Parker

OWNER'S MANUAL

SERVICE / MAINTENANCE LOG

DATE	HOUR READING	SERVICE/REPAIRS PERFORMED

Dear Parker Owner:

Welcome to the Parker family! Buying and owning a boat is a very special experience. Of all the many products you'll ever own, we want your Parker experience to be the absolute best. That means providing the descriptions, explanations and technical support that you need to enjoy your Parker with confidence and security.

The seaworthiness and safety of your Parker is highly dependent on the operation, maintenance and care of your boat, so please read this manual thoroughly and keep it around for reference. If you need further explanation or "hands-on" help, don't hesitate to ask the people at your Parker dealership; they have experience with the systems and operations of your boat. If for any reason you need additional help, please feel free to call us at the factory. We want to provide you with the help and information that will make your Parker experience delightful.

Thanks for choosing a Parker. All of us at the factory and at your dealership are dedicated to earning your confidence in Parker Boats. Again, welcome to the family.

Sincerely yours,

E. Linwood Parker

E. Linwood Parker, III
President

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ORIENTATION

Your Parker has many features and accessories that have existing printed material provided by the various equipment manufacturers.

This information is compiled in a package that we will reference throughout this manual. Consult your Parker Owner's Manual and Engine Manual to advise on proper operation, maintenance intervals, specifications, warranty, and other useful information. While reading your Parker Owner's Manual, you will find other technical literature referenced as resources for detailed information.

When you take delivery of your new Parker it will also consist of several other items that you will need to become familiar with, such as operation guides, informative labels, and product warranties. Your Owner's Manual can also be used to record other boat specifics such as maintenance records and additional equipment and accessories installed after delivery.

WARRANTY INFORMATION

The Parker warranty is located on the next page (pg. 7) of this manual. Upon the purchase of your new Parker boat, the dealer will fill out a warranty card. This card will be kept on file at the dealership and at the Parker factory. A copy will be provided for your records and should be kept with other valuable documents for future reference. For questions regarding your warranty please contact your dealership.

USCG COMPLIANCE

Parker Boats comply with all applicable United States Coast Guard (USCG) safety requirements.

AREAS FOR DEALER ASSISTANCE

Your new Parker is built with pride and the utmost care is taken to make your ownership experience memorable. Every Parker goes through a rigorous quality control inspection throughout the entire manufacturing process. Subsequent to the final factory overview your dealer must perform additional pre-delivery checks and approve your Parker for delivery.

10 YR LIMITED WARRANTY-RECREATIONAL BOATS
Limited Lifetime Warranty Structural Material Components

Parker Marine Enterprises warrants to the first purchaser and one subsequent owner during the 1st five (5) year warranty period, that the hull of each Parker boat will be free from structural defects in materials and workmanship for five (5) years from the date of delivery to the original purchaser. Parker has an additional limited structural warranty on the stringers, transom and sole for an additional five (5) years (non transferable) for materials and labor from date of purchase to the original owner. The additional five (5) year warranty is only valid with completed Inland Plywood Company's warranty registration card and submitted at time of purchase.

In addition, Parker has a limited lifetime warranty on material only of the stringers, transom and cockpit sole to the original purchaser (non transferable). This limited lifetime warranty covers material only (labor excluded) and is only valid if manufacturers warranty card (Inland Plywood Company) is registered and submitted at time of purchase by authorized Parker Dealer. Details of this warranty are listed on the Inland Plywood Company warranty registration card provided to purchaser thru authorized selling Parker dealer at time of purchase.

The Parker warranty is only valid if boat is registered within the 1st three years of invoice date to original purchasing dealer! Warranty is not valid for boats sold thru dealers other than authorized Parker Dealers. Boats sold thru auction or brokerage dealers are not covered by this warranty!

This warranty will apply only to boats used in normal recreational boating activities. Boats used in any governmental, commercial or revenue producing activity of any kind, including but not limited to charter, are excluded from coverage by this warranty. This warranty applies only to the structural integrity of the hull and supporting stringers. It does not apply to any cosmetic defect, including but not limited to, gelcoat, graphics, or coloration. Fiberglass blistering attributable, in the opinion of Parker Marine, to water penetration of the fiberglass (osmosis) is specifically excluded from warranty coverage. This warranty does not apply to problems caused by improper maintenance, normal wear and tear, misuse, neglect, accident, corrosion, electrolysis, or improper operation. Windshield breakage and/or leakage are not covered by this warranty. Fuel contamination of any kind (including ethanol related issues) is specifically excluded from this warranty. Hulls modified in any way or hulls on which the engine installation has been modified in any way are not covered by this warranty. Fuel tanks are covered by fuel tank manufacturers' warranty. All vendor supplied items are covered by respective vendor warranties.

OWNERS RIGHTS AND RESPONSIBILITIES

The owner must notify Parker Marine or an authorized Parker Marine dealer of any defect in material or workmanship within thirty (30) days of discovery. Failure to arrange repair with Dealer or Parker Marine within 30 days of discovery may cause further damage and will void warranty!

Parker Marine reserves the right to require that all repairs and/or replacements be done by our factory in Beaufort, NC. Boats or parts will be transported at the owner's expense. Haul out fees are the responsibility of the owner. Reimbursement to repair facilities under the warranty will be based on a rate and schedule established by Parker Marine.

IN NO EVENT WILL PARKER MARINE BE LIABLE FOR INCIDENTAL, SPECIAL OR CONSEQUENTIAL DAMAGES OR FOR ANY OTHER LOSS, DAMAGE, OR EXPENSE OF ANY KIND, INCLUDING LOSS OF PROFITS.

WARRANTY REGISTRATION

Proper warranty registration is required to validate the warranty. The warranty registration must be filled out by the first use purchaser and the authorized dealer at the time the boat is purchased. Warranty may be transferred to ONE subsequent owner thru a current authorized Parker Dealer and upon completion of Parker warranty transfer inspection sheet and a $200 warranty transfer fee. FAILURE TO REGISTER PROPERLY COULD VOID THE WARRANTY. THIS WARRANTY REGISTRATION IS FOR RECREATIONAL BOATS ONLY.

HAZARDS/WARNINGS

HAZARD WARNING SYMBOLS

The hazard warning symbols shown below are applied throughout this manual to alert the customer of potentially dangerous situations that can lead to product damage, personal injury and/or death. We urge you to observe these warnings and comply with all safety recommendations.

DANGER

DANGER - Immediate hazards which WILL result in severe personal injury or death if the warning is ignored.

WARNING

WARNING - Hazards or unsafe practices that could result in minor injury, product or property damage if the warning is ignored.

CAUTION

CAUTION - Hazards or unsafe practices that could result in minor injury, product or property damage if the warning is ignored.

NOTICE

NOTICE - Information which is important to proper operation or maintenance, but is not hazard related.

DEALER PRE-DELIVERY / DELIVERY RESPONSIBILITIES

- Provide orientation of the general operation of your Parker package.
- A manufacturers warranty registration must be completed and signed by both the dealer and consumer to validate and activate applicable warranties.
- A review of all warranties, pointing out the importance of mailing warranty and registration to various manufacturers within the required time limits.
- An explanation of safety issues regarding the use of all systems and components.
- Guidance on acquiring local and out of area service during and out of warranty periods.
- Review local and national regulations.

CONSUMER RESPONSIBILITIES

- The following are responsibilities of the Parker owner:
- Read and understand the express limited warranty.
- Study all literature and instructions.
- Be familiar with local and national regulations.
- Examine the boat and confirm all systems are working properly at the time of accepting delivery.
- Following 10-20 hours of operation, contact your selling dealer to schedule a 20 hour inspection service.
- Perform proper maintenance and periodic servicing of the boat in accordance with manufacturers recommendation.

IDENTIFICATION

BOAT MODEL IDENTIFICATION

Parker Boats has a permanent record of your boat, which is identified through the "Hull Identification Number" (HIN). Data regarding equipment and accessories, as well as dealer/shipping information is documented when your new Parker is "Warranty Registered".

The "Hull Identification Number" is located on the starboard side of the transom. It is a significant source of identification and must be noted in all correspondence and orders. When contacting your dealer concerning maintenance or warranties, please have all relevant information such as serial numbers (HIN) and model number available. This information is on your copy of the warranty card.

REGISTRATION NUMBERS

Federal and State laws require a power boat to be registered in the state where it is primarily used. Registration numbers and validation stickers must be displayed according to regulations. The registration certificate must be on board when boating. The boat serial number, or Hull Identification Number (HIN), is required on the registration form. The HIN should be included on all documents or any correspondence to provide you timely service.

REQUIRED SAFETY EQUIPMENT
The US Coast Guard (USCG) requires that every boat have specific safety equipment on board. Check with local regulations on mandatory equipment apart from the list of Coast Guard requirements.

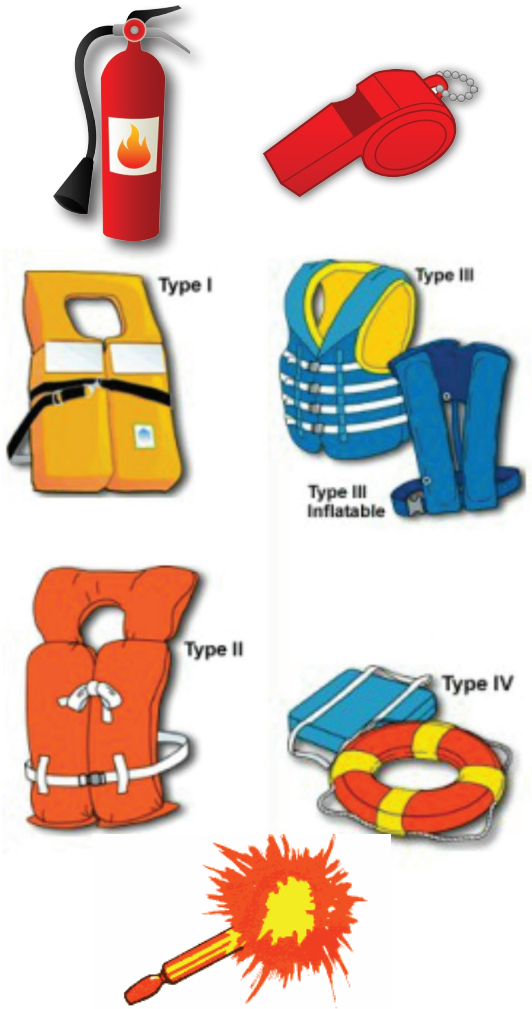
FIRE EXTINGUISHER
At least one Type-1 hand held portable fire extinguisher must be carried on board. For boats 26' - 40' two are required. Check extinguisher regularly for charge status and replace if discharged.

PERSONAL FLOTATION DEVICE (PFD)
You must have a USCG approved personal flotation device of Type I, II, or III aboard for each passenger, in addition to one Type IV throwable PFD. Always wear a PFD when boating. In some states, children are required to wear a PFD at all times. Check your local regulations.

All recreational vessels must carry one wearable life jacket for each person on board. Any boat 16' and longer (except canoes and kayaks), must also carry one throwable (Type IV) device. Life jackets should be worn at all times when the vessel is underway. *A life jacket can save your life, but only if you wear it.*

SOUND SIGNALING DEVICES
Your Parker is equipped with an electric horn which meets the USCG requirements for a sound signal device.

VISUAL DISTRESS SIGNALS
USCG approved visual distress signals are required for day and night use when operating on US waters. Approved signals include flares, orange smoke, an orange distress flag, or an electric distress light. CONSULT YOUR STATE AND FEDERAL REGULATIONS FOR INFORMATION REGARDING VISUAL DISTRESS SIGNALS.

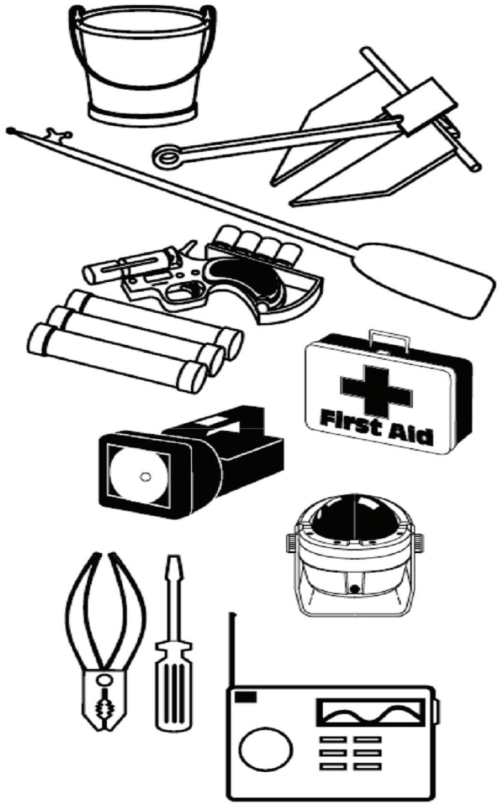


ADDITIONAL EQUIPMENT

ADDITIONAL RECOMMENDED EQUIPMENT

In addition to the required safety equipment, there are additional items that will provide an extra margin of safety and convenience for you and your passengers while boating.

- First aid kit and manual
- Anchor with at least 100' of rope
- Mooring lines and fenders
- Combination oar/boat hook
- Mooring lines and fenders
- Non-aerosol lubricant
- Tool kit
- Spare engine fuses (see engine operator's manual)
- Local charts and compass
- Waterproof flashlight
- Portable AM/FM radio with weather band
- Spare flashlight and radio batteries
- Sunglasses and sun block
- Extra charging cords
- Waterproof case or bag for small electronic devices and paperwork



Normally, this equipment is dependent on the body of water and the length of the trip. Your dealer can assist you in selecting the appropriate equipment for your trip.

Keep tools and spare parts in good condition. Replace parts removed **from spare parts kit. Most importantly use U.S. Coast Guard approved or marine certified parts where applicable.**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EMERGENCY

EMERGENCY INFORMATION

While boating, unpleasant situations may develop. Before emergency situations materialize you should prepare yourself on how to cope with them, whether they happen aboard your vessel or someone else's.

Prepare a game plan for specific situations that may occur such as fire, man overboard or collision, to give you the confidence and ability necessary for an emergency.
The key factor is to remain calm, and advance planning will greatly improve your chances of doing this.

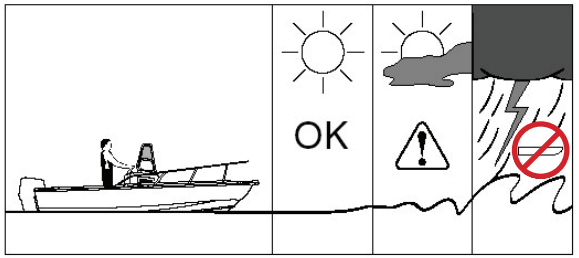
FIRES

A fire aboard your boat is very serious. In case of fire, you should immediately stop your boat and shut off the engine. Have everyone aboard put on their personal flotation device. If the fire is accessible, use the fire extinguisher at the base of the flames using a sweeping motion. If the fire cannot be extinguished immediately, use a distress signal and call for help on the radio. All persons should jump overboard and swim clear of the burning boat.

SWAMPING, FLOODING, OR CAPSIZING

A boat may capsize or swamp when least expected. Like fires, try to formulate a plan in advance on what to do if it should happen.

- Try to turn the engine OFF to prevent damage.
- Have everyone aboard put on their personal flotation device.
- If others were on board, try to locate them, and guide them to the safety of the hull.
- STAY WITH THE BOAT! All Parker Boats under 20 feet in length are designed to meet or exceed level flotation requirements. So that, if swamped, the crew may be able to bail the cockpit out and restart the engine. Larger models should keep a portion of the boat above water, depending on load and degree of any damage to the hull.
- Climb up on the hull and try to signal for assistance.
- Don't try to swim to shore. It's usually farther than it looks.
- Guard against swamping and capsizing; see that loaded items do not shift in the boat and do not use too much power or speed in turns.



COLLISIONS

If you are involved in a collision with another boat or a stationary object (reef, sandbar, bridge, pier, etc.), first check everyone aboard for injuries and then inspect your boat for damage.

- Attempt to plug any holes you find.
- If the boat is taking on water, have everyone put on their PFDs.
- Signal for help.

WEATHER STORMS

Getting caught in severe weather is hazardous. The best advice for boaters in bad weather is to STAY HOME. Check with local weather stations, the U.S. Coast Guard, or National Weather Service broadcasts for the latest conditions. (162.4-162.55 MHz) It is recommended to check the weather not only before but periodically while you are boating, as weather conditions can change rapidly. If a storm approaches,

- Return to port or seek safe harbor immediately.
- Make sure all persons aboard are wearing a PFD.
- Maintain a safe speed.

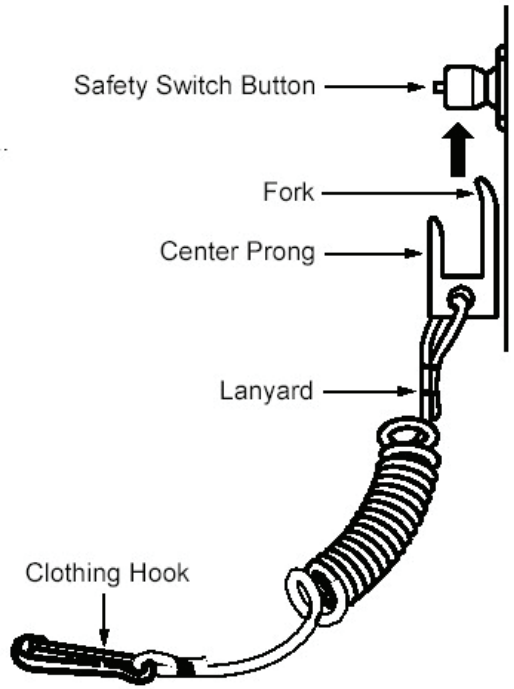
When a lightning storm advances certain safety precautions should be taken. Dock the boat and seek shelter on land. If this is not possible seek refuge inside the boat until the storm has passed. Stay out of the water! Lightning will seek a ground when it strikes and may pass through metal components if it hits your boat. Avoid contact with metal parts of the boat under these conditions.

FOG

If you encounter fog, set a course using your GPS or compass and navigational chart. Reduce your speed. Have everyone aboard act as lookouts to prevent collisions. Sound your horn intermittently to warn others of your presence. You must also listen for signals from other boaters in the area.

EMERGENCY STOP SWITCH

Parker boats are equipped with an emergency stop switch that is supplied by the engine manufacturer. This is a safety feature that, if used properly, will shut the engine(s) down if the operator leaves or falls from the helm position. This ignition shutdown switch includes a shut-off switch, switch clip, lanyard and lanyard clip. The lanyard clip should be attached to the operator. If a situation arises where the boat should stop, a pull on the cord to release the clip from the shut-off switch will shut down the engines.To reset the emergency stop switch, simply reinstall the switch clip. The ultimate decision to use the emergency stop switch rests with the captain/pilot.



RENDERING ASSISTANCE

The owner or operator of a vessel is required by law to render all practical or necessary assistance to any person or vessel affected by collision, accident or casualty. However, you should not endanger your vessel or passengers to render assistance.

ACCIDENT REPORTING

Report all boating accidents to your local authorities. Federal regulations require boat operators that are involved in an accident to submit a written report within 48 hours. In the event of death or disappearance notification is required immediately by phone or radio in addition to the written report. These reports can be submitted to the State Boating Law Administrator. Forms can be obtained through the USCG, local harbor patrol offices, sheriff and police stations.

BOATING SAFETY TIPS

Safety is the first priority in any boating trip. Remember - the safety of your vessel and all aboard are your responsibility. The following precautions will add to you and your passenger's boating safety and pleasure.

- Study all operation and maintenance manuals for your Parker before operation. Contact your dealer with any questions or concerns. Proper operation and maintenance will insure quality performance and the longevity of your boat.
- A written float plan left with a reliable person will be valuable information if you have a mishap and do not return on time. Upon returning inform the holder of the float plan to prevent false alarms about your safety.
- Never operate or allow anyone to operate your boat while under the influence of drugs or alcohol.
- ONLY ALLOW EXPERIENCED OR PROPERLY EDUCATED/LICENSED PERSONS to operate your boat.
- Instruct at least one person to pilot your boat and be familiar with basic boating techniques and safe operation in the event of an emergency.
- While boating, passengers should be settled in a safe position. Handholds and rails should be used. Do not hang legs or arms over the sides while the boat is underway. Do not allow bow-riding, transom or gunwale riding.
- Keep your boat speed under control. Respect for other boaters and those on shore is common courtesy. The operator of the boat is responsible for any injury or damage caused by the boat's wake. Your wake could swamp or damage a smaller craft or endanger its passengers. Stay alert for posted "No Wake Zones".
- Your Parker Boat is equipped with a boarding ladder or swim platform to aid in reboarding while swimming. Never attempt to use the boarding ladder while the engine is running. A shift lever in neutral could become engaged causing severe harm to swimmers. Do not operate your boat in swimming or diving areas at any time. **Serious injury or death will occur from contact with a rotating propeller.** Use extreme caution whenever swimming near the boat, even when the engine is off. A propeller will tend to rotate if subject to a current and could cause serious injury or death. Your boarding ladder is designed for use by persons boarding the boat from the water. Do not use the boarding ladder while the boat is out of the water, as damage to the boat and/or ladder could result. **Never use the motor as a ladder!**
- When venturing into foreign waters collect information on the boating area. Obtain charts for new areas whenever possible.
- Recommend boat shoes or non-slip shoes to passengers to prevent slipping or falling.

BASIC RULES OF THE WATER Boat operation is governed by the International Regulations for the Prevention of Collisions at Sea 1972 (72 Colregs) and the 1980 U.S. Inland Navigation Rules (Inland Rules), also known as the Rules of the Road. You may also be responsible for any local regulations (rules that elaborate on minor details of the Inland Rules). The boundaries between the 72 Colregs and the Inland Rules are indicated by a dashed magenta line (demarcation lines) on your navigational charts. We have listed a portion of the Rules of the Road in this manual.

MEETING HEAD-ON

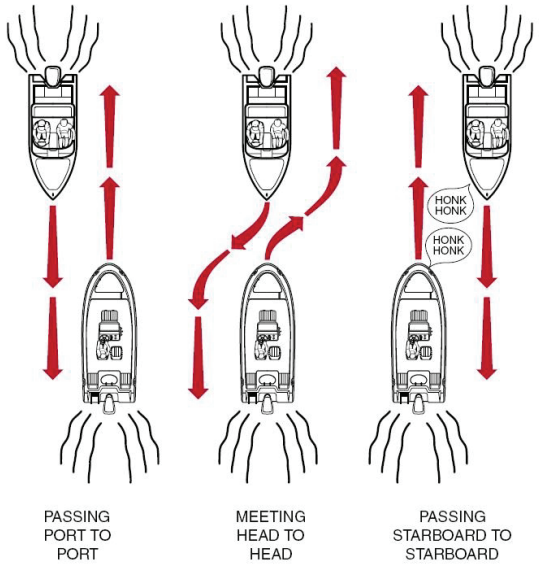
Neither boat has the right-of-way in this situation. Both boats should decrease speed, should turn to the right, and pass port-to-port.

PRIVILEGED BOATS

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

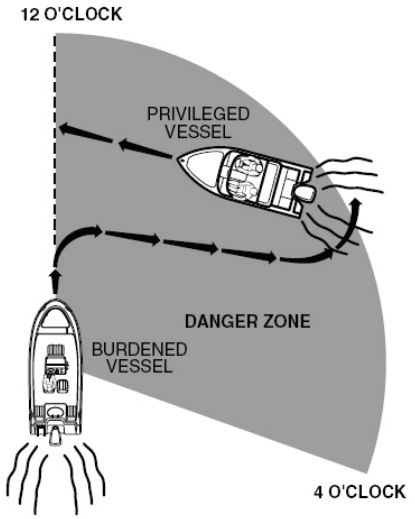
BURDENED BOATS

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



CROSSING

In crossing situations, where two power boats meet, the boat to the right from the 12 o'clock to the 4 o'clock position has the right-of-way. It must hold course and speed. The burdened boat keeps clear and passes behind the privileged boat. Power boats going up and down river have the privilege over power boats crossing the river.



OVERTAKING

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

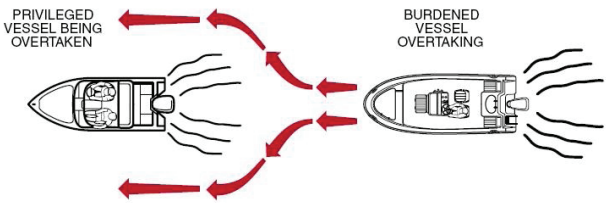
THE GENERAL PRUDENTIAL RULE

The general prudential rule regarding right-of-way is that if a collision appears unavoidable, neither boat has right-of-way. As prescribed in the Rules of the Road, both boats must act to avoid collision.

NIGHT RUNNING

Boats operating between sunset and sunrise (hours vary by state) must use navigation lights. Nighttime operation, especially during bad weather or fog can be dangerous.

ALL RULES OF WATER APPLY AT NIGHT, but it is best to slow down and stay clear of all boats, regardless of who has right-of-way. Protect your night vision by avoiding bright lights and have a passenger, if possible, help keep watch for other boats, water hazards, and aids to navigation.



LOADING CAPACITY

Though overloading is a primary cause of many boating accidents, improper loading is equally hazardous. Boaters should know the amount of weight on board and evenly distribute the weight within the boat. There is a capacity label within clear view of the helm station of your boat. Know your boat's maximum capacity and don't overload the boat.

CARBON MONOXIDE

Exhaust fumes contain carbon monoxide (CO), an odorless and colorless gas. Carbon monoxide is poisonous and a health hazard that can be fatal if breathed over an extended period of time. Symptoms of CO poisoning can include: dizziness, nausea, headache, sleepiness, vomiting, throbbing in temples, muscular twitching and the inability to think clearly. If you or anyone else experience these symptoms immediately get away from fumes and into an area with plenty of FRESH air. If symptoms persist seek medical attention. The boat operator should be aware that CO is emitted from any boat's exhaust. You are susceptible to CO while operating, mooring, and or anchoring in an area containing other boats emitting engine exhaust. An operator, likewise, needs to be aware of the consequence of his actions on other boats. Of primary concern is the operation of an auxiliary generator with boats moored along side each other.

When operating center console or dual console boats at cruising speeds, slow speeds, or dead in the water with canvas tops, side curtains and or back curtains in place, be aware of engine exhaust to ensure that emissions do not accumulate in the boats interior (the "station wagon" effect). Maintain proper ventilation by adjusting the canvas enclosure.

DANGER

DO NOT INHALE EXHAUST FUMES! EXHAUST FUMES MAY CONTAIN CARBON MONOXIDE, A DANEROUS AND POTENTIALLY LETHAL GAS.

SUGGESTED BOATING CLASSES AND LITERATURE

Boats must be operated according to prescribed safety rules and traffic regulations. This manual contains basic boating tips and is not intended as a substitute for a complete review of the safety rules and regulations. We recommend you consult the following agencies for further recommendations on safe boating and instructional classes:

- United States Coast Guard,
- United States Coast Guard Auxiliary,
- United States Power Squadrons.

Additional boating knowledge can be obtained from some of the following periodicals:

PILOTING, SEAMANSHIP AND SMALL BOAT HANDLING

(Chapman) Motor Boating and Sailing
Post Office Box 2319 —F.D.R. Station
New York, New York 10022
Available on CD ROM or as book.

PLEASURE BOATING AND SEAMANSHIP (US Coast Guard Auxiliary)
306 Wilson Road
Oaklands Newark, Delaware 19711
BOATMAN'S HANDBOOK by Tom Bottomly
Post Office Box 2319 —F.D.R. Station
New York, New York 10022
For more information on BOATING SAFETY courses in your area,
call BOATING EDUCATION HOTLINE 1-800-336-BOAT (2628),
US COAST GUARD BOATING HOTLINE 1-800-368-5647 or contact your local COAST GUARD.

IMPORTANT INFORMATION ABOUT YOUR FUEL SYSTEM:

Beginning in 2009, the United States Environmental Protection Agency (EPA) began phasing in stricter requirements for marine fuel systems. These requirements are designed to reduce pollution from both liquid spillage and evaporative emissions from marine vessels. Your new Parker is equipped with the highest quality (USCG rated A1) low-permeation fuel lines, and an aluminum fuel tank. Additionally, boats manufactured after July 31, 2013 will be equipped with an automotive type fuel fill, and a carbon canister installed in the fuel tank vent system. The fuel fill is designed to activate the automatic shutoff feature on the delivery nozzle at a predetermined level to ensure that the tank is not overfilled, and to maintain proper venting. Occasional early shutoffs may occur – this is normal, just as in your car. Be aware of your beginning and ending fuel level, though – if you know you have pumped enough to be close to capacity, DO NOT "TOP OFF"! Intentionally filling to more than rated capacity will not allow the vent system to function correctly and could introduce fuel into the carbon canister, requiring replacement of the canister. Here are some tips to keep your system functioning as designed for a cleaner, greener boating experience:

- When fueling on a trailer, fuel with the keel approximately level with the ground. In the water, this is the natural floating attitude of your Parker – just keep it balanced side to side (You should already have everyone out of the boat when fueling as a normal precaution).
- Make sure you have the dispensing nozzle inserted all the way into the boat's fuel fill.
- Maintain control of the dispensing nozzle – don't set the catch (if equipped) and walk away.
- Use a portable container for emergency fueling only. If you have to use a portable container or fuel caddy to fill your boat, remember the automatic shutoff will not work, and do not fill over rated capacity.
- When trailering your boat, avoid parking on extreme slopes for an extended period of time, particularly with a full tank in hot weather.

FUELING SAFETY

Safety during fueling requires CAUTION and COMMON SENSE.

Observe the following precautions carefully. Check with your dealer if you have questions. Check your engine manual to confirm the type of fuel and oil specified by the manufacturer. Try to avoid fuel containing alcohol (ethanol). Alcohol may deteriorate some rubber materials used to make up your fueling system, and can attract water into the system. If you must use fuel containing ethanol, make sure it is no more than **10% ethanol (E10)**, and add a quality fuel stabilizer immediately after filling your tank.

• BEFORE FUELING:

- Correctly identify your boat's fuel fill point. If fueling in-water, position the boat so that you can stand on the dock to fuel– not in the boat.
- Have a fully charged fire extinguisher nearby.
- Observe all safety regulations for the handling of fuel.
- Extinguish all cigarettes and smoking materials.
- Shut down all engines.
- Close all ports, hatches, windows, and engine compartments to prevent fumes from accumulating in closed areas.
- Turn battery select switch(es) to the "OFF" position to insure that all lights, electronic equipment, etc. are off.

• DURING FUELING:

- Keep the fuel supply nozzle in contact with the fuel fill opening to prevent any static sparks.
- Do not over fill tank. Wash and clean-up any spilled fuel. Secure the fuel cap and check fuel lines and connections for leakage.
- Dispose of rags or sponges used for clean-up on shore. Do not store these clean-up rags in the boat.
- After fueling open all ports, windows, and hatches to ventilate closed areas.
- Conduct a "sniff test" around the boat to make certain all fumes are vacated before using the battery select switches.

Use of E15 - E85 is expressly discouraged and may void manufacturer warranties.

DISCHARGE REGULATIONS

The Federal Water Pollution Control Act prohibits the discharge of oil or any other hazardous substances which may be harmful into the U.S. navigable waters. The US Coast Guard requires that any vessel 26 feet or greater display a placard in a prominent location notifying the crew and passengers of discharge restrictions. Each placard must be at least nine inches wide and four inches high, made of a durable material and printed with letters that are at least 1/8 of an inch in height.

DISCHARGE OF OIL

The Federal Water Pollution Control Act prohibits the discharge of oil or oily waste into or upon the navigable waters and contiguous zones of the United States, if such discharge causes a film, sheen upon, or discoloration of the surface of the water or causes a sludge or emulsion beneath the surface of the water. Violators are subject to a penalty of $5,000.

DISPOSAL OF PLASTICS AND OTHER GARBAGE IN WATERS OF THE UNITED STATES

The MARPOL ANNEX V is the Act to prevent pollution from ships and other vessels. Federal regulations prohibit the discharge of plastic garbage anywhere in the marine environment. Plastic includes but is not limited to: synthetic fishing nets, ropes, lines, straws, six pack holders, Styrofoam cups and lids, bottles, buckets and plastic bags. These regulations also restrict the disposal of other types of garbage within specified boundaries from shore. The following plaque will help you determine the specific distances offshore that certain garbage is permitted.

THE DISCHARGE OF PLASTIC OR GARBAGE MIXED WITH PLASTIC INTO ANY WATERS IS PROHIBITED. THE DISCHARGE OF ALL GARBAGE IS PROHIBITED IN THE NAVIGABLE WATERS OF THE UNITED STATES AND IN ALL OTHER WATERS WITHIN THREE NAUTICAL MILES OF THE NEAREST LAND.		
THE DISCHARGE OF DUNNAGE, LINING, AND PACKING MATERIALS THAT FLOAT IS PROHIBITED WITHIN 25 NAUTICAL MILES OF THE NEAREST LAND.	OTHER UNGROUND GARBAGE MAY BE DISCHARGED BEYOND 12 NAUTICAL MILES FROM THE NEAREST LAND.	OTHER GARBAGE GROUND TO LESS THAN ONE INCH MAY BE DISCHARGED BEYOND 3 NAUTICAL MILES FROM THE NEAREST LAND.
A PERSON WHO VIOLATES THE ABOVE REQUIREMENTS IS LIABLE FOR A CIVIL PENALTY OF UP TO $25,000, A FINE OF UP TO $50,000, AND IMPRISONMENT FOR UP TO FIVE YEARS FOR EACH VIOLATION. REGIONAL, STATE, AND LOCAL RESTRICTIONS ON GARBAGE AND WASTE DISCHARGES MAY ALSO APPLY.		

DRIVING

Do not allow passengers to ride in the boat while trailering. Check brakes prior to leaving. Drive as steady as possible and avoid sudden jerks. Anticipate stops to make them smooth. Road trips call for occasional stops to make sure the trailer is still secured properly.

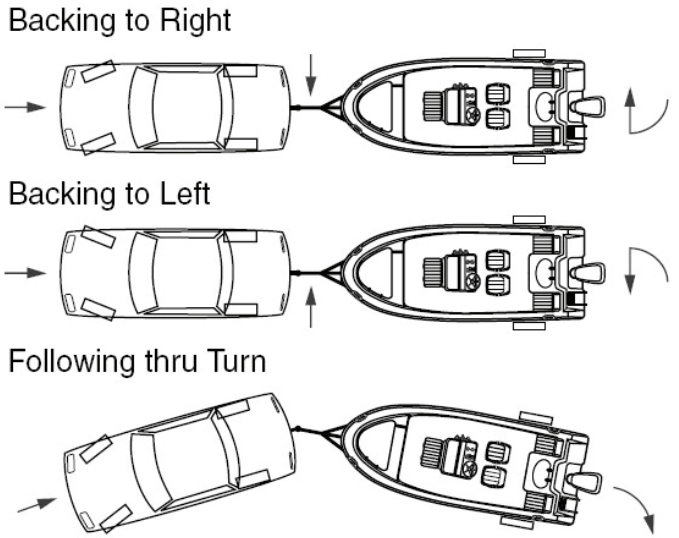
TRAILERING

The adjustment and balance of your boat on the trailer determines how easily your boat may be transported. The tongue weight on the hitch ball should be 5-10% of the total weight of your boat, motor and trailer. Tail-heavy loads cause swaying while trailering. The rollers and/or bunks of your trailer should be adjusted so that the weight is distributed evenly across the stern and forward throughout the keel sections. Your dealer is capable of adjusting your trailer properly.

Practice maneuvering the trailer. The trailer always backs in the opposite direction of the vehicle: To maneuver the trailer, turn the steering wheel in the direction you want the trailer to go. Prior to initial launch familiarize yourself with this manual and all aspects of your boat.

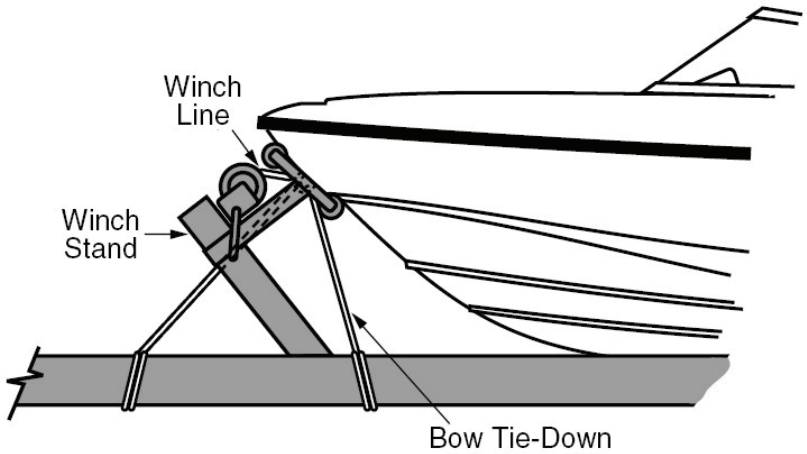
Below is a checklist to follow when trailering your boat:

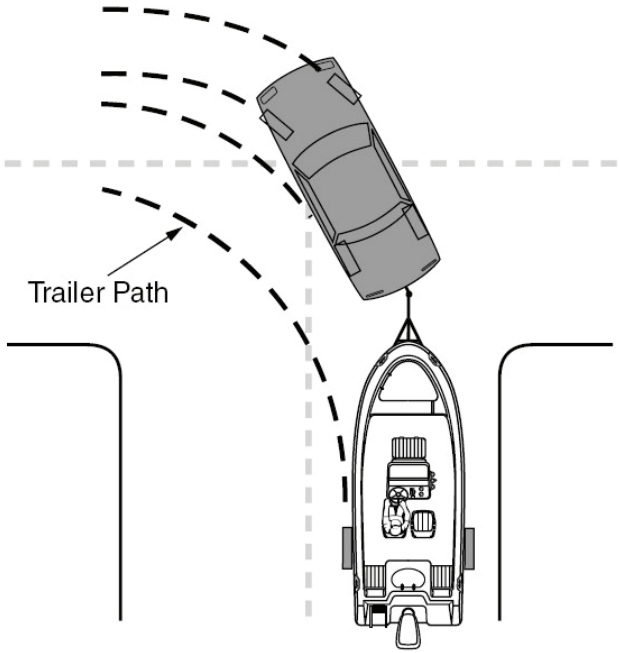
- Consult your state laws as to brake and axle load requirements.
- Check brakes for proper operation and fluid level prior to departure on each trip.
- Check springs and undercarriage for loose parts.
- Check tires for proper inflation. Under-inflated tires heat up rapidly and tire damage or failure is likely to occur.
- Wheel bearings and lug nuts should be checked before each trip.
- Your boat should be fastened to the trailer by a line from the bow eye to the winch line PLUS a bow tie-down to the winch stand or trailer tongue. The stern of your boat should be tied down to the trailer from the stern eyes.
- Check to be sure the tail lights and turning signals work prior to towing.
- Bimini tops and canvas curtains are not designed to stay on boats at highway speeds. Before towing, take down the Bimini top and any canvas, if so equipped.



GENERAL BOATING INFORMATION

- Carry a spare tire for both your trailer and your towing vehicle along with sufficient tools to change them.
- Be sure all lids, doors, and the engine cowling are latched securely before trailering.
- On extended trips, carry spare wheel bearings, seals, and races.
- While traveling, check the wheel hubs every time you stop for gas or refreshments. If the hub feels abnormally hot, the bearing should be inspected before continuing your trip
- When rounding turns on highways or streets, do not cut corners. Also, go slowly over railroad tracks.
- Before backing your trailer into water, disconnect the light plug from the towing vehicle to reduce the likelihood of blowing outlights when they become submerged.





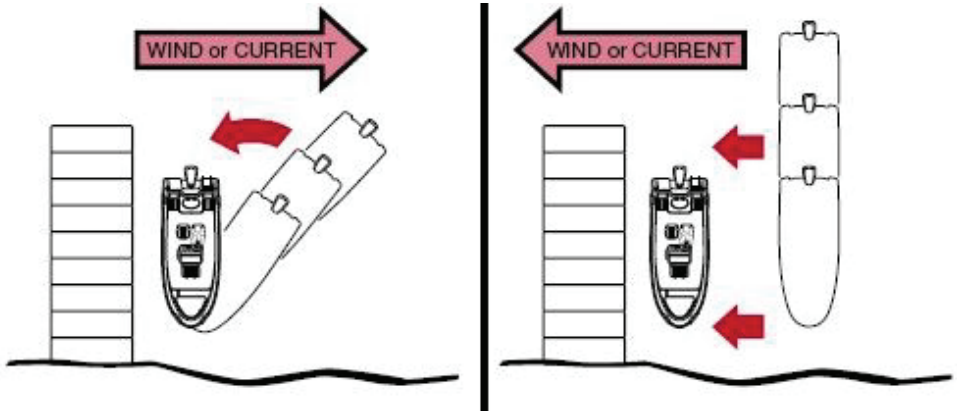
PRE-START CHECKLIST

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

- Check that all required maintenance has been performed.
- Check the weather conditions.
- Check that the required safety equipment is on board and in good condition.
- Check that the fire extinguisher is fully charged, and be sure that you are familiar with its proper use.
- Check that no fuel, oil or water is leaking.
- Check all hoses and connections for leakage and damage.
- Check that the hull drain plug is in place and securely tightened before putting your boat in the water.
- Check that battery terminals are clean and tight.
- Check that all navigation lights operate properly.
- Check that fuel and oil levels are adequate. Always carry more fuel than you anticipate using, in case you are forced to change your plans for weather or other reasons.
- Check that throttle/shift control is in neutral.
- Check that the steering system operates properly.

LEAVING / APPROACHING THE DOCK

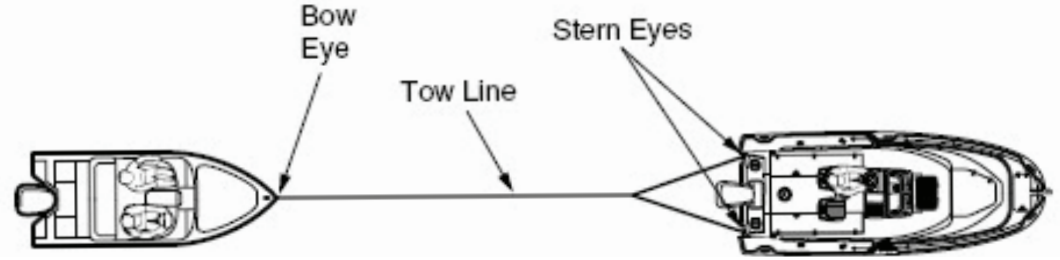
Unlike an automobile, the stern of your boat reacts first when turning. A turn to the right will swing the stern to the left and vice-versa. Remember that turning your boat away from an object such as a dock will tend to swing the stern toward that object.



TOWING OR BEING TOWED

In the event of a mishap or power loss you may need to tow a boat or have yours towed. Remember you should not tow a boat larger than your own. Never tow a boat if you are not equipped with the proper lines. Nylon ropes are recommended. They have the strength and elasticity needed to absorb the shock of towing and sudden jerks. Individuals should never hold a towline; always secure it to the boat.

Before towing a boat, make a bridle and tie it securely to the stern eyes on the transom with enough slack to clear the engines. Pad the line wherever it comes into contact with the boat to prevent chafing. Attach a tow line to the bridle so that it can slide from side to side to prevent too much pressure on a single stern eye. The tow line should then be attached to the bow eye or to a bridle on the towed boat. The tow line should be a minimum of twice the length of the towing boat, the longer the better. When passing the tow line to the other boat do not try to run in too close. Send either a light line or attach the towline to a life preserver to be pulled in. Beware of each boat's propeller.



NEVER ATTACH A TOW LINE TO A CLEAT ON EITHER BOAT

The towed boat should always have someone at the wheel since the boat may swing off course. Start the tow off slowly. A steady pull at a moderate speed should be used. It is important to keep the slack out of the propeller area. Watch the action of the towing boat. If excessive slack develops in the towline and contact is obvious turn in either direction to avoid hitting the stern. As a precaution passengers on both boats should stay clear of the tow line. Lines under stress could snap and fly in either direction causing injury.

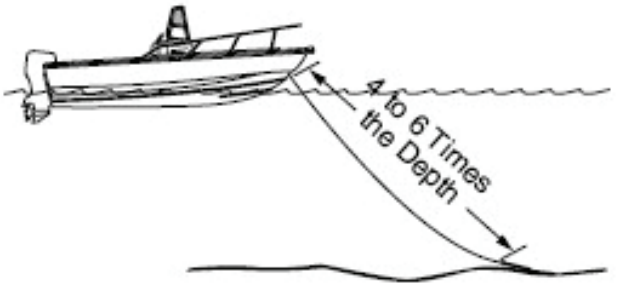
SHALLOW WATER

Most boats that become grounded can be floated off with motors tilted to reduce the draft at the transom. Do not attempt to power off if the propellers are in mud or sand due to possible damage to your engine's cooling system.

With motors tilted, try rocking the boat from side to side to break the suction of mud from the keel. Move passengers or heavy objects away from the point where the boat is grounded. Do not lower or start the engines until the boat is clear of the ground. When boating in water with tidal changes be mindful of fluctuations of the water level. If you are grounded on an incoming tide you can wait until the tide is high enough to re-float your boat. However, with an outgoing tide take quick action to re-float your boat. If this is not possible set an anchor to keep the boat from being driven further aground. Set the anchor to counter the action of the wind or current. The anchor, in some cases, can also be used to pull the boat free. Many inland areas have rocks and stumps which could crack or puncture a fiberglass hull. Be familiar with the boating area and use caution in shallow water.

ANCHORING

Some factors that determine the size and type of anchor most suitable for your boat include the size of your boat and the type of lake, sea or river bottom in your boating area. Never anchor off the stern of the boat especially in strong winds or currents. The weight of the stern and flat surface to the seas can easily cause water to enter over the transom and swamp the boat.



USING A WINDLASS

Anchoring can be less laborious if your boat has a windlass accessory. Parker Boats installs a 12 volt windlass and a stainless steel anchor roller as optional equipment on some models. The windlass is protected by a 60 amp breaker and a rocker toggle switch at the helm. See the windlass operation and service manual for further details.

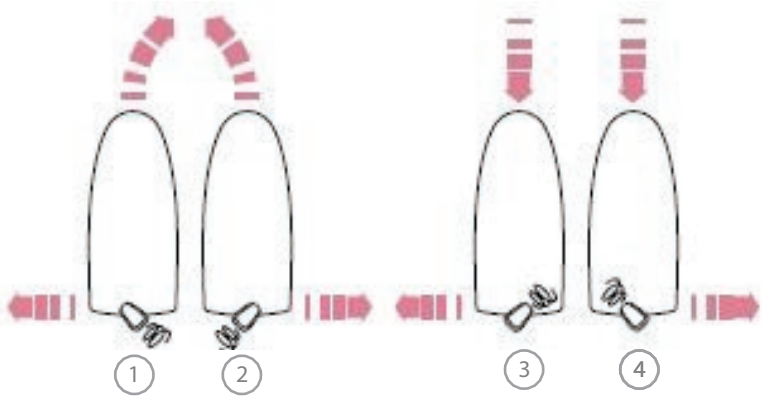
NOTICE

It is illegal to tie your boat to a navigational aids such as buoys and markers.

BOAT HANDLING

The best method of learning how to handle and obtain the best performance from your boat is to practice and experiment. After several hours of operation you should experiment with the throttle settings to determine the most comfortable and economical range for your particular loading conditions. We suggest that you make a speed/RPM chart in order to obtain the most economical operation. Operate the boat at various speeds and check the fuel consumption. Determine the amount of operating time remaining when the fuel gauge drops into the low fuel level. Make a log of this type of information and have it available when using your boat. Other statistics you may want to determine could include the following:

- Minimum speed for effective steering.
- Turning radius at different speeds.
- Response to steering at low speeds.
- Control of the boat using both engines in close quarters.
- Time and distance to bring the boat to a stop at different speed
- Acceleration and deceleration rates.



1 **RIGHT TURN**
Turn wheel to right and accelerate - Stern will move to left.

2 **LEFT TURN**
Turn wheel to left and accelerate - Stern will move to right.

3 **BACKING TO PORT**
Turn wheel to left and accelerate in reverse. Stern will pull to left.

4 **BACKING TO STARBOARD**
Turn wheel to right and accelerate in reverse - Stern will pull to right.

COMMON NAUTICAL TERMS

Abeam - Perpendicular to a boat's keel, side-to-side
Access Plate - A removable, watertight cover that provides quick entry to enclosed areas for maintenance or visual inspection.
Aft - Toward the rear or stern of boat.
Beam - The greatest width of a boat.
Bilge - The lower interior compartment(s) of the hull.
Bow - The forward/front part of a boat.
Bow Eye - A U-shaped hull fitting used to attach the trailer winch cable to the boat.
Bulkhead - Vertical partition between compartments inside the hull.
Chine - Outer bottom edge of the hull; the junction of the side of the boat and the bottom.
Cleat - Deck fitting with arms or horns on which lines are fastened.
Deck - Upper structure which covers the hull.
Draft - Depth of water required to float the boat.
Fathom - A depth measurement equal to six feet.
Freeboard - Distance from the topside of the gunwale to the waterline of the hull.
Gunwale (or Gunnel) - Top outer periphery of the deck.
Hatch - An opening in the deck.
Head - A toilet or toilet area in a boat.
Headroom - Vertical distance between the deck and cabin or canopy top.
Hull - The lower outer "shell" of the boat.
Keel - The lowest external portion of the hull; the junction of the two sides of the bottom.
Knot - Unit of speed in nautical miles per hour.
Lee - The side that is sheltered from the wind.
List - To tilt or lean to one side.
Port - The left side of the boat when facing the bow.
Scupper - Holes permitting water to drain overboard the boat.
Sheer - Curve or sweep of the deck as viewed from the side; the joint between the deck and hull.
Starboard - The right side of the boat when facing the bow.
Stern - The rear end of a boat.
Stern eye - A U-shaped hull fitting used to secure the stern of the boat to the trailer.
Stringer - Longitudinal members in the hull that provide structural strength.
Transom - The flat area across the aft end of the hull.
Wake - The waves made in the water by a moving boat.

PERFORMANCE

PERFORMANCE FACTORS
Maximum performance is dependent on many factors and cannot be guaranteed. These factors will vary with changing conditions. Some of these factors are listed below.

ENGINE EFFICIENCY
Engines operate most efficiently at the RPM confirmed in the engine operating manuals, assuming your boat is equipped with the correct engines, the engines are properly tuned and the drive systems are in good condition. Efficiency will decrease if normal care and maintenance is not performed. If engines are neglected, power will drop and speed will decrease. In addition, expensive repairs may become necessary. Be sure to follow all instructions in the engine operation manuals.

WEATHER CONDITIONS
Weather conditions affect engine performance. Barometric pressure and humidity both influence horsepower. A change of weather could cause a 10% loss in horsepower on some hot days.

LOAD DISTRIBUTION
A decrease in performance will be noticed when gear, equipment, passengers and fuel are added. This type of extra load will affect the performance of the boat according to the distribution of the weight. Water accumulation in the bilge will also affect performance. Keep the bilge dry to eliminate this problem.

MARINE GROWTH
Maximum performance is obtained only when your hull bottom is clean. Marine growth on the bottom of the boat will increase resistance and decrease speed. These conditions will also increase fuel consumption. Bottom paint and some options may affect performance.

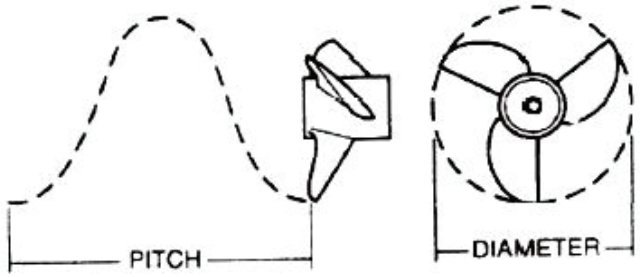
TRIM
Most outboard models are equipped with power tilt and trim mechanisms. The purpose of power tilt function is to raise the engine for launching, loading or trailering your boat. The power trim function may be used to adjust the boats planing performance and running attitude. Trim refers both to the weight distributions inside the boat and to the angle of thrust of the drive unit. The angle of thrust of the drive unit forces the bow up or down. The proper trim angle will vary depending on the load and weight distribution in your boat. If the drive is raised too far, you could cause the propeller to “ventilate”, resulting in a sudden increase in engine RPM and a loss of speed. If this occurs, immediately reduce engine speed and lower the drive until the condition is corrected.

PROPELLER

The propeller ("prop") converts the engine's power into thrust to propel the boat. The right prop for any boat in a specific application is one that allows the engine to turn up to its full rated RPM, but no more. It is necessary for the engine to turn to full rated rpm in order to develop full rated power. If the boat is used for more than one type of activity, fishing and water skiing for example, the prop can only be optimized for one situation. Since a spare prop is an excellent safety item, the purchase of a second propeller which is more efficient for another application is not all "added expense".

PROPELLER TERMS

Propellers are identified by two numbers such as 14 x 17, and a material identification, such as aluminum or stainless steel. The first number is the diameter and the second is the pitch. The diameter is the distance across the circle swept by the extreme tips of the propeller blades. The term pitch comes from the old screw analogy used to approximate propeller action. This analogy says that a propeller screws itself through the water much as a wood screw works itself into soft pine. The pitch is the angle of the blades expressed in the theoretical distance a propeller would travel in each revolution. In the above example the propeller would advance 17" on each revolution. In reality, the propeller actually pushes the boat forward less distance than its pitch. The difference between the pitch and the actual distance traveled is called "slip".



OUTBOARD PROPULSION SYSTEM

The engine manufacturer supplies all vital information concerning your engines in the operation and maintenance manuals. Details of important engine maintenance schedules, lubrication system, cooling system and engine alert systems are outlined in these manuals. Your familiarization with this engine reference material will result in the proper usage and service that is essential for safe and enduring engine performance. These manuals are included with the Owner's Packet.

CAUTION

Stay within the engine manufacturer's maximum and minimum RPM ranges when replacing props. This information is located in your engine manuals. If your boat does not have a tachometer consult your dealer for propeller changes.

ENGINE SYSTEMS

Do not attempt to service any engine or drive component without being totally familiar with the safe and proper service procedures. Certain moving parts are exposed and can be dangerous.

DANGER

DO NOT INHALE EXHAUST FUMES! EXHAUST FUMES MAY CONTAIN CARBON MONOXIDE, A DANEROUS AND POTENTIALLY LETHAL GAS.

ENGINE WARRANTY

A warranty registration card is included with all engine manuals and should be completed and returned to the engine manufacturer as soon as possible.

THROTTLE/SHIFT CONTROL

The engines throttle/shift functions are located at the helm station. Your new Parker uses two types of control boxes. All models use a binnacle / top mount control box. Boats equipped with 2nd station may use Morse Twin S Controls at both main helm station and the 2nd station.

NEUTRAL SAFETY

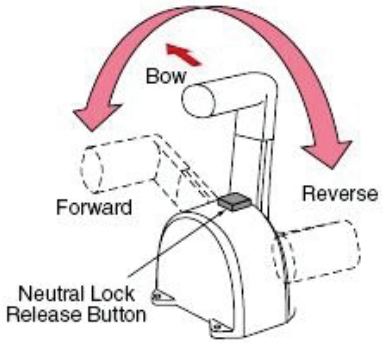
Your Yamaha powered Parker contains a neutral safety switch which prevents the engine from being started in gear. When starting your engine the control lever must be placed in the neutral/middle position. When functioning properly, this mechanism does not allow the engine to start when the control is not in the neutral position.

SHIFT FUNCTION

After your engine is started simply move the control lever in to the forward detent position. To place the engine into reverse move the control lever backwards to the reverse detent location. Remember that propellers are designed for maximum forward thrust so reverse thrust will not be as efficient. Boats equipped with Morse Twin S Controls have seperate throttle and shift levers. Consult your dealer for proper instructions.

THROTTLE FUNCTION

Forward Throttle: To engage the throttle mechanism while in forward gear position continue to move the lever forward past the detent in a controlled motion. This motion will begin to increase engine RPM which will cause the boat to move forward. (See shift function above for Morse Twin S.)



Binnacle Mount Control

Reverse Throttle: To engage the throttle mechanism in reverse continue to move the lever forward (back or aft) past the detent in a controlled motion. This motion will begin to increase engine RPM which will cause the boat to move backwards. (See shift function above for Morse Twin S.)

Neutral Throttle: To engage the neutral throttle function on your Yamaha control box depress the neutral lockout button located at the center of the control lever's pivot point. While fully depressing the button inward move the control forward or reverse to activate the throttle.

STOPPING / BRAKING

To stop a boat that is moving forward you may reverse the shift mechanism. This change in direction will provide a "braking action," slowing the boat.

CAUTION

Failure to fully depress the neutral throttle before moving the control lever may result in the control lever engaging the gear shift mechanism. Thus resulting in the propeller being engaged and causing the boat to lunge in the direction the lever was moved.

CAUTION

Abrupt BRAKING ACTION, with the boat moving too fast, may cause a wake that can rise above the transom and potentially flood the boat. ALLOW ENGINE RPM TO DECREASE BEFORE SHIFTING INTO REVERSE.

CONTROL CABLES

If your throttle or shift cables need replacing use the same style and length as the original equipment.

STEERING

Most outboard engines are equipped with an adjustable rudder trim tab. This trim tab should be adjusted to balance the steering at the speed which you travel most frequently. Variations in speed, boat load or changes in the engine trim will cause the steering to pull in one direction. If the boat pulls to the left adjust the trim tab to the left and vice-versa.

HYDRAULIC STEERING

Hydraulic steering systems require regular preventative maintenance for continued safe and reliable operation. The oil level in the helm pump must be maintained within acceptable operating levels. A low oil level will cause air to be introduced into the steering system and result in unresponsive steering. The oil level should always be within 1/2 inch from the base of the fill hole located on the front top portion of the helm pump. Check the entire steering system regularly for oil leaks. Unobserved leaks over a period of time will result in unresponsive steering or loss of steering. Any moving mechanical linkages, sliders, etc. should be greased as needed with high quality marine grease approved by the steering manufacturer. Refer to the manufacturer's steering manual for specific recommendations and additional maintenance. Any slow or sudden change in the "feel" of your steering system indicates an immediate need for a thorough inspection. All repairs and replacements to steering systems should be made by an authorized dealership.

TRIM TABS

Parker Boats installs Lenco trim tabs. The tab planes mounted on the transom of the boat are actuated by a electric ram piston. Two switches at the helm operate the trim tabs. The switches are labeled "bow up-bow down" and correspond to the side of the boat the switch is closest to, although the tab on the opposite side of the boat causes this motion. Always remember to fully retract the trim tabs prior to putting the boat on a trailer. Stepping on the trim tab plane may cause damage to the unit or result in injury. See your Lenco owner's manual for complete maintenance information.

YAMAHA COMMAND | LINK GAUGES
STANDARD PACKAGE
- Multi-function Tachometer
- Multi-function Speedometer

YAMAHA DIGITAL ENGINE INSTRUMENTATION (Standard)
LCD MULTI-FUNCTION TACHOMETER
The Yamaha LCD Multi-function Tachometer incorporates a Tachometer, Trim Gauge, Total Hour Meter, Trip Hour Meter, Oil Indicator, Overheat light.

LCD MULTI-FUNCTION SPEEDOMETER
The Yamaha LCD Multi-function Speedometer incorporates a Speedometer, Fuel Gauge and Volt Meter. The gauge is compatible with most GPS units.

TACHOMETER
The Tachometer indicates the engine RPM (Revolutions Per Minute). Consult your engine owner's manual for the recommended operating RPM range. Proper engine operating range may vary between 2-Stroke and 4-stroke engines. If your boat does not reach the maximum RPM recommended for your engine(s), a change in propeller may be necessary.

SPEEDOMETER
The Speedometer indicates your boat speed. The speedometer can display speed in two units of measurement: MPH (miles per hour), or KNOTS (1 Knot = 1 nautical mph, or 1.15 statute mph).

FUEL GAUGE
The fuel gauge indicates the fuel level. When checking fuel level the attitude of your boat in the water can impact the reading.

USABLE FUEL
The fuel pickup tube inside the gas tank is not capable of withdrawing all of the fuel from the tank. For this reason, never operate your boat at extremely low fuel levels.

TRIM GAUGE
The Trim Gauge displays the degree of tilt/trim angle of the outboard engine.

VOLTMETER
The voltmeter (optional) indicates the battery charge with the engines off and the charging system output with the engine running. A reading of 12 or 13 volts with the engines off is normal, indicating a fully-charged battery. Readings below 11 indicate a weak battery which may not start an engine. A reading of 13 to 15 volts when the engine is running is normal. Readings over 15 volts may indicate regulator problems. Low or fluctuating readings may indicate loose connections or trouble in the regulator and alternator circuit.

ENGINE LUBRICATION
4-STROKE ENGINES
Your Yamaha 4-stroke engine is equipped with an engine oil system similar to an automobile. The owner should check the oil condition and level after the first few hours of operation, and follow a routine oil change schedule as recommended in your engine manual.

WARNING SYSTEMS
WATER TEMPERATURE AND OIL LEVEL
Outboard engines have several warning systems. The buzzer for these systems is located under the dash. Some models also have indicator lights in addition to the audible alarm. The purpose of the buzzer is to alert the driver to potentially damaging engine operating conditions. Consult your engine owner's manual for exact location and function of these systems. Yamaha engine warning systems also incorporate an RPM reduction mode that when working properly effectively controls the engine RPM. The maximum RPM achievable when a Yamaha warning system is activated is 2,500 RPM. Consult your authorized dealer if your engine is not achieving proper operating RPM.

CLOCK
This feature is battery powered and may need to be reset if the battery select switch is turned to the "off' position.

FUEL GAUGE
This feature indicates the gas tank fuel level. When reading this gauge remember two things: (1) the accuracy of your gauge varies with the attitude of your boat in the water (trim or list heel), (2) the fuel pickup tube inside the gas tank is not capable of withdrawing all of the fuel from the tank. For these reasons never operate your boat at extremely low fuel levels.

LOW FUEL WARNING INDICATOR
This feature indicates when the fuel level in the main fuel tank is becoming low.

OVERHEAT WARNING INDICATOR
This feature indicates when the temperature of the cooling water circulating through the engine is too high. When the temperature exceeds the recommended operating range indicated by your engine owner's manual, immediately shut off your engine to prevent damage. Overheating is often caused by obstruction of your engine's intake on the lower unit. Check the intake strainer first if you experience trouble.

TRIP METER
This feature indicates the distance traveled since the meter was last set.

OIL LEVEL WARNING LIGHT
Refer to your engine owner's manual for information regarding oil level and warning light.

REVOLUTIONS PER MINUTE (RPM)
Consult your engine owner's manual for the recommended operating RPM range.

TRIM
In general a boat is started from a stationary position with the engine trimmed in. The engines are "tucked in" to the transom and will tend to keep the bow down as the boat comes on plane. As speed is increased and running angle reduced, the engines are gradually trimmed out to maintain a desirable running angle. Keeping the engines trimmed too far in will cause the boat to plow water and possibly "bow steer", veering unexpectedly.

GAUGES AND SWITCHES

SWITCH PANEL
At the helm station you will find an accessory switch panel. These accessory switches are specified below.

BILGE PUMP
This switch serves as an overriding manual switch in the event of failure of the automatic switch in the bilge.

COCKPIT LIGHTS
The cockpit lights provide illumination for the cockpit area.

HORN
The horn is sounded by pressing the momentary switch on the panel or on console. It should be used to warn or alert other boats or persons.

LIVEWELL
This switch activates the livewell pump. On models that have the water pickup mounted on the bottom of the boat, ensure that the valve under the pump is in the open position. Most models also have a flow control on the aerator fitting in the livewell–use this to adjust fill and circulation rates.

WASHDOWN
This switch pressurizes the wash down system.

NAVIGATION / ANCHOR LIGHTS
Your boat is equipped with lights that meet international lighting regulations. The three position switch (NAV-OFF-ANCHOR) changes the lighting configuration to running or anchor lights. Select the NAV position when running at night (running lights). The NAV position will illuminate the red/green combination light forward and the white all around light. Select the ANCH position while anchored at night. The ANCH position will illuminate only the white all around light. Be sure to stow the bimini top at night if it obstructs other boats ability to see the all around light.

ACCESSORY
Switches, fuses and breakers labeled "ACC" are unused. These components are provided for the addition of non-factory installed accessories.

CIRCUIT BREAKERS
Circuit breakers are located either on the switch panel or nearby on a dedicated breaker panel. If a breaker trips repeatedly, troubleshoot the circuit for shorts or a malfunctioning device. Wiring diagrams for several current Parker models are included in this manual. Contact the Parker factory if your wiring diagram is not included.

GENERAL

The amount of maintenance required to keep your boat operating properly and to maintain the appearance is dependent on how the boat is used, amount of usage, type of water, climate, etc. Your hull and deck are constructed by the hand lay-up method using the highest quality fiberglass mat and knitted non-woven fabrics. This method of construction ensures a proper fiberglass-to-resin ratio and uniform thickness, which together result in boat of superior strength, much stronger than boats constructed of "chopped glass". This process ensures that your Parker boat is the strongest, most durable fiberglass boat possible. The bilge areas should be kept clean and dry. Leaks found early and corrected are less likely to cause damage. Do not allow grease and dirt to build up. Proper maintenance of your boat is not only a source of pride, it is the key to maintaining your boat's value. A few simple steps will keep your fiberglass Parker looking showroom bright for years.

EXTERIOR FIBERGLASS FINISH

The exterior finish of your Parker is a thin layer of resin with a finished color pigment called gelcoat. Its purpose is to protect the inner laminate from moisture and chemicals and to give the parts the glossy smooth colored finish that is the hallmark of fiberglass boats. Although gelcoat has a hard smooth surface it does contain microscopic pores that will allow surface discoloration if not kept clean.

MAINTENANCE

Normal exterior finish maintenance of your Parker boat is similar to the care you would give your automobile. Do not use caustic, highly alkaline cleaners or those containing ammonia. These cleaning agents may darken gelcoat. The resulting stain is a chemical reaction and can be removed with a rubbing compound followed by waxing.

CLEANING

The best way to prevent discoloration and soil build-up is to hose the boat with fresh water after each outing or on a regular basis. This build-up is the result of use and environmental pollutants. Clean the boat regularly with a mild household detergent and plenty of fresh water. Use a sponge on smooth surfaces including the deck and a brush on the nonskid. Rinse away all grime and residue. All stainless or aluminum surfaces inside Pilot Houses should be cleaned and polished.

CAUTION

- Keep buffer moving. Do not allow it to rest in one spot.
- Heat build up will quickly distort the surface.
- Compounding too often or excess compounding can wear away the gelcoat.
- When buffering is complete wash away compound with clear clean water and dry the area.
- Once the area is clean it may be waxed. This will enhance the gloss while providing a seal to retard staining or soil accumulation.

WAXING

Gelcoat can lose its gloss due to constant exposure to the natural environment and pollutants. It will require special attention to restore the original gloss and color. See a local dealer for advice on wax for your boating region. The wax film will seal the pores as well as enhance the looks of your boat. DO NOT wax non-skid surfaces, they will become slippery. While waxing your boat inspect the surface for any damage. Have the damage corrected as soon as possible. Gelcoat will age or dull naturally. Discolorations are shallow, old wax accumulation and the salt content of water. Polishing compound (fine abrasive) or rubbing compound (coarse abrasive) is recommended for use on fiberglass finishes to remove scratches, stains or restore severely weathered surfaces. These products can be applied by hand or mechanical means. The process below will help restore fiberglass finishes:

- Clean the affected area with a good detergent.
- Remove stubborn stains or discoloration by gently wet sanding the affected areas with 600 grit "wet or dry" sandpaper.

ALWAYS SAND IN ONE DIRECTION. Use plenty of water and sand curves in the same direction. Dry the area to make sure all the discoloration has been removed. Repeat this process if necessary.

- Buff using a polishing compound suitable for fiberglass, an electric buffer (1750- 1800 RPM) and an 8-inch lamb's wool pad.

REPAIRING

Though gelcoat is a very durable material, it is susceptible to scratches, blistering and web-like cracks (crazing) over time. It is elastic enough, however, to withstand strong blows while flexing with the hull's movement. Gelcoat problems are cosmetic and will not affect the structural integrity of your boat. Some gelcoat damage and imperfections, such as nicks and scratches can be repaired by obtaining a color match patch kit. This kit can be purchased through your Parker dealer. Acetone is the most suitable cleaning agent for gelcoat. Instructions are included in the patch kit.

CAUTION

M.E.K. (Methyl ethyl ketone peroxide), gelcoat and acetone are flammable hazardous chemicals that must be handled properly. Follow instructions carefully. After the gelcoat is catalyzed it will heat up and emit fumes. When finished with catalyzed chemicals or if they start to build up heat, sumerse completely in water until cool.

BOTTOM PAINT

If your routinely leave your boat in the water for more than a few days at a time, the hull bottom (below the waterline) should be painted with anti-fouling paint to protect it from marine growth and barnacles that hinder performance. Since some anti-fouling paint slowly dissolves to prevent marine growth, it is advisable to inspect and clean the boat bottom at least once per season. Repaint when necessary. To help prevent blistering use an epoxy barrier coat applied in conjunction with the anti-fouling paint. Contact your dealer for bottom paint recommendations.

CANVAS

Although your Parker boat's canvas is made using the highest quality fabric and latest sewing techniques, your boat's canvas will not be completely leak proof. The seam holes in your canvas may stretch and leak. However, you can correct much of this problem by applying a water-based repellant such as Apseal® or UnisealTM to the seams. Please understand that Parker does not warrant the fit and design of the canvas to be entirely watertight.

CAUTION

Do not paint the outboard motors with anti-fouling paints designed for boat hulls. Many of these paints can cause severe damage to engines.

MAINTENANCE

To maintain your boat's top and other canvas follow these steps:

Fabric should be cleaned regularly to prevent soil build-up that will become embedded in the fabric. Simply brush off any debris, hose down canvas and clean with a mild solution and warm water. Do not use petroleum or ammonia based cleaners on canvas or clear vinyl, they will cause the canvas to turn yellow. For heavily soiled fabric remove top from frame. Water repellent was applied to your canvas during manufacturing. After various cleanings some of the repellent may have been released and retreatment of the fabric is recommended. Do not use wax-based products. Use a water based repellent such as Apseal® or UnisealTM. Scotchguard® is effective for short-term use only. When cleaning Sunbrella fabrics, it is important to observe the following:

- Always use a mild soap i.e. Ivory Snow, Dreft or Woolite. Never detergent
- Water should be cold to lukewarm (never more than 100° F).
- Air dry only. Never apply heat to Sunbrella fabrics. If you are cleaning Sunbrella while still on an awning frame or a boat, follow these simple steps:
- Brush off excessive loose dirt.
- Hose down the material to remove any remaining loose residue.
- Prepare a cleaning mixture of water and mild soap (no detergents).
- Use a soft bristle brush to clean.
- Allow soap to soak in and rinse thoroughly.

If stubborn stains persist, you can use a diluted chlorine bleach/ soap mixture for spot cleaning of mildew, roof run-off or other similar stains (see our Stain Chart for specific recommendations). Prepare a special cleaning mixture:

- Eight ounces (one cup) of chlorine bleach.
- Two ounces (one-fourth cup) of mild soap.
- One gallon of water.
- Clean with soft bristle brush.
- Allow mixture to soak for up to 20 minutes
- Rinse thoroughly.
- Air dry.
- Repeat if necessary

Remember to protect the area around your Sunbrella if using a bleach solution. Carpet or other fabrics that are not Sunbrella may have an adverse reaction to the bleach.

If an awning or boat cover is suitable in size for a washing machine, these steps should be followed:

- Use only mild soaps. No detergent.
- Wash and rinse in cold water.
- Air dry. Never put Sunbrella fabrics in your dryer.
- Re-treating the Fabric

As part of the finishing process, Sunbrella fabrics are treated with a fluorocarbon finish, which enhances water repellency. This finish is designed to last for several years, but must be replenished after a thorough cleaning. Based on test results, Glen Raven recommends 303 High Tech Fabric Guard™ as the preferred retreatment product for Sunbrella fabrics. Fabrics should be retreated after thorough cleaning or after five years of use. Check with your local Sunbrella dealer or distributor for more information.

Applying 303 High Tech Fabric Guard™ 303 should be applied to Sunbrella fabrics after each thorough cleaning, which typically removes the original fluorocarbon finish and reduces the fabric's water repellency. After cleaning the fabric, allow it to air dry completely and then apply 303 in a thin, even coat. After allowing the first coat of 303 to air dry, apply a second thin, even coating of 303. Two light coatings are more effective in restoring fabric water resistance than a single heavy coating. A 15- ounce bottle provides coverage of up to 50 square feet of lightweight fabric. Always apply 303 to clean fabric.

ZIPPERS & SNAPS

Zippers and snaps will loosen with use. Use care when starting the zipper to prevent damage. Lubricate the snap buttons and zippers with

petroleum jelly or paraffin. Fasteners should be unsnapped as close to the button as possible. Apseal® is a registered trademark of Astrup. Uniseal™ is a trademark of Unitex. Scotchguard® is a registered trademark of 3M.

VINYL

Clean clear vinyl thoroughly with denatured alcohol and then apply a protective layer of clear wax. Do not use paste wax – it will turn the vinyl yellow. This process should be repeated as necessary to maintain the protective wax coating.

- Store and secure canvas before trailering.
- Dry all canvas before storing to prevent mildew.

Remove the top, front and side panels; roll them up for storage. This procedure is necessary to prevent the front and side vinyl pieces from cracking. NEVER FOLD THESE PIECES**!**

STORAGE

Consider the following steps when putting your folding top canvas option in the stored position:

- Fold the top and zip it into the canvas cover provided.
- Pivot the covered top into a safe, stowed position

UPHOLSTERY

Your exterior vinyl upholstery may be cleaned with a mild solution of household detergent and fresh water. Commercial cleaners for vinyl also work well. Since the seams of your exterior upholstery are not waterproof, your upholstery should be stored in a dry location or covered when not in use.

HARDWARE MOUNTING

When mounting hardware to boat surfaces, first check for any wiring, hoses, etc. behind the surface before doing any drilling or cutting. Also check that the surface is adequately reinforced for the hardware you wish to install, and add backing materials if needed. Finally, make sure all penetrations are sealed properly with a marine grade sealant to prevent leakage of water into the hull.

CAULKING/GASKET

Deck fittings, bow rails, windows, hatches etc., have been caulked or gasketed with the highest quality material to ensure a waterproof joint with the boat. However, the working action of normal use will tend to flex the joint and eventually break down the seal. Periodically inspect the caulking or gaskets for leaks. Re-caulk or replace the gaskets when necessary or have your dealer do the repairs.

STAINLESS STEEL RAILS & HARDWARE

Your hardware is made of laboratory grade stainless steel, and needs regular cleaning to maintain its "less staining" properties. The key to maintaining stainless steel is to keep it clean with a mild solution of soap and fresh water. Remove salt or dirt from your stainless steel on a regular basis.

ANODIZED ALUMINUM COMPONENTS - LEANING POSTS, ROD HOLDERS, T-TOP FRAMES

Due to the nature of anodized aluminum and the harsh exposure conditions of the marine environment, it is important to follow a regular maintenance procedure. Failure to follow a preventative maintenance procedure will most likely result in aluminum pitting. These parts must be washed periodically with a very mild soap and water solution. Parker recommends washing with a mild soap (such as Ivory Liquid) after each use and every two to three weeks if stored in an outside marine environment. Strong cleaners and soaps must not be used; never use abrasive cleaners or products that contain chlorine bleach. These products can remove the anodized coating. Pay special attention to the upper tubes of a hardtop or T-top frame. The area just below the top is shielded by the canvas or fiberglass top and does not receive the natural rinse that rainwater provides. Failure to thoroughly clean and maintain this area will allow contaminates that attack the anodized aluminum to remain on the frame.

For maximum protection coat parts with a non-abrasive metal protector. The best protectors will displace moisture, remove contaminates, and leave a wax film protecting the anodized aluminum. Follow the application guidelines for the product you choose.

SCUPPERS

Parker boats have self-bailing cockpits. This means water on the cockpit floor drains by gravity through large aft scuppers and NOT into the bilge. The aft drains or scuppers have an external flap assembly which restricts the flow of water back into the boat. Inspect the flaps periodically to make sure that they are free of debris. The scupper flaps may need periodic replacement if the rubber becomes damaged or no longer seals properly in the thru-hull.

FUEL SYSTEM MAINTENANCE

One component that should be inspected if a restriction occurs is the anti-siphon valve. If fuel does not flow properly through this part it must be cleaned and/or replaced. DO NOT remove the anti-siphon valve and replace it with a regular barb. Do not use fuels containing alcohol. Alcohol, particularly ethanol, will absorb water that makes fuel more corrosive to metals in tanks and carburetors. It also shortens the durability of elastomers such as hose and gaskets. After fueling, inspect the fuel hoses, connections, and tanks for tightness, signs of leaks, and deterioration. Annually conduct

a more detailed inspection of fuel system components, especially those hidden from routine inspection. Replace any fittings, deteriorated hoses, clamps or connections immediately.

BATTERIES

The batteries in your boat have been selected to match the starting requirements of your engine. They should be secured in a non-metallic tray to contain any electrolyte spills and an insulated boot should cover at least the positive battery terminals.

WARNING

A battery contains sulfuric acid. Avoid contact with skin, eyes or clothing.

Antidote:

- EXTERNAL: Flush with water.
- INTERNAL: Drink large quantities of water or milk. Follow with milk of magnesia, a beaten egg or vegetable oil. Contact a physician immediately.
- EYES: Flush constantly with water and get prompt medical attention.

SHIELD EYES WHEN WORKING NEAR BATTERIES.

Batteries produce explosive gases. Keep sparks, flame and cigarettes away. Ventilate when charging or using in an enclosed space.

KEEP OUT OF REACH OF CHILDREN

Most newer batteries are of the sealed or gel type. If you do have a battery with removable caps, fluid levels should be checked at least once a month. Fill the battery to the upper level with distilled water. Never overfill the battery. Clean the terminals on all batteries by first turning off any battery switches, then by removing the terminal connections and scrubbing them with a small wire brush and a little bit of baking soda and water (being careful to keep the mixture out of the battery). Wipe dry, then reattach the cables, starting with the highest current draw conductor (i.e. starter cable) closest to the battery, and finish with a light coat of dielectric grease over the exposed metal to help keep out moisture. Follow this same procedure for winterizing, and check and charge the batteries periodically when in storage.

BATTERY SWITCH

Your Parker may be equipped with a dual battery system, with a selector switch located near the batteries. The purpose of a dual battery system is to provide a backup source of power in the event the main battery should become discharged. It is NOT recommended to operate the boat with the switch in the "BOTH" or "ALL" position– this could lead to discharge of both batteries. Instead, alternate operation between the two at approximately equal intervals. This will ensure that both batteries will remain fully charged. NEVER TURN SWITCH "OFF" WITH THE ENGINE RUNNING!

⚠ CAUTION ⚠

Never disconnect the batteries when the engines are running. This can cause damage to the charging system. When replacing your battery, reference your engine owner's manual for recommended battery type and required performance specifications.

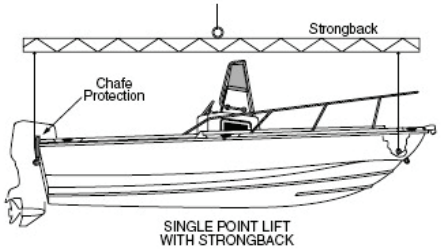
NOTE– The automatic bilge pump float switch is wired directly to battery 1. In the event of total discharge of battery 1, the float switch would be inoperable and will not provide protection against water entering the bilge while the boat is unattended.

GENERAL INFORMATION

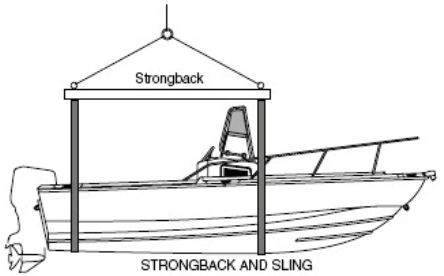
Boats stored during the winter or for an extended period of time require some routine maintenance. Prior to and during the storage process the boat and its systems should be checked for maintenance and repairs. It is recommended that you arrange these repairs during the storage period. Avoid costly damage and delay when launching your boat by having it stored and winterized properly. This information is presented as a general guide and the actual storage should be performed by a professional and authorized Parker dealership.

BOAT STORAGE

To avoid personal injury and property damage it is advised to take extra precautions when lifting or moving the boat for storage. For permanent lifting, you will need to have or add a bow lifting ring option.



SINGLE POINT LIFT WITH STRONGBACK



STRONGBACK AND SLING

THE BOAT SHOULD NOT BE STORED BY USING BOW AND STERN EYES.

While transporting a boat by lift or tow motor the structure should remain as close to ground level as possible. If slings are necessary for lifting or transporting they should be in proper condition and tied together to prevent any movement (separating or slipping) which could cause damage to the boat. If tow motors are used to move the boat the forks should be padded and in a secure location under the hull near the chine. The forks should be long enough to prevent the boat from rocking forward and aft causing it to become unbalanced. Other conditions that should be considered before hauling, transporting or storing your boat include overhead lines, ground conditions (frozen or soft) and storm conditions that may arise. When storing your boat on the trailer raise and block the trailer axle to prevent tire deterioration. This is an excellent time to lubricate and pack the wheel bearings per the manufacturer's instructions.

WINTERIZATION AND STORAGE

WINTERIZATION AND STORAGE

Make sure the keel, chine and transom are fully supported. Indoor storage is beneficial particularly if your climate produces freezing weather. The storage unit should not be airtight but should be ventilated. Ventilation is extremely important both around and through the boat. For outdoor storage a canvas cover should be used to prevent "sweating". One method is to build a frame over the boat to support the canvas. It should be a few inches wider than the boat so the canvas will clear the rails and allow passage of air. The cover should be fastened securely so that winds cannot remove it or cause it to chafe the boat. A poor covering job will eventually cost more than the price of a well-made cover. IF THE BOAT IS SHRINK WRAPPED WITH PLASTIC DURING STORAGE, THE FUEL FILL AND VENT FITTING MUST BE OUTSIDE OF THE ENCLOSURE TO PREVENT THE TRAPPING OF DANGEROUS FUMES OR SPILLAGE FROM THERMAL EXPANSION.

CLEANING AND LUBRICATING THE BOAT Clean and wax the boat before storage. If your boat stays in the water there may be a layer of growth on the bottom. As it dries, this debris will harden. Clean, scrub, and scrape the bottom promptly when the boat is removed from the water. Thoroughly remove all marine growth and other foreign matter from the hull. Clean the inside of hull openings, thru hull fittings and scupper drains. Inspect the hull bottom for damage. Check cleats and rails for corrosion and tightness. Clean all stainless steel as directed under MAINTENANCE. Use a good quality metal preservative like T-9® on all metal surfaces to prevent salt water damage. Check all hinges for corrosion. Lubricate hinges as necessary. Check for loose silicone, hinges, and unseated gaskets. Replace or tighten where necessary.

NOTE- Over time, the normal flexing resulting from regular or extended operation in heavy seas can result and can cause leaks in your windows, doors and hatches. Inspect for fastener tightness and seal integrity at regular intervals.

DRAINING AND WATER SYSTEMS

Remove the garboard drain plug and open all valves and seacocks to keep the bilge dry. Store your boat with the bow elevated for drainage. Drain all water tanks, lines and pumps to prevent freeze damage. The fresh water system may be drained by running any faucet until the tank is empty. When empty, turn the faucet off to prevent pump damage. Residual water will not damage the tank. If desired, to drain other lines, close seacocks and run the pumps until the lines are empty. After emptying the lines, re-open the seacocks. In warmer climates draining will help prevent water stagnation.

FUEL SYSTEM

Fill your fuel tank with fuel to minimize space in the tank for condensation to form. Add a good quality fuel stabilizer, following the manufacturer's directions on the container. DO NOT fill your tank with fuel containing ethanol for storage! The ethanol will tend to separate out of the fuel over time, and will also absorb water.

BATTERIES

Check the electrolyte level in your batteries and fully charge the batteries before storing. A weak battery loses its charge more rapidly than a strong battery. Ideally, you should disconnect the batteries and cover the terminals with grease to prevent corrosion.
When replacing batteries in the boat remove excess dielectric grease from terminals and charge as necessary before reinstalling.

ENGINES

Check your engine owner's manual regarding the procedures for winterizing the engines. Follow these important instructions carefully, and your engines should survive most weather conditions. Change all filters. Check hoses and clamps. If you have any vibrations during the season look for loose engine bolts, bent shafts or bent propellers.

STORAGE CHECKLIST

In addition to the winterization guidelines, use the following checklist as a guide for storing your boat. Additional details should be added as needed for your personal application.

- Remove all loose items and personal effects.
- Remove any detachable and valuable equipment such as electronics. Store electronics inside in a dry and secure place.
- A built-in compass should be covered. Ultraviolet rays from the sun will "cloud" the compass and make it difficult to read.
- All equipment should be winterized as directed in the manufacturer's manuals.
- Winterize engine
- Winterize fuel system
- Winterize Raw / Fresh water systems.
- Inspect & Lubricate trailer bearings and other parts as recommended by the trailer manufacturer.
- Store cushions and canvas indoors in a dry place to prevent mildew.
- Clean the exterior and interior of the boat
- Remove all grease, oil, salt spray etc.
- Remove all garbage. Clean the cabinets, lockers / storage, and fish boxes and live wells.
- The lids and doors should be propped open for ventilation
- Empty toilet / head and flush with fresh water
- Lubricate all hinges, valves, the backs of electrical panels and other surfaces that may rust.
- Check underwater items. Hardware should be in good condition and tight. Inspect electrical systems and have any repairs performed.

WINTERIZATION AND STORAGE

COMMISSIONING YOUR BOAT AFTER STORAGE

We want you to enjoy your boating experience and it is important that you properly re-commission your Parker boat. Before placing your boat in the water for the boating season, have the hull bottom cleaned. Sand and reapply antifouling bottom paint, if necessary. Leave as much equipment and personal effects off the boat until after launch and final check.

PRIOR TO LAUNCHING

It is recommended that your Parker boat be re-commissioned by an authorized dealer. Below is a list of items to check and perform prior to placing your boat in the water. The following list will give you some ideas and suggestions.

- Check all gear and replace if necessary.
- Check thru hull fittings for cleanliness, damage and tightness.
- Check prop installation and tightness.
- Clean battery terminal posts with a wire brush or bronze wool. Install batteries, attach cables and tighten. Apply dielectric grease to post to exclude air and acid. Check all wire connections for contact corrosion and lightness.
- Check hull valves for easy operation and for condition of hose.
- Check operation of bilge pumps in manual and automatic modes.
- Check operation of all DC circuits.
- Check the hose and lines on the fresh water system, install drain plug and close drain valves.
- Perform maintenance on engines according to the manufacturer's manuals prior to returning them to service.
- Fill fuel system and thoroughly check out fuel system including lines, fittings, connections, valves and filters for leaks.
- Check operation of toilet (reference manufacturer's manual).
- Check all engine and steering control cables and linkage for operation. Lubricate cables and linkage as necessary.
- Fill fresh water system and check for leaks.
- Check safety equipment including flares, fire extinguisher and first aid kits. Replace items as necessary.

AFTER LAUNCHING

Before releasing the boat from the trailer inspect the boat for all sources of possible leaks from stem to stern (including bilge area). Verify all engine and steering control cables and linkage for operation. If any of these critical items are not functioning in accordance with the manufacturer's design immediately contact your authorized Parker dealer to schedule a thorough inspection and service. Operate engines as directed in engine manufacturer's manual.

There is a deck plate installed on the port gunwale beside the cockpit marked "Waste"- most marinas and some municipalities can empty your holding tank through this fitting. In areas where discharge is allowed, waste can be pumped overboard. A key switch in the console operates this pump. Be sure that the seacock is in the open position before operating the pump. Damage to the pump could result if the seacock is closed.

The head manufacturer's instructions are included in your owner's package – be sure to read and understand the recommended operation and maintenance procedures in the manual and abide by all laws and regulations for waste disposal. **Remember – discharge valves must be closed, and the key removed from the switch or access to the toilet restricted when in a no-discharge zone.**

HEAD SYSTEMS

In 1972 (amended 1987) Congress enacted the Clean Water Act. This law addresses a wide spectrum of water pollution problems, including marine sewage from boats in navigable U.S. waters. The law provides for "no discharge" by boats operated within three miles of shore, in enclosed lakes and reservoirs or in rivers not capable of interstate navigation. States may apply to the EPA to have other waters declared "no discharge" if discharge of sewage would be harmful. Therefore boats with toilets must be equipped with operable, Coast Guard approved Marine Sanitation Device (MSD). These are designed to either hold sewage for pump out ashore or discharge beyond the three mile limit or treat the sewage to Federal standards prior to discharge. Check with your local authorities or Coast Guard for any rules which apply to the area where you do your boating. In order to comply with the Clean Water Act, in addition to the discharge seacock being kept closed, the key must be removed from the pumpout switch or the door to the head should be kept locked when operating the boat in a nodischarge zone. Failure to follow these rules may lead to a citation if boarded by the Coast Guard or other law enforcement agency. All systems use raw water only for flush and fill. Be sure to read the literature that came with the head system before using it.

WINDLASS

Anchoring can be less laborious if your boat has a windlass accessory. Parker Boats installs an optional 12 volt windlass and a stainless steel anchor roller. The windlass is protected by a 60 amp breaker. It may be operated by toggle switch at the helm. See the windlass operation and service manual for further details.

FRESH WATER SYSTEM (Optional)

The system is composed of a 10 gallon tank located in the port companion seat/port bench seat (in most models). The combination fill and vent deck fitting is located on the port gunwale on sport cabin and walk-around models. Center Console models may be found on the starboard side of console. The water pump is mounted in the same location as water tank. The pump is controlled by a switch on the helm panel, and also has a built-in pressure switch, which cycles the pump automatically based on water demand. The pump feeds the system through ½" tubing, which runs to the freshwater hose bib, located under port side gunwale aft of cabin or on side of console.

ELECTRICAL SYSTEM

Your Parker Center Console has a 12 volt electrical system designed to provide years of trouble free enjoyment of your boat. All connections in wet areas use waterproof Deutsch® connectors. The system is powered by two (2) 12 volt batteries (excluding 1801 CC). Power is distributed through the battery switch, located in the aft bilge or inside aft jump seats. The battery switches are of the dual circuit type and function as follows: On single engine boats there is only one battery selector switch labeled both, 1, 2 or off. Both batteries (battery #1 or battery #2) can be used as a cranking battery and it is recommended that you have the selector switch set to either 1 or 2 but not to Both. Us the "Both" position ONLY when encountering a difficult starting situation but switch back to either "1" or "2" after the engine has started.

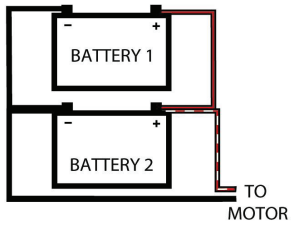
On twin engine applications there are two battery selector switches and each engine is connected to a separate battery and can be started from either battery "1" or battery "2" or both on each selector switch. Use this "both" position ONLY when encountering a difficult starting situation. In normal operation, run the engine switches where one engine is switched to the "1" position and the 2nd engine is switched to the "2" position so that each engine is getting charged simultaneously . In either case, it should not be necessary to switch between batteries to maintain a charge (unless a problem developed in one).

On factory rigged Yamaha 4.2L engines and above, the house battery (battery #2) is charged by Yamaha's battery isolation circuit.

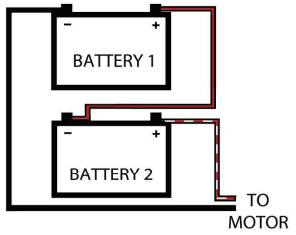
A single 40 amp or (2) 40 amp circuit breaker, depending on model, protects the feed to the positive buss bar at the helm. The helm panel(s) contains circuit breakers and switches for the DC components. Accessory switches are available to connect additional DC loads. Look at the electrical schematic to determine the amperage of the breaker wired to each circuit. Choose a circuit with a properly sized breaker for your intended load.

ELECTRICAL DIAGRAMS

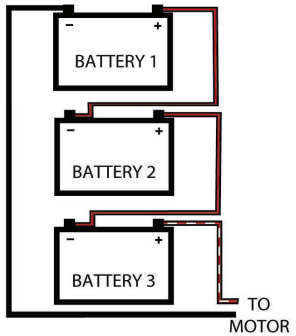
Information in the following section is given for reference and assistance in troubleshooting. Since Parker Boats strives to constantly improve all areas of construction, some revisions or equipment may exist that are not noted on the diagram. Consult the factory if you have questions about specific circuits that are not shown. All wiring conforms to ABYC standards for size, temperature rating and color codes. Always use marine rated components when performing any work on your Parker's electrical system, and ensure all circuits have appropriate overcurrent protection. Parker Boats always recommends using a qualified marine electrician for any repairs or additions to your boat's system.



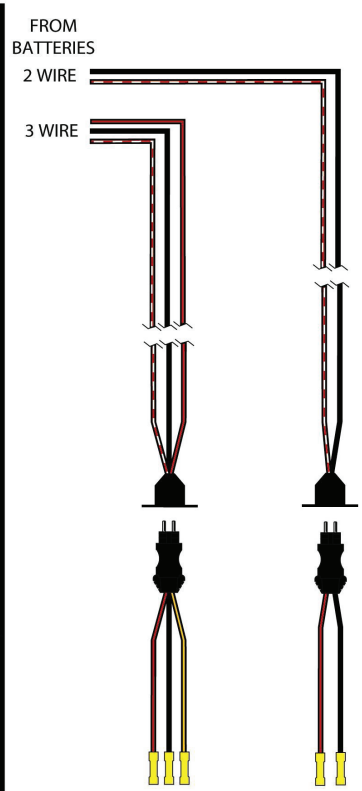
2 BATTERIES- 12 VOLT MOTOR



2 BATTERIES- 24 VOLT MOTOR

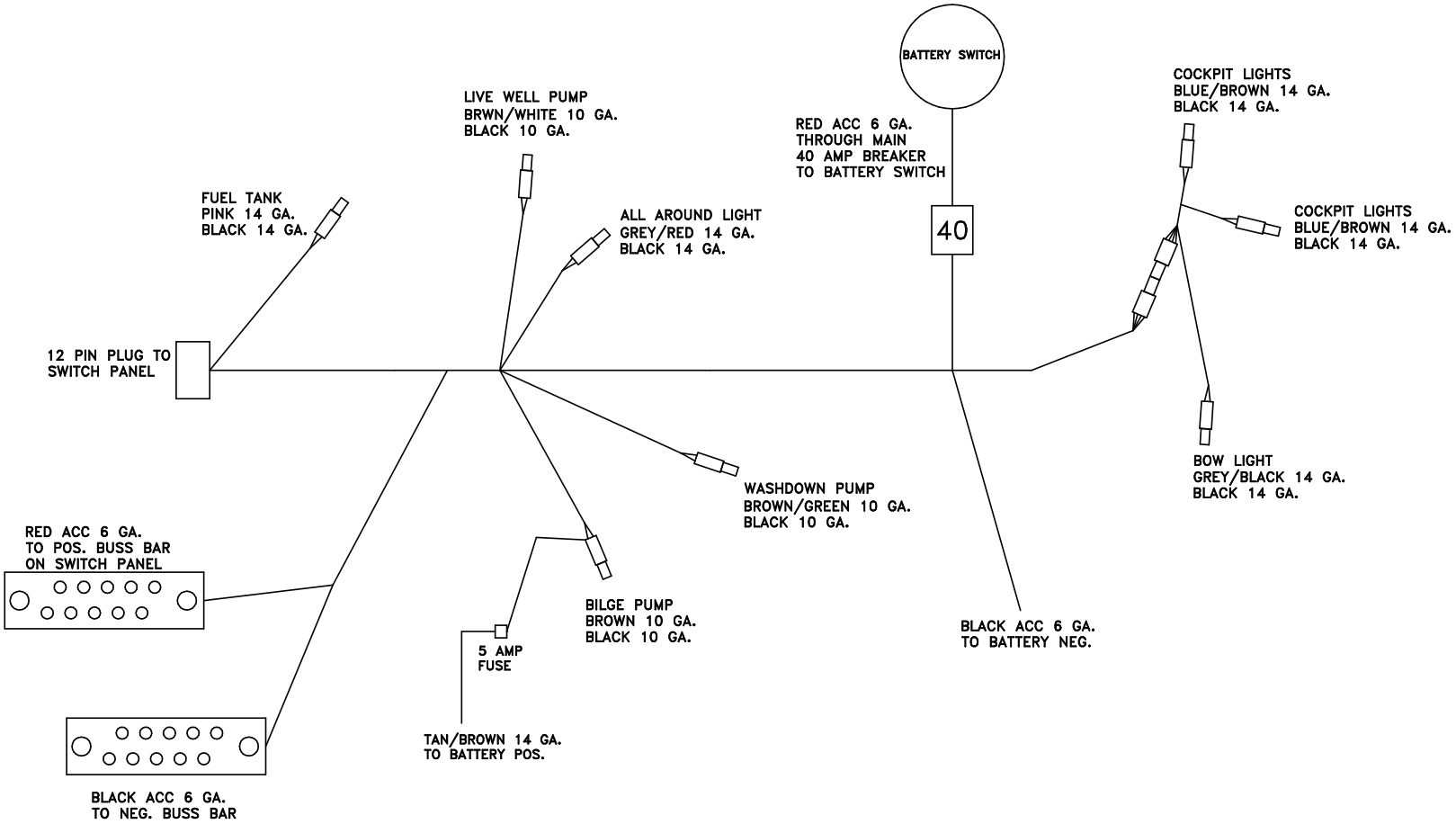


3 BATTERIES- 36 VOLT MOTOR

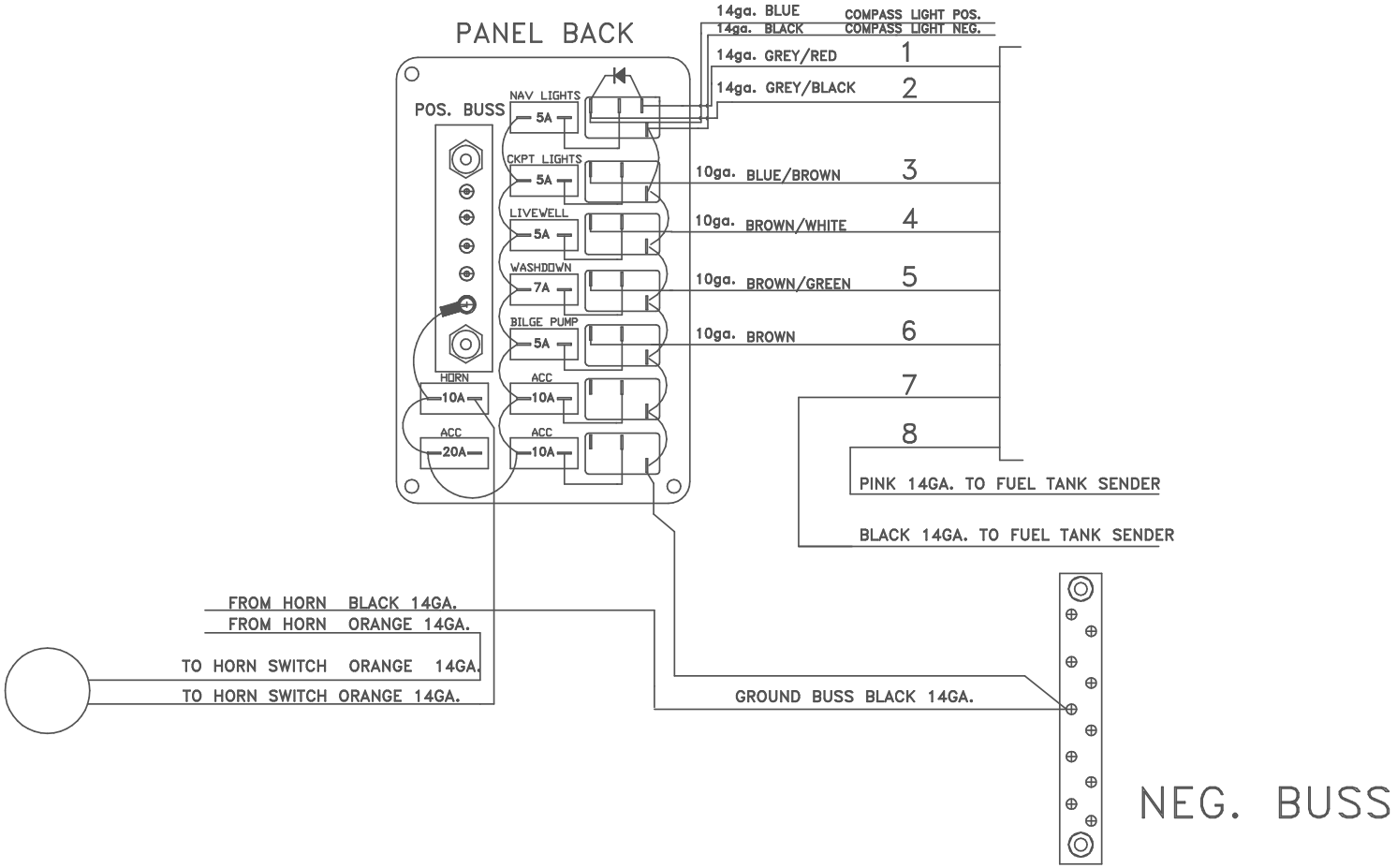


NOTE: 3 WIRE HARNESS IS TO ACCOMMODATE OLDER 12/24 VOLT MOTORS- REFER TO MOTOR MANUAL FOR CORRECT WIRING. ALL OTHERS USE ONLY BLACK (NEGATIVE) AND EITHER RED OR RED/WHITE (POSITIVE). OBSERVE COLOR CHANGE TO POSITIVE WIRES AT PLUG- RED/WHITE IN HARNESS IS RED ON PLUG (2 AND 3 WIRE)- RED IN HARNESS IS ORANGE ON PLUG (3 WIRE ONLY). INSULATE AND TIE UP ANY UNUSED WIRES.

1801 MAIN 12V HARNESS

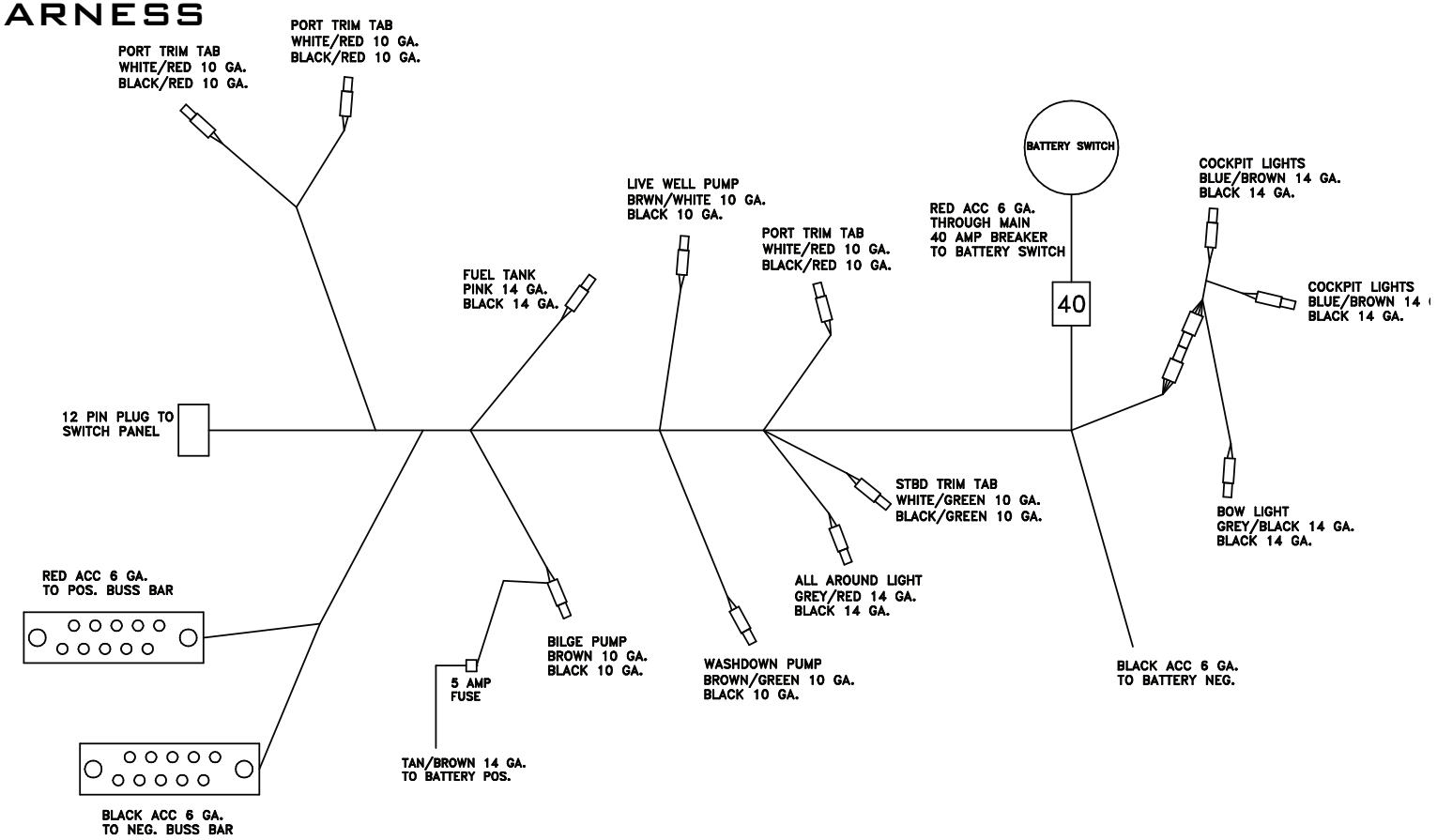


1801 SWITCH PANEL

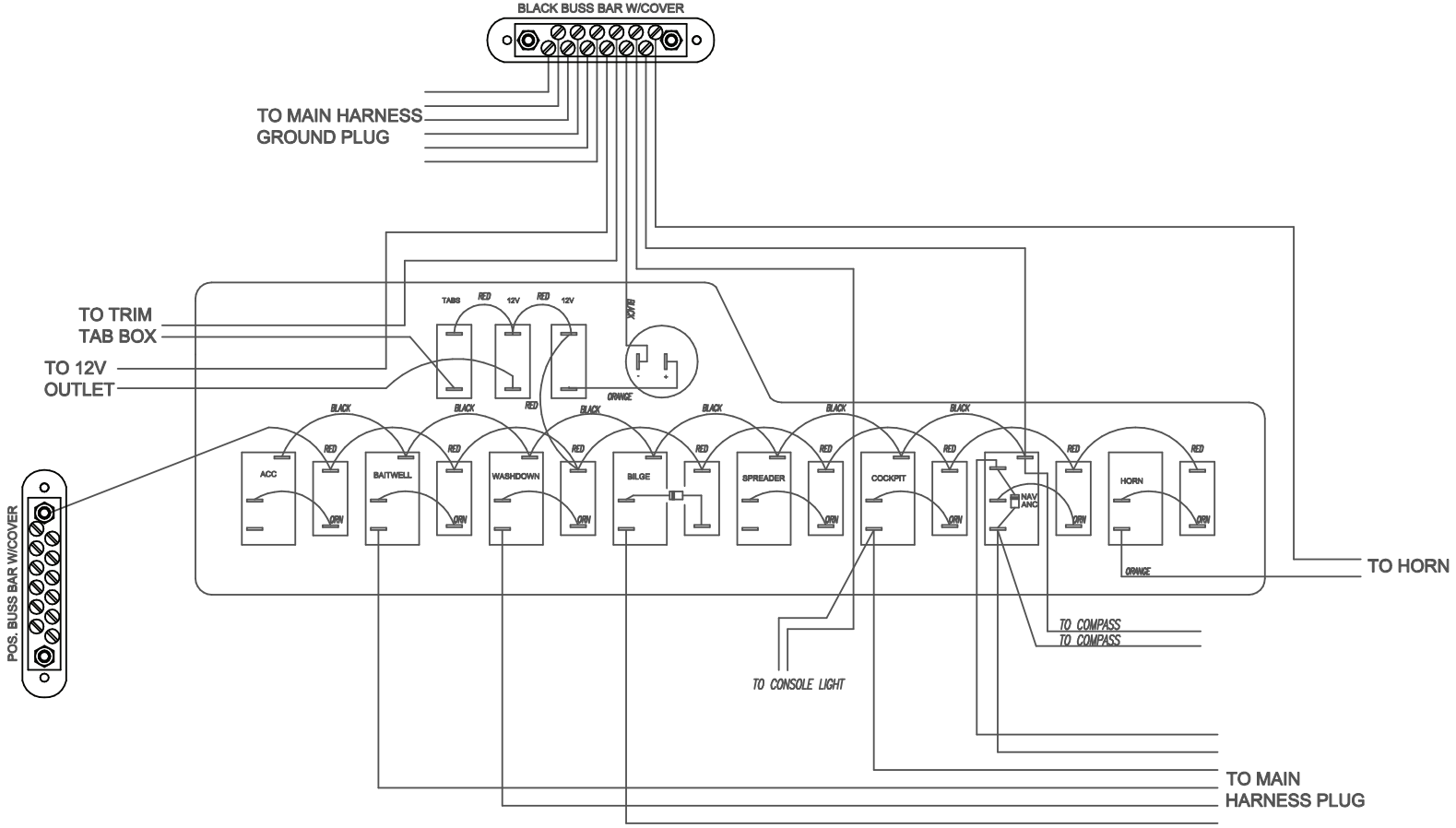


21SE, 2100CC, 23SE, 2300CC, 25SE, 2501, 2801

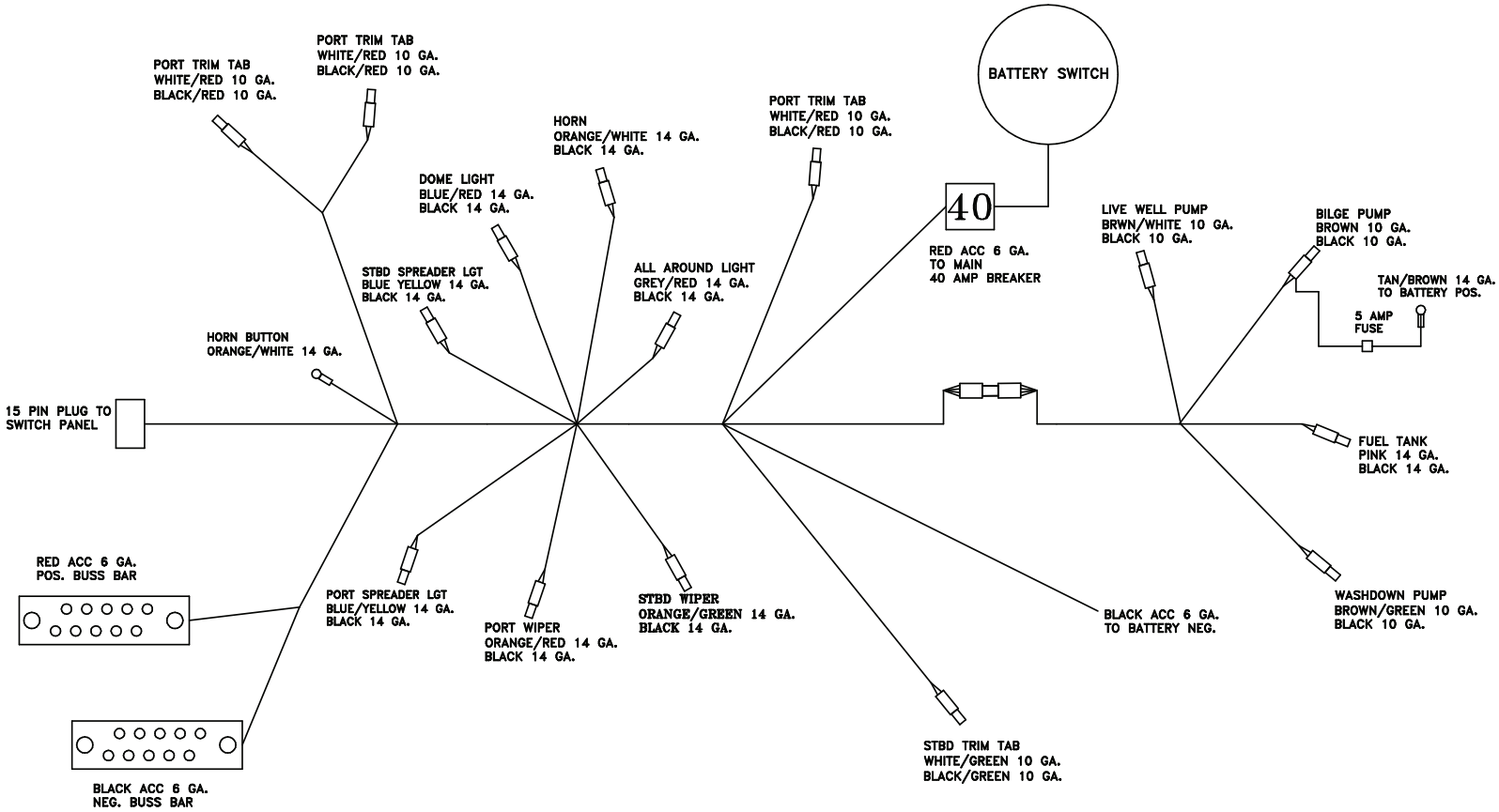
HARNESS



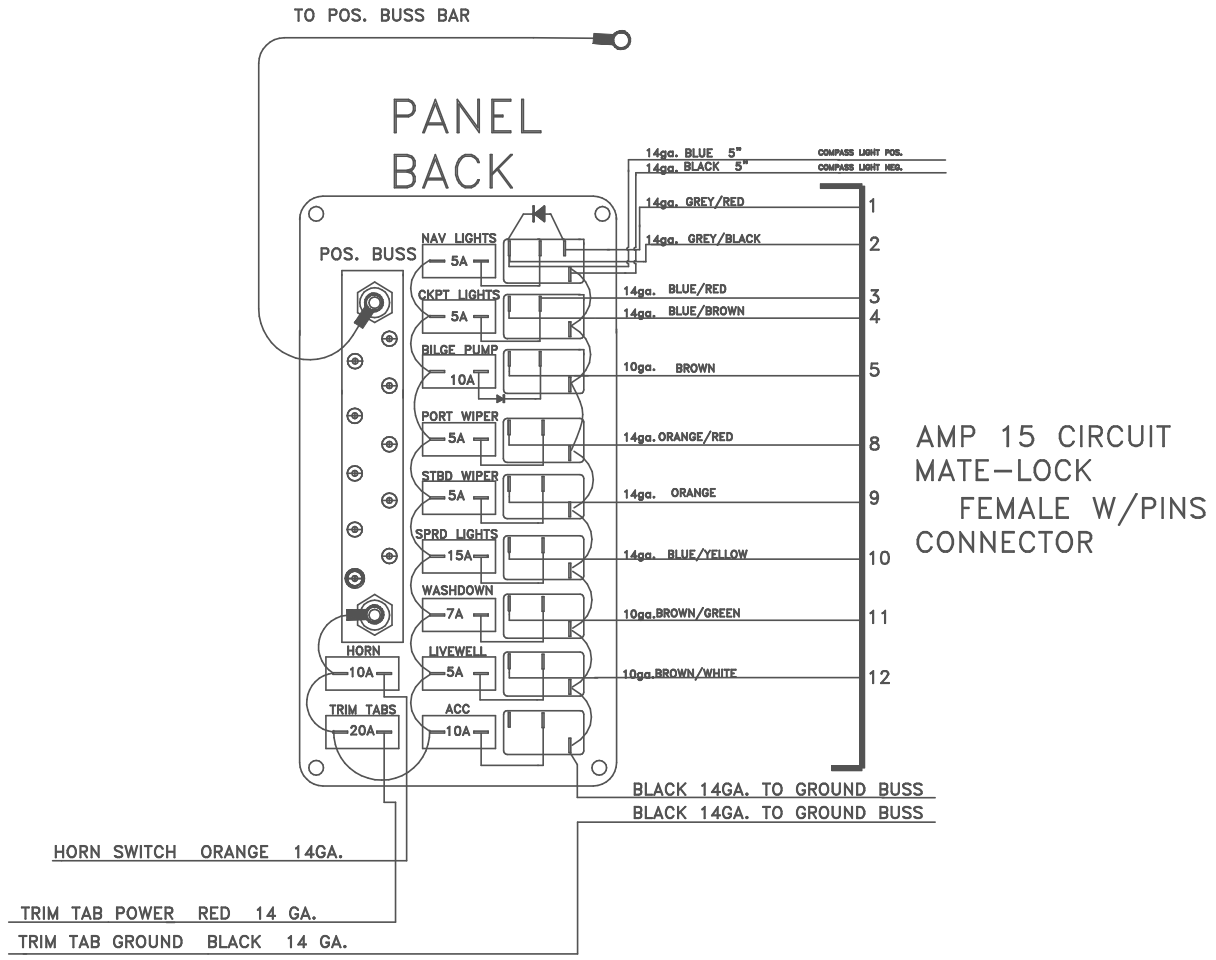
21SE, 2100CC, 23SE, 2300CC, 25SE, 2501, 2801
SWITCH PANEL



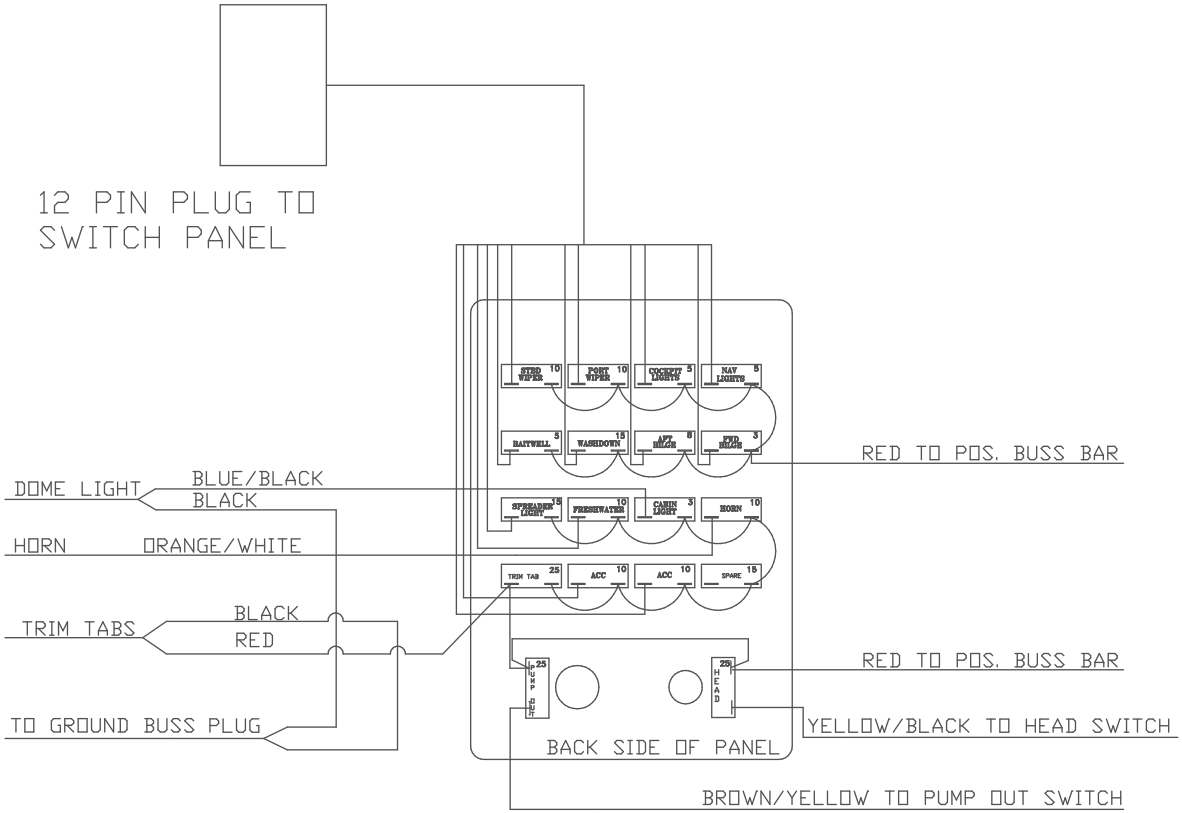
2120, 2320, 2310 12V HARNESS



2120SC, 2320SLSC, 2310WA SWITCH PANEL

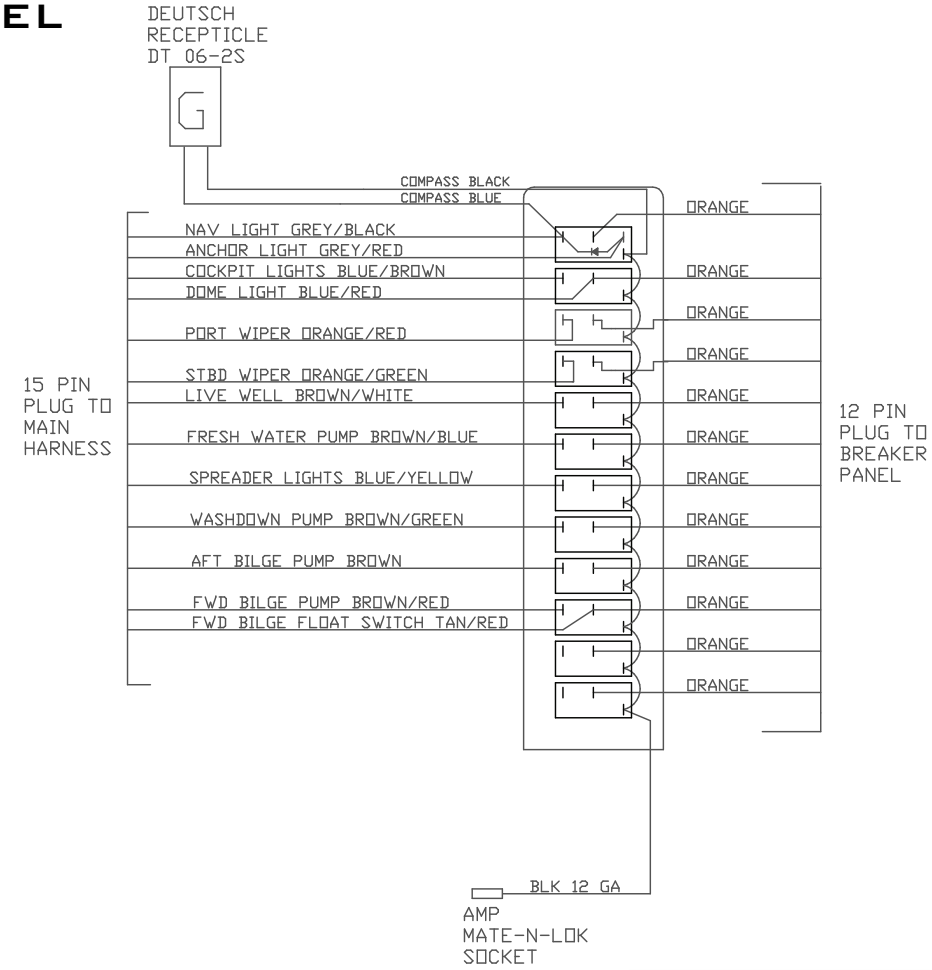


2520XL, 2520XLD, 2820XLD, 2510XL, 2510XLD
BREAKER PANEL

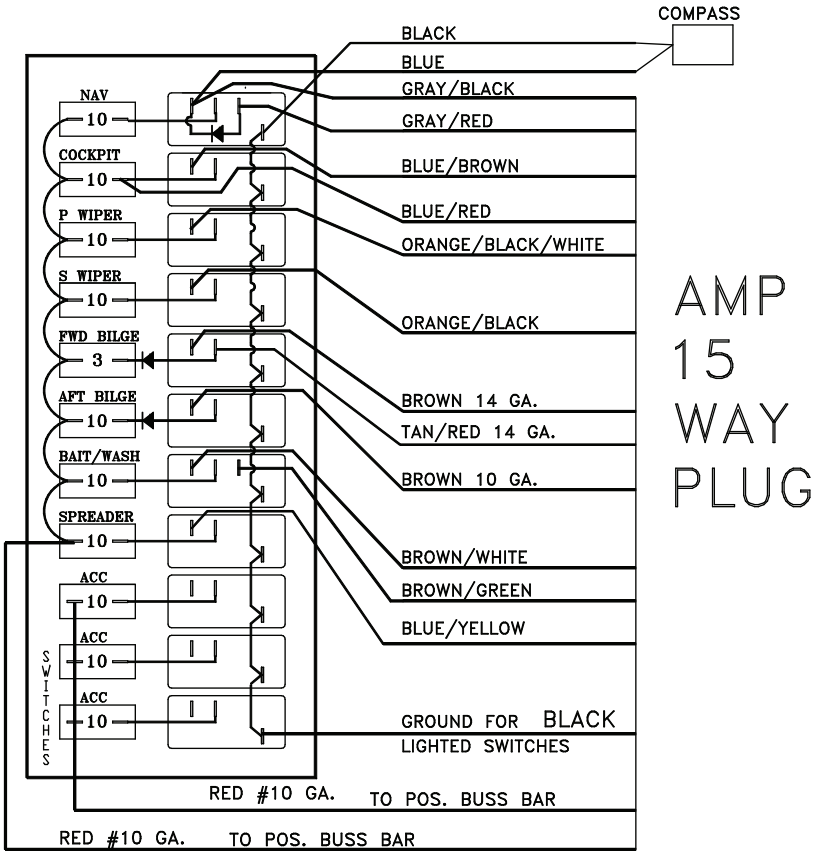


2520XL, 2520XLD, 2820XLD, 2510XL, 2510XLD

SWITCH PANEL



2520XL, 2520XLD, 2820XLD, 2510XL, 2510XLD
BREAKER PANEL



Notes

DATE	NOTES

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