

XO 270

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XO BOATS

PREFACE

As a boat owner, you know your boat is a significant investment. You want to make sure you get the most out of it, and that means taking good care of it. The best way to do that is by following the instructions in the owner's manual. This manual is your guide to everything you need to know about your boat, from how to start it to how to maintain it. It's important to read this manual carefully and follow all the instructions. This will help you keep your boat in good condition and make sure it lasts for many years. We hope you find this manual helpful and that you enjoy your boat to the fullest.

The owner's manual is a very important document for any boat owner. It contains all the information you need to know about your boat, from how to start it to how to maintain it. It's important to read this manual carefully and follow all the instructions. This will help you keep your boat in good condition and make sure it lasts for many years. We hope you find this manual helpful and that you enjoy your boat to the fullest.

SEE THE MANUAL IN A SAFE PLACE ABOUT AN HOUR BEFORE YOU GO OUT TO ENJOY YOUR BOAT TO THE FULLEST.



4 XO

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TABLE OF CONTENTS

XO BOATS.....	3	4.2 FIRE-RESISTANT CONSTRUCTION.....	17
1 ELECTRICAL EQUIPMENT.....	8	4.2.1 FIRE-RESISTANT CONSTRUCTION.....	17
2 ENGINE.....	9	5 ELECTRICAL SYSTEM.....	19
2.1 GENERAL.....	10	5.1 12V DC.....	19
2.2 ELECTRICAL EQUIPMENT.....	10	5.2 ELECTRICAL EQUIPMENT.....	19
2.2.1 ELECTRICAL EQUIPMENT.....	10	5.3 ELECTRICAL EQUIPMENT.....	19
2.2.2 ELECTRICAL EQUIPMENT.....	10	5.4 ELECTRICAL EQUIPMENT.....	21
2.2.3 ELECTRICAL EQUIPMENT.....	10	5.5 ELECTRICAL EQUIPMENT.....	19
3 HOUSING MATERIALS.....	11	5.6 ELECTRICAL EQUIPMENT.....	19
3.1 GENERAL.....	11	5.7 ELECTRICAL EQUIPMENT.....	19
3.2 ELECTRICAL EQUIPMENT.....	12		
3.2.1 ELECTRICAL EQUIPMENT.....	12		
3.2.2 ELECTRICAL EQUIPMENT.....	12		
3.2.3 ELECTRICAL EQUIPMENT.....	12		
3.2.4 ELECTRICAL EQUIPMENT.....	12		
3.2.5 ELECTRICAL EQUIPMENT.....	12		
3.3 ELECTRICAL EQUIPMENT.....	14		
3.4 ELECTRICAL EQUIPMENT.....	14		
4 MINIMUM WEIGHTS FOR FIRE AND EXPLOSION.....	17		
4.1 MINIMUM WEIGHTS FOR FUEL.....	17		

6	LOCAL LABELING.....	29
6.1	.....
6.1.1	.....
6.2	.....
6.2.1	.....
6.2.2	.....
6.2.3	.....
6.3	.....
6.3.1	.....
6.3.2	.....
6.4	.....
6.5	.....	31
7	TECHNICAL SYSTEMS.....	33
7.1	.....
7.2	FUEL.....	
7.3	.....
7.4	.....
7.5	.....
7.6	.....
7.7	.....
7.8	.....	41
7.9	.....	41
7.10	.....
7.11	.....

8	SERVICE, REPAIRS AND WRECKREPAIRS.....	44
8.1	.....
8.2	.....
	APPENDIX TECHNICAL SPECIFICATIONS.....	46
	
	
	
	APPENDIX ENGINE REQUIREMENTS.....	49
	APPENDIX ENGINE IDENTIFICATION.....	50
	APPENDIX 41 - ELECTRICAL WIRING.....	51

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2 GENERAL

DANGER!

Indicates a serious hazard that will most likely result in death or permanent injury unless appropriate precautionary measures are taken.

WARNING!

Indicates a hazard that could result in injury or death unless appropriate precautionary measures are taken.

NOTE!

Indicates a reminder of safe practice or directs attention to a dangerous practice that could result in injury or damage to the boat or its components.

*Optional equipment

2.1 WARRANTY

Warranty information is provided in the following sections:

- **2.1.1 LIMITED WARRANTY**
- **2.1.2 LIMITED WARRANTY EXCLUSIONS**
- **2.1.3 LIMITED WARRANTY LIMITATIONS**
- **2.1.4 LIMITED WARRANTY PROCEDURES**

2.2 BEFORE USING YOUR BOAT

2.2.1 BEFORE OPERATING

Before operating your boat, please read the following information carefully. It is important to understand the correct use of your boat and the limitations of the equipment. Failure to follow these instructions may result in damage to your boat or injury to yourself or others.

2.2.2 BEFORE DEPARTURE

Before departing, please check the following items to ensure your boat is ready for operation:

- Fuel level
- Oil level
- Water level
- Battery level
- Engine oil level
- Propeller condition
- Steering system
- Safety equipment

2.2.3 AFTER USE

After using your boat, please perform the following maintenance tasks:

- Clean the boat
- Drain the fuel tank
- Flush the engine
- Store the boat properly

3 BOAT CHARACTERISTICS

3.1 PRINCIPAL BOAT DATA

PRINCIPAL BOAT DATA INCLUDES BUT IS NOT LIMITED TO:

Maximum weight (C ())
kg

Maximum weight (C ())
kg

Maximum weight (C ())
kg

*Optional equipment

Maximum weight (C ())
kg

Maximum weight (C ())
kg

Maximum weight (C ())
kg

NOTE!

The significant wave height is the average height of the highest third of the waves. This roughly corresponds to an experienced observer's estimate of the wave height. Waves of double this height may occasionally be experienced.

3.2 MAIN DIMENSIONS AND CAPACITY:

3.2.1 SEATING CAPACITY

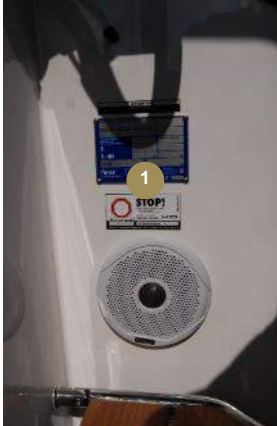


Figure 1. Boat interior showing the seating area.

3.2.2 MAXIMUM RECOMMENDED NUMBER OF PASSENGERS

1. Do not exceed the maximum recommended number of passengers.

WARNING!

Do not exceed the maximum recommended number of persons on board. Irrespective of the number of persons on board, the total weight of the persons and equipment must never exceed the maximum recommended load (see Section 3.2.3 'Load capacity'). Always use the seats in the boat. If your boat is not equipped with seats for 10 people, the passengers must sit on the sole in the positions indicated in the figures.

3.2.3 LOAD CAPACITY

1. Do not exceed the maximum recommended load capacity. The maximum recommended load capacity is the maximum weight of persons and equipment that the boat can safely carry. It is determined by the boat's design and construction. Exceeding the maximum recommended load capacity can result in structural damage to the boat and increase the risk of capsizing. Always use the seats in the boat. If your boat is not equipped with seats for 10 people, the passengers must sit on the sole in the positions indicated in the figures.

2. Do not exceed the maximum recommended load capacity. The maximum recommended load capacity is the maximum weight of persons and equipment that the boat can safely carry. It is determined by the boat's design and construction. Exceeding the maximum recommended load capacity can result in structural damage to the boat and increase the risk of capsizing. Always use the seats in the boat. If your boat is not equipped with seats for 10 people, the passengers must sit on the sole in the positions indicated in the figures.

WARNING!

Never exceed the maximum recommended load when loading your boat. Always load up the boat carefully and distribute the load properly so that the designed waterline is maintained (approximately on an even keel). Avoid placing heavy weight in a high position.

NOTE!

The boat is designed to operate in calm, protected waters. The boat is not intended for use in rough or choppy waters, or in waves. The boat is not intended for use in high winds or heavy seas. The boat is not intended for use in icy or frozen waters. The boat is not intended for use in areas with strong currents or tides. The boat is not intended for use in areas with high water levels or low water levels. The boat is not intended for use in areas with high water temperatures or low water temperatures. The boat is not intended for use in areas with high water salinity or low water salinity. The boat is not intended for use in areas with high water pH or low water pH. The boat is not intended for use in areas with high water turbidity or low water turbidity. The boat is not intended for use in areas with high water color or low water color. The boat is not intended for use in areas with high water odor or low water odor. The boat is not intended for use in areas with high water taste or low water taste. The boat is not intended for use in areas with high water toxicity or low water toxicity. The boat is not intended for use in areas with high water radioactivity or low water radioactivity. The boat is not intended for use in areas with high water nuclear radiation or low water nuclear radiation. The boat is not intended for use in areas with high water electromagnetic radiation or low water electromagnetic radiation. The boat is not intended for use in areas with high water magnetic radiation or low water magnetic radiation. The boat is not intended for use in areas with high water acoustic radiation or low water acoustic radiation. The boat is not intended for use in areas with high water optical radiation or low water optical radiation. The boat is not intended for use in areas with high water thermal radiation or low water thermal radiation. The boat is not intended for use in areas with high water ionizing radiation or low water ionizing radiation. The boat is not intended for use in areas with high water non-ionizing radiation or low water non-ionizing radiation. The boat is not intended for use in areas with high water cosmic radiation or low water cosmic radiation. The boat is not intended for use in areas with high water gravitational radiation or low water gravitational radiation. The boat is not intended for use in areas with high water dark radiation or low water dark radiation. The boat is not intended for use in areas with high water neutrino radiation or low water neutrino radiation. The boat is not intended for use in areas with high water graviton radiation or low water graviton radiation. The boat is not intended for use in areas with high water photon radiation or low water photon radiation. The boat is not intended for use in areas with high water gluon radiation or low water gluon radiation. The boat is not intended for use in areas with high water quark radiation or low water quark radiation. The boat is not intended for use in areas with high water lepton radiation or low water lepton radiation. The boat is not intended for use in areas with high water fermion radiation or low water fermion radiation. The boat is not intended for use in areas with high water boson radiation or low water boson radiation. The boat is not intended for use in areas with high water gauge radiation or low water gauge radiation. The boat is not intended for use in areas with high water Higgs radiation or low water Higgs radiation. The boat is not intended for use in areas with high water graviton radiation or low water graviton radiation. The boat is not intended for use in areas with high water photon radiation or low water photon radiation. The boat is not intended for use in areas with high water gluon radiation or low water gluon radiation. The boat is not intended for use in areas with high water quark radiation or low water quark radiation. The boat is not intended for use in areas with high water lepton radiation or low water lepton radiation. The boat is not intended for use in areas with high water fermion radiation or low water fermion radiation. The boat is not intended for use in areas with high water boson radiation or low water boson radiation. The boat is not intended for use in areas with high water gauge radiation or low water gauge radiation. The boat is not intended for use in areas with high water Higgs radiation or low water Higgs radiation.

WARNING!

Do not close the drain holes when using the boat.

3.2.4 FUEL AND OIL FILTRATION

The boat is equipped with a fuel and oil filtration system. This system is designed to filter out any debris or contaminants that may be present in the fuel or oil. It is important to regularly check and clean the filters to ensure proper operation. If the filters become clogged, the engine may experience performance issues or even stall. Always use clean, dry fuel and oil, and avoid using contaminated or old fuel. The boat is not intended for use in areas with high levels of pollution or debris.

3.2.5 DRAINAGE SYSTEMS

The boat is equipped with a drainage system to collect and remove any water that enters the hull. This system is designed to prevent water from accumulating in the bilge area, which could lead to mold, mildew, or damage to the hull. It is important to regularly check and clean the drainage system to ensure proper operation. If the drainage system becomes clogged, water may accumulate in the bilge area. Always use clean, dry water, and avoid using contaminated or old water. The boat is not intended for use in areas with high levels of pollution or debris.

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*Optional equipment

3.3 BILGE PUMPS AND DRAINAGE

Check the amount of bilge water by emptying the bilge manually with the spring-loaded switch located on the switch panel every time before use. It is recommended to have at least one bucket or bailer on board.

NOTE!

Check the amount of bilge water by emptying the bilge manually with the spring-loaded switch located on the switch panel every time before use. It is recommended to have at least one bucket or bailer on board.

WARNING!

The bilge pump system is not designed to deal with a leak resulting from running aground or other damage. Do not close the drain holes when using the boat.

NOTE!

Regularly check the operation of the bilge pump. If you notice that the bilge pump does not operate properly, remove any debris from the pump inlet and contact your XO dealer if necessary.

3.4 STABILITY, BUOYANCY AND FLOTATION

Check the amount of bilge water by emptying the bilge manually with the spring-loaded switch located on the switch panel every time before use. It is recommended to have at least one bucket or bailer on board.



Figure 2.



Figure 3.

***Optional equipment**

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Figure 4.



4 MINIMIZING RISK OF FIRE AND EXPLOSION

4.1 ENGINES AND FUEL SYSTEMS

Always use proper fueling techniques. Fueling should be done with the engine off and the boat on a slip. Fueling should be done in a well-ventilated area. Fueling should be done with the fuel tank cap open. Fueling should be done with the fuel tank vent open. Fueling should be done with the fuel tank vent hose connected to the fuel tank vent. Fueling should be done with the fuel tank vent hose connected to the fuel tank vent. Fueling should be done with the fuel tank vent hose connected to the fuel tank vent.

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4.2 FIRE-FIGHTING AND PREVENTION

Always use proper fueling techniques. Fueling should be done with the engine off and the boat on a slip. Fueling should be done in a well-ventilated area. Fueling should be done with the fuel tank cap open. Fueling should be done with the fuel tank vent open. Fueling should be done with the fuel tank vent hose connected to the fuel tank vent. Fueling should be done with the fuel tank vent hose connected to the fuel tank vent. Fueling should be done with the fuel tank vent hose connected to the fuel tank vent.

NOTE!

Never

- obstruct access to the safety equipment, fire extinguisher, fuel valves or main switch
- block any ventilation openings as they are designed to vent out any fuel vapor.

4.2.1 FUEL SYSTEMS

When you are working on the fuel system, you should always wear eye protection. You should also wear gloves and avoid inhaling fumes. You should also avoid contact with the fuel. If you get fuel on your skin, wash it off immediately. If you get fuel in your eyes, flush them with water for at least 15 minutes. If you get fuel in your mouth, spit it out and do not swallow. If you get fuel on your clothes, remove them immediately. If you get fuel on your face, wash it off immediately. If you get fuel on your hair, wash it off immediately. If you get fuel on your hands, wash them off immediately. If you get fuel on your face, wash it off immediately. If you get fuel on your hair, wash it off immediately. If you get fuel on your hands, wash them off immediately.



Figure 5. Fuel tank location

When you are working on the fuel system, you should always wear eye protection. You should also wear gloves and avoid inhaling fumes. You should also avoid contact with the fuel. If you get fuel on your skin, wash it off immediately. If you get fuel in your eyes, flush them with water for at least 15 minutes. If you get fuel in your mouth, spit it out and do not swallow. If you get fuel on your clothes, remove them immediately. If you get fuel on your face, wash it off immediately. If you get fuel on your hair, wash it off immediately. If you get fuel on your hands, wash them off immediately.

NOTE!

Also, never

- make changes to your boat's electrical or fuel system, or allow an unqualified person to make changes to any system on the boat
- fill the fuel tank or handle fuel when the engine is running, smoke is present, or use a naked flame when handling fuel
- keep fuel in a space that is not designed for such purpose. If the boat is not equipped with a heater, a spare fuel tank can be stored in place of the heater's tank.
- leave the boat unattended when a cooker or heater is in use.

5 ELECTRICAL SYSTEM

5.1 12 V DC SYSTEM

When connecting the battery to the electrical system, ensure that the battery is fully charged. The battery should be connected to the electrical system in the correct polarity. The positive (+) terminal of the battery should be connected to the positive (+) terminal of the electrical system. The negative (-) terminal of the battery should be connected to the negative (-) terminal of the electrical system. The battery should be connected to the electrical system in a way that allows the battery to be disconnected from the electrical system when the engine is not running.

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WARNING!

Never use the hull for earthing. Both the negative and positive sides of all electrical installations must be insulated from the hull.

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5.2 BATTERIES

There are two battery banks on the boat. The primary battery bank is located in the engine compartment. The secondary battery bank is located in the cabin. The primary battery bank is used to power the engine and the secondary battery bank is used to power the electronics. The primary battery bank is connected to the engine and the secondary battery bank is connected to the electronics. The primary battery bank is connected to the engine and the secondary battery bank is connected to the electronics.



Figure 6. Battery compartment

5.3 FUSES

The boat has a fuse block located in the engine compartment. The fuse block contains fuses for the engine, the primary battery bank, and the secondary battery bank. The fuses are labeled with their respective ratings. The fuse block is connected to the engine, the primary battery bank, and the secondary battery bank. The fuse block is connected to the engine, the primary battery bank, and the secondary battery bank.

The fuse block is located in the engine compartment. The fuse block contains fuses for the engine, the primary battery bank, and the secondary battery bank. The fuses are labeled with their respective ratings. The fuse block is connected to the engine, the primary battery bank, and the secondary battery bank.

WARNING!

Do not touch the battery terminals or the fuse block. The battery terminals and the fuse block are hot and can cause serious injury. Do not touch the battery terminals or the fuse block. The battery terminals and the fuse block are hot and can cause serious injury.

WARNING!

Do not touch the battery terminals or the fuse block. The battery terminals and the fuse block are hot and can cause serious injury. Do not touch the battery terminals or the fuse block. The battery terminals and the fuse block are hot and can cause serious injury.

5.4 DIRECT SUPPLY SWITCHES

off.

WARNING!

Do not connect the battery to the system until the engine is stopped. The battery may explode if the ventilation is prevented. The hydrogen that is released while charging the battery may explode if the ventilation is prevented.

NOTE!

Use the AUX circuit if you are installing optional equipment to the boat. Connect the device to both power supply as well as the negative wire. Never use the hull for earthing.

When leaving the boat for a longer time, turn off the main switch. Detach the battery from the system when doing electrical installation. When detaching or attaching batteries, be careful not to touch the aluminum parts of the boat or both poles of the battery simultaneously with a metal tool.

Charge the batteries only with either the engine, shore power charger* or a battery charger. Charging with too big current may cause danger of explosion. Make sure the battery space is adequately ventilated. The hydrogen that is released while charging the battery may explode if the ventilation is prevented.



Figure 7. Control Panel



Navigation Panel

Navigation Panel

Navigation Panel

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Navigation Panel



5.5 MAIN SWITCHES

The main switches are located in the engine compartment. The main switches are used to start and stop the engine. The main switches are also used to stop the engine in an emergency.

B The main switches are located in the engine compartment. The main switches are used to start and stop the engine. The main switches are also used to stop the engine in an emergency.

C The main switches are located in the engine compartment. The main switches are used to start and stop the engine. The main switches are also used to stop the engine in an emergency.

5.6 SHORE POWER

The shore power is used to power the boat's electrical system. The shore power is connected to the boat's electrical system through the shore power inlet. The shore power is used to power the boat's electrical system.



Figure B. The main switches and shore power inlet.



5.7 GENERAL INFORMATION ABOUT THE ELECTRICAL SYSTEM

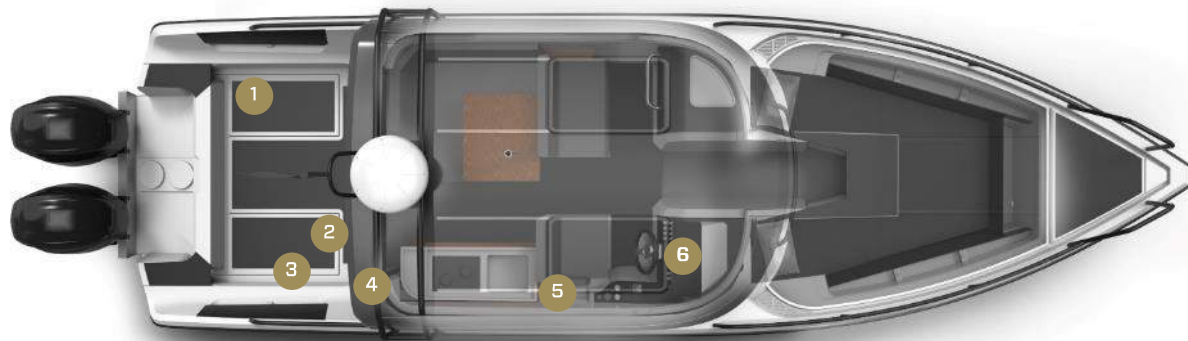


Figure 9. Battery disconnect switch

1. Battery disconnect switch
2. Battery cover
3. Battery terminals
4. Battery disconnect switch
5. Battery disconnect switch control
6. Battery disconnect switch control

WARNING!

Do not touch the battery terminals or the battery disconnect switch control when the engine is running. This can cause a short circuit and damage the electrical system.

6 BOAT HANDLING

6.1 HANDLING CHARACTERISTICS

6.1.1 TRIM AND ATTITUDE

When the boat is at rest, the trim is set to level. The trim is adjusted by the trim tabs. The trim tabs are located on the transom of the boat. The trim tabs are used to adjust the attitude of the boat in the water.

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WARNING!

If you drive at high speed, adjust the trim carefully as it will radically change the behavior of the boat. Do not drive with the bow too low because the boat can suddenly turn. Do not drive the boat at high speed when the trim is negative (bow low). The boat can heel or become unstable in turns.

WARNING!

Handling is impaired at speeds exceeding 40 knots. Rapid turns can lead to loss of control. Slow down before sharp turns in either direction. Avoid rapid movements while driving at high speed. Do not drive at full speed if traffic on the waterway is high or visibility is restricted.

6.2 CONTROLLERS

The trim tabs are used to adjust the attitude of the boat in the water. The trim tabs are used to adjust the attitude of the boat in the water. The trim tabs are used to adjust the attitude of the boat in the water.

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*Optional equipment



- 1. Steering wheel
 - 2. Main display screen
 - 3. Compass
 - 4. Wind speed indicator
 - 5. Engine hour meter
 - 6. Engine RPM gauge
 - 7. Tachometer
 - 8. Fuel gauge
 - 9. Battery voltage gauge
 - 10. Water temperature gauge
 - 11. Throttle levers
 - 12. Engine temperature gauge
- * ...
- ** ...



6.2.1 6.2.1.1 6.2.1.2 6.2.1.3 6.2.1.4 6.2.1.5 6.2.1.6 6.2.1.7 6.2.1.8 6.2.1.9 6.2.1.10 6.2.1.11 6.2.1.12 6.2.1.13 6.2.1.14 6.2.1.15 6.2.1.16 6.2.1.17 6.2.1.18 6.2.1.19 6.2.1.20 6.2.1.21 6.2.1.22 6.2.1.23 6.2.1.24 6.2.1.25 6.2.1.26 6.2.1.27 6.2.1.28 6.2.1.29 6.2.1.30 6.2.1.31 6.2.1.32 6.2.1.33 6.2.1.34 6.2.1.35 6.2.1.36 6.2.1.37 6.2.1.38 6.2.1.39 6.2.1.40 6.2.1.41 6.2.1.42 6.2.1.43 6.2.1.44 6.2.1.45 6.2.1.46 6.2.1.47 6.2.1.48 6.2.1.49 6.2.1.50 6.2.1.51 6.2.1.52 6.2.1.53 6.2.1.54 6.2.1.55 6.2.1.56 6.2.1.57 6.2.1.58 6.2.1.59 6.2.1.60 6.2.1.61 6.2.1.62 6.2.1.63 6.2.1.64 6.2.1.65 6.2.1.66 6.2.1.67 6.2.1.68 6.2.1.69 6.2.1.70 6.2.1.71 6.2.1.72 6.2.1.73 6.2.1.74 6.2.1.75 6.2.1.76 6.2.1.77 6.2.1.78 6.2.1.79 6.2.1.80 6.2.1.81 6.2.1.82 6.2.1.83 6.2.1.84 6.2.1.85 6.2.1.86 6.2.1.87 6.2.1.88 6.2.1.89 6.2.1.90 6.2.1.91 6.2.1.92 6.2.1.93 6.2.1.94 6.2.1.95 6.2.1.96 6.2.1.97 6.2.1.98 6.2.1.99 6.2.1.100



Figure 11.

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|---|---|
| 1 | 6 |
| 2 | 7 |
| 3 | 8 |
| 4 | 9 |
| 5 | |

6.2.2 6.2.2.1 6.2.2.2 6.2.2.3 6.2.2.4 6.2.2.5 6.2.2.6 6.2.2.7 6.2.2.8 6.2.2.9 6.2.2.10 6.2.2.11 6.2.2.12 6.2.2.13 6.2.2.14 6.2.2.15 6.2.2.16 6.2.2.17 6.2.2.18 6.2.2.19 6.2.2.20 6.2.2.21 6.2.2.22 6.2.2.23 6.2.2.24 6.2.2.25 6.2.2.26 6.2.2.27 6.2.2.28 6.2.2.29 6.2.2.30 6.2.2.31 6.2.2.32 6.2.2.33 6.2.2.34 6.2.2.35 6.2.2.36 6.2.2.37 6.2.2.38 6.2.2.39 6.2.2.40 6.2.2.41 6.2.2.42 6.2.2.43 6.2.2.44 6.2.2.45 6.2.2.46 6.2.2.47 6.2.2.48 6.2.2.49 6.2.2.50 6.2.2.51 6.2.2.52 6.2.2.53 6.2.2.54 6.2.2.55 6.2.2.56 6.2.2.57 6.2.2.58 6.2.2.59 6.2.2.60 6.2.2.61 6.2.2.62 6.2.2.63 6.2.2.64 6.2.2.65 6.2.2.66 6.2.2.67 6.2.2.68 6.2.2.69 6.2.2.70 6.2.2.71 6.2.2.72 6.2.2.73 6.2.2.74 6.2.2.75 6.2.2.76 6.2.2.77 6.2.2.78 6.2.2.79 6.2.2.80 6.2.2.81 6.2.2.82 6.2.2.83 6.2.2.84 6.2.2.85 6.2.2.86 6.2.2.87 6.2.2.88 6.2.2.89 6.2.2.90 6.2.2.91 6.2.2.92 6.2.2.93 6.2.2.94 6.2.2.95 6.2.2.96 6.2.2.97 6.2.2.98 6.2.2.99 6.2.2.100

6.2.2.1 6.2.2.2 6.2.2.3 6.2.2.4 6.2.2.5 6.2.2.6 6.2.2.7 6.2.2.8 6.2.2.9 6.2.2.10 6.2.2.11 6.2.2.12 6.2.2.13 6.2.2.14 6.2.2.15 6.2.2.16 6.2.2.17 6.2.2.18 6.2.2.19 6.2.2.20 6.2.2.21 6.2.2.22 6.2.2.23 6.2.2.24 6.2.2.25 6.2.2.26 6.2.2.27 6.2.2.28 6.2.2.29 6.2.2.30 6.2.2.31 6.2.2.32 6.2.2.33 6.2.2.34 6.2.2.35 6.2.2.36 6.2.2.37 6.2.2.38 6.2.2.39 6.2.2.40 6.2.2.41 6.2.2.42 6.2.2.43 6.2.2.44 6.2.2.45 6.2.2.46 6.2.2.47 6.2.2.48 6.2.2.49 6.2.2.50 6.2.2.51 6.2.2.52 6.2.2.53 6.2.2.54 6.2.2.55 6.2.2.56 6.2.2.57 6.2.2.58 6.2.2.59 6.2.2.60 6.2.2.61 6.2.2.62 6.2.2.63 6.2.2.64 6.2.2.65 6.2.2.66 6.2.2.67 6.2.2.68 6.2.2.69 6.2.2.70 6.2.2.71 6.2.2.72 6.2.2.73 6.2.2.74 6.2.2.75 6.2.2.76 6.2.2.77 6.2.2.78 6.2.2.79 6.2.2.80 6.2.2.81 6.2.2.82 6.2.2.83 6.2.2.84 6.2.2.85 6.2.2.86 6.2.2.87 6.2.2.88 6.2.2.89 6.2.2.90 6.2.2.91 6.2.2.92 6.2.2.93 6.2.2.94 6.2.2.95 6.2.2.96 6.2.2.97 6.2.2.98 6.2.2.99 6.2.2.100

*Optional equipment

6.2.3 VISIBILITY FROM THE STEERING POSITION

- Do not drink alcohol before or while operating the boat.
- Do not use drugs or medications that impair your ability to operate the boat.
- Do not operate the boat if you are fatigued or have a headache.
- Do not operate the boat if you are under the influence of alcohol or drugs.
- Do not operate the boat if you are wearing prescription glasses and they are not properly fitted.
- Do not operate the boat if you are wearing contact lenses and they are not properly fitted.
- Do not operate the boat if you are wearing sunglasses and they are not properly fitted.
- Do not operate the boat if you are wearing a hat or any other headgear that obstructs your vision.
- Do not operate the boat if you are wearing a seat belt or any other safety device that obstructs your vision.
- Do not operate the boat if you are wearing a life jacket or any other safety device that obstructs your vision.

6.3 SAFE OPERATION – OTHER RECOMMENDATIONS AND INSTRUCTIONS

6.3.1 PREVENT STROKE FROM EXHAUSTIVE OVERHEATING AND MECHANICAL BREAKDOWNS

- Do not operate the boat at high RPM for extended periods.
- Do not operate the boat at high RPM for extended periods.
- Do not operate the boat at high RPM for extended periods.
- Do not operate the boat at high RPM for extended periods.
- Do not operate the boat at high RPM for extended periods.
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- Do not operate the boat at high RPM for extended periods.
- Do not operate the boat at high RPM for extended periods.

Do not operate the boat at high RPM for extended periods.

6.3.2 SECURING PERSONAL EQUIPMENT

Do not operate the boat at high RPM for extended periods.

DANGER!

A rotating propeller can be lethal for a swimmer or person who has fallen overboard. Use the dead man's switch and shut down the engine when a swimmer or water skier climbs on board.



Figure 12.

6.4 ANCHORING, MOORING AND TOWING

For more information on anchoring, mooring and towing, see the

owner's manual for the engine and the outboard motor.

For more information on anchoring, mooring and towing, see the

owner's manual for the engine and the outboard motor.

For more information on anchoring, mooring and towing, see the

owner's manual for the engine and the outboard motor.

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owner's manual for the engine and the outboard motor.

For more information on anchoring, mooring and towing, see the

or

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

for more information on anchoring, mooring and towing.

For more information on anchoring, mooring and towing, see the

owner's manual for the engine and the outboard motor.

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owner's manual for the engine and the outboard motor.

For more information on anchoring, mooring and towing, see the

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

WARNING!

Do not try to stop the boat by hand or place your hand or leg between your boat and a dock, shore or another boat. Practice docking and beaching in good conditions and remember to apply the engine power in a gentle but determined manner.

WARNING!

The tow line is subject to high tension. If the line breaks, the loose end could cause death due to high speed. Always use a line that is sufficiently thick, and never stand in line with the tow line.

NOTE!

The tensile strength of the lines or chains should normally not exceed the strength of the fastening point in question.

Always attach the tow line so that it can be detached under load.

When towing another boat or being towed, always drive slowly. If the boat you are towing is of the displacement hull type, never exceed its hull speed.

6.5 TRAILERING

1. Before trailering, check the boat's weight and the trailer's capacity. The trailer must be able to support the boat's weight, including the engine, fuel, and equipment. If the trailer is overloaded, it can become damaged and cause a danger on the road.

2. Make sure the boat is securely fastened to the trailer. The hull should be supported evenly by the side supports, and the bow should be supported by the bow support. The boat should be able to move in any direction if the trailer is not properly secured.

3. The trailer must be a little nose heavy. Make sure that the boat is securely fastened to the trailer, that it cannot move into any direction, and that the side supports provide an even support for the weight of the boat. The hull of the boat can be damaged if the boat swings against a single support during transport.

4. A boat trailer that does not have sufficient capacity or that is poorly maintained can become damaged and cause a danger on the road. Make sure that the trailer capacity is sufficient to also carry the weight of the engine, fuel and equipment.

NOTE !

The trailer must be a little nose heavy. Make sure that the boat is securely fastened to the trailer, that it cannot move into any direction, and that the side supports provide an even support for the weight of the boat. The hull of the boat can be damaged if the boat swings against a single support during transport.

WARNING!

A boat trailer that does not have sufficient capacity or that is poorly maintained can become damaged and cause a danger on the road. Make sure that the trailer capacity is sufficient to also carry the weight of the engine, fuel and equipment.

*Optional equipment



Figure 13.

NOTE!

The middle cleats are meant only for fastening the boat from the dock and not from the boat. It's possible to fall from the boat when reaching for the middle cleats.

7 TECHNICAL SYSTEMS

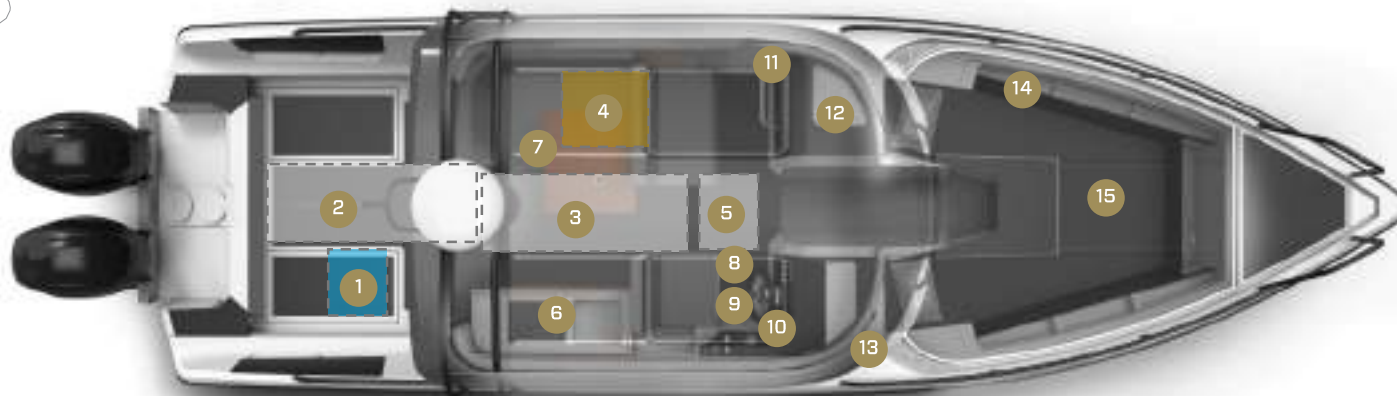


Figure 14. Technical systems

- | | | | | | |
|---|---------------|----|---------|----|------|
| 1 | Battery | 6 | Seat | 11 | Seat |
| 2 | Control panel | 7 | Seat | 12 | Seat |
| 3 | Seat | 8 | R Seat | 13 | Seat |
| 4 | Seat | 9 | Seat | 14 | Seat |
| 5 | Seat | 10 | CE-Seat | 15 | Seat |

*Optional equipment

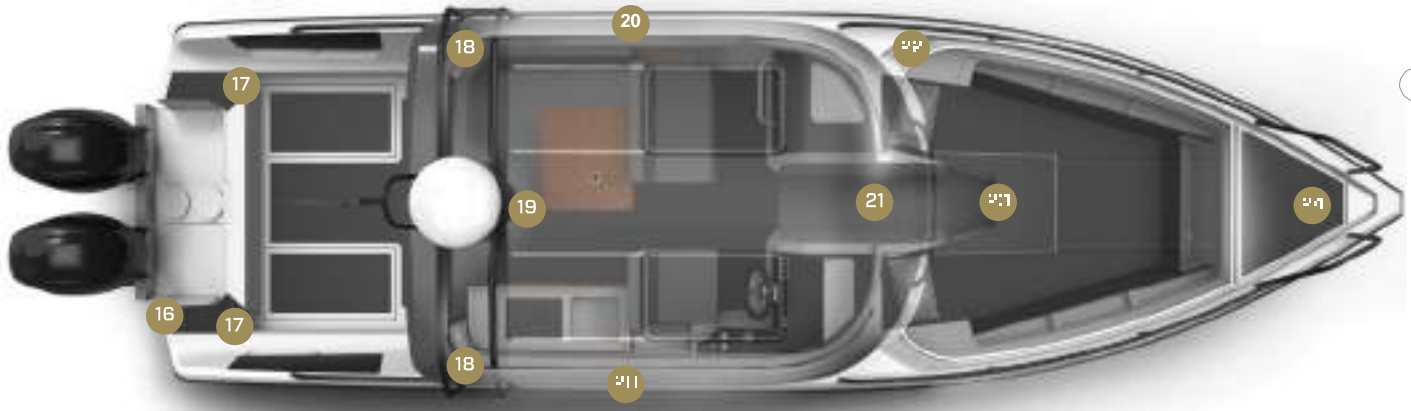


Figure 15.

- 16
- 17
- 18
- 19
-

- 21
-
-
-

7.1 WATER SYSTEM

The water system is designed to provide fresh water to the engine and the water pump. The water is drawn from the engine compartment through the water pump and is distributed to the engine and the water pump. The water pump is located in the engine compartment and is connected to the engine and the water pump. The water pump is also connected to the engine and the water pump.

The water pump is located in the engine compartment and is connected to the engine and the water pump. The water pump is also connected to the engine and the water pump. The water pump is also connected to the engine and the water pump.

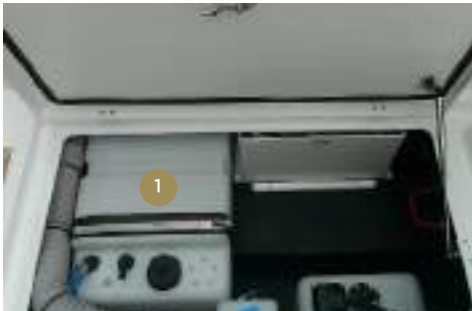


Figure 16. Water pump

NOTE !

The water pump is designed to provide fresh water to the engine and the water pump. The water is drawn from the engine compartment through the water pump and is distributed to the engine and the water pump. The water pump is located in the engine compartment and is connected to the engine and the water pump.

7.2 FUEL SYSTEM

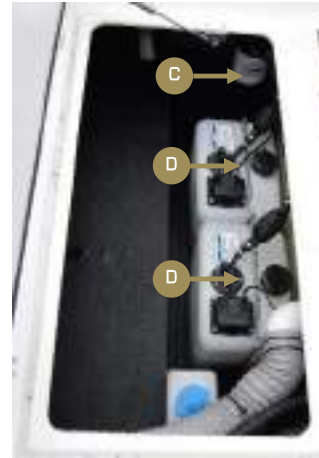


Figure 17. Fuel system



Figure 18. Fuel system

The fuel system is designed to provide fuel to the engine. The fuel is drawn from the fuel tank through the fuel pump and is distributed to the engine. The fuel pump is located in the engine compartment and is connected to the fuel tank and the engine. The fuel pump is also connected to the fuel tank and the engine.

The fuel pump is located in the engine compartment and is connected to the fuel tank and the engine. The fuel pump is also connected to the fuel tank and the engine. The fuel pump is also connected to the fuel tank and the engine.

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The fuel pump is located in the engine compartment and is connected to the fuel tank and the engine. The fuel pump is also connected to the fuel tank and the engine. The fuel pump is also connected to the fuel tank and the engine.

*Optional equipment

...aft

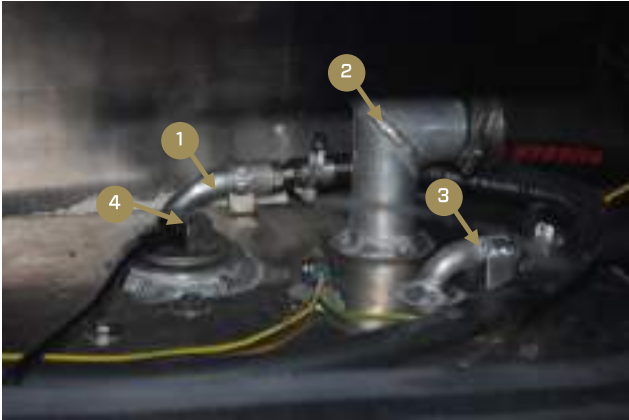


Figure 18.

- 1
- 2
- 3
- 4

for



Figure 19.

CAUTION!

7.3 SEPTIC SYSTEM

The septic system is designed to collect and store waste water from the toilet, shower, and sink. The system is located in the bilge area of the boat. The septic system consists of a holding tank and a pump. The holding tank is located in the bilge area and is used to store waste water until it is pumped out of the boat. The pump is located in the bilge area and is used to pump waste water out of the boat. The septic system is designed to be used in conjunction with a pump-out station. The pump-out station is located at the dock and is used to pump waste water out of the boat into the water. The septic system is designed to be used in conjunction with a pump-out station. The pump-out station is located at the dock and is used to pump waste water out of the boat into the water.



Figure 20. Septic system access hatch.

CAUTION!

Do not use the septic system if the pump is not working properly. The pump is used to pump waste water out of the boat. If the pump is not working properly, waste water will accumulate in the holding tank and may overflow.

7.4 CABIN

The cabin is the interior living space of the boat. It is designed to provide a comfortable and safe environment for the crew and passengers. The cabin is equipped with various amenities, including seating, storage, and electrical systems. The cabin is designed to be used in conjunction with the septic system. The septic system is located in the bilge area of the boat and is used to collect and store waste water from the toilet, shower, and sink. The septic system consists of a holding tank and a pump. The holding tank is located in the bilge area and is used to store waste water until it is pumped out of the boat. The pump is located in the bilge area and is used to pump waste water out of the boat.

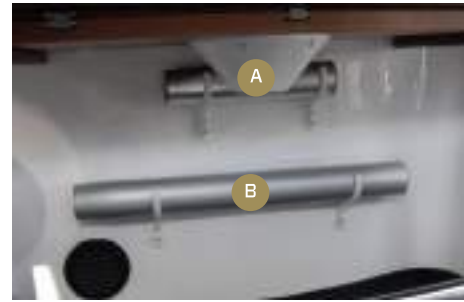
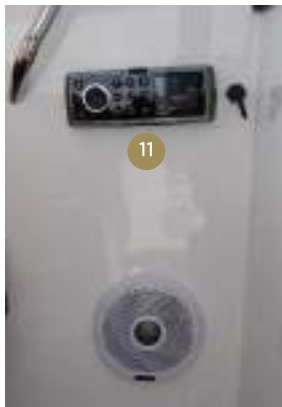


Figure 21. Cabin interior.

The cabin is designed to be used in conjunction with the septic system. The septic system is located in the bilge area of the boat and is used to collect and store waste water from the toilet, shower, and sink. The septic system consists of a holding tank and a pump. The holding tank is located in the bilge area and is used to store waste water until it is pumped out of the boat. The pump is located in the bilge area and is used to pump waste water out of the boat. The septic system is designed to be used in conjunction with a pump-out station. The pump-out station is located at the dock and is used to pump waste water out of the boat into the water. The septic system is designed to be used in conjunction with a pump-out station. The pump-out station is located at the dock and is used to pump waste water out of the boat into the water.

11



7.5 WC

WC

WC

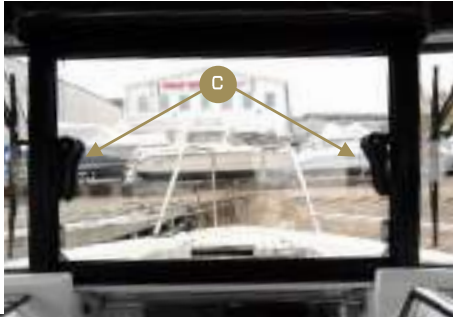


Figure 22.

- A
- B
- C
- D

7.6 BOW HATCH

1. From the helm seat, pull the bow hatch cover down to the open position. The bow hatch cover will lock in the open position.



2. From the helm seat, pull the bow hatch cover down to the closed position. The bow hatch cover will lock in the closed position.



*Optional equipment

3. From the helm seat, pull the bow hatch cover down to the open position. The bow hatch cover will lock in the open position.



4. From the helm seat, pull the bow hatch cover down to the closed position. The bow hatch cover will lock in the closed position.

WARNING!
The bow hatch must be closed while driving, because an open hatch may detach from its locking and damage the hatch and passengers aboard.

NOTE!
The bow hatch cover is not to be used as a storage area for equipment or gear.

7.7 BOW THRUSTER

The bow thruster is a motorized device that is used to maneuver the boat in tight quarters. It is typically located in the bow of the boat and is used to push the boat forward or backward. The bow thruster is connected to the boat's electrical system and is controlled by a remote control. The bow thruster is a valuable tool for boaters and is essential for safe and efficient maneuvering.



Figure 23. The bow thruster cover is located in the bow of the boat. It is used to protect the bow thruster motor and its components. The cover is typically made of plastic and is secured with screws. The cover is removed to access the bow thruster motor and its components. The cover is a critical component of the bow thruster system and should be inspected regularly for damage and wear.



Figure 24. The bow thruster motor and its electrical connections.

WARNING!

Use the bow thruster only short periods at a time. A long period of use may result in overheating and a risk of fire.

DANGER!

Do not open the maintenance hatch if the main switch Aux is turned on. Even when the power is turned off, it is not recommended to change the fuse of the bow thruster. An electric shock from the bow thruster may be fatal.

7.8 ANCHOR WINCH

... an ...



Figure 25. ...

DANGER!

Always fasten the anchor winch into its position while the boat is moving. If the anchor winch is detached while the boat is moving, it can cause substantial damage to the boat, its passengers as well as others.

*Optional equipment

DANGER!

Do not touch the anchor winch or its fuse, if the main switch Aux is switched on. Even if the power were switched off, it is not recommended to change the fuse of the winch. An electric shock caused by the anchor winch can be fatal.

7.9 BATTERY

...)



Figure 26. ...



Figure 27.

WARNING!

Do not use a fire extinguisher unless you are trained to do so. Always use the correct type of fire extinguisher for the type of fire. For more information on fire extinguishers, see the Fire Extinguishers section of the Boat Manual.

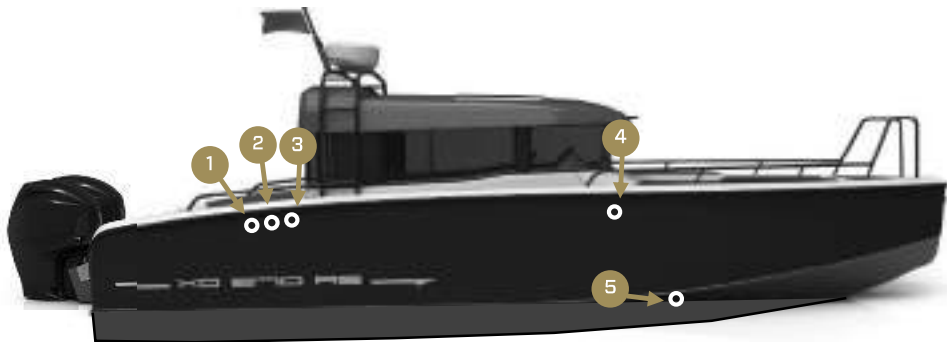
7.10 LIGHTS



Figure 28.

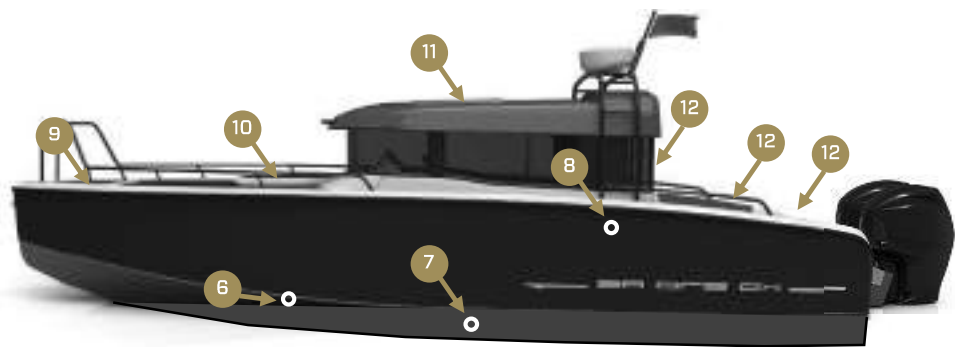
The boat's lighting system is designed to provide illumination for the boat's operation. The lighting system includes the bow lights, cabin lights, and side lights. The bow lights are used to illuminate the water ahead of the boat. The cabin lights are used to illuminate the interior of the boat. The side lights are used to illuminate the sides of the boat. The lighting system is controlled by the boat's electrical system.

7.11 HATCHES AND SEA-DOCKS



- 1 Hatch
- 2 Sea-cock
- 3 Sea-cock
- 4 Hatch
- 5 Sea-cock
- 6 Sea-cock
- 7 Sea-cock
- 8 Sea-cock

* Optional equipment



- 9 Hatch
- 10 Hatch
- 11 Hatch
- 12 Hatch
- 12 Hatch
- 13 Sea-cock
- 14 Sea-cock

*Optional equipment

8 SERVICE, REPAIRS AND WINTER STORAGE

NOTE!

If not carried out properly, many installation and modification operations can damage the structures of the boat or create a safety hazard. Please contact the manufacturer before doing any of the following: construct new earthing points or hatches, fasten or install new equipment on the boat, or mount other metal alloys to aluminum.

8.1 INSTALLING OPTIONAL EQUIPMENT

NOTE!

If you are installing new equipment to the boat, make sure to use dielectric boards under the surface (the installing surface of the equipment or the socket of the screw) that is touching the finished aluminum surface.

8.2 RESPECT FOR THE ENVIRONMENT

When cleaning the boat, use the following instructions to protect the environment:

- Do not use detergents, surface finishing products or conserving agents that are not suitable for aluminum or other surface materials.
- Do not use detergents, surface finishing products or conserving agents that contain phosphates.
- Do not use detergents, surface finishing products or conserving agents that contain chlorine.
- Do not use detergents, surface finishing products or conserving agents that contain acids.
- Do not use detergents, surface finishing products or conserving agents that contain solvents.

When cleaning the boat, use the following instructions to protect the environment:

NOTE!

Please make sure that the detergents, surface finishing products or conserving agents are suitable for aluminum or other surface materials. Make sure to observe the instructions by the manufacturer of the chemicals in question.

*Optional equipment

Additional Used Equipment:

1. _____ (kg) (l)
2. _____ kg
3. _____ kg

MANUFACTURER

_____ ()

NET WEIGHT

Description of the transaction

_____ No: _____ C-
_____, PE-
HD

_____ TJ



***Optional equipment**

APPENDIX 2 GENERAL REQUIREMENTS

Painting methods

EN 12549:2006
Painting methods for the hull and deck of motor yachts and motor launch boats
EN 12550:2006
Painting methods for the hull and deck of motor yachts and motor launch boats

Dry and wet edge joints

EN 12549:2006
Painting methods for the hull and deck of motor yachts and motor launch boats
EN 12550:2006
Painting methods for the hull and deck of motor yachts and motor launch boats
EN 12551:2006
Painting methods for the hull and deck of motor yachts and motor launch boats
EN 12552:2006
Painting methods for the hull and deck of motor yachts and motor launch boats

Installation methods

EN 12549:2006
Painting methods for the hull and deck of motor yachts and motor launch boats
EN 12550:2006
Painting methods for the hull and deck of motor yachts and motor launch boats
EN 12551:2006
Painting methods for the hull and deck of motor yachts and motor launch boats
EN 12552:2006
Painting methods for the hull and deck of motor yachts and motor launch boats

Installation methods

EN 12549:2006
Painting methods for the hull and deck of motor yachts and motor launch boats
EN 12550:2006
Painting methods for the hull and deck of motor yachts and motor launch boats

Painting methods

EN 12549:2006
Painting methods for the hull and deck of motor yachts and motor launch boats
EN 12550:2006
Painting methods for the hull and deck of motor yachts and motor launch boats
EN 12551:2006
Painting methods for the hull and deck of motor yachts and motor launch boats
EN 12552:2006
Painting methods for the hull and deck of motor yachts and motor launch boats

Method of attachment to the hull

EN 12549:2006
Painting methods for the hull and deck of motor yachts and motor launch boats
EN 12550:2006
Painting methods for the hull and deck of motor yachts and motor launch boats
EN 12551:2006
Painting methods for the hull and deck of motor yachts and motor launch boats
EN 12552:2006
Painting methods for the hull and deck of motor yachts and motor launch boats



*Optional equipment

APPENDIX 3 ENGINE INFORMATION

ENGINE 1

MAKE: _____

MODEL: _____

SERIAL NUMBER: _____

ENGINE 2

MAKE: _____

MODEL: _____

SERIAL NUMBER: _____

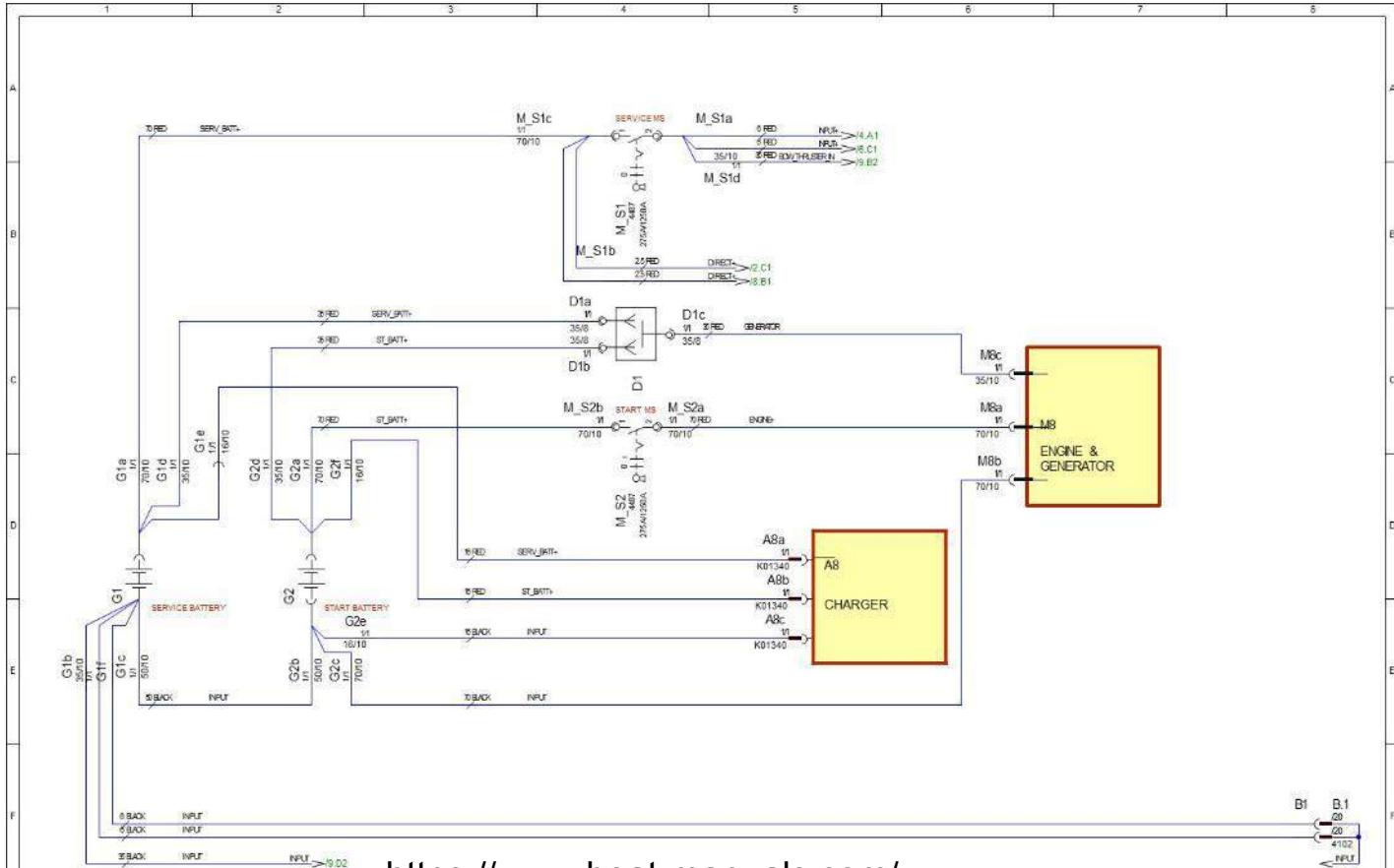
PROPELLERS

MAKE: _____

MODEL: _____

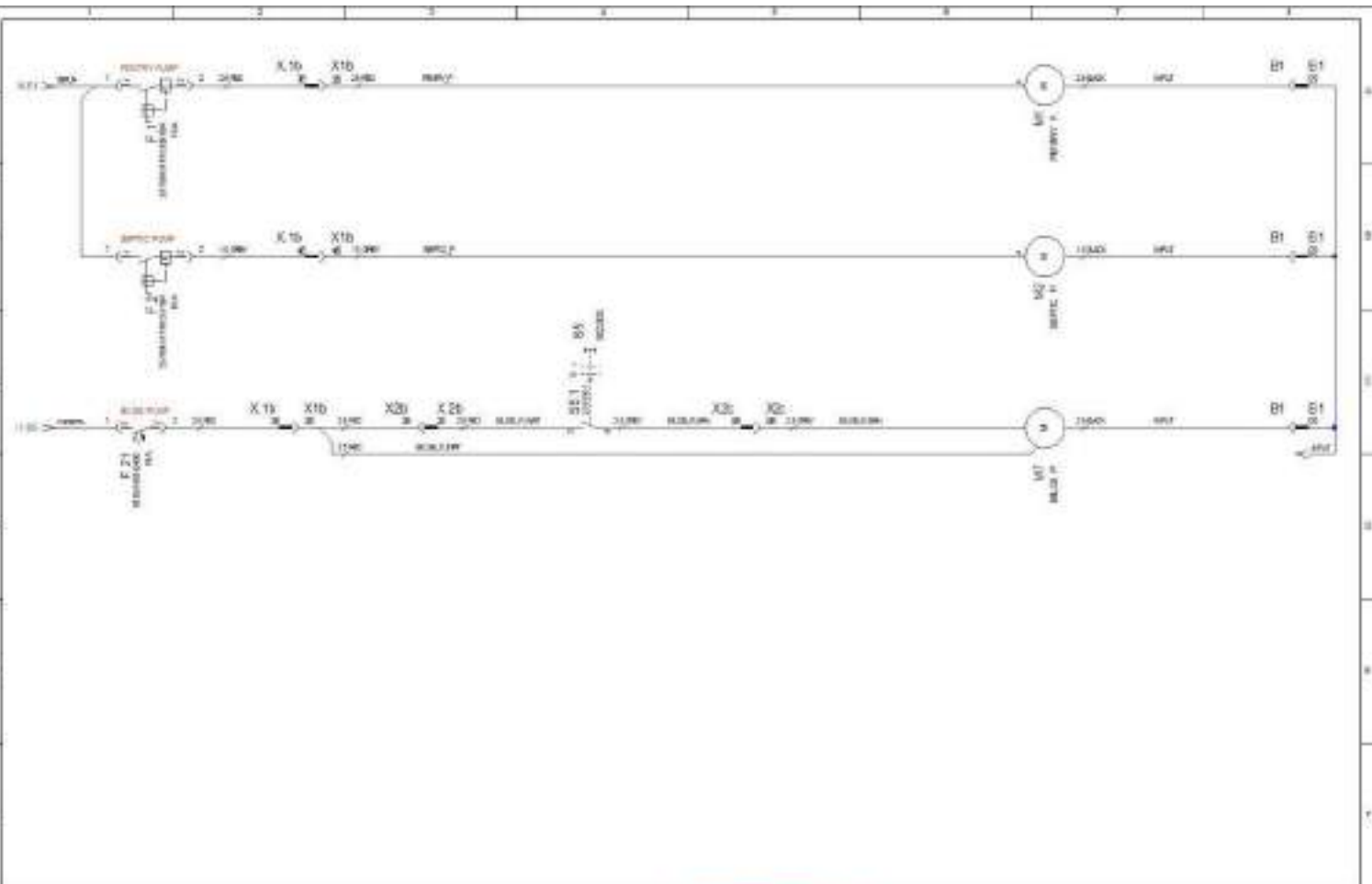
SERIAL NUMBER: _____

APPENDIX 4 ELECTRICAL DIAGRAMS

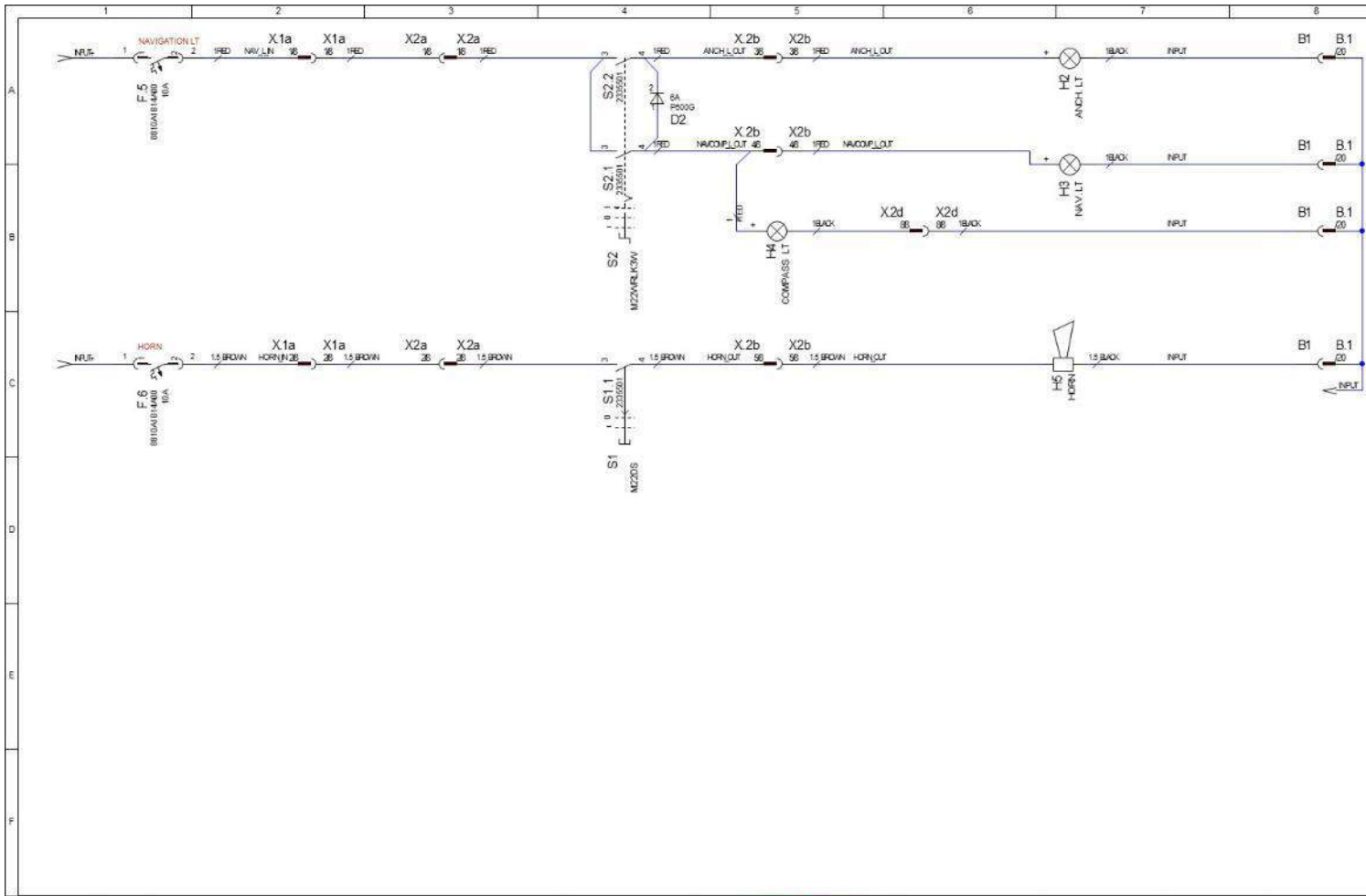


<https://www.boat-manuals.com/>

11.11.2011	TJM	BOW THRUSTER CABLES ADDED.	Date	20.1.2011		XO			
			Drawing by	RN		Boat		Subproduct code	Product code	Project ID



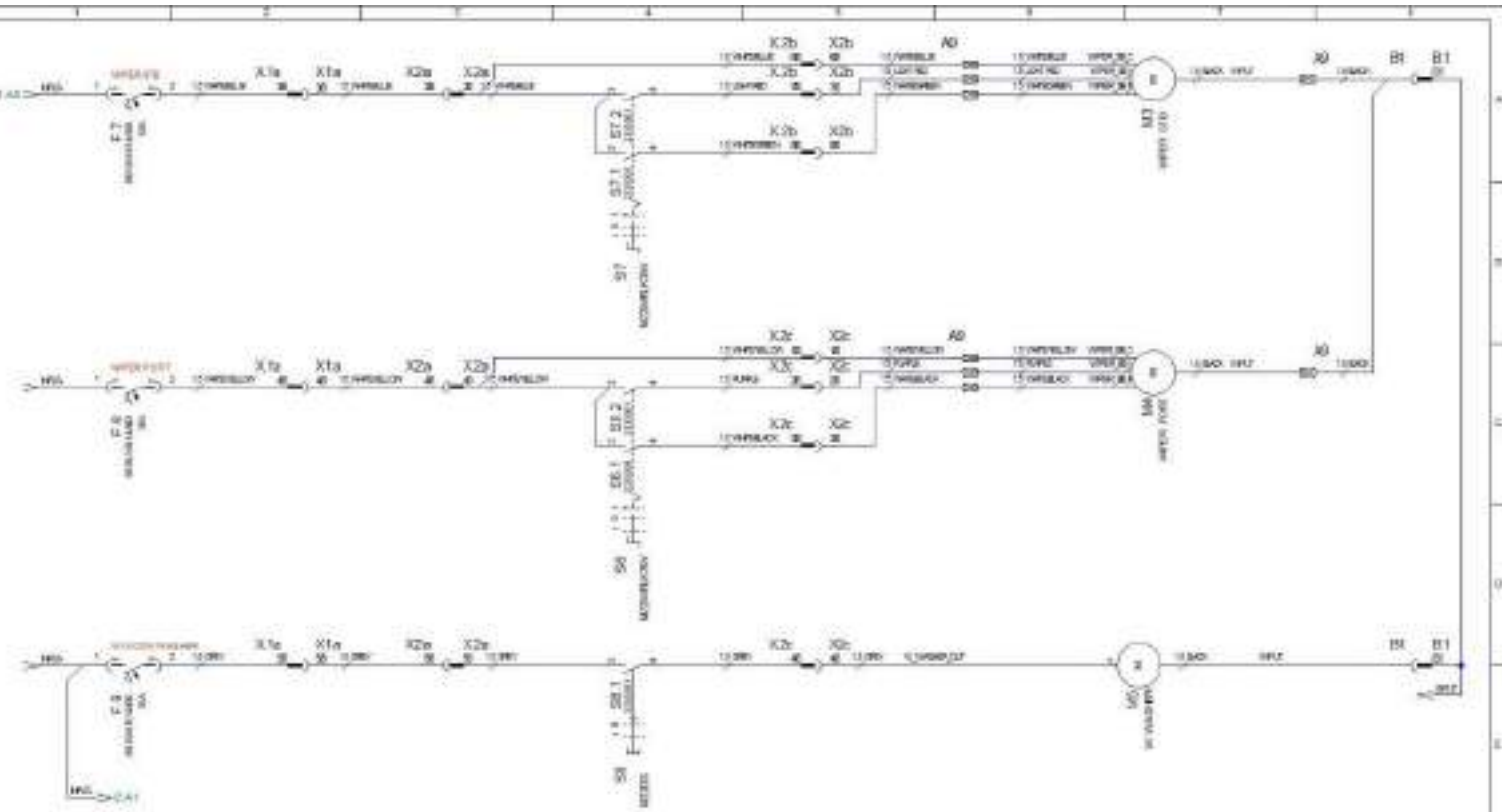
			Date: 09/1/2011 Drawing by: FBI Revision: 2 Project: 03		No: 20 Rev: 20 Revisions:	Submittal code: PUMPS Part code:	Project code:	Project #: 2/10 Date:
Case #	Manufacturer	Model #	Description					



			Date	19.1.2011		XO					
			Drawing by	RN		Boat	27	Subproduct code	NAV. LT, HORN	Product code	HL
			Sheet no.	2		Boat model		Title		Loc	
Date of modification	Modified by	Description									3 / 19

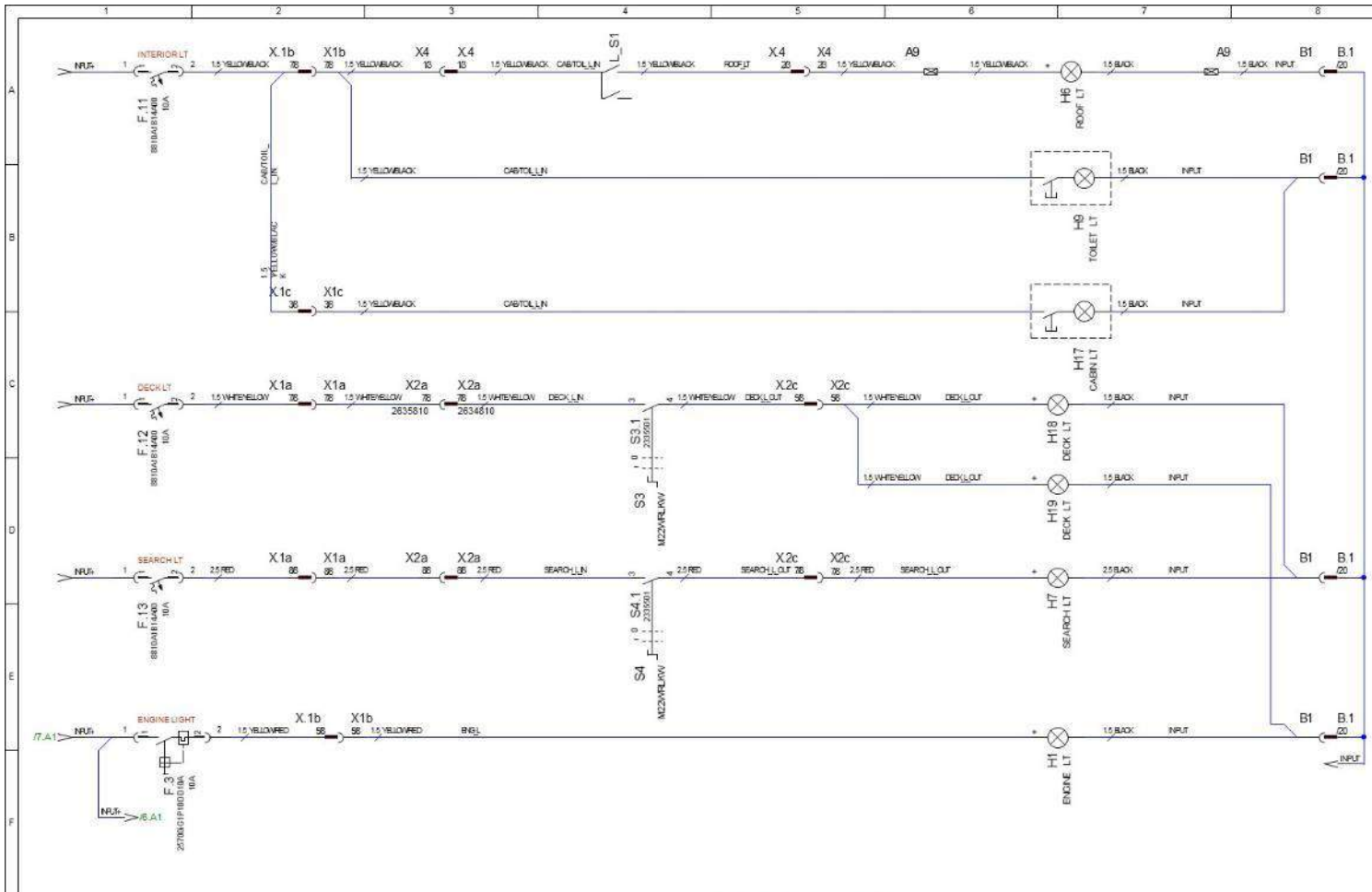
<https://www.boat-manuals.com/>

Optional Equipment



Date: 20/1/2011			NO 20	Equipment name: SUPER W WASHEN		Project name: JH		Project ID: JH	
Drawing by: RH				Date: JH		Project name: JH		Project ID: JH		Page: 4 / 10

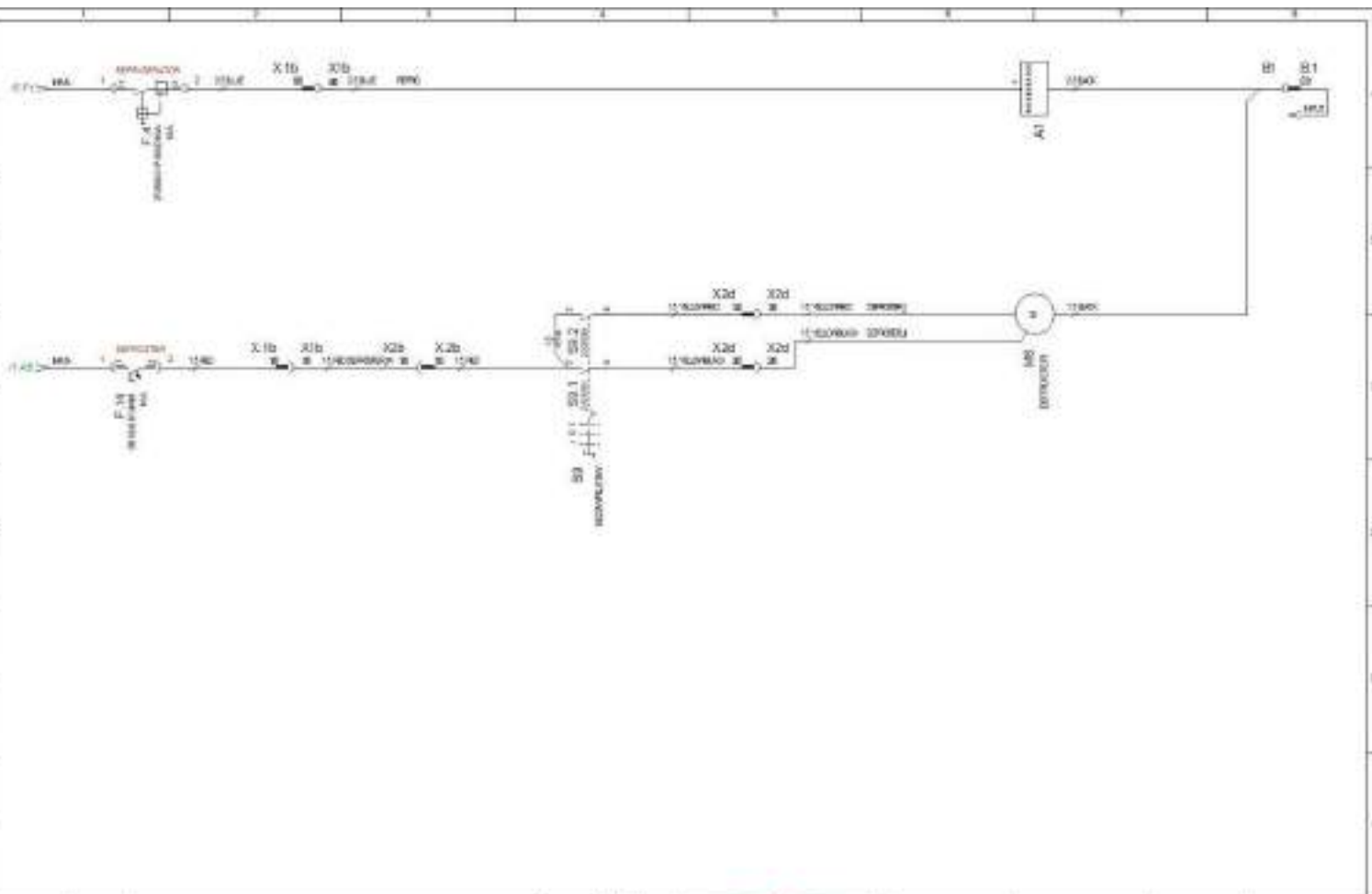
<https://www.boat-manuals.com/>



Date	19.1.2011		XO	Subproduct code	Product code	Project ID
Drawing by	RN		Boat	LIGHTS	HL	
Sheet rev.	2		Boat model		Leo	
Date of modification	Modified by	Description				5 / 19

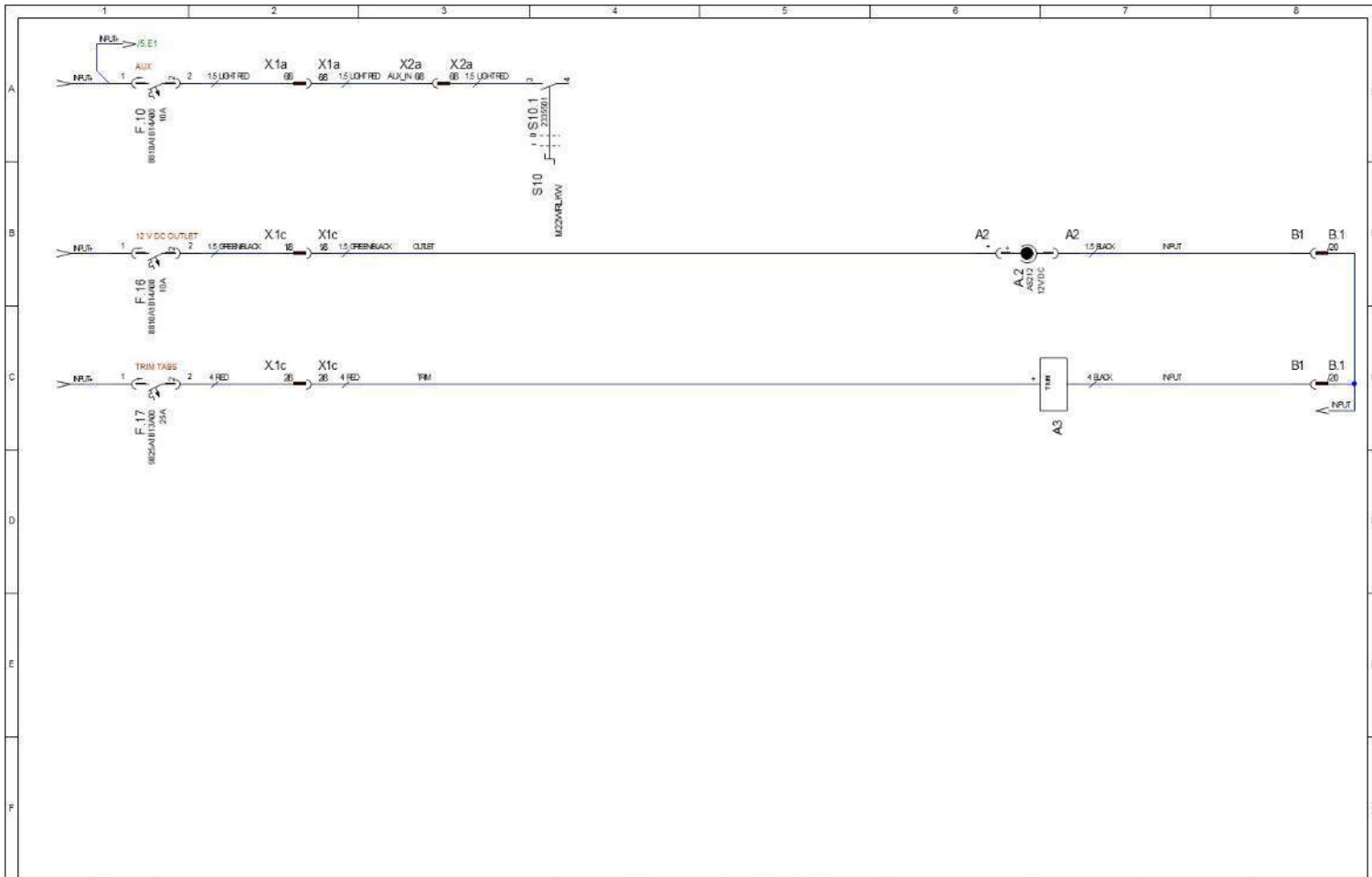
*Optional equipment

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



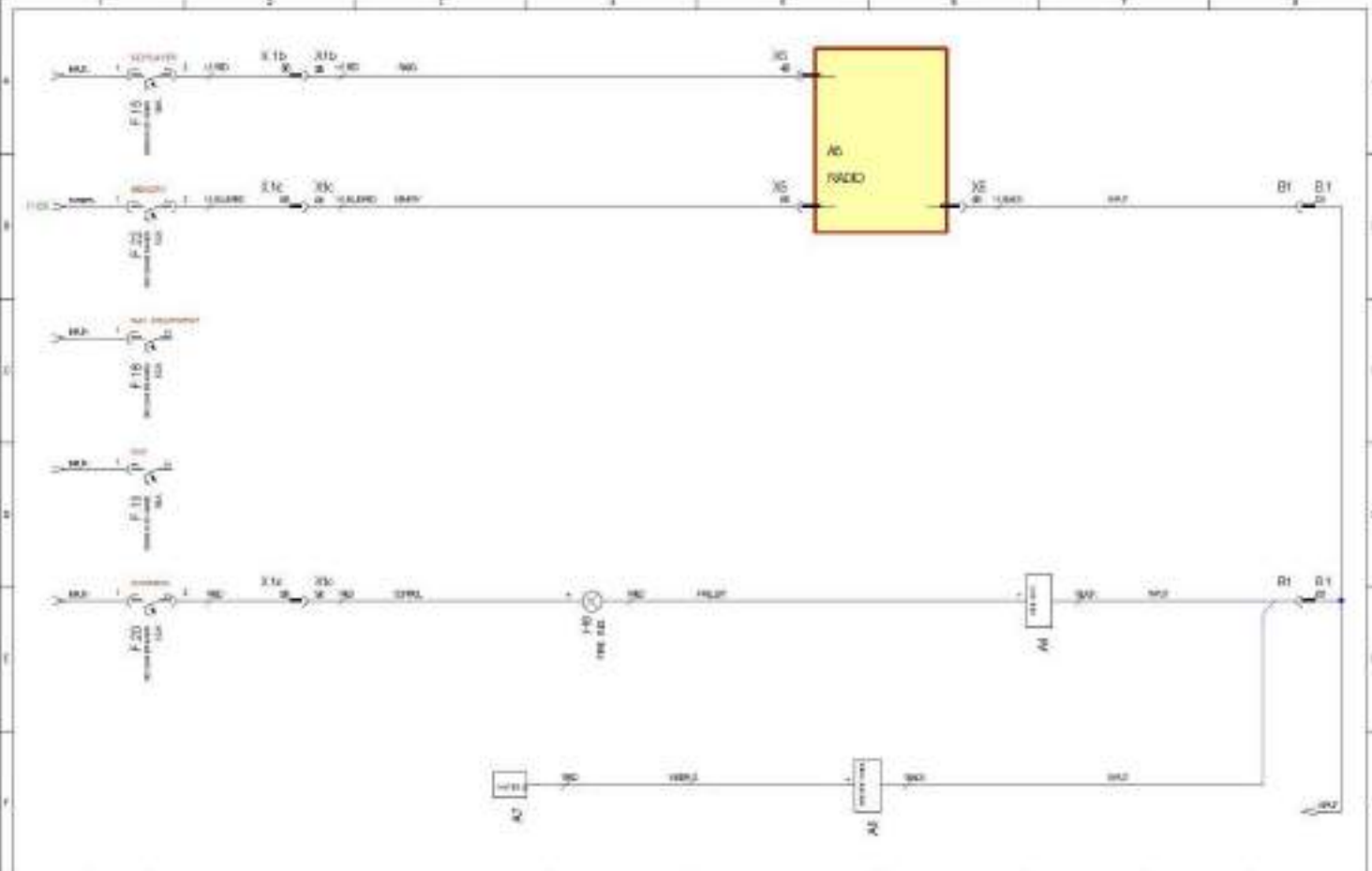
Drawn	20120711		Rev	02	Subpart code	Product code	Project ID
Checked by	RH		Date	27			
Checked	2		Title	REFRIGERATOR, REFR	Job		Sheet	8 / 15

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

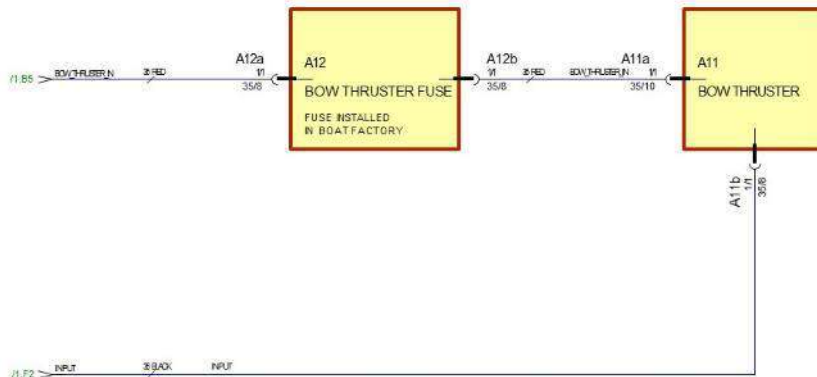


		Date	19.1.2011		XO				
		Drawing by	RN		Boat				
		Sheet rev.	2		27	AUX, OUTLET, TRIM		Project ID	
		Project rev.	B		Boat model	Title	HL	7 / 19	
Date of modification	Modified by	Description				Loc	Sheet		

*Optional equipment



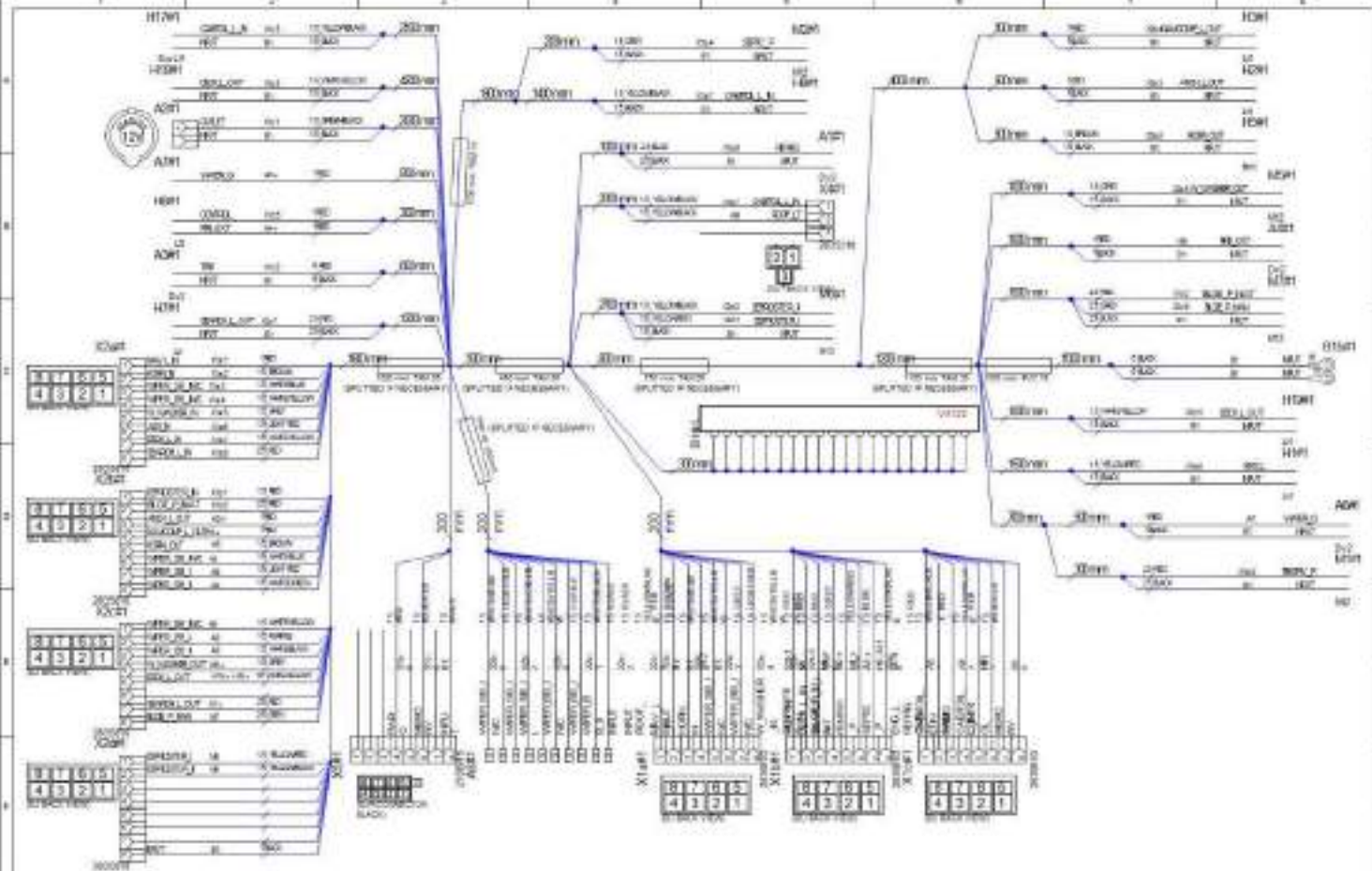
Date: 10/1/2011		REV: 27		Part number: A6		Product name: RADIO, WIREING		Product ID: 1/1	
Author: RD		Date: 10/1/2011		Part name: A6		Product name: RADIO, WIREING		Product ID: 1/1	
Checked: RD		Date: 10/1/2011		Part name: A6		Product name: RADIO, WIREING		Product ID: 1/1	
Drawn by: RD		Date: 10/1/2011		Part name: A6		Product name: RADIO, WIREING		Product ID: 1/1	



11.11.2011	TUM	INTRODUCTION PICTURE	Date	11.11.2011	XO	Subproduct code	Product code	Project ID
			Drawing by	RN	Boat	BOW THRUSTER CABLES		
			Sheet rev.	1	27			
Date of modification	Modified by	Description	Project rev.	B	Boat model	Title	Loc.	Sheet
1		2	4		6	7		9 / 19

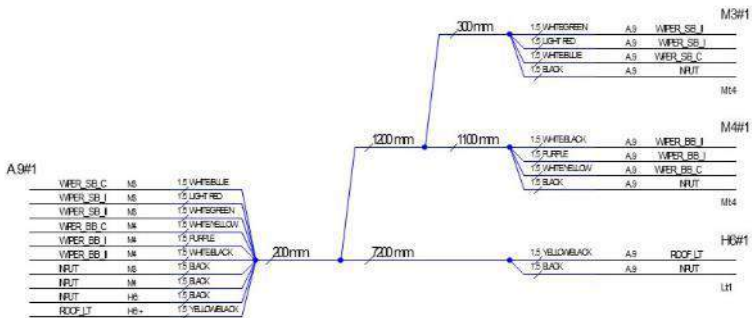



*Optional equipment



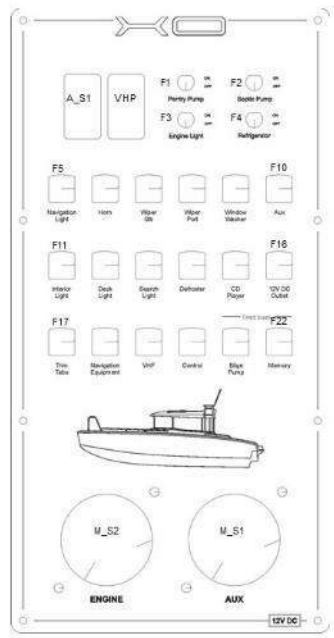
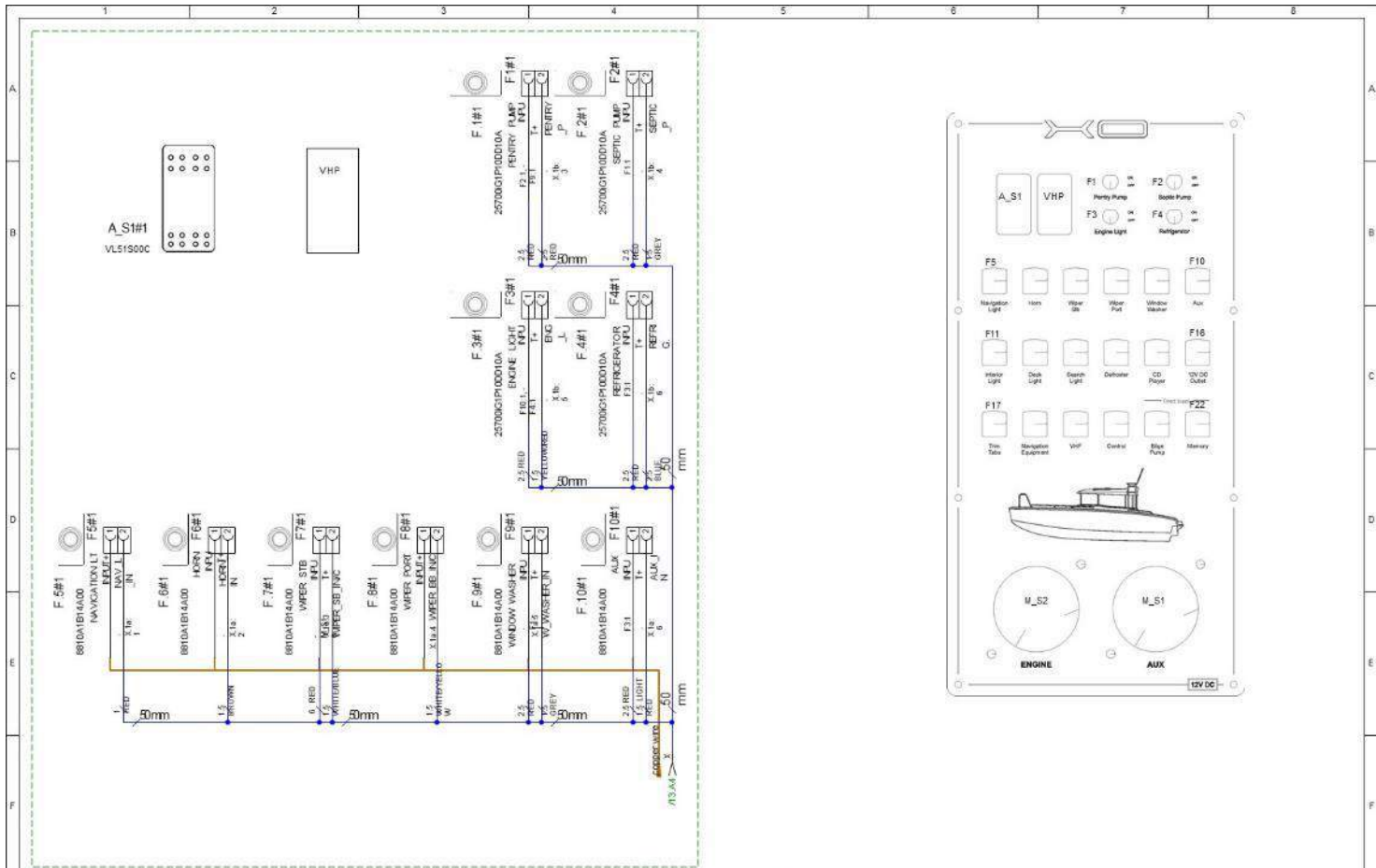
134201	RM	82-H7, H8 AND H9 ADDED. X3 > AR WITH SPACES ETC	209	25 1 2011	AC	1089
			REVISED BY: RM			
			DATE: 02		HELL HWRSSS	
						10 / 15



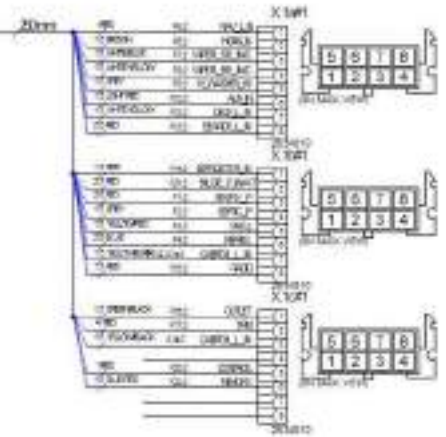
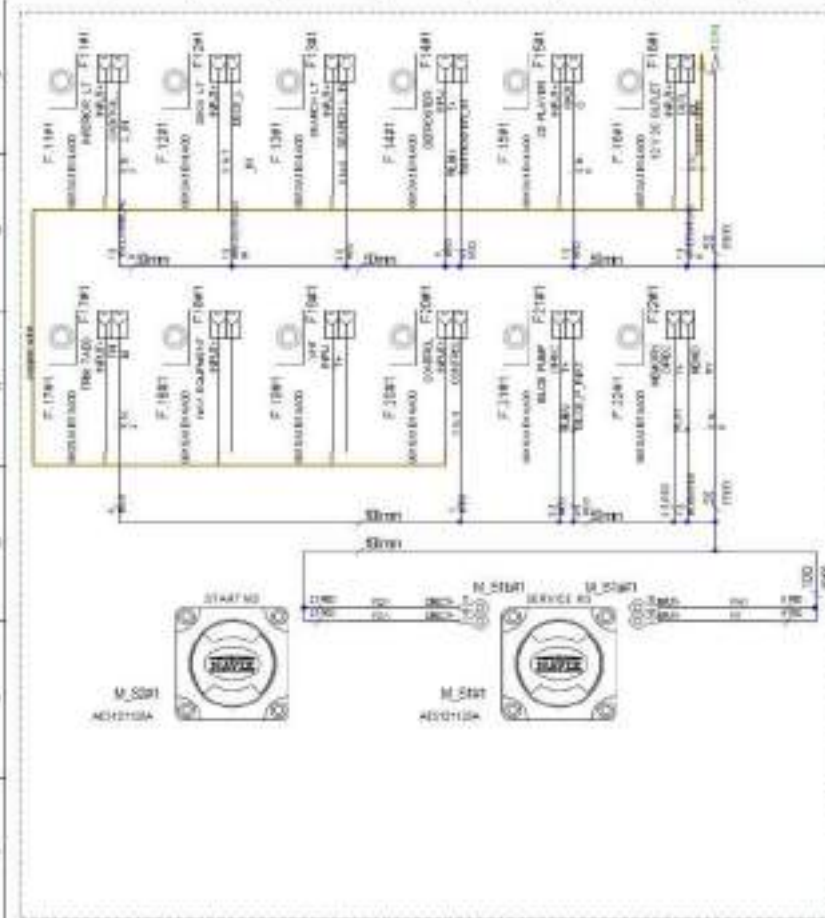


13.4.2011	RN	B2: CONNECTOR & PINS REMOVED	Date	21.1.2011		XO	Subproduct code	10979	Product code	10979	Project ID		
			Drawing by	RN		Boat	27	ROOF HARNESS		HL			
Date of modification	Modified by	Description	Sheet rev.	2		Boat model		Title		Loc			11 / 19
			Project rev.	B								Sheet	

***Optional equipment**



13.4.2011	RN	B2_CAB/TOIL_L_IN_JUMP ADDED; A NEW PANEL	Date	21.1.2011		XO	10877	10980	Project ID
			Drawing by	RN		Boat	Subproduct code	Product code	
			Sheet rev.	2		27	MAIN SWITCH UNIT		
Date of modification	Modified by	Description	Project rev.	B	Boat model	Title	HL	Loc	12 / 19



134-001	PSI	B2 CAB/OL L IN AMP ADDD A NEW POWE	Date	21.1.2011
			Drawn by	DB
			Checked	Z
			Project no	0

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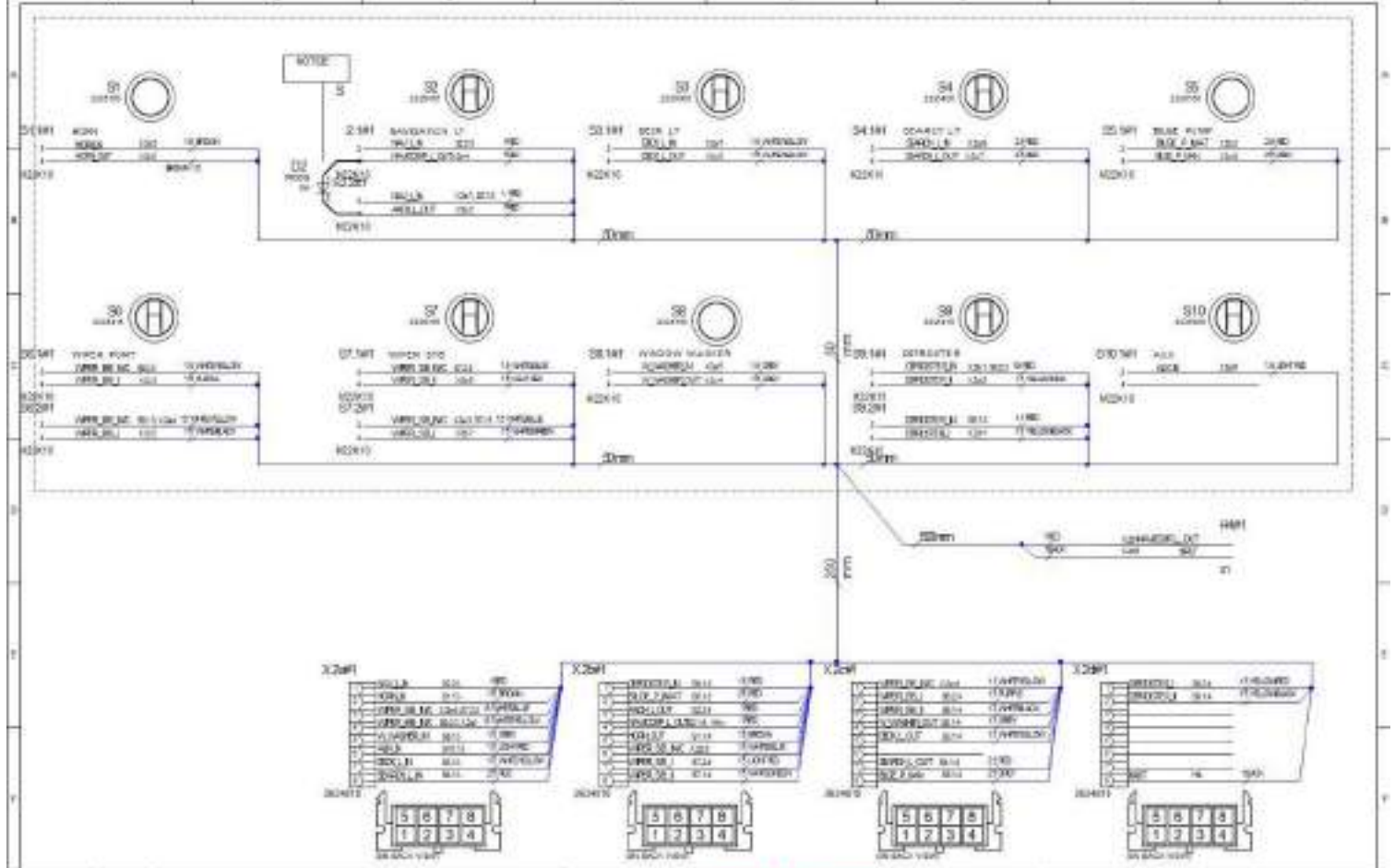
1007

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*Optional equipment



13.4.201	RR	S2 DECK L. OUT ADDED	Date	21.1.2011	NO	0001	0002	Project ID
12.5.201	RR	S1 SWITCH TYPE CHANGED	Drawn by	RR	Rev	07	SWITCH PANEL	CONSOLE W/3
26.6.2012	TMR	S4 product code changed, slide added.	Revised	4	Revised			
22.9.2012	RR	22.9.2012	Approved	RR	Approved			

