

1975

COBALT

OWNERS MANUAL



Welcome to the world of Cobalt and its family of proud owners.

The name, Cobalt, has become the symbol of excellence in the world of boating. Behind this name are the creators and makers who believe quality and owner satisfaction is unquestionably the most important part of every boat they build.

No other boat is more respected for styling, comfort, convenience and attention to detail. Your concern for proper operation, care and maintenance will provide you with many years of boating satisfaction.

The contents of this manual was prepared to acquaint you with the operation and maintenance of your Cobalt. We suggest that you read it carefully and follow these

recommendations to assure enjoyable and trouble-free operation.

This booklet, however, is not intended to give you a course in small boat handling. Your favorite book store has any number of publications on that subject.

It is also to your own personal advantage to get well acquainted with the rules and the general "know how" of boating.

For service and assistance, remember to call upon your Cobalt dealer. He will be happy to assist you in matters concerning maintenance, warranty or any other questions you may have concerning your Cobalt.



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*Illustrations/Drawings

Pre-launch Preparation

A pre-launch check is a normal procedure that should be accomplished before each launch.

1. Install drain plug in transom.
2. Close all pitcocks on engine. (refer to engine manual)
3. Check propeller nuts for tightness.
4. Check battery cables to be sure all terminals are tight and secure.
5. Check oil.
6. Remove trailer tie downs.
7. Outdrive to be in raised position prior to launch.
8. Launch*.
9. Note: IMPORTANT! Before starting engine operate bilge blower for two full minutes.

This is a safety precaution to ventilate and dismiss any gas fumes that may have collected in the engine compartment.

It is always a good idea to raise the engine cover box before starting engine in addition to operating the bilge blower.

10. Check bilge for fuel or water leaks.
11. Be sure there is a life jacket for each person and one throwable cushion.
12. Check your fuel supply.

13. Check your engine's oil level.

*Detailed launch instructions are outlined on Page 25.

Post-launch

1. Be sure ignition and all other switches are off.
2. Be sure outdrive is up before pulling trailer out of the water.
3. Park trailer with bow raised and outdrive down.
4. Remove drain plug and allow bilge to drain.
5. Open all pitcocks.

Fueling

1. Do not smoke.
2. Shut down engines.
3. Fill tank.
4. After fueling, wash down and clean off spilled fuel.
5. If doubt of quality of fuel exists, straining through chamois skin is effective in removing water.
6. Avoid, if possible, an empty tank. Empty tanks can cause condensation and water in the gasoline. A full tank is best. A good fuel additive can preserve fuel for longer periods of time.
7. Check bilge for fuel prior to starting engine. (If fuel is present wash down area and dry out completely before starting engine.)

Engine Operation/Maintenance/Serviceing

Included with your owners packet is your engine manual. This manual was prepared by the engine manufacturer and contains virtually everything you'll need to know concerning operation and care of your engine. It is a good idea to read this manual thoroughly and become acquainted with this information.

Aside from your normal routine, engine checks and care, it is advisable to let your Cobalt dealer service you. It is also advisable to maintain a service log to record service checks such as oil changes, hour check-ups, etc. so that you can determine when it's time for servicing.

The Break-In Period

We cannot stress too much the importance of reading your engine manual and following the manufacturer's instructions for breaking in your engine.

Our comments on this subject are of a general nature. Your engine manual will give you the engine manufacturer's specific recommendations.

The engine is the very heart of your boat. Proper maintenance is essential. In general this consists of proper lubrication, clean fuel lines and carburetor, periodic cleaning and adjustment of spark plugs, distributor point and spark timing.

For detailed engine work, we recommend that you obtain the services of a competent mechanic.

Keep a close check on oil pressure and temperature gauges at all times. Use only the correct octane fuel recommended by the engine manufacturer.

Preventative maintenance will prevent many heartbreaking and sometimes costly repairs.

TROUBLE CHECK CHART

Trouble	Possible Cause	Action
Engine won't start	<ol style="list-style-type: none">1. No fuel in tank or gasoline shut off valve closed2. Clogged fuel filters3. Plugged fuel line or defective pump4. Carburetor float valve stuck5. Damp spark plugs6. High tension leads wet and/or loose7. 20 amp in-line fuse on OMC only8. No spark	<p>Fill tank or open valve. (If shut off is present)</p> <p>Replace fuel filter.</p> <p>Fuel pump may be defective. Inspect sight glass for fuel leakage from fuel pump. See authorized service dealer.</p> <p>Tap float chamber with a screw-driver handle to free needle valve.</p> <p>Dry ceramic with clean dry cloth.</p> <p>Dry and tighten connections at spark plugs, distributor and coil.</p> <p>Check and replace if necessary.</p> <p>Disconnect spark plug lead and place a spare drive pin in end of lead. Hold lead about ¼" away from engine block. Crank engine to check for spark. If no spark, see your dealer.</p>

TROUBLE CHECK CHART — Continued

Trouble	Possible Cause	Action
	9. Water in fuel supply or old gasoline	Check fuel supply for water contamination. If gasoline is old or if water is present, drain fuel tank and flush with fresh gasoline.
Starter won't crank engine	1. Ignition switch	If inoperative, see Dealer.
	2. Throttle position	Check to see that remote control is in start position. Change position of throttle lever slightly.
	3. Dead battery	Check level of electrolyte and charge battery.
	4. Battery connections loose or corroded	Check for loose connections and corrosion. Clean connections and tighten.
	5. Starter connections loose	Check connections and tighten. If solenoid clicks when attempting to start engine, see your authorized Service Dealer.
Engine runs erratically	1. Automatic choke out of adjustment	See your Authorized Service Dealer.

TROUBLE CHECK CHART — Continued

Trouble	Possible Cause	Action
Engine vibrates	2. Water and/or dirt in fuel filter	Clean and inspect filter.
	3. Fuel pump malfunction	Check operation of pump. Replace fuel pump. See your Authorized Service Dealer.
	4. Fuel tank vent and line plugged	Check for restrictions in line and vent. Blow out line and vent.
	1. Propeller condition	Check for bent, broken or damaged propeller. Check for weeds on propeller or gearcase.
	2. Carburetor out of adjustment	Adjust carburetor.
	3. Spark plug condition	Check spark plug electrodes and ceramic. Clean and regap. Replace plugs, if necessary.
	4. High tension leads loose or deteriorated	Insure all connections are clean and tight.
	5. Incorrect firing order	Correct firing order, see engine manufacturer's owner manual for specifications.
	6. Engine out of time	Check timing and dwell specifications of engine. See your engine manufacturer's owner's manual.

TROUBLE CHECK CHART — Continued

Trouble	Possible Cause	Action
Engine runs but boat makes little or no progress	1. Fouled or damaged propeller	Check for weeds on propeller, sheared drive pin, bent or broken propeller. Remove weeds, replace sheared pin (OMC) or replace a damaged propeller. Check outdrive and hull for excessive marine growth.
Performance loss	1. Throttle not fully open	Check to see that throttle opens fully at carburetor.
	2. Improper fuel	Fill tank with correct fuel.
	3. Overheating	Check cooling system. Remove weeds from water intake. Check alternator belt tension. Re-adjust rudder trim tab.
	4. Boat overloaded	Reduce load.
	5. Boat trim	Distribute boat load evenly.
	6. Improper propeller selection	Select proper propeller pitch and diameter. (See chart in owner's manual).
	7. Excessive bilge water	Check for excessive water, drain bilge.
	8. Boat hull condition	Clean if growth is present.

TROUBLE CHECK CHART — Continued

Trouble	Possible Cause	Action
Applicable to Jet Drives Only		
Insufficient Forward Thrust Improper Reverse Gate Position	1. Reverse gate when in forward gear not fully opened.	Have shift adjustment corrected.
Boat will not plane off with extreme high RPM	1. Restricted water flow	Stop engine and check for debris. SAFETY WARNING — The inspection port opening may be below waterline. Cover removal may flood boat. Check level before removing. Do not tow boat with cover removed.
	2. Air leak in inspection cover	Grease inspection port and re-tighten evenly.
	3. Inspection cover “O” ring cut	Check inspection port “O” ring for damage.
	4. Wear plate worn	See your OMC Authorized Dealer.
	5. Impeller damaged	See your OMC Authorized Dealer.

TROUBLE CHECK CHART — Continued

Trouble	Possible Cause	Action
High extreme engine RPM Slow boat speed with vibration	1. Debris wedged between impeller blades	Remove debris. Always remove ignition key from starter switch prior to inspecting impeller, engine or jet pump. This prevents accidental starting of engine. Check impeller for damage as this now can cause extreme high RPM's. See your Authorized OMC Dealer
Low Engine RPM below recommended scale	1. Seized impeller 2. Seized bearings in pump 3. Engine adjustments, etc.	See your Authorized OMC Dealer See section on engine trouble shooting.

Electrical System:

Your Cobalt electrical system was designed for easy maintenance and most wiring and looms are readily accessible. Looms from the control panel rest in a channel under the starboard deck.

The following diagrams outline the electrical system. It is recommended that you let your Cobalt dealer service any difficulties.

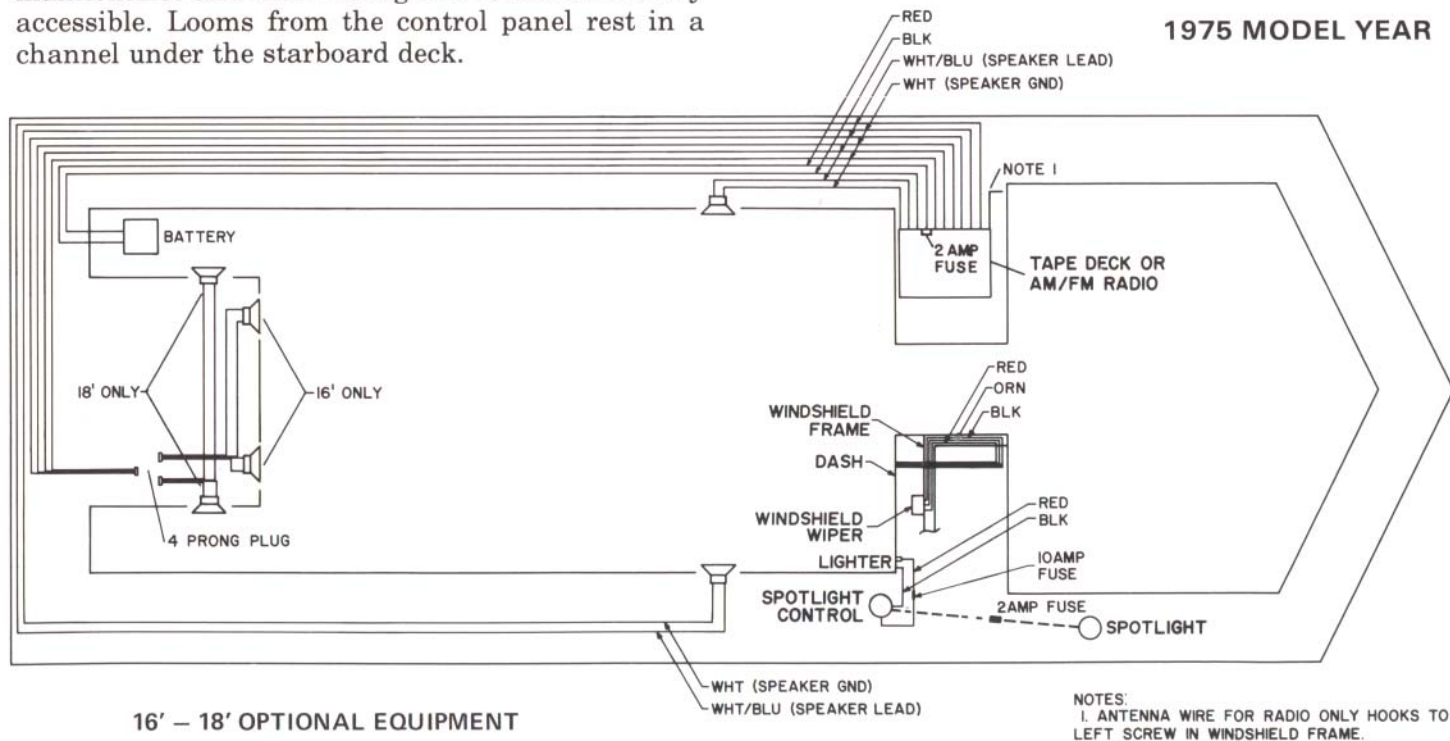
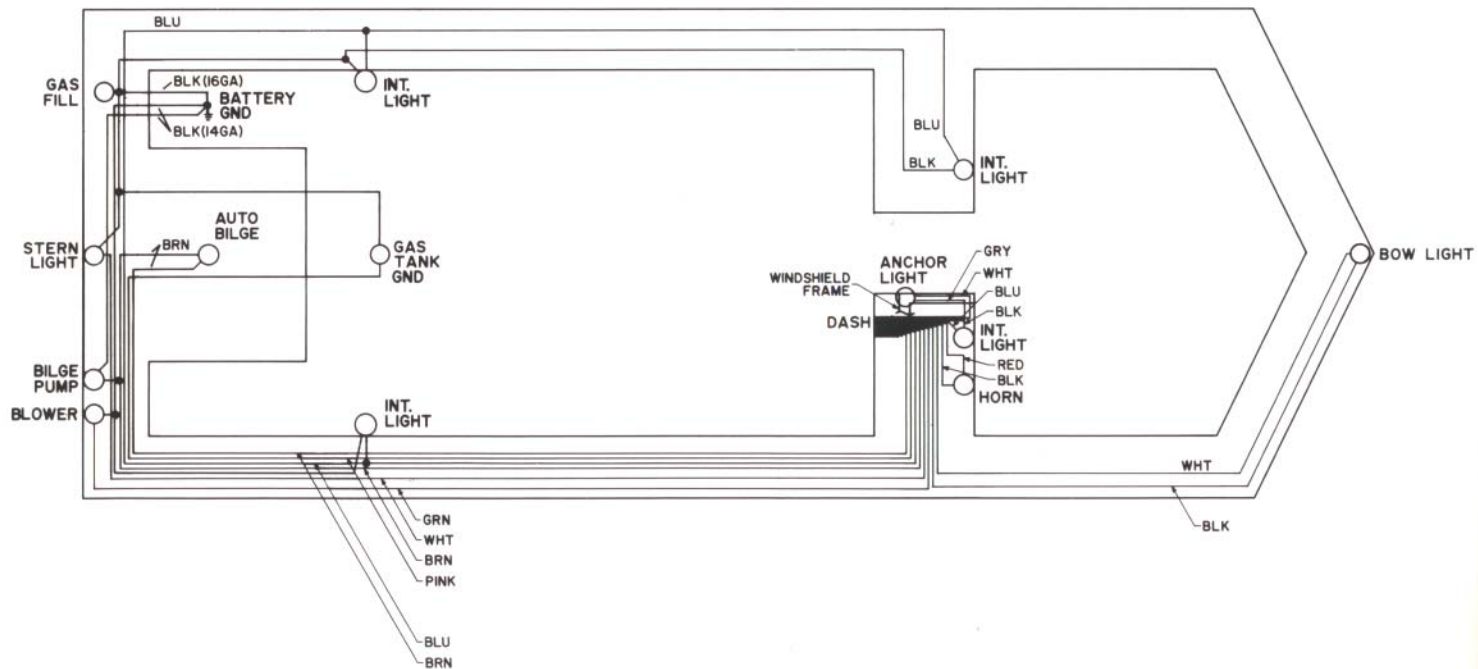
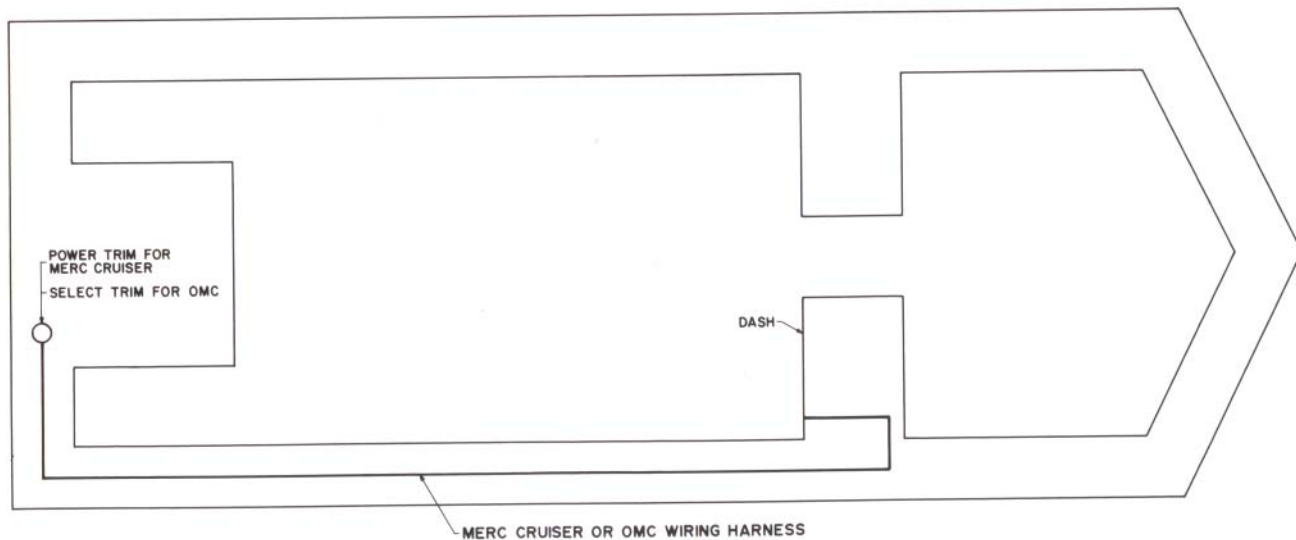


Figure 1

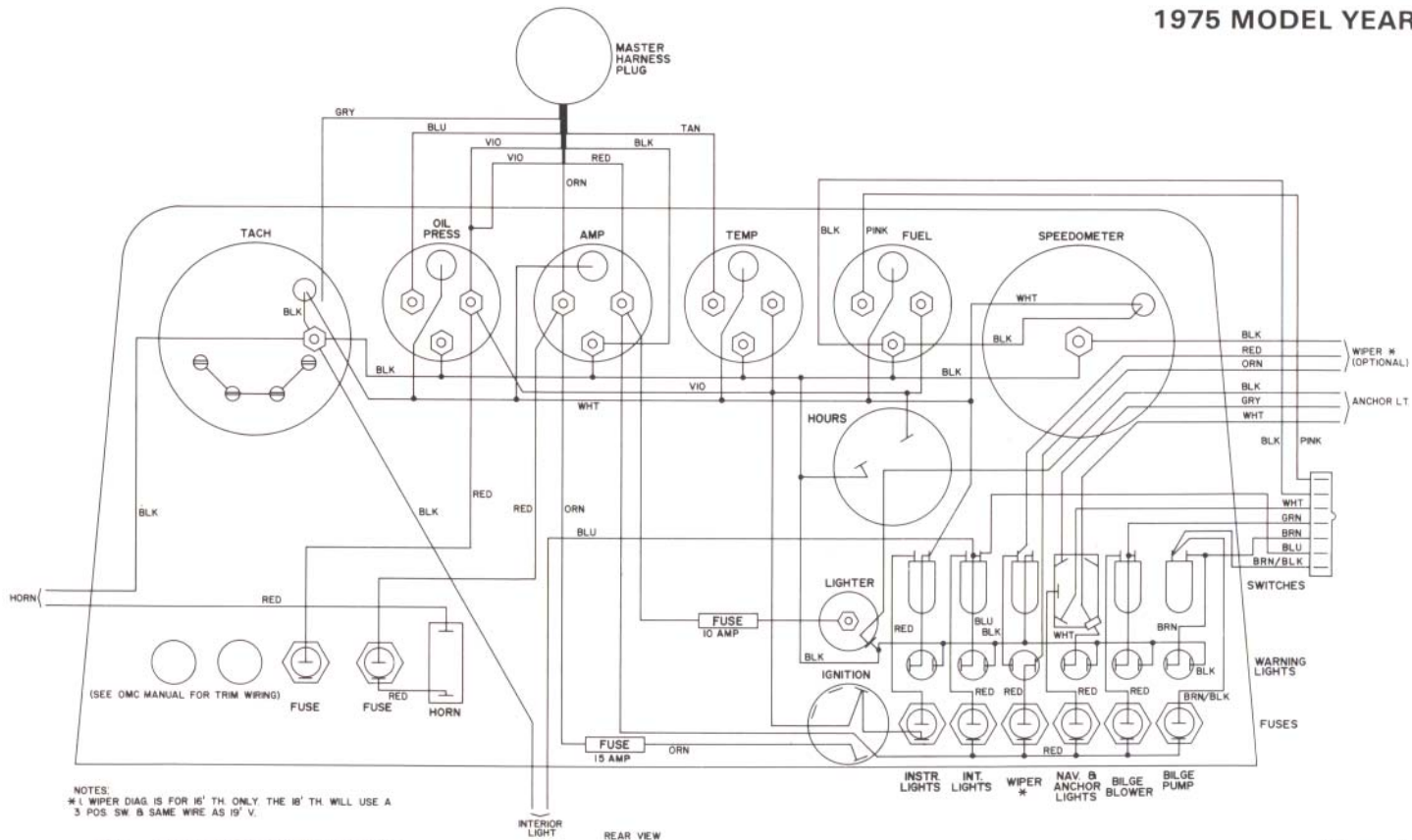


16' - 18' STANDARD EQUIPMENT

REV. I 9-18-74



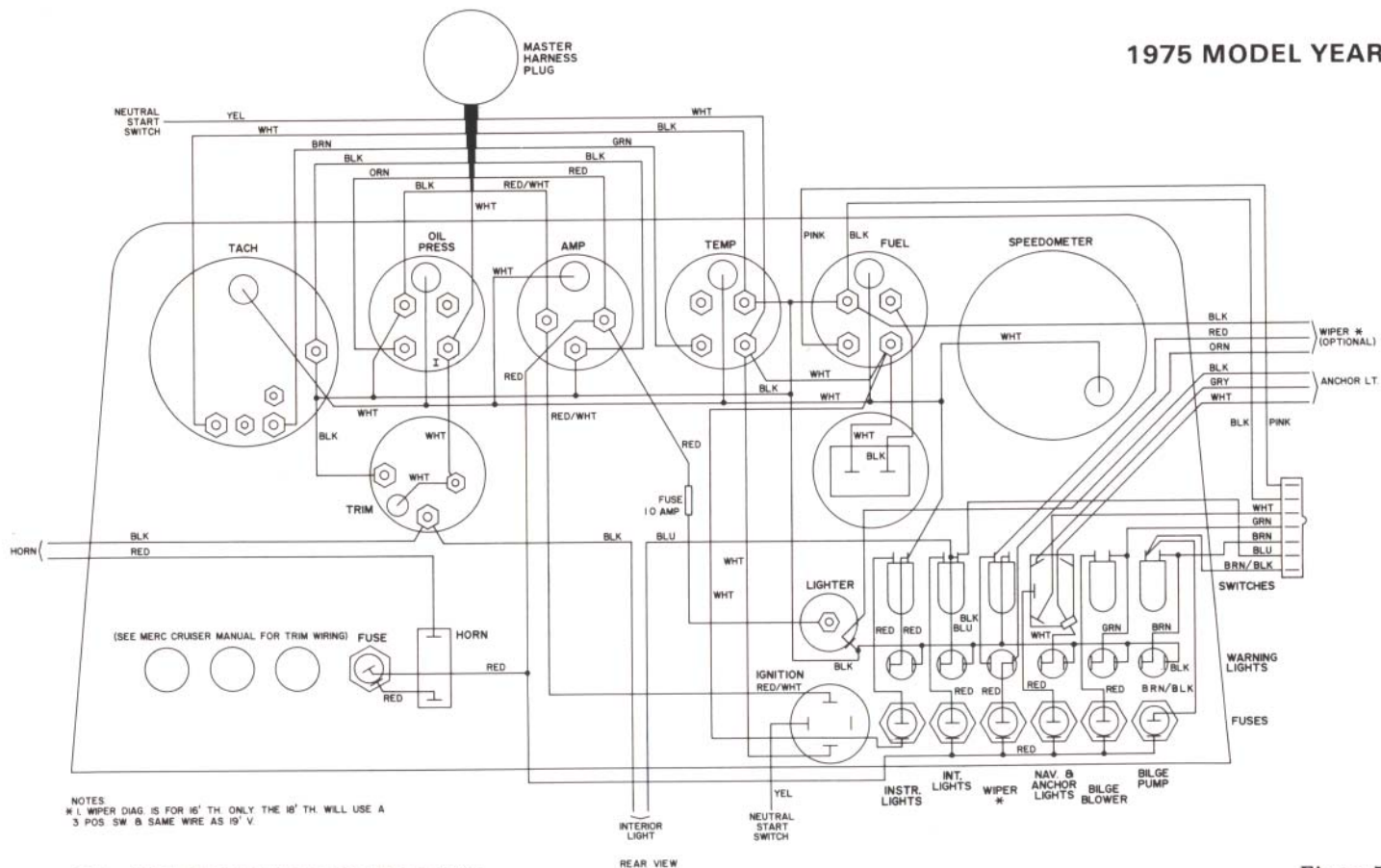
16' - 18' HARNESS DIAGRAM



NOTES:
 * (WIPER DIAG. IS FOR 16' TH. ONLY. THE 18' TH. WILL USE A 3 POS SW. & SAME WIRE AS 19' V.

16' - 18' OMC DASH PANEL

Figure 4

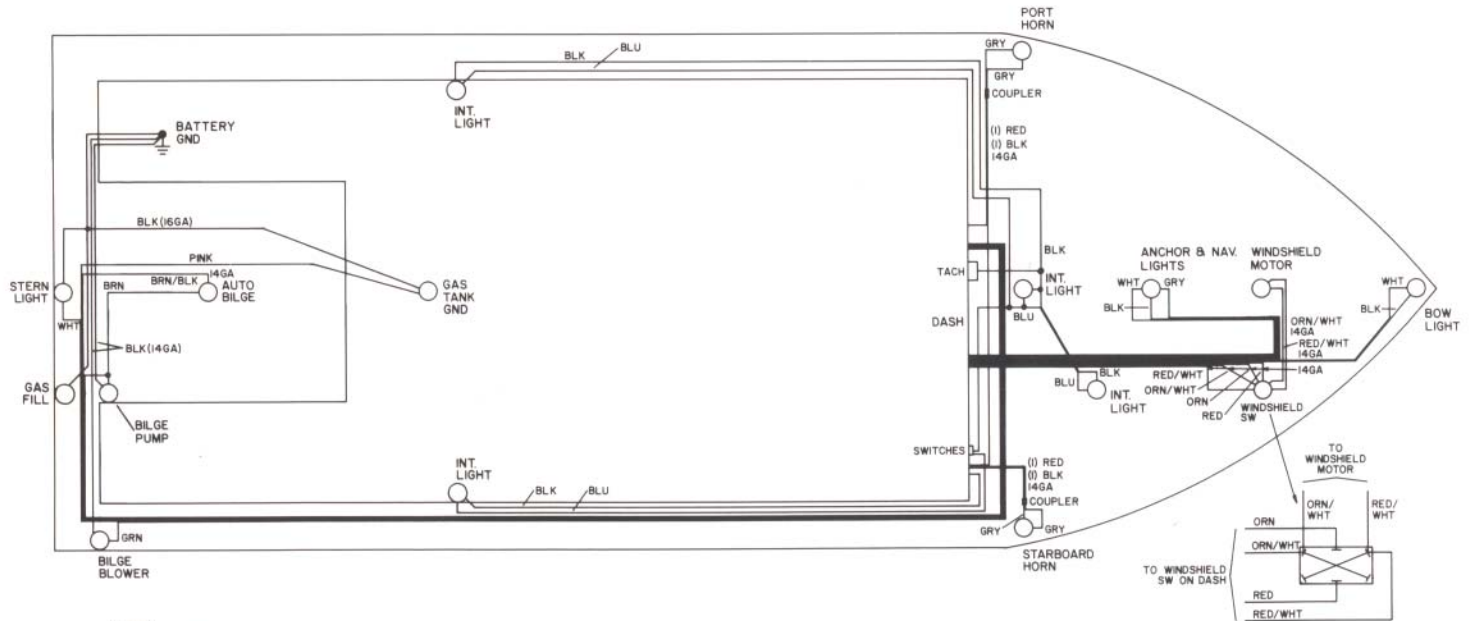


NOTES
 * I. WIPER DIAG. IS FOR 16' TH. ONLY THE 18' TH. WILL USE A
 3 POS SW & SAME WIRE AS 19' V.

16' - 18' MERCURISER DASH PANEL

Figure 5

1975 MODEL YEAR

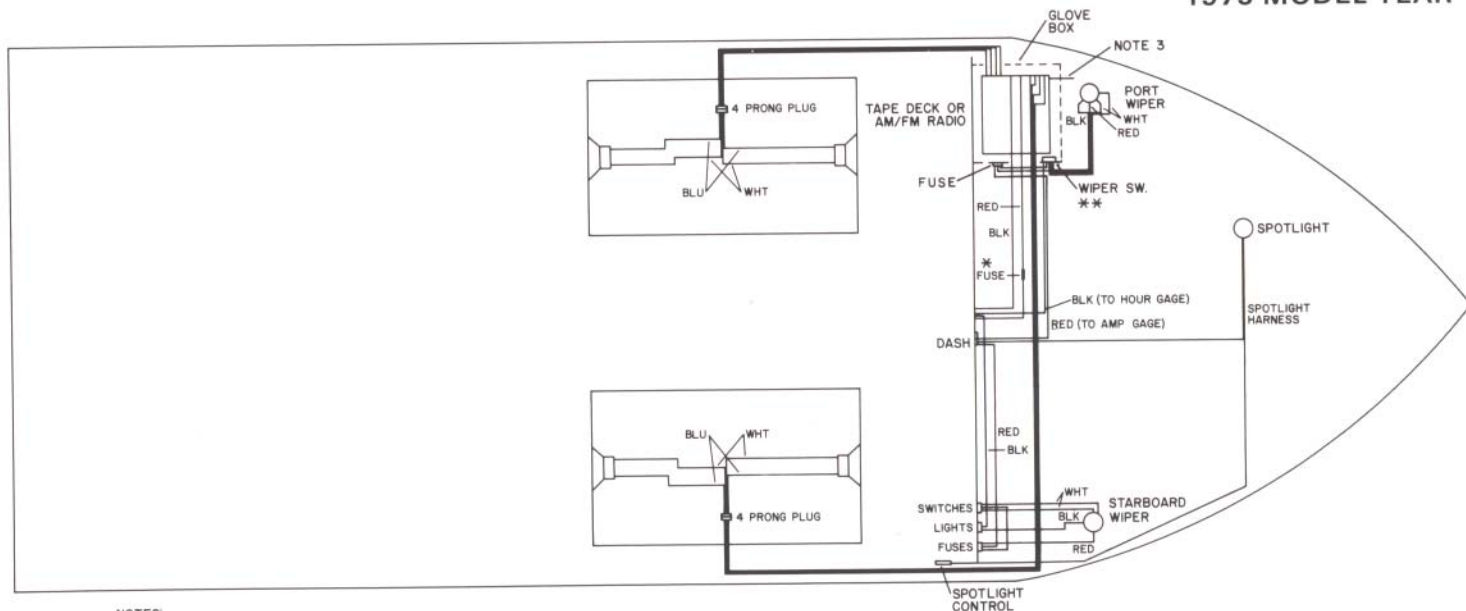


NOTES:
 1 MID 75 MODELS HAVE STERN GND WIRES MOVED FROM
 ENGINE BLOCK TO BATTERY GND POST.

19V STANDARD EQUIPMENT (ALL POWERS)
 REV. 1
 10-13-74

19' STANDARD EQUIPMENT (All Powers)

1975 MODEL YEAR



NOTES:

1. ALL SPEAKER WIRES ARE 18GA.
2. WHT WIRE IS SPEAKER GND. BLU WIRE IS TO CONNECT TO 4C POST ON 4 CHANNEL SPEAKERS OR TO 8C POST ON 8 CHANNEL SPEAKERS.
3. ANTENNA WIRE FOR RADIO ONLY HOOKS TO LEFT SCREW IN WINDSHIELD FRAME.
- * 4. FUSE TO BE LOCATED IN GLOVE BOX WITH STD. FUSE HOLDER (2AMP RATING).
- ** 5. WIPER SW. WIRING SAME AS WIPER SW. ON DASH DWG.

19V OPTIONAL EQUIPMENT (ALL POWER)
REV. 3
11-11-74

19' OPTIONAL EQUIPMENT (All Powers)

Figure 7

1975 MODEL YEAR

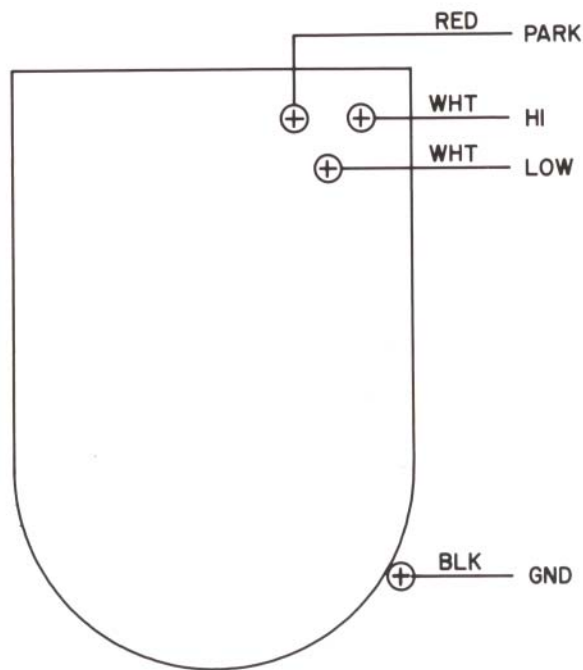


Figure 10

NOTES:

1. THIS DIAG. PERTAINS TO THE 18' TH. & 19' V ONLY.

WIPER MOTOR WIRING DIAG.

Fuses — Sizes and Location

General fuse replacement is quick, simple and easy.

Fuse terminals for accessories, interior lights, wiper, navigation and anchor light, bilge blower and bilge pump are located adjacent to the corresponding switch on the dash.

Fuse terminal for stereo tape deck (optional) is located in the glove compartment.

ON OMC POWER ONLY: There is an inline fuse connection behind the dash panel. This connection requires a 20 amp fuse. OMC applies two other inline fuses on the engine: one 60 amp behind the alternator, the other at starter to protect tilt and/or trim system.

Fuse Sizes

Cigarette Lighter	10 Amp
Horn	10 Amp
Accessories	10 Amp
Interior Lights	10 Amp
Wiper	10 Amp
Navigation and Anchor Lights	10 Amp
Bilge blower	10 Amp
Bilge Pump	15 Amp
Stereo Tape Deck	2 Amp
(In Glove Box)	
OMC Inline	20 Amp
(Behind Dash)	

Lighting/Bulb Replacement

External Lights

- Bow light bulb — #1416 12V 8CP
- 16'-18' Windshield anchor light bulb — #1416 12V 8CP
- 19' Anchor light bulb — #90 12V 6CP
- Transom light bulb — #211 12V 12CP

Internal Lights

- OMC Instruments bulb — #GE 53 R (Red)
- MERCUISER Instruments bulb — #GE 53 R (Red)
- Dash panel courtesy light bulb — #GE 1004 MB1

Drive Angle Adjustment

To adjust the drive angle of your boat, it is necessary for you to consult the owner's manual for your particular engine. All MerCruiser and two OMC units are equipped with power trim which allows the angle to be changed while running at any speed.

The proper distribution of gear and passengers can noticeably affect the performance of your boat. A shift in passenger weight or gear can have the same effect as altering the drive angle. A good skipper will use some care in placing gear and passengers to trim his boat to best advantage for existing conditions.

Propellers

Nothing is more important to the proper performance of your boat than the condition of the propeller. Even minor damage (often invisible to the naked eye) can adversely affect the boat's performance. Common symptoms of damage to these lower appendages are sudden drop in RPM's, vibration or sudden loss of speed.

The proper propeller for your particular needs would generally be in two categories: heavy loads (skiing) and light loads (cruising).

The propeller supplied with your Cobalt is primarily

for heavy loads and has been found by test and experience to be the most suitable for all-around service.

If you desire to change propellers for light loads (cruising) or vice versa, check Figure 11. This chart will show you what size prop Cobalt recommends for your specific power and usage. A propeller is measured by two dimensions (1) the diameter, (2) the pitch. The diameter is determined by measuring the distance from the center of the wheel to the tip of one blade and multiplying that figure by 2. Pitch is expressed in the number of inches a prop would advance in a solid medium in one revolution following the angle of the after surface of the blades. Slippage is the difference between this imaginary amount of advance and the actual distance the boat travels.

Operational characteristics of your boat, including its speed, may change due to several factors, such as atmospheric conditions, addition of extra equipment and accessories or passengers, marine growth on the bottom, and engine condition. Other factors include damage to the prop, tides, water temperature and direction of wind. Some of these factors are directly correctable by repair or maintenance. Others are beyond human control. A few which may be considered permanent operating conditions may be

compensated for by a change in prop. Such a change should usually not be undertaken without the advice of a knowledgeable and experienced boatman or your dealer unless you are prepared to spend much time and money on hit and miss methods that may or may not result in improved performance.

CAUTION: When changing propeller, stay within the engine manufacturer's recommended minimum and maximum RPM range. Refer to your engine manual.

Changing the propeller size to give higher engine revolutions will not necessarily increase the speed of the boat. Size of prop determines boat speed only in the sense that it influences the speed at which the engine turns. The pitch diameter of the propeller must be calibrated for the particular boat and engine combination so that you get maximum speed with maximum engine efficiency. If the propeller is too small, engine revolutions will increase, fuel consumption will increase, without a corresponding increase in speed.

Too large a propeller will lug the engine down so that it

cannot develop its rated horsepower and will use an excessive amount of fuel and will probably reduce the dependability and long life originally built into the engine.

Inspect the propeller frequently for damage.

Do not attempt to straighten a propeller yourself. If you cruise extensively, carry an extra propeller.

PROPELLER USAGE

Standard = HL/s (heavy loads — skiing)

Option = LL/c (light loads — cruising)

Figure 11

46350106	15¼ x 21C #48-65992A4 Mercury	46350207	14 x 17 SST OMC
16TH — 140 HL/s		16TH — 140	HL/s + LL/c
16TH — 165 LL/c		16TH — 170	HL/s + LL/c
18TH — 188 LL/c		16TH — 190	HL/s + LL/c
18TH — 225S LL/c		18TH — 170	HL/s + LL/c
		18TH — 190	HL/s + LL/c
		18TH — 165	LL/c
46350104	15 x 23C #48-58426A4 Mercury	19V — 170	HL/s + LL/c
16TH — 140 LL/c		19V — 190	HL/s + LL/c
		46350203	14 x 15 SST OMC
46350111	15¼ x 19C #48-66432A4 Mercury	18TH — 245	LL/c
16TH — 165 HL/s		18TH — 165	HL/s
18TH — 165 HL/s		19V — 165	LL/c
18TH — 188 HL/s		19V — 225	LL/c
18TH — 225S HL/s			
19V — 165 HL/s + LL/c		46350215	14 x 13 SST OMC
19V — 188 HL/s + LL/c		18TH — 225	HL/s + LL/c
46350105	15¼ x 21 #48-58424A1 Mercury	18TH — 245	HL/s
		19V — 165	HL/s
18TH — 165 LL/s		19V — 225	HL/s

16TH	Size	Usage	Cobalt Number	Manufacturer Number
Merc 140	15¼ x 21C	HL/s	46350106	48-65992A4
Merc 140	15 x 23C	LL/c	46350104	48-58426A4
Merc 165	15¼ x 19C	HL/s	46350111	48-66432A4
Merc 165	15¼ x 21C	LL/c	46350106	48-65992A4
OMC 140	14 x 17 SST	HL/c + LL/c	46350207	172492
OMC 175	14 x 17 SST	HL/s + LL/c	46350207	172492
OMC 190	14 x 17 SST	HL/s + LL/c	46350207	172492
18TH				
Merc 165	15¼ x 19C	HL/s	46350111	48-66432A4
Merc 165	15¼ x 21	LL/c	46350105	48-58424A1
Merc 188	15¼ x 19C	HL/s	46350111	48-66432A4
Merc 188	15¼ x 21C	LL/c	46350106	48-65992A4
Merc 233	15¼ x 19C	HL/s	46350111	48-66432A4
Merc 233	15¼ x 21C	LL/c	46350106	48-65992A4
OMC 175	14 x 17 SST	HL/s + LL/c	46350207	172492
OMC 190	14 x 17 SST	HL/s + LL/c	46350207	172492
OMC 225	14 x 13 SST	HL/s + LL/c	46350215	172490
OMC 235	14 x 15 SST	HL/s	46350203	172491
OMC 235	14 x 17 SST	LL/c	46350207	172492
OMC 165	14 x 15 SST	HL/s	46350203	172491
OMC 165	14 x 17 SST	LL/c	46350207	172492
19V -				
Merc 165	15¼ x 19C	HL/s + LL/c	46350111	48-66432A4
Merc 188	15¼ x 17C	HL/s + LL/c	46350113	48-66450A4
OMC 165	14 x 13 SST	HL/s	46350215	172490
OMC 165	14 x 15 SST	LL/c	46350203	172401
OMC 175	14 x 17 SST	HL/s + LL/c	46350207	172492
OMC 190	14 x 17 SST	HL/s + LL/c	46350207	172492
OMC 225	14 x 13 SST	HL/s	46350215	172490
OMC 225	14 x 15 SST	LL/c	46350203	172491
OMC 235	14 x 15 SST	HL/s	46350203	172491
OMC 235	14 x 17 SST	LL/c	46350207	172492

Interior/Exterior and Canvas Care

Keeping your Cobalt shipshape is more than cosmetic pride. A well-kept, clean boat extends its life span and keeps it new looking for years to come.

Fiberglass Care

One of the major advantages of owning a fiberglass boat is the significant reduction in the amount of work required to maintain her. One reason for this lowered maintenance can be attributed to the fact that the finish coat is an integral part of the hull laminate. This permits the outer layer of resin — (the gel coat) — to carry the ground-in pigment of the final finish color. In effect, the “paint” of your Cobalt is molded-in and part of the structure.

The gel coat on your Cobalt is abrasion resistant to withstand reasonable hard usage of sand, salt water and docking scrapes and yet at the same time elastic enough to “give” and return to shape after minor impact and flexing. It is also resistant to the action of deteriorating chemicals and acids found in most boating waters.

While the gel coat — (the finish layer) — boasts all of these features, you should realize that routine upkeep of fiberglass finish is with a few minor exceptions, very similar to maintaining the finish of an automobile. The object is to have a clean, glossy coat

which will protect the underlying structural material. If the gel coat of a factory-new Cobalt is well maintained, the “showroom shine” should be with you for many years, if not indefinitely.

Maintaining the Finish

Surface film and dirt should be removed by washing with mild household detergent in fresh water. A big sponge speeds washing time and makes cleaning under deck cleats and hardware fittings easier. A soft scrubbing brush (not the stiff bristle type) may be used to scrub off more persistent grime. After area is soaped, hose off with fresh water. After drying, follow with a coat of good quality paste wax. A good coat of wax is your best protection to beauty and long life.

A fresh coat of wax before winter storage is also an excellent means for prolonging the life of your Cobalt's finish.

Removing Stains From Finish

If grease, oil or tar stains are present after washing, a solvent like gasoline, benzine or kerosene should be poured on a rag and the stain rubbed out. As soon as the stain disappears the solvent should be washed off with a detergent solution and flushed with fresh water. No solvent should be left for any length of time on the gel coat. Apply a coat of wax afterwards. Stains from

organic substances like food, coffee, etc. can sometimes penetrate into the gel coat, if the surface has not been waxed. In such cases, when mere detergent washing does not remove the stains, try a household cleaner with chlorine bleach. Many cleaners can be pretty abrasive so don't scrub with all your might. Be patient and allow the bleach a chance to work. Wash and apply a coat of wax.

Rust spots that can sometimes appear from tin cans or metal objects that have been left on the surface overnight may be removed in a variety of ways. Stain removers which do not harm fiberglass but affectively bleach out rust are on the market. It is wise to test these solutions to determine this effect upon the finish. You may also wish to use one of the prepared liquid fiberglass cleaners that are available. These cleaners usually come in a bottle and contain a special preparation which both cleans and deposits a protective waxy film. Most of them must be buffed with a soft rag after application either while wet or when dry. If, after application, the surface looks chalky or glossless, apply a hand-rubbed coat of good paste wax.

Finish Repair

Repairing small scratches, chips and gouges in the

surface can be done with a minimum of effort by following these simple directions:

- a. Clean out scratch thoroughly and allow to dry completely.
- b. Measure out teaspoon of color that is furnished in a gel coat repair kit. Place two or three drops of clear liquid (hardner) in the color and stir thoroughly.
- c. Using a matchstick, small brush or a similar applicator, brush color into scratch.
- d. The use of clear cellophane tape pressed firmly over the patch will help to dry and smooth it out.
- e. Let harden and pull tape off. You may sand or rub smooth if necessary. Use the finest grit of sandpaper. Papers are graded according to number of grits per square inch: the higher the number the finer the paper. 600-800 wet-or-dry sandpaper should be used to finish sanding.

Note: If you feel sanding is required to smooth out your repair spot, it is strongly suggested that you confer with your dealer first. Improper sandpaper or sanding could do more damage than the original scratch, so get advice from your dealer. Deeper scratches or damage should be repaired by your dealer or other fiberglass experts.

Vinyl Interior/Upholstery Care

The vinyl fabric in your Cobalt's interior was especially selected to take the tough punishment of the elements and hard usage of an active boater. One big, single caution, however, in the care of your interior is to avoid contact with sharp objects. With all its toughness and wear qualities it is no match for a screwdriver you forgot to take out of your back pocket before sitting down.

Keeping your Cobalt interior clean and beautiful is easy. Ordinary dirt can be removed by washing with warm water and a mild soap. Apply soapy water to a large area and allow to soak for a few minutes. Brisk rubbing with a cloth should then remove most dirt. This procedure may be repeated in case of stubborn or imbedded dirt. A soft bristle brush may be used after the soap has been applied. **Other cleaning suggestions** — Chewing gum may be removed by careful scraping and by the application of kerosene or naphtha. **Tars, Asphalt, Creosote** — each of these items will stain Naugahyde if allowed to remain in contact. Wipe off as quickly as possible and clean the area using a cloth dampened with kerosene or naphtha. **Paint** should be removed immediately. Do not use paint remover or liquid type brush cleaner. Use a white cloth dampened with kerosene or naphtha. **Nail polish and nail polish remover** — these substances

will cause permanent harm to Naugahyde. Fast and careful wiping or immediate blotting after contact will minimize the staining. Spreading of liquid while removing should be avoided. **Waxing and refinishing** — waxing improves the wearability and cleanability of Naugahyde. Use any hard wax.

CAUTION SHOULD BE EXERCISED IN USING FLAMMABLE SOLVENTS.

Vacuuming

A very effective and easy way to keep your interior ship shape is giving it a good vacuuming. You may use your own canister type or the ones available at a car wash. The vacuum cleaner allows you to pick up in tight areas such as under bow, jump and lounge seats. It's also a great way to clean up any debris in the bilge area. (If you're at a car wash, it's a good idea to use the pressure nozzle to wash the bilge area prior to vacuuming.)

Carpet Care

Carpet in your Cobalt is made of polypropylene. It will not stain, rust, rot or mildew. A scrubbing with soapy water will handle the toughest job or a simple hosing for the mild cleanups will bring out that new look again. Like any carpeting, its life depends upon how

clean it remains. It's the dirt and sand below the surface that causes wear, so don't be afraid to clean it often. CAUTION: Do not use solvents such as Acetone or Lacquer Thinner on carpet.

Canvas/Top/Camper Care

After use and before rolling up your top or camper top it is advisable to wash it with soap and water. A good cleaning will avoid the grinding wear of dirt and grit. Side curtains and rear window should demand extra care to prevent scratching. Ideally, they should be washed with clear water, preferably hosed off, wiping it with your hand at the same time. Do not attempt to use a cloth or chamois skin. Any dirt or grit in the cloth may result in scratches. Clear water and using your (clean) hand is the safest way.

After washing canvas it is recommended that any good vinyl or convertible top cleaner be used. A good cleaner of this type contains a preservative and brings out the shine and beauty of this material. Also be sure that the top is completely dry before stowing. Snap buttons may be coated with vaseline or lubricant to avoid sticking.

Hardware Care

Most of the hardware on your Cobalt is either stainless

steel or chrome-plated brass. Since all metals are porous to an extent, the one protection that is best above all others is the application of wax. A good wax seals the pores and thereby prevents oxygen from attacking the surface. It also prevents particles from lodging in crevices and starting cell actions.

Any good automobile cake wax will give you good protection.

All hardware should be cleaned of dirt and oil. However, cleaning should be accomplished without using detergents or abrasives. As a rule, cold, fresh water and a little elbow grease with a cloth will remove normal dirt. If there are excessive oils, they should be removed with either alcohol or gasoline. After the metals are clean and dry, the cake wax should be applied when the temperature is 95 degrees or less. Apply with a soft cloth completely saturated with the wax. (Never heat the wax.) This application will turn parts frosty white, which assures you of complete coverage. Leave on surface about two minutes (maximum of five minutes) then completely remove with a soft clean cloth.

The rubbing off removes the white color and converts the oxidized portion of the wax to a clear film that completely fills all the crevices and renders a film over the entire surface. The more you rub, the better job you do.

Hull Bottom Care

It is very important to keep the hull bottom clean. The condition of the bottom has a direct effect on the performance of your Cobalt. Marine growth, (present in fresh and salt water), will result in lower boat speeds. Slime, barnacles and other foreign matter on the bottom can cause a reduction in top speed of 20 percent or more. It is always a good idea to periodically clean the hull bottom. In most areas it is advisable to coat the bottom of your Cobalt with anti-fouling paint. Your Cobalt dealer has the proper anti-fouling compounds and is familiar with local conditions, so consult him about this protection.

Teakwood Care

While it is generally said that teakwood is maintenance free, it is better to consider teakwood as a material that requires a minimal amount of work to maintain.

If the care of teakwood is completely ignored, after a long period of time you can expect its color to turn grey. In addition to the fading of its color, the surface finish will tend to become rougher. This roughing results and gradually becomes more apparent as the oil in the wood evaporates or dries out causing a shrinking and separation of the wood's grain.

For appearance sake and to avoid this "roughing" it is suggested that you use an application of the teak oil that was supplied with your Cobalt. Instructions for usage are on the label.

Seat Adjustment

The seats in your Cobalt have an exclusive adjustment (pat. applied for) that makes fore and aft, lounge and sleeper positions quick and simple.

Fore & aft adjustment: Release catch latch while sitting in seat and slide yourself to desired position.

Sleeper position: Release clamp latches in center of seat on top of slide track, grasp aft cushion and pull. Seat will separate in center and lie flat. To return to original upright position, reverse procedure.

Lounge position: (Port seat only) From sleeper position per above, raise forward cushion and lift up aluminum support in base. Place cushion on the support near the top to secure.

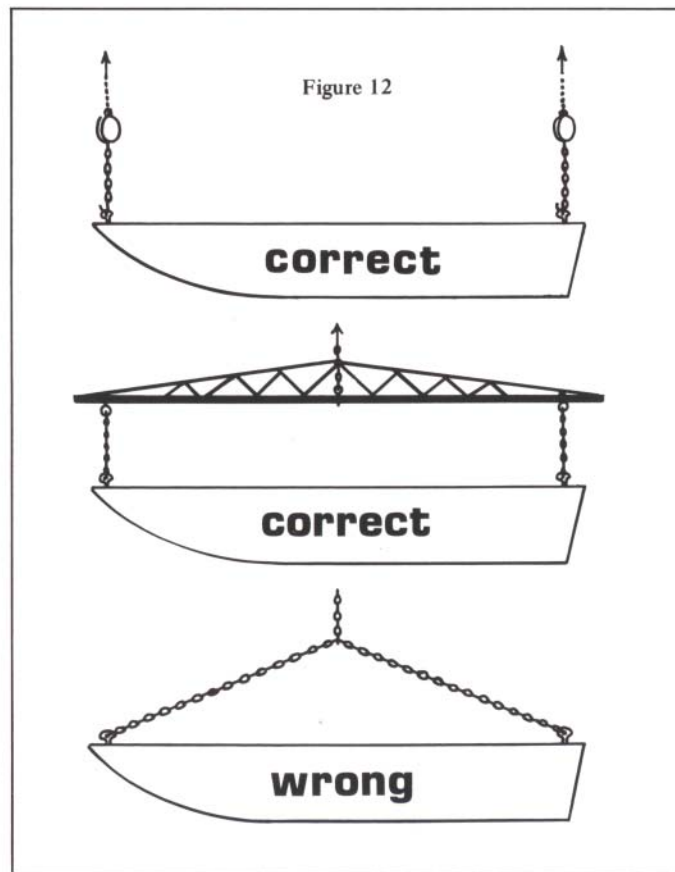
Winterizing and Off-Season Storage

1. Preparing for winter lay up is vital for the preservation of your Cobalt. In frigid zones, you must be particularly attentive to items that can be damaged by freezing.

2. Step by step instructions on what must be done to your engine for winter storage is outlined in your engine manual. **Follow these essential instructions carefully.** This manual also details procedures for returning your engine to service for in-season usage.
3. Good storage is very important, be it wet or dry. Proper storing or blocking is necessary to properly support the hull when stored dry.
4. Provide adequate ventilation if canvas covered. Be sure there are openings at both ends so that a thru draft is created.
5. Remove battery. Store on wooden shelf or wood base. Store in dry covered place, charged to capacity and check it periodically during the off-season.
6. If fuel will remain in the tank during the storage period, add preservative to fuel. It is also advisable to add fuel preservative to your tank during winter months or any long periods of non-operation.

Lifting Rings on Your Cobalt

The lifting rings on your Cobalt have been strength tested by an independent testing laboratory and were found to be capable of withstanding almost 2½ times the weight of the boat.



Keep in mind however that there is a proper way to lift your Cobalt. Lifting pressure should always be vertical from the rings. Improper lifting could cause damage. If only one hoist is used, a spreader bar should be employed to avoid side strain on the rings.

Fig. 12 illustrates the correct and incorrect hook-up for lifting.

Trailer Your Cobalt

Every trailer is tagged with a specific maximum load capacity. This should include the weight of the boat, motor, fuel and gear aboard. You should not exceed the trailer capacity. Remember that it is never a good idea to use your Cobalt and trailer as a cargo hauler and carrying excess luggage, furniture, etc., should always be avoided.

Be sure your trailer is equipped with the proper lights, brakes, safety chains, license, etc., that comply with local and state laws.

Adjusting Your Trailer

It is imperative that your trailer be adjusted to properly mate with the hull of your Cobalt. The supporting rollers and/or bolsters should be adjusted so that the boat is level and its weight is evenly distributed on the keel rollers and/or bunkers. Your

Cobalt should sit on the trailer so that the tongue weight is within the requirements of your state's trailer laws. If there is not enough tongue weight the trailer may sway. To adjust the tongue weight, it may be necessary to shift the trailer axle forward or backward in order to change the relative position of the boat over the axle.

If boat and trailer are properly adjusted and sway still exists, it could very well be the fault of your car. In such a case, the installation of air shocks or like equipment should be considered to eliminate sway.

Rear Vision

If rear vision is obscured, equip your vehicle with suitable sideview mirrors when towing your Cobalt.

Towing Your Cobalt

Before getting underway there are some important things which should be checked before, and sometimes during, every trip. Your list should include the following items: (1) Is the hitch on tight and secure? (2) Are all nuts and bolts tight and safety chain secured? (3) Are locks on winch (and tilt mechanism, if any) in correct position? (4) Are tires properly inflated and in good condition, including spare tire? Do you have the proper jack to raise trailer (your car jack may not

work)? (5) Are signal, stop and all other lights operating properly? (6) Is equipment in boat secured and evenly distributed? (7) Are tie downs (if any) properly secured? (8) Are all travel cover snaps, ropes and ties secured? (9) Have wheel bearings been greased recently (bearings should be checked during the trip by checking the hub for excessive heat)? (10) Do you have all equipment such as skis, fishing gear, etc. that you want to take?

Remember: You have added a great deal of weight behind your car. You will need a greater distance to stop and to pass. Try braking and accelerating several times to get the feel of how your car will handle with this increased weight pushing and pulling you. Also, educate yourself on state speed limits while pulling a trailer. Many states require slower speeds while towing a trailer.

Launching and Retrieving Your Boat

When you arrive at your location you will find that launching and retrieving your Cobalt is accomplished very easily with today's modern trailers. If you go down to a launch ramp and observe people launching their boat, you will soon realize that there are many ways to get a boat into the water. Some methods are better than others and vary with the different types of boats and trailers, launching ramps and individual

preference. The following is a general description of how launching should be accomplished.

Back your trailer down near the water and stop. Unplug your trailer lights so they will not be so hot that they crack when they come in contact with the water. Remove tie-downs (if any) and tilt your engine outdrive up. **CHECK TO BE SURE THE DRAIN PLUG IS IN POSITION!** Now back the trailer down to the water and set your hand brake. Get in the boat, turn on the blower and raise the engine cover. Check for any smell of gas. If you detect any fumes, check all hose connections and the bilge for gasoline. Do not start the engine under any circumstances if the smell of gasoline is present. Find out the cause and fix it before you do anything else. Back boat and trailer into the water and start engine prior to releasing the winch. Now that you know everything is operational, unlock the bow winch. Be sure to hold a line attached to the bow to keep the boat from drifting. Once you're in the clear, tie up to the dock, etc. and pull the empty trailer up and park it.

To retrieve your boat, back the trailer down to the water as in launching. Unwind enough winch line to connect it to the bow eye. Be sure the engine drive unit is tilted up. Crank the winch to pull your boat onto the trailer. Make sure it is positioned on the trailer correctly. Lock the winch and pull the trailer away

from the ramp, put on tie downs, if any, and remove the drain plug. Be sure to go through your mental checklist before starting home.

If the area where you will be launching your boat is sandy or muddy, you may find that two 5 foot sections of heavy-duty mesh wire 1 foot wide will keep your rear tires from bogging down. Some boatmen have even installed clamp-on bumper hitches on the front of their cars. At the launching site they unhook the trailer and turn their car around and push the trailer into the water. This way the car's rear wheels remain on firm ground. As you gain experience by doing and observing others, you will no doubt work out the launching system which works best for you.

To keep your trailer in good condition, you should always wash it and your boat after each use. Periodically, lubricate wheel bearings, winch bearing surface, rollers, ball and socket components, tilt releases, locking levers and any other moving components of your trailer. Check winch rope or cable frequently.

When you return home, you should store your Cobalt and trailer in a protected location, preferably under cover away from the elements. (Storing under a tree is not advisable.) Remove wet gear and loosen tie-down lines. If rain is likely to get into the boat, the tongue of

the trailer should be raised so the water will drain out. If you are storing your boat and trailer for a long period of time, the wheels should be set on blocks so the tires do not rest on the ground. Prolonged contact with the damp ground will deteriorate tires. If you store your boat and trailer in a dry place out of the elements this is not necessary.

Remember, your trailer is basically a simple piece of equipment and requires very little maintenance, but nothing is more discouraging than having something happen to your trailer and not being able to reach your destination. Many people have had a family outing or big fishing trip ruined because of a blowout with no spare, frozen wheel bearings or worse. Routine maintenance on your trailer can significantly reduce the possibility of these things happening to you.

Steering & Stopping

When operating a boat there are two things to remember; (1) A boat steers by the stern, (2) A boat must use the propeller as a brake. If your car is parked alongside a curb with the right wheels on the inside, to pull out, you simply turn the front wheels left and move away. This is not the case with a boat. If your boat is docked parallel to the pier, starboard side next to the dock, and you turn the wheel hard port and pull

ahead, you will accomplish nothing except push the stern into the dock and possibly damage your Cobalt, the dock, and your feelings. To pull away from the dock you must first get your stern clear to give yourself room to maneuver. Push the boat away from the dock, making sure to get the stern clear, and then ease the boat away. Notice we said "ease" the boat away. By taking your time, maneuvering slowly, and thinking ahead, you can quickly appear to be an experienced boatman even though you may still be a bit unsure of yourself. To stop your boat, "cut the throttle" and wait for water resistance to reduce your speed. The boat will slow quickly at first and will then begin to drift. The speed and direction of drift is dependent on the current and wind. If you are drifting into an object, you must reverse your engine to come to a complete stop or reverse direction.

If your boat is propelled by the water jet drive unit, it will require some special handling techniques uncommon to propeller driven boats. It is advisable that the experienced, as well as the novice, skipper use extreme caution until these techniques have been fully mastered.

Docking

The graceful docking of your boat can only be learned by experience. In general, slowly approach the dock at

an angle (30 to 45 degrees); just before reaching the dock, swing the stern in by turning the steering wheel in the opposite direction, shifting into reverse and giving a short burst of the throttle. Remember to take the wind and current into account. When at the dock, you will want to tie your boat up properly. Most boatmen prefer to use two half hitches (figure 13) for this purpose. If you are docking where there is tidal action, you must allow for the rise and fall of the boat due to the tides. Figure 14 shows how this can be accomplished. Remember to leave the lines slack.

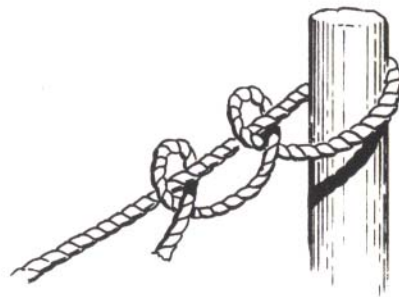


Figure 13

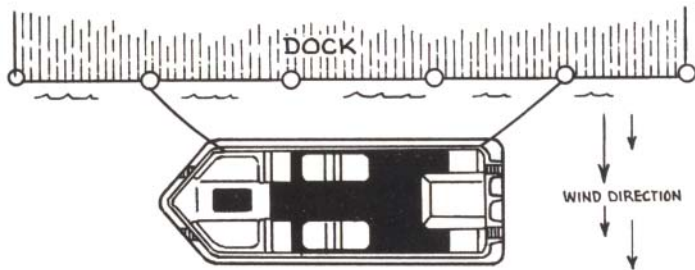


Figure 14

Anchoring

If you plan to anchor your boat, you will need a suitable anchor and a strong anchor line. The type and size of your anchor depends on your boat and the type of bottom over which you will be anchoring. Your anchor line should be approximately six times as long as the depth of the water where you expect to be anchoring. In strong winds or currents, you will need to increase this length. A three or four foot length of chain between the anchor and line will reduce the chance of your anchor line breaking due to rubbing on nearby obstacles on the bottom; also, the extra weight

of the chain will help hold the flukes of the anchor imbedded in the bottom. Be sure not to anchor in a channel. To anchor your boat, head into the wind or current, stop forward motion, lower the anchor (do not "heave the anchor") and drift back slowly paying out the anchor line. Reverse your engine if necessary. Tie the line to the bow eye and the anchor should hold securely; however, before stopping the engine, wait to be sure the anchor is holding. To retrieve the anchor, run slowly over the anchor, pulling in the anchor line as you go. Once over the anchor it should break out easily from the bottom and you can pull it into your boat.

Rules of the Road

Just as you are legally required to know and observe certain rules when operating your automobile, you are also required to know and observe "nautical rules of the road" when you are operating your boat.

Of primary concern is the area from dead ahead to two points off the starboard beam (112½ degrees). See figure 15. This is called the danger zone. A boat in this area is considered the privileged vessel and your boat is the burdened vessel. In all cases, the burdened vessel must adopt every means necessary to avoid a collision. The privileged vessel must hold his course and speed.

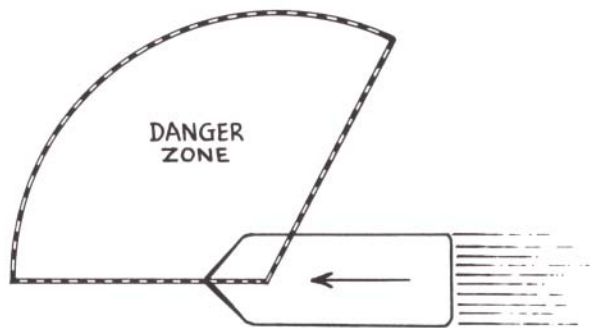


Figure 15

At night, a boat which is in your danger zone and traveling on a possible collision course will show a red light. A boat outside your danger zone will show a green light.

If two boats are heading directly toward each other they are both required to exchange one blast of their horn and swing to starboard. Two boats on opposite parallel courses far to starboard of each other should exchange two blasts of their horn and both shall hold course. When overtaking another boat, you may pass on either side but you must keep clear of the boat being passed since that boat is the privileged vessel. Boats coming out of a slip do not have any right of way until

they have completely cleared the slip. If, for any reason, you fail to understand the course or intentions of an approaching vessel, you should immediately give four short blasts of your whistle or horn and stop your engine.

When approaching a sailing vessel or row boat you must always assume the responsibility of the burdened vessel and keep well clear of them. Remember, your wake may cause them difficulty.

Buoys

A comprehensive discussion of all the different types of buoys is beyond the scope of this manual. However, here are a few basic points to remember. When entering a river or channel from seaward, red buoys with even numbers will mark the right hand side of the channel, while black buoys with odd numbers will mark the left hand side of the channel. An easy way to remember this is "red, right, return" (the three R's). Red buoys on the right when returning to port from seaward. Buoys marking mid-channel have black and white vertical stripes and may be passed close by on either side. Red and black horizontally striped buoys mark an obstruction or a junction of one channel with another.

When navigating any waters, it is always advisable to consult a nautical chart. These charts and related

publications may be purchased from The National Ocean Survey, Distribution Division, C44, 4200 Connecticut Avenue, N. W., Washington, D. C. 20235.

If your boat is in distress, the regulation distress signal is made by continually raising and lowering both arms outstretched at sides. Other signals are: waving a shirt tied to a paddle, repeatedly sounding your boat's horn, flying your boat's ensign upside down, and flares.

Accidents

If you should have an accident in your boat which incapacitates any person for more than 72 hours or causes damage to property in excess of \$100.00, you are required to file a written report within five days of the accident. If the accident resulted in a death, a written report must be submitted within 48 hours. Boating accident report forms (CG-3865) are obtainable at any Coast Guard office or unit. They must be submitted by the operator to the nearest Coast Guard office unless the operator is required to file an accident report with a state having an approved numbering system. Check local state laws.

Weather

The wise boatman will always check the local weather forecast before getting under way. If storm warnings

are posted, he will stay in. While out on the water, he will keep an eye on changes of weather and head for shelter at the first sign of threatening weather. It is also a good idea to keep a radio aboard and listen to local weather reports.

If you should get caught out in rough water, here are a few tips to follow. Reduce your speed and head into the waves when possible. Keep gear and passengers close to the center line and as low as possible. Head for the nearest shelter.

Boating rules and regulations may vary from state to state. You should always check local regulations. Also, watch for changes in boating regulations.

EQUIPMENT AND GOVERNMENT REGULATIONS

Lights

Motorboats under 26 feet in length underway between sunset and sunrise must display proper lights. A boat at anchor must display a white anchor light less than 20 feet over the hull and must be visible for at least one mile to a boat approaching from any direction.

Whistle or Horn

All boats 16 feet to 26 feet in length (Class 1) are required to carry a horn or whistle which is audible at

least one mile. It may be hand, mouth, or power operated.

All I/O boats up to 26 feet in length (Class A and Class 1) are required to carry at least one B-1 type approved and portable fire extinguisher. Your Cobalt is standard equipped to meet all of the above requirements.

Life Saving Devices

All boats must carry one Coast Guard approved type 1, 2, or 3 (wearable) device for every person on board. In addition, each boat over 16 feet in length is required to carry one approved type 4 throwable life saving device such as a ring life buoy or buoyant cushion. When the approval stamps are no longer legible and the equipment cannot otherwise be identified as being approved, the equipment must be replaced with currently approved equipment.

Additional Recommended Equipment

Although not required by law, the conscientious boatman will make sure that his boat is equipped with the following items:

1. Compass
2. Distress signal flares
3. Flashlight

4. First aid kit
5. Anchor and anchor line
6. Tool kit
7. Paddle

Inland Lakes

All boats operating on inland lakes are under the jurisdiction of state governments. You should always check your local state laws for specified equipment necessary when navigating their waterways.

B.I.A. Certification

Boating Industry Association is a National Trade Association serving all elements of the Recreational Boating Industry.

Its members include manufacturers of all types of boating equipment — outboard and inboard boats, sailboats, marine engines, outboard motors, boat trailers, boating accessories and supplies.

B.I.A. certification means but one thing. When you, as a boat owner, have this certification, you can be assured that lighting, ventilation, steering, flotation, capacity, fuel system, horsepower rating and anything that will insure your safety are within the rigid U.S. Coast Guard requirements.

Your Cobalt is B.I.A. Certified and meets U.S. Coast Guard standards.

Boating Instructions

Both the U.S. Coast Guard Auxiliary and the U.S. Power Squadron conduct an extensive program of boating safety and seamanship. There are courses designed for both the beginner and the more experienced boatman. Additional information on the

Coast Guard Auxiliary and its programs may be obtained from your local Coast Guard district office. For information on the U.S. Power Squadron, write to U.S. Power Squadron Headquarters, P.O. Box 510, Englewood, New Jersey 07631.

“Better Boating”, a guide to safety afloat, is an excellent booklet and may be purchased from Outdoor Publishing, Inc., 1202 Harrison St., Seattle, WA 98109.



TWO YEAR WARRANTY

Because Cobalt's policy of design for excellence dictates the inclusion of advancements whenever developed, the right is reserved to make changes in these specifications at any time without advance notice.

Cobalt Boats builds the finest quality boat obtainable. We warrant each new hull and deck to be free from structural defects in material and workmanship under normal recommended use for a period of two years from date of delivery to the original purchaser. During this period, warranty repairs will be made without charge by Cobalt Boats at their plant in Neodesha, Kansas, or at Cobalt's option, by an authorized Cobalt dealer. Transportation to and from the plant will be at the owner's expense with all repairs subject to the authorization of factory-trained personnel whose decisions will be final.

This warranty does not apply to (1) engines, outdrives, controls, batteries, or other equipment or accessories carrying their own individual warranties (appropriate adjustment to them being provided by their respective manufactures); (2) installation of engines or accessories installed by others; (3) windshield breakage, gel coat or upholstery damage and; (4) any Cobalt boat which has been altered, subjected to misuse, negligence or accident, or used for racing purposes.

This warranty is in lieu of any other warranty expressed or implied, or of any nature whatsoever.



COBALT BOATS
NEODESHA, KANSAS