ATX™ SURF BOATS

OWNER'S MANUAL

INTRODUCTION

INTRODUCTION

Congratulations on your purchase of a ATX, the world's most versatile inboard! We're confident you will enjoy ATX's extraordinary blend of world-class water sports performance, incredible versatility and outstanding user convenience.

Before using your new ATX, we encourage you to thoroughly review this owner's manual and familiarize yourself with your boat's operational and safety features.

We have made every effort to ensure the accuracy of this manual, providing the most current information available. Since we are continuously refining features and design, ATX periodically makes changes to models, systems and specifications. These changes are included in an updated online version of this owner's manual available at *www.atxboats.com*.

If you have any questions concerning your new ATX or this manual, please contact your ATX dealer. Once again, thanks for choosing ATX. Have a great time!

PLAY IT SAFE AND ENJOY!

Safety is a top priority in the design and construction of every ATX boat. Before use, we strongly encourage owners and operators to become familiar with ATX safety features, safe operation, maintenance procedures and overall safe boating practices. In addition to ensuring your safety and that of your passengers, proper maintenance and operation of your ATX greatly enhance your enjoyment on the water.

ATX TIPS FOR A SAFE, FUN DAY ON THE WATER

A day on the water may be relaxing for you, but cruising through chop, towing skiers and other normal boating activity puts significant stress on a boat. Although your ATX is built tough to withstand the rigors of on-water activities, you should check and tighten pylons, towers, accessories and other attachments every time you go out to avoid injury and ensure safe reliable performance. It is also very important to regularly check and maintain the various systems and equipment on your boat before you get underway.

To help you keep everything in good working order, refer to the Preflight Checklist in Section 5 each time you go boating. Make it a habit and you'll make the most out of your time on the water.

OWNER'S KIT

The Owner's Kit contains the owner's manual and may include other information about accessories or components offered with your ATX boat. This information is provided by the manufacturers of those products and should be read, kept and referred to whenever you are using the accessory or component, or before you put it into use. Refer to these manufacturers' manuals for additional operation and maintenance instructions not covered in this manual.

Owner's Manual

The owner's manual contains information concerning the operation and care of your boat. The descriptions contained within the manual will introduce you to features of ATX and provide you the general knowledge of how the boat works. Become familiar with the information in each section before you use your boat.

Even if everything has been planned and designed for the safety of the boat and its users, boating is still highly dependent on the weather conditions, water conditions, and the experience of you and your passengers. One can never ensure full safety.

It is your responsibility as the owner or user to know the boat's equipment, capabilities and intended use. The specific information on the operation of the equipment and systems on your boat should be supplied by that manufacturer. Read, understand and keep all the information supplied, and familiarize yourself and all users with the boat before you put it into use.

INTENDED USE

Your ATX boat is intended for use as a pleasure and sport craft and a Craft Design Category of:

Inshore–Category C

Craft designed to operate in winds up to Beaufort force 6 and the associated wave heights and significant wave heights up to 6'6.7" (2 m). Such conditions may be encountered in exposed inland waters, in estuaries, and in coastal waters in moderate weather conditions.

OWNER RESPONSIBILITY FOR WARRANTY PROCEDURE

Before Operating

Before operating your new ATX boat, it is necessary that you read and understand this manual and the warranty, and that you take the time to read about other accessories or components offered with your ATX boat.

Warranty Service Requirements

All ATX warranty service must be completed by an ATX Dealer. If you are not able to return your boat to your dealership, contact them so they can assist you in coordinating the warranty service. Any claims against ATX Surf Boats without prior approval from ATX Surf Boats on repairs completed by an unauthorized dealership may be denied.

If You Sell Your ATX Boat

Warranties are transferable. If you choose to sell your ATX boat to anyone other than a ATX Dealer, contact ATX Surf Boats for the appropriate warranty transfer information: www.atxboats.com or 325.676.7777. If the transfer procedures are not followed, future warranty service may be denied.

CERTIFICATIONS

National Marine Manufacturers Association (NMMA)

ATX Surf Boats is a member of the NMMA. This independent organization's members include boat, engine and marine equipment manufacturers that are focused on the improvement and safety of boating.

Your new ATX boat is NMMA certified. An NMMA certification not only satisfies the U.S. Coast Guard (USCG) regulations but also the more rigorous equipment and system standards based on those established by the American Boat and Yacht Council, Inc. (ABYC). Your ATX boat meets or exceeds NMMA safety-based certifications.

Engines

Our engine manufacturer works closely with ATX to ensure that its engines deliver maximum performance, reliability and customer satisfaction. Part of this commitment is a certification program that provides ATX dealers and service technicians with ongoing training and information about our engines. Certified engine service personnel must attend periodic service schools held at the ATX headquarters. The training includes review of all manufacturing and installation processes, proper servicing procedures as well as existing and developing engine technologies.

FEATURES AND TECHNOLOGY

Convex V Hull/TAPS

The unique, patented shape of the ATX Convex V hull combined with TAPS technology are key ATX's superior multi-sport versatility, incredible performance and unmatched ride. All other inboard hulls curve down with a "hook" toward the transom and must rely on heavy ballast or drag hardware to produce even entry-level wakeboarding wakes. The Convex V hull curves up in

a rocker shape like a wakeboard or slalom ski. ATX uses its breakthrough TAPS technology to control hull running attitude and wake characteristics. At wakeboarding speed with TAPS in the up position, the bow rises and the Convex V hull settles naturally, creating tremendous water displacement and huge world-class wakes without ballast or drag hardware. A push of a button adjusts TAPS down, lowers the bow and creates instant planning and slalom type wakes.

Ride, handling and fuel efficiency are also dramatically enhanced, allowing ATX to deliver outstanding overall performance unmatched by any other inboard.

ZeroOff GPS Cruise Control

Standard on all ATX models, ZeroOff GPS Cruise Control is the most advanced precision digital speed control in the marine industry. It is also the easiest to use. The ZeroOff GPS Cruise Control control panel incorporates Touchpad and Touch Screen Recognition for easy fingertip use without taking your eyes off the waterway. ZeroOff GPS Cruise Control readouts are displayed on the heads-up digital monitor located on the dash, as well as our Touch Screen. For added safety, the ZeroOff GPS Cruise Control control panel is conveniently located adjacent to the throttle for quick, easy access with your throttle hand. ZeroOff GPS Cruise Control operation is precise, multi-functional and simple. You can even preset a preferred speed and precisely hit that speed set after set. Perfect double-ups and consistent towing speeds are now at your fingertips.

Advanced CAN Bus Technology

ATXperience Control Center components are in constant communication with the engine's computerized ECM using advanced MEFI-5 electronics. State-of-the-art CAN bus technology allows components to communicate hundreds of times a second over a simple, reliable, two-wire system. Keeping the juice flowing and the electronics humming is our Central Electronic Distribution Center (CEDC), which increases electrical system reliability and efficiency through circuit simplification and load management. CEDC also stabilizes electrical output throughout the boat, significantly reducing power spikes.

Product Improvement

Because of ATX's commitment to continuous product improvement, the illustrations used in this manual may not exactly match your boat and are intended only as representation for reference views. Some illustrations may also show optional accessories, which may or may not be available for your boat. Some optional accessories can only be installed at the time the boat is manufactured and cannot be installed by your dealer. Your dealer can help with any questions you may have on options, which can be added to your boat.

SERIAL NUMBER LOCATIONS

Your ATX boat, its engine, propulsion unit and other equipment onboard are identified with a serial number. These identification numbers associated with your boat are extremely important. Prepare a list of all serial number items and store it in a safe place other than onboard the boat. Refer to the equipment operator's manuals supplied in your owner's kit for location of serial numbers.

Record these numbers below.

Hull Identification Number (HIN)

Located at the top, right (starboard) corner of the transom.

HIN: _____

Ignition Key, a key tag, is also provided with the keys; store tag or destroy.

Key Number: _____

Registration Number/State: _____

Date of Purchase: _____

Dealership Name and Address: _____

_____

Phone: _____

Salesperson: _____

Engine

Engine Serial Number: _____

Engine Manufacturer: _____

Model: _____

Horsepower: _____

Transmission

Transmission Serial Number: _____

Model: _____

Trailer

Serial Number: _____

Manufacturer: _____

OWNER/OPERATOR RESPONSIBILITIES

At the time of delivery, the owner/operator is responsible for:

- Understanding warranty terms and conditions of both the engine and boat.
- Obtaining insurance.
- Examining boat to ensure proper operation of all systems.

Before operating the boat, the owner/operator is responsible for:

- Obtaining state registration of the boat.
- Providing the proper USCG-required safety equipment.
- Following proper break-in procedure for the engine.
- Understanding safety information and proper operating procedures within this manual.

While operating the boat, the owner/operator is responsible for:

- Knowing that all safety equipment and personal flotation devices (PFDs) are in good condition and suitable for your boat and passenger load.
- Having at least one other passenger who is capable of handling the boat in an emergency.
- Following safe operating practices and the "Rules of the Road."
- Understanding proper maintenance and knowledge of the boat's operating systems.
- Providing safety training for the passengers.
- Avoiding use of alcohol and other drugs.
- Providing assistance to other boaters.

Insurance

You must get insurance before operating your new boat. Insurance for loss by fire, theft or other causes, or liability protection against accidents is a must for responsible boaters. The boat owner is legally responsible for any damage or injury caused when he, or someone else operating the boat, is involved in an accident. Many states have laws detailing minimum insurance needs. Your insurance agent or dealer may be able to supply you with more information.

Registration/Documentation

The USCG requires that all power boats operated on the navigable waters of the U.S. be registered in the state of main use; also, many states require registration in that state whenever boating on waters within their state boundary. Contact your state boating authorities (and neighboring states) for registration information on boats and trailers.

Your dealer can supply you with the appropriate forms.

QUALIFIED BOAT OPERATORS

This manual is not intended to provide complete training on all aspects of boat operation. We strongly recommend that all operators of this boat seek additional training on boat handling and safety. Have all operators become familiar with the handling characteristics and proper steering and control system usage before attempting high-speed operation.

Some states require youths 16 years of age and younger to complete a boating safety course before operating any watercraft. Many others require operators under the age of 18 to be licensed in small boat operation.

EDUCATION OPPORTUNITIES

Be boat smart from the start, take a boating safety course and get a free vessel safety check annually for your boat. For more information, contact:

- United States Coast Guard Auxiliary, *www.cgaux.org*;
- United States Power Squadrons, 888-FOR-USPS, *www.usps.org*.

Most boaters can enhance their enjoyment of boating experiences through increased knowledge of safe operation, navigation and regulation of pleasure boats. The following is a list of some other agencies and organizations that offer Water Safety, First Aid and CPR courses or information. To find boating safety courses in your area, call your state's local boating agency or the USCG boating safety course line at 800-336-2628 (800-245-2628 in Virginia).

- American Red Cross
- State Boating Offices
- Canadian Power and Sail Squadrons
- Boat Owners Association of the United States
- National Safe Boating Council
- American Water Ski Association (AWSA)

FEDERAL, STATE AND LOCAL REGULATIONS

The U.S. Coast Guard (USCG) is the authority of the waterways; they are there to help the boating public. State local authorities enforce boating regulations. You are subject to marine traffic laws and "Rules of the Road" for both federal and state waterways. You must stop if signaled to do so by enforcement officers, and permit to be boarded as asked.

REPORTING ACCIDENTS

The USCG requires the owner or operator of a boat involved in an accident to report the incident to the proper marine law enforcement agency for the state in which the accident occurred.

Immediate notification to the nearest State boating authority is required if a person dies or disappears as a result of a recreational boating accident. If a person dies or sustains injuries requiring more than first aid, a formal report must be filed within 48 hours of the accident. A formal report must be filed within 10 days for accidents exceeding $500 in property damage or complete loss of boat.

RENDERING ASSISTANCE

If you see a distress signal or suspect a boat is in trouble, you must assume it is a real emergency and render assistance immediately. By law, the operator in charge of the craft is obligated to provide assistance to any individual in danger if such assistance can be provided safely. Failure to render assistance can result in a fine and/or imprisonment.

The 1971 Boating Safety Act grants protection to a "Good Samaritan" boater providing good faith assistance, and absolves a boater from any civil liability arising from such assistance.

OUR ENVIRONMENT

As a boater, you already have an appreciation for nature's beauty and the peace of the great outdoors. It is a boater's responsibility to protect the natural environment by keeping waterways clean.

Foreign Species

If you trailer your boat from lake to lake, you may unknowingly introduce a foreign aquatic species from one lake to the next. Thoroughly clean the boat and trailer below the water line, remove all weeds and algae, and drain the bilge and ballast tanks, if equipped, before launching the boat in a new body of water.

⚠ WARNING

Leaking Fuel is a fire and explosion hazard. Inspect system regularly. Examine fuel System for Leaks or Corrosion at least annually.

The spilling of fuel or oil into our waterways contaminates the environment and is dangerous to wildlife. **DO NOT** discharge or dispose of fuel, oil or other chemicals into the water; it is prohibited and you can be fined.

DO NOT overfill the fuel tank, pump contaminated bilge water or discard soiled rags into the water.

Discharge/Disposal of Waste

Waste means all forms of garbage, plastics, recyclables, food, wood, detergents, sewage and even fish parts in certain waters, essentially anything. Bring back everything you take out and dispose of in an environmentally friendly manner ashore.

Excessive Noise

Noise means engine noise, radio noise or even voices. Many bodies of water have adopted noise limits. Music and loud conversation can carry a considerable distance on water, especially at night. Make sure to follow regulations and be courteous.

Wake/Wash

Be alert for NO WAKE zones. Prior to entering a NO WAKE zone, come off plane to the slowest steerable speed. Use caution when operating around smaller crafts, in channels and marinas, and in congested areas.

Exhaust Emissions

Increased exhaust (hydrocarbon) emissions pollute our water and air. Keep your engine tuned and boat hull clean for peak performance.

Paints

If your boat is kept in water where marine growth is a problem, the use of anti-fouling paint may reduce the growth rate. Be aware of environmental regulations that may govern your paint choice. Contact your local boating authorities for information.

Cleaning Agents

Household cleaners should be used sparingly and not discharged into waterways. **DO NOT** mix cleaners and be sure to use plenty of ventilation in enclosed areas.

DO NOT use products which contain phosphates, chlorine, solvents, or non-biodegradable or petroleum-based products.

MARPOL Treaty

The USCG enforces the International Convention for the Prevention of Pollution from ships, commonly referred to as the MARPOL Treaty (Marine Pollution). This treaty prohibits the overboard dumping of all ship-generated plastics, chemicals, garbage and oil.

WARNING LABELS

The warning labels on your ATX boat must remain legible. If a label is damaged or you suspect a label is missing, contact your ATX Dealer for immediate replacement.

There are several labels placed throughout the boat to warn you about potential hazards.

All persons should wear a suitable life preserver/personal flotation device when on deck, especially children, disabled people and non-swimmers. Inform all passengers on the proper use of personal flotation devices and of the location of safety equipment, man overboard recovery equipment and the location and deployment
of the ladder.

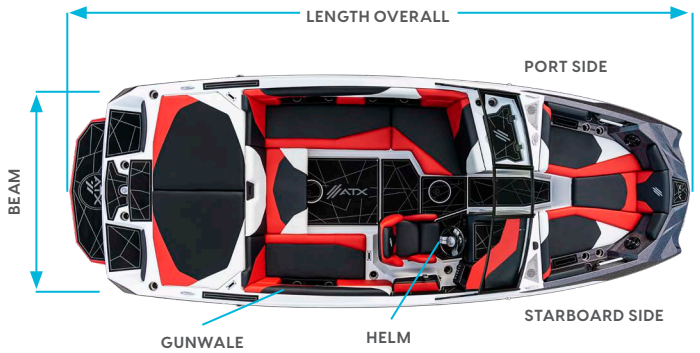
In some countries it is a legal requirement to wear a suitable life preserver/personal flotation device that complies with those countries' regulations at all times.

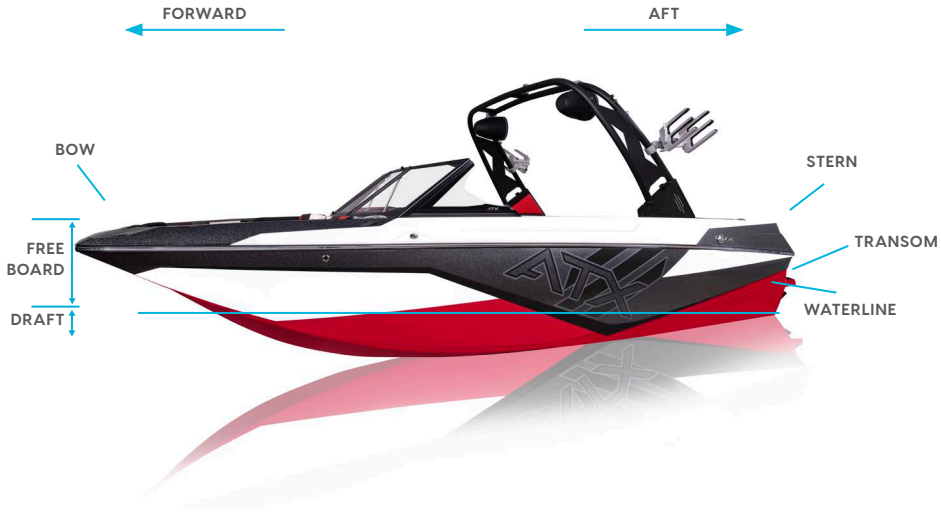
RESTRICTED AREAS

Before boating, check with local, state and federal authorities to identify restricted areas. Because of the threat of terrorism, the U.S. Coast Guard has implemented and will continue to enforce strict limits on watercraft near U.S. Navy and Coast Guard ships and other potential targets.

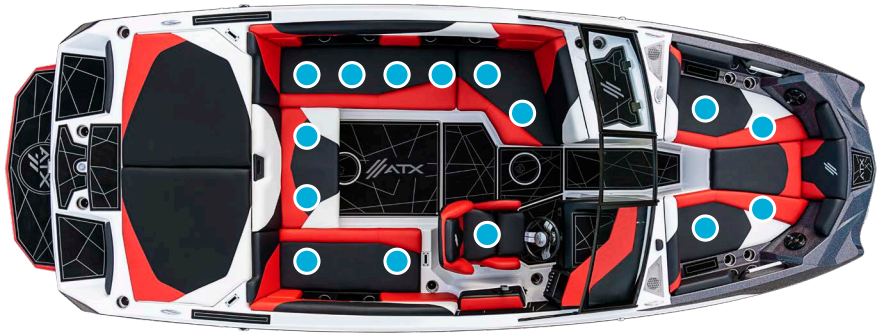
BOATING TERMINOLOGY

An easy way to remember PORT side from STARBOARD side is "PORT" and "LEFT" both have four letters.

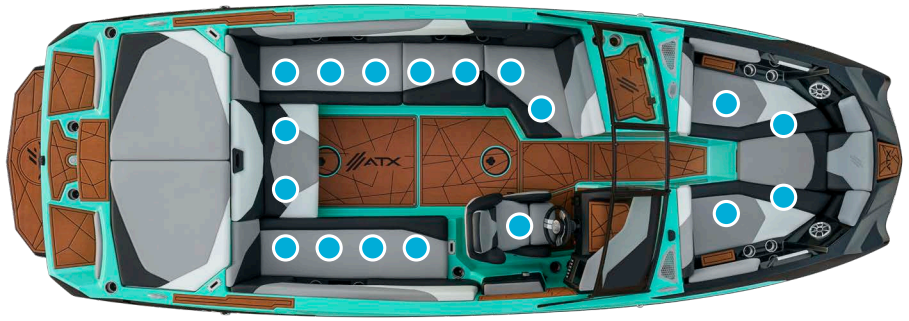




AMERICAN SEATING CHART

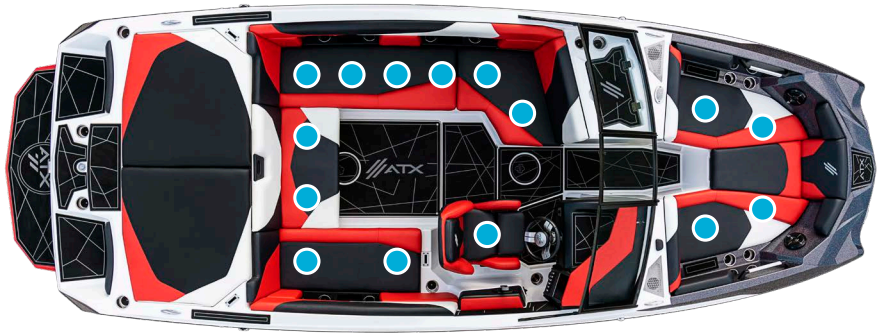


22 Type-S

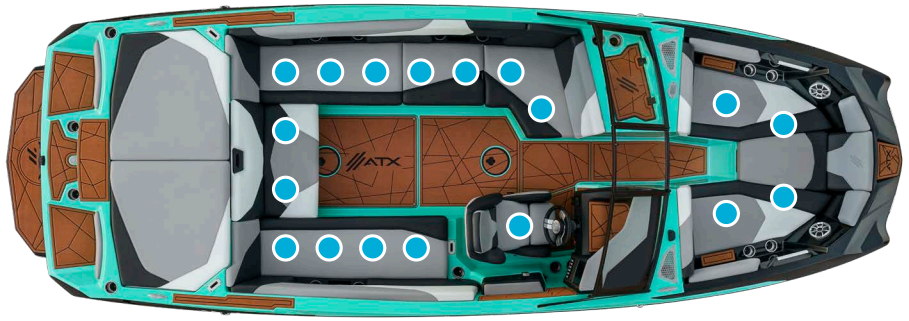


24 Type-S

EUROPEAN SEATING CHART



22 Type-S



24 Type-S

2020 ATX SURF BOATS LIMITED WARRANTY

ATX Surf Boats provides limited warranty coverage on its products sold for use by retail (non-commercial) customers as described in this Limited Warranty. Your dealer must submit the warranty registration of your boat to ATX Surf Boats for your Limited Warranty to be recognized. Limited Warranty coverage begins when you take delivery of your boat (or upon the initial use of the boat), and applies to defects in factory materials and workmanship which first arise and are reported to ATX Surf Boats within the applicable warranty period. This warranty gives you specific legal rights, and you may also have other rights which vary from state to state.

This Limited Warranty extends to the first retail customer, but can be transferred to a second owner following ATX Surf Boats warranty transfer procedures (see ATX Surf Boats Transferability document). ATX Surf Boats construction is warranted the original retail purchaser (and remains in effect so long as the original purchaser owns the boat). Engines, transmissions/powertrain and trailers are warranted by the component manufacturers, and you should refer to the warranties of those component manufacturers for details regarding warranty coverage.

This Limited Warranty is the sole and exclusive warranty provided by ATX Surf Boats, and **ALL IMPLIED WARRANTIES AND CONDITIONS, INCLUDING ANY IMPLIED WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE, ARE EXCLUDED AND DISCLAIMED (OR LIMITED) TO THE FULLEST EXTENT ALLOWED BY APPLICABLE LAW.** To the extent that any implied warranties are required by applicable law, any implied warranties are limited to the duration of the applicable provisions of this Limited Warranty. Some states do not allow limitations on how long an implied warranty lasts, so the above limitation may not apply to you.

Limited Warranty Summary

COVERAGE TYPE	COVERAGE PERIOD (from date of original retail purchase or initial use of the boat, whichever first occurs)
Structural Limited Warranty	Lifetime
Base Limited Warranty–Fresh Water Boats	Sixty (60) months or 500 hours, whichever first occurs
Base Limited Warranty–Salt Water Boats	Thirty six (36) months
Gel Coat, Powder Coat and Other Finishes Limited Warranty	Twelve (12) months
Upholstery Limited Warranty	Thirty-six (36) months

The repair and/or replacement of components or parts under warranty does not extend the warranty period beyond the original expiration date.

Structural Limited Warranty

For the life of the boat, ATX Surf Boats will repair structural materials or structural workmanship supplied by it during the construction of the hull, deck, floor liner, or stringer, which are determined by ATX Surf Boats to contain substantial manufacturing defects. This Structural Limited Warranty does not apply to the ATX Surf Boats' gel coat or powder coat (see below for Gel Coat & Powder Coat Limited Warranty), or any cosmetic aspects of the hull, deck, liner, or stringer. The entirety of the structural warranty is limited to the specific laminates or bonding of laminates for the hull, deck, floor liner, or stringer only.

Base Limited Warranty

During the applicable Base Limited Warranty period ATX Surf Boats will repair or replace materials or workmanship supplied by it during construction of the ATX Surf Boat, including parts and labor, which are determined by ATX Surf Boats to contain substantial manufacturing defects. Salt water boats must be purchased with the Saltwater Package.

If your Boat is operated in salt or brackish water, special precaution, such as cleaning and flushing the boat after each use, both internally and externally, are required. Failures or altered finishes due to salt water exposure or corrosion are not covered by the ATX Surf Boats Limited Warranty.

Towers are configured by ATX Surf Boats for factory-installed components. The installation of any components onto the tower of any ATX Surf Boat after it leaves ATX Surf Boats' factory ("Non-Factory Tower Components") may require adjustments to the tower. Further, certain Non-Factory Tower Components may not be suitable to be installed on any ATX Surf Boat's tower. If ATX Surf Boats determines that any Non-Factory Tower Components have caused or contributed to the need for any repairs to the tower of an ATX Surf Boat, or to any other aspect of an ATX Surf Boat, ATX Surf Boats, in its sole discretion, may deny coverage for such repairs. It is the sole and exclusive obligation of the Purchaser to verify and ensure that all Non-Factory Tower Components are suitable to be installed on any ATX Surf Boat's tower, and that all Non-Factory Tower Components are properly installed on any ATX Surf Boat's tower.

This Limited Warranty does not provide coverage for any component part that is at any time covered by any warranty provided by any third party, other than ATX Surf Boats, including, but not limited to the manufacturer of the component part. Component parts shall include, but are not necessarily limited to, any items that are fastened to the boat through either mechanical means (screws/bolts) or chemical means (adhesives), which may or not be manufactured by ATX Surf Boats. Some examples of component parts include displays, carpet, floor panels, upholstery substrates and bases, etc. In the event that any warranty coverage for any component part is rendered or deemed void due to actions of the Purchaser or any third party other than ATX Surf Boats, this Limited Warranty will not provide warranty coverage for the component part.

Gel Coat, Powder Coat and Other Finishes Limited Warranty

Note: Minor distortions or imperfections resulting from the handcrafted application of the gel coat on an ATX Surf Boat are considered normal and unavoidable. Gel coat, powder coat and other finishes maintenance is the Purchaser's responsibility. Conditioned on the Purchaser having provided and performed all gel coat, powder coat and other finishes maintenance and care described in this Owner's Manual, for a period of twelve (12) months, beginning on the date of the original retail purchase or the initial use of the ATX Surf Boat, whichever occurs first, ATX Surf Boats will repair materials, or workmanship supplied by it, in applying the gel coat and/or powder coat finish to the boat, or other finishes to the boat, which are determined by ATX Surf Boats to contain substantial manufacturing defects. This Gel Coat, Powder Coat and Other Finishes Warranty shall not include or provide coverage for gel coat finish, blistering, discoloration, scratching, cracks caused by negligence, impact or collision, stress crazing, fading or osmosis, or damage caused by in-water storage, scratches and other damage caused by trailering, including normal usage. Failures or finishes due to salt water exposure or corrosion are not covered by the ATX Surf Boats Limited Warranty.

Limited Warranty Exclusions and Limitations

In addition to any prior limitations and exclusions, the following are **NOT** covered under this Limited Warranty:

- Normal maintenance of the ATX Surf Boat or any component thereof;
- Normal wear-and-tear of the ATX Surf Boat, or any component thereof;

- Damages or needed adjustments caused by items that are added, altered or changed after the ATX Surf Boat, leaves the possession of ATX Surf Boats, including but not limited to installation of aftermarket towers, tower accessories, ballast systems, barefoot booms, canvas accessories, and hull bottom painting;
- Modification, alteration, unauthorized repair or replacement of components, including but not limited to damages resulting from such installations, on the ATX Surf Boat; any upholstery cracking, mold or mildew, stains, fading or tears.
- Damages caused by accident (including impacts and collisions with any object), abuse, misuse, neglect, negligence, mishandling or alteration, including any damages caused by or during trailering or towing;
- Damages caused by heat, fire, explosion or freezing (including the failure to perform proper winterization or preparations for storage or lack of use for periods in excess of thirty [30] days);
- Damages caused by atmospheric fallout, chemical treatments, tree sap, salt, ocean spray, mold, or animal droppings, lightning, hail, rain, flooding, wind, sand, floods or other environmental or natural conditions or Acts of God; staining, blistering, or discoloration resulting from failure to coat the hull with marine-grade hull paint on boats that are allowed to remain in bodies of water for extended periods (more than 14 days);
- Damages caused by vandalism or theft; corrosion or damage, including oxidation, electrolysis including that which occurs to chrome plated, stainless, anodized or aluminum finish or the colorfastness of finish.
- Failure to follow the instructions within the Owner's Manual regarding corrosion prevention and operation in salt or brackish water may result in or contribute to these types of damage and are not covered under the Limited Warranty;
- Damages caused by aftermarket cleaning products or additives not specifically approved by ATX Surf Boats;
- Damages due to insufficient or improper maintenance, lack of maintenance, or delay of repair (unless specifically and directly authorized by ATX Surf Boats warranty department in writing);
- Damage or contamination resulting from leaking or spilled fluids including, but not limited to, fuel or drive train fluids;
- Conditions resulting from use of the boat for anything other than recreational purposes
- Manufacturing variations or imperfections in cosmetic, convenience or aesthetic components or features of the boat, including the gel coat finish, which have no effect on use or safety;
- Damages caused by the use of any trailer purchased through any entity other than ATX Surf Boats;
- Damages caused by improper support of the boat on davits, hoist system or boat lift of any kind;
- Damages caused by improper weight distribution or excessive weight combinations of persons aboard, ballast or simulated ballast and gear;
- Any material, component or part of the boat that has a warranty period and/or conditions as specified by the producing entity which differs from this Limited Warranty unless such warranties are administered directly by the producing entity;
- Damages caused by water intrusion into any part of the boat (including, but not limited to, the glove box and various storage compartments);
- Performance characteristics, such as speed, acceleration, fuel or oil consumption, etc., as they are estimated and can vary as dictated by individual conditions; any and all incidental and consequential damages including, but not limited to, costs incurred for haul-out, launching, towing, storage charges, telephone, expedited shipping of replacement parts, or rental charges of any type (including slip fees), inconveniences, or loss of time or income. Some states do not allow the exclusion, so this limitation may not apply to you.

- Components, such as surf system, trim plates not installed at the time of manufacture. Post-manufacture installation of any of these items, as well as any other component not installed at the time of manufacture, will void the warranty and other components of the boat that have their own warranty(ies) due to potential damage to the boat and possible danger to occupants;
- Damage or injury resulting from failure to comply with recall notices, service bulletins and advisories, or requests from ATX Surf Boats to repair the boat or its components;
- Damage or injury resulting from speeding, demonstration or any type of racing;
- Damages resulting from the failure to properly maintain and care for the boat and its components in accordance with the instructions found within the Owner's Manual;
- Shop supplies used in correction work, such as, but not limited to, sealants, lubricants, cleaning supplies;
- Damage resulting from water intrusion in the intake or exhaust system;
- Damage resulting from the use of lubricants, gasoline, or other fluids other than those specified in the Owner's Manual or by subsequent approval by ATX Surf Boats following publication of the Owner's Manual;
- Damage resulting from erroneous service by the customer or technician not authorized by ATX Surf Boats to perform service or corrections;
- Damage that cannot be traced to material defects in materials or workmanship, as determined by ATX Surf Boats;
- Damages resulting from the use of any non-ATX Surf Boats supplied boat cover (The sole and exclusive approved color for boat covers offered by ATX Surf Boats is black.); the use, even temporarily, of a trailer that was not purchased with the ATX Surf Boat will void the Gel Coat Limited Warranty.

Commercial Use Exclusions/Restrictions

The use of any ATX Surf Boat for commercial purposes, including but not limited to as a demonstrator, or in connection with any promotional program, ski, wakeboard, or surf school or show ("Commercial Purposes") will void the ATX Surf Boats Limited Warranty.

Warranty Voiding Events

The following events will automatically void and discharge ATX Surf Boats from its obligations under this Limited Warranty and discharge ATX Surf Boats from any obligations herein:

- Using the boat for commercial purposes as stated above
- Using the boat in salt water without the salt water option package the unauthorized disabling of any warning device or system installed in any ATX Surf Boat;
- The unauthorized disconnection, disturbance or compromise of any wires, hoses, tubes, cables, looms or other components of the ATX Surf Boat's electrical or fuel systems;
- The use of the ATX Surf Boat in any criminal enterprise or to perform any criminal acts; and
- The determination by any state or federal entity or private insurance carrier that the ATX Surf Boat is a total loss or fit only for salvage.

Other Matters Related to the Limited Warranty

In addition to the Limited Warranty terms and exclusions noted above, the following are additional important considerations regarding the Limited Warranty:

Pre-Delivery

Defects and/or damage to the finish surfaces, trim, upholstery or other observable cosmetic components of your ATX Surf Boat may occur during production. These items are usually detected and corrected prior to shipment to the dealership or by the retail dealer prior to delivery to the retail customer. Nonetheless, consumers are encouraged to inspect the ATX Surf Boat for this type of damage prior to taking delivery, and all such defects or damage must be reported to the retail ATX Surf Boat dealer at the time of delivery to have any items covered by this Limited Warranty addressed, and to have any covered defects repaired at no cost to the Purchaser.

Boat Operation, Care and Maintenance

To ensure the maximum benefit from ownership of this boat, ATX Surf Boats requires that you follow all of the instructions in the Owner's Manual, including all accompanying maintenance or service schedules and support material. Because questions may sometimes arise relating to the cause of a particular failure, ATX Surf Boats strongly recommends keeping detailed records of any and all maintenance or service performed on the boat, drive train and/or trailer to assist, if necessary, in the determination of whether a failure is covered under this Limited Warranty. Damages to an ATX Surf Boat caused by improper operation, care and maintenance are not covered by this Limited Warranty.

Design and/or Manufacturing Changes

ATX Surf Boats reserves the right to implement changes in the construction or components of any ATX Surf Boat at any time, without incurring any obligation to make the same or similar changes on ATX Surf Boats previously built and/or sold.

Other Warranties

Some manufacturers of component parts included in an ATX Surf Boat, may provide limited warranties. Please refer to component part manufacturer's limited warranty disclosures, if any, for details, including their terms, conditions and limitations, of which ATX Surf Boats makes no representations or warranties. Among other warranties, note that certain items including, but not limited to, biminis and boat covers are among those components covered by individual, separate warranties, which are explained and set forth in materials supplied by the component part manufacturer. Any and all claims or defects should be submitted directly to the manufacturers of those particular component parts.

No Other Warranties

No oral or written information, advice or communication of any nature by or from ATX Surf Boats or its representatives, employees, dealers, agents, distributors or suppliers shall create a warranty or in any manner increase or modify the scope of this Limited Warranty. The repair and/or replacement of components or parts under warranty does not extend the warranty period beyond the original expiration date.

Transfer of Warranty

Upon the first sale of an ATX Surf Boat that has not been utilized for any Commercial Purpose by the original, non-commercial, retail purchaser, within the first sixty (60) months, beginning on the date of the original retail purchase or the initial use of the ATX Surf Boat whichever occurs first, any unexpired Limited Warranty coverage can be transferred to a second, non-commercial, owner and remain in effect for the unexpired period (except Gel Coat & Powder Coat or other finishes Limited Warranty, which is twelve (12) months), and the Structural Warranty, which becomes ten (10) years. The Limited Warranty on all other components is as previously identified with this Limited Warranty Statement. This provision is pursuant to the requirements set forth in the Warranty Transfer information. Only one transfer of the Limited Warranty within the applicable time period(s) established will be honored. All coverage under the Limited Warranty Statement will become null and void in totality with any subsequent conveyance of ownership of the ATX Surf Boat or transfer of the ATX Surf Boat's title to any third party.

Contact your local ATX dealer for warranty claims or contact:

ATX Boats, Inc.
1801 Hwy 36
Abilene, TX 79602
Phone: 325.676.7777
customerservice@tige.com

BOATING SAFETY

BOATING SAFETY

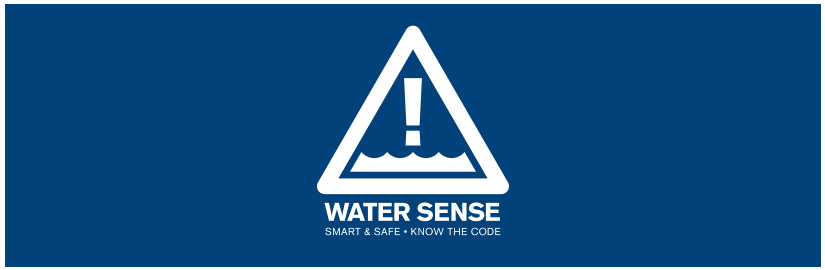
SAFETY WHILE BOATING

Boating-related accidents are generally caused by the operator's failure to follow basic safety rules or written precautions. Most accidents can be avoided if the operator is completely familiar with the boat, its operation and can recognize potentially hazardous situations.

In addition to everyday safety, failure to observe the safety recommendations may result in severe personal injury or death to you or to others. Use caution and common sense when operating your boat. Don't take unnecessary chances!

Drivers must be cognizant of their surroundings, other boats, their wake and other environmental factors including safe turning speeds, people and obstacles in the water, etc. Driver and boat owner assume all risks for themselves, their guests and anyone in proximity to their boat as well as ensuring that all passengers understand risks and responsibilities.

Develop Watersense



What is water sense? Water Sense is developed by familiarizing yourself with the boat, driving, water, equipment, and maintaining vigilance.

Familiarize yourself and follow The Watersport Responsibility Code.

WSIA Responsibility Code

Be aware that there are risks in boating and watersports that good judgment and personal awareness can help reduce. **TO INCREASE YOUR ENJOYMENT OF WATERSPORTS, FOLLOW THE TEN ELEMENTS OF THE CODE.**

IT IS YOUR RESPONSIBILITY TO:

- **ALWAYS** familiarize yourself with applicable laws, waterways and inherent risks
- **ALWAYS** have a capable observer in addition to driver and agree on hand signals
- **ALWAYS** wear a USCG type III, ISO or other agency approved (PFD) life jacket
- **ALWAYS** read user's manual and inspect equipment before use
- **ALWAYS** ski or ride under control, at proper speeds and within your limits
- **ALWAYS** turn ignition off when anyone is near watercraft power drive unit
- **ALWAYS** stay clear of engine exhaust to avoid Carbon Monoxide poisoning
- **NEVER** "Platform Drag" or touch swim platform while the engine is running
- **NEVER** ski or ride near swimmers, shallow water, other boats, or obstacles
- **NEVER** operate watercraft, ski or ride under the influence of alcohol or drugs

–Water Sports Industry Association

For more resources please visit *www.WSIA.net*

GENERAL PRECAUTIONS

Your ATX boat has been constructed to meet all U.S. Coast Guard (USCG) and National Marine Manufacturers Association (NMMA) requirements applicable at the time of manufacture. However, it is still your responsibility as the boat owner to ensure the boat is always operated in a safe fashion.

USCG regulations require certain safety equipment be present on your boat during operation. Besides the USCG regulations, other local and/or international law enforcement agencies may have similar requirements. You should check with your local marine enforcement agency regarding any such requirements before using the waterways.

It is not intended for this manual to be a replacement for a course on boating safety. It is highly recommended that if you are unfamiliar with the use and operation of a boat, you seek advice and training from a qualified individual or organization. Check with your local boating agency or dealer for more information about boating safety classes in your area.

Your safety, the safety of your passengers, and other boaters are among your responsibilities as operator or owner of this boat. Your boat must be in compliance with (USCG), state, and country safety equipment regulations.

You should know how to react correctly to adverse weather conditions, have good navigation skills, and follow the "Rules of the Road" as defined by the USCG and state/county/local regulations.

Before each outing you should check all safety equipment, such as fire extinguishers, life jackets (PFDs), flares, distress flags, flashlights, and emergency cutoff switch. They should be operable, in good condition, readily visible, and easily accessed.

Know the weight capacity of your boat. DO NOT overload your boat. Passengers and equipment should be spread out evenly.
This section covers general boating safety information. Throughout this manual specific precautions and symbols identify safety related information.

BOAT SAFETY LABELS

Your ATX boat is affixed with various safety labels at the time of manufacture. These labels appear at specific locations on the boat where safety is of particular concern. Safety labels must be legible. If you suspect a label is missing or one becomes damaged, contact your dealer for immediate replacement. **READ AND ADHERE TO ALL WARNING PLATES AND LABELS** from bow to stern, including those that are installed inside the engine compartment, lockers, and under seating.

SAFETY STATEMENTS

Throughout this manual, specific precautions and symbols identify safety related information. Follow these precautions as indicated.

The Safety Alert Symbol means ATTENTION! BECOME ALERT!
YOUR SAFETY IS INVOLVED!

DANGER

DANGER indicates a hazardous situation which, if not avoided, ***will*** result in death or serious injury.

⚠ WARNING

WARNING indicates a hazardous situation which, if not avoided, could result in a death or serious injury.

⚠ CAUTION

CAUTION indicates a hazardous situation which, if not avoided, could result in minor or moderate injury.

NOTICE

NOTICE indicates a potentially hazardous situation which, if not avoided, may result in property damage.

The precautions listed in this manual and on the boat are not all-inclusive. If a procedure or method is not specifically recommended, you must satisfy yourself that it is safe for you and your passengers, and that the boat will not be damaged or made unsafe as a result of your decision. Remember—always use common sense when operating your boat!

In an emergency situation, you may have to resort to measures, which are not commonly practiced. Always assess the dangers of being in harm's way versus the protection of equipment. Keep a sound mind during an emergency and always think safety.

Failure to adhere to and comply with the safety statements labeled as dangers, warnings, and cautions that appear in this manual can lead to serious injury, or death as well as property damage. Be sure to review the Boating Safety and Rules of the Road sections of this manual

See appendix for warning labels.

It is the responsibility of the boat owner and occupants of the boat to understand and comply with all warning labels and safety recommendations/requirements. Remember the driver of the boat and owner are responsible for the occupants of the boat and its safe operation.

WARNINGS AND INSTRUCTIONS

FAILURE TO ADHERE TO THESE WARNINGS MAY RESULT IN SEVERE INJURY OR DEATH TO YOU AND / OR OTHERS.

- **DO NOT** swim near the boat when the engine is running. Being in NEUTRAL is not enough, the propeller may still be turning and carbon monoxide may be present.
- **NEVER** allow any type of spark or open flame on board. It may result in fire or explosion.
- Engine exhaust contains carbon monoxide.
- **DO NOT** operate the engine in a confined space.
- **DO NOT** go under the boat cover with the engine running or shortly after the engine has been running.
- **DO NOT** come into contact with boarding platform while the engine running.
- **DO NOT** "platform/teak" surf.
- **NEVER** operate the boat while under the influence of alcohol or other drugs.
- **NEVER** stand or allow passengers to stand in the boat, or sit on the transom, seat backs, engine cover or sides of the boat while the engine is running.
- **DO NOT** allow any passenger to have legs or other body parts over the side of the bow or the boarding platform while the engine is running. You or others may be thrown from the boat. All passengers must be in designated seats.
- **NEVER** leave children in the boat without adult supervision.

- **NEVER** dive from the boat without being absolutely sure of the depth of the water, otherwise severe injury or death may occur from striking the bottom or submerged objects.
- **NEVER** climb on, sit on, stand on, jump off of or dive off the pull tower.
- **NEVER** sit in a position that obstructs the operator's view.
- **DO NOT** remove or modify any components of the fuel system except for maintenance by qualified personnel. Tampering with fuel components may cause a hazardous condition.
- Battery electrolyte fluid is dangerous. It contains sulfuric acid, which is poisonous, corrosive and caustic. If electrolyte fluid is spilled or placed on any part of the human body, immediately flush the area with large amounts of clean water and immediately seek medical attention.
- **DO NOT** replace your boat's marine parts with automotive parts or parts that were not designed for your boat.

Boating Regulations

The U.S. Coast Guard (USCG) is the governing authority of the United States waterways and is there to help the boating public. State boating regulations are enforced by local authorities. Owners and users outside of the United States must be cognizant of that countries' laws and regulations. You are subject to marine traffic laws and "Rules of the Road" for both federal and state waterways; you must stop if signaled to do so by enforcement officers, and permit them to board if asked.

There are many USCG pamphlets available to you. These pamphlets go beyond the contents of this manual and explain "Rules of the Road," signal lights, buoys, safety, international and inland regulations. An excellent example is the Ultimate Watersports Handbook you should have received with your new boat, or which can be ordered by contacting WSIA, go to: *www.WSIA.net*. For more information, contact your local USCG Unit or visit *www.uscgboating.org*.

Boater Responsibilities

It is the owner's responsibility to ensure that the operator of the boat has been properly instructed in the lawful and safe operation of this vessel. Therefore, before operating the boat, read this owner/operator manual thoroughly. Be sure you understand each item before operating it. Improper operation or trailering of the boat could lead to severe damage, injury, or death.

At the time of delivery, the owner/operator is responsible for:

- Understanding warranty terms and conditions of your boat, your engine, and your trailer.
- Obtaining insurance.
- Examining boat to ensure proper operation of all systems.

Before operating the boat, the owner/operator is responsible for:

- Registering the boat as required in the jurisdiction where the boat is being operated.
- Providing the proper (USCG) safety equipment, check local, state, country agency(ies) as to laws and regulations (USCG carriage requirements).
- Following proper break-in procedure for the engine.
- Carefully reading and understanding safety information and proper operating procedures within this manual.
- Familiarize yourself with the navigable waters where you intend to operate boat.

Additional instructions the owner and operator are responsible for:

- On-board equipment must always conform to the governing federal, state, and local regulations.
- Knowing that all safety equipment and life jackets (PFDs) are in good condition and suitable for your boat and passenger load.
- Prior to starting the engine, you must open the engine box and check the engine compartment and bilge for gasoline and oil vapors. You MUST also operate the blower for at least four minutes before starting the engine. Also, operate blower while idling at slow speed, and after stopping boat. Failure to do so may result in fire or explosion as well as serious injury or death to you and/or others. If you smell gasoline vapor or see liquid gasoline, **DO NOT** start the engine.

- Prior to operation ensure that all passengers are aware of where safety equipment is located and how to use it.
- Knowing that the load of persons, ballast, and equipment is within the limits stated on the USCG Maximum Capacities Plate.
- Verifying that the emergency cutoff switch lanyard is in proper operating condition and attached to driver's wrist or part of clothing when operating boat.
- Avoiding use of alcohol and other drugs.
- Slow down when crossing waves or wake in order to minimize the impact on passengers and the boat, but do not allow bow to submerge.
- When charging, batteries generate small amounts of dangerous hydrogen gas. This gas is highly explosive. Keep all sparks, flames and smoking well away from the area. Failure to follow instructions when charging a battery may cause an electrical charge or even an explosion of the battery, which could result in death or serious injury.
- Ensuring that all passengers are properly and securely seated in appropriate seating locations.
- Remember your boat will handle differently depending on loading and its distribution.
- Having at least one other passenger who is capable of operating the boat safely in an emergency.
- Following safe operating practices and the "Rules of the Road", and the Watersports.
- Responsibility Code.
- Operate slowly in congested areas such as marinas and mooring areas.
- Maintain a safe speed at all times to avoid collisions.
- **DO NOT** wrap ski lines or mooring lines around any body part which may become entangled in the line if you fall overboard and the boat is moving.
- Be sure to keep a watch for other boats, swimmers and obstructions in the water. Stay away from other boats and personal watercraft.
- It is recommended you have an experienced operator at the helm and present for safe towing—one to drive, one to observe (which is required in some states) and one to ski or ride.
- Look before you turn the boat. As a boater you are obligated to maintain a proper course and speed. Look before you turn.
- Keep track of ski lines and dock lines so they do not become entangled in the propeller.
- Always watch for low obstacles such as tree limbs bridges or power lines in boats with tow towers.
- Seek shelter from open water if there is threat of lightning.
- The engine box/cover serves as a machinery guard. The engine must be **OFF** whenever the box is open. Clothing for body parts can get caught in moving parts, causing death or serious injury. Keep away from moving parts.
- When you leave the boat take the keys with you. This will keep untrained and unauthorized persons from operating the boat.
- Providing assistance to other boaters.

Registration

Federal Law requires that all motorboats be registered and that all motorcraft not documented by the U.S. Coast Guard display registration numbers. In nearly all states, this means registration with the designated state agency. In a few jurisdictions, the Coast Guard retains registration authority. Your dealer will either supply registration forms or tell you where they may be obtained. The agency will supply you with a certificate which must be carried with you when the boat is in operation. International laws may vary as to registration required.

Insurance

The boat owner may be legally responsible for damages or injuries he or she causes or the operator causes. Common sense dictates that you carry adequate personal liability and property damage insurance on your boat, just as you would on your automobile. You should also protect your investment from physical damage or theft. Many states have laws detailing minimum insurance needs. Your insurance agent or your dealer may be able to supply you with more information.

Education Opportunities

If you have never owned a boat before, you can get an excellent introduction to boat handling from organizations such as the U.S. Coast Guard, American Red Cross or your local authority. Even if you are a veteran boater, these courses will help sharpen your boating skills as well as bring you up to date on current rules and regulations. See your local boating agency or dealer for information on classes in your area.

This manual is not intended to provide complete training on all aspects of boat operation. We strongly recommend that all operators of this boat seek additional training on boat handling and safety. Have all operators become familiar with the handling characteristics, and proper steering and control system usage before attempting high speed operation.

Some states require youths 16 years of age and younger to complete a boating safety course before operating any watercraft. Many others require operators under the age of 18 to be licensed in small boat operation. Boat smart from the start, take a boating safety course and get a free vessel safety check annually for your boat. For more information, contact: United States Coast Guard Auxiliary, *www.cgaux.org*; United States Power Squadrons, 1-888-FOR-USPS, *www.usps.org*.

The following is a list of some other agencies and organizations that offer Water Safety, First Aid and CPR courses or information. To find boating safety courses in your area, call your state's local boating agency or the USCG boating safety course line at 1-800-336-2628 (1-800-245-2628 in Virginia).

- American Red Cross
- U.S. Coast Guard Auxiliary
- U.S. Power Squadrons
- State Boating Offices
- Canadian Power and Sail Squadrons
- Boat Owners Association of the United States
- National Safe Boating Council
- WSIA
- European or international organizations

Operation by Minors

If your boat will be operated by a minor, remember to have an adult present at all times. Many states have laws regarding minimum age and licensing requirements for minors. Contact state and local authorities for special requirements that may apply in your area. **NOTE: Some states require boat training courses/certification.**

Passenger Safety

Any time you take your boat out, make sure that there is at least one other passenger aboard who is familiar with the operation of your boat. Passengers should be well aware of emergency equipment and shown how to use it. Passengers should also keep hands and feet in the boat and be safely seated while the boat is in motion.

The operator of the boat is responsible for the safety of the passengers, all skiers/riders as well as his/her own safety. The operator should ensure that all passengers are properly and securely seated in appropriate seating locations before starting and remain there whenever the boat is in motion. Place persons and gear in a way that distributes weight evenly.

While the engine is running, and during the boat mooring, all occupants should be properly seated. **DO NOT** sit on the engine box, seat backs, aft seating, sunpad, boarding platform or gunnels. You could fall overboard and be hit by the propeller. **DO NOT** allow objects, arms or legs, or any other body parts to hang over the bow or gunnels. **DO NOT** stand while the boat is moving.

The operator **MUST** sit in the driver's seat while the boat is moving and all passengers should remain properly seated.

Overloading

⚠ WARNING

An overloaded boat through passengers, non factory installed ballast, and equipment can cause death or serious injury. It can cause loss of control, capsizing, or swamping.

DO NOT overload your boat. Your boat is equipped with a maximum capacity plate indicating the maximum acceptable load as determined by the manufacturer following certain Federal guidelines. Equally critical is how weight is distributed throughout the boat. The weight must be distributed evenly throughout the boat, besides the proper use of the ballast. If too much weight is placed in one area it can have serious impact on boat handling and control.

The capacity plate is used by boat manufacturers participating in the National Marine Manufacturers Association certification program. Your manufacturer has submitted your model for inspection and compliance with their guidelines. The capacity plate has the following information permanently printed on it. It is attached to the boat by the throttle for the operator to read before they drive the boat.

- The total weight of persons, gear and other items which the boat is capable of carrying under normal conditions. **This weight must include any added ballast above and beyond manufacturer's ballast system(s).**

Be Advised

- Any non-factory installed ballast must be properly secured to prevent injury. Non-factory ballast is not recommended.
- Death or serious injury can occur from overloading the boat. **DO NOT** overload your boat.
- Do not fill the bilge area with water from any source.
- The maximum number of persons allowed on the boat. This information on the capacity plate applies under normal conditions and special care must be used in any abnormal conditions. Check the capacity plate on your boat and abide by these limits.
- Remember **DO NOT** exceed capacity!

NOTICE

Your boat manufacturer installs wake enhancement ballast systems in some models. The full weight of this system has already been considered in the boat capacity calculation and therefore does not influence maximum capacity, unlike non-factory ballast tanks or weights, which must be included as part of the gear weight.

As wakeboarding has developed, we have witnessed the advent of ballast systems which add weight and increase the size of the wake. The simplest ballast system on the market is the water ballast type, such as the "FAT SAC." It is not uncommon to see operators use such systems and then put additional people in their boat. Please be advised that this practice can lead to overloading your boat. Each boat has a maximum capacity label displaying the maximum weight of people, gear and ballast that can be placed in the boat. Always be aware of the load in your boat and do not load the boat in excess of the listed capacity. The quest for the largest wake has caused some to excessively overload their boats.

Overloading a boat may cause it to become unstable and adversely affect the boat's handling.

Visibility

⚠ WARNING

Obstructed visibility can cause death or serious injury. Maintain clear visibility at all times. Arrange passengers and equipment for maximum visibility or designate a passenger to assist when visibility is limited.

The operator of the boat is responsible by law to "maintain a proper lookout by sight and hearing." The operator must ensure that he/she has appropriate visibility for safe operation. No passengers or equipment should block the operator's view outward or of other boats, skier, rider, swimmer, or anyone in the water. Even momentary interference can result in the driver's inability to respond to a situation that requires avoidance of another vessel or submerged or partially-submerged objects. Look carefully before turning, especially when you are turning around to pick up a fallen skier/rider. Someone else may not be following the "Rules of the Road." Keep a visual check for boats behind your boat. This is an area where accidents can happen very quickly. The boat should not be driven at a rate of speed faster than will allow it to be brought to a full stop within the operator's field of view.

Boating Under the Influence

⚠ DANGER

Operating a boat under the influence of alcohol can cause serious injury or death.

Boating, alcohol, and the use of other drugs just do not mix. Boating under the influence of alcohol or drugs can be deadly. Boating, coupled with alcohol and other drugs results in many marine accidents and deaths accounting for approximately one third of all recreational boating fatalities. These substances decrease your reaction time and impair your judgment. Combined with the sun, wind, waves, and noise of other watercraft, the effects of drugs are increased and will significantly increase your reaction time. As the owner/operator, you are responsible for the alcohol/drug use and onboard behavior of your passengers.

⚠ WARNING

Federal and state laws prohibit operating a boat under the influence of alcohol and other drugs. These regulations are actively enforced. Impaired operation may result in severe personal injury or death.

⚠ WARNING

If the operator's blood alcohol content is above the legal limit, violators are subject to fines and you can go to jail. You may also lose your automobile driving privileges.

Additionally, civil lawsuits in cases of property damage or injury/death to others can result in significantly higher verdicts when alcohol or drugs are allowed.

Reporting Accidents

Boat operators may be required by law to file a Boating Accident report with their state boating law enforcement agency or local authority, the USCG, or

their countries' agency when their boat is involved in certain boating accidents. A boating accident must be reported if there is a loss or probable loss of life or personal injury requiring medical attention. In these situations a formal report must generally be filed within 48 hours of the accident, and for accidents when damage exceeding $500 is incurred, or there is a complete loss of the boat as well. A formal report must generally be filed within 10 days. If any of these events occur, seek further assistance from local law enforcement personnel.

Rendering Assistance

If you see a distress signal or suspect a boat is in trouble, you must assume it is a real emergency and render assistance immediately. By law, the operator in charge of the craft is obligated to provide assistance to any individual in danger if such assistance can be provided safely. Failure to render assistance can result in a fine and/or imprisonment.

The 1971 Boating Safety Act grants protection to a "Good Samaritan" boater providing good faith assistance, and absolves a boater from any civil liability arising from such assistance.

Factory Provided Safety Equipment

The Federal Boat Safety Act of 1971 (FBSA/71) and the National Recreation Boating Safety Program have established minimum safety standards for boats and associated equipment, specified by the USCG. In addition, the ABYC and the NMMA work with boat builders to develop voluntary standards that exceed base requirements. The included safety equipment on your boat meets or exceeds the standards of the USCG, ABYC and the NMMA. Some required safety equipment such as life jackets (PFDs) are not included with your boat. Your dealer can help you choose the appropriate equipment.

NOTICE

Many states' equipment requirements go beyond USCG requirements. Contact your state boating office for further information.

Equipment requirements for coastal and inland waters differ. Check with local authorities and/or the USCG for further information about coastal water requirements. The following equipment may or may not be required by federal/local regulations.

Owner Provided Safety Equipment

U.S. Coast Guard regulations require certain accessory equipment on each boat. For a detailed description, obtain "Federal Requirements for Recreational Boats" published by the Coast Guard. 1) Personal Flotation Devices (PFDs): PFDs must be Coast Guard approved, in good and serviceable condition and the appropriate size for the user. It is recommended that you wear PFDs while your boat is underway. Boats more than 16 feet 9 (4.8 meters) in length must be equipped with one type I, II, III or V and one type IV. PFDs are intended to save lives; you and your passengers should wear them while in the boat. Learn how to use them and adjust as necessary to make comfortable to wear. The type II PFD is recommended for near shore or inland water use. Some PFDs are specially made for use while waterskiing or wakeboarding and are not U.S.C.G. approved. Please check local law with respect to their use.

Life Saving Equipment

Federal law requires at least one Type I, II, III,or V Personal Flotation Device (PFD), of the proper size, for each person on board or being towed, and at least one Type IV throwable PFD in the boat. There are four types of PFDs to wear and one type used for throwing in emergency situations.

TYPE I
LIFE PRESERVERS

TYPE II
BUOYANT VESTS

TYPE III
FLOTATION AIDS

TYPE IV
THROWABLE DEVICES

TYPE V
HYBRID PFD MUST BE WORN WHEN UNDERWAY

Type I Life Preserver: Most buoyant PFDs are effective on all waters, especially open, rough water.

Type II Buoyant Vest: Good for calm water

Type III Flotation Aid: Good for most inland water applications where quick rescue is likely. Comes in various styles and some are designed for water sport activities.

Type IV Throwable Device: Intended for heavy traffic inland waters where help is available. Designed to be thrown to a person in the water.

Type V Hybrid PFD: Inflatable design for special use activities and may be used instead of a Type I, II, or III PFD with non-towed participants if used in accordance with the approval conditions on the label and if worn when the boat is underway. Some Type V PFDs provide increased protection against hypothermia.

- A Type V PFD must be worn to be counted toward the minimum carriage requirements.
- Special lifejackets are available for skiing and other water sports. These non-Coast Guard approved lifejackets do not count as PFDs.

Lifejackets (PFDs) are intended to help save lives. The operator should set an example by wearing one. Wear a life jacket (PFD) whenever boating. It is especially important that children and non-swimmers wear a life jacket (PFD) at all times. Make certain all passengers know how to put on and properly adjust their life jackets (PFDs) and that they are readily accessible. Check local, state, country agency(ies) as to laws and regulations. Also, selecting the proper type life jacket (PFD) for your kind of outing helps ensure your time on the water can be safer. **REMEMBER–The best life jacket (PFD) is the one that is worn–that is, the one that can save your life.**

At the beginning of each season, check life jackets (PFDs) for damage and test for proper flotation. Refer to the lifejacket (PFD) manufacturer's information. To meet requirements, each lifesaving device must have a current, legible USCG approval stamp permanently affixed.

Your dealer can help you select appropriate life jackets (PFDs) and throwable lifesaving devices for your area.

Navigation Lights

Your boat is equipped with navigational lights. Recreational boats are required to display navigational lights between sunset and sunrise and other periods of reduced visibility (fog, rain, haze, etc.). Your navigation lights are provided to keep other boats informed of your presence and course. It is up to you to make sure they are operational and turned on when required.

Tower Lights

Coast Guard regulations do not permit the use of tower side panel lights while the vessel is underway. The lights may be in use when the vessel is not in motion.

Horn or Whistle

All boats over 16 feet (4.8 meters) in length must be equipped with an operable horn or whistle. The following are standard signals when using a whistle or a horn:

- One prolonged blast: warning.
- One short blast: Pass on my port side.

- Two short blasts: pass on my starboard side.
- Three short blasts: my engines are in reverse.
- Five or more blasts: danger!

Fire Extinguisher

A fire extinguisher is required if your boat has an inboard engine, or when fuel is stored in closed stowage compartments.

Approved fire extinguishers are classified by a letter symbol, either B-1 or B-II with the B designating that the material will extinguish flammable liquids such as gasoline, oil, etc. B-1 extinguishers are required for boats less than 26 feet in length. Check periodically to ensure that the extinguisher is in working condition and fully charged. Check local, state, country agency(ies) as to laws and regulations.

Emergency Safety Lanyard

Your boat is equipped with an emergency cutoff switch (safety lanyard.) We strongly recommend that the lanyard be secured to the operator and the lock plate attached to the emergency cutoff switch prior to starting the engine and anytime the engine is operating. The cutoff lanyard is designed to turn off the engine whenever the operator moves far enough away from the helm to activate the switch.

⚠ WARNING

It is strongly recommended you use the Emergency Safety Lanyard system as failure to do so can cause death or serious injury. DO NOT operate the boat if the Emergency Safety Lanyard system does not function properly.

- Attach the safety lanyard to a secure place on your clothing, your arm or leg while operating.
- **DO NOT** attach the lanyard to clothing that could tear loose.
- **DO NOT** route the lanyard where it could become entangled, preventing it from functioning.
- Avoid accidentally pulling the lanyard during normal operation.
- Loss of engine power means loss of most steering control. Also, without engine power, the boat could slow rapidly. This could cause people and objects in the boat to be thrown forward.

There are practical limitations to what the Emergency Safety Lanyard can do. It can take several seconds for the engine and propeller to stop turning. The boat can continue to coast for several hundred feet depending on the velocity at the time the switch was activated, and the degree of any turn. While the boat is coasting, it can cause injury to anyone in its path as seriously as if the boat operated under power. Accidental loss of power can be hazardous particularly when docking or in heavy seas, strong current or high winds.

Visual Distress Signals

All vessels used on coastal waters, the Great Lakes, territorial seas, and those waters connected directly to them up to a point where a body of water is greater than two miles wide, must be equipped with USCG approved visual distress signals. Your dealer or local authorities can help you select appropriate visual distress signals for your area.

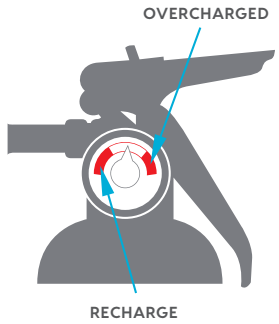
If you are required to carry distress signals, you must have three USCG approved pyrotechnic devices. Be sure they are in serviceable condition, not exceeding the expiration date and stored in a cool, dry location in a red or orange waterproof container.

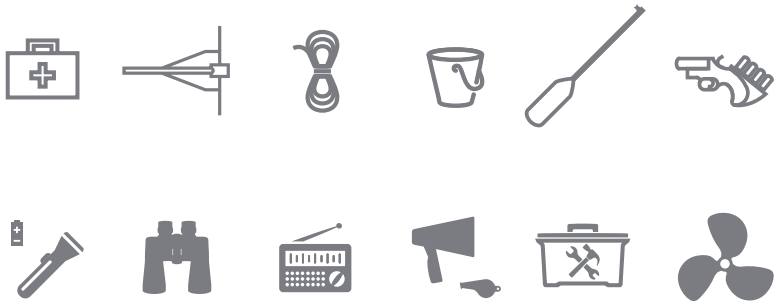
⚠ WARNING

Pyrotechnic signaling devices can cause fire and / or explosion, death, serious injury, and property damage if improperly handled. Follow the pyrotechnic manufacturer's directions.

Recommended Safety Equipment

As a precaution, a good boater will avoid potential problems on an outing by having additional equipment on board. Normally, this equipment is dependent on the body of water and the length of the trip; your dealer can assist you.





We recommend the following equipment:

- First aid kit and manual
- Anchor with at least 75 feet (23 meters) of line
- Mooring lines and fenders
- Bailing device (bucket, hand pump)
- Combination paddle/boat hook
- Local charts and compass
- Day/night distress signals
- Waterproof flashlight and spare batteries
- Cellular phone
- Binoculars
- Portable AM/FM radio with weather band
- A non-electric horn or whistle
- Extra engine oil
- Tool kit
- Spare propeller and mounting hardware
- Spare fuses
- Spare keys
- Sunglasses and sun block lotion

EMERGENCIES

Fire/Explosion

Many boat fires involve flammable liquids such as gas or oil. Many inboard fires start in the bilge area which at times can be filled with gas vapors. Since gas vapors cannot be seen, boat fires tend to travel very fast. If you encounter a fire on board, turn off the engine immediately. If you have a fire extinguisher on board and access to the fire, it may be controllable. Direct the contents of the extinguisher at the base of the flames. Throw burning materials overboard if possible. Put on PFDs, if not already on, signal for help and prepare to abandon the boat if necessary.

⚠ WARNING

BURN HAZARD
Gasoline floating on water which is ignited can cause death or serious injury. Gasoline will float on top of water and can burn. If the boat is abandoned, swim upwind, far enough to avoid fuel that can spread over the surface of the water.

Capsizing and Swamping

A boat may capsize or swamp when least expected. Formulate a plan in advance on what to do if it should happen. Keep in mind the following guidelines:

- Try to turn the engine OFF to prevent damage.
- If others were on board, try to locate them, make sure they are conscious and that they can swim.
- Immersion in water speeds the loss of body heat and can lead to hypothermia. This is the abnormal lowering of internal body temperature.

If a leak is discovered, immediately determine the cause. A collision with an underwater object could cause the hull to develop a leak. A loose fitting hose clamp on a piece of equipment could cause a leak. Try to repair the leak if possible. If a leak is threatening the safety of you and your passengers, call or signal for assistance.

Staying Afloat

- Remain calm. Do not thrash about or try to remove clothing or footwear. This leads to exhaustion and increases the loss of air that may keep you afloat.
- Keep your lifejacket (PFD) on.
- Keep your knees bent.
- Float on your back and paddle slowly to safety.

Collisions

If a collision occurs, immediately account for all passengers. Assess the hull for damage and activate the bilge pumps to reduce any water intake. Try to operate the boat to keep the damaged area above water. If necessary, call or signal for assistance.

Grounding

In the event you run aground, assess the situation before proceeding. Immediately stop any water from entering the boat. Inspect the rudder and rudder control system, the hull, propeller and strut for damage. Maneuver the boat to safe water only if the hull and all operating systems are in satisfactory operating condition. Otherwise, call or signal for assistance.

Water Rescue (Man Overboard)

Immediately react to a person who has fallen overboard. Keep the victim constantly in your sight. Safely return to the victim as soon as possible. Throw the person a life preserver. Turn off the engine and help the person into the boat if someone is thrown or washed overboard. It may be possible to revive a drowning victim who has been under water for some time and shows no sign of life. Start CPR immediately and get the victim to a hospital as quickly as possible.

Reporting Accidents

Boat operators are required by law to file a Boating Accident report with their state boating law enforcement agency or local authority when their boat is involved in certain boating accidents. A boating accident must be reported if there is a loss or probable loss of life, personal injury requiring medical attention, damage exceeding $500, or there is a complete loss of the boat. If any of these conditions arise, seek further assistance from local law enforcement personnel.

Medical Emergency

Be prepared in the event of an emergency. Know how to use your first aid kit. Be aware of any special medical conditions of your passengers.

Operation Failure

If you experience a propulsion, steering or control failure, immediately turn **OFF** the engine. Try to determine the failure and repair, if qualified to do so. Otherwise, call or signal for assistance.

HAZARDOUS CONDITIONS

Every waterway poses hazards that should be avoided. The following information outlines some of the hazards which may be encountered.

Shallow Water Operation

Shallow water brings on obvious hazards such as sand bars, stumps, rocks, etc. Know the area you will be operating the boat in. Hitting objects at high speeds can cause severe damage to people and the boat. If you know you will be navigating the boat in shallow water, post a lookout and proceed slowly.

Know the minimal depth your boat can safely travel.

Warning Markers

Learn to recognize the different buoys and day markers; they are used as the signposts of the waterways identifying navigable routes and water hazards. It is a good idea to ask local authorities about hazard areas and if they are marked. Stay within boundaries and clear of hazards.

Weeds

Weeds can generally be a threat to a boat's engine and other components on the boat. If weeds wrap around the propeller, they can create vibration in the engine. They also restrict water intake, causing the engine to overheat.

NOTICE

Weeds can sometimes be removed by shifting to NEUTRAL, pausing for a moment, then shifting to REVERSE to unwind the weeds from the propeller.

Dam Spillways

The area around dam spillways is very hazardous and conditions can change rapidly. Stay clear of the spillways and areas below dams.

Restricted Areas

Before boating, check with Local, State, and Federal authorities to identify restricted areas. Because of the threat of terrorism, the U.S. Coast Guard has and will continue to implement strict limits on watercraft near U.S. Navy and Coast Guard ships and other potential targets.

Weather/Seas

Learn and understand weather patterns and signs of change. Bad weather can cause an uncomfortable and unsafe situation. If a storm approaches, seek a safe harbor.

ENVIRONMENT

As a boater, you already appreciate nature's beauty and the peace of the great outdoors. It is a boater's responsibility to protect the natural environment by keeping waterways clean. **DO NOT put anything in the water you would not want to eat or drink!**

WARNING MARKERS

It is a good idea to ask local authorities if there are hazardous areas and how they are marked. Boaters must also recognize the flag designs, which indicate that skin divers are present and keep well clear of the area.

DIVERS FLAG

USED BY RECREATIONAL DIVERS–INDICATES DIVER'S POSITION

ALPHA FLAG

WORLDWIDE VESSELS ENGAGED IN DIVING OPERATIONS–DOES NOT INDICATE DIVER'S POSITION

DISTRESS FLAG

INDICATES FELLOW BOATER IS IN NEED OF ASSISTANCE

Skin Diver Warning Flag

Watch for swimmers. Swimming areas may not be marked. Steer clear from the area and remain alert.

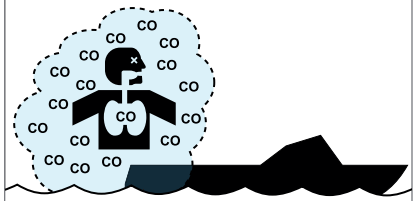
Swim Area Warning Buoy

Navigation markers serve as a means of identifying navigable routes, and indicate water hazards. Boaters should become familiar with navigation markers and stay within marked boundaries and clear of hazards.

CARBON MONOXIDE

Carbon Monoxide (CO) is a colorless and odorless gas produced by all engines and fuel burning appliances. Even with the best boat design and construction, plus the utmost care in inspection, operation and maintenance, hazardous levels of CO may still be present in accommodation spaces under certain conditions. To reduce CO accumulation, always ventilate the boat interior and avoid boating situations which cause increased exposure. The boat owner, as well as all boat occupants, must ensure that they understand the dangers of carbon monoxide and comply with all safety recommendations/requirements.

No one should be allowed to stand or sit in any area of the boat that is not a designated seat while the boat is running. It is the responsibility or the boat owner and occupants of the boat to understand and comply with all warning labels and safety recommendations/requirements.



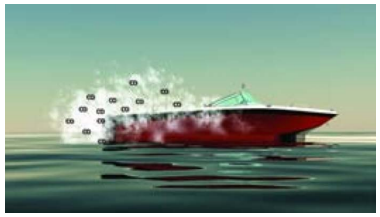
⚠ DANGER

Carbon monoxide (CO) can cause brain damage or death.

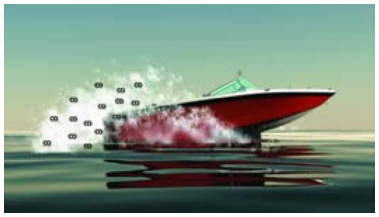
- Engine and generator exhaust contains orderless and colorless carbon monoxide gas.
- Carbon monoxide will be around the back of the boat when engine is running and after the engine is turned off.
- Move to fresh air, if you feel nausea, headache, dizziness, or drowsiness.

Blockage of boat exhausts by obstruction.

Exhausts traveling along obstruction.

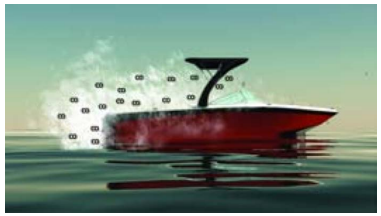


Operating at slow speed or while dead in the water.



Operating with high bow angle.

Exhausts from other vessels in confined areas.



Operating with canvas tops and side curtains in place without ventilation.

ENSURE ADEQUATE VENTILATION FOR CORRECT AIR MOVEMENT THROUGH BOAT!

Have a suspected CO victim deeply breathe fresh air and immediately seek medical attention.

Foreign Species

If you trailer your boat from lake to lake, you may unknowingly introduce a foreign aquatic species from one lake to the next. Thoroughly clean the bottom of the boat, below the water line, remove all weeds and algae, and drain the bilge, ballast, and livewells before launching the boat in a new body of water. Check local, state, country agency (ies) as to laws and regulations.

Fuel/Oil Spillage

⚠ WARNING

Fire or explosion hazard exists from fumes accumulating from rags being stored in bilge area. **DO NOT** store rags used to wipe up fuel or solvent spills in the boat. Dispose of rags properly ashore.

The spilling of fuel or oil into our waterways contaminates the environment and is dangerous to wildlife. **DO NOT EVER** discharge or dispose of fuel, oil or other chemicals into the water; it is prohibited and you can be fined. These are three common, accidental types of discharge:

- During initial fueling of a nearly empty tank
- Overfilling the fuel tanks
- Pumping contaminated bilge water

Discharge/Disposal of Waste

Waste means all forms of garbage, plastics, recyclables, food, wood, detergents, sewerage and even fish parts in certain waters–in short, nearly everything. We recommend you bring back everything you take out with you for proper disposal ashore.

Excessive Noise

Noise means engine noise, radio noise, or even yelling. Many bodies of water have adopted noise limits. Music and loud conversation can carry a considerable distance on water, especially at night. Be sure to follow regulations and be courteous.

Speed/Wake/Wash

Be alert for NO WAKE zones. You are responsible for any damage or injury caused by your wake/wash. Prior to entering a NO WAKE zone, come off plane to the slowest steerable speed.

Some states and boating areas have imposed speed limits for operation of boats, including but not limited to no-wake zones. Check local, state, country agency(ies) as to laws and regulations. The U.S. Coast Guard and local boating authorities are excellent sources for this information, which include penalties for failure to observe the requirements. Use caution when operating around smaller crafts, in channels and marinas, and in congested areas.

Exhaust Emissions

Increased exhaust (hydrocarbon) emissions pollute our water and air. Keep your engine tuned and boat hull clean for peak performance. Consult your ATX dealer for information.

Paints

If your boat is kept in water where marine growth is a problem, the use of anti-fouling paint may reduce the growth rate. Be aware of environmental regulations that may govern your paint choice. Contact your local boating authorities for information.

Cleaning Agents

Household cleaners should be used sparingly and not discharged into waterways. Never mix cleaners and be sure to use plenty of ventilation in enclosed areas. **DO NOT** use products which contain phosphates, chlorine, solvents, non-biodegradable or petroleum based products. Refer to CARE AND MAINTENANCE in this manual for more information.

MARPOL Treaty

The USCG enforces the International Convention for the Prevention of Pollution from ships, commonly referred to as the MARPOL Treaty (Marine Pollution). This treaty prohibits the overboard dumping of all ship- generated plastics, chemicals, garbage and oil.

WATERSPORT SAFETY

Skiers or riders are obligated to be aware of the same fundamental safety rules as operators. If you are new to water skiing, wakeboarding, wakesurfing, and other towed watersports, seek certified training before starting. You will find it especially helpful to join a local ski club, World Wakeboard Association, and/or the USA Water Ski, when possible.

Always remember that the majority of water skiing/wakeboarding and other towed watersports injuries are the result of impacts with other objects. Always look where you are going and be aware of what is going on around you.

Teak/Ski Platform/Drag Surfing

READ, UNDERSTAND and be FAMILIAR with the information contained on any warning labels or any label on equipment and adhere to the boat operation practices described on them. The United States Coast Guard issued a SAFETY ALERT on August 28, 2001 that covers some of the issues of improper use of teak boarding platform. The SAFETY ALERT and portions of the accompanying information follow:

SAFETY ALERT from August 28, 2001

The United States Coast Guard advised boaters not to "Teak/Drag Surf." Recent boating fatalities revealed that carbon monoxide (CO) emitted from a vessel's exhaust resulted in CO poisoning and the death of at least six teak surfers. "Teak/Drag Surfing" places the individual in position directly exposed to the CO in the engine's exhaust. This may result in a loss of coherent responses and even death. In addition, "Teak/Drag Surfing" dangerously exposes the individual to a possible propeller injury, and since it is often done without a life jacket (PFD), it significantly increases the probability of drowning. Therefore, the Coast Guard stresses, "Teak/Drag Surfing" is a very dangerous activity and advises boaters not to participate in it.

The Coast Guard pointed out that carbon monoxide is one of the most dangerous gases. It strikes before you know you are exposed and it impairs in a way that can and too often does lead to death. That is why it is so important to the Coast Guard that in every circumstance where it can be avoided, it is.

Every year tragic deaths occur from the negligence of unsafe boating and dangerous activities. Experts say, "many of these deaths may have been caused by an invisible hazard, carbon monoxide poisoning." Taking the risk of swimming under a boarding platform when the engine is running, skiing within 20 ft (6.1 meters), "teak surfing" or "dragging" behind a moving boat can be fatal.

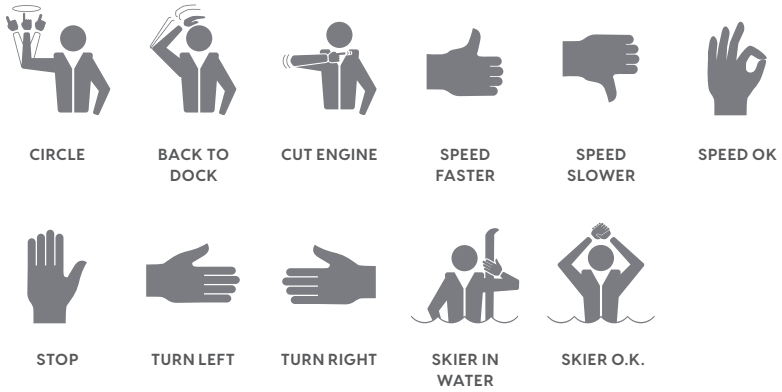
As a concerned Manufacturer we do not consider any dangerous activities which can result in a serious injury or death a watersport. Your manufacturer is concerned for all boaters' safety and DOES NOT promote unsafe boating risks, and STRONGLY recommends that boaters refrain from ANY unsafe or dangerous activities. Boaters/users assume all risks for such actions.

DO NOT use the boarding platform for any other purpose than boarding the boat or preparation of entering the water, and **DO NOT** be on or near the boarding platform when the engine is running.

The boat owner, as well as all boat occupants, must ensure that they understand the dangers of carbon monoxide and comply with all safety recommendations/requirements. No one should be allowed to stand or sit in any area of the boat that is not a designated seat while the boat is running.

GENERAL WATERSPORT PRECAUTIONS FOR OPERATORS

- Make sure that everyone knows and uses approved skiing hand signals and common skiing courtesy.



- Propeller strikes may cause serious injury or death.
- The operator should know the ability level of the skier/rider.
- The operator should look ahead before starting.
- The engine MUST be shut down (OFF) before a skier/rider enters or exits the boat, boarding platform, or ladder.
- Observer in the boat should keep operator appraised of skier/rider status.
- Communicate skiing speed with the skier/rider before starting.
- Aft located seating of various names are not to be occupied while the engine is running.
- Be sure to have an experienced operator in the boat while skiing/riding.
- When people are putting on or taking off watersports equipment, always turn the engine off.
- **NEVER** allow tow rope loose ends to endanger passengers.
- **NEVER** allow passengers to sit in the path of the rope.
- The operator should always watch the skier/rider as the line is tightened to start (in case rope wraps around ski or skier/rider).

- The operator should look ahead before starting.
- Start from a safe place with good forward and peripheral visibility.
- The operator should check direction of the rudder before starting (in gear, slowly making sure the boat goes straight).
- The operator should be primarily aware of what is occurring in front of the boat, but be aware of skier/rider's progress.
- **DO NOT** "back up" to anyone in the water.
- **DO NOT** follow directly behind another boat or skier/rider without leaving an adequate safe distance.
- Look before you turn the boat to pick up a fallen skier/rider.
- Give immediate assistance to anyone who falls as they are vulnerable and may not be seen by other boaters.
- The operator should always keep the skier/rider in view when the skier/rider is entering or exiting the boat.
- The operator should never retrieve or pick up an article from the water while the engine is running. The engine MUST be shut OFF.
- Have ship to shore communication devices if operating at a significant distance off shore.
- When approaching a skier/rider, always turn the engine off before allowing the skier/rider to come onboard. This will help keep a propeller that is rotating under engine power from injuring the skier/rider.
- Be sure to approach a downed skier/rider on the operator's side, keeping the skier/rider in view.
- Display a skier/rider down flag where required whenever the skier/rider is in the water and not skiing.
- Be sure to follow the approved towing pattern on each lake or waterway.
- Never climb, sit or stand on a wakeboard tower. The wakeboard tower is intended for towing only as noted. Do not tow more than two (2) persons at one time off a wakeboard tower. The wakeboard tower approved for use on your boat should be used only for water skis, wakeboards or recreational towables, and not for parasailing, kite flying or towing other boats.
- Maintain a distance of at least 100 feet from all other objects, including other boats, piers, rafts, mooring and navigational buoys, pilings, abutments or any other obstacles.
- **NEVER** lift or trailer the boat with water in the bilge or in ballast tanks, lift or trailer per manufacturer's instructions.

GENERAL WATERSPORT PRECAUTIONS FOR TOWED SKIER/RIDER

- Always inspect watersports equipment for wear, fraying, etc., before use. **DO NOT** use if they show signs of wear or fraying.
- Be sure to wear wet suits or protective shorts when engaging in high energy skiing/riding to prevent abrasions, hypothermia and injuries to orifices (rectal and vaginal) from impact with the water surface.
- Every skier/rider should always wear a USCG-approved Type III personal flotation device (lifejacket).
- **NEVER** attach ski/wakeboard rope to anything but approved pylons and wakeboard towers.
- Be sure to inspect the tow point before use and make sure it is seated correctly, if removable. If there is any evidence of corrosion or other damage, do not use until it has been inspected by your boat dealer.
- The skier/rider should indicate he/she is clear of the boat prior to starting the boat or putting the boat into gear and tightening the rope.
- Never put your arm, head or any other part of your body through the handle/bridle of the ski or wakeboarding line, nor wrap the line around any part of the body at any time.
- **DO NOT** ski near swimming areas, beaches or personal watercraft.
- **DO NOT** jump from a boat that is moving at any speed, nor enter or exit the water when the engine is running.
- **DO NOT** ski at night or directly in front of other boats.
- **DO NOT** ski with multiple skier/riders with different length ropes.
- **DO NOT** ski in limited visibility conditions.
- **DO NOT** approach the boat or the rear of the boat while the engine is running.
- When in the water around docks where electrical current is present exercise caution to avoid electrocution.

WATERSPORTS SAFETY CODE

Before you get in the water: Skiing or riding instruction is recommended before use. Instruction will teach general safety guidelines and proper skiing or riding techniques, which may reduce your risk of injury. For more information on skiing or riding schools, contact your dealer, Association, or local ski club.

- Know the federal, state and local laws that apply to your area.
- If you are not familiar with a waterway, ask someone who is, to tell you about any hidden dangers or things to avoid.
- Whether you plan to be in a watercraft, or skiing/riding behind one it is important you are wearing a properly fitted life jacket (PFD) approved by your country's agency, USCG Type III, ISO, etc.
- Inspect all equipment prior to each use, check bindings, fins, tube, attachment, tow rope and flotation device. Do not use if damaged.

Watercraft Safety: A knowledgeable and responsible driver is the most important safety device on any watercraft.

- Never operate a watercraft, ski or ride under the influence of alcohol or drugs.
- Only use water ballast and people for additional weight.
- Never exceed the passenger or weight limitations of the watercraft.
- Never allow passengers to hang outside the watercraft or towed device or sit on the gunwales or anywhere outside of the normal seating area.
- Never allow water to overflow the bow or gunwales of the watercraft.
- Uneven weight distribution or additional weight may affect the handling of the watercraft.

Carbon Monoxide: The exhaust from the engine on a watercraft contains Carbon Monoxide (CO) which is a colorless, odorless and poisonous gas. Excessive exposure to CO can cause severe injury or death. Follow this advice to avoid injury.

- Never "Platform Drag" by holding onto the boarding platform or be dragged directly behind the watercraft. This is where CO will be.
- Do not sit on the watercraft transom or boarding platform while the engine is running.
- Make sure the engine is properly tuned and running well. An improperly tuned engine produces excessive exhaust and CO.
- If you smell engine exhaust do not stay in that position.
- Go to the United States Coast Guard's website: *www.uscgboating.org* for more information on how to help protect yourself and others from the dangers of CO.

Tow Ropes: Tow ropes come in different lengths and strengths for different activities. Make sure any rope you are using is suited for skiing or riding and that it is in good condition.

- Never use a rope that is frayed, knotted, unraveling or discolored from use or being left in the sun. If a rope breaks while in use it can recoil at the skier/rider being towed or into the watercraft where it might strike passengers. Replace tow ropes with any sign of damage.
- Never use a tow rope with elastic or bungee material to pull skiers or riders.
- Rope should be attached to the watercraft in an approved fashion with hardware designed for towing. Refer to your watercraft manual for instructions on proper tow rope attachment.
- Always keep people and tow ropes away from the propeller, even when idling.
- If a tow rope should become entangled in a propeller, shut off engine, remove the key and put it in your pocket before retrieving the rope. Tow ropes should be neatly stowed in the boat when not in use.

Preparing to ski or ride: It is recommended and in some states required that you have a person other than the driver as an observer to look out for the skier/rider. Be sure the driver is aware of the experience and ability level of the skier/rider.

- The driver, observer and skier/rider need to agree on hand signals before skiing or riding. Signals should include **READY**, **STOP**, **SPEED UP**, and **SLOW DOWN**.
- Start the engine only after making sure that no one in the water is near the propeller.

- Turn the engine off when people are getting into or out of the watercraft, or in the water near the watercraft.
- Always make sure the tow rope is not wrapped around anyone's hands, arms, legs, or other parts of the body.
- Start the watercraft and move slowly to remove slack until the tow rope is tight.
- When the skier/rider signals READY and there is no traffic ahead, take off in a straight line. Adjust the speed according to the signals given by the skier/rider.

Skiing or Riding: The watercraft and skier/rider should always maintain a sufficient distance from obstacles so a skier/rider falling or coasting and/or watercraft will not encounter any obstacle.

- Do not use in shallow water or near shore, docks, pilings, swimmers, other watercraft, or any other obstacles.
- Use only on water.
- Never attempt land or dock starts. This will increase your risk of injury or death.
- Always wear a properly fitted life jacket (PFD) approved by your country's agency, USCG Type III, ISO, etc.
- The faster you ski or ride, the greater your risk of injury.
- Never make sharp turns that may cause a slingshot effect on the skier/rider's speed.
- Skier/Rider should be towed at an appropriate speed for their ability level.

Fallen skier or rider: Falling and injuries are common in skiing or riding.

- Circle a fallen skier/rider slowly to return the tow rope handle or pick up the fallen skier/rider.
- Put the watercraft in neutral when near a fallen skier/rider.
- Always keep the fallen skier/rider in view and on the driver's side of the watercraft.
- Display a red or orange skier/rider down flag to alert other vessels that a skier/rider is down.

The Warnings and practices in the Watersports Safety Code represent common risks encountered by users. The code does not cover all instances of risk or danger. Please use common sense and good judgment.

When participating in watersports, be safe and courteous and follow these guidelines:

- Be considerate to fishermen and others you share the water with.
- **DO NOT** perform watersports in congested areas.
- Stay away from navigation markers.
- Stay away from other boats and watersports participants

Basic Rules On The Road

⚠ WARNING

COLLISION HAZARD
Collisions between boats can cause death or serious injury. Follow the nautical "Rules of the Road."

The nautical rules of the road must be followed to prevent collisions between vessels. Like traffic laws for automobiles, the operator is legally required to follow the rules.

The following information outlines only the most basic of the nautical rules of the road. For more information, contact your local U.S. Coast Guard Auxiliary or local maritime authority.

The operator is legally required to follow the rules. The following information outlines only the most basic of the nautical "Rules of the Road." For more information, contact your local USCG Auxiliary.

Aids to Navigation

Learn to recognize the different buoys and day markers; they are the signposts of the waterways. The United States Aids to Navigation System (USATONS) is the primary marking system used on inland water, coastal waters and rivers in the United States. This system is maintained by the U.S. Coast Guard (USCG).

There are two primary marking systems in use in the U.S.: the Uniform State Waterway Marking System (USWMS), used on inland waters and maintained by each state, and the Federal Waterway Marking System (FWMS), used on coastal waters and rivers and maintained by the USCG. In addition, the FWMS has two modified systems: the Western River Buoyage, and the Intercoastal Waterway Buoyage. Be sure to check with local authorities on the buoyage system in use.

The type of hazard/warning buoys and markers depends on the area of jurisdiction. Check with local boating authorities.

USWMS System

In the USWMS Lateral System, well-defined channels are marked with red and black buoys. Lateral means the sides of the channel are marked and the boat should pass between them. The USWMS Cardinal System is used when there is no well-defined channel or where an obstruction may be approached from more than one direction. With the cardinal system:

- Pass north or east of BLACK-TOPPED WHITE buoy.
- Pass south or west of RED-TOPPED WHITE buoy.
- RED and WHITE VERTICALLY STRIPED buoy indicates boat should pass outside of the buoy (away from shore).

FWMS System

The FWMS Lateral System is for use on navigable waters except Western Rivers and Intercoastal Waterways. The markings on these buoys are oriented from the perspective of being entered from seaward (the boater is going toward the port). This means that red buoys are passed on the starboard (right) side of the vessel when proceeding from open water into port, and green buoys to the port (left) side.

The right side (starboard) of the channel is marked with RED, even numbered buoys.

The left (port) side of the channel is marked with GREEN, odd numbered buoys.

The middle of the channel is marked with RED and WHITE vertically striped buoys; pass close to these buoys.

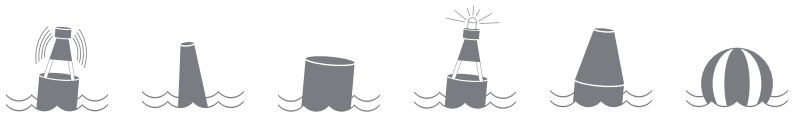
Obstructions, channel junctions, etc. are marked with RED and GREEN horizontally striped buoys. A RED band at the top means the preferred channel is to the left of the buoy; a GREEN top band means the preferred channel is to the right of the buoy.

Day markers are colored and numbered the same as buoys. RED, triangular day markers with even numbers mark the starboard side of the channel. GREEN, square day markers with odd numbers mark the port side of the channel.

Lights, bells and horns are used on buoys for night or poor visibility conditions. Buoys with unique light flashing characteristics are identified on nautical charts with the specific flashing pattern.

Types of Buoys

There are several types and shapes of buoys. Buoys may be unlighted, lighted, with sound or may have both an audible and a visual signal. Lights, bells and horns are used on buoys for night or poor visibility conditions. Different shapes of buoys are shown below.



UNLIGHTED BELL BUOY | SPAR BUOY | CAN BUOY | LIGHTED BUOY | NUN BUOY | SPHERICAL SAFE WATER MARKER

FWMS Marking System

Buoys with unique light flashing characteristics are identified on nautical charts with the specific flashing pattern.

Mooring Buoys

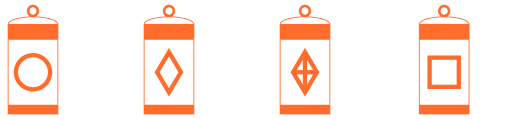
The only buoys you are permitted to moor are mooring buoys.

Mooring buoys are white with a blue horizontal stripe. Mooring to a navigation buoy, regulatory markers or lateral markers is illegal. Ko.1901

Uniform State Regulatory Markers

Regulatory markers indicate dangerous or restricted controlled areas. These markers are used to indicate speed zones, areas set aside for particular use, general information and directions.

Regulatory markers are white with orange geometric shapes and also have orange bands near the top and at the water line of the buoy. You must obey regulatory markers.



CONTROLLED AREA | DANGER | BOATS KEEP OUT | INFORMATION

RIGHT OF WAY

NOTICE

In general, boats with less maneuverability have right of way over more agile crafts. You must stay clear of the vessel with right of way and pass to his stern.

Privileged Boats

Privileged boats have right of way and can hold course and speed. Sailboats and boats paddled or rowed have the right of way over motor boats. Sailboats under power are considered motorboats. Small pleasure craft must yield to large commercial boats in narrow channels.

Burdened Boats

The burdened boat is the boat that must make whatever adjustment to course and speed necessary to keep out of the way of the privileged boat.

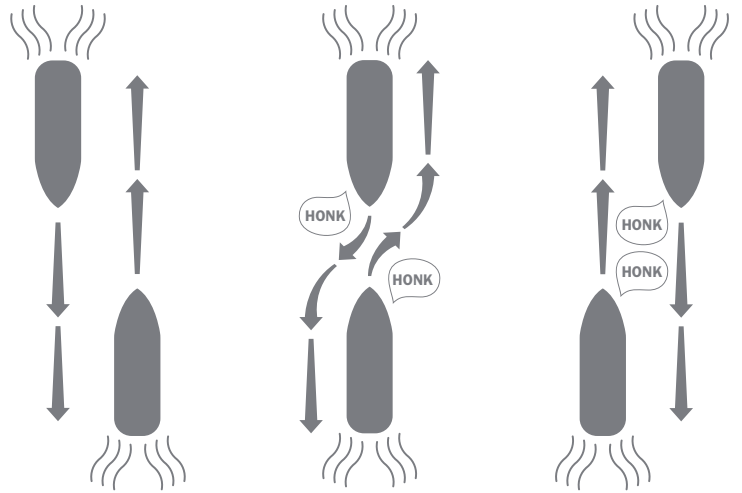
Crossing

In crossing situations, the boat to the right from the 12 o'clock to the 4 o'clock position has the right-of-way.

It must hold course and speed. The burdened boat keeps passes behind the privileged boat. Boats going up and down a river have the privilege over boats crossing the river.

Meeting Head-On

Neither boat has the right of way in this situation. Both boats should decrease speed, turn to the right and pass port-to-port. However, if both boats are on the left side of the channel, each vessel should sound two short blasts and pass starboard-to-starboar



PASSING PORT TO PORT

MEETING HEAD TO HEAD

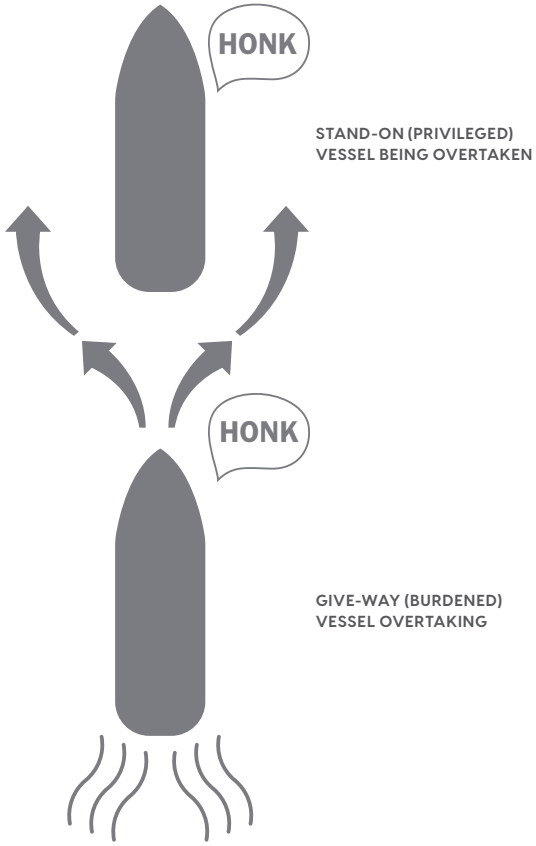
PASSING STARBOARD TO STARBOARD

Overtaking

The boat that is overtaking one ahead of it is the burdened boat and must make any adjustments necessary to keep out of the way of the privileged boat.

The General Prudential Rule

The General Prudential Rule regarding right of way, is that if a collision appears unavoidable, neither boat has right of way. As prescribed in the "Rules of the Road," both boats must act to avoid collision.



STAND-ON (PRIVILEGED) VESSEL BEING OVERTAKEN

GIVE-WAY (BURDENED) VESSEL OVERTAKING

Night Running

Boats operating between sunset and sunrise (hours vary by state) must use navigational lights. Nighttime operation, especially during bad weather or fog can be dangerous. All "Rules of the Road" apply at night, but it is best to slow down and stay clear of all boats, regardless of who has right of way. Protect your night vision by avoiding bright lights and have a passenger, if possible, help keep watch for other boats, water hazards and aids to navigation.

FEATURES

FEATURES

GENERAL LAYOUTS

The General Layout illustration shows the dash panel and the location of components and accessories. All of these components or accessories may not be included on your ATX boat.

DASH PANELS

The Dash Panel illustration is used to help you identify the location of switches, controls, ports, gauges and V-drive indicator. Your boat may not be equipped with all of the features or options.

ATX LINE DASH

1. Steering Tilt Lever
2. Ignition Key Switch, Horn
3. ATX 7" Touch Screen
4. Fuel Gauge
5. Tachometer
6. Speedometer
7. Oil Temperature/Pressure and Battery Gauge
8. Switches (Ballast, Lights, Bilge, Blower)
9. Shifter/Throttle Control Handle
10. TAPS Rocker Switch
11. Emergency Stop Switch

SWITCHES, CONTROLS, PORTS, GAUGES AND INDICATORS

Switches

The switches are fitted with LEDs, which will illuminate when power is being supplied to the corresponding switch and its function.

BILGE (Bilge Pump)

This switch operates the bilge pump to remove excess water from the bilge area of the boat manually. When the switch is pressed on, the bilge will turn on. When the bottom is pressed off, the bilge will turn off.

Your ATX boat is equipped with an automatic bilge pump which detects excess water accumulation and will turn the bilge pump on automatically. The switch does not have to be on for the automatic system to work. This switch can also be used to test the bilge pump, by listening to hear that the pump is operating. It may not pump water unless water is present. Do not operate the bilge pump continuously when it is dry.

Inspect the bilge area frequently for evidence of excessive water. Continuous operation of the bilge pump can mean there is excess water in the bilge. Test the bilge pump at regular intervals. Debris can also prevent the pump from operating or make it operate continuously. Make sure no debris is blocking the bilge pump float. See your ATX Dealer if you have any questions.

BLOWER (Engine Compartment/Bilge Area Blower)

This switch operates the engine compartment ventilation blower to remove explosive fumes from the area. When the blower switch is pressed on, the blower will turn on. When the blower switch is pressed off, then the blower will turn off. The blower must be operated for a minimum of four minutes before starting the engine. Also, the blower should be operated continuously when at idle or running at slow speeds.

⚠ DANGER

Gasoline vapors can explode resulting in serious injury or death.

- Before starting engine, check the engine compartment for gasoline or gasoline vapors, then run blower for 4 minutes.
- Run blower below cruising speed.

COURTESY (Courtesy Lights)

This switch operates the courtesy lights. When the switch is pressed on, the lights will turn on. When the switch is pressed off, then the lights will turn off.

DOCKING (Docking Lights

This switch operates the docking lights. The docking lights are to be used for docking only; **DO NOT** use them while cruising. When the switch is pressed on, the lights will turn on. When the switch if pressed off, the lights will turn off.

NAV (Navigation Lights)

This switch operates the navigation lights. When the switch is pressed on, the lights will turn on. When the switch is pressed off, then the lights will turn off.

⚠ WARNING

LOSS OF CONTROL AND UNSAFE BOAT HAZARD

An emergency stop switch system that is not used or does not function properly can cause death or serious injury. **DO NOT** operate the boat if the emergency stop switch system does not function properly.

The emergency stop switch will stop the engine when the lanyard is pulled far enough to disconnect the clip from the switch. Attach the lanyard to the boat operator whenever the engine is running, but be aware of loss of engine power if the switch is activated.

If the operator is thrown from the seat, or moves too far from the dash, the lanyard will disconnect the clip from the switch, shutting off the engine.

To attach a lanyard, connect the clip to the emergency stop switch and the hook
to a strong piece of clothing on the operator, such as a belt loop.

IMPORTANT
The engine will not start unless the clip is attached to the emergency stop switch.

The emergency stop switch can only be effective when it is in good working condition.

Observe the following:

- **DO NOT** remove or modify an emergency stop switch and/or its lanyard.
- Keep the lanyard free from obstructions that could interfere with its operation.

Check the emergency stop switch once a month for proper operation. With the engine running, pull lanyard to pull the clip from the switch. If the engine does not stop, see your ATX Dealer for service immediately.

TOWER (Tower Lights)
This switch operates the tower lights. When the switch is pressed on, the lights will turn on. When the switch is pressed off, then the lights will turn off.

Horn
The "HORN" button is a momentary switch. The horn will operate when the button is pressed and stop when the button is released.

Ignition Key Switch
This key switch starts and stops the engine. A built-in protection system prevents the engine from starting in any gear and only in NEUTRAL. Refer to Shifter/ Throttle Control in this section and refer to the engine owner's manual for more information.

There is an accessory position on the ignition key switch. A terminal on the back of the switch is provided to control power to add-on accessories. Even though power to this terminal is protected by a 20-amp fuse, do not connect any accessory that draws more than 10 amps. Attaching an accessory to this terminal should only be done by a qualified technician.

NOTICE

DO NOT connect an accessory drawing more than 10 amps to the key switch accessory terminal. A hazardous situation or damage to the electrical system can occur.

CONTROLS

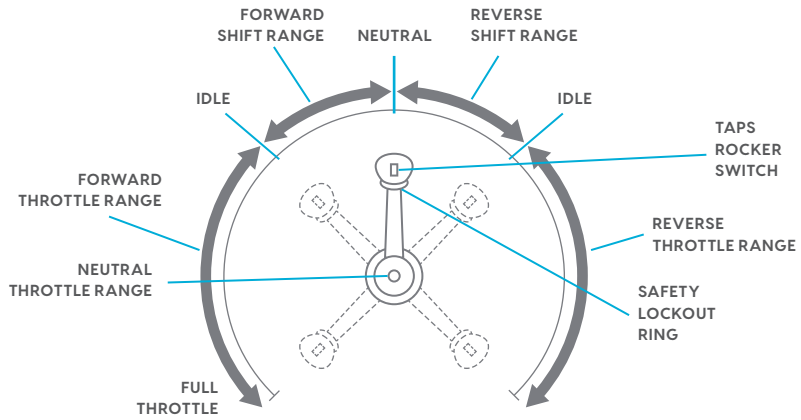
⚠ WARNING

COLLISION HAZARD

An overspeeding engine, from loss of throttle control, can cause collision resulting in death or serious injury. Make sure all control systems are regularly inspected and properly maintained.

Shifter/Throttle Control

This single-lever control operates both the gearshift and throttle. The control can only be moved from the neutral position by lifting the safety ring under the throttle handle. Moving the control forward from the NEUTRAL position will advance the throttle FORWARD. Moving the control aft from the neutral position will advance the throttle REVERSE.



To "rev" the engine without engaging the transmission from NEUTRAL, push in the neutral throttle button and advance the throttle handle. To return to normal operation, return the throttle to the NEUTRAL position.

IMPORTANT

The engine will only start in NEUTRAL. If engine does turn over and battery is charged, make sure the throttle handle is in NEUTRAL and try again.

⚠ CAUTION

DO NOT shift too quickly from FORWARD to REVERSE. Stay in NEUTRAL or idle position until the boat has lost most of its headway before completing the shift to REVERSE, or engine/transmission damage can occur.

Shifter/Throttle Control Handle: Shifts from NEUTRAL to FORWARD or REVERSE and controls throttle position.

Safety Lockout Ring (Shift Lockout): Detent to prevent shifter from going into gear without driver action.

Neutral Throttle Button: Allows the throttle to be advance without being engaged in gear.

TAPS Rocker Switch: This controls the TAPS system. View the TAPS position by looking at the top and center of the ATXperience Control Center screen. TAPS can also be controlled through the ATXperience Control Center screen.

GAUGES

FUEL GAUGE: Indicates the approximate amount of fuel in the tank. The ignition switch must be in the RUN position to activate the gauge.

SPEEDOMETER: Indicates forward speed of the boat in miles per hour (MPH).

ENGINE HOUR METER: Keeps a running total of engine hours while engine is running. The hour meter is located in the vessel menu of our ATXperience Control Center screen.

Make sure the key is in the OFF position when the engine is not running. Accessory equipment (stereos, showers, etc.) should not be installed to operate when the key is in the ON position.

IMPORTANT
The hour meter will log time whenever the engine is running.

TACHOMETER: Indicates engine speed in crankshaft revolutions per minute, or RPM.

DIGITAL DEPTH FINDER/AIR/WATER TEMPERATURE DISPLAY: Water depth, air, and water temperature are located on the second page of your ATXperience Control Center screen.

Setting the ZeroOff GPS Cruise Control Display:

1. Turn the ignition key to the ON position.
2. On the ATXperience Control Center screen select SWITCHING on the home screen.
3. Next select SYSTEM SETTINGS.
4. Then select USER SETTINGS.
5. Select Gauge Units and use the up and down arrows on the screen to change between US STD and METRIC.
6. When finished, press the ATX Logo button on the bottom left of the screen to bring you back to the home screen.

TAPS GAUGE: Indicates the position of the TAPS plate located on the top of the ATXperience Control Center home screen.

NOTICE

DO NOT connect an accessory drawing more than the breaker's amperage capacity. A hazardous situation or damage to the electrical system can occur.

FUSES

Fuses protect the circuit by limiting the amount of current which can flow. If a fuse should "blow," it usually indicates a problem. See your ATX Dealer.

Use only an identical replacement when replacing the fuse.

COCKPIT AND EXTERIOR

Battery Disconnect Switch

The battery disconnect switch allows you to isolate all power to the boat. This switch provides positive disconnection of the battery to protect against tampering, electrical fire hazards and battery rundown. Rotate the switch to the OFF position when the boat is not in use.

Swim Platform

⚠ DANGER

Exposure to carbon monoxide or a spinning propeller will cause death or serious injury. **DO NOT** use the swim/boarding platform for any other purpose than boarding the craft or preparation for entering the water, and **DO NOT** use the swim/boarding platform when the engine is running.

The swim platform is a convenient feature to enjoy water sports and provide a means of safety to boating. The swim platform is required for exiting and entering your boat and protects you from underwater components of your boat. There are very serious safety concerns regarding the use of the platform and safety labels are used to convey safety around the platform. For more information, refer to Section 2, BOATING SAFETY.

Bow Features of Your ATX

The open bow section of your boat may have cushions which can be raised to access storage. Storage areas are for storage only and should not be occupied by passengers. These areas do not provide adequate ventilation and can accumulate CO.

Store the cushion in the trunk or under the observer's seat when it is not in use or before getting underway.

The Lexan® Walk-thru Windscreen can be installed by sliding it into position and closing the windshield. Keep the windscreen in its protective boot and stow when it is not in use. The windscreen will not float.

Walk-thru Windshield Opening/Latching

The two latches on the inside starboard side of the walk-thru windshield must be latched when the boat is underway or trailered. Rotate both of the window locks to secure or unlock the window.

⚠ CAUTION

Glass door must be closed and secured with both locks when the boat is underway.

Cockpit Seating

⚠ WARNING

DROWNING OR LOSS OF CONTROL HAZARD

Ejection or sudden loss of control can cause death or serious injury from improper use of seating. **DO NOT** stand while driving above the engine idle speeds and make sure cockpit seat is in the locked/secured position and all passengers are seated when the boat is underway.

EIDB Dual-Battery System–If Equipped

The EIDB dual-battery system protects your starting battery from discharging when high amperage accessories, like a high-output stereo system, are being used. The system allows the amperage to be drawn from the accessory battery only, without drawing from the starter battery. When the engine is restarted, both batteries will be charged, but will direct the charge to the weaker battery first.

Batteries

The standard battery is a heavy duty, marine grade 12 V battery. This battery primarily serves as the cranking battery and can operate standard equipment. A cranking battery is not designed to fully discharge like a deep cycle battery which can be fully discharged more often. It is not recommended to fully discharge the cranking battery. Do not have the battery switch on Combine while operating the boat. The battery switch should only be on Combine in case of an emergency.

The EIDB Dual-Battery System includes a cranking battery and a deep cycle battery. A Deep Cycle Battery is designed specifically for providing constant power to high-output stereo systems for extended periods of time.

Engine Compartment Cover

The engine compartment cover is a machinery guard and must be in place and closed whenever the engine is running. **DO NOT** operate your boat without the cover in place or closed unless you are performing a check or maintenance.

⚠ WARNING

MOVING PARTS HAZARD

Contact with moving parts can entangle, cut and cause death or serious injury. Never get close enough to make contact with any running machinery moving parts, i.e. engine or propeller. Contact can result in loss of body parts, strangulation, burns and/or severe loss of blood resulting in serious injury or death.

V-Drive Models

To open the engine cover, first open both rear storage compartments by lifting. Next remove the storage tub. To close, place the storage tub back over the engine and slowly lower the back hatches. Keep hands, fingers or any other obstructions clear when closing.

Observer's Seat

Lift up on the bottom of the observer's seat to access storage under the glove box. Leave the seat up periodically to help keep the storage area dry.

Reversible Bench – Reversible Bench

The rear bench seat can be turned to an aft facing position. To do this, lift the port and starboard bench cushions. Grab the handle in the reversible bench, pick up the seat, and turn it around. Insert the black plastic tabs into the openings on either side of the cockpit, ensuring that the plastic slides underneath the aluminum retainers on both sides. If the tabs of the bench are not beneath the retainers, the bench could tip backwards, causing injury. Lower the port and starboard bench cushions.

Retractable Pylon

This pylon is extended by lifting the latch and pulling the pylon upward. To lock the pylon turn it counter clockwise until it stops. To put the pylon away, turn it clockwise and then push it back down.

WATER SPORTS TOW PYLON SAFETY

⚠ WARNING

IMPROPER USE OF TOWER MAY OVERSTRESS THE TOWER, IMBALANCE THE BOAT OR ALLOW THE TOW ROPE TO CONTACT PASSENGERS POTENTIALLY CAUSING PERSONAL INJURY OR DEATH

DO NOT

- Tow more than one (1) person at a time
- Tow parasails, kites, inflatable towables or other watercraft
- Allow passengers to sit behind rope attachment point when tower is in use
- Fold or remove tower without assistance
- Use the tower of bolts are loose or missing
- Use tower if tower shows any signs of stress

DO

- Before each use check to be certain all bolts are tight and in place
- Before each use check to be certain tower has no signs of stress
- Watch for low bridges and hanging obstacles
- Watch for electrical lines that may come in contact with the tower
- Make certain your vision and line of sight are unobstructed
- Ensure proper use of tower to avoid over stressing tower or unbalancing boat
- Make certain tow rope does not contact any passengers.

⚠ WARNING

CHECK TIGHTNESS OF FIXTURES, DO NOT EXCEED ONE (1) PERSON OR 300 LBS, USE CORRECT TOW ROPE

FAILURE CAN CAUSE SERIOUS INJURY OR DEATH, READ OWNER'S MANUAL.

Improper use of the tow pylon can overstress the pylon, imbalance the boat or allow the tow rope to come into contact with passengers.

- **DO NOT** use the tow pylon for towing parasails, kites or other watercraft.
- **DO NOT** tow more than one person at a time or exceed a load of 300 lbs (136 kg).
- **DO NOT** allow passengers to sit behind the tow pylon when it is in use.
- Check that the tow pylon is secure before every use.

The tow pylon is designed for towing a wakeboard or a ski device only.

Misuse of the tow-point can cause death or serious injury. The pylon was designed for water sports only. **DO NOT** use the parasailing, kite flying, towing other watercraft and/or using pylon extensions. **DO NOT** sit behind (aft) the pylon when tow pylon is in use.

The water sports tow pylon is manufactured from high-strength aluminum alloy, engineered for durability. The tow pylon is rated to tow one person and not to exceed the weight of 300 lbs (136 kg). If the load limit is exceeded or becomes loose when towing, the tow pylon could separate from the boat. If the pylon separates from the boat and because of its mass, it could become a missile hazard and strike someone, causing death or serious injury.

Make sure the tow pylon is secured to the boat before each use and the tower is tight. Tow pylons can loosen over time, and must be inspected and tightened

before every use. If the tow pylon is loose when towing, it could separate from the boat.

Although pylon extensions and barefoot booms have become popular additions to many tournament inboards, most boat manufacturers object and oppose the use of any pylon extension, whether up or to the side of any of their products. The use of pylon extensions can alter the handling characteristics of the boat, possibly resulting in dangerous instability, which can lead to loss of control or a situation which can cause death or serious injury to the boat driver, passengers, skiers and anyone else who might be in the vicinity.

⚠ WARNING

DO

- Before each use check to be certain all bolts are tight and in place.
- Before each use check to be certain tower has no signs of stress.
- Watch for low bridges and hanging obstacles.
- Watch for electrical lines that may come in contact with the tower.
- Make certain your vision and line of sight are unobstructed.
- Ensure proper use of tower to avoid over-stressing tower or unbalancing boat.
- Make sure tow rope does not contact any passengers.

DO NOT

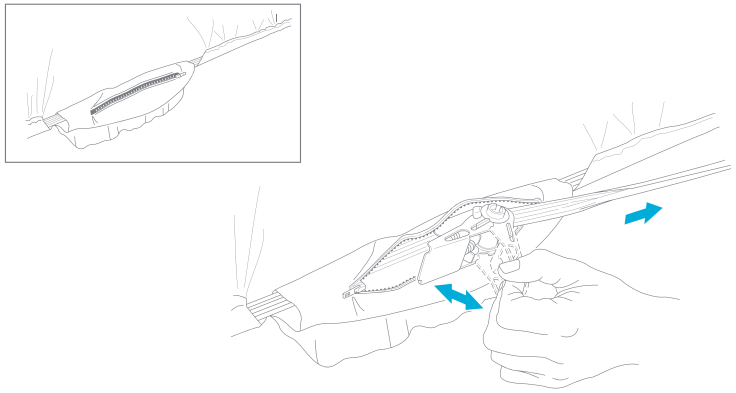
- Tow more than one (1) person at a time.
- Tow parasails, kites, inflatable towables or other watercraft.
- Jump from, dive off, climb on, ride, hang onto or sit on tower at any time.
- Allow passengers to sit behind rope attachment point when tower is in use.
- Use tower if bolts are loose or missing.
- Use tower if tower show any signs of stress.

Back Up Camera–If Equipped

This camera allows the driver to see a rider in the water without having to turn around and look back at them. The camera video will be seen on the ATX-perience Control Center screen. To access the camera feed select VIDEO on the home screen. This will bring you to the camera feed. If there is no video, try selecting the other input located on the left side of the screen. To leave the video screen press the bottom left button to bring you back to the home screen.

Pull-out Cleats

The pull-out cleats allow the cleats to be stowed into the boat's exterior when they are not in use. Pull the cleats out when they are to be used and return them when they are not in use. **DO NOT** use the cleats for towing or tying as an anchoring point.



Lockdown Boat Cover–If Equipped

The lockdown boat cover is designed to protect your boat during trailering and short-term storage.

Start by installing the cover from the stern of the boat and unfold the cover as you move it fore. The cover has a label "REAR" to identify the stern end of the cover.

After the cover is installed, use the clamp strap to draw the cover snug around the boat, below the rub rail. Pull the excess strap aft, and winch the clamp to draw the cover. Lock the clamp. Position any excess strap into the protective boot and zip closed to protect the clamp from possibly making contact with your boat.

Boat Cover warranty is covered by OEM manufacturer.

TOUCH SCREENS

ATX TOUCH SCREEN CONTROLS

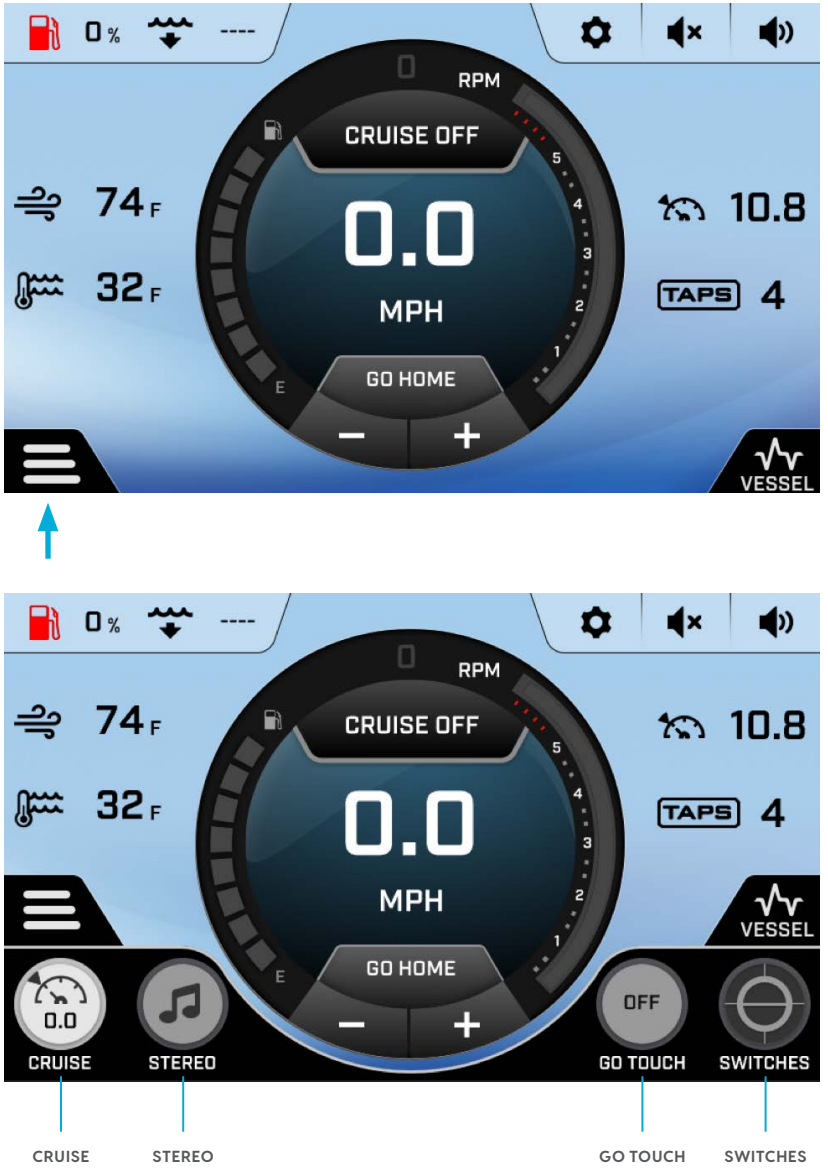
We continually strive to bring you the highest quality, full-featured products. As a result, you may find that your actual display screens may be slightly different than what is represented in this manual at the time of printing.

CARE AND MAINTENANCE

General maintenance is not required; however, a soft cloth can be used for cleaning the unit. Window cleaner or alcohol can also be used to clean the glass portion of the display. Do not use harsh or abrasive cleaners on the unit.

BASIC NAVIGATION FUNCTIONS

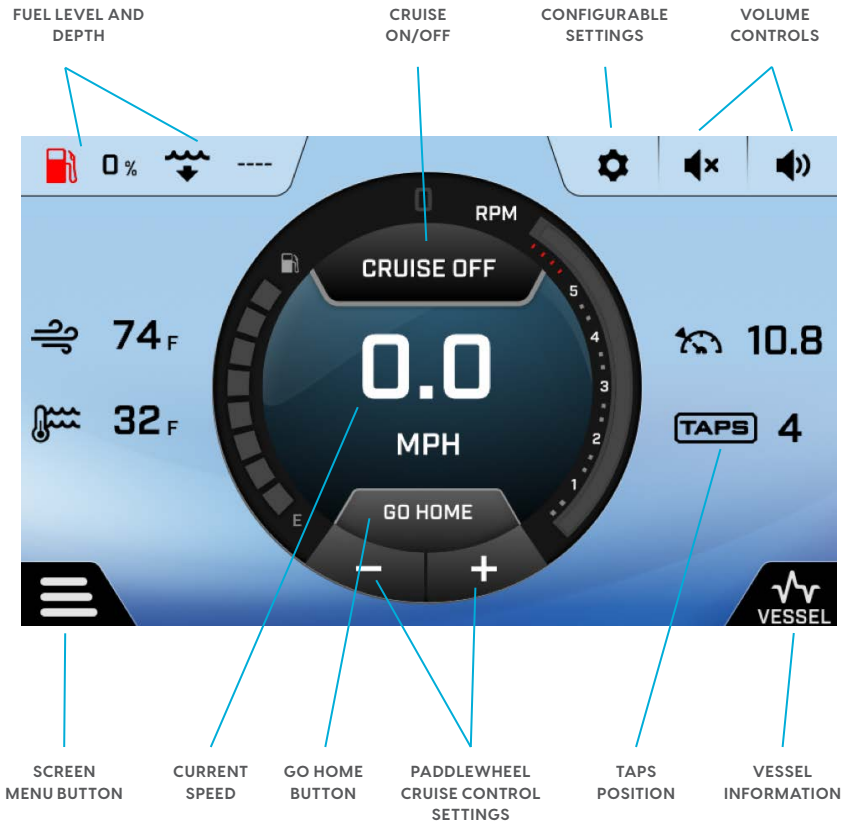
Press the menu button in the lower left hand corner on any screen to switch between the Cruise, Stereo, Go Touch and Switches screens.



FIRST PAGE: MAIN/HOME SCREENS

When the screen is powered on, the cruise control screen will pop up by default. This screen contains the following information and controls:

- Paddlewheel Cruise Control Settings (ZeroOff GPS Cruise Control available as an option)
- Configurable settings (Persists on all pages)
- Fuel Level (Persists on all pages)
- Water Depth (Persists on all pages)
- Air and Water Temperature (Persists on all pages except stereo)
- Volume level and mute button (Persists on all pages)
- Current speed
- Go Home Button
- Cruise Control Set Speed (Persists on all pages except stereo)
- TAPS Position (Persists on all pages except stereo)
- Screen menu button (Persists on all pages)
- Vessel information (Oil Pressure, Engine Temp, Battery Voltage(s), and Engine Hours) (Persists on all pages)



CRUISE CONTROL

The cruise control can be toggled off using the Cruise On/Off button. The button displays the current state of the cruise control. To adjust the set speed, use the +/- buttons below the speedometer.

SECOND PAGE: STEREO SCREEN

To turn on your stereo, navigate to the stereo screen through the screen menu button and press the stereo on/off button at the top of the screen.

The ATX stereo can play music from a Bluetooth device, AM/FM Radio, or NOAA weather radio. The sources are selectable by pressing the appropriate button on the edges of the screen.

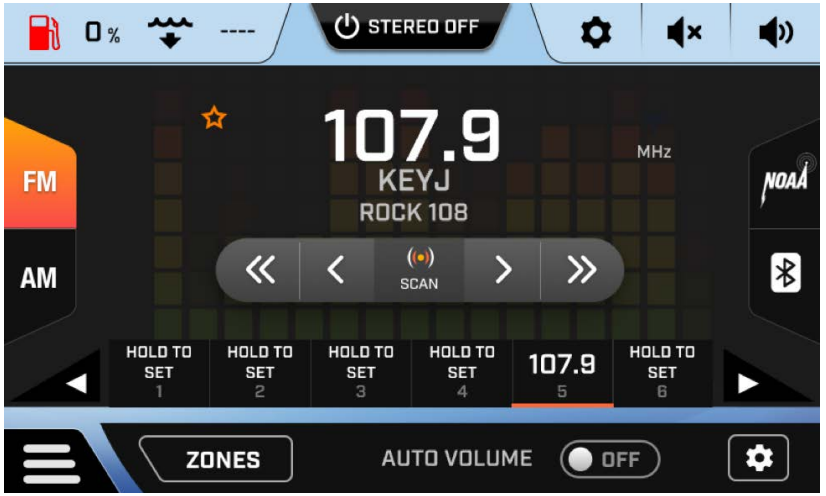
AM/FM Radio

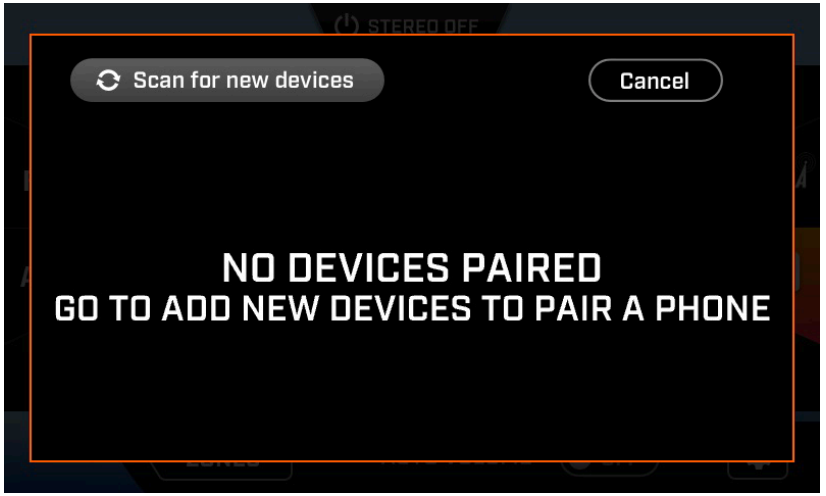
AM/FM radio stations can be saved as favorites. To do this, tune to the station of your choice, and press and hold the number you would like to associate with that station.

Bluetooth

To pair a Bluetooth device, turn on the stereo and select the Bluetooth input on the right side of the screen. Press the "Connect a Device" button in the center of the screen. Either choose a device from the list of previously paired devices, or scan for a new device. If you are pairing a new device, make sure you have the Bluetooth settings open on the device and it is discoverable. When the screen finds your device, press the + button next to its name, then press pair on your device when prompted.

Devices can be forgotten from the same list where they are added. Simply press the X next to the devices name to forget it.





Zone Controls

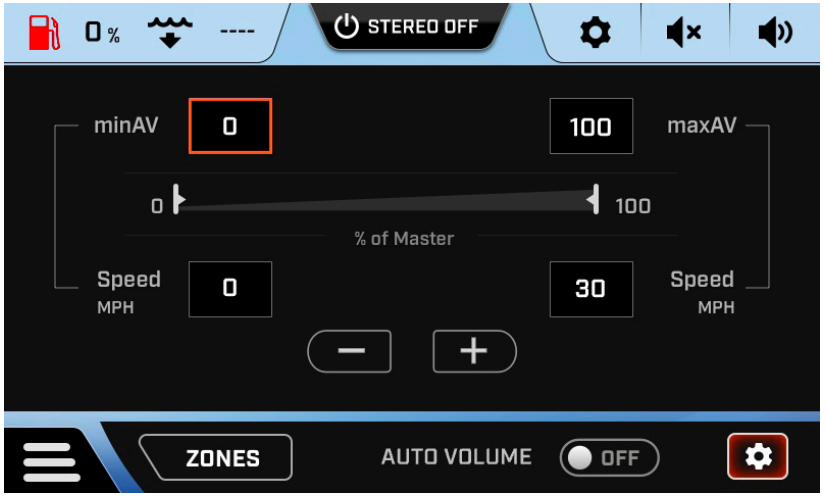
There are 3 possible stereo zones on your ATX sound system: Interior, Sub and Tower (if equipped). Each zone's volume can be controlled individually. To do this, select zones at the bottom of the stereo screen.

The volume of each zone can be adjusted using the sliders. You are also able to mute each zone individually by pressing the mute/unmute button to the right of each zone slider.

There is also a master volume slider that works as a multiplier for the zones. For example, if your interior volume is at 50%, and your master volume is at 50%, your interior speakers are at 25% of their possible output. For maximum volume, ensure all sliders are set to 100%.

Auto Volume

A useful feature for using the stereo while enjoying watersports is Auto Volume. Auto Volume allows the stereo to be at a low volume while the boat is moving at a slow speed, and a higher volume while the boat is moving at a faster speed. To adjust the set volumes and speeds, press the settings button in the bottom right hand corner of the stereo screen. In this menu, you can choose your maximum and minimum speeds, as well as maximum and minimum volumes. Once you have adjusted your settings, toggle Auto Volume to on. The volume will now automatically adjust according to your speed.



THIRD PAGE: GO TOUCH CONTROLS

To enable the Go Wake, Go Ski, or Go Surf system, navigate to the Go Touch screen through the screen menu button. When you first navigate to this screen, you will see 3 options above the word go. Select what you would like to do, and then press go.

Go Wake/Go Ski

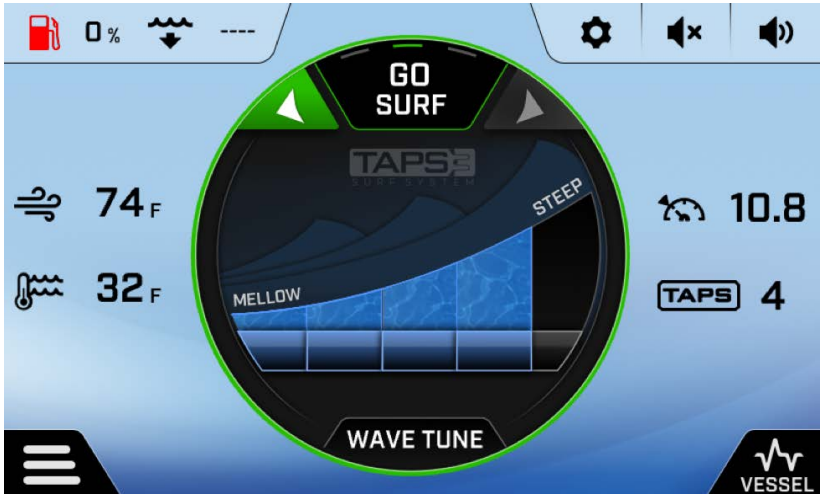
When Go Wake is enabled, the first choice you will need to make is Beginner, Intermediate, or Pro. Your choice affects the initial speed and TAPS plate position. Speeds and positions vary by model. Once a selection is made, the system will automatically set your cruise control and TAPS plates. The Go Ski setting is very similar to the Go Wake setting. Choose beginner, intermediate or pro and the system will set your TAPS and cruise control appropriately.

Go Surf

When Go Surf is enabled, the default is set up to surf the port side of the boat. To switch sides, press the right arrow near the Go Surf indicator. The default values for the Go Surf system will yield a steeper, larger wave. The height/length of the wave can be adjusted using the Mellow-Steep keys or the Wave Tune button. The Mellow-Steep keys alter the position of the outer TAPS 3 plates and Wave Tune adjusts the position of the center TAPS plate. To adjust the center TAPS plate, you can either use the rocker switch on the throttle or press "Wave Tune" and use the +/- buttons. The Go System is set up to give a good starting point for each watersport.

Depending on boat loading and personal preference, you may need to adjust from the default settings provided. Cruise control can still be manually adjusted on the cruise page.

To exit out of the Go System and regain manual control of the boat, press the icon at the top of the circle that shows which Go System you are using. This will bring you back to the initial Go Touch screen where you can then select off.

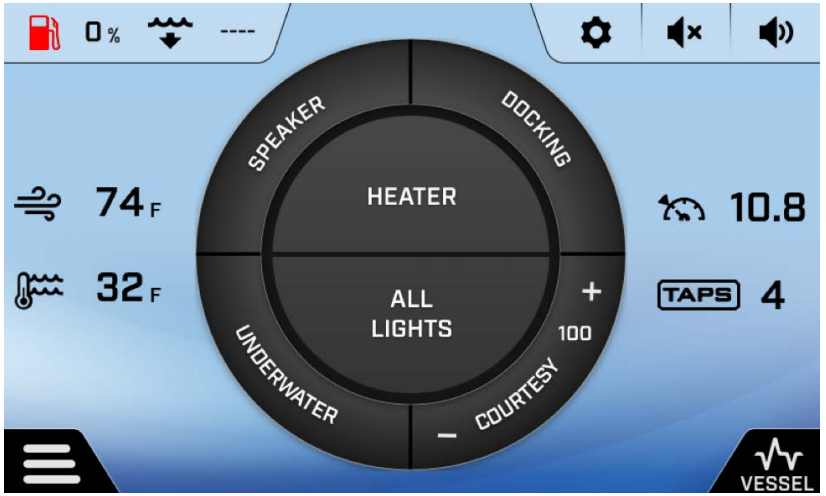


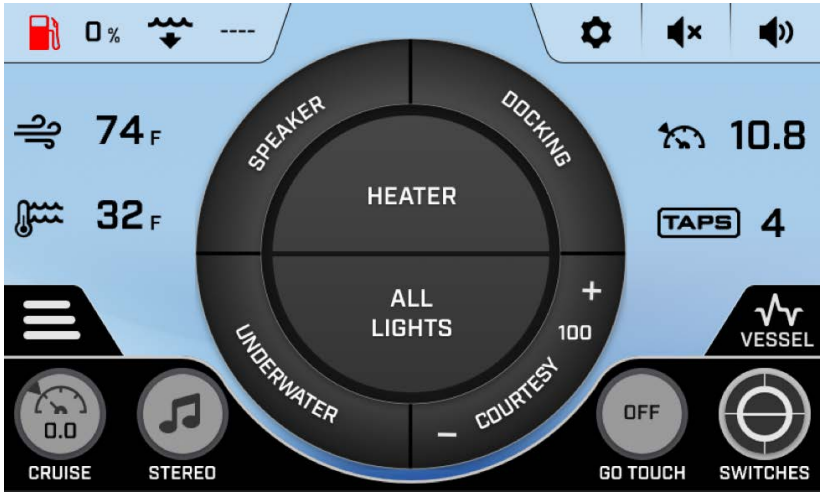
FOURTH PAGE: SWITCHES SCREEN

This screen contains the controls for many of the optional accessories on your ATX. See the full list of potential options below. Contact your ATX dealer if you would like to add any of these options to your boat.

- **Courtesy lights** (Standard)
- **Docking lights** (Option)
- **Heater** (Option)
- **Speaker lights** (Option)
- **Underwater lights** (Option)

The brightness of the courtesy lights can be adjusted by using the **+/-** buttons.





OPERATION

OPERATION

There are many things to consider when planning a safe and enjoyable boating trip. This section describes the basics on fueling, starting, shifting/running, steering, docking and stopping your boat. This section also includes a safety preflight checklist, boarding guidelines, boat loading information and other important topics on handling your boat. Knowing and understanding all of these fundamentals will give you confidence in using your boat.

Read and understand the contents of this section before casting off. Remember, if you have a problem during your outing, you cannot get out and fix it, or walk to safety or for help. You are responsible for the safety of all passengers, the boat and any damage your boat or its wake may cause. Always keep passengers from blocking your view so that you do not run into other boats, swimmers, water skiers, personal water vehicles or aids to navigation.

PREFLIGHT CHECKLIST

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

DO NOT launch the boat if any problem is found during the safety check. A problem could lead to an accident during the outing causing severe injury or death. Have any problem attended to immediately; see your dealer.

Before towing

- Check trailer tire pressure and tire wheels.
- Ensure trailer is securely connected to tow vehicle. Check safety wires and pin. Check bow hook to ensure boat is hooked on trailer.

Before launch

- Check and tighten all hardware including pylons, towers, speakers and other accessories.

Energize Electrical System. Energize system by:

- Turning on the Battery Disconnect Switch located near the battery (for 22 Type-S and 24 Type-S models the switch is located in the glove box.
- Check fuel level. If possible, fill tank at a land-based fueling station. Marina gas sometimes contains water and is usually more expensive. Highest octane gas available is recommended.
- Make sure the Saltwater Flush Kit shut-off valve (if equipped), and/or seacock on water pickup (seacock applies to all models sold in Canada), is open (handle in-line [OPEN] with hose, not perpendicular [CLOSED]).
- Check engine oil level.
- Check transmission fluid level.
- Check battery charge.
- Check and operate the blower.
- Check that bilge drain plug is installed properly.
- Check the propeller, strut and rudder for damage.
- Check the weather report, wind and water conditions.
- Lift engine compartment cover for to check for evidence of gasoline fumes.
- Check that the required safety equipment is on board.
- Check that the fire extinguisher is fully charged.
- Check that all required maintenance has been performed.
- Check bilge pump operation and make sure bilge is free of debris.
- Check steering and rudder movement.
- Make sure adequate number of PFDs and all other Coast Guard-required items are onboard and accessible.

Launch

- Operate the blower for at least four minutes before starting engine.
- Check bilge for leaks.
- Stow gear and clothing.

Pre-Operation

- Check that no fuel, oil or water is leaking or has leaked into the bilge compartment.
- Check all hoses and connections for leakage and damage.
- Check the engine cooling water intake pick-up for blockage.
- Check that battery terminals are clean and tight.
- Check electrical circuits (lights, pumps, horn, etc.) for proper operation.
- Check that shifter/throttle control handle is in NEUTRAL.
- Check that the steering system operates properly.

During Operation

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

After Operation

- Fill fuel tank to prevent moisture from condensation.
- Check for fuel, oil and water leakage.
- Check the propeller for damage.

FUELING

⚠ WARNING

FIRE/EXPLOSION HAZARD

Gasoline vapors are highly explosive when exposed to open flame or spark resulting in death or serious injury. Run blower for at least four minutes before turning on any electrical devices or starting the engine.

- Stop all engines, motors and fans before refueling.
- Do not smoke or allow open flames or sparks nearby, within 50 ft (15 m) of the fueling area.
- Maintain contact between the fuel nozzle and the fuel tank to prevent electrostatic spark. **DO NOT** use a plastic funnel.

Try not to spill gasoline. If gasoline is spilled, wipe up all traces of it with dry rags and immediately dispose of the rags properly onshore.

When fueling

1. Close all doors, hatches, windows and other compartments.
2. Extinguish cigarettes, pipes and all other flame-producing items.
3. Make sure all power is off, and **DO NOT** operate any electrical switches.
4. Open fuel fill cap and insert hose nozzle.
5. Add fuel in accordance with the engine owner's manual. **DO NOT** fill to capacity to allow for fuel expansion.
6. Tighten the fuel filler cap completely after refueling.
7. Check oil level.

NOTICE

Each time you fill up, inspect fuel lines for leaks and hose deterioration. After fueling, make sure fuel and oil caps are tightened securely and wipe up any spillage.

⚠ CAUTION

To prevent engine damage, refer to the engine's owner's manual for manufacturer's recommended fuel.

SHIFTING/RUNNING

When shifting your boat, follow these guidelines:

Pause in neutral before shifting from **FORWARD to REVERSE**, or **REVERSE to FORWARD**.

- Avoid shifting into reverse while the boat is traveling forward at speed.
- Keep the shifter control clean and clear of obstructions.

To shift into forward: Push shifter/throttle control handle forward to go forward.

To shift into reverse: Push shifter/throttle control handle back for reverse.

STEERING

Practice steering your boat. Make sure the steering system is working correctly and is properly maintained. Have the steering system checked regularly.

⚠ WARNING

LOSS OF CONTROL AND UNSAFE BOAT HAZARD

Hazard from improper maintenance of steering system is hazardous and can cause death or serious injury from sudden loss of control. Make sure all steering hardware, cables and fluid levels are regularly inspected and maintained.

Boats have a tendency to wander at slow speeds and steering the boat back and forth will result in over-steer. Keep the steering wheel in the center position and make slight adjustments.

STOPPING

1. Slowly bring the shifter/throttle control handle to the idle position. If the boat has been driven for a long period of time at high speed, allow the engine a two- to three-minute cooldown period at idle.
2. Turn the ignition key to the **OFF** position.
3. If any problems were encountered during the outing, have the boat inspected by your dealer and request any necessary repairs before the next outing.

DO NOT use the emergency stop switch to shut off the engine.

DOCKING

Practice docking before attempting it for the first time. Use a float, like a plastic milk jug with a line and small weight, as your docking target. Remember, your boat is steered with a rudder and maneuvering at slower speeds takes practice.

⚠ WARNING

CRUSH HAZARD

Using your hand, arm, or other part of your body to attempt to keep the boat from hitting the dock can result in serious injury. **DO NOT** use any body part to keep the boat from hitting the dock.

Dock and Mooring Lines

Use enough fenders to protect the craft from damage and good quality double-braided nylon line. Only use the cleats, bow eye and stern eyes to secure the craft. **DO NOT** use the handrails or windshield. The foredeck handrails should only be used for tying a "jackline" in an emergency situation.

Follow these guidelines when docking:

- Approach docks slowly with the starboard side of the boat if possible.
- Come to a stop a short distance from the dock, then proceed slowly.
- Have fenders, mooring lines and crew ready.
- Observe how the wind and current are moving your boat. Approach the dock with the boat pointed into the wind, if possible. If the wind or current is pushing you away from the dock, use a sharper angle of approach. If you must approach the dock downwind or down current, use a slow speed and shallow angle. Be ready to reverse to stop and maintain position.
- If there is no wind or current, approach the dock at a 10- to 20-degree angle.
- If possible, throw a line to a person on the dock and have that person secure a bow line.
- With the bow secure, swing the stern in with the engine, or pull it in with a boat hook.

If the boat is to be moored for a long period of time, use chafing protectors on lines to protect the gelcoat finish. Leave slack in the lines to allow for some wave movement or tidal action if applicable.

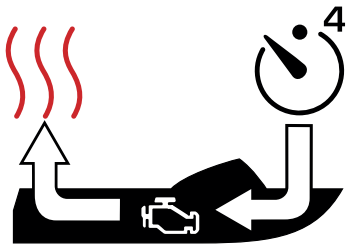
Follow these guidelines when departing:

- Very slowly shift into forward at idle speed.
- When the stern moves away from the dock, turn the engine away from the dock.
- Cast off bow line and back away.

If the wind or current is pushing away from the dock, cast off all lines and allow to drift until you are clear.

STARTING

- Run the blower for at least four minutes before starting the engine. If you smell gasoline fumes, do not start the engine. Continue to run the blower until fumes have dissipated.



⚠ DANGER

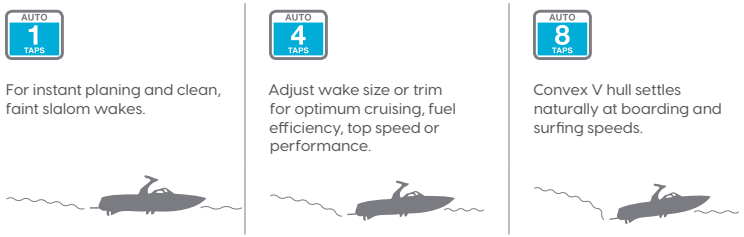
GASOLINE VAPORS CAN EXPLODE RESULTING IN SERIOUS INJURY OR DEATH

- Before starting engine, check the engine compartment for gasoline or gasoline vapors, then run blower for 4 minutes.
- Run blower at idle or below cruising speed and after stopping to clear vapors from engine compartment.

- Make sure the Saltwater Flush Kit shut-off valve (if equipped) and seacock on water pickup are open (handle in-line **[OPEN]** with hose, not perpendicular **[CLOSED]**).
- Make sure the emergency stop switch is attached to the switch and the lanyard is attached to the operator.
- Make sure the shifter/throttle control handle is in **NEUTRAL**.
- Turn the key clockwise to the **START** position. After the motor starts, release the key.
- Push shifter/throttle control handle forward to go forward, pull back for reverse.

Always pause in **NEUTRAL** before going into **REVERSE** to avoid taking water in over the transom.

TAPS OPERATION



Working in conjunction with the patented Convex V hull, TAPS allows variable-hull trim capability that dramatically enhances wake characteristics, ride and overall boat performance. With the push of a button, TAPS instantly modifies the hull's running angle for optimum watersport wake enhancement, a smoother ride in rough water, better fuel economy and increased safety and comfort.

TAPS adjustments are made using the rocker switch located on the throttle handle. Always keep your left hand on the steering wheel and your right hand on the throttle.

The location of the TAPS switch allows operation with the right thumb, maintaining safe, hands-on control of the throttle.

TAPS switch adjustments can be made while stopped or while underway at any speed. The position of TAPS plate is indicated on the TAPS gauge located top center of the ATXperience Control Center home screen.

Settings range from 1, a flat, bow-low running angle to 8, a bow-high running angle. To move the bow to a higher running attitude, push the top of the TAPS rocker switch (the TAPS will raise). The TAPS gauge will begin moving toward a higher number. To lower the bow, push the bottom of the TAPS rocker switch. The bow angle will lower and the TAPS gauge will move to a lower number.

Although the effects of the various TAPS settings depend on ATX model, passenger load, water conditions, speed and other factors, the following guidelines are provided as a starting point as you learn to use TAPS to optimize your performance needs. Practice and experience using TAPS can also optimize your performance needs.

Ride, Safety and Boat Performance

The variable-hull TAPS system also dramatically enhances boat performance, comfort and safety. To eliminate bow rise on take-off, set TAPS at 1. As soon as the boat reaches planing speed, adjust TAPS to 3 or higher, depending on water conditions. If the water is choppy, less than 6 in. (152.4 mm) waves, the optimum ride setting will be from 2 to 5, depending on ATX model and passenger load. If the water is rougher, 6 to 12 in. (152.4 to 304.8 mm) waves, the optimum ride setting will be from 5 to 8, depending on ATX model and passenger load.

Raising the bow in rougher water will provide a safer, drier ride while maximizing the hull's "entry vee" to reduce the effects of the chop. This higher running attitude will also provide bow passengers with a smoother, drier ride.

To maximize top speed in your ATX, set TAPS between 5 and 8. When the boat reaches top speed, bring the TAPS setting down slightly to achieve the optimum running attitude. Top speed should be achieved at a TAPS setting of 5 to 6.

TROUBLESHOOTING

No throttle power when you start your boat engine:

Move throttle to neutral and verify that the dash Cruise Control switch is toggled **OFF**.

Boat does not seem to maintain speed on turns or in rough waters:

Verify that you have given your boat plenty of throttle authority (move the throttle forward).

Engine power cuts out and then in:
This usually occurs when the throttle is positioned at, or near, the set speed. Move the throttle to the full forward position after the speed is set, giving ZeroOff GPS Cruise Control adequate throttle authority.

SAFETY EQUIPMENT

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

Refer to Section 2, SAFETY, Required Safety Equipment.

BOARDING

When boarding the boat, always step in. Do not jump. Avoid stepping on fiberglass or other potentially slippery surfaces. Board one person at a time.

DO NOT board the boat while carrying gear. Set gear on the dock, board the boat and then pick up the gear.

When boarding once in the water, swim towards the back of the boat to the swim platform. Grab ahold of the grab handle located above the swim platform and pull your body up onto the swim platform. Step up from the swim platform onto the boat. Avoid stepping on the fiberglass or other potentially slippery surfaces.

BOAT LOADING

The performance of your boat is dependent on load weight and distribution.

Passengers should board one at a time and should distribute themselves to maintain trim. Remember to distribute weight from right to left, and also from front to back.

All passengers should be carefully seated and not be riding on the deck, gunwale or rear sun deck while underway. Passengers riding in the bow should exercise extreme caution. Do not overload the open bow area. Never seat more than three people in the open bow area (See seating chart on page 10). Refer to the Capacity Label and Seating Chart for number of people allowed in the bow area. Children under 11 years of age should not use the open bow area unless accompanied by an adult. During rough water operation, passengers in the bow should move to the aft passenger seats.

- **DO NOT** allow your passengers to ride with their feet dangling over the side; floating debris can cause serious injury.
- Avoid excess weight in the bow or stern.
- Securely stow all extra gear in stowage areas to prevent load shifting.

Do not stow gear on top of safety equipment; safety equipment must be quickly accessible.

In adverse weather, reduce the load in the boat. People/load capacity ratings are based upon normal boating conditions.

RUNNING

We urge you and all others operating the boat to seek certified instruction from local boating authorities.

This section is designed to present the most basic operational principles. It is not intended to cover all conditions encountered during operation.

The principles presented in this manual are limited to the facts related directly to the operation of the boat, while the responsibility for the proper application of these principles belongs to you.

MANEUVERING TECHNIQUES

Steering response depends on three factors: engine position, motion and throttle.
High-speed maneuvering is relatively easy and takes little practice to learn. Slow-speed maneuvering is more difficult and requires time and practice to master.

When making tight maneuvers, it is important to understand the effects of turning. Since both thrust and steering are at the stern of the boat, the stern will push away from the direction of the turn. The bow follows a smaller turning circle than the stern.

The effects of unequal propeller thrust, wind and current must also be kept in mind. While wind and current may not always be present, an experienced boater will use them to their advantage. A counterclockwise rotation propeller tends to cause the boat, steering in the straight ahead position, to drift to port slightly when going forward, and to starboard when going backward. At high speed, this effect is usually unnoticed, but at slow speed, especially during backing, it can be powerful. More experienced boaters approach the dock with the starboard side of the boat toward the dock, if possible.

Stopping (checking headway) is a technique that must be developed. Since a boat has no brakes, reverse thrust is used to slow and stop the boat. The momentum of the boat will vary according to the load as well as the speed.

Make it a practice to slow to idle (no-wake) speed before shifting into reverse.

It is best to learn maneuvering skills in open water away from traffic. Practice is the only way to develop your boating skills.

SALT WATER

If boat is used in salt water or brackish water, allow the cooling system to drain thoroughly after removing the boat from the water. Hose down the entire hull with fresh water and wipe dry.

Today's engines are built for operation in either fresh or salt water. Fresh water internal flushing is not normally required; however, it is highly recommended after use in salt, polluted, or brackish water. Your ATX Dealer or engine manufacturer will assist you in securing the appropriate engine flushing device.

WINTERIZATION

At the end of the season and before the temperatures drop below freezing, drain the engine completely when the boat is removed from the water. Your ATX Dealer can provide the service.

TOWING PROCEDURE

If water is rough, it may not be easy to extend the tow line from one boat to another. In these cases, use a light throwing line with a weight on one end and with the heavier towing line secured to it.
Never attempt to tow a much larger or grounded vessel. Because of the tremendous stress caused by towing, use a tow line that is rated at least four times the gross weight of the boat being towed. Tow ropes must always be in good condition, free of any cuts or abrasions.

Attach tow line to the bow lifting eye on the disabled boat. Attach the opposite end of the bridle only to the stern lifting eyes of the tow boat. Wrap the bridle with chafing gear where it rubs against the boat or any corners. Leave at least two boat lengths between the boats for adequate movement.

When towing, use only the bow and stern eyes; never use cleats, handrails, etc. Do not allow anyone to be in line with the tow rope. If the rope should break or pull free, a dangerous recoil could occur.

Adjust the tow line to match wave action. Keep the boats on the crest or in the trough of the waves at the same time. In protected, calm waters, shorten the line for better handling. Always tow at moderate speed, allowing for adverse wind and wave conditions. Have the operator of the towed boat steer with you if possible.

If you need a tow, or wish to tow another boat, use great care. The boat structure can be damaged by excessive pulling strain. You should always offer help to a boat in trouble; however, towing a capsized, grounded, or hull-damaged boat is dangerous. Give assistance to the occupants, and then call the proper authorities.

ANCHORING

Dropping Anchor

There are many types of anchors available on the market. The choice of one anchor over another depends on many factors. An anchor will usually hold best in a mixture of mud and clay or in hard sand. A lightweight Danforth anchor is recommended for general boating. For more information on anchors, see your dealer.

⚠ WARNING

SINKING OR DROWNING HAZARD

Anchoring at the stern can pull a boat under water and keep it there. **DO NOT** anchor at the stern.

- Make sure the line is tied to the anchor and tie the other end of the line to the bow lifting eye. Having approximately 2 feet of heavy chain between the line and anchor will help the anchor place.
- Head the boat into the wind or current over the spot where you want to lower the anchor.
- Stop the boat before lowering the anchor.
- When the anchor hits bottom, slowly back up the boat, keeping tension on the line. Let out an anchor line that is four to six times the depth of the water. For example, if you are in 10 ft (3 m) of water, let out 40 to 60 ft (12 to 18 m) of line.
- Secure anchor line to the bow-lifting eye. Pull on line to make sure anchor is holding.
- Occasionally check your position against the shoreline. If the anchor is dragging and you are drifting, reset the anchor.

Weighing (Pulling In) Anchor

Start engine and move forward until anchor line is straight up and down.

Pull hard to lift anchor from the bottom material. If the anchor is stuck, allow the up and down motion of the bow from wave action to loosen the anchor from the bottom. If the anchor remains stuck, slowly maneuver the boat around the anchor until the anchor pulls loose. Be sure to keep the line tight during this procedure.

PERFORMANCE BOATING

Some boat models, especially those with high horsepower engines, are capable of truly exhilarating performance. Do not be tempted to push your boat to its limits until you are completely familiar with the boat's operating characteristics. The operator should have at least 10 hours of experience with the boat before any extended full throttle operation.

Here are some guidelines for performance operation. Read and practice them, and soon you will be operating your boat to its full capability.

Before Running

- Keep the bottom clean and free of scum, barnacles and other growth. Growth on the hull can slow the boat down considerably.
- Prepare the boat. Be sure all gear is properly stowed and compartments are latched.
- Keep weight in the boat low and evenly distributed. Remove unnecessary eight and keep it onshore. Weight distribution affects performance.
- The propeller should be of the proper pitch to turn the recommended RPM rating for the engine and of the proper type for your average load and individual requirements. Your ATX boat is already equipped with the proper propeller to achieve maximum performance with an average load for your boat. If you have questions, see your ATX Dealer.

When Underway

If the boat begins to operate in an unsafe way, pull back on the throttle. Monitor the gauges when operating at full throttle.

As the boat begins to get on plane, acceleration will increase since less boat will be in the water.

⚠ WARNING

LOSS OF CONTROL AND UNSAFE BOAT HAZARD

Failure to maintain control can cause death or serious injury. Keep one hand on the wheel and the other on the shifter/throttle control handle.

High-speed operation on smooth water is very stable, but quick reactions and adjustments are needed to maintain control. Know your limits and stay within them. Always keep one hand on the steering wheel and the other on the throttle; constant adjustments are necessary for rapidly changing conditions. Small inputs of throttle and steering are exaggerated at high speeds. Depending on the speed, keep watch well ahead so that you may have enough time to react.

PROPELLERS

The propeller converts the engine's power into the thrust needed to propel the boat. Care and selection of your propeller is very important to proper boat operation. Propellers are identified by two numbers, such as 13 x 19. In the number sequence, the first number is the diameter of the propeller and the second is the pitch.

Pitch is the angle of the blades expressed in the theoretical distance a propeller travels in each revolution. In the above example, the pitch is 19, or each revolution of the propeller pushes the boat 19 in. (483 mm) through the water. A 19 pitch is considered "higher" pitched and a 15 pitch propeller is considered "lower" pitched.

Your ATX boat is already equipped with the proper propeller to achieve maximum performance with an average load, for your boat. If you have questions, see your ATX Dealer.

Keep these guidelines in mind when selecting a propeller:

- Engine RPM must be within the recommended operating range. Refer to the engine owner's manual.
- Higher propeller pitch reduces: RPM, acceleration and engine noise, and usually improves fuel economy and top speed.
- Lower propeller pitch increases: RPM, acceleration and engine noise, and reduces fuel economy and top speed.

Refer to Section 7, CARE AND MAINTENANCE, Propeller, for information on removal and installation.

BOAT SYSTEMS

BOAT SYSTEMS

Knowing the systems on your ATX boat is as important as knowing the switches, controls and indicators on your boat. System knowledge is essential for safe and proper operation and integrity.

When replacement parts are required, **DO NOT substitute marine-grade parts with anything other than parts with equivalent characteristics, including type, strength and material.**

Marine-grade parts are specifically designed for the conditions and environment which marine products are exposed to. Using substandard parts could result in injury and product failure.

⚠ WARNING

FIRE OR EXPLOSION HAZARD

Gasoline and other fuels are extremely flammable and highly explosive under certain conditions.

- **DO NOT** smoke or allow open flame or sparks nearby when refueling.
- **DO NOT** block fuel vents.
- **DO NOT** store fuel in any containers or compartments which are not designated for fuel storage and **DO NOT** use these storage areas for any other purpose.

⚠ WARNING

LOSS OF CONTROL AND UNSAFE BOAT HAZARD

Improper maintenance of boat systems is hazardous and can cause death or serious injury from sudden loss of control. Make sure all systems are regularly inspected and maintained.

⚠ WARNING

FLOODING OR DROWNING HAZARD

A water system component failure is a flooding or drowning hazard which can cause death or serious injury. Maintain all water system components and keep seacocks closed during periods of inactivity.

STEERING

Your ATX boat has a mechanical steering system. When the steering wheel is turned, the dash unit transfers rotary motion of the wheel to linear motion in the cable which pushes or pulls the rudder arm.

Boat steering is not self-centering. Always keep a secure grip on the steering wheel to maintain control. Improperly maintained controls are dangerous.

Check steering operation and visually inspect for loose or missing hardware before operating the craft. If you suspect the steering system is damaged, see your dealer. **DO NOT** operate the craft if you suspect the steering system is malfunctioning.

ENGINE

Your ATX boat is powered by a single inboard engine. The specific operation, specifications, maintenance and troubleshooting information is contained in the engine owner's manual included in your Owner's Kit. Familiarize yourself with the information contained in the engine owner's manual. Following the manufacturer's recommendations and guidelines will provide you with continued boating pleasure and engine integrity.

TRANSMISSION

The transmission has one forward and one reverse speed, and is shifted by the shifter/throttle control handle.

V-Drives

The power generated by the engine is transmitted as a combination of the straight inboard and the V-drive transmission (a series of gears), which drives the shaft coupling and the propeller shaft assembly. The propeller shaft is supported and aligned with the engine by a thru-hull shaft log and an outside strut.

Propellers

The propeller installed on your ATX boat was selected because of its diameter and pitch to provide the optimum speed and performance under average conditions of load. The propeller selection must be based on the ability of the engine to turn the propeller and achieve the manufacturer's recommended RPM at full throttle.

STRUT AND BEARING

The propeller shaft is supported on the outside of the hull by a strut. The strut is equipped with a water-lubricated plastic bearing to allow the propeller shaft to rotate in the strut.

NOTICE

The strut bearing is lubricated by water. DO NOT shift the transmission and run the propeller out of water even if the water is supplied to the engine's cooling system. Damage to the shaft and bearing can occur.

ELECTRICAL SYSTEM

Your ATX boat is equipped with a direct current (DC) system which is battery-powered and supplies electricity to lights, pumps, blowers, engine ignition and accessories. The alternator from the engine produces alternating current (AC) and converts it to DC, which provides power while the engine is running and also charges the battery or batteries, if your boat is equipped with more than one battery.

The electrical system is controlled by the battery disconnect switch, with location varying based on model. The electrical system is protected by circuit breakers on the breaker box. The breaker box is located under the dash. Make sure the battery disconnect switch and the MAIN switch on breaker box are both ON and make sure no breakers are tripped. Run fingers over breaker face and reset any tripped circuit breakers.

⚠ WARNING

FIRE OR EXPLOSION HAZARD

An AC/DC car create sparks. In the presence of explosive gases, fire or explosion can occur. Check for explosive gases or run the blower.

DO NOT work on an energized system. Disconnect the negative cable from the battery before performing any service.

FUEL SYSTEM

The fuel system consists of a built-in fuel tank, a fuel tank vent, a port and/or starboard fuel fill on V-drive models.

The fuel tank is located mid-ship, fore of the engine. To inspect the hose connections, raise the floor panels. Your ATX Dealer or a qualified service technician should perform all fuel system service.

BALLAST TANK SYSTEM (OPTIONAL)

Our systems throw the right size wake or wave for every rider—on both sides of the boat. But the size of the wake isn't all that matters. With TAPS, anyone can achieve outrageous levels of wake-shaping and can go from a wakeboard wake to a slalom wake in just five seconds. Because every ATX model is built on the patented Convex V hull, you get the biggest wake imaginable with greater fuel efficiency and less drag than with any other inboard. Ballast settings are controlled by the ATXperience Control Center.

Under any circumstance, do not fill all ballast tanks to 100% at one time. Do not exceed coast guard capacity at any time.

For prime wakesurfing performance (first consider passenger weight and distribution) then most likely you will add rear ballast and no front ballast. For surfing more weight needs to be distributed aft.

For prime wakeboarding performance (first consider passenger weight and distribution) then add ballast to even out total weight distribution.

IN ALL CASES NEVER EXCEED COAST GUARD CAPACITY

BILGE SYSTEMS

NOTICE

The Federal Water Pollution Control Act prohibits the discharge of oil or oily waste into the water. Violators can be fined $5,000.

IMPORTANT

Bilge pumps and bilge pumping systems are not designed for damage control. Check the function of all bilge pumps at regular intervals. Debris can also prevent pumps from functioning or also make it operate continuously. Make sure no debris is blocking the bilge pump float. Continuous operation of the bilge can mean a leak or a drain plug is installed incorrectly, make sure all drain plugs are installed. See your ATX Dealer if you have any questions.

DO NOT allow water to accumulate in the bilge area of your boat. When the boat is in use, check the bilge area often. Your ATX boat is equipped with an automatic bilge pump which detects excess water accumulation and will turn the bilge pump on automatically. Bilge water normally accumulates from weather, wet water sports gear, getting into your boat from the water and draining coolers.

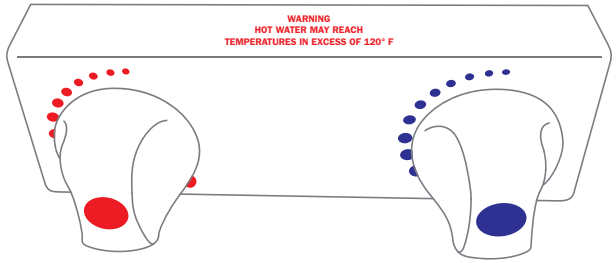
The engine and other parts of the drive system could be damaged and there is a risk of personal injury as increasing water level will affect the handling and maneuverability of the boat.

⚠ CAUTION

The risk of personal injury from excess water in the bilge area will adversely affect the handling and maneuverability of the boat. Also, damage to the engine and other parts of the drive system can occur from the additional water. **DO NOT** allow the bilge pump to operate after all the water has been cleared from the bilge area. Damage to the pump will occur.

SHOWER SYSTEM

The shower system consists of a pump for water pressure, a "manifold" for water, and a five-setting nozzle with an ON/OFF valve.



DO NOT run the engine when using the shower at the boarding platform.

⚠ WARNING

CARBON MONOXIDE POISONING OR ROTATING PARTS HAZARD
Poisonous CO gases are present at the rear of the craft when the engine is running. Exposure to CO gases can cause death or serious injury. A rotating propeller can cut or entangle causing death or serious injury. DO NOT use the swim/boarding platform when the engine is running.

Use the swim/boarding platform only for boarding the craft or entering the water.

⚠ WARNING

BURN HAZARD
Hot water from the shower may reach temperatures in excess of 120°F (49°C). Use both the cold and hot water control knobs when testing water temperature.

The shower manifold has a control knob. Turn the knob counterclockwise to increase pressure and control the temperature.

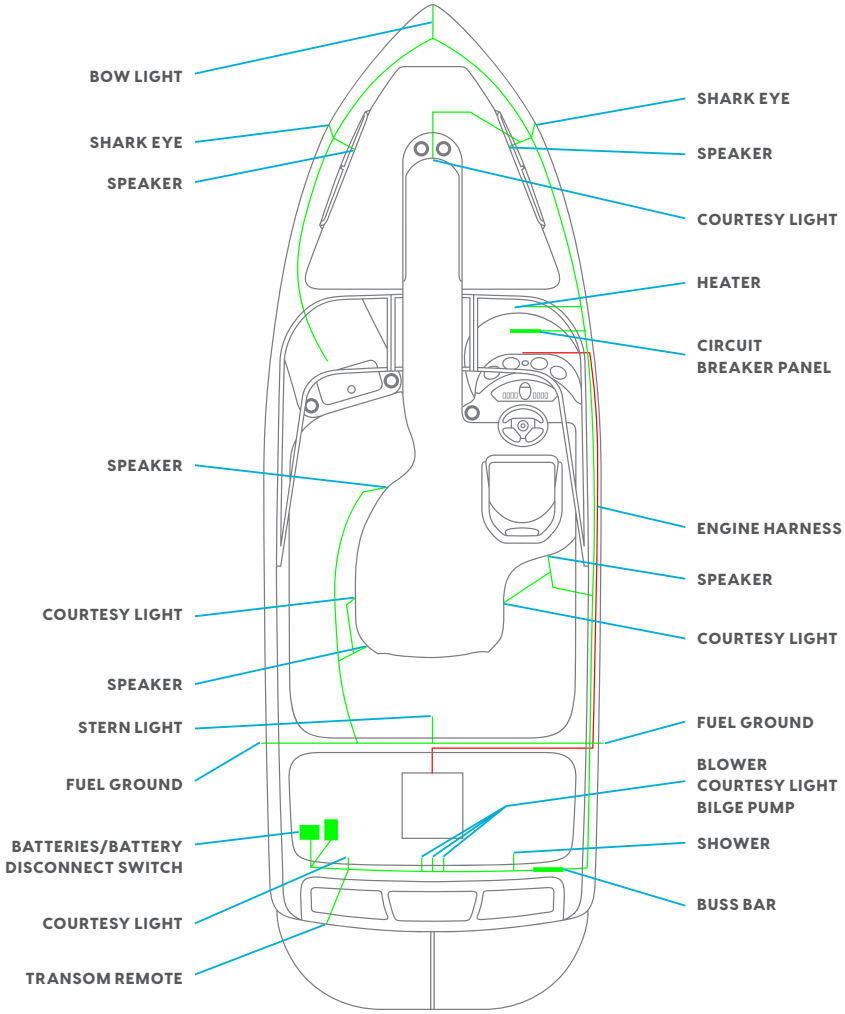
Use the nozzle to turn the water stream on and select the desired setting, **SHOWER/FULL/STREAM/FLAT/MIST**.

After using the shower, turn off the water control knobs. Relieve the pressure from the shower hose by opening the **ON/OFF** valve at the nozzle and then closing it.

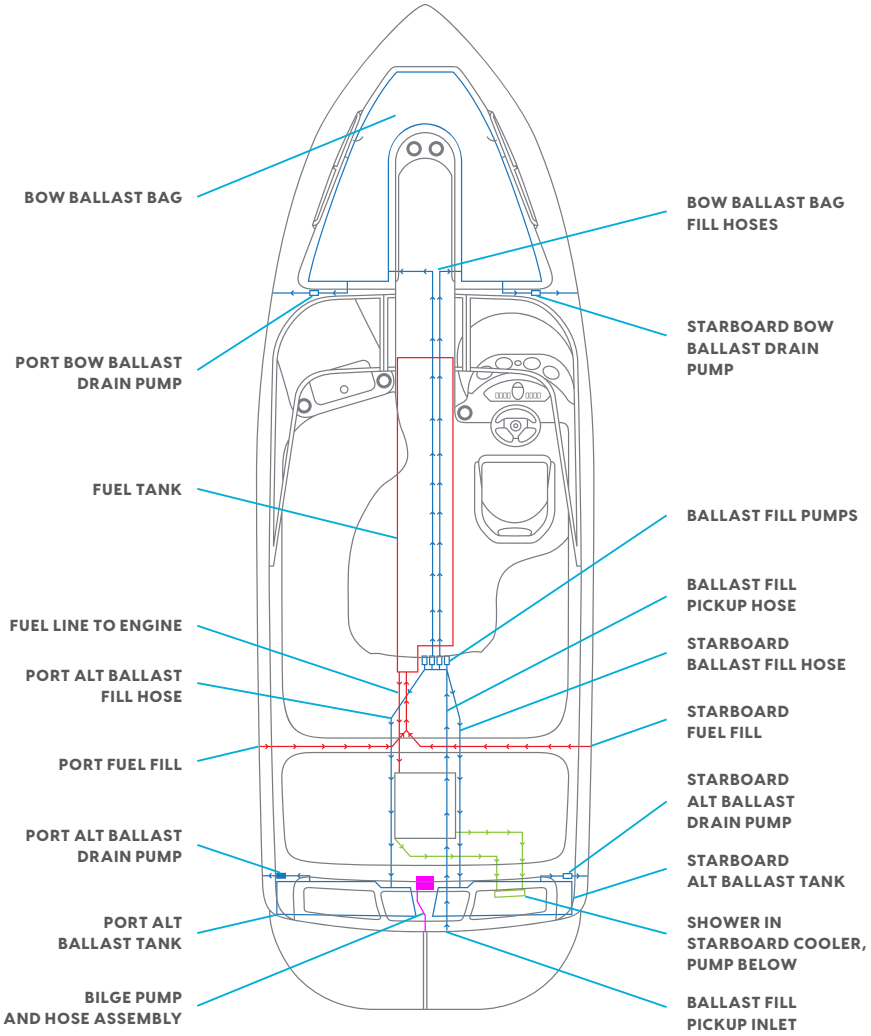
During off-season storage or below freezing temperatures, the shower system must be winterized. Your ATX Dealer can assist you with winterization of the shower system.

SCHEMATIC AND SYSTEM ILLUSTRATIONS

The Schematic and System illustrations show models with the maximum components and accessories, which may not be included on your ATX boat.



Typical V-Drive Electrical Schematic



Typical V-Drive Fuel and Water System

CARE AND MAINTENANCE

CARE AND MAINTENANCE

This section describes how to take care of and maintain your ATX boat. Periodic inspection and maintenance of items listed in this section are absolutely necessary.

Winterization of major components and some engine maintenance procedures are best performed by your ATX Dealer. Some maintenance procedures also require special tools which only a dealer may have. Refer to the engines owner's manual for maintenance information for the engine.

Some maintenance items that can be done by you or your dealer are listed in this section. We suggest that you become familiar with these even if you have your dealer service your boat.

GENERAL MAINTENANCE

1. Read engine owner's manual carefully and completely.
2. Check and make sure all drain plugs are installed correctly every time you use your boat.
3. Check the fuel system for leaks every time you use your boat.
4. **DO NOT** start your engine if you smell gasoline or an odor is present. Gasoline fumes are highly explosive. Before starting your engine, always operate the blower for at least four minutes or open the engine cover and inspect the engine compartment for gasoline fumes. Run your blower when operating at slow speeds. If fuel vapors are present, **DO NOT** start the engine. Check all hoses and fittings to determine the source of the vapor. Make the necessary repairs or take the boat to a qualified service technician to eliminate the fuel vapor.

⚠ WARNING

GASOLINE VAPORS CAN EXPLODE
Before starting engine, run blower 4 minutes and check engine comp. Bilge for gasoline vapors. Run blower below cruising speed.

5. When servicing the ignition switch or any wiring, disconnect the battery cables from the battery.
6. Check for water circulation when the engine is running.

Exhaust should contain steady flow of water. In closed cooling systems, make sure the coolant in the cooling system is at the proper level.

INTERIOR

If your boat has CoolTouch/Chil Cool™ Technology, please refer to the CoolTouch Vinyl Interior Instructions.

The interior fabric of your ATX boat is designed to take the tough punishment of the elements and usage of an active boater. Keep sharp objects away from the interior to prevent cuts or damage to your interior.

The interior of your ATX boat can be cleaned easily, over and over, without showing signs of wear. Certain ingredients in products can contribute to staining of your interior, such as sunscreens. Some of these ingredients are:

- Aminobenzoic acids—e.g. PABA
- Hydroxy benzophenones—e.g. Oxybenzone
- P-methoxycinnamic acid
- Octylmethoxycinnamate

This list is not inclusive, but does represent a large selection of sunscreens which are known to stain vinyls. Almost any sunscreen with a high percentage (two percent or more) of active ingredients can stain.

The interior manufacturer or ATX Surf Boats warranties do not cover staining from sunscreens.

Special care should be taken to prevent dark-colored rubber products from coming in contact with your interior upholstery. Regular vacuuming and general cleaning of carpets is recommended. Washing with warm soap and water is recommended for cleaning hard to remove spots and dirt. Under no circumstances should any solvents normally associated with the dry cleaning of apparel be used on the interior carpet of your ATX.

NOTICE

It is extremely important to clean the stained area as quickly as possible, making sure the recommended cleaning steps are followed in order.

Care and Cleaning of Interior–CoolTouch/Chil Cool™ Vinyl

On CoolTouch/Chil Cool™ vinyl Use only mild **NON-BLEACH** soap and water. **DO NOT** use these or similar cleaners: 409®, 303®, Babe's®, Boat Bling®, Star brite®, Meguiar's®, or Fantastik®. They are very harmful to your upholstery and will damage its surface and cooling properties. Failure to care for your vinyl properly or use of improper cleaners will void your warranty and damage your vinyl.

CoolTouch/Chil Cool™ vinyl upholstery cleaning & care instructions:

- **A** – Mix a solution 30:1, (30 parts warm water and 1 part mild **NON-BLEACH** liquid dish soap).
- **B** – Apply and rub with a soft, damp cloth.
- **C** – Rinse with clean, warm water and wipe dry.

Care and Cleaning of Interior–Standard Vinyl

Remove ordinary dirt and light smudges with a mild soap and warm water solution. Pay special attention to crevices. Dry it with a soft, lint-free cloth or towel. Always allow upholstery to dry completely. Cover the boat when not in use, allowing for adequate venting. Never use a pressure washer as it may damage the surface of the upholstery. For more difficult stains, use a stronger detergent. Follow the detergent manufacturer's instructions closely. All cleaning methods must be followed with a thorough rinse with clean warm water.

Step-by-step cleaning instructions:

- **A** – Medium-soft brush, warm soapy water. Rinse/dry.
- **B** – Vinyl Finish Vinyl Cleaner®. Rinse/dry.
- **C** – 1 tsp of ammonia, ¼ cup of hydrogen peroxide and ¾ cup of water. Rinse/dry.
- **D** – Wipe or scrape off excess. (Chill gum with ice.)
- **E** – Hemisphere Ink Remover. Rinse/dry.

TYPE OF STAIN	STEP 1	STEP 2	STEP 3
General Care	A	B	-
FOODS			
Chewing Gum	D	A	-
Chocolate, Coffee, Tea	B	-	-
Grape Juice	A	C	-
Ketchup	A	B	-
Olive Oil	A	-	-
Yellow Mustard	A	B	C
MISCELLANEOUS			
Ballpoint Ink	E	B	A
Bird Droppings	A	B	-
Blood	A	C	-
Dirt Buildup	A	B	-
Grease	D	B	-
Hair Oil Tonic	A	-	-
Household Soil	A	B	-
Latex Paint	A	B	-
Lipstick	A	B	-
Mildew Or Wet Leaves	C	B	A
Motor Oil	B	-	-
Oil Base Paint	D	B	-
Oily Spot	A	B	-
Permanent Marker	E	B	C
Spray Paint	B	-	-
Suntan Lotion	A	B	-
Tar / Asphalt	D	B	-
Urine	A	C	-

Cleaner Recommendations

DOs	DON'Ts
Vinyl Finish Vinyl Cleaner®	Fantastik®
Dish Soap	Formula 409®
Dawn®	Murphy's® Oil Soap
Ivory®	Simple Green®
303 Aerospace Protectant	Armor All®
	Sun-of-a-Gun®
	Bleach/Baking Soda®
	Turtle® Wax/Tar Remover

Non-Skid Flooring Cleaning Instructions

A. **To clean dirt, footprints, etc.**, use an all purpose cleaner, such as Formula 409, and warm water along with a medium bristled deck brush. Put the cleaner in warm water. Take a medium bristled brush and dunk into the soapy water. Work around on non-skid flooring until dirt or other substance comes up. Rinse with water. Repeat if necessary.

B. **To remove suntan lotion**, use the all purpose cleaner alone with a medium bristled deck brush. Put small amounts of the all purpose cleaner on oil. Dip medium bristled boat brush in warm water and work around until oil is out. Rinse with water. Repeat if necessary

C. **To remove fish blood**, use 1 cup bleach to 1 gallon of warm water and soft bristled boat brush. Mix bleach and water. Take soft bristled brush and dunk in water/bleach mixture. In a circular motion clean non-skid flooring until fish blood is up. Rinse with water. Repeat if necessary. If not effective, see item D.

D. **To remove rust stains**, use a cap full of MaryKate On & Off Hull & Bottom Cleaner for fiberglass. Apply on the rust stain and allow to soak for 3-5 minutes. If necessary, use latex/nitrile gloves to massage the cleaner into the brush or embossed texture of the non-skid flooring. Rinse with water. Repeat if necessary, the rust stain will eventually be removed.

With MaryKate Hull Cleaner, be careful to avoid getting this solvent on the sides of the flooring pad, it could damage the lamination or PSA.

DO NOT USE:

- Mineral Spirits
- MaryKate Hull Cleaner (as a general cleaner, okay for Item D application ONLY)
- Acetone (if it must be used, avoid the adhesives as best as possible)
- Bleach (if used, dilute with 1 cup bleach to 1 gallon of water)

⚠ WARNING

LEAKING FUEL IS A FIRE AND EXPLOSION HAZARD. INSPECT SYSTEM REGULARLY. EXAMINE FUEL SYSTEM FOR LEAKS OR CORROSION AT LEAST ANNUALLY.

Dark Stowage Areas

When a boat is stored completely covered or in a dark building, the vinyl will darken or become "dingy" looking. If this happens, simply place the boat in direct sunlight for a few hours and the vinyl will brighten up.

Bilge Pump and Bilge Area

Check your bilge pump often to make sure it is functioning properly. The BILGE switch can be used to test the bilge pump, by listening to hear that the pump is operating. It may not pump water unless water is present. The bilge pump is located in the bilge area. Keep it from getting clogged by removing any debris you find in the bilge area. Debris can also block the pump float from functioning or make it operate continuously. Make sure no debris is blocking the bilge pump float.

Wash the bilge with a good biodegradable household detergent or a bilge cleaner available at your ATX Dealer or a marine supply store. Rinse with water while your bilge pump is running. If your pump seems too slow, remove the top of the pump from the base and check the impeller to make sure there is no debris inside. See your dealer if there is still a problem or you suspect a problem with the pump.

IMPORTANT

DO NOT discharge oil or cleaners into the water. Refer to Section 1, OUR ENVIRONMENT, Fuel/Oil Spillage. Bilge pumps and bilge pumping systems are not designed for damage control. Check the function of all bilge pumps at regular intervals. Continuous operation of the bilge can mean a leak or a drain plug installed incorrectly. Make sure all drain plugs are installed. See your ATX Dealer if you have any questions.

EXTERIOR

Use quality boat care product when protecting the exterior of your ATX boat. The exterior of your boat is as important as protecting the engine. A little effort today will keep your boat looking good in the future and show the pride every time you use your boat.

⚠ WARNING

FIRE/EXPLOSION/ASPHYXIATION HAZARD

Cleaning agents and paint ingredients can be flammable and/or explosive, or dangerous to inhale. Make sure ventilation is adequate, wear proper personal protection and dispose of tags properly ashore.

Vapors from flammable solvents can cause fire, explosion or asphyxiation resulting in death or serious injury. Keep open flame or spark away from work area. **DO NOT** paint unless in a well-ventilated area.

⚠ WARNING

SLIPPERY SURFACE HAZARD

Cleaning craft surfaces can generate slippery conditions which can result in death or serious injury. Use caution when cleaning with detergents and rinse thoroughly.

Gel Coat Maintenance

Regular maintenance will keep your exterior surfaces in good condition. Exposure to the sun, sand, sap or staining properties from trees and minerals in the water affect your boat's finish.

To help maintain the shine of your boat, wash the hull with a mild biodegradable, non-abrasive detergent after each use to help to remove any debris and waterborne materials. Use a soft sponge or towel and dry with a chamois cloth to prevent water spots. Give your boat a fresh water wash after saltwater use. Cover if possible to keep you boat looking its best. Never place a non-breathable cover on a boat that is still wet. Store in a dry, covered area.

Remove any unintentional fuel or oil spills from the gel-coated surfaces as quickly as possible.

Wax the hull sides and deck at least twice a year with a high-performance marine wax. Waxes and polishes can be obtained from your ATX Dealer or a marine supply store. Always follow the directions of the manufacturer of these products before you use them.

In certain areas, sudden changes in temperature can affect gelcoat. When planning on moving your boat from outdoors to a heated location, allow the change of temperature to be gradual. Heat the location after the boat is brought inside to allow the boat to change temperature slowly as the location is heated. Also, if you are planning on moving your boat from a warmer area to a colder one, wait for the outside temperature to be closer to the warmer area's temperature or allow the warmer area and the boat to cool down before moving your boat.

If your boat's gelcoat develops a chalky look over a period of time due to exposure to sun, there are gelcoat buffing and polishing compounds available from your ATX Dealer or a marine supply store. **DO NOT** use common household scouring pads or powders.

Remove any small scratches or scuffs using a fine rubbing compound. For any major repairs, consult your ATX dealer.

The hull bottom is also an important area to keep clean since buildup of water scum and algae will reduce the boat's efficiency. If you leave your boat in the

water, compounds to remove algae buildup on your hull are available. Use care when choosing these products since some can be caustic. Pay special attention to the cautions on the labels of these coatings. Ask your ATX Dealer for advice on which products work best in your area.

Deck and Hull

The finish on your ATX boat is known as gelcoat. Our gelcoat and lamination processes are among the finest available. Even though we take all the precautions during manufacturing, the finish on your boat is susceptible to the elements and many types of water conditions.

Cleaning Deck and Hull

A multipurpose boat soap* should be used to clean exterior fiberglass/gelcoat surfaces on your ATX boat after each use. This product, depending upon the ratio mixed, is designed to clean anything from dirty hulls and decks to greasy engines. Always rinse and wipe off the finish with a damp towel or chamois.

A fiberglass restorer/wax* should be used to remove heavy oxidation, rust and exhaust stains. This product will not only restore the look but will also leave a wax protection on the cleaned surface.

Deck and Hull Care

Paste wax* will help protect against UV light damage. A coat should be applied at the beginning, middle and end of the boating season.

To extend the life of your gelcoat finish, use a ATX marine mooring cover to cover the top deck of the boat for maximum protection. If your boat is to be stored where the sun is constantly on the side or transom of the boat, you should consider protecting those surfaces.

Tonneau covers will supply adequate short-term protection to the interior, but will not protect the gelcoat finish.

*3M and your ATX Dealer carry a complete line of fiberglass care products.

Stainless Steel and Chrome

Stainless steel is highly resistant to marine environments, but is still capable of rusting. Signs of rust and corrosion when left untreated can result in permanent damage. You can keep your stainless steel looking new by cleaning monthly with a good quality stainless steel cleaner or polish. Clean and polish in the direction of the grain or finish.

Clean and wax metal prior to extended storage. In saltwater or other harsh environments, clean and wax more often. High-quality stainless steel cleaners and conditioners are commercially available. Rinse with fresh water and wipe dry with towel or chamois after each use.

Cleaning Stainless Steel

If rust or corrosion does appear use a good metal cleaner/polish immediately to protect from permanent damage. **DO NOT use steel wool or other coarse abrasives, or clean with citrus cleaners, acids or bleach. DO NOT use cleaners that are not for use on stainless steel, such as glass, tile or counter cleaners.** These types of cleaners can damage the surface permanently. Apply metal or automotive wax, such as GEMLUX® Cleaning Wax, after cleaning for additional protection and to maintain the finish. Always test any product in an inconspicuous area before applying to the complete surface.

If you have to replace hardware or fasteners, make sure the replacement components are made of the correct materials. See your ATX Dealer if you have any questions.

DO NOT store soiled rags onboard. Store or dispose of rags properly ashore.

NOTICE

Use caution in cleaning around stitching, wood or other decorative trim since solvents could seriously damage these materials.

PROPELLER

⚠ WARNING

CUT HAZARD

A propeller can be sharp and can cause death or serious injury. Wear a pair of protective gloves when handling any propeller. Prevent accidental starting of the engine by:

- Removing key from the ignition.
- Removing emergency stop switch clip from the switch.

DO NOT reuse the nylon locknut or the cotter pin, or use a damaged propeller. A damaged propeller can damage your engine and boat.

To remove:

1. Remove the cotter pin from the propeller shaft and discard.
2. Wedge a piece of 1" x 4" wood between the propeller blade and the port side of the strut and rudder.
3. Remove the nylon locknut and discard.

Use a propeller puller to remove the propeller and then remove the key from the keyway. Make sure the keyway in the propeller and on the shaft are free of any damage.

See your ATX dealer for service to ensure the prop has been removed properly and that the shaft seal has not been damaged.

To install:

Look at the keyway on the shaft and in the propeller and make sure the key slides freely in the propeller keyway and shaft keyway. If the key has burrs, remove them by filing the flat sides or replace the key. **DO NOT** file the key beyond its normal shape or size.

1. Rotate the shaft until the keyway is up.
2. Place the key in the shaft keyway. Rotate the propeller so the keyway in the propeller is aligned with the keyway on the shaft. The propeller will only slip on in one direction. Once everything is aligned, push the propeller solidly onto the shaft and make sure the propeller is seated.
3. Wedge a piece of 1" x 4" wood between the propeller blade and the starboard side of the strut and rudder.
4. Install a new nylon locknut and torque the nut to maximum of 30 ft-lbs (40.7 N·m).
5. Install a new cotter pin and bend the retaining ends of the cotter pin in opposite directions.

RUDDER

If you experience trouble turning your steering wheel then it could be caused by the rudder having issues turning. If your rudder port is equipped with a zerk fitting you are required to use Lubriplate Synxtreme FG-2 grease or an equivalent food grease.

The use of any petroleum based product will pollute the environment and lead to failure of the part. **DO NOT USE PETROLEUM BASED GREASE.**

SALTWATER BOATING

NOTICE

If you use your boat in salt water or other unusual water conditions, freshwater flushing is recommended for your engine and the cooling system.

ATX offers an optional freshwater flush kit. The ATX freshwater flush kit has a relief valve to prevent excess water pressure to your engine. Excess water pressure can damage the engine. This is the only system ATX recommends. Running the boat in fresh water is another good way to flush the engine, but it must be done immediately.

BATTERY MAINTENANCE

⚠ WARNING

FIRE/EXPLOSION HAZARD

Explosion or fire from hydrogen gases produced by lead acid batteries will cause death or serious injury.

- Wear personal protective equipment when working on or around batteries.
- **DO NOT** charge or use a battery booster to start your engine. Charge the battery outside the craft.
- **DO NOT** smoke or bring a flame near a battery.
- **DO NOT** have your head directly above a battery when making or breaking electrical connections.
- If ignited by a spark or flame gas may explode violently, causing spraying of battery acid or fragmentation of the battery.
- **DO NOT** use a metal object to spark between battery posts to check if the battery is charged.

Use care when connecting or disconnecting a battery charger. Make sure the charger is turned OFF and unplugged from power source when you clip ON/OFF the connecting clamps.

Make sure the connection is solid with the charging clamps.

Poor connections are common causes of electrical arcs, engine problems and errant signals to the engine's ECM.

DO NOT make or break electrical circuits at the battery terminals; a spark will occur when a circuit is live and opened or made. Turn off all components.
Use a voltmeter or hydrometer to check the battery charge condition.

Remove the battery cables from the battery when the boat is placed in storage, on display or in transit, to eliminate the possibility of the engine accidentally starting without a supply of cooling water.

The battery and cables are identified:
+ = red positive
– = black negative

To clean your battery, remove and wash down the battery case with a diluted ammonia or baking soda/water solution to neutralize the acid, then flush with fresh water. Keep the fill/vent caps tight so the neutralizing solution does not get into the battery cells.

The electrolyte level should be checked every 30 days. Use distilled water only if any water is required. Maintain the level between the top of the plates and the bottom of the fill/vent cap. **DO NOT overfill**. Batteries contain sulfuric acid which can cause severe burns.

TRANSMISSION OIL LEVEL INSPECTION

Refer to engine manual or your authorized ATX dealer.

Check the oil with the boat level and the engine off.

Remove the oil level dipstick. The oil level should be between the "FULL LEVEL" and the "LOW LEVEL" indicator marks on the dipstick.

Verify the oil level with the gauge fully inserted into the transmission housing. **DO NOT overfill.** Use fresh recommended fluid only. To add or fill, use the dipstick opening. Refer to the transmission owner's manual for type of fluid, changing fluid intervals and more detailed information.

STEERING

All steering systems require periodic maintenance to be trouble-free and safe. Check steering operation and visually inspect for loose or missing hardware before operating the craft. If you suspect the steering system is damaged, see your dealer.

⚠ WARNING

LOSS OF CONTROL AND UNSAFE BOAT HAZARD

Improper maintenance of steering system is hazardous and can cause death or serious injury from sudden loss of control. Make sure all steering hardware, cables and fluid levels are regularly inspected and maintained.

UNSCHEDULED MAINTENANCE

A problem with any electrical or mechanical equipment can occur anytime. Be aware of a malfunction if one occurs, or if you suspect a problem. Have the problem serviced immediately by your ATX Dealer.

Engine/Propulsion/Cooling System

If a problem occurs with your engine, propulsion unit or the cooling system between the scheduled maintenance cycle, immediately notify your ATX Dealer to have the problem resolved. **DO NOT allow a problem to go unattended.**

Electrical System

Have your ATX Dealer repair all electrical problems. Electrical problems must be treated seriously and repaired immediately. Whenever checking for electrical problems, use extreme caution. Fuel and fumes are extremely flammable and explosive.

⚠ WARNING

FIRE OR EXPLOSION HAZARD

An AC/DC can create sparks. In the presence of explosive gases, fire or explosion can occur. Check for explosive gases or run the blower.

DO NOT work on an energized system. Turn the battery disconnect switch OFF.

Fuel System

DO NOT operate your boat if you know you have a fuel system problem. When you discover or suspect a fuel system problem, immediately notify your ATX Dealer for repair.

⚠ WARNING

FIRE OR EXPLOSION HAZARD

Fuels are extremely flammable and highly explosive under certain conditions. **DO NOT** smoke or allow open flame or sparks nearby when inspecting the fuel system.

SLINGING/LIFTING THE BOAT

To prevent structural damage to your ATX boat, the proper procedure must be used when lifting your boat. Only use appropriate style lifting slings or lift rings with a spreader bar. Protect the rub rail to prevent any part of the lift device from making contact with the boat.

If the boat is to be removed from the water without a trailer, follow these guidelines:

- Never attach lifting cables to cleats, ski tow eyes or handrails. Attach cables only to the bow and stern eyes.
- Cover lifting cables with rubber hose or other protectors to prevent damage to the finish.
- Attach guide lines to the bow and stern to control movement.
- Use spreader bars and keep lifting pressure vertical to prevent gunwale damage.
- Keep the bow slightly higher than the stern to prevent engine damage.

Using Lifting Slings

This method should only be used by a qualified person with knowledge on how to use lifting slings, or your ATX Dealer. Slings must be the flat, widebelting type. **DO NOT use cable-type slings.**

The spreader bars used with the slings must be wide enough to avoid pressure to the gunwales.

Contact your ATX Dealer to identify the proper location for slings. Slings may need to be adjusted fore or aft for your particular boat.

Storage Cradle

If you are planning on storing your ATX boat on a cradle, only use a storage cradle. You may also use the trailer designed for your boat to store your boat when it is not in the water. A storage cradle or your boat's trailer will provide proper support and prevent stress on the hull.

Position the storage cradle as close to the sling locations as possible. Use caution not to damage any underwater components.

The storage cradle must completely touch the hull for proper support. Be sure there are no gaps between the cradle and the hull. Store your boat with the bow slightly elevated to the same attitude as if the boat were floating. If the boat is stored with the bow down, moisture cannot move to the engine bilge area and out of the boat. Remove the transom drain plug.

Make sure all compartments in the bilge area completely drain. Mold and mildew can form as a result of moisture.

After the boat has been properly positioned on a storage cradle, thoroughly wash the interior, hull, deck and interior compartments. Allow a couple of days of air drying before covering the boat, store all cushions in the open position and open all storage areas to help prevent mold/mildew.

Cover the boat with the storage cover. If a temporary poly cover such as shrink wrap is used, your ATX Dealer will install vents to provide ventilation to help prevent mold or mildew.

STORAGE/WINTERIZATION

Preparing for winter lay-up is important. In frigid zones, be particularly attentive to items that can be damaged by freezing. Damage to your boat from improper storage is not covered by the warranty.

Without proper preparation, storage for long periods of time can cause internal parts of the engine and drive system to rust because of lack of lubrication. Or, if the boat is stored in below freezing temperatures, water inside the bilge or cooling system can freeze, causing damage. The following procedures should help prevent damage to your boat.

Perform all annual maintenance at this time.

The following items require special attention for winterization. Your ATX boat may not include all the features described. Have your ATX Dealer perform winterization procedures for the following:

- Engine cooling and exhaust systems
- Fuel system
- Batteries
- Drain Ballast System
- Drain shower

Storage Preparation

While the boat is still in the water:

1. Fill fuel tank and add the proper amount of fuel stabilizer and conditioner according to the engine manufacturer's recommendations.
2. Operate boat for at least 15 minutes to be sure the treated fuel has reached the engine.

NOTICE

If the boat is to be stored for more than five months, stored in a high-moisture (humidity) environment, in temperature extremes or outdoors, "fog" the engine with a rust preventive fogging oil according to the manufacturer's recommendations. See your ATX Dealer.

When the boat is removed from the water:

NOTICE

Remove the bilge drain plug immediately after taking the boat out of the water. After washing, raise the bow of the boat high to allow as much water as possible to drain while performing other storage preparations.

- Flush the engine cooling system with clean fresh water. **DO NOT** exceed 1500 RPM when flushing.
- Drain the ballast tank system

IMPORTANT

It is extremely important to drain ballast system during freezing temperatures and during long periods of non-use. Protect our natural resources by using environmentally friendly products and always discard in an environmentally friendly manner.

1. Drain the system completely after your boat is out of the water and keep the intake/drain valves open.
2. Use a 50/50 mixture of an environmentally friendly antifreeze and fresh water.
3. Pour an even amount, approximately 1 gallon (3.8 liters) of the antifreeze mixture into each tank's vent.
4. Make sure you catch any spilled mixture by placing a container under the intake/drain of the tank you are winterizing.
5. Operate the pump in the drain mode for two seconds; then shut off. Repeat procedure for other tank(s).
6. Close the water intake/drain valves in the ballast tank(s). When returning your boat back to service, make sure to drain the remainder of the mixture before getting onto the water.
7. Thoroughly wash the interior, interior compartments, deck and hull as soon as your boat is removed from the water. Cleaning the hull at this time is easier because the marine growth is still wet. Allow a couple of days of air drying before covering the boat. Store all cushions in the open position and open all storage areas to help prevent mold/mildew.
8. Apply a coat of wax to the entire surface of the boat and rust inhibitor on all metal parts.
9. Clean all traces of dirt, oil, grime and grease from the engine and bilge. Touch up areas of engine where paint has been removed.

10. Prepare the engine for storage according to the instructions contained in the engine owner's manual.
11. Store the bilge drain plug and any other drain plugs removed in a plastic bag and tape it to the throttle control lever or near the dash so it is easy to find after being stored.
12. Remove the battery from the boat. Clean, fully charge and store the battery in an area not subject to freezing temperatures or directly on cement. **DO NOT** store batteries close to heat, spark or flame-producing devices.
13. Repack trailer wheel bearings with water-resistant wheel bearing grease. If the trailer is equipped with bearing protectors, apply grease into hubs with a grease gun.
14. Park trailer and boat in a protected area on cement if possible. If your boat and trailer are left outside, install a boat cover. Cover the boat with the storage cover. If a temporary poly cover such as shrink wrap is used, your ATX Dealer will install vents to provide ventilation to help prevent mold or mildew.
15. Loosen tie-downs and winch line, but make sure the boat is resting properly on hull supports.
16. Jack up trailer and place blocks under trailer frame to relieve weight on trailer tires and springs.

NOTICE

DO NOT use your tonneau cover or bimini top for long-term storage. These are not designed for long-term storage and do not provide good protection. Adequate ventilation is not possible and mold/mildew will form. For more information on appropriate long-term storage, see your ATX Dealer.

What to do after Boat Storage

Have your ATX Dealer prepare your boat for the next boating season. It is very important for the fuel system and exhaust system to be thoroughly inspected and repaired, if necessary, before operating the boat.

There are many steps required to ensure your boat is in proper operating condition. Avoid the risk of fire or explosion. Inspect the fuel system. Failure to inspect the fuel system and allow fuel leaks to go undetected will contribute to a fire or explosion hazard.

If your swim platform was removed for storage, reinstall it. The removable feature is for boat storage only. The boat must not be operated without the swim platform.

⚠ WARNING

FIRE OR EXPLOSION HAZARD

Fuels are extremely flammable and highly explosive under certain conditions. **DO NOT** smoke or allow open flame or sparks nearby when inspecting the fuel system.

Make sure these steps are followed before using your boat:

- Check and inspect the fuel and exhaust systems, the engine cooling and lubrication systems.
- If the swim platform was removed for storage, reinstall it.
- Charge and reinstall battery into boat.
- Check engine and bilge for signs of nesting animals; clean as necessary.
- Check entire engine for cracks and leaks caused by freeze damage.
- Check hose condition and all hose clamps for tightness.
- Install bilge drain plug or any other drain plugs removed. Make sure all plugs are installed correctly.
- Perform daily maintenance. If not performed during lay-up, perform annual maintenance.
- Check and lubricate steering system.
- Remove blocks from under trailer frame.
- Tighten tie-downs and trailer winch line.
- Check tire pressure and lug nuts on trailer.
- Take the boat to the water and start it. It may take a minute of cranking to allow the fuel system to prime. Allow a one-minute cooldown period for every 15 seconds of cranking. When the engine starts, keep a close watch over the gauge readings, and check for leakage and abnormal noises. Keep speeds low for the first 15 minutes until the engine has reached normal operating temperature.

TROUBLESHOOTING AND SERVICE REQUIREMENTS

TROUBLESHOOTING AND SERVICE REQUIREMENTS

The following chart will assist you in finding and correcting minor problems with your ATX boat. Refer to your engine owner's manual for more detailed information concerning a problem starting, shifting or operating the engine. Some problems may require the skills of a trained technician and special service tools. Contact your ATX Dealer for assistance.

ENGINE SYMPTOM	POSSIBLE CAUSE
Engine will not crank	Ignition safety switch not in place. Install ignition safety switch. Battery disconnect switch located in engine compartment is off. Turn switch **ON**. MAIN switch on breaker box located under dash is off. Turn switch **ON**. Circuit breaker is tripped. Run fingers over breaker face and reset any tripped circuit breakers. Bad starter connections. Check connections and tighten. If starter solenoid clicks when attempting to start engine, check battery connections. If condition persists, contact your ATX Dealer. Engine circuit breaker open. Make sure breaker is in operating position. Faulty ignition switch or engine problem. See your ATX Dealer. Shift position not in **NEUTRAL**. Make sure shifter is **NEUTRAL**. Starting procedure not followed.
Low starter speed. Engine cranks but will not start.	Weak or bad battery. See your ATX Dealer. Fuel level low or empty. Add fuel. Contaminated fuel. See your ATX Dealer.
Engine runs erratically	Contaminated fuel. See your ATX Dealer.
Engine vibrates	Propeller damaged. Check for bent, broken or damaged propeller, misaligned propeller shaft, or weeds on propeller.

ENGINE SYMPTOM (con't)	POSSIBLE CAUSE
Engine runs but boat makes little or no progress	Fouled or damaged propeller. Check for weeds on propeller, bent or broken propeller, or contaminated fuel. See your ATX Dealer.
Performance loss	Throttle not fully open. Make sure throttle opens fully at engines. Improper fuel. Fill tank with correct fuel.
Engine overheating	Turn off engine immediately. Contact your ATX Dealer. Boat overloaded. Reduce load or distribute boat load evenly. Improper propeller selection. See your ATX Dealer. Excessive bilge water. Check for excessive water. Drain bilge. Boat hull buildup or blocked water pick-up. Clean if marine growth is present. Saltwater Flush Kit shut-off valve (if equipped), or water pickup seacock (seacock applies to all models sold in Canada), is **CLOSED**. Open shut-off valve or seacock (handle in-line **[OPEN]** with hose, not perpendicular **[CLOSED]**)

ELECTRICAL SYMPTOM	POSSIBLE CAUSE
Electrical problem	Battery disconnect switch located in engine compartment is off. Turn switch **ON**. MAIN switch on breaker box located under dash is off. Turn switch **ON**. Circuit breaker is tripped. Run fingers over breaker face and reset any tripped circuit breakers. Loose wiring connection. Check connections. Defective switch or gauge. See your ATX Dealer. Dim or no lights, circuit breaker tripped or in **OFF** position. Check breaker. Battery discharged. Charge battery.

STEERING SYMPTOM	POSSIBLE CAUSE
Steering problems	Corroded steering cable or worn rudder. See your ATX Dealer.

THROTTLE/SHIFTING SYMPTOM	POSSIBLE CAUSE
Throttle/shifting problems.	Low transmission fluid level. Check level. Corroded cables, defective throttle return spring or sticking transmission shift lever. See your ATX Dealer.

20-HOUR SERVICE REQUIREMENTS

This service must be performed to keep warranty active.

Engine oil and filter must be changed every 50 hours. Please see your dealer.

ATX MAINTENANCE SCHEDULE	DAILY	WEEKLY	REGULAR	ANNUAL	EVERY 2 YEARS	20-HRS.
Smell bilge area for fuel vapors	✓	✓	✓	✓		✓
Check and tighten all steering system bolts and connections						✓
Check rudder, tiller arm bolt and safety setscrew						✓
Lubricate rudder stuffing box and steering support tube						✓
Lubricate cables						✓
Replace cables	If stiffness continues after lubricating					
Check bilge pump operation	✓	✓	✓			✓
Check blower operation	✓	✓	✓			✓
Inspect shaft seal			✓			✓
Check shaft alignment/ensure it is within .003						✓
Check and tighten motor mounts						✓
Tighten pylon and tower mounting bolts	✓	✓	✓			✓
Tighten all hardware and fasteners						✓
Change engine oil and filter						✓
Change transmission fluid						✓
Change engine coolant					✓	
Check engine oil	✓					
Check transmission		✓				
Check water pickups for debris or marine growth		✓				
If equipped with a strainer, check and clean		✓				
If operated in salt water, flush engine/cooling system and boat	✓			✓		

IF PROPELLER STRIKES AN OBJECT, INSPECT DRIVE TRAIN IMMEDIATELY!

70-HOUR SERVICE REQUIREMENTS

This service must be performed to keep warranty active.

Engine oil and filter must be changed every 50 hours. Please see your dealer.

ATX MAINTENANCE SCHEDULE	DAILY	WEEKLY	REGULAR	ANNUAL	EVERY 2 YEARS	75-HRS.
Smell bilge area for fuel vapors	✓	✓	✓			✓
Check and tighten all steering system bolts and connections						✓
Check rudder, tiller arm bolt and safety setscrew						✓
Lubricate rudder stuffing box and steering support tube						✓
Lubricate cables						
Replace cables	If stiffness continues after lubricating					
Check bilge pump operation	✓	✓	✓			✓
Check blower operation	✓	✓	✓			✓
Inspect shaft seal			✓			✓
Check shaft alignment/ensure it is within .003						✓
Check and tighten motor mounts						✓
Tighten pylon and tower mounting bolts	✓	✓	✓			✓
Tighten all hardware and fasteners						✓
Change engine oil and filter (every 50 hrs. or annually)						✓
Change transmission fluid every 300 hrs				✓		
Change engine coolant					✓	
Check engine oil	✓					
Check transmission		✓				
Check water pickups for debris or marine growth		✓				✓
If equipped with a strainer, check and clean		✓				✓
If operated in salt water, flush engine/cooling system and boat	✓					

IF PROPELLER STRIKES AN OBJECT, INSPECT DRIVE TRAIN IMMEDIATELY!

120-HOUR SERVICE REQUIREMENTS

This service must be performed to keep warranty active.

Engine oil and filter must be changed every 50 hours. Please see your dealer.

ATX MAINTENANCE SCHEDULE	DAILY	WEEKLY	REGULAR	ANNUAL	EVERY 2 YEARS	150-HRS.
Smell bilge area for fuel vapors	✓	✓	✓			✓
Check and tighten all steering system bolts and connections						✓
Check rudder, tiller arm bolt and safety setscrew						✓
Lubricate rudder stuffing box and steering support tube						✓
Lubricate cables						✓
Replace cables	If stiffness continues after lubricating					
Check bilge pump operation	✓	✓	✓			✓
Check blower operation	✓	✓	✓			✓
Inspect shaft seal			✓			✓
Check shaft alignment/ensure it is within .003						✓
Check and tighten motor mounts						✓
Tighten pylon and tower mounting bolts	✓	✓	✓			✓
Tighten all hardware and fasteners						✓
Change engine oil and filter (every 50 hrs. or annually)						✓
Change transmission fluid every 300 hrs				✓		
Change engine coolant					✓	
Check engine oil	✓					
Check transmission		✓				
Check water pickups for debris or marine growth		✓				
If equipped with a strainer, check and clean		✓				
If operated in salt water, flush engine/cooling system and boat	✓					

IF PROPELLER STRIKES AN OBJECT, INSPECT DRIVE TRAIN IMMEDIATELY!

170-HOUR SERVICE REQUIREMENTS

This service must be performed to keep warranty active.

Engine oil and filter must be changed every 50 hours. Please see your dealer.

ATX MAINTENANCE SCHEDULE	DAILY	WEEKLY	REGULAR	ANNUAL	EVERY 2 YEARS	225-HRS.
Smell bilge area for fuel vapors	✓	✓	✓			✓
Check and tighten all steering system bolts and connections						✓
Check rudder, tiller arm bolt and safety setscrew						✓
Lubricate rudder stuffing box and steering support tube						✓
Lubricate cables						✓
Replace cables	If stiffness continues after lubricating					
Check bilge pump operation	✓	✓	✓			✓
Check blower operation	✓	✓	✓			✓
Inspect shaft seal			✓			✓
Check shaft alignment/ensure it is within .003						✓
Check and tighten motor mounts						✓
Tighten pylon and tower mounting bolts	✓	✓	✓			✓
Tighten all hardware and fasteners						✓
Change engine oil and filter (every 50 hrs. or annually)						✓
Change transmission fluid every 300 hrs.				✓		
Change engine coolant					✓	
Check engine oil	✓					
Check transmission		✓				
Check water pickups for debris or marine growth		✓				
If equipped with a strainer, check and clean		✓				
If operated in salt water, flush engine/cooling system and boat	✓					

IF PROPELLER STRIKES AN OBJECT, INSPECT DRIVE TRAIN IMMEDIATELY!

220-HOUR SERVICE REQUIREMENTS

This service must be performed to keep warranty active.

Engine oil and filter must be changed every 50 hours. Please see your dealer.

ATX MAINTENANCE SCHEDULE	DAILY	WEEKLY	REGULAR	ANNUAL	EVERY 2 YEARS	300-HRS.
Smell bilge area for fuel vapors	✓	✓	✓			✓
Check and tighten all steering system bolts and connections						✓
Check rudder, tiller arm bolt and safety setscrew						✓
Lubricate rudder stuffing box and steering support tube						✓
Lubricate cables						✓
Replace cables	If stiffness continues after lubricating					
Check bilge pump operation	✓	✓	✓			✓
Check blower operation	✓	✓	✓			✓
Inspect shaft seal			✓			✓
Check shaft alignment/ensure it is within .003						✓
Check and tighten motor mounts						✓
Tighten pylon and tower mounting bolts	✓	✓	✓			✓
Tighten all hardware and fasteners						✓
Change engine oil and filter (every 50 hrs. or annually)						✓
Change transmission fluid every 300 hrs.				✓		✓
Change engine coolant					✓	
Check engine oil	✓					
Check transmission		✓				
Check water pickups for debris or marine growth		✓				
If equipped with a strainer, check and clean		✓				
If operated in salt water, flush engine/cooling system and boat		✓				

IF PROPELLER STRIKES AN OBJECT, INSPECT DRIVE TRAIN IMMEDIATELY!

270-HOUR SERVICE REQUIREMENTS

This service must be performed to keep warranty active.

Engine oil and filter must be changed every 50 hours. Please see your dealer.

ATX MAINTENANCE SCHEDULE	DAILY	WEEKLY	REGULAR	ANNUAL	EVERY 2 YEARS	500-HRS.
Smell bilge area for fuel vapors	✓	✓	✓			✓
Check and tighten all steering system bolts and connections						✓
Check rudder, tiller arm bolt and safety setscrew						✓
Lubricate rudder stuffing box and steering support tube						✓
Lubricate cables						✓
Replace cables	If stiffness continues after lubricating					
Check bilge pump operation	✓	✓	✓			✓
Check blower operation	✓	✓	✓			✓
Inspect shaft seal			✓			✓
Check shaft alignment/ensure it is within .003						✓
Check and tighten motor mounts						✓
Tighten pylon and tower mounting bolts	✓	✓	✓			✓
Tighten all hardware and fasteners						✓
Change engine oil and filter (every 50 hrs. or annually)				✓		✓
Change transmission fluid every 300 hrs.				✓		✓
Change engine coolant					✓	
Check engine oil	✓					
Check transmission		✓				
Check water pickups for debris or marine growth		✓				
If equipped with a strainer, check and clean		✓				
If operated in salt water, flush engine/cooling system and boat		✓				

IF PROPELLER STRIKES AN OBJECT, INSPECT DRIVE TRAIN IMMEDIATELY!

320-HOUR SERVICE REQUIREMENTS

This service must be performed to keep warranty active.

Engine oil and filter must be changed every 50 hours. Please see your dealer.

ATX MAINTENANCE SCHEDULE	DAILY	WEEKLY	REGULAR	ANNUAL	EVERY 2 YEARS	300-HRS.
Smell bilge area for fuel vapors	✓	✓	✓			✓
Check and tighten all steering system bolts and connections						✓
Check rudder, tiller arm bolt and safety setscrew						✓
Lubricate rudder stuffing box and steering support tube						✓
Lubricate cables						✓
Replace cables	If stiffness continues after lubricating					
Check bilge pump operation	✓	✓	✓			✓
Check blower operation	✓	✓	✓			✓
Inspect shaft seal			✓			✓
Check shaft alignment/ensure it is within .003						✓
Check and tighten motor mounts						✓
Tighten pylon and tower mounting bolts	✓	✓	✓			✓
Tighten all hardware and fasteners						✓
Change engine oil and filter (every 50 hrs. or annually)						✓
Change transmission fluid every 300 hrs.				✓		✓
Change engine coolant					✓	
Check engine oil	✓					
Check transmission		✓				
Check water pickups for debris or marine growth		✓				
If equipped with a strainer, check and clean		✓				
If operated in salt water, flush engine/cooling system and boat		✓				

IF PROPELLER STRIKES AN OBJECT, INSPECT DRIVE TRAIN IMMEDIATELY!

500-HOUR SERVICE REQUIREMENTS

This service must be performed to keep warranty active.

Engine oil and filter must be changed every 50 hours. Please see your dealer.

ATX MAINTENANCE SCHEDULE	DAILY	WEEKLY	REGULAR	ANNUAL	EVERY 2 YEARS	500-HRS.
Smell bilge area for fuel vapors	✓	✓	✓			✓
Check and tighten all steering system bolts and connections						✓
Check rudder, tiller arm bolt and safety setscrew						✓
Lubricate rudder stuffing box and steering support tube						✓
Lubricate cables						✓
Replace cables	If stiffness continues after lubricating					
Check bilge pump operation	✓	✓	✓			✓
Check blower operation	✓	✓	✓			✓
Inspect shaft seal			✓			✓
Check shaft alignment/ensure it is within .003						✓
Check and tighten motor mounts						✓
Tighten pylon and tower mounting bolts	✓	✓	✓			✓
Tighten all hardware and fasteners						✓
Change engine oil and filter (every 50 hrs. or annually)				✓		✓
Change transmission fluid every 300 hrs.				✓		✓
Change engine coolant					✓	
Check engine oil	✓					
Check transmission		✓				
Check water pickups for debris or marine growth		✓				
If equipped with a strainer, check and clean		✓				
If operated in salt water, flush engine/cooling system and boat		✓				

IF PROPELLER STRIKES AN OBJECT, INSPECT DRIVE TRAIN IMMEDIATELY!

ORIGINAL OWNER INFORMATION

Owner Name: _____

Address: _____

City: _____

State: _____

Zip: _____

E-mail: _____

Boat Number: _____

Date of Purchase: _____

Dealer: _____

SECOND OWNER INFORMATION

Owner Name: _____

Address: _____

City: _____

State: _____

Zip: _____

E-mail: _____

Boat Number: _____

Date of Purchase: _____

Dealer: _____

Ask about the transferable warranties.

FUEL LOG

DATE	GALLONS	HOURS	GALLONS/HOUR

DATE	GALLONS	HOURS	GALLONS/HOUR

FLOAT PLAN

Copy this page and fill out the copy before you boat. Leave the filled out copy with a reliable person who can be depended upon to notify the USCG or other rescue organization, should you not return as scheduled. Do not file this plan with the USCG.

Name: _____

Telephone: _____

Description of Boat: _____

Type: _____

Color/Trim: _____

Engine Type: _____ No. of Engines: _____

Horsepower: _____ Fuel Capacity: _____

Destination Est.: _____ Time of Arrival: _____

Expected to Return By: _____

If Not Returned By: _____ Call the Coast Guard, or: _____

Auto Type: _____ License Plate No.: _____

Parked: _____

Coast Guard Telephone Number: _____

Local Authority Telephone Number: _____

Survival Equipment

PFDs: _____ Flares: _____ Mirror: _____

Flashlight: _____ Paddles: _____ EPIRB: _____

Water: _____ Food: _____ Anchor: _____

Radio (Yes/No): _____ Type: _____ Freq.: _____

Persons Aboard

NAME	AGE	ADDRESS	TELEPHONE

Other Information: _____

_____

_____