

370 Sundancer[®] Express Cruiser

Welcome

As the new owner of America's most prestigious sport yacht, we at Sea Ray Boats, Inc. would like to welcome you into our world-wide and ever-expanding fraternity of boating enthusiasts.

A nautical adventure is about to unfurl, bringing you excitement from the beginning of every voyage until the moment you arrive safely at home port.

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

This Owner's Manual - to be kept onboard your SEA RAY - introduces you to all the features which make our boats so incomparable. for years of

trouble-free boating, take the time now to carefully review the information in the Owner's Packet and this manual and really get to know your boat!

Because our Product Development and Engineering division is continually upgrading our products, some of the descriptions contained in this manual may differ somewhat from the actual equipment on your boat. If this occurs, please disregard those sections and refer directly to the updated information contained in the accompanying Owner's Packet.

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

Thank you for selecting a SEA RAY!

Bon Voyage



A BRUNSWICK MARINE Company

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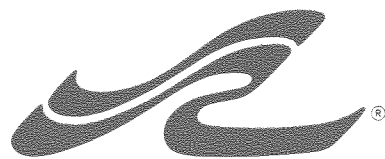
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(Information in this publication is based upon the latest product specifications available at printing. Sea Ray Boats, Inc. reserves the right to make changes at any time, without notice, in the colors, equipment, specifications, materials and prices of all models, or to discontinue models. Should changes in production models be made, SEA RAY is not obligated to make similar changes or modifications to models sold prior to the date of such changes.)

370 Sundancer & Express Cruiser Owner's Manual
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Sundancer®

Section 1

GENERAL INFORMATION

For Your Information

OWNER'S PACKET

Throughout this manual we will be referring to your Owner's Packet. This file contains the SEA RAY Owner's Manual, a plastic navigation chart and instructions on the warranties, use, adjustment and maintenance of installed equipment and accessories. It also contains the Engine Operator's Manual which covers the warranty, service, specification of oil and grease, proper gauge readings, 20-hour check and other precautions concerning your engines. Use your Owner's Packet to retain instructions and data on additional equipment or accessories installed after delivery.

PARTS & EQUIPMENT

The personal equipment and supplies accumulated on a boat can amount to a great deal more weight than the owner realizes - with a possible loss of speed. Such weight should be kept to a reasonable minimum. When accessories or extra items are added, consider their weight and select their location to maintain the desired trim of the boat, fore, aft and athwartship. A drop in RPM will be noted as weight is added and it may be advisable to change propeller size to compensate. Consult your SEA RAY dealer when considering the addition of a major weight.

Replacement parts or additional equipment may be purchased through your SEA RAY DEALER.

Dealer's Responsibilities

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

Dealer responsibilities include providing:

- An adequate orientation in the general operation of your SEA RAY BOAT.
- An "In Service Form" to be completed and signed by both the dealer and the consumer.
- An explanation of safety considerations regarding the use of containment systems and components.
- A complete Owner's Packet containing literature and information regarding your SEA RAY boat and its separate warranted products, warranty and registration cards, and operation, installation and maintenance instructions.
- A review of all warranties, pointing out the importance of mailing warranty and registration to various manufacturers within the required time limits, and assistance in accomplishing same.
- Instructions on obtaining local and out-of-area service during and out of warranty periods.

Consumer Responsibilities

It is the owner's responsibility to:

- Read and understand the limited warranty.
- Read all literature and instructions and use all equipment in accordance therewith.
- Examine the boat and assure all systems are working properly at the time of accepting delivery.
- Provide proper maintenance and periodic servicing of the boat in accordance with the Service Guide and Owner's Manual.
- Return the boat after 20 hours of operation to the selling dealer for its 20-hour inspection.

When contacting your dealer regarding warranties or service, please have all pertinent information such as serial numbers, model numbers, etc. on hand.

Sea Ray Boats, Inc. has a permanent record of your boat, which is retained under its "Hull Identification Number." Data is kept regarding equipment and accessories, as well as dealer/shipping information.

The "Hull Identification Number," located on the starboard side of the transom below the gunwale, is the most important identifying factor and must be included in all correspondence and orders. Failure to include it only creates delays. Also of vital importance are the engine serial numbers and part numbers when writing about or ordering parts for your engines.

Safety

Your Safety, as well as the safety of your passengers and craft, are your responsibility. Familiarize yourself with the following safety precautions before using your boat.

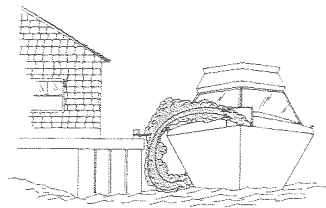
DANGER

In all gasoline powered boats, engine and generator exhaust systems produce colorless and odorless carbon monoxide gas (CO). Direct prolonged exposure can result in CO poisoning which may be harmful or fatal. To prevent excess exposure and reduce the possibility of accumulation of CO in the cabin and cockpit of the boat, the operator should insure adequate ventilation in each the cabin and cockpit areas, through utilization of cabin hatches, cabin doors, cabin windows, cockpit windshield windows and side windshield vents to increase air movement through cabin and cockpit areas. The following conditions tend to increase accumulation of CO in and about the boat and require the operator's particular attention:

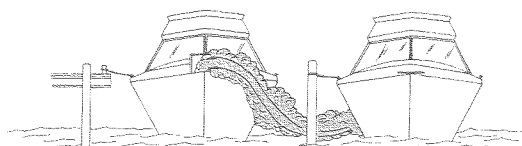
- (1) Operation at slow speeds or dead in the water.
- (2) Operation with a high bow angle attitude.
- (3) The utilization of canvas top, side curtains & back curtains.
- (4) Contributing climatic conditions, such as a head wind.
- (5) Operations of engines and/or generator in confined spaces or at dockside.
- (6) Any blockage of hull exhaust outlets.

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

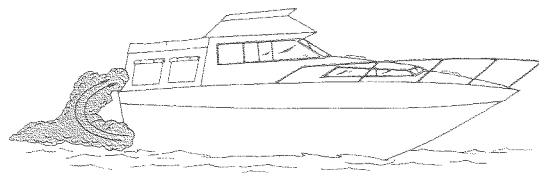
EXAMPLES OF HOW HIGH LEVELS OF CARBON MONOXIDE MAY ACCUMULATE



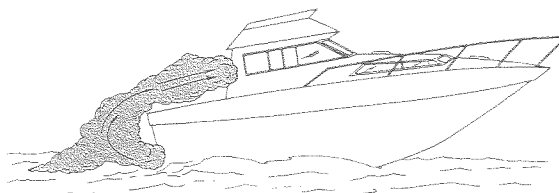
WARNING: ANY BLOCKAGE OF HULL EXHAUST OUTLETS BY A SEAWALL BULKHEAD OR ANY OTHER OBSTRUCTION, CAN CAUSE EXCESSIVE ACCUMULATION OF CARBON MONOXIDE IN THE BOAT'S INTERIOR.



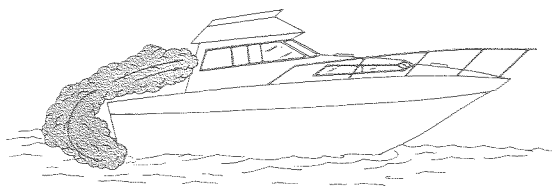
WARNING: WHEN YOU ARE TIED TO A DOCK AND/OR IMMEDIATELY ALONGSIDE OF OTHER VESSELS, PAY PARTICULAR ATTENTION TO THE GENERATOR EXHAUST EMISSIONS FROM THE NEARBY VESSELS.



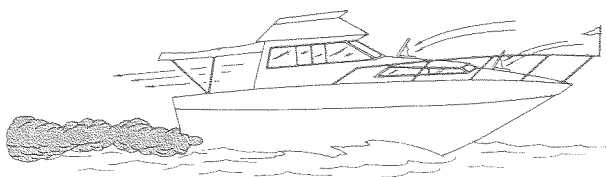
WARNING: WHEN OPERATING BOAT WITH CANVAS TOPS, SIDE CURTAINS, AND/OR BACK CURTAINS IN PLACE, PAY PARTICULAR ATTENTION TO THE ENGINE EXHAUST TO INSURE THAT EMISSIONS DO NOT ACCUMULATE IN BOAT INTERIOR AND PROPER VENTILATION IS ADDED.



WARNING: WHEN OPERATING BOAT WITH HIGH BOW ANGLE PAY PARTICULAR ATTENTION TO THE ENGINE EXHAUST EMISSIONS AS TO INSURE THAT EMISSIONS DO NOT ACCUMULATE IN BOAT INTERIOR.



WARNING: WHEN OPERATING BOAT AND/OR GENERATOR WITH BOAT AT SLOW SPEED OR DEAD IN THE WATER PAY PARTICULAR ATTENTION TO THE ENGINE EXHAUST EMISSIONS AS TO INSURE THAT EMISSIONS DO NOT ACCUMULATE IN BOAT INTERIOR DUE TO WIND CONDITIONS.



CORRECT VENTILATION

- All passengers should remain properly seated while the boat is in motion.
- Keep boat and equipment in top condition by frequently inspecting the hull, engines and all gear.
- Use maximum caution when taking on fuel. Know your fuel tank capacity and fuel consumption at various RPM.
- Be certain there is enough fuel aboard for your anticipated cruising needs and an adequate reserve if you must change your plans for weather or other reasons.
- Make sure that regulation lifesaving and fire fighting equipment is on board and in proper working condition. They should be conspicuous, easily accessible and your passengers should be instructed in their use.
- Watch the weather. Check local weather reports before departure. Be especially on the lookout for strong winds and electrical storms.
- Have up-to-date charts of your area on board.

- File a float plan with a friend or relative.
- Instruct at least one of your passengers in the basic fundamentals of handling your boat in the event you are unable to do so.
- Do not overload or improperly load your boat.
- Do not permit passengers to ride on parts of your boat not designed for such use.

DANGER
WHEN ENGINE IS RUNNING, BOARDING LADDER AND SWIM PLATFORM SHOULD NOT BE IN USE AND TRANSOM DOOR MUST BE CLOSED AND SECURED.

- Proper foot gear should be worn at all times to avoid slipping and falling.
- Always wear non-slip foot gear while washing and waxing boat.
- Know and obey the Rules of the Road and always maintain complete control of your boat.
- Always operate with care, courtesy and common sense.

LIGHTNING PRECAUTIONS

The basic purpose of lightning protection awareness is to ensure the safety of the boat owner and passengers during a lightning storm. Everyone on board should take the following precautions.

- (1) Ideally, docking your vessel and disembarking for safe haven is recommended, but if you cannot return to shore, seek shelter **inside** the boat and remain there until the storm has passed.
- (2) **Stay out of the water!** If caught swimming in the water during a storm get back into boat and remain there until storm has passed.
- (3) Lightning will seek a ground when it strikes. Avoid contact with metal parts of the boat.

Grounding & Towing

If you unfortunately find yourself aground and unable to pull off with your own power, or in need of a tow, or if you wish to help another craft from either predicament, remember that there is no way of knowing the amount of pull or strain which will be required. The stress may easily exceed the strength of the cleats and their fastenings. Cleats are designed and located for mooring use **only**.

WARNING: DO NOT USE DECK HARDWARE FOR GROUNDING AND TOWING!

The boat structure itself can be damaged by an excessive pulling strain. It is much safer, in these cases, to form a bridle by passing a line completely around the hull. Do this for both the pulling boat and the one being aided.

Some synthetic fiber ropes should not be used for pulling or towing (except a light dinghy). The characteristic ability of some types of rope to stretch, which makes it desirable for anchor and docking lines, renders it extremely dangerous if the line breaks loose while under stress.

The preferred line for towing is double-braided nylon. It has sufficient elasticity to cushion shock loads, but not so much as to create a snap-back hazard. Any type of line breaking under stress is dangerous and overstressing should be avoided. **ALWAYS STAND CLEAR OF ANY TAUT LINES.**

Government Regulations

The Coast Guard is an ever-present help to the boating public. Its boating regulations prescribe minimum standards of safety, and you must equip your boat to comply with these regulations. The following is a list of the safety equipment required for a boat 26 feet to less than 40 feet. These requirements may vary from state to state. Consult your SEA RAY dealer for variations to these requirements in your area.

- At least four B-1 type hand-held fire extinguishers.
- At least one Coast Guard approved Type 1, 2, or 3 personal flotation device (life jacket)

for each person aboard. (If over 20 miles offshore, they must be Type 1.)

- At least one Type 4 device designed to be grasped instead of worn (ring buoy or buoyant cushion).
- At least three approved hand-held red pyrotechnic distress signals; three approved aerial red pyrotechnic distress signals for night use; and three approved international orange smoke signals for daytime use.
- All pyrotechnic devices must be stowed in waterproof, non-glass containers.
- One power-operated whistle or horn, audible for at least half a mile.

It is recommended that you also carry an anchor, anchor line, mooring lines, fenders, first aid kit, waterproof flashlight, spare fuses, electrical tape and tools to make minor repairs.

DISCHARGE OF OIL

The Federal Water Pollution Control Act prohibits the discharge of oil or oily waste into or upon the navigable waters and contiguous zones 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 \$5,000.

RULES OF THE ROAD

Your boat is subject to Coast Guard-enforced marine traffic laws known as "Rules of the Road." There are two sets of rules - the United States Inland Navigational Rules and the International Rules. The United States Inland Rules are applicable to all vessels inside the demarcation lines separating inland and international waters. The "Rules of the Road" can be obtained from your local Coast Guard unit or from the United States Coast Guard Headquarters (1300 E. Street NW, Washington, D.C. 20226) in the publication "*Navigational Rules, International-Inland.*"

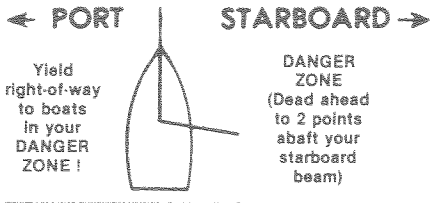
"*Aids to Navigation*" (Coast Guard pamphlet no. 123) explains the significance of various lights and buoys. This and other pamphlets, in-

cluding the *"Boating Safety Training Manual,"* and *"Federal Requirements for Recreational Boats"* are also available from the United States Coast Guard Headquarters.

Because of proposed alterations in buoys and markers, we advise you to periodically contact the Coast Guard to stay apprised of impending changes.

If you have ship-to-shore radio telephone aboard, heed storm warnings and answer any distress calls. The spoken word "**MAYDAY**" is the international signal of distress. **NEVER** use this word unless there is danger close at hand - an emergency - and you are in need of immediate assistance.

NAVIGATION AIDS



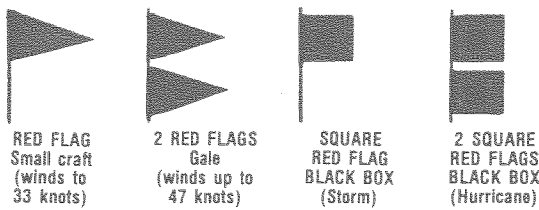
REMEMBER THESE RULES

1. OVERTAKING - PASSING: Boat being passed has the right-of-way. **KEEP CLEAR.**
2. MEETING HEAD ON: **Keep to the right.**
3. CROSSING: Boat on right has the right-of-way. **Slow down and permit him to pass.**

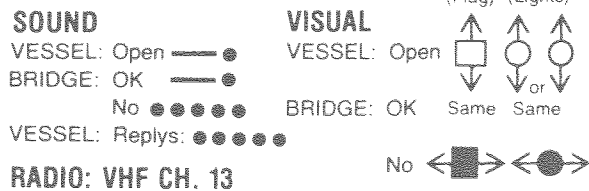
WHISTLE SIGNALS

- ONE LONG BLAST: Warning signal (Coming out of slip)
- ONE SHORT BLAST: Pass on my port side
- TWO SHORT BLASTS: Pass on my starboard
- THREE SHORT BLASTS: Engines in reverse
- FOUR OR MORE BLASTS: Danger signal

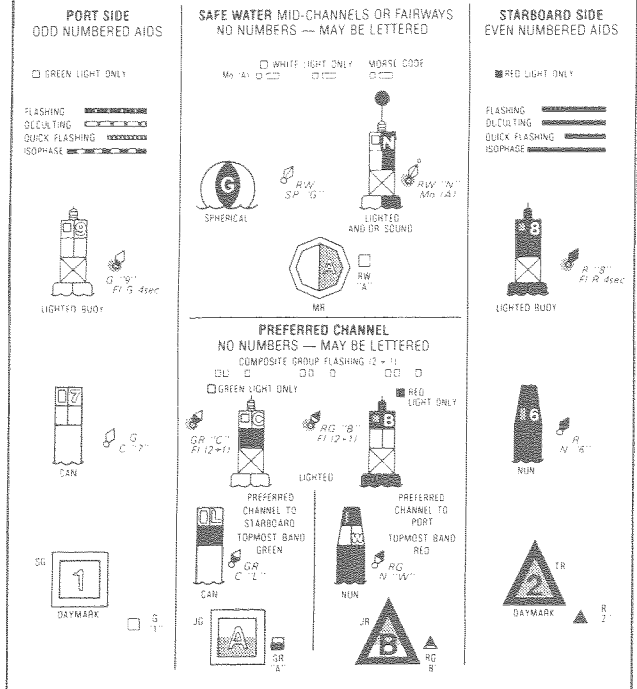
STORM WARNINGS



BRIDGE SIGNALS



LATERAL AIDS AS SEEN ENTERING FROM SEAWARD



REMEMBER: RED RIGHT RETURNING

Specification Sheet

370 Sundancer

SPECIFICATIONS

Overall Length:	36' 10" (11.22 m)
w/Std. Bow Pulpit:	39' 5" (12.01 m)
w/Optional Platform:	41' 5" (12.62 m)
Beam:	12' 4" (3.75 m)
Draft:	Down 42' (106.6 cm) Up 26' (66.0 cm) w/Inboards 29' (73.6 cm)
Dry Weight:	13,500 lbs. (6,123 kg)
Fuel Capacity:	250 gal. (946.25 liters)
Usable Fuel:*	237 gal. (897.04 liters)
Water Capacity:	70 gal. (264.95 liters)
Holding Tank:	20 gal. (75.7 liters)

*Allow 15% reserve for running in heavy seas

HEIGHT DIMENSIONS

Waterline To Top Of Windshield:	7' 9" (2.36 m)
Waterline To Top Of Spoiler:	8' 9" (2.66 m)
Keel to top of Windshield:	9' 10" (2.99 m)
Keel to Top Of Spoiler:	10' 10" (3.30 m)

370 Express Cruiser

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w/Optional Platform:	41' 5" (12.62 m)
Beam:	12' 4" (3.75 m)
Draft:	29' (73.6 cm)
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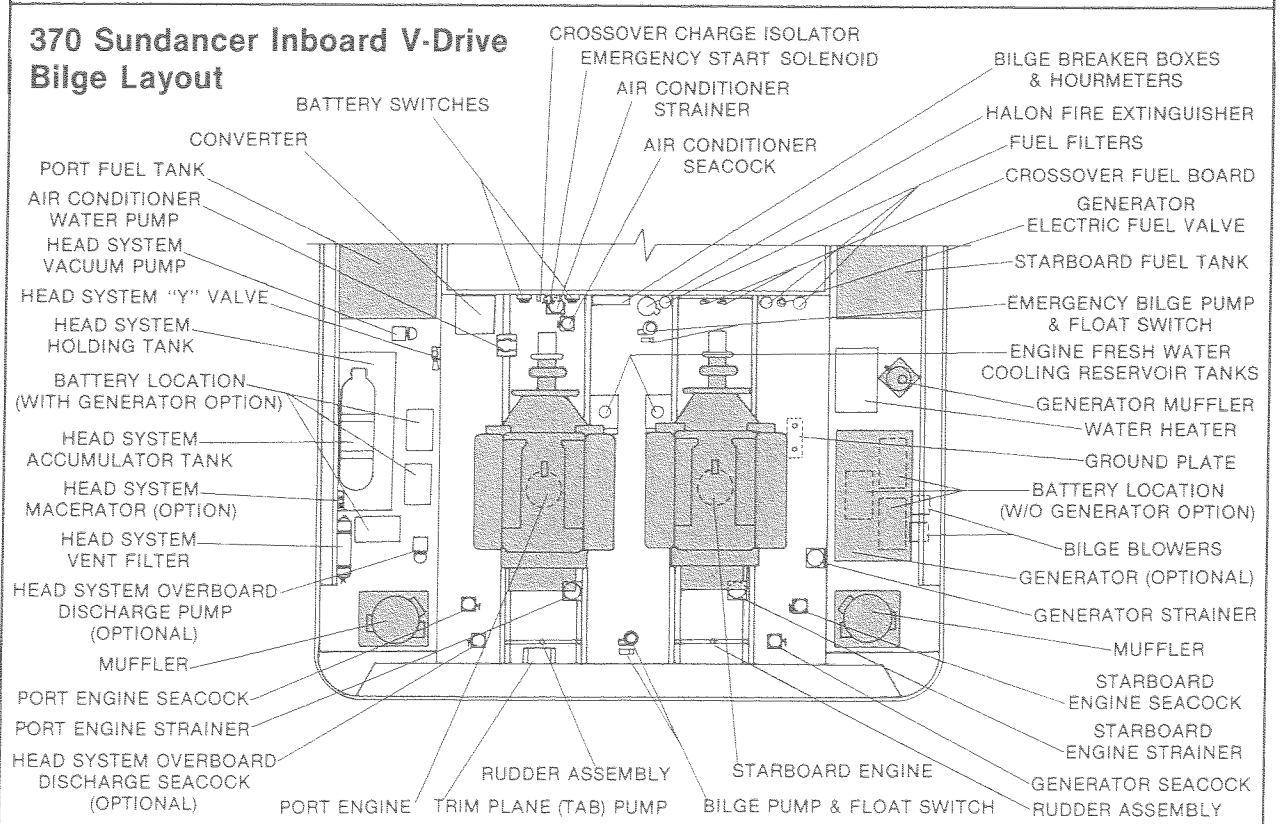
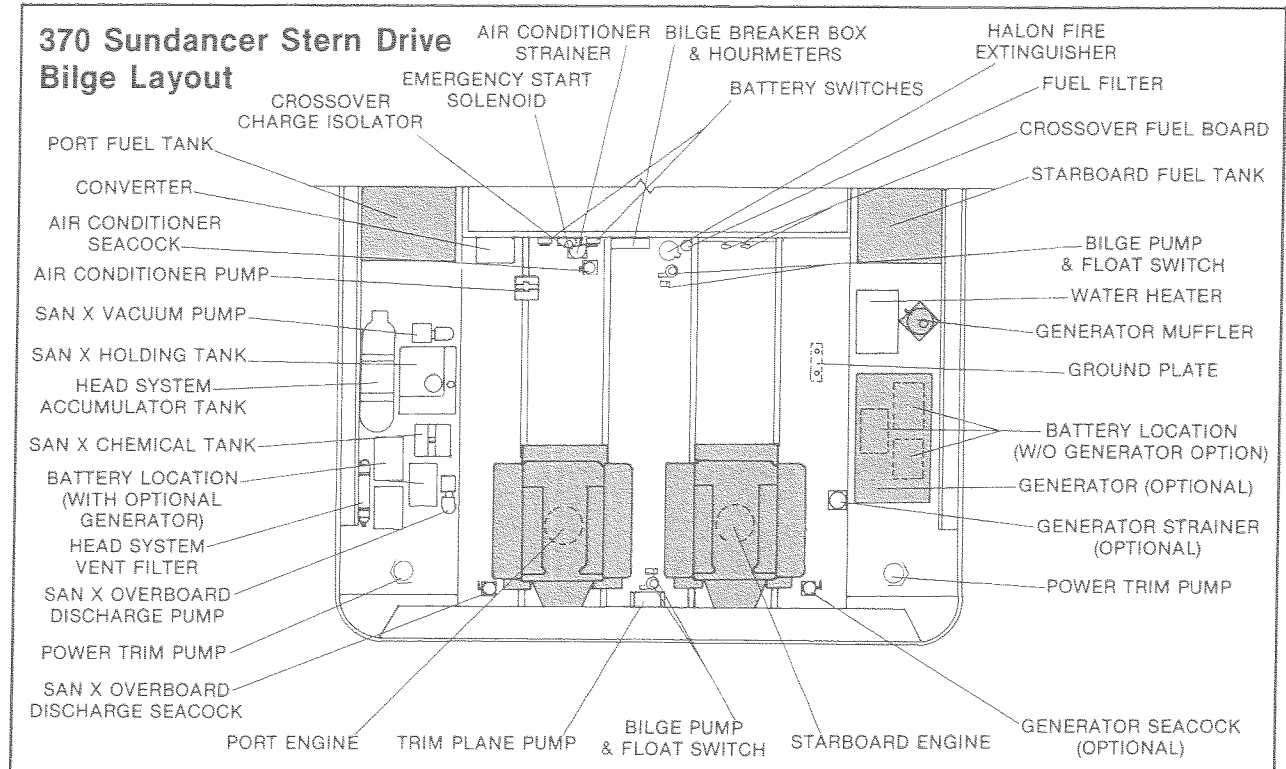
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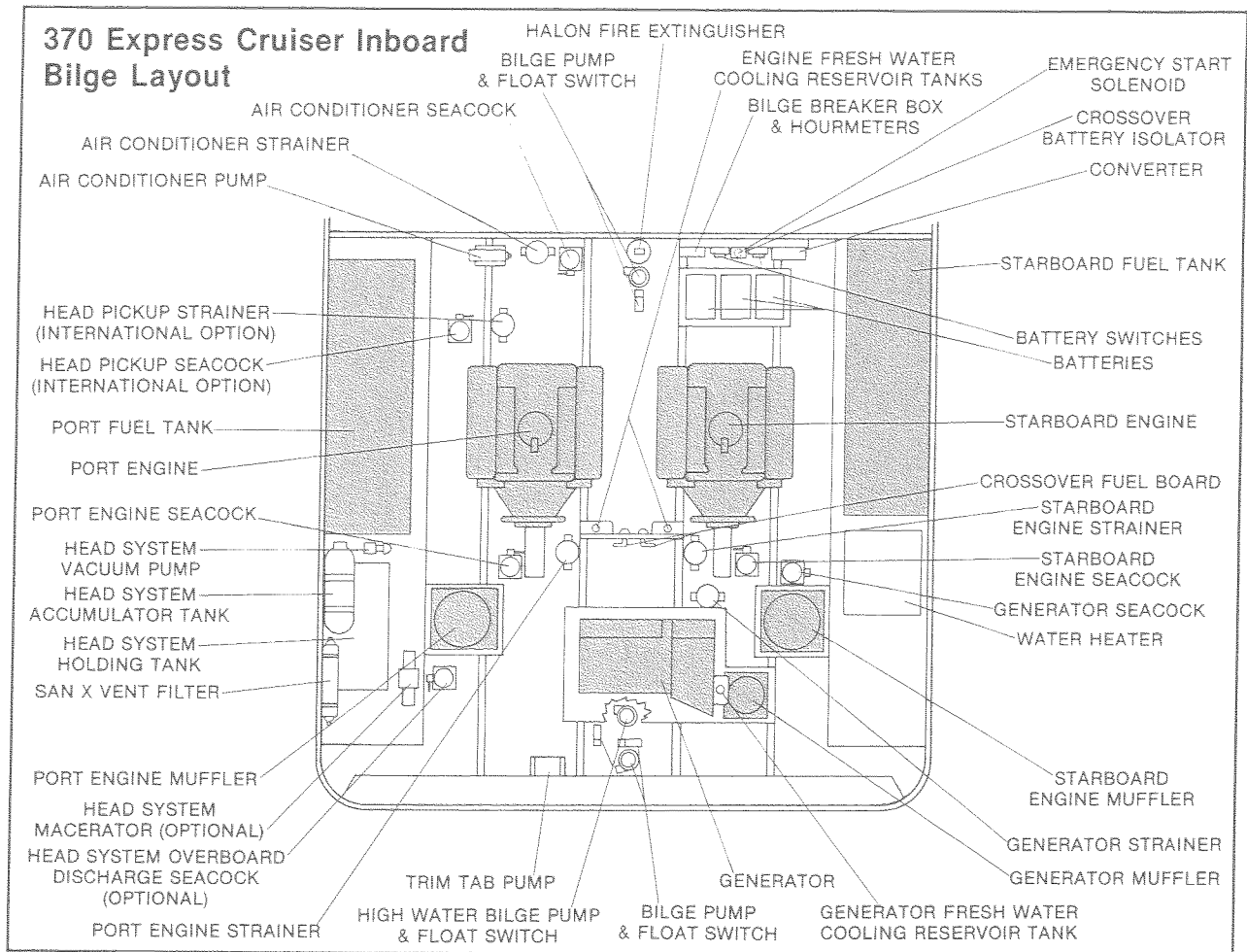
1992 Model Year, Revision #3 7/01/91

The specification measurements are approximate and subject to variance.

Section 2

BILGE & UNDERWATER GEAR





DRAIN PLUG

Your SEA RAY may be fitted with a brass garboard drain plug. This is a threaded plug which is installed through the outside of the transom. We recommend that you remove the drain plug when dry docking your boat. **MAKE SURE TO REPLACE THE DRAIN PLUG BEFORE LAUNCHING.**

BILGE PUMPS

The 370 Sundancer has four bilge pumps with float switches, one main bilge pump, one emergency bilge pump, one shower sump pump and an air conditioner condensation sump.

The 370 Express Cruiser has four bilge pumps with float switches, two main bilge pumps, one emergency bilge pump, and a shower sump pump.

The forward bilge pump has two indicator lights and a switch on the dash. The green auto light indicates that the bilge pump circuit is energized, and should be on at all times. The red

manual light comes on whenever the float switch or manual switch are activated and the pump is running. The manual switch should be left in the DOWN or "AUTO" position unless the bilge is being pumped out for service.

The high water emergency bilge pump is wired to the high water bilge alarm. Should the alarm sound, the pump has activated. Immediate attention to the bilge is required.

Shower sump pump information can be found in "Section 5, Water System."

Each pump is protected by a breaker on the bilge breaker box located in the bilge. All pump circuits are energized with the battery switch ON or OFF.

Because of the weight of water, 8.3 pounds per gallon, it is important to keep the bilge as free of water as possible.

Frequently inspect the area under the float switches to assure they are free from debris and gummy bilge oil. To clean, soak in heavy duty bilge cleaner for 10 minutes, agitating several times. Check for unrestricted operation

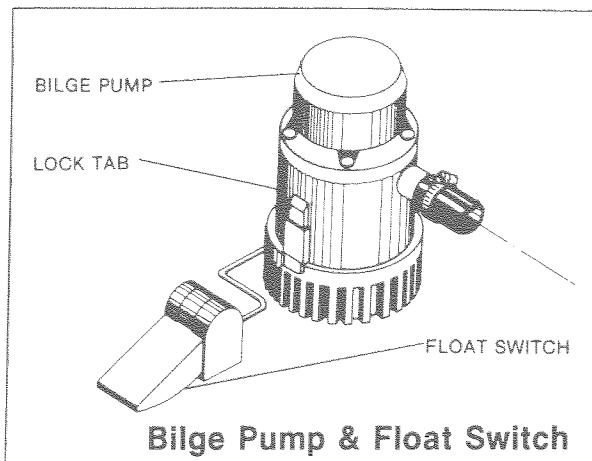
of the float. Repeat the cleaning procedure if necessary.

Inspect the bilge pump intakes and keep them free of dirt or material which may impede the flow of water through the pump. To clean the pump strainer, depress the lock tabs on both sides of the pump and lift the pump cover.

Trouble Shooting:

If water does not come out of discharge hose:

- (1) Check the breaker on the bilge breaker box.
- (2) Remove the motor module to see if the impeller rotates with the power on.
- (3) Remove any debris that may have accumulated in the nozzle section or strainer base.
- (4) Check hose and connection on hull side for debris and proper connections.



BLOWERS

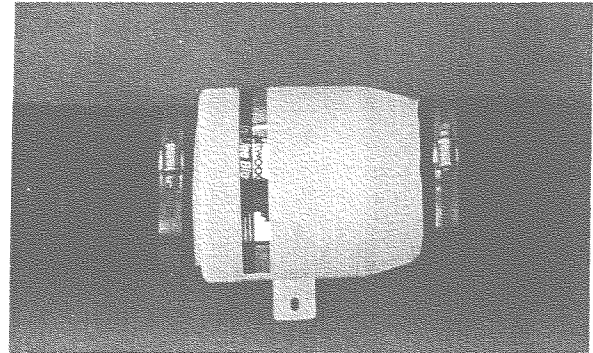
Your Sea Ray is equipped with two bilge blowers to provide bilge ventilation. The blowers are wired through two 5 amp circuit breakers, located on the bilge breaker box, with switches on the dash panel and main distribution panel. Run the blowers for four minutes before starting the engines or generator. Run blowers when operating below cruising speed and at all times when the generator is running.

WARNING

GASOLINE VAPORS CAN EXPLODE

BEFORE STARTING ENGINES OR GENERATOR:

- CHECK ENGINE COMPARTMENT FOR GASOLINE VAPORS.
 - OPERATE BLOWER FOR 4 MINUTES
- RUN BLOWER BELOW CRUISING SPEED**



Bilge Blower

Maintenance:

The bilge blowers should be checked periodically to insure that the hoses are securely fastened to blowers. Check for corrosion of wires and make sure 12 volt wires are secured in place.

Trouble Shooting:

If your bilge blower fails to operate:

- (1) Check the breaker on the bilge breaker box.
- (2) Check to see if the blower hose is fastened to the blower.

Engines

The engines are the heart of your SEA RAY boat. Proper attention to and maintenance of your engines will assure you of many hours of pleasurable, safe boating and will prevent unnecessary engine problems. A general maintenance program consists of proper lubrication, replacement of fuel filters, fuel lines and air filters. When washing down, or at any other time, take care that water does not enter the carburetor (on gasoline engine), or in the air in-

let (on diesel engines). Water entering the carburetor or air inlet when the engine is not operating may go directly into the cylinders, resulting in rust and possibly internal engine damage. Follow the recommended maintenance schedule in your Engine Operator's Manual.

ENGINE MOUNTS

The adjustable type engine mounts permit adjustment sideways as well as vertically. Vertical adjustment nuts lock up or down on the threaded vertical stud, with a slot provided to allow side to side adjustment on the engine. **Important: The large adjustment lock-nuts on these mounts must be tightened properly to retain alignment. Refer to your Engine Operator's Manual.** It is also advisable to spray a protective coating on the studs and nuts.

MARINE GEARS (Inboards)

Reduction Gears

A reduction gear reduces the rotating speed of the propeller shaft in relation to the engine RPM. This permits the use of a larger propeller

while allowing the engine to attain its rated RPM, thereby increasing efficiency.

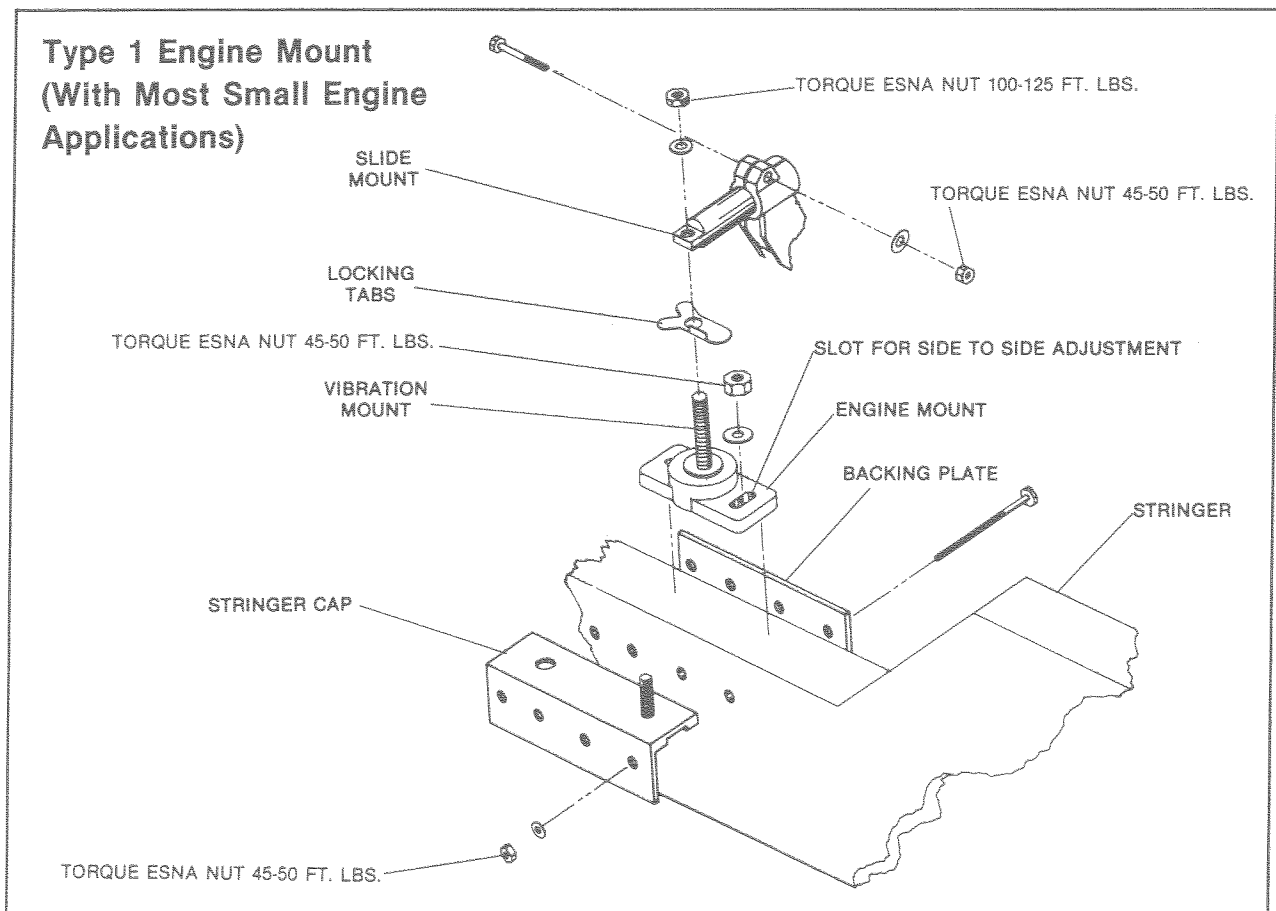
Reverse Gears

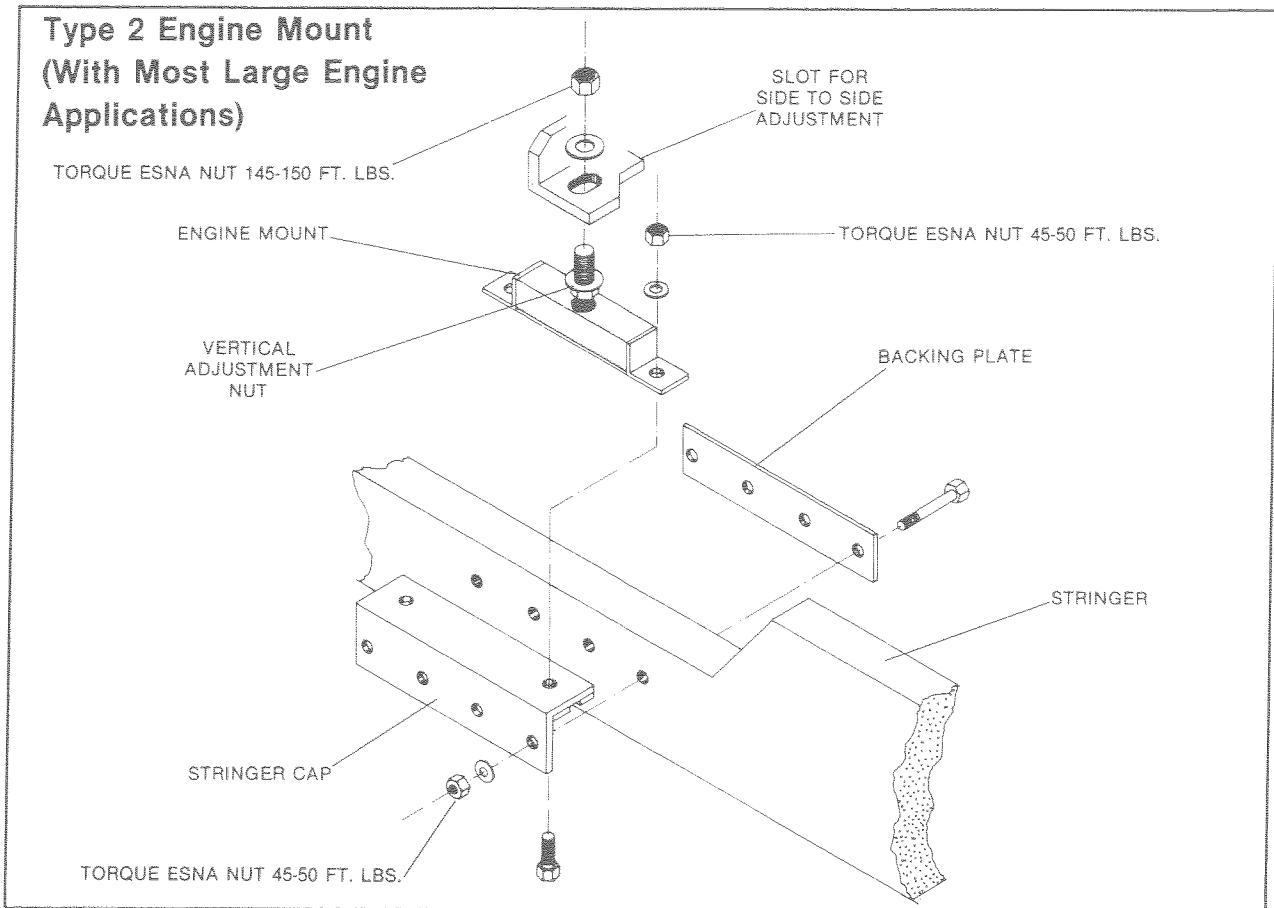
The reverse gear incorporates the clutch and controls the rotation of the propeller. The position of the clutch control, or shifting lever, indicates the motion which the clutch and reverse gear are transmitting. The center position of the lever indicates neutral. Engine RPM should never exceed 1000 when engaging or disengaging the clutch. Higher RPM will result in unnecessary wear and shortened life of the unit, and perhaps breakage. Marine reverse gears are hydraulically operated, thereby making it imperative to periodically maintain and check oil level. If the correct oil level is not maintained, slippage occurs, causing damage to the clutch plates. Too much oil will cause foaming and erratic clutch operation. For additional information see the Engine Operator's Manual.

ENGINE REMOVAL

(Inboard)

Should the removal of an engine become necessary, **see your SEA RAY dealer.** The following is only a generalized procedure to follow.





Shut off the fuel lines and close the engine seacocks. Remove all electrical wires, fuel lines and raw water intake hoses from the engine. Unbolt the engine coupling from the shaft coupling and then slide the shaft and coupling back from the engine. Detach both throttle and shift connections. **Do not bend or twist the cables, as damage may result.** Remove the mounting bolts for the engine and lift the engine out, leaving the mounts bolted to the stringer caps.

To reinstall, reverse the above procedure. Check the coupling and shaft alignments, as well as water hoses and wiring connections. Also check for fuel and exhaust leaks and make sure seacocks are open before starting engines.

(Stern Drive)

Should the removal of an engine become necessary, **see your SEA RAY dealer.** The following is only a generalized procedure to follow.

Remove the drive unit. Shut off the fuel lines and remove all electrical wires and fuel lines from the engine. Detach both throttle and shift cables. **Do not bend or twist the cables, as damage may result.**

Remove transom mount bolts for the engine. Remove engine mount bolts and lift the engine out. Remove water intake hose.

To reinstall, reverse the above procedure. Check the water hose and wiring connections. Also check for fuel leaks.

VIBRATION & CAUSES

Some vibration is to be expected in your boat because of the action of the engines and the propeller. But excessive vibration indicates conditions which must be promptly corrected to avoid damage. The following are some conditions which may cause vibrations.

Foreign Object Interfering With Propeller Action.

Weeds, ropes, fishing lines or nets can become wrapped around the propeller and/or shaft, causing vibration and loss of speed. Always stop and then reverse the propeller after going through a weedy area to unwrap and clear away any weeds which may have accumulated. Although reversing will sometimes help to unwrap lines and nets, they are difficult to remove without hauling.

Always check for loose or trailing dock lines before getting underway. When towing a dinghy remember that a long line may easily become entangled with the propeller when backing down.

Bent Prop (and/or Shaft)*

A badly damaged or distorted prop or shaft is an obvious cause of vibration. Even when the propeller appears to be perfect, make sure it has not been pulled off-center by the prop key.

***Engine and Shaft Out of Alignment**

Although the shaft is properly aligned when it leaves the factory, after transit and after the boat has been in the water a few days, the alignment should be rechecked. The shaft coupling is the connecting point between the shaft and the engine and the alignment should be set at .003" to .005". Refer to page 15.

***Coupling Out of True**

Although an extremely unlikely condition, check the couplings if other efforts to correct the vibration fail. Check the engine half of the coupling (with dial indicator on the face) to see that it runs true with the shaft coupling. Also check the coupling keys. They must fit correctly to prevent forcing the couplings off center.

Engine Part Hitting Boat Structure

Engines are flexibly mounted to reduce transmission of vibration to the hull structure. If some part of the engine, such as the oil pan, reverse gear or reduction gear housing, contacts a stringer, brace or part of the hull, vibration will result. The flexible shaft log on inboards allows a limited side motion of the shaft, but an excessive "whip" can cause the shaft to strike the sides of the shaft hole or the shaft log with resultant vibration.

***Other Causes**

Other causes of vibration include the following: engine out of tune, a bent rudder, a worn strut bearing, a component of the exhaust system vibrating against the hull or improper contact between shaft taper and the propeller hub bore.

***Inboard Engines Only.**

FRESH WATER COOLING SYSTEM

Your engine may or may not be equipped with a fresh water cooling system; refer to your engine operator's manual. The fresh water cooling system is a closed system which helps protect engines from internal corrosion and provides more even distribution of engine temperature. The tank is located forward on the engine with an overflow bottle. Change the coolant annually.

Coolant Recommendations

The standard mixture of water and coolant is a mixture of 30% antifreeze and 70% water, which protects to 0° F (-18°C). This will allow the coolant to expand properly and maintain normal operating engine temperature. In colder climates, the coolant level should be increased to 50/50, which protects to -34°F (-37°C), for proper coverage. **To find engine coolant capacity, refer to your Engine Operator's Manual in the Owner's Packet.**

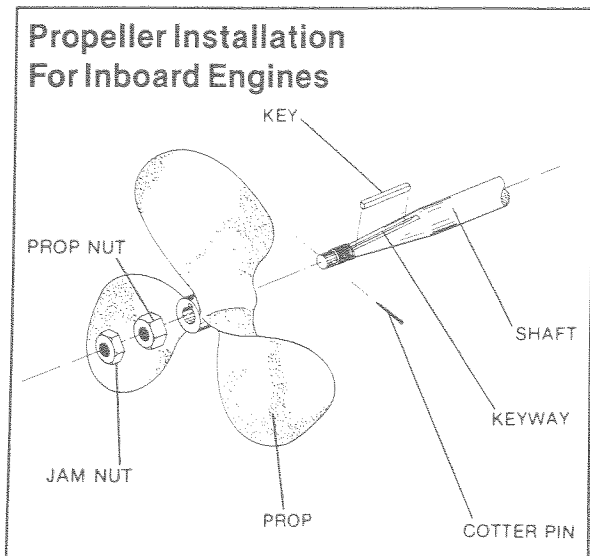
Underwater Gear

PROPELLERS

Your SEA RAY has been equipped with a propeller which our tests have shown to be the best suited for general use under normal conditions and load. In some situations you may wish to change propellers to give your boat slightly different performance characteristics. In general, changing to a lower pitch propeller will increase acceleration and load-pulling ability, but with a slight decrease in top speed. Conversely, moving to a higher pitch propeller will attain higher top speed with a light load, but will sacrifice acceleration and power. Your particular requirements should be discussed with your SEA RAY dealer. **Under no circumstances use a propeller which allows the engine to operate at higher than recommended RPM.**

Propellers should be free of nicks, excessive pitting and any distortions that alter the propellers from their original design. Badly damaged props should be replaced, but those that are chipped, bent or merely knocked out of shape can be reconditioned by your marine dealer.

When doing extensive cruising, it is advisable to carry extra propellers aboard.



Propeller installation on the inboard/outboard stern drive units is covered in the Engine Operator's Manual.

The propeller installation on the inboard engines requires the right hand propeller to be installed on the starboard side and the left hand propeller to be installed on the port side. Install in the following manner:

- (1) Grease the shaft with a multi-lube marine grease.
- (2) Install the propeller on the shaft taper without the key. Mark its position with a non-graphite bearing marker.
- (3) Remove the propeller and insert the key in the keyway. Round end forward, radius side down.
- (4) Reinstall the propeller so its position is at the mark. (Caution should be taken to prevent the propeller from riding the key up the keyway end radius and forcing the propeller off center.)
- (5) Next, tighten the prop nut securely, using a 2 x 4 block between the propeller blade, strut and rudder.
- (6) Then tighten the jam nut while holding the prop nut in place.
- (7) Install a cotter pin through the hole in the shaft and bend the ends of the pin over.

Note: If the jam nut and prop nut are installed properly, the propeller should not loosen. If you tighten both nuts holding only the propeller blade, the nuts could possibly thread back on the shaft to the cotter pin. It is important that the above procedure be followed.

SHAFTS

Inboard Engines Only:

The shaft coupling is the connecting point between the shaft and the engine, and the alignment should be set at .003" to .005" (0.08 - 0.13mm). Misalignment is much exaggerated in Figure A, but a slight misalignment will cause loss of power, excessive wear, noise and vibration. It should not be tolerated. When checking for parallel coupling faces (the proof of proper alignment), use a feeler gauge not more than .003 to .005 of an inch thick (0.08 - 0.13mm). With coupling faces brought together by hand - not bolted - the feeler gauge should be tightly gripped at all points around the edges of the couplings. Next, hold the engine coupling flange stationary and rotate the shaft coupling flange 90 degrees in either direction. The feeler gauge should still be tightly gripped at all points around the edges of the couplings.

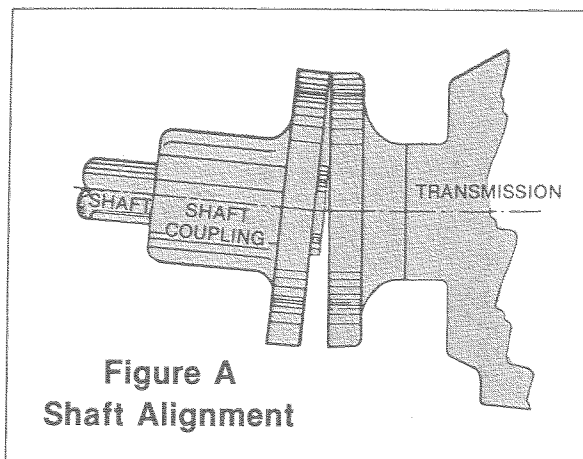


Figure A
Shaft Alignment

SHAFT LOG & STUFFING BOX

Inboard Engines Only:

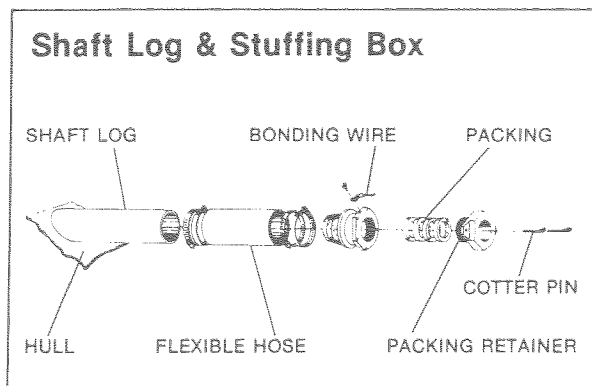
The shaft log is a fiberglass tube which provides an opening through the bottom of the boat for the propeller shaft. The stuffing box is connected to it by a short length of special flexible hose which serves to absorb normal shaft vibration. The stuffing box prevents water leaking around the shaft and into the boat.

A slow leak, about one drop every 20 seconds, is desirable to lubricate the shaft. However, if the propeller shaft stuffing box is found to be leaking excessively (due to wear caused by the rotating shaft), it can usually be stopped by

hand tightening. Do not over tighten as it will score the shaft. Tighten the stuffing box by removing the cotter pins and rotating the packing retainer clockwise until the leak becomes a slow drip. Reinstall the cotter pins.

If, after the boat has been in use for some time, the stuffing box leaks persistently, remove the packing retainer and add a ring or two of packing to that which is already in place. If this is ineffective, completely remove the old packing and replace it with new packing rings. The ends of each ring should touch and the joints should be staggered. Shaft alignment and straightness must be correct or leaking will persist.

The packing material used is high temperature packing, and Chestron 329 Stern Lon-1/4" is recommended.

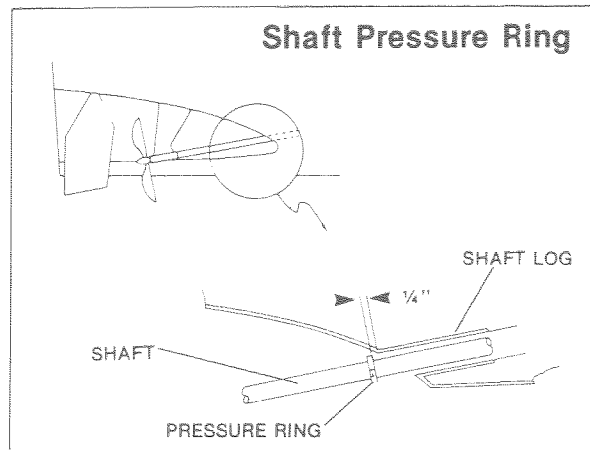


SHAFT PRESSURE RING

Inboard Engines Only

The Shaft Pressure Ring is installed to deflect water into the shaft log tube to improve water lubrication of the stuffing box packing material. If the ring is ever removed, it must be remounted on the propeller shaft 1/4" aft of the top side of the shaft log tube.

Shaft Pressure Ring tightness should be checked regularly. If the ring should become loose and slide down the shaft, it could block water flow through the strut bearing and cause it to overheat.



STRUT

Inboard Engines Only

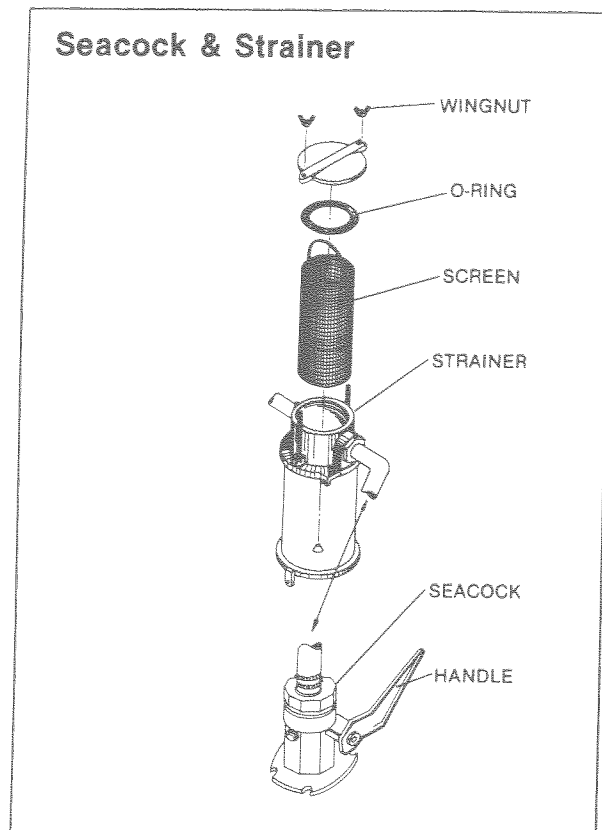
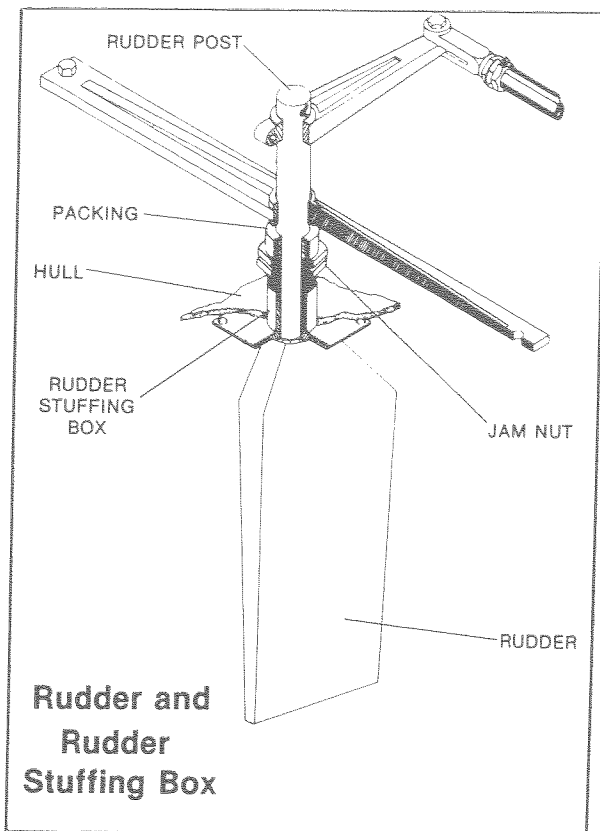
The strut is the bronze casting fastened to the bottom of the hull to support and form a bearing for the propeller shaft. A replaceable rubber bearing is inserted to minimize wear and protect the shaft where it passes through the strut hub. During layup periods, squirt castor oil into this bearing to keep it from freezing to the shaft. **Never use machine oil or grease on rubber bearing.** Periodically check all strut fastenings to assure that they are secure. To replace the rubber cutlass bearing, specify size: For a 1-1/4" shaft: 1-1/4" I.D. x 1-1/4" O.D. x 5".

RUDDER & RUDDER STUFFING BOX

Inboard Engines Only

The rudder is the vertical flat surface aft of the propeller that pivots about a vertical axis and changes the direction of the boat through the water. The rudder stuffing box prevents water from leaking into the boat where the rudder post enters the hull.

The rudder stuffing box has the same basic characteristic as the shaft stuffing box and the maintenance is the same but repacking is seldom required. If repacking is necessary, use 1/4" flax packing. The rudder requires little maintenance. The rudder post, however, should be greased with a waterproof marine grease at least once a season.



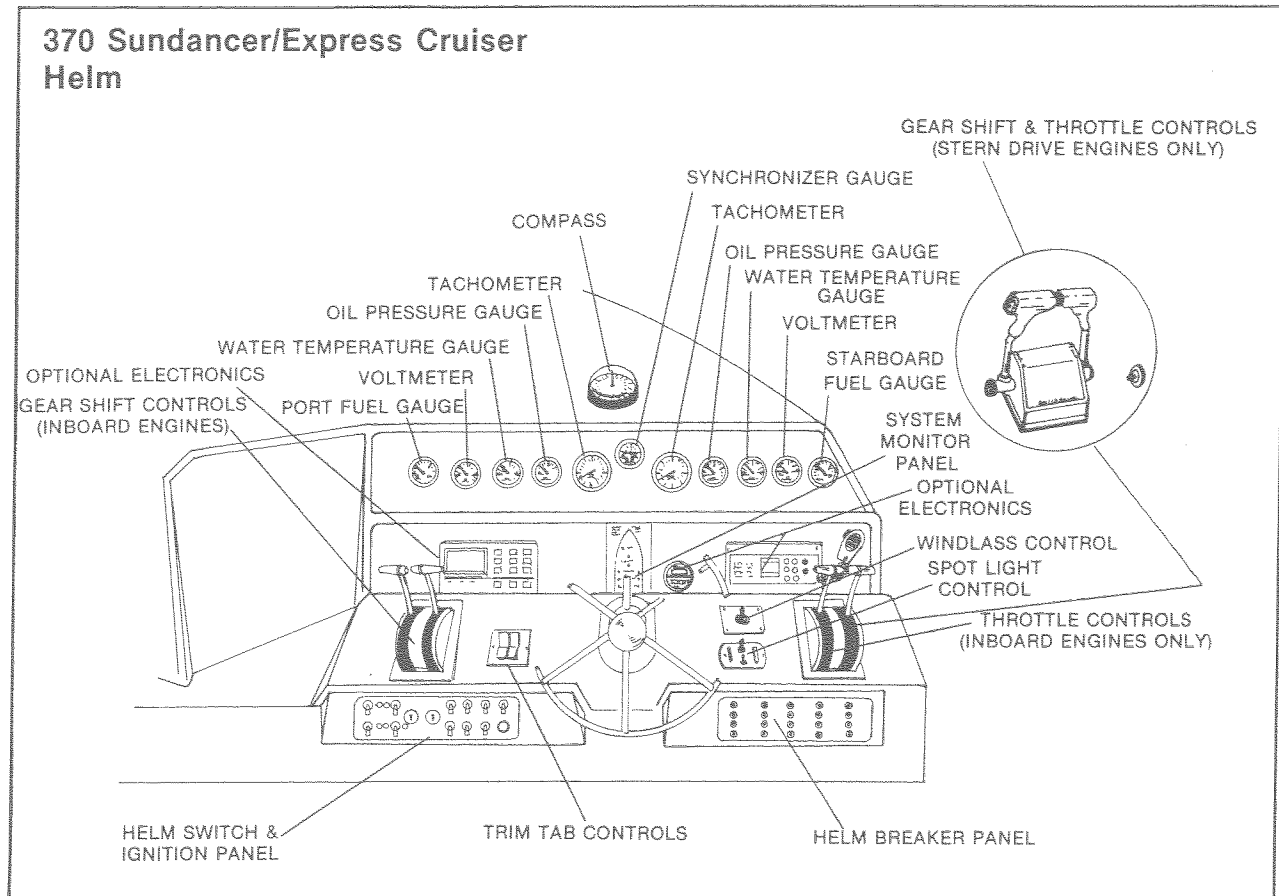
SEACOCKS & STRAINERS

Seacocks and strainers are located in the bilge area. To open the seacock, turn the handle in line with water flow (vertically). To close, turn the handle against water flow (horizontally). The seacock body should be inspected and lubricated annually. Sea water strainers should be inspected frequently and cleaned out when plugged. To clean the strainer, close the seacock and unscrew the wingnuts on top of the strainer housing. Remove and wash the stainless steel screen. After replacing the screen, replace and tighten the wingnuts, open the seacock and check for leaks.

CAUTION: CLOSE ALL SEACOCKS WHEN LEAVING BOAT FOR ANY LENGTH OF TIME.

Section 3

INSTRUMENTS & CONTROLS



INBOARD MECHANICAL STEERING SYSTEM

The standard steering used on the inboards is a mechanical system with enclosed cable. The steering wheel at the helm position is connected to the rudder arms by cable. The cable connections at the helm and at the rudder tie bar should be inspected at least twice a year. **A loose connection can result in sudden loss of steering and control.**

Push-pull cable steering should be checked for proper lubrication of the cable, proper alignment, with no binding or looseness, and no interference in the system. Cable and attachment to the rudder arms should be checked for wear, rust or corrosion on a regular basis and be properly lubricated. Check the anchor post at the aft end of the cable to be sure it is secured and free from rust and corrosion.

A routine maintenance schedule for the mechanical steering system should be set up to include a Normal Service for every 50 hours of operation or 60 days (whichever comes first); and a Severe Service (after operation in saltwater) every 25 hours of operation or 30 days (whichever comes first).

Service should include:

- Inspection of components and fasteners for wear and replacement of parts if worn.
- Lubrication of steering cable, by (FULLY EXTENDING) transom end of cable out of housing and applying Quicksilver 2-4C Multi-Lube on the exposed end.
- Pivot point lubrication with SAE 30W engine oil.

- Inspection and lubrication of the steering head should be made annually by an authorized dealer or whenever unusual sounds or changes in operation develop.

Sea Ray recommends that all repairs and/or replacements to steering systems be made by qualified dealers authorized by manufacturer of the steering system of your boat.

Caution: Boat steering is not self-centering. Steering is affected by engine and propeller torque, trim plane setting, wave and current action, and the speed of the hull through the water. Constant attention and control of the direction of the boat is required for safe operation.

STERN DRIVE POWER ASSIST STEERING SYSTEM

The standard power assist steering used on stern drives is a mechanical system with enclosed cable. The steering wheel at the helm position is connected to the stern drive by cable. The cable connections at the helm and at the outdrive should be inspected and tightened at least twice a year. **A loose connection can result in a sudden loss of steering and control.**

Push-pull cable steering should be checked for proper lubrication of the cable, proper alignment, with no binding or looseness, and no interference in the system. Cable and attachment to the outdrive should be checked for wear, rust or corrosion on a regular basis and be properly lubricated. Check the anchor post at the aft end of the cable to be sure it is secured and free from rust and corrosion.

A routine maintenance schedule for the power assist steering system should be set up to include a Normal Service for every 50 hours of operation or 60 days (whichever comes first); and a Severe Service (after operation in saltwater) every 25 hours of operation or 30 days (whichever comes first).

Service should include:

- Lubricate the control valve through the grease fitting with multi-purpose lubricant until grease appears around the rubber boot.
- Coat power assist steering output shaft and exposed steering cable end with special lubricant.

- Lubricate cable end guide pivot point with SAE 30W engine oil.
- Check power assist steering fluid level and add type "A" automatic transmission fluid as required to bring level up to "FULL" mark on the dipstick, which is attached to fill cap.
- Inspect all hydraulic lines and hoses as part of routine maintenance for leaks. Be certain that lines and hoses are free from friction and extreme heat and adjoining parts. Tighten fittings and clamps as needed.
- Check all bolts for tightness on a regular basis.
- Check pump pulley drive belt often for wear and proper tension. Overtight belts may cause bearing failure. Loss of the belt compounds effect steering severely.

REFER TO YOUR ENGINE OPERATOR'S MANUAL FOR PROPER FLUID LEVELS AND LUBRICANTS.

Sea Ray recommends that all repairs and/or replacements to steering systems be made by qualified dealers authorized by manufacturer of the steering system of your boat.

Caution: Boat steering is not self-centering. Steering is affected by engine and propeller torque, trim plane setting, wave and current action, and the speed of the hull through the water. Constant attention and control of the direction of the boat is required for safe operation.

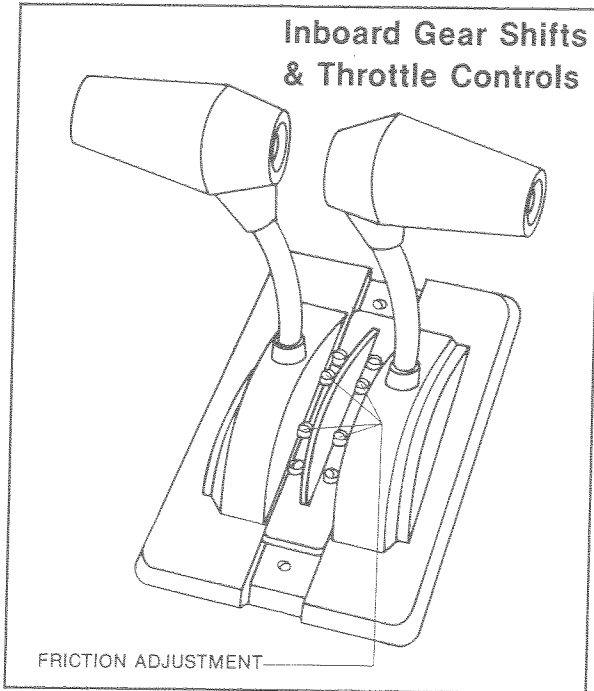
INBOARD GEAR SHIFTS & THROTTLE CONTROLS

The gear shift lever for each engine has three positions: forward, neutral (center), and reverse (aft). The control lever must be in the neutral (center) position when starting the engine. A positioning detent can be felt when the control is exact neutral. Forward and reverse positions should always be in full travel extremes in either direction for a positive engagement and minimum wear.

The throttle controls regulate the RPM of the engines. If they are extremely tight or extremely loose, the hand lever brake (friction adjustment) can be adjusted. First remove the phillips oval head screws securing the surface

plate; using a flat head screwdriver, increase the tension by turning the screws on the upper plate clockwise; turn counter-clockwise to decrease tension. Periodically check and seasonally lubricate the linkage with medium weight oil.

REFER TO OWNER'S PACKET.



STERN DRIVE GEAR SHIFT AND THROTTLE CONTROL

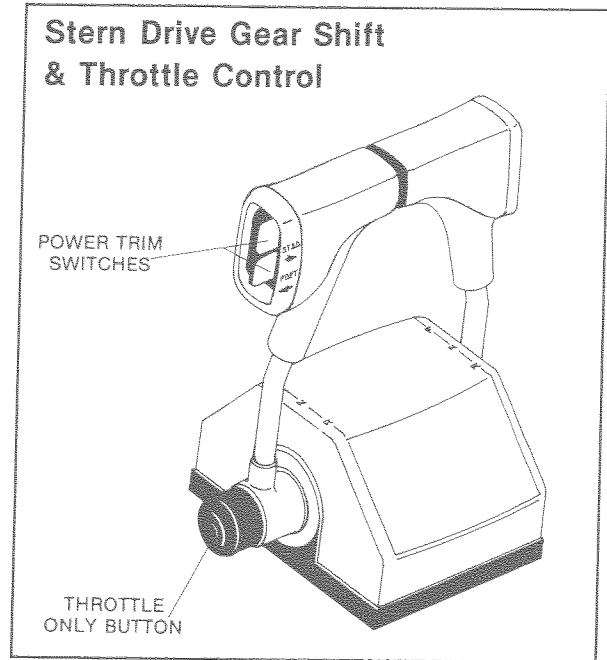
The throttle control for each engine activates both the shifting mechanism and the throttle. The control must be in the neutral position to start your engine. Moving the lever forward engages the forward gear and then the throttle advance. To reverse power, bring the control lever back to neutral position, then move it further back to engage the reverse gear and increase reverse thrust.

A "THROTTLE ONLY" button is located in the base of the control lever and allows the shift mechanism to be disengaged from the throttle. This allows the throttle to be advanced without shifting transmission when starting. (Button can be depressed only when control lever is in neutral.)

The throttle control regulates the RPM of the engines. Regulating the RPM of the engines will control the speed of the boat.

Reversing the shift mechanism will act as a "braking action," as sudden slowing of the boat from forward motion will create a following wake which may rise above the transom and flood the boat if the boat is moving at too great a speed. All propellers are designed to provide maximum forward thrust, so the reverse thrust of the propeller will not be as efficient.

Controls may vary slightly depending on the particular Sea Ray model and engine combination.



Power Trim Operation (Stern Drive Option)

The Power Trim System allows the operator to raise and lower the drive unit for trailering, beaching, while underway, to provide the ideal boat angle (in relation to water surface) for a given load and water condition. In most cases, best all-around performance is obtained with the drive unit adjusted so that the boat will run at a 3°-5° angle to the water (front of hull just slightly out of the water).

Moving Bow "Up" (Drive Unit "Up") Characteristics:

- Reduces wetted surface of hull, generally increasing top speed.
- Increases clearance over submerged objects.
- May cause boat to accelerate and get up on plane slower.

- In excess, can cause bouncing, porpoising, and/or propeller ventilation.

Moving Bow “Down” (Drive Unit “Down”) Characteristics:

- Will help boat to accelerate and get up on plane faster.
- Could improve boat ride in rough water (at partial throttle).
- Will reduce boat speed in most cases.

To Raise Drive Unit for Road Transportation, Beaching, Launching or Shallow Water Operation:

- Press “TRAILER” switch until drive unit reaches desired height or end of upward travel.

Note: Power Trim pump motor is protected from overheating by an internal circuit breaker. If trailering switch is held depressed after drive unit reaches end of upward travel, internal circuit breaker will open and pump will stop. If this should happen, release switch and allow motor to cool for approximately one minute. Once motor is cool, circuit breaker will reset automatically and trim operation may be resumed.

CAUTION: DO NOT run engine above 1200 RPM with drive unit raised for shallow water operation, as drive unit is out beyond gimbal ring support flange and has no side support. **USE EXTREME CAUTION WHEN OPERATING BOAT WITH DRIVE UNIT RAISED.**

To Trim Bow of Boat “Up” (Drive Unit “Up”)

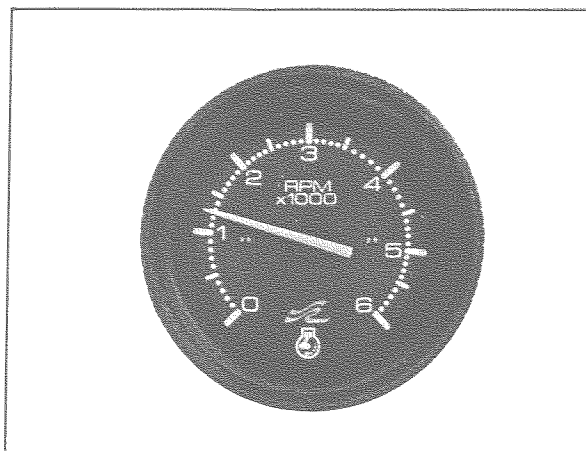
- Press “UP” on “TRIM” switch until the drive unit moves to properly trim the boat or until trim limit switch stops upward travel.

CAUTION: NEVER trim the drive unit “Up” (bow of boat “Up”) using the “TRAILER” switch while boat is underway. Severe damage to drive unit may result if the unit is raised beyond the gimbal ring support flanges at engine speeds above 1200 RPM.

To Trim Bow of Boat “Down” (Drive Unit “Down”) or To Lower Drive Unit from Raised Position:

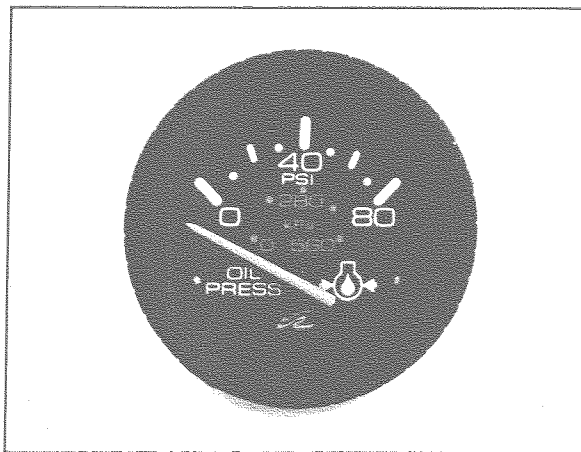
- Press “DOWN” on “TRIM” switch until the drive unit moves to properly trim boat or until the drive unit reaches the end of down travel.

TACHOMETER



The tachometer indicates the revolutions per minute (RPM) of the engine. It does not indicate the speed of the boat through the water or over the bottom. Your Engine Operator’s Manual states the maximum full throttle RPM at which your engine should operate. This should not be exceeded. The tachometer should also be used to determine the most comfortable and economical cruising RPM.

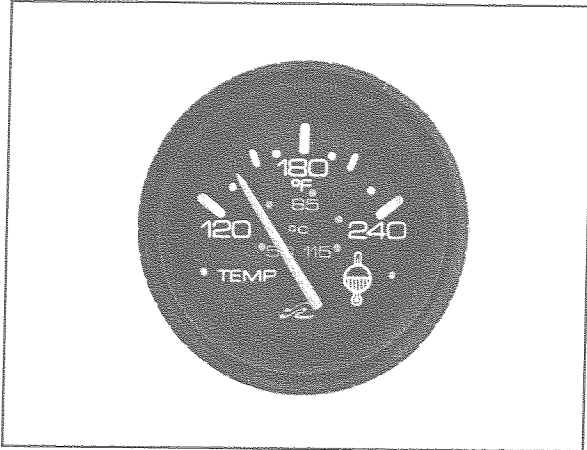
OIL PRESSURE GAUGE



Very little serious trouble can occur in an engine which will not be reflected on the oil pressure indicator. Maximum pressure is controlled by a pre-set valve in the oil pump. Note the reading which this gauge records when the engine is new, as it is the “norm” which can be used as reference during the life of the engine. **IF A COMPLETE LOSS OF OIL PRESSURE OCCURS, TURN ENGINE OFF AT ONCE.** Continued running after loss of pressure will cause engine damage. First, manually check the oil level. If low oil level is not the cause, consult your Sea Ray dealer. **DO NOT RESTART THE**

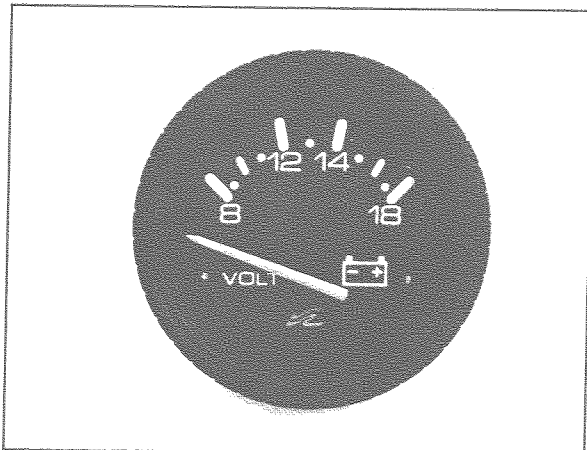
ENGINE UNTIL THE PROBLEM HAS BEEN CORRECTED. Slight fluctuations in gauge readings are not uncommon during operation and may be due to the characteristics of the lubricating oil. Greater fluctuations should be investigated. The cause may be a clogged oil filter element which should be replaced with every oil change.

WATER TEMPERATURE GAUGE



The water temperature gauge indicates temperature of the cooling water circulating inside the engine. Your engine is equipped with a thermostat so a predetermined engine temperature should be reached soon after starting the engine and maintained thereafter while the engine is running. Refer to your Engine Operator's Manual for proper gauge readings. **If the temperature approaches above normal on your gauge, shut down engine at once.**

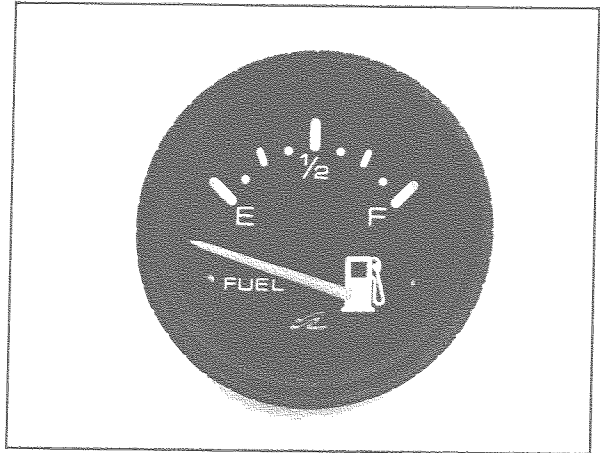
VOLTMETER



The voltmeter indicates battery voltage. Normal engine operating voltage will range between 12.0 to 15.5 volts when the alternator is charging. Significantly higher or lower read-

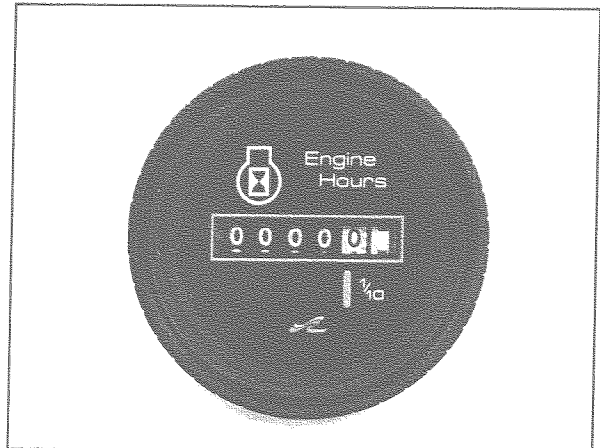
ings indicate a battery problem, alternator malfunction or heavy battery drain.

FUEL GAUGE



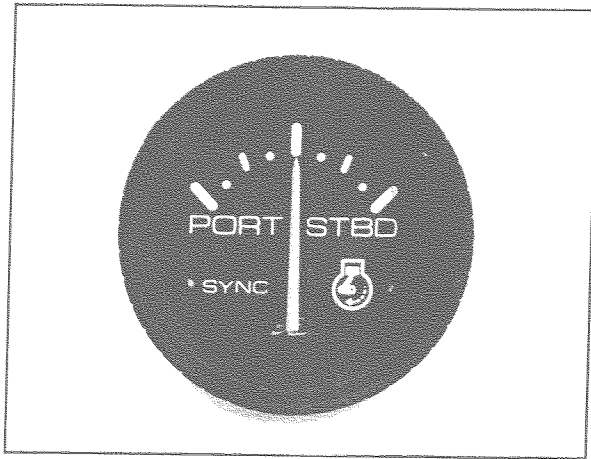
The fuel gauge indicates the amount of fuel in the fuel tank. The most accurate reading of the fuel gauge is at idle speeds when your boat is in an approximately level position. At slow plane when your boat is in a bow up position, the gauge will read inaccurately because the fuel in the tank travels to the rear of the tank. Because gauge readings are approximate, they should be compared to the hours of use versus known fuel consumption (GPH).

HOUR METERS



The hour meters measure cumulative hours of operating time and are available for both engines and the generator. They should be used to keep a careful log of engine maintenance as well as performance data and fuel consumption. Do not leave the ignition key on with the engines off, as this will increase the engine hours on the hour meter. The engine hour meters are located in the aft bilge on the bilge breaker panel. The generator hour meter is located on the generator.

SYNCHRONIZER GAUGE



The synchronizer gauge indicates which engine is running slower by the needle registering to the slower engine. To synchronize the engines, adjust the engine RPM with the throttles until the needle is centered in the gauge.

The engine synchronizer is designed to operate between 1500 RPM and Wide Open Throttle (WOT). When engines are not under load and running in neutral gear, they will tend to surge and indicate out of synchronization very easily.

REFER TO YOUR ENGINE OPERATOR'S MANUAL FOR PROPER GAUGE READINGS.

CONSOLE DIMMER

There is a "CONSOLE DIMMER" knob located on helm switch panel which controls the intensity of the gauge and switch panel lights. The gauge and switch panel lights are turned on when the navigation running lights are turned on.

MARINE COMPASS

A marine compass is deflected and its usefulness impaired when other instruments or objects containing iron, magnets, or electric current carrying wires are in its vicinity. A newly installed compass must be adjusted to compensate for these influences if they must remain in proximity to it.

The compensating or adjusting should be done by a qualified compass adjuster. A compass can seldom be corrected to zero deviation of all headings, so you will be provided with a deviation card or chart showing the correction to be applied when laying out a compass course or making your navigational calculations. **Keep this card at the helm at all times.**

After your compass is adjusted, do not permit items such as iron or steel to be placed near it, even temporarily, as they will affect its accuracy. The compass must be readjusted if any items which affect it are removed, relocated or added in its vicinity.

When not in use, the compass should be protected from excessive and prolonged sunlight. If your compass becomes sluggish or erratic, it should be serviced by an authorized repair station.

To keep the plexiglass dome free from scratches, remove salt deposits and dust with a damp cloth. An occasional treatment with paste wax will help preserve the dome surface.

REFER TO OWNER'S PACKET.

TRIM PLANES (TABS)

The trim planes (tabs) on your SEA RAY are operated with a rocker type momentary switch on the dash. They are protected by a 20 amp circuit breaker on the helm switch panel.

To trim the bow of your boat down, push the top halves of both rockers down in half second bursts. If you hold the rockers down, you will over trim the boat and the bow will dig in. To correct over trimming, push bottom halves of both rockers to obtain desired planing angle.

The two trim planes (tabs) on the transom of your boat can also be used to trim the list of your boat that may be caused by improper storage of gear, too many people on one side or a strong crosswind. Operation of the rocker switch should be momentary short bursts to achieve proper attitude of the hull.

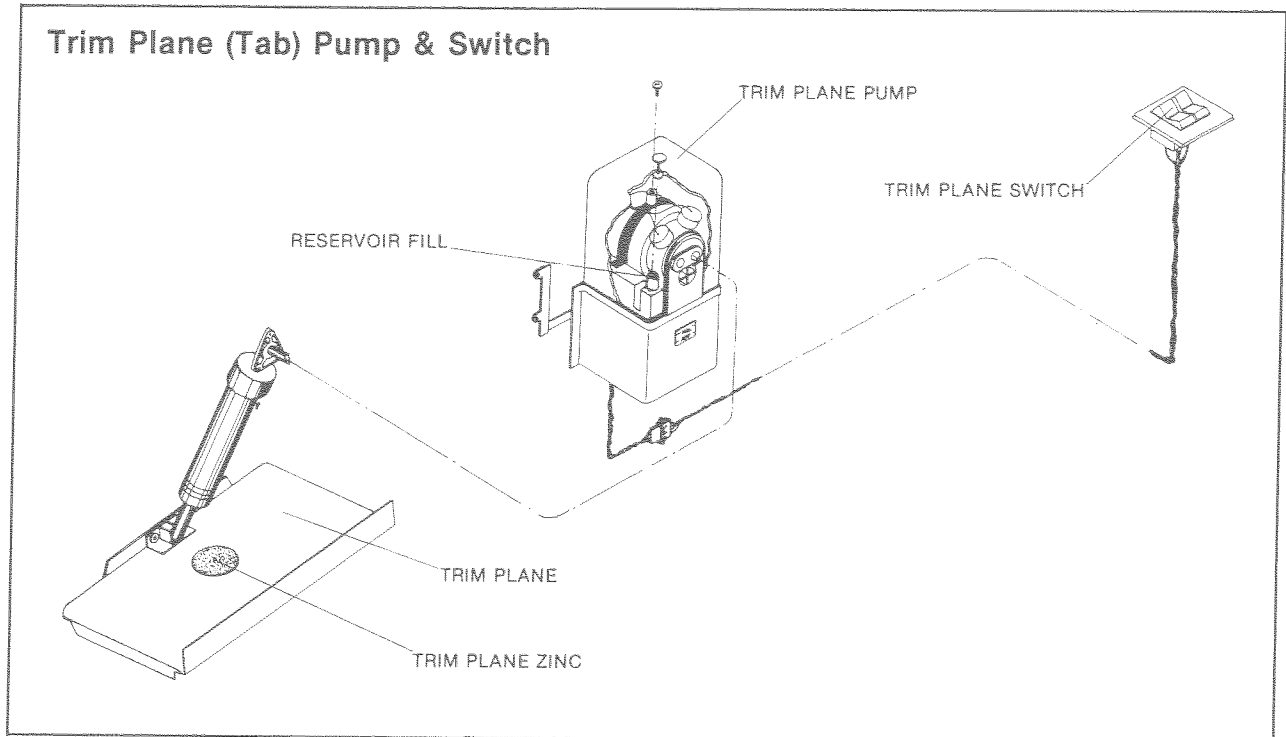
The trim plane (tabs) pump is located in the aft bilge, mounted on the transom. To service the unit, remove the tinted plastic cover to gain access to reservoir fill pump and motor parts.

Hydraulic trim planes use Type A Dexron II automatic transmission fluid, which should be filled up to the "FULL" mark on the pump base. **Add fluid with the trim planes in the up position only.**

Trim planes are fitted with zinc anode plates, see "Electrolysis & Zinc Anodes" in "Section 7, Electrical System" for the proper care and maintenance.

REFER TO OWNER'S PACKET.

RUNNING ATTITUDE	LIST	PUSH
BOW UP	TOP OF BOTH ROCKERS
BOW UP	PORT	TOP OF STARBOARD ROCKERS
BOW UP	STARBOARD	TOP OF PORT ROCKER
BOW DOWN	PORT	BOTTOM OF STARBOARD ROCKER
BOW DOWN	STARBOARD	BOTTOM OF PORT ROCKER



Section 4

FUELING & STARTING

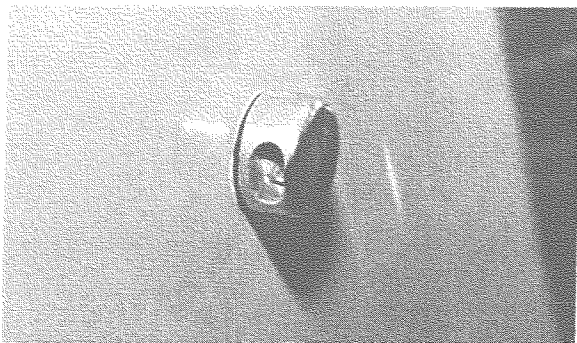
Fuel Systems

Fuel lines, filters and all fuel system components should be checked at the start of each season and periodically thereafter, particularly after any work has been done aboard the boat which might have affected any part of the system. Be certain that all are in proper condition and that the entire system is fuel tight. Both fuel tanks have a manual shut-off valve to close off the fuel system in case of leakage or line failure.

FUEL TANKS

Each of the fuel tanks on board your Sea Ray has a capacity of 125 gallons for a total of 250 gallons. The tanks and fuel fill hoses are accessible thru the bilge. Fuel fills are located on the port and starboard sides of the swim platform. The port fuel deck plate fills the port tank, and the starboard fuel deck plate fills the starboard tank.

Your SEA RAY is equipped with fuel tank vents which serve as a pressure/vacuum release and safety overflow. The thru-hull fittings have a flame arrester, making it imperative that you keep the screens clean and in excellent repair. Replace the screens immediately if they become damaged or displaced. Periodically check the vents to assure they are not clogged.



Fuel Vent

WARNING

DO NOT store fuel of flammable liquids in closed storage areas. Ventilation has not been provided for explosive vapors

WARNING

Leaking fuel is a fire and explosion hazard. Inspect system regularly. Examine fuel tanks for leaks or corrosion at least annually

CROSSOVER FUEL SYSTEM

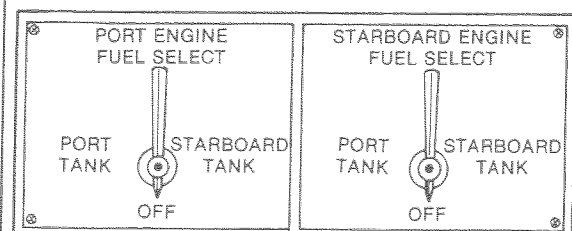
The crossover fuel system allows the generator and both engines to draw fuel from either tank. This allows switching to an alternate tank in case of fuel contamination or for even fuel weight distribution. With diesel engines, the feed and return lines to the same tank must be open.

Fuel Valve Locations:

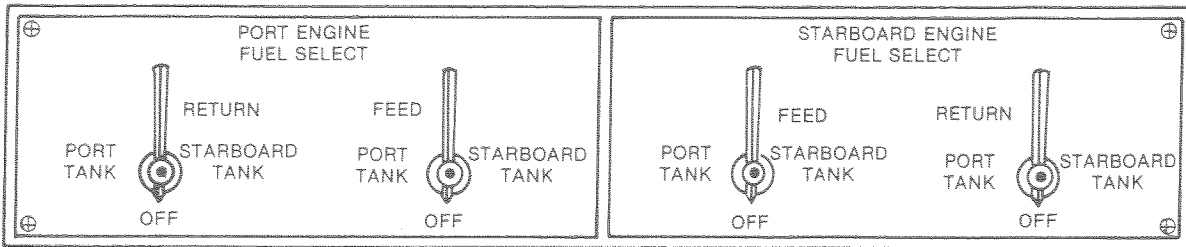
370 Sundancer: in the bilge on the forward bulkhead.

370 Express Cruiser: under the bilge hatch mounted on the forward side of the centerliner brace.

Gasoline Crossover Fuel Board



Diesel Crossover Fuel Board



FUEL RECOMMENDATIONS

The quality of the fuel is very important for satisfactory engine performance and long engine life. Fuel should be clean and free of contamination. Your fuel tanks should be kept full of fuel whenever possible. This will reduce the amount of water condensation and reduce the possibility of contamination.

CAUTION: Use of improper gasolines can damage your engine seriously. Engine damage resulting from use of improper gasoline is considered misuse of engine and voids warranty.

IMPORTANT: Always use fresh gasoline. Gasoline forms gum and varnish deposits, and may cause trouble if held in a tank for too long.

Recommended Fuel: (Gasoline)

NOTICE GASOLINE RECOMMENDATIONS

The use of any good grade unleaded regular or premium gasolines with a minimum posted octane rating [(A.K.I.) Anti-Knock Index] of 87, are satisfactory for use in gasoline marine engines. In areas where unleaded regular or premium gasolines are not available, a good grade **leaded** regular with a minimum posted octane rating (A.K.I.) of 89 may be used. However, gasolines containing alcohol, either methyl alcohol (methanol) or ethyl alcohol (ethanol) may cause increased:

- (1) Corrosion of metal parts
- (2) Deterioration of rubber and plastic parts
- (3) Fuel permeation through flexible fuel lines
- (4) Wear and damage of internal engine parts
- (5) Starting and operating difficulties

AVOID USING FUELS WITH ALCOHOL ADDITIVES

Some of these adverse effects are due to the tendency of gasolines containing alcohol to absorb moisture from the air, resulting in a

phase of water and alcohol separating from the gasoline in the fuel tank.

The adverse effects of alcohol are more severe with methyl alcohol (methanol) and are worse with increasing alcohol content.

Fuel Filters: (Gasoline)

Gasoline fuel filters are installed on your engines to help keep the fuel free of water and contamination and keep particles from entering the engines carburetor.

REFER TO YOUR ENGINE OPERATOR'S MANUAL FOR DETAILED INFORMATION.

Recommended Fuel: (Diesel)

#2 Diesel fuel.

Fuel Filters: (Diesel)

Primary and secondary fuel filters are installed on your SEA RAY to help keep the fuel as clean as possible. Primary fuel filters are the Racor water separating fuel filters located in the forward bilge on the forward bulkhead. The secondary fuel filter is located on the engines and should be replaced in accordance with the Engine Owner's Manual.

Use of any methanol, gasohol or alcohol based fuel additive will damage the fuel filter.

NOTE: IN ROUGH SEAS, ALLOW APPROXIMATELY 15% RESERVE WHEN PLANNING FUEL CONSUMPTION.

REFER TO THE ENGINE OPERATORS MANUAL FOR MORE DETAILED INFORMATION.

Fueling Precautions

Certain precautions must be carefully and completely observed every time a boat is fueled. Diesel fuel is nonexplosive but it will burn.

Before Fueling:

- Make sure your boat is tied securely to the fueling pier.
- Turn off engines, bilge blowers, fans and other devices that can produce a spark.
- Close all windows, doors and hatches to prevent fumes from entering the boat.
- Disembark all people not needed for the fueling operation.
- Prohibit all smoking on board and nearby.
- Have a fire extinguisher close at hand.

While Fueling:

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

After Fueling:

- Close fill openings.
- Wipe up any spilled fuel. Dispose of wipe up rags on shore.
- Check for fuel fumes in the bilge; continue to ventilate until odor can no longer be detected. Check for any drips or liquid fuel.

WARNING

**GASOLINE VAPORS CAN EXPLODE
BEFORE STARTING ENGINES
OR GENERATOR:**

- CHECK ENGINE COMPARTMENT FOR GASOLINE VAPORS.
- OPERATE BLOWER FOR 4 MINUTES
- RUN BLOWER BELOW CRUISING SPEED

Starting Engines

- (1) Check battery switches for "ON" position.
- (2) Check the fuel tank levels.
- (3) Check the oil and coolant levels. See your Engine Operator's Manual for proper readings.
- (4) Check engines for coolant drain plug installations.
- (5) Check seacocks for open position.
- (6) Check fuel filter tops for tightness.
- (7) Check fuel valves.
- (8) Run bilge blowers at least four minutes. Check the bilge for fuel fumes or liquid. **Do not start the engines until the source of fumes is determined and corrected and the bilge area is safely ventilated.**
- (9) Turn keys "ON." Listen for alarm buzzers which indicate ignition power is being provided to the engines and engine alarms.
- (10) After ignition power is verified, check shift for neutral position and turn key switch to the momentary start position to start the engines. Do not operate starter for more than 10 seconds without allowing starter to cool off for 2 minutes. This will also allow the batteries to recover between starting attempts. Once engine has started and sufficient oil pressure is achieved alarm buzzer will stop.

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

Alarm will sound when:

- Engine oil pressure is too low.
 - Engine temperature is too hot.
 - Outdrive oil is too low. (Stern drive only)
 - Transmission temperature is too hot. (In board only)
- (11) Check the oil pressure and look at exhaust port to assure that engine is pumping water.

(12) Let the engines warm up at idle and check for leaks. If engine is cold, run for a short period of time at fast idle speed that does not exceed 1500 RPM.

(13) Shut down the engines and recheck fluid levels; top off if necessary.

Move shift levers forward to shift into "FORWARD" gear or backward to shift into "REVERSE." Always shift gears with engine idling.

Note: For general operation of the boat, its instruments and the engine, follow detailed instructions on "Engine Break-in" in the Engine Operator's Manual

Section 5

WATER SYSTEM

Water Systems

The fresh water system is activated by a breaker on the dash. The breaker must be "ON" to operate the head, shower, ice maker, fresh water wash down or faucets. To begin initial operation, fill the tank with water and open all faucets, both hot and cold. Supply power to the pump by depressing the breaker. Allow time for the hot water heater to fill. Shut off each faucet as flow becomes steady and free of air. Shutting off the last faucet should cause the pump to shut off.

WATER TANK

The water tank has a 70 gallon capacity, located under the forward V-berth bunk. The fill is located on the port deck walkway. Fill the water tank only from a source known to provide safe, pure drinking water.

To check the water level in the tank, push the water level switch on the main distribution panel. The lights will indicate the amount of water in the tank.

Although your dealer initially sanitizes the water system, if the system has not been used for a long period of time or you suspect it may be contaminated, adhere to the following procedure for complete sanitation of your potable water system.

- (1) Prepare a chlorine solution using one gallon of water and 1/4 cup Clorox or Purex household bleach (5% Hypochlorite solution). With tank empty, pour chlorine solution into tank, using one gallon solution for each 15 gallons of tank capacity.
- (2) Complete filling of tank with fresh water. Open each faucet and drain cock until air has been released and the entire system is filled.
- (3) Allow to stand for three hours.
- (4) Drain and flush with potable fresh water.
- (5) To remove excessive chlorine taste or odor which might remain, prepare a solution of one quart vinegar to five gallons water and

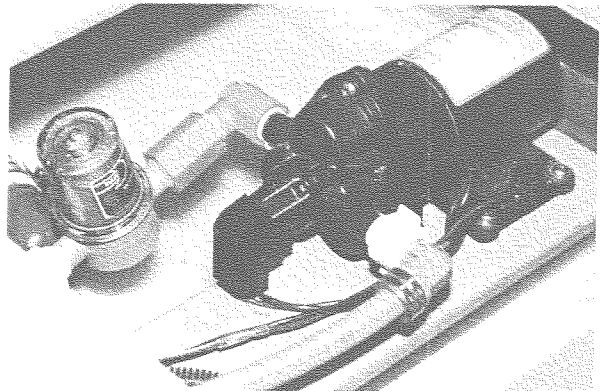
allow this solution to agitate in the tank for several days by vehicle motion.

- (6) Drain tank and again flush with potable water.

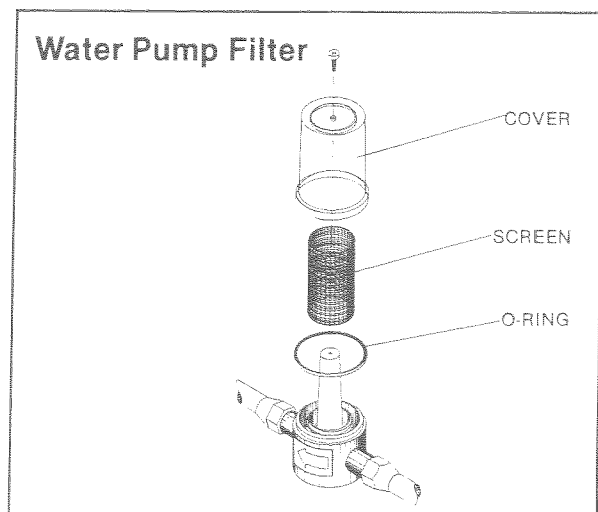
WATER PUMP & FILTER

The water pump for the fresh water system is located under the forward V-berth bunk. The pump has a filter to prevent particles from entering the pump head. The filter should be checked and cleaned periodically. Before servicing the system, turn the "WATER SYSTEM" breaker "OFF" and release pressure on the system by opening the faucets.

To clean the filter, remove the screen and rinse with clean water. Replace, making sure the O-ring is in place when replacing the cover.



Fresh Water Pump & Filter



WATER HEATER

The water heater is located in the bilge. The water heater has a capacity of 6 gallons. It runs on the 120 volt dockside system or generator and has a circuit breaker on the main distribution panel that must be ON to operate the unit.

The water heater has a check valve to prevent hot water from backwashing 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 hot water exchanger is designed to heat water without having to turn the hot water heater on. It works by pumping water from the engine cooling system, out the intake manifold to the hot water heater. It is then circulated through a coil inside the water heater where it heats the potable water. The water from the engine then exits the water heater and returns to the engine through the engine water pump

Initial Start-Up Or After Winterization:

- (1) Make sure the "WATER HEATER" breaker is OFF.
- (2) Fill the heater with water.
- (3) Open the hot water faucets until all air is eliminated from the system.
- (4) Make certain the heater is full of water. **COMPLETE FAILURE OF THE HEATING ELEMENTS WILL RESULT IF THEY ARE NOT COMPLETELY IMMERSSED IN WATER AT ALL TIMES.**
- (5) Turn the "WATER HEATER" breaker ON.

The water heater is equipped with an adjustable combination temperature regulating control and manual reset high limit device located behind the lower access cover. **ALWAYS DISCONNECT POWER TO THE UNIT BEFORE REMOVING THE ACCESS COVER.** Refer to the water heater information in the "Owner's Packet" for instructions on adjusting the thermostat.

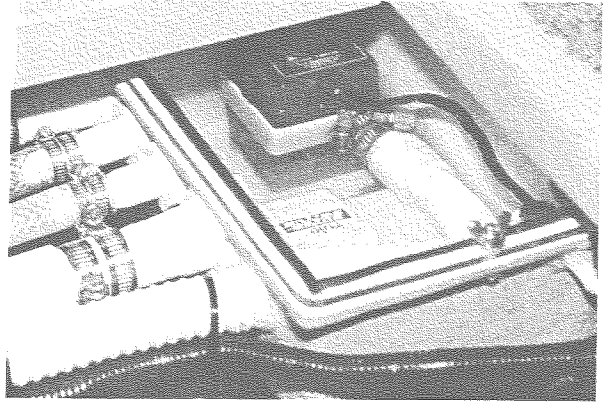
To maintain water heater properly, drain whenever the possibility of freezing occurs and frequently inspect lines and connections for leaks.

SHOWER SYSTEM

The shower in the 370 Sundancer and 370 Express Cruiser drains into a sump containing a

pump and float switch. The sump is located under the salon forward floor hatch. It is also the sump for the air conditioner condensation drains.

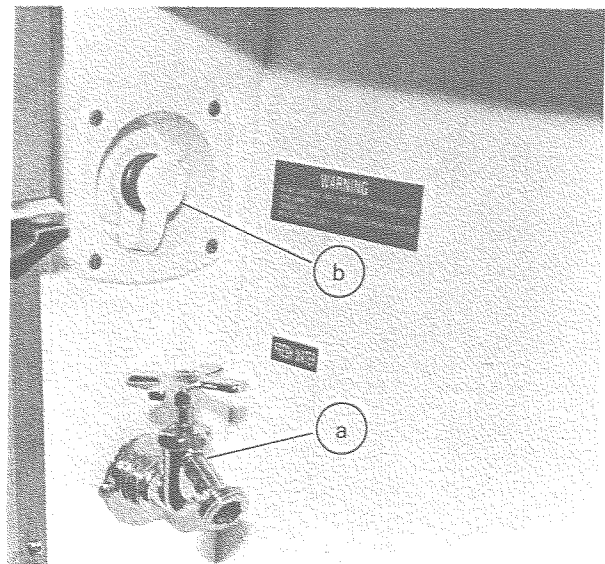
The sump pump is fully automatic and is protected by a breaker on the bilge breaker box. Check the pump and float switch for obstructions and proper working order.



Shower Sump

FRESH WATER WASHDOWN

The 370 Sundancer and 370 Express Cruiser are equipped with a fresh water spigot in the cockpit. The spigot is located below the aft starboard cockpit panel. The system uses water from the fresh water tank. The "WATER SYSTEM" breaker on the dash switch panel must be "ON" to operate the system.



(a) Fresh Water Washdown
(b) Dockside Water Inlet

DOCKSIDE WATER INLET

The dockside water inlet is located in the cockpit below the aft starboard cockpit panel. It allows use of a dockside water source to provide water for the boat's fresh water system.

To use the system:

- (1) Make sure the "WATER SYSTEM" breaker is "OFF."
- (2) Remove the watertight plug from the face of the dockside water inlet.
- (3) Connect a drinking water hose to the water outlet on the dock, then to the dockside water inlet on the boat and turn on the water at the dock.

All fresh water faucets and showers are now usable. To disconnect the system, reverse the procedure, making sure the watertight plug is reinstalled tightly.

WARNING
DO NOT LEAVE BOAT UNAT-
TENDED WITH THE DOCKSIDE
WATER HOSE CONNECTED.
DOCKSIDE WATER SHOULD BE
CONNECTED DURING PERIODS
OF HEAVY WATER USAGE ONLY

Section 6

HEAD SYSTEM

Head System

MANUAL FLUSH HEAD WITH HOLDING TANK

The Manual Flush Head with holding tank is a porcelain head with a 13 gallon holding tank. To operate the manual flush head move valve lever to "WET BOWL" position and operate pump handle to pump water into the bowl. Return valve lever to "DRY BOWL" position. To empty toilet bowl leave valve lever in "DRY BOWL" position and operate pump handle until bowl has been cleared.

Waste from head is directed into the holding tank. There is an indicator panel on the main distribution panel "3/4 FULL," "FULL" and "DO NOT FLUSH." When the "FULL" light is on, the "DO NOT FLUSH" light will also be on. The holding tank must be emptied before the head can be reused.

To empty holding tank, the services of a dock-side pump out station will be needed. Follow instructions at the station and make sure pump out station hose is inserted into the deck plate marked "WASTE." The holding tank can also be emptied through utilization of the macerator if you are equipped with this option (see "MACERATOR OPTION" on page 36).

VACU-FLUSH HEAD

The Vacu-Flush head is available with a holding tank or the San X system. It utilizes a "HEAD SYSTEM" breaker on the main distribution panel. The foot pedal at the base of the toilet opens a mechanical seal and vacuum forces waste through the opening in the bowl to an accumulator tank, through the vacuum pump and then to the holding tank or treatment tank.

To Operate:

- (1) Turn ON the "WATER SYSTEM" breaker.
- (2) Turn ON the "HEAD SYSTEM" breaker and "TREATMENT SYSTEM" breaker if the boat is equipped with the San X treatment system.

HOLDING TANK OPERATION

Waste from the head is directed into the holding tank located in the port side of the aft bilge. The indicator panel is located on the main distribution panel, which indicates "3/4 FULL," "FULL" and "DO NOT FLUSH." When the "FULL" light is on, the "DO NOT FLUSH" light will also be on. The holding tank must be emptied before the head can be reused.

To empty holding tank, the services of a dock-side pump out station will be needed. Follow instructions at the station and make sure pump out station hose is inserted into the deck plate marked "WASTE." The holding tank can also be emptied through utilization of the macerator if you are equipped with this option (see "MACERATOR OPTION" on page 36).

SAN X TREATMENT SYSTEM

The San X system utilizes a "HEAD SYSTEM" breaker, a "TREATMENT SYSTEM" breaker, located on the main distribution panel, and a relay box located behind the main distribution panel. The indicator panel is located on the main distribution panel, indicating "3/4 FULL," "FULL" and "DO NOT FLUSH." When the "FULL" light is on, the "DO NOT FLUSH" light will also be on. The treatment tank must be emptied before the head can be reused.

With the San X system waste is held in the holding tank and treated in a bacteria controlling solution while being processed by a macerator. The waste can either be held in the holding tank for later discharge or immediately discharged after treatment. If waste is to be discharged, make certain overboard discharge seacock is in the "OPEN" position. The San X system has a 3-position control switch on the main distribution panel with the following modes:

Normal:

Waste is held in treatment tank.

Treat and Hold:

Chemicals are injected and the 20 minute treatment cycle starts. Upon completion of cycle, waste is held in the tank.

Treat and Discharge:

Injects chemicals into the tank and starts the 20 minute treatment cycle. When the cycle is complete, waste is automatically discharged. Make certain overboard discharge seacock is in the "OPEN" position.

After the tank is emptied, a pint of bacteria controlling chemical is automatically pumped into the tank. Approximately one gallon of treatment chemical is required for eight treatment cycles.

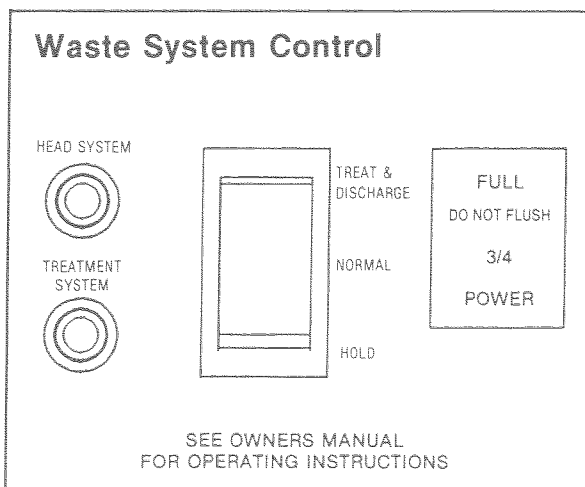
For Normal Operation:

- (1) Turn the "WATER SYSTEM" breaker ON.
- (2) Turn the "HEAD SYSTEM" breaker and "TREATMENT SYSTEM" breaker ON.
- (3) Set San X control switch to "NORMAL" position.

For Treatment Operation:

- (1) Turn "TREATMENT SYSTEM" breaker ON.
- (2) Select "TREAT & HOLD" or "TREAT & DISCHARGE" functions on San X control panel.

REFER TO OWNER'S PACKET.



San X Control Panel On Main Distribution Panel

VENT FILTER

The vent filter is designed to control odors associated with the head system operations. The filter must be changed at the beginning of each boating season to be effective. The vent filter is located above the holding tank in the bilge, on the port side.

Note: Do not overfill the holding tank as this will flood the vent filter and render it useless. Filter replacement will then be required. Replace filter with Sealand, Part #315-310-000.

DIRECT OVERBOARD DISCHARGE (Overseas Only)

The direct overboard discharge Y-Valve is located in the port side of the bilge near the holding/treatment tank.

To direct waste to the holding/treatment tank turn the Y-Valve handle to the port position. To direct waste overboard, open the overboard discharge seacock, located adjacent to the head system vacuum pump, then turn the Y-Valve handle to the starboard position. **DISCHARGE OF SEWAGE DIRECTLY OVERBOARD IS FOR USE WHERE APPROVED ONLY.**

NOTE: There is the possibility of being fined for having an operable direct overboard discharge in United States waters. Removing handle of seacock, in closed position, or other means must be utilized to avoid fine.

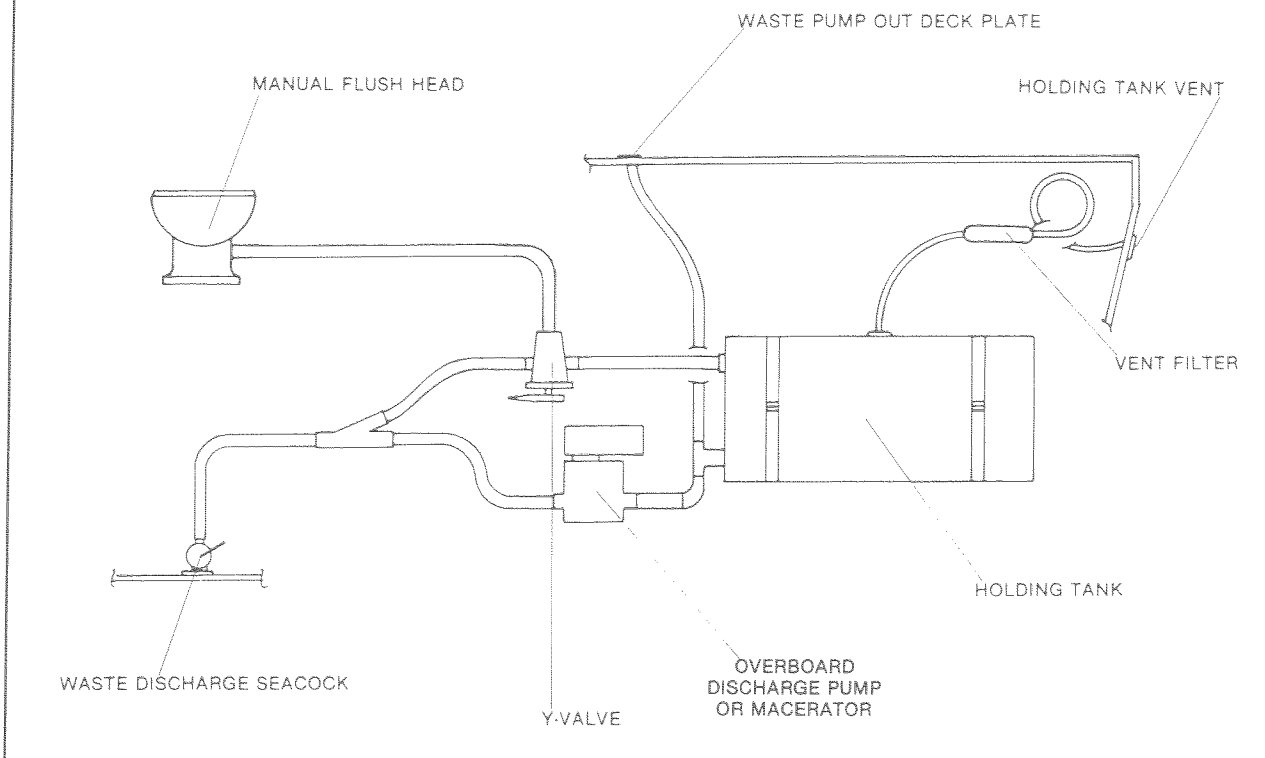
MACERATOR (Optional)

The purpose of the macerator is to give the boat operator the means of discharging the holding tank contents directly overboard through a seacock in the bottom of the hull. This option is available in conjunction with the dockside pump out. **DISCHARGE OF SEWAGE DIRECTLY OVERBOARD IS FOR USE WHERE APPROVED ONLY.**

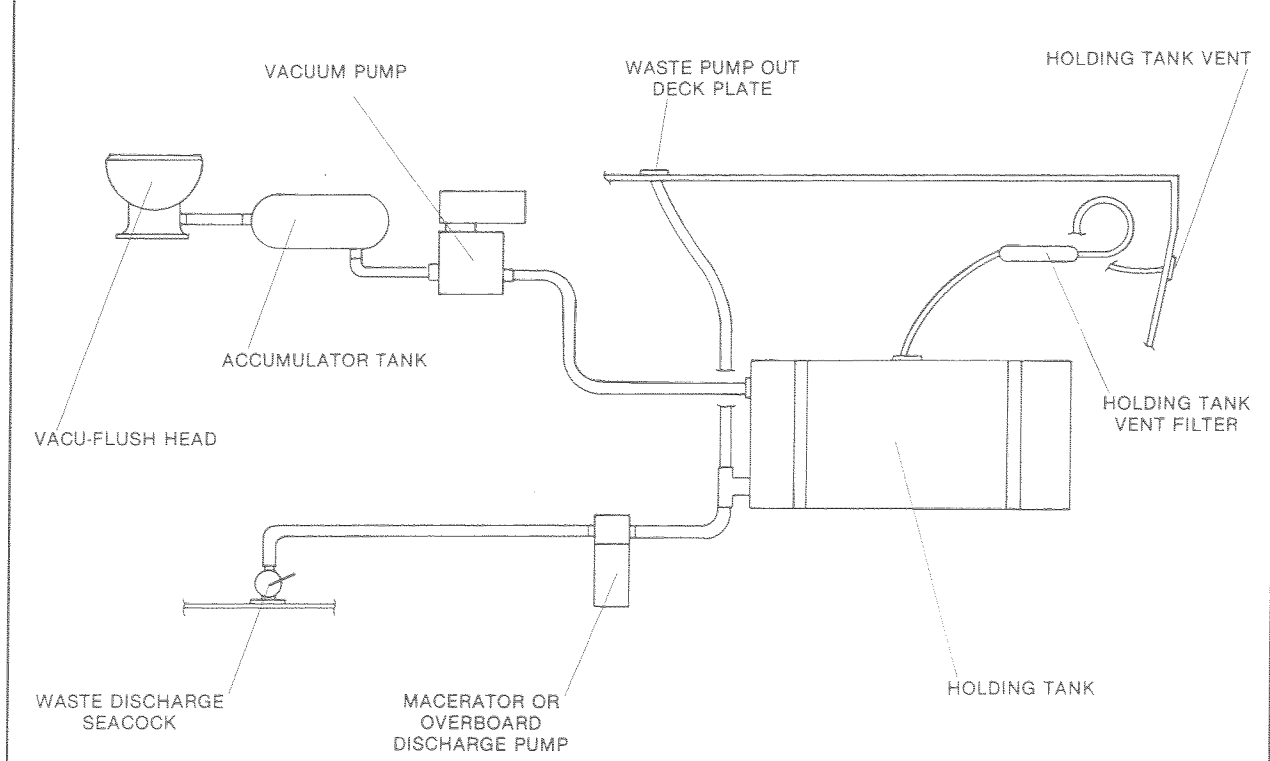
To operate the macerator:

- (1) Open the waste discharge seacock located on the bilge floor aft of the holding tank.
- (2) Turn the waste system control switch to discharge.
- (3) When tank is empty, close waste discharge seacock.

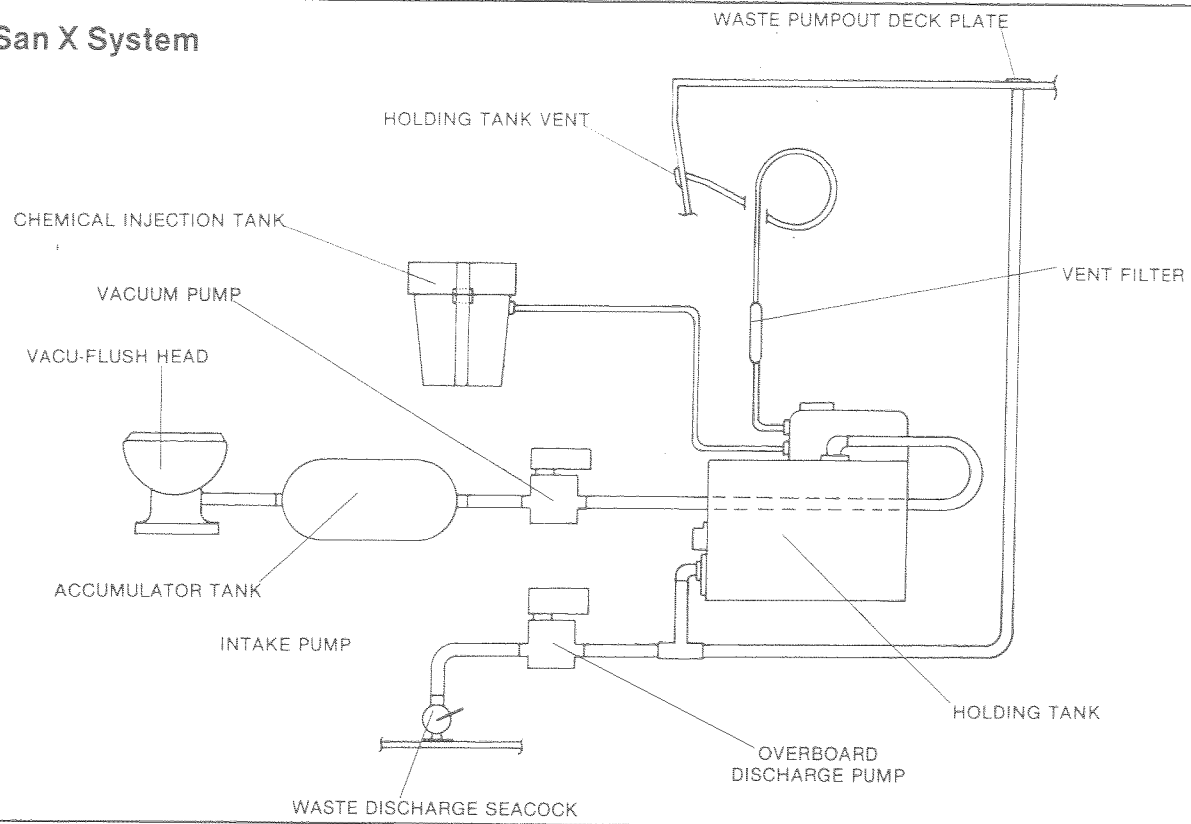
**Manual Flush Head With Holding Tank & Overboard Discharge Or
Macerator Option**



**Vacu-Flush System With Holding Tank & Macerator Option Or
Overboard Discharge Pump Option**



San X System



Section 7

ELECTRICAL SYSTEM

D.C. Systems

The 12 volt direct current (D.C.) electrical system derives its power from the batteries, which are kept charged by an engine-driven alternator and an A.C. converter. The battery charge is indicated by the voltmeter on the dash panel. The batteries supply power through the circuit breakers on the bilge breaker boxes then to the helm and main distribution panel. The 12 volt dash systems are protected by the "ACCESSORY" breaker on the bilge breaker box. The 12 volt functions on the main distribution panel are also protected by the "ACCESSORY" breaker on the bilge breaker box.

The negative terminal of each bank of batteries is attached to the grounding studs of the propulsion engines and the generator. This "negative ground system" is the approved system for marine D.C. electrical systems.

BATTERIES

The batteries in your boat have been selected for their ability to furnish starting power based on engine starting requirements.

The recommended battery to install in your boat is a Group 27, 105 amp marine battery with 600 cold cranking amps and 156 minutes reserve capacity.

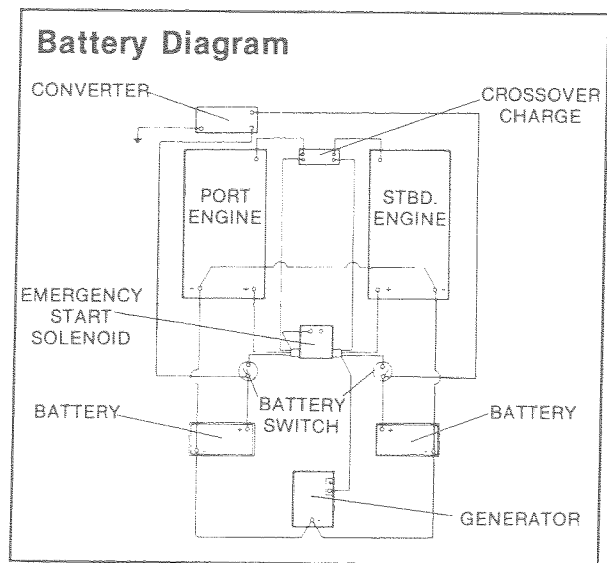
SEA RAY recommended batteries will be available through your local SEA RAY dealer.

ALWAYS DISCONNECT BATTERY CABLES BEFORE DOING ANY WORK ON THE ENGINE'S ELECTRICAL SYSTEM OR ALTERNATOR WIRING TO PREVENT ARCING OR DAMAGE TO THE ALTERNATOR.

To remove the battery cables:

- (1) Turn OFF all items drawing power from the batteries.
- (2) Turn OFF the "CONVERTER" breaker.

- (3) Turn OFF battery switches.
- (4) Remove the positive cable first, then the negative cable. To replace the cables, reverse the procedure.



Battery maintenance:

Check the fluid level in the cells approximately every 4 weeks, and more often in summer and hot zones.

The fluid level must be between the lower and the upper markings.

Only replenish with distilled water. Do not use metal funnels.

Coat battery terminal clamps with silicone grease. Keep battery clean and dry.

Only use a battery charger designed to charge automotive/marine batteries when batteries are disconnected from the boats electrical circuit.

Note: While the engine is running the battery terminal clamps must not be loosened or detached nor should the battery switch(es) be turned off otherwise the alternator and other electronic units will be damaged.

NEVER USE AN OPEN FLAME IN THE BATTERY STORAGE AREA.

AVOID STRIKING SPARKS AT TERMINAL.

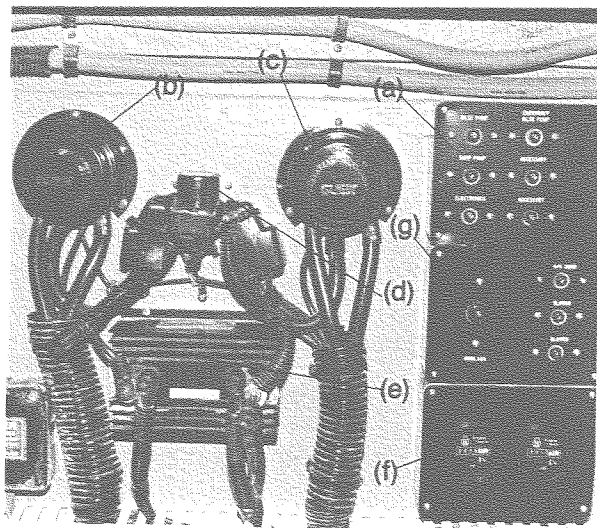
A BATTERY WILL EXPLODE IF A FLAME OR SPARK IGNITES THE FREE HYDROGEN GIVEN OFF DURING CHARGING.

BILGE BREAKER BOX

The bilge breaker box is located on the forward bilge bulkhead. The breaker box contains breakers for the bilge pumps, emergency bilge pumps, accessory, shower sump pump and an electronics breaker.

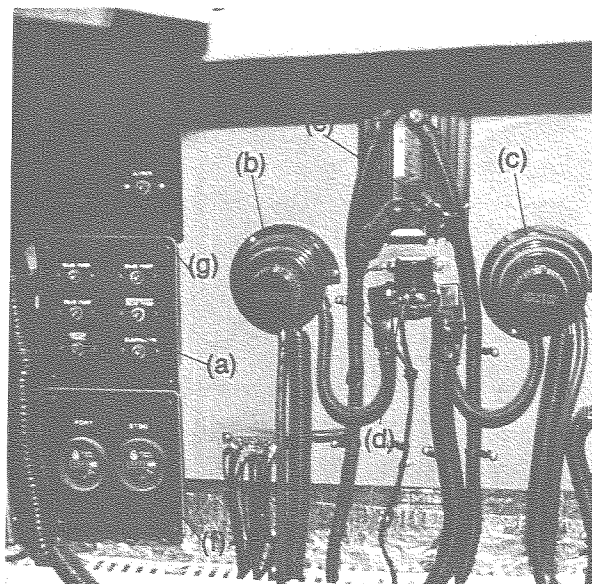
The bilge pumps and emergency bilge pump CANNOT be turned OFF with the battery switches. All other circuits CAN be turned OFF with the battery switch.

In the event one of the breakers trip, determine and correct the fault then reset by depressing the tripped breaker.



370 Sundancer

- (a) Bilge Breaker Box
- (b) Battery Switch (Port)
- (c) Battery Switch (Starboard)
- (d) Emergency Start Solenoid
- (e) Crossover Charging Isolator
- (f) Hourmeter Box
- (g) Windlass Breaker



370 Express Cruiser

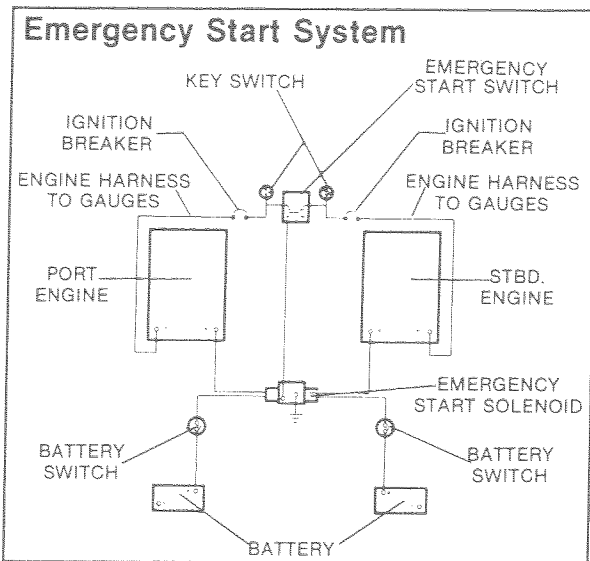
- (a) Bilge Breaker Box
- (b) Battery Switch (Port)
- (c) Battery Switch (Starboard)
- (d) Emergency Start Solenoid
- (e) Crossover Charging Isolator
- (f) Hourmeter Box
- (g) Windlass Breaker

BATTERY SWITCHES

The battery switches are located on the forward bilge bulkhead. When the switch is in the OFF position all 12 volt current to the engines and accessories is turned off except power to the bilge pumps. The battery switches must be ON to start the engines or generator. Turn battery switches OFF when leaving boat for extended time to save batteries. **CAUTION: ALWAYS STOP ENGINES BEFORE SWITCHING TO "OFF" POSITION.**

EMERGENCY START SYSTEM

The emergency start system utilizes a momentary toggle switch, located on the dash panel and an emergency start solenoid, located in the bilge. Holding the switch parallels the batteries to assist in starting. Use emergency start when the charge of one bank of batteries is insufficient to start corresponding engine. To engage emergency start system, start whichever engine has sufficient battery power, then hold emergency start switch while starting other engine.



It is recommended that the system be tested at least once every five hours of operation. To test the engine alarm, turn the key to the ON position (without cranking the engine).

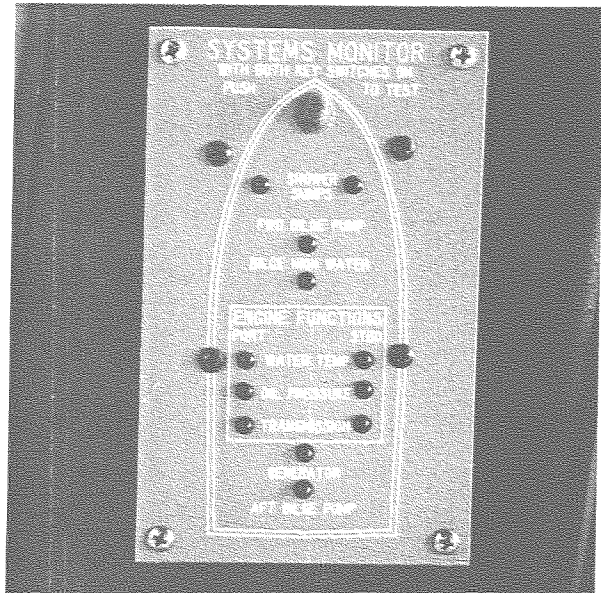
Also connected to the alarm buzzer is the bilge high water alarm. In the event this alarm and light are activated, immediate attention to the bilge is required.

SYSTEMS MONITOR PANEL

The systems monitor panel, located on the helm, monitors the engines, generator, bilge pumps, emergency high water bilge pump and shower sump pump. It is equipped with a test button at the top of the panel to test the indicator lights and the engine alarm buzzer. Both "IGNITION" breakers must be ON to test the engine functions. The panel is protected by a 5 amp fuse installed inline behind the panel. The engines and generator are equipped with two alarm senders, water temperature and oil pressure which are connected to the alarm buzzer and indicator light on the systems monitor panel. Some engines have transmission temperature alarms that are also connected to the panel.

The warning buzzer and corresponding indicator light will be activated if the cooling system water temperature rises to high, the engine oil pressure gets too low, or the transmission temperature rises too high. Refer to the Engine Operator's Manual for proper gauge readings or aid in finding and correcting the problem.

Caution: If an engine stalls during docking or slow maneuvering, the buzzer will sound until the engine is restarted. The buzzer will also sound while the engines are cranking and will continue until they start. **IF THE TRANSMISSION, OIL OR WATER LIGHTS AND ALARM COME ON WHILE RUNNING, QUICKLY CHECK AND NOTE THE OIL PRESSURE AND WATER TEMPERATURE GAUGES AND SYSTEMS MONITOR PANEL. TURN OFF ENGINE IMMEDIATELY.** Check for leaks and see if the cooling water pick-up is blocked or clogged. If necessary, clear the water pickup of any foreign matter. **DO NOT RESTART THE ENGINE UNTIL CAUSE FOR ALARM SOUNDING HAS BEEN FOUND AND CORRECTED.**



Systems Monitor Panel

LIGHT	INDICATES (WHEN LIT)
SHOWER SUMP	SHOWER SUMP PUMP IS RUNNING
FWD BILGE PUMP	FORWARD BILGE PUMP IS RUNNING
BILGE HIGH WATER	EMERGENCY BILGE PUMP IS RUNNING
WATER TEMP.	ENGINE COOLING SYSTEM IS TOO HOT
OIL PRESSURE	OIL PRESSURE IS TOO LOW
TRANSMISSION	TRANSMISSION OIL TEMP. TOO HIGH
GENERATOR	GENERATOR HAS SHUT DOWN
AFT BILGE PUMP	AFT BILGE PUMP IS RUNNING

CROSSOVER CHARGING SYSTEM

The crossover charging system utilizes a battery isolator unit with an electronic sensor to determine a low battery bank and send power to it from the engine alternators. It is an

automatic system with no switches, and designed to charge both banks of batteries from both engine alternators, when necessary.

NAVIGATION LIGHTS

Navigation lights must be displayed while underway from sunset to sunrise. The term "underway" denotes not at anchor or dock. Trolling or drifting with power off is considered underway and normal *running* lights must be displayed. At anchor, in open water, a 360° white *anchor* light must be displayed.

To operate the "RUNNING" lights, push up on the "NAVIGATION LIGHTS" switch to operate the "ANCHOR" lights, push down on the "NAVIGATION LIGHTS" switch.

If you opt to install a radar on your sport spoiler, it then becomes your responsibility to reevaluate your lighting situation to make certain the navigation lights on your boat meet government navigational lighting requirements. You will most likely have to raise your mast light.

12 VOLT BREAKERS

BREAKER	AMPS
<u>HELM PANEL</u>	
IGNITION (EACH)	10
TRIM PLANES (TABS)	20
CABIN INDIRECT LIGHTS	20
WATER SYSTEM	15
REFRIGERATOR	15
NAVIGATION LIGHTS	10
HORN	10
ACCESSORY	15
STARBOARD WIPER	5
CENTER WIPER	5
PORT WIPER	5
<u>MAIN DISTRIBUTION PANEL</u>	
TREATMENT SYSTEM	15
HEAD SYSTEM	10
CARBON MONOXIDE MONITOR	1
<u>BILGE BREAKER BOX</u>	
EMERGENCY BILGE PUMP	15
FWD. & AFT BILGE PUMP	15
SHOWER SUMP	5
ACCESSORY	50
ELECTRONICS	50
GOOD WINDLASS	60
MAXWELL-NEILSON WINDLASS	150
WINDLASS	50

ELECTRONICS CIRCUIT WITH GROUND PLATE

The 50 amp electronics circuit utilizes a circuit breaker in the bilge breaker box to feed the fuse block. **The fuse block is to be used for electronic equipment only.** The circuit is grounded via a ground plate mounted on the bottom of the hull. **Do not use bottom paint on the ground plate as it will destroy the effective area of grounding.**

WIRE COLOR CODE

- **Engine Harness**
 - 16 AWG Blue, oil pressure sender
 - 16 AWG Tan/Blue, alarm sender
 - 16 AWG Gray, tachometer sender
 - 16 AWG Tan, temperature sender
 - 16 AWG Purple, ignition
 - 6 AWG Yellow/Red, start circuit
 - 10 AWG Red, engine hot
 - 10 AWG Black, engine ground
- **Battery Wiring**
 - 00 Red, battery cable (positive)
 - 00 Black, battery cable (negative)
 - 2 AWG Red, battery cable (positive) E.C
 - 2 AWG Black, battery cable (negative) E.C
 - 2 AWG Red, generator power (positive)
 - 2 AWG Black, generator ground (negative)
 - 10 AWG Orange, crossover charge
 - 16 AWG Red/Violet, emergency start
 - 10 AWG Red, ignition switch
- **Westerbeke Generator**
 - 10 AWG Red, power
 - 10 AWG Red/Violet, start
 - 10 AWG Green, preheat (Diesel Only)
 - 10 AWG White/Red, stop
 - 10 AWG White/Red, halon
- **MerCruiser Quicksilver Generator**
 - 16 AWG Red/Violet, power
 - 16 AWG Green, ground
 - 16 AWG Brown, preheat (Diesel Only)
 - 16 AWG Green/White, stop
 - 16 AWG Violet, run
 - 16 AWG Green/White, halon (Diesel Only)
 - 16 AWG Yellow/Red, start
- **Halon System**
 - 10 AWG Red, power
 - 10 AWG Black, ground (through switch on halon)
 - 16 AWG Purple, engine shutdown

- **Bilge Pumps**
 - 16 AWG Brown/Violet, auto mode primary
 - 16 AWG Brown, manual mode
 - 16 AWG Black, ground
 - 16 AWG Brown, bilge high water alarm
 - 16 AWG Brown/Yellow, auto mode
- **Converter**
 - 10 AWG Red, DC positive output
 - 10 AWG Black, DC negative output
 - 14 AWG Black-romex, AC hot input
 - 14 AWG White-romex, AC neutral input
 - 14 AWG Green-romex, safety ground
- **Bilge Blowers**
 - 14 AWG Yellow, blower motor power
 - 14 AWG Black, ground
- **Power Vents**
 - 16 AWG Yellow, power
 - 16 AWG Black, ground
- **Cabin Lights**
 - 14 AWG Blue, power
 - 14 AWG Black, ground
- **Water System**
 - 16 AWG Brown/White, pumps
 - 16 AWG Black, ground;
 - 16 AWG Orange, full indicator light
 - 16 AWG Green, 3/4 level indicator light
 - 16 AWG Yellow, 1/2 level indicator
 - 16 AWG Blue, 1/4 level indicator light
 - 16 AWG Red, Empty indicator
- **Shower Sump Pumps**
 - 16AWGBrown/Orange,pumpautoindicatorlight
 - 16 AWG Black, ground
- **Holding Tank System**
 - 16 AWG White/Blue, "FULL/DO NOT FLUSH"
 - 16 AWG Yellow, "3/4 FULL"
 - 16 AWG Red, power
- **San X System**
 - 10 AWG Red, discharge pump
 - 10 AWG Green, macerator
 - 10 AWG Black, ground
 - 16 AWG Red/Violet, chemical pump
 - 16 AWG White/Blue, "FULL" indicator light
 - 16 AWG Yellow, "3/4" indicator light
 - 16 AWG Black, ground
- **San X Control**
 - 16 AWG Red, "TREAT & HOLD"
 - 16 AWG Black, "TREAT & DISCHARGE"
 - 16 AWG White, power positive
 - 16 AWG Brown/White, power negative
 - 16 AWG White, power
 - 16 AWG Blue, "DO NOT FLUSH"
 - 16 AWG Green, "3/4 FULL"
 - 16 AWG Orange, "FULL"
- **Trim Planes (Tabs)**
 - 10 AWG Red, power
 - 16 AWG Red, port valve
 - 16 AWG Green, starboard valve
 - 16 AWG Blue, pump pressure
 - 16 AWG Yellow, pump retract
- **Spotlight**
 - 10 AWG Red, power
 - 16 AWG Orange, high beam
 - 16 AWG Gray, low beam
 - 16 AWG Yellow, left
 - 16 AWG Green, down
 - 16 AWG Blue, right
 - 16 AWG Purple, up
 - 16 AWG Black, ground
- **Horn**
 - 16 AWG Orange/Gray, power
 - 16 AWG Black, ground
- **12 Volt Lighting**
 - 16 AWG Blue/White, power
 - 16 AWG Black, ground
- **Windlass**
 - 6 AWG Red, power
 - 6 AWG Black, ground
 - 16 AWG Green, down
 - 16 AWG Brown, up
- **Wipers**
 - 16 AWG Orange/Red, port motor power
 - 16 AWG Orange, center motor power
 - 16 AWG Orange/Green, stbd motor power
 - 16 AWG Black, ground
- **Lights**
 - 16 AWG Gray, running lights & mast light
 - 16 AWG Gray/White, anchor light

A.C. Systems

The A.C. electrical systems operate on the single dockside 30 amp, 120 volt, 60 cycle shore power line or the optional onboard generator. Your boat may also be equipped with the second optional 30 amp, 120 volt, 60 cycle line to operate the air conditioning system.

CAUTION: THE TOTAL USAGE OF OPTIONS WILL DEPEND ON THE AMP OUTPUT OF THE POWER SOURCE AVAILABLE.

Line voltage from the generator or shore power is shown by the voltmeter on the main distribution panel.

CAUTION: NEVER OPERATE SHORE POWER AT LESS THAN 105 VOLTS.

The main distribution panel is equipped with a slide lock main breaker to prevent the generator and shore power from being energized at the same time and damaging the electrical system. Both breakers must be in the OFF position before switching to an alternate power source.

The 120 volt wiring installed on SEA RAY boats consists of three color-coded wires. The black wire is the "hot" feed, white is the common, or neutral, and the green wire is the ground. All branch breakers and switches for A.C. equipment are installed on the "hot" wire. The green conductor of the shore power is connected to the ground buss bar behind the main distribution panel. The main breaker will trip if there is a surge in line voltage, an electrical storm or an onboard system overload. The main breaker protects both the neutral and hot feeds in the A.C. circuit from damage due to internal and external overloads.

Shore Power Hook-Up:

- (1) Make sure the "MAIN" breaker and all "A.C." breakers on the main distribution panel are OFF.
- (2) Plug the shore power cords into the inlets on the transom; turn clockwise to lock. Thread the black locking ring on the inlet to secure cable and prevent accidental unplugging.
- (3) Plug the dockside cord into the shore power outlet box on the dock. Turn the "CIRCUIT" breaker on the dock to the ON position.
- (4) Check the polarity lights on the main distribution panel. The "NORMAL" lights should be on. If the "REVERSED" lights are on, check the dockside power for a reversed connection or reversed wiring.
- (5) If polarity is "NORMAL," slide the shuttle mechanism to expose the "SHORE" breaker and switch it to the ON position.
- (6) Turn individual breakers ON.

Maintenance for Shore Power Cable Set & Shore Power Inlets:

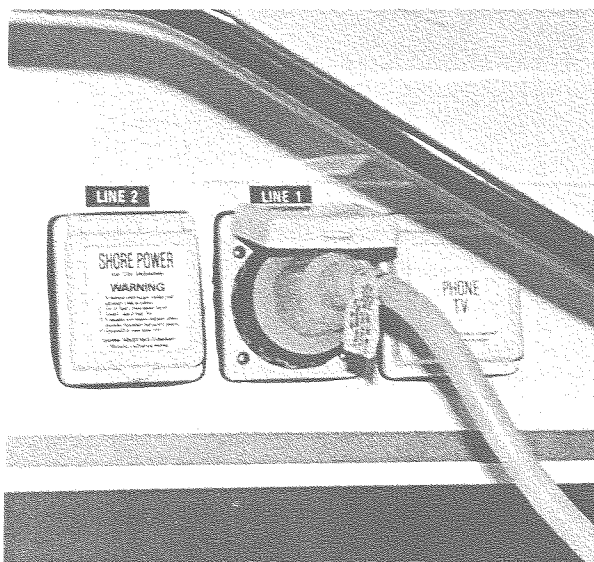
The metallic parts of your cable set and inlet are made to resist corrosion. In salt water environment, life of the product can be increased by

periodically wiping the exposed parts with fresh water, drying and spraying with a moisture repellent.

A soiled cable can be cleaned with grease cutting household detergent. A periodic application of vinyl protector will help both ends and cable maintain their original appearance.

In case of salt water spray or immersion: rinse plug end and/or connector end thoroughly in fresh water, shake or blow out excess water and allow to dry. Spray with a moisture repellent before reuse.

WARNING: DISCONNECT THE POWER CABLE FROM POWER SOURCE BEFORE PERFORMING MAINTENANCE.



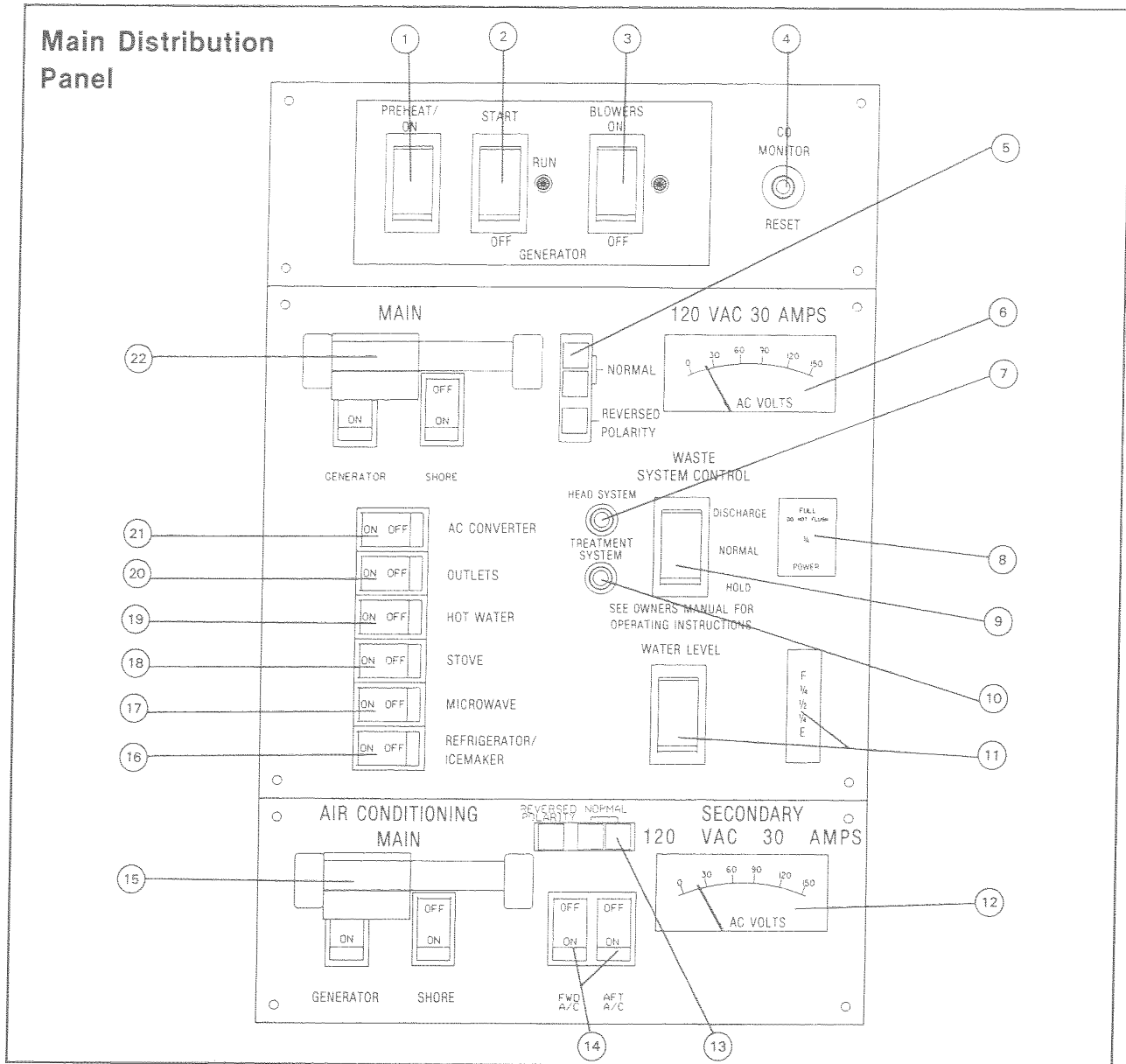
Shore Power Inlet

Servicing The Main Distribution Panel:

To replace a breaker or indicator light in the main distribution panel:

- (1) Turn all breakers OFF.
- (2) Make sure the generator is OFF.
- (3) Unplug the shore power.
- (4) Remove screws from left side of panel. The main distribution panel is hinged on the right side to swing open for servicing.

Reverse the procedure for closing the panel.



- (1) **GENERATOR PREHEAT SWITCH**
Preheats generator.
- (2) **GENERATOR START SWITCH**
Starts and stops generator.
- (3) **BILGE BLOWER ON/OFF SWITCH**
Turns the bilge blowers ON and OFF.
- (4) **C.O. MONITOR 12V/1 amp breaker**
Protects Carbon Monoxide monitor.
- (5) **REVERSED POLARITY indicator lights**
Indicates reversed polarity for shore power system. When shore power connection is correct the two upper "NORMAL" lights will be lit.
- (6) **VOLTMETER A/C (Primary)**
Indicates the amount of volts being produced.
- (7) **HEAD SYSTEM 12V/10 amp breaker**
Supplies power to the head system.
- (8) **WASTE LEVEL INDICATOR PANEL**
Indicates power to head system and amount of waste in holding tank.
- (9) **WASTE SYSTEM CONTROL SWITCH**
Operates macerator with holding tank macerator option. With San X option selects normal operation, treat & discharge or treat & hold.
- (10) **TREATMENT SYSTEM 12V/15 amp breaker**
Supplies power to San X treatment system.
- (11) **WATER LEVEL SWITCH & INDICATOR PANEL**
Press switch to show how much water is in the water tank.

- (12) **VOLTMETER A/C (Secondary)**
Indicates the amount of volts being produced.
- (13) **REVERSED POLARITY indicator lights**
Indicates reversed polarity for shore power system. When shore power connection is correct the two upper NORMAL lights will be lit.)
- (14) **FWD & AFT AIR CONDITIONER 120V/20 amp breakers (SUNDANCER OPTION ONLY)**
Supplies power to forward and aft air conditioner systems.
- (15) **AIR CONDITIONING MAIN 120V/25 amp breaker**
Source selection and supplies power to air conditioner.
- (16) **REFRIGERATOR/ICE MAKER 120V/15 amp breaker**
Supplies power to refrigerator and ice maker.
- (17) **MICROWAVE 120V/10 amp breaker**
Supplies power to microwave.
- (18) **STOVE 120V/20 amp breaker**
Supplies power to stove.
- (19) **HOT WATER HEATER 120V/15 amp breaker**
Turns on hot water heater.
- (20) **OUTLETS 120V/15 amp breaker**
Supplies power to all accessible outlets.
- (21) **A..C. CONVERTER 120V/5 amp breaker**
Turns on converter.
- (22) **MAIN BREAKERS**
Power Source selection. Supplies power to individual breakers on main distribution panel from either shore power or generator.

CONVERTER

The A.C. to D.C. converter is fully automatic, utilizing all solid state components to maintain the 12 volt system onboard. The converter is self-regulating and self-adjusting. The unit will supply power to operate the 12 volt accessories as well as charge the banks of batteries. The converter is a 20 amp D.C. supply and a 35 amp battery charger.

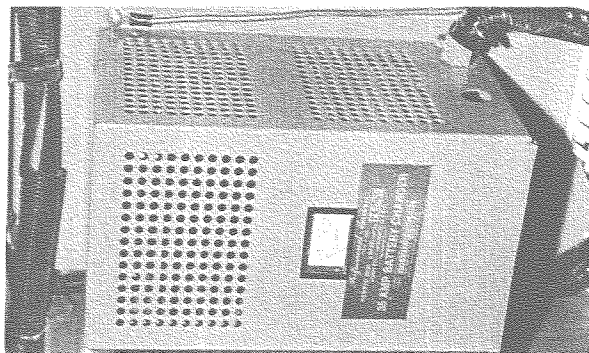
The converter operates on dockside power or the generator systems. The converter will not over-charge the batteries; it is designed to cycle

on and off as charge is needed. The only switch for the unit is the circuit breaker located on the main distribution panel. The unit is located on the forward bilge bulkhead.

NOTE: Leave the converter running at all times to maintain the 12 volt system.

WARNING: NEVER BLOCK AIR CIRCULATION THROUGH THE UNIT. NEVER STORE ANY GEAR ON TOP OF THE UNIT.

REFER TO OWNER'S PACKET



Converter

GROUND FAULT INTERRUPTER OUTLETS

The ground fault interrupter outlet (GFI) is located in the galley. It is equipped with a test and reset switch in the center face plate. All 120 volt outlets and 120 volt lighting are protected by this outlet.

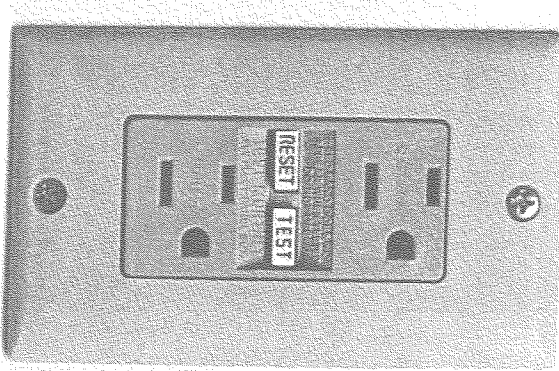
The receptacle employs a ground-fault circuit interrupter to provide protection against the hazards of ground-fault currents that can cause loss of life. An example of ground-fault current is the current which would flow through a person who is using an appliance with a faulty insulation and at the same time, is in contact with an electrical ground such as a plumbing fixture, wet floor or earth.

If, for example, the electric razor you are using gets wet, the breaker will automatically trip to avoid electrical shock. To reset, push switch marked "RESET." This outlet should be checked monthly by pushing the test button on the outlet itself. When this is done, there should be no power to the outlets or 120 volt lights.

THE GROUND-FAULT RECEPTACLE WILL NOT PROTECT AGAINST SHORT CIRCUITS OR OVERLOADS. The circuit breaker in the electri-

cal panel which supplies power to the circuit provides that protection.

CAUTION: EVEN WITH THE PROTECTION OF THE GFI OUTLET, AN ELECTRICAL SHOCK MAY OCCUR, BUT SUCH SHOCK WILL BE LESS THAN NORMALLY DANGEROUS DURATION.



GFI Outlet

Generator

Your Generator Owner's Manual can be found in the Owner's Packet onboard. We suggest the reading of this manual to familiarize yourself with the operation of the generator.

WARNING

**GASOLINE VAPORS CAN EXPLODE
BEFORE STARTING ENGINES
OR GENERATOR:**

- **CHECK ENGINE COMPARTMENT FOR GASOLINE VAPORS.**
- **OPERATE BLOWER FOR 4 MINUTES
RUN BLOWER BELOW CRUISING SPEED**

AMP DRAW OF ACCESSORIES

AIR CONDITIONER (120V)	
HEAT (FULL LOAD)	10.0 amps
COOL (FULL LOAD)	10.0 amps
CONVERTER (120V)	2.0 amps
ICE MAKER (120V)	2.1 amps
MICROWAVE (120V)	9.0 amps
STOVE (120V)	18.0 amps
REFRIGERATOR/FREEZER (120V)	0.7 amps

WATER HEATER (120V)	12. amps
VACUUM CLEANER (120V)	6.8 amps

STARTING THE GENERATOR

NOTE: PRE-START GENERATOR PRIOR TO GETTING UNDERWAY AS THERE IS A POSSIBILITY THAT IT WILL NOT PICK UP WATER IF STARTED UNDERWAY. MAKE SURE THE "MAIN GENERATOR" BREAKER IS "OFF" AND THERE IS NO LOAD ON THE GENERATOR BEFORE STARTING IT.

To start the Generator : (Switches located at the main distribution panel or on the generator set.)

- (1) Open the generator seacock.
- (2) Run the bilge blowers for at least four minutes before starting and any time the generator is running.
- (3) With diesel generator, preheat unit prior to starting. Preheat time should not exceed 30 seconds. Longer periods of pre-heat can ruin the manifold heater and glow plugs, although during cold weather, an additional few seconds of preheating during cranking will help prevent misfires as the unit starts running.
- (4) Hold the momentary starter switch to activate the starter motor on the generator.
- (5) As soon as the generator set starts, release the switch. Check generator exhaust port to verify that water is flowing, if not shut generator down and refer to your generator operator's manual.
- (6) Turn generator main breaker ON.
- (7) Load the generator by turning the individual equipment breakers ON.

Stopping:

- (1) After load is removed from the generator set, let it run a few minutes to cool.
- (2) Stop the generator set by switching stop switch to STOP position.
- (3) Leave stop switch in the stop position

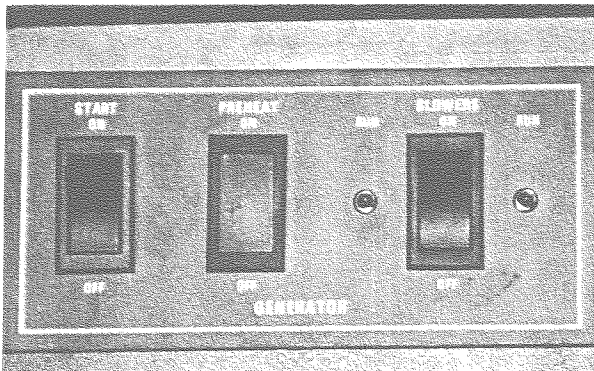
when generator is not in use, to prevent overheating electric fuel switch.

CAUTION: DO NOT RUN THE GENERATOR OR ENGINES IN AN ENCLOSED AREA, SUCH AS A CLOSED BOAT HOUSE, AS THERE IS THE POSSIBILITY OF INHALING EXHAUST FUMES AND THE BUILDUP OF CARBON MONOXIDE.

To shift from shore power to generator power:

- (1) Turn all A.C. systems OFF. Turn both main breakers on the main distribution panel to the OFF position.
- (2) Start the generator.
- (3) Slide the shuttle mechanism on the main distribution panel to expose the "GENERATOR" breaker and turn it to the ON position.
- (4) Turn the individual breakers ON.

REFER TO OWNER'S PACKET.



Generator Controls On Main Distribution Panel

CARBON MONOXIDE MONITOR

The carbon monoxide (CO) monitor is provided when the boat is equipped with a gasoline generator.

The CO monitor is an electronic instrument that detects CO. When a potential hazard exists the monitor will alert the occupants by a flashing "HEALTH HAZARD" light and alarm.

The monitor is mounted in the cabin and operates through a 1 amp breaker located on the

main distribution panel. The monitor is on any time the battery switch is on

It is extremely important that you become totally familiar with your CO monitor and its functions, SEE THE OWNER'S HANDBOOK IN YOUR OWNER'S PACKET FOR DETAILED INFORMATION AND OPERATING INSTRUCTIONS.

Electrolysis & Zinc Anodes

Electrolysis corrosion of metals on power boats can result in serious deterioration. The boat owner must be aware of the possibilities of galvanic action, (the deterioration of metals due to dissimilar characteristics when placed in salt water), and/or electrolysis. It is the owner's responsibility to check for and replace damaged parts due to galvanic deterioration. Refer to your SEA RAY dealer to investigate the source of stray corrosive currents.

Zinc plates are installed to protect underwater hardware. Zinc, being much less "noble" than copper based alloys used in SEA RAY underwater fittings, will deteriorate first and protect the more noble parts. Do not install more than one zinc bar at a time as an excess of zinc will only increase its rate of deterioration without adding protection.

Zinc anodes generally require replacement about once a year. (In salt water areas, replace every six months.) The need to replace anodes more frequently may indicate a stray current problem within the boat or at the slip or mooring. If zinc anodes do not need replacing after one year, they may not be providing proper protection. Loose anodes or low-grade zinc may be the problem.

DO NOT PAINT BETWEEN THE ZINC AND THE METAL IT CONTACTS, AND DO NOT PAINT OVER THE ZINC.

When an A.C. shore power system is connected to the boat, the underwater metal fittings will, in effect, be connected through the water to grounded metals ashore. The zincs will be consumed at a faster rate unless the marina maintains a protective system to prevent this. In this case, hanging a zinc in the water bonded to the metal outlet box on the dock will reduce zinc loss on the boat. Do not connect this zinc to the boat's ground system.

It is extremely important that all electrically operated D.C. equipment and accessories be wired so that the ground polarity of each device is the same as that of the battery. SEA RAY boats have a negative ground system, which is the recommended practice throughout the marine industry. All metal items (fuel tanks, underwater gear, etc.) in the boat are connected to the zinc anode by the green bonding wire.

Caution: Never disconnect A.C. green wire (safety ground) from the engine terminal.

Electrolysis can also be caused by "stray currents" due to a fault in an electrical item, even though correctly grounded. A galvanic current blocker is standard on all SEA RAY boats. It is installed at the A.C. ground connection to the D.C. bonding system. This connection maintains the safety ground from dockside power while stopping the flow of D.C. corrosive currents.

Marine Electronic Anti-Corrosion System (Stern Drive Engines Only)

The marine electronic anti-corrosion system is installed with stern drive engine options only. The system components are designed for trouble free marine service. Damage or open connectors generally are the cause of operation difficulties.

The automatically-controlled cathodic system protects the outdrive and the other underwater metals from the effects of electrolysis. The anode and reference electrode are attached to the electrode assembly under each stern drive unit.

The solid state controller is mounted within a plastic housing in the bilge on the engine. The power source and fuse protection for the Mercathode, (Anti-Corrosion System), is inside the bilge breaker box. Power is maintained even if the battery switch is turned off.

NOTE: An active anode will not foul. If it does, system is non-operative.

The reference anode will foul, but this does not spoil accuracy of control.

Maintenance:

- (1) Keep protected metals reasonably well-painted to conserve necessary cathodic protection current.
- (2) Handle anode carefully so that platinum will not wear from titanium metal base.
- (3) Never apply paint or coating of any kind over active anode surface.

REFER TO ENGINE OWNER'S MANUAL.

Section 8

ACCESSORIES

Air Conditioner

The 370 Sundancer has two air conditioners, one 12,000 BTU unit located under the forward V-berth bunk and a 6,000 BTU unit located under the aft stateroom sofa. The forward unit is protected by a 25 amp breaker and the aft unit is protected by a 15 amp breaker, both located on the main distribution panel. The air conditioner controls for the forward unit are located in the port V-berth hanging locker. The return air grill is located on the forward V-berth bunk base. Controls and return air grill for the aft unit are located on the face of the aft stateroom sofa. Filters for the air conditioners are located in the unit's return air grill. To remove the air filter for cleaning, pull out the grill and slide filter out.

The 370 Express Cruiser has a 16,000 BTU air conditioner located under the V-berth bunk. It is protected by a 25 amp breaker on the main distribution panel. The controls are located in the port V-berth hanging locker. The return air grill is located on the forward V-berth bunk base. The unit's filter is located in the return air grill. To remove the air filter for cleaning, pull out the grill and slide filter out.

The raw water pump for the units is located in the bilge. The pump draws water through a seacock and filters it through a sea water strainer. (The sea water strainer should be inspected frequently and cleaned out when plugged. To clean strainer, see page 15 for details).

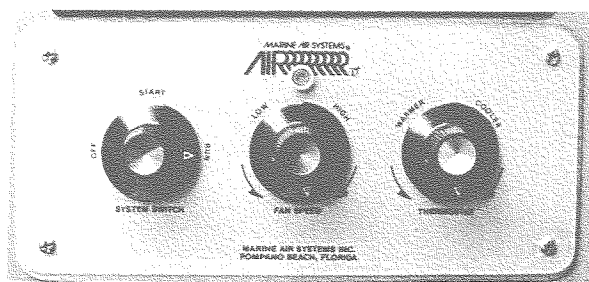
To start unit:

- (1) Make sure the seacock for the cooling pump is open.
- (2) Set the control knob on the air conditioner control switch assembly to OFF.
- (3) Turn the A.C. circuit breaker on the main distribution panel to ON.
- (4) Turn the control knob to "START." This will start the cooling fan only. The sea water pump will cycle on and off with the compressor.
- (5) Turn the control knob to "RUN" to activate

the compressor to start heating or cooling. (Note: Reversed cycle operation is effected by the water temperature that is cycled through the equipment. Thus, as the water temperature is reduced, so is the capacity of the output of warm air.)

- (6) Turn the thermostat clockwise for cooling or counterclockwise for heating.
- (7) Set fan speed to high.
- (8) To set thermostat, allow the unit to run until the boat is at the desired temperature, then turn the thermostat knob toward the center position on the switch until the first click; now the air conditioning unit will maintain a constant temperature.
- (9) Fan speed:
Heat cycle - run at low speed the first 5 to 15 minutes then switch to medium speed.
Cool cycle - Set to desired speed.

REFER TO OWNER'S PACKET.



Air Conditioner Controls

Canvas

CARE & MAINTENANCE

Brush the canvas with a soft-bristled brush and hose down at regular intervals to remove dust and dirt particles. It may be washed in a mild solution of Lux or Ivory soap and Borateem in lukewarm water (no more than 100°F). Rinse thoroughly to remove soap. **Do not use detergents.** For more stubborn cases, soak the canvas in a solution of 1/2 cup (4 oz.) Clorox, 1/2 cup (4 oz.) Ivory and one gallon warm water for

about 20 minutes. Rinse with cold water to remove all soap. **Note:** This method may remove part of the water repellence, so apply a water repellent treatment as necessary.

The canvas may be washed in an automatic washer on the "cold" cycle using 2 cups (16 oz.) Clorox and 1 cup (8 oz.) Ivory Flakes. **DO NOT DRY IN A DRYER - ALLOW CANVAS TO LINE DRY ONLY.** The fabric is 100% acrylic and it will shrink. Canvas may be dry cleaned, but a water repellent treatment will then be necessary.

Storage:

Do not fold or crease any of the clear vinyl panels, as cracking will result. Do not fold or store any canvas while wet. All canvas should be rolled or folded when dry and stored in a clean dry place.

HATCH COVER

The canvas hatch cover snaps in place over the deck hatch and is used to cut down on the amount of sunlight entering the cabin through the hatch. It is advisable to install the hatch cover whenever the air conditioner is being used.

CONVERTIBLE TOP SUN SHADE AND BOOT

The convertible top installs over the cockpit seating area for protection from sun, wind or rain. The front portion of the top can be rolled back and secured by two built-in zippers to convert it to the sun shade position. The two middle bow straps adjust to put tension on the middle bows.

The top can be rolled up on the aft support when not in use. The boot zips over the top after it is rolled up on the aft support.

When installing or storing the convertible top, the securing pins must be removed from support tubes.

SIDE CURTAINS

The transparent vinyl side curtains snap to the side of the windshield frame and zip to the underside of the convertible top. There is a port and starboard side curtain, which roll up for

storage when not in use. **Do not fold the side curtain since permanent damage can occur to the vinyl material.**

AFT CURTAIN

The aft curtain extends over the cockpit area and may be used while underway or as a storage cover.

Installation Procedure:

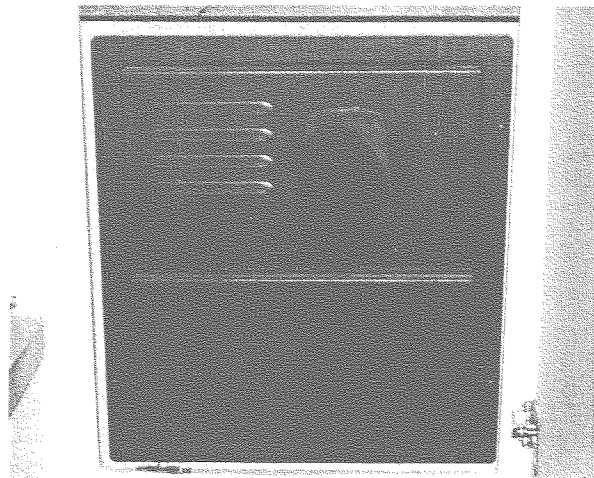
- (1) Zip aft cover to zipper track on convertible top approximately 6 inches on both sides of center.
- (2) Snap center snap at transom.
- (3) Snap all snaps along both sides up to side curtain.
- (4) Zip up side curtain and aft cover.

Caution: Roll the aft cover up for storage to avoid damage to vinyl windows.

Wall Vacuum System

The 370 Sundancer's wall vacuum unit is located in the cabinet below the main distribution panel. The 370 Express Cruiser's wall vacuum unit is located under the forward salon sofa cushion. They are wired to the 120 volt "OUTLETS" breaker which must be ON to operate the system. The 24 foot hose connects to the inlet on the face of the vacuum system. The disposable bag is located behind the bottom panel on the wall vacuum unit. The built in switch on the hose inlet fitting activates the vacuum when the hose connector is plugged in.

REFER TO OWNER'S PACKET.



Central Vacuum System

Coffee Maker

The drip coffee maker operates on the 120 volt system. It is protected by the 20 amp "GALLEY SYSTEMS" breaker on the main distribution panel which must be "ON" to operate the coffee maker.

To keep the coffee maker operating efficiently, the mineral deposits left by water must be flushed out using the cleaning method described in the instruction booklet.

To remove coffee maker:

- (1) Make sure the "GALLEY SYSTEMS" breaker is OFF.
- (2) Remove the carafe and water reservoir.
- (3) Remove the screws going through the right and left sides.
- (4) Slide out coffee maker and unplug.

Entertainment Center

The entertainment center consists of a television with remote control and video cassette recorder with remote control. The 120 volt "OUTLETS" breaker must be ON to operate the TV and VCR.

The 370 Sundancer signal selector panel is located inside the cabinet below the main distribution panel. The 370 Express Cruiser signal selector panel is in the upper aft galley cabinet. Push the button marked "A" for onboard TV antenna reception. Push the button marked "B" for dockside cable reception. The dock side cable television inlet is located on the port deck, next to the shore power inlets.

Halon System

The system uses Halon Fire Extinguishant and is installed forward of the engines on the bulkhead. In the event of a fire, the heat sensitive automatic head will release the Halon as a vapor, totally flooding the area in fire-killing concentrations. The system indicator light is wired to the ignition and is turned ON when the ignition is turned ON.

The Halon indicator light is located on the instrument panel. Under normal circumstances,

when the engines are operating the indicator light is lit. If the unit discharges, the light will go out.

WHEN ACTUATION OCCURS, IMMEDIATELY SHUT DOWN ALL ENGINES, POWERED VENTILATION, ELECTRICAL SYSTEMS AND EXTINGUISH ALL SMOKING MATERIALS. DO NOT OPEN THE ENGINE COMPARTMENT IMMEDIATELY!! THIS FEEDS OXYGEN TO THE FIRE AND FLASHBACK COULD OCCUR.

On boats equipped with diesel engines and generators the halon system incorporates an engine shutdown switch with override system.

Allow the Halon to "soak" the compartment for at least fifteen (15) minutes and for hot metals or fuels to cool before cautiously inspecting for cause of damage. Have portable extinguishers at hand and ready. Do not breathe fumes or vapors caused by the fire.

REFER TO OWNER'S PACKET.

Horn

The horn is operated by a momentary switch on the dash and is protected by a circuit breaker on the dash breaker panel. There is no maintenance required on the horn itself, although it is advisable to avoid spraying water directly into the horn.

REFER TO OWNER'S PACKET.

Ice Maker

The 120 volt "REFRIGERATOR/ICEMAKER" breaker supplies power to the ice maker and must be in the ON position to operate. The ice maker has a pin at the top to secure the door. Do not block air flow through the ventilation panels at the bottom of the unit.

To start unit:

- (1) Make sure water tank is full.
- (2) Turn "WATER SYSTEM" breaker on the dash ON.
- (3) Turn "ON" ice maker switch, located under the ice maker door.

As a precaution, the first few cycles of ice cubes should not be used because of possible contamination in the line. Once the ice maker is full, the unit will shut off automatically and cycle as ice cubes are used.

To remove the ice maker:

- (1) Make sure the "WATER SYSTEM" breaker and the "REFRIGERATOR/ICEMAKER" breaker are OFF.
- (2) Remove the screws securing the unit to the cabinet.
- (3) Slide the ice maker out.
- (4) Disconnect the ice maker water lines and unplug.

REFER TO ICE MAKER OPERATOR'S MANUAL IN YOUR OWNERS PACKET FOR DETAILED OPERATING INSTRUCTIONS.

Power Ventilation System

The power ventilation system removes stagnant air and cooking odors from the head and galley areas by means of 12 volt exhaust fan mounted to the hull behind the upper head cabinet. It is protected by a breaker on the dash panel and is controlled by the switch beside each vent.

Refrigerator/Freezer

The refrigerator/freezer operates on the 12 volt (D.C.) system or the 120 volt (A.C.) system.

The refrigerator/freezer automatically switches from A.C. to D.C. when the A.C. power source is disconnected. Always operate on A.C. power when available, either shore power or generator. Turn the thermostat to the "OFF" position to prohibit operation on A.C. or D.C. power. Operation on D.C. is only recommended when engines are operating to keep batteries charged.

A single thermostat controls the operation of the refrigerator and freezer on A.C. or D.C. The control knob is located at the lower right side of the refrigerator compartment. The higher number the knob is set on, the colder the temperature.

12 Volt System

The 12 volt system utilizes a 15 amp "REFRIGERATOR" breaker located on the dash. To operate the unit on 12 volt power, preferably with engines operating, turn the switch on the refrigerator to ON.

120 Volt System

The 120 volt system utilizes a 10 amp "REFRIGERATOR/ICE MAKER" breaker, which is located on the main distribution panel. To operate the unit on 120 volt power, connect the shore power system, turn the "MAIN" breaker ON then the "REFRIGERATOR/ICE MAKER" breaker ON.

Maintenance:

The refrigerator/freezer requires little maintenance other than routine defrosting and cleaning. To defrost the freezer, turn the temperature selection knob to the OFF position and leave it until the frost melts. To clean the cabinet and interior of both the freezer and refrigerator, use a mild detergent such as a dish-washing liquid. Surfaces should be rinsed and dried carefully and thoroughly. The condenser, located at the back of the unit, should be cleaned every six months. To clean the condenser, use a stiff brush and a vacuum cleaner.

To Remove the Refrigerator:

- (1) Turn the 12 volt starboard battery switch OFF, and the 120 volt "OUTLETS" breaker OFF.
- (2) Remove screws securing frame around unit.
- (3) Pull unit straight out and unplug.

CAUTION: DO NOT COVER REFRIGERATOR VENTS.

REFER TO OWNER'S PACKET.

Searchlight

The searchlight is a spotlight and floodlight combination. The searchlight is controlled by a power switch and joystick for directional control. The left position of the power switch serves as spotlight and slow movement, the right posi-

tion serves as floodlight and fast movement. The joystick moves the beam up, down, right or left. The searchlight is protected by two fuses on the face of the searchlight control plate.

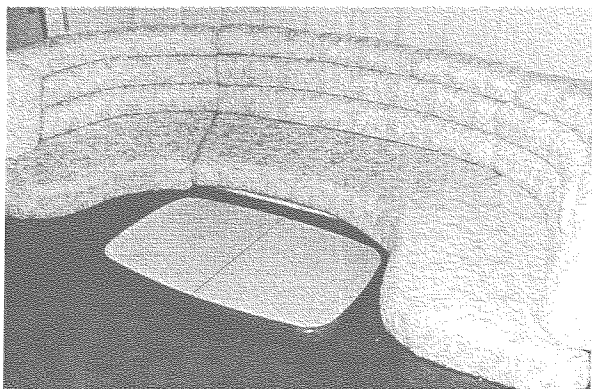
REFER TO OWNER'S PACKET.

Sleeping Accommodations

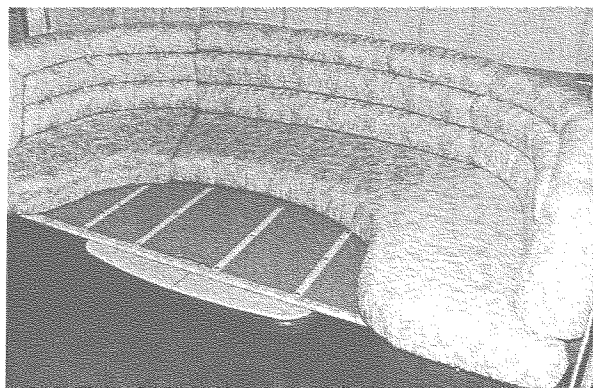
370 Sundancer

The 370 Sundancer has comfortable sleeping accommodations for six people. In addition to the forward stateroom, the dinette/sofa converts to a bunk and aft stateroom converts to a bunk.

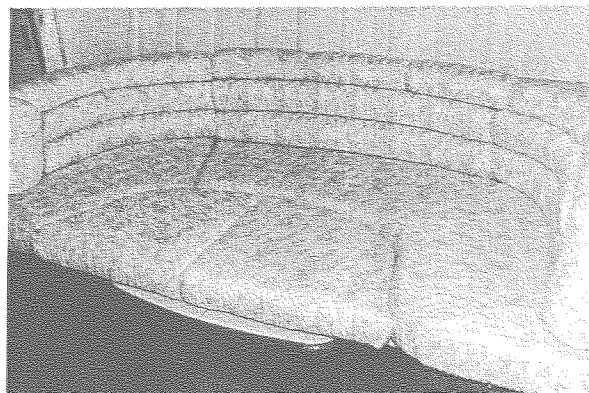
To Convert The Dinette/Sofa:



(1) Remove Top Pole Section Of Table Base And Place Table On Lower Section.

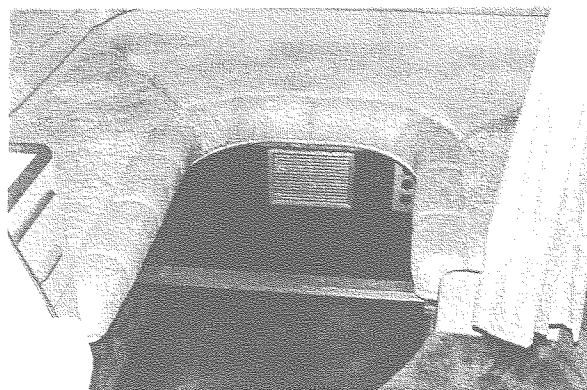


(2) Pull Out Filler Board From Under Cushion.

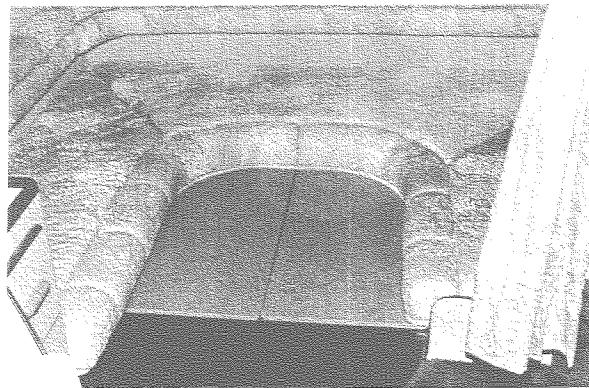


(3) Insert Filler Cushions.

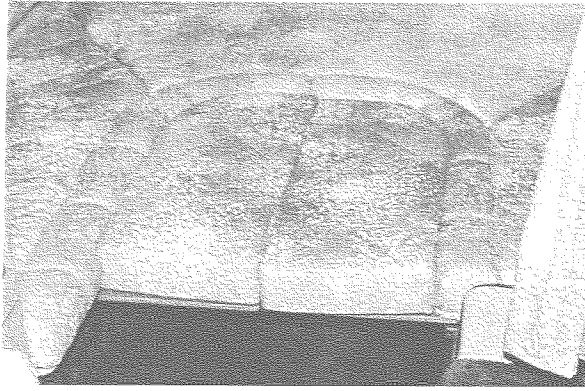
To Convert The Aft Stateroom:



(1) Insert Support Braces In Notches Provided.



(2) Insert Filler Boards.

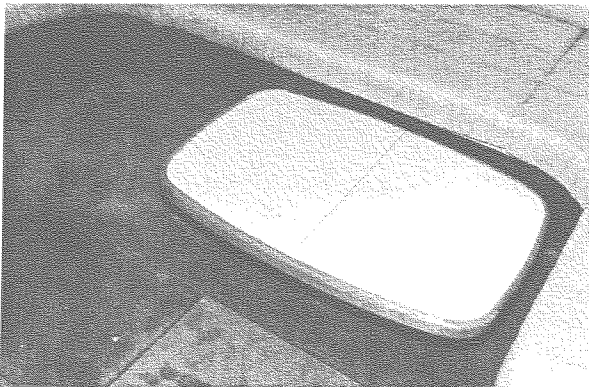


(3) Insert Filler Cushions

370 Express Cruiser

The 370 Express Cruiser has comfortable sleeping accommodations for four people. In addition to the forward stateroom, the dinette/sofa converts to a bunk.

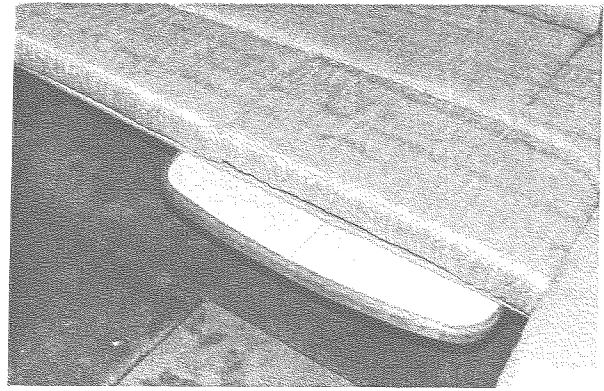
To Convert The Dinette/Sofa:



(1) Remove Top Pole Section Of Table Base And Place Table On Lower Section.



(2) Pull Out Filler Board From Under Cushions.



(3) Insert Filler Cushions.

Stereo

The 5 amp stereo breaker is located on the dash. There is a stereo mute switch located on the port helm switch panel. The stereo mute switch is used to turn off the cockpit speakers. The power source and fuse protection for the stereo memory and clock is inside the bilge breaker box. Power is maintained even if the battery switch is off.

REFER TO OWNER'S PACKET.

Stove & Microwave

ELECTRIC

The 120 volt "STOVE" breaker on the main distribution panel supplies power to the stove and must be in the ON position to operate unit.

The stove has 3 burners with control knobs to provide a variation of heat. REFER TO THE STOVE OPERATOR'S MANUAL FOUND IN YOUR OWNER'S PACKET FOR DETAILED OPERATING INSTRUCTIONS.

MICROWAVE OVEN

The 120 volt "MICROWAVE" breaker on the main distribution panel supplies power to the microwave and must be ON to operate unit. REFER TO THE MICROWAVE OPERATOR'S MANUAL FOUND IN YOUR OWNER'S PACKET FOR DETAILED OPERATING INSTRUCTIONS.

To remove the microwave:

- (1) Make sure "MICROWAVE" breaker is OFF.

- (2) Remove the screws securing the microwave to the cabinet.
- (3) Slide unit out and unplug.

Windlass

The windlass is wired to the 12 volt system through the "WINDLASS" breaker located on the bilge breaker panel. REFER TO WINDLASS OPERATOR'S MANUAL FOUND IN YOUR OWNER'S PACKET FOR DETAILED OPERATING INSTRUCTIONS.

NOTE: USE THE SAFETY HOOK SUPPLIED TO INSURE THAT THE ANCHOR IS HELD IN PLACE SHOULD THE WINDLASS FAIL.

Windshield Wipers

There are three windshield wipers, each having its own switch to operate. The switches are located on the helm switch panel. Each wiper is protected by a breaker on the lower helm switch panel.

Windshield Vent

The power operated windshield vent provides cockpit ventilation. To operate the vent turn on the "WINDSHIELD VENT" breaker on the starboard helm switch panel. To open or close vent push up or down on the "WINDSHIELD VENT" switch on the port helm switch panel.

Section 9

STORAGE & LAUNCHING PROCEDURES

Laying-Up Instructions

LIFTING THE BOAT

When lifting the boat always keep the bow higher than the stern to drain the exhaust lines and to prevent water from running forward through the manifold and into the engine where it can become trapped. It may seem expedient to lift only the stern when changing a propeller, but this can result in water entering the engine cylinders, causing hydrostatic lock and resulting in possible internal engine damage and quite possibly engine failure. Even a small amount of water in the engine can cause rust and is to be avoided.

With fiberglass boats, severe gelcoat crazing or more serious hull damage can occur during launching and hauling if pressure is created on the gunwales by the slings. Flat, wide belting-type slings and spreaders long enough to keep pressure from the gunwales are necessary.

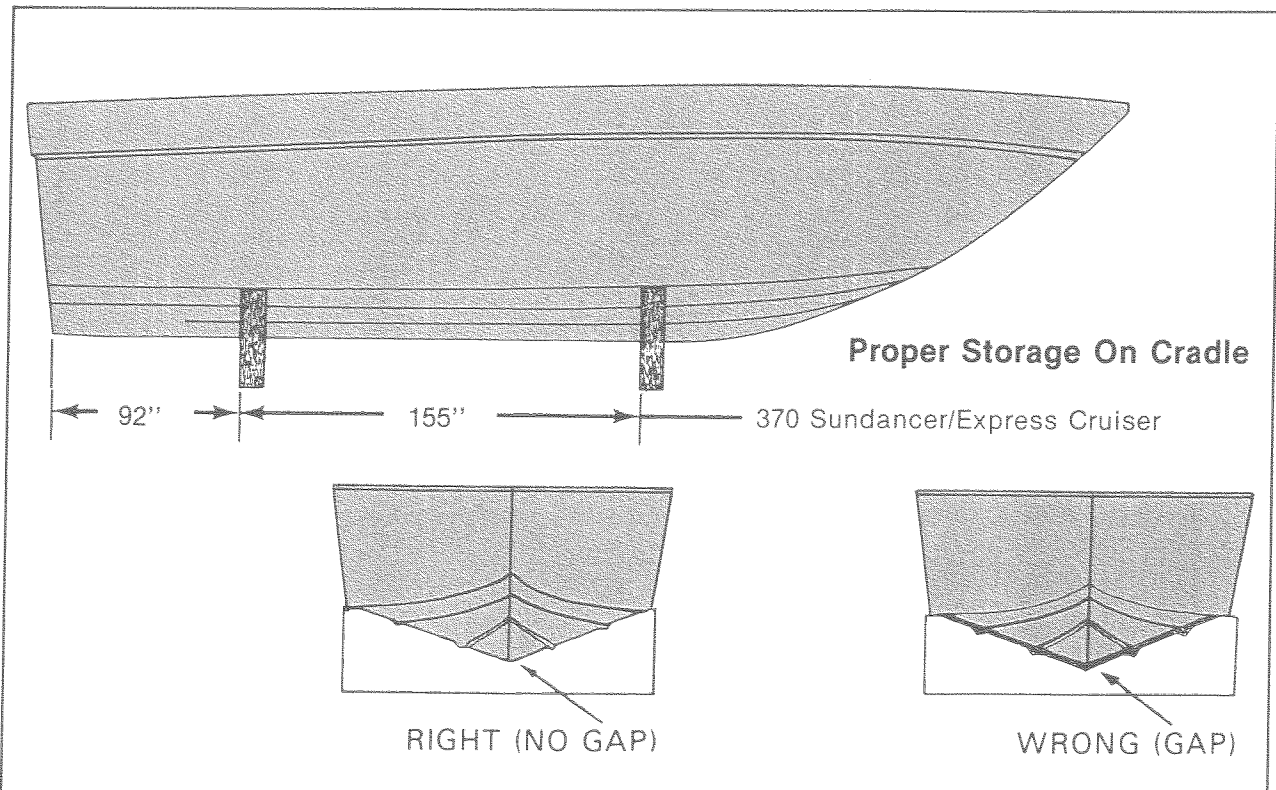
Cable-type slings should be avoided. Do not place the slings where they may lift on the propeller shaft or other underwater fittings. The slings should be in accordance with the designated areas imprinted on the deck to assure the least amount of stress on the hull.

Never hoist the boat with an appreciable amount of water in the bilge. Fuel and water tanks should preferably be empty, especially if of large capacity.

CAUTION: DO NOT USE CLEATS FOR LIFTING.

SUPPORTING THE BOAT DURING STORAGE

A cradle is the ideal support for the boat whenever it is not in the water. Properly designed and constructed, it will provide support at the proper points, which is essential to avoid stress on the hull.



DRAINING THE BOAT

In climates where freezing occurs, it is important that the bilge be completely drained and dried out when the boat is laid up for the winter. Some compartments in the bilge may not drain completely because of the position of the boat. They should be pumped out and sponged until totally free of water.

The boat's entire fresh water system must be drained. Open all faucets, including the shower faucets, throughout the boat. Open a connection at the lowest point in the fresh water lines to completely drain them. Break the connections on each side of the water pump. Drain the heads. Drain the water heater. Break the lower connection if necessary.

The engine cooling system and the exhaust system must be free of water if there is danger of freezing. Drain plugs are provided on the engine for this purpose. It is necessary to open a connection or two in the exhaust system to drain the lowest portions; these should be reassembled securely immediately after draining is accomplished.

CONSULT YOUR ENGINE OPERATOR'S MANUAL FOR DETAILED INFORMATION ON PREPARING THE ENGINE FOR STORAGE.

WINTERIZATION CHECKLIST FOR BOATS STORED ON LAND

(1) Boat Storage

- Store boat in a bow high altitude.
- Remove hull drain plug.
- Pour one (1) pint of 50% water/antifreeze mixture in each bilge sump.

(2) Water System

- Turn "ON" fresh water pump.
- Open all faucets, let system drain completely, leave faucets open.
- Remove hoses from water pump.
- Remove hoses from water heater and open drain plug.
- Blow out all lines to clean.
- Pour one (1) pint of 50% water/antifreeze mixture in shower drain to fill shower sump.

(3) Ice Maker

- Shut OFF water supply.

- Disconnect the water line at the garden hose connection on the solenoid valve.
- Allow the unit to run for one hour. Remove any ice cubes ejected during this period.
- Shut OFF the electricity and prop the door open to allow the unit to thaw.
- After it has thawed, wipe it dry.

(4) Engines

- Flush engines with fresh water.
- Remove engine drain plugs, open petcocks and seacocks.
- Remove drain plugs from mufflers and strainers.
- **Refer to your Engine Operator's Manual for detailed information on preparing the engines for storage and winterization.**

(5) Generator

- Flush generator with fresh water.
- Remove generator drain plugs, open petcocks and seacocks.
- Remove drain plugs from mufflers and strainer.
- **Refer to your Generator Operator's Manual for detailed information on preparing the generator for storage and winterization.**

(6) Air Conditioner

- Close thru-hull seacock, remove hoses from sea water pump.
- Flush with fresh water through hose from sea water pump.
- Blow out water lines with air pressure.
- Loosen the screws on the pump head, allowing water to drain from the pump.
- Remove hoses from condensing unit.
- Remove strainer plug.

(7) Batteries

- Remove from boat.
- Remove grease and dirt from top surface.
- Grease terminal bolts.
- Store on wooden pallet or thick plastic in a cool dry place. Do not store on concrete.
- Keep under a trickle charge.
- When replacing battery in service, remove excess grease from terminals, recharge as necessary and reinstall in boat.

(8) Head System - Vacu-Flush System With Holding Tank or San X System.

- Flush entire system thoroughly with fresh water.
- On San X system, replace chemical bottle with 1/2 quart of antifreeze mixed with 1/2 quart water.
- Pump out holding tank or set control switch to "TREAT & DISCHARGE" on San X model.
- Shut "WATER SYSTEM" breaker "OFF" on the main distribution panel and remove hoses from each side of water pump.
- Remove water line from inlet fitting located on back bottom half of water valve on head.
- Flush one gallon antifreeze mixed with one gallon of water through toilet and let vacuum pump run for one or two minutes.
- Pump out holding tank or set control switch to "TREAT & DISCHARGE" on San X model and run through one complete cycle.
- On San X model remove antifreeze solution from chemical reservoir and replace empty reservoir on treatment device.

CAUTION: Use an automotive or commercial ethylene glycol base antifreeze. Do not use alcohol base products.

(9) Fuel Systems

Gasoline:

- Fill fuel tanks with gasoline and a gasoline stabilizer and conditioner such as "Stabil," to treat the gasoline.
- Run engines for ten minutes to ensure that all gas in the carburetor and fuel lines is treated.

Diesel:

- Diesel fuel must be treated with a biocide, "Biobor," which prevents bacteria and fungi from contaminating diesel fuel that contains some water.
- Diesel fuel should also get a petroleum distillate additive, such as "Sta-bil" or "Racor RX1000." This will help assimilate water in the fuel and prevent freezing problems.
- Fill fuel tanks with the treated fuel.
- Run engines for ten minutes to ensure

that all diesel fuel in injectors and fuel lines is treated.

CAUTION: Do not overfill. Filling a tank until the fuel flows from vents is dangerous. Allow room for expansion.

REFER TO INDIVIDUAL OWNER'S MANUALS FOR SPECIFIC PROCEDURES.

Fitting Out After Storage

FUEL SYSTEM

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

EXHAUST SYSTEM

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

BATTERIES

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

SHAFT ALIGNMENT

After winter storage and launching, some engine-to-shaft misalignment can be expected. Refer to page 15 for instructions on checking the alignment.

MISCELLANEOUS

- (1) Check all thru-hull fittings for unobstructed water passage. Be alert for any deteriorated hoses and/or fittings below the water line which might fail in service and admit water.
- (2) Inspect the stuffing boxes. They should be just tight enough to prevent excessive leaking. Over-tightening will destroy the

packing and score the shaft. Check the hose clamps for tightness.

- (3) Make sure the rudder clevis pin on each side of the tie bars is in and safe tied.
- (4) Check all strut fastenings and thru-hull fastenings.
- (5) Test the navigation lights.
- (6) Check all wiring for loose connections.
- (7) Check all switches and equipment for proper operation. Anchor lines and gear should be inspected and replaced if necessary.
- (8) Clean bilge thoroughly if it was not done at lay-up.
- (9) Check all engine and generator fluid levels.

Section 10

CARE & REFINISHING

Fiberglass

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

Wash the fiberglass regularly with clean, fresh water. Wax gelcoated surfaces to maintain the luster. In northern climates, a prelaunch waxing may suffice for the season. In southern climates, a semiannual application of wax will be required for adequate protection. **Caution: Care should be utilized in waxing commonly walked upon areas of the boat to insure that they are not dangerously slippery.**

If the gelcoated surface gloss cannot be restored by waxing, hand buff with a rubbing compound such as 3M Super Duty #05955, followed with 3M Finesse-It 2 #05928, then wax.

An alternate method is to use Meguiars #44 Heavy Duty Color Restorer followed with Meguiars #50 Boat Cleaner/Polish, then wax.

Recommended waxes are; 3M Imperial Hand Glaze #05990 or Meguiars #26 Hiteck Yellow Wax.

If gelcoat is not maintained and becomes heavily oxidized, light sanding may be required before buffing.

STAINS & SCRATCHES

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

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

Bottom Paint

From time to time a slight algae or slime forms on all vessels. The bottom painted portion of the hull can be wiped off with a coarse turkish towel or a piece of old rug while the boat is in the water. **Do not use a stiff or abrasive material to clean the bottom.**

The bottom paint should be inspected annually. If it needs repainting, flush the old paint and wash with hot water and Tide detergent. Rinse well and let surface dry completely. Feather any deep scratches with sandpaper and repaint, following the directions on the bottom paint label. Replacement coating can be ordered from your Sea Ray dealer.

Fiberglass hulls should never be hauled, painted and relaunched the same day since this does not allow sufficient time for the moisture which has been absorbed into the old paint film to completely dry out. Generally, 24 to 36 hours of drying time is required

Deck Hardware

Frequent cleaning with soap and water is recommended. Any cleaner safe for glass is usually safe for stainless steel and other metal alloys. Remove rust spots as soon as possible with a brass, silver or chrome cleaner. Irreversible pitting will develop under rust that remains for any period of time. Never use an abrasive like sandpaper or steel wool on stainless. These may actually cause rust. To help protect the stainless we recommend the use of a good car wax.

Acrylic Plastic Sheeting

Never use a dry cloth or duster, or glass cleaning solutions on acrylic plastic sheeting.

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

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

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

Most minor scratches can be removed or reduced by hand polishing or buffing.

Interior Wood Trim

The wood has been sealed and lacquered. Keep dusted and treat like household furniture. Because some cleaners can damage wood, always consult the directions before using any cleaner.

To repair scratches in lacquer, lightly sand area with 320 grit sand paper. Spray or brush on first coat of Sherwin Williams Sand Sealer #T67-F22, let dry. Lightly sand and feather area with 320 grit sand paper and spray or brush second coat of Sherwin Williams Moisture Resistance Lacquer #T70-F22, let dry. Apply additional coats as required.

Interior Fabrics

VINYL (Interior & Exterior)

In general, most household soil can be easily cleaned with warm soapy water and several clear water rinses. Moderate scrubbing with a medium bristle brush will help to loosen the soiling agent from the depression of embossed surfaces. Full strength rubbing alcohol or bleach diluted with water may be tried if the above suggestions do not work.

Caution: Some sun tanning lotions can be harmful and may cause vinyl discoloration. Use care to avoid contact with vinyl.

Note: We do not recommend the use of any cleaners or sealers on interior or exterior vinyls.

COTTON/POLYESTER BLEND FABRICS

The blended fabrics should be cleaned with dry cleaning fluid. It is the **only** approved solvent. Bed spreads and curtains should be dry cleaned only.

Departure Checklist

Dealer _____ Boat length & Model _____

Owner _____

Before Departing

- | | | | |
|---------------------------------|--------------------------------|-----------------------------|---|
| (1) Weather Conditions | - Safe To Go Out | (9) Alarm (Test) | - Should Sound After A Few Seconds |
| (2) Required Documents | - All On Board | (10) Ignition Key | - Turn Clockwise To ON |
| (3) Navigation Equipment | - All On Board | (11) Momentary Start Switch | - Hold ON Until Engines Start Then Release |
| (4) Coast Guard Equipment | - Required Equipment On Board | (12) Exhaust Port | - Check To See That Engines Are Pumping Water |
| (5) Bilge Pumps | - Working & Clean | | |
| (6) Blowers | - Working | | |
| (7) Navigation Lights | - Working | | |
| (8) Horn | - Working | | |
| (9) Trim Planes | - Working | | |
| (10) Fresh Water Tank | - Full | | |
| (11) Head System Holding Tank | - Empty | | |
| (12) Fuel Tanks | - Filled With Recommended Fuel | | |
| (13) Fuel System | - Check For Leaks, Fumes | | |
| (14) Fuel Filter | - Check For Tightness & Clean | | |
| (15) Diesel Racor Fuel Filters | - Clean & Water Free | | |
| (16) Engine Coolant Drain Plugs | - Secured | | |
| (17) Steering Fluid | - Full (If Applicable) | | |
| (18) Steering System | - Working Smoothly & Properly | | |
| (19) Oil | - Check Level | | |
| (20) Transmission Fluid | - Check Level (If Applicable) | | |
| (21) Engine Coolant | - Check Level (If Applicable) | | |
| (22) Engine Seacocks (Inboards) | - Check For Open Position | | |
| (23) Shore Power Cord | - Removed | | |

Important: Do Not Continue To Operate Starter For More Than 10 Seconds Without Pausing To Allow Starter Motor To Cool Off For 2 Minutes. This Also Will Allow Battery To Recover Between Starting Attempts.

After Starting Engine(s)

- | | |
|------------------------------|-----------------------------|
| (1) Oil Pressure Gauges | - Check For Normal Reading* |
| (2) Water Temperature Gauges | - Check For Normal Reading* |
| (3) Voltmeter | - Check For Normal Reading* |
| (4) Fuel Gauges | - Check For Adequate Level |
| (5) Fuel Lines | - Check For Leaks, Fumes |
| (6) Engine Operation | - Check Idle and Shift |

*Refer To Engine Owner's Manual For Proper Readings.

Starting Engines

- | | |
|-------------------------|--|
| (1) Engine Compartment | - Ventilated |
| (2) Blower(s) | - Run When Operating Below Cruising Speeds & While Operating Generator |
| (3) Fuel Shut-Off Valve | - Open (If Applicable) |
| (4) Bilge Area | - Check For Leaks, Fumes |
| (5) Battery Switches | - Check For ON Position |
| (6) Gear Shift Controls | - In Neutral Position |
| (7) Throttle Controls | - Advance Throttle Slightly As Required While Operating Starter |
| (8) Ignition Breakers | - Turn ON |

Stopping The Engines

- | | |
|--------------------------------|-----------------------------|
| (1) Throttle Controls | - Bring To Idle Position |
| (2) Gear Shift Controls | - Bring To Neutral Position |
| (3) Bow & Stern Mooring Lines | - Tied Securely To Dock |
| (4) Idle engines for 5 minutes | - To Cool Engines Down |
| (4) Ignition Key | - Switch To OFF Position |
| (5) Battery Switches | - Switch To OFF Position |

Section 11

SERVICE INFORMATION

Useful Service Information

OWNER _____

HOME PORT _____

BOAT NAME _____

REGISTRATION NUMBER _____ STATE _____

HULL SERIAL NUMBER _____

WARRANTY REGISTRATION DATE _____

ENGINE MAKE & MODEL _____

SERIAL NUMBER PORT _____ STARBOARD _____

GEAR MAKE & REDUCTION RATIO _____

SERIAL NUMBER PORT _____ STARBOARD _____

PROPELLER SIZE _____ SIZE _____

PART NUMBER PORT _____ STARBOARD _____

SHAFT SIZE (DIAMETER X LENGTH) _____ MATERIAL _____

FUEL CAPACITY PORT TANK _____ STARBOARD TANK _____

WATER CAPACITY _____

KEY NUMBER, IGNITION _____ DOOR _____

SELLING DEALER _____

CITY & STATE _____

LENGTH _____

BEAM _____

DRAFT _____

VERTICAL CLEARANCE _____

ESTIMATED WEIGHT _____

GENERATOR SERIAL # _____ MODEL # _____ KILOWATTS _____

Service Guide

NOTE: The Service Guide is based on average operating conditions. Under severe operating conditions, intervals should be shortened.

	BEFORE EVERY USE	AFTER FIRST 20 HRS.	EVERY 50 HOURS	EVERY 100 HOURS	ANNUALLY
CHECK SEA WATER STRAINERS & SEACOCKS	X	X	X		
LUBRICATE SEACOCKS					X
CHECK ENGINE ALARMS	X				
CHECK EXHAUST SYSTEM FOR LEAKS	X	X		X	
CHECK FUEL SYSTEM LINES & CONNECTIONS	X	X	X		
CHANGE WATER SEPARATING FUEL FILTER		X			X
CHECK PACKING GLAND ON PROP SHAFT	X	X	X		
CHECK RUDDER PACKING, TIGHTEN FOR NO LEAKS		X	X		X
INSPECT CLEVIS PIN ON RUDDER TIE BAR		X	X		
LUBRICATE RUDDER SHAFT					X
LUBRICATE THROTTLE & SHIFT LINKAGE PIVOT POINTS		X		X	X
CHECK BATTERY ELECTROLYTE LEVEL	X	X	X		
CHECK ALL ELECTRICAL CONNECTIONS		X			X
INSPECT PROPELLER FOR POSSIBLE DAMAGE			X		
CHECK ENGINE TO SHAFT ALIGNMENT		X			X
CHECK WATER SYSTEM PUMP FILTER		X	X		X
INSPECT FRESH WATER PUMP & WATER SYSTEM		X		X	
CHECK SAN X TREATMENT CHEMICAL	X				
CHANGE HEAD SYSTEM VENT FILTER					X
CHECK FLUID IN TRIM PLANE PUMP		X			X
TEST GFI OUTLET					X
CHECK OIL IN STEERING SYSTEM	EVERY 3 MONTHS				

Operating Generator

Starting:

- (1) Generator Seacock - Open
- (2) Bilge Blowers - Run Any Time
Generator Is Running
- (3) Depress PREHEAT - Preheat Time Should
Not Exceed 30 Seconds
- (4) START Switch - Depress Until
Generator Starts
- (5) Generator Starts - Release The START
Switch Only. Continue
Holding Re-Heat For A
Few Seconds
- (6) Load The Generator - Select Generator
Position on Main
Distribution panel

Stopping:

- (1) Breakers - Switch OFF Generator
Main Breaker At Main
Distribution Panel
- (2) Generator - Let Run A Few Minutes
To Cool
- (3) STOP Switch - Depress To Stop The
Generator Set

Caution: Do Not Run The Generator Or Engines In An Enclosed Area, Such As A Closed Boat House, As There is The Possibility Of Inhaling Exhaust Fumes And The Build Up Of Carbon Monoxide.

Notes

Notes
