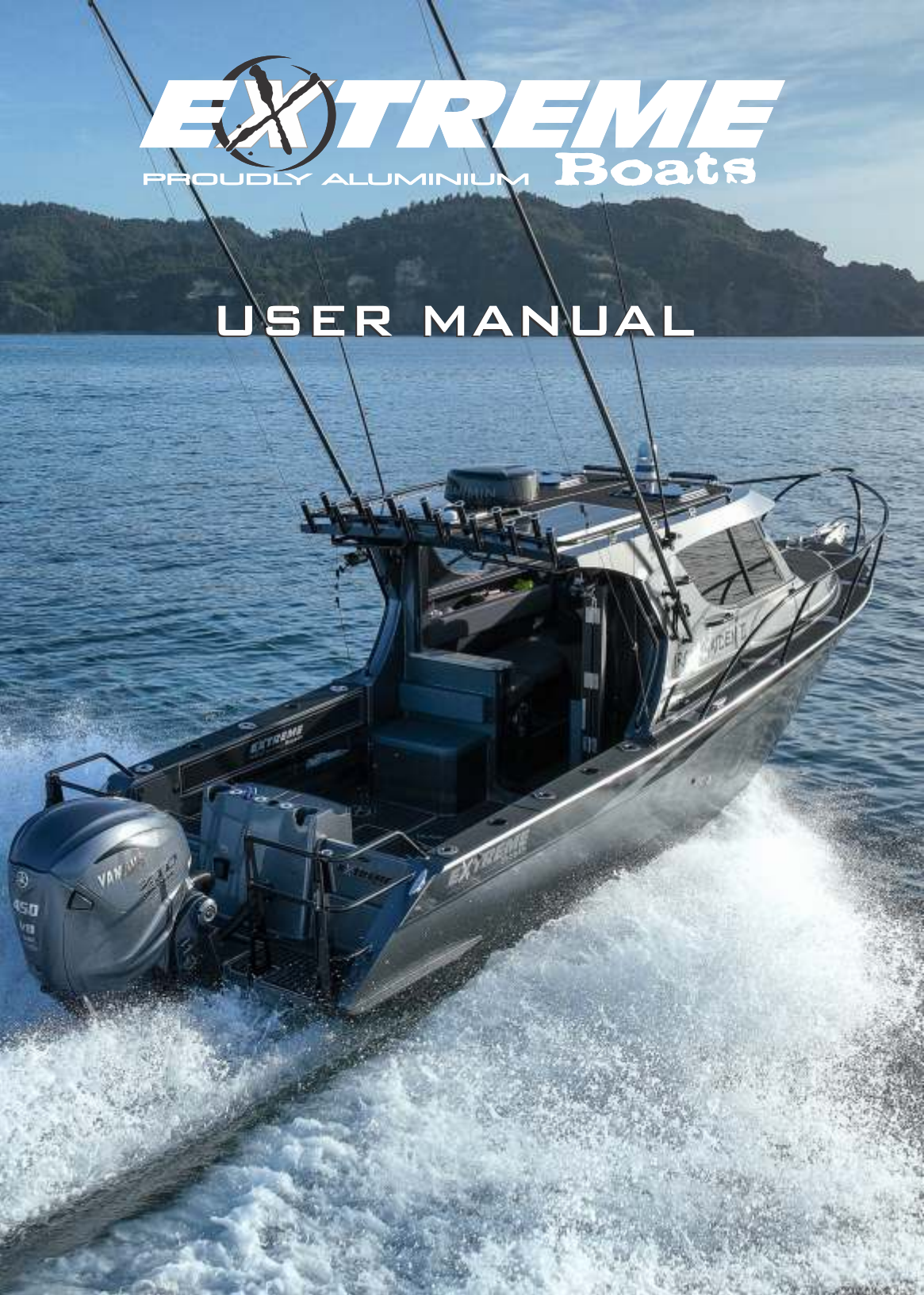


EXTREME

PROUDLY ALUMINIUM **Boats**

USER MANUAL



EXTREME

PROUDLY ALUMINIUM **Boats**



REPUTATION - NZ'S MOST AWARDED
ALUMINIUM BOAT



STABLE - SELF FLOODING KEEL



BUILD INTEGRITY - CPC CERTIFIED



DRY - LARGE REVERSE CHINES



SAFETY - UNDERFLOOR BUOYANCY
CHAMBERS



QUALITY - BUILT FROM START
TO FINISH ON SITE



AUGUST 2024

NEW ZEALAND'S MOST AWARDED ALUMINIUM BOATS

WWW.EXTREMEBOATS.CO.NZ

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WELCOME ABOARD AND CONGRATULATIONS ON JOINING THE EXTREME FAMILY.

THIS USER GUIDE IS A GUIDELINE TO HELP ANSWER A FEW QUESTIONS YOU MAY HAVE, AND PROVIDE SOME BASIC INSTRUCTION ON HOW TO OPERATE AND LOOK AFTER YOUR EXTREME BOAT. IT IS IMPORTANT TO UNDERSTAND THERE IS A LOT OF VARIATION BETWEEN PACKAGES DEPENDING ON SPECIFICATION, THEREFORE THIS IS TO BE USED AS A GUIDELINE ONLY.

WE ARE A FAMILY OWNED AND OPERATED BUSINESS BUILT WITH PASSION AND BACKED WITH PRIDE SO THANK YOU FOR CHOOSING EXTREME BOATS.

WE HOPE YOU HAVE MANY GREAT EXPERIENCES ON THE WATER WITH MEMORIES TO BE CHERISHED FOREVER.

BEFORE GOING ON THE WATER, YOU NEED TO GET YOUR BOAT SAFELY TO THE WATER. BEFORE LEAVING THERE ARE A FEW THINGS TO MAKE SURE ARE IN PLACE:

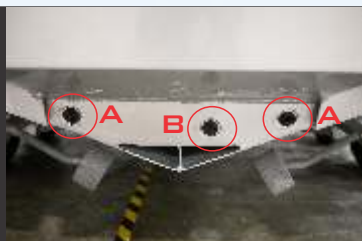
- ❖ CORRECT SIZED TOW BALL FOR THE TRAILER HITCH.
- ❖ TRAILER HITCH IS SEATED CORRECTLY WITH LOCKING MECHANISM IN PLACE.
- ❖ TRAILER LIGHTS PLUGGED IN AND INDICATORS/BRAKE LIGHTS WORKING.
- ❖ SAFETY CHAIN/CHAINS OR BREAK AWAY PLUG CONNECTED TO TOW VEHICLE. CHAINS CROSSED OVER IF THERE ARE TWO.
- ❖ SAFETY CHAIN FROM BOAT TO TRAILER FITTED AND TRAILER WINCH BRAKE ON.
- ❖ TRAILER HANDBRAKE OFF.
- ❖ OUTBOARD TRIMMED UP.
- ❖ CORRECT OUTBOARD CHOCK ON TO PROTECT TILT RAM.
- ❖ WHEEL NUTS TIGHT.
- ❖ TIE DOWN STROPS ON.
- ❖ PROP FLAG ON.
- ❖ BIMINI CANVAS REMOVED (SPORT FISHER/CENTRE CONSOLE MODELS)
- ❖ BOAT IS FUELED UP AS CLOSE TO YOUR LAUNCHING DESTINATION AS POSSIBLE TO AVOID CARRYING EXCESS WEIGHT.
- ❖ WHEEL BEARINGS/BRAKE PADS/LEAF SPRINGS ARE NOT SHOWING SIGNS OF FATIGUE.
- ❖ ANY LOOSE ITEMS SUCH AS BAIT BOARDS THAT ARE NOT FIXED DOWN ARE REMOVED AND STOWED AWAY.

AFTER TOWING SAFELY TO YOUR LAUNCHING DESTINATION YOU WILL NOW BE READY TO PUT YOUR BOAT ON THE WATER. BEFORE YOU DO SO, THERE ARE A FEW THINGS TO ENSURE BEFORE THE BOAT GOES IN.

- ☞ KEY IS IN THE BOAT.
- ☞ YOU ARE FAMILIAR WITH SEA CONDITIONS AND TIDES FOR THE DAY.
- ☞ THERE ARE ENOUGH LIFE JACKETS FOR EVERYBODY ON BOARD.
- ☞ AT LEAST TWO FORMS OF COMMUNICATION.
- ☞ YOU ARE FAMILIAR WITH THE LOCAL COASTGUARD CHANNELS.
- ☞ ALL BUNGS ARE IN PLACE.
- ☞ PROP FLAG AND TIE DOWN STROPS ARE OFF.
- ☞ OUTBOARD TILT RAM CHOCK IS REMOVED.
- ☞ FENDERS IN PLACE.
- ☞ BOW AND STERN LINES IN PLACE.
- ☞ BATTERY ISOLATION SWITCH IS TURNED TO "ON"
- ☞ VHF AND AM/FM AERIALS ARE UP.
- ☞ ENSURE THERE IS SUFFICIENT FUEL ON BOARD WITH ALLOWANCE FOR EXTRA FUEL USED IF TRIP PLAN CHANGES OR SEA STATE WORSENS.
- ☞ SUFFICIENT SAFETY GEAR IS ON BOARD - FLARES, EPIRB, FIRST AID KIT ETC.

BEFORE LAUNCHING YOUR EXTREME BOAT YOU MUST ENSURE ALL BUNGS ARE IN PLACE AND FIRMLY SEATED.

THE NUMBER OF BUNGS AND LOCATION VARIES BETWEEN MODELS, THERE FOR YOU MUST MAKE YOURSELF FAMILIAR WITH THE LOCATION OF ALL BUNGS ON YOUR BOAT.



MOST MODELS WILL HAVE THREE BUNGS IN THE TRANSOM. THE TWO OUTSIDE BUNGS (A) ARE FOR THE BUOYANCY CHAMBERS, AND THE MIDDLE BUNG (B) WILL BE FOR THE BILGE WELL. THE BUOYANCY CHAMBERS (A) SHOULD ALWAYS BE DRY.

THE OTHER PLACES BUNGS ARE LOCATED ON MOST MODELS IS INSIDE THE UNDERFLOOR BINS (C) AND TOILET WELLS (D) (BELOW THE CENTRAL FORWARD CABIN SQUABS). CENTRE CONSOLES WILL HAVE BUNGS BELOW THE FRONT SEAT ALSO.



INSIDE THE MAIN DECK UNDERFLOOR FISH BIN THERE MAY ALSO BE A BUNG (D) IN THE BIN DIVIDER BETWEEN THE FISH BIN AND WHERE THE FUEL TANK CHAMBER IS. THIS IS AN INSPECTION BUNG TO BE OPENED PERIODICALLY TO DRY CHAMBER OUT IF REQUIRED.

ONCE THE BOAT IS OFF THE WATER AND BACK ON DRY LAND UNWIND THE BILGE WELL BUNG TO LET ANY RAIN WATER OR WATER FROM WASHING THE BOAT EXIT. YOU CAN ALSO PERIODICALLY UNWIND THE BUOYANCY CHAMBER BUNGS TO ENSURE THEY ARE DRY AND ALLOW THEM TO BREATHE.

IF AN INTERNAL FISH BIN BUNG IS ACCIDENTALLY LEFT OUT WHILE LAUNCHING PUT THE BOAT BACK ON THE TRAILER IF NEAR THE RAMP OR GET THE BOAT ON THE PLANE WHICH WILL DRAIN THE WATER THROUGH THE BUNG AND WIND THE BUNG BACK IN PLACE. IF THE BILGE WELL BUNG OR BUOYANCY CHAMBER BUNGS ARE LEFT OUT, PULL THE BOAT STRAIGHT BACK OUT OF THE WATER.



BEFORE STARTING YOUR EXTREME, YOU WILL NEED TO POWER THE BOAT UP.

INSIDE THE TRANSOM YOU WILL FIND AN ISOLATION SWITCH WHICH SHOULD ALWAYS BE TURNED TO “OFF” WHEN NOT IN USE.



TO POWER THE BOAT UP TURN THE ISOLATION SWITCH ONE CLICK CLOCKWISE TO “ON” WHICH WILL PROVIDE POWER TO THE BOAT FROM BOTH A SINGLE OR DUAL BATTERIES.

IF YOUR EXTREME BOAT HAS BEEN FITTED WITH DUAL BATTERIES THERE IS THE ABILITY TO TURN THE ISOLATION SWITCH ONE MORE CLICK CLOCKWISE TO “COMBINE” IF YOU FIND YOURSELF IN THE SITUATION WHERE YOUR START BATTERY IS LOW. THIS WILL BRIDGE THE TWO BATTERIES AND PROVIDE MORE POWER TO THE START BATTERY.

IN MOST SITUATIONS WITH DUAL BATTERIES, THERE WILL BE ONE BATTERY DESIGNATED AS A “START” BATTERY FOR THE ENGINE, AND A SECOND BATTERY WHICH WILL RUN ALL OTHER ELECTRONICS ON BOARD. ONE ELECTRICAL COMPONENT THAT IS OFTEN WIRED TO THE START BATTERY IS THE ANCHOR WINCH. THIS IS DUE TO THE HIGH CURRENT DRAW AND THE ENGINES ABILITY TO REPLENISH THE START BATTERY QUICKLY AND THE ENGINE MUST BE RUNNING TO OPERATE THE ANCHOR WINCH.

IF YOU FIND YOURSELF IN A SITUATION WHERE YOUR BOAT WILL NOT START THERE ARE A COUPLE THINGS TO CHECK:

 THE REMOTE HANDLE IS IN THE “NEUTRAL” POSITION

 THE SAFETY LANYARD IS IN PLACE HOLDING THE KILL SWITCH “OUT”

BEFORE LEAVING THE WHARF ENSURE THE ENGINE IS PUMPING WATER THROUGH THE OUTBOARD “TELL TALE” AND EVERYBODY HAS LIFE JACKETS FITTED.

TRIMMING YOUR BOAT

FIRSTLY, THERE IS NO SINGLE COMBINATION OF ENGINE TRIM TO SUIT ALL SEA CONDITIONS AND BOAT PACKAGES. CORRECT TRIMMING OF A BOAT DOES COME DOWN TO FEEL AT THE END OF THE DAY AND WILL NEED ADJUSTING IN DIFFERENT CONDITIONS AND BOAT SET UPS.

A LOT OF HOW A BOAT WILL LIKE TO BE DRIVEN WILL DEPEND HEAVILY ON SEA CONDITIONS AND HOW THE BOAT IS LOADED, AND IT IS THE SKIPPERS RESPONSIBILITY TO OPERATE THE BOAT IN A SAFE AND RESPONSIBLE MANNER ABIDING TO THE LOCAL MARITIME RULES AND REGULATIONS.

WHEN GETTING THE BOAT UP ONTO THE PLANE IT PAYS TO HAVE THE OUTBOARD TUCKED HARD DOWN WHICH HOLDS THE BOW LOWER AND CLIMB ONTO THE PLANE FASTER. AS THE BOAT INCREASES IN SPEED AND IS SETTLED ON THE PLANE YOU CAN TILT THE OUTBOARD TRIM UP SLIGHTLY AND IF YOU FEEL THE BOW HAS BECOME TOO FREE, SIMPLY TRIM THE OUTBOARD DOWN, OR IF YOU HAVE TRIM TABS YOU CAN LOWER THEM BY A COUPLE OF LIGHTS ON THE DISPLAY TO LOWER THE BOW ALSO.

BY TRIMMING THE OUTBOARD UP – YOU ESSENTIALLY TILT THE BOW UP THEREFORE YOU NEED TO BE CAREFUL HOW HIGH YOU TRIM YOUR OUTBOARD SO YOU DO NOT END UP FREEING THE BOW UP TOO MUCH. THE AMOUNT OF TRIM YOU CAN GIVE EACH BOAT WILL VARY DEPENDING ON THE SIZE AND MAKE OF THE OUTBOARD, THE PROP YOU ARE RUNNING AND HOW DIFFERENT AMOUNTS OF WEIGHT ARE PLACED THROUGHOUT THE BOAT.

THE SLOWER YOU GO THE MORE UPWARD TRIM OF THE OUTBOARD WILL AFFECT THE BEHAVIOR OF THE BOW, SO YOU NEED TO BE MINDFUL WHEN TRAVELING AT LOWER SPEEDS NOT TO TRIM THE OUTBOARD TOO HIGH. IF YOU FIND YOURSELF IN A SITUATION WHERE YOU HAVE TRIMMED THE OUTBOARD TO A POSITION WHERE THE BOAT IS NOT RIDING AS YOU WISH, SIMPLY TRIM THE ENGINE BACK DOWN TO A POINT WHERE THE BOAT IS TRAVELING NICELY AGAIN.



FUEL CONSUMPTION

IT IS RECOMMENDED TO NEVER RUN YOUR BOAT LOWER THAN 10% OF ITS TOTAL FUEL TANK VOLUME ADVERTISED. FOR EXAMPLE, IF YOU HAVE A 140L TANK YOU SHOULD NEVER RUN IT LOWER THAN 126L (USED) ON YOUR ENGINE MANAGEMENT GAUGE. THE ADVERTISED TANK SIZING'S DO NOT ALLOW FOR SITUATIONS SUCH AS BOATS BEING FILLED WHEN NOT PERFECTLY LEVEL WHICH WILL NOT ALLOW THE FUEL TANK TO BE FILLED COMPLETELY. PITCH AND ROLL ALSO EFFECT/ RESTRICT THE FUEL BEING ABLE TO BE PICKED UP WHEN THE TANK LEVEL GETS LOW. YOU SHOULD ALWAYS FUEL UP ON THE WAY TO THE RAMP AND NEVER STORE A BOAT FULL OF FUEL. CALCULATING TRIP FUEL IS BEST DONE BY RESETTNG THE TRIP FUEL ON THE ENGINE MANAGEMENT GAUGE AT THE START OF A TRIP AFTER FUELING UP WHICH WILL LET YOU KNOW EXACTLY HOW MANY LITRES HAVE BEEN USED ON A TRIP. GET IN TOUCH WITH YOUR LOCAL DEALER TO TALK YOU THROUGH HOW TO DO THIS IF YOU ARE UNSURE. THE SENDER UNIT READING WILL GIVE YOU AN IDEA HOW MUCH FUEL THERE IS IN THE TANK, BUT AS THE BOAT IS NOT ALWAYS LEVEL THERE WILL BE VARIATION IN THE READING AND IT CANNOT BE RELIED ON. IT IS ALSO IMPORTANT TO REMEMBER YOU USE A LOT MORE FUEL IN ROUGHER SEA STATES AND WHILE CARRYING HEAVIER LOADS.

SPEED

SPEED MUST BE ADJUSTED TO SUIT THE SEA STATE, ENVIRONMENT AND AREA REGULATIONS. IT IS IMPORTANT TO KNOW THAT SMALL ADJUSTMENTS IN SPEED CAN MAKE A LARGE IMPROVEMENT IN COMFORT AND FUEL CONSUMPTION.

WEIGHT DISPLACEMENT

IT IS IMPORTANT TO BE MINDFUL OF HOW WEIGHT IS POSITIONED ON A BOAT AS THIS CAN AFFECT THE BOATS PERFORMANCE IF NOT BALANCED WELL. EVEN WEIGHT DISTRIBUTION AS CENTRAL AND LOW AS POSSIBLE IS IMPORTANT AND BOATS SHOULD NEVER BE LOADED EXCESSIVELY.

SEAKEEPER RIDE AUTO TRIM TABS

IF YOUR BOAT HAS BEEN FITTED WITH SEAKEEPER RIDE AUTO TRIM TABS WE RECOMMEND LEAVING IT IN “AUTO” MODE.

TO KEEP THE SEAKEEPER RIDE SYSTEM UP TO DATE SOFTWARE UPDATES MUST BE INSTALLED AS REQUIRED. TO GET NOTIFIED OF THESE UPDATES SUBSCRIBE ON THEIR WEBSITE;

[HTTPS://RIDE.SEAKEEPER.COM/SUPPORT/SOFTWARE-UPDATES/](https://ride.seakeeper.com/support/software-updates/)

HOW TO UPDATE YOUR SEAKEEPER SOFTWARE

AT HOME;

- 1.DOWNLOAD THE LATEST SEAKEEPER RIDE SOFTWARE ONTO YOUR COMPUTER.
- 2.INSERT A USB FLASH DRIVE AND TRANSFER THE SOFTWARE UPDATE FILE ONTO THE USB FLASH DRIVE AND REMOVE THE USB FLASH DRIVE FROM THE COMPUTER.

AT YOUR BOAT;

- 1.TURN ON YOUR BOAT, AND IN TURN, YOUR SEAKEEPER RIDE SYSTEM.
 - 1.POWER BOAT BATTERY SWITCH ON AND TURN THE KEY SWITCH ON.
 - 2.CONFIRM THE SEAKEEPER RIDE SYSTEM IS ON BY OPENING THE SEAKEEPER RIDE APP ON YOUR MFD (MULTI FUNCTION DISPLAY)
- 2.LOCATE THE SOFTWARE MODULE (OFTEN INSTALLED IN THE HELM) AND REMOVE THE RUBBER COVERING ON THE UPPER LEFT SIDE. THERE WILL BE TWO GREEN LIGHTS VISIBLE.

HOW TO UPDATE YOUR SEAKEEPER SOFTWARE

3. CONNECT THE USB FLASH DRIVE TO THE ADAPTER AND INSERT THE MICRO USB-USB OTG ADAPTER INTO THE PORT ON THE SOFTWARE MODULE.
4. AFTER ABOUT 60 SECONDS, A RED LIGHT WILL ILLUMINATE ON THE SOFTWARE MODULE, INDICATING THE UPDATE HAS STARTED. THE MFD WILL SHOW THE RIDE SYSTEM REBOOT FOLLOWED BY A SCREEN WITH A PROGRESS BAR THAT READS "CAN UPDATE IN PROGRESS. PLEASE WAIT..." IN 2-4 MINUTES, THE UPDATE WILL COMPLETE, AND "CAN UPDATE SUCCESSFUL" WILL APPEAR. THE HOME SCREEN WILL DISPLAY ON THE MFD AND THE RED LIGHT ON THE SOFTWARE MODULE WILL TURN OFF.
5. REMOVE THE USB FLASH DRIVE AND ADAPTER AND REATTACH THE RUBBER COVERING.
6. AFTER COMPLETING THE UPDATE, IF A FAULT CODE APPEARS, PRESS "CLEAR" TO CLEAR THE CODE. VERIFY THE UPDATE BY SELECTING THE INFORMATION SCREEN AND CONFIRMING THE NEW SOFTWARE VERSIONS SHOWN.



SEAKEEPER MAINTENANCE

- ⚠ REGULAR INSPECTION AND CLEANING OF THE SeaKeeper Ride SYSTEM IS RECOMMENDED. THE SeaKeeper RIDES ZINC SACRIFICIAL ANODES (SEPARATE TO THE HULL ANODES) SHOULD BE MONITORED AND REPLACED AS NEEDED AS PER THE SCHEDULE ON THEIR WEBSITE:

[HTTPS://MANUALS.SEAKEEPER.COM/RIDE/SEAKEEPER-RIDE-MAINTENANCE/3-MAINTENANCE/MAINTENANCE-INTRODUCTION/](https://manuals.seakeeper.com/ride/seakeeper-ride-maintenance/3-maintenance/maintenance-introduction/)

- ⚠ IT IS ALSO IMPORTANT THAT EXTRA MEASURES ARE TAKEN IF THE BOAT IS TO BE IN THE WATER FOR MORE THAN TWO WEEKS AT A TIME, AND BOTTOM PAINT SHOULD BE APPLIED IN THIS SITUATION AS PER SeaKeeper RIDES SPECIFICATIONS.

- ⚠ ALL WORK CARRIED OUT ON SeaKeeper RIDES SHOULD BE DONE BY A QUALIFIED TECHNICIAN.

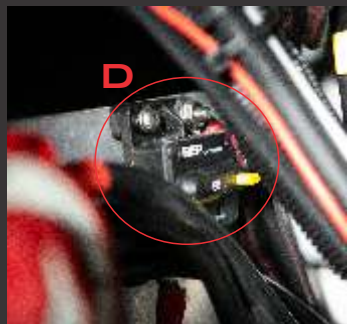
ALL EXTREME BOATS SHOULD BE FITTED WITH AN ANCHOR, CHAIN AND ROPE TO HOLD THE BOAT IN POSITION AS REQUIRED OR IN AN EMERGENCY SITUATION. HERE ARE A FEW TIPS WHILE ANCHORING:

- ⚓ **ASSESS THE TYPE OF BOTTOM YOU HAVE AND IDEALLY LOOK FOR A SAND/ MUD BOTTOM - NOT A ROCKY REEF WHICH MAY FOUL ANCHOR.**
- ⚓ **HEAD INTO THE WIND/CURRENT FROM WHERE YOU INTEND TO BE ANCHORED ALLOWING FOR THE TIME IT WILL TAKE FOR THE ANCHOR TO GET TO THE BOTTOM.**
- ⚓ **IF WINDS ARE LIGHT, AS YOU FEEL THE ANCHOR IS NEARING THE BOTTOM TAP THE BOAT INTO REVERSE TO "LAY" THE ANCHOR AND CHAIN ALONG THE BOTTOM ON AN ANGLE - NOT STRAIGHT UP AND DOWN. THIS WILL GIVE THE ANCHOR A GOOD HOLD AND STOP THE CHAIN PILING UP ON TOP OF THE ANCHOR.**
- ⚓ **THE NUMBER ONE REASON FOR ANCHORS DRAGGING IS BY NOT LETTING ENOUGH ROPE OUT, SO LET PLENTY OUT (AROUND 3 X THE WATER DEPTH) WHICH WILL ALLOW THE CHAIN TO LAY THE ANCHOR MORE PARALLEL TO THE BOTTOM.**
- ⚓ **TAKE NOTE ON THE GPS WHERE YOU STOP TO MONITOR WHETHER THE ANCHOR IS DRAGGING OR HOLDING. IF THE BOW IS FACING INTO THE WIND YOU SHOULD BE HELD, AND IF THE BOAT IS SIDE ON TO THE WIND YOU ARE LIKELY DRAGGING ANCHOR.**
- ⚓ **ONCE ON ANCHOR, TIE THE ROPE TO THE TEE BOLLARD TO TAKE THE STRESS OF THE WINCH IN ROUGHER CONDITIONS, AND ESPECIALLY IF TRYING TO FREE A STUCK ANCHOR.**



- ⚠ ALWAYS TURN ON THE ANCHOR LIGHT WHILE ANCHORED IN LOW LIGHT CONDITIONS.
- ⚠ TURN THE ENGINE ON BEFORE OPERATING AN ELECTRIC ANCHOR WINCH AND LEAVE RUNNING DUE TO THE HIGH CURRENT DRAW.
- ⚠ WHEN PULLING THE ANCHOR UP, CAREFULLY POSITION THE BOAT DIRECTLY ABOVE THE ANCHOR IF POSSIBLE UNTIL THE ANCHOR IS OFF THE BOTTOM BEING CAREFUL NOT TO RUN OVER THE ROPE.
- ⚠ IF THE ANCHOR IS STUCK BE CAREFUL WHILE MOVING FORWARD AS THE BOAT MAY “SPRING” AROUND SUDDENLY. IF NECESSARY CUT FREE, TIE TO A FLOAT, MARK ON GPS AND RETURN ANOTHER DAY WITH A LARGER BOAT OR DIVE GEAR TO RETRIEVE. DO NOT PULL ON ANGLE WHEN TRYING TO PULL FREE.
- ⚠ SPRAY PAINTING A FEW RUNGS OF CHAIN NEAR THE ANCHOR WILL LET YOU KNOW WHEN THE ANCHOR IS NEARING THE BOW SPRIT.
- ⚠ APPLY LOCTITE, OR USE A COUPLE OF CABLE TIES ON THE ANCHOR DEE SHACKLE TO ENSURE THE PIN CANNOT WRIGGLE FREE.
- ⚠ ALWAYS HAVE A BIT OF TENSION ON THE WARP WHILE ANCHORING WITH DRUM WINCHES TO PREVENT OVERRUNS. THIS CAN BE ACHIEVED BY TAPPING THE BOAT IN AND OUT OF GEAR AS REQUIRED.
- ⚠ IF YOUR BOAT HAS A CAPSTAN/GYPSY STYLE WINCH PERIODICALLY LET ALL THE ROPE OUT AND SOAK IN WATER WITH FABRIC SOFTENER TO SOFTEN ROPE AND CLEAN SALT OFF. INSPECT ANCHOR WELL AT SAME TIME TO ENSURE THERE IS NOTHING BELOW THE WARP.
- ⚠ HOSE THE ANCHOR WELL/WINCH OUT AFTER EACH TRIP TO REMOVE ANY SALT. THIS WATER WILL DRAIN INTO THE SELF FLOODING KEEL.

IF YOUR ANCHOR WINCH STOPS WORKING CHECK THAT THE CIRCUIT BREAKER (D) HAS NOT TRIPPED. THE CIRCUIT BREAKER IS GENERALLY FOUND INSIDE THE TRANSON ON THE STARBOARD SIDE BY THE ISOLATION SWITCH. IF IT HAS TRIPPED PRESS THE PLASTIC ARM BACK UP SO IT IS “INLINE” AGAIN. THE CIRCUIT BREAKER IS DESIGNED TO TRIP THE ELECTRICAL CIRCUIT AND PROTECT THE WINCH MOTOR UNDER LOAD OR POWER SPIKES



TO KEEP YOUR EXTREME BOAT LOOKING GREAT AND STANDING THE TEST OF TIME FOR YEARS TO COME IT MUST BE CLEANED AND MAINTAINED WELL AFTER AN ENJOYABLE DAY ON THE WATER. BELOW ARE A FEW TIPS TO HELP KEEP YOUR EXTREME IN TOP CONDITION.

WASHDOWN

AT THE END OF EACH TRIP PARK THE BOAT SLIGHTLY BOW UP AND UNDO THE BILGE WELL/FISH BIN BUNGS TO ALLOW WATER TO DRAIN OUT OF THE BOAT. GIVE THE WHOLE BOAT/TRAILER/MOTOR A THOROUGH RINSE WITH FRESH WATER, WHICH WILL HELP LOOSEN ANY SALT, AND SPRAY A SPECIALIZED MARINE WASH SUCH AS SALT AWAY OVER ALL SURFACES. ALWAYS USE AN APPROPRIATE MARINE GRADE BOAT WASH AND AVOID USING HOUSE HOLD PRODUCTS WHICH CAN BE HIGHLY ALKALINE. LOOK FOR A LOW PH PRODUCT SUCH AS AWL WASH, CRYSTAL BOAT SOAP, JUICE WASH AND WAX TO NAME A FEW. IF SCRUBBING YOUR BOAT DOWN USE A SOFT BRISTLED BRUSH OR WASH MITT TO LIGHTLY WASH ALL SURFACES (EXCEPT FOR CORNER PERSPEX WINDOWS) AND THOROUGHLY RINSE WHEN FINISHED. IT IS IMPORTANT TO ALSO WIPE DOWN THE INSIDE SURFACES AROUND THE DASH, SIDE POCKETS, INNER HARDDTOP ETC TO REMOVE ANY SALT RESIDUE IN THESE AREAS.

FOREIGN METALS

IT IS IMPORTANT TO NEVER LEAVE FOREIGN METALS SITTING DIRECTLY ON THE BOATS SURFACES FOR PROLONGED PERIODS SUCH AS HOOKS, SINKERS ETC. THESE CAN REACT WITH THE ALUMINIUM AND CAUSE CORROSION. ALL FOREIGN METALS SHOULD ALWAYS BE KEPT IN CONTAINERS, BAGS ETC TO ISOLATE THEM FROM THE ALUMINIUM.

AREAS SUCH AS THE BILGE WELL AND ANCHOR WELL SHOULD ALSO BE INSPECTED PERIODICALLY TO ENSURE NO FOREIGN METALS HAVE ENDED UP IN THERE AND REMOVED IF THEY HAVE.

PAINT CARE

TO HELP YOUR PAINT JOB LOOK GREAT FOR YEARS TO COME IT SHOULD BE POLISHED PERIODICALLY WITH A QUALITY WAX TO HELP REPEL SALT WATER AND GRIME.

IF YOU SCRATCH THE PAINT WORK, OR OPEN ANY PAINT SURFACE IT MUST BE SEALED TO PREVENT SALT GETTING UNDER THE PAINT WORK. CAREFULLY APPLY A BIT OF ETCH PRIMER ON ANY BARE ALUMINIUM, FOLLOWED BY THE TOP COAT COLOUR.

BARE ALUMINIUM PARTS SUCH AS THE HAND RAILS, BOW RAILS AND BUMP RAILS CAN BE POLISHED WITH PRODUCTS SUCH AS AUTOSOL TO KEEP THEM LOOKING GREAT FOR YEARS TO COME ALSO.

OUTBOARD CARE

BELOW ARE A FEW THINGS REGARDING THE NEW ENGINE ON YOUR EXTREME BOAT TO ENSURE YOU ARE FAMILIAR WITH:

- ⚙️ WHAT FUEL IT SHOULD BE RUN ON.
- ⚙️ THE CORRECT RUN IN PROCEDURE.
- ⚙️ THE CORRECT FLUSHING PROCEDURE.
- ⚙️ SERVICE SCHEDULE.
- ⚙️ CORRECT OUTBOARD CHOCK TO PROTECT TILT RAM WHILE TOWING.

CHECK WITH YOUR LOCAL DEALER TO GET ADVICE ON THE ABOVE ITEMS.

PERSPEX WINDOWS

AVOID SCRUBBING THE CORNER PERSPEX WINDOWS AND WINDSCREENS ON THE SPORT FISHER/CENTRE CONSOLE MODELS. SIMPLY RINSE WITH THE HOSE AND WIPE DOWN LATER WITH A MICROFIBRE CLOTH AND SUITABLE CLEANER DESIGNED FOR PERSPEX SUCH AS VUPLEX.

CANVAS CARE

TO ENSURE YOUR CANVAS LOOKS GREAT AND LASTS FOR YEARS TO COME IT WILL REQUIRE CLEANING AND MAINTENANCE.

EXCESSIVE SALT AND DIRT SHOULD BE BRUSHED FROM CANVAS SURFACES WITH A SOFT BRISTLED BRUSH USING WARM WATER (NOT EXCEEDING 100°F/ 40°C) AND A GENTLE NON-DETERGENT SOAPWASH THEN ALLOWED TO AIR DRY.

PERIODICALLY BRELLA GUARD SHOULD BE APPLIED TO CANVAS TO PROLONG ITS LIFESPAN AND HELP REPEL WATER.

ATTACHING THE ROAD COVER



1. ZIP THE TOPSIDE OF THE COVER INTO THE UNDERSIDE OF THE REAR POP OUT BIMINI, OR SLIDE INTO THE ALUMINIUM TRACK IF NO BIMINI FITTED
2. PULL "T" LUG THROUGH CANVAS ON INSIDE OF HARDTOP EYEBROW.
3. PLACE BUNGY LOOPS OVER THE TRANSM BUNGY BUTTONS.
4. PRESS CANVAS DOMES IN INSIDE OF HARD TOP AND DOWN CABIN SIDES.
5. PRESS CANVAS DOMES IN ALONG UNDERSIDE OF BUMP RAIL STARTING AT THE FRONT AND WORKING TOWARDS THE BACK.
6. ZIP UP.

ATTACHING THE STONE CHIP COVER



1. CLIP THE CENTRE STRAP OVER THE BOW SPRIT.
2. CLIP ALL THE BOW RAIL STRAPS IN STARTING AT THE FRONT.
3. PULL THE LOWER CORNER STRAPS BACK AND TIE OFF FIRMLY TO THE TRAILER GUARD EYES.
4. PULL THE BUNGY CORDS AROUND THE TRAILER CHASIS AND CLIP INTO PLASTIC HOOP.

THE PREFERRED METHOD OF STORAGE IS THAT THE BOAT, OR ANY OTHER SURFACE OF APPLICATION BE COVERED. SEADEK IS VERY DURABLE, BUT WHEN EXPOSED TO THE ELEMENTS 24/7 THE COLOURS WILL SLOWLY FADE. IT IS GOOD PRACTICE TO KEEP YOUR SEADEK FLOORING COVERED BY KEEPING THE BOAT IN A SHED OR BY USING A CANVAS COVER TO PROTECT IT FROM THE ELEMENTS.

SITUATIONS TO AVOID

AVOID PLACING SEADEK ADJACENT TO REFLECTIVE SURFACES AND LEAVING WATER BOTTLES, GLASS OR ANY OTHER REFLECTIVE SURFACES NEAR/ ON IT. THESE ITEMS CAN REFRACT/REFLECT LIGHT THERE BY CONCENTRATING THE BEAMS TO A LEVEL WHICH CAN BE DAMAGING TO THE MATERIAL.

HOW TO CLEAN SEA DEK

FOR REMOVING DIRT, FOOTPRINTS, SUNTAN LOTION, FISH BLOOD, RUST, AND OTHER HARD TO CLEAN RESIDUES FROM YOUR SEADEK, WE RECOMMEND DEK MAGIC CLEANER, WHICH WAS SPECIFICALLY DEVELOPED FOR EASY CLEANING OF PE/EVA NONSKID MATERIALS. FOR BEST RESULTS, SPRAY DEK MAGIC LIBERALLY TO COVER THE AREA NEEDING TO BE CLEANED. WITH A MEDIUM BRISTLED BOAT BRUSH, LIGHTLY WORK THE PRODUCT IN. LET THE CLEANER SIT FOR 3-5 MINUTES THEN USE WATER TO DAMPEN THE AFFECTED AREA AND LIGHTLY SCRUB FOR A SECOND TIME. RINSE THE CLEANER OFF THOROUGHLY AND DRY WITH A CLEAN TOWEL. IF YOU ENCOUNTER A STUBBORN STAIN, REPEAT THESE STEPS AS NEEDED.

IF DEK MAGIC IS NOT AVAILABLE, SEE THE BELOW STEPS FOR OTHER CLEANING OPTIONS. FOR BEST CLEANING RESULTS, TEND TO ALL STAINS, SPILLS AND LEAKS AS SOON AS POSSIBLE.

1. TO CLEAN DIRT, FOOTPRINTS, ETC. FROM YOUR SEADEK, USE AN ALL-PURPOSE CLEANER, DEGREASER, OR DISH SOAP ALONG WITH WARM WATER AND A MEDIUM BRISTLED BRUSH. THOROUGHLY WORK THE SOAPY MIXTURE INTO THE SEADEK UNTIL DIRT, ETC. COMES UP. RINSE WITH CLEAN WATER AND REPEAT IF NECESSARY.
2. TO REMOVE SUNTAN LOTION, USE AN ALL-PURPOSE CLEANER OR DEGREASER ALONG WITH A MEDIUM BRISTLED BRUSH. PUT A SMALL AMOUNT OF THE CLEANER ON THE OIL STAIN AND USE A MEDIUM BRISTLED BOAT BRUSH AND WARM WATER TO SCRUB UNTIL THE OIL IS OUT. RINSE WITH CLEAN WATER AND REPEAT IF NEEDED.
3. TO REMOVE FISH BLOOD, MIX 1 CUP OF BLEACH WITH 3.78 LITRES OF WARM WATER. USING A SOFT BRISTLED BRUSH, SCRUB IN A CIRCULAR MOTION UNTIL THE FISH BLOOD IS UP. RINSE THOROUGHLY WITH CLEAN WATER AND REPEAT IF NECESSARY. IF NOT EFFECTIVE, SEE STEP 4.



4. TO REMOVE RUST STAINS, USE A CUP FULL OF VINEGAR OR OXALIC ACID. APPLY TO THE RUST STAIN AND ALLOW TO SOAK FOR 3-5 MINUTES. IF NECESSARY, USE LATEX/NITRILE GLOVES TO MASSAGE THE CLEANER INTO THE TEXTURE OF THE SEADEK PAD. RINSE WITH WATER AND REPEAT IF NECESSARY. NOTE: WHEN APPLYING OXALIC ACID, USE CARE TO AVOID GETTING ACID ON THE EDGES OF THE PAD, AS IT COULD DAMAGE THE LAMINATION OR PSA. PLEASE FOLLOW YOUR STATE AND/OR COUNTRY REGULATIONS FOR PROPER CHEMICAL HANDLING. WEAR VINYL OR NITRILE GLOVES AND EYE PROTECTION WHEN NECESSARY.

OTHER SEADEK APPROVED CLEANERS

- ☞ STARBRITE DECK CLEANER
- ☞ STARBRITE FIBERGLASS
- ☞ STARBRITE XTREME

USE WITH CARE

- ☞ ACETONE (AVOID THE ADHESIVE AS BEST AS POSSIBLE)
- ☞ BLEACH (DILUTE 1 CUP BLEACH WITH 3.78 LITRES OF WATER)

PRODUCTS TO AVOID

- ☞ MEGUIAR'S CAR WASH
- ☞ ARMOR ALL
- ☞ SIMPLE GREEN
- ☞ 303 CITRUS BOAT CLEANER
- ☞ WOODY'S WASH AND WAX
- ☞ STARBRITE MILDEW

ALL EXTREME BOATS WILL HAVE AT LEAST ONE THROUGH HULL FITTING THAT A HOSE/ PUMP CAN BE FITTED TO IF A DECK WASH ETC IS REQUIRED. IN MOST CASES THIS FITTING IS AN ALUMINIUM TUBE WELDED THROUGH THE BOTTOM OF THE HULL IN THE BILGE WELL.

DECK WASH

MOST EXTREME BOATS COME WITH A DECK WASH INSTALLED. THE SWITCH TO OPERATE IS LABELED "WASH DOWN" ON THE SWITCH PANEL. THE DECK WASH PUMP IS NOT A CONTINUOUS FLOW PUMP AND SHOULD BE RUN FOR SHORT PERIODS ONLY.



LIVE BAIT TANK

THE "WASH DOWN" PUMP CAN ALSO BE USED TO FILL THE LIVE BAIT TANK. TO DO SO TURN THE PLASTIC ARM ON TOP OF THE VALVE (E) IN THE LIVEBAIT TANK "IN LINE" AND THIS WILL DIRECT THE WATER INTO THE LIVEBAIT TANK THROUGH THIS FITTING. IF YOU DO A LOT OF LIVEBAITING WE RECOMMEND GETTING AN AERATOR PUMP FITTED WHICH IS A CONTINUOUS FLOW PUMP THAT PICKS WATER UP THROUGH A GAUZE (F) IN THE BOTTOM OF THE LIVEBAIT TANK AND SPRAYS IT OUT THE TOP THROUGH A SECOND VALVE RE-OXYGENATING THE WATER.



KNEE SWITCH HAND WASH

IF YOUR BOAT HAS BEEN OPTIONED WITH THE KNEE SWITCH HAND WASH, THIS WILL ALSO RUN OFF THE DECK WASH PUMP LABELED "WASH DOWN" THIS PUMP OPERATES ON A 7-SECOND TIMER AND WILL AUTOMATICALLY STOP AFTER THIS PERIOD.



TUNA TUBES

IF YOUR BOAT HAS BEEN OPTIONED WITH TUNA TUBES THEY WILL HAVE THEIR OWN THROUGH HULL FITTINGS ATTACHED TO A MORE POWERFUL CONTINUOUS FLOW PUMP. BEFORE OPERATING TURN THE BLUE VALVE INLINE TO OPEN, AND ENSURE IT IS CLOSED WHEN NOT IN USE.



ELECTRIC FLUSHING TOILET

- ⚠ BEFORE USING CHECK LOCAL REGULATIONS FOR RESTRICTED OVERBOARD DISCHARGE AREAS.

TO OPERATE AN ELECTRIC FLUSHING TOILET YOU MUST FIRST OPEN (G) THE “INLET” (STARBOARD SIDE) AND “OUTLET” (PORT SIDE) HOSES BY TURNING THE TAPS EITHER SIDE INLINE (PARALLEL WITH THE FITTING)



- ⚠ FLUSH THE TOILET TO PRIME THE SYSTEM AND PUT SOME WATER IN THE BOWL.

ONCE YOU HAVE FINISHED FLUSHING CLOSE (H) THE “INLET” TAP AND PRESS THE FLUSH BUTTON TO EMPTY THE WATER OUT OF THE BOWL.



- ⚠ BOTH TAPS MUST BE TURNED OFF WHEN NOT IN USE OR BOAT IS UNATTENDED.



INLET HOSE
OUTLET HOSE
FLUSH BUTTON

WATER SYSTEM MAINTENANCE

- ⚠ IT IS IMPORTANT TO NOT LEAVE SWITCHES TO WATER PUMPS AND VALVES ON WHEN NOT IN USE.
- ⚠ AFTER USING DECK WASH/KNEE WASH TURN PUMP OFF, THEN DEPRESSURIZE BY PULLING TRIGGER/PRESSING BUTTON TO RELIEVE PRESSURE.
- ⚠ WHEN CLEANING BOAT, INSERT A FRESH WATER HOSE INTO THE THROUGH HULL TUBE ON THE UNDERSIDE OF THE BOAT BELOW THE BILGE WELL AND RUN DECK WASH ETC TO REMOVE ANY SALT.

THE ELECTRICAL SYSTEM IN EACH BOAT WILL VARY DEPENDING ON WHAT HAS BEEN FITTED. TYPICALLY MOST BOATS RUN A 12 VOLT SYSTEM WITH ALL ELECTRICAL COMPONENTS WIRED THROUGH A SWITCH WITH CIRCUIT BREAKERS, DIRECT WITH AN INLINE FUSE, WIRED TO A THERMAL BREAKER, OR MAIN FUSE BOX.

SWITCH PANELS

MOST ELECTRICAL ITEMS WILL BE WIRED TO A SWITCH PANEL WITH EITHER CIRCUIT BREAKERS OR FUSES TO PROTECT THE ITEM DURING AN ELECTRICAL SPIKE OR OVERLOAD. THERE ARE TWO MAIN TYPES OF SWITCH PANELS ON EXTREME BOATS.

REMOVABLE FACEPLATE SWITCH PANEL

IF YOU HAVE REMOVABLE FACEPLATE SWITCH PANELS THEY HAVE CIRCUIT BREAKERS BENEATH THE LABELS. IF AN ELECTRICAL ITEM ON THE SWITCH PANEL IS NOT WORKING AND NOT ILLUMINATED CAREFULLY REMOVE THE FACEPLATE AND PRESS DOWN THE CIRCUIT BREAKER THAT HAS TRIPPED TO RESET.



ENGRAVED ROCKER SWITCHES

IF YOU HAVE SWITCH PANELS WITH ENGRAVED ROCKER SWITCHES THEY WILL BE WIRED TO A FUSE BOX IN BEHIND THE DASH.



THERMAL BREAKERS

THERE ARE SOME ITEMS THAT ARE NOT ON A SWITCH AND ARE WIRED TO THERMAL BREAKERS INSTEAD OF RUNNING INLINE FUSES SUCH AS SEAKEEPER RIDE AUTO TRIM TABS AND ELECTRIC REEL PLUGS. THESE SELF RESET AND WILL BECOME OPERATIONAL AGAIN AFTER COOLING DOWN.



INLINE FUSES

SOME ITEMS THAT ARE NOT SWITCHED SUCH AS AUTO BILGE PUMPS AND STEREOs WILL RUN INLINE (BLADE STYLE) FUSES.



FUSE BOXES

IN MOST MODELS THERE IS A FUSE BOX LOCATED BEHIND THE DASH. ENGRAVED SWITCH PANELS ARE WIRED TO THESE FUSE BOXES AND SOME UN SWITCHED ITEMS SUCH AS VHF RADIO'S, INTERNAL LIGHTING KITS AND STEREO'S RUNNING THROUGH IT WITH BLADE STYLE FUSES.



MAIN HOUSE SUPPLY

THE MAIN HOUSE POWER SUPPLY IS GENERALLY PROTECTED BY EITHER A MAXI FUSE OR A CIRCUIT BREAKER IN THE REAR TRANSOM.

IF YOU FIND YOURSELF IN A SITUATION WHERE THERE IS NO POWER TO THE HOUSE SYSTEM CHECK THE FOLLOWING:

MODELS 745 AND ABOVE:

CHECK THAT THE RE-SETTABLE CIRCUIT BREAKER LOCATED IN THE TRANSOM BESIDE THE ISOLATION SWITCH ON THE STARBOARD SIDE HAS NOT TRIPPED. IF IT HAS, PRESS THE RE-SET ARM BACK UP.

MODELS 696 AND BELOW:

CHECK THE MAXI FUSE WHICH WILL BE AN INLINE FUSE ON A POSITIVE WIRE COMING OFF THE ISOLATION SWITCH. IF A FUSE IS BLOWN REPLACE WITH THE SAME SIZED FUSE.



BUNGS

- ❗ RUN FINGER AROUND THE BUNG SEAT BEFORE WINDING IN TO ENSURE THERE IS NO GRIT/FISHING LINE ETC THAT COULD RESTRICT A GOOD SEAL ONCE THE BUNG IS WOUND IN.
- ❗ INSPECT THE BUNG O RING TO ENSURE THEY ARE NOT SPLIT OR PERISHED WHICH WOULD RESTRICT A GOOD SEAL. ALSO ENSURE THE O RING IS SEATED IN SAME GROOVE AS THIS IMAGE.
- ❗ ALWAYS CARRY SPARE BUNGS ON THE BOAT AND REPLACE IF NECESSARY.
- ❗ PERIODICALLY UNWIND THE BUOYANCY CHAMBER BUNGS WHEN NOT ON THE WATER TO ALLOW THE CHAMBERS TO BREATHE AND ENSURE THEY ARE DRY.
- ❗ UNWIND THE BILGE WELL BUNG ON TRANSOM WHEN NOT ON THE WATER TO ALLOW ANY RAINWATER/WASH DOWN WATER TO DRAIN WHILE BOAT IS STORED.



SACRIFICIAL ANODES

SACRIFICIAL ANODES HAVE BEEN FITTED ON THE TRIM TAB MOUNTING PLATES TO HELP PROTECT THE ALUMINIUM. THESE DO REQUIRE INSPECTION AND REPLACING IF THEY ARE HEAVILY CORRODED BY A QUALIFIED TECHNICIAN.



SLIDING WINDOWS

IT IS IMPORTANT TO KEEP THE WINDOW TRACKS CLEAN AND FREE OF SALT AND GRIME TO ENSURE THEY SLIDE SMOOTHLY AND DO NOT PUT STRESS ON THE WINDOW RUBBERS.

WHEN CLEANING THE BOAT AFTER EACH TRIP WIPE AROUND THE SLIDERS AND IT IS GOOD PRACTICE TO APPLY A SILICONE SPRAY IN THE SLIDING TRACKS TO KEEP THEM SLIDING NICELY.

RAINEX CAN BE APPLIED TO THE EXTERIOR GLASS TO HELP REPEL WATER BUT MUST NOT BE USED ON THE CORNER PERSPEX WINDOWS.



ANCHOR WINCHES

IF AN ELECTRIC ANCHOR WINCH HAS BEEN FITTED TO YOUR BOAT YOU SHOULD GIVE IT A GENTLE FRESH WATER RINSE AFTER EACH TRIP. THE WATER IN THE ANCHOR WELL WILL DRAIN INTO THE SELF-FLOODING KEEL.

IT IS ALSO GOOD PRACTICE TO PULL ALL OF THE ANCHOR ROPE OUT OF THE ANCHOR WELL IF YOU HAVE A CAPSTAN STYLE WINCH OCCASIONALLY AND SOAK IT IN A DRUM OF FRESH WATER WITH A LITTLE BIT OF FABRIC SOFTENER. THIS WILL CLEAN THE ROPE OF SALT AND STOP IT GOING STIFF. WHILE THE ROPE IS OUT OF THE ANCHOR WELL ALSO GIVE IT A GOOD WASH OUT AND ENSURE THERE ARE NO ITEMS IN THE BOTTOM OF THE ANCHOR WELL THAT COULD CAUSE DAMAGE TO THE ALUMINIUM - SINKERS ETC.



IT IS THE OWNER'S RESPONSIBILITY TO ENSURE THE TRAILER IS MAINTAINED CORRECTLY AND SAFE TO BE TOWED ON THE ROAD. BOATS SHOULD NOT BE FULL OF FUEL AND FLUIDS WHEN TOWING DISTANCES AND SHOULD BE FUELED UP AS CLOSE TO THE LAUNCHING DESTINATION AS POSSIBLE TO AVOID TOWING EXTRA WEIGHT.

IN NEW ZEALAND A BRAND NEW TRAILER IS ISSUED WITH A 3-YEAR WARRANT OF FITNESS. THIS IS A LONG INTERVAL BETWEEN THE FIRST AND SECOND CHECK AND IT IS THE OWNERS RESPONSIBILITY TO ENSURE EVERYTHING IS UP TO STANDARD BETWEEN CHECK UPS.

IN ORDER TO KEEP YOUR TRAILER IN GREAT CONDITION FOR YEARS TO COME IT MUST BE WASHED THOROUGHLY AFTER EACH USE TO GET RID OF ANY SALT RESIDUE. MOST TRAILERS WILL BE FITTED WITH HOSE ATTACHMENTS SO THE CHASSIS CAN BE FLOODED AND RINSED OUT. CORROSION X IS RECOMMENDED TO BE APPLIED TO PROLONG THE LIFE OF STEEL/GALVANIZED PARTS.

BRAKES

IF YOUR TRAILER IS BRAKED, THE BRAKES NEED TO BE INSPECTED REGULARLY. CHECK BRAKE PADS FOR SUFFICIENT LIFE AND NOTHING HAS FATIGUED. CHECK THE BRAKE FLUID IN THE RESERVOIR ON THE COUPLING IS TOPPED UP. THERE IS A SET FLUID LINE MARKED INSIDE WHICH CAN BE CHECKED WHEN THE CAP IS UNSCREWED. IF A TOP UP IS REQUIRED CHECK LINES FOR WET SPOTS TO SEE IF THERE IS A LEAK SOMEWHERE. PRESS HANDBRAKE LEVER TO CHECK FIRMNESS. LEVER SHOULD COME UP TO A STOP AND NOT TRAVEL THE LENGTH OF THE SHAFT INTO THE RESERVOIR, OR FEEL SPONGY. FOR ELECTRIC BRAKES ENSURE THE MOTOR/ PUMP/RESERVOIR/BREAK AWAY SWITCH AND BATTERY ARE NOT SUBMERSED IN WATER. READ AND UNDERSTAND THE USER MANUAL FOR ELECTRIC BRAKES.

TYRES

ALWAYS CHECK YOUR TYRE PRESSURE BEFORE USING. MOST STANDARD TRAILER TYRES ARE 65 PSI TO OBTAIN THEIR WEIGHT RATING. THE TYRE SIDEWALL STATES THE RECOMMENDED PSI AND SHOULD BE DOUBLE CHECKED. CHECK THAT THE TREAD IS DEEP (NO LESS THAN 1.5MM) PERIODICALLY ALSO CHECK THE TREAD IS NOT WEARING ON ONE EDGE ONLY OR UNEVENLY - IF YOU SUSPECT THIS IS HAPPENING IMMEDIATELY SEEK ADVICE FROM A QUALIFIED TYRE SHOP.

BEARINGS

KEEP WHEEL BEARINGS GREASED BY REMOVING THE DUST COVER TO RE-GREASE, OR BY USING BEARING BUDDY GREASE NIPPLES. VISUALLY CHECK FOR GREASE ESCAPING TO ENSURE THE HUB/ BRAKES HAVEN'T OVER HEATED AND GREASE ESCAPED. DO NOT OPERATE WITHOUT DUST CAP OR BEARING BUDDIES FITTED.

SPRINGS

SPRINGS GET DIPPED WHEN LAUNCHING THEN SIT UNTIL RETRIEVING YOUR BOAT. IT IS RECOMMENDED TO USE CORROSION X TO PROLONG THE LIFE OF YOUR SPRINGS ALONG WITH A THOROUGH WASH AFTER EACH USE.

LIGHTS

BOAT TRAILER LIGHTS ARE LED AND SUBMERSIBLE AND RARELY NEED SERVICING, HOWEVER YOU MUST ENSURE THEY ARE CONNECTED AND WORKING BEFORE YOU TOW EACH TIME.

RIMS

THE WHEEL NUTS NEED TO BE CHECKED TO ENSURE THEY REMAIN TIGHT. IT IS ADVISED TO PERIODICALLY REMOVE THE ENTIRE WHEEL TO CLEAN THE REAR AND REFIT USING CORRECT TORQUE SETTING (135NM FOR STEEL RIMS AND 160NM FOR ALLOY RIMS)





ON WATER STORAGE

IF YOU INTEND TO KEEP YOUR BOAT MOORED OR BERTHED FOR EXTENDED PERIODS EXTRA MEASURES NEED TO BE TAKEN WHICH ARE THE OWNERS RESPONSIBILITY. AS BARE MINIMUM THE FOLLOWING THINGS MUST BE DONE:

- ⚙️ ANTIFOUL.** ANTIFOUL MUST BE APPLIED WITH REGULAR INSPECTIONS UNDERTAKEN AND RE APPLIED WHEN NECESSARY TO PROTECT THE HULL AND STOP MARINE GROWTH WHICH CAN CREATE DRAG AND INCREASE FUEL CONSUMPTION.
- ⚙️ ROAD COVER.** AN UPHOLSTERED ROAD COVER MUST BE FITTED WHILE A MOORED/BERTHED BOAT IS UNATTENDED TO RESTRICT EXCESSIVE AMOUNTS OF WATER ENTERING THE COCKPIT DURING RAIN.
- ⚙️ AUTO BILGE.** AN APPROPRIATELY SIZED AUTO BILGE PUMP SYSTEM MUST BE FITTED WITH A SOLAR CHARGING SYSTEM TO KEEP THE BATTERY BANK TOPPED UP.
- ⚙️ THROUGH HULL FITTINGS.** ALL THROUGH HULL FITTINGS BELOW THE WATERLINE MUST HAVE SEA COCK'S FITTED AND TURNED OFF WHILE THE BOAT IS LEFT ON THE MOORING OR IN ITS BERTH.

DRY STACK STORAGE

EXTREME BOATS ACCEPT NO RESPONSIBILITY FOR DAMAGE CAUSED DUE TO BEING STORED IN DRY STACK FACILITIES.

BEING STORED ON TIMBER FRAME WORK, OR SURFACES THAT CAN HOLD MOISTURE/SALT SUCH AS CARPET CAN CAUSE DAMAGE TO ALUMINIUM.

DAMAGE TO PAINT WORK MAY ALSO BE CAUSED BY SALT RESIDUE DRIPPING FROM BOATS STORED ABOVE.

ON TRAILER STORAGE

- ⚠ WHILE BOATS ARE STORED ON TRAILERS IT IS IMPORTANT TO KEEP THEM AS LEVEL AS POSSIBLE AND NEVER STORED FULL OF FUEL DUE TO THE EXPANSION OF GASSES PRODUCED - ESPECIALLY IN WARMER CONDITIONS.
- ⚠ ENSURE THE BATTERY ISOLATION SWITCH IS TURNED OFF.
- ⚠ REMOVE THE BILGE WELL BUNG SO ANY RAIN WATER CAN DRAIN.
- ⚠ ENSURE THE BILGE WELL IS CLEAN AND NO SINKERS, HOOKS ETC HAVE MADE THEIR WAY INTO THERE.

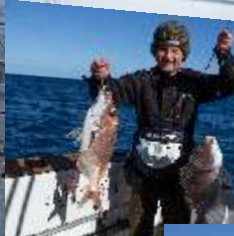
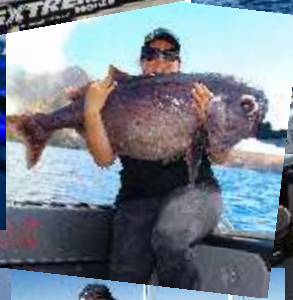


ON PURCHASE OF YOUR EXTREME BOAT YOU WILL NEED TO FILL OUT THE WARRANTY CARD PROVIDED AND RETURN IT TO EXTREME BOATS VIA POST OR E-MAIL TO ADMIN@EXTREMEBOATS.CO.NZ.

EXTREME BOATS COME WITH A 5-YEAR HULL WARRANTY AND 2-YEAR PAINT WARRANTY. ALL OTHER COMPONENTS WILL BE UNDER THEIR INDIVIDUAL WARRANTY PERIODS WHICH WILL VARY.

IF A WARRANTY ISSUE WAS TO ARISE, THE FIRST POINT OF CALL IS ALWAYS THE DEALER THE BOAT WAS PURCHASED FROM WHO WILL ASSESS AND GO FROM THERE.

WE WISH YOU MANY YEARS OF HAPPY BOATING AND WELCOME YOU TO THE EXTREME BOATS FAMILY.





NEW ZEALAND'S MOST AWARDED ALUMINIUM BOATS

WWW.EXTREMEBOATS.CO.NZ