



SEA PRO

245 FLX Center Console

Owner's Manual

SEAPROMFG.COM

SEA PRO

Sea Pro Boats is a legendary fishing and family boat brand with a name that's synonymous for quality, performance, and value. The top-selling U.S. builder of Bay Boats, Sea Pro offers a full line-up from 17 to 24 feet, each manufactured with meticulous care and designed with thoughtful features for serious inshore anglers. In addition, Sea Pro's Deep-Vee Center Console fleet includes models from 19 to 32 feet, bringing coastal and offshore anglers a unique combination of ride, performance, and quality construction. Ever the innovator, Sea Pro has also created the Family Sandbar Boat, offering 22- and 24-foot models that combine serious fishability with versatile cockpit designs and family-oriented amenities.

We hope you love your Sea Pro as much as we loved building it for you. It was designed with you in mind to ensure great experiences on the water. If you ever need assistance, please refer to this document for guidance.

Happy boating!

The Sea Pro Team



2024 MODEL INFORMATION

This manual contains information on the following *SEA PRO* models:

Center Console

- ◇ 245 FLX Center Console/Sandbar Boat

Specs	Height:
Length 23'9"	Hard Top on the Trailer: 129"
Beam 8'10"	Hard Top to Waterline: 98.5"
Max Horsepower 350	
Capacity 11	
Deadrise at Transom 18.5°	
Draft 16"	
Fuel Capacity 102 gal.	
Aquarium Style Livewell 25 gal.	
Freshwater Tank 20 gal.	
Dry Weight w/o Engine 4,300	

NOTE:

This manual is being provided as a reference and informational tool. *SEA PRO BOATS* suggests that you maintain a copy of this manual in your digital files for future use and reference. The information contained is subject to change.

When your *SEA PRO* boat requires Service, Maintenance or Warranty Work, it should be taken to an Authorized and Approved *SEA PRO BOATS* dealer. To find a *SEA PRO BOATS* dealer near you call 1-803-694-2644.

KEY INFORMATION

BOAT INFORMATION

MODEL #:	HULL SERIAL #
PURCHASE DATE:	REGISTRATION #:
IGNITION KEY #:	

ENGINE INFORMATION

ENGINE MAKE:	MODEL #:
SERIAL #:	

PROPELLER INFORMATION

MAKE:	# OF BLADES:
DIAMETER:	PITCH:
PART #	

OPTIONAL EQUIPMENT

MAKE:	MODEL #:
SERIAL #:	

DEALER INFORMATION

NAME:	PHONE #:
STREET ADDRESS:	CITY:
STATE:	ZIP CODE:
SALES PERSON:	

HULL IDENTIFICATION NUMBER & REGISTRATIONS

SEA PRO BOATS has a permanent record of your boat's Hull Identification Number. This Hull Identification Number is recorded during the manufacturing process. The Hull Identification Number is a 12 digit code located on the right side of the transom, just under the rub rail. When contacting your dealer regarding maintenance or warranty inquiries, please have your Hull Identification Number and *SEA PRO* Model Number on hand. This information can also be found on your copy of the *SEA PRO* Warranty Certificate. Federal and State Laws require a power boat to be registered in the state of primary use. Registration numbers and validation stickers must be displayed according the local and state regulations. The registration certificate must be kept on board when boating. The Hull Identification Number is required on the registration form. The Hull Identification Number should be included on all documents and correspondence with the dealer or *SEA PRO BOATS*.



SPB XX XXX X X XX

- Model Year (2 digits)
- Year of Build (1 Digit)
- Month of Build (1 Digit)
- Serial Number (3 Digits)
- Model Identification (2 Digits)
- Manufacturer's I.D. Code (3 Digits)

CERTIFICATIONS

Sea Pro Boats is NMMA Certification

NMMA Boat & Yacht Certification helps manufacturers ensure their boats are built to applicable standards set by the American Boats & Yacht Council (ABYC), and to promote their compliance to the public.

Participating boat manufacturers must submit applications for all models; each model must be physically inspected by an NMMA inspector annually. To achieve Certification, a manufacturer must demonstrate that all variances found during the inspection have been corrected. The manufacturer is responsible for ensuring that all production units are manufactured in compliance with the certified design.

Many—but not all—boats are required to meet a set of minimum manufacturing regulations established by the U.S. Coast Guard. In the U.S., NMMA Certification goes beyond the minimum USCG standards to ensure adherence to the American Boat & Yacht Council (ABYC) Standards.

Manufacturers of NMMA Certified boats benefit from:

- Assurance their boats meet the industry standards for the United States (ABYC Standards)
- A detailed inspection and verification process
- Improved consumer confidence
- Increased brand respect
- Liability protection and product liability insurance discounts

For more details, please visit nmma.org/certification/boats



BOATING SAFETY

GENERAL SAFETY

NOTICE: As a boat owner or operator, YOU are responsible for Your Personal Safety, the Safety of Your Passengers , and the Safety of Other Boaters. SEA PRO BOATS suggests taking a Boating Safety Course in order to prepare for safe and enjoyable experiences on the water. Boating Education Programs are offered by various organizations, such as the U.S. Power Squadron, United States Coast Guard Auxiliary, and State and Local Boating Authorities.

More information can be found by contacting the U.S. Coast Guard's Boating Safety Division website:

www.uscgboating.org

[1-800-368-5647](tel:1-800-368-5647)

Boating Safety Means:

- Know the limitations of your boat and the capabilities and knowledge of the operator
- Never operate your boat while under the influence of drugs or alcohol
- Be aware of Your Passenger's Safety at all times
- Reduce speeds when visibility is limited, in foggy weather, in rough waters, in congested areas, when

people are swimming or participating in other water activities nearby, and when in close proximity to structures and other boats

- Knowing the rules of the water and practicing them at all times
- Being familiar with the traffic and geography of the body of water on which your are boating
- Keeping safe distances from fishermen and boats not under power
- Being mindful of your wake. You are responsible for any damage caused
- Maintaining and ensuring your boat and it's systems are in proper working order
- Keeping all Legally Mandated Equipment is in proper working condition

BOATING SAFETY

U.S. COAST GUARD MINIMUM EQUIPMENT REQUIREMENTS FOR RECREATIONAL VESSELS

The U.S. Coast Guard requires that every recreational vessel maintain the following minimum safety equipment in working condition at all times while your boat is in operation. *SEA PRO BOATS* also recommends that you consult with your State and Local Boating Authorities for any additional equipment and safety requirements.

PERSONAL FLOTATION DEVICES (PFD'S):

One Type I, II, III or V per person plus one Type IV throwable device. PFD's must be Coast Guard Approved, wearable by the intended user and readily accessible. The Type IV throwable device must be located such that it is immediately available.

FIRE EXTINGUISHERS:

For Vessels up to 26' in length: One B-I any type. For

Vessels 26' to 39.4': One B-II or two B-I.

For Vessels 40' to 65': One B-II and one B-I or three B-I.

VISUAL DISTRESS SIGNALS (ON COASTAL WATERS, GREAT LAKES, AND RIVER MOUTHS GREATER THAN 2 MILES WIDE):

Minimum of (3) day-use and (3) night-use or (3) day/night combination pyrotechnic devices. Non-pyrotechnic substitutes: (1) orange flag (day-use) and (1) electric S-O-S signal light (night-use).

SOUND PRODUCING DEVICES:

Horn or whistle recommended to signal intentions or position. Your *SEA PRO* boat comes standard with an electric horn. *SEA PRO BOATS* recommends maintaining a secondary sound producing source on board at all times in case of emergency situations.

NAVIGATION LIGHTS:

Sidelights, stern light, masthead light and a 360° all-around white anchor light capable of being lit independently from the red/green/white running lights.

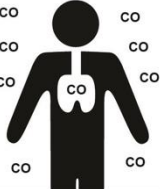
ADDITIONAL SUGGESTED EQUIPMENT:

In addition to the Minimum Required Equipment, *SEA PRO BOATS* suggests the following items are on board for a safe boating experience:

- First Aid Kit
- Compass (properly adjusted)
- Charts & Maps of the waters and local area
- Waterproof Flashlights
- Mooring Lines
- Tool Kit (basic hand tools, Bulbs, Fuses)
- Marine Radio

BOATING SAFETY

Carbon Monoxide (CO)

⚠ WARNING	
	Carbon Monoxide (CO) can cause brain damage or death. Engine and generator exhaust contains odorless and colorless carbon monoxide gas. Signs of carbon monoxide poisoning include nausea, headache, dizziness, drowsiness, and lack of consciousness. Get fresh air if anyone shows signs on carbon monoxide poisoning. See owner's Manual for information regarding carbon monoxide poisoning.

Carbon Monoxide is a colorless, odorless, poisonous gas that is contained in the exhaust produced by engines, generators and other fuel burning appliances. When inhaled it prevents the absorption of oxygen and can be fatal.

Signs and Symptoms of Carbon Monoxide poisoning may include:

- Headache
- Weakness
- Dizziness
- Nausea or Vomiting
- Shortness of breath
- Confusion
- Blurred Vision
- Drowsiness
- Loss of consciousness

Do not confuse carbon monoxide poisoning with seasickness or intoxication. If the vessel operator or a passenger begins to suffer from any of these symptoms, immediately move them to fresh air and investigate possible causes. Immediately take corrective action and seek Medical Attention if necessary.

Carbon Monoxide can accumulate anywhere around the vessel, especially near back decks, swim platforms, the helm and inside enclosed areas.

Potential causes of Carbon Monoxide gas accumulation and/or concentration include:

- A blockage of exhaust by a nearby obstruction, dock, or barrier
- Idling in place for a prolonged period of time
- Operating the vessel at a slow speed
- Operating the vessel at a high bow angle
- Wind blowing from the rear (Stern) toward occupants
- Exhaust from other vessels nearby or in confined areas

Always maintain good air circulation across the areas of occupancy. Inspect the exhaust systems regularly.

Operate any fuel burning appliances in areas with good ventilation and where fresh air can circulate.

BOATING SAFETY

BOATING NAVIGATION RULES

RIGHT OF WAY

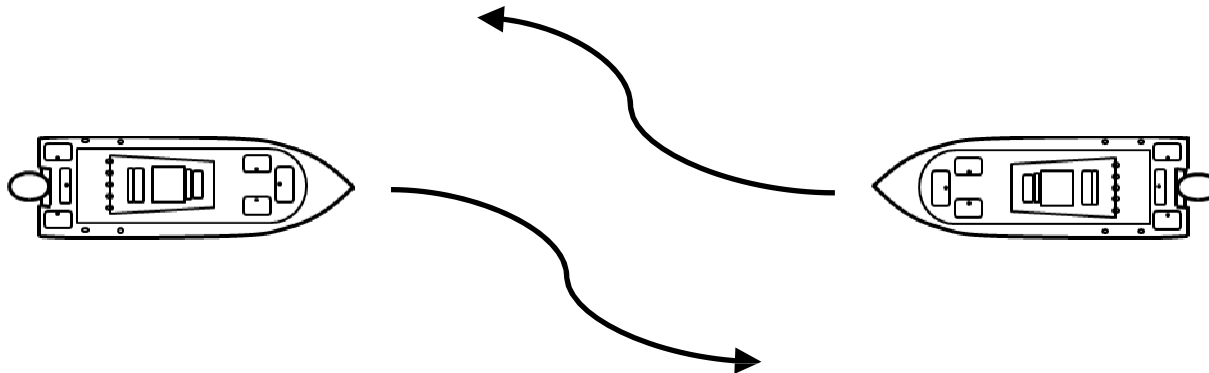
In general, vessels with less maneuverability (Privileged) have right-of-way over more agile vessels (Burdened). Following is an example of vessels that have right-of-way:

- Emergency Craft
- Vessels aground or not under command
- Vessels with restricted maneuverability
- Vessels engaged in fishing
- Vessels not under power (rowboats, canoes, sailboats, etc.)

There are three types of situations you may encounter with other vessels in which the Navigation Rules apply.

Meeting Head-On:

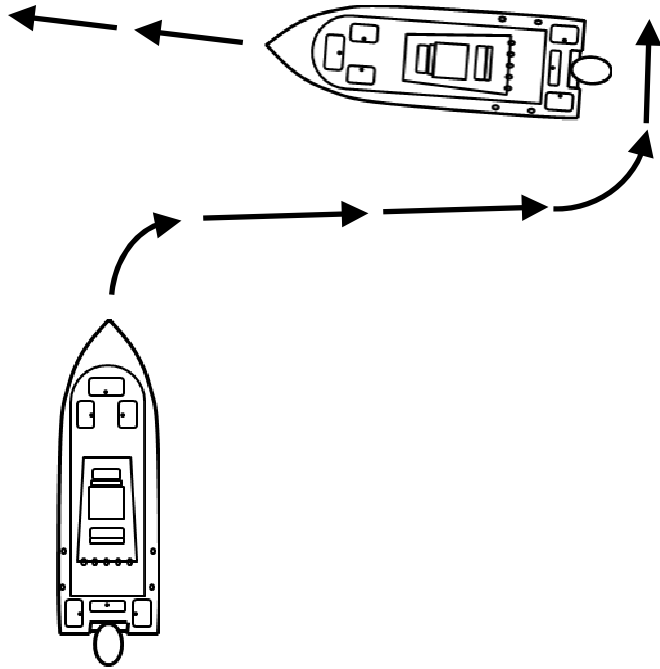
When two vessels meet head-on, neither has the right-of-way. It is preferred that both vessels decrease speed and turn to the right in order to pass port-to-port. Each vessel may sound the horn or other sound producing device with one short blast signaling a port-to-port pass.



BOATING NAVIAGATION RULES CONT.

Crossing:

When two vessels will cross paths, the vessel to the right is the Privileged Vessel, and has right-of-way, and holds course and speed. The Burdened Vessel must yield and pass to the rear (stern) of the privileged vessel. As with meeting head-on, both vessels may sound the horn or other sound producing device with one short blast.

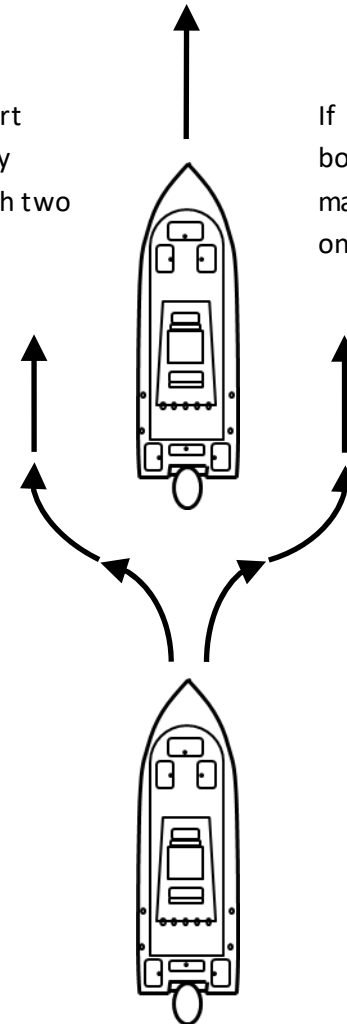


Overtaking / Passing:

When a vessel (Burdened) overtakes or passes another vessel (Privileged) from behind, the vessel being passed has the right-of-way. The passing vessel must make any adjustments necessary to maintain safety and to remain out of the way of the vessel being passed. The vessel being passed should maintain its course and speed.

If passing on the Port side, each vessel may sound the horn with two short blasts

If passing on the Starboard side, each vessel may sound the horn with one short blast



BOATING SAFETY

Safety Labels:

SEA PRO BOATS wants you and your passengers to have a Safe and Enjoyable boating experience. Warning and informational labels are located on your SEA PRO boat calling attention to important information and potential safety concerns. SEA PRO BOATS encourages you to become familiar with these labels and their location. If any of these labels become damaged, please contact your local SEA PRO BOATS authorized dealer for replacements.

MAXIMUM CAPACITIES

10 PERSONS OR 1442 LBS

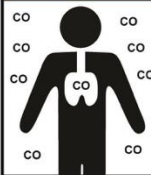
**3315 LBS, PERSONS, MOTOR, AND GEAR
350 H.P. MOTOR**

THIS BOAT COMPLIES WITH U.S. COAST GUARD SAFETY STANDARDS IN EFFECT ON THE DATE OF CERTIFICATION

MANUFACTURER: SEA PRO BOATS, L.L.C.
MODEL: 245 WHITMIRE, SC 29178

SEA PRO
the next wave

⚠ WARNING



Carbon Monoxide (CO) can cause brain damage or death.
Engine and generator exhaust contains odorless and colorless carbon monoxide gas.
Signs of carbon monoxide poisoning include nausea, headache, dizziness, drowsiness, and lack of consciousness.
Get fresh air if anyone shows signs on carbon monoxide poisoning.
See owner's Manual for information regarding carbon monoxide poisoning.

⚠ WARNING

**AVOID SERIOUS INJURY OR DEATH
FROM FIRE OR EXPLOSION
RESULTING FROM LEAKING FUEL.**

**INSPECT SYSTEM FOR LEAKS
AT LEAST ONCE A YEAR.**

⚠ WARNING

**ROTATING PROPELLER MAY CAUSE SERIOUS
INJURY OR DEATH.**

**SHUT OFF ENGINE WHEN NEAR PERSONS IN
THE WATER**

⚠ WARNING

**ROTATING PROPELLER MAY CAUSE
SERIOUS INJURY OR DEATH.
DO NOT APPROACH OR USE
LADDER WHEN ENGINE IS RUNNING.**

⚠ WARNING

**AVOID SERIOUS INJURY OR DEATH.
OCCUPANT MAY FALL OR BE EJECTED
FROM SEAT.**

**DO NOT OCCUPY SEAT WHEN SPEED
EXCEEDS 5 MPH.**

SEA PRO

POLLUTION REGULATIONS

Annex V of Marine Pollution (MARPOL) 73/78 prohibits throwing, discharging, or depositing any refuse matter of any kind (including trash, garbage, oil, and other liquid pollutants) into the waters of the United States.

The Federal Water Pollution Control Act prohibits the discharge of oil or oily waste upon or into any navigable waters of the United States. This prohibition includes any discharge that causes a film or discoloration of the surface of the water, or causes a sludge or emulsion beneath the surface of the water. Violators are subject to substantial civil and/or criminal sanctions, including fines and imprisonment.

The U.S. Coast Guard regulations strictly prohibit dumping of plastic refuse or other garbage mixed with plastic upon or into the waters anywhere. Plastic refuse kills fish, birds, and marine wildlife, can interfere with vessel propellers and can clog water and cooling intakes, and litters the shore and beaches.

SYSTEMS & COMPONENTS

Helm Station and Console:

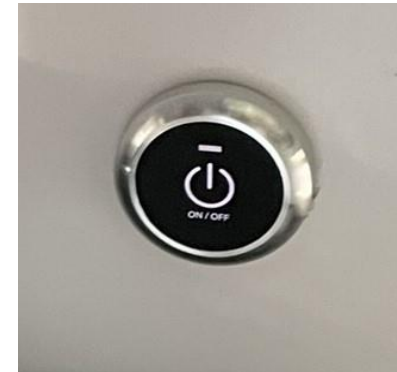
The Helm Station is located in the Cockpit of the Vessel, and is the area equipped with the tools and features that allow operation of the vessel.

- Battery Selector Smart Switch
- Engine Shutdown Safety Switch
- Engine Controls
- Steering Controls
- Helm Switch Panel Instrumentation & Navigation (*Optional Equipment)
 - Audio / Stereo (*Optional Equipment)
 - Compass

*See Owner's Manuals for Optional Equipment Installed **Battery**



Helm Station and Console:



SYSTEMS & COMPONENTS

This Smart Switch allows the operator to provide power to and disconnect power from the operating systems.

There are four (3) switch positions (OFF, On, Parallel) that provide the following functions:

OFF - Single press (White Color): In this position, power is disconnected from all systems, and should be used when the vessel is being stored or not in use. This prevents any unnecessary power drain from the batteries should an operating system be accidentally left on.

On - Single Press (Green Color): In this position, all power and current is supplied from the batteries, and the charging current from the engine will be directed automatically to the battery needing charge.

Parallel - Long Press (Yellow Color): In this position, both of the batteries are now connected in parallel, with both providing power and current to the operating systems and receiving charging current from the engine.

Blue color indicates that the battery switch is in parallel mode either manually or from a charger. This is normal and can be reset by turning the center (ACR) battery switch to off and back to REM/AUTO.

Selector Switch Compartment & Switch:

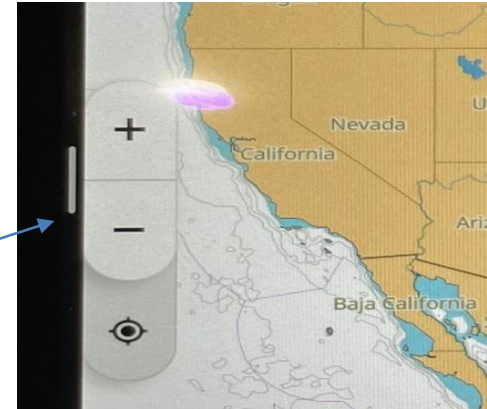
Located at the lower part of the Helm is a compartment which contains the Battery Selector Smart Switch.

SYSTEMS & COMPONENTS

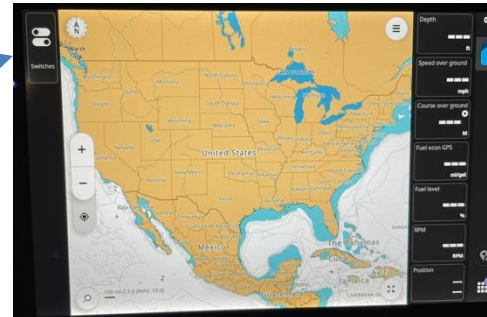
Digital Switching:

The MFD Simrad Screen is located at the helm of the Vessel.
After cutting the boat on, power up the Simrad screen.

Note the small white vertical bar on the port or left side of the screen. Swipe left to right over the bar.



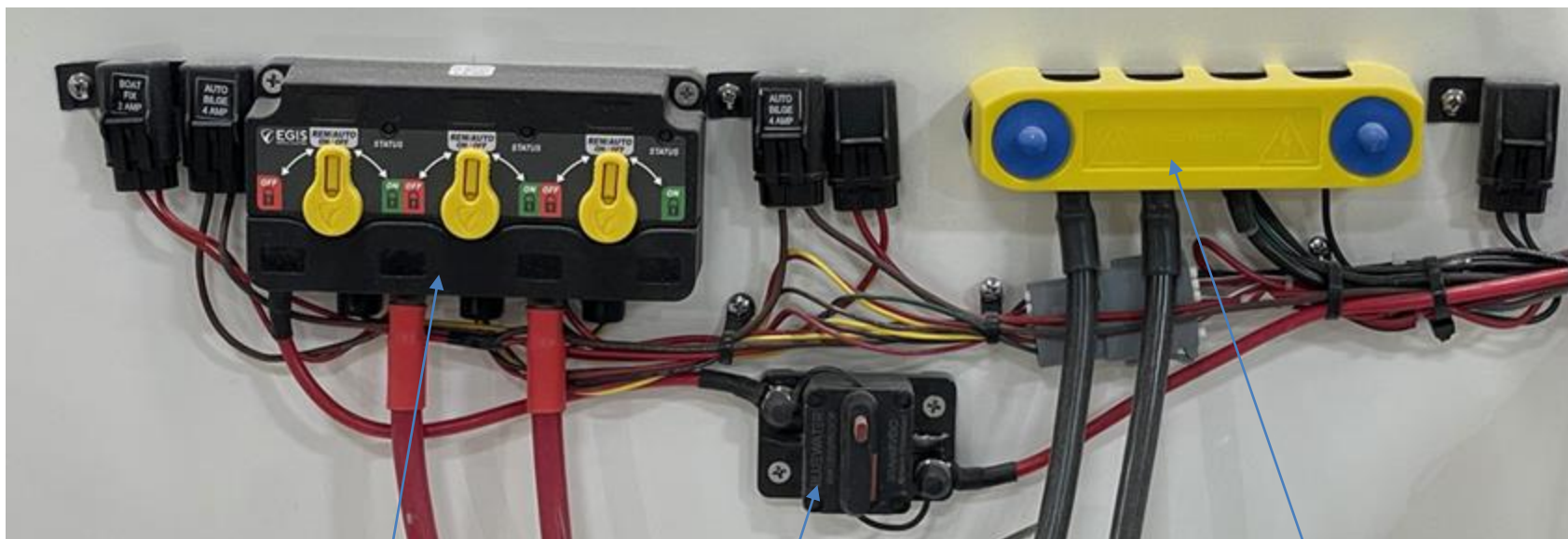
After swiping over the bar, the switches icon will appear. Press the switches icon by touching it.



After pressing the switched icon, the individual switched will appear in the sidebar. Each function is labeled.



Typical Wiring and Main Branch Connections

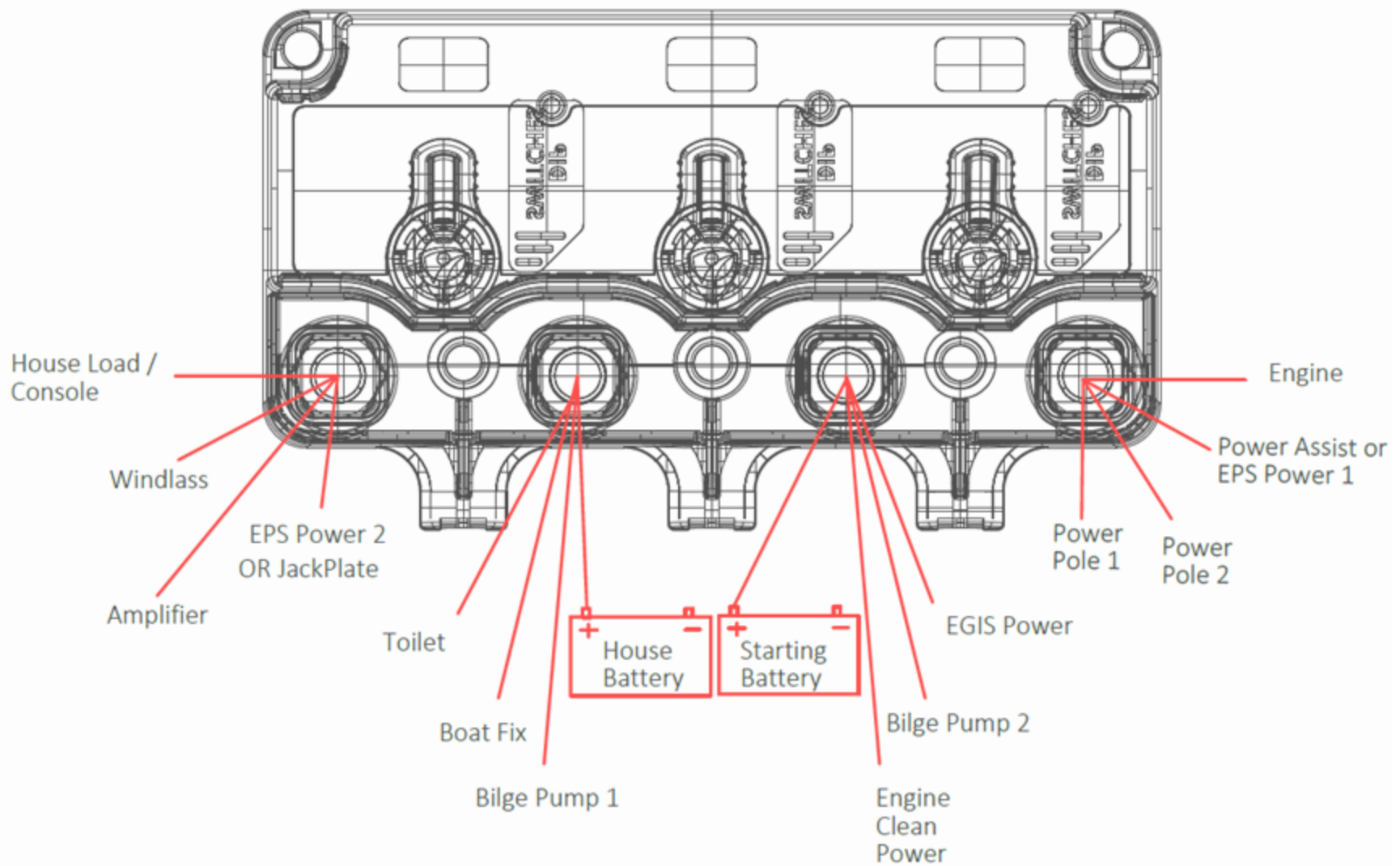


Battery Switch / ACR

Main Power to
Helm

Ground Bus

Typical Wiring and Main Branch Connections



SYSTEMS & COMPONENTS

Engine Shutdown Safety Switch:

Your *SEA PRO* boat is Equipped with an Engine Shutdown Safety Switch. The Safety Switch is located below the Shift/Throttle Control Unit, on the Ignition Panel, and includes the following components:



Ignition Key

Lanyard Operator Clip

Kill Switch

When the switch clip is pulled/removed from the Shutdown Switch, the engine will immediately be shut down. This Shutdown control is designed so that if an emergency occurs, the engine will be shut down and the vessel will not become out of control or a runaway vessel. The Engine shutdown will occur should the operator leave the Helm/Controls, be accidentally knocked down inside the vessel or be ejected overboard from the vessel. The lanyard should be long enough to prevent inadvertent Engine Shutdown.

Before starting the engine, take the following steps:

- Ensure the Switch Clip is fully secured in the Shutdown Switch
- Ensure the Lanyard is not tangled or wrapped around any objects
- Secure the Lanyard Operator Clip to the Vessel Operator

WARNING: Never remove or modify the Engine Shutdown Safety Switch. Regularly check that the Shutdown Switch is in working condition. Should the Shutdown Switch become inoperable and does not shut down the Engine when the Switch Clip is removed, have the switch repaired before continuing to operate your vessel.

*For Reference & Layout Only
*Varies for Yamaha, Mercury or Suzuki

SYSTEMS & COMPONENTS

Engine Controls:

Located on the main horizontal surface, and to the right of the steering are the Engine Controls. These consist of the Ignition, Shift/Throttle Control and Engine Tilt/Trim Control.

Ignition: Every engine comes with a specific Key and/or Push button ignition control. Placing the key into the panel and either turning to the right or pushing the button will engage the engine starter and will start the motor. Refer to the Engine Owner's Manual for Operation and Specifications.

Shift/Throttle Control: Your *SEA PRO* boat comes with a binnacle style lever that controls the forward, reverse and neutral gear selection, as well as the throttle control of the motor.

Neutral = Straight Up and Down

Forward = 1st detent position forward of Neutral. Reverse

= 1st detent position aft of neutral.

Advancing the binnacle lever beyond the 1st detent in either direction increases the throttle demand.

Your Shift/Throttle control system also includes a Neutral Safety Switch that prevents the engine from being started while the binnacle lever is in any position other than Neutral. Thus preventing accidental movement of the vessel when starting the engine.

Refer to the Engine Owner's Manual for Operation and Specifications.

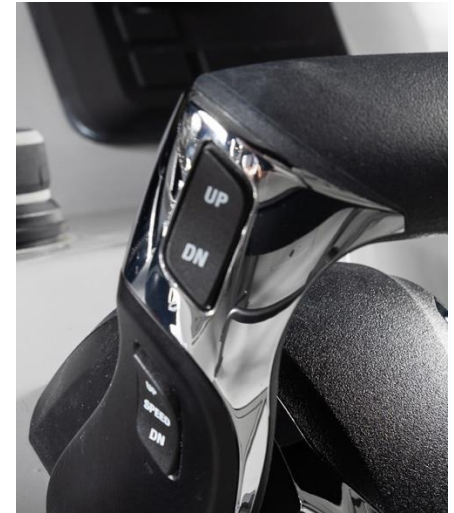
Every Engine and Shift/Throttle Control unit comes with a function allowing the engine to be operated at a higher than idle RPM range while in Neutral for Cold Starting and Warm-Up purposes.

Refer to the Engine Owner's Manual for Operation and Specifications.

Engine Power Trim / Tilt: All engines mounted on a *SEA PRO* boat have a Trim & Tilt control module located on the binnacle lever. This control module allows the operator to control the position of the outboard motor while at the helm.

Trim refers to the position and range of travel of the motor within the first 20 degrees.

This is the range for operating your vessel while on Plane.



Trimming the motor “down” refers to bringing it closer to the transom. Trimming the motor “up” refers to moving it further away. Utilize the Trim to adjust the angle the vessel will run in the water to optimize performance. *Tilt* refers to the position of the motor beyond the first 20 degrees and is used when travelling in shallow water or trailering of your vessel.

Refer to the Engine Owner's Manual for Operation, Maintenance and Specifications.



Steering Controls:

Your *SEA PRO* boat has been equipped with a Stainless Steel Steering Wheel and knob.

A hydraulic Steering System has been installed; the helm unit includes a reservoir and pump that pumps hydraulic fluid to the steering cylinder located on the motor

bracket, causing the motor to turn.

Easy Access Reservoir:

There is a reservoir fill cap located on the helm for adding hydraulic fluid and for service.

Optional 5-Position Tilt:

The Steering System may also include the option of a Tilt Wheel Feature, which allows the operator to position the steering wheel in five positions for comfort.

Activate the tilt lock lever below the steering wheel to adjust the position. Releasing of the lock lever will lock the steering wheel into the desired angle and position.

If your *SEA PRO* boat has been equipped with a steering system other than hydraulic, please refer to the Engine Owner's Manual for Operation, Maintenance and Specifications.

SYSTEMS & COMPONENTS



Audio / Stereo:

Your *SEA PRO* has been outfitted with a Audison Audio Marine AM/FM/USB/Blue Tooth Radio that is iPhone, iPod and SiriusXM Ready. It comes with a Silicone Rubber Face Cover to protect the screen from the elements.

- Bluetooth Streaming Audio
- USB 2.0 Playback of MP3 and WMA files

please refer to the Audison Audio Owner's Manual for Operation, Maintenance and Specifications.



Simrad Electronics:

Your *SEA PRO* has been outfitted with a Simrad Multifunctional Display.

Please refer to the Simrad Manual for Operation, Maintenance and Specifications.



Compass:

Your *SEA PRO* boat comes standard with a Surface Mount compass. Please refer to the compass instructions for compensating and adjusting your compass once all electrical equipment and unique electronics are installed in your vessel, and once the vessel is located in it's operational area.

Bilge Pump:

The Bilge of your *SEA PRO* boat can be accessed through the Bilge Door located just forward of the transom.

A Bilge Pump has been installed to remove any excess water accumulation that may collect during operation in rough waters, due to weather conditions, or other scenarios.



The bilge pump can be manually operated with the switch located on the Helm Switch Panel labeled “PUMPS - BILGE”, and is also automatically activated by a Free-Float switch that turns the pump on when water collects inside of the bilge to a predetermined level. This allows the pump to perform its operation when the vessel is left unattended.

The water will exit the bilge via a Thru-Hull fitting located on the starboard side of the vessel, at the rear.



NOTE: The bilge pump is wired to have a constant power supply from the batteries, even when the Battery Selector Switch is turned to the “OFF” position. This allows the bilge pump to operate when the vessel is left unattended. It is important to keep debris and build up away from the Free-Float switch to prevent unnecessary pump operation and drain of the batteries.

NOTE: Regulations prohibit the discharge of fuel or oily waste in the navigable waters of the U.S. The bilge pump is not intended to pump fuel or oily waste overboard. If there is a build up of fuel or oily waste in the bilge, use other methods of removal or seek the assistance of a marine service professional.

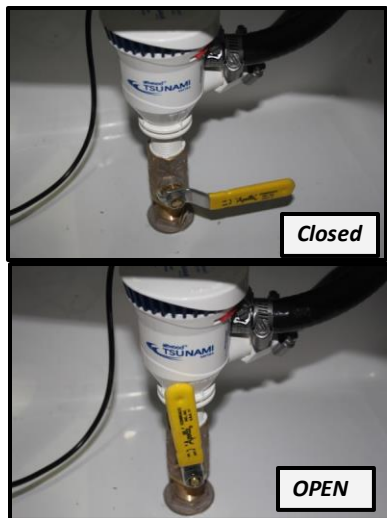
Refer to the Bilge Pump Owner’s Manual for further instructions, maintenance, and specification information.

Livewells:

The pump operated livewells are intended to provide a more stable environment, thus reducing stress and fatigue and resulting in healthier, longer lasting bait.

The Livewell pump and seacock can be accessed through the bilge door located at the stern of the boat, just forward of the transom. Prior to operating your livewell pump, ensure you have performed the following steps in order to properly use the livewell:

Open the Seacock located at the bottom of the pump. This allows water to enter the pump via the thru-hull fitting. Running your livewell pump dry could result in damage to the pump. The seacock is closed when the handle is in a horizontal position, and is open when moved to a vertical position.



Open the flow control valve (rotating counter-clockwise), located at the top of the livewell, to allow water to flow from the pump into the livewell.

To drain your Livewell, flip the switch on the Helm Switch panel to turn the pump off, close the seacock, and remove the bottom drain plug.

Refer to the Pump Owner's Manual for further instructions, maintenance, and specification information.

Turn the livewell pump on by flipping the switch on the Helm Switch Panel that correlates to the livewell pump. Once the water is pumping into the livewell, adjust the flow control valve to regulate the flow of water you wish to maintain in the livewell. Rotating counter-clockwise will open the valve, allowing more flow, while rotating clockwise will close the valve, reducing the flow.



Fresh Water System: Optional Feature

Your *SEA PRO* has been equipped with a Fresh Water Tank and Shower system. A freshwater pump delivers water to fixtures onboard the boat. Pressurized water systems make life aboard more comfortable by providing water “on tap” for showers and other applications.

The Fresh Water Tank Fill is located in the stern of the boat. The water tank and pump are located in the bilge. Optional equipment may include a freshwater shower in the aft gunnel, a hose connection and a sink in the console.

Turn the pump on to pressurize and use the system with the helmswitch on the Helm Panel.

It is always a good idea to completely drain the remaining water from the freshwater tank after each outing. This will ensure that there is no standing water to become stagnant and not usable. It is recommended to sanitize the fresh water tank and system as part of a regular maintenance schedule.

To sanitize this system:

- Dilute 1/4 cup of household bleach for each 15 gallons of capacity into a gallon of water. Add this solution to the tank and Fill with fresh water.
- Let stand for three hours.
- Completely drain the tank using the shower unit.
- Fill the tank with clean fresh water, and let stand for an additional two to three hours.
- Completely drain the tank.
- If there is a smell of bleach remaining in the tank, perform an additional fresh water rinse.



Head:

Inside the console of your Sea Pro you could have an optional head with pump-out or overboard discharge or an optional porta-potty.

Pump-Out: On the port side of your vessel, you'll find the deck fitting labeled *Pumpout*. This is the entry point to the holding tank where a pump-out system connects to safely empty your boat's waste tank.

Porta-Potty: A boat porta-potty is a self-contained toilet with a sealed waste tank that you detach and empty at a proper facility.



SYSTEMS & COMPONENTS

Navigation / Anchor Lighting:

Your *SEA PRO* boat has been equipped with navigation lights that are required by the U.S. Coast Guard. The use of navigation lights are required during the time between sunset and sunrise, and during any period of low visibility (fog, rain, etc.).

The sidelights on your vessel are bright LED's and have been incorporated into the rub rail and located at the bow or on top of your hard top.



There is a switch at the Helm that is used to turn the Navigation Light or/and anchor lights on or off.

The starboard (right) side light is **GREEN** and the Port (left) side light is **RED**.

Anchor is **WHITE**.

Anchor Light: The 360° all-around/anchor light is also LED and is **WHITE**. The anchor should be fully extended in the vertical position. May need to lower for bridge clearance.



Anchoring and Windlass

Windlass Safety Tips:

- Always tie off rode while at anchor using strong points *.
- Always secure rode/anchor when underway.
- Always look before deploying your anchor.
- Always motor up to anchor while retrieving.
- Never use your windlass to pull or tow boat.
- Never stick fingers in or around gypsy while operating
- Always shut off the breaker when working on windlass
- Always shut off the breaker when the windlass is not in use.
- Keep all loose clothing and hair away from the windlass when operating.
- Never use the windlass to lift a person



SYSTEMS & COMPONENTS

Trim Tab Control: Seakeeper Ride

Sea Keeper Ride comes Standard on this Sea Pro model.

WHAT IS IT?

Seakeeper Ride is the first-of-its-kind **Vessel Attitude Control System (VACS)** that eliminates up to 70% of pitch and roll underway.

KEY BENEFITS:

Pitch and Roll Elimination

Seakeeper Ride eliminates up to 70% of underway pitch and roll motions that often cause uncomfortable pounding or slamming. The elimination of these motions contributes to increased safety and provides comfort, control, and confidence to all on board.

List/Level Control

Seakeeper Ride never allows vessel list from movement onboard, wind, uneven load while underway, and/or prop torque.

Auto Trim

Seakeeper Ride uses a customized Trim Command Curve to automatically adjust the boat to match the optimal running angle at any given speed.

Hole Shot Control

Seakeeper Ride is optimized to allow for faster acceleration that gets the boat on plane more quickly which improves fuel economy during the transition to planing. The operator never loses sight of the horizon, increasing safety for all on board.

Coordinated Turn

Seakeeper Ride automatically adjusts the heeling angle of your boat during turns for more comfort, increased safety, and better performance.



How does it work?

Seakeeper Ride controllers are mounted to your boat's transom, below the waterline. Using custom, proprietary inertial sensing hardware and software, the system understands how the boat is behaving in all three axes and commands deployment of the rotary blades below the boat's running surface to counteract pitch, roll, and yaw. As the blades are deployed, they create lift at the transom, managing the vessel's motion instantaneously.

Why is it better?

Wave motions can happen consistently or inconsistently, they can be big or small, and can come from any direction. Often, these motions occur in just milliseconds. Thanks to expert control software and hardware, Seakeeper Ride's proprietary, rapid-deployment rotary blades make 100 adjustments every second to combat wave motions.

For Warranty questions or help, contact Seakeeper:

<https://ride.seakeeper.com/contact/>



SYSTEMS & COMPONENTS

Sandbar Table:

Table Attachment: does not interfere with the performance of the boat

Table – Do not stand on a table



SYSTEMS & COMPONENTS

Reboarding Ladder

The reboarding ladder is located under a cover on the aft starboard deck of your boat (Figure 3.20.3). The ladder can be accessed by lifting the cover or pulling the ladder out without lifting the cover.

To deploy the reboarding ladder, rotate the ladder unit downward or pull the release chord as shown below and extend the ladder rungs. The type of ladder is model specific. Please review the specific features of each model.



Fuel System:

Diurnal Vapor and Emission Control Integrated

Fuel System:

Your *SEA PRO* boat has been outfitted with a Technologically Advanced marine fuel system that exceeds the Performance, Safety and Environmental Protection Criteria as outlined and required by the Environmental Protection Agency, U.S. Coast Guard and Marine Industry standards and practices. This fuel system meets Fuel Tank Permeation requirements, Hydrocarbon Emission controls, Proper Fuel Vapor Release and Elimination of Fuel Spit-Back events.

What is Diurnal Vapor?

The temperature variation that occurs during the normal day-night cycle of each 24 hour day is called a Diurnal Temperature Cycle. The heat of ambient air during the day can cause gasoline temperatures to rise inside of a tank, causing fuel expansion and an increase of fuel vapors.

This fuel expansion and increase in vapors can increase pressure build up in a fuel tank and system causing the following problematic issues to occur;

- **Fuel Tank Vapor Permeation:** During the height of a diurnal cycle, a tank that has been manufactured using a permeable (permitting liquids or vapors to pass through) material will release more fuel vapors into the environment than allowed by regulations.

- **Hydrocarbon Emissions released into the atmosphere:** Improper venting and vapor control can allow untreated hydrocarbon emissions to be released into the atmosphere.
- **Fueling Spit-Back and Spillage:** over-filling of fuel and the unchecked increase in pressure can cause fuel to dangerously spit back through the fueling fill cap onto the operator and polluting waterways and the environment.

The Fuel Tank in your *SEA PRO* boat has been manufactured using a ceramic coated aluminum. This tank material increases the fuel system's performance;

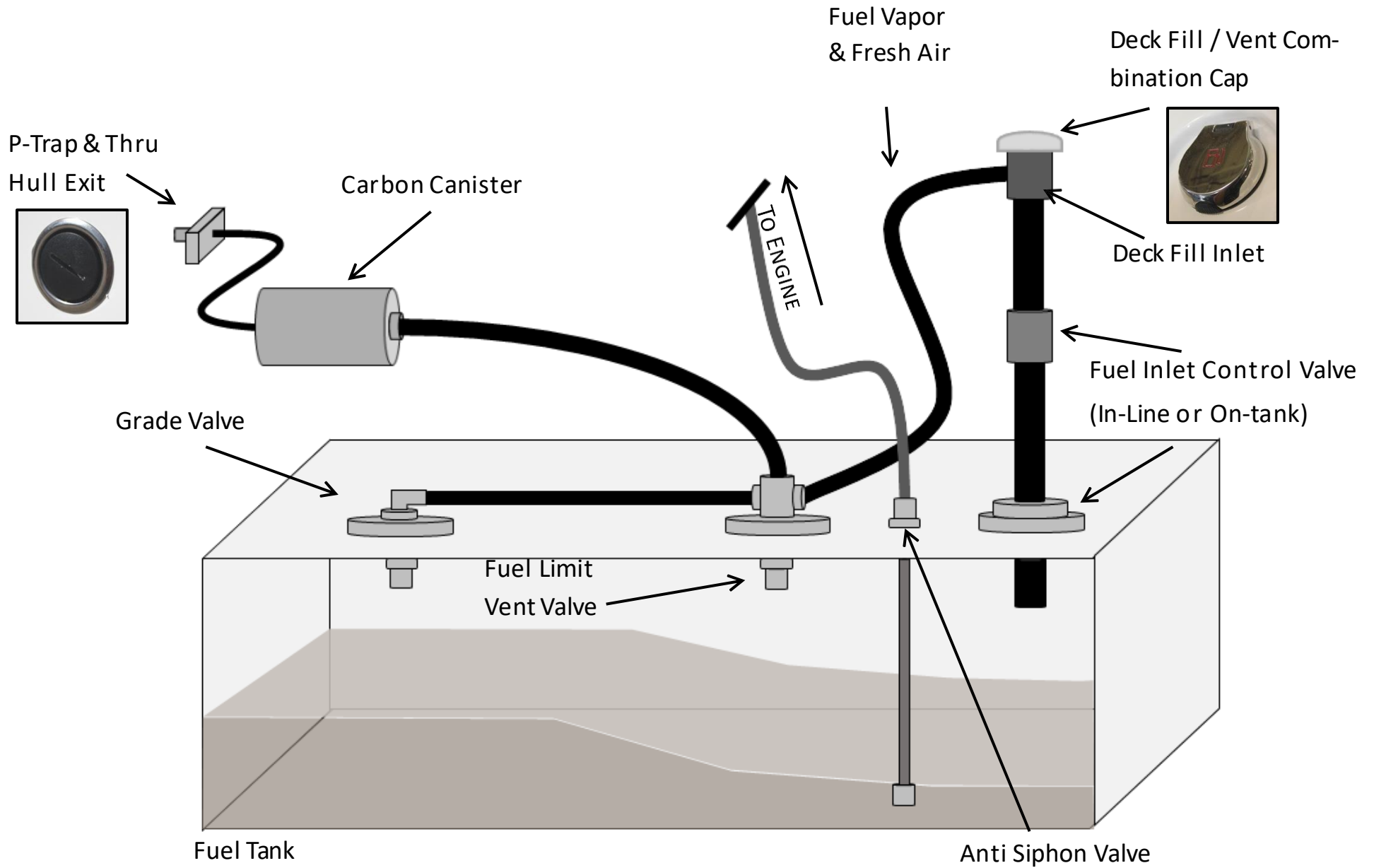
- The ceramic coating helps to insulate the fuel tank contents which decreases the temperature variance, decreasing the effects of fuel expansion and fuel vapor pressure increases.
- Tank structure strength and consistency also helps to decrease the effects of fuel expansion and fuel vapor pressure increases by creating physical stability.

Most marine fuel systems can be broken into two categories, Passive Purge and Vapor Pressure Relief. most recreational vessels have *either one or the other* installed as it's primary system to control Diurnal Vapor. Your *SEA PRO* boat has been built with a Hybrid Fuel system comprised of *BOTH* of these.

The Fuel System Diagram on the next page has each component labeled and shows the configuration of the *SEA PRO* Hybrid Fuel System.

SYSTEMS & COMPONENTS

Fuel System Diagram:



Diurnal Vapor and Emission Control Integrated Fuel System Performance:

Normal Fuel Filling Event:

the fuel nozzle is inserted into the Fuel Inlet, and as fuel begins to enter the tank, there will be a slight immediate increase of tank pressure that is managed as the Fuel Limit Vent Valve vents air and fuel vapors;

⇒ through the Carbon Canister and ultimately out through the P-Trap

⇒ and the through the fuel Vapor & Fresh Air Vent line and out through the vent in the Fuel Cap

When the fuel level reaches the Fuel Limit Vent Valve Sensor, at a pre-determined safe level, the valve closes and halts the exiting air and fuel vapors. This causes an immediate increase in pressure that triggers the Inlet Control Valve to close, stopping the flow of fuel into the tank. When the Inlet Control Valve closes, the fuel fills the inlet line, reaching the filling nozzle. The fill nozzle will turn off and the fuel flow will stop when the tank is full and prior to fuel spitting back out of the deck fill. After the filling event is complete, the pressure will gradually decrease inside of the tank, the Inlet Control Valve will open, and the balance of the fuel in the inlet line will be released into the tank.

Diurnal Emission Control:

When the ambient temperature increases, fuel expansion occurs and vapor pressure increases. The Fuel Limit Vent Valve will allow the emissions to escape through the Carbon Canister, which scrubs and cleans the fuel vapor

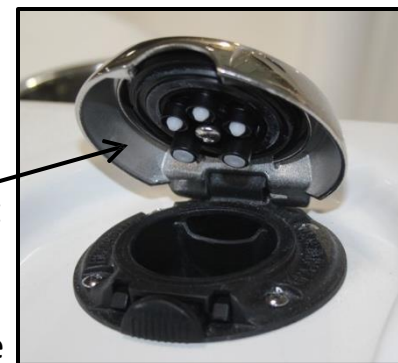
of the harmful hydrocarbons, and releases it through the P-Trap.

If the tank is filled to the level that causes the Fuel Limit Vent Valve to close, the Grade Valve will allow the emissions to travel the same path, through the Carbon Canister and through the P-Trap.

When the ambient temperature decreases, the contents in the fuel tank will condense. Fresh air is allowed to enter through the P-Trap, the Carbon Canister, the Fuel Limit Vent Valve and into the tank, allowing the system to breath, stopping a potential vacuum effect.

Over Pressurization or Prolonged Inclination of the Fuel Tank:

Due to extreme temperature fluctuations, or a prolonged period of inclination, the fuel level of vapor pressure could cause both the Fuel Limit Vent Valve and the Grade Valve to close, halting the normal vapor escape. Pressure will continue to build inside of the tank, and will build above the Fuel Inlet Control Valve. This creates a potentially unsafe environment. To alleviate this situation, there are sensors built into the Deck Fill Cap that will open the vent valve inside of the Deck Inlet, releasing the pressure and relieving the system. Once the cause is corrected, the system will return to the normal venting operation.



SYSTEMS & COMPONENTS

If the P-Trap is closed or blocked from allowing vapor to escape through the system, the vapors will escape through the Fuel Vapor & Fresh Air Vent line, and through the vent in the Deck Inlet.

Fuel / Water Separator:

Every *SEA PRO* boat is fitted with a Fuel / Water Separator. This filter is located in the bilge compartment, and normally mounted to a vertical wall or surface.

Water is the most common contaminant found in fuel, and is common found in the fuel system of recreational vessels.



- Ethanol-boosted gas attracts water in vessels that go unused for prolonged periods.
- The air space inside of a fuel tank that is less-than-full contains moisture. Over time, moisture condenses inside of the tank.
- Water can intrude fuel storage tanks through poorly sealed fuel caps and vents.
- Water can be introduced into the fuel directly by the supplier.

Water is heavier than fuel, and over time, water can collect at the bottom of the fuel tank with the fuel floating on top. This water will enter the fuel lines going to the engine and must be removed in order to protect

the engine. Water can rust and corrode internal engine parts. Microbes can grow in the presence of water, creating sludge and clogging the engine and it's components.

The fuel travels into the Fuel / Water Separator and through a coalescing micron filter that changes small water particles into larger droplets. Being that water is heavier than fuel, these droplets fall by gravity, to the lower part of the filter, with the clean fuel floating on top. The clean fuel exits the top of the separator and on to the engine.

It is imperative to regularly inspect the bowl, or lower part, of the separator. As the separator performs it's job, water will continue to collect in the lower unit. Eventually, if the water is not drained from the unit, and it collects to the top of the exiting connection, contaminated fuel will begin to travel to the engine causing performance issues and potential damage.

It is also recommended to change your Fuel / Water Separator's filter media during regular service intervals.

It is YOUR responsibility to determine maintenance and care intervals based on your usage of the boat and the operating environment.

Refer to the Engine Manufacturer Owner's Manual for further instructions, maintenance, and specification information, or contact your local *SEA PRO BOATS* authorized dealer for assistance and further information.

Sea Pro Connect App:

What is the Sea Pro Connect App?

The Sea Pro Connect App is a secure boat monitoring system designed for stress-free boating. Powered by Boat Fix, it provides affordable boat monitoring, GPS tracking, and 24/7 live customer support, including the industry-exclusive Mechanical Advisory Helpline.

What Does It Monitor?

Battery monitoring
High water alarms
Theft recovery
Inventory management
Mobile application access

What Does the Sea Pro Connect App Include?

5 years of service and towing*
24/7 customer service and after-sales support
24/7 mechanical help line
24/7 GPS tracking (real-time and playback)
24/7 battery voltage monitoring
24/7 anti-theft mode for safety and security
24/7 stolen boat recovery software
Monthly boat performance reports
* **Towing Restrictions:** Service is limited to towing back to the dock only, with a maximum of 2 tows per 12 months. Coverage is limited to \$2,000 per tow and within 10 nautical miles offshore. For grounding tows, the boat must be fully surrounded by water. Boat Fix is not responsible if a towing company is unavailable.

How to Activate:



Scan to Start

Register in 6 Easy Steps:

- Scan to download the Sea Pro Connect app
- Tap the white **ACTIVATE** button
- Enter or scan your **IMEI#**
- Tap **ACTIVATE** again
- Enter your user details
- Hit **REGISTER**

Owner Benefits:

Tracking & Monitoring — theft, bilge, battery, location, and more
Live 24/7 Customer Support — includes mechanical help
Peace of Mind — always on, always available
Towing Assistance — if stuck or broken down*

*Found on Connect
sticker at the helm.*

*Found on the
starboard stern.*

IMEI#	_____
Hull#	_____

*Towing restrictions: Back to the dock only; maximum of 2 tows per 12 months; maximum of \$2,000 per tow; no more than 10 NM offshore; boat must be surrounded by water for grounding tows; Boat Fix is not responsible if a towing company is not available.

SCHEMATICS & WIRING DIAGRAMS

WIRING COLOR CODES:

ANC LIGHT	GRAY/WHITE
BILGE (AUTO)	BROWN/ORANGE
BILGE (MAN)	BROWN
COMPASS/BACK LTS	BLUE
COURTESY/BOX LTS	BLUE
FRESH WATER	BROWN/BLUE
FUEL	PINK
FUEL FILL BOND	GREEN
HORN	ORANGE/WHITE
LIVEWELL #1	BROWN/WHITE
LIVEWELL #2	BROWN/YELLOW
LIVEWELL LTS	BLUE/WHITE
MACERATOR	BROWN/GREEN
NAV LIGHT	GRAY
PORT FRONT SPKR -	WHITE/BLACK
PORT FRONT SPKR +	WHITE
PORT REAR SPKR -	GREEN/BLACK
PORT REAR SPKR +	GREEN
RAW WATER	BROWN/BLACK
STBD FRONT SPKR -	GRAY/BLACK
STBD FRONT SPKR +	GRAY
STBD REAR SPKR -	PURPLE/BLACK
STBD REAR SPKR +	PURPLE
UNDER WATER LTS	BLUE/RED
BATT POSITIVE	RED

MAINTENANCE

Routine Care & Maintenance:

NOTE: Refer to the individual Manufacturer Owner's Manuals for detailed information related to Service, Care, Maintenance and Repair of those specific components.

Routine inspection and maintenance of your *SEA PRO* boat and it's systems ensures safe boating experiences and prolongs the life of your boat and it's systems.

The following information is for general guidelines only. It is YOUR responsibility to determine maintenance and care intervals based on your usage of the boat and the operating environment. This information may not cover all systems or additional components that have been customized or installed by the dealer or owner.

- Hull Exterior: Algae and Slime growth can affect the performance and overall look. This growth can be removed with a coarse towel or soft bristle brush. If the growth is severe, or has been allowed to dry and harden on the boat surfaces, it may be necessary to seek the services of a professional hull cleaning company. Refer to your *SEA PRO BOATS* authorized dealer for assistance.
- Gel Coat: The gel coat will be protected and last longer with regular cleaning and waxing. It is recommended to wax your exterior surfaces at least twice per year. Your usage and operating environment may dictate additional waxing intervals. Do not wax over growth or surface

dirt / debris, ensure your *SEA PRO* boat has been thoroughly washed and rinsed prior to waxing. Use a high quality wax designed for marine gel coats. Refer to your *SEA PRO BOATS* authorized dealer for suggested brands.

- General Hull and Deck Surface Washing: Always use a cleaning agent that is suggested for use on marine gel coats. If using a pressure washer to clean these surfaces, it is important that a Wide Pattern nozzle is used, and the spray head is continuously in motion. Do not concentrate high pressure on a small area. A pinpoint nozzle or concentrated stream could damage the finish and surface of your boat. *SEA PRO BOATS* does not recommend pressure washing of the Helm and Console. Damage could be done to the electronics, gauges, and controls.
- Stainless Steel Trim & Fittings: Even though stainless steel is corrosion resistant, it still requires care and maintenance. The presence of salt particles can cause spots, pitting and corrosion. Frequently wash and clean the stainless steel trim and fittings with a mild soap or solution suitable for use on stainless steel. A coating of cleaning wax will help maintain the finish and sheen. Apply with a clean, soft cloth, allow to dry, then polish and buff with additional clean, soft cloths. Never use abrasive cleaners, abrasive pads, or strong solvents.

MAINTENANCE

- Cushions and vinyl materials: Saltwater, dirt, debris, chemicals, and UV rays can cause damage to these materials over time, causing them to discolor, lose their texture, and tear. Remove ordinary dirt and surface debris with a mild detergent and a soft cloth. More stubborn stains can be removed with a solvent solution. Refer to your *SEA PRO BOATS* authorized dealer for assistance and suggestions. To prevent mildew, keep these surfaces dry and do not let moisture accumulate and stand for long periods of time.
- Tempered Glass Windshield: Always use a commercially available glass cleaner or a mixture of water and vinegar to clean your windshield. Dry and polish the glass with soft cloths. Never use harsh chemicals or abrasive materials.
- Instrumentation and gauges: Never use abrasives or harsh chemicals, as these will cause damage to the surface and components. Refer to the specific Manufacturer Owner's Manual for detailed cleaning procedures.
- Battery: Always turn the Battery Selector Switch to the "OFF" position prior to servicing the battery. Ensure the battery terminals are clean. Ensure the cable connections are tight, secure and clean. When removing a battery from the boat, remove the Negative (-) cable first. When re-installing a battery, always attach the Negative (-) cable last. Refer to your Battery Owner's Manual for proper cleaning of the terminals and maintaining proper fluid levels. Batteries will self-discharge during extended periods of non-use, and should be recharged properly prior to being put into service. Disconnect the battery terminals (Negative (-) first) and remove the battery from the boat for proper recharging according to the Battery Owner's Manual.
- Steering Controls: Inspect and check the hardware and connections at the helm, stern and engine to ensure they are tight and leak-free. If your boat has a hydraulic steering system installed, regularly check the fluid reservoir and top off as necessary.
- Hardware, Fasteners and Fittings: Regularly clean all hardware, hinges, latches, cleats and fittings with approved marine cleaners or a mild soap solution. Ensure all fasteners are tight and secured. Repair or replace any items that need attention. As with Stainless Steel, a marine grade wax application can extend and maintain the finish and sheen.
- Aluminum Hardware: Frequently wash and clean the aluminum hardware with a mild soap or solution suitable for use on aluminum. A coating with aluminum metal protectant or A coating of cleaning wax will help maintain the finish and sheen. Never use abrasive cleaners, abrasive pads, or strong solvents.

MAINTENANCE

- Livewells, Coolers, Fish boxes: Rinse and Completely drain the water in these areas after each use. This will help lesson the chance of stagnation and unwanted growth.

To sanitize these compartments:

- Dilute 1/4 cup of household bleach for each 15 gallons of capacity into a gallon of water. Add this solution to the compartment and Fill with fresh water.
- Let stand for three hours.
- Completely drain each compartment.
- Fill each compartment with clean fresh water, and let stand for an additional two to three hours.
- Completely drain each compartment.
- If there is a smell of bleach remaining in the compartment, perform an additional fresh water rinse.

As an alternative to using a bleach solution:

- Mix a few tablespoons of baking soda in a gallon of water. Use the solution with a rag or soft bristle brush to scrub the surfaces of each compartment.
- Completely rinse and drain each compartment using a hose and fresh water.

- Seacocks, Pumps & Valves: Regularly check the fittings and valves of each seacock and pump for leaks and proper operation. Clean or replace strainers and filters as necessary.

Battery Maintenance and Selection

Starting battery. Use the size and type in your owner's or service manual for your engine. If there's any question about a battery's performance, have it load tested. Any auto parts store can load test, or you can do it yourself with the right equipment.

House battery. Most Sea Pro boats that have multiple electrical demands also have house batteries. They ensure that a boat with high electrical loads won't drain the starting battery when in use and leave you stranded. Most Sea Pro Boats outboards have a separate battery isolator/charging leads specifically for charging these batteries. The charging system will be able to charge the starting battery/batteries first to help keep the voltage up. Once fully charged, it will automatically "switch" the charge to the house battery/batteries.

Battery connections. All battery cable connections must be clean, tight and use hex nuts and lock washers (not old-fashioned wing nuts). Loose connections can cause frustrating intermittent issues or a full-time "no run" condition. A dirty or corroded connection can impede electricity's ability to travel, and a battery terminal connection may be corroded, yet appear clean. To avoid any doubt, always remove the terminal connection and clean both sides of the connecting materials down to bare, shiny metal, then reinstall and tighten the connection properly.

Battery Maintenance and Selection

CAUTION! While the engine is running, the battery terminal clamps must not be loosened or detached nor should the battery switch(es) be turned off; otherwise, the alternator and other electronic units will be damaged.

DANGER! Never use an open flame in the battery storage area. Avoid striking sparks near the battery. A battery can explode if a flame or spark ignites the free hydrogen given off during charging.

Sea Pro recommends Group 27 size batteries in all applications. Group 24 batteries are smaller and typically have a lower capacity compared to Group 27 batteries, which are larger and can store more energy. If you need more power for applications like radios, MFDs, radar etc; a Group 27 battery is often the better choice.

Sea Pro does not recommend lithium batteries in the starting or house load uses in general. This is based on individual outboard engine manufacturers. You and your servicing dealer must follow the recommendations and best practices from your engine manufacturer.

For Most Common Flooded Lead Acid

- Check the fluid level in the battery cells approximately every 4 weeks, and more often in summer and hotter climates.
- The fluid level must be between the lower and the upper markings. Check with your battery supplier for specific guidance on their batteries.

Battery Maintenance and Selection

Batteries drained to zero charge before recharging will dramatically shorten the life of the battery/s. When a battery discharges, the active material on both positive and negative plates converts to lead sulfate, causing the plates to become less effective. The electric conducting battery acid becomes weaker and the voltage drops, the battery remains discharged, and the process continues until recharging the battery becomes impossible. Be sure to recharge batteries as soon as possible. Use a good quality charger; over charging the battery can be just as detrimental to its life as running it down too far.

Battery Storage (generally considered 3-6 months and may be less in hotter climates)

- The temperature also plays a vital role in determining the life of a battery. High temperatures accelerate the chemical reactions within a battery, which can lead to faster degradation. This means that a battery exposed to excessive heat may have a shorter lifespan compared to one kept at a cooler temperature.

NOTICE: Disconnect and/or remove battery from boat and store in a cool, dry location.

- Disconnect the battery cables (negative cable first).
- Remove the battery from the boat.
- Clean the terminal ends of the cables and battery terminals with a solution of baking soda and water. Rinse thoroughly with clean water.
- Apply a coat of grease on the terminal ends of the cables and the battery terminals.
- Store the battery in a cool, dry area.
- Use a trickle charger to keep the battery charged or charge the battery every 30-45 days.

NOTICE: Boats left in the water should have some means of charging to support the bilge pump operation.

Battery Selection - MERCURY

Battery Selection is based on the engine manufacturer's recommendations.

150
HP

GENERAL INFORMATION

Gear ratio		1.92:1
Recommended gasoline		Refer to Fuel and Oil
Recommended oil		Refer to Fuel and Oil
Gearcase lubricant capacity	Right-hand rotation	830 mL (28.1 fl oz)
	Left-hand rotation	
Engine oil capacity with oil filter replacement		6.0 liters (6.3 U.S. qt)
Battery rating		1000 marine cranking amps (MCA), 800 cold cranking amps (CCA), or 180 ampere hour (Ah)
Emission control system		Electronic engine control (EC)
Sound at driver's ear (ICOMIA 39-94) dBA		82.9

* The idle charging compensation RPM may automatically increase up to 800 RPM to compensate for a low battery charge condition. The increased idle RPM will charge the battery at a higher rate. Activating the troll control (optional accessory) will override this low battery charge condition feature.

175,200,225, 250, 300, 350, 400 HP - AGM batteries

Engine Battery Specifications

IMPORTANT: This engine requires a 12-volt absorbed glass mat (AGM) marine starting battery that meets the minimum ratings.

Do not use flooded (wet cell), gel cell type lead acid batteries or lithium ion batteries for starting marine engines.

Each engine must be equipped with its own starting battery.

If the boat application requires additional battery loads for boat accessories or marine electronics, install an auxiliary battery, or batteries.

Required 12-Volt Absorbed Glass Mat (AGM) Battery Ratings	
USA (SAE) starting battery rating:	800 minimum marine cranking amps (MCA) with a minimum reserve capacity of 135 minutes RC25 rating
International (EN) starting battery rating:	975 minimum cold cranking amps (CCA) with a minimum of 65 amp hours (Ah)

NOTE: Do not use an engine starting battery that does not meet the specified ratings. If a battery that does not meet the ratings is used, the electrical system may perform poorly.

IMPORTANT: Boating industry standards (BIA, ABYC, etc.), federal standards, and Coast Guard regulations must be adhered to when installing the battery. Ensure that the battery cable installation meets the pull test requirements and that the positive battery terminal is properly insulated in accordance with regulations.

It is recommended (required in some states) that the battery be installed in an enclosed case. Refer to regulations for your area.

Battery Selection - SUZUKI

Battery Selection is based on the engine manufacturer's recommendations.

BATTERY

BATTERY REQUIREMENT

Do not use deep cycle batteries and gel-cell batteries for starting engines.

Use a 12 Volt starting-type lead acid battery that meets the specifications shown below.

Model	12 V Battery			
	MCA/ABYC	CCA/SAE	RC minutes/SAE	AH
DF8A/9.9A DF9.9B/15A/20A	450	330	70	35
DF25A/30A	650	512	160	70
DF40A/50A/60A	650	512	160	80
DF70A/75/80A/90A/100B DF100C/115B/140B DF115BG/140BG	650	512	160	100
DF150A/175A/200A DF150AP/175AP/200AP DF200/225/250	850	670	180	100
DF250AP/300AP DF300B/325A/350A	1000	800	180	130

MCA; Marine Cranking Amps. CCA: Cold Cranking Amps. RC: Reserve Capacity. AH; Ampere-hour (20HR/IEC)

NOTE:

- The specifications listed above are the minimum battery rating requirements for starting the engine.
- When connecting batteries in parallel, they must be of the same type, capacity, manufacturer, and of similar age. When replacement is necessary, they should be replaced as a set.
- If your boat application requires additional battery loads, it is recommended that an auxiliary battery or batteries be installed.

Battery Selection - YAMAHA

Battery Selection is based on the engine manufacturers recommendations.

Recommended Battery Specifications

US/CA MODELS	CHARGING VOLTS	UNITS	SPECIFICATIONS	
			Min.	Max
F8 F9.9 T9.9 F15 F20 F25C T25C	15.0V	CCA SAE MCA ABYC RC SAE	245 A 323 A 52 min	433 A 520 A N/A
F30 F40 F50 T50 F60 T60 F70 F75 F90 VF90 F LF115 VF115	15.0V	CCA SAE MCA ABYC RC SAE	380 A 502 A 124 min	1150 A 1370 A N/A
F LF150 3.3L F LF200 3.3L F LF225 3.3L F LF250	14.5V	CCA SAE MCA ABYC RC SAE	512 A 675 A 124 min	1150 A 1370 A N/A
2.8L VF150, F175, VF175, F LF200 4.2L VF200 VF225 VF250 4.2L F LF225 4.2L F LF250 4.2L F LF300 4.2L L LF350 4.3L F LF350	14.5V	CCA SAE MCA ABYC RC SAE	680 A 770 A 160min	1150 A 1370 A N/A
5.6L XF LXF425B 5.6L XF LXF450	14.7V	CCA SAE MCA ABYC RC SAE	700 A 900 A 170min	1150 A 1370 A N/A

Maintenance-free and valve-regulated lead acid batteries, commonly referred to as AGM and gel cell batteries, are approved for use on all Yamaha four-stroke models.

NOTE: Maintenance-free and AGM/gel cell batteries are not approved for use with carbureted and fuel injected two-stroke models.

^{††}Lithium-ion batteries are not approved for use with Yamaha outboards. (See Glossary, page 22).

Remote Battery Switch Operation



Normal operation with all 3 yellow levers pointing up

Service "Off" Position
prevents battery switch
from cutting on



Normal Operation
and storage sleep
mode while in
storage



Emergency or
Manual "On"
Position



Remote Battery Switch Operation



STATUS

<i>Flex Relay Status</i>	<i>Local LED</i>	<i>Rem LED</i>
Relay OFF - Normal	Off	Off
Relay ON - Normal	On	On
Relay On - Pending Off	On w/3x Off Flashes	On
Relay Off - Pending On	Off w/3x On Flashes	Off
Relay Off - Start Isolation Mode	Off w/4x On Flashes	Off
Relay Off - Under/Over-Voltage Mode	Off w/5x On Flashes	Off
Manual Override Engaged	Off w/2x On Flashes	Off w/2x On Flashes
Relay Off - Power Hibernation Mode	Off w/1x On Flash	Off
Power Up / Manual Mode Exited and Pending On or Off Event	Continuous Flashing	Off



Ultra-Low Power Draw: Lowest off-state current draw in industry (1.3 mA) combined.



Diagnostic Feedback via optional external LEDs control lines and on-board LEDs for each relay



www.egismobile.com
360.768.1211
Bellingham, WA U.S.A

STORAGE

Storing your *SEA PRO* boat for an extended period of non-use requires special preparations to prevent damage to the boat and its systems.

The following information is for general guidelines only. Always refer to the manufacturer Owner's Manuals for specific instructions and information pertaining to those systems and components.

It is always a good idea to consult your SEA PRO BOATS approved dealer or a certified marine technician before performing Winterization and Storage procedures.

Fuel System: Fill the tank completely (100%) full with fresh fuel and add a quality fuel stabilizer, following the manufacturer's instructions, to provide stability and corrosion protection. This also prevents the formation of varnish and "gumming" of the lines and pump.

Engine: Replace the engine oil and filter. Flush the engine with fresh water and let it completely drain. "Fog" the engine with a corrosion-preventing fogging oil according to the engine manufacturer's recommendations. Run fuel (ensure the fuel system has been treated with fuel stabilizer) through the engine. This ensures that all fuel lines and the engine contain fuel that has a stabilizer mixed with it.

Lower Unit: Replace gear oil, checking for any moisture which could show a sign of deteriorating seals.

Propeller: Remove the prop and apply a coating of grease to the shaft and threads.

Grease Fittings: treat all fittings with the recommended

lubricant.

Fresh Water Washdown: If your *SEA PRO* boat has a fresh water washdown system installed, turn on the pump, open all connections and outlets, and drain all water from the fresh water tank and lines. Run the pump until the system is completely empty. Add a non-toxic antifreeze solution to the tank. Run the pump until the antifreeze solution is running out of all connections and outlets.

Raw Water Washdown: If your *SEA PRO* boat has a raw water washdown system installed, open the seacock that supplies water to the raw water washdown pump allowing all water to drain from the system. Open the cap at the outlet connection. Run the raw water washdown pump for a short time to drain any residual water in the pump and lines. Remove the inline strainer and empty any water in the strainer and lines.

Livewell Pumps & Seacocks: Open all seacocks, allowing all water to drain from the pumps and lines.

Drains, Manifold and Bilge Plug: Open the drain plug and check that all debris has been cleaned and removed from around all drains, the single port manifold, and the bilge drain plug. This ensures that any moisture that enters the boat can drain properly.

Batteries: Remove the batteries and perform the necessary maintenance as outlined in the Manufacturer Owner's manual. Store the batteries out of the boat and in a safe location. Clean the cable terminals and apply a coat of battery cable grease.

RECOMMISSIONING AFTER WINTERIZATION OR STORAGE

After your *SEA PRO* boat has been winterized or put into storage, it is necessary to perform proper steps to prepare it for use and operation.

The following information is for general guidelines only. Always refer to the manufacturer Owner's Manuals for specific instructions and information pertaining to those systems and components.

It is always a good idea to consult your SEA PRO BOATS approved dealer or a certified marine technician before putting your vessel back into service.

- Inspect the hull for any damage.
- Inspect the battery cables and electrical wiring for any loose connections.
- Check the bilge pump and free-float switch for proper operation.
- Inspect the fuel system for any leaks or damages.
- Check the complete engine for any damage, cracks, or leaks caused by freezing conditions.
- Check all hoses, clamps and valves for proper fitting and operation.
- Check all compartments and the bilge area for any debris or nesting animals. Remove and clean as necessary.
- Install drain plugs, Filters, and in-line strainers.
- Install charged and properly maintained batteries.
- Fill the fresh water tank and thoroughly flush out all antifreeze solution from all connections

and outlets. Drain the system and sanitize the tank and lines.

- Dilute 1/4 cup of household bleach for each 15 gallons of capacity into a gallon of water. Add this solution to the fresh water tank and fill with fresh water.
- Let stand for three hours.
- Turn on the pump and completely drain the fresh water tank and all connections and lines.
- Fill the fresh water tank with clean fresh water, and let stand for an additional two to three hours.
- Turn on the pump and completely drain the fresh water tank and all connections and lines.
- If there is a smell of bleach remaining in the compartment, perform an additional fresh water rinse.
- Check and lubricate the Steering System.
- Check all Navigation / Anchor lighting for proper operation.
- Check fire extinguishers and all U.S. Coast Guard required safety equipment for proper operation.
- Check all controls, gauges, electronics and other related equipment for proper operation.

SEA PRO BOATS, LLC LIMITED WARRANTY

Sea Pro Five-Year Limited Warranty

Sea Pro Boats, LLC ("Sea Pro") warrants to the original purchaser for a period of five years from the date of delivery that each Sea Pro boat will be free from defects in material and workmanship under normal recommended use only. During the first year of ownership, both labor and parts are covered. For years 2-5, only parts will be covered. This warranty is not transferable to a second owner if the boat is sold within the five-year period.

During this five-year period, warranty repairs will be made by Sea Pro at its plant in Whitmire, SC, or at Sea Pro's option, by an authorized Sea Pro Marine Dealer. Transportation charges to and from the place of repair will be the responsibility of the original purchaser. All repairs made under this warranty are subject to the approval of an authorized Sea Pro representative.

Stress cracks are covered during the first year of ownership for the original purchaser. However, the warranty does not cover items like carpet, upholstery, gelcoat finishes, osmosis blistering, cracks, equipment, and accessories not manufactured by Sea Pro, including windshield breakage, powder coating, engine and drivetrain, or parts that have been altered or subjected to misuse or negligence. The warranty also does not cover the achievement of any level of performance or items such as pinking on white upholstery, mold on upholstery, or damage caused by commercial or rental use unless specifically noted at the time of purchase.

Expenses related to inspection or warranty for hauling out, transportation, towing, storage charges, or loss of time or income will be the responsibility of the vessel owner. Additionally, engines, outdrives, controls, steering systems, propellers, stereos, depth finders, GPS units, jack plates, power poles, batteries, outrigger bases, and other equipment or accessories not manufactured by Sea Pro Boats LLC are excluded from this warranty. Discoloration, oxidation, bleeding, or corrosion of any stainless-steel components or other metal products are also excluded, as are claims related to speed, performance, or weight of any part or component of the boat. Normal wear and tear maintenance items, such as filters, bulbs, loose screws, or hardware, are also not covered under this warranty. Dealer preparation, cleaning, and final adjustments in preparing the boat for delivery or commissioning are not covered either.

Ten-Year Hull Limited Warranty

Sea Pro warrants to the original purchaser for a period of ten years from the date of delivery that each Sea Pro hull will be free from structural defects in fiberglass material and fiberglass workmanship under normal recommended use. Sea Pro will repair or replace, at its option, any Sea Pro hull found to have a structural defect, provided the original purchaser returns the boat to Sea Pro at its plant in Whitmire, SC, or, at Sea Pro's option, to an authorized Sea Pro Marine Dealer. Transportation charges to and from the repair location will be the responsibility of the original purchaser.

This ten-year hull limited warranty does not apply to non-structural hull surface changes, such as fading, checking, crazing, blisters, and gelcoat cracks. The warranty also does not cover hull damage caused by accidents, neglect, unauthorized repairs, items not installed on the boat by Sea Pro, or the boat's trailer. Boats used for or in racing, governmental, commercial, or business use are not covered.

This hull warranty may be transferred to subsequent owners during the warranty period only upon successful completion of a re-certification inspection conducted by an Authorized Sea Pro Marine Dealer. A non-refundable inspection fee shall apply, and the prospective transferee shall bear all transportation costs to and from the inspection location. Sea Pro reserves the right to deny recertification should the vessel fail to meet Sea Pro's inspection criteria.

Limitation of Liability and Disclaimer

This warranty is in lieu of all other warranties, expressed or implied, including the implied warranties of merchantability and fitness for a particular purpose. Implied warranties, if any, that cannot be disclaimed are limited in duration to the duration stated above. All other obligations or liabilities, including liability for loss of use, inconvenience, commercial loss, or consequential damages, are hereby excluded.

Warranty Registration Requirement

Warranty registration is required for coverage. It is the sole responsibility of the original purchaser to ensure the dealer fills out and submits the warranty registration form within 10 days of the sale. A warranty claim cannot be approved if the boat is not warranty registered.

Miscellaneous

Sea Pro reserves the right to alter models, change colors, specifications, materials, equipment, component parts, and prices, or cease production of certain models at any time without notice. Such changes shall be made without incurring obligations to equip or modify units produced prior to the date of the change.

Full Warranty Outlined on our website: <https://seapromfg.com/warranty-information/>

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