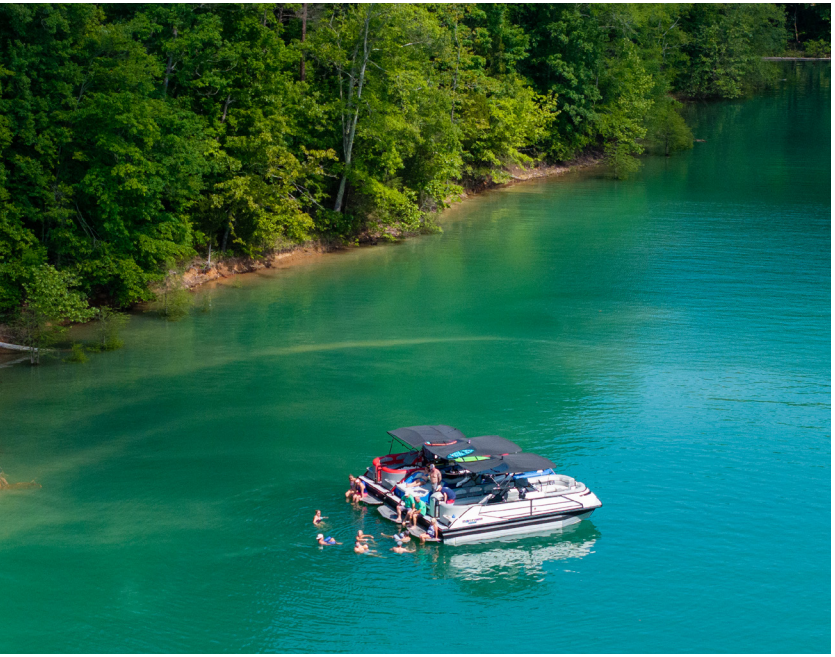
MONTARA

2.0 OWNER'S MANUAL

MONTARA BOAT COMPANY
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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 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 many 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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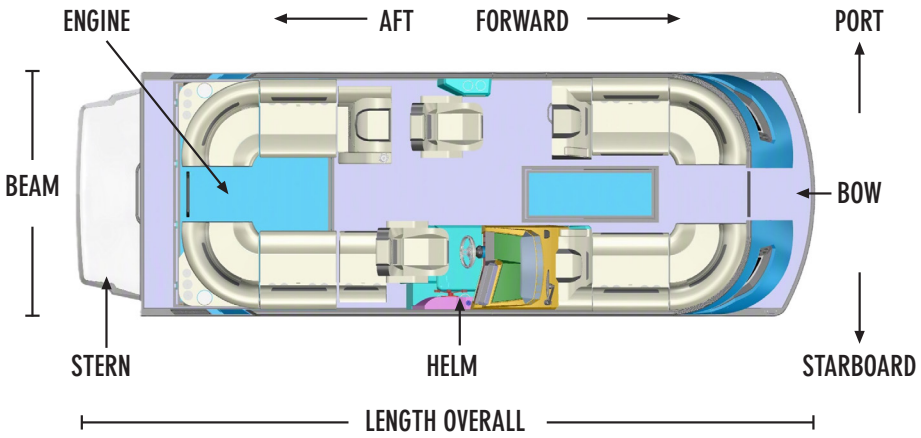
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BOATING TERMINOLOGY



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.

Gunwale (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 recommend 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 judgment, 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 4 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 in the Features and Specifications section of this manual 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 judgment when loading the boat.

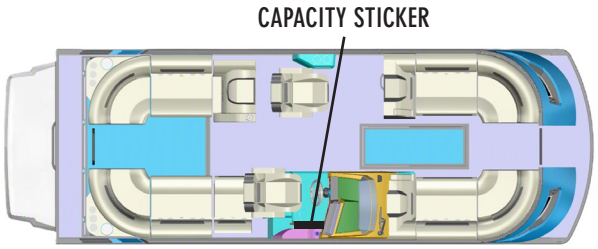
Follow the manufacturer's capacity guidelines when loading the boat and do not exceed the boat's capacity rating.

⚠ 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 right side of the dash.

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 going 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 bags 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, and register your boat in DealersCircle.

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.
- ☐ 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 25 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.
- Check local regulations and laws to make sure your Montara Boat is compliant.
  Note: The stern lounge may need a rear fence to comply with regulations on local waterways.
- 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:

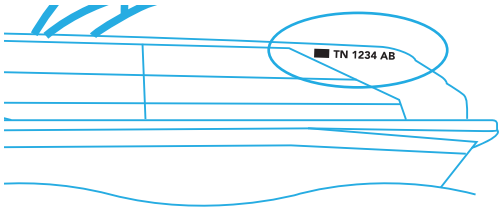
- Within 48 hours if a person dies within 24 hours, is injured and requires medical treatment beyond first aid, or disappears from the vessel under circumstances that indicate death or injury.
- Within 10 days of the occurrence or death if earlier reporting is not required.

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 judgment, 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 debris and rinse the boat, trailer, and equipment away from waterways, storm drains, and ditches (with high pressure hot water if possible). Flush the engine with clean, hot water for 2 minutes. Review the PCM Engines Owner's Manual for instruction on how to do so.
- **Drain –** Drain all water from the bilge, engine, and ballast bags.
- **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.

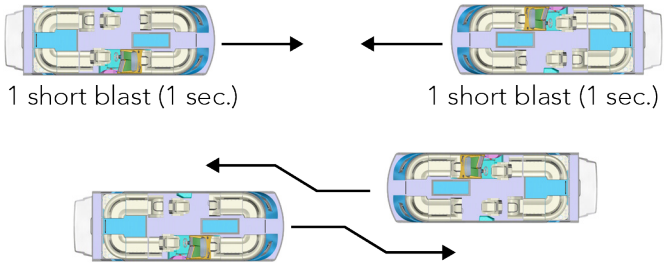
Unless under power, sailboats have the right of way in any situation over power boats. If a sailboat is using engine power to move, it should be considered a power boat, even if the sails are deployed, and general right-of-way rules pertain. Fishing vessels with lines, trawls, or nets, but not with trolling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

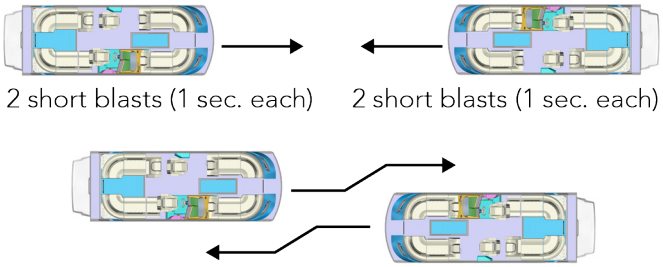
When meeting another boat head-on, neither boat has the right-of-way and both boats should expect to move out of the way. When passing the vessel, it is best to keep it on your port side. When port-to-port passing, use one short blast of the horn to signal your intentions. When starboard-to-starboard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

Meeting Head-On
Port-to-Port Passing (preferred)



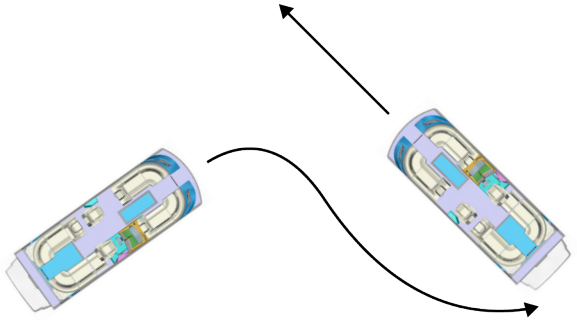
1 short blast (1 sec.) 1 short blast (1 sec.)

Meeting Head-On
Starboard-to-Starboard Passing



2 short blasts (1 sec. each) 2 short blasts (1 sec. each)

Crossing

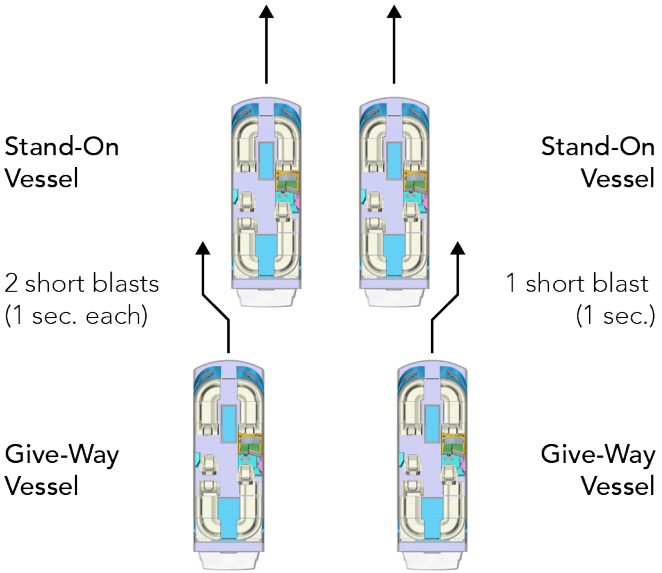


Give-Way Vessel
Alter course
to pass behind
1 short blast (1 sec.)

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.

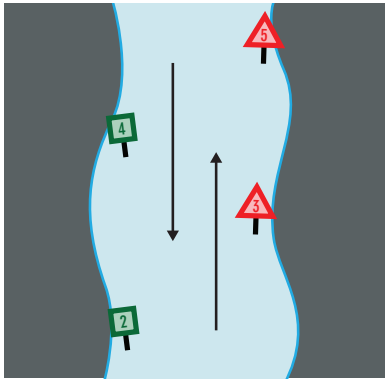
Overtaking



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.

Note: Markers are different in fresh waterways and salt waterways. Check your local regulations for more information.

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.

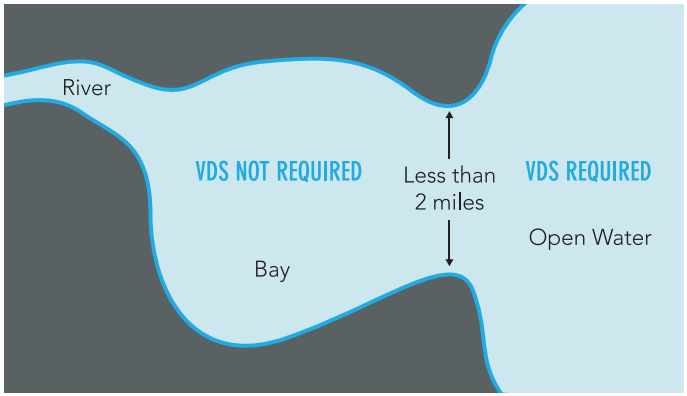
SAFETY GEAR & EQUIPMENT

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 touchscreen 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



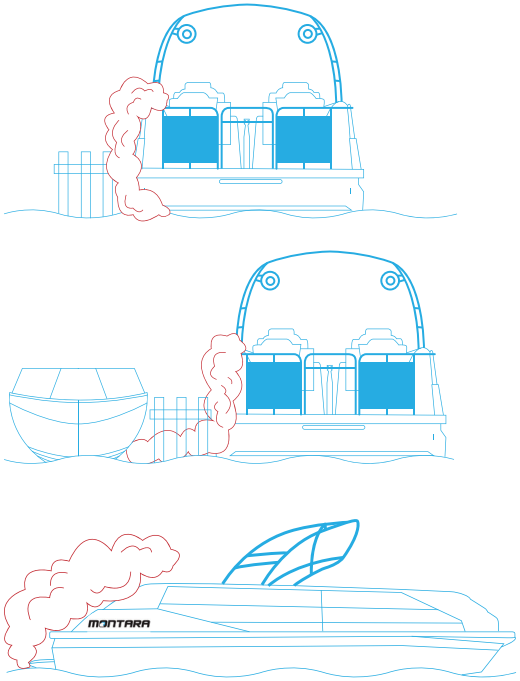
DANGER

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.

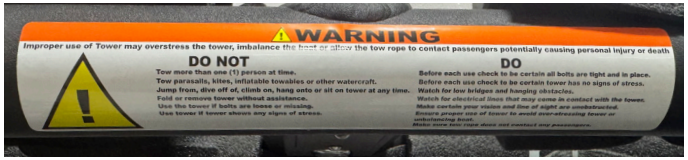
Drivers should also be familiar with safety precautions for towing water sports participants. Take a boater's safety course to learn the guidelines, and spend time observing someone with experience driving for water sports before you try it.

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 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.

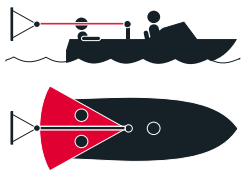
BOAT SAFETY LABELS

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.



⚠ WARNING

Failure to follow these warnings could cause serious injury or death



Only use this tow pylon for waterskiing, boarding, 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

Failure to follow these warnings could cause serious injury or death



Remain properly seated and hold on to available handrails while boat is moving to avoid falling overboard or being ejected from the boat. Do not sit on gunwales or deck edges.

Do not overload the boat. Occupants and gear must be evenly distributed on both sides of the boat to avoid poor handling, sudden loss of control, swamping and/or capsizing.

Refer to your specific model's Designated Occupant Positions depicted in the Owner's Manual.

Keep limbs and body clear of all tow lines at all times to avoid entanglement and other types of injuries.

USCG approved life jackets should be on board for all passengers and all towed participants.

⚠ 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

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

Contents can be under pressure
Avoid serious injury or death from fire or explosion
Open slowly in well-ventilated area, no smoking or open flames

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.

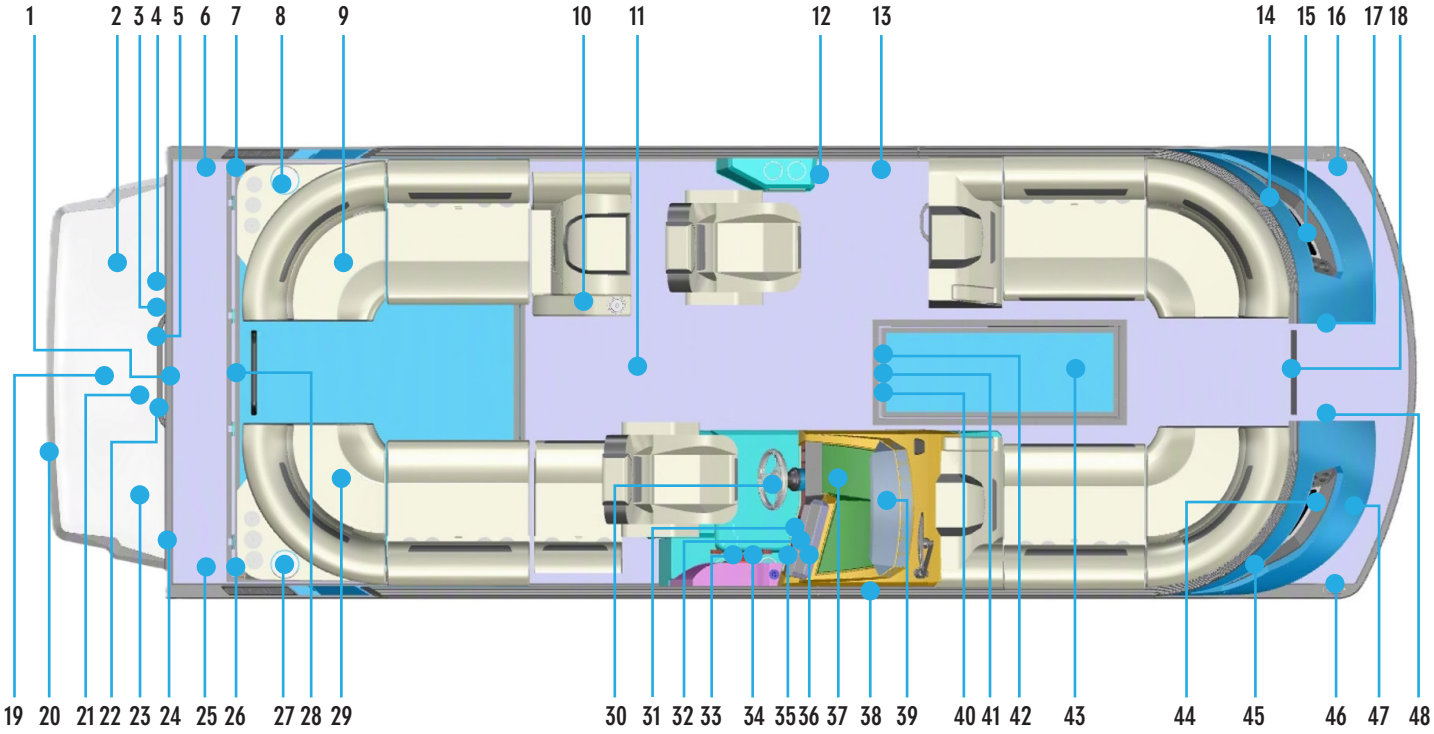
In addition to your VHF-FM radio, also carry an Emergency Position Indication Radio Beacon (EPIRB) on board for emergency situations. EPIRBs, when activated, are designed to pinpoint your location using satellites, and alert the US Coast Guard of your accurate location. EPIRBs also include a strobe light 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

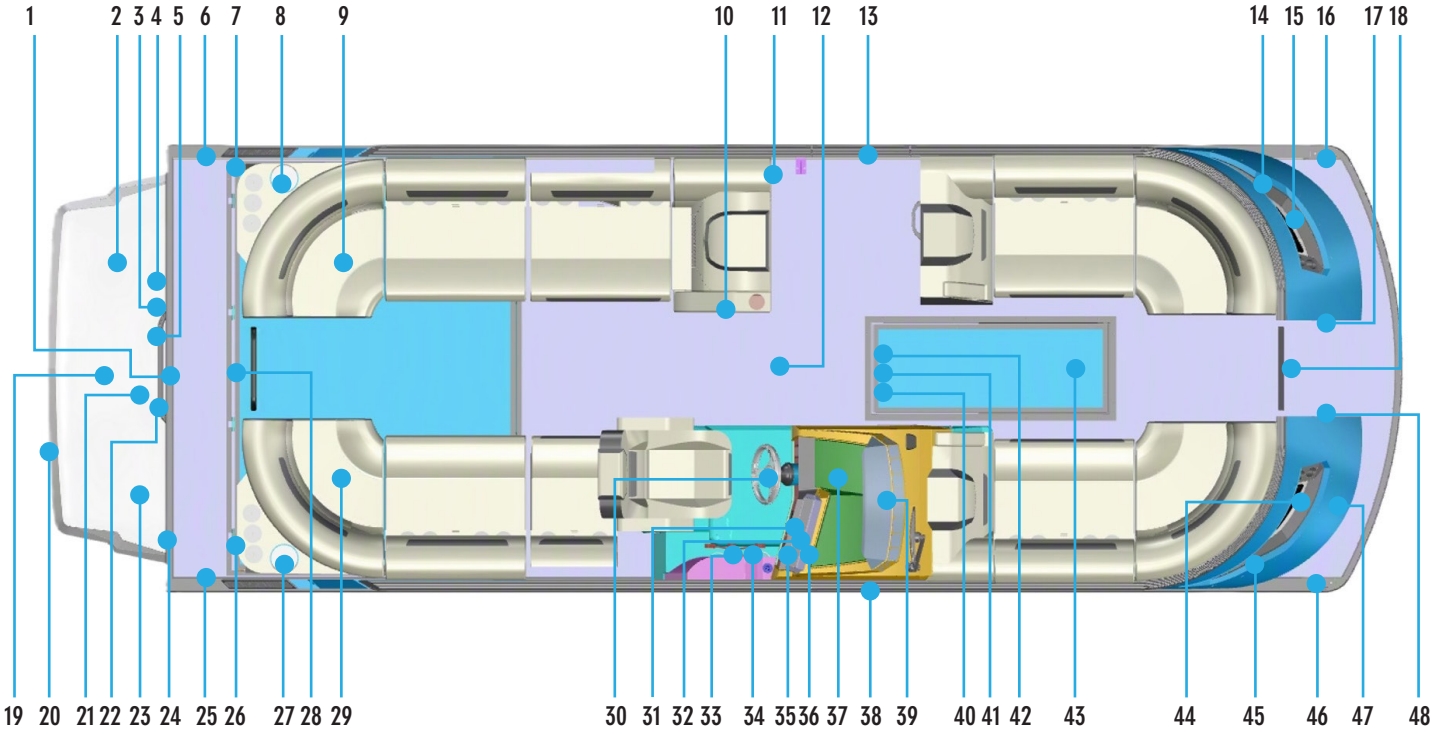
2.0 23’ CWDH



FEATURES

1. Camera (inside grab rail)
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3. Stern Thruster (both sides)
4. Underwater lights (both sides)
5. Surf Pipe (under platform)
6. Stern Cleats
7. Ventilation Output
8. Fender Holder (in transom filler)
9. Ballast Bags (under deck)
10. Trash Can
11. Access Plates
12. Courtesy Light Switch
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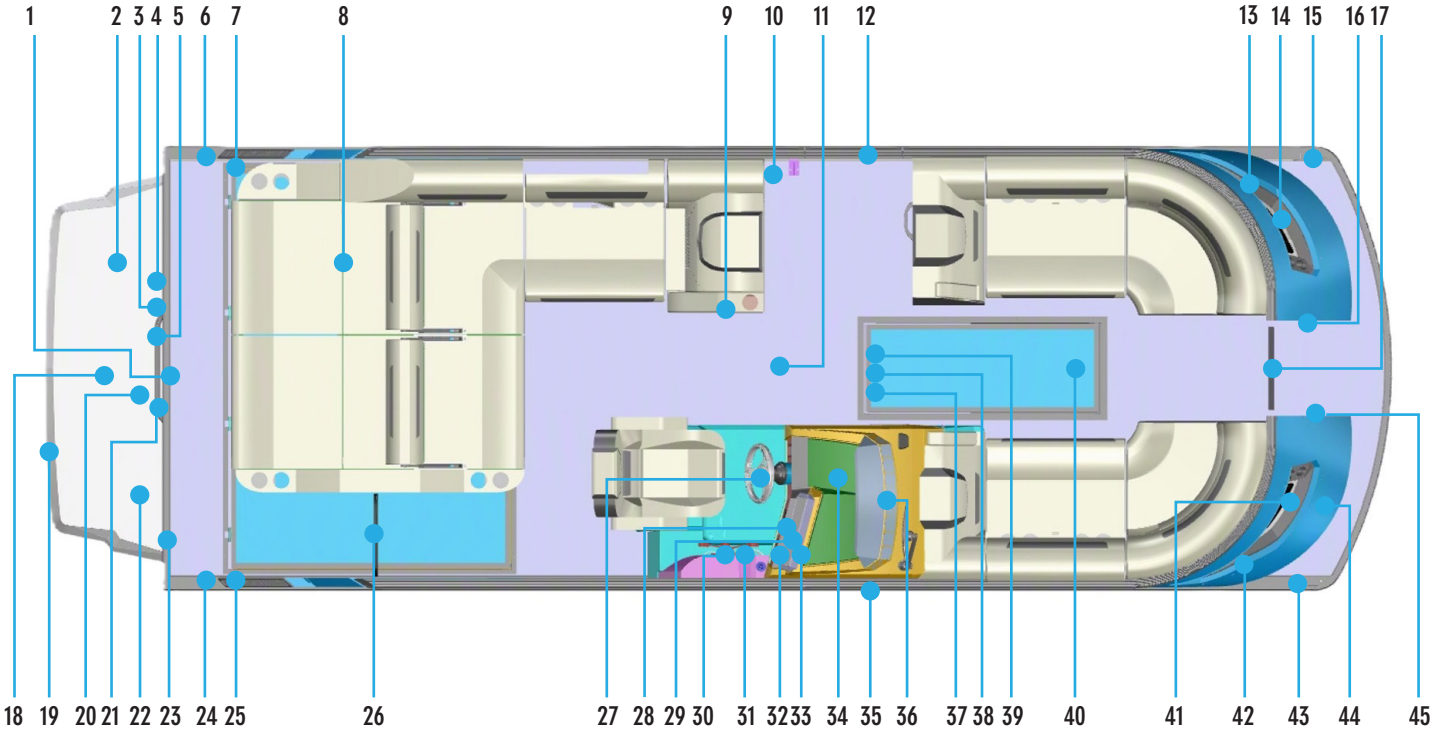
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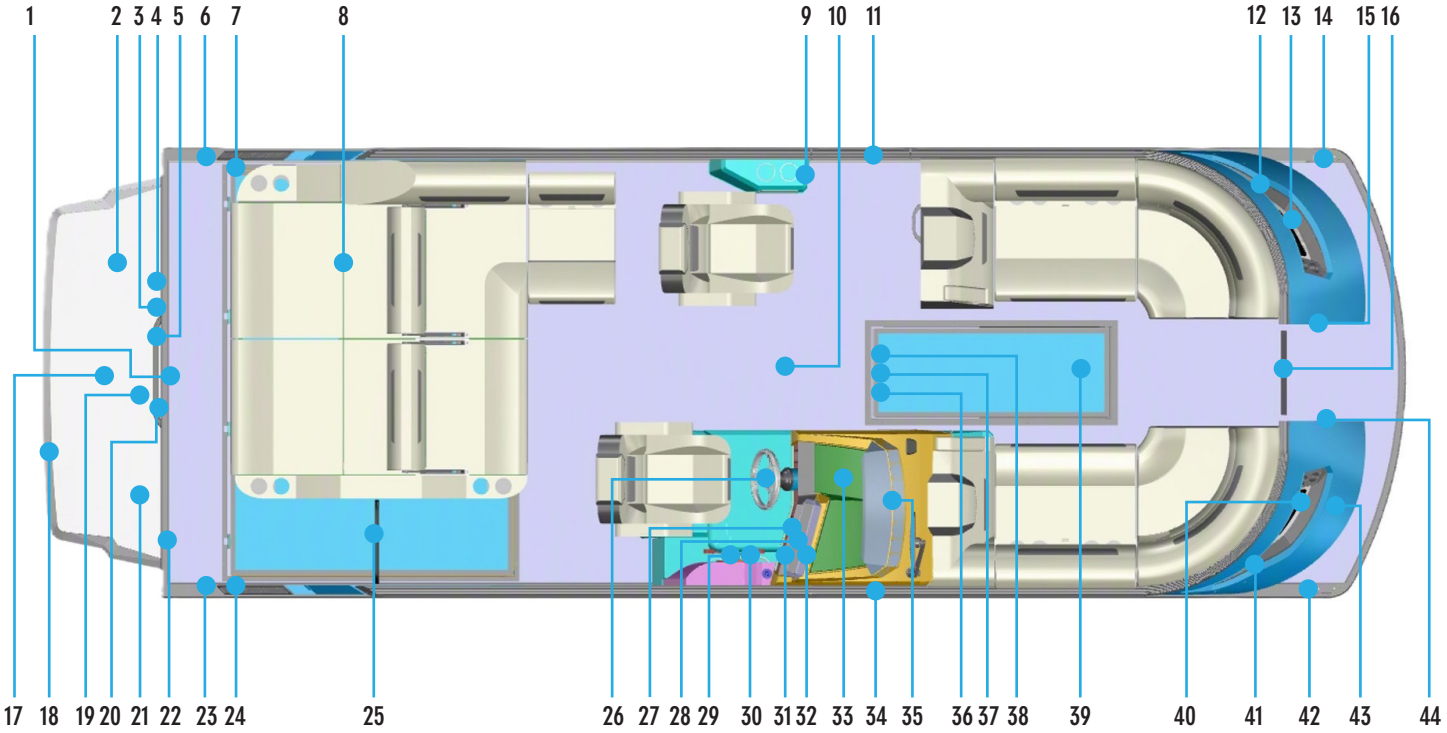
2.0 23’ SL



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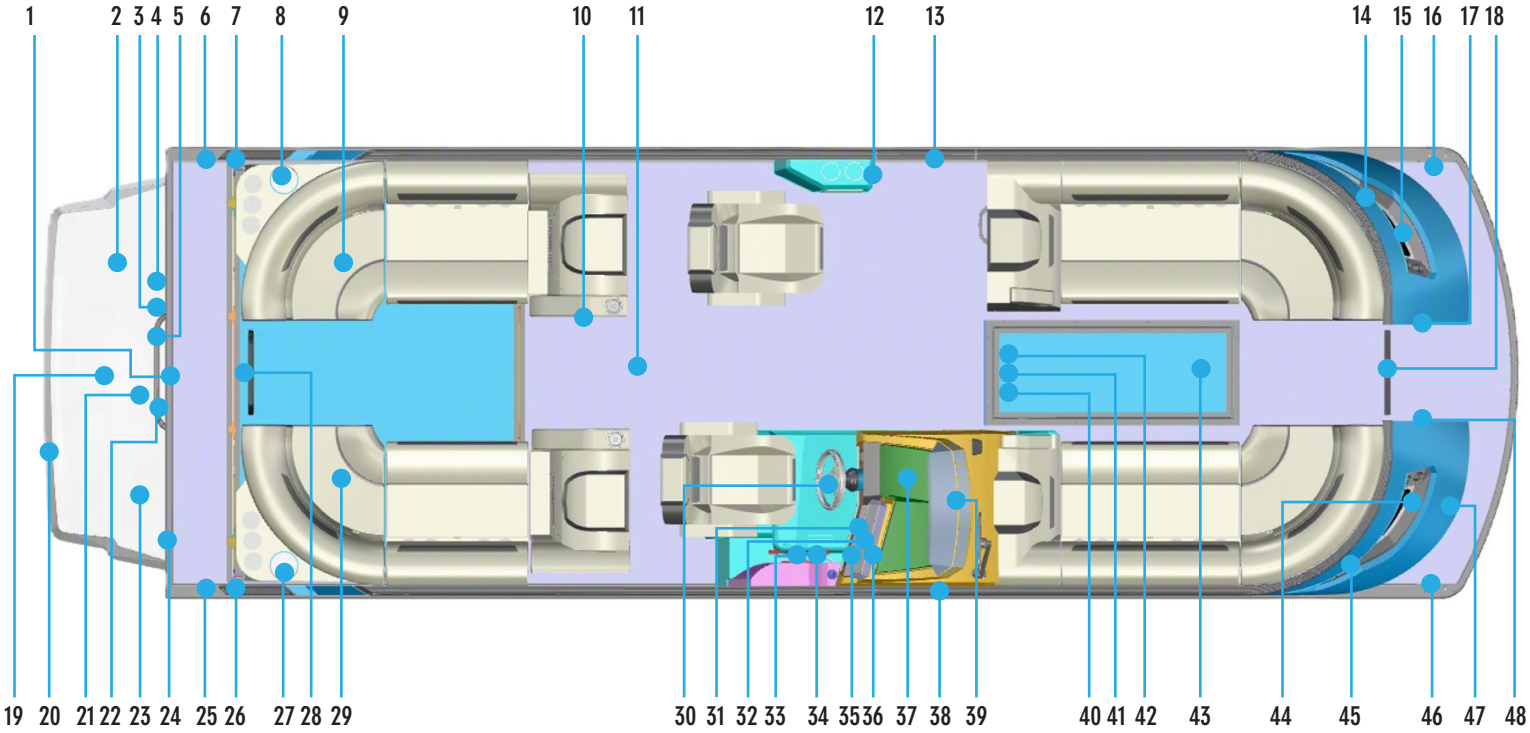
2.0 23’ SLDH



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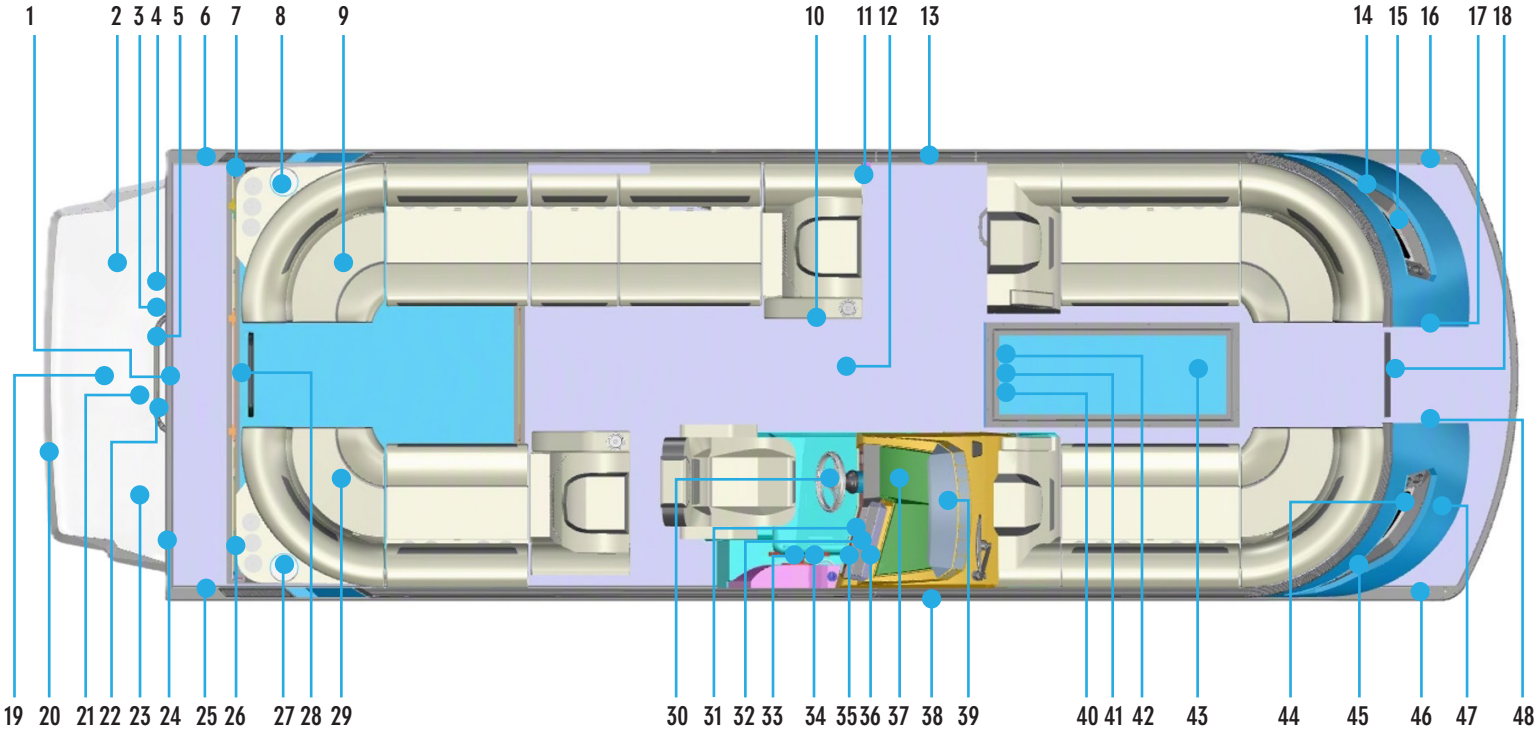
2.0 25’ CWDH



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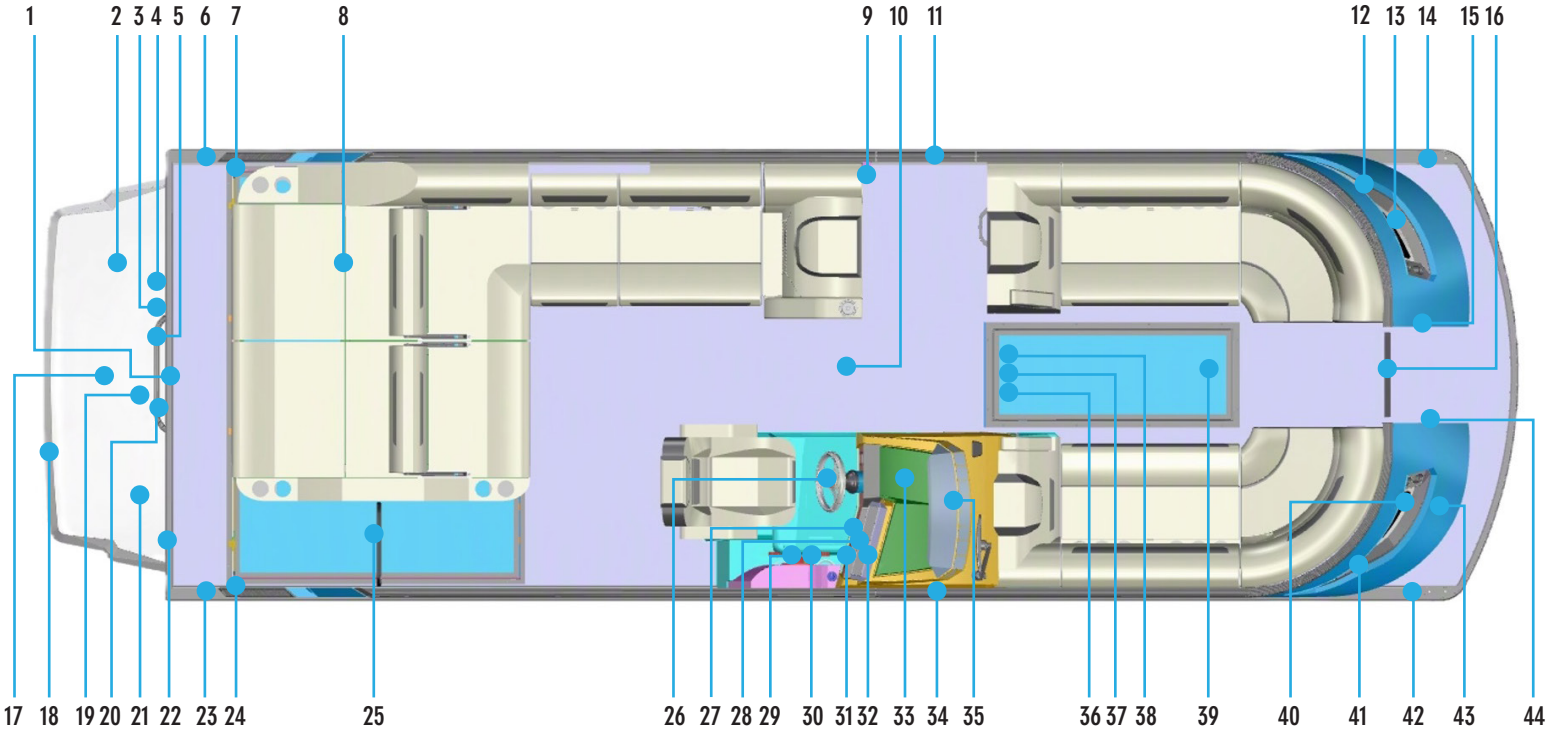
2.0 25’ CW



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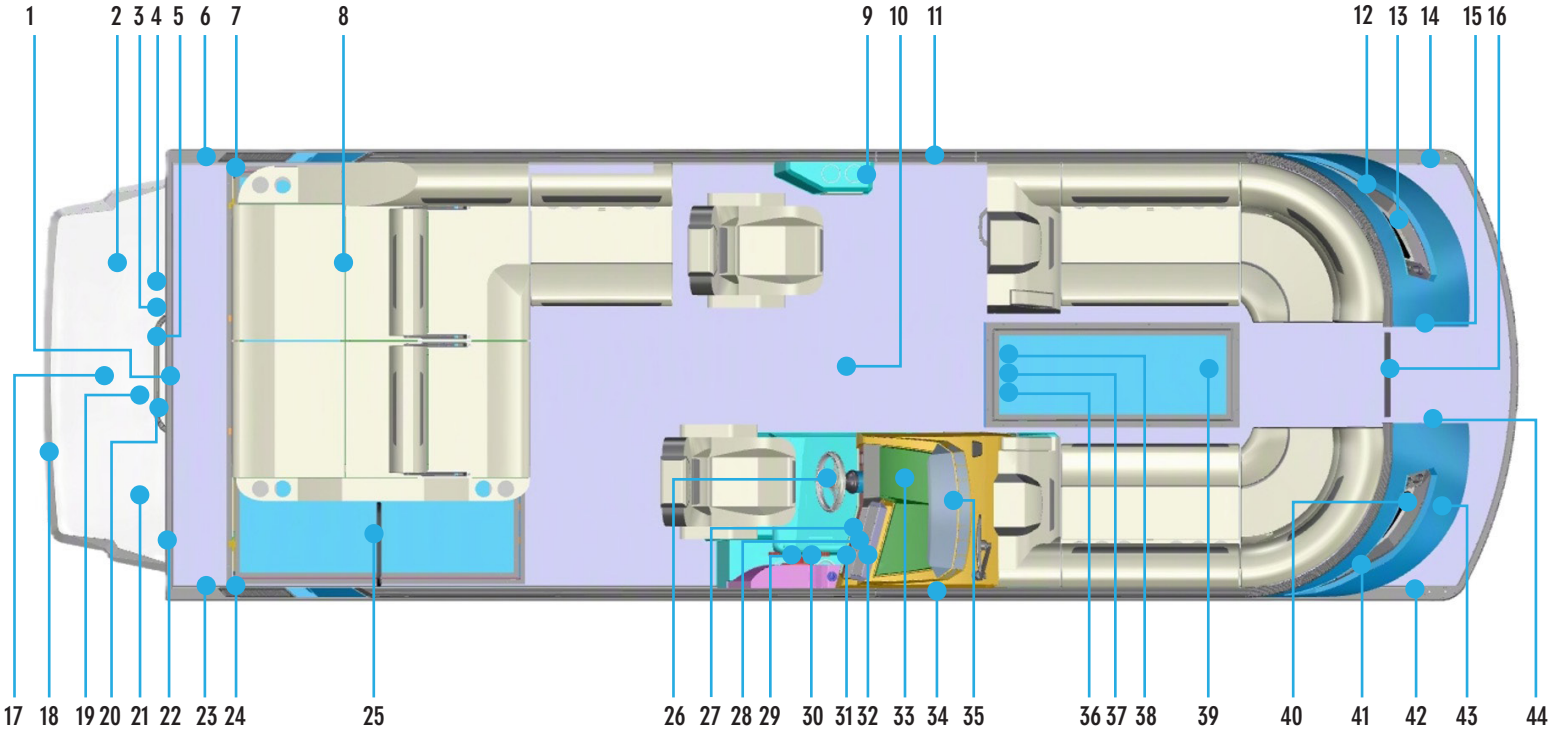
2.0 25’ SL



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2.0 25’ SLDH



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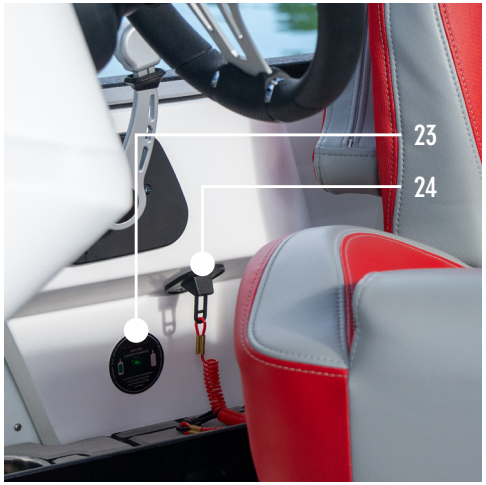
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16. Bow Gate
17. Center Tab
18. Ladder (under platform)
19. Midstep
20. Drain Plug (under platform)
21. Swim Platform
22. HIN Tag
23. Stern Cleats
24. Ventilation Output
25. Rear Gate
26. Steering Wheel
27. Start/Stop Button
28. Ignition Switch
29. Safety Lanyard
30. Throttle & Stern Thruster Switches
31. Horn Button
32. Main Touchscreen
33. Glove Box
34. Fuel Fill
35. Wind Screen
36. Circuit Breaker (under deck)
37. Battery Switch (under deck)
38. Batteries
39. Basement Storage Locker
40. Nav Lights
41. Ventilation Intake
42. Bow Cleats
43. Horn
44. Exterior Bow Storage

MONTARA 2.0 DASH

The standard dash includes an 8 button pack, shown in the top right photo. The 5" Patron touchscreen shown in the photo to the left is an optional upgrade.



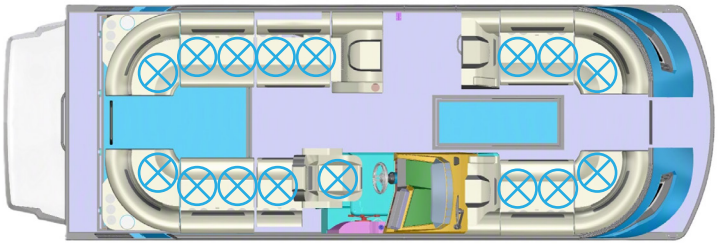




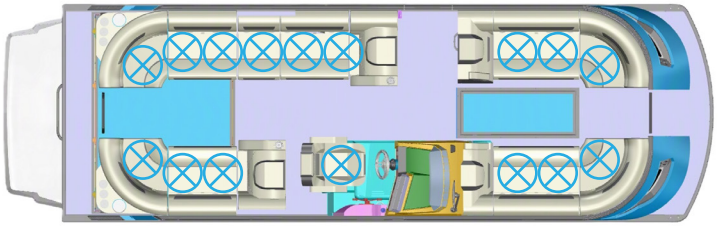
1. Dash Brow
2. Main Touchscreen
3. Steering Wheel
4. Radio
5. Key Switch
6. Horn
7. Start/Stop Button
8. Tower Lift
9. Engine Hatch Lift
10. 5" Patron Touchscreen
11. Battery Switch
12. 12 Volts
13. Stern Thruster
14. Throttle
15. Forward Bilge
16. Nav/Anc Lights
17. Courtesy Light
18. Blower
19. Aft Bilge
20. Docking Lights
21. Accent Lights
22. Compartment Lights
23. Automatic Fire Suppression System Light
24. Engine Emergency Start/Stop Lanyard

MONTARA 2.0 UNDERWAY SEATING CHARTS

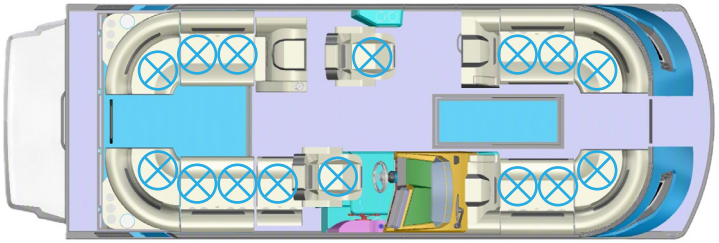
2.0 23′ CW
Acceptable Seating Locations



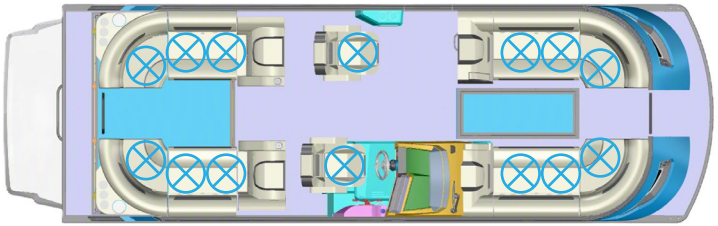
2.0 25′ CW
Acceptable Seating Locations



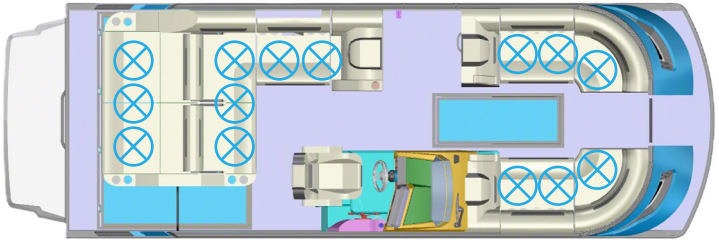
2.0 23′ CWDH
Acceptable Seating Locations



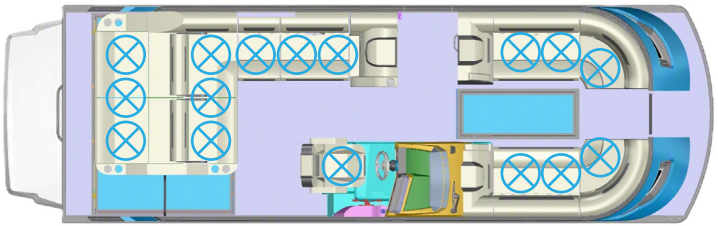
2.0 25′ CWDH
Acceptable Seating Locations



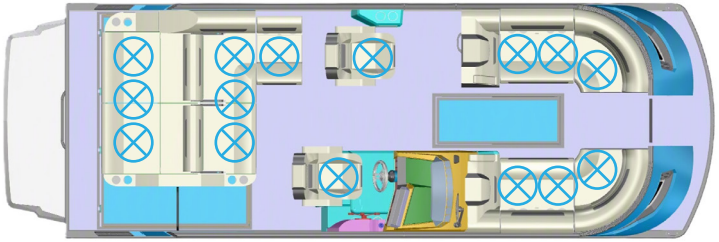
2.0 23′ SL
Acceptable Seating Locations



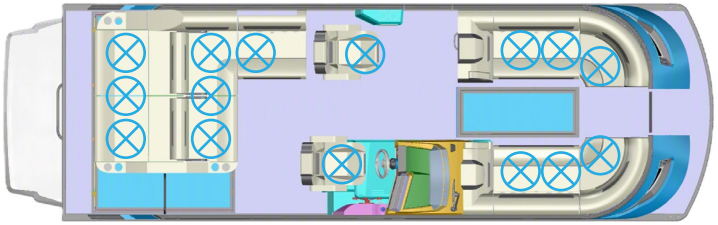
2.0 25′ SL
Acceptable Seating Locations



2.0 23′ SLDH
Acceptable Seating Locations



2.0 25′ SLDH
Acceptable Seating Locations



SPECIFICATIONS

MONTARA	2.0 - 23 FT	2.0 - 25 FT
LOA (deck length)	23′ 4″	25′ 4″
LOA (with swim platform)	25′ 7″	27′ 7″
BEAM (width)	8′ 6″	8′ 6″
ENGINE STD	PCM 6.0 400 ft-lbs of torque	PCM 6.0 400 ft-lbs of torque
ENGINE OPT	PCM 5.3 Direct Injection HO. 405 ft-lbs of torque	PCM 5.3 Direct Injection HO. 405 ft-lbs of torque
ENGINE OPT	PCM 6.0 High Output 450 ft-lbs of torque	PCM 6.0 High Output 450 ft-lbs of torque
ENGINE OPT	PCM 6.2 Direct Injection 465 ft-lbs of torque	PCM 6.2 Direct Injection 465 ft-lbs of torque
FUEL CAPACITY	99 Gal	99 Gal
BALLAST CAPACITY	3,000 LBS	4,200 LBS
DRY WEIGHT	6,458 LBS	6,939 LBS
SEATING CAPACITY	14 people	16 people
MAX CAPACITY	2,435 lbs	3,812 lbs





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 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.
- 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 bags 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 4 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. Turn the battery switch On at the dash. Turn the key switch On.
2. Check the engine compartment and bilge area for fuel or vapor leaks.
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 4 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. Press 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 dash 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

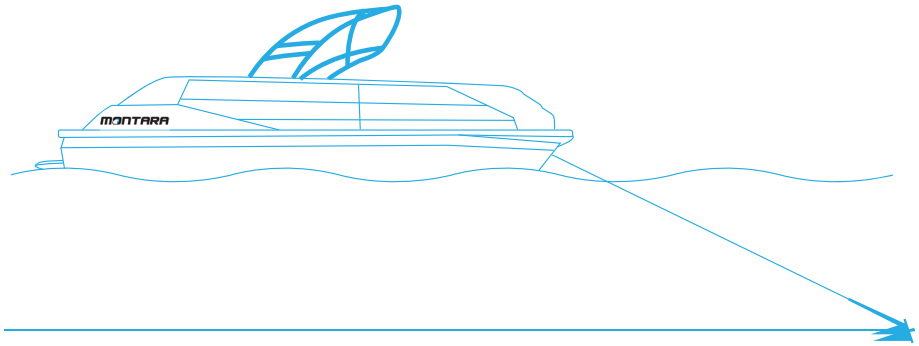
When docking and mooring your boat, approach the dock slowly on the starboard side to allow maximum operator visibility. Make sure bumpers are tied on to the boat's cleats at a height even with the dock to avoid damaging the boat's hull or the dock. Do not tie bumpers to handrails, deck rails, tower, or the ski pylon. Shift between forward 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 Stern Thruster option, see page 89 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 in the bow basement storage hatch towards the stern side of the hatch. The remote battery switch is located at the helm next to the ignition key. The manual battery switch is located in the basement storage area. Only use the manual battery switch to combine batteries to restart boat in the case of a low battery.

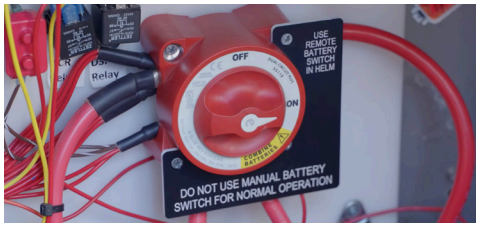
OPERATION



There are two batteries on the boat. One is the House battery which controls the lights and accessories. The other is the Engine battery and sends power to the starter to start the engine. The battery voltage levels are displayed on the bottom right corner of the main touchscreen.



Press the remote battery button at the dash to start operation of the boat. The button will light up when it turns on. Press the remote battery button again to turn it Off and the light will turn off. Do this after operation to ensure that all of the electrical components of the boat are turned Off and do not drain the battery.



Only use the manual battery switch in the basement storage area if for any reason the engine battery dies or is too low to start the boat. If the battery dies, access the manual battery switch and turn it On. Start the boat, then turn the switch back to the Off setting to ensure that both batteries charge correctly. Run the engine for several minutes to recharge the batteries.

Use Group 27 AGM batteries as the Starting and House Batteries. Do not mix Lead acid batteries with AGM batteries. Only use AGM batteries as the boats charging profile is optimized for AGM batteries.

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 main 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 main touchscreen on the dash.

OPERATION

If the low voltage battery notification appears on the main 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. Do not use inverters that convert DV 12v power into AC power.

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 laws 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.

THROTTLE



PURPOSE

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

LOCATION

The throttle is located near the starboard gunwale at the helm.

OPERATION

Lift the safety collar at the top of the throttle while moving it forward to shift the boat into forward gear. Continue pushing the throttle forward to accelerate the boat's speed. Return the throttle to straight up and down to shift the boat back into neutral. Move the boat in reverse by lifting the safety collar and shifting the throttle backwards. Continue pushing the throttle backwards to accelerate the boat in reverse. 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.

The switches on the throttle control the Stern Thruster. Review the Thruster information in the next section, or under the Dashes and Video Screens section of this manual for operation information.

If the throttle does not move or otherwise malfunctions, consult your Montara dealer for assistance.

STERN THRUSTER



PURPOSE

The stern thruster turns the boat in a precise manner at very slow speeds and is used for docking, picking up riders in the water, adjusting the stern location, or maneuvering the boat in tight spaces.

LOCATION

The port and starboard stern thrusters are located near the tabs at the transom. The operating switches are located on the face of the throttle and on the thruster page of the main touchscreen.



OPERATION

Navigate to the Thruster page on the main touchscreen. If the engine is not running, press and hold the unlock button on the center of the boat image.

Confirm the thruster override pop up. When the engine is not running, the thruster function will be locked for safety until the operator unlocks this feature.

Click the Dock Port or Dock Stbd button to run the thruster at a constant 50% thrust. This feature will hold the boat at the dock to allow the operator enough time to tie the boat up. Dock Port will push the stern towards the port side. Dock Stbd will push the stern towards the starboard side. This setting will eventually time out or the operator can turn it off by clicking the button again.

Click and hold the Burst Port or Burst Stbd buttons to run the thrusters for short bursts or as long as each button is held down.

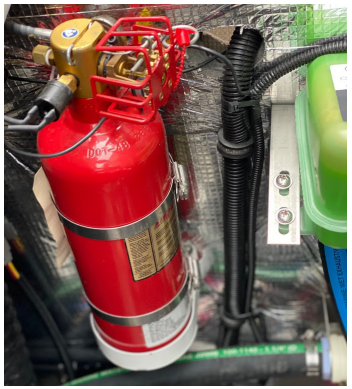


The buttons on the throttle correspond with the above mentioned functions. To use the Dock Port or Starboard features, use the left switch. To use the Burst Port or Starboard features, use the right switch. Click the switch up towards the S to move the stern towards the starboard side, and click the switch down towards the P to move the stern towards the port side. Visit liquidpropulsion.com 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

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 fender buoys to the boat or mooring lines from the boat to the dock or mooring buoy.

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 the boat, use only the cleats that are on the same side as the dock.

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, above the Engine Start/Stop button.

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 main 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, manually operate them by pressing the Bilge FWD and Bilge AFT buttons on the secondary touchscreen or on the button pack. The pumps will stay on until the buttons are pressed again to turn them Off. 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 the 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. 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.

Metal shavings are a common byproduct of aluminum boat production. Inspect your bilge for the presence of metal shavings and vacuum them out of the bilge until they are no longer present. This will keep them from building up under the float switch and activating the bilge pump into a continuously running situation. This will drain your boats battery.

⚠ 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, 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 PLUG

PURPOSE

The drain plug allows 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 plug when the boat is in the water, and always be sure to replace the plug before launching the boat into the water.

LOCATION

The boat's drain plug is located aft of the rear bilge pump, under the deck. Access the plug outside the boat at the transom, just to the right of center.

OPERATION

Locate the drain plug. Unscrew the plug to drain water out of the hull when the boat is out of the water. Always return the plug to its hole before operating the boat.

⚠ DANGER

If the drain plug is not installed upon launching the boat, you could risk damaging, or sinking the boat. Ensure the drain plug is installed before operating the boat. If the drain plug is not installed, instruct passengers to wear PFDs. Immediately return the boat to shore or a trailer. In the worst case scenario, operators and passengers may have to abandon ship.

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.

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 secondary touchscreen or button pack on the dash.

OPERATION

The blower system will automatically run for 4 minutes when the key is turned over halfway. Press the Blower button to manually turn the blower On and Off.

⚠ WARNING

Always operate the Exhaust System for 4 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 2.0 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.

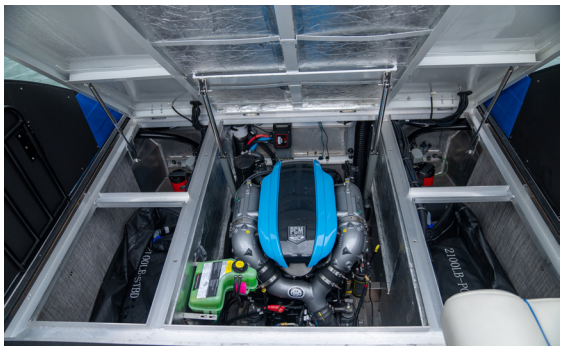
OPERATION

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. On Stern Lounger (SL) models, open the rear gate and remove the ski pylon before opening the engine hatch.

⚠ WARNING

Keep fingers and toes clear of the engine hatch when closing.



TRANSOM FILLER



PURPOSE

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

LOCATION

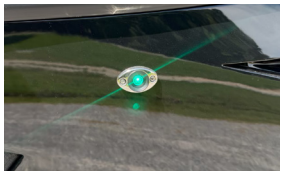
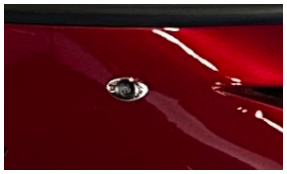
The transom filler is located behind the stern gate on the port and starboard sides. The transom filler is found only on boats without the Stern Lounge aft seating.

OPERATION

Slide fenders into the transom fillers to store.

LIGHTING

NAVIGATION/ANCHOR LIGHTS

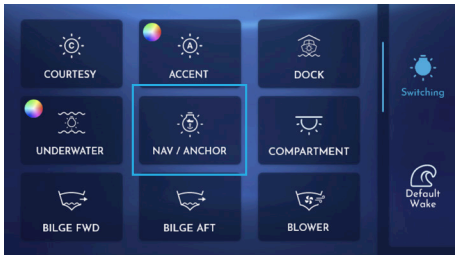




PURPOSE

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. Switches to operate the lights are located on the secondary touchscreen under the Switching tab or on the button pack.





OPERATION

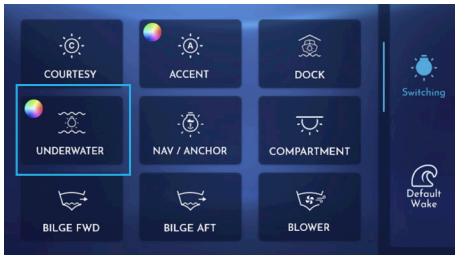
Click the Nav/Anc button to turn on both the navigation and anchor lights. Tap again to turn on just the anchor light, and tap a third time to turn all of these lights off.

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 & UNDER DECK RGB LIGHTS





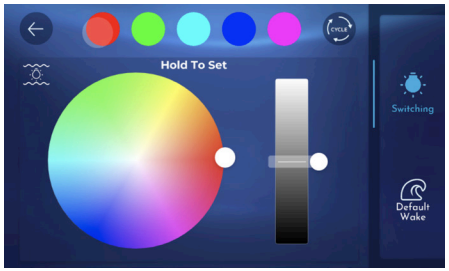
PURPOSE

The optional underwater and under deck lights deliver enhanced visibility 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. Under deck lights are located at the base of the port and starboard sides of the boat. The Underwater switch to operate the lights are located on the secondary touchscreen under the Switching tab. Note that your boat will only have RGB lighting options if it is equipped with the PV500 touchscreen.

OPERATION



Tap the Underwater button on the Switching page of the secondary touchscreen to turn the lights On. To adjust RGB accent 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 at the top by pressing and holding any color circle. This will replace the current preset. The grayscale slider on the right dims and brightens these lights. The Cycle button on the top right will transition the lights constantly between the preset colors.

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. The tower, transom, and deck lights will automatically turn off when the boat is operated over 5 mph to abide by the American Boat and Yacht Council regulations.

⚠ 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, COMPARTMENT, AND ACCENT LIGHTS



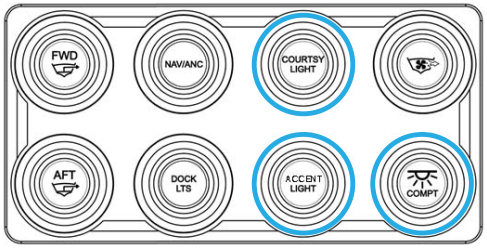
PURPOSE

Courtesy lights provide visual assistance for passengers inside the boat. Compartment lights illuminate the areas under the engine hatch and basement storage when opened, and Accent lights provide an additional aesthetic to brighten interior features of the boat such as the tower, speakers, and floor.

LOCATION

Courtesy lights are located along the floor at the entryways 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. Accent lights highlight the tower, speakers, floor, and other details. Controls for each of these lights are located on the Switching page on the secondary touchscreen or on the button pack.



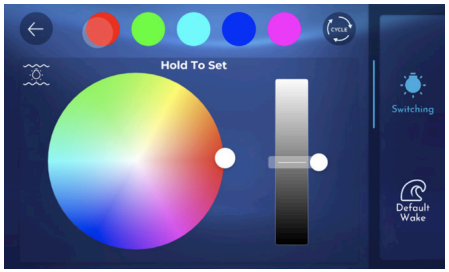


OPERATION

Tap Courtesy to turn courtesy lights On and tap again to turn Off.

Select Compartment to turn On the lights in the engine hatch and basement storage areas. Tap again to turn them Off.

Tap Accent to turn the tower, speaker, and other interior lights On and tap again to turn Off. Change the color of these lights using the color wheel icon in the top left corner of the Accent button. This will take you to the color selection page. Select a desired light color from the color wheel by tapping on it. Once a color and brightness is selected, it can be saved to the preset tray on the top by pressing and holding any color circle. This will replace the current preset. The grayscale slider on the right dims and brightens these lights. The Cycle button on the top right will transition the lights constantly between the preset colors.



DOCK LIGHTS

PURPOSE

Dock lights are very bright lights that are used to assist operators in maneuvering the boat up to docks, onto lifts, or in other confined spaces in low visibility situations.

LOCATION

Dock lights are mounted inside the bow fenders on the port and starboard sides. The switch to operate the Dock lights is located on the secondary touchscreen under the Switching tab or on the button pack.



OPERATION

Press the Dock button 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 dock lights activated. These bright lights are solely meant for docking the boat in slow motion. The dock 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 near the side gate.

OPERATION

Flip the switch to turn the courtesy lights On or Off.

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 screen. Operate the stereo using the buttons on this screen. 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 fusionmarinestereo.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 pull handle at the back center of 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 move the seats forward or backward, up or down.

To adjust stern lounger seats, lift up on the backrest and push forward or backward.

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 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.

LOCATION

The mooring cover wraps over and around the top and sides of the boat. Store the mooring cover in any of the 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 front eyelets. Connect the buckle under/around the bow stops. Ensure that the front of the cover is down and under the deck. If you have the standard bimini, use the velcro to wrap around and buckle. 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. Cinch down the ratchet straps very tightly to eliminate the cover from coming lose during towing. A lose cover while towing can damage seating areas and exterior areas. 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 COVER AND OPTIONAL FRONT SUNSHADE EXTENSION



PURPOSE

The bimini canvases provide shade for passengers onboard while underway. The Front Sunshade option provides additional shade over the bow seating areas. This sunshade is intended to be used while stationary. It is not recommended to use this sunshade at speeds greater than idle speed.

LOCATION

The main bimini is integrated with the Montara tower and provides shade for the mid section of the boat, including the helm area.

OPERATION

Unwrap the bimini. Install the assist buckles to the rear openings of the bimini by looping the strap around the metal bar and pushing the buckle through the strap loop. These assist buckles will stay on the tower. Next, slide the larger assist strap through the top of the assist mounting piece. Set the mounting piece on top of the tower towing point and ensure that the end of the strap doesn't come loose. Buckle the other ends of the strap to the assist buckles that you installed on the Bimini. Check to make sure the assist strap is threaded above the anti-swaying Bimini straps. Unzip the center section of the Bimini part way. Pull the long end of the assist strap to pull the Bimini up and over the tower. Ensure that the assist mounting piece is settled in the unzipped center portion of the Bimini cover. Push the forward mounting bars of the bimini up and lock them in place. Pull the stern mounting bars down and snap them into the mounting points on the tower. Turn the pin on the outside of the mounting points to lock the bars in place. Remove the assist straps by unbuckling them and remove the tower assist mounting piece. Zip the middle section closed. Use the wide velcro sections on the port & starboard sides, forward & stern of the canvas to secure the canvas around the Bimini mounting poles. Check that the anti-swaying straps (cross straps under the canvas) are tight - pull the ends of the straps to tighten. The anti-swaying cross straps must be used at all times. Locate the two small velcro pieces in the center of the Bimini, near the tower, and strap them around the tower to secure the center of the canvas. Visit montaraboats.com, then click on Montara Owners, then How to Videos for a visual demonstration on how to deploy the Bimini. 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 & MIDSTEP



PURPOSE

The ladder helps passengers climb aboard the platform from in the water. The transom midstep helps passengers climb aboard the boat from the platform. 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. The midstep is located on top of the platform at the base of the transom.

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. The midstep is a permanent, non-adjustable feature.

TRASH CAN



PURPOSE

The trash can onboard provides easily accessible 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. There is no built-in trash can on the SLDH 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.

BOARD RACKS



PURPOSE

The board racks are used to safely store wakeboards, surfboards, skis, foils, etc. on the tower.

LOCATION

The board racks are located on the starboard and port sides of the tower.

OPERATION

Operation varies by model. To swivel the board racks in or out of the boat, pull the spring loaded knob on the bottom of the rack to release the lock, then swivel the rack. For Skylon racks, squeeze the button or lever on the end of the board rack, pull the rack open wide and turn it downward. Place the board into the rack. Then turn the clasp upward and push tight against the board. To release the board, open the rack the same way. Visit **www.skylonsports.com** for more information.

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 shape the wake. The surf profiles provide automatic trim tab actuation. Manual actuation can be activated to create a steeper or longer surf wake.

LOCATION

Tabs are located at the port, center, and starboard sides of the stern. Controls for the tabs are found on the Wake page on the main touchscreen on the dash.

OPERATION

When a port or starboard 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 port or starboard tab 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). Deploying the center tab will raise the stern of the boat and lower the bow to help the boat get on plane quicker or to create a flatter wake for skiing or boarding. Use the Wave page on the main touchscreen to set Rider Profiles for right or left side surfing and shallow or steep waves. You can also use the home screen 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 Wave page of the touchscreen. 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

Before filling the ballast system, bring the boat to a stationary position on the water. Do not attempt to fill while in gear or moving forward. Attempting to do so may introduce air to the pumps and break the suction of water. To fill the ballast bags, navigate to the Wave page on the main touchscreen. Follow the onscreen prompts to set up the boat for a specific rider. The boat will automatically fill the ballast bags to their appropriate settings based on the rider settings selected. Use the + or – icons on the ballast bags section of the Home screen or Wave screen to manually raise or lower the amount of water in each bag. Select Deactivate to stop set up and return the ballast bags to empty. When emptying the ballast bags, it is important to keep the bow slightly higher than the stern by running the boat at least 10 mph. This will provide the gravity assist the pumps need to maintain the delivery of water and eliminate air to the pumps breaking the suction of water. Select Stop Pumps to stop the ballast bags from filling.

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 cruise control are found on the main touchscreen on the dash.

OPERATION

Press the Cruise button along the top toolbar on the touchscreen 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. Cruise control will also be engaged when watersports settings are activated under the Wave page on the touchscreen.

PYLONS



PURPOSE

The removable tow pylon is used to securely attach a heavy-duty tubing rope, or ski tow rope to the boat. The lower tow position generates less roll pressure to the hull when pulled resulting in greater onboard stability.

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. The tower elevates the tow rope to assist wakeboarders in achieving greater height in wake-to-wake maneuvers. It is recommended to pull tubers from the removable tow pylon.

LOCATION

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

OPERATION

The power tower can be lowered for storage or raised into its upright position for use. Navigate to the tower button on the dash to raise and lower the power towers.





DASHES & VIDEO SCREENS

2.0 HOME SCREEN



1. Clock
2. Bilge Auto
3. RPM Gauge
4. Tab Settings
5. Tab Assist - deploys all three tabs to help the boat get on plane quicker when accelerating.
6. Cruise Control
7. MPH Gauge
8. Ambient Temperature
9. Water Temperature
10. Water Depth - This will show water depth as reported by the biducer. If the boat is out of the water, the reading will be invalid.
11. Home Screen
12. Wave Screen
13. Maps
14. Camera Display
15. Thruster
16. Settings
17. Fuel Percentage
18. House Battery Voltage
19. Engine Battery Voltage

GENERAL SCREEN USER INTERFACE

The main touchscreen includes gauges, settings, and other interface for controlling the boat. Use the icons at the bottom of the screen to open up the main interface screens. The RPM and MPH gauges will be displayed on all screens.

HOME



The home screen displays the engine RPM, boat speed, tab settings, and MPH. Use this screen for general cruising.

CRUISE CONTROL



The ZeroOff system uses input from satellites and the engine management system to provide an accurate and consistent speed control and timing. ZeroOff is based solely on the speed across the surface of the water.

Throttle position when the cruise is engaged serves as an RPM limiter. Set the cruise control on the main touchscreen as instructed below. Push the throttle forward to engage cruise control, and pull the throttle back to cancel the cruise.

TO ENGAGE CRUISE

1. Tap the Cruise button along the top toolbar of the main touchscreen. This will turn the cruise On and highlight the bar in green.
2. Select Set Speed and use the -/+ icons to set the desired speed.
3. Push throttle forward until the boat reaches set speed and engages the speed limiter.

TO DISENGAGE CRUISE

1. Pull throttle back to regain throttle authority.
2. Tap Cruise to turn the cruise Off.

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

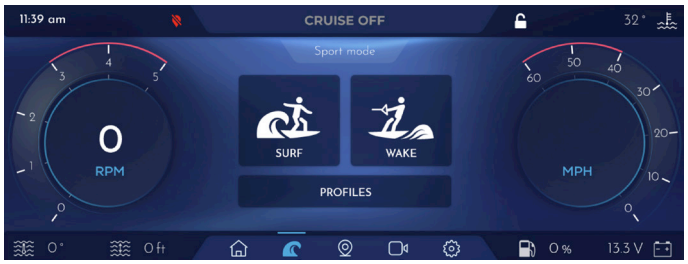
TAB ASSIST



Tab Assist deploys the tabs to help the boat get on plane when accelerating. When the boat reaches a certain speed, the tabs will lower, forcing 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 the Surf icon. Then select Beginner or Advanced and choose the rider's preferred surf side: Left or Right.



Once in Surf Mode, you can manually adjust ballast levels, tabs and speed beyond the boat's preset settings.



The Tab functions on the left side of the screen determine the length of deployment of the tabs. Notice that only Center and one Tab are displayed. The tab that is deployed for the selected surf side is opposite of the surf side. For example, if the boat is in Surf Left, the tab function will adjust the right tab. As water passes below the hull, it will hit the deployed tab and redirect under the opposite wake, creating a large surf wake.

The ballast settings will fill the ballast bags to a desired level. The black line represents the target fill, while the top of the blue bar indicates the 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 pumps for 30 seconds to ensure that the bags are completely full or completely empty. 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 adjusted 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



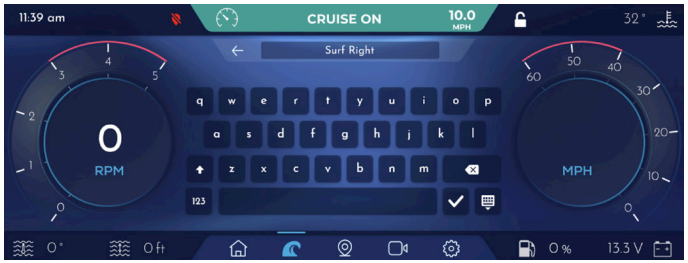
With Rider Profiles, you can easily create and manage personalized user experience preferences for the perfect ride. The boat comes with 3 preloaded rider profiles and the ability to create new rider profiles. When a rider profile is selected, four options are displayed.

Activate a Rider Profile: Tap the rider profile name and a prompt will pop up to confirm that you want 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 : Press the edit icon and a keyboard will appear, prompting you to change the name of the profile. Follow the prompts to change all aspects of the profile. Once this is complete, activate the profile to use it.



Delete a Rider Profile : Tap to delete the current profile. A prompt will appear, asking to confirm deleting the profile. Select Yes to confirm deletion.

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: www.enovationmaps.com/products/us-canada.

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.

CAMERAS

Cameras are an optional feature and your boat may have two cameras, a transom-only camera, or no cameras installed. Click the camera icon to display the cameras. Click the Tower button at the top of the video screen to show the tower camera view, or click the Boat button to show the view from the back of the boat.

THRUSTER



Navigate to the Thruster icon. If the engine is not running, press and hold the unlock button on the center of the boat image. Confirm the thruster override pop up. When the engine is not running, the thruster function will be locked for safety until the operator unlocks this feature.

Click the Dock Port or Dock Stbd button to run the thruster at a constant 50% thrust. This feature will hold the boat at the dock to allow the operator enough time to tie the boat up. Dock Port will push the stern towards the port side. Dock Stbd will push the stern towards the starboard side. This setting will eventually time out or the operator can turn it off by clicking the button again.

Click and hold the Burst Port or Burst Stbd buttons to run the thrusters for short bursts or as long as each button is held down.

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. The following settings will 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, 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 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 the new 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: Import or export tracks and waypoints under map settings. Also set map display button options:

- Show Tracks
- Show Waypoint
- Maps Color
- Safety Contours
- Depth Contours

Engine Diagnostics: The display can serve as a fault reader. Select "Get Stored Engine Faults" and the display will query the engine controller for saved 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.

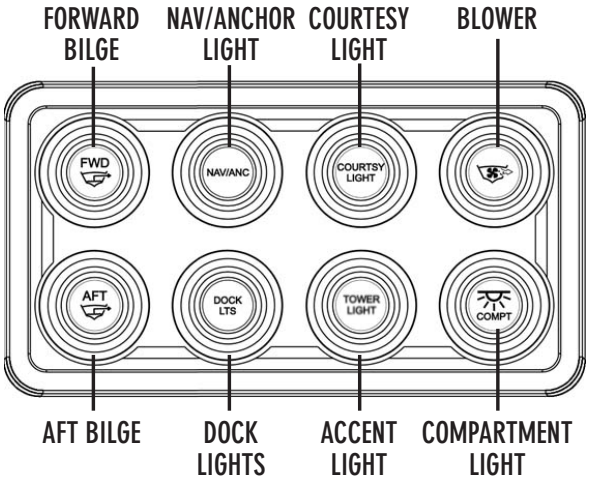
Ballast Empty / Fill Times: Adjust the empty and fill time of the ballast bags. As impellers wear, pumps will take longer to fully fill. Use this menu to adjust how long bags will take to empty or fill.

KEYPAD

Digital switching is controlled from the keypad. Status is shown in the backlight ring color.

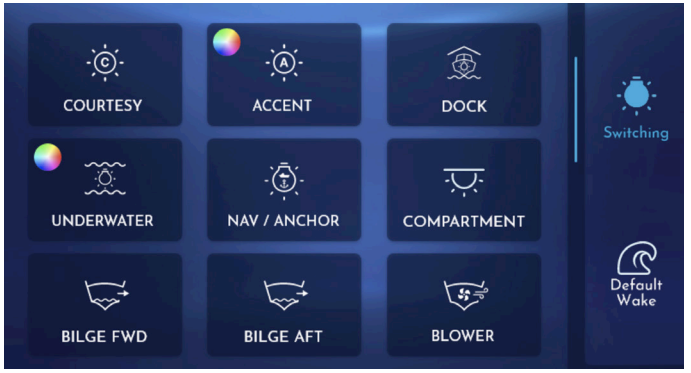
BACKLIGHT LEGEND:

White - Output off
Blue - Output On
Green - Output Automatically On
Amber - Output Error

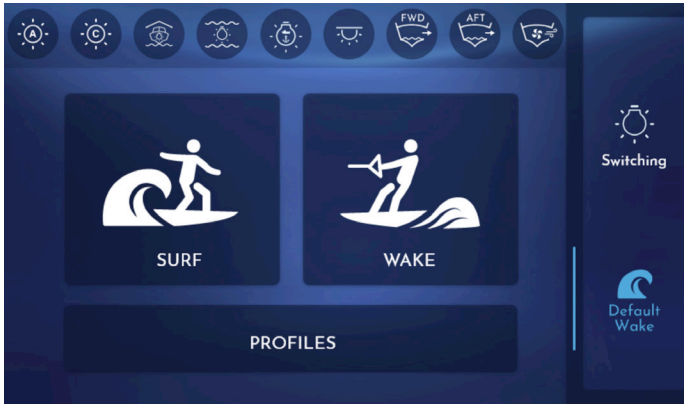


PV500 OPTION

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



Wake functions can be controlled from the PV500. All functionality will be the same as described in the Wake section. Use the PV500 screen for wake controls while using the main touchscreen to display general settings at the same time.

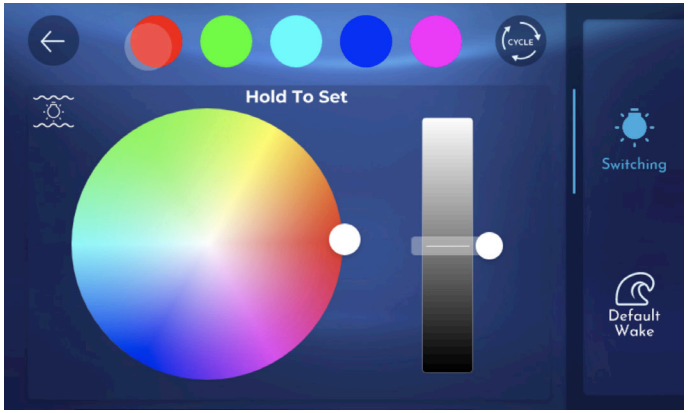


RGB LIGHTING

To adjust RGB light color, select the color wheel in the upper left hand side of the Accent or Underwater light buttons. This will display the color selection page. Use the color wheel to select a desired color. Then save the color to the preset tray by pressing and holding a color circle at the top of the page that you want to replace. This will replace the current color with the new selection.

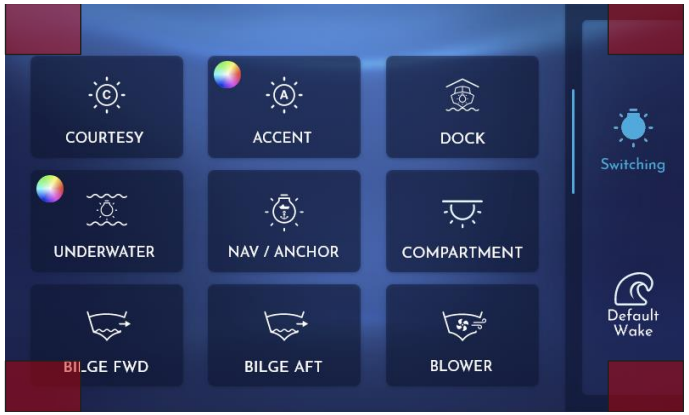
Press the Cycle button to continuously fade the light colors between the selected presets.

Use the grayscale slider on the right to dim or brighten the lights.



PV500 SOFTWARE UPDATE

To update software on the PV500, touch all four corners within 5 seconds in any order to enter the debug screen. See your Montara dealer for more information.







CARING FOR YOUR BOAT

To keep your Montara boat running 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 toolkit. 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

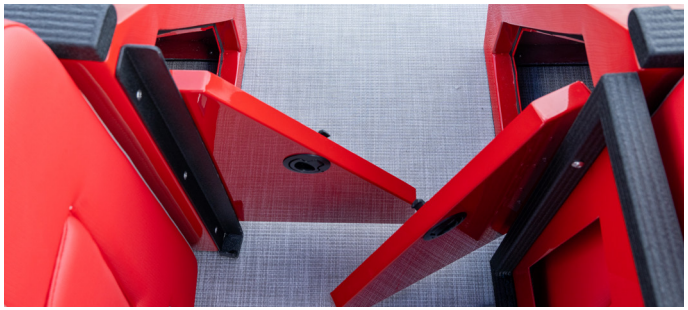
To clean the painted aluminum fences around the outside of the boat, first clean using a soft sponge with gentle soap and water. Then, if desired, apply Babes Boat Bright Spray Wax Cleaner. For instructions on correct usage, see Babesboats.com.

FIBERGLASS

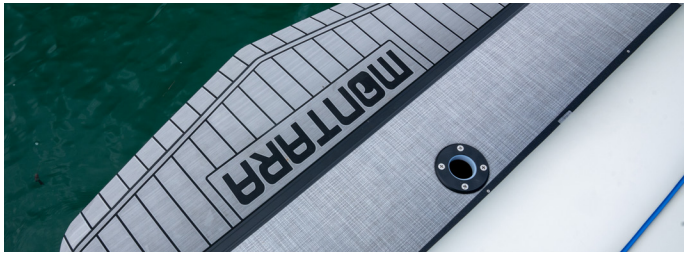
Clean the fiberglass dash and side console with a mild detergent such as dish soap and warm water. Abrasive chemicals and chlorine could damage the fiberglass and are not recommended or covered under the warranty. After washing, apply a coat of wax with a soft cloth on the fiberglass twice per year to retain the original finish. If 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 1 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 to wipe it off. If it does dry, apply some additional Babe's and then wipe it off. Babe's Boat Bright provides water repellency, helps prevent scratches, and increases durability. For additional tips, visit 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 re-treatment (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 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. Fresh water anodes are magnesium and salt water package anodes are zinc.



⚠ 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, ski 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
- Visually inspect the bilge area and vacuum any metal shavings that are present to prevent clogging the bilge pump float.
- 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 AGM batteries in the basement compartment. Check that the battery connections are attached tightly and do not have 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. Do not use Inverters that convert DV 12v power into AC power.

⚠ 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 re-installation 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 BAGS

Drain any remaining water from the ballast bags. Pour one gallon of antifreeze into each of the thru-hole vents on the ballast bags. Turn the EMPTY ballast switch ON to run the antifreeze through the ballast hoses, then set the software to winterization mode. This will open the valves and turn off the pumps.

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. 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 4 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 canceling 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

Towing your boat will impact how any vehicle drives. The larger the boat in comparison to the tow vehicle, the greater the performance impact will be. For this reason, knowing the overall weight of your boat and trailer in comparison to what your vehicle is capable of towing is critical to you and your family safely enjoying a day at the lake. Vehicle manufacturers provide a "Tow Rating" which is the maximum weight of the towed trailer. The GVWR of the trailer, which is listed on the VIN tag located on the front inside of the trailer frame rail, should never exceed the tow rating of your vehicle. Please also specifically read your tow vehicle owner's manual as some vehicles do have a capable tow rating, but require additional accessories to achieve that rating (please see "weight distribution hitches" below).

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 than any damage that may occur will not be insured.

HITCHING

There are many options on the market for properly hitching your trailer to your tow vehicle. Understanding the requirements of the coupler on your trailer as well as the equipment available to install on your tow vehicle are critical elements to ensuring a safe and smooth towing experience. After reviewing your Boatmate Trailers Owner's Packet to understand the requirements of your coupler please select the proper hitch, receiver, and ball for your tow vehicle. Please keep in mind that not only must you select the correct size for the coupler and your vehicle, but the capacity of the hitch, receiver, and ball must also meet or exceed the GVWR of your trailer. Once you have the correct equipment familiarize yourself with seating the coupler all the way on the ball and ensuring the coupler is securely latched. Raise or lower the tow ball to the point where the trailer tongue is level with the road surface. This will assure proper surge braking capability. Towing with the tongue angled downward

will over-activate the brakes resulting in poor fuel mileage and premature brake wear. Towing with the tongue angled upward will decrease braking effectiveness. Don't guess, use a level and make a note of this position for future reference.

TRAILER COMPONENTS

Understanding the many components that make up your trailer is important to ensure you are ready to tow safely. It is important to understand the importance of properly functioning brakes, properly inflated and rated tires, properly torqued wheel lug nuts, safety chains, emergency break away cables, and properly working lights in order to tow safely. Many of these components should be part of your safety check every time you tow while some only require periodic maintenance. Please refer to your Boatmate Trailers Owner's Packet for specific information.

BALANCED LOAD

BOAT SECUREMENT

An improperly secured boat can cause weight redistribution that could cause trailer sway or additional stress on the trailer and tow vehicle. This can cause a dangerous situation for you as well as the possibility of creating a danger for other drivers on the road. Always make sure the boat is secured on the trailer with the bow eye firmly against the roller and the winch strap tight. Please be aware that there is a break in period to the winch strap as the strap settles and stretches on the drum. This will require more frequent checks of the winch during your first few trips with your new boat. If your trailer is equipped with any other safety devices such as a bow safety strap or rear ratchet tie downs please make sure those are attached and tight prior to taking to the roads.

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.

CARGO

A properly loaded trailer is easier to control. Your Boatmate Trailer is designed for your specific year, make, and model of boat taking into account various boat options, variations in fuel, and a modest amount of typical gear. Please be aware the effect of adding any sort of ballast to the boat while on the trailer or adding an excessive amount of cargo may cause you to exceed the GVWR of your trailer or cause weight redistribution that could cause adverse effects to towing. Once loaded properly and secure the tongue weight of your trailer should be 5-10% of the total weight of your boat and trailer to ensure safe towing characteristics from the trailer.

⚠ 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 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 the storage compartments and turn board racks to the interior of the boat before driving.

WEIGHT DISTRIBUTION HITCH (WDH)

There are many vehicles being sold today that claim larger towing capacities, but require additional accessories to properly achieve that capacity. Many of these vehicles require a WDH to achieve these higher capacities. Boatmate Trailers does not advocate the use of WDH due to the adverse effects they can have on the surge brake systems found on most of our trailers. This does not mean they cannot be used, but there are several factors across our product line that make them difficult to manage. If your vehicle does require a WDH to manage the GVWR of your Boatmate Trailer then please contact a professional regarding the installation and setup of these systems.

TRAILER MAINTENANCE

Regular trailer maintenance is critical to ensuring the longevity of your Boatmate Trailer, as well as making sure you are able to tow your boat to your destination safely. Before towing, make sure your trailer and its components are in safe working order. Worn or broken trailer parts can cause a loss of control which may result in injury. You must inspect, maintain, and service your trailer regularly to ensure safe and reliable operation.

COMPLIANCE PROGRAMS

Boatmate Trailers participates in Compliance Verification Programs through both the National Association of Trailer Manufacturers (NATM) as well as the National Marine Manufacturers Association (NMMA). These organizations compile Federal Motor Vehicle Safety Standards and industry best practices concerning trailer construction and use those standards to verify compliance at member facilities on a biennial basis. Boatmate Trailers is proud to participate in these programs which are a mandatory component of membership to these organizations.

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.

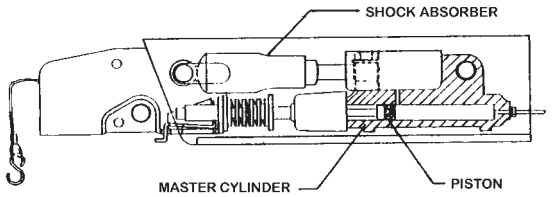
TRAILERING GUIDELINES

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 rear view mirrors to frequently check that the trailer is handling properly when towing.

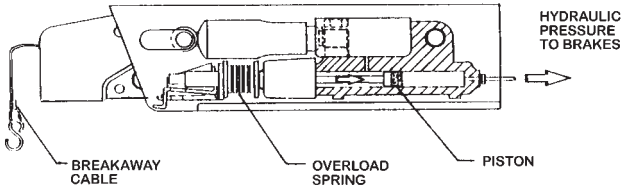
HYDRAULIC BRAKE ACTUATOR

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 shoreline. 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 4 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 until the bow rubrail of the boat touches the bump stops of the bow ladder. 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.







SERVICE LOG

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