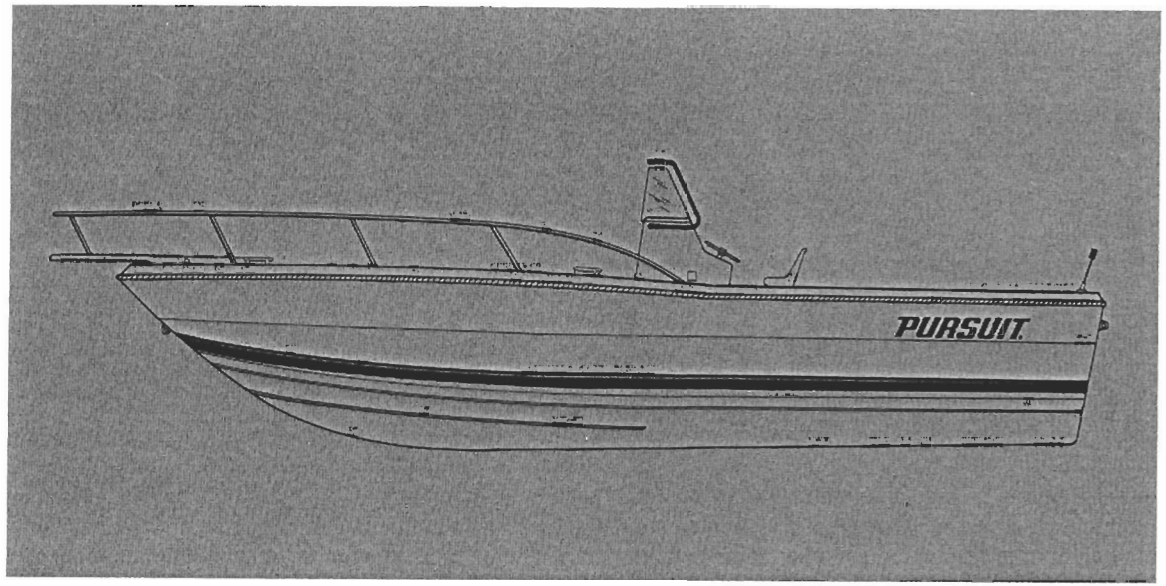
PURSUIT® S2 YACHTS®

# OWNER'S MANUAL
## 2350 CENTER CONSOLE



# THE CONTENTS OF THIS BOOK


Introduction . . . . . 3

The Boater's Dictionary . . . . . 4

The Operating Controls
- The Main Gauge Panel . . . . . 5
- The Battery Main Switch . . . . . 5
- The Accessory Switch Panel . . . . . 6
- The Ignition Switch . . . . . 6
- The Helm . . . . . 7
- The Compass Option . . . . . 7
- The Steering System . . . . . 8
- The Oil Tank . . . . . 8
- The Fire Extinguisher . . . . . 9
- The Washdown Pump Connection . . . . . 9

How To Prepare Your Boat For Operation
- How To Fill The Fuel Tank . . . . . 10
- How To Fill The Baitwell With Water . . . . . 11
- To Transport The Boat On A Trailer . . . . . 11
- Do These Procedures Before Each Use Of The Boat . . . . . 11

How To Operate The Boat
- To Start The Boat . . . . . 13
- To Stop The Boat . . . . . 13
- Recommended Safety Check Procedures . . . . . 13

Maintenance
- The Electrical System . . . . . 15
- The Engine . . . . . 15
- The Engine Lube Oil . . . . . 15
- How To Clean And Set The Spark Plugs . . . . . 15
- How To Fill The Hydraulic Fluid Cannister . . . . . 16
- The Cooling System . . . . . 16
- The Bilge Pump . . . . . 17
- The Ventilation System . . . . . 17
- How To Maintain The Exterior Surface Of The Boat . . . . . 17
- How To Maintain The Interior Of The Boat . . . . . 18
- Below The Water Line Of The Boat . . . . . 18
- Service Inspection . . . . . 18

How To Prepare The Boat For Lay-Up
- The Bilge Area . . . . . 19
- The Engine . . . . . 19
- The Battery . . . . . 19
- To Support The Boat During Storage . . . . . 20
- Storage . . . . . 20

To Commission The Boat . . . . . 20

Model 2350 Center Console Outboard Specifications . . . . . 21

Drawings And Parts Lists
- Model 2350 Center Console Outboard Replacement Parts — Exterior Profile . . . . . 22,23
- Model 2350 Center Console Outboard Replacement Parts — Exterior/Interior . . . . . 24,25
- The Mechanical, Fuel, Steering and Plumbing Drawing . . . . . 26,27
- The Wiring Diagram . . . . . 28

Dear Pursuit® Owner:

All of us at S2 Yachts are pleased that you have selected one of our products as your boat. As I'm sure you've discovered during the selection and decision process, your Pursuit® has been designed, engineered and built with care and precision.

Please allow me to note this personal philosophy. When I started this company, my goal was to provide you, our customer, with the finest quality boat available. Everything we have achieved since that time has been with that same goal in mind.

The information in this owner's manual has been assembled to assist you with your Pursuit for maximum enjoyment. Please read this manual completely and always operate your boat safely and courteously.

Thank you for selecting a Pursuit. We all wish you many years of boating fun and safety.

Sincerely,

Leon R Slikkers

Leon R. Slikkers
Chief Executive Officer

# INTRODUCTION

This manual has important information for the use and safe operation of your Pursuit® . Read and understand the manual before operating your boat. Keep this manual, and tell all operators to read the manual.

For the safe operation of this boat, read and understand all warnings and cautions. Look for these symbols:

**" ⚠ WARNING" means:** **If you do not follow the instructions in a warning, injury or death can occur to you or other people.**

**" ⚠ CAUTION" means:** **If you do not follow the instructions in a caution, damage can occur to the boat or equipment.**

All directions given in this book are as seen from the stern looking toward the bow.

Owner manuals from the manufacturers of the engines, the generator, the head, the stove, the refrigerator, etc., are included in the literature packet. Read these manuals. To validate the warranty on these parts, fill out the warranty cards and return the cards to the manufacturers.

A guide to power boat ownership and operation, "You and Your Boat", is included in the literature packet. **Read it carefully.**

After the boat is delivered, make sure you and your dealer fill out the "Delivery Launching Record and Boat Registration" form. Return the copy marked "S2 Yachts" to S2 Yachts, Inc., 725 E. 40th Street, Holland, Michigan 49423-5392 USA.

## THE BOATER'S DICTIO

**Aft:** At, near or toward the stern.

**Anchor Rode:** Anchor rope.

**Athwartship:** From side to side of a boat.

**Bedding:** Caulking compound or application of caulking compound.

**Bilge:** Inside bottom of the boat's hull.

**Bow:** The front of the boat.

**Bow Rail:** A protective guard around the bow of the boat.

**Bulkhead:** Vertical partitions dividing the hull.

**Castoff:** To let loose, set free.

**Chine:** The outer edge of the boat where the bottom meets the side.

**Cleat:** Hardware to wrap the mooring line around.

**Companionway:** Doorway.

**Cradle:** A frame to support the boat while the boat is out of the water.

**Deck:** The portion of the boat from the gunwales up.

**Fender:** A cushion or pad to prevent damage to the side of the boat.

**Forward:** Toward the front.

**Galley:** The kitchen.

**Gunwales:** An upper edge of the hull side.

**Hatch:** A cover for an opening.

**Head:** Toilet.

**Helm:** The wheel by which a boat is steered.

**Limber Hole:** Holes through the bulkhead or stringer to allow water to pass to the pump.

**Lay-Up:** To put in storage.

**Marine Gear:** The transmission.

**Moored:** To keep a boat in place by means of a rope or anchor.

**Porthole:** An opening in the side of the boat to let in air and light.

**Portside:** The left side of a boat when facing the bow.

**Prop:** Propeller.

**Rubrail:** A protective guard on the gunwale of a boat.

**Rudder:** A hinged flat piece at the rear end of the boat that directs the boat.

**Scupper:** An opening in the hull of a boat to let water run off the cockpit floor.

**Seacock:** A valve on any underwater thru-hull.

**Starboard:** The right side of a boat when facing forward.

**Shaft Log:** A tube through which the prop shaft passes through the bottom of the boat.

**Slings:** Straps by which the boat is lifted.

**Stern:** The hind part of a boat.

**Strake:** A rib on the bottom side of the hull running fore and aft.

**Stringer:** A support member inside the hull.

**Strut:** The metal casting bolted to the bottom of the hull to support the cutlass bearing for the propeller shaft.

**Stuffing Box:** A chamber through which the propeller shaft passes.

**Taffrails:** The rails around the stern of the boat.

**Thru-Hulls:** A fitting through the hull of the boat.

**Thru-Hull Strainer:** A filter attached to the thru-hull fitting.

**Transom:** The vertical portion of the hull at the back of the boat.

**Underwater Gear:** Any component that is fastened to the outside of the hull under water.

## THE OPERATING CONTROLS

**The Main Gauge Panel.** See figure 1.

The panel is in the main console. Because different types of engines are used to power the 2350 Center Console, the following gauges may or may not be installed in the panel.

**The Speedometer.** The speedometer indicates the speed of the boat in miles per hour.

**The Tachometer.** The tachometer measures the rpm of the engine.

**The Oil Pressure Gauge.** The gauge monitors the oil pressure of the engine.

**The Fuel Gauge.** The gauge indicates the amount of fuel in the fuel tank.

**The Engine Alarm.** The alarm monitors the engine for low oil pressure and high temperature. If the engine alarm system activates during the operation of the boat, stop the engine. Investigate the cause. Make sure the problem is corrected before you start the engine.

**The Hour Meter.** The meter keeps a record of the operating time for the engine.

**The Volt Gauge.** The gauge shows the voltage for the battery. The normal voltage is between 11 and 14.5 volts.

Figure 1

**The Battery Main Switch.** See figure 2.

The battery main switch is in the lower console compartment. The switch is on the right side panel. The switch controls the 12-volt electrical system of the boat. To activate the system, the "Battery Main" switch must be in the "On" position.

⚠ **CAUTION: To prevent damage to the alternator, do not turn the battery main switch off while the engine(s) is running.**

Figure 2

**The Accessory Switch Panel.** See figure 3.

The accessory switch panel is under the gauge panel. The following switches are found on the accessory panel:

**NOTE: The breaker that protects the switch is below the switch.**

**The Switch For The Horn (1).** Put the switch in the "Up" position to activate the horn.

**NOTE: The bilge pump will start automatically when there is water in the bilge area.**

**The Switch For The Bilge Pump (2).** The bilge pump is installed in the aft center of the bilge. To start the pump manually, put the switch in the "On" position. To get access to the pump, remove the inspection plate aft of the wavegate on the starboard side of the boat.

**CAUTION: To prevent damage to the pump, do not operate the pump when there is no water in the bilge area.**

**The Switch For The Leaning Post Live Baitwell (3).** The pump for the live baitwell is installed in the bilge on the port side. To activate the pump, put the switch in the "On" position.

**The Switch For The Washdown Pump (4).** The washdown pump is in the bilge on the port side. The pump is a pressure demand type pump. To operate the washdown pump option, connect the hose to the connector and put the switch for the pump in the "On" position.

**The "Nav-Anchor" Light Switch (5).** The switch is a three-position switch. Put the switch in the "Up" position to turn on the navigation lights. Put the switch in the "Down" position to turn on the anchor light. The center position is the "Off" position.

**The Switch For The Cockpit Lights (6).** To illuminate the lights, put the switch in the "On" position.

**The Switch For The Panel Lights (7).** To illuminate the lights on the panel, put the switch in the "On" position.

**The Ingition Switch.** See figure 4.

The ignition switch is below the gauge panel. The switch controls the starting and stopping of the engine.

**NOTE: The ignition switch may not be the switch installed in your boat.**

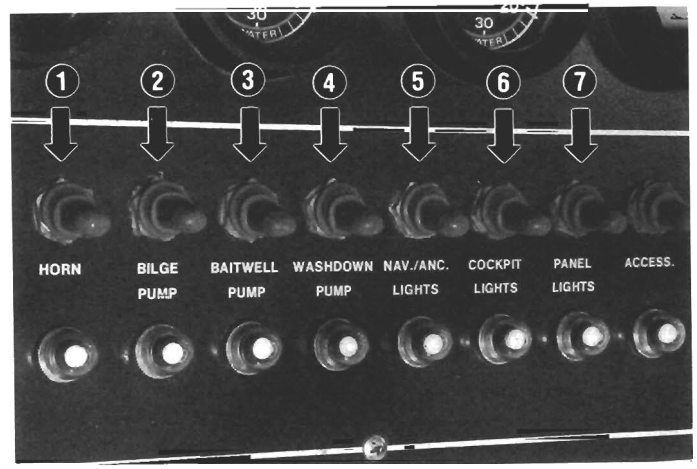



Figure 3

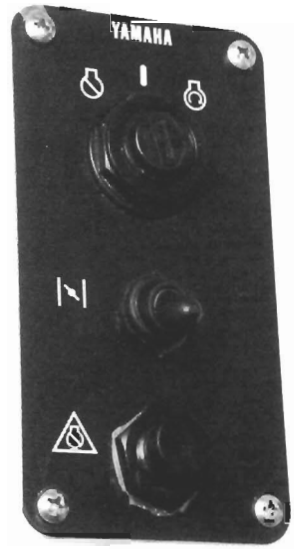



Figure 4

**The Helm.** See figure 5.

The helm is below the gauge panel on the port side of the console. The helm controls the direction of the boat.

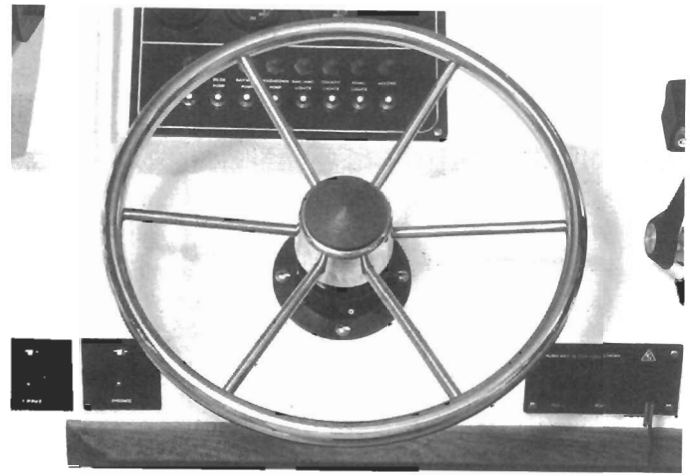


Figure 5

**The Compass Option.** See figure 6.

The compass is on top of the console above the gauges. To adjust the compass for your area, read the instructions on "Compass Compensation" given to you in the literature packet.

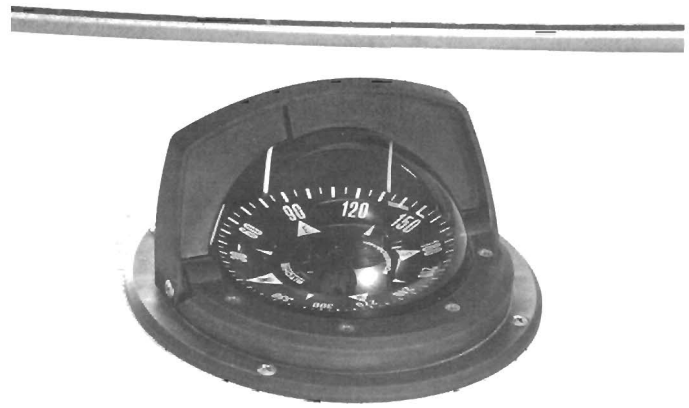



Figure 6

**The Steering System.**

The steering system is a necessary component of the boat. Make sure the correct operating pressure and fluid level of the system are kept.

The cannister that contains the hydraulic fluid is in the storage compartment on the aft starboard side of the boat. See figure 7. The gauge and sight windows provide constant visual monitoring of the operating pressure and the fluid level.

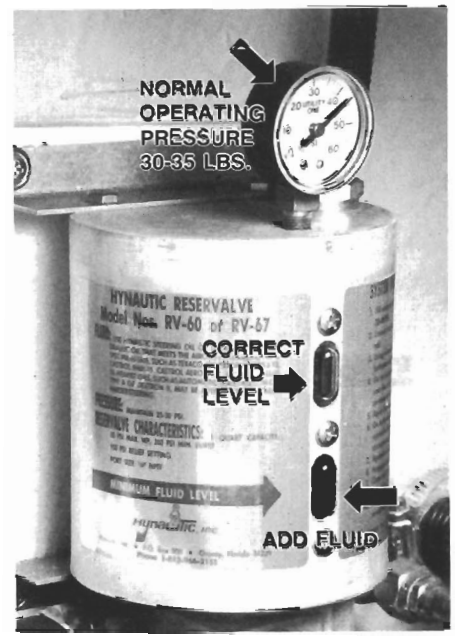



Figure 7

**The Oil Tank.** See figure 8.

The engine that powers the boat is a two stroke engine that needs a lubricant and gasoline mixture.

The oil tank that holds the lubricant is in the compartment on the starboard side of the cockpit. The lubricant is automatically measured into the fuel line. For the recommended lubricant and fill location, read the manual for the engine.

**NOTE: If the boat has two engines, there will be an oil tank in the starboard and in the port compartments.**

Figure 8

**The Fire Extinguisher.** See figure 9.

The fire extinguisher is in the lower console compartment on the port side.

Figure 9

**The Washdown Pump Connection.**

The pump is in the aft starboard corner of the bilge. The pump is a pressure demand type pump. The switch to activate the pump is on the accessory panel. The hose connection is aft of the wavegate on the starboard side of the boat. See figure 10.

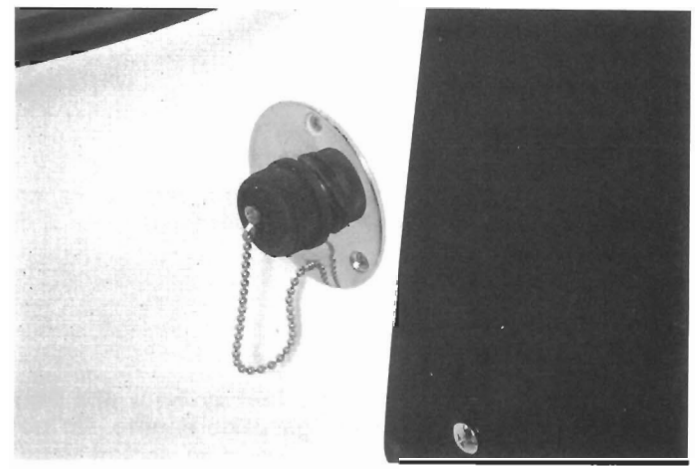


Figure 10

## HOW TO PREPARE YOUR BOAT FOR OPERATION

The fuel system of your boat is designed to use regular or unleaded gasoline.

### How To Fill The Fuel Tank

**WARNING: Fuel is very flammable. Be careful when filling the fuel tank. NO SMOKING. Never fill the tank while the engines, motors, and fans are running. Fill the fuel tank in an open area.**

To fill the fuel tank at a marina, follow this procedure:

1. Make sure all switches are in the "Off" position.
2. Make sure the boat is securely moored.
3. Make sure all passengers leave the boat.
4. Estimate how much fuel is needed.

**NOTE: When the fuel tank is full, fuel will come out through the fuel vent. The fuel vent is on the port side of the boat. See figure 11.**

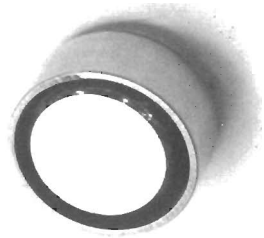


Figure 11

**CAUTION: To prevent damage to the fuel system, use only leaded or unleaded gasoline for the gasoline engine. Do not use a fuel which contains harsh additives or is an alcohol blend. Any damage done to the fuel system which is the result of use of an alcohol blend will not be covered by the S2 Warranty.**

5. A special key to unlock the fuel cap is given to you. Insert the key in the slot in the fuel cap. The fuel cap is in the covering board on the port side of the boat. See figure 12.

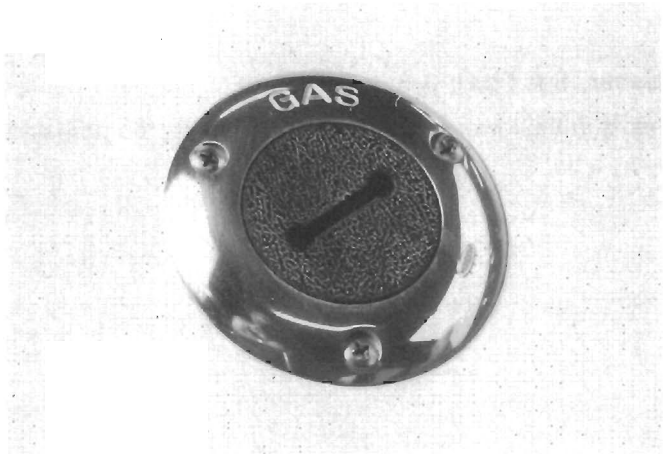



Figure 12

6. Turn the key counterclockwise to unlock the cap.
7. Remove the cap.
8. Put the nozzle in the fuel opening.

**WARNING: To prevent static sparks when filling the tank, make sure the nozzle is in contact with the fuel opening.**

**WARNING: Make sure you do not spill any fuel. If fuel is spilled, use a cloth to remove the fuel.**

9. Fill the fuel tank.
10. Remove the nozzle.
11. Install the fuel cap.

**WARNING: Make sure the fuel compartment lid is open for five minutes before the engine(s) or electrical equipment are started.**

**WARNING: To reduce the risk of a fire and/or explosion, do not start the engine(s) when fuel fumes are present. Fuel fumes are dangerous and harmful to your health.**

**WARNING: Make sure all gasoline odors are investigated immediately.**

12. Check the fuel compartment and below the deck for fuel odors. If you smell fuel, do not start the engine.

### How To Fill The Baitwell With Water

To fill the baitwell, follow this procedure:

1. Open the valve. To open the valve, turn the knob (1) counterclockwise.
2. After the baitwell has filled with water, close the valve. To close the valve, turn the knob clockwise.

To remove the water from the baitwell, follow this procedure:

**NOTE: This procedure takes two people, one to operate the boat, and one to remove the drain tube from the baitwell.**

1. While the boat is running, remove the drain tube (2) from the bottom of the baitwell. To remove the drain tube, turn the rod (3) counterclockwise. See figure 13.

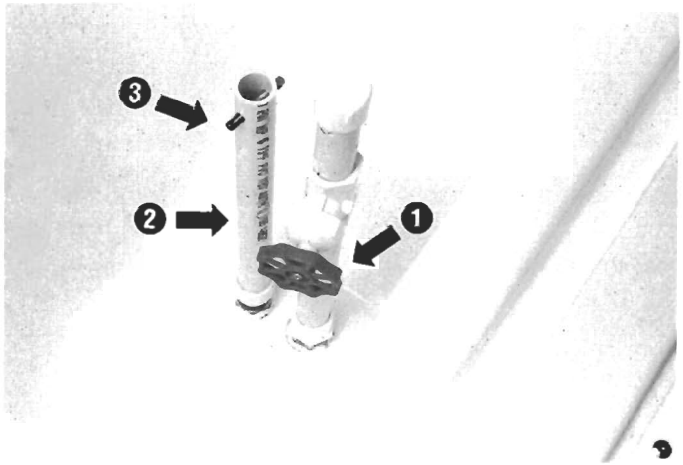



Figure 13

2. After all the water has drained from the well, install the drain tube.

### To Transport The Boat On A Trailer

1. Make sure the trailer is a match for your boat's weight and hull design.

**NOTE: Contact your dealer to evaluate your towing vehicle and hitch, and to make sure you have the correct trailer for your boat.**

2. The Gross Vehicle Weight Rating must be shown on the trailer. Make sure the weight of the boat, engine, gear and trailer is not more than the Gross Vehicle Weight rating.
3. Make sure the boat is securely fastened on the trailer to prevent movement between the boat and trailer.

**NOTE: Your dealer will give instructions on how to load, fasten and launch your boat.**

**WARNING: Make sure your towing vehicle and trailer are in compliance with all state and local laws. Contact your state motor vehicle bureau for laws governing the towing of trailers.**

### Do These Procedures Before Each Use Of The Boat

1. Check the fuel supply. If fuel is needed, read "How To Fill The Fuel Tank".

**WARNING: Do not operate the boat when fuel fumes are present. Fuel fumes are dangerous and harmful to your health.**

2. Check the fuel compartment for fuel leaks and fumes. Make sure all fuel lines and fittings are tight. See figure 14.

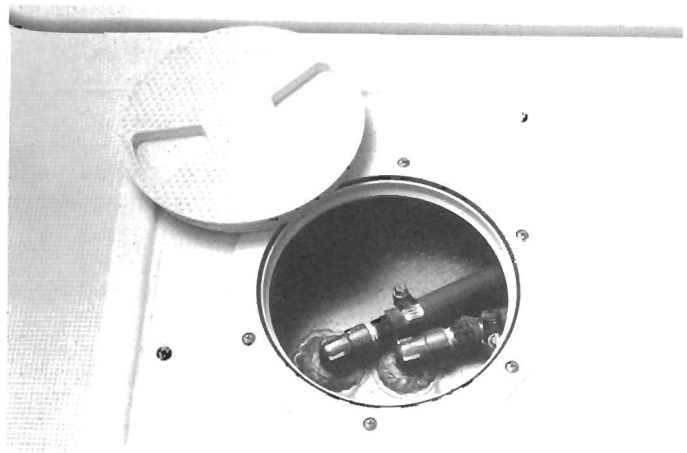


Figure 14

3. Put the battery main switch in the "On" position. See figure 15.

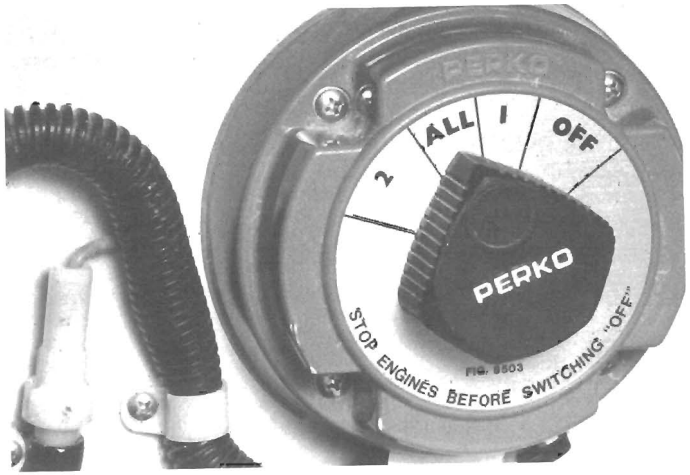



Figure 15

4. Check the engine oil level.

**CAUTION: To prevent damage to the engine, do not operate the boat when the oil level mark is below the "Add" mark.**

To check the oil level, remove the dipstick from the engine. If the oil level mark is on or below the "Add" mark, add oil. To add oil, remove the oil filler cap. Make sure the oil does not pass the "Full" mark on the dipstick. Read the engine manual for the correct type of oil.

**WARNING: Make sure the bilge pump is in good operating condition. Do not use the boat if the pump is malfunctioning. Replace the pump immediately.**

**WARNING: Large debris will clog the bilge pump and hoses and cause switch malfunctioning.**

5. Inspect the bilge area. Remove all debris from the bilge area.

6. Test all switches on the accessory panel. See figure 16. Make sure the switches activate the equipment they control, and all equipment is in good operating condition.

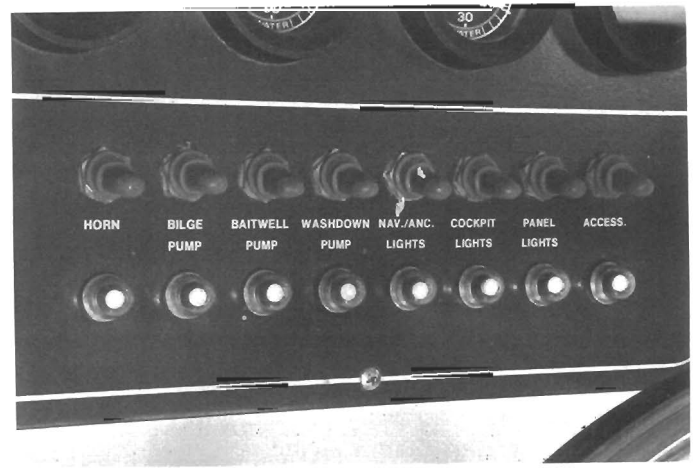



Figure 16

7. Put the outdrive in the full-in position.

# HOW TO OPERATE THE BOAT

**WARNING: To reduce the risk of a fire or explosion, do not start the engines when fuel fumes are present. Fuel fumes are dangerous and harmful to your health.**

**WARNING: Make sure all inspection plates to the fuel tank are open for five minutes before the engines or electrical equipment are started.**

**WARNING: Make sure one other person on the boat is instructed in the operation of the boat.**

**WARNING: Make sure the boat is operated in compliance with all state and local laws governing the use of a boat.**

Before operating the boat for the first time, read the engine break-in procedures. The break-in procedures are found in the owner's manual for the engine. The manual is in the literature packet.

**NOTE: For more instructions on safety, equipment and boat handling, enroll in one of the several free boating courses offered. For information on the courses offered in your area, call the "Boating Course Hotline", 1-800-336-2628.**

### To Start The Boat

As different types of engines are used to power the boat, have the dealer describe the operating procedures for your boat. For more instructions on "How To Operate The Boat", make sure you read the instructions given to you in the owner's manual for the engine you have selected.

**WARNING: Do not operate the boat if the drive unit is damaged.**

**NOTE: If the drive unit hits an underwater object, stop the engine. Inspect the drive unit for damage. If the unit is damaged, contact your dealer for a complete inspection and repair of the unit.**

### To Stop The Boat

To stop the boat, follow this procedure:

1. Allow the engine to drop to the idle speed.
2. Make sure the shifting lever is in the neutral position.

**NOTE: If the engines have been run at high speed for a long period of time, allow the engines to cool down by running the engines in the idle position for 3 to 5 minutes.**

3. Turn the ignition key to the "Off" position.
4. If you are going to leave the boat for a long period of time, put the battery main switch in the "Off" position.
5. Make sure the boat is securely moored.

**CAUTION: To prevent damage to the boat, close all seacocks before leaving the boat. See figure 17. Make sure the "Auto Bilge" switch is in the "On" position.**

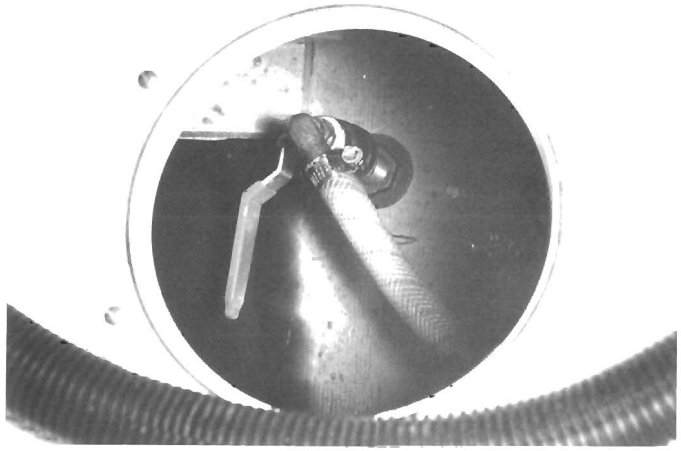


Figure 17

### Recommended Safety Check Procedure

The following is a recommended safety check procedure for getting underway.

1. Make sure you have signal kits and flare guns aboard, and they are in good operating condition.
2. Make sure you have a complete First Aid Kit aboard.
3. Have a tool kit aboard. The kit should include the following basic tools:

| | |
|---|---|
| Spark plug wrench | Hammer |
| Spark plug gap gauge | Electrician's tape |
| Screwdriver | Lubricating oil |
| Pliers | Jackknife |
| Adjustable Wrench | Vise grip |
| Pipe Wrench | |

**WARNING: There must be at least one personal flotation device on-board for every person on-board and one throw-out flotation device. Check the U.S. Coast Guard standards for the correct type of device for your boat.**

**WARNING: Protecting persons on the boat is the owner's responsibility. Stop the engine before using the swim platform, or taking skiers aboard.**

4. Make sure life preservers and life rings are on-board and in good condition.

5. Have the following spare parts on-board:

| | |
|---|---|
| Extra light bulbs | Spark plugs |
| Fuses | Flashlight and batteries |
| Drain plug | Engine oil |
| Propeller | Fuel filters |
| Propeller nut and washer | Fuel hose and clamps |

**WARNING: Vaporizing liquid extinguishers give off toxic fumes; use only Coast Guard approved fire extinguishers.**

6. Make sure all fire extinguishers are in position and in good operating condition.

**CAUTION: To prevent damage to the anchor lines, mooring and towing lines, do not stow wet cordage in the rope locker or below decks.**

7. Make sure all lines, cables, anchors, etc. for securing a boat are on-board and in good condition. Make sure all lines are coiled, secured and off the decks when underway.

8. When you operate a boat, you accept the responsibility for the boat, for the safety of passengers and for others out enjoying the water.

   Remember:

   1. Alcohol severely reduces the ability to react to several different signals at once.
   2. Alcohol makes it difficult to correclty judge speed and distance, or track moving objects.
   3. Alcohol reduces night vision, and the ability to distinguish red from green.

   **Do not operate the boat while under the influence of alcohol.**

# MAINTENANCE

**WARNING: Do not operate the boat unless it is completely assembled. Keep all fasteners tight. Keep adjustments according to specifications.**

### The Electrical System

Check the electrical system before each use. Make sure all switches activate the equipment they control, and all equipment is in good operating condition.

The boat has a 12-volt electrical system. A 12-volt DC battery supplies power to all electrical equipment on the boat. The battery is a lead-acid type battery.

**WARNING: Lead acid batteries generate gases which can cause an explosion. NO SMOKING. Always wear eye protection and protective clothing when working near batteries. Remove all jewelry. Do not put tools or other metal objects across the battery terminals or the tops of the batteries.**

**WARNING: Before doing any maintenance, make sure all switches are in the "Off" position.**

These maintenance procedures must be done to the batteries twice every season:

1. Clean the battery. To clean the battery, follow this procedure:
   1. Disconnect the battery.
   2. Use a cloth and a solution of bicarbonate of soda to wipe the tops of the battery.
   3. Clean the battery terminals.
   4. Reconnect the battery.
2. Check the battery and add distilled water as needed. The correct level is within 1/4 inch of the bottom of the tube in each cell.

The battery is self-charging when the engine is running. If the system is used for a long period of time without the engine running, the battery may need to be charged.

**WARNING: To prevent an explosion, charge the battery only in an area with good ventilation.**

**WARNING: Lead acid batteries generate gases which can cause an explosion. To prevent an explosion, turn the timer knob on the charger to the "Off" position before connecting and disconnecting the charger output connector. Keep sparks and flames away from the batteries. NO SMOKING.**

**CAUTION: The negative poles are grounded on the batteries. Reverse polarity will cause damage to the alternator. When using a jumper cable or external charging, always connect the red (+) cable to the positive terminal and the black (–) cable to the negative terminal of the battery.**

To charge the battery, read the owner's manual for the charger for instructions on how to use the charger and charge the battery.

### The Engine

Because different types of engines are used to power the boat, read the owner's manual for the engine for more information on the engine installed in your boat.

**WARNING: Before doing any maintenance, make sure all switches are in the "Off" position.**

**WARNING: Fuel is very flammable. NO SMOKING.**

**CAUTION: Check the throttle and clutch control system for wear, corrosion and loose fittings. Keep all connections clean. Make sure all fittings are tight. Have all worn parts replaced.**

**CAUTION: Check all fittings for leaks. Check all linkage in the steering and rudder system for corrosion, looseness, and wear. Make sure all connections are tight. Have all worn parts replaced.**

Check the fluids in the engine before each use of the boat.

### The Engine Lube Oil

**CAUTION: To prevent damage to the engine, do not operate the boat when the oil level mark is below the "Add" mark.**

Remove the dipstick from the engine and check the oil level. If the oil level mark is on or below the "Add" mark, add oil. To add oil, remove the oil filler cap. Make sure the oil does not pass the "Full" mark on the dipstick. Read the manual for the engine for the correct type of oil.

To change the oil and oil filter, read the instructions given to you in the owner's manual for the engine.

### How To Clean And Set The Spark Plugs

Clean and set the spark plugs after the first 10 hours of use and then after every 100 hours of use or every six months, whichever comes first.

**CAUTION: Use only a wire brush and commercial solvent to clean the spark plugs.**

To clean and set the spark plugs, follow this procedure:

1. Use a socket wrench to remove the spark plugs from the engine.
2. Use a wire brush and clean the electrodes, insulator, and threads.
3. Wash the spark plugs in a commercial solvent.
4. Use a spark plug gauge and adjust the spark plug gap to .035.

5. Use a socket wrench and install the spark plugs.

**NOTE: Replacement spark plugs must be of the same heat range. Change the spark plugs after each 100 hours of use and before each season.**

### How To Fill The Hydraulic Fluid Cannister.

The cannister is in the storage compartment on the aft starboard side of the boat.

**NOTE: For the correct type of fluid read the instructions on the cannister (1). See figure 18.**

**Figure 18**

To fill the cannister, follow this procedure:

1. The pressure release valve is above the fill nut (2). See figure 18. Press the button to release the pressure.
2. Use a wrench and remove the fill nut.
3. Pour the hydraulic fluid through the fill hole until the fluid reaches the halfway mark in the top sight gauge (3). See figure 18.

**NOTE: For more information on how to set the operating pressure, read the instructions given to you on the cannister.**

### The Cooling Syst

If the boat is used in saltwater, flush the cooling system after each daily use.

To flush the system when the boat is out of the water, follow this procedure:

1. Install a flush-test device over the water inlet holes on the gear housing.

**NOTE: Get the flush-test device from your dealer.**

2. Connect one end of a garden hose to the flush-test device.
3. Connect the other end of the garden hose to the water supply outlet.

**⚠ CAUTION: To prevent damage to the engine, do not use full city water pressure.**

4. Turn the faucet for the water supply to the half-way open position.
5. Put the control handle in the "Neutral" position.
6. Start the engine.
7. Put the control handle in the "Idle" position.
8. Let the engine run for 10 minutes or until the discharge water is clean.
9. Stop the engine.
10. Turn off the water supply.
11. Remove the garden hose from the flush-test device and the water supply outlet.
12. Remove the flush-test device.

To flush the system when the boat is in the water, follow this procedure:

1. Make sure the outdrive is in the "Full Up" position.
2. Install the flush-test device over the water inlet holes in the gear housing.
3. Connect one end of a garden hose to the flush-test device.
4. Connect the other end of the garden hose to the water supply outlet.
5. Put the switch for the outdrive control in the "Down" position to lower the outdrive control all the way.

**⚠ CAUTION: To prevent damage to the engine, do not use full city water pressure.**

6. Turn the faucet for the water supply to the half-way open position.
7. Put the control handle in the "Neutral" position.
8. Start the engine.
9. Put the control handle in the "Idle" position.

10. Let the engine run for 10 minutes or until the discharge water is clean.
11. Stop the engine.
12. Turn off the water supply.
13. Put the switch for the outdrive control in the "Up" position to raise the control.
14. Disconnect the garden hose from the flush-test device and the water outlet.
15. Remove the flush-test device.

### The Bilge Pump

**NOTE: An inline fuse protects the automatic bilge pump. The fuse is forward of the battery switch. See figure 19.**

**Figure 19**

**IMPORTANT: Check the fuse frequently to make sure the fuse is good. If the fuse is not good, replace the fuse.**

The pumps require no lubrication. Inspect the bilge area. Make sure all connections to the pumps and thru-hull fittings are tight. Inspect the hoses. If the hoses are damaged or worn, have the hoses replaced. Make sure the float moves without restriction. Visually inspect the wiring for loose connections and damaged wires. For electrical repairs, contact a qualified electrician.

### The Ventilation System

Visually inspect the ventilation system after each use of the boat.

1. Make sure the exhaust hoses are in position in the lowest part of the bilge.
2. Make sure the ducts are clean and free of obstruction.

### How To Maintain The Exterior Surface Of The Boat

**CAUTION: Do not use abrasive cleaners on fiber glass. Abrasive cleaners dull the surface and will allow dirt to penetrate into the finish.**

After each use of the boat, follow this procedure:

1. Rinse the boat with clean water.
2. Use a clean sponge and a mixture of detergent and water to wash the fiber glass surfaces.
3. Use a stiff fiber brush to wash the non-skid surfaces.
4. Rinse the boat with clean water.

At least once a year, apply wax and polish the smooth gelcoat surfaces. Use a good automotive wax or a boat wax. Before applying the wax, read the directions given with the wax.

After the boat is exposed to the direct sunlight for a period of time, the color in the gelcoat tends to fade, dull or chalk. A heavier buffing is required to bring the gelcoat back to its original luster. For power cleaning use a light cleaner such as Mirror Glaze #1. To clean the boat by hand, use a heavier automotive cleaner. Before cleaning the surfaces, read the instructions given with the cleaner. After cleaning the surfaces, apply wax and polish all fiber glass surfaces except the non-skid areas.

A pamphlet called "Congratulations Welcome To The Fiber Glass Fleet" is included in the literature packet. For more information on the care of fiber glass, read the pamphlet.

If the fiber glass should become damaged and need repair, contact your dealer for an authorized repair person to make the repairs.

The windows and hatches are made of plexiglass.

**CAUTION: Do not use chemical solvents on plexiglass. Solvents scratch the plexiglass and damage the window sealant and hatch gaskets.**

Use a mild soap and water, or a plexiglass cleaner to clean the windows and hatches.

### How To Maintain The Interior Of The

To keep the interior of the boat clean and dry, follow this procedure:

1. Clean below the decks just like you would a home interior. Use a vacuum cleaner to pick up dirt in the cabin.
2. Air and sunlight are very good cleaners. Put cushions, blankets, sleeping bags, etc., up on deck in the sunshine to air and dry out.
3. If cushions or other equipment get wet with salt water, use clean fresh water to rinse off the salt crystals. Salt crystals retain moisture and will cause damage. Dry the equipment thoroughly.
4. If you leave the boat for a long period of time, put all cushions on their sides and open all lockers.

**CAUTION: Do not use chemical solvents on plexiglass. Solvents scratch the plexiglass and damage the window sealant and hatch gaskets.**

5. Use a mild soap and water, or a plexiglass cleaner to clean the windows.

### Below The Water Line Of The Boat

When the boat is removed from the water, clean the outer bottom surface. Algae, grass, or dirt is easier to remove when alive or wet. Use a hard bristle brush to clean the surface.

**CAUTION: To prevent damage to the fiber glass, do not sand the outer bottom surface of the boat.**

If the outer bottom surface has been painted with anti-fouling paint, contact your dealer for recommended maintenance procedures.

### Service Inspection

Contact the nearest S2 authorized dealer once a year for a maintenance inspection of the boat and to make any repairs. Use only genuine boat parts for repair.

When contacting your dealer or S2 Yachts, Inc. for parts or repair, make sure you give the hull number of the boat. The hull number is in the upper starboard side of the transom.

# HOW TO PREPARE THE BOAT FOR LAY-UP

### The Bilge Area

Remove all water from the bilge area. To remove the water, follow this procedure:

**WARNING: Make sure the boat is out of the water before removing the hull drain plug.**

1. Remove the hull drain plug. The plug is in the outside of the transom below the gimbal. See figure 20.

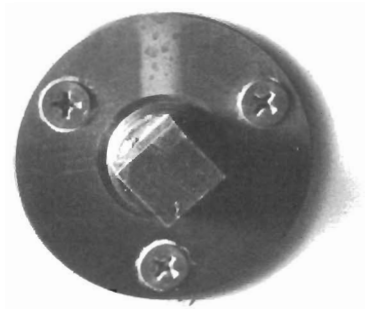


Figure 20

2. Pump out all the water that does not drain from the compartment.
3. Use a sponge and wipe the bilge area until all water is gone.

### The Engine

To prepare the engine and exhaust system for lay-up, read the owner's manual for the engine for the recommended preparation procedures.

### The Battery

To prepare the battery for storage, follow this procedure:

1. Make sure the battery is fully charged.

**WARNING: To prevent an explosion, charge the battery only in an area with good ventilation.**

2. Put the battery main switch in the "Off" position. See figure 21.

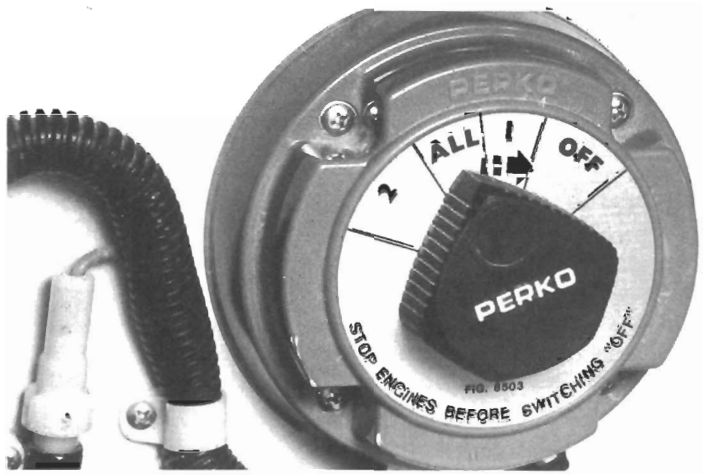



Figure 21

**WARNING: Lead acid batteries generate gases which can cause an explosion. NO SMOKING. Always wear eye protection and protective clothing when working near batteries. Remove all jewelry. Do not put tools or other metal objects across the battery terminals or the tops of the batteries.**

3. Disconnect the battery.
4. Clean the battery.
5. Add distilled water as needed.
6. Apply a coat of petroleum jelly to the battery cable terminals.
7. Put the battery in a dry building with good ventilation. Make sure the battery is protected from freezing temperatures.

### How To Support The Boat During Storage

Your trailer is the best support for your boat during storage. Before you store the boat on the trailer for a long period of time, follow this procedure:

1. Make sure the rollers and pads support the hull of the boat.
2. Make sure the trailer hitch is level and there is support under the hitch.
3. Make sure the outdrive is in the down position.
4. Check the tires once each season. Add enough air for the correct amount of inflation for the tires.

**NOTE: Read the owner's manual for the trailer for the correct amount of inflation for the tires.**

### Storage

Proper storage is very important to prevent serious damage to the boat. If the boat is to be stored indoors, make sure the building has enough ventilation. It is very important that there is enough ventilation both inside the boat and around the boat.

**NOTE: If the boat is to be stored indoors or outdoors, open all drawers, clothes lockers, cabinets, and doors a little. If possible, remove the upholstering, mattresses, clothing, and rugs.**

If the boat is to be stored outdoors and a cover is to be used, build a frame over the boat to support the canvas or plastic cover. Make sure the frame is a few inches wider than the boat so that the canvas will clear the rails. Make sure the cover is fastened securely. A loose flapping cover will damage the gelcoat surface.

### To Commission The Boat

**WARNING: Do not operate the boat unless it is completely assembled. Keep all fasteners tight. Keep adjustments according to specifications.**

To prepare the boat for commission, follow this procedure:

**NOTE: It is important and recommended the fitting out procedure for the marine gear be done by a qualified service person. Read the engine owner's manual for the recommended procedure.**

1. Install the battery.

**WARNING: Before launching the boat, make sure the hull drain plug is installed.**

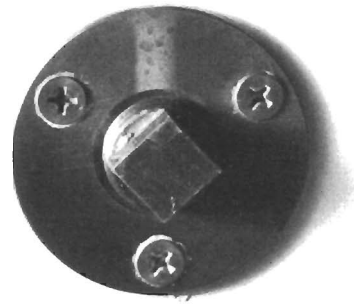


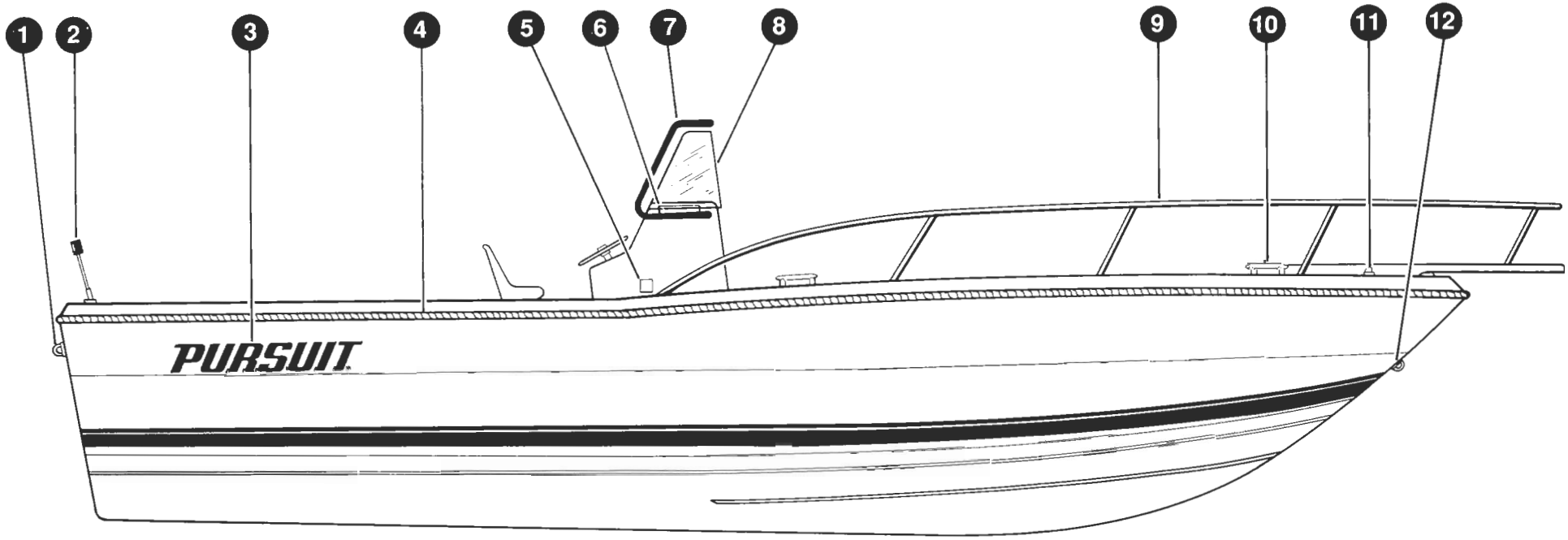
Figure 22

2. Install the drain plug. See figure 22.
3. Clean and wash the boat.
4. Install all upholstery, mattresses, and rugs.

# MODEL 2350 CENTER CONSOLE SPECIFICATIONS

| | |
|---|---|
| L.O.A. w/Pulpit | 24'8'' |
| L.O.A. w/o Pulpit | 23' |
| Beam | 8'6'' |
| Hull Draft | 1'3'' |
| Average Dry Weight | 3,100 lbs. |
| Maximum Horsepower | 280 |
| Standard Fuel Capacity | 149 U.S. Gallons |
| Cockpit Length To Wavegate | 17'5'' |
| Height Above Waterline | 5'8'' |

## MODEL 2350 CENTER CONSOLE
## REPLACEMENT PARTS — EXTERIOR PROFILE 1/89



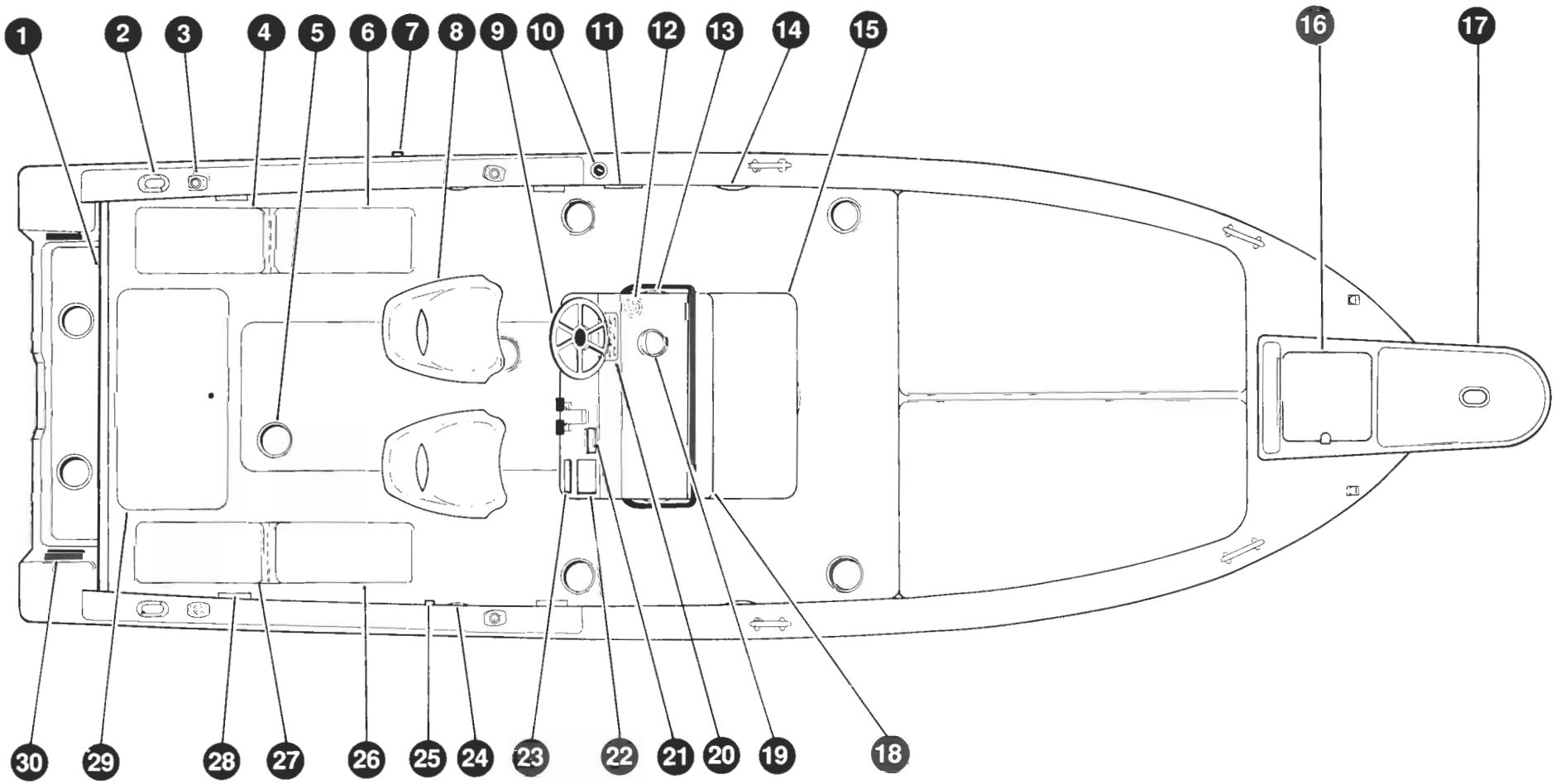
## MODEL 2350 CENTER CONSOLE
## REPLACEMENT PARTS — EXTERIOR PROFILE 1/89

| Ref. No. | Code No. | Description | No. Req'd |
|---|---|---|---|
| 1 | 334132 | Eye - Stern | 2 |
| | 334133 | Plate - Stern Eye | 2 |
| 2 | 327045 | Light - Stowaway Stern 48" | 1 |
| 3 | 543335 | Logo - Pursuit | 2 |
| 4 | 542043 | Rubrail - Black | per ft. |
| | 652009 | Rope | per ft. |
| | 549036 | Cap - Rope End | 1 |
| | 541025 | Bar - Flat Aluminum | per ft. |
| 5 | 543208 | Logo - S2 | 2 |
| 6 | 543345 | Logo | 2 |

| Ref. No. | Code No. | Description | No. Req'd |
|---|---|---|---|
| 7 | 534165 | Handrail - Console | 1 |
| 8 | 538181 | Windshield | 1 |
| 9 | 534163 | Bowrail | 1 |
| 10 | 534019 | Cleat - 8" | 4 |
| 11 | 327001 | Light - Side | 1 pair |
| 12 | 334025 | Boweye | 1 |

S2 reserves the right to make changes or improvements to its boats without notice.

## MODEL 2350 CENTER CONSOLE
## REPLACEMENT PARTS — EXTERIOR 1/89



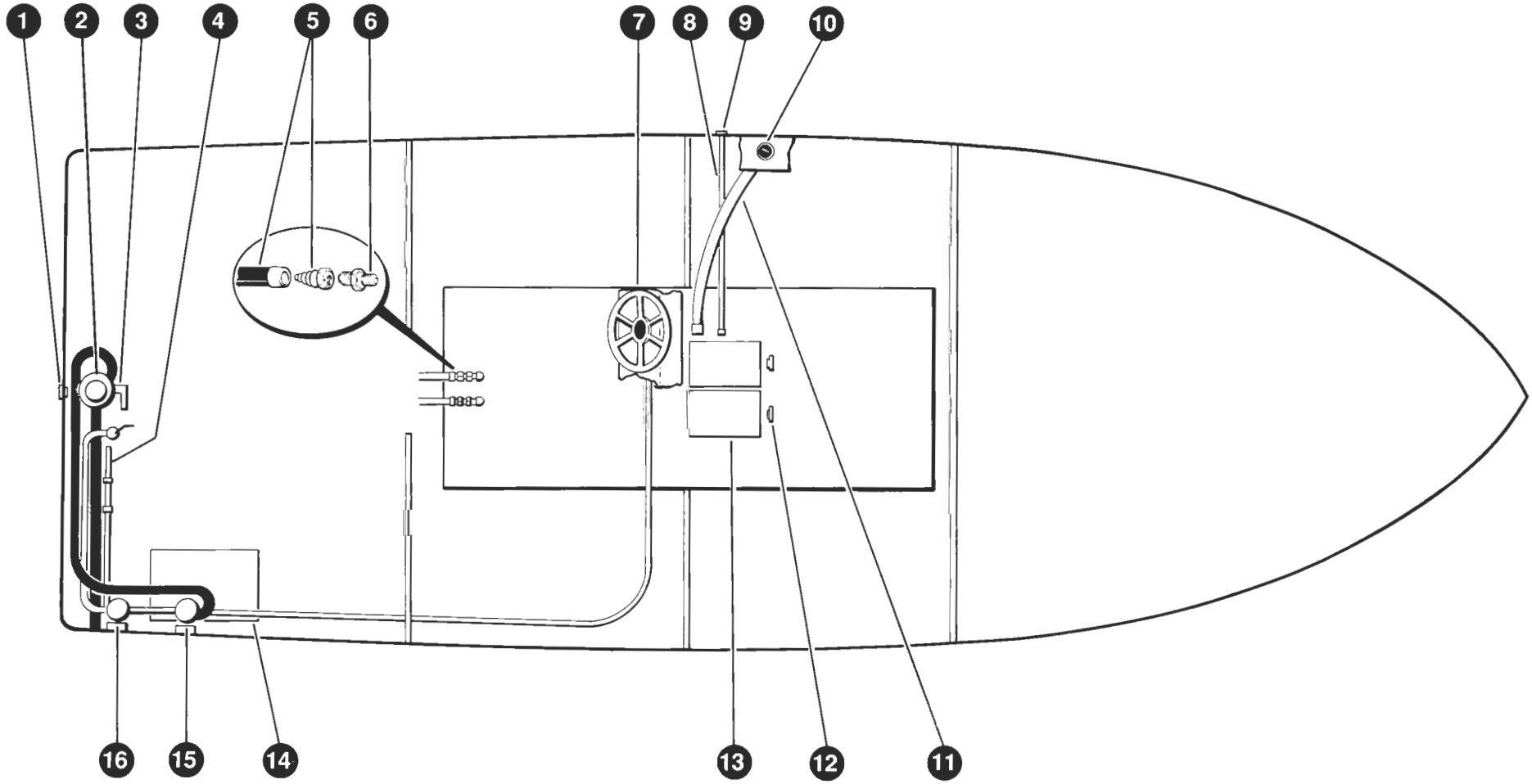
# MODEL 2350 CENTER CONSOLE
# REPLACEMENT PARTS — EXTERIOR 1/89

| Ref. No. | Code No. | Description | No. Req'd |
|---|---|---|---|
| 1 | 744140 | Wavegate | 1 |
| 2 | 534032 | Plate - Hawse Hole | 2 |
| | 534019 | Cleat - 8" | 2 |
| 3 | 534031 | Holder - Rod | 2 |
| | 534312 | Holder - Rod Medium | Ref. |
| 4 | 842138 | Hatch - Port Aft | 1 |
| 5 | 534116 | Plate - Inspection Nonskid | 8 |
| 6 | 842137 | Hatch - Port Fwd. | 1 |
| 7 | 334022 | Vent - Fuel | 1 |
| | 534321 | Shield - SS | 1 |
| 8 | 744100 | Seat - Helm And Companion | 2 |
| 9 | 315031 | Steering Wheel 16" | 1 |
| 10 | 334021 | Cap - Fuel Fill | 1 |
| 11 | 534082 | Plate - Deck | 1 |
| 12 | 335001 | Fire Extinguisher | 1 |
| 13 | 327023 | Light - Courtesy | 3 |
| 14 | 335065 | Speaker | 2 |
| 15 | 775028 | Cooler - Console Option | 1 |
| 16 | 842158 | Hatch - Anchor Locker | 1 |
| 17 | 775016 | Pulpit - Bow Option | 1 |

| Ref. No. | Code No. | Description | No. Req'd |
|---|---|---|---|
| 18 | 775090 | Locker - Tackle Option | 1 |
| 19 | 325017 | Compass | 1 |
| 20 | 325347 | Panel - Instrument | 1 |
| 21 | 335123 | Radio - VHF | 1 |
| 22 | 335064 | Stereo | 1 |
| | 708498 | Cassette/Stereo Option | 1 |
| 23 | 543588 | Nameplate | 1 |
| 24 | 336020 | Light - Courtesy | 2 |
| 25 | 334069 | Horn | 1 |
| 26 | 842139 | Hatch - Fwd. Std. | 1 |
| 27 | 842140 | Hatch - Aft Std. | 1 |
| 28 | 733335 | Holder - Pole | 2 sets |
| 29 | 742585 | Hatch - Baitwell | 1 |
| 30 | 750514 | Door - Battery Access | 2 |
| | 744130 | Hardware | 1 |

S2 reserves the right to make changes or improvements to its boats without notice.

## MODEL 2350 CENTER CONSOLE
## MECHANICAL, FUEL, STEERING AND PLUMBING DRAWING 1/89



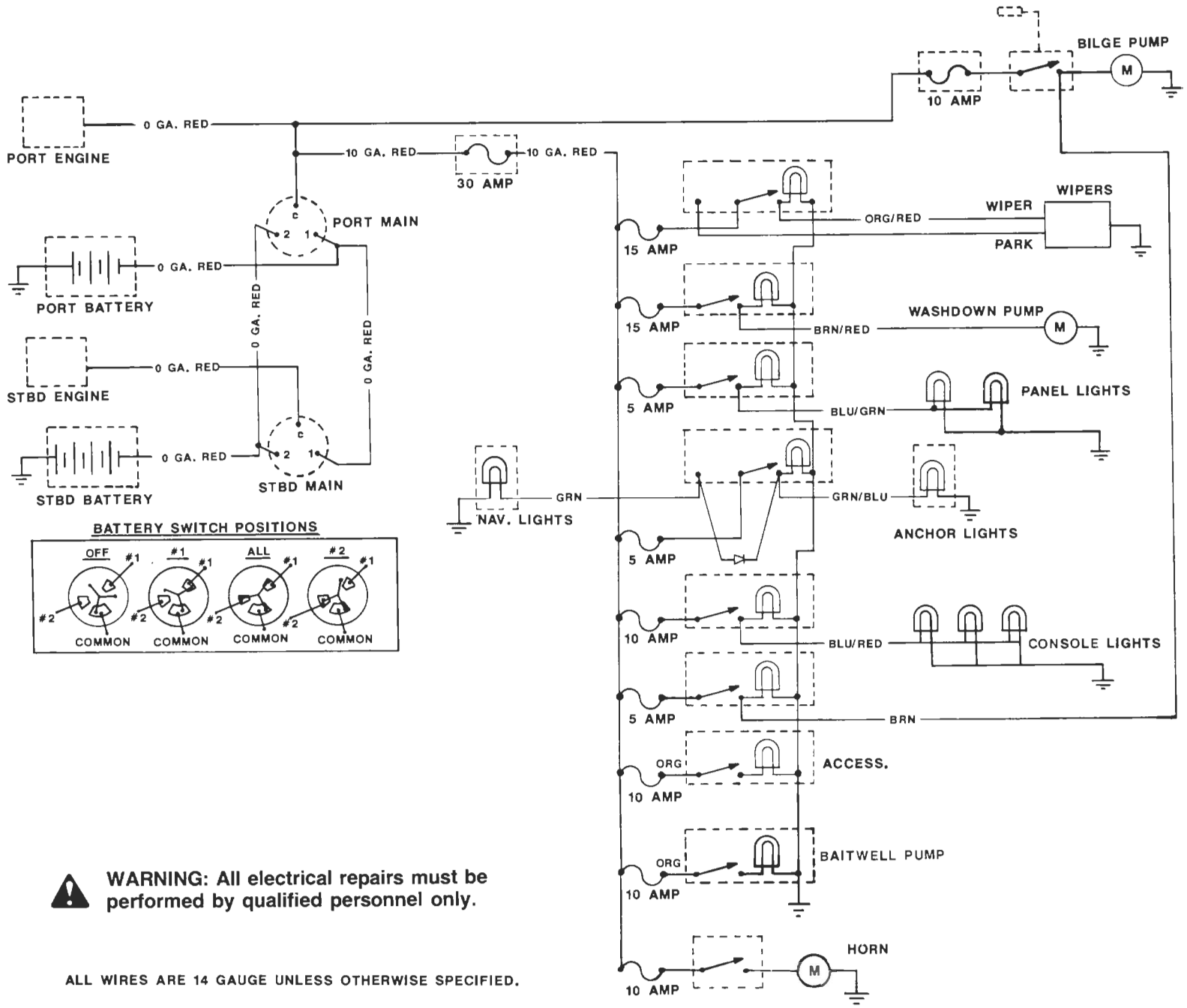
## MODEL 2350 CENTER CONSOLE
## MECHANICAL, FUEL, STEERING AND PLUMBING DRAWING 1/89

| Ref. No. | Code No. | Description | No. Req'd |
|---|---|---|---|
| 1 | 334130 | Plug - Main Drain | 1 |
| 2 | 345071 | Pump - Bilge | 1 |
| 3 | 345070 | Switch - Bilge | 1 |
| 4 | 317069 | Cylinder - Steering | 1 |
| 5 | 328154 | Hose - Fuel To Engine | per ft. |
| | 326111 | Hose Barb | 2 |
| 6 | 326113 | Fitting - 3/8 MP x 3/8 MPF | 2 |
| 7 | 315031 | Steering Wheel 16" | 1 |
| 8 | 328154 | Hose - Fuel Vent | per ft. |
| 9 | 334022 | Vent - Fuel | 1 |

| Ref. No. | Code No. | Description | No. Req'd |
|---|---|---|---|
| 10 | 334021 | Cap - Fuel Fill | 1 |
| 11 | 328154 | Hose - Fuel Fill | per ft. |
| 12 | 324011 | Switch - Battery - Single Std. | 1 |
| | | - Dual Option | 2 |
| 13 | | Battery | ref. only |
| | 335002 | Box - Battery - Single Std. | 1 |
| | | - Dual Option | 2 |
| 14 | | Oil Tank w/Engine | ref. only |
| 15 | 345010 | Pump - Washdown | 1 |
| 16 | 317068 | Reservoir - Steering Fluid | 1 |

S2 reserves the right to make changes or improvements to its boats without notice.

# MODEL 2350 CENTER CONSOLE
# THE WIRING DIAGRAM 1/89




**WARNING: All electrical repairs must be performed by qualified personnel only.**

ALL WIRES ARE 14 GAUGE UNLESS OTHERWISE SPECIFIED.

# MODEL 2350 CENTER CONSOLE
# MECHANICAL, FUEL, STEERING AND PLUMBING DRAWING 1/89

| Ref. No. | Code No. | Description | No. Req'd |
|---|---|---|---|
| 1 | 334130 | Plug - Main Drain | 1 |
| 2 | 345071 | Pump - Bilge | 1 |
| 3 | 345070 | Switch - Bilge | 1 |
| 4 | 317069 | Cylinder - Steering | 1 |
| 5 | 328154 | Hose - Fuel To Engine | per ft. |
| | 326111 | Hose Barb | 2 |
| 6 | 326113 | Fitting - 3/8 MP x 3/8 MPF | 2 |
| 7 | 315031 | Steering Wheel 16'' | 1 |
| 8 | 328154 | Hose - Fuel Vent | per ft. |
| 9 | 334022 | Vent - Fuel | 1 |

| Ref. No. | Code No. | Description | No. Req'd |
|---|---|---|---|
| 10 | 334021 | Cap - Fuel Fill | 1 |
| 11 | 328154 | Hose - Fuel Fill | per ft. |
| 12 | 324011 | Switch - Battery - Single Std. | 1 |
| | | - Dual Option | 2 |
| 13 | | Battery | ref. only |
| | 335002 | Box - Battery - Single Std. | 1 |
| | | - Dual Option | 2 |
| 14 | | Oil Tank w/Engine | ref. only |
| 15 | 345010 | Pump - Washdown | 1 |
| 16 | 317068 | Reservoir - Steering Fluid | 1 |

S2 reserves the right to make changes or improvements to its boats without notice.