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COBALT CONDESA
OWNERS MANUAL

Cobalt Condesa
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1982

Welcome to the world of the Cobalt Condesa 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 are unquestionably the most important parts of every boat we 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.

This manual was prepared to acquaint you with the operation and maintenance of your Condesa. We suggest you read this manual carefully and follow the recommendations to assure enjoyable and trouble-free operation.

It is also to your own personal advantage to become well acquainted with the rules and 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 and any other questions you may have concerning your Cobalt Condesa.

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I. EQUIPMENT AND GOVERNMENT REGULATIONS

1. 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.

2. 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.

3. Fire Extinguisher

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.

4. Life Saving Devices

All boats must carry one Coast Guard approved 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.

5. 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 | 5. Anchor and anchor line |
| 2. Distress signal flares | 6. Tool Kit |
| 3. Flashlight | 7. Paddle |
| 4. First Aid Kit | |

6. Inland Lakes

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

II. BOATING INDUSTRY ASSOCIATIONS 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 Condesa 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 Condesa'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 Condesa's vinyl 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 — wax improves the wearability and cleanability of the vinyl. Use any hard wax.

The V-berth area of your Condesa is also easily maintained. The vinyl side of the cushions can be cleaned in the same manner as previously described. The nylon side can be cleaned by first unzipping the cushions and removing the foam pad. The cover then may be cleaned with warm soapy water or a good upholstery cleaner designed to clean nylon material. Make sure that both the nylon cover and the backside of the vinyl are completely dry before reinstalling the foam pad.

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 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 in storage areas. 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 Condesa is made of the finest materials available. 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 Condesa. 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 (plastic bags) 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.**

NOTE: Plastic bags are used for optional canvas only.

ULTRAVIOLET DEGRADATION — Most synthetic fabrics or nylon parts today are U.V. rays 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 your canvas items for extended years of enjoyment are:

1. Keep it clean. **DO NOT** use harsh cleaners.
2. 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.
3. Be sure that the top is completely dry before stowing.
4. Keep unit well ventilated when stowed. **NO POLY BAGS.**
5. Keep fasteners clean and lubricated.

The materials used to produce your boat top and curtains are the best obtainable. Reasonable care will assure you of a long life and many years of service.

IV. BOAT OPERATION

1. Erecting Top

The following is the recommended procedure for erecting the canvas top:

- a. Remove top from “top storage area.”
- b. Attach top to top slides on each side of the boat. (Attaches with quick disconnect pins.) The short top bow is closest to windshield.
- c. Remove storage boot and unroll canvas.
- d. Open frame and snap front of canvas to windshield.
- e. With top legs in top adjustment brackets, push and lift extension legs to their most forward position.
- f. Snap aft canvas to each side of the boat.
- g. Optional side curtains should now be attached to windshield and sides of boat with zippers and snaps.
- h. Grasp top legs near adjustment bracket and pull aft, tightening the entire assembly.

2. Stowage 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 other 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 adjustment brackets and stow the top in the “top storage compartment.”

3. Seat Adjustment and Operation

a. Pilot's Seat

This seat is easily adjustable by loosening the knurled knob located outboard of the driver's seat. Move seat to the desired position and retighten the knob. The seat may be moved to its further most aft position for stand up driving. Passenger seat is not adjustable.

b. Rear Bench Seat Assembly

The bench seat has two functions:

1. Engine Access

The seat slides forward to expose the engine(s). First remove the lock pins located on the forward outboard corners of the seat base. Then, grasp the two handles in the front of the base and pull evenly. Reverse procedure to close this access.

2. Sleeper Position

First, slide the bench seat forward following the above procedure. Then, remove the support legs from their base sockets (located on the back of the seat) and clip them into their storage clips. Then, lower the back of the seat. The seat assembly may then be slid aft so that the back is resting on the support lip over the engine.

4. Cuddy Cabin Cushions

The cushions in the cabin are reversible. The nylon covered side should be used for sleeping and normal use. The vinyl side is designed for bathing suit use. The vinyl is the same used in the cockpit of the boat and may be cleaned in the same manner.

All of the cushions, with the exception of the optional hard back filler piece, have zippers which allow removal of the foam fillers for drying, airing, etc.

5. Cuddy Cabin Access Doors

a. Large bi-fold doors with companionway hatch.

To open, first unlock and raise the companionway hatch. Then, open doors and latch open with the hook under the inboard side of the dashboard. The rubber bumper on the side of the dashboard is adjustable to take up any slack between the door and the side of the dash. With the doors open, the companionway hatch can be lowered to obtain maximum visibility for the driver.

To lock from inside cabin, first slide the slide bolt located on the port side of

hatch opening to its' most forward position. Then lock the key lock. From inside the cabin, with doors closed and hatch closed, slide the slide bolt aft over the key lock arm.

b. Small bi-fold access doors

These are unlocked from inside the cabin. The slide lock assembly is controlled by the handle above the doors. They will remain in the open position by snapping them into the open position.

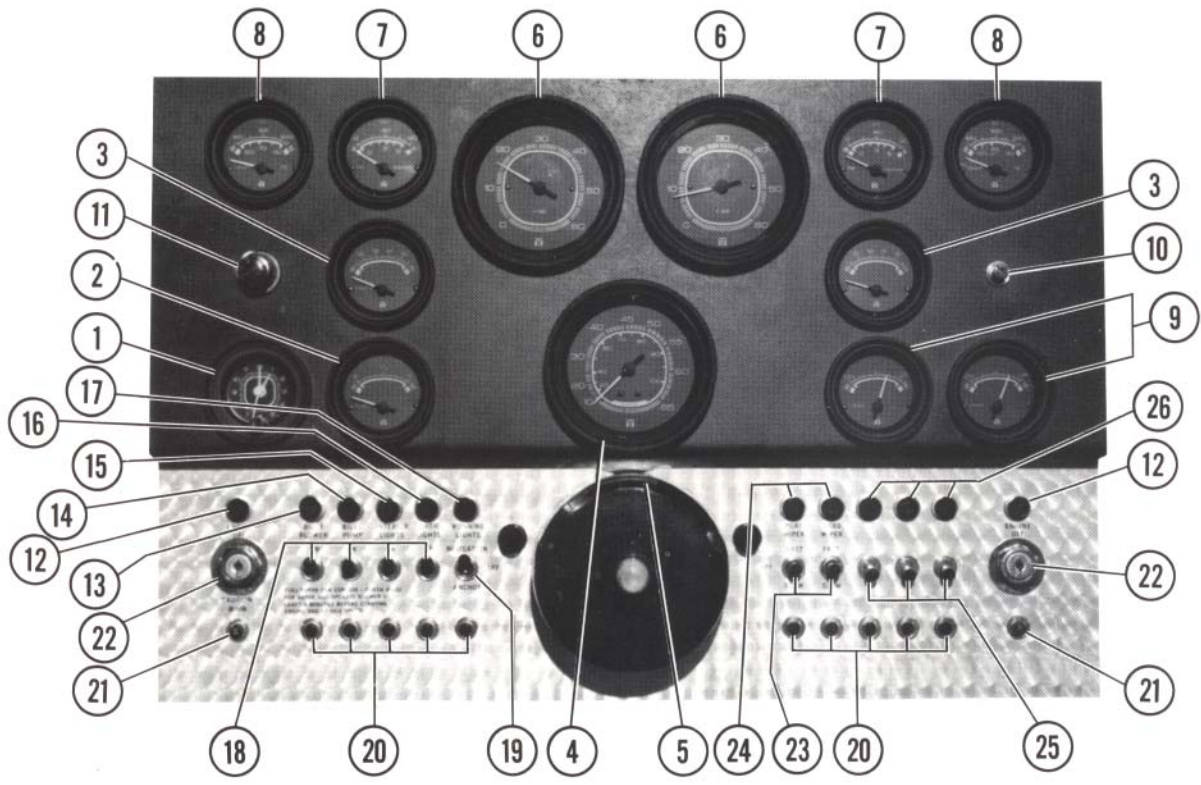


Figure 1
 SINGLE ENGINE
 INSTRUMENT PANEL

PLEASE NOTE
 PICTURES
 ARE
 REVERSED

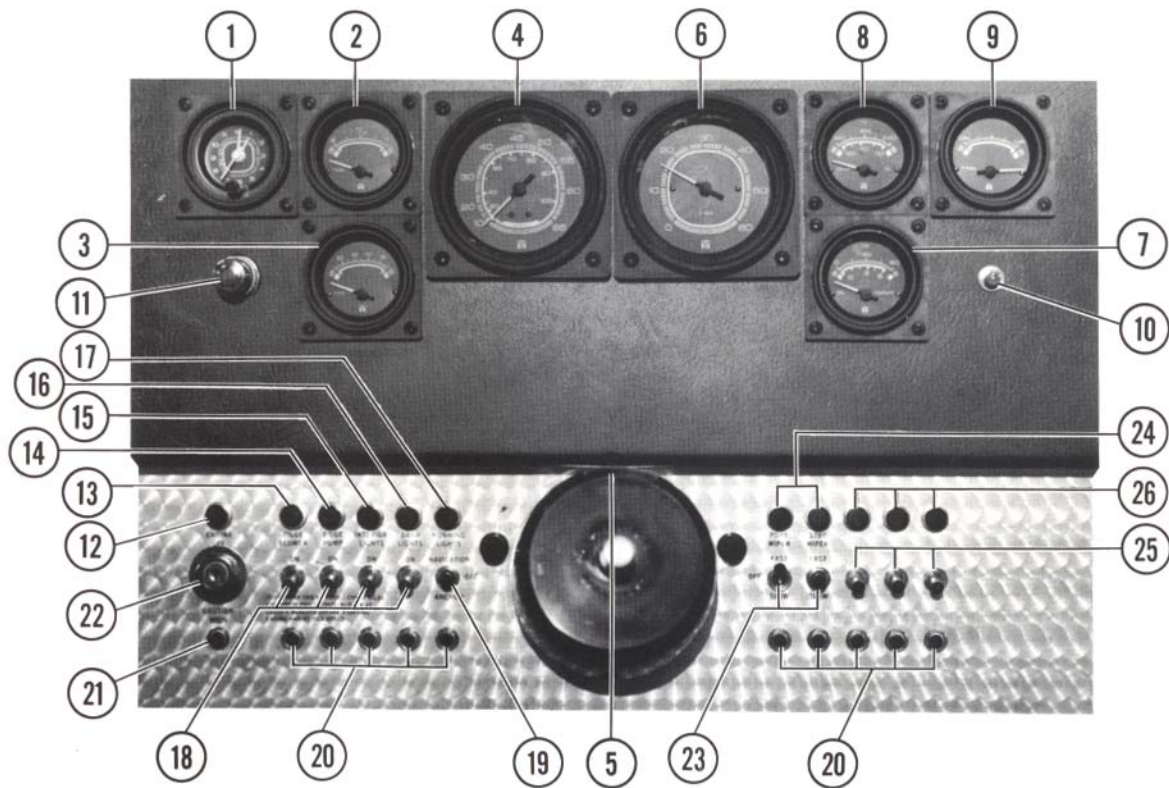


Figure 2
TWIN ENGINE
INSTRUMENT PANEL

6. Instrument Panel (See Figures 1 and 2)

1. Clock — Electrically wound.
2. Fuel Gauge
3. Voltmeter — shows the condition of charge in the battery. Only indicates while the ignition is in the “on” position. With the engine at idle or not running, it may show as low as 10 to 12 volts. With the engine running at cruising speeds and above, it should show 12 to 14 volts.
4. Speedometer (Miles Per Hour)
5. Rudder Indicator — Shows position of drive unit in reference to the center line of the boat.
6. Tachometer(s) — (Revolutions Per Minute)

In twin engine installation, it would be very unusual for both engines to indicate exactly the same. The reasons for this are:

- a. The power steering pump is on one engine only. This pump will normally slow this engine down approximately 150 RPM at maximum throttle setting.
- b. Engine tune. It is almost impossible to tune two engines identically the same and therefore the top RPM's may vary.
- c. Propellers. If either propeller is dented or the blades are slightly damaged, this may cause a difference in readings.
- d. The tachometers, themselves, may indicate slightly differently.

Summary — A slight difference of 50-200 RPM is normal at top RPM. If more difference is noted, check with your Cobalt dealer.

7. Oil Pressure Gauge(s)

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

In Line Engines	30-60 PSI @ 2000 RPM
V-8 Engines	30-55 PSI @ 2000 RPM

OMC

V-8 Engines	30-50 PSI @ 2000 RPM
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Volvo

V-8 Engines	30-50 PSI @ 3000 RPM
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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(s)

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(s) — MerCruiser and OMC — Shows the position of the drive unit(s) in reference to the bottom (keel) of the boat.

Voltmeter(s) — Volvo — Indicates the condition of the charge in the battery(s).

10. Horn Button — Horn is mounted under deck on starboard side.

11. Lighter.

12. Engine Off Indicator(s) — Indicates when ignition(s) 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 — Controls equipment as labeled.

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 positions 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(s)
All equipment on dashboard and equipment controlled from dash, receives power through this breaker. In twin engine application, each engine and related components are controlled by their own master circuit breaker.
22. Ignition Key Switch(s)
23. Three Position Switch for windshield wiper. (Fast, slow and off)
24. Indicator Light for windshield wiper.
25. Auxiliary Two Position Switch — can be used for optional equipment.
26. Indicator Light — For auxiliary equipment.

7. Engine Control

a. Single Engine

The engine control in your Cobalt single engine Condesa 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.

MERCUISER

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.

VOLVO

Engine will start only in neutral. 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 the neutral position, pull aluminum

knob out. This will allow you to advance the throttle while leaving the shift mechanism in neutral.

b. **Twin Engine**

The engine control in your Cobalt twin engine Condesa is supplied by the engine manufacturer. It controls shifting and throttle. However, it does not incorporate the power trim controls as the engine control in the single engine Condesa. The power trims are controlled from separate switches on the engine control console.

OMC

The engines will only start in neutral. Moving handles forward will engage forward gear. Moving handles aft will engage engines into reverse gear. Continuing movement in either direction past gear engagement will advance the throttles. The handles may be used as one to control both engines at the same time or independently to advance the throttle of one engine more than the other. It is also possible to shift one engine in forward and the other in reverse for maneuvering at dead slow speeds.

Cold Starting — While the handles are in the neutral position, pull the handles away from the control assembly and move handles forward. This will allow you to advance the throttles while leaving the shift mechanisms in neutral.

MERCUISER

The same procedure is used for MerCruiser twin engine applications as is for OMC.

Cold Starting — While handles are in the neutral positions, depress the buttons in the center of the handles and move handles forward.

VOLVO

The same procedure is used for Volvo twin engine applications as is for OMC.

8. 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 all 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. Your boat has power steering and you should not encounter this torque to any significant degree. If you encounter movement in the steering wheel when released,

please check with your dealer. It may be necessary to adjust the power steering assembly.

Wandering/Fishtailing

Wandering is a characteristic of all deep vee bottom boats at slow speed. There is no cure for wandering, however, a very basic operational technique can be applied which will minimize this characteristic. If the steering wheel is moved back and forth to compensate for wandering, invariably, the situation will be accentuated. If the steering wheel is left in a centered position, the boat will wander back and forth slightly, however, the overall course of the boat will be a straight one.

The steering is the most important system in the entire boat from a safety standpoint. It should be inspected by a qualified mechanic at regular service intervals.

9. Power Trim/SelectTrim

a. Single Engine

Your power trim is controlled from the engine control handle area. MerCruiser has buttons to control the trim. OMC has a rocker switch to control the trim. Volvo has either a throttle control mounted switch or, on some models, a toggle switch located in the side panel just ahead of the throttle control. The power trim has the ability to change the drive unit angle in reference to the bottom of the boat. It does not have the ability to change the trim of the Condesa from side to side, only forward to aft.

Regardless of engine type, a few basic operating techniques should be applied:

1. The drive unit should be lowered fully prior to initial acceleration.
2. After the boat has attained planing speed (18-24 MPH) the trim should be raised for maximum speed and handling characteristics.
3. If the trim is raised too high, porpoising (bouncing) and cavitation (propeller slippage) can occur.
4. It will be necessary to readjust the trim angle as boat speed changes.

b. Twin Engine

Your power trim is controlled by two (2) switches mounted on the engine control console. For general operating characteristics, please refer to the power trim, "Single Engine" section preceding this section. The basic operating techniques remain the same for twin engine as for single.

The power trims may be operated simultaneously as one unit and will have

the same effect on the Condesa as a single engine power trim system. In addition to this, the power trims, like the throttle controls, may be operated independently of each other. This will enable you to correct for side to side trim by raising or lowering one of the drive units independently of the other. For example, if the boat were leaning to the starboard side, it would be possible to compensate by raising the port drive unit slightly higher than the starboard unit. Conversely, if the port side of the boat was down, it would be possible to compensate for this by raising the starboard drive higher than the port drive. It is important to remember that correcting for side to side listing or lean can be compensated for only when the boat is on plane, above 18 to 24 MPH. Once the list or lean has been eliminated, the drive units can be raised or lowered together as one without a significant change in the side to side position of the boat.

10. Storage Areas

Cuddy Cabin

- a. Under Seat Storage Areas
Access is gained to these three areas by removing the vee berth cushions and lifting on the storage area covers. In addition to your personal belongings, the optional dinette table leg is stored here.
- b. Porti Potti Storage Area
The optional porti potti is stored in the center vee berth area. Access is gained by removing the center cushion and raising the hinged lid. If a porti potti is not installed, miscellaneous items may be stored here.

Cockpit

- a. Passenger Side Compartment
Lockable, Personal items such as wallets, watches, etc. There is a pouch on the inside of the door.
- b. Floor Storage
Wet items may be placed here in that there is excellent ventilation and the area drains to the bilge. Good area for life jackets, lines, anchors, etc.
- c. Captain's Chair Pockets
- d. Convertible Top/Ski Storage Area
This area is accessible by lifting on the pull tab on the forward edge of the lid. It is important that no pressure is exerted on the back of the bench seat when the lid is being opened the first few inches. The top, optional camper top, related canvas parts, water skis, and miscellaneous items may be stored here.

The water ski rack is mounted on slides and may be removed forward for easier access by first releasing the retaining strap on the forward edge of the sliding rack. Then the rack may be slid forward and skis inserted or removed from the rack. It is suggested that this rack be left in the security position while underway.

11. Warning Labels

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

- a. 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.”
- b. 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.”
- c. Dashboard
“Operate Bilge Blower at least two minutes before starting engine. Run continuously during starting and below cruising speeds.”
- d. 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?)
 - 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.?)
- e. RECOMMENDED SAFETY RULES
 - REMAIN SEATED WHILE UNDERWAY
 - AVOID USING REAR PAD OR SUNDECK WHILE ENGINE IS RUNNING

- DO NOT USE BOARDING LADDER WHILE ENGINE IS RUNNING
- TURN OFF ENGINE AND ALL ELECTRICAL SYSTEMS WHILE RE-FUELING
- TURN OFF ENGINE(S) WHEN SWIMMERS ARE NEAR BOAT

12. Trash Receptacle

Your Condesa is equipped with a trash receptacle. It is located under the driver's captain's chair. To release, push in slightly to release mechanism and then pull receptacle open. To close, simply push until the latching mechanism clicks. To remove for cleaning, first open. Then reach through and above receptacle until a hanging bracket is felt. (located underside of seat, above receptacle, in the center of receptacle). Push the bracket towards the bow of the boat and while holding in this raised position, slowly remove the receptacle from its' tracks. To replace, simply reinsert into tracks and push closed.

13. Lifting Rings On Your Cobalt (See Fig. #3)

The lifting rings on your Cobalt have been strength tested by an independent testing laboratory and are 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 must be employed to avoid side strain on the rings.

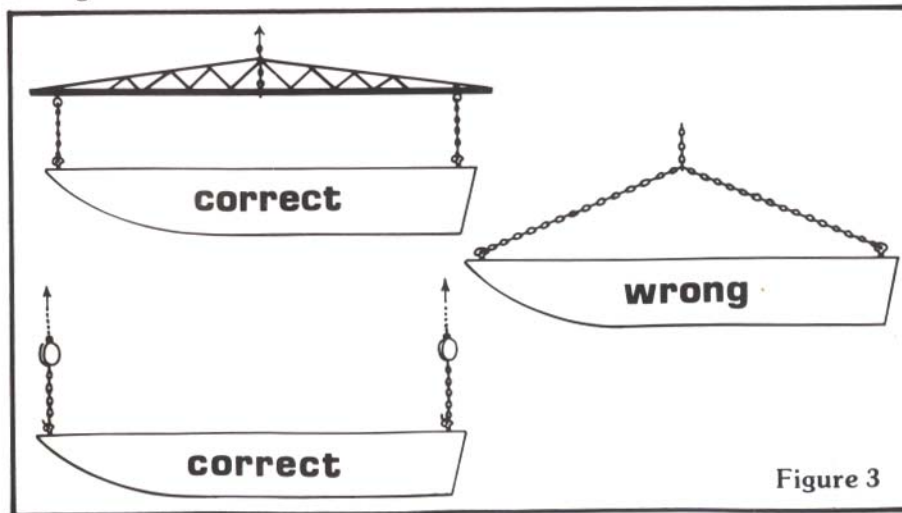


Fig. #3 illustrates the correct and incorrect hook-up for lifting.

14. 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.

15. 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.

16. Deck Hatch

The deck hatch is manually operable. To open, simply release the one or two hasps on the forward edge of the hatch, make sure the support bracket adjusters are loose, and raise the hatch to the desired position and secure the adjusters.

WARNING: Do not use a raised hatch for support while on the deck.

17. Engine Accessibility

The engine(s) in your Condesa is accessible by sliding the bench seat assembly forward and opening the engine cover behind the seat.

First, remove the lock pins on the forward end of the bench seat base. Then, using the handles on the front of the base, pull seat assembly forward to the stops. It is important to pull evenly on these rings or the seat may bind. If it does, push seat closed and repeat operation.

When the seat is forward, it is then possible to release the two slide bolts on the engine hatch (located under rear deck lid) and raise the hatch to fully expose the engine(s).

For major service, it is possible to remove the engine box by releasing the spring loaded disconnects on the sides of the motor box (two per side) and remove the entire box from the boat.

18. Dual Batteries and Dual Battery Switches (Twin Engine)

Your twin engine Condesa is equipped with two batteries and two battery switches. The basic purpose of this system is to enable you to allow either engine to charge either/or both batteries. It also enables you to isolate one battery from the entire electrical system while using the other. From a safety standpoint, this will prevent you from accidentally running both batteries down when using electrical equipment without operating the engines.

Under normal operating conditions, it is advisable to have each engine lined up to its' own battery. Examples:

- a. Line up the starboard engine battery switch to "position 1" and the port engine

battery switch to "position 2".

- b. Starboard engine battery switch to "position 2" and the port engine battery switch to "position 1".
- c. If you want one engine to charge both batteries, place that engine's battery selector switch to the "all" position and the other engine's selector to "off".
- d. If you want both engines to charge one battery, place both battery switches on either "position 1" or "position 2", depending on which battery you want charged.
- e. If you want both engines to charge both batteries, put both battery switches in the "all" position.

To isolate the batteries from the electrical system for storage purposes or for charging from an external battery charger, place both switches in the "off" position.

CAUTION: If both engines are allowed to charge both batteries at all times, an overcharged condition of one of the batteries or both can exist. Under normal operating circumstances, it is important that each engine be selected to its' own battery only.

19. Optional Equipment

- a. 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. (Single Engine Only).

- b. Camper Top

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

- c. Vista Cruiser Top

The following is the recommended procedure for erecting the Vista Cruiser Top.

1. Remove forward top and extension legs from "top storage area".
2. Attach extension legs to top slides on each side of the boat. (Attaches with quick disconnect pins next to the windshield.)
3. Slide top bow onto extension legs with short top bow closest to windshield.
4. Remove storage boot and unroll canvas.
5. Open frame and snap front of canvas to windshield.
6. With extension legs in top slide brackets, lift and push extension legs to their most forward position.

7. Snap canvas support straps to each side of the boat.
 8. Side curtains should now be attached to windshield and sides of boat with zippers and snaps.
 9. Grasp extension legs near top slide bracket and pull aft, tightening the entire assembly.
 10. Next, remove aft top and extension legs from top storage area.
 11. Attach extension legs to the top slides near aft deck cleats.
 12. Slide top bow onto extension legs with short top bow closest to the forward top.
 13. Remove storage boot and unroll canvas.
 14. Open frame and zip canvas to the forward top.
 15. With extension legs in top slide brackets, push extension legs to their most forward position.
 16. Snap canvas to aft deck.
 17. To take down and stow vista cruiser top, reverse this procedure.
- d. AM/FM Stereo 8 Track Player or AM/FM Stereo Cassette
There are separate instructions in the owner's packet that give specific instructions for operation.
- e. Remote Control Spotlight
1. Has both flood and spot beams controlled by a three position switch on the spotlight control panel.
 2. Rotates more than 360 degrees and will travel up and down by using "joy stick" control.
 3. Speed at which spotlight moves is controlled by the black knurled knob.
- f. Docking Lights
Controlled by "aux" switch on dash.
- g. Trim Tabs
See specific instructions in the owner's packet for correct operation.
- h. Extra Battery and Switch (Single Engine)
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 "position 2" rather than the "all" 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(s). 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; additions of extra equipment and accessories or passengers; marine growth on the bottom; and, engine condition. Other factors include damage to the prop(s), 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(s). 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.

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(s) 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.

**1982 CONDESA
STANDARD PROP CHART**

SINGLE

260 MER	15½ x 19C (SMC 378C)
330 MER	14½ x 23 Stainless Cleaver (48-74602A4)
260 OMC	15 x 17C (391200)
260 Volvo.....	14 x 21 LH

TWIN

185 MER	15¼ x 21C (SMC 380C)
170/185 OMC.....	NOT TESTED
198 MER	15¼ x 21C (SMC 380C)
228 MER	15¼ x 21C (SMC 380C)
260 MER	15 x 23C (SMC 382C)
260 OMC.....	14¼ x 23C (391203)
260 Volvo.....	NOT TESTED

**1982 CONDESA
STAINLESS PROP CHART
(OPTIONAL)**

SINGLE

260 MER	14 x 19C (48-88440A4)
330 MER	14½ x 23 Cleaver (Standard) (48-74602A4)
260 OMC	15 x 17C (391290)
260 Volvo.....	Not Available With Stainless

TWIN

185 MER	13¾ x 21C (48-88442A4)
170/185 OMC.....	NOT TESTED
198 MER	13¾ x 21C (48-88442A4)
228 MER	13¾ x 21C (48-88442A4)
260 MER	13½ x 23C (48-88444A4)
260 OMC.....	14¼ x 23C (389019)
260 Volvo.....	NOT TESTED

VI. TECHNICAL INFORMATION

1. Engine Operation/Maintenance/Serviceing

Included with your owner's packet is your engine manual(s). 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(s) and following the manufacturer's instructions for breaking-in your engine(s).

The comments here on this subject are of a general nature. Your engine manual(s) 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 heartbreaking and sometimes costly repairs.

3. Winterizing and Off-Season Storage

- a. 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.
- b. Step by step instructions on what must be done to your engine(s) for winter storage is outlined in your engine manual(s). Follow these essential instructions carefully. This manual also details procedures for returning your engine(s) to service for in-season usage.
- c. Good storage is very important, be it wet or dry. Proper storing or blocking is necessary to properly support the hull when stored dry.

- d. Provide adequate ventilation if canvas covered. Be sure there are openings at both ends so that a thru draft is created.
- e. 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.
- f. 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-syphon 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 pumpsight glass for fuel leakage from fuel pump. See authorized service dealer.
	6. Carburetor float valve stuck	Tap float chamber with a screwdrive 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.
	10. No spark	Check for loose connections on coil.
	11. 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, disconnect battery. 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, check battery connections. If condition persists, see your Authorized Service Dealer.
Engine runs erratically	1. Automatic choke out of adjustment	See your Authorized Service Dealer
	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.
Engine vibrates	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.

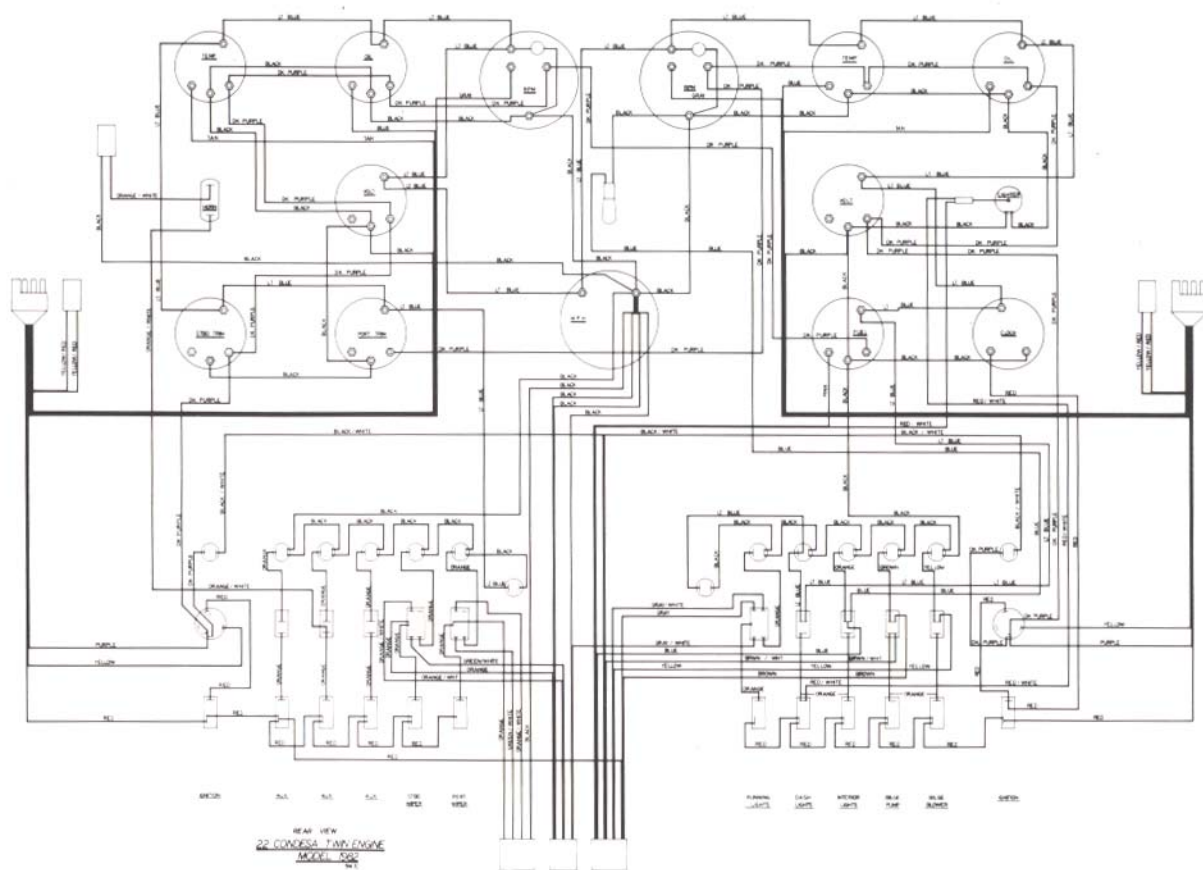
	5. Incorrect firing order	Correct firing order, see engine manufacturer's owner's manual for specifications.
	6. Engine out of time	Check timing and dwell specifications of engine. See your engine manufacturer's owner's manual.
Engine runs but boat makes little or no progress	1. Fouled or damaged propeller	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.
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. Readjust 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.

5. Electrical System

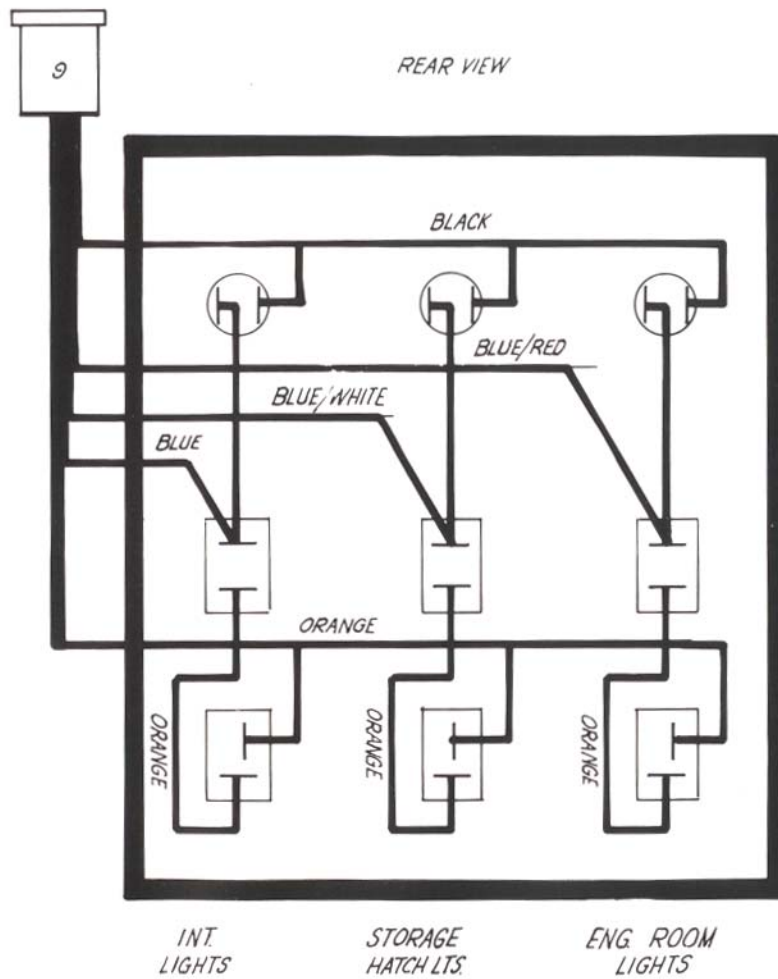
Your Cobalt electrical system was designed for easy maintenance. Most wiring and looms are readily accessible. Looms from the control panel rest in a channel under the starboard deck.

6. Wiring Diagrams

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



**REAR VIEW
22' CONDESA TWIN ENGINE
1982 MODEL**



*22' CUDDY PANEL
1982 MODEL*

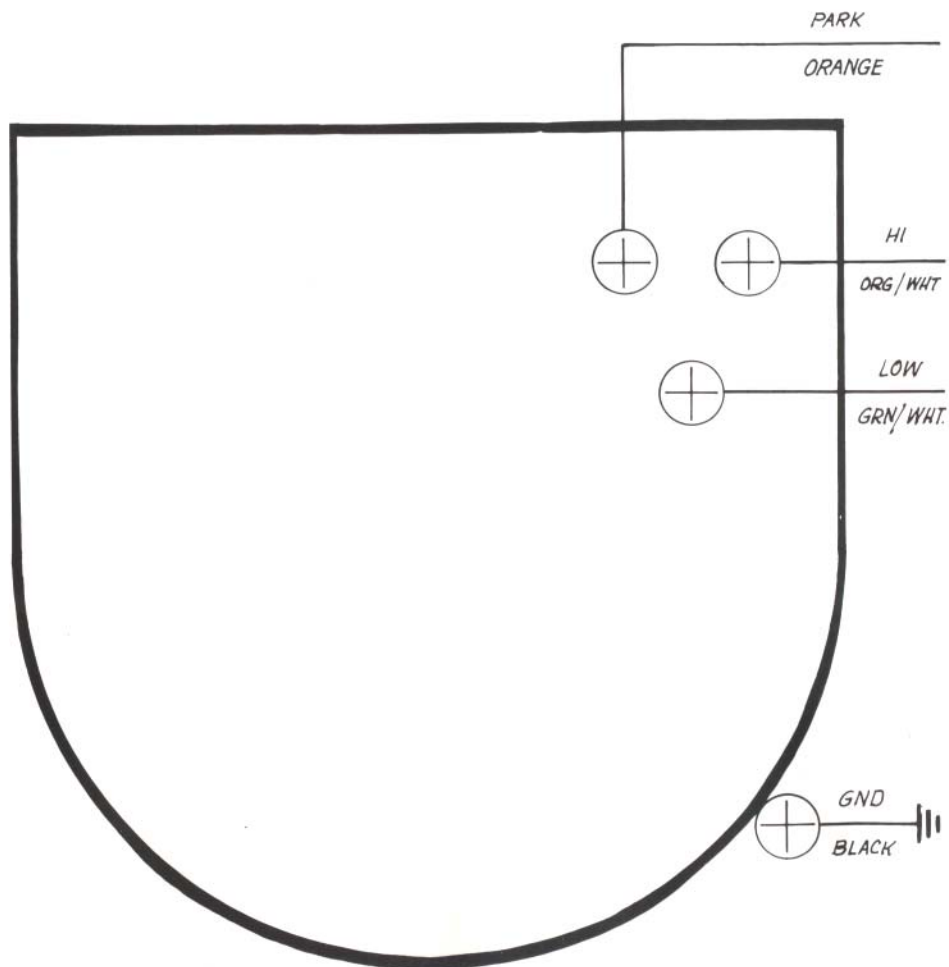
WIPER MOTOR WIRING DIAG.

1982 MODEL

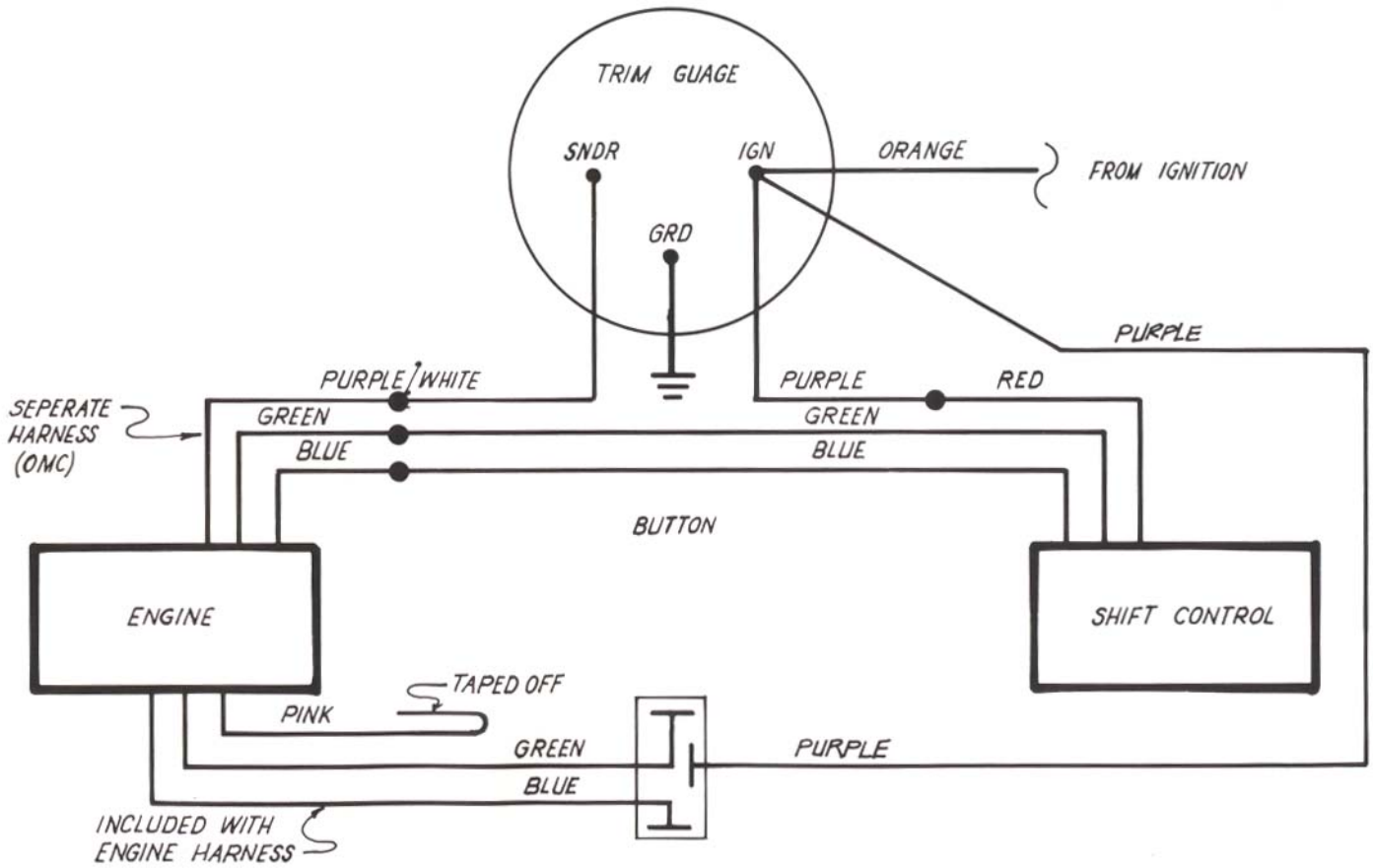
DIAGRAM 10

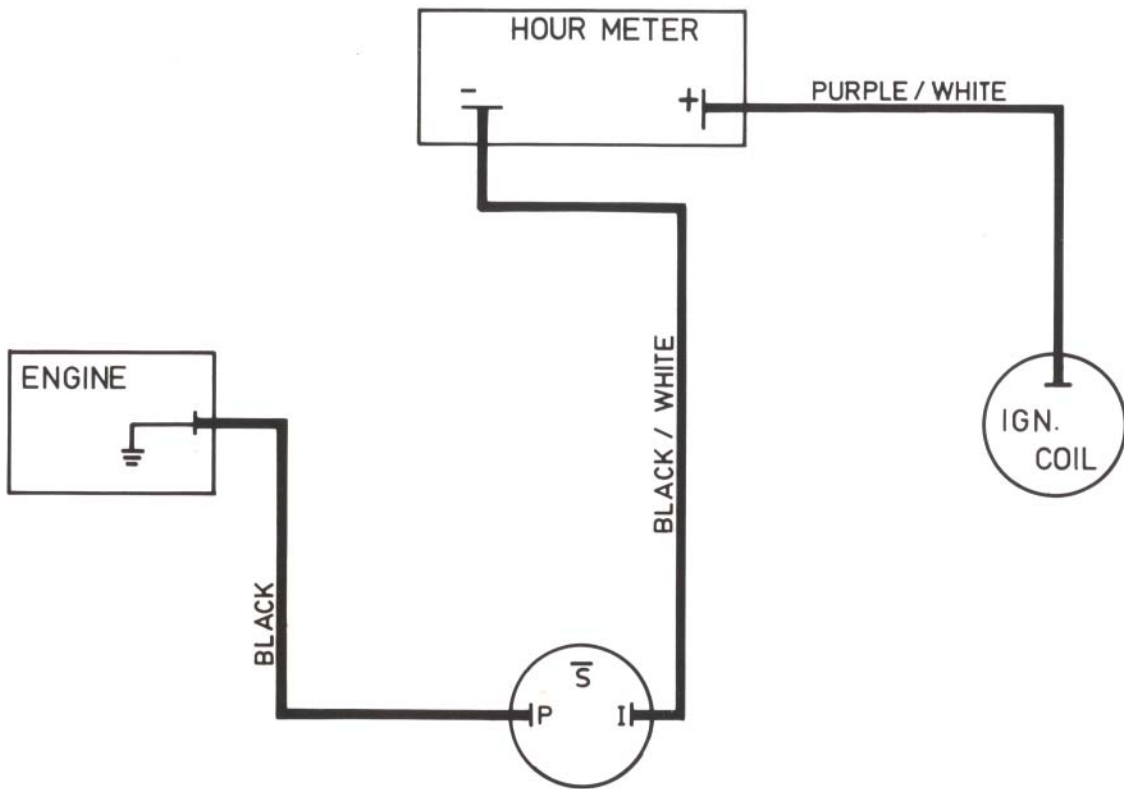
NOTE:

THIS DIAG. PERTAINS TO ALL MODELS AFTER 1975



OMC TRIM/TILT





OIL PRESSURE SWITCH

DIAGRAM 6

7. 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).

8. Lighting/Bulb Replacement

External Lights

Bow light bulb — # 1416 12V 8CP

Anchor light bulb — # 1416 18V 8CP

Transom light bulb — #211 12V 12CP

Internal Lights

Under dash panel courtesy light — #GE1004MB1

Cuddy Cabin indirect lights — #211 12V 12CP

Cuddy Cabin reading lights — #1141 12V

Cockpit Courtesy lights — #211 12V 12CP

Instrument Lights

Tachometer(s) — #GE1815

Speedometer — #GE161

Ammeter(s) — #GE161

Oil Pressure(s) — #GE161

Fuel — #GE161

Trim(s) — #GE161

Temperature(s) — #GE161

9. Specifications

Hull Design — Deep Vee 24° Deadrise

Transom Angle — 13°

Center Line — 22'7"

Beam — 8'0"

Draft, Single — Drive raised — 18"

Draft, Twin — Drives raised — 24"

Freeboard — Forward — 42"

Freeboard — Aft — 39"

Transom Height — 48"

Average Weight — Single — 4500

Average Weight — Twin — 5500

Engines:

OMC 170 — 229 cu. in. Chevrolet V-6 (2 Barrel)

OMC 185 — 229 cu. in. Chevrolet V-6 (4 Barrel)

OMC 260 — 350 cu. in. Chevrolet V-8 (4 Barrel)

MER 485 — 230 cu. in. MerCruiser 4 (2 Barrel)

MER 898 — 305 cu. in. Chevrolet V-8 (2 Barrel)

MER 228 — 305 cu. in. Chevrolet V-8 (4 Barrel)

MER 260 — 350 cu. in. Chevrolet V-8 (4 Barrel)

MER 330 — 454 cu. in. Chevrolet V-8 (4 Barrel)

Volvo 260 — 350 cu. in. Chevrolet V-8 (4 Barrel)

Battery(s) — Sears Die Hard — 81 Amp,
12VDC, 500 Amp Cold Cranking Power

Fuel Capacity — 98 Gallon

Overall Height (keel to highest point
of windshield) — 85"

Two Year Limited 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 manufacturers); (2) installation of engines or accessories installed by other; (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.

The warranty listed herein constitutes the only expressed warranty and any implied warranty is limited to two years. Some states do not allow limitations on how long an implied warranty lasts, so the above limitation may not apply to you. This warranty gives you specific legal rights and you may also have other rights which vary from state to state.

COBALT BOATS
NEODESHA, KANSAS