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**I. EQUIPMENT**

**REGULATIONS**

**Lights**  
Motorboat  
between sunset  
boat at anchor  
than 20 feet  
least one mile  
tion.

**Whistle or**  
All boats  
required to carry  
least one mile  
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**Fire Extinguishers**  
All I/O boats  
Class I) are  
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**Life Saving**  
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## I. 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 that 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.

### Fire Extinguisher

All 170 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.

## II. B.I.A. CERTIFICATION

Boating Industry Associations 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.

### III. INTERIOR/EXTERIOR CARE

#### 1. 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 the vinyl 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 the vinyl. 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 the vinyl. Use any hard wax.

**CAUTION SHOULD BE EXERCISED IN USING FLAMMABLE SOLVENTS.**

#### 2. Vacuuming

A very effective and easy way to keep your interior ship shape is giving it a good vacuuming.

You may use you available at a c lows you to pick bow, jump and to clean up any at a car wash, it nozzle to wash t

#### 3. Carpet Care

The carpet in yester. It will n soapy water will ple hosing for i new look again stained with gr won't clean it, y a rag, provided **CAUTION:** Use flammable liqu ventilated area.

#### 4. Teakwood Ca

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### 3. COBALT IN US-

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od 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.)

### 3. Carpet Care

The carpet in your Cobalt is made of 100% polyester. It will not rot or mildew. Scrubbing with soapy water will handle most tough jobs. A simple hosing for mild cleanups will bring out that new look again. If your carpet accidentally gets stained with grease and normal soap and water won't clean it, you can use gasoline or acetone on a rag, provided it is used sparingly.

**CAUTION:** Use extreme caution while using any flammable liquids. Make sure you are in a well ventilated area.

### 4. 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 gray. In addition to the fading of its color, the surface finish will tend to become rough. 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 use are on the label.

### 5. Canvas/Top/Camper Care

Boat canvas is, in most cases, subjected to more severe punishment than practically any other type of canvas or fabric item.

Moisture, dirt, chemicals from industrial fallout, heat, ultraviolet rays and salt water (in some cases), are all factors anxious to destroy your boat top. These elements can do serious damage if left unchecked. Let's take these elements one at a time and see what we can do to slow their destructive process.

**MOISTURE** — Can cause shrinkage, mold (and mildew if fabric is not properly treated). The best

method of prevention is to allow all canvas items to dry thoroughly while installed on the boat. Shrinkage can occur anytime an article is allowed to dry while loose. Most shrinkage will occur the first few months after initial installation. When canvas items are erected on the boat and properly adjusted, shrinkage can only occur in areas of looseness. Stern curtains, cockpit covers or other similar items should be installed loose enough to allow for some shrinkage. Mold and mildew can be avoided by keeping your unit clean and well ventilated.

**DIRT** - Can create a starting point for mold when moisture is present. Cleaning periodically with a mild detergent and water while unit is erected on the boat will extend the canvas life and provide a better appearance. Cleaning can be accomplished with a sponge, soft scrub brush or by using one of the serve-yourself car washes. Unit should always be erected fully and adjusted to a tight, smooth appearance before washing. Allow unit to air dry thoroughly before removing curtains.

**CHEMICALS** - From industrial fallout can cause decay of vinyls and fabrics if allowed to accumulate for long periods of time. There are so many

different types of chemicals involved it would not be practical to try to describe them here. Keeping your unit clean is the best answer.

**HEAT** - Under certain conditions can cause plasticizer migration. Any vinyl coated fabric when enclosed in a polyethylene container and subjected to sunlight is subjected to potential migration of the vinyl plasticizers. This will result in cracks appearing in the vinyl component and a stiffening effect on the fabric. Polyethylene bags or tubes are meant only for protection during shipping and handling. **DO NOT USE THEM FOR STOWAGE.**

**ULTRAVIOLET DEGRADATION** - Most synthetic fabrics or nylon parts today are U.V.R. treated to resist ultraviolet effects. The best protection, however, is to avoid long periods of stowage in areas subjected to direct sunlight.

**SALT WATER** - Corrosive effects of salt water, as well as chemicals from industrial installation, can corrode brass or aluminum fittings of fasteners. Your canvas has snap fasteners made of stainless steel. These can be protected by keeping them clean and occasionally lubricating them with petroleum jelly.

In summary, the things you can do to protect

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3. Slide aft end of cover into luff slot at bottom of windshield.
4. Snap cover to boat.
5. Raise tonneau pole.
6. Close zipper.
7. Close center windshield section and snap to bottom.
8. Walk-thru doors may be closed if desired.

## 2. Storage of the Top

The following is the recommended procedure for folding and storage of the top:

- a. Disconnect the rear flaps from the side of the boat and allow them to hang free.
- b. Disconnect the top snaps from the windshield. (At this point, the two bows should still be separated.)
- c. Grasp the two bows and fold them together. (Allow the canvas to gather between the bows.)
- d. Pull the flaps that were attached to the side of the boat toward the center of the boat.
- e. Still holding the bows and side flaps with one hand, use the remaining hand to pull the remaining material through the closed bows

toward the back of the boat.

- f. Roll the canvas around the bows. (As you roll the canvas, insure its tightness and pull the sides of the canvas to prevent wrinkling.
- g. Slide the boot over the canvas and snap.
- h. Remove the top from the "top bow extension legs" and stow the top in the "top storage compartment."
- i. Remove the extension legs and stow them in the "top storage compartment."

## 3. Seat Adjustment

The driver's seat is adjustable fore and aft. To attain desired position, lift the release handle mounted under the forward lip of the driver's seat cushion, move seat, and release handle. Make sure handle retracts fully and seat is locked in place.

The passenger's seat is not adjustable.

To lay the sleeper seats down, simply grasp the forward edge of the seat cushion and lift until mechanism releases. Then extend into the sleeper position. On the driver's side, it will also be necessary to lift the release handle to slide the front of the mechanism to its most forward position. Re-

verse this procedure to replace in normal position.

While in the sleeper position, the after-most cushion can be raised and locked into a lounge position. To lock, press the support legs to an over-center position. These are located under the cushion and are exposed when the cushion is raised.

Captain's chairs on both driver and passenger sides adjust fore and aft. Turn L-shaped handle counterclockwise to loosen, slide seat to desired position. Turn L-shaped handle clockwise to tighten.

Only the captain's chair on passenger side will swivel. To face aft, slide seat all the way aft, release round knob located opposite L-shaped handle and turn seat counterclockwise. Adjust fore and aft position after seat is turned around.

#### 4. Instrument Panel (See Fig. #1, Page 10)

1. Clock — Electrically wound.
2. Fuel Gauge
3. Amperes Gauge — Shows amount of current being absorbed by battery from alternator. Should indicate some amount of positive (+) charge when engine is running at all speeds except idle.

4. Speedometer (Miles Per Hour)

5. Rudder Indicator — Shows position of drive unit in reference to the center line of boat.

6. Tachometer (Revolutions Per Minute)

7. Oil Pressure Gauge — Pressure can vary according to type of engine. It is normal for a hot engine to have low pressure at idle, (depending on type of oil, pressure may drop as low as 10 PSI at idle). Oil pressure should be maintained as follows:

##### MerCruiser

140	30-60 PSI @ 2000 RPM
165	30-60 PSI @ 2000 RPM
170	30-60 PSI @ 2000 RPM
198	30-55 PSI @ 2000 RPM
228	30-55 PSI @ 2000 RPM
260	30-55 PSI @ 2000 RPM

##### OMC

200	30-50 PSI @ 3000 RPM
230	30-50 PSI @ 3000 RPM
260	30-50 PSI @ 3000 RPM

**DANGER:** Should oil pressure drop below 30 PSI at the indicated RPM, there is a malfunction in the engine or gauge or a low level of oil. Check immediately before further operation.

8. Temperature Gauge—Temperature may fluctuate slightly while running. Maximum temperature may vary depending on type of engine.
- DANGER: Should water temperature reach 180 degrees Fahrenheit, your engine is overheating and should be checked immediately for probable cause.**
9. Trim Gauge — Shows the position of the drive unit in reference to the bottom (keel) of boat.
10. Horn Button — Horn is mounted under deck on starboard side.
11. Lighter
12. Engine Off Indicator — Indicates when ignition is in "on" position and engine is not running, or with loss of oil pressure. A buzzer will sound at the same time.
13. Bilge Blower Indicator — Indicates when bilge blower is operating.
14. Bilge Pump Indicator — Indicates when bilge pump is operating in manual or automatic mode.
15. Interior Light Indicator — Indicates when interior lights are on.

16. Dash Light Indicator — Indicates with dash instrument lights.
17. Exterior Light Indicator — Indicates with navigation or anchor lights.
18. Two Position Switches — Control appropriate equipment.
19. Three Position Exterior Light Switch — Up position, navigation (running) lights, which include combination red and green bow light, stern light and forward portion only of mast light. Center position, off. Down position, anchor lights, which are forward and aft position of mast light only.
20. Circuit Breakers — Push to reset if necessary. If the button continues to pop out, consult your Authorized Cobalt Dealer.
21. Master Circuit Breaker — All equipment on dashboard and equipment controlled from dash, receives power through this breaker.
22. Ignition Key Switch
- 23./24. Button and switch must be used together to raise outdrive to trailer position. (OMC only)
25. Three position switch for optional windshield wiper.

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26. Indicator light for optional windshield wiper.  
27. Auxiliary Alpha Two Position Switch — Can be used for optional equipment.

28. Indicator Light — For auxiliary equipment.  
29. Bowrider Models — Auxiliary Beta two position switch can be used for optional equipment. 19CD Only — Momentary windshield control switch.

30. Indicator Light — For auxiliary equipment.

31. Steering Tension Knob (MerCruiser Only) — Turns to adjust amount of tension on the steering wheel.  
32. Dash Lights — Indicates with instrument lights.

#### 5. Engine Control

The engine control in your Cobalt is supplied by the engine manufacturer. It controls shifting, throttle and incorporates the power trim control which is covered in another section entitled "Power Trim."

#### OMC

Engine will start only in neutral. To move handle from neutral position (vertical), lift the red button under handle, then move handle. Moving handle forward will engage forward gear initially. Continuing forward

movement will advance throttle. Moving handle aft will engage reverse gear initially. Continued aft movement will advance throttle.

**Cold Starting** — While handle is in neutral position, pull entire handle away from side of boat and move handle forward. This will allow you to advance the throttle while leaving the shift mechanism in neutral.

#### MERCURUISER

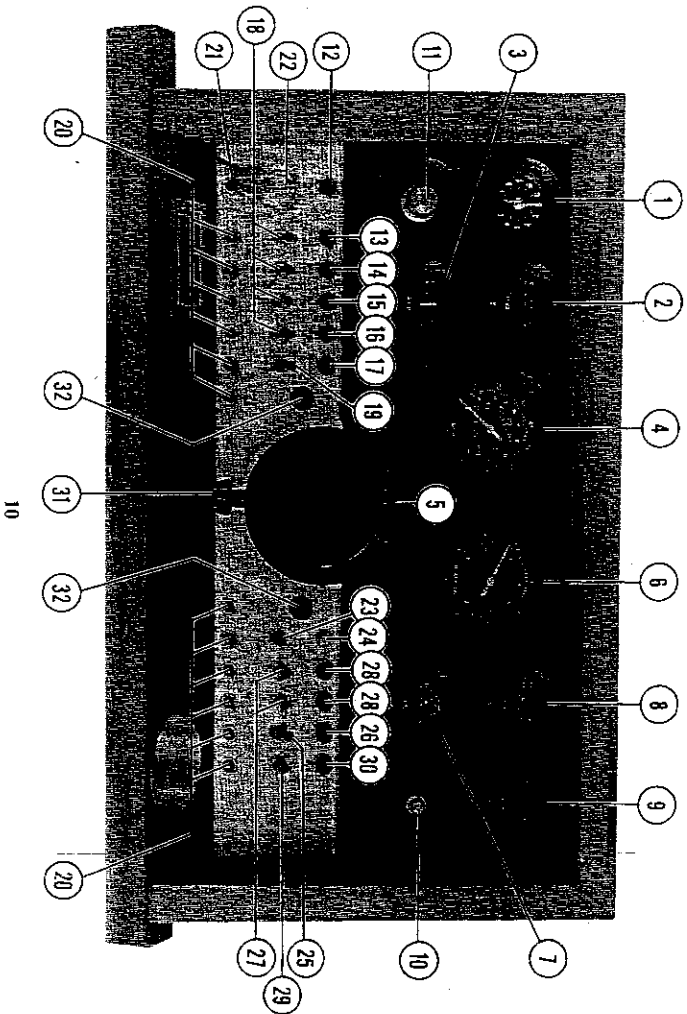
The same procedure is used for MerCruiser as for the OMC, except it is not necessary to lift button to release from the neutral position. For cold starting, while handle is in the neutral position, depress the button in the center of the bottom of the handle and move forward.

#### 6. Steering System

The steering system in your Cobalt is the finest available in the boating industry today. It is a mechanical system, with power assist in some installations.

#### Steering/Propeller Torque

Steering or propeller torque is always present in any drive system. In some systems, it is more noticeable than in others. If your boat has power steering you will not encounter this torque. If your boat is not equipped with pow-



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4. The trim should be raised for correct steering. This is especially true for non-power steering models. If the trim is in the wrong position, you will encounter difficulty steering in one direction or the other. To correct this, move the trim up or down as necessary so that you have even steering force in both directions.
5. It will be necessary to readjust the trim angle as boat speed changes.
6. The Trim Tab on the outdrive may also need to be adjusted to correct for steering torque. Check with your Authorized Coastal Dealer for this adjustment.

**8. Storage Areas**

**Bow Area — Bowrider Models**

There is storage located under the seat cushions of the bow. This area is accessible by lifting the pull strap on the cushion. Because of a lack of ventilation, wet items should not be stowed in these areas.

- Cockpit Area — All Models, Standard Interior  
In the cockpit, the storage areas include:
1. Bulkhead Storage Pocket (Except 19CD)
  2. Glove Compartment — Lockable

3. Floor Ski Storage — Excellent for water skis, fishing tackle, etc.
  4. Sleeper Seat Base Storage  
To open — release seat mechanism as described in section 3 (Seat Adjustment). Access is attained with seats in a partially lowered position.
  5. Top Storage Compartment  
Lift on finger pull to raise cover.
  6. Motor Box Storage  
To open — Raise motor box — items may be stored in areas either side of the engine.
- Cockpit Area — All Models with Optional Sun-deck. Items 1 through 3 are the same as the standard interior.
4. Bench Seat Base Storage (18's and 19's)  
To open — Grasp the forward edge of the bench seat bottom cushion, raise slightly and pull forward. Then grasp the aft edge of the cushion and raise to gain access to storage below.
  5. Top Storage (16SE) — Top is stored under bench seat
  6. Top Storage (18's and 19's)  
The top and the optional camper top are

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this, stored behind the bench seat back cushion. To gain access, open bench seat storage per item #4, then pull the bench seat back cushion forward. The straps holding the top in place have snaps at the top of the strap.

7. Aft Storage  
This is accessible by removing the sundeck cushion and opening lid.

**9. Warning Labels**

Your 1979 Cobalt has several warning labels displayed to point out safety hazards. The areas are as follows:

1. Boarding Ladder/Swim Platform  
"WARNING: Under no circumstances should anyone be allowed to enter or exit your Cobalt from the boarding ladder or swim platform while engine is running."
2. Engine Flame Arrestor  
"Leaking fuel is a fire and explosion hazard. Inspect fuel system regularly. Examine fuel tank for leaks or corrosion at least annually."
3. Dashboard  
"Operate Bilge Blower at least two minutes before starting engine. Run continuously during starting and below cruising speeds."

4. Windshield Door (Bowrider Models Only)  
CAUTION: Windshield door must be latched open or shut while running. Do not allow door to swing free at any time.

5. Windshield Wing, Driver's Side Cobalt  
Check List

- For maximum enjoyment and safety, check each of these items BEFORE you start your engine:
- DRAIN PLUG (Securely in place?)
  - LIFE-SAVING DEVICES (One for every person on board?)
  - STEERING SYSTEM (Working smoothly and properly?)
  - FUEL SYSTEM (Adequate fuel? Leaks? Fumes?)
  - BATTERY (Fully charged? Proper water level?)
  - ENGINE (In neutral?)
  - CAPACITY PLATE (Are you overloaded or overpowered?)
  - WEATHER CONDITIONS (Safe to go out?)
  - ELECTRICAL EQUIPMENT (Lights, horn, pump, etc.?)
  - EMERGENCY GEAR (Fire extinguisher?)

Bailer? Paddle? Anchor and line? Signalling device? Tool kit? Etc.?)

**RECOMMENDED SAFETY RULES**

- REMAIN SEATED WHILE UNDERWAY
- AVOID USING REAR PAD OR SUN-DECK WHILE ENGINE IS RUNNING
- DO NOT USE BOARDING LADDER WHILE ENGINE IS RUNNING
- TURN OFF ENGINE AND ALL ELECTRICAL SYSTEMS WHILE RE-FUELLING
- TURN OFF ENGINE WHEN SWIMMERS ARE NEAR BOAT.

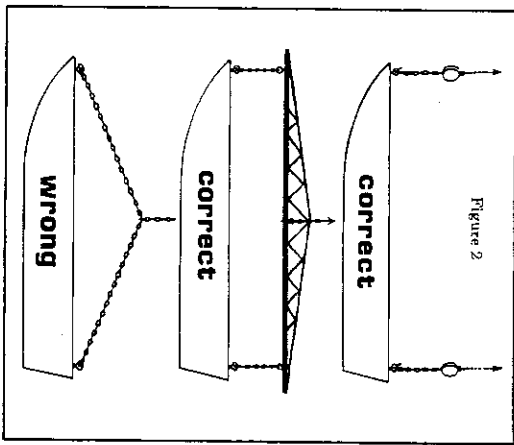
**10. Trash Receptacle**

Your Cobalt is equipped with a trash receptacle. On the bowrider models, it is located on the port, forward kick panel under the glove compartment. On the 19CD, it is directly ahead of the driver's seat. To remove this compartment, first open fully. Then lift up and pull out from the bottom. After it clears the lower lip, lower and remove. To reinstall, reverse process.

**11. Lifting Rings on Your Cobalt**

The lifting rings on your Cobalt have been strength tested by an independent testing labo-

rary and were found to be capable of withstanding almost 2½ times the weight of the boat. Fig. #2 illustrates the correct and incorrect hook-up for lifting.



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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.

#### 12. Fold Down Boarding Ladder

**THIS LADDER MUST ONLY BE USED WHILE ENGINE IS OFF.** (See warning label section). To lower, unsnap securing strap and lower. Be sure ladder is raised and secured prior to starting engine. Caution should be used while using this ladder, in that any substance can be slippery when wet.

#### 13. Water Ski Towing

Water ski lines may be attached to the rear lifting ring. If two or more lines are used, either the lifting ring or the transom-mounted eyes may be used.

#### 14. Optional Sundeck Interior Removal

First, remove the bench seat by opening the cushion, remove the three thumb screws and dis-

connect the optional speaker wiring (disconnect aft of seat base at floor level). Seat assembly can now be removed. Then remove six thumb screws (four floor mounted, two top mounted). While slightly raising the forward edge of sundeck, slide motor box ahead and out of the way.

#### 15. Optional Equipment

##### 1. Swim Platform

To avoid damage to the optional swim platform, always be sure the outdrive unit is in the straight ahead position before tilting the outdrive all the way up.

##### 2. Camper Top

See "Erecting The Top" and follow the same procedure.

##### 3. AM/FM Stereo 8-Track or Cassette Player

There are separate instructions in the owner's packet that give specific instructions for operation.

##### 4. Remote Control Spotlight

- a. Has both flood and spot beams controlled by a three position switch on the spotlight control panel.
- b. Rotates more than 360 degrees and will

- travel up and down by using "joy stick" control.
- c. Speed at which spotlight moves is controlled by the black knurled knob.
- 5. Docking Lights  
Controlled by "aux" switch on dash.
- 6. Trim Tabs  
See specific instructions in the owner's packet for correct operation.
- 7. Extra Battery and Switch

This option gives you the ability to isolate the entire boat from the batteries and switch to either or both batteries. Under normal situations, the switch should be in position #1 or #2 rather than the "both" position. This will keep one battery in reserve should the other fail. Battery selection should be made with engine off only. We recommend alternating batteries on a daily basis.

**V. PROPELLERS AND PROPELLER CHART**

**Propellers — General**

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 a

sudden drop in RPM, vibration or sudden loss of speed. A propeller is measured by two dimensions: (1) the diameter and, (2) the pitch. The diameter is determined by measuring the distance from the center of the propeller to the tip of one blade and multiplying that figure by two. Pitch is expressed in the number of inches a prop will advance in a solid medium in one revolution.

Operational characteristics of your boat, including its' speed, may change due to several factors: 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 not usually 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.

All Cobalt runabouts come standard equipped with an aluminum propeller that has been found by test and

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- 230

on loss of speed. Dimensions: (1) The diameter is determined by the number of the propeller that fits in one revolution.

boat, including factors: atmospheric conditions and the boat's direction of travel. The diameter of the propeller should be checked by a permanent record of the boat's speed. The diameter of the propeller should be checked by a permanent record of the boat's speed. The diameter of the propeller should be checked by a permanent record of the boat's speed.

experience to be the most suitable for all around service. **Stainless Steel** For the ultimate in top speed, stainless steel propellers will increase top speed by two to four MPH. However, they will do so at the sacrifice of some of the pulling power for water skiing and heavy loads.

**Pulling Power** If you need extra pulling power, you can obtain this by decreasing the pitch of your propeller by two degrees. This will not endanger the engine or drive unit as long as the manufacturer's recommended top RPM is not exceeded and should only be done with an experienced driver at the helm. Generally, an aluminum propeller will out-pull a stainless steel propeller of the same pitch size.

**1979 RUNABOUT PROP CHART**  
Standard Equipment

	16SE	18TH	18DV	19'
140 MER	15-1/4 x 21C (SMC 380C)	N/A	N/A	N/A
165 MER	N/A	15-1/2 x 19C (SMC 378C)	15-1/2 x 19C (SMC 378C)	N/A
170 MER	15-1/4 x 21C (SMC 380C)	15-1/2 x 19C (SMC 378C)	15-1/2 x 19C (SMC 378C)	N/A
198 MER	15-1/4 x 21C (SMC 380C)	15-1/2 x 19C (SMC 378C)	15-1/2 x 19C (SMC 378C)	N/A
200 OMC	14-1/4 x 21 (387162)	14-1/2 x 19 (387161)	14-1/2 x 19 (387161)	N/A
228 MER	N/A	15-1/2 x 19C (SMC 378C)	15-1/2 x 19C (SMC 378C)	15-3/4 x 17C (SMC 376C)
230 OMC	N/A	14-1/2 x 19 (387161)	14-1/2 x 19 (387161)	15 x 17 (387160)

1979 RUNABOUT PROP CHART

	Optional Stainless			
	16SE	18TH	18DV	19'
260 MER	N/A	15-1/4 x 21C (SMC 380C)	15-1/4 x 21C (SMC 380C)	15-1/4 x 21C (SMC 380C)
260 OMC	N/A	14-1/4 x 21 (387162)	14-1/4 x 21 (387162)	14-1/2 x 19 (387161)
140 MER	13-3/4 x 21 (48-74268A4)	N/A	N/A	N/A
165 MER	N/A	14 x 19	14 x 19	N/A
170 MER	13-1/2 x 23 (48-75058A4)	14 x 19 (48-74266A4)	14 x 19 (48-74266A4)	N/A
198 MER	13-1/2 x 23 (48-75058A4)	14 x 19 (48-74266A4)	14 x 19 (48-74266A4)	N/A
200 OMC	14-1/4 x 21 (387520)	14-1/2 x 19 (387519)	14-1/2 x 19 (387519)	N/A
228 MER	N/A	14 x 19 (48-74266A4)	14 x 19 (48-74266A4)	14 x 19 (48-74266A4)
230 OMC	N/A	14-1/4 x 21 (387520)	14-1/4 x 21 (387520)	14-1/2 x 19 (387519)
260 MER	N/A	13-3/4 x 21 (48-74268A4)	13-3/4 x 21 (48-74268A4)	13-3/4 x 21 (48-74268A4)
260 OMC	N/A	14-1/4 x 21 (387520)	14-1/4 x 21 (387520)	14-1/2 x 19 (387519)

## VI. TECHNICAL INFORMATION

### 1. Engine Operation/Maintenance/Service

Included with your owner's 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 checkups, etc., so you can determine when it's time for servicing.

### 2. The Break-In Period

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

The comments here 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, it consists of: proper lubrication; clean fuel lines and carburetor; periodic cleaning and adjustment of spark plugs; and, distributor point and spark timing.

For detailed engine work, we recommend that you obtain the services of an authorized OMC or MerCruiser dealer.

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

Preventive maintenance will prevent many heart-breaking and sometimes costly repairs.

### 3. 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 en-

- gine 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 canvases covered. Be sure there are openings at both ends so that a thru draft is created.

Sta

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. Recharge monthly.
6. Store with fuel tank full. It is also advisable to add fuel preservative to your tank during winter months or any long periods of non-operation.

#### 4. TROUBLE CHECK CHART

Trouble	Possible Cause	Action
Engine won't start	1. Lack of Fuel	Check fuel.
	2. Clogged anti-siphon valve	See authorized Cobalt Dealer.
	3. Clogged fuel tank pick-up	See authorized Cobalt Dealer.
	4. Clogged fuel filter	Replace fuel filter.
	5. Plugged fuel line or defective pump.	Fuel pump may be defective. Inspect pump/sight glass for fuel leakage from fuel pump. See authorized service dealer.
	6. Carburetor float valve stuck	Tap float chamber with a screwdriver handle to free needle valve.
	7. Damp spark plugs	Dry ceramic with clean dry cloth.
	8. High tension leads wet and/or loose	Dry and tighten connections at spark plugs, distributor and coil.
	9. No spark	Check high tension lead on coil.

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- 10. No spark
- 11. Water in fuel supply or old gasoline

Check for loose connections on coil.  
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
- 2. Throttle Position

If inoperative, see Dealer.  
Check to see that remote control is in start position.

- 3. Dead battery

Change position of throttle lever slightly.  
Check level of electrolyte, disconnect battery. Charge battery.

- 4. Battery connections loose or corroded
- 5. Starter connections loose

Engine runs erratically

- 1. Automatic choke out of adjustment
- 2. Water and/or dirt in fuel filter
- 3. Fuel pump malfunction
- 4. Fuel tank vent and

Check for loose connections and corrosion. Clean connections and tighten.  
Check connections and tighten. If solenoid clicks when attempting to start engine, check battery connections. If condition persists, see your Authorized Service Dealer.

See your Authorized Service Dealer.  
Clean and inspect filter.  
Check operation of pump. Replace fuel pump. See your Authorized Service Dealer.  
Check for restrictions in line and vent.

Engine vibrates

line plugged

1. Propeller condition

2. Carburetor out of adjustment

3. Spark plug condition

4. High tension leads loose or deteriorated

5. Incorrect firing order

6. Engine out of time

Blow out line and vent.

Check for bent, broken or damaged propeller.  
Check for weeds on propeller or gearcase.

Adjust carburetor.

Check spark plug electrodes and ceramic.  
Clean and regap. Replace plugs, if necessary.

Insure all connections are clean and tight.

Correct firing order, see engine manufacturer's  
owner's manual for specifications.

Check timing and dwell specifications of engine.  
See your engine manufacturer's owner's manual.

Engine runs but  
boat makes little  
or no progress

1. Fouled or damaged propeller

1. Throttle not fully open

2. Improper fuel

3. Overheating

Check for weeds on propeller, sheared  
drive pin, bent or broken propeller.  
Remove weeds, check drive pin (OMC)  
or replace a damaged propeller.  
Check outdrive and hull for excessive  
marine growth.

Check to see that throttle opens  
fully at carburetor.

Fill tank with correct fuel.

Check cooling system. Remove weeds

Performance loss

propeller.  
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ight.  
turer's  
engine.  
manual.

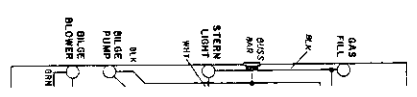
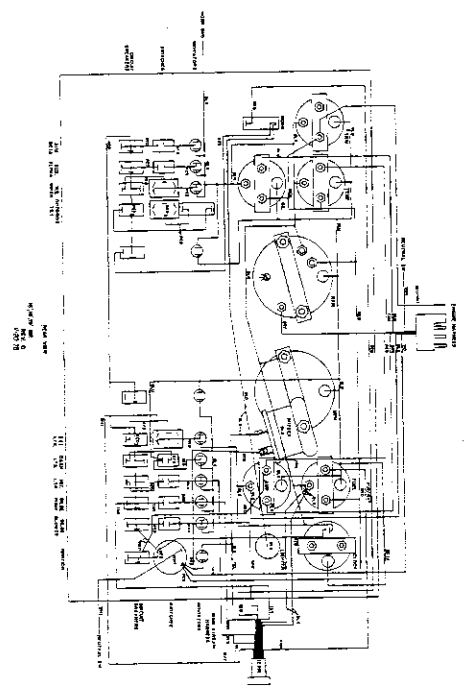
4. Boat overloaded
5. Boat trim
6. Improper propeller selection
7. Excessive bilge water
8. Boat hull condition

from water intake. Check alternator belt tension.  
Readjust rudder trim tab.  
Reduce load.  
Distribute boat load evenly.  
Select proper propeller pitch and diameter.  
(See chart in owner's manual).  
Check for excessive water, drain bilge.  
Clean if growth is present.

5. **Electrical System**  
 Your Cobalt electrical system was designed for easy maintenance. 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.

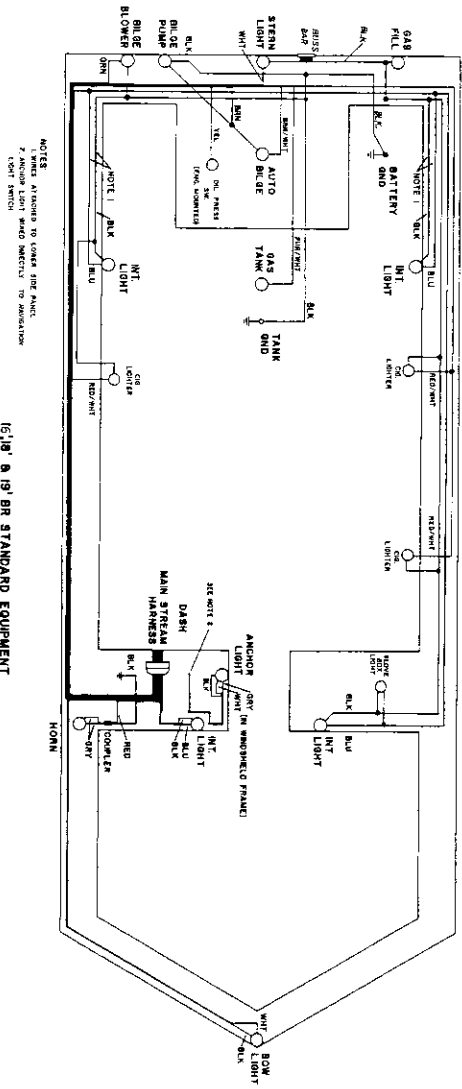
1979 MODEL YEAR



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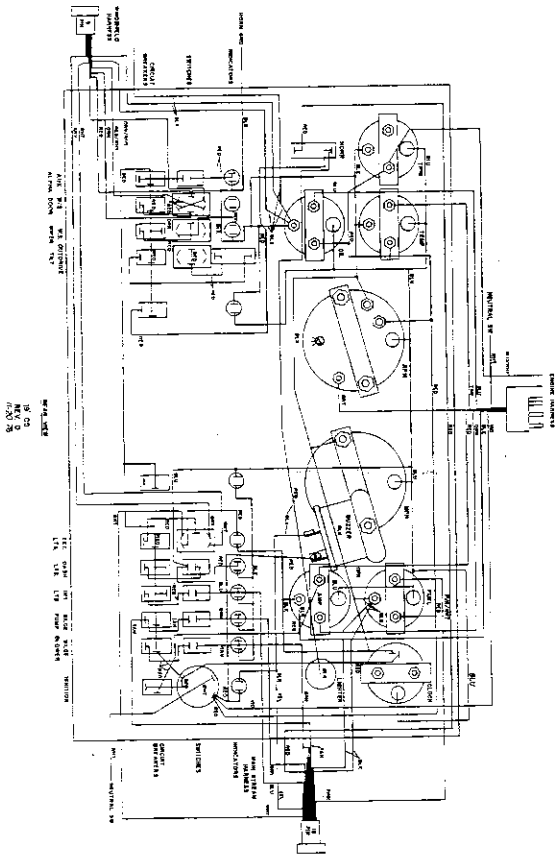


NOTES:  
 1. ATTACHED TO LOWER END PANEL.  
 2. ANCHOR LIGHT SWAY INDICATES TO ANCHOR LIGHT SWITCH.

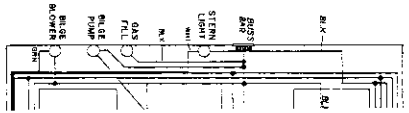
1979 & 1978 BR STANDARD EQUIPMENT  
 REV 0

11-20-78

1979 MODEL YEAR

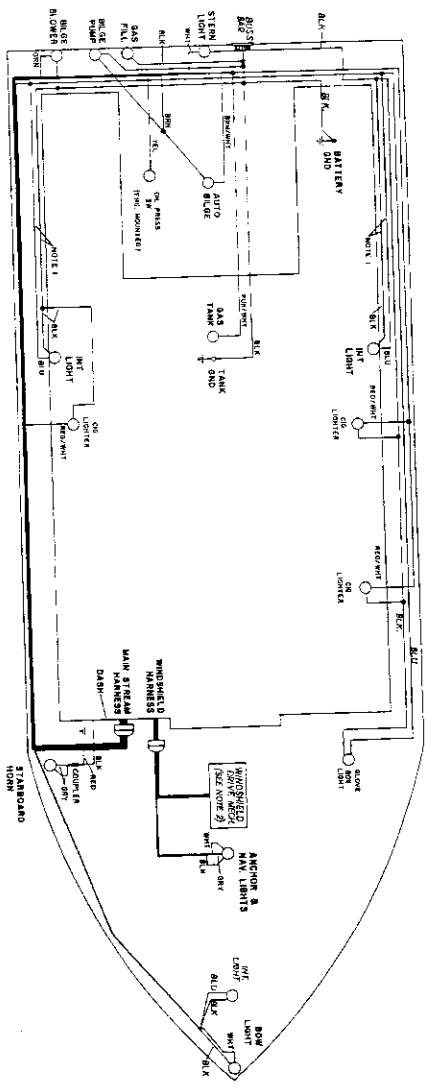


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BAR

1979 MODEL YEAR



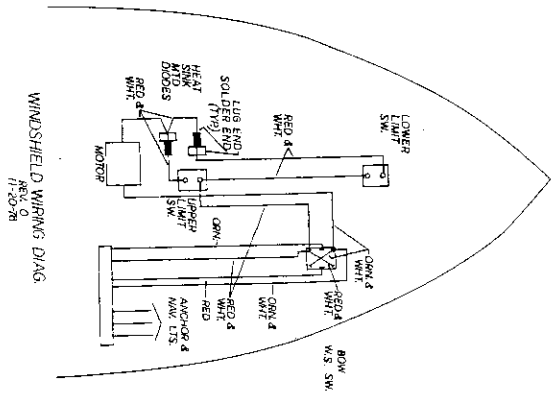
NOTES:  
 1. WIRING IS ATTACHED TO LOWER PANEL.  
 2. SEE WINDSHIELD WIPER SWITCH FOR WIRE FROM DECK.

18' CD STANDARD EQUIPMENT  
 REV. 0  
 11/79



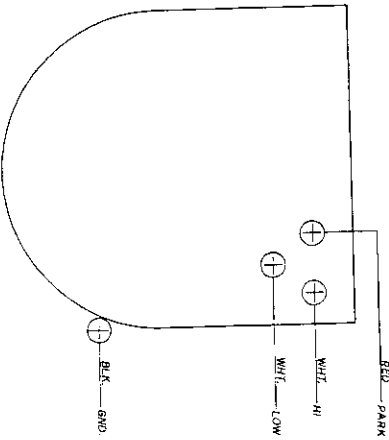
YEAR

WHT



WIPER MOTOR WIRING DIAG.  
FOR 1978-79

NOTE THIS DIAG APPLIES TO ALL MODELS AFTER '79.



1979 MODEL YEAR

#### 6. Circuit Breakers

All electrical standard equipment devices are controlled with circuit breakers. These breakers will activate if overloaded and cut power to the switch. To restore power simply push the breakers in and release. (Breakers do not require fuse replacement).

#### 7. Lighting/Bulb Replacement

External Lights  
Bow light bulb — #1416 12V 8CP  
17'-18' Windshield anchor light bulb — #1416 12V 8CP  
19' Anchor light bulb — #90 12V 6CP  
Transom light bulb — #211 12V 12CP Internal Lights  
Under dash panel courtesy light — #GE1004MB1  
Rear side panel courtesy light — #21112V-12CP  
Instrument Lights  
MEDALLION INSTRUMENTS  
Tachometer — #GE57R

Speedometer — #GE57R

Ammeter — #GE53R

Oil Pressure — #GE53R

Fuel — #GE53R

Trim — #GE53R

Temperature — #GE53R

#### TELEFLEX INSTRUMENTS

Tachometer — #GE1815

Speedometer — #GE161

Ammeter — #GE161

Oil Pressure — #GE161

Fuel — #GE161

Trim — #GE161

Temperature — #GE161

Clock — #GE1889

#### Battery Warranty

The battery supplied with your Cobalt is a heavy duty battery. With marine usage this battery is warranted by its manufacturer for thirty months from date of purchase and is warrantable on a prorated basis by any Sears store.

