

SUPRA COMP ts6m and CONBRIO

Owner's Manual

The SUPRA COMP ts6m and CONBRIO is manufactured by Supra Sports, Inc. in Greenback, Tennessee and is distributed throughout the United States and abroad.

This manual should be considered a permanent part of your Supra. It should remain with the boat when sold to provide the next owner with information on safety, operation, and maintenance.

All information, illustrations, and specifications in this manual are based on the latest product information available at the time of printing. However, Supra Sports, Inc. reserves the right to make changes at any time without notice.

A boating maintenance schedule and accessory information are included in this manual. All warranty information regarding your Supra has also been provided so as to insure your complete satisfaction should service needs arise.

A WORD TO SUPRA OWNERS

The Supra staff strongly recommends that you carefully read and familiarize yourself with all instructions and recommendations presented in this manual so as to assure pleasurable and trouble-free operation. Keep this manual in a safe and dry area aboard your Supra as permanent reference material.

This manual contains suggestions to assist you in properly maintaining all areas of your Supra. Drawings and explanations of detailed accessories have been provided to acquaint you with unfamiliar areas in your Supra.

Should service problems arise, remember that your Supra dealer knows your boat best and is interested in your total satisfaction.

We at Supra Sports thank you for choosing a Supra product and assure you that your boating pleasure and satisfaction will continue to be our number one priority.

MODIFICATION OF YOUR SUPRA

Any modification of your Supra may affect performance, safety, durability, or void the warranty, or may violate Coast Guard or governmental regulations.

<https://www.boat-manuals.com/supra/>

SUPRA SPORTS, INC.

FUEL WARNING

DO NOT use gasolines containing any alcohol, ethanol, or methanol. Vapors from these gases are highly flammable.

It is recommended that gasoline types are not changed from one to another.

Gasolines containing detergents and additives are safe to use.

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SUPRA SPORTS, INC.

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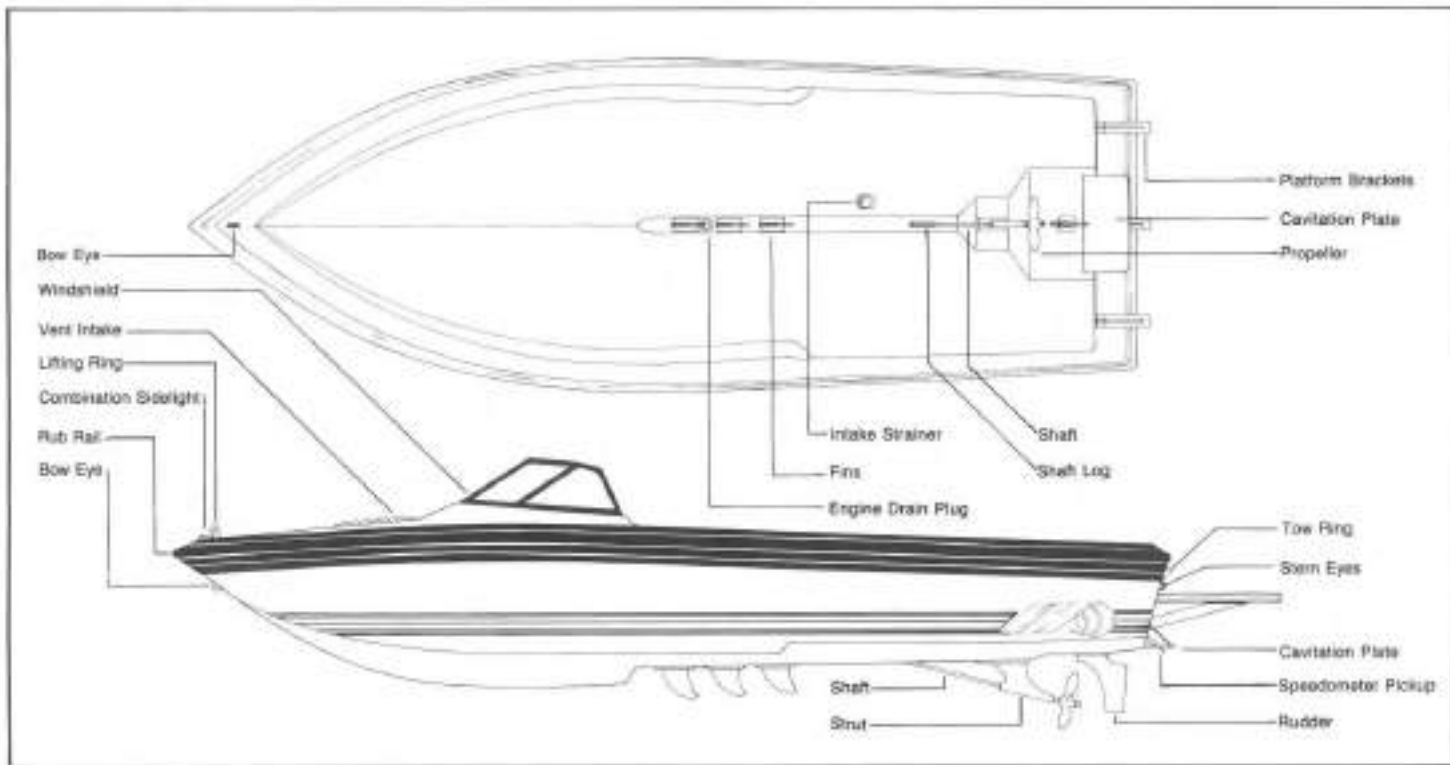
INTRODUCTION

The Supra Comp ts6m is the newest revolution in ski boat design. From the unique bow curve to the triple fin tracking, the Comp ts6m will deliver unsurpassed handling and performance.

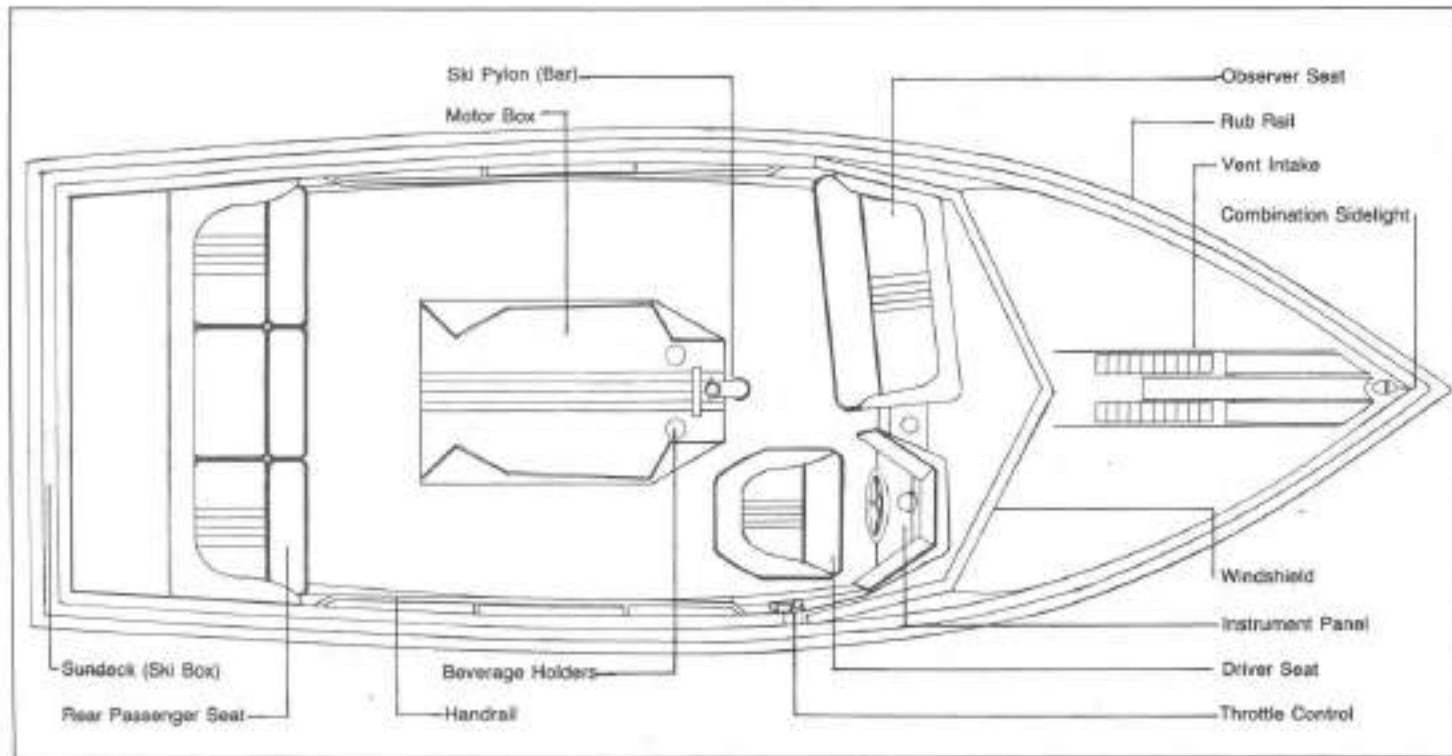
Each Supra, including the Comp ts6m, is the result of careful research and precision testing to create a new generation of ski boats.

The Supra Comp ts6m is handcrafted with careful attention to detail to insure the product measures up to Supra's unequalled standards of excellence in design and construction.

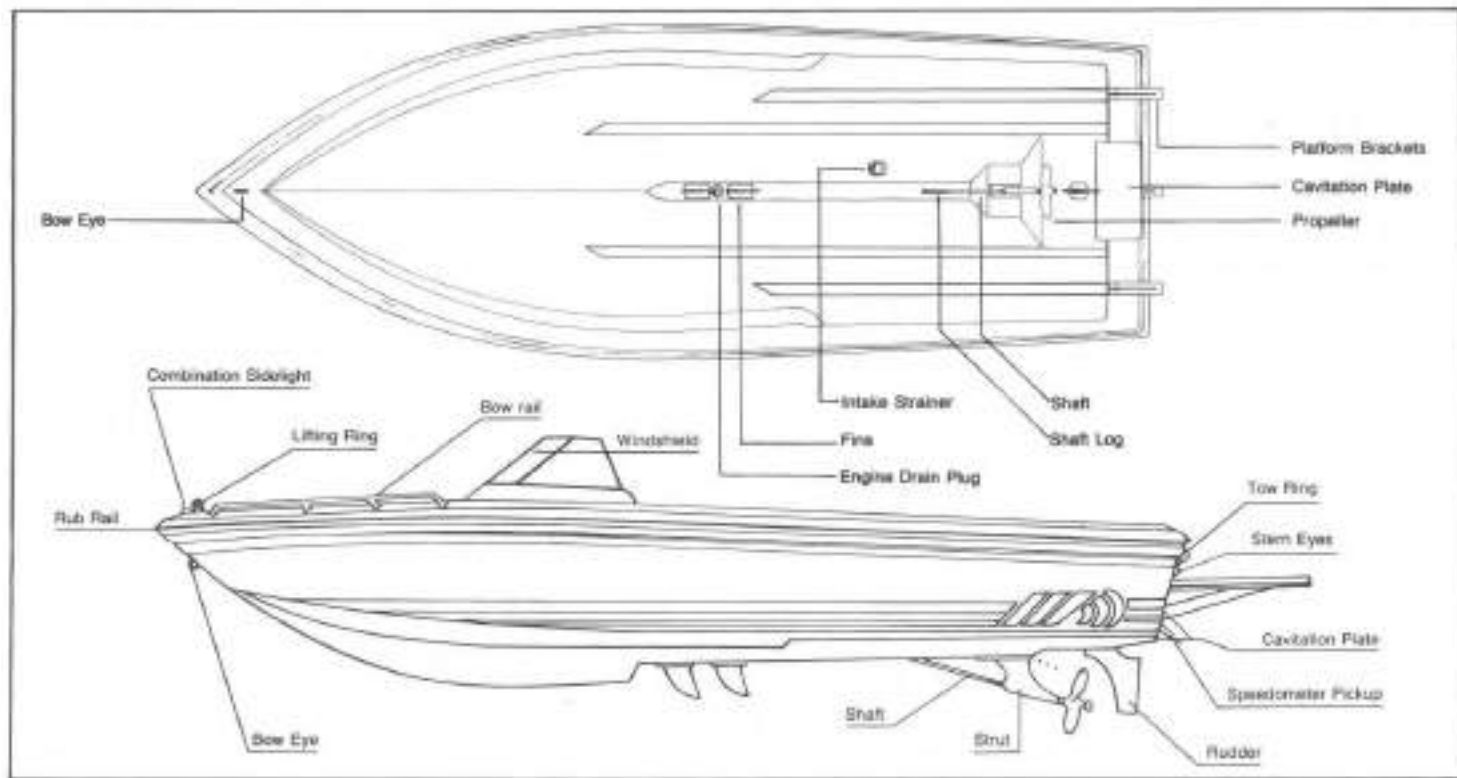
COMP ts6m



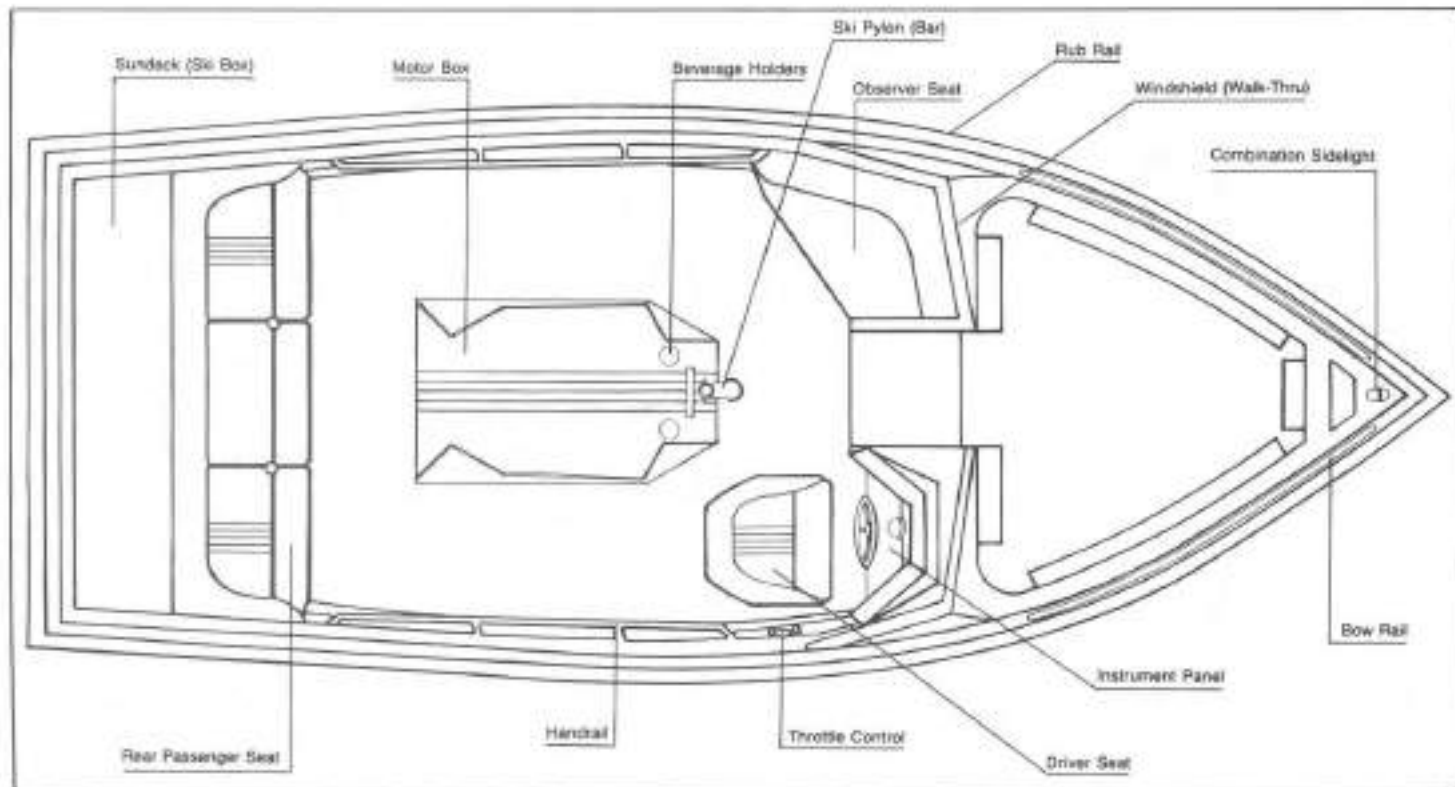
Component



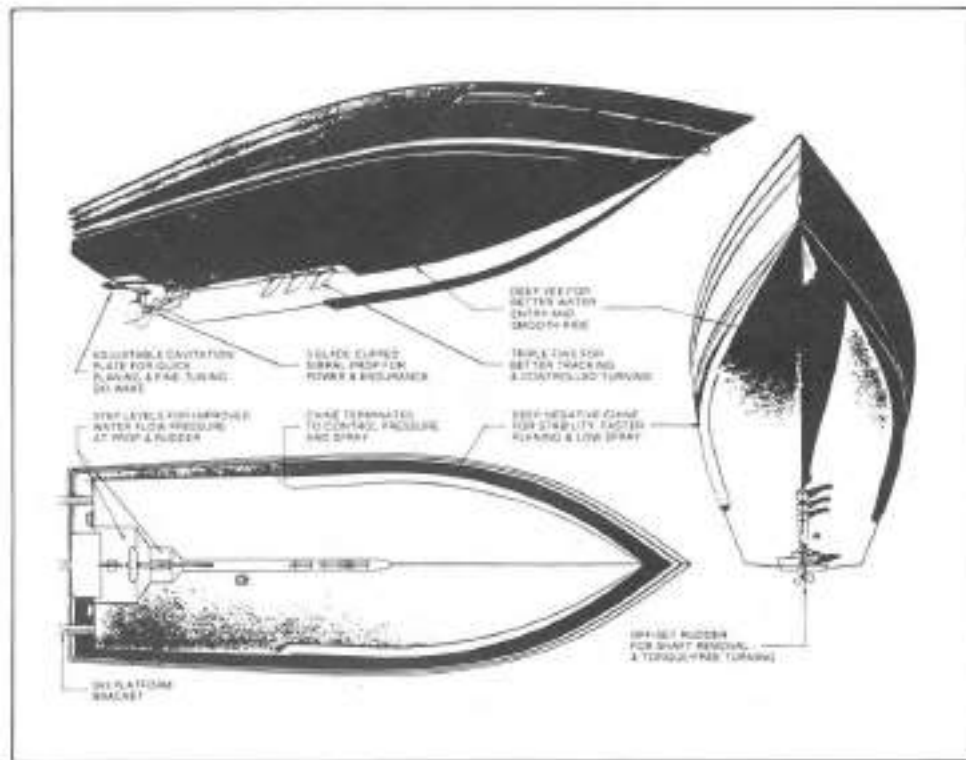
CONBRIO



CONBRIO



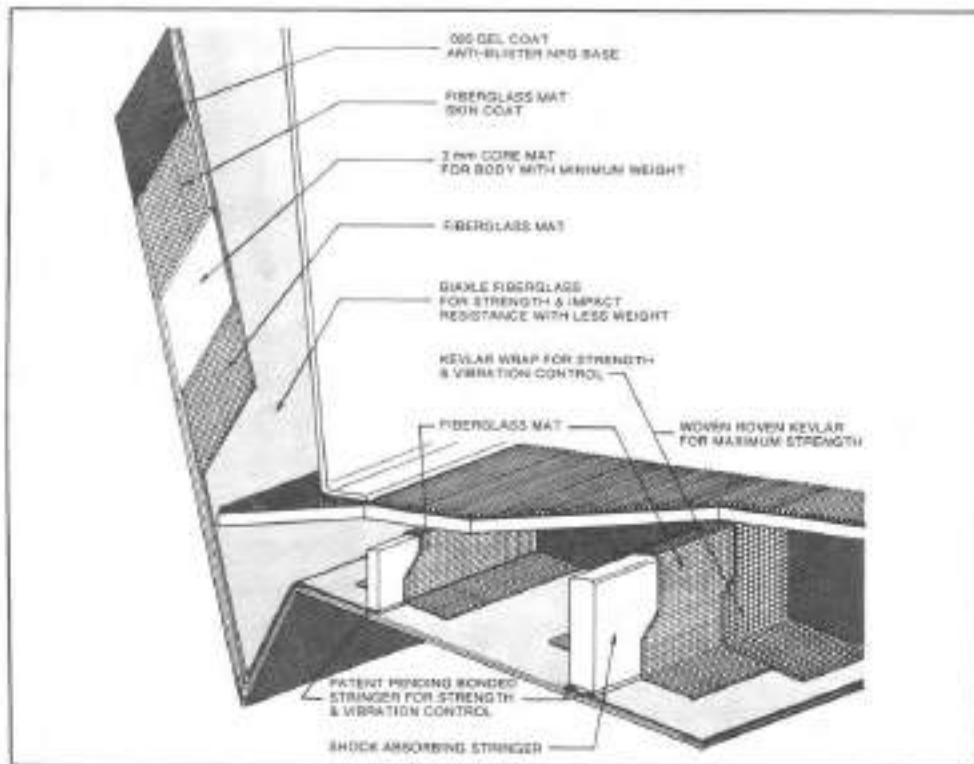
EXCLUSIVE SUPRA-TRAC HULL DESIGN



The deep vee and negative chines provide a steep water entry and smooth water flow for high-performance tracking and turning with excellent spray control.

The unique Kevlar hull design produces maximum strength with minimum weight. Multi-level steps at prop and rudder insure consistent prop penetration.

FIBERGLASS DETAIL



The Supra's smooth, polished finish is the result of a hand-layered composite of fiberglass. Coremat and Kevlar are bonded with AME 4000 to produce revolutionary new marine resin.

With a hull so strong and a finish so durable, Supra features unsurpassed performance under the most demanding conditions, yet Supra is so lightweight it handles like a superior class ski boat.

<https://www.boat-manuals.com/supra/>

DAILY CHECK LIST

BOATMAN'S CHECK LIST

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

- ✓ DRAIN PLUG (Securely in place?)
- ✓ LIFE-SAVING DEVICES (One for every person on board?)
- ✓ STEERING SYSTEM (Working smoothly and properly?)
- ✓ FUEL SYSTEM (Adequate fuel? Leaks? Fumes?)
- ✓ BATTERY (Fully charged? Cable terminals clean and tight?)
- ✓ ENGINE (In neutral?)
- ✓ CAPACITY PLATE (Are you overloaded or overpowered?)
- ✓ WEATHER CONDITIONS (Safe to go out?)
- ✓ ELECTRICAL EQUIPMENT (Lights, horn, pump, etc.?)
- ✓ EMERGENCY GEAR (Fire extinguisher, bailer, paddle, anchor & line, signalling device, tool kit, etc.?)

CHECK BEFORE RUNNING

1. Engine oil level.
2. Transmission lubricant level.
3. Engine drain plug and transom drain plug.
4. Leakage (fuel and water lines and connections).
5. Throttle shutters full close at idle (neutral).

WARNING: DO NOT operate engine without cooling water flowing through water pump or water pump will sustain damage, and subsequent engine damage may result.

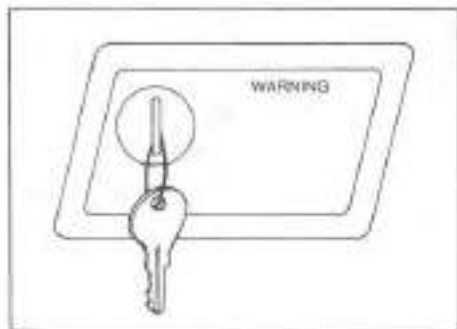
CHECK WHILE RUNNING

1. Oil pressure of 35-40psi at 2000 RPM.
2. Water Temperature 140°-160° for raw water systems (water is not recirculated), and 180°-200° for fresh water systems (water is recirculated).
3. Idle RPM (550-600) in gear.
4. Maximum forward 4400 RPM.
5. Shifting linkage (forward, neutral, and reverse).

WARNING: Before starting the engine always ventilate engine compartment by operating the bilge blower a short time to remove any gas fumes from engine compartment. It is very important to check for fuel spillage or leaks after maintenance or refueling before starting engine.

EQUIPMENT AND OPTIONS

IGNITION KEYS



Two ignition keys are provided with the boat in addition to a special gas key. Key entry into the ignition is difficult at times due to the boat protector. Please do not harshly force the key into the ignition. Key tumblers are located vertically, thus the key should be turned vertically when entering the switch.

GAS KEY



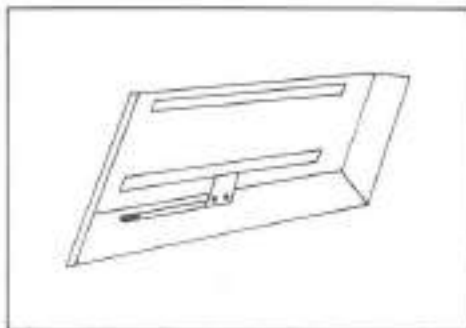
To prevent tampering with the fuel system, Supra provides a locking gas cap which may be opened only by the specially designed key. Always attach ignition and gas keys to a floating key chain to prevent loss in the water.

DRIVER SEAT



The driver seat may be adjusted forward or backward by moving the lever below the side of the seat. Use body pressure to move the seat to the desired position. Release the lever to lock the seat into place.

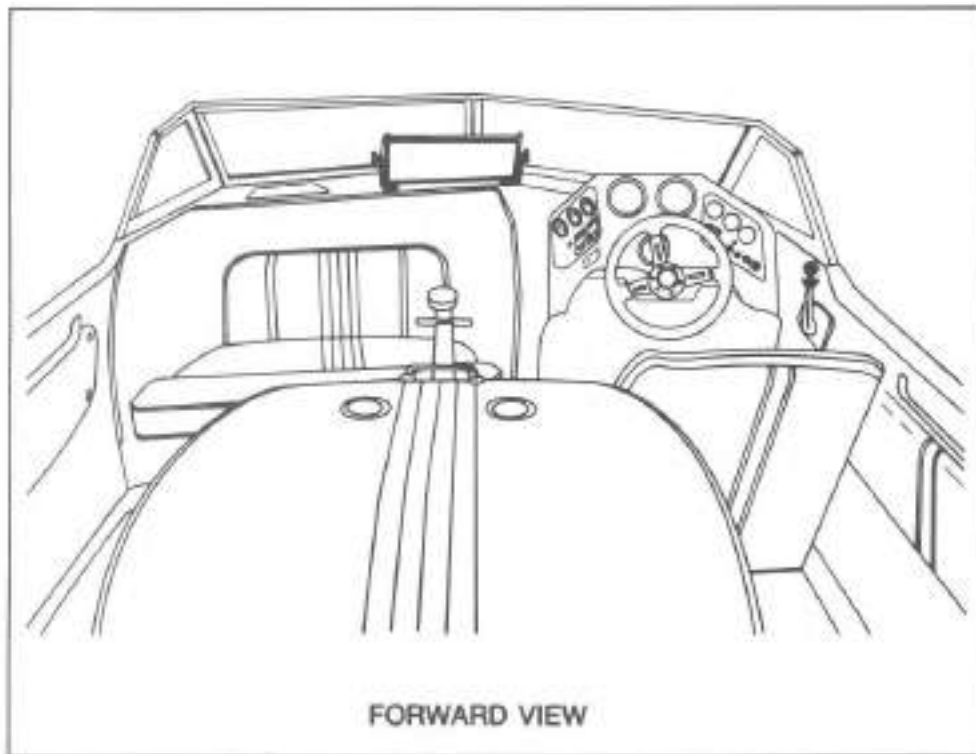
SEAT ADJUSTMENT



CAUTION: After adjusting the seat to the desired position, be sure the seat latch has locked. This is done by pushing forward and backward with the body.

DO NOT attempt to adjust driver seat while boat is moving. Sudden seat movement may cause loss of control over the boat.

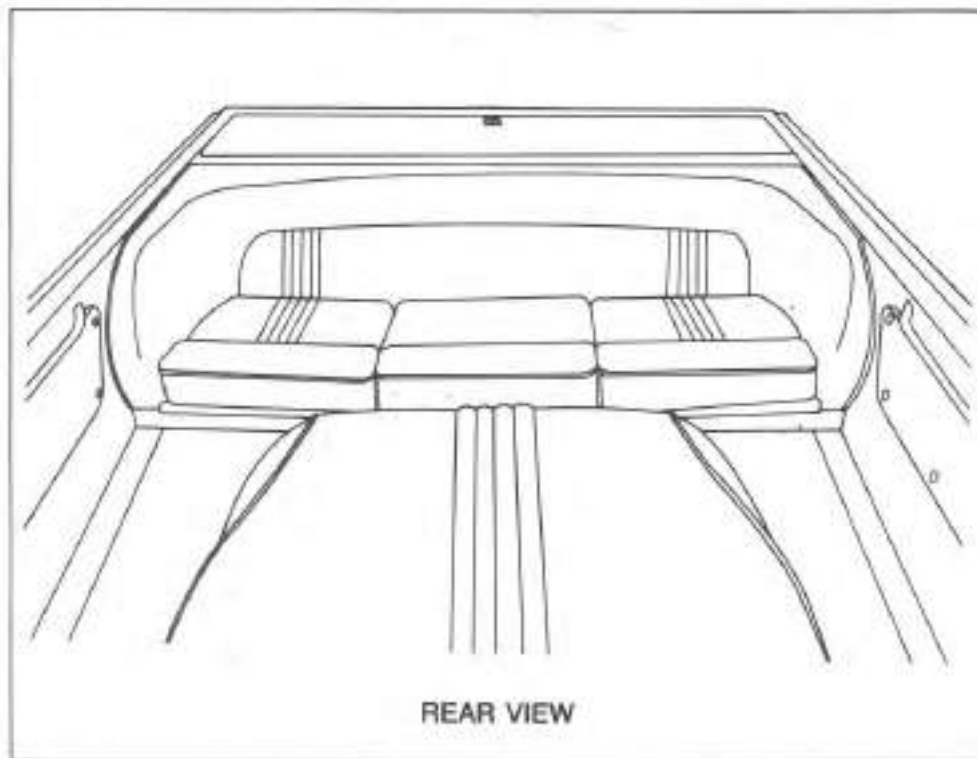
OBSERVER SEAT



The observer seat, located in the front portion of the boat next to the driver seat, faces the rear of the boat in order to provide a clear view of the skier.

For safety purposes, it is necessary to have an observer on board while pulling a skier to avoid accident or injury.

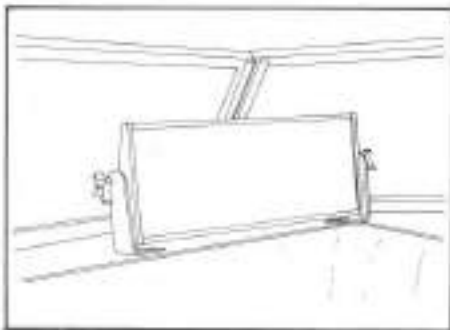
PASSENGER SEAT



The passenger seat, located at the rear of the boat in front of the ski box, comfortably seats three persons.

It is recommended that the vinyl upholstery is kept dry. Slide seat cushions out approximately 1" to allow air to circulate behind and underneath them.

MIRROR

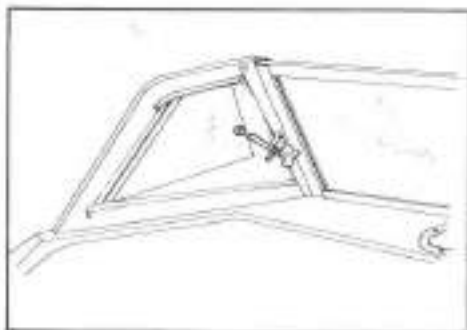


The rear view mirror, located in the center of the dashboard, provides the wide viewing area necessary when skiers are being pulled.

To adjust, loosen both turn knobs located at each end of the mirror. Tilt mirror until the correct viewing angle is achieved and retighten knobs to secure the mirror.

- Mirror should always be checked before driving.
- Mirror angle will change with each new driver.

QUARTER WINDOW VENT (IF SO EQUIPPED)



An adjustable quarter window vent may be installed as an option. To adjust, use the following procedure.

- Lift the "T" handle out of its housing very gently.
- Push the vent out to the desired opening.
- Twist "T"-handle to lock into place.
- Check to be sure the vent is secured in place.

CAUTION: DO NOT leave the quarter window vent open while the boat is being trailered as this will increase the width of the boat considerably.

MOTOR BOX



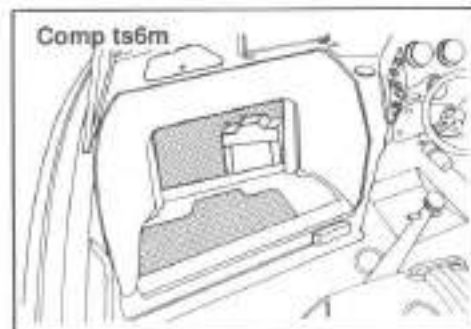
The motor box provides required protection and quites noise from the passengers on board. To open, stand on either the right or the left side of the box towards the stern of the boat.

Grasp handle and pull up at approximately a 45° angle. The motor box will raise up so that engine inspections may be made easily. If the engine requires any repair work, tilt the motor box open until it stays open on its own.

Remember that, after running the boat, the engine is extremely hot and should not be repaired until it has cooled down completely.

WARNING: Never open motor box while boat is moving.

BATTERY BOX



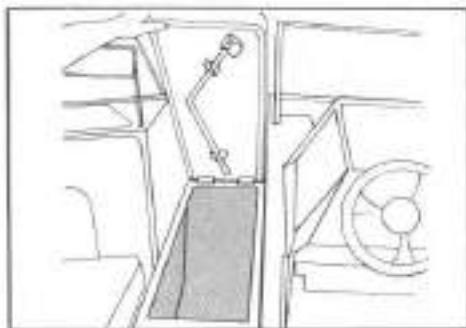
The battery box is securely mounted behind the observers seat cushion on the comp and behind the starboard bow seat cushion on the conbrio for easy access.

WARNING: It is recommended that the battery cables be removed from the battery when the boat is in transit, on display, or placed in storage.

BATTERY BOX



CONBRIO SKI LOCKER



The ski locker is located between the driver's dash and the observer's seat on the Conbrio.

The ski locker opens by grasping the cushion's edge and lifting upward.

The removable pole light may also be found inside the ski locker.

SUN DECK/SKI STORAGE



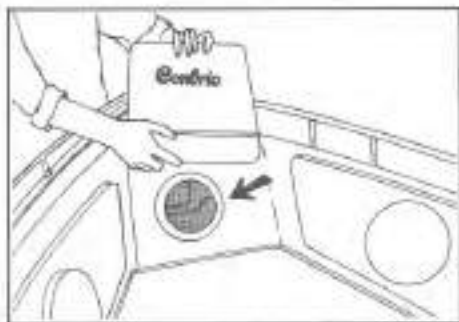
The ski storage, conveniently located at the rear of the boat, offers adequate space for all skiing equipment.

The ski locker opens by grasping the center pull ring and pulling up and back towards the front of the boat.

The louvered plates located at the bottom of the ski locker provide easy access to the fuel tank.

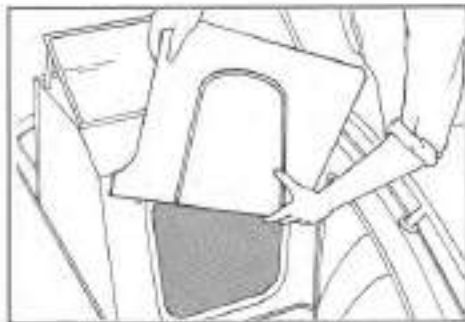
When the ski locker is closed, it doubles as a cushioned sun deck.

CONBRIO STORAGE



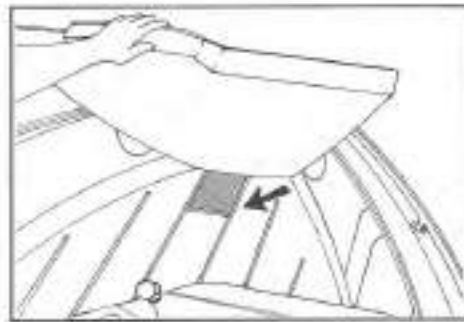
Bow Seat Cushion

To remove bow seat cushion slide cushion upward.



Port Bow Seat Cushion Rear

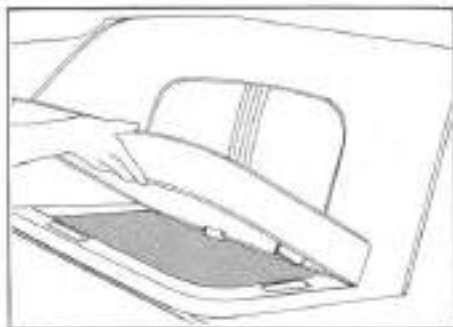
To remove bow seat cushion slide cushion upward.



Bow Cushion

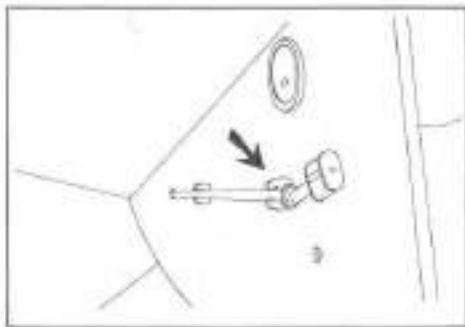
To remove bow cushion grasp the cushions edge and lift upward.

FRONT STORAGE



The front storage box is located directly under the observer seat cushion. To access the storage box, grasp the seat cushion, and pull cushion up and out.

COMP FRONT STORAGE



The front storage provides adequate storage space for extra skis, ropes, and other accessories. Also located inside the storage box is an interior light to illuminate the area.

The removable pole light may also be found inside the storage box.

BOW LIGHT



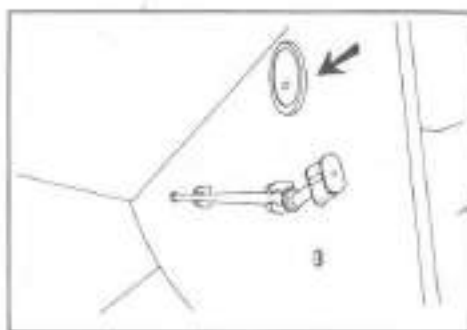
The bow light is located at the very tip of the bow near the lifting ring. The light is divided into two colors - green and red. Green signifies the port side and red the starboard side. The purpose is to alert oncoming boats. The color signifies the side on which the oncoming boat should pass.

STERN LIGHT



The stern light is located at the center of the transom directly below the ski tow ring. The purpose is to alert boats approaching from behind.

COMP DOME LIGHT



The dome light is located in the bow storage area in the right side. The dome light receives power from the "ACCES" breaker switch on the dash panel. To turn dome light "ON" or "OFF", simply flip the switch.

POLE LIGHT

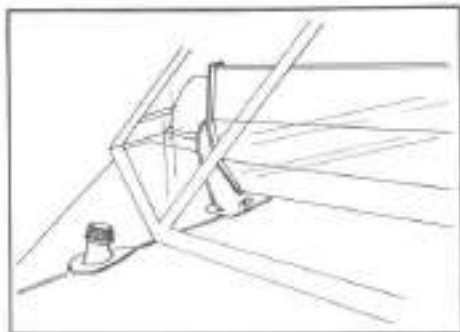


The pole light receptacle is located directly in front of the center of the windshield. Gently pull pole light from wall clips and screw light into pole light receptacle. If storage area is too dark, turn on interior light located directly over pole light wall clip.

The pole light must always be in place and illuminated when visibility is a problem.

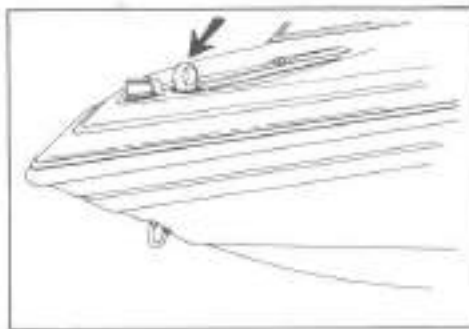
The pole light must be displayed while underway from sunset to sunrise.

POLE LIGHT RECEPTACLE

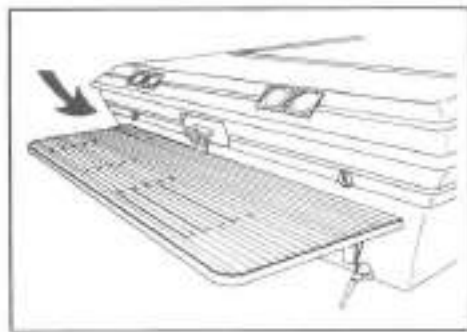


The pole light receptacle is located directly in front of the driver side windshield. To install pole light, unscrew black cap on receptacle. Slide pole light into receptacle so that circuit prongs line up correctly. Secure pole light by screwing lock nut onto receptacle.

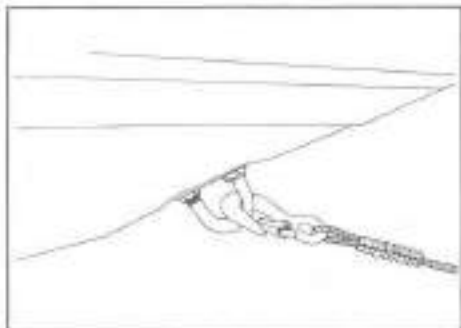
LIFTING RING AND STERN EYES



The lifting ring, located at the tip of the bow section, and the stern eyes, located on each side of the rear transom, are the only means by which the boat should be hoisted.



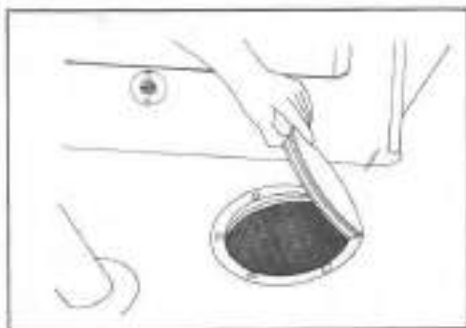
BOW EYE



The bow eye is located toward the front section of the hull. Its primary functions are to lead the boat onto the trailer and to secure the boat at the dock.

WARNING: *DO NOT use the bow eye to hoist the boat. Use the designated lifting rings on the deck to hoist the boat.*

BILGE AREA INSPECTION PLATE

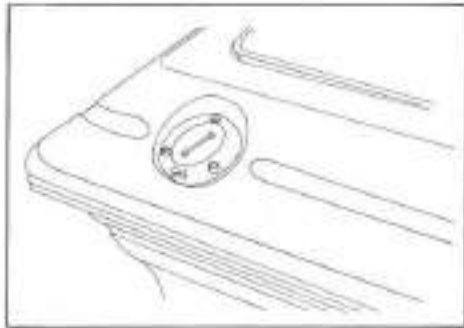


The bilge area inspection plate is located in front of and to the right of the ski bar. It enables you to check the condition of the bilge area and to remove built-up foreign matter and debris.

Gently pry open the inspection plate using a flathead screwdriver or similar tool. A small notch in the inspection plate indicates where to place the screwdriver.

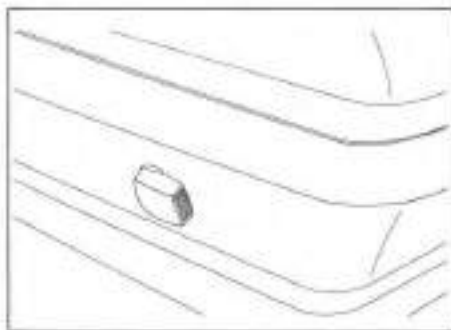
NOTE: *Keep bilge area clean and filtered from dirt and debris.*

FUEL TANK



The fuel cap is located on the driver side to the boat near the transom. A specially designed fuel key has been provided to open the cap.

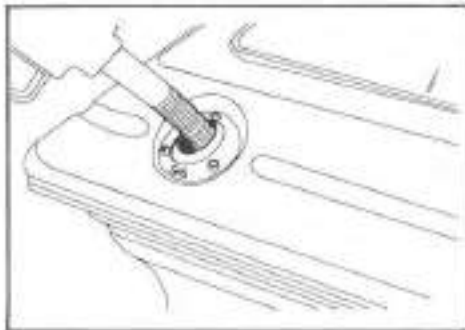
FUEL VENT



The fuel vent is located near the transom on the starboard side. It is connected to the fuel tank via the vent hose to release gasoline fumes from the fuel tank.

WARNING: *Keep the fuel vent screen clean and clear from debris at all times. Gasoline vapors are highly explosive.*

FILLING THE FUEL TANK



Pay careful attention when filling the fuel tank. If an excessive amount of fuel spills at the filler cap or any pressure overflow from rapid filling occurs, damage to stripping may result if immediate action is not taken.

Apply a common bath cleaner and wipe with a damp cloth. Rinse area with clean water.

CAUTION: *Refer to fuel warning.*

FUEL PRECAUTIONS

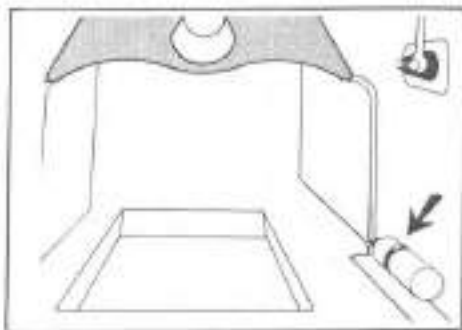
BEFORE FUELING:

1. Turn off engine.
2. Turn off all electrical systems.
3. Extinguish cigarettes or any open flame.

WHILE FUELING:

1. Keep hose nozzle in contact with fill pipe to provide a ground against static sparks.
2. Fill tank at a slow rate to avoid any spillage.

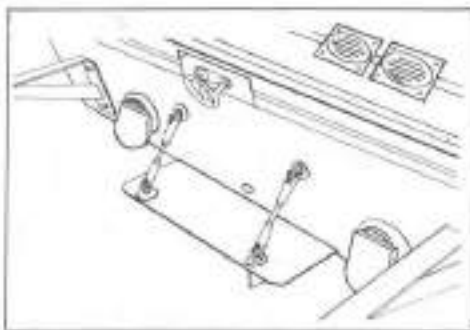
FIRE EXTINGUISHER



A standard Coast Guard approved fire extinguisher is provided in all Supra boats. The fire extinguisher is located on the right side of the driver's footwell.

(Refer to label instructions for operating procedures.)

CAVITATION PLATE



All Supras are equipped with a cavitation plate which is located at the bottom of the transom. Proper adjustment of the cavitation plate will allow better control of the longitudinal trim.

Adjustment is made by turning the turnbuckles to the desired position thus moving the cavitation plate up or down.

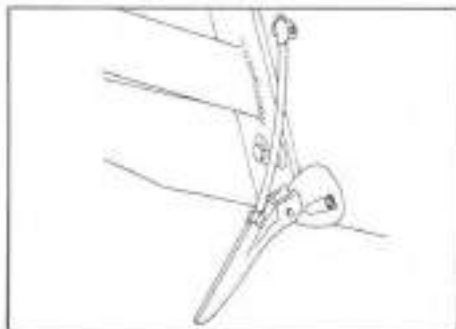
The cavitation plate should be in the horizontal position for slalom skiing.

Raise the plate $\frac{1}{2}$ " above the horizontal plane for trick and barefoot skiing.

CAUTION: DO NOT lower the cavitation plate below the horizontal plane or raise it over $\frac{1}{2}$ ".

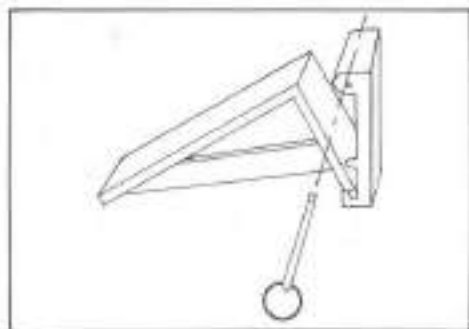
DO NOT attempt to adjust the cavitation plate while the engine is running or use the plate as a loading platform.

SPEEDOMETER PICKUPS



The speedometer tube pickups are located at the stern of the Supra. These pickups are the means by which the speed of the Supra is measured. Poor water conditions or foreign objects may clog the pickup hole, thus causing the speedometer to register speed incorrectly.

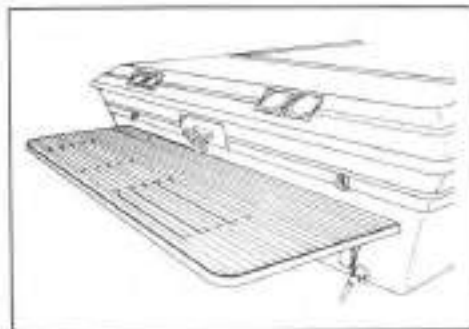
If the speedometer does not respond after stopping and restarting the engine, inspect tube pickups and clean out any foreign objects. A small wire may be inserted into the tube to clear it out.



The speedometer pickups may pivot 45° off the down position during hard turning and trailering. At this time, the pickups will register a partial speed.

Before unloading or motoring the boat, be sure the pickups are in proper position.

SKI PLATFORM



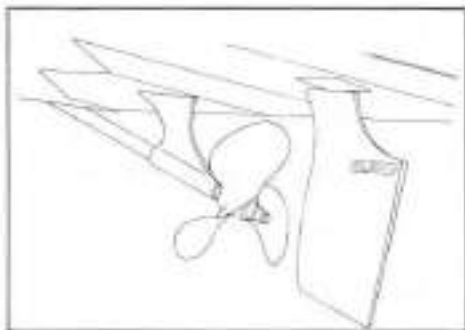
All Supra boats provide a ski platform at the stern of the boat. The primary function is to provide easy access into and out of the water for skiers and swimmers.

It is recommended that all entries to and exits from the water are made from the platform so as to avoid any unforeseen accidents. (The fiberglass deck can become dangerously slippery when wet).

Note: the ski platform is equipped with pull pins for easy removal.

WARNING: No one should ever be on the platform or in the water near the platform area while the engine is running.

PROPELLER



The research and design team at Supra has carefully explored and tested several different types of propeller designs and pitch angles. All tests have indicated that the current propeller equipped on the Supra is the best suited for the variety of boating needs required from a Supra boat. These range from competition, skiing to a relaxing leisure ride.

It is highly recommended that if any propeller change is to occur, the Supra dealer is notified.

In general, changing the factory propeller to a low pitched propeller will increase acceleration and load ability, but will slightly decrease top speed.

Changing the factory propeller to a high pitched propeller will achieve higher top speed with a light load, but quick acceleration and power will decrease.

WARNING: Under no circumstances should a propeller which allows the engine to surpass recommended RPMs be used.

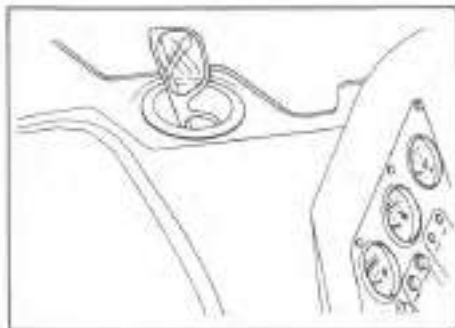
SKI PYLON (BAR)



The ski bar is located in the center portion of the boat directly in front of the motor box.

The ski bar is to be used to pull skiers DO NOT use ski bar to hoist boat. Use the lifting rings for this purpose.

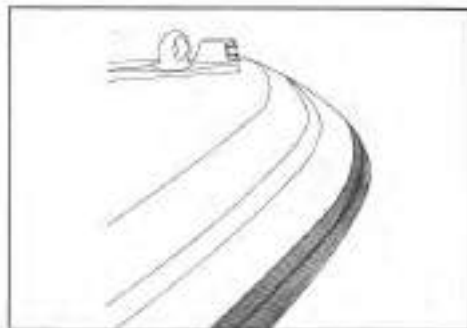
BEVERAGE HOLDERS



Beverage holders are located in a variety of places through out the Supra. The holders provide a secure place for beverage cans and glass and may also be used for temporary storage of small items such as keys, coins, or glasses.

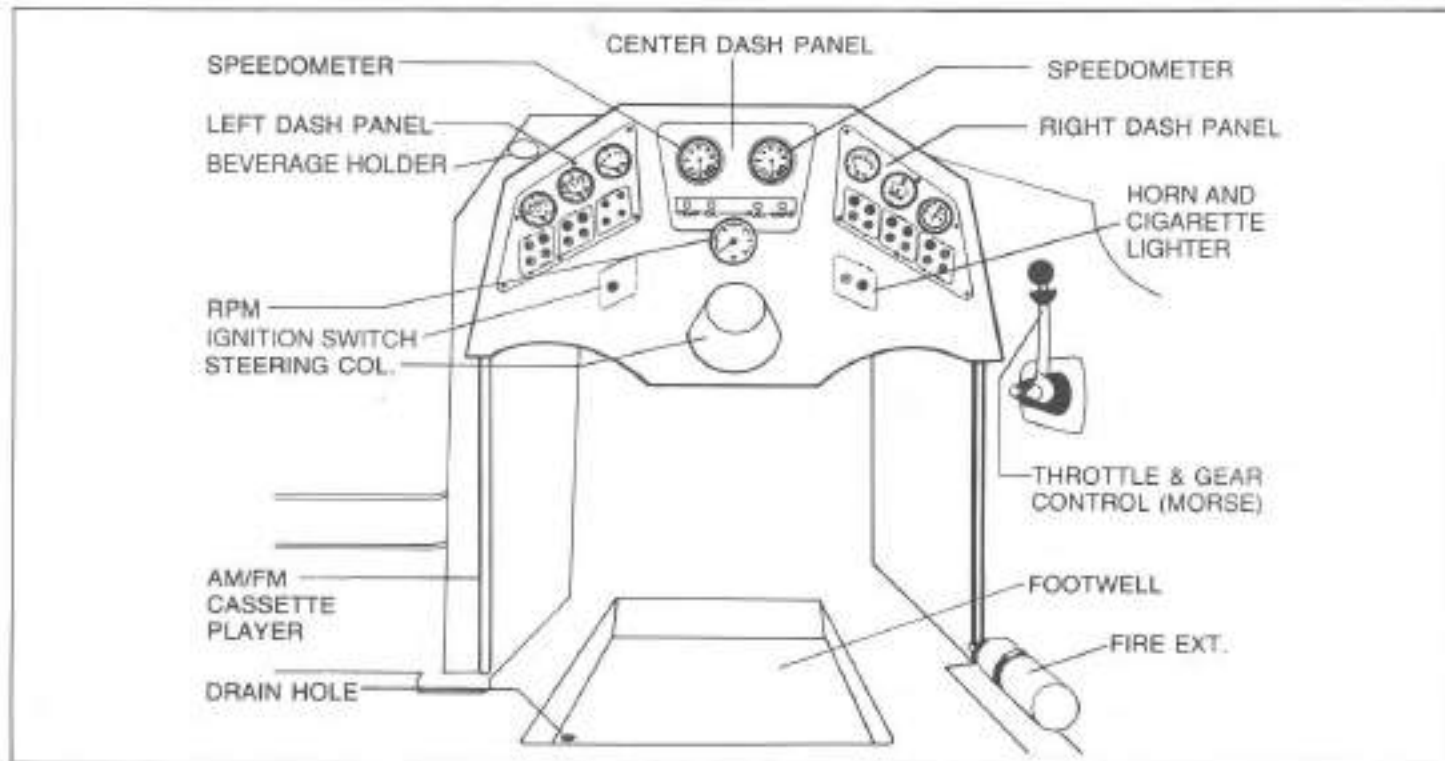
Keep the lakes and waterways clean. **DO NOT LITTER.**

RUB RAIL



The black rubber rub rail surrounds the edge of the boat deck to protect is from minor damage which may occur during docking or encounters with other boats.

INSTRUMENTATION PANEL AND CONTROLS



SPEEDOMETER



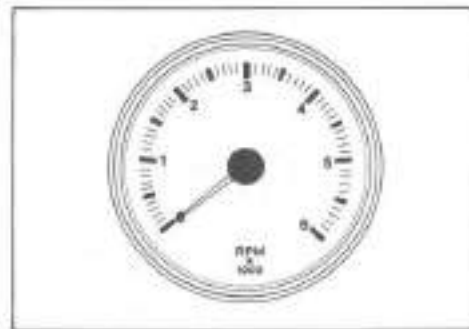
The speedometer indicates the accurate water speed of the boat in miles per hour. It is recommended that after 100 engine hours that the speedometer is checked by a stopwatch and slalom course.

If speeds are not accurate, use the supplied allen wrench to adjust the speedometer.

SLALOM COURSE SPEEDS:

MPH	TIME/SECS	ALLOWABLE TIMES / SEC + / - 1/2 MPH
30	19.3	19.0 - 19.6
32	18.1	17.9 - 18.3
34	17.0	16.8 - 17.2
36	16.1	15.9 - 16.3

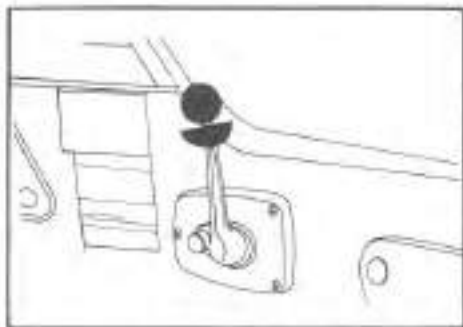
TACHOMETER



The tachometer registers the operating speed of the motor's shaft output in revolutions per minute. This output may be used as an alternative to a speedometer if weight and water conditions permit.

- DO NOT exceed the recommended RPM during break-in and normal operation of your motor. Exceeding the suggested RPM may cause damage to the engine.
- During tune-up and maintenance, use a dwell meter and RPM gauge to verify the dash RPM when setting your engine's idle speed.

THROTTLE LEVER

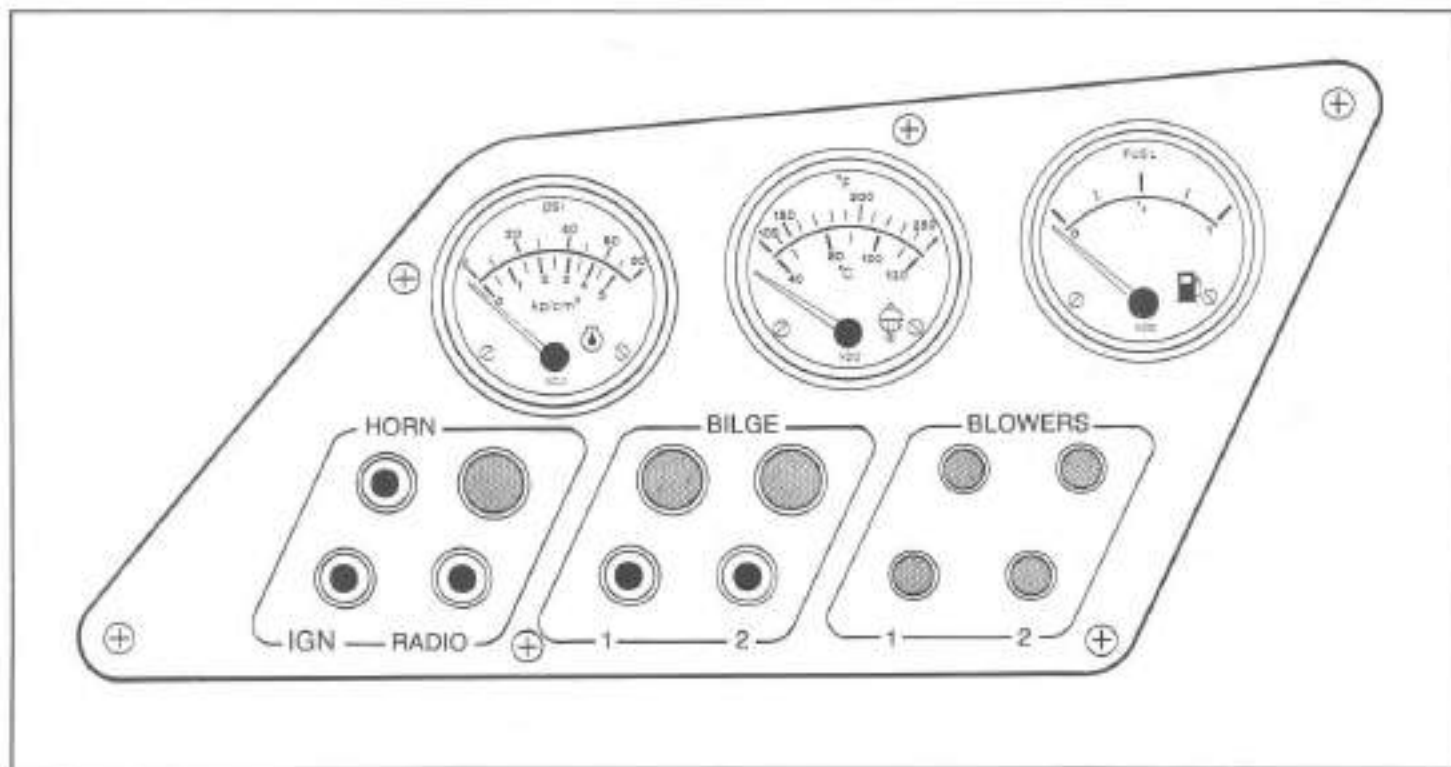


The throttle lever, located to the right of the instrument panel, disengages the transmission by pulling out the button in front of the lever. This places the transmission in neutral and gives the throttle full range. Position the throttle vertically (in idle) before reengaging transmission by depressing the button.

- The throttle lever automatically locks in vertical (neutral) position. To move the throttle pull up on the cup directly below the throttle knob.
- When engaging transmission from neutral to forward or reverse, move the lever slowly.
- Never shift the lever directly from the vertical (neutral) position into a speed position.
- To prevent high torque engagement damage to transmission, slowly shift the lever into gear allowing transmission to engage, then accelerate the engine.
- Once the transmission engaged, you may accelerate as quickly as you like.

WARNING: NEVER operate engine with the tachometer needle indicating over 4400 RPM. Continued operation at this speed can result in serious engine damage.

LEFT DASH PANEL



IGNITION

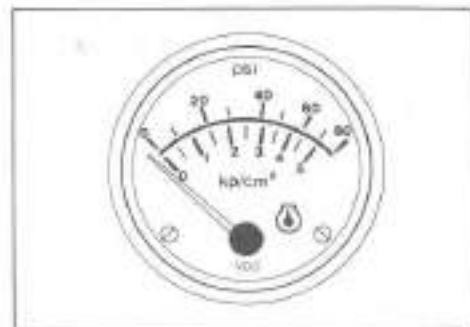


Located on the left dash panel, the ignition switch has a two position function.

Turn ignition to the right to check all electrical equipment, including blower, pumps, and lights.

Turn ignition all the way to the right to start the engine.

OIL PRESSURE GAUGE



The oil pressure gauge indicates the oil pressure in the engine while the engine is running.

If the oil pressure remains below the normal range, stop the engine immediately. If engine continues to run while oil pressure is low, permanent engine damage may occur.

WARNING: The oil pressure varies greatly with engine temperature and speed. If oil pressure indication is too high or too low and will not increase when engine speed is increased, stop the engine immediately and check level of oil in engine using the level dipstick.

WARNING: Continued engine operation while oil level is not normal may result in serious engine damage. Have the engine lubricating system checked as soon as possible by your Supra dealer.

TEMPERATURE GAUGE



The temperature gauge indicates the engine coolant temperature while the coolant is circulating inside the engine. Engine operating temperature will vary depending on weather conditions and engine load.

- If the engine temperature reaches the overheating range, a sensor will sound as a warning of potential trouble.
- If the sensor does sound, stop the boat immediately and allow the engine to cool. Check coolant system after engine is cold or have engine checked by a service mechanic.

FUEL GAUGE



This gauge indicates the approximate quantity of fuel remaining in the tank when the ignition is in the "on" position.

- When the fuel level is below 1/4 tank, a warning light will appear.
- **WARNING: DO NOT** run the tank to empty. To prevent condensation from forming in the tank, it is recommended that the tank be filled when the gauge indicates 1/4 tank.

The following conditions may be considered normal operation of the fuel gauge and fuel system.

- Gas station pumps may shut off before the fuel gauge indicates F(FULL).
- The amount of fuel required for fill-up may not exactly correspond to the gauge.
- The needle may not move away from F(FULL) until some time after fill-up.
- The needle may move during turns, stops, and accelerations.

NOTE: Become familiar with engine hourly fuel consumption at various speeds and use as a backup check against fuel gauge readings.

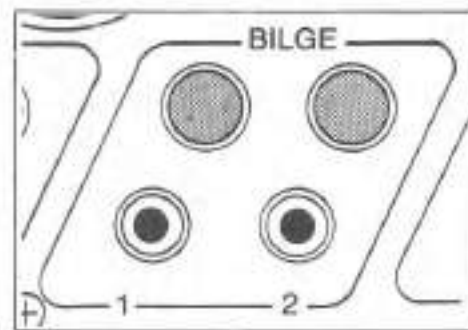
KILL SWITCH



Located on the upper port side control panel, the ign. switch deactivates all electrical equipment on board. This includes all instrumentation and lighting.

- All electrical equipment should be turned off when boat is in storage.

BILGE PUMP SWITCHES



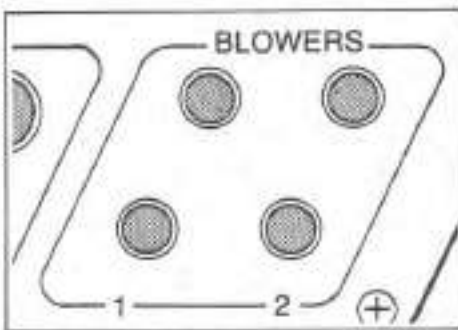
Two pump switches are used to activate the bilge pump motor so that any excess water in the bilge area may be drained out.

The manual testing switch is used to determine if the bilge pump motor is operating correctly.

If bilge pump is working properly, the automatic switch should be used. This switch will trigger the drainage system which operates off its own flood switch.

NOTE: Always check manual switch before placing pump in automatic.

BLOWER SWITCHES



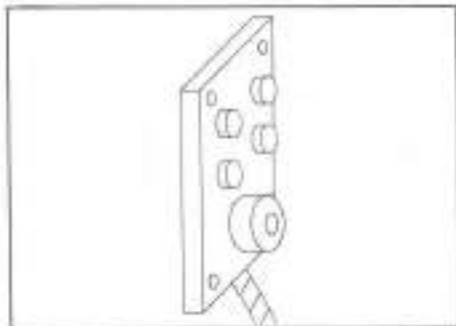
The blower switches activate two blower motors located near the engine and transom of the boat. The primary function of the blower is to eliminate any fumes in the bilge area and to supply a constant supply of fresh air to the engine.

Never depend solely on the blower to eliminate dangerous fumes. Always open motor box to check if fumes are present.

Turn blower switches on a minimum of four minutes and check engine compartment before starting engine.

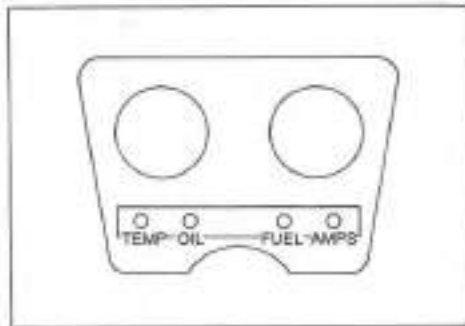
WARNING: DO NOT operate blower when refueling.

WARNING BOX



To insure that immediate attention is given when any abnormal indications are measured by the instrument gauges, Supra has provided an early warning system which will sound an alarm and indicate which system is malfunctioning.

WARNING LIGHTS



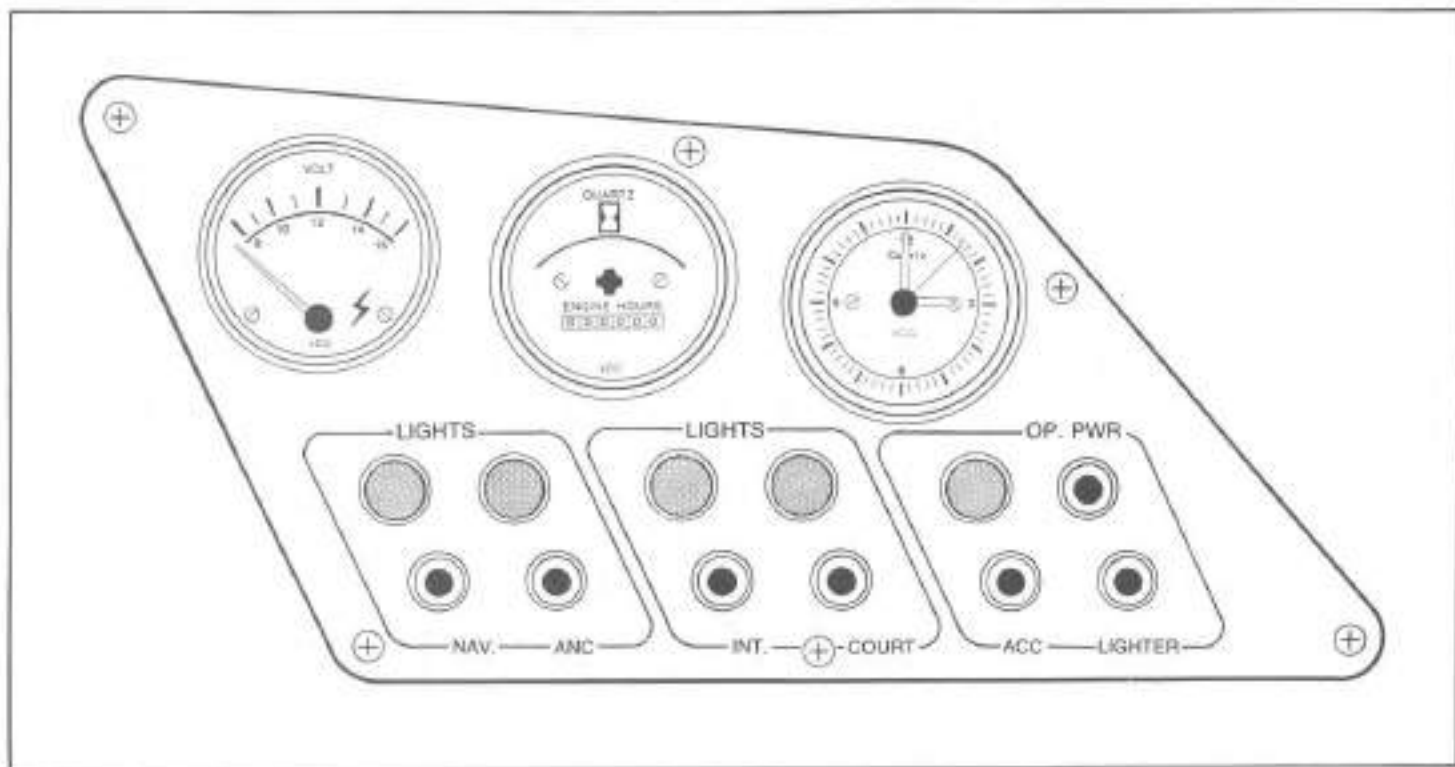
Located on the left side of the instrument panel are four warning lights which will illuminate if any system is not operating properly.

- If oil pressure is too low, the oil light will be illuminated and the alarm will sound.
- If engine temperatures are too high, the temp light will be illuminated and the alarm will sound.
- If voltage becomes too low or too high, the amps light will be illuminated and the alarm will sound.
- If fuel level becomes too low, the fuel light will be illuminated but no alarm will sound.

NOTE: When engine is initially started, an alarm will sound indicating low oil pressure and low voltage. This should only last a few seconds until pressure and voltage are built up within the engine.

WARNING: DO NOT disconnect warning buzzer. doing so will discontinue the electrical warranty.

RIGHT DASH PANEL



VOLTMETER

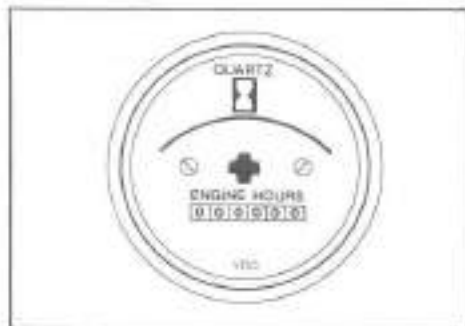


The voltmeter indicates whether the battery is charging or discharging. The needle should be located in the normal range while the engine is running.

If the voltmeter does not register in the normal range, there may be a problem within the electrical system.

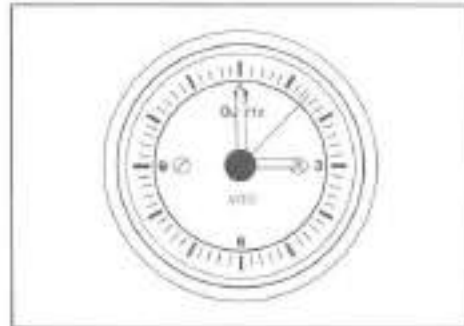
It is normal for the voltmeter needle to fall below the normal range while starting the engine.

ENGINE HOURS



The engine hour gauge acts as an odometer for the engine. Engine hours should always be noted and documented so maintenance and lubricant changes may be performed at proper intervals.

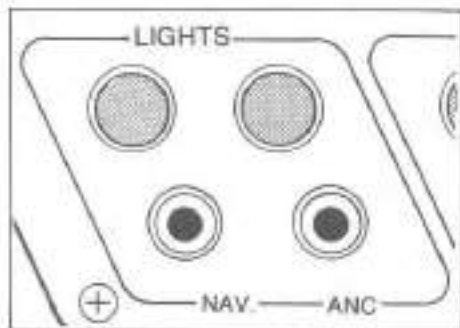
CLOCK



The analog quartz clock continuously indicates the correct time.

To adjust the time, depress the black center knob on clock face and turn dial until correct time is located.

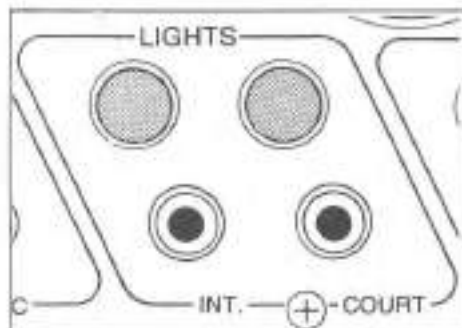
NAVIGATION BREAKER SWITCH



The navigation breaker switch "NAV" supplies power to:

- **BOW COMBINATION SIDE LIGHT**
The bow light is located at the very tip of the bow near the lifting ring.
- **STERN LIGHT**
The stern light is located at the center of the transom behind the rear lifting ring.
- **FRONT POLE LIGHT**
Refer to POLE LIGHT for location..

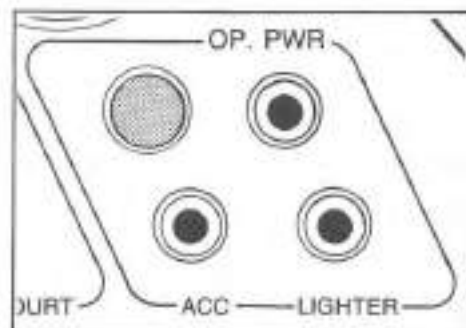
ANCHOR BREAKER SWITCH



The anchor breaker switch "ANC" supplies power to:

- **FRONT AND REAR POLE LIGHT**
Refer to POLE LIGHT for location.

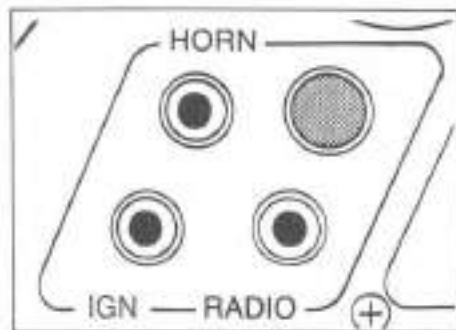
ACCESSORY BREAKER SWITCH



The accessory breaker switch "ACCES" supplies power to:

- **STEREO**
Refer to STEREO for location.
- **DOME LIGHT**
Refer to DOME LIGHT for location.

HORN BREAKER



The horn breaker is located on the bottom right corner and is activated by engaging the breaker and depressing the button.

HORN SIGNALS

1. OVERTAKING-PASSING: Boat being passed has the right-of-way. KEEP CLEAR.
2. MEETING HEAD-ON: Keep to the right.
3. CROSSING: Boat on right has the right-of-way. Slow down and permit him to pass.

WHISTLE SIGNALS:

ONE LONG BLAST:

Warning signal (Coming out of slip)

ONE SHORT BLAST:

Pass on my port side

TWO SHORT BLASTS:

Pass on my starboard

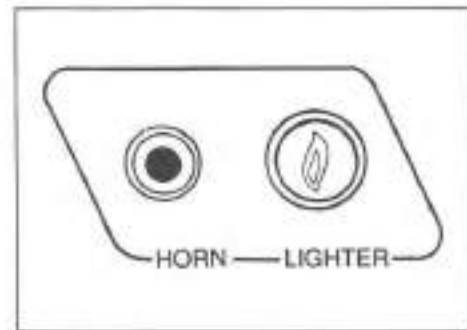
THREE SHORT BLASTS:

Engines in reverse

FOUR OR MORE BLASTS:

Danger signal

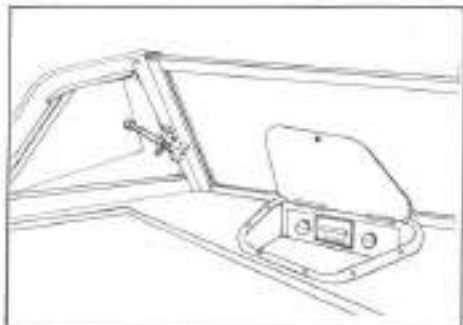
CIGARETTE LIGHTER AND HORN BUTTON



To operate cigarette lighter, press in toggle switch located to the left of the lighter. Then press lighter in until it pops out.

WARNING: Extreme caution should be taken when an open flame is present on board. Gas fumes from the engine and fumes from the battery area are highly flammable and no flame or spark should come near these areas.

STEREO



On Supras equipped with the stereo option, an AM/FM stereo cassette player with built-in graphic equalizer is located on the upper port side dash.

SPEAKERS

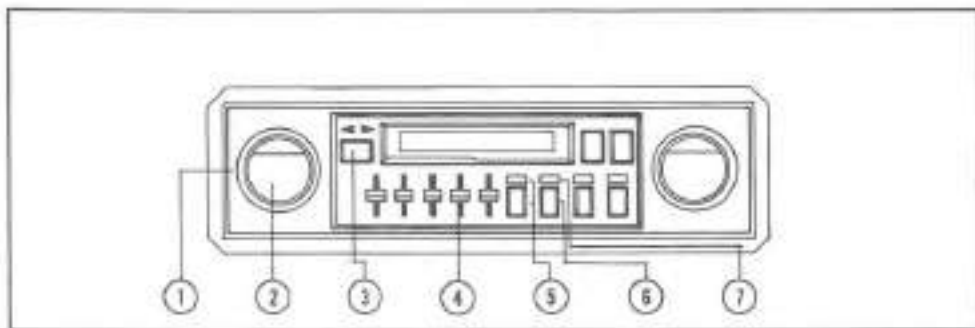


Included as part of the stereo system are the stereo speakers. All installed speakers are compatible with the factory stereo system. The speakers are generally water resistant but spraying or soaking the speakers should be avoided.

- All speakers have a maximum wattage rating of 30 watts per channel that is sufficient for the stereo system.
- Extreme volumes should be avoided to insure longer life of the speakers.

STEREO

UNIT CONTROLS AND OPERATION



1. BALANCE CONTROL

Turn the knob to adjust volume of left and right speakers.

2. ON-OFF/VOLUME/PROGRAM CONTROLS

Rotate clockwise to turn the unit on, and continue rotation to increase the volume level.

To turn the unit off, rotate the knob counter clockwise until audible "click" is heard. Push it to change the direction of tape travel.

3. EJECT BUTTON

To remove the cassette, depress the button completely.

4. EQUALIZER CONTROLS

Sliding the 5 Equalizer controls up or down tailors the frequency response of the unit. You can adjust the sound precisely to match your vehicle's acoustics.

5. LED FM BAND INDICATOR FM/AM BAND SELECTOR

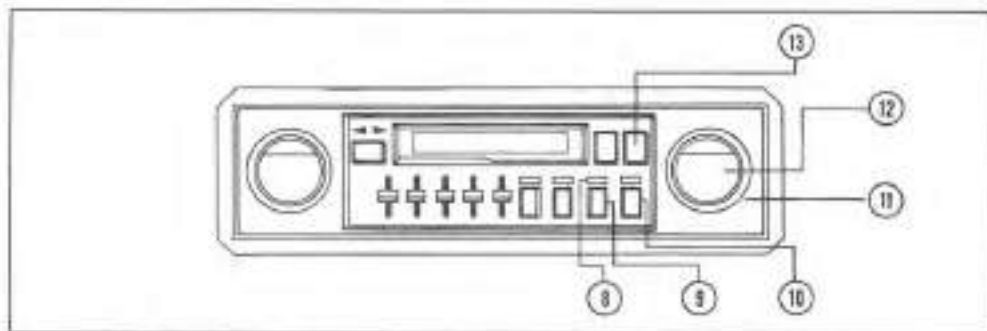
Set the button to the desired position.

6. MONO/STEREO SWITCH

Push it for Mono reception, release for Stereo.

7. LED STEREO INDICATOR

This indicator lights when in FM stereo.



8. LED FM MUTE INDICATOR

When the FM mute switch is activated this LED will illuminate.

9. FM MUTE SWITCH

Press the switch to eliminate interstation interference and noise when tuning across the F.M. waveband.

10. LED DX INDICATOR

LOC/DX SWITCH

Push it for Local under normal receiving conditions. Release the button (DX) when receiving conditions are poor.

11. FADER CONTROL

Turn the fader control to regulate the distribution of sound level from the front and rear pair of speakers.

12. TUNING CONTROL

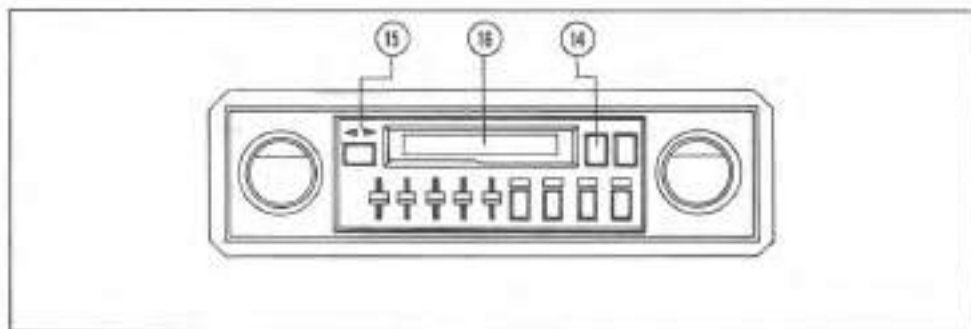
Rotate clockwise or counterclockwise to select desired AM or FM stations.

13. FAST FORWARD BUTTON

To advance tape rapidly press this button fully.

To release the fast forward button from the lock position, push in the rewind button approximately half way.

* At the end of tape the unit will automatically switch to tape play mode.



14. REWIND BUTTON

To rewind tape, press this button in fully. To release the rewind button from the lock position push in the fast forward button approximately half way.

* At the end of tape rewind, the unit will automatically switch to tape play mode.

15. TAPE DIRECTION INDICATORS

One of the indicators lights to show the direction of tape travel when in the tape operation

16. CASSETTE DOOR

Pushing the cassette at the center, with the side where the tape is visible toward the right, insert it into the cassette door till it is securely locked.

NOTE: Insertion of the cassette with the radio on will result in an automatic change-over to tape playing.

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OPERATIONAL INFORMATION

BREAK IN

DO NOT OPERATE AT SUSTAINED FULL THROTTLE DURING THE FIRST FIVE HOURS OF OPERATION.

DO NOT OPERATE AT HIGH RPMs IN NEUTRAL.

After the engine is thoroughly warmed up, and the boat is underway, open the throttle wide until full RPMs are reached. DO NOT EXCEED MAXIMUM RPMs. (RPMs should cease climbing after 10 to 20 seconds). Reduce throttle to 2,800 to 3,000 RPMs, and cruise at or below that speed for 1/2 hour. Reduce speed to idle, open throttle wide, and operate at that speed for approximately 1 minute; reduce to cruise throttle for a few minutes and repeat. (Bringing the engine from idle speed to full throttle will load the engine and assist in seating the piston rings). This cycle can be repeated from time to time during the first 5 hours of operation, but full throttle should not be sustained for more than 1 to 2 minutes.

FOLLOW THIS PROCEDURE ONLY WHEN CONDITIONS ARE SUCH THAT IT CAN BE DONE IN COMPLETE SAFETY.

DO NOT ATTEMPT TO BREAK IN AN ENGINE BY PROLONGED IDLING OR RUNNING IN AT THE DOCK.

During the early part of the break in period, correct propeller selection can be confirmed. (With a normal load aboard, the engine RPMs should reach, but not exceed, maximum RPMs as listed under specifications for model). During the break in, water temperature should be watched carefully, and speed reduced if overheating becomes evident. (For further information refer to engine manual).

STARTING AND OPERATING

A routine pre-starting procedure should always be carried out before the first startup of the day.

1. Check oil in engine.
2. Inspect sight tube of fuel pump.
3. Check for gasoline fumes in bilges or engine compartment.
4. Operate engine room blower for sufficient time to remove any fumes.
5. Operate bilge pump until bilges are dry.

Other items to be inspected may exist, depending on the nature of the boat. It is advisable to formulate a check list containing all items relative to the boat, and follow it faithfully.

Consult the local Coast Guard Auxiliary or Power Squadron for full details on boating safety.

NOTE: *Bilge blowers, bilge pumps, and other accessories should not be connected to the ignition terminal or ignition circuit. The engine is equipped with an automatic choke which is opened by an electric heating unit. If the ignition is on for 1 or 2 minutes prior to starting, the choke will be open and inoperative, and starting may be extremely difficult.*

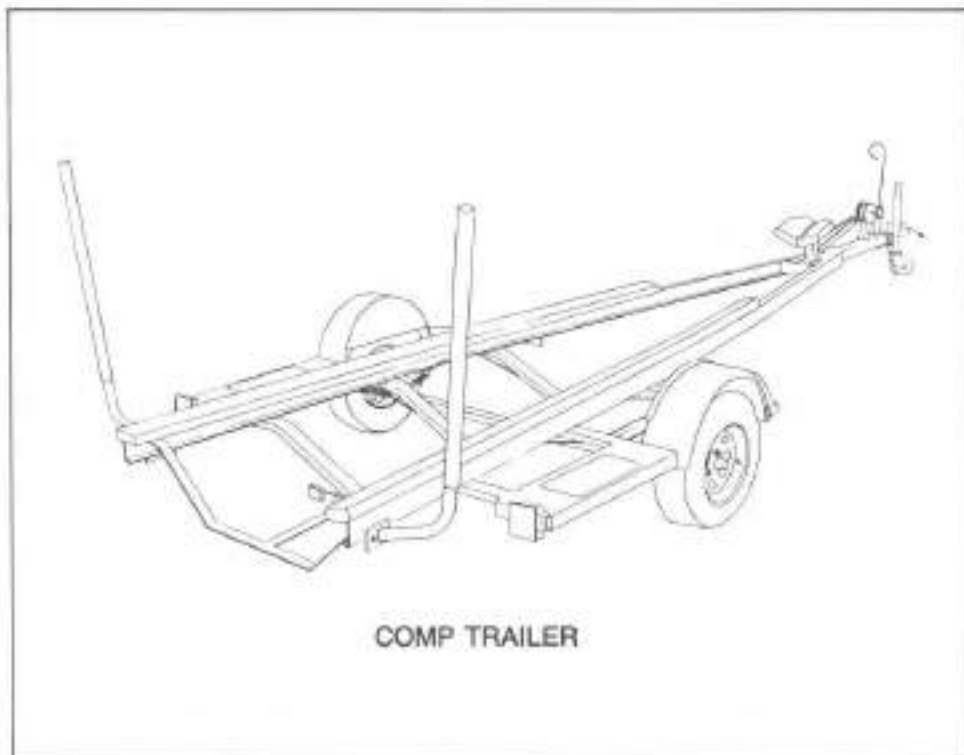
IMPORTANT: *DO NOT continue to operate starter for more than 30 seconds without pausing to allow starter motor to cool off for 2 minutes. This also will allow battery to recover between starting attempts.*

(For further information refer to engine manual).

BEFORE STARTING, BE SURE THE SHIFT SELECTOR IS IN NEUTRAL.

Models equipped with Warner Velvet Drive transmissions, or Warner Vee Drives, have a factory installed safety switch incorporated, which prevents actuation of the starter unless the shift selector is in neutral. Other models do not. Before starting a cold engine, pump the throttle two or three times from closed to open to closed. Open throttle slightly above the idle position, and actuate starter. As soon as the engine starts, return the throttle toward closed to establish the engine speed at 1,200 to 1,600 RPMs, and give the engine a short period to warm up and smooth out. When all else is in readiness, reduce speed to idle, shift into gear, and proceed normally.

TRAILERING



The trailer accompanying the purchase of a Supra is designed especially for Supra boats. It is important to remember the following guidelines to prolong the life of the boat and trailer.

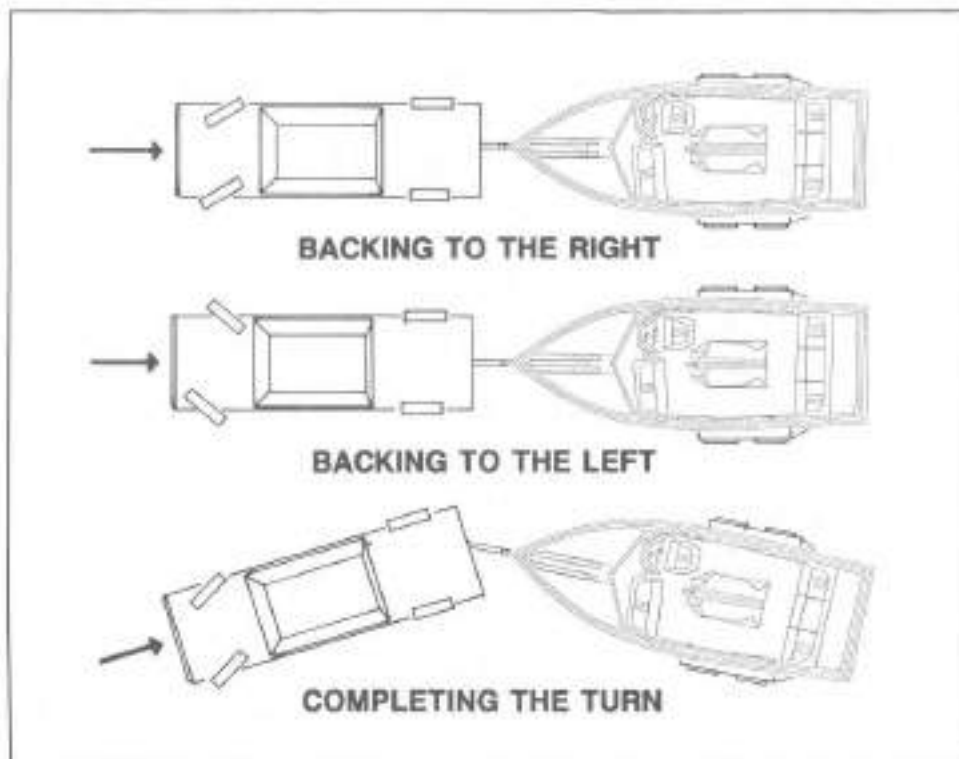
1. Adjust weight of boat on the trailer so that it is correctly distributed on the trailer hitch.
2. It is recommended to secure boat to trailer with tie downs.

CAUTION: DO NOT use straps around any fender or light mounting locations.

3. Check trailer manual for correct tire pressure. Underinflated tires may cause blow outs, trailer sway, or tire wear.
4. Refer to trailer manual for recommendations on maintenance, safety, and operational procedures.

NOTE: Any questions may be answered by referring to the trailer manual or the manufacturer.

BACKING THE TRAILER



Backing the boat trailer may sometimes be a difficult task. It is recommended to practice backing the trailer in a vacant lot or open area before attempting it in a congested area.

Follow these basic rules when backing:

1. Turn the front car wheels in the opposite direction in which the trailer is to travel.
2. Back car normally once trailer turn is started.
3. **DO NOT** cut corners while driving on the highway.

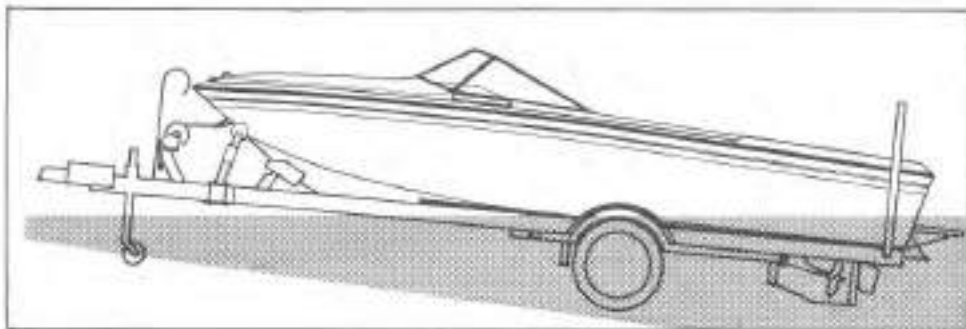
UNLOADING PROCEDURE

To unload the Supra use the following guidelines:

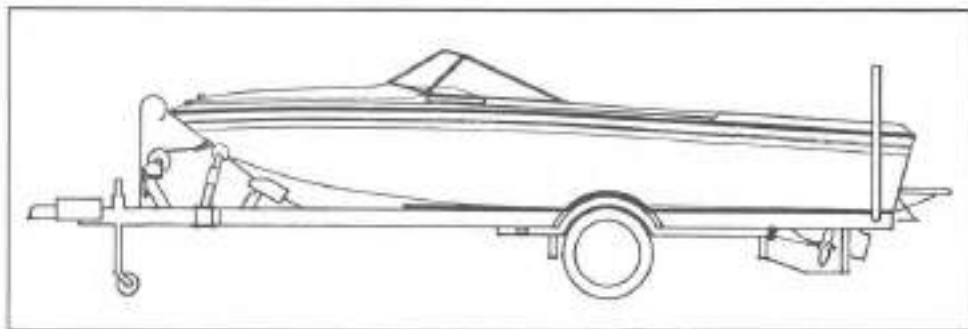
1. Unplug all light cords before backing trailer into the water.
2. Latch front winch wheel to top position before backing down a ramp.
3. Remove front clevis from trailer after the Supra is closest to being in the water.
4. Continue to back trailer until the water is approximately one inch under the top of the fenders on the trailers.
5. Follow the cold start procedure recommended in the motor manual.
6. After starting the engine, center steering wheel and slowly place throttle in reverse. Ease back the throttle until the Supra starts to move.

CAUTION: Do not rapidly move throttle in order to free boat from its dry carpet runners.

If the trailer is not submerged to the correct depth, the nose of the boat will dip drastically once it has freed itself from the height of the runners, possibly damaging the bow.



LOADING PROCEDURE

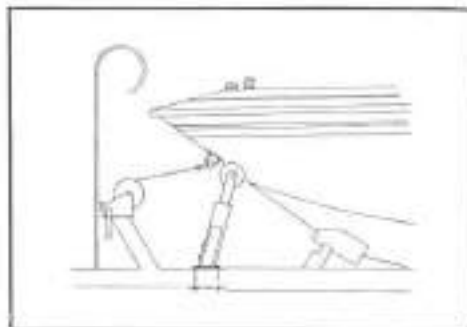


To re trailer the Supra, follow guidelines in numbers one through four in the unloading guide.

Please try to idle coast onto the trailer. DO NOT power onto the trailer during rough conditions.

On the trailer's tongue is a small guide rail that sites the course of the Supra as it moves onto the trailer. Once on the trailer, throttle up slowly within 1/2" of the guide rail, giving the correct forward alignment for proper clamp down. Once touching the guide rail nose, tighten up winch and slide boat into the saddle.

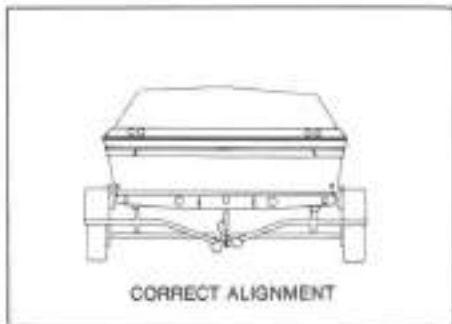
BOAT HOOKUP



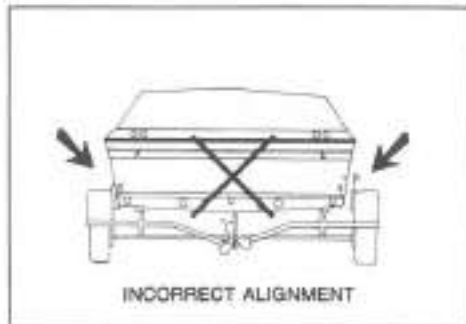
It is important that boat is securely inplace before moving trailer.

- Secure trailer hook to bow eye and tighten up winch firmly
- Check winch lever for secure placement
- Refer to trailer manual if needed

TRAILER ALIGNMENT

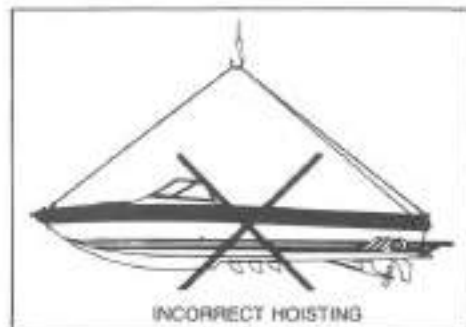


When pulling boat onto trailer, be sure the boat is centered as much as possible on the trailer.



The distance between boat and runner board should be approximately equal on both sides.

HOISTING



If there comes a time to remove the boat by some means other than the trailer, special attention should be given to the following recommendations.

- Hoist the boat using a vertical lifting bar only (as shown in diagram).
- Operator should slowly and smoothly raise the Supra from the water without any harsh jerking so as not to damage the lifting eyes or stern eyes.

It is recommended to use a clevis pin and clevis for the lifting eyes since hooks tend to round the surface and damage plating on the lifting eyes.

- DO NOT use the ski bar to hoist the boat.

WARNING: Improper hoisting may violate warranties and guarantees on the boat.

DRY STORAGE

When the boating and ski season comes to a close, it is recommended that the boat be removed from the water and stored for the winter months. It is extremely important that the correct winterizing procedures are read and followed to insure longer boat life.

1. Engine preparation

- a. Drain all water from engine cooling system by removing engine drain plugs (refer to engine manual).
- b. Reinstall all engine plugs and remove transmission intake hose. Inspect intake for any debris and remove if necessary.
- c. While engine is running, have another person slowly pour one gallon of antifreeze into intake holes. Upon completion, and after antifreeze has circulated through engine, turn ignition off.
- d. Once again, remove all engine drain plugs and drain out antifreeze. Store drain plugs in a safe place.

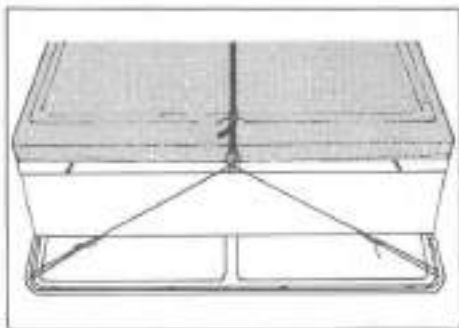
NOTE: This procedure will coat the inside of the engine's cooling system to prevent any damage due to freezing.

2. Remove center and rear drain plugs and store in a safe place.
3. Clean boat interior and exterior thoroughly. Inspect boat hull for any residue or algae growth and remove if present.
4. Clean bilge area thoroughly and operate bilge pump to remove any water from bilge lines.
5. Remove all seat cushions and open all storage areas to air out boat interior. Replace cushions and close storage areas after interior is completely dry. This will prevent mildew from forming while boat is in storage.
6. Top off fuel tank to prevent any condensation from accumulating in fuel system.
 - If water is present in fuel system, add a commercial dry gas product to fuel in the recommended amounts.

7. If boat is stored on a trailer, inspect boat's positioning so that it is resting correctly. If possible, raise the bow above the stern to allow any moisture to drain out.
8. Install canvas cover and secure straps properly (refer to canvas cover installation).

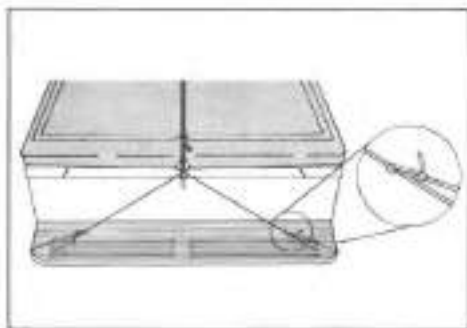
REMEMBER: During the winter months, water is a boat's worst enemy. Always store boat after interior is completely dry and periodically check the condition of the boat.

CANVAS COVER



Supra uses only the finest quality canvas material and strapping to insure all Supras stay clean and dry in the off season.

All canvas covers have been specially designed to fit securely around each Supra boat. If the cover does not fit as tightly as expected, this is due to a percentage of shrinkage allowance after the cover is wet.



To cover the boat:

1. Be sure the cover fits snugly at the nose of the boat and then unfold from front to back.
2. Secure all fastening straps around trailer frame.
3. Pull rear pinch cord and tie off according to the diagram.

FOLDING COVER FOR STORAGE

When folding cover for storage, remove excess water and store in a dry location. Do not allow cover to touch any concrete or rough surfaces which may scratch the canvas finish.

If any abuse or damage occurs, immediately patch or seal the area. Supra recommends using tent seam sealer for any seam damage and a fabric guard for any surface damage.

Canvas tears should be patched professionally and thread sealed to prevent leakage.

MAXIMUM CAPACITIES



In compliance with Coast Guard regulations, Supra boats meet or exceed all safety standards designed for recreational boats.

To insure safe handling and performance, all Supra boats display a maximum capacity sticker. This sticker displays the maximum passenger and weight load allowable for that particular boat.

COAST GUARD REGULATIONS

The United States Coast Guard boating regulations prescribe minimum standards of safety, and it is necessary that your Supra remain in compliance with these regulations.

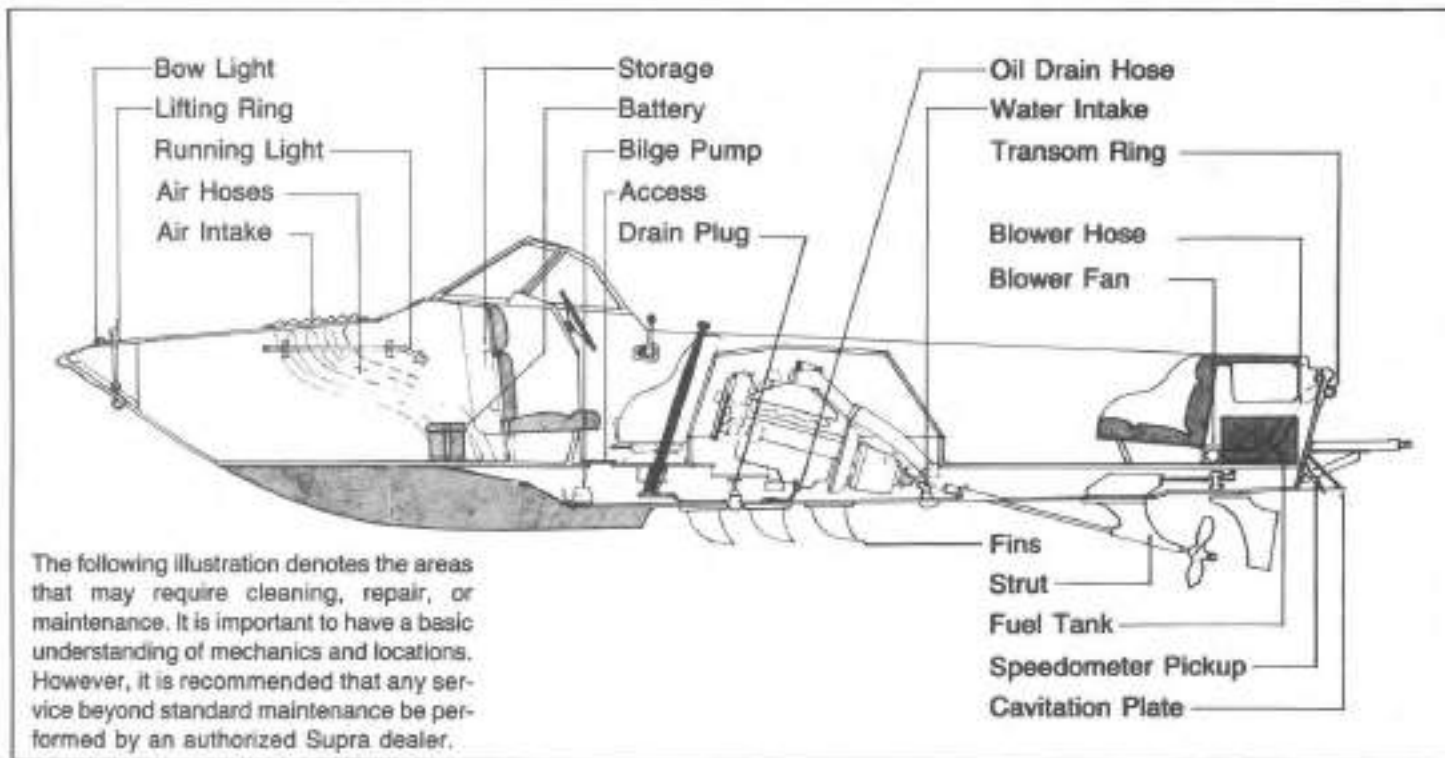
SAFETY PROCEDURES AND EQUIPMENT

The following equipment should be on board your Supra at all times.

- An approved hand held fire extinguisher (provided by Supra).
- At least one Coast Guard approved PFD (personal flotation device) for each person aboard.
- At least one approved throwable device (ring buoy or buoyant cushion).
- One hand, mouth, or power operated whistle or horn audible for at least one mile.
- Signal flares should be carried by boats going offshore.
- In addition, it is recommended that you carry an anchor, anchor line, tie-up liner, fenders, first aid kit, waterproof flashlight, distress flares, spare fuses, and electrical tape.

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SERVICE & MAINTENANCE



Maintenance Chart

Maintenance Intervals in Engine Hours

	Weekly	1st 25 Hrs.	25 Hrs.	100 Hrs.	Yearly
Change Engine Oil					
Replace Oil Filter					
Clean Oil Filler Cap					
Check Transmission Fluid Level					
Change Transmission Fluid					
Check Sea Water Strainer	*	*	*		
Clean Flame Arrestor					
Clean Crankcase Ventilating System					
Check Water Pump and Alternator Belts for Tension					
Change Fuel Filter					
Check Fuel System Lines and Connections for Leaks					
Clean Carburetor Fuel Inlet Filter					
Clean Transmission Oil Strainer Screen					
Lubricate Distributor Cam					
Inspect Breaker Points					
Check Condition of Spark Plugs					
Check Battery Electrolyte Level					
Check All Electrical Connections					
Check Cooling System Hoses and Connections for Leaks					
Tighten Engine Mount Fasteners					
Lubricate Throttle and Shift Linkage Pivot Points					
Check for Loose, Damaged, or Missing Parts					
Check Engine to Propeller Shaft Alignment					

The inspection and maintenance schedule is based on average operating conditions in utility service. Under severe operating conditions, intervals should be shortened.

* If engine overheats, visually check. If clogged, clean out.

SERVICE AND MAINTENANCE

For your convenience, a maintenance schedule has been included in this manual. The items listed, outlining safety checks, lubrication, and general service, should be performed at regular intervals. Engine hours or time interval determines when service is necessary.

It is recommended that any replacement parts used for maintenance or for repair be supplied by an authorized Supra dealer.

NOTE: You are responsible for keeping maintenance records on your Supra should you be required to prove that required maintenance was performed.

ENGINE OIL AND FILTER

Crankcase oil should be selected to deliver the highest performance under weather and operating conditions present in operating area. In general, engine oils with low viscosity ratings are used when temperatures remain low or when better fuel economy is desired. Oils with high viscosity are used when temperatures remain high and when high performance is expected from the engine.

It is recommended that 10W-30 or 20W-40 or other high grade automotive oil with correct viscosity be used. All oils should have an A.P.I. classification of "SE", except for engine sizes of 460 and 454 or high temperature installations.

(Refer to lubrication chart).

OIL LEVEL CHECK

Engine oil level should be checked at regular intervals (such as every 5 engine hours).

To obtain a true reading, when the engine is at operating temperature and turned off, check the oil on the level dipstick.

Pull out the level dipstick, wipe it clean, and reinsert it - all the way down or the reading will be incorrect.

If the oil level is between the "F" and the "L" marks on the level dipstick, simply reinsert it. If the oil level is below the area marked "L", add oil up to the "F" mark immediately.

TRANSMISSION

FLUID TYPE

Use only automatic transmission fluid type "A" in this transmission. This fluid trade name Dexron.

MAINTAIN FLUID LEVEL AS FOLLOWS:

1. Boat must be at rest and engine running.
2. Turn dipstick "T" handle counterclockwise and remove dipstick.
3. Wipe fluid from dipstick and set in position in transmission fill hole.
4. Remove plug and note level indicated on dipstick. Add fluid if required to bring level up to the top mark.
5. Shut engine off.
6. Check the dipstick fluid level a second time to verify level.
7. Replace dipstick and turn "T" handle clockwise to tighten.

CHANGE FREQUENCY

Change transmission fluid once each year.

MAINTAINING TRANSMISSION FLUID LEVEL

Transmission fluid level should be checked frequently and fluid added if necessary. The level must be maintained between the two marks on the dipstick.

COOLING SYSTEMS

FRESH WATER COOLING SYSTEMS

This is an open circulating cooling system which is preferred for lakes and water reservoirs with low salt content; however, when engine is operated in salt water, the system should be flushed with fresh water periodically and before storage.

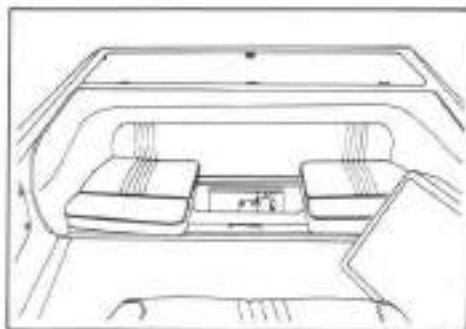
SALT WATER COOLING SYSTEMS

This is a closed cooling system with a solution of 50% antifreeze and 50% fresh water. This solution should be left in the system and replaced once a year as an annual maintenance item.

BODY LUBRICATION

Normal use of your Supra causes metal-to-metal movement at various points within the boat. If not properly lubricated, improper operation and wear may result. For body parts which require lubrication, a dripless oil may be used although any lubricant should be used sparingly. Following application, excess lubricant should be carefully wiped away. Driver seat track may be lubricated with a water resistant chassis lubricant.

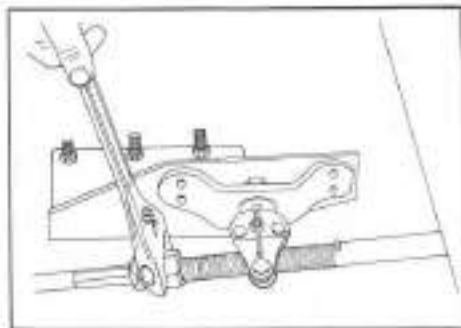
STEERING ADJUSTMENT ACCESS



Access to the steering adjustment is located beneath the center cushion of the rear passenger seat.

Remove seat cushions from rear passenger seat. Locate carpeted inspection plate and pull out from seat frame. Locate steering adjustment nut and correct problem accordingly.

STEERING SWIVEL ADJUSTMENT



1. Loosen large cable nut from the threaded tube.
2. Center rudder tiller arm.
3. Center steering travel by moving the threaded tube on steering mount either aft or stern.
4. Tighten cable nut on the threaded tube.
5. Be sure there is no interference or binding in the steering system by turning the rudder from port to starboard.

NOTE: *The complete steering system should be inspected by a Marine Dealer's Technician after the first 10 hours of operation and then on 200 hour intervals or three months, whichever comes first.*

All steering connections should be installed and adjusted by a Marine Dealer's Technician.

BATTERY AND BATTERY CABLE INSTALLATION.

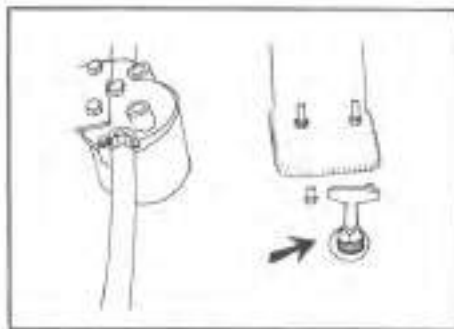
1. Connect negative (-) battery cable to ground on engine.
2. Connect positive (+) battery cable to the starter solenoid.
3. Connect positive (+) battery cable to positive (+) post on battery and negative (-) battery cable to negative (-) post on battery.

WARNING: *Engine electrical system is negative ground. Failure to connect battery leads as outlined will damage the system.*

WARNING: *Hydrogen and oxygen gasses are produced during normal battery operation or charging. Sparks or flames can cause this mixture to ignite and explode if they come near the vent openings.*

WARNING: *Sulfuric acid in the battery can cause serious burns, if spilled on skin or in eyes flush with clear water immediately.*

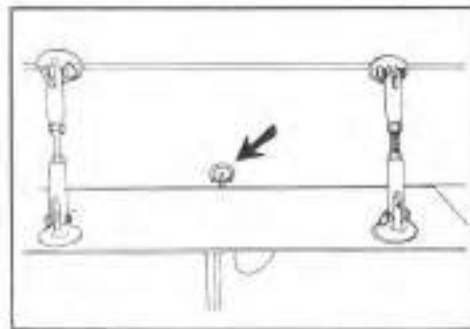
ENGINE DRAIN PLUG



The engine drain plug is located at the extreme front of the motor well, directly in the center of the well under the engine. It is extremely important that the drain plug is always checked before starting the engine. The drain plug should be secured in place using a wrench.

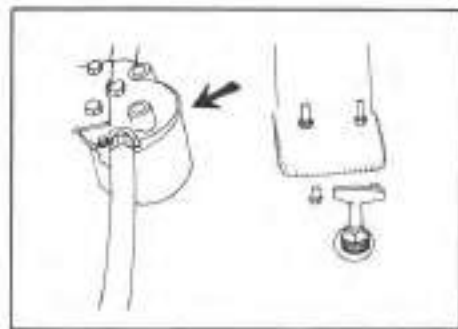
WARNING: DO NOT start engine until center drain plug is checked and secured in place.

REAR DRAIN PLUG



The rear drain plug is located in the center transom area of the boat just above the cavitation plate. Before unloading the boat into the water be sure the drain plug is securely in place. After loading the boat onto the trailer, remove the drain plug so that any water in the bilge area may drain out.

FUEL FILTER



The fuel filter is mounted at the extreme front of the motor well.

The filter is easily changed by ...

- Loosen two bolts located on top of the filter.
- Lower filter housing and remove fuel filter.
- Replace filter and gasket and retighten bolts.
- Refer to manufacture's instructions for more details.

NOTE: DO NOT reuse filter or gasket.

FIBERGLASS CARE

Caring for a Supra boat is a general responsibility for all owners. Washing and waxing the boat hull and deck on a regular basis may extend the life and beauty of the Supra.

All Supra boats are constructed of a composite of different structured fiberglasses combined with an outer layer of gelcoat. This gelcoat gives all Supras a shiny and smooth surface. It is good practice to rinse the Supra with fresh water after each day's ride.

It is recommended that the boat hull and deck be waxed after every 50 hours of use to decrease water friction and to lessen the potential for staining or spotting to the fiberglass surface.

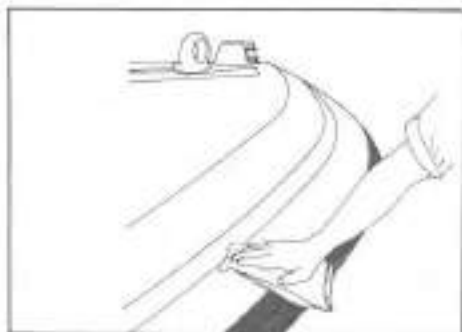
In cases where the original gelcoat shine cannot be restored by waxing, the shine should return by hand buffing using any commercial polishing compound. Be sure to apply a new coat of wax over the area that has been polished.

CAUTION: Porcelain cleaning powders are too harsh on the gelcoat surface and will permanently discolor the gelcoat if used.

Household detergents containing ammonia or chlorine should not be used.

Never use acetone or ketone solvents.

WASHING AND WAXING RUB RAIL



The easiest way to preserve the beauty of your Supra is to keep it clean by frequent washing. Wash the boat in lukewarm or cold water. Wipe the boat down immediately to avoid water spots.

Avoid using hot water or washing your boat in direct sunlight. Avoid strong soaps or chemical detergents. All cleaning agents should be rinsed from the surface promptly and not allowed to dry on the finish as they will cause spotting to occur.

Use a sponge or other soft material to wash and wax the rubber rub rail.

To wax, use a commercial automotive black bumper wax.

UPHOLSTERY CLEANING

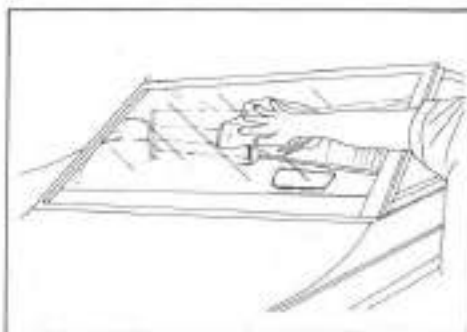


All upholstery items aboard the boat are made of a tough marine vinyl that is easily cleaned with a mild detergent or any automotive vinyl cleaner.

WARNING: Take care not to repeatedly use harsh cleaners unless vinyl is abused or heavily soiled.

Strong detergents and cleaner will shorten the life of the vinyl.

WINDSHIELD CARE



All Supra windshields are constructed of laminated safety glass to insure passenger safety.

The glass surfaces should be cleaned on a regular basis to insure that visibility is not obstructed.

Use a commercial glass cleaner to remove any spray spotting or stubborn stains that develop on the windshield.

Never use abrasive cleaners on glass surfaces as they may cause scratches.

FOREIGN MATERIAL DEPOSITS

Tree sap, bird droppings, chemicals in the air and water, and other foreign matter may damage the paint surface if not removed promptly.

Prompt washing may not completely remove all of these deposits. Additional cleaning may be required. Be certain chemical cleaners used for this purpose are safe for use on painted surfaces.

BOAT HULL PROTECTION

If your Supra is to remain in salt water for an extended period of time, the hull should be painted with a protective marine bottom paint.

This protection may also be used in fresh water areas where algae or grass is abundant.

TEAK WOOD CARE

If teak wood has been installed on a Supra boat, a small amount of maintenance care will be required to retain its natural beauty. Teak wood should never be varnished, but instead, teak oil or mineral oil should be used. Oil treatments should be applied at least four times per year.

If teak wood is in poor condition, use 220 grit wet and dry sandpaper to refinish the problem area. Reapply teak oil after sanding.

DRYING UPHOLSTERY



It is extremely important that all upholstery and storage compartments are thoroughly dried after each boating session. Open all storage compartments and slide all removable cushions out approximately 1" to allow air to circulate behind and underneath them.

TECHNICAL

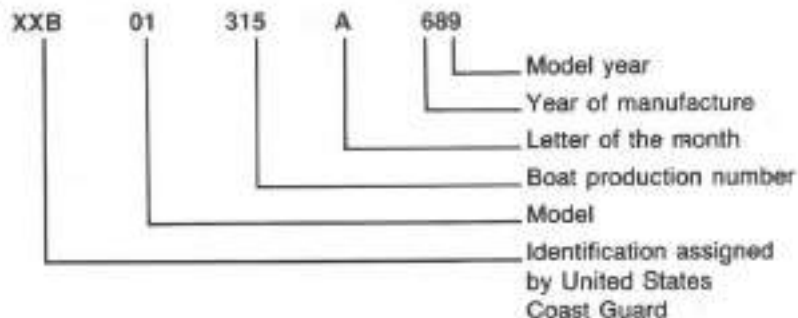
IDENTIFICATION NUMBER



The hull identification number is located on the upper right hand side of the transom below the rub rail.

The identification number is also located under the driver side panel in accordance with the National Marine Manufacturers Association (NMMA).

The following describes the identification number in detail.



ENGINE DATA

ENGINE MODEL ITEM	351	350	454
HORSEPOWER @ 4400 RPM	240	260	330
MAXIMUM RPMs INTERMITTENT SERVICE	4400	4400	4400
CONTINUOUS SERVICE	3600	3600	3600
IDLE SPEED IN GEAR (RPM)	600	600	600
SPARK PLUG GAP	0.035	0.035	0.035
SPARK PLUG TYPE	Autolite BTF3M Champion F10.18MM	AC#MR43T Champion #RBL8	AC#MR43T Champion #RBL8
OIL CAPACITY	4 qts. + filter	5 qts. + filter	5 qts. + filter
OIL FILTER	full flow replaceable cartridge		

LUBRICATION CHART

TEMPERATURE	API CLASSIFICATION AND VISCOSITY	OIL AND FILTER CHANGE INTERVAL
(0-32) [°] F (-18-0) [°] C	SAE 20 W "SE"	25 hours of operation or 30 days
(32-90) [°] F (0-32) [°] C	SAE 10 W 30 "SE"	50 hours of operation or 60 days
90 [°] F (32 [°] C) and above	SAE 10 W 40 "SE"	50 hours of operation or 60 days
ENGINE OIL CAPACITY: 351 — 4 quarts + filter 350 — 5 quarts + filter 454 — 5 quarts + filter		

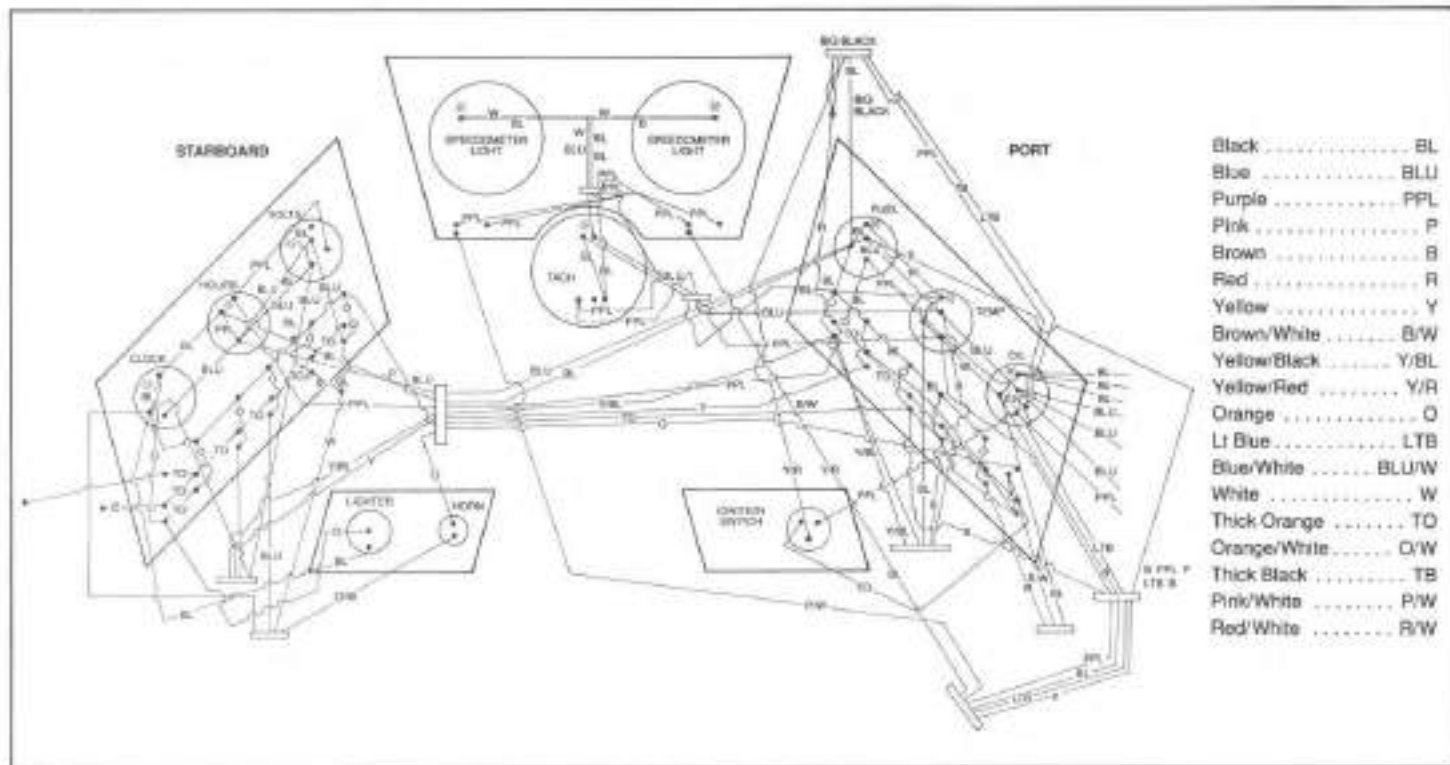
BATTERY SPECIFICATIONS

12 Volt marine type with tapered post connectors.

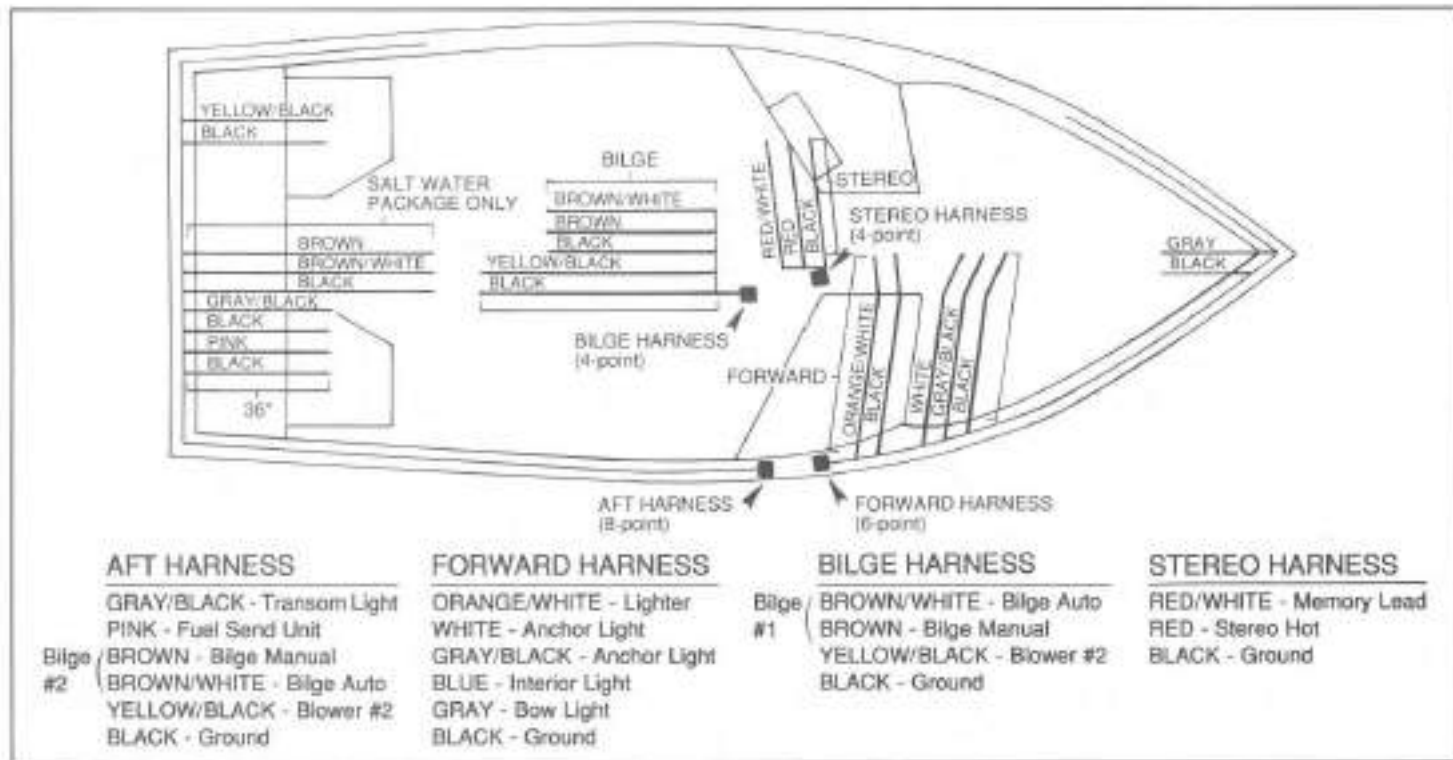
ENGINE SIZE	Cold Crank @ 0°F (-18°C)	AMPS for Load Test	25 AMP Rate (min) Reserve Capacity
350 & 351	350 Amps	170	80
454	455 Amps	230	125

WARNING: *Hydrogen and oxygen gases are produced during normal battery operation or charging. Sparks or flames can cause this mixture to ignite and explode if they come near the vent openings. Sulfuric acid in battery can cause serious burns, if spilled on skin or in eyes. Flush with clear water immediately.*

ELECTRICAL WIRING DIAGRAM



ELECTRICAL WIRING DIAGRAM



WARRANTY

LIMITED WARRANTY ON NEW SUPRA SPORTS BOATS

The new Supra Sports limited warranty is extended to the original purchaser of the boat during the warranty period.

LIABILITY DISCLAIMER

This warranty is expressly in lieu of all other expressed or implied warranties of Supra Sports, Inc., including any implied warranty of fitness for any particular purpose and in lieu of all other obligations or liabilities on the part of Supra Sports, Inc., Supra Sports, Inc., neither assumes nor authorizes any other person to assume for it any liability in connection with Supra Sports, Inc.

WHAT IS COVERED?

- A. Supra Sports, Inc. warrants to only the original purchaser each new boat hull and deck, registered and normally operated, to be free from structural defect or defects in workmanship.
- B. Except as otherwise indicated this warranty covers your Supra for twelve (12) months from the date of delivery to the original purchaser.
- C. Any Supra boat used for commercial purposes will carry a sixty (60) day warranty.
- D. Any Supra dealer will make any repairs and adjustments to correct defects covered by this warranty.
- E. Warranty repairs (parts and labor) will be made at no charge subject to the authorization of factory personnel. Return transportation of any boat to the dealer or factory is the responsibility of the claimant.
- F. To validate this warranty, a boat registration card must be returned to the factory within FIFTEEN DAYS of original purchase.

WHAT IS NOT COVERED?

- A. Damage, malfunctions, or failures resulting from misuse (e.g. racing, overloading), alteration, negligence, accidents, tampering, or improper adjustments or repairs.
- B. Engine, controls, batteries, or other equipment or accessories carrying their own individual warranties. (Appropriate adjustments to them are provided by their respective manufacturers).
- C. The installation of machinery, equipment, and accessories not factory installed or equivalent in quality and design to parts supplied by Supra.
- D. Damage to gelcoat, such as crazing caused by impact, weathering, or from improper maintenance.
- E. Damage to any simulated woodgrain surface.
- F. Damage to upholstery, such as puncturing, storage in weather without protection, damage from harsh solvents.
- G. Any Supra boat which has been overpowered or overloaded (in excess of horsepower and/or capacity as specified on capacity plate on each Supra boat).
- H. Damage to any Supra resulting from submergence for any reason.

OWNER'S RESPONSIBILITIES

- A. Before operating the boat, it is necessary to read and fully understand this owner's manual and any other information delivered with the boat.
- B. It is the responsibility of all Supra owners to take their boats to an authorized Supra dealer to obtain warranty service.
- C. It is also the owner's responsibility to properly operate and maintain their Supra boat in accordance with this manual and other information delivered.
- D. Maintenance records must also be kept in order to show that required maintenance has been performed on the boat.

DEALER'S RESPONSIBILITIES

- A. To provide the customer with an adequate orientation in the general operation of a Supra boat. Also to review all systems and accessories included with a Supra.
- B. To deliver a complete owner's packet consisting of owner's manual, registration, and any warranties for separate warranted products aboard a Supra.

- C. Review all warranty information with customer and assist in filling out any warranty cards if necessary. Insure that any information or obligation from Supra or the dealership are clearly understood.
- D. Instruct the customer on how to obtain local service and out-of-area service for a Supra boat.

Additional Information

- SOME STATES DO NOT ALLOW LIMITATIONS ON HOW LONG AN IMPLIED WARRANTY WILL LAST OR THE EXCLUSION OR LIMITATION OF INCIDENTAL OR CONSEQUENTIAL DAMAGES, SO THE EXCLUSIONS AND LIMITATIONS MAY NOT APPLY TO YOU.
- THIS WARRANTY GIVES SPECIFIC LEGAL RIGHTS TO THE OWNER AND OTHER RIGHTS THAT MAY VARY FROM STATE TO STATE.
- NO ONE IS AUTHORIZED TO CREATE ANY OBLIGATION OR LIABILITY IN CONNECTION WITH SUPRA BOATS OTHER THAN THAT WHICH IS STATED IN THE WARRANTY STATEMENT.

PARTS UNDER WARRANTY

Along with Supra's warranty policy, many to the components which make up a Supra boat are also under individual warranty. These products all have specific warranty periods and conditions the owner should thoroughly understand. To help in obtaining any information or assistance, a list of product manufactures has been compiled along with the items under warranty and their vendors. It is recommended that all warranty information be read and understood before contacting the vendor.

NOTE: *It is important to understand the conditions and terms of the warranty before contacting the vendor. Any questions about a specific part should be located by contacting the vendor.*

WARRANTY PARTS

ITEM	VENDOR	WARRANTY PERIOD	TELEPHONE NUMBER
Battery	Bailey Battery	90 Days Free Adjustment	
Engine	PCM	Refer to Engine Manual	1-800-848-0470
Prop	*Michigan Wheel	*	(616) 452-6941
Stereo	Panor Corporation	1 yr. parts & labor	(516) 935-5311
Bilge Pump	Attwood	1 year	(616) 897-9241
Horn	ITC Incorporated	1 year	(616) 772-6411
VDO Instruments	M&G Electronics	2 years	(804) 463-8070
Speedo's & Pick-ups	Air Guide Instruments	1 year	(800) 621-3058
Steering System	Teleflex	1 year	(215) 495-7011
Control Cables	Morse Controls	1 year	(216) 653-7701
Steering Wheel	Teleflex	2 years	(215) 495-7011
Trailer	SMP	1 year	(615) 337-3466

*Life-time as long as the prop has not been misused.

CUSTOMER ASSISTANCE

The individuals associated with Supra Sports, Inc. are concerned with complete customer satisfaction. This concern includes the prompt resolution of any problems that may arise during the warranty period. Normally, problems encountered with Supra boats may be handled efficiently by a Supra dealer. However, if a problem arises and cannot be handled by a dealer or for which the solution is unsatisfactory to the owner, follow these steps until the problem is resolved.

STEP ONE

Identify the problem to a member of the dealership management staff. It is most likely that the problem will be resolved at this level.

STEP TWO

If the solution to the problem is unsatisfactory, have the problem documented by the dealer staff and then contact the area dealer representative.

The dealer representatives in your area are listed on the back inside cover of this manual.

STEP THREE

If, after contacting the area representative, the problem has still not been resolved, compile the documentation from Steps One and Two. Contact the factory quality design engineer at Supra Sports, Inc.

Supra Sports, Inc.
P.O. Box C
Greenback, TN 37742
(615) 856-3035

Describe in detail, along with appropriate documentation, the original problem encountered and the reasons why service has been unsatisfactory to this point. If further action should take place to resolve the problem, the quality design engineer will dictate the appropriate action.

Since it is likely that the problem will be resolved at this level, it is extremely important that these steps be followed in sequence to insure that the problem is resolved promptly and efficiently.

STEP FOUR

Finally, if after following these three advised steps and obtaining all necessary authorization and documentation, the problem is still not resolved, the president of Supra Sports, Inc. will personally review the problem and dictate the appropriate action.

<https://www.boat-manuals.com/supra/>

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