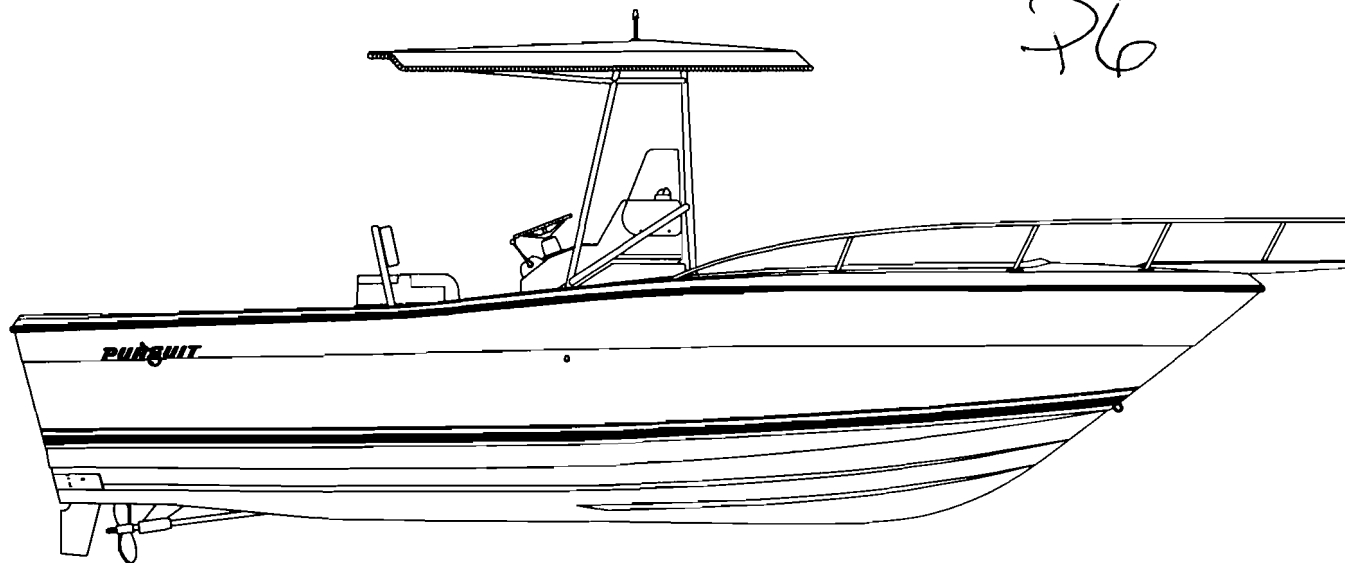




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SPECIFICATIONS

L.O.A. w/Pulpit	28' 7"
L.O.A. w/o Pulpit	26' 5"
Beam	9' 7"
Hull Draft	2' 4"
Approx. Dry Weight	6,000 lbs.
Max. Horsepower	320
Fuel Capacity	160 U.S. gallons
Water Capacity	20 U.S. gallons
Holding Tank Capacity	20 U.S. gallons
Deadrise	20°

2 6 0 0
CENTER CONSOLE

EFFECTIVE DATE: JANUARY 1, 1994

NOTE: Specifications, standard and optional equipment
subject to change without notice.

CRUISE TEST DATA

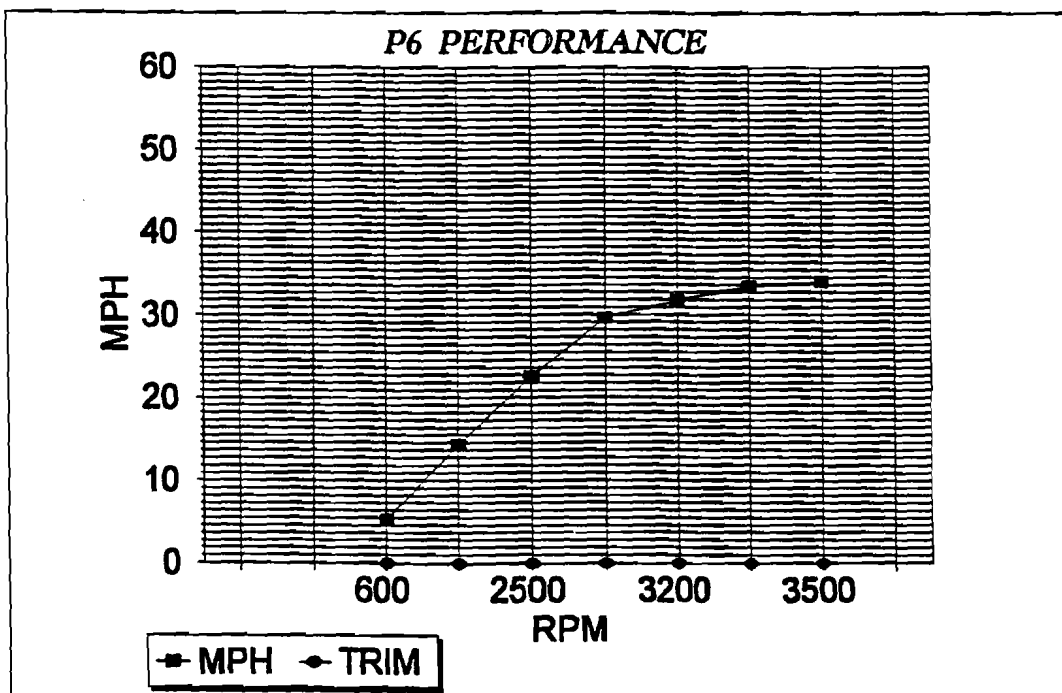
10/18/95

MODEL	2600	TEST TEAM	
LOCATION	Indian River	GEAR RATIO	2.00:1
HULL#	242	ENGINE TRANSMISSION	Hurth
ENGINE	230 Yanmar	WATER	salt/ brackish
PROP	20 x 23 3 blade	WATER TEMP.	86
DRY WEIGHT	?	WEATHER CONDITIONS	80 rain flat calm slack tide
FUEL	60		
	371.4		
WATER	0		
	0		
TEST GEAR	50		
PERSONS LBS	390		
TEST WEIGHT	811.4		

2600 C.C.

RPM	TRIM SOUTH	MPH	MPH NORTH	MPH SOUTH	SOUND LEVELS DB's A- Scale	RANGE
600	0	5.25	5.1	5.4	0	
2000	0	14.35	13.9	14.8	0	
2500	0	22.6	21.8	23.4	0	
3000	0	29.65	29.1	30.2	0	480
3200	0	31.75	31.2	32.3	0	
3400	0	33.45	33.6	33.3	0	
3500	0	33.95	34.4	33.5	0	370
					0	

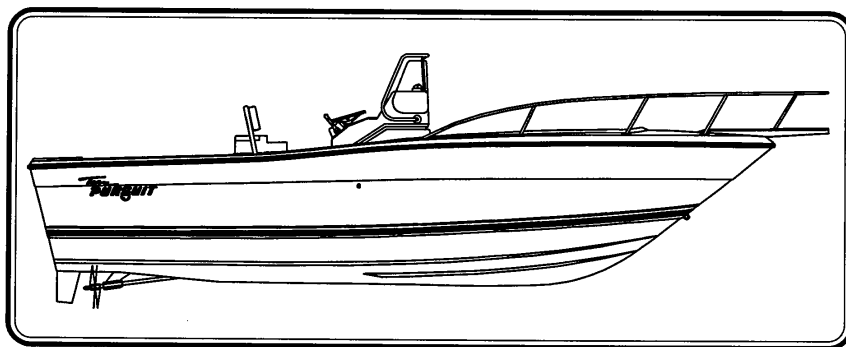
T-top installed not laced



INDIVIDUAL TEST RESULTS MAY VARY DUE TO SEA, WEATHER, LOADING, AND HULL BOTTOM CONDITIONS

PURSUIT®

2600 CENTER CONSOLE OWNER'S MANUAL



PURSUIT, FISHING BOATS
3901 St. Lucie Blvd.
Ft. Pierce, Florida 34946

PURSUIT® 2600 CENTER CONSOLE

Print Date 9/95

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PURSUIT® 2600 CENTER CONSOLE

BOAT INFORMATION	
BOAT	
MODEL:	HULL SERIAL #:
PURCHASE DATE:	DELIVERY DATE:
IGNITION KEY #:	REGISTRATION #:
DRAFT:	WEIGHT:
ENGINE(S)	
MAKE:	MODEL:
PORT SERIAL #:	STARBOARD SERIAL #:
TRANSMISSION(S) (Inboard)	
MAKE:	MODEL:
PORT SERIAL #:	STARBOARD SERIAL #:
RATIO:	
OUTDRIVE(S) (Inboard/Outboard)	
MAKE:	MODEL:
PORT SERIAL #:	STARBOARD SERIAL #:
PROPELLER(S)	
MAKE:	BLADES:
DIAMETER/PITCH:	OTHER:
TRAILER	
MAKE:	MODEL:
SERIAL #:	GVRW:
DEALER	PURSUIT
NAME:	PHONE:
DEALER/PHONE:	REPRESENTATIVE:
SALESMAN:	ADDRESS:
SERVICE MANAGER:	
ADDRESS:	

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PURSUIT 2600 CENTER CONSOLE

IMPORTANT INFORMATION

Your **PURSUIT** 2600 Center Console Owner's Manual has been written to include a number of safety instructions to assure the safe operation and maintenance of your boat. These instructions are in the form of **WARNING**, **CAUTION** and **DANGER** statements. The following definitions apply:



IMMEDIATE HAZARDS WHICH WILL RESULT IN SEVERE PERSONAL INJURY OR DEATH.



HAZARDS OR UNSAFE PRACTICES WHICH COULD RESULT IN SEVERE PERSONAL INJURY OR DEATH.



HAZARDS OR UNSAFE PRACTICES WHICH COULD RESULT IN MINOR PERSONAL INJURY OR PRODUCT AND PROPERTY DAMAGE.

All instructions given in this book are as seen from the stern looking toward the bow, with starboard being to your right, and port to your left. A glossary of boating terms is included.

IMPORTANT NOTE: Your boat uses internal combustion engines and flammable fuel. Every precaution has been taken by Pursuit Fishing Boats to reduce the risks associated with possible injury and damage from fire or explosion, but your own precaution and good maintenance procedures are necessary in order to enjoy safe operation of your boat.

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PURSUIT® 2600 CENTER CONSOLE

SERVICE INFORMATION

Please fill out the following information section and leave it in your 2600 Center Console Owner's Manual. This information will be important for you and Pursuit service personnel to know, if and when you may need to call Pursuit for technical assistance or service.

CUSTOMER'S NAME	
ADDRESS	
CITY	STATE ZIP
PHONE	
HOME:	OFFICE:
DEALER	
ADDRESS	
CITY	STATE ZIP
PHONE	
PURCHASE DATE	ENGINE MAKE
DELIVERY DATE	ENGINE NUMBER
HULL NUMBER	

Pursuit Fishing Boats reserves the right to make changes and improvements in equipment, design and vendored equipment items, at any time without notification.

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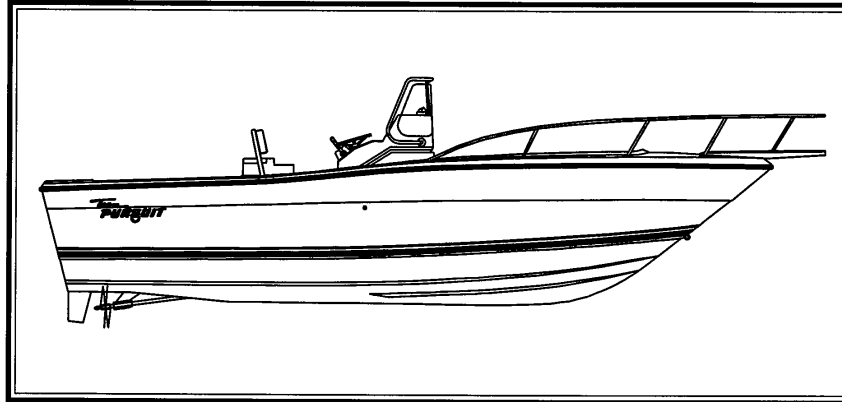
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Chapter 1: **PROPULSION SYSTEM**



2600 Center Console

1.1 General

The Pursuit 2600 Center Console is designed to be powered with a single gasoline or diesel inboard engine. Each manufacturer of the various marine power components provides an owner's information manual with their product. It is important that you read the manual(s) very carefully and become familiar with the proper care and operation of the engine and drive system. A warranty registration card has been furnished with each new engine and can be located in the engine owner's manual. All information requested on this card should be filled out completely by the dealer and purchaser and then returned to the respective engine manufacturer as soon as possible.



DO NOT ATTEMPT TO SERVICE ANY ENGINE OR DRIVE COMPONENT WITHOUT BEING TOTALLY FAMILIAR WITH THE SAFE AND PROPER SERVICE PROCEDURES. CERTAIN MOVING PARTS ARE EXPOSED AND CAN BE DANGEROUS TO SOMEONE UNFAMILIAR WITH THE OPERATION AND FUNCTION OF THE EQUIPMENT.



USE ONLY CLEAN, DRY FUEL OF THE TYPE AND GRADE RECOMMENDED BY THE ENGINE MANUFACTURER. THE USE OF INCORRECT OR CONTAMINATED FUEL CAN CAUSE ENGINE MALFUNCTION AND SERIOUS DAMAGE.

1.2 Drive System

On inboard propulsion systems, all shifting and gearing components are installed inside the hull. Only the propeller shaft and associated equipment are under water. The engine is mounted below the bridge deck sole. A transmission, also called a gearbox, which performs desired shifting functions, is directly coupled to the engine. The propeller shaft extends through the hull and connects the transmission output coupling with the propeller. Some inboard transmissions have built-in reduction gearing. This gearing reduces the speed of the propeller in relation to engine speed.



ALWAYS RETURN THE ENGINE THROTTLE LEVER TO THE EXTREME LOW SPEED POSITION BEFORE SHIFTING. NEVER SHIFT THE UNIT WHILE THE ENGINE SPEED IS ABOVE 1000 RPM

All transmissions require oil or fluid of some type for lubrication. This level should be checked at the same interval as the engine oil level.

The transmission equipped on your boat is supplied by the engine manufacturer. For details on the transmission, refer to the engine or transmission owner's manual.

1.3 Engine Exhaust System

Engine exhaust exits the rear of the boat through the exhaust system. The system consists of engine exhaust manifolds, exhaust hoses, mufflers, and thru-hull exhaust fittings.

Inboard boats use the exhaust system to relinquish exhaust gases and cooling water. A periodic inspection of the hoses, mufflers and related parts should be made to insure that leaks or heat deterioration have not resulted. Periodically inspect these items for signs of deterioration or damage. Replace them as necessary.



DO NOT INHALE EXHAUST FUMES! EXHAUST CONTAINS CARBON MONOXIDE THAT IS COLORLESS AND ODORLESS. CARBON MONOXIDE IS A DANGEROUS GAS THAT IS POTENTIALLY LETHAL.

1.4 Engine Cooling System

All marine engines use surface water as a cooling medium. The cooling water enters the system through a water intake and is expelled through the exhaust system.

Inboard engines use a thru-hull water intake strainer. This strainer must be kept free of mud, weeds and other debris.

A sea cock is provided on the intake strainer previously described. Be sure this valve is in the open position before operating the boat engine.

A standard in-line sea strainer is located above the intake strainer. This should be visually inspected periodically, by looking through the glass case for accumulation of marine growth, weeds, and other foreign objects. If clogged or dirty, the strainer should be cleaned.



A CLOGGED SEA STRAINER CAN RESTRICT THE SUPPLY OF COOLING WATER TO THE ENGINE AND EXHAUST COMPONENTS, WHICH COULD RESULT IN SEVERE ENGINE AND EXHAUST SYSTEM DAMAGE.

Cleaning the sea strainer

- Turn off the engine.
- Close the engine water intake sea cock.
- Open the top of the strainer and remove the screen.
- Thoroughly flush the screen and the inside of the strainer to remove foreign matter.
- Lubricate the seal.
- Reassemble the strainer making sure that all fasteners are tight.
- Open the sea cock.
- Start the engine and inspect the strainer for leaks.

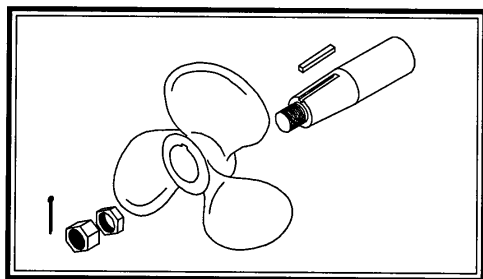


SHOULD AN ENGINE INTAKE, EXHAUST OR COOLING HOSE RUPTURE, CLOSE THE BALL VALVE IMMEDIATELY. PROCEED, UNDER TOW IF NECESSARY, TO A SERVICE FACILITY FOR APPROPRIATE REPAIRS. MAINTAIN A CLOSE VISUAL WATCH ON THE PROBLEM HOSE AND THE BILGE WATER LEVEL.

Inboard boats utilize exhaust hose to relinquish cooling water. A periodic inspection of the hose, muffler and related parts should be made to insure that leaks or heat deterioration have not resulted.

Installation of "Freshwater Cooling" provides adequate engine cooling without exposing the internal engine cooling system to the harmful effects of surface water. This system is standard with diesel and gasoline engines on the 2600 Pursuit. The engine owner's manual provides additional information regarding service and maintenance of this equipment.

1.5 Propeller



Propeller Installation

When the boats are shipped, the propellers are not factory installed. Initial installation of the propellers will be performed by the dealer during pre-delivery service. Should it be necessary to change propellers, always use an appropriate removal tool or "Prop Puller." Do not attempt removal using a hammer. Damage to the propeller or shaft can result.

A few simple steps will enable you to install a propeller. First, insure that no burrs or rough edges exist on the shaft, key, and both keyways. Try the key into the keyways. It must slide freely into position without having sideplay. It might be necessary to file the key with a flat file to create the correct tolerance.

To ensure the proper fit of your propeller, follow these procedures:

Step 1: Without the key installed, slip the propeller on the shaft by hand as far as it will go. Mark the location at the front of the hub with a dry-mark and remove the propeller.

Step 2: Install the key in the shaft.

Step 3: Again, slide the propeller into position by hand. Please note that the key should not extend beyond the forward edge of the propeller hub. The propeller should reach the same spot as before. If it does not, the key has probably moved up the keyway, or the key does not fit properly in one or both of the keyways.



DO NOT ATTEMPT TO OPERATE THE BOAT IF THE PROPELLER DOES NOT FIT PROPERLY ON THE SHAFT. PROBLEMS SUCH AS SHAFT VIBRATION, PROPELLER HUB FAILURE OR SHAFT FAILURE MAY OCCUR.

If not properly installed, the propeller will be off balance and this is a frequent cause of vibration. It could also cause the propeller hub to split.

When installing the shaft nuts, take care not to tighten them too much. Do not force the nut into a tighter position by using a hammer or extension on the arm of the wrench. Tighten the thin nut, then lock the wide nut tight against the thin nut and insert the cotter pin.

SPECIAL NOTE: Before changing propellers to correct boat performance problems, be sure other factors such as engine tuning, bottom and running gear growth, etc., are not the source of performance changes.

SPECIAL NOTE: Always be sure the engine is properly tuned and load conditions are those normally experienced, before changing propellers.

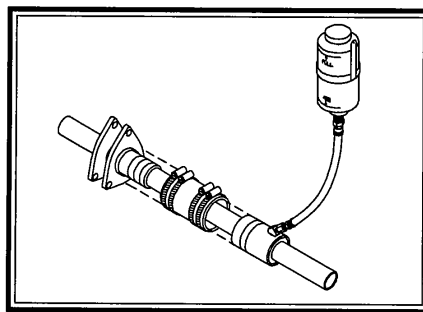
1.6 Running Gear



KEEP AWAY FROM THE PROPULSION MACHINERY DURING ITS OPERATION OR WHENEVER THE BOAT IS IN MOTION. MOVEMENT OF WATER PAST A PROPELLER CAN CAUSE THE PROPELLER, SHAFT AND OTHER PROPULSION MACHINERY TO ROTATE EVEN IF THAT EQUIPMENT IS NOT BEING OPERATED INTENTIONALLY.

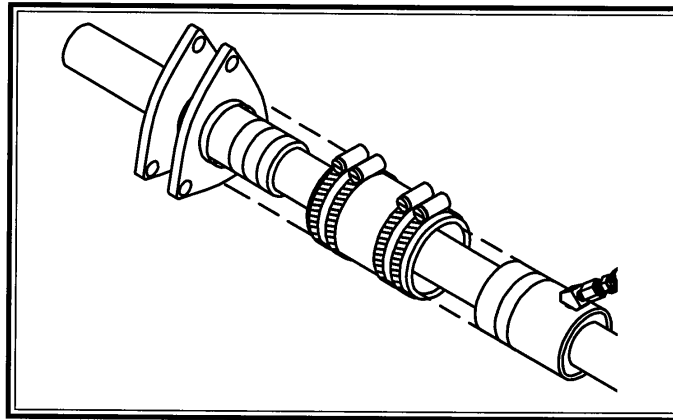
Shaft Log and Dripless Seal

The shaft log, which is fastened into the hull bottom, allows the propeller shaft to extend and rotate through the hull. The shaft log is equipped with a special "Dripless" propeller shaft seal. To lubricate this seal, transmission (ATF Dextron II) fluid must be visible in the sight gauge tube (reservoir). The reservoir should be checked before each cruise and oil added as necessary. Do not operate your boat with no oil visible in the reservoir tube. If the reservoir runs out of oil, the seals will be permanently damaged and sea water will leak into the bilge. Please refer to the seal manufacturer owner's manual for additional information on the shaft seal.



*Dripless Shaft Seal
(See Chapter 15 for detailed schematic)*

Proper performance of the shaft seal is directly dependent upon correct propeller shaft alignment. Propeller damage, a bent strut or shaft, or abnormal wear, settling, etc. are common reasons for misalignment. This can cause such problems as repeated shaft leakage, shaft log and assembly damage, premature strut bearing wear, etc. It is, therefore, important that the alignment be periodically checked and adjustments are made when necessary.



*Shaft Log Assembly
(See Chapter 15 for detailed schematic)*

Strut

The strut is the metal casting bolted to the bottom of the hull to secure the aft end of the propeller shaft. A replaceable cutlass bearing, also called a strut bearing, is used to minimize shaft wear. The strut bearing should be inspected once a year, or whenever the boat is hauled, to insure that there has been no damage or deterioration and that the strut bearing is not worn excessively. Upon inspection of the bearing, a small amount of play between the propeller shaft and bearing, .008" to .010," is normal. This gap allows water to pass between the bearing and the shaft to lubricate the bearing surface. If the rubber bearing shows signs of deterioration, or excessive wear, greater than .015" play between the bearing and the shaft surfaces, the bearing should be replaced and you should contact your Pursuit dealer. It is advisable, during lay-up periods, to insert some castor oil into the rubber bearing to keep it from "freezing" to the shaft. Never use machine oil or grease on the rubber bearing.



THE OPERATION OF THE BOAT IN HEAVILY SILTED OR POLLUTED WATER, WITH A DAMAGED PROPELLER, A DAMAGED PROPELLER SHAFT OR WITH THE ENGINE OUT OF ALIGNMENT, CAN SIGNIFICANTLY SHORTEN THE LIFE OF THE STRUT BEARING. IF YOU EXPERIENCE ANY OF THESE SITUATIONS, THE BEARING SHOULD BE CHECKED MORE FREQUENTLY.

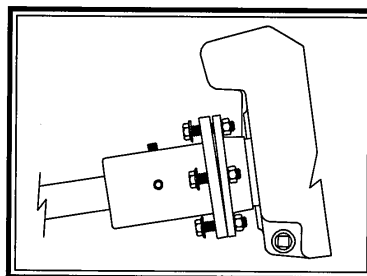


ALWAYS CHECK THE ENGINE ALIGNMENT AFTER REPLACING THE STRUT BEARING.

Propeller Shaft Alignment

The propeller shaft coupling and the transmission coupling should be checked for proper alignment beginning with the first launching, again after 25 hours of engine operation, and annually thereafter. The alignment should especially be checked if noise or vibration occurs.

Excessive vibration, abnormal shaft log wear, or broken propeller shaft coupling bolts are an indication of misalignment. Misalignment can also cause severe damage to the shaft log, strut, shaft and the engine transmission. Realignment should only be performed by a qualified service person.



*Propeller Shaft Coupling
(See Chapter 15 for detailed schematic)*

The correct procedure for checking the shaft alignment so a boat owner can determine if service work is required, is as follows:

- Step 1: Remove the bolts that secure the propeller shaft flanges.
- Step 2: Hold the propeller shaft flange firmly against the transmission flange.
- Step 3: Try to insert a .003" feeler gauge at the top, the bottom and at both sides between the flanges. If it can be easily inserted between the flanges in any area, try inserting a larger feeler gauge until you determine the amount of variance.
- Step 4: While holding the transmission flange, turn the prop shaft 90 degrees and repeat Step 3. A straight shaft in proper alignment will not allow the insertion of a feeler gauge larger than .003", regardless of the prop shaft position.
- Step 5: If a gap larger than .003" is found and the gap moves as the shaft flange is rotated, the flange or the prop shaft is bent out of tolerance and must be replaced or removed and straightened. If the gap remains at the same position regardless of the propeller shaft rotated position, the engine must be realigned. At this point, a Pursuit dealer should be contacted.

NOTE: The boat should always be at rest in the water when checking or aligning the propeller shaft.



MAKE SURE THE PROPELLER SHAFT FLANGE BOLTS ARE TIGHTENED SECURELY AFTER CHECKING THE ENGINE ALIGNMENT AND BEFORE OPERATING THE BOAT.

SPECIAL NOTE: Lifting the boat with lifting straps over the prop shaft will cause the shaft to become bent. Always position lifting straps so they are clear of the running gear.

1.7 Engine Instrumentation

The helm station is equipped with a set of engine instruments and/or alarms. These instruments allow the pilot to monitor the engine operational conditions. Close observation of these instruments allows the pilot to operate the engine at the most efficient level and could save the engine from serious costly damage. The instrumentation is unique to the type of inboard motor installed on your Pursuit. Some or all of the following gauges may be present.

Tachometer

The tachometer displays the speed of the engine in revolutions per minute (RPM). This speed is not the boat speed nor necessarily the speed of the propeller. The tachometer may not register zero with the key in the "OFF" position.



NEVER EXCEED THE MAXIMUM RECOMMENDED OPERATION RPM OF THE ENGINE. MAINTAINING MAXIMUM, OR CLOSE TO MAXIMUM RPM FOR EXTENDED PERIODS CAN REDUCE THE LIFE OF THE ENGINE.

Speedometer

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

Temperature Gauge

The temperature gauge shows the temperature of the engine cooling system. A sudden increase in the temperature could indicate an obstructed water inlet or an impeller failure.



CONTINUED OPERATION OF AN OVERHEATED ENGINE CAN RESULT IN ENGINE SEIZURE. IF AN UNUSUALLY HIGH TEMPERATURE READING OCCURS, SHUT THE ENGINE OFF IMMEDIATELY. THEN INVESTIGATE AND CORRECT THE PROBLEM.

Fuel Gauge

The fuel gauge indicates the amount of fuel in the fuel tank.

Voltmeter

The voltmeter displays the voltage for the battery and the charging system. The normal voltage is 11 to 12 volts with the engine off, and 13 to 14.5 volts with the engine running.

Hour Meter

The hour meter keeps a record of the operating time for the engine.

Engine Alarm

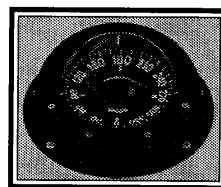
Most inboard engines are equipped with an audible alarm system mounted in the helm area that monitors selected critical engine systems. The alarm will sound if one of these systems begins to fail. Refer to the engine owner's manual for information on the alarms installed with your engine.



IF THE ENGINE ALARM SOUNDS, IMMEDIATELY SHUT OFF THE ENGINE UNTIL THE PROBLEM IS FOUND AND CORRECTED.

Compass

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



Compass

Instrument Maintenance

Electrical protection for instruments and ignition circuitry is provided by a set of circuit breakers located near the main battery switch. The ignition switch should be sprayed periodically with a contact cleaner/lubricant. The ignition switch and all instruments, controls, etc. should be protected from the weather when not in use. Excessive exposure can lead to gauge and ignition switch difficulties.

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PURSUIT® 2600 CENTER CONSOLE

Chapter 2: **HELM CONTROL SYSTEMS**

2.1 General

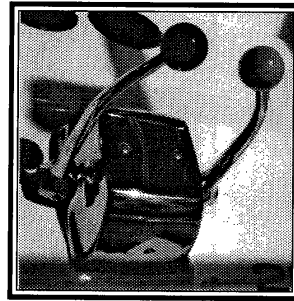
The helm controls consist of three systems: the engine throttle and shift controls, the steering system, and the trim tab control switches. These systems provide the operator with the ability to control the direction and attitude of the boat from the helm station.

Each manufacturer of the control components provides an owner's manual with its product. It is important that you read the manuals and become familiar with the proper care and operation of the control systems.

2.2 Engine Throttle and Shift Controls

The shift and throttle controls on your boat may vary depending on the engine used. The following control description is typical of most inboard remote controls. Refer to the engine or control manual for specific information on the control installed on your Pursuit.

The helm is designed for a binnacle style engine throttle and shift control system that typically consists of three major components: the helm throttle and shift control, the throttle cable and the shift cable. The cables are the push-pull type. Movement of the helm control arm pushes or pulls a cable that operates the engine throttle or transmission control lever. One control arm and cable is required for the throttle to control the carburetor (fuel injection system on diesels), and another control arm and cable is required to control the transmission. Each control is equipped with a means of permitting the engine to be operated at a higher than idle RPM, while in neutral, for cold starting and warm-up purposes. Please refer to the engine or control manual for more information on the controls installed on your boat.



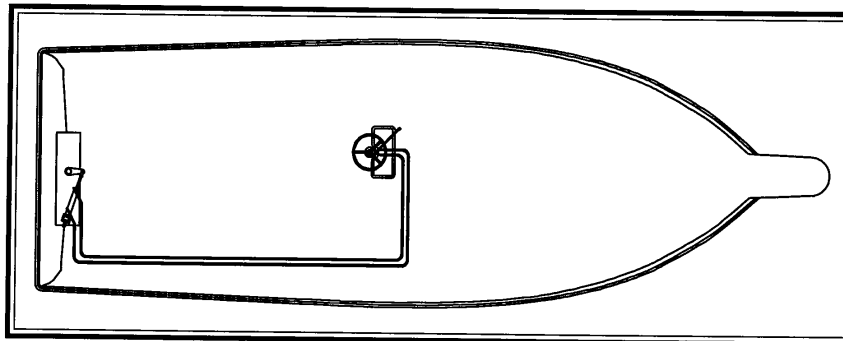
Engine Control

2.3 Neutral Safety Switch

Every control system has a neutral safety switch. This device prohibits the engine from being started while the shift lever is in any position other than the neutral position. If the engine will not start, slight movement of the shift lever may be necessary to locate the neutral position and disengage the safety cutout switch. Control or cable adjustments may be required to correct this condition, should it persist. See your Pursuit dealer for necessary control and cable adjustments.

2.4 Steering System

The steering system is hydraulic and made of two main components: the helm assembly and the hydraulic cylinder. The helm unit acts as both a fluid reservoir and pump. Turning of the helm, or steering wheel, pumps the fluid in the hydraulic hoses and activates the hydraulic cylinder causing the rudder to turn. A slight clicking sound may be heard as the wheel is turned. This sound is the opening and closing of valves in the helm unit and is normal. Refer to the manufacturer owner's manual for specific information on the steering system.

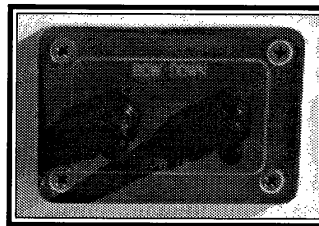


*Steering System
(For detailed schematic, see Chapter 15)*

2.5 Trim Tabs

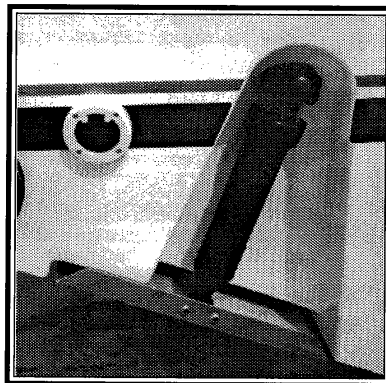
Pursuit uses a dual toggle switch to control the trim tabs. The switch is labeled and controls bow up and down movements. It also controls starboard and port up and down movements. Bow up and bow down will control the hull planing attitude while port and starboard up and down provides control for the hull listing.

Before leaving the dock, make sure that the tabs are in the full "UP" position by holding the control in the bow up position for ten (10) seconds.



Trim Tab Switch

Always establish the intended heading and cruise speed before attempting to adjust the hull attitude with the trim tabs. After stabilizing speed and direction, move the trim tabs to achieve a level side to side running attitude, being careful not to over trim. After depressing a trim tab switch, always wait a few seconds for the change in trim plane to take effect. **Avoid depressing the switch while awaiting the trim plane reaction.** By the time the effect is noticeable, the trim plane will have moved too far and thus the boat will be in an overcompensated position.



Trim Tabs

When running at a speed that will result in the boat falling off plane, lowering the tabs slightly, bow down, will improve the running angle and operating efficiency. Too much bow down can reduce operating efficiency and cause substantial steering and handling difficulties.

Be extremely careful when operating in a following sea. The effect of trim tabs is amplified under such conditions. Steering and handling difficulties can result from improper trim tab usage, particularly in a following sea. Always raise the tabs to the full bow up position in these conditions. **When running at high speeds be sure that the tabs are in the full "UP" position.** Only enough trim plane action should be used to compensate for any listing. Trim tabs are extremely sensitive at high speeds. Adjust for this and be prepared to slow down if difficulties arise. When running into a chop, a slight bow down attitude will improve the ride. Be careful not to over trim. Handling difficulties may result.

2.6 Control Systems Maintenance

Control Maintenance

Periodic inspection of the control systems and all connections should be made. Signs of rust, corrosion, wear, or other deterioration should immediately be serviced. Generally, periodic lubrication of all moving parts and connections with a light waterproof grease is in order.

Lubrication should be performed as often as necessary to keep the system operating smoothly.

Control system adjustments may become necessary. If adjustment becomes necessary, see your Pursuit dealer.



DO NOT ATTEMPT CONTROL SYSTEM ADJUSTMENTS UNLESS YOU ARE FAMILIAR WITH CONTROL SYSTEM SERVICING PROCEDURES. MISADJUSTMENT CAN CAUSE LOSS OF CONTROL AND SEVERE ENGINE OR TRANSMISSION DAMAGE.

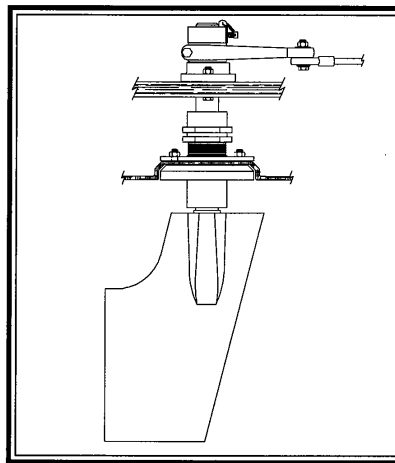
Steering System Maintenance

A periodic inspection of all steering hoses, linkage and helm assemblies should be made. Signs of corrosion, cracking, loosening of fastenings, excessive wear, or deterioration should be immediately corrected. Generally, periodic lubrication of all moving parts and connections with a light waterproof grease is in order. Failure to do so could lead to steering system failure that would result in loss of control.

When new, or after repairs, hydraulic steering systems may need to have all air purged from the system. Review the information provided by the steering manufacturer for proper specifications and details on system service and maintenance.

The boat should also be periodically inspected for leakage around the rudder port packing nuts. The packing nut should be tight enough to prevent leakage, yet loose enough so excessive drag is not placed on the rudder shaft. Hard steering could otherwise result.

If the rudder port is found to be leaking, it can usually be stopped by tightening the packing nut. First, loosen the lock nut. Then, tighten the packing nut just enough to prevent water leakage. After adjusting the packing nut, retighten the lock nut against the packing nut.



Rudder Port and Tiller Arm Assembly

If the leakage cannot be stopped without exerting excessive drag on the rudder shaft, the rudder port will require repacking. To repack the rudder port, the packing nut must be removed. Then, remove the old packing and replace it with new packing rings. When repacking, use only flax packing. **Graphite packing may cause corrosion in saltwater and should not be used.** The ends of each packing ring should touch each other and the joints should be staggered. Press the new packing rings into the packing nut and reinstall on the rudder port. Tighten just enough to prevent water leakage. After adjusting the packing nut, always retighten the lock nut against the packing nut. For assistance in repacking the rudder port, please contact your Pursuit dealer or the Pursuit Customer Relations Department.



ALWAYS BE SURE THE LOCK NUT IS TIGHTENED SECURELY TO PREVENT THE PACKING NUTS FROM LOOSENING. THE PACKING NUT MUST BE HELD STATIONARY WHILE TIGHTENING THE LOCK NUT.



TO ELIMINATE THE POSSIBILITY OF SINKING FROM EXCESS WATER LEAKING INTO THE BILGE THROUGH THE RUDDER PORT, THE BOAT SHOULD BE HAULED AND PROPERLY BLOCKED BEFORE ATTEMPTING TO REPLACE THE RUDDER PACKING.

Trim Tab Maintenance

Marine growth can interfere with the proper operation of the trim tab planes and actuators. Periodically inspect and clean marine growth from the actuators and planes.

The trim tab fluid should be checked often. Keep the fluid level between the marks on the trim tab pump reservoir.

The trim tabs are bonded to the transom zinc to prevent galvanic corrosion. Refer to the trim tab owner's manual for additional maintenance information and fluid specifications.

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PURSUIT® 2600 CENTER CONSOLE

Chapter 3:

FUEL SYSTEM

3.1 General

The gasoline fuel system used in Pursuit boats is designed to meet or exceed the requirements of the U.S. Coast Guard, the Boating Industry Association, and The American Boat and Yacht Council in effect at the time of manufacture.

All gasoline fuel systems have been factory inspected and pressure tested in accordance with regulations in effect at the time of manufacture. This inspection assures that the system is air tight, leak proof and safe. It is the responsibility of the purchaser to maintain it in that condition. Make frequent inspections to assure that no deterioration or loosening of connections is resulting from vibration.



DO NOT LET THE ODOR OF GASOLINE GO UNCHECKED. ANY ODOR OF GASOLINE. MUST BE IMMEDIATELY INVESTIGATED AND STEPS TAKEN TO PROTECT THE BOAT AND ITS OCCUPANTS UNTIL THE PROBLEM IS CORRECTED. IF THE ODOR OF GASOLINE IS NOTED, SHUT OFF THE ENGINE AND ELECTRICAL EQUIPMENT TO INVESTIGATE AND CORRECT THE SITUATION IMMEDIATELY. HAVE ALL PASSENGERS PUT ON PERSONAL FLOTATION DEVICES AND KEEP FIRE EXTINGUISHERS READY UNTIL THE SITUATION IS RESOLVED.

Fuel Withdrawal Tube

The fuel withdrawal tube is positioned in the fuel tank to achieve optimum fuel usage, fuel line routing, etc. At certain speeds and hull trim angles, the fuel supply at the withdrawal tank location can increase or decrease accordingly. Be extremely careful when attempting to operate the boat when low on fuel. Though some fuel may be in the tank, the relative trim angle of the boat may cause the fuel to flow away from the withdrawal.

Fuel Gauge

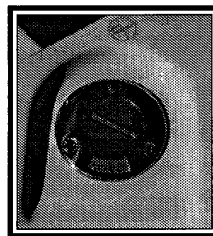
This indicates the amount of fuel in the tank. Due to the mechanical nature of the fuel sender, variations in readings during various speeds of operation may occur. This system is merely a relative indication of the available fuel supply and not a calibrated instrument.

Fuel Fill

The fuel fill deck plate is located on the deck, and is marked "GAS" or "Diesel." Be sure to use the proper type and grade fuel. Refer to the engine owner's manual for additional information.



DO NOT CONFUSE THE FUEL FILL DECK PLATE WITH THE WASTE OR WATER DECK FILL PLATES. THESE PLATES ARE ALSO LABELED ACCORDINGLY.



Fuel Fill

Fuel Vent

The fuel vent is located on the side of the hull. While the tank is being filled, the air displaced by the fuel escapes through the vent. When the tank is full, fuel will be ejected from the fuel vent.

After fueling, replace the fill cap, and wash the areas around the fuel fill plate and below the fuel vent. Residual fuel left on the deck and hull sides can be dangerous, and will yellow the fiberglass or damage the striping.

3.2 Gasoline Engine Fuel System

The fuel system on the Pursuit 2600 Center Console has one fuel tank. The fuel tank is mounted between the engine and the stern fish box and has one withdrawal line equipped with an anti-syphon valve where the fuel line attaches to the fuel tank. This valve prevents gasoline from syphoning out of the fuel tank should a line rupture.



DO NOT REMOVE THE ANTI-SYPHON VALVE FROM THE SYSTEM. SHOULD THE VALVE BECOME CLOGGED, CLEAN AND RE-INSTALL OR REPLACE.

Gasoline Fuel Filter

Gasoline engines are equipped with a spin on, water separator type fuel filter. The filter should be checked frequently and changed at least annually to assure an adequate supply of clean, dry fuel to the engine. It is recommended that the filter is inspected after the first 25 hours of use and then serviced as needed. Follow the engine or filter manufacturer's instructions for servicing or replacing the fuel filter.



TO REDUCE THE POSSIBILITY OF A FIRE OR EXPLOSION, MAKE SURE ALL ELECTRICAL SWITCHES ARE IN THE "OFF" POSITION BEFORE SERVICING THE FUEL SYSTEM.



DO NOT DRAIN ANY FUEL IN THE BILGE. THIS COULD LEAD TO A FIRE OR EXPLOSION.



CHECK ALL FITTINGS FOR LEAKS BEFORE AND AFTER STARTING THE ENGINE.



BEFORE STARTING THE ENGINE, ALWAYS OPEN ALL HATCHES, WINDOWS, AND DOORS AND RUN THE BLOWER FOR AT LEAST FIVE (5) MINUTES TO COMPLETELY VENTILATE THE BOAT AFTER SERVICING THE FUEL SYSTEM.

3.3 Diesel Engine Fuel System

Proper diesel engine operation requires a good supply of clean, dry diesel fuel. Improper marina fuel storage techniques, limited boat usage, etc. can cause the fuel to become contaminated. Periodically, it may be necessary to syphon accumulating water and contaminated fuel from the bottom of the fuel tank. If the fuel system on your boat becomes contaminated, contact your dealer or the Pursuit Customer Relations Department for assistance.

Algae can grow in the accumulated water in diesel fuel tanks. This condition is most prevalent in warm climates. Periodically adding a high quality diesel fuel additive containing an algicide may be required to control algae in your boating area. Please contact your Pursuit dealer or engine manufacturer for additional information regarding fuels and additives.

IMPORTANT: Do not allow the boat to sit unused for an extended period with the fuel tank less than full. Changes in temperature and weather conditions can cause condensation in fuel tanks that are less than 3/4 full.

Diesel Fuel Filter

The diesel fuel filter is installed on the rear engine room bulkhead. The shut-off valve is located at the fuel filter. Check the filter for water before each use and replace the filter cartridge as needed. Follow the filter manufacturer's instructions for cleaning and replacing the filter element.

Water is drained from the filter by placing a cup under the filter and draining through the petcock at the bottom of the filter until clean fuel flows. The filter element must be changed at least twice a season or more frequently depending on the quality of the fuel and the hours run.

IMPORTANT: Diesel fuel systems may need to be primed after servicing. Refer to the engine owner's manual for information on priming the fuel system.

3.4 Fueling Instructions



FUEL IS VERY FLAMMABLE. BE CAREFUL WHEN FILLING THE FUEL TANK. NO SMOKING. NEVER FILL THE TANK WHILE THE ENGINE IS RUNNING. FILL THE FUEL TANK IN AN OPEN AREA. DO NOT FILL THE TANK NEAR OPEN FLAMES.



TO PREVENT DAMAGE TO THE FUEL SYSTEM, USE ONLY A GOOD GRADE OF LEAD-FREE OR LEADED GASOLINE FOR GASOLINE ENGINES OR DIESEL FUEL FOR DIESEL ENGINES. DO NOT USE A FUEL THAT CONTAINS HARSH ADDITIVES OR IS AN ALCOHOL BLEND. ANY DAMAGE DONE TO THE FUEL SYSTEM THAT IS THE RESULT OF USE OF AN ALCOHOL BLEND, IS NOT COVERED BY THE PURSUIT WARRANTY. REFER TO THE ENGINE MANUFACTURER OWNER'S MANUAL REGARDING FUEL REQUIREMENTS FOR YOUR ENGINE.

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 located on the side of the boat.

5. A special key to open the fuel cap is supplied.
6. Turn the key counter clockwise to open the cap.
7. Remove the cap.
8. Put the nozzle in the fuel opening.



TO PREVENT STATIC SPARKS WHEN FILLING THE TANK, MAKE SURE THE NOZZLE IS IN CONTACT WITH THE FUEL OPENING.



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.
12. Open all hatches, windows and doors. Run the blower for at least five minutes to completely ventilate the boat.
13. Check the fuel compartment and below the deck for fuel odors. If you smell fuel, do not start the engine.



BEFORE STARTING THE ENGINE, ALWAYS OPEN ALL HATCHES, WINDOWS, AND DOORS. RUN THE BLOWER FOR AT LEAST FIVE (5) MINUTES TO COMPLETELY VENTILATE THE BOAT AFTER SERVICING THE FUEL SYSTEM.



TO REDUCE THE RISK OF A FIRE AND/OR EXPLOSION, DO NOT START THE ENGINE WHEN FUEL FUMES ARE PRESENT. FUEL FUMES ARE DANGEROUS AND HARMFUL TO YOUR HEALTH.



MAKE SURE ALL GASOLINE ODORS ARE INVESTIGATED IMMEDIATELY.

3.5 Fuel System Maintenance

Periodically inspect all connections, clamps and hoses for leakage and damage or deterioration. Replace as necessary. Spray the valves, fuel gauge and ground connections with a metal protector.

Periodically, remove the covers from the fuel vents and clean the vent of any debris. Be sure the covers are replaced securely after cleaning. The covers help prevent water and other foreign matter from contaminating the fuel and fuel system. If a vent cover is damaged or lost it should be replaced as soon as possible.

Contaminated fuel may cause serious damage to your engine. The filter must be checked for water and other contamination frequently. The filter element must be changed at least once a season or more frequently depending on the type of engine and the quality of the fuel. Please refer to the engine or fuel filter manufacturer's instructions for information on servicing and replacing the fuel filter element.



DO NOT DRAIN ANY FUEL INTO THE BILGE. THIS COULD LEAD TO A FIRE OR EXPLOSION.



AFTER THE FILTER ELEMENT HAS BEEN CHANGED, PRIME THE FUEL SYSTEM AND CHECK ALL FITTINGS FOR LEAKS BEFORE AND AFTER STARTING THE ENGINE.

Chapter 4: **ELECTRICAL SYSTEM**

4.1 General

Your Pursuit is equipped with a 12-volt D.C. electrical system and could be equipped with an optional 110-volt A.C. system. The A.C. system draws current from shore power outlets at dockside. The D.C. system draws current from on-board batteries.

The 12-volt batteries in your boat are usually the lead-acid type. They will require similar maintenance as those found in automobiles.

There are electrical schematics included in this manual to aid in following an individual circuit of the boat.

4.2 12-Volt System

The 12-volt system is a fairly standard system. There are two (2) batteries controlled by (1) battery selector switch. The batteries themselves are charged by the engine separately or simultaneously. They can also be charged by the battery charger, if the boat is equipped with the optional 110-volt dockside power and battery charger. All 12-volt power is distributed to the 12-volt accessories through individual circuit breakers located in the 12-volt switch panels. A main circuit breaker located near the battery selector switch protects the system from an overload. Another circuit breaker near the selector switch protects the circuit for the automatic float switch for the bilge pump. Most 12-volt accessories are operated directly by switches in the helm and accessory switch panels.

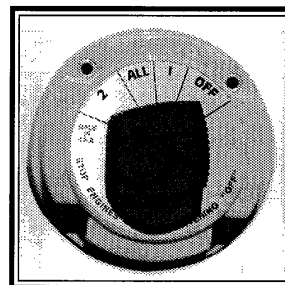


PROPER FUSE OR BREAKER PROTECTION MUST BE PROVIDED FOR ALL 12-VOLT EQUIPMENT ADDED. DO NOT OVERLOAD THE ACCESSORY CIRCUIT BREAKERS OR OTHER CIRCUITRY THROUGH ADDITIONAL 12-VOLT EQUIPMENT.

Battery Switch

The battery selector switch is located in the transom area of the boat. The switch feeds the engine and the 12-volt accessory panel. 12-volt power can be supplied by either battery # 1 or battery # 2 separately or by both batteries simultaneously. The selector switch also directs the charging current when the engines are operating.

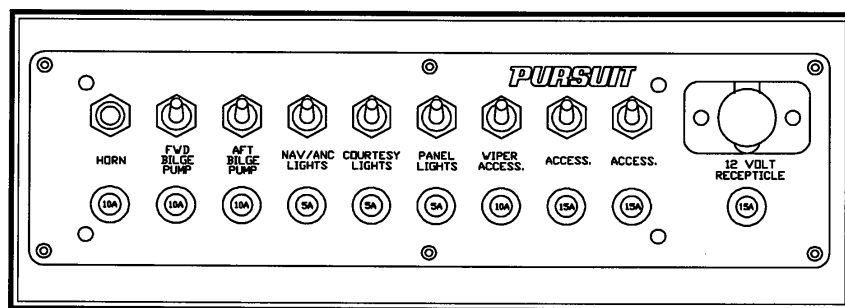
For example: When the switch is on battery # 1, the engine and the 12-volt system will be supplied power by battery # 1. Battery # 2 will be isolated and in reserve. Battery # 1 will be charged by the alternator. When the selector switch is on battery # 2, the engine and the 12-volt system will be supplied power by battery # 2. Battery # 1 will be isolated and in reserve. Battery # 2 will then be charged by the alternator.



Battery Selector Switch

When the selector switch is on “ALL,” the batteries are connected in parallel so the engine and the 12-volt system will be supplied power by both batteries. Both batteries will be charged by the alternator. The “ALL” position should only be used when starting the engine, as this requires extra electrical power, or when both batteries are low and need charging. Otherwise, it is recommended that the selector switch be set on battery # 1 or battery # 2 when the engine is operating. While in port, or at anchor, the battery selector switch should be on either the battery # 1 or the battery # 2 position. This will keep one battery in reserve for starting the engine. The battery switch should be turned to the “OFF” position when leaving the boat unattended.

Note: Current is supplied to the automatic float switch for the bilge pump when the batteries are connected and the battery selector switches are off.



12-volt Accessory Switch Panel

12-Volt Accessory Switch Panels

The main accessory switch panel is located at the helm. The circuit breakers that protect the accessories are located directly under the switches.

The following is a description of the accessories controlled by the main accessory switch panel:

Horn

Activates the boat horn. It is protected by a 10-amp breaker.

Bilge Pump

The forward bilge pump is installed in the center of the bilge below the engine. The pump moves water out through the thru-hull fitting near the transom. To start the pump manually, put the switch in the "ON" position. It is protected by a 10-amp breaker.

A stern bilge pump, which is installed in the bilge near the transom, is automatic and will also be activated by one of the panel switches. The pump moves water out through the thru hull fitting on the hull side. It is protected by a 10-amp breaker.

Note: The bilge pumps will start automatically when there is sufficient water in the bilge to activate the float switch. The float switches are protected by 10-amp circuit breakers located in a breaker panel near the battery selector switch and are always supplied current when the batteries are connected.

Anchor/Nav Lights

The switch is a three-position switch. The middle position is "OFF." Moving the switch in one direction will activate the navigation lights. Moving the switch in the opposite direction activates the anchor light. It is protected by a 5-amp breaker.

Courtesy Lights

Activates the lights that illuminate the cockpit area. It is protected by a 5-amp breaker.

- Panel Lights** Activates the engine gauge and compass lights. It is protected by a 5-amp breaker.
- Wiper/Accessory** This switch is reserved for additional accessories. It is protected by a 10-amp breaker.
- Accessory Switches (2)** These switches are supplied to protect additional equipment that may have been installed by Pursuit or your Pursuit dealer. If no accessories are activated by these switches, they remain wired in the panel in reserve. They are protected by 15-amp breakers.
- 12-volt Receptacle** Provides electrical current for portable 12-volt equipment. It is protected by a 15-amp breaker.

Additional Switch Panels

Additional switch panels may be located in various locations in the cockpit and helm area of the boat. Most of these panels are equipped with one switch and one circuit breaker. The following is a description of switch panels that may be on your Pursuit and the optional accessories they control:

- Baitwell Switch** This switch activates the baitwell circulating pump that supplies water to the baitwell. It is protected by a 15-amp breaker.

Note: An additional baitwell switch panel may be installed in the console of the 2600 center console to control the center baitwell if this option is installed. It will also be protected by a 15-amp breaker.

- Washdown Pump** This switch activates the raw water washdown pump. The pump is the pressure demand type and is protected by a 15-amp breaker.

Note: Please refer to Chapter 6 for more information on the baitwell and washdown systems.

- Trim Tab Switch** Located in the helm. This switch controls the trim tab planes located on the transom of the boat. It is protected by a 15-amp accessory breaker located behind the helm at the back of the switch. Please refer to Chapter 2 for detailed information on the operation of the trim tab controls.

- Blower Switch** Located in the helm. This switch supplies electrical current to the blower that provides ventilation to the engine compartment prior to start up and while operating below cruise speed. It is protected by a 10-amp breaker.

Note: Please refer to the DANGER and CAUTION notations in the Ventilation Systems Chapter 8.



GASOLINE VAPORS CAN EXPLODE. BEFORE STARTING THE ENGINE, OPERATE THE ENGINE COMPARTMENT BLOWER FOR FIVE (5) MINUTES, OPEN THE ENGINE HATCH, INSPECT THE FUEL SYSTEM AND CHECK THE ENGINE COMPARTMENT FOR THE ODOR OF GASOLINE VAPORS. ALWAYS OPERATE THE BLOWER WHILE THE ENGINE IS AT IDLE AND BELOW CRUISE SPEED. UNDER NO CIRCUMSTANCES SHOULD THIS PROCEDURE BE OVERLOOKED.

Windlass Switch Located in the helm. This switch controls the optional windlass which is mounted to the deck directly above the rope locker. It is protected by a circuit breaker of the type and rating recommended by the windlass manufacturer.

Windlass Breaker The windlass breaker is located on the helm switch panel next to the windlass switch. Push the in to activate the windlass control switch and push it again to return the breaker to "OFF" whenever the windlass is not in use. This breaker is provided to reduce the possibility of accidentally activating the windlass and provides 25 amp protection.

Macerator The macerator switch panel is located in the engine compartment near the macerator pump. It is a momentary switch that activates the overboard macerator discharge system for the holding tank. Refer to the Marine Head System in Chapter 12 for additional information on the operation of the overboard macerator discharge system.

4.3 110-Volt System (Optional)

The 110-volt A.C. system is fed by the shore power outlet. It is wired totally separate from the 12-volt D.C. system and is equipped with an on board isolation system. All 110-volt current is distributed to the 110-volt accessories through individual circuit breakers located in the 110-volt panel. The main breaker in the panel protects the system from an overload and the reverse polarity light indicates any problems due to an improper shore power supply. All A.C. outlets in the cabin are protected by ground fault interrupts to protect against electrical shock. A cord set is provided to supply power from the shore power outlet to the boat's 110-volt A.C. system.



TO REDUCE THE RISK OF ELECTRICAL SHOCK IN WET WEATHER, AVOID MAKING CONTACT WITH THE SHORE CABLE OR MAKING A CONNECTION TO A LIVE SHORE OUTLET.



TO REDUCE THE POSSIBILITY OF AN ELECTRICAL SHOCK, IT IS IMPORTANT THAT THE 110-VOLT A.C. GROUND SYSTEM IS FUNCTIONING PROPERLY AND THAT A PROPER CONNECTION EXISTS BETWEEN THE SHORE POWER CORD AND THE SHORE POWER INLET AND THE OUTLET GROUND CIRCUITS. IF THERE IS ANY DOUBT ABOUT THE INTEGRITY OF THE GROUND CIRCUIT, A QUALIFIED MARINE ELECTRICIAN SHOULD BE CONTACTED IMMEDIATELY AND THE 110-VOLT A.C. SHOULD BE DISCONNECTED UNTIL THE NECESSARY REPAIRS ARE COMPLETED.

Recommended procedure for making a shore connection

Turn the A.C. main breaker to the "OFF" position. If the dockside outlet includes a disconnect switch, turn it to the "OFF" position also.

To avoid strain on the cable make sure it has more slack than the mooring lines. Dress the cable so that it cannot be damaged by chafing between the boat and the dock. Make sure the cable does not come in contact with the water. Then connect the cable in the plug outlet making sure the connection plug includes a three-prong plug with a ground wire. Tighten the lock rings on both the shore and the boat connector plugs.



Shore Power Outlet

Turn the shore disconnect switch to the "ON" position and check for proper polarity. If reverse polarity has been achieved, the red polarity indicator in the 110-volt panel will light. If this should happen, make sure the main breaker on the panel is in the "OFF" position and the dock power switch is off. Notify a qualified electrician to check the wiring at the dock outlet. If the red polarity light does not illuminate when power is supplied to the panel, the polarity is correct and the A.C. main switch can be moved to the "ON" position.



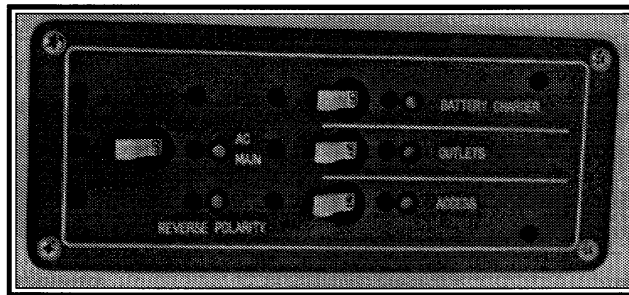
DO NOT ATTEMPT TO CORRECT THE WIRING YOURSELF. ELECTRIC SHOCK CAN CAUSE SEVERE INJURY OR EVEN DEATH. ALWAYS HAVE A QUALIFIED ELECTRICIAN CHECK WIRING.

Disconnecting procedure for shore power connection

Turn the main breaker on the 110-volt A.C. panel to the "OFF" position.

Turn the disconnect switch on the dockside outlet to the "OFF" position.

Disconnect the cable from the dockside outlet and replace the outlet caps. Disconnect the cable from the boat and replace the outlet cap. Store cable.



110-volt AC Breaker Panel

110-volt A.C. Panel and Accessory Operation

The A.C. panel is located in the head compartment. The following is a description of the A.C. panel equipment and the breakers that protect the accessories:

- | | |
|---------------------------------|--|
| <u>A.C. Main Breaker</u> | Protects the general distribution network. This breaker is very sensitive. The resulting power surge that occurs when connecting the dockside cord may cause the main breaker to trip. To avoid this surge, always turn the main breaker to the "OFF" position before plugging or unplugging the shore power cord. |
| <u>Polarity Lights</u> | The red light indicates reverse polarity current supplied to the panel. This situation will cause the red light to remain lit. If reverse polarity is achieved, immediately turn off all cabin 110-volt breakers and dockside outlet breakers and notify a qualified electrician to check the dockside wiring. |
| <u>Battery Charger</u> | Supplies electrical current directly to the automatic battery charger. The battery charger automatically charges and maintains the 12-volt batteries simultaneously when activated. See the battery charger manual for more information. |
| <u>Outlets</u> | Supplies electrical current to the port side cabin electrical outlets. |
| <u>Note:</u> | All A.C. electrical outlets are provided with ground fault interrupts to protect against electric shock. These outlets should be tested periodically to insure proper operation. |
| <u>Accessory</u> | Reserved for additional equipment. |

Additional A.C. Breakers Installed in your Pursuit

Shore Power Outlet Breaker

Located in the stern of the boat near the shore power outlet plug. This breaker protects the A.C. circuit between the shore power inlet plug and the main A.C. panel.

4.4 Electrical System Maintenance

D.C. Electrical System Maintenance

At least once a year, spray all exposed electrical components behind the helm and in the plugs, with a protector. Exterior light fixture bulbs should be removed and the metal contact areas coated with a non-water soluble lubricant like petroleum jelly. The sockets should be sprayed with a protector. Care must be taken not to get any oil or petroleum jelly on the glass portion of the bulbs as this will cause the bulb to overheat and burn out.



WHEN REPLACING LIGHT BULBS IN MARINE LIGHT FIXTURES, ALWAYS USE A BULB WITH THE SAME RATING AS THE ORIGINAL. USING A DIFFERENT BULB COULD CAUSE THE FIXTURE TO OVERHEAT AND MELT OR SHORT CIRCUIT.

Inspect all wiring for proper support, sound insulation, and tight terminals, paying particular attention to portable appliance cords and plugs.

Check all below deck wiring to be sure it is properly supported, that the insulation is sound, and that there are no loose or corroded terminals. Corroded terminals should be thoroughly cleaned with sandpaper, or replaced, tightened securely and sprayed with a metal and electrical protector. Inspect all engine wiring.

Check the electrolyte level in the batteries regularly and add distilled water as necessary. If the batteries are frequently charged by the automatic battery charger, the electrolyte level will have to be checked more often. Keep the battery tops clean and dry. Dirt and water can conduct electricity from one post to the other causing the battery to discharge. The battery posts should be kept free of corrosion. Remove the cables and clean the posts and cable clamps with a battery post cleaner or sandpaper as required. Coating the battery posts and cable clamps with petroleum jelly will protect them and reduce corrosion. Battery cables, both hot and ground, must be replaced when they show signs of corrosion or fraying. Deteriorated cables cause a considerable voltage loss when high currents are drawn, as for starting the engine.

110-volt A.C. System Maintenance

Periodically inspect all wiring for nicks, chafing, brittleness, improper support, etc. Examine the shore power cord closely for cracks in the insulation and corrosion in electrical connectors. Spraying receptacles and electrical connections with an electrical contact cleaner or a metal and electrical protector will reduce corrosion and improve electrical continuity.



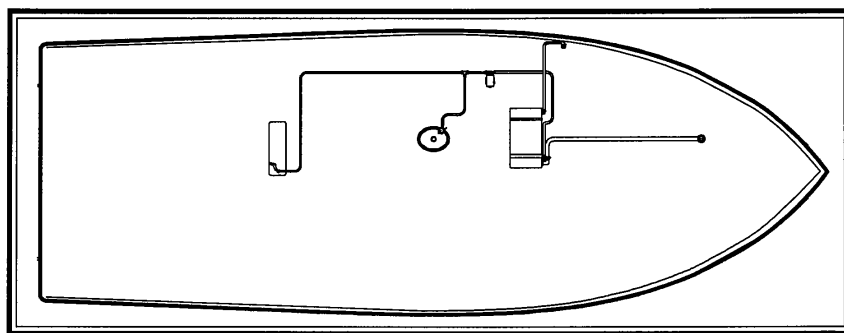
DO NOT ALLOW CORROSION TO BUILD ON CONNECTIONS. SHORTS OR GROUND FAULTS CAN RESULT.

The entire 110-volt circuitry, especially the shore power cord and galvanic isolator, should be seasonally tested for proper continuity by an experienced electrician. This will detect any shorts, open wires, or ground faults. The polarity indicator system should also be inspected for proper operation.

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***PURSUIT*® 2600 CENTER CONSOLE**

Chapter 5: **FRESHWATER SYSTEM**



*2600 Center Console Freshwater System
(For detailed schematic, see Chapter 15)*

5.1 General

The freshwater system consists of a potable water tank, distribution lines and a distribution pump. The tank is filled through a deck plate, labeled "WATER," located on the gunnel.



DO NOT FILL SYSTEM WITH ANYTHING OTHER THAN WATER. SHOULD THE SYSTEM BECOME CONTAMINATED WITH FUEL OR OTHER TOXIC FLUIDS, COMPONENT REPLACEMENT MAY BE NECESSARY.

5.2 Freshwater System Operation

Fill the water supply tank slowly through the labeled deck plate.

After filling the water tank, partially open all faucets. The freshwater switch on the 12-volt panel should be on. Allow the pump to run until all of the air is purged from the system and a steady stream of water is flowing from each outlet. Next, turn off the faucets one by one. As the pressure builds, the pump will automatically shut off.

When properly primed and activated the water system will operate much like the water system in a home. An automatic pressure sensor keeps the system pressurized. If the system has been recently filled or has not been used for an extended period, air bubbles may accumulate at the pump and the system may have to be reprimed.

Whenever the boat is left unattended, the freshwater pump switch should be placed in the “OFF” position.



DO NOT ALLOW THE FRESH WATER PUMP TO RUN DRY. THIS CAN RESULT IN DAMAGE TO THE PUMP.

5.3 Freshwater System Maintenance

The following items should be done routinely to maintain your Freshwater System:

Remove the filter screens from the faucet spouts and eliminate any accumulation of debris. A build up of debris can cause the pump to cycle excessively.

Periodically spray the pumps and metal components with a metal protector.

The batteries must be properly maintained and charged. Operating the pressure pump from a battery with a low charge could lead to pump failure.

Add a commercially available potable water conditioner to the water tank to keep it fresh.

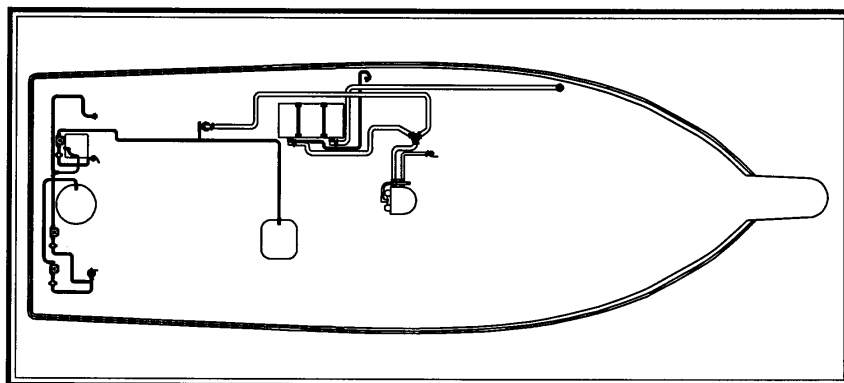


THE BATTERIES MUST BE PROPERLY CHARGED. OPERATING THE FRESHWATER PUMP FROM A BATTERY WITH A LOW CHARGE MAY LEAD TO A PUMP FAILURE.



THE FRESHWATER SYSTEM MUST BE PROPERLY WINTERIZED PRIOR TO WINTER LAY-UP. SEE SECTION ON WINTERIZING.

Chapter 6: RAW WATER SYSTEM



Raw Water System
(For detailed schematic, see Chapter 15)

6.1 General

In the raw or sea water systems, all water pumps are supplied by a single hose connected to a ball valve located in the bilge compartment. Always make sure the ball valves are open before attempting to operate any component of the raw water system.

12-volt pumps supply sea water to the various accessories.

Priming the System

Make sure the ball valves are open. Open the hose connector for the raw water washdown and activate the pressure pump by turning the washdown pump switch to the "ON" position. Run the pump until all of the air is purged from the system and then turn the switch off. Open the valve in the livewell and turn the livewell switch to the "ON" position. Run the pump until all of the air is purged from the system and then turn the switch to the "OFF" position. Closing the thru hull ball valves before the boat is hauled from the water will help to eliminate air locks in raw water systems.

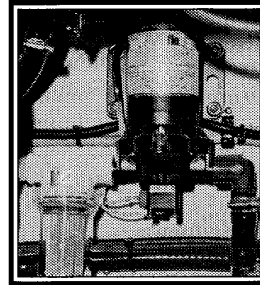
Note: It may be necessary to reprime the raw water system if the system is not used for an extended period and at the time of launching.

6.2 High Pressure Washdown

A saltwater high pressure pump, controlled by a pressure sensor, supplies the raw water hose connector located in the cockpit. The pump is activated by the washdown switch located in the helm or the rear of the cockpit. This switch should be turned to the "ON" position just before using the washdown and be turned to the "OFF" position when the washdown is not in use.

When activated, the pressure switch will automatically control the pump. As the pressure builds in the washdown hose, the pump will shut off. When the washdown hose is in use and the pressure drops, the pump will turn on.

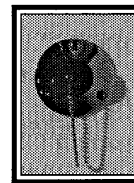
The raw water washdown system is equipped with a sea strainer located on the intake side of the pump. This should be checked frequently and cleaned as necessary.



Washdown Pump

The Washdown Pump Connection

The washdown pump hose connection is located in the cockpit and uses a standard garden hose connection.



Washdown Hose Connector



ALWAYS TURN THE RAW WATER PUMP SWITCH TO THE "OFF" POSITION WHEN LEAVING THE BOAT UNATTENDED.



DO NOT RUN THE HIGH PRESSURE PUMP DRY FOR EXTENDED PERIODS AS DAMAGE TO THE PUMP WILL RESULT.

6.3 Livewell

Sea water is provided to the livewell by a 12-volt diaphragm pump. This pump is designed to carry a constant flow of water to the livewell. The pump is activated by the baitwell switch in the 12-volt panel or a separate switch in the cockpit. An overflow built into the livewell automatically controls the water level in the livewell. Always turn the pump off at the switch panel when the livewell is not in use.

To fill the livewell, insert the plug into the drain fitting at the bottom of the livewell. Make sure the valves in the livewell and at the intake thru hull fitting are open and activate the baitwell switch. When the water level reaches the overflow, the livewell valve can be adjusted to regulate the circulation.

To drain the livewell, turn off the livewell pump and pull out the plug in the drain fitting at the bottom of the livewell. When the livewell has completely drained, use the washdown hose to flush the livewell and drain of debris.

The livewell supply thru hull valve should be closed whenever the livewell is not in use. This will prevent water from entering the livewell while the boat is cruising.

Note: Do not use the livewell as a dry storage area when it is not in use. Sea water could accidentally be delivered to the livewell from the thru hull fitting and damage equipment stored there.

6.4 Raw Water System Maintenance

The following items should be done routinely to help maintain your raw water system:

- Check hoses, particularly the sea water supply line, for signs of deterioration.
- Remove and clean the sea water strainer.
- Spray pumps with a protective oil periodically.



SHOULD A HOSE RUPTURE, TURN THE PUMP OFF IMMEDIATELY. ALWAYS CLOSE THE THRU HULL VALVE WHEN PERFORMING MAINTENANCE ON A SEA WATER PUMP.

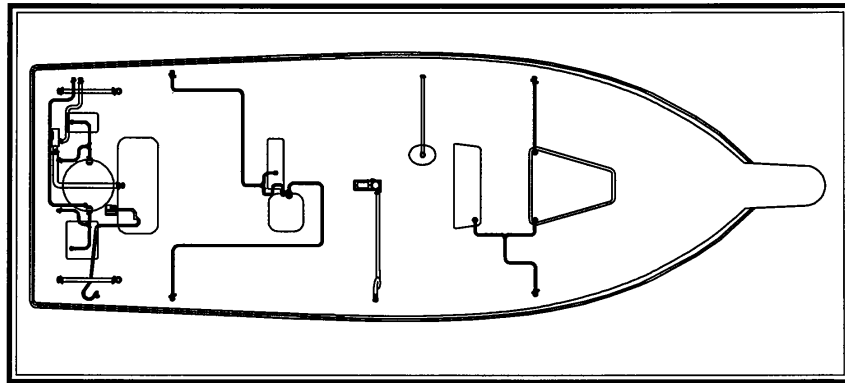


THE BATTERIES MUST BE PROPERLY CHARGED. OPERATING ANY PUMPS FROM A BATTERY WITH A LOW CHARGE MAY LEAD TO A PUMP FAILURE.



THE RAW WATER SYSTEM MUST BE PROPERLY WINTERIZED PRIOR TO WINTER LAY-UP. SEE SECTION ON WINTERIZING.

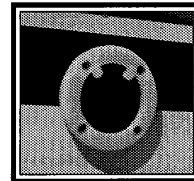
Chapter 7: DRAINAGE SYSTEMS



Drainage System
(For detailed schematic, see Chapter 15)

7.1 Cockpit Drainage

Your Pursuit has two scupper drains located on each side of the hull, near the waterline, to provide drainage for the cockpit. Water is channeled away from all hatches by a gutter or drain rail system. The water then drains overboard through the scuppers.



Scupper

7.2 T-Top Drainage (Optional)

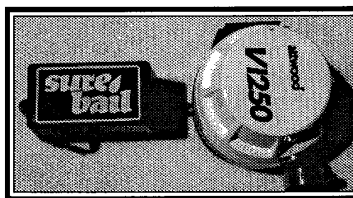
There is a hole drilled in one of the leg bases to prevent water from being trapped within the leg and provide a wire chase for accessories. A small hole is drilled in the tubing at the base of the other legs, that are not drilled for a wire chase, to allow water to drain.



ALWAYS MAKE SURE THE LEG DRAIN HOLES ARE CLEAR WHEN THE BOAT IS LAID UP FOR THE WINTER. WATER TRAPPED INSIDE THE T-TOP LEGS COULD FREEZE AND CAUSE THE LEGS TO SPLIT.

7.3 Bilge Drainage

The bilge pumps are activated both manually, by a switch in the helm station, and automatically, by float switches located next to the pumps in the bilge. The automatic float switches are protected by circuit breakers located near the battery switches and remain activated when the battery switches are in the "OFF" position and the batteries are connected. All bilge pumps pump water out of thru hulls located above the waterline in the hull. The rear bilge pump and automatic switch are located near the transom, below the access hatch in the swim platform and the forward pump and automatic switch are located in the engine room



Bilge Pump

Note: See Electrical Systems for additional information on bilge pump operation.

IMPORTANT: Any oil spilled in the bilge must be thoroughly removed and properly disposed of before operating the bilge pumps. The discharge of oil from the bilge is illegal and subject to a fine.



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 \$10,000.



CERTAIN BULKHEAD AREAS ARE SEALED IN ACCORDANCE WITH U.S. COAST GUARD REGULATIONS THAT WERE IN EFFECT AT THE DATE OF MANUFACTURE OF THE BOAT. ANY MODIFICATIONS TO THESE BULKHEADS SHOULD BE IN ACCORDANCE WITH THE U.S. COAST GUARD REGULATIONS.

7.4 Fishbox and Storage Compartment Drainage

The storage boxes, located below the console front seat and in the bow are drained by gravity. The console forward seat cooler/storage box drains out of a thru hull fitting located in the hull side above the waterline. The bow storage boxes drain into the bilge.

The fishbox below the cockpit sole is drained by a pump that is activated by a switch located in the helm or in the rear of the cockpit. Water is pumped out of a thru hull fitting located in the hull

side above the waterline. The fishbox should be flushed out and cleaned after each use. Always turn the pump off after the fishbox is drained. The pump could be damaged if it is allowed to run dry.

7.5 Water System Drains

All sinks and livewells, provided with fresh or raw water, drain by gravity to overboard thru hulls located in the hull sides just above the waterline. The overflows in the livewells drain into the overboard drains.

7.6 Drink Holder Drainage

The drink holders are equipped with a drain hose that channels the water to the cockpit sole. The water then drains overboard through the scuppers.

7.7 Maintenance

It is essential that the following items be done periodically to maintain proper drainage of your boat:

- Clean the cockpit drain rails with a hose to remove debris that can block water drainage.
- Clean the T-Top leg drain holes. This is especially important just before winter layup.
- Clean the bilge pump strainer of debris and check the bilge for foreign material that can cause the automatic switch to malfunction.
- Frequently test the automatic bilge pump switch for proper operation.
- Flush all gravity drains with freshwater to keep them clean and free flowing.
- Clean and flush the fishboxes with soap or a bilge cleaner and freshwater after each use to keep them clean and fresh. Frequently clean debris from the fishbox pump strainer, and the intake strainer which is located in the fishbox below the cockpit sole, to keep the system operating properly.

Note: All drains and pumps must be properly winterized before winter lay-up.

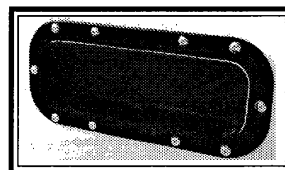


**NEVER USE HARSH CHEMICAL DRAIN CLEANERS IN MARINE DRAIN SYSTEMS.
PERMANENT DAMAGE TO THE HOSES AND FITTINGS MAY RESULT.**

Chapter 8: **VENTILATION SYSTEM**

8.1 Head Compartment Ventilation

Ventilation to the head compartment is provided by an opening port window. The port window is secured by cam action locks. The locks should be adjusted so they are tight enough to seal the window in the closed position, but not so tight that they break the plastic.



Opening Port Window

8.2 Engine Compartment Ventilation

All Pursuit inboard boats are equipped with engine compartment ventilation. The ventilation system is designed to meet or exceed the requirements of the United States Coast Guard in effect at the time of manufacture.

Free Air System

A flow of air into the engine compartment is provided by two intake vents located in the center tackle station. Two exhaust vents provide a flow of air out of the engine compartment. The exhaust vents have ducts that reach to the lower part of the engine compartment. This provides adequate air movement while operating at or near cruise speeds.

Forced Ventilation

All Pursuit inboard boats are equipped with an electric blower that provides ventilation to the engine compartment prior to start up and while operating below cruise speed. Refer to the chapter on Electrical Systems for more information on blower operation.



GASOLINE VAPORS CAN EXPLODE. BEFORE STARTING THE ENGINE, OPERATE THE ENGINE COMPARTMENT BLOWER FOR FIVE (5) MINUTES, OPEN THE ENGINE ACCESS HATCH, INSPECT THE FUEL SYSTEM, AND CHECK THE ENGINE FOR THE ODOR OF GASOLINE VAPORS. ALWAYS OPERATE THE BLOWER WHILE THE ENGINE IS AT IDLE. UNDER NO CIRCUMSTANCES SHOULD THIS PROCEDURE BE OVERLOOKED.



ALWAYS RUN THE BLOWER WHEN OPERATING A GASOLINE POWERED BOAT BELOW CRUISE SPEEDS TO ENSURE ADEQUATE VENTILATION OF THE ENGINE COMPARTMENT.



FAILURE TO PROPERLY VENTILATE THE BOAT WHILE THE ENGINE IS RUNNING MAY PERMIT CARBON MONOXIDE TO ACCUMULATE WITHIN THE CABIN. CARBON MONOXIDE IS A COLORLESS AND ODORLESS GAS THAT IS LETHAL WHEN INHALED. CARE MUST BE TAKEN TO PROPERLY VENTILATE THE BOAT AND TO AVOID CARBON MONOXIDE FROM ACCUMULATING IN THE BOAT WHENEVER AN ENGINE IS RUNNING.

8.3 Maintenance

Periodically lubricate all hinges and latch assemblies with a light oil.

Periodically clean and coat gasket materials with silicone to help keep them pliable.

Periodic inspection and cleaning of the engine compartment ventilation ducts is necessary to ensure adequate air circulation. A build-up of leaves, twigs, or other debris can severely reduce ventilation. It is also important to be sure that the bilge water level does not accumulate to a level that could restrict the ventilation ducts.

The bilge blower is permanently lubricated and requires no maintenance. Blower operation can and should be tested by placing a hand over the rear vents. Do not rely on the sound of the blower. A substantial amount of air should be exhausted by the blower. Frequently check the intake vents for obstructions, preferably before each cruise.

NOTE: Should blower noise become excessive, the source of the noise should be found and corrected before operating the boat.

Chapter 9: **SAFETY EQUIPMENT**

9.1 Engine Alarms

Most inboards are equipped with an audible alarm system mounted in the helm area that monitors selected critical engine systems. The alarm will sound if one of these systems begins to fail. Refer to the engine owner's manual for information on the alarms installed with your engine.

If the alarm sounds:

- Immediately throttle the engine back to idle.
- Shift the transmission to neutral.
- Monitor the engine gauges to determine the cause of the problem.
- If necessary, shut off the engine and investigate until the cause of the problem is found.

9.2 Neutral Safety Switches

Every control system has a neutral safety switch incorporated into it. This device prohibits the engine from being started while the shift lever is in any position other than the neutral position. If the engine will not start, slight movement of the shift lever may be necessary to locate the neutral position and disengage the safety cutout switch. Control or cable adjustments may be required to correct this condition should it persist. See your Pursuit dealer for necessary control and cable adjustments.

9.3 Automatic Fireboy® Halon System (Optional)

The Pursuit 2600 engine compartment can be equipped with the optional Fireboy® automatic fire extinguishing system. The equipment has been chosen and located to provide sufficient volume and coverage of the entire engine compartment area. While the halon system ensures excellent bilge fire protection, it does not eliminate the U.S. Coast Guard requirement for hand held fire extinguishers.

Diesel boats have an engine cut out circuit that automatically shuts down the engine when the halon system is activated. The red light on the control panel will light and an alarm will sound if this

should occur. When sufficient time has elapsed for the fire to be extinguished and a flashback is no longer possible, the override button can be activated and the engine can be restarted.



IF ACTIVATION SHOULD OCCUR, IMMEDIATELY SHUT DOWN THE ENGINE. TURN OFF ALL ELECTRICAL SYSTEMS AND POWERED VENTILATION, AND EXTINGUISH ALL SMOKING MATERIALS. DO NOT OPEN THE ENGINE COMPARTMENT HATCH IMMEDIATELY!! THIS FEEDS OXYGEN TO THE FIRE AND FLASH BACK COULD RESULT. ALLOW THE HALON TO SOAK THE ENGINE COMPARTMENT FOR AT LEAST 15 MINUTES AND WAIT FOR HOT METALS OR FUEL TO COOL BEFORE CAUTIOUSLY INSPECTING FOR CAUSE OR DAMAGE. HAVE AN APPROVED PORTABLE FIRE EXTINGUISHER CLOSE AT HAND AND READY FOR USE. DO NOT BREATHE FUMES OR VAPORS CAUSED BY THE FIRE!!



DIESEL ENGINES WILL CONSUME HALON. IF THE SYSTEM DISCHARGES AND THE ENGINE DOES NOT AUTOMATICALLY SHUT DOWN, IT MUST BE IMMEDIATELY SHUT DOWN MANUALLY. IF A DIESEL ENGINE IS ALLOWED TO RUN IN THIS SITUATION, IT WILL CONSUME THE HALON AND FLASH BACK COULD RESULT.



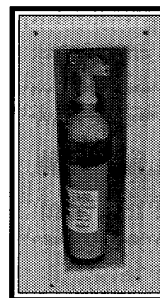
INFORMATION FOR THE HALON SYSTEM IS PROVIDED BY THE SYSTEM MANUFACTURER. IT IS ESSENTIAL THAT YOU READ THE INFORMATION CAREFULLY AND COMPLETELY UNDERSTAND THE SYSTEM, IN THEORY AND OPERATION, BEFORE USING YOUR BOAT.

9.4 Fire Extinguishers

At least one fire extinguisher is required on all Pursuit boats. Boats 26' and larger may require two or three fire extinguishers. Coast Guard approved fire extinguishers are hand-portable, either B-I or B-II classification and have a specific marine type mounting bracket. It is recommended the extinguishers be mounted in a readily accessible position.

Fire extinguishers require regular inspections to insure that:

- Seals and tamper indicators are not broken or missing.
- Pressure gauges or indicators read in the operable range.
- There is no obvious physical damage, corrosion, leakage or clogged nozzles.



Fire Extinguisher

Contact the U.S. Coast Guard Boating Safety Hotline, 1-800-368-5647 or 1-202-267-1070, for information on the type and size fire extinguisher required for your boat.

Please refer to the information provided by the fire extinguisher manufacturer for instructions on the proper maintenance and use of your fire extinguishers.

9.5 Required Safety Equipment

Besides the equipment installed on your boat by Pursuit, certain other equipment is required to help ensure passenger safety. Items like a sea anchor, working anchor, extra dock lines, flare pistol, life vests, a line permanently secured to your ring buoy, etc. could at some time save your passengers' lives, or save your boat from damage. A book titled "You and Your Boat" has been included with this manual to provide additional information regarding boating safety and required safety equipment. This should be read thoroughly and kept handy for future reference. If you did not receive a copy of this book with your literature, please contact the Pursuit Customer Relations Department and we will send you a copy at no charge.

You can contact the U.S. Coast Guard Boating Safety Hotline, 1-800-368-5647 or 800-336-2628 and 800-245-2628 in Virginia, for information on boat safety courses and brochures listing the Federal equipment requirements. Also, check your local and state regulations.

The Coast Guard Auxiliary offers a "Courtesy Examination." This inspection will help ensure that your boat is equipped with all of the necessary safety equipment.

9.6 Additional Safety Equipment

Besides meeting the legal requirements, prudent boaters carry additional safety equipment. This is particularly important if you operate your boat offshore. You should consider the following items, depending on how you use your boat.

Satellite EPIRBs

EPIRBs (Emergency Position Indicating Radio Beacon) operate as part of a worldwide distress system. When activated, EPIRBs will send distress code homing beacons that allow Coast Guard aircraft to identify and find them quickly. The satellites that receive and relay EPIRB signals are operated by the National Atmospheric and Oceanic Administration (NOAA) in the United States. The EPIRB should be mounted and registered according to the instructions provided with the beacon, so that the beacon's unique distress code can be used to quickly identify the boat and owner.

Additional Equipment to Consider:

VHF Radio	Visual Distress Signals	Spare Anchor
Heaving Line	Fenders	First Aid Kit
Flashlight	Mirror	Searchlight
Sunburn Lotion	Tool Kit	Ring Buoy
Whistle or Horn	Anchor	Chart and Compass
Boat Hook	Spare Propeller	Mooring Lines
Food & Water	Binoculars	Sunglasses
Marine Hardware	Extra Clothing	Spare Parts

Chapter 10: **OPERATION**

10.1 General

Before you start the engines on your Pursuit, have you become familiar with various component systems and their operation? Do you have the necessary safety equipment on board? Do you know and understand the “Rules of the Road?” Has an experienced operator briefed you on the general operation of your new boat? Have you performed a “Pre-Cruise System Check?”

A thorough understanding of the component systems and their operation is essential to the proper operation of the boat. This manual and the associated manufacturers’ information is provided to enhance your knowledge of your Pursuit boat. Read them carefully. Also read the book titled “You and Your Boat,” included in your literature packet.

Maintenance and service tips are included to help you keep your boat in like-new condition.

10.2 Rules of the Road

As in driving an automobile, there are a few rules you must know for safe boating operation. The Nautical Rules of the Road dictate who has the right-of-way in crowded anchorages and when boats meet in open water. These rules and other safety and operation related information is explained in the book titled “You and Your Boat.”

The Coast Guard, Coast Guard Auxiliary, Department of Natural Resources, or your local boat club sponsor courses in boat handling, including rules of the road. We strongly recommend such courses. Books on this subject are also available from your local library.

10.3 Pre-Cruise System Check

Before Starting the Engine

- Check the weather forecast. Decide if the planned cruise can be made safely.
- Be sure all necessary safety equipment is on board and operative. This should include items like the running lights, spotlight, life saving devices, etc. Please refer to Chapter 9 for additional information on safety equipment.

- Make sure you have signal kits and flare guns aboard, and they are in good operating condition.
- Be sure you have sufficient water and other provisions for the planned cruise.
- Leave a written message listing details of your planned cruise with a close friend ashore. (Float Plan)
- Check the amount of fuel on board.
- Check the water separating fuel filter (if installed) for water.
- Check the engine oil.
- Set the battery selector switch as desired.
- Turn on the bilge blower. Check the blower output and operate five (5) minutes before starting the engine.
- Check the bilge water level. Look for other signs of potential problems. Monitor for the scent of fuel fumes.
- 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	



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.

- Have the following spare parts on board:

Extra light bulbs	Spark plugs
Fuses and circuit breakers	Flashlight and batteries
Drain plugs	Engine oil
Propeller	Fuel filters
Propeller nuts	Fuel hose and clamps
- Make sure all fire extinguishers are in position and in good operating condition.



VAPORIZING LIQUID EXTINGUISHERS GIVE OFF TOXIC FUMES; USE ONLY COAST GUARD APPROVED FIRE EXTINGUISHERS.

10.4 Operating Your Boat



GASOLINE VAPORS CAN EXPLODE. BEFORE STARTING THE ENGINE, OPERATE THE ENGINE COMPARTMENT BLOWER FOR FIVE (5) MINUTES, OPEN THE ENGINE HATCH, INSPECT THE FUEL SYSTEM AND CHECK THE ENGINE FOR THE ODOR OF GASOLINE VAPORS. ALWAYS OPERATE THE BLOWER WHILE THE ENGINE IS AT IDLE. DO NOT START OR OPERATE THE THE ENGINE IF FUEL FUMES ARE PRESENT. UNDER NO CIRCUMSTANCES SHOULD THIS PROCEDURE BE OVERLOOKED.

After Starting the Engine

- Visibly check the engine to be sure there are no apparent water, fuel or oil leaks.
- Check the operation of the engine cooling system by inspecting the transom exhaust ports for water flow. (Refer to section 1.4)
- Check the engine gauges. Make sure they are reading normally.
- Check the controls for proper operation.
- Make sure all lines, cables, anchors, etc. for securing the boat are on board and in good condition. All lines should be coiled, secured and off the decks when underway.
- Have a safe cruise and enjoy yourself.

Remember

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

- Alcohol or drugs can severely reduce your reaction time and affect your better judgement.
- Alcohol severely reduces the ability to react to several different signals at once.
- Alcohol makes it difficult to correctly judge speed and distance, or track moving objects.
- Alcohol reduces night vision and the ability to distinguish red from green.



YOU SHOULD NEVER OPERATE YOUR BOAT WHILE UNDER THE INFLUENCE OF ALCOHOL OR DRUGS.



MAKE SURE ONE OTHER PERSON ON THE BOAT IS INSTRUCTED IN THE OPERATION OF THE BOAT.



MAKE SURE THE BOAT IS OPERATED IN COMPLIANCE WITH ALL STATE AND LOCAL LAWS GOVERNING THE USE OF A BOAT.



DO NOT OPERATE THE BOAT UNLESS IT IS COMPLETELY ASSEMBLED. KEEP ALL FASTENERS TIGHT. KEEP ADJUSTMENTS ACCORDING TO SPECIFICATIONS.

- Avoid sea conditions that are beyond the skill and experience of you and your crew.
- 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.
- 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.

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.

Note: If the running gear unit hits an underwater object, stop the engine. Inspect the propulsion system for damage. If the system is damaged, contact your dealer for a complete inspection and repair of the unit.

To stop the boat, follow this procedure

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

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

- Turn the ignition key to the “OFF” position.

After Operation

- If operating in saltwater, wash the boat and all equipment with soap and water.
- Check the bilge area for debris and excess water.
- Fill the fuel tank to near full to reduce condensation.
- Check that the boat is properly moored.
- Turn off all electrical equipment except the automatic bilge pumps.
- If you are going to leave the boat for a long period of time, put the battery main switch in the “OFF” position and close all sea cocks.
- Make sure the boat is securely moored.



TO PREVENT DAMAGE TO THE BOAT, CLOSE ALL SEA COCKS BEFORE LEAVING THE BOAT.

10.5 Grounding and Towing

If the boat should become disabled, or if another craft that is disabled requires assistance, great care must be taken. The stress applied to a boat during towing may become excessive. Excessive stress can damage the structure of the boat and create a safety hazard for those aboard.

Freeing a grounded vessel, or towing a boat that is disabled, requires specialized equipment and knowledge. Line failure and structural damage caused by improper towing have resulted in fatal injuries. Because of this, we strongly suggest that these activities be left to those who have the equipment and knowledge, e.g., the U.S. Coast Guard or a commercial towing company, to safely accomplish the towing task.



THE MOORING CLEATS ON PURSUIT BOATS ARE NOT DESIGNED OR INTENDED TO BE USED FOR TOWING PURPOSES. THESE CLEATS ARE SPECIFICALLY DESIGNED AS MOORING CLEATS FOR SECURING THE BOAT TO A DOCK, PIER, ETC. DO NOT USE THESE FITTINGS FOR TOWING OR ATTEMPTING TO FREE A GROUNDED VESSEL.



WHEN TOWING OPERATIONS ARE UNDERWAY, HAVE EVERYONE ABOARD BOTH VESSELS STAY CLEAR OF THE TOW LINE AND SURROUNDING AREA. A TOW LINE THAT SHOULD BREAK WHILE UNDER STRESS CAN BE VERY DANGEROUS.



RUNNING AGROUND CAN CAUSE SERIOUS DAMAGE TO A BOAT AND ITS UNDERWATER GEAR. IF YOUR BOAT SHOULD BECOME GROUNDED, DISTRIBUTE PERSONAL FLOTATION DEVICES AND INSPECT THE BOAT FOR POSSIBLE DAMAGE. THOROUGHLY INSPECT THE BILGE AREA FOR SIGNS OF LEAKAGE. AN EXPERIENCED SERVICE FACILITY SHOULD CHECK YOUR UNDERWATER GEAR AT THE FIRST OPPORTUNITY. DO NOT CONTINUE TO USE YOUR BOAT IF THE CONDITION OF THE UNDERWATER EQUIPMENT IS QUESTIONABLE.

10.6 Trailering Your Boat

If you trailer your boat, make sure that your tow vehicle is capable of towing the weight of the trailer, boat and equipment and the weight of the passengers and equipment inside the vehicle. This may require that the tow vehicle be specially equipped with a larger engine, transmission, brakes and trailer tow package.

The following safety tips and a book titled “you and Your Trailer,” included in your literature packet, provides additional information you should know before trailering your boat.

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

- Make sure the trailer is a match for your boat’s weight and hull design. More damage can be done to a boat by the stresses of road travel than by normal water operation. A boat hull is designed to be supported evenly by water. So, when it is transported on a trailer it should be supported structurally as evenly across the hull as possible allowing for even distribution of the weight of the hull, engine and equipment.
- Make sure the trailer bunks and rollers properly support the hull and do not put pressure on the lifting strakes. The rollers and bunks must be kept in good condition to prevent scratching and gouging of the hull.

- The capacity rating of the trailer should be greater than the combined weight of the boat, motor, and equipment. 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.
- Make sure the boat is securely fastened on the trailer to prevent movement between the boat and trailer. The bow eye on the boat should be secured with a rope, chain or turnbuckle in addition to the winch cable. Additional straps may be required across the beam of the boat.

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



BOATS HAVE BEEN DAMAGED BY TRAILERS THAT DO NOT PROPERLY SUPPORT THE HULL. ALWAYS MAKE SURE THE TRAILER BUNKS AND ROLLERS ARE ADJUSTED SO THEY ARE NOT PUTTING EXCESSIVE PRESSURE ON THE LIFTING STRAKES AND ARE PROVIDING ENOUGH SUPPORT FOR THE HULL. HULL DAMAGE RESULTING FROM IMPROPER TRAILER SUPPORT IS NOT COVERED BY THE PURSUIT WARRANTY.

Before Going Out On The Highway:

- Make sure the tow BALL and TRAILER COUPLER are the same size and that bolts and nuts are tightly secured.
- The COUPLER MUST BE COMPLETELY OVER THE BALL and the LATCHING MECHANISM LOCKED DOWN.
- Make sure the TRAILER IS LOADED EVENLY from front to rear as well as side to side and has the correct weight on the hitch. Too much weight on the hitch will cause the rear of the tow vehicle to drag and may make steering more difficult. Too little weight on the hitch will cause the rig to fishtail and will make controlling the tow vehicle difficult. Contact your Pursuit dealer or the trailer manufacturer for the correct weight on the hitch for your trailer.
- The SAFETY CHAINS must be attached crisscrossing under the coupler to the frame of the tow vehicle. If the ball was to break, the trailer would follow in a straight line and prevent the coupler from dragging on the road. Make sure the trailer emergency brake cable or chain is also installed to the tow vehicle frame.
- Make sure the LIGHTS on the trailer function properly.
- CHECK THE BRAKES. On a level parking area roll forward and apply the brakes several times at increasing speeds to determine if the brakes on the tow vehicle and trailer are working properly.
- Make sure the tow vehicle has SIDE VIEW MIRRORS that are large enough to provide an unobstructed rear view on both sides of the vehicle.

- CHECK THE TIRES and WHEEL BEARINGS.



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.

Chapter 11: **EXTERIOR EQUIPMENT**

11.1 Deck

Rails and Deck Hardware

The rail system and hardware fittings have been selected and installed to perform specific functions. Fenders or mooring lines should be secured to the cleats and not to rails or stanchions. Be sure a clear lead exists when running dock lines or anchor lines. A line inadvertently run around a stanchion or over the rail could cause damage.

IMPORTANT: All fittings must be periodically inspected for loose fit or wear and damage. Any problems should be corrected immediately.



PURSUIT BOATS ARE NOT EQUIPPED WITH HARDWARE DESIGNED FOR TOWING PURPOSES. THE MOORING CLEATS ARE NOT TO BE USED FOR TOWING ANOTHER VESSEL OR HAVING THIS BOAT TOWED.

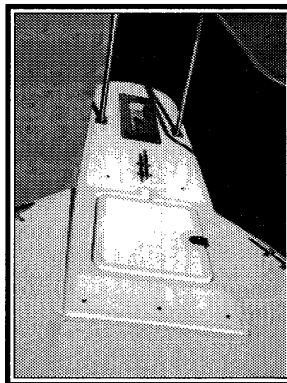
Bow Pulpit and Roller (Optional)

The bow pulpit can be equipped with a roller assembly that allows the anchor to be operated and stored at the pulpit. The anchor line is stored in the rope locker and routed out the rope locker hatch, through the roller and connected to the anchor chain. Always make sure the anchor is properly secured when it is in the stored position on the pulpit.

Anchor/Rope Locker

The anchor locker is in the bow of the boat and accessed through a hatch in the deck. The anchor line is always stored in the locker. If the anchor is stored in the anchor locker, it must be properly secured to prevent it from bouncing in the locker and causing damage to the hull or anchor locker.

The anchor locker is drained by a drain in the bottom of the locker. It is very important to check the drain frequently to make sure it is clean and free flowing.



Bow Pulpit and Anchor Locker



THE ANCHOR MUST BE POSITIONED SO IT DOES NOT REST AGAINST THE HULL SIDES AND BE PROPERLY SECURED AT ALL TIMES WHEN IT IS STORED IN THE ANCHOR LOCKER. A LOOSE ANCHOR IN THE ANCHOR LOCKER WILL BOUNCE AND CAN DAMAGE THE BOAT. DAMAGE RESULTING FROM THE ANCHOR BOUNCING IN THE ANCHOR LOCKER IS NOT COVERED BY THE PURSUIT WARRANTY.

Windlass (Optional)

The optional windlass is mounted to the deck near the rear of the pulpit above the rope locker. The anchor is stored on the pulpit and is raised and lowered by the windlass. The anchor line is stored in the rope locker and routed out through the windlass to the anchor chain.

The anchor is lowered by releasing the anchor from the cleat or chain binder on the pulpit and operating a “down” control at the helm. The windlass control switch is activated by a safety switch or breaker panel located next to the windlass switch. Turn the safety switch or breaker to “ON” to activate the windlass control and turn it to “OFF” whenever the windlass is not in use.

After the anchor is set, the windlass must not be left to take the entire force from the anchor line. Boats lying to their anchor in a high swell or heavy weather conditions will snub on the line. This can cause slippage or apply excessive loads to the windlass. The line should be made fast to a bow cleat to relieve the load on the windlass.

The anchor is hauled in by releasing the line from the bow cleat and operating the “up” control at the helm. Once the anchor is retrieved, independently secure the anchor to the chain binder or a cleat to prevent it from being accidentally released. This is especially important while the boat is under way.

The windlass manufacturer provides an owner’s manual with its product. It is extremely important that you read the manual and become familiar with the proper care and operation of the windlass.



A WINDLASS MUST BE USED WITH CARE. IT IS EXTREMELY IMPORTANT THAT YOU READ THE OWNER’S MANUAL AND BECOME FAMILIAR WITH THE SAFETY INSTRUCTIONS AND PROPER OPERATION OF THE WINDLASS BEFORE USING IT WITH YOUR BOAT. ALWAYS ENSURE THAT LIMBS, FINGERS, HAIR AND CLOTHING ARE KEPT CLEAR OF THE WINDLASS AND ANCHOR LINE DURING OPERATION.



DO NOT USE A WINDLASS AS A SOLE MEANS OF SECURING AN ANCHOR IN THE BOW PULPIT. ALWAYS SECURE THE ANCHOR LINE TO A CLEAT OR CHAIN BINDER BEFORE OPERATING YOUR BOAT.

11.2 Hull

Fiberglass Swim Platform (Optional)

Your 2600 Pursuit can be equipped with an optional swim platform. The swim platform should only be installed by the Pursuit factory at the time of construction or by an authorized Pursuit dealer. Improper swim platform installation can damage the boat's transom.

Boarding Ladder (Optional)

The optional boarding ladder is mounted to the side of the cockpit when it is in the stored position. To use the ladder, remove it from the storage clips and slide the studs into the special bracket on the port side of the transom. The ladder floats and must be secured in the boarding position by turning the cam lock on the ladder so it catches the bottom of the transom ladder bracket. The ladder must be removed from the transom bracket and properly secured to the storage clips before starting the engine.



MOVING PROPELLERS ARE DANGEROUS. THEY CAN CAUSE DEATH, LOSS OF LIMBS, OR OTHER SEVERE INJURY. DO NOT USE THE SWIM PLATFORM OR SWIM LADDER WHILE THE ENGINE(S) ARE RUNNING. STOP THE ENGINE. IF DIVERS OR SWIMMERS ARE ATTEMPTING TO BOARD. ALWAYS REMOVE AND PROPERLY STORE THE LADDER BEFORE STARTING THE ENGINE.

11.3 Cockpit

Cockpit Storage

There are three storage compartments located in the bow. The port and starboard compartments have rod racks and additional room for dunnage. The center compartment has a special mount for storing the console instrument cover and has additional room for dunnage.

Leaning Post/Bait and Tackle Rigging Station

The leaning post/bait and tackle station is equipped with a sink, cooler, tackle drawers and a storage compartment. The sink is plumbed to the freshwater system. The cooler drains overboard and can be plumbed to be a livewell (optional).

Stern Bait and Tackle Rigging Station

The stern bait and tackle rigging station is equipped with a sink, removable cutting board, livewell and rigged bait storage area. The sink is plumbed to the raw water washdown system and the livewell is supplied by a separate raw water aerator pump. Refer to Chapter 6 for additional information on the raw water systems.

Below Deck Stern Fishbox

A large fishbox is located in the stern below the cockpit sole. The fishbox is drained by a pump located in the bilge and activated by a switch in the helm or in the rear of the cockpit. The fishbox should be pumped out and cleaned after each use. Refer to chapter 7 for more information on the fishbox drainage.

11.4 Center Console

Helm and Electronics Locker

The helm and engine controls are located on the rear of the center console. Molded-in electronics storage is located forward of the engine controls. The electronics are protected with a lockable plastic door that can be removed and stored when the electronics are in use. The door has a vinyl storage cover and can be secured in a special mount located in the forward center cockpit storage compartment.

The top section of the console is hinged and opens to provide access to service the helm equipment or to install electronics. To open the console, turn the cam lock latches in the ceiling of the head compartment 1/4 turn. The front of the console can then be lifted to expose the underside of the helm. A strap holds the helm in the open position and prevents it from opening too far. Always make sure the cam lock latches are properly secured when the helm is closed.



ALWAYS MAKE SURE THE HELM STATION CLAMPS ARE PROPERLY SECURED BEFORE OPERATING OR TRAILERING YOUR BOAT. IF THE HELM STATION IS NOT PROPERLY SECURED, IT COULD OPEN UNEXPECTEDLY AND DAMAGE THE BOAT OR CAUSE LOSS OF CONTROL.



UNDER NO CIRCUMSTANCES SHOULD THE HELM BE OPENED WHEN THE ENGINE(S) ARE RUNNING. IN SOME SITUATIONS IT IS POSSIBLE TO ACCIDENTALLY ENGAGE THE ENGINE SHIFT AND THROTTLE CONTROL INTO GEAR AS THE HELM IS OPENING. THIS COULD RESULT IN LOSS OF CONTROL, DAMAGE TO THE BOAT, AND INJURY TO PASSENGERS.

Head Compartment

The head compartment is located in the console. A door in the starboard side of the console provides access to the head. The optional 110-volt electrical panel, battery charger, porta potti or head, and Y-valve are among the equipment mounted in this compartment. Refer to Chapter 12 and Chapter 4 for information on the equipment in the head compartment.

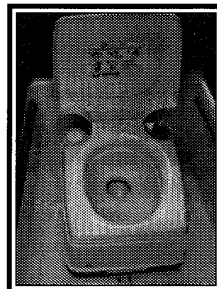
Console Cooler

A molded insulated cooler is installed under the front seat of the console. The cooler drains overboard through a fitting in the side of the hull.

Chapter 12: **INTERIOR EQUIPMENT**

12.1 Portable Head

The system is made up of two major components, an upper tank and a lower tank. The upper tank contains the freshwater supply, a bellows pump, a seat and the lid. The bottom tank contains the flush valve, a waste holding tank, a chemical storage compartment and the drain nozzle. The components are secured together by a clamping mechanism when the portable head is ready for use.



In some areas the law requires that portable heads be equipped with an optional permanent deck mounted pump out system to evacuate the waste with a dock side pump. Boats with a portable head pump out will be equipped with a deck fitting marked “waste” located on the deck. Since this system is required to be permanent, the bottom waste tank cannot be removed and the only way to evacuate the system is by a dock side pump.

To use the portable head, add the recommended amount of holding tank deodorant to the waste tank and fill the freshwater tank. To flush after use, pull the waste valve handle straight out, then press the flushing bellows one or more times to rinse. To close and seal the waste holding tank, simply push the valve handle all the way in. Monitor the level in the waste tank and empty as necessary.

Maintenance

To keep your portable head operating properly it must be emptied and properly cleaned periodically. Please refer to the manufacturer owner’s manual for detailed instructions on the proper operation of your portable head.



IN SOME AREAS THE LAW REQUIRES A WASTE PUMP OUT SYSTEM ON PORTABLE HEADS. IF YOUR BOAT IS EQUIPPED WITH THE WASTE PUMP OUT, MAKE SURE YOU KNOW THE LAWS FOR THE AREAS IN WHICH YOU BOAT BEFORE MODIFYING OR REMOVING THE PUMP OUT SYSTEM.

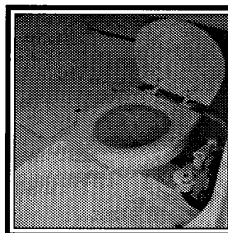


THE PORTABLE HEAD MUST BE PROPERLY WINTERIZED BEFORE WINTER LAY-UP OR FOR COLD WEATHER USE. PLEASE REFER TO THE MANUFACTURER OWNER'S MANUAL FOR COLD WEATHER AND WINTERIZING INSTRUCTIONS.

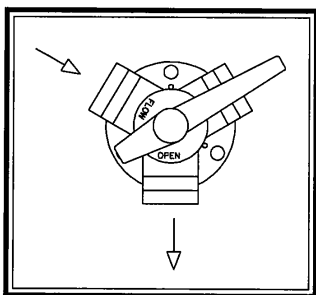
12.2 Marine Head System

This system is provided as standard equipment. The flush water is supplied by a thru hull fitting and a raw water line. Before using, open the inlet valve on the head and pump to wet the inside of the bowl. After use, close the valve and pump to discharge the waste to the holding tank or overboard.

Waste can be directed either into the holding tank or overboard, when legal to do so. This is accomplished by an optional Y-valve located in the head compartment below the sink.



Marine Head



Y-Valve

In the overboard discharge position, the waste exits the boat through a large thru hull fitting located near the Y-valve under the sink in the head. The thru hull fitting is equipped with a ball valve. Always open this valve when the overboard discharge is selected and close it when the holding tank is selected.

In the holding tank position, the waste is pumped directly into the holding tank where it remains until it is pumped out by a waste dumping station or the optional overboard discharge system.



IN MANY AREAS IT IS ILLEGAL TO FLUSH HEAD WASTE DIRECTLY OVERBOARD. VIOLATION OF THESE POLLUTION LAWS CAN RESULT IN FINES OR IMPRISONMENT. ALWAYS KNOW THE LAW FOR THE AREAS IN WHICH YOU BOAT. NEVER DUMP HEAD OR HOLDING TANK WASTE OVERBOARD ILLEGALLY.

Holding Tank

The holding tank is located in the bilge. When the tank is full it must either be pumped out by an approved waste dumping station through the waste deck fitting or be pumped overboard with the optional macerator discharge pump, when legal to do so. When the macerator discharge pump option is installed, the Y-valve is used to select the waste deck fitting or the overboard macerator discharge pump.

To operate the macerator discharge pump, move the Y-valve handle to the macerator pump-out position, open the ball valve at the overboard discharge thru hull fitting. Then activate the macerator switch, located in the in the head compartment, until the tank is emptied. Turn the switch to "OFF" and close the discharge ball valve when pumping is complete.

Note: **The macerator discharge pump can only be run dry for a couple of seconds. Allowing the macerator pump to run after the holding tank is empty will cause damage to the pump.**

Maintenance

The head should be cleaned and inspected for leaks regularly.

The holding tank should be pumped out and flushed as needed. Periodically add chemical to the head to help control odor and to chemically break down the waste. See the manufacturer owner's manuals for additional operating and maintenance information.



THE HEAD SYSTEM MUST BE PROPERLY WINTERIZED BEFORE WINTER LAY-UP. SEE SECTION ON WINTERIZING.

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PURSUIT® 2600 CENTER CONSOLE

Chapter 13: **ROUTINE MAINTENANCE**

13.1 Exterior Hull and Deck

Hull Cleaning-Below The Water Line

When the boat is removed from the water, clean the outer bottom surface immediately. Algae, grass, dirt and other marine growth is easier to remove while the hull is still wet. Use a pressure cleaner or a hard bristle brush to clean the surface.

Bottom Painting

If the boat is to be left in saltwater for extended periods, the hull must be protected from marine growth by anti-fouling paint. Because of variations in water temperature, marine growth, and pollution in different regions, your dealer and/or a qualified boat yard in your area should be consulted when deciding what bottom paint system to apply to your hull. This is extremely important as pollution and marine growth can damage fiberglass hulls.



TO PREVENT DAMAGE TO THE FIBERGLASS, DO NOT SAND THE OUTER BOTTOM GELCOAT SURFACE OF THE BOAT. SANDING THE GELCOAT WILL VOID THE 5-YEAR BLISTER FREE WARRANTY. USE ONLY CHEMICAL WAX REMOVERS AND PRIMERS RECOMMENDED BY THE BOTTOM PAINT MANUFACTURER TO PREPARE THE GELCOAT SURFACE FOR BOTTOM PAINT.

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

Zincs Anodes

Sacrificial zinc anodes are installed on the inboard engine's freshwater cooling system and on the transom. The transom zinc is connected to the bonding system and protects the rudder assembly, shaft log, and other underwater hardware that is bonded. An additional zinc anode should be installed on the propeller shaft if the boat is to be left in the water. Contact your dealer for the proper size and type of zinc anodes to be used and the specific installation procedure. Zincs should be checked monthly and changed when they are 75% of their original size.

Fiberglass Gelcoat Surfaces

Normal maintenance requires washing with mild soap and water. A stiff brush can be used on the non-skid areas. Kerosene or commercially prepared products will remove oil and tar which could be a problem on trailered boats. Harsh abrasive and chemical cleaners are not recommended because they can damage or dull the gelcoat, reducing its life and making it more susceptible to stains. When the boat is used in saltwater, it should be washed thoroughly with soap and water after each use.

At least once a season, wash and wax all exposed fiberglass surfaces. Use a high quality automotive or boat wax. Follow the procedure recommended by the wax manufacturer.

The washing and waxing of your boat will have the same beneficial effects as they have on an automobile finish. The wax will fill minute scratches and pores thus helping to prevent soiling and will extend the life of the gelcoat.

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 fiberglass surfaces except the non-skid areas.

If the fiberglass should become damaged and need repair, contact your dealer for an authorized repair person to do the work.



DO NOT WAX NON-SKID AREAS AS THIS COULD MAKE THEM SLIPPERY AND CONSEQUENTLY INCREASE THE POSSIBILITY OF INJURY.

Stainless Steel Hardware

When using the boat in saltwater, the hardware should be washed with soap and water after each use. When your boat is used in a corrosive environment such as saltwater, water with a high sulfur content, or polluted water, the stainless steel will periodically develop surface rust stains. This is perfectly normal under these conditions. The stainless can normally be cleaned and protected by using a high quality boat or automotive wax or a commercial metal cleaner and protectant.



UNDER NO CIRCUMSTANCES SHOULD ANY ABRASIVE MATERIALS SUCH AS SANDPAPER, BRONZE WOOL, OR STEEL WOOL BE USED ON STAINLESS STEEL. DAMAGE TO THE HARDWARE WILL RESULT.

Anodized Aluminum Surfaces

Normally, the only maintenance that is required with anodized aluminum is to periodically wash it with soap and water. If the boat is used in polluted or saltwater, the aluminum should be washed with soap and water after each use. Saltwater allowed to remain on anodized aluminum could penetrate the anodized coating and attack the aluminum. If the anodized coating is badly scratched, it can be touched up with an aluminum paint. With proper care, anodized aluminum will provide many years of maintenance free service.

Chrome Hardware

Use a good chrome cleaner and polish on all chrome hardware.

Plexiglas®

Plexiglas scratches easily. Use a soft cloth and mild soap and water to clean Plexiglas. Solvents and products containing ammonia can permanently damage Plexiglas. A coat of automotive or boat wax is beneficial to protect the surface. Do not use the following on Plexiglas:

Abrasive cleaners	Acetone
Solvents	Alcohol
Glass cleaners	Cleaners containing ammonia

13.2 Upholstery, Canvas and Enclosures

Vinyl Upholstery

The vinyl upholstery used on the exterior seats and bolsters in your boat should be cleaned periodically with soap and water. Avoid using products containing ammonia or harsh chemicals as they can shorten the life of vinyl. A vinyl protector will protect and extend the life of vinyl. One drawback to vinyl protectors is that they may make the vinyl slippery. You may find this to be undesirable in some applications.

Acrylic Canvas

Acrylic canvas should be cleaned periodically by using a mild detergent and water. Scrub lightly and rinse thoroughly.

After several years, the acrylic canvas may lose some of its ability to shed water. If this occurs, wash the fabric and treat it with a commercially available waterproofing designed for this purpose.

Note: **Some leakage at the seams is normal and unavoidable with acrylic enclosures.**

Side curtains and clear connectors can be cleaned with mild soap and water. They should not be allowed to become badly soiled. Dirt, oil, mildew, and cleaning agents containing ammonia, will shorten the life of the vinyl that is used for clear curtains. After cleaning the curtains and allowing them to dry, apply a non-lemon furniture polish or a Plexiglas® and clear plastic protector to extend the life of the curtains.



DO NOT USE ANY POLISH CONTAINING LEMON SCENTS OR LEMON. THE LEMON JUICE WILL ATTACK THE VINYL AND SHORTEN ITS LIFE.

13.3 Head Compartment Interior

The head compartment interior can be cleaned just like you would clean a home interior. If you leave the boat for a long period, clean the compartment thoroughly, open all interior locker doors, and hang a commercially available mildew protector in the compartment.



ALWAYS READ THE LABEL CAREFULLY ON MILDEW PROTECTORS. REMOVE THE PROTECTOR AND ALLOW THE HEAD COMPARTMENT TO VENTILATE COMPLETELY BEFORE USING.

13.4 Bilge and Engine Room

To keep the bilge clean and fresh, use a commercial bilge cleaner regularly. Follow the directions carefully. The engine and engine room should be kept clean and free of oil accumulation and debris. All exposed pumps and metal components, including the engine and drive gear, should be sprayed periodically with a protector to reduce the corrosive effects of the high humidity always present in these areas.

Maintenance intervals are outlined in the engine owner's manuals. Their recommendations should be followed exactly.

Chapter 14: **SEASONAL MAINTENANCE**

14.1 Lay-up and Storage

Before Storing

Pump out the head. Flush the holding tank using clean soap, water and a deodorizer. Pump out the cleaning solution.

The fuel tank should be left nearly full. In winter storing, with a full tank, a fuel winterizer is recommended to reduce fuel deterioration. For more recommendations for your specific area, check with your local Pursuit dealer. Operate the boat for 15 minutes to allow the treated fuel to reach the engine.

Consult the engine owner's manual for detailed information on preparing the engine for storage.

Lifting



BOATS HAVE BEEN DAMAGED FROM IMPROPER LIFTING AND TRANSPORTING WITH FORK LIFTS. CARE AND CAUTION MUST BE EXERCISED WHEN TRANSPORTING A BOAT WITH A FORK LIFT. NEVER HOIST THE BOAT WITH A SUBSTANTIAL AMOUNT OF WATER IN THE BILGE.



SEVERE GELCOAT CRAZING OR MORE SERIOUS HULL DAMAGE CAN OCCUR DURING HAULING AND LAUNCHING IF PRESSURE IS CREATED ON THE GUNWALES (SHEER) BY THE SLINGS. SPREADERS ARE NOT REQUIRED IF BELTS ARE NOT CREATING PRESSURE (CABLE DRUMS FURTHER APART THAN BEAM OF BOAT). FLAT, WIDE BELTING SLINGS AND SPREADERS LONG ENOUGH TO KEEP PRESSURE FROM THE GUNWALES ARE ESSENTIAL. DO NOT ALLOW ANYONE TO HAUL YOUR BOAT WHEN THE SPREADERS ON THE LIFT ARE NOT WIDE ENOUGH TO TAKE THE PRESSURE OFF THE GUNWALES.

Supporting The Boat For Storage

Your trailer or a well-made cradle is the best support for your boat during storage.

When storing the boat on a trailer for a long period:

- Make sure the rollers and pads support the hull of the boat.
- Make sure the trailer is on a level surface and the bow is high enough so that water will drain from the bilge and engine exhaust system.

- The trailer must properly support the hull. The bunks and rollers should match the bottom of the hull and should not be putting pressure on the lifting strakes.
- Make sure the hitch is properly supported.
- 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.

When storing the boat on a cradle

- The cradle must be specifically for boat storage.
- Make sure the cradle is well supported and placed on a level surface with the bow high enough so that water will drain from the bilge, engine exhaust systems and cockpit.
- The cradle must be in the proper fore and aft position to properly support the hull. When the cradle is in the correct location, the bunks should match the bottom of the hull and should not be putting pressure on the lifting strakes.



BOATS HAVE BEEN DAMAGED BY TRAILERS AND CRADLES THAT DON'T PROPERLY SUPPORT THE HULL. ALWAYS MAKE SURE THE BUNKS AND PADS ARE ADJUSTED SO THEY ARE NOT PUTTING PRESSURE ON THE LIFTING STRAKES AND ARE PROVIDING ENOUGH SUPPORT FOR THE HULL. HULL DAMAGE RESULTING FROM IMPROPER CRADLE AND TRAILER SUPPORT IS NOT COVERED BY THE PURSUIT WARRANTY.

Preparing The Boat For Storage

- Remove the bilge drain plug(s), if installed.
- Thoroughly wash the fiberglass exterior, especially the antifouling portion of the bottom. Remove as much marine growth as possible. Lightly wax the exterior fiberglass components.
- Remove all oxidation from the exterior hardware, and apply a light film of moisture-displacing lubricant.
- Remove propeller and grease the propeller shaft using light waterproof grease.

- Remove the batteries and store in a cool place. Clean using clear, clean water. Be sure each battery has sufficient water and clean terminals. Keep the batteries charged and safe from freezing throughout the storage period.
- Refer to Chapter 4, Electrical Systems, for information on the maintenance of the D.C. electrical systems.
- Coat all faucets and exposed electrical components in the cockpit with a protecting oil.
- Clean out, totally drain and completely dry the fishboxes, sinks and livewells.
- Clean the exterior upholstery with a good vinyl cleaner and dry thoroughly.
- Remove as many cushions and open as many locker doors as possible. Leaving as many of these areas open as possible will improve the boat's ventilation during the storage period.

14.2 Winterizing

Freshwater System

The entire freshwater system must be completely drained. Disconnect all hoses, check valves, etc. and blow all the water from the system. Make sure the freshwater tank is completely drained. Use only very low air pressure when doing this to prevent possible system damage. Because of the check valve mechanism built in the pump, blowing the lines will not remove the water from the freshwater pump. Remove the inlet and outlet hoses on the pump. Turn the pump on and allow it to pump out any remaining water....about a cupful. A recommended alternative to the above-mentioned procedure is the use of commercially available non toxic, freshwater system antifreeze. After draining the potable water tank and lines, pour the antifreeze mixture into the freshwater tank, prime and operate the pump until the mixture flows from all freshwater faucets. Be sure to open all hot and cold water faucets, including the freshwater spray head in the leaning post bait station sink. Make sure antifreeze has flowed through all of the freshwater drains.

For additional information on the freshwater system refer to Chapter 6.

Raw Water System

Completely drain the raw water systems. Disconnect all hoses and blow the water from the system. Use only very low air pressure when doing this to prevent possible system damage. Because of the check valve mechanism built in the raw water washdown pump, blowing the lines will not remove the water from that raw water pump. Remove the inlet and outlet hoses on the pump. Turn the pump on and allow it to pump out any remaining water....about a cupful. A recommended alternative to the above-mentioned procedure is the use of commercially available non-toxic, potable water system antifreeze. If potable water antifreeze is used, pour the mixture into a pail and put the raw water intake lines into the solution. Run the pumps one at a time until the antifreeze

solution is visible at all raw water faucets and discharge fittings and drains. Be sure antifreeze has flowed through all of the raw water drains.

The portable head must be properly winterized by following the manufacturer's winterizing instructions in the portable head owner's manual.

The marine head must be properly winterized by following the manufacturer's winterizing instructions in the marine toilet owner's manual. Drain the intake and discharge hoses completely using low air pressure if necessary. The head holding tank must be pumped dry and one gallon of potable water antifreeze poured into the tank through the deck waste pump out fitting.

Drain all of the sea strainers, heat exchangers and raw water supply and discharge lines for the engine raw water supply pump. Make sure all water has drained from the exhaust system. Some engine mufflers have a drain plug that must be removed to properly drain the muffler. Once this is accomplished, please follow the engine manufacturer's winterizing procedures located in your engine owner's manuals or contact a Pursuit dealer.

For additional information on the raw water system refer to Chapter 6.

Bilge

Coat all metal components, wire busses, and connector plugs in the bilge with a protecting oil. It is also important to protect the shaft packing assemblies and couplers, all strainers and sea cocks, pumps, rudder ports and steering components.

The bilge pumps and bilge pump lines must be completely free of water and dried out when the boat is laid-up for the winter in climates where freezing occurs. Compartments in the bilge that will not drain completely should be pumped out and then sponged until completely free of water.

Dry the hull bilge and self-bailing cockpit troughs. Water freezing in these areas could cause damage.

Special Notes Prior To Winter Storage

If the boat will be in outside storage, properly support a storage cover and secure it over the boat. It is best to have a frame built over the boat to support the canvas. It should be a few inches wider than the boat so the canvas will clear the rails and allow passage of air. If this cover is fastened too tightly there will be inadequate ventilation and this can lead to mildew, moisture accumulation, etc. It is essential to fasten the canvas down securely so that the winds cannot remove it or cause chafing of the hull superstructure. Do not store the boat in a damp storage enclosure. Excessive dampness can cause electrical problems, corrosion, and excessive mildew.

Whenever possible, do not use the bimini top in place of the winter storage cover. The life of the canvas may be significantly shortened if exposed to harsh weather elements for long periods.



PLACING AN ELECTRIC OR FUEL BURNING HEATING UNIT IN THE BOAT CAN BE POTENTIALLY HAZARDOUS AND IS NOT RECOMMENDED.

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.

T-Tops

It is imperative that all drain holes in the legs are open and completely free of water. Remove the canvas and thoroughly clean and store in a safe, dry place. Remove all electronics. Coat all wire connectors and bus bars in the helm compartment with a protecting oil.



ALWAYS MAKE SURE THE LEG DRAIN HOLES ARE CLEAR WHEN THE BOAT IS LAID UP FOR THE WINTER. WATER TRAPPED INSIDE THE T-TOP LEGS COULD FREEZE AND CAUSE THE LEGS TO SPLIT.

14.3 Recommissioning



DO NOT OPERATE THE BOAT UNLESS IT IS COMPLETELY ASSEMBLED. KEEP ALL FASTENERS TIGHT. KEEP ADJUSTMENTS ACCORDING TO SPECIFICATIONS.



IT IS IMPORTANT AND RECOMMENDED THAT 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.



BEFORE LAUNCHING THE BOAT, MAKE SURE THE DRAIN PLUG IS INSTALLED.

Reactivating The Boat After Storage

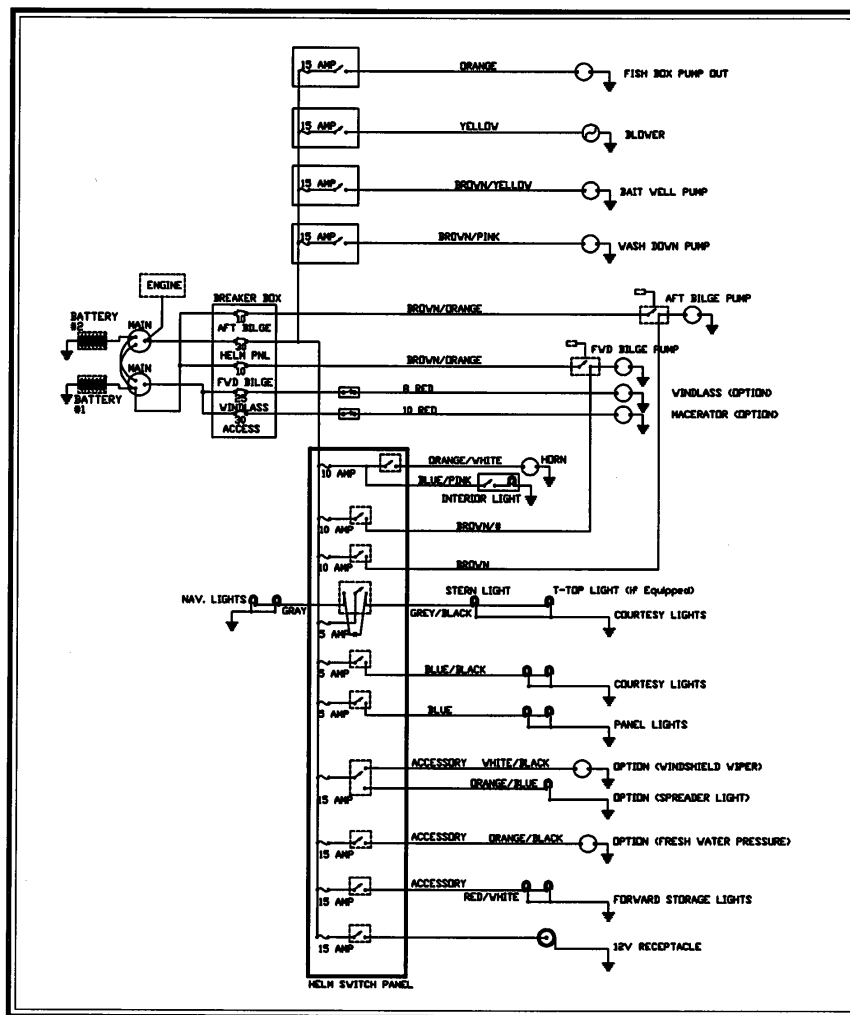
- Charge and install the batteries.
- Install the drain plugs in the hull.

- Check the engine for damage and follow the manufacturer's instructions for recommissioning.
- Perform all routine maintenance.
- Check all hose clamps for tightness.
- Pump the antifreeze from the fresh and raw water systems and flush several times with freshwater.
- Check and lubricate the steering system.
- Check and tighten all bolts, screws and fasteners.
- Clean and wash the boat.
- Install all cushions and canvas.

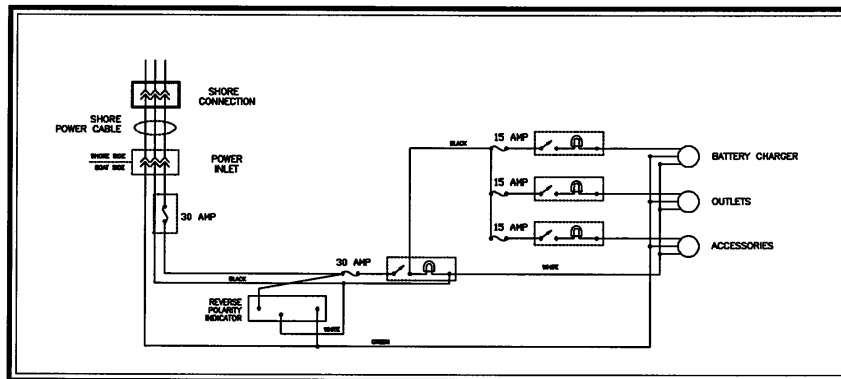
After Launching

- Carefully check all water systems for leaks. Operate each system one at a time checking for leaks and proper operation.
- Check the bilge pump manual and automatic switches.
- Check the propeller shaft coupling for proper alignment.
- Prime the fuel system and start the engine.
- When the engine starts, check the exhaust ports for water flow. This insures that the cooling pump is operating.
- Carefully monitor the gauges and check for leakage and abnormal noises. Operate the boat at slow speeds until the engine temperature stabilizes and all systems are operating normally.

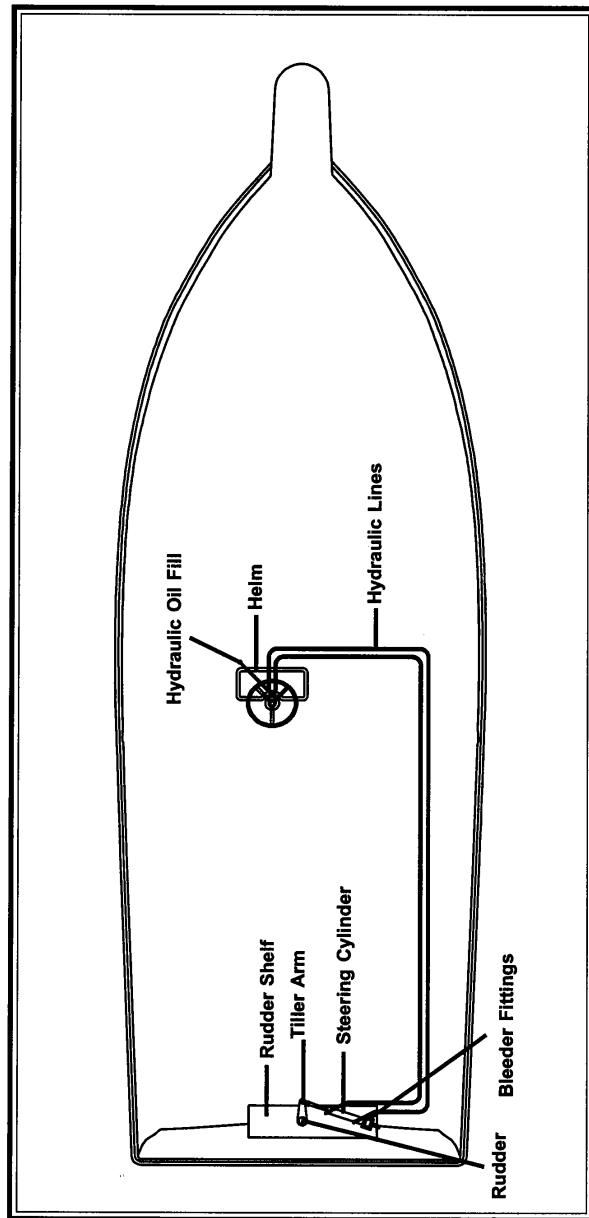
Chapter 15: SCHEMATICS



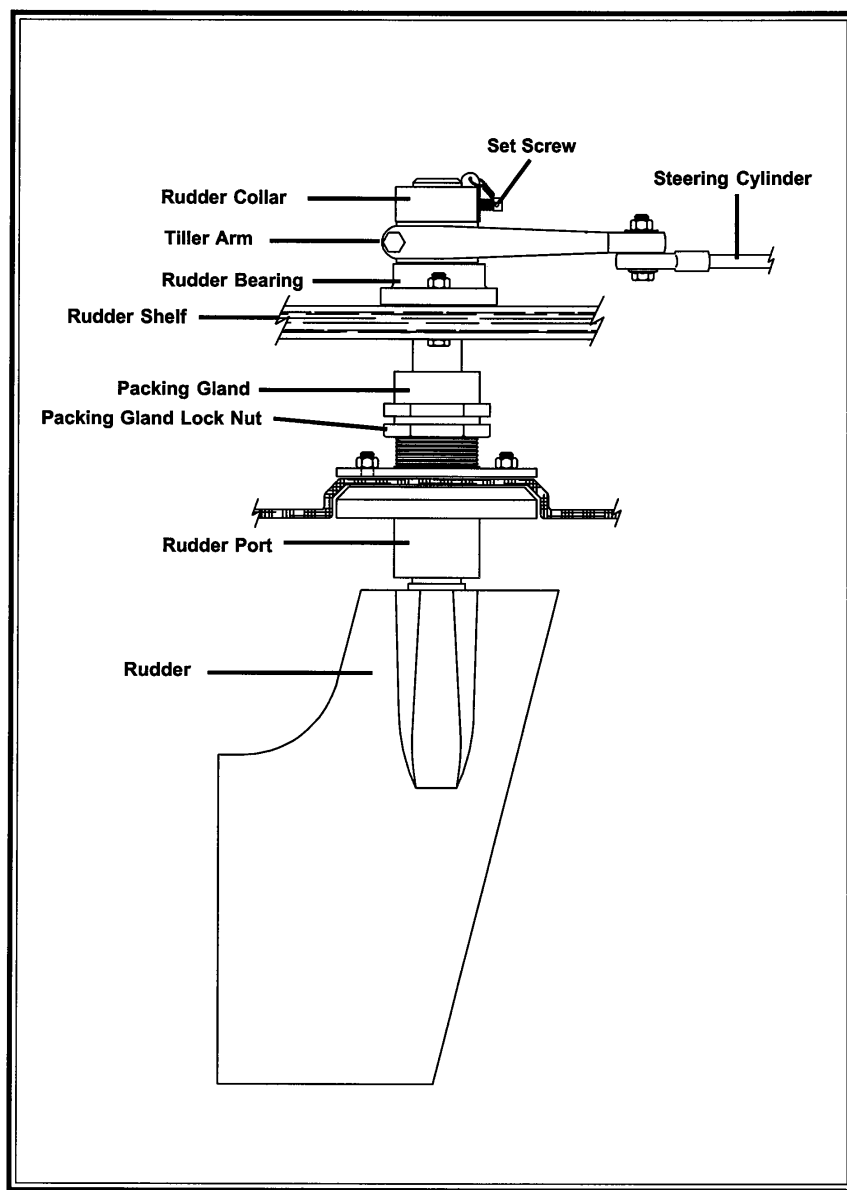
12-Volt Wiring Schematic



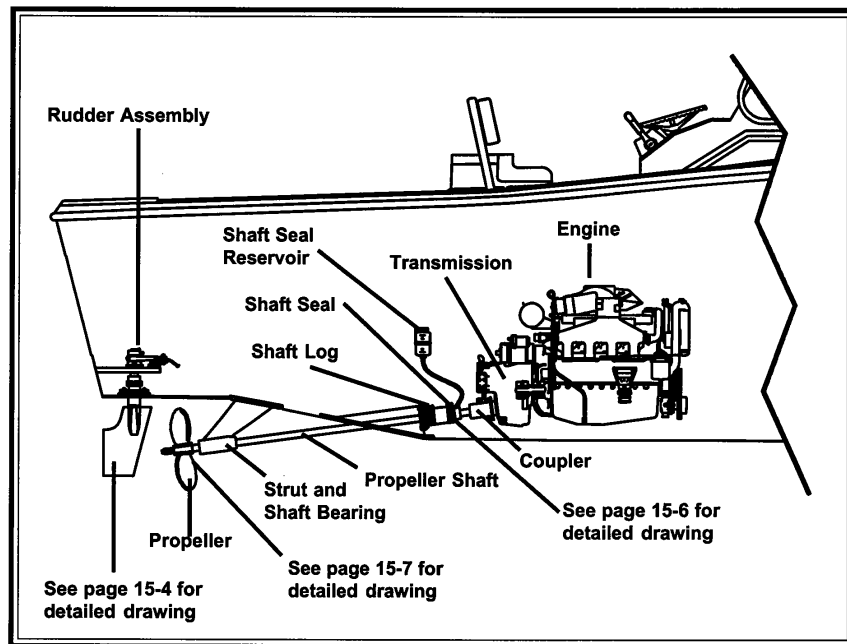
110-Volt Wiring Schematic



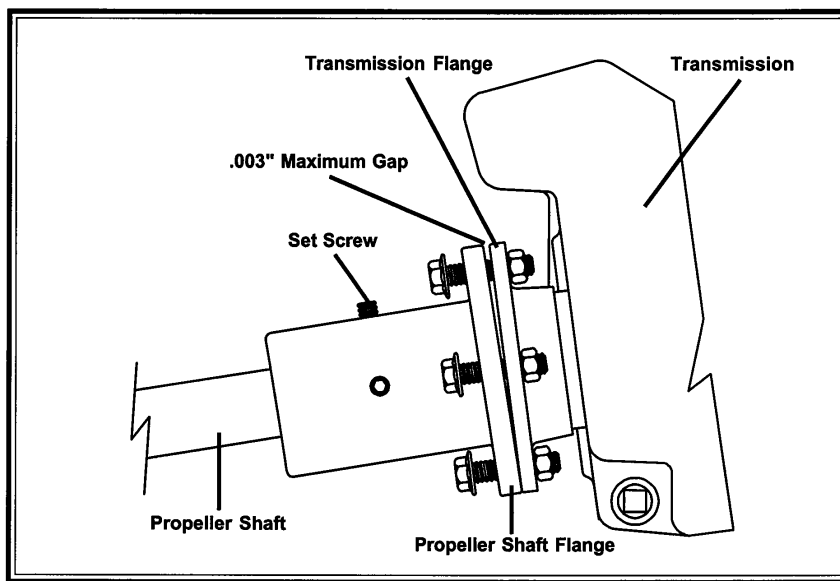
Hydraulic Steering System



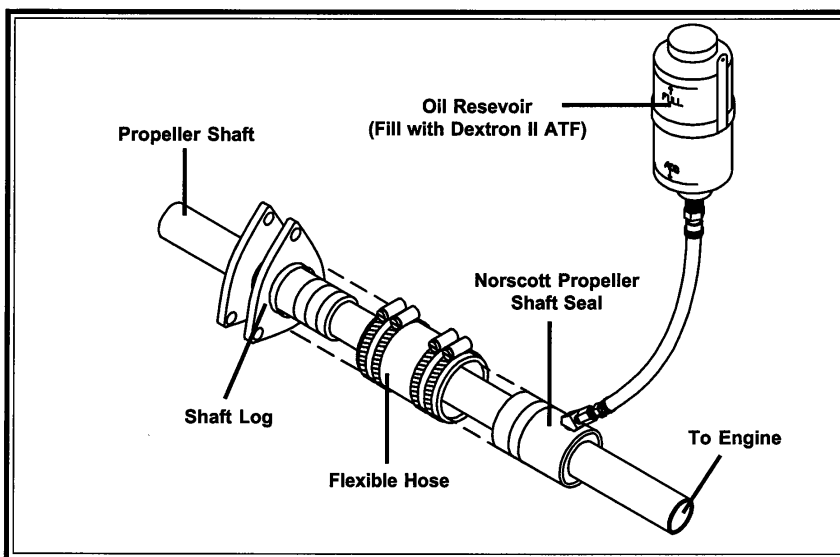
Rudder



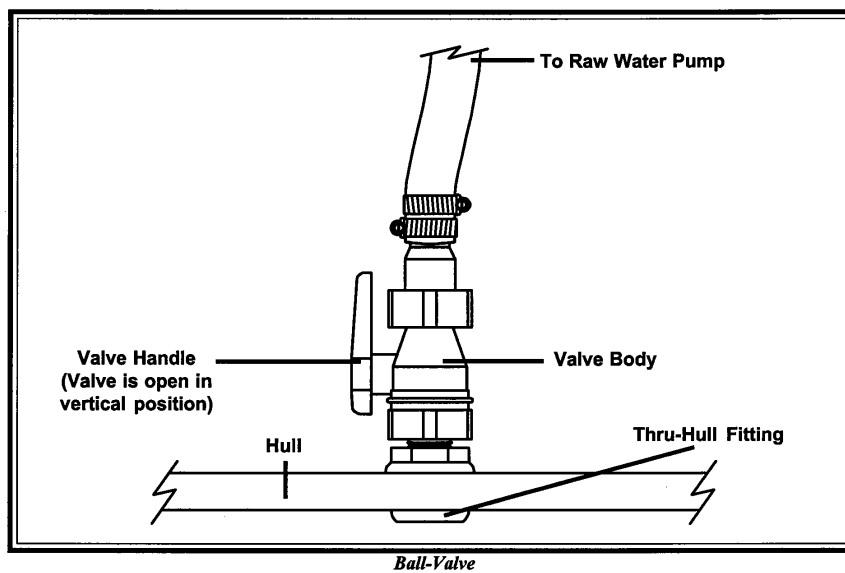
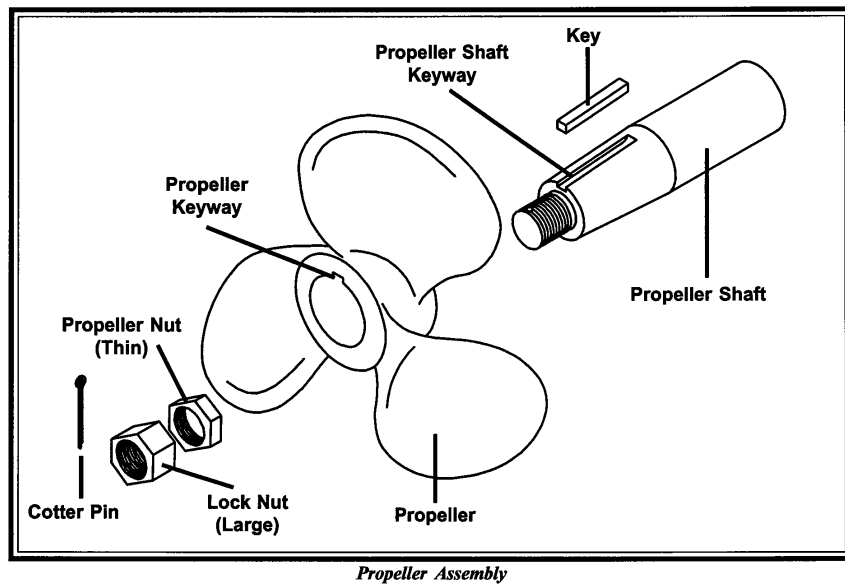
Running Gear - Propulsion System

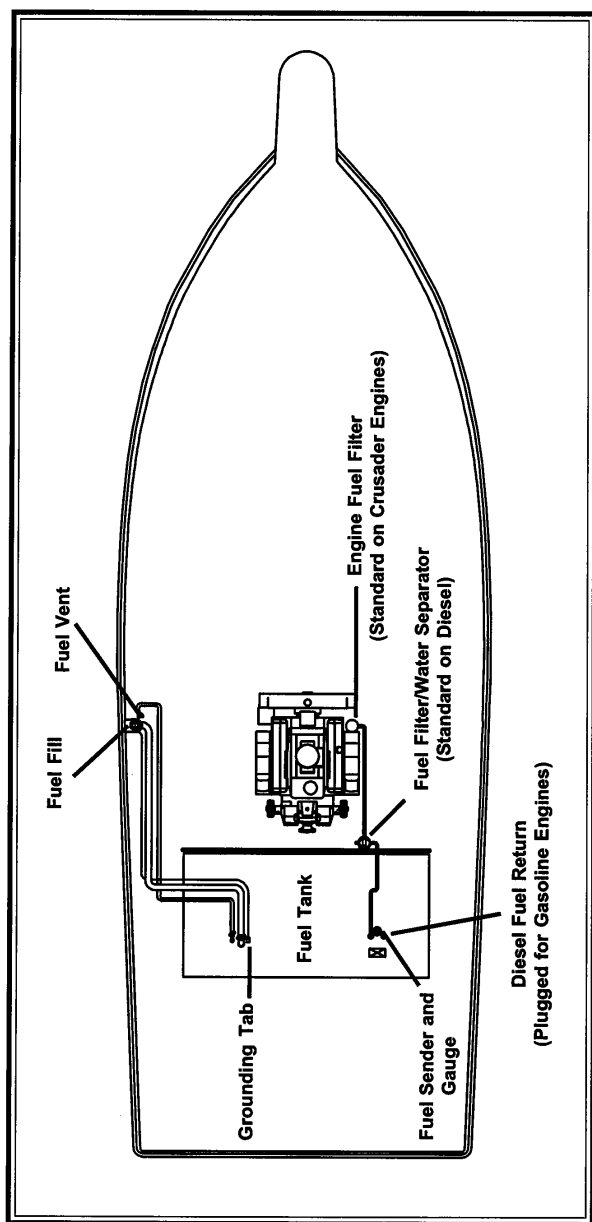


Shaft Coupler

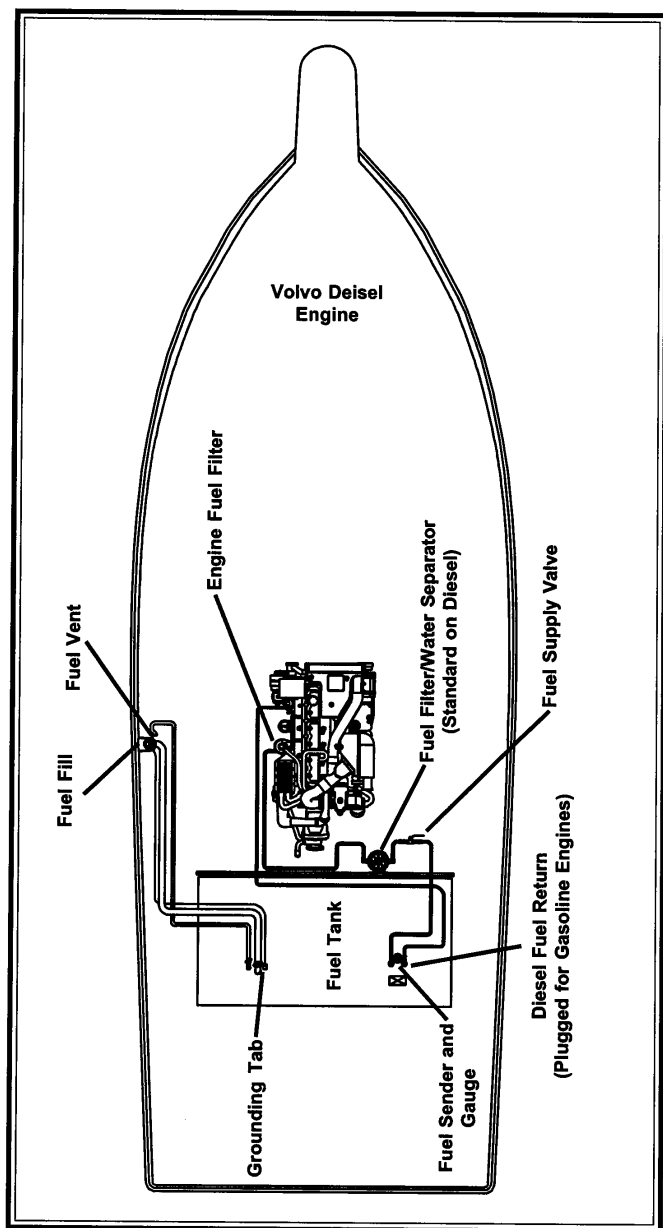


Shaft Seal

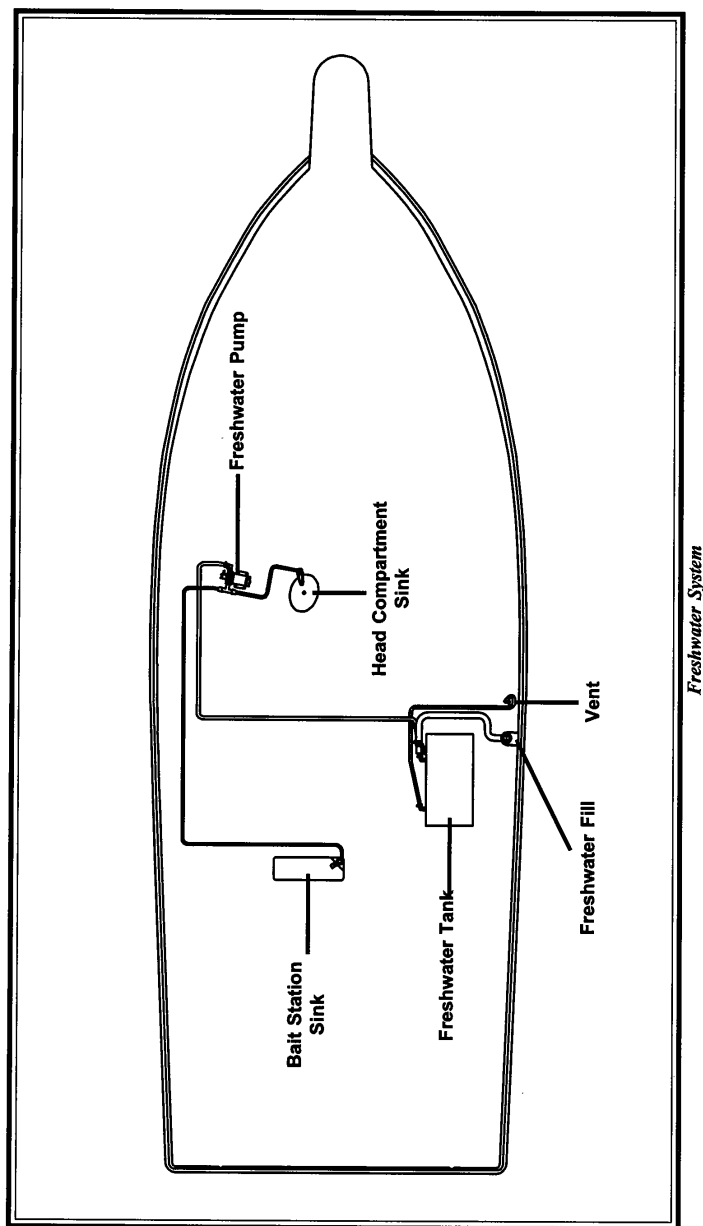




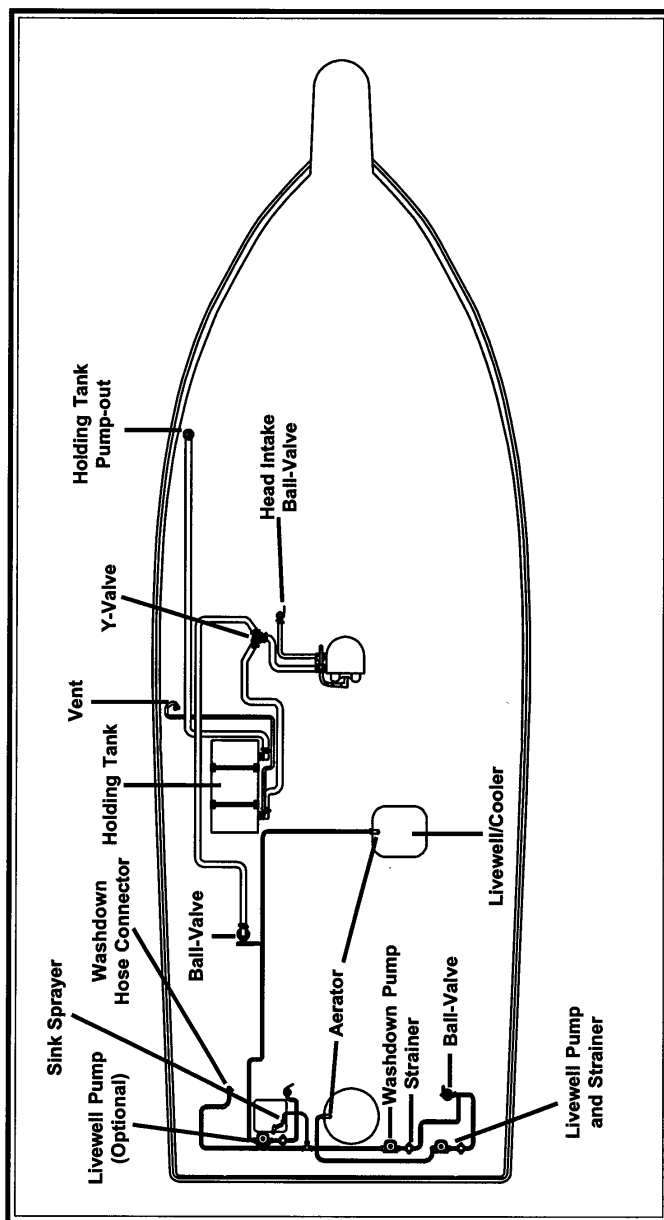
Gasoline Engine Fuel System



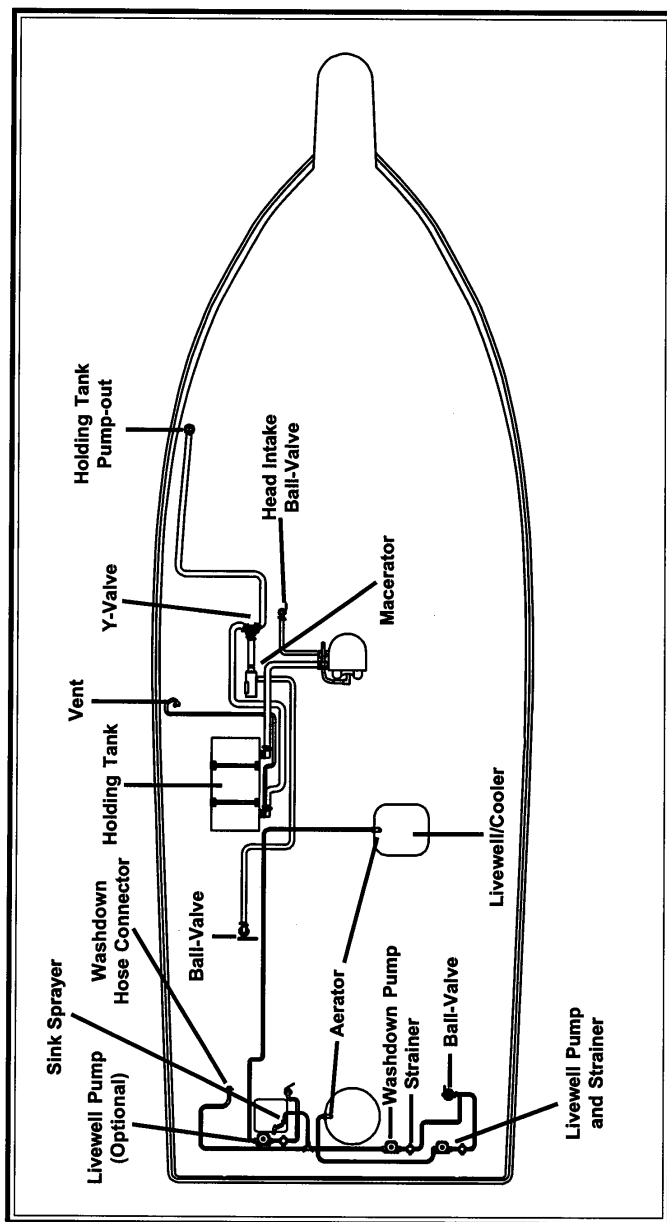
Diesel Engine Fuel System



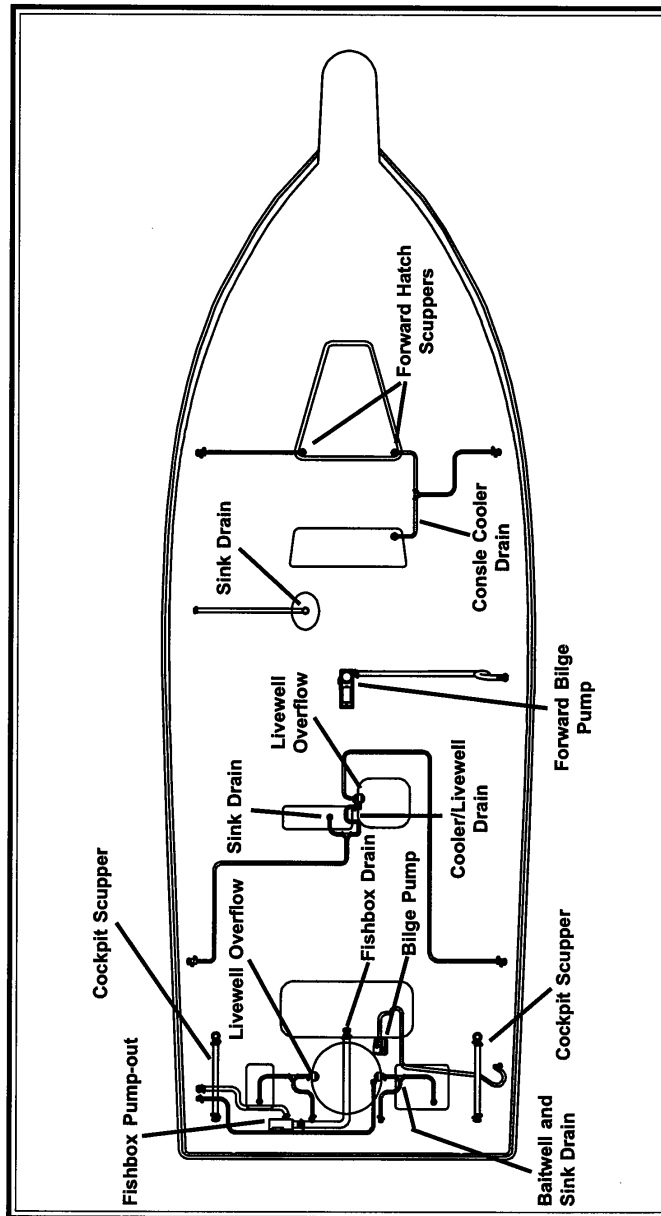
Freshwater System



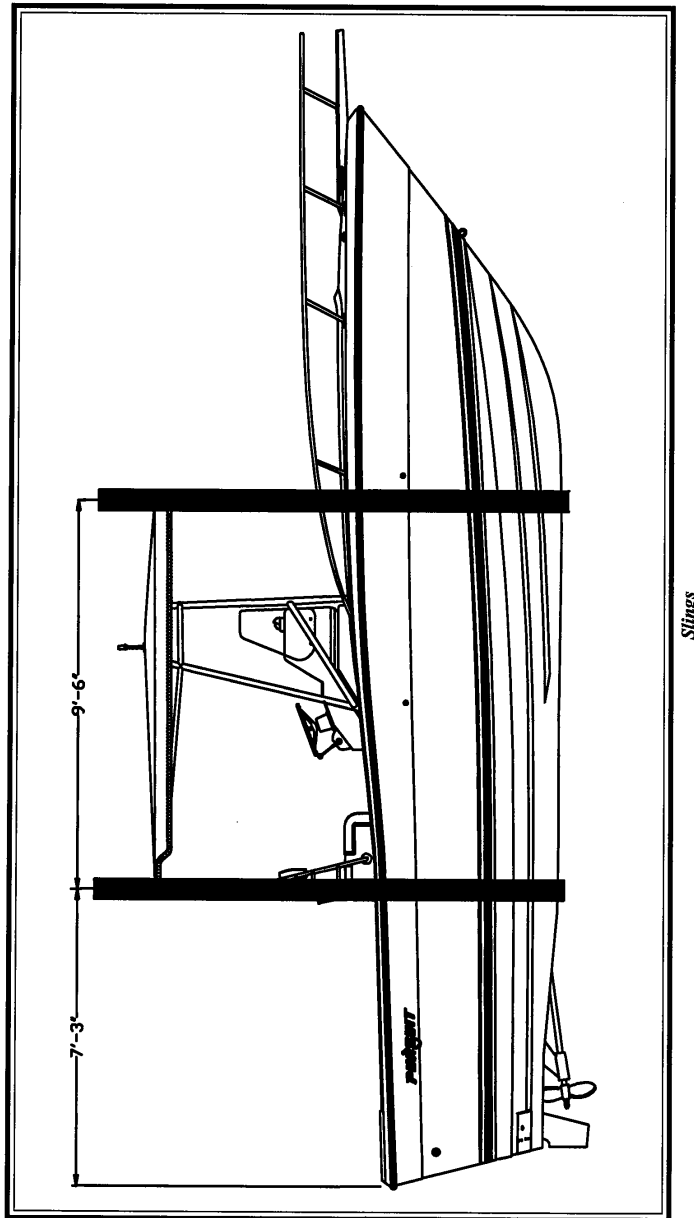
Raw Water System/Without Macerator



Raw Water System/With Macerator



Drainage System



Slings

15-14

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Appendix A:

GLOSSARY OF TERMS

Aft:	In, near, or toward the stern of a boat
Aground:	A boat stuck on the bottom
Amidship:	In or toward the part of a boat midway between the bow and stern
Anchor:	A specially shaped heavy metal device designed to dig efficiently into the bottom under a body of water and hold a boat in place
Anchorage:	An area specifically designated by governmental authorities in which boats may anchor
Athwartship:	When an object lies on a line or in a plane at right angles to the centerline of a boat
Beam:	The breadth of a boat usually measured at its widest part
Beamy:	Boats of greater than normal beam
Bilge:	The lower interior areas of the hull of a boat
Bilge Pump:	Pumps water that collects in the bilge, overboard
Boarding Ladder:	Set of steps temporarily fitted over the side of a boat to assist persons coming aboard
Boat Hook:	Short shaft of wood or metal with a fitting at one end shaped to aid in extending one's effective reach from the side of the boat
Bow:	The front end of a boat
Bow Line:	A line that leads forward from the bow of the boat
Bow Rail:	Knee high rails of solid tubing to aid in preventing people from falling overboard
Bridge:	The area from which a boat is steered and its speed controlled

Bridge Deck:	Deck forward and usually above the cockpit deck
Bulkhead:	Vertical partition separating compartments of a boat
Cabin:	Superstructure above the main deck level
Capsize:	When a boat turns over
Chain Locker:	A locker, usually located in the bow of a boat, used for stowing the anchor line or chain
Chapman's:	<u>Chapman-Piloting, Seamanship, and Small Boat Handling, 60th Edition</u> , by Elbert S. Maloney, Hearst Marine Books, NY, ISBN 9-688-10425-8
Chock:	A deck fitting, usually of metal, with inward curving arms through which lines such as mooring or anchor lines are passed so as to lead them in the proper direction both on board and off the boat
Closed Cooling System:	A separate supply of freshwater is used to circulate only within the engine
Coaming:	A vertical piece around the edges of cockpit, hatches, etc. to stop water on deck from running below
Cockpit:	An open space in the deck of a boat outside of the cabin and deckhouse
Companionway:	Openings in the deck of a boat to provide access below
Compartment:	The interior of a boat divided off by bulkheads
Cradle:	The framework which supports a boat as she is hauled out or stored
Cutlass Bearing:	Rubber bearing in the strut that supports the propeller shaft
Deck:	The floor-like platform of a boat
Draft:	The depth of water a boat needs to float
Dry Rot:	A fungus attack on wood areas
Drydock:	A dock that can be kept dry during boat construction or repair
Electrical Ground:	A connection between an electrical connector and the earth

Engine Bed:	A sturdy structural member running fore-and-aft on which the engine is mounted
Even Keel:	When a boat floats properly as designed
Fender:	A soft object of rubber or plastic used between boats and piles, pier sides, seawalls, etc. to protect the topsides from scarring and to cushion any shock of the boat striking a fixed object
Flying Bridge:	An added set of controls above the level of the normal control station
Fore:	The part of the boat in which the bow is located
Foundering:	When a boat fills with water and sinks
Freeboard:	The height of a boat's topsides from the waterline to the deck
Fuel Pump:	Feeds fuel under pressure
Galley:	The kitchen of a boat
Grab Rail:	Hand-hold fittings mounted on cabin tops or sides for personal safety when moving around the boat, both on deck and below
Ground Tackle:	A general term including anchors, lines, and other gear used in anchoring
Grounds:	A boat touches the bottom
Gunwale:	The upper edge of a boat's side
Hand Rail:	Rail mounted on the boat, for grabbing with your hand, to steady you while walking about the boat
Harbor:	An anchorage which provides reasonably good protection for a boat, with shelter from wind and sea
Hatch:	A door or cover for access down into a compartment of a boat
Head:	Refers to both the toilet and toilet area
Headroom:	The vertical distance between the deck and the cabin or canopy top (or other overhead structure)

Heat Exchanger:	Used to transfer the heat that is picked up by the closed cooling system to the raw cooling water
Helm:	The operating area of a boat
Hull:	The frame or body of the boat
Inboard:	A boat with the engine mounted within the hull inside the gunwale of the boat
Keel:	A plate or timber plate running lengthwise along the center of the bottom of a boat
Knot:	Unit of speed, 1 knot = 1 nautical mile per hour (1.161 miles per hour)
Lay-up:	To decommission a boat for the winter (usually in northern climates)
Lazarette:	A compartment in the stern of a boat used for general storage
Length On The Waterline (l.w.l.):	A length measurement of a boat from the fore part of the stern to the after part of the stern where the hull breaks the water
Life Preserver:	Provides additional buoyancy to keep a person afloat when he/she is in the water
Limber Hole:	A passage cut into the lower edges of floors and frames next to the keel to allow bilge water to flow to the lowest point of the hull from where it can be pumped out
Line:	Rope
Lists:	A boat that inclines to port or starboard while afloat
Locker:	A closet, chest or box aboard a boat
Marina:	A protected facility primarily for recreational small craft
Marine Ways or Railways:	Inclined planes at the water's edge onto which boats are hauled
Moored:	Secured with cables, lines or anchors
Nautical Mile:	Distance measurement equal to a unit about 6/5th's of a statute (land) mile

Oil pump:	Supplies lubricating oil where needed within the engine
Outboard:	A boat with the engine mounted on the transom which is detachable
Overhead:	The ceiling of a cabin or compartment
Pier:	A structure which projects out from the shoreline
Piles or Piling:	A long column driven into the bottom to which a boat can be tied
Plenum:	A chamber for directing air flow, as in engine intake air plenum
Pitching:	The fore and aft rocking motion of a boat as the bow rises and falls
Port:	The left side of the boat when facing the bow
Porthole (port):	The opening in the side of a boat to allow the admittance of light and air
Propeller Shaft:	Shaft which runs from the back of the engine gear box, aft, through the stuffing box, shaft log, struts, and onto which the propeller is attached
Raw Water Cooled:	Water for cooling is drawn in through a hull fitting, circulated in the engine, and then discharged overboard
Reduction Gear:	Often combined with the reverse gear so that the propeller, turning at a slower rate than the engine, will have increased efficiency
Reverse Gear:	Change the direction of rotation of the propeller to give a thrust in the opposite direction for stopping the boat or giving it sternway
Roll:	A boat's sidewise rotational motion in rough water
Rope Locker:	See "chain locker"
Rubrail:	Railing (often rubber or hard plastic) that runs along the boat's sheer to protect the hull when coming alongside docks, piers, or other boats
Rudder:	A moveable flat surface that is attached vertically at or near the stern for steering

Scupper:	An opening in the side or transom of the boat through which water on deck or in the cockpit is drained overboard
Seacock:	Safety valves installed just inside the thru-hull fittings and ahead of the piping or hose running from the fittings
Shaft log:	Pipe through which the propeller shaft passes
Sheer:	The uppermost edge of the hull
Sling:	A strap which will hold the boat securely while being lifted, lowered, or carried
Sole:	The deck of a cockpit or interior cabin
Spring Line:	A line that leads from the bow aft or from the stern forward to prevent the boat from moving ahead or astern
Starboard:	The right side of a boat when facing the bow
Stem:	The line at which the port and stern topsides meet at the bow
Stern:	The rear end of a boat
Stringer:	Longitudinal members fastened inside the hull for additional structural strength
Strut Bearing:	See “cutlass bearing”
Stuffing Box:	Prevents water from entering at the point where the propeller shaft passes through the shaft log
Superstructure:	Something built above the main deck level
Swamps:	When a boat fills with water from over the side
Swimming Ladder:	Much the same as the boarding ladder except that it extends down into the water
Taffrail:	Rail around cockpit
Thru-hull:	A fitting used to pass fluids (usually water) through the hull surface, either above or below the waterline

Topsides:	The side skin of a boat between the waterline or chine and deck
Transom:	Flat planking across the stern
Travel Lift:	Machinery used at boat yards to hoist boats out of and back into the water
Trim:	This relates to the way a boat floats in the water
Trough:	The area of water between the crests of waves and parallel to them
Twin-Screw Craft:	A boat with two propellers on two separate shafts
Underway:	When a boat moves through the water
Wake:	Disrupted water that a boat leaves astern as a result of its motion
Wash:	The flow of water that results from the action of her propeller or propellers
Water Pump:	Circulates cooling water
Waterline:	The plane of a boat where the surface of the water touches the hull when it is afloat on even keel
Watertight Bulkhead:	Bulkheads secured so tightly so as not to let water pass
Wharf:	A structure generally parallel to the shore
Working Anchor:	An anchor carried on a boat for most normal uses
Yacht Basin:	A protected facility primarily for recreational small craft
Yaw:	When a boat runs off her course to either side

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Appendix B:

MAINTENANCE LOG

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