

INTRODUCTION

Thank you for choosing a Skeeter boat. This Owner's/Operator's Manual contains information you will need for proper operation, maintenance, and care. A thorough understanding of these simple instructions will help you to obtain maximum enjoyment from your new boat. If you have any questions about the operation or maintenance of your boat, please consult a Skeeter Dealer.

Because Skeeter has a policy of continuing product improvement, this product may not be exactly as described in this Owner's/Operator's Manual. Specifications are subject to change without notice. This manual should be considered a permanent part of this boat and should remain with it even if the boat is subsequently sold.

This document contains many of Yamaha's valuable trademarks. It may also contain trademarks belonging to other companies. Any references to other companies or their products are for identification purposes only, and are not intended to be an endorsement.

RECORD IMPORTANT INFORMATION!

In addition to this manual, your Skeeter boat is supplied with component manufacturer information such as instructions, warranties, or other important information. Read these materials carefully.

Safeguard information about your Skeeter boat by recording the Hull Identification Number (HIN) and the model of your boat, and the model and serial numbers of your outboard motor, trailer, and accessories.

Your HIN is located on the top right side of the transom, above the water line. The U.S. Coast Guard requires that your HIN be permanently affixed and remain on the top right side of the transom.





Hull

HIN _____

Date Purchased _____

Dealer/Phone _____

Ignition Key Number _____

Registration Number/State _____

Outboard Motor

Model # _____

Serial # _____

Trailer

Model # _____

Serial # _____

Accessory

Model # _____

Serial # _____

Trolling Motor

Model # _____

Serial # _____

Accessory

Model # _____

Serial # _____

Accessory

Model # _____

Serial # _____

The identification numbers are important! Keep a copy of these numbers stored in a safe place off the boat. In case of theft, damage, etc., report these numbers to the local authorities, your insurance agent, and your Skeeter Dealer.



BOATING CHECKLIST

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

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.)
- 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 tiltage 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 tiltage 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 a firm and continuous grip on the steering wheel

RECOMMENDED ON-PLANE SEATING LOCATIONS

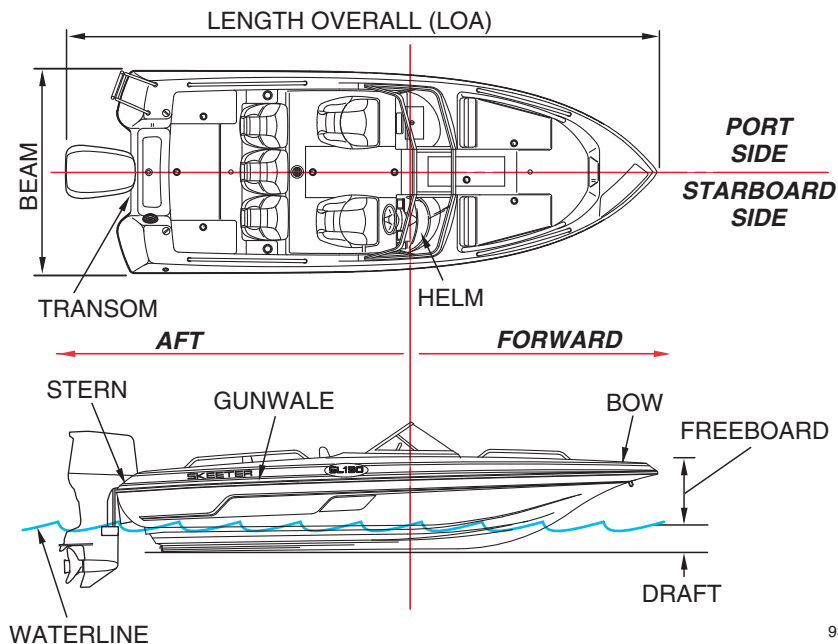


**WARNING**

DO NOT RIDE OR OPERATE BOAT WHEN UNDER POWER OF MAIN ENGINE WHILE SEATED OR LYING ON ELEVATED DECK AREAS. THIS BOAT SHOULD BE OPERATED ONLY BY A TRAINED AND EXPERIENCED OPERATOR. FAILURE TO HEED THIS WARNING MAY RESULT IN INJURY.



BOATING TERMINOLOGY



9343-001A

* An easy way to remember PORT side from STARBOARD side is “PORT” and “LEFT” both have four letters.



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IMPORTANT MANUAL INFORMATION

In this manual, information of particular importance is distinguished in the following ways:



The Safety Alert Symbol means

ATTENTION! BECOME ALERT!

YOUR SAFETY IS INVOLVED!



WARNING

Failure to follow **WARNING** instructions could result in severe injury or death to the boat operator or passengers, a bystander, or a person inspecting or repairing the boat.

CAUTION

A **CAUTION** indicates special precautions that must be taken to avoid damage to the boat.

NOTE: A **NOTE** provides key information to make procedures easier or clearer.



SAFETY INFORMATION

The safe use and operation of this boat is dependent upon the use of proper operating techniques, as well as upon the common sense, good judgment, and expertise of the operator. Every operator should know the following requirements before operating the boat.

- Before operating the boat, read this Skeeter Owner's/Operator's Manual, the Owner's/Operator's Manual for the outboard motor, the literature for all other equipment supplied with your boat or trailer, and all warning and caution labels on the boat, motor, and trailer. These materials should give you an understanding of the boat and its operation.
- Never allow anyone to operate this boat until they too have read the Owner's/Operator's Manual and all warning and caution labels.

LIMITATIONS ON WHO MAY OPERATE THE BOAT

- Skeeter recommends a minimum operator age of 16 years old.
- Adults must supervise use by minors.
- Know the operator age and training requirements for your state. A boating safety course is recommended and may be required in your state. You can find local rules by contacting the United States Coast Guard (USCG), the National Association of State Boating Law Administrators, or your local Power Squadron.
- This Skeeter boat has maximum capacities for number of passengers and weight on board. Never exceed these maximum load limits. Weight distribution affects performance. Keep weight in the boat low and evenly distributed from side-to-side and front-to-back. Remove any unnecessary cargo and store it on shore.



Overpowering / Overloading

DO NOT overpower or overload your boat. Your boat is equipped with a required capacity plate indicating the maximum acceptable power and load as determined by the manufacturer following certain Federal guidelines. In doubt, contact your Skeeter Dealer.



Typical Capacity Plate
Figure 1-1



Using an outboard motor that exceeds the maximum horsepower limit of a boat can:

- Cause loss of boat control.
- Place too much weight at the transom, altering the design flotation characteristics of the boat.
- Cause structural damage.

Overpowering a boat can result in serious injury, death, or boat damage.



WARNING

DO NOT overpower or overload your boat.

BOAT SETUP

Your Skeeter boat is shipped from Skeeter with almost all the necessities to operate your boat. Not all boats will be equipped as others, since you have the option on how to accessorize and equip your boat.

The installation of your outboard motor is already done by Skeeter. The installation height may have to be adjusted to optimize and maximize its performance. (The installation height is the distance from the bottom of the cavitation plate to the top of the straight edge.) The installation height should never be adjusted by someone who is not qualified to establish the correct installation height. The installed height is based on an average, since Skeeter cannot predetermine your boat's loads or uses. The addition of add-ons or accessories which can inhibit performance and safety should never be added as a means of trying to increase performance. If you believe you are experiencing poor performance, contact your Skeeter Dealer.



A jack plate is sometimes used on boats to adjust engine installation height. Do not use a jack plate on your Skeeter boat unless it is specifically designed for one, and then only use the Skeeter-recommended jack plate. Other jack plate installations are considered misuse and are not covered by warranty.

For jack plate operation, see the operation manual that came with your boat.



WARNING

Do not attempt to alter your Skeeter boat to increase performance. Modifications could make your boat unsafe to use, increasing the risk of severe injury or death.

Engine Stop Switch and Cord Lanyard

Your Skeeter boat is equipped with an engine stop switch and cord lanyard. Skeeter strongly recommends that the cord lanyard be secured to the operator and the lock plate attached to the engine stop switch prior to starting the engine and anytime the engine is operating.

This device is designed to turn off the engine whenever the operator moves far enough away from the helm to activate the switch. It is strongly recommended that the operator use the cord lanyard.



WARNING

- **Attach the engine stop switch cord lanyard to a secure place on your clothing, arm, or leg while operating.**
- **Avoid accidentally pulling the cord lanyard during normal operation. Loss of engine power means loss of most steering control. Also, without engine power, the boat could slow rapidly. This could cause people and objects in the boat to be thrown forward.**
- **DO NOT attach the cord lanyard to clothing that could tear loose. DO NOT route the cord lanyard where it could become entangled, preventing it from functioning.**

DESIGN AND CONSTRUCTION

The U.S. Coast Guard (USCG) has regulations which describe minimum standards of safety. All Skeeter boats have been certified by the National Marine Manufacturers Association (NMMA) to meet or exceed all USCG requirements and American Boat & Yacht Council (ABYC) standards such as:

- Flotation
- Capacity
- Fuel System
- Ventilation
- Wiring
- Sound signaling device and navigation lights

REQUIRED EQUIPMENT

The following USCG safety equipment must be provided by the owner and carried onboard.

- Life Jackets: One wearable life jacket for each person on board. Life jackets must be USCG-approved and in good and serviceable condition (see **OPERATIONAL REQUIREMENTS** on page 1-8 for more information).
- Throwable Device: At least one USCG-approved throwable flotation device (Type IV).
- Fire Extinguisher: At least one Marine Type USCG hand-held, portable fire extinguisher (Type B-I or B-II).
- Visual Distress Signals: It is recommended that a USCG-approved pyrotechnic device be stored on your boat. A mirror or distress flag can also be used as an emergency signal.

Your Skeeter Dealer will be happy to assist you with these requirements.

ADDITIONAL EQUIPMENT RECOMMENDATIONS

The following equipment can help make your boating experience safer and more enjoyable:

- Cell phone and charger
- Mooring fenders and lines for docking
- Anchor with suitable line (a “Danforth” type anchor and line that is at least 6 times the depth of the water where you will drop anchor are recommended)
- Manual-type bilge pump
- First aid kit
- Waterproof flashlight with extra batteries
- Tool kit with assorted screwdrivers, pliers, wrenches (including metric sizes), and electrical tape
- Oar or paddle (look for one with a boat hook on the other end)
- Spare parts, such as an extra set of spark plugs and fuses
- Navigation charts or mobile app for the waters where you will be boating
- Towrope
- Portable GPS or marine navigation app



OPERATIONAL REQUIREMENTS

- The operator and all passengers should wear a USCG-approved life jacket. USCG regulations require that the proper number and type of life jackets be aboard the boat for each adult passenger and worn by each child under 13 years old. However, some foreseeable accidents could happen so quickly on any boat that there would not be time to put on a life jacket. Therefore, Skeeter recommends life jacket use at all times while the boat is in operation.
- Eye protection is recommended to keep wind, water, and glare from the sun out of your eyes while you operate your Skeeter boat. Restraining straps for eyewear are made which are designed to float should your eyewear fall into the water.
- Footwear and gloves are recommended.
- NEVER operate the boat after consuming alcohol or taking drugs.
- For reasons of safety and proper care of your Skeeter boat, always perform the pre-operation checks listed on page 1-13 before operating.
- Passengers must always sit in a designated seating area, place feet on the deck, and hold on to the hand grips when the boat is in motion.
- Always consult your doctor on whether it is safe for you to ride in this boat if you are pregnant or in poor health.
- Do not attempt to modify this Skeeter boat! Modifications to your boat may reduce safety and reliability, and render the boat unsafe or illegal to use.
- Attach the engine stop cord (lanyard) to the operator's life jacket and keep it free from steering wheel or other controls so that the engine stops if the operator accidentally leaves the helm. Failure to attach the engine stop cord could result in a runaway boat if the operator is ejected.
- After operation, remove the engine stop cord and the keys to avoid accidental starting or unauthorized use by children or others.



CRUISING LIMITATIONS

- Scan constantly for people, objects, and other watercraft. Be alert for conditions that limit your visibility or block your vision of others.
 - Operate defensively at safe speeds and keep a safe distance from people, objects, and other watercraft.
 - Do not follow directly behind other boats.
 - Do not go near others to spray or splash them with water.
 - Avoid sharp turns or other maneuvers that make it hard for others to avoid you or understand where you are going.
 - Avoid areas with submerged objects or shallow water.
 - Operate within your limits and avoid aggressive maneuvers to reduce the risk of loss of control, ejection, and collision.
- This is a high-performance boat – not a toy. Sharp turns or jumping waves or wakes can increase the risk of back/spinal injury (paralysis), facial injuries, and broken legs, ankles, and other bones. Do not jump waves or wakes.
 - Do not operate the boat in rough water, bad weather, or when visibility is poor; this may lead to an accident causing injury or death. Be alert to the possibility of bad weather. Take note of weather forecasts and the prevailing weather conditions before setting out in your boat.
 - Leave a “float plan” with a responsible person on shore. Tell where you plan to go and when you plan to arrive, and provide a description of your boat. Advise this person if your plans change and also when you arrive to prevent false alarms. A sample float plan is included in this manual.



HAZARD INFORMATION

- Never start the engine or let it run for any length of time in an enclosed area. Exhaust fumes contain carbon monoxide, a colorless, odorless gas that may cause death within a short time. Always operate the boat in an open area.
- Do not use the reverse function to slow down or stop the boat as it could cause you to lose control, be ejected, or impact the steering wheel or other parts of the boat. This could increase the risk of serious injury. It could also damage the shift mechanism.
- Reverse can be used to slow down or stop during slow-speed maneuvering, such as when docking. Once the engine is idling, shift to reverse and gradually increase engine speed. Make sure that there are no obstacles or people behind you before shifting into reverse.

- Stop the engine and remove the clip from the engine stop switch before removing any debris or weeds which may have collected around the propeller.

NIGHT OPERATION

When using your boat before dawn or after dusk, you must have both bow and stern lights operating. When at anchor in the dark, the stern light must be lit. See **Section 6** for more information.



WATER-SKIING

- Some Skeeter boats are equipped to tow a water-skier, using the tow cleat or ski pylon provided.
- It is the boat operator's responsibility to be alert to the safety of the water-skier and others. Know and follow all state and local water-skiing regulations in effect for the waters in which you will be operating.
- The following are some important considerations for minimizing risks while water-skiing.
- The skier should wear an approved PFD, preferably a brightly colored one so boat operators can see the skier.
- The skier should wear protective clothing. Severe internal injuries can occur if water is forced into body cavities as a result of falling into the water or while reboarding. The skier should wear a wetsuit bottom or clothing that provides equivalent protection. Such clothing includes thick, tightly woven, sturdy, and snug-fitting apparel such as denim, but does not include spandex or similar fabrics like those used in bicycle shorts.
- A second person should be on board in a rear-facing seat as a spotter to watch the skier; in most states it is required by law. Let the skier direct the operator's control of speed and direction with hand signals.
- When preparing to pull a skier, operate the boat at the slowest possible speed until the boat is well away from the skier and slack in the towrope is taken up. Make sure that the rope is not looped around anything.
- After checking that the skier is ready and that there is no traffic or other obstacles, apply enough throttle to raise the skier.
- Make smooth, wide turns. The boat is capable of very sharp turns, which could exceed the abilities of the skier. Keep the skier at least 50 meters (150 feet), about twice the distance of a standard towrope, away from any potential hazard.
- Be alert to the hazard of the towrope handle snapping back at the boat when the skier falls or is unable to get up on the skis.



TO GET MORE BOATING SAFETY INFORMATION

Be informed about boating safety. Additional publications and information can be obtained from many organizations, including the following.

United States Coast Guard
Boating Safety Division
2100 2nd Street, Stop 7581
Washington, D.C. 25093-1062

Boating Safety Websites

U.S. Coast Guard
www.uscgboating.org

U.S. Coast Guard Auxiliary
www.cgaux.org

National Association of State Boating Law
Administrators
www.nasbla.org

National Safe Boating Council
www.safeboatingcouncil.org

National Water Safety Congress
www.watersafetycongress.org

Boat Education and Training

The Online Boating Safety Course is available at <http://www.boatus.org>. Upon successful completion of 80% or better, the user can request a certificate of completion by mail or can download one immediately. The Online Boating Safety Course, provided by the Boat/US Foundation, is approved by the National Association of State Boating Law Administrators (NASBLA) and recognized by the United States Coast Guard. This course meets the education requirement for those states that recognize non-proctored, NASBLA-approved courses.



ACCIDENT REPORTING

Boat operators are required by law to file a Boating Accident Report with their state boating law enforcement agency if their boat is involved in any of the following accidents:

1. There is loss of life or probable loss of life.
2. There is personal injury which requires medical attention beyond first aid.
3. There is damage to boats or other property which exceeds \$500.00.
4. There is complete loss of a boat.

Contact local law enforcement personnel if a report is necessary.

PRE-OPERATION CHECKS CHECKLIST

Before operating this boat, perform the following checks:

If any item in the Pre-Operation Check is not working properly, have it inspected and repaired before operating your boat. Otherwise an accident could occur.

NOTE: Pre-operation checks should be made each time the boat is used. This procedure can be accomplished thoroughly in a short time. The added safety and reliability the checks assure is worth the time involved.



CHECK POINTS

Perform the following in addition to the pre-operation check points provided in your outboard motor owner's manual.

Steering

Make sure the wheel is not loose. There should not be any free play, either in-and-out or in rotation. Turn the steering wheel full-right and full-left to make sure operation is smooth and unrestricted throughout the whole range.

Keep the steering cable end clear of obstructions such as wiring, control cables, fuel lines, tow lines, and mooring lines.

Keep moving parts clean and lubricated.

Inspect the steering cable for kinks, damage, or corrosion.

Throttle and Shifting

Operate the throttle lever several times to make sure there is no hesitation in its travel. Operation should be smooth over the complete range of motion. See your outboard owner's manual for more information.

Fire Extinguisher

Make sure the fire extinguisher is aboard, full, and in serviceable condition. See the instructions supplied by the fire extinguisher manufacturer to determine proper indication of condition.



WARNING

Always carry a fire extinguisher on board.

Hull

Before launching, check the hull of your boat for cracks or damage.



Drainage System

Self-Bailing Deck: Most water which enters the deck area bails automatically out the stern through the large drain hole in the deck. A one-way check valve in the drain prevents water from traveling back to the deck during mooring or while moving in reverse.

Bilge Pump: Your Skeeter boat is equipped with a drainage system that channels water entering the boat from the storage compartments to the bilge under the engine compartment. When the pump is on, most of the water in the bilge will drain through the outlet. For manual bilge pump systems, the pump will operate when the bilge pump switch is turned on. If your boat is equipped with an automatic bilge pump, the pump will sense when there is excessive water in the bilge and will automatically turn on.

On boats equipped with an automatic bilge system, the bilge switch can be used to override the automatic system and to test the bilge pump. When the switch is activated, listen to hear if the pump is operating. It may not pump water unless water is present. Do not operate the bilge pump continuously when it is dry.

Inspect the bilge area frequently for evidence of excessive water. Continuous operation of the bilge pump can indicate excessive water entering the bilge. Debris can also prevent the pump from operating or make it operate continuously. Test the bilge pump at regular intervals. Make sure no debris is blocking the bilge pump float.

Drain Plug: A drain plug is located at the center of the stern to allow more complete draining when the boat is removed from the water.



Lights

Check for proper operation of the bow, stern, and instrument lights by pressing the switch on the control panel. If the stern light is not installed, remove it from the storage area, lift the socket cover, and install it into the socket to check operation.

Horn

Press the horn switch to be sure the horn operates.

Fuel and Oil

Follow your outboard motor owner's manual for information about the proper fuel and oil for your motor.

Engine Stop Switch

First, place the boat in the water to provide adequate engine cooling. Start the engine, and then remove the engine stop switch clip, and verify that the engine stops. See your outboard motor owner's manual for more information.

ENJOY YOUR SKEETER BOAT RESPONSIBLY

You share the areas you enjoy when operating your boat with others and with nature. So your enjoyment includes a responsibility to treat these other people, and the lands, waters, and wildlife with respect and courtesy. Whenever and wherever you are boating, think of yourself as the guest of those around you. Remember, for example, that the sound of your boat may be music to you, but it could be just noise to others. And the exciting splash of your wake can make waves others won't enjoy. Avoid riding close to shoreline homes and waterfowl nesting areas or other wildlife areas, and keep a respectful distance from fishermen, other boats, swimmers, and populated beaches. When travel in areas like these is unavoidable, operate slowly. Remember that pollution can be harmful to the environment. Do not refuel or add oil where a spill could cause damage to nature. And keep your surroundings pleasant for the people and wildlife that share the waterways: don't litter!



When you go boating responsibly, with respect and courtesy for others, you help ensure that our waterways stay open for the enjoyment of a variety of recreational opportunities.

Foreign Species

If you trailer your boat from lake to lake, you may unknowingly introduce a foreign aquatic species from one lake to the next. Thoroughly clean the boat below the water line, remove all weeds and algae, and drain the bilge before launching the boat in a new body of water.

Fuel / Oil Spillage



WARNING

Fumes from rags can collect in the bilge and be extremely hazardous. Do not store rags used to wipe up fuel or solvent spills in the boat. Dispose of rags properly ashore.

The spilling of fuel or oil into our waterways contaminates the environment and is dangerous to wildlife. Do not discharge or dispose of fuel, oil, or other chemicals into the water; it is prohibited and you can be fined. These are two common, accidental types of discharge:

- Overfilling the fuel tanks
- Pumping contaminated bilge water



Discharge / Disposal of Waste

Waste means all forms of garbage, plastics, recyclables, food, wood, detergents, sewage, and even fish parts in certain waters – in short, nearly everything. We recommend you bring back everything you take out with you for proper disposal ashore.

Use an approved pump-out facility at your marina. Many areas prohibit the discharge of sewage overboard or even an operable overboard waste discharge.

Excessive Noise

Noise means engine noise, radio noise, or even voices. Many bodies of water have adopted noise limits. Music and loud conversation can carry a considerable distance on water, especially at night. Be sure to follow regulations and be courteous.

Wake / Wash



WARNING

You are responsible for injury and damage caused by your wake/wash.

Be alert for NO WAKE zones. Prior to entering a no wake zone, come off plane to the slowest steerable speed. Use caution when operating around smaller crafts, in channels and marinas, and in congested areas.



BASIC RULES OF THE ROAD

RULES OF THE ROAD

Operation of your boat must be in accordance with the rules and regulations governing the waterway on which it is used. Just as there are rules that apply when you are driving on streets and highways, there are waterway rules that apply when you are operating your boat. These rules are used internationally, and are also enforced by the United States Coast Guard and local agencies. You should be aware of these rules, and follow them whenever you encounter another vessel on the water.

Several sets of rules prevail according to geographic location, but are all basically the same as the International Rules of the Road. The rules presented here in this Owner's/Operator's Manual are condensed, and have been provided for your convenience only. Consult your local U.S. Coast Guard Auxiliary or Department of Motor Vehicles for a complete set of rules governing the waters in which you will be operating your boat.

Steering and Sailing Rules

Whenever two vessels on the water meet one another, one vessel has the right-of-way; it is called the “stand-on” vessel. The vessel that does not have the right-of-way is called the “give-way” or “burdened” vessel. These rules determine which vessel has the right-of-way, and what each vessel should do.

Stand-On Vessel

The vessel with the right-of-way has the duty to continue its course and speed, except to avoid an immediate collision. When you maintain your direction and speed, the other vessel will be able to determine how best to avoid you.



Give-Way Vessel

The vessel which does not have the right-of-way has the duty to take positive and timely action to stay out of the way of the stand-on vessel. Normally, you should not cross in front of the vessel with the right-of-way. You should slow down or change directions briefly and pass behind the other vessel. You should always move in such a way that the operator of the other vessel can see what you are doing.

The General Prudential Rule regarding the right-of-way is that if a collision appears unavoidable, neither boat has the right-of-way. Both boats must avoid the collision. In other words, follow the standard rules except when a collision will occur unless both vessels try to avoid each other. If that is the case, both vessels become give-way vessels.

RULES WHEN ENCOUNTERING VESSELS

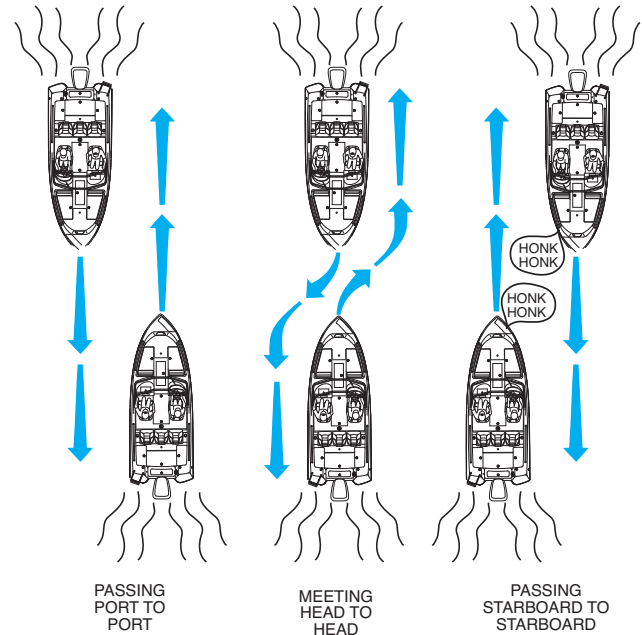
There are three main situations that you may encounter with other vessels which could lead to a collision unless the Steering Rules are followed:

- Meeting: you are approaching another vessel head-on
- Crossing: you are traveling across another vessel's path
- Overtaking: you are passing or being passed by another vessel

BASIC RULES OF THE ROAD

Meeting

If you are meeting another power vessel head-on, and are close enough to run the risk of collision, neither of you has the right-of-way! Both of you should alter course to avoid an accident. You should keep the other vessel on your port (left) side. This rule does not apply if both of you will clear one another if you continue on your set course and speed.



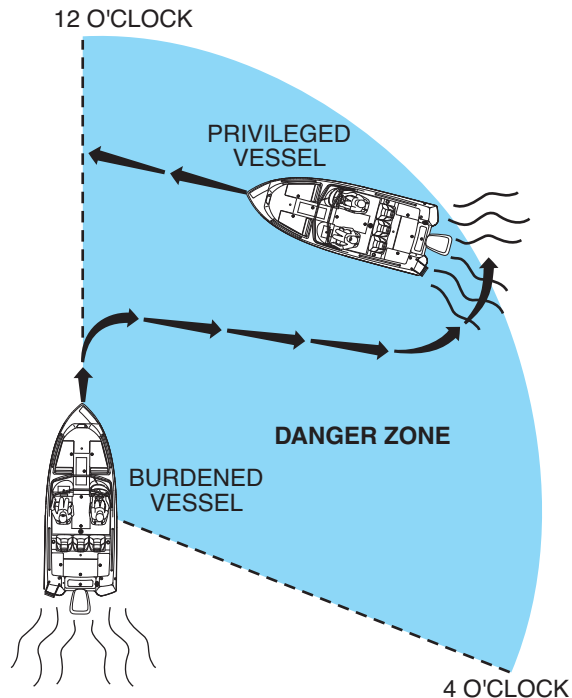
9343-005

Figure 2-1



Crossing

In crossing situations, the boat to the right from the 12 o'clock to the 4 o'clock position has the right-of-way and must hold course and speed. The boat without right-of-way must yield and pass to the stern of the privileged boat. Boats going up and down a river have the right-of-way over boats crossing the river.



9343-004

Figure 2-2

BASIC RULES OF THE ROAD

Overtaking

If you are passing another vessel, you are the give-way vessel. This means that the other vessel is expected to maintain its course and speed. You must stay out of its way until you are clear of it. Likewise, if another vessel is passing you, you should maintain your speed and direction so that the other vessel can steer itself around you.

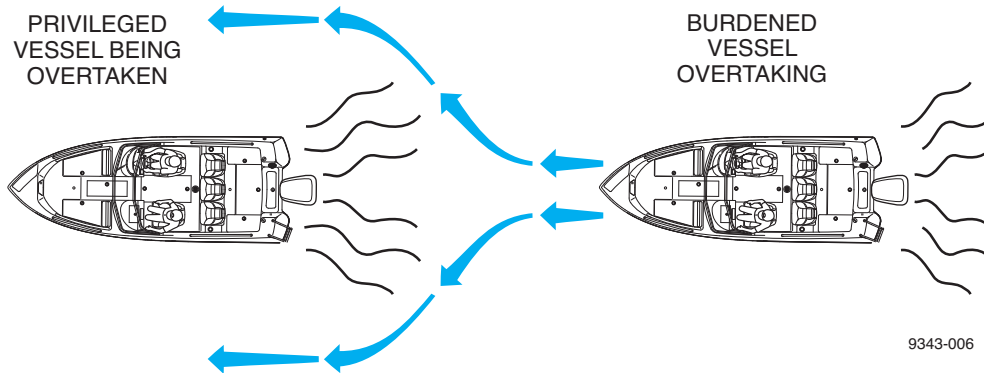


Figure 2-3



Other Special Situations

There are three other rules you should be aware of when operating your boat around other vessels.

Narrow Channels and Bends

When navigating in narrow channels, you should keep to the right when it is safe and practical to do so. If the operator of a power-driven vessel is preparing to go around a bend that may obstruct the view of other water vessels, the operator should sound a prolonged blast of 4-6 seconds on the horn. If another vessel is around the bend, it too should sound the horn. Even if no reply is heard, however, the vessel should still proceed around the bend with caution.

Fishing Vessel Right-of-Way

All vessels fishing with nets, lines, or trawls are considered to be “fishing vessels” under the International Rules. Vessels with trolling lines are not considered fishing vessels. Fishing vessels have the right-of-way regardless of position. Fishing vessels cannot, however, impede the passage of other vessels in narrow channels.

Sailing Vessel Right-of-Way

Sailing vessels should normally be given the right-of-way. The exceptions to this are:

1. When the sailing vessel is overtaking the power-driven vessel, the power-driven vessel has the right-of-way.
2. Sailing vessels should keep clear of any fishing vessel.
3. In a narrow channel, a sailing vessel should not hamper the safe passage of a power-driven vessel that can navigate only in such a channel.

BASIC RULES OF THE ROAD

Reading Buoys and Other Markers

The waters of the United States are marked for safe navigation by the lateral system of buoyage. Simply put, buoys and markers have an arrangement of shapes, colors, numbers, and lights to show which side of the buoy a boater should pass on when navigating in a particular direction. The markings on these buoys are oriented from the perspective of being entered from seaward (the boater is going toward the harbor). Red buoys are passed on your starboard (right) side when proceeding from open water into port, and black buoys are to your port (left) side. An easy way to remember the meaning of the colors is the phrase “red right returning.” When navigating out of the harbor, your position with respect to the buoys should be reversed; red buoys should be to port and black buoys to starboard.

Many bodies of water used by boaters are entirely within the boundaries of a particular state. The Uniform State Waterway Marking System has been devised for these waters. This system uses buoys and signs with distinctive shapes and colors to show regulatory or advisory information. These markers are white with black letters and orange borders. They signify speed zones, restricted areas, danger areas, and general information.

Remember, markings may vary by geographic location. Always consult local boating authorities before riding your boat in unfamiliar waters.



REGULATED / LIMITED ACCESS AREAS

The U.S. Coast Guard (USCG) has regulations to prevent terrorist attacks on U.S. naval vessels, cruise ships, commercial vessels, and critical infrastructure near the water such as:

- Nuclear power plants
- Petroleum facilities
- Bridges
- Dams
- Shipping channels

As a boater, not knowing how to act in certain areas or situations may put you in legal jeopardy, or worse, at risk of personal injury. You can be fined, imprisoned, or fired upon if you are perceived as a security risk. It is best to avoid these areas if possible.

This section is specific to your Skeeter bass boat. The picture or pictures used to show feature(s) and location may show more than your actual boat is equipped with. If you have any questions regarding your specific boat, you can always contact your Skeeter Dealer.

SAFETY LABELS

The safety labels attached to your boat are there to protect you, your occupants, others around you, and your Skeeter boat. Read, know, and understand them.

⚠ WARNING ⚠

DO NOT RIDE OR OPERATE BOAT WHEN UNDER POWER OF MAIN ENGINE WHILE SEATED OR LYING ON ELEVATED DECK AREAS. THIS BOAT SHOULD BE OPERATED ONLY BY A TRAINED AND EXPERIENCED OPERATOR. FAILURE TO HEED THIS WARNING MAY RESULT IN INJURY.

9343-066

WARNING

LEAKING FUEL IS A FIRE AND EXPLOSION HAZARD. INSPECT SYSTEM REGULARLY. EXAMINE FUEL SYSTEM FOR LEAKS OR CORROSION AT LEAST ANNUALLY.

9343-067

⚠ WARNING

Avoid serious injury or death due to ejection from seat. Do not use when boat speed exceeds 5 mph. Remove and stow seat when not being occupied.

9343-064

⚠ WARNING ⚠

Fuel vapors are fire and explosion hazards. Do not store fuel or flammable liquids in this compartment. Ventilation has not been provided.

9343-068

! WARNING

AVOID OBSTRUCTION OF NAVIGATION LIGHTS AND POSSIBLE COLLISION. REMOVE CANVAS BEFORE USING NAVIGATION OR ANCHOR LIGHTS.

9343-070



⚠ WARNING	
	Carbon monoxide (CO) can cause brain damage or death. Engine and generator exhaust contains odorless and colorless carbon monoxide gas. Signs of carbon monoxide poisoning include nausea, headache, dizziness, drowsiness, and lack of consciousness. Get fresh air if anyone shows signs of carbon monoxide poisoning. See Owner's Manual for information regarding carbon monoxide poisoning.

NW-204-08

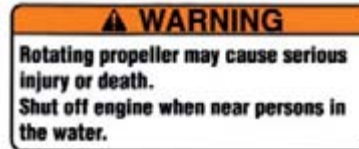
⚠ DANGER	
	Carbon monoxide (CO) can cause brain damage or death. Engine and generator exhaust contains odorless and colorless carbon monoxide gas. Carbon monoxide will be around the back of the boat when engines or generators are running. Move to fresh air, if you feel nausea, headache, dizziness, or drowsiness.

NW-206-07

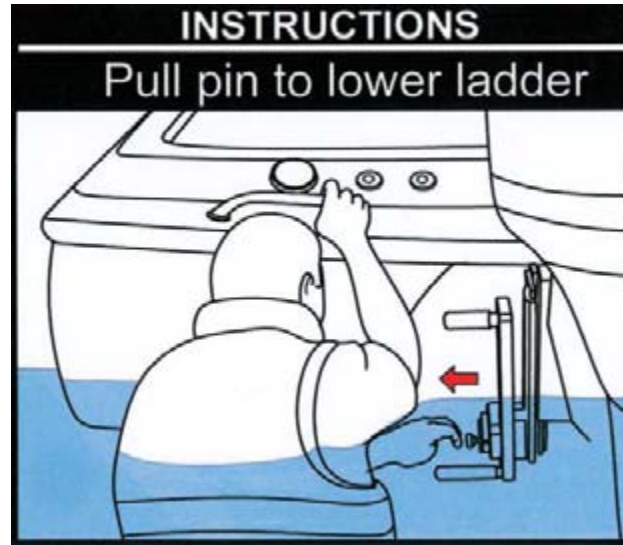
⚠ WARNING
Rotating propeller may cause serious injury or death. Do not approach or use ladder when engine is running.

9343-079





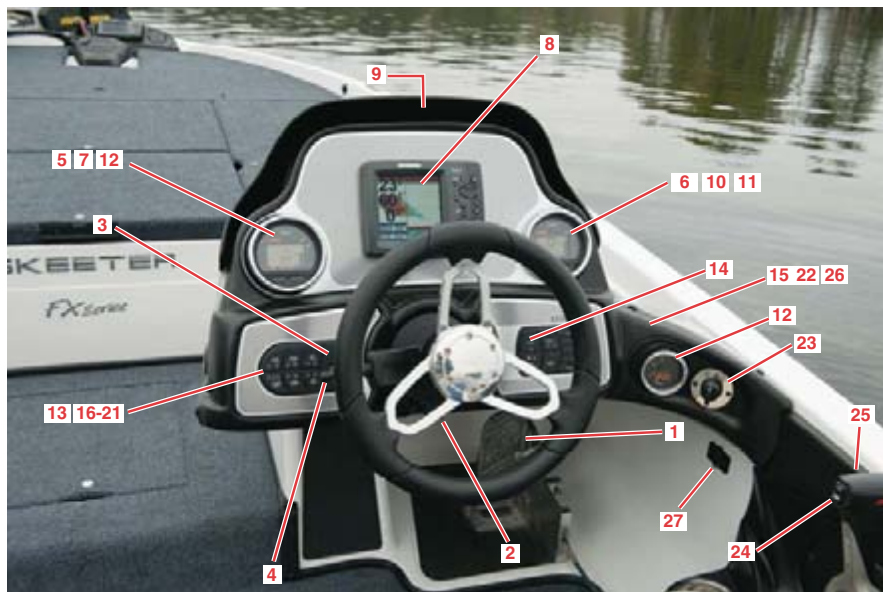
9343-080



9343-078



FX SERIES HELM LAYOUT



SKE-0045-A

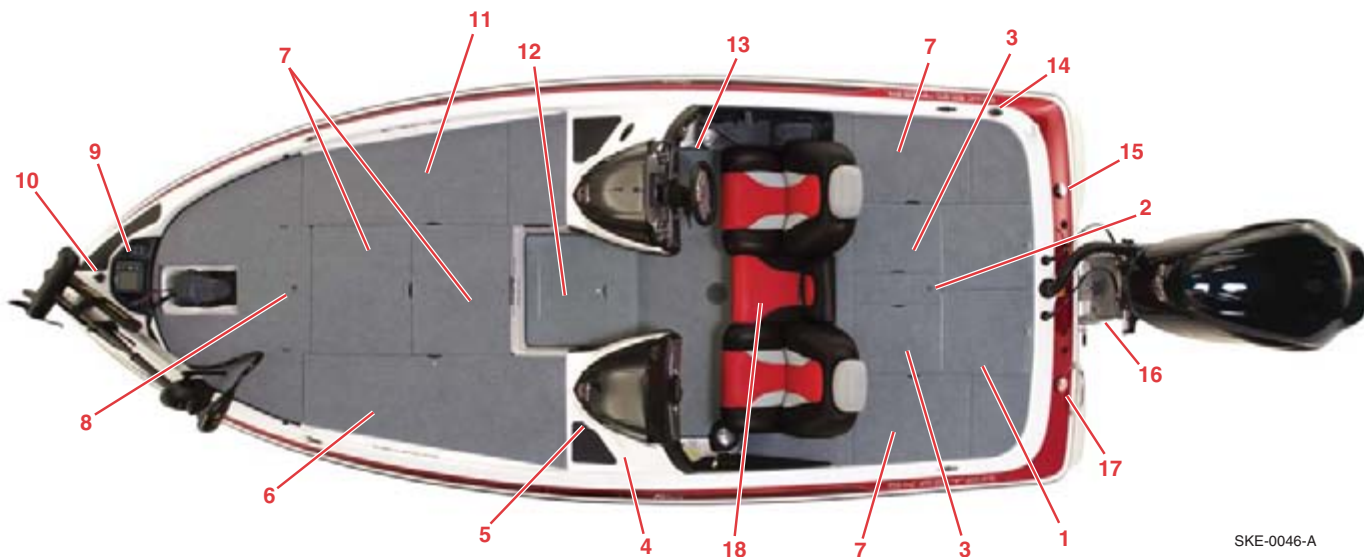
FX Series Helm
Figure 3-1



1. Foot Throttle (Option)
2. Tilt Steering Latch
3. Horn
4. Pro Trim Lever (Option)
5. Fuel Level Gauge
6. Trim Gauge
7. Speedometer
8. Fishfinder/Depthfinder
9. Steering Fluid Fill Cap
10. Tachometer
11. Water Pressure Gauge
12. Voltmeter
13. Boat Switch Panel
14. Power
15. Navigation Lights
16. Port Livewell Fill
17. Starboard Livewell Fill
18. Aerator System-Timer
19. Bilge Pump
20. Starboard Livewell Recirculation Pump
21. Port Livewell Recirculation Pump
22. Courtesy Light
23. Ignition Switch
24. Trim Switch
25. Remote Control
26. DMS (Digital Multifunctional System)
27. 12-Volt Outlet



FX SERIES DECK LAYOUT



SKE-0046-A

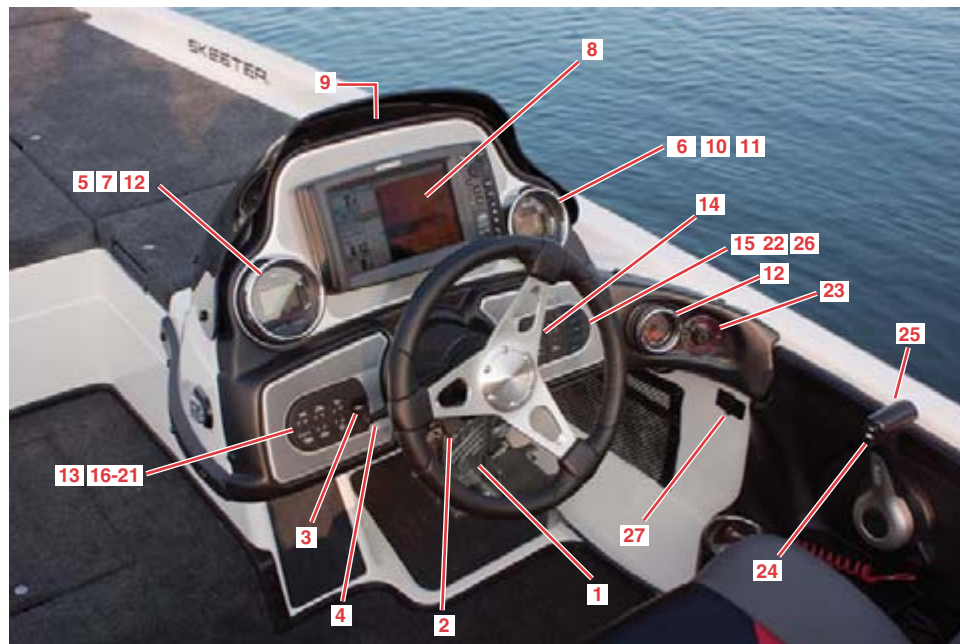
FX Series General Deck Layout
Figure 3-2



1. Bilge Area/Oil Tank/Battery Mounting
2. Stern Seat Mount
3. Livewell
4. Rod Butt Storage
5. Glove Box
6. Rod Box
7. Gear Storage
8. Bow Seat Mount
9. Bow Panel W/Trim Switch
10. Bow Light Receptacle
11. Running Light Storage
12. Floor Cooler
13. Port and Starboard Livewell Drain Controls
14. Anchor Light Receptacle
15. Fuel Inlet Starboard
16. Jack Plate
17. Fuel Inlet Port
18. Under-Seat Cooler



I-CLASS SERIES HELM LAYOUT



SKE-0047-A

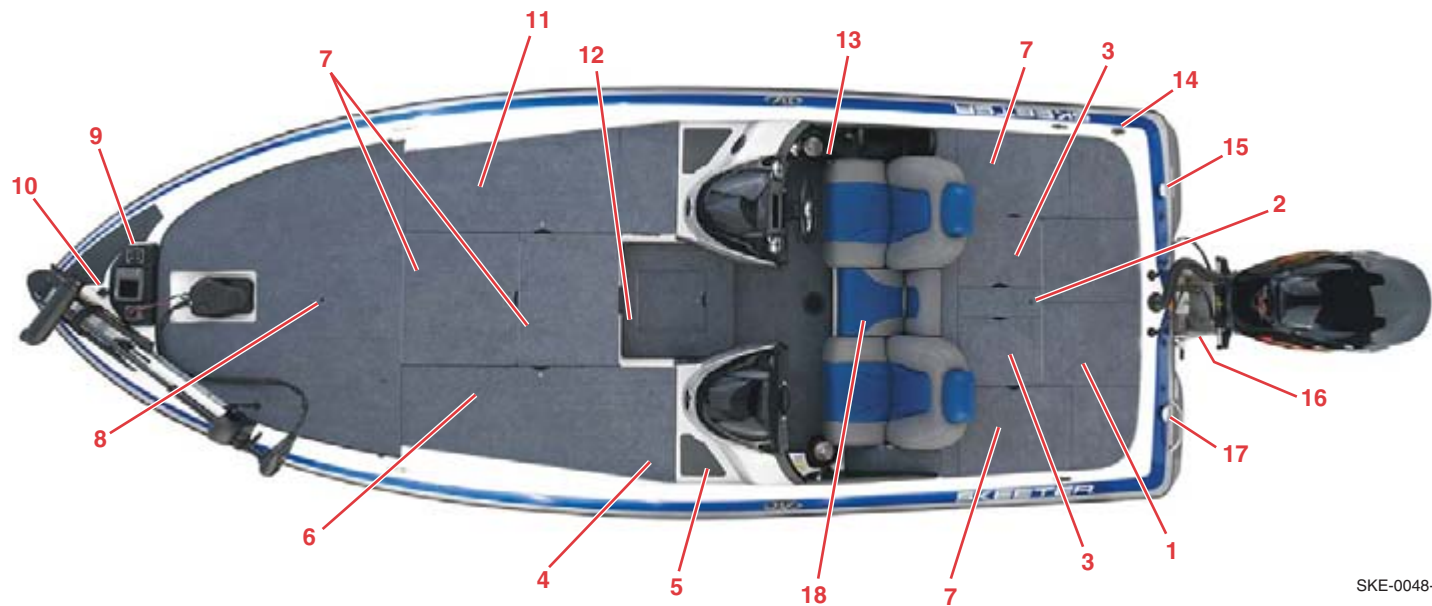
i-Class Series Helm

Figure 3-3

1. Foot Throttle (Option)
2. Tilt Steering Latch
3. Horn
4. Pro Trim Lever (Option)
5. Fuel Level Gauge
6. Trim Gauge
7. Speedometer
8. Fishfinder/Depthfinder
9. Steering Fluid Fill Cap
10. Tachometer
11. Water Pressure Gauge
12. Voltmeter
13. Boat Switch Panel
14. Power
15. Navigation Lights
16. Port Livewell Fill
17. Starboard Livewell Fill
18. Aerator System-Timer
19. Bilge Pump
20. Starboard Livewell Recirculation Pump
21. Port Livewell Recirculation Pump
22. Courtesy Light
23. Ignition Switch
24. Trim Switch
25. Remote Control
26. DMS (Digital Multifunctional System)
27. 12-Volt Outlet



I-CLASS SERIES DECK LAYOUT



SKE-0048-A

i-Class Series General Deck Layout

Figure 3-4

3-10



1. Bilge Area/Oil Tank/Battery Mounting
2. Stern Seat Mount
3. Livewell
4. Rod Butt Storage
5. Glove Box
6. Rod Box
7. Gear Storage
8. Bow Seat Mount
9. Bow Panel W/Trim Switch
10. Bow Light Receptacle
11. Running Light Storage
12. Floor Cooler
13. Port and Starboard Livewell Drain Controls
14. Anchor Light Receptacle
15. Fuel Inlet Starboard
16. Jack Plate
17. Fuel Inlet Port
18. Under-Seat Cooler



ZX PERFORMANCE SERIES

ZX SERIES HELM LAYOUT



SKE-0049-A

ZX Performance Series Helm
Figure 3-5

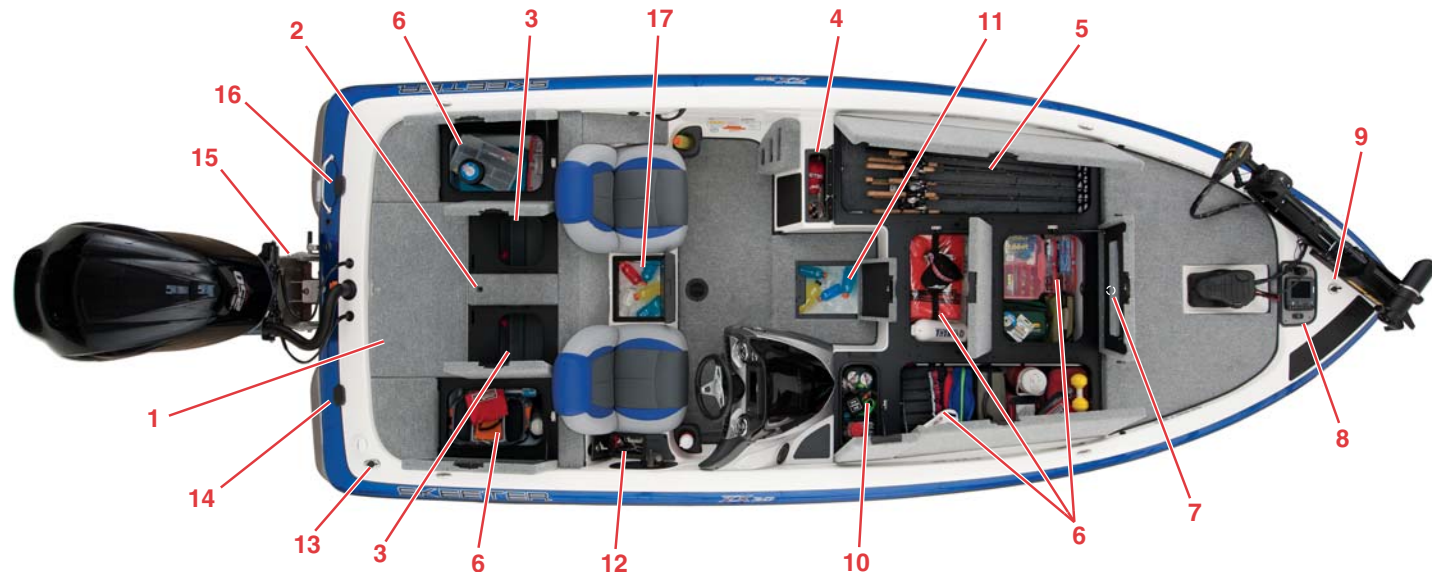
3-12



1. Speedometer
2. Fishfinder
3. Steering Fluid Fill
4. Trim Gauge
5. Tachometer
6. Nav/Anc Switch
7. Fuel Switch
8. Bilge Pump Switch
9. Horn
10. Ignition Switch
11. Engine Remote Control Throttle/Shift
12. Engine Remote Control Trim Switch
13. 12-Volt Outlet
14. Foot Throttle (Option)
15. Power Switch
16. Tilt Steering Latch
17. Pro Trim Lever (Option)
18. Courtesy Light Switch
19. Starboard Recirc Switch
20. Starboard Fill Switch
21. Port Recirc Switch
22. Port Fill Switch
23. Fuel Level Gauge
24. Voltmeter
25. Water Pressure Gauge



ZX SERIES DECK LAYOUT



SKE-0050-A

ZX Series General Deck Layout
Figure 3-6

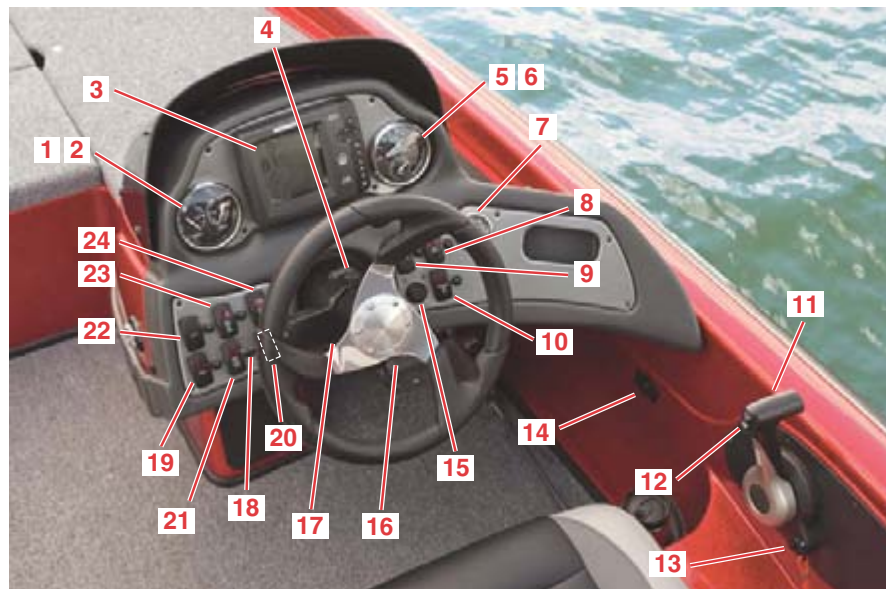
3-14



1. Bilge Area/Oil Tank/Battery Mounting
2. Stern Seat Mount
3. Livewell
4. Glove Box
5. Rod Box
6. Gear Storage
7. Bow Seat Mount
8. Bow Panel W/Trim Switch
9. Bow Light Receptacle
10. Anchor Light Storage
11. Floor Cooler (ZX250, ZX225)
12. Livewell Actuator Switches
13. Anchor Light Receptacle
14. Fuel Inlet Starboard
15. Jack Plate (If Equipped)
16. Fuel Inlet Port
17. Ice Chest



TZX SERIES HELM LAYOUT



SKE-0051-A

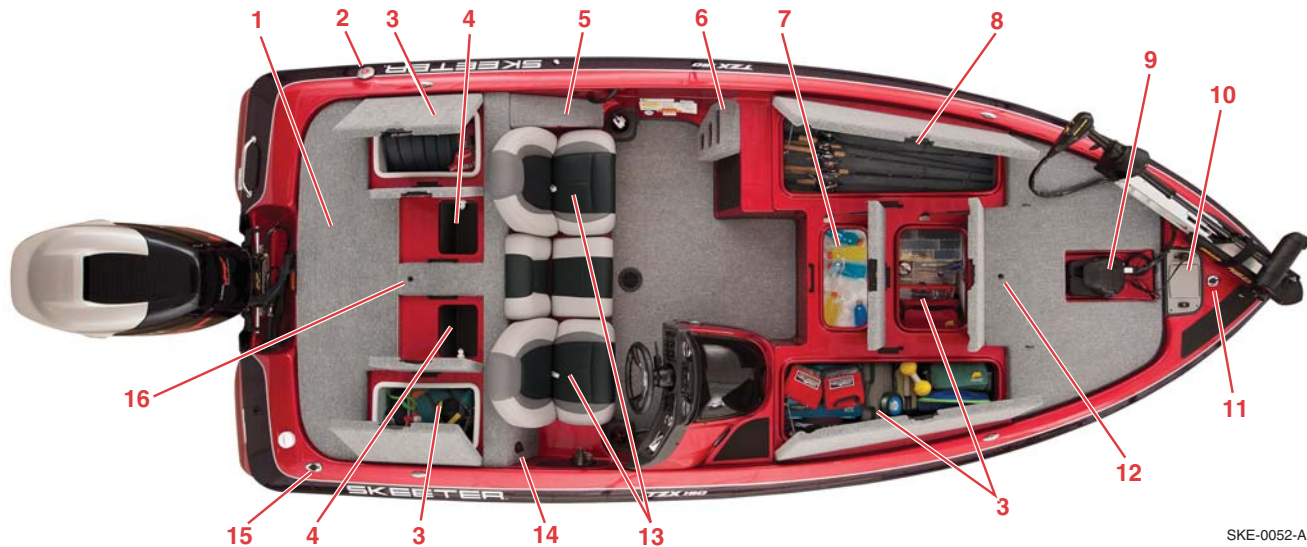
TZX Series Helm
Figure 3-7



1. Fuel Level Gauge
2. Voltage Gauge
3. Fishfinder
4. Steering Fluid Fill
5. Tachometer
6. Engine Trim Gauge
7. Speedometer
8. Nav/Anc Switch
9. Power
10. Courtesy Light Switch
11. Engine Remote Control Throttle/Shift
12. Engine Trim Switch
13. Safety Lanyard and Switch
14. 12-Volt Outlet
15. Ignition Switch
16. Foot Throttle (Option)
17. Tilt Steering Latch
18. Pro Trim Lever (Option)
19. Bilge Pump Switch
20. Starboard Recirc Switch
21. Port Recirc Switch
22. Horn
23. Port Fill Switch
24. Starboard Fill Switch



TZX SERIES DECK LAYOUT



SKE-0052-A

TZX General Deck Layout
Figure 3-8

3-18



1. Bilge Area/Oil Tank/Battery Mounting
2. Fuel Inlet
3. Gear Storage
4. Livewell
5. Passenger Glovebox
6. Rod Butt Storage
7. Cooler
8. Rod Box

9. Trolling Motor Pedal
10. Flush-Mount Graph
11. Bow Light Receptacle
12. Bow Seat Mount
13. Under-Seat Storage
14. Livewell Fill Switch
15. Anchor Light Receptacle
16. Stern Seat Mount



EQUIPMENT

Fuses and Relays

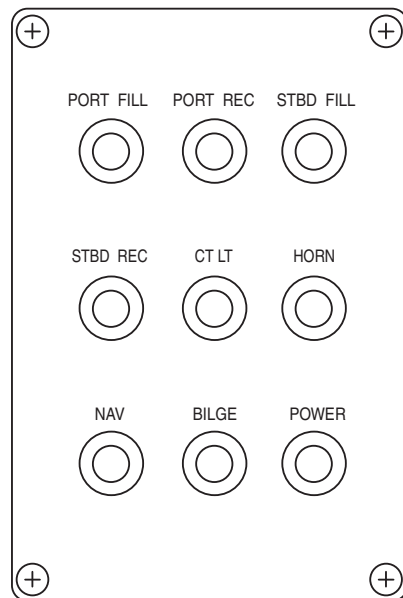
Fuse panel location varies by boat model and is located in the vicinity of the driver console.

Replace a failed fuse or relay with an identical replacement. Identify and correct the cause of the failure before replacing the fuse or relay.



WARNING

Never use a replacement fuse of a different color, size, or amperage rating. An improper fuse can cause damage to the electrical system which could lead to a fire.



SKE-0103-A

ZX Fuse and Relay Panel
Figure 3-9

FX and i-Class Helm Keypad Control System

FX and i-Class boats are equipped with an integrated keypad-style control system. The helm-mounted keypad control panel incorporates button switches that control various boat features. To switch a keypad-controlled feature on or off, press directly on the outlined button of the desired feature on the keypad. Each keypad button uses a lighted LED to indicate if the keypad circuit is on or off.

Keypad Backlight

The keypad panel is equipped with a backlight. The backlight will turn on and stay on when the power button is on. The backlight will turn on for 15 seconds when the power button is off and a keypad button is pressed.

Circuit Protection

The keypad control system is equipped with internal circuit protection. If a circuit draws more than the rated current, the circuit will be turned off and the indicator LED will flash to indicate the circuit was tripped. Before resetting the circuit, determine the cause of the overload and have it fixed. To reset the circuit, push and hold the tripped circuit button in for approximately 5-6 seconds.

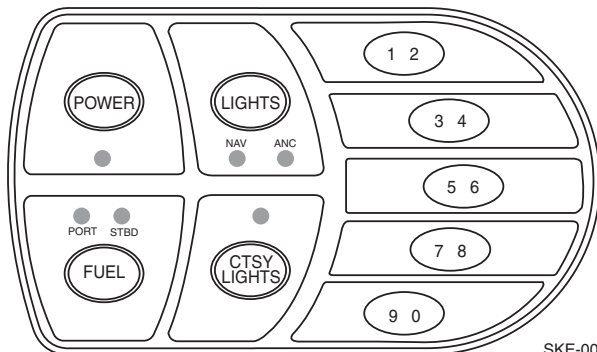


Auto-Power OFF / Power Reconnect

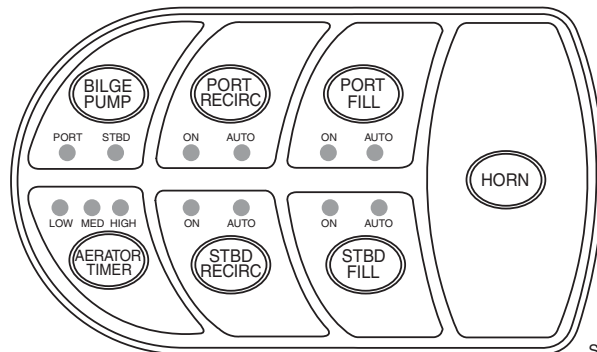
The keypad control system monitors battery voltage and will switch the system OFF when battery voltage falls below 8VDC. If a low voltage condition occurs: before the system shuts down, all electric storage locks will unlock. Whenever main battery supply voltage is reconnected after the system has been in a no-voltage state (power disconnected), the system will unlock all locks.

The keypad will also turn the main power off 10 hours after the operation of the last switch.

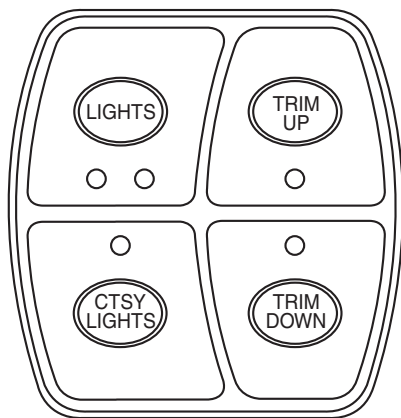
Keypad Button Functions



SKE-0035a-A



SKE-0034a-A



SKE-0033-A

Power

The POWER button controls power ON/OFF to all helm accessory and bow accessory circuits. The power button can only be used when the system is unlocked. All keypad functions are inactive when the power button is off, except for the keyless numeric buttons. When the power is off, if any key except the power key is pressed, the panel will automatically illuminate for 15 seconds.

The POWER button is also used as the “ENTER” key for all security codes. See **Keypad Keyless Lock Security System** on page 3-25.

Nav/Anc Lights

The NAV/ANC button controls power ON/OFF to the navigation and anchor lights. Push the button once to activate both the navigation and anchor lights.

Pushing the button again (twice) activates only the anchor lights, and pushing the button a third time switches off both lights. When navigation lights are activated, the keypad indicator LED is reduced to 60% intensity for night use.

Courtesy Lights

The CTSY LIGHTS button controls power ON/OFF to the courtesy lights located throughout the boat. Push the button once to activate the courtesy lights at full brightness. Pressing and holding the button down (lights on) will dim the courtesy lights. Pushing the button again will switch the courtesy lights off.



Fuel

The FUEL button allows the port or starboard fuel tank level to be indicated on the fuel tank level gauge. The port fuel tank is the default tank upon initial power up. An LED is used to indicate which fuel tank is being indicated by the fuel tank level gauge. Push the FUEL button to switch fuel tank indicators.

Port Fill / Starboard Fill

The PORT and STBD FILL buttons control power ON/OFF to the corresponding livewell fill water pump. Pressing the button once activates the manual mode (constant on) of the livewell water fill pump. Pressing the button again (twice) activates the automatic mode, allowing the aerator timer button to control the livewell fill water pump on/off rate. Pressing the button a third time turns off the livewell fill water pump.

Port Recirculation / Starboard Recirculation

The PORT and STBD RECIRC buttons control power ON/OFF to the corresponding livewell recirculation water pumps. Pressing the button once activates manual mode (constant on) of the livewell recirculation pump. Pressing the button again (twice) activates the automatic mode, allowing the aerator timer button to control the livewell recirculation water pump on/off rate. Pressing the button a third time turns off the livewell recirculation water pump.

Aerator Timer

The AERATOR TIMER button is active only when one of the following buttons are in automatic mode: PORT or STBD FILL, PORT or STBD RECIRC. When any of these buttons are switched to automatic mode, the aerator timer button defaults to low mode (1 minute on, 7 minutes off). Pressing the button once turns on the medium mode (1 minute on, 3 minutes off). Pressing the button again (twice) switches the aerator into high mode (1 minute on, 1 minute off). Pressing the button a third time switches the aerator back to low mode.

Bilge Pump

The BILGE PUMP button controls power ON/OFF to the bilge pump. Pressing the button once activates the port bilge pump. Pressing the button again (twice) activates both the port and the starboard bilge pumps. Pressing the button a third time turns on only the starboard bilge pump. Pressing a fourth time turns off both pumps. The corresponding button LED will illuminate if the bilge is automatically activated by the automatic float switch.

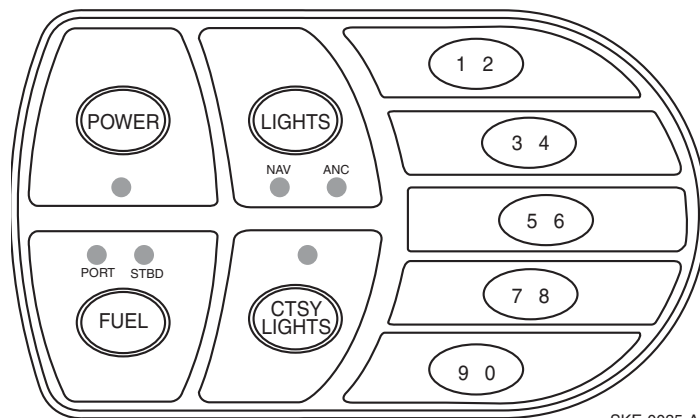
Trim Up / Trim Down

The TRIM UP and DOWN buttons are momentary switches used to activate the engine power trim and tilt system up (out) and down (in).

Keypad Keyless Lock and Security System

The keypad control system incorporates a keyless lock security system to lock and unlock the keypad control system and storage lockers, and activate an alarm if a storage locker is opened when the system is secured.

The keyless lock keypad panel (9-button keypad) has five numeric buttons labeled 1-2, 3-4, 5-6, 7-8, and 9-0. An LED located near the 1-2 button illuminates to indicate when the system is locked. This LED will also flash every time a numbered button is pressed.



SKE-0035-A

The POWER button on the 9-button keypad is also used as the “ENTER” key when entering security codes. When a numeric button sequence is pressed, the POWER button functions as the “ENTER” key for a period of 3 seconds. After entering the numeric code sequence, the POWER button must be pressed within 3 seconds to set the code. If the POWER button is not pressed within 3 seconds, the new code will be ignored and the POWER button will only function to power the system on or off.

Setting Codes

Security codes must be four characters in length. The boat owner initially programs the code by entering the master code. Entering the existing user code or the master code can reprogram the user code.

The user code is reprogrammed as follows:

1. Enter the existing master or user code twice and press the POWER button.
2. Enter the new four-digit user code twice and press the POWER button.

Locking the System

The system can be locked at any time by entering one of the three access codes. When the system is locked, the storage lockers will lock and the keypad buttons are deactivated. All keypad circuits that are on when the system is locked stay on and cannot be changed until the system is unlocked. Also, no additional functions can be activated until the system is unlocked.

When the system is locked, a 12VDC flasher circuit is activated. The flasher circuit is used to sound the boat horn in the event that a locker is opened while the system is in the locked state.

Unlocking the System

The system is unlocked by entering one of the three access codes. When the system is successfully unlocked, the locked LED will turn off, the storage lockers will unlock, the function buttons will become active and the flasher circuit will be deactivated.

Foot Throttle (Option)

An optional foot throttle is available to improve throttle control. The foot throttle allows the boat operator to operate the throttle with both hands on the steering wheel. The foot throttle is equipped with a toe clip for additional safety in extreme operating conditions.

CAUTION

DO NOT shift the engine into gear if it is operating above 900 RPM. Only shift the engine into gear at the recommended idle speed.

Pro Trim (Option)

The pro trim lever allows the boat operator to trim the outboard with both hands on the steering wheel.

NOTE: When the foot throttle and pro trim options are installed, the remote control will only function as a shifter.



Battery Charging System – If Equipped

The battery charging system allows you to charge the batteries without removing the batteries from the boat. See the manufacturer's literature for operating instructions.

Make sure all accessories and outboards are in the OFF position when connecting to the power source and charging the batteries.



WARNING

Do not charge your batteries in the boat unless your boat is equipped with an onboard charging system.

Livewell Systems

Your Skeeter boat is equipped with a livewell system that is designed to keep your fish alive and healthy.

See **LIVWELL OPERATION – 3-WAY VALVE SYSTEM** on page 3-29 for more information.

After each use, rinse the livewell and baitwell (if equipped) with clean fresh water, remove any debris from the pick-up and drain screens, and allow the livewell to air-dry after each use. The pick-up screens are located at the bottom of the transom and the drain screens are located in the livewell or baitwell.

LIVEWELL OPERATION – 3-WAY VALVE SYSTEM

Livewell Actuator Settings

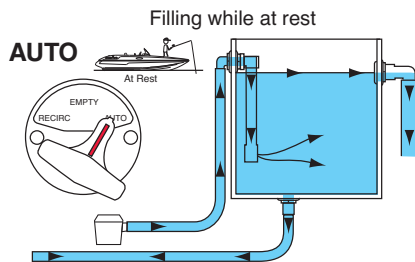


Figure 3-10

AUTO – Off plane: With the actuator in the “AUTO” position and the pump on, the livewell will fill with fresh water. When the livewell is 3/4 full, partial recirculation begins.

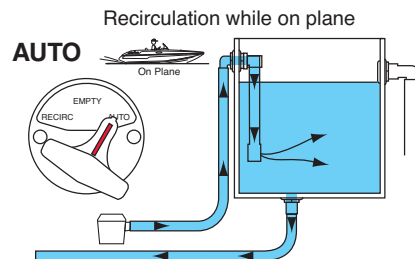


Figure 3-11

AUTO – On plane: While on plane with the actuator in the “AUTO” position and the pump on, the control valve located in the bilge automatically closes to prevent water loss. The water pump is automatically diverted to closed recirculation. When the boat is off plane, the control valve automatically opens to allow fresh water to the livewell. Any water lost through the overflow is automatically replaced when the water pump switch is in the “MANUAL” or “AUTO” position.

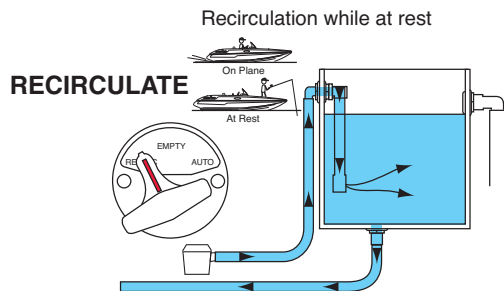
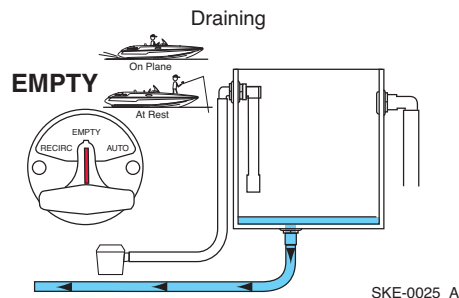


Figure 3-12

RECIRCULATE – On/Off plane: When the actuator is in the “RECIRC” or “AUTO” position, outside water is prevented from entering while the control valve continues to allow the pump to recirculate existing water and aerate the livewell. This position can be used when trailering fish.



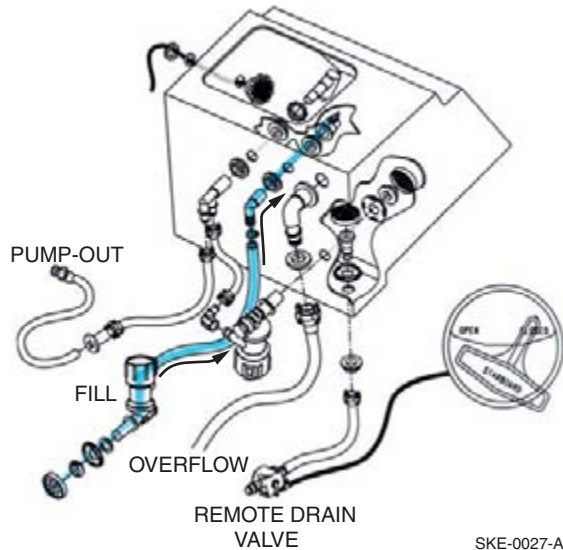
SKE-0025_A

Figure 3-13

EMPTY – On/Off plane: Actuator in “EMPTY” position, drains the livewell but does not allow water to re-enter.

Rinse the livewell and baitwell (if equipped) with fresh clean water, remove any debris from the pick-up and drain screens, and allow the livewell to air-dry after each use. The pick-up screens are located at the bottom of the transom and the drain screens are located in the livewell or baitwell.

FILLING THE LIVEWELL – 2-WAY VALVE SYSTEM



Livewell Fill Water Flow
Figure 3-14

Before filling the livewell, make sure of the following:

- Transom strainer(s) are clean and secured to the water inlet on the transom.
- The boat is in the water, at rest position with unrestricted water flow to the water inlet on the transom.

NOTE: The livewell cannot be filled while the boat is running.

To fill the livewell:

1. Close the actuator to the livewell. The actuator opens and closes the livewell drain valve.
2. Open the fill valve inside the livewell. The fill valve is located on the fill nozzle at the top of the inside of the livewell.



SKE-0028-A

**Fill Valve (shown removed for clarity)
Figure 3-15**

3. Turn on the fill control switch at the helm.
4. Adjust the fill valve inside the livewell for desired water flow.

Troubleshooting the Livewell Fill System

Livewell Does Not Fill

If livewell will not fill and the pump is operating:

- Check the transom drains to determine that they are free of debris.
- Check the “valve” inside the livewell to ensure that it is in the OPEN position.
- Check for airlock, using the main engine; reverse the boat to force water into the transom inlet and pump. This will help determine if the pump is “air locked.” If the pump was “air locked,” water should now begin to flow into the livewell. If the pump remains “air locked,” check fill hose routing for kinks or excessive loops.

If the livewell will not fill and the pump is “not” operating:

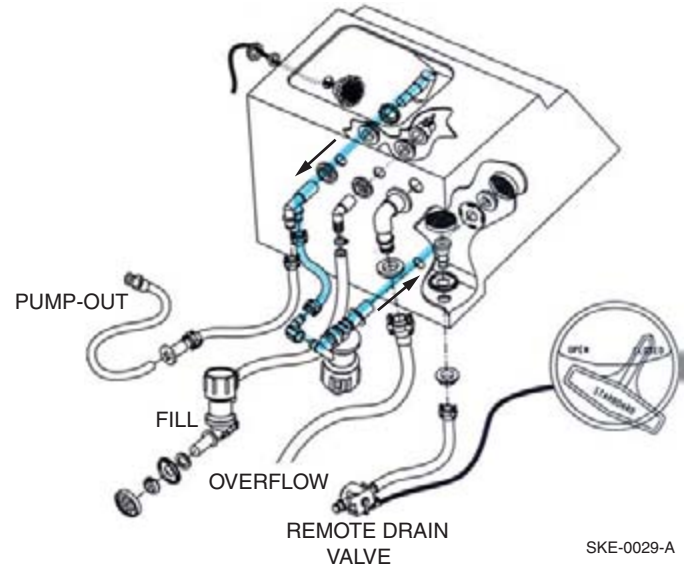
NOTE: To determine if the pump is operating, place your hand on the pump. A slight vibration will be felt if the pump is operating.

- With the boat on the trailer, remove pump cartridge and inspect pump housing.
- Check battery.
- Check pump fuse.
- Check for the presence of voltage at the pump. If voltage is 12 volts or above, replace the pump.

Livewell Overflows

If water is overflowing into the bilge from the livewell, adjust the fill valve in the livewell so that the intake of water is reduced.

LIVEWELL WATER RECIRCULATION - 2-WAY VALVE SYSTEM



**Livewell Recirculation Water Flow
Figure 3-16**



To recirculate the water in the livewell while the boat is “ON” or “OFF PLANE” or while on the boat is on the trailer:

1. Close the actuator valve to the livewell.
2. Fill the livewell if not full.
3. Position the RECIRC button on the helm to the “AUTO” or “ON” position.
4. Position the FILL button on the helm to OFF.
5. Push the pump-out valve inside the livewell IN, if equipped.



SKE-0030a-A

Pump-Out Valve (pushed IN)
Figure 3-17

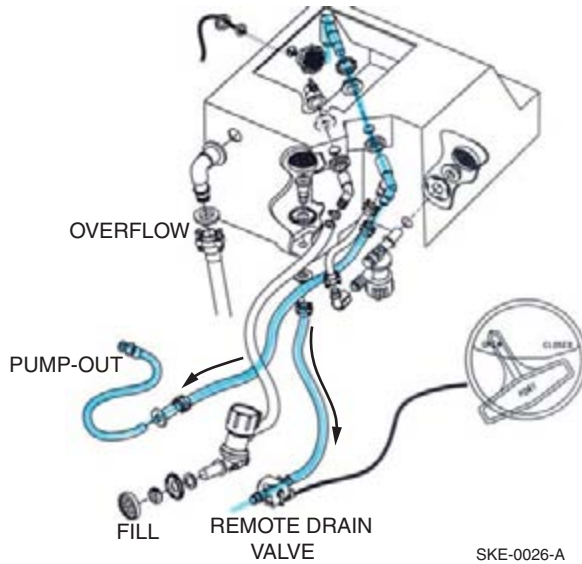
Troubleshooting the Livewell Recirculation System

If the livewell will not recirculate water, verify the following:

- The RECIRC button on the helm is in the “ON” or “AUTO” position and helm RECIRC light is illuminated.
- The pump-out valve inside the livewell is pushed IN.
- The recirc pump is running.

NOTE: To determine if the pump is operating, place your hand on the pump. A slight vibration will be felt if the pump is operating.

LIVEWELL DRAINING



Livewell Drain Water Flow
Figure 3-18

Some livewell drain systems are equipped with an electric “pump-out” motor and a standard gravity drain controlled by a manual actuator valve.

Electric Pump-Out

To partially pump out water from the livewell using the electric pump-out motor while the boat is “ON” or “OFF PLANE” or while on the boat is on the trailer:

1. Pull the “pump-out valve” inside the livewell OUT.



SKE-0031-A

Pump-Out Valve (pulled OUT)
Figure 3-19



2. Position the RECIRC button on the helm in the ON position.
3. Ensure the FILL button on the helm is OFF.

During livewell pump-out operation, water will be discharged through the pump-out rear deck fitting.

Manual Drain

To completely drain the water from the livewell using the gravity drain while the boat is “ON” or “OFF PLANE” or while on the boat is on the trailer:

1. Open the livewell actuator valve.
2. Position the RECIRC button on the helm to OFF.
3. Ensure the FILL button on the helm is OFF.

NOTE: When off plane at a rest position in the water, the livewell will only drain to a level that is equal to the water surrounding the boat.

Troubleshooting the Livewell Drain System

If the livewell will not drain, verify the following:

- The actuator is in the OPEN position.
- The livewell drain screen is not clogged.

If the livewell will not pump out, verify the following:

- The “pump-out valve” in the livewell is pulled OUT.
- The RECIRC button on the helm is ON and the RECIRC pump is ON.

NOTE: To determine if the pump is operating, place your hand on the pump. A slight vibration will be felt if the pump is operating.

- Remove pump cartridge and inspect pump housing.
- Check battery.
- Check pump fuse.

Electric Trolling Motor

See the electric trolling motor Operator’s Manual supplied in your owner’s kit for electric trolling motor operation and maintenance procedures.



Bike Seat

Mount the seat by selecting adjustable power pole and twist to secure to mount.



SKE-0006-A

Bike Seat
Figure 3-20



WARNING

Avoid serious injury or death due to ejection from seat. Do not use when boat speed exceeds 5 mph (8 km/h). Remove and stow seat when not being occupied.

Optional Equipment

Your Skeeter boat may be equipped with many options which cannot all be covered in this manual. Make sure you read and understand all the optional equipment's safety, use, and maintenance literature provided by the manufacturer to maximize the benefits and uses these options have to offer. Contact your Skeeter Dealer for any information or explanation.



NOTES

This image shows a blank sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

MULTI-SPECIES BOATS

This section is specific to your Skeeter multi-species boat. The picture or pictures used to show feature(s) and location may show more than your actual boat is equipped with. If you have any questions regarding your specific boat, you can always contact your Skeeter Dealer.

SAFETY LABELS

The safety labels attached to your boat are there to protect you, your occupants, others around you, and your Skeeter boat. Read, know, and understand them.

⚠ WARNING ⚠

DO NOT RIDE OR OPERATE BOAT WHEN UNDER POWER OF MAIN ENGINE WHILE SEATED OR LYING ON ELEVATED DECK AREAS. THIS BOAT SHOULD BE OPERATED ONLY BY A TRAINED AND EXPERIENCED OPERATOR. FAILURE TO HEED THIS WARNING MAY RESULT IN INJURY.

9343-066

WARNING

LEAKING FUEL IS A FIRE AND EXPLOSION HAZARD. INSPECT SYSTEM REGULARLY. EXAMINE FUEL SYSTEM FOR LEAKS OR CORROSION AT LEAST ANNUALLY.

9343-067

⚠ WARNING

Avoid serious injury or death due to ejection from rotating seat. Lock swivel before boat speed exceeds 5 mph.

9343-061

⚠ WARNING ⚠

Fuel vapors are fire and explosion hazards. Do not store fuel or flammable liquids in this compartment. Ventilation has not been provided.

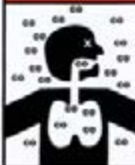
9343-068

! WARNING

AVOID OBSTRUCTION OF NAVIGATION LIGHTS AND POSSIBLE COLLISION. REMOVE CANVAS BEFORE USING NAVIGATION OR ANCHOR LIGHTS.

9343-070



⚠ WARNING	
	Carbon monoxide (CO) can cause brain damage or death. Engine and generator exhaust contains odorless and colorless carbon monoxide gas. Signs of carbon monoxide poisoning include nausea, headache, dizziness, drowsiness, and lack of consciousness. Get fresh air if anyone shows signs of carbon monoxide poisoning. See Owner's Manual for information regarding carbon monoxide poisoning.

NW-204-08

⚠ DANGER	
	Carbon monoxide (CO) can cause brain damage or death. Engine and generator exhaust contains odorless and colorless carbon monoxide gas. Carbon monoxide will be around the back of the boat when engines or generators are running. Move to fresh air, if you feel nausea, headache, dizziness, or drowsiness.

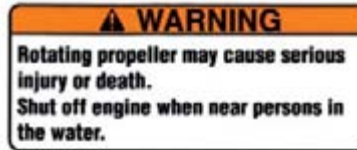
NW-206-07

⚠ WARNING
Rotating propeller may cause serious injury or death. Do not approach or use ladder when engine is running.

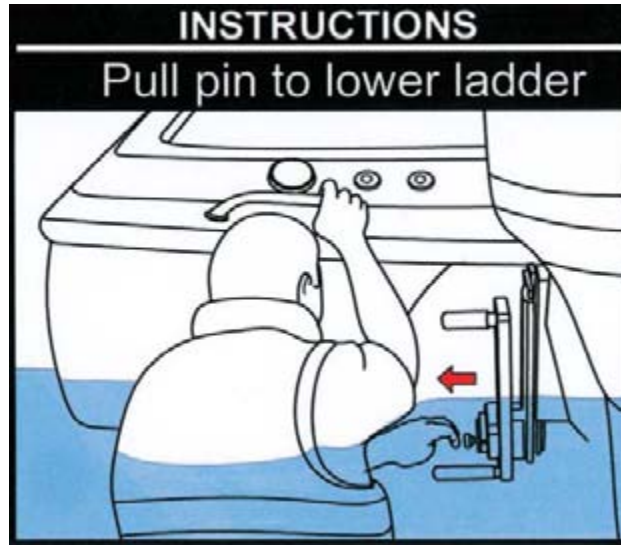
9343-079



MULTI-SPECIES BOATS



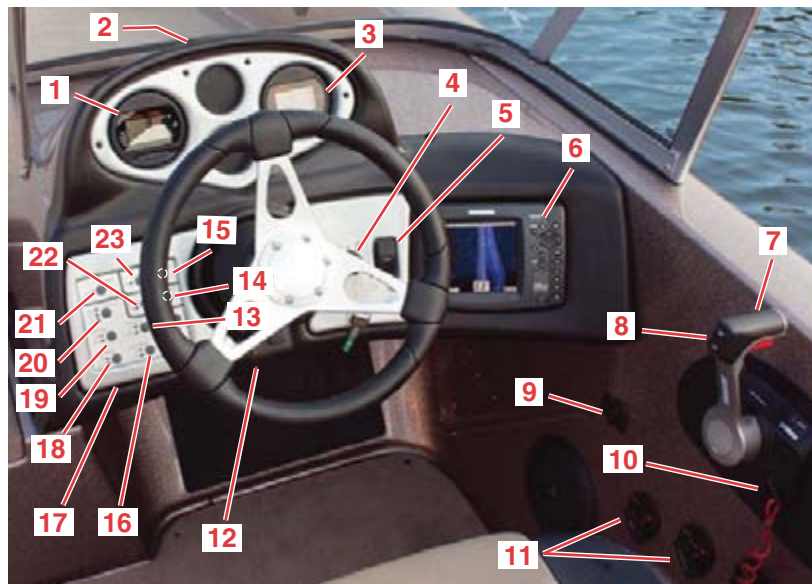
9343-080



9343-078



WX1900, WX1990, AND WX2100 HELM LAYOUT



SKE-0056-A

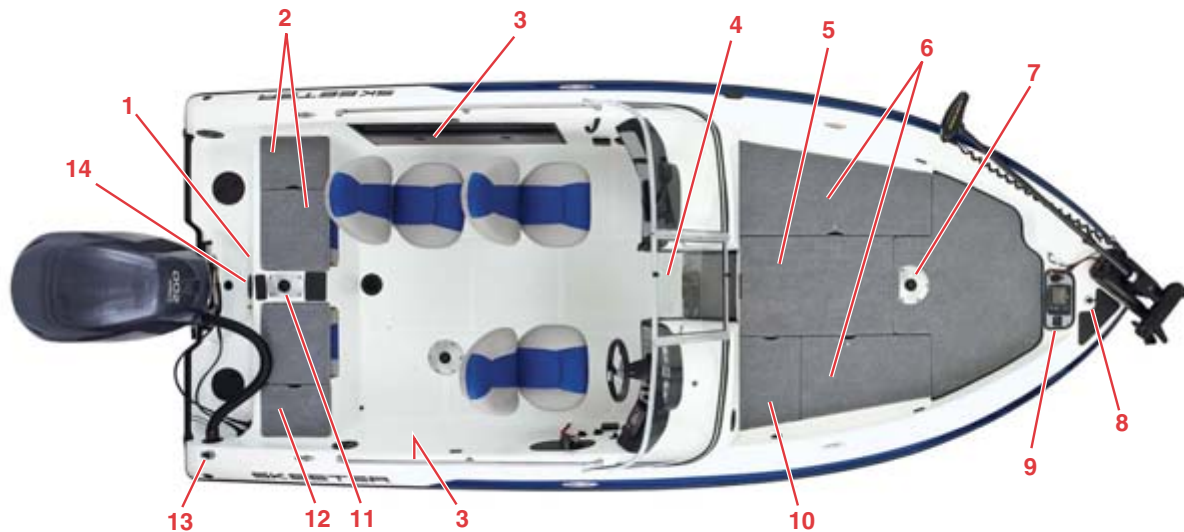
Helm Layout – WX1900, WX1990, and WX2100
Figure 4-1

MULTI-SPECIES BOATS

1. Multifunction Speed/Fuel Gauge
2. Steering Fluid Fill
3. Multifunction Gauge – Tachometer
4. Ignition Switch
5. Horn
6. Fishfinder
7. Engine Remote Control Throttle/Shift
8. Engine Remote Control Trim Switch
9. 12-Volt Outlet
10. Engine Stop Switch and Lanyard
11. Livewell Drain Control Switch
12. Tilt Steering Latch
13. Starboard Livewell Fill
14. Fuel Switch
15. Navigation Lights
16. Starboard Recirculation Pump
17. Switch Panel
18. Port Recirculation Pump
19. Livewell Fill
20. Aerator Timer Switch
21. Power Switch
22. Bilge Pump
23. Courtesy Lights



WX1900, WX1990, AND WX2100 GENERAL DECK LAYOUT



SKE-0055-A

General Deck Layout – WX1900, WX1990, and WX2100
Figure 4-2

4-6



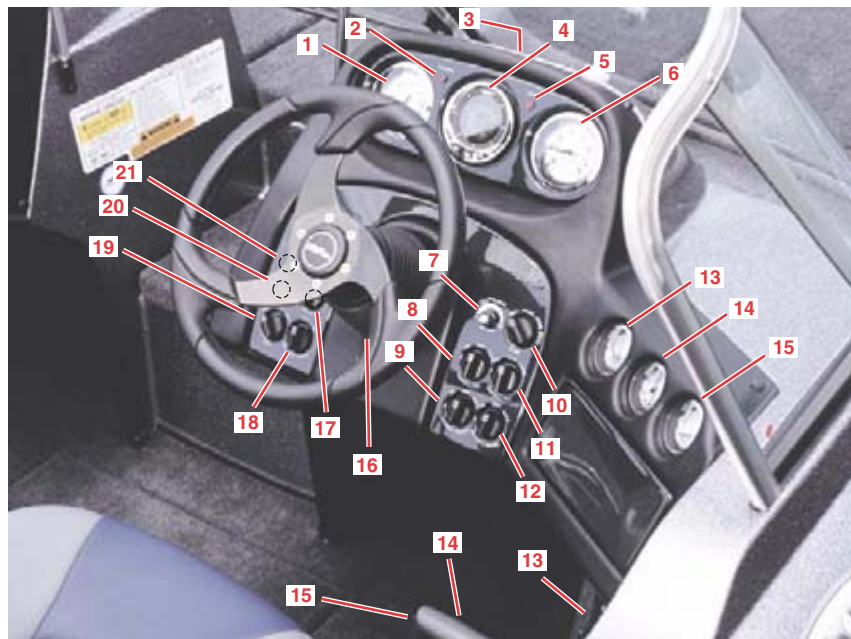
MULTI-SPECIES BOATS

1. Auxiliary Fuel Inlet
2. Livewell
3. Gunwale Storage
4. Cooler
5. Rod Locker
6. Gear Storage
7. Bow Seat Mount

8. Bow Light Receptacle
9. Bow Panel
10. Bow Baitwell
11. Stern Seat Mount
12. Stern Baitwell
13. Anchor Light Receptacle
14. Fuel Inlet



WX1850 HELM LAYOUT



SKE-0057-A

Helm Layout – WX1850

Figure 4-3

4-8



MULTI-SPECIES BOATS

1. Speedometer
2. Engine Overheat Indicator
3. Steering Fluid Fill
4. Depth/Water Temperature Gauge
5. Low Oil Indicator
6. Tachometer
7. Aerator Timer Selector
8. Livewell Fill Switch
9. Livewell Recirculation Pump Switch
10. Bilge Pump Switch
11. Baitwell Fill Switch
12. Baitwell Recirculation Pump Switch
13. Ignition Switch
14. Engine Remote Control Throttle/Shift
15. Engine Trim Switch
16. Tilt Steering Latch
17. Navigation Light Switch
18. Courtesy Light Switch
19. Fuel Tank Switch
20. Power Switch
21. Horn



MX1825 HELM LAYOUT



SKE-0058-A

Helm Layout – MX1825

Figure 4-4

4-10

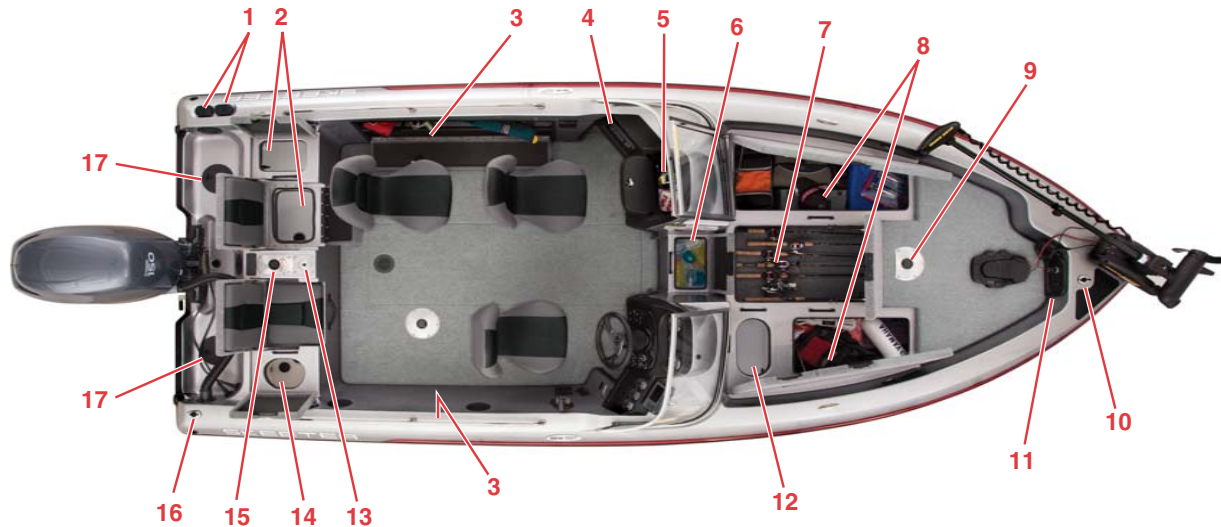


MULTI-SPECIES BOATS

1. Fuel Level/Voltage Gauge
2. Steering Fluid Fill
3. Engine Water Temperature
4. Fishfinder
5. Speedometer/Tachometer
6. AM/FM/CD Player
7. 12-Volt Outlet
8. Circuit Breaker Panel
9. Engine Remote Control Throttle/Shift
10. Engine Trim Switch
11. Livewell Drain Control Switch
12. Baitwell Recirculation Pump Switch
13. Baitwell Fill Switch
14. Livewell Recirculation Pump Switch
15. Livewell Fill Switch
16. Ignition Switch
17. Tilt Steering Latch
18. Horn
19. Bilge Pump Switch
20. Courtesy Light Switch
21. Navigation/Anchor Light Switch
22. Power Switch



WX1850 AND MX1825 GENERAL DECK LAYOUT



SKE-0059-A

General Deck Layout – WX1850 and MX1825
Figure 4-5

4-12

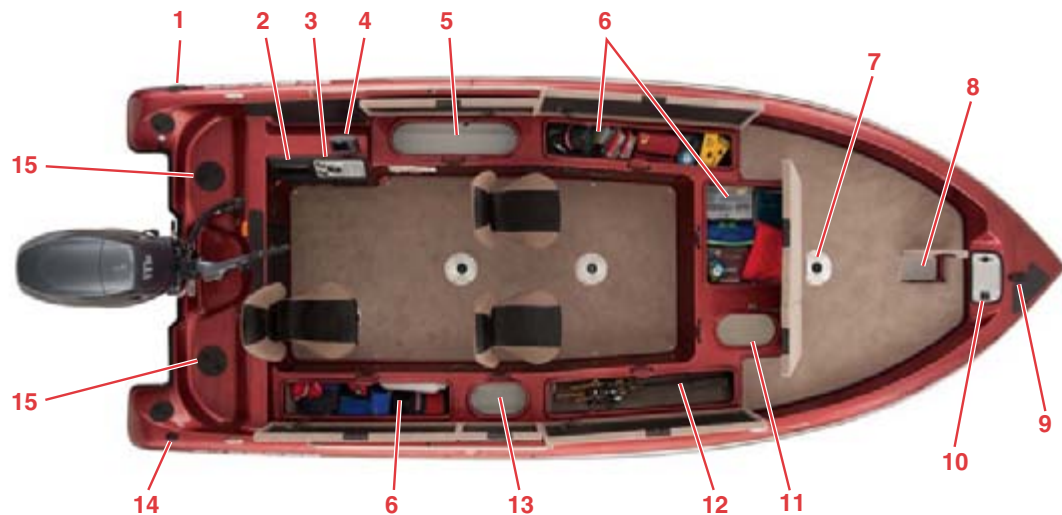


MULTI-SPECIES BOATS

1. Fuel Inlet
2. Livewell
3. Gunwale Storage Locker
4. AM/FM/CD Player
5. Glove Box
6. Center Console Cooler
7. Rod Locker
8. Forward Storage Locker
9. Bow Seat Mount
10. Bow Light Receptacle
11. Bow Panel
12. Forward Cooler
13. Ski Tow Pylon Base
14. Baitwell
15. Stern Seat Mount
16. Anchor Light Receptacle
17. Bilge Area Oil Tank/Batteries



WX2000T GENERAL DECK LAYOUT



SKE-0060-A

General Deck Layout – WX2000T
Figure 4-6

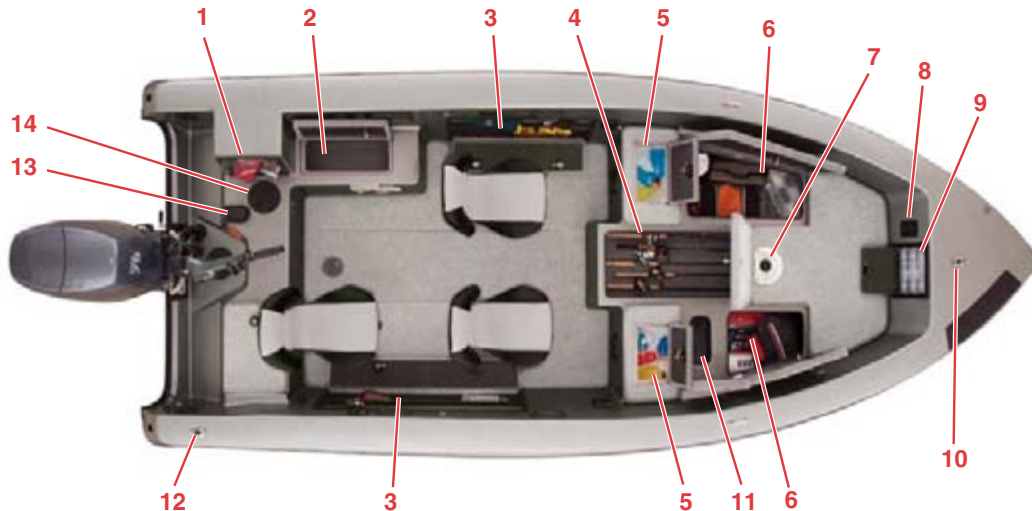
4-14

MULTI-SPECIES BOATS

1. Fuel Inlet
2. AM/FM/CD Player
3. Gauge and Switch Panel
4. Fishfinder
5. Livewell
6. Storage Locker
7. Bow Seat Mount
8. Bow Storage Locker
9. Bow Light Receptacle
10. Bow Panel
11. Forward Baitwell
12. Rod Locker
13. Starboard Baitwell
14. Anchor Light Receptacle
15. Bilge Area/Battery Mounting/Oil Tank



WX1790T GENERAL DECK LAYOUT



SKE-0061-A

General Deck Layout – WX1790T
Figure 4-7

4-16



MULTI-SPECIES BOATS

1. Glove Box
2. Livewell
3. Gunwale Storage Locker
4. Rod Locker
5. Forward Cooler
6. Bow Storage Locker
7. Bow Seat Mount
8. Trolling Motor Electronic Outlet
9. Bait Box
10. Bow Light Receptacle
11. Baitwell
12. Anchor Light Receptacle
13. Fuel Inlet
14. Bilge Area/Battery Mounting/Oil Tank



GAUGE AND SWITCH PANEL (GUNWALE MOUNT) – WX2000T



SKE-0037-A

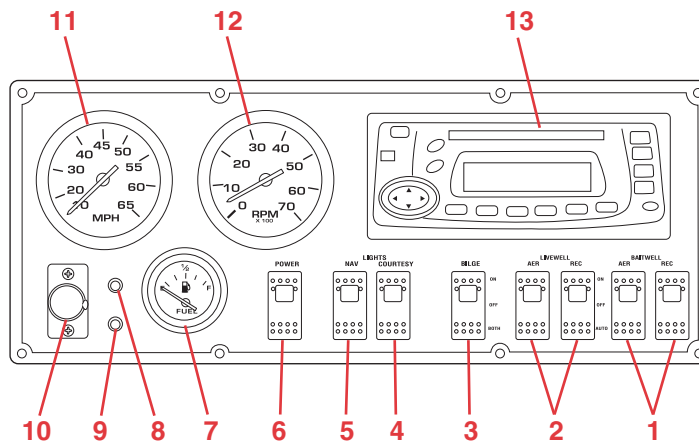
Gauge and Switch Panel (Gunwale Mount) – WX2000T
Figure 4-8

MULTI-SPECIES BOATS

1. AM/FM CD Player
2. Fuel Gauge
3. Tachometer
4. Fishfinder/Depth Finder
5. Port Livewell Fill
6. Aerator Timer
7. Power
8. Courtesy Lights
9. Bilge Pump
10. Navigation Lights
11. Fuel
12. Starboard Livewell Fill
13. Bow Livewell Fill
14. Bow Livewell Recirculation Pump
15. Starboard Livewell Recirculation Pump
16. Port Livewell Recirculation Pump
17. Trim Gauge
18. Water Pressure Gauge



GAUGE AND SWITCH PANEL – WX1790T



9343-039

Gauge and Switch Panel – WX1790T
Figure 4-9

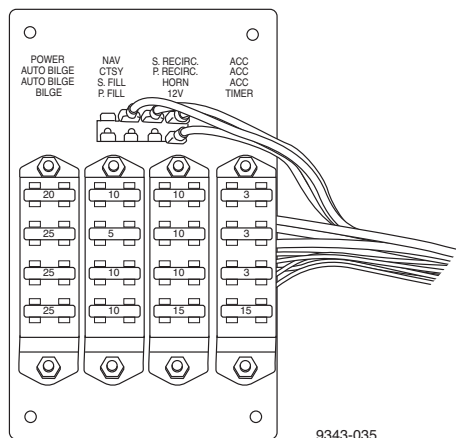
MULTI-SPECIES BOATS

1. Baitwell Switches
2. Livewell Switches
3. Bilge Pump Switch
4. Courtesy Lights Switch
5. Navigation Lights Switch
6. Power Switch
7. Fuel Gauge
8. Engine Low Oil Pressure Warning Light
9. Engine Warning Light
10. 12-Volt Accessory Port
11. Speedometer
12. Tachometer
13. AM/FM CD Player



EQUIPMENT

Fuse and Relay Panel – WX1850, WX1900, WX1990, and WX2100



Fuse and Relay Panel
Figure 4-10

The fuse and relay panel is located under the helm console and behind the gauge and switch panel. Replace a blown fuse with an identical replacement.

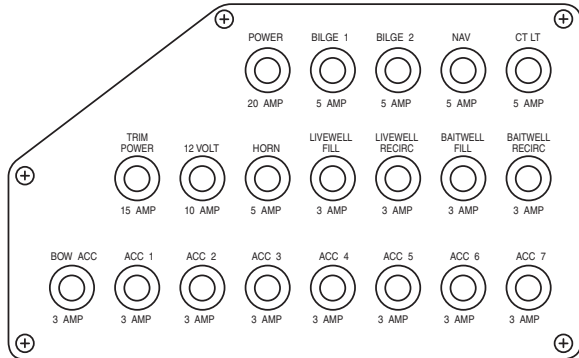


WARNING

Never use a replacement fuse of a different color, size, or amperage rating. An improper fuse can cause damage to the electrical system which could lead to a fire.

Circuit Breakers – MX1825

The circuit breaker panel is located under the helm console. The breaker button will pop out when the circuit is overloaded. Press in the breaker to reset it.

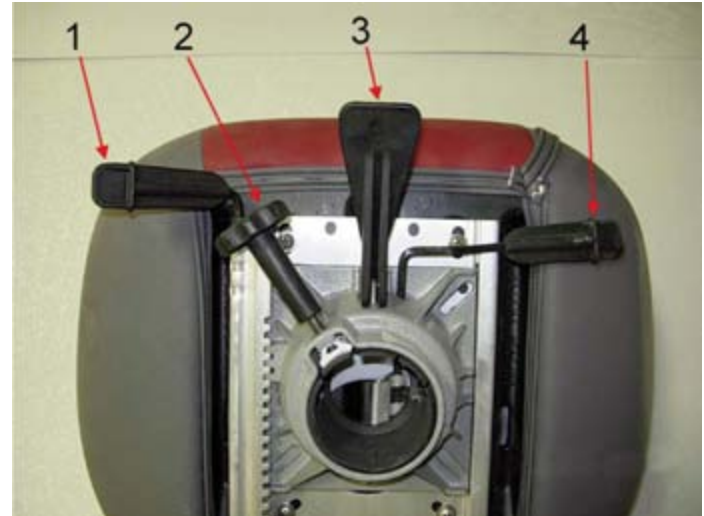


SKE-0105-A

Circuit Breaker – MX1825

Figure 4-11

Adjustable and Movable Seats



Adjustable and Movable Seating

Figure 4-12



WX Series Driver's Pedestal Seat



Seat Mount
Figure 4-13

1. This lever adjusts the seat fore and aft.
2. Twist this handle to increase friction on post or lock the seat from turning.
3. This lever locks the seat in the forward position.
4. This lever allows you to raise and lower the seat.

WX Series Passenger and Fishing Pedestal Seat

To move the passenger or fishing seats, lift up on the seat while gently wiggling the seat from side to side. To insert into the base, line up the key into the slot in the base and push the pedestal down into the base.

1. Use this lever to raise and lower the seat.
2. Use this knob to increase friction or lock the seat from turning. Passenger seats should be locked in the forward position while under way.

⚠ WARNING

Avoid serious injury or death due to ejection from seat. Do not use when boat speed exceeds 5 mph. Remove and stow seat when not being occupied.

9343-064a



WARNING

Avoid serious injury or death due to ejection from rotating seat. Lock swivel before boat speed exceeds 5 mph.

Livewell / Baitwell System Settings

Your Skeeter boat is equipped with a livewell/baitwell system designed to keep fish alive and healthy.

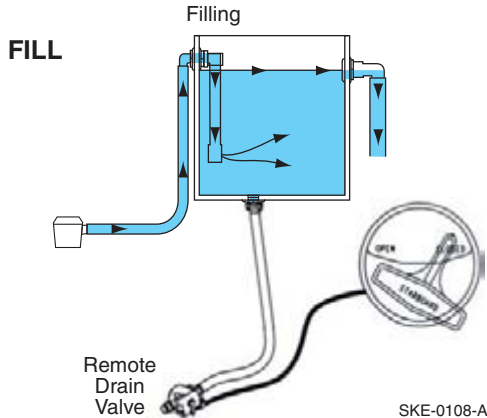


Figure 4-14

FILL: Turn the remote valve control to the CLOSE position. Use the “FILL” switch at the control panel to start the pump. Turn the pump off when the well is at the correct level.

RECIRCULATE: Use the “RECIRC” switch at the control panel to recirculate and aerate the water in the well to maintain sufficient oxygen for fish/bait. Your boat may be equipped with a timer that can be set to automatically recirculate at desired intervals.

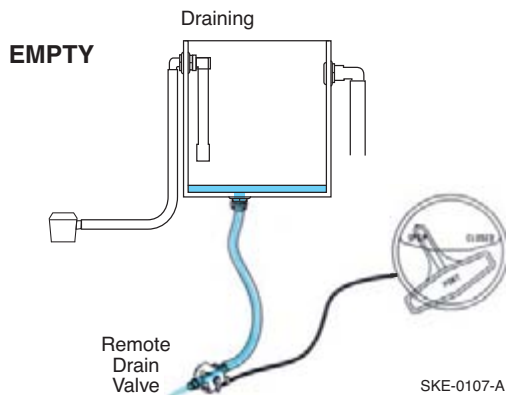


Figure 4-15

EMPTY: Turn the remote valve control to the OPEN position to empty.

Rinse the livewell and baitwell (if equipped) with fresh clean water, remove any debris from the pick-up and drain screens, and allow the livewell to air-dry after each use. The pick-up screens are located at the bottom of the transom and the drain screens are located in the livewell or baitwell.

Optional Equipment

Your Skeeter boat may be equipped with many options which cannot all be covered in this manual. Make sure you read and understand the optional equipment's safety, use, and maintenance literature provided by the manufacturer to maximize the benefits and uses these options have to offer. Contact your Skeeter Dealer for more information or explanation.

FISH AND SKI BOATS

This section is specific to your Skeeter fish and ski boat. The picture or pictures used to show feature(s) and location may show more than your actual boat is equipped with. If you have any questions regarding your specific boat, you can always contact your Skeeter Dealer.

SAFETY LABELS

The safety labels attached to your boat are there to protect you, your occupants, others around you, and your Skeeter boat. Read, know, and understand them.

! WARNING !

DO NOT RIDE OR OPERATE BOAT WHEN UNDER POWER OF MAIN ENGINE WHILE SEATED OR LYING ON ELEVATED DECK AREAS. THIS BOAT SHOULD BE OPERATED ONLY BY A TRAINED AND EXPERIENCED OPERATOR. FAILURE TO HEED THIS WARNING MAY RESULT IN INJURY.

9343-066

WARNING

LEAKING FUEL IS A FIRE AND EXPLOSION HAZARD. INSPECT SYSTEM REGULARLY. EXAMINE FUEL SYSTEM FOR LEAKS OR CORROSION AT LEAST ANNUALLY.

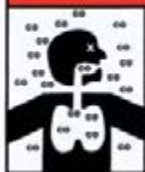
9343-067

! WARNING

Avoid serious injury, death or boat damage from Ski Pylon failure. Ski Pylon must be secured to base. Do not use with any equipment which is TIED to the tow rope, such as inner tubes, aquaplanes, etc. Always sit at least 3 feet forward of pylon.

9343-062

! WARNING



Carbon monoxide (CO) can cause brain damage or death.
Engine and generator exhaust contains odorless and colorless carbon monoxide gas.
Signs of carbon monoxide poisoning include nausea, headache, dizziness, drowsiness, and lack of consciousness.
Get fresh air if anyone shows signs of carbon monoxide poisoning.
See Owner's Manual for information regarding carbon monoxide poisoning.

NW-204-08



⚠ DANGER	
	Carbon monoxide (CO) can cause brain damage or death. Engine and generator exhaust contains odorless and colorless carbon monoxide gas. Carbon monoxide will be around the back of the boat when engines or generators are running. Move to fresh air, if you feel nausea, headache, dizziness, or drowsiness.

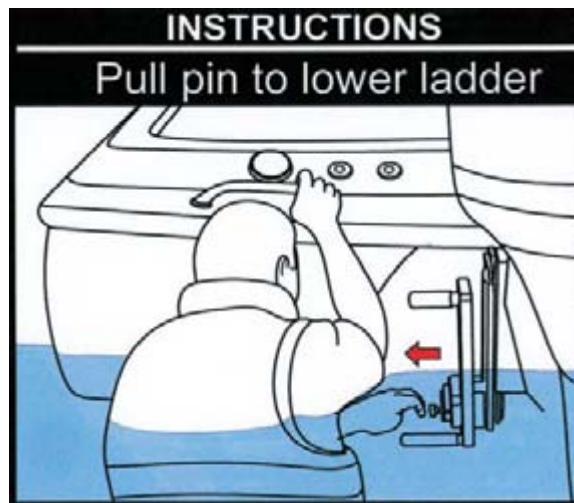
NW-206-07

⚠ WARNING
Rotating propeller may cause serious injury or death. Do not approach or use ladder when engine is running.

9343-079

⚠ WARNING
Rotating propeller may cause serious injury or death. Shut off engine when near persons in the water.

9343-080



9343-078



FISH AND SKI BOATS

⚠ WARNING ⚠

Fuel vapors are fire and explosion hazards.
Do not store fuel or flammable liquids in
this compartment.
Ventilation has not been provided.

9343-068

! WARNING

AVOID OBSTRUCTION OF NAVIGATION
LIGHTS AND POSSIBLE COLLISION. REMOVE CANVAS
BEFORE USING NAVIGATION OR ANCHOR LIGHTS.

9343-070

CAUTION:
DO NOT BOARD LADDER
WHILE ENGINE IN OPERATION

9343-065



DANGER

EXHAUST FUMES FROM ENGINES CONTAIN
CARBON MONOXIDE.

BOATS WITH CANVAS DEPLOYED ARE MORE
LIKELY TO COLLECT EXHAUST FUMES.

AVOID BRAIN DAMAGE OR DEATH FROM
CARBON MONOXIDE.

KEEP COCKPIT AND CABIN AREAS
WELL VENTILATED.

SIGNS OF EXPOSURE INCLUDE NAUSEA,
DIZZINESS, AND DROWSINESS.

SEE BOAT OWNER'S MANUAL FOR MORE DETAILS.

9343-063

CAUTION: TO AVOID INJURY, WINDOW MUST BE SECURED
IN THE CLOSED POSITION WHEN VESSEL IS
IN MOTION. USE BOTH WINDOW LOCKS.

9343-069



SL SERIES HELM LAYOUT



SKE-0053-A

Helm Layout
Figure 5-1

5-4

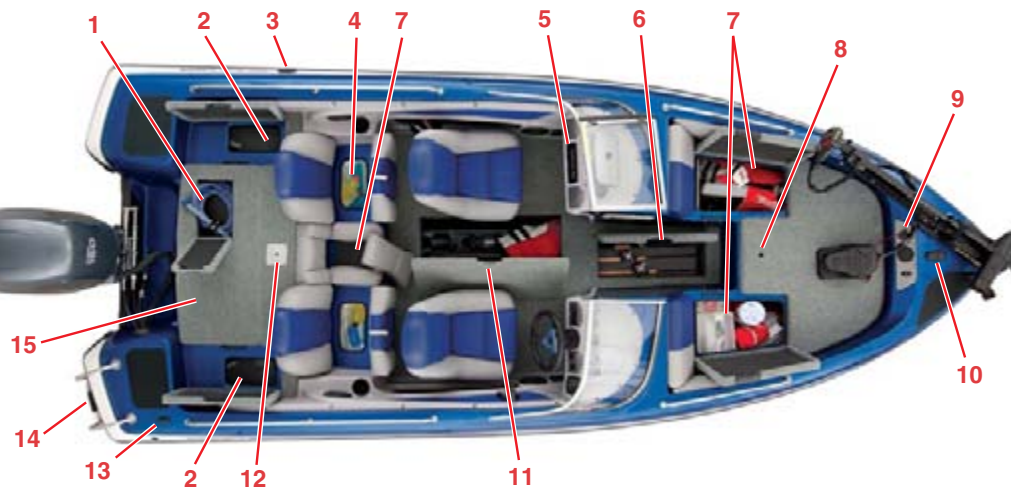


FISH AND SKI BOATS

1. Tilt Steering Latch (Option)
2. Livewell Fill Switch
3. Livewell Recirculation Pump Switch
4. Bilge Pump Switch
5. Fuel Level Gauge
6. Tachometer
7. Steering Fluid Fill Cap (Option)
8. Speedometer
9. Trim Gauge
10. Horn
11. Navigation Lights Switch
12. Power Switch
13. Fishfinder
14. Ignition Switch
15. Engine Stop Switch and Cord (Lanyard)
16. Engine Remote Control Trim Switch
17. Engine Remote Control



SL190 AND SL210 GENERAL DECK LAYOUT



SKE-0054-A

General Deck Layout
Figure 5-2

5-6



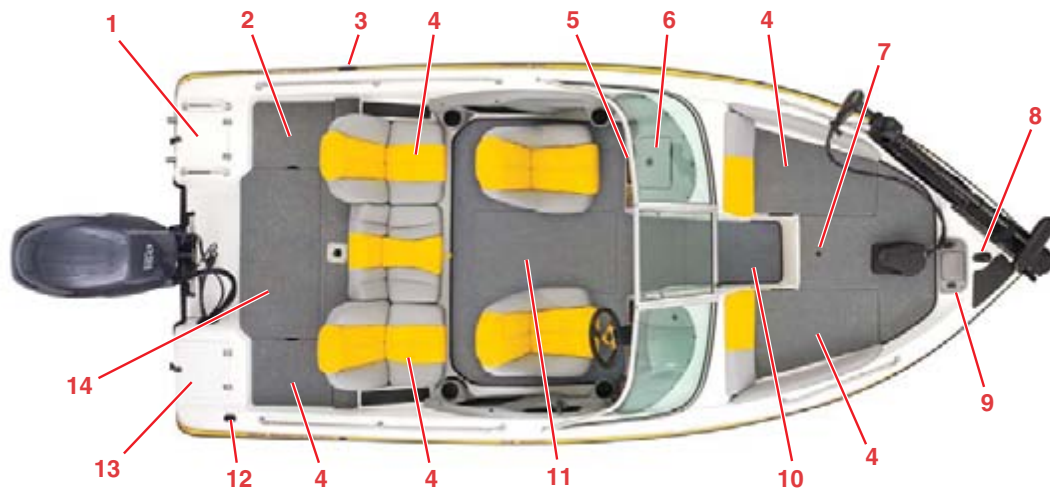
FISH AND SKI BOATS

1. Ski Rope Locker
2. Livewell
3. Fuel Inlet
4. Cooler
5. AM/FM/CD Player
6. Rod Box
7. Gear Storage
8. Bow Seat Mount

9. Bow Panel
10. Bow Light Receptacle
11. Ski Locker
12. Ski Pylon Mounting Base
13. Anchor Light Receptacle
14. Boarding Ladder
15. Bilge Area/Oil Tank/Battery Mounting



SL1800 AND SL1900 GENERAL DECK LAYOUT



SKE-0106-A

General Deck Layout
Figure 5-2

5-8



FISH AND SKI BOATS

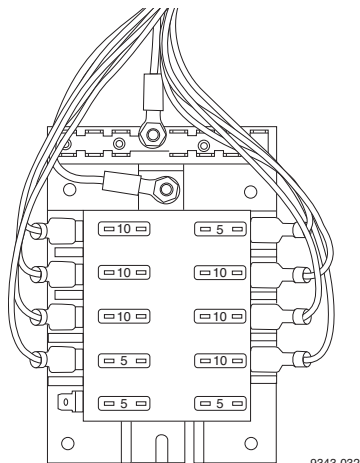
1. Boarding Ladder Storage
2. Livewell
3. Fuel Fill Inlet
4. Cooler
5. AM/FM/CD Player
6. Glove Box
7. Bow Seat Mount
8. Bow Light Receptacle
9. Bow Panel
10. Rod Locker
11. Ski Locker
12. Anchor Light Receptacle
13. Ski Rope Locker
14. Bilge Area/Battery Mounting/Oil Tank



EQUIPMENT

Fuse Panel

The fuse and relay panel is located under the helm console. Replace a blown fuse with an identical replacement.



SX and SL Fuse Panel
Figure 5-3

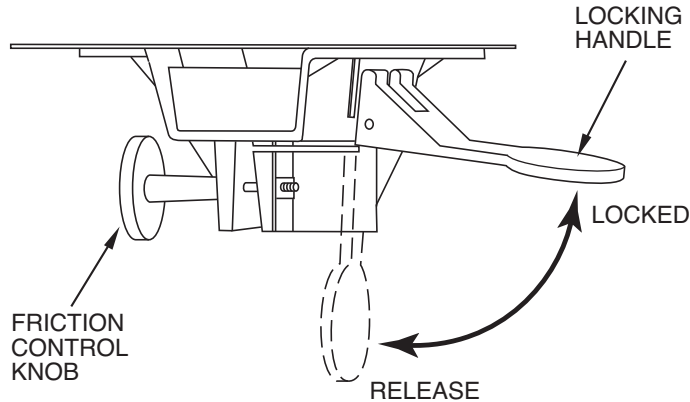


WARNING

Never use a replacement fuse of a different color, size, or amperage rating. An improper fuse can cause damage to the electrical system which could lead to a fire.



Swivel Seats – Driver and Passenger Seats



9343-045a

Swivel Seats
Figure 5-4

Press the locking handle down to release the lock; this will allow you to rotate the seat on the post. Twist the friction control knob to control friction on the post. The locking handle must be in the locked position and the friction control knob must be tightened when boat speed exceeds 5 mph (8 km/h).



WARNING

Avoid serious injury or death due to ejection. The locking handle must be in the locked position and the friction control knob tightened before boat speed exceeds 5 mph (8 km/h).



Livewell / Baitwell System Settings

Your Skeeter boat is equipped with a livewell/baitwell system designed to keep your fish alive and healthy.

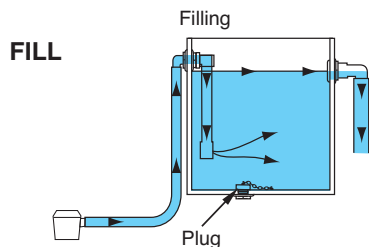


Figure 4-14

FILL: Use the “FILL” switch at the control panel to start the pump. Turn the pump off when the well is at the correct level.

RECIRCULATE: Use the “RECIRC” switch at the control panel to recirculate and aerate the water in the well to maintain sufficient oxygen for fish/bait. Your boat may be equipped with a timer that can be set to automatically recirculate at desired intervals.

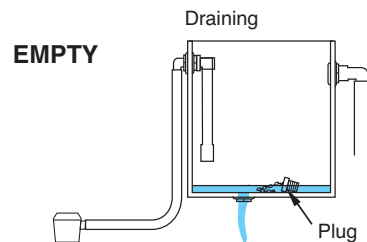


Figure 4-15

EMPTY: Remove the plug from livewell drain to empty.

Rinse the livewell and baitwell (if equipped) with fresh clean water, remove any debris from the pick-up and drain screens, and allow the livewell to air-dry after each use. The pick-up screens are located at the bottom of the transom and the drain screens are located in the livewell or baitwell.

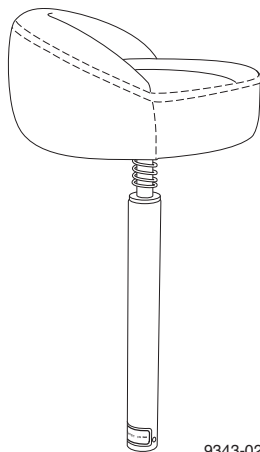
AM/FM CD Player

Your Skeeter boat is equipped with an AM/FM CD player. See its operator’s manual for more information.



Bike Seat

Mount the seat by selecting either the fore or aft swivel seat mount and twist to secure to mount.



9343-023

Bike Seat or

Fishing Chair (Option)
Figure 5-7



WARNING

Avoid serious injury or death due to ejection from seat. Do not use when boat speed exceeds 5 mph (8 km/h). Remove and stow seat when not occupied.

Boarding Ladder

Your Skeeter boat is equipped with a boarding ladder for easier boarding into the boat from the water.

Make sure the boarding ladder is in the stowed position after it is used. Always make sure no one is near the engine before you start it. Never use a ladder which is damaged.



WARNING

Do not board the ladder while the engine is running.

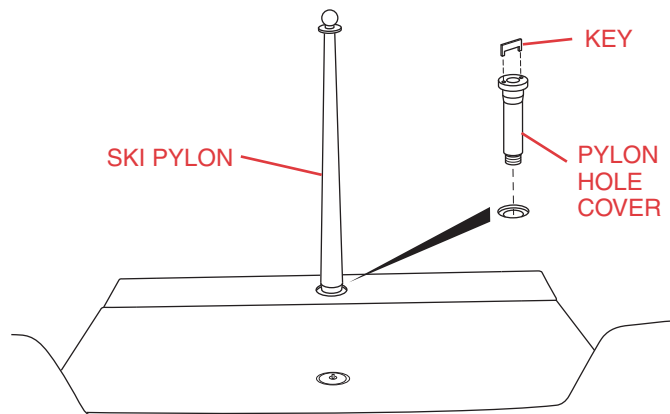


WARNING

Be careful when using the boarding ladder and exercise caution when you are near the outboard. Your outboard and propeller can have sharp edges. Always make sure no one is in the area behind your boat and the ladder is in the stowed position before starting your outboard.



Ski Pylon



SKE-0017-A

Ski Pylon
Figure 5-8

If your Skeeter boat is equipped with a ski pylon, it provides an easy means for connecting a ski tow harness to your boat.

Make sure when you use the ski pylon, the pylon is installed into its mounting base completely and securely, and the supports are connected with their pins. Never substitute components and never use a damaged pin.

Use the key to remove the pylon hole cover. Always insert the pylon hole cover when the ski pylon is removed.



WARNING

Avoid serious injury, death, or boat damage from the ski pylon feature. The ski pylon must be secured to its base. Do not use with any equipment which is **TIED** to the towrope, such as inner tubes, aquaplanes, etc. Always sit at least 3 ft (1 m) forward of the pylon.

Walk Thru Windshield

Your Skeeter boat is equipped with a walk thru windshield which provides comfort to the cockpit area.

Always have the windshield closed and locked when your boat is moving.

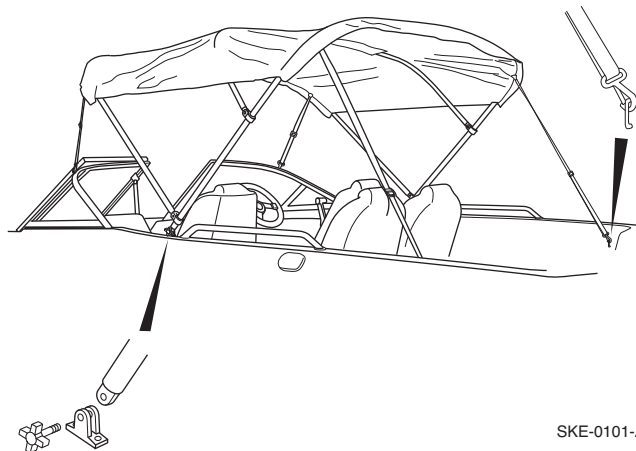
Never use abrasives or solvents to clean the windshield. Use only mild soap and water or a quality glass cleaner.



WARNING

To avoid injury, the window must be secured in the locked position when your boat is in motion. Use both window locks.

Canopy Top (Option)



SKE-0101-A

**Canopy Top
Figure 5-9**

The canopy top provides comfort to the cockpit area from the sun and the elements.



The canopy top can be temporarily stowed, folded, and laid on the sun deck. Make sure your canopy top is in a secured position before getting your boat under way.

Never:

- Stow the canopy wet or damp; allow it to air-dry before stowing
- Use abrasives or solvents to clean the canopy; use only mild soap and warm (not hot) water and protect it with a high-quality protectant
- Trailer your boat with the canopy top raised

To raise the canopy:

1. Attach the supports into their mounts.
2. Remove the canopy boot.
3. Attach the bow straps to their mounting cleats.
4. Attach the stern straps to their mounting cleats.
5. Adjust the canopy's tension by adjusting the strap buckles.

Make sure the cockpit is well-ventilated when the canopy top is raised.



WARNING

Exhaust fumes from engines contain carbon monoxide. A boat with its canvas raised is more likely to collect exhaust fumes. Avoid brain damage or death from carbon monoxide. Keep the cockpit well-ventilated. Signs of exposure to carbon monoxide include nausea, dizziness, and drowsiness.

Optional Equipment

Your Skeeter boat may be equipped with many options which cannot all be covered in this manual. Make sure you read and understand the optional equipment's safety, use, and maintenance literature provided by the manufacturer to maximize the benefits and uses these options have to offer. Contact your Skeeter Dealer for more information or explanation.



STEERING

Under certain power trim positions of the outboard motor, there can be a noticeable pull on the steering wheel. This is often referred to as “steering torque.” The position of the outboard motor’s trim tab affects the amount of steering torque. See your outboard motor operator’s manual for adjustment of the trim tab. Under any circumstances, the operator should always keep a firm, continuous grip on the steering wheel.

The owner/operator must inspect the steering system frequently.

- For Cable Steering, check for smooth, free, full range operation and steering components not worn or loose.
- For Hydraulic Steering, the fluid level should be checked periodically to determine the correct level.

Your Skeeter Dealer should investigate any steering system irregularities immediately. DO NOT continue to operate the boat if the steering system is malfunctioning.

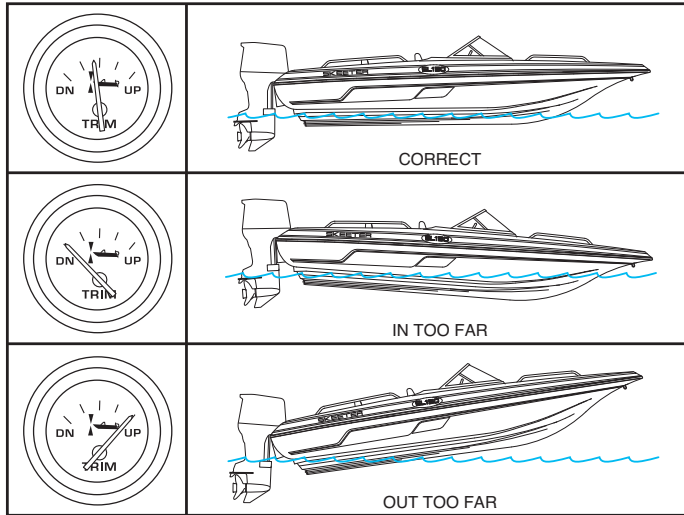


OUTBOARD MOTOR TRIM

Outboard motor trim is the angular relationship between the lower drive unit of the outboard motor and the transom of the boat. Boat trim while under way greatly affects your boat's performance and efficiency. For best results, the boat should be on plane and trimmed to reduce the wetted surface. With less boat in the water, both speed and fuel economy increases. Outboard motors with manual trim must be adjusted for best overall operation for the load and conditions. Outboard motors with power trim should be adjusted continuously for best results.

If the outboard motor is trimmed in too far (closer to the boat bottom), speed drops, fuel economy decreases, and the boat may not handle correctly. However, it does provide better acceleration from a standstill; and because it forces the bow down, visibility is improved. If the outboard motor is trimmed out too far (away from the boat bottom), steering torque increases, and the boat may be difficult to get on plane and may bounce.

CONTROLS / INDICATORS



9343-017a

Figure 6-1



WARNING

DO NOT trim the outboard motor out too far or the boat may begin to “porpoise” (bounce up and down). Porpoising reduces control and visibility and lowers top speed and fuel efficiency. Failure to maintain control or visibility could result in serious injury or death.

See your outboard motor operator’s manual for power trim operation information.



INSTRUMENTS

NOTE: Types of gauges and switches vary by model. Not all models have all the following items. Some of the following items are optional and cost extra. Skeeter reserves the right to change specifications without notice.

Some outboard motors are equipped with a multi-gauge to monitor the engine motor management system and other functions. See the outboard motor operator's manual if your Skeeter boat is equipped with such a system.

Trim Gauge (If Equipped)

The trim gauge indicates bow position of the boat in the water. This is achieved by changing the angle of the outboard motor.

Sonar Fishfinder and Depthsounder

See the fishfinder and depthsounder operations manual.

Water Pressure Gauge (If Equipped)

The water pressure gauge monitors the cooling system pressure of the engine. See your outboard motor owner's manual for information.

Voltmeter (If Equipped)

The voltmeter indicates voltage to the batteries from the charging system.

Tachometer

The tachometer registers engine speed in revolutions per minute (RPM). See your outboard motor operator's manual for the correct operating range of the engine.

Speedometer

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

Fuel Gauge

The fuel gauge registers the fuel level in the gas tank and not gallons. In some cases, because of the shape and size of the tank, when the gauge registers $1/2$, there may be as much as $3/4$ of a tank of fuel. 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.

SWITCHES – ALL MODELS EXCEPT FX AND I-CLASS

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 Switch

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 Switch

The courtesy light switch activates interior lights for nighttime illumination.



Navigation Lights Switch

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 under way and in the ANC position when anchored or tied in open water or channels. The ANC light is not required if tied up at a dock or beached.

NOTE: Operate your boat between sunset and sunrise using the navigational lights. Navigational lights are legally required to indicate direction and right-of-way at night.

Accessory Switches

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

Horn Switch

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

Fuel Switch

The fuel switch is used to switch the fuel gauge operation to read from one tank to another. The switch also powers the fuel gauge on some models. These gauges will not work when the switch is in the OFF position.

CIRCUIT BREAKERS / FUSES – ALL MODELS EXCEPT FX AND I-CLASS

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

Circuit Breakers

Some main switch panels and trolling motor wiring are equipped with circuit breakers. The buttons will be labeled with the item they protect. If the circuit protected has a current overload, the breaker will trip and power will be discontinued. The cause of the overload must be determined and eliminated before resetting the circuit breaker. Reset the circuit breaker by pressing its button.

Fuses

Automotive-type fuses are located under the console to protect some electrical systems.



WARNING

DO NOT exceed the recommended fuse sizes or bypass the fuse safeguard. Always install the proper (type and rating) fuses whenever replacing or changing fuses.



NOTES

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ELECTRICAL SYSTEM

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. There will be three or four heavy gauge wires 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.

FUEL SYSTEM

Your Skeeter boat is equipped with an internal fuel system meeting current federal requirements.



WARNING

Leaking fuel is a fire and explosion hazard. Inspect system regularly. Examine fuel system for leaks or corrosion at least annually.

Failure to inspect the fuel system could allow fuel leakage to go undetected, becoming a fire or explosion hazard.

The fuel system must be thoroughly inspected and repaired, if necessary, before operating the boat. Do not operate your boat knowing you have a fuel system problem.

If you suspect your boat has a fuel system problem, contact your Skeeter Dealer.



If your boat has dual fuel tanks, it will be equipped with two fuel fill caps. Fuel is delivered from both tanks to your outboard motor.

If your boat is equipped with a capped second fuel delivery connector, this is used to supply fuel to a “kicker motor.”

WEIGH BAG FILL HOSE OPERATION (IF EQUIPPED)

The starboard rear deck pump-out fitting may be equipped with a “weigh bag fill hose” as optional equipment.

To operate the weigh bag fill hose accessory:

1. Ensure there is water in the livewell.
2. Pull the “pump-out valve” inside the livewell OUT.
3. Position the RECIRC button on the helm in the ON position.

4. Fully extend the weigh bag fill hose and fill the weigh bag. If the hose is not fully extended, water will leak out from between the pump-out hose and deck fitting.

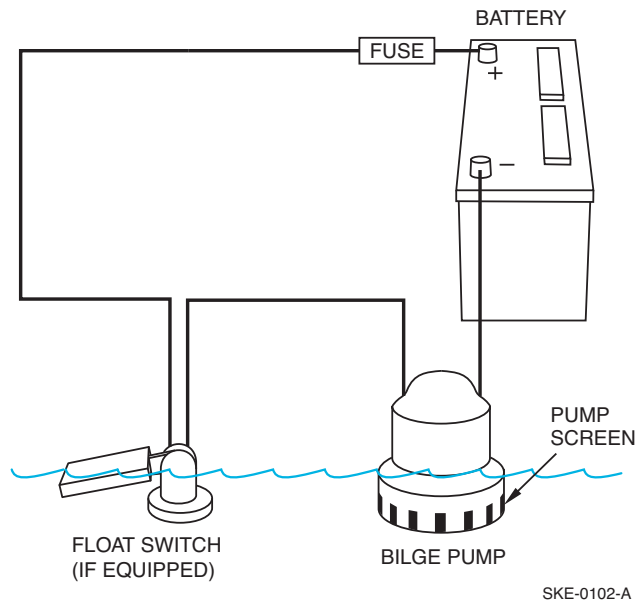


SKE-0032-A

**Optional – Weigh Bag Water Fill Hose
Figure 7-1**

BILGE

Bilge Pump



Bilge Pump
Figure 7-2

A bilge pump is designed to remove excess water which may accumulate in the bilge area. Make sure the bilge pump is not blocked with debris and is in proper working order. Check the pump screen occasionally and monitor the stream from the bilge pump outlet. If you recognize a weak stream at the bilge outlet, this may indicate a blocked pump screen or a poor electrical contact. If you recognize no stream, this could indicate a blown fuse or a pump malfunction.

Never operate a dry bilge pump or damage to the pump will occur.

Figure 7-2 shows a typical bilge pump system with an automatic float switch.

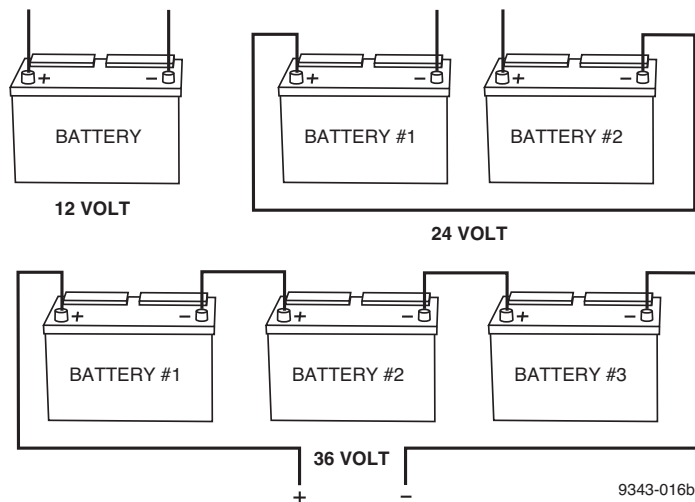


Battery Connections

See the manufacturer's engine manual for battery requirements.

Maintain the battery or batteries following the manufacturer's recommendations.

Disconnect all battery cables before servicing the boat, its electrical system, battery, or the outboards and make sure metal objects do not touch the battery posts.



Battery Connections
Figure 7-3

Figure 7-3 shows a typical 12-, 24-, and 36-volt connection.



WARNING

Keep the battery connections clean, tight, and insulated to prevent shorting or arcing and causing a possible explosion. Install protective covers and check the connections often to make sure they are clean and tight.

DO NOT charge your batteries in the boat if your boat is not equipped with an onboard charging system.

Make sure all accessories and outboards are in the OFF position before making any battery connections.

Keep your outboard motor battery separate from your electric outboard battery or batteries. If you operate your electric outboard from your outboard motor battery, it will discharge the battery and your battery may not have the required amperage to crank your outboard motor.

NOTE: Connect the 12-volt accessories to the outboard motor's cranking battery.

If your boat is equipped with a 24- or 36-volt trolling motor, interference can occur if you connect your accessories to the trolling motor batteries. Interference can also occur if the transducer wire is strapped or run next to the trolling motor's battery cable.

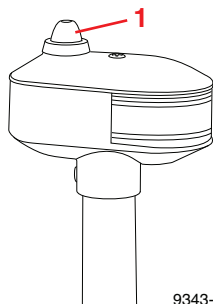
If your trolling motor is connected to the battery using a receptacle, make sure all the connections are tight. If you operate your trolling motor with loose connections, damage to the trolling motor can result.

Never check your connections by running either of your outboards out of the water.



Bow Light

Your Skeeter boat is equipped with a bow light and a map light which can be turned on or off at the light. Press the button **(1)** to turn the map light off or on. The Navigation Lights Switch must be activated for this feature to work.



9343-019

**Bow Light with
Remote Switch
Figure 7-4**

Tilt Steering Latch (If Equipped)

Push the latch away from you to adjust the steering wheel angle. The steering wheel has five positions and locks into a detent.

12-Volt Accessory Port (If Equipped)

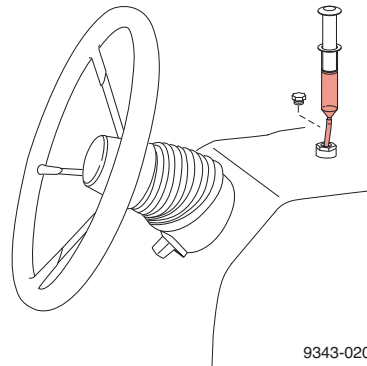
The 12-volt accessory port allows you to conveniently connect an accessory to your electrical system. The accessory port is fused with a 15-amp fuse.

CAUTION

Do not connect an accessory which will exceed this fuse rating.

Hydraulic Steering

Maintenance of the steering system varies with usage and climate and should be inspected by a qualified marine mechanic at least twice a year or at the first sign the steering system is not operating normally.



9343-020

**Hydraulic Steering
Figure 7-5**

To check the oil level, remove the steering fluid fill cap. The oil level should be within 1/2 in. (13 mm) of the bottom of the filler hole. See the manufacturer's literature for more information on maintenance.



WARNING

Failure to comply with steering maintenance checks may result in loss of steering which may cause an accident with injury or death.

Battery Charging System (If Equipped)

The battery charging system allows you to charge the batteries without removing the batteries from the boat. See the manufacturer's literature for operating instructions.

Make sure all accessories and outboards are in the OFF position when connecting to the power source and charging the batteries.



WARNING

Do not charge your batteries in the boat unless your boat is equipped with an onboard charging system.

Electric Trolling Motor

See the electric trolling motor Operator's Manual supplied in your owner's kit for electric trolling motor operation and maintenance procedures.

Many Skeeter models are pre-wired with an electric trolling motor panel with plug.



NOTES

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OPERATION

Before Starting the Engine

SEVERE INJURY OR DEATH MAY RESULT IF YOU IGNORE ANY OF THE FOLLOWING:

- Before operating your Skeeter boat, become familiar with all controls. Consult your Skeeter Dealer about any control or function you do not fully understand.
 - Attach the engine stop cord (lanyard) to a secure place on your clothing, or your arm or leg and keep it free from steering wheel or other controls so that the engine stops if the operator accidentally leaves the helm. Failure to attach the engine stop cord could result in a runaway boat if the operator is ejected.
 - Check throttle and steering for proper operation before starting the engine.
 - Shift into NEUTRAL before starting engine.
- Never start the engine or let it run any length of time in an enclosed area. Exhaust fumes contain carbon monoxide, a colorless, odorless gas that may cause loss of consciousness and death within a short time. Always operate the boat in an open area.
1. There is a hull drain plug at the bottom of the stern in the center. Be sure it is securely tightened before launching the boat.
 2. Put the throttle shift lever in the NEUTRAL position. Turn the ignition key to "Start." When the engine starts, release the key. See the outboard motor owner's manual for more information.



Stopping the Engine

To stop the engine, return the throttle shift levers to the NEUTRAL position, then turn the key switch to “Off.”

The engine can also be stopped by pulling the engine stop switch cord (lanyard).



WARNING

Once the engine has stopped, you have very little steering control over the boat. You could collide with another boat, a dock, or other obstacles.

NOTE: Remove the ignition keys and the engine stop switch cord (lanyard) if the boat will be left unattended. Stopping the engine immediately after operating at high rpm is not recommended. Let the engine cool off at idle or low speed for a few minutes first.

DRIVING YOUR SKEETER BOAT

Getting To Know Your Boat

Operating your Skeeter boat requires skills acquired through practice over a period of time. Take the time to learn the basic techniques well before attempting more difficult maneuvers.

Boating with your new Skeeter boat can be a very enjoyable activity, providing you with hours of pleasure. But it is essential to familiarize yourself with the operation of the Skeeter boat to achieve the skill necessary to enjoy boating safely. Before operating this Skeeter boat, read this Owner’s Manual, the Owner’s Manual for your outboard motor, all Warning and Caution labels on the boat and motor, as well as all other informational material supplied with your boat.



Boating with Passengers

When one or more passengers are on board, the boat may handle differently, so operating it requires a higher degree of skill.

Passengers should sit so the weight in the boat is balanced from side-to-side and bow-to-stern as much as possible. If passenger seats are provided on your boat in front of the helm, be sure the operator's view ahead is not obstructed when they are used.

Passengers must sit in one of the seats and hold onto the grips while putting both feet on the deck.

When passengers are on board, make sure they are seated and holding on before you start to accelerate. An unprepared passenger could lose balance and fall.

Boarding from a Dock or Landing Jetty

1. Board the boat from the side. One person should board at a time by stepping into the boat. Never jump in. Avoid stepping on slick gelcoat surfaces on the boat's gunwales, especially if wet.
2. Sit in one of the seats provided and put both feet on the deck.

Stopping

The Skeeter boat is not equipped with a separate braking system. It is stopped by water resistance after the throttle levers are moved back to idle. The stopping distance varies depending on gross weight, water surface conditions, and wind direction. The boat slows down as soon as the throttle lever is returned to idle but will coast for a distance before fully stopping. If you are not sure you can stop in time before hitting an obstacle, apply throttle and turn in another direction.

You will lose most steering control if you put the throttle lever in NEUTRAL.



Docking

1. Make sure no obstructions, boats, or swimmers are close to the boat. Come to a stop before you reach the dock.
2. Notice how wind and water currents are affecting boat movement as you attach your mooring lines and fenders.
3. Approach the dock at idle speed. Use reverse as necessary during slow-speed maneuvering to help control speed and direction. Position the boat according to wind and water conditions.



WARNING

Do not use your hand, arm, or other part of your body to try to keep the boat from hitting the dock. You could be injured if the boat pushes against the dock.

Wind or current pushing boat away from dock:

Slowly approach the dock at about a 45° angle. Secure the bow to the dock, then use engine power or a boat hook to gently move the stern to the dock.

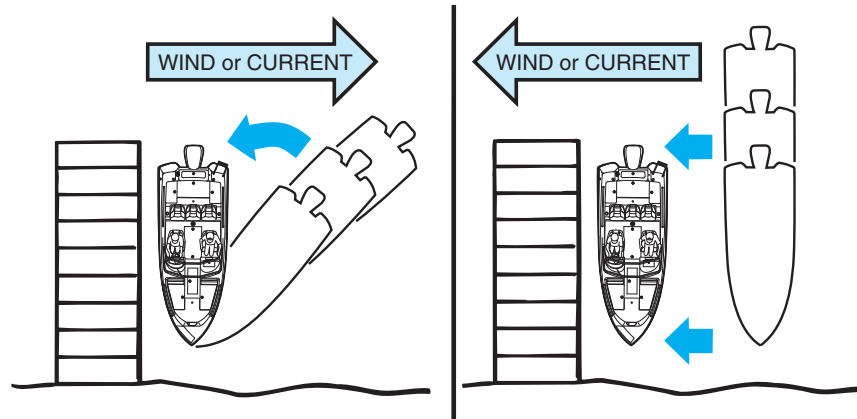
Wind or current pushing boat toward dock:

Slowly maneuver to a shallow angle and allow the boat to move toward the dock.

Try to use wind or current to your advantage when docking.

No wind or current:

Approach the dock at a shallow angle. Secure the bow to the dock, then use engine power or a boat hook to gently move the stern to the dock.



9343-011

Docking
Figure 8-1



Leaving a Dock

Because boats steer from the stern, the stern first moves in the direction opposite your desired turn. It is especially important to understand this characteristic when leaving a dock. If you simply turn the wheel to steer the bow away from the dock, as you would when driving a car out of a parking space, you will drive the stern of the boat into the dock. Following is a basic maneuvering technique which can be used in most circumstances.

1. With engine idling and the bow still moored to the dock, turn the steering wheel toward the dock. This will start to move the stern of the boat away from the dock.
2. When the stern is out a few feet, release the bow mooring then steer in the direction you want the bow to move. Open the throttle slightly and begin to move away from the dock.

Crossing Wakes and Swells

You will not always have flat, smooth water. There will be swells, wakes from other boats, etc. The best way to cross wakes and swells is with the least jolt to you and the boat. Small swells are not as difficult to cross as larger swells or wakes. Crossing a sharp wake gives more of a jolt than a broad swell.

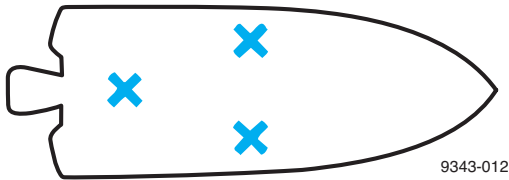
To cross a wake or swell, change your speed and choose the angle at which you cross the wake or swell. Usually, a slower speed and “quartering” the wake (crossing at an angle) will reduce the jolt.

Two other things you may notice. The first is that crossing a group of wakes or swells is not as easy or smooth as crossing just one wake. The second is that when you quarter the wake or swell the boat will try to steer away from the wake or swell. When crossing at a 45° angle, you may not notice this, but at a smaller angle, say 10°, it can be very strong. Be prepared to steer and balance as necessary.

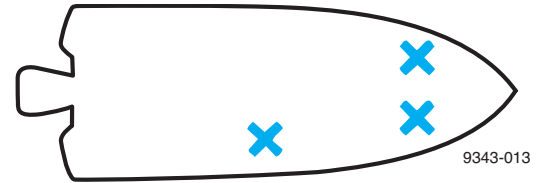
BOAT TRIM

The performance of your Skeeter boat depends on load weight and distribution. Distribute weight evenly, from bow to stern, and also from port to starboard. After loading, the boat's trim can be adjusted by changing the outboard trim angle.

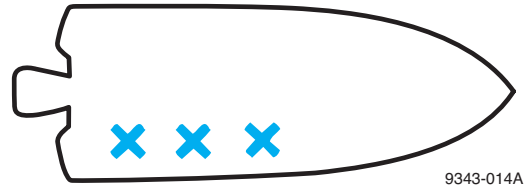
Overloading of passengers, personal equipment, and supplies could result in an accident, especially in rough waters. Maintain a balanced load at all times. Passengers must always sit in a designated seating area.



Proper Distribution
Figure 8-2



Improper Distribution (Bow Heavy)
Figure 8-3



Improper Distribution (Starboard Heavy)
Figure 8-4

This image shows a blank sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.



GETTING UNDER WAY

There are many things to consider to make your boating trip safe and enjoyable. You are responsible for the safety of all passengers, the boat, and any damage the boat or its wake may cause. Keep passengers from blocking your view so that you do not run into other boats, swimmers, water skiers, personal water vehicles, or aids to navigation.

SAFETY CHECKLIST



WARNING

Do not operate the boat if any problem is found during this inspection. A problem could lead to an accident during the outing causing severe injury or death. Problems found during this inspection should be handled by your Skeeter Dealer.

The following checks are essential to safe boating and must be performed before starting the engine.

- Check the weather report, wind, and water conditions.
- Check that required safety equipment is on board and in proper operating condition.
- Check that the fire extinguisher is fully charged.
- Be sure the boat is not overloaded.
- Be sure the operator's visibility is not obstructed.
- Check that all maintenance has been performed.
- Check the fuel system for leaks and fumes.



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 each use.



SAFETY EQUIPMENT

Federal and local laws require certain safety equipment to be on board at all times. In addition, responsible boaters carry other equipment in case of emergency. Check with local boating authorities for any additional requirements over and above the federal requirements.

BOARDING

When boarding the boat, always step in. Do not jump. Avoid stepping on fiberglass or other potentially slippery surfaces. Board one person at a time.

Do not board the boat while carrying gear. Set the gear on the dock, board the boat, and then pick up the gear.

Do not use the outboard as a boarding ramp; use the boarding ladder. To prevent injury, make sure the engine is OFF when swimmers, drivers, and skiers are boarding.

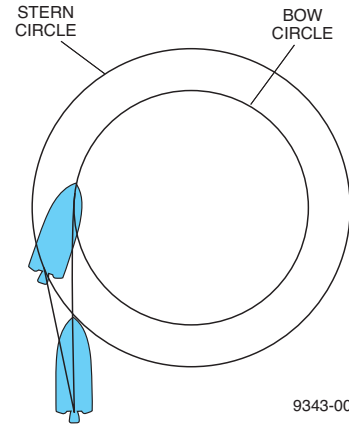
Skeeter urges you and all others operating your boat to seek certified instruction from the local boating authorities.

This section is designed to present the most basic operational principles. It is NOT intended to cover all conditions encountered during operation. Therefore, the principles in this manual are limited to the facts related directly to the operation of your boat, while the responsibility for the proper application of these principles belongs to you.

MANEUVERING TECHNIQUES

Steering response depends on three factors: outboard position, motion, and throttle.

When making tight maneuvers, it is important to understand the effects of turning. Since both thrust and steering are at the stern of the boat, the stern will push away from the direction of the turn. The bow follows a smaller turning circle than the stern.



Maneuvering
Figure 10-1



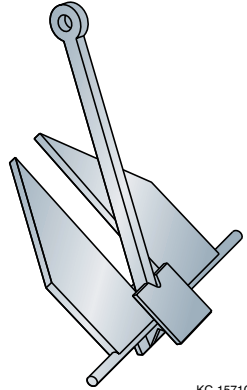
The effects of unequal propeller thrust, wind, and current must also be kept in mind. While wind and current may not always be present, an experienced boater will use them to his or her advantage. Unequal thrust is an aspect shared by all single-engine propeller-driven watercraft. A clockwise rotation propeller tends to cause the boat, steering in the straight ahead position, to drift to starboard when going forward, and to port when going backward. At high speed, this effect is usually unnoticed, but at slow speed, especially during backing, it can be powerful. For this reason, many veteran boaters approach the dock with the port side of the boat toward the dock, if possible.

Stopping (checking headway) is a technique that must be developed. Reverse thrust is used to slow and stop the boat. The momentum of the boat will vary according to the load as well as the speed. Make it a practice to slow to idle (no-wake) speed before shifting into reverse.

It is best to learn maneuvering skills in open water away from traffic. Adequate practice is the only way to develop your boating skills.

ANCHORING

Always anchor from the bow. Anchoring only from the stern will make the boat unsteady. A strong current can pull a stern-anchored boat underwater. Select an anchor appropriate for your boat and water conditions. A “Danforth” (or fluke) type anchor is suitable for most applications; your dealer can help you choose an anchor.



KC-1571C

Danforth Anchor
Figure 10-2

1. Make sure the anchor line is securely tied to the anchor and to the bow eye.
2. Move the boat to the spot where you want to lower the anchor, heading the boat into the wind or current. Stop the boat, then lower the anchor until it hits bottom.

3. While keeping tension on the line, slowly back up the boat until you have let out line that is 4 to 6 times the depth of the water. For example, if you are anchoring in 10 ft (3 m) of water, let out 40 to 60 ft (12 to 18 m) of line. Secure the line.
4. Pull on the line to be sure the anchor is holding. Also, periodically check your boat's position against the shoreline to make sure it is not drifting and dragging the anchor. Reset it if necessary.
5. To pull in (“weigh”) the anchor, start the engine and move forward, keeping tension on the line as you pull it in. When the anchor line is straight up and down, pull hard to lift the anchor from the bottom material.
6. If the anchor is stuck on the bottom, try this: Let out a few feet of anchor line and secure the line to the boat again. Slowly maneuver the boat around the anchor until the anchor pulls loose. Keep the line taut during this procedure.



PERFORMANCE BOATING

Your Skeeter boat is a high-speed, high-performance boat. DO NOT be tempted to push your boat to its limits until you are completely familiar with its operating characteristics.

We recommend that you never operate the boat without first having an initial orientation and familiarization/demonstration ride with your dealer or an operator experienced with the boat/outboard combination. All boats perform differently.

WARNING

DO NOT trim the outboard out too far or the boat may begin to “porpoise” (bounce up and down). Porpoising reduces control and visibility and lowers top speed and fuel efficiency. Failure to maintain control or visibility could result in serious injury or death.

PROPELLERS

Care and selection of your propeller is very important to proper boat operation. See your outboard motor operator’s manual for propeller information.

Problems associated with propellers include ventilation, cavitation, and blow-out. These problems have similar symptoms and are best diagnosed by an expert. Consult your Skeeter Dealer if you think you have a propeller-related problem.

WARNING

Never change a propeller without disconnecting the battery from your outboard. Your propeller can have sharp edges. Handle with care.



POST-OPERATION CHECKS

Post-Operation Checks

These post-operation procedures are developed to help preserve the long-term appearance and reliability of your Skeeter boat. Perform these procedures as soon as possible after the boat is loaded back on the trailer after the day's use.

Some owners plan to moor their boat seasonally, rather than keeping it on the trailer between uses. The procedures described in this section may not be possible if your Skeeter boat is moored in the water. Boats which are moored will require periodic removal from the water to clean the hull and outboard motor area. The frequency of this maintenance will depend upon whether the water is salt or fresh, as well as other local water conditions.

Leaving the boat in the water for extended periods will accelerate the rate of normal deterioration of the outboard motor and hull finish. Stray electrical voltage in the water, marine organisms, and saltwater corrosion are a few of the conditions that can adversely affect the life of many Skeeter boat components.

1. Follow the post-operation or storage instructions in your outboard motor's Owner's Manual.
2. Wash down the hull, helm, and outboard motor with fresh water. Remove the drain plug at the stern to let any water drain from the bilge.

NOTE: This boat is equipped with either an automatic or a manual electric bilge pump that removes excess water from the bilge while you are under way. However, some residual water remains that must be drained by removing the drain plug.



Tighten the hull drain plug securely before launching the Skeeter boat. Clean any foreign material, such as dirt or sand, from the threads before installing the drain plug.

3. Spray a rust inhibitor, such as Yamaha Silicone Protectant and Lubricant, on metallic parts to minimize corrosion.

TRAILERING



WARNING

Avoid accident and injury from improper trailering.

- The trailer must be matched for the boat's weight and hull.
- The towing vehicle must have the capacity of pulling the load. Pulling a load that exceeds the towing capacity may cause loss of control.
- Be sure the boat is secured to the trailer and the trailer is properly hitched to the towing vehicle before towing.

A trailer is provided as standard equipment with your Skeeter boat. If you need to obtain another trailer, choose one that is manufactured to carry a boat of the size and weight of your Skeeter boat. Check the certification label on the left forward side of the trailer. This label is required to show the Gross Vehicle Weight Rating (GVWR), which is the load carrying capacity of the trailer plus the trailer's weight. Be sure that the total weight of your boat, any cargo, and the trailer weight itself does not exceed the GVWR.

Hitch

The trailer hitch ball must match the size of the socket on the trailer hitch coupler. Hitches are divided into classes that specify the gross trailer weight (GTW) and the maximum tongue weight. Always use a hitch rated for the same or higher class. Use a bolted-on or welded-on hitch; clamp-on bumper hitches are not recommended. Be sure the trailer hitch's release handle is latched with the lock pin installed before towing.

Use safety chains between the towing vehicle and the trailer so the trailer will not detach completely from the towing vehicle if it accidentally comes loose from the hitch ball. Crisscross the chains under the trailer tongue so the tongue will not hit the road surface if it falls loose. Rig the chains as tightly as possible while allowing just enough slack to permit tight turns.

Be sure the tongue weight (vertical weight on the hitch point) is correct. Generally, 5% to 10% of the combined weight of the boat and trailer should be on the tongue. Too much or too little weight can cause difficult steering or trailer swaying.



Trailer Checklist

- Check your state laws to be sure your trailer meets all regulations, such as proper licensing, brake, axle load, and safety chain requirements.
- Check trailer for any loose fasteners or damaged parts.
- Check tires for proper inflation.
- Check wheel bearings and wheel lug nuts before each trip.
- Check tail, brake, and turn signal lights for proper operation.
- Secure the bow of the boat to the trailer with the winch line and also with the chain. Secure the stern cleats to the trailer with tie-downs.
- Take down and store the bimini top, if used. The top is not designed to stay unsecured on the Skeeter boat at highway speeds.
- Carry a spare tire for the trailer, along with sufficient tools to change the tire.
- While traveling, check the wheel hubs on the trailer whenever you park. If the hub feels abnormally hot, have the bearing inspected before continuing your trip. On longer trips, it is a good idea to carry a set of spare wheel bearings, seals, and races.
- When making a turn, do not cut corners. The trailer has a smaller turning circle so it turns more sharply around the corner than the towing vehicle.
- Before backing your trailer into the water, disconnect the light plug from the towing vehicle. This will reduce the likelihood of the lights blowing out when submerged.

Backing Your Trailer

It takes practice to back a trailer successfully. If you are not familiar backing up with a trailer, practice first in an open area away from obstacles.

Keep the following points in mind:

- Back slowly. Make steering adjustments in small steps.
- Turn the towing vehicle's wheels opposite the direction you want the trailer to go.
- After the trailer begins moving, turn the towing vehicle to follow it.
- Have a second person stand by to help direct you with hand signals.

Launching

As a courtesy to other boaters, prepare your Skeeter boat for launching before using the ramp. Each launch may have particular differences, such as ramp angle, prevailing wind, waves, and water currents. If possible, watch a couple of boaters launch their boats first to notice any problems. While every boater develops a preferred launch procedure, here is a recommended general procedure:

1. Perform the Pre-Operation Checks shown on page 1-13 that can be performed on land, including operating the blower for at least 4 minutes.
2. Remove all trailering tie-down lines from the boat and attach your docking lines and fenders, if used.
3. Back the trailer down the ramp as close to 90° to the shoreline as you can. If possible, have a second person stand aside as an observer. Stop when the wheels are at least halfway submerged. Set the parking brake.



4. Remove the bow line from the bow eye.
5. Back the trailer farther into the water until just the tops of the fenders show, then reset the parking brake. Board the boat and start it. If possible, remain on the trailer until the engine is warm and is responding to throttle.
6. Back the boat out into the water, watching carefully for people, other boats, or obstacles.

Loading

1. Back the trailer down the ramp as close to 90° to the shoreline as you can. If possible, have a second person act as an observer while standing to the side of the boat. Stop when the tops of the trailer's fenders are about 3 in. (7.6 cm) above the waterline.
2. With the boat moving at the slowest idle speed, guide the boat onto the support rails. Use throttle only if necessary for steering ability.



WARNING

Using too much throttle can cause the boat to jump over the front of the trailer which can result in injury to the boat operator and bystanders. Use only enough throttle to maneuver the boat into the correct position.

3. Make sure the boat is centered on the support rails and is headed straight for the bow stop (bumper board). Ease the boat forward until the bow rests against the bow stop.
4. Attach and tighten the winch line.

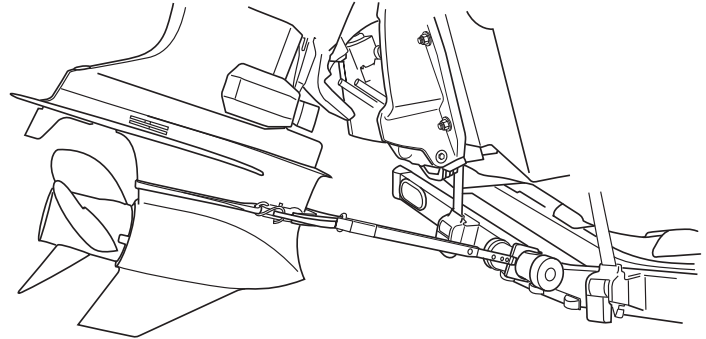


CAUTION

- The winch line is not designed to pull the boat onto the trailer.
 - The winch line should not be the only line securing the bow during trailering. Use the chain along with the winch to secure the boat to the trailer.
5. Pull the trailer up the ramp out of the way of other boaters. Attach the bow and stern tie-downs. Reconnect the trailer lights.
 6. Follow the Post-Operation Checks on page 10-5.

Transom Saver

The transom saver is designed to protect your boat, outboard motor, and trailer.



9343-022a

Transom Saver
Figure 10-3



SKE-0104-A

Transom Saver
Figure 10-4

CAUTION

Avoid damage to outboard lower unit. Transom Savers must be properly fitted to trailer roller and secured to outboard lower unit. Outboard motor must have power tilt and trim for use of this product. Boat must be tied down to trailer during use.

Many outboard motors are equipped with a sleeve-type transom saver, which also can be used in conjunction with the trailer-mounted type.

This section describes how to care for and maintain your Skeeter boat. Periodic inspection and maintenance of items listed in this section are absolutely necessary.

REPAIRS AND MODIFICATIONS

Your Skeeter boat is designed for safety in the harsh marine environment and thoroughly tested and certified for compliance with applicable safety standards. Because of the possibility of interference with the design of the boat, owner installation of additional equipment or modification of factory equipment is not recommended.

In addition, DO NOT attempt to make repairs unless you are certified to do so, have the necessary authorized repair information, and use approved marine replacement parts.

Your Skeeter Dealer is qualified to make such repairs, additions, or modifications to your boat that will not compromise safety, design integrity, or warranty coverage.

ELECTRICAL



WARNING

Use extreme caution when checking for an electrical problem.

An electrical system problem must be treated seriously. Do not operate your boat knowing there is a problem with the system. When a problem is discovered, have your Skeeter Dealer service it immediately.

NOTE: The electrical system is designed to protect your boat from short circuits or an overload condition. Any modifications to the system should be done by your Skeeter Dealer.



Battery

Periodically check the battery restraint system, making sure the battery is secured.



WARNING

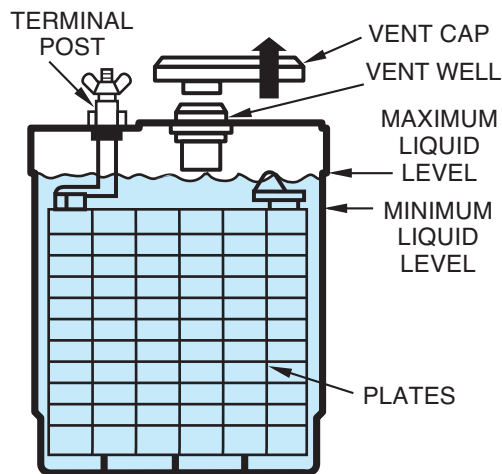
- Batteries contain sulfuric acid which can cause severe burns. Wear protective clothing to avoid acid contact with your skin and eyes. Failure to do so could result in severe injury.
- The battery compartment doors **MUST** be secured in the OPEN position for ventilation when charging any batteries.
- Be sure to inspect your boat for and eliminate fuel fumes and their cause prior to connecting a battery charger to your batteries.

Check the batteries frequently for signs of corrosion. If corrosion is evident, clean terminals with a baking soda and water solution and a wire brush. Before cleaning, remove the vent caps and seal the vent wells with corks to prevent the solution from getting inside the battery.

NOTE: Some batteries are sealed and cannot be filled.

Check the fluid levels in the cells. Usually, a level approximately 1/4 to 1/2 in. (6 to 13 mm) above the plates is sufficient. If needed, fill with distilled water. **DO NOT** overfill!

CARE / MAINTENANCE



KC-1620C

Figure 11-1



WARNING

Batteries produce explosive hydrogen gas. **DO NOT** attempt starting your engine with jumper cables under any circumstances. Keep all sparks, flames, and smoking material away from the batteries. Risk of spark at the battery post igniting gasoline or hydrogen fumes is too great. Always wear skin and eye protection when near batteries and keep the battery compartment lids open to provide adequate ventilation when charging. An explosion can cause blindness or other serious injuries.

Batteries are perishable products and will self-discharge. If you operate your boat sparingly, you may want to charge your batteries occasionally.



Direct Battery Charging

See **ELECTRICAL SYSTEM** on page 7-1 for charging trolling motor batteries information.

Secure the battery compartment doors in the OPEN position. Observing polarity, connect the battery charger to the battery posts.

Onboard Charger

Charging through the optional onboard charger can be performed by securing the battery compartment doors in the OPEN position. Plug a properly grounded extension cord into a 110-volt AC outlet. Place the receptacle end into the permanently mounted charger inlet on the boat. Charging will begin automatically.

CORROSION PROTECTION

Galvanic Corrosion

Galvanic corrosion (electrolysis) is the breakup of metals due to the effects of electrolytic action. When dissimilar metals are immersed in a conductive fluid such as salt water, an electric current is produced, similar to the action of a battery. The softest of the metals will be the first to become damaged. If not stopped, a great deal of damage could occur.

If you operate in salt, polluted, or brackish waters, your boat should be equipped with a transom-mounted zinc anode to prevent damage to those metal parts coming in contact with the water. By design, the anode is self-sacrificing. It is slowly eroded by electrolytic action and requires periodic inspection for deterioration. If the zinc anode shows extreme erosion, it must be replaced for continued protection.



CAUTION

DO NOT paint or coat a zinc anode with any substance. Once covered, the anode will not provide protection from galvanic corrosion. Replace the anode if it is deteriorated 50% or more.

Consult your Skeeter Dealer for additional information concerning galvanic corrosion.

Salt Water Corrosion

The entire boat, outboard, and trailer should be rinsed with fresh water and washed immediately after use in salt water. If the boat is used primarily in salt water, wax the hull monthly and apply corrosion inhibitor to all hardware. See your Skeeter Dealer for products suitable for the marine salt water environment.

See your outboard operator's manual for cooling system flushing information.

GENERAL MAINTENANCE

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 nonporous 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 trisodium 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 instructions on the label.

Twice Yearly (Minimum)

Wax your boat's gelcoat 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 thick coat of wax to a small area (3 x 3 ft [1 x 1 m]) 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 gelcoat surface that has been sitting in the sun and is hot. Never wax a gelcoat surface in direct sunlight.



Carpet

Your Skeeter carpet has 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. To clean mildew off 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, and some insect repellants will cause deterioration of the carpet backing. Spray these formulas away from your boat carpet, and clean any spills 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 specially selected to take the tough punishment of the elements and hard usage of an active boater.

For General Care

- Do not use the seat straps as a handle when carrying seats.
- An authorized Skeeter Dealer should install seats.
- Use quality upholstery cleaner to clean the vinyl upholstery.
- Protect the seats from the weather and ultraviolet sunrays. Use a high-quality vinyl conditioner containing UV inhibitors.
- Check the seat fasteners. Only Skeeter-approved seats and associated hardware should be used in your boat. These seats and hardware should be periodically inspected for wear, tear, and/or fatigue. If you notice these types of signs, please contact your Skeeter Dealer and have them replaced via the Skeeter Customer Service for a nominal fee.



Paints

If your boat is kept in water where marine growth is a problem, the use of antifouling paint may reduce the growth rate. Be aware of environmental regulations that may govern your paint choice. Contact your local boating authorities for information.

Cleaning Agents

Household cleaners should be used sparingly and not discharged into waterways. DO NOT mix cleaners and be sure to use plenty of ventilation in enclosed areas. DO NOT use products which contain phosphates, chlorine, solvents, or nonbiodegradable or petroleum-based products. Citrus-based cleaners are excellent for marine cleaning purposes and are safe for you and the environment.

FUEL SYSTEM



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 each use.

If you find a leak, have your Skeeter Dealer repair the leak before your next boat outing.

Only USCG-approved fuel hoses must be used on the fuel system.



STEERING SYSTEM

Frequently inspect the steering system for smooth, free, and full-range operation. In addition, check the original self-locking nuts used to fasten the steering link rod between the steering cable(s) and the engine.

Have your Skeeter Dealer check for proper lubrication, any unusual backlash, and any component wear of the steering system at least once a year.



SERVICE / MAINTENANCE LOG

DATE	HOUR READING	SERVICE / REPAIRS PERFORMED

TROUBLESHOOTING

The following chart will assist you in finding and correcting minor problems with your Skeeter boat. See your outboard operator's manual for any problem concerning the starting, shifting, or operation of the outboard.

Some problems may require the skills of a trained technician and special service tools. Please contact your Skeeter Dealer for assistance.

TROUBLE CHECK CHART

PERFORMANCE	
Symptom	Possible Cause
Poor boat performance	• Contaminated fuel • Uneven load distribution • Improper power trim setting • Improper propeller selection • Engine problem • Marine growth on hull
Poor gas mileage	• Improper power trim setting • Marine growth on hull • Engine problem



PERFORMANCE (Continued)	
Symptom	Possible Cause
Excessive vibration	• Damaged or fouled propeller • Engine problem
Engine runs but boat makes little or no progress	• Fouled or damaged propeller • Engine problem
ELECTRICAL	
Symptom	Possible Cause
Electrical problem	• Open circuit breaker or blown fuse • Loose wiring connection • Defective switch or gauge
Dim or no lights	• Circuit breaker tripped or in OFF position • Battery discharged

PREPARING BOAT FOR STORAGE

Storage or winter lay-up requires special preparation to prevent damage to your boat. If the boat is stored in below freezing temperatures, water inside the boat and in the livewell systems may freeze causing damage. Damage to the boat due to improper storage will not be covered by the warranty. The following procedures should help prevent damage to your boat.

CAUTION

Follow the instructions in the outboard operator's manual for off-season storage, stabilizing the fuel system and stabilizing the oil injection system, if applicable.

Remove the drain plug immediately after taking the boat out of the water. After washing, raise the bow of the boat enough to allow as much water as possible to drain while performing the following storage preparations.

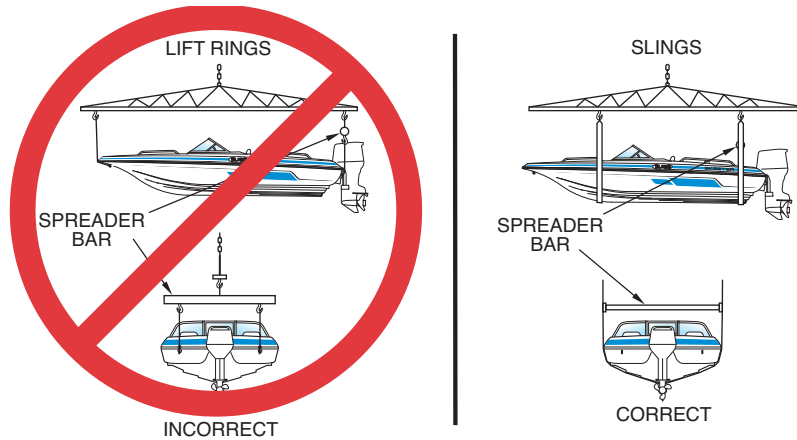
- Thoroughly clean the hull, deck, and interior of the boat as soon as it is removed from the water. Cleaning at this time is easier because the marine growth is still wet. Be sure to allow for a couple of days of air drying to prevent mildew due to trapped air. See **GENERAL MAINTENANCE**, in **Section 11**.
- Drain the livewell system. See **LIVEWELL DRAINING** on page 3-35.
- Apply wax to the entire surface of the boat. See **GENERAL MAINTENANCE**, in **Section 11**.
- Remove the batteries from the boat. Clean, fully charge, and store them in an area not subject to freezing temperatures. DO NOT store batteries close to heat, spark, or flame producing devices. See **BATTERY**, in **Section 11**.
- Perform all scheduled maintenance for the outboard and the trailer.
- Use proper protection to cover the outboard and the boat while in storage.



Reactivating the Boat After Storage

- Charge and install the batteries. See **Battery**, in **Section 11**.
- Check condition of the livewell system. See **Livewell Systems**, in **Section 7**.
- Check the fuel system. Verify the condition of all hoses and fuel line. Should a fuel hose needs replacing, use only USCG-approved hose. Be sure all hose clamps are tight.
- Check and lubricate the steering system.
- Verify the condition of all safety equipment.
- Verify proper operation of the engine stop switch and lanyard.

LIFTING



SKE-0018a-A

Figure 14-1



WARNING

Do not attach lifting cables to the bow eye, cleats, water-ski tow eye, or grab handles. Serious damage to the boat can occur. Use only a sling designed specifically for lifting boats.



If you need to remove the Skeeter boat from the water without a trailer, use these guidelines:

- Use a sling-type lifting mechanism designed for lifting boats. The sling should be covered with a protective material to prevent damage to the hull gelcoat.
- Use spreader bars to avoid side stress to the hull that may cause cracks in the gelcoat and fiberglass.
- Attach guidelines to the bow eye and stern tie-down cleats to control movement of the boat during lifting.
- Remove all people and all cargo from the boat. Drain any excess water from the bilge using the bilge pump.
- Be sure all people are standing clear, then lift boat slowly and just far enough to verify that the boat is securely held and properly balanced. If necessary, lower the boat again and adjust the slings.
- When ready, lift the boat slowly and carefully.

TRAILERING

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 in the trailer owner's manual. Read, learn, understand, and act on the information included in this important book. Proper trailer maintenance and safety procedures are essential to safe and enjoyable trailering.



WARNING

Read, understand, and follow the instructions for trailer ownership and use in the trailer owner's manual included with your Skeeter owner's package.

GLOSSARY OF TERMS

ABOARD – On or in the boat.

ABYC – American Boat and Yacht Council, Inc.

AFLOAT – On the water.

AFT – Toward the rear or stern of the boat.

AGROUND – Touching bottom.

AMIDSHIP – Center or middle of the boat.

ANCHOR – (1) An iron casting shaped to grip the lake bottom to hold the boat. (2) The act of setting the anchor.

ASHORE – On the shore.

ASTERN – Toward the stern.

BAIL – To remove water from the bottom of the boat with a pump, bucket, sponge, etc.

BAITWELL – A miniature livewell used to store and keep live bait alive and healthy.

BEAM – The widest point on the boat.

BEARING – Relative position or direction of an object from the boat.

BILGE – The lowest interior section of the boat hull.

BILGE KEELS – The raised areas or aluminum extrusions on the bottom of a boat that parallel the keel.

BOARDING – To enter the boat.

BOUNDARY WATERS – A body of water between two areas of jurisdiction; i.e., a river between two states.

BOW – The front of the boat.

BULKHEAD – Vertical partition (wall) in a boat.

BUNKS – Carpeted trailer hull supports.

BURDENED BOAT – Term for the boat that must “give-way” to boats with the right-of-way.

CAPACITY PLATE – A plate that provides maximum weight capacity and engine horsepower rating information. It is located in full view of the helm.

CAPSIZE – To turn over.

CAST-OFF – To unfasten mooring lines in preparation for departure.

CENTER LINE – A lengthwise imaginary line which runs fore and aft with the boat’s keel.

CHINE – The point on a boat where the side intersects (meets) the bottom.

CLEAT – A deck fitting with ears to which lines are fastened.



CONSOLE – Also called helm. The steering wheel area of the boat.

CRANKING BATTERY – The main battery used for engine starting and electrical circuits.

CURRENT – Water moving in a horizontal direction.

DECK – The open surface on the boat where the passengers walk.

DEEP CYCLE BATTERIES – Special long-running batteries which can be repeatedly discharged and recharged without significant loss of power.

DOLLY WHEEL – A rolling jack assembly at the front of the trailer used for positioning the coupler during trailer hookup.

DRAFT – The depth of the boat below the water line, measured vertically to the lowest part of the hull.

ELECTROLYSIS – The break-up of metals due to the effects of galvanic corrosion.

FATHOM – Unit of depth or measure; 1 fathom equals 6 ft (1.83 m).

FENDERS – Objects placed alongside the boat for cushioning. Sometimes called bumpers.

FORE – Toward the front or bow of the boat. Opposite of aft.

FREEBOARD – The distance from the water to the gunwale.

FUEL SENDING UNIT – The electrical device that is mounted on the outside of a built-in fuel tank and controls the dashboard fuel gauge.

GIVE-WAY BOAT – (1) Term for the boat that must take whatever action necessary to keep well clear of the boat with the right-of-way in meeting or crossing situations.
(2) The burdened boat.

GUNWALE – The rail or upper edge of a boat's side.

HEAD – A marine toilet.

HELM – The steering wheel or command area.

HULL – The body of the boat.

HYPOTHERMIA – A physical condition where the body loses heat faster than it can produce it.

IN-LINE FUSE – A type of protective fuse located in the power wire of a direct current (DC) circuit usually near the battery.

KEEL – The lowest portion of the boat; extends fore and aft along the boat's bottom.

LIST – Leaning or tilt of a boat toward the side.



GLOSSARY OF TERMS

MAKING WAY – Making progress through the water.

MARINE CHART – Seagoing maps showing depths, buoys, navigation aids, etc.

MOORING – An anchor, chain, or similar device that holds a boat in one location.

NAVIGATION AID – Recognizable objects on land or sea such as buoys, towers, or lights which are used to fix position to identify safe and unsafe waters.

NMMA – National Marine Manufacturer's Association

NO-WAKE SPEED – The speed at which a boat travels to produce an imperceptible wake.

PFD – Personal flotation device.

PITOT TUBE – See SPEEDOMETER PICKUP TUBE.

PLANING HULL – A hull designed to lift, thereby reducing friction and increasing efficiency.

PORPOISE – A condition in which the bow bounces up and down caused by trimming the engine too far out.

PORT – (1) The left side of a boat when facing the bow.
(2) A destination or harbor.

PRIVILEGED BOAT – Term used for the boat with the right-of-way.

RIGHT-OF-WAY – Term for the boat that has priority in meeting or crossing situations. The stand on or privileged boat.

RULES OF THE ROAD – Regulations for preventing collisions on the water.

SPEEDOMETER PICKUP TUBE – Also called pitot tube. The plastic device that extends below the bottom of the boat. It connects to the speedometer with plastic flexible tubing.

SPLASHWELL – The section of an outboard-equipped boat that is just forward of the transom.

STAND ON BOAT – Term for the boat that must maintain course and speed in meeting or crossing situations. The privileged boat.

STARBOARD – The right side of the boat when looking towards the bow.

STERN – The back of the boat.

STOW – To pack the cargo.

SURGE BRAKES – A type of trailer braking system designed to automatically actuate when the tow vehicle's brakes are applied.

TRANSDUCER – The unit that sends/receives signals for the depth sounder.



TRANSOM – The transverse beam across the stern.

TRIM – Fore to aft and side to side balance of the boat when loaded.

UNDER WAY – Boat in motion; i.e., not moored or anchored.

USCG – United States Coast Guard

WAKE – The waves that a boat leaves behind when moving through the water.

WATERWAY – A navigable body of water.

V-PAD – A modified vee hull design with a small, flat area in the keel aft.

VISUAL DISTRESS SIGNAL – A device used to signal the need for assistance such as flags, lights, and flares.



FLOAT PLAN

Copy this page and fill out the copy before boating. Leave the filled out copy with a reliable person who can be depended upon to notify the USCG or other rescue organization, should you not return as scheduled. Do not file this plan with the USCG.

Name _____ Telephone _____

Description of Boat: Type _____ Color _____ Trim _____

Registration Number _____

Length _____ Name _____ Make _____

Other Info. _____

Persons Aboard: Name	Age	Address & Telephone
_____	_____	_____
_____	_____	_____
_____	_____	_____

Engine Type: _____ HP _____

No. of Engines: _____ Fuel Capacity: _____



Survival Equipment:

PFDs _____ Flares _____ Mirror _____ Smoke Signals _____

Flashlight _____ Food _____ Paddles _____ Water _____

Anchor _____ Raft or Dinghy _____ EPIRB _____

Radio: Yes _____ No _____ Type _____ Freq _____

Destination _____ Est. Time of Arrival _____

Expect to Return By _____

Auto Type _____ License No. _____ Parked _____

If not returned by _____ call the Coast Guard, or _____ (Local Authority).

Coast Guard Telephone Number: _____

Local Authority Telephone Number: _____



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 Department located at One Skeeter Road, Kilgore, TX, 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 the duration of ownership of the first retail purchaser.

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 three (3) years 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 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 thirty (30) days from the date 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 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, out drives, 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) gel coat or metal flake cracks
- (4) gel coat 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
- (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 OF 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: _____

