



OWNER'S MANUAL

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CONGRATULATIONS!

The name Skeeter has become a symbol of excellence in the world of boating. Behind this name are the creators and makers who believe quality and owner satisfaction are unquestionably the most important part of every boat we build.

Our objective, here at Skeeter, is to earn your confidence and satisfaction with a quality product and the kind of service you have come to expect when purchasing a Skeeter product. You have our assurance that we are firmly committed to that end and are making an earnest effort at every level to achieve it.

This owner/operator manual was prepared to acquaint you with the operation and maintenance of your Skeeter boat. We suggest you read this manual carefully and follow the recommendations to assure enjoyable and trouble-free operation.

For service and assistance, remember to call upon your Skeeter dealer. He will be happy to assist you in matters concerning maintenance, warranty and other questions you may have concerning your Skeeter.

In closing, we would like to express our thanks for your choosing Skeeter and if we, here at the factory, can be of service, please do not hesitate to contact us. We hope you will enjoy many years of fishing and boating pleasure with your new Skeeter.

WELCOME TO "TEAM SKEETER".

Mike Albright

Vice President, General Manager
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OWNER/OPERATOR'S RESPONSIBILITIES

It is the owner/operator's responsibility to perform all safety checks and ensure that all lubrication and maintenance instructions are complied with for proper operation and maximum safety. It is recommended that the owner/operator return his boat and trailer to an authorized Skeeter Dealer for periodic check-ups.

The owner/operator is responsible for the correct operation of the boat and the safety of its occupants. We recommend that the operator read this manual along with the other operation manuals provided with your boat packet and thoroughly understand the proper operating instructions for the boat, motor and accessories before the boat is used. Improper operation of the boat could lead to property damage or severe injury to the operator and/or passengers.

Passengers should be shown the location and use of all emergency equipment and should know how to operate the boat in an emergency situation. The owner/operator is responsible for compliance with the U.S. Coast Guard Regulations that apply to the boat. All passengers are advised to wear a PFD (Personal Flotation Device) whenever the boat is in operation. Skeeter strongly recommends that the safety stop switch (kill switch) be securely connected to the boat operator any time the engine is in operation. The boat operator should ensure that the lanyard connection to the safety stop switch is of ample length to ensure that the inadvertent activation of the switch is not likely.

Operating a boat with an engine of horsepower in excess of the maximum horsepower capacity of the boat could lead to conditions favorable for an accident and cause severe injury to the boat's occupants. Exceeding the recommended horsepower will automatically void the manufacturer's warranty.

DEALER'S RESPONSIBILITIES

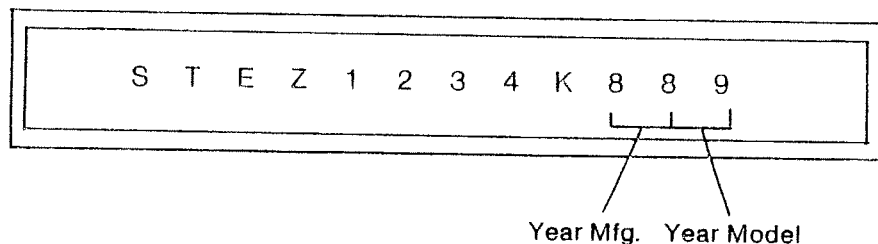
Your Skeeter dealer's responsibility is to make sure that your boat has been equipped as you ordered and that the engine is within the maximum horsepower rating on the capacity plate. Prior to delivery, the dealer should make certain that the boat is completely operational and should make any adjustments needed for proper operation. Upon delivery, the dealer should help familiarize the customer with his new boat and explain the proper operation of the boat and any accessories. The dealer should see that the motor is functional and equipped with the proper propeller size for the normal load the boat is expected to carry.

BOATMAN'S CHECKLIST

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 each person on board?)
- ☐ Steering system (working smoothly and properly?)
- ☐ 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, pumps, etc.)
- ☐ Seating (everyone in place)
- ☐ Kill switch (securely fastened)
- ☐ Emergency gear (fire extinguisher, bailer, paddle, anchors and line, signaling device, tool kit, etc.)

HULL IDENTIFICATION PLATE



Your Identification Plate is located on the outboard side of the starboard transom, above the waterline. The Hull Identification Number (serial number) should be included in any inquiries or when ordering parts. The U.S.C.G. requires that your H.I.N. be permanently affixed and remain on the starboard transom of the boat.

DO NOT alter this plate in any way.

U.S. COAST GUARD CAPACITY PLATE

Your U.S. Coast Guard Capacity Plate is located on the deck of your boat. For safe boating, familiarize yourself with your boat's maximum capacities.

SAFETY AND MAINTENANCE TIPS

Periodic inspection outlined below is strongly recommended. Maintenance or repairs should be performed by your Skeeter dealer.

1. Check hose connections at the deck fuel fill and the fuel tank vent.
2. Check fuel tank(s) for leakage, especially around electric sender and fuel hose connections.
3. Do not store items in, on or around fuel tanks or batteries. Proper maintenance in this area is essential to safe boating and a maintenance free fuel and electrical system.
4. Do not store tank in sunlight for extended periods of time.
5. Check fuel tank hold down brackets, making sure they are secure.
6. Check battery hold down on boxes, making sure they are secure.
7. Should fuel hose replacement become necessary, use only USCG approved hose.

A leak free system is a must for proper safety and operation. Always inspect for fuel leaks prior to connecting a battery charger to your engine cranking battery. Rear compartment lids should always be propped open for ventilation when charging any batteries.

YOUR BOAT'S FINISH

Most things left outdoors... man-made or natural... will gradually deteriorate from exposure to sunlight, water, dust, and chemicals in the air. Such outdoor exposure may cause your boat's surface to show a variety of changes, including:

- Chalking (fine, powdery whiteness on the surface)
- Fading (gradual loss of color)
- Yellowing
- Loss of gloss

Routine, periodic maintenance is the only practical way to keep the surface of your boat looking shiny and new!

You will get years of boating pleasure while avoiding the changes previously listed by following simple maintenance procedures described on the following page.

WHEN NOT IN USE:

Keep your boat covered when not in use. A boat cover, preferably light in color, is a wise investment to help prevent damage while the boat is at home or on the road (available from your Skeeter dealer.) Do not use sheet plastic or other non-porous materials which can trap moisture between the cover and the boat's surface.

EACH MONTH:

Wash the boat's surface with a mild soap to remove normal accumulation of soil and stain. Avoid any kind of alkaline cleansers such as tri-sodium phosphate (TSP) and abrasives, bleaches and ammonia. Do not use acids or other strong chemicals to clean the boat. For best results, use cleaners recommended for fiberglass and follow label directions.

TWICE YEARLY (minimal):

Wax your boat's gel coat surface to prevent loss of gloss and protect the finish. Use only wax recommended for use on fiberglass and follow instructions carefully. Apply only a thin coat of wax to a small area (3 feet by 3 feet) at a time using clean applicator cloths. If you use a power buffer, apply light pressure at low speed (1200-2000 rpm) and keep the buffer moving slowly to avoid heat build-up. NEVER wax a gel coat surface in direct sunlight.

ALWAYS CONSULT YOUR BOAT DEALER IF YOU HAVE ANY QUESTIONS!

FUEL SYSTEM

Skeeter's fuel system consists of a fuel tank equipped with an electric sending unit. The fuel level is displayed on the console mounted gauge when the power switch is "ON". On models with two tanks, a console mounted switch is used to switch the gauge from one tank to another. A fuel hose connects the fuel tank to the engine.

CARPET AND UPHOLSTERY

CARPET

Your Skeeter carpet possesses built in stain and soil release for easy, less costly maintenance.

Regular vacuuming and occasional shampooing helps it stay attractive and serviceable.

Maintenance such as vacuuming, hosing or washing should be performed. Most stains and mildews are easily removed from carpet using common household cleaners (Mintex). Skeeter carpet is so resistant to chemical attack with Clorox bleach may be used to clean up any mildew that may result for excessive wetness.

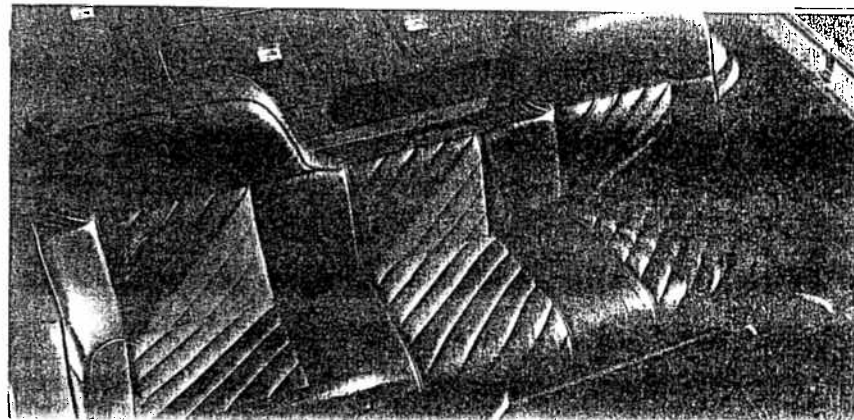
"Fish scents", which are commonly sprayed on lures today, will cause deterioration of the carpet backing. Spray these formulas away from your boat carpet and any spills should be cleaned up promptly.

UPHOLSTERY

Skeeter takes pride in building our own upholstery. The vinyl fabric in your Skeeter's interior was especially selected to take the tough punishment of the elements and hard usage of an active boater.

For general care:

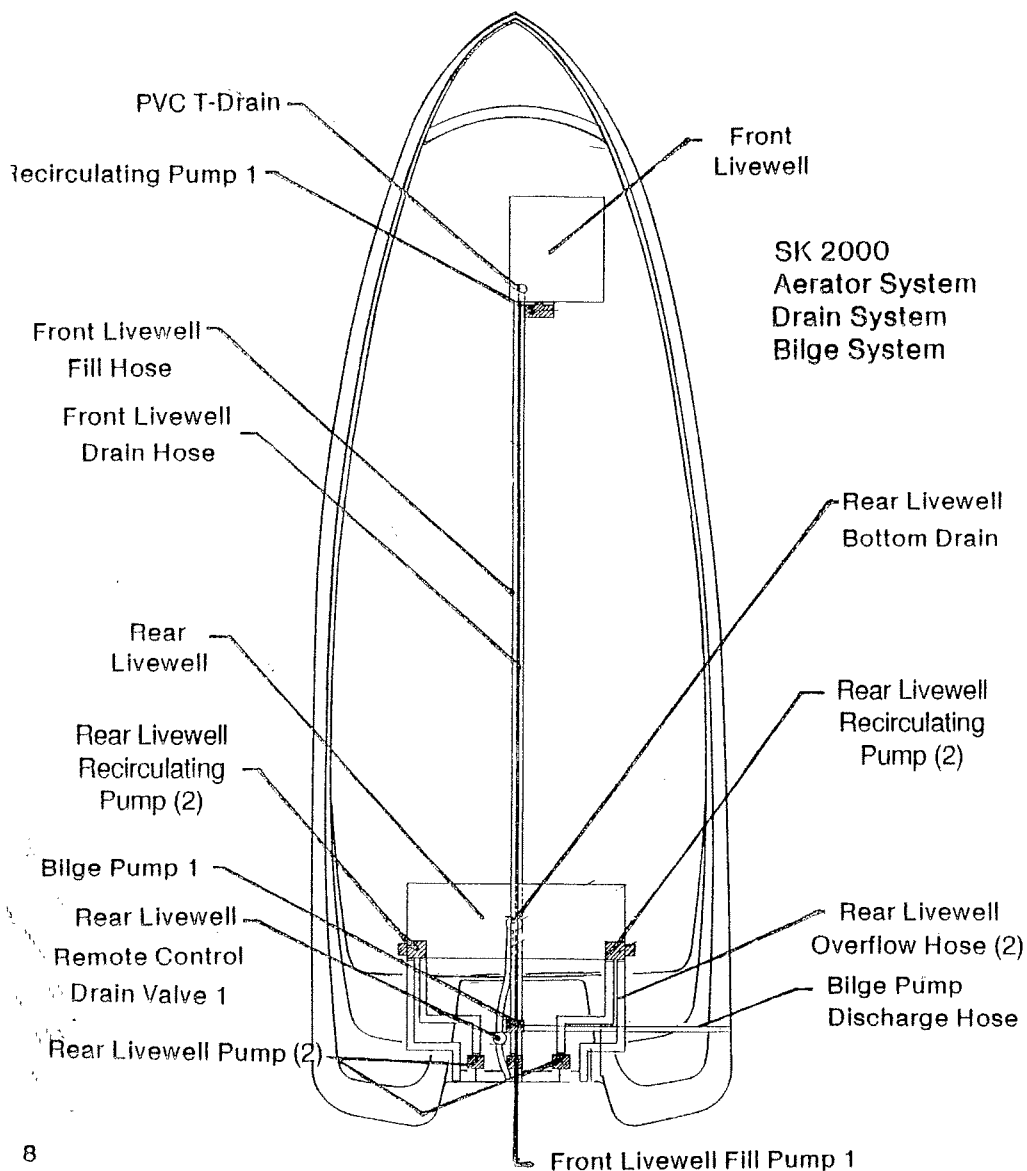
- 1) Do not use seat strap as a handle.
- 2) Seats should be installed by an authorized Skeeter Dealer.
- 3) Use quality name solutions to clean seat upholstery i.e., Armour-All.
- 4) Keep seats out of weather, whenever possible.



AERATED LIVEWELL SYSTEMS

SK SERIES (SK2000)

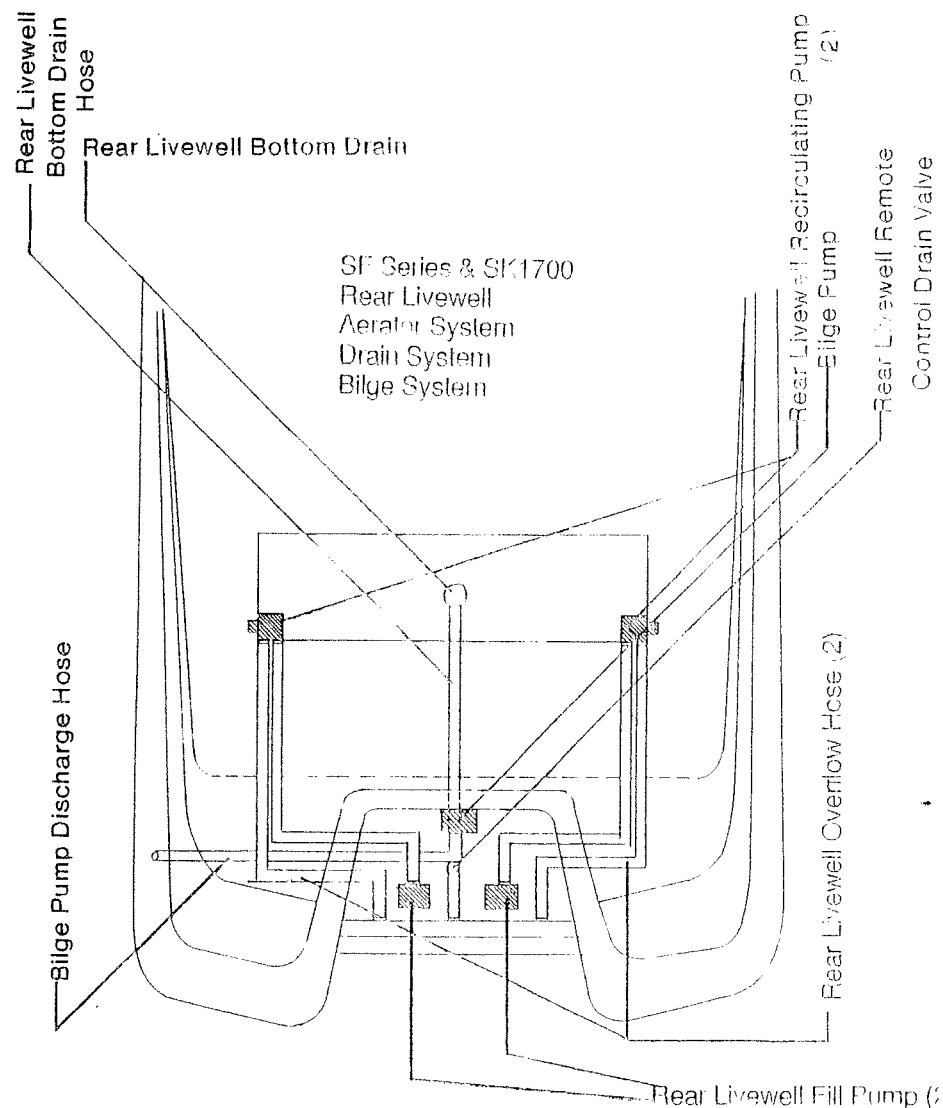
The Skeeter SK2000 has six livewell pumps. Three of these pumps will be located in the recessed area in the rear storage compartment near the transom. These pumps will pump water into the front and rear livewells. Your front livewell aerator is activated by your bow timer panel. Your rear two livewells are activated by your aerator switch between the driving seats. To recirculate the livewells, use the designated switches located on your dash panel.

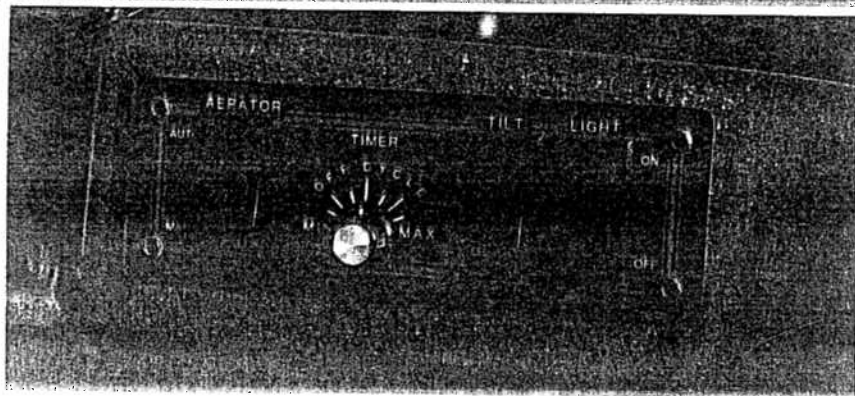


SF SERIES & SK1700

The Skeeter SF and SK1700 Series consists of two livewell pumps, both located in the sump area of the hull. Both pump water into the divided livewell. These pumps are activated by your aerator switches located on your bow and stern panels.

The tournament livewell package consists of an additional two pumps which recirculate your livewells. To recirculate the livewells, use the designated switches located on your switch panel.





AERATOR/TIMER PANEL CONTROL CENTER SPECIFICATIONS

Your new Livewell Control Center was designed to keep your catch or bait alive as long as possible. The aerator control switch is labeled manual, off, and automatic. Moving the switch from off to manual will run your aerator pump continuously. Moving the switch from off to automatic activates the solid state timer which will run your aerator pump for one minute each cycle. The pump off time during this cycle is adjustable with the panel mounted control labeled "Time". This time is variable from a minimum time of one minute (control full clockwise). Increasing this time between pump operations reduces battery drain. During a hot summer day you may need to set your control to operate the pump more frequently than during a cool night.

Supply Voltage: 11 to 16 volts

Output Capacity: 4 Amp max.

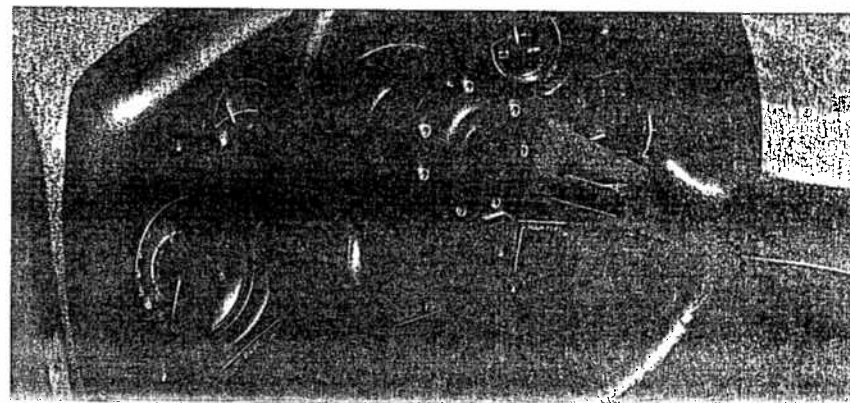
Fuse: Pump manufacturers recommendation, 4 Amps max.

Temp. Range: 32 degrees F to 140 degrees (0-60 degrees C)

On Time: One minute

Off Time: One to fifteen minutes

Timer Power Consumption (off time): 0.030 Amps



INSTRUMENT PANEL AND SWITCH PANELS

Skeeter boats have a console which houses many of the controls for the boat and accessories. A list of gauges and switches and their functions is as follows (number of switches and their locations vary depending upon model):

Tachometer - The tachometer gauge registers engine speed in revolutions per minute. Refer to your motor manual for the RPM range your particular motor should operate within. (standard on all SK and SF models)

Speedometer - The speedometer indicates the speed of the boat in miles per hour (mph). Be sure that the speedometer pick up is free and clear of any debris and the speedometer tube is not "pinched" and allows pressure to reach the gauge. (standard on all SK & SF models)

Fuel Gauge - The fuel gauge registers the fuel level in the gas tank. (standard on all SK & SF models)

Voltmeter - The voltmeter indicates the battery charge. When turned on, a reading of 12 or 13 volts is normal, indicating a fully charged battery. Readings below 11 indicate a weak battery which may not start the engine. (standard on all SK & SF models)

Optional installed electronics available.

DASH SWITCH PANEL

POWER - The power activates the gauges on the dash, as well as other switches.

BILGE - The bilge switch activates the bilge pump which eliminates excess water in the bilge. To prevent damage to the pump, be sure the switch is kept in the "off" position unless in use.

LIGHT - The light switch turns on your bow and stern lights in the "NAV" position. It activates just your stern light in the "ANCH" position.

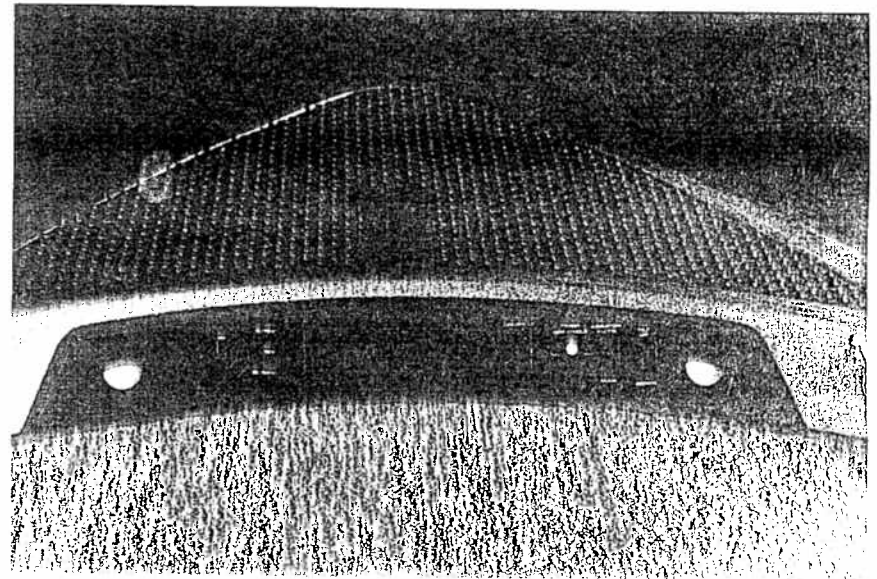
NAV (bow & stern) ANCH (just stern)

ACCESSORY - The accessory switch is installed for your convenience in the event other equipment is installed.

HORN - The horn switch activates the horn when pushed in. The button will return to the "off" position when released.

FUEL - The fuel switch is used to switch the fuel gauge from one tank to another. (optional on SF175 and SF150)

AERATOR - The aerator switch activates the designated pump to *re-circulate* the existing water in the livewell. (optional)



BOW PANEL ELECTRICAL TROLL SYSTEM INFORMATION

1. The operation of tying your batteries to operate in 12 volt position, charge position and 24 volt position is wired for your convenience on the bow panel shown in figure 2. Page 16.
2. Fig. 3 shows you the trolling motor/battery charger receptacle on your bow panel. Page 16.

Installation instructions - male plug to trolling motor and battery charger. Refer to fig. 4. Page 16.

1. For 12 volt operation only:
 - A. Attach positive lead to red wire on back of plug. A butt splice is provided.
 - B. Attach negative lead to black wire on back of plug. A butt splice is provided.
2. For 24 volt - lead to red wire on back of plug. Attach 24 volt - lead to orange wire on back of plug. Attach common lead to black wire on back of plug. Note: Butt splices are provided.
3. To connect charger to plug attach negative lead to black wire on plug and positive lead to red wire on back of plug.

WIRING INFORMATION FOR 12 VOLT/24 VOLT CHARGE SYSTEMS

Hooking up trolling motor leads
Refer to Figure - 1

1. Troll wires in back of boat will be labeled on the wires, or on labels attached to the wires for easy identification.
 - A. Red-troll battery positive #1.
 - B. Black-troll battery negative #1.
 - C. Red-troll battery positive #2.
 - D. Black-troll battery negative #2.
2. Troll wires will have 5/16" ring terminals on black wires to fit 5/16" negative post of batteries. (for easy installation)
3. Troll wires will have 3/8" ring terminal on red wires to fit 3/8" positive post of batteries. (for easy installation)
4. Wiring your troll motor leads to troll motor batteries for 12 volt/24 volt/charge operations and for 12 volt operation.

12 volt/24 volt/charge:

red #1 wire to battery #1 (+) positive post
black #1 wire to battery #1 (-) negative post
red #2 wire to battery #2 (+) positive post
black #2 wire to battery #2 (-) negative post

12 volt: red #1 wire to battery #1 (+) positive post

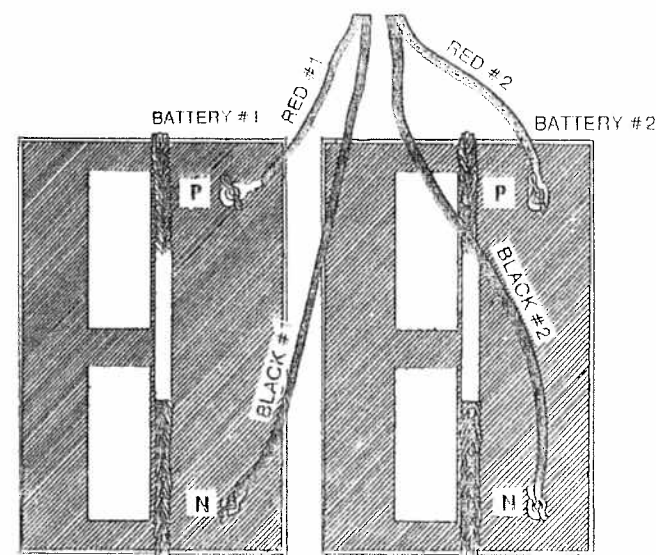
black #1 wire to battery #1 (-) negative post

CAUTION: Connecting troll motor leads in any other manner could cause damage to batteries and troll wires.

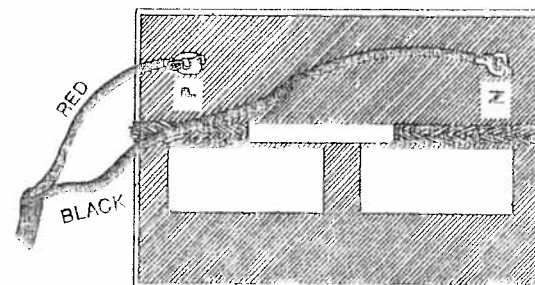
TO CHARGE BATTERIES

12 Volt – Position charge switch on front panel to 12 volt charge to charge one 12 volt battery

24 volt – Position charge switch to 2-12 volt charge to charge 2 12 volt batteries at the same time.

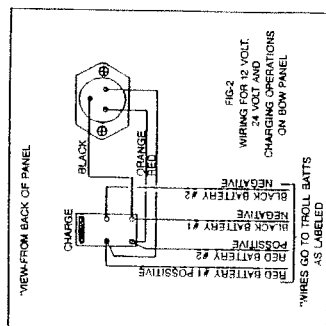
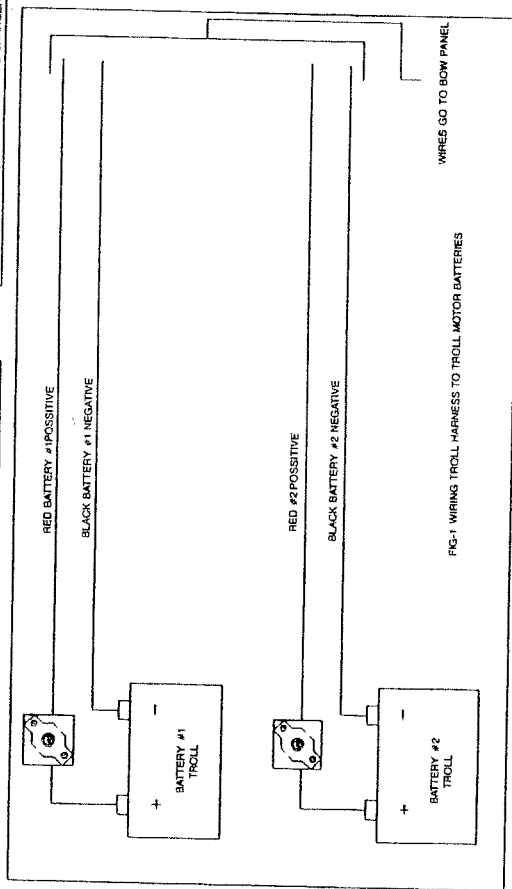
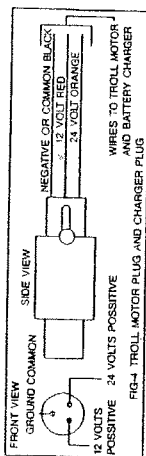
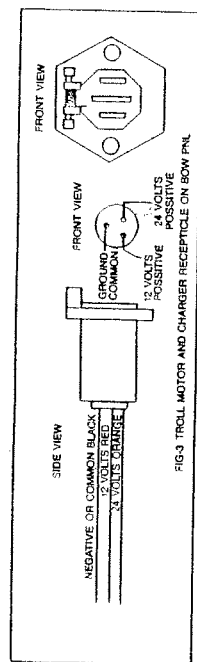


24 VOLT HOOK UP

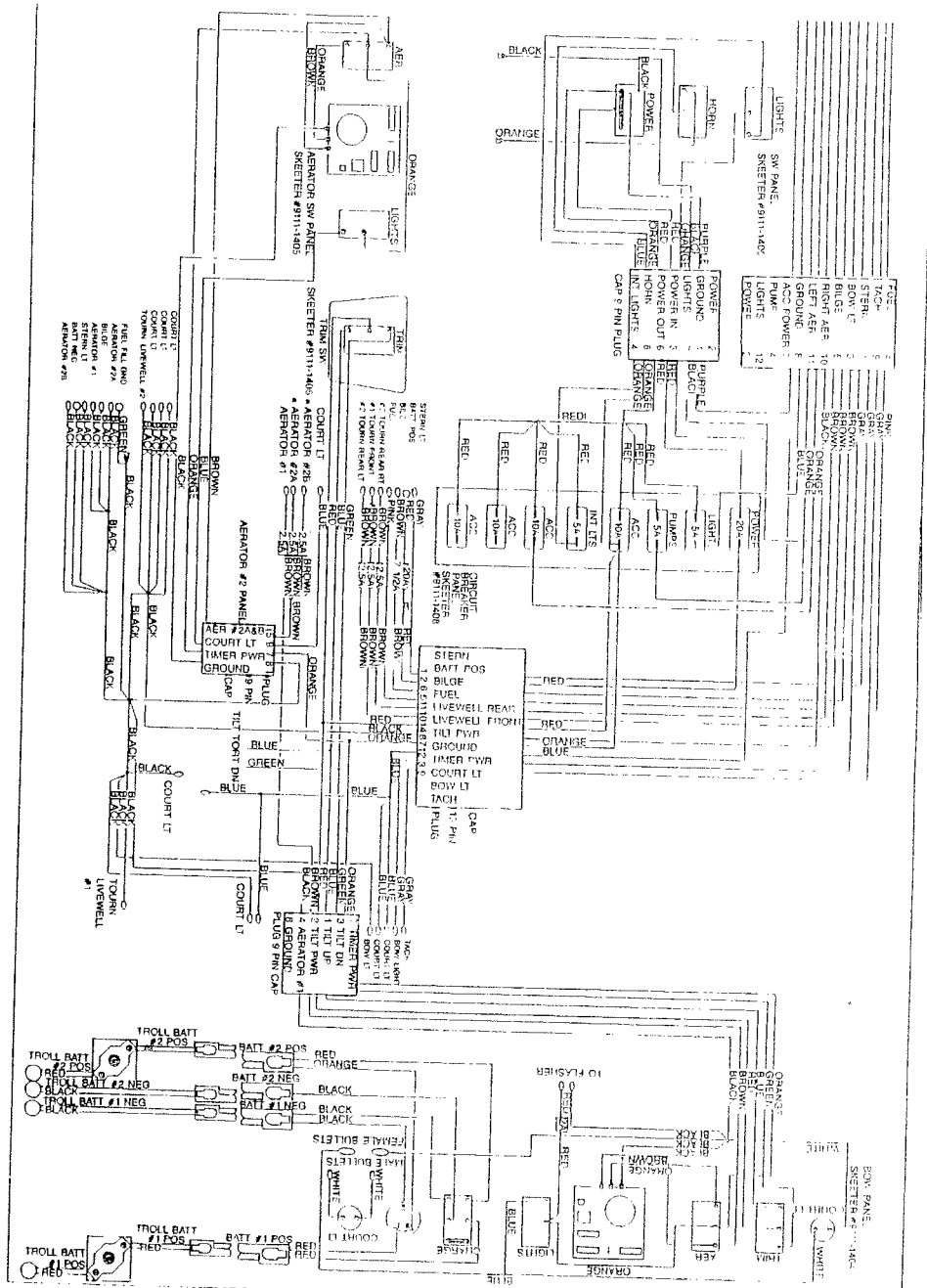


12 VOLT HOOK UP

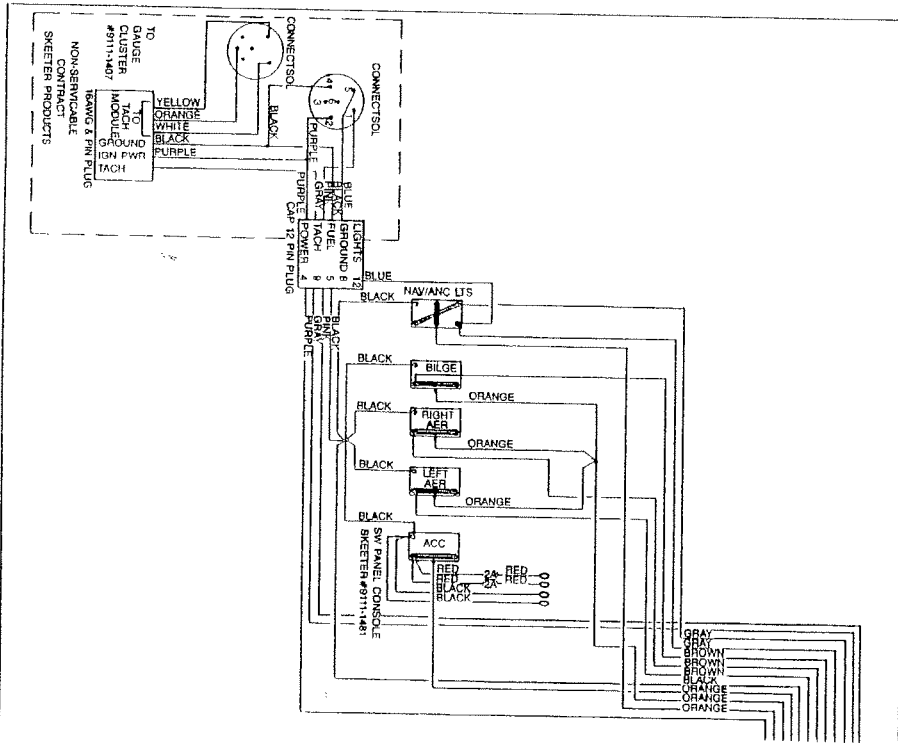
FRONT TROLL PANEL WIRING DIAGRAM



SK SERIES WIRING DIAGRAM

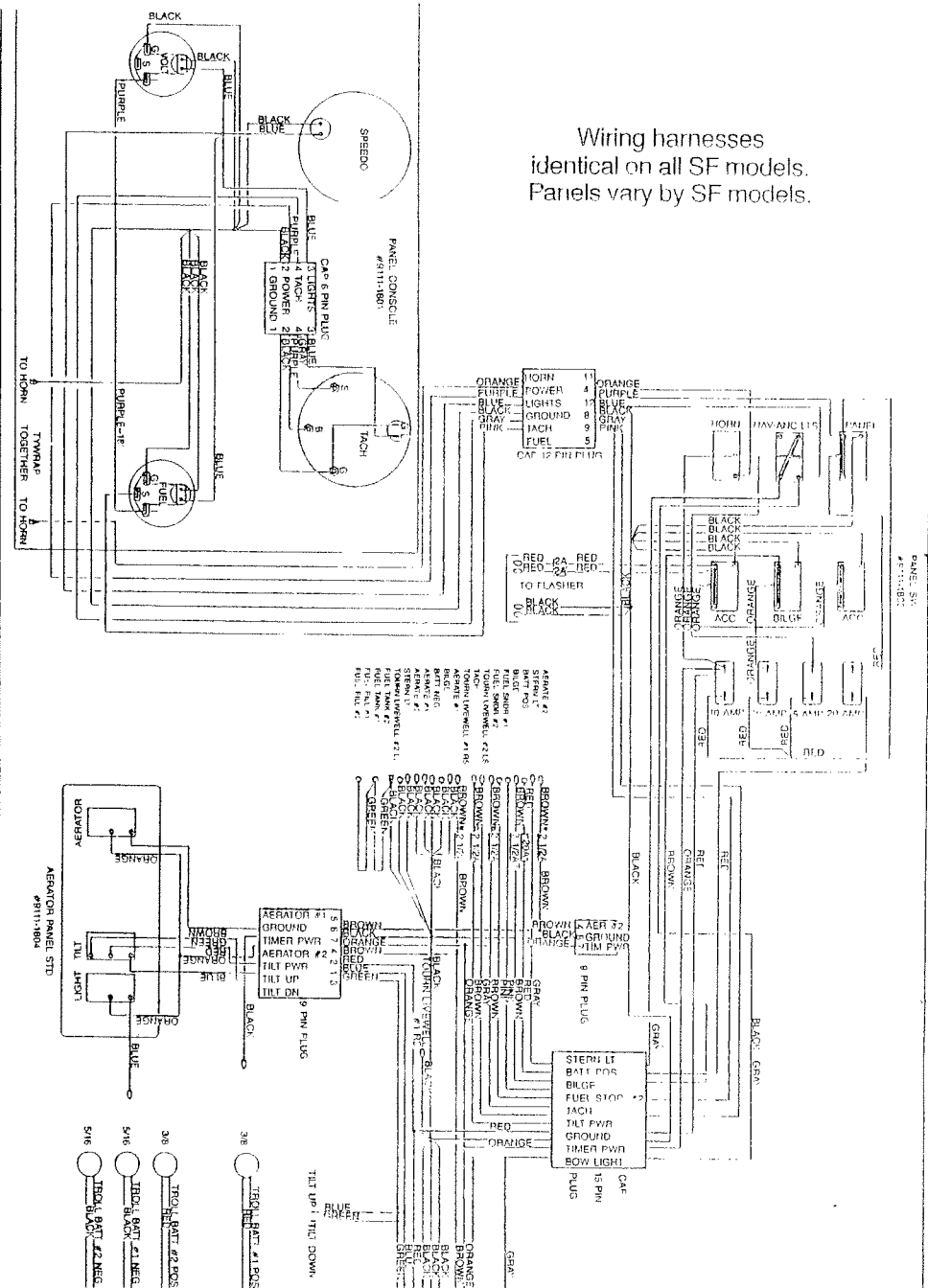


SK SERIES WIRING DIAGRAM

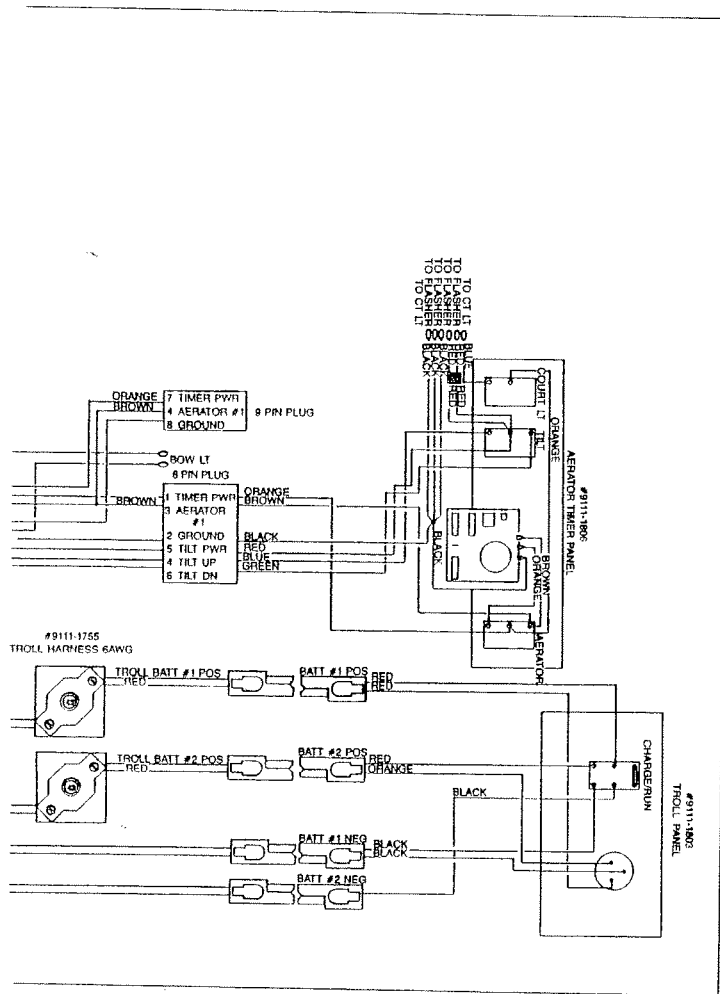


SF SERIES X MODELS WIRING DIAGRAM

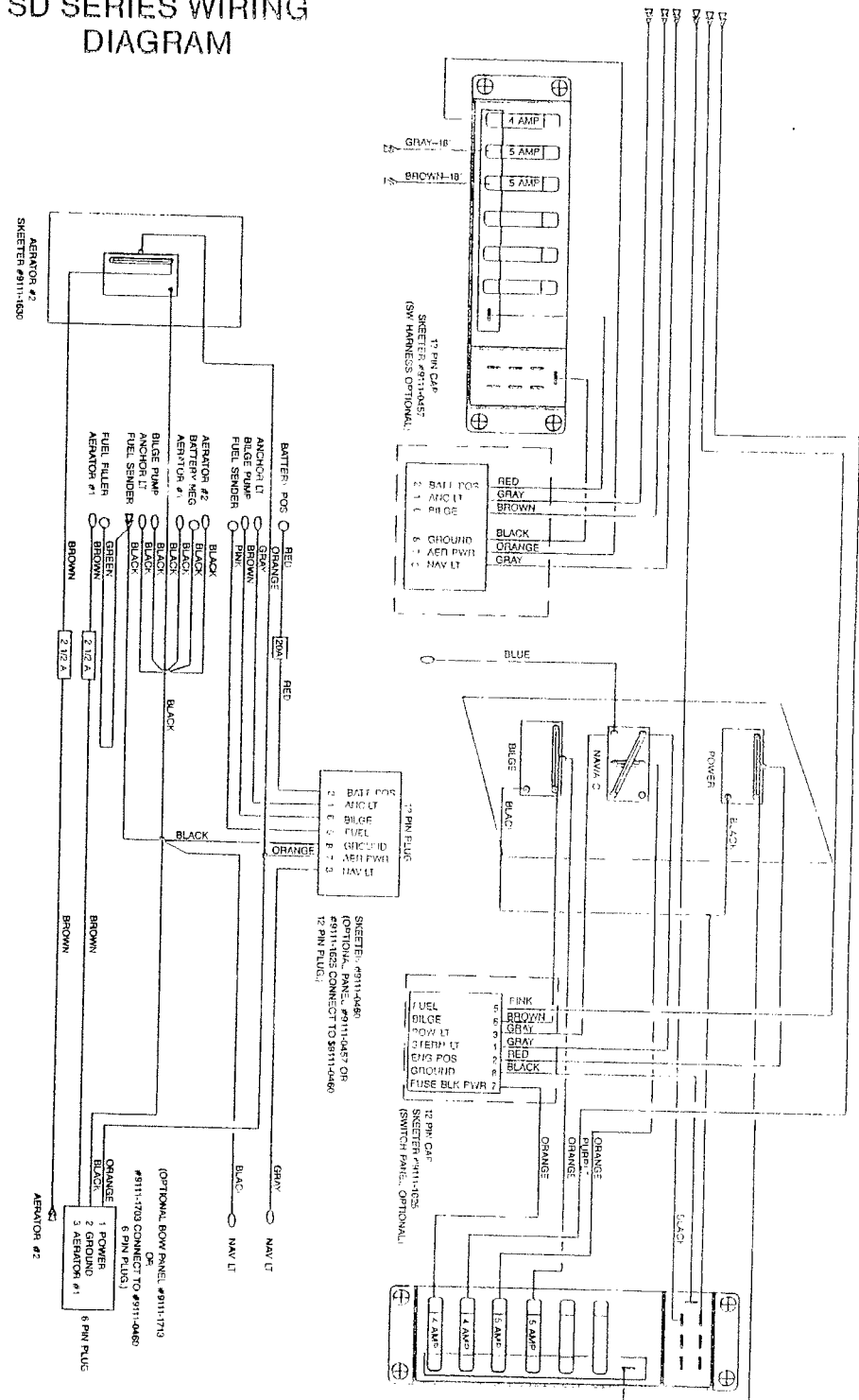
Wiring harnesses identical on all SF models. Panels vary by SF models.



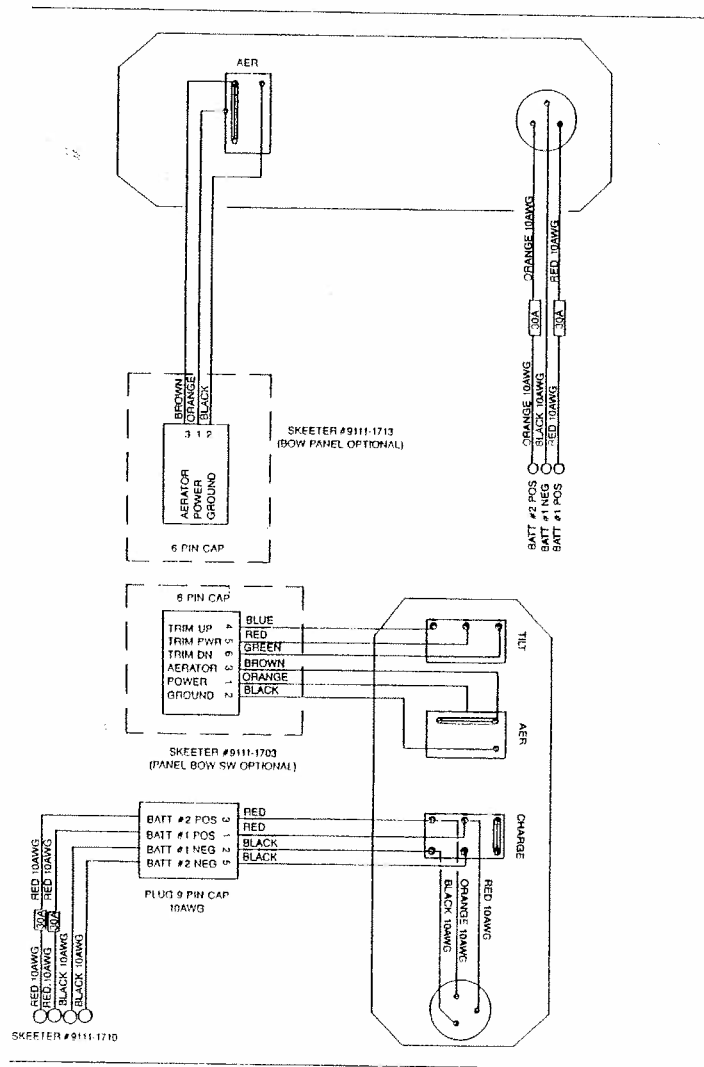
SF SERIES X MODELS WIRING DIAGRAM



SD SERIES WIRING DIAGRAM



SD SERIES WIRING DIAGRAM



YOUR SKEETER TRAILER...

Congratulations! You have purchased the perfect trailer for your Skeeter boat. Since the design of your trailer is the specific set-up of load and bunk configuration for your particular model boat, you can be confident that your hull is properly supported and protected. All metal frames are sandblasted, then primed and electrostatically painted with acrylic urethane enamel for long lasting, maintenance-free use. The carpet installed on the trailer bunks not only enhances the appearance of the unit, but also acts as a skid-resistant surface. The bunks are constructed of high quality, pressure-treated 2" x 6" lumber and are easily removed by simply unbolting them. Should your carpet become worn or torn, it can be quickly replaced to continue to provide protection to your hull and to enhance the appearance of your rig.

GENERAL INFORMATION AND MAINTENANCE

With a minimum of maintenance and a little care, your Skeeter trailer will give you many years of safe, trouble free service. However, as with any piece of fine machinery, some items should be checked and serviced regularly.

1. Keep the hubs properly lubricated at all times as described in the hub section of your owner's packet.
2. Lubricate jack wheel gears and spline periodically.
3. Check all lights before each use of the trailer.
4. Check the tires for wear, cuts or other damage before each use and replace as needed. Check tire pressure often. See tire sidewall for maximum pressure and maximum load.
5. Check lug nuts for tightness before each use.
6. Periodically check the winch strap and winch parts for any wear and replace any worn parts.

7. Remember... a small expense for preventative maintenance is much less expensive now than a road-side breakdown later!

CAUTION: Trailer tires should be properly inflated and maintained! The load carrying capacity of your trailer is based on the tire pressure. Inadequate tire pressures can void your tire and trailer warranty and could also lead to an accident damaging to people or equipment.

CAUTION: Lug nuts be should properly tightened before each use.

BEFORE TOWING YOUR SKEETER TRAILER...

Make sure that your tow vehicle is equipped with a 2 inch ball of machined or forged steel! Never use a ball smaller than 1.97 inch diameter or larger than 2.0 inch diameter. Naturally, your tow vehicle should be equipped with a properly rated and substantial towing hitch, well braced and firmly connected to your vehicle. Make sure that your vehicle is properly wired for the trailer light connection.

The height of the towing ball above the ground will greatly influence the tongue weight of the trailer. The base of the ball should be between 16" to 18" from the ground.

TOWING YOUR SKEETER TRAILER...

Back your tow vehicle into position so that the ball is directly under the trailer hitch ball socket. Stop your vehicle's engine and set parking brake. Make sure that the release handle on the trailer hitch is raised and pulled into the rear. This will show that the ball socket is open and ready to receive the tow ball. Then, by turning the tongue jack handle, lower the hitch until it seats fully on the tow ball. Be sure that the tongue jack wheel is slightly clear of the ground. Close the ball socket latch by pushing downward into the recess. The release handle should close smoothly if the ball has been seated correctly into the socket. If the release handle does not close, **DO NOT TOW THE TRAILER.** To make sure that the connection is secure, lower the tongue jack until the ram has lifted the trailer hitch and trailer tongue correction 3 or 4 inches. If the ball does not disengage, you may be reasonably sure that the attachment is secure.

Next, fully retract the jack into the full up position and connect the safety chains to the connection points on your tow vehicle hitch.

LEAKS

Check for leaks in the breaklines and fittings. Leaks will lead to loss of trailer braking ability. Repair or replace as necessary.

If you have any questions or problems with any parts, please write or call TI Trailers Customer Service Department at (501) 481-5911.

If your trailer is equipped with brakes, hook up the breakaway cable as shown in the brake owner's manual. Hook up the wiring harness and check that all lights are operating properly. Test your vehicle lights to make sure that the trailer brake signals and turn indicators duplicate your vehicle's functioning. Remove any trailer wheel check and carefully drive off to adventure with your boat and trailer.

CAUTION: Make sure back up lights **DO NOT** come on when tow vehicle transmission is in any gear other than reverse.

CAUTION: Retract jack fully before towing. Replace coupler and ball if worn. Do not attempt repair or adjustment.

To unhitch your trailer from the tow vehicle, place the trailer on a level and paved surface and check both trailer wheels to prevent any movement forward or backward. Unhook the safety chains, wiring harness, and, if so equipped, the brake breakaway cable. Then, using the trailer tongue jack, raise the hitch up and clear the ball. In this position the trailer tongue should be left somewhat bow high so that any water will run out through the drain hole in the stern of the boat.

TRAILER DATA

OWNER _____
ADDRESS _____
DEALER _____
ADDRESS _____
PHONE _____
TRAILER MODEL _____
SERIAL NO. _____
LICENSE NUMBER _____
OTHER _____

FIVE YEAR WARRANTY

IMPORTANT

IMPORTANT

TO VALIDATE WARRANTY RETURN WITHIN 15 DAYS

WARNING: FAILURE TO VALIDATE WARRANTY CAN RESULT IN NO WARRANTY!

LIMITED WARRANTY

Skeeter Products, Inc., P.O. Box 230, Attn. Warranty Repair Dept., located at 1 Skeeter Road, Kilgore, Texas 75662, warrants its new boats from defects in material and workmanship under normal use and service during the period specified below for the type of defect indicated.

STRUCTURAL DEFECTS Those defects in material or workmanship of the internal strength providing framework of the boat such as transoms, stringers, or other like internal structure, for five (5) years from the date of delivery to the first purchaser from the dealer.

NON-STRUCTURAL DEFECTS Those defects in material or workmanship of the cosmetic appearance of the boat such as finish, carpet, or other like cosmetic attachments, or options providing for convenience such as livewells, rod boxes, or like constructed items; or other factory installed accessories and not covered by the supplying manufacturers' expressed or implied warranties but not to exceed those warranties, for six (6) months from the date of delivery to the first purchaser from the dealer.

This warranty is given only to the first purchaser from the dealer. No warranty is given to subsequent transferees. These warranty provisions are a complete and exclusive statement of the terms of the agreement between the buyer and seller.

During the warranty period, as specified above, Skeeter Products will repair at its factory such boats returned to it (with transportation charges prepaid) as its determination shall disclose to its satisfaction to have been thus defective—provided that it receives the applicable boat registration card within the warranty validation period stating the date of purchase and further provided that it receives written notice of claim of defect within thirty (30) days from the date of discovery. Any legal action for a defect in these warranties must be brought within one (1) year from the date the defect is discovered or could reasonably have been discovered, and not after the date Skeeter Products does not authorize anyone to assume for it any liability in connection with the sale of its products. If the purchaser requires the boat to be derigged, the boat must be sent to the factory derigged. If it arrives rigged and requires derigging, Skeeter Products will derig and rig the boat at a charge to the purchaser which must be paid before the boat will be returned. After repair, the boat will be returned to the purchaser freight collect.

This warranty does not apply to: (1) engine, outdrives, controls, batteries, or other equipment or accessories carrying their own individual warranties (appropriate adjustments to them being provided by their respective manufacturers); (2) installation of engines or accessories installed by others; (3) gelcoat or metal flake cracks; (4) gelcoat fading; (5) upholstery damage; (6) any boat which has been altered, subjected to misuse, negligence, or accident, or used for racing purposes; (7) any boat which has been overpowered according to the maximum BIA and U.S. Coast Guard recommended engine horsepower specifications on the capacity plate provided on the boat; and (8) failure to perform periodic maintenance in accordance with Skeeter recommendations.

Skeeter boats contain flotation material; however, no boat is unsinkable. Therefore, life preservers should be carried for each passenger in accordance with U.S. Coast Guard requirements.

This warranty shall apply in accordance with the law of the State of Texas.

EXCEPT AS EXPRESSLY STATED ABOVE NO WARRANTY IS GIVEN WHETHER EXPRESS OR IMPLIED. NO IMPLIED WARRANTY OF MERCHANTABILITY OR FITNESS FOR ANY PARTICULAR PURPOSE IS GIVEN. IF ANY IMPLIED WARRANTY IS DETERMINED TO EXIST, IT SHALL APPLY ONLY FOR 6 MONTHS AFTER THE DATE OF DELIVERY TO THE FIRST PURCHASER FROM THE DEALER. SKEETER PRODUCTS SHALL NOT IN ANY MANNER BE LIABLE FOR ANY CONSEQUENTIAL, INCIDENTAL, OR SPECIAL DAMAGE RESULTING FROM ANY DEFECTS IN ITS BOATS OR FROM A BREACH OF THIS WRITTEN LIMITED WARRANTY, INCLUDING ANY IMPLIED WARRANTIES. Some states do not allow limitations on how long an implied warranty lasts or the exclusion or limitations of incidental or consequential damages. So the above limitations or exclusions 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.

THIS IS YOUR
WARRANTY STATEMENT
Please Retain For Your Record

Date of Purchase: _____

SPECIFICATIONS

FEATURES

[illegible]

s-standard o-optio : ? not available