

OWNER'S MANUAL



G3 BOATS OWNER'S MANUAL

RECORD IMPORTANT INFORMATION!

In addition to this manual, your G3 boat is supplied with component manufacturer information such as instructions, warranties or other important information. Read these materials carefully.

Safeguard information about your G3 boat by recording the Hull Identification Number (HIN) and the model of your boat, and the model and serial numbers of your outboard motor, and trailer.

Your HIN is located on the top right side of the transom, above the water line. The U.S. Coast Guard requires that your HIN be permanently affixed and remain on the top right side of the transom.





Hull

HIN _____

Date Purchased _____

Dealer/Phone _____

Ignition Key Number _____

Registration Number/State _____

Outboard Motor

Model # _____

Serial # _____

Trailer

Model # _____

Serial # _____

Accessory

Model # _____

Serial # _____

These identification numbers are important! Keep a copy of these numbers stored in a safe place off the boat. In case of theft, damage, etc., report these numbers to the local authorities, your insurance agent, and your G3 Dealer.





INTRODUCTION

Thank you for choosing a G3 boat. This Owner's/Operator's Manual contains information you will need for proper operation, maintenance, and care. A thorough understanding of these simple instructions will help you to obtain maximum enjoyment from your new boat. If you have any questions about the operation or maintenance of your boat, please consult a G3 Dealer.

Because G3 has a policy of continuing product improvement, this product may not be exactly as described in this Owner's/Operator's Manual. Specifications are subject to change without notice. This manual should be considered a permanent part of this boat and should remain with it even if the boat is subsequently sold.

This document contains many of Yamaha's valuable trademarks. It may also contain trademarks belonging to other companies. Any references to other companies or their products are for identification purposes only, and are not intended to be an endorsement.

BOATING CHECKLIST

For improved safety and enjoyment, check each of these items:

 **NOTICE**

For maximum enjoyment and safety, check each of these items. **BEFORE YOU START YOUR ENGINE:**

- ✓ **DRAIN PLUG** (Securely in place?)
- ✓ **LIFE-SAVING DEVICES** (One for every person on board?)
- ✓ **STEERING SYSTEM** (Working smoothly and properly?)
- ✓ **FUEL SYSTEM** (Adequate fuel? Leaks? Fumes?)
- ✓ **BATTERY** (Fully charged? Cable terminals clean and tight?)

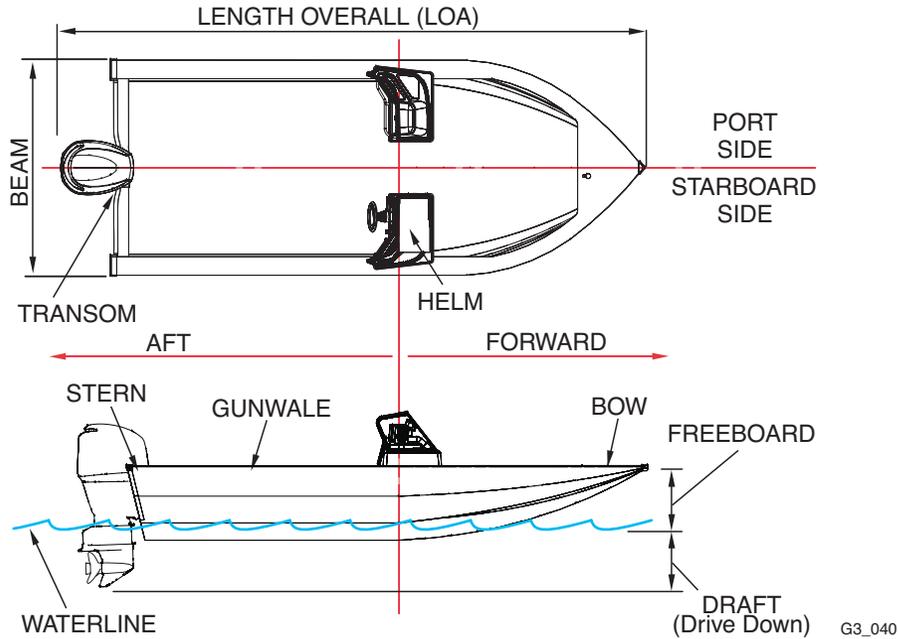


BOATER'S CHECKLIST

- ✓ **ENGINE** (In neutral?)
- ✓ **CAPACITY PLATE** (Are you overloaded or overpowered?)
- ✓ **WEATHER CONDITIONS** (Safe to go out?)
- ✓ **ELECTRICAL EQUIPMENT** (Lights, horn, pump, etc?)
- ✓ **EMERGENCY GEAR** (Fire extinguisher, bailer, paddle, anchor and line, signaling device, tool kit, etc?)

NB101-05

BOATING TERMINOLOGY



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



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IMPORTANT MANUAL INFORMATION

In this manual, information of particular importance is distinguished in the following ways:



The Safety Alert Symbol means

ATTENTION! BECOME ALERT!

YOUR SAFETY IS INVOLVED!



WARNING

Failure to follow **WARNING** instructions could result in severe injury or death to the boat operator or passengers, a bystander, or a person inspecting or repairing the boat.

CAUTION

A **CAUTION** indicates special precautions that must be taken to avoid damage to the boat.

NOTE: A **NOTE** provides key information to make procedures easier or clearer.



SAFETY INFORMATION

The safe use and operation of this boat is dependent upon the use of proper operating techniques, as well as upon the common sense, good judgment, and expertise of the operator. Every operator should know the following requirements before operating the boat.

- Before operating the boat, read this G3 Owner's/Operator's Manual, the Owner's/Operator's Manual for the outboard motor, the literature for all other equipment supplied with your boat or trailer, and all warning and caution labels on the boat, motor, and trailer. These materials should give you an understanding of the boat and its operation.
- Never allow anyone to operate this boat until they too have read the Owner's/Operator's Manual and all warning and caution labels.



LIMITATIONS ON WHO MAY OPERATE THE BOAT

- G3 recommends a minimum operator age of 16 years old.
- Adults must supervise use by minors.
- Know the operator age and training requirements for your state. A boating safety course is recommended and may be required in your state. You can find local rules by contacting the United States Coast Guard (USCG), the National Association of State Boating Law Administrators, or your local Power Squadron.
- This G3 boat has maximum capacities for number of passengers and weight on board. Never exceed these maximum load limits. Weight distribution affects performance. Keep weight in the boat low and evenly distributed from side-to-side and front-to-back. Remove any unnecessary cargo and store it on shore.



Overpowering/Overloading

DO NOT overpower or overload your boat. Your boat is equipped with a required capacity plate indicating the maximum acceptable power and load as determined by the manufacturer following certain Federal guidelines. In doubt, contact your G3 Dealer.



Typical Capacity Plate
Figure 1-1



Using an outboard motor that exceeds the maximum horsepower limit of a boat can:

- Cause loss of boat control.
- Place too much weight at the transom altering the design flotation characteristics of the boat.
- Cause the boat to break apart.

Overpowering a boat can result in serious injury, death or boat damage.

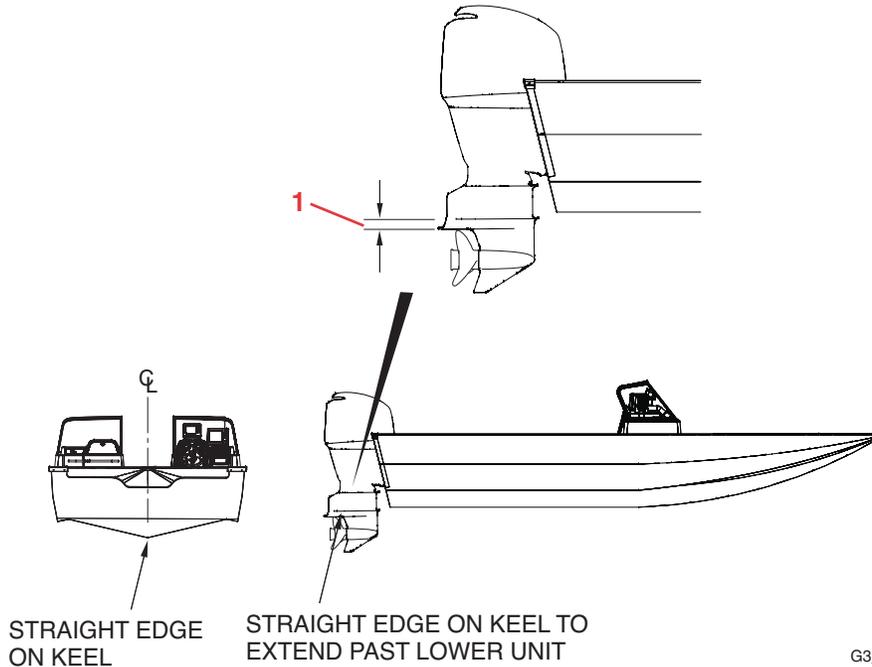


WARNING

DO NOT overpower or overload your boat.



BOAT SETUP



Boat Setup
Figure 1-2

1-6

G3_039





BOATING SAFETY

Your G3 boat is shipped from G3 with almost all of the necessities to operate your boat. Not all boats will be equipped as others, since you have the option on how to accessorize and equip your boat.

The installation of your outboard motor is already done by G3 or a G3 dealer. The installation height **(1)** may have to be adjusted to optimize and maximize its performance. (The installation height is the distance from the bottom of the cavitation plate to the top of the straight edge.) The installation height should never be adjusted by someone who is not qualified to establish the correct installation height. The installed height is based on an average, since G3 cannot predetermine your boat's loads or uses. The addition of add-ons or accessories which can inhibit performance and safety should never be added as a means of trying to increase performance. If you believe you are experiencing poor performance, contact your G3 Dealer.



BOATING SAFETY

A jack plate is sometimes used on boats to adjust installation height. Do not use a jack plate on your G3 boat unless it is specifically designed for one, and then only use the G3 recommended jack plate. Other jack plate installations are considered misuse and are not covered by warranty.



WARNING

Do not attempt to alter your G3 boat to increase performance. Modifications could make your boat unsafe to use, increasing the risk of severe injury or death.



Engine Stop Switch and Cord Lanyard

Your G3 boat is equipped with an engine stop switch and cord lanyard. Secure the cord lanyard to the operator and the lock plate to the engine stop switch prior to starting the engine and anytime the engine is operating.

This device is designed to turn off the engine whenever the operator moves far enough away from the helm to activate the switch. It is strongly recommended that the operator use the cord lanyard.



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



REQUIRED EQUIPMENT

The U.S. Coast Guard (USCG) has regulations which describe minimum standards of safety. You must comply with these regulations.

- Personal Flotation Devices (PFDs): Type I, II, III, or V as required for all people on board (see “Operational Requirements” for more information), plus at least one Type IV (throwable type).
- Fire Extinguisher: At least one B-1 type, hand-held, portable fire extinguisher.
- Visual Distress Signals: It is recommended that a USCG-approved pyrotechnic device be stored on your boat. A mirror can also be used as an emergency signal. Contact your G3 Dealer or the Coast Guard for more information.
- Sound Signaling Device: Your G3 boat may be equipped with a horn that can be used to signal other boats. See “Rules of the Road” for more information.
- Navigation Lights: Your G3 boat is equipped with navigation lights for use between sunset and sunrise, and during periods of reduced visibility, such as fog. Be sure these lights are working and are turned on when necessary. See **Section 6** for more information.



ADDITIONAL EQUIPMENT RECOMMENDATIONS

The following equipment can help make your boating experience safer and more enjoyable:

- Mooring fenders and lines
- Anchor with suitable line (a “Danforth®” type anchor and line that is at least six times the depth of the water where you will drop anchor are recommended)
- Manual-type bilge pump
- First Aid kit
- Waterproof flashlight with extra batteries
- Tool kit with assorted screwdrivers, pliers, wrenches (including metric sizes), and electrical tape
- Oar or paddle (look for one with a boat hook on the other end)
- Spare parts, such as an extra set of spark plugs and fuses
- Navigation charts for the waters where you will be boating
- Tow rope



OPERATIONAL REQUIREMENTS

- Wear a U.S. Coast Guard-approved personal flotation device (PFD). U.S. Coast Guard regulations require that the proper number and type of PFD be aboard the boat for each adult passenger and worn by each child under 13 years old. Use a PFD at all times while the boat is in operation.
- Eye protection is recommended to keep wind, water, and glare from the sun out of your eyes while you operate your G3 boat. Restraining straps for eyewear are made which are designed to float should your eyewear fall into the water.
- Footwear and gloves are recommended.
- NEVER operate the boat after consuming alcohol or taking drugs.
- For reasons of safety and proper care of your G3 boat, always perform the pre-operation checks listed on Page 1-20 before operating.
- Passengers must always sit in a designated seating area, place feet on the deck, and hold on to the hand grips when the boat is in motion.
- Always consult your doctor on whether it is safe for you to ride in this boat if you are pregnant or in poor health.
- Do not attempt to modify this G3 boat! Modifications to your boat may reduce safety and reliability, and render the boat unsafe or illegal to use.



BOATING SAFETY

- Attach the engine stop cord (lanyard) to PFD and keep it free from steering wheel or other controls so that the engine stops if the operator accidentally leaves the helm. Failure to attach the engine stop cord could result in a runaway boat if the operator is ejected.
- After operation, remove the engine stop cord and the keys to avoid accidental starting or unauthorized use by children or others.



CRUISING LIMITATIONS

- Scan constantly for people, objects, and other watercraft. Be alert for conditions that limit your visibility or block your vision of others.
- Operate defensively at safe speeds and keep a safe distance from people, objects, and other watercraft.
- Do not follow directly behind other boats.
- Do not go near others to spray or splash them with water.
- Avoid sharp turns or other maneuvers that make it hard for others to avoid you or understand where you are going.
- Avoid areas with submerged objects or shallow water.
- Operate within your limits and avoid aggressive maneuvers to reduce the risk of loss of control, ejection, and collision.
- This is a sophisticated watercraft – not a toy. Sharp turns or jumping waves or wakes can increase the risk of back/spinal injury (paralysis), facial injuries, and broken legs, ankles, and other bones. Do not jump waves or wakes.
- Do not operate the boat in rough water, bad weather, or when visibility is poor; this may lead to an accident causing injury or death. Be alert to the possibility of bad weather. Take note of weather forecasts and the prevailing weather conditions before setting out in your boat.
- Leave a “float plan” with a responsible person on shore. Tell where you plan to go and when you plan to arrive, and provide a description of your boat. Advise this person if your plans change and also when you arrive to prevent false alarms. A sample float plan is included in this manual.



HAZARD INFORMATION

- Never start the engine or let it run for any length of time in an enclosed area. Exhaust fumes contain carbon monoxide, a colorless, odorless gas that may cause death within a short time. Always operate the boat in an open area.
- Do not use the reverse function to slow down or stop the boat as it could cause you to lose control, be ejected, or impact the steering wheel or other parts of the boat. This could increase the risk of serious injury. It could also damage the shift mechanism.
- Reverse can be used to slow down or stop during slow speed maneuvering, such as when docking. Once the engine is idling, shift to reverse and gradually increase engine speed. Make sure that there are no obstacles or people behind you before shifting into reverse.
- Stop the engine and remove the clip from the engine stop switch before removing any debris or weeds, which may have collected around the propeller.

NIGHT OPERATION

- When using your boat before dawn or after dusk, you must have both bow and stern lights operating. When at anchor in the dark, the stern light must be lit. See **Section 6** for more information.



WATER-SKIING

- Some G3 boats are equipped to tow a water skier, using the ski tow pylon provided.
- It is the boat operator's responsibility to be alert to the safety of the water skier and others. Know and follow all state and local water-skiing regulations in effect for the waters in which you will be operating.
- The following are some important considerations for minimizing risks while water-skiing.
- The skier should wear an approved PFD, preferably a brightly colored one so boat operators can see the skier.
- The skier should wear protective clothing. Severe internal injuries can occur if water is forced into body cavities as a result of falling into the water or while reboarding. Normal swimwear does not adequately protect against forceful water entry into rectum or vagina. The skier should wear a wetsuit bottom or clothing that provides equivalent protection. Such clothing includes thick, tightly woven, sturdy and snug fitting apparel such as denim, but does not include spandex or similar fabrics like those used in bicycle shorts.
- A second person should be on board in a rear-facing seat as a spotter to watch the skier; in most states it is required by law. Let the skier direct the operator's control of speed and direction with hand signals.
- When preparing to pull a skier, operate the boat at the slowest possible speed until the boat is well away from the skier and slack in the towrope is taken up. Make sure that the rope is not looped around anything.
- After checking that the skier is ready and that there is no traffic or other obstacles, apply enough throttle to raise the skier.



BOATING SAFETY

- Make smooth, wide turns. The boat is capable of very sharp turns, which could exceed the abilities of the skier. Keep the skier at least 50 meters (150 feet), about twice the distance of a standard towrope, away from any potential hazard.
- Be alert to the hazard of the towrope handle snapping back at the boat when the skier falls or is unable to get up on the skis.



TO GET MORE BOATING SAFETY INFORMATION

Be informed about boating safety. Additional publications and information can be obtained from many organizations, including the following.

United States Coast Guard

Consumer Affairs Staff (G-BC)

Office of Boating, Public, and Consumer Affairs

US Coast Guard Headquarters

Washington, D.C. 20593-0001

U.S. Coast Guard Boating Safety website:

www.uscgboating.org

Other Sources:

You can find local rules by contacting the National Association of State Boating Law Administrators, or your local Power Squadron.



Boat Education and Training

The Online Boating Safety Course is available at <http://www.boatus.org>. Upon successful completion of 80 percent or better, the user can request a certificate of completion by mail or can download one immediately. The Online Boating Safety Course, provided by the Boat/US Foundation, is approved by the National Association of State Boating Law Administrators (NASBLA) and recognized by the United States Coast Guard. This course meets the education requirement for those states that recognize non-proctored, NASBLA-approved courses.

ACCIDENT REPORTING

Boat operators are required by law to file a Boating Accident Report with their state boating law enforcement agency if their boat is involved in any of the following accidents:

1. There is loss of life or probable loss of life.
2. There is personal injury which requires medical attention beyond first aid.
3. There is damage to boats or other property which exceeds \$500.00.
4. There is complete loss of a boat.

Contact local law enforcement personnel if a report is necessary.



PRE-OPERATION CHECKS CHECKLIST

Before operating this boat, perform the following checks:

If any item in the Pre-Operation Check is not working properly, have it inspected and repaired before operating your boat. Otherwise an accident could occur.

NOTE:

Pre-operation checks should be made each time the boat is used. This procedure can be accomplished thoroughly in a short time. The added safety and reliability the checks assure is worth the time involved.



CHECK POINTS

Perform the following in addition to the pre-operation check points provided in your outboard motor owner's manual.

Steering

Make sure the wheel is not loose. There should not be any free play, either in-and-out or in rotation. Turn the steering wheel full-right and full-left to make sure operation is smooth and unrestricted throughout the whole range.

Keep the steering cable end clear of obstructions such as wiring, control cables, fuel lines, tow lines, and mooring lines.

Keep moving parts clean and lubricated.

Inspect the steering cable for kinks, damage, or corrosion.

Throttle and Shifting

Operate the throttle lever several times to make sure there is no hesitation in its travel. Operation should be smooth over the complete range of motion. Refer to your outboard owner's manual for more information.



Fire Extinguisher

Make sure the fire extinguisher is aboard and full. See the instructions supplied by the fire extinguisher manufacturer to determine proper indication of condition.

 **WARNING** Always carry a fire extinguisher on board.

Hull

Before launching, check the hull of your boat for cracks or damage.

Drainage System

Manual Bilge Pump: Your G3 boat is equipped with a drainage system that channels water that enters the boat from the storage compartments to the bilge under the engine compartment. When the bilge pump is turned on, the pump will automatically drain most of it through the outlet.

Auto Bilge Pump: If your G3 boat is equipped with an automatic bilge system, then the pump will automatically sense when there is excessive water in the bilge and pump it out. With the auto bilge feature the bilge is wired directly into the system and does not need to be switched on to work.



Drain Plug: A drain plug is located at the center of the stern to allow more complete draining when the boat is removed from the water. Before launching, make sure the drain plug is installed properly.

Lights

Check for proper operation of the bow, stern, and instrument lights by pressing the switch on the control panel. If the stern light is not installed, remove it from the storage area, lift the socket cover, and install it into the socket to check operation.

Horn

Press the horn switch to be sure the horn operates.

Fuel and Oil

Follow your outboard motor owner's manual for information about the proper fuel and oil for your motor.

Engine Stop Switch

First, place the boat in the water to provide adequate engine cooling. Start the engine, and then remove the engine stop switch clip, and verify that the engine stops. See your outboard motor owner's manual for more information.



ENJOY YOUR G3 BOAT RESPONSIBLY

You share the areas you enjoy when operating your boat with others and with nature. So your enjoyment includes a responsibility to treat these other people, and the lands, waters, and wildlife with respect and courtesy. Whenever and wherever you are boating, think of yourself as the guest of those around you. Remember, for example, that the sound of your boat may be music to you, but it could be just noise to others. And the exciting splash of your wake can make waves others won't enjoy. Avoid riding close to shoreline homes and waterfowl nesting areas or other wildlife areas, and keep a respectful distance from fishermen, other boats, swimmers, and populated beaches. When travel in areas like these is unavoidable, operate slowly. Remember that pollution can be harmful to the environment. Do not refuel or add oil where a spill could cause damage to nature. And keep your surroundings pleasant for the people and wildlife that share the waterways: don't litter!

When you go boating responsibly, with respect and courtesy for others, you help ensure that our waterways stay open for the enjoyment of a variety of recreational opportunities.

Foreign Species

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



Fuel/Oil Spillage



WARNING

Fumes from rags can collect in the bilge and be extremely hazardous. Do not store rags used to wipe up fuel or solvent spills in the boat. Dispose of rags properly ashore.

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

- Overfilling the fuel tanks
- Pumping contaminated bilge water

Discharge/Disposal of Waste

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

Use an approved pump-out facility at your marina. Many areas prohibit the discharge of sewage overboard or even an operable overboard waste discharge.



Excessive Noise

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

Wake/Wash

 **WARNING** You are responsible for injury and damage caused by your wake/wash.

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



BASIC RULES OF THE ROAD

RULES OF THE ROAD

Operation of your boat must be in accordance with the rules and regulations governing the waterway on which it is used. Just as there are rules that apply when you are driving on streets and highways, there are waterway rules that apply when you are operating your boat. These rules are used internationally, and are also enforced by the United States Coast Guard and local agencies. You should be aware of these rules, and follow them whenever you encounter another vessel on the water.

Several sets of rules prevail according to geographic location, but are all basically the same as the International Rules of the Road. The rules presented here in this Owner's/Operator's Manual are condensed, and have been provided for your convenience only. Consult your local U.S. Coast Guard Auxiliary or Department of Motor Vehicles for a complete set of rules governing the waters in which you will be operating your boat.

Steering and Sailing Rules

Whenever two vessels on the water meet one another, one vessel has the right-of-way; it is called the "stand-on" vessel. The vessel that does not have the right-of-way is called the "give-way" or "burdened" vessel. These rules determine which vessel has the right-of-way, and what each vessel should do.



BASIC RULES OF THE ROAD

Stand-On Vessel

The vessel with the right-of-way has the duty to continue its course and speed, except to avoid an immediate collision. When you maintain your direction and speed, the other vessel will be able to determine how best to avoid you.

Give-Way Vessel

The vessel which does not have the right-of-way has the duty to take positive and timely action to stay out of the way of the stand-on vessel. Normally, you should not cross in front of the vessel with the right-of-way. You should slow down or change direction briefly and pass behind the other vessel. You should always move in such a way that the operator of the other vessel can see what you are doing.

The General Prudential Rule regarding the right-of-way is that if a collision appears unavoidable, neither boat has the right-of-way. Both boats must avoid the collision. In other words, follow the standard rules except when a collision will occur unless both vessels try to avoid each other. If that is the case, both vessels become give-way vessels.



BASIC RULES OF THE ROAD

RULES WHEN ENCOUNTERING VESSELS

There are three main situations that you may encounter with other vessels which could lead to a collision unless the Steering Rules are followed:

- Meeting: you are approaching another vessel head-on
- Crossing: you are traveling across another vessel's path
- Overtaking: you are passing or being passed by another vessel



BASIC RULES OF THE ROAD

In the following illustration, your boat is in the center. You should give the right-of-way to any vessels shown in the shaded area (you are the give-way vessel). Any vessels in the white area must yield to you (they are the give-way vessels). Both you and the meeting vessel must alter course to avoid each other.

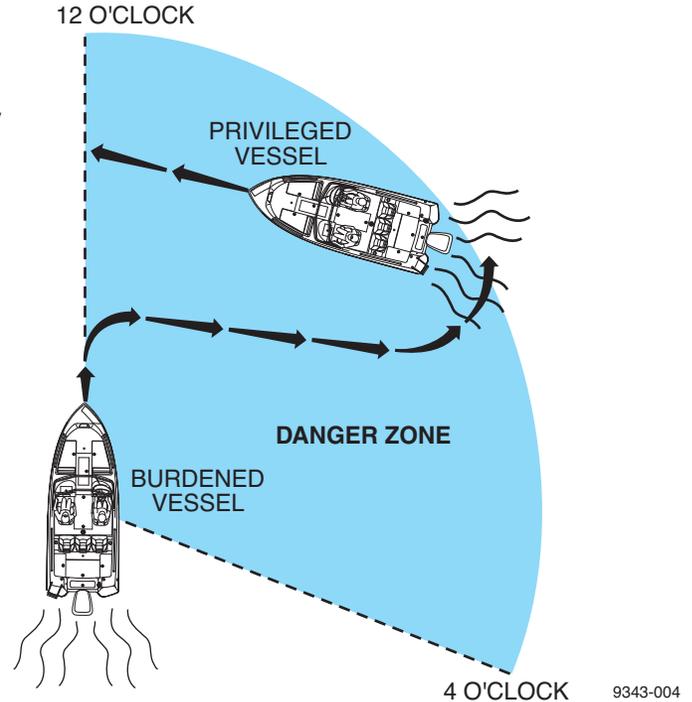


Figure 2-1

Meeting

If you are meeting another power vessel head on, and are close enough to run the risk of collision, neither of you has the right-of-way! Both of you should alter course to avoid an accident. You should keep the other vessel on your port (left) side. This rule does not apply if both of you will clear one another if you continue on your set course and speed.

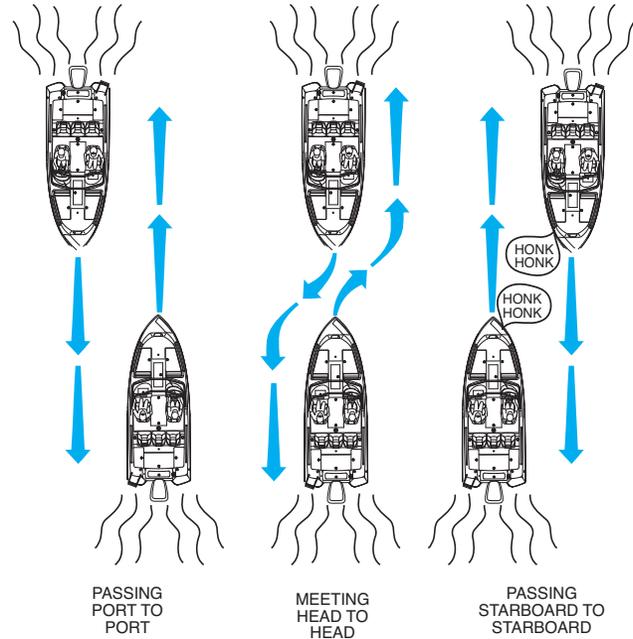


Figure 2-2

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BASIC RULES OF THE ROAD

Crossing

When two power-driven vessels are crossing each other's path close enough to run the risk of collision, the vessel which has the other on the starboard (right) side must keep out of the way of the other. If the other vessel is on your starboard (right) side, you must keep out of its way; you are the give-way vessel. If the other vessel is on your port (left) side, remember that you should maintain course and direction, provided the other vessel gives you the right-of-way as it should.

Overtaking

If you are passing another vessel, you are the give-way vessel. This means that the other vessel is expected to maintain its course and speed. You must stay out of its way until you are clear of it. Likewise, if another vessel is passing you, you should maintain your speed and direction so that the other vessel can steer itself around you.

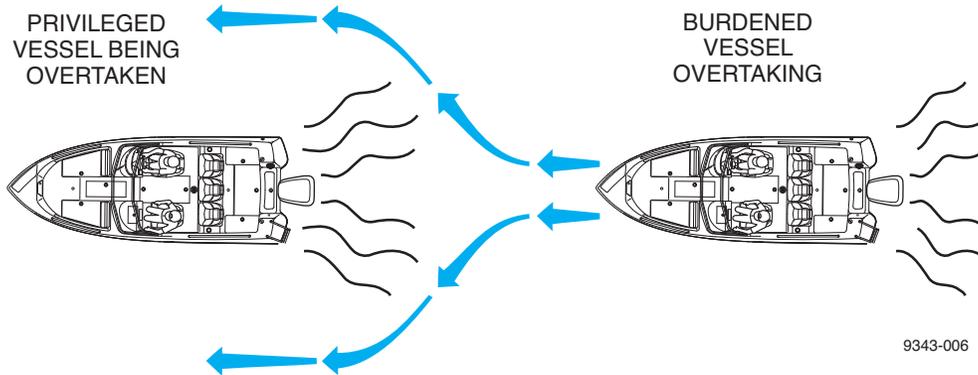


Figure 2-3



Other Special Situations

There are three other rules you should be aware of when operating your boat around other vessels.

Narrow Channels and Bends

When navigating in narrow channels, you should keep to the right when it is safe and practical to do so. If the operator of a power-driven vessel is preparing to go around a bend that may obstruct the view of other water vessels, the operator should sound a prolonged blast of four to six seconds on the horn. If another vessel is around the bend, it too should sound the horn. Even if no reply is heard, however, the vessel should still proceed around the bend with caution.

Fishing Vessel Right-of-Way

All vessels fishing with nets, lines, or trawls are considered to be “fishing vessels” under the International Rules. Vessels with trolling lines are not considered fishing vessels. Fishing vessels have the right-of-way regardless of position. Fishing vessels cannot, however, impede the passage of other vessels in narrow channels.



Sailing Vessel Right-of-Way

Sailing vessels should normally be given the right-of-way. The exceptions to this are:

1. When the sailing vessel is overtaking the power-driven vessel, the power-driven vessel has the right-of-way.
2. Sailing vessels should keep clear of any fishing vessel.
3. In a narrow channel, a sailing vessel should not hamper the safe passage of a power-driven vessel that can navigate only in such a channel.

Reading Buoys and Other Markers

The waters of the United States are marked for safe navigation by the lateral system of buoyage. Simply put, buoys and markers have an arrangement of shapes, colors, numbers and lights to show which side of the buoy a boater should pass on when navigating in a particular direction. The markings on these buoys are oriented from the perspective of being entered from seaward (the boater is going towards the harbor). Red buoys are passed on your starboard (right) side when proceeding from open water into port, and green buoys are to your port (left) side. An easy way to remember the meaning of the colors is the phrase “red right returning.” When navigating out of the harbor, your position with respect to the buoys should be reversed; red buoys should be to port and green buoys to starboard.



BASIC RULES OF THE ROAD

Many bodies of water used by boaters are entirely within the boundaries of a particular state. The Uniform State Waterway Marking System has been devised for these waters. This system uses buoys and signs with distinctive shapes and colors to show regulatory or advisory information. These markers are white with black letters and orange borders. They signify speed zones, restricted areas, danger areas, and general information.

Remember, markings may vary by geographic location. Always consult local boating authorities before riding your boat in unfamiliar waters.

This section is specific to your G3 bass boat. The picture or pictures used to show feature(s) and location may show more than your actual boat is equipped with. If you have any questions regarding your specific boat, you can always contact your G3 Dealer.

SAFETY LABELS

The safety labels attached to your boat are there to protect you, your occupants, others around you and your G3 boat. Read, know and understand them.

⚠ 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.

100-001-07

G3 015

⚠ WARNING

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

Engine and generator exhaust contains odorless and colorless carbon monoxide gas.

Signs of carbon monoxide poisoning include nausea, headache, dizziness, drowsiness, and lack of consciousness.

Get fresh air if anyone shows signs of carbon monoxide poisoning.

See Owner's Manual for information regarding carbon monoxide poisoning.

100-004-07

G3 020

⚠ WARNING

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

G3_022

— NOTICE —

THIS CONTROL IS RIGGED TO "PUSH" TO OPEN THROTTLE

G3_009

⚠ NOTICE

BOATER'S CHECKLIST

For maximum enjoyment and safety, check each of these items. **BEFORE YOU START YOUR ENGINE:**

- ✓ DRAIN PLUG (Securely in place!)
- ✓ LIFE-SAVING DEVICES (One for every person on board!)
- ✓ STEERING SYSTEM (Working smoothly and properly!)
- ✓ FUEL SYSTEM (Adequate fuel? Leaks? Filter?)
- ✓ BATTERY (Fully charged? Cables terminate clean and tight!)

- ✓ ENGINE (In neutral?)
- ✓ CAPACITY PLATE (Are you overloaded or overpowered?)
- ✓ WEATHER CONDITIONS (Safe to go out?)
- ✓ ELECTRICAL EQUIPMENT (Lights, horn, pumps, etc?)
- ✓ EMERGENCY GEAR (Fire extinguisher, bailer, paddle, anchor and line, signaling device, tool kit, etc?)

ACR N8101-05

G3_023

⚠ WARNING

THE USE OF AN ETHANOL BLENDED FUEL GREATER THAN 10% CAN CAUSE DAMAGE TO FUEL SYSTEM COMPONENTS IN THE BOAT AND ENGINE. THIS INCREASES THE RISK FOR FIRE, WHICH CAN CAUSE SERIOUS INJURY OR DEATH.

G3_014

Eagle Series Safety Labels

IMPORTANT INSTRUCTIONS FOR LIVEWELL CONTROL VALVE ACTUATOR

THIS BOAT IS EQUIPPED WITH A PROFESSIONAL TOURNAMENT LIVEWELL CONTROL SYSTEM MODEL 4 BY FLOW-RITE CONTROLS LTD.

FILL
Place actuator in this position before launching. With pump off, this position will keep water from entering through drain. Once the first fish is caught, turn on pump for rapid filling of livewell. Move to "RECIRC" position before running on-plane. Return to this position occasionally while off-plane to replenish water lost through overflow and to freshen livewell and to force any used contaminated water out the overflow.

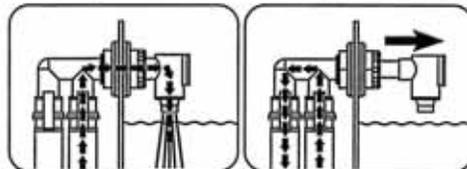
RECIRCULATE
This is the normal operating position. In this position the drain is closed to prevent water loss, but allows pump to recirculate livewell water both on and off-plane.

EMPTY
Turn off pump and place in empty position to drain livewell. Once empty return to "FILL" position to prevent water from entering until pump is turned on.

FLOW-RITE CONTROLS, LTD. 3412 Louisa Dr. S.E., Grand Rapids, MI 49548 (616) 243-2759

G3_017

Pump-Out Valve Operation



To pump-out, pull the Power-Nozzle aerator head to position shown. *Note: Be sure you are operating in recirculation mode.*



G3_004

WARNING

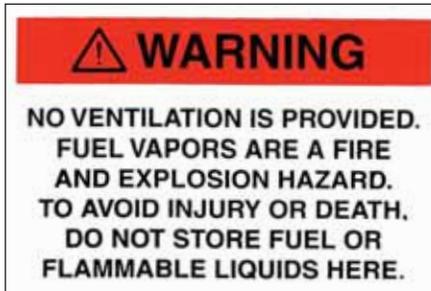
NO VENTILATION IS PROVIDED.
FUEL VAPORS ARE A FIRE
AND EXPLOSION HAZARD.
TO AVOID INJURY OR DEATH,
DO NOT STORE FUEL OR
FLAMMABLE LIQUIDS HERE.

G3_013

*Flow-Rite is a trademark of Flow-Rite Controls, Ltd.



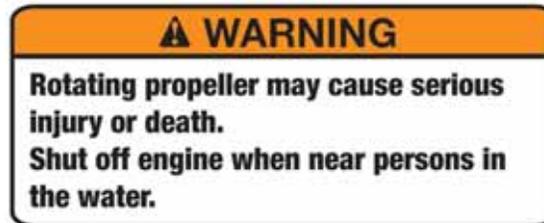
Eagle Series Safety Labels



G3_013



G3_012



G3_051

Locking Swivel Fishing Seats

Seat Swivel
Lock Lever



G3_037A

Locking Swivel Fishing Seats
Figure 3-1

Press the locking handle down to release the lock; this will allow you to rotate the seat on the post. The locking handle must be in the locked position when boat speed exceeds 5 mph.



G3_012



WARNING

Avoid serious injury or death due to ejection from rotating seat. Lock swivel before boat speed exceeds 5 mph.

Swivel/Bike Seats



G3_053

Swivel/bike Seats
Figure 3-2

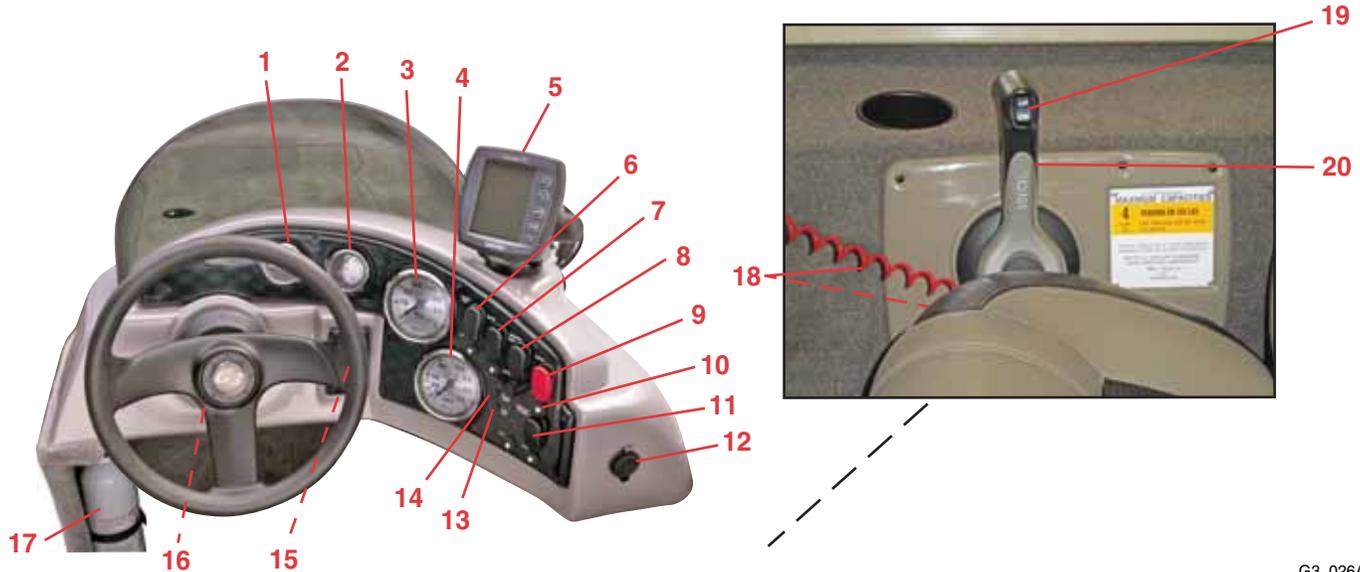


G3_001



G3_005

WIDE BODY EAGLE HELM LAYOUT



Wide Body Eagle Series Helm
Figure 3-3
3-6

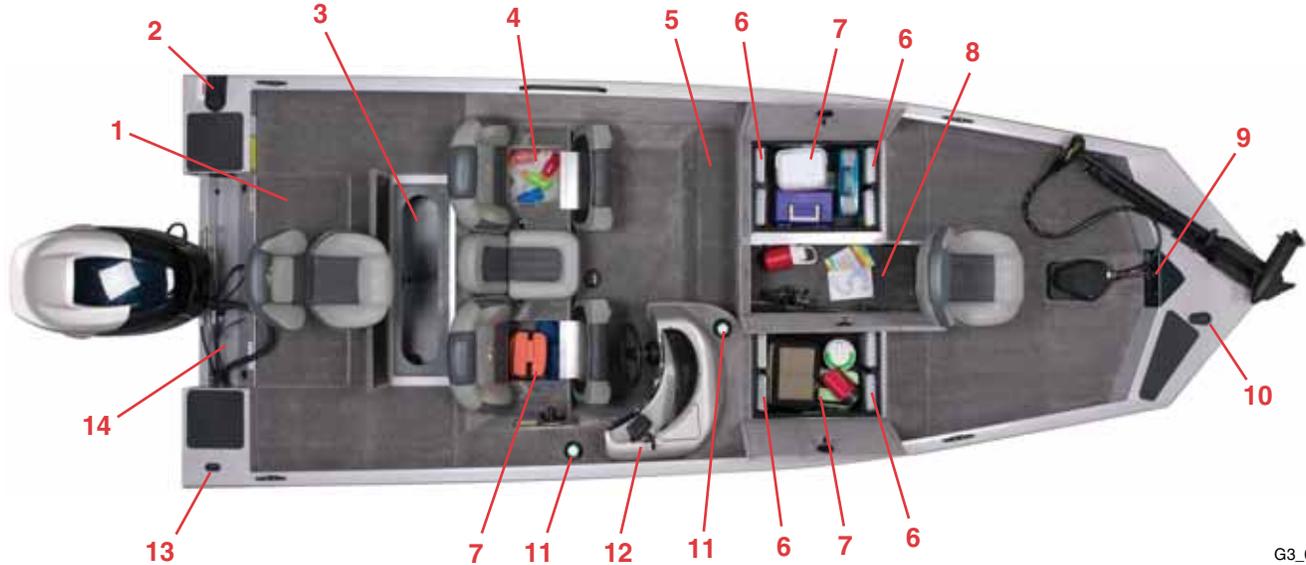
G3_026A



1. Fuel Level Gauge
2. Trim Gauge
3. Tachometer
4. Speedometer
5. Fishfinder/ Depthfinder
6. Navigation Lights
7. Bilge Pump
8. Aerator System-Timer
9. Horn
10. Breaker
11. Master Power
12. 12V Accessory Power Receptacle
13. Engine Low Oil Pressure Warning Light
14. Engine Warning Light
15. Ignition Switch
16. Tilt Steering Latch
17. Fire Extinguisher
18. Engine Stop Switch and Cord (Lanyard)*
19. Trim Switch
20. Throttle

*Attach the engine stop cord to your PFD. Install the cord clip onto the engine stop switch by pushing the clip groove over the nut beneath the knob. Be sure the cord is not wrapped around the steering wheel or tangled in the controls.

WIDE BODY EAGLE DECK LAYOUT



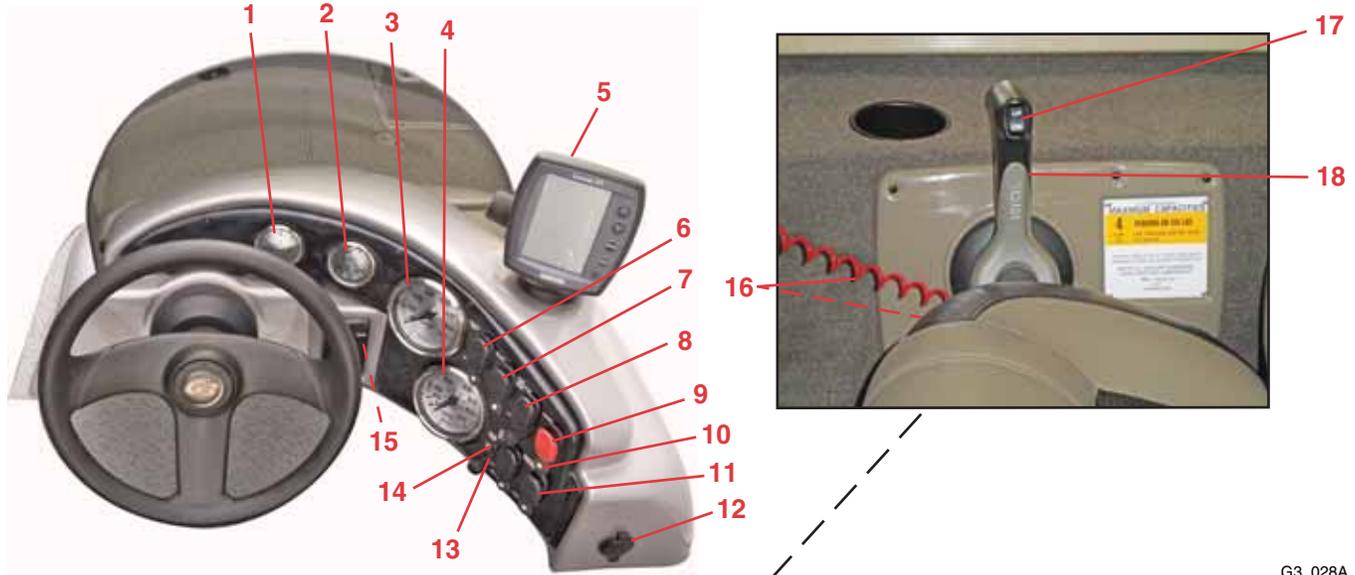
G3_030A

Wide Body Eagle General Deck Layout
Figure 3-4



1. Access to Batteries and Fuel Tank
2. Fuel Inlet
3. Livewell
4. Under Seat Cooler
5. Step to Deck
6. Tackle Tray Storage
7. Gear Storage
8. Rod Locker
9. Bow Panel
10. Bow Light Receptacle
11. Cupholder
12. Deluxe Console
13. Anchor Light Receptacle
14. Splashwell

EAGLE HELM LAYOUT



Eagle Series Helm
Figure 3-5

3-10

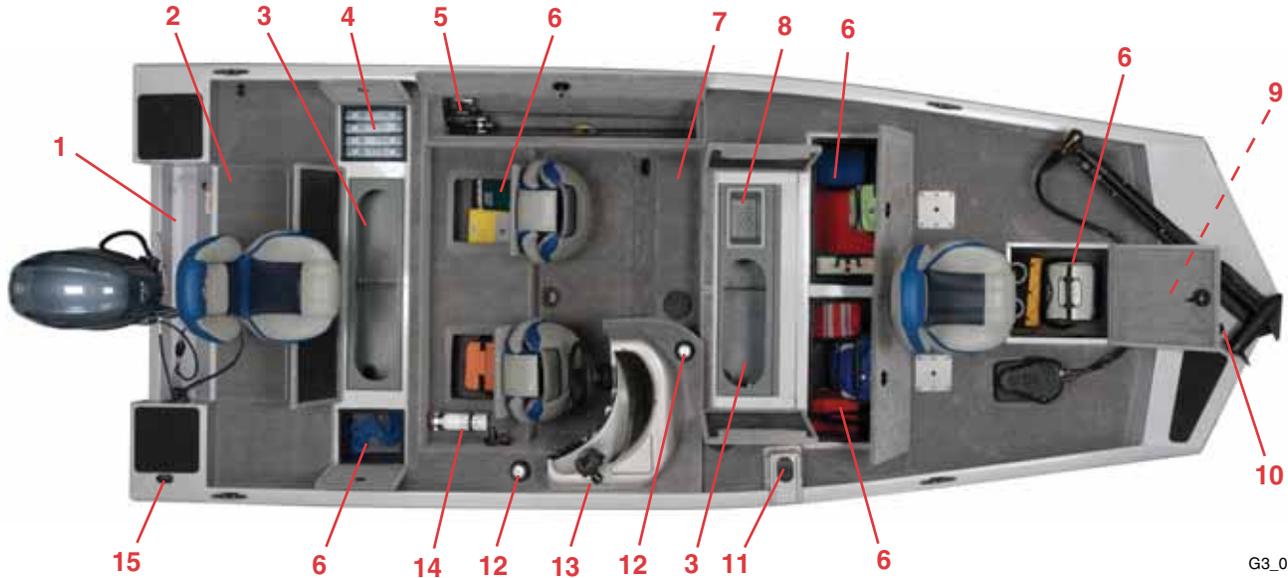
G3_028A



1. Fuel Level Gauge
2. Trim Gauge
3. Tachometer
4. Speedometer
5. Fishfinder Electronics
6. Navigation Lights Switch
7. Bilge Pump Switch
8. Aerator/Fill
9. Horn
10. Breaker
11. Master Power
12. 12V Accessory Power Receptacle
13. Engine Low Oil Pressure Warning Light
14. Engine Warning Light
15. Ignition Switch
16. Engine Stop Switch and Cord (Lanyard)*
17. Trim Switch
18. Throttle

*Attach the engine stop cord to your PFD. Install the cord clip onto the engine stop switch by pushing the clip groove over the nut beneath the knob. Be sure the cord is not wrapped around the steering wheel or tangled in the controls.

EAGLE DECK LAYOUT



G3_031A

Eagle Deck Layout
Figure 3-6



1. Splashwell
2. Access to Batteries
3. Livewell
4. Tackle Tray Storage
5. Rod Locker
6. Gear Storage
7. Step to Deck
8. Baitwell
9. Bow Panel
10. Bow Light Receptacle
11. Fuel Inlet
12. Cupholder
13. Deluxe Console
14. Fire Extinguisher
15. Anchor Light Receptacle

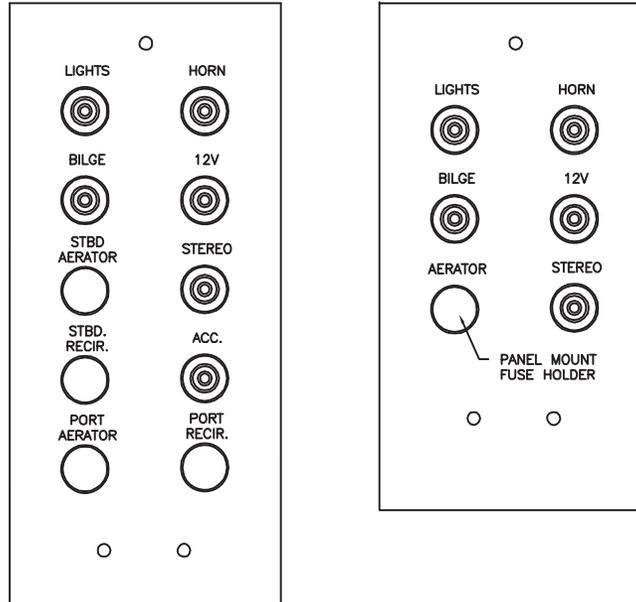


EQUIPMENT

Fuses and Breakers

The fuse and breaker or fuse panel is located under the helm console. Replace a blown fuse with an identical replacement. Reset breakers by pushing the center if tripped.

If you should experience an electrical problem and all your fuses are good and your breakers are untripped, contact your G3 Dealer.



G3_048

Eagle Breaker Panels
Figure 3-7



WARNING

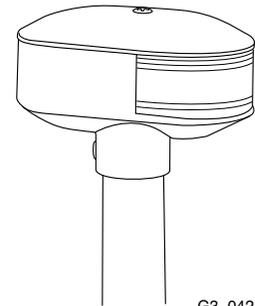
Never use a replacement fuse of a different color, size or amperage rating. An improper fuse can cause damage to the electrical system which could lead to a fire.

Bow and Stern Light

Your G3 boat is equipped with a bow and stern light. The Navigation Lights Switch must be activated for this feature to work.

Tilt Steering Latch (if equipped)

Pull the latch toward you to adjust the steering wheel angle. The steering wheel has five positions and locks into a detent.



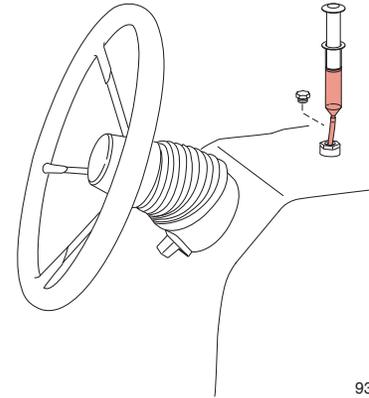
G3_042

Bow or Stern Light
Figure 3-8

Hydraulic Steering

Maintenance of the steering system varies with usage and climate and should be inspected by a qualified marine mechanic at least twice a year or at the first sign the steering system is not operating normally.

To check the oil level, remove the steering fluid fill cap. The oil level should be within 1/2 inch of the bottom of the filler hole. Refer to the manufacturer's literature for more information on maintenance.



9343-020

Hydraulic Steering
Figure 3-9

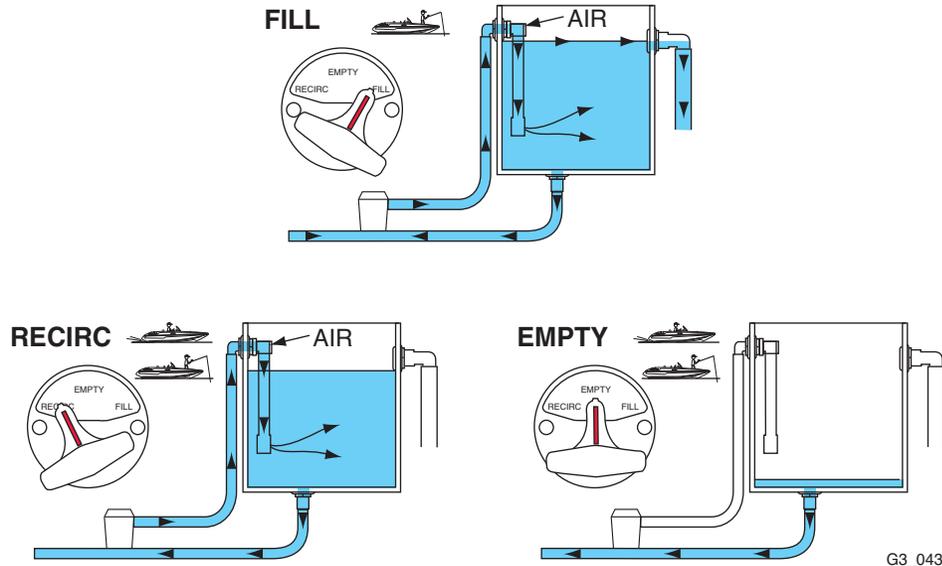
**WARNING**

Failure to comply with steering maintenance checks may result in loss of steering which may cause an accident with injury or death.



Livewell Systems

Your G3 boat is equipped with a livewell system that is designed to keep your fish alive and healthy. See **Section 7** for more information.



Livewell System
Figure 3-10

G3_043



FILL: Actuator in “FILL” and the aerator on, fresh water will constantly blend with the recirculated livewell water.

RECIRCULATE – On/Off-plane: Actuator in “RECIRC” mode, outside water is prevented from entering while the control valve continues to allow the pump to recirculate and aerate the livewell. This position can be used when trailering fish.

EMPTY – On/Off-plane: Actuator in “EMPTY” position, drains the livewell but does not allow water to re-enter.

Rinse the livewell and baitwell (if equipped) with fresh clean water, remove any debris from the pick-up and drain screens and allow the livewell to air dry after each use. The pick-up screens are located at the bottom of the transom and the drain screens are located in the livewell or baitwell.

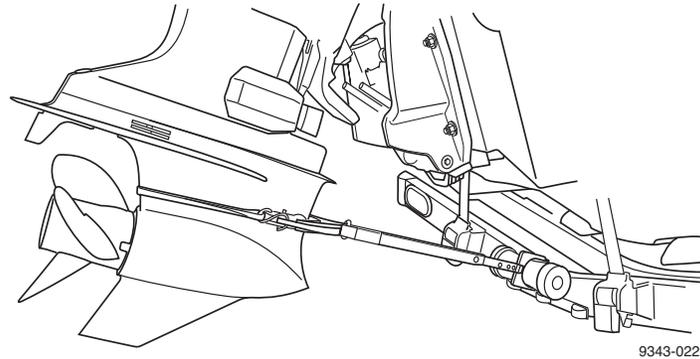
NOTE:

Your livewell should always be rinsed with fresh clean water. The pick-up screens and drain screens should be checked and clean before each use to optimize the system’s performance and longevity.

Electric Trolling Motor

Your electric trolling motor will have its own Operator’s Manual. Refer to it for its proper use and care.

Transom Saver



Transom Saver - Eagle Models
Figure 3-11

The transom saver is designed to protect your boat, outboard motor and trailer.

CAUTION

Avoid damage to outboard lower unit. Transom Savers must be properly fitted to trailer roller and secured to outboard lower unit. Outboard motor must have power tilt and trim for use of this product. Boat must be tied down to trailer during use.



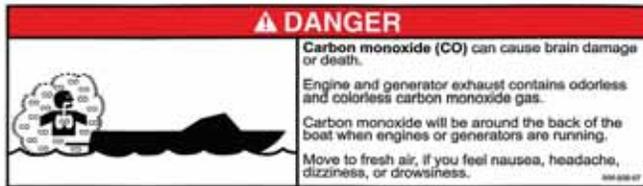
Optional Equipment

Your G3 boat may be equipped with many options which cannot all be covered in this manual. Make sure you read and understand all of the optional equipment's safety, use and maintenance literature provided by the manufacturer to maximize the benefits and uses these options have to offer. Contact your G3 Dealer for any information or explanation.

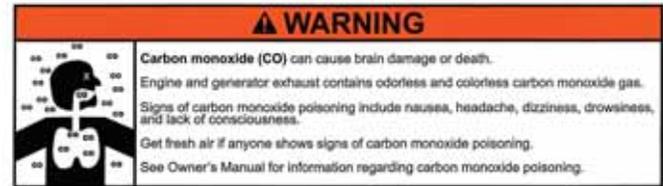
This section is specific to your G3 Angler boat. The picture or pictures used to show feature(s) and location may show more than your actual boat is equipped with. If you have any questions regarding your specific boat, you can always contact your G3 Dealer.

SAFETY LABELS

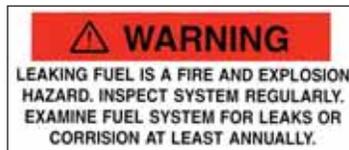
The safety labels attached to your boat are there to protect you, your occupants, others around you and your G3 boat. Read, know and understand them.



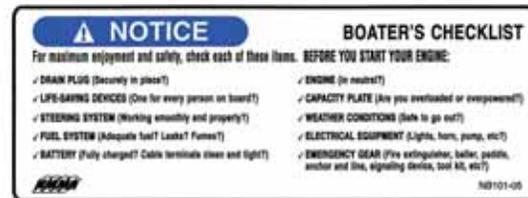
G3_015



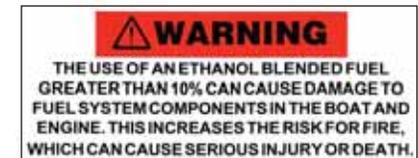
G3_020 109-004-07



G3_022



G3_023



G3_014



G3_009



DV Safety Labels

⚠ WARNING

**Rotating propeller may cause serious injury or death.
Do not approach or use ladder when engine is running.**

G3_052

⚠ WARNING

**AVOID SERIOUS INJURY OR DEATH.
UNEXPECTED SEAT ROTATION MAY CAUSE EJECTION OF OCCUPANT.**

LOCK SWIVEL WHEN SPEED EXCEEDS 5 MPH.

G3_012

⚠ WARNING

**AVOID PERSONAL INJURY OR FALLS OVERBOARD
LOCK DECK LATCHES BEFORE USING FISHING SEAT**

G3_018

⚠ WARNING

**AVOID SERIOUS INJURY OR DEATH
SEAT LOCATION NOT INTENDED FOR USE AT HIGHER SPEEDS
DO NOT OCCUPY SEAT WHEN SPEED EXCEEDS 5 MPH.**

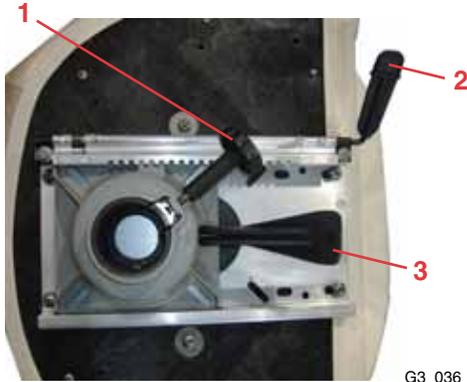
G3_001

⚠ WARNING

**Rotating propeller may cause serious injury or death.
Shut off engine when near persons in the water.**

G3_051

Swivel/Slider Seats



G3_036

Swivel/Slider Seats
Figure 4-1

Adjustable: Press the release to raise the seat back into position.

1. Friction Knob – Twist this handle to increase friction on post.
2. Forward/Back Lever – This lever adjusts the seat fore and aft.
3. Rotation Lever – This lever allows you to rotate on the post.



WARNING

Avoid serious injury or death due to ejection from rotating seat. Lock swivel before boat speed exceeds 5 mph.

Locking Swivel Fishing Seats

Friction Control Knob



G3_037

Press the locking handle down to release the lock; this will allow you to rotate the seat on the post. Twist the friction control knob to control friction on the post. The locking handle must be in the locked position and the friction control knob must be tightened when boat speed exceeds 5 mph.



G3_012

Locking Swivel Fishing Seats
Figure 4-2



WARNING

Avoid serious injury or death due to ejection from rotating seat. Lock swivel before boat speed exceeds 5 mph.

Swivel/Bike Seats



G3_053

Swivel/bike Seats
Figure 4-3

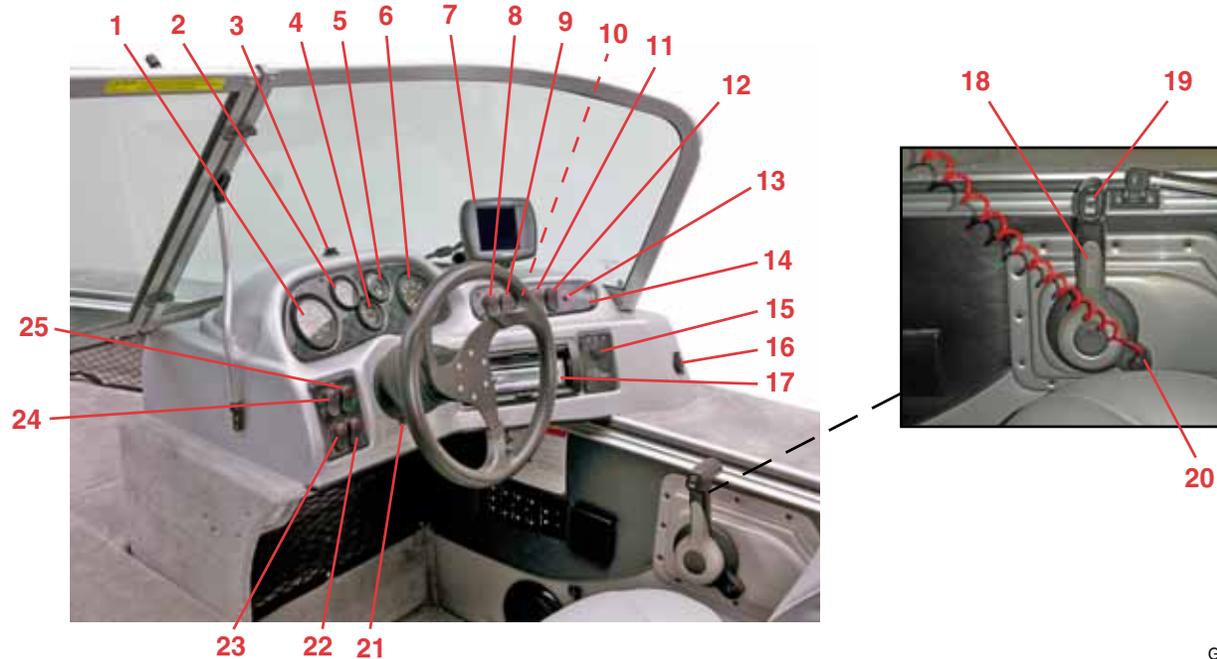


G3_001



G3_005

HELM LAYOUT



Helm Layout
Figure 4-5

4-6

G3_027A



1. Speedometer
2. Trim Gauge
3. Steering Fluid Fill Cap (if equipped)
4. Voltmeter
5. Fuel Gauge
6. Tachometer
7. Fishfinder Electronics (optional)
8. Bilge Pump
9. Aft Livewell – Recirculation
10. Foreward Livewell – Recirculation
11. Aerator/Fill
12. Master Power Switch
13. Horn
14. Switch Panel
15. Ignition Switch
16. 12V Accessory Power Receptacle
17. Stereo
18. Throttle
19. Trim Switch
20. Engine Stop Switch and Cord (Lanyard)*
21. Tilt Steering Latch (if equipped)
22. Livewell Lights
23. Courtesy Lights
24. Navigation Lights
25. Rod Box Light

*Attach the engine stop cord to your PFD. Install the cord clip onto the engine stop switch by pushing the clip groove over the nut beneath the knob. Be sure the cord is not wrapped around the steering wheel or tangled in the controls.

GENERAL DECK LAYOUT



G3_032A

General Deck Layout
Figure 4-6

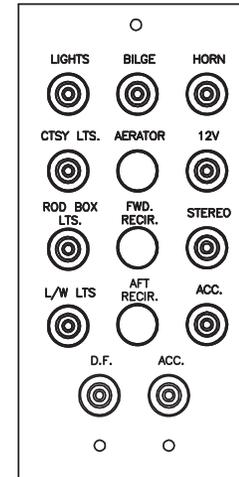


1. Flip Seat
2. Livewell
3. Rod Locker
4. Glove Box
5. Livewell
6. Seat Base
7. Net Storage
8. Bow Panel
9. Storage
10. Bow Light Receptacle
11. Gear Storage
12. Battery Storage
13. Deluxe Console
14. Fuel Inlet
15. Ski Tow Base
16. Anchor Light Receptacle
17. Boarding Ladder
18. Splashwell

EQUIPMENT

Fuse and Breaker Panel

The fuse and breaker panel is located under the console. Replace a blown fuse with an identical replacement. Reset breakers by pushing in the center if tripped.



G3_035

Fuse and Breaker Panel
Figure 4-7



WARNING

Never use a replacement fuse of a different color, size or amperage rating. An improper fuse can cause damage to the electrical system which could lead to a fire.

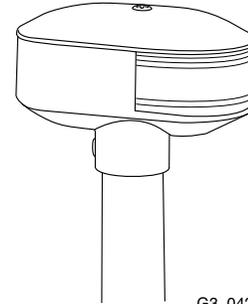


Bow and Stern Light

Your G3 boat is equipped with a bow and stern light. The navigation light switch must be activated for this feature to work.

Tilt Steering Latch

Pull the latch toward you to adjust the steering wheel angle. The steering wheel has five positions and locks into a detent.



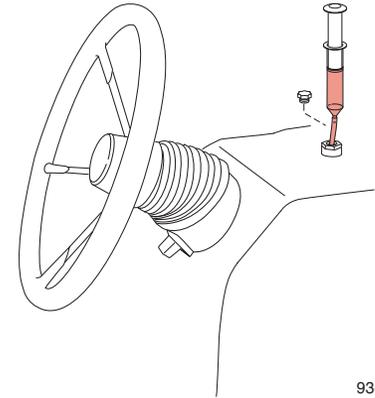
G3_042

Bow or Stern Light
Figure 4-8

Hydraulic Steering

Maintenance of the steering system varies with usage and climate and should be inspected by a qualified marine mechanic at least twice a year or at the first sign the steering system is not operating normally.

To check the oil level, remove the steering fluid fill cap. The oil level should be within 1/2 inch of the bottom of the filler hole. Refer to the manufacturer's literature for more information on maintenance.



9343-020

Hydraulic Steering
Figure 4-9



WARNING

Failure to comply with steering maintenance checks may result in loss of steering which may cause an accident with injury or death.

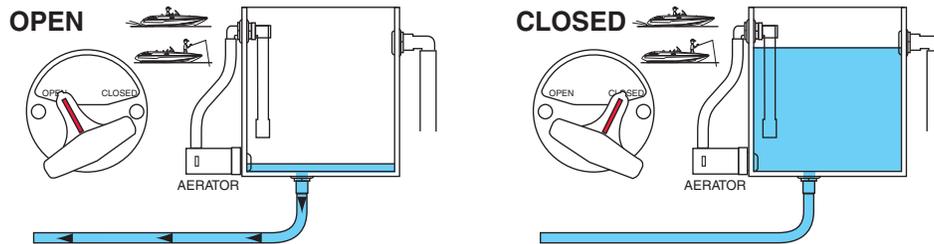
Battery Charging System (if equipped)

The battery charging system allows you to charge the batteries without removing the batteries from the boat. Refer to the manufacturer's literature for operating instructions.

Make sure all accessories and outboards are in the OFF position when connecting to the power source and charging the batteries.

 **WARNING** Do not charge your batteries in the boat unless your boat is equipped with an onboard charging system.

Livewell System



G3_050

OPEN/CLOSED Selector Switch – Livewell System
Figure 4-10



Your G3 boat is equipped with a livewell system designed to keep your fish alive and healthy. See **Section 7** for more information.

Use the selector switch to drain or maintain a full livewell.

OPEN – On/Off-plane: Actuator in “OPEN” drains the livewell after the aerator is turned off.

CLOSED – On/Off-plane: Actuator in “CLOSED” position is used to seal the livewell when it is full and prevent water from entering the livewell if it is empty.

Rinse the livewell and baitwell (if equipped) with fresh clean water, remove any debris from the pick-up and drain screens and allow the livewell to air dry after each use. The pick-up screens are located at the bottom of the transom and the drain screens are located in the livewell or baitwell.

NOTE:

Your livewell should always be rinsed with fresh clean water. The pick-up screens and drain screens should be checked and clean before each use to optimize the system’s performance and longevity.

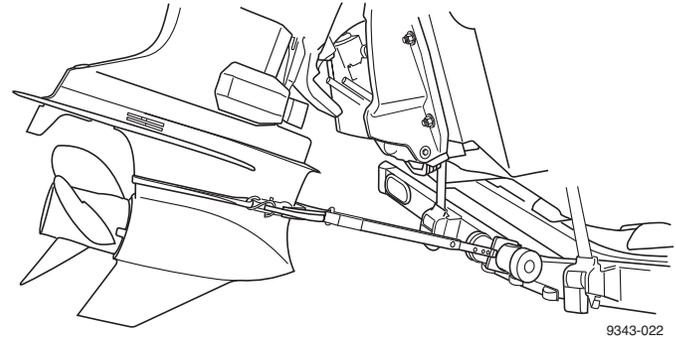
Your G3 livewell may be equipped with a drain plug. To fill a livewell that has a drain plug, insert the drain plug into the receptacle. To drain that livewell, simply remove the drain plug.

Electric Trolling Motor

Your electric trolling motor will have its own Operator's Manual. Refer to it for proper use and care.

Transom Saver

The transom saver is designed to protect your boat, outboard motor and trailer.



**Transom Saver
Figure 4-11**

CAUTION

Avoid damage to the outboard lower unit. Transom Savers must be properly fitted to the trailer roller and secured to the outboard lower unit. The outboard must have power tilt and trim to use this product. Boat must be tied down to the trailer during use.



Walk-Thru Windshield

Your G3 boat may be equipped with a walk-thru windshield which provides comfort to the cockpit area.

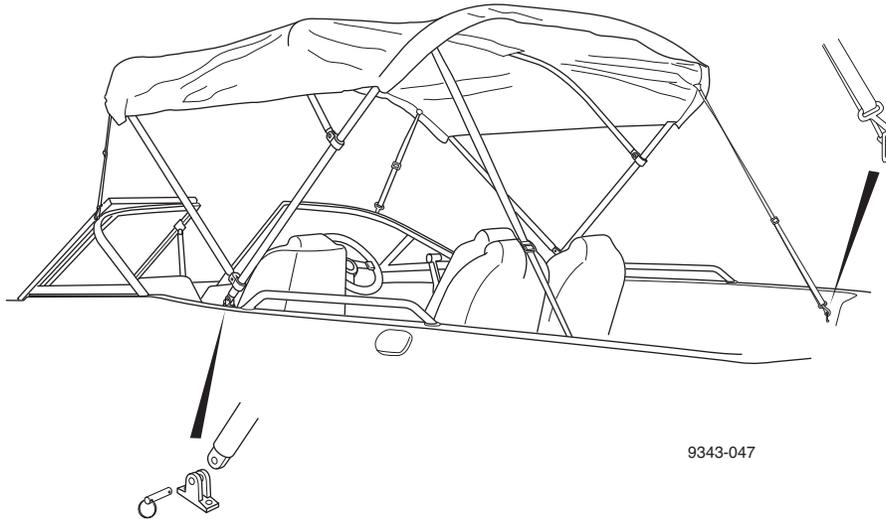
Always have the windshield closed and locked when your boat is moving.

Never use abrasives or solvents to clean the windshield. Use only mild soap and water or a quality glass cleaner.



WARNING

To avoid injury, the window must be secured in the locked position when your boat is in motion. Use both window locks.



9343-047

Canopy Top
Figure 4-12

Canopy Top (Option)

The canopy top provides comfort to the cockpit area from the sun and the elements. Make sure your canopy top is in a secured position before getting your boat underway.

Never:

- stow the canopy wet or damp; allow it to air dry before stowing.
- use abrasives or solvents to clean the canopy; use only mild soap and warm (not hot) water and protect it with a high quality protectant.
- trailer your boat with the canopy top raised.

To raise the canopy:

1. Attach the supports into their mounts.
2. Remove the canopy boot.
3. Attach the bow straps to their mounting cleats.
4. Attach the stern straps to their mounting cleats.
5. Adjust the canopy's tension by adjusting the strap buckles.

Make sure the cockpit is well-ventilated when the canopy top is raised.



WARNING

Exhaust fumes from engines contain carbon monoxide. A boat with its canvas raised is more likely to collect exhaust fumes. Avoid brain damage or death from carbon monoxide. Keep the cockpit well-ventilated. Signs of exposure to carbon monoxide include nausea, dizziness and drowsiness.



WARNING

Do not operate at high speeds with the top up. Death or injury could result.



12 Volt Accessory Port

The 12 volt accessory port allows you to conveniently connect an accessory to your electrical system. The accessory port is fused with a 10 amp fuse.

CAUTION

Do not connect an accessory which will exceed this fuse rating.

Optional Equipment

Your G3 boat may be equipped with many options which cannot all be covered in this manual. Make sure you read and understand the optional equipment's safety, use and maintenance literature provided by the manufacturer to maximize the benefits and uses these options have to offer. Contact your G3 Dealer for more information or explanation.



AM/FM CD Player

Your G3 boat may be equipped with an AM/FM CD player. Refer to its operator's manual for more information.

Boarding Ladder

Your G3 boat may be equipped with a boarding ladder for easier boarding into the boat from the water.

Make sure the boarding ladder is in the stowed position after it is used. Always make sure no one is near the engine before you start it. Never use a ladder which is damaged.



WARNING

Do not board the ladder while the engine is running.



WARNING

Be careful when using the boarding ladder and exercise caution when you are near the outboard. Your outboard and propeller can have sharp edges. Always make sure no one is in the area behind your boat and the ladder is in the stowed position before starting your outboard.

Ski Pylon

Some G3 boats are equipped with a ski pylon which provides an easy means for connecting a ski tow harness to your boat.



Ski Pylon
Figure 4-13



SUN CATCHER PONTOON BOATS

This section is specific to your Sun Catcher® Pontoon boat. The picture or pictures used to show feature(s) and location may show more than your actual boat is equipped with. If you have any questions regarding your specific boat, you can always contact your G3 Dealer.

SAFETY LABELS

The safety labels attached to your boat are there to protect you, your occupants, others around you and your G3 boat. Read, know and understand them.

⚠ DANGER

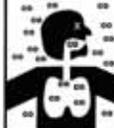


Carbon monoxide (CO) can cause brain damage or death.
 Engine and generator exhaust contains odorless and colorless carbon monoxide gas.
 Carbon monoxide will be around the back of the boat when engines or generators are running.
 Move to fresh air, if you feel nausea, headache, dizziness, or drowsiness.

100-020-07

G3_015

⚠ WARNING



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

100-024-07

G3_020

⚠ WARNING

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

G3_022

⚠ NOTICE **BOATER'S CHECKLIST**

For maximum enjoyment and safety, check each of these items. **BEFORE YOU START YOUR ENGINE:**

- ✓ DRAIN PLUG (Securely in place!)
- ✓ LIFE-SAVING DEVICES (One for every person on board!)
- ✓ STEERING SYSTEM (Working smoothly and properly!)
- ✓ FUEL SYSTEM (Adequate fuel? Leaks? Fumes?)
- ✓ BATTERY (Fully charged? Cables terminate clean and tight!)
- ✓ ENGINE (In neutral!)
- ✓ CAPACITY PLATE (Are you overloaded or overpowered!)
- ✓ WEATHER CONDITIONS (Safe to go out!)
- ✓ ELECTRICAL EQUIPMENT (Lights, horn, pump, etc!)
- ✓ EMERGENCY GEAR (Fire extinguisher, bailer, paddle, anchor and line, signaling device, VHF AIS, etc!)

100-021-05

G3_023

⚠ WARNING

THE USE OF AN ETHANOL BLENDED FUEL GREATER THAN 10% CAN CAUSE DAMAGE TO FUEL SYSTEM COMPONENTS IN THE BOAT AND ENGINE. THIS INCREASES THE RISK FOR FIRE, WHICH CAN CAUSE SERIOUS INJURY OR DEATH.

G3_014

— NOTICE —

THIS CONTROL IS RIGGED TO "PUSH" TO OPEN THROTTLE

G3_009





SUN CATCHER PONTOON BOATS

Sun Catcher Safety Labels

⚠ WARNING

PERSONAL INJURY MAY RESULT IF YOU IGNORE ANY OF THE FOLLOWING

- * Boat can become unstable during rapid slowing if bow is overloaded. Passengers could be injured or thrown overboard.
- * Do not exceed maximum weight in front seats during operation.
- * Maximum front seat weight (cargo and passengers) while underway:
18' - 20' 375 lb (170 kg) 22' - 25' 500 lb (227 kg)

G3_002

CAUTION **LIFT GATE HERE TO PREVENT HINGE DAMAGE.**

G3_007

⚠ WARNING

SEVERE INJURY OR DEATH CAN RESULT IF YOU IGNORE ANY OF THE FOLLOWING

MAXIMUM TOWING CAPACITY: 1 PERSON, 250 LB (113 KG) MAX.

MAKE SURE TOW ROPE IS SECURELY FASTENED TO THE TOW EYE.

STAY CLEAR OF THE TOW ROPE WHILE PULLING THE SKIER OR INFLATABLE

DO NOT CLIMB, HANG, OR SIT ON THE SKI BAR.

G3_011

⚠ WARNING

AVOID SERIOUS INJURY OR DEATH

SEAT LOCATION NOT INTENDED FOR USE AT HIGHER SPEEDS

DO NOT OCCUPY SEAT WHEN SPEED EXCEEDS 5 MPH.

G3_001

⚠ WARNING

AVOID INJURY OR DEATH FROM CONTACT WITH PROPELLER OR GEAR CASE DUE TO FALLING OVERBOARD.

WHEN BOAT IS IN MOTION ABOVE IDLE SPEED (5 MPH), DO NOT OCCUPY AFT LOUNGE AREA BEYOND GATE.

G3_058

CAUTION

DO NOT TRIM ENGINE ALL THE WAY UP.

IMPACT DAMAGE MAY OCCUR.

G3_006





SUN CATCHER PONTOON BOATS

WARNING



**AVOID PERSONAL INJURY
DO NOT LEAN
OR SIT ON GATE.**

G3_010

WARNING

**AVOID PERSONAL INJURY
DO NOT OCCUPY FISHING
SEATS WHILE BOAT
IS UNDERWAY.**

G3_005

WARNING

**DO NOT RUN AT
HIGH SPEED WITH THE
TOP UP. DEATH OR
INJURY COULD RESULT.**

G3_021

WARNING



**AVOID PERSONAL INJURY
STAY INSIDE DECK RAILS (& GATES)
WHEN BOAT IS UNDERWAY**

G3_003

WARNING

AVOID INJURY OR DEATH FROM CONTACT WITH PROPELLER OR GEAR CASE DUE TO FALLING OVER THE BOW.

WHEN ENGINE IS RUNNING (IN ANY GEAR, FORWARD-NEUTRAL-REVERSE) DO NOT SIT ON OR HANG LEGS OVER THE FORWARD END OF THE DECK.

STAY INSIDE THE RAILING AND SEATED IN AN APPROPRIATE SEAT. KEEP ALL GATES CLOSED AND LOCKED.

G3_054

WARNING

**Rotating propeller may cause serious injury or death.
Do not approach or use ladder when engine is running.**

G3_052

WARNING

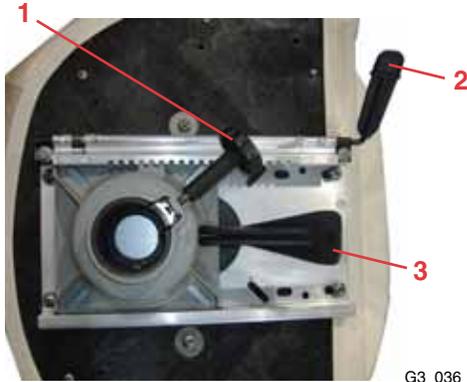
**Rotating propeller may cause serious injury or death.
Shut off engine when near persons in the water.**

G3_051



SUN CATCHER PONTOON BOATS

Swivel/Slider Seats



G3_036

Swivel/Slider Seats
Figure 5-1

Adjustable: Press the release to raise the seat back into position.

1. Friction Knob – Twist this handle to increase friction on post.
2. Forward/Back Lever – This lever adjusts the seat fore and aft.
3. Rotation Lever – This lever allows you to rotate on the post.



WARNING

Avoid serious injury or death due to ejection from rotating seat. Lock swivel before boat speed exceeds 5 mph.



SUN CATCHER PONTOON BOATS

Locking Swivel Fishing Seats

Friction Control Knob



G3_037

Locking Swivel Fishing Seats
Figure 5-2

Press the locking handle down to release the lock; this will allow you to rotate the seat on the post. Twist the friction control knob to control friction on the post. The locking handle must be in the locked position and the friction control knob must be tightened when boat speed exceeds 5 mph.



G3_012



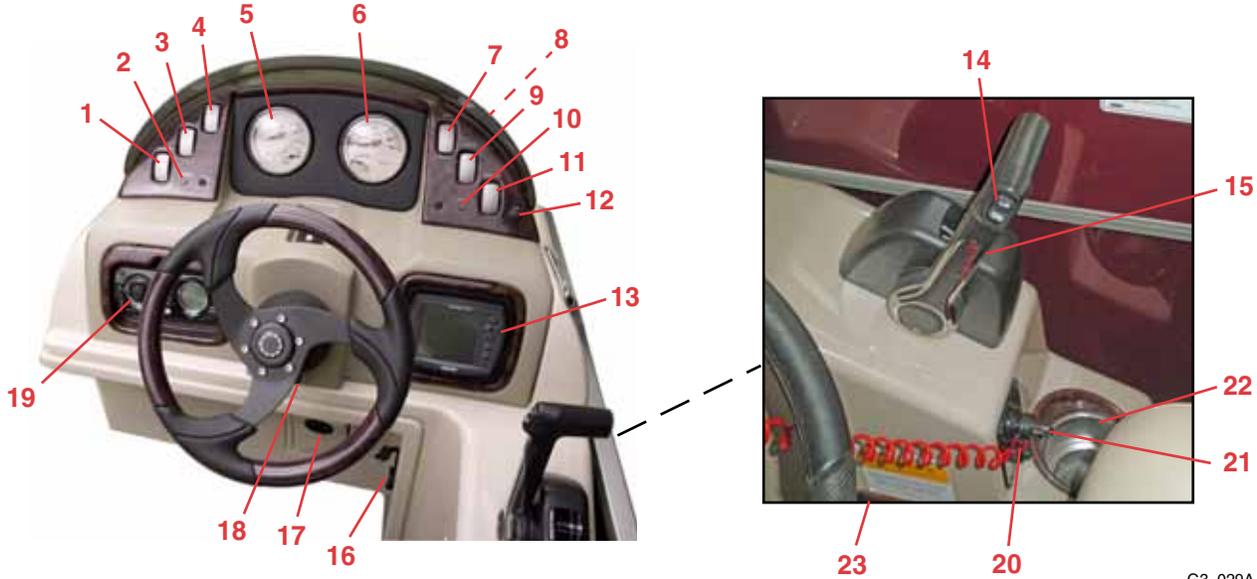
WARNING

Avoid serious injury or death due to ejection from rotating seat. Lock swivel before boat speed exceeds 5 mph.



SUN CATCHER PONTOON BOATS

HELM LAYOUT



G3_029A

Helm Layout
Figure 5-3



SUN CATCHER PONTOON BOATS

1. Master Power Switch
2. Engine Warning Light
3. Livewell Switch
4. Accessory
5. Tachometer/Trim Gauge
6. Speedometer/Fuel Gauge
7. Navigation Lights Switch
8. Steering Fluid Fill Cap (Option)
9. Courtesy Lights
10. Engine Low Oil Pressure Warning Light
11. Docking Lights
12. Horn
13. Fish Finder Electronics
14. Trim Switch
15. Throttle
16. 12V Receptacle
17. Storage
18. Tilt Steering Latch (Option)
19. Stereo
20. Engine Stop Switch and Cord (Lanyard)*
21. Ignition Switch
22. Cupholder
23. Breaker Panel

*Attach the engine stop cord to your PFD. Install the cord clip onto the engine stop switch by pushing the clip groove over the nut beneath the knob. Be sure the cord is not wrapped around the steering wheel or tangled in the controls.



SUN CATCHER PONTOON BOATS

GENERAL DECK LAYOUT



General Deck Layout
Figure 5-4

G3_034A



SUN CATCHER PONTOON BOATS

1. Fuel Fill
2. Sun Catcher Tanning Deck
3. Pop-up Changing Room
4. Livewell
5. Gear Storage
6. Upright Rod Holder
7. Portable Cooler
8. Rod Locker
9. Rear Entry Ladder
10. Ski Tow

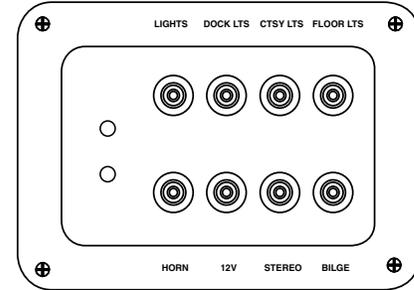


SUN CATCHER PONTOON BOATS

EQUIPMENT

Fuse Panel

The fuse and breaker panel is located under the helm console. Replace a blown fuse with an identical replacement. Reset breakers by pushing center if tripped.



G3_055

Fuse Panel
Figure 5-5



WARNING

Never use a replacement fuse of a different color, size or amperage rating. An improper fuse can cause damage to the electrical system which could lead to a fire.



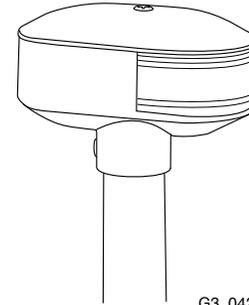
SUN CATCHER PONTOON BOATS

Bow and Stern Light

Your G3 boat is equipped with a bow and stern light. The navigation light switch must be activated for this feature to work.

Tilt Steering Latch (Option)

Pull the latch toward you to adjust the steering wheel angle. The steering wheel has five positions and locks into a detent.



G3_042

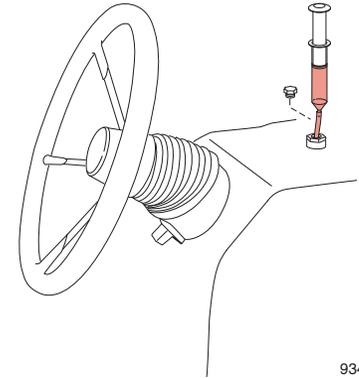
Bow or Stern light
Figure 5-6



Hydraulic Steering (Option)

Maintenance of the steering system varies with usage and climate and should be inspected by a qualified marine mechanic at least twice a year or at the first sign the steering system is not operating normally.

To check the oil level, remove the steering fluid fill cap. The oil level should be within 1/2 inch of the bottom of the filler hole. Refer to the manufacturer's literature for more information on maintenance.



Hydraulic Steering (Option)
Figure 5-7



WARNING

Failure to comply with steering maintenance checks may result in loss of steering which may cause an accident with injury or death.



SUN CATCHER PONTOON BOATS

Livewell System

Your G3 boat is equipped with a livewell system designed to keep your fish alive and healthy. See **Section 7** for more information.

Your G3 Sun Catcher Pontoon livewell is equipped with a drain plug livewell system. To fill the livewell, insert the drain plug into the receptacle. To drain the livewell, simply remove the drain plug.

Rinse the livewell and baitwell (if equipped) with fresh clean water, remove any debris from the pick-up screens and allow the livewell to air dry after each use. The pick-up screens are located at the bottom of the port log.



SUN CATCHER PONTOON BOATS

12 Volt Accessory Port

The 12 volt accessory port allows you to conveniently connect an accessory to your electrical system. The accessory port is fused with a 10 amp fuse.

CAUTION

Do not connect an accessory which will exceed this fuse rating.



SUN CATCHER PONTOON BOATS

AM/FM CD Player

Your G3 boat may be equipped with an AM/FM CD player. Refer to its operator's manual for more information.

Boarding Ladder

Your G3 boat may be equipped with a boarding ladder for easier boarding into the boat from the water.

Make sure the boarding ladder is in the stowed position after it is used. Always make sure no one is near the engine before you start it. Never use a ladder which is damaged.



WARNING

Do not board the ladder while the engine is running.



WARNING

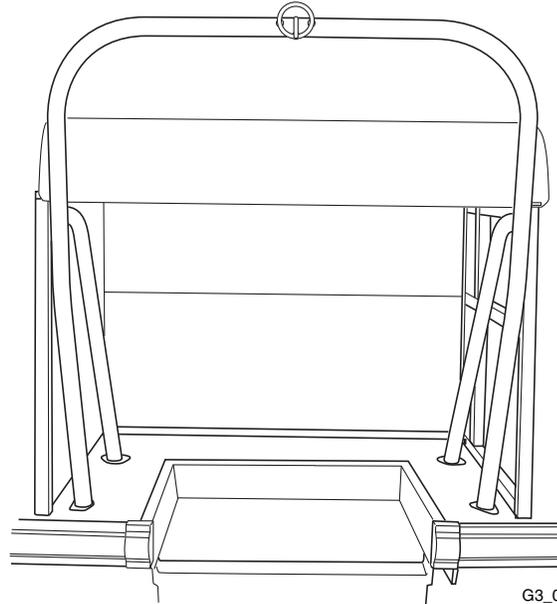
Be careful when using the boarding ladder and exercise caution when you are near the outboard. Your outboard and propeller can have sharp edges. Always make sure no one is in the area behind your boat and the ladder is in the stowed position before starting your outboard.



SUN CATCHER PONTOON BOATS

Ski Pylon

Some G3 boats are equipped with a ski pylon which provides an easy means for connecting a ski tow harness to your boat.



G3_049

**Ski Pylon
Figure 5-8**



SUN CATCHER PONTOON BOATS

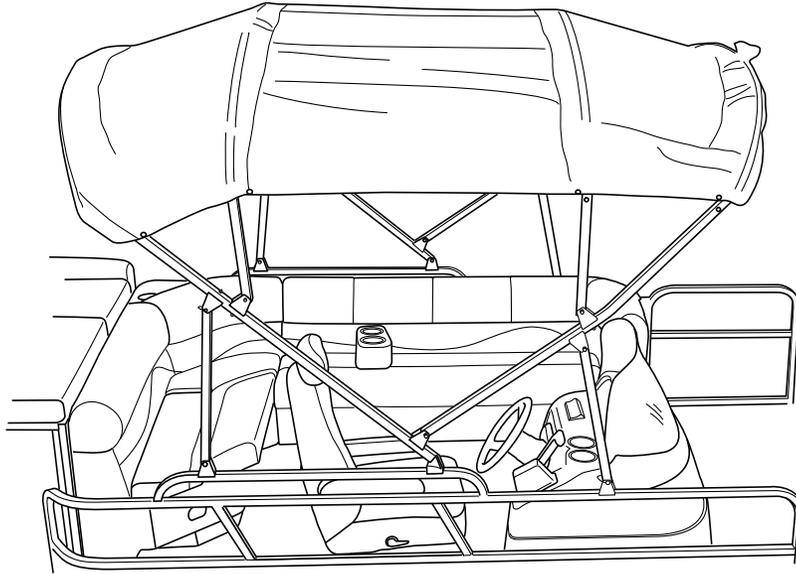


WARNING

Avoid serious injury, death or boat damage from the Ski Pylon failure. Do not use with any equipment which is TIED to the tow rope, such as inner tubes, aquaplanes, etc. Always sit at least 3 feet forward of the pylon.



SUN CATCHER PONTOON BOATS



G3_047

Canopy Top
Figure 5-9



SUN CATCHER PONTOON BOATS

Canopy Top

The canopy top provides comfort to the cockpit area from the sun and the elements.

While the canopy can be temporarily stored, folded and laid on the sundeck, this should be rarely done. This could damage the vinyl or scratch the rails. The proper position for the canopy top when running or towing the boat is with the stern arm in the raised position with the top collapsed and the boot on. Make sure your canopy top is in a secured position before getting your boat underway.

Never:

- stow the canopy wet or damp; allow it to air dry before stowing.
- use abrasives or solvents to clean the canopy; use only mild soap and warm (not hot) water and protect it with a high quality protectant.
- trailer your boat with the canopy top opened; it should be in the raised, collapsed position, with the boot installed.

To raise the canopy:

1. Attach the supports into their mounts. Make sure the stern support is raised.
2. Remove the canopy boot.
3. Attach the bow arms to their mounting locks.



SUN CATCHER PONTOON BOATS

Make sure the cockpit is well-ventilated when the canopy top is raised.



WARNING

Exhaust fumes from engines contain carbon monoxide. A boat with its canvas raised is more likely to collect exhaust fumes. Avoid brain damage or death from carbon monoxide. Keep the cockpit well-ventilated. Signs of exposure to carbon monoxide include nausea, dizziness and drowsiness.



WARNING

Do not operate at high speeds with the top up. Death or injury could result.

Optional Equipment

Your G3 boat may be equipped with many options which cannot all be covered in this manual. Make sure you read and understand the optional equipment's safety, use and maintenance literature provided by the manufacturer to maximize the benefits and uses these options have to offer. Contact your G3 Dealer for more information or explanation.



STEERING

Under certain power trim positions of the outboard motor, there can be a noticeable pull on the steering wheel. This is often referred to as “steering torque.” The position of the outboard motor’s trim tab affects the amount of steering torque. Refer to your outboard motor operator’s manual for adjustment of the trim tab. Under any circumstances, the operator should always keep a firm, continuous grip on the steering wheel.

The owner/operator must inspect the steering system frequently.

- For Cable Steering, check for smooth, free, full range operation and steering components not worn or loose.
- For Hydraulic Steering, the fluid level should be checked periodically to determine the correct level.

Your G3 Dealer should investigate any steering system irregularities immediately. DO NOT continue to operate the boat if the steering system is malfunctioning.



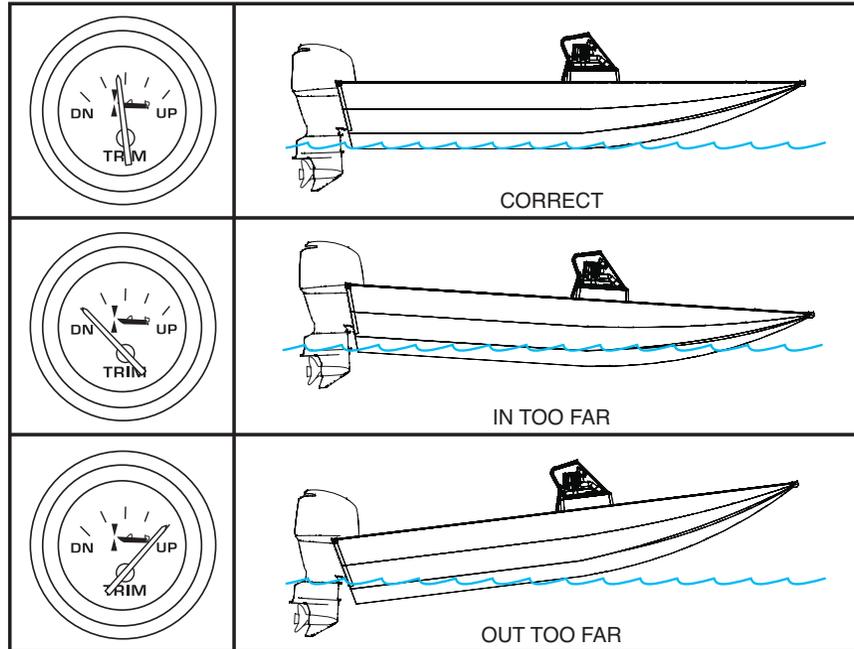
OUTBOARD MOTOR TRIM

Outboard motor trim is the angular relationship between the lower drive unit of the outboard motor and the transom of the boat. Boat trim while underway greatly affects your boat's performance and efficiency. For best results, the boat should be on-plane and trimmed to reduce the wetted surface. With less boat in the water, both speed and fuel economy increase. Outboard motors with manual trim must be adjusted for best overall operation for the load and conditions. Outboard motors with power trim should be adjusted continuously for best results.

If the outboard motor is trimmed in too far (closer to the boat bottom), speed drops, fuel economy decreases and the boat may not handle correctly. However, it does provide better acceleration from a standstill; and because it forces the bow down, visibility is improved. If the outboard motor is trimmed out too far (away from the boat bottom), steering torque increases, the boat may be difficult to get on-plane and may bounce.



CONTROLS/INDICATORS



G3_044

Figure 6-1



WARNING

DO NOT trim the outboard motor out too far or the boat may begin to “porpoise” (bounce up and down). Porpoising reduces control and visibility and lowers top speed and fuel efficiency. Failure to maintain control or visibility could result in serious injury or death.

Refer to your outboard motor operator’s manual for power trim operation information.

THROTTLE

A single-lever control operates both the gear shift and the throttle for the engine with one control lever.

CAUTION

DO NOT shift the engine into gear if it is operating above 900 RPM. Only shift the engine into gear at the recommended idle speed.



INSTRUMENTS

NOTE:

Types of gauges and switches vary by model. Not all models have all of the following items. Some of the following items are optional and cost extra. G3 reserves the right to change specifications without notice.



Trim Gauge (if equipped)

The trim gauge indicates bow position of the boat in the water. This is achieved by changing the angle of the outboard motor.

Sonar Fishfinder and Depthsounder (if equipped)

Refer to the fishfinder and depthsounder operations manual.

Voltmeter (if equipped)

The voltmeter indicates voltage to the batteries from the charging system.

Tachometer

The tachometer registers engine speed in revolutions per minute (RPM). Refer to your outboard motor operator's manual for the correct operating range of the engine.



Speedometer

The speedometer indicates the speed of the boat in miles per hour. Be sure the speedometer pilot tube is clean and free from debris. Also make sure the speedometer tube is not pinched and allows for proper operation of the gauge.

Fuel Gauge

The fuel gauge registers the fuel level in the gas tank and not gallons. In some cases, because of the shape and size of the tank, when the gauge registers 1/2, there may be as much as 3/4 of a tank of fuel. Due to the various conditions affecting the way a boat floats, the gauge may register differently when the boat is on the trailer, at rest or on-plane.

Engine Warning Light

Refer to your outboard motor owner's manual for additional information.

To assist in detecting engine emergency conditions while the boat is running at speed and engine and wind noises are high, a dash mounted, red engine warning light is provided. These will indicate a warning integrated in the engine. The light is to provide a visual warning in conjunction with the engine audible warning for low and burns continuously when the engine is hotter than normal running temperature. The light will blink in conjunction with the engine audible alarm test when the ignition is first turned on.



SWITCHES

Power Switch

This switch activates the gauges, most of the other switches, and most boat systems. The power switch is the main supply switch to all boat systems except the trolling motor system. No systems will work when this is set to OFF.

Bilge Switch

The bilge switch activates the bilge pump, which eliminates excess water in the bilge. To prevent damage to the pump, be sure the switch is kept in the OFF position unless the pump is in use.

Courtesy Light Switch

The courtesy light switch activates interior lights for nighttime illumination.



Navigation Lights Switch

The navigation lights switch activates the bow and stern lights in the RUN position and just the stern light in the ANC position. The lights should be in the RUN position while underway and in the ANC position when anchored or tied in open water or channels. The ANC light is not required if tied up at a dock or beached.

NOTE:

Operate your boat between sunset and sunrise using the navigational lights. Navigational lights are legally required to indicate direction and right-of-way at night.

Accessory Switches

Accessory switches are installed for use and convenience when installing optional equipment.

Horn Switch

The horn switch activates the horn. It is momentary and will return to the OFF position when released.



CIRCUIT BREAKERS/FUSES

The main power supply at the battery, automatic bilge pump switches and trolling motor systems are protected from current overloads by circuit breakers or fuse holders at their power supply or at the battery in the positive (+) lead.

Circuit Breakers

Some main switch panels and trolling motor wiring is equipped with circuit breakers. The buttons will be labeled with the item they protect. If the circuit protected has a current overload, the breaker will trip and power will be discontinued. The cause of the overload must be determined and eliminated before resetting the circuit breaker. Reset the circuit breaker by pressing its button.

Fuses

Bus type fuses, located under the console, protect some electrical systems.



DO NOT exceed the recommended fuse sizes or bypass the fuse safeguard. Always install the proper (type and rating) fuses whenever replacing or changing fuses.



ELECTRICAL SYSTEM

G3 boats have sophisticated electrical systems to provide service and function to their owner. Power is supplied from batteries located in the aft rigging compartment directly in front of the engine. Red positive (+) leads and black negative (-) leads with ring terminals for connecting to batteries are located in this compartment. Depending on the model, there may be two heavy gauge wires for the trolling motor system to connect to the trolling motor batteries. There may be two lighter gauge wires for the boat supply or “accessory” harness to connect to the engine cranking battery. Some system models are built to locate trolling motor batteries and wiring under the front deck.

FUEL SYSTEM

Your G3 boat is equipped with an internal fuel system meeting current federal requirements.

The fuel system must be thoroughly inspected and repaired, if necessary, before operating the boat. Do not operate your boat knowing you have a fuel system problem.

If you suspect your boat has a fuel system problem, contact your G3 Dealer.



Leaking fuel is a fire and explosion hazard. Inspect system regularly. Examine fuel system for leaks or corrosion at least annually.

Failure to inspect the fuel system could allow fuel leakage to go undetected, becoming a fire or explosion hazard.

If your boat is equipped with a capped second fuel delivery connector, this is used to supply fuel to a “kicker motor.”



LIVEWELL SYSTEMS

Eagle Livewell System with Recirculation

Take time to familiarize yourself with the controls for the livewell system.

- The Livewell Drain Control ACTUATOR positions the Flow-Rite remote drain control valve in the FILL, RECIRCULATE and EMPTY positions.
- The electrical AERATOR switches control the power to the aerator pump. These switches can be placed in the MANUAL position for continuous duty, or the AUTO position for intermittent use.

NOTE:

When in the AUTO position an automatic timing feature is enabled, which allows the pump to run in a one (1) minute on/two (2) minute off cycle. This cycle will continue until such time that the timer is moved to another position other than AUTO.



Filling: Before filling, close the livewell drain by placing the drain control valve cable actuator in the FILL position. Fill the livewell by turning on the FILL pump while the boat is off-plane. The FILL pump can be operated any time the boat is off-plane and should, at a minimum, be operated periodically during the day to top off and freshen the livewell water.

Recirculation: When off-plane, place the drain control valve in the RECIRCULATE position to provide aeration for the livewell. The RECIRCULATE pump can be left on during on-plane runs for continuous circulation duty.

Emptying: To empty the livewell, turn off the pumps and place the drain control valve in the EMPTY position. This will allow your livewell to gravity drain while on the trailer or while on-plane. If draining while on-plane, move the drain to the FILL position once the livewell is empty and before coming off-plane to prevent water from entering the drain. Draining while off-plane will only allow the water level to drain to the outside water level.

Pump-Out Feature: If your boat is equipped with the Pump-Out / Aerator Combo, the livewell can be pumped out on- or off-plane or on the trailer by pulling the head of the Pump-Out Aerator to the “Pump-Out” position and placing the drain control valve in the RECIRCULATE position. This feature can be used to lower the livewell water level to facilitate fish removal for tournament weigh-ins and for filling weigh-in bags. It can also be used to simply empty the livewell before a tournament blast-off when the drain control valve has been inadvertently left in the open position during boat launching.



Eagle Livewell System Without Recirculate

The electrical AERATOR switches control the power to the aerator pump.

These switches can be placed in the MANUAL position for continuous duty, or the AUTO position for intermittent use.

NOTE:

When in the AUTO position an automatic timing feature is enabled, which allows the pump to run in a one (1) minute on/two (2) minute off cycle. This cycle will continue until such time that the timer is moved to another position other than AUTO.

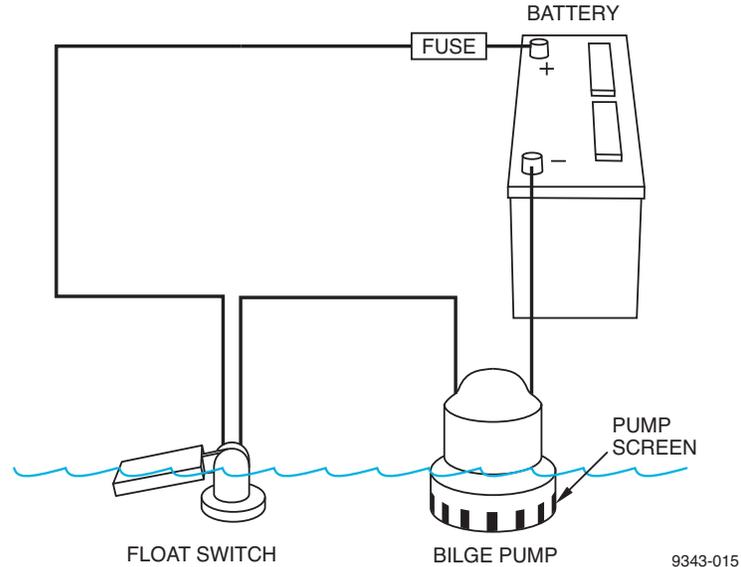
On livewells equipped with a drain plug:

1. Insert the drain plug.
2. Turn the livewell aerator pump on to manual until full.
3. Once full, turn aerator pump to auto.
4. To drain; simply remove drain plug and turn off aerator.

Rinse the livewell and baitwell (if equipped) with fresh clean water, remove any debris from the pickup and drain screens and allow the livewell to air dry after each use. The pickup screens are located at the bottom of the transom and the drain screens are located in the livewell or baitwell.

BILGE

Bilge Pump



Bilge Pump
Figure 7-1
7-6



A bilge pump is designed to remove excess water which may accumulate in the bilge area. Make sure the bilge pump is not blocked with debris and is in proper working order. Check the pump screen occasionally and monitor the stream from the bilge pump outlet. If you recognize a weak stream at the bilge outlet, this may indicate a blocked pump screen or a poor electrical contact. If you recognize no stream, this could indicate a blown fuse or a pump malfunction.

Never operate a dry bilge pump or damage to the pump will occur.

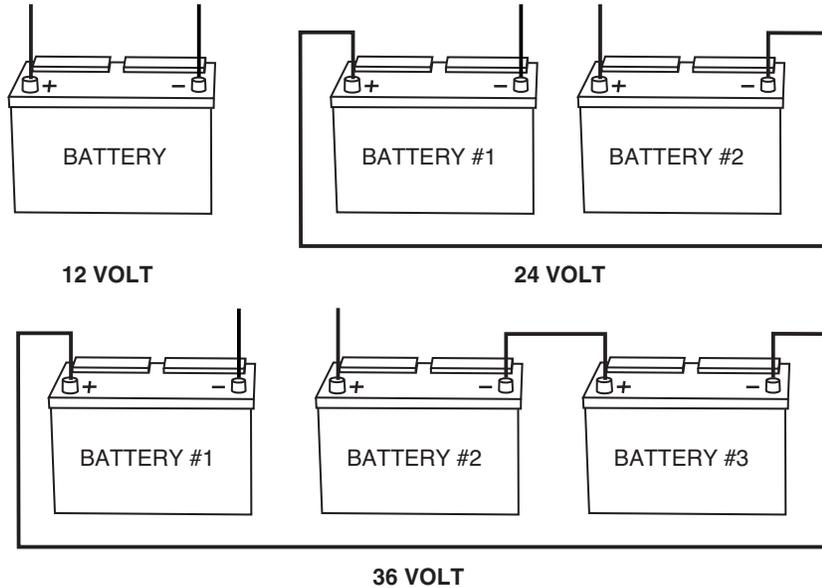
Figure 7-1 shows a typical bilge pump system with an automatic float switch.

Battery Connections

Refer to the manufacturer's engine manual for battery requirements.

Maintain the battery or batteries following the manufacturer's recommendations.

Disconnect all battery cables before servicing the battery or the outboards and make sure metal objects do not touch the battery posts.



Battery Connections
Figure 7-2

Figure 7-2 shows a typical 12, 24, and 36 volt connection.

Keep the battery connections clean, tight and insulated to prevent shorting or arcing and causing a possible explosion. Install protective covers and check the connections often to make sure they are clean and tight.



WARNING

DO NOT charge your batteries in the boat if your boat is not equipped with an on-board charging system.

Make sure all accessories and outboards are in the OFF position before making any battery connections.

Keep your outboard motor battery separate from your electric outboard battery or batteries. If you operate your electric outboard from your outboard motor battery, it will discharge the battery and your battery may not have the required amperage to crank your outboard motor.



NOTE:

Connect the 12 volt accessories to the outboard motor's battery or to the #2 battery if two batteries are used for your electric outboard. If they are connected to the #1 battery, galvanic corrosion can occur and damage the electric outboard.

If your boat is equipped with a 24 volt electric outboard, interference can occur if you connect your accessories to the same batteries. Interference can also occur if the transducer wire is strapped or run next to the electric outboard's battery cable. Make sure your transducer wire is routed away from the cable and other wires.

If your electric outboard is connected to the battery using a receptacle, make sure all the connections are tight. If you operate your electric outboard with loose connections, damage to the electric outboard can result.

Never check your connections by running either of your outboards out of the water.



OPERATION

Starting the Engine

SEVERE INJURY OR DEATH MAY RESULT IF YOU IGNORE ANY OF THE FOLLOWING:

- Before operating your G3 boat, become familiar with all controls. Consult your G3 Dealer about any control or function you do not fully understand.
 - Attach the engine stop cord (lanyard) to a secure place on your clothing, or your arm or leg and keep it free from steering wheel or other controls so that the engine stops if the operator accidentally leaves the helm. Failure to attach the engine stop cord could result in a runaway boat if the operator is ejected.
 - Check throttle and steering for proper operation before starting the engine.
 - Shift into Neutral before starting engine.
 - Never start the engine or let it run any length of time in an enclosed area. Exhaust fumes contain carbon monoxide, a colorless, odorless gas that may cause loss of consciousness and death within a short time. Always operate the boat in an open area.
1. There is a hull drain plug at the bottom of the stern in the center. Be sure it is securely tightened before launching the boat.
 2. Attach the engine stop cord to your PFD. Install the cord clip onto the engine stop switch by pushing the clip groove over the nut beneath the knob. Be sure the cord is not wrapped around the steering wheel or tangled in the controls.



NOTE:

It is not possible to start the engine with the clip removed from the engine stop switch. However, the starter motor will turn the engine over.

3. Put the throttle lever in the Neutral position. Turn the ignition key to “Start.” When the engine starts, release the key. Refer to the outboard motor owner’s manual for more information.

Stopping the Engine

To stop the engine, return the throttle levers to the Neutral position, then turn the main switches to “Off.” The engine can also be stopped by pulling the engine stop switch cord (lanyard).



Once the engine has stopped, you have very little steering control over the boat. You could collide with another boat, a dock, or other obstacle.

NOTE:

Remove the ignition keys and the engine stop switch cord (lanyard) if the boat will be left unattended. Stopping the engine immediately after operating at high rpm is not recommended. Let the engine cool off at idle or low speed for a few minutes first.



DRIVING YOUR G3 BOAT

Getting To Know Your Boat

Operating your G3 boat requires skills acquired through practice over a period of time. Take the time to learn the basic techniques well before attempting more difficult maneuvers.

Boating with your new G3 boat can be a very enjoyable activity, providing you with hours of pleasure. But it is essential to familiarize yourself with the operation of the G3 boat to achieve the skill necessary to enjoy boating safely. Before operating this G3 boat, read this Owner's Manual, the Owner's Manual for your outboard motor, all Warning and Caution labels on the boat and motor, as well as all other informational material supplied with your boat.

Boating With Passengers

When one or more passengers are on board, the boat may handle differently, so operating it requires a higher degree of skill.

Passengers should sit so the weight in the boat is balanced from side-to-side and bow-to-stern as much as possible. If passenger seats are provided on your boat in front of the helm, be sure the operator's view ahead is not obstructed when they are used.



Passengers must sit in one of the seats and hold onto the grips while putting both feet on the deck.

When passengers are on board, make sure they are seated and holding on before you start to accelerate. An unprepared passenger could lose balance and fall.

Boarding From a Dock or Landing Jetty

1. Board the boat from the side. One person should board at a time by stepping into the boat. Never jump in. Avoid stepping on slick aluminum surfaces on the boat's gunwales, especially if wet.
2. Sit in one of the seats provided and put both feet on the deck.

Stopping

The G3 boat is not equipped with a separate braking system. It is stopped by water resistance after the throttle levers are moved back to idle. The stopping distance varies depending on gross weight, water surface conditions, and wind direction. The boat slows down as soon as the throttle lever is returned to idle but will coast for a distance before fully stopping. If you are not sure you can stop in time before hitting an obstacle, apply throttle and turn in another direction.

You will lose most steering control if you put the throttle lever in Neutral.

Docking

1. Make sure no obstructions, boats or swimmers are close to the boat. Come to a stop before you reach the dock.
2. Notice how wind and water currents are affecting boat movement as you attach your mooring lines and fenders.
3. Approach the dock at idle speed. Use reverse as necessary during slow speed maneuvering to help control speed and direction. Position the boat according to wind and water conditions.



WARNING

Do not use your hand, arm or other part of your body to try to keep the boat from hitting the dock. You could be injured if the boat pushes against the dock.

Wind or current pushing boat away from dock:

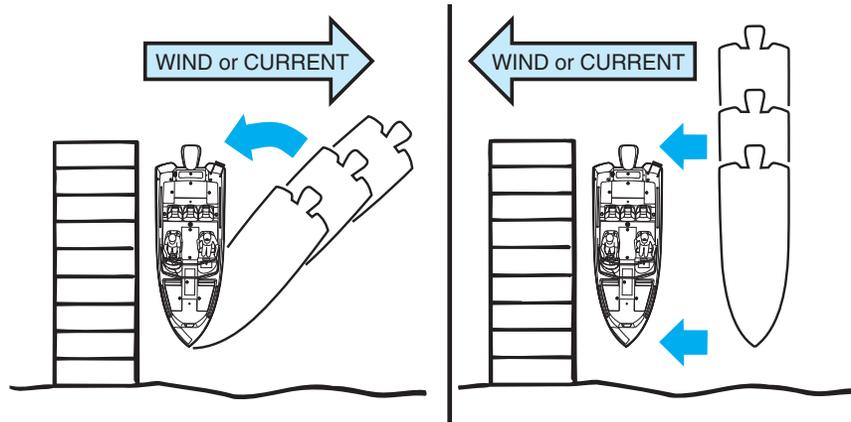
Slowly approach the dock at about a 45° angle. Secure the bow to the dock, then use engine power or a boat hook to gently move the stern to the dock.

Wind or current pushing boat toward dock:

Slowly maneuver to a shallow angle and allow the boat to move toward the dock.

No wind or current:

Approach the dock at a shallow angle. Secure the bow to the dock, then use engine power or a boat hook to gently move the stern to the dock.



9343-011

Docking
Figure 8-1



Leaving a Dock

Because boats steer from the stern, the stern first moves in the direction opposite your desired turn. It is especially important to understand this characteristic when leaving a dock. If you simply turn the wheel to steer the bow away from the dock, as you would when driving a car out of a parking space, you will drive the stern of the boat into the dock. Following is a basic maneuvering technique which can be used in most circumstances.

1. With engine idling and the bow still moored to the dock, turn the steering wheel toward the dock. This will start to move the stern of the boat away from the dock.
2. When the stern is out a few feet, release the bow mooring then steer in the direction you want the bow to move. Open the throttle slightly and begin to move away from the dock.



Crossing Wakes and Swells

You will not always have flat, smooth water. There will be swells, wakes from other boats, etc. The best way to cross wakes and swells is with the least jolt to you and the boat. Small swells are not as difficult to cross as larger swells or wakes. Crossing a sharp wake gives more of a jolt than a broad swell.

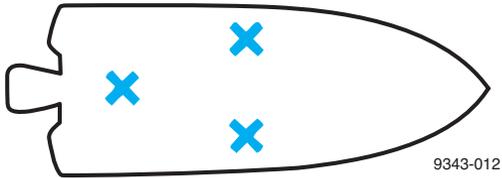
To cross a wake or swell, change your speed and choose the angle at which you cross the wake or swell. Usually, a slower speed and "quartering" the wake (crossing at an angle) will reduce the jolt.

You may notice two other things. The first is that crossing a group of wakes or swells is not as easy or smooth as crossing just one wake. The second is that when you quarter the wake or swell, the boat will try to steer away from the wake or swell. When crossing at a 45° angle, you may not notice this, but at a smaller angle, say 10°, it can be very strong. Be prepared to steer and balance as necessary.

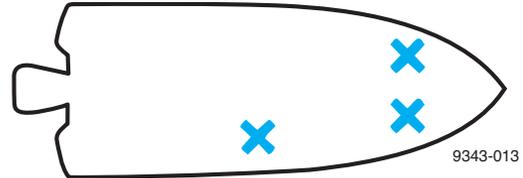
BOAT TRIM

The performance of your G3 boat depends on load weight and distribution. Distribute weight evenly, from bow to stern, and also from port to starboard. After loading, the boat's trim can be adjusted by changing the outboard trim angle.

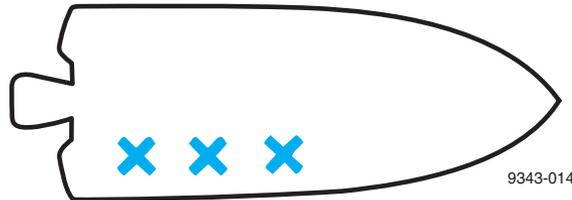
Overloading of passengers, personal equipment and supplies could result in an accident, especially in rough waters. Maintain a balanced load at all times.



Proper Distribution
Figure 8-2



Improper Distribution (Bow Heavy)
Figure 8-3



Improper Distribution (Starboard Heavy)
Figure 8-4



There are many things to consider to make your boating trip safe and enjoyable. You are responsible for the safety of all passengers, the boat and any damage the boat or its wake may cause. Keep passengers from blocking your view so that you do not run into other boats, swimmers, water skiers, personal water vehicles or aids to navigation.

SAFETY CHECKLIST



Do not operate the boat if any problem is found during this inspection. A problem could lead to an accident during the outing causing severe injury or death. Problems found during this inspection should be handled by your G3 Dealer.

The following checks are essential to safe boating and must be performed before starting the engine.

- Check the weather report, wind and water conditions.
- Check that required safety equipment is onboard and in proper operating condition.
- Check that the fire extinguisher is fully charged.
- Be sure the boat is not overloaded.
- Be sure the operator's visibility is not obstructed.
- Check that all maintenance has been performed.
- Check the fuel system for leaks and fumes.



Avoid serious injury or death from fire or explosion. A leak-free fuel system is a must for safe boat use. Check your boat for fuel leaks and fumes before, during and after each use.

SAFETY EQUIPMENT

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

BOARDING

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

Do not board the boat while carrying gear. Set the gear on the dock, board the boat and then pick up the gear.

Do not use the outboard as a boarding ramp; use the boarding ladder. To prevent injury, make sure the engine is OFF when swimmers, divers and skiers are boarding.

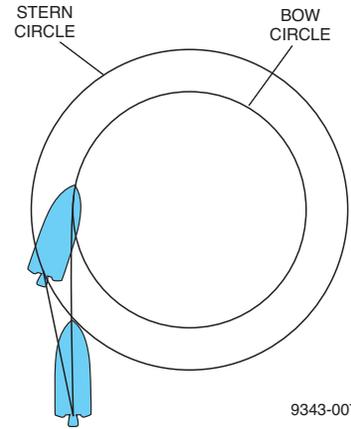
G3 urges you and all others operating your boat to seek certified instruction from the local boating authorities.

This section is designed to present the most basic operational principles. It is NOT intended to cover all conditions encountered during operation. Therefore, the principles in this manual are limited to the facts related directly to the operation of your boat, while the responsibility for the proper application of these principles belongs to you.

MANEUVERING TECHNIQUES

Steering response depends on three factors: outboard position, motion and throttle.

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



Maneuvering
Figure 10-1



The effects of unequal propeller thrust, wind and current must also be kept in mind. While wind and current may not always be present, an experienced boater will use them to his advantage. Unequal thrust is an aspect shared by all single engine propeller-driven watercraft. A clockwise rotation propeller tends to cause the boat, steering in the straight ahead position, to drift to starboard when going forward, and to port when going backward. At high speed, this effect is usually unnoticed, but at slow speed, especially during backing, it can be powerful. For this reason, many veteran boaters approach the dock with the port side of the boat toward the dock, if possible.

Stopping (checking headway) is a technique that must be developed. Reverse thrust is used to slow and stop the boat. The momentum of the boat will vary according to the load as well as the speed. Make it a practice to slow to idle (no-wake) speed before shifting into reverse.

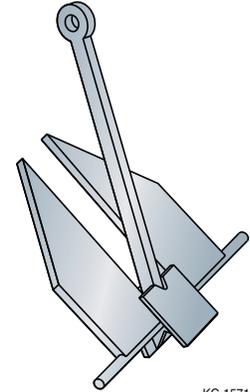
It is best to learn maneuvering skills in open water away from traffic. Adequate practice is the only way to develop your boating skills.

ANCHORING

Always anchor from the bow. Anchoring only from the stern will make the boat unsteady. A strong current can pull a stern-anchored boat underwater.

Select an anchor appropriate for your boat and water conditions. A “Danforth®” (or fluke) type anchor is suitable for most applications; your dealer can help you choose an anchor.

1. Make sure the anchor line is securely tied to the anchor and to the bow eye.
2. Move the boat to the spot where you want to lower the anchor, heading the boat into the wind or current. Stop the boat, then lower the anchor until it hits bottom.
3. While keeping tension on the line, slowly back up the boat until you have let out line that is 4 to 6 times the depth of the water. For example, if you are anchoring in 10 feet of water, let out 40 to 60 feet of line. Secure the line.
4. Pull on the line to be sure the anchor is holding. Also, periodically check your boat’s position against the shoreline to make sure it is not drifting and dragging the anchor. Reset it if necessary.
5. To pull in (“weigh”) the anchor, start the engine and move forward, keeping tension on the line as you pull it in. When the anchor line is straight up and down, pull hard to lift the anchor from the bottom material.
6. If the anchor is stuck on the bottom, try this: Let out a few feet of anchor line and secure the line to the boat again. Slowly maneuver the boat around the anchor until the anchor pulls loose. Keep the line taut during this procedure.



KC-1571C

Danforth® Anchor
Figure 10-2



PERFORMANCE BOATING

Your G3 boat is a high-speed, high-performance boat. DO NOT be tempted to push your boat to its limits until you are completely familiar with its operating characteristics.

We recommend that you never operate the boat without first having an initial orientation and familiarization/ demonstration ride with your dealer or an operator experienced with the boat/outboard combination. All boats perform differently.



DO NOT trim the outboard out too far or the boat may begin to “porpoise” (bounce up and down). Porpoising reduces control and visibility and lowers top speed and fuel efficiency. Failure to maintain control or visibility could result in serious injury or death.

PROPELLERS

Care and selection of your propeller is very important to proper boat operation. Refer to your outboard motor operator's manual for propeller information.

Problems associated with propellers include ventilation, cavitation and blow-out. These problems have similar symptoms and are best diagnosed by an expert. Consult your G3 Dealer if you think you have a propeller-related problem.



WARNING

Never change a propeller without disconnecting the battery from your outboard. Your propeller can have sharp edges. Handle with care.



POST-OPERATION CHECKS

These post-operation procedures are developed to help preserve the long-term appearance and reliability of your G3 boat. Perform these procedures as soon as possible after the boat is loaded back on the trailer after the day's use.

Some owners plan to moor their boat seasonally, rather than keeping it on the trailer between uses. The procedures described in this section may not be possible if your G3 boat is moored in the water. Boats which are moored will require periodic removal from the water to clean the hull area. The frequency of this maintenance will depend upon whether the water is salt or fresh, as well as other local water conditions.

Leaving the boat in the water for extended periods will accelerate the rate of normal deterioration of the hull finish. Stray electrical voltage in the water, marine organisms, and saltwater corrosion are a few of the conditions that can adversely affect the life of many G3 boat components.

1. Follow the post-operation or storage instructions in your outboard motor's owner's manual.
2. Wash down the hull, helm, and outboard motor with fresh water. Remove the drain plug at the stern to let any water drain from the bilge.



NOTE:

This boat may be equipped with an electric bilge pump that automatically removes excess water from the bilge while you are underway. However, some residual water remains that must be drained by removing the drain plug.

Tighten the hull drain plug securely before launching the G3 boat. Clean any foreign material, such as dirt or sand, from the threads before installing the drain plug.

3. Spray a rust inhibitor, such as Yamaha Silicone Protectant and Lubricant, on metallic parts to minimize corrosion.

TRAILERING



WARNING

Avoid accident and injury from improper trailering.

- **The trailer must be matched for the boat's weight and hull.**
- **The towing vehicle must have the capacity of pulling the load. Pulling a load that exceeds the towing capacity may cause loss of control.**
- **Be sure the boat is secured to the trailer and the trailer is properly hitched to the towing vehicle before towing.**

A trailer is provided as standard equipment with most G3 boats. If you need to obtain another trailer, choose one that is manufactured to carry a boat of the size and weight of your G3 boat. Check the certification label on the left forward side of the trailer. This label is required to show the Gross Vehicle Weight Rating (GVWR), which is the load carrying capacity of the trailer plus the trailer's weight. Be sure that the total weight of your boat, any cargo, and the trailer weight itself does not exceed the GVWR. All G3 trailers are built to be used with a 2" hitch.



Hitch

The trailer hitch ball must match the size of the socket on the trailer hitch coupler. Hitches are divided into classes that specify the gross trailer weight (GTW) and the maximum tongue weight. Always use a hitch rated for the same or higher class. Use a bolted-on or welded-on hitch; clamp-on bumper hitches are not recommended. Be sure the trailer hitch's release handle is latched with the lock pin installed before towing.

Use safety chains between the towing vehicle and the trailer so the trailer will not detach completely from the towing vehicle if it accidentally comes loose from the hitch ball. Crisscross the chains under the trailer tongue so the tongue will not hit the road surface if it falls loose. Rig the chains as tightly as possible while allowing just enough slack to permit tight turns.

Be sure the tongue weight (vertical weight on the hitch point) is correct. Generally, 5% to 10% of the combined weight of the boat and trailer should be on the tongue. Too much or too little weight can cause difficult steering or trailer swaying.



Trailer Checklist

- Check your state laws to be sure your trailer meets all regulations, such as proper licensing, brake, axle load, and safety chain requirements.
- Check trailer for any loose fasteners or damaged parts.
- Check tires for proper inflation.
- Check wheel bearings and wheel lug nuts before each trip.
- Check tail, brake, and turn signal lights for proper operation.
- Secure the bow of the boat to the trailer with the winch line and also with the chain. Secure the stern cleats to the trailer with tie-downs.
- Take down and store the bimini top, if used. The top is not designed to stay unsecured on the G3 boat at highway speeds.
- Carry a spare tire for the trailer, along with sufficient tools to change the tire.
- While traveling, check the wheel hubs on the trailer whenever you park. If the hub feels abnormally hot, have the bearing inspected before continuing your trip. On longer trips, it is a good idea to carry a set of spare wheel bearings, seals, and races.
- When making a turn, do not cut corners. The trailer has a smaller turning circle so it turns more sharply around the corner than the towing vehicle.
- Before backing your trailer into the water, disconnect the light plug from the towing vehicle. This will reduce the likelihood of the lights blowing out when submerged.



Backing Your Trailer

It takes practice to back a trailer successfully. If you are not familiar backing up with a trailer, practice first in an open area away from obstacles.

Keep the following points in mind:

- Back slowly. Make steering adjustments in small steps.
- Turn the towing vehicle's wheels opposite the direction you want the trailer to go.
- After the trailer begins moving, turn the towing vehicle to follow it.
- Have a second person stand by to help direct you with hand signals.



Launching

As a courtesy to other boaters, prepare your G3 boat for launching before using the ramp. Each launch may have particular differences, such as ramp angle, prevailing wind, waves, and water currents. If possible, watch a couple of boaters launch their boats first to notice any problems. While every boater develops a preferred launch procedure, here is a recommended general procedure:

1. Perform the Pre-Operation Checks shown on Page 1-20 that can be performed on land.
2. Remove all trailering tie-down lines from the boat and attach your docking lines and fenders, if used.
3. Disconnect the trailer lights from the towing vehicle.
4. Back the trailer down the ramp as close to 90° to the shoreline as you can. If possible, have a second person stand aside as an observer. Stop when the wheels are at least halfway submerged. Set the parking brake.
5. Remove the bow line from the bow eye.
6. Back the trailer farther into the water until just the tops of the fenders show, then reset the parking brake. Board the boat and start it. If possible, remain on the trailer until the engine is warm and is responding to throttle.
7. Back the boat out into the water, watching carefully for people, other boats, or obstacles.

Loading

1. Disconnect the trailer lights from the towing vehicle.
2. Back the trailer down the ramp as close to 90° to the shoreline as you can. If possible, have a second person act as an observer while standing to the side of the boat. Stop when the tops of the trailer's fenders are about 3 inches above the waterline.
3. With the boat moving at the slowest idle speed, guide the boat onto the support rails. Use throttle only if necessary for steering ability.



WARNING

Using too much throttle can cause the boat to jump over the front of the trailer which can result in injury to the boat operator and bystanders. Use only enough throttle to maneuver the boat into the correct position.

4. Make sure the boat is centered on the support rails and is headed straight for the bow stop (bumper board). Ease the boat forward until the bow rests against the bow stop.
5. Attach and tighten the winch line.

CAUTION

- The winch line is not designed to pull the boat onto the trailer.
- The winch line should not be the only line securing the bow during trailering. Use the chain along with the winch to secure the boat to the trailer.

6. Pull the trailer up the ramp out of the way of other boaters. Attach the bow and stern tie-downs. Reconnect the trailer lights.
7. Follow the post-operation checks on Page 10-6.



This section describes how to care for and maintain your G3 boat. Periodic inspection and maintenance of items listed in this section are absolutely necessary.

REPAIRS AND MODIFICATIONS

Your G3 boat is designed for safety in the harsh marine environment and thoroughly tested and certified for compliance with applicable safety standards. Because of the possibility of interference with the design of the boat, owner installation of additional equipment or modification of factory equipment is not recommended.

In addition, DO NOT attempt to make repairs unless you are certified to do so, have the necessary authorized repair information and use approved marine replacement parts.

Your G3 Dealer is qualified to make such repairs, additions or modifications to your boat that will not compromise safety, design integrity or warranty coverage.



ELECTRICAL



WARNING

Use extreme caution when checking for an electrical problem.

An electrical system problem must be treated seriously. Do not operate your boat knowing there is a problem with the system. When a problem is discovered, have your G3 Dealer service it immediately.

NOTE:

The electrical system is designed to protect your boat from short circuits or an overload condition. Any modifications to the system should be done by your G3 Dealer.

Battery

Periodically check the battery restraint system, making sure the battery is secured. Check hose labels for exact type of replacement.



WARNING

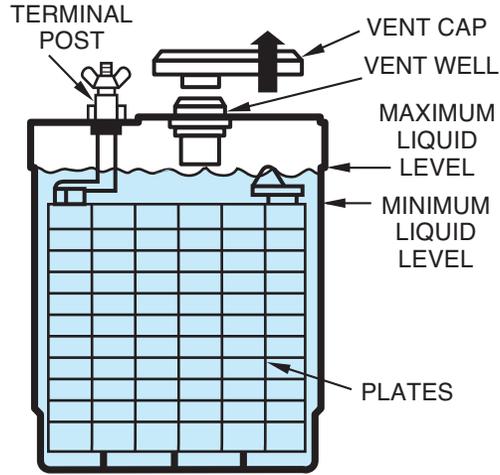
- Batteries contain sulfuric acid which can cause severe burns. Wear protective clothing to avoid acid contact with your skin and eyes. Failure to do so could result in severe injury.
- The battery compartment doors **MUST** be secured in the open position for ventilation when charging any batteries.
- Be sure to inspect your boat for and eliminate fuel fumes and their cause prior to connecting a battery charger to your batteries.

Check the batteries frequently for signs of corrosion. If corrosion is evident, clean terminals with a baking soda and water solution and a wire brush. Before cleaning, remove the vent caps and seal the vent wells with corks to prevent the solution from getting inside the battery.

NOTE:

Some batteries are sealed and cannot be filled.

Check the fluid levels in the cells. Usually, a level approximately 1/4 to 1/2 inch (6 to 13 mm) above the plates is sufficient. If needed, fill with distilled water. **DO NOT** overfill!



KC-1620C

Figure 11-1



Batteries produce explosive hydrogen gas. **DO NOT** attempt starting your engine with jumper cables under any circumstances. Keep all sparks, flames and smoking material away from the batteries. Risk of spark at the battery post igniting gasoline or hydrogen fumes is too great. Always wear skin and eye protection when near batteries and keep the battery compartment lids open to provide adequate ventilation when charging. An explosion can cause blindness or other serious injuries.

Batteries are perishable products and will self-discharge. If you operate your boat sparingly, you may want to charge your batteries occasionally.

Direct Battery Charging

Secure the battery compartment doors in the open position. Observing polarity, connect the battery charger to the battery posts.



Onboard Charger

Charging through the onboard charger can be performed by securing the battery compartment doors in the open position. Plug a properly grounded extension cord into a 110-volt AC outlet. Place the receptacle end into the permanently mounted charger inlet on the boat. Charging will begin automatically.

CORROSION PROTECTION

Galvanic Corrosion

Galvanic corrosion (electrolysis) is the breakup of metals due to the effects of electrolytic action. When dissimilar metals are immersed in a conductive fluid such as salt water, an electric current is produced, similar to the action of a battery. The softest of the metals will be the first to become damaged. If not stopped, a great deal of damage could occur.

If you operate in salt, polluted or brackish waters, your boat should be equipped with a transom-mounted zinc anode to prevent damage to those metal parts coming in contact with the water. By design, the anode is self-sacrificing. It is slowly eroded by electrolytic action and requires periodic inspection for deterioration. If the zinc anode shows extreme erosion, it must be replaced for continued protection.



CAUTION

DO NOT paint or coat a zinc anode with any substance. Once covered, the anode will not provide protection from galvanic corrosion. Replace the anode if it is deteriorated 50% or more.

Consult your G3 Dealer for additional information concerning galvanic corrosion.

Saltwater Corrosion

The entire boat should be rinsed with fresh water and washed immediately after use in salt water. If the boat is used primarily in salt water, apply corrosion inhibitor to all hardware. See your G3 Dealer for products suitable for the marine saltwater environment.

Refer to your outboard operator's manual for cooling system flushing information.



GENERAL MAINTENANCE

Boat Finish

Most things, when left outdoors, man-made or natural, will gradually deteriorate from exposure to sunlight, water, dust and chemicals in the air. Such exposure may cause your boat's surface to show a variety of changes, including but not limited to:

- Chalking (fine powdery whiteness on the surface)
- Fading (gradual loss of color)
- Loss of gloss

Routine, periodic maintenance is the only practical way to keep the surface of your boat looking good.

Maintenance Procedures

You will get years of boating pleasure while slowing the changes described previously by following the simple maintenance procedures described on the following pages.



When Not In Use

Sunlight and dust can be your boat's worst enemies. Keep your boat covered when not in use. A boat cover (option available from your G3 Dealer), preferably light in color, is a wise investment to help prevent damage while the boat is stored or on the road. DO NOT use sheet plastic or other non-porous materials, which can trap moisture between the cover and the boat's surface.

Each Month

Wash the boat's surface with a mild soap to remove normal accumulation of soil and stain. Avoid any kind of alkaline cleansers such as tri-sodium phosphate (TSP), abrasives, bleaches or ammonia. DO NOT use acids or other strong chemicals to clean the boat. For best results, use cleaners recommended for automobiles and follow the instructions on the label.



Carpet

Your G3 carpet has built in stain and soil release characteristics for easy, less costly maintenance. Maintenance such as vacuuming, hosing and washing should be performed regularly. Most stains and mildews are easily removed from the carpet. To clean mildew off the carpet, first check the cleaner on a small area of carpet that is hidden to determine compatibility of cleaner and carpet. "FISH ATTRACTANTS," which are commonly sprayed on lures and some insect repellants, will cause deterioration of the carpet backing. Spray these formulas away from your boat carpet and any spills should be cleaned promptly. DO NOT use pressure sprayers to clean boat carpet.

Upholstery

The vinyl fabric in your G3 interior was specially selected to take the tough punishment of the elements and hard usage of an active boater.

NOTE:

Follow the instructions included in your owner's packet concerning the cleaning and care of your upholstery.



For General Care:

- Do not use the seat straps as a handle when carrying seats.
- An authorized G3 Dealer should install seats.
- Check the seat fasteners. Only G3 approved seats and associated hardware should be used in your boat. These seats and hardware should be periodically inspected for wear, tear and/or fatigue. If you notice these types of signs, please contact your G3 Dealer and have them replaced via the G3 Customer Service for a nominal fee.

Paints

If accelerated marine growth is a problem in your area, an anti-fouling bottom paint may be necessary to slow growth and prevent damage. Before selecting a bottom paint, talk with other boaters and your dealer to determine which product works best in your area. Many local variables can affect the selection of paint. Be sure to follow the paint manufacturer's directions exactly. Never paint an aluminum boat with paint containing copper or mercury. This will eventually destroy the hull. Damage caused by improper paint not recommended in writing by G3 is considered an alteration and/or modification under the G3 Advantage Limited Warranty and thus **not covered** under the terms and conditions of the limited warranty.



Cleaning Agents

Household cleaners should be used sparingly and not discharged into waterways. DO NOT mix cleaners and be sure to use plenty of ventilation in enclosed areas. DO NOT use products which contain phosphates, chlorine, solvents, non-biodegradable or petroleum based products. Citrus-based cleaners are excellent for marine cleaning purposes and are safe for you and the environment.

FUEL SYSTEM



Avoid serious injury or death from fire or explosion. A leak-free fuel system is a must for safe boat use. Check your boat for fuel leaks and fumes before, during and after each use.

If you find a leak, have your G3 Dealer repair the leak before your next boat outing.

Only USCG-approved fuel hoses must be used on the fuel system. Check hose labels for exact type of replacement.



STEERING SYSTEM

Frequently inspect the steering system for smooth, free and full-range operation. In addition, check the original self-locking nuts used to fasten the steering link rod between the steering cable(s) and the engine.

Have your G3 Dealer check for proper lubrication, any unusual backlash and any component wear of the steering system at least once a year.



The following chart will assist you in finding and correcting minor problems with your G3 boat. Refer to your outboard operator's manual for any problem concerning the starting, shifting or operation of the outboard.

Some problems may require the skills of a trained technician and special service tools. Please contact your G3 Dealer for assistance.

TROUBLE CHECK CHART

PERFORMANCE	
Symptom	Possible Cause
Poor boat performance	<ul style="list-style-type: none">• Contaminated fuel• Uneven load distribution• Improper power trim setting• Improper propeller selection• Engine problem• Marine growth on hull
Poor gas mileage	<ul style="list-style-type: none">• Improper power trim setting• Marine growth on hull• Engine problem



TROUBLESHOOTING

PERFORMANCE (Continued)	
Symptom	Possible Cause
Excessive vibration	<ul style="list-style-type: none">• Damaged or fouled propeller• Engine problem
Engine runs but boat makes little or no progress	<ul style="list-style-type: none">• Fouled or damaged propeller• Engine problem
ELECTRICAL	
Symptom	Possible Cause
Electrical problem	<ul style="list-style-type: none">• Open circuit breaker or blown fuse• Loose wiring connection• Defective switch or gauge
Dim or no lights	<ul style="list-style-type: none">• Circuit breaker tripped or in OFF position• Battery discharged



Storage or winter lay-up requires special preparation to prevent damage to your boat. If the boat is stored in below freezing temperatures, water inside the boat and in the livewell systems may freeze causing damage. Damage to the boat due to improper storage will not be covered by the warranty. The following procedures should help prevent damage to your boat.

CAUTION

Follow the instructions in the outboard operator's manual for off-season storage, stabilizing the fuel system and stabilizing the oil injection system, if applicable.

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

- Thoroughly clean the hull, deck and interior of the boat as soon as it is removed from the water. Cleaning at this time is easier because the marine growth is still wet. Be sure to allow for a couple of days of air drying to prevent mildew due to trapped air. Refer to **General Maintenance**, in **Section 11**.
- Drain the livewell system. Refer to **Livewell Systems**, in **Section 7**.
- Remove the batteries from the boat. Clean, fully charge and store them in an area not subject to freezing temperatures. DO NOT store batteries close to heat, spark or flame-producing devices. Refer to **Battery**, in **Section 11**.



- Perform all scheduled maintenance for the outboard and the trailer.
- Use proper protection to cover the outboard and the boat while in storage.

Reactivating the Boat After Storage

- Charge and install the batteries. Refer to **Battery**, in **Section 11**.
- Check condition of the livewell system. Refer to **Livewell Systems**, in **Section 7**.
- Check the fuel system. Verify the condition of all hoses and fuel line. Should a fuel hose needs replacing, use only USCG-approved hose. Check hose labels for exact type of replacement. Be sure all hose clamps are tight.
- Check and lubricate the steering system.
- Verify the condition of all safety equipment.
- Verify proper operation of the engine stop switch and lanyard.

LIFTING

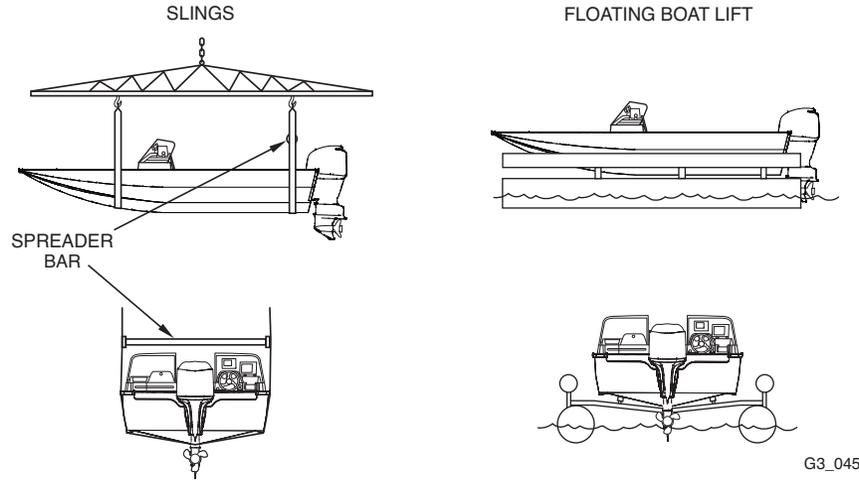


Figure 13-1

WARNING

Do not attach lifting cables to the bow eye, cleats, water-ski tow eye, or grab handles. Serious injury to persons or damage to the boat can occur. Use only a sling designed specifically for lifting boats.



If you need to remove the G3 boat from the water without a trailer, use these guidelines:

- Use a sling-type lifting mechanism designed for lifting boats. The sling should be covered with a protective material to prevent damage to the hull.
- Use spreader bars to avoid side stress to the hull.
- Attach guidelines to the bow eye and stern tie-down cleats to control movement of the boat during lifting.
- Remove all people and all cargo from the boat. Drain any excess water from the bilge using the bilge pump.
- Be sure all people are standing clear, then lift boat slowly and just far enough to verify that the boat is securely held and properly balanced. If necessary, lower the boat again and adjust the slings.
- When ready, lift the boat slowly and carefully.

TRAILERING

The manufacturer of your trailer has provided you with a vehicle designed for many years of convenient, trouble-free service. It is up to you to use and care for it properly, to be sure that it will perform safely and satisfactorily. Instructions on how to do this are included in the trailer owner's manual. Read, learn, understand and act on the information included in this important book. Proper trailer maintenance and safety procedures are essential to safe and enjoyable trailering.



WARNING

Read, understand and follow the instructions for trailer ownership and use in the trailer owner's manual included with your G3 owner's package.



GLOSSARY OF TERMS

ABOARD – On or in the boat.

ABYC® – American Boat and Yacht Council, Inc.

AFLOAT – On the water.

AFT – Toward the rear or stern of the boat.

AGROUND – Touching bottom.

AMIDSHIP – Center or middle of the boat.

ANCHOR – (1) An iron casting shaped to grip the lake bottom to hold the boat. (2) The act of setting the anchor.

ASHORE – On the shore.

ASTERN – Toward the stern.

BAIL – To remove water from the bottom of the boat with a pump, bucket, sponge, etc.

BAITWELL – A miniature livewell used to store and keep live bait alive and healthy.

BEAM – The widest point on the boat.

BEARING – Relative position or direction of an object from the boat.

BILGE – The lowest interior section of the boat hull.

BILGE KEELS – The raised areas or aluminum extrusions on the bottom of a boat that parallel the keel.

BOARDING – To enter the boat.

BOUNDARY WATERS – A body of water between two areas of jurisdiction; i.e., a river between two states.

BOW – The front of the boat.

BULKHEAD – Vertical partition (wall) in a boat.

BUNKS – Carpeted trailer hull supports.

BURDENED BOAT – Term for the boat that must “give-way” to boats with the right-of-way.



GLOSSARY OF TERMS

CAPACITY PLATE – A plate that provides maximum weight capacity and engine horsepower rating information. It is located in full view of the helm.

CAPSIZE – To turn over.

CAST-OFF – To unfasten mooring lines in preparation for departure.

CENTER LINE – A lengthwise imaginary line which runs fore and aft with the boat's keel.

CHINE – The point on a boat where the side intersects (meets) the bottom.

CLEAT – A deck fitting with ears to which lines are fastened.

CONSOLE – Also called helm. The steering wheel area of the boat.

CRANKING BATTERY – The main battery used for engine starting and electrical circuits.

CURRENT – Water moving in a horizontal direction.

DECK – The open surface on the boat where the passengers walk.

DEEP CYCLE BATTERIES – Special long-running batteries which can be repeatedly discharged and recharged without significant loss of power.

DOLLY WHEEL – A rolling jack assembly at the front of the trailer used for positioning the coupler during trailer hookup.

DRAFT – The depth of the boat below the water line, measured vertically to the lowest part of the hull.

ELECTROLYSIS – The break-up of metals due to the effects of galvanic corrosion.

FATHOM – Unit of depth or measure; 1 fathom equals 6 feet.

FENDERS – Objects placed alongside the boat for cushioning. Sometimes called bumpers.

FORE – Toward the front or bow of the boat. Opposite of aft.

FREEBOARD – The distance from the water to the gunwale.

FUEL SENDING UNIT – The electrical device that is mounted on the outside of a built-in fuel tank and controls the dashboard fuel gauge.



GLOSSARY OF TERMS

GIVE-WAY BOAT – (1) Term for the boat that must take whatever action necessary to keep well clear of the boat with the right-of-way in meeting or crossing situations. (2) The burdened boat.

GUNWALE – The rail or upper edge of a boat's side.

HEAD – A marine toilet.

HELM – The steering wheel or command area.

HULL – The body of the boat.

HYPOTHERMIA – A physical condition where the body loses heat faster than it can produce it.

IN-LINE FUSE – A type of protective fuse located in the power wire of a direct current (DC) circuit usually near the battery.

KEEL – The lowest portion of the boat; extends fore and aft along the boat's bottom.

LIST – Leaning or tilt of a boat toward the side.

MAKING WAY – Making progress through the water.

MARINE CHART – Seagoing maps showing depths, buoys, navigation aids, etc.

MOORING – An anchor, chain, or similar device that holds a boat in one location.

NAVIGATION AID – Recognizable objects on land or sea such as buoys, towers or lights which are used to fix position to identify safe and unsafe waters.

NMMA® – National Marine Manufacturer's Association

NO-WAKE SPEED – The speed at which a boat travels to produce an imperceptible wake.

PFD – Personal flotation device.

PITOT TUBE – See SPEEDOMETER PICKUP TUBE.

PLANING HULL – A hull designed to lift, thereby reducing friction and increasing efficiency.

PORPOISE – A condition in which the bow bounces up and down caused by trimming the engine too far out.



GLOSSARY OF TERMS

PORT – (1) The left side of a boat when facing the bow. (2) A destination or harbor.

PRIVILEGED BOAT – Term used for the boat with the right-of-way.

RIGHT-OF-WAY – Term for the boat that has priority in meeting or crossing situations. The stand on or privileged boat.

RULES OF THE ROAD – Regulations for preventing collisions on the water.

SPEEDOMETER PICKUP TUBE – Also called pitot tube. The plastic device that extends below the bottom of the boat. It connects to the speedometer with plastic flexible tubing.

SPLASHWELL – The section of an outboard-equipped boat that is just forward of the transom.

STAND ON BOAT – Term for the boat that must maintain course and speed in meeting or crossing situations. The privileged boat.

STARBOARD – The right side of the boat when looking towards the bow.

STERN – The back of the boat.

STOW – To pack the cargo.

SURGE BRAKES – A type of trailer braking system designed to automatically actuate when the tow vehicle's brakes are applied.

TRANSDUCER – The unit that sends/receives signals for the depth sounder.

TRANSOM – The transverse beam across the stern.

TRIM – Fore to aft and side to side balance of the boat when loaded.

UNDERWAY – Boat in motion; i.e., not moored or anchored.

USCG – United States Coast Guard

WAKE – The waves that a boat leaves behind when moving through the water.

WATERWAY – A navigable body of water.

V-PAD – A modified vee hull design with a small, flat area in the keel aft.

VISUAL DISTRESS SIGNAL – A device used to signal the need for assistance such as flags, lights and flares.



FLOAT PLAN

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

Name _____ Telephone _____

Description of Boat: Type _____ Color _____ Trim _____

Registration Number _____

Length _____ Name _____ Make _____

Other Info. _____

Persons Aboard:	Name	Age	Address & Telephone
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

Engine Type: _____ HP _____

No. of Engines: _____ Fuel Capacity: _____





Survival Equipment:

PFDs _____ Flares _____ Mirror _____ Smoke Signals _____

Flashlight _____ Food _____ Paddles _____ Water _____

Anchor _____ Raft or Dinghy _____ EPIRB _____

Radio: Yes _____ No _____ Type _____ Freq _____

Destination _____ Est. Time of Arrival _____

Expect to Return By _____

Auto Type _____ License No. _____ Parked _____

If not returned by _____ call the Coast Guard, or _____ (Local Authority).

Coast Guard Telephone Number: _____

Local Authority Telephone Number: _____

G3 ADVANTAGE LIMITED WARRANTY

This warranty provides you with protection against the expense of repairs for your boat that are required as a result of defects in materials or workmanship. This warranty provides you with specific coverage and notes your responsibilities in maintaining and operating your boat. Please take the time to read and become familiar with this warranty.

PERIOD OF WARRANTY: Any new **G3 Riveted or Welded Boat** purchased for non-commercial use from any authorized G3 boat dealer in the continental United States, will be warranted against major structural defects in material or workmanship of the main riveted and welded seams in hull to include keel, outside chine and transom to hull seam riveted and welds for the duration of ownership of the first retail purchaser. The rivets and other structural components are warranted against defects in material or workmanship for a period of five (5) years and two (2) years for other nonstructural components of the boat manufactured by G3 from the date of purchase subject to the limitations as outlined below.

PERIOD OF WARRANTY: Any new **G3 Pontoon Boat** purchased for non-commercial use from any authorized G3 boat dealer in the continental United States, will be warranted against major structural defects in material or workmanship of the main welded seams in pontoons for the duration of ownership of the first retail purchaser. The other structural components (cross members and motor pod) are warranted against defects in material or workmanship for a period of five (5) years and two (2) years for other nonstructural components of the boat manufactured by G3 from the date of purchase subject to the limitations as outlined below.

PLYWOOD (Warranty is governed by wood supplier's warranty at the time of manufacturer) Plywood Company agrees to pay the costs arising from the replacement defective products for a period of ten (10) years. After a ten year period Plywood Company will only agree to exchange the damaged panels. In the event the Original Owner sells the subject boat, this warranty shall be transferred to the Second Owner for a period of ten (10) years from the date of purchase by the Original Owner.

G3 LIMITED COMMERCIAL WARRANTY: G3 warrants to the first retail owner of any new model boats placed in commercial use or rental service that G3 will repair or replace, at its sole option, any major structural defects in material or workmanship of the main riveted and welded seams in hull to include keel, outside chine and transom of hull seam riveted and welds for one (1) year from the date of the first retail sale. This limited warranty provision is not transferable.

CONDITIONS OF WARRANTY: The product warranty card shall identify the product by serial number and must be completed and returned to G3 within fifteen (15) days from the original retail purchase date. **NO WARRANTY CLAIM WILL BE CONSIDERED, APPROVED OR PAID UNLESS THE WARRANTY CARD IS COMPLETED AND RETURNED TO G3 AS PROOF OF PURCHASE.** Owner shall pay the tear down and repair costs if it is established that the part or parts thought to be defective are not covered by this warranty. G3 reserves the right to alter models, change colors, specifications, component parts materials, equipment and prices or cease production of certain models at any time without notice. Such changes may be without incurring obligations to equip or modify units produced prior to the date of such changes. Removal of engines or other equipment not installed by G3 prior to repairs and subsequent reinstallation of same after repair is not the responsibility of G3 and shall be paid for by the boat owner.

WARRANTY TRANSFERABILITY: The first retail purchaser may transfer the warranty to the second retail purchaser, during the first five (5) years after the original retail purchaser of the G3 Boat from an authorized dealer. Main weld seam & structural warranty to the second retail purchaser will expire 5 years from the first retail purchase date. Coverage remaining under the main weld seam and the structural warranty may be transferred by providing G3 with written notice of the transfer within thirty (30) days after the date of such transfer. The transfer must occur within five (5) years of the original retail sale. Proof of purchase date is required. The warranty may only be transferred once. Such notice shall be effective when received by G3 at 901 Cowan Drive, Lebanon, MO 65536.

OBTAINING REPAIRS UNDER WARRANTY: During the period of warranty, G3 or its authorized representative will free of charge, repair or replace, at its sole discretion, any part adjudged defective by G3 due to faulty workmanship or material from the factory provided the original owner returns the boat, with transportation prepaid to the selling dealer or, if necessary, to the G3 factory or any other reasonable place designated by G3. Should G3 elect to replace the entire boat, the replacement boat shall be subject to an extended or new warranty unless otherwise provided for by both parties in writing. The liability of G3 shall in no event exceed the actual cash value of the covered item. The boat owner will be responsible for all transportation, haul outs, loss of time, inconvenience, travel expense, loss of use, towing, storage, and other expenses incurred in returning the boat for warranty service. All parts replaced under warranty shall become the property of G3.

CUSTOMER'S RESPONSIBILITY: Under the terms of this warranty, the customer will be responsible for ensuring the boat is properly operated, maintained and stored as specified in the applicable owner's manual. The owner shall return the boat to an authorized G3 dealer for review of all reported warranty defects within this specified warranty period. Warranty repairs will be performed by G3 or its authorized representative in accordance with the other provisions of this limited warranty.

GENERAL EXCLUSIONS: This warranty will not cover the repair of damages as result of abuse, alteration, modification or neglect. Examples of abuse, alteration, modifications, neglect include, but are not limited to:

1. Window breakage, and leakage around windows, or hatches or other apertures.
2. Varnishes, paints or chrome-plated, stainless steel, anodized aluminum finishes.
3. Deterioration caused by exposure to the elements or the use of cleaners or chemicals or anti-fouling paint not recommended in writing by G3.
4. Boats used for governmental, business or commercial purposes, including boats used for hire such as boats used by guides.
5. Items not manufactured by G3. However, if such items are warranted by a component manufacturer, G3 warrants only the installation of such G3 non-warranted items according to the manufacturer's instructions to the extent that G3 installs the same.
6. Engine, outdrives, propellers, controls, batteries, engine brackets, trailers, electric trolling motors, depth finding devices, other equipment.

7. Accessories not manufactured by G3 whether or not warranted by other such manufacturer.
8. Installation of engines or accessories installed by others.
9. Upholstery damage, canvas, zippers, vinyl, plastics, fabric, trim wood (with the exception of rot); or rips, tears, and fading to carpets and upholstery.
10. Normal deterioration and damage caused by overpowering or overloading according to the maximum horsepower specifications on the capacity plate provided on each G3 boat.
11. Damage caused by Acts of God.
12. Any representation relating to the speed and or weight of the boat.
13. Dealer preparation including but not limited to cleaning and final adjustments or alignments in preparing the boat for final delivery.

G3 MAKES NO OTHER WARRANTY OF ANY KIND, EXPRESS OR IMPLIED. ALL IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE EXCEED THE OBLIGATION AND THE LIMITS STATED IN THE WARRANTY ARE HEREBY DISCLAIMED BY G3 AND EXCLUDED FROM THIS WARRANTY.

SOME STATES DO NOT ALLOW LIMITATION ON HOW LONG AN IMPLIED WARRANTY LASTS, SO THE ABOVE LIMITATION MAY NOT APPLY TO YOU. ALSO EXCLUDED FROM THIS WARRANTY ARE ANY INCIDENTAL OR CONSEQUENTIAL DAMAGES INCLUDING LOSS OF USE. SOME STATES DO NOT ALLOW THE EXCLUSION OR LIMITATION OF INCIDENTAL OR CONSEQUENTIAL DAMAGES, SO THE ABOVE EXCLUSION MAY NOT APPLY TO YOU.

THIS WARRANTY GIVES YOU SPECIFIC LEGAL RIGHTS. AND YOU MAY ALSO HAVE OTHER RIGHTS WHICH VARY FROM STATE TO STATE. THIS WARRANTY SHALL APPLY IN ACCORDANCE TO THE LAWS OF THE STATE OF MISSOURI.

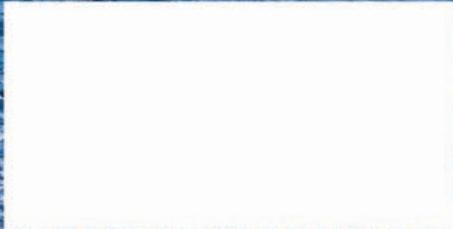


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Boat smart from the start, take a boating safety course and get a free vessel safety check annually for your boat. For more information, contact United States Coast Guard at www.uscgboating.org or United States Power Squadrons, 888-for-usps. Follow all instructional materials and local and federal laws. Remember to always observe all applicable boating laws. Never drink and drive. Dress properly with a USCG approved personal flotation device and protective gear. Always use your stop switch lanyard. Operate within your capabilities, allowing extra time and distance for maneuvering. Always operate in a responsible manner, respecting the environment and others around you.

MY AUTHORIZED G3 DEALER



901 COWAN DRIVE, LEBANON, MO 65536

Visit us at g3boats.com

