="list-style-type: none">1. Open shut-off valve, clean filters, check fuel level and anti-siphon valve.2. See engine(s) owner's manual to review starting procedure.3. Replace brush.4. Check thermostatic spring housing adjustment.5. Check and replace filters.6. Check fuel pump, fuel pump filter, anti-siphon valve, carburetor fuel filter, and fuel tank line for cracked flanges or restricted fittings.7. Do not attempt to start engine(s) for at least 5 minutes. For hot engine(s) fully advance throttle, (make sure throttle lever is in neutral) and crank engine(s).8. Inspect for water or other contaminants in fuel. If contaminated, drain tank and flush with fresh fuel.
Low cranking speed	<ol style="list-style-type: none">1. Loose or dirty electrical connections or damaged wiring2. Bad battery3. Engine(s) oil too heavy for prevailing temperatures	<ol style="list-style-type: none">1. Check all related electrical connections and wires.2. Test battery (See Engine(s) Service Manual).3. Drain oil and refill with correct grade and viscosity oil. (See Engine(s) Service Manual).
Starter will not crank engine(s)	<ol style="list-style-type: none">1. Discharged battery2. Corroded battery cables3. Loose connection in starting circuit4. Defective starter switch5. Starter motor brushes dirty6. Jammed "starter drive"	<ol style="list-style-type: none">1. Charge battery, change battery selector switch to "All".2. Clean terminals.3. Check and tighten all connections.4. Replace switch.5. Clean or replace brushes.6. Loosen starter motor, then free stuck gear.
Poor acceleration	<ol style="list-style-type: none">1. Accelerating pump2. Throttle not fully open3. Ignition or carburizing4. Flame arrestor dirty or air intake obstructed5. Engine(s) overheating	<ol style="list-style-type: none">1. Replace2. Inspect cable and linkages for binding, obstructions, or loose fasteners.3. Service ignition system and carburetor.4. Clean flame arrestor and check air intake.5. Check engine(s) temperature (See Engine(s) Service Manual).

ENGINE(S)

Continued...

Malfunction	Probable Fault	Solution
Engine(s) runs but misfiring	<ol style="list-style-type: none">1. Fouled spark plug(s)2. Wet spark plug wires3. Carbon tracked distributor4. Loose ignition wires5. Cold engine(s) with improperly set choke6. Defective fuel pump7. Partially clogged fuel filter8. Incorrect carburetor mixture9. Contaminated fuel	<ol style="list-style-type: none">1. Remove, clean, or replace.2. Wipe dry, inspect and replace damaged wires.3. Clean or replace as required.4. Inspect all wire connections.5. Check engine(s) owner's manual for proper choke setting.6. Repair or replace as required.7. Clean or replace fuel filter.8. See engine(s) owner's manual for proper carburetor adjustment.9. Drain fuel tank and flush clean and replace fuel filters.
Excessive fuel consumption	<ol style="list-style-type: none">1. Restriction in flame arrestor2. Faulty fuel pump3. Dirty flame arrestor screen4. Distributor breaker points or spark plugs bad or set improperly5. Incorrect timing6. Choke not properly adjusted7. Float level too high	<ol style="list-style-type: none">1. Remove flame arrestor and clean.2. Repair or replace as required.3. Clean or replace as required.4. Clean and set or replace breaker points and spark plugs.5. Time engine(s).6. Adjust as required.7. Reset float level as required (See Engine(s) Service Manual).
Blue exhaust smoke	<ol style="list-style-type: none">1. Lube level too high2. Oil too thin3. Oil overheated	<ol style="list-style-type: none">1. Drain off excessive oil2. Drain and replace oil (See Engine(s) Service Manual).3. Check cooling system.
Black or Gray exhaust smoke	<ol style="list-style-type: none">1. Fuel mixture too rich2. Choke stuck3. Poor carburetor setting4. Carburetor fuel level too high5. Clogged flame arrestor	<ol style="list-style-type: none">1. Adjust carburetor.2. Lubricate and adjust.3. Readjust carburetor (See Engine(s) Service Manual).4. Adjust float in carburetor.5. Clean or replace as required.
White exhaust smoke	<ol style="list-style-type: none">1. Engine(s) misfiring2. Spark plugs dirty or not gapped correctly	<ol style="list-style-type: none">1. See Engine(s) Service Manual.2. Clean, adjust gap, or replace.

ENGINE(S)

Continued...

Malfunction	Probable Fault	Solution
Low oil pressure	<ol style="list-style-type: none"> 1. Insufficient oil in crankcase 2. Excessive oil in crankcase 3. Diluted or improper grade and viscosity oil 4. Oil leak in pressure line 	<ol style="list-style-type: none"> 1. Check and add correct grade and viscosity oil. Visually check engine(s) for leaks. 2. Check and remove required amount of oil. Check for cause of excessive oil (improper filling, bad fuel pump, etc.). 3. Change oil and oil filter, being sure to use the correct grade and viscosity oil. 4. Inspect all oil lines and tighten all connections as necessary.
No oil pressure	<ol style="list-style-type: none"> 1. Defective gauge, gauge tube, or oil line 2. No oil in engine(s) 	<ol style="list-style-type: none"> 1. Replace gauge, or tube, and tighten or replace line as necessary. 2. Fill with proper grade and viscosity oil (See Engine(s) Service Manual).
High oil pressure	<ol style="list-style-type: none"> 1. Too heavy grade of oil 2. Dirt or obstruction in oil lines 	<ol style="list-style-type: none"> 1. Drain oil and replace with proper grade (See Engine(s) Service Manual). 2. Drain and clear oil system. Check for bent or flattened oil lines and replace as required.
Knocking or pinging	<ol style="list-style-type: none"> 1. Incorrect type fuel 2. Incorrect timing 3. Pre-ignition 4. Overheated engine(s) 5. Cooling system trouble 	<ol style="list-style-type: none"> 1. Drain tank and replace with proper fuel 2. Time engine(s) (See Engine(s) Service Manual). 3. Clean or replace spark plugs and check engine(s) timing. 4. Check engine(s) cooling system. 5. Check water intake and connections for leaks.
Rough running	<ol style="list-style-type: none"> 1. Choke not operating 2. Faulty fuel pump 3. Idle speed too low 4. Faulty ignition system components 5. Clogged fuel filters 6. Contaminated fuel 	<ol style="list-style-type: none"> 1. Check choke linkages for binding or obstruction. 2. Refer to engine(s) owner's manual for fuel pump testing procedures. 3. Check idle speed and adjust. 4. Service ignition system (See Engine(s) Service Manual). 5. Replace filters. 6. Inspect fuel for water or other contaminants. If contaminated, drain tank and flush with fresh fuel.
Rough running continued...		

Malfunction	Probable Fault	Solution
Rough running continued... Rough running	7. Kinked or clogged fuel lines, or fuel tank vent line 8. Flame arrestor plugged with foreign material or air intake hose obstructed	7. Use compressed air at not more than 20 psi to blow out obstruction. Replace line if kinked. <div style="border: 1px solid black; padding: 5px; text-align: center;">⚠ WARNING</div> <div style="background-color: #cccccc; padding: 5px; margin-top: 5px;">WARNING: Wear protective eye wear when performing compressed air cleaning.</div> 8. Clean flame arrestor and check hose.
Engine(s) overheating	1. Bad sending or receiving unit. 2. Loose wiring connections at sending or receiving unit 3. Worn or broken impeller in sea water pump 4. Clogged oil cooler 5. Exhaust lines plugged 6. Ignition timing late 7. Choke valve stuck closed 8. Collapsed water pump suction hose 9. Loose or worn belts 10. Restricted water intake	1. Replace unit(s). 2. Tighten all connections. 3. Replace impeller. 4. Remove obstruction. 5. Remove obstruction. 6. Time engine(s). 7. Free choke valve movement. 8. Install new hose. 9. Adjust or replace as required. 10. Clean water intake.
Sludge in oil	1. Infrequent oil changes 2. Dirty oil filter 3. Water in oil	1. Drain and refill with proper grade and viscosity oil. 2. Replace filter. 3. Drain and refill. If trouble persists, check for cracked block, or defective head gasket and cracked head.

POOR PERFORMANCE

Malfunction	Probable Fault	Solution
	<ol style="list-style-type: none"> 1. Damaged or improper propeller 2. Excessive water in bilge area 3. Boat overloaded or improper distribution of load 4. Fouled or damaged hull bottom 	<ol style="list-style-type: none"> 1. Inspect propeller and replace if required. 2. Pump out bilge area. Inspect for causes related to excess water. 3. Reduce load or redistribute load. 4. Inspect, clean, or repair as required.

VIBRATION

Malfunction	Probable Fault	Solution
	<ol style="list-style-type: none"> 1. Loose engine(s) mounting bolts 2. Damaged propeller shaft 3. Propeller bent or pitch out of true 4. Engine(s) out of alignment 	<ol style="list-style-type: none"> 1. Inspect and tighten as required. 2. Replace shaft. 3. Inspect propeller and replace as required. 4. See Engine(s) Service Manual.

The following information is for your use in caring for the interior and exterior of your boat. If you need more specific information, contact your Rinker dealer.

NOTE: Before attempting to use a particular cleaning solution or method, test the material to be cleaned in a hidden or inconspicuous area for possible adverse reactions.

FIBERGLASS & GELCOAT

The hull and deck are made of fiberglass. The outer layer of the hull and deck is a color pigmented polyester resin, called gelcoat. Gelcoat is highly resistant to scratches that occur during normal boat use. Some damage to the gelcoat during the life of your boat is bound to occur.

Gelcoat Maintenance

To remove and prevent build-up of most salt, soil, and grime, the hull and deck should be routinely cleaned with household detergent and water.

NOTE: Ensure household detergent **does not** contain ammonia or chlorine. Ammonite or abrasive type cleaners will dull and discolor the surface of the gelcoat, and are not recommended for use in routine maintenance.

Gelcoat surfaces are very resistant to deep stains. To remove minor stains:

- Wash with a soft cloth and household detergent to remove surface stains. Then rinse thoroughly with clear water.
- If deep stains do occur, use a special fiberglass cleaner and stain remover.

Waxing the gelcoat surface regularly will help prevent soiling and preserve its luster. Rinker Boat recommends a fiberglass wax that will fill the gelcoat pores. Fiberglass wax contains chemicals that screen out harmful ultraviolet rays that cause fading of the gelcoat color.

⚠ WARNING

WARNING: Never wax deck surfaces that require sure footing. Wet or dry waxed gelcoat is very slippery and hazardous to walk on and/or maintain footing.

Gelcoat Damage Repair

Minor Scratches

Minor scratches can be repaired with automotive rubbing compound or polishing wax. They may not completely disappear, but will not be as noticeable.

- Apply rubbing compound or polishing wax to a damp, soft cloth.
- Rub the gelcoat surface with the damp, soft cloth in a circular motion.

NOTE: Refer to the rubbing compound/polishing wax manufacturer's instructions for detailed information.

Chips, Hairline Cracks, and Small Patches

Purchase gelcoat in the matching color from your Rinker dealer. To match the color properly, specify the boat's model name, color, and year manufactured.

When patching your boat, keep the room temperature at 65° F minimum.

- Area to be repaired must be free of any dirt, water, oil or wax. Wash and dry the damaged area thoroughly before beginning.
- Sand the area with #50 sandpaper or use a power drill with a burr bit. Round out and feather edge the surrounding areas. Remove all flaky edges. If the surface cracks cover a large area, use the power sander to smooth the rough edges.
- Cleanse the area with rubbing alcohol or acetone after you have completed sanding.

⚠ WARNING

WARNING: Acetone is a hazardous material and should be used only in well ventilated areas. Follow the manufacturer's instructions. Also, never store rags that are diluted with acetone or any other solvent aboard your boat. Immediately remove them from the boat and discard them to prevent spontaneous combustion and fire.

- On a piece of wood or cardboard, place one (1) teaspoon of the gelcoat.
- Add two (2) to three (3) drops of hardener. Mix for 10 to 15 seconds using a spatula or knife.
- Apply gelcoat to the area. Fill the area a little higher than the surrounding surface.
- Cover with wax paper or clear plastic and smooth to the desired contour.
- Let the area dry. This usually takes between one (1) to two (2) hours.
- Remove the wax paper or plastic. Then water sand with #600 wet or dry sandpaper.
- Buff the area with buffing compound. Follow this with wax and polish.

⚠ WARNING

WARNING: If using an electric buffer, be very careful not to pause in one area too long. This will cause overheating of the gelcoat and may cut into the boat's surface.

Hull Bottom Maintenance

NOTE: If your boat will be in water continuously for periods longer than two (2) weeks, Rinker Boat recommends sealing the hull bottom with a high quality barrier coating. Failure to do so could result in the formation of "water blisters". Repair of water blister

damage is not covered under the Rinker Boat Warranty. Several manufacturer's have products on the market. Contact your Rinker dealer for purchase, and/or information concerning barrier coating products.

Wire brushes, scouring pads, or other abrasive type materials/solutions **should never** be used on the bottom surface of your boat. They create small scratch marks that will collect dirt, silt, sand, marine growth and other foreign materials.

Keep the hull bottom of your boat clean and make a practice of inspecting for any signs of excessive wear or damage. Needed repairs to the hull bottom should be performed immediately. Accumulation of natural coatings from water and marine growth can potentially create drag and limit the efficiency of your boat.

Bottom Paint (Anti-fouling)

The anti-fouling bottom paint is designed to dissolve slowly to prevent marine growth. Thus, it is usual for the boat bottom to require painting after your boating season. Some variables to consider when selecting a protective bottom paint are the water temperature, pollution, salinity, current, and organic matter contained within the water. To protect and repaint the boat bottom, perform the following:

IMPORTANT: Consult with your Rinker dealer for recommended bottom paints and local laws that govern your area. Many states regulate the chemical content of bottom paints to meet environmental standards and regulations.

- Annually remove boat from water, then scrub bottom with a bristled brush and solution of soap and water.

NOTE: Repainting the bottom is not mandatory each time the bottom is scrubbed, providing there are no bare areas visible in the bottom paint.

- Sand entire bottom surface of the boat.
- Fair (smooth-out) all rough areas as required.

- Clean bottom surface to remove all dust and foreign materials.
- Ensure bottom surface is completely dry.
- Apply new coat of bottom paint.

NOTE: Allow for a 24 to 36 hour drying period of new bottom paint before launching your boat. Never attempt to haul, paint and launch on the same day.

DECK HARDWARE & FITTINGS

Inspection

Inspect the hardware and fittings to ensure proper tightness. All screws, bolts, clamps, cleats, etc., should be secure.

Cleaning and Care

- **Always** clean stainless steel frequently with soap and water. Any cleaner safe for glass is usually safe for stainless steel.
- **Always** remove rust spots as soon as possible with a brass, silver, or chrome cleaner. Irreversible pitting will develop under rust that remains on stainless steel for any period of time.
- **Always** use a cleaner, like a good car wax, for added beauty and protection.
- **Never** use coarse abrasives like **sandpaper** or **steel wool** on stainless steel. These may actually cause rusting.
- **Never** clean with mineral acids or bleaches.
- **Never** leave stainless steel in contact with iron, steel, or other metals which cause contamination leading to rust or corrosion.

WINDSHIELD & PORTALS

1. The helm windshield is made of tempered safety glass. Safety glass will shatter into small pieces upon impact and is affected by temperature changes.

Cleaning Glass

- Clean glass with glass cleaner or ammonia water, then rinse with plenty of clear water.
- Remove grease and/or oil with kerosene or hexane.

⚠ CAUTION

CAUTION: Never use acetone, benzene, carbene tetrachloride, lacquer thinner, or similar type solvents. They penetrate the glass surface and cause hazing that will obstruct visibility.

2. The canvas or weather covering windows are made of a synthetic material.

Cleaning Plexiglass

Wash all plexiglass, clear vinyl or other synthetic materials with a mild detergent or dish washing liquid and water solution, then rinse with plenty of clear water.

- Remove grease and/or oil with kerosene or hexane.

⚠ CAUTION

CAUTION: Never use acetone, benzene, carbene tetrachloride, lacquer thinner, or similar type solvents. They penetrate the surface and cause hazing that will obstruct visibility.

CARPET

Cleaning

- Clean the indoor/outdoor carpet with a scrub brush, mild detergent or dish washing liquid and warm water solution.
- After cleaning, thoroughly rinse the indoor/outdoor carpet with clear water.

Care

- After using the boat, allow carpet to dry completely in the sun to prevent mildew.

- Apply a light coating of Scotch Guard® to protect against accidental spills.

SEAT COVERINGS & VINYL

The seat coverings and trim are made of expandable vinyl. Extreme temperatures have little effect on them due to their expandable composition.

Cleaning

- Remove stains when possible, to eliminate any possible reaction between staining agent and vinyl fabric.
- Wipe most dirt and smudges with mild soap and warm water. If additional cleaning is required, scrub with a soft bristle brush to remove dirt from textured patterns. Dry with a soft, lint-free cloth or towel.
- For more difficult stains, use a stronger detergent following the manufacturer's instructions closely.
- Never use steel wool or powdered abrasive cleaners. They will mar the surface and leave an unsightly appearance.

Care

- Apply a vinyl protectorant wax to keep the seats clean and pliable.
- Place removable exterior cushions inside the boat when not in use.
- To store cushions onboard boat for winter or extended periods of time:
 - A. Open zippers and elevate cover away from foam padding.
 - B. Place a small rounded object (ie., plastic bowl) inside to allow for air circulation.
 - C. Seats that can be folded should be stored in the down position.
 - D. Use plastic seat covers. They will keep out dampness and protect against mildew.

CANVAS (WEATHER COVERINGS)

The canvas, or weather coverings, are manufactured from materials that are resistant to water, mildew, rot and weather.

Cleaning

- Wet down all canvas material. Then, use a soft bristle brush to scrub with a mild detergent or dish washing liquid and water solution.
- If heavy build-up of soil or mildew occurs, apply a mild solution of ammonia and water and scrub. Follow scrubbing with a thorough rinsing.
- Brush or sweep the underside of the top. Spray with Lysol™ or other disinfectant to prevent mildew.

Care

- Keep the top up when boat is not in use or when it's raining.
- Lubricate the zippers with paraffin, and the snaps with petroleum jelly.
- If a leak occurs along a canvas seam, rub with paraffin or apply a light coating of Scotch Guard®.
- Air dry all canvas material before storing. Never store canvas damp or wet, and provide proper ventilation to limit the possibility of mildew.
- Avoid mooring under trees.
- Avoid towing your boat with the top in the raised position.

CABIN CUSHIONS, INTERIOR CURTAINS & FABRICS

Cleaning

- Clean interior cabin cushions with a foam type cleaner. Follow all instructions as recommended by the product manufacturer.
- All interior curtains & fabrics, other than vinyl, should be dry cleaned.

The information provided here is for winterizing and storage of your Rinker boat after completion of your boating season. In regions where temperatures fall below freezing, **all engine(s) plugs must be removed before storing your boat** for the winter. Failure to do so will seriously damage the engine(s). If your location does not require winter storage, then we recommend an annual inspection, such as listed below. With proper care your Rinker boat will provide you many years of enjoyable boating.

DRY STORAGE PREPARATION

NOTE: Refer to Chapter 8, Interior & Exterior Care for specific cleaning solutions and procedures.

Deck

- Wash deck, superstructure and cockpit.
- Clean all deck hardware, then apply one coat of rust inhibitor.
- Clean the indoor/outdoor carpet.

Hull

- Scrape off any barnacles or crusted marine growth.
- Scrub hull thoroughly to remove marine growth, scum and loose paint.
- Inspect underwater gear and propellers for excessive wear or damage.
- Apply fresh coat of bottom paint.
- Remove hull drain plug, then store in a safe place.

General Housekeeping

- Scrub inside boat including all cupboards, cabinets and drawers.
- Remove all cushions, mattresses, curtains, blankets & sheets, pillows, towels

and linen, clothing and any other items that can hold moisture and cause mildew.

NOTE: Mattresses and cushions can be left onboard only if they can be propped up where air can circulate.

- The cabin should be well ventilated.
- Life jackets and other safety equipment left onboard must have adequate air circulation.
- Clean and dry bilge. Remove any materials such as rags, sponges, or other cleaning material.
- Weather permitting, open all doors, hatches, portals, and windows to air out the interior for a day or two.
- If covering boat while in storage, use a cover constructed of fabric that allows for plenty of ventilation.

ENGINE(S)

Cooling System

Drain cooling system when storing boat for extended periods of time, or when climate conditions present possible freezing temperatures. This will prevent corrosion damage.

IMPORTANT: When placing boat in dry storage, position boat so that engine is level.

- When draining cooling system, ensure that plug openings are free of foreign materials (i.e., sand, silt, marine growth, rust etc.).
- Further protection against rust and freezing can be provided by filling cooling system with anti-freeze and fresh water.
- Mix anti-freeze, as instructed by anti-freeze manufacturer, in recommended proportion for lowest temperature that engine(s) will be exposed.
- Refer to engine(s) owner's manual for detailed winterizing and storage instructions.

Lubrication

- Drain each crankcase only after engine(s) has reached operating temperature. This will ensure complete drainage of oil.

NOTE: If drained engine(s) oil contains sludge, engine(s) should be flushed with flushing oil. Refer to engine owner's manual for detailed winterizing and storage instructions.

- Replace engine(s) oil filter.
- Fill each crankcase with required quantity of recommended engine oil. Refer to engine owner's manual.
- Shut off fuel line and start engine(s).
- Pour or spray fogging oil through carburetor air intake. Continue to pour or spray fogging oil until engine(s) stops.

NOTE: Engine(s) will stop due to lack of gasoline supplied from shut off fuel line.

- Clean and lubricate all linkage.
- Spray entire exterior of engine(s) with rust and corrosion inhibitor.
- Remove stern drive unit(s).
- Have engine alignment checked and adjusted as required by a qualified technician.
- Inspect all gaskets and seals, grease the U-joints, and change gear oil.
- Stern drive unit(s) should be stored inside. If not stored inside, install new gaskets and seals.
- Remove propeller. Clean and lubricate the prop shaft. Repair if necessary.

GENERATOR

- Start and run generator with load until it is thoroughly warm. Stop the generator.
- Drain oil from crankcase while engine(s) is still warm. Refill crankcase with new oil. Attach a tag to the generator within clear view showing crankcase oil viscosity.

- Turn off fuel supply valve. Start engine(s) and let generator run until it stops from lack of fuel.
- Remove spark plug and pour about one (1) ounce (30 ml) of rust inhibitor oil (or SAE 50 engine oil) into cylinder plug opening. Crank engine(s) over several revolutions, then install new spark plug.
- Protect cooling system from freezing as follows:
 - A. Shut off sea water cock.
 - B. Remove inlet hose at sea cock (or strainer if used) and insert hose end into a bucket containing about two (2) gallons (7.6 liters) of 50-50 anti-freeze/water mix.
 - C. Crank engine(s) until coolant mixture discharges from outboard exhaust fitting.
 - D. Reinstall inlet hose removed in Step B.
- Plug exhaust outlet to prevent entrance of moisture, insects, dirt, etc.
- Disconnect starting battery and follow standard battery storage procedure. (See Battery Information on page 9-3)

CAUTION

WARNING: Battery electrolyte can cause severe eye damage and burns to the skin. Wear goggles, rubber gloves and a protective apron when working with batteries. If spillage occurs, wash area with a solution of baking soda and water.

- Clean and wipe entire unit. Coat parts susceptible to rust with light coat of rust inhibitor oil or grease.
- Refer to Generator owner's manual for detailed winterizing & storage instructions, and recommissioning.

AIR CONDITIONER

- Disconnect the pump plug and drain the sea water circuit.
- The system is self purging to assure that all water will be drained.
- An anti-freeze solution should be pumped through the condensing coil to displace any water in the system for additional protection.

FRESH WATER SYSTEM (POTABLE)

- Open all faucets to allow pump to empty water tank and intake lines.
- Run pump dry, for one (1) to two (2) minutes, before turning off pump.
- Open all drains.
- Disconnect discharge and intake hoses from pump.
- Start pump and allow pump to run to force all water from unit.

NOTE: Do not be alarmed that the pump continues to run when dry. This will not damage the pump.

- Reconnect all hoses, close all drains, and leave all faucets open.
- Remove water pump fuse to prevent cycling during storage or lay-up.

MARINE SANITATION DEVICE (MSD)

The major cause of marine toilet failures is due to improper winterizing or storage. Boats used in salt water require that the toilet bowl should be filled with fresh water and left for several days. This will ensure that the accumulated salt has sufficient time to dissolve.

- Pump system dry and flush with fresh water.
- Fill system with anti-freeze.

FUEL SYSTEMS

Add a gasoline stabilizer solution to the fuel tank(s). Follow the product manufacturer's recommended procedure.

BATTERIES

- Remove batteries from boat and store away from freezing temperatures.

NOTE: Batteries should be stored in a cool dry place on a wooden pallet. Avoid direct placement on concrete, brick, or dirt floors as the charge will be absorbed into the ground.

CAUTION

WARNING: Battery electrolyte can cause severe eye damage and burns to the skin. Wear goggles, rubber gloves and a protective apron when working with batteries. If spillage occurs, wash area with a solution of baking soda and water.

- Clean outside battery case, terminals, and battery clamps with a baking soda and water solution.

NOTE: Do Not allow baking soda and water solution to enter the cells.

- Clean battery posts and clamps with a piece of fine grit emery cloth. Use a light sanding motion when cleaning.
- Apply a light coat of petroleum jelly to cover end of battery cables.
- A monthly recharge or continuous trickle charge should be applied to the batteries during storage.

RECOMMISSIONING

- Inspect visually and by smelling the fuel system and all associated components for proper connections, wear, leaks, or other damage and needed repair.

NOTE: For detailed information on recommissioning your boats systems and

equipment, refer to the manufacturer's owner/instruction manual.

IMPORTANT: Rinker Boat cannot overemphasize our concern for your safety. Inspection of the fuel system is a most important safety precaution.

- Clean batteries terminal posts with wire brush or steel wool before reinstallation.
- Check charge on batteries. Recharge or replace if necessary.
- Inspect all battery wiring. Repair or replace if necessary.
- Attach cables, then tighten cable clamps.
- Apply petroleum jelly or marine grade grease on posts and clamps. This will eliminate possible build-ups of air pockets and acid.

IMPORTANT: Do Not apply petroleum jelly or marine grade grease before connecting and tightening clamps.

- Reinstall the hull drain plug after coating threads with petroleum jelly.
- Clean the bilge area.
- Reinstall the exhaust drain plug.
- Inspect all exhaust connections to avoid exhaust and carbon monoxide (CO) leakage. Make adjustments as required.
- Test operation of navigational lights and other lighting on board. Repair or replace if necessary.
- Inspect all wiring for fraying, wear, loose connections, or other damage. Repair or replace if necessary.
- Inspect all switches, controls, and other related equipment for proper operation. Repair or replace if necessary.
- Inspect all life jackets, anchor lines, and other safety related equipment for proper operation and physical condition. Repair or replace if necessary.