

PRO LINE
BOATS



*Why Fish
With An Amateur
When You Can Fish
With A Pro*

**Owner's
Manual**

WELCOME

As the new owner of a Pro-Line, we would like to welcome you into our vast, expanding family of boating enthusiasts.

Every journey lets you enjoy the excitement of a new adventure. Your new Pro-Line is more than just a boat; it is a way of living. Our employees are dedicated to providing pleasure and reliability through our product quality, performance and dependability.

Pro-Line's commitment to excellence has enabled us to create a superior boating craft, providing you with comfort, performance, safety and dependability. All of our boats comply with the safety standards set by the United States Coast Guard and are designed, engineered and manufactured in accordance with applicable recommendations and guidelines of the National Marine Manufacturers Association (NMMA) and the American Boat and Yacht Council (ABYC).

The owner's manual - to be kept onboard your Pro-Line - introduces you to all the features which make our boats so incomparable. For years of trouble-free boating, take the time now to carefully review the information in the owner's packet and this manual, and really get to know your boat!

Because our Product Development and Engineering department is continually upgrading our products, some of the descriptions contained in this manual may differ somewhat from the actual equipment on your boat. If this occurs, please disregard those sections and refer your concerns to your authorized Pro-Line dealer.

Because your purchase represents a substantial investment, we know you will want to take the necessary measures to protect its value. We suggest you plan a program for proper operation, routine periodic maintenance, and attention to safety inspections. If you have questions which are not fully covered by this manual or the manufacturer's instructions, please consult your authorized Pro-Line dealer for assistance.

Thank you for choosing a Pro-Line!

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GENERAL INFORMATION

DEALER'S RESPONSIBILITIES:

Although your boat has undergone a series of rigid inspections throughout the manufacturing process, the final factory check is not the last one before you take delivery. Your dealer has been trained to perform additional pre-delivery checks and to service your Pro-Line in preparation for delivery.

Dealer responsibilities include:

- * An adequate operation in the general operation of your Pro-Line.
- * An explanation of safety considerations regarding the use of containment systems and components.
- * A complete owner's packet containing literature and information regarding your Pro-Line and its separately warranted products, warranty and registration cards, operation and maintenance instructions, and several hunting safety brochures.
- * Review all warranties, pointing out the importance of mailing warranty cards and registrations to various manufacturers within the required time limits, and assist you in accomplishing this.
- * Instructions on obtaining local and out-of-area service during and out of warranty periods.

CONSUMER RESPONSIBILITIES:

- * Read and understand the stated warranty.
- * Read all literature and instructions and use all equipment in accordance therewith.
- * Examine the boat to ensure that all systems are working properly at the time of accepting delivery.
- * Provide proper maintenance and periodic servicing of the boat in accordance with the service guide and owners manual.

When contacting your dealer regarding warranty or service, please have all pertinent information such as serial number, model number, etc. on hand (refer to warranty section).

General Information

Wellcraft Boats, Inc. has a permanent record of your boat, which is retained under its "Hull Identification Number". Data is kept regarding equipment and accessories, as well as dealer and shipping information.

The Hull Identification Number, located on the transom, starboard side just below the gunnel trim, is the most important identifying factor and must be included in all correspondence and orders. Failure to include it only causes delays. Also vitally important are the Engine Serial Numbers and part numbers when writing about or ordering parts for your engine.

INTRODUCTION TO YOUR BOAT

BILGE PUMP:

Your Proline is equipped with a bilge pump which is located in the extreme aft end of the bilge at the keel.

AUTOMATIC OPERATION:

The bilge pump and float switch are wired directly to the battery with a 10 amp inline fuse. If the boat has a battery selector switch, the bilge pump float switch is wired to the battery side of the switch. It is important that the bilge pump float switch always has power, even if the battery selector switch is turned off. If water enters the bilge, the automatic float switch will energize the pump and empty the bilge of water.

IMPORTANT: Be sure the bilge area is kept clean and free of debris or other loose objects which may prevent the float switch from operating freely.

MANUAL OPERATION:

The bilge pump has a manual override switch on the dash switch panel. This switch will run the bilge pump until it is turned back to the automatic mode. **DO NOT RUN THE PUMP WHEN DRY.** Inspect the bilge pump intakes for any restrictions.

TROUBLESHOOTING

Problem: Check:	Pump won't run on auto. * 10 amp inline fuse between float switch and battery connection. * Ensure that the battery is charged.
Problem: Check:	Pump won't run manually. * Breaker or fuse next to switch. * Medallions (Twin Console) - Check in the fuse inside console behind switch panel. * Ensure battery is charged.
Problem: Check:	Pump runs, but water doesn't come out of overboard discharge. * Intake strainer at base of the pump for debris blocking intake. * Ensure hose is securely attached at both ends. * Ensure thru-hull fitting is not obstructed.

SUMP PUMP:

2500, 2810, 2850, 2800, and 2880 Pro-Lines have fishboxes in the floor on either side of the fuel tank (2850 has a single fishbox between dual fuel tanks). These boxes drain to a sump pump mounted in the bilge, just aft of the fuel tank. The sump pump is intended to pump the meltdown from the overboard. As the sump pump containment well fills up, a float switch will automatically pump the well down.

The fishbox drain is equipped with a strainer to prevent ice bags, fish scales, or other debris from blocking the drain hose or getting into the sump pump well.

Maintenance: It is advisable to remove the top of the sump pump, check for free operation of float, and clean out any small debris or sediment.

For electrical information, refer to Section V. If you still need further assistance, contact your Pro-Line dealer.

BILGE BLOWERS (STEERN DRIVE MODELS ONLY):

Stem Drive Pro-Lines have a natural ventilation system that exchanges the air in the engine compartment when your boat is underway. It also has an electric bilge blower to provide forced ventilation of the engine compartment before starting your engine, and when operating below cruising speeds. The bilge blowers are located in the engine compartment on the transom.

CAUTION: Use of the bilge blower should never take the place of checking the bilge visually and smelling for fumes.

Operation: The bilge blower is protected by a 10 amp breaker on the dash switch panel. The blower is operated by the on/off switch located on the dash switch panel. Operate the blower a minimum of 4 minutes and check the compartment for fumes before starting the engine.

DRAIN PLUG:

All Pro-Lines are fitted with a drain tube and plug, or a garboard drain and screw-in plug, depending on boat model.

We recommend that you remove the drain plug when traveling or storing your boat.

Make sure your drain plug is replaced before launching!

FUEL SYSTEM

Probe line boats have one fuel tank located under the cockpit floor. The fuel filler is located on the starboard side deck and has a filler in the cover. The fuel vent fitting is located on starboard hull side below the fuel filler. This vent serves a dual purpose of pressure or vacuum release, and safety overflow. The thru hull vent fitting is also a flame arrester. Keep the screen in this vent fitting clean. Replace screen immediately if damaged or misshapen.

Access to the fuel and vent fittings at the deck may be gained by removing the inspection port on the cockpit side just below the fuel filler. The fill hose and vent hose connections at the gas tank are accessible through an inspection port located in the cockpit floor. Also at this location will be the tank manufacturer's compliance and capacity label. This label will list the fuel tank compliance based on Coast Guard regulations at the time of manufacture, and the capacity.

The fueling unit is accessed through an inspection port over the center of the fuel tank. If there is not an inspection port there, it is located at the front of the tank. The fuel pickup at the fuel tank is located through an inspection port at the aft end of the fuel tank in the hull.

PROPELLER

Your Probe line has a factory installed engine, whether it be outboard or stern drive it has also been equipped with a propeller which has been performance tested to be best suited to your boat and motor combination.

In some situations, you may wish to change propellers to give your boat slightly different performance characteristics. In general, changing to a "lower" pitched propeller will increase acceleration and power, but with a slight decrease in top speed. Changing to a higher pitch propeller will attain higher top speed with a slight loss of acceleration and power. Your particular requirements should be discussed with your Probe Line Dealer.

Under no circumstances should you use a propeller which exceeds maximum or minimum engine manufacturer's recommended RPM.

PROPELLER TORQUE AND ITS CORRECTION

Some of the more powerful motors create a considerable torque effect, that is, a twisting motion causing a ride with a slight list to one side. This twisting reaction is caused by the direction of propeller rotation during one side of the boat. This causes an uneven drag on that prop's bow which tends to fall off of the intended course.

PROPELLER TORQUE AND ITS CORRECTION (Continued):

If this effect exists in your boat, it can usually be corrected by an adjustable trim tab on the lower unit of the motor or outdrive. The trim tab should offset the effect of torque, thus allowing the boat to maintain a course without pulling to one side.

Offsetting any torque related list can be accomplished by shifting equipment on the boat, such as coolers and other personal belongings.

Operating your boat with a damaged propeller will reduce its top speed, may introduce undesirable handling characteristics, and will definitely increase fuel consumption. A damaged propeller may also create unpleasant vibrations, leading to an increased sound level. These excessive vibrations will hasten wear to rotating and reciprocating engine components and may cause costly, premature engine damage.

HYDRAULIC STEERING OPERATION (OPTION):

To operate the hydraulic steering system, simply turn the steering wheel in the direction desired. The helm pump will pump fluid to the steering cylinder and cause the boat to turn. The system is totally self-contained and does not rely on electronic or manual assistance.

Maintenance:

During initial period of operation, inspect for leaks at 2-hour intervals until absence of any leakage is assured.

Periodically check helm pump fluid level (Refer to hydraulic steering owner's manual included in the boat's owner's packet).

It is recommended that the hydraulic fluid level be checked when temperature is near the temperature when pump was last filled. This will prevent over or under filling due to fluid expansion or contraction.

Every 24 hours of operation, check all nuts, cap screws, and hose fittings to be sure they are tight. Check that hoses are not rubbing or binding on sharp corners. Check that clamps are not distorting, deforming or otherwise damaging hoses.

It is recommended that the hydraulic fluid be changed once a year under normal operating conditions; twice a year if the boat is heavily used.

MECHANICAL STEERING:

Pro-Line's manual steering system uses a steering head which mechanically pushes or pulls an enclosed cable which goes directly to the motor tiller arm. It is recommended that at least twice a year the system be thoroughly inspected for damage caused by the elements surrounding it, such as weather, water (especially salt water), and normal wear.

Troubleshooting

The following are some troubleshooting hints which may help prevent or solve a problem.

- A. Steering stiff or unusually hard operating, jerky, or erratic.
1. Corrosive deposits at cable output end, either inside cable sleeve or inside motor tilt tube.
 2. Crushed or kinked cable conduit.
 3. Bent cable ram at output end.
 4. Friction device at helm overtightened.
 5. Internal corrosion or damage to cable.
 6. Engine and boat not trimmed out properly.
 7. Engine trim tab loose, damaged or incorrectly set.
 8. Transom bracket improperly mounted, bent or distorted (Boat mounted systems).
 9. Bent or distorted engine link may be interfering with engine.
- B. Steering sloppy and has excessive free steering wheel movement.
1. Cable transom bracket loose or cable end fittings loose or badly worn.
 2. Steering wheel loose on helm.
 3. Worn or loose fasteners in helm unit or drive unit.
 4. Worn push-pull cable.
- C. Steering system will not turn.
1. Corrosive buildup at output end of cable. Warning: if the system does not free easily, replace the cable.
 2. System badly damaged at the helm or cable output end.

POWER TRIM OPERATION (OPTION)

The power trim system allows the operator to raise and lower the motor for planing, beaching, anchoring, and shallow water operation. Power trim also allows the operator to adjust the angle of the motor while underway, to provide the best boat angle in relation to the water surface for a given load and water condition. In most cases, the best all-around performance is obtained when the bow of the boat is just slightly out of the water.

Tilt motor up - characteristics:

1. Reduces amount of hull in the water, causing the boat to draw less water than when standing still.
2. Generally, while planing, this position tends to allow the hull to run at a more efficient angle to the water's surface resulting in better speed and fuel economy.
3. In excess, it can cause bouncing, porpoising, and/or excessive ventilation.

Tilt motor down - characteristics:

1. Lower's bow in water, tending to improve ride in choppy water with partial throttle.
2. Starting position when accelerating to get up on plane.
3. Will reduce boat speed in most cases.

To raise drive unit for tracking, beaching, launching, or shallow water operations.

Refer to the owner's operation manual included in the owner's packet.

NOTE: The power trim pump motor is protected from overheating by an internal circuit breaker. If trailing switch is held depressed after drive unit reaches the end of its upward travel, the circuit breaker will stop the pump. If this should happen, release the switch and allow about one minute for the pump to cool. The breaker will automatically reset itself and the pump will be operational.

SHIFT AND THROTTLE CONTROLS

Your Pro-Line can be ordered with several different shift/throttle systems. Refer to the owner's packet to find the manual on your particular installation.

LOADING

The capacity plate attached to a boat states the maximum persons and the maximum weight capacity in pounds for persons, motor, and gear that the boat will handle safely under normal conditions.

These load capacity ratings are computed from a complex formula determined by the U. S. Coast Guard. Overloading is a significant cause of boating accidents. Improper loading can be equally as hazardous. The performance of a boat is affected by the amount and distribution of the weight it is carrying.

When boarding a boat, always step - never jump - into a boat.

When loading a boat, have someone on the dock to pass the gear aboard. Secure all gear firmly so that it does not shift or interfere with the safe operation of the boat. Place heavy gear so that the boat is balanced.

Passengers should board the boat one at a time - never jumping into the boat and seat themselves so as to maintain an even and level trim to the boat.

Do not exceed the load capacity rating as stated on the U. S. Coast Guard Capacity plate.

Do not allow passengers to ride on the bows of the boat with feet hanging over the side.

Do not allow several passengers to ride on the bow, causing the bow to "pitch."

Do not allow passengers to run on top of the stern, or on the gunwales of the boat. Falling from moving boats is a major cause of boating accidents.

Remember that the presence of the capacity plate does not relieve the operator of the boat from the responsibility of using common sense or sound judgment. Rough water and adverse weather conditions will reduce the safe operating capacity of the boat.

Advance knowledge of weather forecasts and water conditions are recommended.

Overloading is a violation of Coast Guard regulations.

Overloading and improper distribution of weight are significant causes of accidents. Capacity plates indicate maximum loads under normal conditions. Give yourself an extra margin of safety in rough water.

TRIM TABS (OPTION).

Trim tabs on Volvo Penta line operate with rocker type master (and switches located below instrument panel). Trim tabs are protected by a 20 amp fuse (in fuse block) on the tab switch panel. Trim tab pump is located at the transom.

To trim the boat down, push the top part of both rocker switches in half second bursts. If you hold switches in to adjust trim, the boat will over trim. To correct over trimming, push the bottom of both rocker switches to return desired trim up angle.

The two trim tabs can be operated separately to counteract a list the boat may have due to uneven loading, seas, or wind effects on the boat.

Before the boat gets underway, trim tabs should be fully elevated in full "Up" position (bottom half of rocker switches fully depressed). Once underway if you have a "port list" (left side of boat rides lower than right), give top half of port trim tab a half second burst. Repeat until boat is trimmed level. If desired, you may trim the boat down further by giving top half of both rocker switches short simultaneous bursts, causing between bursts. This procedure will help offset heavy loads in aft of boat.

Hydraulic trim tabs use Type A Dextron II Automatic Transmission Fluid, which should be filled to the fill mark on the pump case. Add fluid with the tabs in the UP position only.

ALARM SYSTEM (ON BOARD) (OPTION).

Your engine is equipped with an audible alarm system. Water temperature and VRO oil is connected to an alarm buzzer. The buzzer will sound if cooling water temperature is high or VRO oil is low. Refer to Engine Operator's Manual for proper gauge readings or oil level and correcting problems.

Caution: If engine stalls during dockside or slow maneuvering, buzzer will sound until engine is restarted. The buzzer will also sound while engine is cranking and will continue until starts. **IF ALARM SOUNDS WHILE ENGINE IS OPERATING, QUICKLY CHECK AND NOTE VRO OIL LEVEL AND WATER TEMPERATURE GAUGE. TURN ENGINE(S) OFF IMMEDIATELY.** Check for leaks and see if cooling water pick up is blocked or clogged. If necessary, clear water pick up of foreign matter. **DO NOT RESTART ENGINE UNTIL CAUSE FOR ALARM SOUNDING HAS BEEN FOUND AND CORRECTED.**

It is recommended that the system be tested at least once every five hours of operation. To test the engine alarm, turn key to the "On" position without cranking the engine. The buzzer should sound within 7 to 10 seconds.

IGNITION SWITCH

The ignition switch on your boat has three positions: 'off', 'on', and 'start'. The 'start' position is spring loaded and the key should be held in this position until the engine starts. After the engine starts, release the key and it will return to the 'on' position. Always turn the key to the 'off' position when the engine is not running to prevent discharging the battery. Do not operate the engine starter motor for more than 15 seconds at one time as the motor will overheat.

OIL PRESSURE GAUGE (STERN DRIVES ONLY):

This is a most important instrument. Very little serious trouble can occur inside an engine without it showing up on the oil pressure gauge. Generally, readings of 10 to 15 psi pressure at idle and/or 15 to 25 psi pressure at cruise are satisfactory. Your engine owner's manual is more specific on the subject. If a complete loss of oil pressure occurs, shut off the engine at once.

WATER TEMPERATURE GAUGE:

The water temperature gauge indicates the temperature of the cooling water circulating inside the engine. Your engine is equipped with a thermostat so that a predetermined engine temperature should be reached soon after starting the engine, and maintained thereafter while the engine is running. Temperatures of 150° to 170° are in the normal operating range. If the temperature approaches above normal on your gauge, shut down the engine at once.

FUEL GAUGE

The fuel gauge indicates the fuel level in your fuel tank. The most accurate reading of the fuel gauge is at idle speeds when your boat is in an approximately level position. At slow plans when your boat is in a bow up position, the gauge will read inaccurately low (the low side) because the fuel in the tank travels to the rear of the tank and away from the fuel sensing unit.

Since boats are subject to considerably more stress than automobiles due to rough water conditions, the fuel gauge may not provide accurate readings at all times, even at idle speeds. Become familiar with your engine's hourly fuel consumption at various speeds and use this, along with your running time as a backup check against the reading on your fuel gauge.

SPEEDOMETER:

The speedometer indicates the speed of your boat in miles per hour. It operates by transferring the water pressure at the Pitot tube mounted on the transom to the gauge. To insure an accurate reading, make sure that the Pitot tube is in the down position and its opening is not clogged. If you have a Yamaha installation, the Pitot tube is located in the lower unit of the motor.

Maintenance:

1. A clogged water pickup will render the speedometer inoperative. Clean with a piece of wire, or blow out with compressed air. Before blowing out with compressed air, disconnect speedometer fitting from Pitot tube or bayonet fitting.
2. Drain system of water completely before storage. Remove fitting from speedometer fitting and blow through tubing to remove water.

TACHOMETER:

The tachometer indicates the RPM at which your engine is running. Your engine operator's manual states the maximum full throttle RPM at which the engine should operate. This should not be exceeded. The tachometer should also be used to determine most comfortable and economical cruising RPM.

VOLTMETER:

The voltmeter indicates battery voltage, which normally ranges from 12.0 to 15.5 volts when the alternator is charging. Significantly higher or lower readings indicate a battery or alternator malfunction, or heavy battery drain. Refer to your engine operator's manual for proper gauge readings.

TRIM GAUGE:

The trim gauge indicates angle of the cavitation plate relative to the bottom of boat. When motor is trimmed 'in' or 'down', the bow is forced down. Trim should be at full 'in' position when accelerating from idle to plane, to achieve faster planing and less bow rise. Once on plane, motor can be trimmed 'up' or 'out' to raise the bow and increase speed. Experimentation is needed to determine best trim position for various conditions. If motor is trimmed out too far while on plane, propeller ventilation may result, evidenced by a sudden increase in RPM. This should be avoided and can be corrected by reducing engine RPM and trimming motor in. If motor is trimmed in too far when on plane, a rooster tail or excessive spray around the transom may occur. This can be corrected by trimming motor up slightly.

FUELING PRECAUTIONS.

Certain precautions must be carefully and completely observed every time a boat is fueled.

Before Fueling:

- * Make sure your boat is tied securely to the fueling pier.
- * Turn off engine, engine blowers (stern drive models), fans and other devices that can produce a spark.
- * Close the cabin door and engine hatch (stern drive models) to prevent fumes from entering the boat.
- * Disembark all people not needed for the fueling operation.
- * Prohibit all smoking on board and nearby.
- * Have a fire extinguisher close at hand.

While Fueling:

- * Do not leave boat unattended.
- * Keep nozzle or can spout in constant contact with the fill opening to guard against static sparks.
- * Do not spill fuel.
- * Do not overfill. Filling a tank until fuel flows from the vents is dangerous. Allow room for expansion.

After Fueling:

- * Close fill openings.
- * Wipe up any spilled fuel. Dispose of wipe-up rags on shore.
- * Open cabin door, turn on bilge blowers (stern drive models). Ventilate the boat for at least four minutes.
- * Check for fuel fumes in the bilge; continue ventilation until odor can no longer be detected. Check for any drips or liquid fuel.

STARTING YOUR ENGINE:

After taking on fuel, and before starting engines:

1. Open hatch, engine compartment (stern drive models), and doors and ventilate all enclosed spaces.
2. Operate bilge blower (stern drive models) at least four minutes - but do not depend on the blower to eliminate fumes.
3. Always check bilge by visual inspection and smell. Leave engine

STARTING YOUR ENGINE (CONTINUED):

hatch and engine box open until after the engine has started and run for some time.

4. To facilitate starting stern drives when the engine is cold, move control to neutral (transmission disengaged from throttle lever), move throttle lever back and forth three or four times while starter is operating. This will actuate the carburetor/accelerator pump and feed more fuel to the engine for starting. **DO NOT** move throttle lever back and forth if engines are hot, as this will cause flooding.

5. Turn ignition key clockwise to 'Start' position. As soon as engine starts, release key and allow switch to return to 'Run' position.

Cold starting outboards should be done by advancing the throttle about 1/4 open. Turn the key to the start position while activating the choke. On a cold start the choke should remain closed until the engine starts. Generally, once the engine starts the choke may need a few quick bursts until the engine smooths out.

Important: Do not continue to operate starter for more than 15 seconds without pausing to allow starter motor to cool off for 2 minutes. This also will allow battery to recover between starting attempts.

E. Check engine RPM on tachometer as soon as engine starts. Do not allow RPM to exceed 1500. Move throttle lever to decrease RPM.

Caution: Do not race a stern drive engine before turning ignition key off nor turn key off with engine running above idle. This could cause water to be drawn into engine via the exhaust system and result in internal damage.

AFTER STARTING ENGINE:

After the engine is running, these few rules will assure you that the engine is functioning properly:

1. Check the oil pressure indicator (stern drive models) for normal reading. Refer to engine owner's manual for correct reading.

2. Check for proper water circulation. The temperature gauge should show normal after a few minutes. Refer to engine owner's manual for correct temperature.

Introduction to Your Boat

AFTER STARTING ENGINE CONTINUOUSLY

1. Check a visual inspection of all items related to fuel, exhaust, intake water and torque on all drive shafts. (Sport drive models). All engines and electrical and mechanical items should be shut off if 1500 hours are used.

4. Water test the boat after properly warming up the engine. Drive at top speed for one moment, if you are in open waters and conditions permit. Note maximum RPM developed and general operation of the boat, instruments and engine. For detailed instructions on "Engine Break-in" see the engine operator's manual.

FOR DETAILED INFORMATION ON YOUR NEW ENGINE, REFER TO THE ENGINE OPERATOR'S MANUAL

It is good safety practice and we recommend that you recheck procedures in the above paragraphs be observed each time the engine is started after a period of non-use. It is best that you check the safety of the boat and personnel aboard depends rather than rely on this to others.

FRESHWATER SYSTEM OPTION:

Sport, Classic and Walkaround (Shower System) System Components

- | | | |
|-------------------------|----------------|-----------|
| 1. Manifold to overhead | 3. Pump Switch | 5. Tank |
| 2. Valve | 4. Pump | 6. Filter |
| | | 7. Vent |

This system is a demand system. When the switch (located on the shower deck) is in the OFF position, water may be used simply by opening the valve. The pump will automatically supply water. When switch is moved off the valve is shut off. To turn system off, turn valve back to the OFF position.

240 and 2855 Walkaround System Components

Same as above, plus these additional items:

- | | |
|------------------------|-----------------------|
| 1. Sink | 3. Three half fitting |
| 2. Manifold with valve | |

The operation of systems on these models is basically the same as above. The main difference is that the switch that controls the pump is located on the deck (instead of under the seat) on the shower deck.

FRESHWATER SYSTEM (CONTINUED)

The Galley faucet operates simultaneously opening the valve, the water system switch must be on.

Tank and Pump Locations

BOATS	TANK	PUMP
Scout	Compass	Console
Turkey	Compass	Console
210 220WA	Stbd. Storage	Stbd. Storage
240 thru 2440	Stbd. Storage	Galley (Removal) for external systems
2500	Under a Bench	Galley (Removal) for external systems Head for internal systems

BILGE RECIRCULATING / RAW WATER WASHDOWN SYSTEM (OPTION)

System Components

- | | |
|-------------|--------------------|
| 1. Seacock | 5. In Valve |
| 2. Strainer | 6. Valve Selector |
| 3. Pump | 7. Washdown Outlet |
| 4. Switch | |

This is a recirculating raw water system which supplies water to a bilge recirculating well and a washdown outlet. These systems share one pump actuated by a switch placed in the washdown outlet. A valve operated by a remote switch selects between bilge well and washdown system.

To Operate:

1. Open Seacock
2. Turn Switch On
3. Select Bilge Well or Washdown System
4. Open Valve to Selected

Location:

- Bilge Well - Transom Fore Side
- Washdown Outlet - Portside near transom
- Switch - in Washdown Outlet
- Strainer - In bilge on side of strainer
- Pump - At transom above floor plate in
- Fuse - On transom at bilge bar
- Selector - Portside near transom
- Seacock - in Bilge near transom

Electrical Systems

IV. ELECTRICAL SYSTEMS 112-VOLT SYSTEM

COMPONENT NAME	LOCATION	WIRING		
		POSITIVE	GND	GA
SALTWELL AERATOR	PORTSIDE TRANSOM	B	B	16
SALTWELL CIRCULATOR	PORTSIDE TRANSOM	B	B	16
BATTERY SWITCH	TRANSOM	B	B	8
BILGE PUMP AUTOMATIC	BILGE PUMP	BRN	B	16
BILGE PUMP MANUAL	AFT BILGE	BRN	B	16
BUSS BAR - HELM	HELM ACCESS	B	B	10
BUSS BAR - TRANSOM	TRANSOM	B	B	10
DEPTH FINDER	RADIO BOX/DASH	B	B	16
FRESHWATER SYSTEM	CABIN/COCKPIT	B	B	16
FUEL OIL GROUND	TANK (FYDI)		GRN	16
FUEL SENDDOWN	TANK	PWR	B	16
FLOOD LIGHTS *	HEAD	B	B	16
WDRN	STBD SIDE	YEL	B	16
LIGHTS - 350°	TOWER CONSOLE	GRY/W	B	15
LIGHTS - 350°	STBD GUNNEL	GRY/W	B	16
LIGHTS - 300°	HARDTOP	GRY/W	B	16
LIGHTS - 380°	WINDWYND	GRY/W	B	16
LIGHTS - BOW	BOW	GRY/BL	B	16
LIGHTS - CABIN *	MAIN CABIN	CR BL	B	19
LIGHTS - COCKPIT	SIDES NEAR BLOOR	BL/W	B	15
LIGHTS - GALLEY *	GALLEY	CR BL	B	16
LIGHTS - HEAD *	HEAD	CR BL	B	16
LIGHTS - SPOTLIGHT	PULPIT TOP	GRY/BL	B	16
LIGHTS - SPREADER	HARDTOP AFT	GRY/B	B	16
COMAN	RADIO BOX/DASH	B	B	8
RADIO - VHF	RADIO BOX/DASH	B	B	8
RADIO - AM/FM	CABIN/HELM	B	B	8
REFRIGERATOR *	GALLEY	B	B	8
TRIM TABS	TRANSOM	HARNES	B	20
WASHDOWN	COCKPIT	B	B	15
W/PERS *	COCKPIT	GRD	B	15

* WALKABOUT (CABIN) MODEL B ONLY

TYPE	CIRCUIT PROTECTION		CIRCUIT TERMINATIONS	
	LOCATION	AMP	BEGINS	ENDS
FUSE	HELM PANEL	10	HELM SWITCH	AERATION PUMP
IN-LINE FUSE	NEAR BATTERY	10	TRANSOM BUSS	BATWELL PUMP
BREAKER	AT BATTERY	40	BATTERY(S)	SWITCH
IN-LINE FUSE	HELM ACCESS	10	TRANSOM FUSE	BILGE PUMP
BREAKER	HELM PANEL	10	HELM SWITCH	BILGE PUMP
FUSE BLOCK	NEAR BATTERY	40	BATTERY	HELM BUSS
FUSE BLOCK	NEAR BATTERY	40	BATTERY	TRANSOM BUSS
IN-LINE FUSE	HELM ACCESS	3	HELM BUSS	DEPTH FINDER
IN-LINE FUSE	HELM ACCESS	10	HELM BUSS	FRESHWATER PUMP
N/A	N/A		TANK	FUEL FILL
N/A	N/A		SENDING UNIT	FUEL GAUGE
IN-LINE FUSE	UNDER SWITCH COVER	15	HELM BUSS	HEAD PUMP
BREAKER	HELM PANEL	10	HELM PANEL	HORN
BREAKER	HELM PANEL	10	HELM BUSS	360° @ TOWER
BREAKER	HELM PANEL	10	HELM SWITCH	360° @ GUNNEL
BREAKER	HELM PANEL	10	HELM SWITCH	360° @ HATCHTOP
BREAKER	HELM PANEL	10	HELM SWITCH	360° @ WINDSHIELD
BREAKER	HELM PANEL	10	HELM SWITCH	BOW LIGHT
BREAKER	HELM PANEL	10	HELM SWITCH	CABIN LIGHT
BREAKER	HELM PANEL	10	HELM SWITCH	COCKPIT LIGHT
BREAKER	HELM PANEL	10	HELM SWITCH	CATALY LIGHT
BREAKER	HELM PANEL	10	HELM SWITCH	HEAD LIGHT
BREAKER	HELM PANEL	20	HELM SWITCH	SPOT LIGHT
BREAKER	HELM PANEL	10	HELM SWITCH	SPREADER LIGHT
IN-LINE FUSE	HELM ACCESS	3	HELM BUSS	LOTRAN
IN-LINE FUSE	HELM ACCESS	3	HELM BUSS	VHF RADIO
IN-LINE FUSE	HELM ACCESS	3	HELM BUSS	AM/FM RADIO
IN-LINE FUSE	HELM ACCESS	15	HELM BUSS	REFRIGERATOR
IN-LINE FUSE	TRANSOM	10	TRANSOM BUSS	TRIM TAB PUMP
IN-LINE FUSE	HELM ACCESS	10	TRANSOM BUSS	WASHDOWN PUMP
BREAKER	HELM PANEL	10	HELM PANEL	WIPER MOTOR

WIRING LEGEND: R-RED B-BLACK W-WHITE BL-BLUE
 GRN-GREEN GRY-GREY BRN-BROWN Y-YELLOW ORG-ORANGE

Service Information

V. SERVICE INFORMATION

CANVAS:

Care and Maintenance:

Cleaning Brush the canvas with a soft bristled brush and hose down at regular intervals to remove dust and dirt particles. It may be washed in a mild solution of Lux or Ivory soap and Borstems in lukewarm water (no more than 100° F). Rinse thoroughly to remove soap. Do not use detergents.

For more stubborn cases, soak the canvas in a solution of 1/2 cup (4 oz.) Clorox, 1/2 cup (4 oz.) Ivory Soap and one gallon warm water, for about 20 minutes. Rinse with cold water to remove all soap.

Note: This method may remove part of the water repellency, so apply a water repellent treatment as necessary.

The canvas may be washed in an automatic washer on the 'cold' cycle using 2 cups Clorox and 1 cup Ivory Flakes. Do not dry in a dryer - Allow canvas to line dry only. The fabric is 100% acrylic and it will shrink. Canvas may be dry cleaned, but a water repellent treatment will then be necessary.

Storage: Do not fold or store any canvas while wet. All canvas should be rolled or folded when dry and stored in a clean dry place.

FIBERGLASS/PAINT:

The fiberglass hull, deck and some interior parts consist of the molded shell and exterior gelcoat. The gelcoat is the outer surface, often colored, that presents the shiny smooth appearance which is associated with fiberglass products. In some areas, this gelcoat surface is painted or taped for styling purposes.

Wash the gelcoat and painted surfaces regularly with clean, fresh water. Wax surfaces to maintain the luster. In northern climates, a pre-launch waxing may suffice for the season. In southern climates, a semi-annual application of wax will be required for adequate protection.

If the gelcoat and painted surface gloss cannot be restored by waxing, hand buff with a rubbing compound such as DuPont Glaze 7, or power buff with Mtron-Glaze No. 1, then wax.

FIREGLASS/PAINT (CONTINUED):**Stains and Scratches:**

Gelcoat and paint surfaces are very resistant to deep stains. Common surface stains can be removed with diluted household detergents, providing these detergents do not contain ammonia or chlorine. Perceatain cleaning powders are too abrasive and often contain chlorine and ammonia, either of which can permanently discolor the gelcoat and paint. Alcohol or kerosene can be used for difficult stains but should be washed away promptly with a mild detergent and water. Never use acetone or any ketone solvents.

Minor scratches and deeper stains which do not penetrate the gelcoat may be removed by light sanding and buffing.

STAINLESS STEEL:

The deck hardware, rails and fasteners on your boat are types 307 and 316 stainless steel. Stainless steel is a common chromium/nickel alloy steel used in thousands of products from ocean-going craft to tableware. A protective chromium oxide film forms on its surface which gives stainless its superior corrosion-resistant property. When properly maintained, stainless provides excellent luster, strength and durability. And, in most applications, stainless will not rust or stain even after many years of service.

However, stainless is **NOT** stain or rust proof. If used in contact with chloride salts, sulfides or other rusting metals, stainless will discolor, rust or corrode.

Proper care and maintenance of stainless in marine environments or other situations where stainless may be exposed to corrosive elements, will help keep your stainless products beautiful and functional for years to come.

- | | |
|---|--|
| 1. ALWAYS clean frequently with soap and water. Any cleaner safe for glass is usually safe for stainless. | 4. NEVER use coarse abrasives like sandpaper or steel wool on stainless. These may actually cause rusting. |
| 2. ALWAYS remove rust spots as soon as possible with brass, silver, or chrome cleaner. Irreversible pitting will develop under rust that remains on stainless for any period of time. | 5. NEVER clean with mineral acids or bleaches. |
| 3. ALWAYS use cleaner like a good car wax for beauty and protection. | 6. NEVER leave stainless in contact with iron, steel or other metals which cause contamination leading to rust or corrosion. |

Service Information

VINYL:

An occasional surface washing with warm water and soap will keep the interior and exterior vinyls in good condition for many years. Note: We do not recommend use of any cleaners or sealers on interior or exterior vinyls.

INTERIOR FABRICS (WALKABOUT MODELS):

The wall, ceiling, and cushion materials should only be cleaned with dry cleaning fluid. It is the only approved solvent.

PLEXIGLASS:

Never use a dry cloth or duster, or glass cleaning solutions on Plexiglass.

To clean Plexiglass, first flood it with water to wash off as much dirt as possible. Next, use your bare hand, with plenty of water, to feel and dislodge any caked dirt or mud. A soft, grit free cloth may then be used with a non-abrasive soap or detergent. A soft sponge, kept clean for this purpose, is excellent. Blot dry with a clean damp cloth.

Grease and oil may be removed from Plexiglass with kerosene, hexane, white gas (not aviation or ethyl), or a phatic naphtha (no aromatic content).

Do not use solvents such as acetone, silicone spray, benzine, carbon tetrachloride, fire extinguisher fluid, dry cleaning fluid, or Jacquartheta on Plexiglass, since they attack the surface.

WINTERIZATION CHECKLIST:

1. Boat Storage:
 - * Store boat in a bow high attitude.
 - * Remove hull drain plug.
 - * Pour one quart of anti-freeze in the bilge pump pump.
2. Engine: * Refer to engine owner's manual.
3. Batteries:
 - * Remove from the boat and store away from freezing temperatures.
 - * Store on a wooden pallet and keep under a trickle charge.
4. Portable self contained Head:
 - * Empty all water from holding tank.
 - * Be sure there is no water in the pump.

WINTERIZATION CHECKLIST (CONTINUED)

5. Fuel System (Gasoline):

- Fill the fuel tank with gasoline and a gasoline stabilizer and conditioner such as 'SEA-ELL' to treat the gasoline.
- Run the engine for ten minutes to insure that all gasoline in carburetor and fuel lines is treated.

SETTING OUT AFTER STORAGE

Fuel System:

Check the entire fuel system for loose connections, worn hoses, leaks, etc., and repair. This is a primary safety precaution.

Exhaust System:

Examine complete exhaust system, from engine to transom. It is imperative that the entire exhaust system be vapor proof and water tight. If a plug or cover was used at the exhaust port, remove it. Check drain plugs on bottom of mufflers. Do not over-tighten. Recheck system with engine running.

Battery:

Before installing the battery, clean terminal posts with a wire brush or steel wool, then attach cables. After cable clamps are tightened, smear posts and clamps with Vaseline or grease to exclude air and acid. Do not apply grease before attaching and tightening the terminal clamps. Examine all wiring.

Miscellaneous:

1. Check all thru-hull fittings for unobstructed water passage. Be alert for any deteriorated hoses and/or fittings below the water line which might fail in service and admit water.
2. Test the navigation lights.
3. Check all wiring for loose connections.
4. Check all switches and equipment for proper operation. Anchor lines and gear should be inspected and replaced if necessary.
5. Make sure the hull drain plug is in place.
6. Clean the bilge thoroughly if it was not done at lay-up.

Service Information

LAUNCHING RECORD

Operation before Launching:		motor wired correctly - connections tight - - - - -	<input type="checkbox"/>
	Check if OK	23. Throttle control and cable travel - - - - -	<input type="checkbox"/>
1. Propellers - - - - -	<input type="checkbox"/>	24. Shift control & cable travel - - - - -	<input type="checkbox"/>
2. Shaft turn free - - - - -	<input type="checkbox"/>	25. Crankcase oil level at FULL mark - - - - -	<input type="checkbox"/>
3. Thru-hull fittings - - - - -	<input type="checkbox"/>	26. Power Steering Pump - - - - -	<input type="checkbox"/>
4. Drain plug tight - - - - -	<input type="checkbox"/>	Starting Engine.	
5. Bottom clean and paint - - - - -	<input type="checkbox"/>	27. Oil Pressure - - - - -	<input type="checkbox"/>
6. Hull sides clean and finish - - - - -	<input type="checkbox"/>	28. No fuel leaks in fuel lines, at fittings, at filter, fuel pump, carburetor - - - - -	<input type="checkbox"/>
7. Bright work clean and finish - - - - -	<input type="checkbox"/>	29. No engine water leaks - - - - -	<input type="checkbox"/>
8. Deck clean and finish - - - - -	<input type="checkbox"/>	30. No engine oil leaks - - - - -	<input type="checkbox"/>
9. Interior finish - - - - -	<input type="checkbox"/>	31. Ignition timing checked with timing light, with r/c added at 500 RPM - - - - -	<input type="checkbox"/>
10. Upholstery clear - - - - -	<input type="checkbox"/>	32. Valve tappets adjusted - - - - -	<input type="checkbox"/>
11. Blue cleaned - - - - -	<input type="checkbox"/>	33. Idling speed set at 500 to 700 RPM - - - - -	<input type="checkbox"/>
With Boat in Water:		34. Reverse gear shifts thru all positions and is in proper adjustment - - - - -	<input type="checkbox"/>
12. No water leaks at stern drive - - - - -	<input type="checkbox"/>	Water Test Boat:	
13. No water leaks at thru-hull fittings - - - - -	<input type="checkbox"/>	35. Boat performance - - - - -	<input type="checkbox"/>
14. Hose tested for windshield leaks - - - - -	<input type="checkbox"/>	36. Engine Performance - - - - -	<input type="checkbox"/>
15. Make sure negative terminal of battery is wired to ground save on propulsion engine - - - - -	<input type="checkbox"/>	37. Instruments register OK - - - - -	<input type="checkbox"/>
16. All electrical equipment operated OK including: horn - - - - - running lights - - - - - bilge pump - - - - - bilge blowers - - - - - wiper - - - - -	<input type="checkbox"/>	38. Top RPM @ WOT for one minute after warm-up - - - - -	<input type="checkbox"/>
17. With fuel tank full, no fuel leaks at fill pipe, overflow vent, fuel line connections - - - - -	<input type="checkbox"/>	Final Check:	
Operation Before Starting Engine: (See Engine Operator's Manual)		39. All accessory equipment operated OK - - - - -	<input type="checkbox"/>
18. Distributor lubricated - - - - -	<input type="checkbox"/>	40. Addase gear on boat - - - - -	<input type="checkbox"/>
19. Distributor points adjusted - - - - -	<input type="checkbox"/>	41. All boat, engine accessory into ready for new owner - - - - -	<input type="checkbox"/>
20. Ignition wires in correct firing order - - - - -	<input type="checkbox"/>		
21. Spark plugs and cap - - - - -	<input type="checkbox"/>		
22. Alternator, regulator, starting	<input type="checkbox"/>		

BOAT IDENTIFICATION INFORMATION.

OWNER: _____
HOME PORT: _____
BOAT NAME: _____
REGISTRATION NO: _____ STATE: _____
HULL NUMBER: _____
WARRANTY REGISTRATION DATE: _____
SELLING DEALER _____ CITY & ST _____
BOAT MODEL _____ LENGTH: _____ BEAM: _____ DRAFT: _____
VERTICAL CLEARANCE _____ EST. WT.: _____
COLOR - HULL _____ DECK _____ INTERIOR: _____
ENGINE MAKE & MODEL: _____ HP: _____
ENGINE SERIAL NUMBERS: _____
DRIVE SERIAL NUMBERS: _____
PROP. SIZE: _____ DIA. _____ PITCH: _____ P/W: _____
FUEL CAPACITY _____ KEY NO. IGNITION: _____
BATTERY VOLTAGE _____ RADIO CALL LETTERS _____
TRAILER MAKE: _____ MODEL: _____
TRAILER S/N: _____ GVW: _____
INSURANCE COMPANY: _____
POLICY NUMBER _____ PHONE NUMBER: _____

Other Information

PRO-LINE 3 YEAR LIMITED WARRANTY

PRO-LINE BOATS, INC. warrants to the original purchaser that the hull and deck manufactured by Pro-Line Boats are free from defects in materials and workmanship for a period of three (3) years from the original date of purchase. All accessories manufactured by Pro-Line Boats, as well as all mechanical, electrical and pumps installed by Pro-Line Boats are specifically warranted for a period of one (1) year from date of purchase. THIS WARRANTY IS NON-TRANSFERABLE.

Pro-Line Boats does not cover the following:

1. Any component not manufactured by Pro-Line Boats. Such components may be warranted by the respective manufacturers.
2. Engines, engine components, outdrives, propellers, batteries, controls and related items.
3. Windshields and windshield breakage, gelcoat, gelcoat cracking, stress cracks, fading, chalking, blistering, or other discoloration.
4. Tears, fading or discoloration of cushions, curtains, tops, headliners and related upholstered items.
5. Damage from accidents, abuse, misuse, powering or loading in excess of the maximum limits stated on U. S. Coast Guard capacity plates, racing, speed or endurance contests, government use, modifications or alterations, fire, lack of or improper maintenance, trailering, or mooring.
6. Charter or any commercial use of vessel.
7. All electronics are specifically excluded from the Pro-Line Boats warranty. They are covered by the component manufacturer.
8. Damages incurred as a direct result of the installation of a T-top or hard top not manufactured or authorized by Pro-Line Boats.

If, within the scope of this warranty, a defect in materials or workmanship is determined to exist, then Pro-Line Boats or an authorized Pro-Line Boat dealer may, at Pro-Line Boats' option, repair, replace or adjust the parts to correct the problem.

For any claim to be considered, the boat must be taken to an authorized Pro-Line Boat dealer.

PRO-LINE 3 YEAR LIMITED WARRANTY (CONTINUED)

Transportation to and from the Pro-Line Boat dealer or factory shall be at the purchaser's expense. All boats returned to Pro-Line Boats must be de-rigged. De-rigged is defined as: removal of outboard engines or stern drive lower unit; electronics; hard tops or T-tops and all personal items. Pro-Line Boats assumes no responsibility for towing, road service or other transportation charges, de-rigging or re-rigging charges, nor does Pro-Line Boats assume any liability for loss of, or damage to, any personal items left on or in boats returned for repair.

Pro-Line Boats accepts no liability for incidental or consequential damages of any sort including but not limited to loss of use, time, income, additional expense or inconvenience.

All implied warranties, including the implied warranties of merchantability and fitness for a particular purpose are limited to the duration of this express limited warranty and shall not extend beyond the period specified herein.

Pro-Line Boats reserves the right to change or improve the design or specifications of any boat without notice.

Pro-Line Boats agrees to repair, replace or offer credit toward repair or replacement, at Pro-Line Boats' sole option, of any item covered by this warranty and found to be defective during the warranty period.

A warranty registration card is included with each boat. This card must be completed and signed by both the purchaser and by the selling dealer on the date of sale. This signed card must be returned within thirty (30) days of purchase.

NAUTICAL TERMS

- ABEAM** - 90 degrees to center line on either side of boat
- ABAFF** - a point on a boat that is aft of another
- AFT** - toward the rear or stern of the boat
- BEAM** - the greatest width of a boat
- BELGE** - the lower interior area of the hull
- BOW** - the fore part of a boat
- BULKHEAD** - vertical partition in a boat
- CHINE** - meeting junction of the side and bottom of boat
- CHOCK** - deck fitting used as a stop for running an anchor line
- CLEAT** - deck fitting with 2 pins in which an anchor line may be made fast
- DECK** - upper structure which covers the hull
- DRAFT** - depth of water required to float a vessel
- FATHOM** - six feet
- FREEBORD** - height of topside from water line to the deck
- GUNWALE** (or **GUNWELL**) - meeting junction of hull and deck
- HATCH** - an opening in deck made in the deck beam
- HEAD** - a point or head area in a boat
- HEADROOM** - vertical distance between the deck and ceiling or canopy top
- HELM** - steering console
- HULL** - the basic part of a boat, a water-tight vessel that provides buoyancy to float the weight of the craft and its load
- KEEL** - the major longitudinal member of a hull
the lowest external portion of a boat
- KNOT** - unit of speed in nautical miles per hour
- LEE** - the side that is sheltered from the wind
- LEE** - term designating salt water of the boat
- SCUPPER** - hole as permitting water to drain vertically from a tank or cockpit
- SHEER** - curve or sweep of the deck as viewed from the side
- STARBOARD** - lateral direction term designating right side of the boat
- STERN** - the aft end of a boat
- STEER DRIVE** - steering outboard unit
- STRINGER** - longitudinal members fastened inside the hull for additional structural strength
- TRANSOM** - vertical part of stern
- WAKE** - disturbed water that a boat leaves behind as a result of its forward motion
- WINDWARD** - toward the direction from which the wind is blowing

Pro-Line Boats, Inc.
P.O. Box 1348
Crystal River, FL 32823-1348
(904) 795-4111