



P.O. Box 13389
ORLANDO, FLORIDA 32859-3389
PHONE (305) 855-4141
TELEX 56-7424 CORRCRAFT
CABLE ADDRESS - CORRCRAFT

Dear Correct Craft Boat Owner:

Your Correct Craft boat is the culmination of more than sixty years of boat building experience and expertise. We know that many hours of careful thought and planning went into the purchase of your boat. In the past six decades, the Meloon family has also invested countless hours in developing the technology that you find in our boats today. They insisted on the highest level of craftsmanship, so that we could fulfill your dreams in boating.

Here, we have compiled some useful information about your new boat for you to review. Enclosed is an owner's manual, an engine manual and other literature which should provide answers to all of your questions. If your warranty card is still in this kit, please fill it out and send it to us immediately.

Correct Craft remains the world's largest manufacturer of inboard boats under 25 feet. Our customers, commonly referred to as the Correct Craft family, grow in number every year. Our desire is to remain in contact with you, our family, and we encourage you to communicate with us. Through your input, we will continue to build boats of superior quality and performance and to develop and maintain those high standards of excellence which you expect and insist upon.

Sincerely,

CORRECT CRAFT, INC.

SKI NAUTIQUE • BAREFOOT NAUTIQUE • FISH NAUTIQUE • MARTINIQUE



IBBSIA



NMA



OWNERS MANUAL

Dear Boat Owner:

WE URGE YOU **STRONGLY** TO READ THIS MANUAL THOROUGHLY BEFORE FIRST USE OF YOUR BOAT AND TO REVIEW IT PERIODICALLY. IT CONTAINS HELPFUL INFORMATION, AND MORE IMPORTANTLY, PRECAUTIONS TO TAKE.

Sincerely,

Correct Craft, Inc.

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

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

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

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

Sincerely,



Walter N. Meloon
President

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

I Chronicles 29, Colossians 2

PREFACE CONT.

If you find that the information contained in this owners manual does not answer your specific question, then we invite you to contact your nearest dealer or your Correct Craft Regional Warehouse for any answer or necessary service. A list of the Correct Craft Warehouses is given below, with the specific areas that they service.

MID-ATLANTIC CORRECT CRAFT

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

MID-WEST CORRECT CRAFT

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

NEW ENGLAND CORRECT CRAFT

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

SOUTHEAST CORRECT CRAFT
P. O. Box 13117
7576 South Orange Avenue
Orlando, Florida 32859
(305) 851-1965
Alabama
Florida
Georgia
Mississippi
North Carolina
Puerto Rico
South Carolina
Tennessee

WEST COAST CORRECT CRAFT
11371 Pyrites Way
Rancho Cordova, CA 95670
(916) 635-9110
Alaska
Arizona
California
Colorado
Hawaii
Idaho
Montana

Nevada
New Mexico
Oregon
Utah
Washington
Wyoming

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

CORRECT CRAFT, INC.
P. O. Box 593389
Orlando, FL 32859-3389
(305) 855-4141
For Customer Service

THANK YOU AND ENJOY YOUR CORRECT CRAFT!

NOTICE TO OWNER

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

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

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

In addition to any dealer preparation, it is every owner's obligation to check these items before every use. You will be more familiar with your craft and, thus, more confident.

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

1. Open motor cover then **LEAVE OPEN** while starting and checking engine.
2. All engine drain plugs should be in and closed. Replace any hose that is off the engine (refer to engine manual). Open engine intake seacock on boats so equipped.
3. **VERY IMPORTANT!** Check all gasoline line connections. Fill gasoline tank. Open shut-off valve if your boat is so equipped. (All Correct Craft boats since 1972 are equipped with an anti-siphon valve.) Check for leaks after filling with gasoline and again after the engine has run for a few minutes.
4. **IMPORTANT!** Check engine oil level and transmission oil level.
5. Battery must be 12 volt (neg. ground), and of proper rating and physical size (refer to engine manual). (There is a sticker affixed to the battery box lid that will give you this information.)
6. Check all wiring for loose connections.

NOTICE TO OWNER, CONT.

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7. Install propeller on shaft, taking care that key fits properly, nut pulls prop up tight on shaft taper, and cotter key is in place properly. Check engine alignment.
8. Install hull drain plug(s).
9. Now, if your boat is not yet in the water, you should launch it at this time.
10. Make sure motor cover is open and run blower at least four minutes before starting engine. Turn the blower on with the dash switch.
11. Start engine, being extremely careful not to become entangled in the belts and pulleys, as personal injury may result. Visually check the following:
 - > Oil pressure gauge for proper reading (see engine owner's manual).
 - > Cooling water circulation (observe water filter).
 - > Cooling water temperature gauge for proper reading (see engine owner's manual).
 - > Charging system voltmeter for proper reading (see engine owner's manual).
 - > Check for gasoline and cooling water leaks.

CAUTION! NEVER RUN ENGINE WITHOUT COOLING WATER.

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

NOTICE TO OWNER, CONT.

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

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

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CAUTIONS

PLEASE EXCUSE US IF WE PERHAPS REPEAT OURSELVES, BUT THE FOLLOWING PRECAUTIONS ARE VITALLY IMPORTANT, BOTH TO THE WELL-BEING OF YOUR BOAT, AND MORE IMPORTANTLY, TO YOUR PERSON AND THAT OF YOUR PASSENGERS.

FUEL: NEVER USE ALCOHOL-ENHANCED FUELS OR ANY OTHER FUEL OTHER THAN GASOLINE IN YOUR BOAT. ALCOHOL BLENDED FUELS MAY CAUSE DETERIORATION OF THE FUEL SYSTEM COMPONENTS LEADING TO THE POTENTIAL OF EXTREMELY DANGEROUS CONDITIONS, INCLUDING THE RISK OF FIRE AND POSSIBLY EXPLOSION.

REPLACEMENT PARTS: UNDER NO CIRCUMSTANCES SHOULD YOU USE NON-MARINE APPROVED REPLACEMENT PARTS. A MARINE ENGINE AND FUEL SYSTEM IS JUST THAT. THEY ARE DESIGNED FOR A SPECIFIC USE, WHICH IS THE MARINE ENVIRONMENT. IF THERE IS A REPLACEMENT PART CALLED FOR, THEN CONTACT YOUR DEALER, A REPUTABLE MECHANIC FAMILIAR WITH INBOARD BOATS, OR CORRECT CRAFT, INC.

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


WE ADVISE YOU STRONGLY TO FOLLOW THESE PRECAUTIONS. WE KNOW THAT YOU'LL ENJOY YOUR CORRECT CRAFT.

CAUTION & WARNING LABELS, CONT.

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

Be sure that all of the warning labels on your boat are legible and not marred. If your warning labels are not intact and readable, please contact Correct Craft for a replacement set. These labels serve a vital function of warning you and your passengers and must remain in good condition on your boat.

BATTERY INFORMATION				
ENGINE SIZE	COLD CRANK	RESERVE CAPACITY (MIN.)	BATTERY TYPE (BCI)	BATTERY SIZE
305-302 350-351	380A	115	43 MARINE	13"L, 8"H 6 ³ / ₄ "W
454-460	465A	125	24 MARINE	11"L, 9 ¹ / ₂ "H 6 ³ / ₄ "W
WITH TAPERED POST CONNECTORS				


WARNING

SEE OWNERS MANUAL FOR ADD. INFO.

AVOID PERSONAL INJURY
THIS WATERSKI TOW PYLON WAS DESIGNED FOR WATERSKIING ONLY. ANY OTHER USES, SUCH AS PARASAILING, KITE FLYING, TOWING OTHER BOATS, ETC. MAY OVERSTRESS THE PYLON POSSIBLY CAUSING PERSONAL INJURY AND/OR EQUIPMENT DAMAGE.
DO NOT SIT BEHIND (AFT) THE TOW PYLON WHEN TOWING A SKIER(S).

DANGER!
AVOID PERSONAL INJURY, SHUT OFF ENGINES IF PERSONS ARE:

- NEAR PROPELLERS
- ON BOARDING PLATFORM
- GETTING IN OR OUT OF THE BOAT

SEE OWNERS MANUAL FOR ADDITIONAL INFORMATION

WARNING


AVOID PERSONAL INJURY
UNINTENTIONAL SHIFTING OF THE TRANSMISSION MAY OCCUR IF CONTROL LEVER IS BUMPED
OBEY WARNINGS ON THE DASH

WARNING



LEAKING FUEL

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

SEE OWNERS MANUAL FOR ADD. INFO.

WARNING



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

SEE OWNERS MANUAL FOR ADD. INFO.

DANGER



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

SEE OWNERS MANUAL FOR ADD. INFO.

BOATMAN'S CHECK LIST

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

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



**WARNING!
GASOLINE VAPORS
CAN EXPLODE**

BEFORE STARTING ENGINE

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


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

AVOID PERSONAL INJURY


- LEAKING FUEL IS A FIRE AND EXPLOSION HAZARD. INSPECT FUEL SYSTEM REGULARLY
- DO NOT MAKE HIGH SPEED MANEUVERS IN THIS BOAT
- DO NOT USE GASOLINE CONTAINING ALCOHOL. ALCOHOL BLEND FUELS MAY LEAD TO DETERIORATION OF FUEL SYSTEM COMPONENTS CAUSING A FIRE AND EXPLOSION HAZARD

SEE OWNERS MANUAL FOR ADDITIONAL INFORMATION

- DO NOT SIT ON SEAT BACKS, SIDES OF BOAT, OR MOTOR BOX WHEN ENGINE IS RUNNING
- DO NOT STAND ON THE SIDES OF THE BOAT AT ANY TIME
- THE ENGINE SHOULD NEVER BE RUNNING WHEN THE OPERATOR IS NOT IN A PROPER DRIVING POSITION, THAT IS SEATED WITH BODY FACING FORWARD AND HANDS AT THE CONTROLS



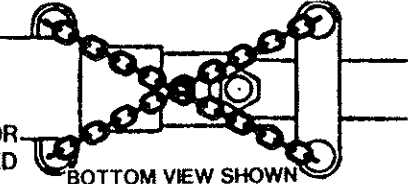
WARNING



AVOID ACCIDENTS -- BEFORE TRAILERING

HITCH ONLY TO BALL SIZE
MARKED ON COUPLING

BE CERTAIN BALL CLAMP
CAPTURES BALL AND LEVER OR
HANDWHEEL IS FULLY CLAMPED




BOTTOM VIEW SHOWN

CROSS SAFETY CHAINS
UNDER COUPLING

ALLOW ONLY ENOUGH
SLACK FOR TURNS


3

CAUTION



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

CAUTION



TO AVOID EQUIPMENT DAMAGE, NEVER TOW YOUR BOAT AND TRAILER UNLESS THE TURNBUCKLE IS ATTACHED TO BOTH AND THE WINCH IS IN THE LOCKED POSITION.

CAUTION & WARNING LABELS, CONT.

CAUTION



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

OPERATIONAL MAINTENANCE

OPERATIONAL MAINTENANCE

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

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

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

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

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

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

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

Now, here are some further recommendations for the operational maintenance of inboard drives that can be accomplished by you OR your dealer. It is advisable to familiarize yourself with them, even if you have your dealer service your boat.

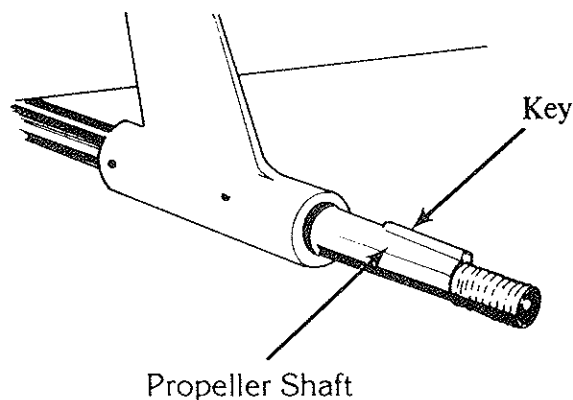
OPERATIONAL MAINTENANCE, CONT.

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

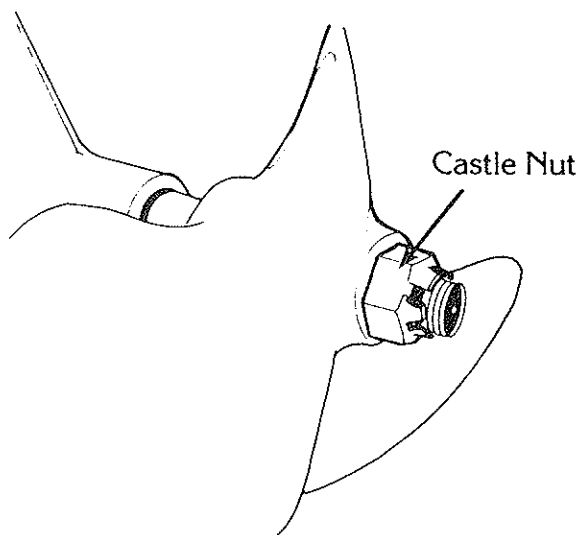
FIRST, A NOTE OF CAUTION: A propeller can be very sharp, so be careful to handle it with that thought in mind. (It's not a bad idea to wear a pair of protective gloves, such as those made for gardening, when handling any propeller.)

Now, for installation, follow these steps:

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

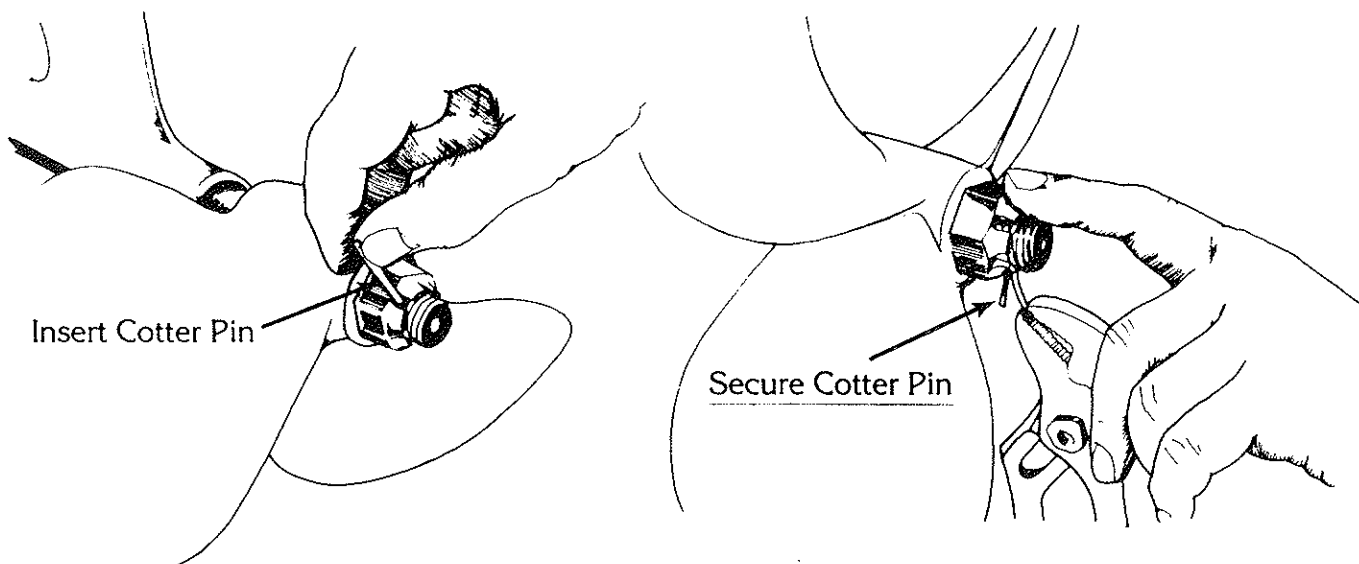


2. Next, take the castle nut, place on the shaft and wrench tighten, making sure that the key is firmly seated and that it doesn't ride up on either end of the keyway.



OPERATIONAL MAINTENANCE, CONT.

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



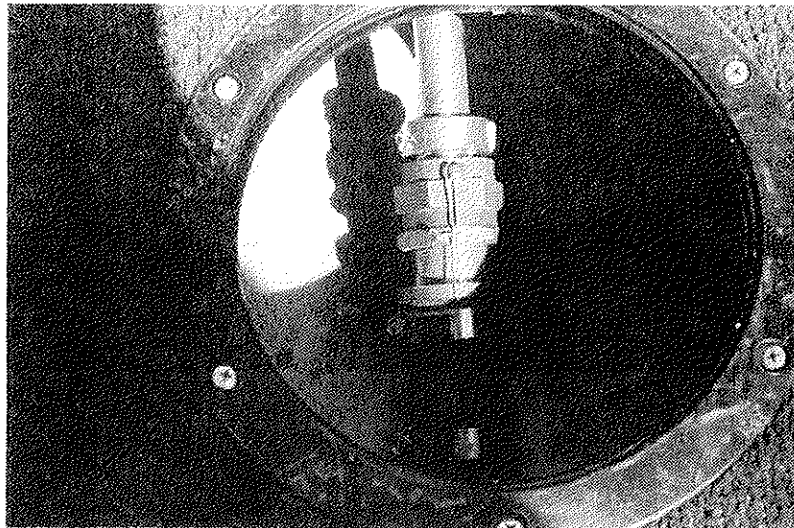
To remove propeller, remove the cotter pin. Loosen the castle nut and turn to end of shaft. Do not completely remove castle nut. Use a propeller puller available at most marine supply stores.

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

OPERATIONAL MAINTENANCE, CONT.

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

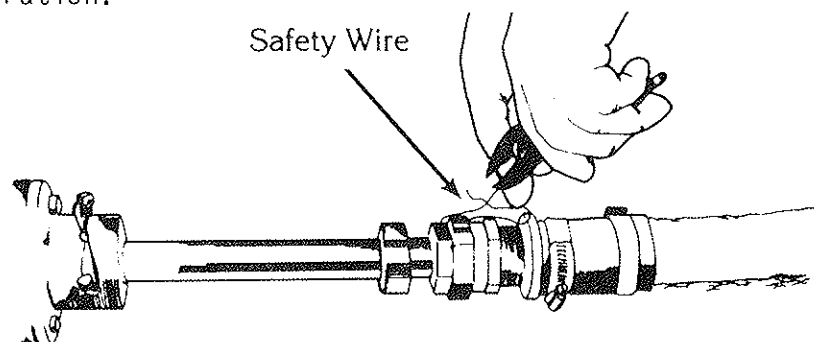
The propeller shaft stuffing box should be checked frequently with the engine off for the presence of any water leakage other than a few drops per minute (this rate is acceptable and expected). If you view a steady stream of water or an excessive drip rate, then you need to tighten the stuffing box.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



STUFFING BOX

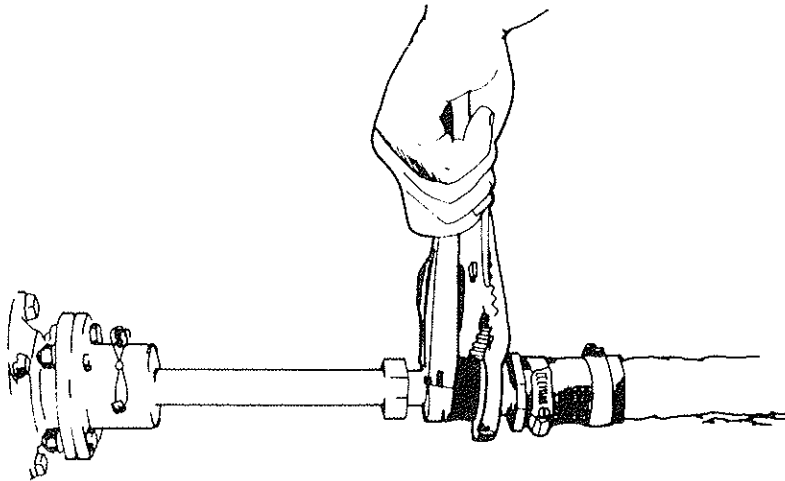
If tightening is required, follow these steps:

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

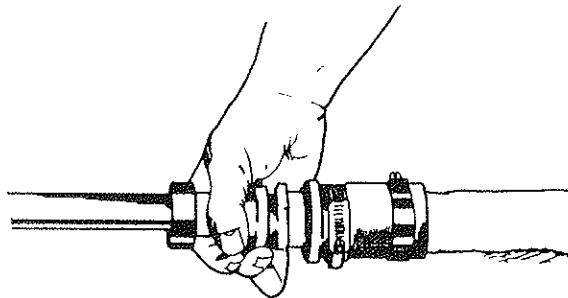


OPERATIONAL MAINTENANCE, CONT.

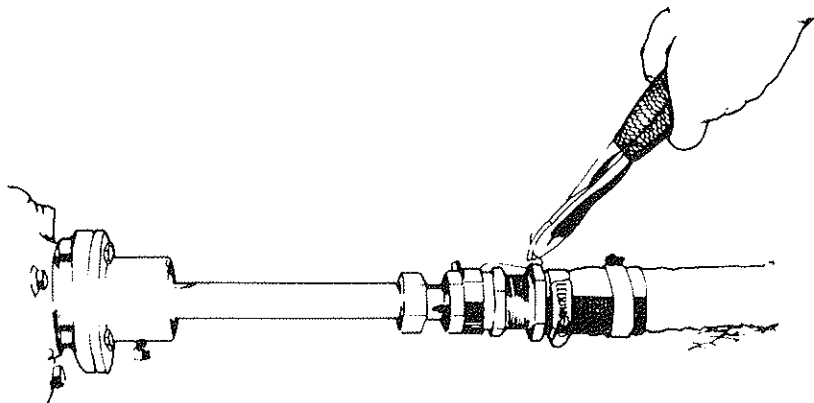
3. Using two pipe wrenches, one to stabilize the gland nut (the large nut to forward) and the other applied to the locking nut, loosen the locking nut with a counter-clockwise motion (loosen towards the left side of the boat). See illustration.



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



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



OPERATIONAL MAINTENANCE, CONT.

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

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

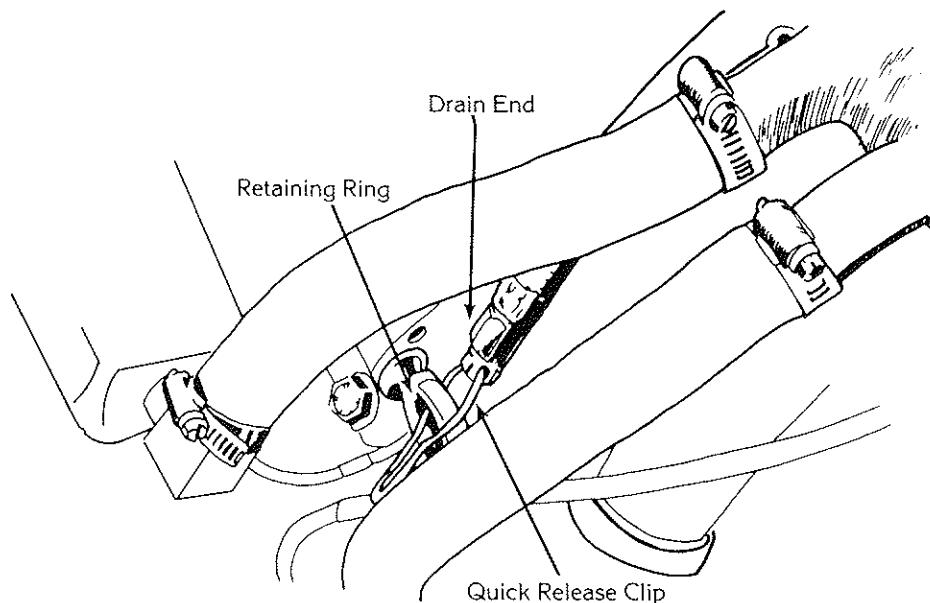
THROUGH-HULL FITTINGS: All fittings that actually pass through the hull on a wetted surface are glassed into the hull and become a part of it. They are not user serviced and should not be tampered with. It's highly unlikely that water leakage would occur at these points, but should you discover any,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

OPERATIONAL MAINTENANCE, CONT.

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

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

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



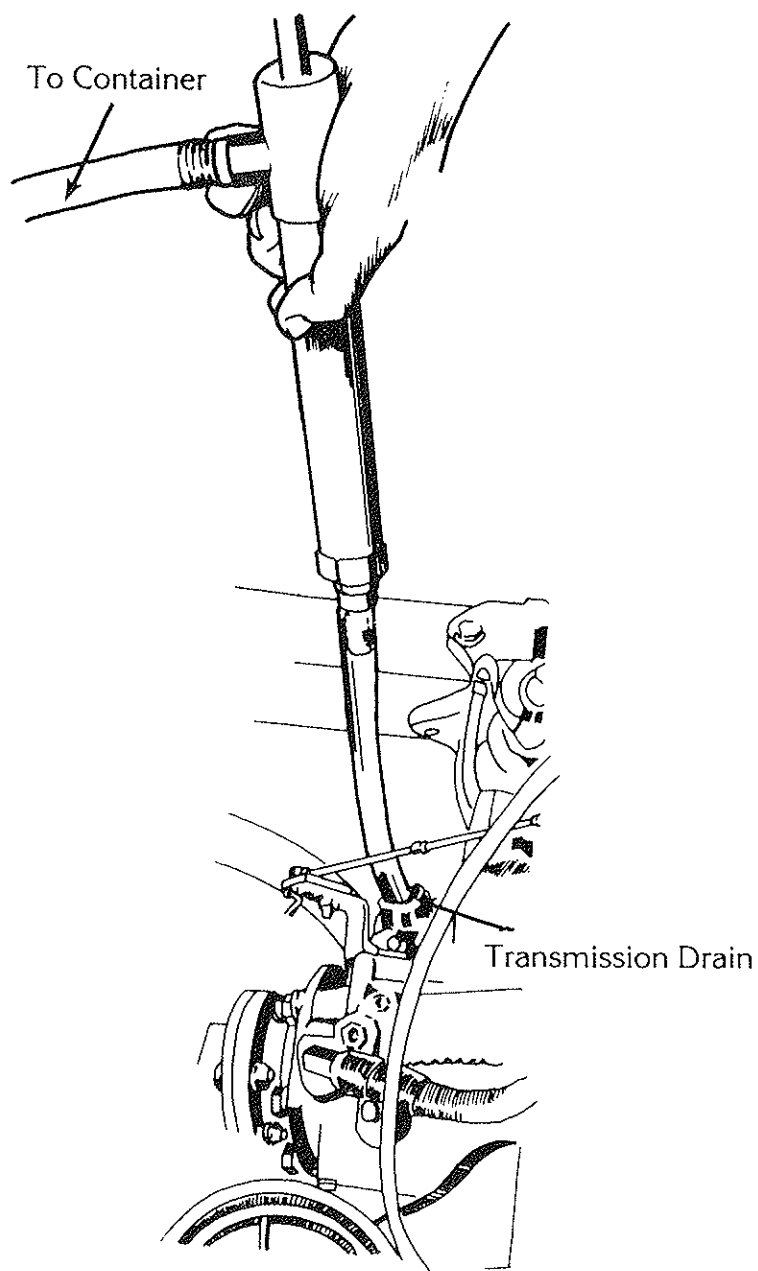
But first, make sure your boat is on its trailer or otherwise suspended. Remove the bottom through-hull plug at the front of the engine and then feed this tube through the hull bottom. (Feed it all the way through, making sure that there are no kinks or loops in the tubing, it being gravity fed.) Now, just remove the plug and drain into a container placed under the boat. **NOTE:** If you are hurried, the most efficient drain will be achieved by running your engine until it is warmed, then drain. **BE SURE TO SWITCH OFF THE ENGINE WHILE DRAINING.**

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

PROPELLER SHAFT/ENGINE ALIGNMENT: Periodically check alignment by visually inspecting and turning the prop to assure yourself that it turns freely with no binding. If it does bind or if there is a wobble, then you should see your dealer or a reputable mechanic familiar with inboard drives. They have the tools and the expertise necessary.

OPERATIONAL MAINTENANCE, CONT.

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

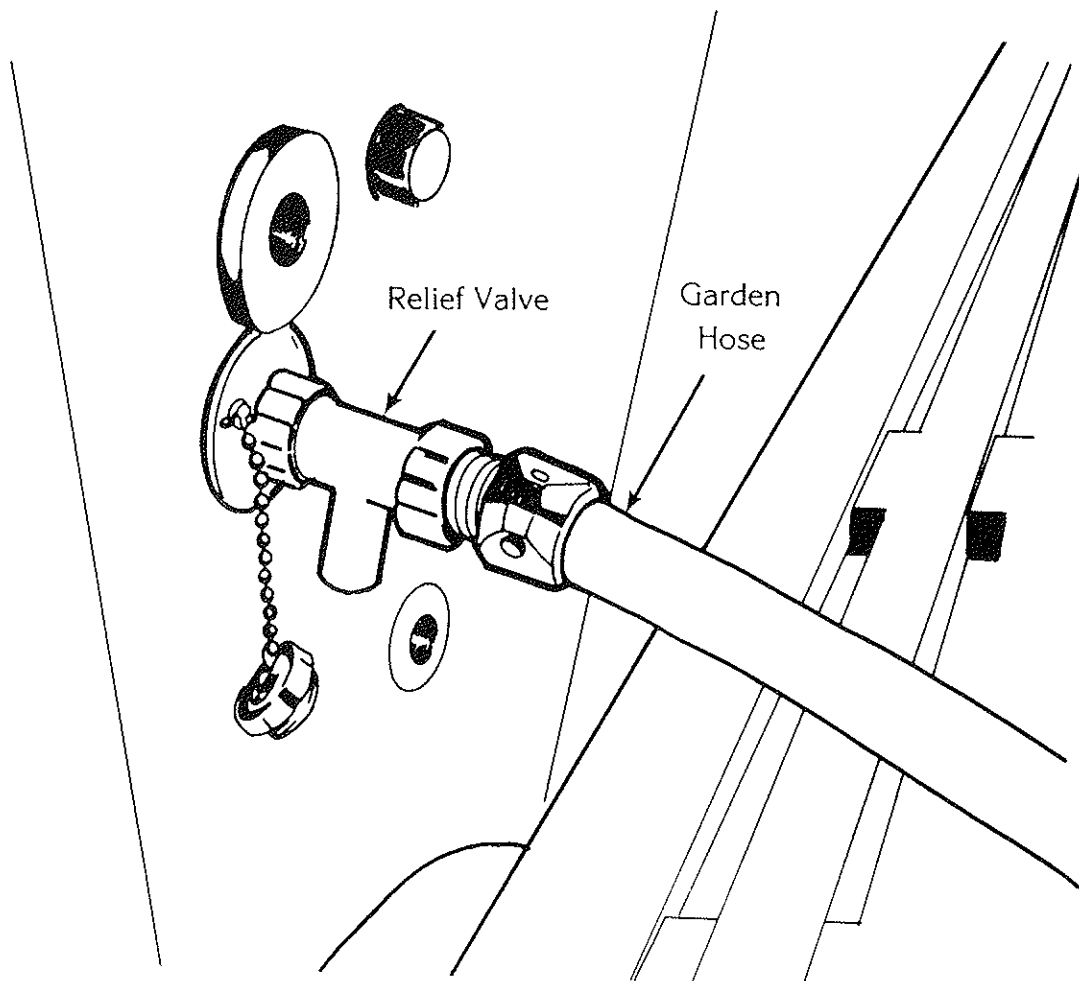


OPERATIONAL MAINTENANCE, CONT.

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

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

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



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

OPERATIONAL MAINTENANCE, CONT.

BATTERY MAINTENANCE: We'd like to offer at this point a reprint from the "Correct Craft Tribune" regarding battery maintenance.

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

THINGS YOU SHOULD DO:

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

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

DO use a volt meter or hydrometer to check the battery charge condition.

THINGS YOU SHOULDN'T DO:

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

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

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

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

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

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

WINTERIZING

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

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

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

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

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

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

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

Late in the 1985 model year Correct Craft initiated a change from a water filter manufactured by Vetus to one produced by Sherwood.

The Sherwood filter bowl remains full of water even after the rest of the raw water system has been drained. To properly winterize the boat the filter bowl should be removed and emptied.

If the water is not removed, the bowl could be subject to freeze damage and therefore cause overheating problems during the next season.

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

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

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

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

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

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

I hope this bit of information has been helpful to you. A good rule of thumb to keep in mind is "preventive maintenance can prevent repair."

Reprinted from CORRECT CRAFT TRIBUNE
by Art Cozier, a widely recognized expert
in the field of inboard repair and maintenance.

CAPACITY PLATE

CAPACITY PLATE

The capacity plate is used by boat manufacturers such as Correct Craft, Inc., participating in the BIA Boat Safety Standard Certification program. Manufacturers submit an example of every model under 26 feet in length for inspection.

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

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

The recommended number of persons commensurate with the weight capacity of the vessel and the presumed weight in pounds of each such person. In no instance shall such presumed weight per person be less than 150 pounds.

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

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

HULL IDENTIFICATION NUMBER

HULL IDENTIFICATION NUMBER

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

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



HULL IDENTIFICATION NUMBER

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

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

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

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

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

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

COMMON SENSE BOATING

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

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

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

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

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

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

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

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

SOME THINGS THAT ARE NOT COVERED IN "RULES OF THE ROAD": Elsewhere in this manual, we mention to **NEVER** use alcohol in your fuel tank. It can ruin your engine. Well, **NEVER** put alcohol in your body and drive a boat. It can ruin your life, as well as others.

DO NOT let anyone sit on the bow of your boat while under power. (They **COULD** fall off and not be able to avoid the propeller.)

COMMON SENSE BOATING, CONT.

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

DO always keep a visual check on your rear. That is an area where accidents can happen very quickly.

DO NOT STAND while boat is under way.

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

NEVER stand while boat is underway

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

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

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

To sum it up, we at Correct Craft are proud that you have chosen our boat to be your boat, and we want you to enjoy it to the fullest. So, please remember, the most important letter in the word "boats" is the last one. It is the first letter in "safety." Enjoy your Correct Craft **SAFELY!**

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COSMETIC CARE

GELCOAT: The gelcoat is the exterior coating on your boat and is actually the first layer of material that goes into a highly polished mold.

MAINTENANCE is the key word in keeping your hull and deck surfaces in good-looking condition. Just as in a car, atmospheric pollution, sun, tree droppings, coatings from water and other factors will dull your finish.

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

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

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

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

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

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

COSMETIC CARE, CONT.

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

To sum up the above, your boat's finish can be kept in very good condition by KEEPING it clean and bright. The real chores begin when you've allowed it to become chalked and dirty, so our advice is to pay attention to detail on a regular basis and you'll have a boat to be proud of for a long time.

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

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

Correct Craft therefore offers a preventive maintenance suggestion: If you are to moor your boat in water for any period of time, the wetted surface of your hull should receive a good coat of bottom paint.

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

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

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

COSMETIC CARE, CONT.

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

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

STAINS: Occasionally, because of your boat being parked under trees that may drop leaves and debris containing acidic ingredients such as tannic acid, you may find stains on your gelcoat and/or your upholstery. You may be upset to find that soap and water don't readily remove stains. There are, however, products such as "X-14" that will erase these stains.

A CAUTION, THOUGH. SINCE THESE PRODUCTS CONTAIN BLEACH, YOU SHOULD BE SURE TO RINSE YOUR BOAT THOROUGHLY WITH FRESH WATER AFTER USING.

CARE OF UPHOLSTERY: Your Correct Craft boat is equipped with the finest vinyl upholstery available, but as with gelcoat, it needs attention to assure its continuing lustre. The first thing you should know is that vinyl can become dry and brittle when exposed to natural body oils, suntan lotion, dirt and, of course, sunlight. So it's a good idea to treat your vinyl with a sealant such as "Armorall" or the equivalent at the outset. IF THE BOAT HAS BEEN IN USE, THEN MAKE SURE IT IS CLEANED THOROUGHLY BEFORE USING THESE PRODUCTS. (CAREFULLY READ THE INSTRUCTIONS ON THE PRODUCT'S LABEL.)

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

COSMETIC CARE, CONT.

There are a few tips that we can give you.

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

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

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

If you don't have a garage or other covered protection for the times that your boat is not in use, then cover your upholstery with towels or a drop-cloth, **MAKING SURE THAT THE UPHOLSTERY IS DRY.**

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

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

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

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

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

SKI NAUTIQUE 2001

SPECIFICATIONS/SKI NAUTIQUE 2001

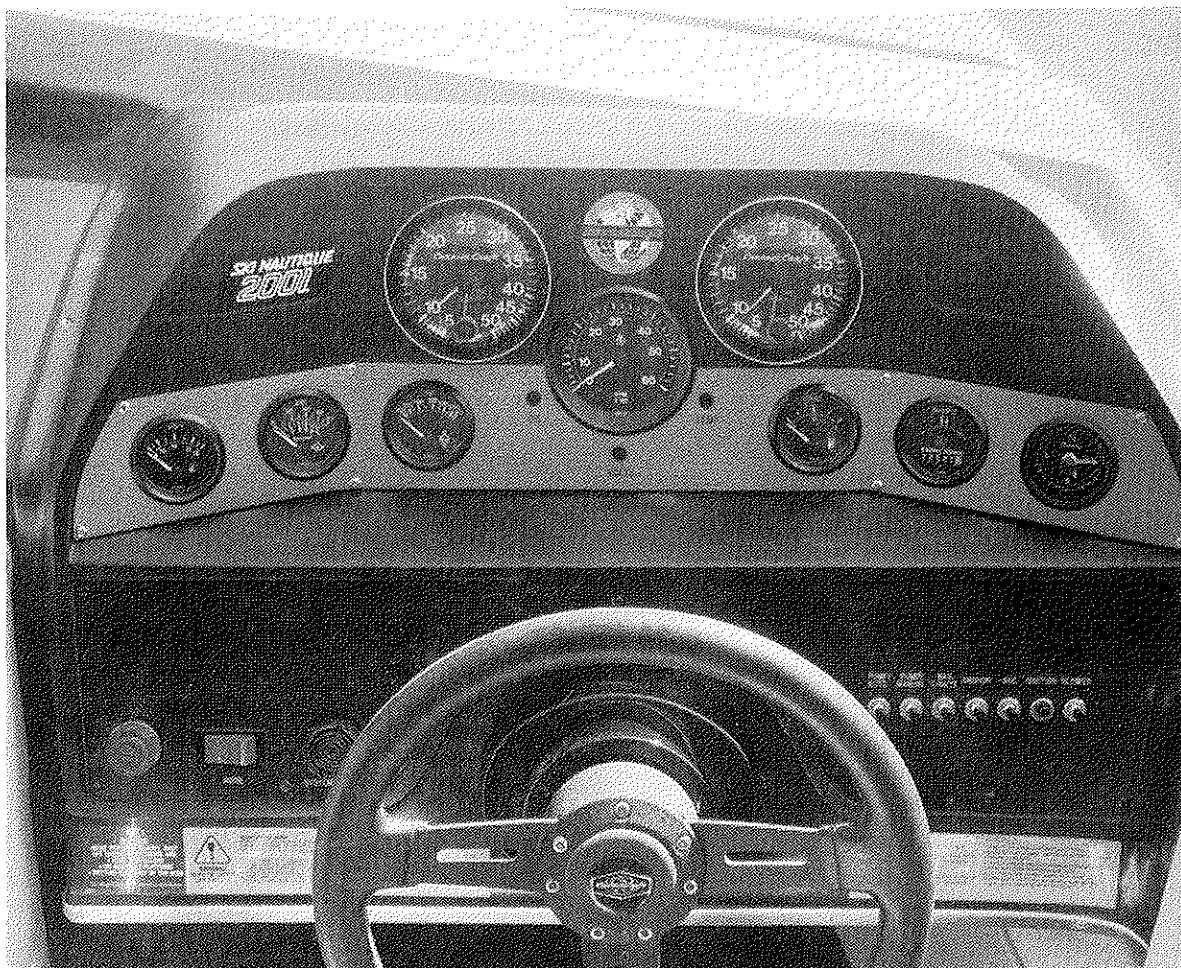
Fiberglass Construction

Length	18'9"
Beam	84"
Draft (not under power)	24"
Approximate Weight.....	2300 lbs.
Lifting Rings	16'7" between centers
Fuel Capacity	27 gal.

CONTROLS AND GAUGES

SKI NAUTIQUE 2001 DASHBOARD CLUSTER

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



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

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

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

YOUR BOAT, CONT.

PUMP/AUTO: This switch operates the automatic float switch on the bilge pump if your boat is so equipped. That is to say, if your bilge takes in water beyond a certain pre-set level, the bilge pump will automatically turn on and pump until the water is below that level. This feature is handy not only under running conditions when you may encounter spray coming into your boat and building up in the bilge, but also when the boat is unattended and rainfall adds to the amount of water in your boat. The 1987 models have automatic bilge pumps.

NOTE, HOWEVER, THAT FOR THIS FUNCTION TO BE OPERATIVE, THE SWITCH MUST BE IN THE "ON" POSITION. IT WILL NOT DRAIN SIGNIFICANT POWER FROM YOUR BATTERY UNLESS THE SECONDARY FLOAT SWITCH, MOUNTED EITHER BESIDE OR WITHIN THE BILGE PUMP, SWITCHES ON. **THE AUTOMATIC SYSTEM SHOULDN'T BE RELIED UPON OVER AN EXTENDED PERIOD OF TIME. NOTHING BEATS FREQUENT INSPECTION OF YOUR BOAT.**

PUMP/MAN: This switch operates the bilge pump without benefit of any automatic devices. Simply push it in to engage. A caution, though: **NOTE: DON'T** run the bilge pump dry for extended periods of time.

NAV LTS: This controls your navigational lights (required by law) to be used after dusk while running, that is, the bow lights, port (left) and starboard (right) and the 360 degree white light at the stern. These are the "running lights" and this switch activates all three of them.

ANCHOR: This switch activates the 360 degree white stern light only. It's called the "anchor light" and is required by law to be shown whenever the boat is in navigable waterways after dusk but not underway.

ACCESSORY: If you have additional components installed on your boat, such as cigarette lighter, searchlight, compass light, depth flasher and the like, they may be controlled by this switch.

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

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

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

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

YOUR BOAT, CONT.

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

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

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

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

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

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

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

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

The Trouble Lights are an integral part of this system. If the VOLTAGE drops below a preset MINIMUM, the "volts" trouble light will come on and you will hear an audible alarm. If the OIL PRESSURE drops below a preset MINIMUM, then the "oil" trouble light will show and the audible alarm will be heard. Should the coolant temperature rise above the preset MAXIMUM, then the "temp" light will appear and the audible alarm will sound. Should any of the above conditions occur, we advise that you discontinue the use of your boat as soon as it is feasible and determine the cause of the problem. If you cannot solve the problem easily, then it's wise to contact your dealer or a reputable inboard marine mechanic.

YOUR BOAT, CONT.

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

Should you decide to add a stereo after you have received delivery of your boat, starting with the 1987 models, you need only contact your dealer and a panel can be ordered to replace the panel that is in your boat, and then the stereo can be installed. You should note to your dealer that your boat came equipped pre-wired for stereo, making the stereo installation an easy matter.

STARTING YOUR ENGINE

THE BLOWER SHOULD BE OPERATED WITH THE ENGINE COVER UP FOR AT LEAST FOUR MINUTES BEFORE ATTEMPTING TO START THE ENGINE. The ignition switch on the left **MUST** be pushed in to the "ON" position before your engine can be key-started. The key-start switch is directly to the left of the horn button. It has three positions. Vertical position of the key slot is "OFF", a 45 degree angle of the slot is "ON" and the 90 degree position or horizontal is the "START" position. (It's very similar to a car.)

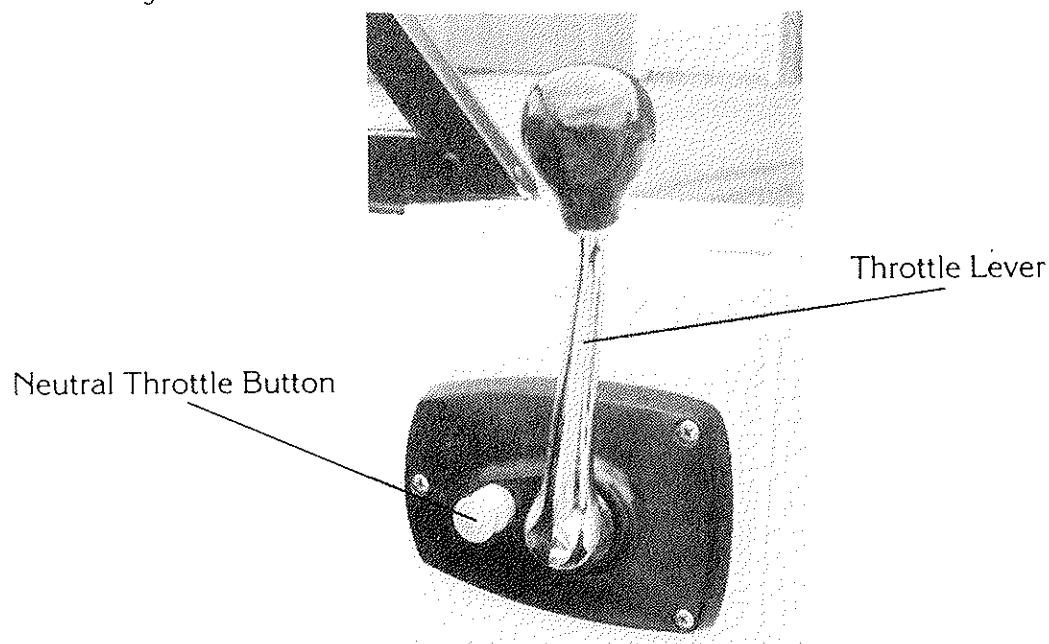
With your ignition breaker on, as you turn the key to the "ON" position, the oil trouble light should appear and the audible alarm sound. Then, as you turn the key to the "START" position, the volts trouble light should come on with the alarm continuing to sound until the engine starts, at which point the lights should go out and the alarm cease.

We know that boat controls CAN be a bit intimidating, but the controls and gauges are really not much different than that of a car.

NOTE: BEFORE YOU START YOUR ENGINE, BE SURE TO FOLLOW THE RECOMMENDATIONS GIVEN REGARDING CHECKING FOR FUEL LEAKS, EXCESSIVE WATER AND/OR SLUDGE IN THE BILGE, BLOWER OPERATION (AT LEAST FOUR MINUTES WITH THE MOTOR COVER UP) AND A QUICK CHECK OF YOUR ENGINE'S WATER STRAINER. THESE ARE ALL VERY IMPORTANT OPERATIONS AND TAKE VERY LITTLE TIME.

YOUR BOAT, CONT.

THROTTLE CONTROL: The throttle control consists of a throttle lever and a neutral throttle button. (See picture for location.) The neutral throttle button is a push-pull button that in the "OUT" position locks the transmission in neutral. You should have this button out while starting in order to warm up the engine and also to ensure against inadvertently engaging the transmission. The throttle lever now can be engaged in either the forward or reverse position while remaining in neutral gear.



The throttle lever engages the gears in a single control allowing you to go forward or to reverse WHEN THE NEUTRAL THROTTLE BUTTON IS PUSHED IN. (Straight up is neutral, to the bow is forward, and toward the stern is reverse.)

For starting or warm-up, place the throttle control lever in the neutral position and pull out the neutral throttle button. This disengages the shift mechanism, allowing the lever to be moved forward or backward to advance the throttle. When warm-up is completed, return the lever to neutral, push in the button and the control is ready for single lever operation.

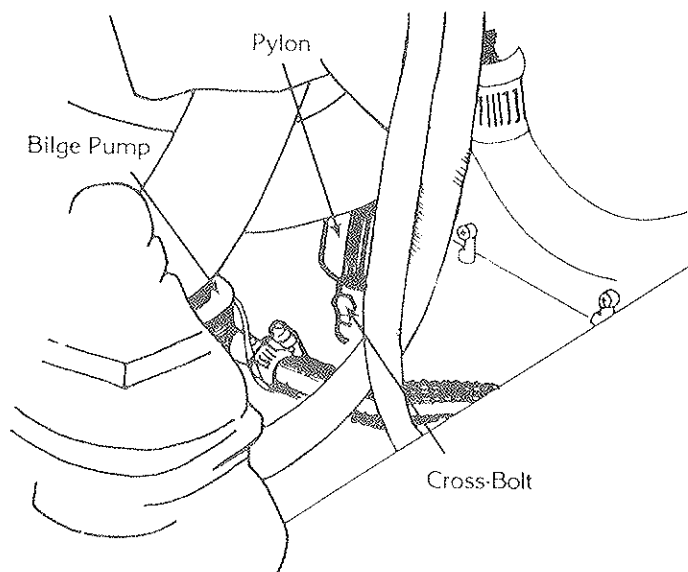
When operating the throttle control lever, shift crisply out of neutral into forward or reverse, but do not shift too quickly from forward into reverse. Stay in the neutral or idle position until the boat has lost its headway before completing the shift to reverse. For further information for specifics of the throttle mechanism, consult the manufacturer's pamphlet that's supplied with your boat.

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

YOUR BOAT, CONT.
INTERIOR FEATURES AND FITTINGS

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

It is mounted in such a way as to become an integral part of the hull. You can't really see the mounting very well so we have graphically pictured it without the floor or engine. (See illustration.) A fitting is glassed into the hull. Attached to this is the pylon itself by means of a cross-bolt.



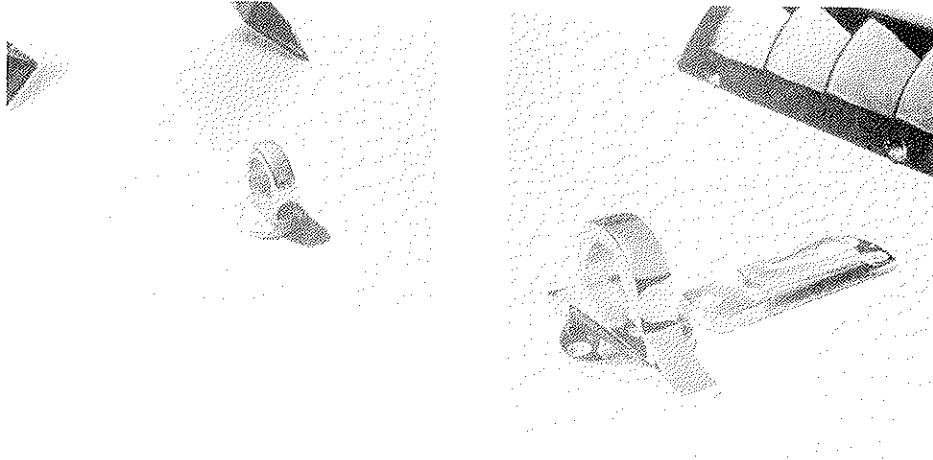
THIS BOLT SHOULD BE PERIODICALLY CHECKED FOR TIGHTNESS. You will notice that two fore-and-aft plates hug the pylon base and are held firmly in place by use of U-bolts. These are tightened with a 3/4" wrench. Don't worry about overtightening them, they will easily withstand 150 foot lbs.

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

CAUTION: ALTHOUGH THE BAREFOOT BOOM HAS BECOME A POPULAR ADDITION TO MOST TOURNAMENT INBOARDS. CORRECT CRAFT MUST CAUTION THE OWNERS AS TO ITS PROPER INSTALLATION AND USAGE. A BOOM THAT IS IMPROPERLY INSTALLED CAN CAUSE SEVERE DAMAGE TO THE TOW PYLON. THIS DAMAGE CAN RESULT IN THE DESTRUCTION OF THE MOUNTING SYSTEM THAT HOLDS THE TOW PYLON IN THE BOAT. IF THIS DAMAGE GOES UNNOTICED, THE TOW PYLON MAY BE PULLED FROM THE BOAT DURING NORMAL SKIING OPERATION CAUSING SEVERE DAMAGE TO THE BOAT AND BODILY HARM TO INDIVIDUALS SHOULD THEY COME IN CONTACT WITH THE PYLON. EXTREME CARE AND CAUTION MUST BE EXERCISED AT ALL TIMES IF THE BOOM HAS BEEN INSTALLED TO AVOID IMPACT WITH OTHER BOATS, DOCKS OR FIXED OBJECTS. CORRECT CRAFT WILL NOT ASSUME RESPONSIBILITY FOR DAMAGE OR PERSONAL INJURY THAT MAY OCCUR WHILE USING A BAREFOOT BOOM.

YOUR BOAT, CONT.

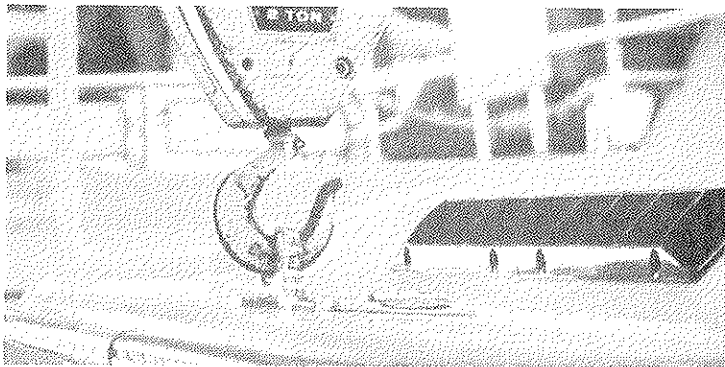
LIFTING RINGS: In the illustrations shown, you will see the location of the lifting rings both at the bow and the stern. They are designed to lift your boat in a steady, secure position. Ensure that a winch is used that has a lifting capacity sufficient to lift your boat. See the weight specifications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



CAUTION: RUN YOUR BILGE PUMP BEFORE LIFTING AND DRAIN SO THAT THERE IS NOT A SIGNIFICANT AMOUNT OF WATER IN YOUR BOAT. (UNDER THIS CONDITION, THE LIFTING STABILITY AND THE STRESS EXERTED ON THE LIFTING RINGS ARE GREATLY AFFECTED.)

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

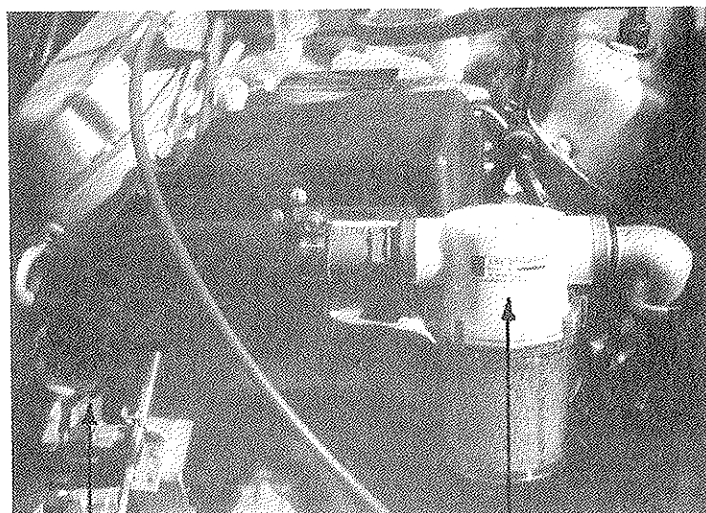
(Look at the illustration of an attached hook and you will see the proper proportional size of hook to ring and also the proper placement of the hook.)



The lifting rings installed on your boat are more than sufficient to accommodate its weight, but be careful to ensure yourself that the proper hook-up has been accomplished. It's well worth the very slight extra inspection.

YOUR BOAT, CONT.

WATER STRAINER: The water strainer, or filter, is an in-line system positioned at the rear of the engine compartment. It's a SHERWOOD LINE STRAINER and has an inlet and an outlet side for the efficient transfer of cooling water through your engine while running. (See illustration for location.) IT IS EXTREMELY IMPORTANT TO VISUALLY CHECK THIS FILTER BEFORE EACH USE OF YOUR BOAT. This can easily be accomplished during the recommended four minutes or so that you SHOULD ALLOT FOR OPERATING YOUR BLOWER WITH THE ENGINE COVER UP. There is a fine wire mesh screen inside the bowl on the bottom of this unit which serves to collect the natural grasses and debris that the engine may accumulate through the input hose. It's designed to remove this debris while allowing water to pass through the outlet to the cooling system of the engine, then out through the exhaust hoses, helping to ensure a smooth transfer of cooling water.



Oil Cooler
Water Strainer

Strainer Assembly

If you see any debris, then unscrew the bowl from the cap and lift out the wire mesh screen. Flush the sediment from the screen AND bowl with water. Now just reinsert the screen into the flange on the cap, making sure that the large O-ring type gasket in the ring of the bowl is in position.

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

Late in the 1985 model year Correct Craft initiated a change from a water filter manufactured by Vetus to one produced by Sherwood.

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

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

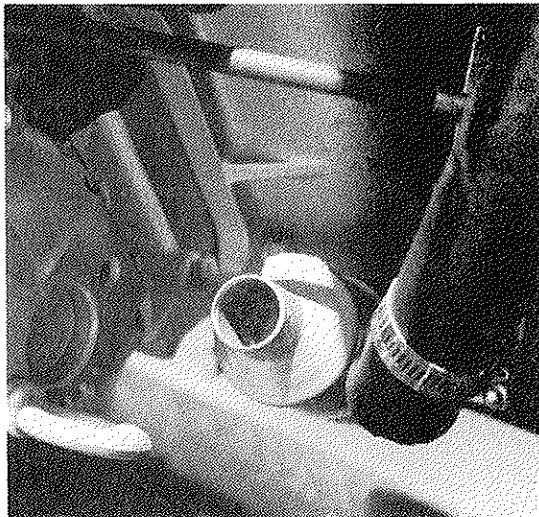
YOUR BOAT, CONT.

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

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

SO, YOU SHOULD CERTAINLY TAKE THE SHORT TIME REQUIRED TO CHECK THIS **VERY IMPORTANT** FILTER TO ASSURE YOURSELF THAT IT'S CLEAN, AND IF NOT, TO SIMPLY RINSE OUT THE FILTER AND REASSEMBLE AS STATED ABOVE.

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



Transmission Cooler

YOUR BOAT, CONT.

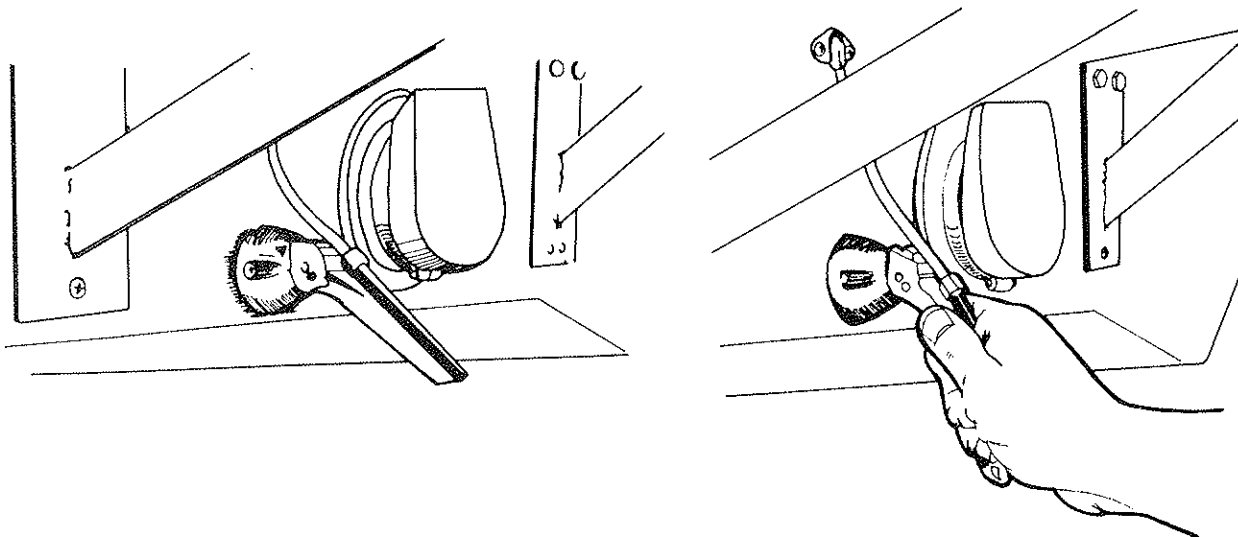
SPEEDOMETERS: There are two speedometers mounted on the dashboard of your boat. They're calibrated by the manufacturer and you shouldn't try to recalibrate them unless you fully understand the procedure. You should also understand that they are two wholly SEPARATE systems, the reason for this being that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

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

What simply happens is that the water in this tube compresses the air in the balance of the system that makes up the hose connection to the instruments and becomes, literally, a pressure gauge.

(REMEMBER, THERE ARE TWO SEPARATE SPEEDOMETER SYSTEMS IN YOUR BOAT.)

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



YOUR BOAT, CONT.

TROUBLESHOOTING YOUR SPEEDOMETER: The most common cause of the speedometer failing to function properly is water borne debris such as grasses, sand or mud being driven into the pick-up tube. This can take a couple of different forms. The speedometer may fail to register or it may hover at a speed indication while the boat is standing still. Under either condition, there is probably a restriction in the pick-up tube. (In the case of a hovering condition, that is, the indicator needle is stuck at perhaps 20 MPH while the boat is at a standstill, then simply remove the rubber line from the pick-up tube) **MAKING SURE THAT THE ENGINE IS TURNED OFF.** If your gauge immediately returns to zero, then you have some debris in the pick-up tube.

You should then attempt to relieve this condition with air pressure. This can be achieved by removing the rubber tubing from the back of the speedometer and introducing air back through the system by some means. You can induce this air flow with your mouth or with a device like a volley ball pump.

If that is not sufficient to remove the obstruction, then remove the hose at the transom and try to pick the material out of the pick-up tube hole with a needle.

If you have a very difficult piece of debris to remove from the pick-up tube, then remove the brass cap on the tail end and push out the obstruction from the other end. **(BE SURE TO REINSERT THE BRASS CAP AFTER THE TUBE IS CLEARED.)**

The second most common problem you may encounter is a slow reaction time on the instrument. This is generally caused by an air leak somewhere in the system that has allowed water to be infiltrated into the lines. Commonly, this occurs at the "hose barb" (the connection of the rubber hose to the back of the speedometer). Again, the best way to correct this condition is to disconnect the hose from the hose barb and introduce air in some manner through the system. **IT'S A GOOD IDEA TO TAKE THESE MEASURES WHEN ANY PROBLEM FIRST APPEARS, AS WATER CAN INFILTRATE THE BELLOWS MECHANISM OF THE INSTRUMENT ITSELF.**

NOTE: SOME MODELS MAY HAVE A LOCKING NUT AT THE BACK OF THE SPEEDOMETER. THIS WILL HAVE TO BE REMOVED IN ORDER TO PULL OFF THE HOSE.

YOUR BOAT, CONT.

WINTERIZING: In most areas, because of freezing temperatures, you should take the precaution of clearing your stabilizer tubes of water so that you eliminate the danger of freezing water damaging your system. The same procedure is followed. Simply disconnect your lines at the hose barb on the back of your speedometer and introduce air through the system. (It doesn't take a lot of pressure, just enough to clean it.)

If there are problems you can't resolve or if you feel that your speedometer requires further calibration, then you should contact your dealer or a reputable marine mechanic.

(taken from Service Bulletin No. 86-005)

In order to prevent damage to certain components of the speedometer system, all water should be drained.

This can be accomplished in two ways:

1. Remove the carpeted bulkhead at the stern of the boat. Beneath the fuel tank you will note the two speedometer stabilizer tubes. Remove the hose from the bottom of these tubes and allow to drain.
2. An alternative method would be to remove the speedometer hoses from the back of the speedometers and blow the water out. Be careful not to use full shop air pressure.

YOUR BOAT, CONT.

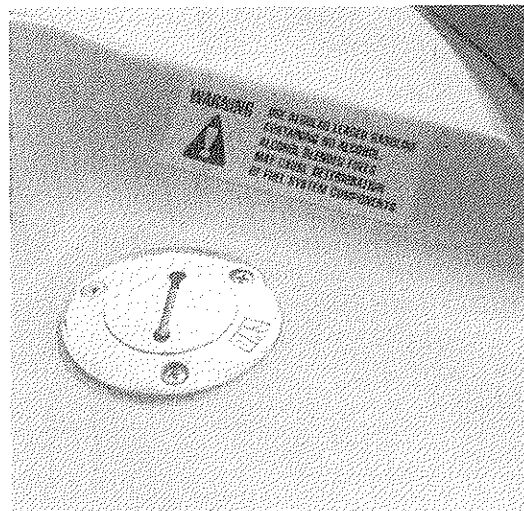
VENTING SYSTEM: You will see both bow and stern are equipped with functional louvered vents. These serve to provide an air flow through the engine compartment/bilge and also the gasoline tank compartment at the stern. There are three hoses visible under the bow deck that extend under the flooring and terminate at the front of the engine compartment. The two hoses and blower (which is an in-line component) are an integral part of this system.

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

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

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

GASOLINE FILLER CAP: Located on the stern of your boat deck is the gasoline filler which is secured by a cap that's removed by the key you will find in the informational packet supplied with your boat. Keep this key in a handy location so that it doesn't become misplaced.

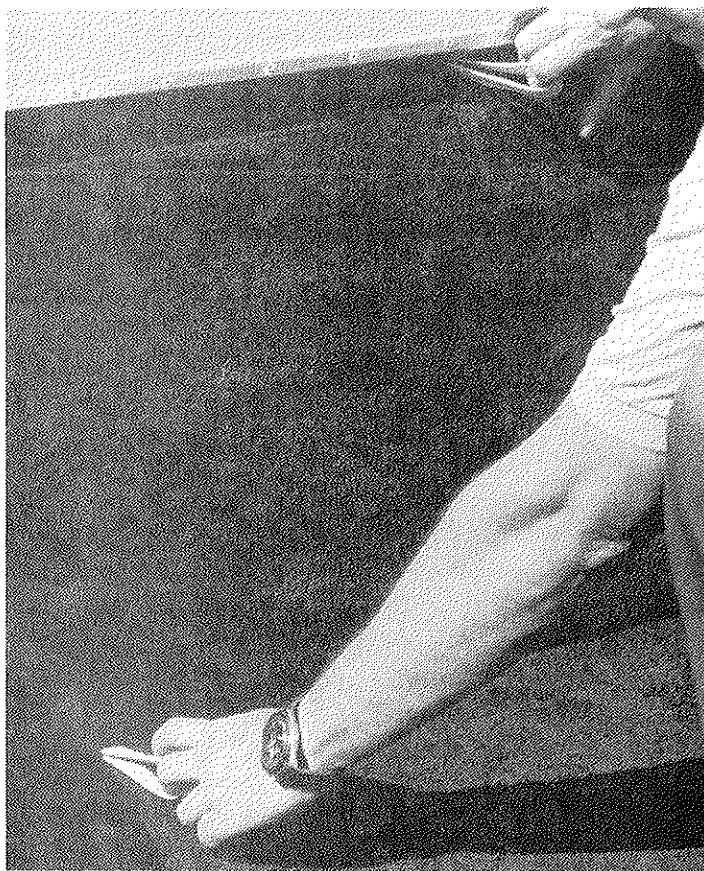


CAUTION: AS WITH A CAR, EXTINGUISH ANY IGNITED MATERIALS SUCH AS CIGARETTES, PIPES OR CIGARS WHILE FILLING YOUR BOAT WITH GASOLINE.

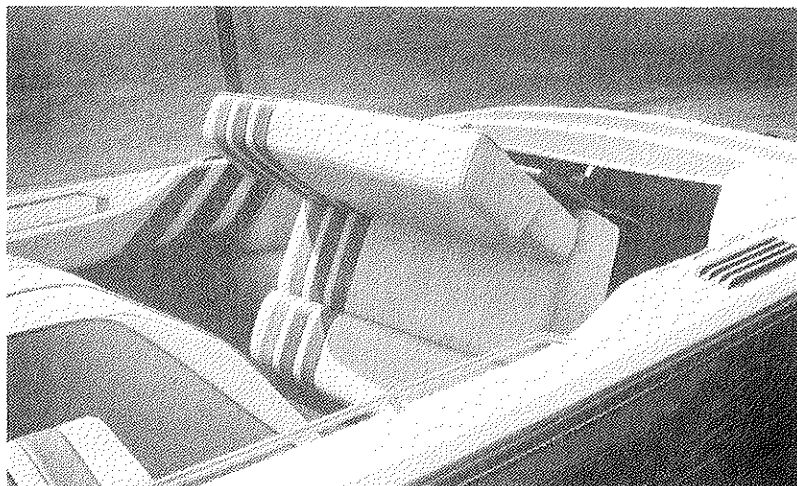
NOTE: TAKE THE PRECAUTION OF RUNNING THE BLOWER FOR AT LEAST FOUR MINUTES WITH THE MOTOR COVER UP AFTER REFUELING YOUR TANK, AND AS WE HAVE MENTIONED PREVIOUSLY, FOR AT LEAST FOUR MINUTES WITH THE MOTOR COVER UP BEFORE STARTING THE ENGINE.

YOUR BOAT, CONT.

STERN COMPARTMENT: To gain access to this compartment, simply pull down on the fabric loop at the top of the covering panel while pulling out on one of the bottom loops. (See illustration.) The stern compartment is now exposed. **NOTE:** Should your boat be equipped with the optional deluxe seating, you will have to tilt the rear seat forward to reach the covering panel. (See illustration showing this seat in tilted position.) If you need to remove this seat for easier access to the stern compartment, just remove the clevis pins on the front of the seat base, lift the seat out and put aside. You will note that the gasoline tank occupies most of the space here and that the two stern vent hoses are visible just behind the tank. Also, note the gasoline tank fittings on the top of the tank. IT'S RECOMMENDED THAT YOU CHECK THESE FITTINGS PERIODICALLY FOR ANY GASOLINE LEAKAGE.



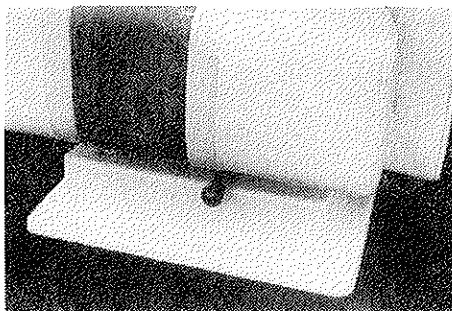
Removing Stern Panel



Deluxe Stern Seating in Forward Position

YOUR BOAT, CONT.

DRIVER SEAT: There is an adjustment knob on the base of the front of this seat that allows you to move it fore and aft. See illustration for location.

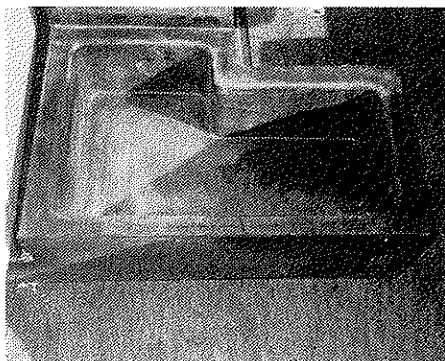
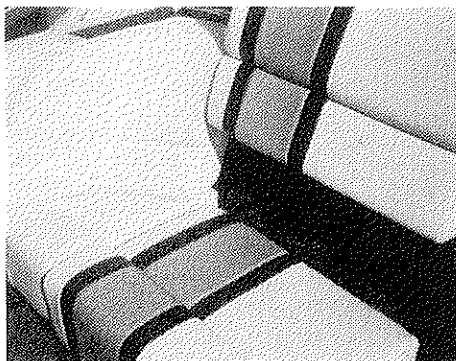


OBSERVER SEAT: Your boat has a rotocast seat base. (See illustration A with seat removed.) It was engineered to give you easy access to the bow storage area or for servicing of your battery.

To gain accessibility to this area, simply raise the hinge-mounted backrest and lift out the seat bottom. (See illustration B.)

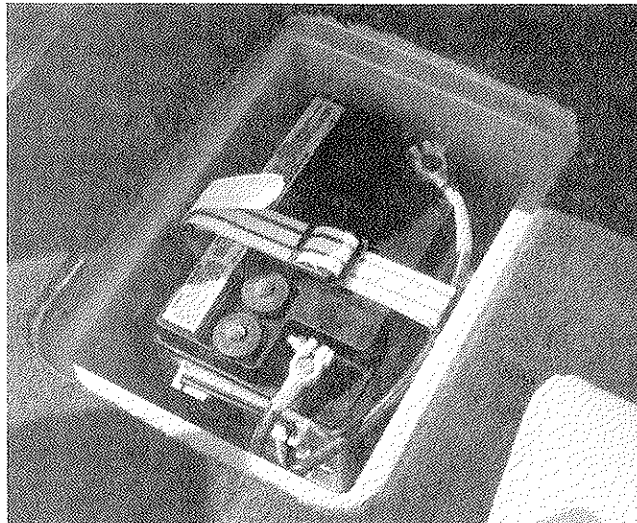
You will note that the seat frame is secured to the floor and need **not** be removed for ready access to this area.

A convenient feature of this seat base is an integral ice-chest with a permanently installed drain that drains directly into the bilge area.



YOUR BOAT, CONT.

BATTERY COMPARTMENT: This is just behind and under the observer seat. Simply lift off the cover for access to your battery. (The illustration shows the battery with the compartment cover removed.)



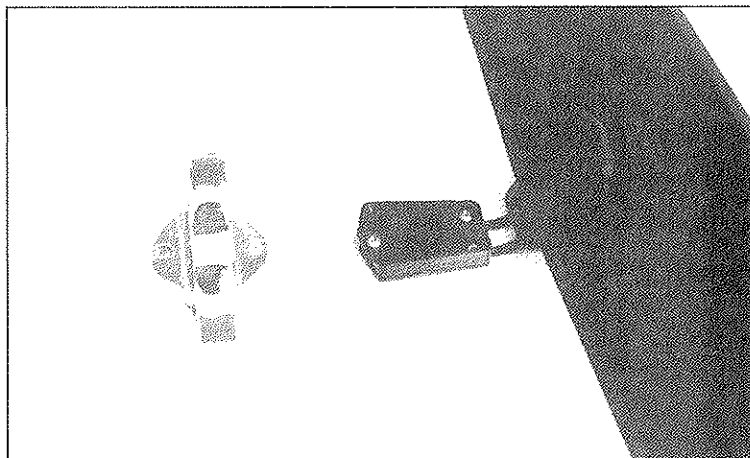
NOTE: SEE "BATTERY" UNDER "OPERATIONAL MAINTENANCE" FOR THE PROPER CARE OF YOUR BATTERY.

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

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

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

Once firmly in place, just turn the cover to the rear to lock into a snug position.



YOUR BOAT, CONT.

SUN TOP: When not using the sun top option, remove it from the boat. If folded in the forward position, the sun top could obstruct the vents on the foredeck of the boat. These vents are vital to bilge circulation. If the sun top folds forward, obstructing these vents, bilge ventilation is hampered.

YOUR BOAT, CONT.

CAUTION



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

TRAILER

TRAILER

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

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

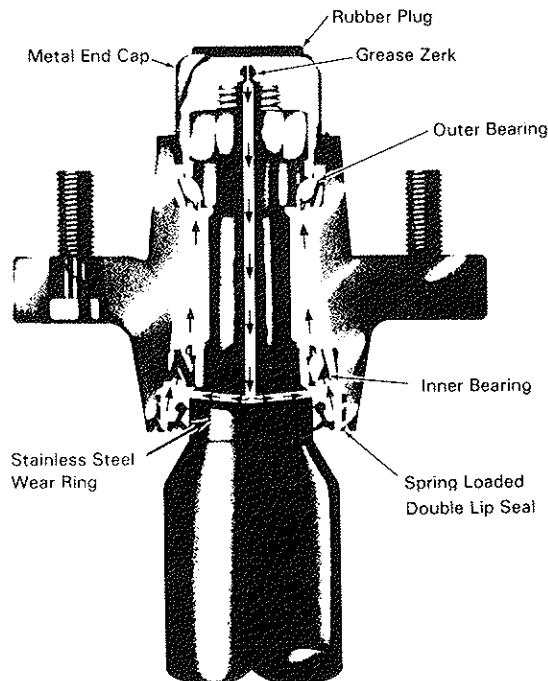
A few words about the features of your trailer.

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

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

BENEFITS OF THE POSI-LUBE SYSTEM

- PROVIDES POSITIVE LUBRICATION BY ELIMINATING AIR POCKETS IN THE HUB CAVITY.
- CLEAN, EASY MAINTENANCE, NO DISASSEMBLY REQUIRED.
- ALLOWS YOU TO CHANGE GREASE IN HUBS IN JUST MINUTES BY PUMPING THE OLD GREASE OUT WITH NEW GREASE.




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

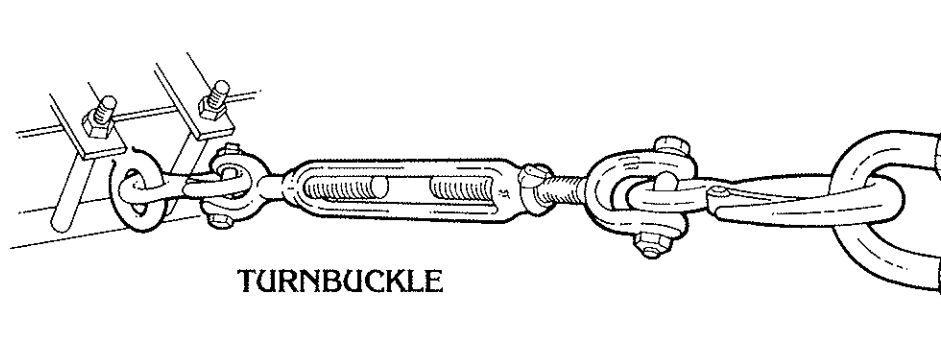
CAUTION: If the wheel bearing spindle nut is removed for any reason, be sure to replace the bendable tab lock washer with a new one. Failure to put on a new lock washer could result in loosening of the spindle nut.

April, 1987

TRAILER, CONT.

TURNBUCKLE: Your trailer comes equipped with a galvanized turnbuckle (see illustration below). This turnbuckle is to be used while trailering your boat and must be removed for the launch and recovery of your boat. There is a lock-nut located on the top of the turning mechanism that secures your turnbuckle once it has been affixed to the bow eye of your boat. You must remove this lock-nut before you can loosen the turnbuckle.

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



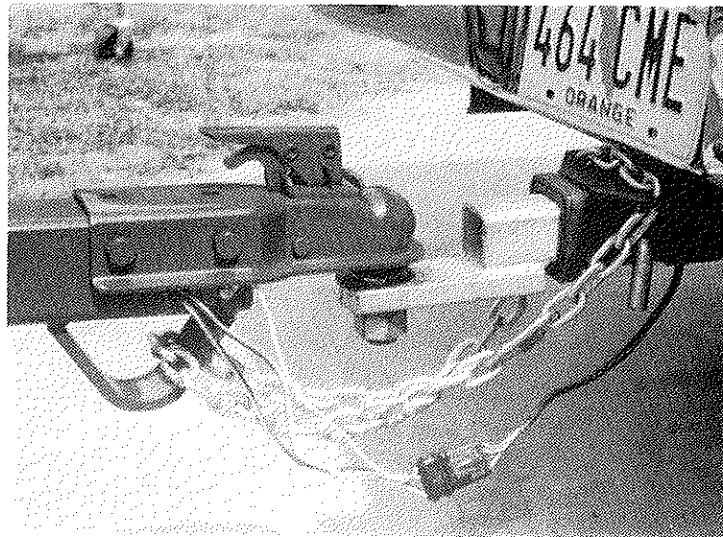
DOLLY JACK: The dolly jack mounted on the front of your trailer affords an easy method of storing your boat in a raised position, and also aids in raising and lowering the trailer in respect to your vehicle's hitch. **NEVER PLACE YOUR FINGERS BETWEEN THE HITCH BALL AND THE HITCH COUPLER.**

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

TRAILER, CONT.

BOW STOP ASSEMBLY: Your trailer is equipped with a bow stop so that when the boat's bow is snug against the two vertical boards, the proper weight exerted upon the trailer tongue is maintained. This should be a minimum of 100 pounds. (The tongue weight can be adjusted by loosening the U-bolt clamps and moving the bow stop backward or forward.)

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



Safety Chains

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

AT ANY RATE, BE SURE THAT THERE IS SUFFICIENT SLACK IN THIS CHAIN CONNECTION TO YOUR VEHICLE TO PERMIT CORNERING **WITHOUT** THE CHAIN TOUCHING THE GROUND.

NOTE: TRAILER TONGUE WEIGHT: FOR PROPER TOWING CHARACTERISTICS, MOST RECOGNIZED BOATING INDUSTRY ASSOCIATIONS, NOTABLY THE BOATING INDUSTRIES ASSOCIATION (**BIA**) RECOMMEND THAT THE TRAILER TONGUE WEIGHT EXERTED UPON THE REAR OF THE TOWING VEHICLE BE EQUAL TO **AT LEAST** 5 TO 10 PERCENT OF THE **TOTAL** WEIGHT OF THE TRAILER, BOAT, FUEL AND ALL GEAR CARRIED DURING TRAVEL.

(TOO LIGHT A TONGUE WEIGHT CAN CAUSE IMPROPER AND POTENTIALLY HAZARDOUS TOWING CONDITIONS.)

TRAILER, CONT.

HITCH: If you don't already have a trailer hitch installed on your vehicle, then you should go to a reputable installer to have this accomplished. Correct Craft trailers require a 2" hitch ball of proper capacity for your boat/trailer combination. THE COUPLER IS EQUIPPED WITH AN ADJUSTMENT FEATURE. You'll note that on the underside of the coupler, there is a large nut just behind the metal cup that mates with the hitch ball. This will adjust the cup for a positive fit.

NOTE: THE CUP MUST BE SNUG AGAINST THE BALL WHEN THE TOP LEVER IS PUSHED BACK INTO THE CLOSED POSITION **BUT NOT SO TIGHT THAT IT BINDS.**

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

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

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

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

CARE OF YOUR TRAILER: Similar to a car, a trailer consists of painted metal, therefore you would exercise the same kind of care, namely, frequent washing with detergent and water and waxing when needed to maintain the lustre. However, there are a few differences. Since the trailer is frequently submersed, you should periodically check for any rust spots that may appear and touch them up promptly with a good rust-preventive touch-up paint, especially around the wheel hub.

After use, rinse your trailer along with your boat to remove water-borne pollutants, especially grasses that may have clung to it.

TRAILER, CONT.

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

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

TRAILER CERTIFICATION: Correct Craft trailers are NMMA certified. The rims we use have certain weight capacities, as do the tires. If your customer selects custom rims and tires, be certain that these meet the weight capacities required for NMMA certification. See the list below for these specifications.

WEIGHT CAPACITIES REQUIRED FOR NMMA CERTIFICATION

3 and 4DV TRAILERS (single axle)

Tire:	H78 x 15" (must be an RV tire)
Capacity:	2,330 lbs. for each tire
Tire Inflation:	Check the sidewall of the tire for proper inflation level. Based on that rating do not over- or under-inflate the tire.
Wheel:	15" x 6 chrome plated wheel
Capacity:	2,330 lbs. for each wheel

4 DVT and 5 DVT TRAILERS (tandem axle)

Tire:	F78 x 14" (must be an RV tire)
Capacity:	1,710 lbs. for each tire
Tire Inflation:	Check the sidewall of the tire for proper inflation level. Based on that rating, do not over- or under-inflate the tire.
Wheel:	14" x 6 chrome plated
Capacity:	1,710 lbs. for each wheel

TRAILER, CONT.

CARPET: The longitudinal supports that cradle the hull and the bow stop boards are covered with durable carpeting material. Soap, water and a brush will be sufficient to keep this material clean and to rinse out any grasses or debris. DON'T use any caustic substances, since these will tend to deteriorate the material.

NOTE: AN EXTREMELY GOOD PRECAUTION AGAINST ACCELERATED DETERIORATION OF THIS CARPETING AS WELL AS OTHER PARTS OF YOUR TRAILER IS TO PULL IT OUT OF THE WATER AFTER LAUNCHING.

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

1. Check wheel lug nuts for tightness. (Proper torque is 90 to 95 ft. lbs.)
2. Check for proper lubricant level in sealed bearing system. (Refer to "Sealed Bearing System" preceding.)
3. Be sure that the hitch is securely fastened and that the safety chains are secured to vehicle.
4. Examine the trailer-to-boweye turnbuckle for tightness.
5. **BE SURE** that the trailer electrical connector is securely in place, WITH SLACK ALLOWED FOR CORNERING, and that all lights are operating properly. These include brake lights, turn signal lights, emergency flasher lights and running lights. (MAKE THIS A VISUAL INSPECTION WITH YOUR VEHICLE ENGINE RUNNING AND ALSO WITH THE VEHICLE ENGINE OFF TO CHECK YOUR PARKING LIGHTS AND EMERGENCY FLASHER.)
6. Examine the contents of your boat to assure yourself that there is no loose gear that can either fly out of the boat or can move around causing damage to upholstery or equipment while in transit. These items should be stowed carefully under the bow deck or otherwise firmly secured.

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

7. If your boat is equipped with surge brakes, then check the brake operation. (Refer to the manual supplied with this option for the proper operational use.)
8. If your boat is equipped with the optional bow winch, then make sure that it's snug and in the locked position.

TRAILER, CONT.

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

1. Recheck the tightness of the wheel lugs.
2. Recheck the sealed bearings for lubricant level.
3. Ensure that the boat is still positioned snugly against the bow stops.
4. Examine the hitch connection to be sure it's firmly attached and that the safety chains are securely fastened.
5. Make sure that all trailer lights are still functioning properly.

TRAILER, CONT.

6. Re-examine the contents of your boat to ensure that no items such as life jackets or other gear have become dislodged.

YOUR CORRECT CRAFT IS EQUIPPED TO MEET APPLICABLE FEDERAL SAFETY STANDARDS. CHECK YOUR OWN LOCAL AND STATE REQUIREMENTS REGARDING BRAKES AND ADDITIONAL EQUIPMENT THAT MAY BE REQUIRED.

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

LAUNCHING: BEFORE LAUNCHING, BE SURE THAT THE DRAIN PLUG IS SECURELY IN POSITION. Check the ramp that you're using to assure yourself that the depth is sufficient to place your trailer deeply enough to cover approximately the top of the trailer fenders. (See illustration.)



TRAILER, CONT.

Now, make sure that the turnbuckle from trailer to boweye is removed and that there are no other restraints from trailer to boat.

Your trailer, as we've said, is a drive-off, drive-on type, so simply place your trailer/boat combination to approximately the depth shown. (We advise that you have an assistant handling a rope attached to the bow to control the boat's drift while you perform the recommended starting procedures.)

NOTE: AGAIN, WE RECOMMEND THAT YOU OR AN ASSISTANT REMOVE THE TRAILER FROM THE WATER AFTER LAUNCHING.

RECOVERY: When your trailer is in position, simply drive your boat onto the trailer between the two vertical posts until the bow rests between the upright bow stops. (See illustration for proper boat positioning.) Because of varying water and wind conditions, you'll have to estimate the correct speed with which to approach the trailer to recover your boat. Err on the side of caution, though. Once you're on the trailer, you can advance the throttle to a degree to move up to the bow stops without danger.





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C A U T I O N

CORRECT CRAFT IS DEDICATED TO PRODUCING THE FINEST BOATS AVAILABLE. GEL COAT REMAINS THE MOST EFFECTIVE AND EFFICIENT COSMETIC FINISH A BOAT CAN HAVE. THERE IS, HOWEVER, A PHENOMENA THAT OCCASIONALLY CAUSES A BUBBLING OR BLISTERING EFFECT. DUE TO THIS PHENOMENA, NEITHER THE GEL COAT INDUSTRY NOR THE MARINE INDUSTRY WARRANTIES GEL COAT. CORRECT CRAFT ADHERES TO THIS POLICY AS STATED IN THE "CORRECT CRAFT LIMITED WARRANTY":

"THIS WARRANTY DOES NOT COVER THE GEL COAT..."

CORRECT CRAFT THEREFORE OFFERS A PREVENTIVE MAINTENANCE SUGGESTION: IF YOU ARE TO MOOR YOUR BOAT IN WATER FOR ANY PERIOD OF TIME, THE WETTED SURFACE OF YOUR HULL SHOULD RECEIVE A GOOD COAT OF BOTTOM PAINT.

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