

2000/2000P

SKEEPER®

PERFORMANCE FISHING BOATS

Designed to Fish. Engineered to Last.™

A Yamaha Boat Company

OWNER AND OPERATOR MANUAL



YOU MUST READ, UNDERSTAND, AND COMPLY
WITH THE INSTRUCTIONS INCLUDED IN THIS MANUAL.

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OWNER / OPERATOR RESPONSIBILITIES

The owner/operator is responsible for the lawful operation of the boat and the safety of its occupants. It is absolutely necessary that the operator read this manual along with the other operation manuals provided with your rig to thoroughly understand the proper operation of the boat, motor and accessories before the boat is used. Improper operation or trailering of the boat could lead to property damage, severe injury or death to the operator and/or passengers. The owner is responsible for seeing that anyone operating his boat is properly informed to operate it in a lawful and safe manner.

Safety Alerts

This manual as well as many labels in your boat use the following safety alerts to draw your attention to special safety instructions.

⚠ WARNING

WARNING - Hazards or unsafe practices which COULD result in severe personal injury or death.

⚠ CAUTION

CAUTION - Hazards or unsafe practices which could result in minor injury or product or property damage.

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 the boat to an authorized SKEETER Dealer for annual check ups.

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 operator is responsible for compliance with the Federal, State and Local Regulations that apply to the boat. All occupants are advised to wear a PFD (Personal Flotation Device) whenever the boat is in the water.

Boating Regulations

The U. S. Coast Guard is the authority of the waterways; they are there to help the boating public. State boating regulations are enforced by local authorities. You are subject to marine traffic laws and "Rules of the Road" for both federal and state waterways; you must stop if signaled to do so by enforcement officers, and permit to be boarded if asked.

There are many pamphlets, prepared by the Coast Guard, available to you. These pamphlets explain "Rules of the Road", signal lights, buoys, safety,

international and inland regulations and much more. For more information contact your local U.S. Coast Guard Unit or call the Coast Guard Boating Safety Hotline at 1-800-368-5647.

Safety Course

Boat operators should complete a boating safety course. Courses are offered by (1) The U.S. Coast Guard Auxiliary, (2) the U.S. Power Squadron, (3) The Red Cross, and (4) your state boating law enforcement agency. Inquiries may be made to the Boat Safety Hotline, 1-800-368-5647 or the Boat U.S. Foundation information number, 1-800-336-BOAT.

First Aid Courses

Learn as much about first aid as possible. Take an approved first aid course from the American Red Cross, Civil Defense, or other organization. Your course should include basic life saving techniques and CPR. Equip your boat with a first aid kit. Remember, the first duty of an owner/operator is the safety of passengers and crew.

PFD's (Personal Flotation Devices - Life Preservers)

It is a U.S. Coast Guard regulation that any recreational power boat under 16 feet in length carry a Type I, II, III or IV personal flotation device for each person aboard. Further, it is required for recreational power boats 16 feet or longer to carry a Type I, II or III personal flotation device for each person aboard plus one throwable device (Type IV). These devices must be readily accessible to all occupants. It is strongly advised that all occupants wear these devices at all times while aboard the boat.

Lanyard Stop Switch

SKEETER strongly recommends that the lanyard stop switch be securely connected to the boat operator prior to starting and anytime the engine is in operation.

This boat comes equipped with a lanyard stop switch (kill switch). This device is designed to turn off the engine ignition whenever the operator, being attached to the switch lanyard, moves far enough away from the operator's position to activate the switch. It is strongly recommended that the operator make use of this device. Replacement lanyards should be of sufficient length to avoid inadvertent activation. Accidental loss of power can be hazardous particularly when docking or in heavy seas, strong current, or high winds. There are practical limitations to what the lanyard stop switch can do. It can take several seconds for the engine and propeller to stop turning and the boat can continue to coast for several hundred feet depending on the velocity at shut-down, and the degree of any turn. While the boat is coasting, it can cause injury to anyone in the boat's path as seriously as the boat would when under power.

⚠ WARNING

WARNING - Do not operate the boat without the lanyard stop switch connected and functioning.

Overpowering & Overloading

Do not overpower or overload your boat. Your boat will carry a required capacity plate indicating the maximum acceptable power and load as determined by the manufacturer following certain federal guidelines. If in doubt, contact your dealer or the boat manufacturer.

U.S. COAST GUARD
MAXIMUM CAPACITIES

6 PERSONS OR 900 LBS.

1484 LBS. PERSONS, MOTORS, GEAR
200 H.P. MOTOR

THIS BOAT COMPLIES WITH U.S. COAST GUARD
SAFETY STANDARDS IN EFFECT ON THE
DATE OF CERTIFICATION.

MODEL NO.
200-SX

SKEETER PRODUCTS
KILGORE, TEXAS 75662

Using an outboard that exceeds the maximum horsepower limit of a boat can, cause loss of boat control, place too much weight at the transom altering the designed flotation characteristics of the boat, or cause the boat to break apart. Overpowering a boat can result in serious injury, death or boat damage.

⚠ WARNING

WARNING - Do not overpower or overload your boat.

Seating

The operator of the boat is responsible for the safety of his passengers as well as his own personal safety. He should insure that he and his passengers are properly and securely seated in appropriate seating locations before starting. The operator should not allow sitting on seat backs, boat sides, bows, or transoms. Particularly, seating should not be allowed in fishing chairs on raised fishing platforms, nor should anyone be allowed to occupy these areas in any way while operating the boat above idle speed. In many states this is illegal. On plane seating should be allowed only as indicated by an "X" on the "On Plane Seating" label in your boat.

**RECOMMENDED
ON-PLANE SEATING
LOCATIONS**



SEAT-4

The proper installation of seats in your boat is an item of high importance for safe use. Fishing seats should be fastened to the top plate of the pedestal assembly by the use of stainless steel machine screws engage into threaded "T" nut fasteners on the inside of the plastic seat base material. Seats should be checked often to assure that all of these screws are in place and securely engaged. Seat failure can result in the user falling out of the boat, possibly resulting in personal injury and/or drowning. When performing this inspection, also look at the plastic seat base material. If it shows signs of wear, fatigue or cracking it should be replaced.

⚠ WARNING

WARNING - Avoid personal injury. Do not fasten the top plates of fishing pedestal assemblies to fishing seats by the suse of self tapping or wood screws

Bronze bushings in pedestal bases & poles are subject to wear over time. These bushings should be replaced if any wear is evident.

Proper Visibility

The operator of the boat is responsible by law to "maintain a proper lookout by sight and hearing". He must insist that he has an unobstructed view particularly to the front. No passengers, load or fishing seats should block his view. Equipment such as depth sounders or compasses should not be mounted on top of steering consoles. Some models may have lounge seating forward of the windshield. These are intended for use only when the boat is trolling or in static floating position. The boat should not be driven at a rate of speed faster than will allow it to be brought to a full stop within the operators field of view.

⚠ WARNING

WARNING - Do not operate your boat with occupants seated improperly or with an obscured field of view.

Skiers and Swimmers

The engine must be turned off when anyone is in the water near the boat including when passengers are boarding or deboarding the boat in the water, at a dock, or at another boat. Shifting to neutral is **not** sufficient.

An observer must always be on board when towing skiers. The driver must not attempt to perform the observer functions.

When engaged in water skiing or similar activities the boat operator should always keep a fallen or downed skier on the operator's side of the boat while returning to assist. The operator should always have the downed skier in sight and never back up to the skier or anyone in the water.

The operator should insure that ski ropes are not entangled upon skiers, the boat, equipment, or any other objects prior to take off when pulling skiers.

A boat operator should never drive the boat directly behind a water skier. At 25 mph the boat will overtake a fallen skier who was 200 feet in front in 5 seconds.

⚠ WARNING

WARNING - Serious injury or death is likely to persons in the water if contacted by a moving boat, motor or propeller.

Steering

The owner/operator must inspect the steering system frequently for smooth, free, full range operation. In addition, it is wise to check for the presence of the original SELF-LOCKING nuts that are used to fasten the "steering link rod" between the steering cable(s) and the engine. These nuts must never be replaced by common or non-self-locking nuts which can vibrate off. Have your dealer give your steering system a thorough check at least once a year. He should check for proper lubrication, any unusual backlash, and any unusual component wear.

Under certain engine trim positions there can be a noticeable pull on the steering wheel. This is often referred to as "steering torque". See engine owner's manual for a more detailed explanation. Under any circumstances, the operator should always keep a firm, continuous grip on the steering wheel.

A no-feedback steering system is being utilized, beginning with 1993 models, in Skeeter boats rated for up to 140 HP. We strongly recommend that only engines of 120 HP and less be installed on products with this steering. In the case of over 120 HP installations dual mechanical steering must be installed (this should be done at the factory or by a qualified dealer).

No-feedback steering systems are designed and built in a manner that eliminates steering effects which result from forces exerted by the engine through the steering cable. One benefit of this system is that the effect of prop-torque on steering seems to be eliminated. An accidental release of the steering wheel does not cause the extreme right turn and other undesirable boat maneuverability characteristics as encountered with conventional outboard steering systems.

⚠ WARNING

WARNING - Avoid injury - Keep a firm grip on the steering wheel at all times.

Inherent in the currently available no-feedback steering system is a steering "dead band". This "dead band" is a loss of steering caused by wheel movement required to de-activate the built in helm locking device. This dead band is, as the term suggests, an occurrence of no steering action when the wheel is initially turned to make course changes or corrections.

The dead band effectively adds slack in the steering system. Skeeter recommends rigging engines over 120 HP so that an absolute minimum of steering slack results. With the larger engines and higher speeds, it is critically important to minimize slack in steering so that maximum control of the boat can be maintained. To this end we currently install dual cable steering on boats in this category. For this purpose we do not build these boats with no-feedback steering nor do we recommend that it be installed in them.

Operators of our boats rated for over 120 HP will experience normal, prop torque/steering characteristics previously encountered with these boats. Steering pull can be little or great, depending on the combination of boat, throttle setting, engine trim, propeller and rigging methods employed in set-up and operation. It is absolutely imperative that they keep a firm grip on the steering wheel at all times that the engine is being started or running.

⚠ WARNING

WARNING - High performance boat operation must not be attempted without training and experience.

High-Speed and High-Performance Boat Operation

Yours is a high-speed, high-performance boat. We recommend that you never operate it without first having an initial orientation and familiarization/demonstration ride with your dealer or an operator experienced with your boat/outboard combination. All boats operate differently. For additional information, obtain a copy of a "Hi-Performance Boat Operation" booklet, available from many boat dealerships.

Engine Trimming - Bow Steering

The engine on your boat is equipped with power trim. It is activated by a switch in the engine control handle. It enables you to change the thrust angle of your engine by depressing the desired button. For a list of characteristics resulting from trimming your engine "under", "down" or "in" and "up" or "out" see your engine owner's manual.

This power trim feature is designed to give you quick acceleration with a minimum of time spent in the bow-up, transitional, planing off condition. Planing your boat is most easily and quickly accomplished by trimming the engine fully "under" or "in". Moderate to maximum throttle may be required depending on engine height and propeller. However, once on plane, the engine should be trimmed "up" or "out" to avoid a bow down condition called "plowing".

Plowing can cause "bow-steering" or "over-steering" and inefficiently consumes horsepower. In this condition, if attempting a turn or encountering a diagonal wave, an immediate and abrupt turn or spin-out may result which may subject the riders to possible injury or death if thrown into the boat or overboard. The engine should be trimmed "up" or "out" as the boat comes on plane (the bow drops) and as the throttle is increased. The engine should be trimmed "down" or "in" as the throttle is closed and boat speed is reduced. The engine should be trimmed "down" or "in" moderately when executing high speed turns.

Generally, if the bow of the boat begins up and down oscillations (porpoising) on a straight course or if the boat oscillates from side to side (chine walking) in turns, the engine should be trimmed "down" or "in" until these conditions cease. Proper training and orientation will make this all clear and understandable.

⚠ WARNING

WARNING - Avoid possible injury. Adjust engine to an intermediate trim position as soon as boat is on plane to avoid possible injury due to boat spin-out. Do not attempt to turn boat when engine is trimmed extremely under or in.

REGISTRATION

The U.S. Coast Guard requires that all power boats operated on the navigable waters of the United States must be registered in the state of main use; also, many States require registration in that state whenever boating on waters within their state boundary. Always contact your state boating authorities (and neighboring states) for registration information on boats and trailers. Your dealer may be able to supply you with the appropriate forms.

INSURANCE

You must get insurance before operating or trailering your new boat. Loss by fire, theft or other causes, or liability protection against accidents is a must for responsible boaters. The boat owner is legally responsible for any damage or injury caused when he, or someone else operating the boat, is involved in an accident. Many states have laws detailing minimum insurance needs. Your insurance agent or your dealer may be able to supply you with more information.

ACCIDENT REPORTS

Boat operators are required by law to file a Boating Accident Report with their state boating law enforcement agency when their boat is involved in certain boating accidents. A boating accident must be reported if (1) there is loss of life or probable loss of life or (2) there is personal injury requiring medical treatment beyond first aid or (3) there is damage to boat or other property where the damage value exceeds \$500.00 or (4) there is complete loss of the boat. Seek further assistance from local law enforcement.

BOATER'S CHECKLIST

For improved safety and enjoyment, check each of these items:

Check Before You Launch Your Boat:

- * Read Owner's Manual
- * Drain plug (Securely in place?)
- * Propeller Condition (prop nut tight and secured, no cracked or bent blades, prop turns freely)
- * Steering System (Working smoothly and properly, self locking nuts in place)
- * Battery (Fully charged, cable terminals clean and tight?)
- * Capacity Plate (Are you overpowered?)
- * Weather conditions (Safe to go out?)
- * Fuel & Oil (Sufficient for trip, check bilge area for gas odor, no leaks)
- * Hoses & Connectors (no leaks or damage)
- * Electrical equipment (Lights, horn, pumps, etc.)
- * Safety Equipment (Fire extinguisher, bailer, paddle, anchor and line, mooring lines, signaling device, tool kit, first aid kit, first aid manual)
- * Float Plan submitted to Responsible Person (verbal or written)

Check Before You Start Your Engine:

- * Fuel (Sufficient for trip, check bilge area for gas odor.)
- * Control in Neutral
- * Capacity Plate (Are you overloaded?)
- * Personal Flotation Devices on all occupants
- * Seating (Everyone in proper place?)
- * Lanyard Stop Switch (Operational and securely fastened?)
- * No one in water near boat
- * Keep firm and continuous grip on steering wheel

SOME SAFETY AND MAINTENANCE REQUIREMENTS

▲ WARNING

WARNING - Read and follow Safety and Maintenance Procedures to help maximize safe and enjoyable boat operation.

Periodic inspection and maintenance, some items are outlined below, is absolutely necessary. Maintenance or repairs should be performed by your SKEETER Dealer or other qualified repair center. Other pertinent, safety, maintenance and operational procedures must be learned through training and experience. Use good judgement.

Fuel & Batteries

1. Check fuel hose connections at the fuel fill, fuel tank vent, and fuel feed connections for leaks before each boating season.
2. Do not store items on or around the fuel tanks or batteries. Proper maintenance and housekeeping in this area is essential for safe boating and contributes to trouble free fuel and electrical system operation.
3. Do not store portable fuel tanks in sunlight for extended periods of time.
4. Remove portable tanks from the boat for fueling.
5. Check the fuel tank hold down brackets, making sure that they are secure and that anti abrasive material is installed.
6. Check the battery hold down system, making sure that the battery is secure.
7. Should fuel hose replacement become necessary, use only U.S.C.G. approved hose.
8. Do not smoke while refueling or allow flames or sparks near the fuel fill or vent fittings at anytime.
9. Shut off engine before refueling.
10. Check level in oil injection tank when refueling. On engines without the oil injection feature, proper mix of oil should be added to the fuel, to prevent engine damage. Please refer to engine owners manual for proper mix.

▲ WARNING

WARNING - Avoid serious injury or death from fire or explosion. A leak free fuel system is a must for safe boat use. Check your boat for fuel leaks and fumes before, during and after use. Always inspect your boat for and eliminate fuel fumes and their cause prior to connecting a battery charger to your batteries. The fuel tank/battery storage compartment lids MUST ALWAYS be propped open for ventilation when charging any batteries.

Boat Finish

Most things when left outdoors, man made or natural, will gradually deteriorate from exposure to sunlight, water, dust, and chemicals in the air. Such exposure may cause your boat's surface to show a variety of changes, including but not limited to:

- * Chalking (fine, powdery whiteness on the surface)
- * Fading (gradual loss of color)
- * Clouding (milky looking spots)
- * Yellowing
- * Loss of gloss

Routine, periodic maintenance is the only practical way to keep the surface of your boat looking good.

Maintenance Procedures

You will get years of boating pleasure while slowing the changes described previously by following the simple maintenance procedures described below.

When Not In Use

Sunlight and dust can be your boat's worst enemies. Keep your boat covered when not in use. A boat cover, (option available from your SKEETER Dealer), preferably light in color, is a wise investment to help prevent damage while the boat is stored or on the road. 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), abrasives, bleaches or ammonia. Do not use acids or other strong chemicals to clean the boat. For best results, use cleaners recommended for fiberglass and follow the label directions.

Twice Yearly (Minimum)

Wax your boat's gel coat surface to help prevent loss of gloss and protect the finish. Use only wax recommended for use on fiberglass and follow the 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 are using a power buffer, never use one that turns faster than 4000 RPM. High heat may build up and cause damage to the finish. NEVER wax a gel coat surface that has been sitting in the sun and is hot. Never wax a gel coat surface in direct sunlight.

Safety Labels

To assist in the safe operation and use of your boat, labels have been installed to advise of certain safe actions and advise against certain unsafe activities. The instructions provided in these labels should be complied with in all ways.

It is the responsibility of the owner/operator to see that these labels remain affixed. Failure to do this could result in personal liability to the owner from using the boat or from future owners and/or users. If your boat does not have the labels in the following list you should call SKEETER at 1-903-984-0541 for replacements.

Label Description	Location
Capacity Plate, Order by Model Designation	Cockpit
Boater's Check List, 9117-0945	Cockpit
Seating/Experienced Operator Warning, 9117-0401	Cockpit
Seating Pedestal Warning Label, Order by Description	On Seat Pedestals
On Plane Seating, Order by Model Designation	Cockpit
Performance Horsepower Range Order by Model Designation	Splashwell
Read Owner's Manual Label, 9117-0944	Cockpit
Flammable Liquid Storage Warning 9117-0351	Fuel Tank Compartment
Boarding Ladder Warning Order by Description	One on Transom at Ladder and one at Helm Station

You must see that these labels are maintained in the boat in order to provide proper warnings and advisement to you, your guests, future owners, and guests of future owners.

**ALWAYS CONSULT YOUR SKEETER DEALER
IF YOU HAVE ANY QUESTIONS**

Carpet

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

Maintenance such as vacuuming, hosing and washing should be performed regularly. Most stains and mildews are easily removed from the carpet using common household cleaners. Whenever using a strong or harsh cleaner to clean mildew off of the carpet, first check the cleaner on a small area of carpet that is hidden to determine compatibility of cleaner and carpet.

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

Do not use pressure sprayers to clean boat carpet.

Upholstery

SKEETER takes pride in manufacturing our own custom interiors. The vinyl fabric in your SKEETER 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 the seat straps as a handle when carrying seats.
2. Seats should be installed by an authorized SKEETER Dealer.
3. Use a quality upholstery cleaner to clean the vinyl upholstery.
4. Protect the seats from the weather and ultraviolet sun rays. Use a high quality vinyl conditioner containing UV inhibitors.
5. Check fasteners as described previously under "Seating".

HULL IDENTIFICATION PLATE

Your Identification Plate is located on the top right side of the transom, above the water line. The Hull Identification Number (serial number) on the plate 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 top right side of the transom of the boat.



DO NOT alter this plate in any way.

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 you with your 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.

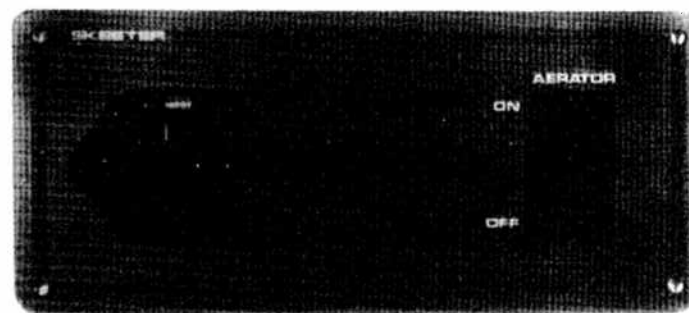
LIVEWELL FUNCTION & OPERATION

SKEETER boats feature livewell systems that are highly conducive to maximum fish survival. Please note that livewell and operating switch locations will vary from model to model and that some "system series" model boats have up to three livewells or livewell/baitwell combinations. The SS90D has one livewell.

Standard Livewell (No Timers)

The standard livewell system consists of the following:

1. Two Livewells
2. Aerator pump for each livewell
3. On/Off Switch for each livewell pump

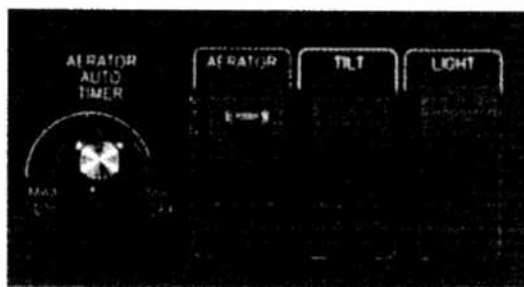


Use the on/off switch to fill the livewell and also to aerate and exchange fresh lake water in the livewells. The switch must be manually set to the on position to fill livewells and provide aeration. To discontinue filling livewells and aeration, set the switch to the off position. The livewell drain plug must be inserted before filling (some models may have a remote livewell fill and drain control). The plug must be removed to drain the livewells. On plane running assists the draining process.

Standard Livewell with Timer

The standard livewell system with timer consists of the following:

1. Two livewells (or a divided livewell)
2. Aerator pump for each livewell or each side of divided livewells
3. Manual/Auto switch for each livewell pump
4. One timer that will run either or both livewell pumps when the manual/auto switch is in the auto position for the respective livewell.



Use the manual/auto switch in the manual position to fill and aerate the livewells. To discontinue operating the livewell pump, set the switch to the neutral (off) position. Insert the livewell drain plug before filling (some models may have a remote livewell fill and drain control). The plug must be removed to drain the livewells. On plane running will assist the draining process.

Set the manual/auto switch in the auto position when using the livewell timer.

The livewell timer will run one or both livewell pumps when the respective switch is in the auto position. With the switch in the auto position, the timer will periodically add fresh water and aerate the livewell(s). The "min" timer position will cycle pump operation approximately one minute out of every fifteen, the "max" position will cycle every other minute; the midpoint timer position will cycle one minute every eight minutes. Pump operation time is variable between settings from minimum to maximum.

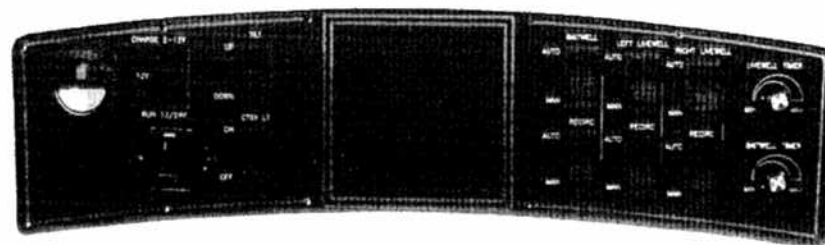
Timers are provided to allow intermittent operation of aeration systems and thereby reduce the likelihood of over oxygenating fish in cooler weather.

Tournament Livewell Systems

The tournament livewell system consists of the following:

1. Two livewells (or a divided livewell)
2. Aerator pump for each livewell or each side of divided livewells
3. Recirculating pump for each livewell or each side of divided livewells
4. Manual/Auto switch for each pump

5. Manual/Auto switch for each recirculating pump
6. One timer that will run one to four livewell pumps when the manual/auto switches are in the auto position for the respective livewell.



Some models may have the manual / auto switch for the recirculating pumps located on the driver's side console panel.

Set the manual/auto switch in the manual position to fill and aerate the livewell water. To discontinue filling and aerating livewells set the switch to the neutral (off) position.

Set the manual/auto switch in the auto position to use the livewell timer.

The livewell timer will run one or both livewell pumps when their respective switch is in the auto position. With the switch in the auto position, the timer will periodically add fresh water to the livewell. "Min" & "Max" labels at the timer knob refer to minimum and maximum pump on time. The "min" timer position will cycle pump operation approximately one minute out of every 15, the "max" position will cycle every other minute; the midpoint timer position will cycle one minute every eight minutes.

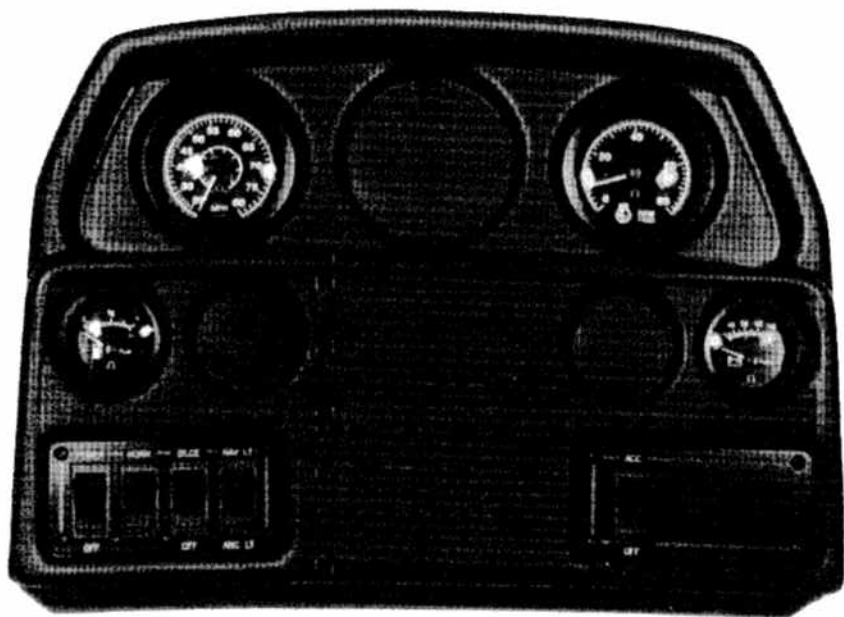
Use the recirculating manual/auto switch to recirculate existing water in it's respective livewell. This feature is especially useful or the fishermen who fishes a long distance from the landing, as a standard livewell system without recirculating pumps can not aerate livewells when the boat is on the plane. Fish can also be kept alive while trailering.

To use the recirculating feature of the tournament livewell system, you must first fill the livewell as noted above, then place the respective recirculation switch in the manual position to recirculate continuously or place it in the auto position to recirculate on the timer cycle.

ELECTRONICS

Instruments and Switches

SKEETER boats have sophisticated electrical systems to provide service and function to their owner. Power is supplied from batteries located in the aft rigging compartment directly in front of the engine. Red positive (+) leads and black negative (-) leads with ring terminals for connecting to batteries are located in this compartment. These will be three or four heavy gauge wires (depending on the model) for the trolling motor system to connect to the trolling motor batteries. There will be two lighter gauge wires for the boat supply or "accessory" harness to connect to the engine cranking battery. Some system models are built to locate trolling motor batteries and wiring under the front deck. A list of electrical features and their functions follows.



Note:

Types of gauges and switches vary by model. Not all models have all of the following items. Some of the described items are extra cost options. SKEETER reserves the right to change specifications without notice.

Tachometer

The tachometer registers engine speed in revolutions per minute. Please refer to your engine operator's manual for the correct operating RPM range of your engine.

Speedometer

The speedometer indicates the speed of the boat in statute miles per hour. Be sure that the speedometer pitot tube is clean and free from debris. Also make sure that the speedometer tube is not pinched and allows proper operation of the gauge.

Fuel Gauge

The fuel gauge registers the fuel level in the gas tank. Due to the various conditions affecting the way a boat floats, the gauge may register differently when the boat is on the trailer, at rest or on plane.

Voltmeter

The voltmeter indicates the state of the battery's charge. When turned on, a reading of 12-13 volts is normal. Readings below 11 volts indicate a lower than normal battery which needs charging.

Power Switch

This switch activates the gauges, most of the other switches and most boat systems. The power switch is the main supply switch to all boat systems except the trolling motor system. No systems will work when this is set to OFF.

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 the pump is in use.

Courtesy Light

The courtesy light switch activates interior lights for night time illumination.

Engine Warning Light

To assist in detecting engine emergency conditions while the boat is running at speed and engine and wind noises are high, a dash mounted, red engine warning light is provided with Mercury/Mariner packaged units. This light is to provide a visual warning in conjunction to the engine audible warning for low oil and high temperature. The light blinks when oil levels are low and burns continuously when the engine is hotter than normal running temperature. The light will blink in conjunction with the engine audible alarm test when the ignition is first turned on.

Navigation Lights

The navigation lights switch activates the bow and stern lights in the "RUN" position and just the stern light in the "ANC" position. The lights should be in the RUN position while underway and in the ANC position when anchored or tied in open water or channels, i.e., not tied up at a dock or beached.

Accessory

Accessory switches are installed for use and convenience when installing optional equipment.

Horn

The horn switch activates the horn. It is momentary and will return to the "off" position when released.

Tilt

The tilt switch is used to raise and lower the outboard.

Fuel

The fuel switch is used to switch the fuel gauge operation to read from one tank to another. The switch also powers the gauge on some models. These gauges will not work with the switch set to off.

Aerator

The aerator switch activates an aerator pump to fill and aerate water in a livewell. It's function is fully explained in the Livewell section of this manual.

Rec

The recirculate switch activates a recirculation pump to recirculate and aerate water in a livewell. It's function is fully explained in the livewell section.

Timer

The timer switch knob provides intermittent operation of livewell aeration systems. It's function is fully explained in the livewell section.

Trolling Motor

The trolling motor switch is used to select various modes of operation for the trolling motor electrical system, 12V, 24V or charge. This operation is explained completely in the trolling motor section of this manual.

Sensitivity

The sensitivity switch knob is set to operate a sonar unit. See your sonar owner's manual for a complete explanation.

Circuit Breakers

Some main switch panels and trolling motor wiring is equipped with circuit breakers. The buttons will be labeled with the item they protect, i.e. power, horn, lights, etc. If the circuit protected has a current overload, the breaker will trip and power will be discontinued. To continue operation, the cause of the overload must be eliminated and the circuit breaker reset by pressing the button.

Fuse Bars

Some electrical systems are protected by bus type fuses located in a bus bar under the console. Discontinuance of current must be corrected by eliminating current overload cause and replacing the proper fuse.

Other Circuit Breakers and Fuses

The main power supply at the battery, automatic bilge pump switches, trolling motor systems, are protected from current overloads by circuit breakers or fuse holders at their supply or battery in the positive (+) lead.

Engine Battery Charging Inlet

Beginning with 1993 models, the System 135 has an engine battery charging inlet located on the left front side of the splash well in the engine cockpit. This inlet allows charging of the cranking battery by use of a standard trolling motor plug.

Electric Trolling Motor Systems

The trolling motor panel in the boat is set up to provide 12 volt current, 24 volt current, and to allow easy charging of trolling motor batteries through the wiring and trolling motor outlet.

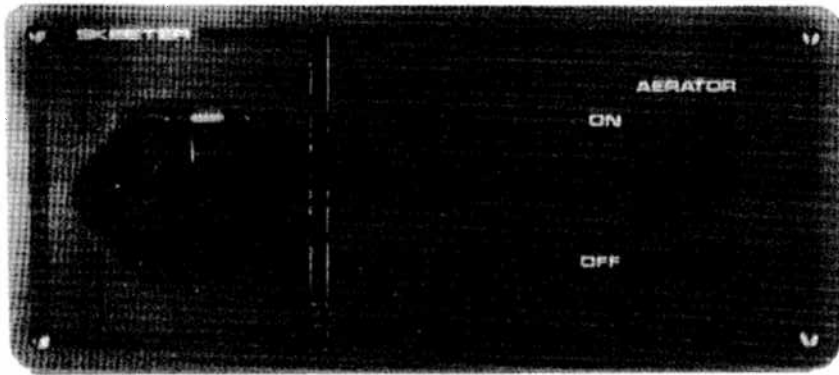
Three basic wiring set-ups are provided with different models. Wire terminals for connecting to the batteries are on wire ends in the rear rigging compartment.

CAUTION

CAUTION - Turn off all switches before connecting wiring.

Three Wire System, Without 12/24 Volt Switch

This system is set up to allow the installation of single battery, 12 volt systems, two battery 24 volt systems, or two battery 12/24 volt systems.



One Battery, 12 volt, Without 12/24 Volt Switches

For twelve volt motors, use one deep cycle marine battery. (see fig. 1)

1. Connect the red positive (+) wire to the positive (+) post of the battery and connect the black negative (-) wire to the negative (-) post.
2. Secure the orange wire to the side, out of the way.

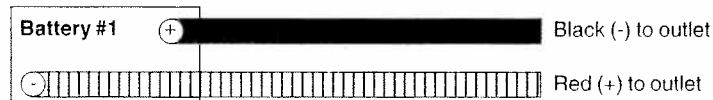


Figure 1

At the trolling motor.

1. The wires from the trolling motor plug should be connected with the plug black (-) to negative (-) and plug red (+) to positive (+).
2. Remove the orange wire and tape off the stub.
3. Placing the plug into the outlet on the boat will then provide 12v current to your trolling motor control.

Two Battery, 24 Volt, No 12/24 Volt Switch

For twenty four volt motors, use two twelve volt deep cycle marine batteries. (see fig. 2)

1. Connect the black, negative (-) wire to the negative (-) post of battery #1.
2. Connect the orange, positive (+) wire to the positive (+) post of battery #2.
3. Next connect a white jumper wire (supplied with trolling motor) to the positive (+) post of battery #1 and the negative (-) post of battery #2.
4. Secure the red wire to the side, out of the way.

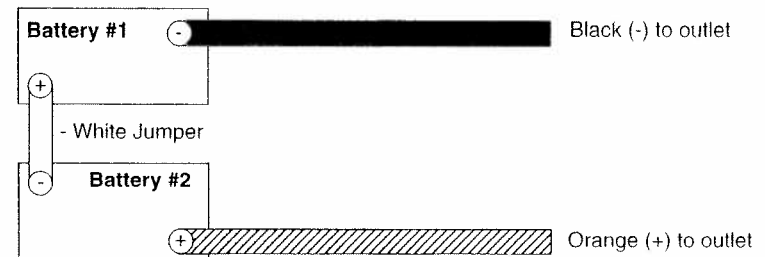


Figure 2

At the trolling motor plug.

1. Connect the black (-) wire of the plug to the negative (-) wire of the trolling motor.
2. Connect the orange (+) wire of the plug to the positive (+) wire of the trolling motor.
3. Remove the red wire from the plug and tape off the stub.
4. Place the plug into the outlet to supply 24V power to the motor control.

CAUTION

CAUTION - You can not charge the batteries through the trolling motor outlet & wiring with this set up.

Two Battery, 12/24 volt, No 12/24 Volt Switch

For twelve/twenty-four volt motors, use two twelve volt, deep cycle marine batteries. (see fig. 3)

1. Connect the black, negative (-) wire to the negative (-) post of battery #1.
2. Connect the orange, positive (+) wire to the positive (+) post of battery #2.
3. Connect the red, positive (+) wire to the positive (+) post of battery #1.
4. Connect the white jumper wire (supplied with the trolling motor) to the positive (+) post of battery #1 and to the negative (-) post of battery #2

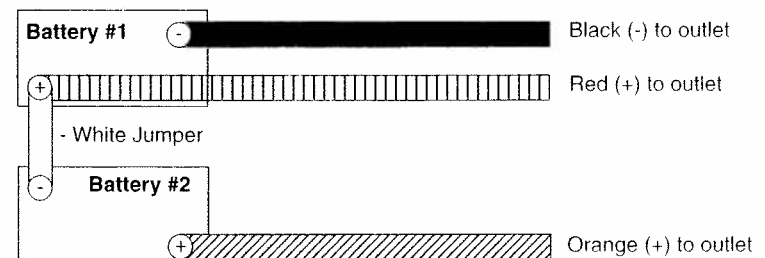


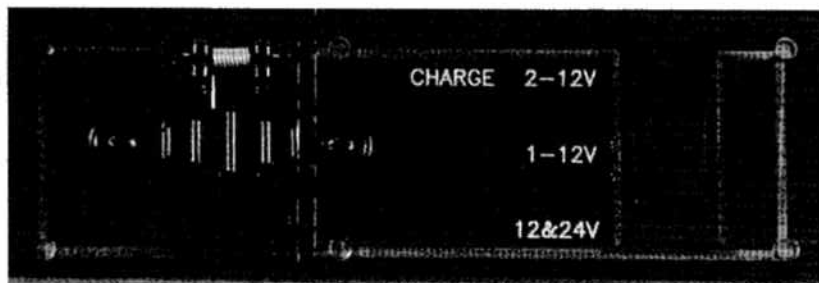
Figure 3

At the trolling motor plug.

1. Connect the black (-) plug wire to the negative (-) trolling motor wire.
2. Connect the red (+) plug wire to the 12 volt (+) trolling motor wire.
3. Connect the orange (+) plug wire to the 24 volt (+) trolling motor wire.
4. Place the plug into the outlet to supply power to the trolling motor control. Operating voltage, 12 or 24, is selected at the trolling motor switch. 12 volt operation pulls power from battery #1 only.

Note: A disadvantage of using this system is that battery #1 can be used more than battery #2, thereby reducing it's useful life at a greater rate than that of battery #2. Charging the batteries through the trolling motor wiring will result in battery #1 being charged only.

Four Wire System with 12/24 Volt EZ Charge Switch



For this system, use two twelve volt deep cycle marine batteries. (see fig. 4)

1. Connect the red positive (+) wire labeled battery #1 to the positive post of battery #1.
2. Connect the black, negative (-) wire labeled battery #1 to the negative (-) post of battery #1.
3. Connect the red, positive (+) wire labeled battery #2 to the positive post of battery #2.
4. Connect the black, negative (-) wire, labeled battery #2 to the negative post of battery #2.

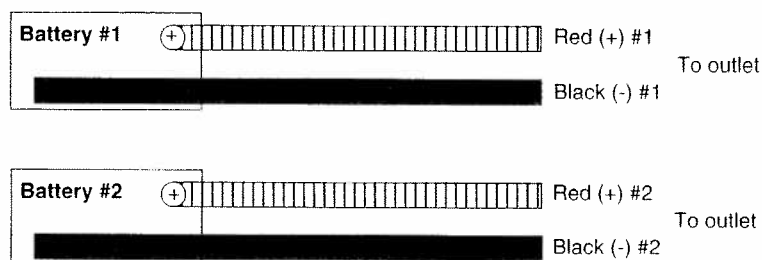


Figure 4

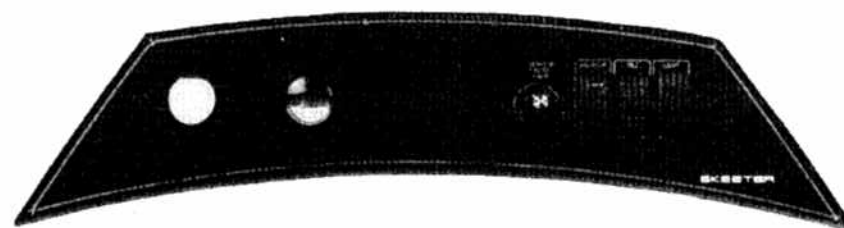
On models that have the trolling motor outlets on the front deck, connect the trolling motor wires to the trolling motor plug wires.

1. Connect the black negative (-) plug wire to the negative (-) trolling motor wire.
2. Connect the red positive (+) plug wire to the positive (+) 12 V trolling motor wire of the 12 volt or the 12/24 volt trolling motor. Do not connect the red positive (+) plug wire to the 24 volt positive (+) wire of 12/24 volt trolling motors.
3. Connect the orange, positive plug wire to the 24 volt positive (+) wire of the 24 volt trolling motor. Do not connect the orange, positive (+) plug wire to the 12 volt positive (+) wire of the trolling motor.
4. Place the plug into the outlet and the switch in the 12 volt position to supply 12 volts to the trolling motor control or in the 24 volt position to supply 24 volts to the trolling motor control.

On models that have a trolling motor outlet on the rear deck, this item is intended not to operate the trolling motor but for charging the trolling motor batteries only. See charging section for wiring instructions.

On the front deck, wiring should be connected permanently.

1. Connect black negative (-) boat wire to negative (-) trolling motor wire.
2. Connect red (+) boat wire to 12V positive (+) trolling motor wire.
3. Connect orange positive (+) boat wire to 24V positive (+) trolling motor wire.



12/24 Volt EZ Charge Switch

The EZ charge switch has three positions. These positions are the top position, marked 12V, the center position, no mark, and the bottom position, marked 24V. During operation, the EZ charge switch should be on the same voltage setting as your trolling motor switch, i.e., 12V and 12V or 24V and 24V.

The top, 12V, position should be set for 12 volt trolling motors, for using 12/24 volt trolling motors in the 12 volt mode and for charging batteries through the trolling motor panel outlet. If the 12/24V trolling motor switch is set to 24 volts with the boat switch set to 12V, twelve volts of power are pulled from battery #1 only. This will reduce this battery's useful life.

Setting to the center, unmarked position will supply twelve volts of power to the trolling motor through the red 12V wire. Use in this setting will also reduce the life of battery #1 and is not recommended.

Setting the bottom, 24V, position will supply twenty four volts of power to the trolling motor control. Operating a 12/24 volt trolling motor with the trolling motor switch set on 12 volt and the boat switch set on 24 volts will pull power only from battery #1 and reduce battery life.

Charging Trolling Motor Batteries

⚠ WARNING

WARNING - Charge batteries only with compartment doors propped open.

The charging of trolling motor batteries may be performed in three ways. The batteries may be charged with a charger through the trolling motor panel outlet, they may be charged with a charger directly connected to the batteries, or they may be charged by use of the optional **SKEETER** permanently mounted and wired, on board battery charger. Through panel charging cannot be performed on the two wire 24V set up shown previously in figures 2 & 3.

⚠ CAUTION

CAUTION - Never splice electrical wires with power connected.

Charging Through Trolling Motor Panels Without 12/24V Switch

Charging the battery in this system is accomplished by connecting the positive (+) charger wire to the red, positive (+) wire of a trolling motor plug (two supplied with boat). Next connect the negative (-) charger wire to the black, negative (-) wire of the trolling motor plug. Remove the orange wire and tape off the stub. Prop open the battery compartment doors. Place the plug into the trolling motor outlet to supply charging current to the 12V battery.

⚠ CAUTION

CAUTION - Do not attempt to charge the three wire 24 volt or 12/24 volt system through the trolling motor panel.

Charging with 12/24 Volt EZ Charge Switch

Prop open the battery compartment doors. Connect trolling motor plug and battery charger wiring as described above, place the 12/24V switch in the charge position, place the plug into the outlet, and turn on the charger.

On models that have a trolling motor charging outlet on the rear deck, that is configured in a three pronged polarized arrangement.

1. Connect the battery charger positive (+) wire to the plug black terminal.
2. Connect the battery charger negative (-) wire to the green terminal on the plug.

Direct Charging

Prop open the battery compartment doors. Connect the battery charge directly to the posts of each battery in turn. Be sure that proper polarity is maintained.

On Board Charger

Charging through the optional on-board charger can be performed by propping open compartment doors, plugging a properly grounded extension cord into a 110 volt ac wall outlet, and placing the female end onto the permanently mounted charge inlet on the boat. Charging will then begin automatically.

Maintain open compartments and proper ventilation in and around the boat while charging batteries.

TRAILER OWNER REQUIREMENTS

Much more often than not, SKEETER boating is "trailer boating". This means that you can fish, ski, explore, and cruise any of thousands recreational waterways in the country. This adds untold dimensions of enjoyment and variety to the unique benefits of owning a SKEETER.

The manufacturer of your trailer has provided you with a vehicle designed for many years of convenient, trouble free service. It is up to you to use and care for it properly, to be sure that it will perform safely and satisfactorily. Instructions on how to do this are included with this package in the Trailer Owner's Manual. Read, learn, understand, and act on the information contained in this important book. Proper trailer maintenance and safety procedures are essential to safe and enjoyable trailering.

⚠ WARNING

WARNING - Read, understand, and follow instructions for trailer ownership and use in the trailer manufacturer's owner manual contained with this package.

IMPORTANT ■ IMPORTANT ■ IMPORTANT

TO VALIDATE WARRANTY - RETURN WITHIN 15 DAYS

WARNING: Failure to validate warranty can result in no warranty!!!

LIMITED WARRANTY 2000/2001

Skeeter Products, Inc. P. O. Box 230, Attn: Warranty Repair Department located at One Skeeter Road, Kilgore, Texas 75662, warrants its new boats from defects in material and workmanship under the 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 one (1) year from the date of deliver 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 periods specified above, Skeeter Products will repair at its factory such boats returned to it (with transportation charges prepaid) as its examination 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 discover. 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 afterwards. Skeeter Products does not authorize anyone to assume for it any liability in connection with the sale of its products. If the repair 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, trailers, 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; and (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; (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 PURPOSES 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 Records

DATE OF PURCHASE: _____

RECORD IMPORTANT INFORMATION!

HULL:

HIN: _____

Date of Purchase: _____

Dealer/Phone: _____

Ignition Key Number: _____

Registration Number/State: _____

ENGINE:

Model #: _____

Serial #: _____

TRAILER:

Model #: _____

Serial #: _____

TROLLING MOTOR:

Model #: _____

Serial #: _____

ACCESSORY:

Model #: _____

Serial #: _____



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