

OWNERS MANUAL 1978-1986

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Dear MasterCraft Owner:

We might begin this booklet as many products do and say "CONGRATULATIONS!" for your purchase of a MasterCraft. However, if you have driven your new boat you have already congratulated yourself because of the boat's superior handling, design, and construction—and your careful decision to purchase it.

We do, however, want to say THANKS for choosing MasterCraft and to offer our sincere hopes that you will enjoy your boating and skiing experienced with your MasterCraft. We would also like to say YES we will be glad to answer any questions that you might have concerning the use or proper maintenance of your boat and help you with any service problems that might develop.

YOU as a MasterCraft owner are now among the proud group of boaters and skiers that includes some of the finest tournament drivers and most of the world's top skiers.

MasterCraft Boat Company
Route 8 Box 182
Maryville, Tennessee 37801

A Coleman Company

THE MASTERCRAFT 19' TOURNAMENT SKI BOAT SPECIFICATIONS

Length	19'0"	Standard Model	Optional Model
Beam	6'10"	351 Engine	361 Engine
Weight	2200 lbs.		
Construction	Fiberglass		
Transmission	Marine Hydraulic—1 to 1 ratio		
Electrical	12 Volt neg ground		
Propeller	13 X 13 LH-cupped		
Carburetion	4 bbl		
Charging System	30 amp		
Engine Drive	LH		
Fuel Tank	24 gal Marine Plastic		
Bilge Pump	Automatic Self Prime		

MASTERCRAFT TRAILER SPECIFICATIONS

GWR (Weight)	2700 lbs
Construction	All Steel Welded
Lighting	12 Volt
Wheel Size	14"
Wheel Bolt Pattern	5 on 4 1/2" Bolt Circle
Tire Size Standard	F-70-14 LRC
Tire Type	Tubeless
Auto	Solid Steel Leaf Spring
Suggested Hitch Bar Weight on Towing Vehicle Coupler	18" from Ground 2" (Class 2)

"MASTERCRAFT" whose policy is one of continuous improvement, reserves the right to discontinue or change specifications, models, equipment, or prices at any time without incurring obligation.

SUGGESTED FLUID USAGES

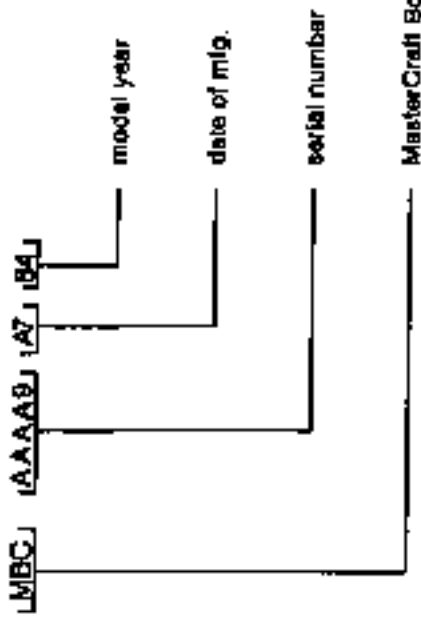
Engine Oil
Transmission

Detergent type MS rating 20W-40,
20W-50 or Straight 30
ATF Type A or Dexron II

BOAT IDENTIFICATION

When you find it necessary to order spare parts or obtain information, always give your boat serial number and year. The serial number on your boat is located on the transom (rear) of your boat in the upper right-hand corner. The number is cast right into the fiberglass hull. The serial number is coded so that the last digits identify the date of production.

Sample serial number identification:



PREPARATION FOR SERVICE

This publication was prepared for you to familiarize you with the general terms of boating and the specific yearly maintenance items that you should follow to keep your MasterCraft looking and performing like new. You will find a number of useful service tips in this manual and your engine manual. Since MasterCrafts are shipped all over the world, several engines are used. Therefore, specific engine information has been excluded from this publication. Consult your engine manual for specifications and procedures that apply to your engine.

Your MasterCraft was thoroughly tested before it left the factory. The engine was run at three different locations after it was manufactured. After your engine was tested at its manufacturing site, it was again tested at the marine manufacturer's assembly plant. Then after we installed it in your boat it was tested at our own lake at our Maryville, Tennessee, production site. Each boat is launched and tested by our quality control supervisor.

Your MasterCraft dealer will also launch and test your boat before he delivers it to you. He will also check shaft alignment and other engine functions for your 10-hour inspection.

Many of you that live in remote areas or overseas may not have a dealer with facilities to prepare your boat. For you the following list has been prepared to aid you in the preparation of your boat for initial service.

1. Install the drain plug in your boat.
2. Make sure that hose connections are secure and that clamps are tight.
3. Make sure that wiring connections are tight and that battery terminals are secure on battery posts. (Battery located under front passenger seat.)
4. Check gasoline fillings and connections.
5. Make sure that the propeller is tight and the prop nut secure.
6. Close all drain cocks and install all drain plugs in engine and transmission cooler.
7. Check to see that all belts are on and secure.
8. Check the transmission and engine oil levels. Add if needed.
9. Run blower and open engine cover to ventilate engine compartment for several minutes before trying to start engine.
10. After starting engine, check for water leaks.
11. After several minutes of operation, check oil levels again.
12. Make sure to monitor gauges carefully for the first few minutes of operation.
13. Check the rudder and propeller shaft stuffing boxes for leaks. If leaks are observed, a slight tightening of these packing units will usually stop leaks. Do not overtighten these units.

14. Check propeller shaft alignment using the following steps:

- a. Check coupling alignment with all bolts removed from the coupling.
- b. Rotate the propeller shaft checking alignment in each of several positions then rotate the transmission coupling and check alignment in several positions. A bent shaft or coupling will cause the alignment to change as the couplings are rotated. Off-set or engine shifted from factory set position may also show as misalignments.
- c. Alignment is satisfactory when shafts and couplings are on the same line of centers and the coupling faces are within 0.03" of parallel.
- d. Caution: Do not lift or pry against the transmission coupling to move the engine, as this can distort the coupling.
- e. Never hammer on coupler.

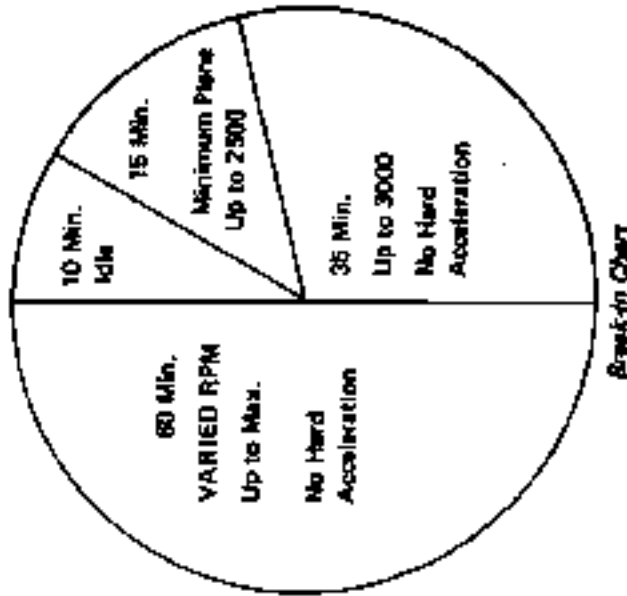
BREAK-IN PROCEDURES

We cannot over-stress the importance of proper break-in. Your engine manual has specific instructions on break-in procedures for your engine. Please read them and carefully follow them.

For the first 10 hours of operation do not exceed 3000 RPM for any extended period of time. Vary your speed frequently during this period to make sure that rings are seated at all speeds. Do not attempt to break-in your engine by running it in neutral at the dock. The best procedure is to break-in by running between 2200 and 3000 RPM with occasional short full-throttle periods.

Be sure to carefully monitor your gauges and keep a close check on crankcase oil level during this period. A new engine is expected to use some oil. See the specification page for oil recommendations.

An easy-to-follow chart for break-in is diagrammed on the next page.



LAUNCHING AND LOADING YOUR MASTERCRAFT

After substantial research, MasterCraft has designed a "drive-on" type custom trailer for your boat. It is designed to tow and use with minimal effort. It is also designed to properly support your boat for towing and storage. We suggest that if you do not already own one that you consider the purchase soon.

TO LAUNCH YOUR BOAT:

1. Loosen the security cable and remove the clip on the security cable from the boat bow eye. Let the safety retaining bar drop from the bow eye. Re-connect the security cable clip to the bow eye so that the boat cannot slide off the trailer while backing down the launch ramp.
2. Back your boat trailer down the launch ramp until the boat is over the water and the wheels are at least half way submerged.
3. Remove the security cable and clip from the bow eye. (Make sure that your bilge drain plug is in place.)
4. Back the trailer further into the water until the tops of the fenders are about 2' from being submerged.
5. Board the boat.
6. Start the boat and back it slowly off the trailer.

TO LOAD YOUR BOAT:

1. Back your trailer straight into the water until the fenders are about 3' from being submerged.
2. Set the parking brake in your car.
3. Slowly raise up the boat with the trailer, and at a dead stop in forward gear, drive between the alignment posts and onto the carpeted support rails.
4. After you have checked to see that the boat is resting equally on the support rails and is headed in a straight line for the bumper board, throttle very slightly so that the boat travels forward and rests on the bumper board.
CAUTION: Excessive throttle can cause the boat to travel over the bumper board.
5. Place the safety retaining bar up so that the slot straddles the bow eye. Hook the security cable clip at the bow eye so as to secure the safety bar. Turn the engine off.
6. Drive the trailer up the ramp, then complete the tightening of the security cable.
NOTE: The security cable is merely a means of securing the boat to the trailer. It is not meant to winch the boat or pull it onto the trailer.

Your MasterCraft may be lifted with an overhead hoist by using a bar and bolt set-up. It may also be lifted with hooks using both of the stern eyebolts and the bow eye. We advise not using the ski-bar to lift your boat as it is not designed as a central lifting point.

GENERAL MAINTENANCE

FIBERGLASS MAINTENANCE

Caring for your MasterCraft can be a simple and enjoyable experience. Your boat is made of fiberglass, a plastic resin material that requires a minimum of maintenance.

We have found through years of care and helpful suggestions from boaters like yourself, that the best way to care for your MasterCraft exterior hull and deck is to wax it several times during the boating season with a good grade automotive wax. Several marine type waxes are also available commercially and work excellently.

Your MasterCraft is manufactured of several layers of material that are chemically bonded together. The outside surface is formed by a colored gel coat. The gel coat is a special chemical material that contains a concentrated color pigment. Unlike most boats, the stripe on your MasterCraft is also a gel coat material and is a permanent and integral part of the manufactured lay-up of the boat. It is not painted on. The second layer of the boat is a series of layers of chemical resin and a fiberglass mat and woven roving. It is these layers that make the boat retain its shape and give the sides and deck strength. The bottom layer is also made of several layers of roving-resin material along with a special layer of core material laid in an intricate pattern to provide your MasterCraft with exceptional bottom strength. Very few manufacturers take the time and extra expense to make this special bottom.

GENERAL CLEAN-UP

Your boat may be washed with a mild solution of laundry or dishwashing detergent. Like any outdoor surface, your boat may pick up a film of dirt and scum. Periodic washings will keep this material from building up.

We have found that cleaning your boat before winter storage is much easier than cleaning it after dirt and scum have remained on it all winter. Marine growth is easily removed while it is wet, and can be scrubbed off just after the boat is taken from the water for storage.

UPHOLSTERY

The seats of your MasterCraft are made of marine vinyl and are easily cleaned with a mild detergent or automotive vinyl cleaner. Although the seats are not in any way harmed by water, it is important that you attempt to dry them off before covering your boat. Also prop them up for a day or two to allow any water that may have collected inside of the seats to drain out before winter storage. Both drying and pre-storage drying helps to prevent mildew which may discolor the vinyl and cause premature failure of the stitching.

Stubborn stains may be removed with triple fine steel wool and a liquid cleaner that is recommended for vinyl. Caution: don't rub too hard when using steel wool.

CARPET

There is almost nothing to do to care for the carpet. Avoid spilling solvents like gasoline on the carpet as they will shorten its useful life. We recommend allowing the boat to dry in the sun for several days before storage to prevent mildew or odor formation caused by moisture if the boat is covered during winter storage. The carpet is easily cleaned and freshened by washing with a mild detergent and hosing it down. Let the detergent solution flow into the bilge and then drain it out. It is a good idea to use this detergent solution and even a little additional detergent to clean the bilge from oil or gasoline residue. It's little extras like carpet and bilge cleaning that keep your boat showroom new. Your dealer probably provides these services too. Why not ask him?

SAFETY GLASS WINDSHIELD

Since your windshield is made of a tempered safety glass, it requires some special cleaning procedures. Since the windshield is plastic, it must be cleaned with a DAMP cloth. Do not wipe the windshield dry with a dry cloth since dirt film will scratch the surface. It may be cleaned with extremely mild soap solutions. Avoid solvents or harsh chemicals of any kind.

DAILY OPERATING INFORMATION

STARTING YOUR BOAT

RUN THE BLOWER. Unlike your automobile that has virtually unlimited ventilation around the engine, your boat's engine is confined to a small area under the engine cover. To provide for the removal of gasoline vapors that might collect in this area, we have installed a high capacity blower. We strongly recommend that you use this blower and run it for several minutes before you start your boat. This removes any gasoline vapors that may have collected in the engine area and that might be potentially dangerous if electrical sparks occur during starting. Some boats even open the engine bay cover for a moment before starting.

SET THE AUTOMATIC CHOKE. Your boat's carburetor has a special electric choke that will aid the engine during cold starts. It will work automatically if you set it before you begin cranking the engine when it is cold. Simply advance the hand throttle to the wide open position then return it to neutral and pull the neutral safety gate button out on the throttle control. Then insert your ignition key and turn it to the start position. The engine will start and run at a slightly fast idle. Allow the engine to run for two or three minutes and establish a smooth running speed before you put it into gear. Always remember it is a good idea to be in the idle range (below 1000 RPM) before shifting into gear or changing from forward to reverse.

CHECK IT OUT. Inspection of several areas of your boat will help you keep it in top running order: **INSPECT THE BILGE** for oil or gasoline. This will help you spot leaks that may ultimately be costly if not found and corrected. **CHECK THE PROP** for nicks or bent blades. Propeller damage will cause loss of speed and often vibrations that may cause engine parts to come loose or be damaged. **CHECK FLUID LEVELS.** Check the dip-stick in the transmission and engine crankcase at each fuel-fill interval. Keep these levels above the "add" mark at all times. **FOR MOTORING SAFETY**—check the lights on your trailer. Water on the hot bulbs of your trailer during launching will sometimes cause them to burn out. Keep some spares handy. Check trailer bearing grease monthly during towing season.

WHAT IF?

SERVICE IS NEEDED:

Your local MasterCraft dealer is equipped with the latest service information and service techniques and will be glad to assist you with periodic maintenance and service problems. He also stocks or has ready access to any repair or spare parts that you might need.

For your safety, be sure to replace any engine or boat parts and hardware with genuine replacement parts that are listed for marine use. In many cases, automotive replacement parts are not designed to offer you the safety and durability needed for engine use.

LIMITED WARRANTY

Except as otherwise excluded or limited by this Warranty, **MASTERCRAFT BOAT COMPANY**, Route #9, Box 152, Maryville, Tennessee 37801 warrants to the first retail consumer only, that each new MasterCraft boat is free from defects in material and workmanship under normal use and when operated and maintained according to instructions. This Limited Warranty is extended by MasterCraft to the first retail consumer for a period of twelve (12) months from the date of purchase.

WARNING!

It has been brought to our attention that an increasing number of our boat users are leaving their boats in the water for long periods of time.

Although we at MasterCraft use the highest grade NIP's gel coat materials, a condition may develop where the bottom may show signs of discoloration and/or blisters. This will not be considered for warranty by MasterCraft or our raw material suppliers.

We suggest that it is necessary for your boat to stay in the water, that you consider a good bottom paint for your protection.

MASTERCRAFT'S OBLIGATIONS:

MasterCraft's obligations under this Warranty are limited. MasterCraft will repair or replace, at its option, any boat, part or parts covered under this Warranty which are returned by the owner during the warranty period to MasterCraft's factory or to any other authorized repair facility and which, upon MasterCraft's examination, disclose a defect. In case of such defect MasterCraft will fulfill its obligation to repair or replace the defective item within ninety (90) days of receipt of the defective boat or part(s) at its factory or authorized repair facility. Replacements will be warranted only for the remainder of the twelve (12) month original warranty period. The repair or replacement of defective boats or parts under this Warranty will be made by MasterCraft without

charge to the owner for parts or labor. Transportation of the boat or parts to the authorized MasterCraft facility shall be borne by the owner and return transportation charges shall be prepaid by the owner.

EXCLUSIONS:

The following are specifically excluded from coverage under this Warranty:

1. All component parts and accessories not manufactured by MasterCraft, including but not limited to, engines, gear trains, drive trains, transmissions, propellers, shift and throttle control levers and cables, pumps, covers, windshields, canvas, upholstery, instrumentation and steering systems. However, where any such items are warranted by a component or accessory manufacturer, MasterCraft will, if possible, furnish the warranty document to the owner.
2. Paints, varnishes, gelcoat surfaces (fiberglass colors), chrome plated or anodized finishes, floor and floor covers and any other surface coatings.
3. Any boat which is: (a) used for rental or other commercial or industrial purposes; (b) altered or repaired by persons unauthorized by MasterCraft; (c) subjected to misuse, negligence or accident; (d) used in boat racing, demonstrations, or similar events; (e) altered, modified, repaired, or replaced so as to increase the cubic inch capacity or horsepower output of the engine and boat as originally manufactured.
4. Speed, competition, or performance demonstration.

PROCEDURE TO PROCESS A WARRANTY CLAIM:

Your MasterCraft dealer can handle any warranty service that you may need, if you have any questions regarding your warranty coverage ask your dealer. You may contact our factory in Maryville, Tennessee, for the location of your nearest dealer or warranty outlet. Additionally, you may notify us of the problem directly by writing to the Warranty Department, MasterCraft Boat Company, Route 9 Box 152, Maryville, Tennessee 37801.

RETURN OF WARRANTY CARD REQUIRED:

YOU MUST FILL OUT AND MAIL THE ENCLOSED WARRANTY INFORMATION CARD WITHIN FOURTEEN (14) DAYS OF THE PURCHASE OF YOUR BOAT. IF YOU DO NOT COMPLY WITH THIS REQUIREMENT YOU WILL FORFEIT YOUR RIGHTS UNDER THIS LIMITED WARRANTY. In addition to protecting your warranty rights, this will enable us to notify you in case of a design change that may need to be made in your particular unit and to keep you informed of new accessories or service items that may become available to you. **PLEASE DO NOT FORGET TO REGISTER YOUR BOAT!**