

**OWNERS  
MANUAL**

**“1994, 95, 96 &  
97”**

**MARISTAR 200  
& 205**

# WELCOME ABOARD!

Congratulations on your choice of what we think is the finest ski boat available. MasterCraft is the recognized leader in ski boats today and has been for more than 35 years. The quality, innovation, selection, and value are unmatched in the industry. Take a few minutes to read this manual completely before you use your ski for the first time. It will answer any mainting questions you may have.

Every effort has been made to make this manual accurate. All information is based on the latest product information available at time of printing. Because of our policy of continuous product improvement, we reserve the right to make changes at any time, without notice, in specifications and models and also to discontinue models. The right is also reserved to change specifications, parts, or accessories at any time without incurring any obligation to equip same on models manufactured before the date of the change.

The continuing accuracy of this manual cannot be guaranteed. The illustrations used in this manual may not depict actual model component parts or equipment and are intended only as representative reference views. Information about certain on board components furnished by suppliers other than MasterCraft is provided separately.

#### NOTE

The information given in this owner's manual may not be applicable to international waterway rules. If you have any questions, please contact your local authority.

94-96.97  
M/S 300  
& 225

# TABLE OF CONTENTS

WELCOME ABOARD! . . . . .	1	Shifting Gears . . . . .	30	Lubricate Engine Starter . . . . .	43
Construction and Standards . . . . .	3	Engine Temperature Warning Light . . . . .	30	Change Engine Oil Filter . . . . .	43
Standard Features . . . . .	3	Stopping . . . . .	31	Clean Engine Flange . . . . .	
Certification . . . . .	3	OPERATIONAL HINTS . . . . .	31	Arrestor . . . . .	43
Serial Number Locations . . . . .	3	General . . . . .	31	Engine Tune Up . . . . .	44
SAFETY . . . . .	5	First Time Operation . . . . .	31	Change Transmission Fluid . . . . .	44
General Precautions . . . . .	5	Basic Maneuvering . . . . .	32	Check Shaft Coupling . . . . .	
Safety Equipment . . . . .	5	High Speed Operation . . . . .	32	Alignment . . . . .	44
Safety Afloat . . . . .	6	Unusual Operating Conditions . . . . .	33	Lubricate Steering System . . . . .	45
Skating Safety . . . . .	7	LIFTING THE BOAT . . . . .	33	Lubricate Shift/Throttle . . . . .	
RULES OF THE ROAD . . . . .	11	CORROSION . . . . .	35	Cables . . . . .	45
Steering and Sailing Rules . . . . .		CLEANING . . . . .	35	Inspect Exhaust Flaps . . . . .	46
and Sound Signals . . . . .	9	SCHEDULED MAINTENANCE CHECKS . . . . .		Check Engine Mounts . . . . .	46
Rules When Encountering Vessels . . . . .	9	AND SERVICES . . . . .	37	Inspect Complete Fuel . . . . .	
Other Special Situations . . . . .	10	Frequency and Scheduled . . . . .		System . . . . .	46
GENERAL LAY-OUT . . . . .	12	Maintenance Task Table . . . . .	37	UNSCHEDULED MAINTENANCE . . . . .	47
CONTROLS AND INDICATORS . . . . .	13	Check Engine Oil Level . . . . .	38	Changing Propellers . . . . .	47
Gauges . . . . .	13	Check Transmission Fluid . . . . .		Changing/Repairing Propellers . . . . .	48
Switches . . . . .	14	Level . . . . .	38	Replacing Lights . . . . .	48
Circuit Breakers . . . . .	15	Check Cooling System Level . . . . .	39	Replacing Fuses . . . . .	48
Controls . . . . .	15	Check Engine Belts for . . . . .		RECHARGE/WINTERIZATION . . . . .	49
FUELING . . . . .	16	Looseness or Damage . . . . .	39	TROUBLESHOOTING . . . . .	52
TRAILERING/LAUNCHING . . . . .	17	Check/Service Fuel Filter . . . . .	39	SPECIFICATIONS . . . . .	56
SAFETY CHECKS AND SERVICES . . . . .	26	Inspect Engine Hardware . . . . .	40	OPTIONAL EQUIPMENT . . . . .	58
Before Each Operation . . . . .	26	Inspect Throttle/Shift . . . . .		DEALER SERVICE AND WARRANTY . . . . .	59
During Operation . . . . .	26	Cables . . . . .	40	LIMITED WARRANTY STATEMENT . . . . .	61
After Operation . . . . .	26	Inspect Battery . . . . .	40		
NEW BOAT BREAK IN . . . . .	27	Inspect Exhaust System . . . . .	41		
STARTING AND BASIC OPERATION . . . . .	28	Inspect Propeller Shaft Log . . . . .	41		
Before Starting . . . . .	28	Inspect Fuel System . . . . .	42		
Starting the Engine . . . . .	29	Change Engine Oil . . . . .	42		

## Construction and Standards

All MasterCraft boats are constructed of the highest quality fiberglass materials and resins available. We take pride in producing boats with the highest standards of quality and workmanship. Our commitment to excellence is evident in every part of the production process and continues to the owner with our limited warranty.

The hull, deck, scuffgers and inner liner are 100% hand laid with up to 12 layers of fiberglass matting at major stress points. All major hardware is anchored in 1/4" steel into the hull and liner. All fasteners, hardware, handrails, and lifting rings are high-grade stainless steel. All parts contacting water are bronze alloy. Every boat is water tested and a quality check at the factory and a permanent record is kept for future reference.

## Standard Features

All MasterCraft boats come equipped with many standard features. Skating features include platinas, mirrors, storage, tow bars, and recreational net tow. Amenities include drink holders, color coordinated upholstery, and acoustic insulated motor box; safety features such as passenger handrails, tethered engine stop switches, and rear facing observer seats; performance features such as full

instrumentation, and the customized fuel injected MasterCraft Power V-8 engine.

## Certification

As a member of the National Marine Manufacturers Association (NMMA), every MasterCraft boat and trailer meets the rigid specifications for certification. This certification exceeds the federally mandated USCG requirements and is backed by the 600 member NMMA. Inspections are performed by a nationally recognized independent testing organization; inspectors visit the plant before the model year begins to check all models for conformance. The inspectors return unannounced during the year to insure continued compliance with certification requirements.

Certification checks are developed by the NMMA engineering staff and the Marine Service Practices Committee to help guard against overpowering, overloading, fire, explosion, striking and collisions.

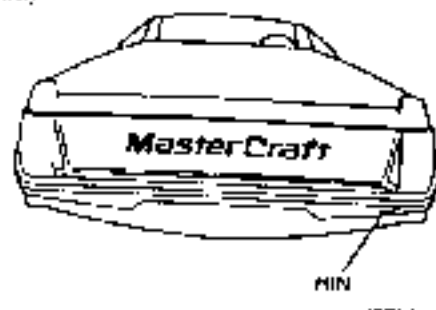
All parts used in the construction of MasterCraft boats meet or exceed all USCG and American Boat and Yacht Council (ABYC) standards. **Never use automotive parts or parts of unknown quality. Insist on only genuine MasterCraft replacement parts from your dealer.**

## Serial Number Locations

### NOTE

The removal, covering, alteration, or obliteration of any or all identification numbers will remove MasterCraft from all obligations to make necessary repairs or replacements.

**Hull** - The Hull Identification Number (HIN) can be found at the top, outside, starboard corner of the transom. The HIN is molded into the transom and federal law prohibits removal or tampering in any way.



**Engine** - The engine identification plate can be found at the rear, inside of the starboard valve cover.

**Transmission** - The transmission identification plate can be found on the top port side of the housing.

The identification numbers of your boat are important to you. Record the serial and model numbers of your boat in the spaces provided for future reference. Keep a copy of these numbers on a separate sheet of paper and store in a safe place other than your boat. In case of theft, report these numbers in writing to the local authorities, your insurance agent, and MasterCraft, c/o Customer Service, MasterCraft Boat Co., 100 Cherokee Cove Drive, Vonore, TN 37885.

## HULL

Registration Number/State \_\_\_\_\_  
\_\_\_\_\_  
E.C. \_\_\_\_\_  
Date Purchased \_\_\_\_\_  
Dealer/Phone \_\_\_\_\_  
Ignition Key Number \_\_\_\_\_

## ENGINE

Model \_\_\_\_\_  
Serial \_\_\_\_\_

## TRANSMISSION

Model \_\_\_\_\_  
Serial \_\_\_\_\_

# SAFETY

Understand that your safety and the safety of others around you is a direct result of how you operate and maintain the boat. Read and understand this manual, and make sure that you understand all controls and operating instructions before attempting to operate the boat. Improper operation is extremely dangerous.

The basic safety rules are outlined in this section of the manual. Additional precautions and this symbol:



will appear above hazardous or unsafe practices which **COULD** result in severe personal injury or death.

This symbol,



will appear above hazardous or unsafe practices which **COULD** result in minor personal injury or product or property damage.

The precautions listed in this manual and on the boat are not all-inclusive. If

a procedure, method, tool or part is not specifically recommended by MasterCraft, you must satisfy yourself that it is safe for you and others, and that the boat will not be damaged or made unsafe as a result of your decision. **REMEMBER - ALWAYS USE COMMON SENSE WHEN OPERATING, SERVICING, OR REPAIRING THE BOAT!**

In addition to everyday safety, failure to observe the following safety information may result in severe personal injury or death to you or other persons. Use caution and common sense when operating. Don't take unnecessary chances! Be sure this information reaches all operators.

## General Precautions

Boating safety starts with a thorough understanding of operation. There are many sources of information available and we at MasterCraft urge you to pursue additional training. The following is a listing of just some of the agencies and organizations that offer safety training or information:

- American Red Cross, National HQ  
1701 & D Streets NW  
Washington, DC 20006  
(202) 639-3666

- American Water Ski Association (AWSA)  
P.O. Box 191  
Winter Haven, FL 33880  
(813) 324-4341
- Boat Owners Association of the United States (BOAT/US)  
940 South Eckett Street  
Alexandria VA 22304  
(703) 824-9550
- National Safe Boating Council  
2550 M Street NW, Suite 425  
Washington, DC 20017  
(202) 296-4588
- U.S. Coast Guard Auxiliary  
Commandant (CG-NAB)  
2100 Seneca Street SW  
Washington, DC 20593-0001  
1-800-335-BOAT

## Safety Equipment

Federal law requires certain safety equipment to be on board at all times. In addition, responsible boaters carry other equipment in case of emergency. Check with the local boating authorities for any additional requirements over and above federal requirements.

**REQUIRED EQUIPMENT** - Your MasterCraft has been equipped at the factory with most federally required (Class 1, 16' to 26') safety equipment for inland waters. This equipment includes:

- U.S. Approved Marine Fire Extinguisher, Type A-BC (2 lbs.) good for solids, liquids, and electrical fires
- ABYC Approved Marine Mufflers with water injection
- USCG Approved Marine Flame Arrestor
- USCG Approved Engine Box Ventilation with sparkless power blower
- ABYC Approved Electric Horn/sound warning device
- USCG Approved Inland Lighting

Federal law also requires at least one Type I, II or III Personal Flotation Device (PFD) for each person on board or being towed on water skis; and, in addition, one throwable Type IV PFD. As the owner, obtaining PFD's is your responsibility. Your MasterCraft dealer can assist you.

**NOTE**

Requirements for coastal waters and inland waters differ; check with the local authorities for more information.

**RECOMMENDED EQUIPMENT** - A good captain will avoid potential problems on an outing by having additional equipment on board. Normally, this equipment is dependent on the body of water and the length of the trip. We suggest the following as a minimum; your MasterCraft dealer can assist you:

- Anchor with at least 75' of line
- Bailing (dewatering) device (scoop, bucket, handpump, etc.)
- Combination car/boat hook
- Day/night visual distress signal (check local restrictions)
- First aid kit and manual
- Airway breathing tube
- Waterproof flashlight
- Local charts
- Mooring lines and fenders
- Extra engine oil
- Tool kit
- Portable AM/FM radio

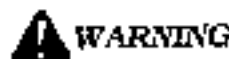
### **Safety Afloat**

Like most situations, many boating related accidents are caused by the operator's failure to follow basic safety rules or written precautions. Most accidents can be avoided if the operator is completely familiar with the boat, its operation, and can recognize potentially hazardous situations before an accident occurs.



#### **WARNING**

Improper operation is extremely dangerous. Operators must read and understand all operating manuals supplied with the boat before operation. Improper operation could result in severe personal injury or death.



#### **WARNING**


On board equipment must always conform to the governing federal, state, and local regulations. Nonconformance may be hazardous to you and others around you.

 **WARNING**

Always attach the engine safety shut-off switch lanyard to a part of your clothing such as a belt loop when operating. Failure to do so may cause serious injury or death.

 **WARNING**

Never override or modify the engine safety shut off switch or engine neutral starting safety switch in any way. Doing so may cause serious injury or death.

 **WARNING**

Never operate the boat while under the influence of alcohol or other drugs. Doing so may cause serious injury or death.

 **WARNING**

Never stand or allow passengers to stand in the boat or sit on the motor box while underway. You or others may be thrown from the boat and seriously injured.

 **WARNING**

Prior to starting the engine, you must open the engine box and check the engine compartment and bilge for gasoline and oil vapors; you must also operate the blower for at least 4 minutes. Failure to do so may result in fire or explosion and may cause serious injury or death.

 **WARNING**

Never remove or modify any components of the fuel system except for maintenance by qualified personnel. Tampering with fuel components may cause a hazardous condition which could result in severe personal injury or death.

 **WARNING**


Never allow any type of sparks or open flame on board. It may result in fire or explosion and may cause serious injury or death.

### Skating Safety

Skiers like operators, must be aware of the fundamental safety rules of water skiing. If you are new to the sport, seek certified training before going out for the first time. Join the local ski club and AWSA if possible. Always remember that the majority of water ski injuries are the result of impacts with other objects so always look where you are going and be aware of what is going on around you.

 **WARNING**

The skier(s) must always wear a USCG approved personal flotation device. Failure to do so may cause serious injury or death.

 **WARNING**

Keep at least 100' away from all other objects including other boats, piers, rafts, mooring and navigational buoys, pilings, obstructions, etc. Failure to do so may cause serious injury or death.



**⚠ WARNING**

Always have an experienced driver and observer in the boat when skiing. Failure to do so may cause serious injury or death.

**⚠ WARNING**

Never ski in shallow water, close to shore, or in water where you do not know the depth or what is beneath the surface. Doing so may cause serious injury or death.

**⚠ WARNING**

Never put your arm, head, or any other part of your body through the handle-bridle of the ski line or wrap the line around any part of the body at any time. Doing so may cause serious injury or death.

**⚠ WARNING**

Never ski at night, or directly in front of other boats. Doing so may cause serious injury or death.

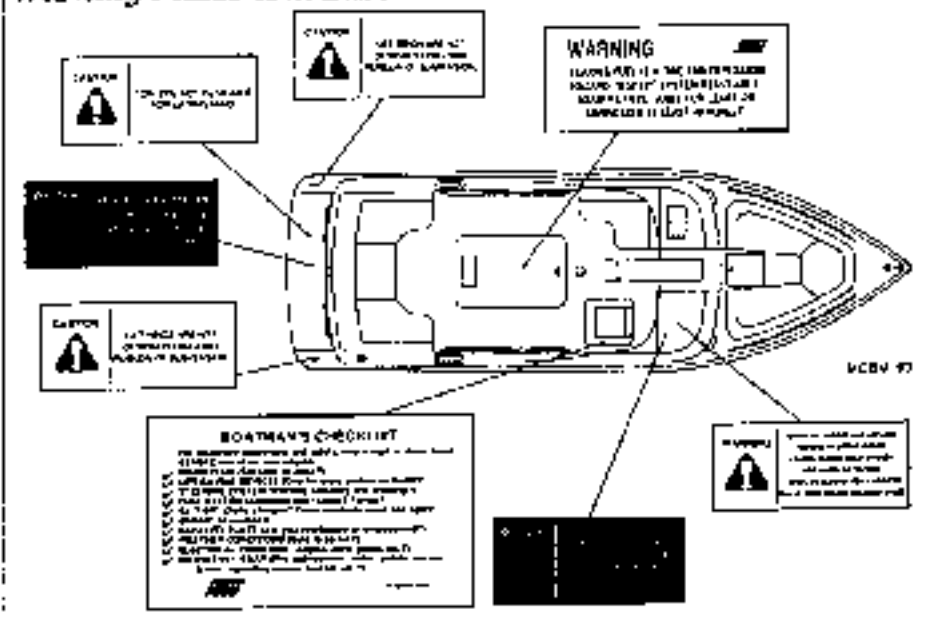
**⚠ WARNING**

Never jump from a boat that is moving at any speed, or enter or exit the water when the engine is running (ON). Doing so may cause serious injury or death.

**⚠ WARNING**

Make sure that everyone knows and uses approved skiing hand signals and common skiing courtesy. Failure to do so may cause serious injury or death.

**Warning Plates and Labels**



# RULES OF THE ROAD

Just as there are rules which apply when you are driving on streets and highways, there are waterway rules which apply when you are driving your boat. These rules are used internationally, and are also enforced by the United States Coast Guard and local agencies. You should be aware of these rules, and follow them whenever you encounter another vessel on the water.

Several sets of rules prevail according to geographic location, but are all basically the same as the International Rules of the Road. The rules presented here in your Owner's Manual are condensed, and have been provided for your convenience only. Consult your local U.S. Coast Guard Auxiliary or Department of Motor Vehicles for a complete set of rules governing the waters in which you will be using your boat.

## Steering and Sailing Rules and Sound Signals

Whenever two vessels on the water meet one another, one vessel has the right-of-way. It is called the "stand-on" vessel. The vessel which does not have the right-of-way is called the "give-way or burdened" vessel. These rules determine which

vessel has the right-of-way, and what each vessel should do.

**Stand-On Vessel** - The vessel with the right-of-way has the duty to continue its course and speed, except to avoid an immediate collision. When you maintain your direction and speed, the other vessel will be able to determine how best to avoid you.

**Give-Way Vessel** - The vessel which does not have the right-of-way has the duty to take positive and timely action to stay out of the way of the Stand-On vessel. Normally, you should not cross in front of the vessel with the right-of-way. You should slow down or change direction briefly and pass behind the other vessel. You should always move in such a way that the operator of the other vessel can see what you are doing.

**"The General Prudential Rule"** - This rule is called Rule 2 in the International Rules and says:

In obeying and construing these rules due regard shall be had to all dangers of navigation and collision, and to any special circumstances,

which may render a departure from the above rules necessary in order to avoid immediate danger.

## Rules When Encountering Vessels

There are three main situations which you may encounter with other vessels which could lead to a collision unless the Steering Rules are followed.

**Meeting** (you are approaching another vessel head-on)

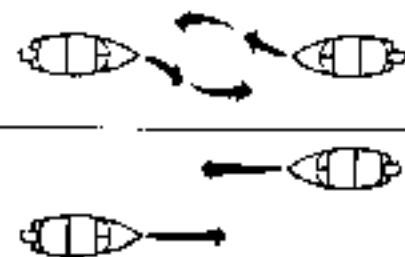
**Crossing** (you are travelling across the other vessel's path)

**Overtaking** (you are passing or being passed by another vessel)

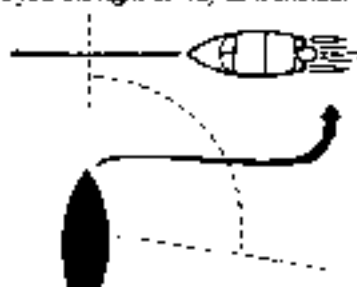
In the following illustration, your boat is in the center. You should give the right-of-way to any vessels shown in white areas (you are the Give-Way vessel). Any vessels in the shaded area must yield to you (they are the Stand-On vessels). Both you and the Meeting vessel must alter course to avoid each other.



**Meeting** - If you are meeting another power vessel head on, and are close enough to run the risk of collision, neither of you has the right-of-way! Both of you should alter course to avoid an accident. You should keep the other vessel on your port (left) side. This rule doesn't apply if both of you will clear one another if you continue on your set course and speed.



**Crossing** - When two power-driven vessels are crossing each other's path close enough to run the risk of collision, the vessel which has the other on the starboard (right) side must keep out of the way of the other. If the other vessel is on your right, you must keep out of its way; you are the Give-Way vessel. If the other vessel is on your port (left) side, remember that you should maintain course and direction, provided the other vessel gives you the right-of-way as it should.



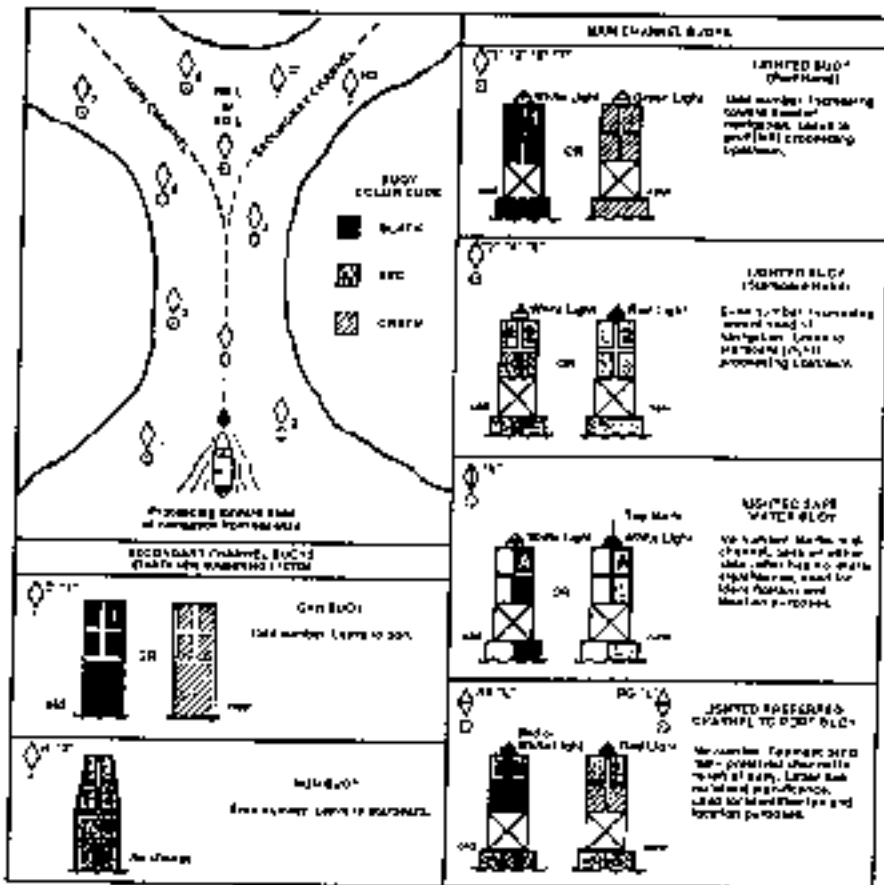
**Overtaking** - If you are passing another vessel, you are the "Give-Way" vessel. This means that the other vessel is expected to maintain its course and speed. You must stay out of its way until you are clear of it. Likewise, if another vessel is passing you, you should maintain your speed and direction, so that the other vessel can steer itself around you.

## Other Special Situations

There are three other rules you should be aware of when driving your boat around other vessels.

**Narrow Channels and Bends** - When navigating in narrow channels, you should keep to the right when it is safe and practical to do so. The operator of a power-driven vessel is preparing to go around a bend that may obstruct the view of other water vessels, the operator should sound a prolonged blast on the whistle (4 to 6 seconds). If another vessel is around the bend, it too should sound the whistle. Even if no reply is heard, however, the vessel should still proceed around the bend with caution. If you navigate such waters with your boat, you will need to carry a portable air horn, available from local marine supply stores.

**Fishing Vessel Right-of-Way** - All vessels which are fishing with nets, lines or trawls are considered to be "fishing vessels" under the International Rules. Vessels with trolling lines are not considered fishing vessels. Fishing vessels have the right-of-way regardless of position. Fishing vessels cannot, however, impede the passage of other vessels in narrow channels.



**Sailing Vessel Right-of-Way** - Sailing vessels should normally be given the right-of-way. The exceptions to this are:

1. When the sailing vessel is overtaking the power-driven vessel, the power-driven vessel has the right-of-way.
2. Sailing vessels should keep clear of any fishing vessel.
3. In a narrow channel, a sailing vessel should not hinder the safe passage of a power-driven vessel which can navigate only in such a channel.

**Reading Buoys and Other Markers** - The waters of the United States are marked for safe navigation by the lateral system of buoyage. Simply put, buoys and markers have an arrangement of shapes, colors, numbers and lights to show which side of the buoy a boater should pass on when navigating in a particular direction. The markings on these buoys are oriented from the perspective of being entered from seaward (the boater is going towards the port). This means that red buoys are passed on the starboard (right) side when proceeding from open water into port, and black buoys are to port (left) side. When navigating out of port, your position with respect to the buoys should be reversed: red buoys should be to port and black buoys to starboard.

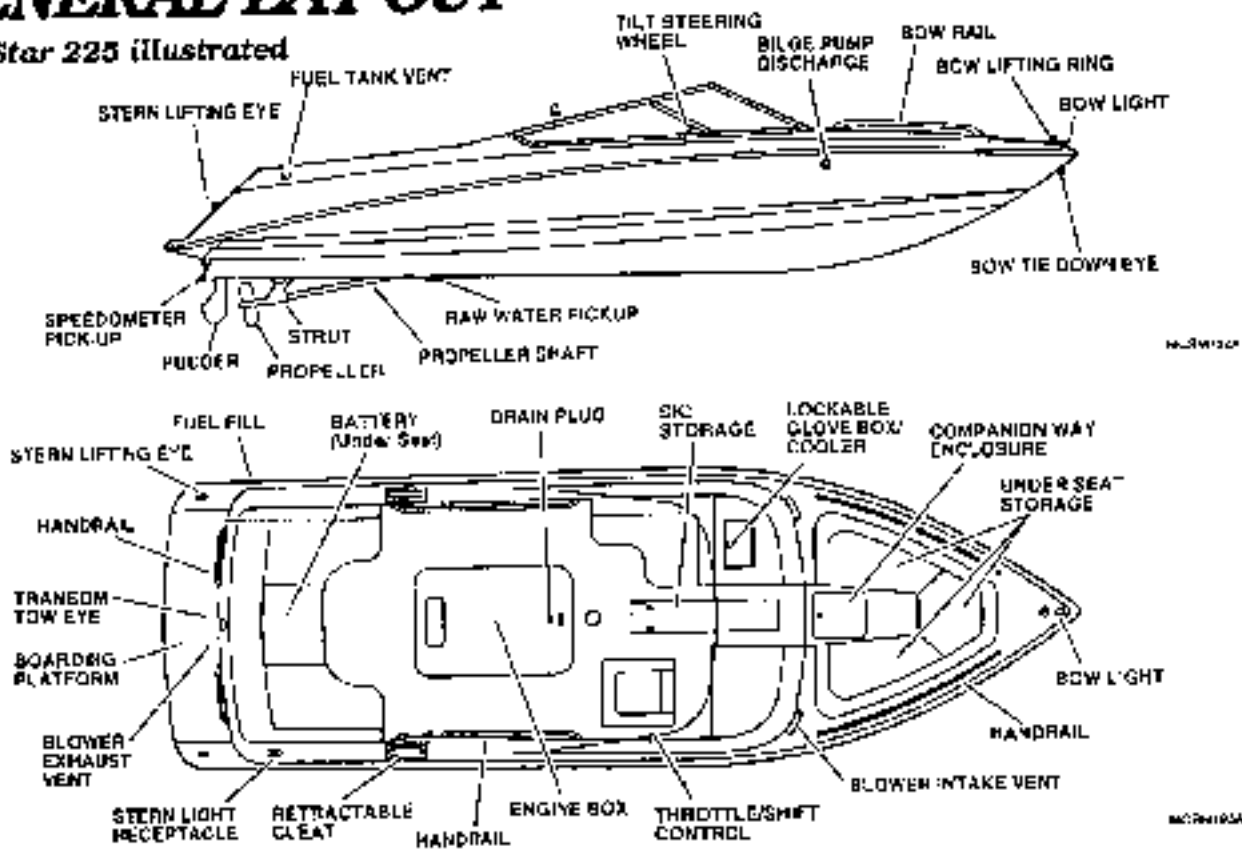
Many bodies of water used by boaters are entirely within the boundaries of a particular state. The Uniform State Waterway Marking System has been devised for these waters. This system uses buoys and signs with distinctive shapes and colors to show regulatory or advisory information. These markers are white with black letters and orange borders. They signify speed areas, restricted areas, danger areas, and general information.

Remember, markings may vary by geographic location. Always consult local boating authorities before driving your boat in unfamiliar waters.

Mariner

# GENERAL LAY-OUT

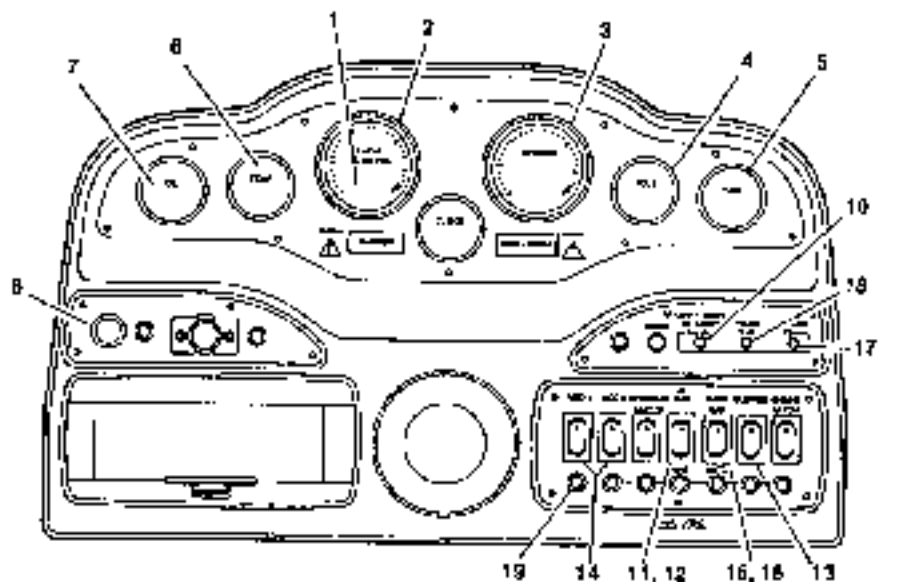
*MariStar 225 illustrated*



# CONTROLS AND INDICATORS

## Gauges

- 1 Engine Hourmeter** - Registers accumulated engine operating time, and is activated when the ignition switch is in the "ON" position. Be aware that time will be logged whenever the ignition switch is "ON", even when the engine is not running. Use the hourmeter to keep accurate logs for scheduled maintenance.
- 2 Tachometer** - Indicates engine speed in crankshaft revolutions per minute (RPM). Propeller shaft RPM is the same as the engine except for boats equipped with the Power Slot package in which case propeller shaft RPM is one-half of the engine RPM.
- 3 Speedometers** - Indicates forward speed of boat in miles per hour. Dual speedometers are required for tournament use in case of a failure during a run. Knob A is used for precise calibration; see *Care and Maintenance*, page 47. Knob B is set to the desired speed to be used as a quick reference guide in maintaining that speed.
- 4 Voltmeter** - Indicates electrical system operating voltage in volts DC. Normal operating voltage is between 13.4 to 14.8 volts.
- 5 Fuel Gauge** - Indicates the approximate amount of fuel in fuel tank in



- quarters of a tank (approx. 6.25 gal). Readings are only approximate and should be compared to the hours of operation multiplied by the known fuel consumption (GPH). The gauge is activated with the ignition switch.
- 6 Engine Temperature Gauge** - Indicates the cooling water/coolant inside

the engine in °F. Normal operating temperature is between 170°F and 195°F.

- 7 Engine Oil Pressure Gauge** - Indicates the pressure of the lubricating oil inside the engine in PSI. Normal pressure is between 7 to 20 PSI at idle.

## Switches

- 8 **Ignition Switch** - The ignition switch has four positions: accessory, off, run (ignition), and start. Never leave the switch in the RUN position without the engine running; doing this will prevent normal discharge of the battery. It is also used to activate the fuel gauge.



### WARNING

The safety switch lanyard must be attached to the operator whenever the engine is started. Failure to do so may cause serious injury or death.

- 9 **Safety Switch** (illustrated on page 29) - The emergency engine safety switch is an ignition cutoff switch, designed to stop the engine in the event of an operator being thrown from position or moving too far from the helm. The lanyard is equipped with a hook on one end for attachment to your clothing and the opposite end has a cap that fits over the switch. Be sure that the cap is firmly attached to the switch before starting. The switch is located on the gunwale next to the throttle control box. If the cap is left off or loose, the engine will crank but will not start or fire.
- 10 **Horn Switch** - Activates the electric horn. Push and hold to sound horn.
- 11 **Navigational Lights** - A two position rocker switch that activates the instrumentation lighting as well as both the bow (red/green) and stern (white) lights for night running. Push the top half of the switch to turn lights/gauge ON; an indicator in the center of the switch will glow.
- 12 **Anchor Lights** - A two position rocker switch that activates only the stern (white) light when anchored at night. Push the top half of the switch to turn light ON; an indicator in the center of the switch will glow.
- 13 **Blower Switch** - A two position rocker switch that activates the engine box ventilation blower. Push the top half of the switch to turn blower ON; an indicator in the center of the switch will glow. **The blower must be operated for a minimum of four minutes before starting the engine at any time. The blower must also be operated during idle and slow speed running.**
- 14 **Accessory Switch** - A two position rocker switch that activates an accessory connected to it. If the boat is equipped with the optional heater this switch operates the heater fan motor. Push the top half of the switch to turn accessory ON; an indicator in the center of the switch will glow.
- 15 **Manual Bilge Pump Switch** - A two position rocker switch that activates the bilge pump. Push the top half of the switch to turn bilge pump ON; an indicator in the center of the switch will glow.
- 16 **Automatic Bilge Pump Switch** - A two position rocker switch that arms the bilge pump for automatic operation while underway. Push the top half of the switch to arm bilge pump; an indicator in the center of the switch will glow.
- 17 **Engine Temperature Warning Light** - Indicates the cooling water/coolant inside the engine has reached a temperature that is unsafe and can cause damage to your engine.
- 18 **Transmission Temperature Warning Light** - Indicates the fluid inside the transmission has reached a temperature that is unsafe and can cause damage to your transmission.

## Circuit Breakers

- 19 All major boat circuits, except the accessory (heater and stereo optional) circuit, are protected from shorting and overload by resettable circuit breakers. If a problem develops with one of the following circuits, switch OFF the circuit, wait about one minute, push the appropriate breaker button fully, and switch ON the circuit. If the circuit continues to trip, there is a problem somewhere that must be attended to immediately. See your MasterCraft dealer.

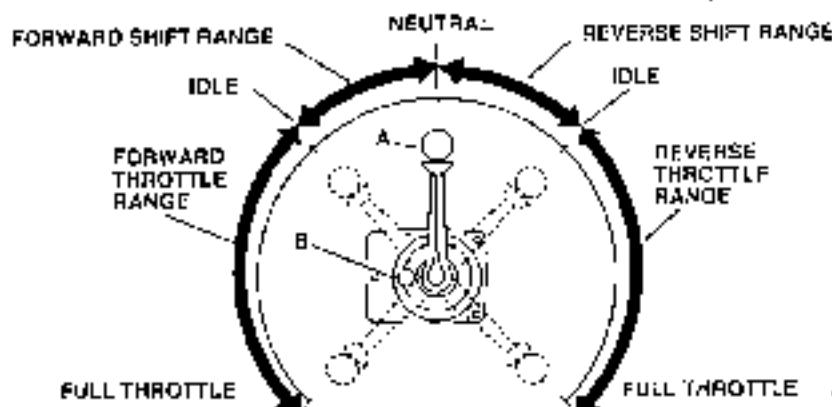
## Controls

- 20 **Steering Wheel** - The steering wheel is mechanically linked to the rudder by a push/pull cable.
- 21 **Shift/Throttle Control** - This one-hand, single lever control operates as both a gear shifter and a throttle. The lever automatically locks to the neutral (straight up and down) position for safety. The lever can only be moved from neutral by raising the lifter "A" under the ball knob. Shifting is accomplished by moving the lever into the first 45° of travel, push the lever for forward, and pull the lever back for reverse. By advancing the lever beyond 45° you move from the shifting range to the throttle

BOAT CIRCUIT	BREAKER NAME	LOCATION	RATING
Engine	Engine Main	Rear of engine	55 AMP
Ignition and Safety Circuits	IGN	Dashboard	20 AMP
Warning Horns	HORN	Dashboard	10 AMP
Sighting and Fuel Gauge	NAV-ANC	Dashboard	7 AMP
Bilge Pump	PLMP	Dashboard	5 AMP
Ventilation Blower	BLOWER	Dashboard	7 AMP
Accessory Circuit	----	Behind dashboard	10 AMP (fuse)
Radio	----	Behind dashboard	3 & 5 AMP (fuse)

range. Never attempt to shift without the engine running. The shift mechanism of this control can be disen-

gaged with button "D" for setting the automatic choke, thereby allowing easier starting and engine warm-up.





## FUELING

The ignition timing as set by the factory requires the use of leaded or unleaded fuel with a minimum Research Octane Number (RON) of 83 or a minimum Anti-Knock Index Number (AKI) /Pump Octane Number of 89 octane. Most any high quality gasoline available for automotive use may be used without difficulty.

### CAUTION

Damage to the engine by use of low quality gasoline or gasoline with an octane rating below the minimum level listed below will void the warranty.

If fuels with 83 RON (89 AKI/Pump) octane are not available in your area, the ignition timing must be retarded so that low octane fuels, with a minimum of 90 RON (86 AKI/Pump) octane can be used; see your MasterCraft dealer. When the ignition timing is retarded, a decrease in engine power can be expected.

We do not recommend that you use low quality alcohol modified fuels in your MasterCraft because of the following side effects:

- **Moisture** - Alcohol blended fuels absorb and keep moisture. Moisture inside the fuel tank can cause many engine problems. Fuel tank inspection and cleaning must be done more often.
- **Performance** - Alcohol blended fuels cause the engine to operate on a leaner fuel/air ratio and may cause hard starting, stalling and vapor lock. Engine damage may result.
- **Deterioration** - Alcohol quickly deteriorates rubber and plastic components in the fuel system causing more frequent inspection and replacement of parts. This increases the potential for fire and explosion due to fuel leakage.

Fuel additives and treatments, other than conditioners for moisture absorption and water storage, are not recommended for use in MasterCraft Power engines.

### WARNING

Gasoline is extremely flammable and highly explosive under certain conditions. Always stop the engine and never smoke or allow open flames or sparks within 50 feet of the fueling area when refueling.

Take care not to spill gasoline. If gasoline is spilled accidentally, wipe up all traces of it with dry rags and dispose of the rags properly ashore immediately.

Always tighten the fuel pipe cap completely with the cap key after refueling.

## TRAILERING/LAUNCHING

With the purchase of your new, custom-built MasterCraft trailer you have added value to your MasterCraft boating enjoyment. You can now enjoy almost any of the thousands of recreational waterways in the country.

As the manufacturer, MasterCraft has provided you with a vehicle designed specifically for many years of attractive, convenient, trouble-free service. Now, it is up to you to give it proper care and maintenance to be sure it will continue to perform safely and satisfactorily.

The purpose of this section of the owner's manual is to help you do just that. Please read and follow its warnings and instructions carefully. Also, because all trailers are not exactly alike, be sure to read and comply with any warnings and additional information supplied by MasterCraft in your owner's packet about your specific model. It's the best way to obtain peak performance.

### Trailer Check List:



#### WARNING

Before towing this trailer be sure to read and familiarize yourself with this section of your owner's manual.

#### NEVER TOW THIS TRAILER BEFORE YOU CHECK TO BE SURE:

- Coupler, hitch and hitch ball are of the same size.
- Coupler and safety cables are safely secured to hitch.
- Check all fasteners for proper tightness.
- Boat is securely anchored to trailer. (The winch strap is not a satisfactory tie-down.)
- Wheel lug nuts are properly tightened.
- Wheel bearings are properly adjusted and maintained.
- Load is within maximum load carrying capacity of both the trailer and of the tow vehicle.
- Tires are properly inflated.
- All trailer lighting is working properly.
- Trailer brakes are properly adjusted and working. (If trailer is so equipped.)

This trailer is manufactured to meet applicable federal safety standards. Check local and state requirements regarding any additional equipment that may be required.

### Trailer Registration

#### NOTE

Trailer laws covering such things as brakes, lights, safety cables, licenses, etc., will vary from state to state. Be sure that your trailer is in full compliance with applicable state laws. Your MasterCraft dealer can help you in this regard. If not, contact your nearest state motor vehicle department office for full information.

## A Proper Match



### WARNING

The total weight of your boat, engine, fuel, water and gear must not exceed the trailer's maximum load-carrying capacity. Overloading can cause serious injury or property damage. Note: Maximum load-carrying capacity is the gross vehicle weight rating (GVWR) less the weight of the empty trailer.

The key to careful boat trailering is proper matching of boat and trailer. This proper match is only one reason why the MasterCraft Engineering Department has designed your trailer to carry the full weight of your boat, engine and gear, and which provides proper support for the boat hull.

## Load-Carrying Capacity

Check the metallic certification label attached to the left forward side of your trailer. It will show the maximum load-carrying capacity of the trailer. It will show the Gross Vehicle Weight-Carrying Rating (GVWR) which is the load-carrying capacity plus the weight of the trailer itself. Be sure that the total weight of your boat, engine, gear and trailer do not exceed the GVWR.

If you don't know the correct weight of your boat once loaded with gear, don't guess. Have it weighed. This usually can be done at a local lumber yard, feed, and fertilizer store, truck weigh station, etc.

Be especially careful not to overload your trailer by putting heavy baggage, camping gear, etc., in the boat.

## Weight Distribution



### WARNING

"Fish-tailing" caused from improper tongue weight on the tow vehicle can result in serious injury or property damage.

Improper weight distribution can cause a boat trailer to "fish-tail" (sway from side to side) as it moves down the highway, putting excessive strains on both trailer and towing equipment, increasing gas consumption and sometimes causing an accident. The most effective way to guard against fish-tailing is to make sure the weight load on your trailer is properly distributed.

It is extremely important that 5 to 10% of the total weight of your loaded trailer should be felt at the trailer coupling ball when the tongue is parallel to the ground. A bathroom scale can be used for this

determination. For example, if the gross weight of the trailer, boat and gear is 3,000 pounds, the weight on the tongue should not be more than 300 pounds, not less than 150 pounds. (Some auto manufacturers say that tongue weight should not exceed 200 pounds when using a weight-carrying bumper-mounted hitch with full-size cars.)

The importance of an adequate down load on the hitch ball cannot be overemphasized.

## Trailer Hitch



### WARNING

Serious injury or property damage can result if the total weight on your loaded trailer exceeds the capacity of the hitch on your tow vehicle.

There are two basic types of trailer hitches: a weight-carrying hitch and weight-distributing hitch. A weight-carrying hitch is recommended for your MasterCraft. Before deciding which type of hitch to use, consult your automobile manufacturer or recommendations for your car or truck.

Be sure that the total weight of your trailer-boat rig does not exceed the hitch's

load capacity; the maximum weight it can handle is stamped on the hitch. ALSO, BE SURE THE HITCH BALL IS THE CORRECT SIZE TO MATCH THE COUPLER ON YOUR TRAILER. The correct ball diameter is marked on the trailer coupler. The hitch also should provide a place for attaching the trailer's safety cables, two rings or holes on either side of the hitch ball. A truck or van using a "step bumper" as the hitch platform will need to have safety cable attachments such as eye bolts as well as a hitch ball installed according to the Society of Automotive Engineers SAE J684 Standard. Installing a light or heavy-duty hitch can be a major undertaking. The hitch and its installation should meet the SAE J684 Standard. It is recommended that you have the job done by a professional. Your dealer can advise you.

To insure that the boat is riding properly on the trailer supports, the trailer should be in a level position when hitched to the tow vehicle. More important, if the coupler is much lower than the rear end of the trailer, it may prematurely activate the surge brakes. This can be corrected in a number of different ways. For example, you may install air-pressure adjustable shock absorbers on the tow vehicle, or switch from a weight-carrying hitch to a weight-distributing hitch. Again, consult your tow vehicle dealer.

## Safety Cables



### WARNING

Failure to properly attach safety cables between your trailer and tow vehicle can result in a runaway trailer should the trailer coupler become detached from the hitch.

Safety cables on your MasterCraft trailer provide added insurance that it will not become detached from the towing vehicle when underway. You should make sure that proper cables are correctly attached between the towing vehicle and trailer before each trip.

As noted above, your trailer hitch should provide a place for attaching safety cables, holes or rings on both sides of the hitch ball. It is strongly recommended (most state laws require it) that you crisscross the cables under the trailer tongue - the cables on the left side of the trailer tongue attached to the hole or ring on the right side of the hitch ball; the right cable attached to the hole or ring on the left side of the hitch ball. This will prevent the trailer tongue from dropping to the road if the trailer coupler separated from the hitch ball. The chains should be rigged as tight as possible with just enough slack to permit tight turns. If for any reason you find it necessary to

replace a safety cable, do not substitute with any part other than a genuine MasterCraft part.

## Trailer Winch Assembly



### WARNING

Respect your winch. High forces are created when using a winch, creating potential safety hazards. Never allow children or anyone who is not familiar with the operation of the winch to use it.

- Check for proper ratchet operation on each use of the winch. Do not use if damaged. Seek immediate repairs.
- Maintain a firm grip on the winch handle at all times. Never release handle when ratchet lever is in unlocked position with a load on the winch or handle will spin violently, which could cause personal injury.
- Never use the winch handle as a handle for pulling or maneuvering the entire trailer or other equipment. Never pull on the winch handle against a locked ratchet.
- Never exceed rated capacity of winch. Excess loads may cause premature failure and result in serious personal injury.

Never apply load on winch with line fully extended. Keep at least three full turns of line on the reel.

Secure properly. When winching operation is complete, do not depend on winch to support load.

Using a winch line or line hook which is damaged or worn can result in serious personal injury or damage to the boat.

It is not recommended to use the winch as the sole method for loading the boat onto the trailer. However, it is satisfactory in assisting in the event of engine power loss.

Check the winch straps frequently. Its strength can deteriorate significantly from exposure to weather, ozone and ultraviolet light. If it becomes frayed, "whiskered" worn, replace it immediately with a new one.

Heavy grease should be applied to the bearings to give you a free running drive and minimize the effort you have to expend to crank the boat on the trailer.

## Trailer Coupling

### WARNING

Failure to properly engage the hitch ball in the coupler ball socket and securely lock the coupler latch mechanism can cause the trailer to become detached from the tow vehicle while traveling, which may cause serious injury or property damage.

### WARNING

Failure to replace coupler or latch assembly if either shows any evidence of damage can result in serious injury or property damage.

Your trailer coupling is designed to have the required strength when a hitch ball is in its socket. It is therefore necessary to exercise care that when the trailer is disconnected from the hitch, the coupling is not subjected to any blow.

The coupling should not be allowed to lay on the ground where dirt and sand can enter the socket and cause excessive wear when the trailer is next hitched up or cause the locking mechanism to jam.

If the coupler becomes damaged it must be repaired or replaced before towing.

When the coupling is placed on the ball, the latch should close firmly. Keep the latch mechanism lightly oiled and clean.

## Lights

### WARNING

To reduce the risk of serious injury or property damage make certain that all trailer lights are in proper working order.

A special wiring harness for connecting trailer lights to the lighting system of the tow vehicle comes with your trailer. Be sure the white ground wire from the connector is attached to the frame so that the hitch ball does not have to act as an electrical connection.

#### NOTE

Some late model cars have yellow turn signals and separate red stop lights. In this case, a special wiring adapter will have to be installed on the automobile.

Here are a few things you can do to keep your trailer lighting system in good working order:

1. Be sure the white ground wire is still connected to the trailer frame. Replace any parts that are damaged or badly worn.

2. A small amount of waterproof grease on plug contacts and light bulb bases will help to prevent rust and corrosion.
3. Before every trip, check for:
  - Bent or broken hubs, cracked or broken light lenses, etc.

### Wheels And Hubs



#### WARNING

Maintain proper torque on lug nuts or wheel bolts. Failure to do so may result in serious injury or property damage.



#### WARNING

Keep wheel bearing lubricated. Failure to do so may cause bearing failure and possible wheel loss resulting in serious injury or property damage.

Because they are often exposed to water, trailer wheels and tires require more attention than the wheels on your family car. The three major items to check are lug nuts, lubrication and tire pressure.

### Lug Nuts/Wheel Bolts

Loose lug nuts can cause more than just annoying "whee, wobble": you could lose a wheel! Before each trip, check for loose or missing lug nuts. When tightening lug nuts, use a wrench of the right size, and if you lose a nut, replace it promptly. Take special care to insure the replacement nut is the right type. While the threads of the lug nut may match, the nut may be a size that does not hold the wheel securely against the hub, even when fully tightened. Be certain a replacement nut is an exact match for the original.

### Lubrication

Your MasterCraft trailer is equipped with easy lubricating hubs. However, water has a special talent for finding and seeping through the smallest opening. When a warm hub is submerged in cold water, any air inside the hub will contract and draw water through the best of seals.

Your best protection against wheel bearing damage from water is to always keep your wheel assembly fully lubricated. If the wheels have been in the water, the bearings should be re-packed if the trailer remains unused for two weeks or longer. When on a trip, make it a habit to check the wheel hubs every time you

stop for gas or refreshments. If the hub feels abnormally hot, the bearings should be inspected before continuing your trip.

### Tires



#### WARNING

Keep tires properly inflated. Failure to maintain correct pressure may result in tire failure and loss of control resulting in serious injury or property damage.

The most common cause of trailer tire trouble is under-inflation. It is important, therefore, that you should always maintain full air pressure, as indicated by the tire manufacturer on the tire's sidewalls. Always check air pressure when the tires are cold. Before you've moved the trailer, tires heat up and the air pressure increases after traveling only a short distance.

When your trailer tires become worn or damaged, replace them with MasterCraft tires.

For safety and convenience, it is recommended that you always carry a spare wheel and tire.

## Brakes



### WARNING

**Trailer brakes must be maintained in good working condition. Loss of adequate braking could result in serious injury or property damage.**

In most states, trailers with a gross Vehicle Weight Rating (GVWR) of 1,500 pounds or more, are required by law to have brakes on all wheels. (Auto manufacturers generally recommend brakes with even lighter trailers.)

Your MasterCraft trailer brakes are designed to operate automatically when the tow vehicle's brakes are applied.

These are known as "surge brakes". When the tow vehicle slows down or stops, the forward momentum (surge) of the trailer against the hitch ball applies pressure to a master cylinder in the trailer coupler. This pressure activates the trailer brakes through a hydraulic system, much like the brakes on your automobile.

Your surge brakes do not have an automatic brake lining adjustment system. They should be adjusted regularly to compensate for wear, depending on how often you use your trailer. Trailer brake adjustment must be checked regularly to prevent braking failure.

Try out your brake before each trip. On a regular basis, have your brake linings inspected. Necessary adjustments made and any damaged or worn parts replaced. Wet brakes usually do not hold very well. If your wheels have been in water, several brake applications at slow speeds will dry them out.

## Trailer Jacks

It is recommended to use the jack to lift the coupling of a loaded trailer from the hitch ball and to move the trailer about when it is disconnected from the towing vehicle. The trailer jack should be lowered to a minimum position and tilted horizontally before moving the trailer.

Like any mechanical assembly, a jack requires maintenance to function properly over a long period of time. Drive gear, rack and piston should be greased and the caster and the wheel bearing should be oiled frequently.

## Tie Downs

Insuring that your MasterCraft is held securely in place on the trailer's rail support, especially when underway, is extremely important. If it is not firmly and properly secured, your boat can be damaged as it bounces against the hull

supports. All the necessary tie-downs for holding your MasterCraft are provided.

1. MasterCraft's Boat Buddy System is located on the winch stand. A separate tie-down strap is provided and should then be attached to hold the boat down to the trailer. Besides keeping your boat from sliding off the rear, should the boat buddy latch fail, it will keep the boat on the trailer during quick stops or minor collisions.
2. Rear Tie-Downs. As noted previously, it is very important to be sure that the transom of your MasterCraft is resting fully and securely on the supports provided at the rear end of the trailer, and that it remains in place when parked or underway. Special rear tie-downs are available for this purpose. Check often to be sure the rear tie-downs are securely locked in place and that they are tight enough to prevent any movement of the boat. Check by rocking the boat on the trailer. If it does not remain firmly in place on the supports, tie-downs should be tightened or re-rigged. The strength of the rear tie-downs should at least equal the trailer's empty weight.

## Hitching Up

### BEFORE TRAILERING - AVOID ACCIDENTS

- Hitch only to ball size marked on coupling.
- Be certain ball clamp captures ball and lever or handwheel is fully closed or tightened.
- Cross safety cables under coupling.
- Allow only enough slack for turns.

When hitching your trailer you should always observe each item of the "Trailer Check List" printed in the front section of your manual. Hitching your trailer to your tow vehicle can be a one-man job, but it is easier if you have a second person to help you. Here are the basic steps:

1. Back your tow vehicle as close as possible to the trailer, it's easier, and safer, than pulling the trailer to your car or truck.
2. Check to be sure the coupler locking device is released.
3. Raise the front end of the trailer with your jack position the coupler directly

over the latch ball and lower until it is all the way down over the ball.

4. Check under the coupling to be certain that the ball clamp is **BELOW THE BALL** and not riding on top of the ball.
5. Lock the coupler to the hitch ball. To be sure it is in the locked position and securely in place, raise up on the trailer tongue. If it comes loose from the ball, unhook and go back to step #3.
6. Be certain the jack is in the fully raised and locked position.
7. Your MasterCraft trailer has a surge brake break-away cable, attach it to the tow vehicle, making sure there is enough slack for tight turns.
8. Attach the safety cables (see "Safety Cables" section).
9. Connect trailer wiring harness to lighting system of tow vehicle and check operation (see "Lights" section).

## Trailer Tactics

With a boat trailer in tow you are operating a vehicle combination that is longer, heavier and sometimes wider and

taller than your car or truck. This means you will have to make a few adjustments in your normal driving practices to compensate for the difference. Here are a few tips to help you enjoy carefree trailering.

**Take a "Shakedown Cruise"** Before you make your first major top or "first trip to the lake" with your trailer, make at least one short trial run to familiarize yourself with its handling characteristics and to be sure everything is working properly - lights, brakes, hitch, etc.

**Slow Down:** There is less strain on your car, trailer and boat at moderate to slow speeds. Also, many states have lower speed limits for vehicles towing trailers.

**Allow Extra Time and Space:** You'll need more of both when passing and stopping.

**Check Rear View Mirrors:** Install outside rear view mirrors on both sides of the tow vehicle. Make it a habit to check the mirrors at frequent intervals to be sure your trailer and boat are riding properly.

**Swing Wider:** Trailer wheels are closer to the inside of turns than the wheels on your car or truck. This means you should swing wider at curves and corners.



**Pass With Extra Care:** With a trailer in tow you'll need more time and distance to accelerate, get around a slower vehicle and return to the right lane.

**Watch the Wind:** Be prepared for sudden changes in air pressure and/or wind buffeting when larger vehicles pass you from either direction. Slow down a little and keep a firm hold on the steering wheel.

**Conserve Fuel:** Wind resistance against the boat and trailer can reduce your gas mileage significantly, especially at higher speeds.

**Avoid Sudden Stops and Starts:** Even though your trailer has brakes, a sudden stop could cause it to slide, skid or even jackknife. Be especially careful to avoid the necessity for quick stops while turning. Smooth, gradual starts and stops will improve your gas mileage and put less strain on your tie-downs, etc.

**Signal Your Intentions:** Well before you stop, turn, change lanes or pass, use your light signals to let other vehicles know what you intend to do.

**Shift to Lower Gear:** If your tow vehicle has a manual transmission, traveling in lower gears when going up steep hills or

over sand, gravel or dirt roads will ease the load on your engine and transmission. If your tow vehicle has an "over-drive" gear (manual or automatic) you may get better gas mileage in a lower gear. Check the automobile owners' manuals for their recommended towing specifications.

**Always Be Courteous:** Make it as easy as possible for faster-moving vehicles to pass you. Keep to the right side of the road and be prepared to slow down if they need extra time to return to their proper lane.

**Don't Tailgate:** Allow at least one combined car length and trailer length between you and the car ahead for every 10 mph on your speedometer.

**If a Problem Occurs:** The general rule is to stay cool. Don't panic and don't do anything any more suddenly or violently than you have to. A sudden surging or "fish-tailing" may be a flat tire. Don't jam on the brakes or mash the accelerator to try to "drive out of it". Stop slowly and in as straight a line as possible. If conditions permit, allow your rig to coast to a very slow speed and try to avoid braking, except when your wheels are straight ahead and the trailer and your tow vehicle are in line.

If your trailer begins to "fish-tail" as you accelerate to highway speed, back off a little and it should cease. If it begins again as you accelerate, stop and check your load. It probably is not evenly distributed side to side or it is too far back so the hitch load is low. Redistribute your load before continuing.

## Launching



### WARNING

To reduce the risk of serious injury, do not step inside or on the trailer frame during launching or loading procedures.



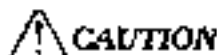
### WARNING

To reduce the risk of serious injury should the winch strap or hook break, stand to one side when winching the boat onto your trailer.

Every MasterCraft owner develops their own favorite launching technique. Until you do, here are a few helpful tips:

1. Check the ramp first. Whether you're launching from an unimproved or surfaced ramp, check it out before starting your launching procedure.

How steep is it? Is the surface firm enough to support the weight of trailering and tow vehicle? Is it wide enough? How deep is the water at the end of the ramp?



**Some surfaced ramps become very slippery when wet.**

2. Prepare for launching. Install your drain plugs, detach trailer tie-downs if your boat is an inboard, tilt up the motor.
3. Back your trailer down to the ramp. If possible, have someone stand on one side of the ramp to direct you. Backing up a trailer can be tricky. A good way to simplify the procedure is to grasp the steering wheel with one hand at its lowest point (at 6 o'clock). When you want the trailer to go right, move your hand on the wheel to the right, to make the trailer go left, move your hand to the left.
4. Launching. Back your trailer into the water until the trailer tire wheel well is about two inches from the top of the water surface. Set the parking brake and shift into park (auto transmission) or first gear (manual transmission), shut engine off. Unhook the boat hook latch and winch hook and then back the boat off the trailer.

To re-load the boat on the trailer, simply reverse the above procedure and drive your MasterCraft on at a slow pace. Before loading we recommend you clean any dirt or sand off the rollers and bunks. Sand on the bunks or rollers can abrade the boat's bottom while trailering.

Be certain all boat tie-downs are properly fastened before departing from the launching ramp area.



**Wet brakes often will not hold. A few braking applications at slow speed will help to dry them out.**

### Storage

When your MasterCraft trailer will not be in use for several months, you can insure that it will continue to give you good performance by taking the following steps:

1. If at all possible, park your boat trailer in a protected area, your garage, carport, etc.
2. If you must park the trailer outdoors, install a boat cover that is tight enough for adequate protection, but not airtight.
3. Service or repack wheel bearing

4. Jack up the trailer and place blocks under the trailer frame to take most of the weight off the trailer springs and tires.
  5. Loosen tie-downs and winch strap, but be sure the boat is resting properly on hull supports.
  6. Remove the drain plug and elevate the trailer tongue slightly (just an inch or two) to allow water to drain out and keep the boat dry. Tie the plug to something obvious, like the steering wheel, so you will remember to replace the drain plug before you take your next trip.
  7. While it is in storage is a good time to touch up rust spots, ricks and chips, replace damaged tie-downs, winch straps, wiring, etc.
  8. Lubricate moving parts - rollers, winch, etc.
  9. Tighten any loose nuts and bolts.
- ### Trailering Tips
1. The jack and lug wrench that came with your tow vehicle may also work on your trailer, but don't count on it! Check to make sure.

2. Your trailer will look better and last longer if you rinse it off with fresh water several times a year. If you boat in brackish or salt water, the trailer should be rinsed thoroughly after every trip. An annual washing with a mild detergent and waxing with an

auto wax also will help to keep your trailer bright and clean.

3. Make up and carry with you on all trips, a special Boating Kit, including a spare wheel and tire, lug wrench, wheel chocks, bearing grease, spare

line (for tie downs and winch), extra lights, wheel bearings and road flares.

4. Some insurance policies do not provide coverage when towing a trailer. Check your policy, or call your insurance agent, to be sure you are fully covered.

## SAFETY CHECKS AND SERVICES

The following checks and services are essential to safe boating and must be performed. Get in the habit of performing these checks in the same order each time so that it becomes routine.

### WARNING

**DO NOT launch the boat if any problem is found during the Safety Check. A problem could lead to an accident during the outing causing severe injury or death. Have any problem attended to immediately: see your MasterCraft dealer.**

#### *Before Each Operation*

- Check engine oil level.
- Check that there is an adequate supply of fuel.
- Check that the steering system operates properly.

- Check that the required safety equipment is on board.
- Check that the fire extinguisher is fully charged.
- Check the weather report, wind and water conditions.\*
- Check for recommended on board tools and parts.\*
- Check that no fuel, oil or water is leaking or has leaked into the bilge compartment.
- Check all hoses and connections for leakage and damage.
- Check that bilge drain plug is installed properly.\*
- Check the propeller and shaft for damage.\*
- Check the cooling water intake pick-up for blockage.\*
- Check that all required Scheduled

**Maintenance Checks and Services** have been performed.

#### *During Operation*

- Check gauges frequently for signs of abnormal behavior.
- Check that controls operate smoothly.
- Check for excessive vibration.

#### *After Operation*

- Fill fuel tank to prevent moisture due to condensation.
- Check for fuel, oil and water leakage.
- Check the propeller and shaft for damage.\*

- \* Best accomplished with boat out of water.

# NEW BOAT BREAK-IN

## NOTE

Failure to follow the break-in procedure exactly as stated will void the engine warranty.

## Inboard Owners

The first 20 hours of operation are the most important to your boat. Proper break-in will ensure maximum performance and longest powertrain life. The break-in period allows moving parts within the engine and transmission to "wear-in" to one another and sets as the final fitting of parts. All MasterCraft boats are operated for a short period of time on the water before leaving the factory, but break-in must continue for the 20 hour period.



## CAUTION

To ensure proper break-in and lubrication, do not remove factory break-in oil until after the initial 10 hours of operation.

## NOTE

Before operating the boat for the first time you must read this manual completely.

Please follow the break-in procedure carefully; close attention to the following is very important:

- **Maintain proper oil level.** Until the piston rings, cylinders, etc. are thoroughly seated, oil consumption can be high and must be carefully watched.
- **Pay close attention to gauges.** It is important to stop the engine immediately if the gauges indicate a problem. Low oil pressure and overheating are serious and require immediate attention.
- **Abnormal vibration/noises.** A sure sign of impending trouble. Vibration and noises can usually be traced to loose mountings, hardware or driveline damage.
- **Fuel, oil or water leaks.** Leaks can pose a serious safety threat and are most likely to occur after a few hours of operation.
- **Vary the engine speed.** Never run the engine for more than three minutes at any constant RPM during the break-in period. Doing this will assist in the proper break-in of rings and bearings.

- **Plane the boat quickly.** Operating the boat at low (before planing) speeds places an excessive load on the engine. Plane quickly, then back down to a slower planing speed.

## The First Hour of Operation

1. Start the engine and allow to warm up to normal operating temperature (150° F) at low idle (600 - 800 RPM).
2. Operate the boat in neutral for 5 - 10 minutes at high idle (800 - 1200 RPM). This will ensure proper lubrication.
3. Operate the boat in forward gear, accelerate quickly, but gradually to planing speed and bring the throttle back to maintain a planing attitude. Vary the engine speed, but do not exceed 2000 RPM for the first hour.

## The Next Four Hours

Continue operation at plane, vary the engine speed but do not exceed 3000 RPM. Occasionally reduce throttle to idle speed for a cool-down period.

### The Next Five Hours

1. Continue operation at plane. Vary the engine speed but do not exceed **4000 RPM**. Occasionally reduce throttle to idle speed for a cool-down period.
2. Return the boat to your MasterCraft dealer for the 10 hour inspection. At this time he will change the engine oil and filter and make other necessary checks, adjustments and services.

### The Final Ten Hours

Operation during the final ten hours of break-in is very much the same as the

second five hours except that it is permissible to run at full speed for 2 - 3 minutes at a time. Do not accelerate suddenly from low to full speed; increase speed gradually. Again, an occasional cool-down period is helpful.

### After Break-In

Once the break-in period is over, the boat may be operated continuously at any speed, but not beyond the maximum of 4600 RPM for carbureted engines and 5000 RPM for electronic fuel injection (EFI) models.

Always remember that during normal operation allow the engine to warm-up gradually. Be sure the engine is warm before accelerating, and pay careful attention to the gauges and engine safety warning horn. Also, check the oil level frequently during the first 50 hours of operation since the piston rings and cylinders take that long to seat properly.

After the initial 50 hours of operation, the engine oil and filter must be changed. This second oil change is very important to long engine life. After break-in, all maintenance is performed at regular intervals. See **Scheduled Maintenance Checks and Services**, page 37.

## STARTING AND BASIC OPERATION

### Before Starting

#### NOTE

If operating for the first time, you must follow the **New Boat Break In** procedures as described on page 27. Failure to follow these procedures could result in serious engine damage and will void the warranty.

Familiarize yourself with the controls and indicators used on your MasterCraft.

Perform all **Safety Checks and Services** as described on page 28.

Perform all **Scheduled Maintenance Checks and Services** as described on page 37.

1. Operate the bilge blower for at least 4 minutes. Leave the bilge blower ON until the boat has planed.



### WARNING

To prevent a possible explosion, operate the blower for at least 4 minutes before starting the engine and always when at idle and slow speed running. Explosive gasoline and/or battery fumes may be present in the engine compartment. Failure to do so may cause serious injury or death.

...ed Slowly! Give yourself time to  
... react. TRANSCIVER.

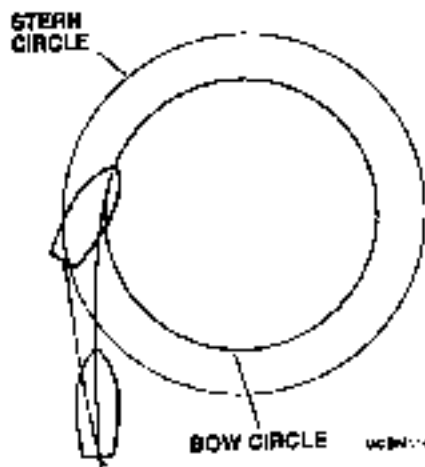
...gains Outside Forces! Check the  
direction and velocity, as well as  
currents and waves.

... A Crew on Hand! Hands ready  
fenders, lines and boat hook can  
at you when docking and launch-  
loading.

...at Is Not An Automobile! Boats  
not be maneuvered and stopped  
a car. Boats steer from the stern  
have no brakes.

## Maneuvering

...ense is dependent on three  
... for position, motion and  
... While high speed maneuvering is  
...ly easy and takes little practice,  
... speed maneuvering is far more  
...t and requires much time and  
...e to master. With both propulsion  
... steering at the rear of the boat, the  
... on of a turn pushes the stern of  
...t away from the direction of the  
... The bow follows a smaller turning  
... than the stern. This is especially  
...ant to remember when making  
... quarters maneuvers.



The effects of unequal propeller thrust (torque steering), wind, and current must also be kept in mind. While wind and current may not always be present, a practiced driver will use them to his advantage. Unequal thrust is a phenomenon shared by all single engine propeller driven boats. A counterclockwise rotation propeller tends to cause the boat to drift to the starboard when going forward, and to the port when going backwards with the rudder in the straight ahead position. At high speed this effect is compensated for and is nearly unnoticeable, but at slow speed, and especially during backing, the effect can be most powerful. This is the

main reason most experienced drivers approach with the dock to the starboard side of the boat.

Stopping or checking headway is a technique that must be mastered. With no brakes, reverse thrust must be used to stop the boat. The momentum of the boat will vary according to the load. Make it a practice to slow to no wake speed before shifting into reverse.

When practicing maneuvering techniques, always do so in open water that is free of traffic; adequate practice may make the difference between a pleasurable or damaging (at least embarrassing) experience.

## High Speed Operation

Your MasterCraft was designed to be a high performance ski boat. You may have seen professional drivers with advanced operating skills perform high speed maneuvers and "on-a-dime" turns. **DO NOT attempt maneuvers like these.** Paid, professional drivers log thousands of hours on the water and carefully choreograph every move; plans are made in advance if for some reason the routine must be aborted.

**Water Ski Towing** - Make sure the ski gear is in good condition. Know and use the approved hand signals. Stretch-out

before skiing. Always have a competent observer. Use the stern ski tow. Pick a point on shore and drive in a straight line for that point if possible. Never "crack-the-whip" or intentionally cause the skier to fall. Make sure the engine is OFF whenever the skier enters or exits the water. Don't ski until exhausted. Try to find "good" water.

### **Unusual Operating Conditions**

If the body of water is unknown, talk to the local boaters about what obstacles are beneath the water's surface. Rocks, tree stumps, sandbars, and wing dams are both dangerous and damaging. Be especially wary of rivers and man-made lakes, rapidly changing conditions can cause daily changes in underwater hazards. Stay well clear of floating debris; what

looks to be a small branch in the water usually turns out to be a tree.

When travelling through weedy areas, keep an eye on the engine temperature gauge; weeds caught-up and blocking water flow through the raw water intake will cause trouble. Also, after leaving the weedy area, shift to neutral for a few seconds and then reverse for a few seconds to "unwind" any weeds that may have wrapped around the propeller.

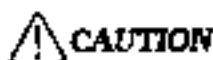
**Docking and Tie-Up** - Approach docks slowly with the starboard side of the boat to the dock if possible. The natural tendency to "torque steer" with the rotation of the propeller at slow speeds makes docking easier on that side. Also, use wind and current to your advantage when docking.

Before tying up the boat, be sure to use enough fenders to protect the boat from damage. If possible, tie-up with the bow towards the waves. Use good quality double-braided nylon line. Tie-up only to the lifting or tie-down eyes, never use the handrails or ski pylon. If the boat is to be moored for a long period of time, use chafing protectors to protect the gelcoat finish. Leave a little slack in the lines, allow for some wave movement or tidal action if applicable.

If the boat is to be kept in or near the water for the season, consider the purchase of a boat lift. Boat lifts prevent the build-up of marine growth on the hull as well as protecting from damage typical of on-water storage such as blistering. Make sure the boat lift supports the hull correctly. see **Lifting the Boat**, page 33.

## **LIFTING THE BOAT**

If the boat is to be hoisted from the water, use the lifting eyes if possible. They are designed for easy, damage-free lifting.



### **CAUTION**

**DO NOT** use the ski pylon for lifting. It is **NOT** designed as a

central lifting point. Also, **DO NOT** use the stern ski tow as a lifting ring, the deck will be damaged.

Never lift a boat with a large amount of water in the bilge. The extra stress will put a load on the hull and lifting equipment.

### **Using Lifting Eyes**

An overhead hoist with at least a 2 ton capacity should be used. Cables should be rated for at least 3500 lbs each. When lifting, keep the bow slightly higher than the stern to prevent any possibility of water running into the engine exhaust manifold.

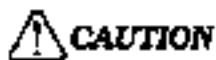
## Lifting Slings



Lifting slings must never contact shafts, struts or hardware protruding from the hull. Damage caused by slings will void the warranty.

Overhead hoist with at least a 2 ton capacity should be used. Slings must be 6 feet wide by 20 feet long and a maximum capacity of 3500 lbs each. Use spreader bar on each sling to prevent razing side pressure to the deck or wale molding.

## Storage Cradle

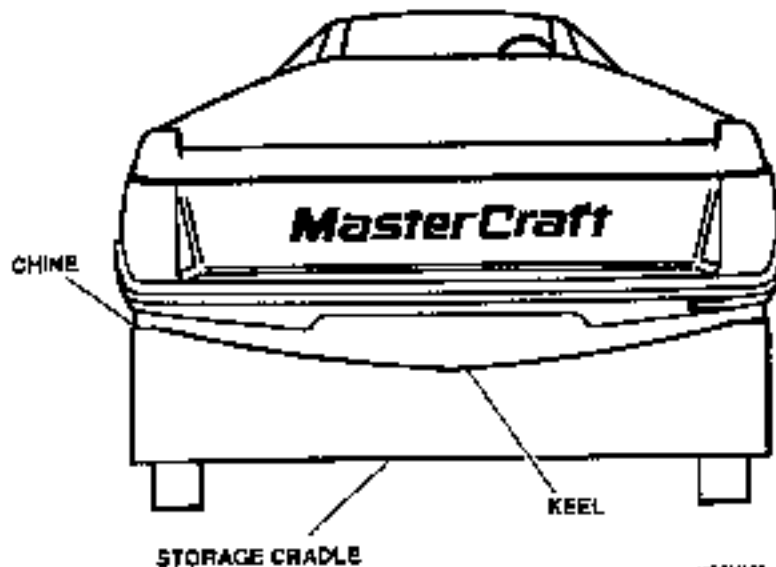


When your boat is out of the water, it is important to support the hull correctly to avoid any hull damage which will void the warranty.

When a storage cradle is used, the hull must be properly supported to prevent load damage. Load damage can occur with as little as 1.5 pounds per square inch of pressure. DO NOT support the boat by resting the hull on the keel. Vertical supports must extend from the chine to

the keel with no gaps between the hull and cradle supports. A total support area of at least 250 square inches is required for proper support.

Protect all items extending from the hull from resting on the cradle or the ground. DO NOT apply any load stress to the prop. shaft, rudder, swim platform, etc.



MC041-01

MasterCraft



## CORROSION

**Galvanic Corrosion** - Galvanic corrosion (electrolysis) to the boater is the decomposition of metals, due to the effects of electrolytic action. When two dissimilar metals are immersed in a conductive fluid (salt water), an electric current is produced, much like a battery. As the current flows, it takes with it tiny bits of the softer metal. If left unchecked, a great deal of damage could occur.

If you operate in salt, polluted or brackish waters, your boat should be equipped with a transom mounted zinc anode to prevent damage to these metal parts coming in contact with the water. The

zinc is, by design, self-sacrificing. It is slowly eroded away by electrolytic action and requires periodic inspection for deterioration. If the zinc shows extreme erosion, it must be replaced to conduct protection or damage to other metal parts may result.

**Salt Water Corrosion** - Your boat has been designed for operation in fresh water. Fresh water internal flushing is required when used in salt, polluted or brackish waters. Flush the entire engine cooling system with fresh water for at least 5 minutes after use in these waters.

**Marine Growth** - If accelerated marine growth is a problem in your area, an anti-fouling bottom paint may be necessary to slow growth and prevent gelcoat damage. Before selecting a bottom paint, talk with other boaters and your Master-Craft dealer to determine which product works best in your area. Many local variables can affect the selection of paint. Be sure to follow the paint manufacturer's directions exactly.

## CLEANING

Periodic cleaning is the best way to keep your boat looking like new. Regular washing and waxing keep dirt and scum from building up and deteriorating the finish. Keeping your boat in a "showroom new" condition results in personal satisfaction and higher resale value.

Your boat is made of fiberglass, a plastic resin material that is easy to clean and care for. Several layers of resin material are chemically bonded together to form

the hull. The smooth outside surface of the hull is a layer of gelcoat resin. While the gelcoat is solid color, the thickness of the layer is only a few mils thick; much like paint on a car but much tougher and chemically bonded. Beneath the gelcoat surface is a series of layers of chemical resin, fiberglass mat, and woven roving. It is these layers that give the boat its strength and keep the hull shape. The boat bottom also uses special core-mat material for its strength to weight and superior marine performance.

**Hull** - When washing the boat, be sure to use a mild detergent and warm water solution. DO NOT use abrasive cleaners, solvents, ammonia or chlorine as these will damage the gelcoat surface. Under extreme conditions, special cleaners may be used to remove marine growth from the hull; see your MasterCraft Dealer.

Waxing the entire gelcoat surface at least twice a season is recommended for all climates. Use of a specially formulated

marine gelcoat wax will prevent color fade and soil and scum adhesion. If the gelcoat has chalked or faded from lack of proper maintenance, buffing may be necessary to bring back the shiny appearance. Hand buffing with #7 rubbing compound or power buffing with glazing compound #1 will quickly restore the surface.

**Upholstery** - Regular washing with mild detergent and warm water or automotive vinyl cleaners is sufficient to keep the cushions and vinyl coverings in good condition. Keep the cushions from becoming soaked and dry off thoroughly after washing to prevent mildew accumulation after the boat is covered. Prop the cushions up in the boat when covered to allow circulation and spray with mildew preventer.

**Carpet** - Occasional washing with mild detergent and warm water or household carpet cleaners will keep the carpet clean. Thoroughly hose the detergent out of the carpet and into the bilge. This is usually the best time to clean the bilge also. Allow

the boat to set uncovered in the sun for several days to prevent any mildew or odor caused by moisture.

**Teak Wood** - Regular cleaning and oiling of teak wood will maintain its original appearance. Use an organic cleanser that can penetrate the pores of the wood and cleanse them of dirt and stains. Avoid caustic teak cleaners since they can damage the wood. Immediately after cleaning, an oil sealer should be applied with a soft cloth. Allow a couple of hours for the oil to soak into the wood and apply a second coat. Wipe off excess oil to prevent a varnished look.

**Windshield** - Clearing the windshield when needed is an important safety precaution. The windshield is made of laminated plastic and tempered safety glass and requires special cleaning to prevent scratches to the surface. Use a mild soap solution and damp cloth only. Harsh detergents, solvents, chemicals or dry cloths will scratch the surface.

**Stainless Steel and Chrome** - Stainless steel and chrome plated parts are not totally resistant to corrosion. Occasional cleaning and polishing with a marine chrome and stainless polish will maintain and extend the useful life. In salt water areas, rinse all hardware with fresh water and apply a light coating of protective oil to enhance appearance.

**Gun Top and Boat Cover** - Occasional cleaning of the top and cover should be done with mild soap and warm water. Thoroughly wet the entire surface and use a soft bristled brush. Rinse completely and allow to drip dry, then allow it to lay in the sun until completely dry. Treat with a water repellent as necessary.

For heavy soil or mildew, a solution of 1/2 cup bleach, 1/4 cup household soap and one gallon of water may be used for soiling. DO NOT allow to soak for more than 20 minutes to prevent deterioration of the stitching. Rinse completely and allow to drip dry, then allow it to lay in the sun until completely dry.

# SCHEDULED MAINTENANCE CHECKS AND SERVICES

Proper care, maintenance and adjustment will contribute to the peak performance of the boat and extend the overall service life and resale value.

Use the table to the right to establish your maintenance routine. The instructions are grouped by the required service intervals. The pages that follow contain instructions and how to accomplish each of the required checks, inspections and services as listed in the table. The intervals are New Boat Break-In (first 50 hours), Daily (before each use or every 8 hours of operation), Quarterly (every 3 months or every 50 hours), and Annually (each year or every 100 hours), whichever occurs first. The following definitions apply to maintenance:

**Check** - To verify operational readiness by physical measurement i.e., measuring oil level with dipstick gauge or alignment with a feeler gauge.

**Inspect** - To determine operational readiness by examination i.e., by sight, sound, or feel.

**Change** - Tasks required periodically to keep the boat in proper operating condition i.e., to drain, replenish or service.

## Frequency and Scheduled Maintenance Task Table

### New Boat Break-In

- Change the engine oil and filter after the initial 10 and 50 hour mark of operation (See Quarterly and Annual Maintenance)
- Lubricate the engine starter drive gear and shaft. (See Quarterly Maintenance)
- Check alignment of propeller shaft coupling (See Annual Maintenance)

### Before Each Use (Every 8 Hours)

- Check engine oil level.
- Check transmission fluid level.
- Check cooling system level (fresh water cooling equipped boats only)
- Check engine belts for looseness or damage.
- Check/service fuel filter.
- Inspect drivetrain for loose or missing hardware.\*
- Inspect throttle and shift cables for kinks, wear and interference with other components.
- Inspect battery connections and hold-downs.
- Inspect exhaust system for leaks.
- Inspect propeller shaft log for excessive water entry.

- Inspect fuel system lines and connections for leakage.

### Quarterly (Every 60 Hours)

- Change engine oil.
- Lubricate engine starter drive gear and shaft.
- Check safety equipment.

### Annually (Every 100 Hours)

- Change engine oil filter.
- Clean engine flame arrester.
- Clean carburetor fuel screen.
- Replace fuel filter element.
- Clean fuel tank pick-up.
- Perform engine tune-up.
- Change transmission fluid.
- Clean battery terminals.
- Check propeller shaft coupling alignment.
- Lubricate steering system.
- Lubricate shift and throttle cables.
- Inspect exhaust flaps for damage.\*
- Check engine mounts.
- Inspect complete fuel system for leakage.

- \* Best accomplished with boat out of water.

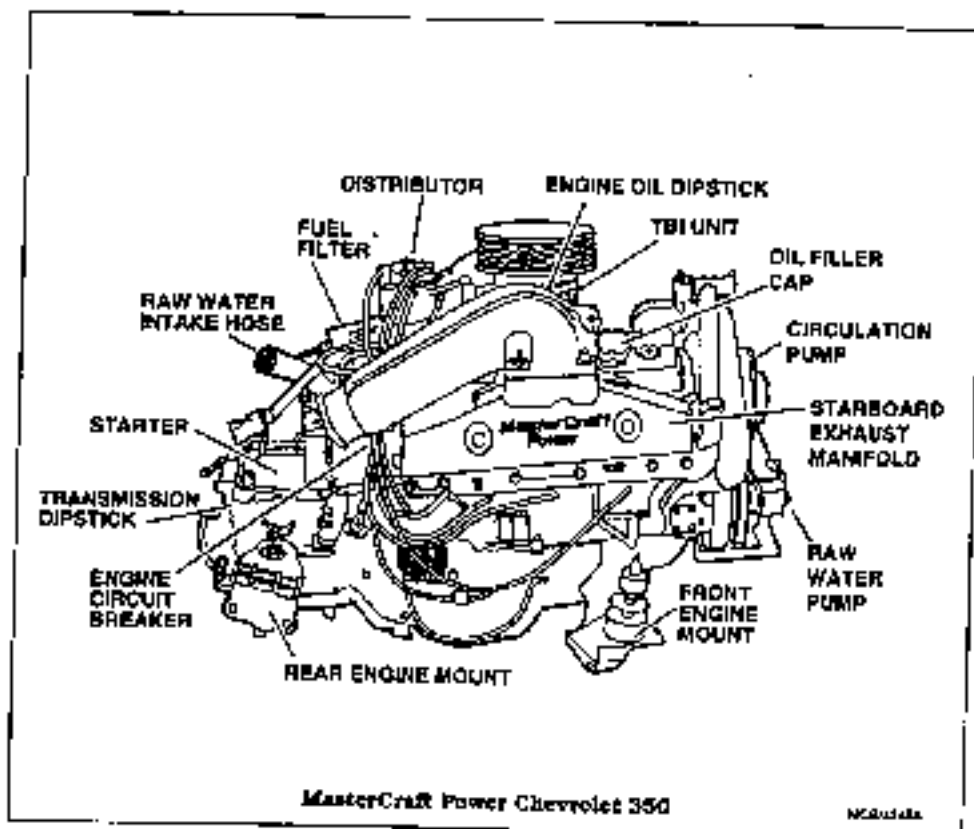
## BEFORE EACH USE (Every 8 Hours)

### Check Engine Oil Level

1. Operate engine for about 3 minutes or until warm. Turn engine OFF and disconnect engine safety starting switch.
2. Open engine box and locate engine oil level dipstick.
3. Remove dipstick and wipe off with a clean rag. Re-insert dipstick fully and immediately remove. Check that oil level is between the "ADD" and "SAFE" marks on the dipstick.
4. Add oil if necessary through oil filler in valve cover. Use only the recommended automotive type motor oil, see **Specifications** on page 58. Never mix different types/brands of oil.

### Check Transmission Fluid Level

1. Operate the boat for about 5 minutes to warm transmission fluid. Turn engine OFF and disconnect engine safety starting switch; be sure that throttle/shift control lever is in neutral.



McDor

2. Open engine box and locate transmission fluid level dipstick.

**NOTE**

Transmission fluid level must be checked immediately after engine shut-down to prevent an incorrect reading. Oil drains back into the transmission from the cooler and cooler lines and could give a false reading if not done quickly.

3. Remove dipstick and wipe off with a clean rag. Quickly re-insert dipstick fully and immediately remove. Check that fluid level is at the "FULL WARM" mark on the dipstick.
4. Add or remove fluid as necessary to maintain level at the mark. Use only the recommended automotive transmission fluid, see Specifications on page 56. Never mix different types/brands of fluid.

**Check Cooling System Level  
(Fresh Water Cooling Equipped  
Boats Only)**

**CAUTION**

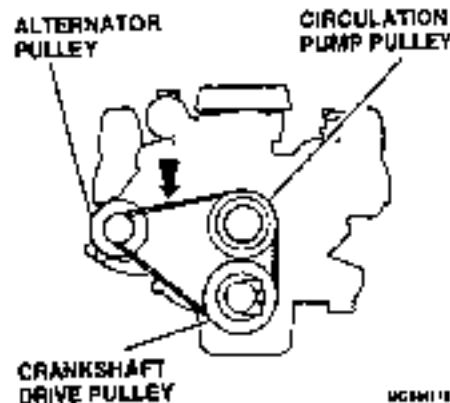
Engine must be cool when checking the coolant level. Hot coolant

and steam under pressure may cause personal injury.

1. Open engine box and remove reservoir cap.
2. Maintain coolant level to top of reservoir filler neck.

**Check Engine Belts for  
Looseness or Damage**

1. Turn engine OFF and disconnect engine safety starting switch; be sure that throttle/shift control lever is in neutral.



2. Open engine box and locate engine belts.
3. Check alternator belt tension on top midway between the circulating pump pulley and the alternator pulley. The belt should be tight enough so that it will deflect 1/4" - 1/2" when pressed with the thumb.

**IMPORTANT**

If the belt is too tight, excessive belt and bearing wear can occur. If the belt is too loose, slippage can occur resulting in low alternator output and rapid belt wear.

4. If the belt needs adjustment, loosen the alternator mounting hardware, pivot the alternator as needed, and tighten the hardware. Recheck belt tension.

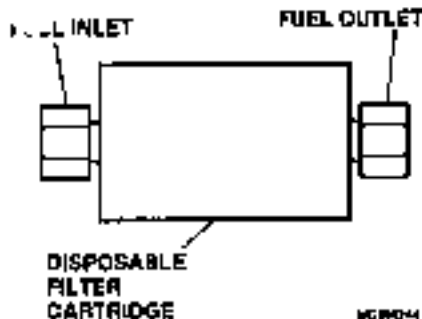
**Check/Service Fuel Filter**

**WARNING**

Gasoline is highly flammable, and its vapors may result in fire or explosion. Be particularly cautious when working on any part of the fuel system. Be sure that the engine has cooled completely and keep all sparks and flames well away from the area. Never smoke

when working on the fuel system. Take care not to spill any gasoline; if gasoline is spilled accidentally, wipe up all traces of it immediately with dry rags and dispose of the rags properly on shore. If you are not completely confident that you have the skills and knowledge to perform fuel system maintenance and repairs, have these items performed by your MasterCraft dealer.

1. Turn engine OFF and disconnect engine safety starting switch; be sure that throttle/shift control lever is in neutral. Engine must be cool.
2. Open the engine box and locate the fuel filter.
3. Place a clean catch container beneath the fuel filter assembly.



4. Using two wrenches to properly support filter, slowly loosen fuel filter connecting line nut. Allow fuel under pressure to slowly seep into catch vessel. After fuel pressure is released, continue loosening connecting line nuts on both ends of the filter. The fuel filter will be full of gasoline. Dispose of this safely and properly.
5. Replace the filter with a marine approved replacement filter available from your MasterCraft dealer.
6. Analyze the filter contents for signs of water or sediments. If water or sediments are noticed, a further inspection of your fuel system and tank may be necessary.

### Inspect Engine for Loose or Missing Hardware

1. Turn engine OFF and disconnect engine safety starting switch; be sure that throttle/shift control lever is in neutral. Engine must be cool.
2. Thoroughly and systematically check the entire engine for loose and missing hardware by sight. Try to shake components such as the alternator by hand. If a looseness problem persists, see your MasterCraft dealer.

### Inspect Throttle and Shift Cables for Kinks, Wear and Interference

1. Turn engine OFF and disconnect engine safety starting switch; be sure that throttle/shift control lever is in neutral. Engine must be cool.
2. Open engine box and locate the throttle and shift cables. Follow each cable back under the floorboards and feel for kinks and wear on the outer jacket. Any sign of cable damage is cause for replacement; see your MasterCraft dealer.

### Inspect Battery Connections and Hold-downs

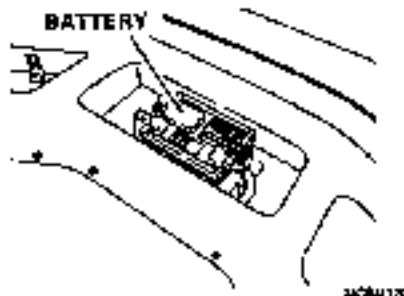


#### WARNING

Battery electrolyte fluid is dangerous. It contains sulfuric acid which is poisonous, corrosive and caustic. If electrolyte is spilled or splashed on any part of the body, immediately flush the area with large amounts of clean water and seek medical aid immediately.

When charging, batteries generate small amounts of dangerous hydrogen gas. This gas is highly explosive. Keep all sparks, flames and smoking well away from the area.

1. Remove the rear seat and carpeted panel to locate the battery.
2. Check that the battery post connections are clean and tight. If not:
  - a. Loosen and remove the negative terminal connection first. Be careful not to touch the positive terminal with the wrench.
  - b. Loosen and remove the positive terminal connection.
  - c. Remove battery hold-downs and remove battery from boat.
  - d. Clean corrosion from battery posts with a putty knife. Clean battery with a water and baking soda solution. Use care not to allow solution to enter battery vents. Rinse battery with fresh water.
  - e. Use a battery terminal cleaning brush to remove corrosion from the inside of the battery terminals. Clean the terminals with a water and baking soda solution and rinse.
  - f. Reconnect the positive terminal first and then the negative. Tighten the terminals. Coat both terminals completely with a thin covering of



marine grease. Be sure that the rubber boot covers the positive terminal completely.

### Inspect Exhaust System for Leaks

1. Turn engine OFF and disconnect engine safety starting switch; be sure that throttle/shift control lever is in neutral. Engine must be cool.
2. Visually check the exhaust system from the engine to the transom for obvious damage.



### WARNING

The engine box serves as a machinery guard. The engine must be OFF whenever the box is opened

except for access during maintenance. Use extreme care whenever operating the engine with the box open. Clothing or body parts can get caught up in moving parts causing extreme personal injury or death. Keep away from rotating parts.

3. Start engine with the engine box open.
4. Check hose connections between exhaust manifolds and mufflers for leakage.
5. If leakage is apparent, tighten hose clamps. See your MasterCraft dealer for parts and service.

### Inspect Propeller Shaft Log for Excessive Water Entry

1. Turn engine OFF and disconnect engine safety starting switch; be sure that throttle/shift control lever is in neutral.
2. With the boat in the water, check for static leakage. No leakage is permissible, see page 45.
3. With another person operating the boat at cruising speed, inspect the shaft log for leakage. Ten to fifteen drops of water per minute is normal.

If water entry is excessive, adjust the packing gland nut. To adjust:

- a. Turn engine OFF.
  - b. Loosen packing gland lock nut.
  - c. Hand tighten packing gland nut, and re-tighten lock nut.
  - d. Operate the boat and check for proper adjustment. If water leakage continues, the shaft log must be re-packed; see your MasterCraft dealer.
4. Check the rubber coupling for leakage; no leakage is permissible. If leakage is apparent, see your MasterCraft dealer.

### Inspect Fuel System for Leakage

#### WARNING

Gasoline is highly flammable, and its vapors may result in fire or explosion. Be particularly cautious when working on any part of the fuel system. Be sure that the engine has cooled completely and keep all sparks and flames well away from the area. Never smoke when working on the fuel system. Take care not to spill any gasoline; if gasoline is spilled accidentally, wipe up all traces of it immediately with dry rags and dispose of the rags properly on shore.

1. Turn engine OFF and disconnect engine safety starting switch; be sure that throttle/shift control lever is in neutral. Engine must be cool.
2. Open engine box and visually check the fuel system from the filter to the carburetor for obvious leakage.



#### WARNING

The engine box serves as a machinery guard. The engine must be

OFF whenever the box is opened except for access during maintenance. Use extreme care whenever operating the engine with the box open. Clothing or body parts can get caught up in moving parts causing extreme personal injury or death. Keep away from rotating parts.

3. Start the engine and look for leakage; stop engine immediately if leakage is seen. Leak must be repaired before the engine is re-started. See your MasterCraft dealer.

## QUARTERLY (Every 50 Hours)

### Change Engine Oil

1. Start and run engine until warm. Turn engine OFF and disconnect engine safety starting switch; be sure that throttle/shift control lever is in neutral.
2. Open engine box and locate the oil drain hose.
3. Remove the engine oil filler cap. This will speed up the oil draining process.

#### IMPORTANT

Never drain oil into the bilge or into the water. Wipe up spilled oil immediately and dispose of rags and drain oil properly on shore.

#### NOTE

If boat is on trailer, it may be easier to remove the bilge drain plug and drop drain hose through hole. Drain oil into a container on the ground.

4. Attach a suction pump to the drain hose and remove oil completely.
5. Change oil filter if necessary.
6. Cap oil drain hose and refill crankcase through filler opening. See Specifications, page 56, for recommended oil type. Check oil level with the dipstick.



## Lubricate Engine Starter Gear and Shaft

Turn engine OFF and disconnect engine safety starting switch; be sure that throttle/shift control lever is in neutral. Engine must be cool.

Open engine box and locate the starter.

Disconnect starter and remove from the engine.

Lubricate the starter bendix with a light coating of spray lubricant such as WD 40 or LPS 1.

## ANNUALLY

### Change Engine Oil Filter

1. Drain engine oil. See **Change Engine Oil**, page 42.

#### NOTE

When filter is removed, some oil will spill. Place a small catch container beneath the filter area and keep rags handy for clean-up.

2. Spin off old engine oil filter and discard filter and rags properly on shore.

3. Lightly lubricate the filter gasket of the new filter with clean motor oil.

4. Screw the filter by hand until the gasket just touches the block and then tighten it one-half turn more by hand. DO NOT use a filter wrench to tighten.

5. After filling the engine with oil, start the engine and check the area around the filter for leaks. Check oil level and adjust if necessary.

### Clean Engine Flame Arrestor

1. Turn engine OFF and disconnect engine safety starting switch; be sure that throttle/shift control lever is in neutral. Engine must be cool.

2. Open engine box and locate the flame arrestor.

3. Remove the bolt securing the cover on the flame arrestor. Remove the flame arrestor and inspect for damage; replace if necessary.

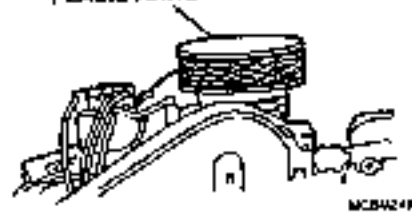
4. Disconnect the crankcase and fuel pump ventilation hoses. Inspect hoses for damage; replace if necessary.

5. Clean the flame arrestor and ventilation hoses with solvent and blow dry with compressed air.

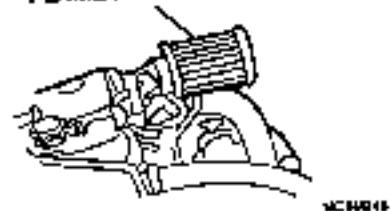
6. Note: The flame arrestor has a locating positioning tab. Make sure that the flame arrestor is properly positioned before installation and subsequent tightening of the retaining nut.

7. Install flame arrestor, install hoses and cover.

#### THROTTLE BODY INJECTION FLAME ARRESTOR



#### MULTI-PORT FUEL INJECTION FLAME ARRESTOR



## **WARNING**

On carbureted engines numerous reports of broken vent tubes on alloy carburetors have been logged by the customer service department.

The problem is that the primary vent tube that protrudes from the top of the carburetor at the front becomes broken when the flame arrestor is installed so that the protruding tube inside the arrestor is positioned directly over the carburetor primary vent tube. The arrestor retaining nut is then tightened by the installer and the arrestor tube interferes with vent tube and breaks it or smashes it.

Position the flame arrestor so that the vent tube does NOT face at all to the front of the engine before tightening. See accompanying drawing.

## **WARNING**

Gasoline is highly flammable, and its vapors may result in fire or explosion. Be particularly cautious when working on any part of the fuel system. Be sure that the engine has cooled completely and keep all sparks and flames well

away from the area. Never smoke when working on the fuel system. Take care not to spill any gasoline; if gasoline is spilled accidentally, wipe up all traces of it immediately with dry rags and dispose of the rags properly on shore.

### **Engine Tune-Up**

A complete engine tune-up, which includes replacement of PCV valve, spark plugs, distributor cap, rotor, and ignition wires (if needed), and adjustments for spark, dwell and idle, requires special knowledge, tools and test equipment.

For this reason, we have not included step-by-step information in this manual as it is beyond the capabilities of most of our customers. For the convenience of those familiar with engine tune-ups, we have included the parameters in the Specifications section, page 56.

### **Change Transmission Fluid**

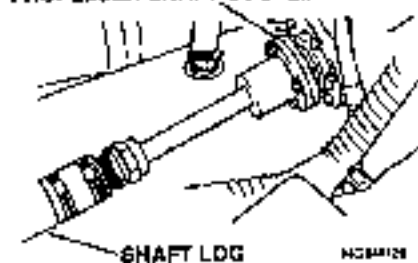
1. Run boat to bring boat to normal operating temperature. Turn engine OFF and disconnect engine safety starting switch; be sure that throttle/shift control lever is in neutral.
2. Open engine box and locate transmission.
3. Remove the transmission dipstick

4. Use a suction pump through the oil filler opening to remove oil from the transmission.
5. Refill transmission with fluid through filler opening. See Specifications, page 56, for capacities and recommended fluid type.

### **Check Propeller Shaft Coupling Alignment**

1. Turn engine OFF and disconnect engine safety starting switch. Be sure that throttle/shift control lever is in neutral. Engine must be cool.

#### **PROPELLER SHAFT COUPLING**



2. Open the engine box and locate the propeller shaft coupling.
3. Remove the coupling bolts and slide the coupling apart only slightly so that the pilot flange on the propeller shaft side is still seated in the pilot bore of the transmission side.

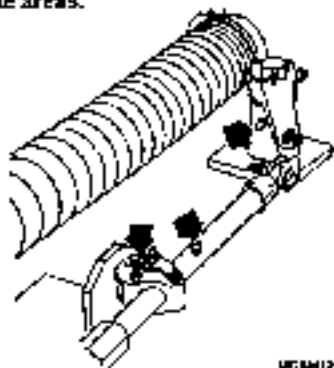
10-10

- Using a feeler gauge, measure the gap between the coupling halves at four places. Rotate the coupling flanges together one complete revolution, stopping every 90° to check clearance with the feeler gauge.
- Alignment is satisfactory when the flanges are parallel within 0.003 inch.
- If alignment is not satisfactory, an adjustment must be made. Special tools and techniques are required for proper adjustment and should only be made by a skilled mechanic; see your MasterCraft dealer.
- If alignment is satisfactory, install flange bolts and tighten securely.
- Water test to ensure that there is no vibration. If vibration is noticeable, see your MasterCraft dealer immediately.

### Lubricate Steering System

- Turn engine OFF and disconnect engine safety starting switch; be sure that throttle/shift control lever is in neutral. Engine must be cool.
- Remove rear seat.
- Remove screws securing floorboard behind engine. Remove floorboard.

- Turn steering wheel so that the maximum amount of steering cable is seen.
- Use solvent to clean old lubricant from cable end, pivot and rudder shaft.
- Spread a generous amount of waterproof marine multipurpose grease over cable end. Work steering wheel several times back and forth and re-apply grease if necessary.
- Using a flexible end on a grease gun, give two full shots of waterproof marine multipurpose grease to three fittings: one on the rudder shaft, one on the tube and one on the pivot. Clean up any old grease purged from the areas.



WC84127

- Work the steering wheel back and forth several times to work lubricant in.
- Install the floorboard and rear seat.

### Lubricate Shift and Throttle Cables

- Turn engine OFF and disconnect engine safety starting switch; be sure that throttle/shift control lever is in neutral. Engine must be cool.
- Open engine box and locate shift and throttle cable ends.
- Shift to full-throttle-forward.
- Lubricate the cable ends and connections with a coat of waterproof marine multipurpose grease.
- Lubricate pivots and linkages with a light grease.
- Work the control lever from full-throttle-forward to full-throttle reverse several times to work lubricant in.

### Inspect Exhaust Flaps for Damage

1. Turn engine OFF and disconnect engine safety starting switch; be sure that throttle/shift control lever is in neutral.
2. Inspect exhaust flap hinge for signs of deterioration. Replace flaps if necessary.
3. Check that hose clamps securing the flaps are tight. Tighten hose clamps if necessary.

### Check Engine Mounts

1. Turn engine OFF and disconnect engine safety starting switch; be sure that throttle/shift control lever is in neutral. Engine must be cool.
2. Open the engine box and locate the motor mounts.
3. Check the tightness of the mounting hardware and adjustment locknuts. Tighten any loose hardware securely.

### Inspect Complete Fuel System for Leakage

1. Turn engine OFF and disconnect engine safety starting switch; be sure that throttle/shift control lever is in neutral. Engine must be cool.



#### WARNING

Gasoline is highly flammable, and its vapors may result in fire or explosion. Be particularly cautious when working on any part of the fuel system. Be sure that the engine has cooled completely and keep all sparks and flames well away from the area. Never smoke when working on the fuel system. Take care not to spill any gasoline; if gasoline is spilled accidentally, wipe up all traces of it immediately with dry rags and dispose of the rags properly on shore.

2. Remove rear seat.
3. Remove screws securing floorboard behind engine. Remove floorboard.
4. Check fuel tank mounting points for cracks or other damage.
5. Check all hose connections for tightness.

6. Check fuel hoses for wear, kinks, cracking, deterioration or other damage.



#### WARNING

Any fuel system components replaced must meet USCG and ABYC standards and be UL approved. Inferior quality components pose a serious safety threat to you and others and their use may result in serious injury or death.

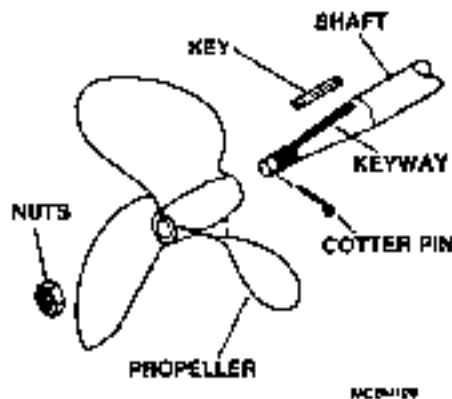
7. Replace all damaged components immediately. If new components are installed, start engine and look for any signs of leakage.
8. Install the floorboard and rear seat.

# UNSCHEDULED MAINTENANCE

## Changing Propellers

Your boat has been fitted with a propeller that offers the best overall combination of performance. It may be necessary at times to change the propeller to meet certain operating conditions such as more speed (at the expense of torque) or more torque (at the expense of speed). In any case, consult your MasterCraft dealer for specific recommendations.

New propellers should be fitted to the shaft out of the water to assure good contact. To replace and fit a propeller, use the following procedure:



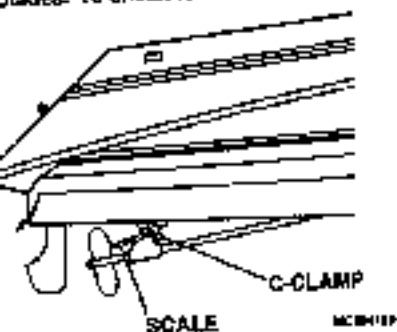
1. Turn engine OFF and disconnect engine safety starting switch. Place throttle/shift control lever in forward gear.
2. Remove and discard the cotter pin.
3. Remove the propeller nut.
4. Using a propeller puller, pull the old propeller off the shaft. Remove the key from the shaft keyway. Inspect key for damage; discard if damaged.
5. Use a honing stone to remove any small burrs or nicks from the tapered end of the propeller shaft.
6. Apply a thin layer of "Prussian Blue" to the tapered area of the propeller shaft.
7. Install the new propeller on the shaft and rotate it slightly from side to side. Remove the propeller.
8. Inspect the tapered area of the shaft. Where the propeller contacts the shaft the bluing will be gone. At least 60% contact is required. If the contact area is sufficient, go to step 11.
9. If the contact area is too small, apply a coat of coarse grinding com-

pound to the taper area of the shaft. Install the propeller and rotate it on the shaft at least 100 times. Alternate every 10 revolutions between clockwise and counterclockwise rotation.

10. Remove the propeller and use solvent to clean the grinding compound from the propeller and shaft. Repeat steps 6, 7 and 8.
11. Thoroughly clean and apply a light coat of waterproof marine multipurpose grease to the taper area of the shaft.
12. Install the key into the keyway of the shaft. The key should fit tight from side to side in both the shaft and the propeller.
13. Install the propeller on the shaft, aligning the keyway with the key in the shaft. There should be a small amount of clearance between the key and propeller keyway. If there is no clearance, the propeller may be forced off center causing vibration.
14. Install the propeller nut and torque to 50 lb ft. Install a new cotter pin and bend the ends around the shaft to lock the propeller on the shaft.

## Checking/Repairing Propellers

Propeller damage is caused by striking objects. If the propeller is not rotating, usually only one blade is bent and is easy to see. If the propeller is rotating, any damage can be easily seen on all blades. To check for a bent blade:



Clamp a small scale to the shaft strut parallel to the shaft so that the end of the scale is 3/32 inch from the leading edge of a propeller blade.

Rotate the propeller slowly. There should be no more than 3/32 inch variance between the blades. If the propeller is damaged, see your Master-Craft dealer.

To repair minor nicks and dings in a propeller:

1. Remove propeller from the boat.
2. Use a small ball peen hammer and anvil to carefully pound out the ding to the original contour of the blade.
3. File the area to remove rough edges.

## Replacing Lights

**BOW LIGHT** - Remove screws securing light assembly to deck, pull light out a couple of inches, turn over and remove screws holding lens cover to base, remove lens cover and lenses. Grasp light and push into base, then slide up while twisting out. During installation be sure that the red lens is to the port side of the boat and the green lens to starboard. Snug-up screws only, do not over-torque.

**STERN LIGHT** - Unscrew lens cover. Grasp bulb, push down and turn counter-clockwise. Align lugs, push down and turn clockwise to install bulb.

**INSTRUMENT LIGHTS** - Remove screws securing dash panel, pull panel out a couple of inches. Locate affected instrument, grasp light base and pull base from back of instrument. Grasp bulb, push into base and turn counter-clockwise. Align lugs, push down and turn clockwise to install bulb.

LOCATION	TRADE NUMBER	VOLTS/WATTS	BASE TYPE
Bow	12854 (PENKO FIG. 71)	12/10	5V 8.5
Stern	1004	12.8/12	D.C. Bay.
Speedometer	53	14.4/1.7	Mtn. Bay.
Other Instruments	12829	12/2	BA 7s

## Replacing Fuses

The optional radio has two inline fuses: one on the power (positive) wire and one on the memory wire. To access the fuse holders, open the observer's seat. The accessory switch also has an inline fuse. To access the accessory fuse, remove the screws securing the dash panel and pull the panel out a couple of inches. To open an inline fuse holder, grasp each end of the holder, push together and twist in opposite directions.

CIRCUIT	FUSE TYPE	RATING
Radio Power	ATC	3 Amp
Radio Memory	ATC	5 Amp
Accessory	ATI	10 Amp/32 Volt

10/20/82

# TROUBLESHOOTING

The following charts will assist you in finding and correcting minor mechanical and electrical problems with your boat. Problems are listed in order of the most likely to the least likely.

To correct a problem, first determine what the problem is. Start with the first cause and eliminate the possibility of each until the problem is corrected.

Because of the specialized skill and tooling needed to correct major damage, we have not included that information here; see your MasterCraft dealer.

PROBLEM	POSSIBLE CAUSE	SOLUTION
Engine will not crank.	<ol style="list-style-type: none"><li>1. Safety switch tether not connected.</li><li>2. Throttle/shift control in gear.</li><li>3. Main circuit breaker open.</li><li>4. Battery terminals corroded.</li><li>5. Battery weak or worn out.</li><li>6. Loose or corroded battery wiring connections.</li><li>7. Defective starter solenoid.</li><li>8. Defective neutral safety switch.</li><li>9. Defective starter motor.</li><li>10. Defective ignition switch or wiring.</li><li>11. Water in engine (hydrostatic lockup).</li></ol>	<ol style="list-style-type: none"><li>1. Connect safety switch tether.</li><li>2. Shift to neutral.</li><li>3. Reset circuit breaker.</li><li>4. Clean battery terminals.</li><li>5. Charge or replace battery.</li><li>6. Clean and tighten battery wiring connections.</li><li>7. Replace starter solenoid.</li><li>8. Replace neutral safety switch.</li><li>9. Replace starter motor.</li><li>10. Replace ignition switch or repair wiring.</li><li>11. Remove spark plugs and look for water or gas in cylinders. See your dealer.</li></ol>

PROBLEM	POSSIBLE CAUSE	SOLUTION
Engine cranks but won't start.	<ol style="list-style-type: none"> <li>1. No fuel in tank.</li> <li>2. Fuel filter clogged.</li> <li>3. Contaminated fuel.</li> <li>4. Weak or shorted ignition coil.</li> <li>5. Distributor problems.</li> </ol>	<ol style="list-style-type: none"> <li>1. Fill fuel tank.</li> <li>2. Replace fuel filter.</li> <li>3. Replace fuel and filter.</li> <li>4. Replace ignition coil.</li> <li>5. See your dealer.</li> </ol>
Engine hard to start.	<ol style="list-style-type: none"> <li>1. Flooded engine.</li> <li>2. Plugged flame arrestor.</li> <li>3. Fouled spark plugs.</li> <li>4. Loose coil or ignition wires.</li> <li>5. Battery cables loose or corroded.</li> <li>6. Weak battery.</li> <li>7. Distributor problems.</li> </ol>	<ol style="list-style-type: none"> <li>1. Start engine at full throttle and back off immediately.</li> <li>2. Clean flame arrestor.</li> <li>3. Replace spark plugs.</li> <li>4. Tighten coil or ignition wires.</li> <li>5. Clean and tighten battery cables.</li> <li>6. Charge or replace battery.</li> <li>7. See your dealer.</li> </ol>
Engine misses or idles rough.	<ol style="list-style-type: none"> <li>1. Fouled spark plugs.</li> <li>2. Loose or defective high tension leads.</li> <li>3. Plugged PCV valve.</li> <li>4. Weak ignition coil.</li> <li>5. Vacuum leak.</li> </ol>	<ol style="list-style-type: none"> <li>1. Replace spark plugs.</li> <li>2. Tighten or replace high tension leads.</li> <li>3. Replace PCV valve.</li> <li>4. Replace ignition coil.</li> <li>5. See your dealer.</li> </ol>



PROBLEM	POSSIBLE CAUSE	SOLUTION
Poor boat performance.	<ol style="list-style-type: none"> <li>1. Fouled spark plugs.</li> <li>2. Contaminated fuel.</li> <li>3. Plugged flame arrestor.</li> <li>4. Weak ignition coil.</li> <li>5. Distributor problems.</li> </ol>	<ol style="list-style-type: none"> <li>1. Replace spark plugs.</li> <li>2. Replace fuel and fuel filter.</li> <li>3. Clean flame arrestor.</li> <li>4. Replace ignition coil.</li> <li>5. See your dealer.</li> </ol>
Poor gas mileage.	<ol style="list-style-type: none"> <li>1. Fouled spark plugs.</li> <li>2. Plugged flame arrestor.</li> <li>3. Inefficient driving habits.</li> <li>4. Stuffed PCV valve.</li> <li>5. Distributor problems.</li> </ol>	<ol style="list-style-type: none"> <li>1. Replace spark plugs.</li> <li>2. Clean flame arrestor.</li> <li>3. Plane boat quickly, then slow down to desired speed.</li> <li>4. Replace PCV valve.</li> <li>5. See your dealer.</li> </ol>
Throttle/shifting problems.	<ol style="list-style-type: none"> <li>1. Corroded cables.</li> <li>2. Defective throttle return spring.</li> <li>3. Low transmission oil level.</li> <li>4. Sticking transmission shift detent ball.</li> <li>5. Kink in cable(s).</li> </ol>	<ol style="list-style-type: none"> <li>1. Clean and lubricate cables.</li> <li>2. Replace throttle return spring.</li> <li>3. Replenish transmission oil.</li> <li>4. Clean and lubricate detent ball.</li> <li>5. Replace cable(s). See your dealer.</li> </ol>
Steering problems.	<ol style="list-style-type: none"> <li>1. Corroded cable.</li> <li>2. Rudder worn.</li> </ol>	<ol style="list-style-type: none"> <li>1. Clean and lubricate cable.</li> <li>2. See your dealer.</li> </ol>

PROBLEM	POSSIBLE CAUSE	SOLUTION
Excessive vibration.	<ol style="list-style-type: none"> <li>1. Fouled propeller.</li> <li>2. Damaged propeller.</li> <li>3. Misaligned propeller shaft coupling.</li> <li>4. Bent propeller shaft.</li> </ol>	<ol style="list-style-type: none"> <li>1. Remove objects from propeller shaft and rudder.</li> <li>2. Replace propeller.</li> <li>3. Check alignment. See your dealer for realignment.</li> <li>4. See your dealer.</li> </ol>
Electrical problems.	<ol style="list-style-type: none"> <li>1. Open circuit breaker or blown fuse.</li> <li>2. Loose wiring connections or corrosion.</li> <li>3. Defective sending unit.</li> <li>4. Shorted wiring harness.</li> <li>5. Defective switch or gauge.</li> </ol>	<ol style="list-style-type: none"> <li>1. Reset circuit breaker or replace fuse.</li> <li>2. Clean and tighten wiring connections.</li> <li>3. Replace sending unit.</li> <li>4. Repair wiring harness, see your dealer.</li> <li>5. See your dealer.</li> </ol>
No speedometer reading.	<ol style="list-style-type: none"> <li>1. Disconnected, kinked or plugged tubing.</li> <li>2. Plugged pitot pick-up.</li> <li>3. Defective pitot pick-up.</li> <li>4. Defective speedometer.</li> </ol>	<ol style="list-style-type: none"> <li>1. Repair or replace tubing.</li> <li>2. Remove objects from pitot pick-up.</li> <li>3. Replace pitot pick-up.</li> <li>4. Replace speedometer.</li> </ol>
Incorrect speedometer reading.	<ol style="list-style-type: none"> <li>1. Blocked pitot gauge.</li> <li>2. Water in tubing.</li> <li>3. Improper calibration.</li> <li>4. Defective speedometer.</li> </ol>	<ol style="list-style-type: none"> <li>1. Remove blockage.</li> <li>2. Disconnect tubing at speedometer and blow out tubing. Tighten nut finger tight, then 1/4 turn more.</li> <li>3. Recalibrate speedometer.</li> <li>4. Replace speedometer.</li> </ol>

# SPECIFICATIONS

Boat	200	225
Length	200 VRS 19'11"	225 VRS 22' 8"
Width (Aboardship)	94"	96"
Weight	2700 lbs	3000 lbs.
Tow Bar Height to Water Line	32"	34"
Draft	22"	22"
Fuel Capacity	30 gal.	38 gal.*
Top Speed with standard throttle body injection engine	43 mph	43 mph
Top Speed with optional throttle body injection engine	45 mph	45 mph
Top Speed with LT-1 port fuel injection engine	47 mph	47 mph

\*30 gal. 225 VRS

## Engine

	MasterCraft Power Standard Performance Marine Electronic Fuel Injection	
Displacement	350 C.I.D. (5.7 Litres)	Alternator Output Rating
Stroke	4.00"	Thermostat
Bore	3.48"	Spark Plug Type
Compression Ratio	9.1:1	Recommended Plug Gap
Minimum Allowable Compression		Firing Order
Compression	Highest to lowest within 75%	Recommended Battery Rating
Maximum RPM at WOT	5000	Oil Capacity
Ignition	LH	Transmission Oil Capacity
Ignition Timing	80 Octane	Initial Timing
Ignition Pressure: Operating Pressure	10-12 psi	Total Ignition Advance
Ignition Pump Volume	1 pint in 20 seconds	Cylinder Numbering Front to Rear
Ignition Fuel Induction	Marine Electronic Fuel Injection - Throttle Body Type	
Ignition System	12 Volt	
Ignition Type	Distributor HEI	
Ignition Control Module	Delco Electronics Waterproof Marine Controller	

See Us

**MasterCraft Power/Corvette LT-1  
Marine Electronic Fuel Injection**

Displacement .....	350 C.I.D. (5.7 Litres)	Thermostat .....	142/180 degrees
Bore .....	4.00"	Spark Plug Type Aluminum Cylinder Head .....	AC MR43LTS
Stroke .....	3.48"	Spark Plug Type Cast Iron Cylinder .....	AC MR43T
Compression Ratio .....	10.5:1	Recommended Plug Gap .....	0.045"
Compression Pressure .....	200-225	Firing Order .....	1-8-4-3-8-5-7-2
Maximum Allowable Compression Variation .....	Highest to lowest within 75%	Recommended Battery Rating .....	525 cold cranking amps for 30 sec at 0 degrees
Maximum RPM at WOT .....	5000	Oil Capacity .....	4-5 Quarts with filter change. Verify with dipstick
Oil Pressure Hot .....	40 psi at 2000 rpm	Transmission Oil Capacity .. 1-1/2 to 2 qts. with 1:1 Transmission 2-1/2 to 3 qts. with 1.5:1 Transmission	Type: Dexron II
Propshaft Rotation .....	LH	Initial Timing .....	Factory Set and Computer Controlled. Not field adjustable
Fuel Requirement .....	89 Octane	Total Ignition Advance .....	Varies as a function of input information
Fuel Pressure: Operating Pressure .....	30-45 psi	Cylinder Numbering Front to Rear .....	Left bank 1-3-5-7 Right bank 2-4-6-8
Fuel Pump Volume Flow Minimum .....	1 pint in 20 seconds		
Type of Fuel Induction .....	Marine Electronic Fuel Injection- Direct Port Type Injection		
Electronic Control Module .....	Delco Electronics Waterproof Marine Controller		
Alternator Output Rating .....	51 amps at 2200 RPM		

**Transmission**

	1:1 Ratio	1.5:1 Ratio
Oil Type .....	Dexron II	Dexron II
Oil Capacity .....	2 qts.	3 qts.
Propeller (L.H. Rotation) .....	13" x 13" Cupped	14" x 18" Cupped

**REQUIRED EQUIPMENT** - Your Master-Craft has been equipped at the factory

**RECOMMENDED EQUIPMENT** - A good captain will avoid accidental accidents —

**Safety Afloat** \_\_\_\_\_

## OPTIONAL EQUIPMENT

### Power Slot Package

The power slot package consists of a 1.5:1 transmission ratio for greater pulling power.

### Fresh Water Cooling System

The fresh water cooling system is self-contained and consists of a water to water heat exchanger, reservoir and interconnecting hoses. Water supplied by the raw water system removes heat from engine coolant in the heat exchanger. The engine water pump circulates coolant throughout the system.

Although clean water alone could be used in this system, we recommend that a 50/50 solution of soft, clean water and automotive antifreeze be used to prevent corrosion. The only additional maintenance considerations are an annual check of antifreeze protection and the addition of water pump lubricant according to manufacturer's instructions.

### Boat and Cockpit Cover

A boat cover is a must for all boats. Protection from rain, birds and the damaging effects of ultraviolet light will help keep the boat looking new for years. Keep the cover on during all periods of nonuse except when trailering.

### Trick Release

A trick release is mandatory equipment for all skiing involving the use of toe or leg holds. The release, permanently attached to the tournament tow bar allows the ski observer to quickly release the rope in the event of a fall.

### Heater

The self-contained automotive type heater has two adjustable vents, for operator and observer. To use the heater, before starting the engine open the engine box and locate the heater valve on the engine intake manifold. Open valve fully. After engine has started, turn accessory switch ON for heat. Close heater valve fully when not using heater.

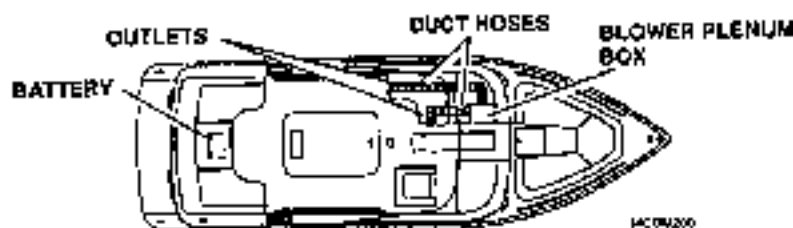
The heater is maintenance free except for the removal of any water from the core and hoses during winter storage.

### Additional Options

Sun Top  
Pressurized shower  
Heater

#### NOTE

If the boat is equipped with both a heater and fresh water cooling, and if adequate antifreeze protection is used, the heater does not need to be emptied of coolant during winter storage.



MariStar 225

# DEALER SERVICE AND WARRANTY

## Dealer Service

Your MasterCraft Dealer has been carefully chosen to provide you with expert service when needed. He is equipped with the latest service information and techniques for competent and courteous routine maintenance and service. He will also be glad to assist you with "do-it-yourself" replacement parts and advice.

For your safety, when replacing any parts on your MasterCraft, be sure to use genuine MasterCraft replacement parts or parts approved by USCG and ABYC. Never use automotive replacement parts for marine applications. In many cases, automotive parts are not designed to offer you the safety and durability needed for marine use.

## Warranty Service

Although MasterCraft boats are highly reliable, a problem may develop on occasion. If the boat is still under warranty, you may bring it to any one of the over 120 dealers in our network. If you have questions regarding warranty coverage, ask your dealer or contact the factory directly by writing to: Warranty

Department, MasterCraft Boat Co. (MCB),  
100 Cherokee Cove Dr., Veeva, TN 37688.

## Warranty Registration

At the time of purchase of your MasterCraft, you and your dealer must fill out all portions of the warranty registration card. It is extremely important that the registration information card be filled-in at the time of sale and be mailed to the address shown on the card within 14 days of purchase. The information on this card is not only used to validate the warranty, enabling you to receive service, but also allows MCB to comply with the Federal Boating Safety Act, which will ensure your notification should a recall campaign be started. We will also be able to keep you informed of new accessories and service items that may become available to you; and this information will aid law enforcement officials and insurance companies in recovery of stolen boats. Original purchasers should inform MCB of any change of address for the same reasons.

## Warranty Claims

To make a claim under warranty, contact the MasterCraft dealer from whom your

boat was originally purchased, or the nearest dealer. It is recommended that warranty service on your MasterCraft be performed by the original dealer because of his personal interest in you. Remember, your MasterCraft must be delivered to a dealer within 10 days of discovery of the defect for it to be covered. Proof of purchase may be required by the dealer to substantiate any warranty claim.

During the period of warranty, any authorized MasterCraft dealer will (free of charge) repair or replace, at MCB's option, any item manufactured by MCB that proves to be defective, upon examination by MCB, due to faulty workmanship or material from the factory. All replaced parts will become the property of MasterCraft Boat Co.

## Owner's Warranty Responsibilities

Under the terms of this warranty, the owner is responsible for ensuring that the boat is registered for warranty; properly operated, maintained, and stored in accordance with the owner's manual.

The owner of the boat shall give notice of any and all apparent defects within ten (10) days of discovery and deliver the boat for inspection and repairs at the MasterCraft dealer. The owner is also responsible for returning the boat from the MasterCraft dealer.

**NOTE**

Owner must read warranty and owner assistance manual.

**Owner's Boating Responsibilities**

As the owner of a boat, you have certain responsibilities that must be acknowledged before taking to the water for the first time. In many cases your MasterCraft dealer will be able to help you meet these responsibilities.

**Registration** - All power boats operated in federally controlled navigable waters in the United States must be numbered (registered) in the state of principal use. Contact your state boating authorities for an application for a Certificate of Number.

**Insurance** - Insurance for your MasterCraft should be obtained as soon

as practical for protection against loss by fire, theft, etc. In addition, additional liability protection is recommended. Consult your insurance agent.

**Periodic Maintenance** - Maintaining your boat in good working condition is a condition of warranty as well as an important safety habit and will add to the resale value. Implement a routine for periodic maintenance, including daily checks. Consult your MasterCraft dealer.

**Briefing Passengers** - Whenever you are going for an outing, make sure that at least one passenger is familiar with the operation and safety aspects of the boat in case of emergency. Show all passengers the location of emergency equipment and how to use it.

**Courtesy** - By and large, boaters are a friendly group. Know the rules of the road and learn the peculiar patterns of any body of water. Give fishermen and sailors plenty of room and look for personal water vehicles. Keep speeds down in congested and restricted areas. You are responsible for spotting and avoiding swimmers and slow moving vessels. You are also responsible for any damage caused by your wake. Don't throw refuse

overboard or discharge liquids such as oil. Help to keep boating fun for everyone! Ask your local Coast Guard Auxiliary or state boating authorities for more information on boating courses and the like.

**Storage** - Proper storage of your boat and trailer during the "off season" will make reactivating a lot easier. A few hours of preparation can save both time and money come spring. Consult your MasterCraft dealer for storage supplies or services.

## THE MASTERCRAFT LIMITED WARRANTY

MasterCraft warrants to the original retail purchaser that each new boat is free from structural defects in material and workmanship under normal use and when operated and maintained according to the operator's instructions, for a period from date of purchase of:

- I. Deck, hull, liner, and stringers for as long as the original retail purchaser owns the boat.
- II. One (1) year on component parts manufactured by MasterCraft.
- III. Two (2) years on the engine/transmission.

Subject to the terms of the Limited Warranty, any covered boat or part with structural defects in material or workmanship that is returned to MasterCraft's factory or authorized repair facility during the above stated warranty periods will, at MasterCraft's option, be repaired or reed without charge to the owner. The terms of this Limited Warranty are as follows:

- I. MasterCraft shall repair or replace at its option, any item that proves defective upon examination by MasterCraft's authorized personnel.

II. MasterCraft warrants said repairs or replacements for the remainder of the warranty period.

III. MasterCraft shall fulfill its obligation to repair or replace the defective item within 90 days of receipt of the defective item at its factory or authorized repair facility.

IV. MasterCraft's obligation under this warranty shall be limited to the repair or replacement of any item judged defective by MasterCraft.

V. The owner shall be responsible for transportation of the boat or part(s) to the authorized MasterCraft facility and for any return transportation cost of said item.

MasterCraft boats are manufactured by trained craftsmen from high quality materials and components, however conditions outside MasterCraft's control require specific exclusions from coverage under this warranty. The MasterCraft Warranty Does Not include the following:

- I. Any damage or repair required because of misuse, negligence, accident, collision, or impact with any object or any improper alteration or repair.
- II. Any boat used for speed, commercial

competition or performance demonstration.

III. Any boat which is: (a) used for rental or other commercial or industrial purposes; (b) used in boat racing, demonstrations, or similar events; (c) altered, modified, repaired, or replaced so as to increase the cubic inch capacity or horsepower output of the engine and boat as originally manufactured.

IV. All component parts and accessories not manufactured by MasterCraft, including but not limited to, engines, drive trains, transmissions, propellers, shift and throttle control levers and cables, pumps, blowers, windshields, canvas, upholstery, instrumentation and steering systems. However, where any such items are warranted by a component or accessory manufacturer, MasterCraft will, if possible, furnish the manufacturer's warranty document to the owner.

V. Limited Warranty on the deck, hull, and liner covers only the named items and does not include hardware and other components fastened or adhered to the hull, deck, or liner.



VI. Paints, varnishes, gelcoat surfaces and colors, finish distortions, chrome plated or anodized finishes, floor and floor covers and any other surface coatings. **IMPORTANT:** MasterCraft has been made aware that an increasing number of owners are leaving their boats in the water for long periods of time. Although MasterCraft uses the high grade NPG gelcoat materials, a condition may develop where the bottom may show signs of discoloration and/or blistering. Should this condition occur, it will not be covered by warranty from

MasterCraft or its suppliers. It is suggested that for boats required to stay in the water for long periods, that a good bottom paint be applied for additional protection.

VII. Liability for special or consequential damages, such as, but not limited to consequential relating to, for third party claims against the purchaser, or damages for loss of profit. Any implied warranty of merchantability, fitness for a particular purpose, or otherwise, are limited to the duration of the applicable express warranty.

VIII. Note: To the extent any provision of this warranty is prohibited by federal, state, or local law and cannot be preempted, it shall not be applicable. This warranty gives you specific legal rights and you may also have other rights which vary from state to state.

MASTERCRAFT BOAT COMPANY, INC.

100 Cherokee Cove Drive  
Vernon, Tennessee 37886

## SERVICE LOG

Every 50 Hours	Date	Date	Date	Date	Date
Engine oil change					
Engine starter gear and shaft lubrication					
Safety equipment check					
Replace fuel filter					
Every 100 Hours	Date	Date	Date	Date	Date
Engine oil filter change					
Clean engine flame arrestor					
Clean carburetor fuel screens					
Replace fuel filter element					
Clean fuel tank pick-up					
Engine tune-up					
Change transmission fluid					
Clean battery terminals					
Check propeller shaft coupling alignment					
Lubricate steering system					
Lubricate shift and throttle cables					
Inspect exhaust flaps for damage*					
Check engine mounts					
Inspect complete fuel system for leakage					

\*Best accomplished with boat out of water.

4470