

# COBIA 261 CC



## OWNER'S MANUAL

### WELCOME

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

Scott Deal, President and CEO



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**261 SPECIFICATIONS**

L.O.A.....26' 01"

BEAM.....9' 03"

DRAFT.....17"

WEIGHT W/O ENGINE.....4,600 LBS.

FUEL CAPACITY.....161 GAL.

DEADRISE @ TRANSOM.....21.5 DEG

MAXIMUM H.P.....400 HP

TRANSOM HEIGHT.....30" single/25" TWINS

# PRE-OPERATION CHECKLIST

## \*\*\*\*\*PRE OPERATION CHECK LIST\*\*\*\*\*

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

### Boating Safety Checklist

MUST HAVE ITEMS As Required By Regulation

**Personal Flotation Devices (Life Jackets)**

Type I, II, III, or V (Wearable)  
For each person on-board

One Type IV (Throwable)  
Not Required on Non-Powered boats under 16'

**Fire Extinguishers**

Choose One	Boat Length	Boats w/out Fixed System	Boats w/ Fixed System
<input type="checkbox"/>	<26'	1 Size BI -OR-	Fixed System
<input type="checkbox"/>	26 - <40'	2 Size BI* -OR-	Fixed System + 1 Size BI
<input type="checkbox"/>	40 - 65'	3 Size BI* -OR-	Fixed System + 2 Size BI*

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

**Visual Distress Signals (VDS)**

Choose One

Combination Day/Night VDS (Flares or Flare Gun)

Daytime VDS (Flags, Smoke Signal)  
AND  
Nighttime VDS (Automated SOS Light)

**Sound Signals**

Horn or Whistle

Bell (not required for vessels under 12m)

**Ventilation (Boats with Gasoline Systems)**

Natural Ventilation

Powered Ventilation

**Backfire Flame Control**

Backfire Flame Arrestor  
(Gasoline Engines except outboards)

• The above represents minimum USCG Safety Requirements on-board vessels.

• Other requirements may be necessary to comply with state laws.

• For Fire Extinguishers on Vessels over 65' refer to 33CFR 25.30-20 or ABYC A-4.

### Boating Safety Checklist

Recommended Items

Items in Red May be Required in Some States

Boats on Inland Waters

First Aid Kit

Anchor with Sufficient Line

Boating Safety Education/  
Certificate

Watersports Flag  
(Skier Down/Diver Down Flag)

Bailing Device

Sun Protection

Alternate Propulsion (Paddles, Oars)

Boats on Nearshore Waters

VHF Radio

GPS/Chartplotter

Float Plan

Extra Food & Water

Spare Tool Kit

Compass

Charts

Depth Finder

Boats on Offshore Waters

EPIRB

Life Raft

Searchlight

Radar Reflector

List of CPR Instruction

Shore Landing Craft (Tender)

Man-Overboard Recovery Gear

Weather Information System

Radio Direction Finder

Long Range Communications Gear

AIS

Sea Drogue

Safety Knife

Radar

Miscellaneous Items

Heaving Line

Spare Keys

Extra Engine Oil

Storm Sails

Spare Propeller

Masks & Fins (For Clearing Props)

Handheld Lead-line

Carbon Monoxide Detector

Strobe Light

Boat Hook/Pole

Extra Clothing

Marine Hardware

River Waters

Helmet

Throw Bag

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

abycinc.org/mobileapps

# ENGINE

## Engine Break-In Period

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

## Engine Stop Switch

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

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



*Engine stop switch (above)*

**⚠ DANGER**

## Engine Stop Switch

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

**The lanyard should be securely attached to the boat operator at all times that the engine is on.**

# SWITCH AND

## Switch Panel & Helm

At the helm of your Cobia, you have a main switch panel, which is located above the steering wheel. This panel controls your lights, horn, accessories, livewell, and your bilge. When a switch is in the "on" position, its tip is illuminated. This alerts you that the associated accessory should be functioning and also reminds you to turn it off during boat shutdown. When the "NAV" light switch is in the "on" position, the labels for the switches will be illuminated. To the right of the steering wheel you have your two trim tab switches, (Refer to page 20 for trim tab operation.) The boat also comes standard with a compass mounted on top of the console.



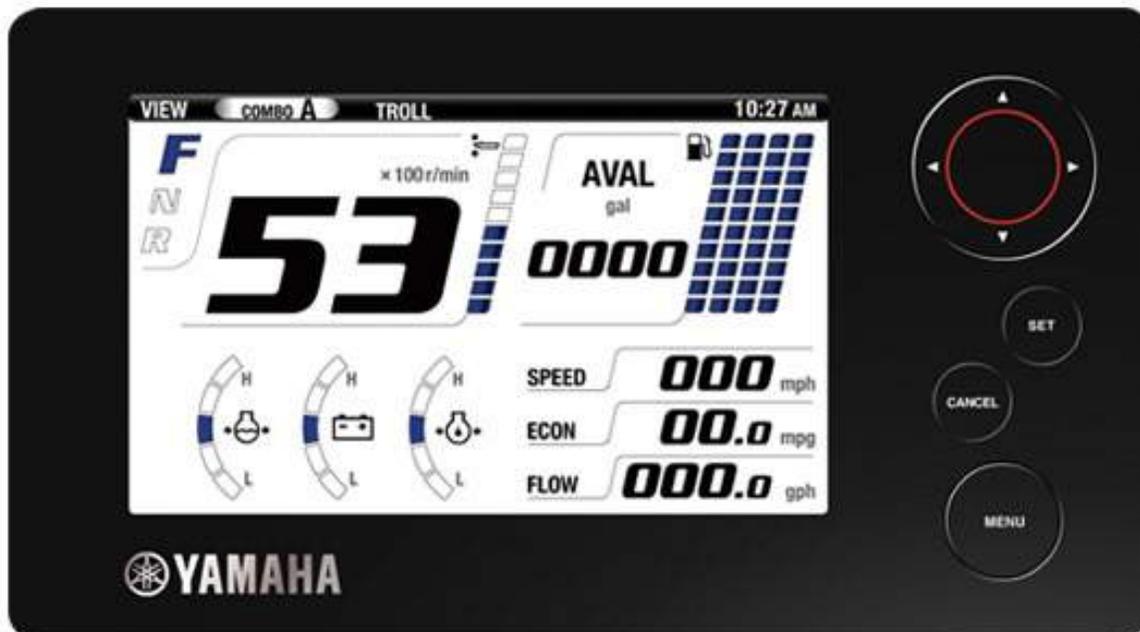
*Switch Panel*



*Compass*

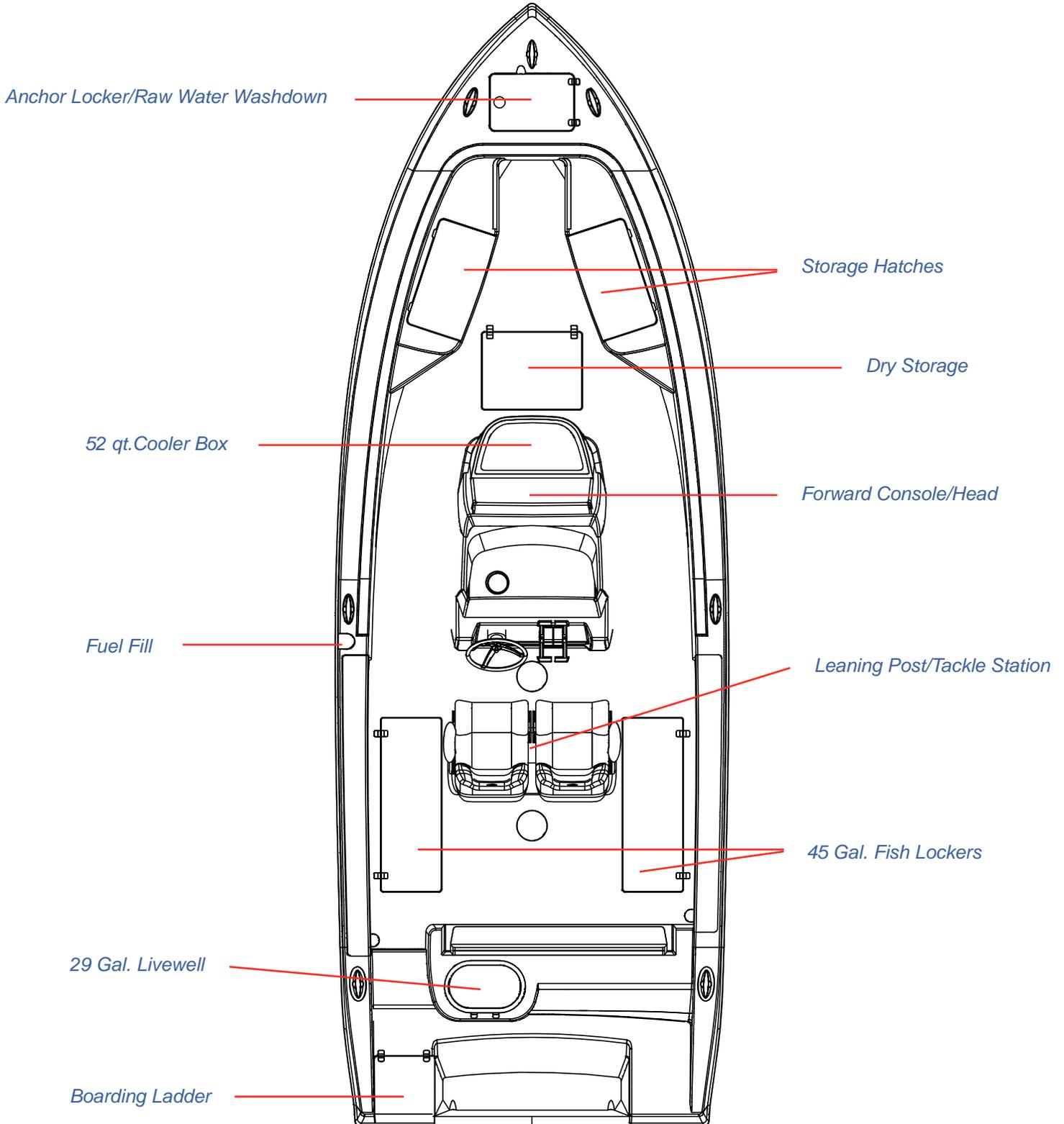
## Command Link Gauges

Yamaha's new 6YC Command Link gauge comes standard on your new Cobia. This gauge allows access to more information and is user-selectable so you can choose the functions displayed. Speed data can be displayed from a pitot tube, Triducer, or NMEA protocol GPS unit. To learn the gauge's full functionality refer to your Yamaha engine owner's manual located in the Cobia duffel bag.



# BOAT LAYOUT

## 261 Deck Layout



# COBIA DUFFEL BAG



*Cobia Duffel Bag*

## Cobia Duffel Bag

Along with your boat, you received a Duffel Bag with your new Cobia. Inside the Duffel Bag are the following items:

- Large Livewell Standpipe
- 1.5" Livewell Pacifier Plug
- 2 ignition Keys and Emergency Kill Cord /Engine Stop Lanyard
- Yamaha Engine Owner's Manuals
- Engine Start Cord
- Various Accessories Manuals

## Fuel-Water Separator

The Yamaha Fuel - Water Separators are installed behind the rear access panel on the starboard transom side along with the fuel system primer bulbs. The new, improved 10-micron filter provides superior filtration ahead of the engine's onboard filters and injectors. Large filtering and water capture areas maximize filtration while maintaining adequate flow rate for larger engines.

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



## Maintenance Note

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

## Garboard Drain Plug

The garboard drain plug is the small metal plug located at the lowest point on the hull, at the bottom of the transom right above the keel. The drain has been designed so that it can be loosened by hand while the hull is out of the water for draining. This allows the plug to stay in contact with the surrounding frame so you'll never misplace or lose it. You can completely remove the insert by pulling back and continue turning in a counter clockwise motion. It is manufactured with a rubber seal in place to ensure the bilge is watertight. Always make sure before putting the boat in the water that this plug is hand tightened firmly. Excess water in the bilge may be an indication of a problem with this plug or the automatic bilge pump. Refer to page 10 of this Owner's Manual for information on your boats bilge system.



# BILGE ACCESS

## Bilge Access

Accessing the bilge in the 261 is made easy. First, locate the controls for the electronic lift assist, labeled "Hatch", mounted on the starboard side of the tackle station directly across from the gunnel. Next, press and hold the top button on the controls. This will cause the rear access to lift revealing the bilge access. **Failure to remove the backrest may result in damage to the backrest and or the hatch lifting mechanism.** To lower the hatch simply press and hold the bottom button on the control panel until aft section is fully closed. Remember the electronic lift assist operates using the house battery system. In the event that the boat does not have power to electronically lift the hatch, the electronic lift can be disengaged by lowering the bench seat and using the access opening shown below to remove the pin from the electric ram. Keep in mind that at this point the hatch will no longer be supported in the up position and will require being held up to maintain access to the bilge. Once the work in the bilge is finished and power is restored to the hatch lift it is important to attach the ram to the hatch with the pin once again to secure the door in the closed position.



*Hatch Control*



*Electric Ram and Hatch Pin*



*Electric Ram Override Acces*

# BILGE

## Bilge

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

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

If your bilge pump does not come on when the float switch is submerged, attempt to manually engage the bilge pump on your switch panel. If the bilge pump comes on and evacuates the water, it is likely that the float switch is not functioning properly. If the bilge pump does not come on via the switch panel, check the corresponding breaker on the main distribution panel (page 25) to see if a breaker has been tripped. If the breaker has been tripped, reset it, and turn the switch on again, listening for the bilge pump to turn on.

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

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



*Aft Bilge Pump and Float Switch*



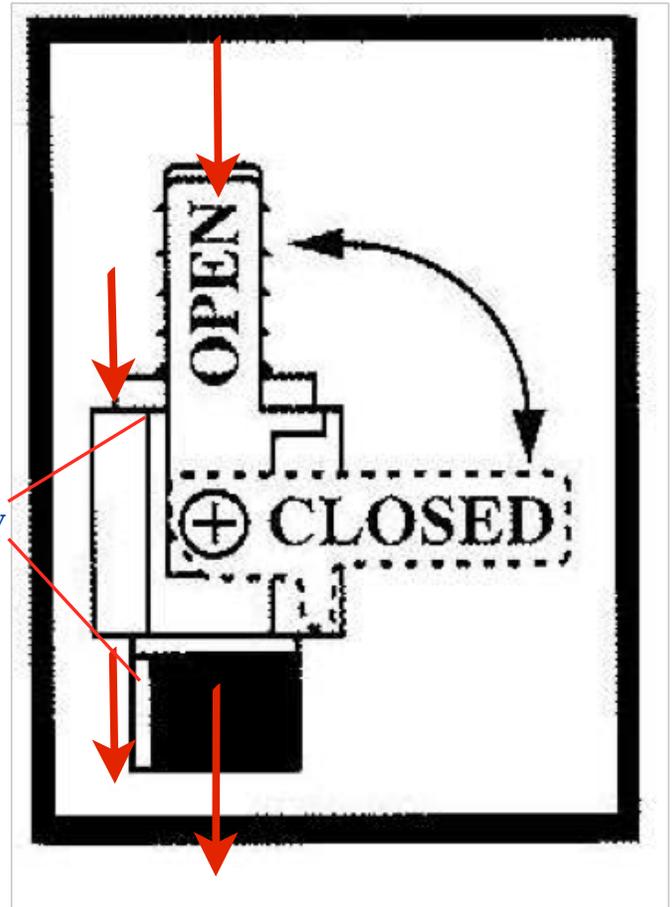
*Fwd. Bilge Pump and Float Switch*

# SYSTEMS

## Ball Valves

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

Water Flow



## 261 Deckdrain System

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

## 261 Livewell Pump Assembly

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



THE LIVEWELL PUMP ASSEMBLY IN THE "OPEN" POSITION

# HEAD OPERATION

## Head Unit

Inside the console you will find there main DC breaker panel for the switch accessories and the systems that support the optional head unit. Refer to page 23 for accessing the console and pages 13 & 14 for head operations. In addition, the manual for the head system that was purchased with the boat will be included in the Cobia ditty bag.



*Head Console Access*



*Electric Head Option*



*Access to head system valves*



*Main Breaker Panel*

# ELECTRIC HEAD

## Electric Head

The macerator is to be used only with direct discharge thru hull. Macerator will not be used for dockside pump out of the holding tank. To flush the head, make sure intake valve is in the open position as it supplies your head with the water it will need to operate correctly. The valves are located inside the valve access area behind the head; intake on the left, discharge on the right. Then press the toilet switch and the waste is pushed into the holding tank. The macerator has nothing to do with the flushing of the toilet. The macerator is only used for overboard discharge while outside the legal dumping limits. To discharge outside legal limits, open the thru hull discharge valve located directly across from the intake valve, turn the Y-Valve to the direction of the macerator, and flip macerator switch to the "ON" position. The Y-valve and macerator can be found in the forward storage area.



Intake

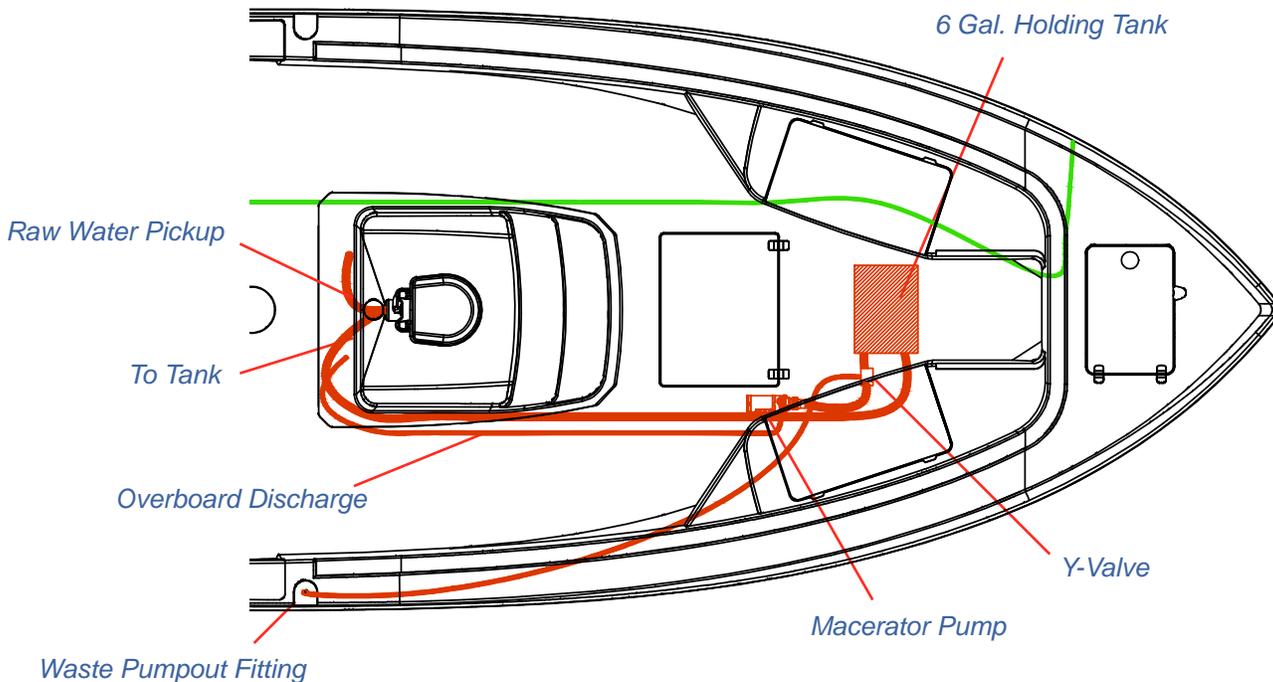
Discharge



Y-Valve

Macerator Pump

## Head System Diagram



# ELECTRIC HEAD (CONT.)

## Electric Head Continued

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

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

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



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

*Macerator Used for Pumping Direct Overboard Discharge*



*Y-Valve Used to Direct Waste Discharge*



# LADDER AND PROPS

## Stainless Boarding Ladder

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



**▲ DANGER**

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

## Props

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

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



# FUEL SYSTEM

## FUEL SYSTEM

The Cobia 261 CC comes equipped with a 161 gallon fuel cell stationed below the leaning post between the stringer system. Every fuel tank is pressure tested at the factory before and after installation. Should you experience any fuel related problems or suspect problems with the fuel system, immediately take your boat to a Cobia Dealer. The primer bulbs are located next to the fuel-water separators in the bilge access hatch. (see page 8)

The fuel sending unit and fuel pick up on the tank can be accessed at the pie hole on the cockpit floor behind the leaning post. The fuel vent and the fuel fill at the tank can be accessed at the pie hole forward of the leaning post.



**⚠ DANGER**

**CAUTION—Do not smoke while filling the tank. Be sure to turn off the engines and all electrical equipment when fueling the boat to prevent accidental discharges of static electricity. Use only the recommended gasoline (see Yamaha's Owner's Manual). Do not use fuels with alcohol or related derivatives that can cause marine fuel system hoses to deteriorate. Be sure to inspect all fuel connections annually for signs of leaks or loose fittings.**

# OPTIONAL STEERING

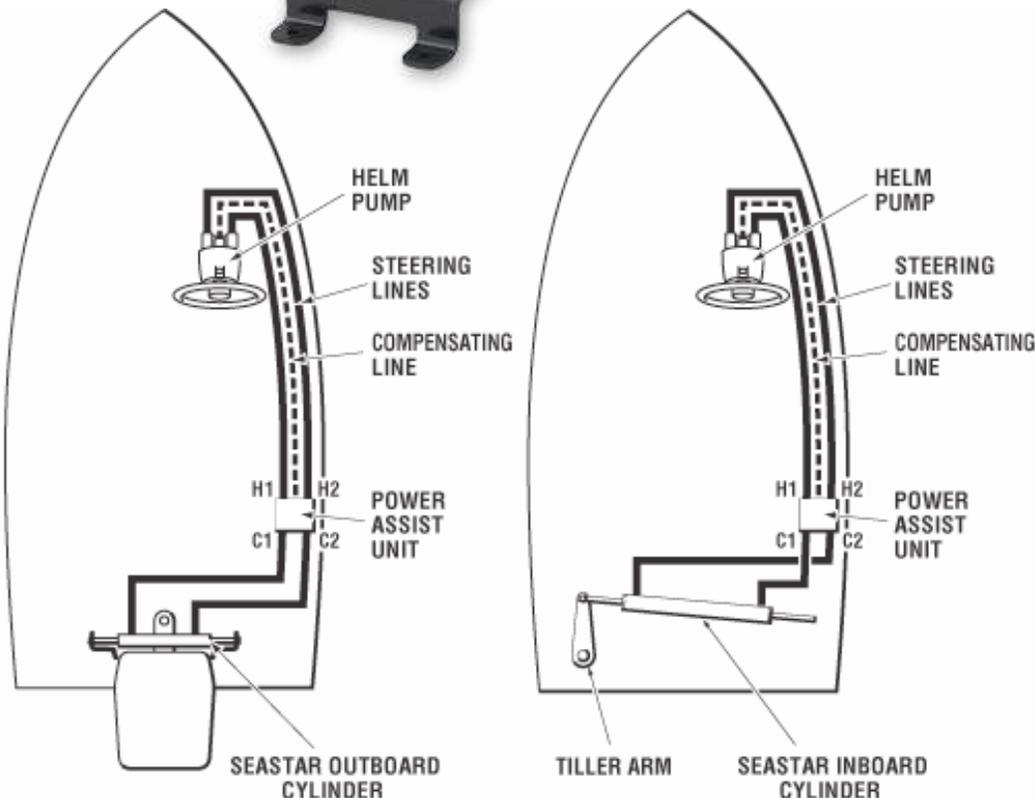
## Power Assist Steering

The Power Assist pump, if your boat was purchased with the optional power assist steering, is mounted on the forward bulkhead in the aft bilge area. This pump greatly reduces the amount of pressure you have at the wheel and will make your boating a much more pleasurable experience.



### At A Glance

- Dramatically reduces wheel torque
- Easy to install
- Simple “add-on” to existing Sea Star manual system
- Compatible with SeaStar Power Purge system
- Number of turns to lock remains the same
- Ignition protected
- Auto recognize system voltage (12V or 24V)
- ABYC, CE, NMMA, ISO 10592 Approved
- Return to manual in failure mode
- Capable of floor or wall mount. No need to purchase extra kits



# SELF-BAILING COCKPIT & LIVEWELL

## Self Bailing Cockpit

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

Water drains out of the cockpit through two aft cockpit drains located at the far aft cockpit floor on both the port and starboard sides. Each side drains overboard through the side of the hull independently. None of this water is drained into the bilge. Refer to page 11 for operation of the ball valve associated with this system. The ball valves are located behind the aft seating.

The bilge is designed to drain any water entering the inside of the hull. All hoses are sealed and double clamped during construction. Continuous or periodic running of the automatic bilge pump may be an indication of a hose leak or break in a seal, and should be investigated by a Cobia Dealer immediately. Refer to page 10 for further information regarding bilge pump operation and maintenance.

## Livewell System

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

1. **Open livewell hatch.**
2. **Screw standpipe into drain at the bottom of the well.**
3. **Ensure livewell pump ball valve is in open position.**
4. **Turn on livewell switch.**

The livewell operates by pumping fresh seawater from the pump through an aerator head into the livewell. Drainage is achieved through the grate on the top of the standpipe, which while unobstructed, will limit the water level to the standpipe's highest point. A shorter standpipe can be used to keep less water in the well. This constant drainage keeps up water flow and allows for the removal of ammonia from the livewell, therefore extending the life of your baitfish. To drain the livewell, switch off the pump, close pump ball valve, and remove standpipe.



# ROD LOCKERS & FISH LOCKERS

## Rod Racks

The 261 CC model comes standard with under gunnel rod racks on both the port and starboard sides. These give you space to safely store an additional 6 rods for your fishing needs. These lockers can also double as storage for various other items (deck brush, gaff, etc).



*Starboard Gunnel Storage Rack*

## Port and Starboard Fish Lockers

The 261 CC has two 45 gallon fish lockers built into the aft cockpit floor on the port and starboard sides. These are insulated, and with the macerator option allow the contents being dumped overboard. The macerators are located in the bilge on the sides of the stringers. They can be accessed through the bilge access hatch under the aft folding seat. All lockers/hatches come standard with gas shocks to assist in opening and holding the latch open while loading or unloading. See page 22 for macerator operation and access.



*Port Fish Locker*

# ANCHOR LOCKER & TABLE LIFT

## Anchor Locker/Rode Storage

The anchor locker is located at the bow of the boat and is accessible through the anchor locker door or hatch (photo below). There is an eye mounted to the bow eye to secure your anchor rode or chain to. After setting your anchor, the excess rode can remain stored in the locker. The notch supplied in the door allows you to securely close the locker by aligning your rode through the notch. Optional Windlass is shown on page 31-32.



## Trim Tabs

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

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

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



# MACERATOR ACCESS & OPERATION

## Macerator Switches

The switches for each fish box macerator are located on the switch panel left of the steering helm and are labeled accordingly. The pumps can only be operated independently of each other.

## Macerator Access

In order to access the macerators, open the bilge access hatch by using the controls on the starboard side of the tackle station. **Failure to remove the backrest before the hatch is fully opened can result in damage to the backrest and/or the hatch.** The macerator pumps will be mounted in the bilge area on the inboard side of the stringers and operate their respective fishbox (port/starboard).



*Portside Macerator Pump*

# GAS SHOCKS AND WASHDOWN

## Console/ Head Access

Located at the top on the inside of the console/head access door is a locking gas shock that aides in opening the door and keeping the door open once the shock is fully extended. With the door fully opened, it can only be closed by releasing the pressure of the metal sleeve on the door side against the shock that is mounted to the console. To do this, open the door to it's fullest open position, thereby allowing the door slide sleeve to be moved so that it will slide ovetop of the gas shock as the door closes. Failure to release this locking mechanism while attempting to close the door will lead to the gas shock failing, or damage to the mounting brackets.



## Salt Water Washdown

Salt water washdown is standard on the 261 CC model. The pump is located in the port bilge and is accessible through the flip up seat opening. To operate, hook a hose to the salt water receptacle located by the transom gate above the port deck drain. Flip the switch labeled "Saltwater Washdown". The pump will pressurize the system with salt water. Once the system is pressurized, the pump will shut itself off with an internal pressure switch and will switch itself back on as you demand water. There is also a washdown fitting installed in the anchor hatch if equipped with windlass option (see pg. 31) to wash off the anchor rode. Be careful to only spray gel-coated fiberglass surfaces with saltwater and avoid all other areas. Always rinse your boat with freshwater as soon as you return to the dock or home if the boat is being trailered.



*Washdown Fitting*



*Rawwater Pump*

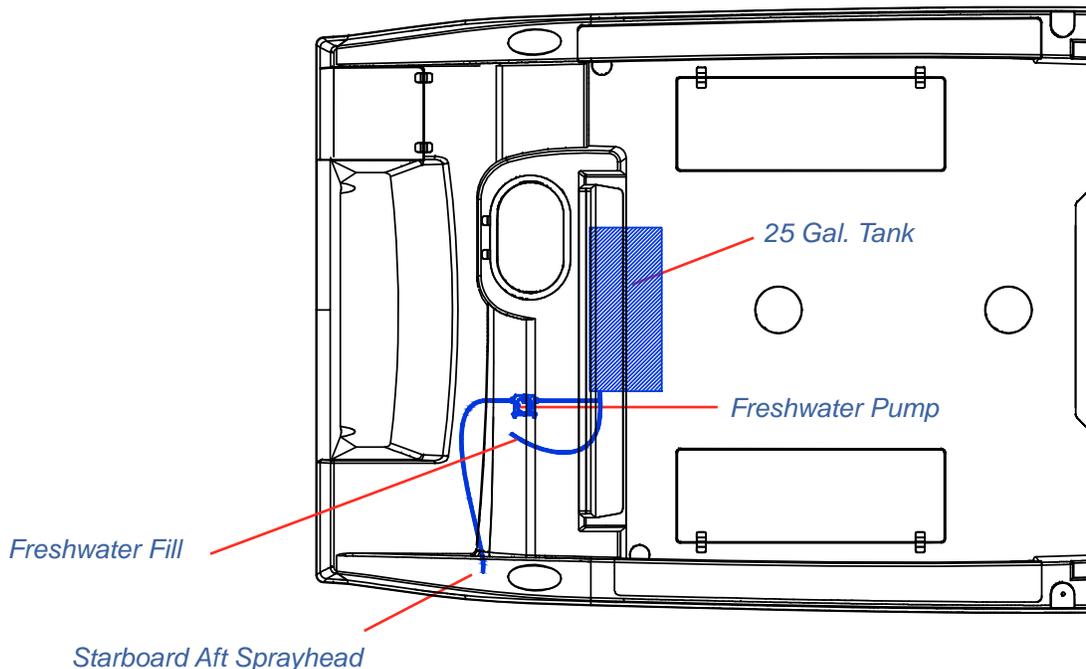
*Intake Valve*

# WATER SYSTEM

## Fresh Water System

The fresh water tank on your 261 CC can be filled at the cap labeled "WATER" on the stern gunnel. To pressurize the system, flip the switch labeled "Fresh Wash Down" on the switch panel at the helm. You can leave this switch in the ON position while the boat is in use. The pump has an internal pressure switch that allows the pump to turn on and off as needed. This model has a 25 gallon fresh water tank.

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



Water Fill



Washdown Fitting

# BATTERY SWITCH

## Battery Switch and Main Distribution Panel

See next page for a picture of the battery switch panel.

The battery switches and main distribution panel is located in the port compartment on the side of the leaning post. The battery switches are labeled to correspond with each battery and the component it powers. Each engine has its own battery and there is a house battery that powers the boat's other electrical systems. In the event that there is a second house battery on board, this battery will be tied to the house battery switch. The "emergency parallel" switch parallels the two cranking batteries and should only be used to crank the engines if one of the engine cranking batteries does not have sufficient power to crank its associated engine. When the boat is not being used for a prolonged period, it is recommended to leave all battery switches in the "off" position to ensure that the batteries are not drained due to minor current flows.

The forward and aft bilge pumps and stereo memory breakers, located at the top right of the panel, are on 24 hour circuits and will receive power at all times even with the house battery switch in the off position. This ensures that the bilge pumps and float switches will remain operational at all times unless the house battery loses all power. There is an additional 24 hour circuit with a 15 amp breaker labeled "ACC" left open for adding an accessory appropriate to 24 hour operation. To reset any of these breakers simply push in the button associated with the involved component.

Directly below the 24 hour "ACC" breaker is the windlass breaker. This is a gate style breaker. When the circuit is open or the breaker is "popped", a yellow tab will show in the recess just below the bar with the red button. Simply push the free end of the yellow tab back up inside the bar until it catches. The circuit is now closed and the windlass should be receiving power from the house battery. To open the circuit, simply press the red button.

At the bottom of the distribution panel and to the left of the windlass breaker are the breakers for the forward table, power steering, electronics, helm panel, stereo amp (if applicable) and aft hatch. All these components run off the house battery (s). If popped these breakers will show red in the window below the "Off" label on the left side of the switch. To reset push in the right side of the switch, "ON", so that it is flush with the panel.

The bottom right breaker, "ACC", is a 50 amp breaker left open for adding an appropriate 50 amp accessory.

It is important that all breakers match the amperage requirements of their associated components. The back of the breakers are labeled with their amperages and can be viewed by looking at the back of the panel as accessed through the battery access door on the front of the helm station.

Access to these breakers can be found through the battery access door. (see page 27)

# MAIN DISTRIBUTION PANEL



# CHARGING

## Optional Battery Charger

A 4-bank, 20 amp battery charger is an option for the 261. It is mounted in the leaning post tackle station and can be accessed via the battery storage door underneath the helm seat. This onboard charging system allows you to charge the boat's batteries directly from a standard 110 volt electrical outlet and extension cord. The plug-in receptacle is located at the bottom aft corner of the tackle station leaning post on the starboard side. Simply remove the cap to reveal the male plug inside.



## 12 Volt Accessory Plug

The 261 CC comes standard with a 12 volt, 20 amp accessory plug located inside the glove box on the port side. Cell phones, media devices, spotlights or any kind of electronic accessory can be charged while remaining in a dry and secure area. If the plug is not providing power, check the appropriate breaker on the main breaker panel located inside the console.



# LEANING POST AND TACKLE

## Leaning Post

The leaning post for the 261 CC is home to the double bolstered helm seats that independently lock into the seated position or flip up to provide lumbar cushioning if the driver or passenger prefer to remain standing. The armrests can be raised or lowered by pressing the silver button just below the armrest cushion and moving the armrest to the desired position. The back of the leaning post houses the tackle station with independent drawers for storing loose items and tackle trays.



## Battery Access

All the batteries can be accessed by opening the door below the helm seat. Your boat will have a house battery (or two) that operates the general electrical features of the boat and a battery for each engine. (Refer to page 24 for more information). Each battery should be able to be identified by the labels on the wires that lead to it. When replacing batteries it is critical the wires be secured to the proper terminals precisely as the were on the previous battery(s).



# SEATING

## 261 CC Aft Seating

To deploy the standard aft seat, grab the black handles and pull out and down. Once the seat begins to swing open push on the topside of the cushion straight down until the seat is fully horizontal and locks in place. To stow the seat repeat the procedure in reverse by lifting from the base and slightly pulling out at the same time. Once free of the hinge catches the seat will begin to close. At this point, push the seat up until it's firmly against the back wall. When the seat is fully closed the cushion should be flush against the back wall with the seat securely positioned in the intended recess. To remove the backrest, simply pull up until its arms are clear of the rod holders. The arms are designed to swivel to aid in making the assembly as small as possible for easy stowage. When putting the backrest back on make sure that its arms are fully seated in the bottom of the rod holders before use.



## Optional Bow Cushion Set

The 261 CC comes with the option of a six-piece bow cushion set. These cushion bottoms are removable and are held in place by several sets of stainless steel snaps. To remove the cushions, simply pull the snap strap away from the embedded snap and remove and store the cushion. When left outside or exposed to the elements for a prolonged period of time, it is recommended to take off the seat cushions and store them in a dry place like the head area.



# STANDARD FEATURES

## Cockpit Bolsters

The bolsters in the rear cockpit above the vertical rod storage are hard mounted to the gunwale boards and are designed to stay on the boat. The bow bolsters, with the optional bow cushions, can be removed for storage by carefully gripping the bottom side of the cushion with your hands spread a comfortable length apart and lifting up. You will feel the cushion release. To put the bow bolsters back on the boat line up the holes on the backside of the bolsters with the top of the clips on the gunwales. Push the cushion in and down on the clips until the cushion will not go down any further. You should feel the bolster lock in place.



## Pull Up Bow Light and Cleats

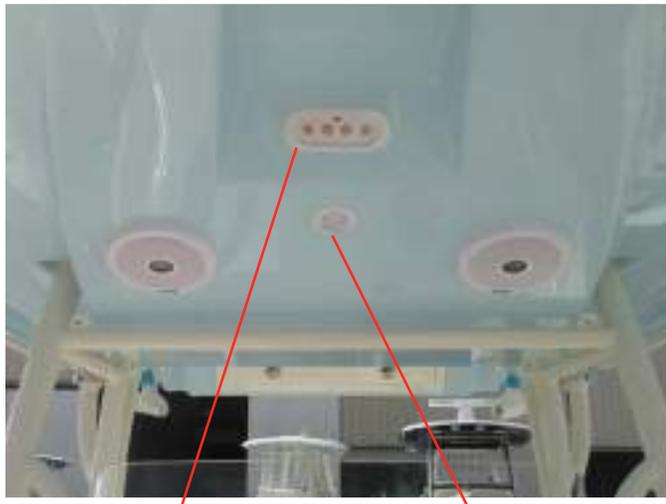
The bow light and cleats are stainless steel pull up style and can remain hidden when not in use. This is especially helpful while fishing as it leaves nothing in the bow to interfere with your line. The bow light lifts from the indent at its front. It will lock in place once fully pulled up. Note that it is required by law to have the bow light on, in the up position and unobstructed when operating in low visibility situations. To raise the cleats simply grip the indents and lift until locked. To recess these items simply push them back into the deck. As with all stainless moving parts on your Cobia it is recommended that you routinely apply a stainless safe corrosion inhibitor and lubricate to keep these items working properly.



# OPTIONAL FEATURES

## Hard Top

Each hard top has the option of being outfitted with an electronics box, forward and aft facing LED spreader lights, kingfish rod holders (optional), recessed LED down lighting, speakers and an additional storage box for personal flotation devices.



*Spreader Lights*

*Overhead Lights*



*Kingfish rod holders*

*Speakers*

## Hard Top Storage

The storage hatches are conveniently located directly above the helm and are spacious enough to hold any electronics or related accessories, personal flotation devices, or items you would like to keep secure and dry while under way or during storage. They feature locking latches as well as hatch springs that hold the door in the open position when fully extended providing easy access.



*Forward Electronics Storage*

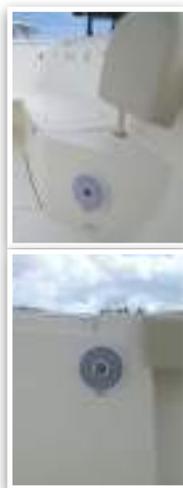
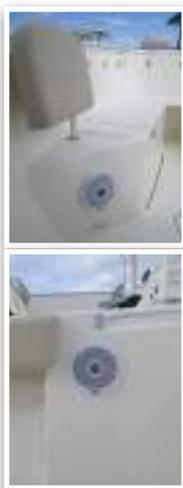


*Aft PFD Storage*

# OPTIONAL FEATURES

## Optional Fusion Stereo System

If you chose the stereo option, your 261 CC came with a Fusion stereo model MS-RA70N with eight matching speakers. Please refer to the Fusion Owner's Manual in your ditty bag for operation. Even if your boat didn't come with the stereo, your boat is pre-wired for four speakers in the cockpit and for four speakers in the hardtop. (Refer to pictures below for general locations of speakers and pre-pulled wiring.) Note that an amplifier is required to power more than four speakers with this model Fusion. The amplifier is standard along with the four speakers in the hardtop if the boat has the speaker hardtop option.



## Optional Windlass Deluxe

The windlass is used to lower and raise your anchor assembly. The switch is mounted at the helm station to the left of the steering wheel. The solenoid switch is mounted in the leaning post (see following page) and the battery cables are run up the starboard side. The windlass is mounted inside the anchor locker at the bow of the boat. To access this area, lift the anchor hatch at the bow. A bow plate and anchor roller have been added to accept the anchor and keep it far enough from the bow of your 261 CC to prevent any damage that may occur due to improper storage. The windlass is mounted just aft of the bow roller plate.



**\*\*WARNING: READ ALL OF THE INSTRUCTIONS BEFORE OPERATING THE WINDLASS**

# OPTIONAL FEATURES

## Optional Windlass Deluxe Continued

The Windlass breaker is located on the battery switch panel in the port compartment on the side of the leaning post. The windlass solenoid is mounted just above and to the left of the breaker panel. For more information on the breaker, see page 24.

*Solenoid*



*Breaker*

### Casting the Anchor:

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

### Hauling the Anchor:

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

### Closing the Clutch:

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

### **\*\*WARNING: READ BEFORE OPERATING WINDLASS**

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

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

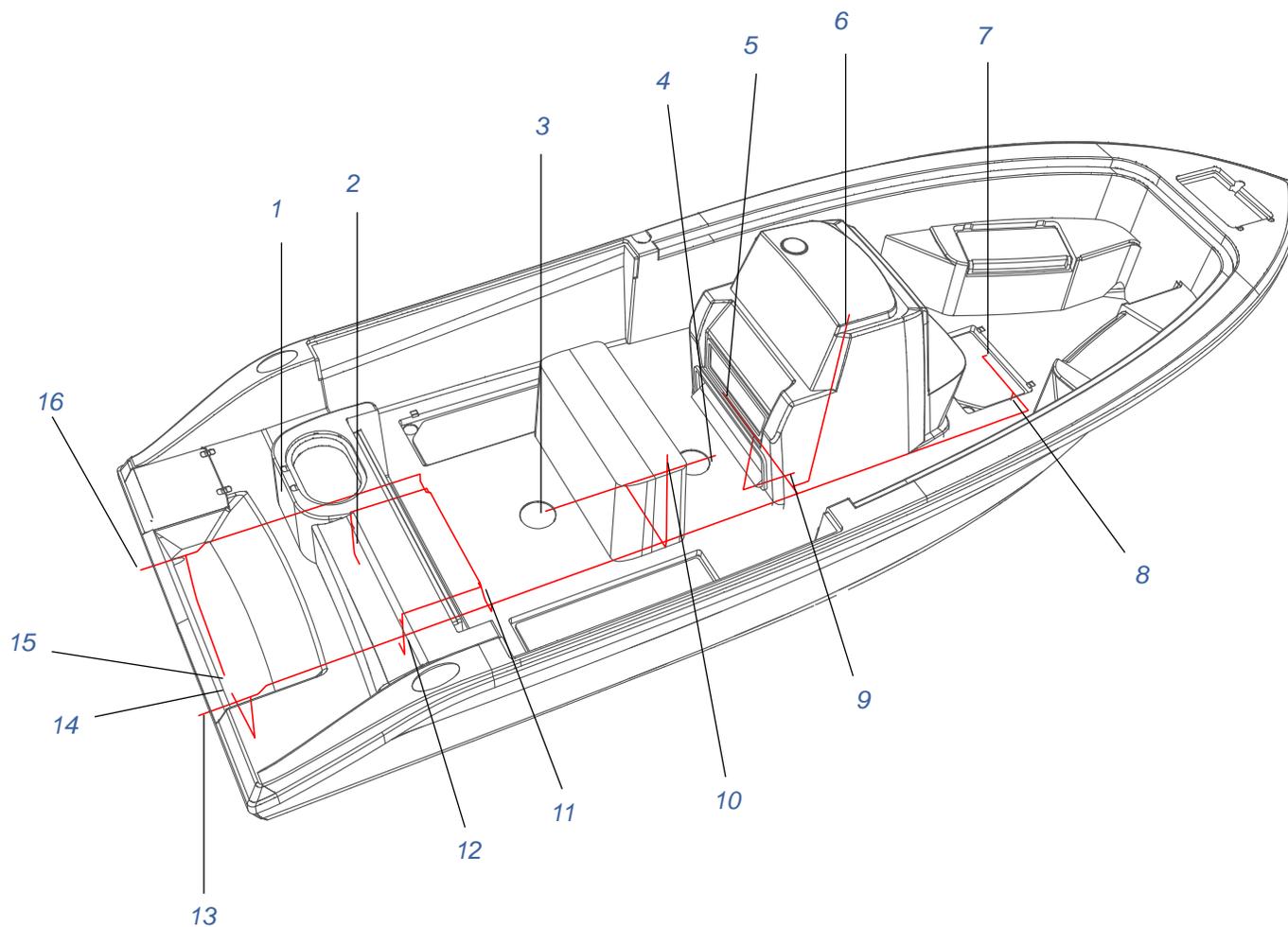
**FASTEN THE CHAIN OR ROPE WITH THE SAFETY LANYARD BEFORE MOVING TO NAVIGATION.**

**DO NOT OPERATE THE WINDLASS BY USING THE ELECTRICAL POWER WHEN THE LEVER IS INSERTED INTO THE DRUM OR IN THE COVER OF THE GYPSY.**

# HULL WIRING DIAGRAM

## Hull Key

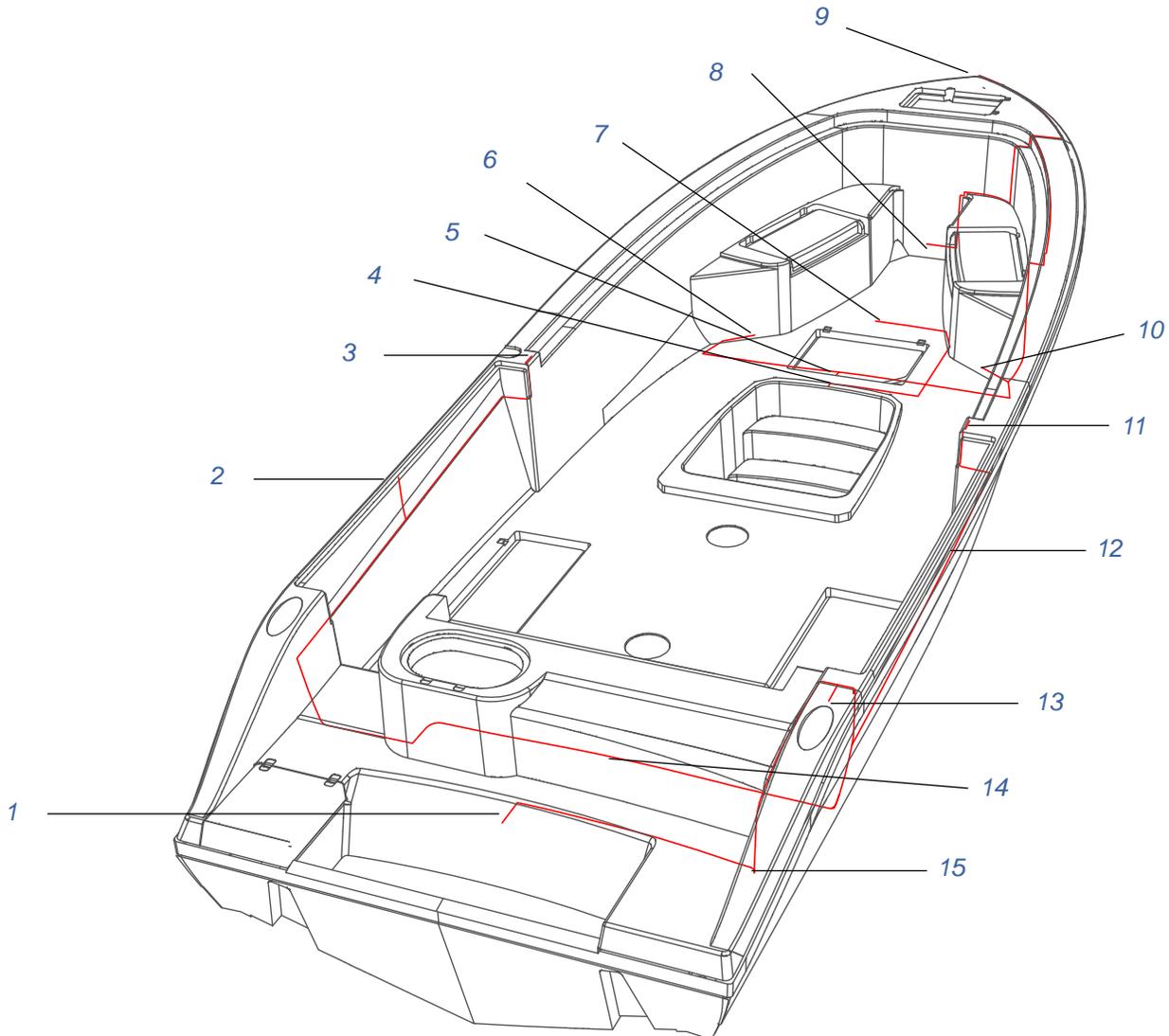
- |   |   |
|---|---|
| 1. Live well pump                           | 9. Electric head flush                              |
| 2. Port fish box macerator & raw water pump | 10. Aft hatch switch & battery switch               |
| 3. Fuel send unit                           | 11. Aft deck/hull connection                        |
| 4. Fuel tank bond                           | 12. Starboard fish box macerator & fresh water pump |
| 5. Electric head macerator switch           | 13. Starboard underwater light & trim tab           |
| 6. Breaker panel/main switch panel          | 14. Second bilge pump and float switch              |
| 7. Hull/forward deck connection             | 15. Standard bilge & float switch                   |
| 8. Holding tank macerator                   | 16. Port underwater light & trim tab                |



# DECK WIRING DIAGRAM

## Deck Key

- |                                     |   |
|-------------------------------------|---|
| 1. Hatch lift/compartiment light    | 9. Bow/navigation light                   |
| 2. Port cockpit light               | 10. Starboard bow speaker & cockpit light |
| 3. Port gunnel speaker              | 11. Starboard gunnel speaker              |
| 4. Console step light               | 12. Cockpit light                         |
| 5. Forward deck/hull connection     | 13. Anchor light                          |
| 6. Port bow speaker & cockpit light | 14. Aft deck/hull connection              |
| 7. Compartiment light               | 15. Compartiment light                    |
| 8. Cockpit light                    |   |



# Warranty

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

guidelines set forth by Cobia Boat Company.

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

prevent electrolysis. The same holds true for your trailer.



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



# COBIA