

COBIA-240 CC

Owner's Manual

WELCOME

Dear New Cobia Owner,

On behalf of Cobia Boats, I would like to congratulate you on your purchase. We at Cobia strive to build the best products possible and wish you years of trouble free enjoyment. There are many things to know about the operation, care and maintenance of our products and the systems we install in them. Please review all the applicable information for your new boat. The more you know, the more you will enjoy your new Cobia.

Again, a heartfelt Thank You from myself and the whole Cobia Family.

Scott Deal, President and CEO



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240 SPECIFICATIONS

L.O.A.....	23' 07"
BEAM.....	8' 10"
DRAFT.....	17"
WEIGHT W/O ENGINE.....	3500 LBS.
FUEL CAPACITY.....	128 GAL.
DEADRISE @ TRANSOM.....	21.5 DEG
MAXIMUM H.P.....	300
TRANSOM HEIGHT.....	30" SINGLES 25" TWINS
MAXIMUM CAPACITIES.....	10 PERSONS OR 1700 LBS

PRE-OPERATION CHECKLIST

*****PRE OPERATION CHECK LIST*****

(we recommend that you remove the checklist and store at the helm station)

Boating Safety Checklist

MUST HAVE ITEMS As Required By Regulation

Personal Flotation Devices (Life Jackets)

- ☐ Type I, II, III, or V (Wearable)
For **each person on-board**
- ☐ One Type IV (Throwable)
Not Required on Non-Powered boats under 16'

Fire Extinguishers

Choose One	Boat Length	Boats w/out Fixed System	Boats w/ Fixed System
☐	<26'	1 Size BI - OR -	Fixed System
☐	26 - <40'	2 Size BI* - OR -	Fixed System + 1 Size BI
☐	40 - 65'	3 Size BI* - OR -	Fixed System + 2 Size BI*

* One Size BI may be substituted for Two Size BI Extinguishers

Visual Distress Signals (VDS)

- Choose One
- ☐ Combination Day/Night VDS (Flares or Flare Gun)
- ☐ Daytime VDS (Flags, Smoke Signal)
AND
☐ Nighttime VDS (Automated SOS Light)

Sound Signals

- ☐ Horn or Whistle
- ☐ Bell (Not required for vessels under 12m)

Ventilation (Boats with Gasoline Systems)

- ☐ Natural Ventilation
- ☐ Powered Ventilation

Backfire Flame Control

- ☐ Backfire Flame Arrestor
(Gasoline Engines except outboards)

- The above represents minimum USCG Safety Requirements on-board vessels.
- Other requirements may be necessary to comply with state laws.
- For Fire Extinguishers on Vessels over 65' refer to 33CFR 25.30-20 or ABYC A-4.



Boating Safety Checklist

Recommended Items

Items in Red May be Required in Some States

Boats on Inland Waters	☐ First Aid Kit	
	☐ Anchor with Sufficient Line	
Boats on Nearshore Waters	☐ Boating Safety Education/ Certificate	
	☐ Watersports Flag (Skier Down/Diver Down Flag)	
	☐ Bailing Device	
	☐ Sun Protection	
Boats on Offshore Waters	☐ Alternate Propulsion (Paddles, Oars)	
	☐ VHF Radio	☐ Compass
	☐ GPS/Chartplotter	☐ Charts
	☐ Float Plan	☐ Depth Finder
	☐ Extra Food & Water	
	☐ Spare Tool Kit	
	☐ EPIRB	☐ AIS
	☐ Life Raft	☐ Sea Drogue
	☐ Searchlight	☐ Safety Knife
	☐ Radar Reflector	☐ Radar
Miscellaneous Items	☐ List of CPR Instruction	
	☐ Shore Landing Craft (Tender)	
	☐ Man-Overboard Recovery Gear	
	☐ Weather Information System	
	☐ Radio Direction Finder	
	☐ Long Range Communications Gear	
	☐ Heaving Line	☐ Strobe Light
	☐ Spare Keys	☐ Boat Hook/Pole
	☐ Extra Engine Oil	☐ Extra Clothing
	☐ Storm Sails	☐ Marine Hardware
River Waters	☐ Spare Propeller	
	☐ Masks & Fins (For Clearing Props)	
	☐ Handheld Lead-line	
	☐ Carbon Monoxide Detector	
	☐ Helmet	☐ Throw Bag

- This is not intended to be an all-inclusive list but rather a baseline of items to make your boating adventure safe and fun



abycinc.org/mobileapps

MAINTENANCE & CLEANING

Maintenance

Cobia advises owners that maintenance and repairs should be performed at an authorized Cobia dealer. The following information is general in nature and should not be considered a repair manual or guidelines set forth by Maverick Boat Group.

Cleaning

Each Cobia boat is constructed using the finest materials and components available. However, no material is immune to the ravages of the saltwater environment. After each use, your boat should be rinsed thoroughly with fresh water. To clean the cushions, use only a damp cloth. Never hose down or saturate the cushions. A mild detergent may also be used to remove any dirt, silt or stains. A light coat of lubricant on metal railing, screws and electrical connections will help prevent electrolysis. The same holds true for your trailer.



ENGINE BREAK-IN PERIOD

Engine Break-In Period

New engines require a period of break-in to allow the surfaces of the moving parts to mate evenly. Different engines require different break-in periods and methods. For instructions on break in methods, refer to your Yamaha Engine Owner's Manual for the correct break-in procedures and times for your model engines

Engine Stop Switch

If activated, the spring loaded engine stop switch will automatically shut down the engine during emergency situations to prevent uncontrolled or unattended operation. Certain emergency conditions (e.g., turbulent water, wakes, and unanticipated movement) may impair a person's ability to operate the craft safely. The switch, located on the helm, must have the safety lanyard attached at its base. This activates the protective shutdown circuitry.

Securely attach the other end of the lanyard to the operator of the boat. If the operator moves, falls or is at an unsafe distance from the steering wheel, tension on the lanyard will pull it from the switch. When the lanyard is removed, the engine stop switch is released and automatic engine shutdown occurs.



Engine stop switch (above)

 **DANGER**

Engine Stop Switch

An engine stop switch system that is not used or does not function properly can cause death or serious injury. **DO NOT** operate the boat if the engine stop switch system does not function properly. Go to a Cobia Dealer to have this resolved immediately.

The lanyard should be securely attached to the boat operator at all times that the engine is on.

HELM AND COMMAND LINK GAUGES

Switch Panel & Helm

At the helm of your Cobia, you have a main switch panel, which is located above of the steering wheel. This panel controls your lights, horn, accessories, livewell, and your bilge. To the right of the steering wheel you have your two trim tab switches (Refer to page 23 for trim tab operation.) The boat also comes standard with a compass mounted on top of the console.



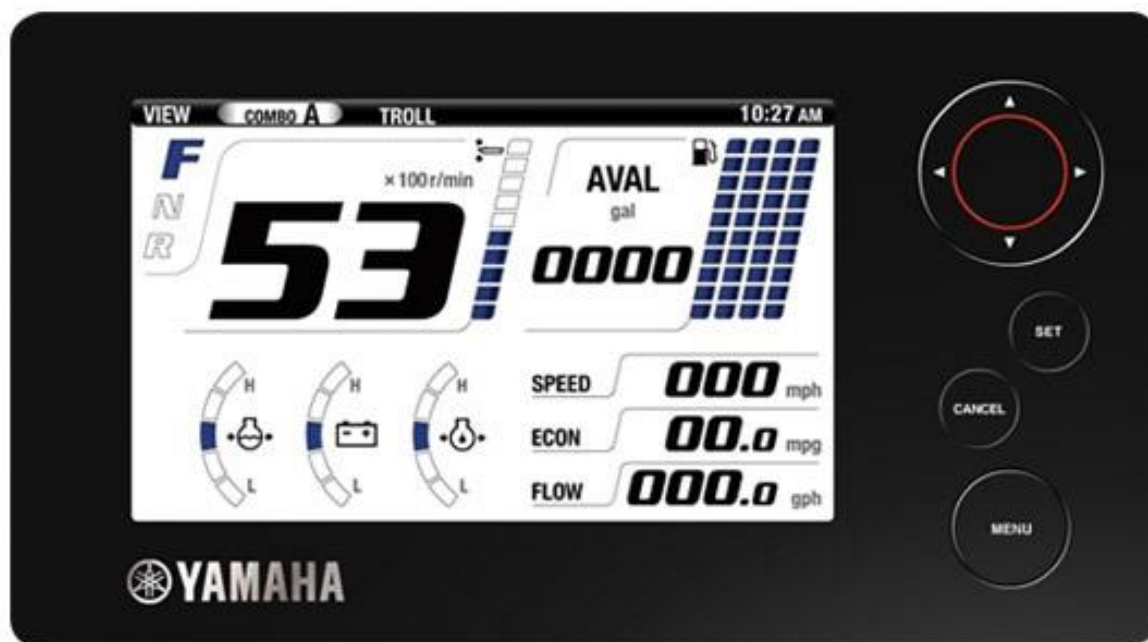
Compass



Switch Panel

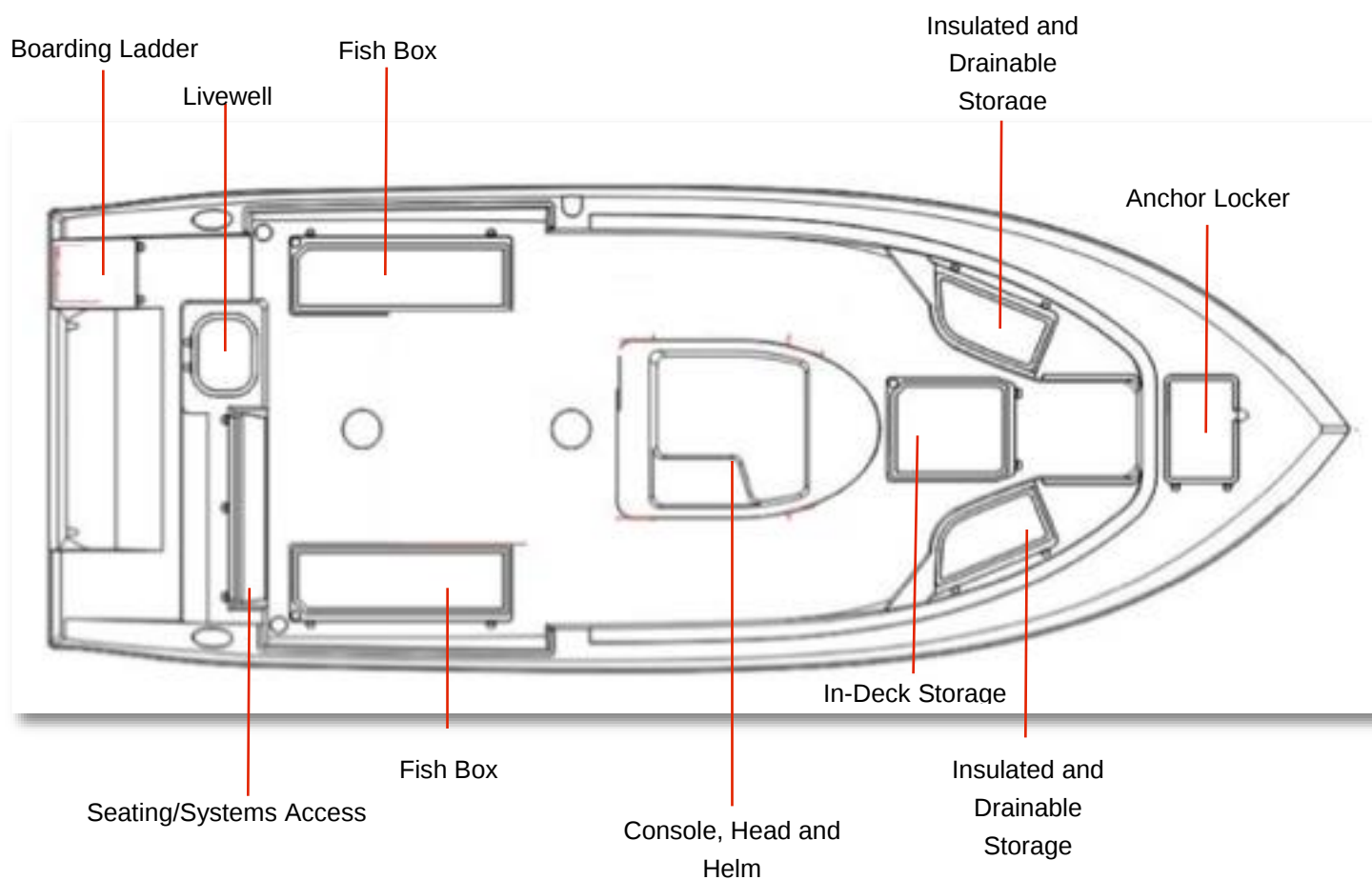
Command Link Gauges

Yamaha's new 6YC Command Link gauge comes standard on your new Cobia. This gauge allows access to more information and is user-selectable so you can choose the functions displayed. Speed data can be displayed from a pitot tube, Triducer, or NMEA protocol GPS unit. To learn the gauge's full functionality refer to your Yamaha engine owner's manual located in the Cobia duffel bag.



BOAT LAYOUT

240 Boat Layout



Cobia Duffel Bag

Cobia Duffel Bag

Along with your boat, you received a Duffel Bag with your new Cobia. Inside the Duffel Bag are the following items:

- Large Livewell Standpipe
- Short Livewell Standpipe
- 1.5" Livewell Pacifier Plug
- 2 ignition Keys and Emergency Kill Cord /Engine Stop Lanyard
- Engine Start Cord
- Various Accessories Manuals

FUEL-WATER SEPARATOR & DRAIN

Fuel-Water Separator

A Yamaha Fuel - Water Separator is installed behind the aft seat assembly. Simply lift up the seat and you will be able to easily access the Fuel-Water separator. The new, improved 10-micron filter provides superior filtration ahead of the engine's on-board filters and injectors. Large filtering and water capture areas maximize filtration while maintaining adequate flow rate for larger engines. The fuel separator can be checked by removing it from the mounting bracket and dumping it into an approved waste collection device. If there appears to be an excessive amount of water, the filter component should be replaced. See your authorized Cobia Dealer for replacement parts.



Fuel/Water Separator (above)

Maintenance Note

Yamaha recommends replacing the 10- micron fuel filter on new boats after the first 10 hours or 1 month of operation and every 50 hours or every 6 months thereafter. In areas of high humidity where water in fuel supplies is a problem or extensive engine operation occurs, more frequent replacement may be necessary.

Garboard Drain Plug

The garboard drain plug is the small metal plug located at the lowest point on the hull, at the bottom of the transom right above the keel. The drain has been designed to so that it can be loosened by hand while the hull is out of the water for draining. This allows the plug to stay in contact with the surrounding frame so you'll never misplace or lose it. You can completely remove the insert by pulling back and continue turning in a counter clockwise motion. It is manufactured with a rubber seal in place to ensure you bilge is watertight. Always make sure before putting the boat in the water that this plug is hand tightened firmly. Excess water in the bilge may be an indication of a problem with this plug or the automatic bilge pump. Refer to page 7 of this Owner's Manual for information on your boats bilge system.



BILGE

Bilge

The bilge of your Cobia should always be checked before and after a launch. While checking the bilge, note that a small amount of water in the bilge is normal. However, a large amount of water or any signs of fuel or oil requires immediate attention. **If such a situation exists, the boat should be taken to a certified marine technician immediately. Never pump fuel or oil overboard while your boat is in the water.**

Large quantities of water in the bilge may be an indication of a leak or that the bilge pump and/or automatic float switch is not functioning properly due to a jam, clog or electrical issue. The automatic float switch is wired to the hot side of the battery switch through the "BILGE" fuse at the battery switch panel. When functioning properly, the float switch activates the bilge pump to pump water overboard once water in the bilge reaches a level that submerges the switch.

If your bilge pump does not come on when the float switch is submerged, attempt to manually turn on the bilge pump on your switch panel. If the bilge pump comes on and evacuates the water, it is clear that the float switch is not functioning properly. If the bilge pump does not come on via the switch panel, check the breaker panel inside the console to see if a breaker has been tripped. If the breaker has been tripped, reset it, and turn the switch on again, listening for the bilge pump to turn on.

If the bilge pump fails to turn on, turn the battery switch to the OFF position, then unhook the bilge pump from its cradle by pressing the locking tab and twist motor housing counter-clockwise. You will feel the pump release from the cradle. The entire bilge pump and wiring should release from the cradle. After removing the pump, check the underside and impeller areas for miscellaneous items that might clog the pump. If any obstructions are present remove the debris and set the pump back into the cradle. Once set back in the cradle, press the pump down on the base then twist until the lock button snaps it into place. Once this is completed you can try to turn the pump on again.

If the bilge pump still does not turn on, it likely needs to be replaced. It is not recommended to use your boat if the bilge pump and/or float switch are not functioning properly.

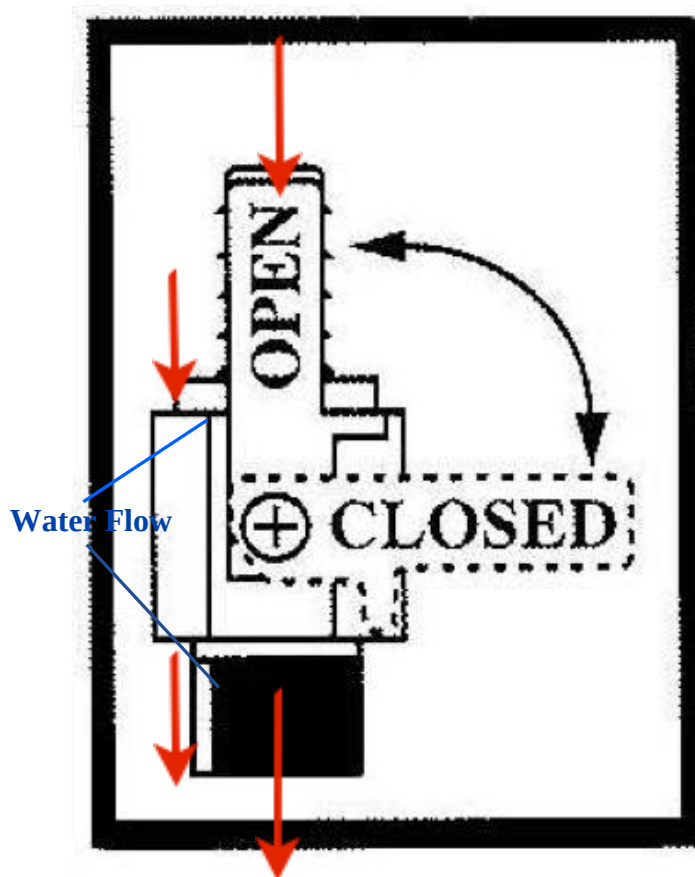


*Bilge Pump and Float Switch
One Standard or Two Optional*

SYSTEMS

Ball Valves

Ball valves can be used to serve several purposes. They allow seawater to enter the boat, in the case of livewells, and they also act as a safeguard to stop water from entering. To tell which position a ball valve is in, open or closed, look at the valve and determine the direction of flow. When the ball valve handle is in the same position as the direction of flow, the valve is in the "OPEN" position. When the ball valve handle appears to cross the direction of flow, the valve is in the "CLOSED" position. The ball valves can be accessed in the bilge compartment behind the aft seating. (See page 32 for ball valve locations and drainage diagram.)



240 Deckdrain System

The deckdrain system is equipped with 1 1/2" thru hull fittings through the aft port and starboard hull sides. These fittings have to be installed lower than the drains in the cockpit floor so that gravity will allow the cockpit to drain free of water. This puts these fittings very close to the water line of the hull. These drains are rigged with ball valves that can be opened and closed to control the flow of water. In the open position, these ball valves will allow water to flow freely from the cockpit, thus making the boat "self-bailing". When closed, no water will be allowed to travel to or from the cockpit.

240 Livewell Pump Assembly

The livewell pump assembly is composed of a scoop strainer mounted to the bottom of the hull, a thru hull fitting, ball valve assembly, and the pump. As you can see, the ball valve assembly is in the "OPEN" position. This is the correct position for the operation of the livewell.

*THE LIVEWELL PUMP
ASSEMBLY IN THE "OPEN"
POSITION*



COCKPIT COURTESY LIGHTS

Cockpit Courtesy Lights

The cockpit comes equipped with three L.E.D. courtesy lights installed at the factory. These lights illuminate the entire cockpit and are controlled by the switch panel. The switch labeled “COCKPIT LTS” controls the courtesy lights. The courtesy lights are mounted beneath the port and starboard gunnels as well as at the bow, aft of the anchor locker.

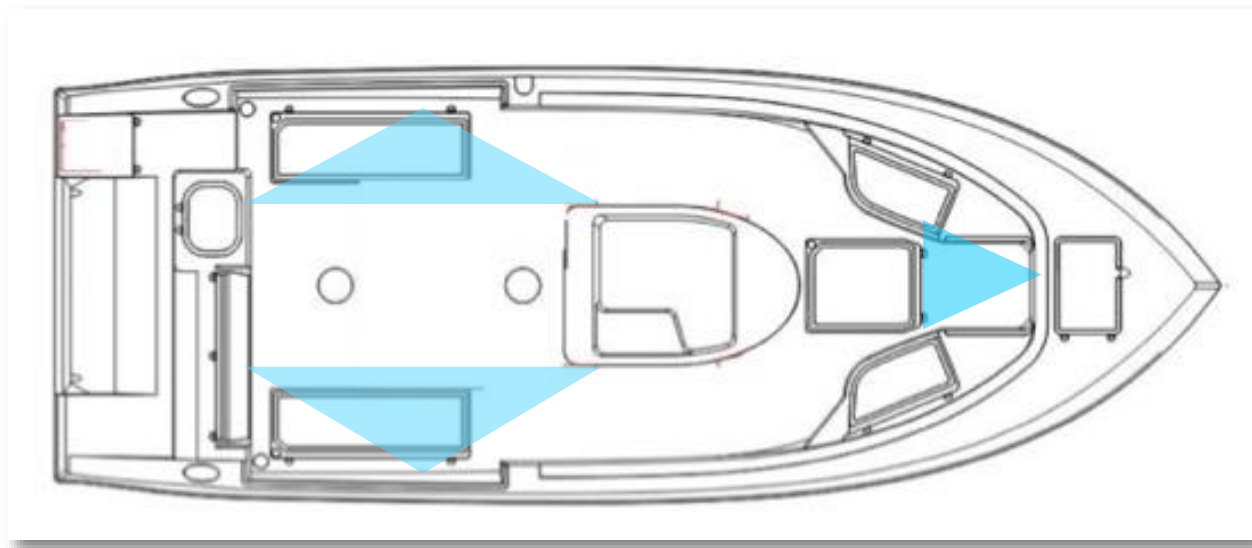


Diagram of the LED Cockpit Courtesy Lights

Battery Switch Panel

The battery switch panel is located on the port side of the helm seat tackle station. The top switch is for your engine(s) battery(s). The bottom switch is for your house battery which powers all of your electronics and accessories. Both switches must be turned to the “ON” position in order to fully operate your boat.

If your engine(s) battery(s) is too low to crank your engine(s), you can turn the engine switch another quarter turn to the “emergency parallel” setting as denoted by the yellow area at the 5 o’clock position on the label. This will allow the house and engine batteries to combine and provide enough power to crank your engine(s). Once the engine is cranked and on, turn the switch back to the “ON” position so that the engine begins to charge its battery back up again. Leaving the switch in the “emergency parallel” may also risk electrical damage to your accessories and engine.

When you’re finished using your boat, turn both switches to the “off” position to prevent any current drain while the boat is not being used.



LADDER AND PROPS

Stainless Boarding Ladder

This Cobia model comes standard with a telescoping stainless steel boarding ladder integrated into the port aft platform area. This provides a stepping area while the ladder is in the up position as shown below. Once the ladder is down and in the extended position, close the lid cover for safe and secure entry and exit via the ladder.



DANGER

No passenger should attempt to enter or exit the boat by the ladder or by any other means while the engine is on.

Props

Prop selection on your Cobia is determined by your local Cobia Dealer, but all props are based on recommendations from Cobia Boat Group and Yamaha Marine in order to give your boat maximum overall performance. The needs of your prop will determine the prop design and size that best fits your performance requirements.

Always inspect the engine and prop prior to launching your boat with the engine off. Key prop issues include tangled fishing line or other types of debris, cracked blades or fluid leaking out of the seal. Look for fishing line tangled around the prop or lower unit seal. **Consult your Yamaha's Owner's Manual to address these issues.**



FUEL SYSTEM

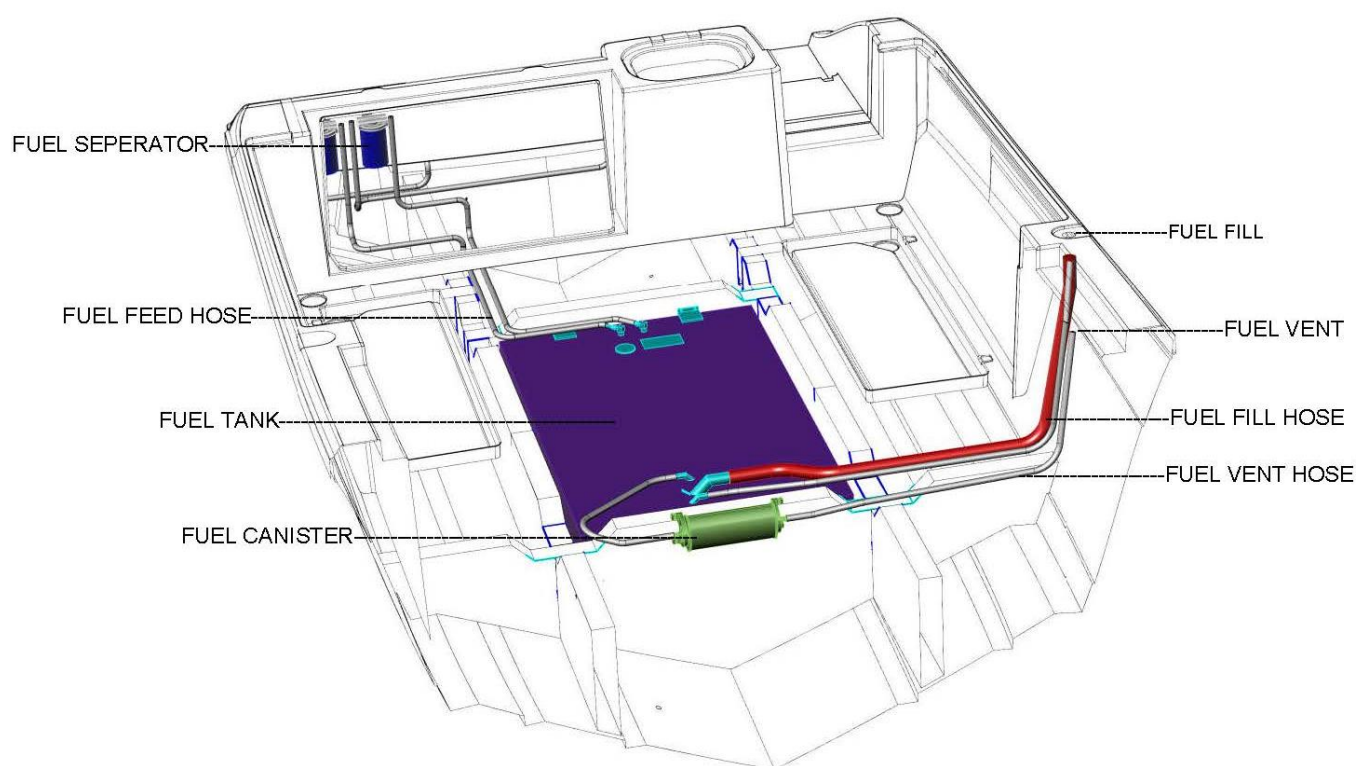
FUEL SYSTEM

This Cobia comes equipped with a 128-gallon fuel cell stationed below the leaning post between the stringer system. The fuel fill receptacle is on the port gunnel. Every fuel tank is pressure tested at the factory before and after installation. Should you experience any fuel related problems or suspect problems with the fuel system, immediately take your boat to a Cobia Dealer. (See fuel system diagram below.)



⚠ DANGER

CAUTION—Do not smoke while filling the tank. Be sure to turn off the engines and all electrical equipment when fueling the boat to prevent accidental discharges of static electricity. Use only the recommended gasoline (see Yamaha's Owner's Manual). Do not use fuels with alcohol or alcohol related derivatives that can cause marine fuel system hoses to deteriorate.



OPTIONAL STEERING

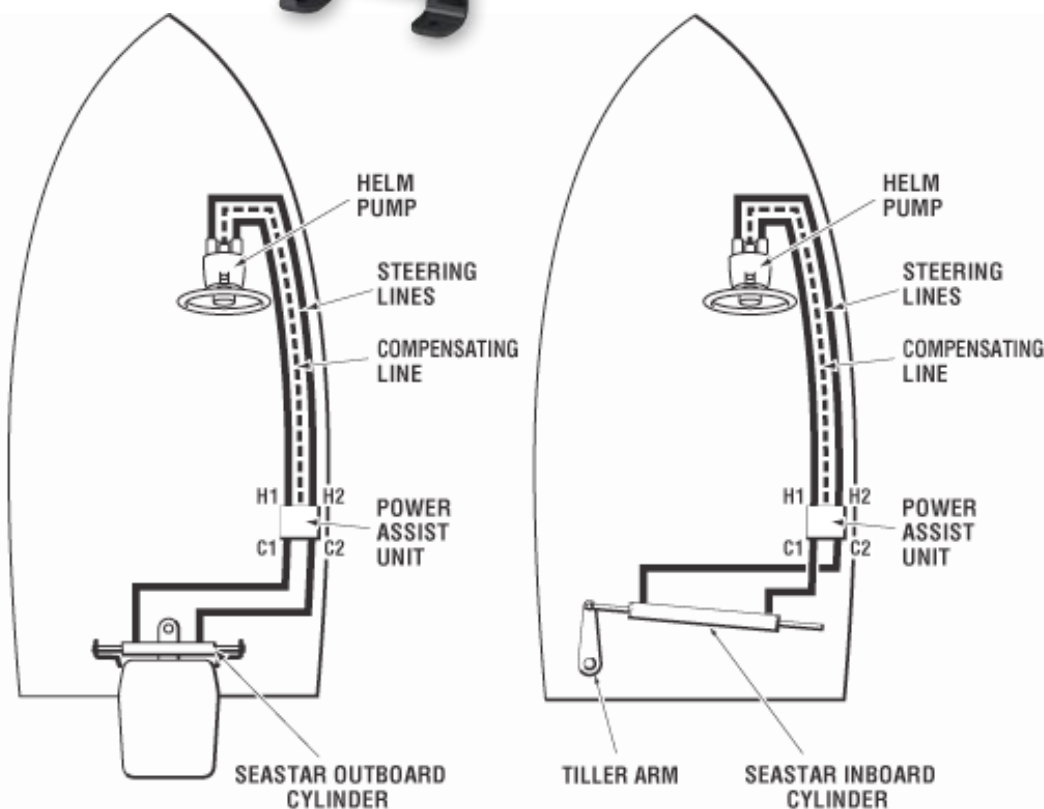
Power Assist Steering

The Power Assist pump for the steering is mounted on the forward bulkhead in the aft bilge area. This pump greatly reduces the amount of pressure you have at the wheel and will make your boating a much more pleasurable experience.



At A Glance

- Dramatically reduces wheel torque
- Easy to install
- Simple “add-on” to existing Sea Star manual system
- Compatible with SeaStar Power Purge system
- Number of turns to lock remains the same
- Ignition protected
- Auto recognize system voltage (12V or 24V)
- ABYC, CE, NMMA, ISO 10592 Approved
- Return to manual in failure mode
- Capable of floor or wall



SELF-BAILING COCKPIT & LIVEWELL SYSTEM

Self-Bailing Cockpit

The cockpit is designed to be self-bailing, meaning that all the water that comes into the cockpit will be directly drained overboard. This keeps the boat from acquiring standing water and allows the boat to drain at all times, including while the boat is docked.

Water drains out of the cockpit through two aft cockpit drains located at the far aft cockpit floor on both the port and starboard sides. Each side drains overboard through the side of the hull independently. None of this water is drained into the bilge. Refer to page 8 for operation of the ball valve associated with this system.

The bilge is designed to drain any water entering the inside of the hull. All hoses are sealed and double clamped during construction. Continuous or periodic running of the automatic bilge pump may be an indication of a hose leak or break in a seal, and should be investigated by a Cobia Dealer immediately. Refer to page 9 for further information regarding bilge pump operation and maintenance. (See page 32 for drainage diagram.)

Livewell System

The livewell system is designed to keep your baitfish alive and strong for as long as possible. This 28 gallon livewell provides a cool, clean, and oxygenated environment that allows you to keep your baitfish alive for long periods of time. To efficiently operate your livewell, the following steps should be taken:

1. **Open livewell hatch.**
2. **Install stand-up pipe snugly.**
3. **Ensure livewell pump ball valve is in open position.**
4. **Turn on livewell switch.**

The livewell operates by pumping fresh seawater from the pump through an aerator head into the livewell. Drainage is achieved through the grate on the top of the standpipe, which, when unobstructed, will limit the water level to the standpipe's highest point. A shorter standpipe can be used to keep less water in the well. This constant drainage keeps up water flow and allows for the removal of ammonia from the livewell, therefore extending the life of your baitfish. To drain the livewell, switch off the pump, close pump ball valve, and remove standpipe.



ROD STORAGE & FISH LOCKERS

Rod Storage

The 240 center console model comes standard with under gunnel rod racks on both the port and starboard sides. These give you space to safely store an additional 6 rods for your fishing needs. These lockers can also double as storage for various other items (as seen below).



Port Gunnel Storage Rack

Port and Starboard Fish Lockers

The 240 CC has two 33 gallon fish lockers compartments located port and starboard of the cockpit. These lockers are insulated and drain into the bilge. The macerator option allows you to pump these boxes overboard. Each box will have its own switch on the console switch panel. To empty the boxes contents simply turn on the switch for the respective box and leave it on until the box is empty and then turn off the switch. (See page 32 for drainage diagram.)



Port Fish Locker



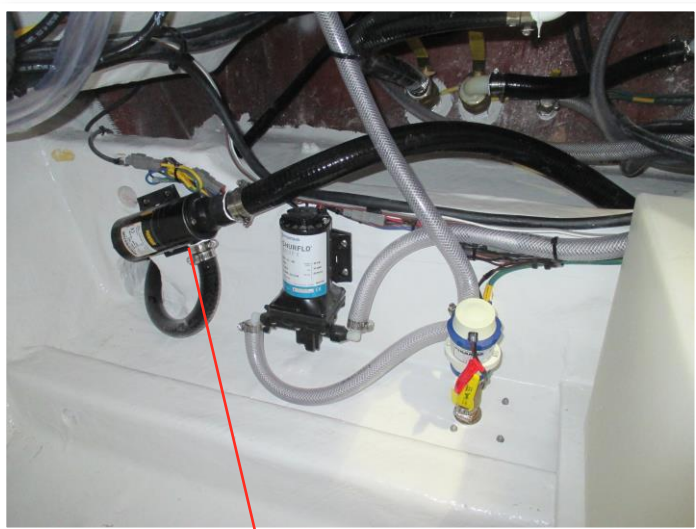
MACERATOR ACCESS & OPERATION

Macerator Switches

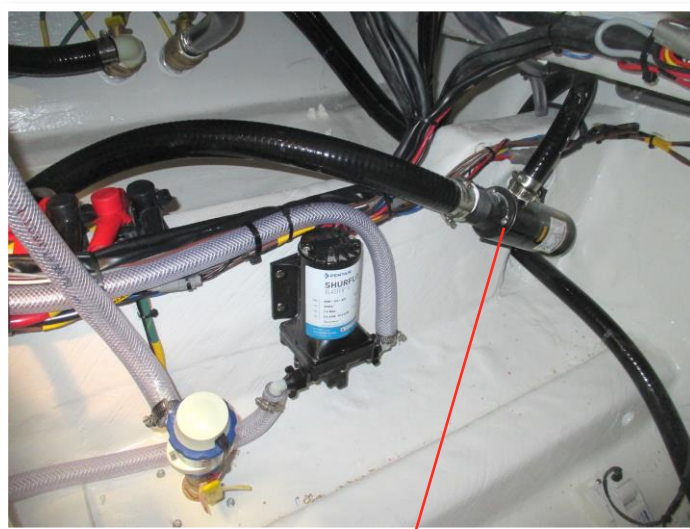
The switches for each fish box macerator are located on the switch panel left of the steering helm. These can be operated independently of each other and the switches are labeled. (See page 32 for drainage diagram.)

Macerator Access

In order to access the macerators, open the bilge access hatch by using the controls on the starboard side of the tackle station. **Failure to remove the backrest before the hatch is fully opened can result in damage to the backrest and/or the hatch.** The macerator pumps will be mounted in the bilge area on the inboard side of the stringers and operate their respective fishbox (port/starboard).



Portside Macerator Pump



Starboard Macerator Pump

ANCHOR LOCKER

Anchor Locker/Rope Storage

The anchor locker is located at the bow of the boat and is accessible through the anchor locker door or hatch (photo below). There is an eye mounted to the bow eye to secure your anchor rode or chain to. After setting your anchor, the excess rode can remain stored in the locker. The notch supplied in the door allows you to securely close the locker by aligning your rode through the notch.



TRIM TABS

Trim Tabs

Trim Tabs are standard on your new Cobia. Integrated electric trim tabs can enhance the performance of your boat. The tabs are electric and therefore do not require a trim tab pump. By not having a pump there is no possibility of fluid leaks from a pump.

Trim tabs allow for maximum boat performance, and are great for balancing weight in the boat. They also allow the boat operator to lift or lower the hull to accommodate for different running situations.

For the operation of trim tabs note that the port trim tab switch will affect the port side of the boat, and the starboard switch will affect the starboard side. To lower a particular side, press the top of the corresponding switch down. Pressing the top of both switches down will lower the bow evenly. To raise the bow, press the bottom of the corresponding switch.



Trim Tab

BILGE ACCESS

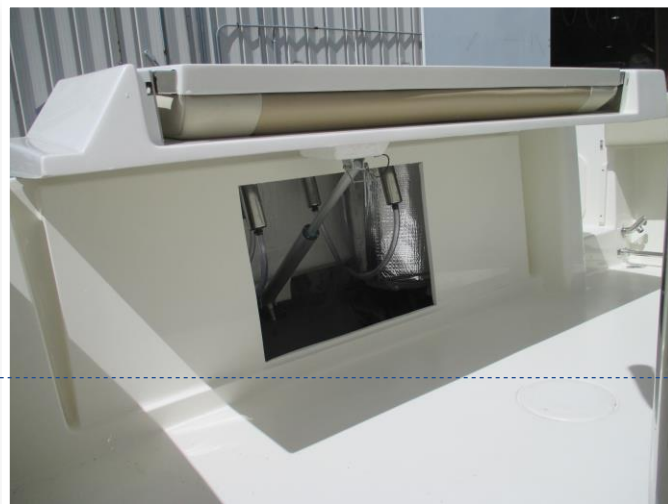
First, locate the controls on the electronic lift assist, labeled "Hatch", mounted on the starboard side of the tackle station directly across from the gunwale. Next, press and hold the top button on the controls. This will cause the rear access to lift revealing the bilge access. To lower the hatch simply press and hold the bottom button on the control panel until the aft section is fully closed. Remember that the electronic lift assist operates using the house battery system.

Note that the aft seat backrest must be removed to fully open the hatch. Failure to remove the backrest will result in damage to the backrest and possibly the hatch lifting mechanism.

In the event that the boat does not have power to electronically lift the hatch, the electronic lift can be disengaged by lowering the bench seat and using the access opening shown below to remove the pin from the electronic ram. Keep in mind that at this point the hatch will no longer be supported in the up position and will require being help up to maintain access to the bilge. Once the work in the bilge is finished and power is restored to the hatch lift it is important to attach the ram to the hatch with the pin once again to secure the door in the closed position.



Hatch Control



Bilge Access



Electric Ram Override Access



Electric Ram and Hatch Pin

OPTIONAL FEATURES

Optional Features



Optional Bow Cushion Set

The 240 CC comes with the option of a eight-piece bow cushion set. These cushion bottoms are removable and are held in place by several sets of stainless steel snaps. To remove the cushions, simply pull the snap strap away from the embedded snap and remove the cushion. When left outside or exposed to the elements for a prolonged period of time, it is recommended to take off the seat cushions and store them in a dry place



T-TOPS

T-Top

There are several different T-Top options for the Cobia 240 CC. The T-Tops come with either a Weblon or a fiberglass hard top. Each of these tops has the option of being outfitted with an electronics box, forward and aft facing LED spreader lights, outriggers, recessed speakers and an E box for additional storage and electronic space. (See page



OPTIONAL FEATURES

Optional JL Stereo System

If you chose the stereo option, your 240 CC came with a JL Audio Stereo system Media Master 100 with four matching speakers and an auxiliary plug located under the helm in the glove box. Please refer to the Marine Audio Owner's Manual in your ditty bag for operation. Even if your boat didn't come with the stereo, it is pre-wired for four speakers in the cockpit and for four speakers in the hardtop. (Refer to pictures below for general locations of speakers and pre-pulled wiring.) Note that the stereo option comes with a JL Marine M800/8v2 * channel amplifier.



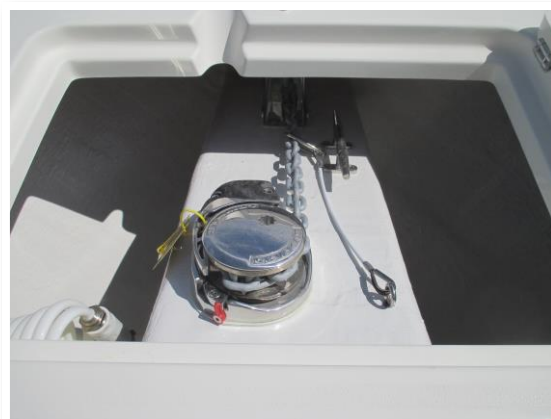
Optional Windlass Deluxe

The windlass is used to lower and raise your anchor assembly. The switch is mounted at the helm station above to the right of the steering wheel. The solenoid switch is mounted to aft hull and the battery cables are run up the starboard side. The windlass is mounted inside the anchor locker at the bow of the boat. To access this area, lift the anchor hatch at the bow. A bow plate and anchor roller has been added to accept the anchor and keep it far enough from the bow of your 240CC to prevent damage to the bow. The windlass is mounted just aft of the bow roller plate.



****WARNING: READ ALL OF THE INSTRUCTIONS BEFORE OPERATING THE WINDLASS**

Windlass Operating Instructions?



OPTIONAL FEATURES

Optional Fresh Water Shower

The 9.5 gallon fresh water tank on your new Cobia can be filled at the cap labeled “FRESH WATER”, on the back starboard corner near the transom. The hose nozzle is on the port aft bulkhead. To pressurize the system, flip the switch labeled “FRESHWATER” on the switch panel at the helm. You can leave this switch in the ON position while the boat is in use. The pump has an internal pressure switch that allows the pump to turn on and off as needed.

In the colder months of the year, it's advisable to drain the fresh water system and winterize by adding a non-toxic antifreeze to the system. Run the antifreeze through the system by opening up the spray in the shower nozzle until antifreeze is delivered through the nozzle. (See page 32 for the water system diagram.)



OPTIONAL FEATURES

Optional Salt Water Washdown

Salt-water washdown is an option on your new Cobia. The pump is located in the bilge forward of the livewell pump and is accessible through the splashwell hatch or the aft port hatch. To operate, hook a hose to the raw water receptacle in the aft section of the rod locker. Flip the switch labeled "Saltwater". The pump will pressurize the system with raw water. Once the system is pressurized, the pump will shut itself off with an internal pressure switch and will switch itself back on as you demand water. Be careful to only spray gel-coated fiberglass surfaces with saltwater and avoid all other areas. Always rinse your boat with freshwater as soon as you return to the dock or home if the boat is being trailered. (See Page 32 for Diagram)



Raw Water Receptacle

Waste System

A portable head unit is an option for your new Cobia. The instruction manual can be found in the Cobia duffel bag and basic operating instructions are listed on pages 22-24.

The optional head pump out fitting is located on the starboard side of the console. With this option, waste can be removed at an approved dumping station without removing the tank from the head.

The electric head is an optional feature to have in the console of the 240.



Porta Potty



Waste Removal Fitting,

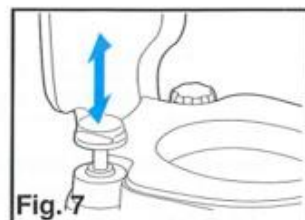
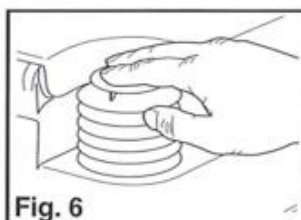
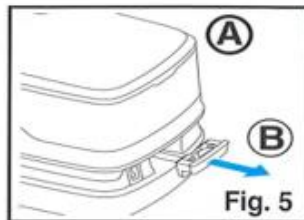
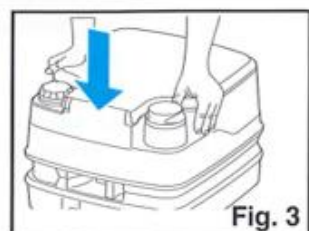
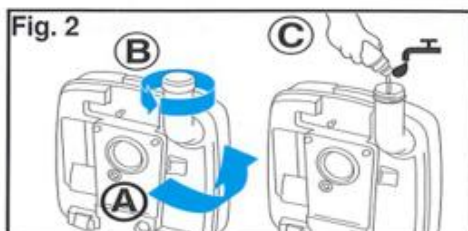
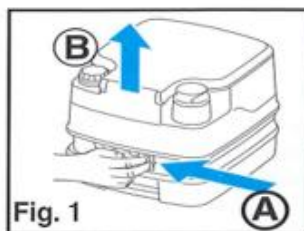
See next page for
instructions...



Portable Toilets Owner's Manual

Manual del propietario Inodoros portátiles

Guide de l'utilisateur Cabinets portatives



Prepare Unit

1. Separate tanks (Fig. 1A & 1B).
2. Remove Pour-Out Spout Cap while it is pointing upward (Fig. 2A & 2B) add deodorant and 4-oz. of water (Fig. 2C). Replace cap and tighten securely.
3. Recombine tanks (Fig. 3).
4. Fill upper tank with fresh water (Fig. 4). Replace cap and tighten securely.

NEVER add deodorant to fresh water tank.

Before Use

Vent any built-up heat or altitude pressure and prevent splashing: close cover (Fig 5A), and open and close holding tank valve (Fig. 5B).

To Flush

1. Open valve (Fig. 5B).
2. **Bellows:** Fig. 6.
- Piston Pump:** Fig. 7.
3. Close valve completely for odor-tight seal (Fig. 5B).

Prepare la unidad

1. Separe los tanques (Fig. 1A y 1B).
2. Saque la tapa del caño de vertido manteniéndola orientada hacia arriba (Fig. 2A y 2B), añada desodorante, y 118 ml de agua (Fig. 2C). Vuelva a colocar la tapa y apriétela bien.
3. Vuelva a acoplar los tanques (Fig. 3).
4. Llene el tanque superior con agua fresca (Fig. 4). Vuelva a colocar la tapa y apriétela bien.

NUNCA vierta desodorante en el tanque de agua.

Antes de usarlo

Deje escapar la presión que se haya acumulado debido al calor o a la altura; evite las salpicaduras: Cierre la tapa (Fig. 5A), abra y cierre la válvula del tanque de retención (Fig. 5B).

Para pasar el agua

1. Abra la válvula (Fig. 5B).
2. **Fuelle:** Fig. 6.
- Bomba de pistón:** Fig. 7.
3. Cierre bien la válvula para evitar los malos olores (Fig. 5B).

Préparer l'unité

1. Séparer les réservoirs (Schémas 1A et 1B).
2. Retirer le capuchon du bec verseur pendant qu'il pointe vers le haut (Schémas 2A et 2B), ajouter le désodorisant et 118 ml d'eau (Schémas 2C). Replacer le capuchon et resserrer hermétiquement.
3. Recombiner les réservoirs (Schéma 3).
4. Remplir le réservoir supérieur d'eau propre (Schéma 4). Replacer le capuchon et resserrer hermétiquement.

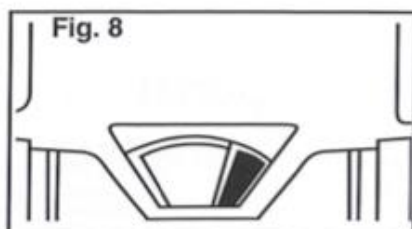
Ne JAMAIS ajouter de désodorisant au réservoir d'eau propre.

Avant d'utiliser

Ventiler en cas de pression accumulée ou attribuable à l'altitude et prévenir les éclaboussures : fermer le couvercle (Schéma 5A), ouvrir et fermer la valve du bac à eaux usées (Schéma 5B).

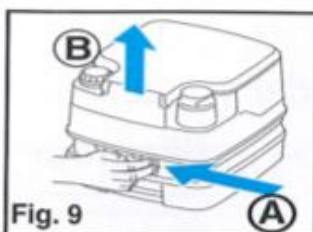
Pour vidanger

1. Ouvrir la valve (Schéma 5B).
2. **Soufflets de dilatation :** Schéma 6.
- Pompe à piston :** Schéma 7.
3. Fermer la valve complètement pour une étanchéité contre les odeurs (Schéma 5B).



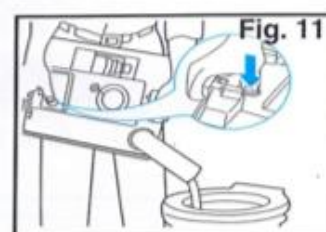
Emptying Waste Tank

1. DO NOT OVERFILL TANK. Empty when waste level indicator turns from **green** to **red** (Fig. 8). (Toilet without an indicator: open valve to check visually.)
2. Be sure valve handle is closed. Separate tanks (Fig. 9).
3. Carry waste tank to a permanent toilet.
4. Remove Pour-Out Spout Cap while it is pointing upward (Fig. 10A & 10B).
5. Press air relief valve to prevent splashing (Fig. 11).
6. Rinse, recharge and reassemble unit.



Para vaciar el tanque séptico

1. NO LO LLENE DEMASIADO. Vacíelo cuando el indicador de nivel cambie de color **verde** a **rojo** (Fig. 8). (Inodoro sin indicador: abra la válvula para examinarla.)
2. Verifique que el asa de la válvula esté cerrada. Separe los tanques (Fig. 9).
3. Lleve el tanque séptico a un inodoro fijo.
4. Saque la tapa del caño de vertido manteniéndola orientada hacia arriba (Fig. 10A & 10B).
5. Oprima la válvula de descarga de aire para evitar las salpicaduras (Fig. 11).
6. Lave, recargue y vuelva a armar la unidad.



Vidange du bac à eaux usées

1. NE PAS TROP REMPLIR LE RÉSERVOIR. Vider lorsque l'indicateur du niveau de déchets passe du vert au rouge (Schéma 8). (Toilette sans indicateur : ouvrir la valve pour une vérification visuelle)
2. S'assurer que la poignée de la valve est fermée. Séparer les réservoirs (Schéma 9).
3. Transporter le bac à eaux usées vers une toilette fixe.
4. Retirer le capuchon du bec verseur pendant qu'il pointe vers le haut (Schéma 10A & 10B).
5. Appuyer sur la soupape de dégagement d'air pour prévenir les éclaboussures (Schéma 11).
6. Rincer, recharger et réassembler l'unité.

Deodorizing

Recommended holding tank deodorant for best performance:

Thetford Eco-Smart

Thetford Aqua-Kem

Thetford Campa-Chem



Para desodorizar Désodorisant

Desodorante recomendado para un mejor funcionamiento del tanque de retención:

Thetford Eco-Smart

Thetford Aqua-Kem

Thetford Campa-Chem

Désodorisant recommandé pour le bac à eaux usées pour une meilleure performance :

Thetford Eco-Smart

Thetford Aqua-Kem

Thetford Campa-Chem

Care

Recommend cleaner:

Thetford Aqua-Clean.

NEVER use scouring powders, acids or concentrated cleaners, which can damage plastic parts and rubber seals.



Mantenimiento

Producto de limpieza recomendado:

Thetford Aqua-Clean.

NUNCA use polvos para limpiar, ácidos ni productos de limpieza concentrados, que puedan dañar las piezas plásticas y las juntas herméticas de caucho.

Entretien

Ce nettoyant est recommandé :

Thetford Aqua-Clean.

Ne JAMAIS utiliser de poudres de récurage, d'acides ou de nettoyeurs concentrés qui peuvent endommager les pièces en plastique et les joints d'étanchéité en caoutchouc.

Service & Parts

For parts and/or service, contact your RV Dealer.

For warranty issues or more information, call Thetford's Customer Relations Department:

1-800-521-3032

Please have ready:

1. Your name and address
2. Toilet Model and Code from ID label.
3. Problem/reason for claim.
4. Proof of date of purchase.

Servicio y repuestos

Para repuestos y servicio, comuníquese con el distribuidor de VR local.

Para asuntos relacionados con la garantía o mayor información, llame al departamento de Relaciones con el cliente de Thetford:

1-800-521-3032

Sírvase tener a mano la siguiente información:

1. Su nombre y dirección
2. El modelo y código del inodoro, de la etiqueta de identificación.
3. El problema/motivo del reclamo.
4. Comprobante de venta

Pièces et main-d'oeuvre

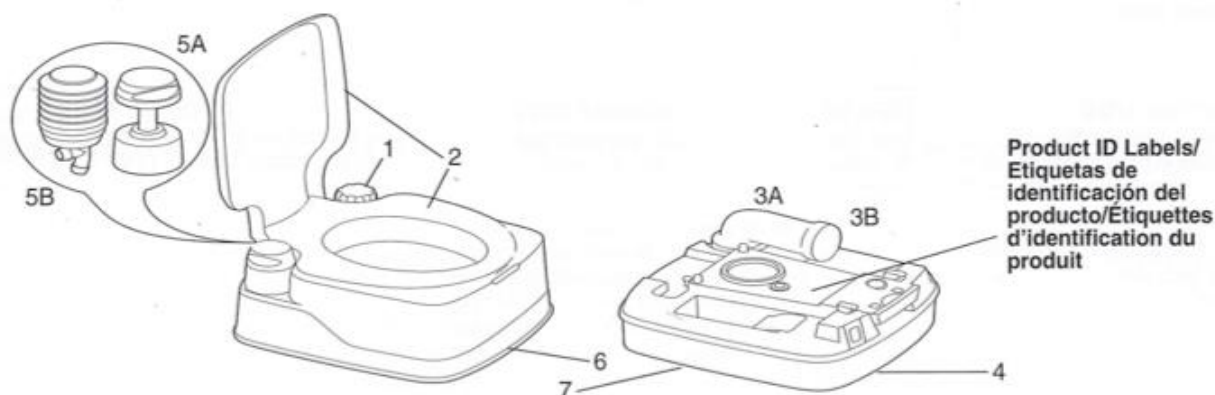
Pour obtenir des pièces ou avoir accès au service, contacter votre distributeur VR.

Pour des problèmes relatifs à la garantie ou pour obtenir de plus amples renseignements, appeler le service à la clientèle de Thetford :

1-800-521-3032

Nous vous recommandons d'avoir à proximité :

1. Vos nom et adresse
2. Le modèle de la toilette et le code de l'étiquette d'identification.
3. Problème/motif de la réclamation.
4. Preuve de la date d'achat



Parts List

Lista de repuestos

Liste des pièces

All Models

- 1 No-Spill Water Fill Cap
- 2 Seat and Cover Ass'y
- 3A Pour-Out Spout
- 3B Pour-Out Spout Cap
- 4 Hold Down Kit (optional)
- 5A Piston Pump Ass'y
- 5B Bellows Pump Ass'y
- 6 Fresh Water Tank Ass'y, incl. bellows
- 7 Waste Holding Tank w/o Spout

Tous les modèles

Todos los modelos

- 1 Tapa antiderrames de orificio de llenado de agua
- 2 Unidad de asiento y tapa del inodoro
- 3A Caño de vertido
- 3B Tapa del caño de vertido
- 4 Juego de anclas de sujeción (opcional)
- 5A Unidad de bomba de pistón
- 5B Unidad de bomba de fuelle
- 6 Unidad de tanque de agua, incluyendo el fuelle
- 7 Tanque séptico de retención, sin caño de vertido

- 1 Capuchon de remplissage pour prévenir le déversement d'eau
- 2 Assemblage du siège et du couvercle
- 3A Bec verseur
- 3B Capuchon du bec verseur
- 4 Trousse de matériel (facultatif)
- 5A Assemblage de pompe à piston
- 5B Assemblage de pompe à soufflet
- 6 Assemblage du réservoir d'eau propre, y compris les soufflets de dilatation
- 7 Bac à eaux usées sans bec verseur

OPTIONAL ELECTRIC HEAD OPERATION

The plumbing diagram for the full electric head system can be found on page 31. Instructions for use are below.



To operate the head, first, make sure that the intake/fill valve located under the sink in the head compartment is open. The valve is open when its handle is pointing straight up. This will allow water to enter the head upon flushing.



Once you've finished using the head, press the flush button labeled "Elec Head" on the switch panel. This will push the contents of the head into the holding tank. Note that the toilet contents will always go into the holding tank first, no matter if planning on pumping out or using the macerator.

To evacuate the holding tank via a marina pump out, make sure that the handle for the Y-valve (located on the left wall of the floor storage compartment in front of the console) is in the correct position. This will allow the tank contents to be sucked out of the tank via the waste deck fitting on the deck. The discharge for the deck fitting will always be the top most outlet on the Y-valve. The handle is in the correct position if the arrow for the top outlet IS NOT covered by the wide end of the handle.

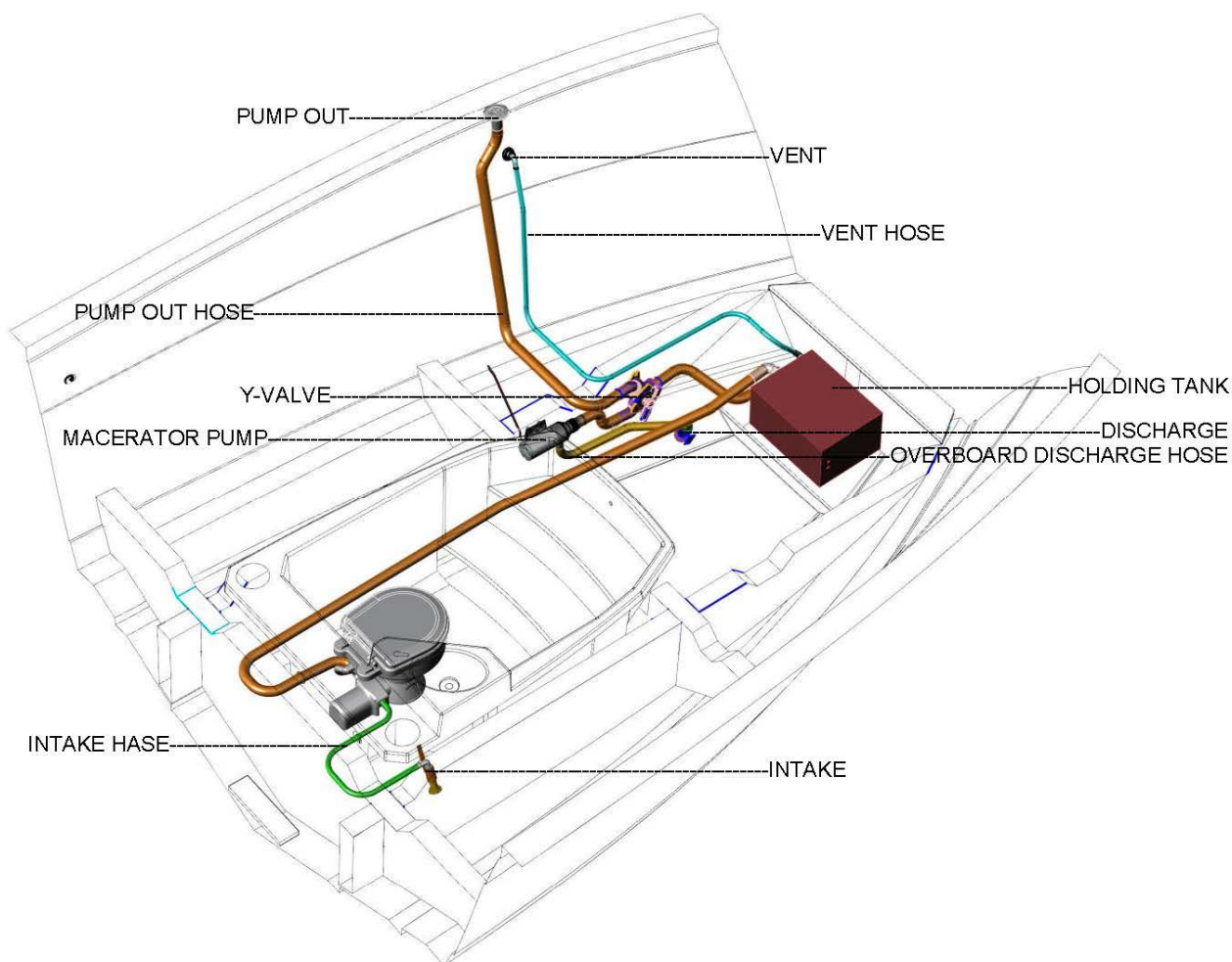
This is the position the handle should be kept in at all times to prevent the possibility of mistakenly discharging waste overboard in waters illegally. (Within 3 miles of shore and where otherwise designated.) If desired the handle can be locked in this position by inserting a padlock through the hole on the handle and through the housing on the Y-valve.

****** Note that the visible arrows on the Y-valve always show the direction of the flow. Or in other words, the wide end of the handle always covers the arrow for the outlet where the flow is NOT going to go. If the flow is pointing downwards then the waste is being directed through the bottom of the hull and overboard. If the flow is pointing up the waste is being directed upward to the deck and the pump out fitting.

Electric Head cont.

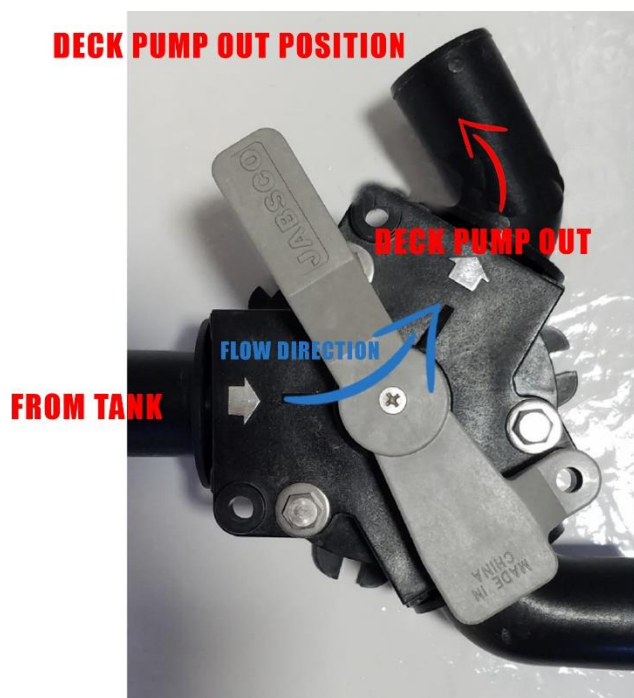
To evacuate the tank overboard using the macerator, open the valve on the waste discharge thru hull located just aft of the Y valve in the floor storage compartment in front of the console. The intake valve will be fully open when the handle is pointing straight up. The Y- valve handle should then be turned so that the wide portion of the handle covers the silver arrow for the pump-out outlet (the top outlet.) The visible arrows should now be showing the flow to be going downward. Next press down the macerator switch on the panel. This will push the contents in the holding tank out the bottom of the boat through the waste discharge thru hull. Once the process is complete it is advisable to close the discharge valve and put the Y- valve handle back into the pump-out position. (The wide portion of the handle covering the down arrow.) See picture and diagrams below on page 30.

COBIA 240 EB SANITATION SYSTEM

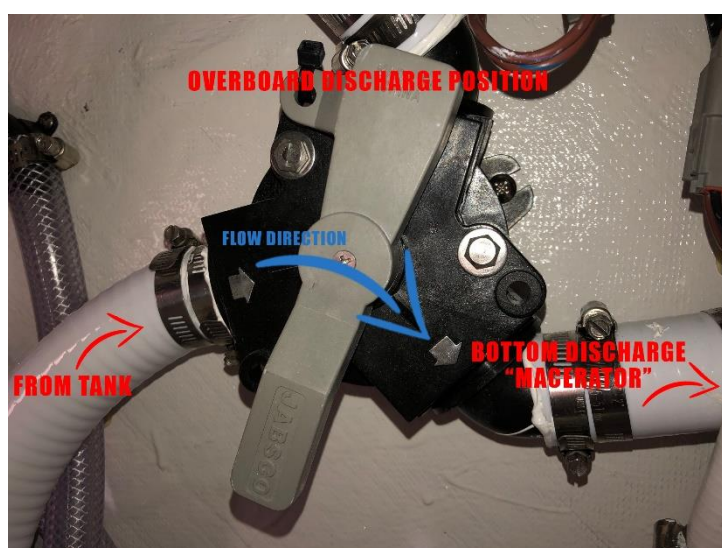


Electric Head, Continued

The Jabsco Y-Valve is designed to provide flexibility of onboard waste management by diverting waste either to the dockside pump-out fitting or directly overboard where legal to do so. Check local and Federal regulations to determine where direct overboard discharge of untreated waste is permitted.

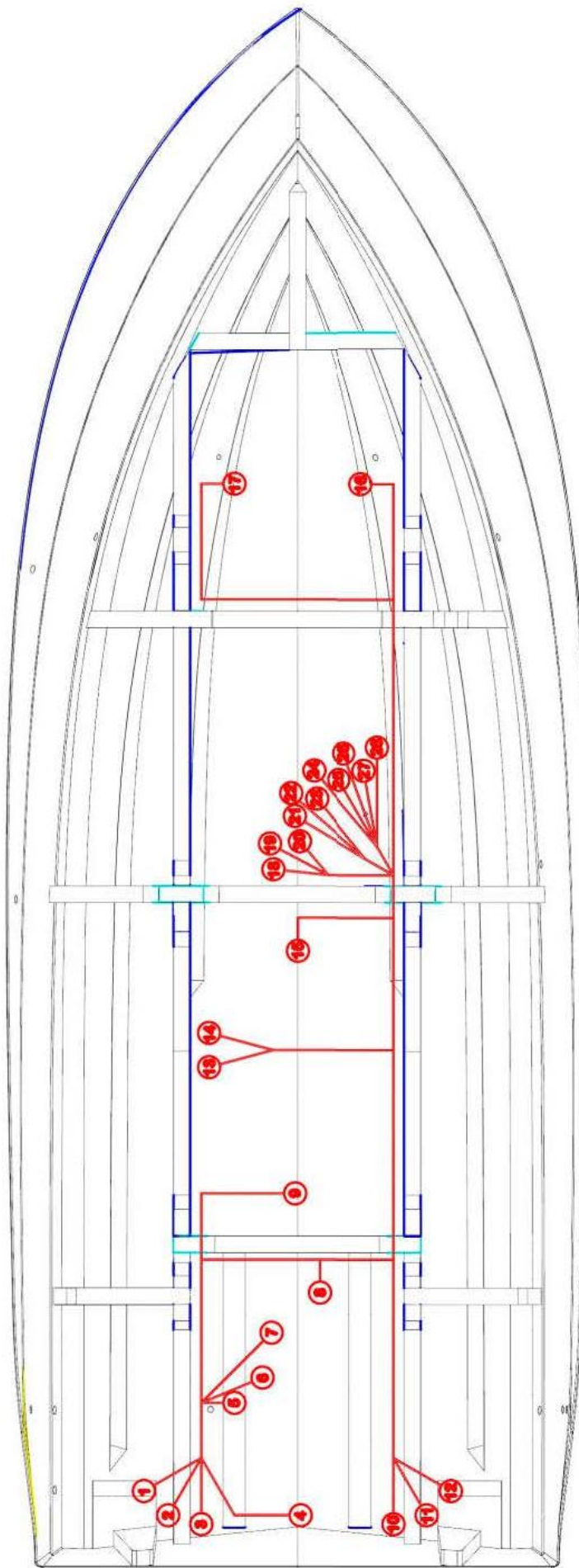


Note that the wide portion of the handle is covering the down arrow. The exposed arrows show the direction of the flow up.
FLOW UP = DECK PUMPOUT



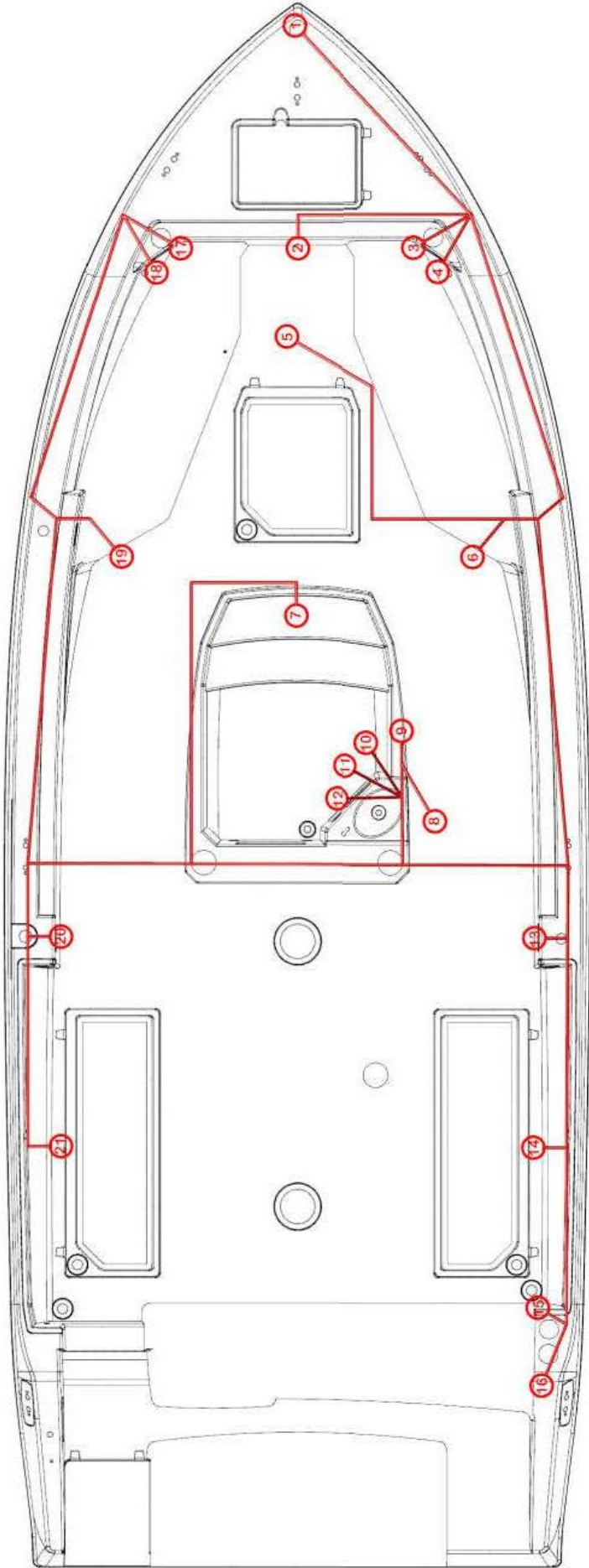
Note that the wide portion of the handle is covering the up arrow. The exposed arrows show the direction of the flow down.
FLOW DOWN = BOTTOM DISCHARGE

COBIA 240 EB HULL WIRE HARNESS



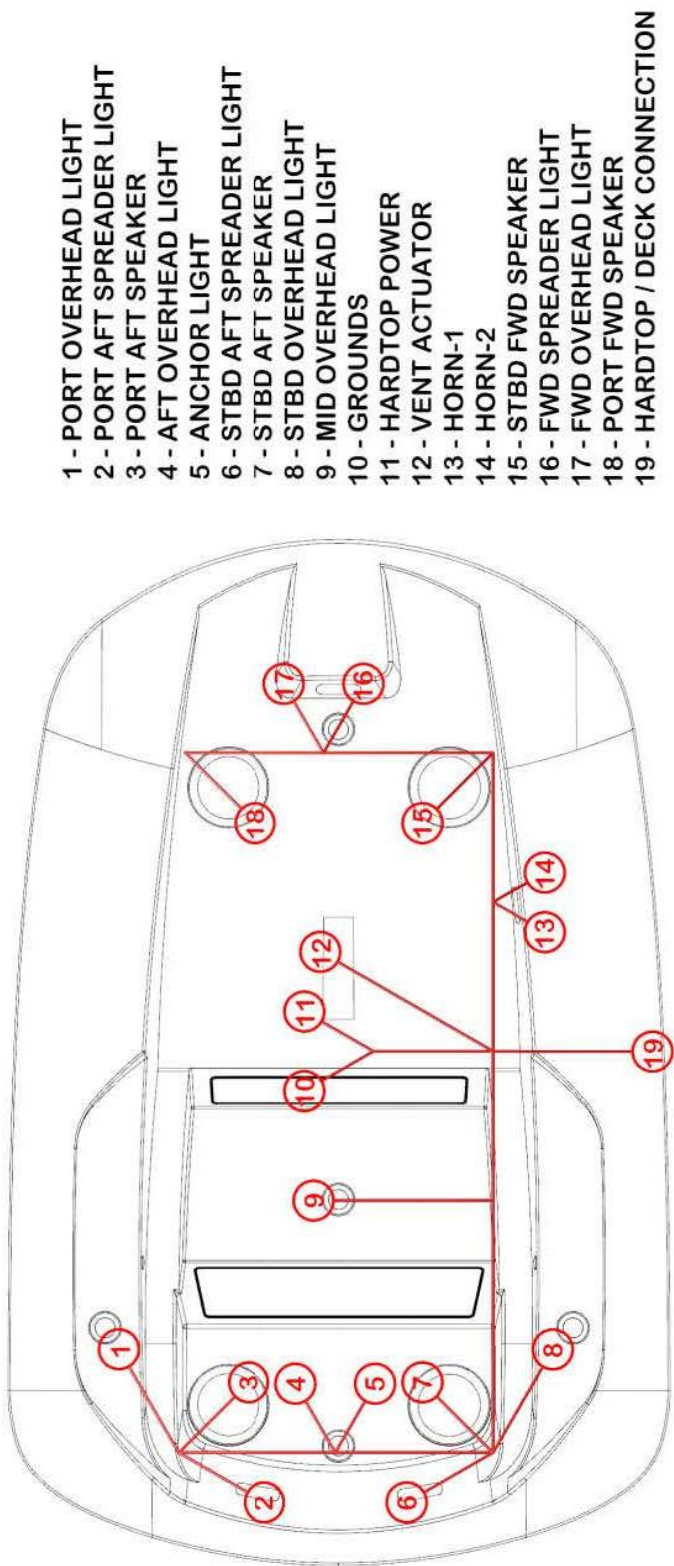
- | | | |
|---------------------------|----------------------------|--------------------------------|
| 1 - PORT TRIM TAB | 10 - STBD FISHBOX PUMP | 19 - W/S WASHER |
| 2 - PORT UNDERWATER LIGHT | 11 - STBD UNDERWATER LIGHT | 20 - HEAD SWITCH |
| 3 - PORT FISHBOX PUMP | 12 - STBD TRIM TAB | 21 - HULL / HARDTOP CONNECTION |
| 4 - BILGE PUMP | 13 - BATTERY SWITCH | 22 - HULL / CONSOLE CONNECTION |
| 5 - LIVEWELL PUMP | 14 - WINDLESS SOLENOID | 23 - AMPLIFIER |
| 6 - LIVEWELL LIGHT | 15 - FUEL BOND | 24 - SWITCH PANEL CONNECTIONS |
| 7 - COMPARTMENT LIGHT | 16 - FRESH WATER PUMP | 25 - TRIM TAB SWITCH |
| 8 - AFT GROUNDS | 17 - HEAD MACERATOR PUMP | 26 - WINDLESS SWITCH |
| 9 - FUEL SEND | 18 - ELECTRIC HEAD | 27 - CONSOLE GROUNDS |
| | | 28 - STEREO CONNECTIONS |

COBIA 240 EB DECK WIRE HARNESS

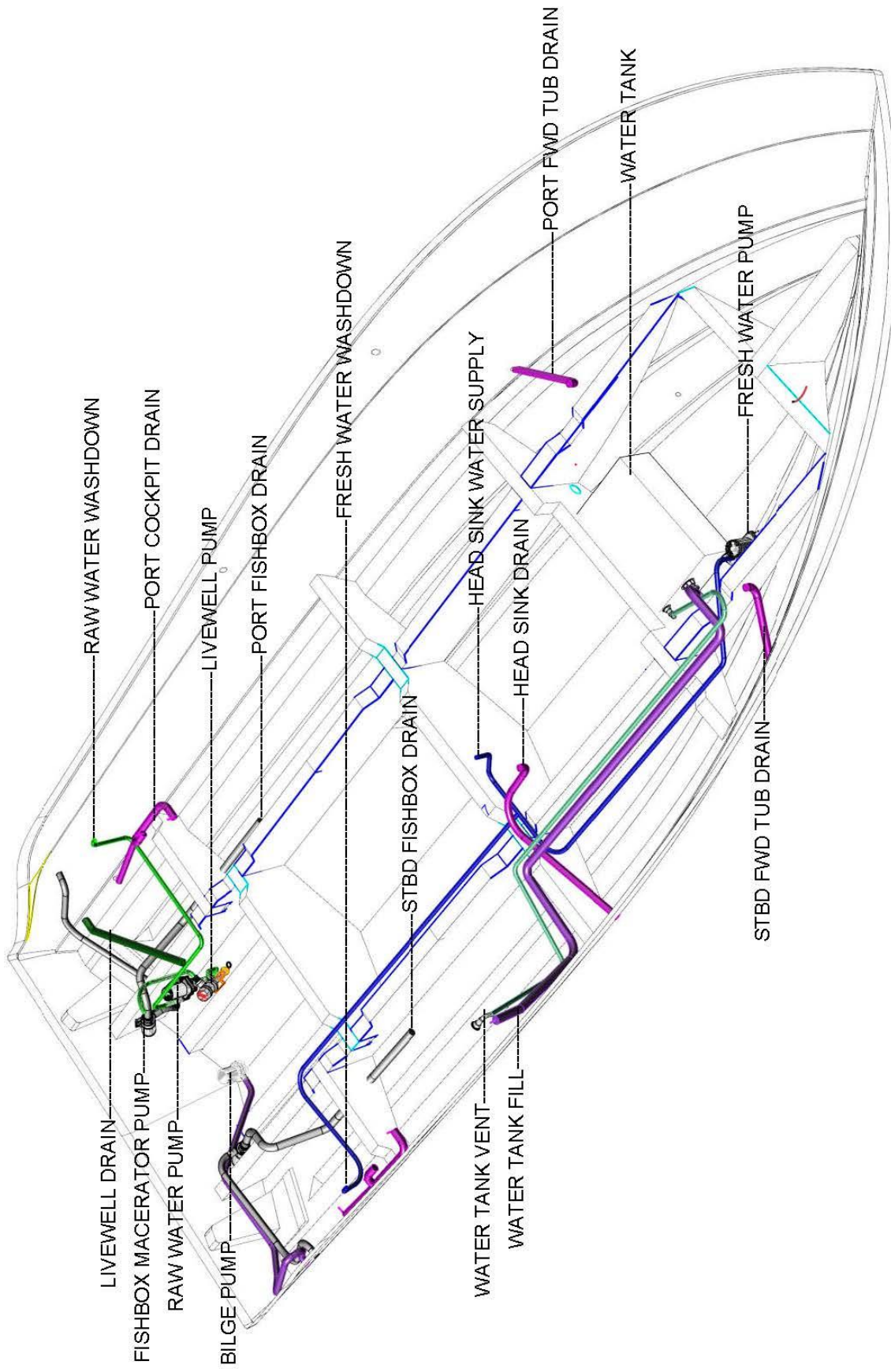


- | | |
|-------------------------------|-----------------------------|
| 1 - NAVIGATION LIGHT | 12 - USB POWER |
| 2 - FWD COCKPIT LIGHT | 13 - STBD AFT SPEAKER |
| 3 - STBD FWD SPEAKER | 14 - STBD AFT COCKPIT LIGHT |
| 4 - STBD FWD USB | 15 - STBD AFT USB |
| 5 - COMPARTMENT LIGHT | 16 - ANCHOR LIGHT |
| 6 - STBD FWD COCKPIT LIGHT | 17 -PORT FWD SPEAKER |
| 7 - CABIN STEP LIGHT | 18 - PORT FWD USB |
| 8 - DECK / HARDTOP CONNECTION | 19 - PORT FWD COCKPIT LIGHT |
| 9 - SWITCH PANEL CONNECTIONS | 20 - PORT AFT SPEAKER |
| 10 - STEREO CONNECTIONS | 21 - PORT AFT COCKPIT LIGHT |
| 11 - CONSOLE LIGHTS | |

COBIA 240 EB HARDTOP WIRE HARNESS



COBIA 240 EB WATER SYSTEM



Warranty

Cobia Boats are NMMA Certified and offer superior SeaTech “no wood” construction. All Cobias are backed by a no-nonsense, 10-year limited warranty.

Cobia Boats advises owners that an authorized Cobia dealer perform maintenance and repairs on your boat. Self repairs and repairs done by a non-authorized Cobia dealer may void the warranty on the boat. The following information is general in nature and should not be considered a repair manual or

guidelines set forth by Cobia Boat Group.

Cleaning: Each Cobia Boat is constructed using the finest material and components available. However, no material is immune to the ravages of the saltwater environment. After each use, your boat should be rinsed thoroughly with fresh water. A mild detergent may also be used to remove any dirt, silt or stains. To clean the cushions, use only a damp cloth. Never hose down or saturate the

cushions. A light coat of lubricants on metal railing, screws, and electrical connections will help prevent electrolysis. The same holds true for your trailer.



**No Matter Which Direction You're Going,
Your Boat is Always Covered.**

