

OWNER'S MANUAL

Dear Boat Owner:

READ THIS MANUAL THOROUGHLY BEFORE FIRST USE OF YOUR BOAT. REVIEW IT PERIODICALLY. IT CONTAINS USEFUL INFORMATION AND IMPORTANT PRECAUTIONS TO OBSERVE.

Sincerely,

Correct Craft, Inc.

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PREFACE

Dear Correct Craft Owner:

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 in 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 -- 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 owner's 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. Welcome "on the waters of the world."

Sincerely,



*Walter N. Meloon
President/Chief Executive Officer*

*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

8.89 Correct Craft

PREFACE, CONT.

If you find that the information contained in this owner's manual does not answer your specific question, then we invite you to contact your nearest dealer or your Correct Craft regional warehouse for answers 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
908/479-6810

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

Illinois
Indiana
Iowa
Kentucky
Michigan
Minnesota
Missouri
Nebraska
North Dakota
Ohio
Pennsylvania (Western)
South Dakota
West Virginia
Wisconsin

SOUTHWEST CORRECT CRAFT

Rt. 2, Box 509
Lindale, TX 75771
903/882-8593

Arkansas
Kansas
Louisiana
Oklahoma
Texas

NEW ENGLAND CORRECT CRAFT

142 Flagg Road
Rochester, NH 03839
603/332-5739

Connecticut
Maine
Massachusetts
New Hampshire
Rhode Island
Vermont

SOUTHEAST CORRECT CRAFT

7576 South Orange Avenue
Orlando, Florida 32809
407/851-1965

Alabama
Florida
Georgia
Mississippi
North Carolina
South Carolina
Tennessee

WEST COAST CORRECT CRAFT

11371 Pyrites Way
Rancho Cordova, CA 95670
916/638-3382

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.

6100 South Orange Avenue
Orlando, FL 32809
407/855-4141

THANK YOU AND ENJOY YOUR CORRECT CRAFT!

1

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 periodically check these items. If leaks or abnormalities are found, stop, shut off engine and do not operate until your local dealer has corrected the problem(s). You will be more familiar with your craft and, thus, more confident.

TO DEALER:

THIS BOAT HAS BEEN WATER TESTED BEFORE LEAVING THE FACTORY. HOWEVER, BEFORE DELIVERY TO CONSUMER, YOU MUST MAKE THE FOLLOWING INSPECTIONS AND ADJUSTMENTS. THE CORRECT CRAFT 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. Replace any hose that is off the engine (refer to engine manual).
3. **VERY IMPORTANT!** Check all gasoline line connections. Fill gasoline tank. (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 as indicated in the engine manual. (There is a sticker affixed to the

NOTICE TO OWNER

battery box lid that will give you this information.)

6. Check all wiring for loose connections.
7. Install propeller on shaft, taking care that key fits properly, nut pulls prop up tight on shaft taper, and stainless steel cotter pin is in place properly. Check engine alignment.
8. Install hull drain plug.
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 manufacturer'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

NOTICE TO OWNER

Operational Maintenance section of the owner's manual for more details on adjusting the stuffing box.)

15. After 25 hours of operation, we suggest you return the boat to your local dealer to re-check engine alignment, stuffing boxes for proper adjustment and fuel system for leaks. Follow engine manufacturer's recommendation for additional service (see engine owner's manual).

NOTE: 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.

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

THE FOLLOWING PRECAUTIONS ARE VITALLY IMPORTANT TO YOUR PERSONAL WELL-BEING AND THAT OF YOUR BOAT.

FUEL: NEVER USE ANY FUEL OTHER THAN GASOLINE IN YOUR BOAT. ALCOHOL BLENDED FUELS MAY CAUSE DETERIORATION OF THE FUEL SYSTEM COMPONENTS. THIS MAY LEAD TO POTENTIALLY DANGEROUS CONDITIONS, INCLUDING FIRE AND POSSIBLE EXPLOSION.

REPLACEMENT PARTS: UNDER NO CIRCUMSTANCES SHOULD YOU USE NON-MARINE APPROVED REPLACEMENT PARTS. A MARINE ENGINE IS DESIGNED FOR MARINE USE. IF YOU NEED A REPLACEMENT PART, CONTACT YOUR DEALER, AN INBOARD BOAT MECHANIC OR CORRECT CRAFT, INC.

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

WE URGE YOU TO FOLLOW THESE PRECAUTIONS CAREFULLY, FOR OPTIMUM ENJOYMENT OF YOUR CORRECT CRAFT.

2

CAUTION AND WARNING LABELS

CAUTION & WARNING LABELS

THE FOLLOWING PRECAUTIONS ARE VITALLY IMPORTANT TO YOUR PERSONAL WELL-BEING AND THAT OF YOUR BOAT.

FUEL: NEVER USE ANY FUEL OTHER THAN GASOLINE IN YOUR BOAT. ALCOHOL BLENDED FUELS MAY CAUSE DETERIORATION OF THE FUEL SYSTEM COMPONENTS. THIS MAY LEAD TO POTENTIALLY DANGEROUS CONDITIONS, INCLUDING FIRE AND POSSIBLE EXPLOSION.

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WE URGE YOU TO FOLLOW THESE PRECAUTIONS CAREFULLY, FOR OPTIMUM ENJOYMENT OF YOUR CORRECT CRAFT.

3

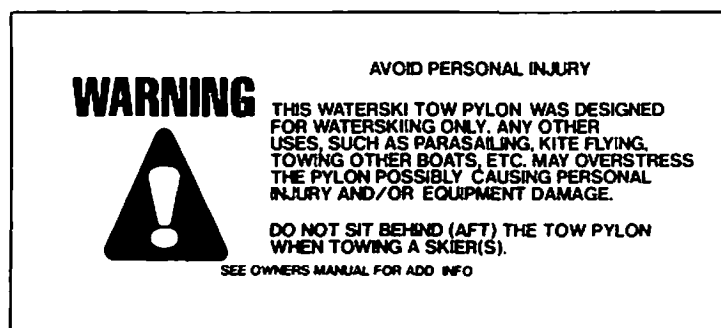
CAUTION AND WARNING LABELS

The following are samples of the warning/information 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/information 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. NOTE: the warning/information label is listed next to each below.

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 6¾"W
454-460	465A	125	24 MARINE	11"L, 9½"H 6¾"W
WITH TAPERED POST CONNECTORS				

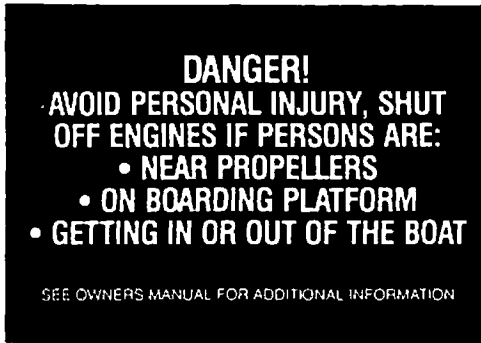
Battery Box



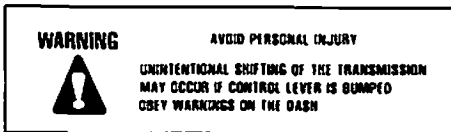
Tow Pylon

3

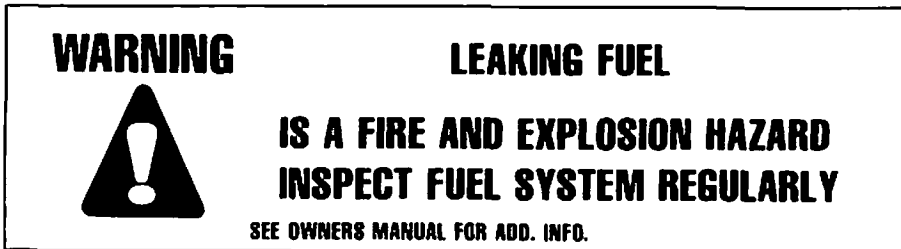
CAUTION AND WARNING LABELS



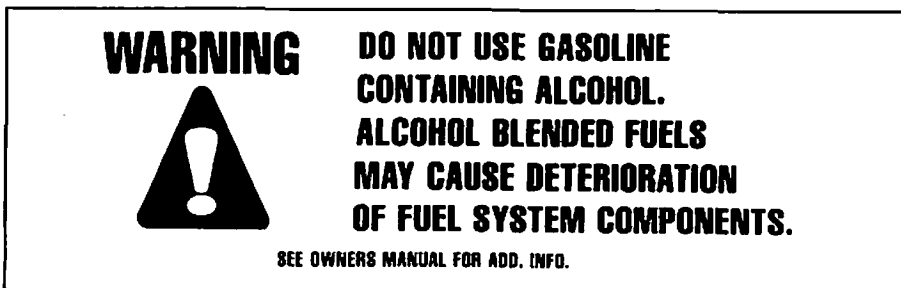
Dash



Throttle Control



Inside Motor Box
& On Fuel Tank



Fuel Fill

3

CAUTION AND WARNING LABELS



DANGER

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

SEE OWNERS MANUAL FOR ADD. INFO.

Transom & Aft Deck


3

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.?)

Dash



**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


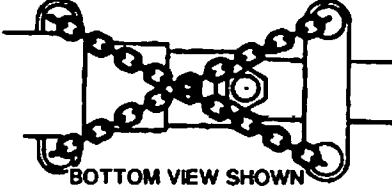
Dash

CAUTION AND WARNING LABELS




Dash

3

WARNING 	AVOID PERSONAL INJURY AND EQUIPMENT DAMAGE NEVER PLACE HANDS OR OTHER BODY PARTS BETWEEN THE COUPLING AND ANY PART OF THE TOW VEHICLE . ALSO BEFORE TRAILING :
(1) HITCH ONLY TO BALL SIZE MARKED ON COUPLING. (2) BE CERTAIN HITCH BALL IS FULLY ENGAGED IN COUPLER AND LOCKING LEVER IS DOWN. (3) CROSS SAFETY CHAINS UNDER COUPLING. (4) ALLOW ONLY ENOUGH SLACK IN SAFETY CHAINS FOR TURNS.	 BOTTOM VIEW SHOWN

Trailer Tongue

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.
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Trailer Tongue

CAUTION AND WARNING LABELS

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.**

Winch Stand

WARNING



AVOID PERSONAL INJURY

**THIS WATER SKI TRANSOM TOW
RING WAS DESIGNED FOR WATER
SKING ONLY. ANY OTHER USES,
SUCH AS PARASAILING, KITE
FLYING, TOWING OTHER BOATS, ETC.
MAY OVERSTRESS THE TRANSOM TOW
RING, POSSIBLY CAUSING PERSONAL
INJURY AND/OR EQUIPMENT DAMAGE**

**DO NOT TOW MORE THAN TWO WATER
SKIERS WITH THIS TRANSOM TOW RING**

Transom

CAUTION



**AVOID EQUIPMENT DAMAGE. TRAILER
WHEEL LUG NUTS SHOULD BE
TIGHTENED TO 90-95 FT. LBS. CHECK
WHEEL LUG NUT TIGHTNESS BEFORE
EVERY USE.**

Trailer Tongue



CAUTION

**AVOID EQUIPMENT DAMAGE !
DO NOT LOSE SEAL RING WHEN
CLEANING WATER STRAINER
ELEMENT AND CANISTER. IF IT
IS LOST DO NOT OPERATE
ENGINE UNTIL THE SEAL RING
IS REPLACED.**

Water Strainer

3

NOTICE TO DEALER

THIS BOAT HAS BEEN WATER TESTED BEFORE LEAVING THE FACTORY. HOWEVER, BEFORE DELIVERING 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 and LEAVE OPEN while starting and checking engine.
2. See that all engine drain plugs are in and closed and replace any hose that is off the engine (Refer to Engine Manual). Open engine intake seacock on boats so equipped.
3. **THIS IS VERY IMPORTANT!** Check all gasoline line connections. Fill gasoline tank. Open shut-off valve if your boat is so equipped. (All Correct Craft Boats 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.
7. Install propeller on shaft, taking care that key fits properly, nut pulls prop up tight on shaft taper, and cotter key is properly in place. Check engine alignment.
8. Install hull drain plug(s) and launch boat.
9. Make sure motor cover is open and run blower at least four minutes before starting engine. Turn the blower on with the dash switch.
10. Start engine being extremely careful not to become entangled in the belts and pulleys as personal injury may result, then visually check:
 - 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 Volt Meter for proper reading (See Engine Owner's Manual)
 - Check for gasoline and cooling water leaks
11. **CAUTION! Never run engine without cooling water.**
11. Water test boat, observing engine maker's suggested break-in procedure.
12. Check again for fuel system leaks throughout the entire system.
13. Visually check for water leakage at propeller stuffing box and adjust if necessary. (Refer to 'Propeller Shaft Stuffing Box' in the Operational Maintenance Section of the Owners Manual for more detail on adjusting the Stuffing Box)
14. Advise new owner to follow engine manufacturer's break-in procedure. (See Engine Owner's Manual)
15. After 25 hours of operation, recheck engine alignment, stuffing boxes for proper adjustment, and fuel systems for leaks. Follow engine manufacturer's recommendation for additional service at this time. (See Engine Owner's Manual)

See Owners Manual for additional information

CORRECT CRAFT™
6100 SOUTH ORANGE AVENUE
ORLANDO, FLORIDA 32809-4610

3

CAUTION AND WARNING LABELS

WARNING



AVOID PERSONAL INJURY. TRAILER SURFACES ARE SLIPPERY WHEN WET. USE EXTREME CARE WHEN STEPPING ON THEM.

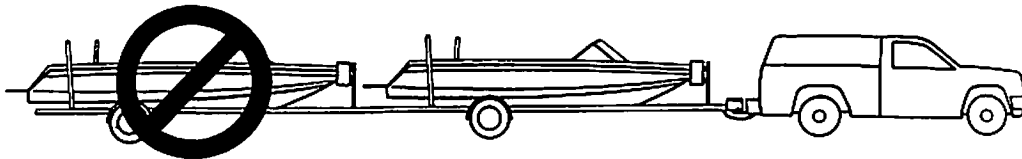
Trailer Fenders

3



CAUTION

AVOID EQUIPMENT DAMAGE AND PERSONAL INJURY CAUSED BY LOSS OF VEHICLE CONTROL. DO NOT TOW TWO TRAILERS BEHIND YOUR TOW VEHICLE!



WARNING



- FALLING OVERBOARD MAY RESULT IN INJURY OR DEATH.
- DO NOT OVERLOAD THE OPEN BOW AREA. MAXIMUM WEIGHT CAPACITY FOR BOW AREA IS 300 POUNDS (COMBINED WEIGHT OF PEOPLE AND GEAR).
- NEVER SEAT MORE THAN THREE PEOPLE IN BOW.
- CHILDREN 10 AND YOUNGER SHOULD NOT USE THE OPEN BOW AREA UNLESS ACCOMPANIED BY AN ADULT.
- DO NOT ALLOW BOW PASSENGER SEATING TO OBSTRUCT THE DRIVER'S VISION.
- OCCUPANTS MUST BE SEATED WHILE ENGINE IS RUNNING.

OPEN BOW MODELS

WARNING



AVOID PERSONAL INJURY

DO NOT TOW MORE THAN TWO WATER SKIERS WITH THIS TRANSOM TOW. THIS WATER SKI TRANSOM TOW WAS DESIGNED FOR WATER SKIING ONLY. THE TRANSOM GRAB RAIL WAS DESIGNED TO ASSIST PEOPLE WHEN USING THE BOARDING PLATFORM. ANY OTHER USES OF THESE ITEMS (SUCH AS PARASAILING, KITE FLYING, TOWING OTHER BOATS, ETC.) MAY OVERSTRESS THE COMPONENTS, POSSIBLY CAUSING PERSONAL INJURY AND/OR EQUIPMENT DAMAGE.

SPORT NAUTIQUE

WARNING



AVOID PERSONAL INJURY

THE TRANSOM GRAB RAIL WAS DESIGNED TO ASSIST PEOPLE WHEN USING THE BOARDING PLATFORM. ANY OTHER USES OF THIS ITEM (SUCH AS WATER SKIING, PARASAILING, KITE FLYING, TOWING OTHER BOATS, ETC.) MAY OVERSTRESS THE COMPONENTS, POSSIBLY CAUSING PERSONAL INJURY AND/OR EQUIPMENT DAMAGE.

NAUTIQUE EXCEL

OPERATIONAL MAINTENANCE

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

The first thing you should consider is the OPERATIONAL MAINTENANCE of your boat.

1. Read the instructions in your engine manual very carefully.
2. Keep a daily look-out for fuel line leaks.
3. **NEVER** start your engine if gasoline odor is present. Gasoline fumes are highly explosive, so before starting your engine, open your engine cover, inspect the engine compartment for gasoline fumes and operate the blower for at least four minutes. 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.)

ALL CORRECT CRAFT BOATS ARE PROVIDED WITH A ROD OR ELECTRIC ACTUATOR THAT WILL HOLD THE ENGINE COVER IN AN OPEN POSITION. THE ROD VERSION SWIVELS FROM THE FLOOR OF THE BOAT AND SHOULD BE ENGAGED IN ITS RECEPTACLE MOUNTED INSIDE THE ENGINE COVER. FAILURE TO DO THIS MAY CAUSE EQUIPMENT DAMAGE OR RESULT IN INJURY.

SPARK PLUGS: Check spark plugs every 100 hours and refer to your engine manual. Replace them 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(s) often to ensure that it is operating efficiently. Remove any debris that you find in the bilge. It is important to keep the bilge area clean. Wash it down with a good household detergent or a bilge cleaner available at a marine supply store 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 ensure that there is no debris lodged in it. See your dealer if there is still a problem with water removal.

OPERATIONAL MAINTENANCE

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, thermostat, timing and electrical ground connections.

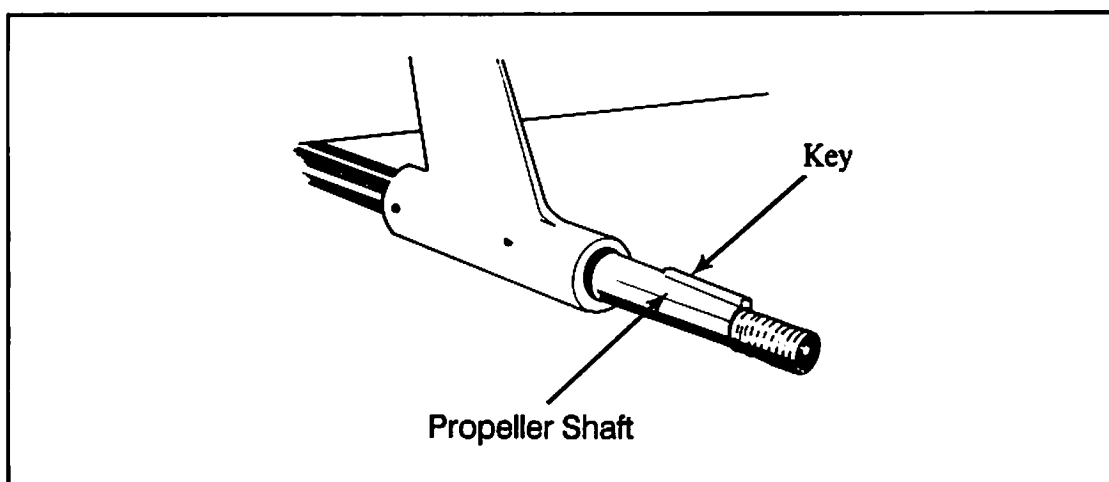
Further recommendations for the operational maintenance of inboard drives that can be accomplished by you or your dealer will follow. It is advisable to familiarize yourself with them, even if you have your dealer service your boat.

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

A NOTICE OF CAUTION: A propeller can be very sharp so be careful to handle it with that thought in mind. (It's a good idea to wear a pair of protective gloves when handling any propeller.)

Now, for installation, follow these steps:

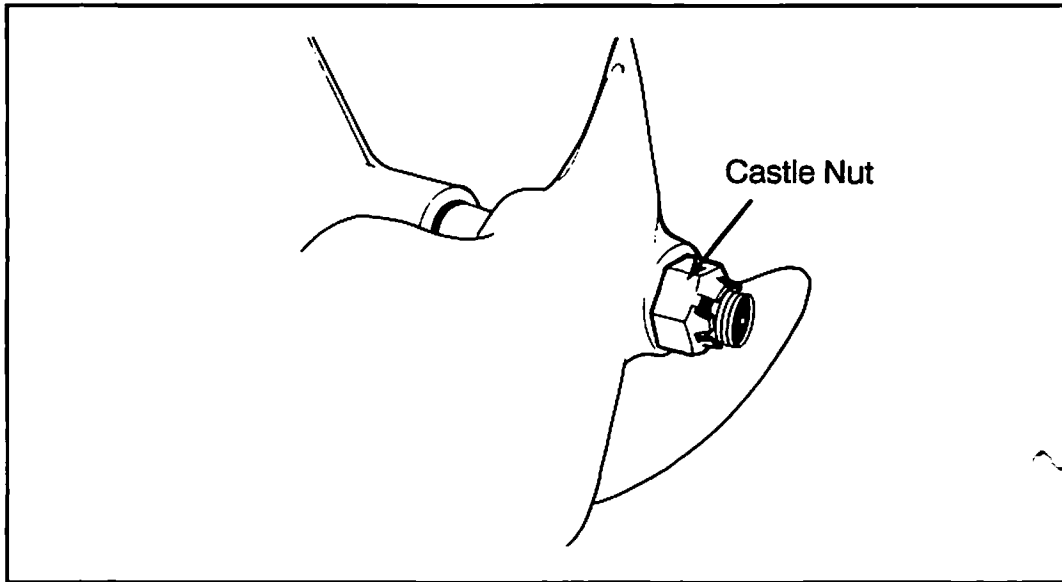
1. Before placing the propeller on the shaft, note the keyway on the shaft and in the propeller. Make sure that the key rides freely in the shaft keyway as well as the propeller keyway. Lightly filing the key's flat sides to remove burrs may be necessary. Then place the key in the shaft keyway. Now match the installed key to the propeller keyway. (See illustration.) Once aligned simply 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.**



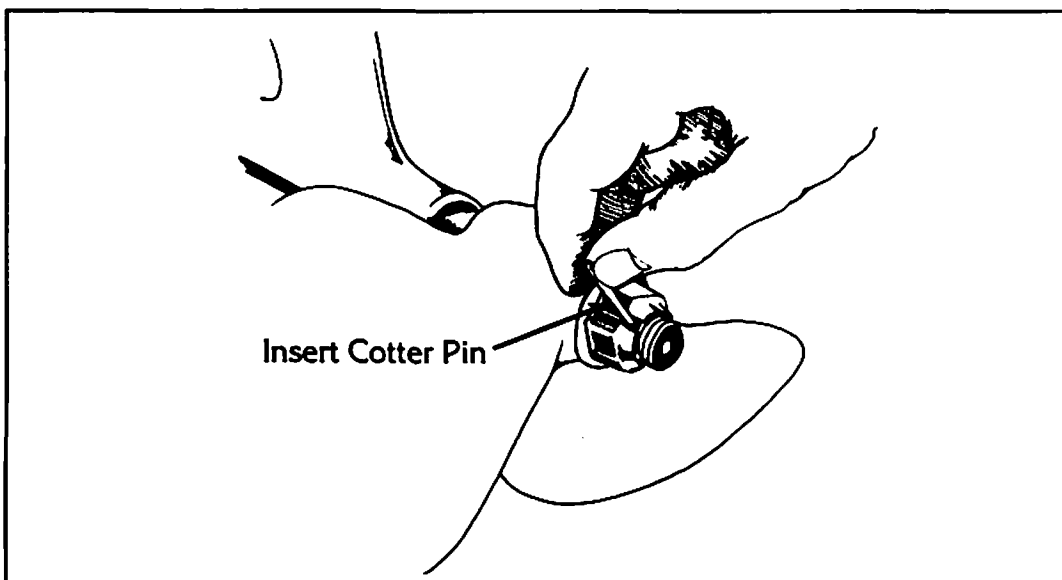
4

OPERATIONAL MAINTENANCE

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

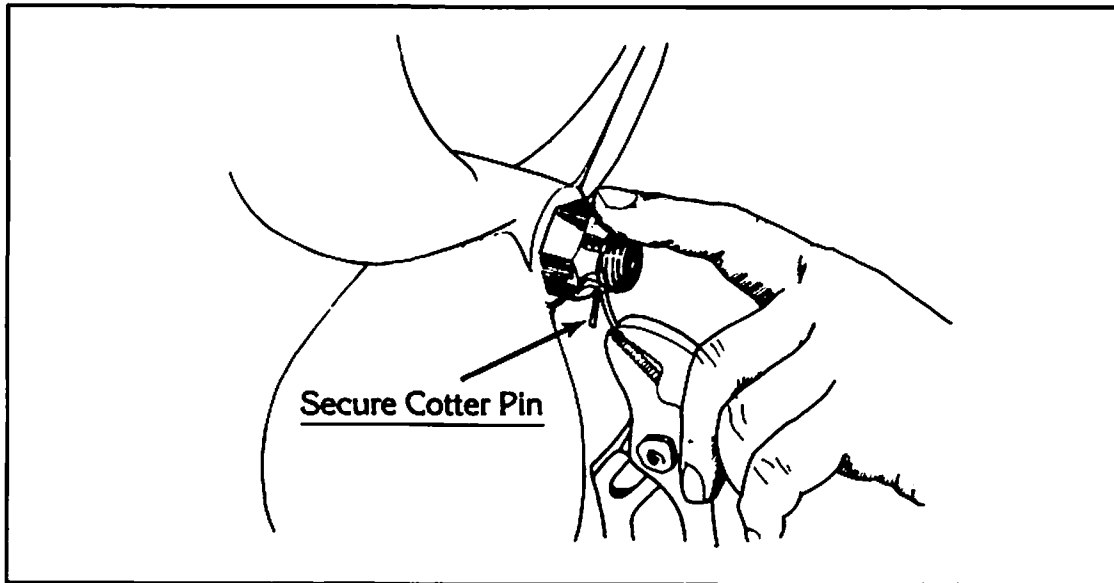


3. When the castle nut is tight, look for the cotter pin hole and insert the stainless steel cotter pin (see illustration). With a light tap, drive the cotter pin down through the slot and hole so that its rounded top rests snugly upon the hole. Next, with a pair of pliers, bend the loose ends of the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



OPERATIONAL MAINTENANCE

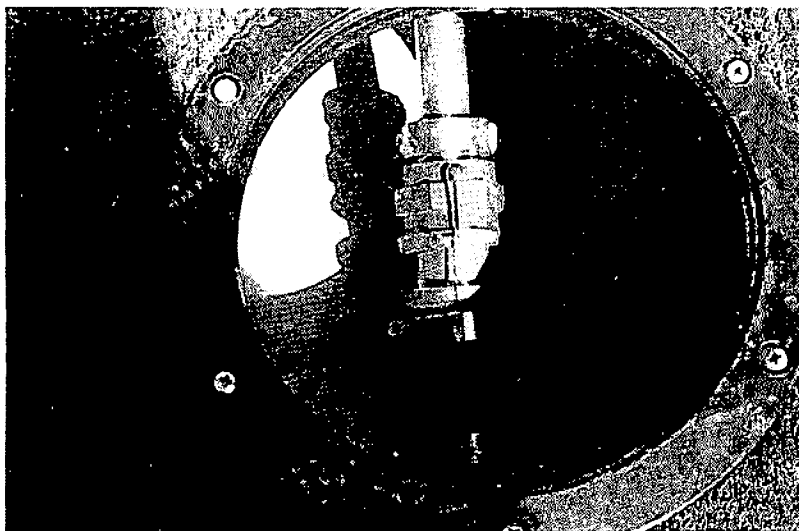
To remove propeller, remove the cotter pin. Loosen the castle nut and turn to end of shaft. Do not completely remove castle nut. Use a propeller puller available at most marine supply stores.



4

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



Stuffing Box

4

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 -- the propeller shaft and the rudder post. These devices contain a lubricated fibrous packing 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 or a Sport Nautique, 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.

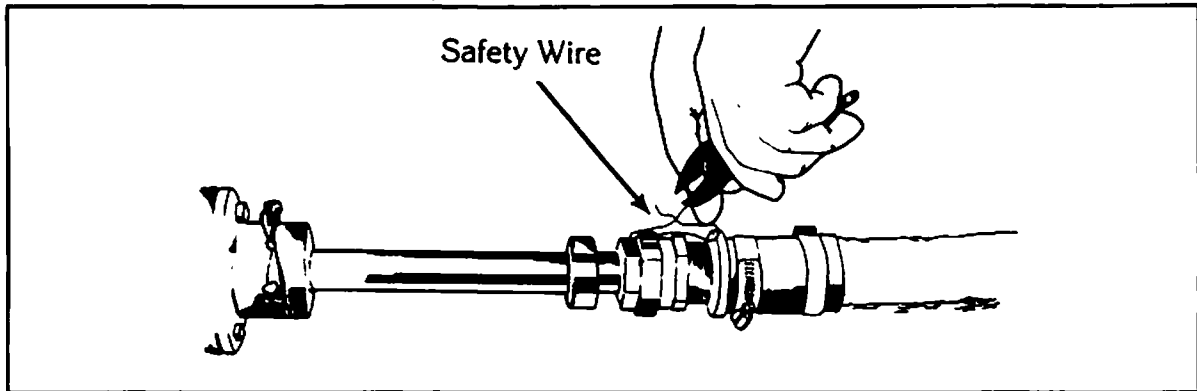
If you own a Barefoot Nautique or a Nautique Excel, you must remove the floorboard to access the v-drive gear and the stuffing box below. The directions for loosening or tightening the shaft packing nut will be reversed due to a left hand threaded stuffing box.

If tightening is required, follow the procedures with careful attention to models:

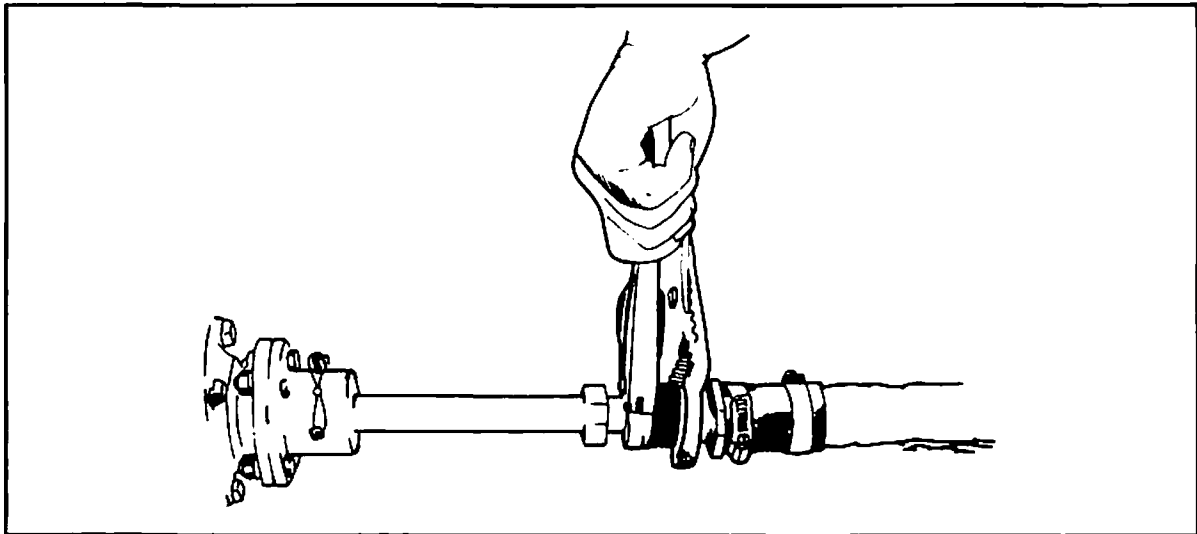
1. Gain access by raising the removable floorboard and setting it aside. (To accomplish this, Ski Nautique and Sport Nautique owners must disconnect the engine cover, remove the stern seat and the stern panels covering the gas tank, then simply lift and set aside the flooring.)

OPERATIONAL MAINTENANCE

2. Cut the safety wire (this wire prevents the packing gland from backing off entirely in the event of extreme looseness). See illustration.



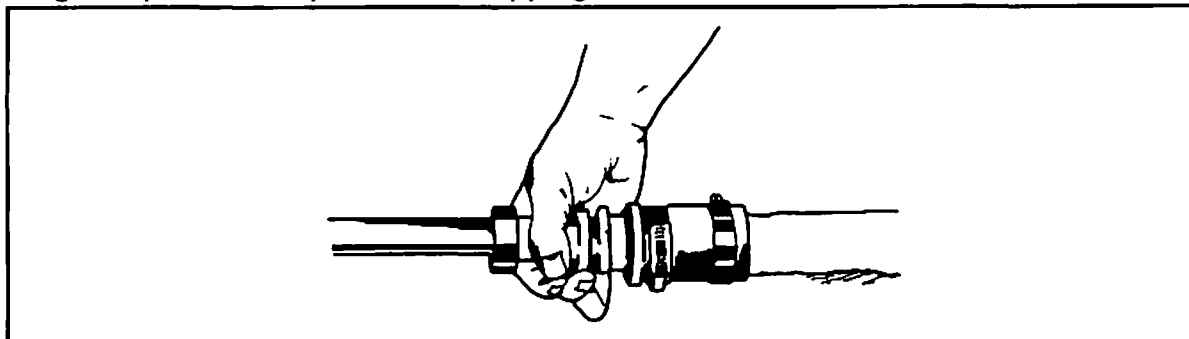
3. Using two pipe wrenches, one to stabilize the gland nut (the large nut to forward) and the other applied to the locking nut, loosen the locking nut with a counter-clockwise motion (loosen toward the left side of the boat). See illustration.



4

OPERATIONAL MAINTENANCE

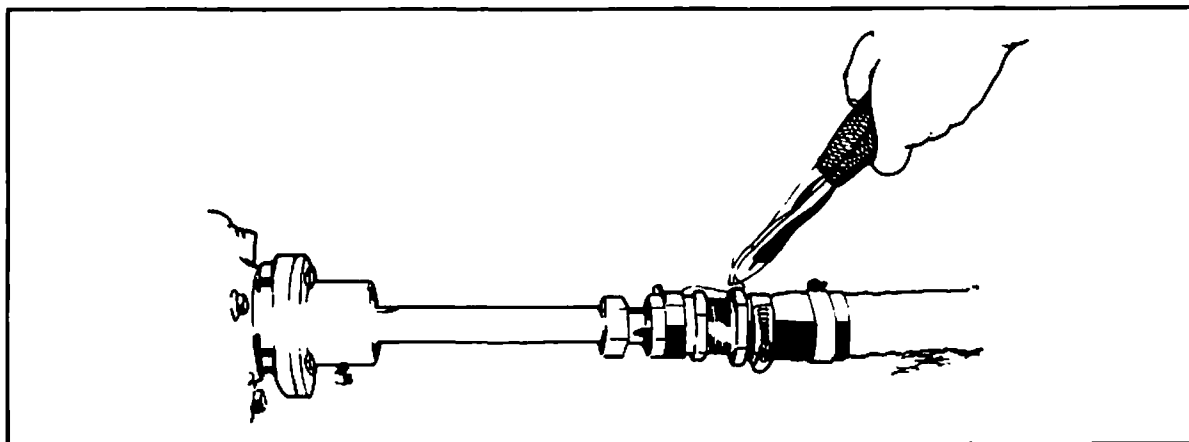
4. Now, **HAND-TIGHTEN** the gland nut (again, toward the left side of the boat) until the leakage stops and the prescribed dripping is achieved. See illustration.



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 is **VERY TIGHT**. Barefoot Nautique and Nautique Excel owners must remember that the shaft packing nut tightens in the opposite direction of a Ski Nautique illustrated here.

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.**



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

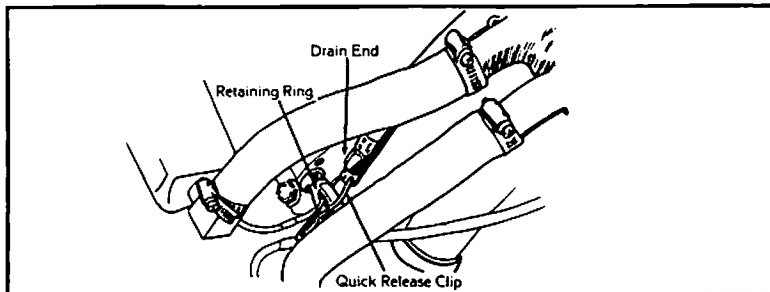
4

OPERATIONAL MAINTENANCE

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 excessive intrusion of water into your boat. There are two differences that you should be aware of. One, there is no safety wire on it, since its 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 serviceable and should not be tampered with. It's highly unlikely that water leakage would occur at these points, but should you discover any, your dealer should be contacted.

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")



First, make sure your boat is on its trailer or otherwise suspended.

If you own a Ski Nautique or a Sport Nautique, 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.)

OPERATIONAL MAINTENANCE

Barefoot Nautique and Nautique Excel owners need to remove the transom drain plug and feed the tube through the transom drain, making sure the hose does not become kinked or looped.

Next, remove the plug and drain the oil into a container placed under the boat. **NOTE:** Most efficient draining will be achieved by running your engine (with a cooling water source) until it is warm, allowing several minutes for the oil to settle, then draining the oil. The preferred method, however, is to let the oil drain overnight. Consult your engine manual for the proper viscosity, and quantity of engine oil to be used for replacement.

BE SURE THE ENGINE IS OFF WHILE DRAINING YOUR OIL.



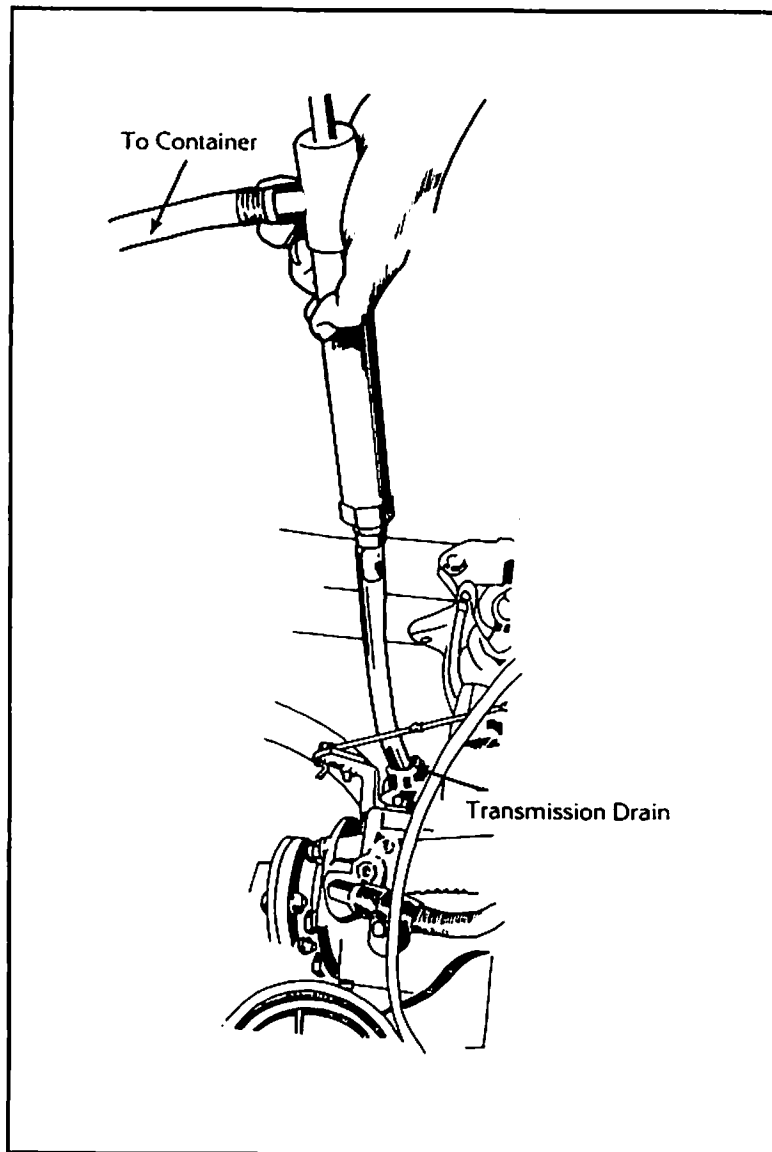
Quick drain oil kit

PROPELLER SHAFT/ENGINE ALIGNMENT: Periodically check alignment by visually inspecting and turning the prop to ensure that it turns freely with no binding. If it binds you should see your dealer or a reputable mechanic familiar with inboard drives. A more thorough inspection may thwart a potentially damaging misalignment problem.

CAUTION! AVOID PERSONAL INJURY. Propeller edges are sharp, and if not handled carefully, can cut you. **ALWAYS** wear a pair of durable work gloves when touching the propeller. **BE CERTAIN** that engine is **OFF** before approaching the boat's transom area. **NEVER** check alignment while the boat engine is running. While checking alignment, **BE VERY CAREFUL** to clear your head of the boarding platform and boat hull before rising. By standing up too quickly, you could hit your head and injure yourself.

OPERATIONAL MAINTENANCE

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 are available at most marine supply stores. See your engine owners manual for additional information.



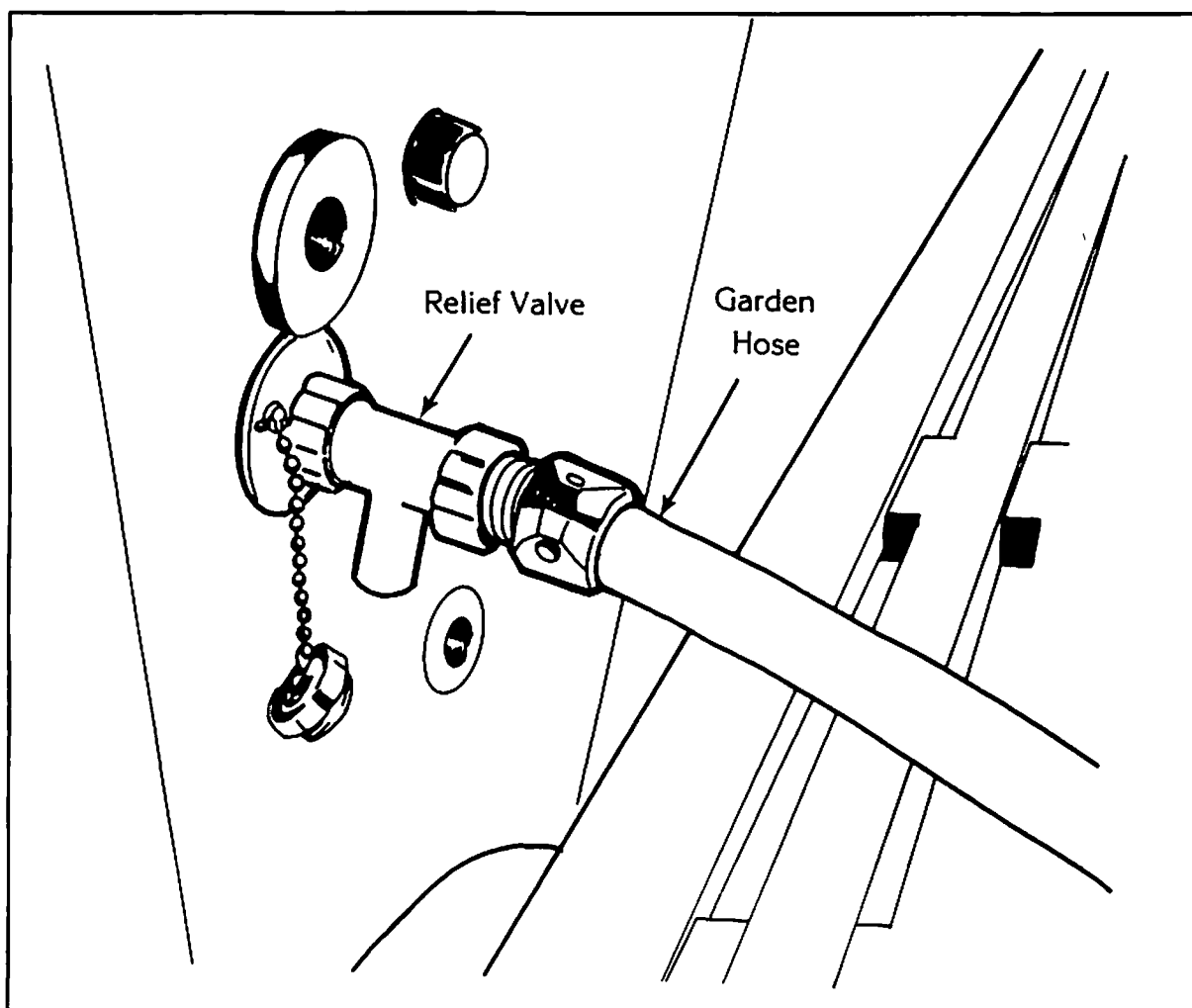
4

OPERATIONAL MAINTENANCE

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

Flushing the system by running the boat in fresh water will suffice, but if that is not possible Correct Craft offers a flush 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.



4

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

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 take care 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 voltmeter or hydrometer to check the battery charge condition.

THINGS YOU SHOULD NOT DO:

DO NOT smoke or bring a flame near a battery at any time.

DO NOT place your head directly above a battery when making or breaking electrical connections.

DO NOT use a metal object to spark between battery posts to check for charge condition.

DO NOT make or break 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 does not 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. Do not overfill and remember that batteries contain sulphuric acid which can cause severe burns.

OPERATIONAL MAINTENANCE

WINTERIZING

APPLICABLE TO BOTH HULL AND ENGINE: Off season storage procedures vary accordingly with factors such as type of storage, climate and length of storage. These variables preclude recommendation of specific procedures. Instead Correct Craft advises that you consult your engine owners manual and seek advice from your dealer or the manager of the storage facility.

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 arrange off-season storage yourself, please feel free to contact your regional warehouse as provided in section one of this manual for recommendations for your particular area.

Speedometer maintenance and winterizing are covered under "Controls and Gauges."

If you use a mooring cover, **DO NOT** put it on when the interior of the boat is wet and/or hot. It will trap moisture that can lead very quickly to mildew. Try to provide some ventilation if your cover does not 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.

Late in 1985, 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 your boat, the filter bowl should be removed and emptied. Be careful to not lose the rubber O-ring that seals the bowl to the cap.** If the water is not removed, the bowl could be subject to freeze damage and therefore cause overheating problems during the next season.

4

OPERATIONAL MAINTENANCE

CHECK FOR WATER IN YOUR FUEL SYSTEM: 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 fuel system. 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 water separator. Even a small amount of water left in the system for several months can result in damage.

The water separator can be drained by removing the drain plug at the bottom of the canister. An incoming air source must be created by loosening and removing the incoming fuel hose. **TAKE GREAT CARE TO CONTROL THE LOSS OF FUEL BY CLAMPING THE HOSE PRIOR TO ITS REMOVAL.** Once the canister is drained, coat the threads of the drain plug with a fuel resistant pipe thread sealer then replace and tighten. Then reconnect the fuel hose, tighten the fastener and remove the clamp. **IT IS IMPERATIVE THAT THE THREADS BE SEALED PROPERLY TO AVOID A POSSIBLE FUEL LEAK.**

It is a good idea to periodically check your fuel filter to expose 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 the low end of 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.

It is a good practice to store your boat with the gas tank nearly full and to add a fuel stabilizing fluid that slows down the rate of fuel decomposition. You can purchase this at most marinas or auto supply houses. Add the stabilizer to the nearly full tank then run the engine to circulate it throughout the fuel system and into the carburetor. This will help keep the seals from decaying and cracking. Always follow the manufacturer's recommendations for proper mixing. Consult your engine owner's manual for more information on fuel system lay-up procedures.

A nearly full tank will not allow condensation to form on its inner surfaces. An empty tank can pick up a lot of water through repeated condensation. (It is a good idea to keep a nearly full tank at all times to reduce the chance of condensation build-up even after daily usage)

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.

CAUTION: USE ONLY CORRECT CRAFT APPROVED PARTS AND ACCESSORIES ON YOUR CORRECT CRAFT BOAT. THESE PARTS AND ACCESSORIES SHOULD BE INSTALLED ONLY BY CORRECT CRAFT OR AN AUTHORIZED CORRECT CRAFT DEALER.

CAPACITY PLATE

The capacity plate is used by boat manufacturers, such as Correct Craft, Inc., participating in the National Marine Manufacturers Association 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 maximum number of persons allowed on the boat.

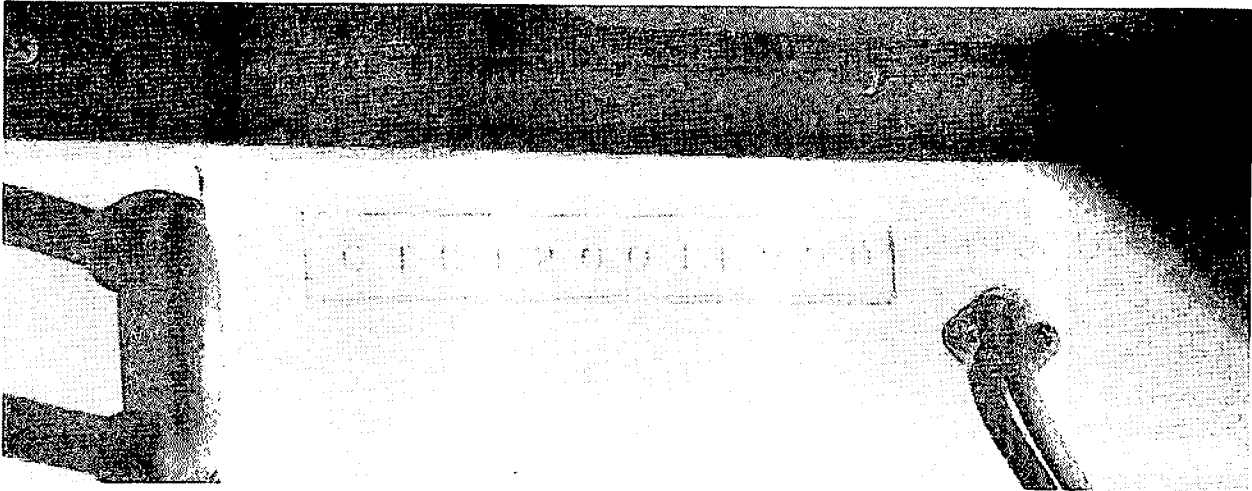
The information appearing on the capacity plate is applicable under normal conditions and special care must be used in any other than normal conditions.

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

The hull identification number (or HIN) is a requirement of the U.S. Coast Guard for boat manufacturers. It is 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 will find it on the upper right-hand side of the transom just below the gunwale. (See illustration for location.) It is 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 is 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 will 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 will see that it was built in the month of June in 1990 and that it is a 1990 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. It can't hurt. We at Correct Craft want you to enjoy your boat. 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 when driving a car on 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. 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. Similarly, **NEVER** put alcohol in your body and drive a boat.

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. In the case of open bow models, bow seating is available, however care should be taken to avoid obstructing the driver's field of vision. Do not allow objects or extremities to hang from the bow or gunwales.

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

COMMON SENSE BOATING

DO keep a visual check for vessels off the stern. That is an area where accidents can happen very quickly.

DO NOT STAND while the boat is under way.

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

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

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

All passengers must remain in their proper seats at all times while the boat is under power.

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

There are no brakes on boats and both the water current and wind velocity affect your ability to stop a boat safely. The driver must exercise caution at all times to maintain control of the boat, especially to maintain a reasonable distance from all potential areas of danger. Decrease speed to a 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.

States have varying regulations regarding water sports activity. Check the local and state agencies in your area to determine laws regulating water sports which require boat participation. These laws were written to protect both boaters and water sports enthusiasts. Some states require that an observer be in the boat while pulling a skier, others require only a mirror. Learn and follow the laws where you will be boating. **Correct Craft recommends that you have an observer in the boat with the driver at all times that a person is in tow.**

All of us 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, enjoy your Correct Craft **SAFELY!**



COSMETIC CARE

MAINTENANCE is the key word in keeping your hull and deck surfaces in good-looking condition. As with an automobile, atmospheric pollution, sun, tree residue, 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 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 reduce 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 that we can only give general recommendations. You will 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 pay special 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 varying 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 WILL PUT FINE SCRATCHES IN YOUR FINISH THAT WILL RESULT IN A DULL APPEARANCE AND WILL TRAP DIRT.

UNLESS YOU HAVE EXPERTISE IN GELCOAT DAMAGE REPAIR, 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.

COSMETIC CARE

Your boat's finish can be kept in showroom condition by **KEEPING** it clean and bright. The real chores begin when you allow it to become chalked and dirty. Our advice to you is pay attention to detail on a regular basis and you will 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. Unlike others in the gelcoat industry and the marine industry, Correct Craft warrants gelcoat for a 90 day period to the original retail purchaser. Correct Craft adheres to its policy as stated in the "Correct Craft Limited Warranty."

Correct Craft also 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 be painted with an epoxy paint formulated for blister prevention.

CARE OF TEAK: Teak is a unique wood used for marine applications for a couple of reasons. It is 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. **IF YOUR BOAT HAS TEAK COMPONENTS, DO NOT COAT THEM 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.

If you have teak on your boat, when new, it 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 **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.)

CARE OF METAL: Keep all metal work rinsed and wiped dry. Periodically polish it with a commercially available metal polish to remove caustic substances such as air-borne pollution and natural body oils from your hands. **DO NOT 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. Use paper towels, terry cloth rags or wadded-up newspaper. There are few things that can dress up an already clean boat more than sparkling glasswork.

COSMETIC CARE

STAINS: If your boat is parked under a tree, leaves and debris containing acidic ingredients such as tannic acid may stain your gelcoat and/or upholstery. If soap and water do not readily remove these stains, try a mild abrasive like Soft Scrub applied with a wet sponge or wipe lightly with Fantastic. Correct Craft Customer Service can provide additional information for removing persistent stains.

CAUTION: HOUSEHOLD CLEANING PRODUCTS FREQUENTLY CONTAIN BLEACH, BE SURE TO RINSE YOUR BOAT THOROUGHLY WITH FRESH WATER AFTER USE.

CARE OF UPHOLSTERY: Your Correct Craft boat is equipped with the finest vinyl upholstery available, but it needs attention to ensure 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.

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

Here are a few tips:

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

DO NOT use bleach on the interior fabric of your boat.

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

If you do not 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 a wrap-around seating. This type of seating should be raised, cleaned **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 mildew.)

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

COSMETIC CARE

CARPET: Regularly vacuum your carpeting to remove loose debris so that it does not 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 securely cradled out of the water with the drain plug removed. If you wash your boat's interior while the boat is in the water. Plan for proper waste water removal and disposal. **DO NOT EXPEL SOAPY WASTE WATER OVERBOARD! IT CAN CREATE AN ENVIRONMENTAL HAZARD.**

Y O U R B O A T

SPORT NAUTIQUE

S P E C I F I C A T I O N S

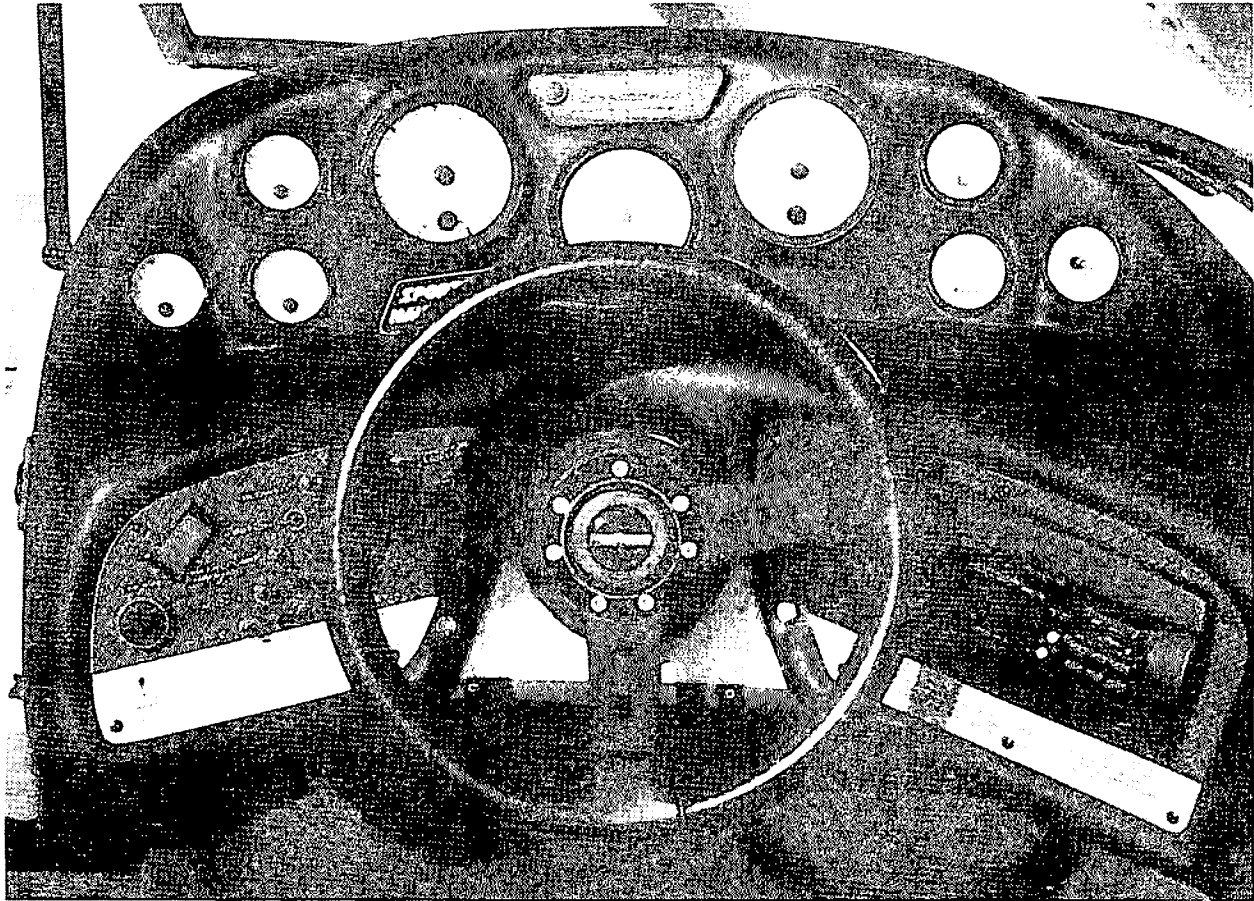
CONSTRUCTION:	FIBERGLASS
LENGTH W/O PLATFORM	21'
LENGTH W/PLATFORM	22'5"
BEAM:	91"
DRAFT (NOT UNDER POWER):	24"
APPROXIMATE WEIGHT (W/ STANDARD FEATURES)	2700 LBS.
LIFTING RINGS (BETWEEN CENTERS):	240.5"
FUEL CAPACITY:	30 GALLONS

YOUR BOAT

CONTROLS AND GAUGES

SPORT NAUTIQUE 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 ten push button circuit breakers function as switches. In the "OFF" position the button will be sticking out. To turn on a particular function, simply push in the corresponding button. When the circuit breaker is on, the LED indicator will be lit. The ignition circuit breaker LED is lit only when the ignition key is in the "ON" position. In the event of a current overload, the circuit breaker will trip and the button will pop out into the "OFF" position.

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

YOUR BOAT

PUMP/AUTO: This switch operates the electronic bailer using automatic electric bilge pump switch. (Correct Craft's walk over models have two electric bilge pump switches.) If the bilge takes in water beyond a certain pre-set level, the electric sensor will automatically turn on the pump until the water is below that level. In order to keep sloshing water from causing the pump to turn on and off repeatedly, there is a time delay built into the automatic sensor. Water must be in contact with the sensor for 15-20 seconds before the pump is actuated. Likewise, the pump will remain on for 15-20 seconds after water is below the sensor level.

Note, however, that for this function to be operative, the switch must be in the "on" position. This will NOT drain significant power from your battery unless the bilge pump is called upon to run frequently because of a leak or rainwater accumulation. The automatic system should not be relied upon over an extended period of time. We suggest you frequently inspect your boat.

PUMP/MAN: This switch operates the bilge pump without benefit of any automatic devices. Simply push it in to engage. **NOTE:** DO NOT run the bilge pump dry for extended periods of time.

NAV LTS: This controls your navigational lights. The law requires that while running, after sunset and before dawn, the combination side lights (located at the bow) and the 360 degree all around-light (located at the stern) be operating.

ANCHOR: This switch activates only the 360 degree all around light. It is called the "anchor light" and is required by law to be shown whenever the boat is in navigable waterways but not underway, after sunset and before dawn.

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

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

IGNITION: This switch activates the blower and **MUST ALWAYS BE ENGAGED FOR AT LEAST 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 (pushed in). To reset, simply push in the reset knob on the clockface and turn to the desired time.

12-VOLT RECEPTACLE: A 12-volt receptacle for operating accessories is located on the side of your Nautique dash pod.

YOUR BOAT

ENGINE WARNING LIGHT: Located at the center of the dash pod, this light indicates high temperature or low oil pressure. It is an early warning indicator reflecting engine difficulty.

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 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 WHICH WILL LEAD TO SEVERE ENGINE DAMAGE.**

FUEL GAUGE: This gauge provides an estimate of the amount of fuel in the tank.

HOUR METER: This instrument records the hours THAT THE IGNITION SWITCH IS ENGAGED.

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.)

YOUR BOAT

SPEEDOMETERS: There are two speedometers mounted on the dashboard of your boat. They are calibrated by Correct Craft at 36 mph. They can be adjusted by turning the knob at the bottom of the face of the speedometer. The speedometers are two wholly separate systems. One is a back-up in the event that the other becomes obstructed. (Consistent speed is critical to the tournament skier.)

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 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 forward. That point in the system is called a "stabilizer tube." It is a vertically mounted brass tube at the stern. (You can't see this tube since it is mounted behind the gas tank.)

What happens is that the water in this tube compresses the air in the hose connecting to the instruments and it becomes, literally, a pressure gauge. **(Remember, there are two separate speedometer systems in your boat.)**

NOTE: When trailering your boat, it is a good idea to place your pick-up tubes in the stored position, that is, turned to the side. This is recommended to avoid collection of road debris such as mud, oils and any other matter than can become lodged in the tube, thus adversely effecting the efficiency of your unit. To achieve this, press down firmly at the end of the tube (it is spring-loaded) and turn upward in either direction.

YOUR BOAT

TROUBLESHOOTING YOUR SPEEDOMETER: The most common cause of an improperly functioning speedometer is water borne debris such as grass, weeds, sand or mud lodged in the pick-up tube. The speedometer may fail to register or it may hover at a particular speed while the boat is at rest. This indicates a pick-up tube obstruction.

In many cases the obstruction can be dislodged by backing up quickly. If that fails, use air pressure to clear the tube. Reaching under the dash, remove the rubber tubing from the back of the speedometer and apply air pressure with a volleyball pump or other air pressure source. **Do not exceed 25 p.s.i.** If this method fails to dislodge the obstruction, trailer your boat and remove the hose at the transom. Using a needle, remove the obstruction. For stubborn pieces, remove the brass cap on the end (using needle nose pliers) and clear the tube. Re-install the brass cap.

If the speedometer reacts slowly, a leak in the system may be the cause. Most frequently, the leak is located at the connection of the tubing to the speedometer head, again under the dash. Disconnect this tube and apply air pressure with a volleyball pump or other controlled source, not exceeding 25 p.s.i. Blow air through the tube until the water is expelled. Attach the tube to the back of the speedometer head, making certain that the connection is air tight. If the tube end is stretched or over-sized, trim off 1/2-inch and reconnect. **Note: Some Correct Craft models have a locking nut at the back of the speedometer. This nut must be loosened to disconnect the hose.**

Damage can occur if a malfunction is not immediately attended. If you cannot remedy the situation, contact a Correct Craft dealer or another reputable marine mechanic.

WINTERIZING YOUR SPEEDOMETER: As a precaution, due to season freezing temperatures, winterize your speedometer by removing all water from the stabilizer tube to eliminate the danger of damaging the system. Disconnect the tube at the connection to the speedometer under the dash and apply air pressure through the system. Introduce enough air to clear the system, but do not exceed 25 p.s.i.

YOUR BOAT

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

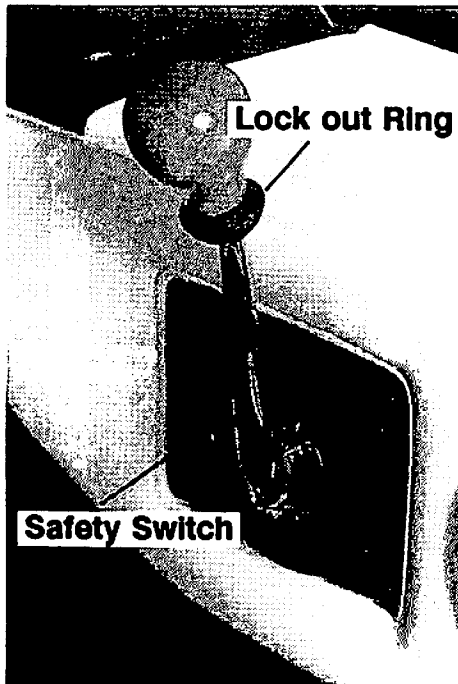
Should you decide to add a stereo after you have received delivery of your boat, contact your dealer. Remind your dealer that your boat came equipped pre-wired for stereo, making the stereo installation an easy matter.

STARTING YOUR ENGINE: THE BLOWER SHOULD BE OPERATED WITH THE ENGINE COVER OPEN 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 bottom. 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 (horizontal) is the "START" position. (It is very similar to a car.)

YOUR BOAT

THROTTLE CONTROL WITH LOCK OUT: The throttle control consists of a throttle lever, lock out ring and neutral throttle button. (See picture for locations.) 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. This will help to warm up the engine and will ensure against inadvertent transmission engagement.



The lock out mechanism prevents unintentional shifting into forward or reverse, while 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. The throttle lever can then be moved forward or backward to advance the throttle, but **ONLY** by lifting the lock out ring. When warm-up is completed, return the lever to neutral, push in the button and the control is ready for single lever operation.

To operate the throttle control lever, you must lift the lock out ring to move the throttle lever into forward or reverse. **DO NOT** shift too quickly from forward into reverse. Stay in the neutral or idle position until the boat has lost speed before completing the shift to reverse. Unless in an emergency, shifting should not be attempted above 1200 RPM. For further information for specifics of the throttle mechanism, consult the manufacturer's pamphlet that's supplied with your boat.

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

NOTE: Before you start your engine, be sure to follow the recommendations in regard for fuel leaks, excessive water in the bilge, blower operation (at least four minutes with the motor cover up) and your engine's water strainer. These are important operations which take very little time.

YOUR BOAT

INTERIOR FEATURES AND FITTINGS

TOW PYLON: Your tow pylon is manufactured of a superior aluminum alloy that is engineered for durability. It is coated with a protective shield that only requires a mild detergent to maintain its lustre.

It is mounted in such a way as to become an integral part of the hull. If any tow pylon looseness develops, stop tow pylon use and take your boat to your Correct Craft dealer to solve the problem(s).

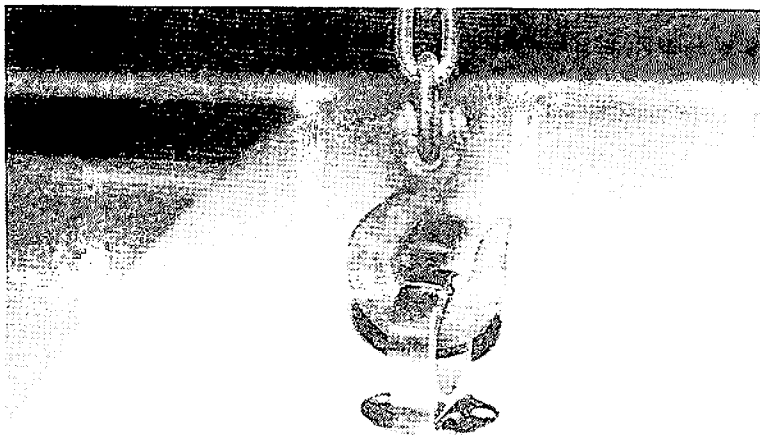
CAUTION: Avoid personal injury. This water ski tow pylon was designed for water skiing only. Any other uses, such as parasailing, kite flying, towing other boats, etc. may overstress the pylon possibly causing personal injury and/or equipment damage. **DO NOT** sit behind (aft) the tow pylon when towing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

CAUTION: ALTHOUGH THE BAREFOOT BOOM HAS BECOME A POPULAR ADDITION TO MOST TOURNAMENT INBOARDS, CORRECT CRAFT DOES NOT RECOMMEND INSTALLING A BOOM ON ANY CORRECT CRAFT BOATS. AND FURTHER, CORRECT CRAFT WILL NOT ASSUME RESPONSIBILITY FOR DAMAGE OR PERSONAL INJURY THAT MAY OCCUR FROM THE USE OF BOOMS ON CORRECT CRAFT BOATS.

YOUR BOAT

LIFTING RINGS: Your Nautique is equipped with bow and stern lifting rings. They are designed to lift your boat in a steady, secure position. Use a winch 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: Drain the bilge to eliminate excess water prior to lifting your boat. (Under this condition the lifting stability and the stress exerted on the lifting rings are greatly effected.)



Proper Hook Size

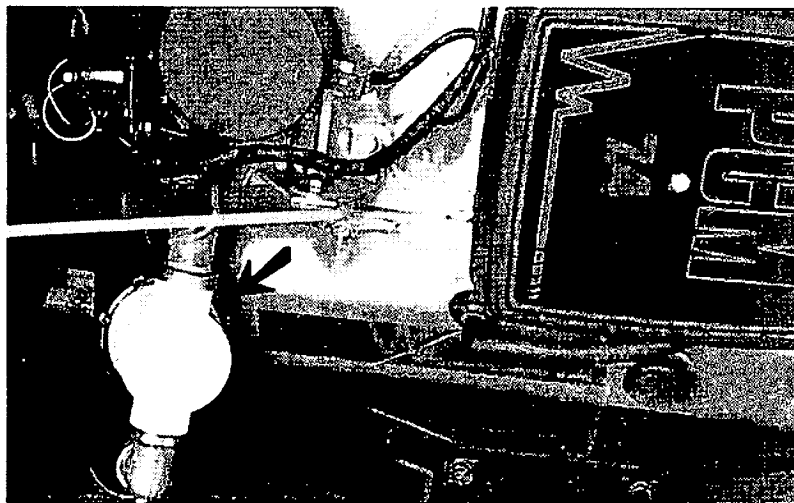
NOTE: Use a hook that will pass easily through the ring without binding. This is VERY important. A hook that is too large or off-center could snap the ring. (See illustration)

The lifting rings on your boat are more than sufficient to accommodate its weight. Care must be taken to ensure proper hook-up. Consult a professional for proper design of hardware (hooks, yokes, slings, cable diameter, spreader bar, etc.).

YOUR BOAT

WATER STRAINER: The water strainer, or filter, is an in-line system. **The Sherwood Line Strainer** 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 boat.** This can be accomplished during the recommended **four minute period while your blower is running and the engine cover is up.**

There is a fine wire screen inside the bowl on the bottom of this unit which collects grass and debris. It is designed to remove debris before it reaches the engine.



Strainer Assembly

If you see debris, unscrew the bowl from the cap. **Be careful not to lose the O-ring.** Lift out the wire screen. Flush the sediment from the screen **AND** bowl with water. Replace the screen, inserting the O-ring gasket and re-install the bowl. Turn the bowl **HAND** tight. **DO NOT** over-tighten.

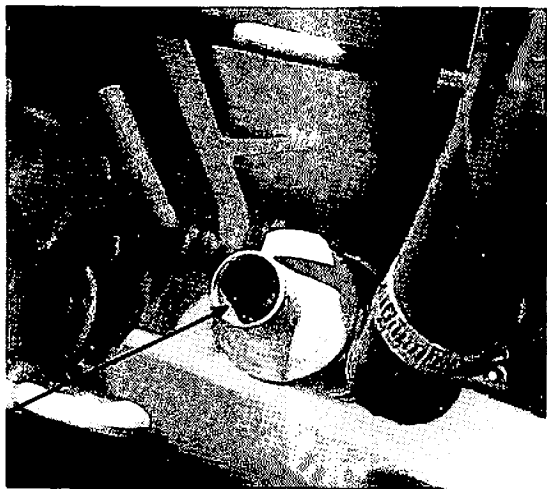
IMPORTANT: This should be done prior to every use of your boat. Debris can restrict the normal flow of cooling water to your engine, causing over-heating.

The Sherwood filter bowl remains full of water even when 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, which could result in over-heating during the next season.

It is recommended that you review the manufacturer's literature regarding this unit.

YOUR BOAT



Transmission Cooler

TRANSMISSION COOLER:

Periodically check the transmission oil cooler opening. Loose the clamp and twist the hose to remove it. Inspect the honeycomb-like filter for debris. Remove the debris, using a pair of needle nose pliers before re-installing the hose.

PROLONGED STORAGE: Should you need to store your boat for an extended period, we suggest you introduce a fuel stabilizer such as STA-BIL to prevent the formation of gum and varnish.

Add the recommended amount to the fuel and run the engine for a minimum of ten minutes, allowing the mixture to enter the carburetor. Subsequent starts the following season should be trouble free. Refer to the orange pamphlet in the back of this manual, or call toll-free, 1-800-FOR EAGLE, for more information.

VENTILATION SYSTEM: Both bow and stern are equipped with functional vents. These provide air flow through the engine compartment/bilge and the gas tank compartment. One hose runs from under the bow to the subfloor and terminates at the front of the engine compartment. Other hoses connect the vent on the aft deck to the bilge area and the blower.

This ventilation system is designed to aid in evacuating fuel vapors caused by engine flooding, re-fueling or other means.

IMPORTANT: Fuel vapors are an extreme hazard and cannot be adequately removed via a ventilation system. Vapors from liquid fuel can result from leakage, spillage or other means. If you see exposed liquid fuel in your boat, do not operate your boat until the exposed fuel is removed, the source located and the problem corrected. Consult your dealer or a reputable marine mechanic.

Run your blower for four minutes prior to starting your engine -- particularly after refueling. Always inspect for exposed liquid fuel. Gasoline vapors can cause an explosion.

YOUR BOAT


TRANSOM: Your new Nautique transom features a Euro-styled boarding platform. The boarding platform lends a sleek look to the Nautique and it is supremely functional and easily removable. This unique feature is standard equipment and its sole purpose is to facilitate the craft's storage. **THIS IS THE ONLY TIME THIS PLATFORM SHOULD BE REMOVED.**

BOARDING PLATFORM: Should you need to remove the platform for storage of your boat, simply remove the two locking pins located at the bottom of the boarding platform brackets. Next, lift the platform upward. The platform socket will slide upward from the transom post. We suggest you store the platform with the boat so it will not be forgotten on your next outing. **NEVER use your Nautique without the boarding platform properly in place.**

Because of the proximity of the stern seat to the exhaust port, the boarding platform is instrumental in channeling engine exhaust gases, which include carbon monoxide, away from the stern. Failure to have the platform properly installed could result in excessive carbon monoxide levels in the boat. **EXCESSIVE CARBON MONOXIDE LEVELS CAN CAUSE INJURY OR DEATH. NEVER OPERATE THIS CRAFT WITHOUT THIS SPECIALLY DESIGNED PLATFORM IN PLACE.**

DANGER! PERSONAL CONTACT WITH A SPINNING PROPELLER CAN CAUSE INJURY OR DEATH. SHUT OFF ENGINE IF PERSONS ARE: <ul style="list-style-type: none">• GETTING IN OR OUT OF BOAT• ON BOARDING PLATFORM• NEAR PROPELLER SEE OWNER'S MANUAL FOR ADDITIONAL INFORMATION	DANGER! CARBON MONOXIDE IS POISONOUS. EXCESSIVE EXPOSURE MAY CAUSE INJURY OR DEATH. OPERATE THIS BOAT ONLY WITH A CORRECT CRAFT INC. BOARDING PLATFORM SECURED IN PLACE OR EXCESSIVE CARBON MONOXIDE EXPOSURE MAY OCCUR.
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Dash Warning

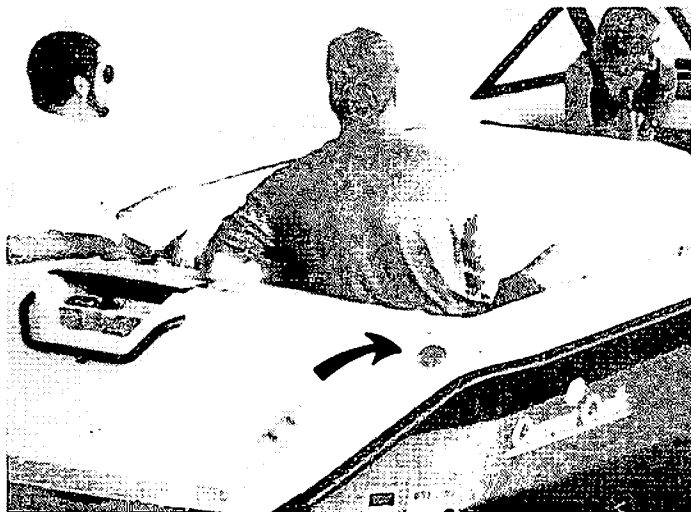
DANGER! PERSONAL CONTACT WITH A SPINNING PROPELLER CAN CAUSE INJURY OR DEATH. SHUT OFF ENGINE IF PERSONS ARE: <ul style="list-style-type: none">• GETTING IN OR OUT OF BOAT• ON BOARDING PLATFORM• NEAR PROPELLER SEE OWNER'S MANUAL FOR ADDITIONAL INFORMATION	WARNING  AVOID PERSONAL INJURY. THIS WATER SKI TRANSOM TOW RING WAS DESIGNED FOR WATER SKIING ONLY. ANY OTHER USES SUCH AS PARASAILING, KITE FLYING, TOWING OTHER BOATS, ETC. MAY OVERSTRESS THE TRANSOM TOW RING POSSIBLY CAUSING PERSONAL INJURY AND OR EQUIPMENT DAMAGE. DO NOT TOW MORE THAN TWO WATER SKIERS WITH THIS TRANSOM TOW RING.	DANGER! CARBON MONOXIDE IS POISONOUS. EXCESSIVE EXPOSURE MAY CAUSE INJURY OR DEATH. OPERATE THIS BOAT ONLY WITH A CORRECT CRAFT INC. BOARDING PLATFORM SECURED IN PLACE OR EXCESSIVE CARBON MONOXIDE EXPOSURE MAY OCCUR.
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Transom Warning

WALK-THROUGH WINDSHIELD: Should you have a walk-through windshield installed after the boat leaves the Correct Craft factory, be certain to have bow and deck non-skid material applied to reduce the chance of slipping on the surface.

YOUR BOAT

FUEL FILL: Located on the aft deck is the fuel fill. The cap is removed by a key found in the informational packet supplied with your boat. Keep this key in a handy location so that it does not become misplaced.



Fuel Fill

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.

STERN COMPARTMENT: To gain access to this compartment, simply remove the stern seat. Unsnap the vinyl curtain behind to expose the stern compartment. **DO NOT OPERATE THE BOAT WITH THE STERN SEAT REMOVED.**

BATTERY COMPARTMENT: The battery is located just beneath the stern seat cushion. Simply hinge the bottom cushion forward and the battery is exposed. Refer to "Stern Compartment" heading for access illustration.

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

DRAIN PLUG: Drain the water from the bilge pump after every use. To remove the drain plug, lift the motor box. The T-handle drain plug is located just behind the ski pylon.

YOUR BOAT

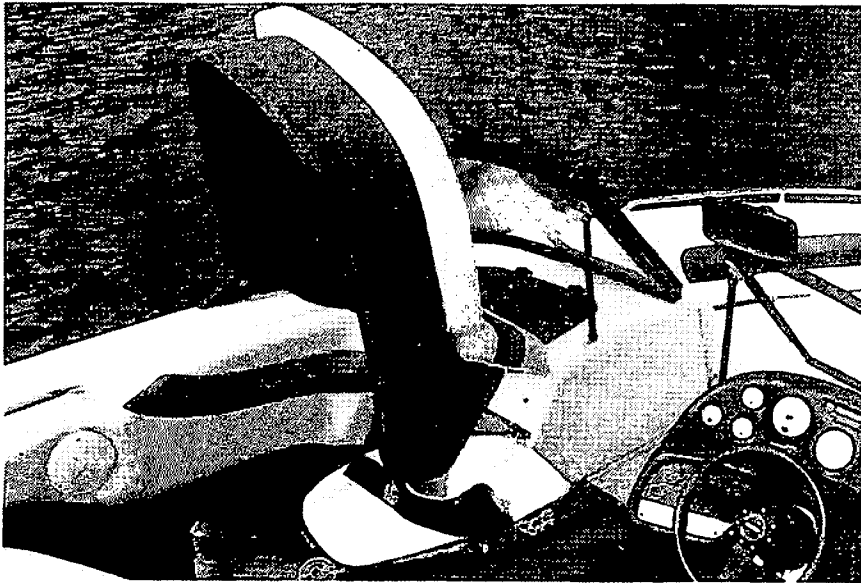
BILGE PUMP AND AUTOMATIC SWITCH: The forward bilge pump is located beneath the motor box behind the ski pylon. The Sport Nautique is equipped with an additional bilge pump located in the rudder area of the transom.

Your Sport Nautique is equipped with several storage compartments. An in-floor ski locker is situated between the driver and passenger seat. Additional compartments are built into the bow walk-through area, port and starboard. Three other compartments are located under the bow cushions.

STORAGE COMPARTMENTS: Correct Craft strives to design dry storage compartments. However, due to varying environmental conditions, equipment and other items, damageable by water or mildew, should not be left in the compartments for long periods of time. If the storage compartments are damp or wet, they should be left open in a covered area to dry.

In addition to the under bow storage area your Sport Nautique also features a locking in-floor ski locker. Additional storage is located under the stern seat cushions.

GULL-WING OBSERVER SEAT:



Optional Gull-wing Observer Seat

If your boat is equipped with an optional gull-wing observer seat, simply raise the seat to access the under bow storage. It is held up right by a convenient gas spring.

YOUR BOAT

PASSENGER SEAT (STANDARD DUAL CAPTAINS CHAIRS): This seat also moves forward and aft. An additional feature allows a 360 degree swivel as well. **CAUTION:** The swivel only locks in two positions: Facing straight ahead or directly to the stern. Do not have the engine running if the seat is in any position where the swivel is not locked.

DRIVER SEAT: There is an adjustment lever under the seat on the inboard side to control fore and aft positioning.

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" is required by law to be used while running after sunset and before dawn in conjunction with your combination side lights. It can be solely used as an anchor light while not under power. It is stored under the port gunwale. (A nib on the shaft mates with a keyway in the receptacle for alignment of electrical contacts.)

BOW SEATING: Arrange passengers to not obstruct the driver's field of vision.

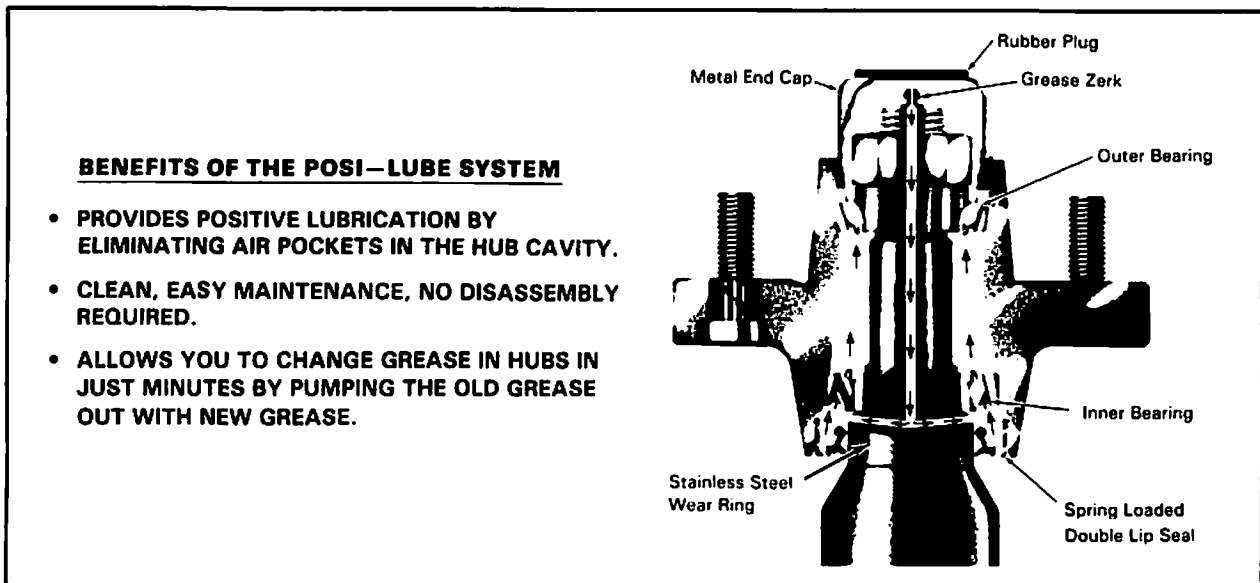
CAUTION: Avoid personal injury. **DO NOT** sit on the side deck of your boat.

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.

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 the drive-on type so the wheels are submersed while launching and recovering. Additionally, the cooling effect of water can cause 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 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 apply 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.




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

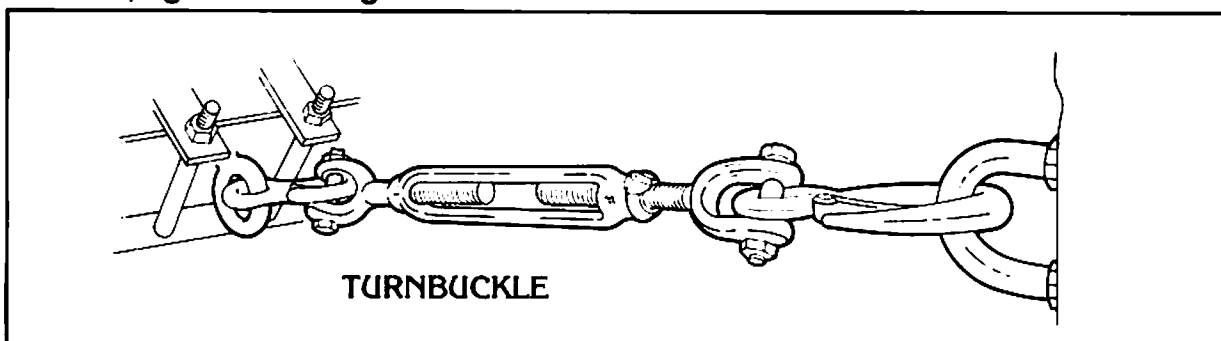
CAUTION: If the wheel bearing spindle nut is removed for any reason, be sure to replace the bendable tab lock washer with a new one. Failure to put on a new lock washer could result in loosening of the spindle nut.

TRAILER

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 wing-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 loosen this wing-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.
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Turn the body of the turnbuckle only by hand. Once all of the slack is removed from the turnbuckle, tighten the wing-nut.



DOLLY JACK: The dolly jack mounted toward the front of your trailer affords an easy method of storing your boat in a raised position and also in raising and lowering the trailer in respect to your vehicle's hitch. **TO AVOID PERSONAL INJURY AND EQUIPMENT DAMAGE, NEVER PLACE HANDS OR OTHER BODY PARTS BETWEEN THE COUPLING AND ANY PART OF THE TOW VEHICLE.**

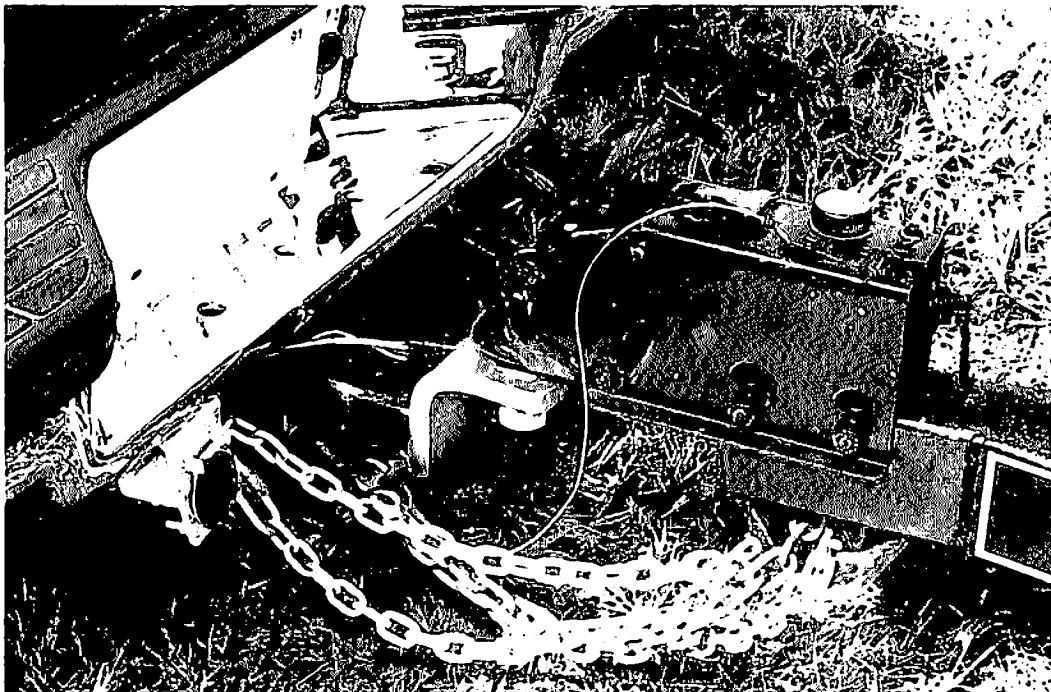
The dolly jack should be periodically oiled for smooth operation. Introduce some light lubricating oil into the hole located just below the jack crank handle on the left hand side of the jack post. This can be done with a small oil can.

Some Correct Craft trailers feature a "swing up" dolly jack. Once the trailer is coupled to the tow vehicle, turn the crank handle until the weight is off the dolly jack. Then pull the spring loaded pin out, swing the dolly jack parallel to the ground and reinsert the pin. This convenient feature saves time by eliminating the need to crank the jack the full scope up or down.

TRAILER

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.

SAFETY CHAINS: Just behind the hitch coupler, you will 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 will find provision for this.) See photograph below for proper hook-up.



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

Be sure that there is sufficient slack in the chain to allow sharp cornering without binding. Insufficient slack can cause damage and make cornering difficult.

NOTE: For proper towing characteristics the National Marine Manufacturers Association (NMMA) recommends that the trailer tongue weight exerted on the rear of the towing vehicle be no less than five percent (5%) and no more than 10 percent (10%) of the total weight of boat, trailer, fuel and gear on board. Incorrect tongue weight can cause improper and potentially hazardous towing conditions. To determine the appropriate tongue weight for your Correct Craft boat and trailer, please refer to the table and formula on the page titled **Proper Trailer Tongue Weight** in this chapter.

TRAILER

HITCH: If you don't already have a trailer hitch installed on your vehicle, you should go to a reputable installer to have this done. Correct Craft trailers require a 2" hitch ball of proper capacity for your boat/trailer combination.

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

WARNING: DO NOT ATTEMPT TO TOW MORE THAN ONE TRAILER AT A TIME BEHIND YOUR TOW VEHICLE. Your Correct Craft trailer was designed to accommodate the weight of a specific boat under normal load. By attempting to tow an additional trailer, the trailer tongue weight is adversely effected and loss of vehicle control and/or injury or death may occur.

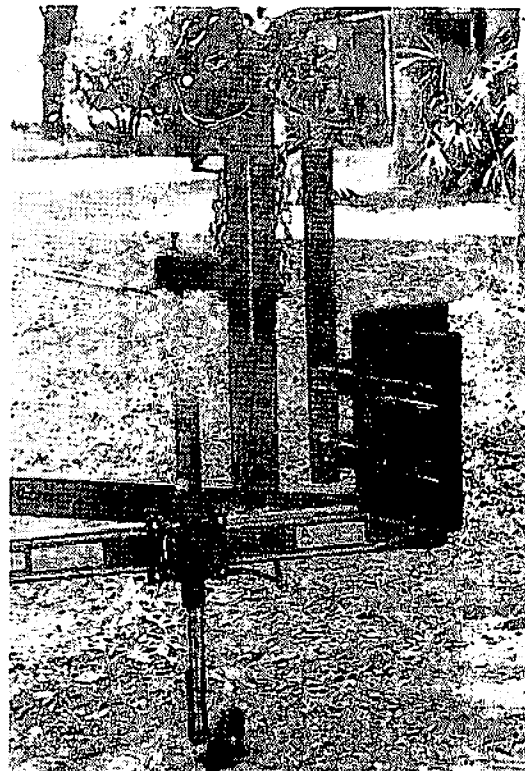
CAUTION: NEVER INSTALL A BUMPER-MOUNTED HITCH ON YOUR VEHICLE. ALWAYS USE A HITCH ATTACHED TO THE FRAME OF YOUR VEHICLE.

Always use a hitch rated with the appropriate capacity to match the trailer's gross vehicular rating (see caution label on trailer and Proper Trailer Tongue Weight pages in this chapter.)

WIRING: Unless you are an expert in towed vehicle wiring, have your vehicle wired to the requirements of your trailer by someone familiar with such work. (Most 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 or not it is attached to your vehicle.

TILT TONGUE: Some Correct Craft trailers are equipped with a tilting tongue to facilitate storage. To tilt the trailer tongue, remove the 5/8" bolt from the trailer tongue. Tilt the tongue down, pulling the loading pads away from the bow. Remove the pin from the base of the front loader and loosen pinch bolt. Lift up and remove the front loader. The trailer tongue can then be tilted up to shorten the overall length of the trailer. On Ski Nautique trailers, the turnbuckle can be fastened through the tie down ring on the starboard side of the folded piece to keep the tilted tongue from falling down.



TRAILER

CARE OF YOUR TRAILER: Like a car, a trailer consists of painted metal, therefore you should exercise the same kind of care. Frequent washing with a gentle detergent and water and waxing when needed will maintain its lustre. Since the trailer is frequently submersed, you should periodically check for rust spots that may appear. Touch them up promptly with a good rust-preventive touch-up paint, particularly around the wheel hub.

It is a good practice to rinse your boat and trailer with fresh water after each use to remove salt or other contaminants harmful to finishes.

TOWING YOUR BOAT: Consult this checklist prior to trailering your boat.

- Check wheel lug nuts for tightness. (Proper torque is 90 to 95 ft. lbs.)
- Check all nuts, bolts and fasteners for tightness.
- Be sure that the coupler is securely fastened and that the safety chains are secured to the vehicle.
- Check the turnbuckle. Make sure it is secure.
- Be sure that the trailer electrical connector is securely positioned with slack allowed for cornering. Check brake lights, turn signals, emergency flasher and running lights with the vehicle engine on and with it off.
- Be sure that the contents and seat cushions in your boat are securely stored, so that no loose gear can fly out of the boat or shift, causing damage to boat or equipment. These items should be stowed carefully or firmly secured.

NOTE: Trailer-towed boats are not designed to be used to carry exceptionally heavy loads. This can adversely effect the proper balance of the boat/trailer combination and cause tire failure and/or loss of control.

- Your trailer is equipped with surge brakes. Check the brake operation. (Refer to the brake manufacturer owner's manual for proper instruction.)
- If your boat is equipped with an optional bow winch, make sure that it is snug.
- If your boat is equipped with removable boarding platform, make sure the platform bracket pins are in place before trailering.

CARPET: The longitudinal supports that cradle the hull and the bow stop boards are covered with carpeting material. Soap, water and a soft scrub brush are needed to clean this carpet. DO NOT use any caustic substances, as these will deteriorate the carpet on the trailer.

TRAILER

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

1. Recheck the tightness of the wheel lugs and the bearing lubricant level.
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 is firmly attached and that the safety chains are securely fastened.
5. Make sure that all trailer lights are still functioning properly.
6. Re-examine the contents of your boat to ensure that no items such as life jackets or other gear have become dislodged.

IMPORTANT! States have varying laws about trailer tie-downs. Learn what your local and state laws are about trailer tie-downs to determine need for them on your Correct Craft trailer. Beginning August, 1987, tie-downs were equipped standard on all Correct Craft trailers. You are responsible for buying and installing the necessary straps.

TRAILER FENDERS: Correct Craft applies a non-skid material to trailer fenders. Whether or not your Correct Craft trailer has this material, please adhere to the following:

WARNING



AVOID PERSONAL INJURY. TRAILER SURFACES ARE SLIPPERY WHEN WET. USE EXTREME CARE WHEN STEPPING ON THEM.

All Correct Craft trailers are equipped with surge brakes. Tandem axle trailers have surge brakes on both the front and rear axles. Specific information about your surge brake system is provided by the manufacturer and is included in the pocket of the new boat kit binder. Read this material carefully and have your brakes serviced according to the surge brake manufacturer's recommendations.

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TRAILER

TIRES: Your tires are of the proper size and rating for your Correct Craft boat. You should note, before use, the tire manufacturer's recommended pressure. It is 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 check the pressure when the tires have cooled.

TRAILER TIRE AND WHEEL CAPACITIES: Correct Craft trailers are NMMA certified. The rims we use have certain weight capacities, as do the tires. Correct Craft does not recommend alteration with custom rims or tires, as they may not meet capacity requirements. See the list below for these specifications.

WHEEL AND TIRE WEIGHT CAPACITIES:

Single Axle Trailers

Tire: H78 - 15 ST
Tire Inflation: 65 p.s.i. for each tire
Wheel: 15" X 6 E-coated
Capacity: 2,330 lbs. for each wheel

Tandem Axle Trailers

Tire: B78 - 13 ST
Tire Inflation: 50 p.s.i. for each tire
Wheel: 13 X 6 E-coated
Capacity: 1,315 lbs. for each wheel

DO NOT OVER- OR UNDER-INFLATE SPECIFIC TIRE PRESSURE.

TRAILER BRAKE ADJUSTMENTS: To adjust brakes on your Correct Craft trailer, raise one trailer wheel at a time. Remove dust clip from adjusting slot at lower part of the back side of the brake assembly. Insert the brake adjusting tool as shown in illustration # 1.

While turning the wheel forward, adjust the brake shoes outwardly by moving the end of a flat head screwdriver as shown in figure # 2 until the wheel does not turn. **When you can no longer turn the wheel, back-off (loosen) the adjustment as follows: Single Axle Trailers -- 10 notches, Tandem Axle Trailers -- 5 notches.**

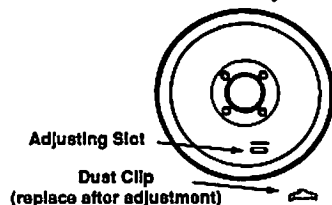


Illustration # 1

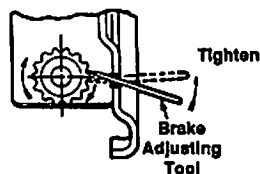


Illustration # 2

TRAILER

APPROXIMATE WEIGHTS FOR CORRECT CRAFT BOATS AND TRAILERS (WITH STANDARD FEATURES).

Boats:

- Ski Nautique (closed bow) with 351 cid or Pro Boss engine 2340 lbs.
- Ski Nautique (open bow) with 351 cid or Pro Boss engine 2475 lbs.
- Sport Nautique with 351 cid or Pro Boss engine 2700 lbs.
- Nautique Excel/Barefoot Nautique with 351 cid or Pro Boss engine . . . 2900 lbs.
- Nautique Excel/Barefoot Nautique with 454 cid engine 3100 lbs.
- Nautique Excel (open bow) with 351 cid or Pro Boss engine 3000 lbs.
- Nautique Excel (open bow) with 454 cid engine 3200 lbs.

Trailers:

- Ski Nautique single 1060 lbs.
- Ski Nautique tandem 1210 lbs.
- Sport Nautique single 1060 lbs.
- Sport Nautique tandem 1210 lbs.
- Barefoot Nautique single 1075 lbs.
- Barefoot Nautique tandem 1350 lbs.
- Nautique Excel single 1075 lbs.
- Nautique Excel tandem 1350 lbs.

APPROXIMATE WEIGHTS FOR BATTERY AND FUEL

- Battery = 45 lbs.
- Fuel = 6.6 lbs. per gallon
- Fuel capacity:
 - o Ski Nautique = 27 gallons
 - o Sport Nautique = 30 gallons
 - o Barefoot Nautique = 40 gallons
 - o Nautique Excel = 40 gallons

To calculate weight of fuel in boat, multiply the number of gallons of gasoline in your boat's fuel tank by 6.6. The result will tell you the weight of fuel on board in pounds.

***** Gallons of fuel in boat X 6.6 lbs. - Weight of fuel in boat. *****

TRAILER

TO FIGURE PROPER TRAILER TONGUE WEIGHT:

1. Determine the specific weight of fuel on board and the specific weight of personal gear and equipment in the boat.
2. Add these two figures to the weight totals of the boat, trailer and battery.
3. Multiply the total weight of boat, trailer, battery(s), fuel and gear by .05 (5%) to determine the minimum tongue weight recommended.
4. Multiply the total weight of boat, trailer, battery(s), fuel and gear by .10 (10%) to determine the maximum tongue weight recommended.

EXAMPLE OF FIGURING CORRECT TRAILER TONGUE WEIGHT:

Boat Weight
+ Trailer Weight
+ Battery Weight
+ Weight of fuel in boat (gallons of fuel X 6.6 lbs.)
+ Weight of personal gear on board

= TOTAL WEIGHT

TOTAL WEIGHT TIMES .05 = MINIMUM TONGUE WEIGHT
(total weight x .05 = minimum tongue weight)

TOTAL WEIGHT TIMES .10 = MAXIMUM TONGUE WEIGHT
(total weight x .10 = maximum tongue weight)

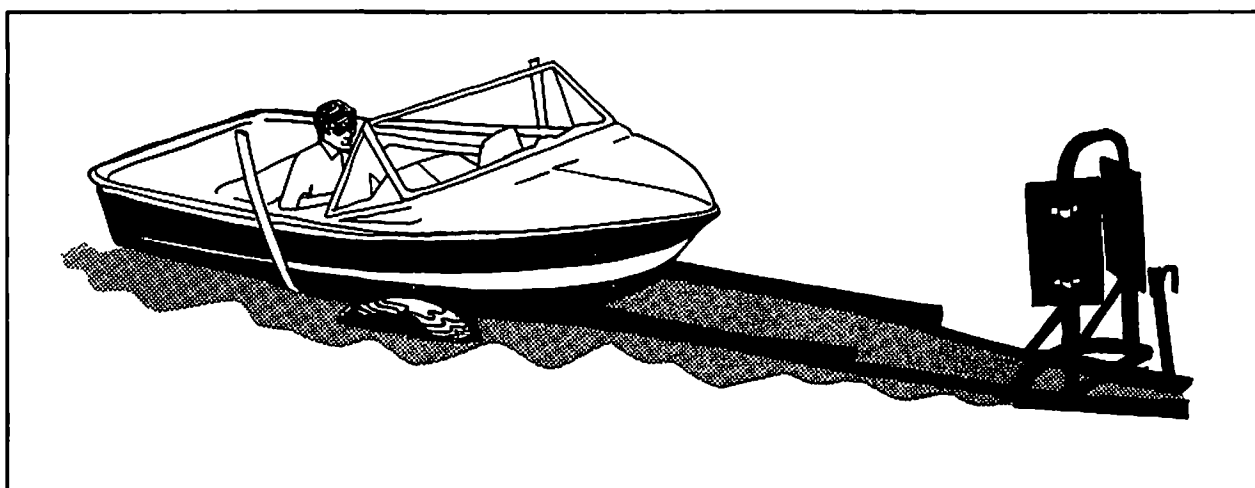
TRAILER TONGUE WEIGHT SHOULD BE BETWEEN THE MINIMUM AND MAXIMUM FOR PROPER TOWING CHARACTERISTICS. THE OPTIMAL TRAILER TONGUE WEIGHT SHOULD NOT BE LESS THAN 5% OF THE TOTAL WEIGHT NOR SHOULD IT BE MORE THAN 10% OF THE TOTAL WEIGHT.

TRAILER

Your Correct Craft trailer 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 boat drain plug is securely installed. Check the ramp you will use to ensure sufficient depth to launch. The water should be deep enough to cover the top of the trailer fenders. (See illustration.)



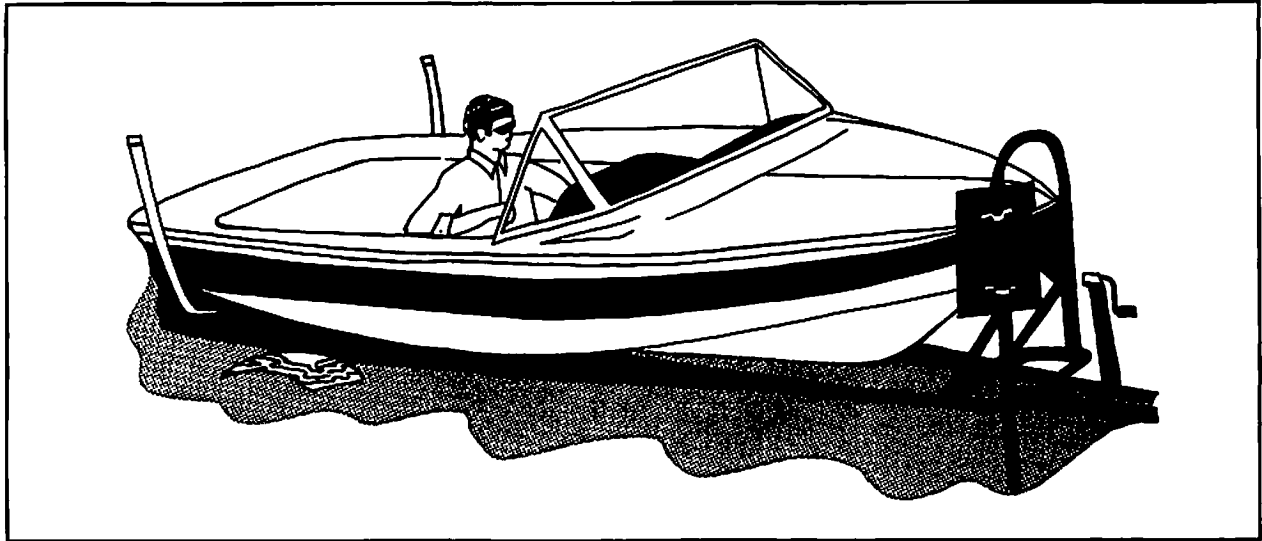
Do not remove the turnbuckle from trailer or boat boweye until you have fully backed into the water and are ready to drive the boat off the trailer.

For trouble free launching of a Correct Craft we recommend the following:

1. The trailer should be placed in the water deep enough to float at least half of the boat. This will vary depending on the angle of the ramp, but generally on mid-engine boats, this is with the fenders just below the surface of the water. V-drives will require the fenders to be deeper because the axle is further back. Don't be alarmed if the fenders must be submerged more, however be careful not to drop the trailer off the end of the ramp.
2. When in this proper position, make sure that the turnbuckle is detached and that there are no other restraints from trailer to boat.
3. Turn the wheel all the way to the right to compensate for propeller torque when backing off. Avoid applying too much throttle when backing off. If the boat sticks hard to the trailer, back the trailer in deeper. Applying too much throttle when backing off causes excessive wear on the trailer carpet and port rub rail.

TRAILER

RECOVERY: Back the trailer until water covers the trailer fenders. With the trailer in this proper position, slowly drive the boat between the two vertical posts and onto the partially submerged trailer. Gently ease the boat until the bow rests between the two bow stops. When the boat is in this correct position on the trailer, attach the turnbuckle on the trailer to the boat boweye. Do this before driving the vehicle and trailer from the ramp. Then turn the turnbuckle to remove any slack.



CAUTION: When you are launching or recovering your boat, look around the ramp site carefully for swimmers or pedestrians near the tow vehicle and boat. Always perform a thorough check of both the land and water area. **DO NOT** proceed until everyone is out of the water or clear of the space you will be using for launch or recovery.

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.

For trailers with the tilt tongue mechanism, please note the following:



WARNING

AVOID PERSONAL INJURY AND/OR EQUIPMENT DAMAGE

Inspect trailer tongue tilt bolt and nut every three months or 1000 miles. Failure of the bolt or nut could result in equipment damage and/or loss of control of the tow vehicle and trailer. Replace the bolt and nut if they show any signs of wear. The bolt and nut must be replaced with Correct Craft, Inc. parts.

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CORRECT CRAFT LIMITED WARRANTY

(Inboard boats and trailers only)

The Correct Craft warranty is backed by a family tradition of boat building experience since 1925.

Lifetime Limited Warranty:

Correct Craft, Inc. warrants to the original retail purchaser of each new Correct Craft boat that, under normal authorized use, the deck, hull and stringer shall remain free from structural defects for as long as the boat is owned by the original purchaser.

Five (5) Year Transferable Limited warranty:

In addition to the Lifetime Limited Warranty, Correct Craft offers a Transferable Five Year Limited Warranty covering the deck, hull and stringer system. This policy may be transferred (for a nominal fee) to subsequent purchasers during a period of five (5) years from the date of delivery to the original retail purchaser.

Exception: This five (5) year warranty does not cover the gelcoat nor any other components fastened or applied to the hull or deck. Gelcoat discoloration, blisters or bubbles and cracks are not considered structural defects.

One (1) year non-transferable warranty:

Correct Craft, Inc. warrants to the original purchaser that each new Correct Craft boat and/or trailer will, under normal authorized use be free of defect in material and workmanship for a period of one (1) year from the date of delivery to the original retail purchaser.

Gelcoat ninety (90) day non-transferable warranty:

Correct Craft, Inc. further warrants to the original retail purchaser that each new Correct Craft boat will, under normal authorized use, be free of gelcoat defect for a period of ninety (90) days from the date of delivery to original retail purchaser.

Exceptions:

The five (5) year and one (1) year warranty shall not apply to

1. Any Correct Craft boat and/or trailer which has been used at any time for commercial or racing purposes, as a demonstrator or in a promotional program, ski school or ski show.
2. Upholstery, vinyl, canvas, windshield, windows or hatches unless defect is noticed at time of delivery and notification is given to Correct Craft, Inc. within 10 days thereof.
3. Underwater gear which includes propeller, propeller shaft, strut, rudder and fins.
4. Gelcoat, chrome plated, anodized or aluminum finishes or colorfastness of finishes.
5. Damage or malfunction of a boat or trailer resulting from improper maintenance, misuse, negligence, improper or inadequate trailering or cradling of your boat.
6. Any boat or trailer addition, modification, defect and/or repair caused by, resulting from or in connection with any party other than Correct Craft, Inc.
7. Engines, parts or accessories, controls, or other products not manufactured by Correct Craft, Inc. which Correct Craft may use or sell in connection with Correct Craft boats and/or trailers. To the extent that these parts are warranted, purchaser must look to the manufacturer warrant or thereof for such warranty and remedy thereunder for defects in materials or workmanship.
8. **Any and all consequential damages including, but not limited to, costs incurred for haul-out, launching, towing and storage charges, telephone or rental charges of any type, inconveniences, or loss of time or income.**
9. **Any and all gelcoat/hull damage caused by use of a non-Correct Craft produced trailer.**

Any defect or damage covered by this warranty shall be, at the discretion of Correct Craft, Inc., repaired or replaced free of charge at an authorized local dealership, regional warehouse or the Correct Craft factory. Repairs and/or replacements will be warranted only for the remainder of the original warranty period. **Transportation and/or labor to and from the point of repair will be the responsibility of the owner.**

There are no warranties which extend beyond the description of the face hereof. These warranties are expressly made in lieu of all other expressed warranties. Duration of any implied warranty or merchantability or fitness for a particular purpose or otherwise, shall be limited to and coincident to the duration of these expressed warranties. Under no circumstances shall Correct Craft, Inc. be liable to the purchaser or any third party for loss of profits or other direct or indirect costs, losses or consequential damages arising out of or as a result of defects in products hereinabove warranted.

Some states do not allow limitations on how long an implied warranty lasts, so the above limitation may not apply to you. Some states do not allow the exclusion or limitation of incidental or consequential damages, so the above limitation or exclusion may not apply to you. This warranty gives you specific legal rights and you may also have other rights which vary from state to state.

NOTE: This warranty is expressly conditioned upon the completion and return of the warranty registration card to Correct Craft, Inc. by the selling dealer within fifteen (15) days of the date of delivery. Although not obligated to, and without creating such an obligation, this will enable us to notify you of any necessary performance or safety modifications to your boat or trailer and to verify ownership in case a warranty claim is filed on your boat or trailer.

PROCEDURE:

In the event your Correct Craft boat and/or trailer has a claim covered by this warranty, the following procedure shall be followed to secure performance or warranty obligations:

1. Notify the selling dealer within 30 days after the discovery of any claimed defect, or 10 days from the day of delivery in the event of a claimed defect involving upholstery, vinyl, canvas or windshield.
2. You may be required to transport the boat, at your expense, to the selling dealer, nearest Correct Craft warehouse, or Correct Craft, Inc. for their inspection and/or repair.
3. Correct Craft, Inc. reserves the right to require further evaluation and/or information regarding a warranty claim against a boat and/or trailer prior to its repair or replacement as well as direction as to the place of repair.

Correct Craft, Inc. reserves the right to make changes in prices, colors, specifications, equipment, options, materials, hulls, decks and/or discontinue models at any time (without notice) and shall be under no obligation to equip or modify boats and/or trailers built prior to such changes.

Correct Craft, Inc., 6100 S. Orange Ave., Orlando, Florida 32809, 407/855-4141, FAX 407/851-7844, Cable address, CORRCRAFT. Effective: 1991 Model Boats. 041191