

MONTARA

**MONTARA BOAT COMPANY
210 WILLIAMSON DRIVE
LOUDON TN, 37774
MONTARABOATS.COM
865.657.5158**

MONTARA

OWNER'S MANUAL

WELCOME TO MONTARA BOATS

As boaters we all notice the great divide when it comes to selecting our watercraft. Do you settle on a pontoon and sacrifice watersports such as wake surfing and wakeboarding? Or do you sacrifice comfort and space for a jetboat? In 2016 a group of boaters asked a far greater question, "Why not both?"

Every Montara is designed and built with that same best of both worlds' mentality, allowing families and friends to come together while enjoying everything all the water has to offer.

Prior to beginning your boating endeavors, please read this entire manual to ensure full understanding of the boat's operations and safety features. Also review the accompanying manuals for more detailed information on specific components of your Montara boat, and ask your dealer any additional questions you may have.

Keep this manual in the boat at all times for quick

reference when on the water. This manual contains the most up to date information and guidance at the time it is published, however, Montara Boats reserves the right to make updates to components or software at any time. Therefore, this manual may not cover all circumstances, due to changes after publication. For the most current information, contact your dealer or reference MontaraBoats.com. Please ask your dealer for more extensive and detailed information regarding your engine and other components supplied by different manufacturers.

Illustrations included in this owner's manual are representative only and are used for demonstrative purposes. These illustrations may not portray actual boat parts and structure.

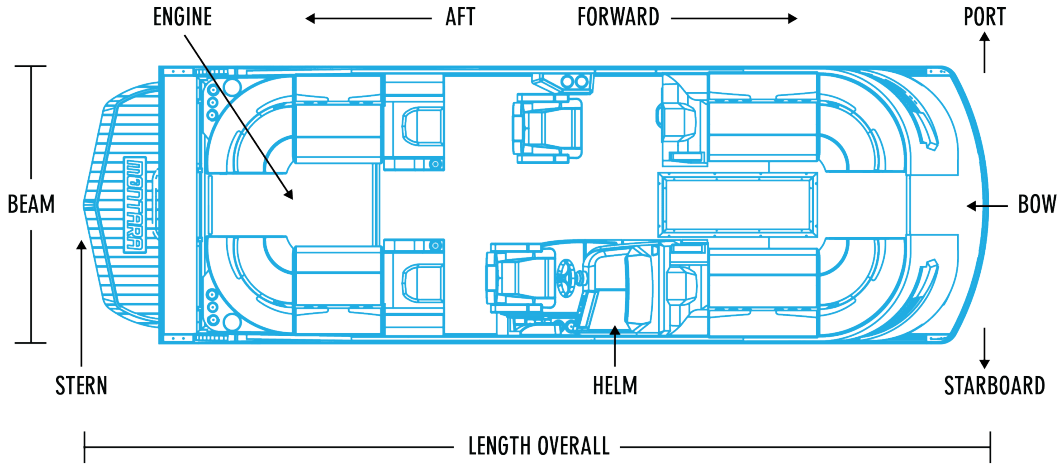
In the event that you sell your Montara boat, please pass this owner's manual on to the next owner.

Montara Boats is a member of the National Marine Manufacturer's Association.

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BOATING TERMINOLOGY



Aft: the stern area of the boat.

Aground: touching the bottom of the boat to the ground under water.

Amidship: the middle section of the boat.

Anchor: a heavy object which digs into the ground under water when mooring a boat.

Ballast: a heavy object or a large amount of water used to stabilize a boat or modify wakes.

Beam: the width of a boat at its widest point.

Engine: powers a boat for propulsion through the water.

Bilge: area in the lowest portion of the hull of a boat.

Bow: the forward portion of a boat.

Capsize: when a boat overturns in the water.

Cleat: a sturdy piece of metal or wood used to tie ropes to when mooring a boat.

Deck: a permanent covering over a certain area of a boat.

Draft: the distance between the lowest point on the hull bottom and the waterline.

Fender: a bumper placed between the boat and another object used for protection between the two surfaces.

Flare: a pyrotechnic device used as an emergency signal when a boat is in distress.

Forward: the bow area of the boat.

Give-Way Vessel: the vessel that must change course when two vessels approach each other.

Gunwhale (Gunnel): the top edge of a boat's hull.

Helm: the area around the steering wheel dedicated to operating the boat.

Hull: the body of a boat including the bottom, outsides, and deck.

List: tilting of a boat to one side or another.

Mooring: to tie up a boat to an object on the water.

Navigation Lights: a set of lights used for navigation in low light situations.

PFD: Personal Flotation Device or lifejacket.

Planing: the speed at which a boat rises to move higher on the water at a flat or almost flat angle.

Porpoise: when the boat moves up and down over the water continuously.

Port: the left side of a boat.

Propeller: a series of blades that rotate to propel the boat.

Right-Of-Way: the legal right to pass through an area or proceed when other boats are approaching.

Stand-On Vessel: the vessel that must maintain its course when two vessels approach each other.

Starboard: the right side of a boat.

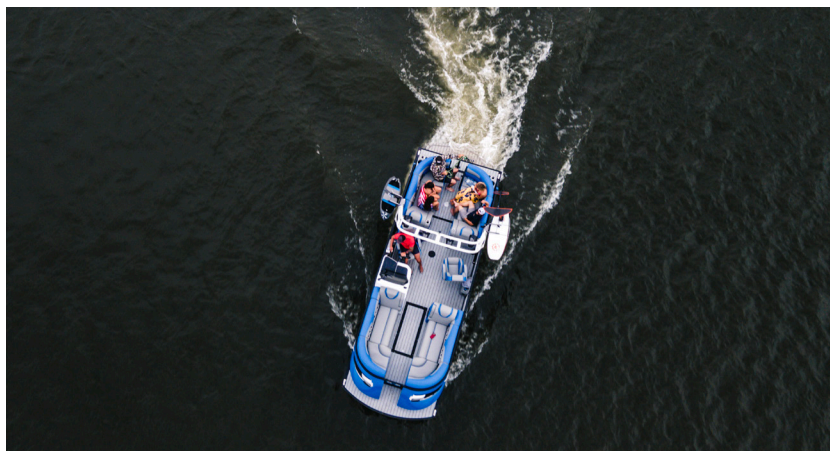
Stern: the back of a boat.

Stow: to store or put away objects in storage spaces.

Transom: the flat vertical surface at the stern of a boat.

Underway: when a boat is moving through the water.

Visual Distress Signal (VDS): an emergency signal used to notify other boaters of the need for assistance.



SAFETY INFORMATION

This owner's manual is not all inclusive of every hazardous situation and the operator may have to make common sense decisions in short order to adapt to new situations. As a boater, you choose to operate a boat or participate in boating at your own risk. Use the guidelines in this owner's manual to stay as safe as possible.

You will see these safety alert symbols throughout the manual which warn you of hazardous situations that may cause personal injury, property damage, or death. In addition to the safety advice in this manual, also use common sense and caution when operating your boat.

DANGER

This symbol is to warn you of serious situations which will result in severe injury or death if not avoided.

WARNING

This symbol warns you of potentially serious situations which could result in severe injury or death.

CAUTION

This symbol warns you of potentially hazardous situations that could result in minor to moderate injury or property damage.

GENERAL SAFETY PRECAUTIONS & PREPARATIONS

Before operating your boat, it is recommended that you educate yourself thoroughly on safety, rules of the waterways, and operations for your boat. Montara recommends taking a boater's safety course in addition to reading this manual to ensure that you are very familiar with boating situations, rules, and regulations. Some states require a boater's license to operate. Check with your state or dealer to determine if you are required to have a license. Find boater's safety courses or additional information through the US Coast Guard Auxiliary, National Safe Boating Council, American Red Cross, USA Waterski and Wakesports, or US Power Squadrons.

In addition to ensuring your thorough understanding of operating on the water, ensure that your passengers are aware of the locations of safety features, how to handle safety situations, and how to assist or protect themselves in the case of an emergency.

 **DANGER**

Never operate a boat under the influence. Boating while intoxicated is illegal in every state and is extremely dangerous to yourself & others. Substances like alcohol and drugs decrease reaction time, impede judgement,

and impair vision and are not safe to use when boating. Refer to the US Coast Guard website for more information on the dangers and regulations for boating under the influence: www.uscgboating.org/recreational-boaters/boating-under-the-influence.php

 **DANGER**

When operating your boat, use the engine emergency safety-stop lanyard. The lanyard attaches to the driver's wrist, lifejacket, or body, and the switch attaches to the ignition. The purpose of this engine emergency safety-stop lanyard is to immediately stop the engine in the case that the operator is thrown overboard or leaves the helm. This will prevent the boat from continuing to operate without a driver, in turn preventing serious damage to yourself and others on the water as well as extensive property damage. As of April 1, 2021, operators of boats less than 26 feet in length that generate more than 115 lbs of static thrust, are required to use the engine emergency safety-stop lanyard when the vessel is on plane or above displacement speed in federal navigable waterways. Wearing the engine emergency safety-stop lanyard is not required by law when an operator is docking, launching, loading a boat

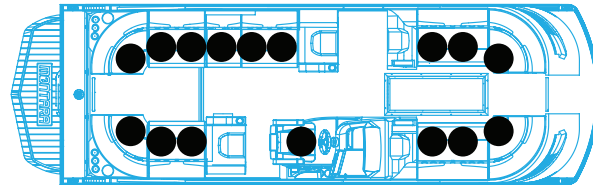
on a trailer, trolling, or operating in no wake zones. Check your state and local regulations to see if this law applies in your waterways.

⚠ DANGER

Prior to starting the engine at every boating excursion, operate the Vent System Intake and Vent System Exhaust (Blower) for 5 minutes. This will ensure that any fuel vapors lingering in the engine compartment will get flushed out before igniting the engine starter. In the case that there are fuel vapors and you do not operate the Vent System Intake and Vent System Exhaust, the engine could explode, causing serious injury or death to passengers. Before starting the engine or operating the boat, also inspect the engine for gas or oil spills or suspicious vapors that could be deadly. In the event that you do see a gas or oil spill or vapor leak, **DO NOT** start your engine. Contact your dealer for maintenance and information.

When loading passengers and gear onto the boat, refer to the seating diagrams below for guidelines on where to load weight for most efficient operation. If weight is

distributed unevenly, the boat may not operate correctly or efficiently, and you run the risk of dislodging passengers and/or gear from the boat when operating at high speeds or in rough conditions. The operator is responsible for using best judgement when loading the boat.



Follow the manufacturer's capacity guidelines when loading the boat and do not exceed the boat's capacity rating.

⚠ WARNING

Do not exceed the boat's capacity rating. If you exceed the capacity, you will risk the boat becoming unstable, flooding or swamping the boat, or capsizing. An overloaded boat can quickly become very difficult to handle. Find the capacity sticker for your boat on the left side of the dash.

MAX CAPACITY
OF PERSONS

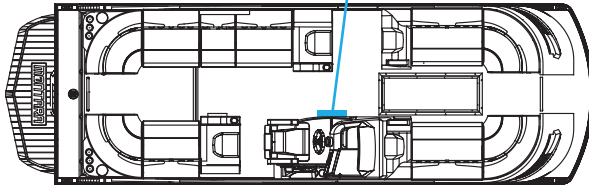
TOTAL MAX
CAPACITY

MAXIMUM CAPACITIES

16 PERSONS OR 2520 LBS

3812 LBS. PERSON, MOTOR, GEAR

CAPACITY STICKER



Passengers should never sit on the tower or on seat backs or sun pads when the boat is in operation. Ensure that all passengers are seated in a proper location when the boat is in motion and retain a clear line of sight for the operator. Keep all gates and doors closed when operating the boat.

Prior to operation, inspect all safety equipment including lifejackets and throwables, fire extinguishers, horn, etc. to ensure that they are in working condition.

Prior to, and when boating, always be aware of changing weather conditions. Check the weather forecast before you go out on the water and pay attention to changing weather signals in your area. Severe weather change can occur rapidly. To ensure the safety of you, your passengers, and your property, do not get caught on the water in severe weather.

In the case that you do get caught in a severe weather situation, wear Personal Flotation Devices and instruct your passengers to do the same. Reduce your operating speed and head for shore or harbor if it is safe to do so. Empty all ballast tanks and run the bilge pump or ensure that it is set to run automatically. If necessary, seat passengers on the center line of the floor of the boat to keep them sheltered and to keep the boat balanced. Seek shelter on shore when possible, or anchor the boat if it is not possible to get back to shore. Avoid operating in lightning and high winds. If you are aware of lightning in the area, avoid touching metal portions of the boat including handrails, windscreen, tower, and cleats.

Do not modify the fuel system in your boat. Montara Boats and PCM Engines have manufactured your boat to run as it is when you receive it. Modifying the fuel system or engine may cause severe damage to the boat and/or serious injury to passengers.

BOATER'S RESPONSIBILITIES

NEW BOAT OWNER'S RESPONSIBILITIES

Dealer Responsibilities upon purchase:

- Explain the terms of your Montara Warranty (see the section of this manual titled "Warranty").
- Explain how to obtain warranty service when necessary.
- Complete and sign the pre-delivery service list from the Montara factory. Review this list with the new owner.
- Provide thorough instruction on all boat operations and components.
- Complete the Montara warranty card & return to Montara Boats factory.

Owner responsibilities upon purchase:

- Discuss the terms of your Montara warranty with your dealer.

- Discuss how to obtain warranty service when necessary with your dealer.
- Sign off on the pre-delivery service list from the Montara factory. Review this list with your dealer.
- Verify that the completed warranty card is sent to the Montara factory.
- Fill out and send in all other warranty cards found in your owner's manual packet for components not manufactured by Montara Boats, i.e. PCM Engine, etc.
- Inspect the boat to ensure that it is in working condition.
- Read all manuals supplied with the boat.
- Schedule your boat's 20 hour check up with your dealer.
- Register your boat with your state.
- Acquire proper boater's insurance.
- Acquire state required safety equipment.

OWNER RESPONSIBILITIES AT EVERY USE

- Maintain all components of the boat and safety equipment and confirm that the boat is in top operating condition.
- Know how your boat operates and handles, where equipment is located, and what to do in all situations on the water, including hazardous situations that may unexpectedly arise.
- Know and obey the rules of the waterways you operate in – federal, state, and private waterways may have differing regulations.
- Before starting any voyage, train passengers & crew in safety and how to handle hazardous situations in the case that they may arise.
- Comply with all environmental regulations in the area you are boating in.
- File a float plan and leave it with a relative or friend. A float plan is a written document that includes records of the location you will leave from, your destination, passengers on board, and approximate time of return. Find sample float plans on the US Coast Guard website, found here: floatplancentral.cgaux.org/download/USCGFloatPlan.pdf.
- Always load the boat evenly and within the limits of the boat's capacity.
- Check the weather to ensure safe boating conditions, and be aware of changing weather and how to respond accordingly.
- Avoid using alcohol and drugs when operating the boat.
- Ensure a clear view around all sides of the boat at all times, especially forward. Scan the water as you move around.

EQUIPMENT MANUFACTURER MANUALS

- Review all manuals available at montaraboats.com in addition to this one. If you come across conflicting instructions in operation or maintenance between this manual and one of the included, default to the information in the manufacturer manuals. In some cases, the Montara Owner's Manual only summarizes information found in the included manuals.

BOATING LAWS & REGULATIONS

LAW ENFORCEMENT

In the event that your boat is hailed by a Coast Guard law enforcement officer, you are required to pull over and allow them to board your vessel if asked. Other federal, state & local law enforcement are also permitted to board your boat. If you fail to comply with equipment requirements under federal law, you may receive a fine according to the Inland Navigation Rules Act of 1980 (USCG). Review the act online to ensure that you comply with equipment requirements and other regulations under the Act.

In many states, US Coast Guard Auxiliaries or state officials conduct voluntary inspections of your boat to ensure that your safety equipment and features meet regulations. You may consent to one of these inspections and are given time to make necessary modifications to your boat's equipment and safety equipment without prosecution. Check with your state or the US Coast Guard Auxiliary for more information.

ILLEGAL USE OF ONBOARD EQUIPMENT

Inappropriate use of onboard equipment such as radios and telephones may result in a \$10,000 fine or imprisonment. If you use obscene, indecent or profane language in conversation over the radio, you are subject to these punishments. Improper use of the distress channel, 16 VHF-FM, can also result in hefty punishments. This channel is meant for emergencies only and is not to be used for conversation.

SPEED & NOISE REGULATIONS

Follow state and local speed and noise regulations and trailer specifications.

- Contact local sheriff marine patrol, coast guard office, or state department of natural resources for regulations

- Follow all speed limit or no-wake zone regulations on the water

ACCIDENT REPORTING

As a boat owner, you are legally responsible for damages or injuries caused by your boat, even if someone else is operating at the time of incident. Be sure to obtain proper insurance before operating your boat for the first time, and maintain your insurance policy as long as you own your vessel.

Boat operators are required by federal law to complete an accident report and file it with the state reporting authority for any accidents involving the following situations:

- A person dies
- A person is injured and requires medical treatment beyond first aid
- A person disappears from the vessel under circumstances that indicate death or injury
- Damage to vessels and other property totals \$2,000

(lower amounts in some states and territories).

- The boat is destroyed.

Report Timelines:

- Within 48 hours if a person, dies within 24 hours, is injured and requires medical treatment beyond first aid, or disappears from the vessel under circumstances that indicate death or injury.
- Within 10 days of the occurrence or death if earlier reporting is not required.

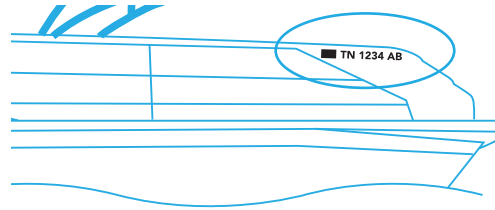
In the case that the boat operator has deceased, the boat owner must fill out the report. Accident report forms may be found on the US Coast Guard's Directive and Publications Division Website.

The Federal Boat Safety Act of 1971 requires boat operators involved in accidents to assist all others involved in the accident. Federal law also requires boat operators to respond to any visual or auditory distress signal from another watercraft and provide immediate aid unless the situation endangers you or your passengers or is out of you or your watercraft's capability. Good Samaritan law protects you from civil liability for assistance provided in an emergency situation. Review the section 'Hazardous Situations Requiring Safety

Knowledge' for guidance on how to handle certain boating situations.

BOAT REGISTRATION

All states require owners to register their boat with the state authority or the US Coast Guard. Boaters should keep the registration certificate number handy anytime the boat is in use, and registration numbers and validation stickers must be displayed on the boat in the correct location. See diagram for proper number placement. Stickers should be displayed on the forward half of each side of the vessel. Validation stickers should be located within 6" of the registration number. No other letters or numbers may be displayed in this area. The numbers must be 3" or more in height, spaced a number's width apart. If a boater moves to a different state, the registration sticker from the previous state is valid for 60 days and must be renewed in the new state of residence. Registration is critical to the safety of your boat in the case that it becomes lost, stolen, destroyed, sold, or recovered. If one of these circumstances occurs, it must be reported to the agency which issued the registration within 15 days.



It is also important to know the location of your boat's Hull Identification Number (HIN). The HIN is a completely unique number specific to your individual boat. This number can also be used to identify a lost, stolen, destroyed, sold, or recovered boat, and is also tracked by the Montara factory and dealership in case of service or warranty needs. Your boat's HIN is located on the starboard transom.



BOATING UNDER THE INFLUENCE

Boating under the influence of alcohol or drugs is a federal offense and is extremely dangerous to the operator, passengers, other boaters, and personal property. Operating a boat under the influence impairs judgement, balance, vision, and coordination and is the cause of many boating accidents involving capsizing and persons falling overboard. Boating under the influence is heavily regulated by law enforcement and is subject to large fines, jail time and withdrawal of boat operating privileges. Never operate a boat while under the influence of alcohol or drugs.

ENVIRONMENTAL SAFETY

The Clean Water Act prohibits discharge of any pollutant into navigable waters of the US unless a permit is obtained. Fines may incur for failure to follow the regulations under this act. The US Coast Guard prohibits

dumping of plastics anywhere and restricts the dumping of other types of waste within specific distances from shore. Garbage and waste can kill fish and wildlife, damage other boats, and litter public areas.

AQUATIC INVASIVE SPECIES

Aquatic Invasive Species are plants and animals that are introduced to non-native waterways which may cause environmental or economic damage, and detriment to human health. It is each boat operator's responsibility to prevent the spread of aquatic hitchhikers in order to prevent negative impacts to waterways. After each outing on the water, clean, drain, and dry your boat to prevent the spread of these invasive species.

- **Clean** – Inspect the boat's hull and any recreational equipment used in the water for aquatic plants, animals, and debris. Remove, rinse, or wash off the debris from the boat, trailer, and equipment away from waterways, storm drains, and ditches. Flush the

engine with clean water. Review the PCM Engines Owner's Manual for instruction on how to do so.

- **Drain** – Drain all water from the bilge, engine, and ballast tanks.
- **Dry** – Allow 5 days for the boat to dry in a well-ventilated area before launching it in a new body of water.

Some waterways require inspection or decontamination of the boat and equipment before or after operation. Check with local authorities to see if an inspection is required.

RULES OF THE WATER

There are general rules of the open water just as there are traffic laws when operating cars and motor vehicles on the streets. Refer to the US Coast Guard Auxiliary, Department of Motor Vehicles, or Department of Natural Resources for more specific rules and explanations on the rules of boating and waterways.

RIGHT OF WAY

Boats with less maneuverability generally have the right of way over boats under power. The boat with the right of way in any situation is the stand-on vessel, and the boat that must yield to the stand-on vessel is called the give-way or burdened vessel. When two boats meet, the stand-on vessel should maintain its course unless to avoid collision, and the give-way vessel should allow the stand-on vessel plenty of room to continue its path. The give-way vessel must slow down or change course and avoid cutting in front of the stand-on vessel.

Unless under power, sailboats have the right of way in any situation over power boats. If a sailboat is using engine power to move, it should be considered a power boat, even if the sails are deployed, and general right-of-way rules pertain. Fishing vessels with lines, trawls, or nets, but not with trolling lines also have the right-of-way over powerboats. Fishing and sailing vessels may not block or impede danger on powerboats crossing through narrow channels.

The General Prudential Rule states that if a collision is impending, neither boat has the right of way any

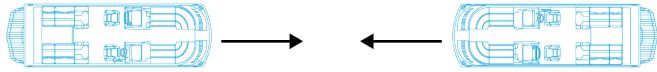
longer, and boat vessels should take necessary steps to avoid collision. It states, "In construing and complying with these rules, due regard shall be had to all dangers of navigation and collision, and to any special circumstances, including the limitations of the vessels involved, which may make a departure from the above rules necessary to avoid immediate danger."

MEETING, CROSSING, OVERTAKING

When meeting another boat head-on, neither boat has the right-of-way and both boats should expect to move out of the way. When passing the vessel, it is best to keep it on your port side. When port-to-port passing, use one short blast of the horn to signal your intentions. When starboard-to-starboard passing, use two short blasts to signal your passing.

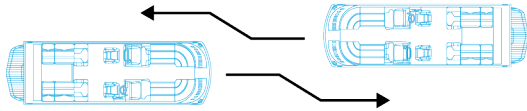
Meeting Head-On

Port-to-Port Passing (preferred)



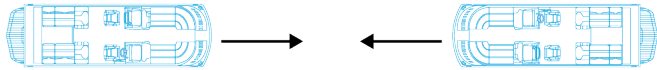
1 short blast (1 sec.)

1 short blast (1 sec.)



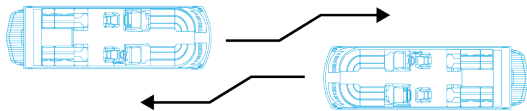
Meeting Head-On

Starboard-to-Starboard Passing

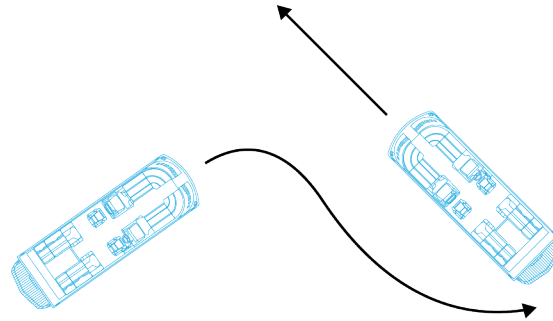


2 short blasts (1 sec. each)

2 short blasts (1 sec. each)



Crossing



Give-Way Vessel

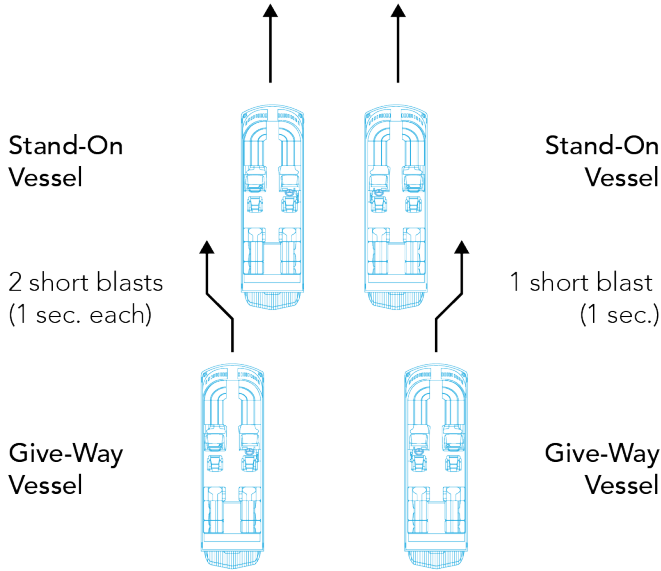
Alter course
to pass behind
1 short blast (1 sec.)

Stand-On Vessel

Maintain course
and speed
1 short blast (1 sec.)

When two boats are crossing each other's paths, the vessel that sees the other vessel on its starboard side must give-way to the stand-on vessel. The vessel that sees the other vessel on the port side has the right-of-way.

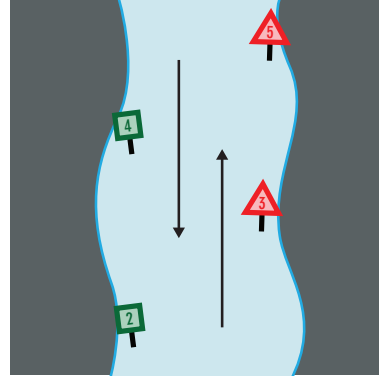
Overtaking



When passing another vessel, the boat you are passing is the stand-on vessel and has the right to remain on course.

BUOYS & MARKERS

LATERAL AIDS



Green aids: Pass on the right of these buoys when traveling upstream or on the left when traveling downstream. These buoys mark the left side of the channel when traveling upstream.

Red aids: Pass on the left of these buoys when traveling upstream or right when traveling downstream. These buoys mark the right side of the channel when traveling upstream. Remember, red, right, return – the red buoy will be on the right when returning upstream.

REGULATORY MARKERS



Danger buoy – a white buoy with orange stripes on the top and bottom. The danger buoy will have an orange triangle with black text inside, alerting boaters of the danger. Steer clear of these buoys



Restricted Operations – a white buoy with orange stripes on top and bottom and an orange circle on it with instructions written in the middle. These are usually speed controlled areas.



Exclusion - a white buoy with orange stripes on top and bottom and an orange diamond with a cross in it. Instructions written below the diamond will instruct boaters to keep out of these areas.

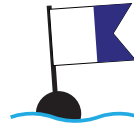


Information - a white buoy with orange stripes on top and bottom and an orange square with informational words written inside it. These buoys will mark boat ramps, gas docks, directions, distances, etc.

OTHER MARKERS



Diver's flag – divers are required to use a flag when underwater. Boats should stay at least 50 feet away from these flags and should pass at idle speed within 200 feet.



Alpha Flag – A vessel is restricted in operations and is usually involved in diving procedures. Keep away from these boats and use extreme caution when passing.



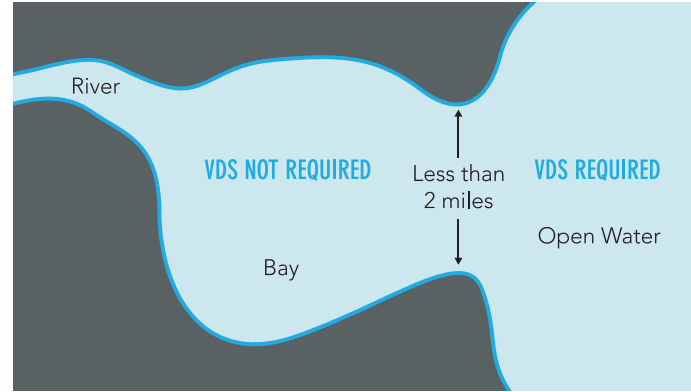
SAFETY GEAR & EQUIPMENT

Boat owners and operators are responsible for supplying all state-required safety equipment and keeping equipment in easily accessible locations on the boat. Check with your state for a list of required boater's safety equipment.

FEDERALLY REQUIRED SAFETY EQUIPMENT

Federal law requires the following safety equipment:

- One wearable US Coast Guard approved Personal Flotation Device (PFD) per person on board
 - PFDs save lives, but only if you wear them. Weak swimmers and children should wear PFDs at all times when on or around the water. Check with your local regulations to see what ages are required to wear PFDs at all times.
 - If not worn, PFDs must always be readily accessible and should never be stowed or locked away in boat compartments.
- One Type IV throwable flotation device
- Visual Distress Signals (when boating on the Great Lakes, US coastal waters, open seas, or open waterways connected directly to areas that are less than two miles wide.)



- Visual distress signals may be pyrotechnic or non pyrotechnic. Pyrotechnic signals include devices that produce flares or smoke. These signals have expiration dates that must be monitored. If a device is expired, it may be used as a back up signal, but does not count as a required signal. Take care in storing pyrotechnic devices. Keep them in readily accessible locations, but out of reach of children. A minimum of three day pyrotechnic signals and three night pyrotechnic signals are required. Alternatively, non-pyrotechnic signals such as an orange distress flag or an electric distress light may be used. Use

of visual distress signals is prohibited unless used for emergency situations. Refer to the US Coast guard's requirements on non-pyrotechnic signals. Consider keeping various types of distress signal on board in case of failure of one type of signal or another.

- US Coast Guard approved fire extinguisher
 - Montara boats are equipped with an automatic fire suppression system located in the engine compartment that is designed to activate automatically in the event of a fire. This system will release a clean-agent chemical which will not leave residue behind. Once the system has been activated, see your dealer for a replacement canister. Do not operate your boat without a working fire extinguisher. For more information on your boat's fire suppression system, review the Fire Boy Manual at www.fireboy-xintex.com/legacy-product-brochures-manuals
- Ventilation System
- Backfire flame arrestor
- Sound producing devices
 - Montara Boats equips all vessels with an electric

horn. This can be operated from the 'horn' button on the dash. The horn should never be abused or used for unnecessary situations. However, use your sound producing device when overtaking other vessels, in periods of reduced visibility, or in emergency situations. Montara Boats recommends purchasing after market whistles or other non-electric sound producing devices in case of electrical failure onboard. Use the following guidelines for signaling information to other boaters:

- One Prolonged Blast = Warning signal
- One Short Blast = Pass on my port side
- Two Short Blasts = Pass on my starboard side
- Three Short Blasts = My engine is in reverse
- Five or More Blasts = Danger Signal
- Navigation Lights
 - Your boat's red and green navigational lights are located on the port and starboard sides of the bow of the boat, and your white anchor light is located on the top of the tower or bimini. To turn on your navigational lights, select the Nav/

Anchor icon on the switches page of the 5" touch screen or use the Nav/Anc Button in the 8 button pack. Use navigation lights between sunset and sunrise, or in conditions of restricted visibility such as fog or rain.



RECOMMENDED EQUIPMENT

- Anchor and at least 75 ft of line
- Dock fenders
- First aid kit
- Paddle
- Waterproof flashlight
- VHF radio
- Sunscreen
- Boat hook
- Compass
- Foul weather gear and warm clothing
- Ring life buoy with line
- Tow line
- Mooring lines
- Sea anchor
- Emergency drinking water and food
- Manual bailing device for removing water
- Day & night visual distress signal
- Airway breathing tube
- Local navigational charts
- Extra engine oil
- Tool kit

**HAZARDOUS SITUATIONS
REQUIRING SAFETY
KNOWLEDGE**

FIRST AID

Boat operators should maintain a general knowledge of first aid & CPR in the event that medical conditions arise. You can obtain First Aid and CPR certifications through the American Red Cross or American Heart Association.

AVOID HAZARDOUS SITUATIONS

Boat operators are responsible for the safety of their passengers and those around them. The best way to avoid dangerous situations is to be prepared, be aware, and know when to steer clear of hazards at any time. Avoid the following situations, just to name a few, when on the water:

- Boating near dams or spillways
- Strong currents or water turbulence
- Operating in shallow water
- Operating in water with weeds or underwater growth
- Severe weather conditions

CARBON MONOXIDE

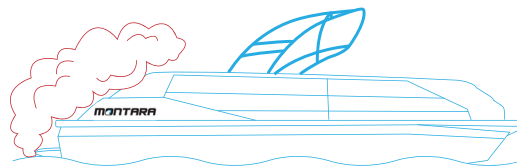
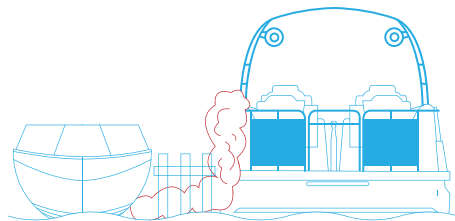
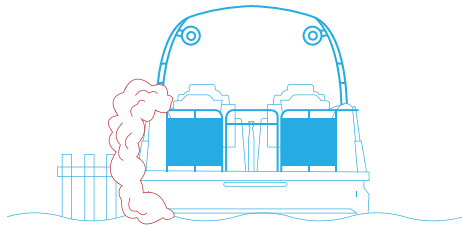
DANGER

Exhaust fumes from your boat's engine release a chemical called Carbon Monoxide, which can be deadly. Carbon monoxide is a colorless, odorless, poisonous gas that, if inhaled, reduces oxygen in the blood and shuts down bodily systems, causing injury or death. Carbon monoxide accumulates near exhaust vents located at the stern of the boat. Do not swim or sit near the stern of the boat when the engine is running. Doing so is extremely dangerous and will likely result in serious injury or death.

Early symptoms of carbon monoxide poisoning include itchy or watery eyes, headache, lack of coherence, nausea, dizziness, fatigue, vomiting, and overall weakness. Physical exertion can accelerate these

symptoms. If you or a passenger experiences these symptoms, take action immediately. Shut off the engine and evaluate the area where the person was poisoned. Ventilate the area if possible, and remove the person from the area when it is safe to do so. Monitor the victim. If the victim stops breathing, seek emergency assistance and administer oxygen. Start CPR if the victim loses a pulse.

Carbon monoxide can accumulate in certain areas in or around your boat without you noticing. Be aware of these areas and ensure proper ventilation before entering them.



FIRE

Following a few simple steps will go a long ways in preventing fire hazards on your Montara Boat.

- Before operating your boat, check the system for fuel leaks.
- Before using cleaning products on your boat, check warning labels to ensure they are not flammable.
- Perform routine maintenance on your boat outlined in the Maintenance section of this manual and/or

have a certified dealer perform maintenance.

- Ventilate the boat and surrounding areas when cleaning, painting, or cooking, and cook with only approved marine cooking & heating systems onboard.

In the event of a fire onboard, you will have to make quick and smart decisions to protect yourself and your passengers. Know the steps for extinguishing a fire when possible, or abandoning ship if necessary, before you venture out on the water.

Your Montara Boat is equipped with an automatic fire suppression system located in the engine compartment. When activated, storage cylinders will release a clean agent gas that floods the engine compartment to suppress fires. The clean agent is automatically released if the temperature in the engine compartment triggers a bulb type sensor when overheated. When activated, the system will also shut off the engine and blower system immediately. In the case that you need to manually activate the fire extinguisher, shut down the engine and blower system, locate the manual release handle aft of the drivers cup holders at the helm, pull the pin, and lift the lever.



DANGER

Do not restart your engine after a fire unless it is determined that the cause of the original fire will not ignite a second fire. If there is risk of reactivating the fire, do not start the engine, and have another boat tow your boat back to shore. Contact your authorized Montara dealer for repairs and maintenance after a fire.

If a fire extinguisher is activated at any time, consult your dealer for obtaining a new extinguisher. Never operate your boat without a working fire extinguisher on board. Routinely check your fire extinguisher for leaks and tamper indications. Check the pressure gauges to make sure they are in operable range, and look over the system for any other damage including rust or corrosion.

If the on-board fire extinguisher does not quickly suppress the fire, it may be necessary for passengers to abandon ship. With life jackets on, swim upstream and upwind from the boat as quickly as possible. Gasoline can float on the surface of water and spread away from the boat, leading fire further out into the water. Fires involving the engine or fuel system could lead to explosion. Seek help from other boaters or swim to a safe location.

MEANS OF REBOARDING

If a passenger falls overboard, be aware of their location in the water. If they are at risk of making contact with the propeller, immediately turn the engine off. Otherwise, turn the boat around and pull up to the side of the passenger to allow them back on board. When you are close to the person, turn off the engine and help them re-board the boat from the transom ladder located under the swim platform. If the person cannot swim, toss them the throwable personal flotation device and extend a line, paddle, or boat hook for them to grab onto. If the person has sunk under the water, do not start the engine

until it is safe to do so. Contact an emergency rescue team immediately.

CAPSIZING

Capsizing can occur in many different situations. To prevent capsizing, always load the boat evenly with weight distributed evenly across the boat. Montara Boats are designed to be steady and float upright, however capsizing may occur in bad weather, high waves, or from damage to the underside of the boat or collision with another boat or underwater object. In the unlikely event that the boat capsizes, make sure all passengers are accounted for and stay with the boat. Do not panic or try to swim for shore. A capsized vessel may recover on its own, and most trailer sized vessels will remain afloat even when flooded or overturned. Seek immediate assistance from rescuers.

STAYING AFLOAT & COLD WATER SURVIVAL

If you or your passengers have been thrown overboard or the boat has capsized in cold water, remain calm. Cold water can induce rapid breathing, hypothermia, cardiac arrest, or other conditions that could lead to drowning and death. Keeping calm can slow the onset of such conditions. In the case that you are required to enter cold water or are thrown overboard, wear a personal flotation device, do not remove clothing, and keep your head out of the water if possible. With your knees bent, float and paddle on your back to safety. Review information on the US Coast Guard Auxiliary website for more preparation for cold water situations.

RUNNING AGROUND

Be aware of depths in waterways where you are boating. If your boat runs aground, first check all passengers for injury. If injury has occurred, seek help and perform first

aid. Secondly, inspect the boat for hull and propeller damage and water leaks. If leaks can be stopped, cautiously return to shore or a dock & have boat checked by an approved Montara dealer. Do not try to outrun a significant leak, as it may cause water to more quickly enter the boat and sink it. Call or signal for assistance and have someone tow the boat to shore. Abandon ship if necessary.

SAFETY FOR IN-WATER ACTIVITIES

Before participating in watersport activities, participants should be familiar with safety precautions and communicative signals with the driver. Take a water safety course to learn more about the dangers as well as rewarding experiences of water sports. Be aware at all times of your surroundings as a water sports participant, and stay out of serious danger zones.

Drivers should also be familiar with safety precautions for towing water sports participants. Take a boater's safety

course to learn the guidelines, and spend time observing someone with experience driving for water sports before you try it.

Here are some guidelines for participating in water sports:

- Wear a personal flotation device at all times
- Only capable swimmers should participate
- Stay away from other boats when you are towing or if they are towing. Do not follow in the wakes of another boat with a skier, wakeboarder, tuber, or surfer. Doing so is not a safe practice and could require quick movements if the person falls.
- Never enter the water or jump from the boat when the engine is turned on.
- If a person has fallen, pick them up immediately. This person may not be seen by other approaching boats, and their life could be in danger. Approach the swimmer on the side opposite the wind so as not to run over them, and approach with the swimmer on the starboard side of the boat to provide the driver the best visibility to the swimmer.

- Never participate in watersports at night.
- Never ride on the swim platform when the boat is running.
- Never surf, ski, or tube within 6 feet of the transom.
- Do not tow a watersports participant in restricted areas.
- Never put your arms or head through the handle of the rope and do not wrap the rope around any body parts.

 **CAUTION**

Do not overload the tower or tow more than one skier or wakeboarder at a time. Doing so will void your tower's warranty and create tower failure, resulting in property damage or serious injury. Do not tow tubes or inflatables from the tower.

- Drivers, participants, and spotters should know the water sports hand signals.
 - Speed up - Thumbs up
 - Slow down - Thumbs down

- Immediately stop the boat - Draw a line across the throat with finger
- Turn the boat around – with a finger pointed upward, spin it in a circle
- Return to the dock – pat the top of your head
- Speed and boat path are okay - Ok hand signal
- Skier is okay after falling – hands clasping above head

⚠ DANGER

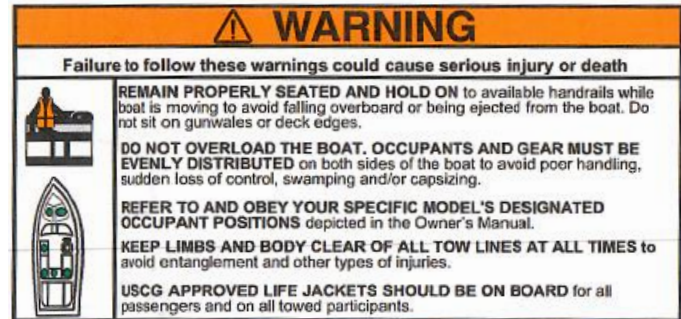
The boat's propeller may cause serious injury or death. Swimmers must stay out of the way of the propeller. Boat operators should shut off the engine when swimmers are in the water, on sunpads, or on the ladder.

⚠ DANGER

Any closer exposure than 6 feet of the transom increases risk of carbon monoxide poisoning which could lead to serious injury or death. Maintain a safe distance from the transom when the boat is ON. Always turn the engine OFF when a swimmer or skier is in the water within 6 feet at any time.

BOAT SAFETY LABELS

Adhere to all instructions on boat safety labels for your and your passengers' safety. If you do not follow instructions on safety labels, you are putting yourself and others at risk for serious injury, death, or property damage. If a label is missing or damaged, contact your Montara dealer to request a replacement label immediately. The following images are a few of the labels that you will find around your boat.




⚠ DANGER



CONTACT WITH A SPINNING PROPELLER WILL CAUSE SERIOUS INJURY OR DEATH.

STAY CLEAR OF BOAT AND STAY OFF SWIM PLATFORM WHILE ENGINE IS RUNNING.


⚠ DANGER




Carbon monoxide (CO) can cause brain damage or death. Engine and generator exhaust contains odorless and colorless carbon monoxide gas. Carbon monoxide will be around the back of the boat when engines or generators are running. Move to fresh air if you feel nausea, headache, dizziness or drowsiness.

⚠ WARNING

Failure to follow these warnings could cause serious injury or death



ONLY USE THIS TOW PYLON FOR WATERSKIING, BOARDSKING, OR RECREATIONAL TOWABLES.



DO NOT USE THIS TOW PYLON FOR PARASAILING, KITE FLYING, PYRAMIDS, GROUP PULLS, BAREFOOT/TEACHING BOOMS, PYLON EXTENSIONS OR TOWING OTHER BOATS.

DO NOT SIT IN THE PATH OF THE TOW LINE when it is in use.

WARNING


GASOLINE VAPORS CAN EXPLODE. BEFORE STARTING ENGINE, OPERATE BLOWER 4 MIN. AND CHECK ENGINE COMPARTMENTS FOR GASOLINE LEAKS OR VAPORS. RUN BLOWER BELOW CRUISING SPEED.

⚠ WARNING

Failure to follow these warnings could cause serious injury or death



- GASOLINE VAPORS CAN EXPLODE. BEFORE STARTING ENGINE:**
 - OPERATE BLOWER for 4 minutes
 - CHECK THE ENGINE COMPARTMENT for gasoline vapors by sight and smell.
- OPERATE BLOWER** to clear gasoline vapors from engine compartment when engine is idled, while below cruising speed and after stopping engines.
- CARBON MONOXIDE (CO) CAN CAUSE BRAIN DAMAGE OR DEATH.**
 - Engine exhaust contains odorless and colorless carbon monoxide gas.
 - Signs of carbon monoxide poisoning include nausea, headache, dizziness, drowsiness, and lack of consciousness.
 - MOVE TO FRESH AIR if anyone shows signs of carbon monoxide poisoning.
 - SEE OWNER'S MANUAL for additional information regarding carbon monoxide poisoning.
- CHECK WEATHER FORECAST BEFORE DEPARTING DOCK** and heed all weather advisories.
- WEAR SAFETY LANYARD** at all times while operating boat to prevent unmanned boat operation.
- NEVER OPERATE WHILE UNDER THE INFLUENCE** of drugs or alcohol.
- DO NOT OVERLOAD THE BOAT. ENSURE THAT WEIGHT IS PROPERLY AND EVENLY DISTRIBUTED** fore and aft and on both sides of the boat to avoid poor handling, sudden loss of control, swamping and/or capsizing.
- USCG APPROVED LIFE JACKETS SHALL BE ON BOARD FOR ALL PASSENGERS AND TOWED PARTICIPANTS.**
- MAKE SURE THAT ALL PASSENGERS ARE PROPERLY SEATED WHILE UNDERWAY.** To avoid passengers falling overboard or being ejected from the boat, do not allow passengers to sit on seat backs, gunwales or outermost deck edges while the boat is moving.
- REDUCE SPEED BEFORE ATTEMPTING SUDDEN OR SHARP TURNS, AND MAINTAIN SAFE SPEEDS** for water conditions and environment at all times. maneuverability at high speeds is limited, and sudden turns may cause loss of boat control.
- KEEP PROPER LOOKOUT AND SAFE DISTANCE** for the conditions at all times or avoid collisions.
- OBEY APPLICABLE NAVIGATION RULES AND BOATING LAWS.**
- USE CAUTION AND PROPER LIGHTING** during nighttime boating and boating in adverse weather.
- READ THE OWNER'S MANUAL AND COMPLETE THE BOATER'S PRE-OPERATION CHECKLIST PRIOR TO BOAT OPERATION.**




Make Sure Ladder is Secure

CAUTION
for use in the event of no battery power to supply power for hatch only
DO NOT USE TO JUMP START



COMMUNICATIONS

When boating off the coasts or in the Great Lakes, you must carry a marine VHF-FM and/or HF transceiver for communications on the water, primarily used for emergency situations. While you may have cell phone service in these areas, a cell phone does not suffice as an emergency communication tool.

If you are in an emergency situation and need Coast

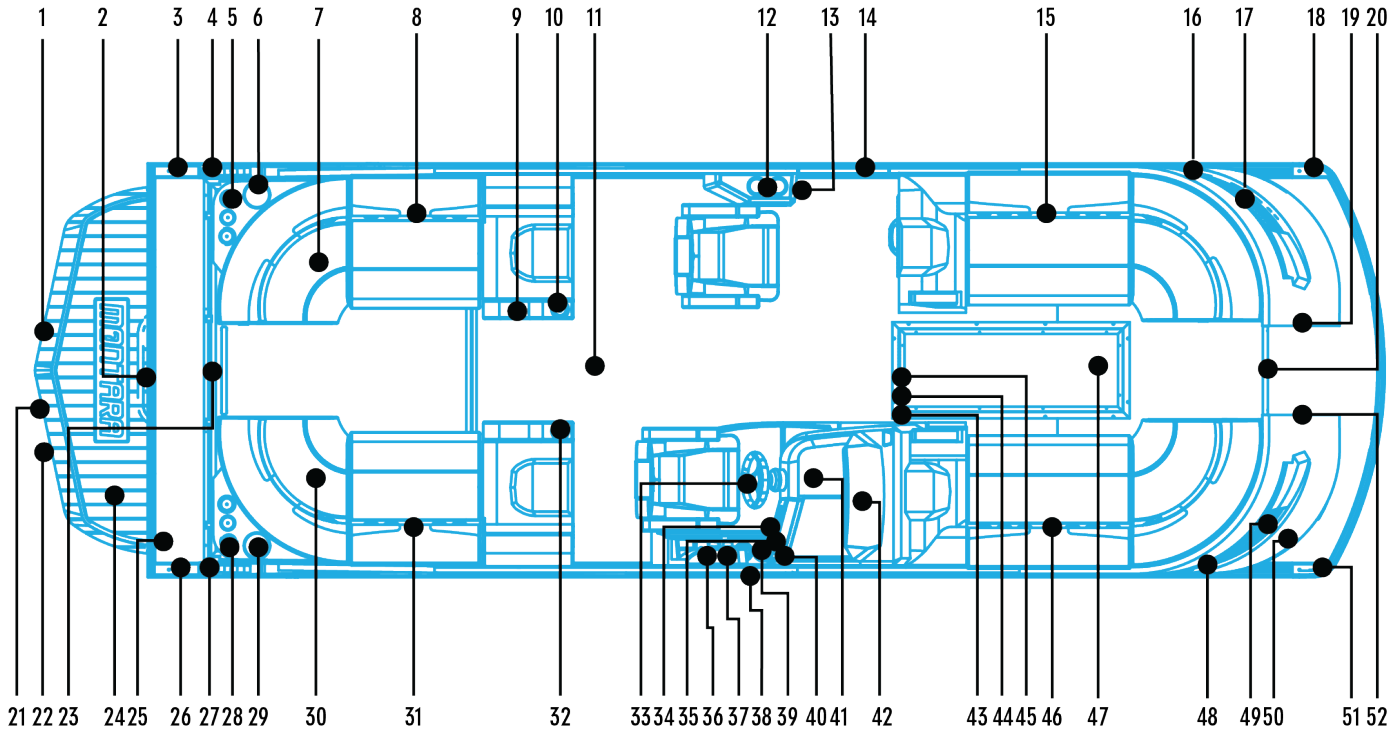
Guard assistance, use the VHF-FM radio to call in a MAYDAY alert. Press the transmit button on the receiver and clearly say MAYDAY, MAYDAY, MAYDAY, followed by your vessel's name and description, your location, the emergency situation, and how many passengers you have on board. If you do not receive a response within 10 seconds, call in the same MAYDAY again.

In addition to your VHF-FM radio, also carry an Emergency Position Indication Radio Beacon (EPIRB) on board for emergency situations. EPIRBs, when activated, are designed to pinpoint your location using satellites, and alert the US Coast Guard of your accurate location. EPIRBs also include a strobe light and beacon to help rescue teams quickly find a distressed boat. If your EPIRB does not have GPS abilities, it may take rescue teams 1-2 hours to locate your boat. Find more information about EPIRBs online at www.navcen.uscg.gov and be prepared for emergency situations before venturing into coastal waters or the great lakes.



FEATURES & SPECIFICATIONS

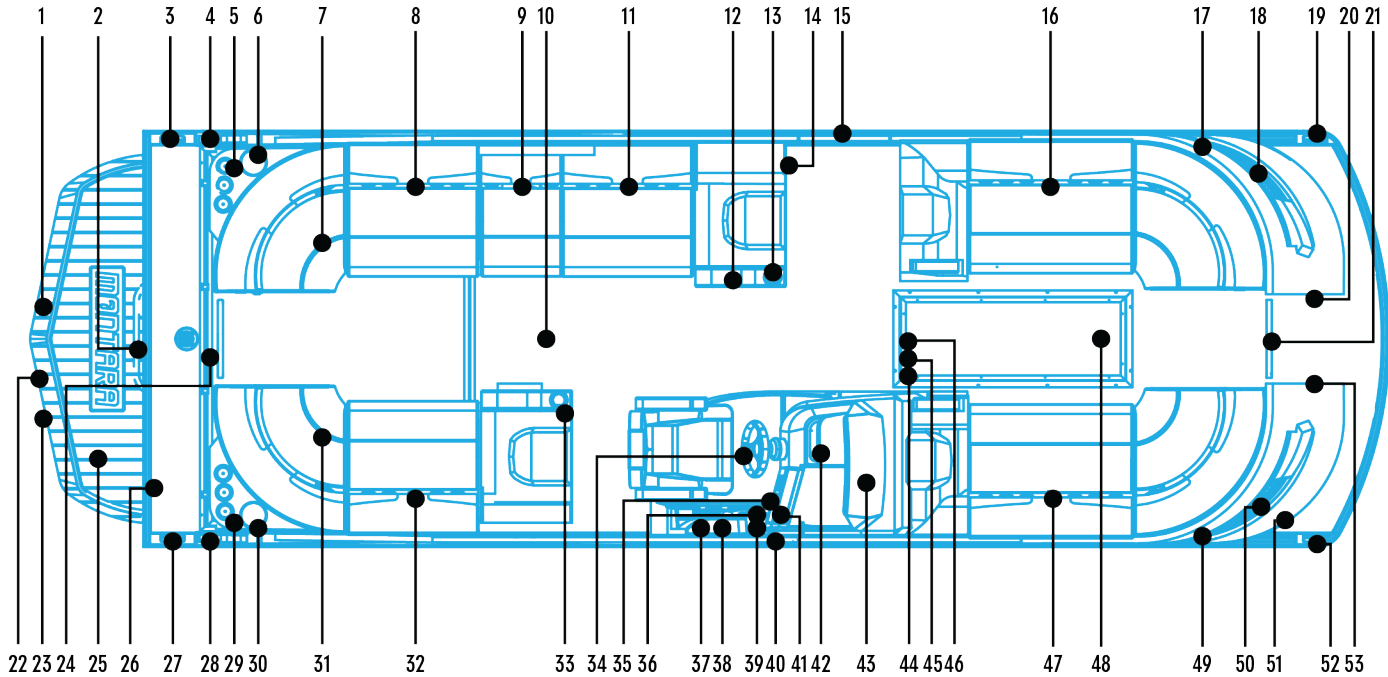
23 SURFBOSS CWDH



FEATURES

1. Surf Pipe (under platform)
2. Camera (inside grabrail)
3. Stern Cleats
4. Ventilation Output
5. Cup Holders
6. Fender Holders (in transom filler)
7. Ballast Bags (under deck)
8. Cup Holders
9. Trash Can
10. Cup Holders
11. Access Plates
12. Cup Holders
13. Entry Light Switch
14. Side Gate
15. Cup Holders
16. Nav Lights
17. Ventilation Intake
18. Bow Cleats
19. Exterior Bow Storage
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21. Drain Plug (under platform)
22. Ladder (under platform)
23. Rear Gate
24. Swim Platform
25. HIN Tag
26. Stern Cleats
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32. Cup Holders
33. Steering Wheel
34. Start/Stop Button
35. Ignition Switch
36. Safety Lanyard
37. Throttle
38. Cup Holders
39. Fuel Fill
40. Horn Button
41. Glove Box
42. Wind Screen
43. Circuit Breaker (under deck)
44. Battery Switch (under deck)
45. Battery Location
46. Cup Holders
47. Basement Storage Locker
48. Nav Lights
49. Ventillation Intake
50. Horn
51. Bow Cleats
52. Exterior Bow Storage

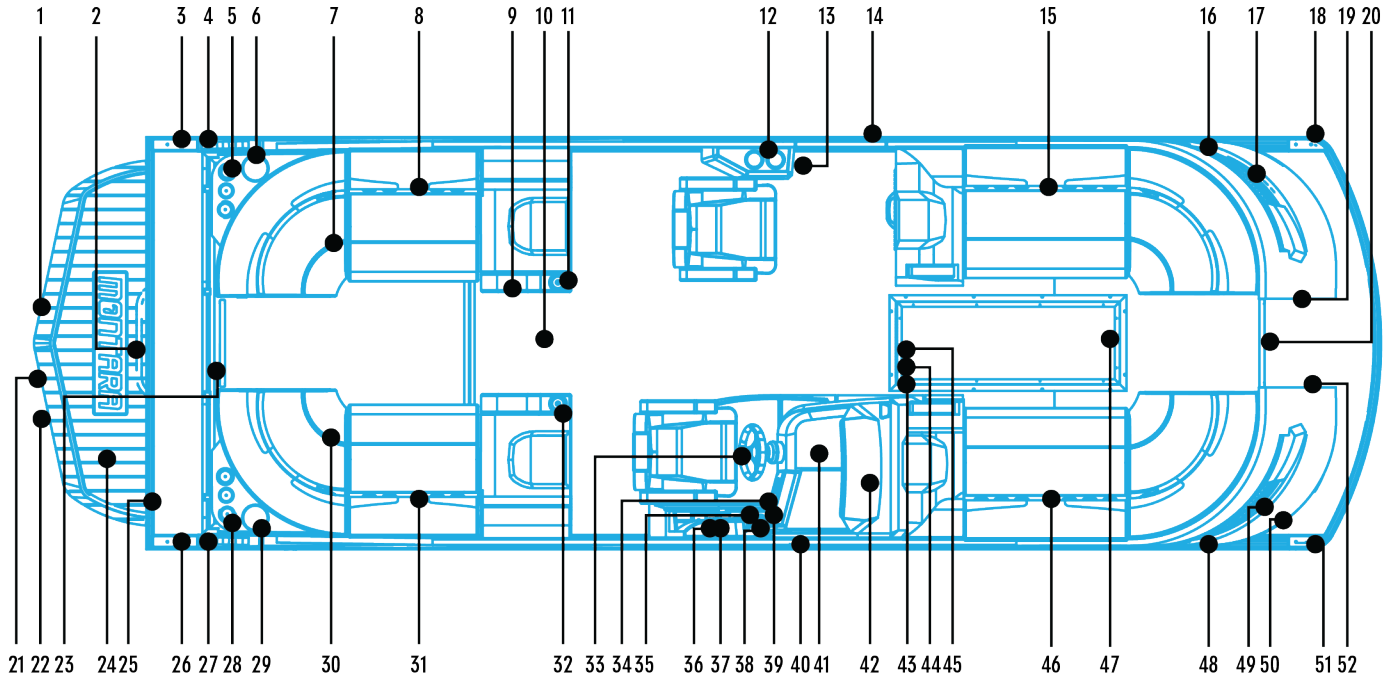
23 SURFBOSS CW



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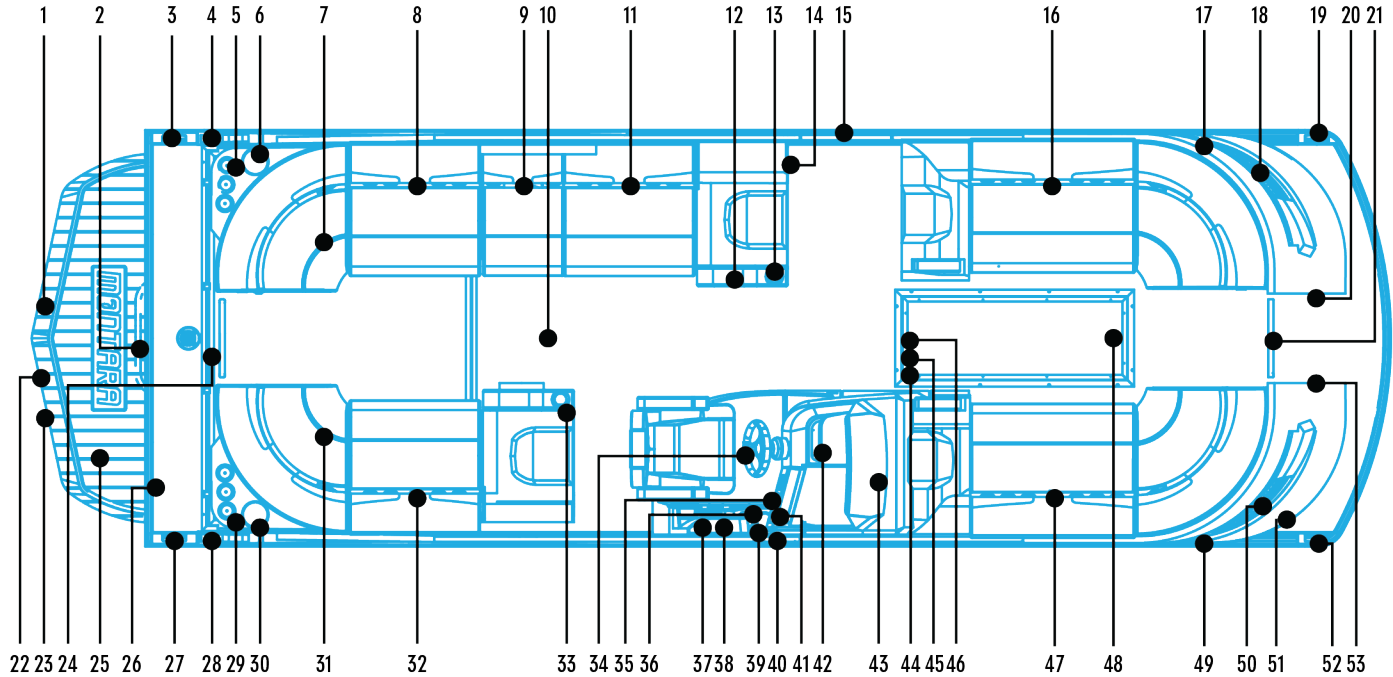
25 SURFBOSS CWDH



FEATURES

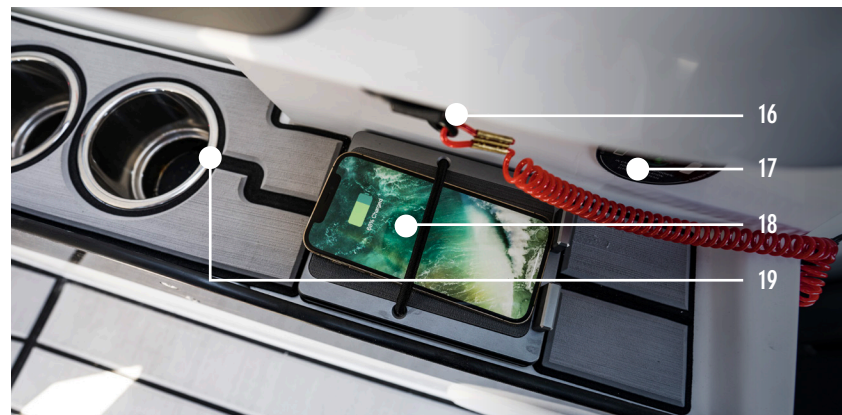
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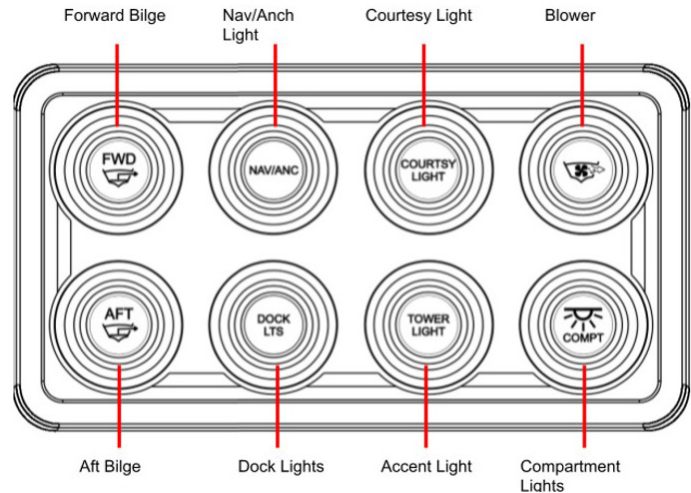


OPTION DASH

1. Dash Brow
2. 12" Screen
3. Steering Wheel
4. Radio
5. Horn
6. 5" Screen
7. Start/Stop Button
8. Throttle
9. EZ Drive
10. Engine Hatch Lift
11. Tower Lift
12. Key Switch
13. Battery Switch
14. USB Port
15. 12 Volts
16. Engine Emergency Start/Stop Lanyard
17. Automatic Fire Suppression System Light
18. Phone Charging Pad
19. Cup Holders

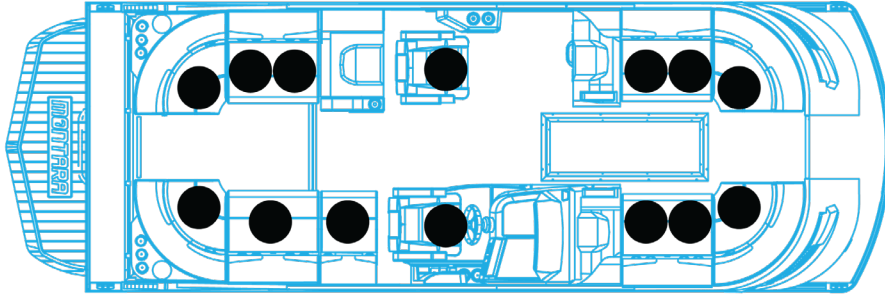
STANDARD DASH

The standard dash comes with an 8 button pack, shown below. The 5" screen shown in the photo to the left is the optional upgrade.

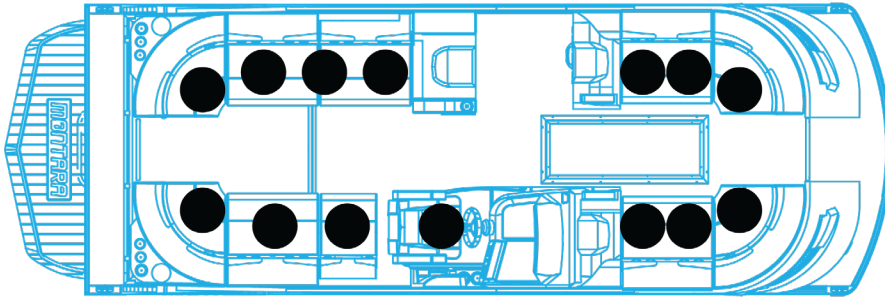


23 SURFBOSS UNDERWAY SEATING CHART

CWDH

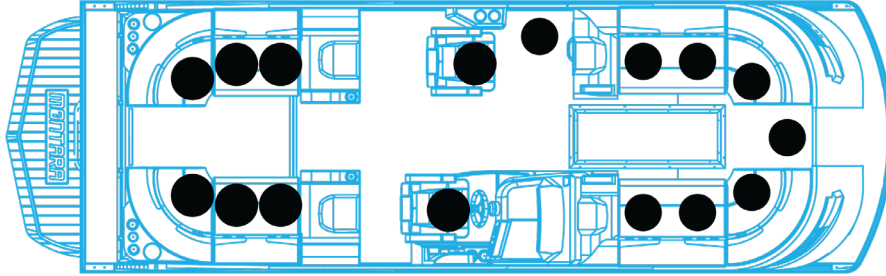


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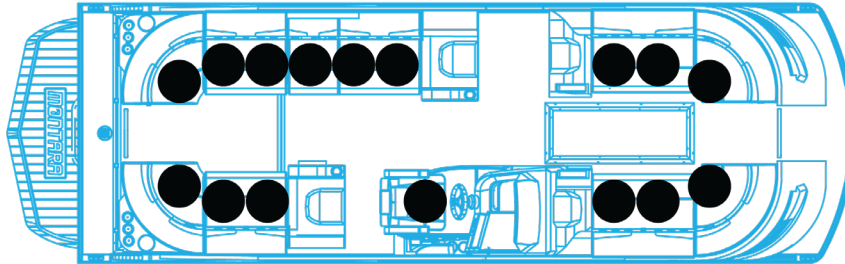


25 SURFBOSS UNDERWAY SEATING CHART

CWDH



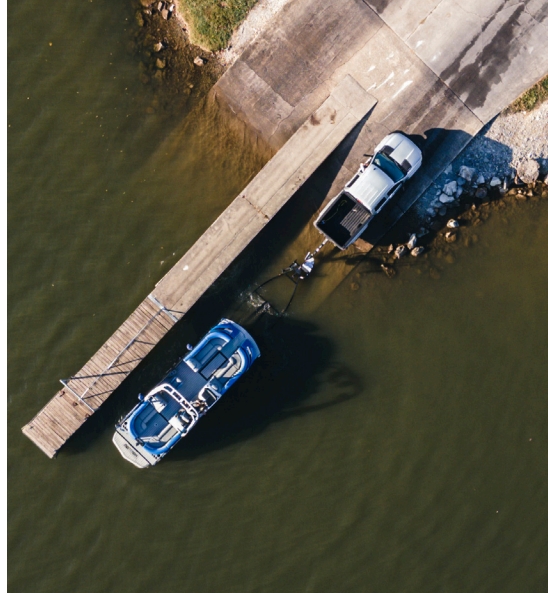
CW



SPECIFICATIONS

	CWDH - 25 FT	CW - 25 FT
LOA (deck length)	25' 4"	25' 4"
LOA (with swim platform)	27' 7"	27' 7"
BEAM (width)	8' 6"	8' 6"
ENGINE STD	6.0 L - 409 hp	6.0 L - 409 hp
ENGINE OPT	6.0 L - 450 hp	6.0 L - 450 hp
ENGINE OPT	6.2 L Direct Injection 450 hp	6.2 L Direct Injection 450 hp
FUEL CAPACITY	104 gal	104 gal
BALLAST CAPACITY	4200 lbs	4200 lbs
DRY WEIGHT	6939 lbs	6939 lbs
SEATING CAPACITY	16 people	16 people
MAX CAPACITY	2520 lbs	2520 lbs
DRAFT ANGLE (BOW)	25 degrees	25 degrees
DRAFT ANGLE AT CENTER (TRANSOM)	0 degrees	0 degrees
DRAFT ANGLE AT CHINE (TRANSOM)	10 degrees	10 degrees

	CWDH - 23 FT	CW - 23 FT
LOA (deck length)	23' 4"	23' 4"
LOA (with swim platform)	25' 7"	25' 7"
BEAM (width)	8' 6"	8' 6"
ENGINE STD	6.0 L - 409 hp	6.0 L - 409 hp
ENGINE OPT	6.0 L - 450 hp	6.0 L - 450 hp
ENGINE OPT	6.2 L Direct Injection 450 hp	6.2 L Direct Injection 450 hp
FUEL CAPACITY	104 gal	104 gal
BALLAST CAPACITY	3000 lbs	3000 lbs
DRY WEIGHT	6458 lbs	6458 lbs
SEATING CAPACITY	14 people	14 people
MAX CAPACITY	2435 lbs	2435 lbs
DRAFT ANGLE (BOW)	25 degrees	25 degrees
DRAFT ANGLE AT CENTER (TRANSOM)	0 degrees	0 degrees
DRAFT ANGLE AT CHINE (TRANSOM)	10 degrees	10 degrees



PREPARATION

**BEFORE, DURING, AND
AFTER OPERATION**

SAFETY CHECKS BEFORE OPERATION

Before operating your boat at any outing, there are many things to think about and prepare to ensure a safe and fun boating experience for you and your passengers. The following checklist provides an overview of important items to consider and check before operation.

- Confirm that the weather will stay favorable for the duration of your outing.
- Follow all engine safety checks, found in your PCM Engine Owner's Manual before operating.
- Check that all drain plugs are in place.
- Check the propeller for any previous damage.
- Check that there is a sufficient amount of fuel for the outing.
- Secure all doors and gates on the deck.
- Check that the steering system is working properly.
- Make sure you have all required safety equipment on board and passengers know where to access it.
- Give passengers a safety overview to prepare them for emergency situations that may arise.
- Check for any unusual damage to the boat and make sure all parts of the boat are secure.
- Check the expiration date, and charge of the fire extinguisher and inspect for any visual damage such as rust or corrosion.
- Check that the electrical system, navigation lights, horn, and blower work correctly.
- Make sure the batteries are charged and turn them on.
- Check the engine compartment for oil and fuel leaks.
- Inspect all hoses and connections in the engine, electrical system, and ballast system for cracks, damage, or loose connections.
- Perform scheduled maintenance service checks.
- Load passengers and gear on the boat evenly.
- Have a sober, capable driver.
- Bring any required licenses and documentation, as well as recommended paperwork, manuals, and navigational charts.
- Tell a friend or family member on shore where you

are going and when you will return.

- Stow all gear in secure places and tighten all knobs and latches on the tower and biminis.
- Attach the safety lanyard switch to your clothing or lifejacket and make sure it is operable.
- Clear the water area surrounding the boat and check for passengers that could be swimming near.

 **WARNING**

If problems with any part of the boat or preparation are found during this process, do not proceed onto the water. Fix any issues that you find, or consult a Montara dealer for assistance. Launching your boat when a problem is known can lead to serious problems on the water including property damage, injury, or death.

SAFETY CHECKS DURING OPERATION

During an outing, continue to monitor these items and be aware of any changing conditions to the boat or your surroundings. If unusual changes occur, take necessary precautions.

- Listen for any unusual sounds or vibrations.
- Make sure that all parts of the boat and loose objects are secure while underway.
- Keep a close eye on the engine gauges and temperature and make sure all boat controls are running smoothly.

SAFETY CHECKS AFTER OPERATION

After each outing, perform these simple checks for maintenance and upkeep to make the next outing run smoothly. If problems arise during these checks, consult your Montara dealer for assistance.

- Check the engine compartment for fluid leaks.
- Always drain the ballast tanks and bilge before trailering or lifting the boat.
- Check the fins, propeller, rudder and shaft for damage.

NEW-BOAT BREAK-IN

The first 25 hours of your boat's operation are considered the break-in period for your boat. Be sure to follow instructions outlined here and in your PCM Engine Owner's Manual to properly break-in your new boat for best operation and performance throughout the life of your boat.

FIRST 25 HOURS

Once the boat is on the water and underway, run at idle or medium speeds to warm up the engine. When the engine is completely warmed up, open the throttle to reach full speed and maximum RPM for 1 minute.

CAUTION

Only operate at full speed if it is safe to do so in the waterway you are operating in. Be aware of surroundings and watch for other boats, swimmers, and restricted boating areas.

After 1 minute at wide open throttle, reduce the boat's speed to 2,800-3,000 RPM and cruise at this speed for 30 minutes. After 30 minutes, increase speed again to maximum RPM for 1 minute and then decrease back to 2,800-3,000 RPM for a few minutes. Repeat this process throughout the first 5 hours of operation to load the engine and help seat the piston rings.

During the remaining 20 hours, run the boat at 75-80% of the maximum RPM and vary the speed sporadically

by 100 RPM. Monitor engine gauges frequently during this process and reduce speed if abnormal readings are noted. Contact a Montara dealer for assistance if systems do not seem to run smoothly.

25-HOUR ENGINE INSPECTION

Schedule an oil change and maintenance appointment with your Montara dealer before you reach 25 hours of operation. Do not exceed 25 hours before making this appointment. Your dealer will complete a checklist of maintenance procedures found in your PCM Engine Owner's Manual, including changing the engine oil and filter and checking the engine alignment.

FUELING

Montara boats are equipped with a fuel system

specifically designed for marine engines. These engines are highly specialized and may only be serviced by an authorized Montara dealer or Pleasurecraft Marine dealer.

The first time you fuel your boat may take longer than subsequent fills because the fuel will be displacing air in the tank. Take care to avoid spit-back at the pump and do not leave a pump unattended when fueling your boat.

If you are using gasoline containing ethanol, use a fuel stabilizer to avoid phase separation in the fuel tank. Fuel system damage due to excessive water in the fuel lines is not covered under warranty. Review your PCM engine owner's manual for more information on use of ethanol and fuel stabilizers.

Inspect your fuel line for cracks and damage frequently. If you find any damage to the fuel line, contact your Montara dealer immediately for assistance and do not start your engine.

Maintain enough fuel at all times on the water to avoid starving the engine of fuel, especially when running with a high plane angle or when surfing or running under full ballast. In these conditions, fuel in the tank can slosh to one side or the other of the fuel tank, starving the fuel lines of gasoline. Maintain at least one quarter tank when

running with full ballast, and do not run if the fuel level drops below one quarter tank.

Take precautionary measures when working with fuel and follow the safety notes outlined below from the PCM Engine Owner's Manual.

 **DANGER**

Gasoline is extremely flammable and highly explosive under certain conditions. Explosive gasoline fumes may accumulate in the engine compartment. Failure to properly ventilate fumes with the bilge blower may result in an explosive atmosphere.

 **WARNING**

Always operate the blower at least 5 minutes prior to starting the engine. Raise the engine hatch to help ventilate any fumes. Inspect the engine compartment and bilge for gasoline, or any other fluid leaks.

- DO NOT smoke or allow open flames or sparks nearby when refueling.
- Always stop the engine prior to refueling.

- Maintain contact between the fuel nozzle and the fuel tank fill to prevent electrostatic spark.
- DO NOT block fuel vents.
- DO NOT store fuel in any containers or compartments that are not designated for fuel storage.

⚠ WARNING

Never remove or modify any components of the engine's fuel system. Tampering with fuel components may cause a hazardous condition that could result in severe personal injury or death. This work must be performed by your Pleasurecraft Marine Authorized Dealer.

⚠ WARNING

Do not attempt to repair or replace any components of the fuel system. They are special marine parts and may require special service tools. You could damage the fuel system by not using specified tools. This could cause a fire or explosion.

⚠ WARNING

Replacement of any part of the fuel system **MUST** be done with Pleasurecraft Marine Authorized Parts. All fuel system components must meet the requirements set forth by the U.S. Coast Guard.

To fuel your engine, remove the fuel cap located on the starboard gunnel and insert the fuel pump nozzle.

Slowly pump fuel into the tank. After 5-10 gallons have been filled, inspect the fuel tank and gas lines for leakage. If the fuel fills extremely slowly or cannot be pumped into the tank, check for plugged fuel vents or kinks in the gas lines. Do not overfill the tank and leave room at the top for fuel expansion. Replace the fuel cap and immediately wipe off any spilled fuel. Dispose of the wipe in a safe location on shore. Inspect the fuel area once again for leaks. Run the blower for 5 minutes before starting the engine.

STEERING & DRIVING TIPS

STARTING THE BOAT

Refer to your PCM Engine Owner's Manual for a full explanation of starting procedures. The following information is only intended as a general overview of the starting processes.

1. Check the engine compartment and bilge area for fuel or vapor leaks.
2. Turn the battery switch ON.
3. Open the seacock.
4. Check that the throttle is in the neutral position. The engine will not start if the throttle is in any other position than neutral.
5. Secure the safety lanyard to yourself and the lanyard switch beneath the throttle.
6. Run the blower for 5 minutes before starting and keep the blower on until the boat has reached planing speeds. The blower will automatically start when the key is turned in the ignition.
7. Turn the key to activate the ignition, then use the start/stop button to start the engine.
8. Monitor all engine gauges at the helm for proper readings.
9. If the temperature gauge reads abnormally high, stop the engine & contact your Montara dealer for assistance.
10. Check the engine for fuel, exhaust, oil and water leaks.
11. Move the throttle into forward gear by lifting the safety collar on the throttle and shifting it forward. Move the throttle back to neutral, then lift the safety collar and move the throttle backwards to shift into reverse.

DISTRIBUTING WEIGHT EVENLY

WARNING

Overloading or improperly loading the boat can cause porpoising, capsizing, tossing passengers overboard, or other serious injuries or fatalities. Do not overload the boat.

In general, load the boat with no more than 40% of the overall weight in the bow, with the remaining 60% in the aft. Secure any gear onboard so that it does not move around, interrupt operation of the boat, or harm passengers. Keep safety gear in easily accessible areas. Do not allow passengers to ride outside of the boat's deck rails, on seat backs, or on the tower.

STOPPING THE BOAT

1. Slow the engine to an idle by moving the throttle back towards the neutral position.
2. Shift into neutral.
3. Press the start/stop button.
4. Turn the key to the off position.
5. Turn the battery off at the end of an outing to ensure that the electrical system gets fully shut off and does not drain the battery when it is not in use.
6. If any malfunctions were noted during the outing, contact your Montara dealer and do not use the boat until problems are solved.

7. In an emergency situation, pull the safety lanyard to stop the engine.

GENERAL DRIVING TIPS

- Since the engine and steering are at the rear of the boat, the boat will have wider turns at the stern than at the bow. Be aware of wide turns when operating in small spaces and allow yourself plenty of room between other obstacles.
- Turning the wheel clockwise in forward or reverse gear will turn the boat towards the starboard side. Turning the wheel counterclockwise in forward gear will turn the boat towards the port side, however, turning the wheel counterclockwise in reverse will still turn the boat towards the starboard side because of the way the inboard drive system interacts with the rudder.
- Practice driving in calm waters with no wind or current when first learning how to maneuver the boat.
- Fast speed operation is generally easier to drive and steer than slow speeds. Practice maneuvering in

areas free of traffic and anticipate where the boat will move when making adjustments.

- Take into account wind and water movement when maneuvering the boat and use it to your advantage when docking or tying up. If you are docking in an area with a strong current such as a river, point the bow upriver to allow for best control over your boat's movements.

NEW OR UNFAMILIAR BODIES OF WATER

If you are unfamiliar with a body of water, research the area before you operate and check local regulations. Take a moment to ask other boaters that are familiar with the body of water for any potential hazards, slow areas, obstacles, or other changing conditions that may not be marked or obvious. Use common sense and be aware of shallow areas that could cause damage to the boat. Avoid running over trees, sticks, logs and other debris on the surface. Steer clear of weedy areas that could block the raw water intake and overheat the engine.

DOCKING & MOORING

When docking and mooring your boat, approach the dock slowly on the starboard side to allow maximum operator visibility. Make sure bumpers are tied on to the boat's cleats at a height even with the dock to avoid damaging the boat's hull or the dock. Do not tie bumpers to handrails, deck rails, tower, or the ski pylon. Shift between gear, neutral, and reverse as necessary to avoid crushing the boat into the dock and anticipate where your adjustments will move the boat before you make them.

Approach the dock at a 30-45° angle, then swing the boat's rear parallel to the dock as you move closer. Turning the wheel to the starboard side when in forward gear will turn the bow of the boat towards the starboard side and the aft to the port, turning the wheel to the port side will have the opposite effect. When reversing, turning the wheel to the starboard or port side will turn the bow toward the port and the aft toward starboard. Use these guidelines to maneuver the boat into docking position in a controlled manner. Do not use sudden movements.

If the boat is equipped with the EZ Drive option, see page 85 for more docking and mooring information.

If there is a current or strong wind, point the bow into the current to allow yourself maximum control, if possible.

If you are mooring the boat for an extended period of time, monitor the boat on a regular basis to prevent it from sinking due to bilge pump failure, severe weather, or other unanticipated circumstances. Check the bilge pump regularly and leave the battery running to ensure proper function of the bilge. Ensure that the battery maintains charge for extended periods. Leave slack in the mooring lines to allow for water movement under the boat and to avoid rubbing the boat on the dock and causing damage. Use a boat lift, if available, to avoid marine build up on the hull and to avoid risk of sinking the boat when it is not monitored.

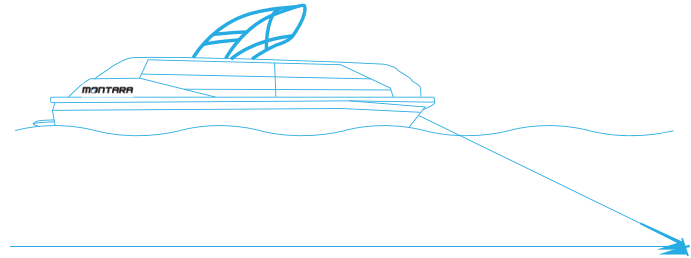
ANCHORING

Ask your dealer for help selecting the correct anchor for your boat. Anchor lines should be 6-8 times the depth of the water you will operate in.

To set an anchor, lower the anchor into the water off the bow of the boat. Do not throw the anchor as this could

cause the line to twist or knot; and keep tension on the line as it sinks to the bottom. Once the anchor is resting on the bottom of the waterway, maintain tension on the line and reverse the boat slightly to ensure the anchor has dug into the bottom. Tie off the anchor line to the bow eye or a bow cleat so that it is tight but does not pull the anchor out of the ground. Check your location compared to shoreline landmarks and recheck every few minutes to ensure the boat's position has not changed.

To retract the anchor, move the boat forward slightly until the line is vertical. Firmly pull up on the anchor in a controlled manor and lift it onto the boat. Keep all anchor line inside the boat to avoid running over it with the propeller and causing damage.







BOAT OPERATIONS

GENERAL OPERATIONAL HINTS

The following list includes some general tips for operating your boat safely and smoothly in public water.

- Cross large waves in an open waterway at right angles or at 45° angles for the smoothest ride.
- Maintain a general courtesy to other boaters. Respect boaters who are fishing, skiing, swimming, or diving by giving them plenty of space on the water. Never drive directly behind a waterskier, wakeboarder, tuber, or surfer, and make a wide path around fishing boats to avoid running over lines or stirring up the water.
- When you are overtaking or passing other boats, remember that the boat that you are passing has the right of way. They should maintain their same course and speed, but if a collision were ensuing, you as the give-way boat should make adjustments.
- Your boat does not have brakes – only forward, idle, and reverse. Anticipate the need to stop before it is too late. To stop the boat, slow down to an idle speed, then shift between neutral, reverse, and forward to stop the boat. Use slow and controlled movements for the safety of yourself and your passengers.

ELECTRICAL COMPONENTS

CIRCUIT BREAKERS

PURPOSE

Circuit breakers are designed to cut off a supply of electricity if a malfunction were to occur in the flow of electricity, sparing boaters from electric shock. Montara boats uses Ground Fault Interruption (GFI) circuit breakers which can be reset and reused if a malfunction occurs.

LOCATION

The circuit breaker panel is located in the basement storage compartment, under the deck. Wiring for the circuits are routed throughout the boat and are not easily accessible. They are secured out of the way of water splashes and engine heat and must remain in place for proper functionality. Moving wires from their original location or installing new wires can lead to damage or fire when using the boat. For maintenance and assistance with wiring problems or installation, consult your Montara dealer.

OPERATION

If a breaker trips or an electrical feature on board is malfunctioning, press the breaker button for the correct

feature to turn it off and wait one minute for it to reset. Then press the button again to turn the feature back on. If the breaker continues to trip, there is a problem with the electrical component. See your Montara dealer for service right away. Not all fuses are circuit breakers and some may need to be replaced. Correct size will be shown on the fuse being replaced.

BATTERIES



PURPOSE

The batteries allow the engine to start immediately when cranked and will support on-board electrical features.

LOCATION

The batteries are located just forward of the engine compartment, under the deck. The electric battery switch is located at the helm next to the ignition. The main battery switch is located in the basement storage area.

OPERATION

Flip the electric battery switch to the ON position when starting operation of the boat. Turn it to the OFF position when the boat is in storage or trailered to ensure that all electrical components are turned off and do not drain the battery. The main battery in the basement storage area only needs to be accessed if for any reason the battery dies. If the battery dies, access main battery switch and turn it to the combined setting. Start the boat, then turn the switch back to the Single setting to assure that both batteries charge correctly. Only use remote battery switch at dash unless paralleling batteries to start the boat. Once the boat has started, return battery switch in basement to the off position for charging.

LOW-VOLTAGE BATTERY NOTIFICATIONS

PURPOSE

If electrical components such as the radio or courtesy lighting have been running for an extended period of time without the engine running, they will eventually drain the batteries which could lead to difficulty restarting the engine. If this occurs, the batteries will automatically cut off unnecessary electrical supply and a notification will display on the 12" touchscreen to notify you that the batteries are drained and the engine needs to be restarted immediately to charge them.

LOCATION

The low voltage battery notification will appear on the 12" touchscreen on the dash.

OPERATION

If the low voltage battery notification appears on the 12" touchscreen, keep the electrical components turned off

and start the engine. Run the engine for several minutes to recharge the batteries.

12-VOLT RECEPTACLES

PURPOSE

12-volt receptacles allow you to charge external devices off of the boat's batteries.

LOCATION

The 12-volt receptacles are located at the helm and transom.

OPERATION

Ensure that your device is capable of charging via a 12-volt receptacle outlet. Plug in the device and let it charge. If your device does not charge, ensure that it is properly plugged in. If it still does not work, consult your Montara dealer for service. Be aware that charging an external item could contribute to draining the boat's batteries if the engine is not running.

LANYARD SAFETY SWITCH



PURPOSE

The lanyard safety switch is a safety feature that automatically shuts off the engine in the case that the driver is thrown overboard or leaves the helm.

DANGER

Attach the lanyard safety switch to the driver at all times when the engine is running. Failure to do so could result in death or serious injury. Please review local law requirements regarding mandatory safety lanyard use.

LOCATION

The lanyard safety switch is located under the throttle on the starboard panel of the helm.

OPERATION

Connect the clip end of the lanyard safety switch to the driver's clothing or personal flotation device, and connect the other end to the kill switch. If the lanyard safety switch is disconnected from the kill switch at any time, it will disable the engine and stop the boat.

SHIFT/THROTTLE SWITCH



PURPOSE

The throttle allows operators to move between neutral, forward, and reverse gears and control the boat's speed.

LOCATION

The throttle is located on the starboard side panel of the helm.

OPERATION

Lift the safety collar at the top of the throttle to shift the boat into gear. Move the throttle into forward gear by pushing the throttle forward. Return the throttle to straight up and down to shift the boat into neutral. Move the throttle into reverse by shifting the throttle backwards. When the engine is turned off, the throttle should always be in the neutral position.

You can increase the engine's RPMs if it is necessary to warm up the boat without moving by pressing the button at the base of the throttle, lifting the safety collar, and moving the throttle forward. Return the throttle to neutral to reset the throttle to normal operation.

If the throttle does not move or otherwise malfunctions,

consult your Montara dealer for assistance.

EZ DRIVE



PURPOSE

The EZ Drive Thruster option enables drivers to maneuver the boat in a more precise manner at slow speeds than is possible using just the throttle and steering wheel.

LOCATION

The EZ Drive joystick is located to the right of the throttle.

OPERATION

Use the EZ Drive Thruster to make slow and precise movements when operating in tight spaces such as near a dock or in a harbor. Pushing the EZ Drive joystick to the right will activate the thruster on the left side of the boat and force the boat to move to the right. Pushing the throttle to the left will have the opposite effect. The joystick will light up red and green according to the direction that the boat will move. Visit EZDriveThruster.com or contact your dealer for more information.

SAFETY FEATURES

AUTOMATIC FIRE EXTINGUISHER / OPTIONAL HAND PULL



PURPOSE

Your Montara Boat is equipped with an automatic fire suppression system located in the engine compartment. When activated, storage cylinders will release a clean agent gas that floods the engine compartment to suppress fires. The clean agent is automatically released if the temperature in the engine compartment triggers a bulb-type sensor when overheated. When activated,

the system will also shut off the engine and blower system immediately. If you suspect a fire in the engine compartment, DO NOT open the engine compartment. Manually shut down the engine and blowers immediately if the fire suppression system has not already done so.

LOCATION

The automatic fire extinguisher is located inside the engine compartment, and the manual fire extinguisher hand pull is located aft of the driver's cupholders.

OPERATION

In the case that you need to manually activate the fire extinguisher, shut down the engine and blower system, locate the manual release handle at the helm, pull the pin, then pull the lever.

If a fire extinguisher is activated at any time, consult your dealer for obtaining a new extinguisher. Never operate your boat without a working fire extinguisher on board. Routinely check your fire extinguisher for leaks and tamper indications. Check the pressure gauges to make sure they are in operable range, and look over the system for any other damage including rust or corrosion.

CLEATS



PURPOSE

Cleats are used for attaching mooring lines from your Montara boat to docks or mooring buoys.

LOCATION

Cleats are located on either side of your boat's transom and bow.

OPERATION

Lift the cleat to the upright position. Using marine grade lines, tie one end to the cleat on the boat and the other to the dock cleat. Use fender buoys between the boat and the dock to avoid damaging the boat. For best results in tying up your boat, use only the cleats that are on the same side as the dock you are tying to.

HORN



PURPOSE

The horn is used to alert other boaters of dangerous situations or of your location or plans for passing.

LOCATION

The horn button is located on the dash to the right of the steering wheel.

OPERATION

To sound the horn, make sure the key is in position, then press the horn button on the dash. If the horn does not sound, check the breaker panel to make sure the circuit hasn't tripped. If the circuit has not tripped and the horn does not sound, contact your dealer for maintenance.



BELOW DECK

BILGE SYSTEM

PURPOSE

Your boat is equipped with a bilge system that automatically or manually pumps excessive water out of the bilge to avoid damaging the engine or sinking the boat.

LOCATION

The bilge pumps are located forward of the engine compartment under the deck, and behind the engine compartment under the deck. The manual bilge switch is located on the switches page on the 12" touchscreen. The bilge thru-holes are located on the starboard side of the boat near the stern and helm.

OPERATION

If the bilges do not automatically pump water out of the hull, you can manually operate them by pressing the bilge button on the 12" touchscreen to ON. The pumps will stay on until you turn them off by pressing the button again. Always turn the bilges off once the water has been pumped out of the hull. Leaving the pumps on can cause

damage to the system. Bilge pump functionality is critical to your boat's operations. Ensure that the bilge pumps are working at all times. If the battery is not charged, the bilges will not run automatically or manually. If the pumps do not activate automatically or manually, check the inline fuse at the engine battery and breaker panel to see if the bilge circuit has been tripped. If it has, reset the circuit to ON. If the bilge pumps still do not work, contact your Montara dealer immediately for repair and do not operate your boat without a properly functioning bilge system.

WARNING

if the boat's battery is not working, the automatic bilges will not activate, which could allow excess water to build up in the boat's hull, causing damage to the engine or risking sinking the boat. Check the bilge pumps and battery levels often when the boat is docked for long periods of time.

DANGER

if the bilge system fails during operation, you could risk damaging the boat, or even sinking the boat. Instruct passengers to wear PFDs and seek assistance.

Immediately return the boat to shore if possible and take the boat to a Montara dealer for repair. In the worst case scenario, operators and passengers may have to abandon ship.

DRAIN PLUGS

PURPOSE

The drain plugs allow owners to manually drain water out of the hull when the boat is on a trailer or lift, out of the water. Never unplug the transom drain plugs when the boat is in the water, and always be sure to replace the plugs before launching the boat into the water.

LOCATION

The boat's drain plugs are located aft of the rear bilge pump, under the deck. Access the plugs outside the boat at the transom, just to the right and/or left of center.

OPERATION

Locate the drain plugs. Unscrew the plugs to drain water out of the hull when the boat is out of the water. Always

return the plugs to their holes before operating the boat.

A drain plug sensor will show an alert on screen if the plugs are open. For safety reasons, manually check that the drain plugs are installed before each use.

SEA STRAINER

PURPOSE

Sea strainers filter debris out of the water before it enters the boat's engine cooling system.

LOCATION

The sea strainer is located in the engine compartment under the deck.

OPERATION

The sea strainer should be checked before each outing. If debris is built up on the strainer, manually clear it out. The sea strainer operates automatically but requires routine maintenance. See the Caring For Your Boat section for more information on upkeep.

VENT SYSTEM INTAKE & VENT SYSTEM EXHAUST



PURPOSE

The Vent System Intake and Vent System Exhaust (Blower) are designed to ventilate explosive fuel fumes from the engine compartment. The engine naturally emits gasoline and battery fumes when operated which can be quickly disseminated in the open air or by running the Vent System Intake and Vent System Exhaust.

LOCATION

Much of the exhaust system is located in the boat's unseen compartments. The manual ON/OFF switch is located on the 12" touchscreen on the dash.

OPERATION

The blower system will automatically run for 5 minutes when the key is turned over halfway. Press the BLWR button on the 12" touchscreen to manually turn the blower ON and OFF.

WARNING

Always operate the Exhaust System for 5 minutes or open the engine compartment to diffuse gas fumes before starting the engine. Failure to do so could cause the engine to explode when started, leading to property damage and serious personal injury or death.

STEERING SYSTEM

PURPOSE

The steering system maneuvers the boat in different directions during operation.

LOCATION

Other than the steering wheel, the steering system is located in closed compartments and/or under the deck.

OPERATION

Montara boats are equipped with a manual steering tilt mechanism which uses a manual tilt system and a steering cable between the steering wheel and the rudder to maneuver the boat.

BASEMENT STORAGE



PURPOSE

The basement storage contains the circuit breaker panel, main battery switch, amp board, fuse boxes and batteries. This space can also be used to stow away extra gear.

LOCATION

The basement storage area can be accessed from the basement storage locker in the bow.

OPERATION

To open the basement storage locker, lift and twist the handle to release the compression latch, then lift the door.

ENGINE HATCH



PURPOSE

The engine hatch contains the engine, ballast bags, automatic fire extinguisher, etc.

LOCATION

The engine hatch is located at the stern.

OPERATION

To open and close the engine hatch, use the HATCH button at the helm next to the ignition key. Hold the button down to open or close the hatch all the way.

TRANSOM FILLER



PURPOSE

The transom filler holds one 5.5" fender and three cup holders on each side.

LOCATION

The transom filler is located behind the stern gate on the port and starboard sides.

OPERATION

Slide fenders into the transom fillers to store.

LIGHTING

NAVIGATION/ANCHOR LIGHTS



PURPOSE

Navigation and anchor lights are used in low visibility situations such as low light/night, fog, or severe weather. Lights allow other boaters to see your vessel and be aware of the direction you are moving when visibility is limited.

LOCATION

The red navigation light is located on the port side of the bow and the green navigation light is located on the starboard side of the bow. The white anchor light is mounted on the top of the tower or bimini. Switches to operate the lights are found on the lighting page of the 12" touchscreen screen on the dash.

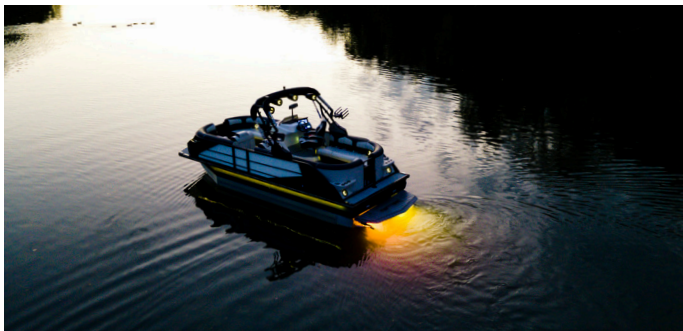
OPERATION

Press the Nav LTS and Anc LTS buttons on the digital screen on the dash to turn the lights ON and OFF. Pressing the Nav LTS button will automatically turn on the navigation and the anchor lights.

DANGER

Operating the boat at night or in low visibility situations can be extremely dangerous. When operating under these conditions, slow your speed and be aware of lighted markers in the waterway, other boats, and shorelines. Low visibility operation could lead to running aground or colliding with unseen objects which could lead to property damage, injury, or death.

UNDERWATER RGB LIGHTS



PURPOSE

The underwater lights deliver enhanced visibility under the water at the stern of the boat and provide a heightened aesthetic to the overall look of the boat, especially at night.

LOCATION

Underwater lights are located under the platform on the lower transom.

OPERATION

Press the Underwater button on the 5" touchscreen on the dash to operate the lights. If the lights do not turn on, check the breaker panel to see if the circuit has tripped. Then check to see if the lights have burned out. For further assistance, consult your authorized Montara dealer.

Refer to local boating regulations on using underwater lights in certain areas while operating.

WARNING

Do not operate the underwater lights when the boat is out of the water. The underwater lights are temperature sensitive and will not cool if there is no water present. Operating these lights when the boat is not in the water could cause damage to the lights.

COURTESY AND COMPARTMENT LIGHTS



PURPOSE

Courtesy lights provide visual assistance for passengers inside the boat. Engine compartment lights illuminate the area under the engine hatch when opened, and accent lights provide an additional aesthetic to brighten specific features of the boat.

LOCATION

Courtesy lights are located along the floor and illuminate

dark areas inside the boat. Engine compartment lights are found along the inside of the engine compartment. Basement compartment lights are located inside the basement hatch.

OPERATION

To operate the Courtesy lights, press the COURTESY button on the digital screen on the dash. To operate the engine compartment lights, press the COMPARTMENT button, and to operate the accent lights press the ACCENT button. Flipping the entry light switch also activates the courtesy lights for two minutes. They will automatically shut off after two minutes. If you encounter problems with the lights, consult your Montara dealer.

DOCKING LIGHTS

PURPOSE

Docking lights assist operators in maneuvering the boat up to docks, onto lifts, or in other confined spaces in low visibility situations.

LOCATION

Docking lights are mounted inside the bow fenders on the port and starboard sides.

OPERATION

Press the DOCK button on the 12" touchscreen on the dash to turn the docking lights ON or OFF. If the lights do not turn on, check the breaker panel to see if the circuit has tripped. Then check to see if the lights have burned out. Do not run the boat with the docking lights activated. The docking lights will automatically shut off once the boat speed exceeds 5 mph. For further assistance, consult your authorized Montara dealer.

ENTRY LIGHT SWITCH

PURPOSE

The entry light switch turns on the courtesy lights inside the boat. The lights will automatically shut off after two minutes.

LOCATION

The entry light switch is located by the side gate.

OPERATION

Flip the switch to turn the courtesy lights ON or OFF.

RGB LIGHTING

PURPOSE

RGB lighting options provide an ambiance of luxury in low light settings on your Montara boat. The boat has four zones of RGB lighting options that can be operated from the 5" dash screen.

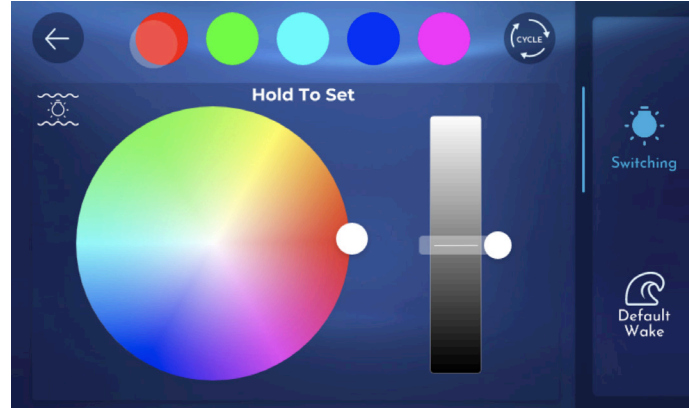
LOCATION

Lights are located throughout the boat and can be set to RGB colors. Access the color options from the 5" dash screen under the Accent and Underwater switches.

OPERATION

To adjust RGB light color, select the color wheel in the upper left hand side of the button. This will take you to the color selection page. Once a color and brightness is selected, it can be saved to the preset tray by pressing and holding the corresponding circle.

A cycle mode fades between multiple colors.



COMFORT FEATURES ONBOARD

STEREO



PURPOSE

The stereo plays audio through a USB device, Bluetooth connection, or radio.

LOCATION

Speakers are located around the interior of the boat and optionally on the tower and transom. The stereo control system is on the dash.

OPERATION

Navigate to the stereo page on the digital screen on the dash. Operate the stereo using the buttons on this

screen. See more information on stereo operations in the Dashes and Video Screens section of this manual. Note that use of the stereo can drain the batteries. Pay attention to battery levels and cease use of the stereo if a low voltage battery notification appears on the dash. For more information on stereo operations, visit asaelectronics.com.

SEATING AND STORAGE SPACE



PURPOSE

Seating areas on the boat provide maximum comfort and relaxation while on the water. Storage space is available under all seats except for the driver and passenger seats at the helm. Storage spaces are used for securely and safely stowing gear and personal items in the boat for easy access.

LOCATION

Seats are located around the top deck, and storage compartments are found underneath the bow and stern seats. Additional storage spaces are in the engine compartment and basement, and under the helm.

OPERATION

To access storage spaces, lift the handle just below the cushion on each seat or use the handle on the compartment doors. To adjust the helm and passenger seats, use the handles located under the seats to slide the seats forward or backward. Use the knob to swivel the seats and then lock into place. Passengers should remain seated in designated seats when the boat is in operation. Balance passengers and gear evenly throughout the boat

when operating to avoid difficult handling, porpoising, or capsizing. Review the recommended seating chart located in the Safety section of this manual for proper loading and balance of the boat.



⚠ DANGER

Passengers and operators should remain seated only in designated seating areas and not on railings, outside of the boat's rail, on the tower, swim platform, or any other non-designated seating areas of the boat. Riding in these areas could lead to passengers or operators falling overboard, personal injury, or death.

GLOVE BOX



PURPOSE

The glove box is used for storing small items and can be quickly and easily accessed. Montara recommends storing your owner's manuals as well as boat registration and other important paperwork in the glove box at all times when the boat is in use.

LOCATION

The glove box is located at the starboard side helm.

OPERATION

To open the glove box, lift the lid.

MOORING COVER

PURPOSE

The mooring cover is used to cover and protect the boat when it is docked, trailered, or otherwise not in use. Mooring covers are not recommended for use when towing.

LOCATION

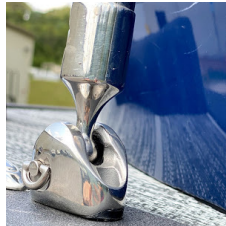
The mooring cover wraps over and around the top and sides of the boat. Store the mooring cover in any of the under seating storage locations on the boat or onshore when it is not in use.

OPERATION

Place the mooring cover over boat, starting at the front. Connect the buckle to the eyes located on the pontoon logs. Connect the buckle under/around front bow stops. Ensure that the front of the cover is down and under the deck. If you have the standard bimini, disconnect the front mount, feed the leg through the access point in the cover and reattach. Repeat for the other three mounting points on the bimini. As you roll the cover

backwards, install poles into the cover, or attach the TAPS on the ski pylon. If using TAPS, make sure the rope is not twisted. Connect rear port hook to cleat, then connect starboard ratchet fully. Snap the two snaps on the rear gate. To remove the cover, release the ratchet fully. Be sure to zip the ratchet pockets closed. Disconnect the hooks at the stern cleats. Release all buckles. Visit apexcanvas.com for more information.

BIMINI AND OPTIONAL FULL BIMINI COVERS



PURPOSE

The bimini canvases provide shade and shelter for passengers on the boat.

LOCATION

The main bimini is integrated with the Montara tower and provides shade for the mid section of the boat, including the helm area. Optional bow and stern biminis are mounted on the deck railings at the bow and stern.

OPERATION

Bimini canvases come pre-installed in your boat. To deploy the tower bimini canvas, first, unfold the canvas. Secure the forward end of the canvas to the tower using the zipper folds. Then place the rear legs into their clips towards the middle of the tower. Link the midpoint legs to the middle clips on the tower.

To deploy the forward and aft bimini canvases, secure the legs to the mounting points on the deck rail. Unzip the canvas covers and unfold them. Secure the last leg and lock it into place.

To store the biminis, unlock and detach the legs from the mounting points and fold the canvases. Secure the canvases. Visit apexcanvas.com for more information.

WARNING

To avoid damage, do not trailer the boat with the bimini

deployed, and do not operate the boat at speeds higher than 45 mph with the bimini deployed.

LADDER

PURPOSE

The ladder helps passengers climb aboard from in the water. Only allow passengers to climb aboard if the engine is turned off to avoid personal injury from Carbon Monoxide poisoning.

LOCATION

The ladder is stowed under the swim platform.

OPERATION

To remove the ladder, grip the bottom stair, push back on the spring loaded lock, lift, and pull the bottom stair outward and then down into the water. To store the ladder, pull the ladder upward until it is parallel to the water, then push in until it slides under the platform. Make sure the ladder returns back to its original position to lock it in place.

TRASH CAN



PURPOSE

The trash can onboard provides storage for waste.

LOCATION

The trash can is located across from the driver's seat on the CW models and behind the passenger seat on the CWDH models.

OPERATION

To open, push the door open and dispose of waste in the bin. To remove the trash bin, open the lounge back rest, and lift the bin upwards. Be sure to clear the locking clip when removing trash.

WATER SPORT FEATURES

TAB SYSTEM



PURPOSE

Trim tabs are used to redirect water coming off the hull as the boat moves through the water to create a large surf wake.

LOCATION

Trim tabs are located on the port and starboard sides of the stern. Controls for the tabs are found on the Wake page on the 12" touchscreen on the dash.

OPERATION

When a trim tab is deployed downward, it redirects the water flowing across the hull deeper in the body of water. The redirected water recovers underneath the opposite side of the wake, creating a wake twice the size of a normal running wake to provide a surface for surfing. Deploy the tabs deeper into the water for a shallower height, longer distance wake (best for beginner surfers) or deploy the tab only 50% for a steeper height, shorter distance wake (best for advanced surfers). Use the Wake page on the 12" touchscreen to set Rider Profiles for right or left side surfing and shallow or steep waves. You can also use the Trim Tab and Ballast Control screen to the right of the 12" touchscreen for quick and easy adjustments. Find more information on adjusting trim tabs in the Dashes and Video Screens section of this manual.

BALLAST SYSTEM



PURPOSE

The ballast system holds water weight in the boat to enhance surf and wakeboarding wakes. This extra weight drops the entire hull lower into the water, displacing more water and creating drag, which in turn creates larger wakes for more surfing surface area or greater height for wakeboarding wakes.

LOCATION

The ballast bags are located in the hull, below deck, and out of sight. Ballast pump controls are found on the Wake page of the 12" touchscreen on the dash. Ballast

fill inlets are on the hull bottom under water, and ballast overflow pump-outs are on the port and starboard sides of the boat above water.

OPERATION

To fill the ballast bags, navigate to the Wake page on the 12" touchscreen. Select the ALL UP arrow icon to fill all ballast bags, and select the ALL DOWN arrow to drain the bags. Select the STOP button to stop filling or emptying the bags, and select up or down arrows on the port or starboard bag to manually raise or lower the amount of water in each bag. You can also use the Trim Tab and Ballast Control screen to the right of the 12" touchscreen for quick and easy adjustments.

CRUISE CONTROL



PURPOSE

The Zero Off cruise control system allows operators to set and automatically hold a certain speed for towed sports. Zero Off provides set speeds so that the driver does not have to maintain a steady speed by hand when someone is surfing, wakeboarding, or skiing behind the boat.

LOCATION

The controls for Zero Off are found on the Wake page of the 12" touchscreen on the dash.

OPERATION

Press the Zero Off button to engage the cruise and touch it again to turn it off. Press the plus or minus buttons to set the speed. With the cruise on, operators can move the throttle into forward gear and push it forward until the boat reaches the set speed. At this point, Zero Off will engage and not allow the boat to go any faster than the set speed. Pull the throttle back to neutral to disengage Zero Off. Once the throttle is pulled back to an angle that is slower than the angle required for the set speed, Zero Off will release and allow the driver to control speeds lower than the set speed when Zero Off is activated. You can also use the Trim Tab and Ballast Control screen to the right of the 12" touchscreen to adjust the cruise control.

REAR FACING CAMERA



PURPOSE

The rear facing camera provides the operator ease of visibility to the rear of the boat.

LOCATION

The camera is mounted in the center of the handle on the transom above the swim platform. The camera's feedback is displayed on the 12" touchscreen on the dash.

OPERATION

Locate the camera page on the 12" touchscreen to view the camera's live feedback. You cannot record video via the built in rear facing camera.

! DANGER

Do not rely solely on the rear facing camera to determine if the water is clear behind the boat. Always double check the area before starting the engine and be aware of where swimmers are in the water. Failure to do so could result in injury or death.

PYLONS



PURPOSE

The pylon is used to attach a ski, surf, wakeboard, or

tube rope to the boat. There are two types of pylons, including a ski pylon and a heavy duty pylon.

LOCATION

The pylon is located behind the rear gate on the stern.

OPERATION

Securely attach a tow rope to the pylon and ensure that it is not wrapped or tangled in an unsafe manner. The pylons are removable. To install the pylon, line the base of the pylon up with the mounting point and screw it in until it is tight. To remove, unscrew the pylon.

TOWER & ACCESSORIES

PURPOSE

Towers provide an additional higher towing point for skiers, surfers, or wakeboarders. Towers can also be equipped with optional speakers, lighting packages, biminis, and cameras. Power operated towers are optional upgrades.

LOCATION

The tower is mounted to the deck aft of the helm.

OPERATION

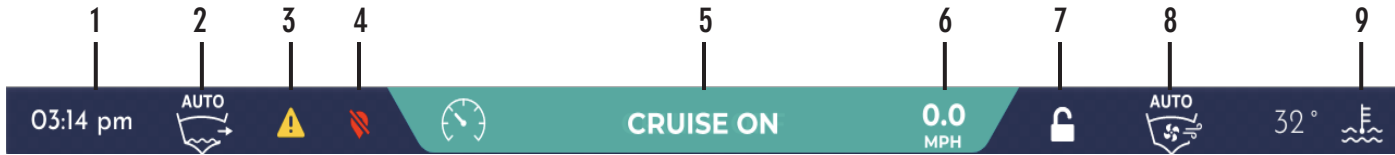
The shock assisted tower can be lowered for storage or raised into its upright position for use. To lower the tower, unscrew the knobs on each side of the base of the tower and carefully lower the tower towards the stern. To raise the tower, follow these steps in reverse.

For raising and lowering optional power towers, use the tower button on the dash.



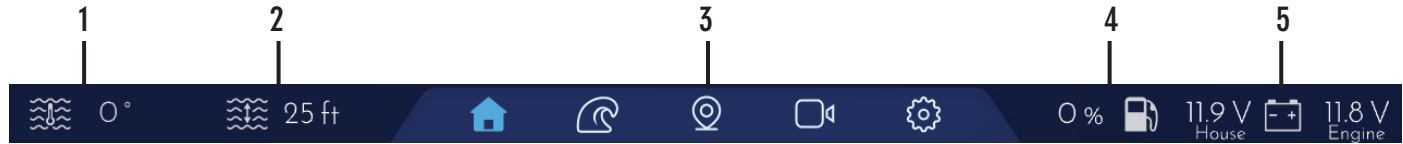
DASHES & VIDEO SCREENS

HOME PAGE - HEADER



1. **Time** - To adjust time see Settings Section
2. **Autobilge** - This notifies you that the bilge is running. The bilge will turn on automatically when the float switch activates the pump.
3. **Fault Present** - This icon is present when there is an active diagnostic message on the CAN network. Touching the icon will bring up more information on the fault.
4. **No GPS Lock** - This icon is shown when the GPS does not see satellites. For troubleshooting GPS lock, go to Settings > Maps > Satellite Status.
5. **Cruise Toggle** - This toggles cruise on and off.
6. **Cruise Set Speed** - This is the current target speed for the cruise system
7. **Menu Unlocked** - This icon appears when functions for setup and troubleshooting are unlocked. Key in the password to unlock these menu options.
8. **Autoblower Status** - The blower will run for 4 minutes automatically when the boat is keyed on.
9. **Engine Coolant Temp** - This icon shows the temperature of the engine coolant.

HOME PAGE - FOOTER



1. **Water Temp** - If a biducer is present, this will show water temperature as reported by the biducer
2. **Water Depth** - If a biducer is present, this will show water depth as reported by the biducer. If the boat is out of the water, the reading will be invalid. This gauge only reports values as reported by depth transponders. Reference the transponder manual for more information and accuracy over various ranges.
3. **Page Navigation** - These icons indicate the current page display. Selecting an icon will take you to that page.
4. **Fuel Level** - This displays the fuel percentage as reported by sender.
5. **Battery Voltage** - Voltage as read on the supply to the display. If a voltage separated is used, this value will only read the battery that the dashboard is plugged into.

CRUISE



The ZeroOff system uses input from satellites and the engine management system to provide an accurate and consistent speed control and timing. No more need for timing boxes, slalom switches or magnets! ZeroOff is based solely on the speed across the surface of the water so there is no requirement for skier weight, crew weight, or even any kind of wind adjustment. You simply set the desired speed and go.

Throttle position when the cruise is engaged serves as an RPM limiter. The engine does not exceed RPM level at throttle position. Pulling the throttle back cancels the cruise, and manual throttle resumes.

TO ENGAGE CRUISE

1. Set desired speed using +/- on main page
2. Toggle cruise on
3. Push throttle forward

TO DISENGAGE CRUISE

1. Pull throttle back to regain throttle authority
2. Toggle cruise off

If Cruise is turned off while underway, boat will hold speed until throttle is pulled back below a certain RPM.

TAB ASSIST



Tab Assist deploys tabs to help boat get on plane when accelerating. When boat reaches a certain speed, tabs will lower pushing the bow of the boat down. As the boat reaches an upper crossover speed, the tabs will pull up. The crossover speed is a percentage of the cruise set speed or a max Tab Assist Speed.

Tab Assist is disabled if a Surf profile or preset is engaged.

SPORT PAGE



SURF

Your boat has been configured with Surf Presets. To begin, select Beginner or Advanced and select surf side, Left or Right.



Once in Surf Mode, you can adjust ballast levels, tab and speed.

The Tab function determines the length of deployment of the opposite side tab. For example, If in Surf Left the TAB function will adjust the right tab.

The ballast settings will fill the ballast tanks to a desired level. The black line represents the target fill where the top of blue bar gauge indicates current fill level. Fill level is determined based off of how long the pump runs. Once completely full or completely empty, pressing the -/+ button will continue running the pump for 30 seconds. To adjust pump fill/empty times see the Settings > Wake section.

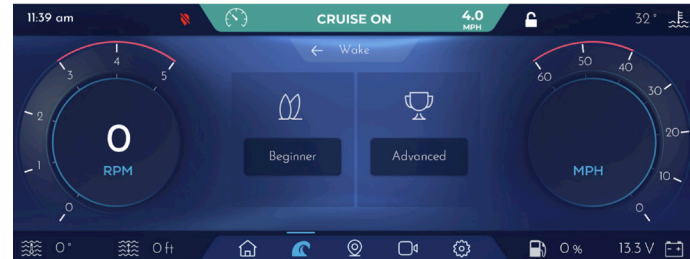


WAKE

When selecting Wake, choose between beginner or

advanced. The wake profile can then be adjust via on-screen controls.

The tab button synchronizes the tabs when it deploys. For example, a setting of 50% will have both the left and right tab deployed half way.



PROFILES



With Rider Profiles, you can easily create and manage personalized user experience preference for the perfect ride. This device comes with 3 preloaded rider profiles and the ability to create new rider profiles. When a rider profile is in the selected state, four options are displayed.

ACTIVATE A RIDER PROFILE

Tap the rider profile again, and a prompt pops up to confirm to switch to the selected settings, tap yes to activate the rider profile.

CREATE NEW RIDER PROFILE

Tap to save the current settings to the current profile or a new profile.

EDIT A RIDER PROFILE

Edits the rider profile, If pressed, the keyboard appears prompting the operator to change the name of the profile. This will walk the user through changing all aspects of the profile without activating the profile.

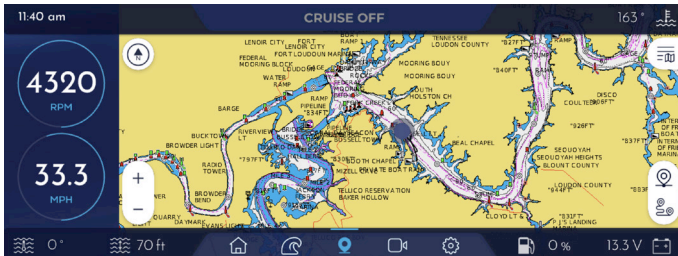
DELETE A RIDER PROFILE

Tap to delete the current profile or another profile. If pressed, a prompt appears prompting the operator to confirm deleting the profile.

MAPS










The map page is capable of displaying Navionics maps via a USB drive. The USB drive must be installed at all times for maps to be visible. The display is not capable of reading Navionics SD cards. The map content is similar to Navionics web based maps which can be found here: webapp.navionics.com.

MAPS FULL SCREEN



Maps can be viewed in panning, course up, or north up mode.

Panning - This is the view when moving around the map. The map will be oriented with North on the top

-  **Course Up** - This view will rotate the map so that the direction of the boat will always be point up
-  **North Up** - This view will orient the map so that North is always on top
-  **Save Waypoint** - This will save a new waypoint
-  **Save Tracks** - This will save a new track
-  **Waypoint/Track Tray** - Selecting this icon will slide out a tray of waypoints and track
-  **View on Map:** Moves the map to the selected waypoint.
-  **Go to Waypoint:** Points the cursor to the selected waypoint.
-  **Edit:** Rename the name of the waypoint.
-  **Delete:** Removes the waypoint.

SETTINGS

BRIGHTNESS

Adjust brightness of primary display. The display will

also sync brightness with keypad and smaller display if equipped. When Nav/Anchor light is enabled, the display will automatically dim.

CLOCK

This option sets the display time and date in the menu bar. To set the time and date, go to Settings > General, and press Clock and the following settings display as follows:

Use GPS Time - When your device connects to a GPS network, it automatically updates its clock to correspond to your current time zone. If you are unable to connect, you can manually edit the time by turning this setting off. When the setting is off, tap the setting to change and use the number pad to enter in the correct time and day.

Note: When 'Use GPS Time' is off both 'Time Zone' and 'Daylight Savings' are both disabled.

Time Zone - When 'Use GPS Time' is on, use the Time Zone settings to change the time zone to local time manually.

Daylight Savings - Adjusts time by +1 hour.

SOFTWARE VERSION AND UPDATE SOFTWARE

Dealers may deliver software updates or changes to improve the stability, performance, and security of your device. Check with your dealer for new software releases.

Note: The software upgraded file must be saved to the root of a USB flash drive with FAT32 or exFAT formatting when upgrading the system.

To view the software version, go to Settings > General and scroll down to see the version of the device next to the Software Version.

To update your device, use a computer to store the required files on a USB flash drive and connect a USB flash drive to the device and follow the required steps.

1. Download and copy the software upgrade file to the root of the USB flash drive.
2. Plug your flash drive into your device.
3. To update the software, go to Settings > General > Update Software
4. Choose the software and tap Confirm.
5. The unit will reboot and load software. This may take several minutes.

Note: Your system configurations (user settings) do not get removed when you upgrade to another software version. You can also downgrade to a previous software release.

REBOOT TO LOADER

This reboots the display to system level software loader in the event there are issues with the menu based software updater.

SYSTEM LOGIN

This allows dealers to login and perform advanced functions

MAP

Satellite Status

Map Options:

- Show Tracks
- Show Waypoint

- Maps Color
- Safety Contours
- Depth Contours

Import/Export Tracks/Waypoint

ENGINE

ENGINE DIAGNOSTICS

The display can serve as a fault reader. Select “Get Stored Engine Faults” and the display will query the engine controller for save faults.

SERVICE REMINDERS

The display will popup service reminders every 100 engine hours and once per year. The reminder can be reset from this menu.

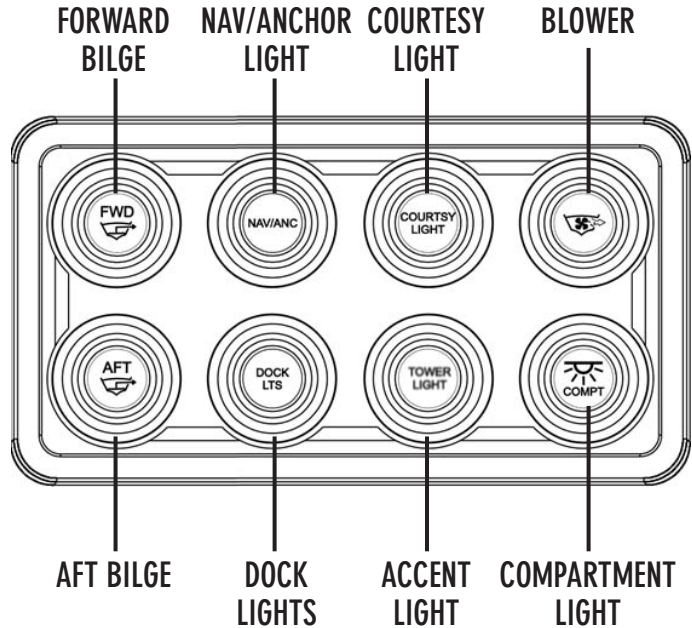
WAKE

BALLAST EMPTY / FILL TIMES

Adjust the empty and fill time of the ballast tanks. As impellers wear and pumps will take longer to fully fill. This menu allows adjustments to how long the tank will run.

KEYPAD

Digital switching is controlled from the right hand side keypad. Status is provided in the backlight ring.



BACKLIGHT LEGEND:

White - Output off

Blue - Output On

Green - Output Automatically On

Amber - Output Error

PV500 OPTION

Some boats are equipped with a PV500 in place of the keypad. If equipped, control outputs by selecting the touch zones.



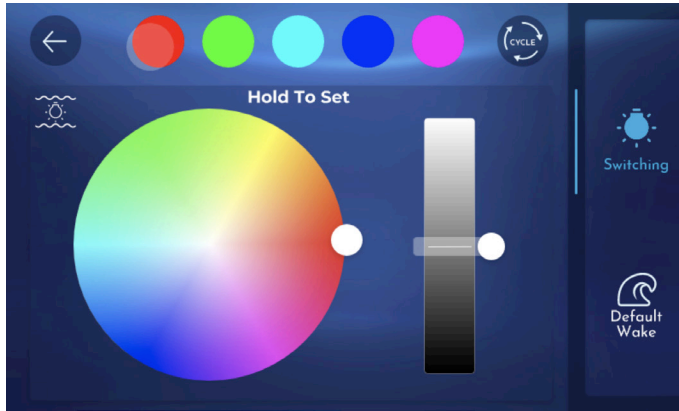
Wake functions will be controlled from the PV500. All functionality will be the same as described in the Wake section.



RGB LIGHTING

To adjust RGB light color, select the color wheel in the upper left hand side of the button. This will take you to the color selection page. Once a color and brightness is selected, it can be saved to the preset tray by pressing and holding the corresponding circle.

A cycle mode fades between multiple colors.



PV500 SOFTWARE UPDATE

To update software on the PV500, touch all four corners within 5 seconds in any order to enter the debug screen.



CARING FOR YOUR BOAT

To keep your Montara boat running on the water as long as possible, take some preventative measures to keep your boat clean and healthy. Store your boat with the mooring cover on in a garage, inside, or under a roof if possible. Do not park the boat under trees to prevent debris from damaging the surfaces of the boat. Clean the boat regularly to prevent dirt build up, scratches, and stains.

Follow all detailed maintenance and cleaning information outlined in this manual as well as the other included manufacturer manuals in your new owner's packet for best results. Take your Montara boat to a dealer for routine maintenance and retain the health and functionality of all components on your boat.

CLEANING THE BOAT

ALUMINUM



Rinse aluminum features of the boat with water or light detergent but do not use harsh chemicals. Use a metal polish to remove any stains and treat aluminum with a protective wax coating.

If you operate in salt water, be sure to rinse all aluminum parts of the boat with fresh water at the end of an outing.

If your aluminum surfaces are cracked or damaged, consult your dealer for repairs or replacement.

PAINTED ALUMINUM FENCES

To clean the painted aluminum fences around the outside of the boat, first clean using a soft sponge with gentle soap and water. Then, if desired, apply Babes Boat Bright Spray Wax Cleaner. For instructions on correct usage please see Babesboats.com.

FIBERGLASS

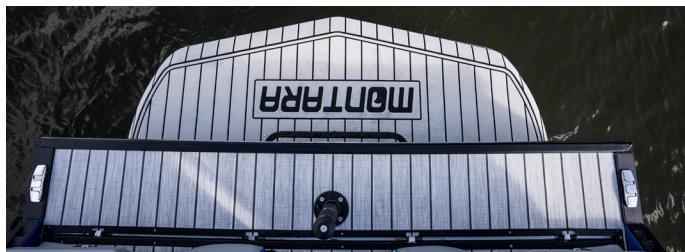


Clean the fiberglass dash and side console with a mild

detergent such as dish soap and warm water. Abrasive chemicals and chlorine could damage the fiberglass and are not recommended or covered under the warranty. After washing, apply a coat of wax with a soft cloth on the fiberglass twice per year to retain the original finish. If the marine growth has built up on the fiberglass or hull, consult your dealer for advice on a more heavy-duty cleaning chemical to apply.

If you notice hairline cracks, dents, or other damages to the fiberglass, take the boat to your dealer for repair. Fixing fiberglass damage is very difficult and should not be attempted by non-professionals.

EVA PAD & PLATFORMS



Montara recommends using an EVA cleaner to clean dirt, footprints, suntan lotion, fish blood, rust, and other stains from your EVA pad surfaces. If you do not have an EVA cleaner, use dish soap, warm water, and a medium bristled brush to clean dirt, footprints, and other mild stains.

For oil-based stains such as suntan lotion, use an all-purpose cleaner or degreaser and scrub the chemical into the stain with water and a medium bristled brush. Rinse thoroughly and repeat as necessary.

For fish blood or other stains needing bleach, combine 1 cup of bleach with 1 gallon of warm water. Scrub in a circular motion and rinse with water.

For rust stains, apply a cap full of vinegar or an oxalic acid to the stain and let it soak. Scrub it lightly and rinse thoroughly.

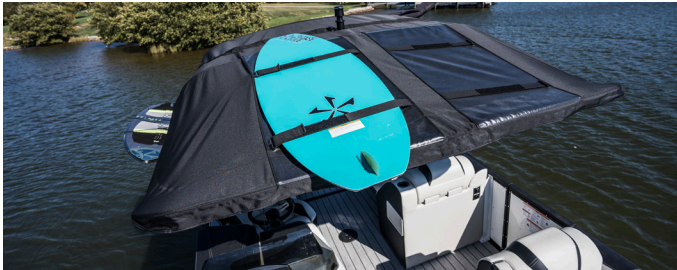
WINDSCREENS

Montara recommends using Babe's Boat Bright to clean Windscreens. Spray Babe's on the windscreens when they are wet or dry and wipe until they are dry with a soft towel. You do not need to wait until Babe's is dry

too wipe it off. If it does dry, apply some additional Babe's and wipe it off. Babe's Boat Bright provides water repellency, helps prevent scratches and increases durability. For additional tips, visit [Babesboats.com/faqs](https://www.babesboats.com/faqs).



CANVAS COVERS



Clean your Canvas covers including the bimini and mooring covers on a regular basis to retain their longevity. Keep the covers free of dust, residue, and mildew, and store them in shaded areas. For general cleaning, use two ounces of mild dish soap with one gallon of warm water. Use a soft bristle brush or sponge to lightly remove dirt and debris in full sweep motions from seam to seam. Never rub in circles. Be sure to clean the entire cover and rinse thoroughly to remove all soap residue and allow fabric to air dry. To remove stains, add a cup of bleach to your gallon mixture of water and dish soap. Be sure to only spot clean these stain areas on the non-coated side of the fabric and follow up with the routine cleaning of the entire cover. Do not soak fabric. Prolonged exposure to harsh chemicals can damage the coated side of the fabric. Rinse immediately. Do not leave on for more than two (2) minutes. Cleaning with harsh cleaners (such as bleach) will require a retreatment (like 303 High Tech Fabric Guard) for restoring water repellency. For oil-based stains, immediately apply an absorbent powder such as corn starch directly on the area to soak up the oil. Let sit for 10 minutes and remove the excess using a straight edge or ruler. This helps extract the stain rather than pressing it into the fabric. Next, proceed with the cleaning process. Never dry clean canvas products or use washing machines

or power-washers as the force can damage the fabric.

Rinse metal canvas frame pieces with fresh water periodically and apply a wax coating. As a preventative measure, periodically apply a no-seize type lubricant in the barrel of the ratchets.

Maintain zippers and fasteners with a silicone spray. Spray into the zipper and work the zipper back and forth several times.

Visit apexcanvas.com/#care-maintenance for more information on canvas care.

UPHOLSTERY



At the end of each outing, wipe all upholstery dry to prevent mildew build up. Cover your boat when it is not in use. Montara recommends using BABE'S Seat Soap and BABE'S Seat Saver to clean and protect your upholstery with their non-oil based formulas, UV protections, and natural upholstery preservation qualities. Spray BABE'S Seat Soap on the upholstery and let it sit for one minute on hard stains. Scrub with a soft towel or brush and wipe clean with a clean, dry towel. Then spray BABE'S Seat Saver on the upholstery surfaces and wipe clean with a soft, dry towel. Mild detergents and warm water will also work to clean upholstery. For more cleaning tips, visit Babesboats.com/faqs.

SALT WATER & CORROSION PREVENTION

Operation in salt water can degrade the quality of your boat much quicker than fresh water. Take some extra steps to protect your boat from salt water damage. Anode and bonding harnesses are standard on every boat. Montara offers an optional Metal Jacket XL salt water

package which includes a hull coating and salt-water anodes. Metal Jacket XL protects your boat by creating a chemically bonded, thin-film surface shield with hydro- and oleophobic properties. This reduces the impacts of oils, greases, scum and microorganisms. Abrasive or toxic cleaners are not necessary to clean the hull if Metal Jacket XL is applied. Coating should be reapplied approximately every five years. Visit s-g-marine.com for more information about Metal Jacket XL.

If your boat is stored in salt water daily, remove it from the salt water every three months for a thorough cleaning. Follow instructions in your PCM engine owner's manual to flush the engine. Rinse all other areas in contact with salt water with fresh water, including, bilge, hull, deck, upholstery, EVA pads, metal components, windscreens, etc. Use corrosion prevention chemicals on metal components once per month. Also rinse all areas of the trailer. If the boat is only used occasionally in salt water or brackish areas, take these steps to thoroughly rinse the boat after every use.

Inspect the anodes at the transom for corrosion. Anodes are designed to be self-sacrificing to protect the metal underneath them from salt water corrosion. Once the anodes have eroded 50% or more, they will need to be replaced.



⚠ WARNING

Failure to rinse and apply protective coatings to your boat's metal components after salt water use can accelerate corrosion of your boat and will void the warranty.

MARINE GROWTH

If your boat is stored in the water for extended periods of time, consult your dealer about the best hull bottom paints to use for protection against harmful marine growth.

LIFTING THE BOAT

LIFTING THE BOAT

The best way to lift your boat is to load it onto the trailer that your boat came with. If trailering your boat is not an option, you can lift the boat out of the water with a crane at a marina.

CAUTION

Never use lifting points other than the lifting eyes to lift your boat. Do not use cleats, tower points, sky pylon or ski tow point. Doing so could cause serious damage to the aluminum. Drain all water from the ballast bags and bilge before lifting or trailering to reduce extra weight stress on the lifting points.

An overhead hoist and cables can be used to lift your boat if they are rated for more than the weight of your boat. Use lifting slings with a capacity rating higher than the weight of your boat. Attach the slings through the lifting eyes on the bow and stern and connect a spreader bar between both slings to alleviate pressure on the gunwale and deck and to balance the load.

SERVICE & MAINTENANCE

Routine maintenance should be performed to retain the service life, resale value, and overall proper functionality of your Montara boat. Follow instructions outlined in this section and in your engine owner's manual to maintain various components of your boat as well as prevent damage leading to emergency situations on the water. Many of these service items must be performed by your authorized Montara dealer. Review your PCM engine owner's manual for more information regarding these checks and services.

BEFORE & AFTER EACH USE

- Check coolant level
- Check transmission and engine crankcase oil levels
- Check for obvious leaks in the engine
- Check for proper operation of the steering system
- Check that the sea strainer is clear
- Review the Safety Information and Preparations sections of this owner's manual

AFTER THE FIRST 25 HOURS OF OPERATION

- Check and clean the partial cooling system in the engine
- Check condition and tightness of all hose clamps in the cooling system
- Inspect condition and tension of the drive belt
- Check condition and tightness of all hose clamps in the exhaust system
- Clean the ignition system and spark plugs
- Check for loose, missing, or damaged parts of the engine assembly
- Change engine oil and filter
- Check engine alignment and adjust if necessary
- Check battery cables, connections, electrolyte level, and specific gravity
- Clean and inspect the flame arrestor and ventilation system

- Replace Spin-on fuel filter
- Change transmission fluid and clean strainer
- Inspect fluid level of PowerPlus V-Drive

EVERY 50 HOURS OF OPERATION

- Check and clean the partial cooling system in the engine
- Inspect/Replace the raw water pump impeller
- Change engine oil and filter
- Check battery cables, connections, electrolyte level, and specific gravity
- Check electrical system for loose or damaged connections and wiring
- Replace Spin-on fuel filter
- Replace fuel control cell fuel filter
- Check all safety equipment on board for proper functionality

EVERY 100 HOURS OF OPERATION

- Check the engine cooling system
- Check the engine exhaust system
- Check the drive belt tension
- Clean the ignition system and spark plugs
- Check for loose, missing, or damaged parts of the engine assembly
- Clean and inspect the flame arrestor and ventilation system
- Inspect all hoses for damage or deterioration
- Inspect and lubricate shift and throttle cable linkage
- Inspect fluid level of PowerPlus V-Drive

ONCE PER YEAR

- Check and clean the partial cooling system in the engine

- Check condition and tightness of all hose clamps in the cooling system
- Inspect/Replace the raw water pump impeller
- Inspect condition and tension of the drive belt
- Check condition and tightness of all hose clamps in the exhaust system
- Clean the ignition system and spark plugs
- Check for loose, missing, or damaged parts of the engine assembly
- Change engine oil and filter
- Check engine alignment and adjust if necessary
- Check battery cables, connections, electrolyte level, and specific gravity
- Check electrical system for loose or damaged connections and wiring
- Clean and inspect the flame arrestor and ventilation system
- Inspect all hoses for damage or deterioration
- Inspect and lubricate shift and throttle cable linkage
- Replace Spin-on fuel filter
- Replace fuel control cell fuel filter
- Change transmission fluid and clean strainer
- Inspect fluid level of PowerPlus V-Drive
- Check the propeller shaft coupling alignment
- Check that the engine mounts are securely tightened
Check the exhaust flaps for wear and tear and replace if necessary
- Lubricate the steering system
- Lubricate the throttle
- Check the ballast pump impeller
- Check the automatic fire suppression system

HOW TO INSPECT THE BATTERIES

Make sure the engine and battery switch are turned off and the throttle is in the neutral position. Locate the interstate batteries in the basement compartment. Check that the battery connections are attached tightly

and do not have fluid buildup or corrosion. If they are not clean, remove the batteries from their housings by disconnecting the connections, starting with the negative (black connection), and lifting the batteries out of their housings. Clean the battery with a water and baking soda combination and wipe the battery posts with a battery terminal cleaner. Do not get liquids into the battery vents. Clean the battery housings with the water and baking soda solution and rinse with plain water. Once the batteries and their housings are clean, return the batteries to their housings and replace the positive terminal connections and then the negative terminal connections.

⚠ WARNING

Electrolyte fluid expelled from batteries is poisonous and very dangerous. Use gloves when working with leaky batteries. If electrolyte fluid touches your skin in any way, immediately wash with clean water and seek medical attention.

⚠ CAUTION

Montara batteries are made to support all of the factory

components on board and may not support after-market add-ons. Do not add electrical components which will need to be supported by the standard batteries. Doing so could cause damage to the batteries or electrical system and will void the warranty.

⚠ WARNING

Batteries emit explosive levels of hydrogen gas when charging. Ventilate the area around the batteries when charging and keep all sparks away from the area. A battery explosion could cause property damage, serious injury or death.

HOW TO INSPECT THE SEACOCK STRAINER

The seacock strainer is designed to catch debris entering the boat through the raw water intake system which cools the engine. This prevents debris from clogging or damaging the engine and impeller. To inspect and clear debris from the seacock strainer, locate the strainer on

the engine mount. Open the housing and remove the filter. Clean out any debris stuck in the strainer, return it to the housing, secure the housing back into place.

HOW TO INSPECT THE ELECTRICAL SYSTEM

It is important to routinely check for damage, corrosion, kinks, breaks, or wear on all wiring systems in your boat. To do so, make sure the engine and battery switch are turned off and the throttle is in the neutral position. Locate the throttle and electrical cables and feel along them as far as you can reach to ensure there are no damages or kinks. If wires are kinked, straighten them out. If they are damaged, see your authorized Montara dealer for replacements.

HOW TO INSPECT THE FUEL SYSTEM FOR LEAKS

Inspect the fuel system before, during, and after operation to ensure that you catch any malfunctions to the system right away.

DANGER

Fuel system leaks can be flammable or explosive. Take care to avoid bringing sparks or flames to the area.

Open the engine compartment and look for any visible fuel leakage. Smell for any overwhelming fuel vapors. If either of these are present, do not start the engine. Seek assistance from your Montara dealer immediately.

WARNING

Never open the engine compartment when the engine is running. Clothing or body parts could get

caught in moving parts, causing property damage or personal injury.

If there are no obvious signs of fuel or exhaust leakage and you have started your engine, be constantly aware of new odors as you are running. If you smell a rotten-egg type of odor, there is probably an exhaust leak in the system. Turn off the engine and battery switch immediately and inspect the exhaust hoses. Tighten the clamps if they are loose and consult your authorized Montara dealer for maintenance.

 **DANGER**

Exhaust fumes can be explosive and/or cause carbon monoxide poisoning, leading to serious injury or death. Take extreme caution when working in close proximity with exhaust fumes.



WINTERIZATION & STORAGE PROCEDURES

PREPARING FOR WINTERIZATION & STORAGE

It is extremely important to properly winterize your boat when storing it for long periods of time in temperatures below freezing. Failure to properly winterize your boat could cause cracks and serious damage to the engine block, bilge, ballast system, or any other area where water is left standing or stored. Review your PCM engine owner's manual and follow the steps outlined below to properly winterize your boat. If there are any discrepancies between this manual and your engine owner's manual, always follow instructions laid out in the engine owner's manual. Montara recommends contacting your authorized dealer to perform winterization tasks before long periods of storage.

STEP 1 – COMPLETE ANNUAL MAINTENANCE CHECKS LISTED PREVIOUSLY IN THIS CHAPTER.

STEP 2 - TREAT THE FUEL SYSTEM

Fill the fuel tank to 90-95% full, leaving enough room for expansion during temperature changes, while also eliminating opportunities for oxygenation of the fuel. Add gasoline stabilizer, following quantity directions on the container. Following these steps will prevent fuel gum build up and varnish inside the tank which can clog fuel filters and injectors. Adding a stabilizer will only work for preventing gum and varnish damage, and do not work if build up has already occurred.

STEP 3 – REPLACE THE FUEL FILTER

Remove the current fuel filter, clean the areas around the fuel filter, and reinstall a new filter and gaskets. Do not reuse the same fuel filter.

STEP 4 – RUN THE ENGINE

Run the engine for a minimum of 10 minutes to allow the fuel stabilizer to disperse throughout the fuel system.

STEP 5 – CHANGE THE OIL

Take your Montara to an authorized dealer to change the oil and oil filter in the engine.

STEP 6 – FLUSH THE COOLING SYSTEM

If your boat was used in salt water or brackish waters, flush the cooling system.

STEP 7 – RESTART

Restart the engine and allow it to idle for 5 minutes to move the new oil through the engine.

STEP 8 – CLEAN THE FLAME ARRESTOR AND VENT HOSES

Remove the flame arrestor and vent hoses, clean them, and reinstall.

STEP 9 – COVER THE THROTTLE BODY

Prevent water from entering the throttle body and the engine during storage by covering it.

STEP 10 – CLOSE THE FUEL SHUT OFF VALVE.

STEP 11 – DRAIN THE ENGINE

Follow the instructions for removing all drain plugs and hoses outlined in the Water Draining Diagrams at pcmengines.com. Remove the bilge drain plugs when the boat is out of the water. Remove the water impeller, inspect it for damage, and store it for reinstallation prior to reactivating the boat if it remains in good condition. If it appears worn or damaged, replace it prior to reactivating the boat. Once the water has fully drained, apply pipe sealant to the threads of the drain plugs, then firmly reinstall the plugs and hoses.

STEP 12 – DRAIN THE BALLAST TANKS

Drain any remaining water from the ballast tanks. Pour one gallon of antifreeze into each of the thru-hole vents on the ballast tanks. Turn the EMPTY ballast switch ON to run the antifreeze through the ballast hoses.

STEP 13 – STORE THE BATTERIES

Remove the batteries from the boat and clean them according to the instructions earlier in this chapter. Store the batteries in a cool, dry place, protected from the elements, on a surface other than concrete. Fill the batteries with distilled water and check the water levels and recharge the batteries every month. Do not let the batteries fully discharge.

STEP 14 - CLEAN AND WAX THE EXTERIOR

Follow instructions for cleaning and waxing the hull bottom and fiberglass areas of the boat listed previously in this chapter.

STEP 15 – COVER THE BOAT

Use the mooring cover provided with your boat to tightly cover the boat for storage.

REACTIVATING THE BOAT AFTER WINTERIZATION & STORAGE

Montara recommends taking your boat to an authorized dealer to perform reactivation procedures after long-term storage and winterization.

STEP 1

Reinstall the water pump and impeller. If the impeller from the previous season appears worn or damaged, replace it with a new impeller.

STEP 2

Reconnect all cooling system hoses and clamps. Reinstall all raw water drain plugs.

STEP 3

Reinstall the fully charged batteries to their housings

under the deck. Do not install dead batteries, and do not attempt to jump the batteries. Coat the battery terminals with an anti-corrosion spray. Connect the positive cable to the positive terminal first, then connect the negative cable to the negative terminal. Doing so in the opposite order will damage the electrical system.

STEP 4

Inspect the serpentine drive belt tension, check for proper engine alignment, and ensure engine mount fasteners are tightened.

STEP 5

Check engine and transmission oil levels.

STEP 6

Open the fuel shut-off valve if it was shut off prior to winterization.

STEP 7

Open the seacock.

STEP 8

Remove any tape that was placed over the exhaust flaps prior to storage.

STEP 9

Perform all safety checks and preparations outlined earlier in this manual.

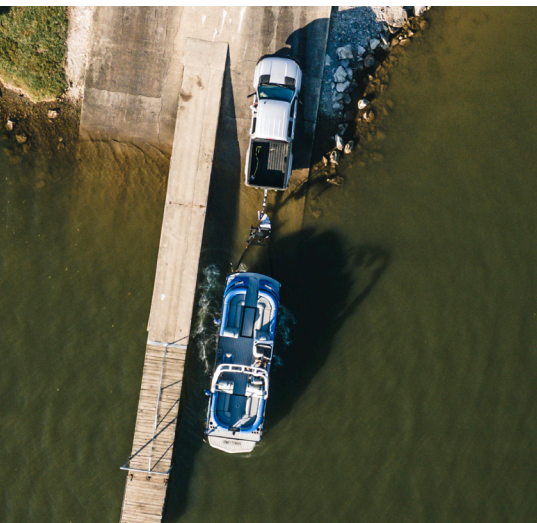
STEP 10

Run the blower for 5 minutes, then start the engine and monitor the temperature levels on the instrument panel. After running the engine for a few moments, turn it off and inspect the engine compartment for any leaks.

⚠ CAUTION

Do not start the engine without a water supply running through the raw water intake.





TRAILERING

The following chapter outlines towing safety procedures, how to connect a trailer, towing tips and guidelines, how to launch and load a boat, trailer maintenance, and more. Read this entire section and all of the safety and operating instructions for your Boatmate trailer which are found online, before using your new trailer.


Your Boatmate trailer was designed and built specifically

to support your Montara model's size and weight. Use only this trailer for safely towing your Montara boat. Read and follow the safety, towing, loading, and maintenance instructions outlined in this section in order to avoid cancelling the warranty. To view your Boatmate Trailer warranty and for more information, visit www.boatmatetrailers.com/warranty.php.

TOWING SAFETY

USING A PROPER TOWING VEHICLE

Driving any vehicle while towing a trailer will significantly impact the way the vehicle handles. Ensure that your vehicle is capable and equipped for towing your Montara boat. Refer to your tow vehicle owner's manual to find the tow rating and accessory requirements to achieve that tow rating. Then locate the Gross Vehicle Weight Rating (GVWR) on the VIN tag located on the front inside of the trailer frame rail. The trailer's GVWR should not exceed the vehicle's tow rating. The towing vehicle must also be equipped with a seven wire connector to power the trailer's brake lights & disc brakes.

 TIRE AND LOADING INFORMATION		
The weight of cargo should never exceed XXX kg. or XXX lbs.		
TIRE	SIZE	COLD TIRE PRESSURE
FRONT	20.5x8.0-10(E)	621kPA, 90PSI
REAR		
SPARE		

SEE OWNER'S MANUAL FOR ADDITIONAL INFORMATION

**See the trailer owners manual for more information*

OBTAIN INSURANCE

Ensure that you have the proper insurance before towing. Consult your insurance agent and notify them that you will be towing a trailer. Failure to do so could mean that any damage that may occur will not be insured.

USING A PROPER HITCH

Review your Boatmate Trailer owner's manual to find information on hitch, receiver, and ball requirements for your specific trailer. Then select those for your vehicle and make sure they exceed the GVWR of your trailer. Boatmate does not recommend towing with a vehicle that requires a Weight Distribution Hitch (WDH) because of the effects they can have on the brake systems on the trailer. If you do use a WDH, seek professional advice for installation of the WDH and for connecting your trailer.

MAINTENANCE AND TRAILER COMPONENTS

Perform safety checks and familiarize yourself with all trailer components and their functions. Trailer components that will need to be functioning at every use include brakes, tires, lug nuts, safety chains, break away cables, and lights. Inspect and maintain your trailer frequently to avoid dangerous situations on the roadways or when launching or loading a boat.

A BALANCED LOAD

Distributing the trailer tongue weight evenly on the trailer hitch is extremely important. If the weight is unbalanced, the trailer or towing vehicle could fishtail and become uncontrollable. The load on the coupling ball should be between 5-10% of the overall weight of the loaded trailer. For example, if the trailer weighs 5,000 pounds, the tongue weight should not exceed 500 pounds and

should not be less than 250 pounds. Load the trailer evenly to achieve these guidelines.

The trailer's GVWR includes enough extra weight for a modest amount of gear stored in the boat but will not include a fully ballasted boat. Safely stow all gear in the storage compartments on the boat and distribute the weight of the gear across the boat.

WARNING

Uneven load in the boat could cause fishtailing on the road & result in property damage, serious injury, or death.

WARNING

Never tow with full ballast bags or with gear on the tower racks. Towing with full ballast is likely to exceed the GVWR and will create an unbalanced load. This could lead to emergency situations on the roadway. Towing with gear in the tower racks can also unbalance the load and is likely to create property damage. Safely stow away all gear into storage compartments and turn board racks to the interior of the boat before driving.

Stow the bimini canvas when towing your boat. Refer to the Boat Operations chapter of this manual for information and details on how to stow your bimini.

ADDITIONAL SAFETY GUIDELINES

- Never allow passengers to ride in the boat when it is being towed.
- Prior to trailering your boat, perform a walk-around inspection of the trailer. Check the coupler connection, safety cables, emergency brake cable, wiring connector, tie downs, and tires. Inspect for fluid leaks, damage from road hazards, low tire pressure, unusually hot brakes or hubs.

PRE-TOWING CHECKLIST

- Seat the coupler on the hitch and ensure that the

trailer angle is parallel with the ground

- Stow and lock the trailer jack in its travel position
- Connect the safety chains to the tow vehicle and close the latches
- Connect the breakaway cable to the tow vehicle
- Connect the seven wire connector to activate the trailer lights
- Check air pressure in the trailer and vehicle tires
- Check the lug nut tightness on the trailer
- Inspect the entire trailer for signs of wear, damage, or grease
- Check that the bow safety strap is connected to the boat and tightened down, and the bow eye is tight with the roller
- Attach rear tie downs to the boat and trailer
- Stow all gear and loose objects inside the boat including fenders, ropes, life jackets, etc. If the fenders are tied to the boat, take them off and stow them in a storage space. Stow the bimini cover, set the tower in its upward position, turn the board racks to the inside of the tower, and balance the load.

HOW TO CONNECT THE TRAILER

STEP 1

With the trailer blocked on a flat surface, raise the trailer jack by turning the hand crank so that there is enough room for the hitch of the tow vehicle to fit underneath it.

STEP 2

Slowly back up the towing vehicle and align the hitch under the coupler. Seek assistance from another person to guide the hitch to the coupler.

STEP 3

Remove the hitch pin. Then push the lock button on top of the latch to the side and lift the latch at the same time. Slowly lower the trailer jack down onto the trailer hitch using the hand crank with the latch still open. Ensure that the coupler covers the entire hitch ball, then close the latch and reinsert the hitch pin into the side of the coupler. If the pin does not easily insert, the coupler may not be properly covering the hitch ball or the ball may be the wrong shape or size. Recheck the connection.

STEP 4

Connect the safety chains to the vehicle's trailer hitch clip points. Crisscross the chains once under the tongue. Doing so will cradle the trailer tongue in case of disconnect from the hitch ball. Safety chains are designed to catch the weight of the trailer in case the hitch and coupler connection fails on the roadway.

STEP 5

Connect the breakaway cable to the vehicle's bumper or frame, close to center. Do not attach the breakaway cable to the safety chains. The breakaway cable is designed to engage the trailer brakes in case of safety chain failure. If the breakaway cable accidentally engages, review your Boatmate trailer owner's manual for instructions on how to install a new one.

STEP 6

Attach the 7-wire connector on the trailer to the connection point on the tow vehicle. Check that the brake lights and running lights are working.

STEP 7

Attach straps from the trailer to the boat's transom to secure it to the trailer during travel. Safely stow all gear inside the boat, keeping a balanced load. Stow the bimini when towing.

STEP 8

Check that the trailer is parallel to the ground. If it is not parallel, this is an indication of an uneven load on the trailer hitch which will cause the vehicle or the trailer to fishtail when in motion. Check that your hitch and towing package are the correct match for your trailer. Recheck that all gear inside the boat is stowed throughout the boat and the weight is dispersed.

DANGER

Improperly attaching the trailer to the tow vehicle in any way could cause property damage, serious injury, or death. Take caution to connect the trailer properly, review Towing Safety procedures, and follow the pre-towing checklist every time the trailer is attached.



TRAILERING GUIDELINES

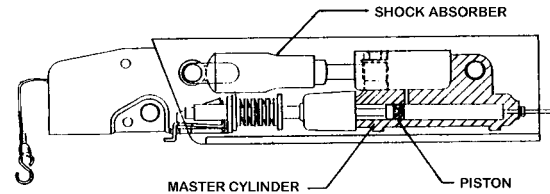
The following guidelines will assist you in driving with a trailer attached. Keep in mind that your vehicle will handle differently with a trailer than it will by itself. Precautionary measures should be taken when towing. Use your rearview mirrors to frequently check that the trailer is handling properly when towing.

HYDRAULIC BRAKE ACTUATOR

Your trailer is equipped with a hydraulic brake actuator which is designed to assist the vehicle in braking the weight of the trailer. The actuator moves front to back over the coupler. When driving at a constant speed, the actuator is extended, which does not activate the brakes. When the vehicle slows, the actuator will slide forward, compressing the master cylinder piston inside it, and telling the brakes to activate in direct proportion to the vehicle braking and the weight of the trailer.

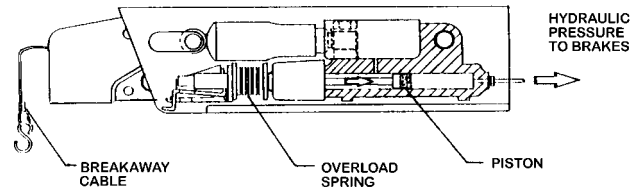
When backing the trailer, the actuator will compress, activating the trailer brakes. This will vary depending on

the incline of the surface you are on, what type of brakes you have, and the speed at which you back the trailer.



Actuator Extended (Running Position)

**Illustration taken from Boatmate Owner's Manual*



Actuator Compressed (Stopping)

**Illustration taken from Boatmate Owner's Manual*

Use a brake lockout bracket to override the brakes when backing the trailer. Place the lockout bracket into the slot behind the roller pin on the side of the actuator and slide it forward all the way. This will prevent the brakes from

locking out when backing. If you pull forward again, the lockout bracket will fall out of place to ensure that the brakes will work when towing in forward.

STARTING & STOPPING

You will need ample space and time when stopping or starting with a trailer. Accurately anticipate the extra time needed to stop or start with a trailer attached.

WIDE TURNS

The wheels of your trailer will take a narrower path when turning than the wheels of your vehicle. To prevent running over curbs or hitting objects, make wider turns so the trailer will stay in your road lane.

COURTESY TO OTHER DRIVERS

Do not tailgate other vehicles. Allow faster moving vehicles to easily pass you by staying in the slow lane. If you pass another vehicle, allow extra time and space to get around them and avoid passing on steep inclines. Avoid any sudden turns, starts, or stops. These movements could cause the trailer to fishtail or jackknife. Use turn signals to show other vehicles your intentions before you make moves.

TOW IN RECOMMENDED GEARS

Follow your tow vehicle manufacturer's recommendations on which gears to tow your boat in.

FISHTAILING

Fishtailing may be due to a flat tire. Do not make sudden stops or movements. Slowly stop the vehicle in a controlled manner and pull over to inspect and/or replace the tire. Strong winds may also lead to trailer sway, and in severe cases, fishtailing. Slow down and maintain control of the vehicle.

BACKING UP

Backing up a trailer is much more difficult than just backing a vehicle. Make very slow movements and practice backing a trailer in an open area free of crowds before backing down a busy boat launch ramp. One way to learn how to back a trailer is to place your hand at the bottom of the steering wheel. To back the trailer to the right, turn your hand to the right, which will turn the wheel counterclockwise. To back the trailer to the left, turn your hand to the left, which will turn the wheel clockwise. Whenever it is possible, have someone outside the vehicle help guide you to the location you

would like to go. Use slight movements and avoid jackknifing the trailer.

PARKING

Avoid parking on steep grades as it can cause undue stress on the trailer or tow vehicle. Whenever it is possible and necessary, have someone outside the vehicle guide you into a parking space to avoid hitting other objects. Have someone place blocks on the downhill side of the trailer before shifting your vehicle into park. Apply the parking brake, shift the vehicle into park, then remove your foot from the brake pedal – this sequence will avoid the vehicle being locked into park. Remove the blocks and release the parking brake before taking off again.

UNCOUPLING

Place blocks at the front and rear of the tires to ensure that the trailer does not roll away when unhooked from

the vehicle. Place jack stands at the rear of the trailer in case the load is unbalanced and causes the trailer to tip upwards. Unclip the trailer jack from its stowed position and turn the hand crank until the wheel is resting on the ground but does not put pressure on the coupler. Unhook the safety chains, breakaway cable, and 7-wire connector from the vehicle. Pull the safety pin on the coupler, slide the lock button and lift the latch. Crank the trailer jack upwards until the coupler releases from the hitch. The coupler should unhook easily from the hitch. If it does not, check that you have the latch all the way open. Dirt or other objects may have become lodged inside the coupler during travel.

BRAKE ROTOR MALFUNCTION

If the trailer seems difficult to tow, stop towing and contact your Montara dealer for assistance – the brake rotors may not be working properly.

TRAILER MAINTENANCE ON THE GO

Ensure you have the correct size trailer jack & lug wrench for the trailer. Also keep a spare wheel & tire, wheel chocks, bearing grease, spare tie-downs, extra lights, wheel bearings and road flares in the vehicle when towing.

LAUNCHING THE BOAT

STEP 1

Before launching the boat, remove tie downs that attach the transom to the trailer. Load all safety gear into the boat and make sure the drain plugs are installed and battery is turned on. Follow steps in the Safety and Preparations sections of this owner's manual before launching.

STEP 2

Inspect the ramp for dangerous obstacles, ramp angle, and any other unknowns that may require special attention. Observe other boaters as they launch their boats.

STEP 3

Back the trailer slowly down the ramp, aligning the boat and vehicle perpendicular to the waterway. Have someone outside the vehicle guide you into place. Lower the boat into several inches of water, until the transom floats, ensuring that the engine is fully submerged.

STEP 4

Have another person assist you by placing blocks behind the vehicle's back wheels. Engage the parking brake and shift the vehicle into park.

STEP 5

Run the blower for 5 minutes, check the engine for fuel or vapor leaks, start the boat and detach the winch strap from the bow eye. Back the boat slowly off the trailer.

STEP 6

Remove blocks from vehicle's wheels and drive the vehicle and trailer up off of the ramp.

LOADING THE BOAT

STEP 1

Follow the same procedures as launching the boat to back the trailer into the water.

STEP 2

Drive the boat onto the trailer slowly and attach the winch clip to the bow eye. Tighten the winch using the crank and secure the safety latch.

STEP 3

Turn off the engine.

STEP 4

Slowly drive the vehicle and trailer up the ramp and out of the water.

STEP 5

Attach tie downs to secure the transom of the boat to the trailer.

STEP 6

Wipe down the interior and exterior of the boat to prevent mildew and water spots. If the boat was operated in salt water, follow the procedures listed in the Caring for Your Boat section of this owner's manual to properly rinse the entire boat and trailer. Secure all items inside the boat before towing.



TRAILER MAINTENANCE & STORAGE

TRAILER MAINTENANCE

Follow all maintenance and inspection guidelines outlined in your Boatmate owner's manual. Failure to follow these procedures will void the warranty. Perform maintenance annually or every 2,000 miles, whichever comes first. Consult your Montara dealer for assistance with any and all maintenance procedures and replacements.

- Inspect the tow hitch for wear, corrosion, and damage. Repair or replace if necessary.
- Inspect the hitch ball for wear. If the ball measures smaller than 1.97" or larger than 2", it is unsafe to use and must be replaced.
- Check the coupler latch for wear and proper operation. Lubricate the latch if necessary.
- Check the actuator for wear and proper operation. Replace parts if necessary.
- Check the brake fluid in the master cylinder reservoir, fill if necessary, and clean all parts surrounding it. If foam or bubbles are present in the brake fluid, drain the fluid and replace with the same type of brake fluid. Do not mix different types of brake fluid.
- Check safety chains and the breakaway cable for

wear and damage and replace if necessary.

- Check the brake system connections and hoses for hydraulic leaks. Replace parts if necessary.
- Check brake adjustment to retain stopping capability.

TRAILER STORAGE

When storing your trailer for the winter or extended periods, take these steps to prevent deterioration or damage to the trailer. Review your Boatmate owner's manual for more information and consult your dealer for assistance.

- Store the trailer in a dry area, away from direct sunlight.
- Check the brake fluid in the master cylinder reservoir and fill if necessary. If air is present in the brake lines, it may be necessary to bleed the lines. Clean all surrounding parts.
- Lubricate latches, links, and pivots to prevent corrosion.
- Grease wheel bearings, hub cavities, and bearing protectors.
- Extend the actuator to its full length and make sure the breakaway system has not been set.



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