



# *Owner's/Operator's Manual*



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# RECREATION UNLIMITED, LLC

## OWNER'S/OPERATOR'S MANUAL

<b>Model/Number</b> _____	<b>Unladen Weight</b> <b>Kilograms (Pounds)</b> _____
<b>Hull Identification</b> <b>Number</b> _____	<b>Maximum Load</b> <b>Weight - Kilograms</b> <b>(Pounds)</b> _____
<b>Engine Serial</b> <b>Number(s)</b> _____	<b>Maximum</b> <b>Number of People</b> _____
<b>Design Category</b> <b>(European Certification)</b> <b>A-Ocean</b> <b>B-Offshore</b> <b>C-Inshore</b> <b>D-Sheltered waters</b>	<b>Maximum Rated Engine Power</b> <b>Kilowatts (Horsepower)</b> _____
<b>Date of Purchase</b> _____	
<b>Dealer Name</b> _____	
<b>Address</b> _____	
<b>Phone Number</b> _____	

This manual has been compiled to help you to operate your craft with safety and pleasure. It contains details of the craft, the equipment supplied or fitted, its systems and information on its operation and maintenance. Please read it carefully, and familiarize yourself with the craft before using it.

If this is your first craft, or you are changing to a type of craft you are not familiar with, for your own comfort and safety, please ensure that you obtain handling and operating experience before assuming command of the craft. Your dealer or national sailing federation or yacht club will be pleased to advise you of local sea schools, or competent instructors.

PLEASE KEEP THIS MANUAL IN A SECURE PLACE, AND HAND IT OVER TO THE NEW OWNER WHEN YOU SELL THE CRAFT.

Not all equipment described in this manual is available on all models. For a complete list of standard and optional features and equipment, consult your local dealer. Due to a policy of continual product improvement, specifications are subject to change without notice. The weights and volumes shown are estimated and can vary from boat to boat because of equipment, etc.

### **Thank you for choosing Warlock!**

It is important that you give your new trailer proper care and maintenance to ensure that it continues to provide the dependable performance year after year.

Should a problem arise, please contact the dealer from whom the original purchase was made.

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Please fill in the following information for your records

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**Model Year:** \_\_\_\_\_

**Model:** \_\_\_\_\_

**Vehicle Identification Number:** \_\_\_\_\_

**Carrying Capacity:** \_\_\_\_\_

**Date Purchased:** \_\_\_\_\_

**Purchased From:** \_\_\_\_\_

**Phone Number:** \_\_\_\_\_

**Tire Size:** \_\_\_\_\_

**Recommended Air Pressure** \_\_\_\_\_

#### **NOTICE**

This trailer is equipped to meet all applicable U.S. Federal safety standards. Check local and state requirements regarding brakes and any additional equipment that may be required. Any modifications or additions including load equalizing hitches, without written factory consent or usage in an abnormal manner, including overloading, voids all manufacturers warranties and liability

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The information in this manual was accurate at the time of printing. Recreation Unlimited, LLC reserves the right to change, alter, and modify it's finished boats, parts, specifications and prices at any time without notice.

# OVERVIEW

## WELCOME ABOARD!

Thank you for choosing Recreation Unlimited, LLC for your boating pleasure. We're sure that you will be completely satisfied with the unmatched performance, style and luxury of your new boat.

Your new boat has been designed, assembled, and tested to give you the maximum in boating enjoyment and safety. Recreation Unlimited, LLC is proud to say that every boat we build is carefully constructed by skilled craftsmen to meet or exceed all safety and quality standards established by the U.S. Coast Guard.

One last note: Read this manual and all other manuals supplied with your boat. Keep them in a safe place for easy reference. Preparation is the key to a safe and enjoyable boating experience. So read all the manuals, put your new Recreation Unlimited, LLC boat in the water, and have fun!

## YOUR RECREATION UNLIMITED, LLC OWNER'S/OPERATOR'S MANUAL

Your Recreation Unlimited, LLC Owner's/Operator's Manual contains necessary information for the operation and maintenance of all current Recreation Unlimited, LLC models. Most major systems (engine, electronics, etc.) and components (refrigerator, air conditioner, stereo, etc.) also come with their own instruction manuals, and the information in these manuals should be considered a part of this manual. The suppliers of these products maintain their own manufacturer's warranty and service facilities.

**IMPORTANT:** Fill out and return each warranty card to inform the manufacturer that you are a registered owner of their product.

Your Recreation Unlimited, LLC Owner's/Operator's Manual provides an overview of all systems and components on your boat. Additional information can be found in the supplied manufacturer's literature, boating reference books (available at various book stores), or at the local library.

**NOTE:** In keeping with Recreation Unlimited, LLC, Inc. policy of continuing product improvement, equipment and specifications may be changed without notice. In the event of conflicting information between your Recreation Unlimited, LLC Owner's/Operator's Manual and the supplied manufacturer's manuals, in all cases adhere to the manufacturer's recommendations for equipment installed on your boat. Equipment manufacturer's information concerning service, maintenance, repair, and operation shall supersede this manual. Consult your Recreation Unlimited, LLC dealer for confirmation and additional information.

## RESPONSIBILITIES

The following sections outline the responsibilities for both you and your Recreation Unlimited, LLC Dealer. This ensures that you will receive maximum performance and enjoyment from your new boat.

### Dealer

Your Recreation Unlimited, LLC dealer will be responsible to you for:

1. Discussing the terms of all warranties, and stressing the importance of registering each warranty with its respective manufacturer.
2. Providing instructions on how to get warranty service.

3. Reviewing the pre-delivery service record with you, and then signing it to certify that it is correct.
4. Ensuring that you know the general operating procedures for your boat, and that you are familiar with its specific systems and components.

## Owner

As the owner you are responsible for:

1. Scheduling an appointment with your dealer to review all warranties and then completing the Recreation Unlimited, LLC Limited Warranty registration card (Record the hull number for future reference).
2. Inspecting the physical condition of the boat at time of delivery, and making sure that all systems and components are operating properly.
3. Scheduling an appointment with your dealer to review the pre-delivery engine service record, then signing it to indicate that the dealer has provided a complete explanation.
4. Using all equipment in accordance with the manufacturer's instructions.
5. Providing periodic maintenance as outlined in the Recreation Unlimited, LLC Owner's/Operator's Manual and all manufacturer Service Guides.
6. Learning the dimensions of your boat to avoid accidents, or boat damage, due to hitting bridges or by running aground.

**NOTE:** Recreation Unlimited, LLC recommends that you refer to your engine warranty for initial inspection and service requirements.

7. Scheduling your boat's 20 hour check-up.

**IMPORTANT:** At the 20 hour check-up, make sure the dealer checks the engine alignment in accordance with the engine operation and maintenance manual. If this is not done, drive train damage is possible, and not covered by your Recreation Unlimited, LLC Warranty.

## WARRANTY

In the unlikely event a problem should arise with your Recreation Unlimited, LLC as a result of defective workmanship or materials, contact your Recreation Unlimited, LLC dealer as soon as possible. Please have your hull identification number, and necessary model numbers on hand for the item(s) needing service or repair. Your hull identification number is located on the starboard side of the engine well.

# **RECREATION UNLIMITED, LLC**

## **2019-2022 MODEL YEAR LIMITED WARRANTY**

**GENERALLY.** Subject to all limitations and conditions explained below, Recreation Unlimited, LLC, warrants to the original retail purchaser (“purchaser”) that Recreation Unlimited, LLC, or a dealer of Recreation Unlimited, LLC’s sole discretion, will repair or replace those parts and components described in sections 1, 2, 3, 4, and 5 below, found to be defective in factory materials or workmanship during the applicable warranty periods set forth in such sections. The purchaser’s right to the repair or replacement of items warranted hereunder shall be the purchaser’s sole and exclusive remedy against Recreation Unlimited, LLC under this limited warranty.

**RECREATION UNLIMITED, LLC MAKES NO OTHER WARRANTIES, EXPRESS OR IMPLIED, OTHER THAN THOSE EXPRESS WARRANTIES CONTAINED IN THIS LIMITED WARRANTY. THERE IS NO IMPLIED WARRANTY OF MERCHANTABILITY AND THERE IS NO IMPLIED WARRANTY OF FITNESS. THERE ARE NO WARRANTIES THAT EXTEND BEYOND THE DESCRIPTION OF THE LIMITED WARRANTY PROVIDED BY RECREATION UNLIMITED, LLC AS CONTAINED IN THIS DOCUMENT.**

### **SECTION 1. LIFETIME LIMITED STRUCTURAL HULL WARRANTY.**

Subject to the conditions, limitations, exclusions and provisions to coverage and liability set forth in this section and in section six (6), Recreation Unlimited, LLC warrants to the purchaser of the boat that Recreation Unlimited, LLC will pay all or a portion of the cost to repair or replace the fiberglass hull if it is found to be structurally defective according to the following prorated schedule:

- a. Up to three (3) years after date of original retail purchase: Recreation Unlimited, LLC pays 100% of repair or replacement cost;
- b. After three (3) years, but up to five (5) years after date of original retail purchase: Recreation Unlimited, LLC pays 75% of repair or replacement cost;
- c. After five (5) years, but up to seven (7) years after date of original retail purchase and thereafter for so long as the original retail purchaser owns the boat: Recreation Unlimited, LLC pays 50% of repair or replacement cost.
- d. After seven (7) years, but up to ten (10) years after date of original retail purchase and thereafter for so long as the original retail purchaser owns the boat: Recreation Unlimited, LLC pays 25% of repair

For the purposes of this Lifetime Limited Structural Hull Warranty: (i) a structural defect is defined as a defect that causes the hull to be unsafe or unfit for use under normal operating conditions. (ii) The hull is defined as the single fiberglass molded shell and integral fiberglass structural components including stringers, transom and related structural components, which are below the hull flange. (iii) In the event Recreation Unlimited, LLC elects to replace a hull of a model for which the mold is no longer in use, Recreation Unlimited, LLC's obligation is limited to provide only the nearest equivalent type of Recreation Unlimited, LLC hull available. This section does not address gelcoat warranty. Any gelcoat warranty is covered in sections three (3) and four (4).

This Lifetime Limited Structural Hull Warranty shall be in effect for so long as the purchaser owns the boat. The purchaser shall be defined as the first person to purchase the boat from an authorized Recreation Unlimited, LLC dealer. The warranty registration must be submitted to Recreation Unlimited, LLC within fifteen (15) days of the purchase, otherwise the warranty is null and void.

**SECTION 2. THREE YEAR LIMITED STRUCTURAL DECK WARRANTY.** Subject to the conditions, limitations, exclusions and provisions to coverage and liability set forth in this section and in section six (6), Recreation Unlimited, LLC warrants to the purchaser of the boat for a period of three (3) years from the date of purchase, that Recreation Unlimited, LLC will, at Recreation Unlimited, LLC's option, repair or replace the fiberglass deck manufactured by Recreation Unlimited, LLC, if it is found to be structurally defective in material or workmanship. In the event Recreation Unlimited, LLC elects to replace a deck of a model for which the mold is no longer in use,

Recreation Unlimited, LLC's obligation is limited to provide only the nearest equivalent type of Recreation Unlimited, LLC deck available.

For the purposes of this limited warranty: (i) a structural defect is defined as a defect that causes the deck to be unsafe or unfit for use under normal operating conditions. (ii) The deck is defined as the single fiberglass molded shell and integral fiberglass structural components that are above the hull flange. (iii) In the event Recreation Unlimited, LLC elects to replace a deck of a model for which the mold is no longer in use, Recreation Unlimited, LLC's obligation is limited to provide only the nearest equivalent type of Recreation Unlimited, LLC deck available. This section does not address gelcoat warranty. Any gelcoat warranty is covered in sections three (3) and four (4).

This Three Year Limited Structural Deck Warranty is not transferable.

**SECTION 3. THREE YEAR LIMITED HULL GELCOAT BLISTER WARRANTY.** Subject to the conditions, limitations, exclusions and provisions to coverage and liability set forth in this section and in section six (6), and provided the original factory gelcoat surface has not been altered, Recreation Unlimited, LLC warrants to the purchaser of the boat that for a period of three (3) years after the date of purchase, Recreation Unlimited, LLC will pay all or a portion of the cost to repair or correct any laminate blisters larger than 1/8" in diameter with a depth of at least 1/16" occurring on underwater gel coated surfaces of the hull as a result of

defects in material or workmanship according to the following prorated schedule:

- a. Up to one (1) year after date of original retail purchase: Recreation Unlimited, LLC will pay 100% of repair or replacement cost;
- b. After one (1) year, Recreation Unlimited, LLC will pay 50% of repair or replacement cost;

Reimbursement will be limited to one repair, not to exceed \$100.00 per linear foot of waterline as measured from center of transom to center of keel prior to prorating. Prior authorization must be obtained from Recreation Unlimited, LLC before commencement of repairs.

This Three Year Limited Hull Gelcoat Blister Warranty is void in the event the original factory gelcoat is altered in any way. Alterations include, but are not limited to damage, accident repair, sanding, scraping, sandblasting or improper surface preparation for the application of a marine barrier coating or bottom paint. This Three Year Limited Hull Gelcoat Blister Warranty is void if the hull bottom is in the water continuously for more than 14 days during any 30-day period of time.

#### **SECTION 4. ONE YEAR LIMITED EXTERIOR GELCOAT WARRANTY.**

Subject to the conditions, limitations, exclusions and provisions to coverage and liability set forth in this section and in section six (6), Recreation Unlimited, LLC warrants to the purchaser of the boat that Recreation Unlimited, LLC will repair cracks, crazing or other cosmetic blemishes in the exterior gelcoat finish of the hull and the deck resulting from defective materials or workmanship according to the following prorated schedule:

- a. Up to six (6) months from date of original retail purchase: Recreation Unlimited, LLC will pay 100% of repair or replacement cost;
- b. After six (6) months, but up to one (1) year from date of original retail purchase: Recreation Unlimited, LLC will pay 50% of repair or replacement cost;

This One Year Limited Exterior Gelcoat Warranty is void in the event the original factory gelcoat is altered in any way. Alterations include, but are not limited to damage, accident repair, sanding, scraping, sandblasting or improper surface preparation for the application of a marine barrier coating or bottom paint. This One Year Limited Exterior Gelcoat Warranty is void if the hull bottom is in the water continuously for more than 14 days during any 30-day period of time. This One Year Limited Exterior Gelcoat Warranty is void if the boat is improperly trailered, improperly stored, or otherwise improperly supported.

#### **SECTION 5. LIMITED WARRANTY FOR PARTS AND COMPONENTS.**

Subject to the conditions, limitations, exclusions and provisions to coverage and liability set forth in this section and in section six (6), Recreation Unlimited, LLC warrants to the purchaser of the boat that the following described parts and

components of the boat will be free of defects in material and workmanship for the periods indicated respectfully.

- a. Gauges – Limited Lifetime warranty against defects in materials or workmanship.
- b. Factory installed carpeting - Defects in material or fading due to the effects of sunlight for a period of two (2) years from date of original retail purchase.
- c. Factory installed upholstery and vinyl – Defects in material or workmanship covered for a period of one (1) year from date of original retail purchase.
- d. Factory installed canvas - Defects in material or workmanship covered for a period of one (1) year from date of original retail purchase.
- e. Factory installed stereo systems - Defects in material or workmanship covered for a period of one (1) year from date of original retail purchase.
- f. Factory installed towers - Defects in material or workmanship covered for a period of one (1) year from date of original retail purchase.
- g. Factory installed graphics - Defects in material or workmanship covered for a period of one (1) year from date of original retail purchase.

This Limited Warranty for Parts and Components is limited to the cost of parts and the labor costs associated with the repair or replacement of above listed items according to the following prorated schedule:

- a. Up to one (1) year from date of original retail purchase: Recreation Unlimited, LLC will provide the parts and pay 100% of labor costs associated with them repair or replacement of items a through g listed in this section 5;
- b. After one (1) year from date of original retail purchase: Recreation Unlimited, LLC will provide the parts for the period indicated in this section 5. Recreation Unlimited, LLC will pay 0% of labor costs associated with the repair or replacement of items a through g listed in this section 5.

## **SECTION 6. CONDITIONS, LIMITATIONS, EXCLUSIONS AND PROVISIONS TO COVERAGE UNDER THIS WARRANTY.**

**CONDITIONS TO COVERAGE.** In addition to any other conditions to coverage contained herein, the availability of any benefits under each of the forgoing limited warranties is also subject to the following conditions:

- a. The warranty coverage described in SECTIONS 1, 2, 3, 4, and 5 are void if the boat is improperly trailered, improperly stored, or otherwise improperly supported.

- b. All warranty periods run from the date of delivery to the first purchaser provided that the boat is delivered within twelve (12) months from the date of delivery to the dealer. For boats delivered to the purchaser more than twelve (12) months after the date of delivery to the dealer, coverage will run from the date of delivery to the dealer and the purchaser will be entitled to the coverage remaining under the warranty periods;
- c. The purchaser must first notify the dealer from whom the boat was purchased of any claim under this warranty within the applicable warranty period, within thirty (30) days after the defect is or should have been discovered;
- d. All costs of any nature for delivering any boat to Recreation Unlimited, LLC, a Recreation Unlimited, LLC dealer or other point of repair authorized by Recreation Unlimited, LLC, and the return thereof, shall be paid by the purchaser and are not covered under this warranty;
- e. All repairs, corrections or replacements shall be performed by Recreation Unlimited, LLC or a dealer or repair facility authorized by Recreation Unlimited, LLC at Recreation Unlimited, LLC's sole discretion.

**LIMITATION OF REMEDIES.** In addition to any other limitations to coverage contained herein, the availability of any benefits under each of the forgoing limited warranties is also subject to the following limitations:

- a. Recreation Unlimited, LLC's obligation under this warranty is limited to the cost of repair of the warranted item or replacement thereof, at Recreation Unlimited, LLC's sole discretion, when returned prepaid to Recreation Unlimited, LLC or other point of repair authorized by Recreation Unlimited, LLC;
- b. The cost of repair of the warranted item or replacement thereof shall also be limited to the rates and times approved by Recreation Unlimited, LLC at Recreation Unlimited, LLC's sole discretion whether or not published
- c. Recreation Unlimited, LLC is not liable for loss of use, loss of time, inconvenience, commercial loss or any consequential, incidental, general, and /or special damages;
- d. In no event shall any repair or replacement under this limited warranty exceed the fair market value of the purchaser's boat as of the date of the purchaser's claim. Current editions of trade publications, such as NADA Boat Value Guide and ABOS Marine Blue Book, establish fair market value.

**EXCLUSIONS.** In addition to any other exclusions to coverage contained herein, the availability of any benefits under each of the forgoing limited warranties is also subject to the following exclusions:

**THE LIMITED WARRANTIES SET FORTH ABOVE DO NOT COVER:**

- a. Engines, outdrives, controls, batteries, propellers, electronics, trailers and other accessories, components or equipment which have been made by other manufacturers, whether subject to a separate warranty or not, by such other manufacturers;
- b. Any failure or defect resulting from normal wear and tear, climatic conditions, use under other than normal conditions or lack of proper maintenance;
- c. Any boat which has been powered or loaded in excess of the manufacturer's maximum horsepower and / or capacity recommendations;
- d. Any boat used for racing, rental, or commercial purposes;
- e. Any boat that has been subject to misuse, negligence, an accident, or structural modifications;
- f. Plexiglas windscreen breakage, windshield breakage, windshield leakage, fuel gauges, and fuel gauge systems, or fuel tanks;
- g. Damage, rot, mildew or other damage to upholstery, canvas, vinyl, carpet and other materials and components within the interior as a result of improper maintenance or water damage including, but not limited to, condensation or precipitation;
- h. Installation of engines, arches, swim platforms, tower, fasteners or other parts or accessories installed by anyone other than Recreation Unlimited, LLC;
- i. Any boat that has been used after the discovery of a defect is or should have been discovered and such continued use causes additional or other damage to the boat.
- j. Any gelcoat cracks originating from any wakeboard tower mounting location, including any factory installed wakeboard tower.

**OTHER PROVISIONS APPLICABLE TO THIS WARRANTY.** In addition to any other provisions to coverage contained herein, the availability of any benefits under each of the forgoing limited warranties is also subject to the following provisions:

**RECREATION UNLIMITED, LLC MAKES NO OTHER WARRANTIES, EXPRESS OR IMPLIED, OTHER THAN THOSE EXPRESS WARRANTIES CONTAINED IN THIS LIMITED WARRANTY. THERE IS NO IMPLIED WARRANTY OF MERCHANTABILITY AND THERE IS NO IMPLIED WARRANTY OF FITNESS. THERE ARE NO WARRANTIES THAT EXTEND BEYOND THE DESCRIPTION OF THE LIMITED WARRANTY PROVIDED BY RECREATION UNLIMITED, LLC AS CONTAINED IN THIS DOCUMENT.**

**GOVERNING LAW, LEGAL MATTERS, DISPUTES AND DISPUTE RESOLUTION.**

- **Legal Rights Generally.** THIS WARRANTY GIVES YOU SPECIFIC LEGAL RIGHTS. YOU MAY ALSO HAVE OTHER RIGHTS WHICH VARY FROM STATE TO STATE. IF ANY OF THE TERMS OF THIS LIMITED WARRANTY ARE DECLARED VOID OR OTHERWISE UNENFORCEABLE BECAUSE OF INTERVENING FEDERAL, STATE OR LOCAL LAW, ALL OTHER WARRANTY TERMS WILL REMAIN IN EFFECT.
- **Governing Law.** To the fullest extent permitted under applicable law, this Limited Warranty and any disputes arising out of this warranty shall be governed by the substantive laws of the **State of Georgia**, without regard to the conflicts of law principles of that state. Any dispute arising under or related to this Limited Warranty or any claim for breach of this Limited Warranty shall be resolved as follows:

- **Notice to Recreation Unlimited.** In the event of any dispute concerning this Limited Warranty, warrantor's performance hereunder, including any dispute about the quality of warranty repair(s) performed by an authorized warranty facility, any prospective claimant must first notify Recreation Unlimited in writing via Certified Mail addressed to:

Caravelle Boat Group  
Attn: Warranty Disputes  
111 Matthews Dr.  
Americus, GA 31709

- **Binding Arbitration.** In the unlikely event that Recreation Unlimited and claimant are unable to resolve the dispute described in claimant's notice, the Parties agree that the dispute shall be resolved through binding arbitration which, unless otherwise agreed between the parties, shall occur in Sumter County, Georgia. In the event a Court shall determine that any matter arising out of or related to this Limited Warranty is, for any reason, not subject to binding arbitration, the Parties agree that the exclusive venue for any court action is in the Superior Court for Sumter County, Georgia, or, if Federal jurisdiction shall exist, the United States District Court for the Middle District of Georgia.

**BY ACCEPTING DELIVERY OF THE BOAT COVERED BY THIS LIMITED WARRANTY, THE PURCHASER UNDERSTANDS AND AGREES TO THE FOLLOWING:**

- a. No dealer or any other person is authorized to make on Recreation Unlimited, LLC's behalf any other warranty other than those expressly set forth herein;
- b. Recreation Unlimited, LLC reserves the right, without notice, to make changes to or to discontinue product models. Recreation Unlimited, LLC shall be under no obligation to equip or modify boats built prior to such changes;
- c. Recreation Unlimited, LLC will discharge its obligations under this warranty as rapidly as possible, but cannot guarantee any specified completion date due to the different nature of claims that may be made and services that may be required.
- d. Recreation Unlimited, LLC will not be responsible for any boat that has been delivered to a purchaser until both the customer and dealer have completed and submitted and signed off customer delivery and acceptance sheet. Dealer will be paid \$100.00 (one hundred dollars) for the performance of said inspection. Warranty will commence at signature date. Dealer must have e-mailed confirmation of customer acceptance sheet was sent to manufacturer.

**PLEASE FILL OUT THE WARRANTY CARD FOR YOUR BOAT IN THE BACK OF THIS OWNER'S MANUAL AND MAIL IT TO RECREATION UNLIMITED, LLC.**

# Warlock Trailer Limited Warranty

**Warlock Trailers Inc.** warrants each new **Warlock Trailer** to be free from defects in materials and workmanship for a period of one (1) year from date of purchase. **Warlock Trailers** shall repair or replace, without charge, any parts found to be defective because of imperfect workmanship or materials, within a reason-able time after the trailer is returned at purchasers expense to any **Warlock Trailers Inc.** authorized distributor or dealer. This warranty is extended to the original purchaser only and does not extend to any other persons to whom the trailer may be trans-ferred.

Provisions of this warranty shall not apply to any product which is found to have been modified or altered in any way; nor shall the warranty apply to any defect or malfunction which was caused by damage, unreasonable use, or failure to provide reasonable and necessary maintenance. The warranty will not cover damage caused by overloading the trailer beyond stated capacities or the use of improperly installed weight distribution hitches in conjunction with hydraulic surge brakes. Due to the highly corrosive conditions a trailer is exposed to, rust formation is not covered. The warranty does not cover winches, lights, couplers, brakes, tongue jacks, springs and tires or wheels, as these items are warranted separately by their manufacturer.

Races, bearings and seals are covered for 90 days from date of purchase. Any implied warranties, obligations, or liabilities, including but not limited to, any implied warranty of merchantability, shall be limited in duration to the one-year duration of the written limited warranty. Some states do not allow limitation on how long an implied warranty lasts, so the above limitation may not apply to you. The use of any unit as part of a rental fleet, or use for commercial purposes voids this warranty.

**The following are exclusions of Warlock Trailers Inc.**

Warranty: Loss of time, inconvenience, towing charges, travel ex-penses, lodging, telephone, gas, loss or damage to personal property or loss of wages.

**Warlock Trailers Inc.** shall not be liable for any incidental or consequential damages for breach of this or any other warranty expressed or implied. Some states do not allow the exclusion of limitation of incidental or consequential damages, so the above limitation or exclusion may not apply to you. **This warranty gives you specific legal rights and you may have other rights which vary from state to state**

**PLEASE FILL OUT THE WARRANTY CARD FOR YOUR TRAILER IN THE BACK OF THIS OWNER'S MANUAL AND MAIL IT TO RECREATION UNLIMITED, LLC.**

# BOATING SAFETY

## SAFETY AWARENESS

Your Recreation Unlimited, LLC Owner's/Operator's Manual uses five levels of advisory and hazard statements to alert you to special information, operating procedures or safety precautions. All statements begin with a signal word to identify the importance of the statement. Statement levels follow this order (increasing importance):

### Advisory

Advisory statements signal conditions that effect equipment operation, maintenance and servicing practices and occur in two levels:

#### Level 1 - NOTE

Signals a general advisory statement that clarifies or highlights a particular section of text.

#### Level 2- IMPORTANT

Used to signal the possibility of damage to equipment or associated components.

### Hazard

The use of hazard statements is determined by the likely consequence of the warning with regard to severity (minor injury, severe injury, death), and the probability of severity (COULD result in, WILL result in). Not following the recommendations contained in any of these statements may result in personal injury.

#### Level 3 – Caution



**CAUTION:** Hazards or unsafe practices that COULD result in minor personal injury.

#### Level 4 – Warning



**WARNING:** Hazards or unsafe practices that COULD result in severe personal injury or death.

#### Level 5 – Danger



**DANGER:** Immediate hazards that WILL result in severe personal injury or death.

## SAFETY ONBOARD

### Sate Boating Instruction

The local U.S. Coast Guard Auxiliary and the U.S. Power Squadrons offer comprehensive sate boating classes several times a year. You can contact the Boat/U.S. Foundation at 1-800-336-BOAT (2628), or in Virginia 1-800-245-BOAT (2628) for a course schedule. You can also contact the local U.S. Coast Guard Auxiliary or Power Squadron Flotilla for the time and place of their next scheduled class.

United States Coast Guard Website: <http://www.uscg.mil>

U.S. Power Squadron Website: <http://www.usps.org>

### Rules of the Road

Your Recreation Unlimited, LLC boat is subject to marine traffic laws known as *Rules of the Road*. There are two sets of rules: the United States Inland Navigational Rules and the International Rules. The United States Inland Rules are applicable to all vessels inside the boundary lines separating inland and international waters. These rules can be obtained from your local U.S. Coast Guard Unit or the United States Coast Guard Headquarters (1300 E. Street NW, Washington, D.C. 20226) in the publication titled, **Navigational Rules, International-Inland**.

The Coast Guard also publishes several other helpful pamphlets, including the **Boating Safety Training Manual, Federal Requirements For Recreational Boats, and Aids to Navigation** (U.S. Coast Guard pamphlet #123), which explains the significance of various lights and buoys.

**Note:** Because of proposed changes in buoys and markers, Recreation Unlimited, LLC advises you to contact the U.S. Coast Guard for the latest information.

### Drugs and Alcohol

**Do Not** use drugs or alcohol while boating. The operation of motorized vessels while under the influence carries a significant penalty and is strictly enforced by the Coast Guard. The use of Drugs or Alcohol will decrease your reaction time, impair your judgment, and keep you from safely operating your boat.

### WATER SPORTS

Advancements in technology have created new and improved products for enjoyment on the water. Water skiing, kneeboarding and riding on popular inflatable towed devices requires an increased safety awareness.



**WARNING:** Recreation Unlimited, LLC boats are not designed for the towing of Para-sails, Kites, Gliders or any other device that is de-signed to become airborne when towed behind a boat.

### Safety Hints

1. Always wear a U.S. Coast Guard approved personal flotation device.
2. Have a rear-facing observer aboard to inform boat operator of what is taking place behind the boat.
3. Never participate in towed water sports near beaches or in restricted areas.
4. Stay out of channels and other heavily traveled waterways.



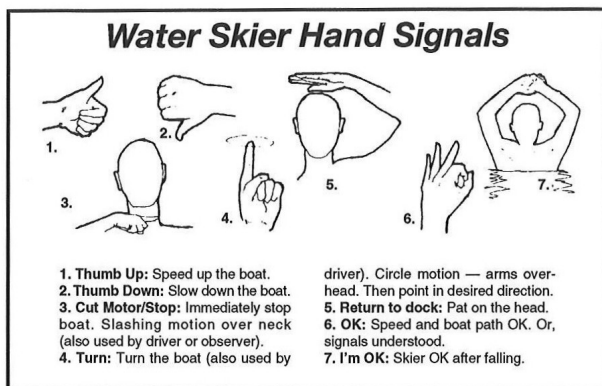
**WARNING:** Death or serious poisoning can result from exposure to carbon monoxide from engine exhaust. Turn off gasoline-powered generators that exhaust at or near the water level when the swim platform on the stern is in use. Swimmer should not enter the cavity beneath the swim platform.

## Water Skiing

Water skiing presents a special set of precautions to observe in recreational boating. The following precautions will reduce the hazards while water skiing:

1. Water ski only in safe areas, away from other boats and swimmers, out of channels and in water free of underwater obstructions.
2. Only individuals that are capable swimmers should water ski.
3. Be sure that the skier is wearing a personal flotation device. A properly designed ski vest is intended to keep a stunned or unconscious person afloat.
4. Always carry a second person aboard to observe the skier so the boat operator can give full attention to the operation of the boat and the waters ahead.
5. Approach a skier in the water from the lee side (down wind), and be certain to stop your motor before coming in close proximity to the skier.
6. Give immediate attention to a fallen skier. He or she is vulnerable in the water alone, and is difficult to be seen by other boaters.

The following illustration (Figure 1) identifies a set of hand signals recommended by the American Water Ski Association (AWSA). Skier, observer and boat operator should all know and understand these simple signals from the skier.



**FIGURE 1**

For more information about water skiing, Please contact the American Water Ski Association, 799 Overlook Drive, Winter Haven, Florida 33884 (1-800-533-2972).

## Safety Recommendations

As a boat owner, you are responsible for the safety of both yourself and your passengers. It is your responsibility to know and follow all safety recommendations.

1. Your boat and equipment should be kept in safe operating condition. Make a practice of regularly inspecting the hull, engine, safety equipment and all boating gear. **NOTE:** Inspections before going out and on return are a good idea.
2. Maximum care should be used when refueling your boat.
3. Know the fuel tank capacity and average fuel consumption at frequently used RPMs. Ensure sufficient fuel is onboard for anticipated cruising requirements. And keep an adequate reserve of fuel in case your plans change due to weather or other circumstances.
4. Make sure required lifesaving and fire extinguishing equipment is onboard, clearly marked, accessible and in working condition. Instruct all passengers on the location and proper operation of this equipment.
5. Be aware of the weather. Check the latest weather reports for possible changing conditions prior to departure. Strong winds and thunderstorms can be especially dangerous.
6. Keep up-to-date charts onboard.
7. Always leave a travel plan with someone onshore before you go out.
8. On the water, common sense and courtesy should be used at all times.
9. In case of emergency, at least one other person should know the basic operation of your boat.
10. Passengers should ride only in designated seating areas.
11. While the boat is moving, all passengers should remain seated.
12. Do not use the swim platform or boarding ladder while the engine is running.
13. Know and obey the Rules of the Road.
14. Do not overload or improperly load your boat. The capacity plate should be used as a guide only. Common sense dictates that the capacity of your boat will be reduced by large waves or bad weather conditions. Be aware of local weather reports and water conditions.
15. If you have a ship-to-shore radio telephone, always respond to distress calls.

**NOTE:** The spoken word **Mayday** is the international signal of distress. Mayday should never be used unless there is present danger (an emergency) and you are in need of immediate assistance.

## **WEATHER**

While local weather forecasts are generally accurate, it is always possible for the weather to change quickly. There is no substitute for personal observation and a good understanding of weather conditions. Weather and wave conditions can affect fuel consumption and travel plans—always prepare for the worst.

**NOTE:** Many marinas fly weather pennants. You should learn these since they can provide valuable information on changing weather conditions.

## Storms

Thunderstorms can spring up at any time. Weather forecasts may often indicate only the possibility of thunderstorm development.

1. Learn basic cloud formations and watch the horizon for developing thunderstorms.
2. Keep a radio tuned to the local weather channel.
3. In the event of a storm, return to port if possible.
4. Close portals and hatches and secure them. Stow all loose gear below deck and tie-down any gear on deck.
5. Reduce speed and turn into the waves as the water gets rougher. Make sure every-one is wearing a personal flotation device.

**IMPORTANT:** Running a boat parallel to large waves greatly increases the chances of capsizing.

6. Put a sea anchor out. If you don't have one, use a canvas bucket or any object that will offer resistance.

## Fog

The two types of fog you most likely will encounter is warm-surface or cold-surface fog. You can determine the chances of fog formation by periodically measuring air temperature and dew point temperature. Anticipate the presence of fog if a slight variation in temperature develops between air and dew point readings.

1. Turn on running lights.
2. As fog sets in take bearings, mark your position on the chart while continuing to log your course and speed.
3. Have everyone put on their personal flotation devices.
4. If equipped with a depth sounder compare its readings with soundings on your chart.
5. Have someone go forward to act as a lookout.
6. Reduce your speed. from time to time stop the engine and listen for other fog signals.
7. Sound the horn or fog bell intermittently to warn others.
8. Anchor if you have any doubt about going on. Be sure to listen for other fog signals and continue to sound your fog horn or bell.

## EMERGENCY CONDITIONS

Because an emergency requires immediate attention, it is important to stay calm and use good judgment. Regularly review all safety procedures and thoroughly check all safety equipment before going out on the water. Many serious situations can be lessened or avoided with careful planning, observation and common sense.

## Fire

A boat fire is very serious, and you must react quickly to get it under control. The most important thing to remember in controlling a fire is to immediately stop your boat to decrease the risk of the fire spreading.

**IMPORTANT:** Everyone aboard should know the location and proper operation of the fire extinguishers.

1. Have everyone put on their personal flotation devices.
2. Attempt to put the fire out with the fire extinguisher, aiming at the base of the fire and using a sweeping motion.
3. If the fire gets out of control, use a distress signal and call for help on the radio. Everyone should then jump overboard and swim a safe distance away from the burning boat.

**NOTE:** If you do abandon your boat, stay together and try to stay as near as possible to your boat. It will be much easier for searchers to find you as a group.

## **Guidelines for Fire Prevention**

- Check the bilge for fuel leaks
- Check cleaning products for flammability
- Ventilate when cleaning or painting
- Disconnect electrical system from power source when performing any type of maintenance
- Use extra caution when using exposed flame around urethane foam
- Extinguish smoking materials carefully
- Ensure ventilation systems are not obstructed
- Use only approved marine cooking and heating systems
- Open flames demand constant attention
- Keep flammable materials in approved containers
- Replace circuit breaker fuse with one of the same amperage
- Electrical appliances must be within rated amperage of boat circuits
- The electrical system should be serviced by a qualified marine electrician

## **Collision**

1. If a serious collision occurs, check everyone aboard for injury and then inspect for damage.
2. If your hull has a hole caused by another boat, be ready to plug it once the boats are separated.
3. A spare personal flotation device or bunk cushion makes an excellent plug for larger holes.
4. While plugging the hole, reposition the weight on the boat opposite the hole. This will bring the hole nearer to the surface, or even raise it out of the water.
5. If the boat is in danger of sinking, have everyone put on their personal flotation device.
6. If your boat has a radio, call the U.S. Coast Guard or other rescue authorities (VHF channel 16 or 22 CB radio).

## Running Aground

If your boat runs aground, check everyone for injury and damage to the boat. Be sure to check the propeller. To free the boat, try to shift weight of passengers and/or gear to heel boat while reversing engine.



**DANGER**

**DANGER:** Do Not use deck hardware for towing. Recreation Unlimited, LLC recommends using a commercial towing service if your boat becomes grounded.

## SAFETY EQUIPMENT

Federal law requires you to provide and maintain safety equipment onboard your Recreation Unlimited, LLC boat. Please refer to Federal, State, and Local Regulations for complete details and information.

United States Coast Guard approved personal flotation devices of Type I, II, or III, along with one Type IV throwable device can be used onboard your Recreation Unlimited, LLC boat. The PFDs must be of a suitable size for each person aboard and shall be in serviceable condition and easily accessible.

### Wearable PFDs

**Type I** - This PFD has the greatest buoyancy. It is designed to turn an unconscious person in the water from face down to a vertical or slightly backward position. Type I is most effective for all waters, and especially further out where rescue may be delayed.

**Type II** - Turns the wearer into the same position as a Type I, but the turning action is not as pronounced as the Type I because it is less buoyant. The Type II is generally more comfortable than a Type I.

**Type III** - Allows the wearer to place themselves in a vertical or slightly backward position. The Type III has the same buoyancy as a Type II. It has little or no turning ability and may not be adequate in rough waters.

### Throwable PFD

The Type IV (throwable PFD) - Is designed to be thrown to a person in the water and held until rescue. It is not designed to be worn. The most common Type IV PFD5 are buoyant cushions or ring buoys. The Type IV shall be immediately accessible and in good condition.

## Fire Extinguishers

All fire extinguishers should be mounted in a clearly marked and accessible location away from the engine compartment. Everyone should know the location and proper operation of the fire extinguishers. It is the boat owner's responsibility to supply the proper type fire extinguisher and make sure it is always in good condition. If your fire extinguisher has a charge indicator gauge, cold or hot weather may have an effect on the gauge reading. Consult the instruction manual supplied with the fire extinguisher to determine the accuracy of the gauge.

## Visual Distress Signals

A pyrotechnic or non-pyrotechnic Visual Distress Signal equipment is required. Regulations require this equipment on all recreational boats used in coastal waters, including the Great Lakes, territorial seas and those waters directly connected to the Great Lakes and the territorial seas, up to a point where the waters are less than two miles wide. This also applies to boats owned in the United States when operating on the high seas.

Pyrotechnic and non-pyrotechnic equipment must be U.S. Coast Guard approved, in good operating condition and in a readily accessible location. Equipment with a maximum serviceable life must not have expired.

## Pyrotechnic Equipment

Pyrotechnic U.S. Coast Guard approved visual distress signals and associated equipment include:

- Red flares, hand held or aerial
- Orange smoke, hand held or floating
- Launchers for aerial red meteors or parachute flares

## Non-pyrotechnic Equipment

- Orange distress flag
- S-O-S electric distress light

No single signaling device is ideal under all conditions for all purposes. Consideration should be given to carrying various types of equipment. Careful selection and proper storage of visual distress equipment is important when boating with young children.

## Additional Equipment

Recreation Unlimited, LLC recommends the following additional equipment to help make your boating experience safer and more enjoyable.

- Engine & Accessories Manuals
- Engine lubricating oil
- Extra keys
- Extra V-belts
- Spare fuel filter
- Spare oil filter
- Spare set of spark plugs and ignition parts
- Empty plastic fuel can (7 gallon capacity or less)
- Anchor and line
- Boat hook
- Bucket & sponge
- Docking and towing lines
- Fenders
- Paddle
- Compass & navigational charts
- Flashlight & extra batteries
- Manually operated bilge pump
- Replacement light bulbs
- Ship-to-shore radio
- Spare propeller with fastening hardware
- First aid kit
- Tool kit

**US COAST GUARD  
MAXIMUM CAPACITIES**

**7 PERSONS OR 900 LBS.**  
1000 LBS. PERSONS, GEAR

THIS BOAT COMPLIES WITH U.S. COAST  
GUARD SAFETY STANDARDS IN EFFECT  
ON THE DATE OF CERTIFICATION

**MANUFACTURER:**

**RECREATION UNLIMITED, LLC**  
111 Matthews Drive  
AMERICUS, GA 31709

THIS BOAT COMPLIES WITH U.S. COAST GUARD SAFETY  
STANDARDS IN EFFECT ON THE DATE OF CERTIFICATION

**RECREATION UNLIMITED, LLC**

111 MATTHEWS DRIVE, AMERICUS, GA 31709

TYPICAL CAPACITY LABEL,  
SEE BOAT FOR ACTUAL CAPACITY

 **WARNING**

GASOLINE VAPORS CAN EXPLODE BEFORE STARTING ENGINE:

\*CHECK ENGINE COMPARTMENT FOR GASOLINE VAPORS.

\*OPERATE BLOWER FOR 4 MINUTES.

RUN BLOWER BELOW CRUISING SPEED



# SYSTEMS & COMPONENTS

## ELECTRICAL SYSTEMS

### 12 Volt DC System

The 12 Volt DC system is battery powered. The battery is charged through the engine-driven alternator. A voltmeter, located on the helm dash, shows the charge level of the battery. Most electrical components are controlled by switches located at the helm. The switches' indicator lights illuminate when activated. Circuit breakers or fuses for each switch are located in the helm area. The negative terminal of the battery is connected to the engine grounding stud. This is the approved negative ground set-up for marine DC electrical systems. Any additional equipment must be adapted to this negative ground system. Additional equipment must be supplied and fused, if necessary, from DC circuit breakers located on the helm dash. Consult your Recreation Unlimited, LLC dealer about additional DC power requirements.

**IMPORTANT:** Power feeds for accessory equipment must not be taken from the voltmeter terminals.

### Exhaust System

Recreation Unlimited, LLC boats can be equipped with several different exhaust systems. Your dealer can explain the operating procedures for your boat's system. The engine exhaust system removes harmful gas created by the engine during combustion. Inspect the system for leaks before each use of the boat. Make sure all hose clamps and connections are tight and there are no cracks in any exhaust system component that would allow carbon monoxide gases to escape.

## FUEL SYSTEM

The internal fuel system onboard your Recreation Unlimited, LLC boat is designed to meet or exceed federal requirements, at the time of manufacture, of the U.S. Coast Guard.

The fuel system has been factory inspected and pressure tested in accordance with regulations in effect at time of manufacturer. Additionally, each fuel tank must pass rigid tests and inspections performed by the fuel tank manufacturer. Prior to taking delivery of your Recreation Unlimited, LLC boat, it is important that a full inspection be made of the entire fuel system by your Recreation Unlimited, LLC dealer.

### Fuel Fill Location

The fuel fill on Recreation Unlimited, LLC models is located on either the stern or the port or starboard gunwale of the boat and is labeled GAS. Be sure to utilize the proper grade fuel.



**WARNING:** Use of gasoline that contains alcohol is dangerous.

### Fuel Vent

The fuel tank is vented overboard. While the tank is being filled, the air displaced by the fuel escapes through the fuel vent. When the fuel tank is almost FULL, fuel will be ejected from the fuel vent.

## Fuel Filter

Fuel filters supplied by engine manufacturers are installed on or near the engine. The filters should be replaced frequently to maintain an adequate supply of clean, dry fuel to the engine.

## Battery (Not furnished by Recreation Unlimited, LLC)

Marine batteries are completely sealed using an absorbent electrolyte principle to provide high reserve capacity, plus cold cranking performance.



**WARNING:** Battery electrolyte can cause severe eye damage and burns to the skin. Wear goggles, rubber gloves and a protective apron when working with battery. If spillage occurs, immediately wash area with a solution of baking soda and water.

## Bilge Pump

The automatic bilge pump (with manual override), removes water from the bilge area. If the pump motor runs but no water is discharged, it may be clogged. If there is no visible debris clogging the pump and water is still not being removed, inspect the discharge hose for kinks or obstruction. The bilge pump can be operated by the switch on the helm also. Some models are equipped with a manual bilge pump that is only activated by the helm switch. Regularly inspect your boat's bilge for any accumulation of water, and pump the water out as needed.



**WARNING:** The Federal Water Pollution Act prohibits the discharge of oil or oily waste into or upon the navigable waters and contiguous zone of the United States. If such discharge causes a film or sheen upon, or discoloration of, the surface of the water, or causes a sludge or emulsion beneath the surface of the water. Violators are subject to a penalty of \$5000.

## Bilge Blower

The bilge blower forces fumes out of the engine compartment area and circulates fresh air in through the deck vents. The bilge blower must be running before and during engine start-up, and while boat is operating below cruising speed.



**WARNING:** Never assume all explosive fumes have been removed from the engine compartment. If you detect any fuel odors, shut down the engine and electrical circuits, and immediately determine where the odor is materializing.

## **MARINE SANITATION DEVICE (MSD)**

Some models are equipped with a porta potty which provides simple operation and convenient disposal of waste. Proper use and operation eliminates unnecessary maintenance. Before using your portable toilet read the manufacturer's manual for detailed operation and maintenance instructions. Observe local and federal laws regarding disposal of waste.

## **RUNNING/NAVIGATION LIGHTS**

Night boating requires running lights. Your Recreation Unlimited, LLC boat has one white (mast), one red (port), and one green (starboard) light. Check for proper operation before heading out. Recreation Unlimited, LLC recommends your participation in a safe boating course to learn to identify the running light combinations for other vessels. The running/navigation lights are controlled at the helm by a three position rocker switch. This allows for selection of the mast (white) light "ON" when anchored or moored, or to have the mast (white), port (red) and starboard (green) lights all "ON" underway. Some models are equipped with a removable bow light. Removal of the bow light during daytime hours may be helpful to provide a clear deck area when fishing. This light must be reinstalled before dusk.

## **STEREO**

The unit is a highly sensitive electronically tuned AM/FM stereo receiver with a cassette tape player. Included standard are two (2) marine stereo speakers.

**NOTE:** See stereo manufacturer's owner manual for detailed operation, safety precautions, and complete list of features.

## **BOW PANEL**

Some Recreation Unlimited, LLC boats are equipped with bow panels. The bow panel enable the operator to:

- Plug in an electric trolling motor or a battery charger,
- Select 12 or 24 volt operation for the trolling motor, and
- Operate the live well aerator.

## **Plug**

The plug connects the bow panel with the trolling motor battery(s). A three prong plug is supplied that your dealer can connect to either your trolling motor or battery charger. Do not use any plug that is not compatible with your bow panel. The plug outlet is wired to provide either 12 VDC or 24 VDC power to operate your trolling motor or to charge the battery(s). By using the CHARGE/RUN switch.

## **Charge/Run Switch**

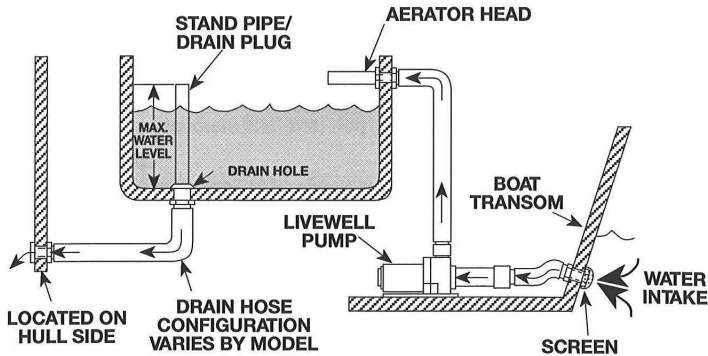
The CHARGE/RUN switch allows you to operate the trolling motor from the batteries operating in parallel (using the CHARGE position) or in series (using the RUN position). When the switch is in the 2-12V CHARGE position, the trolling motor draws power from both batteries. The motor will run about twice as long and the batteries discharge at an equal rate. When the battery charger is plugged in, the charger will charge both batteries at the same time.

With the switch in the 12-24V RUN position, 24 volts are available at the trolling motor outlet. The batteries are electrically in series, and this allows 12-volt or 24- volt operation if you have two batteries.

Select 12 volt operation if you are running your trolling motor off of only one battery.

## Live Well

An aerated live well is standard on some models. The live well provides an environment where your catch can be kept alive and healthy until you are back on shore. Figure 2 shows a typical live well. The system on your boat may be slightly different than the one shown.



**FIGURE 2— LIVE WELL**

Turning on the LIVE WELL switch on the bow panel controls the unit's operation. Operating the live well pump fills the live well with raw water and circulates the water through the well while the pump is running. Water sprays into the live well through the aerator head. The location of the head varies by model.

**IMPORTANT:** Do not operate the live well pump dry. The pump is water-cooled and becomes overheated if no water is flowing through the pump. If water does not come out of the aerator head, stop the pump and correct the problem (for example, blown fuse, broken wires, plugged inlet). If the problem persists, check with your dealer.

As water continues to spray into the well, excess water flows into the stand pipe and directly outside the boat through the thru-hull drain fitting next to the live well. Running the pump continuously may drain your boat's battery. Occasional use of the pump will keep the water fresh. To drain the live well, remove the stand pipe.

A live well pump draws water through a hull fitting below the boat's waterline in the transom and pumps it into the live well. As the incoming water hits the surface of the water in the live well, the water's oxygen content increases which helps keep fish alive.

If the drain becomes plugged, try back-flushing it with a garden hose set at low velocity. Often the obstruction will blow back into the live well where it can be easily removed. Do not force water into the aerator head, live well pump or water intake, as this could cause damage to the hoses and/or pump.

## Raw Water Washdown

If your boat is equipped with a raw water washdown system, the system is supplied with water by the live well pump. Use the Y-valve located in the stern, to direct the water flow either to the live well or raw water washdown. Some models are equipped with a seacock at the water intake through hull fitting. Open the seacock to use the live well or raw water washdown. Be sure to close the seacock when not using the live well or washdown.

The valve on the cockpit hose connector controls the flow of water. The pump will only operate when the valve is open. If your hose has a nozzle, it can also be used to stop the flow of water.

## Fresh Water System

The pressurized fresh water system provides fresh water from a plastic tank to the transom shower or galley sink. When the fresh water pump switch is on, the pump will pressurize the system and then turn off. The pump may run for a short time after a faucet is shut off. If the pump is cycling with no water on, the tank is empty or the system is leaking. The tank is filled through a deck plate. The location of the fresh water fill and vent deck plate will vary by model. The fill plate will be labeled WATER and is on a deck surface.

**IMPORTANT:** Fill the tank with only fresh water. Refilling the tank often will help keep it a source of fresh and clean drinking water.

## Sanitizing Fresh Water System

The fresh water system should be sanitized before initial use, after winter storage or when system has not been used for extended periods of time.

**NOTE:** The water tank must be empty before beginning the sanitizing process.

1. In an appropriate size bucket, make a solution of 1-1/4 cups (10 oz.) of household bleach and 5 gallons (19 liters) of fresh water.
2. Dump water into water tank and allow treated water solution to remain in water tank for 3 to 4 hours.
3. Use faucet pump to bleed air from the fresh water line.
4. Drain treated water solution from the lines and empty tank.
5. Flush entire system with fresh water.

**IMPORTANT:** Thoroughly flush entire system with fresh water after each sanitizing process.

If fresh water has an excessive chlorine taste after sanitizing the system:

1. Pour a solution of 1 quart (approx. 1 liter) of vinegar and 5 gallons (19 liters) of fresh water into tank.
2. Allow solution to stand in tank for several days.
3. Drain entire system and flush with fresh water.

**IMPORTANT:** Thoroughly flush entire system with fresh water after treatment.

## Initial Start-Up

1. Sanitize the system as described above.
2. Fill the fresh water tank with drinking water.
3. Operate the faucet until a steady flow of water is visible.
4. Refill the tank to capacity if necessary.

## Alcohol Stove



**WARNING:** Fueling an ignited burner can cause it to flare up. Do not light burner unless flame is extinguished and burner is cool.



**WARNING:** Use fuel approved by the manufacturer. Always provide adequate ventilation when using an open flame. Do not use stove near fuel fill or fuel vent. Alcohol flame is invisible in sunlight.

Your boat may be equipped with a single burner alcohol stove. Refer to the stove owner's manual for details about using this appliance safely.

# BOAT HANDLING & OPERATION

## TRAILERING

Improper trailering can damage your boat. Selecting the correct trailer and using it properly ensures adequate support for the hull, safe and easy towing, and smooth unloading and loading in any weather.

The trailer for your Recreation Unlimited, LLC boat should be designed to carry the full weight of your boat and engine. Never overload your trailer by storing excess baggage, camping equipment, etc. in the boat. Be sure to check the certification label on the frame of the trailer for the Gross Vehicle Weight Rating (GVWR). The total weight of your boat, engine, fuel, gear and trailer should not exceed the GVWR. Your Recreation Unlimited, LLC dealer can help you select the trailer that will best fit your boat.

Make sure that the weight-distribution hitch on your vehicle is capable of handling the GVWR. The weight on the trailer should be evenly distributed and can be checked by determining the tongue weight. Tongue weight is measured as a percentage of the total weight of the loaded trailer on its tongue. Ideal tongue weight is not less than 5% and not more than 10% of the GVWR. For example, if the weight of the loaded trailer is 3000 pounds, the weight on the tongue should be more than 150 pounds but less than 300 pounds. Excessive tongue weight will cause the front end of the towing vehicle to sway. Insufficient tongue weight will cause the trailer to sway or fishtail.



**WARNING:** Swaying and fishtailing are especially dangerous at higher speeds where they can become uncontrollable.

**Always use bow and stern tie downs to prevent the boat from shifting.** Do not put other gear in your boat while trailering. Ask your dealer about state requirements concerning brakes, lights and licensing.

These are some general guidelines for safe trailering of your boat.

1. Always check local and state laws for legal towing speeds and other requirements such as licensing, lighting, brakes and turn signals. Requirements may vary from state to state.
2. If the weight of the boat and equipment is not properly distributed on the trailer, the trailer may sway or fishtail while being towed. Swaying or fish tailing can result in damage to the boat, trailer, or towing vehicle and can be very dangerous at higher highway speeds.
3. To prevent damage to the hull, make sure the rollers or bunks support a large hull surface area. Distribute the weight of the boat and equipment evenly on the trailer.
4. To prevent wind damage to a boat with a convertible top, do not tow it with the top up. Also, some mooring covers are not intended for use while trailered. Check with your boat dealer for more information.
5. Always remove the drain plug while trailering your boat. Be sure to install it before launching.

6. Make sure the overall height of your boat and trailer does not exceed legal limits.
7. Always tie down rear sun deck on your boat before trailering.
8. If your boat is equipped with a walk-thru windshield be sure the windshield is closed before trailering.

Inspect your trailer regularly to make sure the side supports are in good working condition. Check bolts securing rollers and supports from time to time to make sure they are tight.

**IMPORTANT:** Bumper hitches are not safe and are illegal in many states.

The brake system is usually completely self-contained on the trailer and no hook-up is required to the towing vehicle. Brakes are either drum or disc type. They work the same way as the brakes on a standard passenger vehicle, but the method of applying the brakes is different. Your trailer dealer can explain how the brakes on your trailer work.

Make sure your boat is secure before towing it.

- Store equipment to keep it from shifting or falling.
- Remove and store convertible top if your boat is so equipped.
- Use a second safety chain to secure your boats bow to the trailer tongue. Tie down the stern to the trailer.

Improper towing can result in an accident causing personal injury and equipment damage. Become familiar with towing instructions in owners manuals and with warnings supplied with your trailer and towing vehicles.

Towing a boat requires extra caution by the vehicles driver. Allow extra distance between vehicles. Obey speed limits. Some states have lower speed limits for vehicles with trailers. Go slow over railroad tracks. If you are traveling slower than other traffic, pull over when it is safe to do so and allow traffic to pass. When rounding turns on highways or streets, do not cut corners. To prevent damage to your boat or trailer as well as the property of others, do not cut corners when rounding turns on highways or streets.

## **NOTICE**

This trailer is equipped to meet all applicable U.S. Federal safety standards. Check local and state requirements regarding brakes and any additional equipment that may be required. Any modifications or additions including load equalizing hitches, without written factory consent or usage in an abnormal manner, including overloading, voids all manufacturers warranties and liability.

It is important that you give your new trailer proper care and maintenance to ensure that it continues to provide the dependable performance year after year.

Should a problem arise, please contact the dealer from whom the original purchase was made.

## TOW VEHICLES

### PLEASE CHECK THESE ITEMS EVERY TIME YOU TOW!

- Coupler and latch assembly show no signs of wear or damage
- Coupler, hitch and hitch ball are the same size
- Coupler and safety chains are secured to hitch
- All wheel lug nuts and other fasteners are tight
- Boat is securely tied down to trailer (winch line is not a tie down)
- Wheel bearings are properly adjusted and maintained
- Load is within maximum load carrying capacity
- Tires are properly inflated

### CHECK YOUR COUPLER

1. If the latch does not grasp ball securely:
  - A. Check the ball size. Make sure the ball is the correct size for the coupler.
  - B. Unlatch mechanism, reach under ball clamp and raise. Turn adjustment nut clockwise one complete turn. Make sure the nut retainer clip is down in position to keep nut from turning. Relatch on ball. If still loose, repeat process until grasp is tight.
2. If the latch does not snap into full latch position:
  - A. Check adjustment. The latch may be too tight. Loosen reversing procedure in step #1.
  - B. Check to see that the coupler housing has not been damaged, keeping the ball hitch from fitting completely into housing.
3. Keep tongue on a block of wood so that the coupler mechanism does not lay on the ground.
4. Apply a small amount of grease to ball before hitching coupler.
5. Make sure the latch safety pin is in place before towing.



**WARNING:** The hitch ball must be the proper diameter and have a rating equal to or greater than the GVWR of the trailer. Failure to do so may cause possible loss of the trailer and serious injury or property damage.

**IMPORTANT: Do not use a different size ball than recommended.**

Class	Coupler	Ball Diameter
II	3,500 lb. to GVWR	2"
III	5,000 lb. to GVWR	2"
IV	5,000 lb. to-10,000 GVWR	2 5/16"



## **WARNING**

**WARNING:** ALWAYS use safety chains when towing

Trailer Class	Trailer Weight GVWR in lbs.	Minimum Braking Strength in lbs
I	....to 2,000	2,000
II	2,000 to 3,500	3,500
III	3,500 to 5,000	5,000
IV	5,000 to 10,000	GVWR of trailer

### **BRAKES**



## **WARNING**

**WARNING:** Trailer brakes must be maintained in good working conditions. Loss of adequate braking could result in serious injury or property damage

### **TIRES AND TIRE PRESSURE**



## **WARNING**

**WARNING:** Keep tires properly inflated. Failure to maintain correct tire pressure may result in tire failure and loss of control resulting in serious injury or property damage.

### **REPACKING BEARINGS**



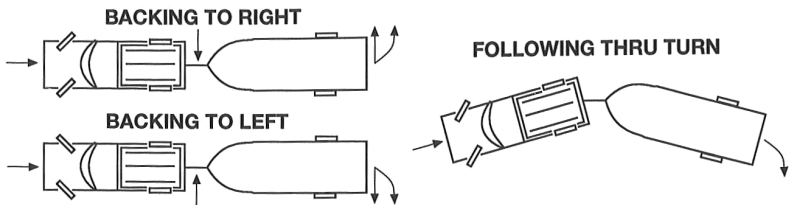
## **WARNING**

**WARNING:** Keep wheel bearings lubricated. Failure to properly lubricate may cause bearing failure and possible wheel loss resulting in serious injury or property damage.

## LAUNCHING

1. Before backing your boat onto the ramp:
  - A. Remove all tiedowns.
  - B. Store all loose gear properly.
  - C. Inventory your safety equipment.
  - D. Lock winch and trailer unit.
  - E. Ensure transom drain plug is in.
  - F. Tilt drive unit up to clear the ramp.
  - G. Disconnect car to trailer wiring.
2. Have someone on the ramp give you directions. Back slowly down the ramp.

**NOTE:** If you do not have experience in backing a trailer, then **Practice**. Take your trailer to an open area and get accustomed to using it before you get into a confined space.



**FIGURE 3-TRAILERING**

3. When the boat's transom is in several inches of water:
  - A. Stop towing vehicle in gear. Remember to turn OFF engine and set the hand brake.
  - B. Disconnect launching cable.
  - C. Attach bow line to the boat.

**NOTE:** Be sure to hold onto the bow line so your boat does not drift away.

- D. If transporting your Recreation Unlimited, LLC on a "bunk" type trailer, back trailer into water until propeller is under water. Start engine, place gear shift in reverse and slowly drive boat off trailer into the water. If using a "roller" type trailer, back trailer into water until stern is touching water. Manually push boat down rollers and off trailer into the water.
  - E. Tie boat to the pier.
4. Pull away and safely park your vehicle and trailer.

## LOADING

The maximum load your Recreation Unlimited, LLC boat can safely handle is found on the capacity plate near the helm, if applicable.

### Capacity Plate

The capacity plate states the maximum load your boat can carry and the motor's maximum horsepower. Give yourself an added margin for safety in turbulent waters. On outboard boats, the plate shows maximum recommended horsepower for the outboard motor.



**CAUTION:** Overloading and improper distribution of weight are significant causes of accidents. Overloading is a violation of U.S. Coast Guard regulations

The U.S. Coast Guard requires that a plate stating the maximum load capacity be affixed to boats up to 20 feet long. This plate shows the load in pounds (persons and gear) the boat can carry safely under normal conditions. The U.S. Coast Guard establishes these load capacity ratings. (Boats over 20 feet long are not subject to U.S. Coast Guard safe labeling requirements.)

You, the operator, are responsible for using common sense and sound judgement when loading your boat. Pleasure boats tend to remain stable under most operating conditions because of their beam, draft, and weight displacement. Remember that overloading and improper distribution of weight are significant causes of accidents. Keep weight below maximum limits for safety in turbulent waters.



**WARNING:** Do not exceed your boat's capacity rating. An overpowered boat can become unstable, resulting in a loss of control or capsizing. An overloaded boat can become hard to handle. Overloading can also reduce freeboard and increase the danger of flooding or swamping, particularly in rough water.

**NOTE:** Your Recreation Unlimited, LLC warranty will be voided if you exceed the recommended capacity horsepower rating.

When loading your Recreation Unlimited, LLC boat remember to stay within the stated capacity and distribute the load evenly, keeping it low to the deck. Always secure loose items so they don't shift or slide while you are on the water. When loading your boat always step onto the boat, never jump. Have someone on the dock pass any gear aboard.



**CAUTION:** Overloading or improper distribution onboard can make your boat difficult to handle. Bad weather or rough seas could significantly reduce the stated capacity. Overloading is a violation of U.S. Coast Guard regulations.

**NOTE:** All boats over 20 feet (6.1 meters) are not subject to U.S. Coast Guard safe loading or labeling requirements. However, it is the boat owner's responsibility to execute prudence, good judgement, and common sense in maintaining safe load limitations at all times.

Passengers should board the boat one at a time and find a seat. Passengers should remain seated during loading of the boat to maintain an even trim. Do Not allow passengers to ride on the bow with feet hanging over the side, or allow passengers to ride sitting on the stern or gunwales.

## FUELING

Inspect for leakage, weakening, hardening, swelling or corrosion of fuel components, including: fuel tank, fuel line fittings, fuel filter and carburetor. Any problems should be corrected immediately.

 **DANGER**

**DANGER:** Never let the odor of gasoline go unchecked. Fuel leakage can cause fire and explosion.

### Preliminary Procedures

**IMPORTANT:** Do Not use fuels that have added alcohol or alcohol derivatives. Alcohol causes marine fuel system hoses and components to deteriorate.

1. Safely moor your boat to the dock.
2. Turn OFF all electrical equipment and the engine.
3. Extinguish all flames or smoking materials.
4. Close all hatches, windows, doors, and compartments.
5. Ensure a fire extinguisher is close by.

 **DANGER**

**DANGER:** Fuel vapors are explosive and can become trapped within the lower portions of the boat. All hatches, windows, doors and compartments must be closed when fueling your boat.

### Fueling Procedures

1. Always fuel in good lighting. Gasoline spills may not be noticed in poor lighting or in darkness.
2. After pumping approximately 10 gallons of fuel into the fuel tank, inspect the engine and fuel tank area for any signs of fuel leakage. Continue fueling if you do not detect leakage or other problems.
3. Allow space at the top of the tank for thermal expansion.
4. If fuel appears to be entering fuel tank very slowly, check for fuel vent blockage or kink in the fuel line.

 **DANGER**

**DANGER:** Do Not overflow the fuel tank or allow fuel to spill into the hull or bilges. Visually monitor fuel vent which is part of the fuel fill fitting. Do not fill tank to the point that fuel comes out of the vent.

### Fuel Capacity

Refer to the Recreation Unlimited, LLC specification sheet, brochure, or check with your Recreation Unlimited, LLC dealer for fuel capacity of your particular Recreation Unlimited, LLC model.

## After Fueling Procedure

1. When you have finished fueling, close the fuel fill and wipe up any spills in the fuel fill area. Properly dispose of any cleaning materials.
2. Open engine compartment and all hatches, windows and doors closed during fueling. Inspect these areas for fuel fumes or fuel line leakage. Any sign of fuel leakage, must be investigated and corrected before starting the engine.
3. If your boat is equipped with a blower, run the bilge blower for at least five minutes before starting the engine. Continue to run the bilge blower until the boat is underway and has reached cruising speed.

## INSTRUMENTS

Ask your Recreation Unlimited, LLC dealer about the normal ranges and readings of the gauges for the power package installed on your boat. When boating, always keep an eye on the gauges and promptly investigate any abnormal readings.

### Fuel Gauge

The fuel gauge shows the level of fuel present in the fuel tank. The ignition switch must be ON when checking fuel level. To get the most accurate reading, keep the boat level. At normal speeds the fuel gauge will usually read higher due to the angle of the bow. Because fuel gauge readings are approximate, you should generally use the *One- Third Rule*. One-third of your total fuel should be used to travel to your destination and one-third to return. The remaining one-third is reserved for emergencies.

### Oil Pressure Gauge

The oil pressure gauge will often show engine problems. It provides an indication of the pressure in the engine lubrication system. A pre-set valve in the oil pump controls the maximum oil pressure. A drop in oil pressure is a possible indication of oil pump or leakage problems.



**CAUTION**

**CAUTION:** If a complete loss of oil pressure occurs, **STOP** the engine immediately. Serious damage will occur if the engine continues to run after loss of oil pressure

### Tachometer

The tachometer indicates the speed of the engine in revolutions per minute (RPM). This speed is not the boat speed or necessarily the speed of the propeller. The tachometer may not register ZERO with the ignition key in the OFF position.

### Temperature Gauge

The temperature gauge monitors the cooling system of the engine. A sudden increase in the temperature could be indication of a blocked cooling passage or a water pump malfunction.

This gauge should always be checked immediately after starting the engine. Marine engines draw external water, circulate it through the heat exchanger on the engine and pump it overboard through the exhaust system. If the tempera-

ture gauge is high, STOP the engine immediately. Refer to your engine operation and maintenance manual for instructions and corrective action.

## **Voltmeter**

The voltmeter monitors battery condition and thus alternator performance. Under normal engine running conditions (1000 RPM5 or higher) the voltage will range between 12.0 to 15.5 volts when the alternator is charging. The batteries are fully charged if the voltmeter reading is high when the engine is not running and the ignition key or switch is ON.

Significantly higher or lower readings show a battery problem, alternator malfunction or heavy drain on the battery. An oscillating reading shows a loose voltage regulator connection or loose belts. Displayed low voltage readings after stopping engine shows a bad battery or large battery load.

## **Power Trim Gauge**

This gauge provides a visual indication of the inward-outward position of the out- drive.

## **Engine Hour Meter (Some Models)**

The engine hour meter operates automatically as a timing device and records engine running time. The operation is very similar to the odometer in your personal vehicle. By observing the actual operating time of the engine, you will be alerted to scheduled service and maintenance intervals. The engine hour meter is located in the tachometer.

**NOTE: Do Not** leave the ignition key ON with the engine OFF. This automatically activates the meter and will increase the engine operating time.

## **Ignition Switch (Key)**

Operation of the ignition switch (key) will START and STOP the engine.

## **Engine Safety Switch**

The spring loaded engine safety switch will automatically shut down the engine during emergency situations if activated, to prevent uncontrolled or unattended operation. Certain emergency conditions (i.e. turbulent water, wakes, accidental shove, etc.) may impair a persons ability to operate the boat safely.

The switch, located on the helm dash or throttle control box, must be pulled out from its normal position, and a plastic housing (with attached lanyard) must be placed between the knob of the switch and helm dash. This will activate the protective shut-down circuitry. Next, securely attach the other end of the lanyard to the boat operator. Physical movement by the operator, an unsafe distance from the steering wheel, will cause tension on the lanyard thus pulling the plastic housing. When the plastic housing is removed the engine safety switch is released and automatic engine shut down occurs.

## **Bilge Blower Switch**

This switch activates the engine compartment ventilation system (bilge blowers). When the LED is illuminated, the system is ON. The LED is extinguished when OFF.

## Navigational/Anchor Light Switch

This three-position switch controls the ON or OFF operation mode of the navigational and anchor lights. The FORWARD position operates the navigational lights. The AFT position operates the Anchor Light. Middle position is the OFF position.

## Steering

Detailed information on the power steering assembly can be found in the engine operation and maintenance manuals.

Steering a boat has a different feel than driving a car. Always use caution when turning. The stern will respond by moving in the opposite direction of the bow. Always use extreme caution when you're leaving the dock or trying to avoid an object in the water. Give yourself plenty of room to make a turn. You also should slow the speed of your boat while turning. All passengers should remain seated when turning.

## Throttle & Gear Shift

The throttle control regulates the engine RPMs. Moving the throttle lever forward of NEUTRAL increases forward engine speed and moving the throttle back increases reverse engine speed.

**NOTE:** When maneuvering at low speeds, reversing the engine can be used for braking.



**CAUTION:** When shifting between forward and reverse, always pause in NEUTRAL for a few seconds before reversing the rotation of the propellers. This will prevent unnecessary wear to the drive system.



**WARNING:** High speed acceleration in reverse creates a wake that could wash over the transom and enter the boat.

## ENGINE

The engine operation and maintenance manual supplied with your Recreation Unlimited, LLC boat provides pre-start and starting instructions. The following information is a guideline and not intended to explain in detail all starting procedures and instructions.

1. Secure boat to dock or mooring slip before attempting to START engine. Boat should be kept secure until engine is warm and ready for departure.
2. Check oil and coolant fluid levels.
3. Check fuel supply to ensure you have enough fuel for your expected travel plan.
4. Inspect for leaks of fuel, oil, coolant, exhaust, and power steering fluid.
5. Make sure throttle is in the NEUTRAL position.
6. Follow the engine starting instructions detailed in the engine owner's manual.

## CANVAS

Your Recreation Unlimited, LLC boat canvas is constructed of acrylic polyester materials. Your dealer can show you the correct way to install and store the can-vas on your boat.

Your Recreation Unlimited, LLC boat is fundamentally an open vehicle. Therefore, in spite of well-designed and well-fitting canvas enclosures, your boat is NOT waterproof in the same sense that your automobile is waterproof. In spite of the best efforts to design these enclosures to conform with the boat, a certain amount of leakage may transpire. The construction of the canvas tops and curtains involves sewing as the primary choices of fastening. The needle results in holes at the seam lines which can admit water. Needle holes elongate with time and usage. After cleaning with soap and water, allow seams to thoroughly dry. Your canvas system is not warranted to provide a water-tight enclosure.

## CARBON MONOXIDE

Engine and generator exhaust systems produce carbon monoxide (CO), a poisonous gas which is odorless, colorless, and heavier than air. Indications of excessive exposure to CO concentrations are nausea, dizziness and drowsiness. Direct prolonged exposure can result in CO poisoning that may be harmful or fatal.



**WARNING:** The following conditions have the potential to increase CO accumulation in and about the boat and require immediate attention:

1. Operation at slow speeds or stopped in the water.
2. Operation with a high bow angle
3. Utilization of canvas top, side curtains and back curtains.
4. A tail wind.
5. Operation of engines or generators in confined areas or at dockside.
6. Any blockage of hull exhaust outlets.

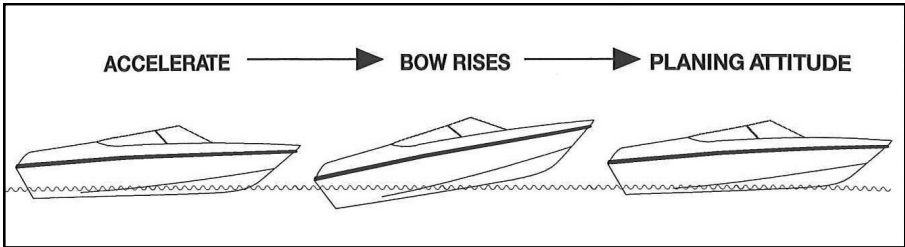
## ACCELERATION



**CAUTION:** When shifting between forward and reverse, always pause in NEUTRAL for a few seconds before reversing the rotation of the propellers. This will prevent unnecessary wear to the drive system.

Your boat increases the angle of trim and rides bow-high when you throttle UP and accelerate. Continued acceleration will reduce the trim. The maximum trim angle is commonly known as the hump. Accelerate through the hump as quickly

as possible due to limitations in visibility, handling, and performance. This should only take a few seconds. Then throttle **DOWN** to cruising speed as this will provide for better fuel efficiency. Reference Figure 5.



**FIGURE 5  
BOAT ATTITUDE**

## **TRIMMING**

### **Power Trim Drive Unit**

To adjust to the ideal boat angle for given load and water conditions, the drive unit must be trimmed. The best all-around performance obtained is when the drive unit is adjusted to allow the boat to run at an angle between 3 to 5 degrees to the water.

**NOTE:** Refer to your Engine Operation and Maintenance Manual regarding power trim controls for the drive unit installed on your boat.

## **MOORING LINES**

When attaching mooring lines to deck cleats on your boat, make a loop in one end of the mooring line. Then, pass it through the hole in the base of the deck cleat. Next, pass the loop back over the deck cleat. The mooring line can now safely be used to secure your boat. Mooring lines may remain attached to the cleats on your boat while underway. Lines must be coiled and placed where they cannot get tangled in deck gear or the propellers.

When you tie up, run the mooring line from your boat around the dock cleat and then back to your boat. This enables you to untie the mooring line without leaving your boat. Just heave off one end of the mooring line and bring the entire length of mooring line back into the boat.

## **BOAT REGISTRATION**

Federal and state laws require that every boat equipped with propulsion machinery of any type must be registered in the main state of usage. Registration numbers and validation stickers must be displayed on the boat according to regulations. The registration certificate must be carried onboard when the boat is in use.

## WASTE DISPOSAL

### Discharge of Oil



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

### Disposal of Plastics & Other Garbage

Plastic refuse dumped in the water can kill fish and marine wildlife, and can foul vessel propellers and cooling water intakes. Because of this, U.S. Coast Guard regulations completely prohibit the dumping of plastic refuse or other garbage mixed with plastic into the water anywhere, and restrict the dumping of other forms of garbage within specified distances from shore.

### USCG Dumping Placard:

#### ILLEGAL TO DUMP

#### INSIDE 3 MILES (and in U.S. Lakes, Rivers, Bays and Sounds)

- PLASTIC
- DUNNAGE, LINING AND PACKING
- MATERIALS THAT FLOAT
- ANY GARBAGE EXCEPT DISHWATER/GRAYWATER/FRESH FISH PARTS

#### 3 TO 12 MILES

- PLASTIC
- DUNNAGE, LINING AND PACKING
- MATERIALS THAT FLOAT
- ANY GARBAGE NOT GROUND TO LESS THAN ONE SQUARE INCH

#### 12 TO 25 MILES

- PLASTIC
- DUNNAGE, LINING AND PACKING MATERIALS THAT FLOAT

#### OUTSIDE 25 MILES

- PLASTIC

## **ADDITIONAL UNDERWAY INFORMATION**

- Be sure to run the bilge blower whenever the boat is operated under cruising speed.
- Keep all bilge blower and engine compartment vents free of obstructions to allow proper ventilation.
- Always be aware of local laws on noise limits. Noise means engine noise, radio noise or even yelling by people on your boat. Good seamanship demands that you operate your boat quietly so as not to infringe on the rights of others. Don't use thru-transom exhaust unless you are well off shore.
- You are responsible for any damage or injury caused by your boat's wake. Observe no wake speed zone warnings. Operate your boat with regard for the safety of other boats and people in your boating area.
- Keep your engine well tuned to decrease exhaust hydrocarbon emissions that pollute the air and water.

## GENERAL MAINTENANCE & REPAIR

This section contains general maintenance and repair information as well as a troubleshooting chart. For more detailed information concerning the engine, refer to your Engine Operation and Maintenance Manual.

If you do not fully understand the information contained within this section of your Recreation Unlimited, LLC Owner's Manual, or in any of the related product information materials, contact your Recreation Unlimited, LLC dealer.

**NOTE:** Do not attempt any repairs on your boat unless qualified to do so. Only use approved marine replacement parts available from your dealer.

Your dealer is qualified to make repairs or modifications to your boat in such a manner as to not compromise safety, design integrity, or warranty coverage.

**NOTE:** Before attempting to use a particular cleaning solution or method, test the material to be cleaned in a hidden or inconspicuous area for possible adverse reactions. Use cleaning agents sparingly. Never discharge cleaning solutions into the waterways. Do not use products containing phosphates, chlorine, solvents, or nonbiodegradable or petroleum based products. Use biodegradable cleaning agents when possible.

## FIBERGLASS & GELCOAT

The hull and deck are made of fiberglass covered with gelcoat, a scratch resistant, color pigmented, polyester resin. During normal use, some damage to the gelcoat should be expected. Proper maintenance of the gelcoat will keep the underlying fiberglass in good condition.

**IMPORTANT:** Foot traffic on soiled fiberglass surfaces will severely scratch and mar finish. Ensure fiberglass is kept as clean as possible.

### Gelcoat Maintenance

**NOTE:** Make sure household detergent does not contain ammonia or chlorine. Ammonia or abrasive type cleaners will dull and discolor the surface of the gelcoat and are not recommended for routine maintenance.

The gelcoat should be regularly cleaned with mild household detergent and water. Waxing the gelcoat surface regularly will preserve its luster. Recreation Unlimited, LLC recommends a fiberglass wax that is capable of filling gelcoat pores. Fiberglass wax also contains various chemicals that screen out harmful ultraviolet rays that may cause the gelcoat color to fade.



**WARNING:** To prevent personal injury, never wax nonskid deck surfaces. Wet or dry waxed gelcoat is very slippery and will cause unsafe footing.

### Minor Stains

1. Wash with a soft cloth and household detergent to remove surface stains. Rinse thoroughly with clear water.
2. If deep stains do occur, use a special fiberglass cleaner and stain remover.

### **Minor Scratches**

Minor scratches can be repaired with car wax. Treatment will repair or lessen scratches.

1. Apply wax to a damp, soft cloth.
2. Rub the gelcoat surface with the damp, soft cloth in a circular motion.

**NOTE:** Apply wax in accordance with manufacturer's label instructions.

### **Hull Maintenance**

**NOTE:** If your boat will be in water continuously for two or more weeks, Recreation Unlimited, LLC . recommends sealing the hull bottom with a high quality barrier coating. Unsealed gelcoat may form water blisters. Repair of water blister damage is not covered under the Recreation Unlimited, LLC Warranty. If required, contact your Recreation Unlimited, LLC dealer for further information. Your dealer can help you select the proper bottom paint for your boat.



**CAUTION:** Never use acetone, benzene, carbon tetrachloride, lacquer thinner, or similar type solvents. They penetrate the glass/plexiglass surfaces and cause hazing that will obstruct visibility

### **Glass Cleaning**

The helm windshield is constructed of 100% safety glass.

1. Clean all glass with glass cleaner or ammonia and water and rinse with clear water.
2. Remove grease and oil with kerosene or Hexane.

### **Plexiglass Cleaning**

1. Wash all Plexiglass, clear vinyl or other synthetic materials with a mild detergent and water solution and rinse with clear water.
2. Remove grease and oil with kerosene or Hexane.

### **Saltwater Usage**

The entire boat should be rinsed with fresh water immediately after a cruise in salt water. If the boat is used primarily in saltwater, wax the hull monthly and apply corrosion inhibitor to all hardware. See your dealer for products suitable for the marine saltwater environment. Freshwater engine flushing is recommended when used in salt, polluted or brackish waters.

### **Carpeting**

#### **Exterior**

Scrub indoor/outdoor carpeting with a brush using mild detergent and warm water, then thoroughly rinse with clear water. Allow carpet to dry completely before use. Apply a light coating of Scotch Guard® to protect against accidental spills.

## **Interior**

Vacuuming and occasional carpet shampoo are recommended for extended life and appearance. Apply a light coating of Scotch Guard® to protect against accidental spills.

## **Exterior Seat Coverings & Vinyl**

1. The seat coverings and trim are made of temperature resistant expanded vinyl.
2. Always try to clean up spills quickly to prevent staining.
3. Clean dirt and smudges with mild soap and warm water. If necessary scrub with a soft bristle brush to remove dirt from textured vinyl. Dry with a soft, lint-free cloth or towel.
4. Use a stronger detergent (always follow label instructions) for tougher stains.
5. Never use steel wool or abrasive, powdered cleaners. They will mar the surface.
6. Removable outside seat cushions should be placed inside when not in use.

## **Canvas**

The canvas tops provided with your boat was to provide coverage of the helm seating areas from the sun. The canvas is not a weather cover and will be damaged by accumulation of rain water. While these tops are intended to provide ample weather protection for the helm, the tops are not completely weather-tight like a winter storage cover. In addition, canvas tops necessarily contain openings to accommodate support stanchions. To prevent getting exterior helm seat cushions wet, it is recommended that all removable exterior cushions be removed and properly stored when helm cover is installed.

## **Cleaning**

**IMPORTANT:** Do Not use hot water, dry in an automatic dryer, dry clean or steam press.

1. Wet down all canvas and use a soft bristle brush to scrub with a mild detergent and water solution.
2. Use a mild solution of ammonia/water and scrub for heavy soil or mildew build-up. Be sure to rinse thoroughly.
3. Brush or sweep underside of the top. Spray with Lysol™ or other disinfectant to prevent mildew.

## **Care**

1. Keep the top up in rain or when boat is not in use.
2. Lubricate zippers with paraffin and snaps with petroleum jelly.
3. If a leak occurs along a canvas seam, rub with paraffin or apply a light coating of Scotch Guard®.
4. Air dry all canvas material before storing. Never store canvas damp or wet, and provide proper ventilation to prevent mildew.
5. Avoid mooring under trees.
6. Do not tow your boat with the canvas top up.

## Cabin Cushions, Interior Curtains & Fabrics

Treat the fabric upholstery the same as home fabric upholstery. To keep clean and odor free, vacuum and shampoo. Spray with Lysol or other disinfectant to prevent mildew.

## GENERAL MAINTENANCE

Recreation Unlimited, LLC recommends maintenance and repairs be performed at an authorized Recreation Unlimited, LLC dealer. The following information is of a general nature.

### Engine

Refer to your engine operation and maintenance manual for recommended service, scheduled maintenance, repair and fluid check intervals.

### Discharge of Oil

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

### Fuel System

**IMPORTANT:** Check for fuel leaks frequently. Be sure to repair any problems immediately. Any replacement of parts or repairs to the fuel system should be performed by a trained marine mechanic. See your Recreation Unlimited, LLC dealer for parts and repair.

1. Starting at the fuel tank, inspect the complete fuel system for leaks.
2. Inspect fuel lines and hoses for wear, kinks, cracks, or deterioration.
3. Inspect fuel line fittings, carburetor, and fuel pump for proper mounting bracket tightness.
4. Inspect for wear or damage to the fuel ventilation ducts and clamps.
5. Inspect fuel tank vent screens for obstruction.

**IMPORTANT:** Keep fuel tanks filled during the boating season to prevent moisture condensation.

### Propeller

The propeller shipped with your boat is the size Recreation Unlimited, LLC recommends for the best overall performance. However, factors such as altitude, temperature, load, and bottom growth may affect performance. Also, periodic inspection of the propeller for excessive wear or damage is recommended. Consult your Recreation Unlimited, LLC dealer for specific details.

### Steering System

Some Recreation Unlimited, LLC models are equipped with a power steering system. Periodic inspection and lubrication is required to maintain safe operating conditions.

#### Normal Use

Inspect and lubricate every 50 hours of operation or 60 days.

#### High Level Use

Inspect and lubricate every 25 hours of operation or 30 days.

**NOTE:** Saltwater operation is considered high level use.

1. Lubricate control valve through grease fitting with multi-purpose lubricant until grease is visible around rubber boot.
2. Coat power steering output shaft and exposed steering cable end with multi-purpose lubricant.
3. Lubricate cable end guide pivot point with SAE 30W engine oil.
4. Run engine for 20 to 30 minutes and check power steering fluid level. If low, add type 'A' automatic transmission fluid to bring level up to the FULL mark on the dipstick.

**NOTE:** The correct fluid level in a cold engine is up to, but not beyond the ADD mark. This allows for oil expansion when the engine is hot.

5. Inspect all hydraulic lines and hoses for leaks. Ensure all lines and hoses are free from friction and exposure to extreme heat. Tighten all fittings and clamps as required.
6. Check all bolts for tightness.
7. Check pump pulley drive belt for wear and proper tension.

**IMPORTANT:** Avoid over tightening drive belts. Belts that are too tight can cause excessive bearing wear and failure.

## **Bilge**

### **Inspection**

The bilge should always be checked after launch. A small amount of water in the bilge is normal. Large amounts of water or any signs of fuel or oil requires immediate investigation. Never pump fuel or oil overboard when your boat is in the water.

### **Cleaning**

1. Remove all sand, silt, dirt, or foreign material prior to activating the bilge pump to remove excess bilge water.
2. Use a bilge cleaner product to remove any obvious oil stains. Consult your Recreation Unlimited, LLC dealer for recommended types of approved cleaner.

**IMPORTANT:** Never use flammable solvents (i.e. kerosene) for bilge cleaning.



# EXTENDED STORAGE

This section covers procedures for readying your boat for prolonged storage. For areas that do not require seasonal storage, Recreation Unlimited, LLC recommends a thorough annual inspection.

**IMPORTANT:** In regions where temperatures fall below freezing, all engine plugs must be removed before storing your boat for the winter. Failure to do so will seriously damage the engine.

## PRIOR TO STORAGE

### Hull

1. Scrape off any barnacles or crusted marine growth.
2. Scrub hull thoroughly to remove marine growth and scum.
3. Inspect underwater gear and propellers for excessive wear or damage.
4. Remove hull drain plug and store in a safe place.

### Deck

1. Wash deck, superstructure and cockpit.
2. Clean all deck hardware (i.e. cleats, rails, instruments, etc.) and apply a coat of nonabrasive metal polish or wax.
3. Clean indoor/outdoor carpet.

**NOTE:** Refer to Section 5, General Maintenance and Repair, for specific cleaning procedures.

## ENGINE AND STERN DRIVE

Refer to Engine Owner/Service Manual for detailed winterizing and storage instructions.

### Fuel System

Add a gasoline stabilizer solution to the fuel tank. Follow the product manufacturer's recommended procedure.

### Battery

1. Remove battery and store away from freezing temperatures.



**WARNING:** To prevent personal injury, wear goggles, rubber gloves and a protective apron when working with battery. Battery electrolyte can cause severe eye damage and burns to the skin. In case of spillage, wash area with a solution of baking soda and water.

**NOTE:** Battery should be stored in a cool dry place.

2. Clean outside battery case, terminals, and battery clamps with a solution of baking soda and water.

**NOTE:** Do Not allow baking soda and water solution to enter cells.

3. Lightly sand battery posts and clamps with fine grit emery cloth.
4. Apply a light coat of petroleum jelly to the cover end of the battery cables.
5. A monthly recharge or continuous trickle charge should be applied to the battery during storage.

## **MARINE SANITATION DEVICE (MSD)**

Improper winterizing can cause your MSD to fail. Follow the instructions provided with your porta potty for winterization and storage procedures. This will ensure that any accumulated salt has sufficient time to dissolve.

## **INTERIOR CLEANING**

Be sure to clean the interior of your boat thoroughly. A little effort at the end of the season will really pay off when you get underway next spring.

1. Scrub all interior surfaces including cupboards, cabinets and drawers.
2. Be sure to remove everything that can hold moisture and cause mildew. Remove and store off the boat all cushions, mattresses, curtains, blankets and sheets, pillows, towels, linen and clothing.
3. If it is necessary to store cushions onboard:
  - A. Open zippers and elevate cover away from foam padding.
  - B. Place a small plastic bowl inside to allow for air circulation.
  - C. Seats that can be folded should be stored in the down position.
  - D. Use plastic seat covers to keep out dampness and protect against mildew.
4. Make sure the cabin is well ventilated.
5. Life jackets and other safety equipment must be clean and dry. If left onboard, leave them out so air can circulate around them.
6. Clean and thoroughly dry the bilge. Remove rags, sponges, or other cleaning materials.
7. Let the interior completely air out for a couple of days.
8. If a boat cover is used, be sure to use a breathable fabric that allows ample air circulation.

**NOTE:** After cleaning, make sure that everything is thoroughly dried and air can circulate freely throughout the inside of your boat.

## **RECOMMISSIONING**

For maximum safety, be sure to inspect the fuel system carefully.

1. Inspect the fuel system and all associated equipment for proper connections, wear, leaks, or other damage. Always be alert for fuel vapors.

**NOTE:** For detailed information on re-launching, refer to the Engine Operation and Maintenance Manual.

2. Clean battery terminal posts with wire brush or steel wool before reinstallation.
3. Check charge on battery. Recharge or replace if necessary.

4. Inspect all battery wiring. Repair or replace if necessary.
5. Attach cables and tighten cable clamps.
6. Apply petroleum jelly or marine grade grease on posts and clamps to eliminate air pockets and acid build-up.

**IMPORTANT:** Do Not apply petroleum jelly or marine grade grease before connecting and tightening clamps.

7. Coat hull drain plug threads with petroleum jelly and reinstall.
8. Clean the bilge.
9. Reinstall the exhaust drain plug.
10. Inspect all exhaust connections for carbon monoxide (CO) leakage. Adjust and repair as required.
11. Test navigational lights and other lighting onboard.
12. Inspect all wiring for fraying, wear, loose connections, and other damage.
13. Inspect all switches, controls, and other related equipment for proper operation.
14. Inspect all safety equipment for proper operation and physical condition.

## Seacocks

Seacocks are normally winterized as part of winterizing the equipment and systems they serve. When your boat is out of the water, open each seacock to drain water out of the valve. Water freezing in seacocks can damage valves.

**IMPORTANT:** During commissioning, be sure to close all seacocks before lowering your boat into the water.

## Fresh Water System

Water must be removed from the fresh water system to prevent damage to system components during cold weather.

1. Turn on fresh water pump.
2. Open all faucets and allow pump to empty fresh water tank.
3. Close faucets when tank is empty. Shut off water pump.
4. Add approximately two gallons of non-toxic antifreeze mixture to fresh water tank. Mix antifreeze in accordance with manufacturer recommendations.

**NOTE:** Antifreeze in fresh water tank will also be needed to winterize head and macerator.

5. Turn on water pump.
6. One by one, open each faucet, beginning with faucet furthest from pump. Close faucet when antifreeze starts to flow and leave it closed.
7. Shut off water pump.

## Live Well and Raw Water Washdown

**NOTE:** You will need two containers to winterize this system. Have hose attached to cockpit hose connector before beginning winterization.

**NOTE:** If your boat is not equipped with a raw water washdown, ignore the following instructions as they relate to the Y-valve and raw water washdown.

1. Drain live well by removing stand pipe.
2. Locate the hose that connects the live well pump with the through hull pickup fitting.
3. Disconnect hose at the point that it connects with the through hull fitting.
4. Mix one-gallon of non-toxic antifreeze in accordance with manufacturer's recommendations. Place hose end in antifreeze.
5. Turn Y-valve selector handle to live well.
6. Activate live well pump by turning on the live well/raw water washdown switch at the helm.
7. When you see the antifreeze mixture entering the live well, turn the Y-valve selector to the raw water washdown position and position the empty container to catch the flow of antifreeze from the hose.
8. Turn off the live well pump.
9. Reconnect the hose to the through hull fitting.
10. Replace the live well and stand pipe.
11. Dispose of antifreeze mixture according to manufacturer's instructions.

# GLOSSARY

Adrift	Without motive power and without anchor or mooring.
Afloat	On the water.
Aft	Describing the after section of a vessel, or things to the rear of amidships and near the stern.
Aground	Touching bottom.
Amidships	In the center, the center portion of a vessel.
Anchor	A forging or casting shaped to grip the sea bottom and, by means of a cable or rope, hold a boat in a desired position.
Anchorage	A customary, suitable and (usually) designated harbor area in which vessels may anchor.
Bail (Bale)	To remove water from a boat by pump or bailer. Beacon A post or buoy placed over a shoal or bank to warn vessels, also a signal mark on land.
Beam	(1) Imaginary line amidships at right angles to keel of vessel; (2) A vessels width amidships.
Bearing	The direction or point of the compass in which an object is seen.
Bilge	The lower internal part of a boat's hull.
Bow	The forward part or front of the boat.
Bulkhead	Vertical partition in a boat.
Burdened	Vessel Former term for the vessel which must stay clear of vessels with the right-of-way.
Carburetor Backfire Flame Arrestor	Required equipment on all motorboats except outboards and diesels. Reduces chance of fire caused by backfires in internal combustion engines.
Chart	A map of a body of water that contains piloting information.
Chine	The intersection of sides and bottom of a boat.
Cleat	A piece of hardware with projecting ends to which lines are made fast.
Cockpit	A well or sunken space in the afterdeck of a small boat for the use of the helmsman and crew.
Companionway	A hatch or entrance, from deck to cabin.
Compass	The instrument which shows the heading of a vessel.
Current	The movement of the water in a horizontal direction.
Deadrise	The rise of the bottom of a midships frame from the keel to the bilge.

Depth Sounder	An electronic depth-finding instrument, measuring the time a sound wave takes to go from the vessel to the bottom and return, then displaying the result in feet, fathoms, or meters.
Displacement Hull	Type of hull that plows through the water even when more power is added.
Draft	The depth of the vessel below the water line, measured vertically to the lowest part of the hull.
Dunnage	Mats, boughs, pieces of wood, or other loose materials placed under or among goods carried as cargo in the hold of a ship to keep them dry and to prevent their motion and chafing; cushioning or padding used in a shipping container to protect fragile articles against shock and breakage; baggage or personal effects.
Ebb	An outgoing tide.
Fenders	Objects placed along the side of the boat to protect the hull from damage.
Flare	The outward spread of the boat's sides from the waterline to the rail at the bow. Also, a pyrotechnic signaling device that can indicate distress.
Freeboard	The vertical distance measured on a boat's side from the waterline to the gunwale.
Galley	The kitchen area of a boat.
Give-Way Vessel	The one which must stay clear of vessels which have the right-of-way.
Gunwale	The upper edge of a boat's side. (pronounced gunnel.)
Hatch	An opening in a boat's deck for persons or cargo to go below.
Head	A marine toilet.
Helm	The wheel or tiller by which a ship is steered.
Holding Tank	Storage tank for sewage, so that it will not be pumped overboard into the water.
Inboard	More toward the center of a vessel; inside; a motor fitted inside the boat.
Inland Rules	Rules of the road that apply to vessel operation in harbors and certain rivers, lakes, and inland waterways.
Intracoastal Waterways	(ICW): bays, rivers and canals along the coasts (such as Atlantic and Gulf of Mexico coasts), connected so that vessels may travel without going into the open sea.
Knot	To bend a line. Also, a unit of speed equal to one nautical mile (6,076.10 feet) an hour.

Launch	(1) To put a vessel into the water; (2) a small open powerboat, mainly used for transportation between a vessel and shore.
Lee	The side opposite to that from which the wind blows.
Leeward	Situated on the side turned away from the wind. (Opposite of windward.)
Limber Holes	Drainage holes in the bilge timbers of a vessel, allowing water to run to a low point for pumping out.
LOA	Length over all; the maximum length of a vessels hull, excluding projecting spars or rudder.
Locker	A storage place, a closet.
Log	A record or diary of a vessels journey.
Lubber's Line	A mark or permanent line on a compass that shows the course of the boat.
Making Way	Making progress through the water.
MAYDAY	A radio distress call, from the French m'aidez (help me); SOS in Morse Code.
Nautical Mile	6076.12 feet, or 1852 meters, an international standard; the geographical mile, the length of one minute of latitude at the equator, is 6087.20 feet.
Outboard	(1) a propulsion unit for boats, attached at the transom; includes motor, drive shaft, and propeller; fuel tank and battery may be integral or installed separately in the boat;(2) outside or away from a vessels hull; opposite of inboard.
Outdrive	A propulsion system for boats, with an inboard motor operating an exterior drive, with drive shaft, gears, and propeller; also called stern-drive and inboard/outboard.
PFD	Personal Flotation Device.
Pitch	(1) The up and down movement as the bow and stern rise and fall due to wave action; (2) The theoretical distance advanced by a propeller in one revolution.
Planning Hull	Type of hull that is shaped to lift out of the water at high speed and ride on the surface.
Port	The left side of a boat when you are facing the bow, also a destination or harbor.
Privileged Vessel	Former term for the vessel with the right-of-way.
Propeller	Wheel or screw. Mechanism that pushes water aft to propel the boat.
Rules of the Road	The nautical traffic rules for preventing collisions on the water.

Scope	The length of the anchor rope or chain. 6 to 1 scope means that the length of the anchor rope from the boat to the anchor is 6 times the depth of the water.
Scupper	A hole allowing water to run off the deck.
Stand-On Vessel	The vessel with the right-of-way.
Starboard	The right side of a boat when you are facing the bow.
Stern	The after end or back of the boat.
Transom	The transverse planking which forms the afterend of a small, square-ended boat. (Outboard motors are usually attached to a transom.)
Trim	To arrange weights in a vessel in such a manner as to obtain desired draft at bow and stern. Underway Vessel in motion, i.e., when not moored, at anchor or aground.
USPS	United States Power Squadron, a private membership organization that specializes in boating education and good boating practices.
Vessel	Every kind of watercraft, other than a seaplane on the water, capable of being used as a means of transportation on water.
VHF Radio	A Very High Frequency electronic communications and direction finding system.
Wake	Moving waves, created by vessel motion. Track or path that a boat leaves behind it, when moving across the water.
Way	Movement of a vessel through the water. Technically it is underway when not at anchor, aground, or made fast to the shore. The common usage is interpreted as progress through the water. Headway when going forward and Sternway when it is going backwards.
Whistle Signal	A standard communication signal between boats, to indicate change of course, danger, or other situations.
Windward	Situated on the side closest to the wind. (Opposite of leeward.)
Yaw	To swing or steer off course, as when running with a quartering sea.



## Amendment A

### **CARBON MONOXIDE**

If your boat's carbon monoxide detector goes off you should not ignore; act immediately.

- Ventilate the space you're in or get into open air if you can, open all hatches, windows and ports.
- Change course and speed to place boat heading into the wind can improve ventilation.
- Shut down the engine or generator immediately and continue to ventilate.
- Watch the CO level, and if goes down to an acceptable level, then you can conclude the problem was the engine or generator.
- Do not use it again until you have corrected whatever caused the problem.
- If you are unable to determine the source of the problem, you may want to try contacting one of the experts.

\*\*\*\*Sometimes, boats like to congregate in tight formations, and CO problems happen when you're detecting another boats exhaust.



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PLACE  
STAMP  
HERE



**RECREATION UNLIMITED, LLC**

111 Matthews Drive  
Americus, Georgia 31709

Boat SSR# : \_\_\_\_\_ Brand: \_\_\_\_\_

Boat Model: \_\_\_\_\_

Date of Delivery: \_\_\_\_\_ Engine Serial # \_\_\_\_\_ Horse Power \_\_\_\_\_

Dealer's Name: \_\_\_\_\_

Dealer's Address: \_\_\_\_\_

Owner's Name: \_\_\_\_\_

Phone Number: \_\_\_\_\_

Owner's Address: \_\_\_\_\_

Country \_\_\_\_\_

As evidenced by my signature below, I acknowledge that I am the purchaser of this Recreation Unlimited, LLC boat and that I have read and understand the Recreation Unlimited, LLC Limited Warranty.

Signed \_\_\_\_\_ Date \_\_\_\_\_

**Recreation Unlimited, LLC**  
111 Matthews Drive  
Americus, Georgia 31709

PLACE  
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HERE

***WARLOCK***

**RECREATION UNLIMITED, LLC**

111 Matthews Drive  
Americus, Georgia 31709

## Warlock Trailers Inc. Warranty Registration

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Phone: \_\_\_\_\_

Model :and Year: \_\_\_\_\_

VIN No: \_\_\_\_\_

Date of Purchase: \_\_\_\_\_

Dealer Location: \_\_\_\_\_

I have read and understand the Warlock Trailers Limited Warranty:

Purchasers Signature \_\_\_\_\_ Date: \_\_\_\_\_



