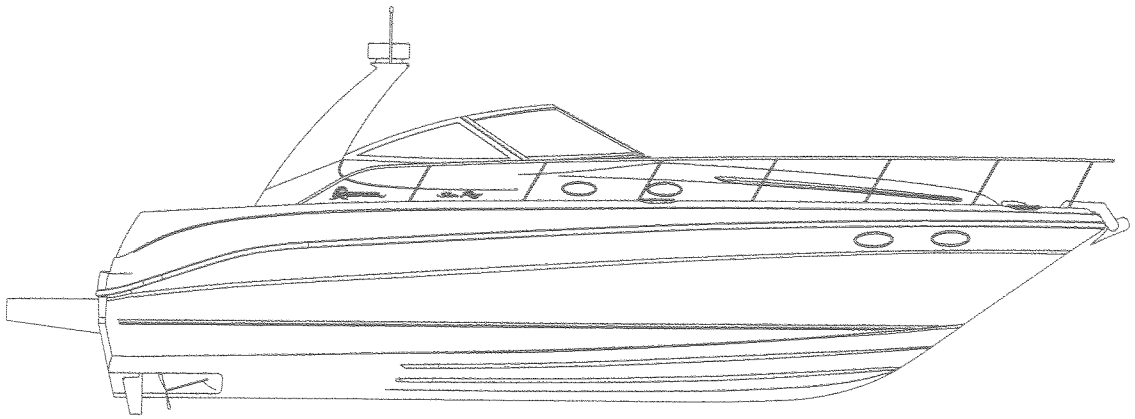
Owner's Manual
Specific Information

340 Sundancer



Sea Ray

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Sea Ray Boats, Inc. 2600 Sea Ray Blvd., Knoxville, TN 37914.
For information call 1-800-SRBOATS, or fax 1-314-213-7878.
Internet address: http://www.searay.com
Note: Not all accessories shown in pictures or described herein are standard equipment or even available as options.
Options and features are subject to change without notice.

Notes

Introduction & Table Of Contents

This Owner's Manual Specific Information has been written to provide additional information about your boat and should be read carefully.

The owner's manual packet has been compiled to help you to operate your craft with safety and pleasure. It contains details of the craft, the equipment supplied or fitted, its systems and information on its operation and maintenance. Please read the information in it carefully, and familiarize yourself with the craft before using it.

If this is your first craft, or you are changing to a type of craft you are not familiar with, for your own comfort and safety, please ensure that you obtain handling and operating experience before "assuming command" of the craft. Your dealer or yacht club will be pleased to advise you of local sea schools, or competent instructors.

PLEASE KEEP THIS OWNER'S MANUAL PACKET IN A SECURE PLACE, AND HAND IT OVER TO THE NEW OWNER WHEN YOU SELL THE CRAFT.

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(This booklet contains 57 pages.)

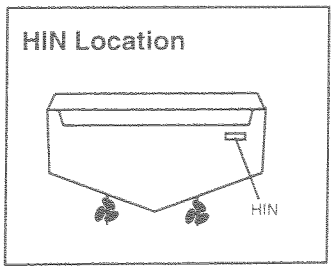
Warranty Information

Sea Ray's® warranty is better than ever. Find the warranty information card in your owner's manual packet for complete details. If for some reason the card is missing, contact your Sea Ray dealer for a new one.

Construction Standards

Sea Ray's® commitment - Excellence by Design - has enabled us to create a superior craft providing you with comfort, performance, safety and dependability. All 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 American Boat and Yacht Council (ABYC) certified by the National Marine Manufacturers Association (NMMA).

Hull Identification Number (HIN)



The **"Hull Identification Number,"** located on the starboard side of the transom, 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 engine. Refer to the engine owner's manual for locations.

Servicing Your Sea Ray®

When your boat needs service beyond regular maintenance it should be taken to an authorized Sea Ray® dealer.

To find a Sea Ray® dealer in your area call Sea Ray® Customer Service at:

1-800-SRBOATS.
Fax: 1-314-213-7878

If a problem is not handled to your satisfaction:

1. Discuss any warranty-related problems directly with the service manager of the dealership or your sales person. Give the dealer an opportunity to help the service department resolve the matter for you.

2. If a problem arises that has not been resolved to your satisfaction by your dealer, contact Sea Ray Boats at 1-800-SRBOATS and the appropriate customer service department information will be provided to you.

To find repair and parts facilities for equipment installed on your boat, refer to the original equipment manuals (OEMs) found in the owner's manual packet.

Life Saving Equipment

(Personal Flotation Device (PFD))

STORAGE: The 340 DA offers lifesaving equipment storage in the helm companion seat compartment and under the aft facing cockpit seat storage.

OPERATION: Wear PFD according to manufacturer recommendations. See pamphlet *Federal Requirements And Safety Tips For Recreational Boats* in the owner's packet or get one from your dealer.

MAINTENANCE: Rinse with fresh water and let dry thoroughly. Do not store in a damp compartment. Avoid the possibility of mildew.

Boat Storage

WET STORAGE PROCEDURES: Special care for boats that are moored: If permanently moored in salt water or fresh water, your boat will collect marine growth on its bottom. This will detract from the boat's beauty and greatly affect its performance. There are two methods of preventing this:

- Periodically haul the boat out of the water and scrub the bottom with a bristle brush and a solution of soap and water.
- Paint the hull below the waterline with a good grade of antifouling paint. DO NOT paint the engine drive surfaces.

NOTE: There are EPA regulations regarding bottom paint application. Consult your marine paint dealer for proper application methods.

SECURITY CONSIDERATIONS: Be conscious of the security of your boat. Always remove the keys from the ignition, lock hatches, lock the cabin door. Remove and stow any removable electronic gear (fishfinders, LORAN, etc.) and personal gear (fishing poles, etc.) normally left aboard your boat.

Troubleshooting

List of Reference Manuals and Drawings

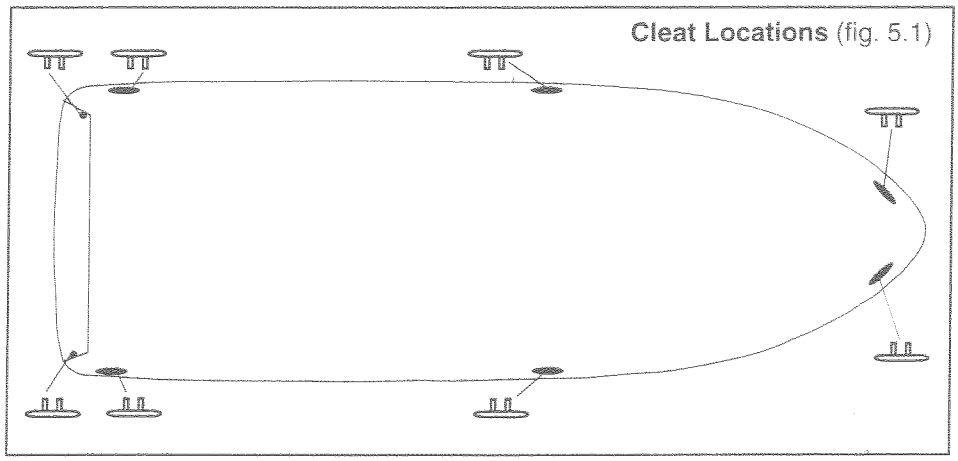
PERFORMANCE: Refer to the owner's manual.

ENGINE: Refer to the owner's manual and/or the engine manual.

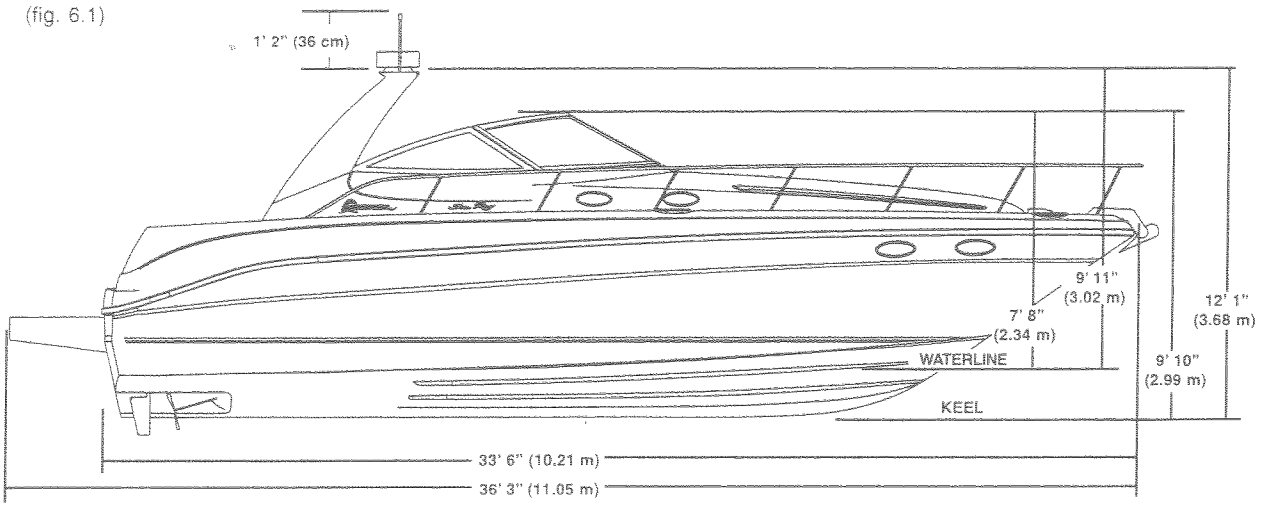
ELECTRICAL: Refer to electrical section of the owner's manual and electrical schematics in this owner's manual supplement. Only a qualified marine electrical technician may service the boat's electrical system.

Cleats

Cleats are intended for mooring use only. Do not use cleats for towing or lifting the boat. Figure 5.1 illustrates the location of cleats on your boat.

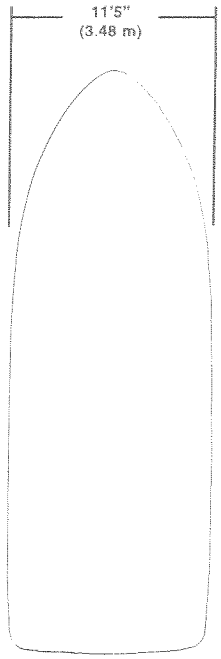


Profile
(fig. 6.1)



SPECIFICATIONS & HEIGHT DIMENSIONS

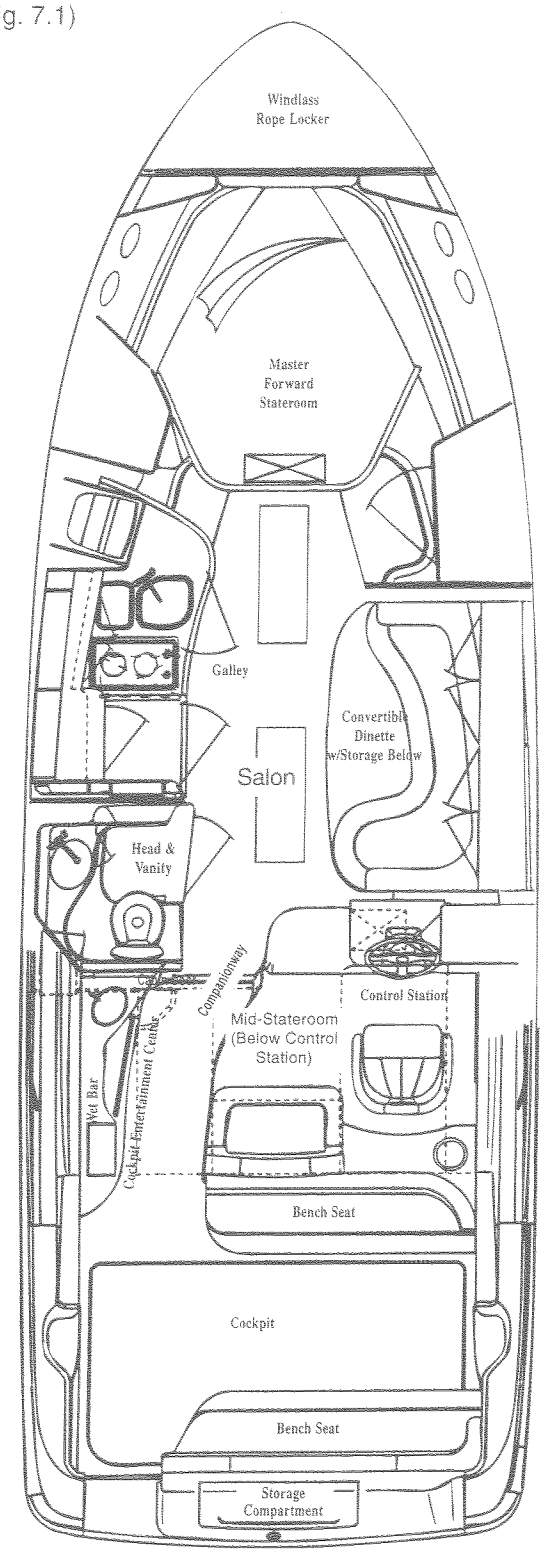
Overall Length	33' 6" (10.21 m)
Overall Length w/ Swim Platform	36' 3" (11.05 m)
Beam	11' 5" (3.48 m)
Draft (Stern Drive Down)	35" (88.9 cm)
Draft (Stern Drive Up)	24" (60.9 cm)
Draft (Inboards)	32" (81.3 cm)
Dry Weight – Standard Power	13,000 lbs. (5,897 kg)
Fuel Capacity	225 gal. (851.6 liters)
Usable Fuel	214 gal. (809 liters)
Water Capacity	40 gal. (151.4 liters)
Holding Tank	28 gal. (106.0 liters)
Dead Rise	17°
Keel To Top Of Windshield	9' 10" (2.99 m)
Keel To Top Of Spoiler	12' 1" (3.68 m)
Waterline To Top Of Windshield	7' 8" (2.34 m)
Waterline To Top Of Spoiler	9' 11" (3.02 m)
Spoiler To Top Of Mastlight	1' 2" (36 cm)



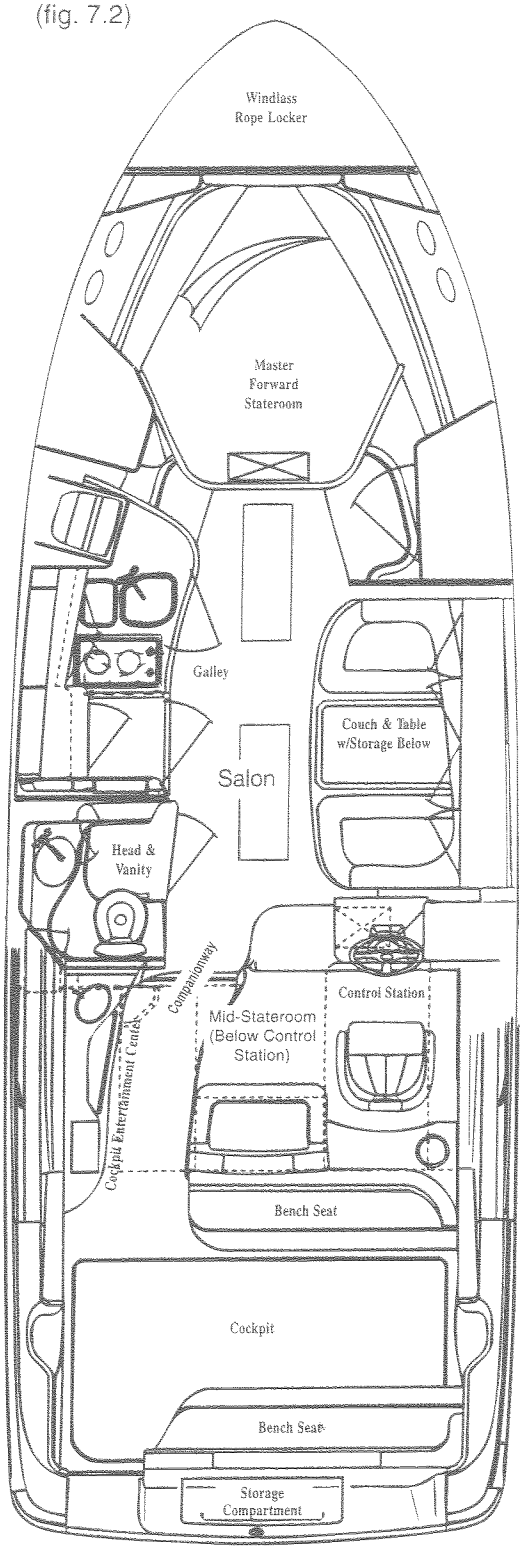
(fig. 6.2)

Accommodation Plans

Salon Seating Plan A: Convertible Dinette w/Storage Below
(fig. 7.1)



Salon Seating Plan B: Couch & Table w/Storage Below
(fig. 7.2)

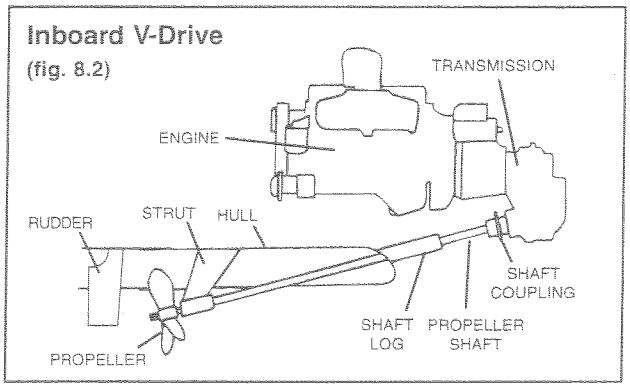


Propulsion System

The standard engine is an inboard V-drive type propulsion system. This system incorporates an inboard engine with an angled transmission that allows the drive shaft to pass through the hull under the engine.

REFER TO THE OWNER'S MANUAL AND ENGINE OWNER'S MANUAL FOR OPERATING INSTRUCTIONS AND WARRANTY INFORMATION.

Inboard V-Drive
(fig. 8.2)



Head System

The head system on your Sea Ray® is available with a variety of options. Following is a description of each option. You should be aware of which option(s) your boat is equipped and read the sections pertaining to it. The Owner's Packet in your boat contains information pertaining to your head system that should be carefully read.

⚠ CAUTION

Do not place facial tissue, paper towels or sanitary napkins in head.

Requirements for Vessel Operators

The Environmental Protection Agency (EPA) standards state that in freshwater lakes, freshwater reservoirs or other freshwater impoundments whose inlets or outlets are such as to prevent the ingress or egress by vessel traffic subject to this regulation, or in rivers not capable of navigation by interstate vessel traffic subject to this regulation, marine sanitation devices certified by the U.S. Coast Guard installed on all vessels shall be designed and operated to prevent the overboard discharge of sewage, treated or untreated, or of any waste derived from sewage. The EPA standards further state that this shall not be construed to prohibit the carriage of Coast Guard-certified flow through treatment devices which have been secured so as to prevent such discharges. They also state that the waters where a Coast Guard-certified marine sanitation device permitting discharge is allowed include coastal waters and estuaries, the Great Lakes and interconnecting waterways, freshwater lakes and impoundments accessible through locks, and other flowing waters that are navigable interstate by vessels subject to this regulation (40 CFB 140.3).

Vacu-Flush Head System

The Vacu-Flush head utilizes a "HEAD SYSTEM" breaker on the cabin DC 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.

To Operate:

1. Turn ON the WATER SYSTEM breaker.
2. Turn ON the HEAD SYSTEM breaker.

REFER TO OWNER'S PACKET FOR INSTRUCTIONS AND WARRANTY INFORMATION.

⚠ CAUTION

Do not place facial tissue, paper towels or sanitary napkins in head.

Holding Tank Operation

Waste from the head is directed into the holding tank located in the bilge. The holding tank fluid level indicator is located on the cabin DC 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. When these lights are on, the holding tank must be emptied before the head can be reused.

To empty the holding tank, the services of a dockside 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 by the macerator if your boat is equipped with this option (see *MACERATOR OPERATION* below).

Macerator Operation (Option)

The macerator gives 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. Turn ON the "HEAD SYSTEM" breaker and open the waste discharge seacock located on the bilge floor.

2. Press discharge switch on the cabin DC distribution panel.

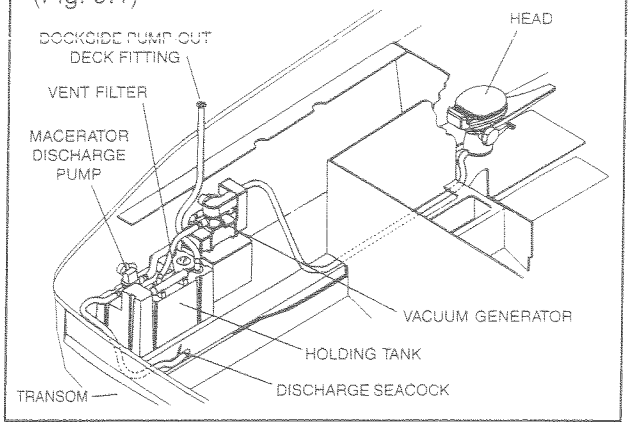
3. When tank is empty, release the switch and close waste discharge seacock.

NOTICE

There is the possibility of being fined for having on operable direct overdoard discharge in U.S. waters. Removing or securing handle of seacock, in closed position or other means must be utilized to avoid fine.

It is illegal for any vessel to dump plastic trash anywhere in the ocean or navigable waters of the United States.

Vacu-Flush Head System
(Fig. 9.1)

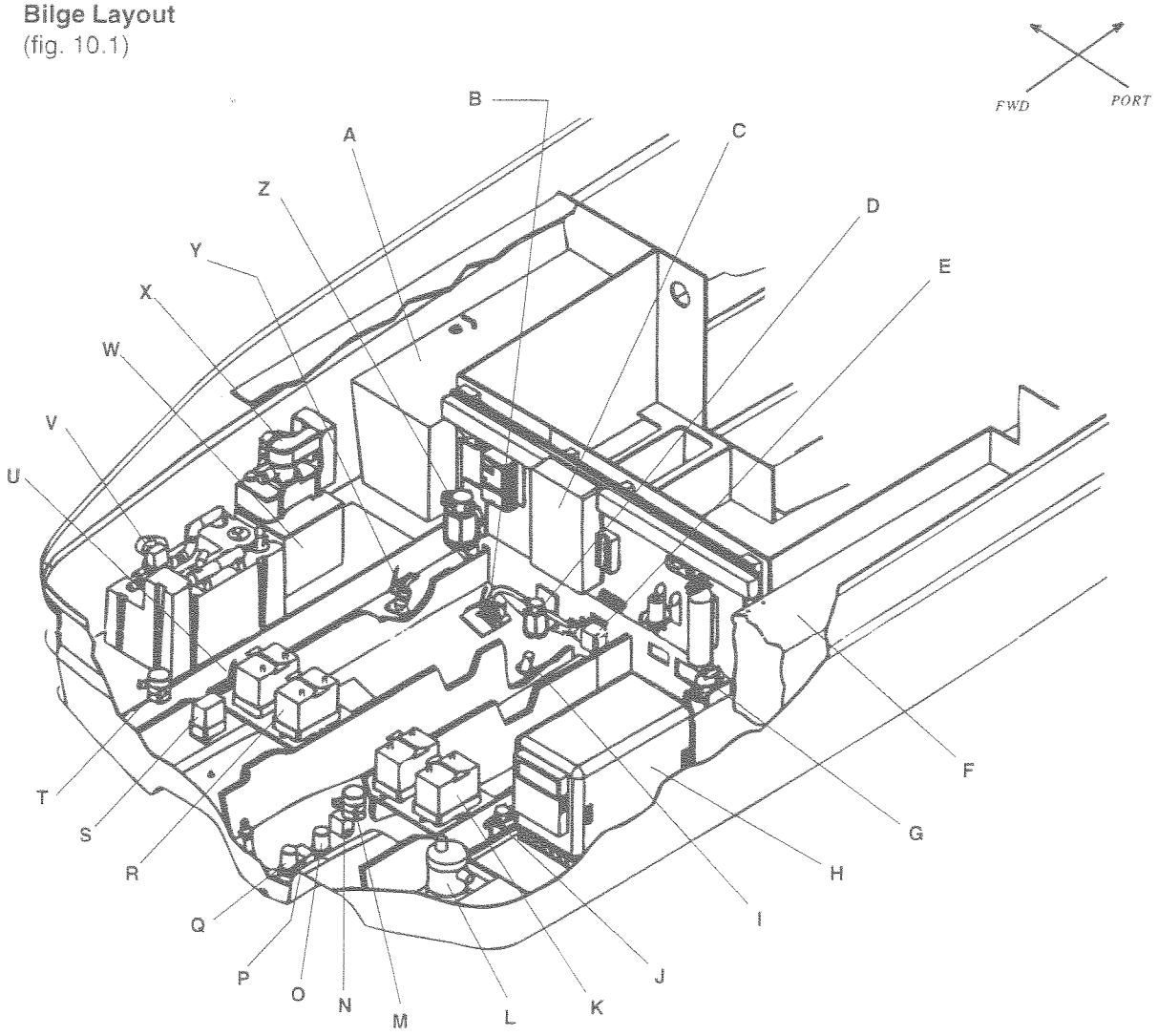


Electric Head (CE / International Option)

The electric head system consists of a seacock, raw water strainer and an electric pump that is an integral part of the head unit. The momentary switch, located near the head unit, activates the electric pump which pumps raw water through the system and discharges waste directly overboard. The system is protected by a "HEAD SYSTEM" breaker on the cabin DC distribution panel. The "HEAD SYSTEM" breaker must be ON to use the system.

340 Sundancer Bilge Layout (With Inboard Engines)

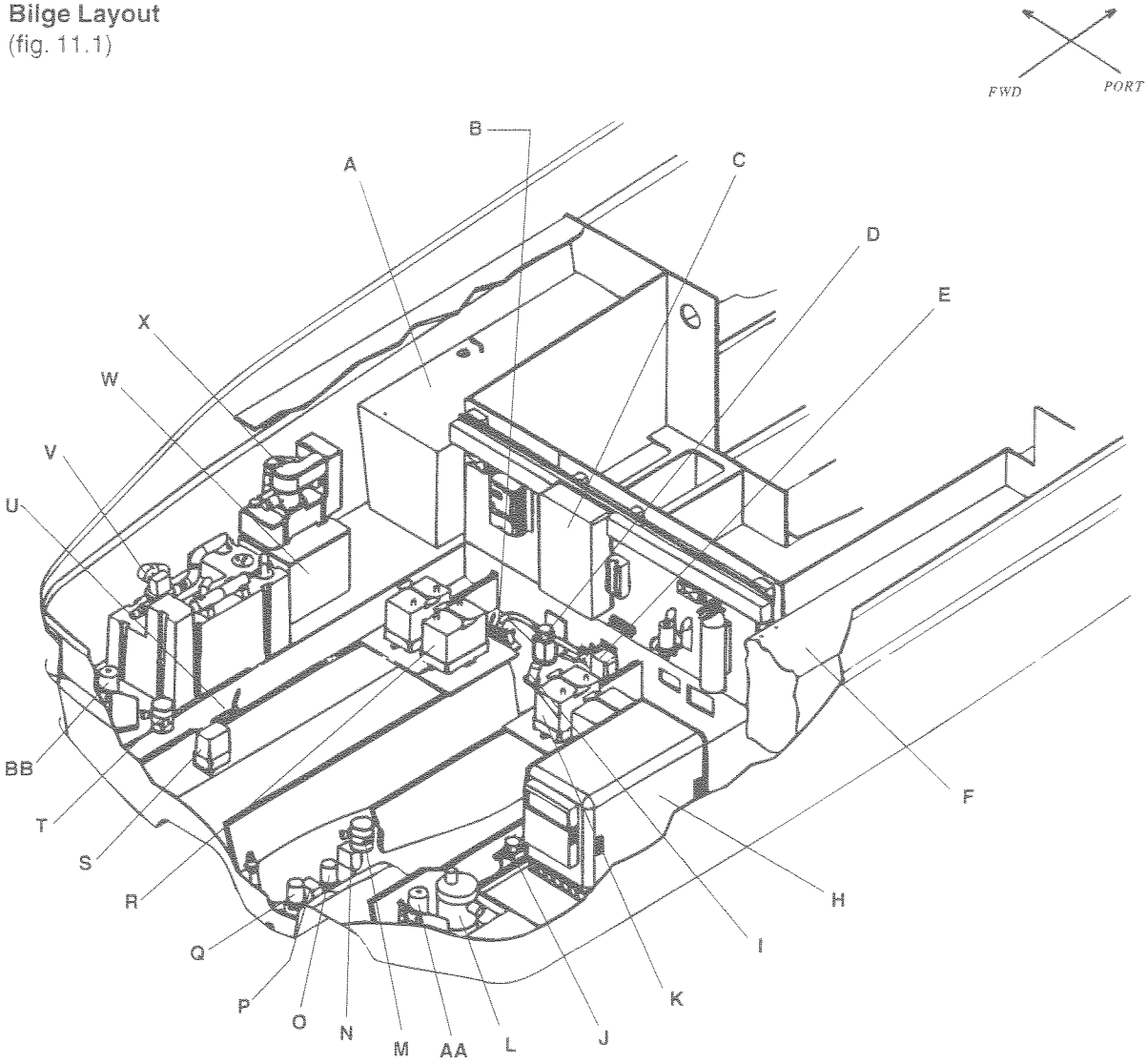
Bilge Layout
(fig. 10.1)



A PORT FUEL TANK
B AIR CONDITIONER SEACOCK
C BILGE COMPONENT BOARD
D AIR CONDITIONER STRAINER
E AIR CONDITIONER WATER PUMP
F STARBOARD FUEL TANK
G STARBOARD ENGINE STRAINER
H GENERATOR (OPTION)
I TRANSDUCER
J GENERATOR STRAINER (OPTION)
K STARBOARD BATTERIES
L GENERATOR MUFFLER (OPTION)
M STARBOARD BILGE BLOWER
N HIGH WATER BILGE PUMP FLOAT SWITCH
O HIGH WATER BILGE PUMP
P BILGE PUMP FLOAT SWITCH
Q BILGE PUMP
R PORT BATTERIES
S TRIM TAB PUMP
T PORT BILGE BLOWER
U HEAD SYSTEM OVERBOARD DISCHARGE
SEACOCK (PORT) / GENERATOR SEACOCK (OPTION)
(STARBOARD, NOT SHOWN)
V HEAD SYSTEM HOLDING TANK
W WATER HEATER
X HEAD SYSTEM VACUUM GENERATOR
Y PORT ENGINE SEACOCK
STARBOARD ENGINE SEACOCK (OPPOSITE, NOT SHOWN)
Z PORT ENGINE STRAINER

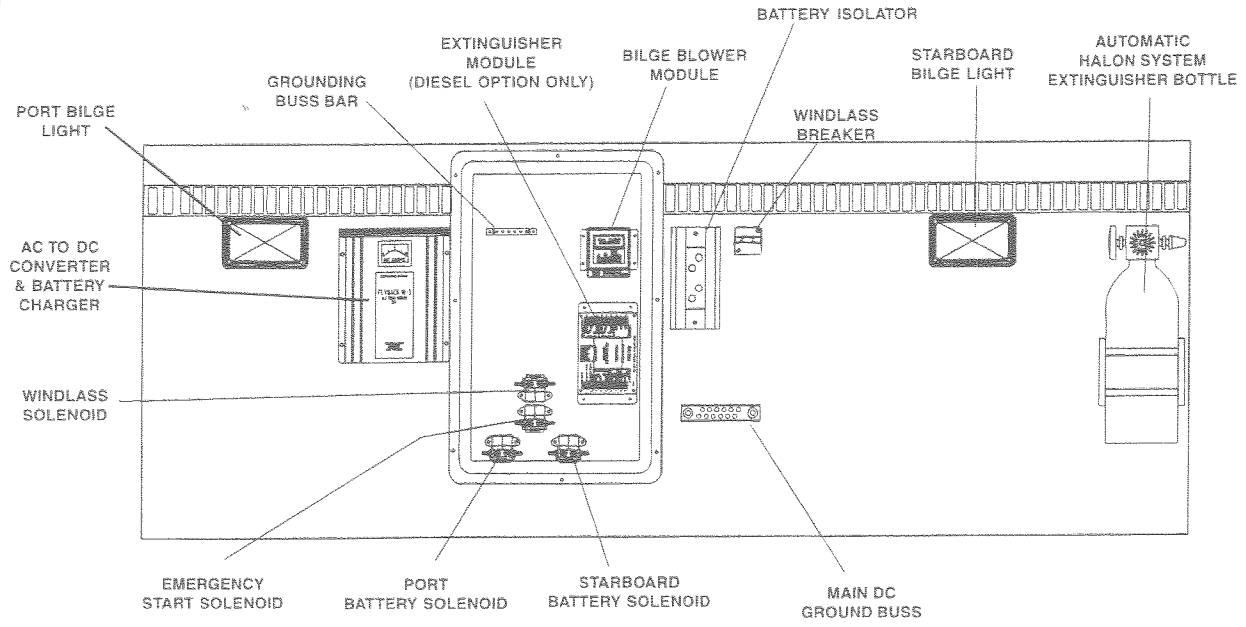
340 Sundancer Bilge Layout (With Stern Drive Engines)

Bilge Layout
(fig. 11.1)



A	PORT FUEL TANK
B	AIR CONDITIONER SEACOCK
C	BILGE COMPONENT BOARD
D	AIR CONDITIONER STRAINER
E	AIR CONDITIONER WATER PUMP
F	STARBOARD FUEL TANK
H	GENERATOR (OPTION)
I	TRANSDUCER
J	GENERATOR STRAINER (OPTION)
K	STARBOARD BATTERIES
L	GENERATOR MUFFLER (OPTION)
M	STARBOARD BILGE BLOWER
N	HIGH WATER BILGE PUMP FLOAT SWITCH
O	HIGH WATER BILGE PUMP
P	BILGE PUMP FLOAT SWITCH
Q	BILGE PUMP
R	PORT BATTERIES
S	TRIM TAB PUMP
T	PORT BILGE BLOWER
U	HEAD SYSTEM OVERBOARD DISCHARGE SEACOCK (PORT) / GENERATOR SEACOCK (OPTION) (STARBOARD, NOT SHOWN)
V	HEAD SYSTEM HOLDING TANK
W	WATER HEATER
X	HEAD SYSTEM VACUUM GENERATOR
AA	STARBOARD POWER TRIM PUMP
BB	PORT POWER TRIM PUMP

Bilge Accessory Board
(fig. 12.1)



Water System

The fresh water system is activated by the WATER SYSTEM switch on the dash. The switch must be ON to operate the faucet or transom shower.

To begin initial operation:

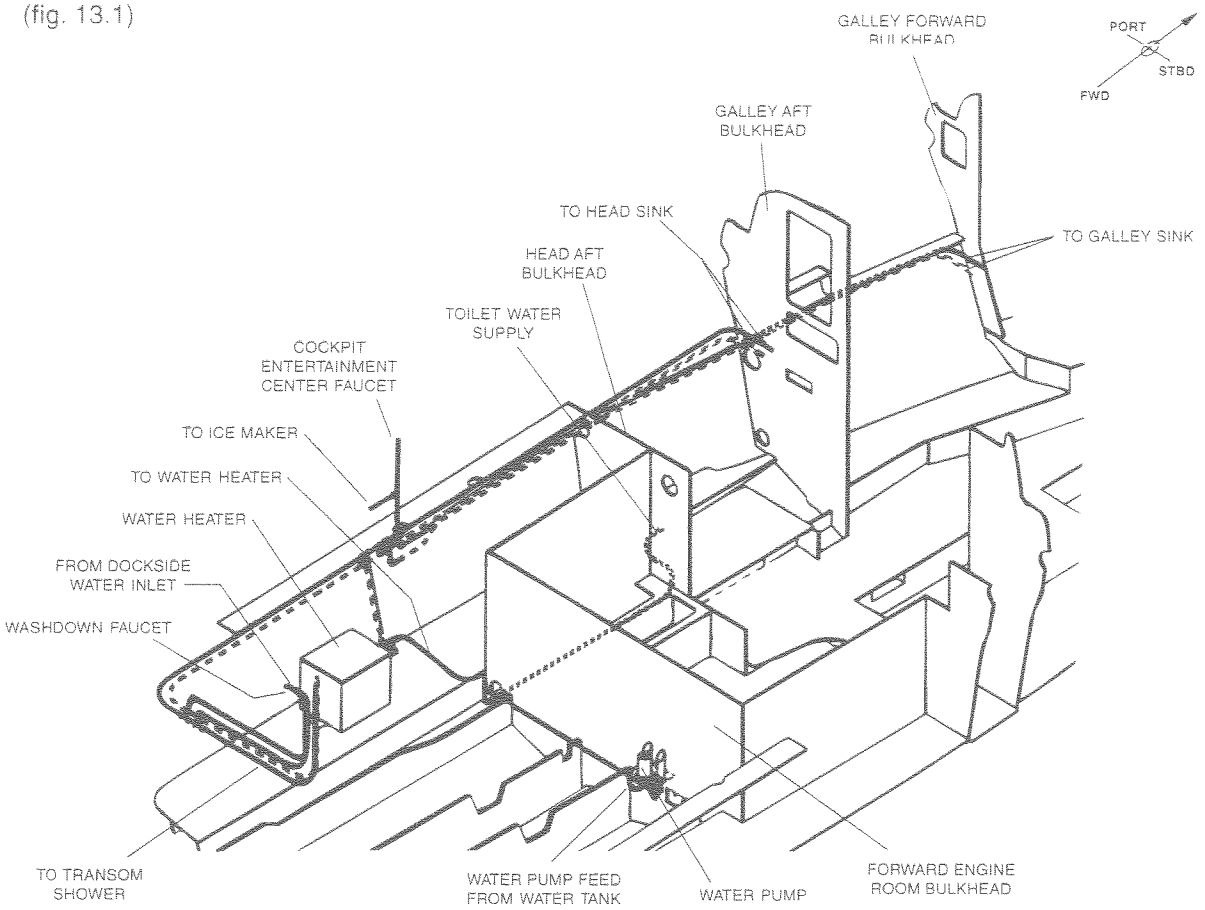
1. Fill the water tank from a source known to provide safe, pure drinking water by removing the cap on the tank.
2. Turn ON the WATER PUMP.
3. Open faucet or turn on shower wand.

Shut faucet/shower off as flow becomes steady and free of air. Shutting off the faucet/shower will cause the pump to shut off.

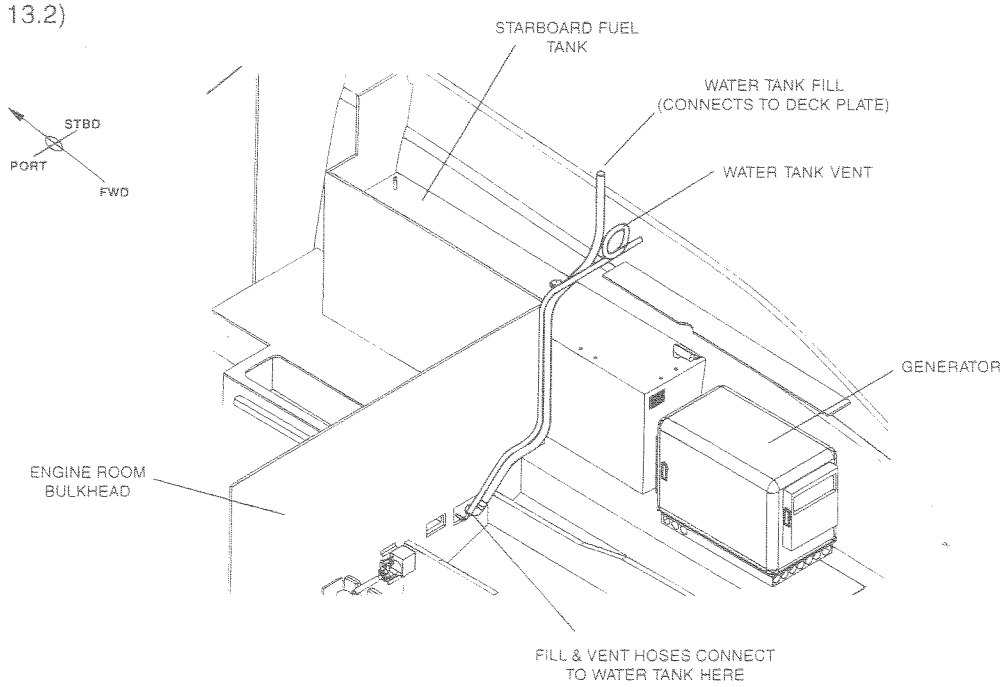
Winterizing Water System

1. Turn ON fresh water system.
2. Open water faucets, let system drain completely, leave faucets open.
3. Turn OFF fresh water system.
4. Remove hoses from water pump.
5. Blowout

Water System Hose Routing
(fig. 13.1)



Water Tank Fill & Vent Hose Routing
(fig. 13.2)



Shower System

The shower drains into a self-contained shower sump containing a pump and float switch.

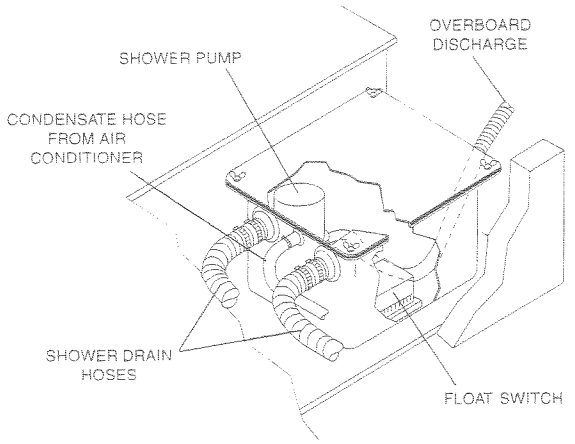
NOTE: Air conditioner condensation also drains into the shower sump.

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

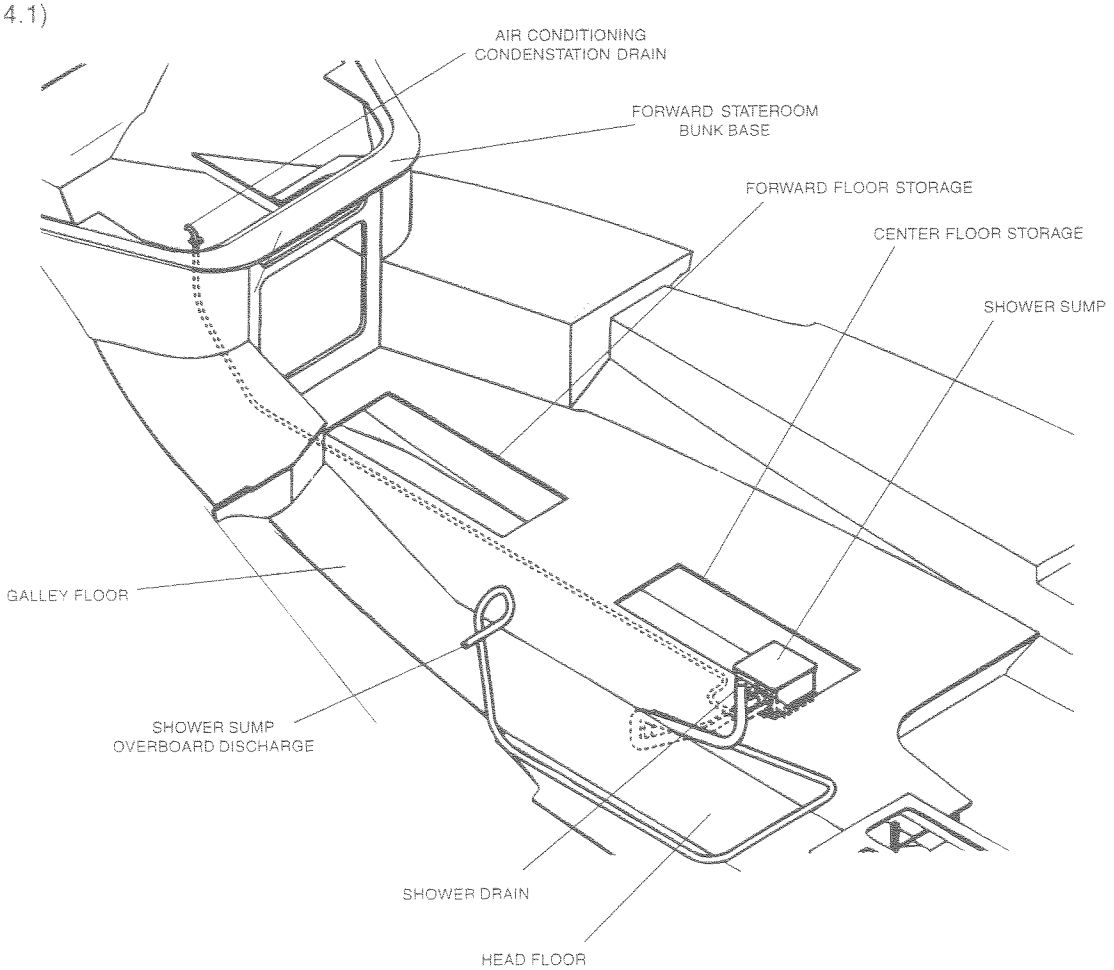
The shower sump pump indicator light on the systems monitor panel comes on when the pump is running. The pump comes on when there is enough water in the sump to raise the float switch and start the pump. If it does not come on after one or two gallons of water drain from the shower, turn the water off and check the pump and float switch for proper operation.

After using the shower, it is recommended that you run a gallon of clean water through the shower drain to clean out soap residue. Check the pump and float switch for obstructions and proper working order.

Shower Sump (fig. 14.2)



Shower Drain System Layout
(fig. 14.1)



Fresh Water Washdown

The washdown spigot is located in the transom storage compartment. The system uses water from the fresh water tank. The WATER SYSTEM breaker must be ON to operate the system.

Dockside Water Inlet

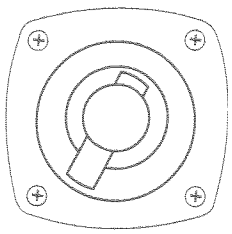
The dockside water inlet allows use of a dockside water source to provide water for the boat's fresh water system. The inlet is located in the transom storage compartment.

To Use The System:

1. Make sure the WATER System breaker is OFF.
2. Remove the 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 plug is reinstalled tightly.

Dockside Water Inlet
(fig. 15.1)



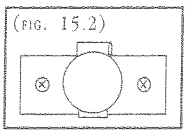
! WARNING

- **Before connecting dockside water hose to the sport cruiser's dockside water inlet, ensure that dockside water pressure does not exceed your sport cruiser's water system pressure limit.**
- **DO NOT leave boat unattended with the dockside water hose connected.**
- **Dockside water should be connected during periods of heavy water usage only.**

Electrical Installations

This owner's manual supplement contains electrical schematics for your boat. These electrical schematics were generated by technicians at the engineering division for technical reference and service technicians. Sea Ray® does not recommend that you attempt to work on the boat's electrical system yourself, instead we recommend that you take your boat to your authorized Sea Ray® dealer for service. Sea Ray® reserves the right to change or update the electrical system on any model at any time without notice to the consumer and is NOT obligated to make any updates to units built prior to changes.

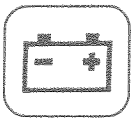
12 Volt Accessory Receptacle



Your Sea Ray® Sport Cruiser has a 12 volt accessory receptacle at the control station. It is a cigarette lighter style receptacle to be used with any 12 volt accessories using this type of plug.

Battery

Refer to the owner's manual for battery disconnect and maintenance.

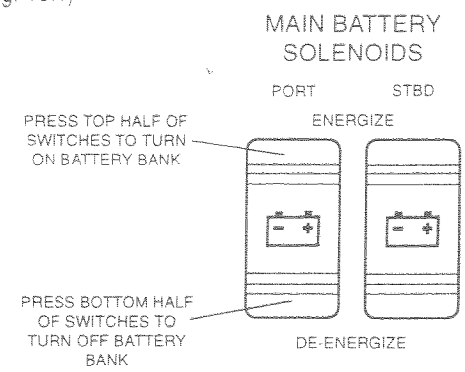


Battery Specifications:
Group: 27
Cold Cranking Amps: 575
Reserve Capacity: 165 Minutes

Sea Ray® recommended batteries are available through your 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.

Battery Switch
(Located on DC Distribution Panel in the Cabin and on the Main DC Distribution Panel in the Bilge) (fig. 16.1)



Fuel System

The 340 DA is equipped with either a gasoline or diesel fuel system. A detailed drawing of the fuel system can be found in the *Parts Manual*. Fueling instructions and precautions can be found in the *Owner's Manual*.

Electric Fuel Valves

The valves are wired to the ignition switch. When the ignition is turned ON the valve opens, when the ignition is turned OFF the valve closes. The manual override knob on the side of the valve should be left in the OFF position at all times.

In the event of an electrical malfunction, the valve can be opened and closed manually by turning the manual override knob.

The electric fuel valve is installed in-line on the fuel hose between the fuel tank and the engines and generator.

Crossover Fuel System (Diesel)

The crossover fuel system allows the 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. Each engine and the generator are equipped with valves on the crossover fuel board. The generator only draws fuel from the starboard fuel tank. The crossover fuel board is located on the starboard side of the cockpit forward of the cockpit step.

Fuel Filters: (Diesel)

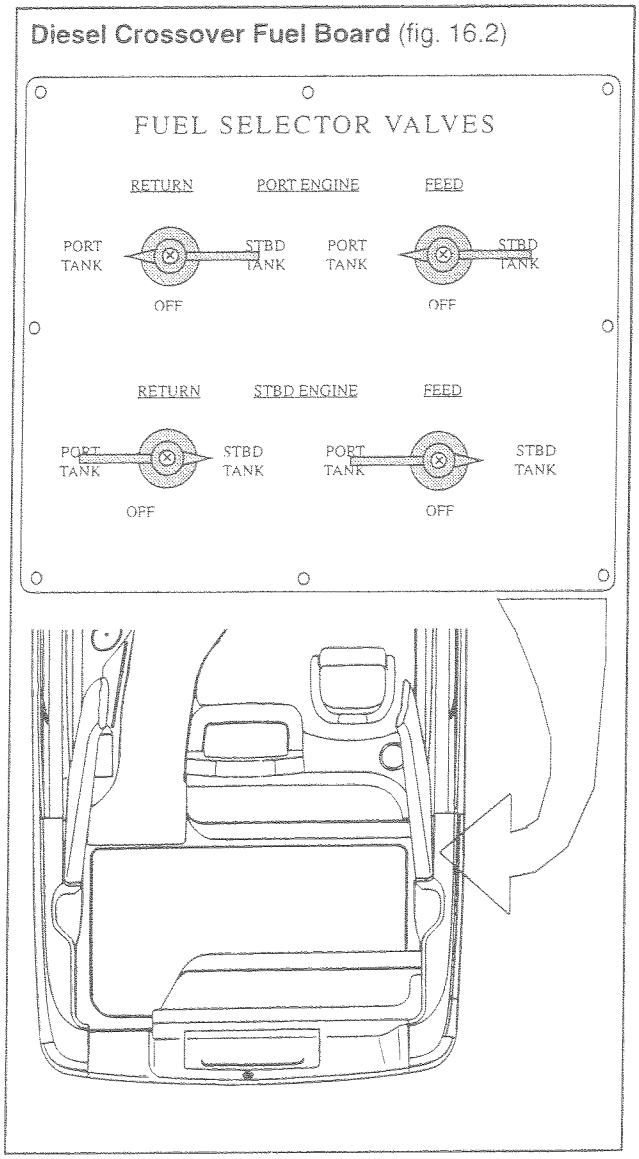
Primary and secondary fuel filters are installed on your Sea Ray® to keep the fuel as clean as possible. Primary fuel filters are the Racor® water separating fuel filters installed on the forward bilge bulkhead accessory board. The generator filter is located on the starboard side of the bilge adjacent to the generator. The secondary fuel filters are 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.

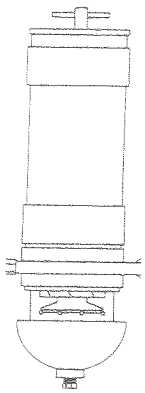
NOTE: IN ROUGH SEAS, ALLOW APPROXIMATELY 15% RESERVE WHEN PLANNING FUEL CONSUMPTION.

REFER TO THE ENGINE OPERATOR'S MANUAL FOR MORE DETAILED INFORMATION.

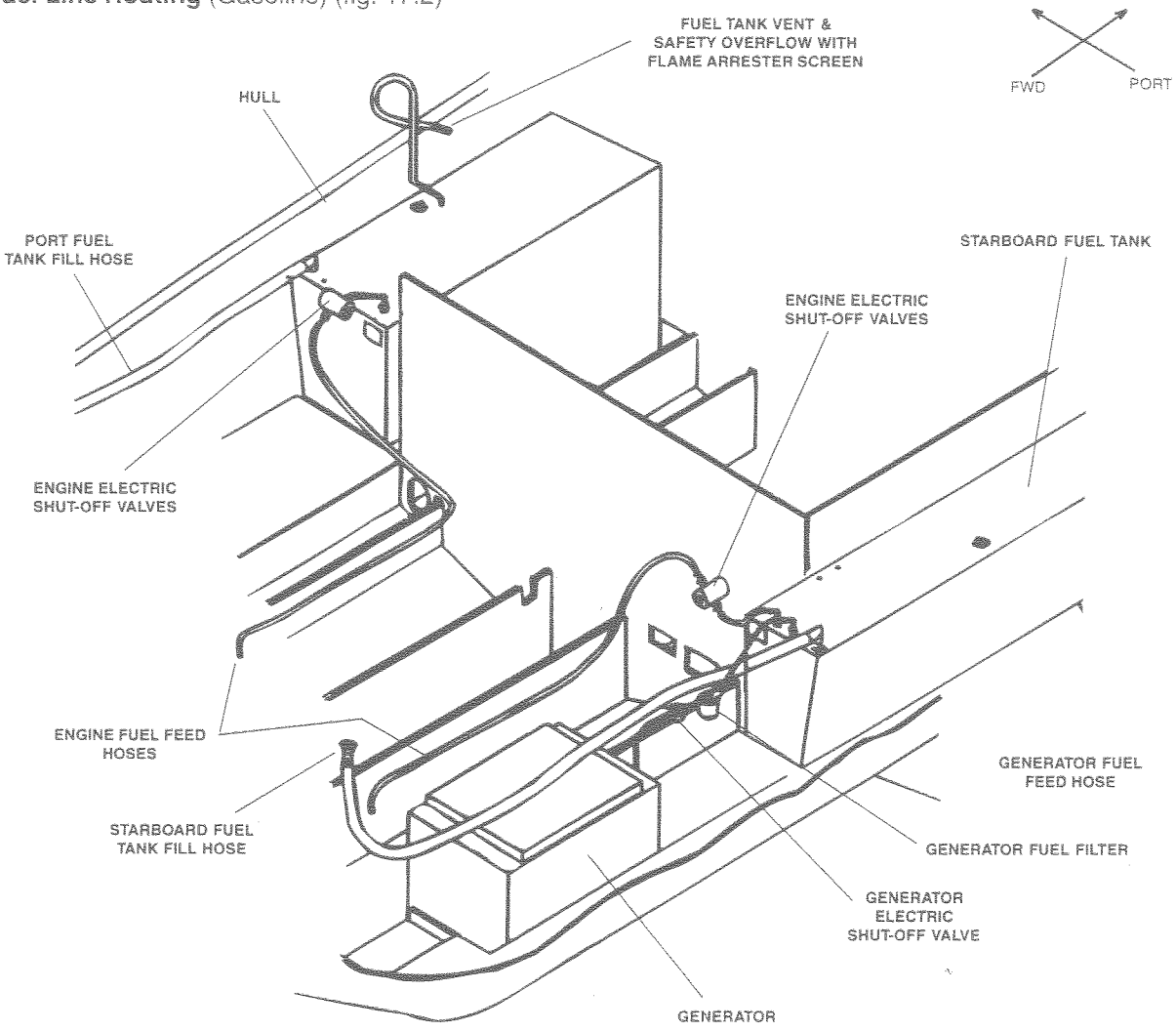
Diesel Crossover Fuel Board (fig. 16.2)



Racor® Water Separating Fuel Filters (fig. 17.1)



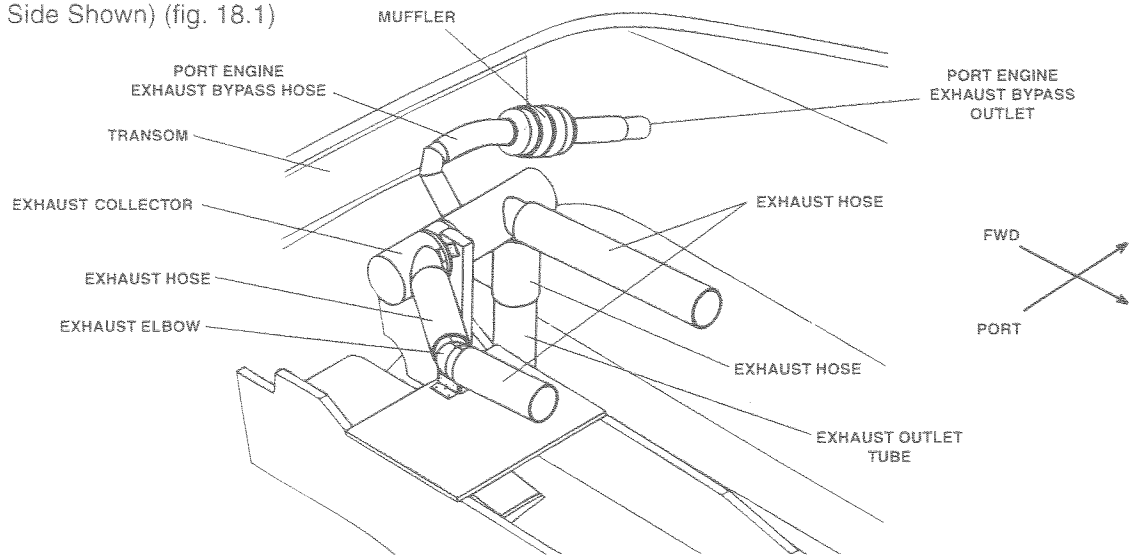
Fuel Line Routing (Gasoline) (fig. 17.2)



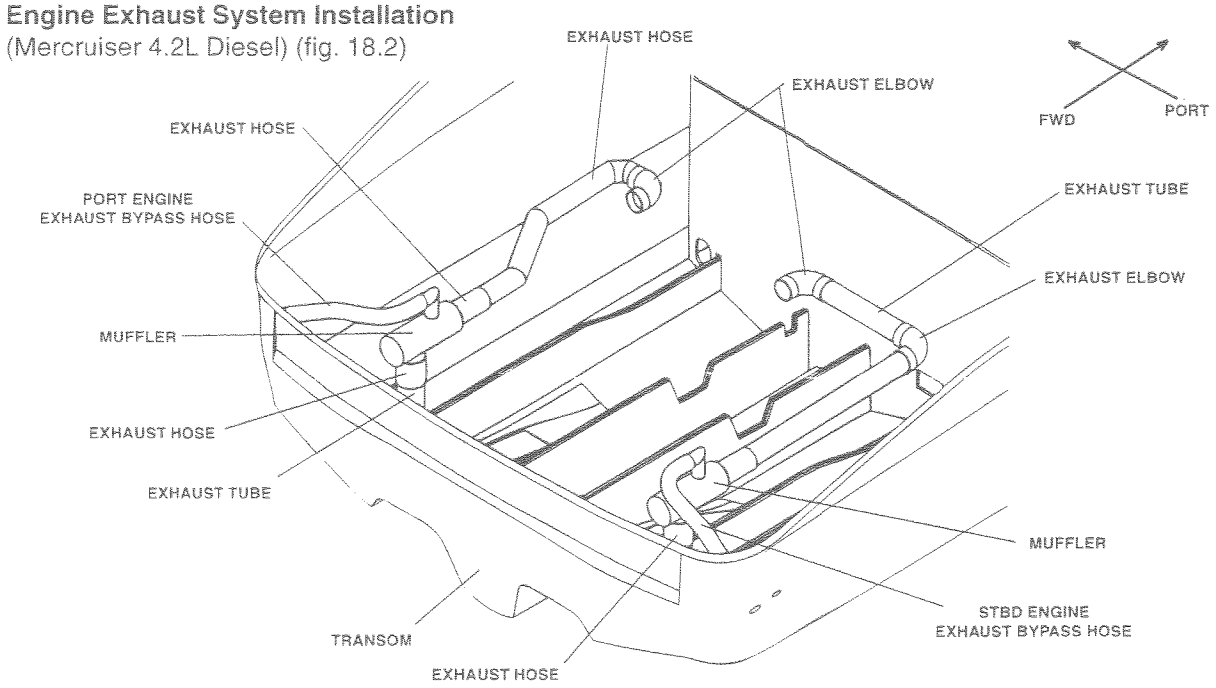
Exhaust System

General exhaust system information can be found in the *Owner's Manual.* Illustrations of the standard engine exhaust system can be found in the *Engine Owner's Manual.* Below are illustrations of the optional engine exhaust systems. REFER TO THE OWNER'S MANUAL AND ENGINE OWNER'S MANUAL FOR INSTRUCTIONS AND WARRANTY INFORMATION.

Engine Exhaust System Installation
(5.4L & 7.4L Inboard V-Drives)
(Port Side Shown) (fig. 18.1)



Engine Exhaust System Installation
(Mercruiser 4.2L Diesel) (fig. 18.2)



Ventilation System / Bilge Blower

Sea Ray® Sport Cruisers are equipped with electric bilge blowers to remove fumes from the engine compartment and provide ventilation through the deck vents before starting the engine and when operating below cruising speeds. The bilge blowers are located inside the port and starboard sides of the transom.

Bilge blower switches are located on the helm switch panel and the DC main distribution panel. Bilge blower breakers are located on the main DC breaker panel.

The blower switches have a two way switching capability. The blower module allows the blowers to be turned ON and OFF at either the control station or the main distribution panel. Also, they can be turned ON at one station and turned OFF at the other.

Blower Switch Lights:

Lights On: When the blowers are turned ON, the lights in the switches will come on and stay on, indicating that the blowers are functioning correctly.

Lights Blinking: If the lights are blinking, it is an indication that one of the blower breakers has tripped. Reset the tripped breaker.

Lights Not On or Blinking: If you try to turn ON the blowers and no lights come on then both breakers are tripped and the switch is not receiving power. Reset the tripped breakers.

REFER TO *OWNER'S MANUAL* AND *OWNER'S PACKET* FOR OPERATING INSTRUCTIONS AND SAFETY PRECAUTIONS.

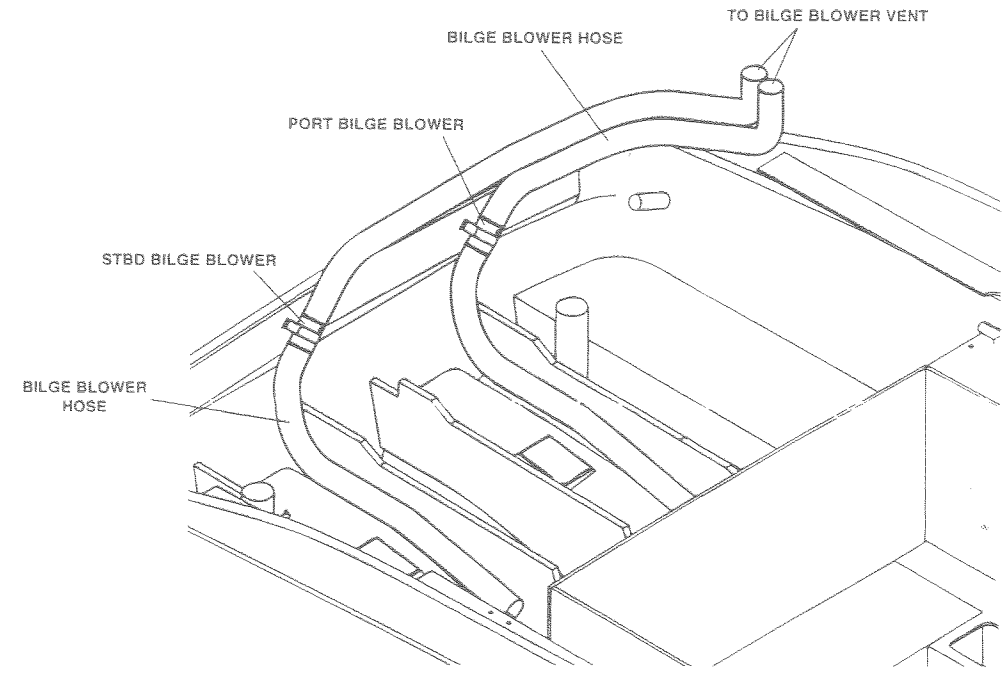
⚠ CAUTION

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.

⚠ DANGER

- **Never use an open flame in the battery storage area.**
- **Avoid striking sparks near the battery.**
- **A battery will explode if a flame or spark ignites the free hydrogen given off during charging.**

Bilge Blower Installation (fig. 19.1)



Bilge Pumping System

The 340 DA is equipped with an automatic bilge pump system. A manual bilge pump system is available as an international option to comply with CE standards.

Manual Bilge Pump (With International CE Option)

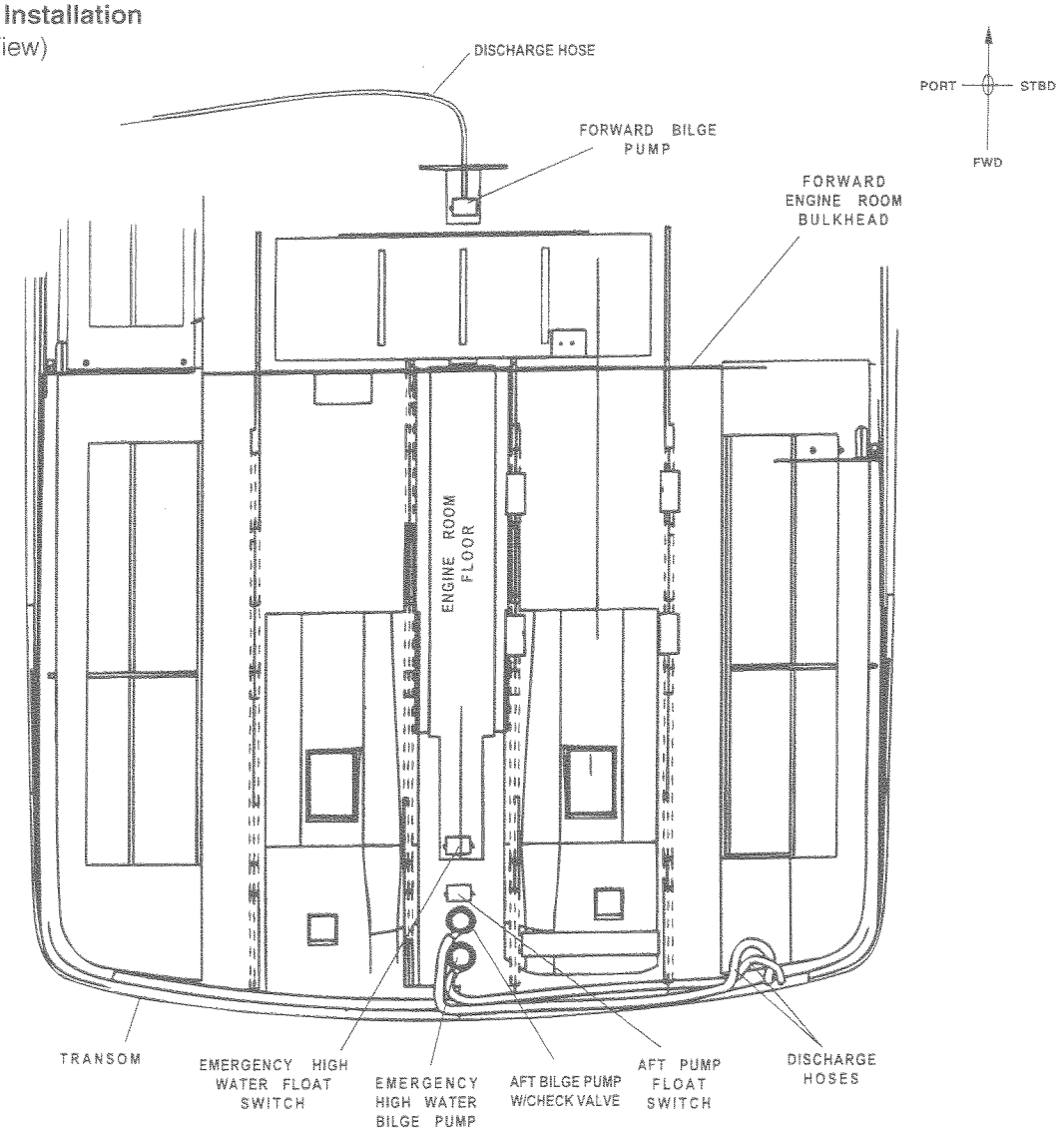
The manual bilge pump system is located on the forward port side of the cockpit under the wet bar.

To Operate:

1. Rotate valve to select forward or aft pump.
2. Place handle into pump.
3. Move handle up and down to actuate pump.

REFER TO THE OWNER'S MANUAL AND OWNER'S PACKET FOR INSTRUCTIONS AND WARRANTY INFORMATION.

Bilge Pump Installation
(Overhead View)
(fig. 20.1)

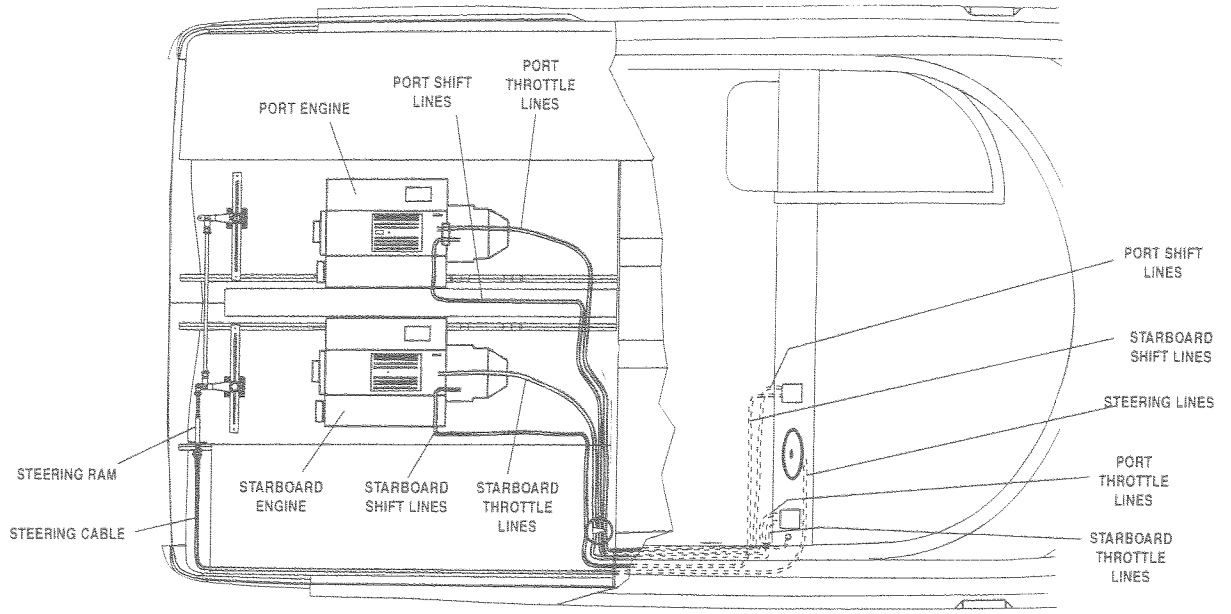


Steering System

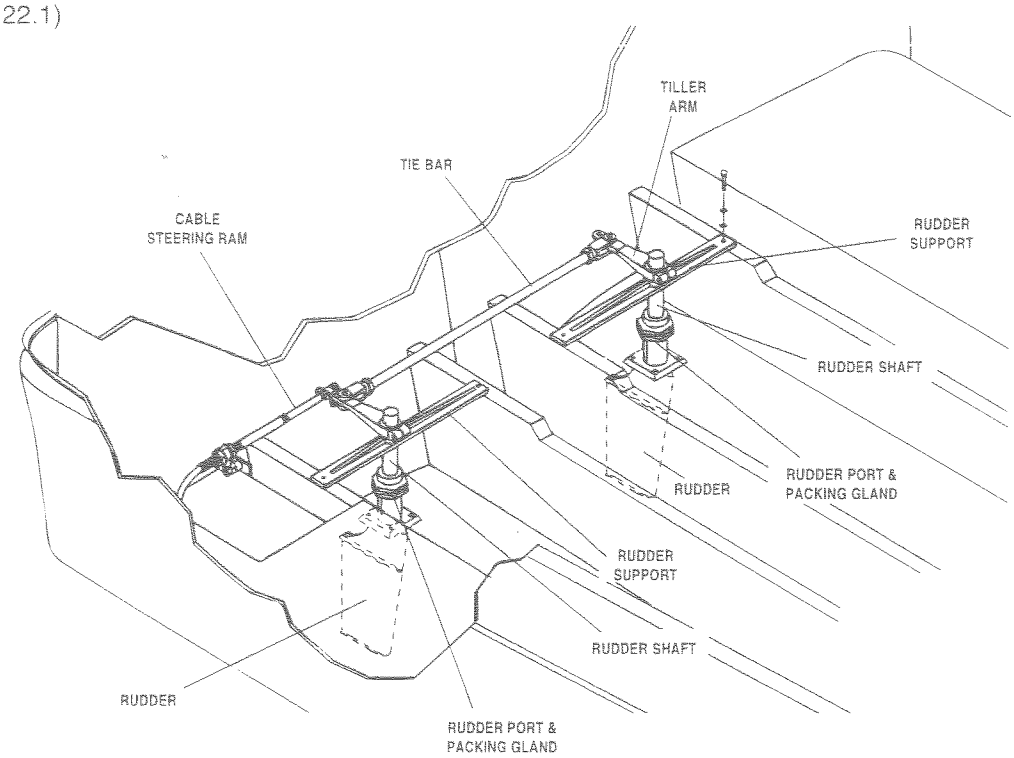
The 340 DA is equipped with a heavy duty mechanical steering system as standard equipment. The hydraulic steering system is available as an option when boat is equipped with the V-drive engine option.

REFER TO THE ENGINE OWNER'S MANUAL IN THE OWNER'S PACKET FOR INSTRUCTIONS AND WARRANTY INFORMATION.

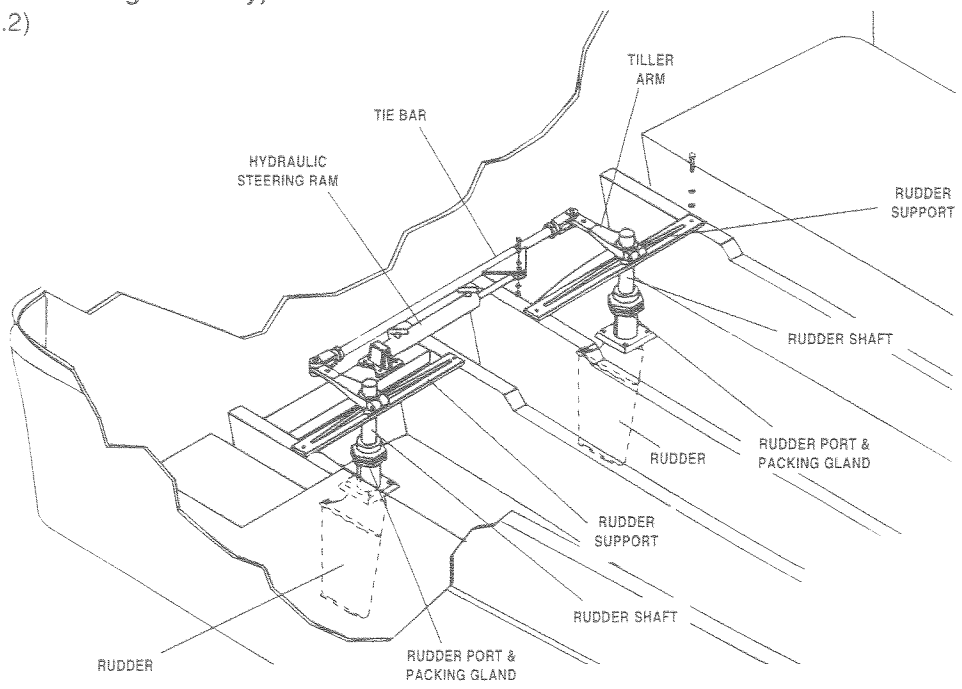
Steering , Throttle & Shift Control Routing
(fig. 21.1)



Steering Components (With Heavy-Duty Mechanical System)
(fig. 22.1)

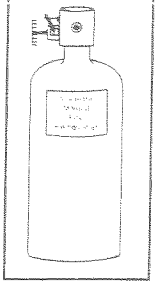


Steering Components (Hydraulic Steering System)
(With V-Drive Engines Only)
(fig. 22.2)



Fire Extinguishing System

(fig. 23.1)



The 340 DA is offered with the standard automatic fire exinguishing system. Your boat should also be equipped with approved fire extinguishers.

Following are United States Coast Guard (USCG) requirements and American Boat & Yacht Council (ABYC) recommendations for boats not equipped with the automatic fire extinguishing system option for open boats over 26 feet (7.9 meters) but less than 40 feet (12 meters).

Standard	Boat	Qty.	*Qty.	Type
USCG	340 DA	2	1	B1 / ABC
ABYC	340 DA	3		B1 / ABC

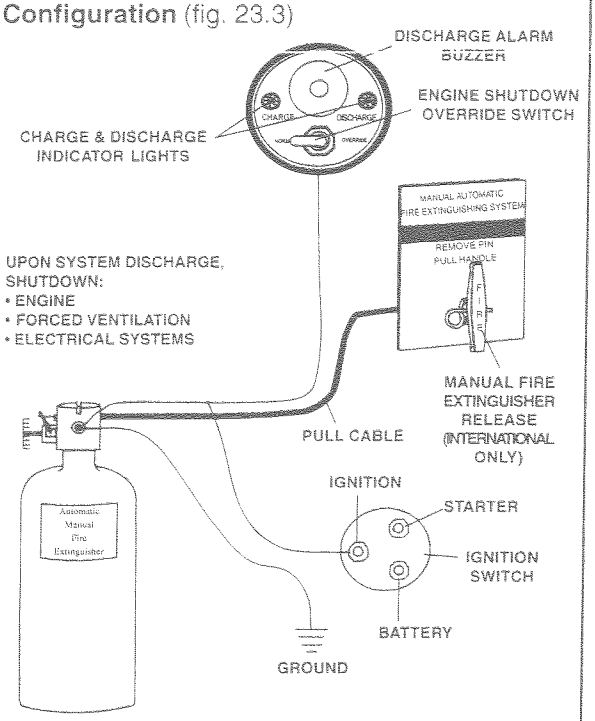
*Boats with approved fixed extinguishing system, (automatic fire extinguisher system).

Location: Outside engine compartment, steering position and galley.

Note: To be ABYC compliant Sea Ray Boats, Inc. follows ABYC construction standards and recommendations.

REFER TO THE OWNER'S MANUAL AND OWNER'S PACKET FOR INSTRUCTIONS AND WARRANTY INFORMATION.

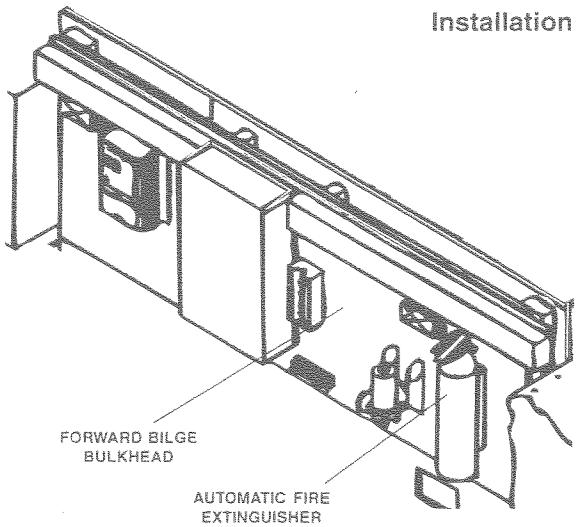
Automatic Fire Extinguisher System Configuration (fig. 23.3)



⚠ WARNING

- **In case of fire DO NOT open engine compartment.**
- **Shut down engines, generator and blowers.**

Automatic Fire Extinguisher Installation (fig. 23.2)

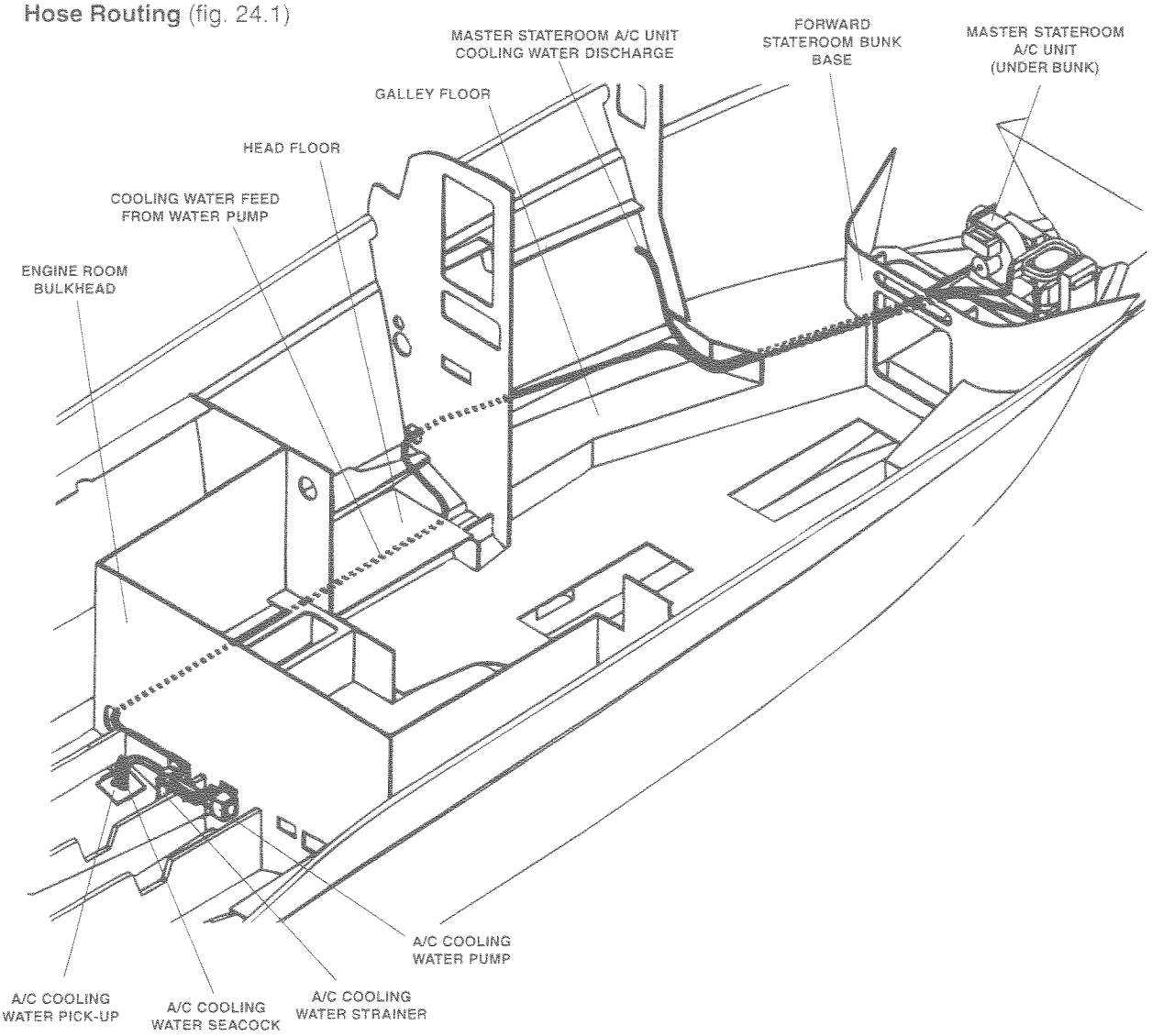


Air Conditioning / Heating System

AirConditioning and Heating System information can be found in *Section 8 Accessories* of the owner's manual.

REFER TO THE OWNER'S MANUAL AND OWNER'S PACKET FOR INSTRUCTIONS AND WARRANTY INFORMATION.

Air Conditioning Water Cooling Hose Routing (fig. 24.1)



Engine Cooling System

The engine cooling system is an integral part of the propulsion system.

REFER TO THE ENGINE OWNER'S MANUAL FOR INSTRUCTIONS AND WARRANTY INFORMATION.

Anchoring

To anchor, bring the bow into the wind or current and put the engine in neutral. When the vessel comes to a stop, lower, do not throw, the anchor over the bow. The anchor line should be 5 to 7 times the depth of water.

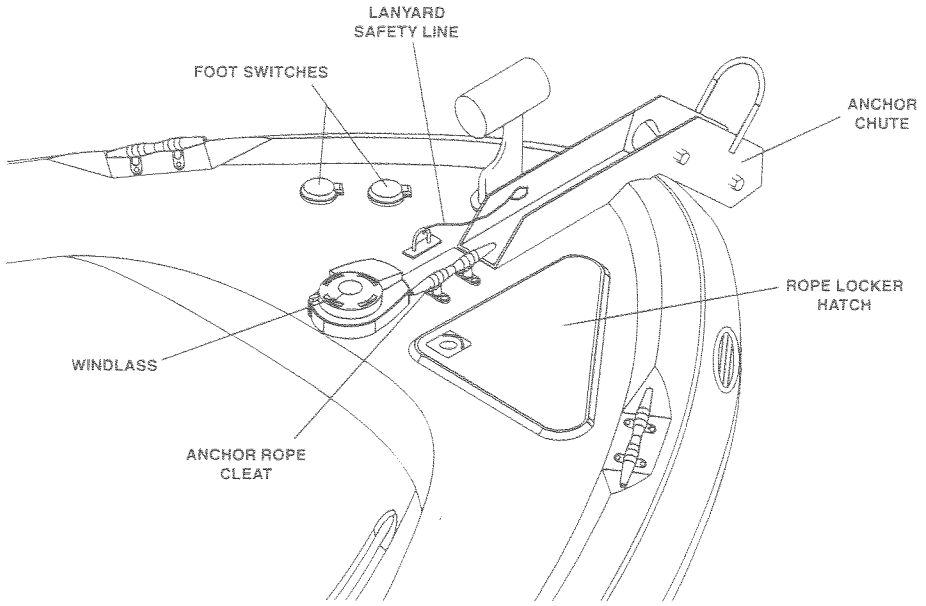
Anchoring Arrangement

The 340 DA is equipped with a windlass and an anchor chute. Stow the anchor in the chute when not in use. Note: Before using the anchor, be sure the anchor safety line is removed from the anchor and the anchor is secured to the windlass chain.

The boat is equipped with an anchor storage hatch. Inside the hatch is a drain, drainline, fresh water rinse connection and manual winch handle.

REFER TO THE WINDLASS OWNER'S MANUAL IN THE OWNER'S PACKET FOR INSTRUCTIONS AND WARRANTY INFORMATION.

Lofrans™ Progress I Windlass
(fig. 25.1)



Generator Supplement

Generator Information

Sea Ray® strongly urges you to fully comply with the manual provided by the generator manufacturer. The generator is warranted separately by the generator manufacturer, not Sea Ray®. Follow the recommended maintenance and warranty schedule in your Generator Operator's Manual included in the Owner's Manual Packet. Generator abuse or improper maintenance may adversely affect claims made under generator manufacturer's separate warranty.

⚠ CAUTION

Do not run the generator in an enclosed area, such as a closed boat house, as there is a possibility of build-up and inhaling of carbon monoxide.

⚠ DANGER

GASOLINE VAPORS CAN EXPLODE

Before Starting Generator:

- **Check machinery compartment for gasoline vapors.**
- **Operate blower for four (4) minutes.**

Run Blower At All Times When Generator Is Running.

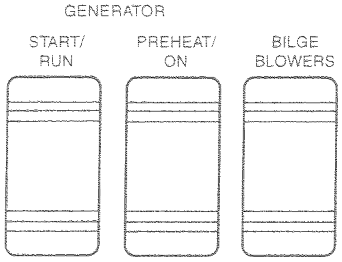
Starting The Generator

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" BREAKERS ARE "OFF" AND THERE IS NO LOAD ON THE GENERATOR BEFORE STARTING IT.

To start the generator: (Switches located on the 12 volt distribution panel or on the generator set.)

1. Check the fuel tank levels. The generator draws from the starboard fuel tank.
2. Check the oil and coolant levels. See your Generator Operator's Manual for proper readings.

Generator Switches
(Located on DC Distribution Panel in the Cabin and on the Generator in the Bilge)
(fig. 26.1)



3. Check generator for coolant drain plug installations.
4. Open the generator seacock.
5. Run the bilge blowers for at least four minutes before starting and any time the generator is running. **If fuel fumes are detected, do not start the generator until the source of fumes is determined and corrected and the bilge area is safely ventilated.**
6. **Gasoline Generator:** Push "START/RUN" switch to center position. A buzzer will sound until the generator starts. Push "PREHEAT/ON" and "START/RUN" switch until the generator starts. The indicator light in the switch will come on and stay on while the generator is running.
7. **Diesel Generator:** Press and hold the "PREHEAT/ON" switch. After a few seconds continue to hold the "PREHEAT/ON" switch then also press the "START/RUN" switch until the generator starts. A buzzer will sound until the generator starts. The indicator light in the switch will come on and stay on while the generator is running.
8. Check generator exhaust port to verify that water is flowing. If not, shut generator down and refer to your Generator Operator's Manual.

READ THE *GENERATOR OPERATOR'S MANUAL* IN THE OWNER'S MANUAL PACKET.

Shifting From Shore Power to Generator Power:

1. Turn all AC systems and branch circuit breakers OFF. Turn both main breakers on the main distribution panel OFF.

2. Start the generator.

3. Slide the source select shuttle mechanism on the main distribution panel to expose the GENERATOR breaker(s) and turn it ON.

4. Turn the individual system breakers ON.

Stopping the Generator

1. Prior to generator shut down, turn OFF all AC equipment and breakers including main breakers and allow the generator to run a few minutes to cool down. If desired, tranfer to shore power.

2. Stop the generator by pressing bottom half of the START/RUN switch.

Carbon Monoxide Monitor

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

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

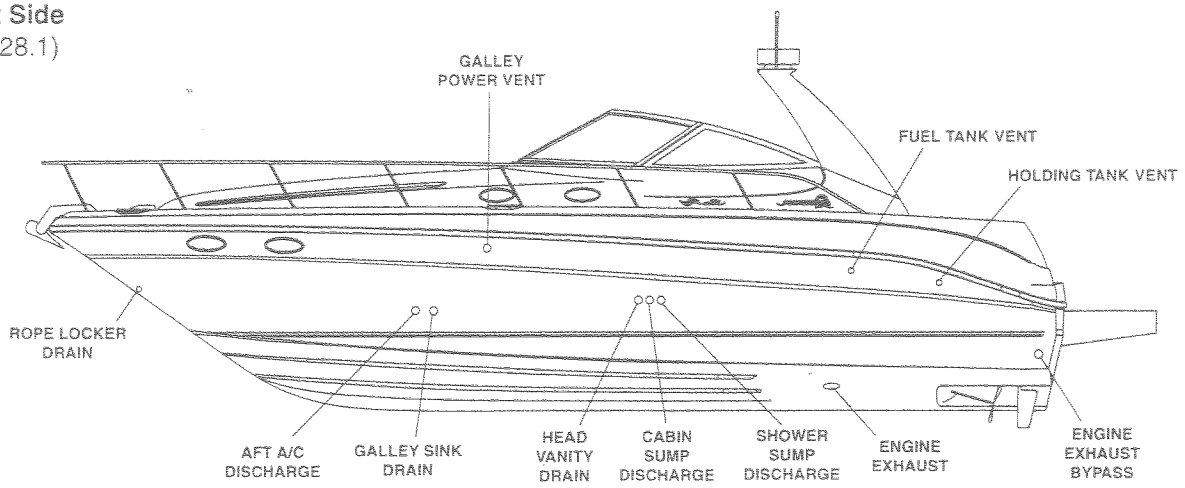
The monitor is mounted in the cabin and operates through a breaker located on the cabin DC distribution panel.

It is extremely improtant that you become totally familiar with your CO monitor and its functions.

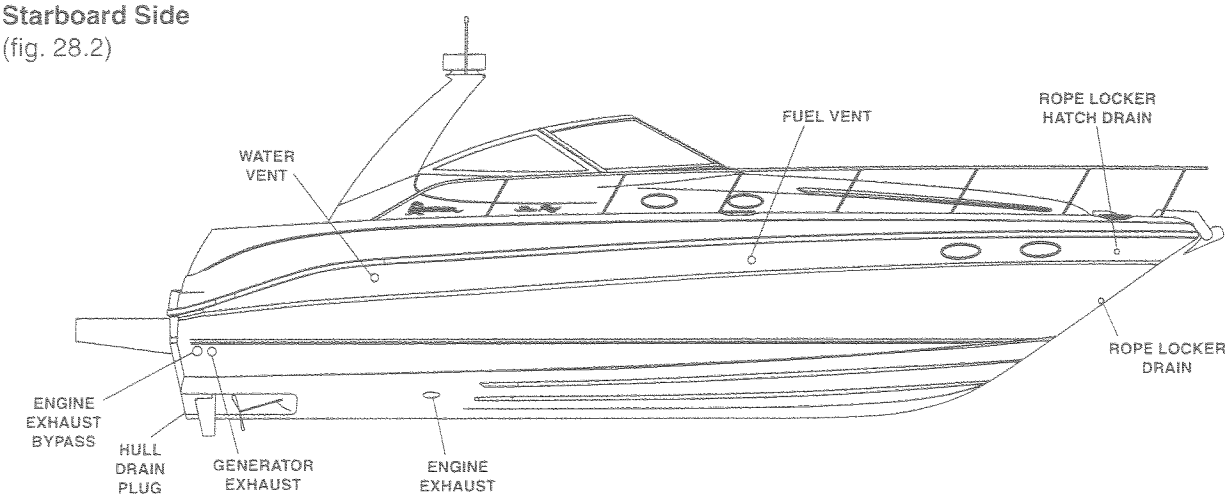
SEE THE OWNER'S HANDBOOK IN YOUR OWNER'S MANUAL PACKET FOR DETAILED INFORMATION AND OPERATING INSTRUCTIONS.

Location of Through-Hull Fittings

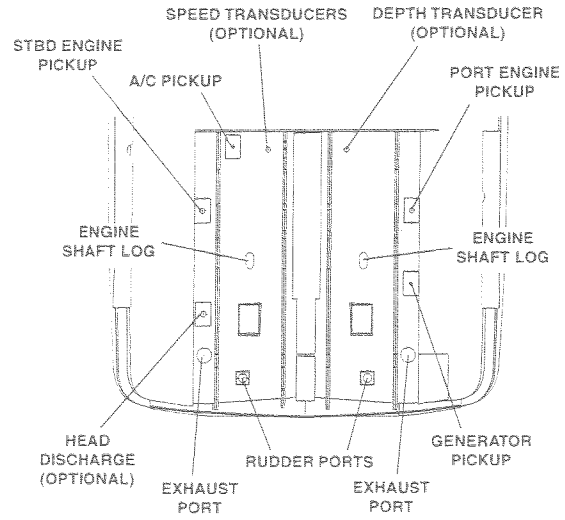
Port Side
(fig. 28.1)



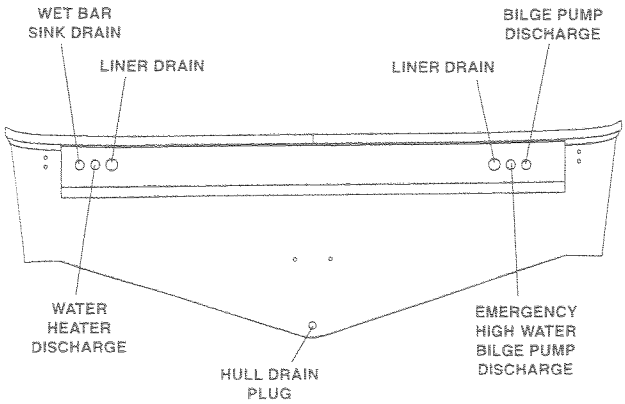
Starboard Side
(fig. 28.2)



Bilge Hull Cutouts
(fig. 28.3)

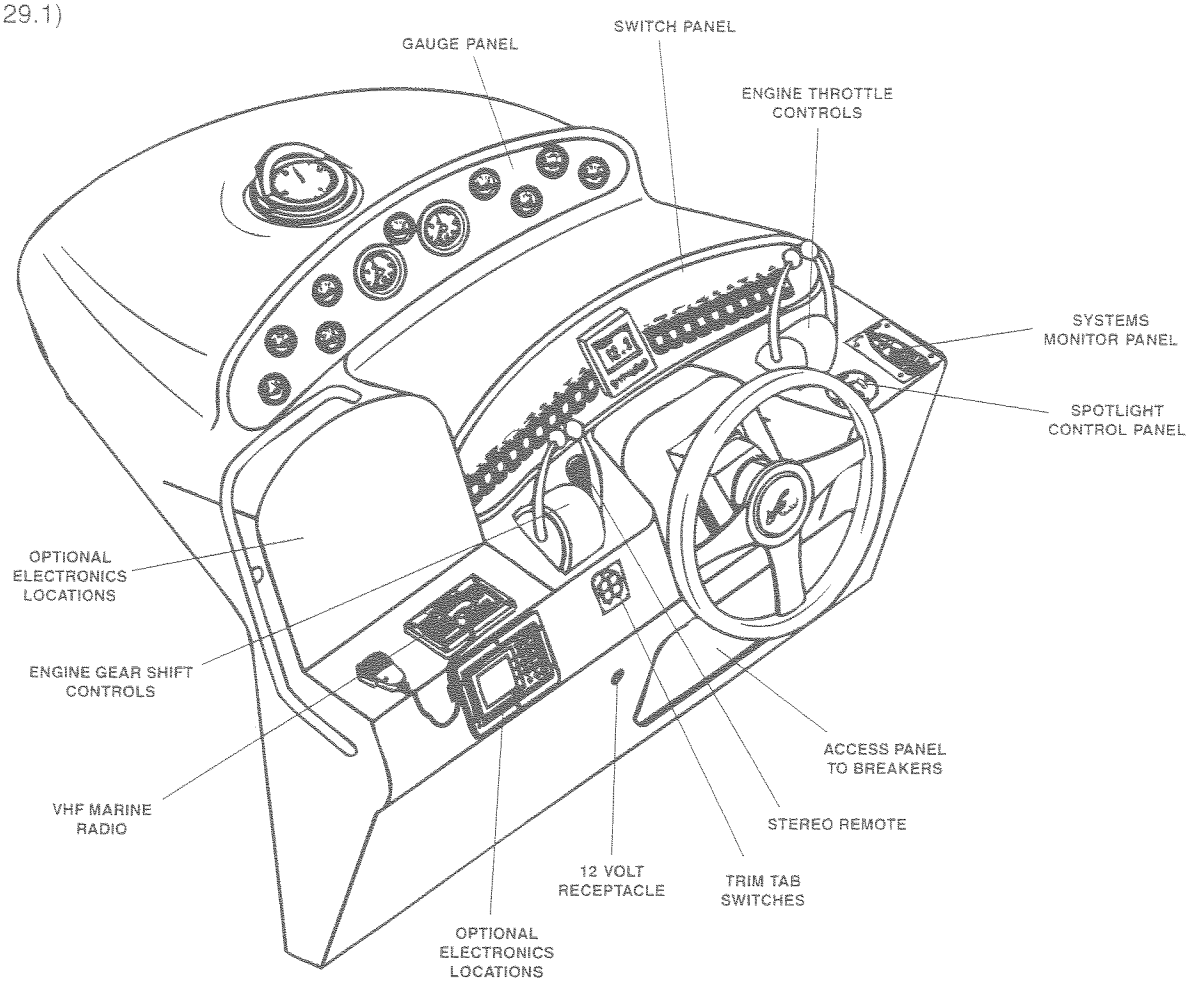


Transom Cutouts
(fig. 28.4)

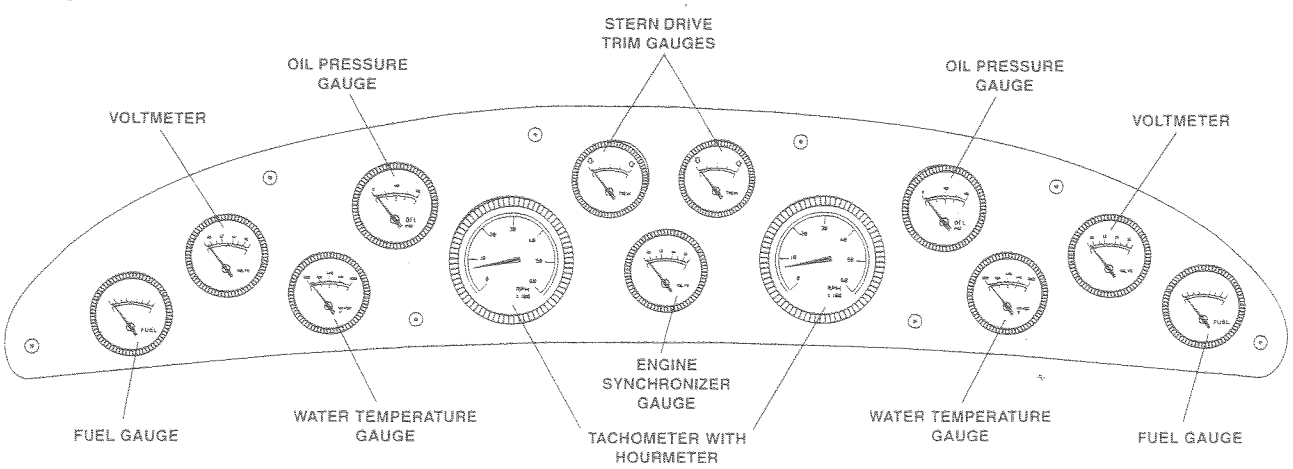


Control Station Layout

Control Station
(fig. 29.1)

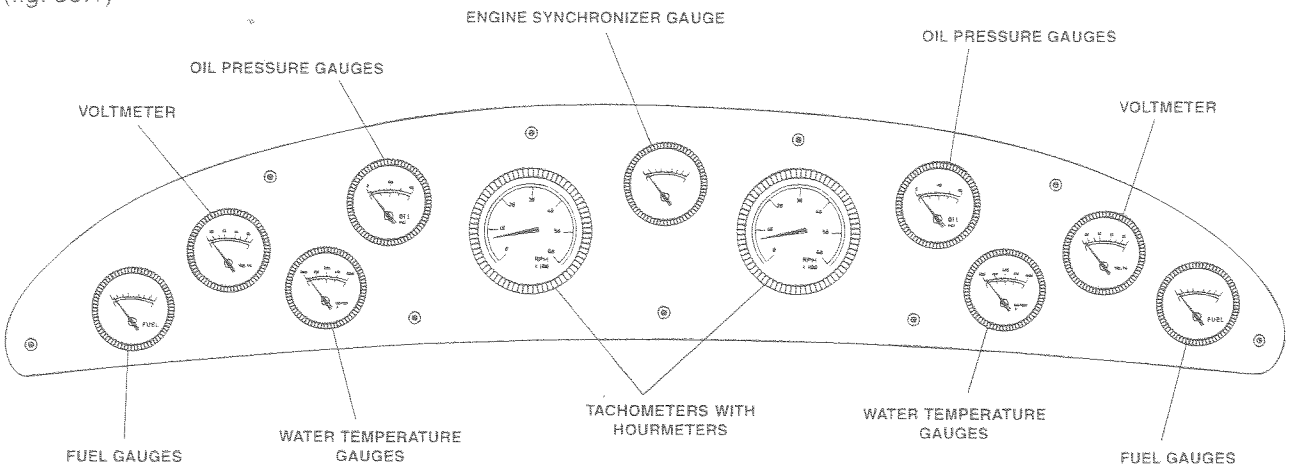


Gauge Panel
(fig. 29.2)

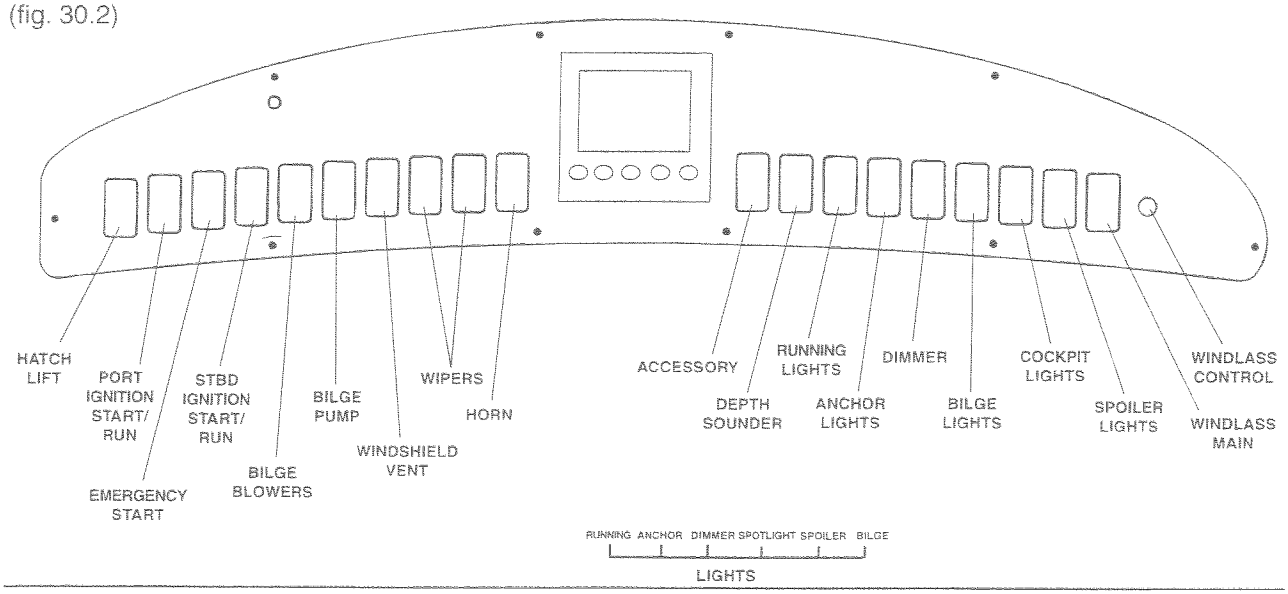


Control Station Layout

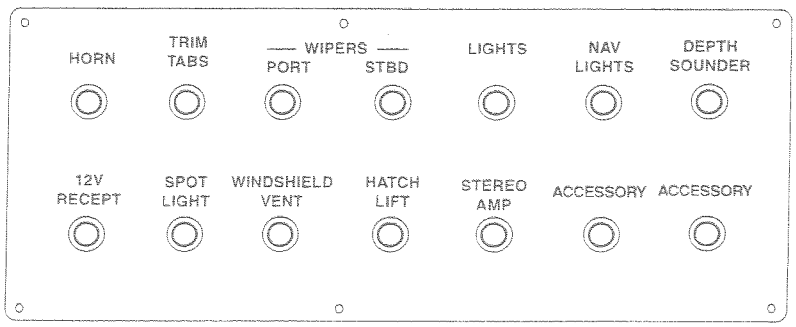
Gauge Panel
(fig. 30.1)



Switch Panel
(fig. 30.2)



Breaker Panel
(Behind Access Panel)
(fig. 30.3)



Systems Monitor Panel

The systems monitor panel, located at the control station, monitors critical engine functions, bilge pumps, high water emergency bilge pump, shower sump pump (if installed) and generator shutdown. It is equipped with a test button to test the indicator lights and the engine alarm buzzer. The panel is protected by a 5 amp fuse installed in the circuit breaker which is on the main DC breaker panel.

Diesel Option Only: Each engine is equipped with three alarm senders – water temperature, oil pressure and transmission temperature – which are connected to the alarm buzzer and appropriate indicator light on the systems monitor panel.

The warning buzzer and corresponding indicator light will be activated if the cooling system water temperature rises too 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.

It is recommended that the system indicator lights and alarm be tested at least once every five hours of operation. To test, push the test switch on the systems monitor panel. All indictor lights and alarm should activate.

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

⚠ CAUTION

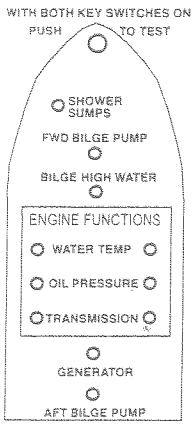
IF THE ENGINE INDICATOR(S) AND ALARM COME ON WHILE RUNNING, QUICKLY CHECK AND NOTE THE OIL PRESSURE AND WATER TEMPERATURE GAUGE READINGS. TURN OFF ENGINE IMMEDIATELY. Check for leaks and see if the cooling water pickup is blocked or clogged. If necessary, clear the water pickup of any foreign matter. DO NOT RESTART THE ENGINE UNTIL CAUSE FOR ALARM SOUNDING HAS BEEN FOUND AND CORRECTED.

NOTICE

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.

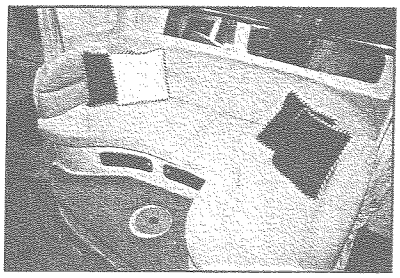
Light	Indicates (When Lit)
SHOWER SUMPS	SHOWER SUMP PUMP IS RUNNING
FWD BILGE PUMP	BILGE PUMP IS RUNNING
BILGE HIGH WATER	EMERGENCY BILGE PUMP IS RUNNING
GENERATOR	GENERATOR OIL PRESSURE IS TOO LOW
AFT BILGE PUMP	BILGE PUMP IS RUNNING
WATER TEMPERATURE	ENGINE COOLING SYSTEM IS TOO HOT
OIL PRESSURE	ENGINE OIL PRESSURE IS TOO LOW
TRANSMISSION	TRANSMISSION TEMPERATURE IS TOO HOT

Systems Monitor (fig. 31.1)

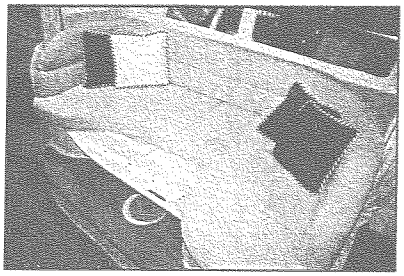


SALON SLEEPING ARRANGEMENTS

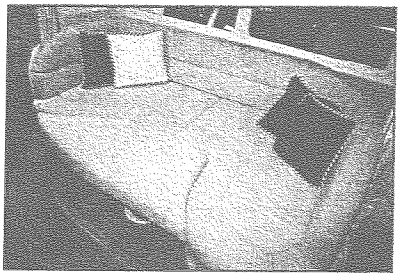
To converte the salon sofa to a sleeper:



1. Remove salon table. (fig. 32.1)



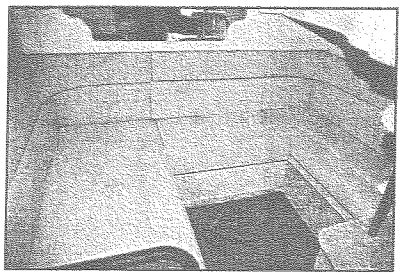
2. Pull out sleeper board. (fig. 32.2)



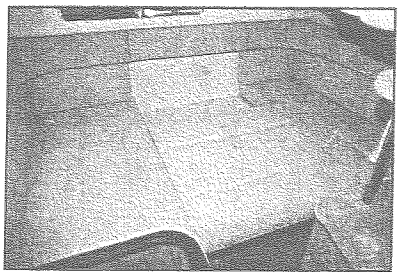
3. Place sleeper cushion on sleeper board. (fig. 32.3)

MID STATEROOM SLEEPING ARRANGEMENTS

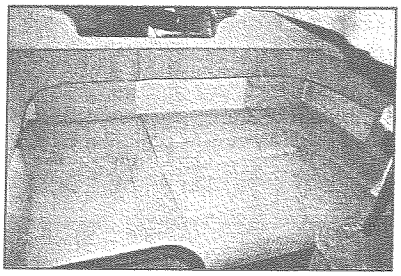
To converte the mid stateroom conversation pit to the double berth:



1. Mid Stateroom seat in normal position. (fig. 32.4)

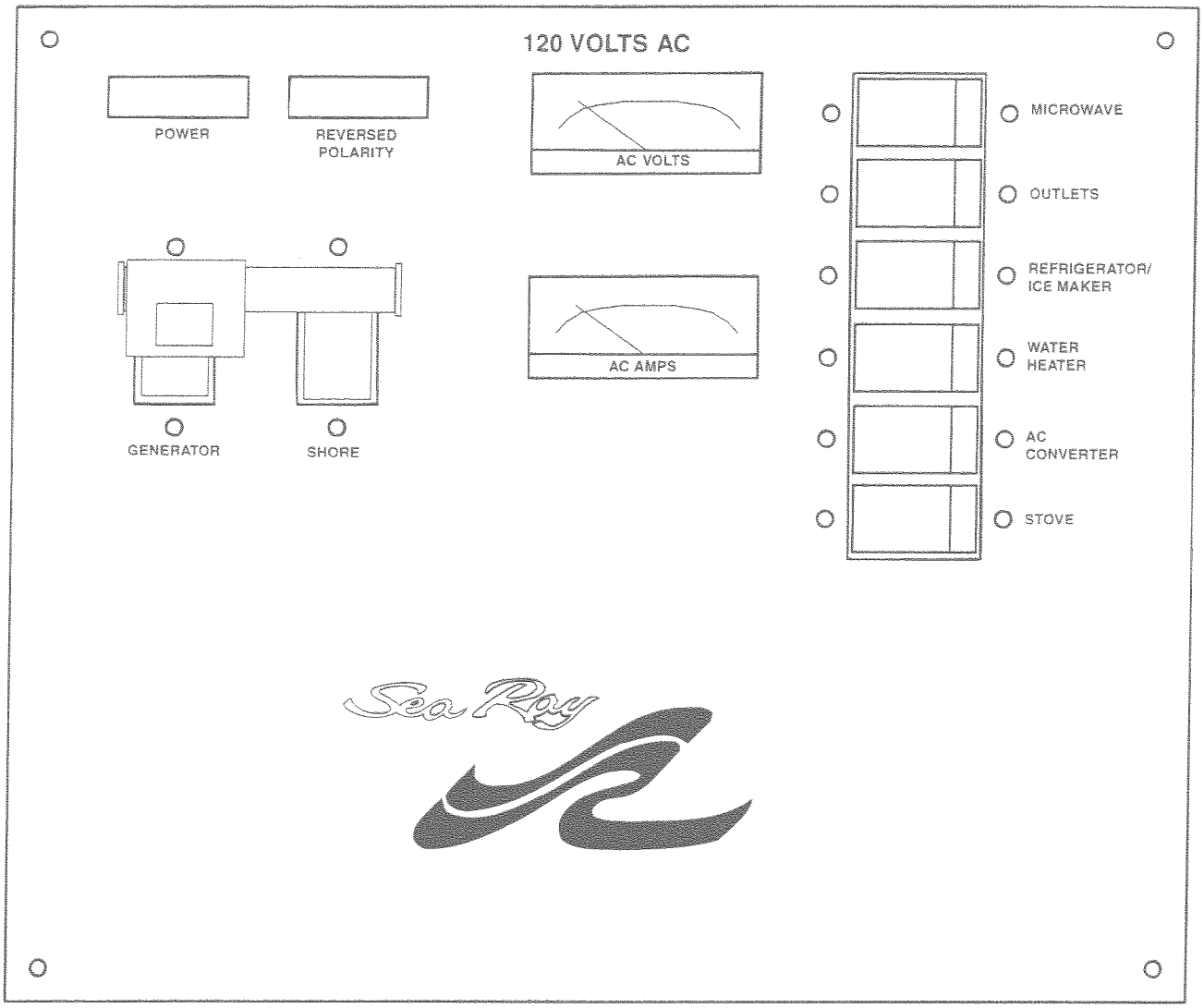


2. Slide out seat cushion and lay down back cushion. (fig. 32.5)



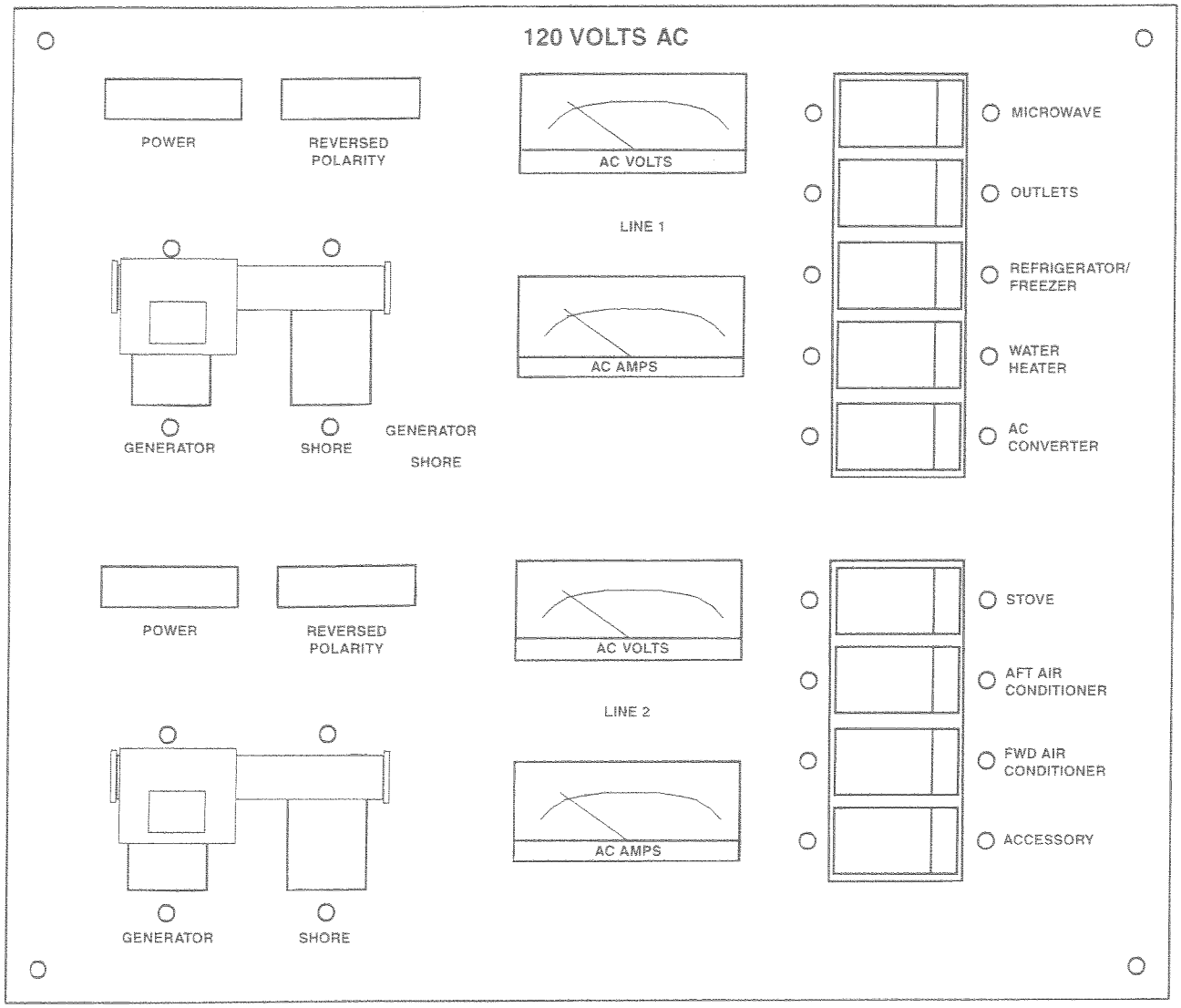
3. Place additional sleeper cushion into position against aft bulkhead. (fig. 32.6)

Standard AC Main Distribution Panel (120V)



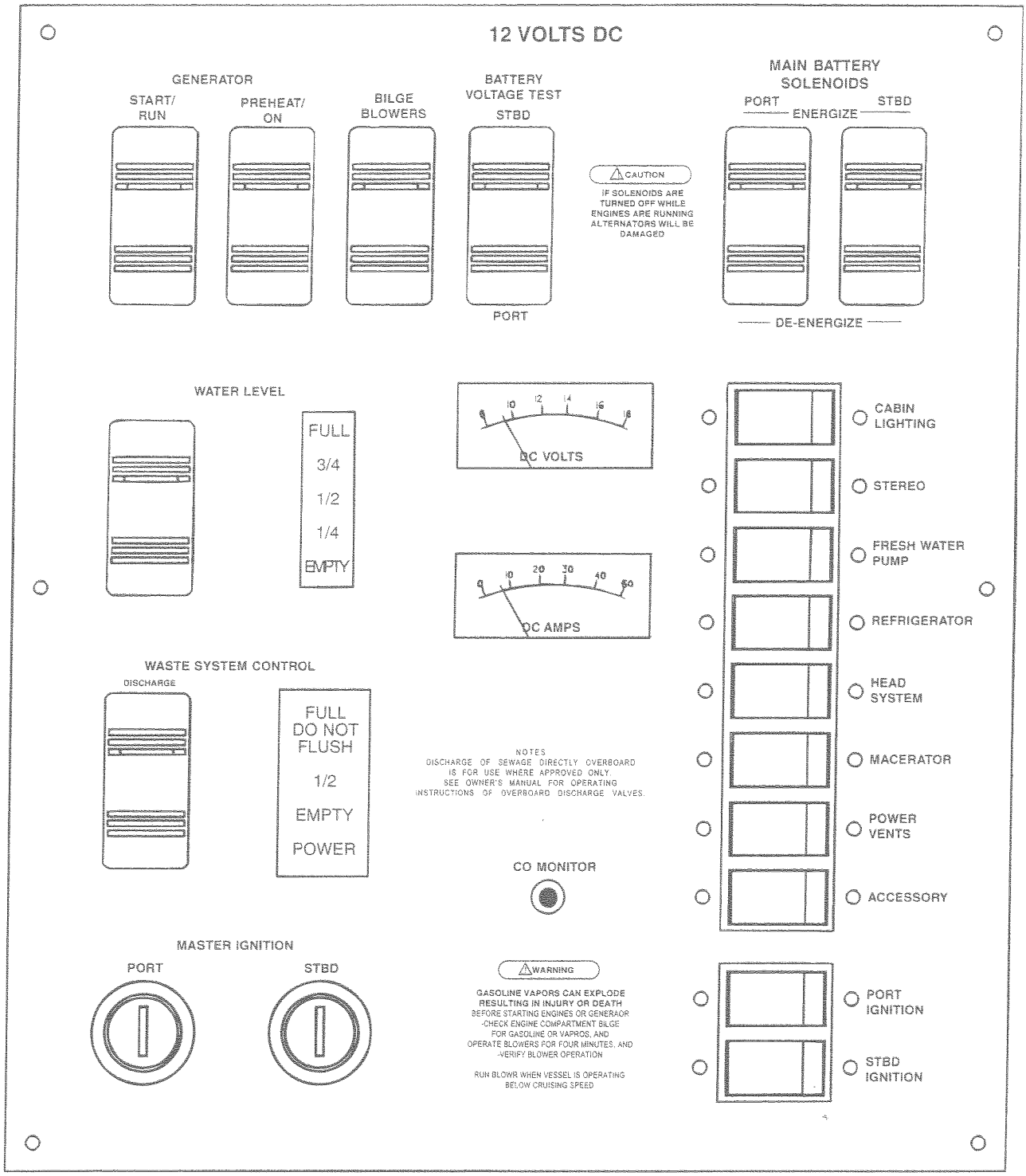
(fig. 33.1)

Optional AC Main Distribution Panel (120V)



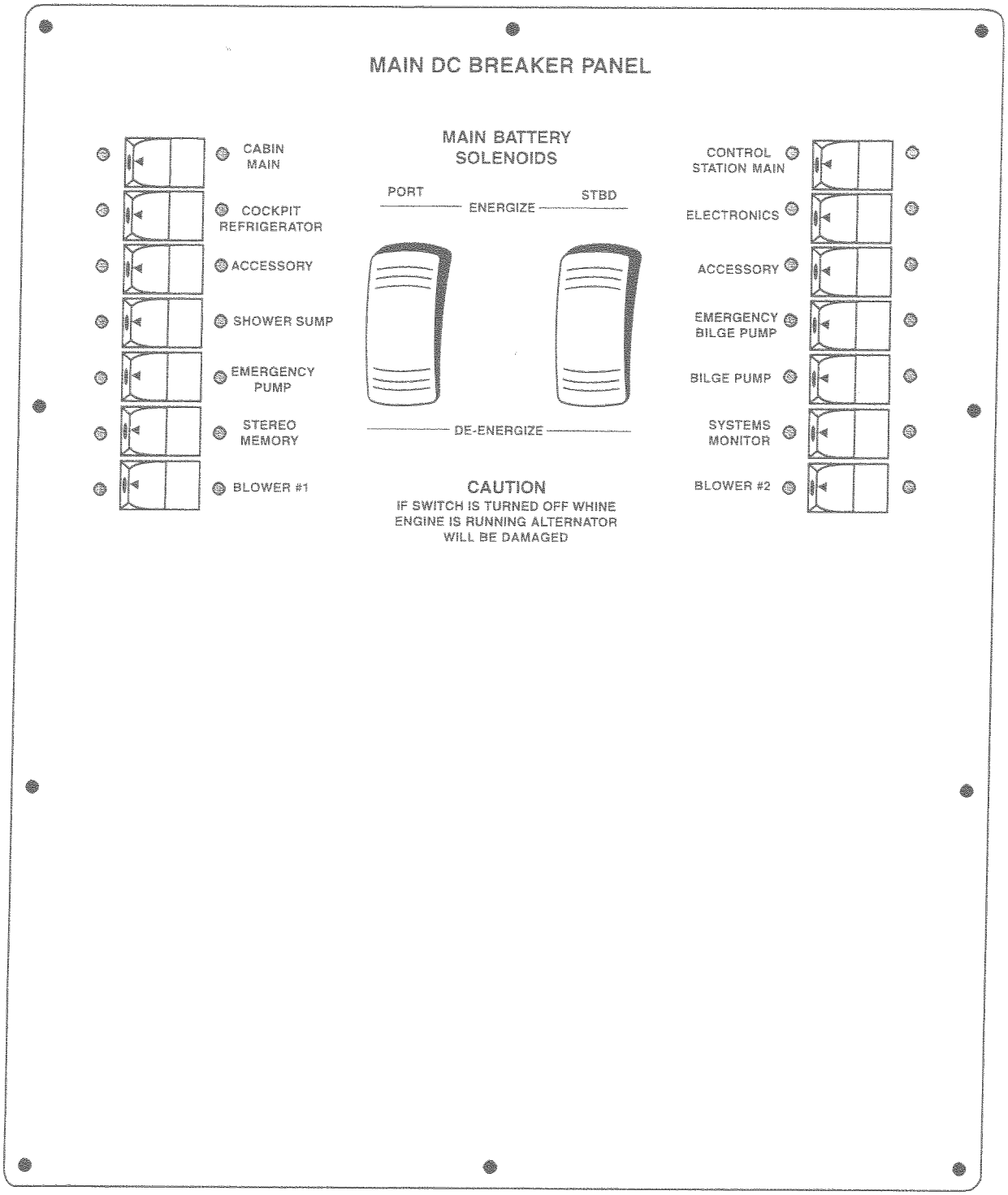
(fig. 34.1)

DC Distribution Panel (12V)



(fig. 35.1)

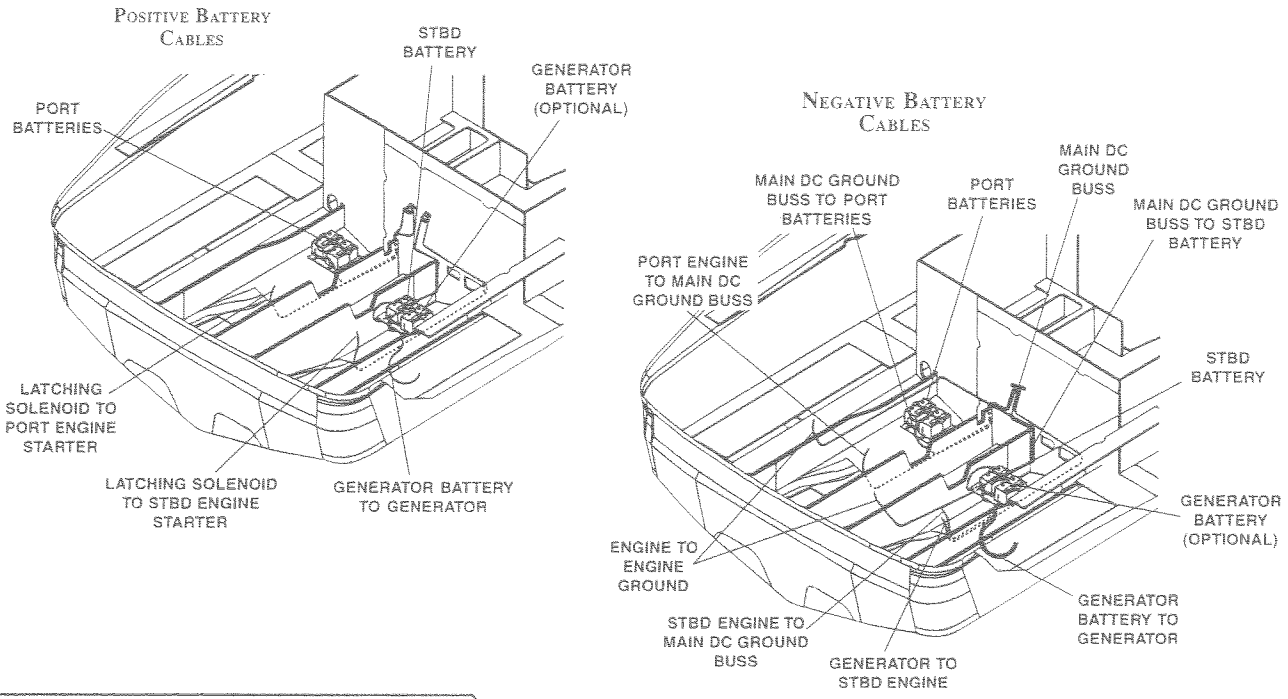
MAIN DC BREAKER & BATTERY SWITCH PANEL



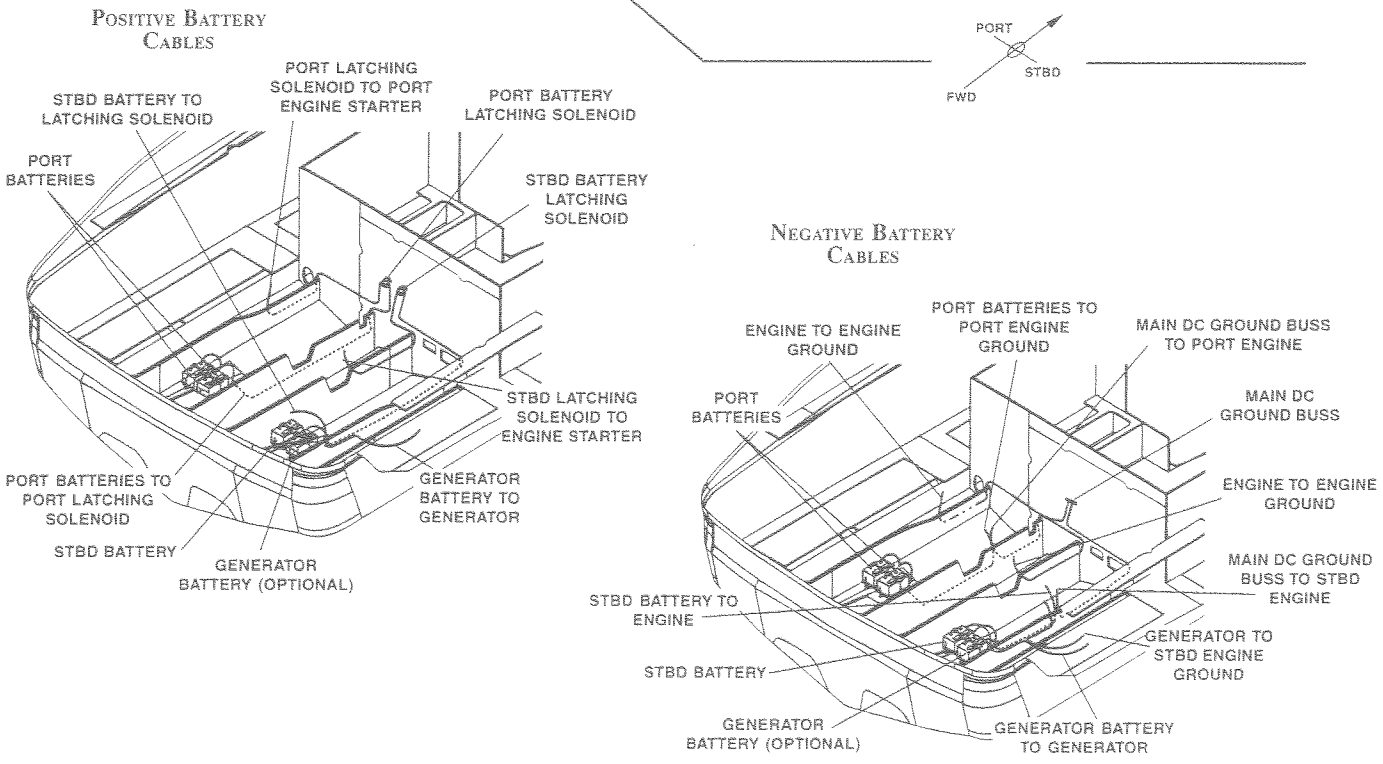
(fig. 36.1)

Battery Cable Installation

Battery Cable Installation
(With Stern-Drive Engines) (fig. 37.1)

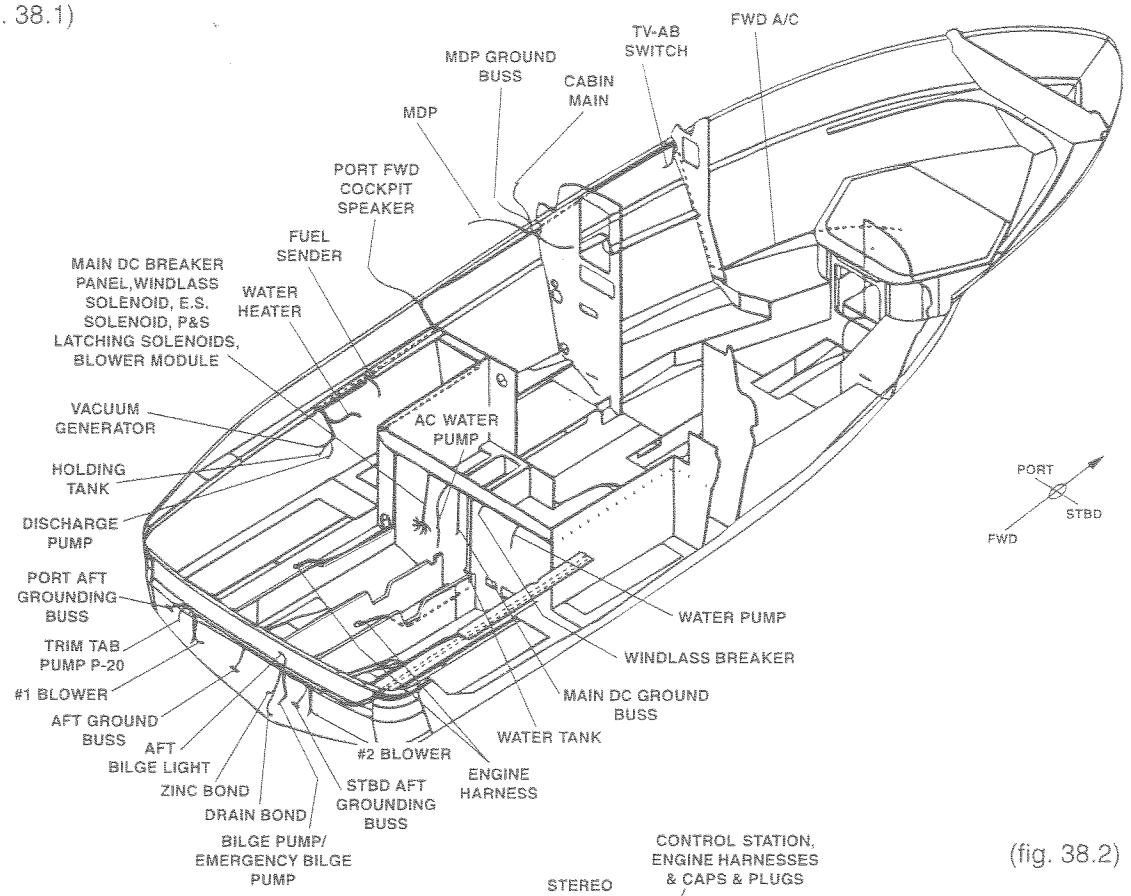


Battery Cable Installation
(With V-Drive Engines) (fig. 37.2)

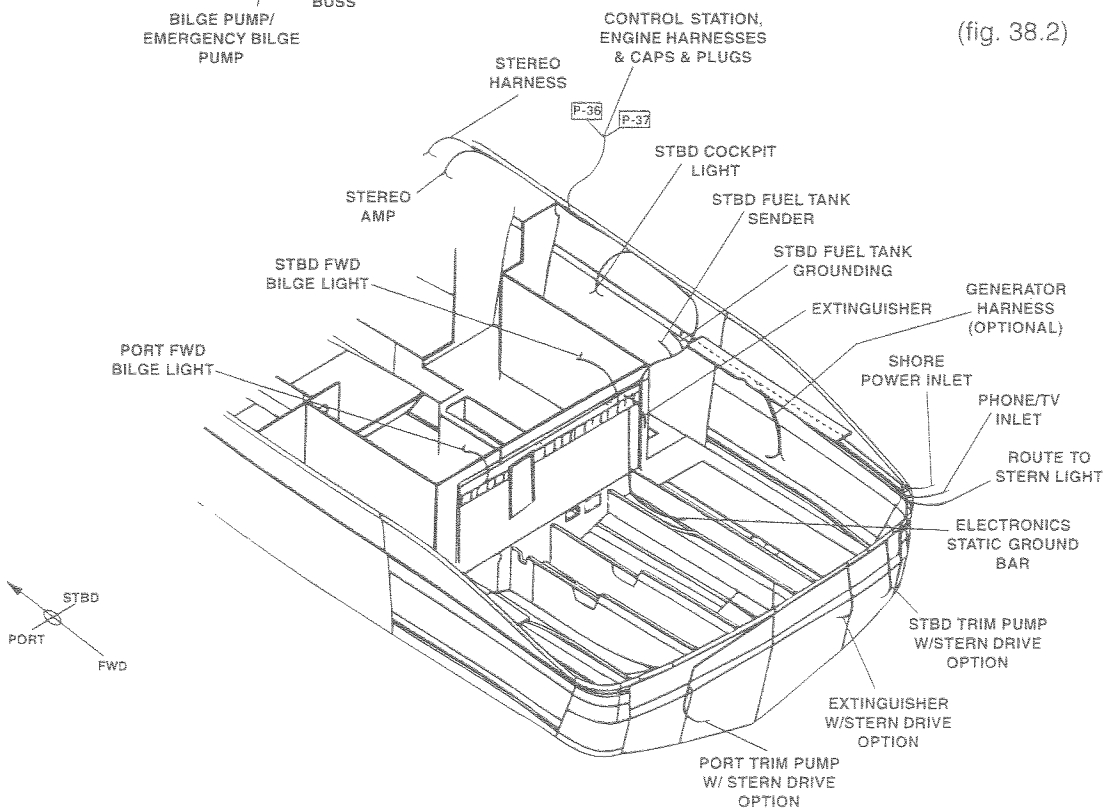


Bilge Harness Installation

(fig. 38.1)



(fig. 38.2)



D SCHEMATIC WITH V-DRIVE OPTION (1 OF 5)

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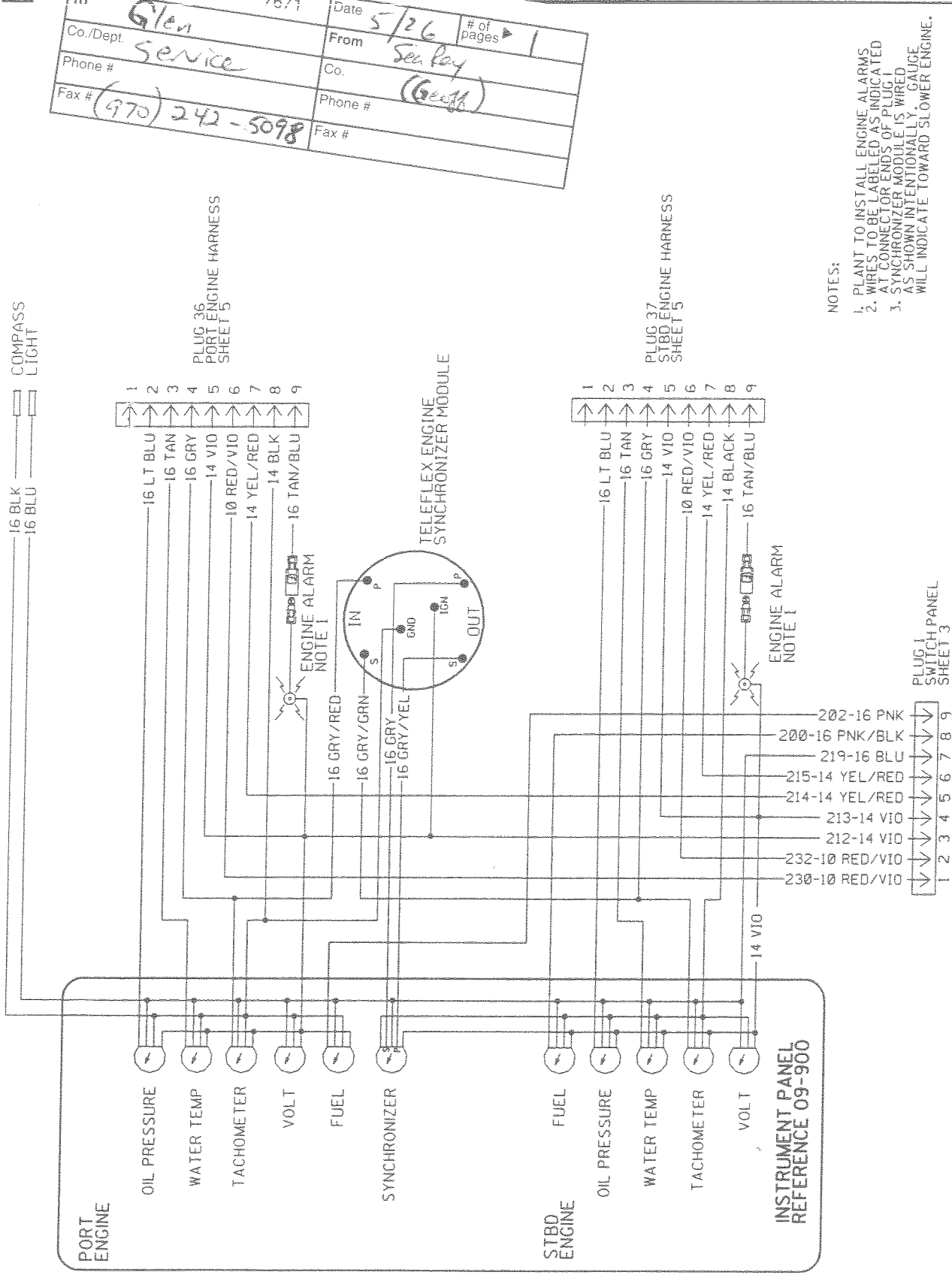
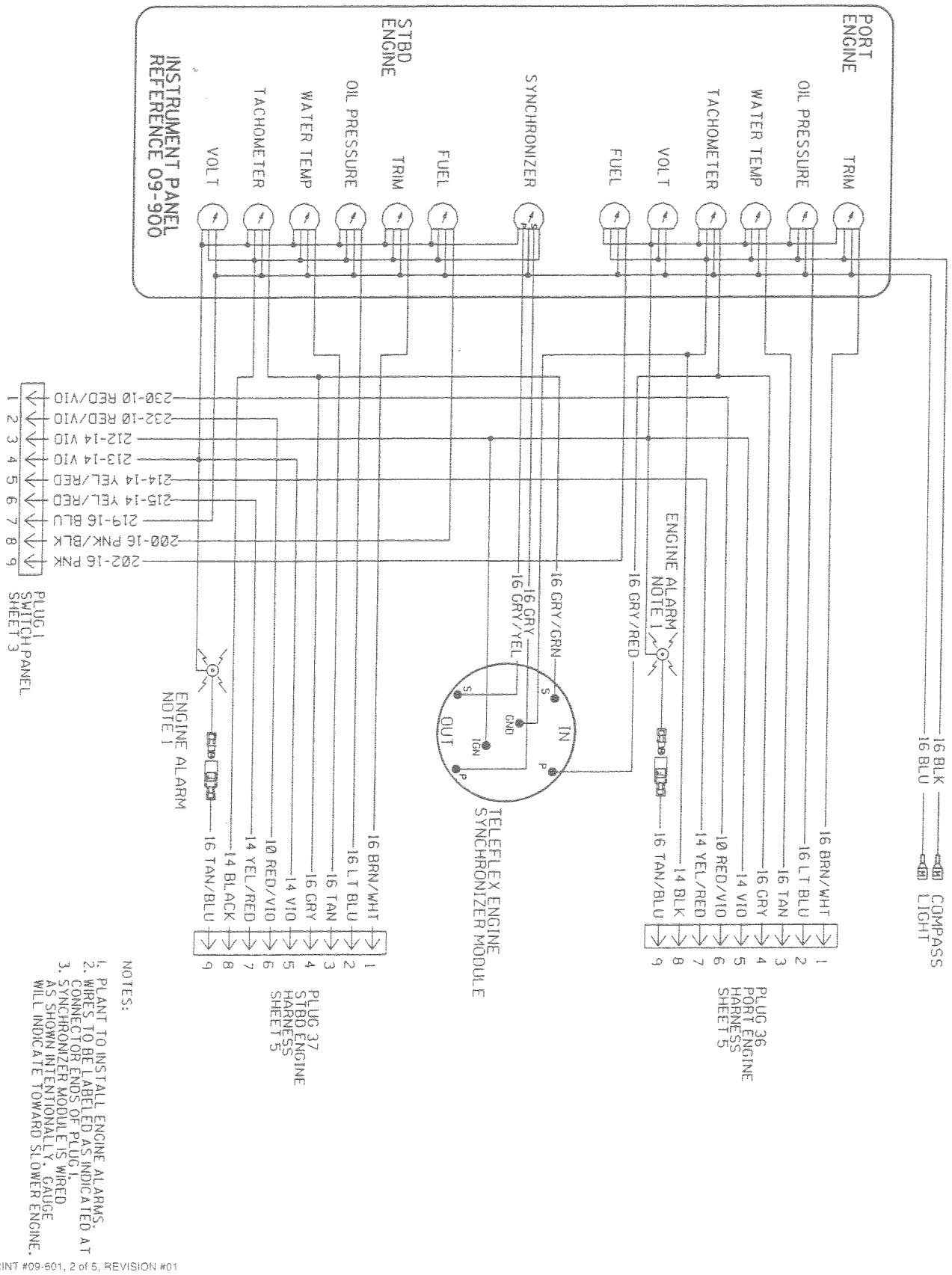


PRINT #09-601, 1 of 5, REVISION #01

DC Wiring Schematic (Stern Drive) (2 of 5)

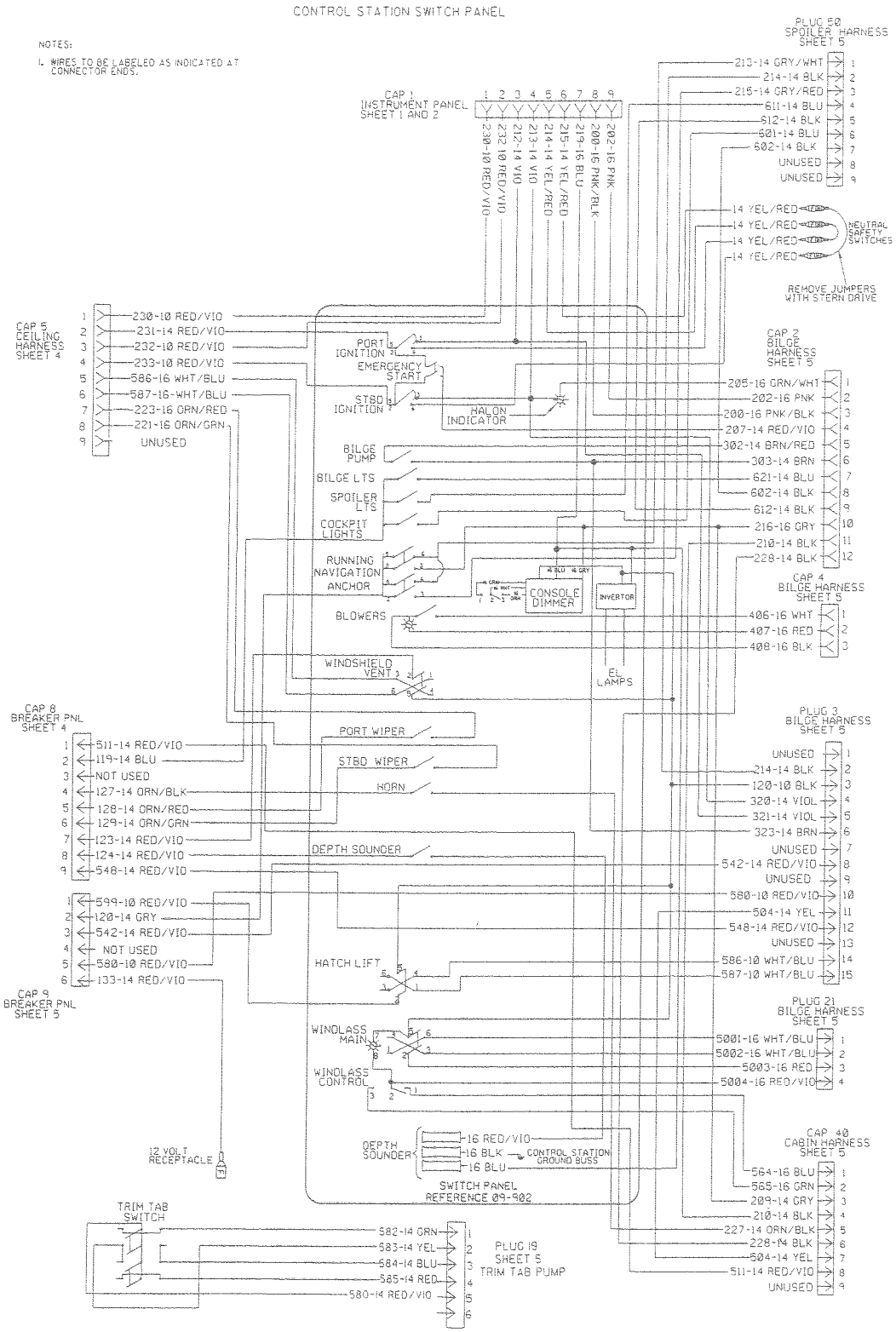


NOTES:

1. PLANT TO INSTALL ENGINE ALARMS.
2. WIRES TO BE LABELED AS INDICATED AT CONNECTOR ENDS OF PLUG 1.
3. SYNCHRONIZER MODULE IS WIRED AS SHOWN INTENTIONALLY. GAUGE WILL INDICATE TOWARD SLOWER ENGINE.

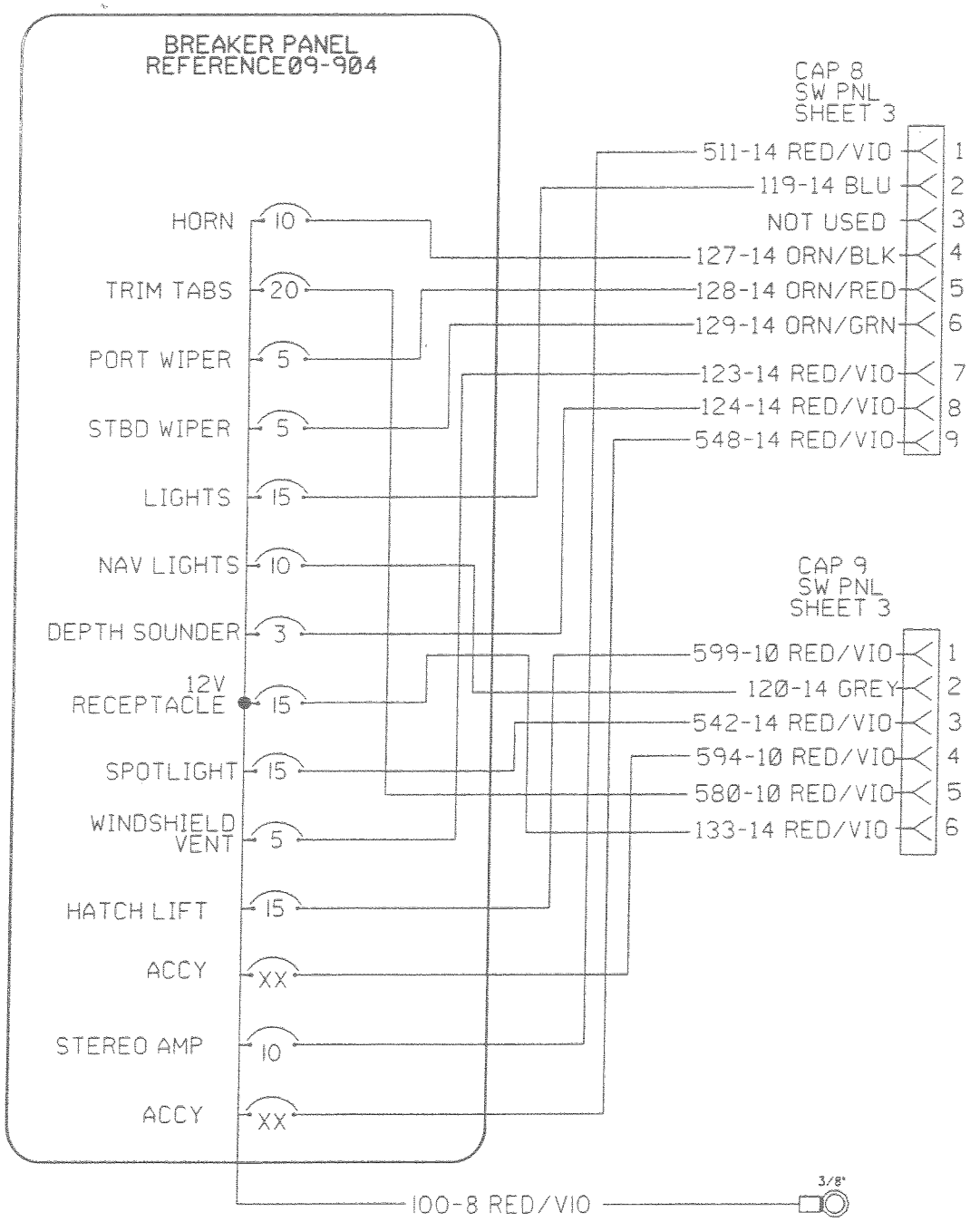
PRINT #09-601, 2 of 5, REVISION #01

DC Wiring Schematic (3 of 5)



PRINT #09-601, 3 of 5, REVISION #03

DC Wiring Schematic (4 of 5)



NOTE:

1. WIRES TO BE LABELED AS INDICATED AT CONNECTOR ENDS.

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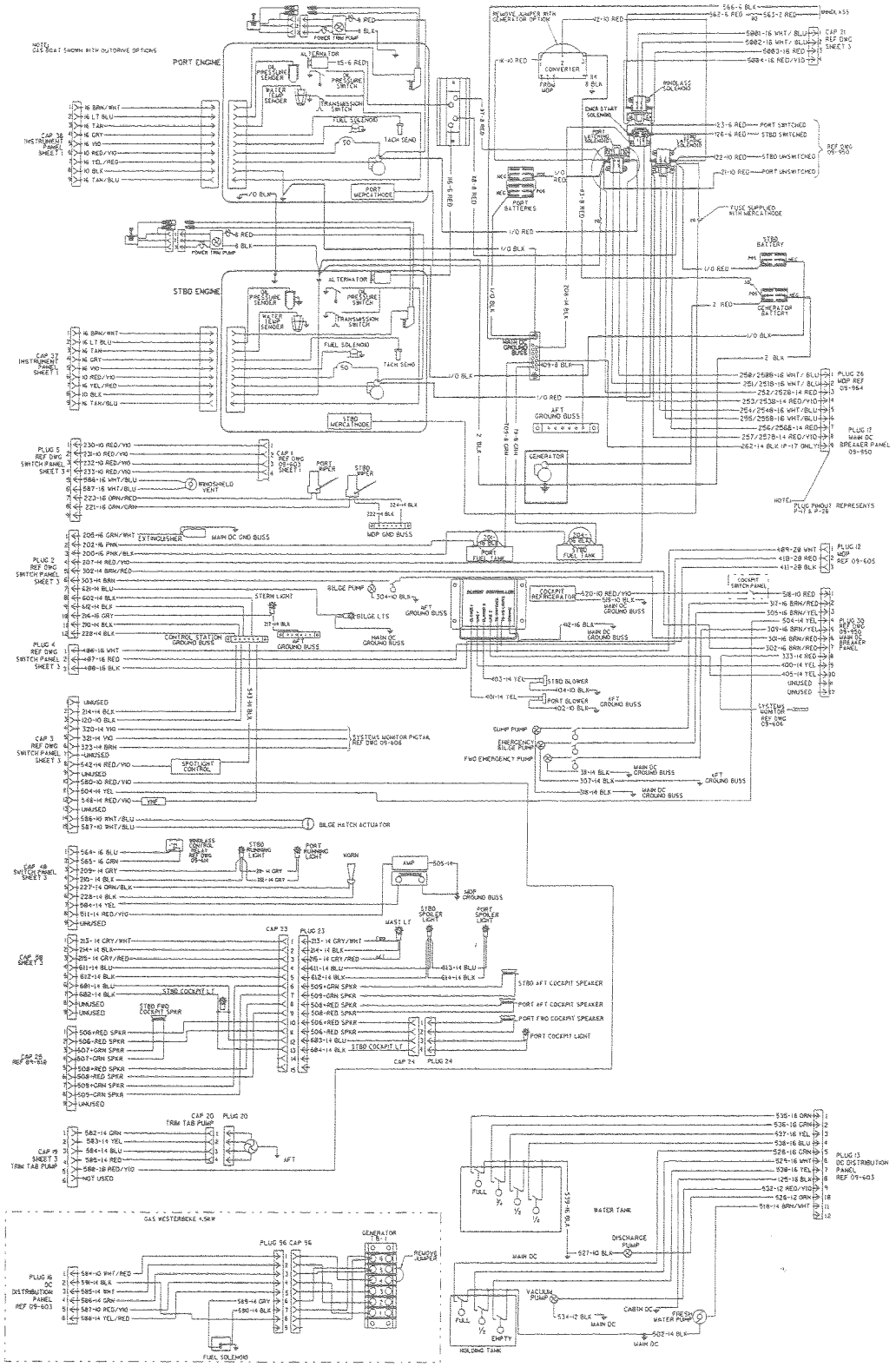
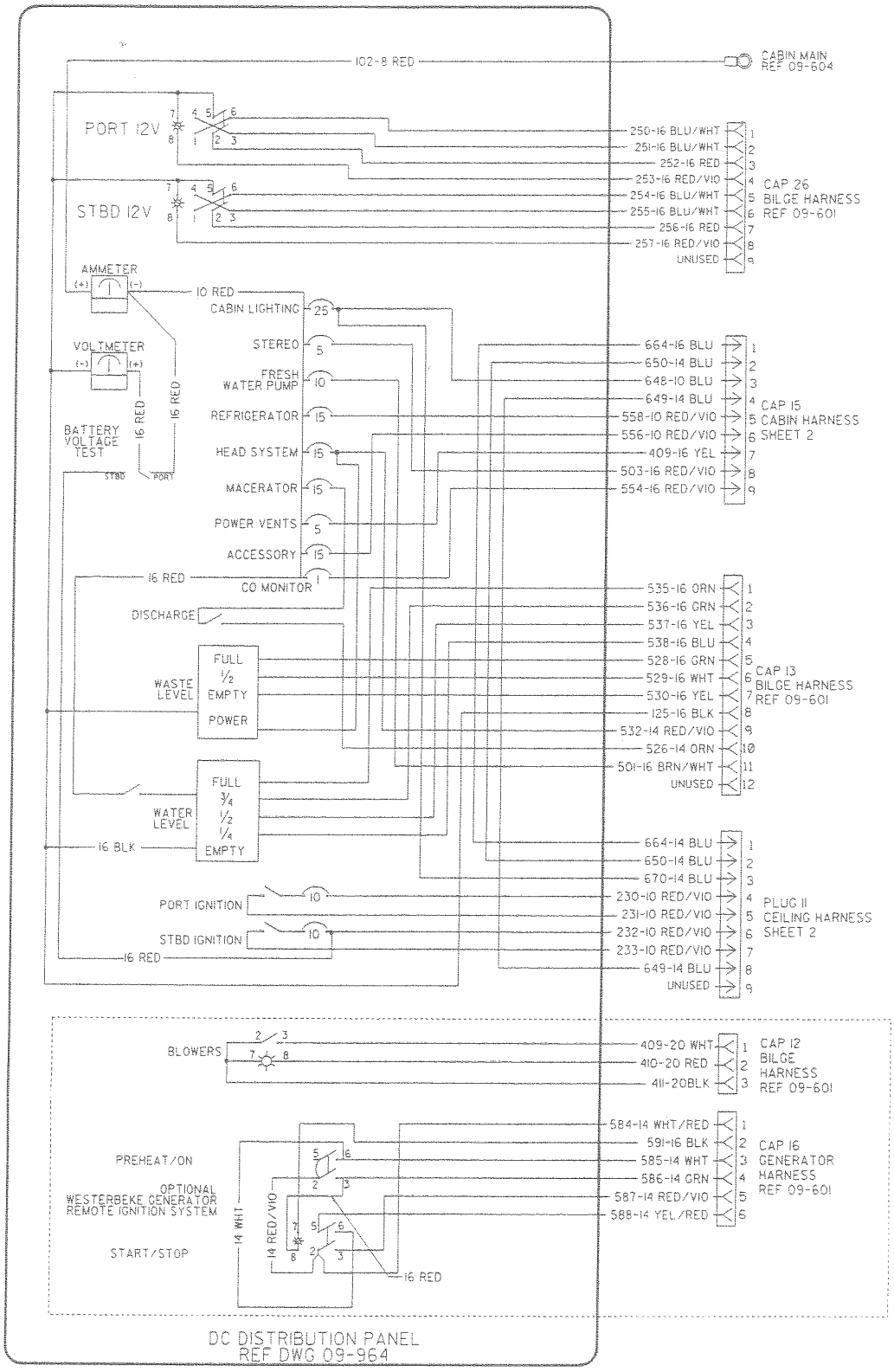
DC Wiring Schematic (Gas) (5 of 5)



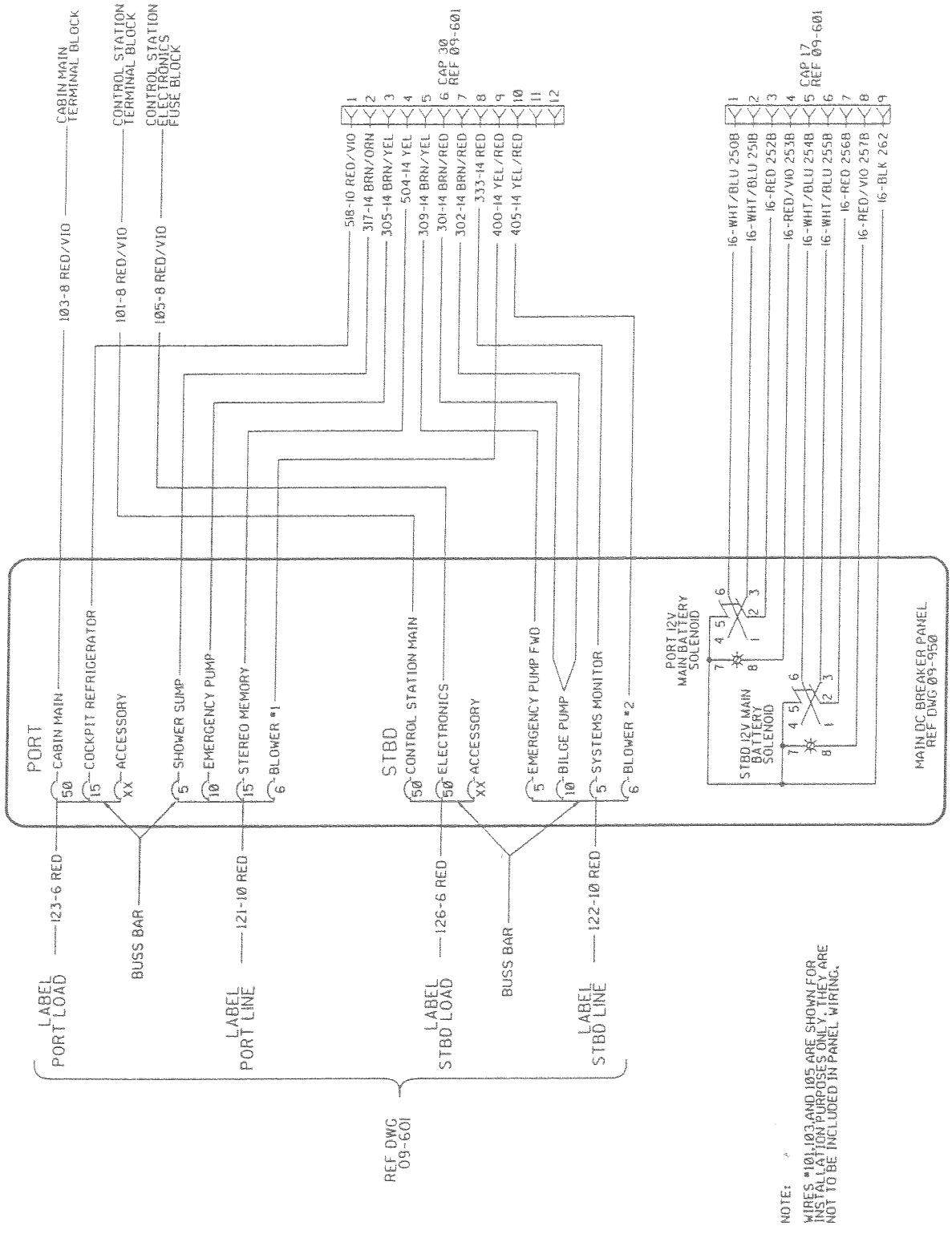
PRINT #09-601, 5 of 5, REVISION #0

CABIN DC WIRING SCHEMATIC



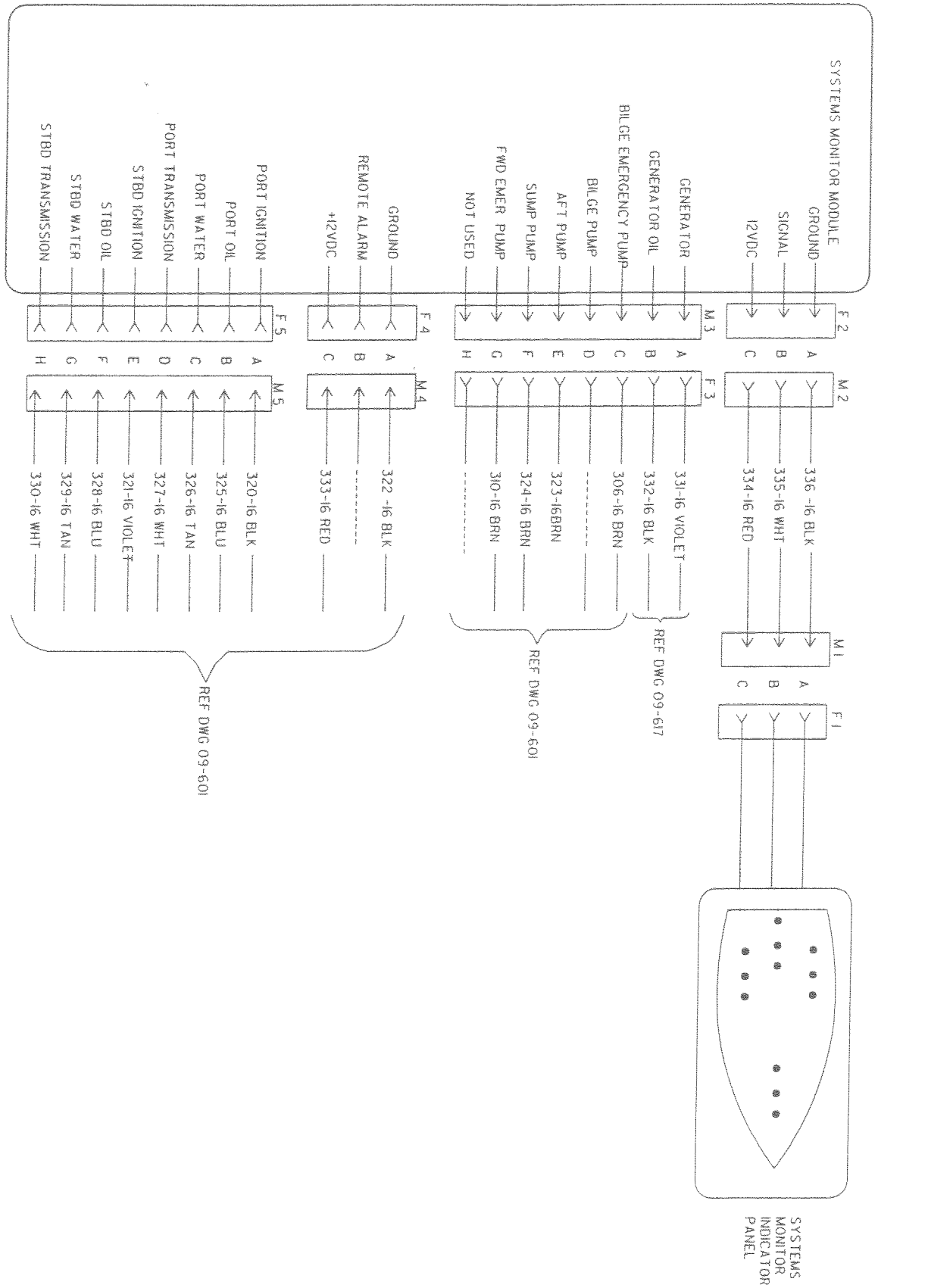
PRINT #09-603, 1 of 1, REVISION #4

Main DC Breaker Panel Wiring Diagram



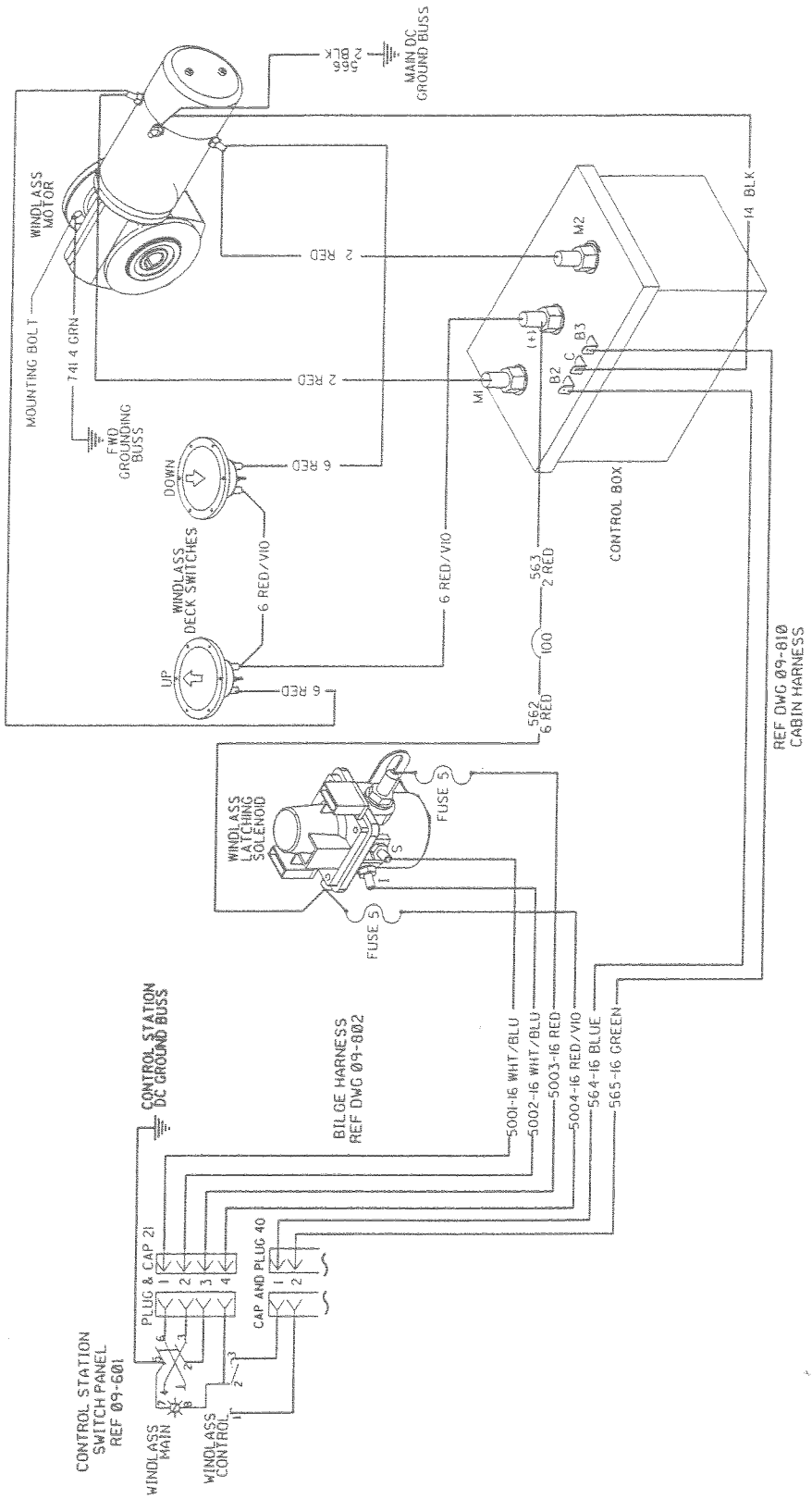
PRINT #09-604, 1 of 1, REVISION #01

SYSTEMS MONITOR MODULE WIRING DIAGRAM



PRINT #09-606, 1 of 1, REVISION #0

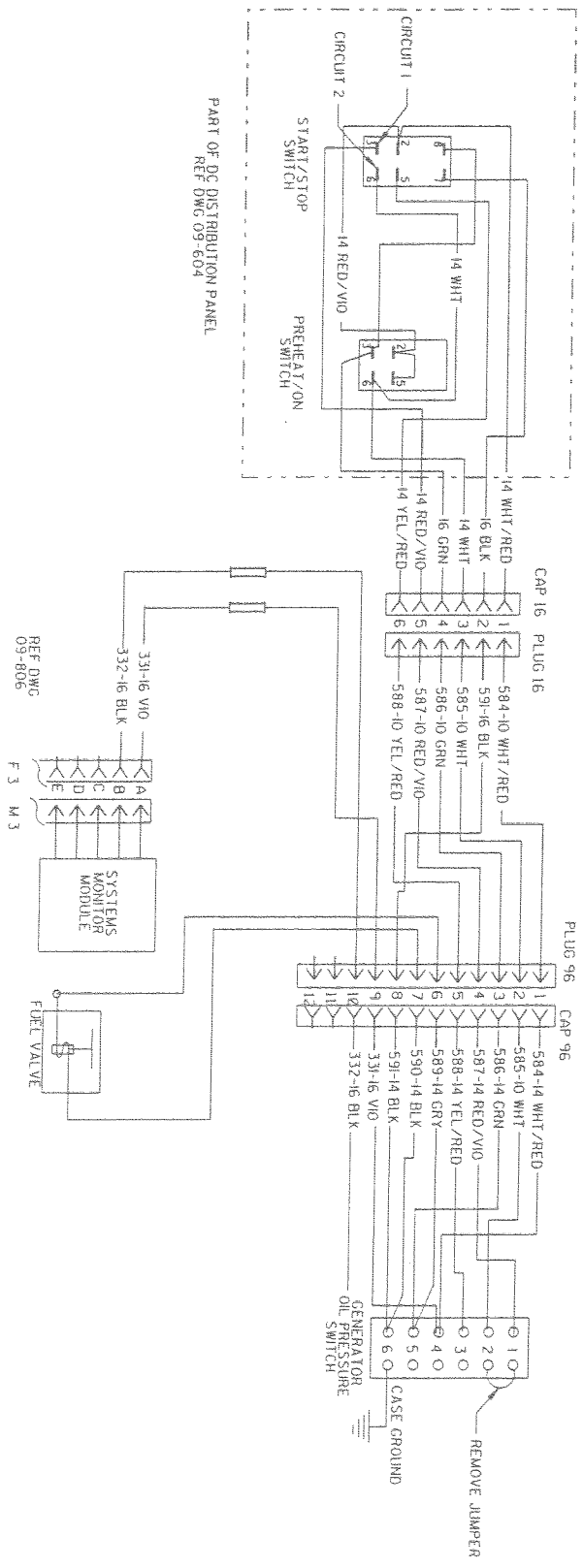
WINDLASS WIRING SCHEMATIC



PRINT #09-614, 1 of 1, REVISION #0

GENERATOR SCHEMATIC

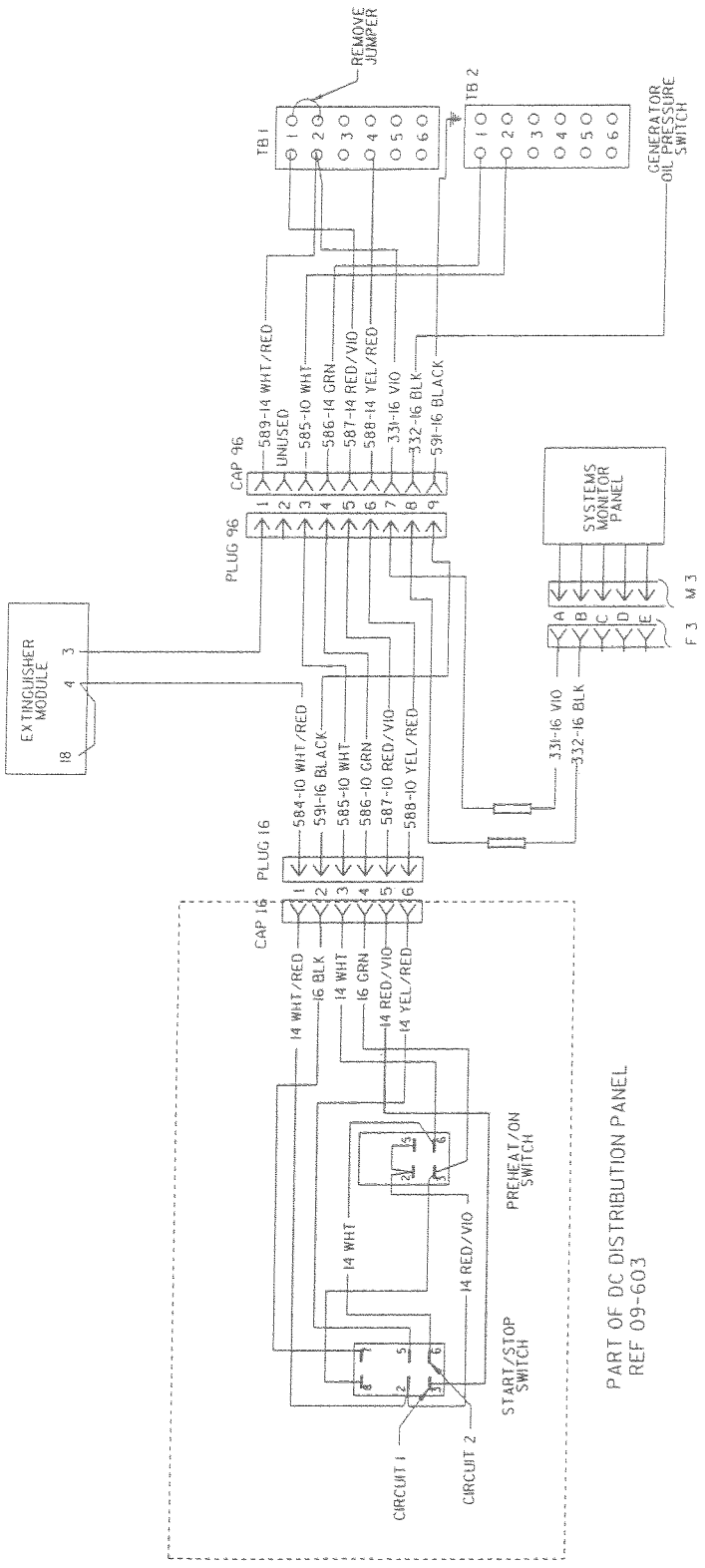
(WESTERBEKE® GASOLINE)



PRINT #09-617, 1 of 1, REVISION #0

GENERATOR SCHEMATIC

(WESTERBEKE® DIESEL [OPTION])



PRINT #09-608, 1 of 1, REVISION #0

Generator High Voltage Wiring

(Westerbeke®)

MODEL	RATING	BREAKER	VOLTS/HZ
3.5KW BCG+A+B	15 AMP	42712	230V/50HZ
5.0KW BCG	25 AMP	42713	230V/50HZ
4.0KW BCDA+B	20 AMP	42704	230V/50HZ
7.0KW BCG	30 AMP	42714	120V/60HZ OR 120/240V/60HZ
4.5KW BCG+A+B	20 AMP	42232	120V/60HZ OR 120/240V/60HZ
5.0KW BCDA+B	25 AMP	42705	120V/60HZ OR 120/240V/60HZ

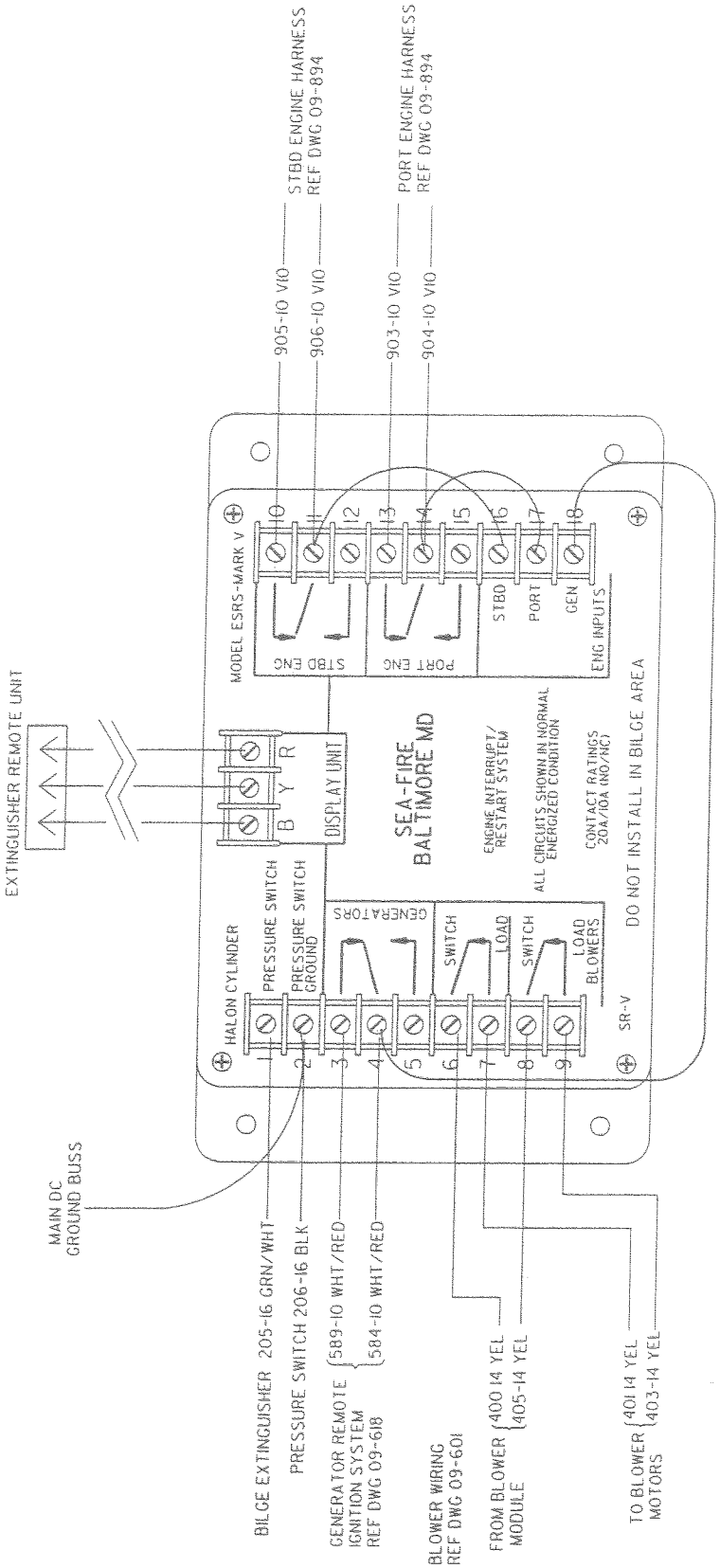
MODEL	RATING	BREAKER	VOLTS/HZ
10.0KW BTG	50 AMP	42716	230V/50HZ
12.0KW BTG	60 AMP	42717	230V/50HZ
7.5KW BTD	35 AMP	42707	230V/50HZ
8.3KW BTD	40 AMP	42708	230V/50HZ
9.4KW BTDA	40 AMP	42708	230V/50HZ
12.0KW BTDA+B	60 AMP	42709	230V/50HZ
10.0KW BTD	50 AMP	42698	120V/60HZ OR 120/240V/60HZ
11.0KW BTD	50 AMP	42698	120V/60HZ OR 120/240V/60HZ
12.5KW BTDA	60 AMP	42709	120V/60HZ OR 120/240V/60HZ
15.0KW BTDA+B	70 AMP	42710	120V/60HZ OR 120/240V/60HZ
12.5KW BTG	60 AMP	42717	120V/60HZ OR 120/240V/60HZ
15.0KW BTG	70 AMP	42718	120V/60HZ OR 120/240V/60HZ

MODEL	RATING	BREAKER	VOLTS/HZ
5.7KW BTD	25 AMP	42705	230V/50HZ
6.0KW BTD	30 AMP	42706	230V/50HZ
6.8KW BTG+A	30 AMP	42714	230V/50HZ
7.0KW BTG	35 AMP	42715	230V/50HZ
7.6KW BTD	35 AMP	42707	120V/60HZ OR 120/240V/60HZ
8.0KW BTD	35 AMP	42707	120V/60HZ OR 120/240V/60HZ
8.5KW BTG+A	40 AMP	42236	120V/60HZ OR 120/240V/60HZ
9.0KW BTG	40 AMP	42236	120V/60HZ OR 120/240V/60HZ

MODEL	RATING	BREAKER	VOLTS/HZ
16.0KW BEDA	70 AMP	42710	230V/50HZ
16.0KW BEG	70 AMP	42718	230V/50HZ
25.0KW BEDA	120 AMP	TBD	230V/50HZ
20.0KW BED	90 AMP	42711	230V/50HZ
32.0KW BEDA	150 AMP	42703	120V/60HZ OR 120/240V/60HZ
20.0KW BEDA	90 AMP	42711	120V/60HZ OR 120/240V/60HZ
25.0KW BED	100 AMP	42702	120V/60HZ OR 120/240V/60HZ
20.0KW BEG	90 AMP	42696	120V/60HZ OR 120/240V/60HZ

Extinguisher Relay Wiring Diagram

(With Twin 4.2L Mercury D-Tronic Diesel Option)



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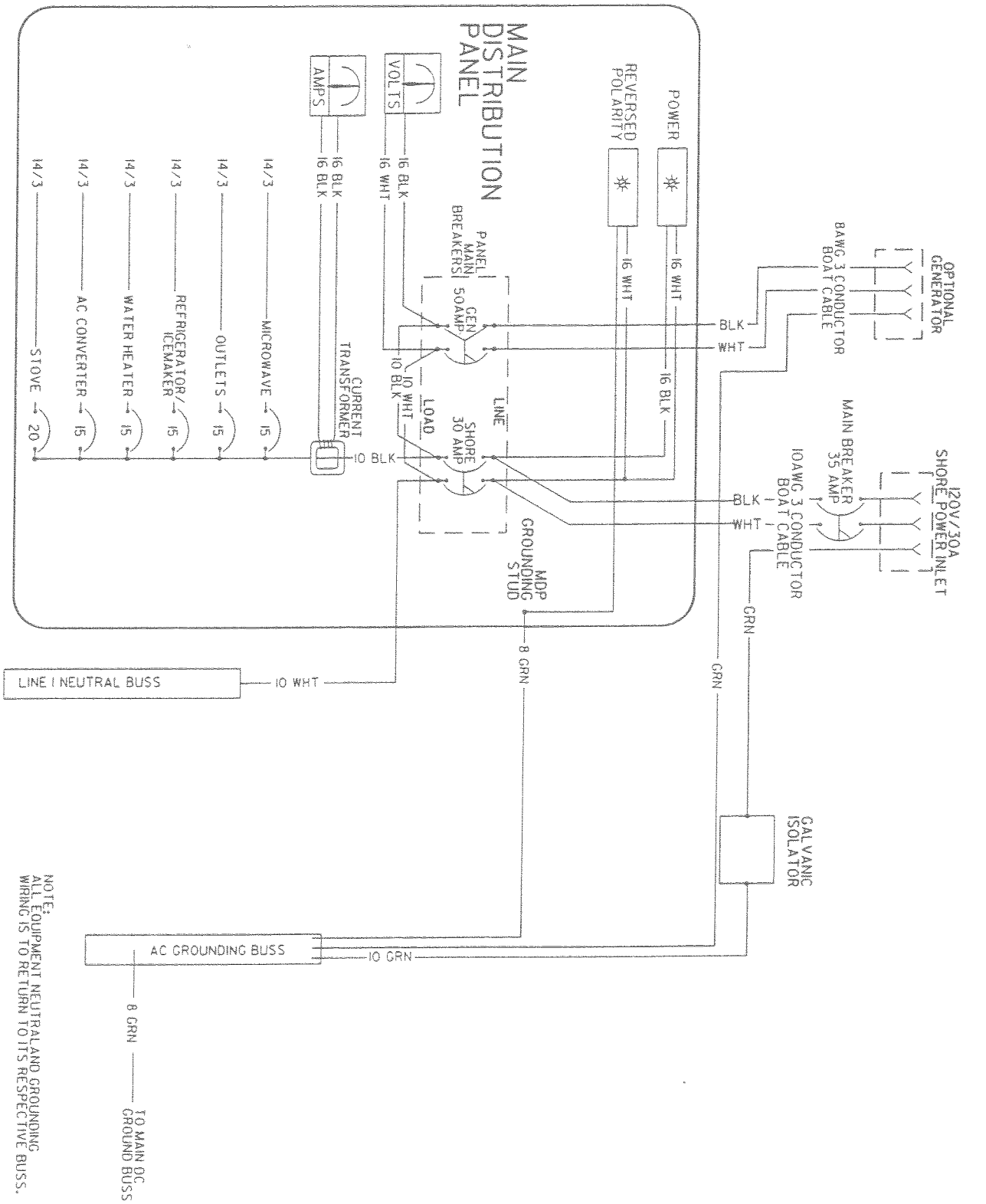
AC Wiring Schematic (120 Volt)



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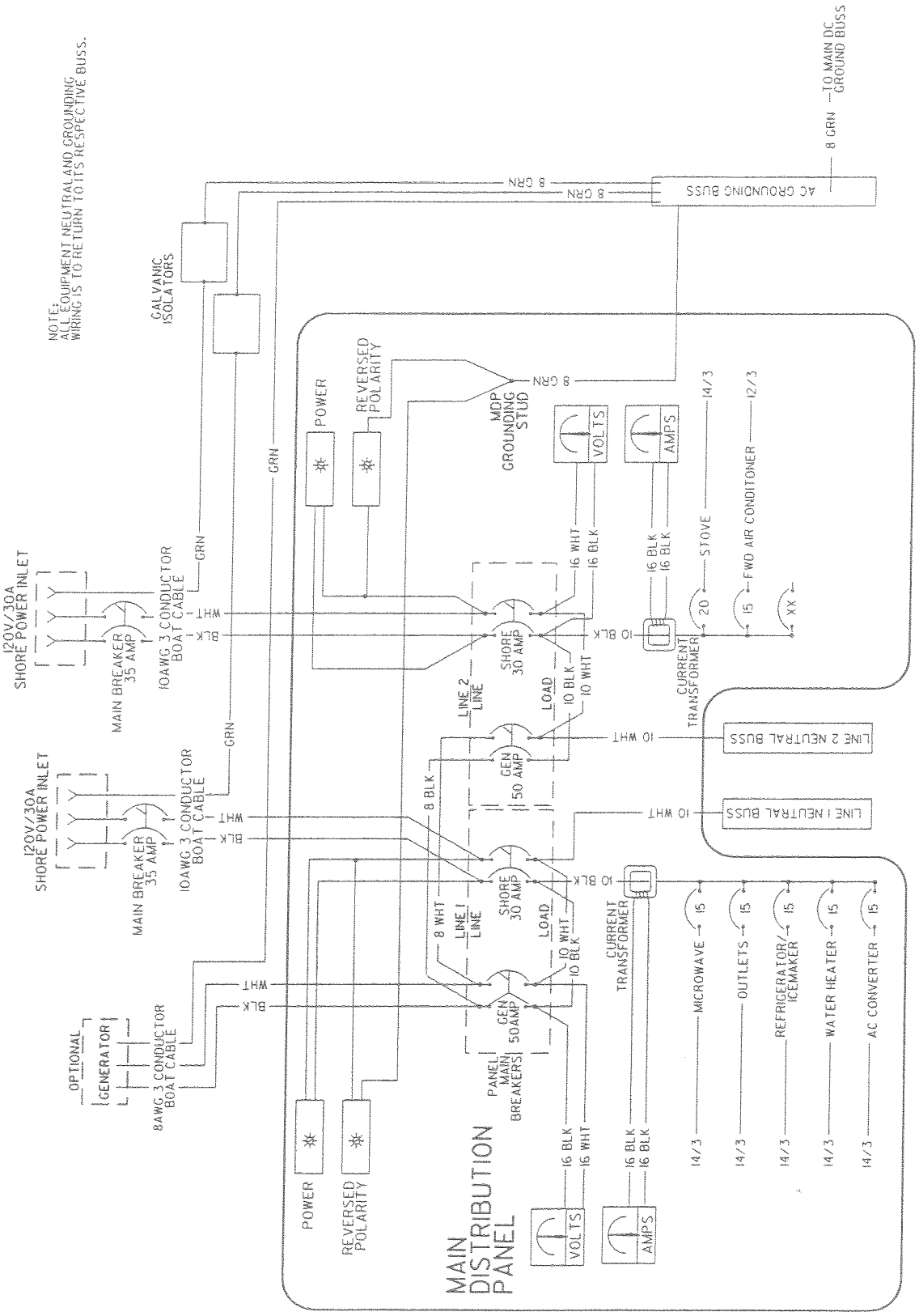
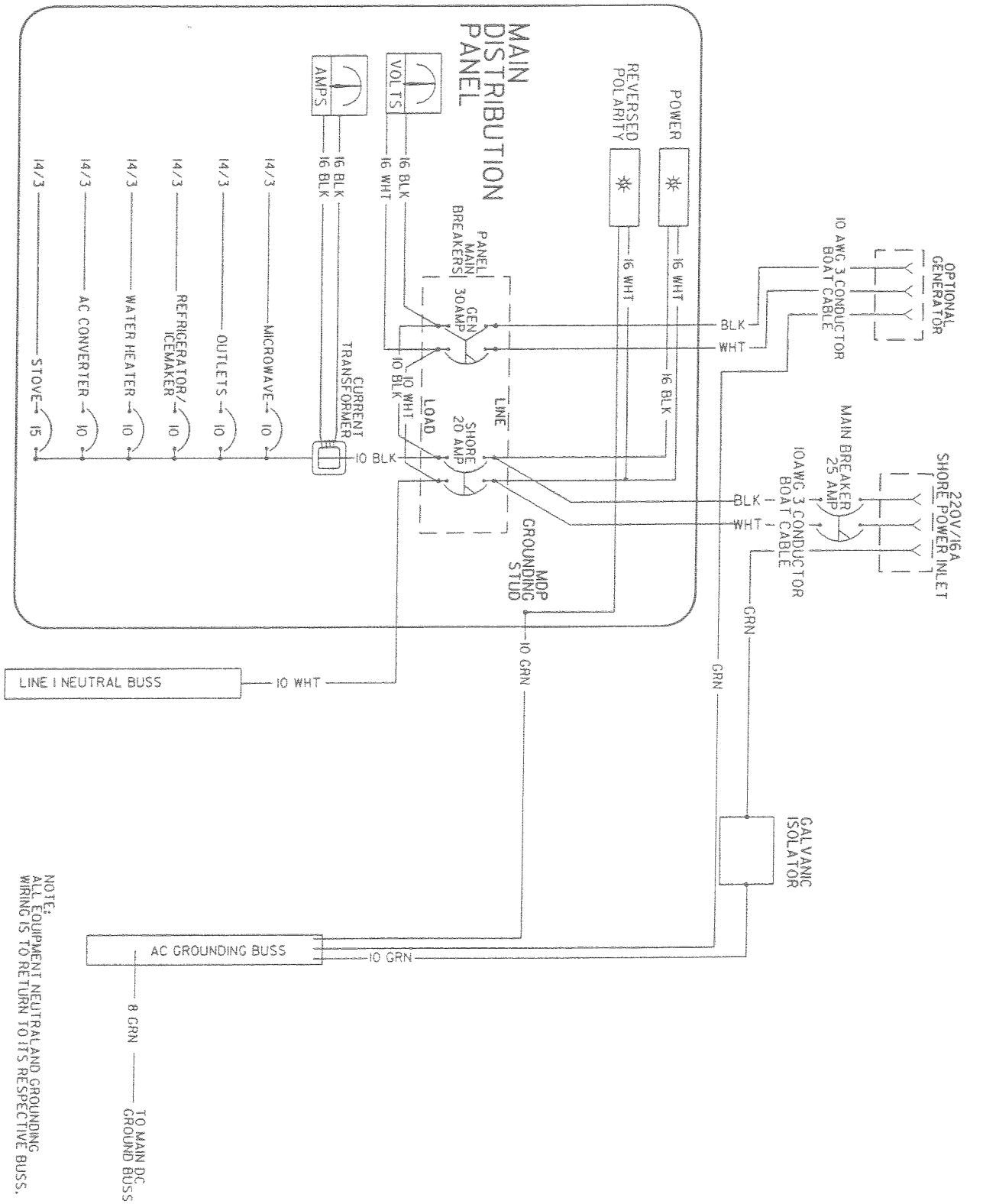
AC Wiring Diagram

(With Optional Air Conditioner & Generator)



PRINT #09-632, 2 of 2, REVISION #0

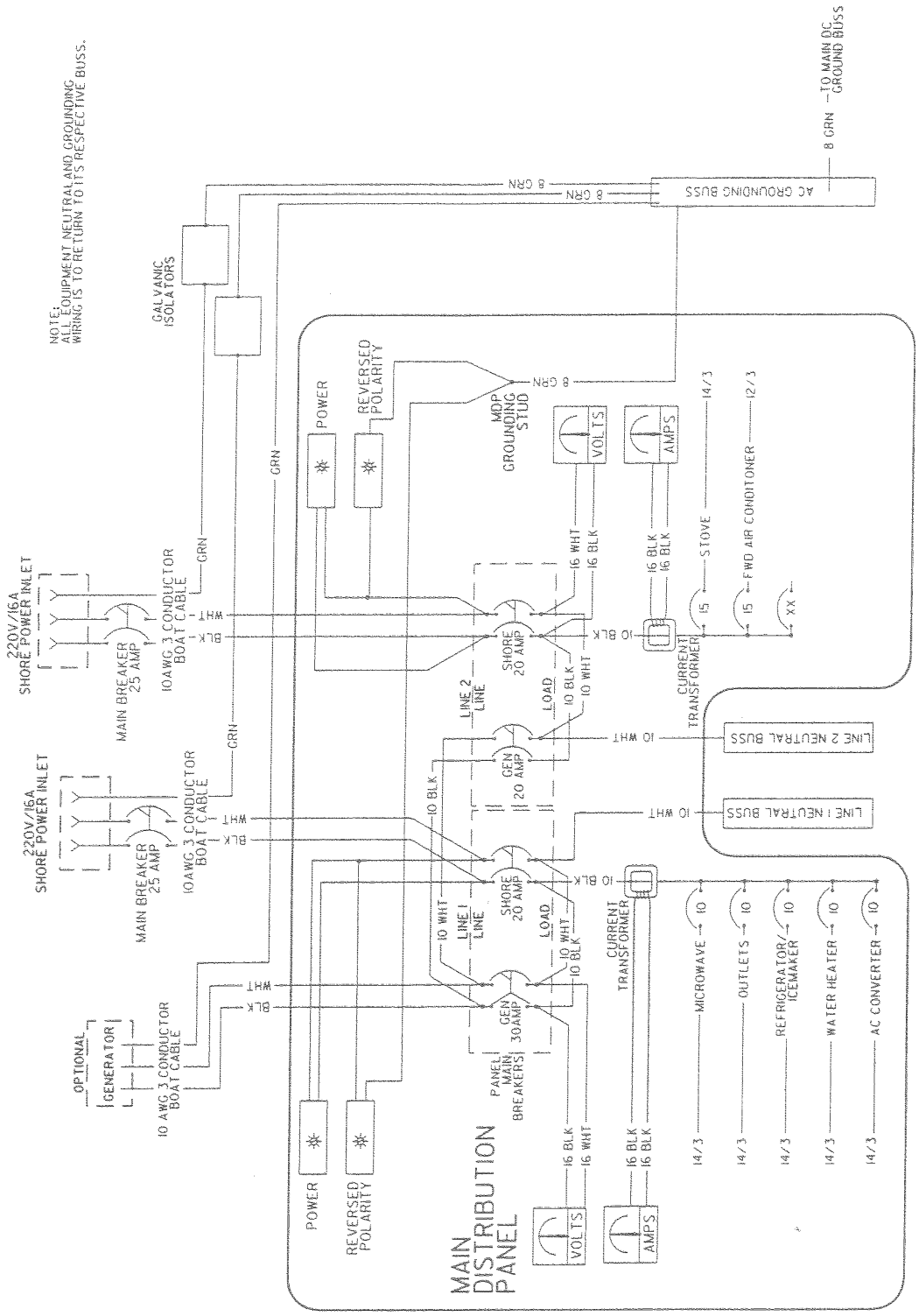
AC Wiring Schematic (220 Volt/50Hz)



PRINT #09-633, 1 of 2, REVISION #0

AC Wiring Diagram (220 Volt/50HZ)

(With Optional Air Conditioner & Generator)



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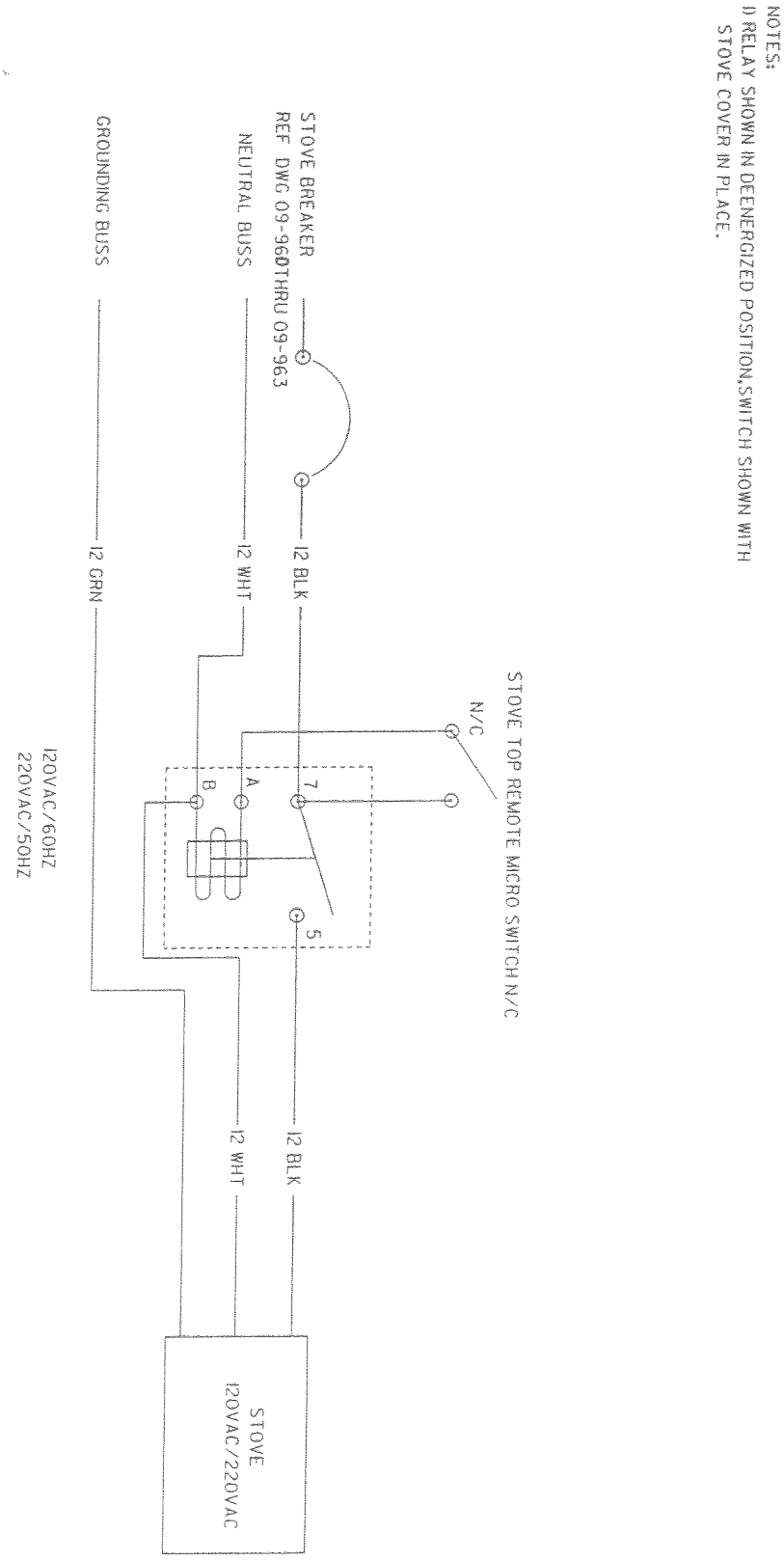
Stove Top Switch Wiring Diagram



PRINT #09-635, 1 of 1, REVISION #0

International Homologations

This vessel and its systems have been constructed in accordance with standards and specifications in effect at the time of manufacture as published by the various regulatory authorities listed below.

1. Ministere De La Mer - France

2. Registro Italiano Navale - Italy

3. Det Norske Veritas - Norway

4. Securite des Nauires - Canada

5. J.C.I. (Japan Craft Inspection) - Japan

6. N.K.K. (Nippon Kaiji Kyokai) - Japan

7. B.S.I. (British Standards Institute) - England

8. Ministerio Obras Publicas Y Transporters - Spain

9. EC Directive - European Community

Further information may be obtained from Sea Ray® Customer Service. 1-800-SRBOATS.