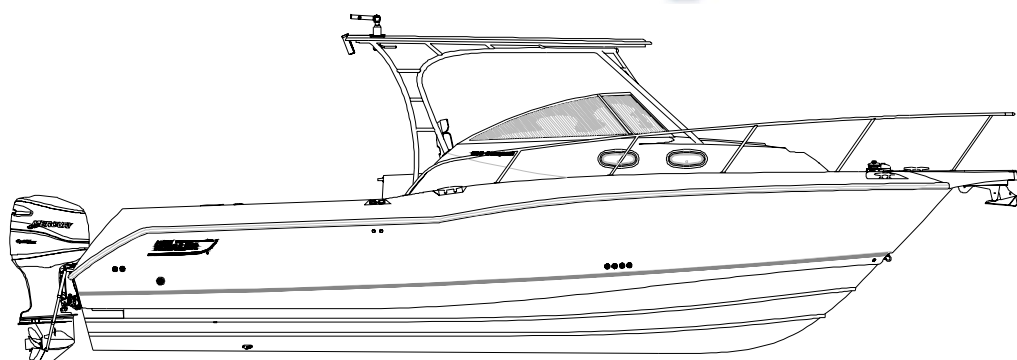


305 Conquest



**“The mission of Boston Whaler® is
to provide consumers with the
safest, highest quality, most durable
boats in the world”**

Rev C 10/11/05

INFORMATION IN THIS PUBLICATION IS BASED ON THE LATEST PRODUCT SPECIFICATIONS AVAILABLE AT PRINTING, BOSTON WHALER® BOATS, INC. RESERVES THE RIGHT TO MAKE CHANGES AT ANY TIME WITHOUT NOTICE, IN THE COLORS, EQUIPMENT, SPECIFICATIONS, MATERIALS AND PRICES OF ALL MODELS, OR TO DISCONTINUE MODELS. SHOULD CHANGES OR MODIFICATIONS TO THE MODELS BE MADE BOSTON WHALER® IS NOT OBLIGATED TO MAKE SIMILAR CHANGES OR MODIFICATIONS TO MODELS SOLD PRIOR TO THE DATE OF SUCH CHANGES. THE FOLLOWING ARE REGISTERED TRADEMARKS OF THE BRUNSWICK CORPORATION:
180 DAUNTLESS, BOSTON WHALER®. MRP #1808103

Introduction

This Owner's Manual has been written to provide specific information about your boat and it should be read carefully. Keep this booklet in the Owner's Manual Packet. The Owner's Manual Packet has been compiled to help you operate your boat with safety and pleasure. It contains details of the boat, the equipment supplied or fitted, it's systems and information on it's operation and maintenance. Please familiarize yourself with the boat and it's operation before using it. If this is your first boat, or you are changing to a type of boat you are not familiar with, for your own comfort and safety, please ensure that you obtain handling and operating experience before "assuming command" of your boat. Your Boston Whaler® dealer or local Yacht Club will be pleased to advise you of marine safety classes and safe boating classes in your area.

History

In 1958, company founder Richard T. Fisher introduced the first Boston Whaler boat in Braintree, Massachusetts. It featured two significant innovations: first, its twin sponson hull design produced superior stability and a remarkably dry ride; second, its unique foam core construction made the boat not only durable, but unsinkable as well. Fisher took every opportunity to illustrate the unique characteristics of the Boston Whaler. His most famous demonstration was captured in 1961, by *Life Magazine*. The series of photographs showed the boat underway, the boat being sawed in half and ultimately Fisher motoring away in the remaining half of the boat. And through the years many other demonstrations have proved the toughness and durability of the Boston Whaler hull. And though you may never cut your boat in half, this only goes to show one thing, people whose livelihood and lives depend on boats consistently choose Boston Whaler because of their seaworthiness, dependability and the inherent safety of a hull that won't sink even if severely damaged. Boston Whalers are built to last. For over 40 years Boston Whaler® has strived to make each model better, providing you with a safe and fun boating experience. That is the reason we offer a 10 year limited transferable warranty. It is also an excellent reason why you can trust the safety of your family and friends to a Boston Whaler.

PLEASE KEEP THIS BOOK AND OTHER MATERIALS IN A SECURE PLACE, AND BE SURE TO HAND IT OVER TO THE NEW OWNER IF YOU SELL THE BOAT.



Boston Whaler founder Richard T. Fisher demonstrating one of the features that has made Boston Whaler the "Unsinkable Legend" in this 1961 LIFE Magazine Photo.

Richard T. Fisher was posthumously inducted into the National Marine Manufacturer's Association (NMMA) Hall of Fame on September 26, 1996 for accomplishments made in marine engineering and construction.

305 Conquest-Owner's Manual

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Section 1 - 305 Conquest



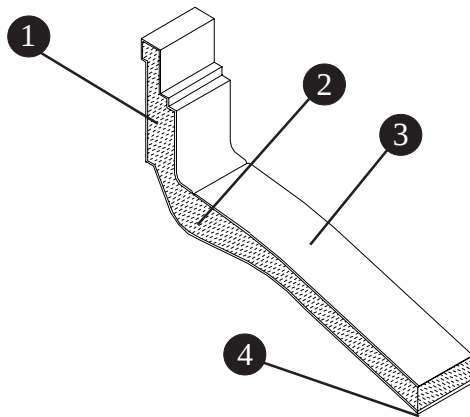
305 Conquest-Owner's Manual Construction Standards

"THE MISSION OF BOSTON WHALER IS TO PROVIDE CONSUMERS WITH THE SAFEST, HIGHEST QUALITY, MOST DURABLE BOATS IN THE WORLD".

We are dedicated to creating a superior product providing you with comfort, performance, safety and dependability. All of our boats comply with the safety standards set by the United States Coast Guard and are designed, engineered and manufactured in accordance with applicable recommendations and guidelines of the American Boat and Yacht Council (A.B.Y.C.) and certified by the National Marine Manufacturers Association (N.M.M.A.).

Our Hull

- ① No air voids
- ② High density closed cell non-absorbent foam
- ③ High quality resins and gelcoats
- ④ Woven glass matting



Boston Whaler® hulls are constructed with our patented Unibond™ construction. This involves shooting high density foam into a closed mold system. The foam expands to fill voids in the hull, and when the finished product is pulled from the mold, the deck and the hull are chemically bonded to form a solid, inseparable unit.

Servicing your Boston Whaler

When your 305 Conquest needs to be serviced or regular maintenance is needed, it should be taken to an authorized Boston Whaler® dealer.

To find a Boston Whaler® dealer in your area call:
1-800-942-5379

Domestic/International

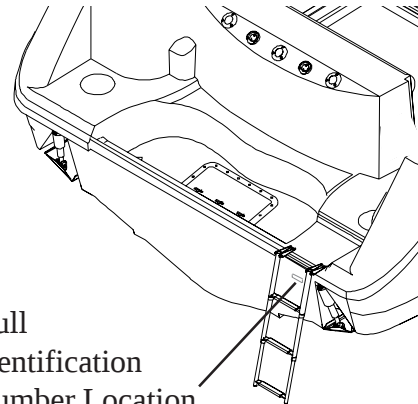
If a problem is not handled to your satisfaction:

Discuss any warranty related problems directly with the service manager of the dealership or your sales person. Give the dealership an opportunity to help the service department resolve the matter for you.

Hull Identification Number

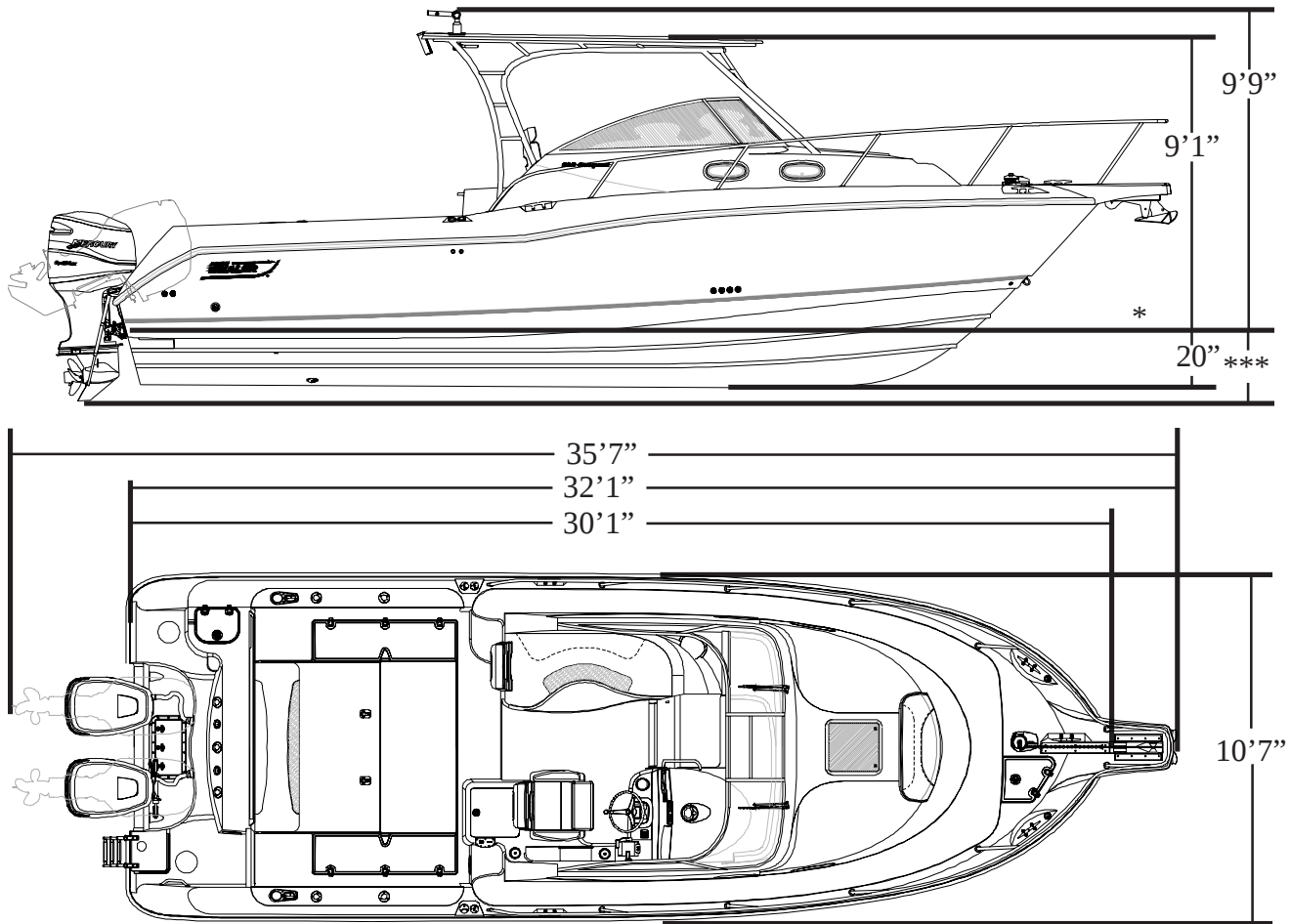
The "Hull Identification Number" is located on the starboard side of the transom.

This is the most important identifying factor and must be included in all correspondence related to your vessel. Failure to do so will only create delays. Also of vital importance are the engine serial numbers and part numbers when writing about or ordering parts for your engine.



Typical H.I.N. Description

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Specifications & Dimensions

Overall Length(w/ pulpit)	32'1"	9.78	m
Centerline Length	30'1"	9.17	m
Bridge Clearance	9'1"	2.76	m
Bridge Clearance(outriggers)	9'9"	2.97	m
Beam	10'7"	3.23	m
Draft, (Hull Only)	20"	.55	m
Weight (dry, no engine)	8500 lbs.	3855	kg
Swamped Capacity	2200 lbs.	998	kg
Maximum Engine Weight	1400 lbs.	635	kg
Maximum Weight, (passengers,engine(s)gear**	4300 lbs	1950	kg
Persons	14		
Maximum Horsepower	600 HP	447	kw
Minimum Horsepower	400 HP	298	kw
Fuel Capacity	300 Gal.(U.S.)	1135	L
Diesel Fuel Capacity(optional)	15 Gal.(U.S.)	56.8	L
Water Capacity	60 Gal.(U.S.)	227.1	L
Waste Capacity	10 Gal.(U.S.)	37.8	L
*	Waterline		



NOTICE

Specified measurements are approximations and are subject to variance.

**



NOTICE

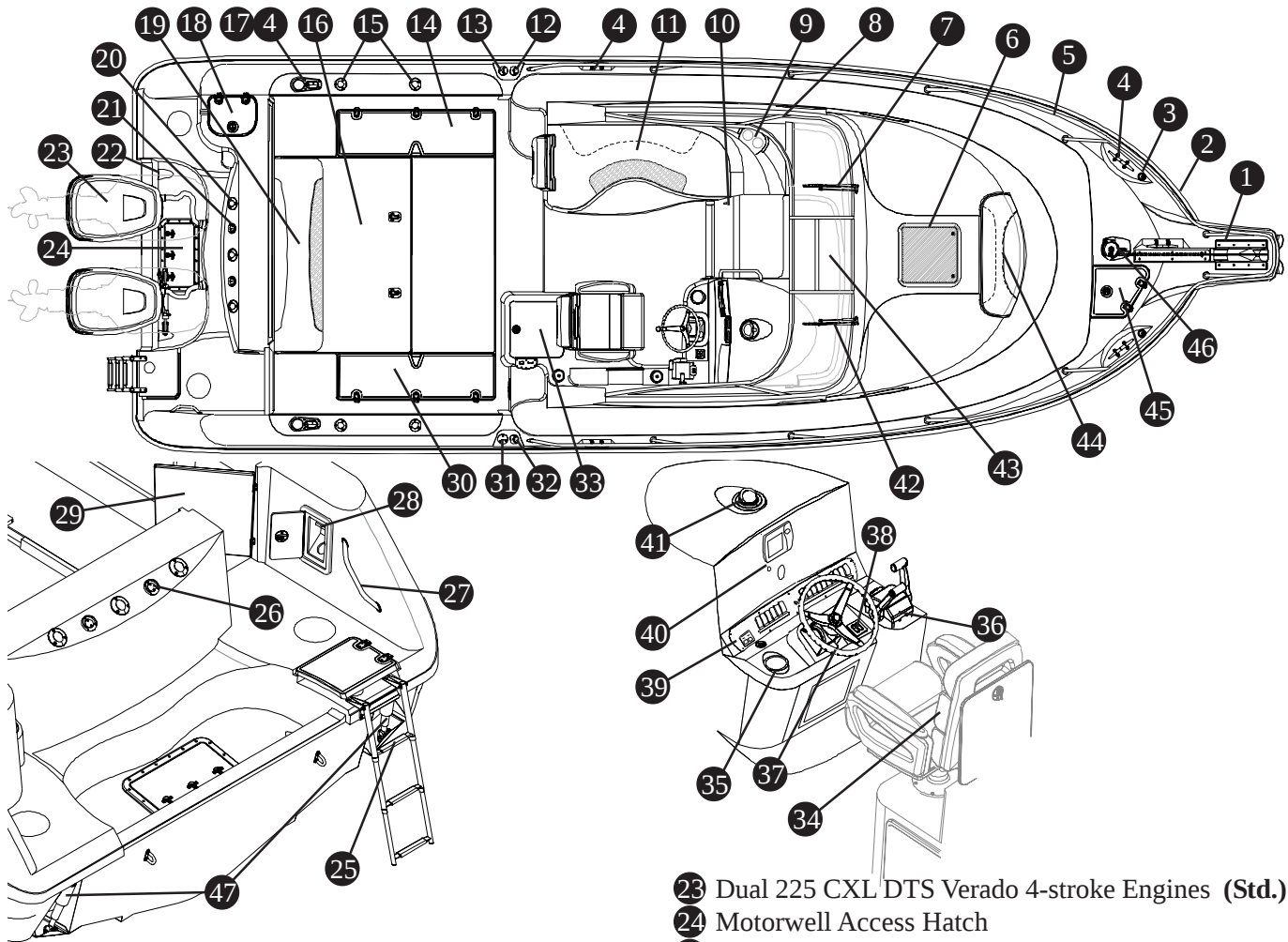
Exceeding this weight will affect the boat's performance. DO NOT Exceed the weights listed on the capacity plate.



NOTICE

Optional equipment and loading of the boat will affect the draft measurements. Follow the recommendations listed on your capacity plate regarding the maximum amount of weight the boat can safely carry.

305 Conquest-Owner's Manual

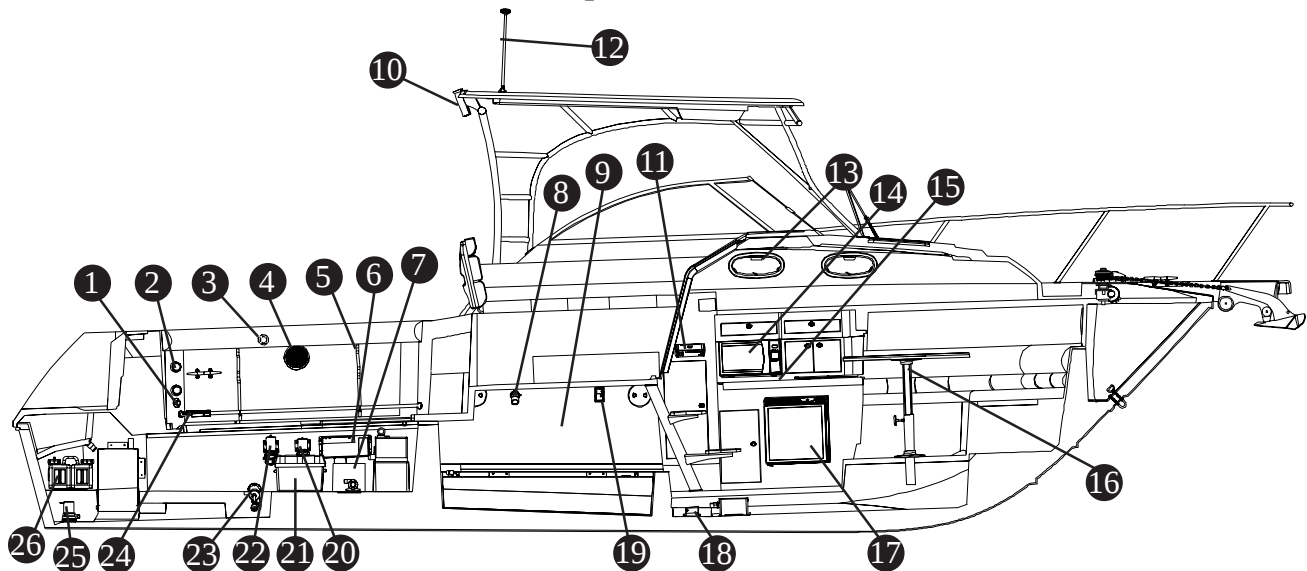


Standard Features

- 1 Integrated Bow Pulpit w/ Stainless Steel Anchor Roller
- 2 Heavy Duty Rubrail
- 3 Navigation Light, Port/Starboard
- 4 Cleats, (1-anchor, 2-bow, 2-springline, 2-aft)
- 5 Stainless Steel Bow Rail
- 6 Opening Hatch w/ Screen
- 7 Port Windshield Wiper
- 8 Aluminum Frame Windshield
- 9 Companion Seat Cupholders, (2)
- 10 Lockable Cabin Door
- 11 Companion Seat, Coaming & Backrest Cushions
- 12 Port Fuel Tank Fill
- 13 Waste Pump-out Deck Fitting
- 14 Port Fishbox, Insulated
- 15 Gunwale Mounted Rodholders, 2-Port,2-Starboard
- 16 Machinery Access Hatch
- 17 Stern Hawse Pipe w/cupholder,Port/Starboard
- 18 24 Gal. Livewell
- 19 Foldaway Stern Bench Seat
- 20 Transom Mounted Rodholders, 3
- 21 Port Engine Oil Fill (**OptiMax Only**)
- 22 Motorwell Drain, Port/Starboard

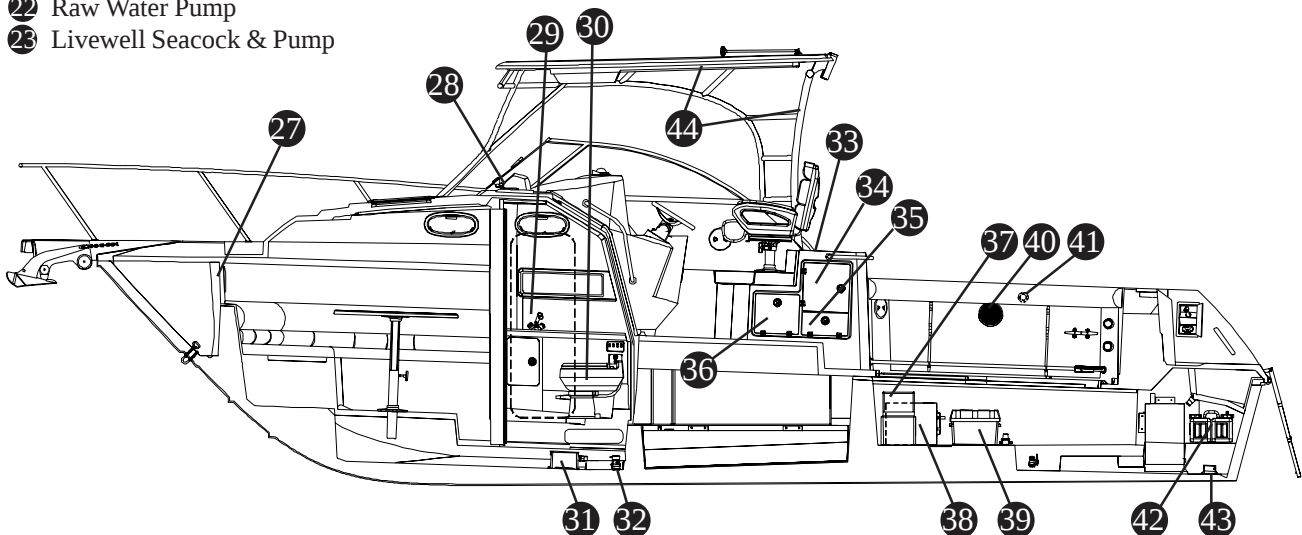
- 23 Dual 225 CXL DTS Verado 4-stroke Engines (**Std.**)
- 24 Motorwell Access Hatch
- 25 Telescoping Swim Ladder w/ Lid
- 26 Starboard Engine Oil Fill (**OptiMax Only**)
- 27 Stainless Steel Grab Rail
- 28 Freshwater Fill & Shower Compartment
- 29 Acrylic Transom Door
- 30 Starboard Fishbox, Insulated
- 31 Auxilliary Fuel Tank Fill
- 32 Starboard Fuel Tank Fill
- 33 Bait Prep Station
- 34 Helm Seat, Adjustable
- 35 Console Cupholder
- 36 Gear Shift/Throttle Control
- 37 Stainless Steel Steering Wheel
- 38 Electric Trim Tab Controls
- 39 Helm Switch Panel
- 40 Helm Gauge Panel
- 41 Compass
- 42 Starboard Windshield Wiper
- 43 Windshield Vent w/ Actuator
- 44 Bow Seat Cushion
- 45 Anchor Locker w/ Drain
- 46 Low Profile Anchor Windlass w/ Rode & Anchor
- 47 Electric Trim Tabs

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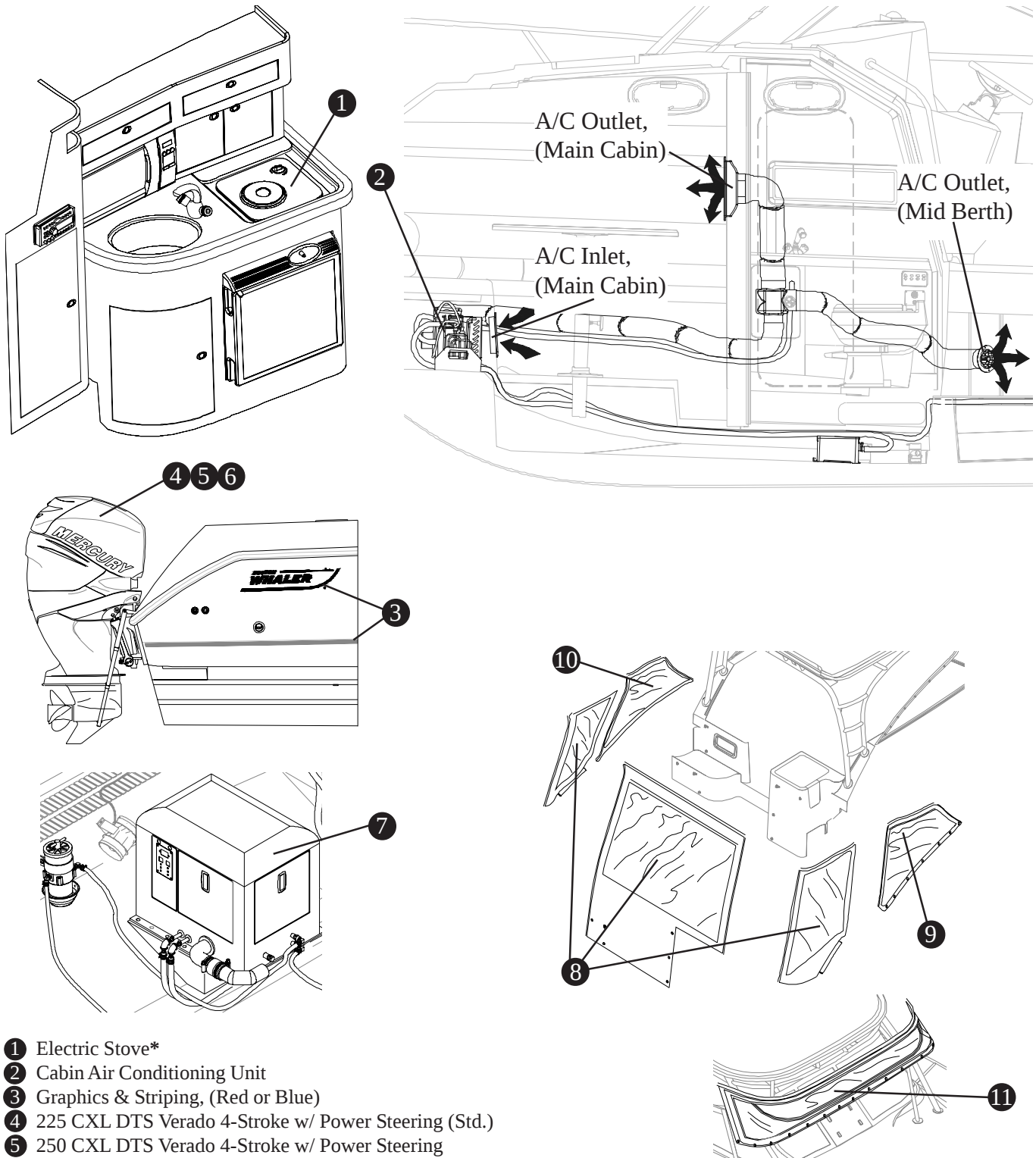
Standard Features

- | | |
|--|--|
| 1 Raw Water/Washdown Connection | 24 Downrigger Weight Holders, 2 Port-2 Starboard |
| 2 Rodholder Tubes, Port/Starboard | 25 Aft Bilge Pump 2000 GPH |
| 3 Port Cockpit Light, (under gunwale) | 26 3 Gal. Oil Reservoir, Port Engine |
| 4 Port Speaker | 27 Cabin Stereo Speakers, (2) |
| 5 Under Gunwale Rodholder, 2 Port, 2 Starboard | 28 Windshield Vent Actuator Cover |
| 6 120VAC Converter | 29 Hot/Cold Water Shower Faucet |
| 7 Isolation Transformer, 3.6 KVA 120VAC | 30 Vacu-Flush Toilet |
| 8 Reading Light | 31 800 GPH Shower sump Pump w/ Cover |
| 9 Double Berth Area | 32 1100 GPH Forward Bilge Pump |
| 10 Hard-top Rodholders, (5) | 33 Bait Prep Station |
| 11 AM/FM Stereo w/ Single CD Player | 34 Battery Switch Access |
| 12 All Round Navigation Light, Collapsible | 35 Pullout Storage Bin, Small |
| 13 Opening Port Holes w/ Screens, (4) | 36 Pullout Storage Bin, Large |
| 14 Microwave Oven, 0.8CF/900 Watt | 37 Vacuum Generator/Holding Tank |
| 15 Galley Sink & Faucet | 38 Water Heater, 6 gal.(23L) |
| 16 Forward Berth/Dinette w/ Adjustable Table | 39 Battery Box |
| 17 12V/120V Refrigerator | 40 Starboard Speaker |
| 18 Forward Float Switch | 41 Starboard Cockpit Light, (under gunwale) |
| 19 CO Monitor | 42 3 Gal. Oil Reservoir, Starboard Engine |
| 20 Freshwater Pump | 43 Float switch, Aft |
| 21 Battery Box, 2 Port | 44 Aluminum Hardtop Frame w/Fiberglass Top |
| 22 Raw Water Pump | |
| 23 Livewell Seacock & Pump | |



Section 2 - General Arrangement & Specifications

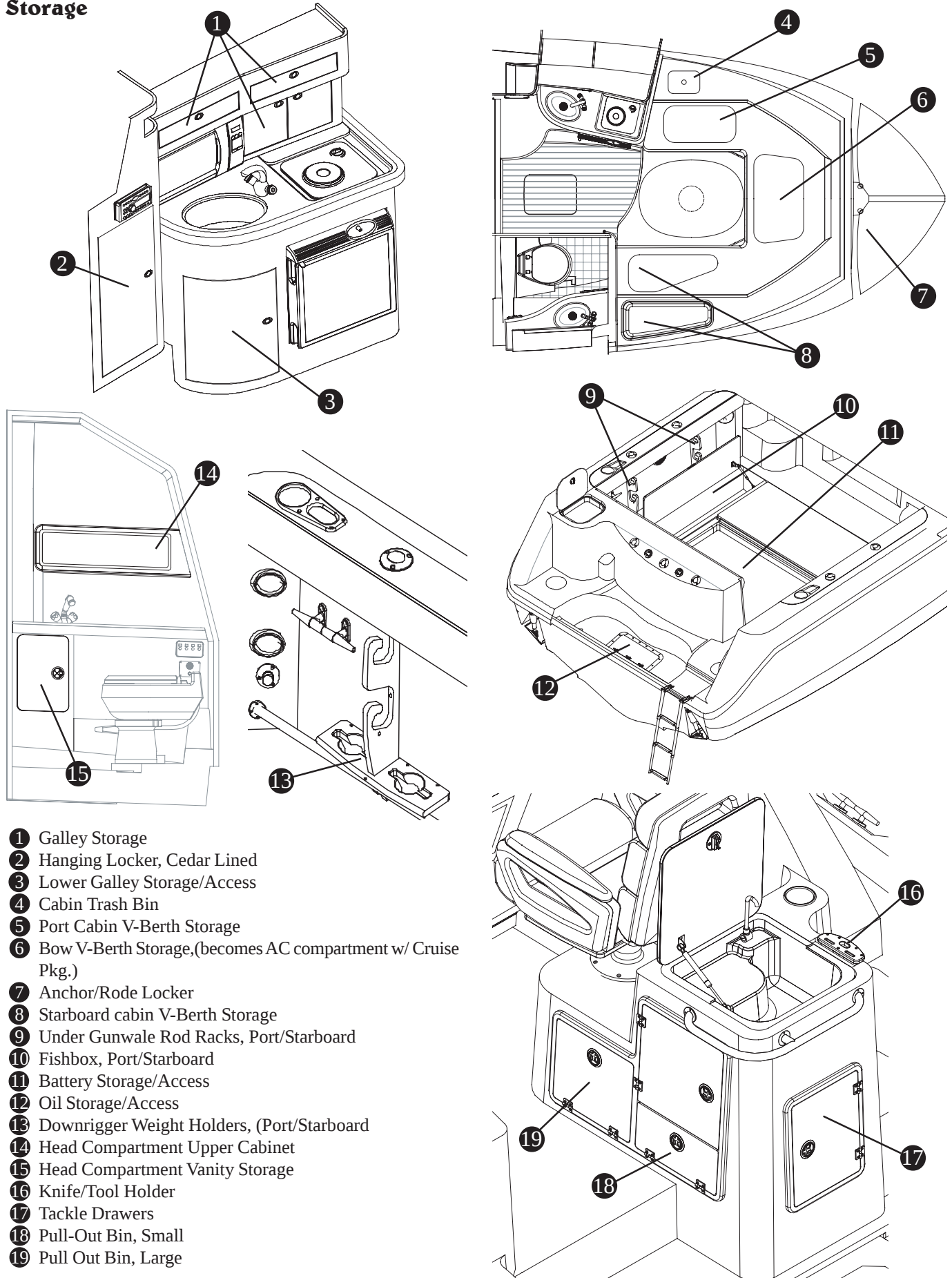
Notable Options



- ① Electric Stove*
- ② Cabin Air Conditioning Unit
- ③ Graphics & Striping, (Red or Blue)
- ④ 225 CXL DTS Verado 4-Stroke w/ Power Steering (Std.)
- ⑤ 250 CXL DTS Verado 4-Stroke w/ Power Steering
- ⑥ 225 DTS OptiMax Dual Engines
- ⑦ Generator* (Optional)
- ⑧ Weather Curtain, Aft Drop (Black or Blue)
- ⑨ Weather Curtain, Starboard Visor, (Black or Blue)
- ⑩ Weather Curtain, Port Visor, (Black or Blue)
- ⑪ Weather Curtain, Forward Visor, (Black or Blue)

* Part of Cruising Package

Storage



Section 2 - General Arrangement & Specifications



NOTICE

The deck drain provides self-bailing capabilities while the boat is static in the water and no passengers on board. This feature prevents the accumulation of water in the cockpit. the drain must be in place when underway.



NOTICE

Depending on the type of boat you have, you may have underwater fittings that need drain plugs. Garboard drain plugs and fishbox drain plugs need to be in place before the boat goes into the water. Any fitting that will be underwater needs to be plugged or the seacock needs to be closed



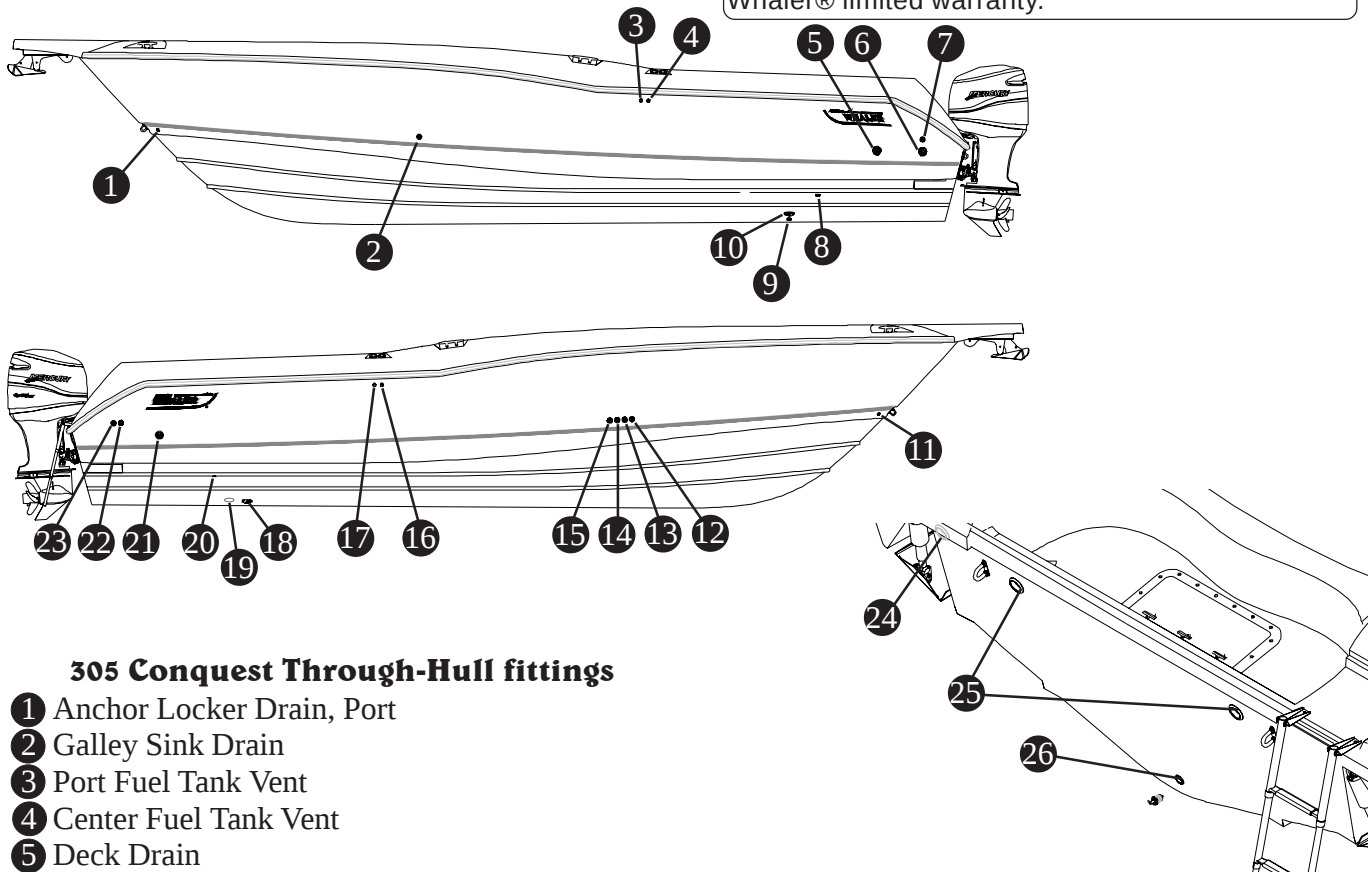
NOTICE

Through hull fittings should be checked for proper seal annually. When the boat is in the water the underwater fittings can be checked for dripping. It is recommended that the underwater fittings be removed, cleaned and resealed every other year.



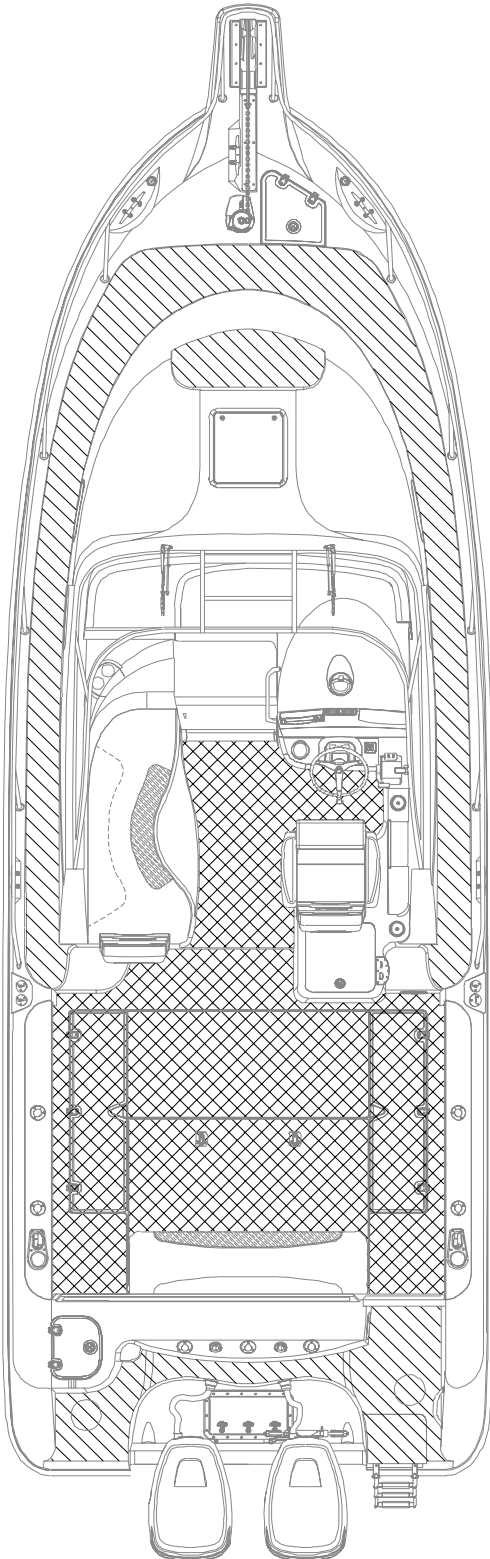
NOTICE

If the through hull fittings need to be replaced, it is recommended that an authorized Boston Whaler® dealer perform this type of repair. Through hull fittings that are improperly installed can cause premature hull failure and may void the Boston Whaler® limited warranty.



305 Conquest Through-Hull fittings

- | | |
|--|--|
| 1 Anchor Locker Drain, Port | 18 A/C System Raw Water Inlet, (optional) |
| 2 Galley Sink Drain | 19 Macerator Pump Outlet |
| 3 Port Fuel Tank Vent | 20 Starboard Fishbox Drain |
| 4 Center Fuel Tank Vent | 21 Deck Drain |
| 5 Deck Drain | 22 2000 GPH Aft Bilge Pump Overboard Drain |
| 6 Generator Exhaust (optional) | 23 Fishbox Pumpout |
| 7 Fishbox Pumpout | 24 Livewell Drain |
| 8 Fishbox Drain | 25 Motorwell Drains |
| 9 Generator Raw Water Pump Inlet, (optional) | 26 Garboard Drain |
| 10 Raw Water Washdown Pump Inlet | |
| 11 Anchor Locker Drain | |
| 12 A/C Discharge, (optional) | |
| 13 1100 GPH Forward Bilge Pump Overboard Drain | |
| 14 Head Compartment Sink Drain | |
| 15 Shower Sump Drain | |
| 16 Starboard Fuel Tank Vent | |
| 17 Waste Tank Vent | |

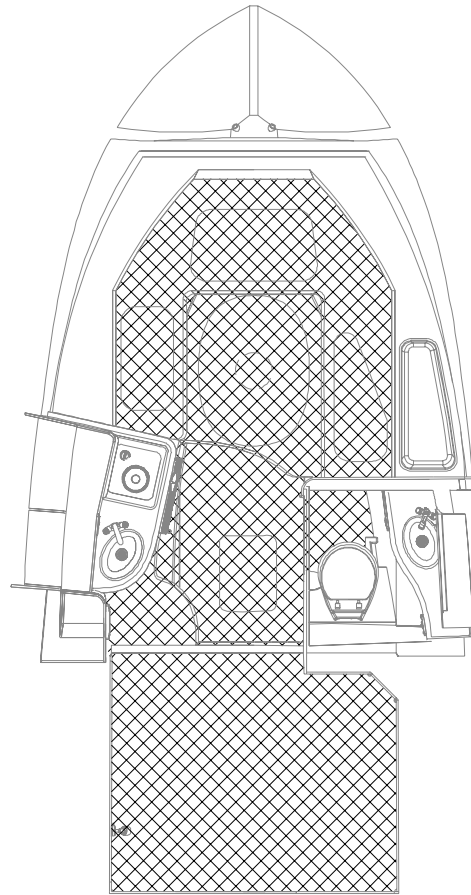


Accomodation deck:



This area of the boat is inside the cockpit and includes helm seating. Movement in this area should be done with extreme caution while the boat is underway. A sudden shift

in boat direction can cause a loss of balance and lead to injury or death.



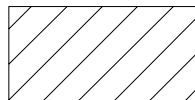
! DANGER

Be aware of your footing while the boat is underway, slipping or falling could result in serious injury or death, especially if the boat is in motion or in rough seas. Keep the accomodation deck clean, so if movement is necessary it will be free of obstruction.

! WARNING

Never occupy the working decks while the boat is underway. ONLY sit in areas that are designated for sitting. NEVER sit on the gunwales while the boat is moving.

Working deck:



This area is intended for occupation ONLY while mooring, anchoring, loading/unloading or when the boat is at rest. NEVER operate the engine while loading or unloading

swimmers/divers from the swim platform/ladder.

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305 Conquest Label Locations

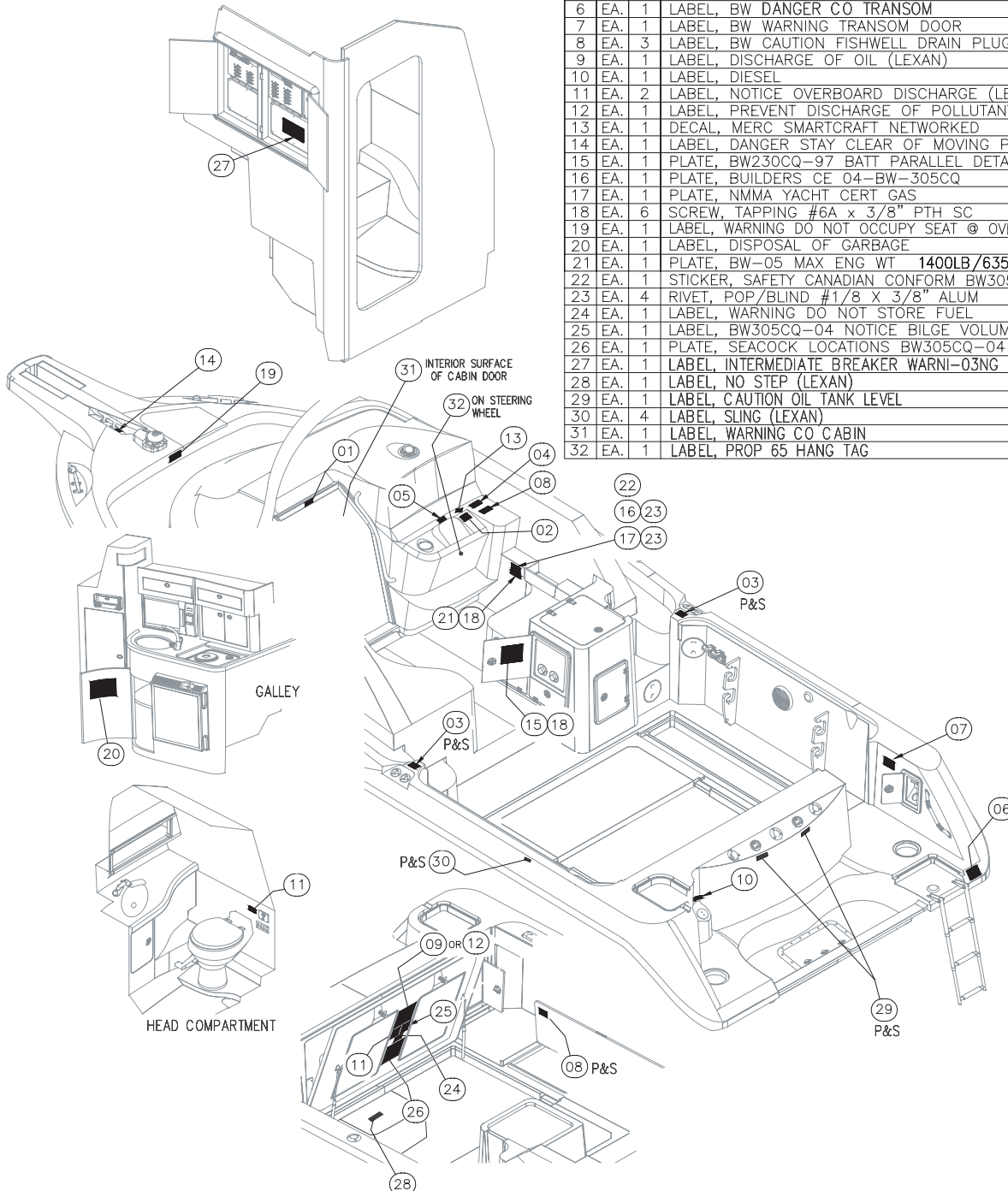


NOTICE

If your labels become worn or unreadable contact your nearest Boston Whaler® dealer for replacement labels. The part numbers are provided below.

PARTS LIST

ITEM	U/M	QTY.	DESCRIPTION	B.W.I. NO.
1	EA.	1	LABEL, WARNING RUNNING BOAT W/DOOR OPEN	1743548
2	EA.	1	LABEL, BW SAFETY HI-PERF BOAT	1017136
3	EA.	2	PLATE, WARNING FUEL HAZARD	995704
4	EA.	1	LABEL, BW WARNING CO HELM	1811368
5	EA.	1	LABEL, BW WARNING FUEL GAUGE READ	1016534
6	EA.	1	LABEL, BW DANGER CO TRANSOM	1811367
7	EA.	1	LABEL, BW WARNING TRANSOM DOOR	1017144
8	EA.	3	LABEL, BW CAUTION FISHWELL DRAIN PLUG	1689650
9	EA.	1	LABEL, DISCHARGE OF OIL (LEXAN)	1744737
10	EA.	1	LABEL, DIESEL	1758081
11	EA.	2	LABEL, NOTICE OVERBOARD DISCHARGE (LEXAN)	1745156
12	EA.	1	LABEL, PREVENT DISCHARGE OF POLLUTANTS	1745514
13	EA.	1	DECAL, MERC SMARTCRAFT NETWORKED	1743323
14	EA.	1	LABEL, DANGER STAY CLEAR OF MOVING PARTS	1746896
15	EA.	1	PLATE, BW230CQ-97 BATT PARALLEL DETAILS	1051762
16	EA.	1	PLATE, BUILDERS CE 04-BW-305CQ	1755392
17	EA.	1	PLATE, NMMA YACHT CERT GAS	125062
18	EA.	6	SCREW, TAPPING #6A x 3/8" PTH SC	1734115
19	EA.	1	LABEL, WARNING DO NOT OCCUPY SEAT @ OVER 5MPH	1752857
20	EA.	1	LABEL, DISPOSAL OF GARBAGE	1744745
21	EA.	1	PLATE, BW-05 MAX ENG WT 1400LB/635KG	1774308
22	EA.	1	STICKER, SAFETY CANADIAN CONFORM BW305CQ-04	1755389
23	EA.	4	RIVET, POP/BLIND #1/8 X 3/8" ALUM	0192047
24	EA.	1	LABEL, WARNING DO NOT STORE FUEL	1691003
25	EA.	1	LABEL, BW305CQ-04 NOTICE BILGE VOLUME	1758080
26	EA.	1	PLATE, SEACOCK LOCATIONS BW305CQ-04	1760597
27	EA.	1	LABEL, INTERMEDIATE BREAKER WARNI-03NG	1743509
28	EA.	1	LABEL, NO STEP (LEXAN)	1744729
29	EA.	1	LABEL, CAUTION OIL TANK LEVEL	1799311
30	EA.	4	LABEL, SLING (LEXAN)	1743532
31	EA.	1	LABEL, WARNING CO CABIN	1812911
32	EA.	1	LABEL, PROP 65 HANG TAG	1795087



Fuel System



DANGER

Check for leaks in tubing, connections and hoses. Correct the cause of the leaks and ventilate the area to insure that no fumes remain, prior to energizing any electrical equipment and/or starting the engines.



DANGER

Avoid all forms of ignition when the odor of fuel is noticed. Well ventilate any area of the boat where the fuel odor is present before starting engine(s) or operating electrical equipment and smoking.



DANGER

Static electricity can ignite gasoline vapors causing serious injury/death and/or destruction of property.



CAUTION

Use of improper gasolines can seriously damage your engine. Damage resulting from use of improper gasoline is considered misuse of engine and will void the warranty. Follow engine manufacturer's recommendations regarding the types of fuel and oil to use.



CAUTION

Leaking fuel is a fire and explosion hazard, inspect the system regularly. Examine fuel tanks, filters, and exposed lines for leaks and corrosion.



CAUTION

Oil and fuel spills can be dangerous and can subject offenders to severe penalties



NOTICE

Keep records of your boats fuel capacity and consumption. Drastic changes in fuel consumption and decreases in mileage may indicate a problem.



NOTICE

Use ONLY diesel fuel for generator operation. Use of fuels other than diesel will damage the generator.



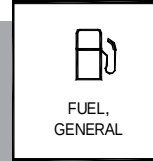
NOTICE

Remove portable tanks from boat and fill from shore. When fueling is complete, secure tanks to deck with straps provided.



NOTICE

Fuel tanks should never be filled to capacity, allow 2% for expansion.



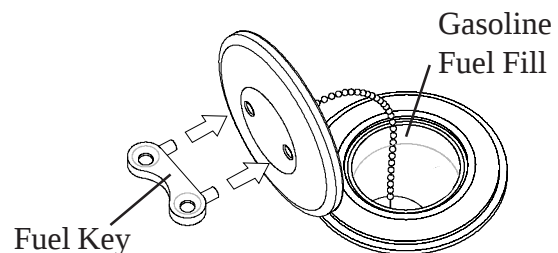
The 305 Conquest is equipped with a gasoline fuel system. Please take time to read and understand all the fuel related information and warnings in the engine owner's packet. The various diagrams show the location of the fuel fill, routing of fuel supply hoses and the location of the fuel tank vents.

Fuel Tanks

The 305 Conquest comes standard with 3 aluminum fuel tanks. The port and starboard saddle tanks are 110 Gal. (416.3L) each, the auxilliary tank is 75 Gal. (284L). The saddle tanks are located port and starboard amidship aft of the mid-cabin, and the auxilliary tank is located under the mid cabin floor. The optional 15 Gal. (56.8L) Diesel fuel tank is located on the aft port side of the machinery compartment.

Fuel Fill

The 305 Conquest has fuel fills for each tank. The port saddle and center tank fills are located on the port side amidship on the gunwales and the starboard tank is located on the starboard gunwale amidship each is marked "GAS", and is opened by use of a special key that is included with the owner's packet. Follow the engine manufacturer's recommendation for the types of fuel to use.

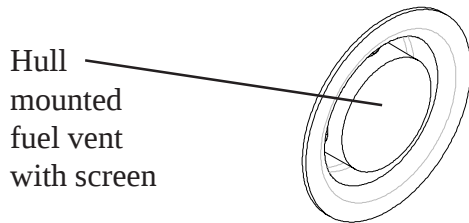


Diesel Fuel Fill (optional)

The optional generator is made to run on diesel fuel ONLY. The optional diesel fuel fill is located on the aft port side area forward of the motorwell. There is a fuel gauge located on the right side of the AC/DC MDP for monitoring the generator fuel tank. There is a fuel filter/water separator included with the generator option. Instructions regarding the operation and maintenance of the generator and fuel filter/water separator are included in the owner's packet. Follow all instructions/schedules carefully.

Fuel Vents

The gasoline fuel tank vents are located amidship, 7-9" inches below the rub rail directly below the fuel fill cap.



The fuel tank vent serves as a pressure/vacuum release, safety overflow and flame arrestor. Access to the vent fittings is through a twist-out plate located inside the cockpit opposite the fuel tank vent.

Check the gasoline fuel vent assembly regularly as part of a maintenance schedule for continued safe operation of your boats fuel system. For maintenance and cleaning of the vents: remove the hose clamp, nut, starwasher and backshell and push the fuel vent fitting out. The fuel vent has four screens that are held in by a ring. Use a small pick to dislodge the ring to remove the screens and clean as required. The optional diesel fuel vent is integrated into the diesel fuel fill cap.

EMPTY TANK:

A fuel tank with levels less than 1/4 full can cause problems by stalling an engine due to fuel starvation or by allowing sediment and dirt to enter the fuel supply lines. Keeping the tank filled will reduce the chance of this occurrence; since the residue will most likely settle to the bottom of the tank. Monitor the fuel level often to prevent this from happening.

HOSES AND FITTINGS:

Hoses and fittings should be inspected at least every 100 hours. Check the hoses for cracks, abrasions and deterioration and the strong smell of fuel prior to starting the engine(s). If the hoses or fittings are damaged or worn, replace them with only marine grade replacement parts. Your authorized Boston Whaler® dealer will have all the parts information you will need.

TANK CLEANING:

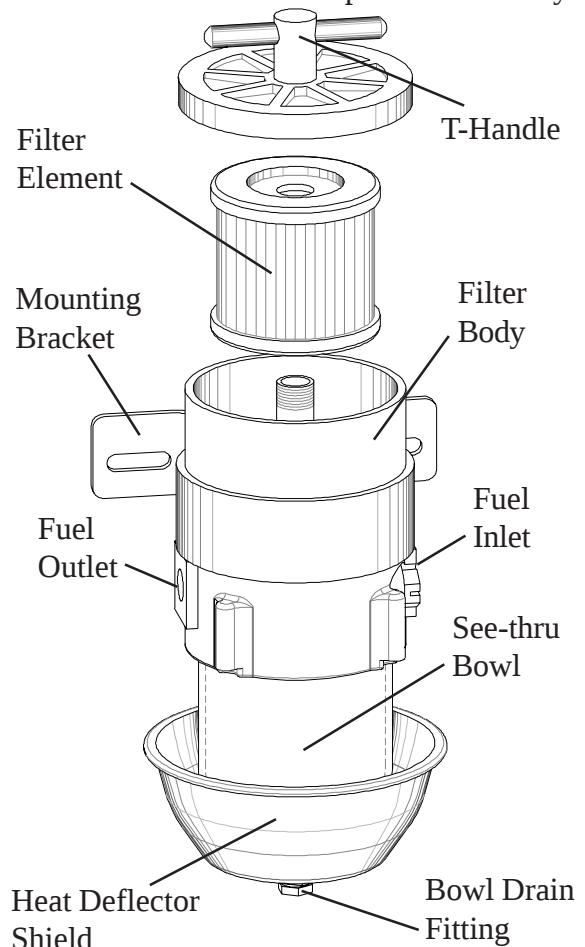
Excessive water and sediment may force you to consider having the tank professionally cleaned. If you are frequently changing fuel filter/water separators

and notice a loss in power, consult a professional tank cleaning contractor regarding this procedure and proper disposal of residue and water.

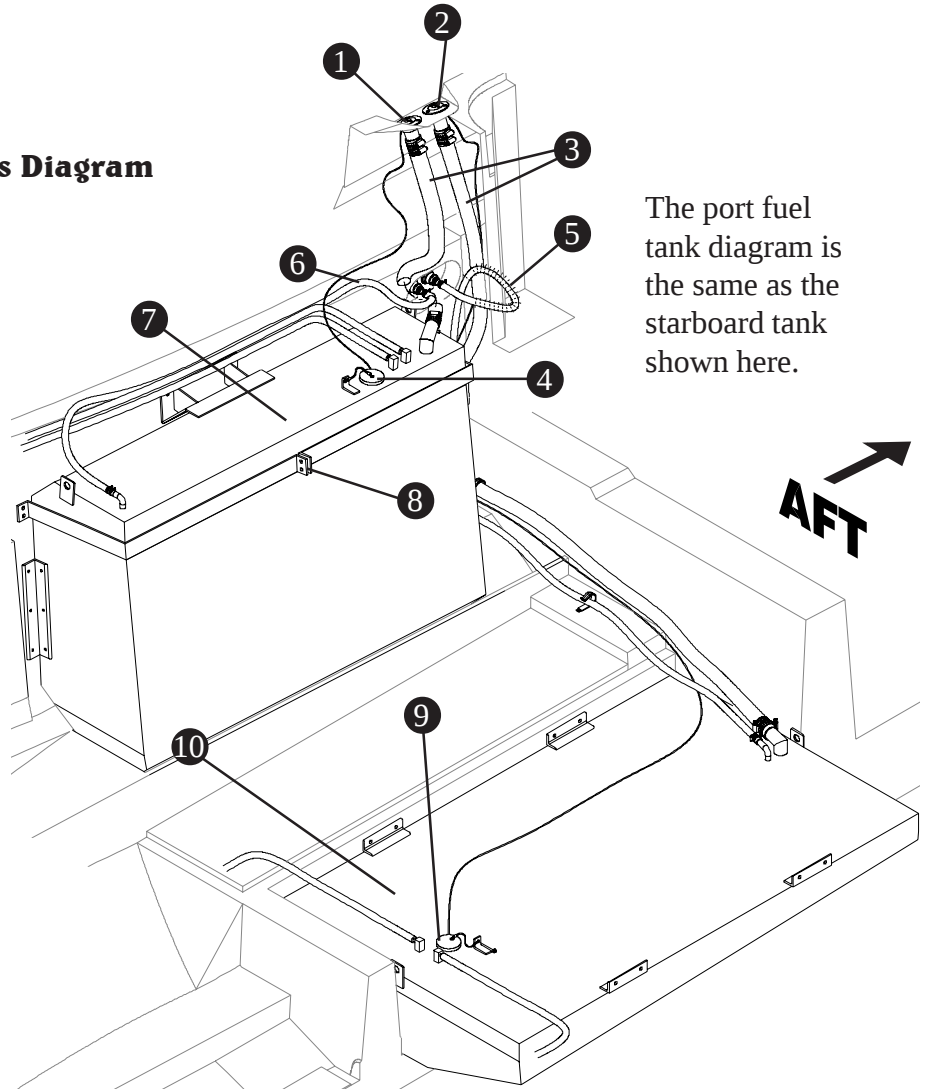
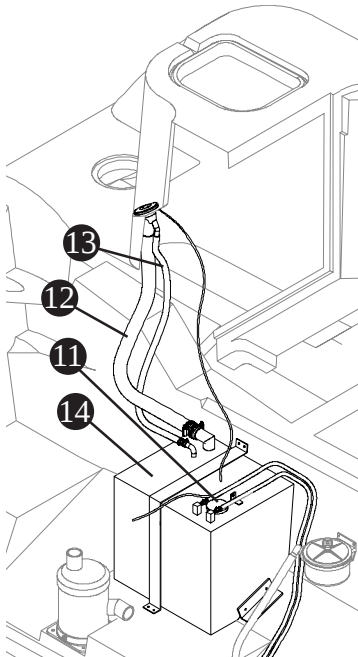
DEISEL FUEL FILTER MAINTENANCE:

The optional diesel fuel filter/water separator protects the components of the optional generator from harmful residue and water infiltration. The fuel filter/water separator has a removable filter element that requires regular maintenance. There is a manufacturers owners manual that is included in the owners packet. This manual will give you information regarding maintenance of the fuel filter/water separator.

Diesel Fuel Filter/Water Separator Assembly



305 Conquest Fuel Tanks Diagram



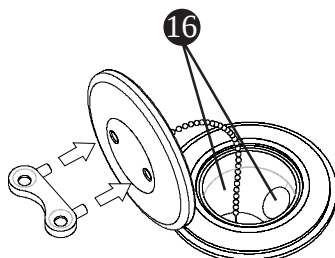
The port fuel tank diagram is the same as the starboard tank shown here.

305 Conquest Fuel Tanks Diagram

- 1 Starboard Fuel Tank Fill
- 2 Auxilliary Fuel Tank Fill
- 3 1.5" Fuel Hose
- 4 Fuel Tank Sender, Starboard
- 5 Auxilliary Fuel Tank Vent Hose
- 6 Starboard Fuel Tank Vent Hose
- 7 110 Gal.(416.3L) Aluminum Fuel Tank
- 8 Tank Strap
- 9 Fuel Tank Sender, Center
- 10 75 Gal.(284L) Aluminum Fuel Tank, Center

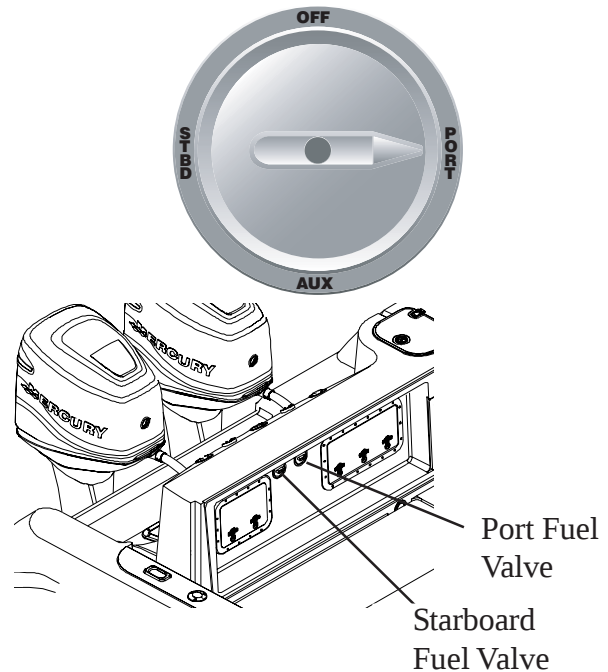
Optional Diesel Generator Fuel System

- 11 Fuel Tank Sender, (optional)
- 12 1.5" Fuel Hose, (optional)
- 13 Fuel Tank Vent, (optional)
- 14 15 Gal.(56.8L) Aluminum Fuel Tank, (optional)
- 15 Fuel Filter/Water Separator, (optional)
- 16 Fuel Fill/Vent, (optional)

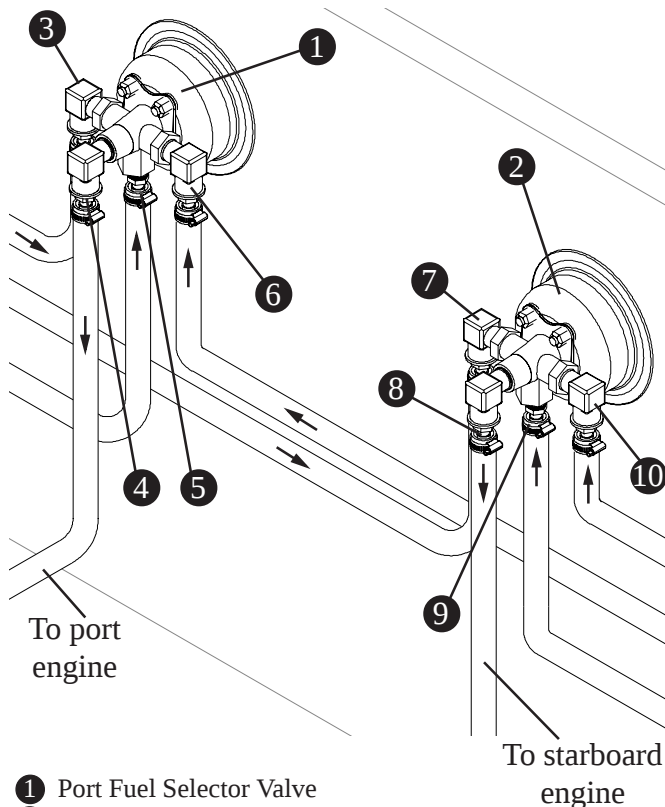


Tank Selection

There are two 3-way fuel valves that control the flow of fuel to the engines. The fuel system is designed to have the port engine supplied by the port fuel tank and the starboard engine by the starboard tank. Both engines can also be run from the auxilliary fuel tank. (If both engines draw from the same saddle tank, the boat will eventually list to the opposite side of the tank being used). The valves have PORT, STBD, AUX and OFF clearly marked on the perimeter of each valve. Turn the valve handles to the desired position for the appropriate tank. Be sure to always check the level of each fuel tank and position of fuel valves to prevent the boat from becoming unbalanced while underway. The tank selector fuel valves are located behind the stern foldaway seat.



Fuel Valves Diagram



- ① Port Fuel Selector Valve
- ② Starboard Fuel Selector Valve
- ③ Port Fuel Tank Supply Connection
- ④ Fuel Supply Connection to Port Engine
- ⑤ Auxilliary Fuel Tank Connection
- ⑥ Starboard Fuel Tank Connection
- ⑦ Port Fuel Tank Supply Connection
- ⑧ Fuel Supply Connection to Starboard Engine
- ⑨ Auxilliary Fuel Tank Connection
- ⑩ Starboard Fuel Tank Connection

Fuel Monitoring

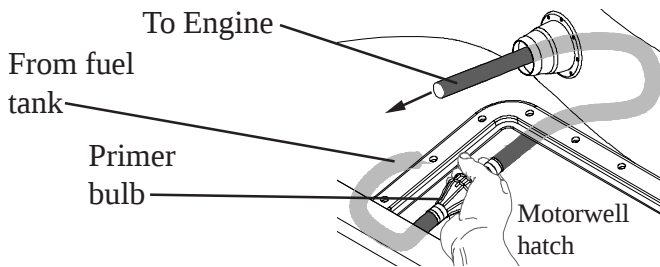
The 305 Conquests fuel system can be monitored via gauges located on the center panel of the helm. Analog and digital gauges provide information on the amount of fuel in the port/starboard and auxilliary fuel tanks. The analog gauges indicate fuel level by means of a needle; while the digital, (OptiMax®) gauges will give a numerical readout. The OptiMax® gauges which are part of the SmartCraft® system allow you to access a wealth of information on the condition of the engines and fuel system.

The Port /Starboard fuel tanks for the 305 Conquest's fuel system can also be monitored by using the SC-5000 display panel. The SC-5000 monitor will give you information on fuel consumption and fuel level by tank. The Mercury owner's manual for the SC-5000 system will give you more information on its usage and care to maximize the system performance. The center (auxiliary) tank of the 305 Conquest can be monitored through the use of an analog gauge located on the lower center panel of the helm.

Careful monitoring of the fuel system is essential, a good rule of thumb is the 1/3rd method. Fill your fuel tank and remember to use 1/3rd for the trip out, 1/3rd for the trip back and 1/3rd in reserve for emergencies.

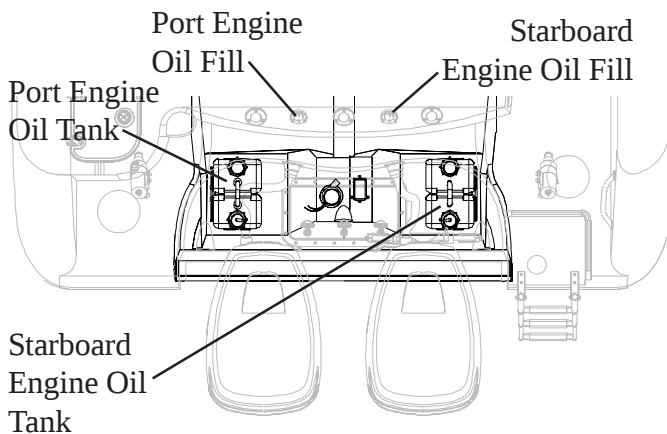
Primer Bulb (Optional)

If equipped, primer bulbs can be accessed under the port and starboard sides of the motorwell hatch. The primer bulbs are used to draw fuel from the fuel tanks to the engines (Optimax only). Instructions regarding proper use of the primer bulb is located in the engine manufacturers handbook.



Remote Oil System (Optional)

The 305 Conquest may be equipped with a remote oil system. If equipped, the system consists of two 3-Gal.(11.3L) reservoir tanks and hoses which contain and meter lubricating oil to the engine(s). The tanks have an external fill located on the aft side of the cockpit transom wall. Access to the tanks is through the motorwell access hatch. When recapping the fill make sure that it is secure to prevent spills and to prevent the intrusion of water into the system. Your remote oil tank is secured to the hull by a rubber bungee cord. Little maintenance is required for the remote oil system, aside from checking the hoses for abrasions and cracks and hose clamps for proper tightness. The tank should not be exposed to ultra-violet light, rain or seawater for extended periods of time. This remote oil system is not included when the 225 4-stroke engines are installed.



Static Electricity and the Fuel System

There is a danger that static electricity can ignite gasoline vapors that have not been ventilated outside an enclosed area. Use extreme caution when fueling your boat from a source outside the regular venues, (e.g. marinas, fuel service stations.)

Your boat has safety features that can be circumvented by not adhering to standard fueling practices. Your boats bonding system protects it from creating and discharging static electricity.

Your boat must be in contact with the water or a land based grounding system. Here are some helpful suggestions to keep you safe from static electricity while refueling your boat.

- NEVER fuel your boat in unsafe conditions such as: suspended on a sling or in a situation that increases the likelihood of static discharge.
- NEVER use homemade containers to fill your fuel tanks.
- Fuel carried on-board outside of a fixed fuel system should be stored in an approved container or in a portable tank such as provided for outboard engines and be stowed safely outside of the engine or living compartment(s).
- Shut down the engine(s), motors and fans prior to taking on fuel. Any ignition sources should be extinguished before filling the fuel tank(s).
- Close all ports, windows, doors and hatches.
- Fueling should never be done at night except in well-lighted areas.
- Always keep the fuel nozzle in contact with the fuel fill plate or the edge of the fuel tank opening throughout the filling process.
- Allow areas where gasoline vapors could collect to be ventilated before starting the engine(s).
- Wipe any spillage completely and dispose of rags or waste on shore.
- Secure the fill cap tightly.
- Fuel tanks should never be filled to capacity. allow 2% for expansion.
- Portable tanks should only be filled while on the ground; never on-board the boat.

DC Electrical System

DANGER

Batteries contain sulfuric acid which is dangerous and can cause serious injury. AVOID contact with skin, eyes and clothing. If contact occurs, immediately flush the affected area with large quantities of water and call for medical assistance.

CAUTION

- Never use an open flame in the battery storage area.
- Avoid striking sparks near the battery
- A battery will explode if a flame or spark ignites the free hydrogen given off during charging.
- The battery should always be disconnected before doing any work or maintenance on the electrical system.

CAUTION

Never reset a breaker without first determining and correcting the cause of the trip. Should a circuit repeatedly trip, have a qualified electrician determine and correct the cause.

CAUTION

If equipped with a battery switch, you will need to stop the engine before moving the switch to the "OFF" position.

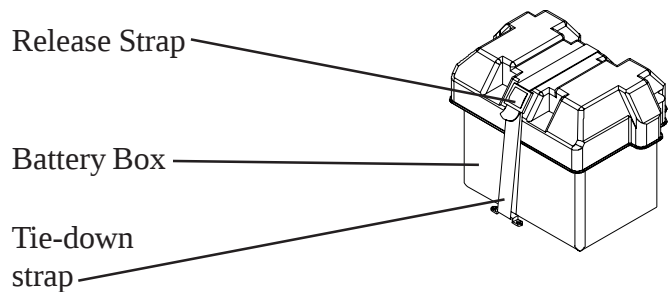
NOTICE

Always store the battery in the the battery box. Use the straps and clamp to keep the box secure while underway.

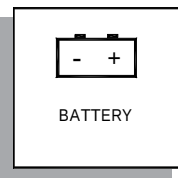
Batteries should always be enclosed in the covered battery boxes provided with your boat. The box will contain any spilled acid, as well as protect the battery terminals from damage or inadvertant shorting from coming in contact with metal objects. Each battery box should always be secured in place by using the straps and clamps provided, the straps will ensure that while underway the battery will not move around, causing damage to components stored in the same area. Your boat is fitted with (3) three standard battery boxes and (1) one can be added as an option.

BATTERY BOX LOCATION:

The 3 standard battery boxes are located in the forward section of the machinery compartment.



Battery Information



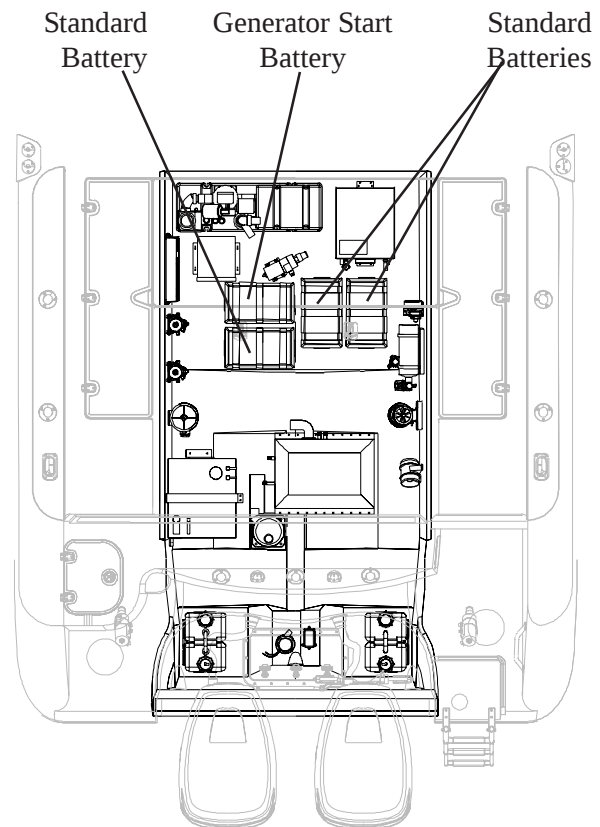
Your 305 Conquest is equipped with a Direct Current (DC) electrical system. All power to the boats systems are provided by the batteries. The batteries are continuously charged by the engine(s) alternator while running. Check with your dealer for battery(ies) that will best suit your boats needs.

The following are powered directly from the batteries.

- Engine ignition
- Engine tilt trim system
- Helm switch panel & helm instrument panel
- Lighting/Navigation system
- Livewell system
- Add-on accessories and electronics

The system consists of the following components:

- Battery boxes, (3 standard)
- Battery switches
- Main & Branch circuit breakers
- Helm Ignition, Switch & Instrument Panel



Battery Maintenance

Battery maintenance should include:

- Inspect each battery and charging system before use; for loose connections or wiring.
- If not using a sealed battery, check & maintain the water level. USE distilled water ONLY.
- Coat the terminals with dielectric grease.
- Keep the batteries dry.
- Remove the batteries from the boat during cold weather or long term storage.

The most life shortening experience for the battery is to be drained to zero charge before recharging.

When a battery discharges, the active material on both positive and negative plates converts to lead sulfate, causing the plates to become more alike in an electrical charge. The electricity conducting battery acid becomes weaker and the voltage drops. As the battery remains discharged, the process continues until recharging the battery becomes impossible.

If the battery does become run down be sure to re-charge it as soon as possible. Over charging the battery can be just as detrimental to its life as running it down too far.

BATTERY CHARGING:

The batteries primary source of re-charging is through the alternators on the engines; while in use.

Alternate sources can be through the use of shore power connections or an on-board generator. There is a power converter that will help charge the batteries while connected to shore power/generator. The converter will take the shore power/generator AC load and convert it to a 12Volt DC load. The batteries charge can be read by the DC volt gauge on the cabin Main Distribution Panel, (MDP).

Dual Battery Switches



WARNING

Do not operate boat with batteries in parallel, serious engine electrical damage may result.



WARNING

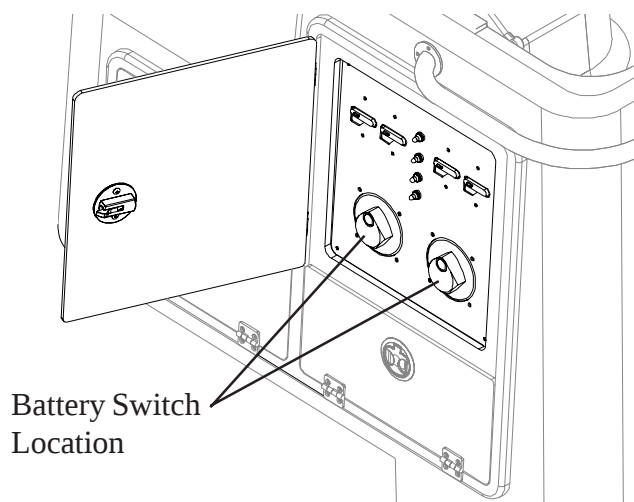
The bilge pumps will still draw power from the batteries, even if the switches are set to "OFF".

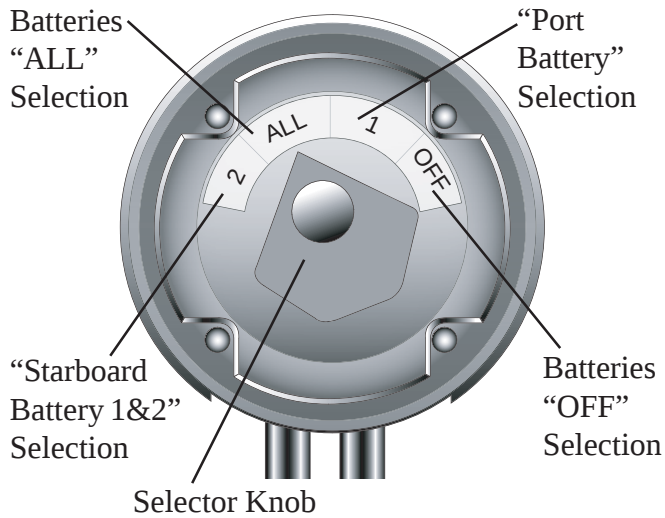
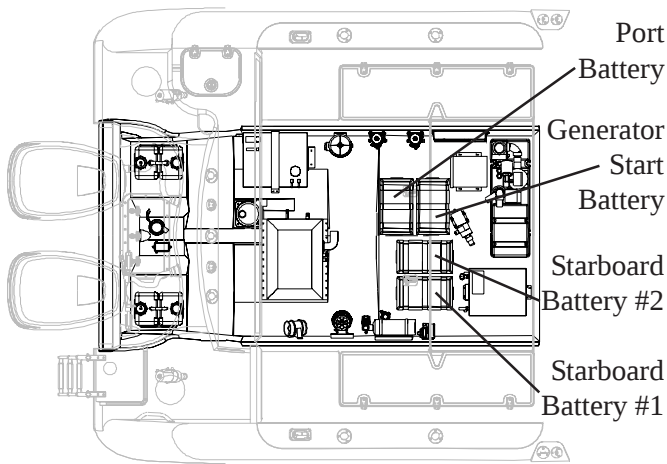
Your 305 Conquest uses a pair of battery selector switches to control delivery of DC power from three batteries. The battery switches are located on a panel below the prep station sink on the port side. The port battery switch controls power to the port battery, the starboard battery switch controls power to #1 and #2 starboard batteries.

The dual battery switches have four (4) settings:

- "OFF", you will have no power to the engine(s).
- "ALL", you will have power from both batteries at the same time. This parallels the batteries to assist you in starting the engine(s), once the engine is started the battery switch should be taken off of the "ALL" setting, and set to charge either battery .
- "1", you will have power from the port battery only.
- "2", you will have power from the starboard batteries only.

When the engines are shut down or not providing a charge, the system will draw power from the starboard batteries. This will allow you to run all the boats functions without affecting the port battery. You can run the starboard batteries down and still start the engines by moving the selector knob on the battery switches to the "ALL" position.





Dual Engine Battery Switch Configuration

PORT ENGINE

STARBOARD ENGINE



Both batteries un-connected, preferred position when boat is not in use.

PORT ENGINE

STARBOARD ENGINE



Normal position while engaging in normal engine operations.



To parallel batteries, set both switches to the "ALL" position.

Return to normal operating positions after starting.



To draw power from the port battery ONLY

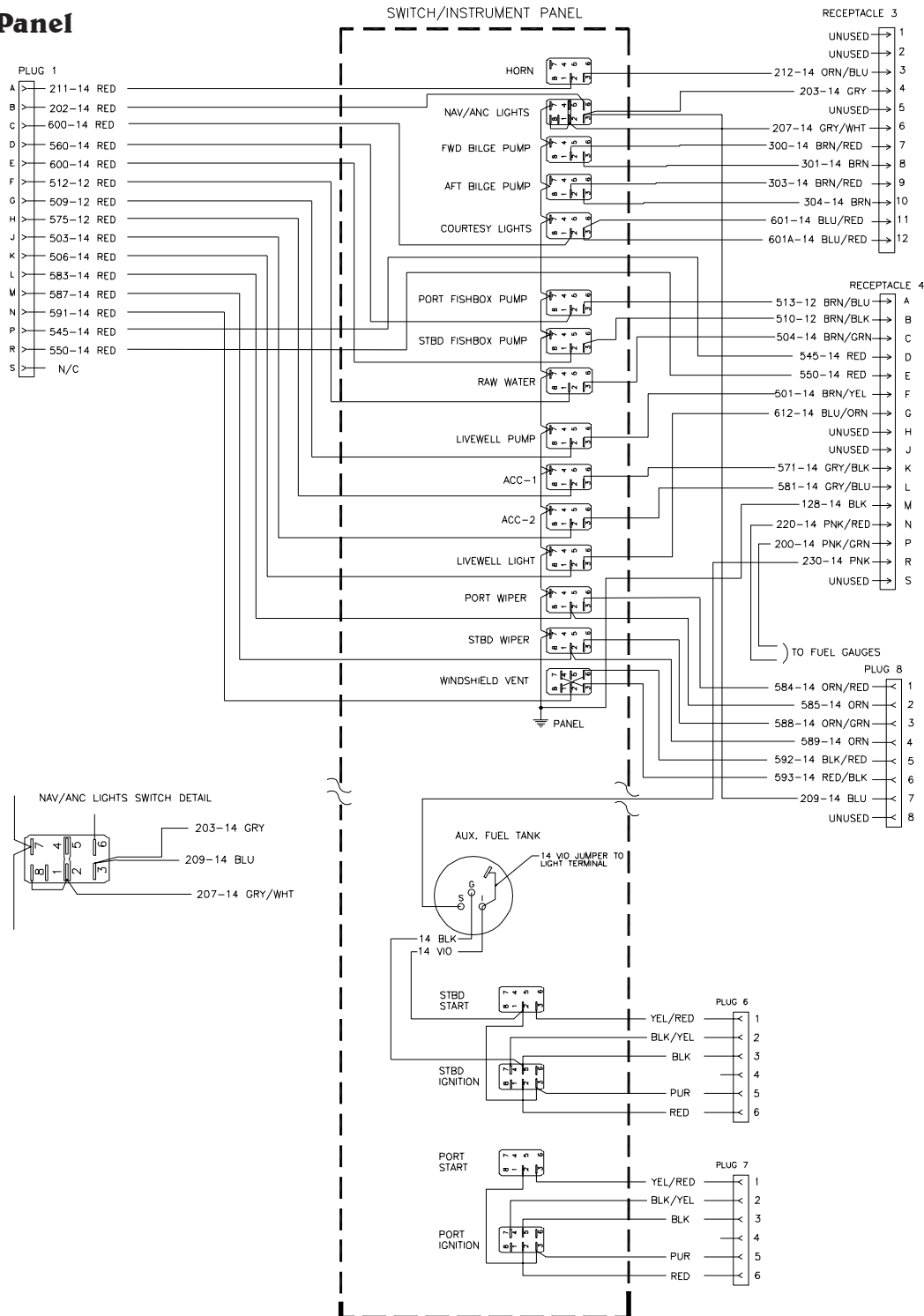


To draw power from the starboard battery ONLY



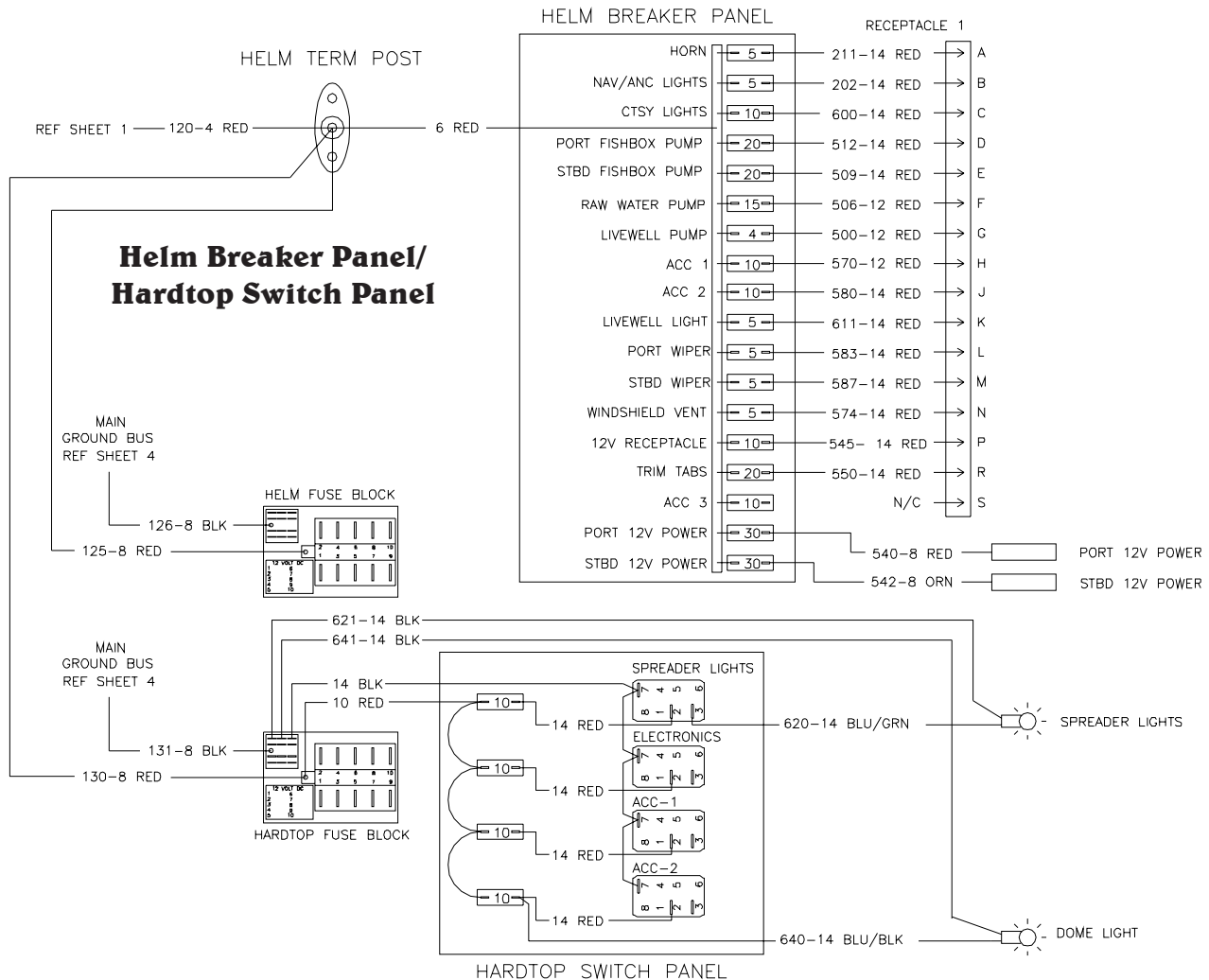
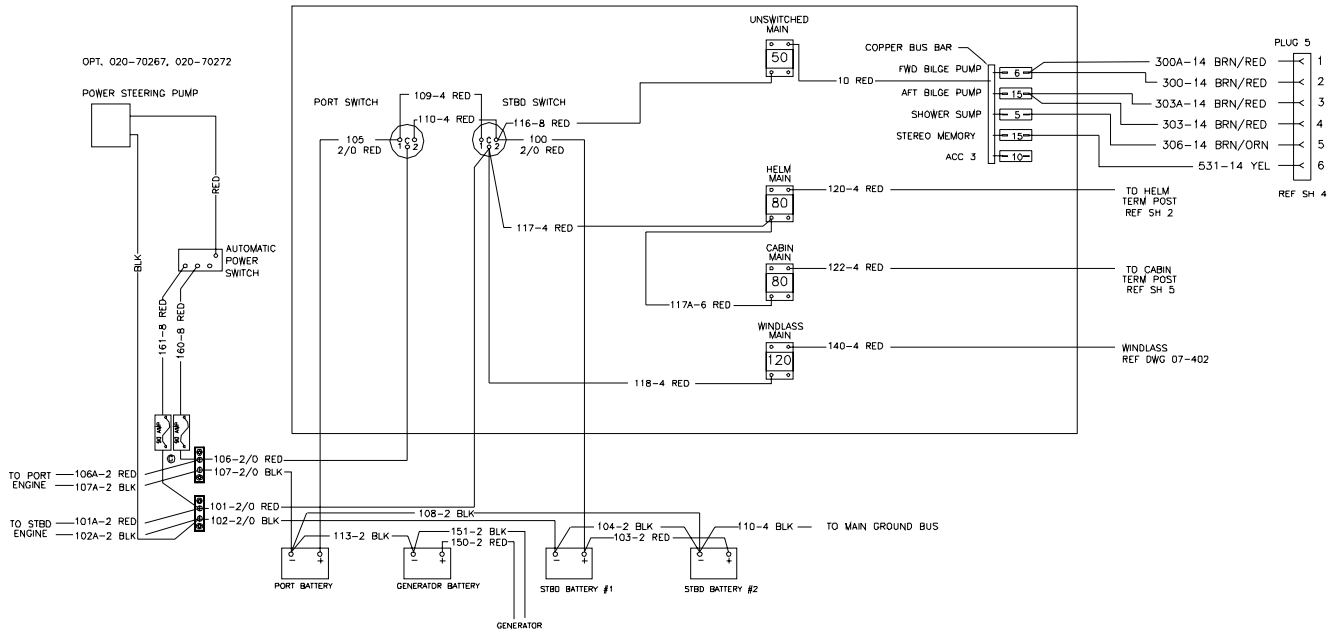
This owner's manual contains schematics for your boat. These electrical schematics were generated by technicians in our Engineering Department and are for reference and to be used by service technicians. Boston Whaler® does not recommend that you attempt to work on the electrical system yourself, instead we suggest that you take it to an authorized Boston Whaler® dealer for electrical service. Boston Whaler® reserves the right to change or update the electrical system on any model at any time without notice to the consumer and is not obligated to make any updates to units built prior to the changes.

Helm Switch Panel



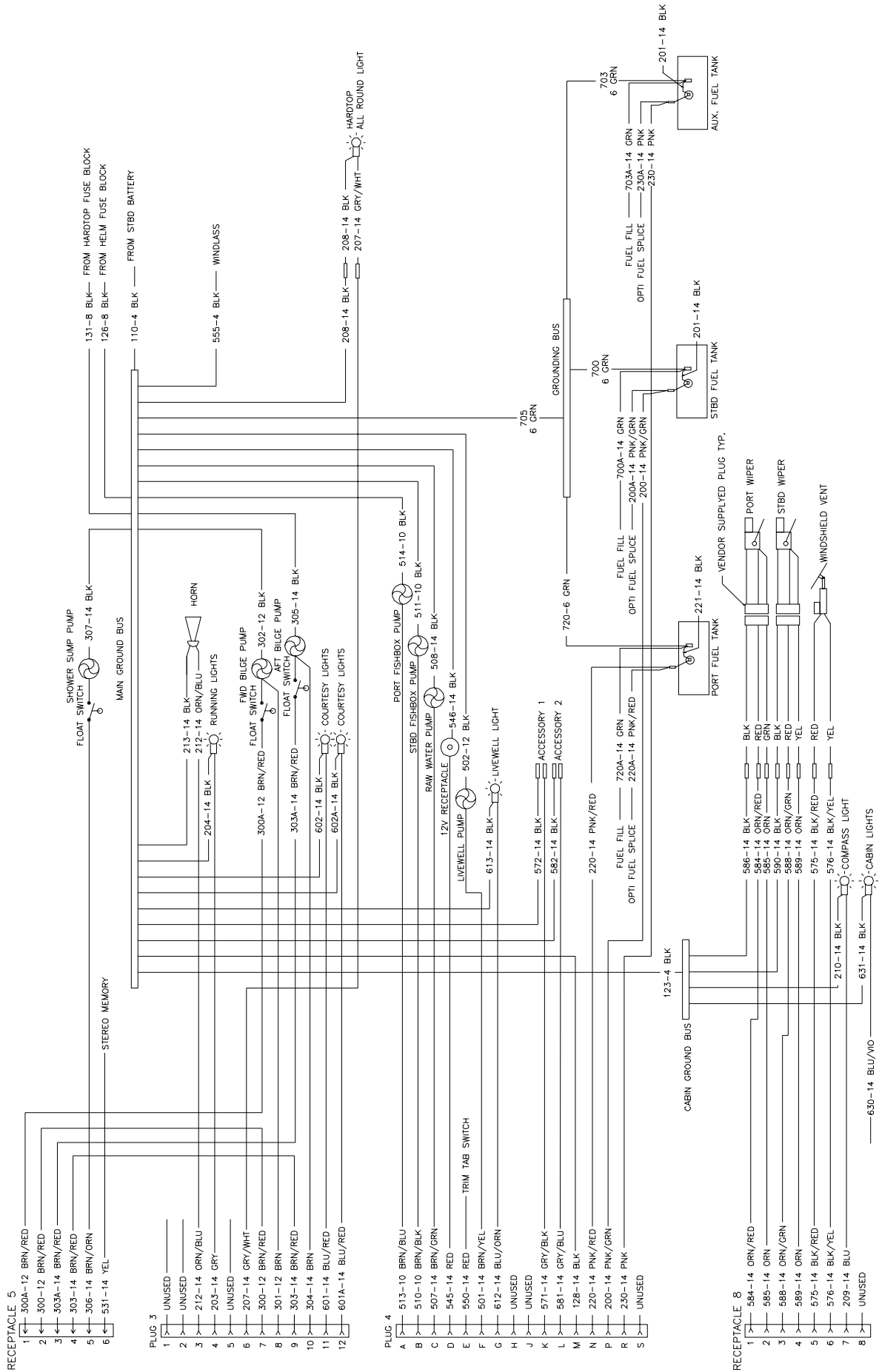
305 Conquest-Owner's Manual

Battery Switch Panel

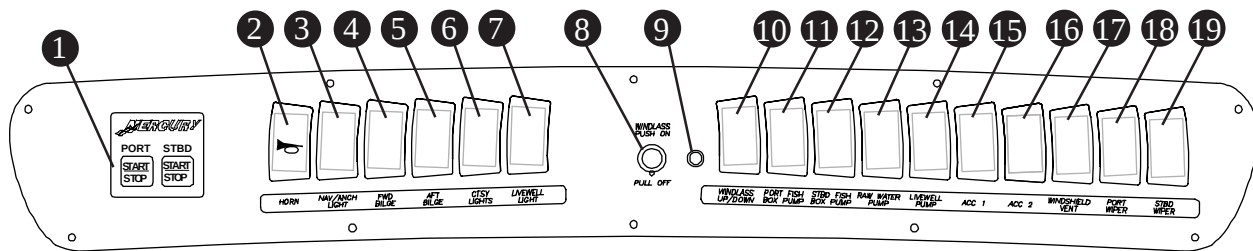




Hull Wiring Diagram



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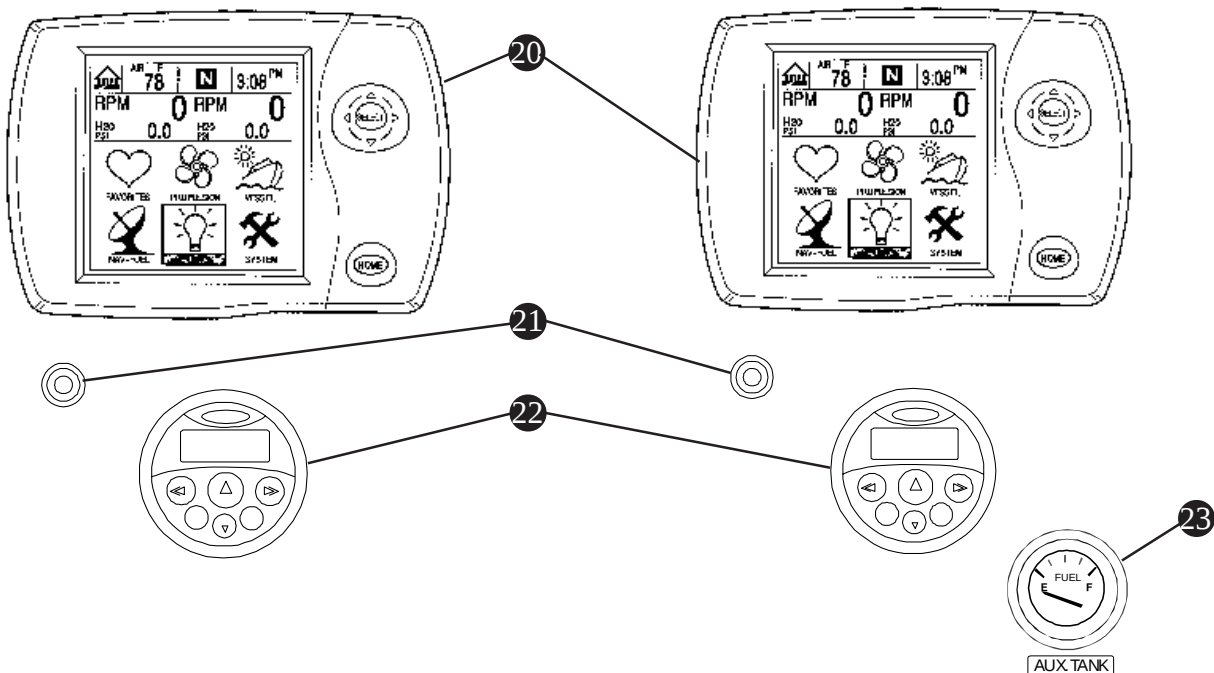


305 Conquest Switch Panel

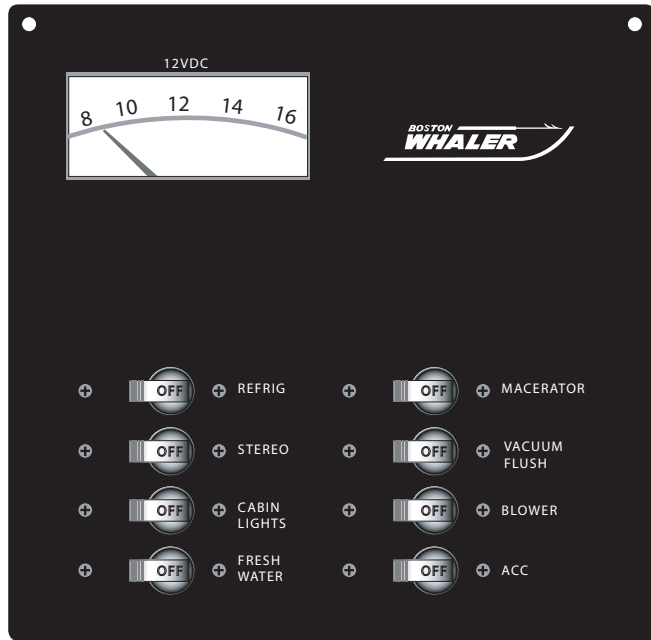
- | | |
|-----------------------------------|-----------------------------|
| ① Engine(s) Stop/Start Switch Pad | ⑮ Accessory 1 Switch |
| ② Horn Switch | ⑯ Accessory 2 Switch |
| ③ Navigation/Anchor Light Switch | ⑰ Windshield Vent Switch |
| ④ Forward Bilge Pump Switch | ⑱ Port Wiper Switch |
| ⑤ Aft Bilge Pump Switch | ⑲ Starboard Wiper Switch |
| ⑥ Courtesy Lights Switch | ⑳ Smartcraft® System View |
| ⑦ Livewell Light Switch | ㉑ Air Temperature Sensor |
| ⑧ Windlass Breaker Button | ㉒ Stereo Remote |
| ⑨ Windlass Indicator Light | ㉓ Auxiliary Fuel Tank Gauge |
| ⑩ Windlass Up/Down Switch | |
| ⑪ Port Fishbox Pump Switch | |
| ⑫ Starboard Fishbox Pump Switch | |
| ⑬ Raw Water Pump Switch | |
| ⑭ Livewell Pump Switch | |

Verado Engine Instruments

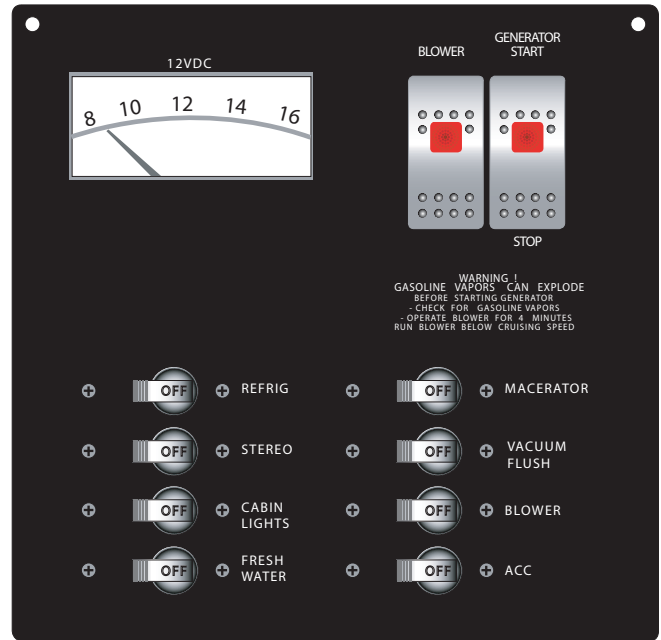
Optimax Engine Instruments (Optional)



DC Main Distribution Panel



DC Main Distribution Panel w/ Generator



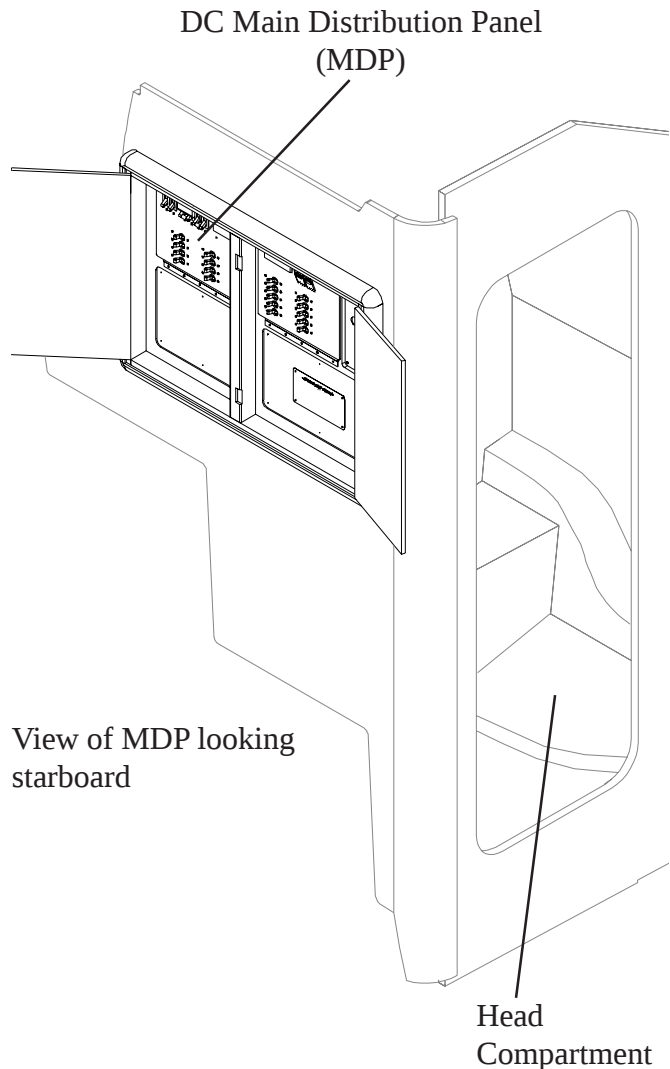
DC Electrical System

The 305 Conquest has a 12 Volt Direct Current (DC) electrical system that provides power to all essential systems and some optional equipment. The DC electrical system is controlled primarily through a Main Distribution Panel (MDP) located on the aft starboard wall in the main cabin.

- Engine starting & instrumentation, (including the optional generator).
- Helm, Cabin & Hard-top switch panels
- Trim tab system
- Bilge Pumps, (forward & aft), Shower sump
- Bilge Blower, (w/ Generator only).
- Waste System, (head & overboard discharge).
- Lighting, (cabin, navigation, instrument).
- Freshwater, Raw water & Livewell Pumps
- Anchor Windlass
- Windshield Wipers
- Refrigerator, (operates on both DC & AC).
- Stereo
- Carbon Monoxide Detector

The DC electrical system consists of the following major components:

- Main Distribution Panel, (MDP)
- Batteries, (starboard #1 & 2 engine start, port engine start, generator *optional*).



305 Conquest-Owner's Manual

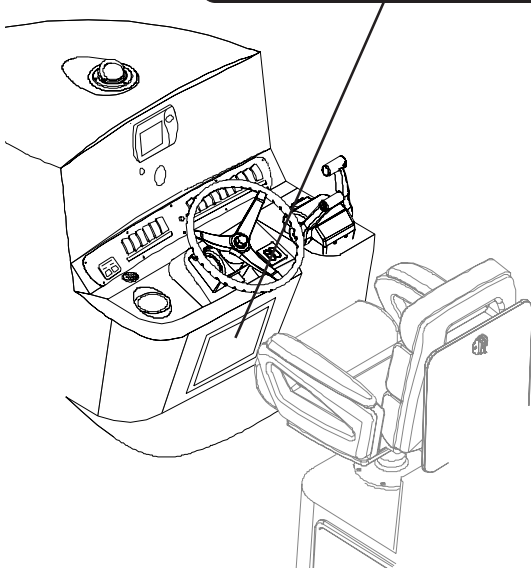
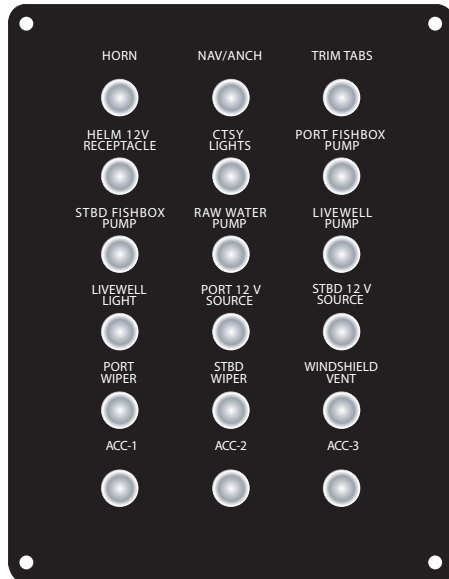
- Battery Switches, (located in the prep station).
- DC Cabin main circuit breaker, (80 amp).
- DC Helm main circuit breaker, (80 amp).
- DC Unswitched main circuit breaker, (50 amp).
- Anchor windlass main circuit breaker, (120 amp).
- Helm, Gauge & Hard-top switch panels

BRANCH CIRCUIT BREAKERS

Branch circuit breakers are considered any breakers fed by the helm, cabin or unswitched main breakers and provide power to the following types of circuits:

- | | |
|-----------------------|----------------------|
| • Shower sump(5) | • Fwd. bilge pump(5) |
| • Freshwater pump(15) | • Macerator (25) |
| • Refrigerator(15) | • Cabin Lights(15) |
| • Stereo(5) | • Aft Bilge Pump(15) |
| • Accessory(10) | • Hard-top Switch |
| • Helm Breaker | Panel |

Helm Breaker Panel



OPERATION:

The branch breakers on the MDP are a toggle type breaker, whereas the breakers on the Helm Breaker Panel are a push button, (The helm breaker panel is located behind the door below the steering wheel).

- Push the appropriate breaker lever to the “ON” position.
- If an overload occurs, the breaker will automatically trip and the lever will move back to the “OFF” position, determine the cause of the trip and correct it prior to resetting the breaker.
- If a push button breaker trips; the button will fully extend, push the button to reset the breaker after it has been determined what caused the circuit to trip.
- De-energize the circuit by turning it to the “OFF” position when they are not in use. Leaving the breakers in the “ON” position places undue load on the batteries. Make a habit of de-energizing the the breakers before turning the main battery switches “OFF”. This will help to preserve the contacts on the battery switch.

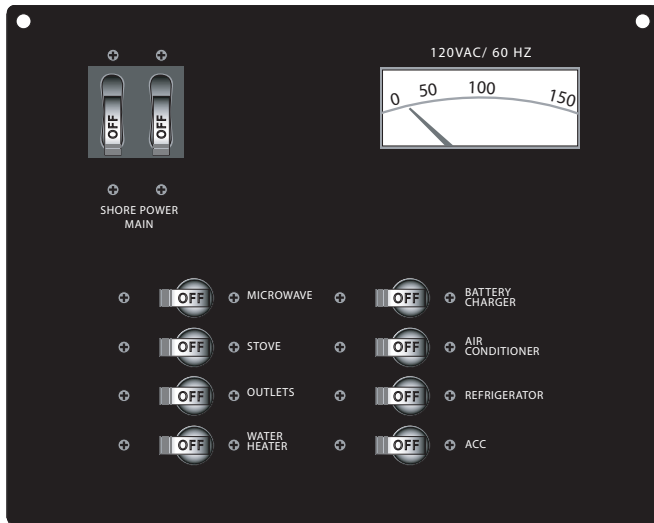
MAINTENANCE:

Very little is required in the way of maintenance, periodic checks should be made to ensure all connections are tight and that the wiring and terminals have not been damaged in any way through chafing against fixed objects or vibration. before attempting to tighten any connection, it is important to turn all the battery switches to the “OFF” position. Use ONLY the appropriate tool for the job. If the wiring has been damaged, consult a qualified marine technician.

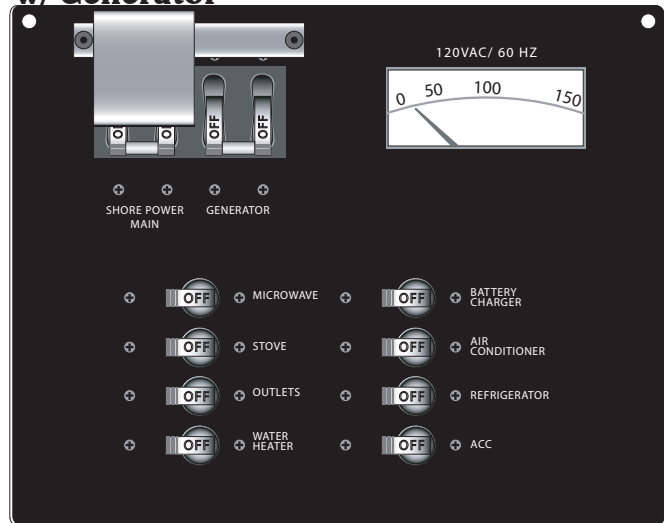
DC VOLTMETER:

There is a DC Voltage gauge on the DC MDP; located on the upper left side iof the panel it indicates the battery condition in volts (8-16 volts). It will register 12 volts or more if the battery is in good condition and will register less than 12 volts if the battery is weak.

AC Main Distribution Panel (120 VAC)



AC Main Distribution Panel (120 VAC) w/ Generator



AC Electrical System



DANGER

110V and 220V electrical circuits on your boat can carry a harmful, or even deadly electrical shock, if improperly installed.



WARNING

Do not attempt to use more than two high amperage appliances at the same time as overloading of the circuitry may result, causing breakers to trip.

Those systems which are non-essential or which require electrical power beyond the reasonable capacity of the batteries are provided with power from the 120 Volt Alternating Current (AC) electrical system. These systems include:

- Air conditioning/Reverse cycle heating
- Water heater
- Electric stove
- Battery chargers
- Electrical outlets
- Microwave oven
- Refrigerator, (which has the capacity to operate on either AC or DC power and automatically switches to AC when available).

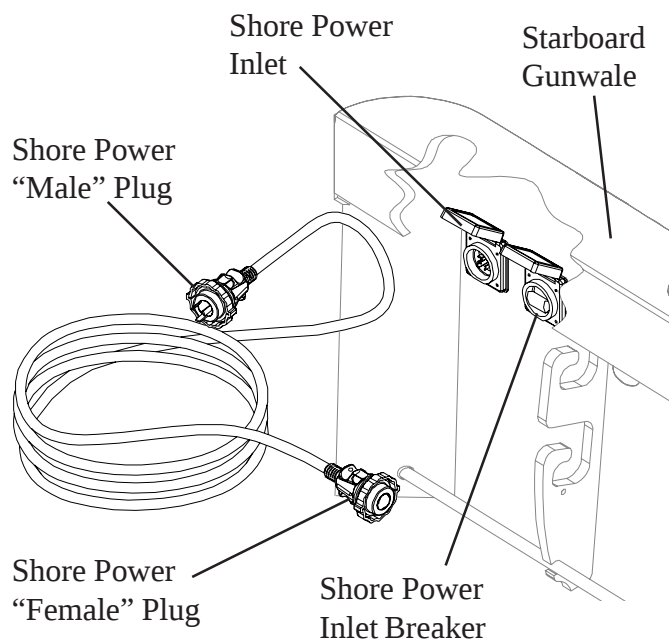
The AC electrical system can be fed by either a 30 amp shore power connection or an optional 4 kilowatt generator. The AC Main Distribution Panel (MDP) controls both sources of power. There is a slide bar that allows only one source of power to be used at a time. Before making a power connection/disconnection; the main breakers should be in the "OFF" position.

AC VOLTMETER:

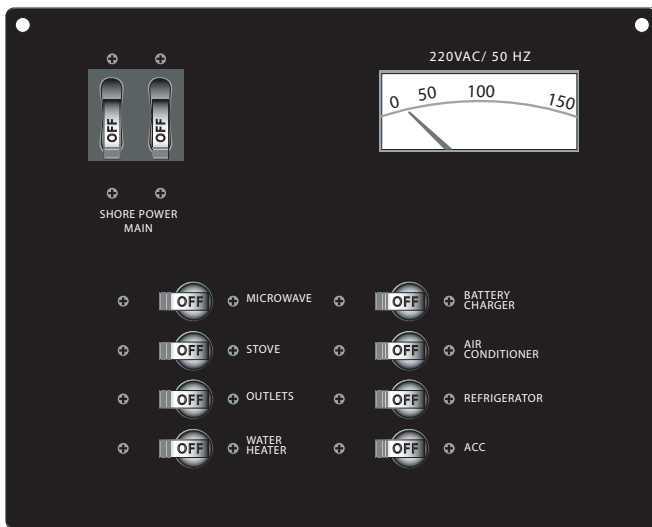
This will indicate the voltage available (0-150 Volts) at the Main Distribution Panel. It will normally register 120 Volts. **If the meter registers less than 110 volts or more than 125 Volts, DO NOT energize any AC circuits.** Return the power source switch to the "OFF" position and contact your Boston Whaler® dealer.

SHORE POWER:

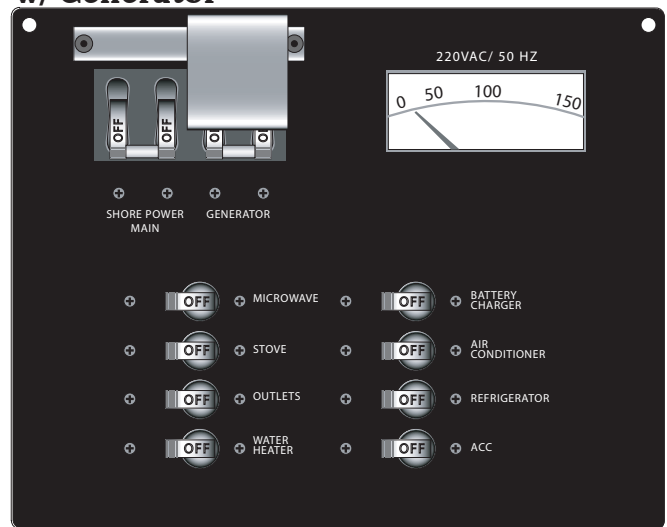
Your 305 Conquest has the ability to run the AC electrical system by means of a shore power connection. A 50 ft. (15.24M) weather tight electrical female plug that connects to a male plug inlet.



AC Main Distribution Panel (220 VAC)



AC Main Distribution Panel (220 VAC) w/ Generator



SHORE POWER:

Before connecting the power cord to the shore power connection, make sure the Shore Power Main/Generator switch is in the "OFF" position. There is a shore power breaker located next to the shore power connection and is rated to 35 amps. If the circuit trips look to the AC MDP for the breaker to reset before looking at this one. If there is a circuit breaker that continually trips, you will need to have the AC/DC electrical system inspected by a qualified marine electrician.

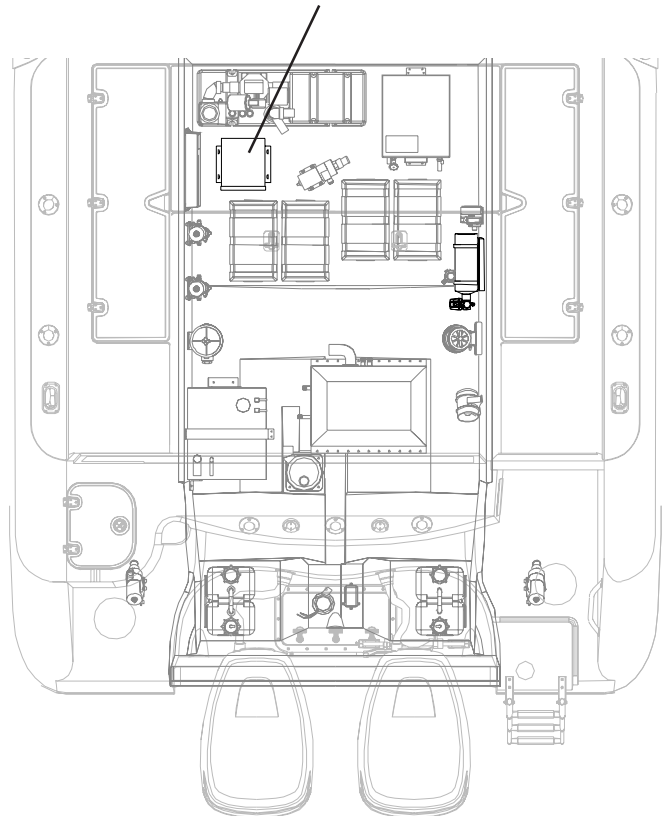
ISOLATION TRANSFORMER:

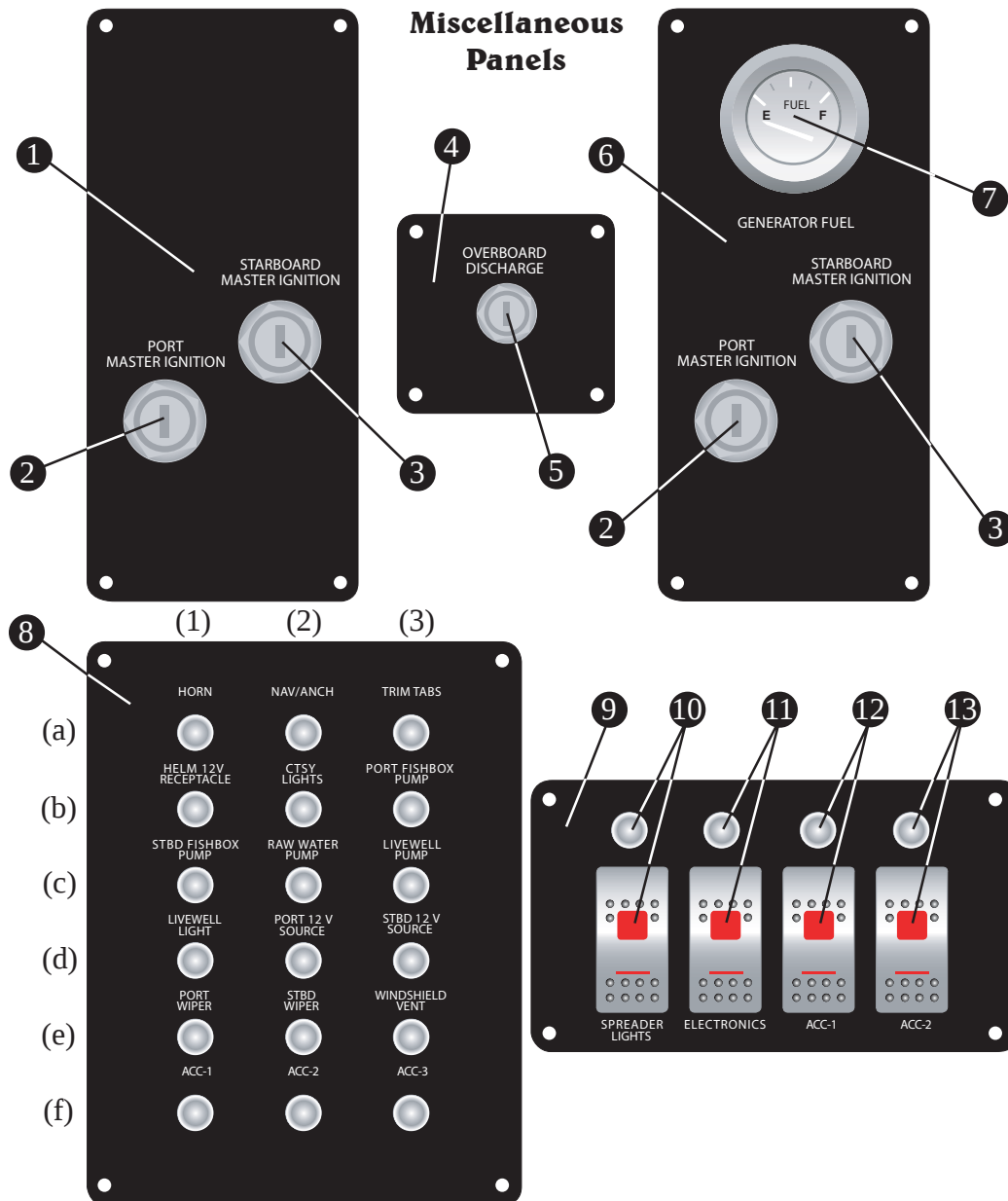
Your 305 Conquest is fitted with an Isolation Transformer. The isolation transformer is a maintenance free unit that isolates your boat from the shore power system. The isolation transformer minimizes the electrolytic corrosion caused by stray currents. It will also protect the boat from missing ground or reverse polarity conditions. The isolation transformer is located on the forward port section of the machinery access compartment.

OPERATION

Once the boat has been securely moored you can connect the shore power cord to the shore power outlet. The shore power main must be switched "ON" to operate the individual circuits on the AC panels.

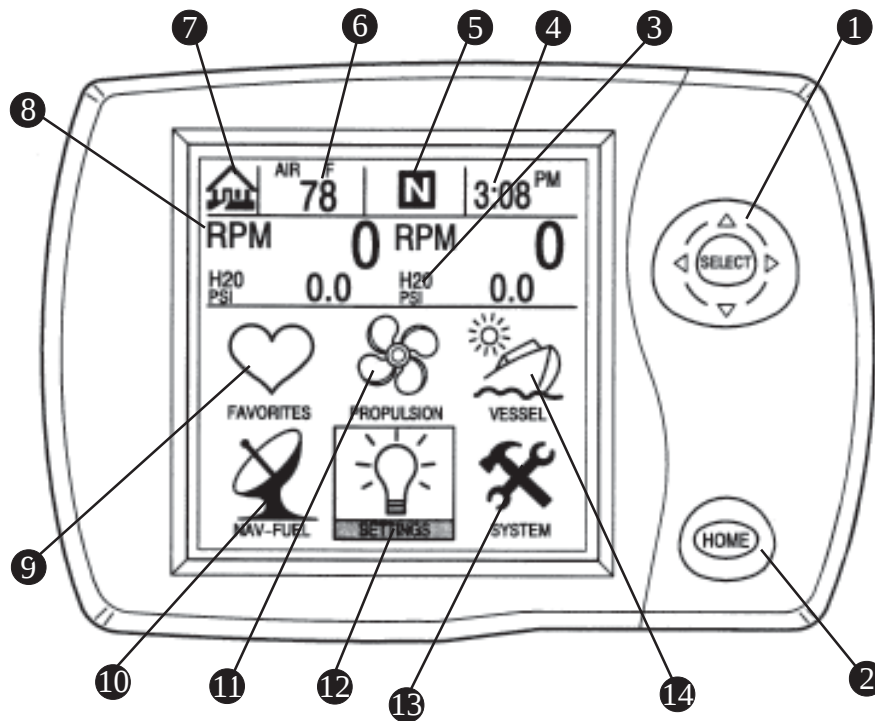
Isolation Transformer Location





- ① Key Switch Panel, no generator, (located on the right-side of the AC MDP).
- ② Key Switch, Port Master
- ③ Key Switch, Starboard Master
- ④ Overboard Discharge Panel, (located on the aft wall of the head compartment).
- ⑤ Overboard Discharge Key Switch
- ⑥ Key Switch Panel, with generator, (located on the right-side of the AC MDP).
- ⑦ Analog Fuel Gauge, Generator
- ⑧ Helm Breaker Panel, (located on wall below the steering wheel).
- a1 5 amp Horn Breaker
- a2 5 amp Nav/Anch Breaker
- a3 20 amp Trim Tabs Breaker
- b1 10 amp 12V Helm Receptacle Breaker
- b2 10 amp Ctsy Lights Breaker
- b3 20 amp Port Fishbox Pump Breaker
- c1 20 amp Starboard Fishbox Pump Breaker
- c2 15 amp Raw Water Pump Breaker
- c3 4 amp Livewell Pump Breaker
- d1 5 amp Livewell Light Breaker
- d2 30 amp Port 12V Source Breaker
- d3 30 amp Starboard 12V Source Breaker
- e1 5 amp Port Wiper Breaker
- e2 5 amp Starboard Wiper Breaker
- e3 5 amp Windshield Vent Breaker
- f1 10 amp ACC-1 Breaker
- f2 10 amp ACC-2 Breaker
- f3 10 amp ACC-3 Breaker
- 9 Hard-top Switch Panel, (located on the forward underside of the hardtop)
- 10 10 amp breaker for Spreader Lights Switch
- 11 10 amp breaker for Electronics Switch
- 12 10 amp breaker for ACC-1 Switch
- 13 10 amp breaker for ACC-2 Switch

305 Conquest-Owner's Manual



System View Monitor (SC5000)

- ① Arrow Trackpad/Select Key
- ② Home Key
- ③ Water Pressure Indicator
- ④ Clock
- ⑤ Engine Gear Position
- ⑥ Air Temperature Indicator
- ⑦ Home Page Directory Symbol
- ⑧ Engine RPM Indicator
- ⑨ Favorites Directory
- ⑩ Navigation/Fuel Directory
- ⑪ Propulsion Directory
- ⑫ Settings Directory
- ⑬ System Directory
- ⑭ Vessel Directory

Note-To get the most out of your System View display, you must read the manual provided by the manufacturer. The manual will give you information to properly operate the various features of the system.

Navigation Lighting



NOTICE

The more lights a vessel has, the larger it is and the more important it is for you to avoid it.



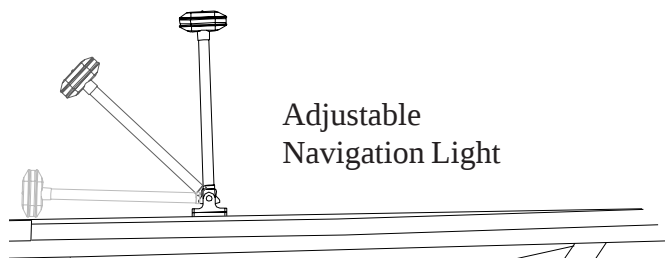
NOTICE

The navigation light located on the hard-top can be adjusted to lay down flat. Be sure that it is in the upright position when that light is in operation.



NOTICE

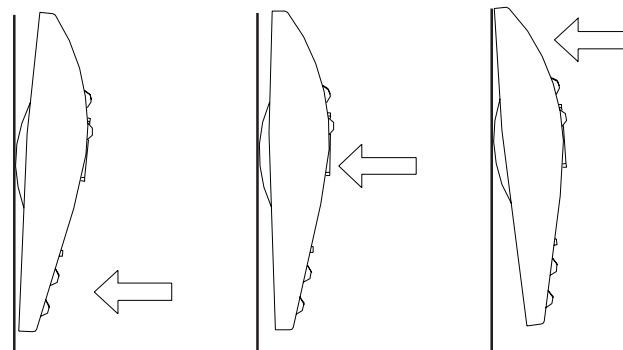
Installing after market accessories such as: radar domes, arches, dishes etc. will obstruct the navigation light and decrease its effectiveness. It is the responsibility of the boat owner to comply with regulations regarding the normal operation of the navigation lights.



Adjustable
Navigation Light

Your 305 Conquest comes equipped with navigation lighting for your safety. Regulations state that all boats under power no matter the size must display navigation lights.

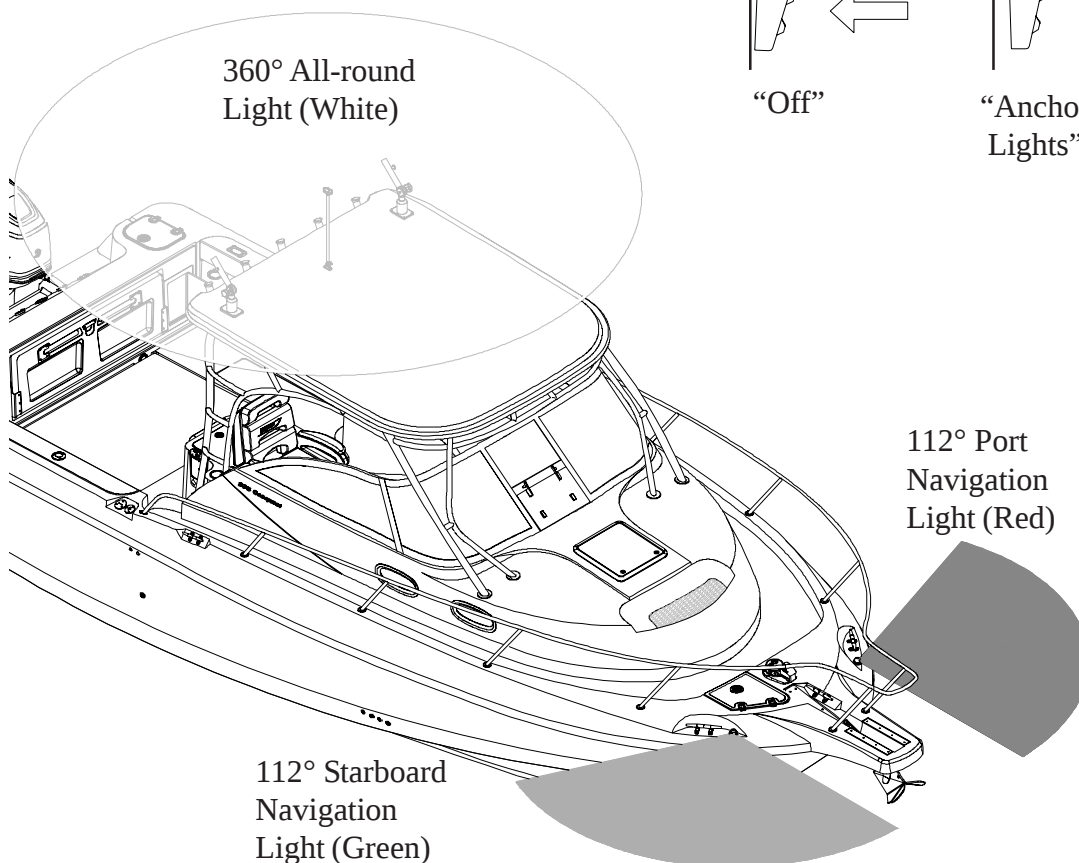
OPERATION: Control of the navigation lighting is a switch on the instrument panel that is marked "NAV/ANC". The switch has 3 positions to operate the Navigation/Anchor lighting. The lights let other vessels know the approximate size of your boat and the direction your boat is traveling, depending on which lights they can see, they also show other boaters your location while at anchor. The lights must be displayed at night or in low visibility conditions. It is the responsibility of the owner/operator to ensure that the navigation lights are in good working order and that the proper lighting is shown



"Off"

"Anchor
Lights"

"Navigation
Lights"



360° All-round
Light (White)

112° Port
Navigation
Light (Red)

112° Starboard
Navigation
Light (Green)

Ignition Shutdown Switch

CAUTION

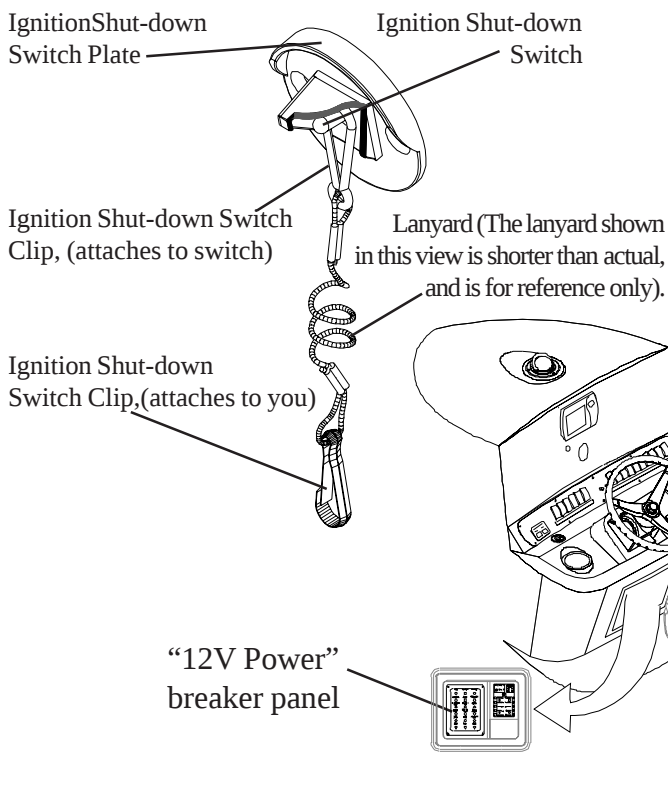
It is advised that you wear your lanyard at all times while operating the boat. It is for emergency stopping only. Do not use it to shut off the engine during normal operation. The lanyard should be long enough to prevent inadvertent activation.

NOTICE

The decision to use the safety switch is up to you, the owner/operator.

The 305 Conquest is equipped with an ignition shut-down safety switch. It is located on the lower center section of the console. The ignition shut down safety switch incorporates a shut-off switch, switch clip, lanyard and lanyard clip, which is clipped to the operator. If an emergency arises where the engine(s) must be shut down, a pull on the cord to release the clip from the shut-off will shut down the engine. This switch is designed to shut the engine(s) off when the operator of the boat leaves the control station, either accidentally by falling into the boat, or by being ejected overboard. This would most likely occur as a result of poor operating practices.

This switch only works when properly used. The decision of whether to use an ignition safety switch or not rests with you, the owner/operator.



Electric Downrigger Receptacles, (Optional)

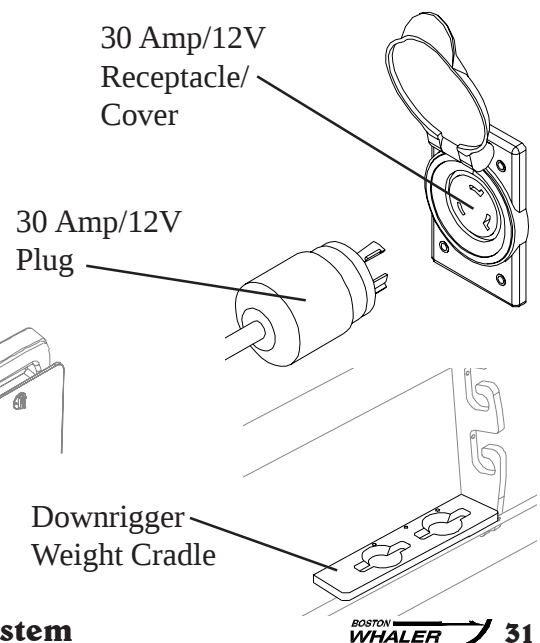
CAUTION

The location for mounting of the downrigger base is important, refer to the wood location diagram for areas on the gunwales that are specifically designed for withstanding the stress generated by a downrigger. There are a variety of downrigger mounting base plates that can be used, it is important that you consult with your salesperson to find the mounting base that will best suit your application.

NOTICE

There are storage cradles designed for holding the downrigger weights when not in use. Because of the variety of weights available these cradles are designed to hold the most common weights used.

The 305 Conquest can be fitted with two (2) electrical receptacles and plugs for powering electric downriggers. The receptacles are located inside the cockpit on the aft section of the port and starboard gunwales and are rated to 30 Amps. The plugs are supplied in the owners packet when this option is purchased. Push the plug into the receptacle and turn clockwise to secure the connection. There is a "Port 12V Power" and Starboard 12V Power" breaker on the Helm Breaker Panel located behind the door below the steering wheel. Should there be any interruption in power, check here first. The receptacles are protected by a weatherproof cover. There are areas on the gunwales that are designed specifically for downrigger mounting bases. See your "Wood Location Diagram" for proper mounting.



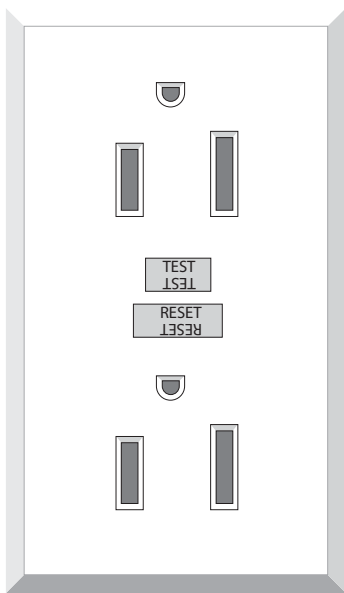
GFCI Receptacles



CAUTION

To prevent severe shock or electrocution always turn the power OFF at the Main Distribution Panel, (MDP) before working with the wiring.

The 305 Conquest has two (2) Ground Fault Circuit Interrupters, (GFCI). One located in the head compartment on the starboard lower cabinet wall. It is protected from moisture by a water resistant cover. The other is located on the forward port wall of the galley cabinet. The GFCI will trip and quickly stop the flow of electricity and prevent serious injury. The GFCI will **NOT** protect against circuit overloads, shocks or short circuits. You can still be shocked if you come in contact with bare wires. Power to the outlets is controlled by the switch marked "OUT-LETS" on the AC MDP.



TESTING:

The GFCI outlet has a TEST and RESET button that you can use to regularly test the outlet for proper operation. Before testing the outlet, push the RESET button in. Plug an appliance into the outlet (such as a lamp) and turn it on. Push the TEST button, the appliance should shut OFF. If it does, the circuit was interrupted and it is working properly. Push the RESET button to return the power to the outlet. If the power to the appliance was not interrupted, have a qualified marine electrician check the system to find the problem.

There are two (2) outlets that are not GFCI rated that located under the galley sink cabinet. These outlets are used to power the microwave oven and the refrigerator. **DO NOT** use them for anything other than powering those appliances.

12 Volt Accessory Receptacle

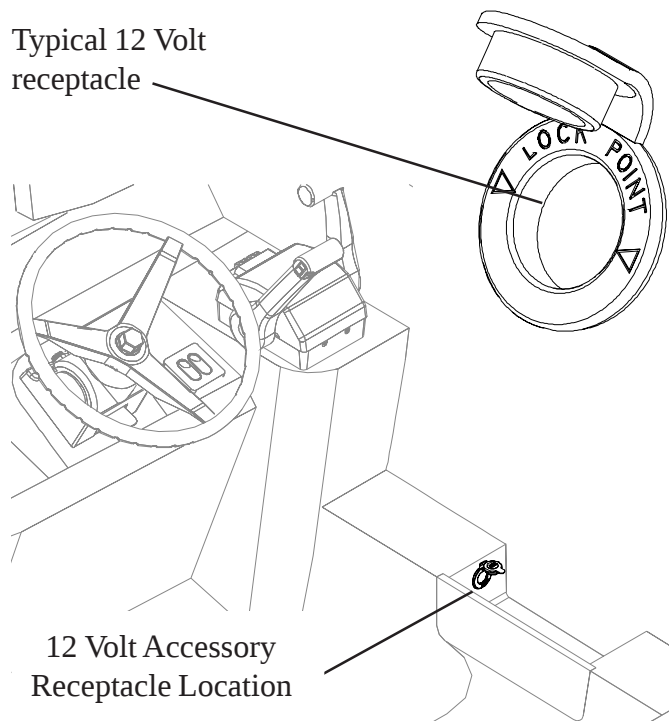


NOTICE

DO NOT insert a cigarette lighter into this receptacle. Damage to the unit & system could occur.

Your 305 Conquest is equipped with a 12 volt accessory receptacle located on the forward section of the helm storage bin. It is a DC receptacle to be used with any 12 volt accessories using this type of plug. The receptacle is made of corrosion resistant marine grade materials and has a moisture proof cap. There is a 10 amp breaker button located on the breaker box inside the console. **Be sure to use accessories that do not exceed the rated capacity of the circuit, (10 amps) or the breaker will trip.**

Typical 12 Volt receptacle



12 Volt Accessory Receptacle Location

Bilge Pumps

NOTICE

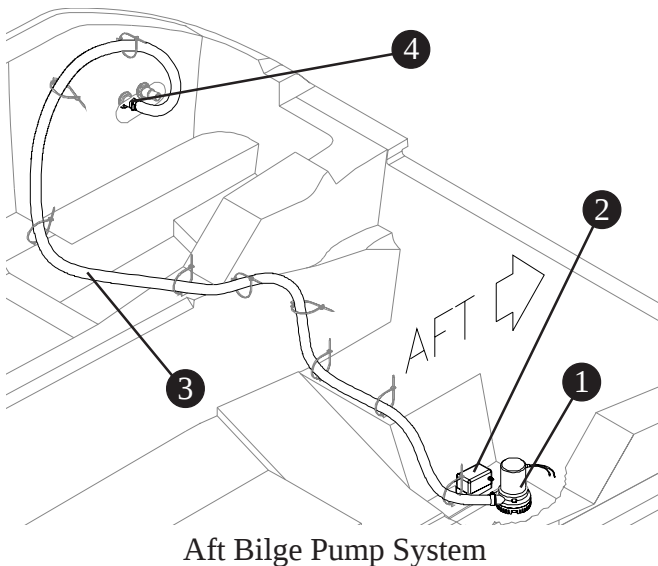
The Federal Water Pollution Control Act prohibits the discharge of oil or oily waste into or upon the navigable waters and contiguous zone of the United States. If such a discharge causes a film or sheen upon or discoloration of the surface of the water, or causes a sludge or emulsion beneath the surface of the water, violators are subject to a penalty of \$5,000.00

NOTICE

The bilge pump is wired directly to the battery. Be sure that the bilge pump float switch is clear of debris to prevent continuous operation and subsequent discharge of the battery.



The 305 Conquest bilge pump system consists of: (1)-1100 GPH pump and (1)-2000 GPH bilge pump. Each is operated by a float switch that will activate automatically when water in the bilge reaches a certain level. The 1100 GPH pump is located in the cabin and can be accessed through the cabin floor. The 2000 GPH pump is located aft of the freshwater tank and can be accessed through the aft cockpit hatch.



OPERATION:

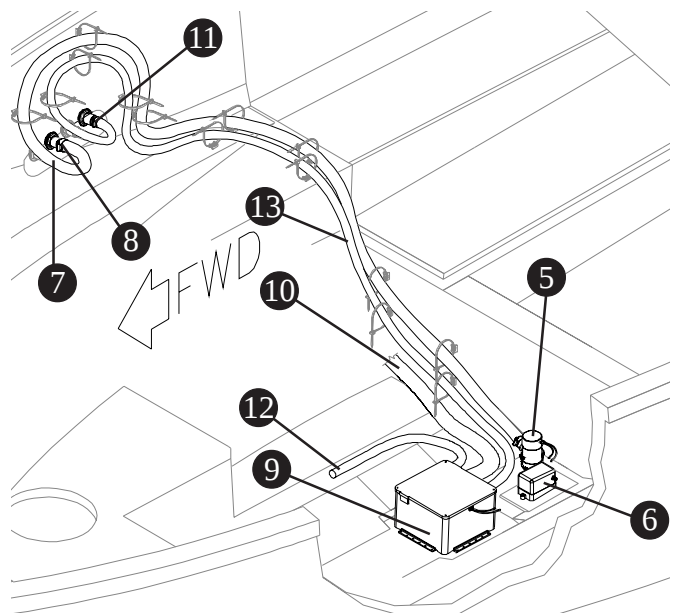
At the helm station there is a switch marked "AFT BILGE" and "FWD BILGE" on the switch panel. Depressing the switch will energize the pump regardless of the position of the float switch. Each pump discharges water overboard via a thru-hull fitting.

MAINTENANCE:

The bilge pump is a completely sealed unit and maintenance is very simple, but it will require you to check around the float switch for debris and gummy bilge sludge that could impede the bilge pump from working properly. Check the bilge pump and hoses for wear; clean and repair if necessary.

Bilge Pump System Diagram

- ① Bilge Pump, Aft, (2000 GPH)
- ② Float Switch, Aft
- ③ Aft Bilge Pump Discharge Hose
- ④ Bilge Pump Thru-Hull, Aft
- ⑤ Bilge Pump, Forward, (1100 GPH)
- ⑥ Float Switch, Forward
- ⑦ Forward Bilge Pump Discharge Hose
- ⑧ Bilge Pump Thru-Hull, Starboard Gunwale
- ⑨ Shower Sump Unit
- ⑩ Shower Sump Discharge Hose
- ⑪ Shower Sump Thru-Hull, Starboard Gunwale
- ⑫ A/C Condensation Drain Hose to Sump, (option)
- ⑬ Sump Discharge Hose



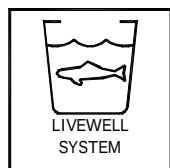
Section 5 - Bilge System

Livewell



NOTICE

The seacock **MUST** be in the OPEN position. Running the pump dry may cause damage to the unit.



The 305 Conquest is equipped with a 24 Gal.(91L) livewell that is located on the port aft corner of the sterndeck. The livewell's primary function is to circulate seawater in the livewell

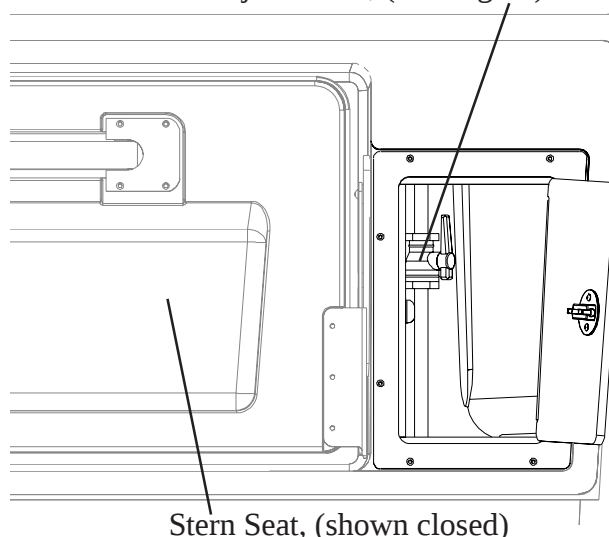
bucket. There is a flow direction nozzle located on the flow inlet head. The raw water pump, seacock and plumbing that service the system can be accessed through the hatch located on the aft cockpit floor and the cockpit door on the aft port transom.

OPERATION:

The livewell can be filled by using the switch marked "LIVEWELL PUMP" on the instrument panel at the helm station. Before filling the livewell, you must make certain the hull seacock and the livewell flow adjust valve are in the open position. The livewell flow adjust valve is located behind the door just port of the stern seat panel. The seacock is located under the access hatch on the aft cockpit floor. The flow control valve lets you adjust the flow of water into the livewell tank, turning the handle clockwise 90° will shut off the flow of water.

The livewell also has a pair of drain plugs that are used to adjust the water level in the livewell. One plug is used in the basin drain at the base of the livewell, the other plug can be used between the two overflow fittings on the side of the livewell.

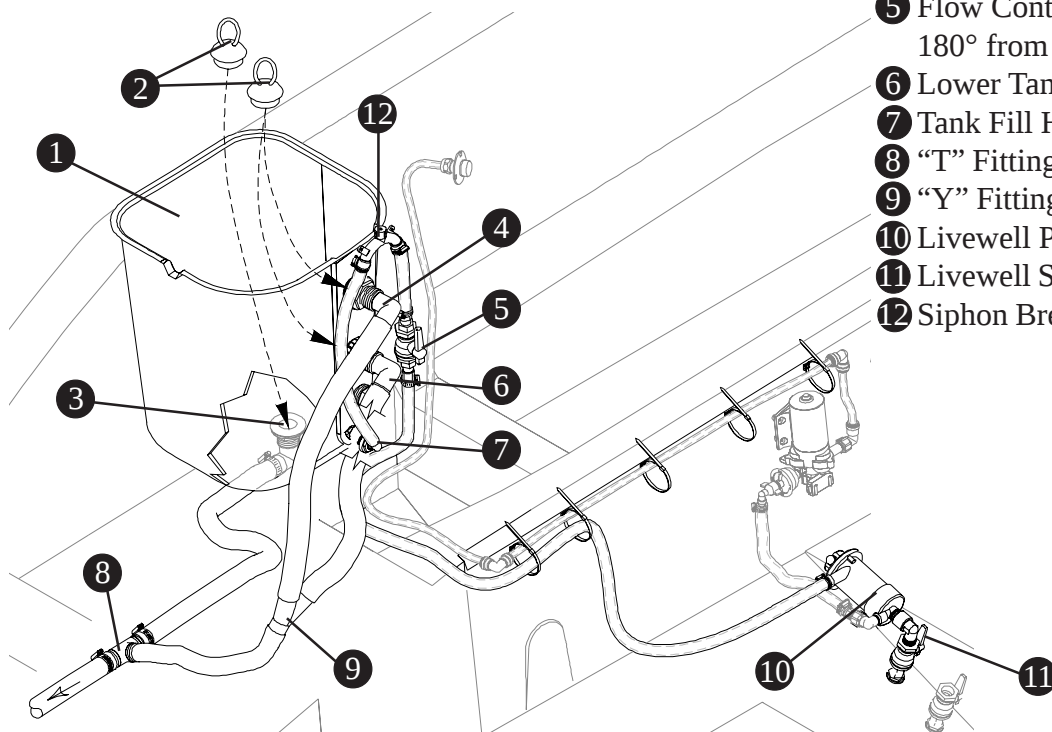
Livewell Flow Adjust Valve, (looking aft)



Stern Seat, (shown closed)

305 Conquest Livewell Diagram

- ① Livewell Bucket, 24 Gal. (91L)
- ② Drain Plugs, (2)
- ③ Basin Drain Fitting
- ④ Upper Tank Drain Fitting
- ⑤ Flow Control Valve (shown turned 180° from actual position).
- ⑥ Lower Tank Drain Fitting
- ⑦ Tank Fill Hose
- ⑧ "T" Fitting
- ⑨ "Y" Fitting
- ⑩ Livewell Pump, 800 GPH
- ⑪ Livewell Seacock
- ⑫ Siphon Break



Raw Water



NOTICE

The seacock MUST be in the OPEN position. Running the pump dry may cause damage to the unit.

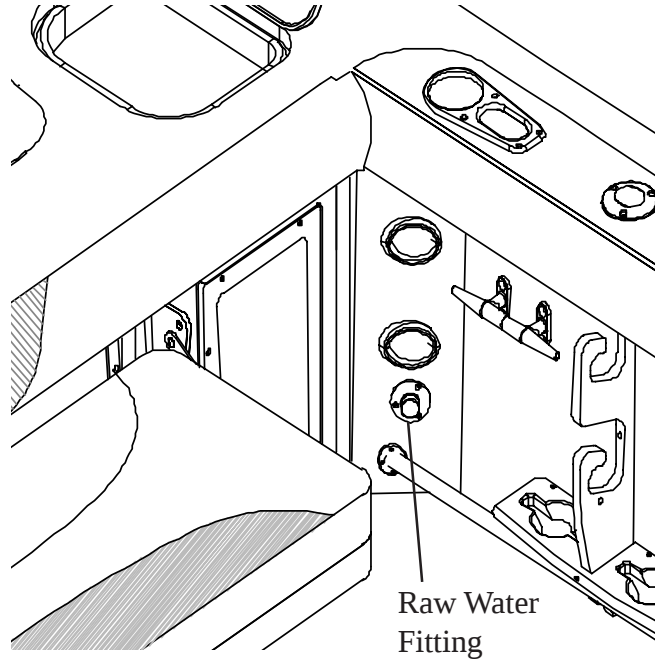
There is a raw water fitting that can be used to connect a common garden hose to allow you to spray raw water for rinsing the cockpit. The raw water connection is located at the port aft corner. It is a male fitting with a cap and tether. The cap should be on the connection when it is not in use. The connection is supplied by a 3.5 GPM pump.

OPERATION:

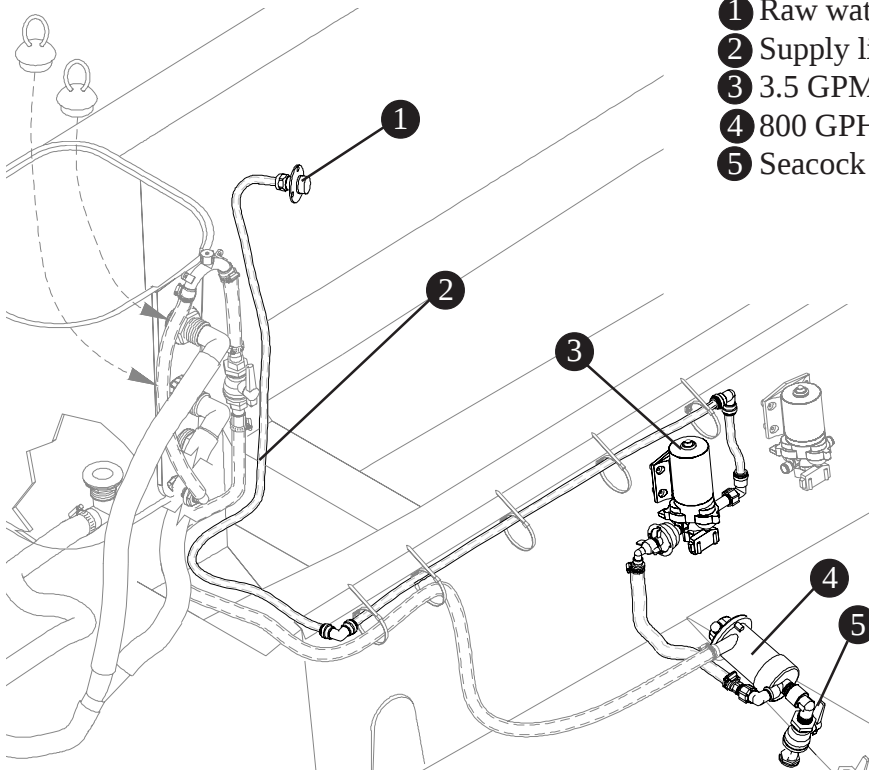
The raw water pump has a seacock that needs to be set in the OPEN position before pump operation. The seacock can be reached through the hatch located on the cockpit floor. The RAW WATER switch on the instrument panel at the helm controls pump operation.

MAINTENANCE:

Maintenance of the raw water system will require you to check the fittings and hoses for system integrity to prevent leaks. The system should be operated at least every other month to keep the pump impeller in good condition.



Raw Water System Diagram



- ① Raw water deck fitting
- ② Supply line from pump
- ③ 3.5 GPM Raw water washdown pump
- ④ 800 GPH Raw-water/Livewell pump
- ⑤ Seacock

Freshwater System



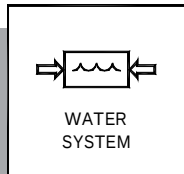
NOTICE

Be sure to fill the water tank from a source known to provide safe, pure drinking water.



NOTICE

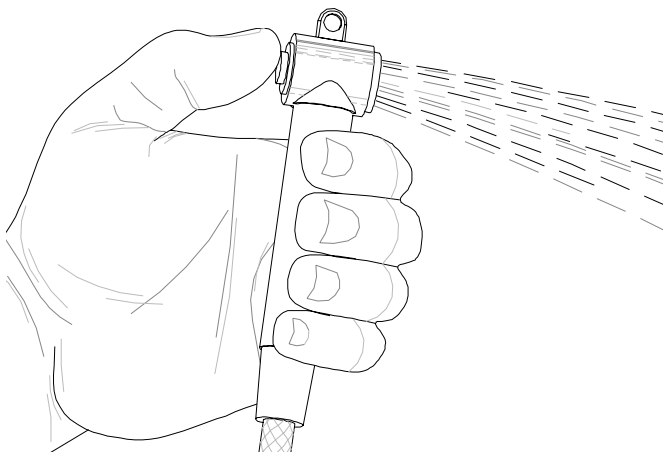
If you do not use the freshwater system for long periods of time, or only use it seasonally. It is recommended that you follow the disinfecting practice before using it.



Your 305 Conquest is fitted with a 60 Gal. (227.1L) freshwater tank. The freshwater system includes: Pump, plumbing, holding tank and connections for water service to the transom shower, water heater, head compartment toilet and sink, galley sink.

FRESHWATER PUMP:

The freshwater pump will need to be powered to provide pressure to the system. The freshwater pump is energized by pressing the switch marked "FRESH-WATER" on the cabin DC/MDP. This draws water from the holding tank and provides pressure to the prep station, galley faucet and head compartment, (shower, sink and head). The freshwater pump is located on the port side of the machinery access compartment.



**305 Conquest
Freshwater Tank Diagram**

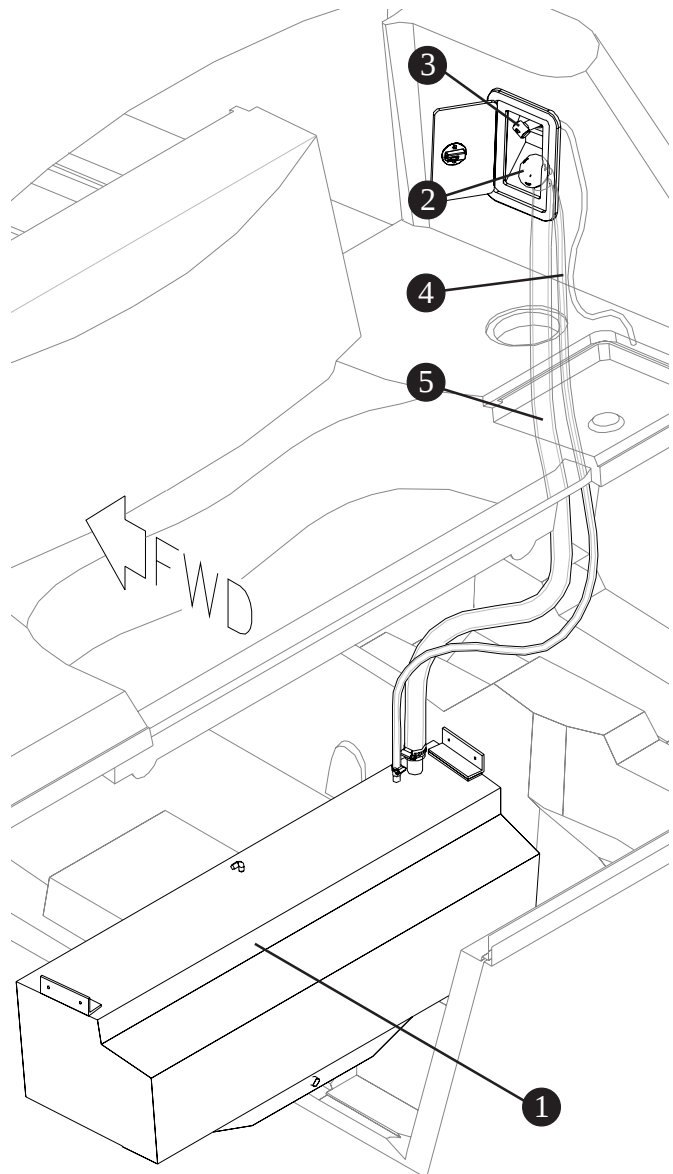
- ① Freshwater Tank, 60 Gal. (227.1L)
- ② Freshwater fill
- ③ Aft freshwater shower,(approx. 6ft.)
- ④ Freshwater Vent Hose
- ⑤ Freshwater Fill Hose

FRESHWATER SHOWER:

The freshwater shower is located on the starboard end of the transom wall aft of the transom door and has an enclosure that the shower head and hose fit in. The shower hose extends about 6 ft. (1.82m). Once the system has been pressurized there is a button on the back of the shower head that needs to be pressed for freshwater shower operation.

MAINTENANCE:

Very little maintenance is required for the freshwater system, other than annual disinfecting and winterizing. Periodically check the entire system to assure that the hose connections, tube fittings, electrical connections and mounting bolts are properly secured, and free of chafing



Freshwater System, (con't)

COLD/HOT WATER:

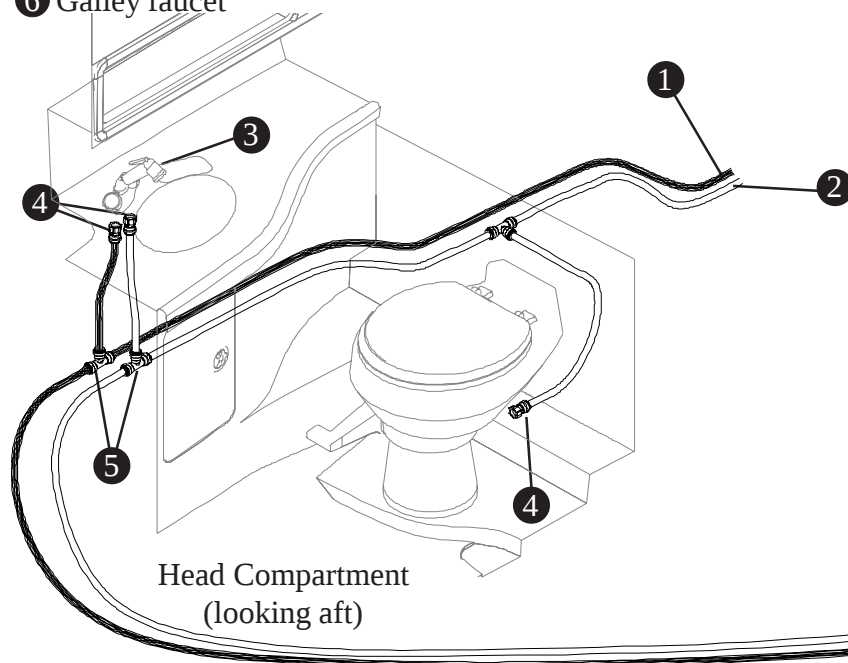
The freshwater tank of your boat is capable of supplying cold water to the head compartment, galley and bait prep station. A 6 Gal.(23L) marine grade water heater will supply heated water to the galley sink and to the head compartment sink.

HEAD SHOWER OPERATION:

Make sure the "FRESHWATER" switch on the DC side of the MDP is "ON". Turn the switch marked "WATER HEATER" to the "ON" position. It is located on the AC side of the MDP. If the heater has not been used for some time it will take about 20 minutes before the hot water will be ready for use. All water flowing to the faucets can be controlled by knobs, left(hot) and right(cold).

The head compartment faucet can be used conventionally or it can be pulled out of its base and used for showering, (approx. 6Ft. 1.82M). There is a hook on the forward wall of the compartment that can be used to hang the shower head from. The floor is completely sealed and there is a drain that will evacuate the water. Follow all maintenance and winterizing instructions listed in this section.

- ① Hot line (from Heater)
- ② Cold line (from Tank)
- ③ Head compartment faucet/shower
- ④ Line connections
- ⑤ Line "Tees"
- ⑥ Galley faucet



Water Heater



WARNING

Hydrogen gas may form in the tank if the system has not been used for more than two weeks. DO NOT smoke or have any flame near an open faucet.



CAUTION

SCALDING INJURY, Turn OFF the water heater and wait for the water in the storage tank to cool before opening the drain valve to flush the tank.



NOTICE

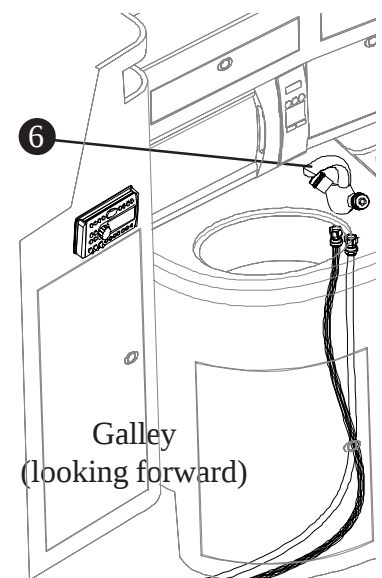
This water heater is equipped with a temperature and pressure relief valve that complies with the standard for Relief Valves & Automatic Gas Shutoff Devices for Hot Water Systems, ANSI Z 21.22

WATER HEATER:

The Make sure the freshwater tank is full before operating the water heater. The thermostat is pre-set from the factory and is not adjustable. The temperature is set at 140°.

OPERATION:

There is a switch on the AC MDP marked "WATER HEATER" that will need to be switched on prior to operation. The "FRESHWATER" switch on the DC MDP will need to be switched on also. Once both systems are switched on, the faucets in the galley and the head compartment can be used. The faucets are the same as conventional home faucets and are operated the same way.



MAINTENANCE:

The water heater connections will need to be inspected regularly. If you notice any leaks around the water heater call your dealer. Manually operate the pressure relief valve at least once a year. This must be done when the water in the storage tank is cool. The system must be flushed several times per year; which will prolong the life of the system. There may be times that you will notice an odor coming from the water system. There is a protective cladding in the tank that protects it from corrosion. The electro-galvanic action of the cladding material releases hydrogen from the water. If sulfur or any of its combinations are present in the water the two will combine and produce hydrogen sulfide. This compound will produce the "Rotten Egg Odor". Hydrogen sulfide can also be present in your freshwater supply. It is the product of the decay of animal matter and as little as 1 mg/liter can cause a perceptible odor. The manufacturers owner's manual will have complete instructions on how to flush the water heater system. Make certain that the system is completely drained before laying up for the winter season. The freshwater tank will have to be drained and flushed with a non-toxic anti-freeze before winter storage.

DISINFECTING THE SYSTEM:

Before you fill the freshwater system it is vital that it be properly disinfected. The following procedure is

recommended to disinfect the freshwater system:

- Flush the entire system thoroughly by allowing potable water to flow through it.
- Drain the system completely.
- Fill the entire system with an approved disinfecting solution (check with your dealer for recommendations).
- After disinfecting, drain the entire system, flush thoroughly several more times with potable water.
- Now the system is ready for use, fill with potable water.

Ask your dealer if this has been done and what procedures are needed to accomplish this.

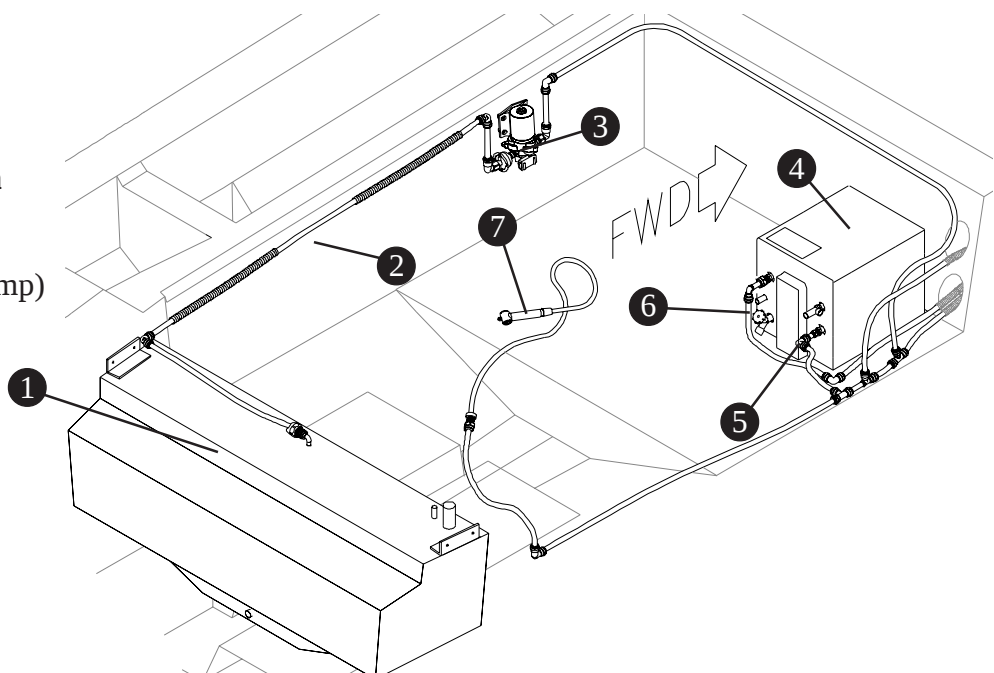
This should be done annually or before using the system if it has been laid up for an extended amount of time.

WINTERIZING THE SYSTEM:

If the water system will not be used for an extended amount of time it is recommended that it be drained. Draining the freshwater system will require you energize the freshwater pump switch on the instrument panel, press the button on the freshwater shower head and empty the freshwater tank next disconnect the hoses to and from the water pump to allow as much water as possible to drain out. De-energize the freshwater pump switch. Some service facilities may recommend filling the freshwater system with a non-toxic, non-freezing solution. This procedure should be completed by an authorized service center.

**305 Conquest
Water Heater Diagram**

- 1 Freshwater Tank
- 2 Freshwater supply,(to pump)
- 3 Freshwater Pump
- 4 Water Heater
- 5 Freshwater "IN"
- 6 Hot water "OUT"
(to Head Compartment/
Galley)
- 7 Transom Shower Wand



Head System



CAUTION

Both intake and discharge seacocks should always be in the closed position when the toilet is not in use. Failure to do so could result in flooding, property damage and loss of life.



NOTICE

This boat is equipped with an optional overboard discharge valve. Discharging of sewage directly overboard is for use where approved only.



NOTICE

There are severe state and federal penalties for discharging raw sewage and solid waste in waters where it is not permitted. Check with local authorities on where this is permissible, if possible employ the use of a shore side discharge.



HEAD
SYSTEM

Your 305 Conquest has a head compartment located on the aft starboard side of the cabin. It is fitted with a VacuFlush® waste containment system that includes: The VacuFlush® toilet, vent, holding tank, vacuum pump and associated hoses and clamps. Complete operating and maintenance instructions can be found in the VacuFlush® operations manual.

OPERATION

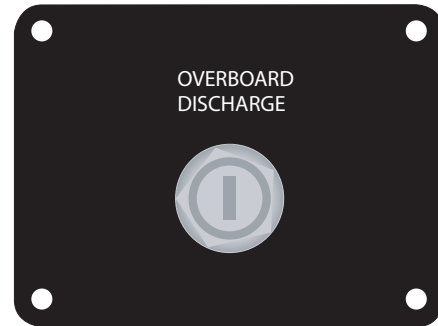
Energize the switch marked "VACUUM FLUSH" on the DC MDP. Turn the keyswitch located in the head compartment, (below the tankwatch panel) clockwise. Your vacu-flush toilet has a flush lever on the lower left side of the bowl. Raise the lever to fill the bowl with water, more water is required when flushing solids. To flush, push the lever down for three (3) seconds or until the contents have cleared the bowl. The flush lever will automatically return to a neutral position. If the contents of the toilet were not emptied, you will have to wait till there is sufficient vacuum (the vacuum pump stops running) before attempting to clear the bowl.

DOCK-SIDE DISCHARGE:

The Dock-side discharge deck plate for the 305 Conquest is located on the port side of the gunwale and is marked "WASTE". Access to the port is gained by use of a special key that is included in the owners manual packet.

The dockside facility will have a connection to fit your boat. **Shore side discharge is a preferred method of waste disposal.**

This keyswitch panel can be used when you are ready to discharge waste into the holding tank.



Standard waste level indicator panel



This panel will give you an indication of the level of waste that is in the holding tank. There are four (4) levels of indication, empty, low, mid and full. When the indicator reads full; you should have the holding tank emptied.

MACERATOR

The 305 Conquest waste system also incorporates the use of a macerator. The macerator pump draws solid and liquid waste from the holding tank and processes it prior to discharging it overboard through a lockable seacock. The pump is designed to handle waste, toilet tissue and facial tissue but will not pump solid objects.

It is important that you close your macerator discharge seacock prior to using the shoreside discharge function. Contact your dealer or Coast Guard station for information on overboard discharge and its penalties.

MACERATOR OPERATION:

There is a switch on the DC side of the MDP electrical panel marked "MACERATOR" that needs to be ON before discharging the holding tank. The overboard discharge seacock must be OPEN prior to operation. You are now ready to use the keyswitch located on the wall behind the vacu-flush toilet. The keyswitch is a momentary type, which means that it needs to be held during the discharge cycle. Turning the keyswitch clockwise will discharge the contents of the holding tank through the macerator pump; which processes it before evacuating it overboard.

There are bodies of water where discharge of raw sewage is prohibited. Keep seacock lock engaged when in waters where discharge is not permitted.

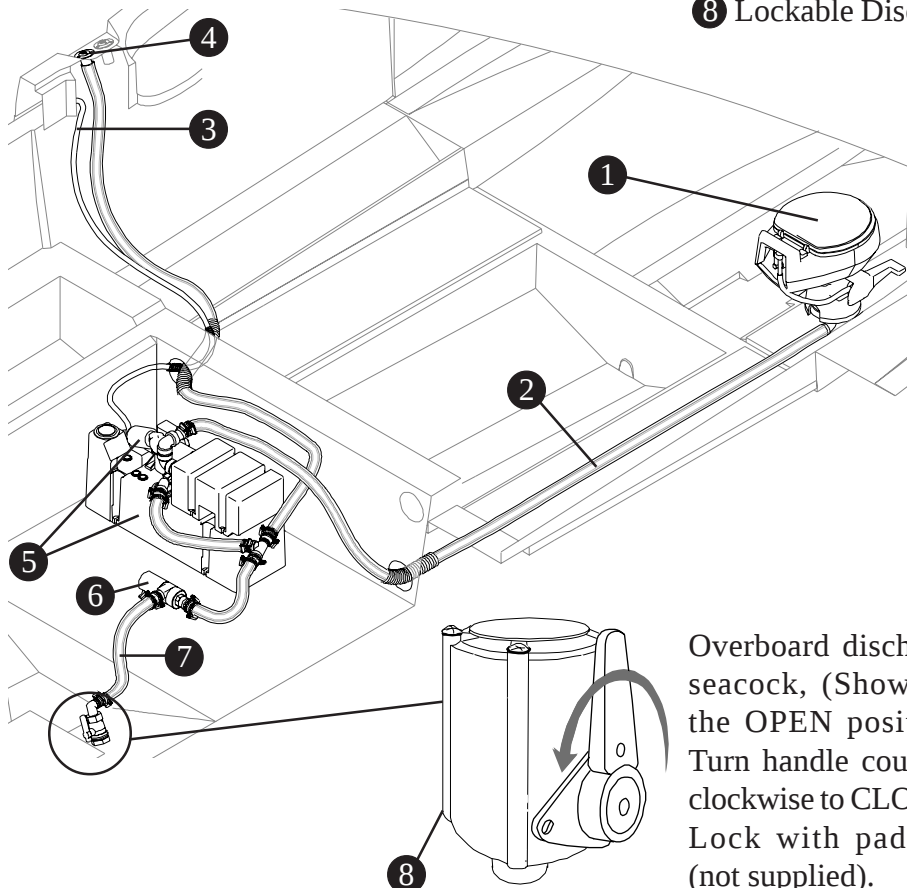
MAINTENANCE:

After long periods of non-use, the macerator pump may not turn freely. Regular use of the system will

reduce the chances of this occurring. If the system does require maintenance contact your nearest dealer for more information. Because your waste system is a low water use device, there is special paper that must be used to prevent clogs. The manufacturer has provided information regarding the type of paper that must be used. NEVER use residential tissue paper in your marine waste system.

Standard Waste System Diagram

- ① VacuFlush® Toilet
- ② Waste Discharge Hose to Holding Tank
- ③ Vent from Holding Tank
- ④ Shoreside Discharge Hose & Deck Fitting
- ⑤ Vacuum Generator & Holding Tank
- ⑥ Macerator
- ⑦ Discharge Line from Macerator
- ⑧ Lockable Discharge Seacock



Overboard discharge seacock, (Shown in the OPEN position. Turn handle counter-clockwise to CLOSE). Lock with padlock (not supplied).

ENVIRONMENTAL CONSIDERATIONS:

The Environmental Protection Agency (EPA) standards state that in freshwater lakes, reservoirs, impoundments whose inlets or outlets are such as to prevent the ingress or egress by vessel traffic subject to this regulation, or in rivers not capable of navigation by interstate traffic subject to this regulation. Marine sanitation certified by the United States Coast Guard (U.S.C.G.) installed on vessels shall be designed and operated to prevent the overboard discharge of sewage, treated or untreated or any other waste derived from sewage. The EPA standards further state that this shall not be construed to prohibit the carriage of Coast Guard certified flow through treatment devices which have been secured so as to prevent such discharges. They also state that the waters where a Coast Guard certified marine sanitation device permitting discharge is allowed include: Coastal waters, Estuaries, The Great Lakes and Intercoastal waterways, Freshwater lakes and Impoundments accessible through locks and other flowing waters that are navigable interstate by vessels subject to this regulation. (40CFR 140.3)

Hydraulic Steering Information



CAUTION

Continuous kinking, chafing, rubbing and twisting may eventually weaken hose(s) to a point of rupture during normal steering operation. Visually inspect all hoses and fittings for wear and/or damage.



Your 305 Conquest is equipped with a teleflex, hydraulic steering system. The hydraulic steering system consists of:

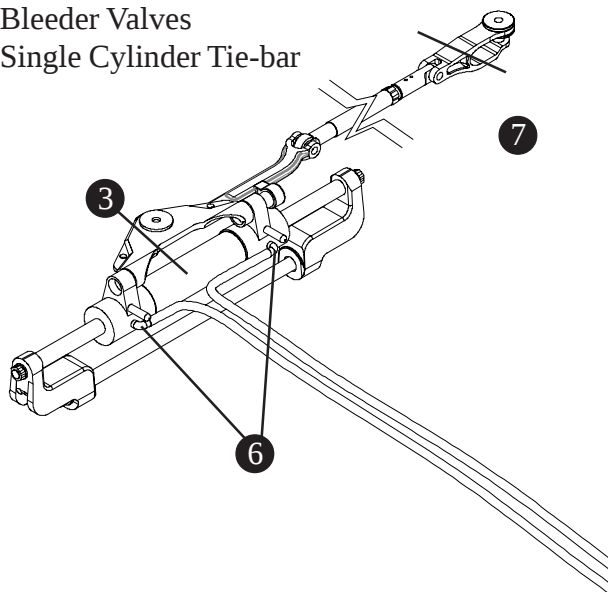
- Steering wheel and helm pump unit
- Engine hydraulic cylinder
- Hydraulic hoses and fittings

For your convenience there is a lever at the base of the steering wheel that can be pushed to adjust the tilt angle of the steering wheel.

OPERATION:

When turning the steering wheel either clockwise or counterclockwise, the helm pump forces hydraulic fluid through hoses to and from the engine cylinder which is connected to the tiller arm. The engine cylinder moves the tiller arm to port and starboard.

- 1 Steering Wheel
- 2 Helm Pump
- 3 Engine Mounted Steering Cylinder
- 4 Hydraulic Pump Fluid Fill
- 5 Hydraulic Fluid Lines
- 6 Bleeder Valves
- 7 Single Cylinder Tie-bar



This view is not to scale, and is meant to reference the various parts that make up the steering system. See your owner's manual packet for more information regarding the steering system.

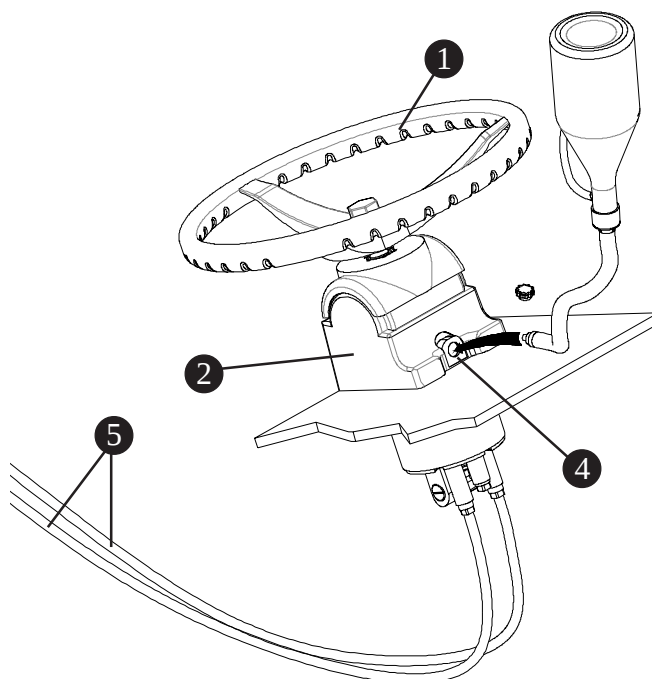
MAINTENANCE:

Proper maintenance of this system will ensure worry-free usage for the life of your boat. Steering system integrity is imperative when engaging in recreational water activities. Special care and attention must be taken to ensure proper performance of the steering system and should include the following:

- After the first few hours of operation and at regular intervals, check all fasteners and the complete steering system for security and integrity.
- Check all moving parts to be sure they are free of salt build-up and other foreign material.
- Inspect for corrosion. Any part affected by corrosion must be replaced.
- When replacing parts, self locking hardware must be used.
- Check the fluid level in the helm pump unit.
- Lubricate slides on the engine cylinders.

All steering systems whether mechanical or hydraulic require regular inspections, periodic adjustment and occasional replacement may be necessary.

Your owners manual kit has a fill tube that can be used to replenish the hydraulic oil for the hydraulic steering system. Read the manufacturers owner's manual for complete information. It is recommended that the steering system be serviced only by an authorized technician.

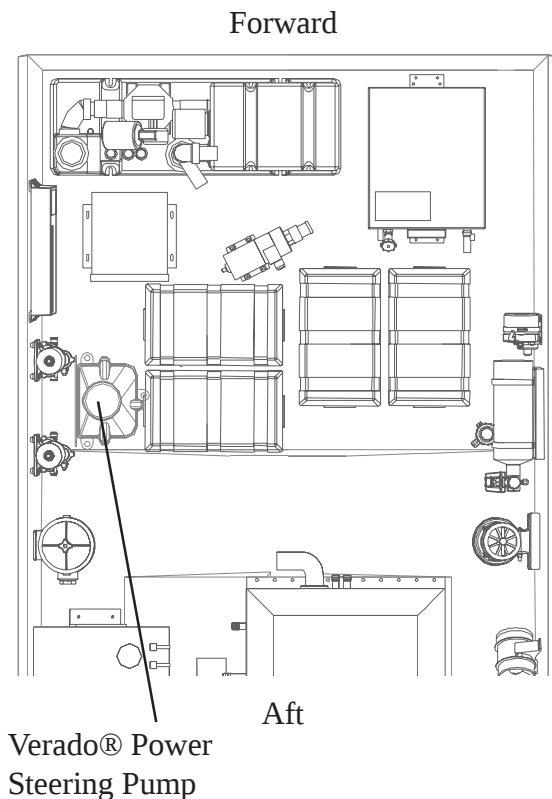


Power Steering Information

The Verado® engine(s) package comes with a power steering pump that is located under the motorwell access hatch. The major components of the pump system, (for filling & maintenance) is covered by a shroud. Remove the shroud and unscrew the cap to check the fluid level in the reservoir. There is a filter insert that needs to be checked and cleared if necessary. Fill as necessary. Make it a habit of checking the fluid level before each trip.

The power steering pump on the 305 Conquest can be accessed through the aft machinery compartment. Use ONLY SAE 0W-30 Full Synthetic Power Steering Fluid when refilling the reservoir. The power steering pump's owner's manual will have all the information regarding care and maintenance. Follow all recommendations carefully.

The system is virtually maintenance free, aside from regular fluid checks and visually inspecting the outside of the unit for sign of leaks or damage.



Digital Throttle & Shift, (DTS)



CAUTION

Shift controls into NEUTRAL before starting engine. Shift only when engine is at idle. Reversing at high speeds can cause a flooding/swamping due to water being pushed over the transom.



NOTICE

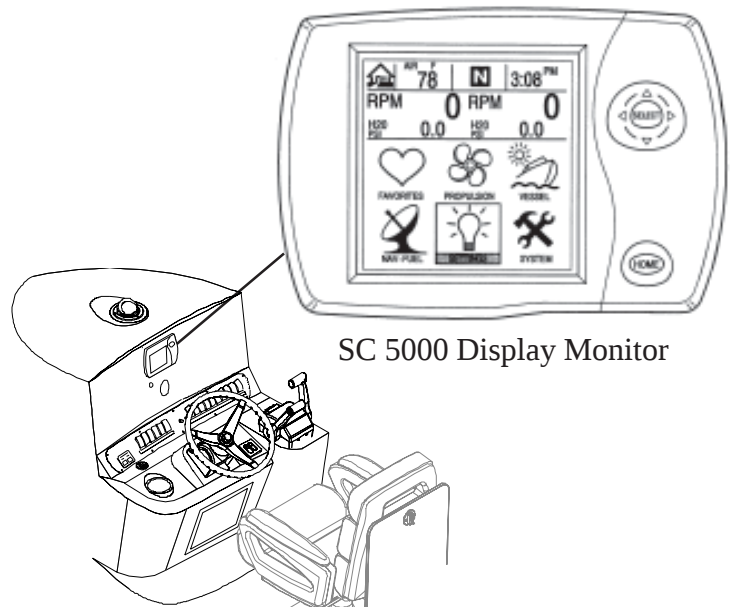
Your gear shift/throttle control unit is equipped with a Neutral Start Safety Switch. The engine(s) will not start while in a forward or reverse gear. Bring the gear shift/throttle control handle(s) back to neutral before starting the engine(s).



NOTICE

Wind and sea currents can change how your boat responds while in motion. Understanding your boat and its reactions at speed will make boating for you safer and more enjoyable.

Your 305 Conquest uses a state of the art “drive-by-wire” gear shift and throttle control system. The Digital Throttle/Shift (DTS)® is the latest technology in recreational boating. The DTS® is designed to work with the dual Verado and optional OptiMax Mercury engines. There is a separate user's manual that will detail the various systems that can be controlled by the DTS®. Read and follow all instructions regarding the proper use of the DTS® system. The DTS® system can be monitored through the use of the SC5000 display. The SC 5000 will give you a visual readout of all functions regarding your boats engine(s), direction, and applicable fluid capacities.



Throttle & Shift Operation

The throttle control regulates the RPM of the engine. Regulating the RPM of the engine will control the speed of the boat. Moving the lever forward engages the forward gear. Continuing to move the lever forward will increase the forward speed of the boat.

Likewise, to reverse power, bring the control lever back to engage the reverse gear and increase the reverse thrust by continuing to pull back on the throttle control..

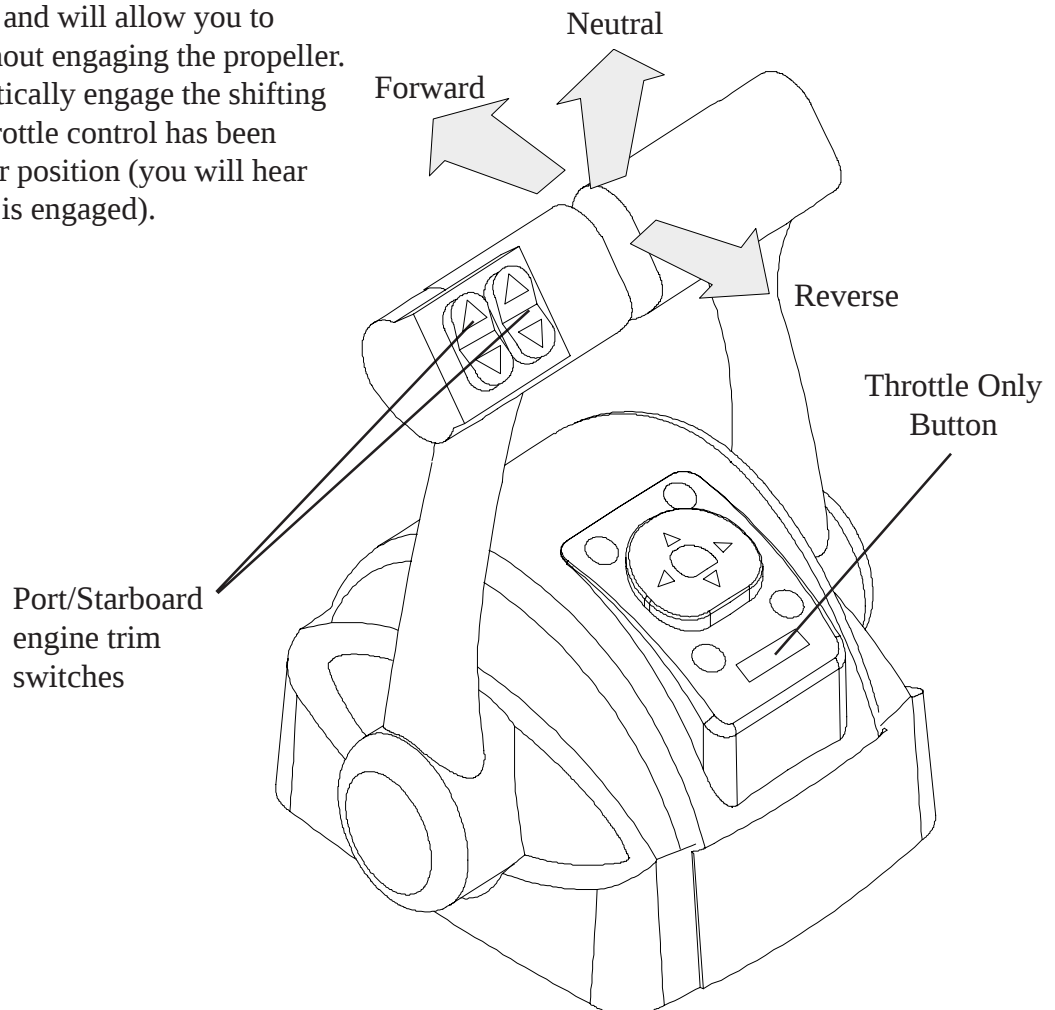
The control must be in the "NEUTRAL" position to start your engine. Neutral is in the center position of the unit and acts as an idle. While in this position, the propeller is not rotating. By moving the control arms back and forth you can feel a detent in the center position and will hear a click when neutral is engaged.

There is a "THROTTLE ONLY" button on the control unit that when depressed will disengage the shifting mechanism and will allow you to operate the throttle without engaging the propeller. The button will automatically engage the shifting mechanism once the throttle control has been moved back to its center position (you will hear and feel a click when it is engaged).

Power Trim Operation

The power trim & tilt system allows you to raise and lower the engine(s) outdrive for trailering, launching and beaching. The switch is a momentary switch; which means that constant pressure must be applied to the switch during the raising and lowering cycle. This also allows for ideal boat angle (in relation to the water surface) for a given load and water condition. In most cases, best all-round performance is obtained with the engine adjusted so that the boat will run at a 3° to 5° angle to the water. The power trim is located on the gear shift/throttle lever.

Boats can be operated in a manner and speeds resulting in trim angles that cause visibility to be obscured. Motor trim, hull trim plane and speed are factors that affect a boat's trim angle.



Propeller Information



DANGER

Disconnect power by moving the battery switch to the "OFF" position prior to removing the propeller.



NOTICE

It is advised that you always carry a spare propeller, propeller hardware and propeller wrench on board. Should your propeller become damaged it can be easily replaced.



NOTICE

Under no circumstance use a propeller which allows the engine to operate at a higher than recommended RPM.

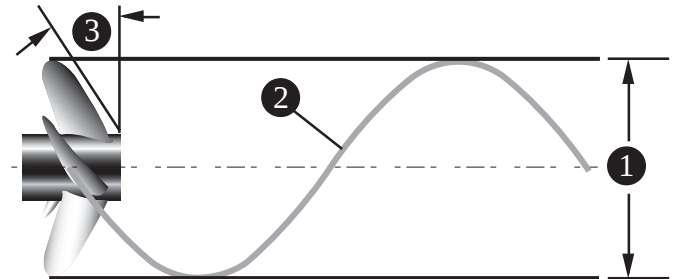


PROPELLER

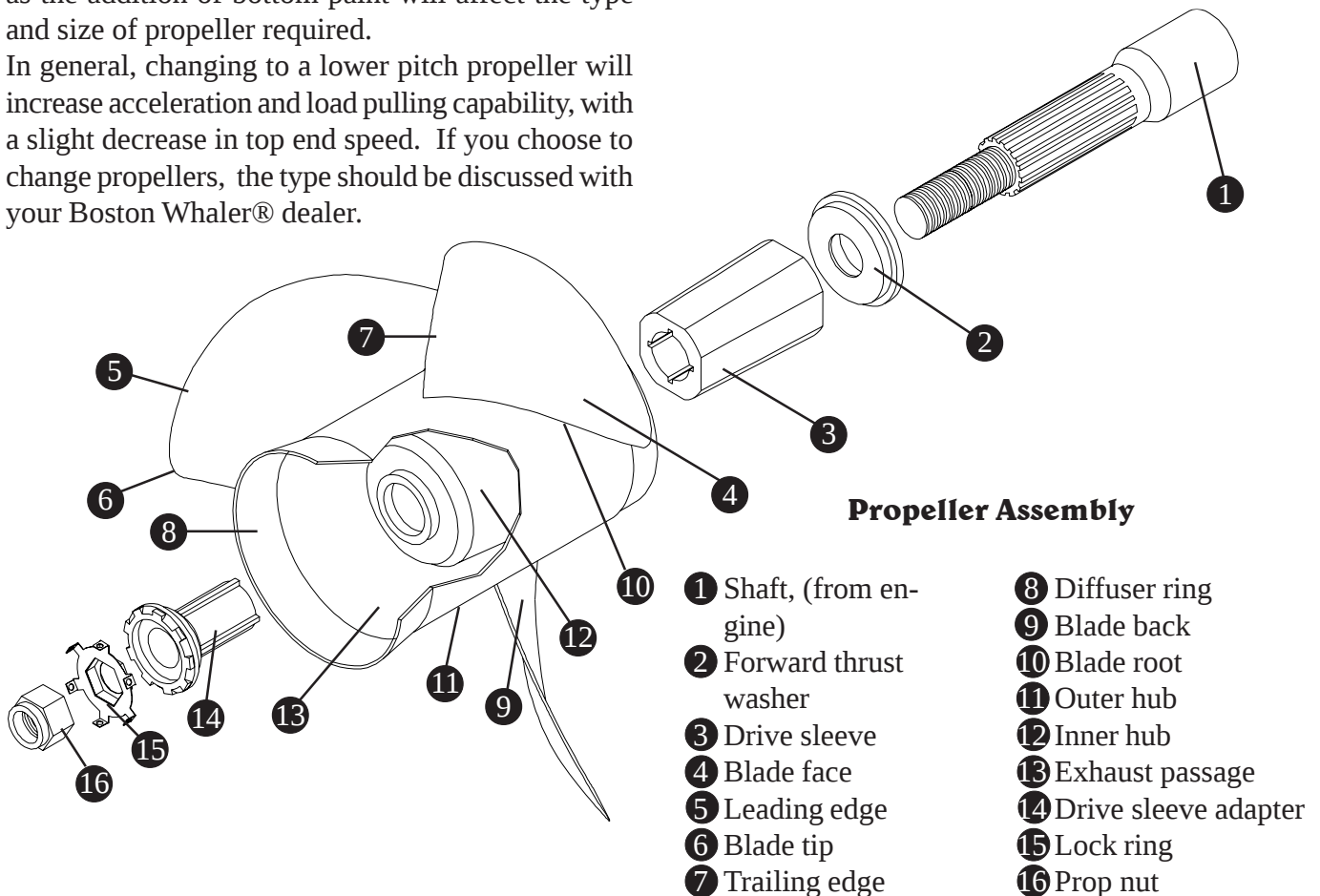
The engine(s) on the 305 Conquest have been equipped with propellers which our tests have shown to be best suited for general use under normal conditions and load. In some situations you may wish to change the propellers to give your boat slightly different performance characteristics. Changing your boat's running surface, such as the addition of bottom paint will affect the type and size of propeller required.

In general, changing to a lower pitch propeller will increase acceleration and load pulling capability, with a slight decrease in top end speed. If you choose to change propellers, the type should be discussed with your Boston Whaler® dealer.

All propellers are designed to provide maximum forward thrust, so the reverse thrust of the propeller will not be as efficient. The 305 Conquest uses propellers that are designed to counter-rotate, which means that the port engine's propeller rotates the opposite direction of the starboard engine. This will balance the torque effects of the engine's and along with the hydraulic steering will reduce driver fatigue by eliminating the constant need to fight the wheel.



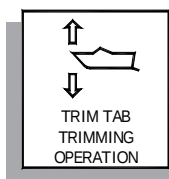
- ① Propeller Diameter
- ② 1 Revolution, (Pitch)
- ③ Propeller Rake



Propeller Assembly

- ① Shaft, (from engine)
- ② Forward thrust washer
- ③ Drive sleeve
- ④ Blade face
- ⑤ Leading edge
- ⑥ Blade tip
- ⑦ Trailing edge
- ⑧ Diffuser ring
- ⑨ Blade back
- ⑩ Blade root
- ⑪ Outer hub
- ⑫ Inner hub
- ⑬ Exhaust passage
- ⑭ Drive sleeve adapter
- ⑮ Lock ring
- ⑯ Prop nut

Trim Tabs

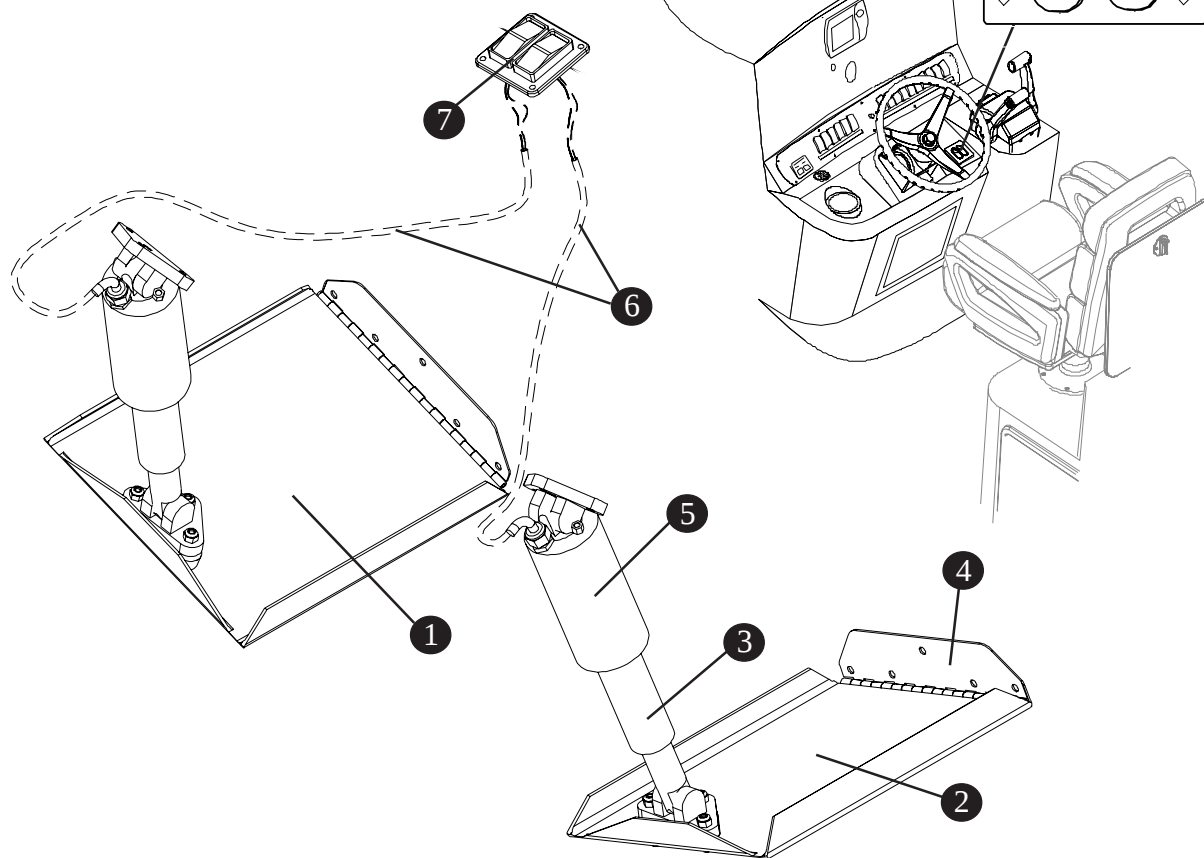


Your 305 Conquest is fitted with electrically powered trim tabs.

The trim tabs are located on the lower section of your transom and are used to trim the list of your boat caused by uneven weight distribution, too many persons on one side of the boat, or strong cross winds. An untrimmed boat will: decrease the visibility the pilot has, reduce fuel economy, increase wear on your engine(s). While accelerating there is some loss of forward visibility before the boat is on plane, the trim tabs can be used to adjust for forward visibility while underway.

Read all information supplied by the trim tab manufacturer for its use and maintenance.

- ① Port trim tab plate, Stainless steel
- ② Starboard trim tab plate, Stainless steel
- ③ Stainless steel ram
- ④ Stainless steel hinge
- ⑤ Low voltage electric motor in corrosion-proof casing
- ⑥ Wiring to helm mounted switch
- ⑦ Electric trim tab switch (w/indicators Optional)



OPERATION:

The trim tabs are controlled by rocker switches located on the center part of your console above the throttle control. Short momentary bursts of the rockers will achieve proper attitude of the hull. The trim tab switch is marked "bow up" and "bow down".

Using the trim tabs will:

- Level the boat; fore and aft.
- Reduce resistance in the steering system.
- Give you a smoother more stable ride.
- Speed will increase and there will be less strain on the engines.

MAINTENANCE:

The trim tabs are a completely sealed unit and are waterproof and maintenance free. Aside from a general cleaning when the boat is out of the water you should also inspect the planes and hinges for marine growth. Removal of marine growth should be performed as part of the hulls regular maintenance.

Air Conditioning, (optional)



NOTICE

You should read all the information provided by the manufacturer's owners manual to properly use your air conditioning system.



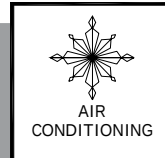
NOTICE

U.S. federal law prohibits the intentional release of refrigerant gases into the environment, including R-22 refrigerant used in most air conditioning systems. ONLY EPA certified technicians with the proper equipment should perform service on the refrigerant circuit.

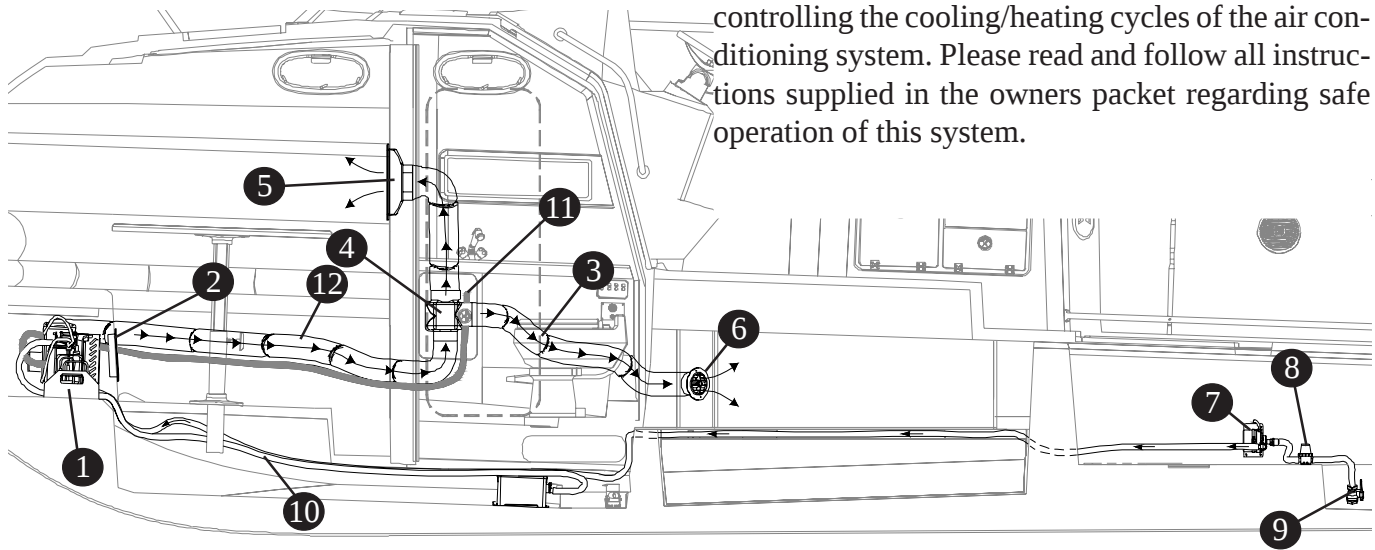


NOTICE

The seacock located in the aft machinery compartment must be in the OPEN position before operation of the air conditioning system can begin.

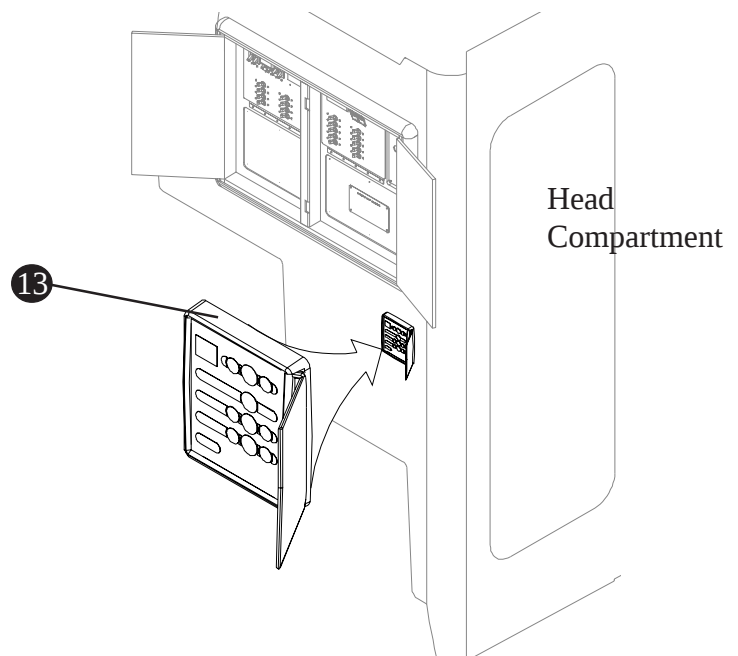


Your 305 Conquest has the option of having a 7,000 BTU air conditioning/reverse cycle heating unit installed. The air conditioning system provides cooling and heating of the mid cabin and forward cabin by use of a self contained unit. The self contained unit draws the air in through a return air vent located on the forward section of the cabin beneath the dinette seat; cooling is created by exchanging heat in the cabin to a refrigerant carried in a closed loop piping system to the condenser where the heat is transferred to sea water. The cooling/heating system is controlled by a keypad/display thermostat located on the aft bulkhead of the starboard cabin interior. The keypad allows you a variety of ways of controlling the cooling/heating cycles of the air conditioning system. Please read and follow all instructions supplied in the owners packet regarding safe operation of this system.



Air Conditioning Diagram

- 1 Self Contained Cooling/Heating Unit, 7000 BTU
- 2 Return Air Grill
- 3 4" Flexible Duct
- 4 Plenum
- 5 Main Cabin Discharge Vent
- 6 Mid Berth Discharge Vent
- 7 Air Conditioning Raw Water Pump
- 8 Air Conditioning Raw Water Pump Strainer
- 9 Seacock, (for inlet of cooling water)
- 10 Condensation Drain Line, (to shower sump)
- 11 Sea Water Discharge Line
- 12 5" Flexible Duct
- 13 SMXir Key Pad/Display



Generator, (optional)**OPERATION:**

The system is controlled by a switch marked "AIR CONDITIONER" on the A/C MDP. There is a keypad/display that will allow you to adjust the cabin cooling/heating to your comfort. The keypad/display has easy to read buttons and also comes with a remote control unit. The air conditioning unit is located under the forward v-berth bow seat. Make sure that there is nothing blocking the return air vent located on the forward section of the cabin beneath the dinette seat. Be sure that the seacock for the air conditioning unit is in the OPEN position to allow for water circulation. The seacock is located on the starboard side of the cockpit machinery compartment. Complete instructions regarding the care and maintenance of the air conditioning system are included in the owners packet. Please read all information provided before operating the cooling/heating system.

MAINTENANCE:

Repairs or maintenance which requires piping to be disconnected shall be done by a qualified marine air conditioning technician.

**DANGER**

Batteries contain sulfuric acid which is dangerous and can cause serious injury. AVOID contact with skin, eyes and clothing. If contact occurs, immediately flush the affected area with large quantities of water and call for medical assistance.

**WARNING**

CARBON MONOXIDE: Can cause severe **NAUSEA**, **FAINTING** or **DEATH**. The exhaust system must be leakproof and routinely inspected.

**WARNING**

FIRE: Can cause **SEVERE INJURY** or **DEATH**. Do not smoke or permit flames or sparks near fuels or the fuel system.

**WARNING**

EXPLOSIVE FUEL VAPORS: Can cause **SEVERE INJURY** or **DEATH**. Use extreme care when handling, storing and using fuels.

**WARNING**

MOVING PARTS: Can cause **SEVERE INJURY** or **DEATH**. Operate the generator set only when all guards, screens and covers are in place.

**WARNING**

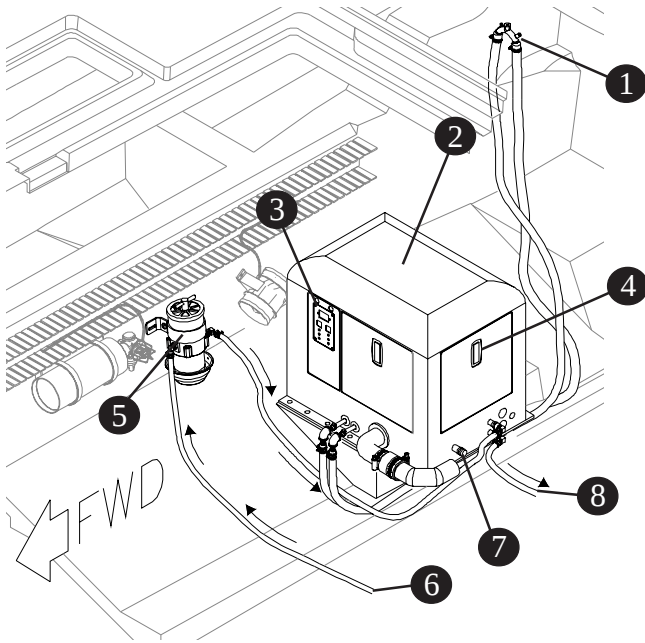
ACCIDENTAL STARTING can cause severe injury or death. Disconnect the battery cables before working on the generator set. Disconnect the negative, (-) cable first when removing and reconnect it last when replacing.

**NOTICE**

Fuel Recommendation
2 Diesel

Read all the information in the manufacturers owners manual before operating the generator.

The 305 Conquest can be fitted with an optional diesel powered generator. It is driven by a self contained engine and provides 120 Volt Alternating Current, (AC). Connections to the AC electrical system are made through cables connected to the slide selector switch on the AC distribution panel. The generator has a built in cooling pump which draws cooling water through a seacock located in the aft machinery compartment. This water passes through a strainer before entering the engine cooling manifold.



Generator Set Diagram

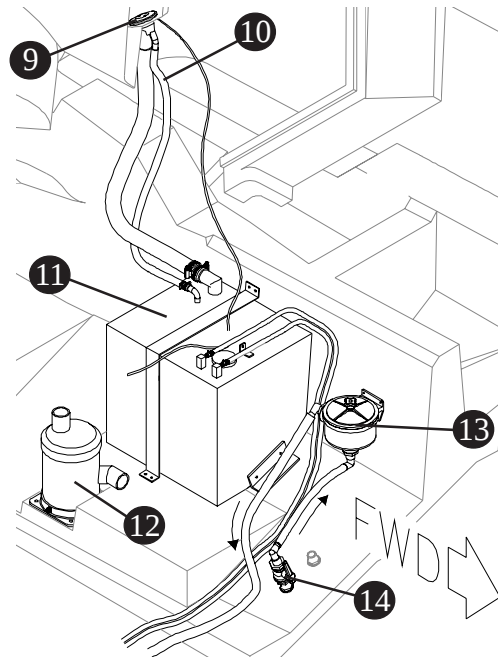
- ① Siphon Break
- ② Generator Set
- ③ Generator Control Panel
- ④ Generator Housing Release Latches
- ⑤ Fuel Filter/Water Separator
- ⑥ Fuel Line to Filter
- ⑦ Seawater Inlet

FUEL

Use a clean, good quality diesel fuel with a cetane number of 45 or greater. Clean fuel prevents the fuel injectors and pumps from clogging. Avoid storing the fuel for more than a month. Take care to keep all dirt, water and other contaminants out of the fuel to prevent the growth of microbes. Microbes form slime that clogs the fuel filter and lines.

NEVER store diesel fuel in galvanized containers; the galvanized coating reacts chemically to produce flaking that quickly clogs filters or causes fuel pump or injector failure.

The generator draws fuel from its own tank located on the port aft side of the compartment. The fuel system has its own filter and fuel level indicator. The exhaust from the generator passes through a high efficiency marine lift type water cooled muffler and is discharged by a flexible hose via a through hull fitting. The generator has a steel housing which acts as protection and a sound shield. It can be removed by pulling four latches located on the four sides of the housing.



- ⑧ Fuel Return Line
- ⑨ Diesel Fuel Fill
- ⑩ Fuel Vent
- ⑪ 15 Gal. (56.8L) Aluminum Fuel Tank
- ⑫ Generator Muffler
- ⑬ Raw Water Intake Strainer
- ⑭ Seacock

MAINTENANCE:

Your operations manual will have a complete maintenance schedule that will need to be followed to keep your generator in peak operating condition. Inspect the parts often and perform required service at the prescribed intervals. Maintenance work must be performed by appropriately skilled and suitably trained maintenance personnel familiar with generator set operation and service.

OPERATION IN EUROPEAN UNION MEMBER COUNTRIES:

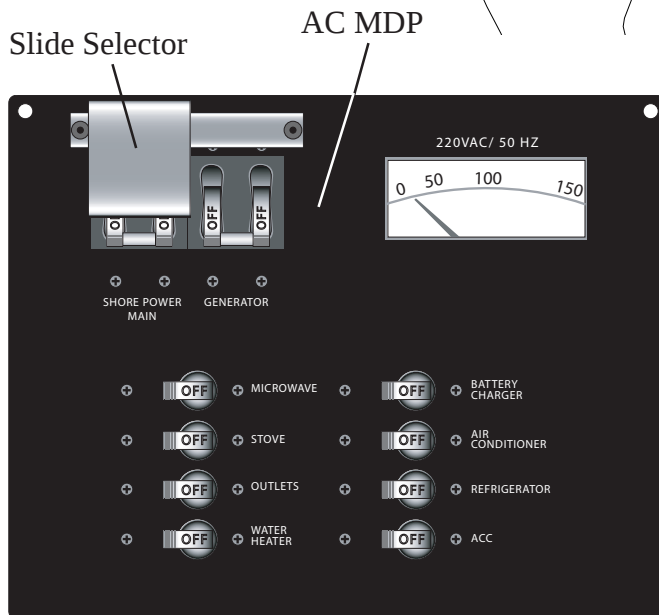
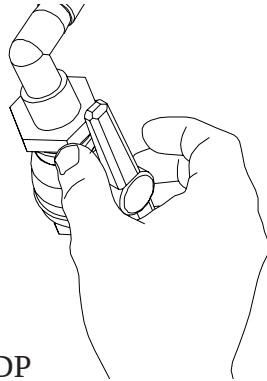
This generator set is specifically intended and approved for operation below the deck in the engine compartment. Operation above the deck and/or outdoors would constitute a violation of European Union Directive 2000/14/EC noise emission standard.

STARTING THE GENERATOR:

Your owners manual packet will have the complete operations manual for your generator. Be sure to read the manual before operating the generator. Several key points are indicated here for emphasis:

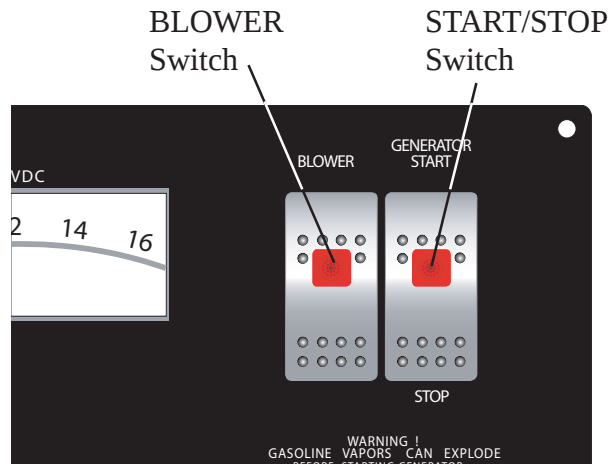
- Operate the blower for 4 minutes and manually check the bilge for fuel or fuel vapor. Run the blower when operating below cruising speed.
- Refer to the Manufacturers Operations Manual for a Pre-Start Checklist.
- OPEN the generator seacock
- Make sure that the slide selector on the AC MDP is covering the "SHORE POWER MAIN" switches.

Seacock shown in the OPEN position, Turn clockwise to close.



- The generator must be turned ON to start.
- Momentarily press the STOP side of the remote start panel. The indicator light behind the switch will illuminate and the fuel gauge will be activated.

- Press the START side of the switch until the generator starts.

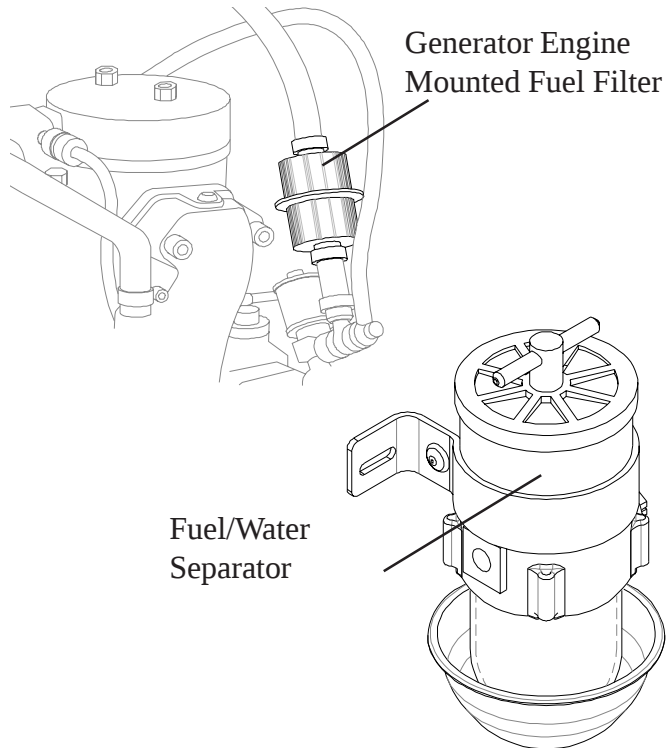


DC Main Distribution Panel (MDP)

- DO NOT crank the generator for more than 10 seconds at a time. Allow for a 60 second cool down period between cranking attempts.
- If the generator fails to start after the first attempt, CLOSE the seacock to prevent water from getting into the generator. OPEN the seacock when and if the start attempt is successful.
- If the unit fails to start after 3 attempts, contact an authorized Kohler® dealer/distributor for repairs.
- To STOP the generator, press and hold the STOP side of START/STOP switch until the generator stops.
- The generator fuel gauge can be read without having to start the generator. Press the STOP switch to activate the fuel gauge power.
- This is an abbreviated section on Starting and Stopping your generator. Please read all the available information in your manufacturers operations manual for complete instructions.

DO NOT run the generator set out of fuel because the fuel lines will draw in air and necessitate bleeding the system before restarting the unit. The operations manual included in the owners packet will have complete instructions on bleeding the fuel system should it be needed. The generator set comes with a fuel filter mounted near the engine and a fuel filter/water separator mounted outside the engine housing. The engine mounted fuel filter has a part number

that can be used to reference when replacement is necessary. The number can be found in the operation manual. The fuel filter/water separator has a manufacturers owners manual that has all the information for replacement of its filter element. The engine mounted filter is located on the port side of the boat with the housing off. The fuel filter/water separator is located on the starboard wall of the machinery compartment.



Fire Supression System (optional)**DANGER**

DO NOT handle the actuator, the fire suppression system is under pressure, (195 psi.). Accidental discharge may cause death or serious injury.

**DANGER**

Inhalation of high concentrations of the tanks contents may cause death without warning. Skin contact requires flushing the area with water for 15 minutes. Seek medical assistance immediately.

**CAUTION**

Never attempt to modify or disassemble any components of this system. If the system has been discharged, have a qualified repair technician replace it.

**NOTICE**

The fire extinguishant contained in this unit is CHLOROTETRAFLUORATHANE, None of the components in this material is listed by major health associations as a carcinogen. Toxic by-products are produced when this agent extinguishes fire. Avoid breathing these fumes.

The 305 Conquest has a USCG approved automatic fire suppression system that is installed with the generator option. The automatic fire suppression system is located on the starboard wall of the machinery access compartment. The automatic fire suppression system will activate when the temperature in the enclosed area reaches 165°F (74°C). When activated there will be a bang, (similar to small arms fire) followed by a rushing air sound. Once activated the diesel engine and blower will shut down automatically.

For general safety puposes;

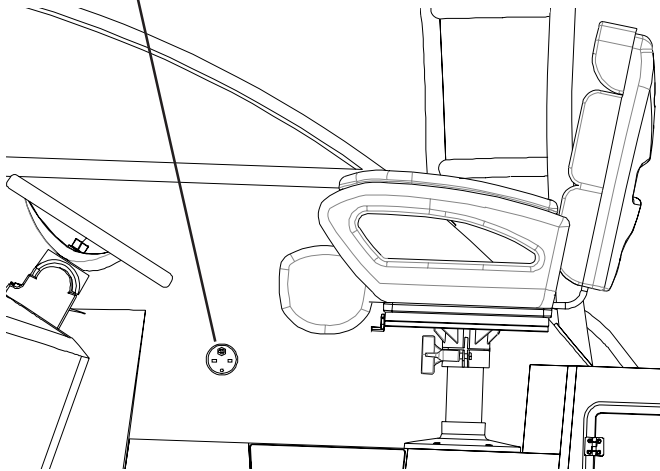
- Shut down all electrical systems, engines and extinguish all smoking materials.
- Allow the agent to “soak” the compartment for at least 15 minutes.
- DO NOT open the machinery access compartment hatch.
- DO NOT breathe the fumes or vapors caused by fire as they are hazardous and toxic.
- When opening the hatch, have a portable fire extinguisher at hand and ready for use.
- High concentrations of the agent may cause DEATH without warning. The vapor reduces available oxygen for breathing.

- If possible; allow the compartments vapor to dissipate before opening the hatch.

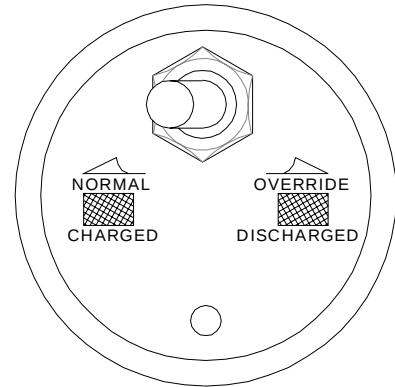
There is an engine shutdown/override system guage located on the starboard wall next to the helm. This gauge will indicate the condition of the system. The gauge has two indicator lights that need to be monitored. When the system is operating normally and is fully charged, the **green** light will be lit. When the system has been discharged, the **red** light will be lit, and all precautions must be made to safeguard the boat against the possibility of fire spreading beyond the compartment. If no fire is indicated and the discharge light is lit, there might be a leak in the system. It is recommended that the gauge be checked daily to insure that operation is normal. Once the system has been discharged the power to the diesel generator engine and the blower fan will be cut. This insures that the compartment will be “soaked” with extinguishant. Once the danger of fire has been extinguished, the toggle switch can be moved from “NORMAL” to “OVERRIDE”. This will allow power to the diesel generator and the blower fan.

It is possible for this system to be recharged. It is recommended that the fire suppression tank be weighed on an accurate scale every six (6) months. There is a chart in the manufacturers owner's manual that lists the weight of the canister and contents. Read the manufacturers owner's manual to familiarize yourself with the various parts that make up the fire suppression system.

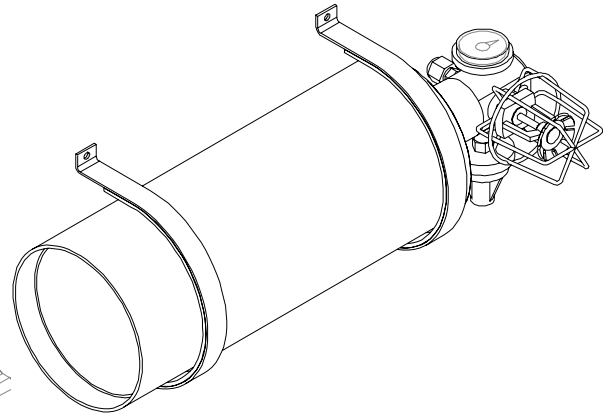
Fireboy® Engine Shutdown/Override System Gauge Location



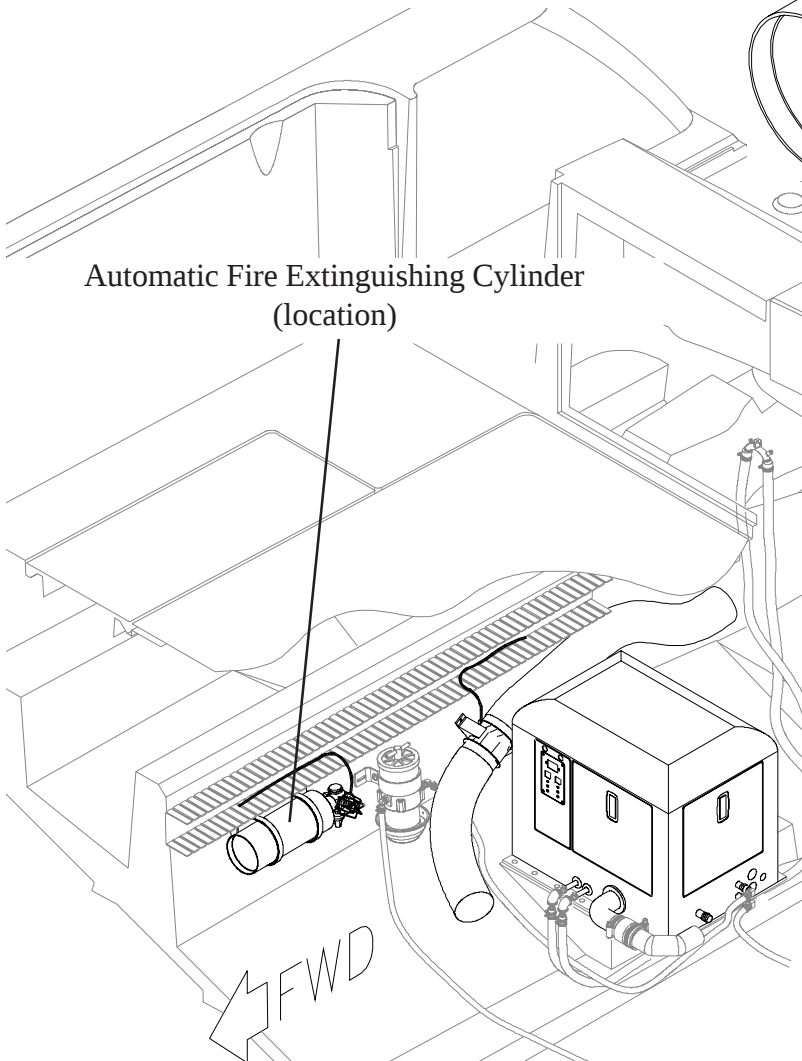
Engine Shutdown/Override System Gauge



Automatic Fire Extinguishing Cylinder



Automatic Fire Extinguishing Cylinder (location)



Rigging the 305 Conquest

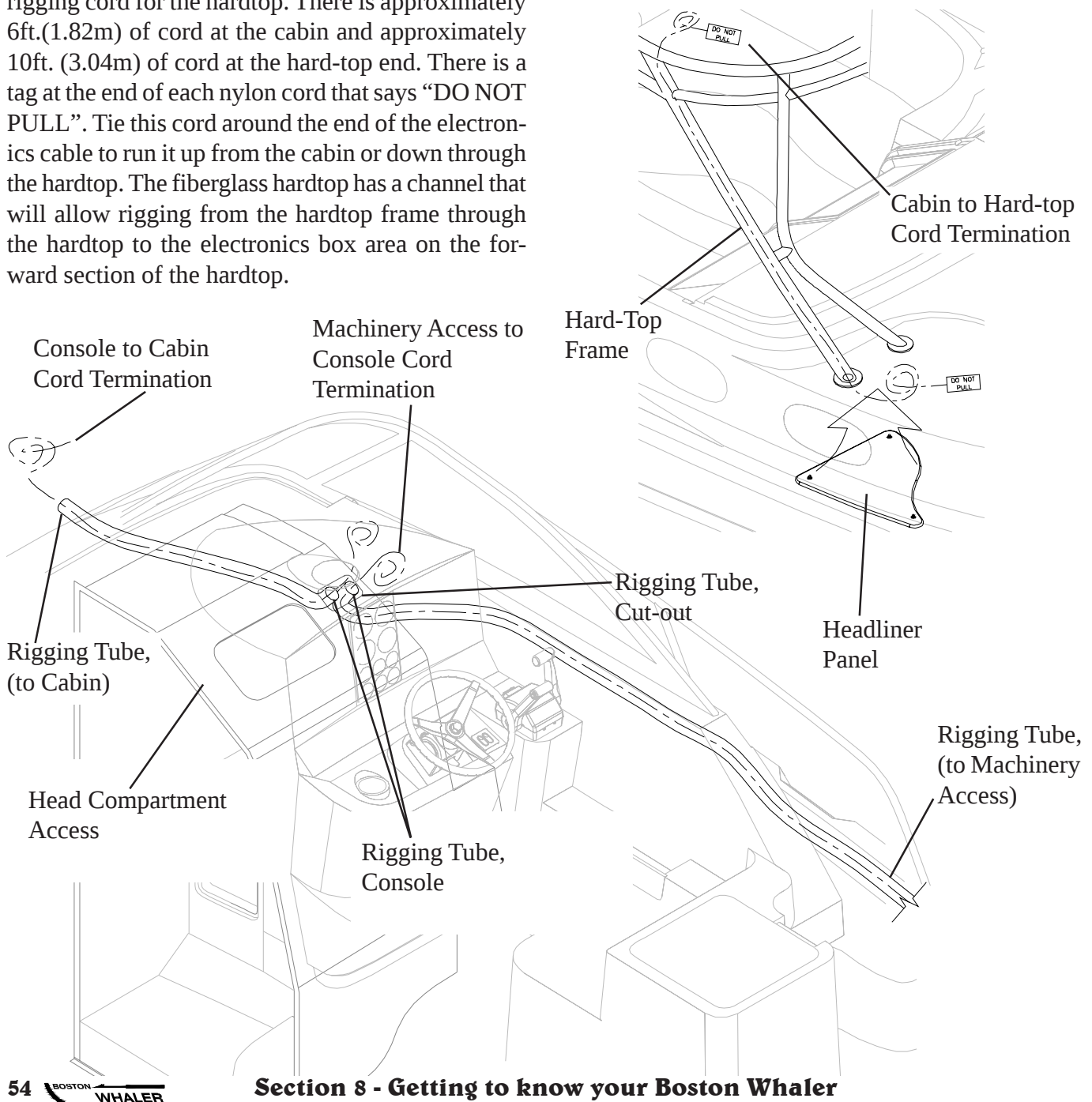
Boston Whaler® has installed several rigging troughs throughout the hull and hardtop to allow the owner to run new wiring for electronics. This diagram will show the location and give instructions on how to run the wires.

RIGGING THE HARDTOP:

There is a removable headliner panel in the aft starboard cabin that hides a 1/8" nylon cord. The panel is held in place by 3 christmas tree clips. Use a christmas tree clip remover to gently release the panel. There is an access hole that holds the nylon rigging cord for the hardtop. There is approximately 6ft.(1.82m) of cord at the cabin and approximately 10ft. (3.04m) of cord at the hard-top end. There is a tag at the end of each nylon cord that says "DO NOT PULL". Tie this cord around the end of the electronics cable to run it up from the cabin or down through the hardtop. The fiberglass hardtop has a channel that will allow rigging from the hardtop frame through the hardtop to the electronics box area on the forward section of the hardtop.

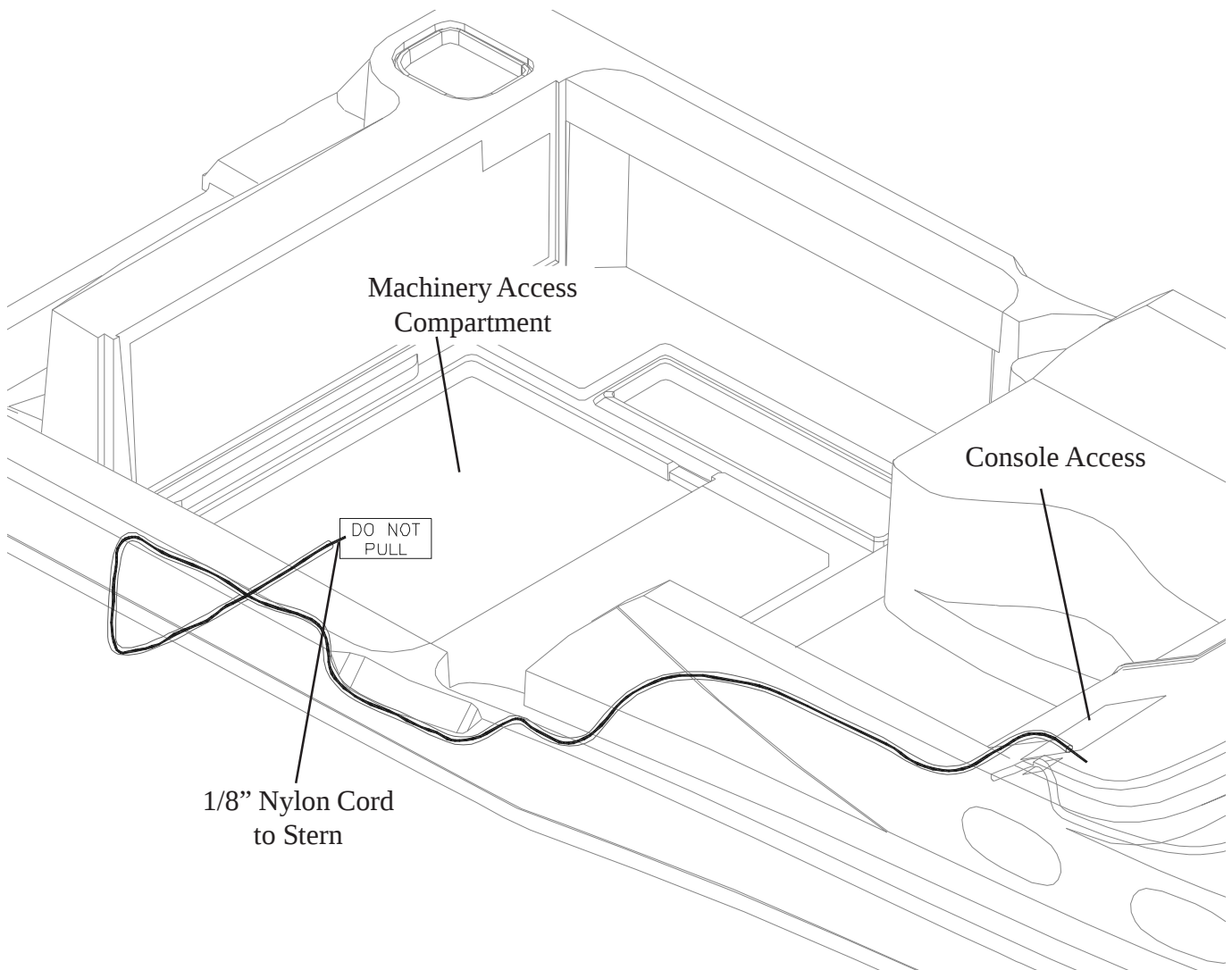
RIGGING THE CONSOLE:

There is also a 1/8" nylon cord under the headliner that will allow you to run rigging through to the console. The cord exits through a rigging hole behind the helm console. Access can be gained though the upper aft head compartment wall. The cabin door must be closed before access can be made. If you must look inside this access, USE CAUTION that the door is closed and secured from opening before working in this area.



RIGGING THE HULL:

There is a nylon cord that runs from the console, down the starboard gunwale and exits out of the aft starboard section of the cockpit machinery compartment. The cord at this end is approximately 6ft.(1.82m). The rigging hose is 2 inches in diameter. This diameter will be important as the rigging tube gets more populated. To allow for more electrical accessories to be run through the rigging tube at a later date; tie another piece of nylon cord to the current accessory wiring being run and use that for later runs.



Mooring Points

DANGER

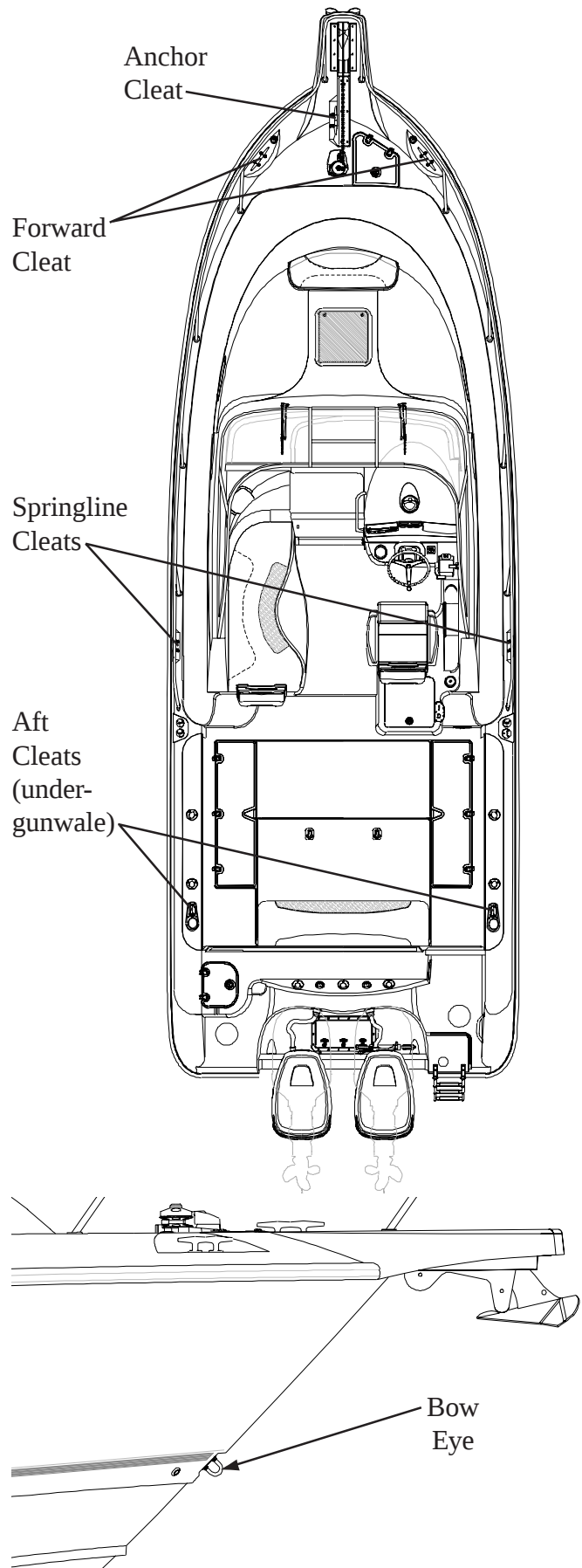
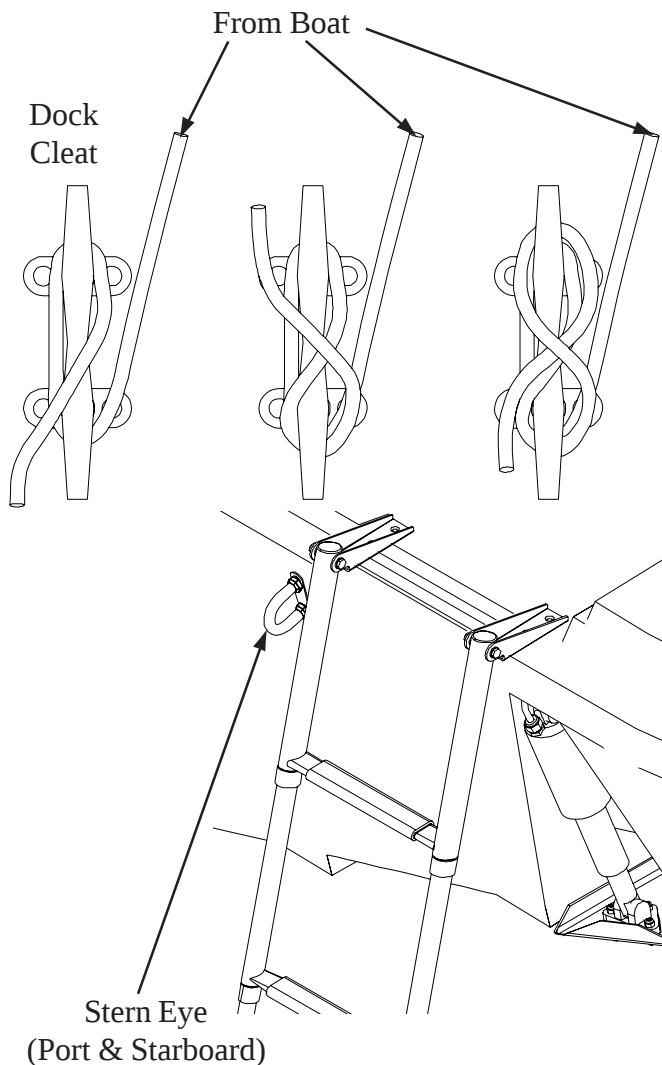
Use only the mooring points specified. Using anything other than the cleats for mooring is dangerous and could cause serious injury or death and damage to the boat.



LIFT
POINT

Cleats are used to secure the boat to the dock. While loading/unloading or mooring, please learn the proper way to secure the boat and how best to use the mooring points of your boat.

The bow eye is used to haul and hold your boat onto a trailer. The stern eyes should be used as tie down points while trailering the boat. The bow and stern eyes should NEVER be used for lifting. Lifting with the bow and stern eyes can cause harmful stress on the fiberglass and gel coat.



Lifting



DANGER

Use only the lifting points specified. Using the cleats for lifting is dangerous and could cause serious injury or death and damage to the boat.

Whether you are lifting your boat out of the water for routine maintenance or long term storage, there are some points to consider..

- If you are using a professional lifting service, it is prudent to check all credentials and ask for proof of insurance to protect your investment.
- Use a wide, flat, belting sling for lifting, to minimize stress on the gunwales. Careful location of the sling is required.
DO NOT PLACE SLINGS WHERE UNDER WATER FITTINGS WILL BE IN CONTACT.
- If you will be storing the boat on a lift, you must use a bunk type to evenly distribute the boats weight.

Long Term Storage



CAUTION

Never start or run your outboard (even momentarily) without having water circulating through the cooling water intake holes in the gear case to prevent damage to the water pump (running dry) or overheating of the engine.



NOTICE

Periodically haul the boat out of the water and scrub the bottom with a bristle brush and a solution of soap and water. Paint the hull below the waterline with a high grade anti-fouling paint.



NOTICE

Store the batteries in a cool, dry location. Keep the batteries in their plastic boxes. Periodically check the batteries during storage.

Storage or winter lay-up will require you to make sure that your boat and its systems are properly conditioned for extended periods of non-usage.

It is important that you follow all recommendations set in the engine owner's operations manual. It will give you a schedule of when these important functions need to be done.

ENGINES:

Protecting your engines vital moving parts from corrosion and rust caused by freezing of trapped water

or excessive condensation due to climatic changes is very important. Internal engine parts can be effected by rust due to lack of proper lubrication. Freezing water in the engine can cause extensive damage to the internal moving parts. Your engine manufacturer's owner's manual will have complete lay-up information. Follow these instructions for a worry free start up in the spring.

FUEL SYSTEM:

Tank(s), hoses, fuel pump and carburetor should be treated to help prevent the formation of varnish and gum. Temperature extremes cause condensation to accumulate in the fuel tank. Empty gas tanks collect condensation which could lead to fuel contamination and/or premature wear on your system. Fill the fuel tank prior to storage and use a "Fuel stabilizer" and conditioner according to the engine manufacturers recommendations. Once the stabilizer has been introduced to the fuel system, run the engine for ten minutes to ensure that the engines entire system has been treated.

TRAILER STORAGE:

If you will be storing the boat for an extended amount of time on its trailer, you will need to lift the trailer off of its wheels. Repeatedly immersing the trailer in water can cause a variety of problems, water seeping into the wheel hubs will cause the grease to emulsify and can prematurely corrode the bearings. Check with the trailer manufacturer for scheduled maintenance of you trailer.

ELECTRICAL SYSTEM:

The batteries should be removed from the boat. Remove the negative (-) cable first, then the positive (+) cable and the battery given a full charge. Clean the external surface of the battery and check all water levels before and after charging. Grease both terminals and bolts on the cable ends.

DRAINAGE:

The livewell system will need to be checked prior to storage. Open all seacocks to allow for drainage. It is important to raise the bow of the boat enough to allow for proper drainage of water from the deck and bilge area. Make sure all the drainage fittings are clear and free of debris. Store the engine in an upright position to promote adequate drainage of water.

Hull Maintenance

Clean the bottom of your boat of marine growth immediately, if the debris dries it will harden and will make its removal very difficult. Waxing of the exterior surfaces is recommended to be done at least twice a year to protect the gelcoat of your boat. Compounding may be necessary to remove more stubborn stains and chalking from the surface of your boat, compounding must be done after washing and prior to waxing. Check with your Boston Whaler® dealer on a compatible rubbing compound for your boat. When washing your windshield never use abrasive powders, gritty cloths or steel wool. Always use a damp cloth or a chamois when drying. Metal trim and fittings will stay bright if coated with a good grade metal polish or paste wax after washing. Stainless steel is strong and corrosion resistant, but still requires maintenance to keep its appearance. Crevice corrosion, a brownish coloring; occurs where two pieces of stainless hardware meet.

This condition is caused by impurities in water and air and can be cleaned easily with a good grade marine polish using a sponge, cloth or small bristled brush (for nooks and crannies).

Hull Maintenance, (Blisters)

The fiberglass and resin structure of your boat is porous. The effect of osmotic pressure allows water to impregnate below the gelcoat and substrate; forming a blister. Blistering is caused by water soluble materials in the hull laminate. There have been extensive university studies funded by the United States Coast Guard regarding the cause and effect of blisters forming in the gelcoat of fiberglass boats. Fiberglass blisters can form in near-surface layers of the gelcoat to very deep into the fiberglass structure. The damage can range from cosmetic to catastrophic, (although the latter is a very rare occurrence). The studies seemed to point toward long term immersion of the hull in warm water as a primary cause of hull blisters. Stress cracks on the hulls below the waterline also contributed to the formation of blisters on the hull, (intrusion of water into the gelcoat will take some time). There are a variety of ways to prevent the formation of hull blistering: Epoxy coatings can be applied to the hull, followed by hull painting.

An alkyd-urethane-silicone marine paint can also be used to aid in the prevention of hull blisters.

Reducing the amount of time that your boat stays in the water also helps prevent hull blisters from forming. Use of a trailer or boat lift will reduce the likelihood of hull blisters forming. Be sure to use a bunk type lift or trailer for long term storage of the boat out of water. If blisters are present in the hull; they need to be properly cleaned and dried out before any barrier protection can be applied. Contact your Boston Whaler® dealer for more information on prevention and treatment of hull blisters.

Bottom Painting



DANGER

There are risks and dangers inherent with the use of paints and solvents. Dispose properly of all rags, rollers and trays used for painting. Follow all precautions and regulations listed by the manufacturer before and after painting your boats hull.

Painting the bottom of your boats hull is a good way to slow the formation of hull blisters, and also keeping bottom growth (fouling) under control. To determine the waterline, you will need to place the boat in water and with a full load of fuel and gear, mark the waterline. Measure above the marked line 1 to 3 inches for placement of the tape line. Masking tape is not recommended for the types of paint you will be using. Preparation is the key to a successful hull painting. If the hull is bare, the gelcoat will have to be dewaxed before sanding can begin; otherwise the wax will be dragged into the scratches and will reduce the adhesion properties of the paint. After the dewaxing is complete, light sanding with 80 grit paper is recommended. Proper ventilation and capture of the dust created by sanding is essential. The dust created is toxic and should not be breathed. A proper fitting respirator must be used. DO NOT use a paper filter mask. The paint can be applied after sanding and cleaning is complete. Follow the manufacturer's recommendation for applying the paint. Humidity and weather will play a role in how and when the paint is applied. Several thin layers are better than one thick layer.

Painted Hull Care (Bottom)

Make sure that there is enough paint left to cover areas that were not accessible, (slings, jackstands etc.) and paint accordingly. Follow the manufacturer's recommendation for do's and don't's after the painting is complete. If the hull bottom is already painted, you must be sure to test the paint's adhesion to the already painted surface. If the paints are incompatible, the new paint will not adhere to the hull bottom or the paint will "Lift" the old paint. NEVER apply paint without first preparing the old painted surface. The paint is designed to resist algae growth which means it has chemicals embedded in the paint that are harmful if ingested. Take all necessary precautions required before painting or repainting your boat's hull. Painting your boat's hull will adversely affect the boat's speed and performance. If your boat will spend most of its time in the water, it might be a good idea to paint the hull bottom. If you will be trailering the boat to and from the water, you might want to forgo the painting. This is an abbreviated section on painting your hull bottom. Your Boston Whaler® dealer should have information on properly painting your boat's hull or recommendations on businesses that will paint your hull for you.

Painted Hull Care

The painted hull of your boat needs to be cleaned regularly to prevent the build-up of dirt, grease and other contaminants. When staining from build-up does occur, there are cleaning agents that are recommended by the paint manufacturer for use on these stubborn stains.

NEVER use an abrasive cleaner to wash your boat's hull.

NEVER use an abrasive pad to attempt to remove stubborn stains.

NEVER use strong solvents to clean.

Use care when covering your boat's painted surfaces. Tarps and other such covers can trap dirt and cause chafing. Tape or any other type of adhesives should not be applied directly to the painted surface. More information on care and maintenance of your boat's painted hull can be found in the owner's manual packet.

The painted hull bottom will need to be inspected annually. Any growth will affect the boat's performance and overall look. If it has been a while between inspections you might notice algae or slime growth. This can be cleaned with a coarse towel or soft bristle brush. The growth should be cleaned immediately after the boat has been removed from the water. If the growth is allowed to dry it will be that much harder to remove. If the growth is more severe, you may need to enlist the services of a professional hull cleaning company. Fresh water, salt water and water temperature can all affect the types of growth that you will find on your boat's hull.

Helm Seat Track Maintenance

The helm seat on the 305 Conquest is adjustable for your comfort. There is a handle on the front of the seat track that when pulled will allow the seats to be pulled forward, there are hole stops in the track that will lock the seat in place.

The track has a maximum forward slide range of 6 inches, (15cm).

CARE & MAINTENANCE

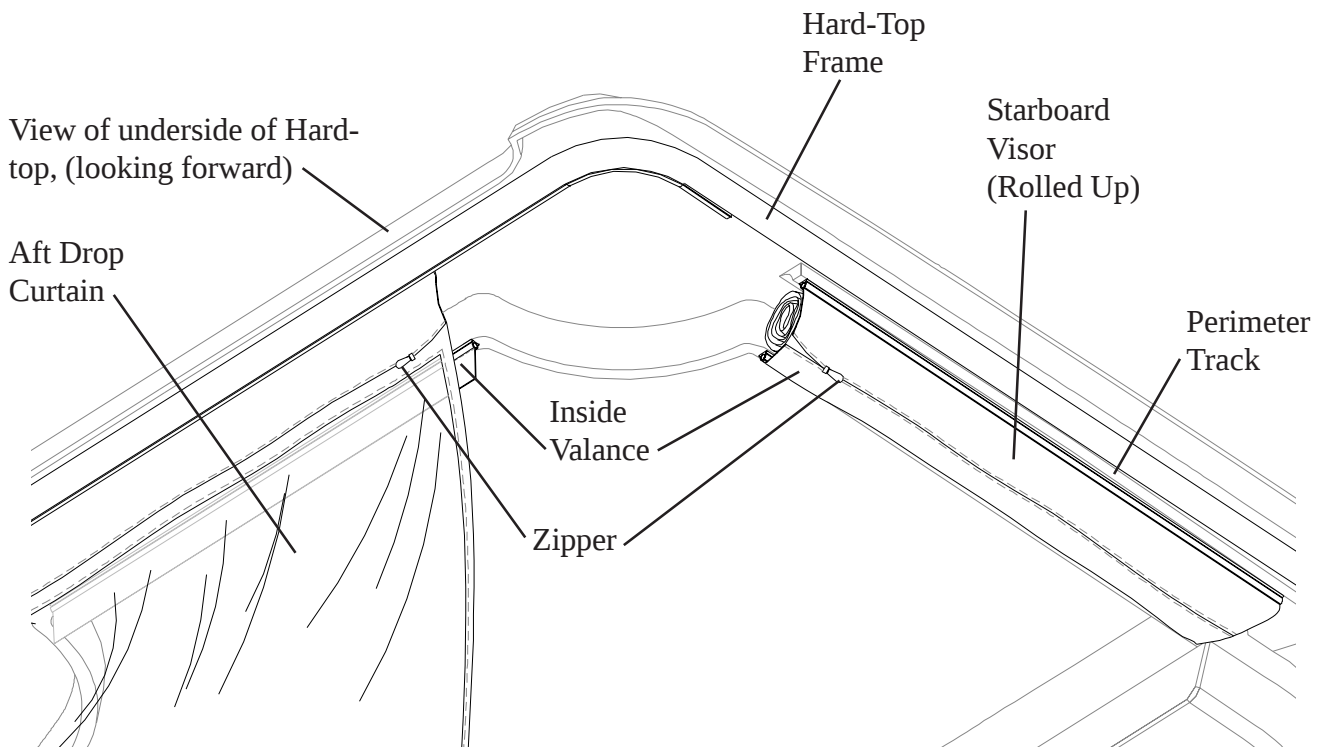
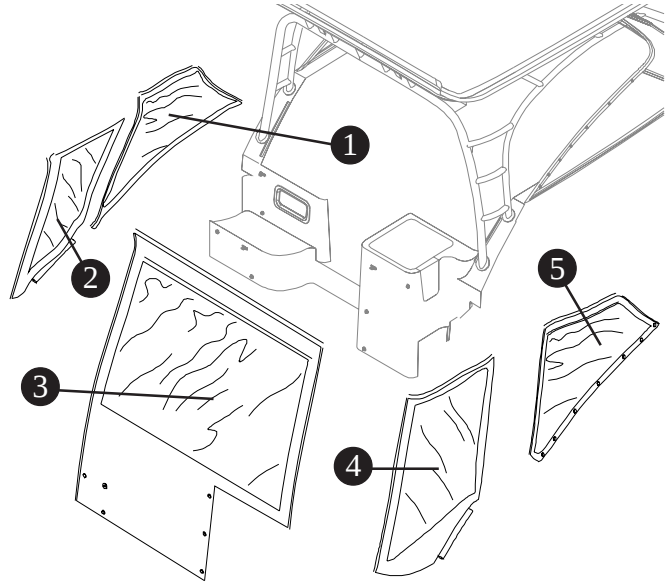
The track system will need occasional maintenance to remain in proper working condition. Sea salt, grit and dirt will build-up and interfere with the slide mechanism. Rinsing with fresh water after each use will eliminate most salt and dirt residue. Make sure to pull the slide to its most forward position and rinse thoroughly. Check the slide every 4 months, depending on usage. If necessary, lubricate the slide and handle with a marine grade grease for longevity and continued smooth operation.

Canvas Set-up

INSTALLATION: There are tracks located on the perimeter of the underside of the hard-top that will receive a section of canvas visor. Slide the canvas section into the track and use the snaps or zippers to secure the bottom. All snaps are subject to dirt and salt buildup over time and should be cleaned regularly. Follow the cleaning and maintenance procedure in the previous section.

The port and starboard side visors and aft drop curtain can be stowed in place by simply rolling them up and securing them in place by means of the zippered valance attached to the inside section of the hard top. The port/starboard side visors and aft drop curtain can be made to stow easier by making sure the rolls are tight before securing the zipper. The port/starboard aft drop side curtains can be rolled and stowed in the cabin of the boat. Be careful to not fold or crease the visor section. The forward visor can be rolled up and is secured to the forward section of the hardtop with snaps.

- ① Port Side Visor Curtain
- ② Port Aft Visor Curtain
- ③ Aft Drop Curtain
- ④ Starboard Aft Visor Curtain
- ⑤ Starboard Side Visor Curtain



Notice, For clarity; this view is shown without the hard-top support legs.

Canvas Care & Maintenance

Chafing, fiber wear from dirt and grit and deterioration from ultraviolet light can cause your canvas sun top and covers to degrade over time. The effects of ultraviolet light can sometimes be reduced by chemical treatment of canvas items. Consult your Boston Whaler® dealer or check with your owner's manual before using any chemical treatments on your canvas. To keep the canvas and metal parts in good working condition and keep a good appearance, you will need to keep them clean. The fabric should be cleaned regularly before substances such as dirt, pollen, etc. are allowed to accumulate on and become embedded in the fabric. The fabric can be cleaned without removing the framework.

Simply brush off any loose dirt, pollen, etc. hose down and clean with a mild solution of a natural soap in lukewarm water (no more than 100 ° F. 38° C.). Rinse thoroughly to remove soap. Allow the canvas to completely air-dry. After each use especially in salt water areas, rinse the canvas completely with fresh cold water. Let the canvas dry completely before stowing. All metal components of the canvas frame should be rinsed with fresh cold water and exposed components wiped dry to maintain appearance and working order. Lubricate the snaps of the canvas with petroleum jelly, use a parafin wax on the zippers to keep them in proper working order. If you have stubborn cleaning cases call your Boston Whaler® dealer for proper cleaning procedures.

Do not use bleach or solvents to clean the canvas material.

Vinyl Cushion Care

Your cushions on the 305 Conquest are made of a durable vinyl material called OMNOVA and is protected by a finish called PreFixx.

This protective finish is designed to be cleaned easily, over and over without showing signs of wear. The PreFixx finish gives you the freedom to remove stains with ease that were not possible before.

The vinyl material and superior finish has been tested to resist heavy abrasion. There is a 3 step cleaning process recommended by the manufacturer; that if followed will ease in cleaning the vinyl cushions.

Complete cleaning instructions are included in the owner's packet. Read all information provided by the cushion manufacturer regarding the proper cleaning and maintenance.

Notice: As the level of stain is increased; the likelihood of using solvents may be necessary.

Read all information from the solvent manufacturer regarding safety and handling of this material.

Wear proper protective equipment to insure your personal safety. Only use solvents in a well ventilated area and test the solvent in a conspicuous section of the affected vinyl. Keep all solvents away from open flame and any other forms of ignition.

Anchoring Information



WARNING

SWAMPING HAZARD-Anchor from the bow if using one anchor. A small current can make a stern anchored boat unsteady; a heavy current can drag a stern anchored boat underwater.



NOTICE

There are a variety of anchors with a variety of uses. Discuss the types with your dealer to find the right type for your boat.



The 305 Conquest is equipped with an anchor storage compartment located in the bow of the boat.

Note: before using the anchor be sure the anchor line's bitter end is secured to the eye in the bottom of the anchor locker.

STAY ALERT! Be sure that the anchor will hold under all circumstances if you are leaving the boat. Understand the principles of rode and scope and their effect on anchor performance.

The rode is the line connecting the anchor to the boat. Nylon line is ideal because it is light, strong and stretches, it also can be stored wet and is easy to handle. Add a length of chain between the anchor and the nylon line to prevent abrasion of the line. The scope is technically defined as the ratio of rode length to the vertical distance from the bow to the sea floor. Scope also depends on the type of anchor, tides, winds, sea conditions and type of sea floor the anchor is in.

Minimum is 5:1 for calm conditions

Normal is 7:1

Severe conditions may require a 10:1.

Since you want to know how much rode to use when anchoring, use this common formula:

Rode length=(bow height + water depth) x
Scope

*Scope factor may range from 5 to 10 or more.

Any number less than 5 and the anchor breaks away too easily.

Be sure to read the owner's manual supplied by the anchor windlass manufacturer before using the anchor windlass. Follow all recommendations and instructions regarding its proper use and care.

Lowering the Anchor

Be sure that there is enough rope for the depth of water you will be anchoring in, and secure rode to both the anchor and the boat.

- Stop completely before lowering the anchor.
- Keep feet clear of coiled line as it pays out.
- Turn the anchor light on at night or during reduced visibility.

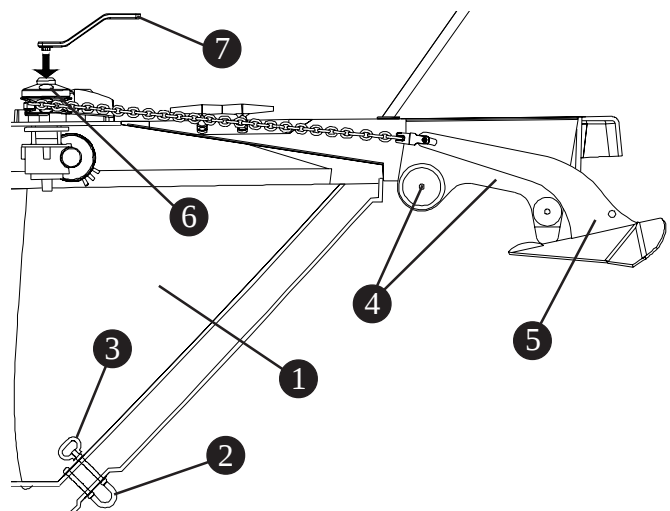
Setting the Anchor

There is no best way to set an anchor. Experiment to see how it performs. One method is to turn the rode around a bitt or a cleat and slowly pay out as the boat backs from the anchor site. When the proper scope has been reached snub the rode quickly, causing the anchor to dig in to the sea bottom.

- Reverse the engine slowly to drive the anchor in and to prevent it from dragging.
- Secure the rode to the bitt or cleat.

Weighing the Anchor

To weigh (or retrieve) the anchor, start the boat and run slowly up to the anchor, taking up the rode as you go. The anchor will usually break out when the rode becomes vertical. Coil lines to let them dry before stowing.



- 1 Anchor Locker
- 2 Bow Eye
- 3 Anchor Locker Bow Eye
- 4 Anchor Roller & Davit
- 5 25 lb.(11.35Kg) Anchor, Plow Type
- 6 Anchor Windlass
- 7 Anchor Windlass Handle

Anchor Windlass

! DANGER

Use the anchor windlass switch on the helm when possible. Use care when operating the anchor windlass with the hand-held remote.

! NOTICE

The circuit protection for the windlass could be tripped if, the windlass is used improperly to clear the anchor or if the anchor is seated in the davit and power is applied for retrieval.

! NOTICE

Be sure to read and fully understand the anchor windlass owner's manual before operating the anchor windlass.

The anchor windlass is located directly port of the anchor locker. The anchor windlass gives you a mechanical means of raising and lowering the anchor. OPERATION:

The anchor windlass is controlled by a switch located at the helm, on the instrument panel. The switch is a momentary type switch; which means that there must be constant pressure applied to the switch to operate the anchor windlass.

Power is activated by a push/pull button located to the left of the operation switch. There is a power indicator light that illuminates when the switch is powered. There is also a hand-held remote located in the anchor locker that you can use for raising and lowering the anchor. The power source for the remote is located on the aft bulkhead of the anchor locker.

LOWERING-Pushing the top part of the switch down will power the anchor windlass **DOWN**. Make certain that the anchor lanyard carabiner is detached from the chain and is clear of any moving parts of the anchor windlass.

RAISING-Pushing the lower part of the switch will power the anchor windlass **UP**. Once the anchor and rode is secure in the **UP** position, the anchor lanyard can be re-attached to the rode.

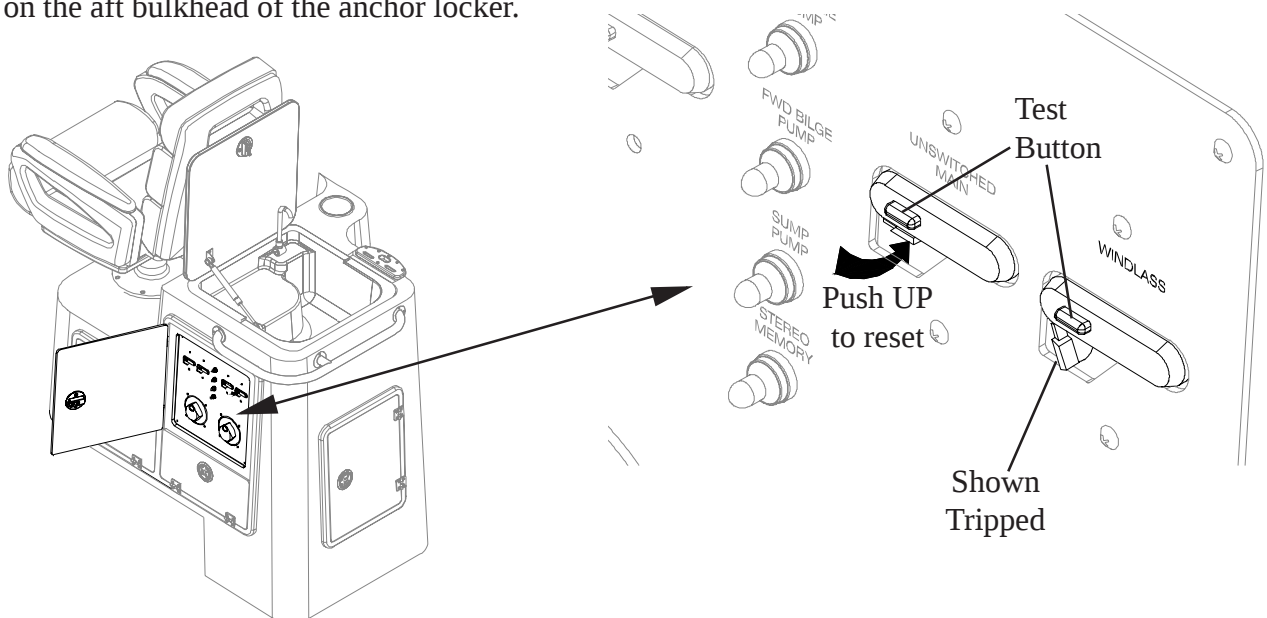
EMERGENCY OPERATION-There is a handle that can be used in case the power to the anchor windlass is lost.

MANUAL DEPLOYMENT:

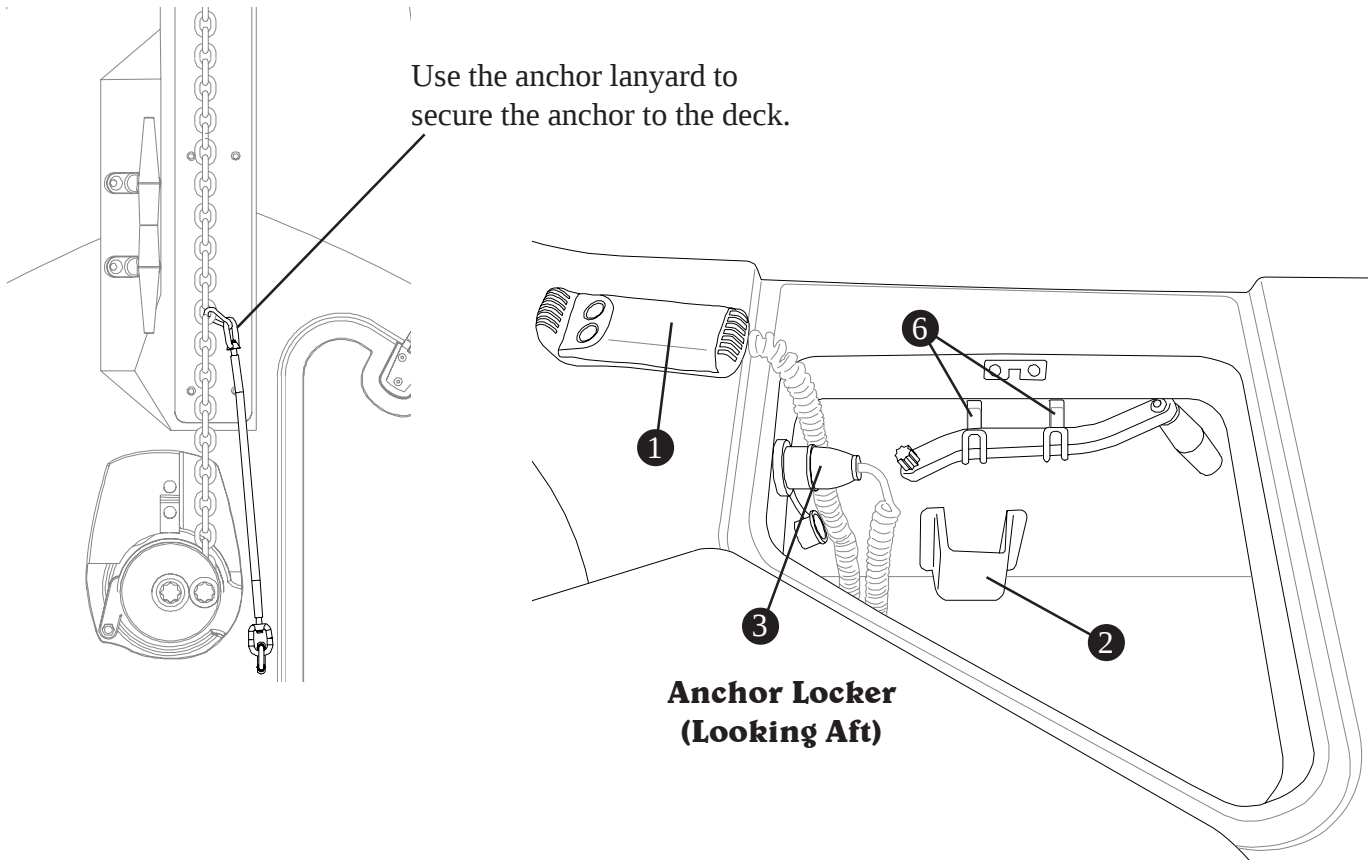
LOWERING- There are two star sockets used for manual deployment of the anchor. Inserting the handle into the center socket and turning it counterclockwise will loosen the anchor windlass chain-wheel. The star socket located off-center is used for retrieving and lowering the anchor. Turn the handle counterclockwise will allow you to lower your anchor, while turning it clockwise will raise it.

CIRCUIT PROTECTION

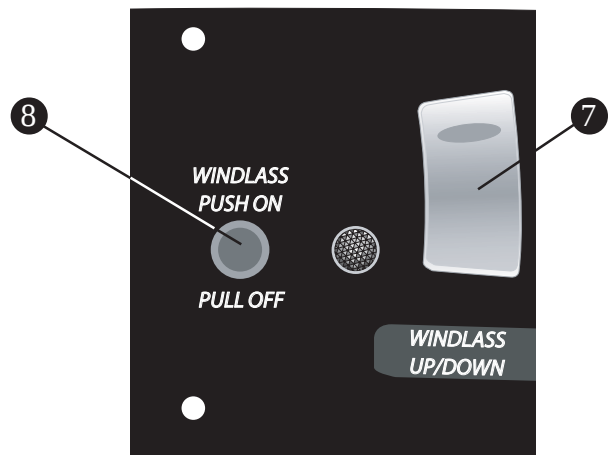
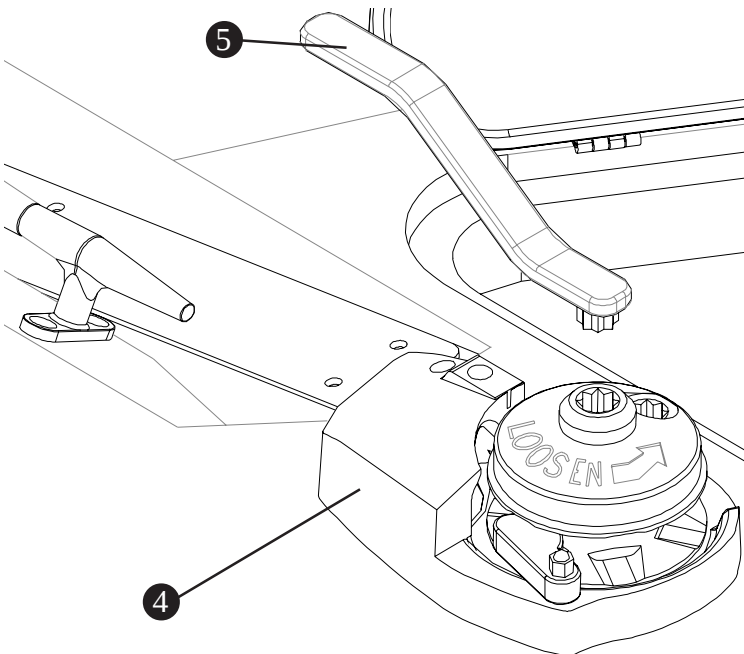
There is a 120 amp circuit breaker located on the panel below the bait prep station. If this circuit trips, there is a lever that needs to be pushed up to reset the breaker. There is a red button that can be used to test the breaker. If the breaker continues to trip, have the anchor windlass system checked by a qualified marine electrician.



Section 9 - Anchoring Information



- ① Anchor Windlass Hand-held Remote
- ② Remote Storage Box
- ③ Remote Power Plug
- ④ Anchor Windlass
- ⑤ Anchor Windlass Handle
- ⑥ Anchor Windlass Storage
- ⑦ Anchor Windlass Operation Switch
- ⑧ Anchor Windlass Breaker



After the scheduled services are performed, fill out the areas below.

Maintenance Record

Date	Engine Hours	Serviced by	Maintenance Performed

Notes