WELCOME

Dear New Cobia Owner,

On behalf of Cobia Boats, I would like to congratulate you on your purchase. We at Cobia strive to build the best products possible and wish you years of trouble free enjoyment. There are many things to know about the operation, care and maintenance of our products and the systems we install in them. Please review all the applicable information for your new boat. The more you know, the more you will enjoy your new Cobia. Again, a heartfelt Thank You from myself and the whole Cobia Family.

COBIA

Maverick Boat Company, Inc. • 3207 Industrial 29th St. • Fort Pierce, Florida 34946 • (772)-465-0631 or (888)-shallow • Fax: (772) 489-2168

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344 SPECIFICATIONS

L.O.A.	34’ 04”
BEAM	11’ 02”
DRAFT	24”
WEIGHT W/O ENGINE	8,600 LBS.
FUEL CAPACITY	320 GAL.
DEADRISE @ TRANSOM	21.6 DEG
MAXIMUM H.P.	900 HP
TRANSOM HEIGHT	30”CENTER, 26”OUTBOARD

BOATING SAFETY CHECKLIST

*******PRE OPERATION CHECK LIST*******

(we recommend that you remove the checklist and store at the helm station)

Boating Safety Checklist

MUST HAVE ITEMS As Required By Regulation

Personal Flotation Devices (Life Jackets)

- ☐ Type I, II, III, or V (Wearable) For **each person on-board**
- ☐ One Type IV (Throwable) Not Required on Non-Powered boats under 16'

Fire Extinguishers

Choose One	Boat Length	Boats w/out Fixed System		Boats w/ Fixed System
☐	<26'	1 Size BI	- OR -	Fixed System
☐	26 - <40'	2 Size BI*	- OR -	Fixed System + 1 Size BI
☐	40 - 65'	3 Size BI*	- OR -	Fixed System + 2 Size BI*

* One Size BII may be substituted for Two Size BI Extinguishers

Visual Distress Signals (VDS)

Choose One

- ☐ Combination Day/Night VDS (Flares or Flare Gun)
- ☐ Daytime VDS (Flags, Smoke Signal) AND Nighttime VDS (Automated SOS Light)

Sound Signals

- ☐ Horn or Whistle
- ☐ Bell (Not required for vessels under 12m)

Ventilation (Boats with Gasoline Systems)

- ☐ Natural Ventilation
- ☐ Powered Ventilation

Backfire Flame Control

- ☐ Backfire Flame Arrestor (Gasoline Engines except outboards)

* The above represents minimum USCG Safety Requirements on-board vessels.
* Other requirements may be necessary to comply with state laws.
* For Fire Extinguishers on Vessels over 65' refer to 33CFR 25.30-20 or ABYC A-4.

ABYC Boating Safety... Built In

YOUR BOATING DOLLARS AT WORK

Boating Safety Checklist
Recommended Items

Items in Red May be Required in Some States

Boats on Inland Waters

- ☐ First Aid Kit
- ☐ Anchor with Sufficient Line
- ☐ Boating Safety Education/ Certificate
- ☐ Watersports Flag (Skier Down/Diver Down Flag)
- ☐ Bailing Device
- ☐ Sun Protection
- ☐ Alternate Propulsion (Paddles, Oars)

Boats on Nearshore Waters

- ☐ VHF Radio
- ☐ GPS/Chartplotter
- ☐ Float Plan
- ☐ Extra Food & Water
- ☐ Spare Tool Kit
- ☐ Compass
- ☐ Charts
- ☐ Depth Finder

Boats on Offshore Waters

- ☐ EPIRB
- ☐ Life Raft
- ☐ Searchlight
- ☐ Radar Reflector
- ☐ List of CPR Instruction
- ☐ Shore Landing Craft (Tender)
- ☐ Man-Overboard Recovery Gear
- ☐ Weather Information System
- ☐ Radio Direction Finder
- ☐ Long Range Communications Gear
- ☐ AIS
- ☐ Sea Drogue
- ☐ Safety Knife
- ☐ Radar

Miscellaneous Items

- ☐ Heaving Line
- ☐ Spare Keys
- ☐ Extra Engine Oil
- ☐ Storm Sails
- ☐ Spare Propeller
- ☐ Masks & Fins (For Clearing Props)
- ☐ Handheld Lead-line
- ☐ Carbon Monoxide Detector
- ☐ Strobe Light
- ☐ Boat Hook/Pole
- ☐ Extra Clothing
- ☐ Marine Hardware

River Waters ☐ Helmet ☐ Throw Bag

* This is not intended to be an all-inclusive list but rather a baseline of items to make your boating adventure safe and fun

abycinc.org/mobileapps

ENGINES

Engine Break-In Period

New engines require a period of break-in to allow the surfaces of the moving parts to mate evenly. Different engines require different break-in periods and methods. For instructions on break in methods, refer to your Yamaha Engine Owner's Manual for the correct break-in procedures and times for your model engines.

Engine Stop Switch

If activated, the spring loaded engine stop switch will automatically shut down the engine during emergency situations to prevent uncontrolled or unattended operation. Certain emergency conditions (e.g., turbulent water, wakes, unanticipated movement) may impair a person's ability to operate the craft safely. The switch, located on the helm, must have the safety lanyard attached at its base. This activates the protective shutdown circuitry.

Securely attach the other end of the lanyard to the operator of the boat. If the operator moves, falls or is at an unsafe distance from the steering wheel, tension on the lanyard will pull it from the switch. When the lanyard is removed, the engine stop switch is released and automatic engine shutdown occurs.

Engine stop switch (above)

Engine Stop Switch

DANGER

An engine stop switch system that is not used or does not function properly can cause death or serious injury. DO NOT operate the boat if the engine stop switch system does not function properly. Go to a Cobia Dealer to have this resolved immediately

<u>The lanyard should be securely attached to the boat operator at all times that the engine is on.</u>

SWITCH AND INSTRUMENT PANEL

Switch Panel & Helm

At the helm of your Cobia, you have a main switch panel, which is located above the engine starter buttons. This panel controls your lights, horn, accessories, livewell, and your bilge. When a button is in the "on" position, it is illuminated. This alerts you that the associated accessory should be functioning and also reminds you to turn it off during boat shutdown. When the "NAV" light switch is in the "on" position, the labels for the switches will be illuminated. To the left of the throttle you have your two trim tab switches. (Refer to page 22 for trim tab for operation.)

Helm Station

Compass

Command Link Plus Display

Command Link Plus Display come standard on your new Cobia is are an upgrade from the Command Link gauges. The Command Link Plus Display allows access to more information on a single display. Displays are user-selectable so you can choose the functions displayed and in what order. Refer to your yamaha owners manual for operation and available features.

Twins

Triple

FUEL-WATER

Fuel-Water Separator

Yamaha Fuel - Water Separators are installed between the fuel tank and engines on the 344. The new, improved 10-micron filters provide superior filtration ahead of the engine's onboard filters and injectors. Large filtering and water capture areas maximize filtration while maintaining adequate flow rate for larger engines.

Filter Access Panel

Each engine's fuel separator can be checked by unscrewing the canister from the mounting bracket and dumping it into an approved waste collection device. If there appears to be an excessive amount of water, the filter component should be replaced. See your authorized Cobia Dealer for replacement parts.

Fuel/Water Separator

The micron filters and heads are pictured to the right . They are mounted inside an access panel located on the starboard side of the bilge access hatch. The fuel system primer bulbs are located next to each filter. (Refer to page 14 for more information on the fuel system.)

Maintenance Note

Yamaha recommends replacing the 10- micron fuel filter on new boats after the first 10 hours or 1 month of operation and every 50 hours or every 6 months thereafter. In areas of high humidity where water in fuel supplies is a problem or extensive engine operation occurs, more frequent replacement may be necessary.

Garboard Drain Plug

The garboard drain plug is the small metal plug located at the lowest point on the hull, at the bottom of the transom right above the keel. The drain has been designed so that it can be loosened by hand while the hull is out of the water for draining. This allows the plug to stay in contact with the surrounding frame so you'll never misplace or lose it. You can completely remove the insert by pulling back and continue turning in a counter clockwise motion. It is manufactured with a rubber seal in place to ensure you bilge is watertight. Always make sure before putting the boat in the water that this plug is hand tightened firmly. Excess water in the bilge may be an indication of a problem with this plug or the automatic bilge pump. Refer to page 6 of this Owner's Manual for information on your boats bilge system.

BILGE

Bilge

The bilge of your Cobia should always be checked before and after a launch. While checking the bilge, note that a small amount of water in the bilge is normal. However, a large amount of water or any signs of fuel or oil requires immediate attention. **If such a situation exists, the boat should be taken to a certified marine technician immediately. Never pump fuel or oil overboard while your boat is in the water.**

Large quantities of water in the bilge may be an indication of a leak or that the bilge pump and/or automatic float switch is not functioning properly due to a jam, clog or electrical issue. The automatic float switches are wired to the hot side of the battery switch through the “BILGE” fuse at the battery switch panel. When functioning properly, the float switch activates the bilge pump to pump water overboard once water in the bilge reaches a level that submerges the switch.

Automatic Float Switches

If your bilge pump does not come on when the float switch is submerged or lifted to stimulate being submerged, attempt to manually turn on the bilge pump on your switch panel. If the bilge pump comes on and evacuates the water, it is likely that the float switch is not functioning properly. If the bilge pump does not come on via the switch panel, check the breaker panel inside the console to see if the breaker has been tripped (for additional information see breaker panel on page 35). If the breaker has been tripped, reset it by pressing the breaker button, and turn the switch on again, listening for the bilge pump to turn on.

If the bilge pump fails to turn on, turn the battery switch to the OFF position, then unhook the bilge pump from its cradle by pressing the locking tab and twist the motor housing counter-clockwise. You will feel the pump release from the cradle. The entire bilge pump and wiring should release from the cradle. After removing the pump, check the underside and impeller areas for miscellaneous items that might clog the pump. If any obstructions are present remove the debris and set the pump back into the cradle. Once set back in the cradle, press the pump down on the base then twist until the lock button snaps it into place. Once this is completed you can try to turn the pump on again.

If the bilge pump still does not turn on, it likely needs to be replaced. It is not recommended to use your boat if the bilge pump and/or float switch are not functioning properly.

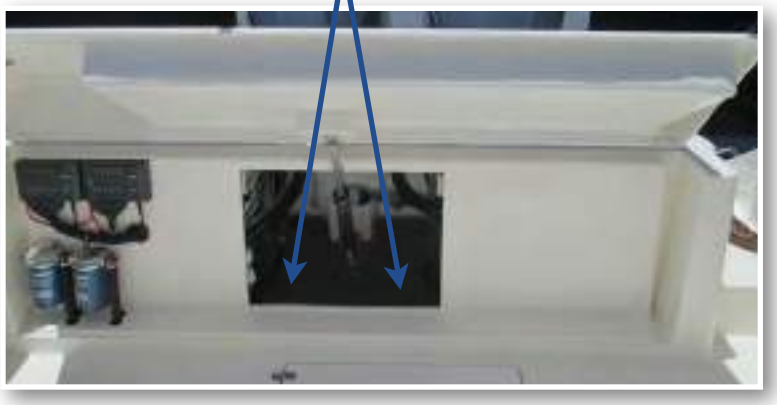
BILGE ACCESS

Bilge Access

Accessing the bilge in the 344 is made easy. First, locate the controls for the electronic lift assist, labelled “hatch”, mounted on the starboard side of the tackle center. Next, press and hold the top button on the controls. This will cause the aft section to lift revealing the bilge access. To lower the aft section simply press and hold the bottom button on the control panel until the aft section is back into original position. Remember the electronic lift assist operates using the house battery system.

Hatch Control

Bilge Pumps

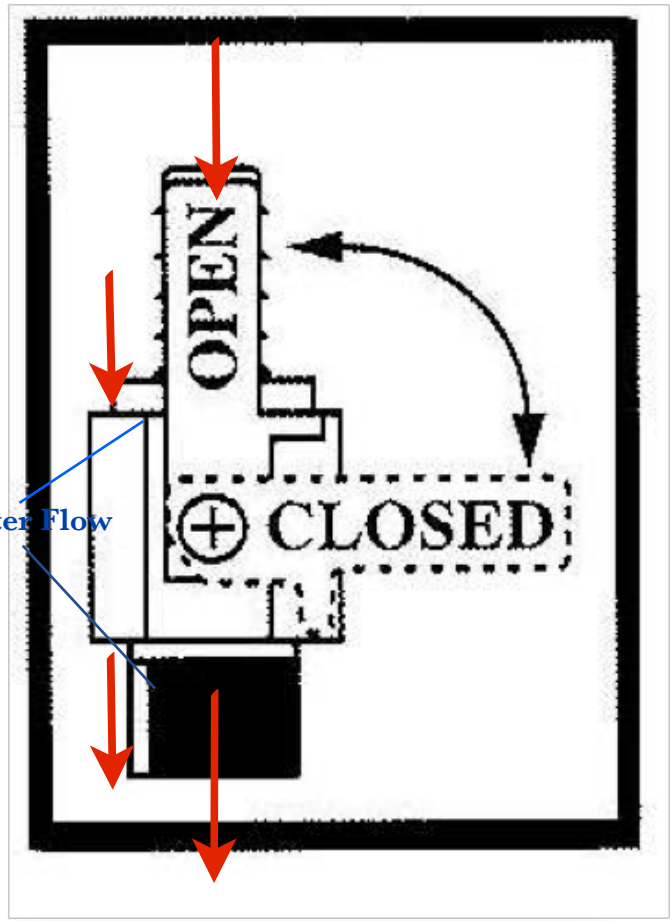


Bilge Access Open

SYSTEMS

Ball Valves

Ball valves can be used to serve several purposes. They allow seawater to enter the boat, in the case of livewells, and they also act as a safeguard to stop water from entering. To tell which position a ball valve is in, open or closed, look at the valve and determine the direction of flow. When the ball valve handle is in the same position as the direction of flow, the valve is in the “OPEN” position. When the ball valve handle appears to cross the direction of flow, the valve is in the “CLOSED” position. The ball valves can be accessed in the bilge compartment behind the aft seating.



344 Deckdrain System

The deck drain system is equipped with 1 1/2” thru hull fittings through the aft port and starboard hull sides. These fittings have to be installed lower than the drains in the cockpit floor so that gravity will allow the cockpit to drain free of water. This puts these fittings very close to the water line of the hull. These drains are rigged with ball valves that can be opened and closed to control the flow of water. In the open position, these ball valves will allow water to flow freely from the cockpit, thus making the boat “self-bailing”. When closed, no water will be allowed to travel to or from the cockpit.

344 Livewell Pump Assembly

The livewell pump assembly is composed of a scoop strainer mounted to the bottom of the hull, a thru hull fitting, ball valve assembly, and the pump. As you can see, the ball valve assembly is in the “OPEN” position. This is the correct position for the operation of the livewell system.

THE LIVEWELL PUMP ASSEMBLY IN THE “OPEN” POSITION

HEAD OPERATION

Head Unit

Inside the console is the head unit. There are steps that lead into the head unit which houses an electric head, fresh water sink, with spray nozzle for rinsing off, switch panel for flushing head and on-off switch for the macerator. There is a DC breaker panel inside (See page 35) and also two opening port hole windows. There is also access to the macerator, y-valve, water intake and discharge for the toilet and holding tank, and another access to the forward bilge. (Refer to pages 11-12 for more information on how to operate the full head system.)

Head Console Access

China Head

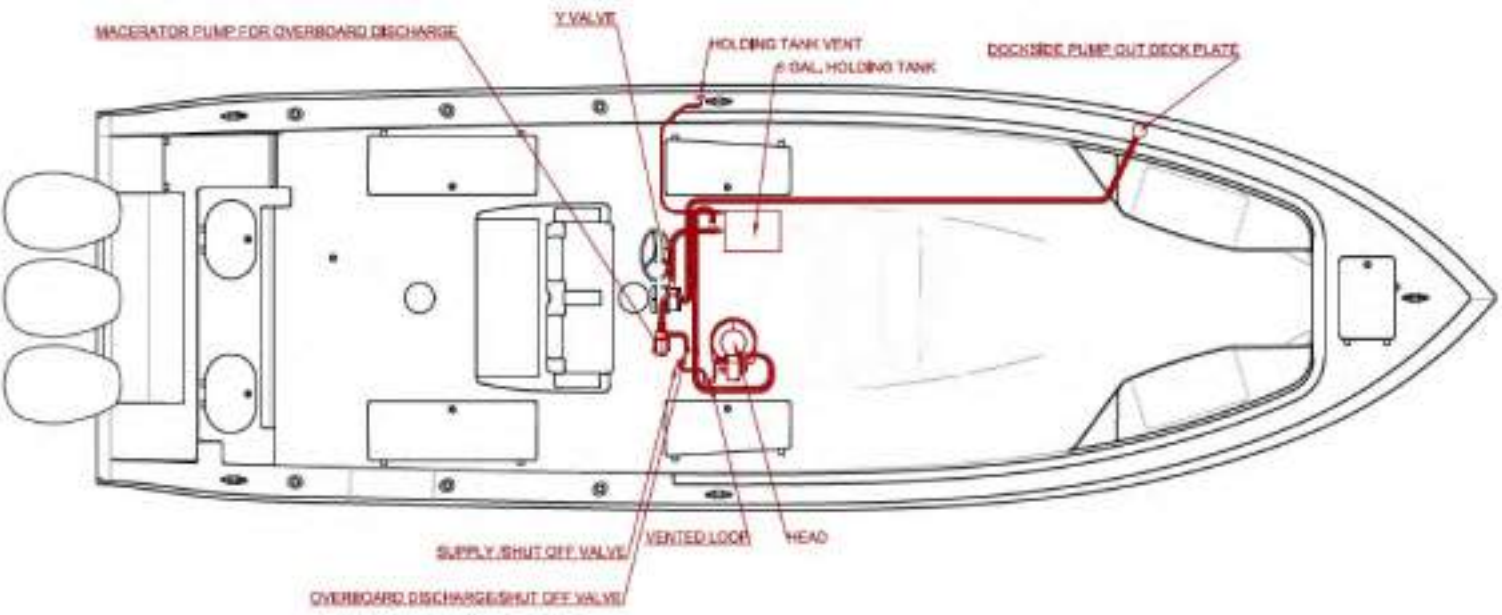
Access to Forward Bilge Assembly

ELECTRIC HEAD

Electric Head

The macerator is to be used only with direct discharge. Do not use macerator for dockside pump out of the holding tank. To flush the head, make sure the intake valve is in the open position. The intake valve is located in the forward bilge access in the console on the aft bulkhead. This supplies your head with the water it will need to operate correctly. Then press the toilet switch and the waste is pushed into the holding tank. The macerator has nothing to do with the flushing of the toilet. The macerator is only used for overboard discharge while outside the legal dumping limits. To discharge outside legal limits, open the thru hull discharge valve located directly across from the intake valve located in the forward bilge access, turn the Y-Valve to the direction of the macerator, and flip macerator switch to the “ON” position. The Y-Valve is also located in the forward bilge access.

Head System Diagram



Electric Head (cont.)

Electric Head Continued

The Jabsco Y-Valve is designed to provide flexibility of onboard waste management by diverting waste either to the dockside pump-out fitting or directly overboard where legal to do so. Check local and Federal regulations to determine where direct overboard discharge of untreated waste is permitted.

Some near shore areas and inland areas are designated as "No-Discharge Zones" where the discharge of any onboard waste, even treated waste is strictly prohibited. **Many of these areas require a waste retention system that can be positively secured in an onboard retention mode.**

The Jabsco Y- Valve accommodates this requirement by providing the ability to add a padlock that secures the selector handle in either direction to ensure waste is directed to an onboard holding tank. The Y-Valve may also be used to direct waste from a holding tank to a waste deck plate for removal by a dockside pump-out facility.

Toilet & Macerator Switch Located on the Starboard Aft Wall of the Console

Macerator Used for Pumping Direct Overboard Discharge

Y-Valve Used to Direct Waste Discharge

Ladder and Props

Stainless Boarding Ladder

This Cobia model comes standard with a telescoping stainless steel boarding ladder integrated into the port aft platform area. This provides a stepping area while the ladder is in the up position as shown below. Once the ladder is down and in the extended position, close the lid cover for safe and secure entry and exit via the ladder.

DANGER

No passenger should attempt to enter or exit the boat by the ladder or by any other means while the engine is on.

Props

Prop selection on your Cobia is determined by your local Cobia Dealer, but all props are based on recommendations from Cobia Boat Company and Yamaha Marine in order to give your boat maximum overall performance. The needs of your prop will determine the prop design and size that best fits your performance requirements.

Always inspect the engine and prop prior to launching your boat with the engine off. Key prop issues include tangled fishing line or other types of debris, cracked blades or fluid leaking out of the seal. Look for fishing line tangled around the prop or lower unit seal. **Consult your Yamaha's Owner's Manual to address these issues.**

FUEL SYSTEM

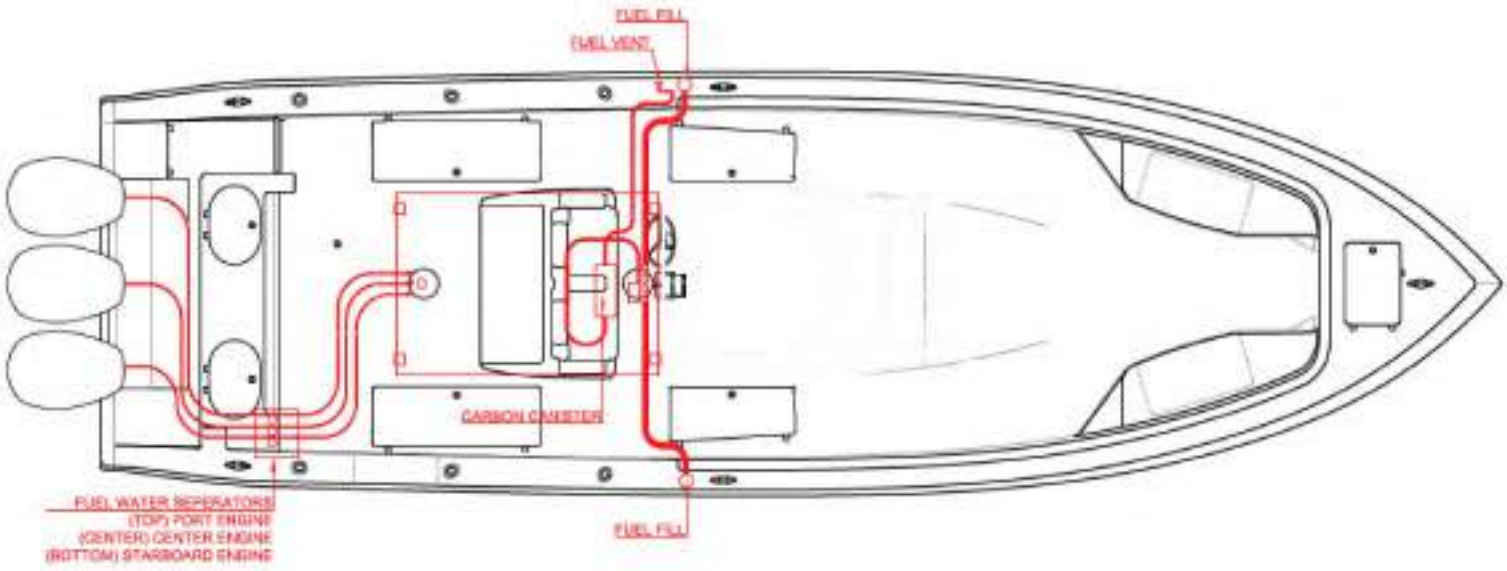
FUEL SYSTEM

The Cobia 344 CC comes equipped with a 320 gallon fuel cell stationed below the leaning post between the stringer system. There are two fuel fill receptacles, one on the port gunnel and one on the starboard gunnel. Every fuel tank is pressure tested at the factory before and after installation. Should you experience any fuel related problems or suspect problems with the fuel system, immediately take your boat to a Cobia Dealer. The primer bulbs are located by the transom gate inside the starboard access hatch.

DANGER

CAUTION—Do not smoke while filling the tank. Be sure to turn off the engines and all electrical equipment when fueling the boat to prevent accidental discharges of static electricity. Use only the recommended gasoline (see Yamaha's Owner's Manual). Do not use fuels with alcohol or alcohol

FUEL SYSTEM DIAGRAM

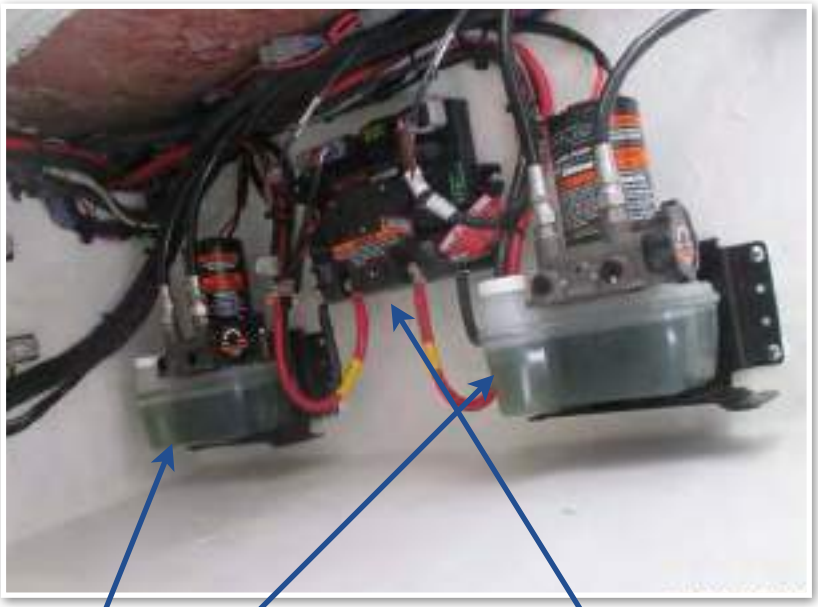


STEERING

Optimus Electronic Power Steering

The key components to the Optimus Electronic Power Steering System (EPS) are the patented Optimus EPS electronic helm that connects via CAN Bus to a Pump Control Module (PCM) that operates individual hydraulic pumps. The pumps are connected to specially engineered electro-hydraulic "SmartCylinders" that control individual movement of the outboard engines. The Optimus EPS system replaces the traditional hydraulic steering system without the need for tie bars. Both the Pump Control Module and the hydraulic pumps can be found in the in floor lazarette mounted on the starboard wall.

*****FOR ADDITIONAL INFORMATION REGARDING OPTIMUS ELECTRONIC POWER STEERING SEE SEASTAR OWNERS MANUAL LOCATED IN OWNERS BAG*****



Hydraulic Pump

Pump Control Module

STEERING

Optimus Joystick Control System (Optional)

Optimus 360 by SeaStar uses state-of-the-art electronics to provide easy 360-degree maneuvering capabilities when docking, negotiating crowded areas or loading a vessel onto a trailer. Even novice boaters using the Optimus 360 Joystick Control System can confidently move the boat forward, backwards, diagonally, rotate it on its own axis, or even move sideways to accomplish tricky docking maneuvers. As the operator easily moves the joystick, the SmartCylinders respond instantly to independently steer each outboard, engage forward/neutral/reverse gears and apply throttle as needed to move the boat exactly where the operator wants it to go. The joystick control in located on the starboard side of the helm.

<u>FOR ADDITIONAL INFORMATION SEE SEASTAR OWNERS MANUAL LOCATED IN OWNERS BAG</u>

Optimus Joystick Control

Self-Bailing Cockpit & Livewell

Self Bailing Cockpit

The cockpit is designed to be self-bailing, meaning that all the water that comes into the cockpit will be directly drained overboard. This keeps the boat from acquiring standing water and allows the boat to drain at all times, including while the boat is docked.

Water drains out of the cockpit through two aft cockpit drains located at the far aft cockpit floor on both the port and starboard sides. Each side drains overboard through the side of the hull independently. None of this water is drained into the bilge. Refer to page 9 for operation of the ball valve associated with this system. The ball valves are located behind the aft seating.

The bilge is designed to drain any water entering the inside of the hull. All hoses are sealed and double clamped during construction. Continuous or periodic running of the automatic bilge pump may be an indication of a hose leak or break in a seal, and should be investigated by a Cobia Dealer immediately. Refer to page 9 for further information regarding bilge pump operation and maintenance.

Livewell System

The livewell system is designed to keep your baitfish alive and strong for as long as possible. This livewell provides a cool, clean, and oxygenated environment that allows you to keep your baitfish alive for long periods of time. To efficiently operate your livewell, the following steps should be taken:

1. **Open livewell hatch.**
2. **Install stand-up pipe snugly.**
3. **Ensure livewell pump ball valve is in open position.**
4. **Press livewell switch located at the helm.**

The livewell operates by pumping fresh seawater from the pump through an aerator head into the livewell, keeping the live well full at all times. This means that there is very little wave action in your livewell, this helps to reduce the stress but on your baitfish keeping them alive longer. Drainage is achieved through the grate on the top of the standpipe. This constant drainage keeps up water flow and allows for the removal of ammonia from the livewell, therefore extending the life of your baitfish even further. To drain the livewell, switch off the pump, close pump ball valve, and remove standpipe.

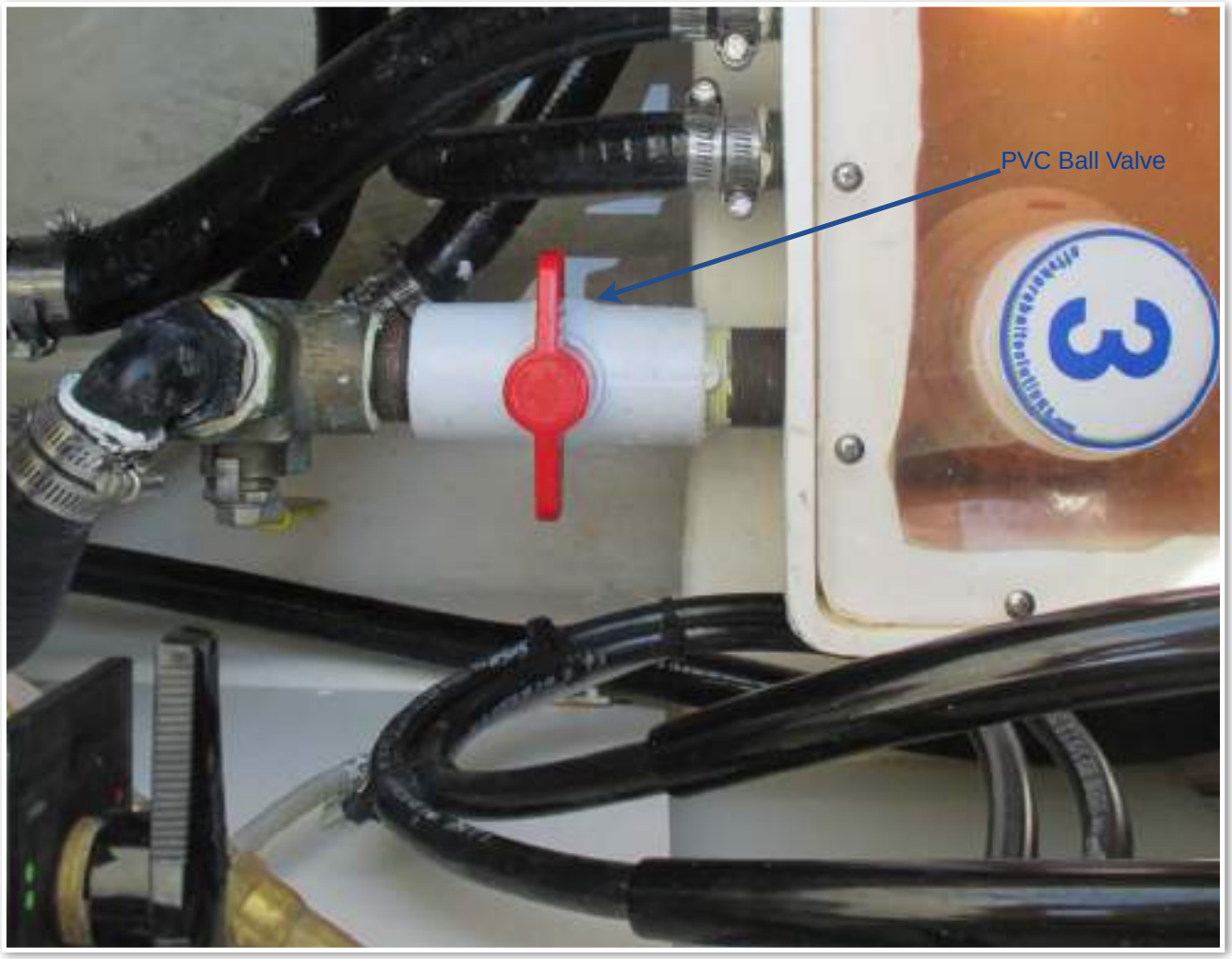
LIVEWELL SYSTEM

Livewell Pump Box (Optional)

The livewell pump box furthers the efficiency and effectiveness of your livewell system and is located directly under the lazarette located in the rear cockpit. Water enters the pump box through two scoops located on the hull. As the box fills with water any and all air is expelled from the box. This makes it so that only water (No Air) enters the pumps or the livewell, preventing any air locking issues. This both increases the life of your baitfish by further reducing wave action in your livewell tanks and greatly extends the life of your livewell pumps.

The pump box contains three pumps labeled 1, 2, and 3. Pump 1 fills your port livewell tank while pump 2 fills your starboard livewell tank, with pump 3 acting as a back up if either pump should fail. To use pump 3 turn the PVC ball valve into to open position and locate the three-way valve located just aft of the PVC ball valve. Turn this valve either way to direct water into the port livewell tank or the starboard live well tank.

*****In case of emergency to prevent water from flowing into the pump box close the ball valves located in the bilge*****



Rod Lockers & Fish Lockers

Rod Racks

The 344 center console model comes standard with under gunnel rod racks on both the port and starboard sides. These give you space to safely store an additional 6 rods for your fishing needs. These Racks can also double as storage for various other items (as seen below).

Starboard Gunnel Storage Rack

Port Gunnel Storage Rack

Rod Lockers & Fish Lockers

Hidden Rod Lockers

The 344 CC comes standard with hidden lockable rod storage. The hidden rod storage is under the under the berth in the walk down console, and easily houses six rods with more than enough room for additional storage.

Port and Starboard Fish Lockers

The 344 CC has two 62 gallon fish lockers built into the aft cockpit floor on the port and starboard sides. These are insulated and each one is connected to a macerator with the contents being dumped overboard. The macerators are located in the bilge on the outboard sides of the stringers. They can be accessed through the bilge access hatch under the aft seat. The switches for each fish box macerator are located on the switch panel left of the steering helm. These can be operated independently of each other and the switches are labeled.

Port Fish Locker

Macerator Access & Operation

Macerator Access

In order to access the macerators go to the aft seating and press and hold the top button on the panel labeled hatch located on the side of the tackle station. This will reveal the macerator access behind the aft seating.

Hatch Panel

Macerator Access Inside

Macerator Pumps

ANCHOR LOCKER & TRIM TABS

Anchor Locker/Rode Storage

The anchor locker is located at the bow of the boat and is accessible through the anchor locker door or hatch (photo below). There is an eye mounted to the bow eye to secure your anchor rode or chain to. After setting your anchor, the excess rode can remain stored in the locker. The notch supplied in the door allows you to securely close the locker by aligning your rode through the notch. Optional Windlass is shown on pages 33-34.

Trim Tabs

Trim Tabs are standard on your new Cobia. Integrated electric trim tabs can enhance the performance of your boat. The tabs are electric and therefore do not require a trim tab pump. By not having a pump there is no possibility of fluid leaks from a pump.

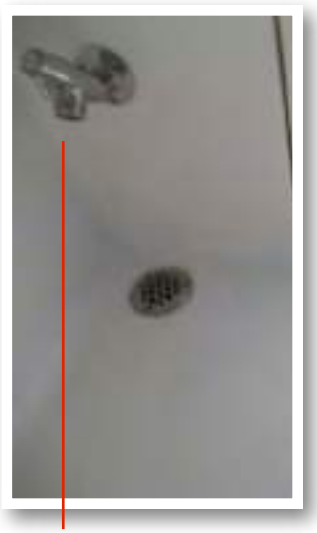
Trim tabs allow for maximum boat performance, and are great for balancing weight in the boat. They also allow the boat operator to lift or lower the hull to accommodate for different running situations.

For the operation of trim tabs note that the port trim tab switch will affect the port side of the boat, and the starboard switch will affect the starboard side. To lower a particular side, press the top of the corresponding switch down. Pressing the top of both switches down will lower the bow evenly. To raise the bow, press the bottom of the corresponding switch. The switches are located just left of the throttle.

WASHDOWN

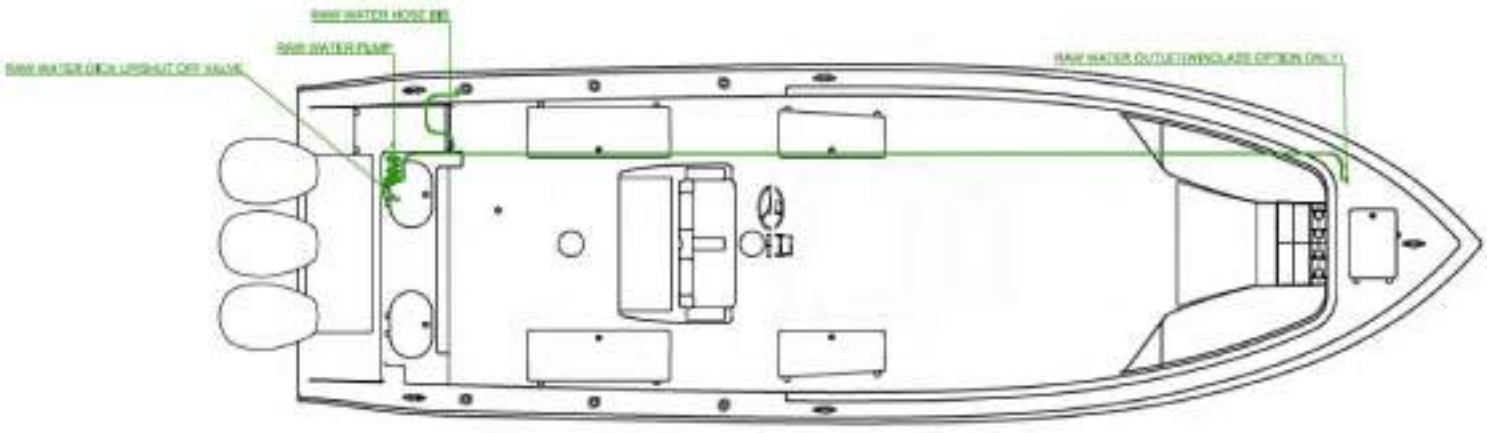
Salt Water Washdown

Salt water washdown is standard on the 344 center console model. The pump is located in the aft bilge on the port side and is accessible through the rear seating opening. To operate, hook a hose to the salt water receptacle located by the transom gate above the port deck drain. Flip the switch labeled “Saltwater Washdown” on your switch panel. The pump will pressurize the system with salt water. Once the system is pressurized, the pump will shut itself off with an internal pressure switch and will switch itself back on as you demand water. Make sure to occasionally clean the strainer with pump in the “OFF” position. Be careful to only spray gel-coated fiberglass surfaces with saltwater and avoid all other areas. Always rinse your boat with freshwater as soon as you return to the dock or home if the boat is being trailered.



Washdown Fitting

Raw Water Pump *Freshwater Pump*

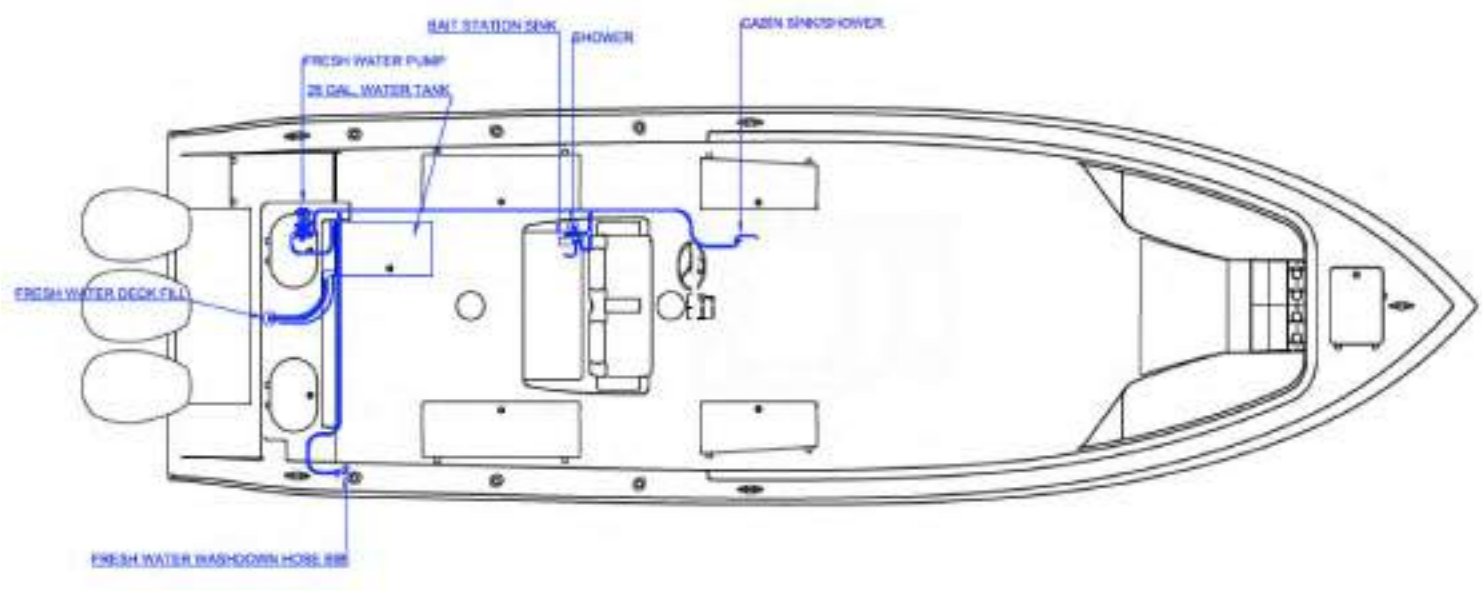


WATER SYSTEM

Fresh Water System

The fresh water tank on your 344 CC can be filled at the cap labeled “WATER” on the stern. To pressurize the system, flip the switch labeled “FRESH WASH DOWN” on the switch panel at the helm. You can leave this switch in the ON position while the boat is in use. The pump has an internal pressure switch that allows the pump to turn on and off as needed. This model has a 25 gallon fresh water tank that supplies 3 fresh water outlets located aft on the port side above the cockpit drain, in the leaning post, and in the fresh water sink located in the console.

In the colder months of the year, it’s advisable to drain the fresh water system and winterize by adding a non-toxic antifreeze to the system. Run the antifreeze throughout the system by opening shower nozzle until antifreeze is delivered through the shower head.



Water System Diagram

Water Fill

BATTERY

Battery Location

The batteries are located in the leaning post and are accessed through the removable hatch on the forward facing side of the leaning post.

Optional Battery Charger

A 4-Bank, 30 amp battery charger is an option for the 344. It is mounted in the leaning post on the starboard bulkhead and can be accessed through the hatch on the forward side of the leaning post. There is a receptacle to plug a 110v cord into. The receptacle is located on the lower starboard portion of the leaning post.

**** WARNING PLEASE READ OWNER'S MANUAL FOR BATTERY CHARGER AND THE SAFE OPERATION BATTERY CHARGER PRIOR TO USE. FOLLOW ALL SAFETY INSTRUCTIONS**

HELM SEAT TACKLE CENTER

Leaning Post

The helm seat tackle center for the 344 CC is home to the double bolstered helm seats that lock into the seated position or flip down independently for the boater's preference. Underneath the aft cover is a rigging station with dual sinks and knife and pliers holders. To the port is an additional freshwater outlet with retractable hose. A large tackle station for all tackle and prep gear is located to the rear.

Fresh Water Spray Head

Sinks

Rigging/Bait Prep Station

SEATING

344 Aft Seating

The 344 CC comes with comfortable, stowable, cushioned aft seating standard. To use the aft seating pull the cushion down towards the deck until it locks. To store the aft seating push the seating up towards the transom until it locks into place.

Bow Cushion Set

Your 344 CC comes with an eight-piece bow cushion set. This also includes a cushion that can be added to the top of the retractable bow table to turn the whole bow portion into a sun lounge. These cushion bottoms are removable and are held in place by several sets of stainless steel snaps. To remove the cushions, simply pull the snap strap away from the embedded snap and remove and store the cushion. When left outside or exposed to the elements for a prolonged period of time, it is recommended to take off the seat cushions and store them in a dry place like the head area.

Bow Cushion (Table Retracted)

Bow Cushion (Table in Lounge Position)

SEATING

Forward Console Seating

Your Cobia 344 CC come with forward console seating large enough for two and is equipped with all white detachable cushions standard. This seat also houses a large insulated cooler.

Optional Additional Forward Seating

The additional forward seating turns the standard forward console seating into a chaise lounge. The additional seating is removable via straps that are located within the seating on both sides and is accessed through removable lids located on each side of the seating. This additional seating houses a massive insulated cooler that can keeps your items cold for days.

Straps Located → Inside Lid

Temp Photo

FEATURES

Cockpit Bolsters

Cockpit bolsters are standard with the 344 CC. These will add some comfort to legs when fighting a big fish. The bolster cushions are mounted to the port and starboard gunnels, with the starboard side also housing a built in side door, and three rod holders mounted in each gunnel. The forward rod holder is mounted at 45 degrees to the outboard side. The middle rod holder is mounted at 30 degrees to the outboard side and the aft rod holder is mounted straight.

Cockpit Bolsters

Tuna Door/Boarding Door

The tuna door/boarding door is located in the starboard gunnel. To open the door slide the lever located under the gunnel on the forward side of the tuna door into the unlocked position. Next raise the portion of the gunnel covering the tuna door until it rests on the aft portion of gunnel. Next unlock the door by pulling the locking knob located on the latch mounted on the side of the cockpit on the forward portion of the tuna door toward you, and then rotate the latch counter clockwise until the tuna door is unobstructed. Now simply pull the door inward to open. To close the door simply push the door shut. Rotate the latch mounted on the side of the cockpit clockwise. Lower the raised portion of the gunnel and lock the gunnel in to place by sliding the latch located under the gunnel into the locked position. **********<u>**DO NOT OPERATE VESSEL UNLESS DOOR IS SECURELY LOCKED**********</u>

Gunnel Latch

Gunnel In Fully Raised Position

Door Open

Door Unlocked

Door Latch Knob

Door Locked (Above)

FEATURES

Pop Up Bow Light, Cleats, and Rope Chocks

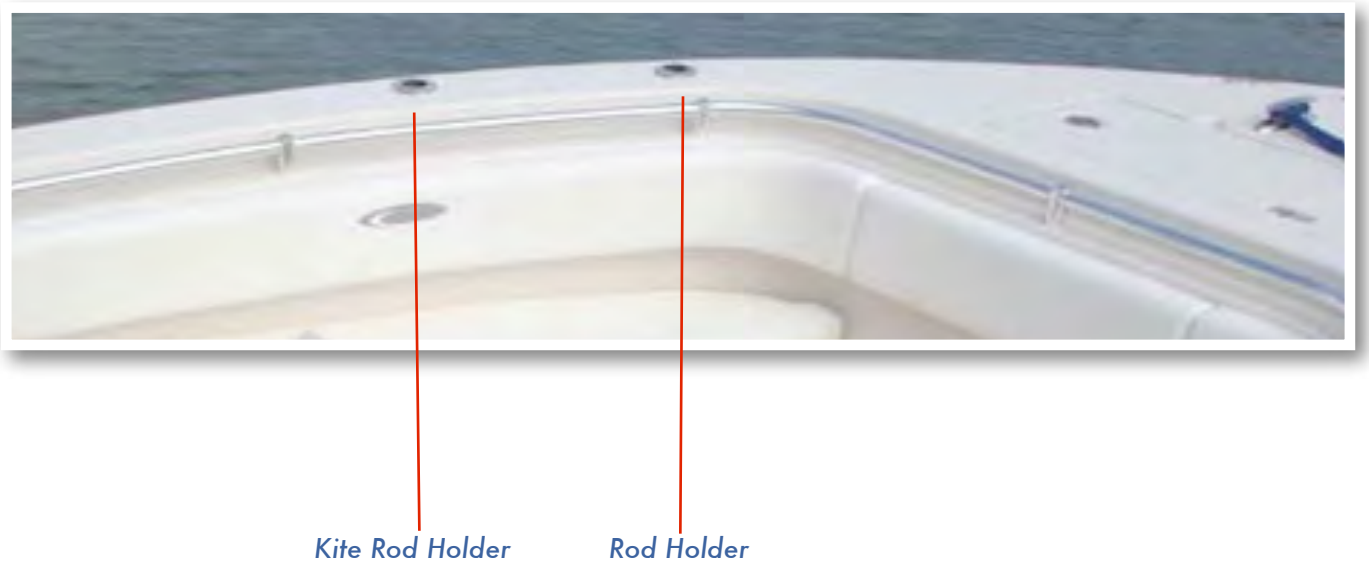
The bow light, cleats, and rope chocks are stainless steel pull up and can remain hidden when not in use. This is especially helpful while fishing. It leaves nothing in the bow to interfere.

Upright

Stowed

Optional Kite Rod Holders

Four flush mount rod holders make up the option for Kite Rod Holders. These are mounted on the bow both port and starboard. One on each side is for the Kite Rod with the other for the bait rod or fishing rod.



FEATURES

Retractable Bow Table

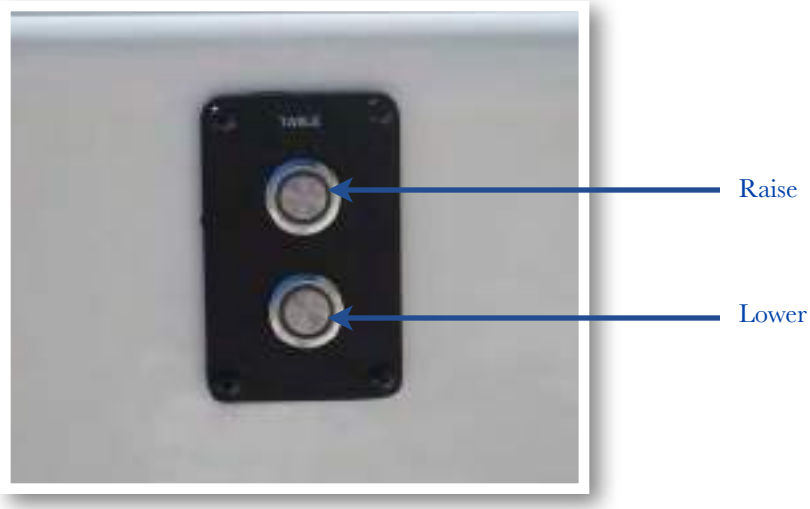
Your Cobia 344 CC comes standard with a retractable table located in the center of the forward seating area. This table, when not in use, sits level with the deck, it also doubles as a lounge when the table is elevated to the hight of the surrounding seating area.

Lowered Lounge Raised

(Two Tone Cushion Option Featured Above)

Bow Table Operation

To raise or lower the bow table simply press and hold the top or bottom buttons located on the panel labeled “Table” located on the forward starboard cockpit wall. The table is equipped with an automatic shut-off feature that stops the table from moving either upward or downward if there is any resistance. Even so, make sure that the table has a completely unobstructed path before raising or lowering the table.



HARD TOP

Hard Top

The optional 344 hard top comes with forward and aft spreader lights, recessed LED down lighting, recessed speakers, and two storage boxes for additional storage and electronic space.(The wiring diagram for the hard top can be referenced on page 41.)

Fiberglass Hard Top with Storage Boxes and Speakers

STEREO/WINDLESS

Optional Stereo System

A Fusion 700 Series with AM-FM Stereo and SiriusXM-Ready with four speakers is offered as an option on your new Cobia. It has full blue tooth capabilities and can be synched to your phone. The stereo unit is mounted on the helm or inside the console on the aft bulkhead if your boat is equipped with the upgraded electronics package.

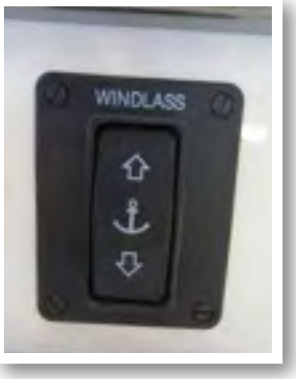
Stereo Unit

Stereo Controls In Electrons Package

Optional Windlass Deluxe

The windlass is used to lower and raise your anchor assembly. The switch is mounted at the helm station to the left of the steering wheel. The solenoid switch is located on the inside of the right wall of the power tower that houses the battery switches and main breaker panel in the console. The windlass is mounted inside the anchor locker at the bow of the boat. To access this area, lift the anchor hatch at the bow. A bow plate and anchor roller have been added to accept the anchor and keep it far enough from the bow of your 344CC to prevent damage. The windlass is mounted just aft of the bow roller plate. There is also a wireless remote option available for your windless operation.

****WARNING: READ ALL OF THE INSTRUCTIONS BEFORE OPERATING THE WINDLASS LOCATED ON**



WINDLESSS

Optional Windlass Deluxe Continued

The Windlass breaker is located inside the console on the main distribution panel.

Main Distribution Panel

Casting the Anchor:

The Anchor can be cast by using the electrical controls or manually. To operate manually, the safety lanyard must be unhooked from chain and the clutch must be disengaged allowing the gypsy to spin free and letting the rope or chain fall into the water. To slow the descent, the handle must be turned clockwise. To cast the anchor using the electrical power, simply press the DOWN button on the control provided. The anchor switch is mounted on the helm station. In this manner, anchor casting is under control and the rope or chain will uniformly descend. In order to avoid any stress on the windlass, once the boat is anchored, fasten the chain with a chain locker or secure it in place with a rope.

Hauling the Anchor:

Turn on the engine. Make sure the clutch is engaged and remove the handle. Press the UP button on the control provided. If the windlass slows down (during heavy lifting) wait a bit and the press the UP button again. Check the upward movement of the chain during the last few meters in order to avoid damage to the bow.

Closing the Clutch:

The clutch provides a link between the gypsy and the main shaft. The clutch is released (disengaged) by using the clutch handle which, when inserted into the drum or gypsy cover, must be turned counter clockwise. The clutch will be re-engaged by turning it clockwise.

****WARNING: READ BEFORE OPERATING WINDLASS**

DO NOT USE THE WINDLASS TO DRAG THE BOAT TO YOUR ANCHOR. THE PROPER METHOD IS TO USE YOUR BOATS OWN POWER TO POSITION YOURSELF RIGHT ABOVE THE ANCHOR AND THEN USE THE WINDLASS TO HAUL THE ANCHOR.

STAY CLEAR OF THE CHAIN, ROPES, AND GYPSY. MAKE SURE THE ELECTRICAL MOTOR IS OFF WHEN WINDLASS IS USED MANUALLY (EVEN WHEN USING THE HANDLE TO DISENGAGE THE CLUTCH). IN FACT, PEOPLE WITH A REMOTE CONTROL MIGHT ACCIDENTLY OPERATE THEIR CONTROL.

FASTEN THE CHAIN OR ROPE WITH THE SAFETY LANYARD BEFORE MOVING TO NAVIGATION.

BATTERY SWITCH/BREAKER PANEL

Battery Switch and Breaker Panel

The battery switch assembly and main breaker panel is located in the console in the compartment directly across from the console access door. This houses the controls for all the batteries and the breakers for all of the boat's systems. Please refer to page 36 (twins) or page 37 (trips) for a diagram of the front side of the panel. The "House" battery switch powers all the systems shown on the labeled breakers on the 12 V Distribution Panel. The switch is turned on by turning the knob a quarter turn to the right. A red indicator light on the switch illuminates if the switch and its associated systems are receiving power. If the switch does not illuminate, the house battery is likely either dead or there is a loose connection.

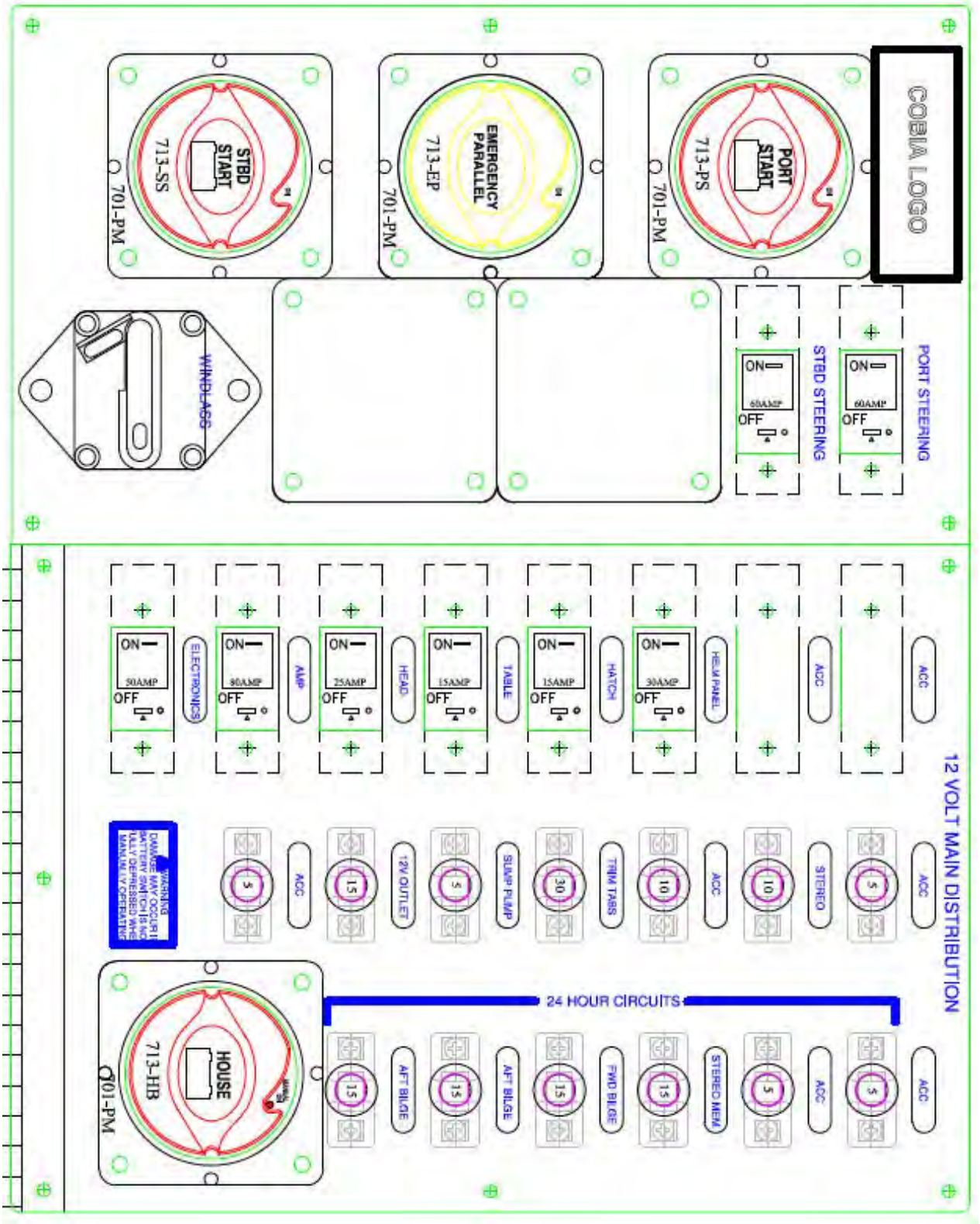
The top unlabeled breakers on the left side of the 12 V Distribution Panel are typically left open to accommodate adding accessories. All breakers are clearly labeled for their systems and have the proper amperage size. Those labeled "ACC" are left open for adding additional accessories.

The windlass system is tied to the "House" battery switch and utilizes a reset breaker that is located just to the right of the starboard engine battery switch. When the breaker has been popped or is in the open position, as shown in the diagram, the circuit is interrupted and the system is not receiving power. To close the circuit, simply push the end of the gate back into the breaker until it catches. The windlass should now be operational. The circuit can be opened again by pushing down on the red button on the breaker.

Each engine has it's own designated battery and battery switch. These switches are located on the left side of the panel and labeled for the engine they control and also provide power to the steering system. In order for an engine to receive power, it's switch must be in the "On" position, which is indicated as shown in the diagram on page 31. In the event that there is not enough power to crank the engine from it's designated battery, turning the battery switch labeled “emergency parallel” to the "on" position will allow you to pull power from the engine batteries simultaneously. If this is required to start the engine, it is recommended to change this switch back to the "off" position once the engine is running so that the engine's alternator can recharge the primary battery.

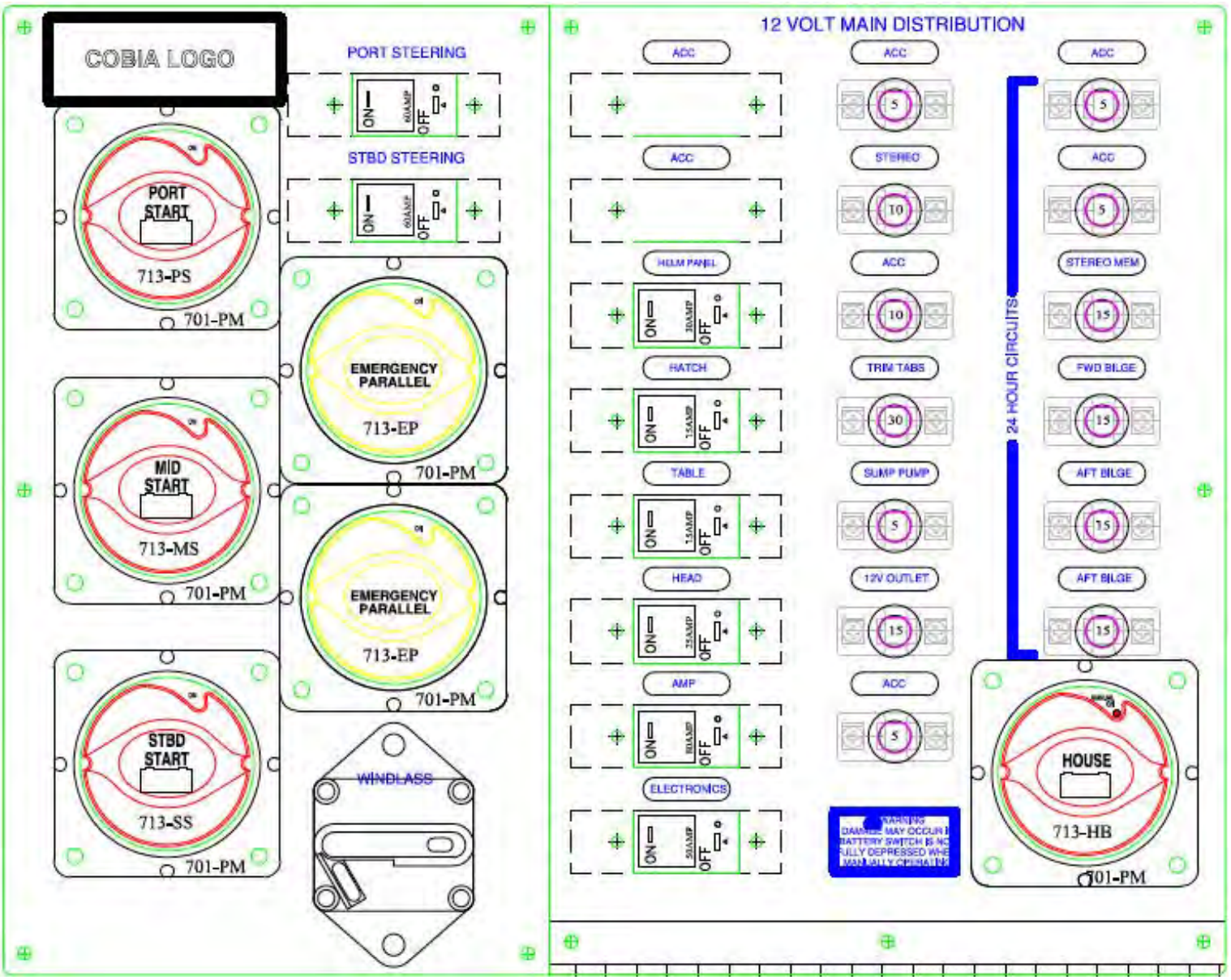
Battery Switch

BATTERY SWITCH/BREAKER PANEL

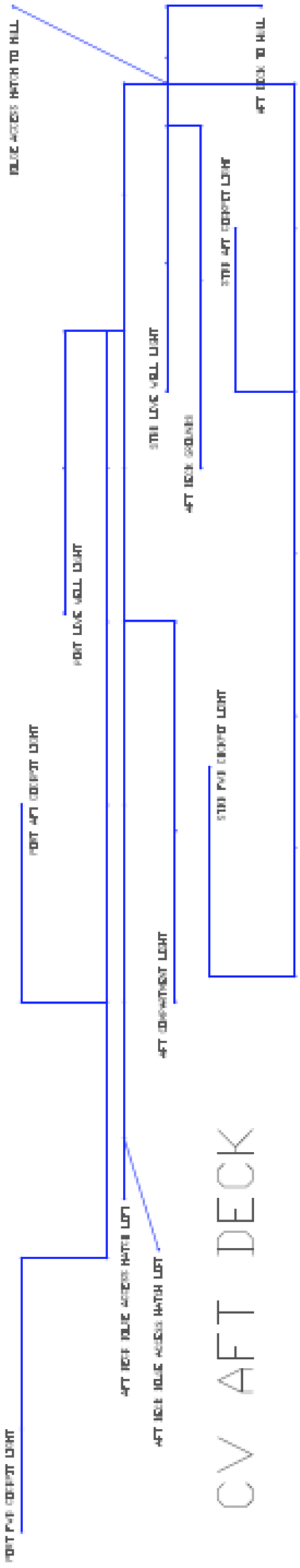


Battery and Breaker Panel (Twins)

BATTERY SWITCH/BREAKERPANEL



Battery and Breaker Panel (Trips)



344CV AFT Deck Wiring Code

PORT FWD COCKPIT LIGHT
16G BLUE/PINK - TO PORT AFT COCKPIT LIGHT
16G BLACK - TO PORT AFT COCKPIT LIGHT

STBD FWD COCKPIT LIGHT
16G BLUE/PINK - TO STBD AFT COCKPIT LIGHT
16G BLACK - TO STBD AFT COCKPIT LIGHT

PORT AFT COCKPIT LIGHT
16G BLUE/PINK - TO AFT DECK TO HULL
16G BLACK - TO AFT DECK GROUNDS

STBD AFT COCKPIT LIGHT
16G BLUE/PINK - TO AFT DECK TO HULL
16G BLACK - TO AFT DECK GROUNDS

PORT LIVE WELL LIGHT
16G BLUE/WHITE - TO AFT DECK TO HULL
16G BLACK - TO AFT DECK GROUNDS

STBD LIVE WELL LIGHT
16G BLUE/LT. BLUE - TO AFT DECK TO HULL
16G BLACK - TO AFT DECK GROUNDS

AFT COMPARTMENT LIGHT
16G BLUE/BROWN - TO AFT DECK TO HULL
16G BLACK - TO AFT DECK GROUNDS

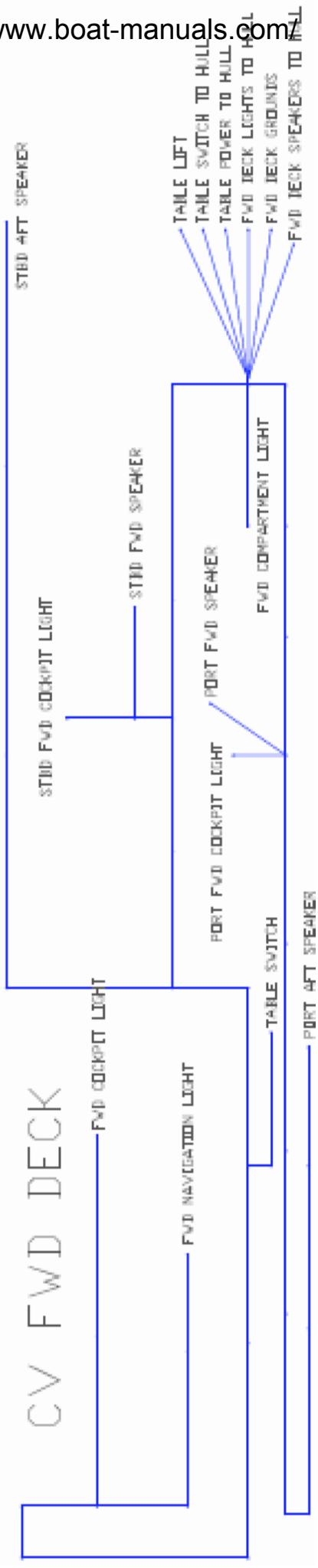
AFT BILGE ACCESS HATCH LIFT
10G RED/ORANGE - TO AFT BILGE ACCESS HATCH TO HULL
10G BLACK - TO AFT DECK GROUNDS

AFT DECK BILGE ACCESS HATCH TO HULL
10G RED/ORANGE - FROM AFT BILGE ACCESS HATCH LIFT

AFT BILGE ACCESS HATCH LIFT CONTROL
16G BROWN - TO AFT DECK TO HULL
16G WHITE - TO AFT DECK TO HULL
16G GRAY - TO AFT DECK TO HULL"

AFT DECK TO HULL
16G BLUE/PINK - FROM AFT DECK COCKPIT LIGHT SPLICE ARE
16G BLUE/BROWN - FROM AFT COMPARTMENT LIGHT
16G BLUE/WHITE - FROM PORT LIVE WELL LIGHT
16G BLUE/LT. BLUE - FROM STBD LIVE WELL LIGHT
16G BROWN - FROM AFT DECK BILGE ACCESS HATCH LIFT CONTROL
16G WHITE - FROM AFT DECK BILGE ACCESS HATCH LIFT CONTROL
16G GRAY - FROM AFT DECK BILGE ACCESS HATCH LIFT CONTROL

AFT DECK GROUNDS
10G BLACK - FROM AFT DECK BILGE ACCESS HATCH LIFT
16G BLACK - FROM PORT AFT COCKPIT LIGHT
16G BLACK - FROM STBD AFT COCKPIT LIGHT
16G BLACK - FROM AFT COMPARTMENT LIGHT
16G BLACK - FROM PORT LIVE WELL LIGHT
16G BLACK - FROM STBD LIVE WELL LIGHT



344CV FWD Deck Wiring Code

STBD FWD COCKPIT LIGHT
16G BLUE/RED - TO PORT FWD COCKPIT LIGHT
16G **BLACK** - TO PORT FWD COCKPIT LIGHT

FWD COCKPIT LIGHT
16G BLUE/RED - TO STBD FWD COCKPIT LIGHT
16G **BLACK** - TO STBD FWD COCKPIT LIGHT

PORT FWD COCKPIT LIGHT
16G BLUE/RED - TO FWD DECK LIGHTS TO HULL
16G BLACK - TO FWD DECK GROUNDS

FWD COMPARTMENT LIGHT
16G BLUE/TAN - TO FWD DECK LIGHTS TO HULL
16G **BLACK** - TO FWD DECK GROUNDS

FWD NAVIGATION LIGHT
16G GRAY - TO FWD DECK LIGHTS TO HULL
16G **BLACK** - FWD DECK GROUNDS

TABLE LIFT
10G RED/BLUE - TO TABLE POWER TO HULL
10G **BLACK** - TO FWD DECK GROUNDS

TABLE POWER TO HULL
10G RED/BLUE - FROM TABLE LIFT

FWD DECK LIGHTS TO HULL
16G GRAY - FROM FWD NAVIGATION LIGHT
16G BLUE/RED - FROM PORT FWD COCKPIT LIGHT
16G BLUE/TAN - FROM FWD COMPARTMENT LIGHT

TABLE SWITCH
16G GRAY - TO TABLE SWITCH TO HULL
16G **BROWN** - TO TABLE SWITCH TO HULL
16G **WHITE** - TO TABLE SWITCH TO HULL

TABLE SWITCH TO HULL
16G GRAY - FROM TABLE SWITCH
16G **BROWN** - FROM TABLE SWITCH
16G **WHITE** - FROM TABLE SWITCH

STBD AFT SPEAKER
SPEAKER WIRE GREEN - TO FWD DECK SPEAKERS TO HULL
(+) COPPER SIDE
(-)SILVER SIDE

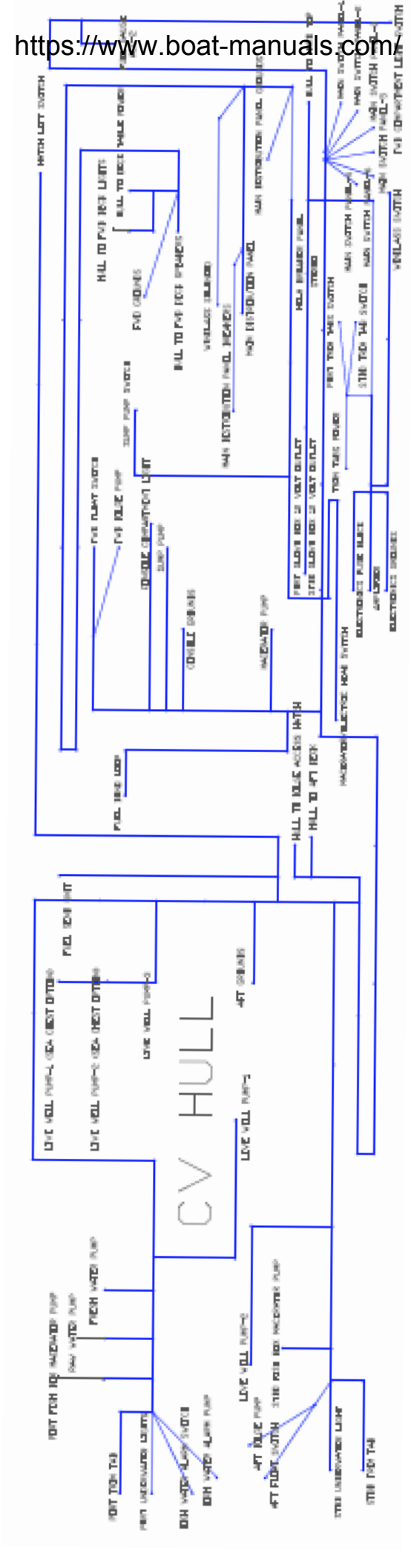
PORT AFT SPEAKER
SPEAKER WIRE RED - TO FWD DECK SPEAKERS TO HULL
(+) COPPER SIDE
(-) SILVER SIDE

STBD FWD SPEAKER
SPEAKER WIRE 2 GREEN - TO FWD DECK SPEAKERS TO HULL
(+) COPPER SIDE
(-) SILVER SIDE

PORT FWD SPEAKER
SPEAKER WIRE 2 RED - TO FWD DECK SPEAKERS TO HULL
(+) COPPER SIDE
(-) SILVER SIDE

FWD DECK SPEAKERS TO HULL
PORT FWD SPEAKER 2 RED (+) COPPER SIDE
PORT AFT SPEAKER RED (+) COPPER SIDE
STRB AFT SPEAKER GREEN (+) COPPER SIDE
STRB FWD SPEAKER 2 GREEN (+) COPPER SIDE
STRB FWD SPEAKER 2 GREEN (-) SILVER SIDE
STRB AFT SPEAKER GREEN (-) SILVER SIDE
PORT AFT SPEAKER RED (-) SILVER SIDE
PORT FWD SPEAKER 2 RED (-) SILVER SIDE

FWD DECK GROUNDS
10G **BLACK** - FROM HORN-1
10G **BLACK** - FROM HORN-2
10G **BLACK** - FROM TABLE LIFT
16G **BLACK** - FROM FWD NAVIGATION LIGHT
16G **BLACK** - FROM PORT FWD COCKPIT LIGHT
16G **BLACK** - FROM FWD COMPARTMENT LIGHT



344CV Hull Wiring Code

LIVE WELL PUMP-1 (SEA CHEST OPTION)
10G BROWN/WHITE - TO HELM SPWITPCH PANEL-3
10G BLACK - TO AFT GROUNDS

LIVE WELL PUMP-2 (SEA CHEST OPTION)
10G BROWN/YELLOW - TO HELM SWITCH PANEL-3
10G BLACK - TO AFT GROUNDS

FRESH WATER PUMP
12G BROWN/BLACK - TO HELM SWITCH PANEL-4
12G BLACK 42026900 - TO AFT GROUNDS

RAW WATER PUMP
12G BROWN/GREEN - TO HELM SWITCH PANEL-4
12G BLACK - TO AFT GROUNDS

PORT FISH BOX MACERATOR PUMP
10G BROWN/PINK - TO HELM SWITCH PANEL-4
10G BLACK - TO AFT GROUNDS

HIGH WATER PUMP
10G RED/GREEN - TO HELM SWITCH PANEL-5
10G BLACK - TO AFT GROUNDS

HIGH WATER ALARM SWITCH
10G BROWN/LT. GREEN - TO MAIN DISTRIBUTION PANEL
10G RED/GREEN - TO HELM SWITCH PANEL-5

PORT UNDERWATER LIGHTS
14G BLUE/GREEN - TO HELM SWITCH PANEL-1
14G BLACK - TO AFT GROUNDS

PORT TRIM TAB
10G GREEN - TO PORT TRIM TAB SWITCH
10G YELLOW - TO PORT TRIM TAB SWITCH

STBD TRIM TAB
10G RED - TO STBD TRIM TAB SWITCH
10G BLUE - TO STBD TRIM TAB SWITCH

STBD UNDERWATER LIGHT
14G BLUE/GREEN - TO HELM PANEL-1
14G BLACK - TO AFT GROUNDS

AFT FLOAT SWITCH
10G BROWN - TO HELM SWITCH PANEL-5
10G BROWN/RED - TO HELM SWITCH PANEL-6

AFT BILGE PUMP
10G BROWN - TO HELM SWITCH PANEL-5
10G BLACK - TO AFT GROUNDS

LIVE WELL PUMP-2 (STANDARD OPTION)
10G BROWN/YELLOW - TO HELM SWITCH PANEL-3
10G BLACK - TO AFT GROUNDS

STBD FISH BOX MACERATOR PUMP
10G BROWN/GREY - TO HELM SWITCH PANEL-4
10G BLACK - TO AFT GROUNDS

LIVE WELL PUMP-1 (STANDARD OPTION)
10G BROWN/WHITE - TO HELM SWITCH PANEL-3
10G BLACK - TO AFT GROUNDS

MACERATOR PUMP
12G BROWN/GREEN - TO MACE/ELECTRIC HEAD SWITCH
12G BLACK - TO CONSOLE GROUNDS

SUMP PUMP
12G BROWN/PINK - TO SUMP PUMP SWITCH
12G BLACK - TO CONSOLE GROUNDS

MAIN DISTRIBUTION PANEL BREAKERS
6G RED - FROM AMPLIFIER
6G RED - FROM ELECTRONICS FUSE BLOCK

FWD BILGE PUMP
10G BROWN/BLUE - TO FWD BILGE PUMP SPLICE AREA
10G BLACK - TO CONSOLE GROUNDS

CONSOLE COMPARTMENT LIGHT
16G BLUE/TAN - TO FWD COMPARTMENT LIGHT SWITCH
16G BLACK - TO CONSOLE GROUNDS

FWD BILGE PUMP
10G BROWN/BLUE - TO FWD BILGE PUMP SPLICE AREA
10G BLACK - TO CONSOLE GROUNDS

FWD FLOAT SWITCH
10G BROWN/VIOLET - TO MAIN DISTRIBUTION PANEL
10G BROWN/BLUE - TO HELM SWITCH PANEL-5

FUEL SEND UNIT
16G PINK - TO FUEL GAUGE
16G BLACK - TO AFT GROUNDS

LIVE WELL PUMP-3
10G BROWN/ORANGE - TO HELM SWITCH PANEL-3
10G BLACK - TO AFT GROUNDS

MACERATOR/ELECTRIC HEAD SWITCH
10G RED/GREEN - TO MAIN DISTRIBUTION PANEL
12G BROWN/GREEN - FROM MACERATOR PUMP

AMPLIFIER
6G RED - TO MAIN DISTRIBUTION PANEL BREAKERS
16G BLUE - FROM STEREO

ELECTRONICS GROUNDS
4G BLACK - TO CONSOLE GROUNDS
16G BLACK - TO STEREO

344CV Hull Wiring Code

STBD GLOVE BOX 12 VOLT OUTLET
10G **BLACK** - TO CONSOLE GROUNDS
10G **RED** - TO MAIN DISTRIBUTION PANEL

PORT GLOVE BOX 12 VOLT OUTLET
10G **BLACK** - TO CONSOLE GROUNDS
10G **RED** - TO MAIN DISTRIBUTION PANEL

STBD TRIM TAB SWITCH
10G **RED** - FROM STBD TRIM TAB
10G **BLUE** - FROM STBD TRIM TAB

PORT TRIM TAB SWITCH
10G **GREEN** - FROM PORT TRIM TAB
10G **YELLOW** - FROM PORT TRIM TAB

TRIM TABS POWER
10G **RED/YELLOW** - TO MAIN DISTRIBUTION PANEL

ELECTRONICS FUSE BLOCK
6G **RED** - TO MAIN DISTRIBUTION PANEL BREAKERS

FWD COMPARTMENT LIGHT SWITCH
16G **BLUE/TAN** - FROM FWD COMPARTMENT LIGHTS

HELM BREAKER PANEL
8G **RED** - TO MAIN DISTRIBUTION PANEL

ACC-2
14G **RED/ORANGE** - FROM HELM SWITCH PANEL-2

BOND LOOP
16G **GREEN** - TO CONSOLE GROUNDS

FUEL GAUGE
16G **PINK** - FROM FUEL SEND UNIT

FWD GROUNDS
2G **BLACK** - TO MAIN DISTRIBUTION PANEL GROUNDS

WINDLASS SOLENOID
16G **RED** - TO WINDLASS SWITCH
16G **BLUE** - TO WINDLASS SWITCH
16G **GREEN** - TO WINDLASS SWITCH

WINDLASS SWITCH
16G **RED** - FROM WINDLASS SOLENOID
16G **BLUE** - FROM WINDLASS SOLENOID
16G **GREEN** - FROM WINDLASS SOLENOID

SUMP PUMP SWITCH
12G **BROWN/RED** - TO MAIN DISTRIBUTION PANEL
12G **BLACK** - TO CONSOLE GROUNDS
12G **BROWN/PINK** - FROM SUMP PUMP

HATCH LIFT SWITCH
16G **GRAY** - FROM HULL TO AFT DECK
16G **BROWN** - FROM HULL TO AFT DECK
16G **WHITE** - FROM HULL TO AFT DECK

MAIN DISTRIBUTION PANEL GROUNDS
2G **BLACK** - FROM FWD GROUNDS
2G **BLACK** - FROM CONSOLE GROUNDS
4G **BLACK** - FROM AFT GROUNDS

HULL TO DECK TABLE POWER
10G **RED/BLUE** - TO MAIN DISTRIBUTION PANEL

HULL TO AFT DECK BILGE ACCESS HATCH
10G **RED/ORANGE** - TO MAIN DISTRIBUTION PANEL

HULL TO FWD DECK LIGHTS
16G **GRAY** - (NAVIGATION LIGHTS) TO HELM SWITCH PANEL-1
16G **BLUE/RED** - (FORWARD COCKPIT LIGHTS) TO HELM SWITCH PANEL-1
16G **BLUE/TAN** - (FWD COMPARTMENT LIGHTS) TO FWD COMPARTMENT LIGHTS SWITCH

HULL TO AFT DECK
16G **BLUE/PINK** - (AFT COCKPIT LIGHTS) TO MAIN SWITCH PANEL-2
16G **BLUE/BROWN** - (COMPARTMENT LIGHTS) TO MAIN SWITCH PANEL-2
16G **BLUE/WHITE** - (PORT LIVE WELL LIGHT) TO MAIN SWITCH PANEL-2
16G **BLUE/LT. BLUE** - (STBD LIVE WELL LIGHT) TO MAIN SWITCH PANEL-2
16G **BROWN** - TO HATCH LIFT SWITCH
16G **WHITE** - TO HATCH LIFT SWITCH
16G **GRAY** - TO HATCH LIFT SWITCH

HULL TO HARD TOP

16G GRAY/WHITE - (ANCHOR LIGHT) TO MAIN SWITCH PANEL-1
16G BLUE/YELLOW - (OVERHEAD LIGHTS) TO MAIN SWITCH PANEL-2 7) PLUG
16G BLUE/BLACK - (FWD SPREADER LIGHTS) TO MAIN SWITCH PANEL-1
16G BLUE/ORANGE - (MID SPREADER LIGHTS) TO MAIN SWITCH PANEL-1
16G BLUE/VIOLET - (AFT SPREADER LIGHTS) TO MAIN SWITCH PANEL-1
10G ORANGE/WHITE - (HORN) TO MAIN SWITCH PANEL-3

HULL TO FWD DECK SPEAKERS

PORT FWD SPEAKER 2 RED (+) COPPER SIDE
PORT AFT SPEAKER RED (+) COPPER SIDE
STRB AFT SPEAKER GREEN (+) COPPER SIDE
STRB FWD SPEAKER 2 GREEN (+) COPPER SIDE
STRB FWD SPEAKER 2 GREEN (-) SILVER SIDE
STRB AFT SPEAKER GREEN (-) SILVER SIDE
PORT AFT SPEAKER RED (-) SILVER SIDE
PORT FWD SPEAKER 2 RED (-) SILVER SIDE

MAIN SWITCH PANEL-1

16G GRAY - (NAVIGATION LIGHTS) FROM HULL TO FWD DECK LIGHTS
16G GRAY/WHITE - (ANCHOR LIGHT) FROM HULL TO HARD TOP
14G BLUE/GREEN - FROM UNDERWATER LIGHT SPLICE AREA
16G BLUE/BLACK - (FWD SPREADER LIGHTS) FROM HULL TO HARD TOP
16G BLUE/ORANGE - (MID SPREADER LIGHTS) FROM HULL TO HARD TOP
16G BLUE/VIOLET - (AFT SPREADER LIGHTS) FROM HULL TO HARD TOP
16G BLUE/RED - (FWD COCKPIT LIGHTS) FROM HULL TO FWD DECK LIGHTS

MAIN SWITCH PANEL-2

16G BLUE/PINK - (AFT COCKPIT LIGHTS) FROM HULL TO AFT DECK
16G BLUE/YELLOW - (OVERHEAD LIGHTS) FROM HULL TO HARD TOP
16G BLUE/BROWN - (COMPARTMENT LIGHTS) FROM HULL TO AFT DECK
14G RED/ORANGE - TO ACC-2
16G BLUE/WHITE - (PORT LIVE WELL LIGHT) FROM HULL TO AFT DECK
16G BLUE/LT. BLUE - (STBD LIVE WELL LIGHT) FROM HULL TO AFT DECK

MAIN SWITCH PANEL-3

10G BROWN/WHITE - FROM LIVE WELL PUMP-1 SPLICE AREA
10G BROWN/YELLOW - FROM LIVE WELL PUMP-2 SPLICE ARE
10G BROWN/ORANGE - FROM LIVE WELL PUMP-3
10G ORANGE/WHITE - FROM HULL TO HARD TOP

MAIN SWITCH PANEL-4

10G BROWN/PINK - FROM PORT FISH BOX MACERATOR PUMP
10G BROWN/GREY - FROM STBD FISH BOX MACERATOR PUMP
12G BROWN/BLACK - FROM FRESH WATER PUMP
12G BROWN/GREEN - RAW WATER PUMP

MAIN SWITCH PANEL-5

10G BROWN/BLUE - FROM FWD BILGE PUMP SPLICE AREA
10G BROWN - FROM AFT BILGE PUMP SPLICE AREA
10G RED/GREEN - FROM HIGH WATER PUMP SPLICE AREA

MAIN SWITCH PANEL-6

10G BROWN/VIOLET - FROM MAIN DISTRIBUTION PANEL
10G BROWN/RED - FROM MAIN DISTRIBUTION PANEL

STEREO

16G **RED/YELLOW** - TO MAIN DISTRIBUTION PANEL
16G **YELLOW** - TO MAIN DISTRIBUTION PANEL
16G **BLUE** - FROM AMPLIFIER
16G **BLACK** - FROM ELECTRONICS GROUNDS

AFT GROUNDS

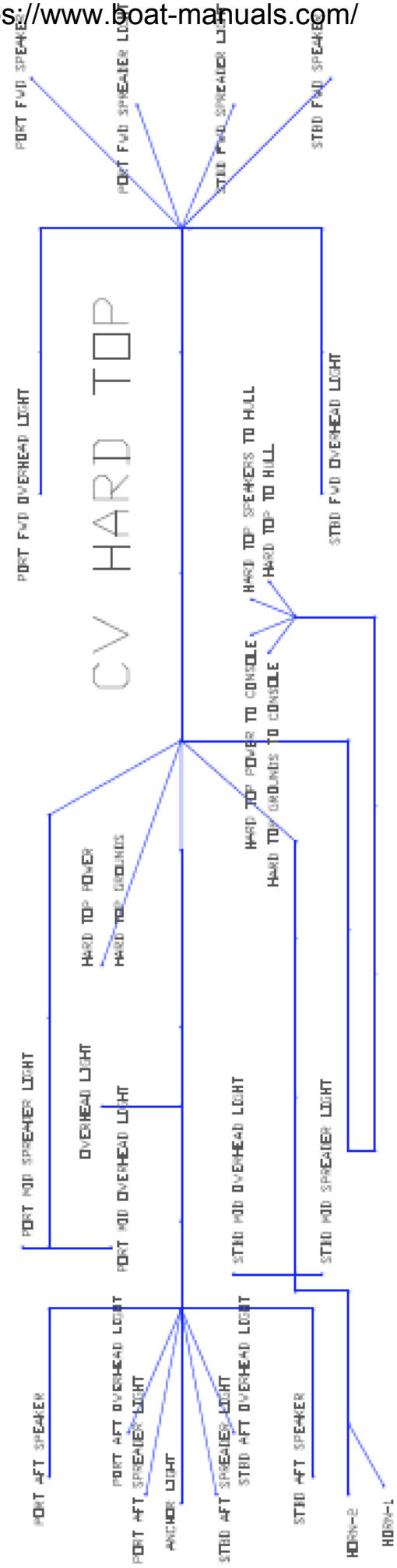
4G **BLACK** - TO MAIN DISTRIBUTION PANEL GROUNDS
10G **BLACK** - FROM HIGH WATER PUMP
10G **BLACK** - FROM AFT BILGE PUMP
10G **BLACK** - FROM PORT FISH BOX MACERATOR PUMP
10G **BLACK** - FROM STBD FISHBOX MACERATOR PUMP
10G **BLACK** - FROM LIVE WELL PUMP-1
10G **BLACK** - FROM LIVE WELL PUMP-2
10G **BLACK**- FROM LIVE WELL PUMP-3
12G **BLACK** - FROM RAW WATER PUMP
12G **BLACK** - FROM FRESH WATER PUMP
14G **BLACK** - FROM UNDERWATER LIGHT GROUNDS SPLICE AREA
16G **BLACK** - FROM FUEL SEND UNIT

CONSOLE GROUNDS

2G **BLACK** - TO MAIN DISTRIBUTION PANEL GROUNDS
4G **BLACK** - TO ELECTRONIC GROUNDS
10G **BLACK** - FROM PORT GLOVE BOX 12 VOLT OUTLET
10G **BLACK** - FROM STBD GLOVE BOX 12 VOLT OUTLET
10G **BLACK** - FROM FWD BILGE PUMP
12G **BLACK** - FROM MACERATOR PUMP
12G **BLACK** - FROM SUMP PUMP
16G **BLACK** - FROM CONSOLE COMPARTMENT LIGHT
16G **GREEN** - FROM BOND LOOP

MAIN DISTRIBUTION PANEL

16G **YELLOW** - FROM STEREO
16G **RED/YELLOW** - FROM STEREO
12G **BROWN/RED** - FROM SUMP PUMP SWITCH
10G **BROWN/VIOLET** - FROM FWD FLOAT SWITCH
- TO HELM SWITCH PANEL-6
10G **RED** - FROM PORT GLOVE BOX 12 VOLT OUTLET
- FROM STBD GLOVE BOX 12 VOLT OUTLET
10G **BROWN/RED** - FROM AFT FLOAT SWITCH
- TO HELM SWITCH PANEL-6
10G **BROWN/LT. GREEN** - FROM HIGH WATER ALARM SWITCH
10G **RED/BLUE** - FROM HULL TO DECK TABLE POWER
10G **RED/YELLOW** - FROM TRIM TABS POWER
10G **RED/ORANGE** - FROM HULL TO AFT DECK BILGE ACCESS HATCH
10G **RED/GREEN** - FROM MACERATOR/ELECTRIC HEAD SWITCH
8G **RED** - FROM HELM BREAKER PANEL



PORT AFT SPREADER LIGHT
16G BLUE/VIOLET - TO STBD AFT SPREADER LIGHT
16G **BLACK** - TO STBD AFT SPREADER LIGHT

STBD AFT SPREADER LIGHT
16G BLUE/VIOLET - TO HARD TOP TO HULL
16G **BLACK** - TO GROUNDS

PORT AFT OVERHEAD LIGHT
16G BLUE/YELLOW - TO STBD AFT OVERHEAD LIGHT
16G **BLACK** - TO STBD AFT OVERHEAD LIGHT

STBD AFT OVERHEAD LIGHT
16G BLUE/YELLOW - TO PORT MID OVERHEAD LIGHT
16G **BLACK** - TO PORT MID OVERHEAD LIGHT

PORT MID SPREADER LIGHT
16G BLUE/ORANGE - TO STBD MID SPREADER LIGHT
16G **BLACK** - TO STBD MID SPREADER LIGHT

STBD MID SPREADER LIGHT
16G BLUE/ORANGE - TO HARD TOP TO HULL
16G **BLACK** - TO HARD TOP GROUNDS

PORT MID OVERHEAD LIGHT
16G BLUE/YELLOW - TO STBD MID OVERHEAD LIGHT
16G **BLACK** - TO STBD MID OVERHEAD LIGHT

STBD MID OVERHEAD LIGHT
16G BLUE/YELLOW - TO PORT FWD OVERHEAD LIGHT
16G **BLACK** - TO PORT FWD OVERHEAD LIGHT

PORT FWD SPREADER LIGHT
16G BLUE/**BLACK** - TO STBD FWD SPREADER LIGHT
16G **BLACK** - TO STBD FWD SPREADER LIGHT

STBD FWD SPREADER LIGHT
16G BLUE/**BLACK** - TO HARD TOP TO HULL
16G **BLACK** - TO GROUNDS

PORT FWD OVERHEAD LIGHT
16G BLUE/YELLOW - TO STBD FWD OVERHEAD LIGHT
16G **BLACK** - TO STBD FWD OVERHEAD LIGHT

STBD FWD OVERHEAD LIGHT
16G BLUE/YELLOW - TO HARD TOP TO HULL
16G **BLACK** - TO HARD TOP GROUNDS

HORN-1
10G ORANGE/WHITE - TO HORN-2
10G **BLACK** - TO HORN-2

HORN-2
10G ORANGE/WHITE - TO HARD TOP TO HULL
10G **BLACK** - TO HARD TOP GROUNDS

ANCHOR LIGHT
16G GRAY/WHITE - TO HARD TOP TO HULL
16G **BLACK** - TO GROUNDS

OVERHEAD LIGHT
16G BLUE/YELLOW - TO HARD TOP TO HULL
16G **BLACK** - TO GROUNDS

HARD TOP POWER/GROUND
10G **RED** - TO HARD POWER/GROUND TO CONSOLE
10G **BLACK** - TO HARD POWER/GROUND TO CONSOLE

HARD TOP POWER/GROUND TO CONSOLE
10G **RED** - FROM HARD TOP POWER/GROUND
10G **BLACK** - FROM HARD TOP POWER/GROUND

STBD AFT SPEAKER
SPEAKER WIRE **GREEN** - TO HARD TOP SPEAKERS TO COSOLE
(+) COPPER SIDE
(-) SILVER SIDE

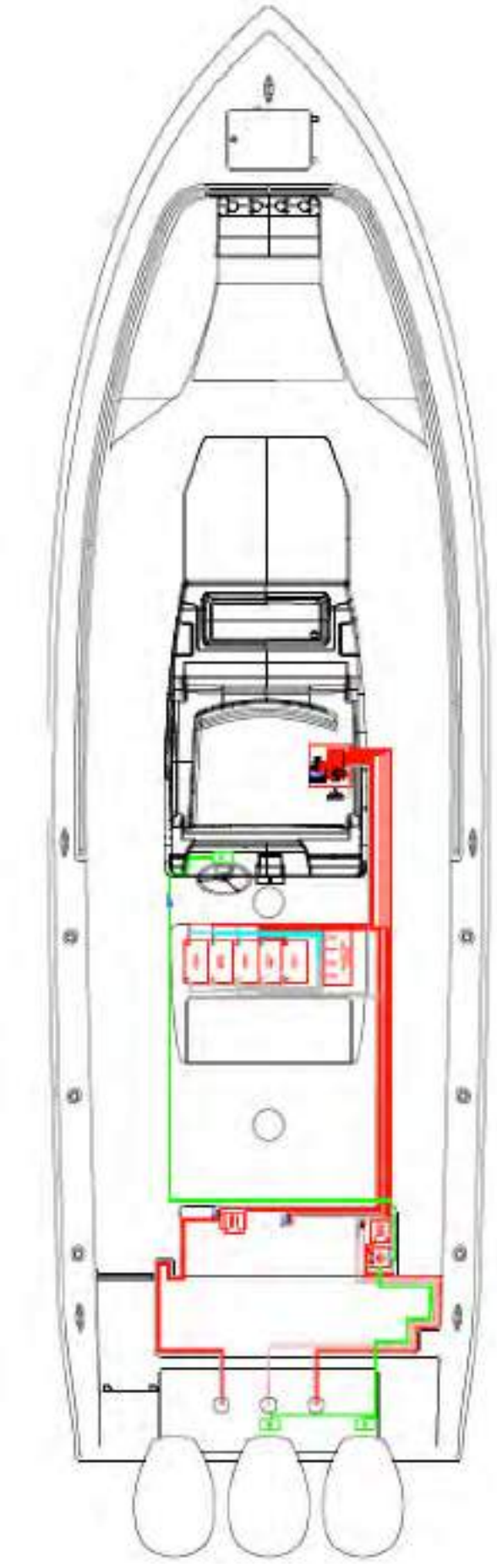
PORT AFT SPEAKER
SPEAKER WIRE **RED** - TO HARD TOP SPEAKERS TO CONSOLE
(+) COPPER SIDE
(-) SILVER SIDE

STBD FWD SPEAKER
SPEAKER WIRE 2 **GREEN** -TO HARD TOP SPEAKERS TOCOSOLE
(+) COPPER SIDE
(-) SILVER SIDE

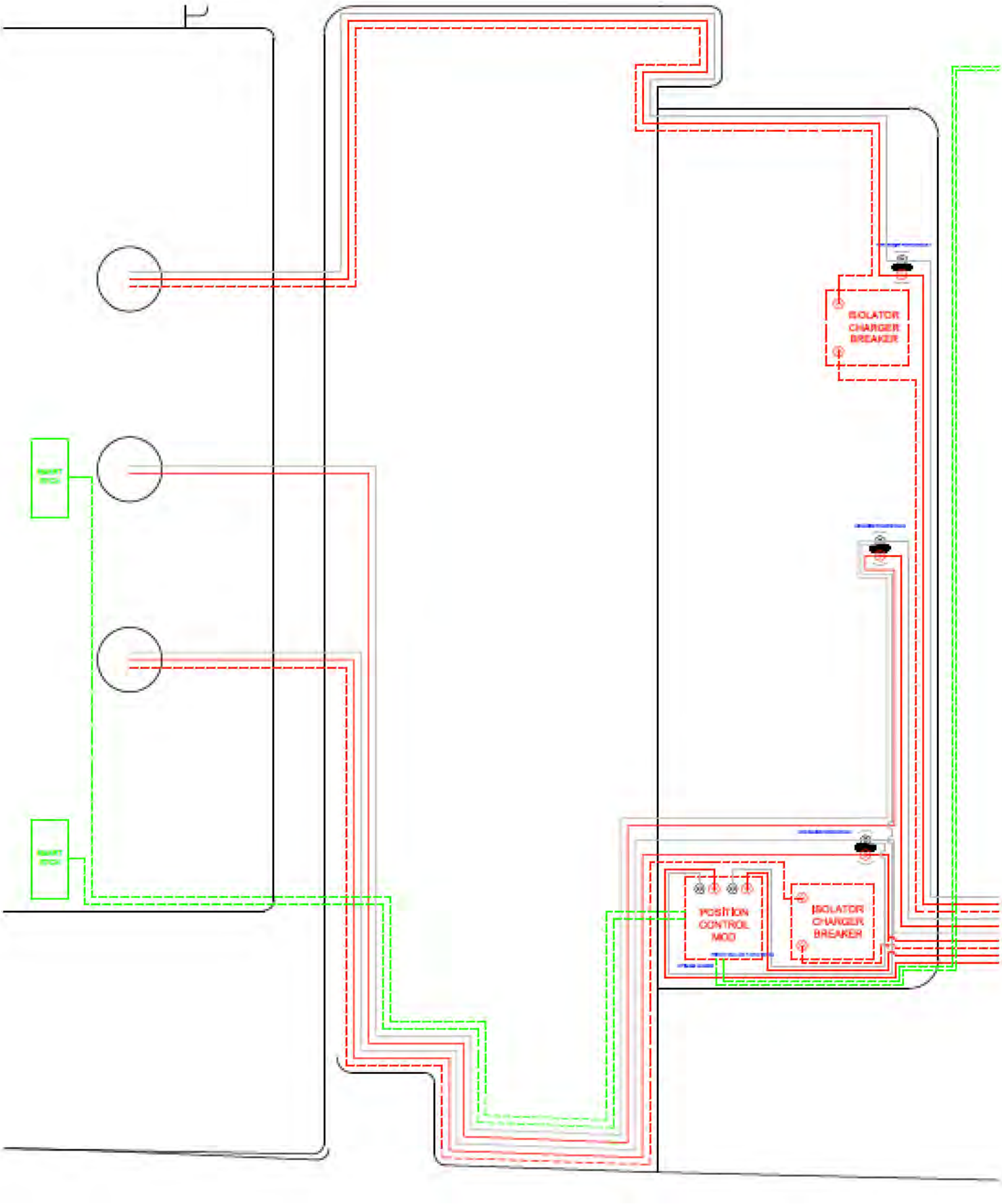
PORT FWD SPEAKER
SPEAKER WIRE 2 **RED** -TO HARD TOP SPEAKERS TO CONSOLE
(+) COPPER SIDE
(-) SILVER SIDE

HARD TOP SPEAKERS TO HULL
PORT FWD SPEAKER 2 **RED** (+) COPPER SIDE
PORT AFT SPEAKER **RED** (+) COPPER SIDE
STRB AFT SPEAKER **GREEN** (+) COPPER SIDE
STRB FWD SPEAKER 2 **GREEN** (+) COPPER SIDE
STRB FWD SPEAKER 2 **GREEN** (-) SILVER SIDE
STRB AFT SPEAKER **GREEN** (-) SILVER SIDE
PORT AFT SPEAKER **RED** (-) SILVER SIDE
PORT FWD SPEAKER 2 **RED** (-) SILVER SIDE

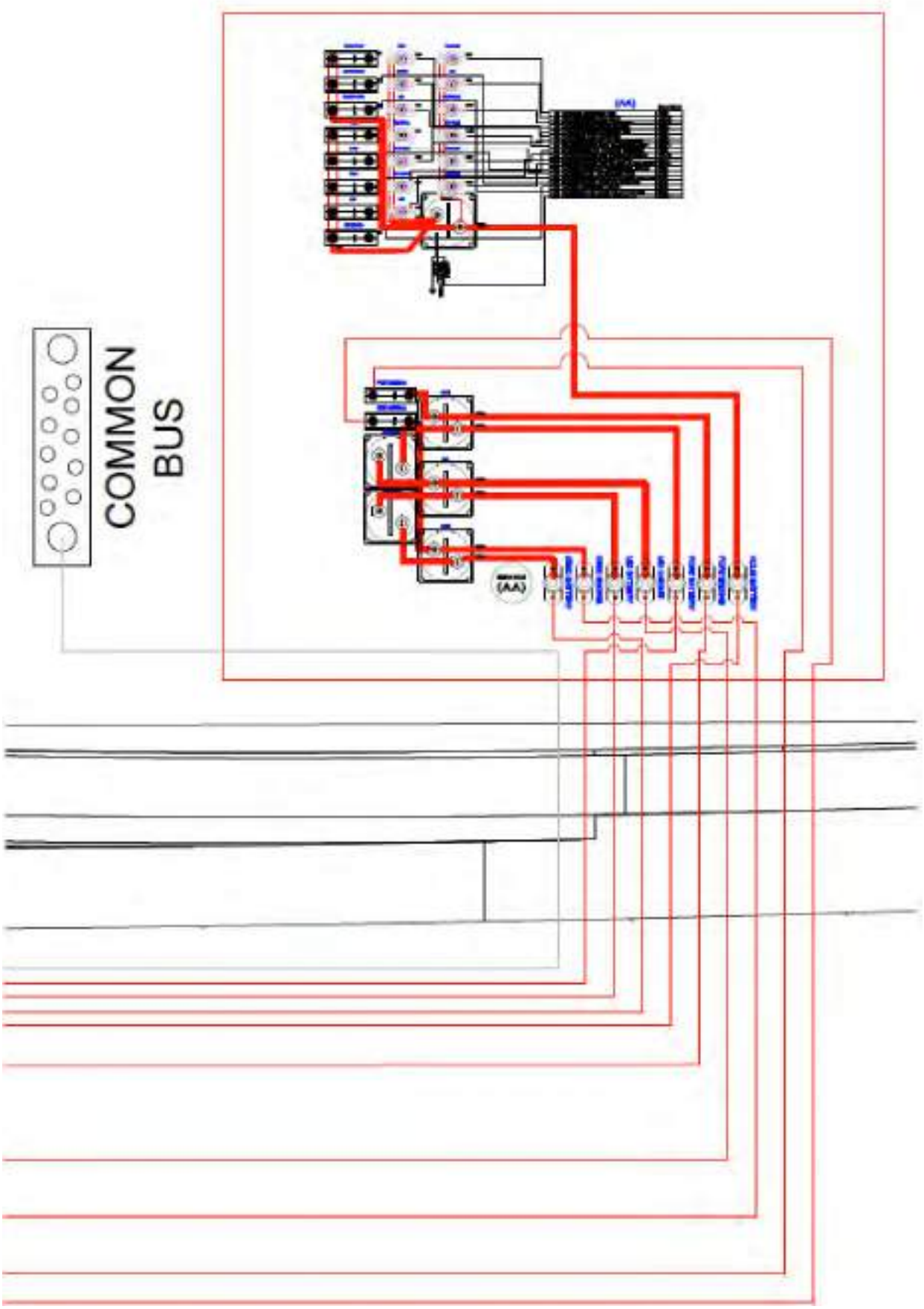
344 Power distribution from stern to helm



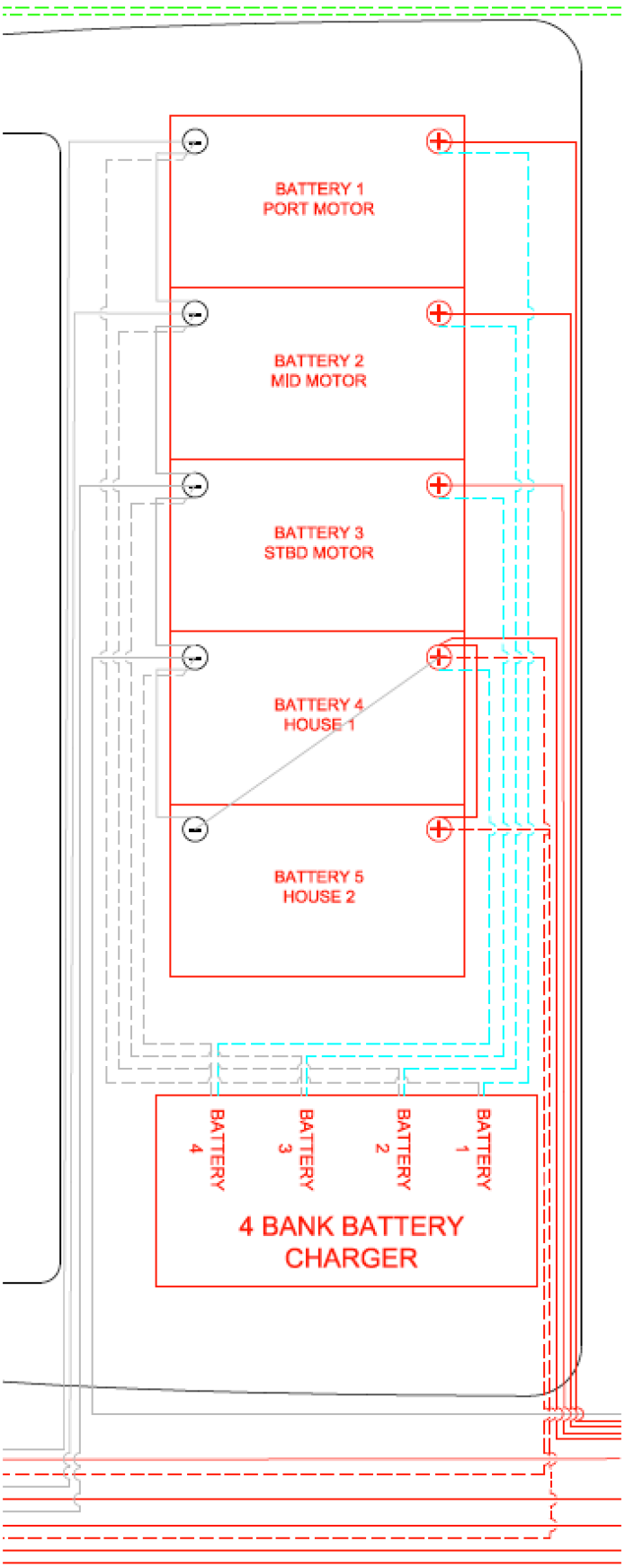
344 Power distribution diagram for aft bilge



344 Power distribution diagram for console



344 Power distribution diagram for leaning post/ batteries



Warranty

Cobia Boats are NMMA Certified and offer superior SeaTech “no wood” construction. All Cobias are backed by a no-nonsense, 10-year limited warranty.
Cobia Boats advises owners that an authorized Cobia dealer perform maintenance and repairs on your boat. Self repairs and repairs done by a non-authorized Cobia dealer may void the warranty on the boat. The following information is general in nature and should not be considered a repair manual or guidelines set forth by Cobia Boat Company.

Cleaning: Each Cobia Boat is constructed using the finest material and components available. However, no material is immune to the ravages of the saltwater environment. After each use, your boat should be rinsed thoroughly with fresh water. A mild detergent may also be used to remove any dirt, silt or stains. A light coat of lubricants on metal railing, screws, and electrical connections will help prevent electrolysis. The same holds true for your trailer.

No Matter Which Direction You're Going, Your Boat is Always Covered.

COBIA