SEA PRO

292 DLX 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

- 292 DLX Center Console

Specs	Height:
Length 28'6"	Hard Top on Trailer: 134"
Beam 9'10"	Hard Top to Waterline: 97"
Recommended Max HP 700	
Deadrise at Transom 22.5°	
Draft 22"	
Fuel Capacity 175 gal.	
Pressurized Livewell 25 gal. (2)	
Freshwater Tank 20 gal.	
Dry Weight w/o Engine 6,800 lbs.	
Yacht Certified	

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:	

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

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

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

U.S. COAST GUARD MIINIMUM 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 throw able device. PFD's must be Coast Guard Approved, wearable by the intended user and readily accessible. The Type IV throw able 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 GREATHER 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:

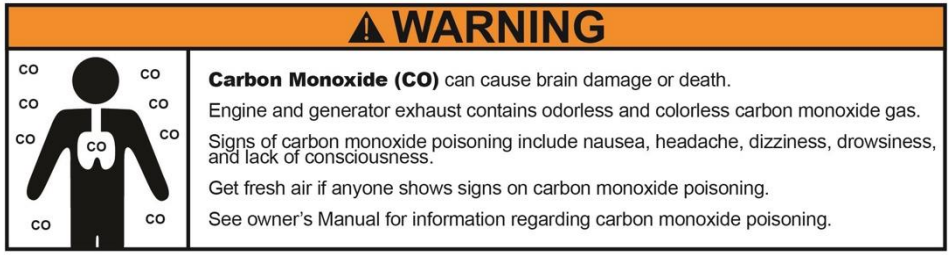
Sidelights, stern light, masthead light and a 360° all- around white anchor light capable of being lit independently from the red/green/white running lights.

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

Carbon Monoxide (CO)



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 NAVIGATION RULES

RIGHT OF WAY

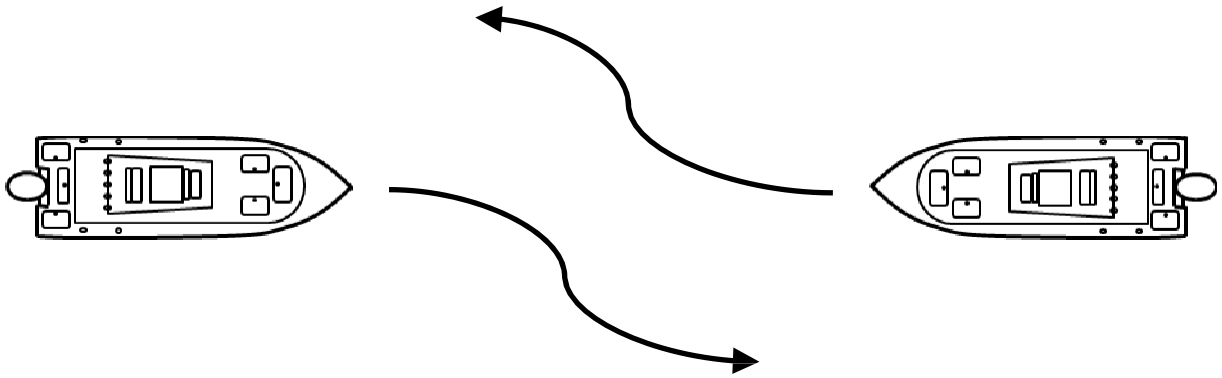
In general, vessels with less maneuverability (Privileged) have right-of-way over more agile vessels (Burdened). Following is an example of vessels that have right-of-way:

- 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.

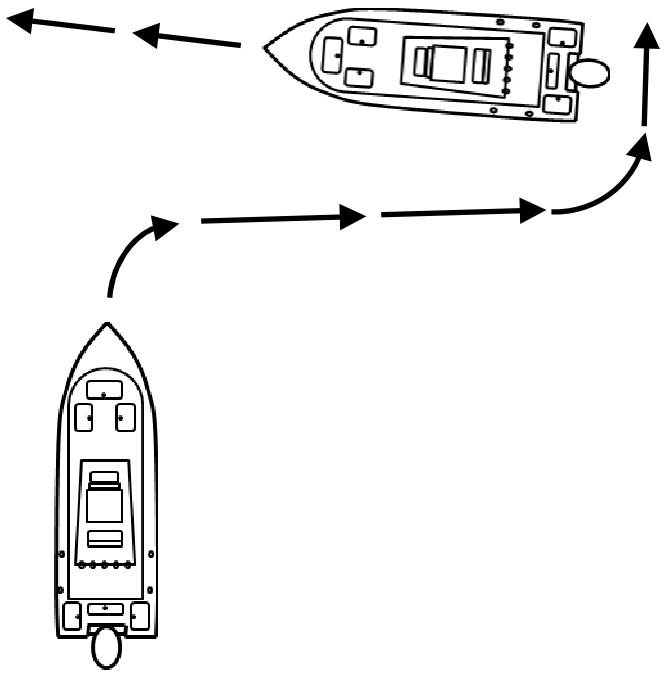
Meeting Head-On:

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.



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.

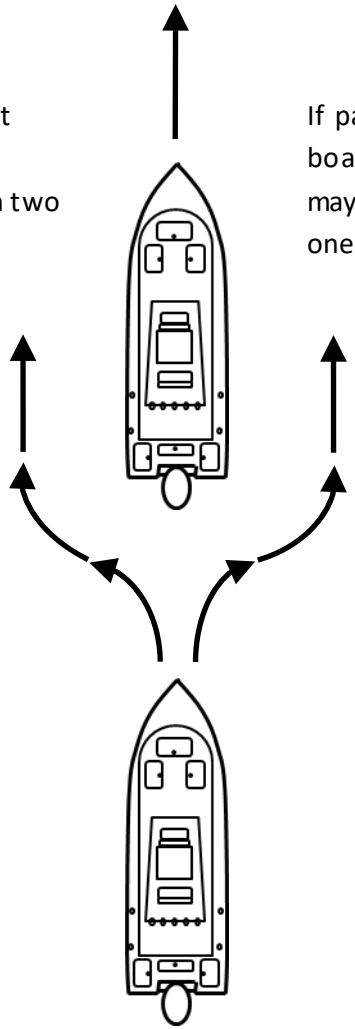


Overtaking / Passing:

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 it's course and speed.

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

If passing on the Star-board side, each vessel may sound the horn with one short blast



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. Options vary by model.

⚠ 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.

⚠ CAUTION

NOT A STEP - SERIOUS INJURY OR PROPERTY DAMAGE MAY OCCUR

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.

292 DLX Offshore- 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.

- Remote Battery Switches
- Engine Shutdown Safety Switch
- Engine Controls
- Steering Controls
- Touchscreen Digital Switching with Key Fob controls
- Instrumentation & Navigation
- Audio / Stereo
- Compass

*See individual components Owner's Manuals for Equipment Installed.

Sea Pro Maximus DCM (Main component)

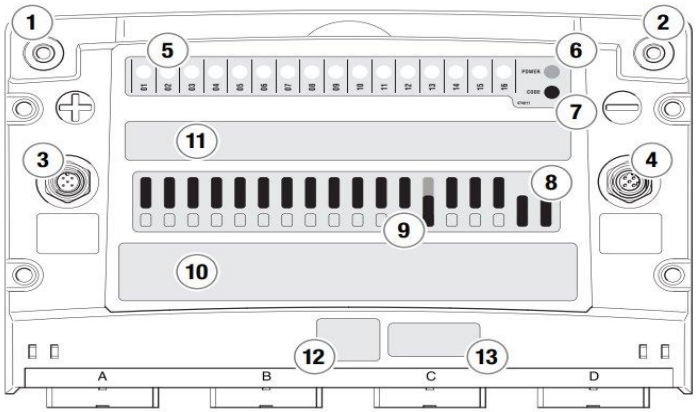
How The System Works

Digital switching with the DCM greatly simplifies the electrical system on your boat. The system provides a cleaner dash by eliminating switches and placing them on the multi-function display. Through the display you can easily control your boat via single button touch. One touch operation modes on MFD combine different loads for smoother boat operation.

Custom modes and frequently used switches can be controlled via remote. The system can easily be turned on/ off with the key fob.

DCM Features

- 16x outputs channels (FETs (field-effect transistor))
- 2x “always on” channels with removable fuses
- 6x analog inputs (Tank senders, voltage senders)
- 8x switch inputs with led feedback (total 16 switches inputs)
- 8x relay drive outputs. (no override option)



Item	Name	Description
1	Positive Terminal	Connection to the house battery power.
2	Negative Terminal	Connection to the house battery ground.
3	NMEA 2000 Connector	Connection to NMEA 2000 network.
4	Ethernet Connector	Optional.
5	Channel Activity LED	LED ON shows when load is active.
6	Power LED	LED ON shows when DCM is powered.
7	Error Code LED	Error code list can be found in Section 3.1.
8	Always ON Channel Fuses	Fused output channels powered when DCM is powered.
9	Fuse Bypass	Use fuse bypass to turn the channel on in case of failure.
10	Input Channel Label	Channel inputs going to the DCM. This could be physical switches or analog sensor feedback.
11	Output Channel Label	Channel outputs and fuse values to loads controlled by DCM.
12	Serial Number Label	DCM serial number.
13	DCM Label	DCM info on: Boat model and model year / DCM part number and revision / Config part number and revision.

CUSTOM KEY FOB TIPS:

Operation

- **Boat ON:** Toggle the system ON/OFF (One-second turn ON, Two-seconds turn OFF (a short beep will announce 2 seconds hold))
- **Nav:** Sequential (Navigation mode / Anchor mode)
- **Under water:** Toggle ON/OFF under water lights
- **Livewell:** Toggle ON/OFF Livewell lights
- **Map:** Toggle ON/OFF map lights
- **Overhead:** Sequential (Livewell pump 1 / Livewell pump 2 / Both)
- **Spreader:** Sequential (AFT Spreader / FWD Spreader / Both)
- **Gunnel**: Toggle ON/OFF Under gunnel (courtesy) lights

Key Fob Pairing Procedure

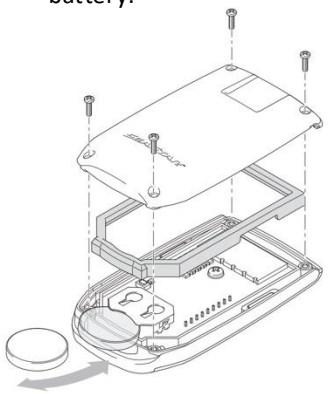
In case your key fob lost pairing or you received a new key fob, follow this procedure to pair the key fob to the DCM:

1. On the MFD Switching page, find the Remote Learn button.
2. Press and release the Remote Learn button on the MFD (located on the MFD Switching page).
3. Press and release any button on the Key fob.
4. Wait 20 seconds for the DCM to exit programming mode.
5. The transmitter and DCM are now paired.
6. Repeat the pairing process for additional transmitters.
7. Up to 40 transmitter addresses can be stored in the DCM.

** If a transmitter is lost or stolen, the user may want to clear it from the DCM's memory so that it can no longer control the DCM. To erase all transmitter addresses, press and hold the Remote Learn button on the MFD for 15 seconds. Note that all transmitters must then be re-paired with the DCM.

Replacing battery

The key fob utilizes a CR2032 battery.



HTML5

INTRODUCING HTML5

Home Button

Allow users to access the home screen at all times.

SWITCHING TILE

Displays loads ON out of total loads
Pressing the tile will open the Switching page.

QUICK ACCESS TILE

Pressing the tile will open Quick Access pop-up page.
Gives users quick access to pre-defined switches

SYSTEM TILE

Displays N2K system info like MPH and MPG.

ACTIONABLE SWITCHES

Most frequently used switches grouped by 3 different pages:

SETTINGS AND ALARMS BANNER

Allows users to enter Settings page or see the current Alarms

CUSTOM BOAT GRAPHICS

Integrated in OEM config file.
Needs SVG (Scalable Vector Graphics) file.
200KB max.

QUICK ACCESS BANNER

Allows user to quickly access the 3 most commonly used quick access switches(user can select their 3 in Settings)

Switch size

Switch size can be adjusted in settings.

Switching examples:

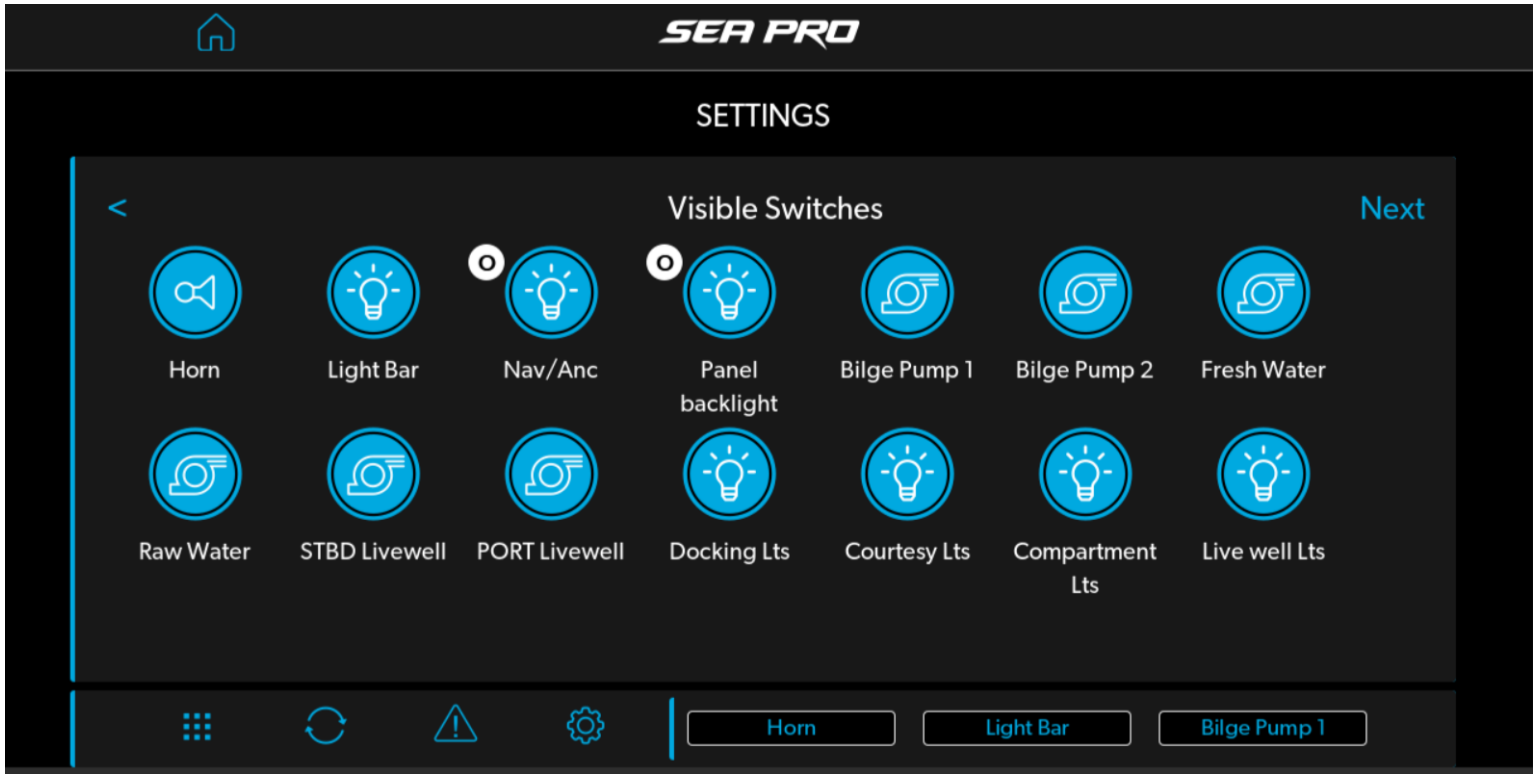
Settings:

DOMETIC

Settings:

DOMETIC

Settings:


SEA PRO
SETTINGS
<
Visible Switches
Next
Horn
Light Bar
Nav/Anc
Panel backlight
Bilge Pump 1
Bilge Pump 2
Fresh Water
Raw Water
STBD Livewell
PORT Livewell
Docking Lts
Courtesy Lts
Compartment Lts
Live well Lts
Horn
Light Bar
Bilge Pump 1

Settings Page:

Graphics

Allow customer to change:
Switch size
Base color

Notifications

Allow disabling notifications from here. Notifications are visible on the icon.

Visible Switches

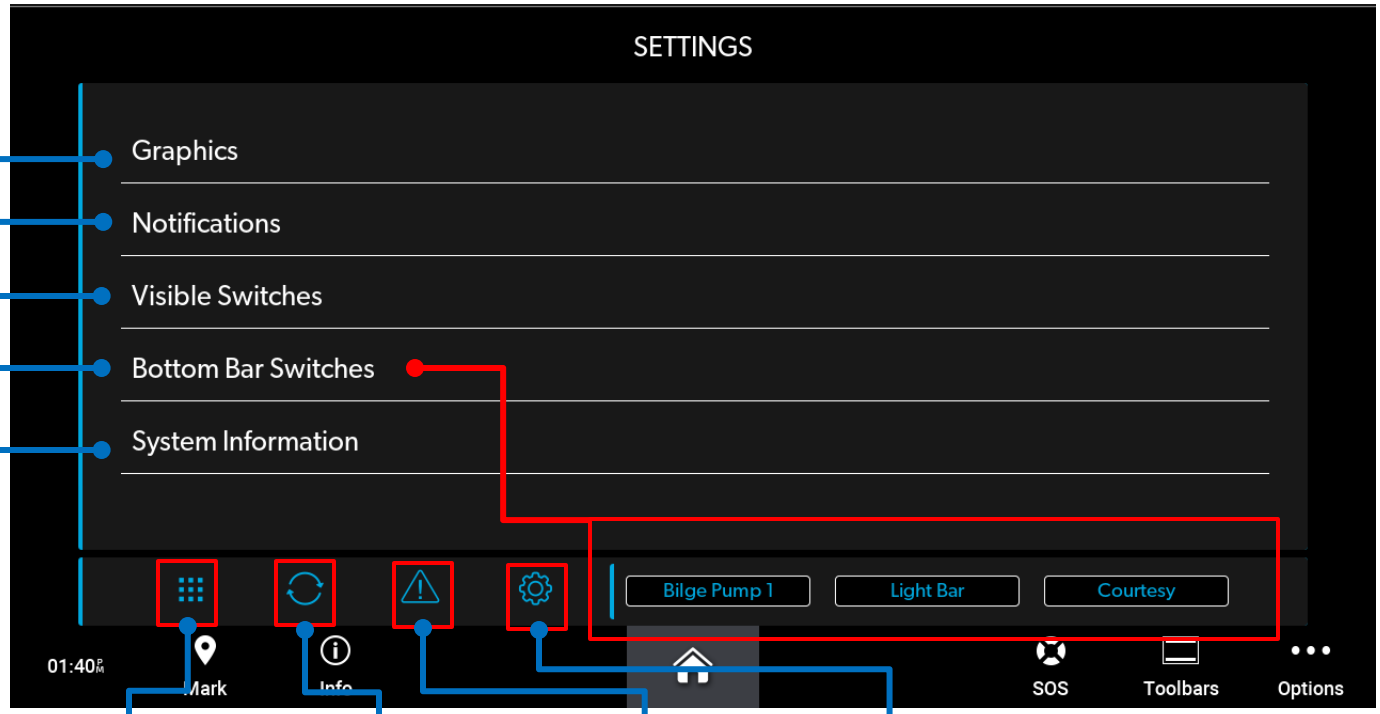
Allow customers to hide or show unused switches like accessories or optional devices.

Bottom Bar Switches

Allow customers to select 3 switches from the quick-access list to show on the front page quick-access banner.

System Information

It shows the information on Dometic devices connected to N2K.



Quick Access | **Switching page** | **Notifications** | **Settings**

SEA PRO 292 DLX Digital Switching

This is the main distribution panel, which is located in the console.

Battery Control: This button has the same function as the power button on your key fob.

These are your labeled breakers that control functions throughout your boat.

Key switch for the Overboard discharge macerator control.

Audio Amps

Additional Fuses are located in this area

Digital Switching Control Module (DCM)

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:

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

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.

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 Steering System has been installed; the helm unit may include a reservoir and a pump that pumps hydraulic fluid to the steering cylinder located on the motor bracket, causing the motor to turn. Depending on engine and options, steering may be electric or electro-hydraulic. See your dealer for details.

Easy Access Reservoir for Hydraulic Systems Only:
There is a reservoir fill cap located on the helm for adding hydraulic fluid and for service.

Tilt Steering Wheel:
The Steering System features a Tilt Wheel, which allows the operator to position the steering wheel in comfortable positions.
Activate the tilt lock lever below the steering wheel to adjust the position. Releasing 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.

SEA PRO 292 DLX

Steering Controls:

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

Optional Joystick Control:

Your *SEA PRO* comes joystick-ready with the option to upgrade from the factory or aftermarket. Availability depends on engine selection.

Helm:

The helm comes with adjustable tilt steering for maximum comfort. The different features and options are available depending on engine selection.

Power Assisted Steering:

Every sea pro boat 150 and higher is equipped with power-assisted steering standard.

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.

Bilge Pump/s have 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 it's 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.

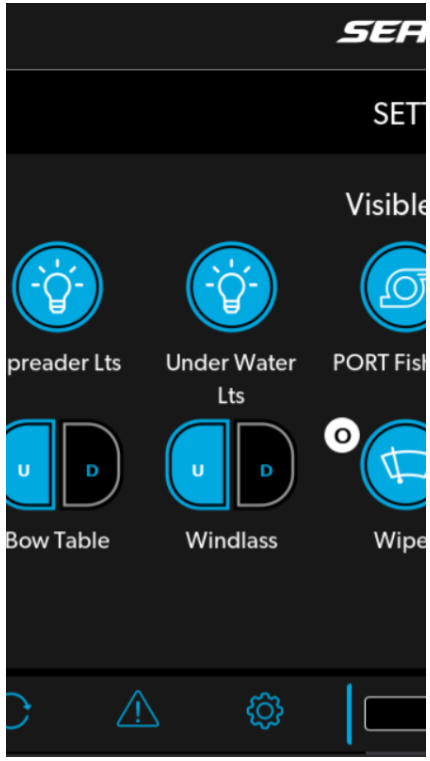
NOTE: The bilge pump is wired to have a constant power supply from the batteries, even when the Battery Selector Switch is turned to the "OFF" position. This allows the bilge pump to operate when the vessel is left unattended. It is important to keep debris and build up away from the Free-Float switch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

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



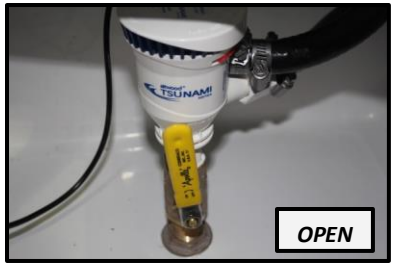
Digital control is found on your screen

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:

1. 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.



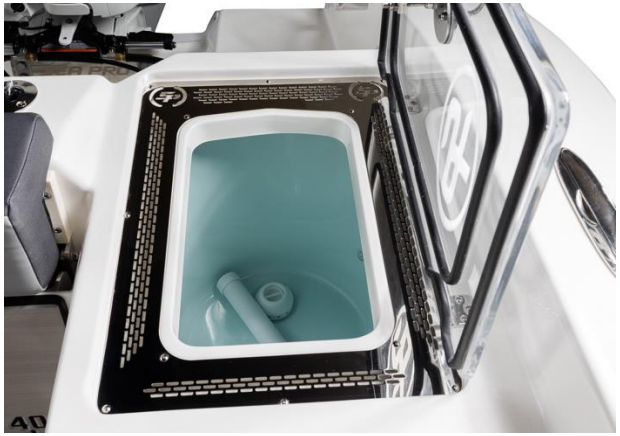
2. Fully insert the overflow drain pipe. This ensures the livewell will hold water and will not be filled beyond the maximum intended level.

3. 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.

4. 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.

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

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



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 360º 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.

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.

SEAKEEPER RIDE

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/

Raw Water Washdown:

Your *SEA PRO* is equipped with a Raw Water washdown feature. The ability to rinse down the deck and other parts of the boat helps to maintain the condition, cleanliness and value of your boat. The system supplies water from a pump via a thru-hull fitting and seacock to a standard hose connection.

The pump is located in the Lazzarette compartment, in the cockpit, along with the livewell pumps. The washdown pump accesses water through the same seacock and thru-hull fitting as the port livewell pump. Therefore it is imperative that the seacock lever be in the open position prior to using the washdown system. The washdown pump is activated by the "PUMPS - WASHDOWN" switch located on the Helm Switch Panel.

The water outlet and standard garden hose connection are located at the aft/starboard

The outlet connection includes a tethered cap that should remain in place on the outlet when the system is not in use.

1. Open the Seacock located at the bottom of the port livewell pump. The seacock is closed when the handle is in a horizontal position, and is open when moved to a vertical position.
2. Remove the water outlet cap
3. and connect a hose with a standard garden hose fitting.
4. Activate the pump by flipping the switch on the Helm Switch Panel labeled "PUMPS - WASHDOWN".

Regularly check all fittings and connections for leaks and periodically check the inline strainer located at the pump and clean when necessary..

Be sure to remove the hose, replace the outlet cap, and close the port livewell pump seacock when use of the washdown system is complete.

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

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 helm switch 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.

Freshwater Outlets include:

- T-top Shower
- Bait & prep leaning post station
- Head sink
- Garden Hose Outlet

<u>To sanitize this system</u>:

- 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.

Overboard Discharge: To use the head for overboard discharge, open the *Overboard Discharge Ball Valve* located on the thru-hull fitting in the hull. Then, use the key from your owner's bag to activate the macerator pump.

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.

Sandbar Table:

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

Table – Do not stand on a table

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.

Side Entry Door Ladder:

All Sea Pro models 26ft and above come equipped with a Side Entry Door, designed for easy access from the dock or water. It's also a great feature for fishing and swimming. A Side Entry Door Ladder may be standard or optional, depending on the model. Visit our Build-a-Boat tool for specific details. Ladders and attachment methods vary by 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.

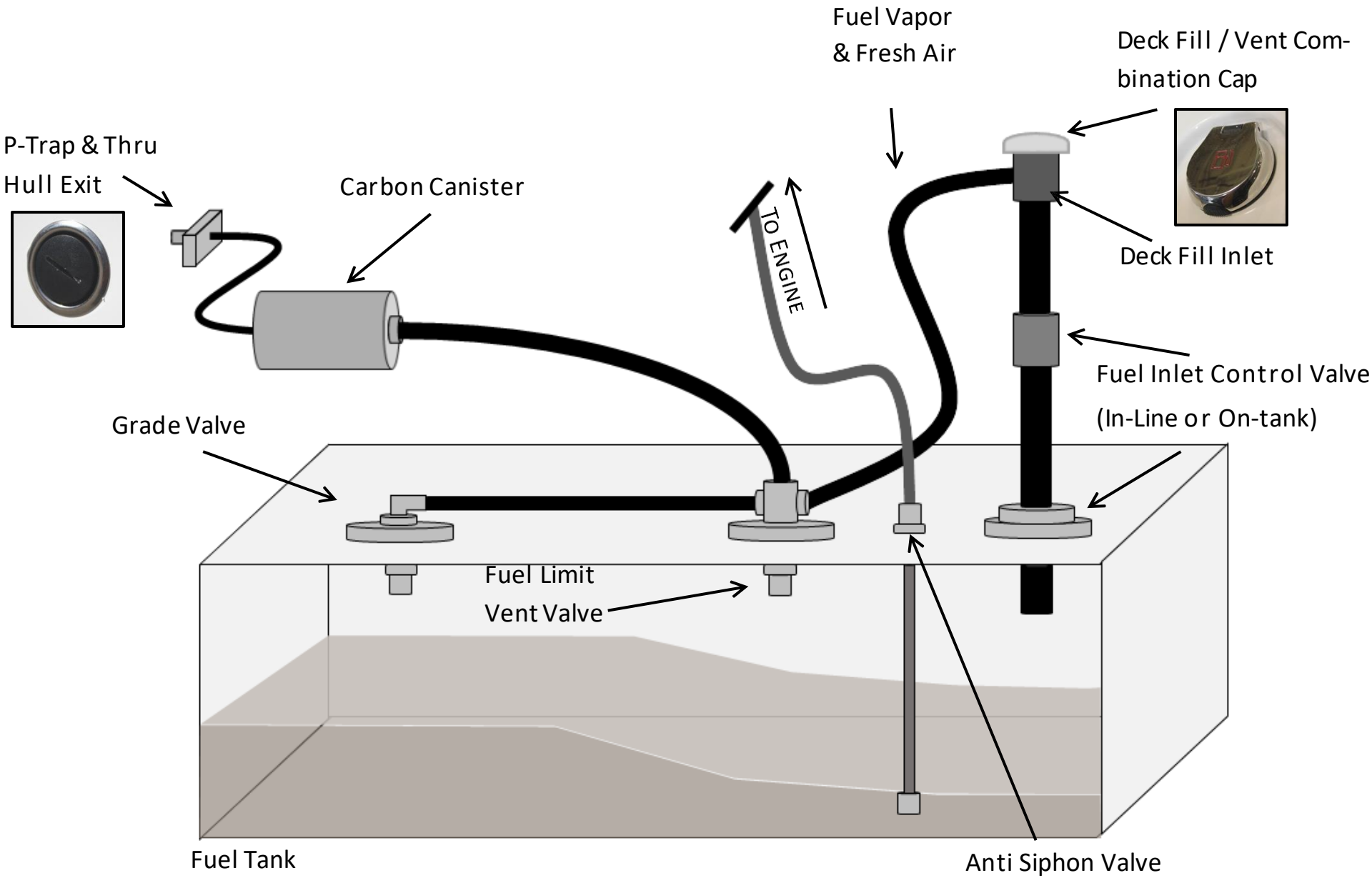
The Fuel Tank in your *SEA PRO* boat has been manufactured using a ceramic coated aluminum. This tank material increases the fuel system's performance;

- 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.

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.

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:

SEA PRO CONNECT POWERED BY BOATFIX

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.

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

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 was 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 spry 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.

- 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.

- 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.

- **Painted or Powder-Coated Surfaces:** These surfaces should be cleaned using non-abrasive methods only. Always rinse thoroughly with fresh water after each use. Only products intended for painted or powder-coated surfaces should be used for cleaning. Powder coating is covered under the Sea Pro Warranty for one year.

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

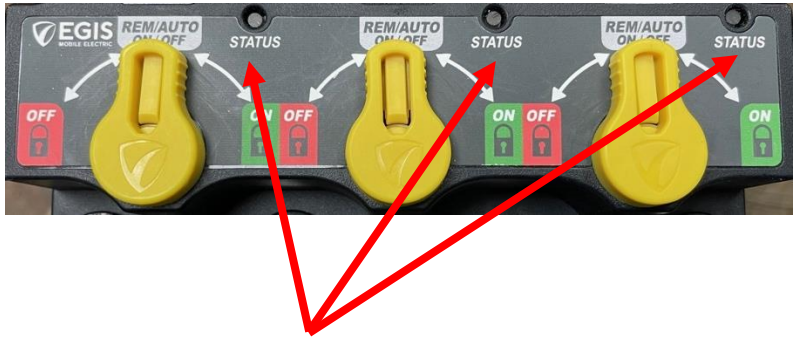
Normal operation with all 3 yellow levers pointing up

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

Flex Relay Status	Local LED	Rem LED
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

VETERAN OWNED BUSINESS

EGIS MOBILE ELECTRIC

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

Storing your *SEA PRO* boat for an extended period of non -use requires special preparations to prevent damage to the boat and it's 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 and 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/

SEA PRO

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