COBALT

Owner's Manual

OWNER INFORMATION

Owner's Name_____

Address_____

City_____ State_____ Zip_____

Hm. Phone _____ Wk Phone _____

Cobalt Model _____ **Model Year** _____ **Hull Serial No.**_____

Engine_____ Engine Serial No._____

Drive _____ Drive serial No. _____

Dealership_____

Address_____

City_____ State_____ Zip_____

Main Phone_____ Service Phone _____

Sales Contact_____ Service Contact_____

Extended Warranty Contract No. _____

Marina/Storage_____

Address_____

City_____ State_____ Zip_____

Phone_____ Contact Name_____

Dear New Cobalt Owner,

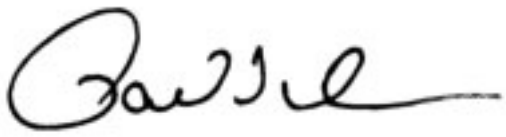
From all of us at the factory and from your Cobalt Dealer, thank you for purchasing a Cobalt. We greatly appreciate your business and look forward to a long and enjoyable relationship with you as part of the Cobalt family.

This manual is designed to help you maximize the enjoyment of your Cobalt boat, and to acquaint you with proper operation, care, storage, and maintenance of your investment.

Even if you're a seasoned boater and have previously owned a Cobalt, I recommend you take time to read through this Owner's manual. As you read this manual, please remember that "common sense" and "courtesy" are the most valuable traits you can have to fully enjoy safe boating. It is also to your personal advantage to become well acquainted with the rules and general "know how" of boating.

For service and for assistance contact your Cobalt dealer. The dealership staff will be happy to answer questions concerning maintenance, warranty, or any other operational questions you may have about your Cobalt.

All the best in boating,



Pack St. Clair, Chairman and C.E.O.

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I EQUIPMENT AND GOVERNMENT REGULATIONS

EDUCATIONAL OPPORTUNITIES

Most boaters can enhance their enjoyment of boating experiences through increased knowledge of safe operation, navigation, and regulation of pleasure boats. The U.S. Coast Guard Auxiliary, U.S. Power Squadron, and The American Red Cross offer courses covering a wide range of boating knowledge and skills, Water Safety, First Aid, and CPR. Cobalt encourages your participation in these programs.

SAFETY EQUIPMENT AND BOATING REGULATIONS

The Federal Boat Safety Act of 1971 (FBSA/71) established minimum safety standards for boats and associated equipment, specified by the U.S. Coast Guard. In addition, the National Marine Manufacturers Association and the American Boat and Yacht Council work with boat builders to develop voluntary standards that exceed base requirements.

The safety equipment on your Cobalt meets or exceeds the standards of the U.S. Coast Guard, N.M.M.A., and the A.B.Y.C.

NAVIGATION LIGHTS

All power boats underway between sunset and sunrise must display proper navigation lights. All boats at anchor must display a proper anchor light. Anchor light must be visible 360 degrees. Some canvas options may inhibit this function and should not be used in conjunction with the Anchor light operation.

HORN OR WHISTLE

All boats over 16 feet in length must be equipped with an operable horn or whistle, audible from one mile.

FIRE EXTINGUISHER

All inboard / outboard boats must carry an appropriate portable fire extinguisher in operable condition and accessible location.

LIFESAVING DEVICES

All boats must carry one U.S. Coast Guard approved type 1, 2, or 3, wearable, personal flotation device, of the proper size, for each person on board.

All boats over 16 feet in length must carry one U.S. Coast Guard approved type 4 throwable lifesaving device, such as a ring buoy or buoyant cushion.

To meet requirements, each lifesaving device must have a currently legible U.S. Coast Guard approval stamp permanently affixed.

ADDITIONAL RECOMMENDED SAFETY EQUIPMENT

In spite of all efforts to the contrary, problems or mishaps sometimes occur while boating. The items listed below should help make unexpected events more manageable:

- Anchor and anchor line
- Compass
- Area charts
- First aid kit
- Distress signals (flag for daylight, flares for darkness)
- Flashlight and spare batteries
- Portable radio
- Tool kit

NAVIGATION ON INLAND LAKES

Boats operating on inland lakes may be required to comply with local City, County, State, and Federal regulations concerning equipment, navigation, and environmental issues. These regulations vary considerably with locale. Contact your dealer, local marinas, or the State Boating Law Administrator for specific local information.

NAVIGATION IN COASTAL AND INTRA-COASTAL WATERS

The U.S. Coast Guard has primary responsibility for regulation of these waters. State and Local authorities may also regulate boating activities. Operation in these waters may require knowledge of the International Rules of the Road, Aids to Navigation, Inland Rules, and/or local regulations. Contact your dealer or the local Coast Guard office for specific information.

WE WISH YOU SAFE AND HAPPY BOATING!

The American Boat and Yacht Council, Inc. is an independent organization dedicated to developing and maintaining the highest level of marine equipment safety standards for U.S. boat manufacturers. Working closely with the U.S. Coast Guard and other authorities, the A.B.Y.C. reviews marine equipment and systems, including electrical systems, ventilation, steering, flotation, load capacity, fuel systems, and others that may have impact on your safety.

The National Marine Manufacturers Association is an independent organization involved in a wide range of activities aimed toward the promotion and improvement of all aspects of boating. Members include manufacturers of boats, engines, and marine equipment of all types.

One division of the N.M.M.A. provides an inspection and certification program to members. Inspections are performed to the rigid and detailed standards of the A.B.Y.C. and certification requires compliance with all applicable standards and recommendations.

Every Cobalt is built to meet or exceed all applicable standards of these organizations at the time of manufacture. Each model is inspected and certified prior to introduction, and periodic inspections of the entire model line are conducted in-plant to insure continued compliance.

VINYL INTERIOR AND UPHOLSTERY CARE

The vinyl fabric in your Cobalt's interior has been especially selected to take the tough punishment of the elements and hard usage of an active boater. Avoid sharp objects that may cut or tear your vinyl.

The vinyl in your Cobalt has been coated with PreFixx protective finish. It's designed to be cleaned easily, over and over, without showing signs of wear. With PreFixx protection, it is possible to remove stains that could never be removed before. There are three families of sunscreen ingredients which may contribute to the staining of the vinyl in your Cobalt.

- Aminobenzoic acids - e.g. PABA
- Hydroxy benzophenones - e.g. Oxybenzone
- P-methoxycinnamic acid - e.g. Octyl methoxycinnamate

This list should not be considered inclusive, although it does represent a large selection of sunscreens which are known to stain vinyls, even treated with PreFixx. In actuality, almost any sunscreen with a high percentage - two percent or above - of active ingredients is a potential stainer.

Special care should be taken to prevent dark colored rubber products or Sunbrella™ canvas from coming in contact with the vinyl upholstery.

Vinyl staining from suntan lotions is not covered by the vinyl manufacturer or Cobalt warranties.

CARE AND CLEANING OF VINYL

DAY-TO-DAY SOIL

Remove ordinary dirt and smudges with a mild soap and warm water solution. Dry with a soft, lint-free cloth or towel. For more difficult stains, use of a stronger detergent is recommended; provided the detergent manufacturer's instructions are followed closely.

SPECIAL CLEANING PROBLEMS

The following steps are recommended to clean stains on PreFixx-protected vinyl upholstery. Many difficult stains can be removed when these cleaning agents are used in the following order.

STEP 1 CLEANERS

- Formula 409™, Fantastik™.
- Clorox™ Soft Scrub® with bleach.
- Household cleaners and bleaches. Rinse cleansed area with fresh water and dry with

a clean cloth.

STEP 2 CLEANERS*
Solvent-type cleaner to be liberally applied with a cloth, damp sponge or fine bristle brush.

- Rubbing alcohol (isopropyl alcohol).
- Lighter fluid (naphtha). Rinse cleansed area with fresh water and dry with a clean cloth.

STEP 3 CLEANERS
Strong, active cleaners to be applied with a soft cloth or damp sponge. Use no more than six rubs; if stain persists, contact manufacturer. Dry with another cloth, then rinse with clear water and dry.

- Nail polish remover (acetone/water)

It is extremely important to clean the stained area as quickly as possible, making sure the recommended cleaning steps are followed in order.

RECOMMENDED CLEANING SOLUTIONS
FOR PREFIXX-COATED NAUTOLEX VINYLS

STAINING AGENT	CLEANING STEP
Spray paint	1 - 2 - 3
Ballpoint pen	1 - 2 - 3
Lipstick	1 - 2 - 3
Yellow mustard	1 - 2 - 3
Bird droppings	1 - 2 - 3
Crayons	1 - 2
Eye shadow	1 - 2
Oily spot	1 - 2
Petroleum Products	1 - 2
Coffee	1
Tea	1
Hair oil tonic	1
Blood	1
Urine	1
Grape juice	1
Olive oil	1
Chocolate	1
Ketchup	1
Baby oil	1

FLAMMABLE LIQUIDS ARE EXTREMELY DANGEROUS AND SHOULD BE USED ONLY IN WELL VENTILATED AREAS. AVOID OPEN FLAME OR SPARK.

DARK STORAGE AREAS

Often, when a boat is stored completely covered or in a dark building, the vinyl will darken or become “dingy” looking. If this happens, simply place the boat in direct sunlight for a few hours and the vinyl will brighten up.

LEATHER CARE

FOR SPOTS AND SPILLS
Wipe up excess liquid immediately with a clean absorbent cloth or sponge. If necessary, use clean luke warm water only and let air dry naturally. If water is used, clean the entire area where the spot occurred. An example would be the entire seat cushion or entire arm. Do not dry wet areas with hair dryers, etc.

FOR STUBBORN SPOTS AND STAINS
Use a mild non-detergent cleaner such as a bar of Ivory soap or Amway L.O.C.. Apply the soap to a clean wet sponge, wash, then rinse well. Let air dry naturally.

FOR BUTTER, OIL OR GREASE
Wipe excess butter, oil or grease off the leather with a clean dry cloth, then leave it alone as the spot should dissipate into the leather in a short period of time. Do not apply water or try to wash a butter, oil or grease spot.

DO NOT USE
Saddle Soap, cleaning solvents, furniture polish, oils, varnish, abrasive cleaners, soaps or ammonia water.

1) These are recommended or suggested methods of cleaning, but the manufacturer is not responsible for damage incurred while cleaning. 2) Always try the cleaning method in a hidden area first to test the results.

VACUUMING

A very effective and easy way to keep your interior ship shape is giving it a good vacuuming. The vacuum cleaner allows you to reach in tight areas such as under the bow, and other storage areas. It's also a great way to clean up any debris in the bilge area.

CARPET CARE

The carpet in your Cobalt is made of the finest materials available. Scrubbing with soapy water will handle most tough jobs. A simple hosing for mild cleanups will bring out that new look. Thoroughly air dry before reinstallation into your boat. Your dealer can suggest methods of cleaning difficult stains in your carpet.

CANVAS TOP CARE

Boat canvas, in most cases, is subjected to more severe punishment than any other type of canvas or fabric item. Moisture, dirt, heat, ultraviolet rays, salt water, and chemicals from industrial fallout are all factors anxious to destroy your boat canvas. These elements can do serious damage if left unchecked.
Following are some ways to slow the destructive process of canvas:

MOISTURE
Moisture can cause shrinkage, mold, and mildew. The best method of prevention is to allow all canvas items to dry thoroughly while installed on the boat. Shrinkage can occur anytime an article is allowed to dry while loose. Most shrinkage will occur the

first few months after initial installation. When canvas items are erected on the boat and properly adjusted, shrinkage will only occur in areas of looseness. Mold and mildew can be avoided by keeping the canvas clean and well ventilated.

DIRT
Dirt can create a starting point for mold when moisture is present. Cleaning periodically with a mild detergent and water while unit is erected on the boat will extend the canvas life and provide a better appearance. Cleaning can be accomplished with a sponge, soft scrub brush or by using one of the serve-yourself car washes. The unit should always be erected fully and adjusted to a tight, smooth appearance before washing. Allow unit to air dry thoroughly before removing.

CHEMICALS
Chemicals from industrial fallout can cause decay of vinyls and fabrics if allowed to accumulate. There are many different types of chemicals involved. Keeping your canvas clean and covered is the best answer to prevent decay from chemical fallout.

Do not use polyethylene bags or tubes for stowage of canvas.

ULTRAVIOLET DEGRADATION
Most synthetic fabrics or nylon parts today are U.V.R. treated to resist ultraviolet effects. The best protection, however, is to avoid long periods of stowage in areas subject to direct sunlight.

SALTWATER
Corrosive effects of saltwater, as well as chemicals from industrial fallout, can corrode brass or aluminum fittings or fasteners. Your canvas has snap fasteners made of chrome plated brass and stainless steel. These can be protected by keeping them clean and occasionally lubricating them with petroleum jelly.

SUMMARY
Things you can do to protect your canvas items for extended years of enjoyment are:

1. Keep it clean. DO NOT use harsh cleaners.
2. Side curtains and the rear window demand extra care to prevent scratching. Ideally, they should be washed with clear water, preferably hosed off, wiping them with your hand at the same time. Do not attempt to use a cloth or chamois skin. Any dirt or grit in the cloth may result in scratches. Clear water and using your (clean) hand is the safest way. When storing canvas with windows or side curtains, they should be rolled rather than folded to prevent kinking and cracking.
3. Be sure that the top is completely dry before stowing.
4. Keep unit well ventilated when stowed. NO POLY BAGS.
5. Keep fasteners clean and lubricated.

The materials used to produce your boat top and curtains are the best obtainable. Reasonable care will assure them of a long life and many years of service.

For storage, we recommend an optional mooring cover of 100% SharkSkin™ polyester. Do not use convertible tops, side curtains, aft curtains, tonneau covers, etc. for long term storage. These tops were not designed for long term storage and do not provide good protection for your boat. Adequate ventilation is not possible and mold/mildew will form. For more information on appropriate covering for long term storage, please see your Cobalt Dealer.

FIBERGLASS FINISH CARE

The finish on your Cobalt is known as gelcoat. The gelcoat used by Cobalt is the finest available on the market today. With all its properties, it is not impervious to the elements and many types of water conditions.

The best way of taking care of your gelcoat finish is with prevention and proper care.

A multi-purpose boat soap* should be used to clean exterior fiberglass/gelcoated surfaces on your Cobalt after each use. This product, depending upon the ratio mixed, is designed to clean anything from dirty hull and decks to greasy engines. Always rinse and wipe off the finish with a damp towel or chamois.

A fiberglass restorer/wax* should be used to remove heavy oxidation, characterized by chalky/faded surface as well as rust and exhaust stains. This product will not only remove the oxidation but also leaves a wax protection on the cleaned surface in one easy application.

Paste wax* will help retard the UV light damage. We suggest three coats be applied at the end or the beginning of the season, depending on the type of winter boat storage (covered, enclosed storage facility), and again mid-season.

To extend the life of your gelcoat finish, Cobalt recommends the use of a mooring cover totally covering the top deck of the boat for maximum protection. Additionally, if your boat is to be stored where the sun is constantly on the side or transom of the boat, you should consider having some custom skirting made to compliment the mooring cover. Tonneau covers, although supply adequate short term protection to the interior, will not protect the gelcoat finish. Please check with your Cobalt dealer for further information on this subject.

*3M carries a complete line of fiberglass care products

STAINLESS STEEL TRIM AND HARDWARE CARE

Cobalt engineers strive to insure the brightwork and hardware on your boat is made of the highest finish quality materials available within the design/function envelope. Continuing research identifies, tests, and evaluates new materials and products as they become available. Upgrades are made when added value to the customer is proven.

“Stainless steel” is actually a grouping of steel alloys that employ base materials such as nickel, chromium, and molybdenum in varying portions. Each blend possesses different characteristics in terms of strength, durability, finish quality, and rust and corrosion resistance. These materials are used to produce parts that are cosmetically superior to regular carbon steel, are rust and corrosion resistant, yet retain favorable physical properties for functional uses. Cobalt utilizes the highest finish quality material appropriate to the exacting structural requirements of each application.

Stainless steel, though highly resistant, is still capable of rusting, particularly in the marine environment. Initial signs of rust and corrosion, left untreated, may result in pitting and permanent damage to components. The following steps will help protect against such occurrence:

PREVENTIVE STEPS

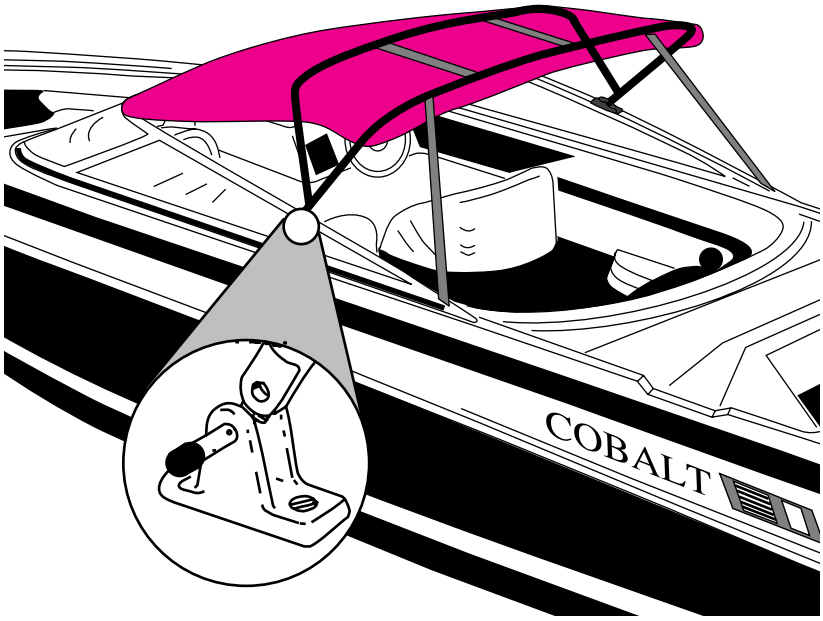
1. Clean and wax metal brightwork twice yearly and prior to extended storage. In saltwater or other harsh environments, more often as needed. Many metal polish / cleaners are commercially available that contain wax for one-step convenience.
2. Rinse with fresh water and wipe dry with towel or chamois after each use.

RUST / CORROSION REMOVAL

1. Remove rust or corrosion promptly using a good metal cleaner / polish. Delay may contribute to permanent finish damage.
2. Apply metal or automotive wax after cleaning for additional protection.
3. Do not use steel wool or other coarse abrasives.
4. Do not clean with acids or bleach.
5. Should you have reason to replace hardware or fasteners, be certain that replacements are correct materials. Consult your dealer for further information.
6. Use of a good "breathable" storage cover will provide additional protection.

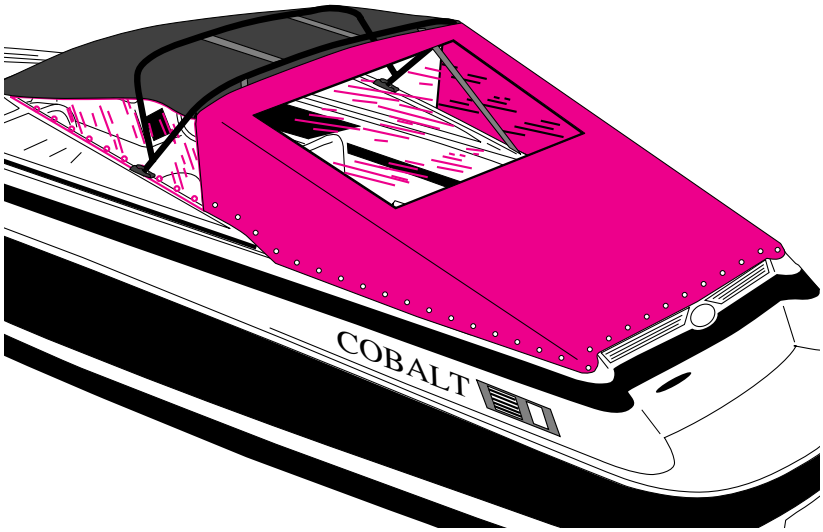
THESE SOLVENTS ARE HIGHLY FLAMMABLE. EXERCISE PROPER CARE IN CLEANING AND NOTIFY PERSONNEL IN AREA OF DANGER. WEAR RUBBER GLOVES DURING ALL CLEANING ACTIVITY. USE CAUTION IN CLEANING AROUND STITCHING AND WOODEN OR OTHER DECORATIVE TRIM, SINCE THESE SOLVENTS COULD SERIOUSLY DAMAGE SUCH AREAS.

ERECTING CONVERTIBLE TOP



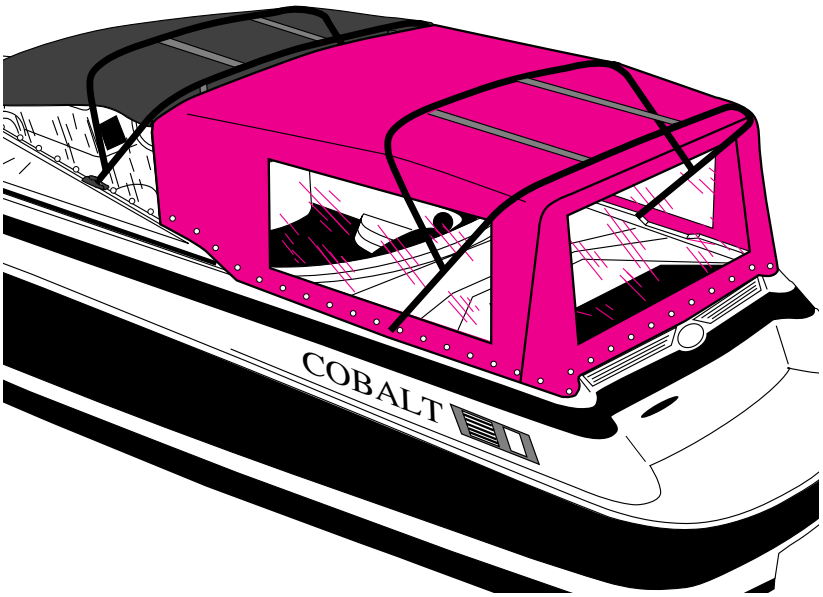
1. Remove canvas top assembly from "top storage area".
2. Attach top bow ends to top mounts on each side of the boat. Use quick disconnect pins.
3. Remove storage boot and unroll canvas top.
4. Open frame and snap front of canvas to windshield.
5. Snap the straps to the eyelets on the windshield frame or deck.
6. Adjust straps for tight fit.

SIDE CURTAINS & STERN CURTAIN - OPTIONAL



1. Zip the side curtains to the top.
2. Snap curtains to windshield and deck.
3. Zip the stern curtain to the canvas top, snap the curtain to the deck, starting at the center rear of the curtain and working forward evenly.

CAMPER TOP - OPTIONAL

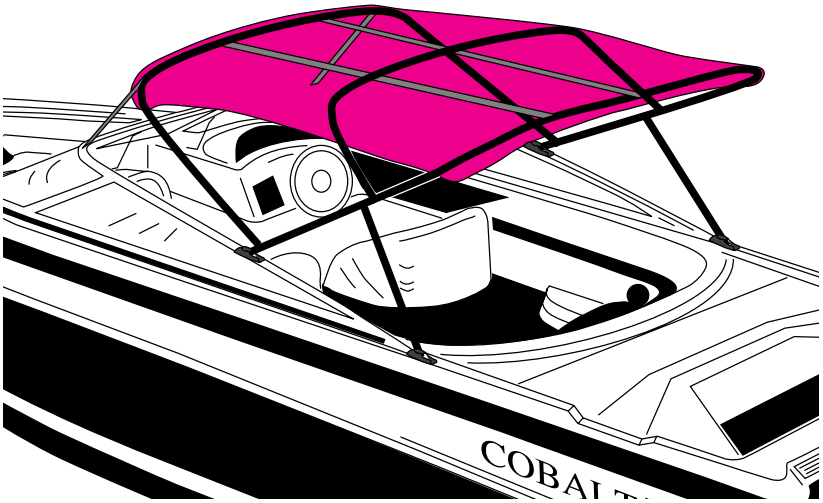


232/252

1. Install “Convertible Top” as outlined.
2. Remove “Camper Top” from storage area.
3. Attach legs to “Camper Top” mounts (toward rear of boat) on each side of the boat.
4. Remove storage boot and unroll “Camper Top” canvas.
5. Open “Camper Top” frame and zip front of “Camper Top” canvas to rear of “Convertible Top”.
6. Zip side curtains to “Convertible Top”.
7. Zip aft curtain to “Camper Top”, starting at the center rear of the curtain and working forward evenly.
8. Snap side curtains and camper top to deck and/or windshield.

DANGER ***DO NOT OPERATE YOUR COBALT WITH THE CANVAS COMPLETELY ENCLOSED. THE COCKPIT AND CABIN MUST BE OPEN TO AVOID CARBON MONOXIDE FUMES AND TO PROVIDE PROPER FUEL COMPARTMENT VENTILATION. EXHAUST FUMES FROM COMBUSTION ENGINES CONTAIN CARBON MONOXIDE. BOATS WITH CANVAS ENCLOSED ARE MORE LIKELY TO COLLECT EXHAUST FUMES. EXPOSURE TO CARBON MONOXIDE CAN CAUSE HEADACHE, DROWSINESS, NAUSEA, UNCONSCIOUSNESS, OR DEATH. KEEP COCKPIT AND CABIN AREAS WELL VENTILATED AT ALL TIMES. BE AWARE CARBON MONOXIDE FUMES MAY BE IN THE AREA FROM OTHER SOURCES. IE: GENERATOR, NEARBY BOATS, ETC.***

BIMINI TOP - OPTIONAL



190/232/252/

1. Attach bimini bow to the mounts on each side of the windshield wing.
2. Install rear support legs to the bimini bow and the mounting brackets on the deck aft of the windshield wings.
3. Open top and install forward straps to the eyelets and adjust straps for tightness of the canvas.

206/226/227/246/262/292

1. Bimini top is stored in the upright position for both trailering and storage.

DANGER ***THE BIMINI TOP MAY BE SUSCEPTIBLE TO DAMAGE FROM WIND VELOCITY IN EXCESS OF 35 MPH. DAMAGE COULD OCCUR RESULTING IN POSSIBLE INJURY TO THE OCCUPANTS OF THE BOAT.***

23LS/25LS/293

1. Bimini top is stored in the upright position for both trailering and storage.
2. Open top and extend the telescoping legs by depressing the buttons protruding through the sides of the legs.
3. Install support leg ends to the appropriate mounting brackets on the deck or windshield.
4. Pull on the forward edge of the top to telescope the legs closed for tight canvas fit.

NOTE ***Bimini top storage is provided on the 190, 232, and 252 models only***

NOTE ***If the canvas was stored when wet, it may have shrunk slightly making it hard to pull tight. If this happens, two people may have to pull at the same time to close the support legs.***

BIMINI ENCLOSURE – OPTIONAL

206/226/246/262/263/292/293

Your bimini is equipped with zippers to accept a bimini enclosure. This enclosure is made of Sunbrella canvas and isinglass. To install, simply zip the front, sides and aft curtain to the bimini top and snap to the provided snaps on your deck and windshield. It is recommended to roll your isinglass pieces for storage to prevent cracking. Refer to page 16 of this manual for proper care guidelines.

23LS/25LS

Your bimini is equipped with zippers to accept a cockpit bimini enclosure and bow camper enclosure. This enclosure is made of Sunbrella canvas and isinglass. To install, simply zip the front, sides and aft curtain to the bimini top and snap to the provided snaps on your deck and windshield.

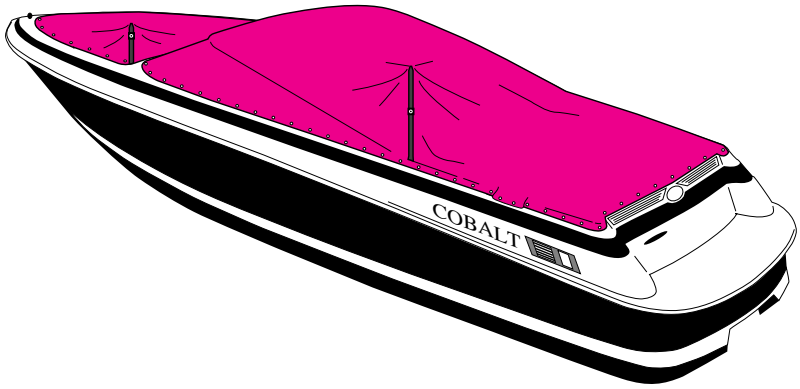
To install the bow camper top enclosures, insert the canvas wrapped bows into the mounting hinges on the deck, secure with the toggle pins and zip to the standard bimini top. Zip the front and side curtains to the camper enclosure and snaps to the provided snaps on your deck

It is recommended to roll your isinglass pieces for storage to prevent cracking. Refer to page 16 of this manual for proper care guidelines.

DANGER ***BIMINI ENCLOSURES MAY BE SUSCEPTIBLE TO DAMAGE FROM WIND VELOCITY IN EXCESS OF 25 MPH. DAMAGE COULD OCCUR RESULTING IN POSSIBLE INJURY TO THE OCCUPANTS OF THE BOAT.***

CAUTION ***IF THE CANVAS COMES IN CONTACT WITH ANY UPHOLSTERY, THE CANVAS COLOR COULD TRANSFER. IT IS SUGGESTED TO KEEP THE UPHOLSTERY AND CANVAS SEPARATED, ESPECIALLY IF THE CANVAS IS WET.***

BOW TONNEAU COVER - OPTIONAL(BOWRIDERS ONLY)



1. Open walk-thru doors.
2. Starting at bow and working aft, snap cover to boat.
3. Close windshield center door and snap the canvas to the underside of the door.
4. Install the adjustable tonneau cover pole adjust to “tent” the cover.
5. Walk-thru doors may be closed if desired.

COCKPIT TONNEAU COVER - OPTIONAL

1. Unroll cover and snap to the deck starting at the center of the windshield. Snap to the forward outside edge of the windshield only.
2. Install tonneau support pole to underside of cover (just in front of rear seat) with snap and adjust pole to approximate height of windshield. Some models have two support poles.
3. Snap aft end of cover to back deck starting in center and working outboard (note: you may have to readjust the support pole for proper fit).
4. Continue snapping up sides.

MOORING COVERS - OPTIONAL

Cobalt mooring covers are made from 100% SharkSkin™ polyester. Mooring covers are recommended by Cobalt for any storage longer than a few days. Mooring covers are not recommended for trailering because they cannot be tied down tightly enough in trailering conditions to keep them from moving on the gelcoated fiberglass surface. This movement can damage the gelcoat causing a dullness or even scratching.

NOTE ***For storage, we recommend an optional mooring cover made of 100% SharkSkin™ polyester that will properly protect the gelcoat finish on the deck of your Cobalt. Do not use convertible tops, side curtains, aft curtains, tonneau covers, etc. for long term storage. These tops were not designed for long term storage. Adequate ventilation is questionable and mold/mildew may form. For more information on appropriate covering for long term storage, please see your Cobalt dealer.***

STOWAGE OF THE CANVAS TOP

The following is the recommended procedure for storage of the top:

a. Disconnect the straps from the side of the boat and allow them to hang free.

b. Disconnect the top snaps from the windshield. (At this point, the two bows should still be separated.)

c. Grasp the bows and fold them together. (Allow the canvas to gather between the bows.)

d. Roll the canvas around the bows. (As you roll the canvas, assure its tightness and pull the side of the canvas to prevent wrinkling.)

e. Slide the boot over the canvas and zip.

f. Remove the top from the top mounts and stow the top in the "top storage area".

Make sure all canvas is completely dry before storage to prevent mildew.

COBALT CANVAS CARE

CARE, CLEANING AND GENERAL INFORMATION

The boat top and other canvas items supplied on your Cobalt boat are manufactured from top quality materials to provide you with years of trouble free service. The following information on the care, cleaning and proper storage of the fabrics and fasteners that make up your marine canvas, is being provided to help you maintain the appearance and ease of operation. We will also explain the performance characteristics you should expect from your canvas.

SUNBRELLA FABRIC

This is a woven fabric made of 100% solution dyed acrylic fiber. It is very colorfast and will withstand long-term exposure to the sun (ultra-violet) without excessive fading or deterioration.

CLEANING INSTRUCTIONS

Fabric should be cleaned regularly before substances such as dirt, roof particles, etc. are allowed to accumulate on and become embedded in the fabric. The fabric can be cleaned without being removed from the installation. Simply brush off any loose dirt, etc., hose down and clean with a mild solution of natural soap in lukewarm water (no more than 100 degrees Fahrenheit). Rinse thoroughly to remove soap. DO NOT USE DETERGENTS. Allow to air dry. For heavily soiled fabric, remove the top from frame. Soak the fabric in a solution that has been mixed to the following proportions: 1/2 cup of Clorox and 1/4 cup of Ivory Snow, Dreft or Woolite per each gallon of lukewarm water. (The water should be no more than 100 degrees Fahrenheit.) Allow the fabric to soak until the bleach has killed the mildew and the stains can be brushed out with a common kitchen scrub brush. Rinse the fabric thoroughly in cold water to remove all of the soap. This may require rinsing several times. Incomplete rinsing can cause deterioration of sewing threads and prohibit the fabric from being properly retreated. Allow the fabric to air dry completely. Sunbrella may also be dry cleaned. DO NOT STEAM PRESS OR DRY IN ELECTRIC OR GAS DRYER. Sunbrella is thermoplastic or heat sensitive. Excessive heat can damage and shrink the fabric. This

method of cleaning may remove part of the water and stain repellency that was applied to the fabric during its manufacture. The fabric should receive an application of an air-curing treatment such as "303 HIGH TECH FABRIC GUARD".

CAUTION ***UNDER NO CIRCUMSTANCE ARE THESE FABRICS TO BE PUT IN HOT WATER. UNDER NO CIRCUMSTANCE ARE THESE FABRICS TO BE RUN THROUGH THE HOT DRYING CYCLE OF AN AUTOMATIC DRYER. FABRIC SHOULD BE LINE DRIED. UNDER NO CIRCUMSTANCE ARE THESE FABRICS TO BE STEAM PRESSED AT A DRY CLEANER.***

CHARACTERISTICS

Sunbrella is a woven fabric. Even though it is treated with a water repellency, some "misting" through the fabric is typical.

With new canvas, the greatest potential for leakage is through the sewn seams. Because Sunbrella and the long-term thread that's used are synthetic, the holes created by sewing will not swell up and seal when exposed to water as cotton does. Usually, the movement of the fabric in use will move the fibers enough to seal the holes. You may apply a few light coats of "303 HIGH TECH FABRIC GUARD" to speed up the process.

When the canvas is new, the fit will normally be tight. It is designed this way because Sunbrella stretches as it ages. The initial tight fit allows for a suitable fit for the life of the canvas.

The fit with Sunbrella will vary slightly in the heat, cold and rain.

CARE

- NEVER store canvas wet or in an unventilated, moist area.
- Always roll the canvas instead of folding. This is of particular importance on side curtains or any part with the clear vinyl "glass".
- Roll the top carefully around the bows and cover with the storage boot provided.
- Handle the clear vinyl carefully. It is soft and very prone to scratching.
- Your Top, Side Curtains, Aft Curtain and Camper sets are designed and intended for short-term use only. DO NOT use for storage.
- Under no circumstances should the boat be towed with the boat top in the upright position.

OTHER CANVAS COMPONENTS

CLEAR VINYL "ISINGLASS":

The clear vinyl "isinglass" used in side curtains, aft curtains, visors and camper enclosures are very reactive to heat and cold. Be careful unrolling the vinyl in cold weather to prevent cracking. Keep vinyl side curtains from touching the bows (tubing) to prevent burning the vinyl. If boat is stored with top, side curtains and aft curtain in place, heat build up inside of the boat may discolor the vinyl.

Cleaning: Using a soft cloth, clean with a solution of Ivory or Lux soap, liquid or flakes, and lukewarm water. Allow to air dry. Never use any type of abrasive cleanser, as it will scratch the glass. To keep the vinyl soft and flexible, regularly apply UV

screening agent such as “303 PROTECTANT”.

ZIPPERS
When zippers are new, they can be a little difficult to zip. Zip carefully without forcing. They will loosen with use. A zipper lubricant may be used to help new zippers as well as maintaining long trouble free service. The most vulnerable part of the zipper is the starts. Use care when starting zipper to prevent damage.

SNAP FASTENER
Fasteners should be unsnapped as close to the button as possible. Never remove canvas by pulling roughly on one edge of the material. This can damage the canvas as well as the fasteners. If the snaps become difficult to unsnap, use lubricants such as Vaseline, Chapstick, WD-40, silicone spray, etc. The most common recommendation is to rub candle wax or paraffin around the stud or inside the socket. Whichever method is used, care must be taken so that the lubricant does not stain the canvas or other surfaces it may contact.

MOTOR BOX ASSEMBLY

Manual - The motor box raises and lowers manually. Do not allow to slam shut when closing.

Electric - The electric motor box assembly is controlled by a switch on the dash. If you experience a battery failure, the assembly can be opened manually. In the 262, make sure the ski tow is removed before opening motorbox or damage will occur.

***CAUTION** THE MOTOR BOX IS HEAVY. WHILE OPENING MANUALLY, ASK A PASSENGER TO PROPERLY SECURE THE SAFETY SUPPORT ROD LOCATED ON THE UNDERSIDE OF THE ASSEMBLY INTO THE FLOOR RECEPTACLE.*

***WARNING** RUNNING THE ENGINE WITH THE MOTOR BOX OPEN EXPOSES ROTATING MACHINERY WHICH CAN CAUSE INJURY TO THE OCCUPANTS OF THE BOAT. ALSO, WIND CONDITIONS COULD CAUSE AN OPEN MOTOR BOX TO GO BEYOND ITS DESIGN STOPS, DAMAGING THE HINGES AND FIBERGLASS.*

IGNITION SAFETY SWITCH

Your Cobalt is equipped with an ignition safety switch. It is located on the face of the side mount control or near the lower edge of the driver’s control panel.

The driver should always attach the lanyard to his or her person. If the driver leaves the driver’s station, the lanyard will shut off the ignition immediately preventing the boat from moving under power.

If the lanyard is lost, the switch may be overridden for temporary engine operation but only in emergencies. Contact your Cobalt dealer immediately if a replacement lanyard is needed.

***CAUTION** DO NOT ALLOW YOUR COBALT TO BE OPERATED WITHOUT THE PROPER USE OF THE IGNITION SAFETY SWITCH AND LANYARD.*

STEERING SYSTEM

The steering system in your Cobalt is the finest available in the boating industry today. It is a mechanical system, with power assist in all sterndrive installations.

STEERING/PROPELLER TORQUE

Steering or propeller torque is always present in any drive system. In some systems, it is more noticeable than in others. Your boat has power steering and you should not encounter this torque to any significant degree. If you encounter movement in the steering wheel when released, please check with your dealer. It may be necessary to adjust the power steering assembly. These adjustments should only be made by a qualified service person. The steering system in your Cobalt is one of the most important systems and should be checked on a regular basis by an Authorized Cobalt Service Dealer for proper operation.

WANDERING/FISHTAILING

Wandering is a characteristic of all deep vee hulls at slow speed. There is no cure for wandering, however, a very basic operational technique can be applied which will minimize this characteristic. If the steering wheel is moved back and forth to compensate for wandering, invariably, the situation will be accentuated. If the steering wheel is left in a centered position, the boat will wander back and forth slightly, however, the overall course of the boat will be a straight one.

WARNING ***THE STEERING IS THE MOST IMPORTANT SYSTEM IN THE ENTIRE BOAT FROM A SAFETY\STANDPOINT. HAVE THIS SYSTEM INSPECTED AND MAINTAINED ON A FREQUENT, PERIODIC BASIS BY A QUALIFIED SERVICE TECHNICIAN.***

BOARDING LADDERS

Your Cobalt is equipped with a folding boarding ladder. Never use the swim platform area and/or the boarding ladder while the engine(s) is running. The propeller(s) is very sharp and can cause bodily harm. Always make sure the boarding ladder is properly stowed and there is no one in the area behind the boat before starting the engine and engaging the shift mechanism.

WARNING LABELS

Your Cobalt has several warning labels displayed to point out safety hazards. The areas are as follows:

BOARDING LADDER/SWIM PLATFORM

⚠ WARNING
PROPELLER LOCATED BEHIND THIS BOAT.
CONTACT MAY CAUSE SEVERE INJURY OR FATALITY.
DO NOT APPROACH OR USE LADDER AND PLATFORM WHEN THE ENGINE IS RUNNING.

CARBON MONOXIDE

⚠ DANGER
CARBON MONOXIDE IS COLORLESS, ODORLESS AN DANGEROUS. ALL GASOLINE POWERED ENGINES AND GENERATORS EXHAUST CARBON MONOXIDE (CO). DIRECT AND PROLONGED EXPOSURE TO CO WILL CAUSE BRAIN DAMAGE OR DEATH. SIGNS OF EXPOSURE TO CO INCLUDE NAUSEA, DIZZINESS AND DROWSINESS.
Keep Cabin and Cockpit Areas Well Ventilated. Avoid Blockage of Exhaust Outlets.
See Owner's Manual for More Details.

ENGINE FLAME ARRESTOR

NMMA **WARNING** NMMA
LEAKING FUEL IS A FIRE AND EXPLOSION HAZARD. INSPECT SYSTEM REGULARLY. EXAMINE FUEL SYSTEM FOR LEAKS OR CORROSION AT LEAST ANNUALLY.
© **NMMA** 1990/ NO.200

DASHBOARD

WARNING - GASOLINE VAPORS CAN EXPLODE.
BEFORE STARTING ENGINE:
-CHECK ENGINE COMPARTMENT FOR GASOLINE OR VAPORS
-OPERATE BLOWER FOR 4 MINUTES
-RUN BLOWER BELOW CRUISING SPEED.

CABIN DOOR

WARNING!
SECURE DOOR WHEN CRUISING
DO NOT SIT, STAND, OR PLACE HEAVY OBJECTS ON DOOR.

KEEP CABIN DOOR CLOSED WHEN ENGINES OR GENERATOR ARE RUNNING.

DO NOT USE CAUSTIC MATERIALS TO CLEAN.
WASH WITH MILD SOAP AND WATER.

COBALT CHECK LIST

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

-- DRAIN PLUG (Securely in place?)
-- LIFE-SAVING DEVICES (One for every person on board?)
-- STEERING SYSTEM (Working smoothly and properly?)
-- FUEL SYSTEM (Adequate fuel? Leaks? Fumes?)
-- BATTERY (Fully charged? Proper water level?)
-- ENGINE (In neutral?)
-- CAPACITY PLATE (Are you overloaded?)
-- WEATHER CONDITIONS (Safe to go out?)
-- ELECTRICAL EQUIPMENT (Lights, horn, pump, etc.?)
-- EMERGENCY GEAR (Fire Extinguisher, Bailer, Paddle, Anchor and Line, Signalling Device, Tool Kit, Etc.?)

RECOMMENDED SAFETY RULES

-- REMAIN SEATED WHILE UNDERWAY.
-- AVOID USING REAR PAD OR SUNDECK WHILE ENGINE IS RUNNING.
-- DO NOT USE BOARDING LADDER WHILE ENGINE IS RUNNING.
-- TURN OFF ENGINE AND ALL ELECTRICAL SYSTEMS WHILE RE-FUELING.
-- TURN OFF ENGINE(S) WHEN SWIMMERS ARE NEAR BOAT.

WINDSHIELD WING, DRIVER'S SIDE COBALT CHECK LIST

HIGH SPEED OPERATION

MANEUVERABILITY

When operating any boat at high speed, a great deal of caution must be exercised. This is particularly true during turns. Gradual turns can be completed at high speed by a competent driver but it must be emphasized that sudden turns at any speed and particularly at high speed can be especially dangerous. It is possible to throw passengers from their seats and even from the boat if caution is not exercised. Remember, common sense is the rule for safe boating.

WARNING ***MANEUVERABILITY ABOVE 50 MPH IS LIMITED. SUDDEN TURNS MAY CAUSE LOSS OF CONTROL.***

WARNING ***WAKE JUMPING - YOUR COBALT IS NOT DESIGNED FOR WAKE JUMPING. WHEN CROSSING ANOTHER BOAT'S WAKE, THROTTLE BACK TO PREVENT YOUR BOAT FROM LEAVING THE WATER. WAKE JUMPING IS VERY DANGEROUS. IT IS POSSIBLE FOR THE BOAT TO RE-ENTER THE WATER ON ITS SIDE, TRANSOM, OR BOW. YOU AND YOUR PASSENGERS COULD SUFFER SERIOUS INJURY. ALSO, DAMAGE TO THE BOAT COULD TAKE PLACE CAUSING A HAZARDOUS CONDITION.***

LIFTING YOUR COBALT

Please consult your Cobalt dealer for the proper method of lifting your Cobalt.

WARNING ***THE SKI TOW CANNOT BE USED TO LIFT THE BOAT. IT CAN ONLY BE USED FOR WATER SKIING. IT IS NOT DESIGNED FOR TOWING ANOTHER BOAT OR FOR PARASAILING. THE TRANSOM MOUNTED EYES SHOULD BE USED FOR PULLING A HEAVIER LOAD.***

WATER SKI TOWING

The ski tow hook may be used for one or more lines for water ski towing only.

WARNING ***WHENEVER A SKIER OR SWIMMER IS CLOSE TO THE BOAT, SHUT OFF THE ENGINE TO PREVENT SERIOUS INJURY.***

WARNING ***THE SKI TOW CANNOT BE USED TO LIFT THE BOAT. IT CAN ONLY BE USED FOR WATER SKIING. IT IS NOT DESIGNED FOR TOWING ANOTHER BOAT OR FOR PARASAILING. THE TRANSOM MOUNTED EYES SHOULD BE USED FOR PULLING A HEAVIER LOAD.***

CAUTION ***THE STERN DRIVE UNIT HAS MANY SHARP EDGES, ESPECIALLY THE PROPELLER. EXERCISE CAUTION WHEN NEAR THE STERN DRIVE UNIT.***

SKI TOWER - OPTIONAL

The Stainless Steel Ski Tower is designed to rotate forward for storing where overhead height is an issue:

- Remove 5/16" allen head screws from both aft deck mounts. 5/16" allen head driver is provided in your boat bag.
- Loosen the forward two 5/16" allen head screws.
- Attach provided foam protectors to upper, forward cross bar of Tower.
- Carefully rotate Ski Tower forward until it rests on deck area just forward of windshield.
- Tighten forward two 5/16" Allen screws.

CAUTION ***SKI TOWER IS DESIGNED FOR A SINGLE SKIER ONLY.***

TELESCOPING ANCHOR LIGHT - OPTIONAL

To activate, turn on the navigation light switch. The anchor light will first raise into position, then illuminate. When the light switch is turned off, the light will immediately turn off and after a 1.5 second computer check, the pole will automatically retract into it's below-deck storage position. The top of the lens will be flush with the top of the deck ring. If the light does not retract automatically, do not force down, contact your Cobalt dealer.

To operate the S.O.S. distress signal, turn on the anchor light and allow it to fully extend and illuminate. Wait a minimum of two seconds as the light runs a circuit check. Anytime thereafter, you may toggle the light switch (rapidly turning the light off the immediately back on). The light will start to flash the Morse code S.O.S. and continue flashing S.O.S. until it is toggled again. The light will then illuminate constantly. You may turn the anchor light off in either mode and it will retract automatically.

STEREO SYSTEM - OPTIONAL

There are separate instructions in the owner's packet that give specific instructions for operation.

DOCKING LIGHTS - OPTIONAL

Docking lights are to be used for docking only. It is illegal to use your docking lights while cruising. Please consult your Cobalt dealer for further information.

TRIM TABS - OPTIONAL

The trim tabs are a separate system in themselves and are not to be used in lieu of the engine power trim system.

- Before accelerating, make sure the tabs are both fully raised.
- Do not use the tabs until the boat has reached the desired speed and the power trim has been adjusted to the proper setting.
- Operate only one tab at a time and in small increments. As the tab takes effect, you will notice it causes the boat to veer off course slightly. Correct for this as it happens.

BASIC OPERATING TECHNIQUES - TO CORRECT FOR A BOW HIGH ATTITUDE

1. Make sure both tabs are fully raised.
2. Accelerate the boat to planing speed.
3. Lower both tabs simultaneously for approximately five seconds or until desired effect is attained.
4. If not, raise or lower both tabs until desired attitude is obtained.
5. After desired attitude is obtained, one trim tab may be adjusted independently of the other to compensate for listing.
6. Make it a habit to raise both tabs each time the boat is slowed to less than planing speed.
7. If in doubt, raise the tabs completely and repeat the procedure.

SINGLE BATTERY SWITCH

Your Cobalt is equipped with a master battery switch. With this switch turned off, nothing in the boat will operate except for the automatic bilge pump. If you have the optional dual battery system, make sure the master switch is in the “1” or “2” position. You can operate the boat with the switch in the “both” position but not for extended periods.

DUAL BATTERY AND SWITCH - OPTIONAL (STANDARD ON 292/293)

This option gives you the ability to isolate the entire boat from the batteries, and switch to either or both batteries. Under normal situations, the switch should be in “position 1” or “position 2” rather than the “all” position. This will keep one battery in reserve should the other fail. Battery selection should be made with engine off only. We recommend alternating batteries on a daily basis. In the off position, the entire boat is isolated electrically with the exception of the automatic bilge pump circuit.

The purpose of dual batteries is to keep one as a spare. In the “both” position, you essentially have one larger battery and if a failure should occur with the electrical systems or either battery, both batteries will end up discharged.


COBALT

ENGINE OPERATION/MAINTENANCE/SERVICING

Included with your owner's packet is your engine manual(s). This manual was prepared by the engine manufacturer and contains information concerning the operation and care of your engine. Please read this manual thoroughly and become acquainted with this information.

It is advisable to maintain a service log to record service checks, such as oil changes, so you can determine when it's time for servicing. A maintenance log is also required when requesting warranty using the extended warranty supplied with your new Cobalt.

THE BREAK-IN PERIOD

We cannot stress enough, the importance of reading your engine manual(s) and following the manufacturer's instructions for breaking-in your engine(s).

WINTERIZING AND OFF-SEASON STORAGE

Store your Cobalt with the bow slightly elevated; i.e., the same attitude as if the boat were floating at rest. Remove the transom drain plug. If the boat is stored with the bow down, moisture will not be able to move to the engine bilge area and out of the boat. Mold and mildew may form as a result of the inability of moisture to escape. Store all bow cushions in the open position and open all storage areas.

Preparing for winter lay up is important. In frigid zones, be particularly attentive to items that can be damaged by freezing. Freeze damage is not covered by warranty.

The following systems require winterization:

ENGINE
WATER SYSTEM
Consult your Cobalt Dealer for information about this procedure.

HOT WATER HEATER
Consult your Cobalt dealer for information about this procedure.

AIR CONDITIONING
Consult your Cobalt Dealer for information about this procedure.

GENERATOR AND MUFFLER
Consult your Cobalt Dealer for information about this procedure.

TOILET SYSTEM
Consult your Cobalt Dealer for information about this procedure.

Good storage is very important whether indoors or outdoors. Boat trailers designed for specific model boats provide excellent support for your Cobalt for long term storage. If

you are storing your Cobalt by some other means; rack, hoists, blocks, etc., consult your Cobalt Dealer. Your dealer can assist you in making sure your boat has proper support.

It is very important the proper canvas is used as designed. The canvas listed in items 1 and 2 are made of Sunbrella, an acrylic material. Acrylic does not breathe as well as polyester, therefore all moisture cannot escape the boat when covered. The mooring cover listed in item 3 is made of 100% Sharkskin™ polyester.

1. **Canopy Top, Side Curtains, Stern Curtain, Camper Top, Bimini Top**

   Day or Night Boating

   Not designed for storage use

2. **Bow Tonneau, Cockpit Tonneau**

   Trailering

   Overnight Protection

   Not designed for storage use

3. **Mooring Cover**

   Storage - short or long term

If a temporary poly cover, such as shrink wrap, is used, provide adequate ventilation to prevent mold or mildew.

Remove battery. Store on a wooden shelf or wood base. Store in a dry, covered place, charged to capacity. Check it periodically during the off-season. Recharge monthly.

***WARNING** BATTERY ACID CAN CAUSE BLINDNESS IF SPLASHED IN EYES, BURNING OF SKIN AND SEVERE GASTROINTESTINAL DAMAGE IF INGESTED. AVOID CONTACT WITH BATTERY ACID. USE EXTREME CAUTION.*

ARCH (OPTIONAL) MAINTENANCE

Do not “shrink wrap” or tightly bind the surface with plastic wrappings.

When tarping a boat for storage, the cover system should be ventilated to allow the coating system to “breathe”. Covers and tarps, whether synthetic or natural fiber, should not be pulled tight to painted surfaces. This condition can trap and hold moisture on the surface and may result in loss of gloss, blistering, or delamination of the topcoat.

Caution should be used to ensure that the tarp does not chafe against the surface. Such chafing, especially when accompanied by airborne dirt, can abrade the surface and cause premature loss of gloss.

Please refer to your Care and Maintenance Sheet of Awlgrip or Awlcraft supplied with your boat. For further information, consult your Cobalt dealer.

FUEL REQUIREMENTS

The fuel line between the fuel tank and the fuel inlet of the engine is made of a synthetic, flexible material and although it is the best material available, alcohol can deteriorate it, especially during periods of storage. For this reason, it is suggested you have your Cobalt dealer inspect this fuel line at least annually and replace, if necessary.

Fuel level indicator system is designed to provide quick response to fuel level. Therefore, some oscillation of the fuel gauge needle is normal during operation.

WARNING ***YOUR FUEL SYSTEM SHOULD BE CHECKED BEFORE EACH OPERATION. AT LEAST ONCE A YEAR, HAVE YOUR FUEL SYSTEM THOROUGHLY CHECKED BY A CERTIFIED COBALT SERVICE TECHNICIAN. GASOLINE IS HIGHLY FLAMMABLE; EXTREME CAUTION SHOULD BE USED AT ALL TIMES.***

Circuit Breakers

Most electrical standard equipment devices are controlled with circuit breakers. These breakers will activate if overloaded and cut power to the switch. To restore power, simply push the breaker button in and release. (Breakers do not require fuse replacement). The 190 breaker panel is located under the dash.

FUSES

Some electrical components have in-line fuses in them. Check the failed component for the possibility of an in-line fuse if a tripped circuit breaker is not found.

IN-LINE FUSE COMPONENTS:

Depth Sounder	1 amp (located behind dash)
Air/Water Temperature Gauge	1 amp (located behind dash)
Telescoping Anchor Light	4 amp (located at light)
Trim Tab Control	20 amp (located behind dash or breaker used on dash)
Stereo	10 or 20 amp (breaker used on dash)
Sump Pump*	5 amp
Tank Level Monitor System*	4 amp
CO Monitor*	1 amp
Head Blower* 3”	5 amp
Head Blower* 4”	8 amp

*Fuses are located behind the cabin electric panel

LIGHTING/BULB REPLACEMENT

EXTERNAL LIGHTS

Bow Light Bulb(s)	#71
Stern Light Bulb	#1004
Telescoping Stern Light	#PL 1280X

INTERNAL LIGHTS

Open Bulb Utility Light	#1004 or #211
Cuddy Cabin Reading Light	#1141
Black Rectangular Courtesy Light	#1044
Chrome Courtesy Light (Round)	#90
Overhead Console Light	GE 912
Dome Light	#211

INSTRUMENT LIGHTS

Tachometer	194 SF2
Speedometer	194 SD2
Voltmeter	658 S11
Oil Pressure	658 SH2
Temperature	658 SC2
Fuel	658 SC2
Trim	658 SC2

VI WARRANTY PROCEDURE AND OWNER RESPONSIBILITY

COBALT WARRANTY

Ten-year limited transferable warranty on hull and deck structure, two-year limited transferable warranty on other component parts.

Cobalt Boats warrants the hull and deck, including floor, stringers, motor mounts, transom and deck/hull joints, of each new Cobalt boat to be free from structural defects in material and workmanship under normal recommended use for a period of ten (10) years from the date of delivery to the original retail purchaser.

Cobalt Boats warrants the gelcoat finish, upholstery, components not having their own warranty and all components manufactured by Cobalt Boats,other than the hull and deck, of each new Cobalt boat to be free from structural defects in material and workmanship under normal recommended use for a period of two (2) years from the date of delivery to the original retail purchaser.

This warranty does not apply to (1) engines, outdrives, controls, batteries, or other equipment or accessories which are separately warranted by the manufacturers thereof (appropriate adjustments therefore being provided by the respective manufacturer); (2) engines or accessories installed by persons or parties other than Cobalt Boats; (3) windshield leakage, upholstery damage, carpet damage and gelcoat damage; and (4) any Cobalt boat which has been altered, subject to misuse, negligence or accident, or used for racing or commercial purposes.

The rights and benefits granted under this warranty to the original retail purchaser of a new Cobalt boat shall extend to any owner of such Cobalt boat during the applicable warranty period, commencing with the date of delivery to the original retail purchaser, as set forth herein, provided this warranty is validated by such owner, as set forth herein. In no event shall the owner of any Cobalt boat, covered by this warranty, have any rights or benefits under this warranty which are greater than the rights and benefits which would have been available under this warranty to the original retail purchaser of such Cobalt boat had the original retail purchaser remained the owner of such Cobalt boat.

Cobalt Boats shall not be liable for special or consequential damages, such as, but not limited to, damages for cost of replacement goods, or damages for claims of third parties against the purchaser, or damages for loss of profits.

To validate this warranty, the original retail purchaser must return the warranty registration card to Cobalt Boats within ten (10) days after purchase of any new Cobalt boat covered by this warranty, and any subsequent owner of a Cobalt boat during the applicable warranty period must give written notice of acquisition of a Cobalt boat to Cobalt Boats within ten (10) days after such purchase.

Notification of any warranty claim, arising within the applicable warranty period, as set forth above, must be made in writing by the owner of the Cobalt boat or by an authorized Cobalt Boats dealer to Cobalt Boats within thirty (30) days after the discovery of the alleged basis

for any warranty claim.

During the applicable warranty period, as set forth above, warranty repairs shall be made without charge by an authorized Cobalt Boats dealer or, at the option of Cobalt Boats, by Cobalt Boats at its plant in Neodesha, Kansas. All warranty repairs shall be subject to the authorization of factory-trained personnel of Cobalt Boats, whose decision will be final. Transportation to and from an authorized Cobalt Boats dealer, and/or to and from the Cobalt Boats plant in Neodesha, Kansas, for warranty repairs, shall be at the owners' expense.

In no event shall the liability of Cobalt Boats under this warranty exceed the purchase price of the specific item or items to which this warranty relates.

This warranty constitutes the only express warranty covering a new Cobalt boat. Any implied warranty, which may be determined to pertain to any component of a new Cobalt boat, is limited to ten (10) years on the hull and deck structure, and limited to two (2) years on all other component parts covered by the express warranty as set forth above, except in those states which have other limitations on the duration of an implied warranty.

This warranty gives you specific rights and remedies. In addition, you may also have other rights and remedies which vary from state to state.

OWNER RESPONSIBILITY/WARRANTY PROCEDURE

BEFORE OPERATING

Before operating your new Cobalt, it is necessary you read and understand this manual. Also, take the time to read the other manuals supplied to you by your dealer.

WARRANTY SERVICE REQUIREMENTS

All Cobalt warranty service must be completed by an authorized Cobalt dealer. If you are not able to return your boat to your selling dealership, you must contact him so he may assist you in coordinating the warranty repairs. Any claims against Cobalt Boats without prior approval from Cobalt Boats on repairs completed by a non-authorized dealership may be denied.

EXTENDED POWERTRAIN WARRANTY

Your Cobalt warranty includes an Extended Limited Powertrain Warranty. Your dealer submitted the necessary forms to implement this warranty. Please read the extended warranty manual supplied to you by Passport Premiere.

It is important you have your Cobalt serviced per the engine manufacturer's recommended instructions. You must keep, in your possession, records of all service performed should the extended powertrain warranty be needed. This is to prove the required maintenance has been performed.

If you have any questions referencing your Extended Powertrain Warranty, please contact your Cobalt dealer.

IF YOU SELL YOUR COBALT

Your warranties are transferable. If you sell your Cobalt to anyone other than an authorized Cobalt dealer, please call Cobalt Boats for the appropriate warranty transfer information (800-468-5764 or 316-325-2653). If the proper transfer procedures are not followed, future warranty may be denied.

VII TROUBLE SHOOTING

IGNITION SAFETY SWITCH

Your Cobalt is equipped with an ignition safety switch located on the lower lip of the dashboard. Make sure the lanyard is installed with the switch holding the lanyard in place. Please consult your Cobalt dealer.

WARNING ***WHENEVER CHECKING FOR ELECTRICAL PROBLEMS USE EXTREME CAUTION. GASOLINE IS FLAMMABLE!***

WARNING ***GASOLINE IS FLAMMABLE USE EXTREME CAUTION WHEN HANDLING GASOLINE!***

STARTER WON'T CRANK ENGINE

Ignition switch inoperative - see Authorized Cobalt Dealer.

Throttle position - Check to see that remote control is in start or neutral position. Change position of throttle only slightly.

Dead battery - Check level of electrolyte, disconnect battery. Charge battery.

WARNING ***BATTERY ACID CAN CAUSE BLINDNESS IF SPLASHED IN EYES; BURNING OF SKIN AND SEVERE GASTROINTESTINAL DAMAGE IF INGESTED. USE EXTREME CAUTION.***

Battery connections loose or corroded - Check for loose connections and corrosion. Clean connections and tighten.

Starter connections loose - Check connections and tighten. If solenoid clicks when attempting to start engine, check battery connections. If condition persists, see your Authorized Cobalt Service Dealer.

ENGINE RUNS ERRATICALLY

See your Authorized Cobalt Dealer.

WARNING ***GASOLINE IS FLAMMABLE. USE EXTREME CAUTION.***

Fuel pump malfunction - Check operation of pump. See your Authorized Cobalt Dealer.

Fuel tank vent and line plugged - Check for restriction in line and vent. Blow out line and vent.

ENGINE VIBRATES

Propeller condition - Check for bent, broken or damaged propeller. Check for weeds on propeller or gear case.

Spark plug condition - Check spark plug electrodes and ceramic. Clean and regap. Replace plugs, if necessary.

High tension leads loose or deteriorated - Insure all connections are clean and tight. See Authorized Cobalt dealer.

ENGINE RUNS BUT BOAT MAKES LITTLE OR NO PROGRESS

Fouled or damaged propeller - Stop and shut off engine. Check for weeds on propeller, bent or broken propeller. See your Authorized Cobalt Dealer.

PERFORMANCE LOSS

Throttle not fully open - Check to see that throttle opens fully at engine.

Improper fuel - Fill tank with correct fuel.

Overheating - Immediately turn off the engine and contact your Cobalt dealer.

Boat overloaded - Reduce load.

Boat trim - Distribute boat load evenly.

Improper propeller selection - Select proper propeller pitch and diameter. (See chart in owner's manual).

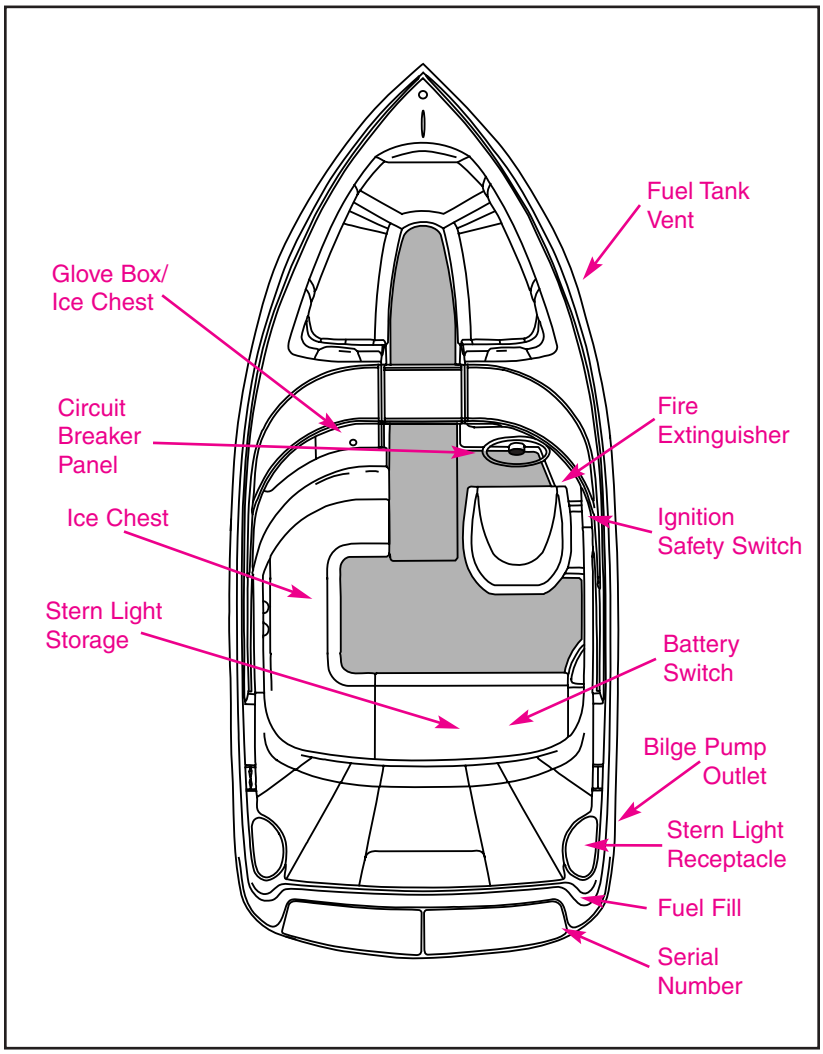
Excessive bilge water - Check for excessive water, drain bilge.

Boat hull condition - Clean if marine growth is present.

FUEL INJECTION ENGINES

Fuel injection engines have safety circuitry built in that monitors many different functions of the engine and drive system. In many of these engines, a malfunction that the operator may not be aware of, can trigger a safety circuit in the engine causing it to automatically slow down and run rough. Should such a circumstance occur, please check with your Cobalt dealer as soon as possible.

LAYOUT AND SPECIFICATIONS



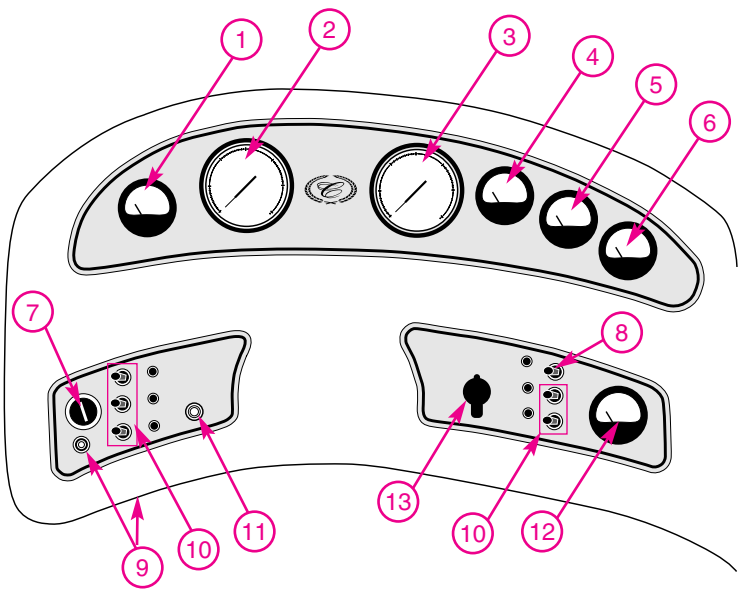
SPECIFICATIONS

Centerline	18'6"	5.64 m
Beam	8' 1"	2.46 m
Dry Weight	2825lbs.	1281 kg
Deadrise	20 deg.	20 deg
Fuel Capacity	40 gal.	151 L
Draft(drive up)	20"	50 cm
Freeboard(fwd)	35"	88 cm
Freeboard(aft)	26"	66 cm
Transom Height	38"	96 cm
Bridge Clearance (w/o nav light)	54"	137 cm
Capacity	8 persons	
Capacity by weight	1380 lbs	626 kg

INSTRUMENT PANEL

1. Fuel Gauge - shows approximate amount of fuel remaining in tank.
2. Speedometer (Miles Per Hour)
3. Tachometer - (Revolutions Per Minute)
4. Temperature Gauge - Temperature may fluctuate slightly while running. Maximum temperature may vary depending on type of engine.

WARNING ***SHOULD WATER TEMPERATURE REACH 180 DEGREES FAHRENHEIT, YOUR ENGINE IS OVERHEATING AND SHOULD BE CHECKED IMMEDIATELY FOR PROBABLE CAUSE.***



5. Voltmeter - shows the condition of charge in the battery. It only indicates while the ignition is in the "ON" position. With the engine at idle or not running, it may show as low as 10 to 12 volts. With the engine running at cruising speeds and above, it should show 12 to 14 volts.
6. Oil Pressure Gauge - Pressure can vary according to type of engine. It is normal for a hot engine to have low pressure at idle, (depending on type of oil, pressure may drop as low as 10 PSI at idle).

   Please consult the engine owner's manual supplied with your boat concerning the oil pressure the engine in your boat should attain.

7. Ignition Key Switch
8. Three Position Exterior Light Switch. NAV. position - navigation (running) lights, bow light and stern light. Center position - off. ANC. position - stern light only.

WARNING ***NEVER OPERATE YOUR BOAT AT NIGHT WITHOUT ALL OF THE REQUIRED LIGHTS OPERATING. THIS INCLUDES BOW LIGHT AND REMOVABLE STERN LIGHT. MAKE SURE LIGHTS ARE NOT BLOCKED BY CANVAS OR OTHER OBSTACLES.***

9. Circuit Breakers - Push to reset if necessary. If the button continues to pop out, consult your Authorized Cobalt Dealer. The 190 breaker panel is located under the dash.
10. Two Position Switch - Controls equipment as labeled.
11. Horn Button - The horn, itself, is located under the deck.
12. Trim Gauge - Shows the position of the drive unit in reference to the bottom of the boat.
13. 12 VDC Receptacle

CAPTAIN'S CHAIR ADJUSTMENT AND OPERATION

Your captain's chair has the flip-up position for greater visibility and maneuverability while docking. You can sit on the raised cushion or stand in front of the cushion.

The 190 driver's captain's chair is adjustable fore and aft and also rotates. There is a large handle on the inboard side of the mechanism that when loosened, allows the seat to slide fore and aft.

To rotate the seat assembly, there is a handle on the forward edge of the mechanism that can be lifted. The chair can be turned while holding the handle up. Releasing the handle will allow the rotation mechanism to lock in increments of 45°.

WARNING ***DRIVING WHILE STANDING UP IS AN EXTREMELY HAZARDOUS PRACTICE. DO NOT DRIVE WHILE STANDING AT SPEEDS GREATER THAN "IDLE SPEED".***

CAUTION ***ALL SEATS MUST BE IN A LOCKED/SECURED POSITION WHILE THE BOAT IS UNDERWAY.***

FOLD DOWN BOARDING LADDER

LADDER MUST ONLY BE USED WHILE ENGINE IS OFF. (See warning label section). Be sure ladder is raised and secured prior to starting engine. Caution should be used while using ladder.

Ladder folds up and is held in place with detent catch.

WARNING ***DO NOT USE BOARDING LADDER WHILE ENGINE IS RUNNING. CAUTION: THE STERN DRIVE UNIT HAS MANY SHARP EDGES, ESPECIALLY THE PROPELLER. EXERCISE CAUTION WHEN NEAR THE STERN DRIVE UNIT. ALWAYS MAKE SURE THE BOARDING LADDER IS PROPERLY STOWED AND THERE IS NO ONE IN THE AREA BEHIND THE BOAT BEFORE STARTING THE ENGINE AND ENGAGING THE SHIFT MECHANISM.***

PROPELLERS - GENERAL

Nothing is more important to the proper performance of your boat than the condition of the propeller(s). Even minor damage (often invisible to the naked eye) can adversely affect the boat's performance. Common symptoms of damage to propellers are a sudden drop in RPM, vibration or sudden loss of speed.

A propeller is measured by two dimensions: 1) the diameter; and, 2) the pitch. The diameter is determined by measuring the distance from the center of the propeller to the tip of one blade and multiplying that figure by two. Pitch is expressed in the number of inches a prop will advance in a solid medium in one revolution.

Operational characteristics of your boat, including its speed, may change due to several factors: atmospheric conditions; additions of extra equipment and accessories or passengers; marine growth on the bottom; and, engine condition. Other factors include damage to the

prop(s), tides, water temperature and direction of wind. Some of these factors are directly correctable by repair or maintenance. Others are beyond human control.

CAUTION ***INCORRECT PROPELLER APPLICATION CAN CAUSE ADVERSE HANDLING CHARACTERISTICS. DO NOT CHANGE TYPE OR SIZE OF PROPELLER WITHOUT CONSULTING YOUR COBALT DEALER!***

STAINLESS STEEL

Some Cobalts are standard equipped with stainless propellers. In this instance, do not substitute aluminum propellers. Adverse handling and top speed characteristics may be experienced.

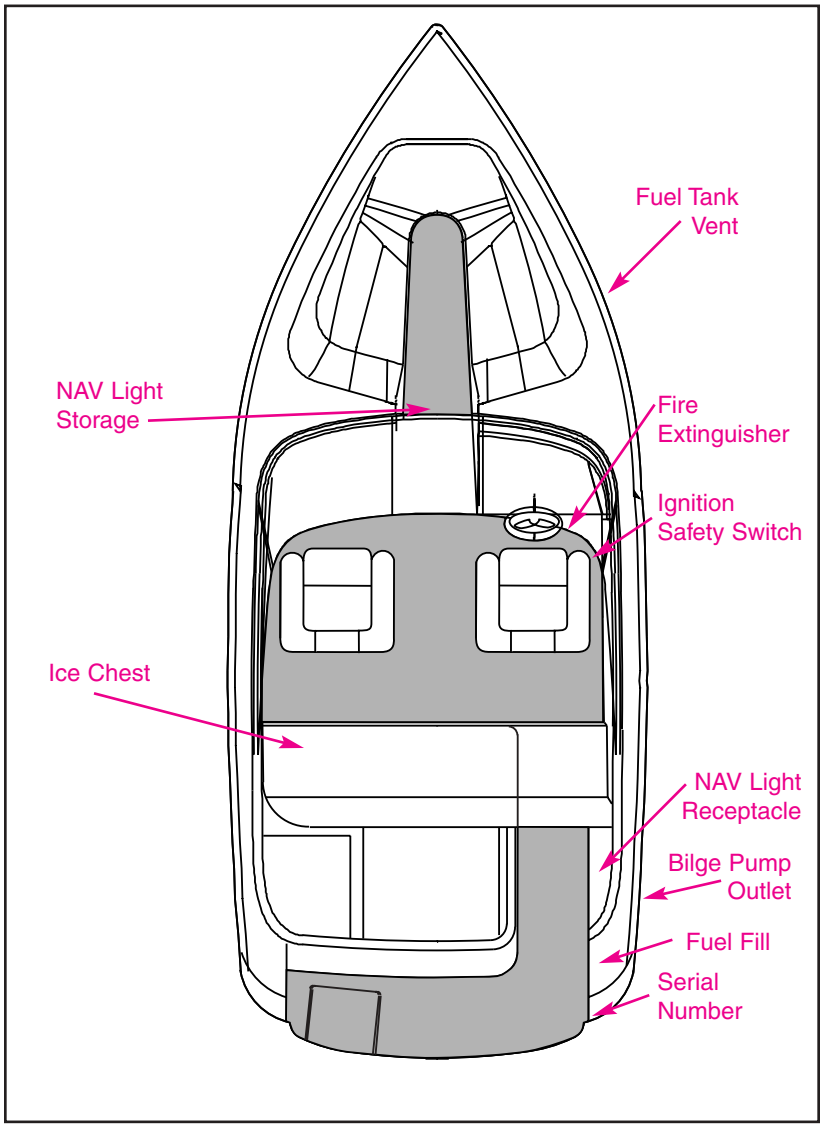
PULLING POWER

If you need extra pulling power, you can obtain this by decreasing the pitch of your propeller(s) by two degrees. This will not endanger the engine or drive unit as long as the manufacturer's recommended top RPM's are not exceeded.

PROPELLER APPLICATION CHART

Mdl	Mfgr	Engine	Drive	Fuel system	std. ratio	Opt	php	Prop Dscpt	Mfg. part #
190	Merc	3.0L	ALpha	2 BBL	2.00	2.40	135	13.5 x 23	48-83283A45
190	Merc	4.3L	ALpha	2 BBL	1.81	2.00	190	13 3/4 x 21	48-832832A45
190	Merc	4.3L	Bravo 3	2 BBL	2.43	2.43	190		
190	Merc	4.3LH	ALpha	4 BBL	1.62	1.81	205	13 3/4 x 21	48-832832A45
190	Merc	4.3LH	Bravo 3	4 BBL	2.20	2.43	205	26's	48-823667A6/68A6
190	Merc	4.3L EFI	ALpha	Throttle-Body	1.62	1.81	210	14.5 x 19	48-832830A45
190	Merc	4.3L EFI	Bravo 3	Throttle-Body	2.20	2.43	210		
190	Merc	5.0L	ALpha	2 BBL	1.62	1.81	220	13 3/4 x 21	48-832832A45
190	Merc	5.0L	Bravo 1	2 BBL	1.65	1.65	220	14 3/4 x 21	48-13702A45
190	Merc	5.0L	Bravo 3	2 BBL	2.20	2.43	220	26's	48-823667A6/68-A6
190	Merc	5.0L EFI	ALpha	Throttle-Body	1.47	1.62	240	14.5 x 19	48-832830A45
190	Merc	5.0L EFI	Bravo 1	Throttle-Body	1.65	1.65	240	14 3/4 x 21	48-13702A45
190	Merc	5.0L EFI	Bravo 3	Throttle-Body	2.20	2.43	240	26's	48-823667A6/68-A6
190	Volvo	4.3GL	SX	2 BBL	1.79	1.89	190	14 1/4 x 21 RH	3850302-5
190	Volvo	4.3GL	DP	2 BBL	2.32	2.32	190	F8	3851498-0
190	Volvo	4.3Gi	SX	Throttle-Body	1.79	1.89	205	14 1/4 x 21 RH	3850302-5
190	Volvo	4.3Gi	DP	Throttle-Body	2.32	2.32	205	F7	3851497-2
190	Volvo	5.0GL	SX	2 BBL	1.60	1.79	220	14 1/4 x 21 RH	3850302-5
190	Volvo	5.0GL	DP	2 BBL	1.95	2.32	220	F6	3851496-4
190	Volvo	5.0Gi	SX	Throttle-Body	1.60	1.79	250	14 1/4 x 21 RH	3850302-5
190	Volvo	5.0Gi	DP	Throttle-Body	1.95	2.32	250	F6	3851496-4

Layout and Specifications



SPECIFICATIONS

Centerline	21'0	6.40 m
Beam	8' 6"	2.59 m
Dry Weight	3100 lbs.	1406 kg
Deadrise	20 deg.	20 deg
Fuel Capacity	50 gal.	189 L
Draft(drive up)	20"	50 cm
Freeboard(fwd)	33"	84 cm
Freeboard(aft)	20"	51 cm
Transom Height	42"	107 cm
Bridge Clearance (w/o nav light)	54"	137 cm
Capacity	10 Persons	
Capacity by Weight	1700 lbs	771 kg

CAPTAIN'S CHAIR ADJUSTMENT AND OPERATION

Your captain's chairs have the flip-up position for greater visibility and maneuverability while docking. You can sit on the raised cushion or stand in front of the cushion. Standing while driving your boat should only be done while maneuvering at an idle by an experienced driver.

The chairs are adjustable fore and aft and also rotate.

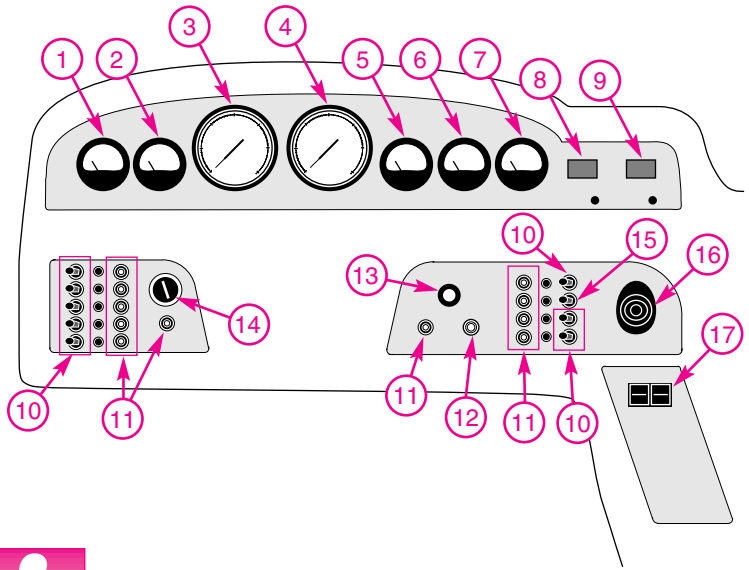
Rotation - Loosen the "T" handle next to the pedestal under the seat. Raise the lever on the opposite side of the pedestal. Rotate the seat to the desired position and lower the lever and tighten the knob to tighten the seat. Do not allow the seat to swing freely.

Fore and Aft adjustments - A handle under the front lip of the seat when raised allows the seat to move. Make sure the mechanism is properly engaged to prevent seat movement while the boat is underway.

WARNING ***DRIVING WHILE STANDING UP IS AN EXTREMELY HAZARDOUS PRACTICE. DO NOT DRIVE WHILE STANDING AT SPEEDS GREATER THAN "IDLE SPEED".***

CAUTION ***ALL SEATS MUST BE IN A LOCKED/SECURED POSITION WHILE THE BOAT IS UNDERWAY.***

INSTRUMENT PANEL



1. Fuel Gauge - shows approximate amount of fuel remaining in tank.
2. Voltmeter - shows the condition of charge in the battery. It only indicates while the ignition is in the "ON" position. With the engine at idle or not running, it may show as low as 10 to 12 volts. With the engine running at cruising speeds and above, it should show 12 to 14 volts.
3. Speedometer (Miles Per Hour)
4. Tachometer - (Revolutions Per Minute)
5. Temperature Gauge - Temperature may fluctuate slightly while running. Maximum temperature may vary depending on type of engine.

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   Please consult the engine owner's manual supplied with your boat concerning the oil pressure the engine in your boat should attain.

7. Trim Gauge - Shows the position of the drive unit in reference to the bottom of the boat.
8. Water Temperature Gauge (optional) - Indicated outside water temperature. Most accurate when engine is off.
9. Depth Sounder - Your Cobalt is equipped with a Humminbird Depth Sounder. Included in your owner's packet are the instructions pertaining to the operation of this unit. Consult your Cobalt Dealer for further information.
10. Two Position Switch - Controls equipment as labeled.
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12. Horn Button - The horn, itself, is located under the deck.
13. Dimmer Switch - Your Cobalt is equipped with a dimmer switch which controls the intensity of the dash lights including the compass light.
14. Ignition Key Switch
15. Three Position Exterior Light Switch NAV. position - navigation (running) lights, bow light and stern light. Center position - off. ANC. position - stern light only.

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16. Stereo Remote Control
17. Trim Tabs (optional)

TELESCOPING BOARDING LADDER

THIS LADDER MUST ONLY BE USED WHILE ENGINE IS OFF. (See warning label section). Be sure ladder is raised and secured prior to starting engine. Caution should be used while using this ladder.

Telescoping ladder is covered by ladder lid. Lift ladder lid to access ladder. Lift up on front of ladder to place overboard and telescope to full length. Use caution to prevent pinching fingers when stowing ladder.

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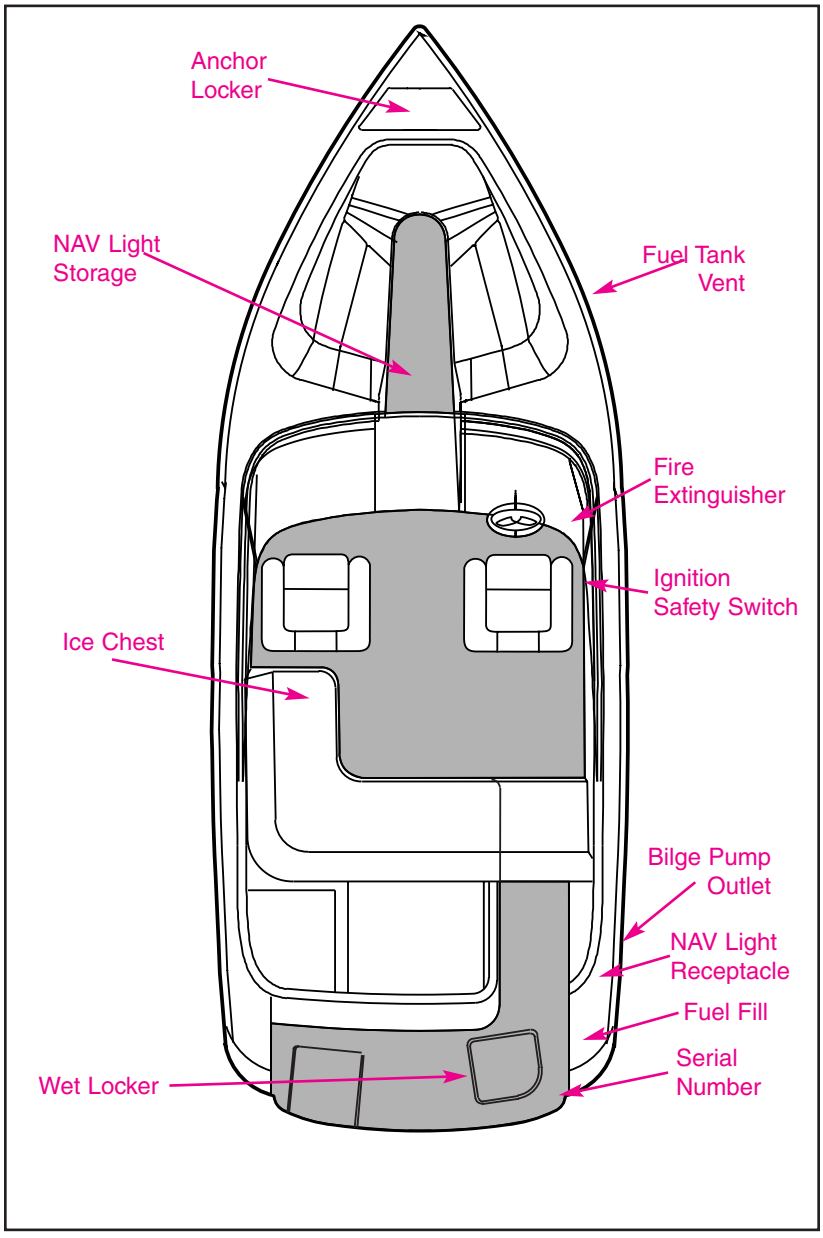
PROPELLER APPLICATION CHART

Mdl	Mfgr	Engine	Drive	Fuel system	std. ratio	Opt	php	Prop Dscpt	Mfg. part #
206	Merc	3.0L	ALpha	2 BBL	2.00	2.40	135		
206	Merc	4.3L	ALpha	2 BBL	1.81	2.00	190		
206	Merc	4.3L	Bravo 3	2 BBL	2.43	2.43	190		
206	Merc	4.3LH	ALpha	4 BBL	1.62	1.81	205		
206	Merc	4.3LH	Bravo 3	4 BBL	2.20	2.43	205	26's	48-823667A6/68A6
206	Merc	4.3L EFI	ALpha	Throttle-Body	1.62	1.81	210		
206	Merc	4.3L EFI	Bravo 3	Throttle-Body	2.20	2.43	210		
206	Merc	5.0L	ALpha	2 BBL	1.62	1.81	220	20 pitch 4 bld	48-834854A5
206	Merc	5.0L	Bravo 1	2 BBL	1.65	1.65	220		
206	Merc	5.0L	Bravo 3	2 BBL	2.20	2.43	220	26's	48-823667A6/68A6
206	Merc	5.0L EFI	ALpha	Throttle-Body	1.47	1.62	240	20 pitch 4 bld	48-834854A5
206	Merc	5.0L EFI	Bravo 1	Throttle-Body	1.65	NA	240	15 1/4 x 19 RH	48-13700A41
206	Merc	5.0L EFI	Bravo 3	Throttle-Body	2.20	2.43	240	26's	48-823667A6/68A6
206	Merc	5.7L	ALpha	2 BBL	1.47	1.62	250	13 3/4 x 21	48-832832A45
206	Merc	5.7L	Bravo 1	2 BBL	1.65	1.65	250		
206	Merc	5.7L	Bravo 3	2 BBL	2.20	2.43	250	28's	48-823669A6/70A6
206	Merc	5.7L EFI	ALpha	Throttle-Body	1.47	1.62	260	13 3/4 x 21	48-832832A45
206	Merc	5.7L EFI	Bravo 1	Throttle-Body	1.65	1.65	260	15 1/4 x 19 LH	48-13701A45
206	Merc	5.7L EFI	Bravo 3	Throttle-Body	2.20	2.43	260	28's	48-823669A6/70A6
206	Merc	350 Mag MPI	ALpha	Multi-Port	1.47	1.62	300	13.5 x 23	48-83283A45
206	Merc	350 Mag MPI	Bravo 1	Multi-Port	1.50	1.65	300	15 1/4 x 19 RH	48-13700A41
206	Merc	350 Mag MPI	Bravo 3	Multi-Port	2.00	2.20	300	26's	48-823667A6/68A6
206	Merc	6.2	Bravo 1	Multi-Port	1.65	1.65	320	14 5/8 x 23 RH	48-13704A41
206	Merc	6.2	Bravo 3	Multi-Port	2.20	2.43	320	28's	48-823669A6/70A6
206	Volvo	4.3GL	SX	2 BBL	1.79	1.89	190	14 1/4 x 21 RH	3850302-5
206	Volvo	4.3GL	DP	2 BBL	2.32	2.32	190	F8	3851498-0
206	Volvo	4.3Gi	SX	Throttle-Body	1.79	1.89	205	14 1/4 x 21 RH	3850302-5
206	Volvo	4.3Gi	DP	Throttle-Body	2.32	2.32	205	F8	3851498-0
206	Volvo	5.0GL	SX	2 BBL	1.60	1.79	220	14 1/4 x 21 RH	3850302-5
206	Volvo	5.0GL	DP	2 BBL	1.95	2.32	220	F6	3851496-4
206	Volvo	5.0Gi	SX	Throttle-Body	1.60	1.79	250	14 1/4 x 21 RH	3850302-5
206	Volvo	5.0Gi	DP	Throttle-Body	1.95	2.32	250	F6	3851496-4
206	Volvo	5.7GS	SX	2 BBL	1.51	1.60	250	14 1/4 x 21 RH	3850302-5
206	Volvo	5.7GS	DP	2 BBL	1.95	2.32	250	F7	3851497-2
206	Volvo	5.7GSi	SX	Throttle-Body	1.43	1.60	280	14 1/4 x 21 RH	3850302-5
206	Volvo	5.7GSi	DP	Throttle-Body	1.95	1.95	280	F7	3851497-2
206	Volvo	5.7Gxi	SX	Throttle-Body	1.51	1.51	315		
206	Volvo	5.7Gxi	DP	Throttle-Body	1.95	1.95	315	F8	3851498-0


COBALT

LAYOUT AND SPECIFICATIONS



SPECIFICATIONS

Centerline	22'8"	6.91 m
Beam	8' 6"	2.59 m
Dry Weight	3800 lbs.	1723 kg
Deadrise	20 deg.	20 deg
Fuel Capacity	50 gal.	189 L
Draft(drive up)	20"	50 cm
Freeboard(fwd)	33"	84 cm
Freeboard(aft)	20"	51 cm
Transom Height	42"	107 cm
Bridge Clearance (w/o nav light)	54"	137 cm
Capacity	11 Persons	
Capacity by Weight	1700 lbs	771 kg

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Your captain's chairs have the flip-up position for greater visibility and maneuverability while docking. You can sit on the raised cushion or stand in front of the cushion. Standing while driving your boat should only be done while maneuvering at an idle by an experienced driver.

The chairs are adjustable fore and aft and also rotate.

Rotation - Loosen the "T" handle next to the pedestal under the seat. Raise the lever on the opposite side of the pedestal. Rotate the seat to the desired position and lower the lever and tighten the knob to tighten the seat. Do not allow the seat to swing freely.

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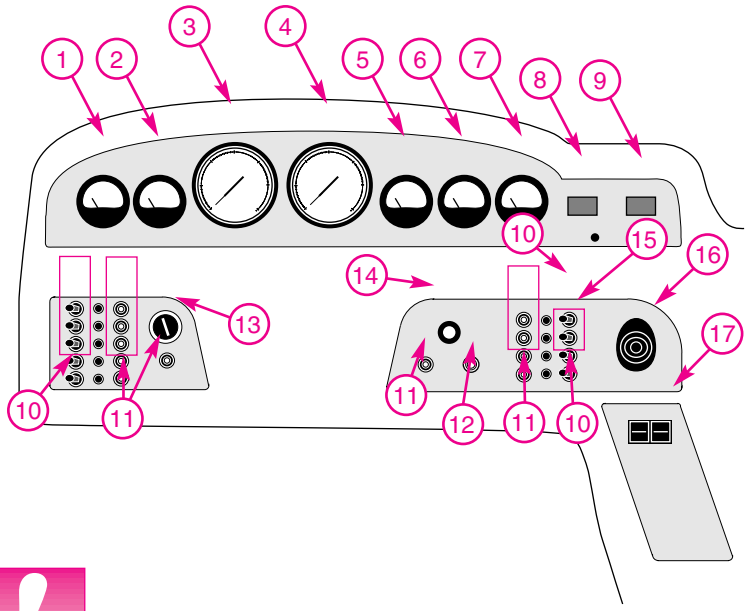

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7. Trim Gauge - Shows the position of the drive unit in reference to the bottom of the boat.
8. Water Temperature Gauge (optional) - Indicated outside water temperature. Most accurate when engine is off.
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16. Stereo Remote Control
17. Trim Tabs (optional)

TELESCOPING BOARDING LADDER

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Telescoping ladder is covered by ladder lid. Lift ladder lid to access ladder. Lift up on front of ladder to place overboard and telescope to full length. Use caution to prevent pinching fingers when stowing ladder.

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PROPELLER APPLICATION CHART

Mdl	Mfgr	Engine	Drive	Fuel system	std. ratio	Opt	php	Prop Dscpt	Mfg. part #
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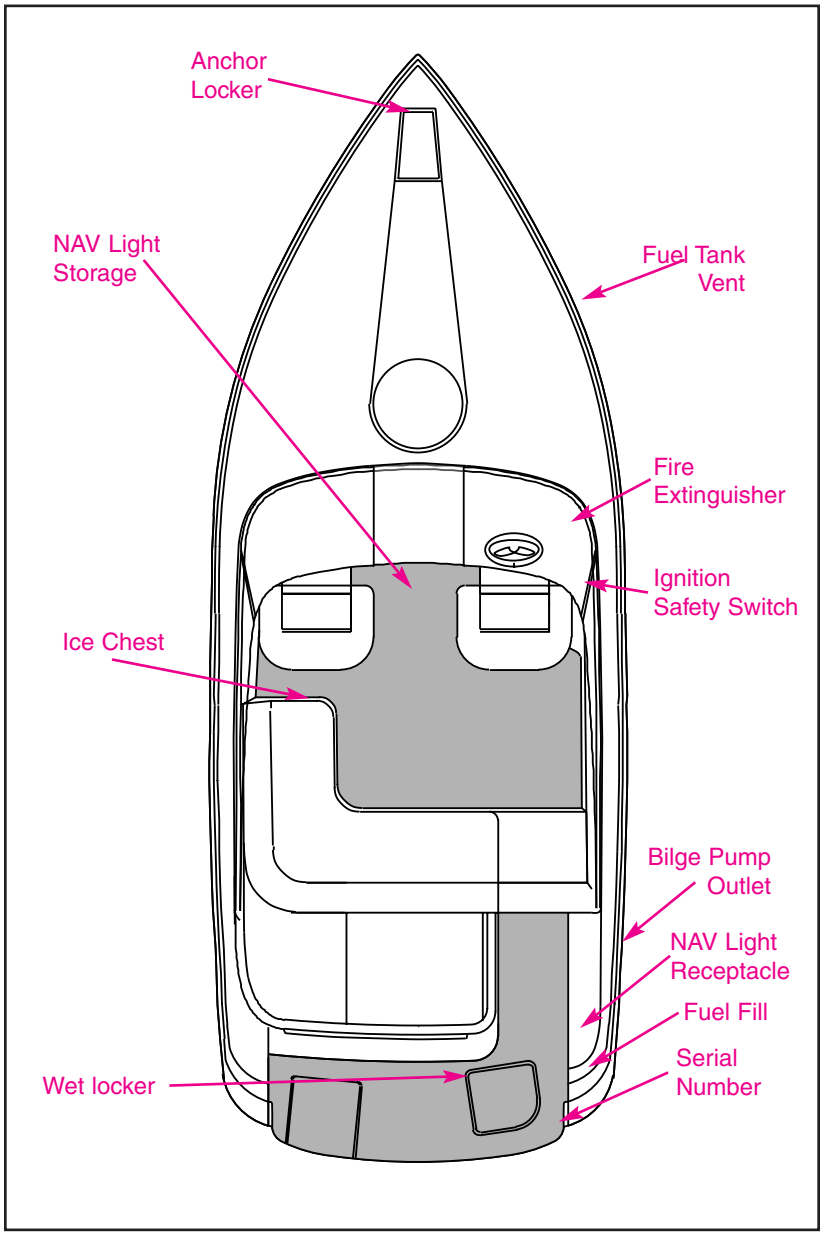
226	Merc	4.3L	Bravo 3	2 BBL	2.43	2.43	190		
226	Merc	4.3LH	ALpha	4 BBL	1.62	1.81	205		
226	Merc	4.3LH	Bravo 3	4 BBL	2.20	2.43	205		
226	Merc	4.3L EFI	ALpha	Throttle-Body	1.62	1.81	210		
226	Merc	4.3L EFI	Bravo 3	Throttle-Body	2.20	2.43	210		
226	Merc	5.0L	ALpha	2 BBL	1.62	1.81	220		
226	Merc	5.0L	Bravo 1	2 BBL	1.65	1.65	220		
226	Merc	5.0L	Bravo 3	2 BBL	2.20	2.43	220		
226	Merc	5.0L EFI	ALpha	Throttle-Body	1.47	1.62	240		
226	Merc	5.0L EFI	Bravo 1	Throttle-Body	1.65	1.65	240		
226	Merc	5.0L EFI	Bravo 3	Throttle-Body	2.20	2.43	240		
226	Merc	5.7L	ALpha	2 BBL	1.47	1.62	250	14.5 x 19	48-7812040
226	Merc	5.7L	Bravo 1	Throttle-Body	1.65	1.65	250		
226	Merc	5.7L	Bravo 3	2 BBL	2.20	2.43	250	28's	48-823669A6/70A6
226	Merc	5.7L EFI	ALpha	Throttle-Body	1.47	1.62	260	14.5 x 19	48-7812040
226	Merc	5.7L EFI	Bravo 1	Throttle-Body	1.65	1.65	260	15 1/4 x 19 RH	48-13700A41
226	Merc	5.7L EFI	Bravo 3	Throttle-Body	2.20	2.43	260	28's	48-823669A6/70A6
226	Merc	350 Mag MPI	ALpha	Multi-Port	1.47	1.62	300	13 3/4 x 21	48-832832A45
226	Merc	350 Mag MPI	Bravo 1	Multi-Port	1.50	1.65	300	15 1/4 x 19 RH	48-13700A41
226	Merc	350 Mag MPI	Bravo 3	Multi-Port	2.00	2.20	300	26's	48-823667A6/68A6
226	Merc	7.4L MPI	Bravo 1	Multi-Port	1.50	1.65	310	14 3/4 x 21	48-13702A45
226	Merc	7.4L MPI	Bravo 3	Multi-Port	2.00	2.20	310	28's	48-823669A6/70A6
226	Merc	6.2MX MPI	Bravo 1	Multi-Port	1.65	1.65	320	15 1/4 x 19 RH	48-13700A41
226	Merc	6.2MX MPI	Bravo 3	Multi-Port	2.20	2.43	320	24's	48-823665A6/66A6
226	Merc	496 MPI	Bravo 1	Multi-Port	1.50	1.50	375	14 5/8 x 23 RH	48-13704A41
226	Merc	496 MPI	Bravo 3	Multi-Port	1.81	2.20	375	26's	48-823667A6/68A6
226	Merc	454 Mag MPI	Bravo 1	Multi-Port	1.50	1.65	385	14 5/8 x 23 RH	48-13704A41
226	Merc	454 Mag MPI	Bravo 3	Multi-Port	1.81	2.20	385	26's	48-823667A6/68A6
226	Merc	502 Mag MPI	Bravo 1	Multi-Port	1.50	1.65	415	14 5/8 x 23 RH	48-13704A41
226	Merc	502 Mag MPI	Bravo 3	Multi-Port	1.81	2.20	415	28's	48-823669A6/70A6
226	Merc	496 HO MPI	Bravo 1	Multi-Port	1.50	1.50	425		
226	Merc	496 HO MPI	Bravo 3	Multi-Port	1.81	2.20	425	28's	48-823669A6/70A6
226	Volvo	4.3GL	SX	2 BBL	1.79	1.89	190		
226	Volvo	4.3GL	DP	2 BBL	2.32	2.32	190		
226	Volvo	4.3Gi	SX	Throttle-Body	1.79	1.89	205		
226	Volvo	4.3Gi	DP	Throttle-Body	2.32	2.32	205	F8	3851498-0
226	Volvo	5.0GL	SX	2 BBL	1.60	1.79	220		
226	Volvo	5.0GL	DP	2 BBL	1.95	2.32	220	F6	3851496-4
226	Volvo	5.0Gi	SX	Throttle-Body	1.60	1.79	250	14 1/2 x 19 RH	3850301-7
226	Volvo	5.0Gi	DP	Throttle-Body	1.95	2.32	250	F6	3851496-4
226	Volvo	5.7GS	SX	2 BBL	1.51	1.60	250	14 1/2 x 19 RH	3850301-7
226	Volvo	5.7GS	DP	2 BBL	1.95	2.32	250	F6	3851496-4
226	Volvo	5.7GSi	SX	Throttle-Body	1.43	1.60	280	14 1/4 x 21 RH	3850302-5
226	Volvo	5.7GSi	DP	Throttle-Body	1.95	1.95	280	F6	3851496-4
226	Volvo	7.4Gi	SX	Multi-Port	1.43	1.60	310		
226	Volvo	7.4Gi	DP	Multi-Port	1.78	1.95	310	F7	3851497-2
226	Volvo	5.7Gxi	SX	Throttle-Body	1.51	1.51	315		
226	Volvo	5.7Gxi	DP	Throttle-Body	1.95	1.95	315	F6	3851496-4
226	Volvo	8.1Gi	DP	Multi-Port	1.78	1.95	375	F9	3851499
226	Volvo	7.4GSi	DP	Multi-Port	1.78	1.95	385	F7	3851497-2
226	Volvo	8.2GSi	DP	Multi-Port	1.78	1.95	415	F7	3851497-2
226	Volvo	8.1GSi	DP	Multi-Port	1.78	1.78	420	F8	3851498-0
226	Yanmar	4LHA-STZE	Bravo 1	Diesel			230	14 1/4 x 25 RH	48-13706A45
226	Yanmar	4LHA-STZE	Bravo 3	Diesel			230		


COBALT

LAYOUT AND SPECIFICATIONS



SPECIFICATIONS

Centerline	22'8"	6.91 m
Beam	8' 6"	2.59 m
Dry Weight	3800 lbs.	1723 kg
Deadrise	20 deg.	20 deg
Fuel Capacity	50 gal.	189 L
Draft(drive up)	20"	50 cm
Freeboard(fwd)	35"	84 cm
Freeboard(aft)	20"	51 cm
Transom Height	42"	107 cm
Bridge Clearance (w/o nav light)	56"	137 cm
Capacity	11 Persons	
Capacity by Weight	1700 lbs	771 kg

CAPTAIN'S CHAIR ADJUSTMENT AND OPERATION

Your captain's chairs have the flip-up position for greater visibility and maneuverability while docking. You can sit on the raised cushion or stand in front of the cushion. Standing while driving your boat should only be done while maneuvering at an idle by an experienced driver.

The chairs are adjustable fore and aft and also rotate.

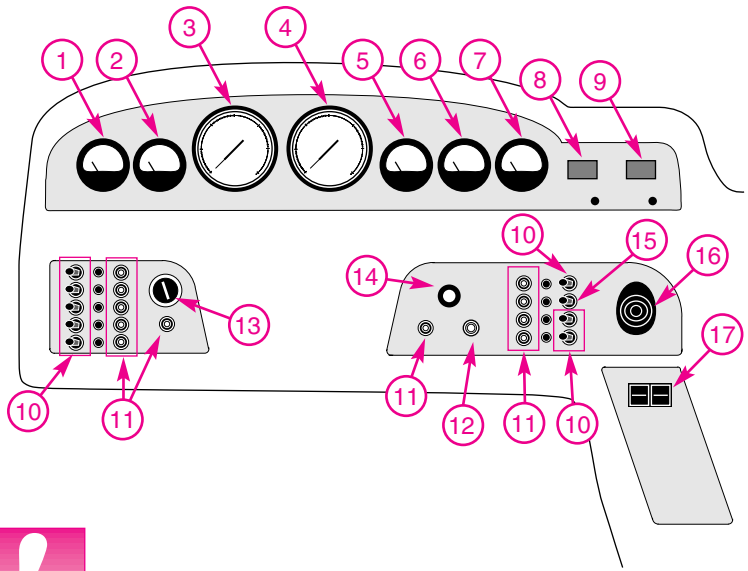
Rotation - Loosen the "T" handle next to the pedestal under the seat. Raise the lever on the opposite side of the pedestal. Rotate the seat to the desired position and lower the lever and tighten the knob to tighten the seat. Do not allow the seat to swing freely.

Fore and Aft adjustments - A handle under the front lip of the seat when raised allows the seat to move. Make sure the mechanism is properly engaged to prevent seat movement while the boat is underway.

WARNING ***DRIVING WHILE STANDING UP IS AN EXTREMELY HAZARDOUS PRACTICE. DO NOT DRIVE WHILE STANDING AT SPEEDS GREATER THAN "IDLE SPEED".***

CAUTION ***ALL SEATS MUST BE IN A LOCKED/SECURED POSITION WHILE THE BOAT IS UNDERWAY.***

INSTRUMENT PANEL



1. Fuel Gauge - shows approximate amount of fuel remaining in tank.
2. Voltmeter - shows the condition of charge in the battery. It only indicates while the ignition is in the "ON" position. With the engine at idle or not running, it may show as low as 10 to 12 volts. With the engine running at cruising speeds and above, it should show 12 to 14 volts.
3. Speedometer (Miles Per Hour)
4. Tachometer - (Revolutions Per Minute)
5. Temperature Gauge - Temperature may fluctuate slightly while running. Maximum temperature may vary depending on type of engine.

WARNING ***SHOULD WATER TEMPERATURE REACH 180 DEGREES FAHRENHEIT, YOUR ENGINE IS OVERHEATING AND SHOULD BE CHECKED IMMEDIATELY FOR PROBABLE CAUSE.***

6. Oil Pressure Gauge - Pressure can vary according to type of engine. It is normal for a hot engine to have low pressure at idle, (depending on type of oil, pressure may drop as low as 10 PSI at idle).

   Please consult the engine owner's manual supplied with your boat concerning the oil pressure the engine in your boat should attain.

7. Trim Gauge - Shows the position of the drive unit in reference to the bottom of the boat.
8. Water Temperature Gauge (optional) - Indicated outside water temperature. Most accurate when engine is off.
9. Depth Sounder - Your Cobalt is equipped with a Humminbird Depth Sounder. Included in your owner's packet are the instructions pertaining to the operation of this unit. Consult your Cobalt Dealer for further information.
10. Two Position Switch - Controls equipment as labeled.
11. Circuit Breakers - Push to reset if necessary. If the button continues to pop out, consult your Authorized Cobalt Dealer.
12. Horn Button - The horn is located under the deck.
13. Dimmer Switch - Your Cobalt is equipped with a dimmer switch which controls the intensity of the dash lights including the compass light.
14. Ignition Key Switch
15. Three Position Exterior Light Switch NAV. position - navigation (running) lights, bow light and stern light. Center position - off. ANC. position - stern light only.

WARNING ***NEVER OPERATE YOUR BOAT AT NIGHT WITHOUT ALL OF THE REQUIRED LIGHTS OPERATING. THIS INCLUDES BOW LIGHT AND REMOVABLE STERN LIGHT. MAKE SURE LIGHTS ARE NOT BLOCKED BY CANVAS OR OTHER OBSTACLES.***

16. Stereo Remote Control
17. Trim Tabs (optional)

TELESCOPING BOARDING LADDER

THIS LADDER MUST ONLY BE USED WHILE ENGINE IS OFF. (See warning label section). Be sure ladder is raised and secured prior to starting engine. Caution should be used while using this ladder.

Telescoping ladder is covered by ladder lid. Lift ladder lid to access ladder. Lift up on front of ladder to place overboard and telescope to full length. Use caution to prevent pinching fingers when stowing ladder.

WARNING ***DO NOT USE BOARDING LADDER WHILE ENGINE IS RUNNING. CAUTION: THE STERN DRIVE UNIT HAS MANY SHARP EDGES, ESPECIALLY THE PROPELLER. EXERCISE CAUTION WHEN NEAR THE STERN DRIVE UNIT. ALWAYS MAKE SURE THE BOARDING LADDER IS PROPERLY STOWED AND THERE IS NO ONE IN THE AREA BEHIND THE BOAT BEFORE STARTING THE ENGINE AND ENGAGING THE SHIFT MECHANISM.***

PROPELLERS - GENERAL

Nothing is more important to the proper performance of your boat than the condition of the propeller(s). Even minor damage (often invisible to the naked eye) can adversely affect the boat's performance. Common symptoms of damage to propellers are a sudden drop in RPM, vibration or sudden loss of speed.

A propeller is measured by two dimensions: 1) the diameter; and, 2) the pitch. The diameter is determined by measuring the distance from the center of the propeller to the tip of one blade and multiplying that figure by two. Pitch is expressed in the number of inches a prop will advance in a solid medium in one revolution.

Operational characteristics of your boat, including its speed, may change due to several factors: atmospheric conditions; additions of extra equipment and accessories or passengers; marine growth on the bottom; and, engine condition. Other factors include damage to the prop(s), tides, water temperature and direction of wind. Some of these factors are directly correctable by repair or maintenance. Others are beyond human control.

CAUTION ***INCORRECT PROPELLER APPLICATION CAN CAUSE ADVERSE HANDLING CHARACTERISTICS. DO NOT CHANGE TYPE OR SIZE OF PROPELLER WITHOUT CONSULTING YOUR COBALT DEALER!***

STAINLESS STEEL

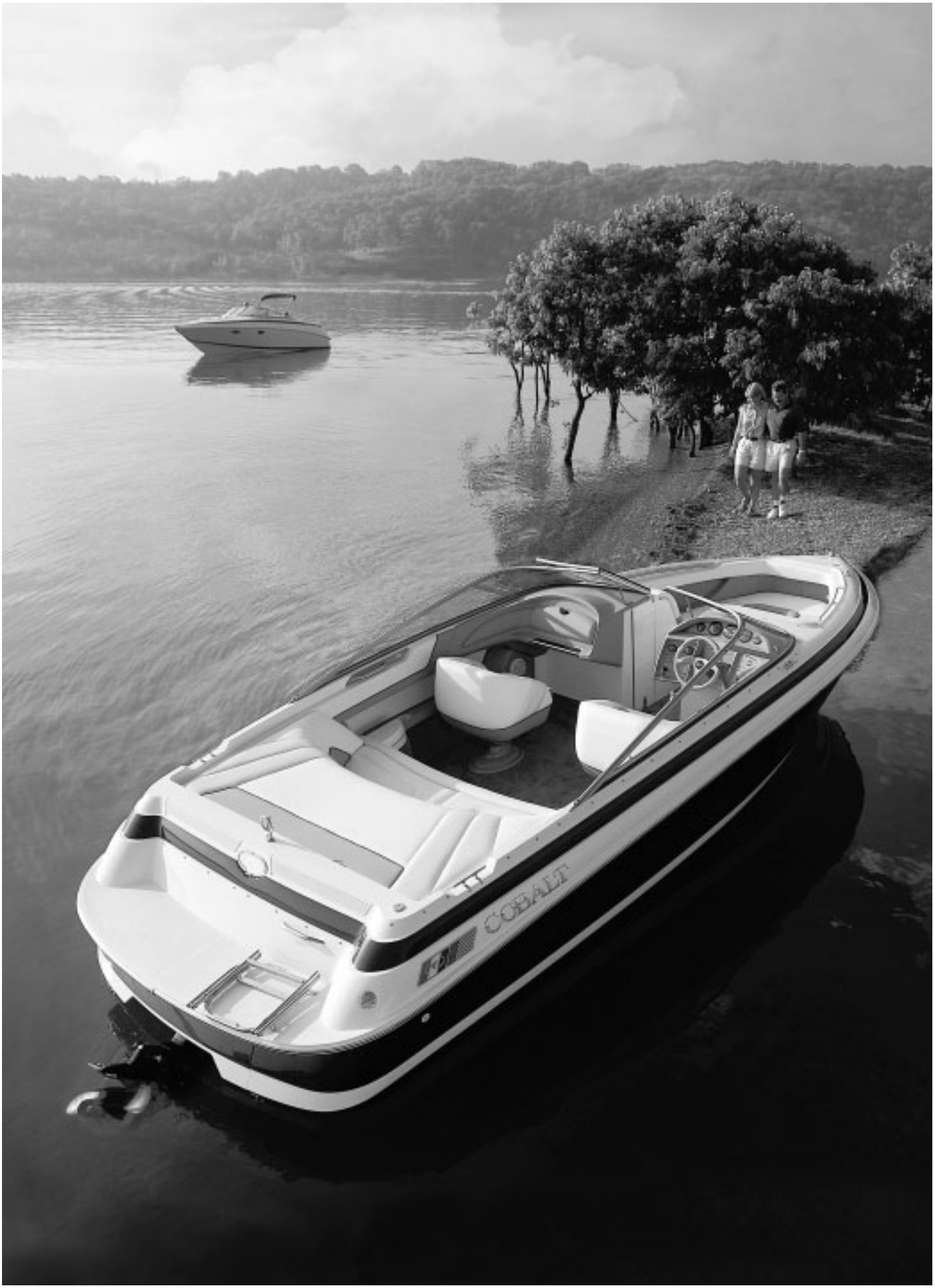
Some Cobalts are standard equipped with stainless propellers. In this instance, do not substitute aluminum propellers. Adverse handling and top speed characteristics may be experienced.

PULLING POWER

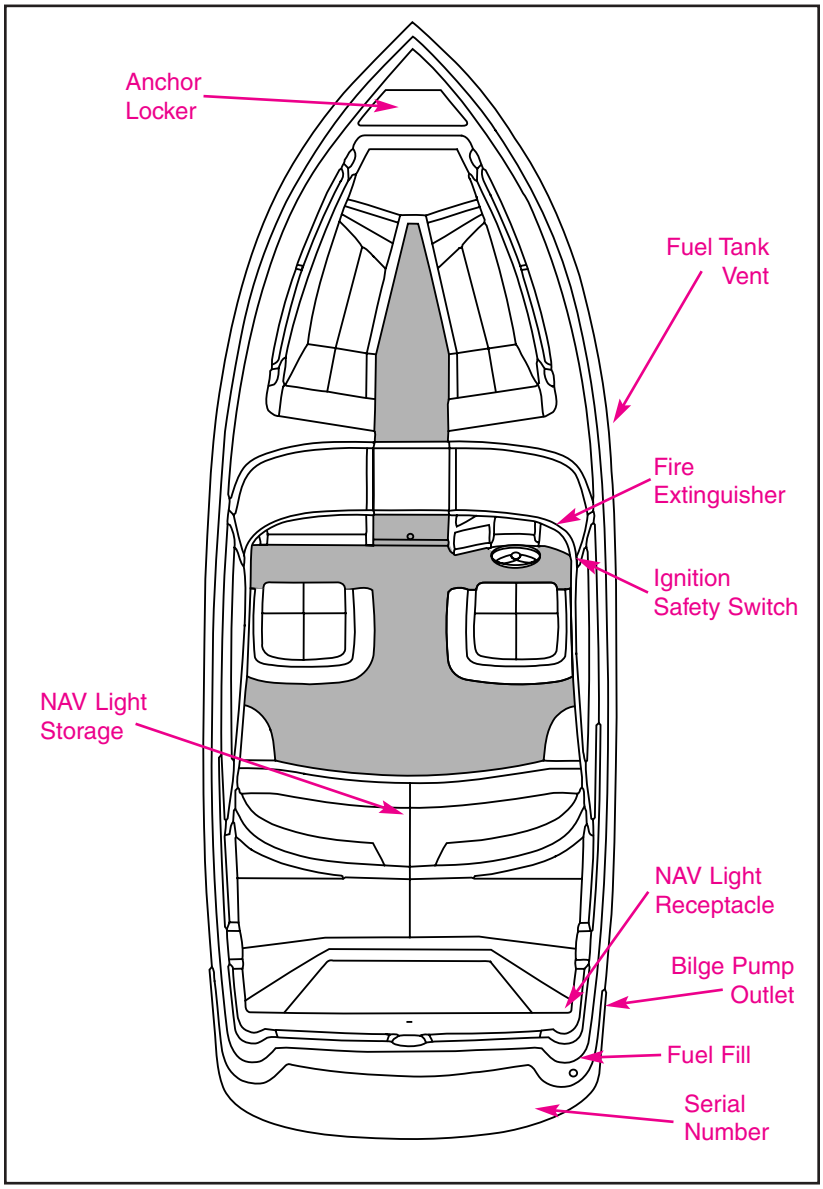
If you need extra pulling power, you can obtain this by decreasing the pitch of your propeller(s) by two degrees. This will not endanger the engine or drive unit as long as the manufacturer's recommended top RPM's are not exceeded.

PROPELLER APPLICATION CHART

Mdl	Mfgr	Engine	Drive	Fuel system	std. ratio	Opt	php	Prop Dscpt	Mfg. part #
227	Merc	4.3L	ALpha	2 BBL	1.81	2.00	190		
227	Merc	4.3L	Bravo 3	2 BBL	2.43	2.43	190		
227	Merc	4.3LH	ALpha	4 BBL	1.62	1.81	205		
227	Merc	4.3LH	Bravo 3	4 BBL	2.20	2.43	205		
227	Merc	4.3L EFI	ALpha	Throttle-Body	1.62	1.81	210	13 1/2 x 23	48-16320A5
227	Merc	4.3L EFI	Bravo 3	Throttle-Body	2.20	2.43	210		
227	Merc	5.0L	ALpha	2 BBL	1.62	1.81	220		
227	Merc	5.0L	Bravo 1	2 BBL	1.65	1.65	220		
227	Merc	5.0L	Bravo 3	2 BBL	2.20	2.43	220		
227	Merc	5.0L EFI	ALpha	Throttle-Body	1.47	1.62	240		
227	Merc	5.0L EFI	Bravo 1	Throttle-Body	1.65	1.65	240	15 1/4 x 19 RH	48-13700A41
227	Merc	5.0L EFI	Bravo 3	Throttle-Body	2.20	2.43	240	28's	48-823669A6/70A6
227	Merc	5.7L	ALpha	2 BBL	1.47	1.62	250		
227	Merc	5.7L	Bravo 1	Throttle-Body	1.65	1.65	250		
227	Merc	5.7L	Bravo 3	2 BBL	2.20	2.43	250	26's	48-823667A6/68A6
227	Merc	5.7L EFI	ALpha	Throttle-Body	1.47	1.62	260	14.5 x 19	48-7812040
227	Merc	5.7L EFI	Bravo 1	Throttle-Body	1.65	1.65	260		
227	Merc	5.7L EFI	Bravo 3	Throttle-Body	2.20	2.43	260	28's	48-823669A6/70A6
227	Merc	350 Mag MPI	ALpha	Multi-Port	1.47	1.62	300		
227	Merc	350 Mag MPI	Bravo 1	Multi-Port	1.50	1.65	300	15 1/4 x 19 RH	48-13700A41
227	Merc	350 Mag MPI	Bravo 3	Multi-Port	2.00	2.20	300		
227	Merc	7.4L MPI	Bravo 1	Multi-Port	1.50	1.65	310		
227	Merc	7.4L MPI	Bravo 3	Multi-Port	2.00	2.20	310		
227	Merc	6.2MX MPI	Bravo 1	Multi-Port	1.65	1.65	320		
227	Merc	6.2MX MPI	Bravo 3	Multi-Port	2.20	2.43	320	28's	48-823669A6/70A6
227	Merc	496 MPI	Bravo 1	Multi-Port	1.50	1.50	375		
227	Merc	496 MPI	Bravo 3	Multi-Port	1.81	2.20	375		
227	Merc	454 Mag MPI	Bravo 1	Multi-Port	1.50	1.65	385		
227	Merc	454 Mag MPI	Bravo 3	Multi-Port	1.81	2.20	385		
227	Merc	502 Mag MPI	Bravo 1	Multi-Port	1.50	1.65	415		
227	Merc	502 Mag MPI	Bravo 3	Multi-Port	1.81	2.20	415		
227	Merc	496 HO MPI	Bravo 1	Multi-Port	1.50	1.50	425		
227	Merc	496 HO MPI	Bravo 3	Multi-Port	1.81	2.20	425		
227	Volvo	4.3GL	SX	2 BBL	1.79	1.89	190		
227	Volvo	4.3GL	DP	2 BBL	2.32	2.32	190		
227	Volvo	4.3Gi	SX	Throttle-Body	1.79	1.89	205		
227	Volvo	4.3Gi	DP	Throttle-Body	2.32	2.32	205	F8	3851498-0
227	Volvo	5.0GL	SX	2 BBL	1.60	1.79	220		
227	Volvo	5.0GL	DP	2 BBL	1.95	2.32	220		
227	Volvo	5.0Gi	SX	Throttle-Body	1.60	1.79	250	14 1/4 x 21 RH	3850302-5
227	Volvo	5.0Gi	DP	Throttle-Body	1.95	2.32	250	F5	3851495-6
227	Volvo	5.7GS	SX	2 BBL	1.51	1.60	250		
227	Volvo	5.7GS	DP	2 BBL	1.95	2.32	250	F6	3851496-4
227	Volvo	5.7GSi	SX	Throttle-Body	1.43	1.60	280	14 1/2 x 19 RH	3850301-7
227	Volvo	5.7GSi	DP	Throttle-Body	1.95	1.95	280	F6	3851496-4
227	Volvo	7.4Gi	SX	Multi-Port	1.43	1.60	310		
227	Volvo	7.4Gi	DP	Multi-Port	1.78	1.95	310	F7	3851497-2
227	Volvo	5.7Gxi	SX	Throttle-Body	1.51	1.51	315		
227	Volvo	5.7Gxi	DP	Throttle-Body	1.95	1.95	315	F5	3851495-6
227	Volvo	8.1Gi	DP	Multi-Port	1.78	1.95	375	F9	3851499
227	Volvo	7.4GSi	DP	Multi-Port	1.78	1.95	385		
227	Volvo	8.2GSi	DP	Multi-Port	1.78	1.95	415		
227	Volvo	8.1GSi	DP	Multi-Port	1.78	1.78	420		
227	Yanmar	4LHA-STZE	Bravo 1	Diesel			230		
227	Yanmar	4LHA-STZE	Bravo 3	Diesel			230		


COBALT

LAYOUT AND SPECIFICATIONS



SPECIFICATIONS

Centerline	23' 2"	7.06 m
Beam	8' 6"	2.59 m
Dry Weight	3880 lbs.	1760 kg
Deadrise	20 deg.	20 deg
Fuel Capacity	55 gal.	208 l
Draft(drive up)	17"	43 cm
Freeboard(fwd)	34"	86 cm
Freeboard(aft)	21"	53 cm
Transom Height	43"	109 cm
Bridge Clearance (w/o nav light)	54"	137 cm
Capacity	11 Persons	
Capacity by Weight	1700 lbs	771 kg

CAPTAIN'S CHAIR ADJUSTMENT AND OPERATION

Your captain's chair has the flip-up position for greater visibility and maneuverability while docking. You can sit on the raised cushion or stand in front of the cushion.

The chairs are adjustable fore and aft and also rotate.

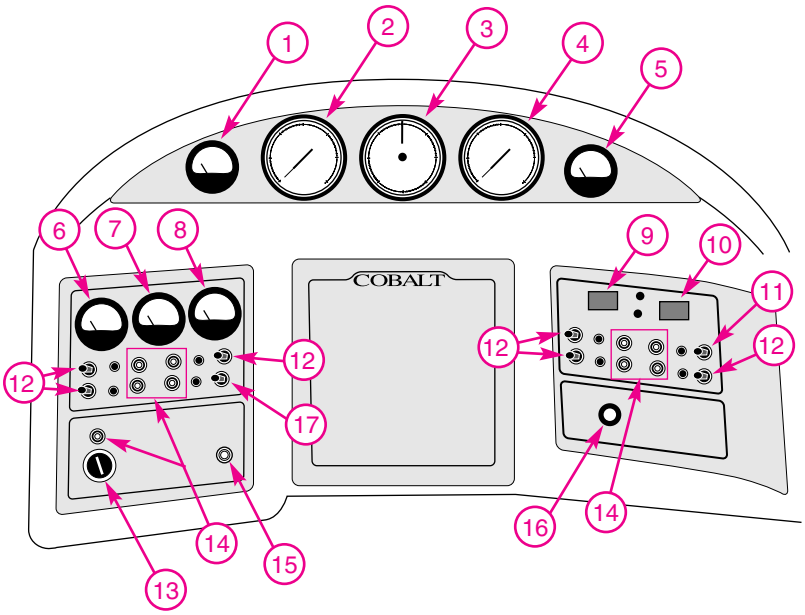
Rotation - A large knob next to the pedestal when loosened will allow the seat to rotate. Make sure the knob is tightened completely so the seat cannot rotate while underway.

Fore and Aft Adjustment - A handle under the front lip of the seat when raised allows the seat to move. make sure the mechanism is properly engaged to prevent seat movement while th boat is underway.

WARNING ***DRIVING WHILE STANDING UP IS AN EXTREMELY HAZARDOUS PRACTICE. DO NOT DRIVE WHILE STANDING AT SPEEDS GREATER THAN "IDLE SPEED".***

CAUTION ***ALL SEATS MUST BE IN A LOCKED/SECURED POSITION WHILE THE BOAT IS UNDERWAY.***

INSTRUMENT PANEL



1. Fuel Gauge - shows approximate amount of fuel remaining in tank.
2. Speedometer (Miles Per Hour)
3. Compass - Your Cobalt is equipped with a Faria Compass. The sensor is located in the ski storage area and is adjustable. Please consult your Cobalt dealer for further information.
4. Tachometer - (Revolutions Per Minute)
5. Trim Gauge - Shows the position of the drive unit in reference to the bottom of the boat.
6. Temperature Gauge - Temperature may fluctuate slightly while running. Maximum temperature may vary depending on type of engine.

WARNING ***SHOULD WATER TEMPERATURE REACH 180 DEGREES FAHRENHEIT, YOUR ENGINE IS OVERHEATING AND SHOULD BE CHECKED IMMEDIATELY FOR PROBABLE CAUSE.***

7. Voltmeter - shows the condition of charge in the battery. It only indicates while the ignition is in the "ON" position. With the engine at idle or not running, it may show as low as 10 to 12 volts. With the engine running at cruising speeds and above, it should show 12 to 14 volts.
8. Oil Pressure Gauge - Pressure can vary according to type of engine. It is normal for a hot engine to have low pressure at idle, (depending on type of oil, pressure may drop as low as 10 PSI at idle).

   Please consult the engine owner's manual supplied with your boat concerning the oil pressure the engine in your boat should attain.
9. Water Temperature Gauge - Indicated outside water temperature. Most accurate when engine is off.
10. Depth Sounder - Your Cobalt is equipped with a Humminbird Depth Sounder. Included in your owner's packet are the instructions pertaining to the operation of this unit. Consult your Cobalt Dealer for further information.
11. Three Position Exterior Light Switch NAV. position - navigation (running) lights, bow light and stern light. Center position - off. ANC. position - stern light only.

WARNING ***NEVER OPERATE YOUR BOAT AT NIGHT WITHOUT ALL OF THE REQUIRED LIGHTS OPERATING. THIS INCLUDES BOW LIGHT AND REMOVABLE STERN LIGHT. MAKE SURE LIGHTS ARE NOT BLOCKED BY CANVAS OR OTHER OBSTACLES.***

12. Two Position Switch - Controls equipment as labeled.
13. Ignition Key Switch
14. Circuit Breakers - Push to reset if necessary. If the button continues to pop out, consult your Authorized Cobalt Dealer.
15. Horn Button - The horn, itself, is located under the deck.
16. Dimmer Switch - Your Cobalt is equipped with a dimmer switch which controls the intensity of the dash lights including the compass light.
17. Motor box electric actuator - Controls motor box electrically. If battery is low or disconnected, the motor box can be raised manually. Simply grasp the lower forward edge of the assembly and raise. Use the safety support rod to support the assembly in the open position.

CAUTION ***THE MOTOR BOX ASSEMBLY IS VERY HEAVY. CAUTION SHOULD BE EXERCISED WHEN OPENING MANUALLY.***

TELESCOPING ANCHOR LIGHT

To activate, turn on the navigation light switch. The anchor light will first raise into position, then illuminate. When the light switch is turned off, the light will immediately turn off and after a 1.5 second computer check, the pole will automatically retract into it's below-deck storage position. The top of the lens will be flush with the top of the

deck ring. If the light does not retract automatically, do not force down, contact your Cobalt dealer.

To operate the S.O.S. distress signal, turn on the anchor light and allow it to fully extend and illuminate. Wait a minimum of two seconds as the light runs a circuit check. Anytime thereafter, you may toggle the light switch (rapidly turning the light off the immediately back on). The light will start to flash the Morse code S.O.S. and continue flashing S.O.S. until it is toggled again. The light will then illuminate constantly. You may turn the anchor light off in either mode and it will retract automatically.

FOLD DOWN BOARDING LADDER

THIS LADDER MUST ONLY BE USED WHILE ENGINE IS OFF. (See warning label section). Be sure ladder is raised and secured prior to starting engine. Caution should be used while using this ladder. Ladder folds and lays on swim platform. Lift front of ladder to unfold and use. Use caution to prevent pinching fingers when stowing ladder.

WARNING DO NOT USE BOARDING LADDER WHILE ENGINE IS RUNNING. CAUTION: THE STERN DRIVE UNIT HAS MANY SHARP EDGES, ESPECIALLY THE PROPELLER. EXERCISE CAUTION WHEN NEAR THE STERN DRIVE UNIT. ALWAYS MAKE SURE THE BOARDING LADDER IS PROPERLY STOWED AND THERE IS NO ONE IN THE AREA BEHIND THE BOAT BEFORE STARTING THE ENGINE AND ENGAGING THE SHIFT MECHANISM.

PROPELLERS - GENERAL

Nothing is more important to the proper performance of your boat than the condition of the propeller(s). Even minor damage (often invisible to the naked eye) can adversely affect the boat's performance. Common symptoms of damage to propellers are a sudden drop in RPM, vibration or sudden loss of speed.

A propeller is measured by two dimensions: 1) the diameter; and, 2) the pitch. The diameter is determined by measuring the distance from the center of the propeller to the tip of one blade and multiplying that figure by two. Pitch is expressed in the number of inches a prop will advance in a solid medium in one revolution.

Operational characteristics of your boat, including its speed, may change due to several factors: atmospheric conditions; additions of extra equipment and accessories or passengers; marine growth on the bottom; and, engine condition. Other factors include damage to the prop(s), tides, water temperature and direction of wind. Some of these factors are directly correctable by repair or maintenance. Others are beyond human control.

CAUTION INCORRECT PROPELLER APPLICATION CAN CAUSE ADVERSE HANDLING CHARACTERISTICS. DO NOT CHANGE TYPE OR SIZE OF PROPELLER WITHOUT CONSULTING YOUR COBALT DEALER!

STAINLESS STEEL

Some Cobalts are standard equipped with stainless propellers. In this instance, do not substitute aluminum propellers. Adverse handling and top speed characteristics may be experienced.

PULLING POWER

If you need extra pulling power, you can obtain this by decreasing the pitch of your propeller(s) by two degrees. This will not endanger the engine or drive unit as long as the manufacturer's recommended top RPM's are not exceeded.

PROPELLER APPLICATION CHART

Mdl	Mfgr	Engine	Drive	Fuel system	std. ratio	Opt	php	Prop Dscpt	Mfg. part #
232	Merc	5.0L	Bravo 1	2 BBL	1.65	1.65	220		
232	Merc	5.0L	Bravo 3	2 BBL	2.20	2.43	220		
232	Merc	5.0L EFI	ALpha	Throttle-Body	1.47	1.62	240		
232	Merc	5.0L EFI	Bravo 1	Throttle-Body	1.65	1.65	240		
232	Merc	5.0L EFI	Bravo 3	Throttle-Body	2.20	2.43	240		
232	Merc	5.7L	ALpha	2 BBL	1.47	1.62	250		-
232	Merc	5.7L	Bravo 1	2 BBL	1.65	1.65	250		
232	Merc	5.7L	Bravo 3	2 BBL	2.20	2.43	250	24's	48-823665A6/66A6
232	Merc	5.7L EFI	ALpha	Throttle-Body	1.47	1.62	260	15 1/4 x 15	48-78116A45
232	Merc	5.7L EFI	Bravo 1	Throttle-Body	1.65	1.65	260	15 1/4 x 19 RH	48-13700A45
232	Merc	5.7L EFI	Bravo 3	Throttle-Body	2.20	2.43	260	28's	48-823669A6/70A6
232	Merc	350 Mag MPI	ALpha	Multi-Port	1.47	1.62	300		
232	Merc	350 Mag MPI	Bravo 1	Multi-Port	1.50	1.65	300	15 1/4 x 19 RH	48-13700A45
232	Merc	350 Mag MPI	Bravo 3	Multi-Port	2.00	2.20	300	26's	48-823667A6/68A6
232	Merc	7.4L MPI	Bravo 1	Multi-Port	1.50	1.65	310	14 1/4 x 21 RH	48-1370245
232	Merc	7.4L MPI	Bravo 3	Multi-Port	2.00	2.20	310	28's	48-823669A6/70A6
232	Merc	6.2 MX MPI	Bravo 1	Multi-Port	1.65	1.65	320		
232	Merc	6.2 MX MPI	Bravo 3	Multi-Port	2.20	2.43	320	26's	48-823667A6/68A6
232	Merc	496 MPI	Bravo 1	Multi-Port	1.50	1.50	375	14 5/8 x 23 RH	48-13704A41
232	Merc	496 MPI	Bravo 3	Multi-Port	1.81	2.20	375	26's	48-823667A6/68A6
232	Merc	454 Mag MPI	Bravo 1	Multi-Port	1.50	1.65	385	14 5/8 x 23 RH	48-13704A41
232	Merc	454 Mag MPI	Bravo 3	Multi-Port	1.81	2.20	385	26's	48-823667A6/68A6
232	Merc	502 Mag MPI	Bravo 1	Multi-Port	1.50	1.65	415	14 1/4 x 25 RH	48-13706A45
232	Merc	502 Mag MPI	Bravo 3	Multi-Port	1.81	2.20	415	28's	48-823669A6/70A6
232	Merc	496 HO MPI	Bravo 1	Multi-Port	1.50	1.50	425		
232	Merc	496 HO MPI	Bravo 3	Multi-Port	1.81	2.20	425		
232	Volvo	5.0GL	SX	2 BBL	1.60	1.79	220	15 x 17	3850300-9
232	Volvo	5.0GL	DP	2 BBL	1.95	2.32	220	F5	3851495-6
232	Volvo	5.0Gi	SX	Throttle-Body	1.60	1.79	250		
232	Volvo	5.0Gi	DP	Throttle-Body	1.95	2.32	250	F6	3851496-4
232	Volvo	5.7GS	SX	2 BBL	1.51	1.60	250		
232	Volvo	5.7GS	DP	2 BBL	1.95	2.32	250	F5	3851495-6
232	Volvo	5.7GSi	SX	Throttle-Body	1.43	1.60	280	14 1/4 x 21 RH	3850302-5
232	Volvo	5.7GSi	DP	Throttle-Body	1.78	1.95	280	F6	3851496-4
232	Volvo	7.4Gi	SX	Multi-Port	1.43	1.60	310		
232	Volvo	7.4Gi	DP	Multi-Port	1.78	1.95	310	F6	3851496-4
232	Volvo	5.7Gxi	SX	Throttle-Body	1.51	1.51	315		
232	Volvo	5.7Gxi	DP	Throttle-Body	1.95	1.95	315	F6	3851496-4
232	Volvo	8.1Gi	DP	Multi-Port	1.78	1.78	375	F7	3851497-2
232	Volvo	7.4GSi	DP	Multi-Port	1.78	1.95	385	F6	3851496-4
232	Volvo	8.2GSi	DP	Multi-Port	1.78	1.78	415		
232	Volvo	8.1GSi	DP	Multi-Port	1.78	1.78	420		
232	Yanmar	4LHA-STZE	Bravo 1	Diesel			230		
232	Yanmar	4LHA-STZE	Bravo 3	Diesel			230		

MODEL SPECIFIC INFORMATION

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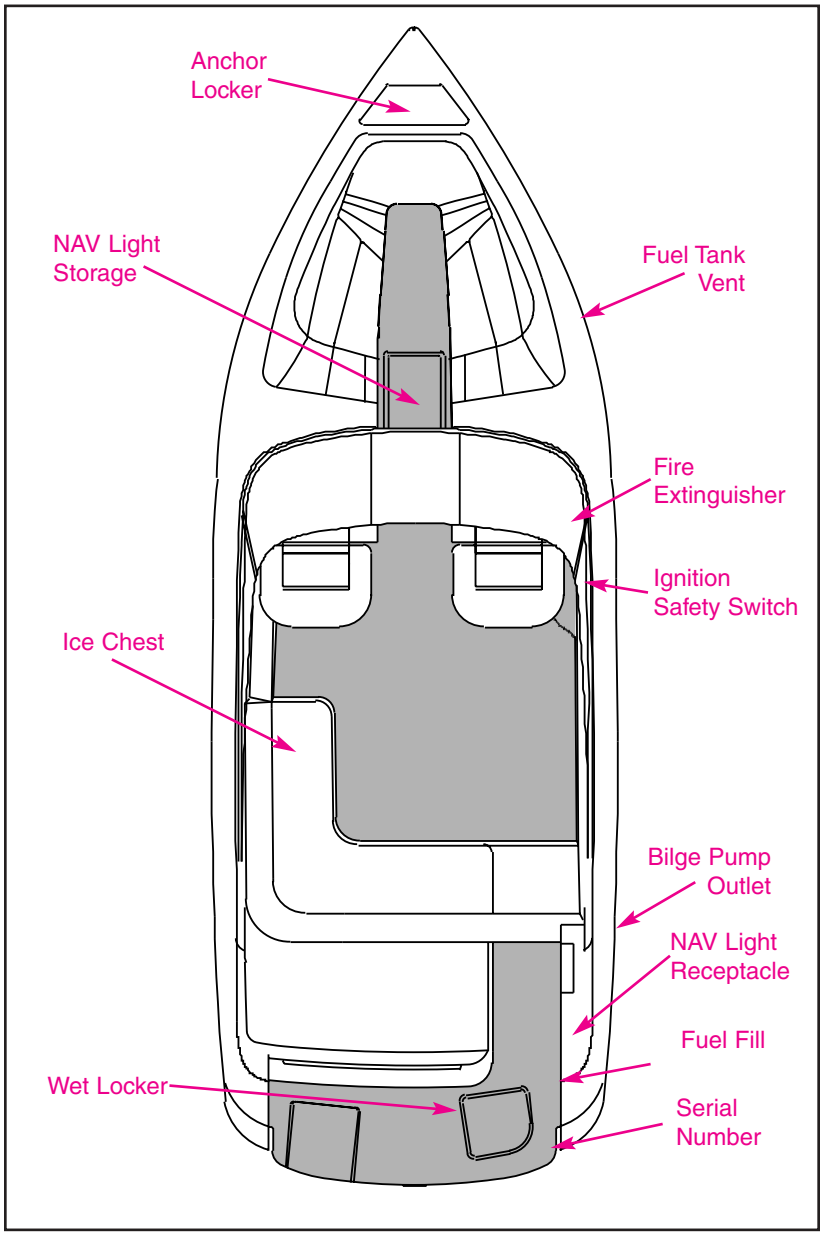
LAYOUT AND SPECIFICATIONS



SPECIFICATIONS

Centerline	24'4"	7.41 m
Beam	8' 6"	2.59 m
Dry Weight	4100 lbs.	1860 kg
Deadrise	20 deg.	20 deg
Fuel Capacity	70 gal.	265 L
Draft(drive up)	17"	43 cm
Freeboard(fwd)	34"	86 cm
Freeboard(aft)	21"	53 cm
Transom Height	43"	109 cm
Bridge Clearance (w/o nav light)	54"	137 cm
Capacity	12 Persons	
Capacity by Weight	1700 lbs	771 kg

CAPTAIN'S CHAIR ADJUSTMENT AND OPERATION

Your captain's chairs have the flip-up position for greater visibility and maneuverability while docking. You can sit on the raised cushion or stand in front of the cushion. Standing while driving your boat should only be done while maneuvering at an idle by an experienced driver.

The chairs are adjustable fore and aft and also rotate.

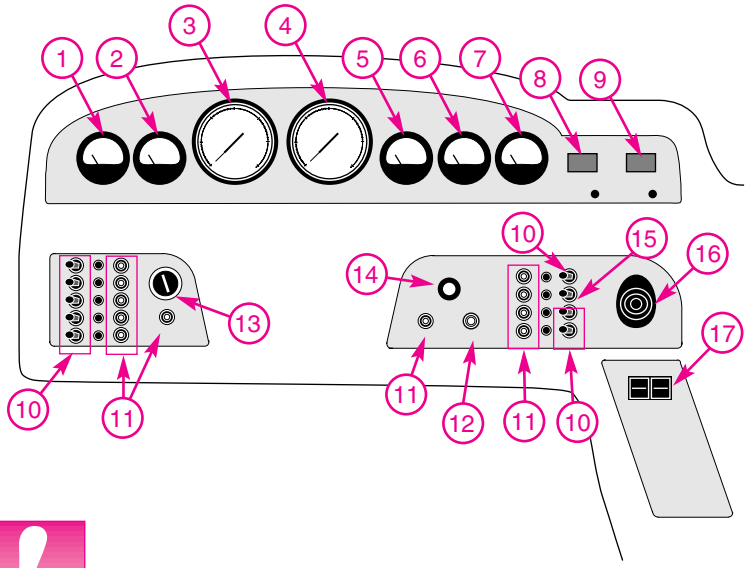
Rotation - Loosen the "T" handle next to the pedestal under the seat. Raise the lever on the opposite side of the pedestal. Rotate the seat to the desired position and lower the lever and tighten the knob to tighten the seat. Do not allow the seat to swing freely.

Fore and Aft adjustments - A handle under the front lip of the seat when raised allows the seat to move. Make sure the mechanism is properly engaged to prevent seat movement while the boat is underway.

WARNING ***DRIVING WHILE STANDING UP IS AN EXTREMELY HAZARDOUS PRACTICE. DO NOT DRIVE WHILE STANDING AT SPEEDS GREATER THAN "IDLE SPEED".***

CAUTION ***ALL SEATS MUST BE IN A LOCKED/SECURED POSITION WHILE THE BOAT IS UNDERWAY.***

INSTRUMENT PANEL



1. Fuel Gauge - shows approximate amount of fuel remaining in tank.
2. Voltmeter - shows the condition of charge in the battery. It only indicates while the ignition is in the "ON" position. With the engine at idle or not running, it may show as low as 10 to 12 volts. With the engine running at cruising speeds and above, it should show 12 to 14 volts.
3. Speedometer (Miles Per Hour)
4. Tachometer - (Revolutions Per Minute)
5. Temperature Gauge - Temperature may fluctuate slightly while running. Maximum temperature may vary depending on type of engine.

WARNING ***SHOULD WATER TEMPERATURE REACH 180 DEGREES FAHRENHEIT, YOUR ENGINE IS OVERHEATING AND SHOULD BE CHECKED IMMEDIATELY FOR PROBABLE CAUSE.***

6. Oil Pressure Gauge - Pressure can vary according to type of engine. It is normal for a hot engine to have low pressure at idle, (depending on type of oil, pressure may drop as low as 10 PSI at idle).

   Please consult the engine owner's manual supplied with your boat concerning the oil pressure the engine in your boat should attain.

7. Trim Gauge - Shows the position of the drive unit in reference to the bottom of the boat.
8. Water Temperature Gauge (optional) - Indicated outside water temperature. Most accurate when engine is off.
9. Depth Sounder - Your Cobalt is equipped with a Humminbird Depth Sounder. Included in your owner's packet are the instructions pertaining to the operation of this unit. Consult your Cobalt Dealer for further information.
10. Two Position Switch - Controls equipment as labeled.
11. Circuit Breakers - Push to reset if necessary. If the button continues to pop out, consult your Authorized Cobalt Dealer.
12. Horn Button - The horn is located under the deck.
13. Dimmer Switch - Your Cobalt is equipped with a dimmer switch which controls the intensity of the dash lights including the compass light.
14. Ignition Key Switch
15. Three Position Exterior Light Switch NAV. position - navigation (running) lights, bow light and stern light. Center position - off. ANC. position - stern light only.

WARNING ***NEVER OPERATE YOUR BOAT AT NIGHT WITHOUT ALL OF THE REQUIRED LIGHTS OPERATING. THIS INCLUDES BOW LIGHT AND REMOVABLE STERN LIGHT. MAKE SURE LIGHTS ARE NOT BLOCKED BY CANVAS OR OTHER OBSTACLES.***

16. Stereo Remote Control
17. Trim Tabs (optional)

TELESCOPING BOARDING LADDER

THIS LADDER MUST ONLY BE USED WHILE ENGINE IS OFF. (See warning label section). Be sure ladder is raised and secured prior to starting engine. Caution should be used while using this ladder.

Telescoping ladder is covered by ladder lid. Lift ladder lid to access ladder. Lift up on front of ladder to place overboard and telescope to full length. Use caution to prevent pinching fingers when stowing ladder.

WARNING ***DO NOT USE BOARDING LADDER WHILE ENGINE IS RUNNING. CAUTION: THE STERN DRIVE UNIT HAS MANY SHARP EDGES, ESPECIALLY THE PROPELLER. EXERCISE CAUTION WHEN NEAR THE STERN DRIVE UNIT. ALWAYS MAKE SURE THE BOARDING LADDER IS PROPERLY STOWED AND THERE IS NO ONE IN THE AREA BEHIND THE BOAT BEFORE STARTING THE ENGINE AND ENGAGING THE SHIFT MECHANISM.***

HEAD COMPARTMENT

1. Make sure the head compartment door assembly is closed and latched while the boat is underway. Do not allow to swing freely.
2. For operation of the porti potti, electric head, pump out or macerator, please check the manuals supplied in your owner's packet.

PROPELLERS - GENERAL

Nothing is more important to the proper performance of your boat than the condition of the propeller(s). Even minor damage (often invisible to the naked eye) can adversely affect the boat's performance. Common symptoms of damage to propellers are a sudden drop in RPM, vibration or sudden loss of speed.

A propeller is measured by two dimensions: 1) the diameter; and, 2) the pitch. The diameter is determined by measuring the distance from the center of the propeller to the tip of one blade and multiplying that figure by two. Pitch is expressed in the number of inches a prop will advance in a solid medium in one revolution.

Operational characteristics of your boat, including its speed, may change due to several factors: atmospheric conditions; additions of extra equipment and accessories or passengers; marine growth on the bottom; and, engine condition. Other factors include damage to the prop(s), tides, water temperature and direction of wind. Some of these factors are directly correctable by repair or maintenance. Others are beyond human control.

INCORRECT PROPELLER APPLICATION CAN CAUSE ADVERSE HANDLING CHARACTERISTICS. DO NOT CHANGE TYPE OR SIZE OF PROPELLER WITHOUT CONSULTING YOUR COBALT DEALER!

STAINLESS STEEL

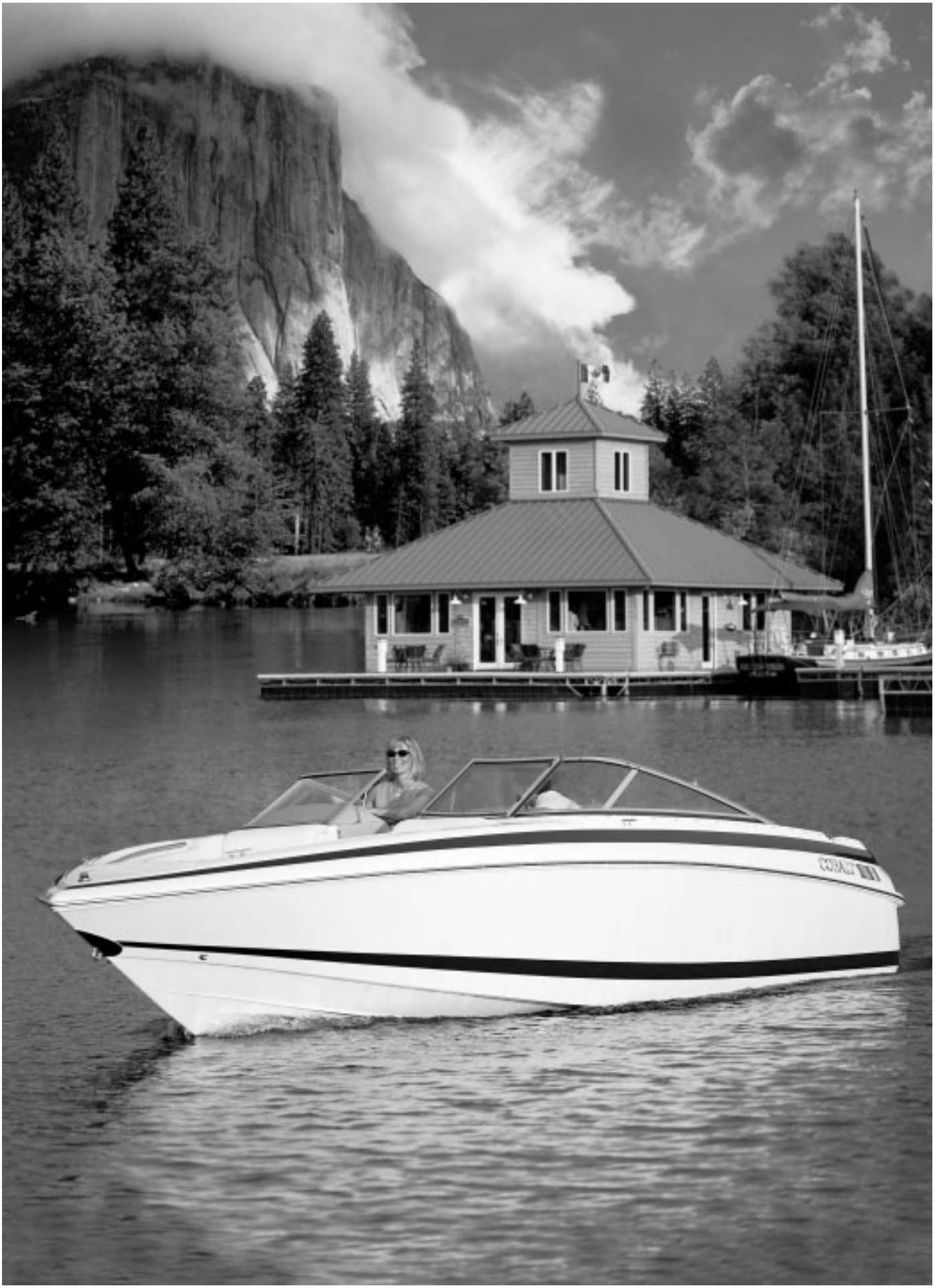
Some Cobalts are standard equipped with stainless propellers. In this instance, do not substitute aluminum propellers. Adverse handling and top speed characteristics may be experienced.

PULLING POWER

If you need extra pulling power, you can obtain this by decreasing the pitch of your propeller(s) by two degrees. This will not endanger the engine or drive unit as long as the manufacturer's recommended top RPM's are not exceeded.

PROPELLER APPLICATION CHART

Mdl	Mfgr	Engine	Drive	Fuel system	std. ratio	Opt	php	Prop Dscpt	Mfg. part #
246	Merc	5.0L	ALpha	2 BBL	1.62	1.81	220		
246	Merc	5.0L	Bravo 1	2 BBL	1.65	1.65	220		
246	Merc	5.0L	Bravo 3	2 BBL	2.20	2.43	220		
246	Merc	5.0L EFI	ALpha	Throttle-Body	1.47	1.62	240		
246	Merc	5.0L EFI	Bravo 1	Throttle-Body	1.65	1.65	240		
246	Merc	5.0L EFI	Bravo 3	Throttle-Body	2.20	2.43	240		
246	Merc	5.7L	ALpha	2 BBL	1.47	1.62	250		
246	Merc	5.7L	Bravo 1	2 BBL	1.65	1.65	250		
246	Merc	5.7L	Bravo 3	2 BBL	2.20	2.43	250	24's	48-823665A6/66A6
246	Merc	5.7L EFI	ALpha	Throttle-Body	1.47	1.62	260	15 1/4 x 15	48-78116A45
246	Merc	5.7L EFI	Bravo 1	Throttle-Body	1.65	1.65	260	15 1/4 x 19 RH	48-13700A45
246	Merc	5.7L EFI	Bravo 3	Throttle-Body	2.20	2.43	260	28's	48-823669A6/70A6
246	Merc	350 Mag MPI	ALpha	Multi-Port	1.47	1.62	300		
246	Merc	350 Mag MPI	Bravo 1	Multi-Port	1.50	1.65	300	15 1/4 x 19 RH	48-13700A45
246	Merc	350 Mag MPI	Bravo 3	Multi-Port	2.00	2.20	300	24's	48-823665A6/66A6
246	Merc	7.4L MPI	Bravo 1	Multi-Port	1.50	1.65	310	14 1/4 x 21 RH	48-1370245
246	Merc	7.4L MPI	Bravo 3	Multi-Port	2.00	2.20	310	26's	48-823667A6/68A6
246	Merc	6.2	Bravo 1	Multi-Port	1.65	1.65	320	15 1/4 x 19 RH	48-13700A45
246	Merc	6.2	Bravo 3	Multi-Port	2.20	2.43	320	26's	48-823667A6/68A6
246	Merc	496 MPI	Bravo 1	Multi-Port	1.50	1.50	375		
246	Merc	496 MPI	Bravo 3	Multi-Port	1.81	2.20	375	26's	48-823667A6/68A6
246	Merc	454 Mag MPI	Bravo 1	Multi-Port	1.50	1.65	385	14 5/8 x 23 RH	48-13704A41
246	Merc	454 Mag MPI	Bravo 3	Multi-Port	1.81	2.20	385	26's	48-823667A6/68A6
246	Merc	502 Mag MPI	Bravo 1	Multi-Port	1.50	1.65	415	14 1/4 x 25 RH	48-13706A45
246	Merc	502 Mag MPI	Bravo 3	Multi-Port	1.81	2.20	415	28's	48-823669A6/70A6
246	Merc	496 HO MPI	Bravo 1	Multi-Port	1.50	1.50	425		
246	Merc	496 HO MPI	Bravo 3	Multi-Port	1.81	2.20	425	26's	48-823667A6/68A6
246	Volvo	5.0GL	SX	2 BBL	1.60	1.79	220	15 x 17	3850300-9
246	Volvo	5.0GL	DP	2 BBL	1.95	2.32	220	F5	3851495-6
246	Volvo	5.0Gi	SX	Throttle-Body	1.60	1.79	250		
246	Volvo	5.0Gi	DP	Throttle-Body	1.95	2.32	250	F6	3851496-4
246	Volvo	5.7GS	SX	2 BBL	1.51	1.60	250		
246	Volvo	5.7GS	DP	2 BBL	1.95	2.32	250	F6	3851496-4
246	Volvo	5.7GSi	SX	Throttle-Body	1.43	1.60	280	14 1/4 x 21 RH	3850302-5
246	Volvo	5.7GSi	DP	Throttle-Body	1.78	1.95	280	F5	3851495-6
246	Volvo	7.4Gi	SX	Multi-Port	1.43	1.60	310		
246	Volvo	7.4Gi	DP	Multi-Port	1.78	1.95	310	F6	3851496-4
246	Volvo	5.7Gxi	SX	Throttle-Body	1.51	1.60	315		
246	Volvo	5.7Gxi	DP	Throttle-Body	1.95	1.95	315	F5	3851495-6
246	Volvo	8.1Gi	DP	Multi-Port	1.78	1.95	375	F8	3851498-0
246	Volvo	7.4GSi	DP	Multi-Port	1.78	1.95	385	F6	3851496-4
246	Volvo	8.2GSi	DP	Multi-Port	1.78	1.78	415		
246	Volvo	8.1GSi	DP	Multi-Port	1.78	1.78	420	F6	3851496-4
246	Yanmar	4LHA-STZE	Bravo 1	Diesel			230		
246	Yanmar	4LHA-STZE	Bravo 3	Diesel			230		



MODEL SPECIFIC INFORMATION

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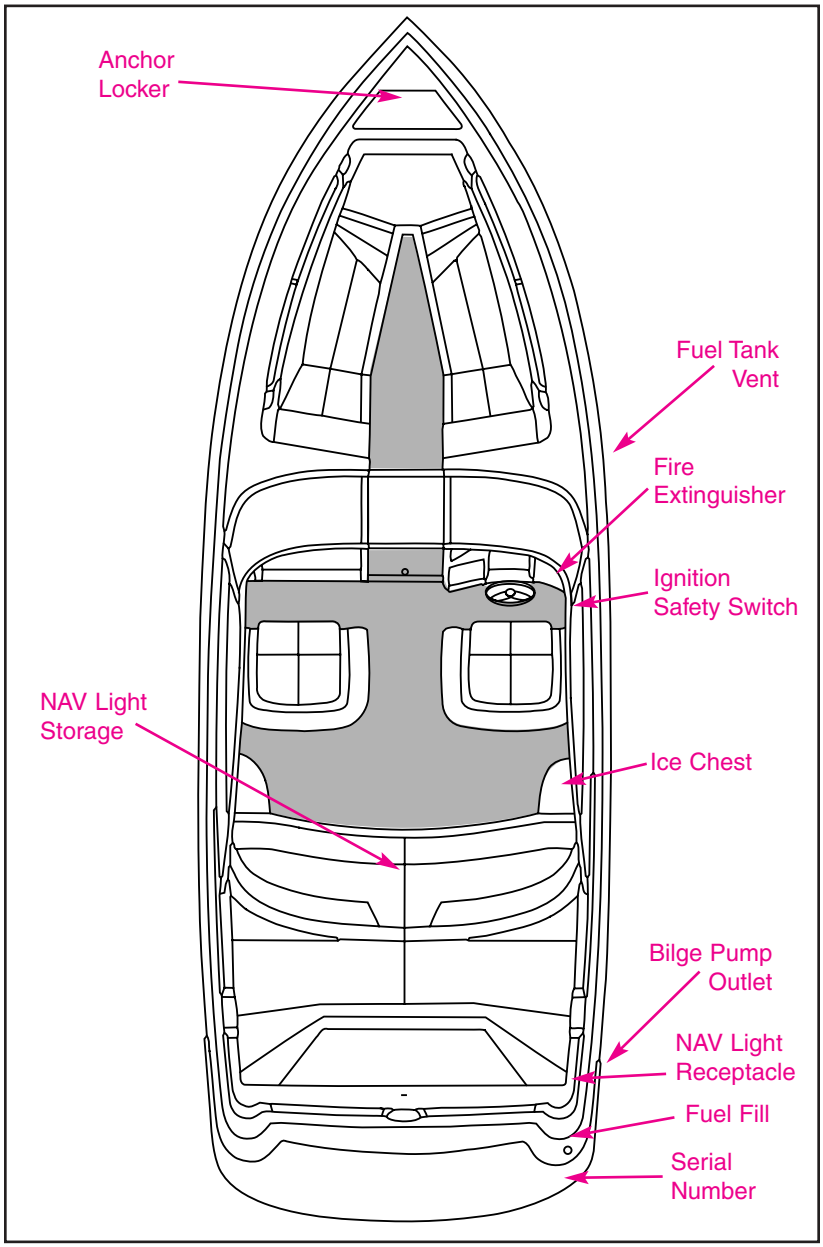
LAYOUT AND SPECIFICATIONS



SPECIFICATIONS

Centerline	.25'	7.62 m
Beam	.8' 6"	2.59 m
Dry Weight	.4350lbs.	1973 kg
Deadrise	.20 deg.	20 deg
Fuel Capacity	.73 gal.	276 l
Draft(drive up)	.20"	50 cm
Freeboard(fwd)	.41"	104 cm
Freeboard(aft)	.26"	66 cm
Transom Height	.48"	121 cm
Bridge Clearance (w/o nav light)	.57"	144 cm
Capacity	.12 Persons	
Capacity by Weight	.1700 lbs	771 kg

CAPTAIN'S CHAIR ADJUSTMENT AND OPERATION

Your captain's chairs have the flip-up position for greater visibility and maneuverability while docking. You can sit on the raised cushion or stand in front of the cushion.

The chairs are adjustable fore and aft and also rotate.

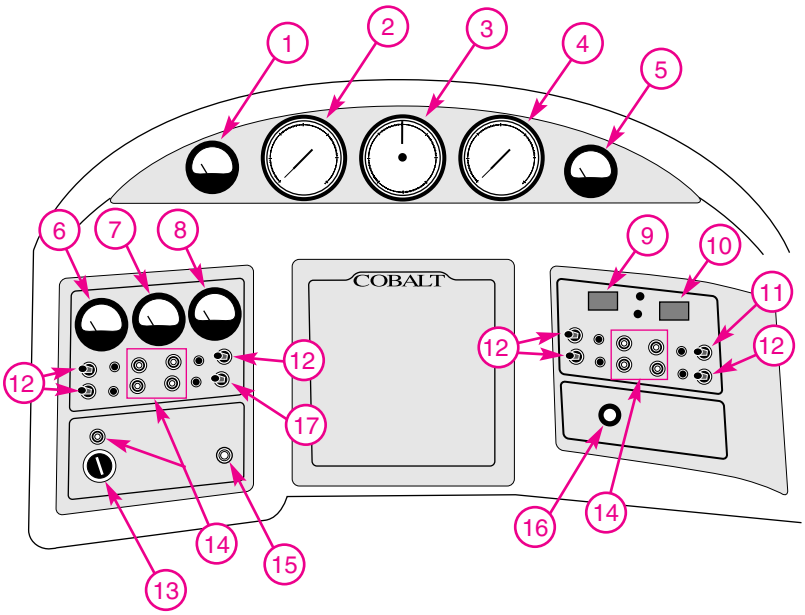
Rotation - A large knob next to the pedestal when loosened will allow the seat to rotate. Make sure the knob is tightened completely so the seat cannot rotate while underway.

Fore and Aft Adjustment - A handle under the front lip of the seat when raised allows the seat to move. make sure the mechanism is properly engaged to prevent seat movement while th boat is underway.

WARNING ***DRIVING WHILE STANDING UP IS AN EXTREMELY HAZARDOUS PRACTICE. DO NOT DRIVE WHILE STANDING AT SPEEDS GREATER THAN "IDLE SPEED".***

CAUTION ***ALL SEATS MUST BE IN A LOCKED/SECURED POSITION WHILE THE BOAT IS UNDERWAY.***

INSTRUMENT PANEL



1. Fuel Gauge - shows approximate amount of fuel remaining in tank..
2. Speedometer (Miles Per Hour)
3. Compass - Your Cobalt is equipped with a Faria Compass. The sensor is located in the ski storage locker and is adjustable. Please consult your Cobalt dealer for further information.
4. Tachometer - (Revolutions Per Minute)
5. Trim Gauge - Shows the position of the drive unit in reference to the bottom of the boat.
6. Temperature Gauge - Temperature may fluctuate slightly while running. Maximum temperature may vary depending on type of engine.

WARNING ***SHOULD WATER TEMPERATURE REACH 180 DEGREES FAHRENHEIT, YOUR ENGINE IS OVERHEATING AND SHOULD BE CHECKED IMMEDIATELY FOR PROBABLE CAUSE.***

7. Voltmeter - shows the condition of charge in the battery. It only indicates while the ignition is in the "ON" position. With the engine at idle or not running, it may show as low as 10 to 12 volts. With the engine running at cruising speeds and above, it

should show 12 to 14 volts.

8. Oil Pressure Gauge - Pressure can vary according to type of engine. It is normal for a hot engine to have low pressure at idle, (depending on type of oil, pressure may drop as low as 10 PSI at idle). Please consult the engine owner's manual supplied with your boat concerning the oil pressure the engine in your boat should attain.
9. Water Temperature Gauge - Indicated outside water temperature. Most accurate when engine is off.
10. Depth Sounder - Your Cobalt is equipped with a Humminbird Depth Sounder. Included in your owner's packet are the instructions pertaining to the operation of this unit. Consult your Cobalt Dealer for further information.
11. Three Position Exterior Light Switch NAV. position - navigation (running) lights, bow light and stern light. Center position - off. ANC. position - stern light only.

WARNING ***NEVER OPERATE YOUR BOAT AT NIGHT WITHOUT ALL OF THE REQUIRED LIGHTS OPERATING. MAKE SURE LIGHTS ARE NOT BLOCKED BY CANVAS OR OTHER OBSTACLES.***

12. Two Position Switch - Controls equipment as labeled.
13. Ignition Key Switch
14. Circuit Breakers - Push to reset if necessary. If the button continues to pop out, consult your Authorized Cobalt Dealer.
15. Horn Button - The horn, itself, is located under the deck.
16. Dimmer Switch - Your Cobalt is equipped with a dimmer switch which controls the intensity of the dash lights including the compass light.
14. Motor box electric actuator - Controls motor box electrically. If battery is low or disconnected, the motor box can be raised manually. Simply grasp the lower forward edge of the assembly and raise. Use the safety support rod to support the assembly in the open position.

CAUTION ***THE MOTOR BOX ASSEMBLY IS VERY HEAVY. CAUTION SHOULD BE EXERCISED WHEN OPENING MANUALLY.***

TELESCOPING ANCHOR LIGHT

To activate, turn on the navigation light switch. The anchor light will first raise into position, then illuminate. When the light switch is turned off, the light will immediately turn off and after a 1.5 second computer check, the pole will automatically retract into it's below-deck storage position. The top of the lens will be flush with the top of the deck ring. If the light does not retract automatically, do not force down, contact your Cobalt dealer.

To operate the S.O.S. distress signal, turn on the anchor light and allow it to fully extend and illuminate. Wait a minimum of two seconds as the light runs a circuit check. Anytime thereafter, you may toggle the light switch (rapidly turning the light off the immediately back on). The light will start to flash the Morse code S.O.S. and continue

flashing S.O.S. until it is toggled again. The light will then illuminate constantly. You may turn the anchor light off in either mode and it will retract automatically.

FOLD DOWN BOARDING LADDER

THIS LADDER MUST ONLY BE USED WHILE ENGINE IS OFF. (See warning label section). Be sure ladder is raised and secured prior to starting engine. Caution should be used while using this ladder. Ladder folds and lays on swim platform. Lift front of ladder to unfold and use. Use caution to prevent pinching fingers when stowing ladder.

WARNING ***DO NOT USE BOARDING LADDER WHILE ENGINE IS RUNNING. CAUTION: THE STERN DRIVE UNIT HAS MANY SHARP EDGES, ESPECIALLY THE PROPELLER. EXERCISE CAUTION WHEN NEAR THE STERN DRIVE UNIT. ALWAYS MAKE SURE THE BOARDING LADDER IS PROPERLY STOWED AND THERE IS NO ONE IN THE AREA BEHIND THE BOAT BEFORE STARTING THE ENGINE AND ENGAGING THE SHIFT MECHANISM.***

HEAD COMPARTMENT

1. Make sure the head compartment door assembly is closed and latched while the boat is underway. Do not allow to swing freely.
2. For operation of the porti potti, electric head, pump out or macerator, please check the manuals supplied in your owner's packet.

PROPELLERS - GENERAL

Nothing is more important to the proper performance of your boat than the condition of the propeller(s). Even minor damage (often invisible to the naked eye) can adversely affect the boat's performance. Common symptoms of damage to propellers are a sudden drop in RPM, vibration or sudden loss of speed.

A propeller is measured by two dimensions: 1) the diameter; and, 2) the pitch. The diameter is determined by measuring the distance from the center of the propeller to the tip of one blade and multiplying that figure by two. Pitch is expressed in the number of inches a prop will advance in a solid medium in one revolution.

Operational characteristics of your boat, including its speed, may change due to several factors: atmospheric conditions; additions of extra equipment and accessories or passengers; marine growth on the bottom; and, engine condition. Other factors include damage to the prop(s), tides, water temperature and direction of wind. Some of these factors are directly correctable by repair or maintenance. Others are beyond human control.

CAUTION ***INCORRECT PROPELLER APPLICATION CAN CAUSE ADVERSE HANDLING CHARACTERISTICS. DO NOT CHANGE TYPE OR SIZE OF PROPELLER WITHOUT CONSULTING YOUR COBALT DEALER!***

STAINLESS STEEL

Some Cobalts are standard equipped with stainless propellers. In this instance, do not substitute aluminum propellers. Adverse handling and top speed characteristics may be experienced.

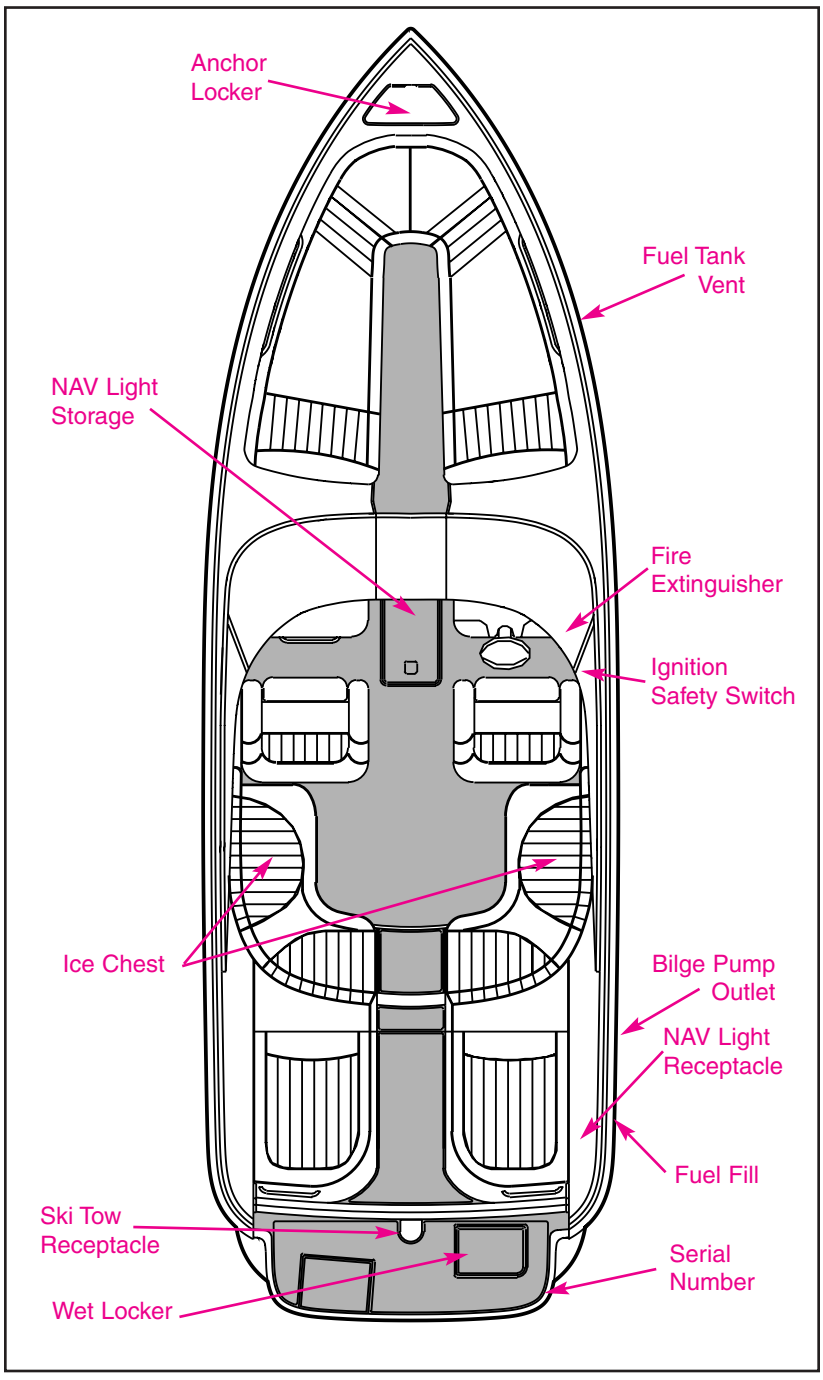
PULLING POWER

If you need extra pulling power, you can obtain this by decreasing the pitch of your propeller(s) by two degrees. This will not endanger the engine or drive unit as long as the manufacturer's recommended top RPM's are not exceeded.

PROPELLER APPLICATION CHART

Mdl	Mfgr	Engine	Drive	Fuel system	std. ratio	Opt	php	Prop Dscpt	Mfg. part #
252	Merc	5.7L	ALpha	2 BBL	1.47	1.62	250		
252	Merc	5.7L	Bravo 1	2 BBL	1.65	1.65	250		
252	Merc	5.7L	Bravo 3	2 BBL	2.20	2.43	250		
252	Merc	5.7L EFI	ALpha	Throttle-Body	1.47	1.62	260		
252	Merc	5.7L EFI	Bravo 1	Throttle-Body	1.65	1.65	260		
252	Merc	5.7L EFI	Bravo 3	Throttle-Body	2.20	2.43	260	24's	48-823665A6/66A6
252	Merc	350 Mag MPI	ALpha	Multi-Port	1.47	1.62	300		
252	Merc	350 Mag MPI	Bravo 1	Multi-Port	1.50	1.65	300		
252	Merc	350 Mag MPI	Bravo 3	Multi-Port	2.20	2.43	300	28's	48-823669A6/70A6
252	Merc	7.4L MPI	Bravo 1	Multi-Port	1.50	1.65	310	15 1/4 x 19 RH	48-13700A45
252	Merc	7.4L MPI	Bravo 3	Multi-Port	2.00	2.20	310	26's	48-823667A6/68A6
252	Merc	6.2	Bravo 1	Multi-Port	1.65	1.65	320		
252	Merc	6.2	Bravo 3	Multi-Port	2.20	2.43	320	26's	48-823667A6/68A6
252	Merc	496 MPI	Bravo 1	Multi-Port	1.50	1.50	375		
252	Merc	496 MPI	Bravo 3	Multi-Port	1.81	2.20	375		
252	Merc	454 Mag MPI	Bravo 1	Multi-Port	1.50	1.65	385	14 1/4 x 21 RH	48-1370245
252	Merc	454 Mag MPI	Bravo 3	Multi-Port	1.81	2.20	385	26's	48-823667A6/68A6
252	Merc	502 Mag MPI	Bravo 1	Multi-Port	1.50	1.65	415	14 5/8 x 23 RH	48-13704A45
252	Merc	502 Mag MPI	Bravo 3	Multi-Port	1.81	2.20	415	28's	48-823669A6/70A6
252	Merc	496 HO MPI	Bravo 1	Multi-Port	1.50	1.50	425		
252	Merc	496 HO MPI	Bravo 3	Multi-Port	1.81	2.20	425	26's	48-823667A6/68A6
252	Merc	500 EFI	B-1 XZ	Multi-Port	1.50	1.50	470	14 5/8 x 23 RH	48-13704A45
252	Volvo	5.7GS	SX	2 BBL	1.50	1.60	250		
252	Volvo	5.7GS	DP	2 BBL	1.95	2.32	250		
252	Volvo	5.7GSi	SX	Throttle-Body	1.43	1.60	280		
252	Volvo	5.7GSi	DP	Throttle-Body	1.95	1.95	280	F6	3851496-4
252	Volvo	7.4Gi	SX	Multi-Port	1.43	1.60	310		
252	Volvo	7.4Gi	DP	Multi-Port	1.78	1.95	310	F5	3851495-6
252	Volvo	5.7Gxi	SX	Throttle-Body	1.51	1.60	315		
252	Volvo	5.7Gxi	DP	Throttle-Body	1.95	1.95	315	F6	3851496-4
252	Volvo	8.1Gi	DP	Multi-Port	1.78	1.95	375	F7	3851497-2
252	Volvo	7.4GSi	DP	Multi-Port	1.78	1.95	385	F6	3851496-4
252	Volvo	8.2GSi	DP	Multi-Port	1.78	1.78	415	F7	3851497-2
252	Volvo	8.1GSi	DP	Multi-Port	1.78	1.78	420		
252	Yanmar	4LHA-STZE	Bravo 1	Diesel			230		
252	Yanmar	4LHA-STZE	Bravo 3	Diesel			230		

LAYOUT AND SPECIFICATIONS



SPECIFICATIONS

Centerline	26'8"	8.13 m
Beam	8' 6"	2.59 m
Dry Weight	4700 lbs.	2131 kg
Deadrise	22 deg.	22 deg
Fuel Capacity	70 gal.	265 L
Draft(drive up)	22"	56 cm
Draft(drive down)	39"	99 cm
Freeboard(fwd)	34"	86 cm
Freeboard(aft)	21"	53 cm
Transom Height	43"	109 cm
Bridge Clearance (w/o nav light)	57"	144 cm
Bridge Clearance w/Optional Bimini Arch (nav light down)	90"	229 cm
Freshwater Capacity	10 gal	37 L
Capacity	Yacht Certified	

CAPTAIN'S CHAIR ADJUSTMENT AND OPERATION

Your captain's chairs have the flip-up position for greater visibility and maneuverability while docking. You can sit on the raised cushion or stand in front of the cushion. Standing while driving your boat should only be done while maneuvering at an idle by an experienced driver.

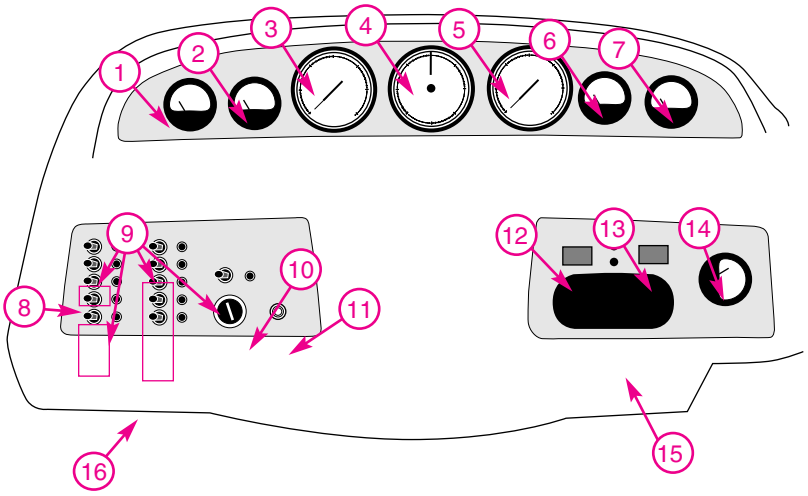
The stbd. chair is adjustable fore and aft.

Fore and Aft adjustments - A handle under the end of the seat allows the seat to move. Make sure the mechanism is properly engaged to prevent seat movement while the boat is underway

WARNING ***DRIVING WHILE STANDING UP IS AN EXTREMELY HAZARDOUS PRACTICE. DO NOT DRIVE WHILE STANDING AT SPEEDS GREATER THAN "IDLE SPEED".***

CAUTION ***ALL SEATS MUST BE IN A LOCKED/SECURED POSITION WHILE THE BOAT IS UNDERWAY.***

INSTRUMENT PANEL



1. Fuel Gauge - shows approximate amount of fuel remaining in tank.
2. Voltmeter - shows the condition of charge in the battery. It only indicates while the ignition is in the "ON" position. With the engine at idle or not running, it may show as low as 10 to 12 volts. With the engine running at cruising speeds and above, it should show 12 to 14 volts.
3. Speedometer (Miles Per Hour)
4. Compass - Your Cobalt is equipped with a Faria Compass. The sensor is located in the ski storage locker and is adjustable. Please consult your Cobalt dealer for further information.
5. Tachometer - (Revolutions Per Minute)
6. Temperature Gauge - Temperature may fluctuate slightly while running. Maximum temperature may vary depending on type of engine.

WARNING ***SHOULD WATER TEMPERATURE REACH 180 DEGREES FAHRENHEIT, YOUR ENGINE IS OVERHEATING AND SHOULD BE CHECKED IMMEDIATELY FOR PROBABLE CAUSE.***

7. Oil Pressure Gauge - Pressure can vary according to type of engine. It is normal for a hot engine to have low pressure at idle, (depending on type of oil, pressure may drop as low as 10 PSI at idle).

   Please consult the engine owner's manual supplied with your boat concerning the oil pressure the engine in your boat should attain.

8. Three Position Exterior Light Switch NAV. position - navigation (running) lights, bow light and stern light. Center position - off. ANC. position - stern light only.

WARNING ***NEVER OPERATE YOUR BOAT AT NIGHT WITHOUT ALL OF THE REQUIRED LIGHTS OPERATING. MAKE SURE LIGHTS ARE NOT BLOCKED BY CANVAS OR OTHER OBSTACLES.***

9. Two Position Switch - Controls equipment as labeled.
10. Ignition Key Switch
11. Horn Button - The horn is located under the deck.
12. Water Temperature Gauge - Indicated outside water temperature. Most accurate when engine is off. Included in your owner's packet are the instructions pertaining to the operation of this unit. Consult your Cobalt Dealer for further information.
13. Depth Sounder - Your Cobalt is equipped with a Humminbird Depth Sounder. Included in your owner's packet are the instructions pertaining to the operation of this unit. Consult your Cobalt Dealer for further information.
14. Trim Gauge - Shows the position of the drive unit in reference to the bottom of the boat.
15. Stereo Remote Control
16. Circuit Breakers - Push to reset if necessary. The 262 breaker panel is located under the dash. If the button continues to pop out, consult your Authorized Cobalt Dealer.

TELESCOPING BOARDING LADDER

THIS LADDER MUST ONLY BE USED WHILE ENGINE IS OFF. (See warning label section). Be sure ladder is raised and secured prior to starting engine. Caution should be used while using this ladder.

Telescoping ladder is covered by ladder lid. Lift ladder lid to access ladder. Lift up on front of ladder to place overboard and telescope to full length. Use caution to prevent pinching fingers when stowing ladder.

WARNING ***DO NOT USE BOARDING LADDER WHILE ENGINE IS RUNNING. CAUTION: THE STERN DRIVE UNIT HAS MANY SHARP EDGES, ESPECIALLY THE PROPELLER. EXERCISE CAUTION WHEN NEAR THE STERN DRIVE UNIT. ALWAYS MAKE SURE THE BOARDING LADDER IS PROPERLY STOWED AND THERE IS NO ONE IN THE AREA BEHIND THE BOAT BEFORE STARTING THE ENGINE AND ENGAGING THE SHIFT MECHANISM.***

HEAD COMPARTMENT

1. Make sure the head compartment door assembly is closed and latched while the boat is underway. Do not allow to swing freely.
2. For operation of the porti potti, electric head, pump out or macerator, please check the manuals supplied in your owner's packet.

SKI TOW PYLON - REMOVABLE

WARNING ***SKI PYLON MUST BE REMOVED BEFORE OPENING MOTOR BOX TO PREVENT MOTOR BOX DAMAGE.***

WARNING ***SKI PYLON MAXIMUM LOAD 1,000 LBS.***

INSTALLATION

Remove ski pylon from starboard motor box storage compartment by pulling lock button outboard and opening hold down bracket.

Insert ski pylon into base on swim platform with rope finger pointed to starboard. Push pylon down and rotate 1/4 turn clockwise to lock in place.

Press cover plate post onto pylon ring and make sure pylon is secure.

REMOVAL

Release cover plate from pylon ring; pull up and rotate pylon 1/4 turn counter-clockwise to remove.

Stow ski pylon and make sure hold down bracket is secure.

ARCH W/SUNSHADE – OPTIONAL

The Arch with Sunshade features a retractable bimini sunshade.

- To extend the sunshade, unsnap and remove the protective sunshade boot cover. By pulling on the forward cross bar, extend the sunshade forward ensuring that the port and starboard pins lock into place.
- Snap the port and starboard sunshade edges to the top of the side arms.
- Retract the sunshade and stow by reversing the above operation.

WARNING ***THE ARCH WITH SUNSHADE IS DESIGNED FOR FACTORY INSTALLED EQUIPMENT ONLY. ADDITIONAL COMPONENTS CANNOT BE ADDED WITHOUT COBALT AUTHORIZATION.***

ARCH MAINTENANCE

Do not "shrink wrap" or tightly bind the surface with plastic wrappings.

When tarping a boat for storage, the cover system should be ventilated to allow the coating system to "breathe". Covers and tarps, whether synthetic or natural fiber, should not be pulled tight to painted surfaces. This condition can trap and hold moisture on the surface and may result in loss of gloss, blistering, or delamination of the topcoat.

Caution should be used to ensure that the tarp does not chafe against the surface. Such chafing, especially when accompanied by airborne dirt, can abrade the surface and cause premature loss of gloss.

Please refer to your Care and Maintenance Sheet of Awlgrip or Awlcraft supplied with your boat. For further information, consult your Cobalt dealer.

WARNING ***THE ARCH CANNOT BE USED FOR TOWING AND WILL NOT SUPPORT BODY WEIGHT.***

AFT FILLER CUSHION - OPTIONAL

Individual sun pads can be converted into a large sundcek over the motor box by installing the optional aft filler cushion. When installing the cushion, insure the barrel bolts on the underside are secured before using.

TELESCOPING ANCHOR LIGHT

To activate, turn on the navigation light switch. The anchor light will first raise into position, then illuminate. When the light switch is turned off, the light will immediately turn off and after a 1.5 second computer check, the pole will automatically retract into it's below-deck storage position. The top of the lens will be flush with the top of the deck ring. If the light does not retract automatically, do not force down, contact your Cobalt dealer.

To operate the S.O.S. distress signal, turn on the anchor light and allow it to fully extend and illuminate. Wait a minimum of two seconds as the light runs a circuit check. Anytime thereafter, you may toggle the light switch (rapidly turning the light off the immediately back on). The light will start to flash the Morse code S.O.S. and continue flashing S.O.S. until it is toggled again. The light will then illuminate constantly. You may turn the anchor light off in either mode and it will retract automatically.

MOTOR BOX ASSEMBLY

The electric motor box assembly is controlled by a switch on the dash. If you experience a battery failure, the assembly can be opened manually. Make sure the ski tow is removed before opening motorbox or damage will occur.

WARNING ***RUNNING THE ENGINE WITH THE MOTOR BOX OPEN EXPOSES ROTATING MACHINERY WHICH CAN CAUSE INJURY TO THE OCCUPANTS OF THE BOAT. ALSO, WIND CONDITIONS COULD CAUSE AN OPEN MOTOR BOX TO GO BEYOND ITS DESIGN STOPS, DAMAGING THE HINGES AND FIBERGLASS.***

CAUTION ***DUE TO THE WEIGHT OF THIS MOTOR BOX, IT WILL REQUIRE TWO PEOPLE TO LIFT MANUALLY. TO LIFT MANUALLY, OPEN BOTH PORT AND STARBOARD AFT STORAGE LIDS AND REMOVE THE INSERT PANEL IN THE STARBOARD STORAGE AREA. POSITION ONE PERSON AT EACH GRAB HANDLE AND LIFT STRAIGHT UP. USE SAFETY SUPPORT ARM TO HOLD MOTOR BOX OPEN.***

PROPELLERS - GENERAL

Nothing is more important to the proper performance of your boat than the condition of the propeller(s). Even minor damage (often invisible to the naked eye) can adversely affect the boat's performance. Common symptoms of damage to propellers are a sudden drop in RPM, vibration or sudden loss of speed.

A propeller is measured by two dimensions: 1) the diameter; and, 2) the pitch. The diameter is determined by measuring the distance from the center of the propeller to the tip of one blade and multiplying that figure by two. Pitch is expressed in the number of inches a prop will advance in a solid medium in one revolution.

Operational characteristics of your boat, including its speed, may change due to several factors: atmospheric conditions; additions of extra equipment and accessories or passengers; marine growth on the bottom; and, engine condition. Other factors include damage to the prop(s), tides, water temperature and direction of wind. Some of these factors are directly correctable by repair or maintenance. Others are beyond human control.

INCORRECT PROPELLER APPLICATION CAN CAUSE ADVERSE HANDLING CHARACTERISTICS. DO NOT CHANGE TYPE OR SIZE OF PROPELLER WITHOUT CONSULTING YOUR COBALT DEALER!

STAINLESS STEEL

Some Cobalts are standard equipped with stainless propellers. In this instance, do not substitute aluminum propellers. Adverse handling and top speed characteristics may be experienced.

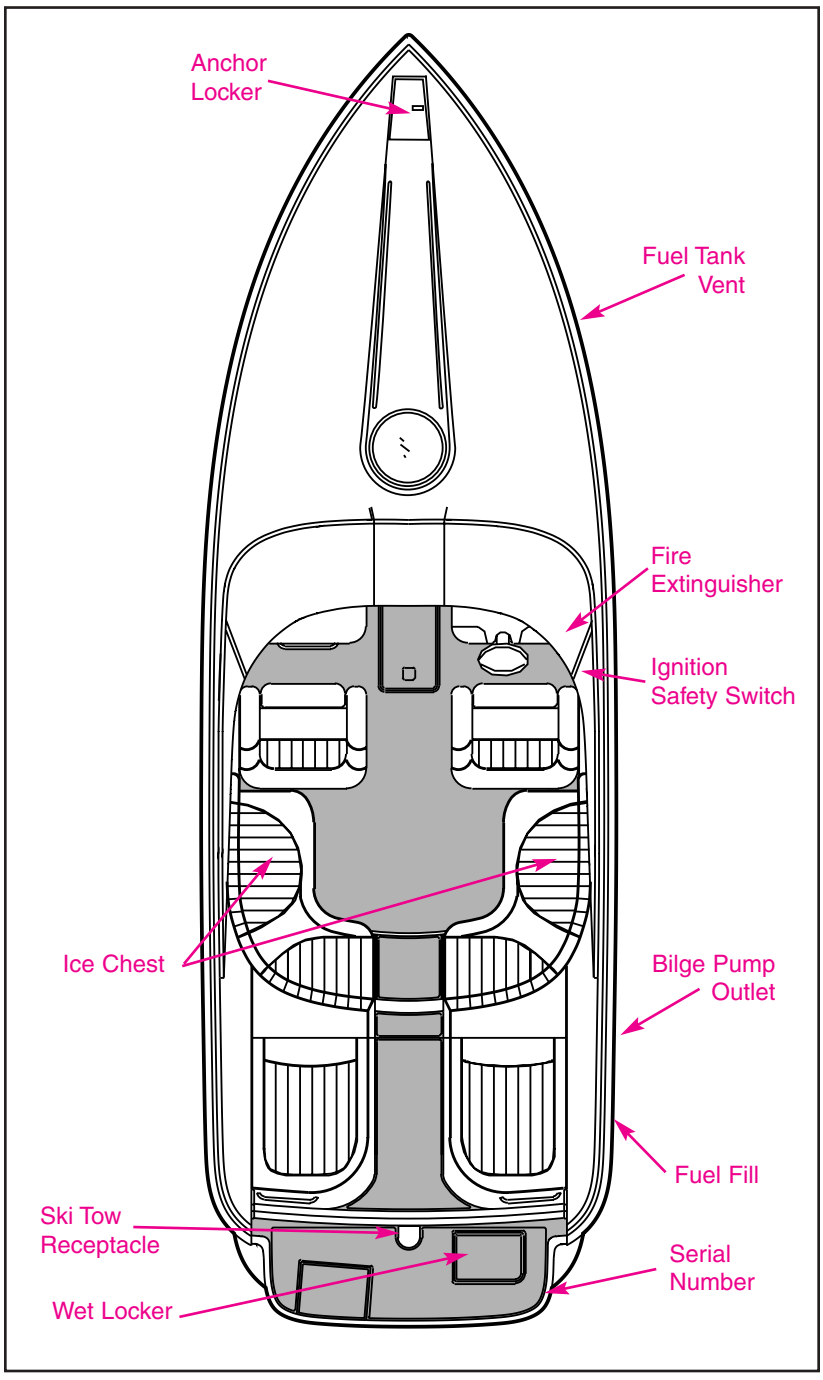
PULLING POWER

If you need extra pulling power, you can obtain this by decreasing the pitch of your propeller(s) by two degrees. This will not endanger the engine or drive unit as long as the manufacturer's recommended top RPM's are not exceeded.

PROPELLER APPLICATION CHART

Mdl	Mfgr	Engine	Drive	Fuel system	std. ratio	Opt	php	Prop Dscpt	Mfg. part #
262	Merc	5.7L	ALpha	2 BBL	1.47	1.62	250		
262	Merc	5.7L	Bravo 1	2 BBL	1.65	1.65	250		
262	Merc	5.7L	Bravo 3	2 BBL	2.20	2.43	250		
262	Merc	5.7L EFI	ALpha	Throttle-Body	1.47	1.62	260		
262	Merc	5.7L EFI	Bravo 1	Throttle-Body	1.65	1.65	260		
262	Merc	5.7L EFI	Bravo 3	Throttle-Body	2.20	2.43	260		
262	Merc	350 Mag MPI	Alpha	Multi-Port	1.47	1.62	300		
262	Merc	350 Mag MPI	Bravo 1	Multi-Port	1.50	1.65	300		
262	Merc	350 Mag MPI	Bravo 3	Multi-Port	2.00	2.20	300	24's	48-823665A6/66A6
262	Merc	7.4L MPI	Bravo 1	Multi-Port	1.50	1.65	310	15 1/2 x 17RH	48-18278A41
262	Merc	7.4L MPI	Bravo 3	Multi-Port	2.00	2.20	310	26's	48-823667A6/68A6
262	Merc	6.2	Bravo 1	Multi-Port	1.65	1.65	320		
262	Merc	6.2	Bravo 3	Multi-Port	2.20	2.43	320	26's	48-823667A6/68A6
262	Merc	496 MPI	Bravo 1	Multi-Port	1.50	1.50	375	14 5/8 x 23 RH	48-13704A45
262	Merc	496 MPI	Bravo 3	Multi-Port	1.81	2.20	375	24's	48-823665A6/66A6
262	Merc	454 Mag MPI	Bravo 1	Multi-Port	1.50	1.65	385	15 1/4 x 19 RH	48-13700A45
262	Merc	454 Mag MPI	Bravo 3	Multi-Port	1.81	2.20	385	22's	48-823663A6/64A6
262	Merc	502 Mag MPI	Bravo 1	Multi-Port	1.50	1.65	415	15 1/4 x 19 RH	48-13700A45
262	Merc	502 Mag MPI	Bravo 3	Multi-Port	1.81	2.20	415	24's	48-823665A6/66A6
262	Merc	496 HO MPI	Bravo 1	Multi-Port	1.50	1.50	425		
262	Merc	496 HO MPI	Bravo 3	Multi-Port	1.81	2.20	425		
262	Merc	500 EFI	B-1 XZ	Multi-Port	1.50	1.50	470	14 5/8 x 23 RH	48-13704A45
262	Volvo	5.7GS	SX	2 BBL	1.51	1.60	250		
262	Volvo	5.7GS	DP	2 BBL	1.95	2.32	250	F5	3851495-6
262	Volvo	5.7GSi	SX	Throttle-Body	1.51	1.60	280		
262	Volvo	5.7GSi	DP	Throttle-Body	1.78	1.95	280	F6	3851496-4
262	Volvo	7.4Gi	SX	Multi-Port	1.43	1.60	310		
262	Volvo	7.4Gi	DP	Multi-Port	1.78	1.95	310	F5	3851495-6
262	Volvo	5.7Gxi	SX	Throttle-Body	1.51	1.60	315		
262	Volvo	5.7Gxi	DP	Throttle-Body	1.95	1.95	315	F5	3851495-6
262	Volvo	8.1Gi	DP	Multi-Port	1.78	1.95	375	F7	3851497-2
262	Volvo	7.4GSi	DP	Multi-Port	1.78	1.95	385	F5	3851495-6
262	Volvo	8.2GSi	DP	Multi-Port	1.78	1.78	415	F6	3851496-4
262	Volvo	8.1GSi	DP	Multi-Port	1.78	1.78	420	F7	3851497-2
262	Yanmar	4LHA-STZE	Bravo 1	Diesel			230		
262	Yanmar	4LHA-STZE	Bravo 3	Diesel			230		
262	Yanmar	6LP-DTZE	Bravo 1	Diesel			250		
262	Yanmar	6LP-DTZE	Bravo 3	Diesel			250		
262	Yanmar	6LP-DTZE	Bravo 1	Diesel			300		
262	Yanmar	6LP-DTZE	Bravo 3	Diesel	1.81	1.81	300	22's	48-823663A6/64A6

LAYOUT AND SPECIFICATIONS



SPECIFICATIONS

Centerline	26'8"	8.13 m
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Dry Weight	4700 lbs.	2131 kg
Deadrise	22 deg.	22 deg
Fuel Capacity	70 gal.	265 L
Draft(drive up)	22"	56 cm
Draft(drive down)	39"	99 cm
Freeboard(fwd)	34"	86 cm
Freeboard(aft)	21"	53 cm
Transom Height	43"	109 cm
Bridge Clearance (w/o nav light)	57"	144 cm
Bridge Clearance w/Optional Bimini Arch (nav light down)	90"	229 cm
Freshwater Capacity	10 gal	37 L
Capacity	Yacht Certified	

CAPTAIN'S CHAIR ADJUSTMENT AND OPERATION

Your captain's chairs have the flip-up position for greater visibility and maneuverability while docking. You can sit on the raised cushion or stand in front of the cushion. Standing while driving your boat should only be done while maneuvering at an idle by an experienced driver.

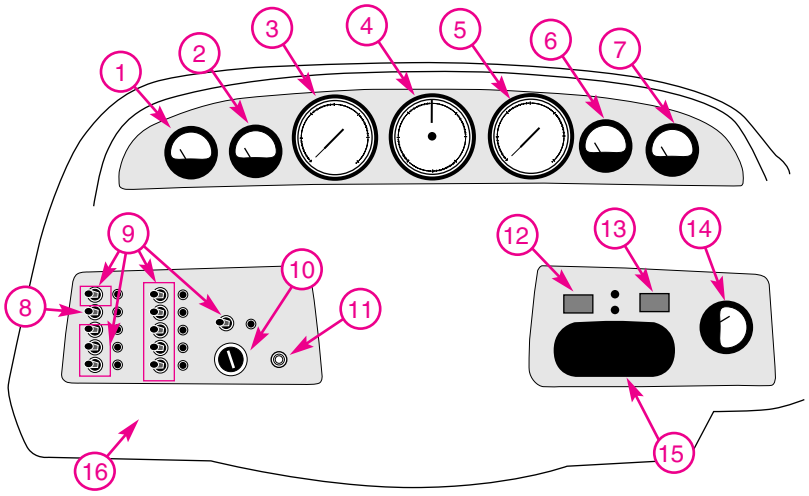
The stbd. chair is adjustable fore and aft.

Fore and Aft adjustments - A handle under the end of the seat allows the seat to move. Make sure the mechanism is properly engaged to prevent seat movement while the boat is underway

WARNING ***DRIVING WHILE STANDING UP IS AN EXTREMELY HAZARDOUS PRACTICE. DO NOT DRIVE WHILE STANDING AT SPEEDS GREATER THAN "IDLE SPEED".***

CAUTION ***ALL SEATS MUST BE IN A LOCKED/SECURED POSITION WHILE THE BOAT IS UNDERWAY.***

INSTRUMENT PANEL



1. Fuel Gauge - shows approximate amount of fuel remaining in tank.
2. Voltmeter - shows the condition of charge in the battery. It only indicates while the ignition is in the "ON" position. With the engine at idle or not running, it may show as low as 10 to 12 volts. With the engine running at cruising speeds and above, it should show 12 to 14 volts.
3. Speedometer (Miles Per Hour)
4. Compass - Your Cobalt is equipped with a Faria Compass. The sensor is located in the ski storage locker and is adjustable. Please consult your Cobalt dealer for further information.
5. Tachometer - (Revolutions Per Minute)
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7. Oil Pressure Gauge - Pressure can vary according to type of engine. It is normal for a hot engine to have low pressure at idle, (depending on type of oil, pressure may drop as low as 10 PSI at idle).

   Please consult the engine owner's manual supplied with your boat concerning the oil pressure the engine in your boat should attain.

8. Three Position Exterior Light Switch NAV. position - navigation (running) lights, bow light and stern light. Center position - off. ANC. position - stern light only.

WARNING ***NEVER OPERATE YOUR BOAT AT NIGHT WITHOUT ALL OF THE REQUIRED LIGHTS OPERATING. MAKE SURE LIGHTS ARE NOT BLOCKED BY CANVAS OR OTHER OBSTACLES.***

9. Two Position Switch - Controls equipment as labeled.
10. Ignition Key Switch
11. Horn Button - The horn is located under the deck.
12. Water Temperature Gauge - Indicated outside water temperature. Most accurate when engine is off. Included in your owner's packet are the instructions pertaining to the operation of this unit. Consult your Cobalt Dealer for further information.
13. Depth Sounder - Your Cobalt is equipped with a Humminbird Depth Sounder. Included in your owner's packet are the instructions pertaining to the operation of this unit. Consult your Cobalt Dealer for further information.
14. Trim Gauge - Shows the position of the drive unit in reference to the bottom of the boat.
15. Stereo Remote Control
16. Circuit Breakers - Push to reset if necessary. The 262 breaker panel is located under the dash. If the button continues to pop out, consult your Authorized Cobalt Dealer.

TELESCOPING BOARDING LADDER

THIS LADDER MUST ONLY BE USED WHILE ENGINE IS OFF. (See warning label section). Be sure ladder is raised and secured prior to starting engine. Caution should be used while using this ladder.

Telescoping ladder is covered by ladder lid. Lift ladder lid to access ladder. Lift up on front of ladder to place overboard and telescope to full length. Use caution to prevent pinching fingers when stowing ladder.

WARNING ***DO NOT USE BOARDING LADDER WHILE ENGINE IS RUNNING. CAUTION: THE STERN DRIVE UNIT HAS MANY SHARP EDGES, ESPECIALLY THE PROPELLER. EXERCISE CAUTION WHEN NEAR THE STERN DRIVE UNIT. ALWAYS MAKE SURE THE BOARDING LADDER IS PROPERLY STOWED AND THERE IS NO ONE IN THE AREA BEHIND THE BOAT BEFORE STARTING THE ENGINE AND ENGAGING THE SHIFT MECHANISM.***

SKI TOW PYLON - REMOVABLE

WARNING ***SKI PYLON MUST BE REMOVED BEFORE OPENING MOTOR BOX TO PREVENT MOTOR BOX DAMAGE.***

WARNING ***SKI PYLON MAXIMUM LOAD 1,000 LBS.***

INSTALLATION
Remove ski pylon from starboard motor box storage compartment by pulling lock button outboard and opening hold down bracket.

Insert ski pylon into base on swim platform with rope finger pointed to starboard. Push pylon down and rotate 1/4 turn clockwise to lock in place.

Press cover plate post onto pylon ring and make sure pylon is secure.

REMOVAL
Release cover plate from pylon ring; pull up and rotate pylon 1/4 turn counter-clockwise to remove.

Stow ski pylon and make sure hold down bracket is secure.

ARCH W/SUNSHADE – OPTIONAL

The Arch with Sunshade features a retractable bimini sunshade.

- To extend the sunshade, unsnap and remove the protective sunshade boot cover. By pulling on the forward cross bar, extend the sunshade forward ensuring that the port and starboard pins lock into place.
- Snap the port and starboard sunshade edges to the top of the side arms.
- Retract the sunshade and stow by reversing the above operation.

WARNING ***THE ARCH WITH SUNSHADE IS DESIGNED FOR FACTORY INSTALLED EQUIPMENT ONLY. ADDITIONAL COMPONENTS CANNOT BE ADDED WITHOUT COBALT AUTHORIZATION.***

ARCH MAINTENANCE
Do not “shrink wrap” or tightly bind the surface with plastic wrappings.

When tarping a boat for storage, the cover system should be ventilated to allow the coating system to “breathe”. Covers and tarps, whether synthetic or natural fiber, should not be pulled tight to painted surfaces. This condition can trap and hold moisture on the surface and may result in loss of gloss, blistering, or delamination of the topcoat.

Caution should be used to ensure that the tarp does not chafe against the surface. Such chafing, especially when accompanied by airborne dirt, can abrade the surface and cause premature loss of gloss.

Please refer to your Care and Maintenance Sheet of Awlgrip or Awlcraft supplied with your boat. For further information, consult your Cobalt dealer.

THE ARCH CANNOT BE USED FOR TOWING AND WILL NOT SUPPORT BODY WEIGHT.

DECK HATCH

The dcek hatch is manually operable. To open, simply release the one or two hasps on the edge of the hatch, make sure the support bracket adjusters are loose, and raise the hatch to the desired position and secure the adjusters.

DO NOT USE A RAISED HATCH FOR A SUPPORT OR HAND HOLD WHILE ON THE DECK. BE SURE HATCH IS FIRMLY SECURED WHILE UNDERWAY

CUDDY CABIN ACCESS DOOR

The sliding door assembly can be in the open or closed position while running. Make sure the door is secured in either the open or closed position. Do not allow to slide free.

AIR COMPRESSOR

A high volume air pump is conveniently located under the aft port sundeck to inflate your favorite water toys.

V-BERTH FILLER CUSHION

The cabin is converted into sleeping accommodations for two by installing the V-berth Filler Cushion. To utilize, install three support braces (located in hanging locker) into the existing brackets. Once these supports are installed, the cushion will set flush with the standard V-berth cushions.

PORTI POTTI

The porti potti is cleverly hidden on rail slides and stows beneath the cabin step. Simply slide out into the cabin area for private use. See manual in your owner's bag for more information on the porti potti, itself.

AFT FILLER CUSHION - OPTIONAL

Individual sun pads can be converted into a large sundcek over the motor box by installing the optional aft filler cushion. When installing the cushion, insure the barrel bolts on the underside are secured before using.

TEMPERATURE CONTROLLED COOLER - OPTIONAL

If your boat is equipped with the temperature controlled chiller plate; it is located in the ice chest under the starboard cockpit seat. This allows items to be cooled without the use of ice. The thermostat is located on the starboard side above the cockpit drink holders. The chiller plate operates off battery power. Make certain the unit and /or the battery switch is in the off position before storing the boat.

MOTOR BOX ASSEMBLY

The electric motor box assembly is controlled by a switch on the dash. If you experience a battery failure, the assembly can be opened manually. Make sure the ski tow is removed before opening motorbox or damage will occur.

WARNING ***RUNNING THE ENGINE WITH THE MOTOR BOX OPEN EXPOSES ROTATING MACHINERY WHICH CAN CAUSE INJURY TO THE OCCUPANTS OF THE BOAT. ALSO, WIND CONDITIONS COULD CAUSE AN OPEN MOTOR BOX TO GO BEYOND ITS DESIGN STOPS, DAMAGING THE HINGES AND FIBERGLASS.***

CAUTION ***DUE TO THE WEIGHT OF THIS MOTOR BOX, IT WILL REQUIRE TWO PEOPLE TO LIFT MANUALLY. TO LIFT MANUALLY, OPEN BOTH PORT AND STARBOARD AFT STORAGE LIDS AND REMOVE THE INSERT PANEL IN THE STARBOARD STORAGE AREA. POSITION ONE PERSON AT EACH GRAB HANDLE AND LIFT STRAIGHT UP. USE SAFETY SUPPORT ARM TO HOLD MOTOR BOX OPEN.***

TELESCOPING ANCHOR LIGHT

To activate, turn on the navigation light switch. The anchor light will first raise into position, then illuminate. When the light switch is turned off, the light will immediately turn off and after a 1.5 second computer check, the pole will automatically retract into it's below-deck storage position. The top of the lens will be flush with the top of the deck ring. If the light does not retract automatically, do not force down, contact your Cobalt dealer.

To operate the S.O.S. distress signal, turn on the anchor light and allow it to fully extend and illuminate. Wait a minimum of two seconds as the light runs a circuit check. Anytime thereafter, you may toggle the light switch (rapidly turning the light off the immediately back on). The light will start to flash the Morse code S.O.S. and continue flashing S.O.S. until it is toggled again. The light will then illuminate constantly. You may turn the anchor light off in either mode and it will retract automatically.

PROPELLERS - GENERAL

Nothing is more important to the proper performance of your boat than the condition of the propeller(s). Even minor damage (often invisible to the naked eye) can adversely affect the boat's performance. Common symptoms of damage to propellers are a sudden drop in RPM, vibration or sudden loss of speed.

A propeller is measured by two dimensions: 1) the diameter; and, 2) the pitch. The diameter is determined by measuring the distance from the center of the propeller to the tip of one blade and multiplying that figure by two. Pitch is expressed in the number of inches a prop will advance in a solid medium in one revolution.

Operational characteristics of your boat, including its speed, may change due to several factors: atmospheric conditions; additions of extra equipment and accessories or passengers; marine growth on the bottom; and, engine condition. Other factors include damage to the prop(s), tides, water temperature and direction of wind. Some of these factors are directly correctable by repair or maintenance. Others are beyond human control.

CAUTION ***INCORRECT PROPELLER APPLICATION CAN CAUSE ADVERSE HANDLING CHARACTERISTICS. DO NOT CHANGE TYPE OR SIZE OF PROPELLER WITHOUT CONSULTING YOUR COBALT DEALER!***

STAINLESS STEEL

Some Cobalts are standard equipped with stainless propellers. In this instance, do not substitute aluminum propellers. Adverse handling and top speed variation may be experienced.

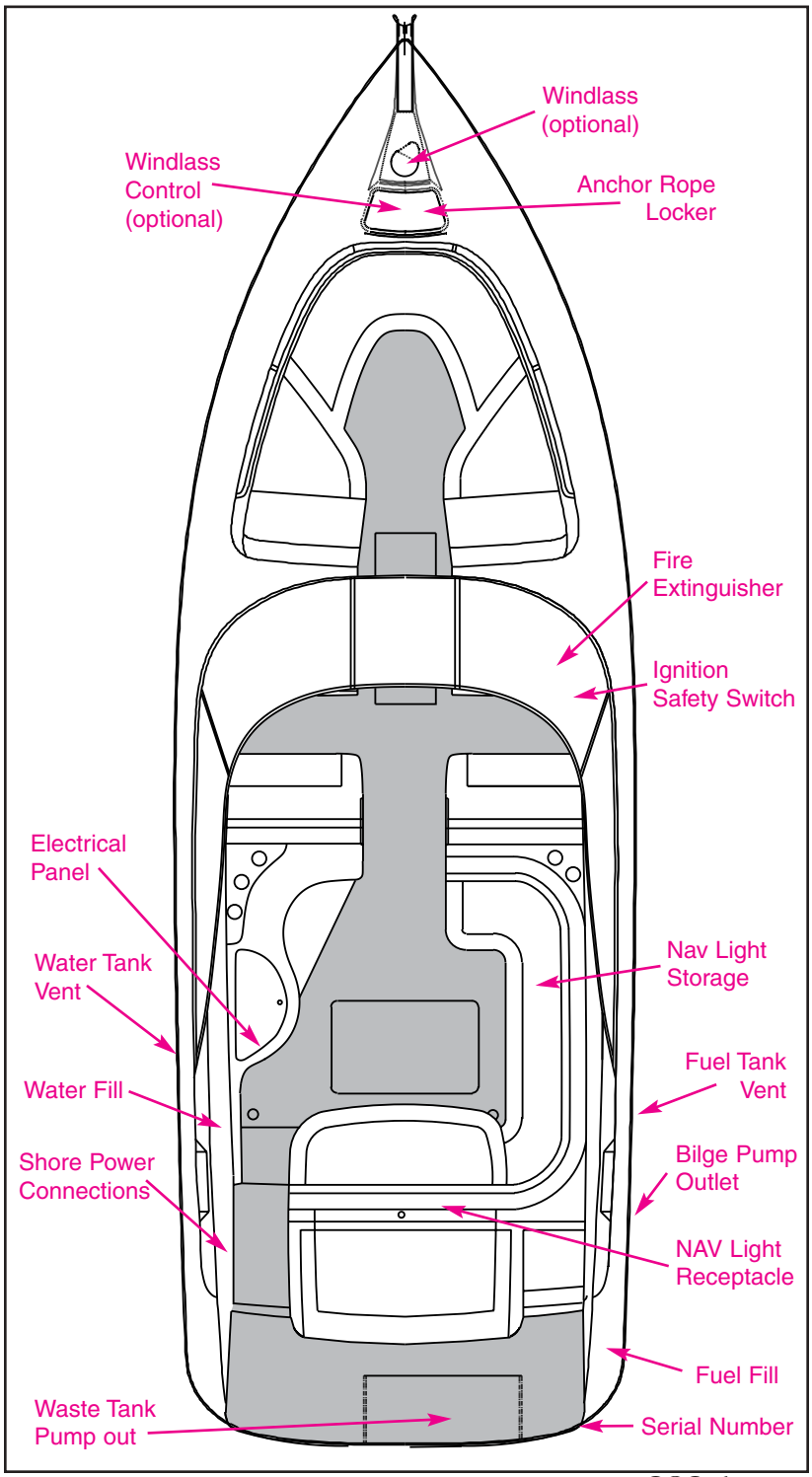
PULLING POWER

If you need extra pulling power, you can obtain this by decreasing the pitch of your propeller(s) by two degrees. This will not endanger the engine or drive unit as long as the manufacturer's recommended top RPM's are not exceeded.

PROPELLER APPLICATION CHART

Mdl	Mfgr	Engine	Drive	Fuel system	std. ratio	Opt	php	Prop Dscpt	Mfg. part #
263	Merc	5.7L	ALpha	2 BBL	1.47	1.62	250		
263	Merc	5.7L	Bravo 1	2 BBL	1.65	1.65	250		
263	Merc	5.7L	Bravo 3	2 BBL	2.20	2.43	250		
263	Merc	5.7L EFI	ALpha	Throttle-Body	1.47	1.62	260		
263	Merc	5.7L EFI	Bravo 1	Throttle-Body	1.65	1.65	260		
263	Merc	5.7L EFI	Bravo 3	Throttle-Body	2.20	2.43	260		
263	Merc	350 Mag MPI	Alpha	Multi-Port	1.47	1.62	300		
263	Merc	350 Mag MPI	Bravo 1	Multi-Port	1.50	1.65	300		
263	Merc	350 Mag MPI	Bravo 3	Multi-Port	2.00	2.20	300	24's	48-823665A6/66A6
263	Merc	7.4L MPI	Bravo 1	Multi-Port	1.50	1.65	310	15 1/2 x 17RH	48-18278A41
263	Merc	7.4L MPI	Bravo 3	Multi-Port	2.00	2.20	310	26's	48-823667A6/68A6
263	Merc	6.2	Bravo 1	Multi-Port	1.65	1.65	320		
263	Merc	6.2	Bravo 3	Multi-Port	2.20	2.43	320	26's	48-823667A6/68A6
263	Merc	496 MPI	Bravo 1	Multi-Port	1.50	1.50	375	14 5/8 x 23 RH	48-13704A45
263	Merc	496 MPI	Bravo 3	Multi-Port	1.81	2.20	375	24's	48-823665A6/66A6
263	Merc	454 Mag MPI	Bravo 1	Multi-Port	1.50	1.65	385	15 1/4 x 19 RH	48-13700A45
263	Merc	454 Mag MPI	Bravo 3	Multi-Port	1.81	2.20	385	22's	48-823663A6/64A6
263	Merc	502 Mag MPI	Bravo 1	Multi-Port	1.50	1.65	415	15 1/4 x 19 RH	48-13700A45
263	Merc	502 Mag MPI	Bravo 3	Multi-Port	1.81	2.20	415	24's	48-823665A6/66A6
263	Merc	496 HO MPI	Bravo 1	Multi-Port	1.50	1.50	425		
263	Merc	496 HO MPI	Bravo 3	Multi-Port	1.81	2.20	425		
263	Merc	500 EFI	B-1 XZ	Multi-Port	1.50	1.50	470	14 5/8 x 23 RH	48-13704A45
263	Volvo	5.7GS	SX	2 BBL	1.51	1.60	250		
263	Volvo	5.7GS	DP	2 BBL	1.95	2.32	250	F5	3851495-6
263	Volvo	5.7GSi	SX	Throttle-Body	1.51	1.60	280		
263	Volvo	5.7GSi	DP	Throttle-Body	1.78	1.95	280	F6	3851496-4
263	Volvo	7.4Gi	SX	Multi-Port	1.43	1.60	310		
263	Volvo	7.4Gi	DP	Multi-Port	1.78	1.95	310	F5	3851495-6
263	Volvo	5.7Gxi	SX	Throttle-Body	1.51	1.60	315		
263	Volvo	5.7Gxi	DP	Throttle-Body	1.95	1.95	315	F5	3851495-6
263	Volvo	8.1Gi	DP	Multi-Port	1.78	1.95	375	F7	3851497-2
263	Volvo	7.4GSi	DP	Multi-Port	1.78	1.95	385	F5	3851495-6
263	Volvo	8.2GSi	DP	Multi-Port	1.78	1.78	415	F6	3851496-4
263	Volvo	8.1GSi	DP	Multi-Port	1.78	1.78	420	F7	3851497-2
263	Yanmar	4LHA-STZE	Bravo 1	Diesel			230		
263	Yanmar	4LHA-STZE	Bravo 3	Diesel			230		
263	Yanmar	6LP-DTZE	Bravo 1	Diesel			250		
263	Yanmar	6LP-DTZE	Bravo 3	Diesel			250		
263	Yanmar	6LP-DTZE	Bravo 1	Diesel			300		
263	Yanmar	6LP-DTZE	Bravo 3	Diesel	1.81	1.81	300	22's	48-823663A6/64A6

LAYOUT AND SPECIFICATIONS



SPECIFICATIONS

Centerline(w/ anc roller)	29'5"	9.1 m
Centerline(w/o anc roller)	28'10"	8.8 m
Beam	9' 6"	2.89 m
Fuel Capacity	130 gal.	490 l
Dry Weight(single)	6300 lbs.	2858 kg
Dry Weight(twin eng.)	7300 lbs.	3111 kg
Deadrise(transom)	20 deg.	20 deg
Draft(single, drive up)	19"	48 cm
Draft(twin, drive up)	21"	53 cm
Freeboard Forward	38"	97 cm
Freeboard Aft	34"	86 cm
Transom Height	52"	132 cm
Bridge Clearance	63"	173 cm
Freshwater Capacity	20 gal.	76 l
Capacity	Yacht Certified	

CAPTAIN'S CHAIR ADJUSTMENT AND OPERATION

Your captain's chair has the flip-up position for greater visibility and maneuverability while docking. You can sit on the raised cushion or stand in front of the cushion.

The chairs are adjustable fore and aft.

Fore and Aft Adjustment - A handle on the seat allows the seat to move. Make sure the mechanism is properly engaged to prevent seat movement while the boat is underway.

WARNING ***DRIVING WHILE STANDING UP IS AN EXTREMELY HAZARDOUS PRACTICE. DO NOT DRIVE WHILE STANDING AT SPEEDS GREATER THAN "IDLE SPEED".***

CAUTION ***ALL SEATS MUST BE IN A LOCKED/SECURED POSITION WHILE THE BOAT IS UNDERWAY.***

INSTRUMENT PANEL

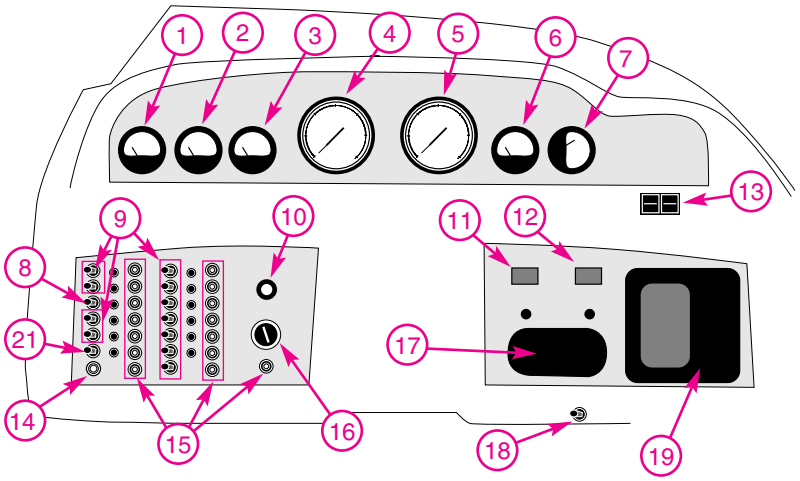
1. Oil Pressure Gauge - Pressure can vary according to type of engine. It is normal for a hot engine to have low pressure at idle, (depending on type of oil, pressure may drop as low as 10 PSI at idle). Please consult the engine owner's manual supplied with your boat concerning the oil pressure the engine in your boat should attain.
2. Temperature Gauge - Temperature may fluctuate slightly while running. Maximum temperature may vary depending on type of engine.

CAUTION ***SHOULD WATER TEMPERATURE REACH 180 DEGREES FAHRENHEIT, YOUR ENGINE IS OVERHEATING AND SHOULD BE CHECKED IMMEDIATELY FOR PROBABLE CAUSE.***

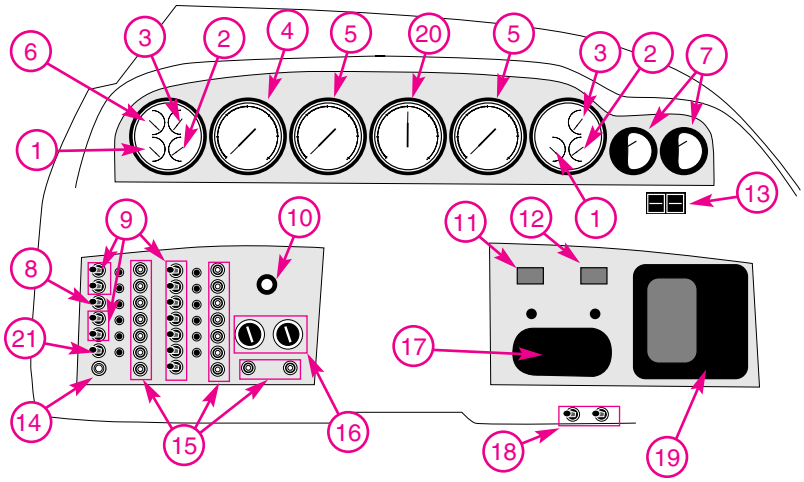
3. Voltmeter - shows the condition of charge in the battery. It only indicates while the ignition is in the "ON" position. With the engine at idle or not running, it may show as low as 10 to 12 volts. With the engine running at cruising speeds and above, it should show 12 to 14 volts.
4. Speedometer (Miles Per Hour)
5. Tachometer - (Revolutions Per Minute)
6. Fuel Gauge - shows approximate amount of fuel remaining in tank.
7. Trim Gauge - Shows the position of the drive unit in reference to the bottom of the boat.
8. Three Position Exterior Light Switch NAV. position - navigation (running) lights, bow light and stern light. Center position - off. ANC. position - stern light only.

WARNING ***NEVER OPERATE YOUR BOAT AT NIGHT WITHOUT ALL OF THE REQUIRED LIGHTS OPERATING. MAKE SURE LIGHTS ARE NOT BLOCKED BY CANVAS OR OTHER OBSTACLES.***

Single Engine Instrumentation



Twin Engine Instrumentation



9. Two Position Switch - Controls equipment as labeled.
10. Dimmer Switch - Your Cobalt is equipped with a dimmer switch which controls the intensity of the dash lights including the compass light.
11. Water Temperature Gauge - Indicated outside water temperature. Most accurate when engine is off. Included in your owner's packet are the instructions pertaining to the operation of this unit. Consult your Cobalt Dealer for further information.
12. Depth Sounder - Your Cobalt is equipped with a Humminbird Depth Sounder. Included in your owner's packet are the instructions pertaining to the operation of this unit. Consult your Cobalt Dealer for further information.
13. Trim Tabs (optional)
14. Horn Button - The horn, is located under the deck.
15. Circuit Breakers - Push to reset if necessary. If the button continues to pop out, consult your Authorized Cobalt Dealer.
16. Ignition Key Switch
17 Stereo Remote Control
18. Trailering Drive Tilt (MerCruiser Only)
19. GPS - Optional Global Positioning System
20. Synchronizer Gauge
21. Motor box electric actuator - Controls motor box electrically. If battery is low or disconnected, the motor box can be raised manually. Simply grasp the lower forward edge of the assembly and raise. Use the safety support rod to support the assembly in the open position. The motor box assembly is very heavy. Caution should be exercised when opening manually.

TELESCOPING BOARDING LADDER

THIS LADDER MUST ONLY BE USED WHILE ENGINE IS OFF. (See warning label section). Be sure ladder is raised and secured prior to starting engine. Caution should be used while using this ladder.

Telescoping ladder is covered by ladder lid. Lift ladder lid to access ladder. Lift up on front of ladder to place overboard and telescope to full length. Use caution to prevent pinching fingers when stowing ladder.

WARNING DO NOT USE BOARDING LADDER WHILE ENGINE IS RUNNING. CAUTION: THE STERN DRIVE UNIT HAS MANY SHARP EDGES, ESPECIALLY THE PROPELLER. EXCEPTION CAUTION WHEN NEAR THE STERN DRIVE UNIT. ALWAYS MAKE SURE THE BOARDING LADDER IS PROPERLY STOWED AND THERE IS NO ONE IN THE AREA BEHIND THE BOAT BEFORE STARTING THE ENGINE AND ENGAGING THE SHIFT MECHANISM.

CAUTION DO NOT USE A RAISED HATCH FOR A SUPPORT OR HAND HOLD WHILE ON THE DECK. BE SURE HATCH IS FIRMLY SECURED WHILE UNDERWAY

HEAD COMPARTMENT

1. Make sure the head compartment door assembly is closed and latched while the boat is underway. Do not allow to swing freely.
2. For operation of the toilet, please check the manuals supplied in your owner's packet.

REFRIGERATOR - OPTIONAL

The refrigerator receives it's power from the ship's electrical system (12 VDC). Inside the refrigerator is the thermostat control.

Refrigerator will not operate unless the main battery switches are turned on.

For further information referencing the ship's shore power system, please consult your authorized Cobalt dealer.

BATTERY SWITCHES OPERATION

SINGLE ENGINE

Your Cobalt is equipped with a dual battery switch. With this switch off, nothing in the boat will operate with the exception of the automatic bilge pumps. Make sure the switch is in the "1" or "2" position. You can operate the boat with switch in the "both" position but not for extended periods.

TWIN ENGINES

Your Cobalt is equipped with two dual battery switches. With these switches turned off nothing in the boat will operate with the exception of the automatic bilge pumps. Make sure the switches are in the "1" or "2" position. You can operate the boat with the switches in the "both" position but not for extended periods.

NOTE ***The purpose of dual batteries is to keep one as a spare. In the "both" position, you essentially have one larger battery and if a failure should occur with the electrical systems or either battery, both batteries will end up discharged.***

Dual battery switches are located under the aft stbd. bench seat.

STBD. SWITCH CONTROLS POWER TO STBD. ENGINE.

- **Normal operation should be position 1.
- Position 1 connects battery 1 to stbd. engine.
- Position 2 connects battery 2 to stbd. engine.
- Position ALL connects batteries together and to stbd. engine.
- Stbd. Battery is directly wired to power all bilge pumps even with battery switch off.
- Stbd. Battery also powers dash.

PORT SWITCH CONTROLS POWER TO PORT ENGINE SIMILAR TO STBD.

- Normal operation should be position 2. This allows for 2 separate electrical systems.
- Stbd. On battery 1 and port on battery 2.

EMERGENCY START:

- Turn battery switch to ALL.
- Do not turn switches off with engine running, as it could cause serious damage to electrical components.

EXTENDED STORAGE:

- Turn Battery switches off. Verify bilge pumps still function.

SHORE POWER - OPTIONAL

When your Cobalt is connected to shore power (110 VAC), any or all of the ship's electrical systems can be operated. The 30-amp shore power cord must be plugged into the proper shore power receptacle and the boat receptacle located at the swim platform. Energize the system at the control panel by turning on the master switch and then energize the appropriate switches. For example, to operate the battery charger, follow the above procedure and turn on the switch marked battery charger. With the battery charger operating, any of the 12 VDC systems; i.e., refrigerator, lighting, etc., can be used without fear of running the ship's batteries low.

For further information referencing the ship's shore power system, please consult your authorized Cobalt dealer.

SHORE POWER DISTRIBUTION PANEL - OPTIONAL

GENERAL FUNCTION

The AC distribution panel receives AC power from the shore power cable and distributes it through a double-pole main circuit breaker which in turn supplies the individual branch circuit breakers.

NORMAL OPERATION
Panel is located in cockpit storage area under sink.

- Press reverse polarity test switch and verify green light comes on, if it does not, consult a qualified technician.
- Switch the top double-pole "AC main" breaker on the distribution panel to "on" and then the respective branch circuit breakers below it as needed.

INVERTER/CHARGER - OPTIONAL

THIS IS A SUMMARY ONLY AND DOES NOT EXPLAIN ALL OPERATION. BEFORE OPERATING THESE SYSTEMS, READ THE OWNERS MANUALS PROVIDED FOR EACH DEVICE. CONSULT QUALIFIED PERSONNEL IF YOU HAVE QUESTIONS.

If an inverter/charger is installed, the charger will automatically charge batteries if connected to shore power and the light on the small remote panel near the distribution panel will be illuminated.

If the remote switch is "off", the inverter will charge batteries when shore power is available, but will not provide A/C power if shore power is disconnected.

If the remote switch is "on", the inverter will charge batteries when shore power is available and will automatically draw from battery bank and supply A/C power to the "shore 1" connection at distribution panel if the shore cord is disconnected.

BATTERY COMBINER OPERATION
The inverter/charger is designed with a separate 12VDC-battery bank system to provide 120VAC when shore power is not available. The battery bank consists of (2) 12 VDC batteries located on the port side engine compartment. These batteries can be connected to the main engine battery and charging system through a "pathmaker battery combiner". The pathmaker has two primary functions: (1) It automatically parallels (connects together) multiple batteries when charging sources are available. (2) It automatically disconnects the starting battery from system loads when there are no active charging sources. This ensures the engine starting battery is always charged. In addition, by using the remote control switch located at the helm, all batteries can be paralleled for emergency starting.

When shore power is available, the inverter charger will automatically charge the inverter batteries first and then charge engine batteries via the pathmaker, even with battery switches off.

Normal position of toggle switches on pathmaker and remote are automatic. Pathmaker solenoids are located under the cockpit galley sink.

EMERGENCY STARTING:
Momentarily press switch to "manual on" until green light is lit. The pathmaker then connects the batteries together for 5 minutes to provide maximum starting power.

DISABLING PATHMAKER:
Place the switch in the off "O" position. In this position, the battery banks are separated.

CAUTION ***RISK OF ELECTRICAL SHOCK! INVERTER CAN STILL PROVIDE AC POWER EVEN IF ENGINE BATTERY SWITCHES ARE OFF. DISCONNECT ALL POWER SOURCES BEFORE SERVICING ELECTRICAL SYSTEM.***

BATTERY CHARGER AND ISOLATOR - OPTIONAL

Your Cobalt is equipped with a charging system. Anytime your boat is connected to shore power with the appropriate switches at the panel energized, the battery charger will operate and keep both batteries fully charged.

In addition, the system includes a galvanic isolator system to help prevent corrosion of underwater gear. Please consult your Cobalt Dealer for further information in reference to the isolator.

WATER SYSTEM

Your Cobalt is equipped with a 20-gallon capacity water system. The system is operated by a 12 VDC water pump located in the engine compartment. It is necessary for the ship's batteries to be turned on for the water system to operate. Consult your Cobalt Dealer for winterization requirements.

To clean water tank, the manufacturer recommends inserting 1/4 cup of baking soda into the tank and allowing tank to stand for one day, then flush the tank twice. If this does not work replace baking soda with 2 tablespoons of bleach and repeat procedure.

FRESHWATER LEVEL INDICATOR

The indicator display panel shows the level of water in the 20 gallon water tank as follows:

Red light . . . . . .Empty
Amber light . . . . . .Low
Yellow light . . . . . .Mid
Green light . . . . . .Full

WASTE TANK LEVEL INDICATOR - OPTIONAL

If the optional 17 gallon waste tank is installed, the four light panel is replaced with a nine light panel and indicates as follows:

FRESHWATER

Red light . . . . . .Empty
Amber light . . . . . .Mid
Green light . . . . . .Full

NOTE ***No indication is given if level is between "empty" and "mid".***

WASTE TANK

Red light . . . . . .Full
Amber light . . . . . .Mid
Green light . . . . . .Empty

AIR COMPRESSOR

Your Cobalt is equipped with an inflation device located in the port side, aft storage locker. This is a 12 VDC system and will operate when the ship's batteries are turned on.

WINDLASS - OPTIONAL

The Windlass system gets it's power from the ship's electrical system (12 VDC) via a control panel located in the starboard side storage compartment of the cockpit next to the battery switches. The knob on the panel must be depressed to energize the system denoted by the indicator light on the panel. The windlass can be operated at the driver's helm (indicator light must be illuminated) or from the foredeck. There are foot operated switches located under the anchor locker door.

The Windlass system can also be operated manually. In the anchor locker on the foredeck, you will find a crank housed in a storage pouch on the aft bulkhead of the locker. Please consult the operator's manual supplied with the Windlass system for proper operation of the system in the electric and manual modes.

BE EXTREMELY CAREFUL WHEN ON THE FOREDECK. SEA/WIND CONDITIONS MAY MAKE USE OF AREAS OUTSIDE THE COCKPIT DANGEROUS.

GLOBAL POSITIONING SATELLITE (GPS) SYSTEM - OPTIONAL

The GPS system in your Cobalt performs many functions. The system can precisely tell you your location, form a trip record, a speed log, and many other functions. In addition, individual mapping chips can be purchased through your Cobalt dealer for most lakes, rivers, and coastal areas of the United States and Canada. Please consult your Cobalt dealer for further information referencing these chips. Take some time to thoroughly read and understand the manuals supplied with your GPS to take advantage of the system to it's fullest capability.

PROPELLERS - GENERAL

Nothing is more important to the proper performance of your boat than the condition of the propeller(s). Even minor damage (often invisible to the naked eye) can adversely affect the boat's performance. Common symptoms of damage to propellers are a sudden drop in RPM, vibration or sudden loss of speed.

A propeller is measured by two dimensions: 1) the diameter; and, 2) the pitch. The diameter is determined by measuring the distance from the center of the propeller to the tip of one blade and multiplying that figure by two. Pitch is expressed in the number of inches a prop will advance in a solid medium in one revolution.

Operational characteristics of your boat, including its speed, may change due to several factors: atmospheric conditions; additions of extra equipment and accessories or passengers; marine growth on the bottom; and, engine condition. Other factors include damage to the prop(s), tides, water temperature and direction of wind. Some of these factors are directly correctable by repair or maintenance. Others are beyond human control.

CAUTION ***INCORRECT PROPELLER APPLICATION CAN CAUSE ADVERSE HANDLING CHARACTERISTICS. DO NOT CHANGE TYPE OR SIZE OF PROPELLER WITHOUT CONSULTING YOUR COBALT DEALER!***

STAINLESS STEEL

Some Cobalts are standard equipped with stainless propellers. In this instance, do not substitute aluminum propellers. Adverse handling and top speed characteristics may be experienced.

PULLING POWER

If you need extra pulling power, you can obtain this by decreasing the pitch of your propeller(s) by two degrees. This will not endanger the engine or drive unit as long as the manufacturer's recommended top RPM's are not exceeded.

PROPELLER APPLICATION CHART

Mdl	Mfgr	Engine	Drive	Fuel system	std. ratio	Opt	php	Prop Dscpt	Mfg. part #
292	Merc	7.4L MPI	Bravo 1	Multi-Port	1.50	1.65	310		
292	Merc	7.4L MPI	Bravo 3	Multi-Port	2.00	2.20	310		
292	Merc	6.2	Bravo 1	Multi-Port	1.65	1.65	320		
292	Merc	6.2	Bravo 3	Multi-Port	2.20	2.43	320		
292	Merc	496 MPI	Bravo 1	Multi-Port	1.50	1.50	375		
292	Merc	496 MPI	Bravo 3	Multi-Port	1.81	2.20	375		
292	Merc	454 Mag MPI	Bravo 1	Multi-Port	1.50	1.65	385		
292	Merc	454 Mag MPI	Bravo 3	Multi-Port	2.00	2.20	385		
292	Merc	502 Mag MPI	Bravo 1	Multi-Port	1.50	1.65	415		
292	Merc	502 Mag MPI	Bravo 3	Multi-Port	1.81	2.20	415	22's	48-823663A6/64A6
292	Merc	496 HO MPI	Bravo 1	Multi-Port	1.50	1.50	425		
292	Merc	496 HO MPI	Bravo 3	Multi-Port	1.81	2.20	425		
292	Merc	Twin 3.0L	ALpha	2 BBL	2.00	2.40	135		
292	Merc	Twin 4.3L	ALpha	2 BBL	1.81	2.00	190		
292	Merc	Twin 4.3L	Bravo 3	2 BBL	2.43	NA	190		
292	Merc	Twin 4.3LH	ALpha	4 BBL	1.62	1.81	205		
292	Merc	Twin 4.3LH	Bravo 3	4 BBL	2.20	2.43	205		
292	Merc	Twin 4.3L EFI	ALpha	Throttle-Body	1.62	1.81	210		
292	Merc	Twin 4.3L EFI	Bravo 3	Throttle-Body	2.20	2.43	210	26's	48-823667A6/68A6
292	Merc	Twin 5.0L	ALpha	2 BBL	1.62	1.81	220		
292	Merc	Twin 5.0L	Bravo 1	2 BBL	1.65	NA	220		
292	Merc	Twin 5.0L	Bravo 3	2 BBL	2.20	2.43	220		
292	Merc	Twin 5.0L EFI	ALpha	Throttle-Body	1.47	1.62	230		
292	Merc	Twin 5.0L EFI	Bravo 1	Throttle-Body	1.65	NA	230		
292	Merc	Twin 5.0L EFI	Bravo 3	Throttle-Body	2.20	2.43	230	28's	48-823669A6/70A6
292	Merc	Twin 5.7L	ALpha	2 BBL	1.47	1.62	250		
292	Merc	Twin 5.7L	Bravo 1	2 BBL	1.65	NA	250		
292	Merc	Twin 5.7L	Bravo 3	2 BBL	2.20	2.43	250		
292	Merc	Twin 5.7L EFI	ALpha	Throttle-Body	1.47	1.62	260		
292	Merc	Twin 5.7L EFI	Bravo 1	Throttle-Body	1.50	1.65	260	21" 4-blade R&L	48-13700A45/1A45
292	Merc	Twin 5.7L EFI	Bravo 3	Throttle-Body	2.20	2.43	260	28's	48-823669A6/70A6
292	Merc	T-350 Mag MPI	ALpha	Multi-Port	1.47	1.62	300		
292	Merc	T-350 Mag MPI	Bravo 1	Multi-Port	1.50	1.65	300	21" 4-blade R&L	48-13700A45/1A45

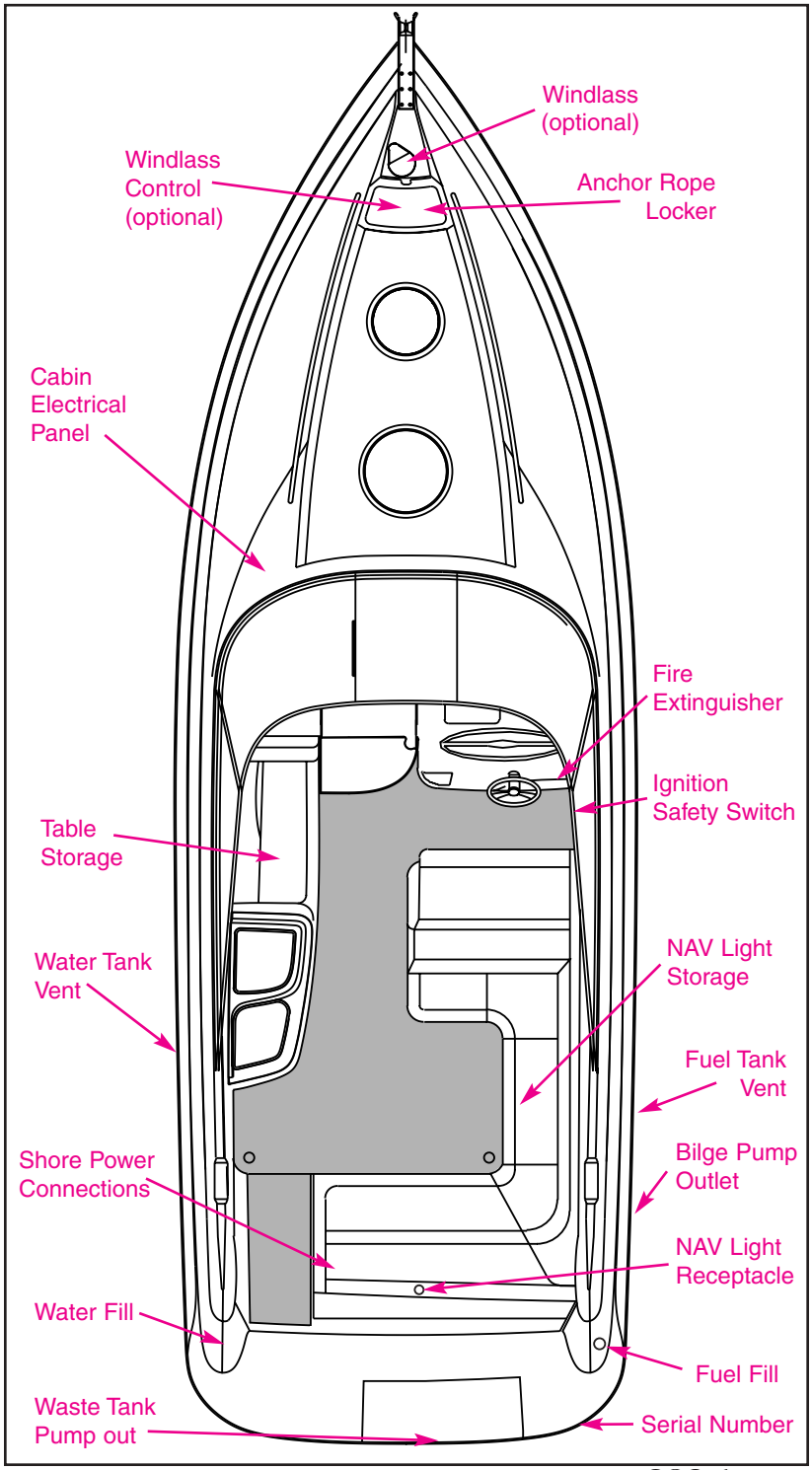
(Continued on following page)

Mdl	Mfgr	Engine	Drive	Fuel system	std. ratio	Opt	php	Prop Dscpt	Mfg. part #
292	Merc	T-350 Mag MPI	Bravo 3	Multi-Port	2.00	2.20	300	28's	48-823669A6/70A6
292	Merc	6.2	Bravo 1	Multi-Port	1.65	1.65	320	21" 4-blade R&L	48-13700A45/1A45
292	Merc	6.2	Bravo 3	Multi-Port	2.20	2.43	320	28's	48-823669A6/70A6
292	Merc	7.3D-Tronic	Bravo 3	Diesel	1.65	1.81	270		
292	Volvo	7.4Gi	DP	Multi-Port	1.95	2.32	310		
292	Volvo	5.7Gxi	SX	Throttle-Body	1.51	1.60	315		
292	Volvo	5.7Gxi	DP	Throttle-Body	1.95	1.95	315		
292	Volvo	8.1Gi	DP	Multi-Port	1.78	1.95	375		
292	Volvo	7.4GSi	DP	Multi-Port	1.78	1.95	385	F4	3851494-9
292	Volvo	8.2GSi	DP	Multi-Port	1.78	1.78	415	F5	3851495-6
292	Volvo	8.1GSi	DP	Multi-Port	1.78	1.78	420		
292	Volvo	KAD44EDC Dsl	DP	Diesel	1.68	1.78	243		
292	Volvo	Twin 4.3GS	SX	4 BBL	1.79	1.89	205		
292	Volvo	Twin 4.3GS	DP	4 BBL	2.32	NA	205		
292	Volvo	Twin 4.3Gi	SX	Throttle-Body	1.79	1.89	205		
292	Volvo	Twin 4.3Gi	DP	Throttle-Body	2.32	NA	205		
292	Volvo	Twin 5.0GL	SX	2 BBL	1.60	1.79	220		
292	Volvo	Twin 5.0GL	DP	2 BBL	1.95	2.32	220		
292	Volvo	Twin 5.0Gi	SX	Throttle-Body	1.60	1.79	250	21" SS R&L	3850302-5/318-1
292	Volvo	Twin 5.0Gi	DP	Throttle-Body	1.95	2.32	250	F6	3851496-4
292	Volvo	Twin 5.7GS	SX	2 BBL	1.51	1.60	250		
292	Volvo	Twin 5.7GS	DP	2 BBL	1.95	2.32	250	F7	3851497-2
292	Volvo	Twin 5.7GSi	SX	Throttle-Body	1.51	1.60	280		
292	Volvo	Twin 5.7GSi	DP	Throttle-Body	1.95	2.32	280	F7	3851497-2
292	Volvo	Twin 5.7Gxi	SX	Throttle-Body	1.51	1.60	315		
292	Volvo	Twin 5.7Gxi	DP	Throttle-Body	1.95	1.95	315		
292	Volvo	T-KAD32P Dsl	DP	Diesel	1.95	2.32	159		
292	Yanmar	6LP-DTZE	Bravo 1	Diesel			250		
292	Yanmar	6LP-DTZE	Bravo 3	Diesel			250		
292	Yanmar	6LP-DTZE	Bravo 1	Diesel			300		
292	Yanmar	6LP-DTZE	Bravo 3	Diesel			300		
292	Yanmar	Twin 4LHA-STZE	Bravo 1	Diesel			230		
292	Yanmar	Twin 4LHA-STZE	Bravo 3	Diesel			230		

MODEL SPECIFIC INFORMATION

293

LAYOUT AND SPECIFICATIONS



SPECIFICATIONS

Centerline(w/ anc roller)	29'5"	9.1 m
Centerline(w/o anc roller)	28'10"	8.8 m
Beam	9' 6"	2.89 m
Fuel Capacity	111 gal.	420 l
Dry Weight(single)	6950 lbs.	3051 kg
Dry Weight(twin eng.)	7950 lbs.	3606 kg
Deadrise(transom)	20 deg.	20 deg
Draft(single, drive up)	19"	48 cm
Draft(twin, drive up)	21"	53 cm
Cockpit Freeboard	53"	103 cm
Transom Height	52"	132 cm
Bridge Clearance)	75"	190 cm
Freshwater Capacity	31 gal.	117 l
Waste Capacity	25 gal.	95 l
Capacity	Yacht Certified	

CAPTAIN'S CHAIR ADJUSTMENT AND OPERATION

Your captain's chair has the flip-up position for greater visibility and maneuverability while docking. You can sit on the raised cushion or stand in front of the cushion.

The chair is adjustable fore and aft.

Fore and Aft Adjustment - A handle under the front lip of the seat allows the seat to move. Make sure the mechanism is properly engaged to prevent seat movement while the boat is underway.

WARNING ***DRIVING WHILE STANDING UP IS AN EXTREMELY HAZARDOUS PRACTICE. DO NOT DRIVE WHILE STANDING AT SPEEDS GREATER THAN "IDLE SPEED".***

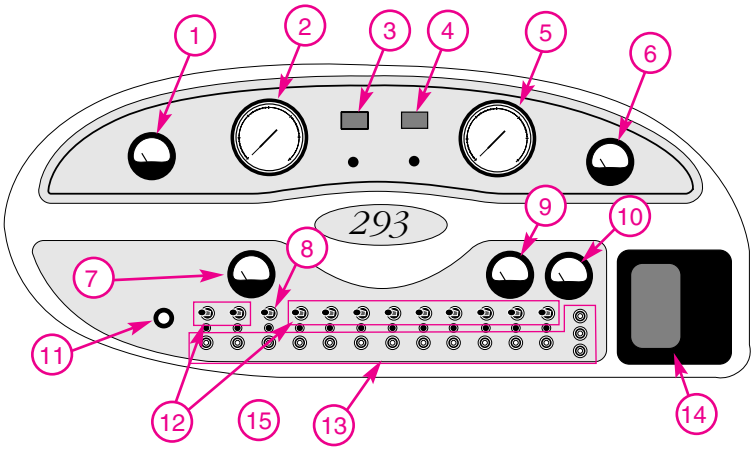
CAUTION ***ALL SEATS MUST BE IN A LOCKED/SECURED POSITION WHILE THE BOAT IS UNDERWAY.***

CUDDY CABIN ACCESS DOOR

The sliding door assembly can be in the open or closed position while running. Make sure the door is secured in either the open or closed position. Do not allow to slide free.

INSTRUMENT PANEL

Single Engine Instrumentation



1. Fuel Gauge - shows approximate amount of fuel remaining in tank.
2. Speedometer (Miles Per Hour)
3. Depth Sounder - Your Cobalt is equipped with a Humminbird Depth Sounder. Included in your owner's packet are the instructions pertaining to the operation of this unit. Consult your Cobalt Dealer for further information.
4. Water Temperature Gauge - Indicated outside water temperature. Most accurate when engine is off. Included in your owner's packet are the instructions pertaining to the operation of this unit. Consult your Cobalt Dealer for further information.
5. Tachometer - (Revolutions Per Minute)
6. Trim Gauge - Shows the position of the drive unit in reference to the bottom of the boat.

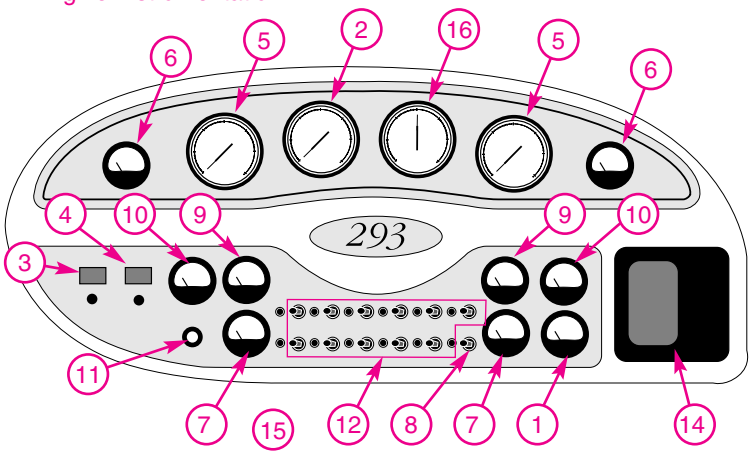
7. Voltmeter - shows the condition of charge in the battery. It only indicates while the ignition is in the "ON" position. With the engine at idle or not running, it may show as low as 10 to 12 volts. With the engine running at cruising speeds and above, it should show 12 to 14 volts.
8. Three Position Exterior Light Switch NAV. position - navigation (running) lights, bow light and stern light. Center position - off. ANC. position - stern light only.

WARNING ***NEVER OPERATE YOUR BOAT AT NIGHT WITHOUT ALL OF THE REQUIRED LIGHTS OPERATING. MAKE SURE LIGHTS ARE NOT BLOCKED BY CANVAS OR OTHER OBSTACLES.***

9. Oil Pressure Gauge - Pressure can vary according to type of engine. It is normal for a hot engine to have low pressure at idle, (depending on type of oil, pressure may drop as low as 10 PSI at idle). Please consult the engine owner's manual supplied with your boat concerning the oil pressure the engine in your boat should attain.
10. Temperature Gauge - Temperature may fluctuate slightly while running. Maximum temperature may vary depending on type of engine.

CAUTION ***SHOULD WATER TEMPERATURE REACH 180 DEGREES FAHRENHEIT, YOUR ENGINE IS OVERHEATING AND SHOULD BE CHECKED IMMEDIATELY FOR PROBABLE CAUSE.***

Twin Engine Instrumentation



11. Dimmer Switch - Your Cobalt is equipped with a dimmer switch which controls the intensity of the dash lights including the compass light.
12. Two Position Switch - Controls equipment as labeled.
13. Circuit Breakers - Push to reset if necessary. If the button continues to pop out, consult your Authorized Cobalt Dealer.
14. GPS - Optional Global Positioning System
15. Motor box electric actuator - Controls motor box electrically. If battery is low or disconnected, the motor box can be raised manually. Simply grasp the lower forward edge of the assembly and raise. Use the safety support rod to support the assembly in the open position.

    The motor box assembly is very heavy. Caution should be exercised when opening manually.
16. Synchronizer Gauge

TELESCOPING BOARDING LADDER

THIS LADDER MUST ONLY BE USED WHILE ENGINE IS OFF. (See warning label section). Be sure ladder is raised and secured prior to starting engine. Caution should be used while using this ladder.

Telescoping ladder is covered by ladder lid. Lift ladder lid to access ladder. Lift up on front of ladder to place overboard and telescope to full length. Use caution to prevent pinching fingers when stowing ladder.

DO NOT USE BOARDING LADDER WHILE ENGINE IS RUNNING. CAUTION: THE STERN DRIVE UNIT HAS MANY SHARP EDGES, ESPECIALLY THE PROPELLER. EXERCISE CAUTION WHEN NEAR THE STERN DRIVE UNIT. ALWAYS MAKE SURE THE BOARDING LADDER IS PROPERLY STOWED AND THERE IS NO ONE IN THE AREA BEHIND THE BOAT BEFORE STARTING THE ENGINE AND ENGAGING THE SHIFT MECHANISM.

DECK HATCHES

The deck hatches are manually operable. To open, simply release the one or two hasps on the edge of the hatch, make sure the support bracket adjusters are loose, and raise the hatch to the desired position and secure the adjusters.

DO NOT USE A RAISED HATCH FOR A SUPPORT OR HAND HOLD WHILE ON THE DECK. BE SURE HATCH IS FIRMLY SECURED WHILE UNDERWAY

HEAD COMPARTMENT

1. Make sure the head compartment door assembly is closed and latched while the boat is underway. Do not allow to swing freely.
2. For operation of the toilet, please check the manuals supplied in your owner's packet.

REFRIGERATOR - OPTIONAL

The refrigerator receives it's power from the ship's electrical system (12 VDC). Inside the refrigerator is the thermostat control. The electrical system must be energized correctly at the 12 VDC/110 VAC control panel. The master 12 VDC switches must be turned on as well as the switch marked refrigerator.

BATTERY SWITCHES OPERATION

Single Engine - Your Cobalt is equipped with a dual battery switch. With this switch off, nothing in the boat will operate with the exception of the automatic bilge pumps. Make sure the switch is in the "1" or "2" position. You can operate the boat with switch in the "both" position but not for extended periods.

Note: The purpose of dual batteries is to keep one as a spare. In the "both" position, you essentially have one larger battery and if a failure should occur with the electrical

systems or either battery, both batteries will end up discharged.

Twin Engines - Your Cobalt is equipped with two dual battery switches. With this switches turned off nothing in the boat will operate with the exception of the automatic bilge pumps. Make sure the switches are in the "1" or "2" position. You can operate the boat with the switches in the "both" position but not for extended periods.

Note: The purpose of dual batteries is to keep one as a spare. In the "both" position, you essentially have one larger battery and if a failure should occur with the electrical systems or either battery, both batteries will end up discharged.

Dual battery switches are located under the aft stbd. bench seat.

STBD. SWITCH CONTROLS POWER TO STBD. ENGINE.

- **Normal operation should be position 1.
- Position 1 connects battery 1 to stbd. engine.
- Position 2 connects battery 2 to stbd. engine.
- Position ALL connects batteries together and to stbd. engine.
- Stbd. Battery is directly wired to power all bilge pumps even with battery switch off.
- Stbd. Battery also powers dash and the cabin 12VDC panel.

PORT SWITCH CONTROLS POWER TO PORT ENGINE SIMILAR TO STBD.

- Normal operation should be position 2. This allows for 2 separate electrical systems.
- Stbd. On battery 1 and port on battery 2.

EMERGENCY START:

- Turn battery switch to ALL.
- Do not turn switches off with engine running, as it could cause serious damage to electrical components.

EXTENDED STORAGE:

- Turn Battery switches off. Verify bilge pumps still function.

SHORE POWER - OPTIONAL

When your Cobalt is connected to shore power (110 VAC), any or all of the ship's electrical systems can be operated. The two 30-amp shore power cords must be plugged into the proper shore power receptacles and the boat receptacles located in the aft storage compartment. Energize the system at the cabin control panel by turning on the master switch(es) and then energize the appropriate switches. For example, to operate the battery charger, follow the above procedure and turn on the switch marked battery charger. With the battery charger operating, any of the 12 VDC systems; i.e., refrigerator, lighting, etc., can be used without fear of running the ship's batteries low.

The shore power system is protected by circuit breakers located in the glasses/bottle storage compartment directly behind the refrigerator on the port side. The breakers are in a panel at the back of the compartment. Note that when the shore power system is connected (110 VAC) and the correct switches are lined up at the cabin control panel,

including the battery charger, the batteries in the boat will be charged. The position of the ship's battery switches (starboard side storage compartment) is irrelevant to the battery charging operation. However, the 12 VDC system in the boat will not operate unless the main battery switches are turned on.

For further information referencing the ship's shore power system, please consult your authorized Cobalt dealer.

SHORE POWER DISTRIBUTION PANEL - OPTIONAL

CAUTION ***THIS IS A SUMMARY ONLY AND DOES NOT EXPLAIN ALL OPERATION. BEFORE OPERATING THESE SYSTEMS, READ THE OWNERS MANUALS PROVIDED FOR EACH DEVICE. CONSULT QUALIFIED PERSONNEL IF YOU HAVE QUESTIONS.***

GENERAL FUNCTION

The AC portion of distribution panel (black Marinetics panel #500472) receives AC power from the shore power cable, generator or inverter and distributes it through a double-pole main circuit breaker which in turn supplies the individual branch circuit breakers.

The DC portion of panel receives DC power via the battery selector switch and distributes power to the individual branch circuit breakers.

NORMAL OPERATION

Shore cords 1 and 2 plugged into shore power with "A/C source auxiliary power" switch on distribution panel set to "Shore 2". This allows use of all components as desired with shore 1 cord supplying power to the left column of breakers and shore 2 cord supplying power to the middle column of breakers.

- Verify the main safety breakers under the cockpit galley sink are turned on.
- Verify the reverse polarity light is off. If it is on, consult a qualified technician.
- Switch the top double-pole "AC main" breaker on the distribution panel to "on" and then the respective branch circuit breakers below it as needed.
- Voltage can be checked on voltmeter and total amperage will be displayed on ammeter.

USING ONLY "SHORE 1" POWER CORD

Shore 1 cord powers the left column of breakers on the panel. Any of these breakers may be used with only shore 1 cord plugged in.

The "A/C source auxiliary power" rotary switch located above the middle column of breakers selects the power source for the middle breakers. The choices are "shore 1" (pulls power from cord 1 to power middle breakers), "Off" (no power to breakers) or "shore 2" (pulls power from cord 2 to power middle breakers).

The "A/C source auxiliary power" switch on distribution panel can be set to "shore 1" to power the middle column of breakers in addition to the left column. In this configuration, all components can be used with power supplied from shore 1 cord up to a maximum of 30 amps.

GENERATOR - OPTIONAL

CAUTION ***THIS IS A SUMMARY ONLY AND DOES NOT EXPLAIN ALL OPERATION. BEFORE OPERATING THESE SYSTEMS, READ THE OWNERS MANUALS PROVIDED FOR EACH DEVICE. CONSULT QUALIFIED PERSONNEL IF YOU HAVE QUESTIONS.***

The generator is located in the cockpit floor storage area with a control panel at the helm and source selector switch at the Cabin Distribution Panel. The generator is used to provide A/C power when shore power is not available.

OPERATION

1. Make sure generator seacock (located forward of engine) is open
2. Turn Distribution Panel A/C main breakers off
3. Turn source selector switch to generator
4. Start generator (refer to generator owner manual) and turn on breakers, as desired
5. Do not operate generator during high speed operation

DANGER ***CARBON MONOXIDE IS COLORLESS, ODORLESS AN DANGEROUS. ALL GASOLINE POWERED ENGINES AND GENERATORS EXHAUST CARBON MONOXIDE (CO). DIRECT AND PROLONGED EXPOSURE TO CO WILL CAUSE BRAIN DAMAGE OR DEATH. SIGNS OF EXPOSURE TO CO INCLUDE NAUSEA, DIZZINESS AND DROWSINESS. KEEP CABIN AND COCKPIT AREAS WELL VENTILATED. AVOID BLOCKAGE OF EXHAUST OUTLETS.***

INVERTER/CHARGER - OPTIONAL

CAUTION ***THIS IS A SUMMARY ONLY AND DOES NOT EXPLAIN ALL OPERATION. BEFORE OPERATING THESE SYSTEMS, READ THE OWNERS MANUALS PROVIDED FOR EACH DEVICE. CONSULT QUALIFIED PERSONNEL IF YOU HAVE QUESTIONS.***

CAUTION ***RISK OF ELECTRICAL SHOCK! INVERTER CAN STILL PROVIDE AC POWER EVEN IF ENGINE BATTERY SWITCHES ARE OFF. DISCONNECT ALL POWER SOURCES BEFORE SERVICING ELECTRICAL SYSTEM.***

If an inverter/charger is installed, the charger will automatically charge batteries if connected to shore power and the light on the small remote panel near the distribution panel will be illuminated.

If the remote switch is “off”, the inverter will charge batteries when shore power is available, but will not provide A/C power if shore power is disconnected.

If the remote switch is “on”, the inverter will charge batteries when shore power is available and will automatically draw from battery bank and supply A/C power to the

"shore 1" connection at distribution panel if the shore cord is disconnected. The middle column of breakers can also be powered by inverter if the "A/C source auxiliary power" switch is set to "shore 1".

It is not recommended to use the inverter to power high amperage devices such as the hot water heater or air conditioner, as these components will quickly drain the battery bank.

BATTERY COMBINER OPERATION
The inverter/charger is designed with a separate 12VDC-battery bank system to provide 120VAC when shore power or generator is not available. The battery bank consists of (2) 12 VDC batteries located in the storage area fwd of the engine in the 293. These batteries can be connected to the main engine battery and charging system through a "pathmaker battery combiner". The pathmaker has two primary functions: (1) It automatically parallels (connects together) multiple batteries when charging sources are available. (2) It automatically disconnects the starting battery from system loads when there are no active charging sources. This ensures the engine starting battery is always charged. In addition, by using the remote control switch located at the helm, all batteries can be paralleled for emergency starting.

When shore power is available, the inverter charger will automatically charge the inverter batteries first and then charge engine batteries via the pathmaker, even with battery switches off.

Normal position of toggle switches on pathmaker and remote are automatic. Pathmaker solenoids and inverter/charger are located on the bulkhead under the helm floor in the storage area aft of the steps.

EMERGENCY STARTING:
Momentarily press switch to "manual on" until green light is lit. The pathmaker then connects the batteries together for 5 minutes to provide maximum starting power.

DISABLING PATHMAKER:
Place the switch in the off "O" position. In this position, the battery banks are separated.

STOVE - OPTIONAL

The cabin-mounted, single burner, electric stove operates only on 110 VAC when the ship's optional generator is running, inverter is being used, or the boat is connected to shore power with the appropriate switches energized.

SHOWER COMPARTMENT

With the ship's water system turned on, the shower can be used by raising the nozzle of the sink faucet.

WATER SYSTEM

Your Cobalt is equipped with a 31-gallon capacity water system (37-gallons including hot water heater). The system is operated by a 12 VDC water pump located in the engine compartment. It is necessary for the ship's batteries to be turned on and the

appropriate switch on the cabin electrical panel to be energized for the water system to operate. Consult your Cobalt Dealer for winterization requirements.

To clean water tank, the manufacturer recommends inserting 1/4 cup of baking soda into the tank and allowing tank to stand for one day, then flush the tank twice. If this does not work replace baking soda with 2 tablespoons of bleach and repeat procedure.

WATER LEVEL INDICATOR

The indicator system shows the level of water in the freshwater tank (31-gallon capacity) and the waste holding tank (25-gallon capacity). The panel is a nine-light panel and indicates as follows:

FRESHWATER

Red light . . . . . .Empty
Amber light . . . . . .Mid
Green light . . . . . .Full

WASTE TANK

Red light . . . . . .Full
Amber light . . . . . .Mid
Green light . . . . . .Empty

No indication is given if level is between "empty" and "mid". If optional gray water system is installed indication is same as waste tank.

HOT WATER TANK - OPTIONAL

Your Cobalt maybe equipped with a six-gallon hot water heater. This unit operates in two modes. If your Cobalt is connected to shore power (110 VAC) simply energize the appropriate switches at the cabin control panel to turn on the 110 volt power and the switch marked "water heater". This can be done with either the shore power or the optional generator.

During engine(s) operation, engine coolant (hot water) is circulated through a coil in the water heater, heating the fresh water. Note the hot water system as well as the entire fresh water system in your Cobalt must be winterized for proper storage.

AIR COMPRESSOR

Your Cobalt is equipped with an inflation device located in the port side, aft storage locker. This is a 12 VDC system and will operate when the ship's batteries and appropriate panel switch are turned on.

BATTERY CHARGER AND ISOLATOR - OPTIONAL

Your Cobalt is equipped with a charging system. Anytime your boat is connected to shore power or the optional generator is running with the appropriate switches at the cabin panel energized, the battery charger will operate and keep both batteries fully charged.

In addition, the system includes a galvanic isolator system to help prevent corrosion of underwater gear. Please consult your Cobalt Dealer for further information in reference to these isolators.

WINDLASS - OPTIONAL

The Windlass system gets it's power from the ship's electrical system (12 VDC) via a control panel located in the starboard side storage compartment of the cockpit next to the battery switches. The knob on the panel must be depressed to energize the system denoted by the indicator light on the panel. The windlass can be operated at the driver's helm (indicator light must be illuminated) or from the foredeck. There are foot operated switches located under the anchor locker door.

The Windlass system can also be operated manually. In the anchor locker on the foredeck, you will find a crank housed in a storage pouch on the aft bulkhead of the locker. Please consult the operator's manual supplied with the Windlass system for proper operation of the system in the electric and manual modes.

BE EXTREMELY CAREFUL WHEN ON THE FOREDECK. SEA/WIND CONDITIONS MAY MAKE USE OF AREAS OUTSIDE THE COCKPIT DANGEROUS.

AIR-CONDITIONING/HEATING - OPTIONAL

The air-conditioning system operates only on 110 VAC and will not operate unless the boat is connected to shore power or the optional generator is running. With the boat connected to shore power or with the optional generator running, it is necessary to energize the 110 VAC system at the cabin control panel and turn on the appropriate switch marked "air-conditioning". The controller for the air-conditioning is in the cabin on the starboard side in the area of the cedar lined closet. Please consult the owner's manual supplied with your Cobalt referencing the operation of the air-conditioning system. Note: This is a heat pump system and will not only air-condition the cabin, but also supply heat on cold days. Marine air-conditioning heat pump systems must be winterized for proper storage.

GLOBAL POSITIONING SATELLITE (GPS) SYSTEM - OPTIONAL

The GPS system in your Cobalt performs many functions. The system can precisely tell you your location, form a trip record, a speed log, and many other functions. In addition, individual mapping chips can be purchased through your Cobalt dealer for most lakes, rivers, and coastal areas of the United States and Canada. Please consult your Cobalt dealer for further information referencing these chips. Take some time to thoroughly read and understand the manuals supplied with your GPS to take advantage of the system to it's fullest capability.

PROPELLERS - GENERAL

Nothing is more important to the proper performance of your boat than the condition of the propeller(s). Even minor damage (often invisible to the naked eye) can adversely affect the boat's performance. Common symptoms of damage to propellers are a sudden drop in RPM, vibration or sudden loss of speed.

A propeller is measured by two dimensions: 1) the diameter; and, 2) the pitch. The diameter is determined by measuring the distance from the center of the propeller to the tip of one blade and multiplying that figure by two. Pitch is expressed in the number of inches a prop will advance in a solid medium in one revolution.

Operational characteristics of your boat, including its speed, may change due to several factors: atmospheric conditions; additions of extra equipment and accessories or passengers; marine growth on the bottom; and, engine condition. Other factors include damage to the prop(s), tides, water temperature and direction of wind. Some of these factors are directly correctable by repair or maintenance. Others are beyond human control.

INCORRECT PROPELLER APPLICATION CAN CAUSE ADVERSE HANDLING CHARACTERISTICS. DO NOT CHANGE TYPE OR SIZE OF PROPELLER WITHOUT CONSULTING YOUR COBALT DEALER!

STAINLESS STEEL

Some Cobalts are standard equipped with stainless propellers. In this instance, do not substitute aluminum propellers. Adverse handling and top speed characteristics may be experienced.

PULLING POWER

If you need extra pulling power, you can obtain this by decreasing the pitch of your propeller(s) by two degrees. This will not endanger the engine or drive unit as long as the manufacturer's recommended top RPM's are not exceeded.

PROPELLER APPLICATION CHART

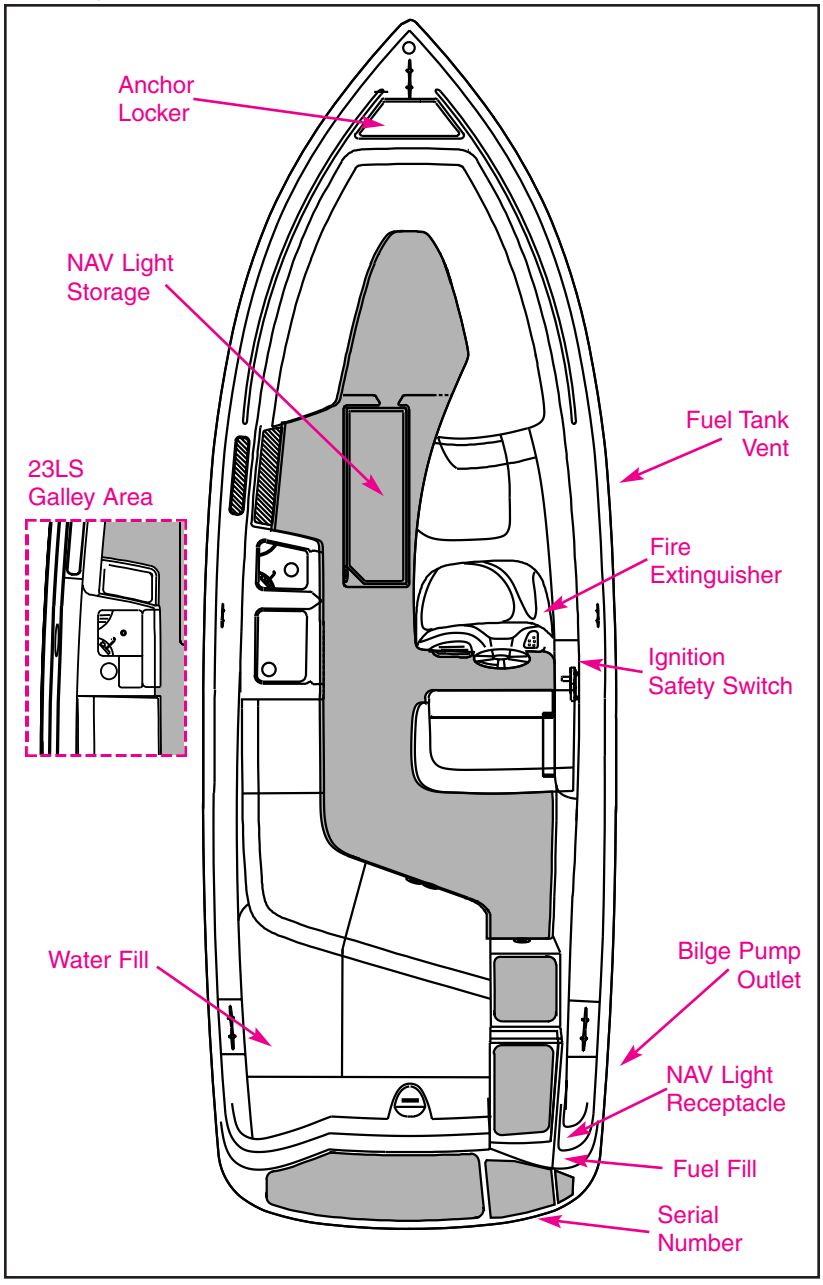
Model	Mfgr	Engine	Drive	Fuel system	std. ratio	Opt	php	Prop Dscpt	Mfg. part #
293	Merc	7.4L MPI	Bravo 1	Multi-Port	1.5	1.65	310		
293	Merc	7.4L MPI	Bravo 3	Multi-Port	2	2.20	310		
293	Merc	6.2	Bravo 1	Multi-Port	1.65	1.65	320		
293	Merc	6.2	Bravo 3	Multi-Port	2.2	2.43	320		
293	Merc	496 MPI	Bravo 1	Multi-Port	1.5	1.50	375		
293	Merc	496 MPI	Bravo 3	Multi-Port	1.81	2.20	375		
293	Merc	454 Mag MPI	Bravo 1	Multi-Port	1.50	1.65	385		
293	Merc	454 Mag MPI	Bravo 3	Multi-Port	2	2.20	385		
293	Merc	502 Mag MPI	Bravo 1	Multi-Port	1.5	1.65	415		
293	Merc	502 Mag MPI	Bravo 3	Multi-Port	1.81	2.20	415	22's	48-823663A6/64A6
293	Merc	496 HO MPI	Bravo 1	Multi-Port	1.50	1.50	425		
293	Merc	496 HO MPI	Bravo 3	Multi-Port	1.81	2.20	425		
293	Merc	Twin 3.0L	ALpha	2 BBL	2.00	2.40	135		
293	Merc	Twin 4.3L	ALpha	2 BBL	1.81	2.00	190		

(Continued on following page)

Model	Mfgr	Engine	Drive	Fuel system	std. ratio	Opt	php	Prop Dscpt	Mfg. part #
293	Merc	Twin 4.3L	Bravo 3	2 BBL	2.43	NA	190		
293	Merc	Twin 4.3LH	ALpha	4 BBL	1.62	1.81	205		
293	Merc	Twin 4.3LH	Bravo 3	4 BBL	2.20	2.43	205		
293	Merc	Twin 4.3L EFI	ALpha	Throttle-Body	1.62	1.81	210		
293	Merc	Twin 4.3L EFI	Bravo 3	Throttle-Body	2.20	2.43	210	26's	48-823667A6/68A6
293	Merc	Twin 5.0L	ALpha	2 BBL	1.62	1.81	220		
293	Merc	Twin 5.0L	Bravo 1	2 BBL	1.65	NA	220		
293	Merc	Twin 5.0L	Bravo 3	2 BBL	2.2	2.43	220		
293	Merc	Twin 5.0L EFI	ALpha	Throttle-Body	1.47	1.62	230		
293	Merc	Twin 5.0L EFI	Bravo 1	Throttle-Body	1.65	NA	230		
293	Merc	Twin 5.0L EFI	Bravo 3	Throttle-Body	2.20	2.43	230	28's	48-823669A6/70A6
293	Merc	Twin 5.7L	ALpha	2 BBL	1.47	1.62	250		
293	Merc	Twin 5.7L	Bravo 1	2 BBL	1.65	NA	250		
293	Merc	Twin 5.7L	Bravo 3	2 BBL	2.2	2.43	250		
293	Merc	Twin 5.7L EFI	ALpha	Throttle-Body	1.47	1.62	260		
293	Merc	Twin 5.7L EFI	Bravo 1	Throttle-Body	1.5	1.65	260	21" 4-blade R&L	48-13700A45/1A45
293	Merc	Twin 5.7L EFI	Bravo 3	Throttle-Body	2.2	2.43	260	28's	48-823669A6/70A6
293	Merc	T-350 Mag MPI	ALpha	Multi-Port	1.47	1.62	300		
293	Merc	T-350 Mag MPI	Bravo 1	Multi-Port	1.5	1.65	300	21" 4-blade R&L	48-13700A45/1A45
293	Merc	T-350 Mag MPI	Bravo 3	Multi-Port	2.00	2.20	300	28's	48-823669A6/70A6
293	Merc	6.2	Bravo 1	Multi-Port	1.65	1.65	320		
293	Merc	6.2	Bravo 3	Multi-Port	2.20	2.43	320	28's	48-823669A6/70A6
293	Merc	7.3D-Tronic	Bravo 3	Diesel	1.65	1.81	270		
293	Volvo	7.4Gi	DP	Multi-Port	1.95	2.32	310		
293	Volvo	5.7Gxi	SX	Throttle-Body	1.51	1.60	315		
293	Volvo	5.7Gxi	DP	Throttle-Body	1.95	1.95	315		
293	Volvo	8.1Gi	DP	Multi-Port	1.78	1.95	375		
293	Volvo	7.4GSi	DP	Multi-Port	1.78	1.95	385	F4	3851494-9
293	Volvo	8.2GSi	DP	Multi-Port	1.78	1.78	415	F5	3851495-6
293	Volvo	8.1GSi	DP	Multi-Port	1.78	1.78	420		
293	Volvo	KAD44EDC Dsl	DP	Diesel	1.68	1.78	243		
293	Volvo	Twin 4.3GS	SX	4 BBL	1.79	1.89	205		
293	Volvo	Twin 4.3GS	DP	4 BBL	2.32	NA	205		
293	Volvo	Twin 4.3Gi	SX	Throttle-Body	1.79	1.89	205		
293	Volvo	Twin 4.3Gi	DP	Throttle-Body	2.32	NA	205		
293	Volvo	Twin 5.0GL	SX	2 BBL	1.60	1.79	220		
293	Volvo	Twin 5.0GL	DP	2 BBL	1.95	2.32	220		
293	Volvo	Twin 5.0Gi	SX	Throttle-Body	1.60	1.79	250	21" SS R&L	3850302-5/318-1
293	Volvo	Twin 5.0Gi	DP	Throttle-Body	1.95	2.32	250	F6	3851496-4
293	Volvo	Twin 5.7GS	SX	2 BBL	1.51	1.60	250		
293	Volvo	Twin 5.7GS	DP	2 BBL	1.95	2.32	250	F7	3851497-2
293	Volvo	Twin 5.7GSi	SX	Throttle-Body	1.51	1.60	280		
293	Volvo	Twin 5.7GSi	DP	Throttle-Body	1.95	2.32	280	F7	3851497-2
293	Volvo	Twin 5.7Gxi	SX	Throttle-Body	1.51	1.60	315		
293	Volvo	Twin 5.7Gxi	DP	Throttle-Body	1.95	1.95	315		
293	Volvo	T-KAD32P Dsl	DP	Diesel	1.95	2.32	159		
293	Yanmar	6LP-DTZE	Bravo 1	Diesel			250		
293	Yanmar	6LP-DTZE	Bravo 3	Diesel			250		
293	Yanmar	6LP-DTZE	Bravo 1	Diesel			300		
293	Yanmar	6LP-DTZE	Bravo 3	Diesel			300		
293	Yanmar	Twin 4LHA-STZE	Bravo 1	Diesel			230		
293	Yanmar	Twin 4LHA-STZE	Bravo 3	Diesel			230		

LAYOUT AND SPECIFICATIONS

25LS Layout



23LS SPECIFICATIONS

Centerline	23' 2"	7.06 m
Beam	8' 6"	2.59 m
Dry Weight	3880 lbs.	1760 kg
Deadrise	20 deg.	20 deg
Draft(drive up)	17"	43 cm
Freeboard(fwd)	34"	86 cm
Freeboard(aft)	21"	53 cm
Transom Height	43"	109 cm
Bridge Clearance (w/o nav light)	54"	137 cm
Fresh Water Capacity	10 gal	37 l
Fuel Capacity	55 gal.	208 l
Capacity	11 persons	
Capacity by Weight	1700 lbs	771 kg

25LS SPECIFICATIONS

Centerline	25'	7.62 m
Beam	8' 6"	2.59 m
Dry Weight	4350lbs.	1973 kg
Deadrise	20 deg.	20 deg
Draft(drive up)	20"	50 cm
Freeboard(fwd)	41"	104 cm
Freeboard(aft)	26"	66 cm
Transom Height	48"	121 cm
Bridge Clearance (w/o nav light)	57"	144 cm
Fresh Water Capacity	10 gal.	37 l
Fuel Capacity	73 gal.	276 l
Capacity	11 Persons	
Capacity by Weight	1700 lbs	771 kg

CAPTAIN'S CHAIR ADJUSTMENT AND OPERATION

Your captain's chair has the flip-up position for greater visibility and maneuverability while docking. You can sit on the raised cushion or stand in front of the cushion.

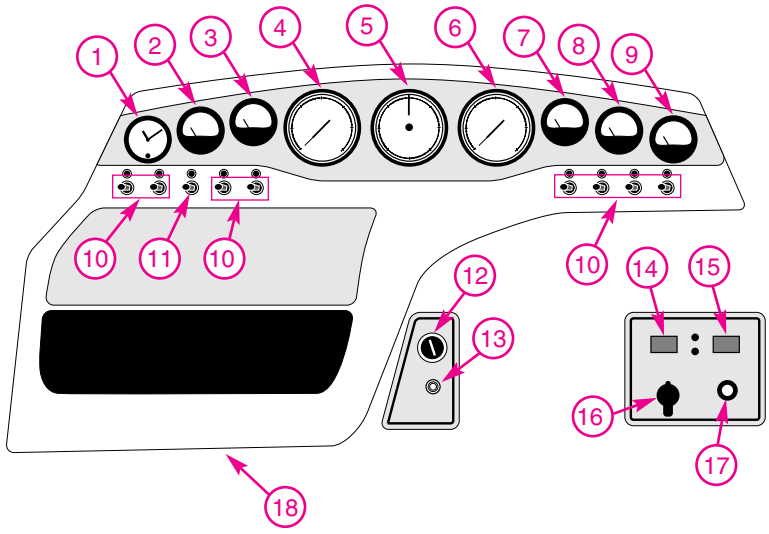
The chair is adjustable fore and aft. There is a handle on the inboard side of the mechanism that allows the seat to slide fore and aft.

WARNING ***DRIVING WHILE STANDING UP IS AN EXTREMELY HAZARDOUS PRACTICE. DO NOT DRIVE WHILE STANDING AT SPEEDS GREATER THAN "IDLE SPEED".***

CAUTION ***ALL SEATS MUST BE IN A LOCKED/SECURED POSITION WHILE THE BOAT IS UNDERWAY.***

INSTRUMENT PANEL

1. Clock
2. Fuel Gauge - shows approximate amount of fuel remaining in tank.



3. Voltmeter - shows the condition of charge in the battery. It only indicates while the ignition is in the "ON" position. With the engine at idle or not running, it may show as low as 10 to 12 volts. With the engine running at cruising speeds and above, it should show 12 to 14 volts.
4. Speedometer (Miles Per Hour)
5. Compass - Your Cobalt may be optionally equipped with a Faria Compass. The sensor is located in the ski storage locker and is adjustable. Please consult your Cobalt dealer for further information.
6. Tachometer - (Revolutions Per Minute)
7. Trim Gauge - Shows the position of the drive unit in reference to the bottom of the boat.
8. Temperature Gauge - Temperature may fluctuate slightly while running. Maximum temperature may vary depending on type of engine.

WARNING ***SHOULD WATER TEMPERATURE REACH 180 DEGREES FAHRENHEIT, YOUR ENGINE IS OVERHEATING AND SHOULD BE CHECKED IMMEDIATELY FOR PROBABLE CAUSE.***

9. Oil Pressure Gauge - Pressure can vary according to type of engine. It is normal for a hot engine to have low pressure at idle, (depending on type of oil, pressure may drop as low as 10 PSI at idle).

Please consult the engine owner's manual supplied with your boat concerning the oil pressure the engine in your boat should attain.

10. Two Position Switch - Controls equipment as labeled.
11. Three Position Exterior Light Switch NAV. position - navigation (running) lights, bow light and stern light. Center position - off. ANC. position - stern light only.

WARNING ***NEVER OPERATE YOUR BOAT AT NIGHT WITHOUT ALL OF THE REQUIRED LIGHTS OPERATING. MAKE SURE LIGHTS ARE NOT BLOCKED BY CANVAS OR OTHER OBSTACLES.***

12. Ignition Key Switch
13. Horn Button - The horn, itself, is located under the deck.
14. Water Temperature Gauge - Indicated outside water temperature. Most accurate when engine is off.
15. Depth Sounder - Your Cobalt is equipped with a Humminbird Depth Sounder. Included in your owner's packet are the instructions pertaining to the operation of this unit. Consult your Cobalt Dealer for further information.
16. 12 VDC Receptacle
17. Dimmer Switch - Your Cobalt may be equipped with a dimmer switch which controls the intensity of the dash lights including the compass light.
18. Circuit Breakers - Push to reset if necessary. If the button continues to pop out, consult your Authorized Cobalt Dealer.

BOARDING LADDER

THIS LADDER MUST ONLY BE USED WHILE ENGINE IS OFF. (See warning label section). Be sure ladder is raised and secured prior to starting engine. Caution should be used while using this ladder.

Folding ladder is covered by ladder lid. Lift ladder lid to access ladder. Lift up on front of ladder to place overboard and unfold to full length. Use caution to prevent pinching fingers when stowing ladder.

DANGER ***DO NOT USE BOARDING LADDER WHILE ENGINE IS RUNNING. CAUTION: THE STERN DRIVE UNIT HAS MANY SHARP EDGES, ESPECIALLY THE PROPELLER. EXERCISE CAUTION WHEN NEAR THE STERN DRIVE UNIT. ALWAYS MAKE SURE THE BOARDING LADDER IS PROPERLY STOWED AND THERE IS NO ONE IN THE AREA BEHIND THE BOAT BEFORE STARTING THE ENGINE AND ENGAGING THE SHIFT MECHANISM.***

HEAD COMPARTMENT

1. Make sure the head compartment door assembly is closed and latched while the boat is underway. Do not allow to swing freely.
2. For operation of the porti potti, electric head, pump out or macerator, please check the manuals supplied in your owner's packet.

REFRIGERATOR - 25LS ONLY - OPTIONAL

The refrigerator receives it's power from the ship's electrical system (12 VDC). Inside the refrigerator is the thermostat control. The dash switch marked refrigerator must be turned on as well.

FRESH WATER SYSTEM

Your Cobalt is equipped with a 10-gallon capacity water system. The system is operated by a 12 VDC water pump located in the engine compartment. It is necessary for the ship's batteries to be turned on for the water system to operate. Consult your Cobalt Dealer for winterization requirements.

To clean water tank, the manufacturer recommends inserting 1/4 cup of baking soda into the tank and allowing tank to stand for one day, then flush the tank twice. If this does not work replace baking soda with 2 tablespoons of bleach and repeat procedure.

PROPELLERS - GENERAL

Nothing is more important to the proper performance of your boat than the condition of the propeller(s). Even minor damage (often invisible to the naked eye) can adversely affect the boat's performance. Common symptoms of damage to propellers are a sudden drop in RPM, vibration or sudden loss of speed.

A propeller is measured by two dimensions: 1) the diameter; and, 2) the pitch. The diameter is determined by measuring the distance from the center of the propeller to the tip of one blade and multiplying that figure by two. Pitch is expressed in the number of inches a prop will advance in a solid medium in one revolution.

Operational characteristics of your boat, including its speed, may change due to several factors: atmospheric conditions; additions of extra equipment and accessories or passengers; marine growth on the bottom; and, engine condition. Other factors include damage to the prop(s), tides, water temperature and direction of wind. Some of these factors are directly correctable by repair or maintenance. Others are beyond human control.

INCORRECT PROPELLER APPLICATION CAN CAUSE ADVERSE HANDLING CHARACTERISTICS. DO NOT CHANGE TYPE OR SIZE OF PROPELLER WITHOUT CONSULTING YOUR COBALT DEALER!

STAINLESS STEEL

Some Cobalts are standard equipped with stainless propellers. In this instance, do not substitute aluminum propellers. Adverse handling and top speed characteristics may be experienced.

PULLING POWER

If you need extra pulling power, you can obtain this by decreasing the pitch of your propeller(s) by two degrees. This will not endanger the engine or drive unit as long as the manufacturer's recommended top RPM's are not exceeded.

PROPELLER APPLICATION CHART - 23LS

Model	Mfgr	Engine	Drive	Fuel system	std. ratio	Option	php	Prop Dscpt	Mfg. part #
23LS	Merc	5.0L	Bravo 1	2 BBL	1.65	1.65	220		
23LS	Merc	5.0L	Bravo 3	2 BBL	2.20	2.43	220		
23LS	Merc	5.0L EFI	ALpha	Throttle-Body	1.47	1.62	240		
23LS	Merc	5.0L EFI	Bravo 1	Throttle-Body	1.65	1.65	240		
23LS	Merc	5.0L EFI	Bravo 3	Throttle-Body	2.20	2.43	240		
23LS	Merc	5.7L	ALpha	2 BBL	1.47	1.62	250		-
23LS	Merc	5.7L	Bravo 1	2 BBL	1.65	1.65	250		
23LS	Merc	5.7L	Bravo 3	2 BBL	2.20	2.43	250	24's	48-823665A6/66A6
23LS	Merc	5.7L EFI	ALpha	Throttle-Body	1.47	1.62	260	15 1/4 x 15	48-78116A45
23LS	Merc	5.7L EFI	Bravo 1	Throttle-Body	1.65	1.65	260	15 1/4 x 19 RH	48-13700A45
23LS	Merc	5.7L EFI	Bravo 3	Throttle-Body	2.20	2.43	260	28's	48-823669A6/70A6
23LS	Merc	350 Mag MPI	ALpha	Multi-Port	1.47	1.62	300		
23LS	Merc	350 Mag MPI	Bravo 1	Multi-Port	1.50	1.65	300	15 1/4 x 19 RH	48-13700A45
23LS	Merc	350 Mag MPI	Bravo 3	Multi-Port	2.00	2.20	300	26's	48-823667A6/68A6
23LS	Merc	7.4L MPI	Bravo 1	Multi-Port	1.50	1.65	310	14 1/4 x 21 RH	48-1370245
23LS	Merc	7.4L MPI	Bravo 3	Multi-Port	2.00	2.20	310	28's	48-823669A6/70A6
23LS	Merc	6.2 MX MPI	Bravo 1	Multi-Port	1.65	1.65	320		
23LS	Merc	6.2 MX MPI	Bravo 3	Multi-Port	2.20	2.43	320	26's	48-823667A6/68A6
23LS	Merc	496 MPI	Bravo 1	Multi-Port	1.50	1.50	375	14 5/8 x 23 RH	48-13704A41
23LS	Merc	496 MPI	Bravo 3	Multi-Port	1.81	2.20	375	26's	48-823667A6/68A6
23LS	Merc	454 Mag MPI	Bravo 1	Multi-Port	1.50	1.65	385	14 5/8 x 23 RH	48-13704A41
23LS	Merc	454 Mag MPI	Bravo 3	Multi-Port	1.81	2.20	385	26's	48-823667A6/68A6
23LS	Merc	502 Mag MPI	Bravo 1	Multi-Port	1.50	1.65	415	14 1/4 x 25 RH	48-13706A45
23LS	Merc	502 Mag MPI	Bravo 3	Multi-Port	1.81	2.20	415	28's	48-823669A6/70A6
23LS	Merc	496 HO MPI	Bravo 1	Multi-Port	1.50	1.50	425		
23LS	Merc	496 HO MPI	Bravo 3	Multi-Port	1.81	2.20	425		
23LS	Volvo	5.0GL	SX	2 BBL	1.60	1.79	220	15 x 17	3850300-9
23LS	Volvo	5.0GL	DP	2 BBL	1.95	2.32	220	F5	3851495-6
23LS	Volvo	5.0Gi	SX	Throttle-Body	1.60	1.79	250		
23LS	Volvo	5.0Gi	DP	Throttle-Body	1.95	2.32	250	F6	3851496-4
23LS	Volvo	5.7GS	SX	2 BBL	1.51	1.60	250		
23LS	Volvo	5.7GS	DP	2 BBL	1.95	2.32	250	F5	3851495-6
23LS	Volvo	5.7GSi	SX	Throttle-Body	1.43	1.60	280	14 1/4 x 21 RH	3850302-5
23LS	Volvo	5.7GSi	DP	Throttle-Body	1.78	1.95	280	F6	3851496-4
23LS	Volvo	7.4Gi	SX	Multi-Port	1.43	1.60	310		
23LS	Volvo	7.4Gi	DP	Multi-Port	1.78	1.95	310	F6	3851496-4
23LS	Volvo	5.7Gxi	SX	Throttle-Body	1.51	1.51	315		
23LS	Volvo	5.7Gxi	DP	Throttle-Body	1.95	1.95	315	F6	3851496-4
23LS	Volvo	8.1Gi	DP	Multi-Port	1.78	1.78	375	F7	3851497-2
23LS	Volvo	7.4GSi	DP	Multi-Port	1.78	1.95	385	F6	3851496-4
23LS	Volvo	8.2GSi	DP	Multi-Port	1.78	1.78	415		
23LS	Volvo	8.1GSi	DP	Multi-Port	1.78	1.78	420		
23LS	Yanmar	4LHA-STZE	Bravo 1	Diesel			230		
23LS	Yanmar	4LHA-STZE	Bravo 3	Diesel			230		

PROPELLER APPLICATION CHART - 25LS

Model	Mfgr	Engine	Drive	Fuel system	std. ratio	Option	php	Prop Dscpt	Mfg. part #
25LS	Merc	5.7L	ALpha	2 BBL	1.47	1.62	250		
25LS	Merc	5.7L	Bravo 1	2 BBL	1.65	1.65	250		
25LS	Merc	5.7L	Bravo 3	2 BBL	2.20	2.43	250		
25LS	Merc	5.7L EFI	ALpha	Throttle-Body	1.47	1.62	260		
25LS	Merc	5.7L EFI	Bravo 1	Throttle-Body	1.65	1.65	260		
25LS	Merc	5.7L EFI	Bravo 3	Throttle-Body	2.20	2.43	260	24's	48-823665A6/66A6
25LS	Merc	350 Mag MPI	ALpha	Multi-Port	1.47	1.62	300		
25LS	Merc	350 Mag MPI	Bravo 1	Multi-Port	1.50	1.65	300		
25LS	Merc	350 Mag MPI	Bravo 3	Multi-Port	2.20	2.43	300	28's	48-823669A6/70A6
25LS	Merc	7.4L MPI	Bravo 1	Multi-Port	1.50	1.65	310	15 1/4 x 19 RH	48-13700A45
25LS	Merc	7.4L MPI	Bravo 3	Multi-Port	2.00	2.20	310	26's	48-823667A6/68A6
25LS	Merc	6.2	Bravo 1	Multi-Port	1.65	1.65	320		
25LS	Merc	6.2	Bravo 3	Multi-Port	2.20	2.43	320	26's	48-823667A6/68A6
25LS	Merc	496 MPI	Bravo 1	Multi-Port	1.50	1.50	375		
25LS	Merc	496 MPI	Bravo 3	Multi-Port	1.81	2.20	375		
25LS	Merc	454 Mag MPI	Bravo 1	Multi-Port	1.50	1.65	385	14 1/4 x 21 RH	48-1370245
25LS	Merc	454 Mag MPI	Bravo 3	Multi-Port	1.81	2.20	385	26's	48-823667A6/68A6
25LS	Merc	502 Mag MPI	Bravo 1	Multi-Port	1.50	1.65	415	14 5/8 x 23 RH	48-13704A45
25LS	Merc	502 Mag MPI	Bravo 3	Multi-Port	1.81	2.20	415	28's	48-823669A6/70A6
25LS	Merc	496 HO MPI	Bravo 1	Multi-Port	1.50	1.50	425		
25LS	Merc	496 HO MPI	Bravo 3	Multi-Port	1.81	2.20	425	26's	48-823667A6/68A6
25LS	Merc	500 EFI	B-1 XZ	Multi-Port	1.50	1.50	470	14 5/8 x 23 RH	48-13704A45
25LS	Volvo	5.7GS	SX	2 BBL	1.50	1.60	250		
25LS	Volvo	5.7GS	DP	2 BBL	1.95	2.32	250		
25LS	Volvo	5.7GSi	SX	Throttle-Body	1.43	1.60	280		
25LS	Volvo	5.7GSi	DP	Throttle-Body	1.95	1.95	280	F6	3851496-4
25LS	Volvo	7.4Gi	SX	Multi-Port	1.43	1.60	310		
25LS	Volvo	7.4Gi	DP	Multi-Port	1.78	1.95	310	F5	3851495-6
25LS	Volvo	5.7Gxi	SX	Throttle-Body	1.51	1.60	315		
25LS	Volvo	5.7Gxi	DP	Throttle-Body	1.95	1.95	315	F6	3851496-4
25LS	Volvo	8.1Gi	DP	Multi-Port	1.78	1.95	375	F7	3851497-2
25LS	Volvo	7.4GSi	DP	Multi-Port	1.78	1.95	385	F6	3851496-4
25LS	Volvo	8.2GSi	DP	Multi-Port	1.78	1.78	415	F7	3851497-2
25LS	Volvo	8.1GSi	DP	Multi-Port	1.78	1.78	420		
25LS	Yanmar	4LHA-STZE	Bravo 1	Diesel			230		
25LS	Yanmar	4LHA-STZE	Bravo 3	Diesel			230		

SERVICE LOG

DATE	HOUR METER	SERVICE PERFORMED

Date	Hour Meter	Service Performed

DATE	HOUR METER	SERVICE PERFORMED

Date	Hour Meter	Service Performed

DATE	HOUR METER	SERVICE PERFORMED

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