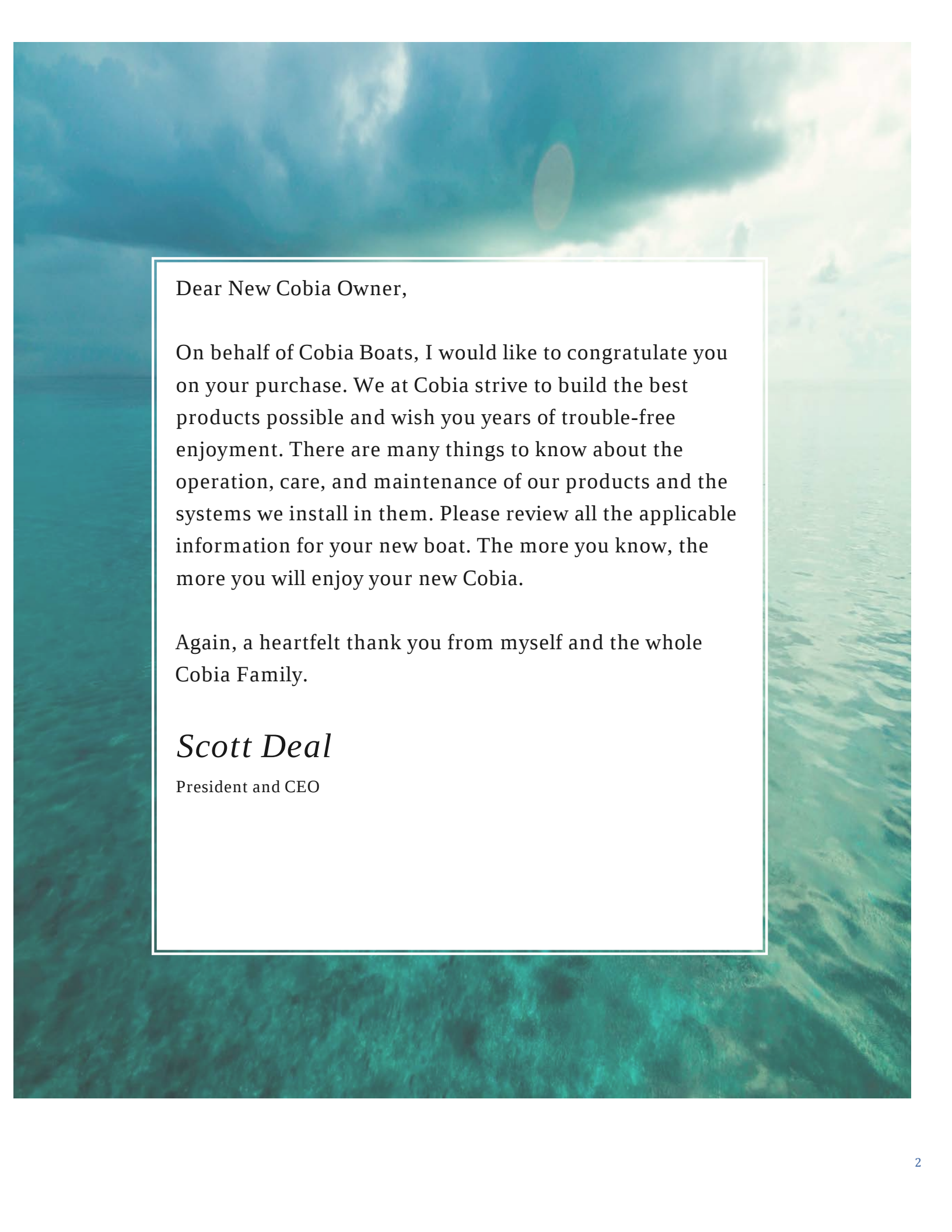




240 DC Owner's Manual

Model Year 2019



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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Cobia 240 DC Specifications

L.O.A.....	25" 01"
BEAM.....	8' 10"
DRAFT.....	21"
WEIGHT W/O EN.....	4,200 LBS.
FUEL CAPACITY.....	123 GAL.
DEADRISE @ TRANSOM.....	21.5 DEG.
MAXIMUM H.P.....	300 HP
TRANSOM HEIGHT.....	25" TWINS
MAXIMUM CAPACITIES.....	9 PERSONS OR 1800 LBS

Pre-Operation Checklist

We recommend you print this document and store it at the helm station.

Boating Safety Checklist		Boating Safety Checklist									
MUST HAVE ITEMS As Required By Regulation		Recommended Items Items in Red May be Required in Some States									
Personal Flotation Devices (Life Jackets) ☐ Type I, II, III, or V for each person onboard (Wearable) ☐ One Type IV (Throwable) Not Required on Non-Powered boats under 16'		Boats on Inland Waters Everything on Required List PLUS: ☐ First Aid Kit ☐ Anchor with Sufficient Line ☐ Bailing Device ☐ Sun Protection ☐ Alternate Propulsion (Paddles, Oars) ☐ Boating Safety Education/Certificate ☐ Watersports Flag (Skier Down/Diver Down Flag)									
Fire Extinguishers Choose One <table><thead><tr><th>Boats w/out Fixed System</th><th>Boats w/ Fixed System</th></tr></thead><tbody><tr><td>☐ Boats <26'</td><td>☐ 1 Size BI - OR - ☐ Fixed System</td></tr><tr><td>☐ Boats 26' - <40'</td><td>☐ 2 Size BI* - OR - ☐ Fixed System + 1 Size BI</td></tr><tr><td>☐ Boats 40' - 65'</td><td>☐ 3 Size BI* - OR - ☐ Fixed system + 2 Size BI*</td></tr></tbody></table> * One Size BI may be substituted for Two Size BI Extinguishers		Boats w/out Fixed System	Boats w/ Fixed System	☐ Boats <26'	☐ 1 Size BI - OR - ☐ Fixed System	☐ Boats 26' - <40'	☐ 2 Size BI* - OR - ☐ Fixed System + 1 Size BI	☐ Boats 40' - 65'	☐ 3 Size BI* - OR - ☐ Fixed system + 2 Size BI*	Boats on Nearshore Waters Everything Above PLUS: ☐ Extra Food & Water ☐ Float Plan ☐ Compass ☐ VHF Radio ☐ GPS/Chartplotter ☐ Depth Finder ☐ Charts ☐ Spare Tool Kit	
Boats w/out Fixed System	Boats w/ Fixed System										
☐ Boats <26'	☐ 1 Size BI - OR - ☐ Fixed System										
☐ Boats 26' - <40'	☐ 2 Size BI* - OR - ☐ Fixed System + 1 Size BI										
☐ Boats 40' - 65'	☐ 3 Size BI* - OR - ☐ Fixed system + 2 Size BI*										
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)		Boats on Offshore Waters Everything Above PLUS: ☐ EPIRB ☐ Life Raft ☐ Searchlight ☐ List of CPR Instruction ☐ Radar ☐ Radar Reflector ☐ Shore Landing Craft (Tender) ☐ Man-Overboard Recovery Gear ☐ AIS ☐ Sea Drogue ☐ Safety Knife ☐ Weather Information System ☐ Radio Direction Finder ☐ Long Range Communications Gear									
Sound Signals ☐ Horn or Whistle ☐ Bell (Not required for vessels under 12m)		Boats on River Waters Everything on Required List Plus: ☐ Throw Bag ☐ Helmet									
Ventilation (Boats with Gasoline Systems) ☐ Natural Ventilation ☐ Powered Ventilation		Miscellaneous Items Other Items That May be Recommended: ☐ Heaving Line ☐ Spare Keys ☐ Boat Hook/Pole ☐ Spare Propeller ☐ Extra Engine Oil ☐ Handheld Lead-line ☐ Strobe Light ☐ Carbon Monoxide Detector ☐ Extra Clothing ☐ Marine Hardware ☐ Masks & Fins (For Clearing Props) ☐ Storm Sails									
Backfire Flame Control ☐ Backfire Flame Arrestor (Gasoline Engines except outboards)		Scan here to download the ABYC Boating Safety Checklist App abycinc.org/mobileapps 									

• The above represents minimum USCG Safety Requirements on-board vessels.

• Other Requirements may be necessary to comply with state laws.

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

• For Vessels over 65' refer to 33CFR 25.30-20 or ABYC A-4.



YOUR BOATING DOLLARS AT WORK

Produced under a grant from the Sport Fish Restoration and Boating Trust Fund, administered by the U.S. Coast Guard.



ABYC®
Boating Safety, Built In

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

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.



DANGER:

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.

Fuel-Water Separator & Drain

Fuel-Water Separator

Two Yamaha Fuel - Water Separators are installed between the fuel tank and engine on your 240 DC model. The new, improved 10-micron filter provides superior filtration ahead of the engines 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



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 Water Drain diagram, page 27).



Drain Plug

Helm & Command Link Gauges

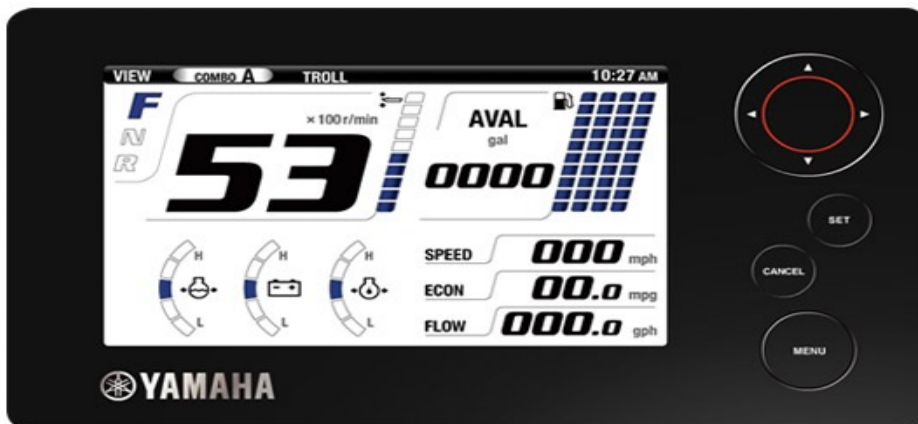
Switch Panel & Helm

At the helm of the 240 DC, you have a main switch panel, which is located to the left of the steering wheel. This panel controls your lights, horn, accessories, live well, and your bilge. When the “NAV” light switch is in the “on” position, the labels for the switches will be illuminated. To the right of the steering wheel you may have your two trim tab switches, which are optional on the 240.

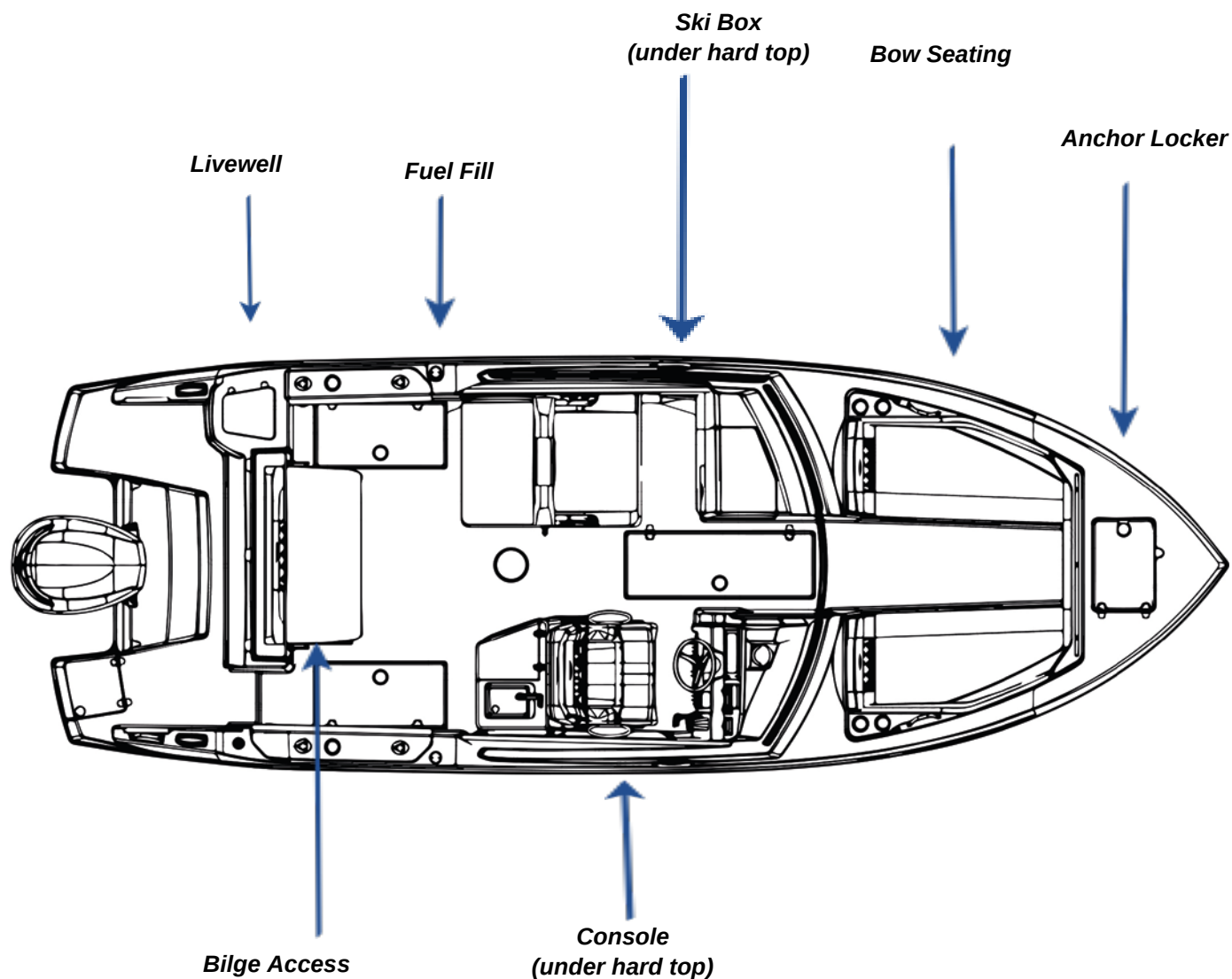


Command Link Gauges

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.



240 DC Boat Layout



Cobia Duffel Bag

Along with your boat, you received Duffel Bag. 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
- Yamaha Engine Owner's Manuals
- Engine Start Cord
- Various Accessories Manuals



Cobia 280 Duffel Bag

Bilge

Bilge Access

The bilge of the Cobia 280 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.



Bilge Pump and Float Switch

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. Additionally, the automatic float switch has an independent fuse located by the batteries.

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 down on the blue tabs on the cradle and gently turning the top of the pump. 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 blue tab down and rotate the pump until you feel it snap back in place. Once this is completed you can try to turn the pump on again.

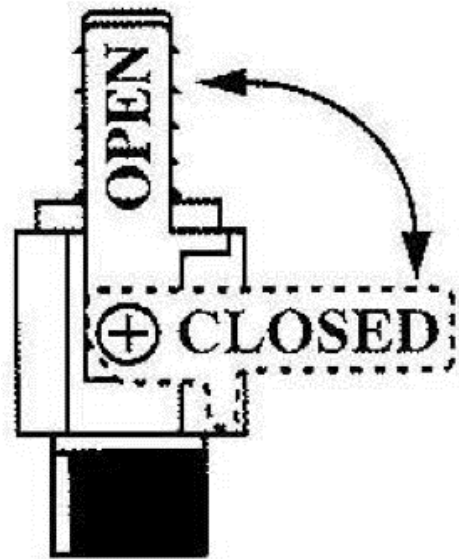
If the bilge pump still does not turn on, it likely needs to be replaced. It is not recommended to use your boat if the bilge pump and/or float switch are not functioning properly.

NOTICE. Your bilge pump is equipped with an anti-airlock nozzle that exhausts any air that may cause the pump to air lock. It is normal to see mist or spray escaping while the pump is running as it is still functioning properly. (Refer to Hull Harness diagram, page 26).

Systems

240 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.



240 Deck Drain System

The deck drain 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. The ball valves can be accessed through the pie eyes on the port starboard side of the transom. 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 system. (Refer to Hull Harness diagram, page 26).



OPEN

**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. On the switch panel located to the left of the steering helm, the second switch to the right operates the cockpit courtesy lights. The courtesy lights are mounted on the port and starboard sides of the console, as well as at the front of the cockpit. These lights illuminate the entire cockpit. (Refer to Deck Harness diagram, page 25).



LED Cockpit Light

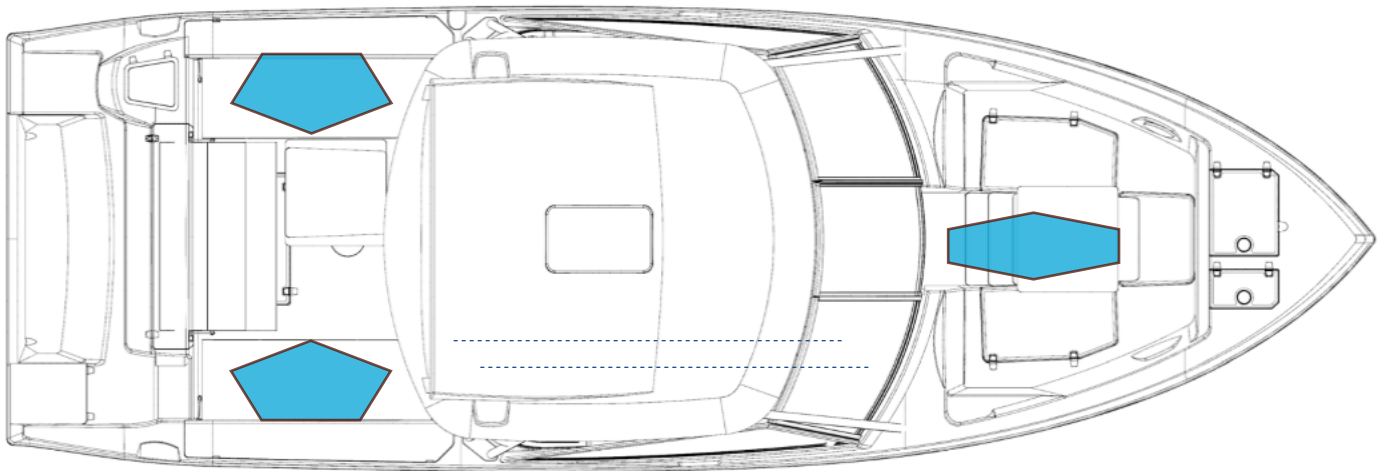


Diagram of the LED Cockpit Courtesy Lights

LADDER AND PROPS

Stainless Boarding Ladder

The 240 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.



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 Company 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

The Cobia 240 DC comes equipped with a 123-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. (Refer to Fuel System diagram, page 24).



DANGER:

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 Owner's Manual). Do not use fuels with alcohol or alcohol related derivatives that can cause marine fuel system hoses to deteriorate.

SELF-BAILING COCKPIT & ANCHOR

Self-Bailing Cockpit

The cockpit on the Cobia 240 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.

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 Water Drain diagram, page 27).

Anchor Locker/Rode Storage

The anchor locker is located at the bow of the boat and is accessible through the anchor locker door or hatch. 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.



WINDSHIELD

WINDSHIELD

The windshield on the 240 DC can fold to either fit in either an open or closed position. The open position allows for an easy walkway to and from the bow, while if it is closed it can sit securely for long runs. Use the tabs on the walkthrough glass panel to secure it closed to the other side.



BATTERY SWITCH

Battery Switch

The batteries are located under the aft helm seat cushion. The battery switch is located at the aft starboard cockpit. On a single battery system, your battery is wired to the number 1 side of the switch. With a second battery, one battery is wired to the number 1 position while the second battery is wired to the number 2 side of the switch. The operator can choose which battery to utilize by the selection on the switch. To provide power to any systems to the boat, including the engine, the switch needs to be on battery 1. The only time the switch should be in the “1 & 2” position is if one battery will not start the engine. If battery 1 is unable to start the engine, then switch the switch to “1 & 2” to utilize a second battery. In this case, after starting the engine, promptly return the switch to position 1. (Refer to Deck Harness diagram, page 25).



Battery Switch (Shown In Off Position)

AFT BENCH AND SKI BOX

Aft Bench Seat

The Cobia 240 DC has an innovative aft bench which can be positioned two different ways. In the compact position, the seat leaves more room on the deck by resting the bottom cushion in a vertical position. While in this position, the transom is made more easily accessible. While in the upright position, the bench provides enough space to seat multiple passengers comfortably.



Ski Locker

To allow for maximum efficiency of space, the Cobia 240 DC features a compartment built into the floor of the boat, port of the helm. It can hold an array of items due to the large amount of space it offers while still allowing for easy movement around the deck over top of it. This box drains into the bilge.



AFT BENCH SEAT

Cooler Bench Seat

Your Cobia 240 DC comes equipped with a versatile and easy to use adjusting cooler seat. It can be positioned to provide a front facing seat or a reclined back facing seat. The position of the seat can be changed by simply by moving the backrest opposite the direction you would like to face. The bottom cushion can also be lifted to allow access to a cooler. Store drinks and refreshments in the cooler to keep them ice cold throughout the day. In addition, this system includes a fold-down footrest. To bring the footrest into the upright position, simply grab the cushion near the end and lift up until it locks in the horizontal position. To lower the cushion, locate the two finger latches found on each side of the bottom of the footrest and press in to release and lower the footrest into the vertical position.



OPTIONAL FEATURES

Optional Features

Many options for the 240-center console model have already been mentioned earlier in the Owner's Manual. The following pages will refer to the remaining options



OPTIONAL FEATURES

Optional JL Audio Stereo System

A JL Audio stereo system with four JL speakers is offered as an option on the 240 DC. The M800/8v2 stereo unit is mounted inside the console on the aft bulkhead.



Stereo Unit



JL Speaker System

Standard Fresh Water Washdown

The fresh water tank on your 240 DC can be filled at the cap labeled “WATER”, on the starboard transom next to the walk-thru door. The shower nozzle is on the starboard 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. (9.5 gal)

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 showerhead. (Refer to Water Supply diagram, page 28).



Fresh Water Wash-Down

Livewell System

Livewell System

The livewell system on the 240 dual console is designed to keep your baitfish alive and strong for as long as possible. This live well 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.**
5. **Turn on livewell**



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

TRIM TABS

Trim Tabs

Trim Tabs are standard on your 240 Dual Console. External electric trim tabs can enhance the performance of your boat. The tabs on the 240 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

Salt Water Wash-Down

Salt Water Wash-down

Raw-water wash-down is standard on the 240 dual console model. The pump is located in the bilge aft of the livewell pump and is accessible through the splash well hatch. To operate, hook a hose to the raw water receptacle on the port rear bulkhead above the drains. 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.



Raw Water Receptacle



Raw Water Pump

Waste System

An electric head w/macerator unit is an standard on the 240. The instruction manual can be found in the Cobia duffel bag and basic operating instructions are listed on the following pages. (Refer to page 29 for Sanitation Diagram)



Head Unit

Optional Windlass Deluxe

The Windlass breaker is located on the battery switch panel on the side of the starboard console. The windlass solenoid is mounted just above and to the left of the breaker panel.

Casting the Anchor: The Anchor can be cast by using the electrical controls or manually. To operate manually, the safety lanyard must be unhooked from chain and the clutch must be disengaged allowing the gypsy to spin free and letting the rope or chain fall into the water. To slow the decent, the handle must be turned clockwise. To cast the anchor using the electrical power, simply press the DOWN button on the control provided. The anchor switch is mounted on the helm station. In this manner, anchor casting is under control and the rope or chain will uniformly descend. In order to avoid any stress on the windlass, once the boat is anchored, fasten the chain with a chain locker or secure it in place with a rope.

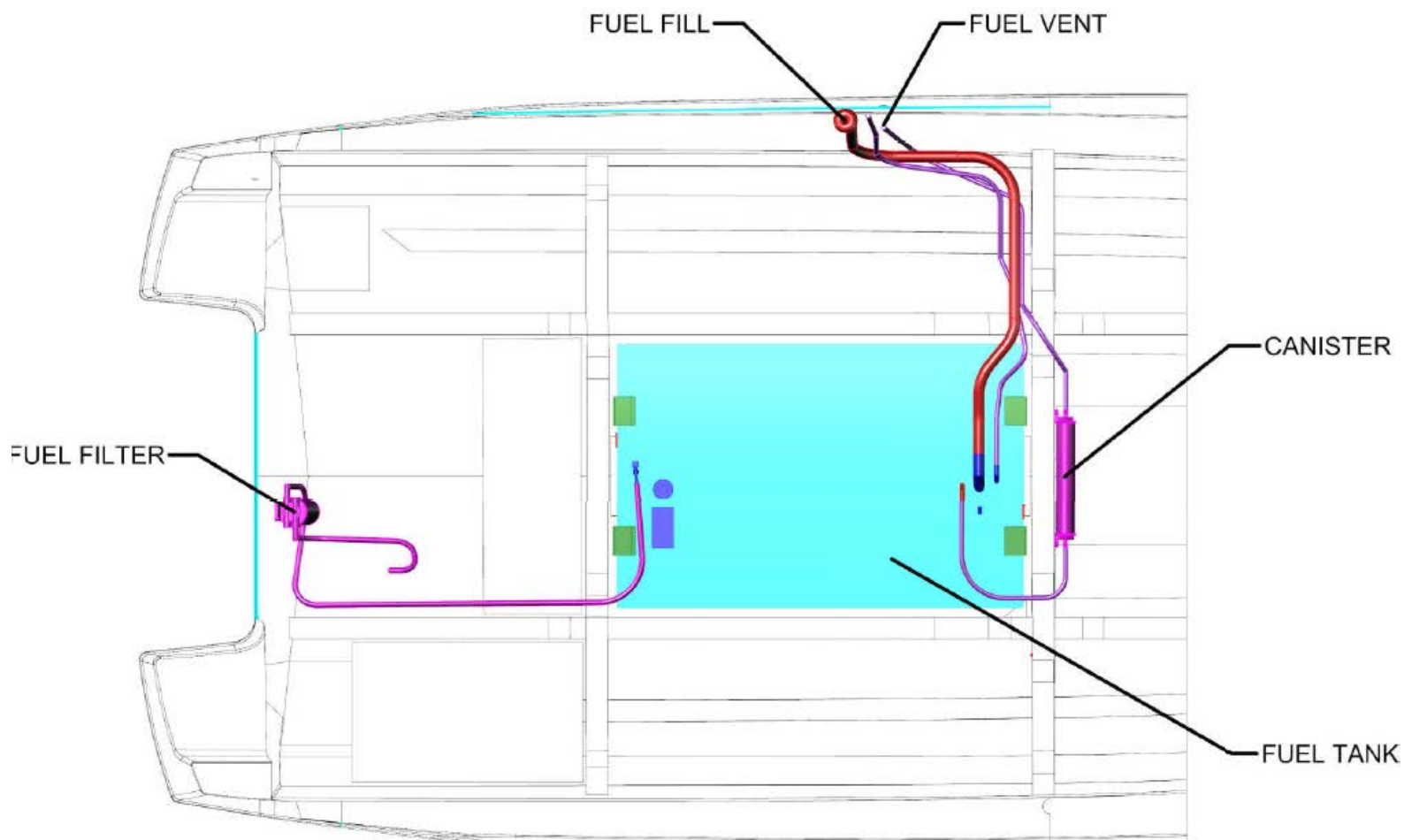
Hauling the Anchor: Turn on the engine. Make sure the clutch is engaged and remove the handle. Press the UP button on the control provided. If the windlass slows down (during heavy lifting) wait a bit and then press the UP button again. Check the upward movement of the chain during the last few meters in order to avoid damage to the bow.

Closing the Clutch: The clutch provides a link between the gypsy and the main shaft. The clutch is released (disengaged) by using the clutch handle which, when inserted into the drum or gypsy cover, must be turned counter clockwise. The clutch will be re-engaged by turning it clockwise.

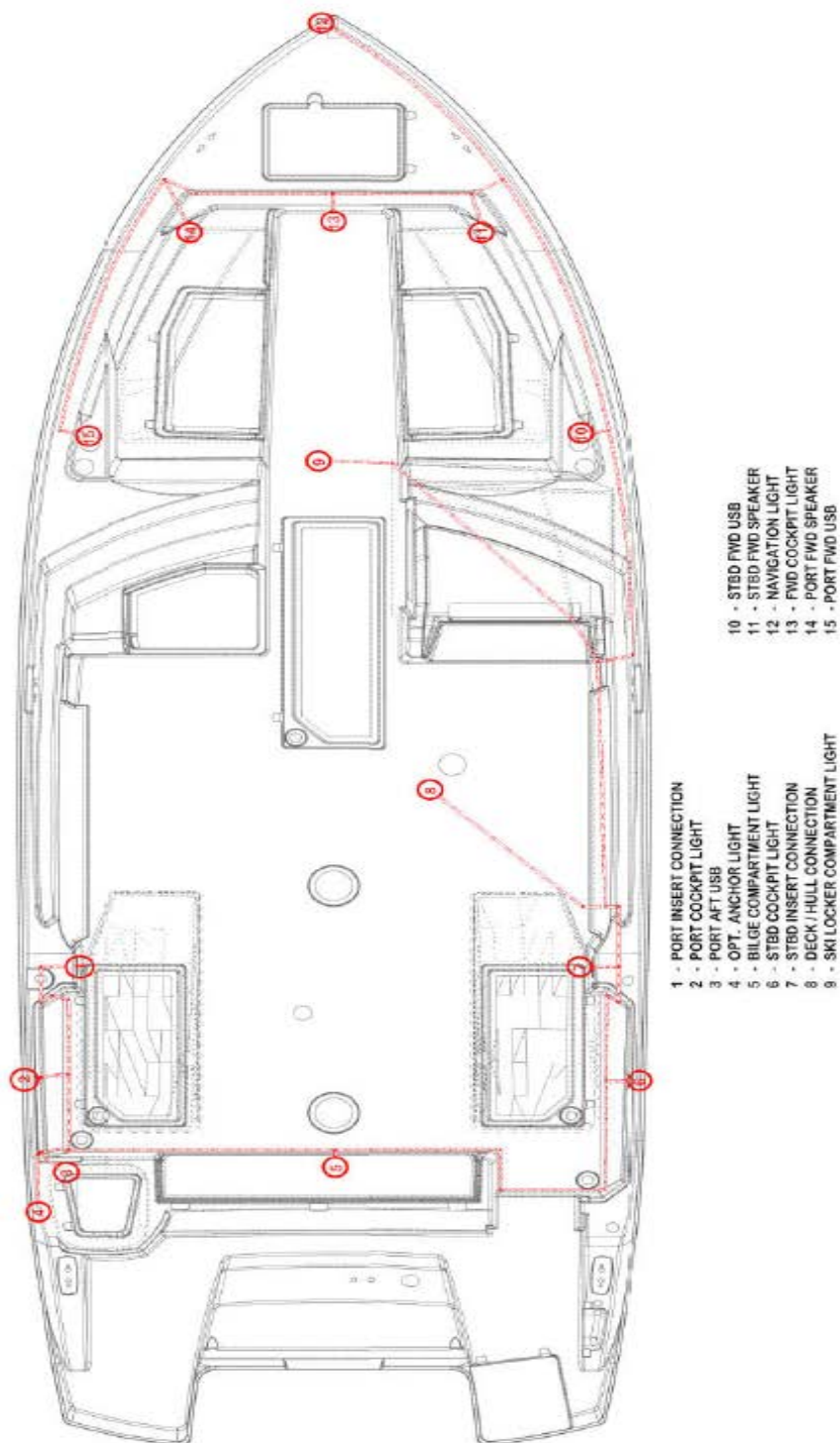
****WARNING: READ BEFORE OPERATING WINDLASS DO NOT USE THE WINDLASS TO DRAG THE BOAT TO YOUR ANCHOR. THE PROPER METHOD IS TO USE YOUR BOATS OWN POWER TO POSITION YOURSELF RIGHT ABOVE THE ANCHOR AND THEN USE THE WINDLASS TO HAUL THE ANCHOR. STAY CLEAR OF THE CHAIN, ROPES, AND GYPSY. MAKE SURE THE ELECTRICAL MOTOR IS OFF WHEN WINDLASS IS USED MANUALLY (EVEN WHEN USING THE HANDLE TO DISENGAGE THE CLUTCH). IN FACT, PEOPLE WITH A REMOTE CONTROL MIGHT ACCIDENTALLY OPERATE THEIR CONTROL. FASTEN THE CHAIN OR ROPE WITH THE SAFETY LANYARD BEFORE MOVING TO NAVIGATION. DO NOT OPERATE THE WINDLASS BY USING THE ELECTRICAL POWER WHEN THE LEVER IS INSERTED INTO THE DRUM OR IN THE COVER OF THE GYPSY.**

Diagrams

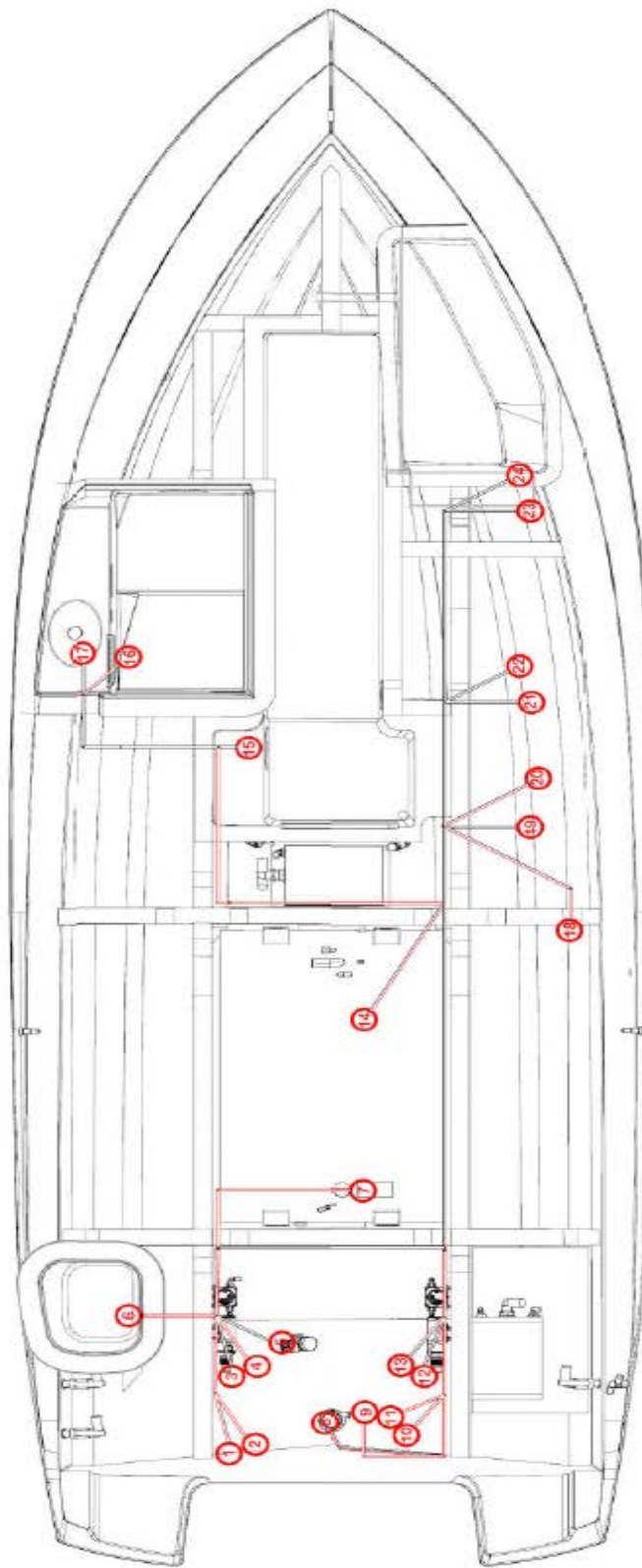
COBIA 240 DE FUEL SYSTEM



COBIA 240 DECK WIRE HARNESS



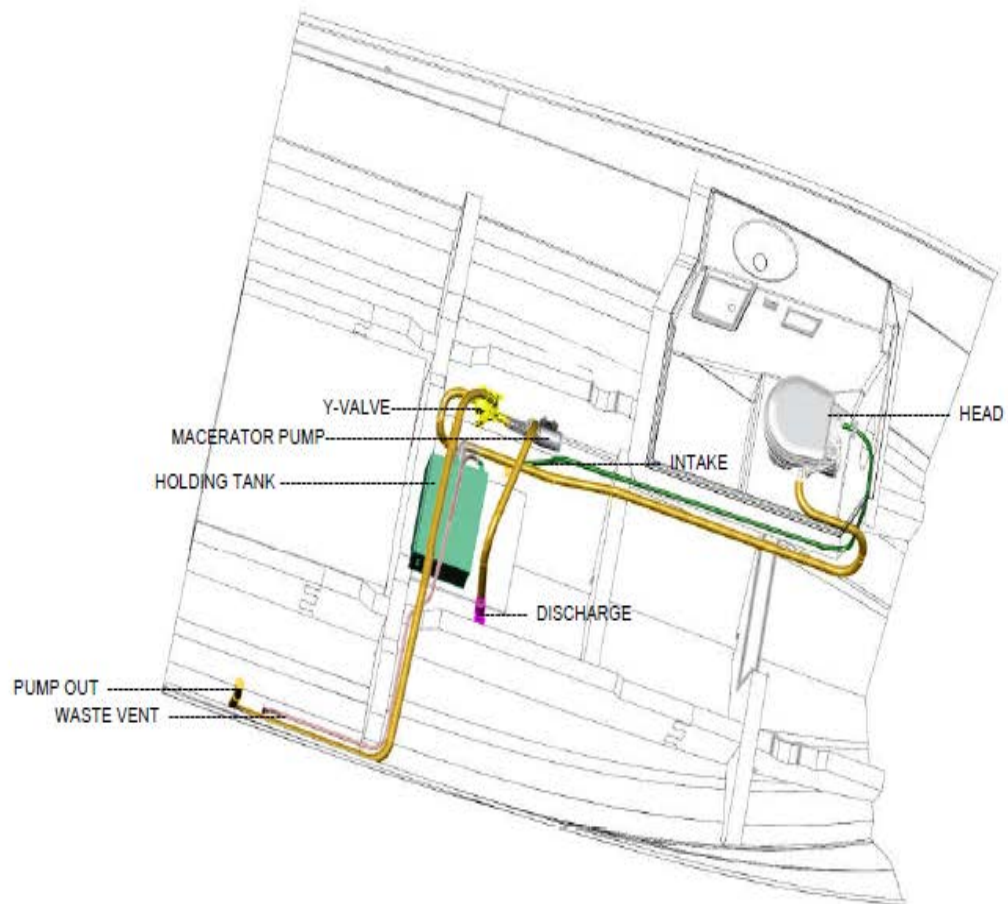
COBIA 240 DE HULL WIRE HARNESS



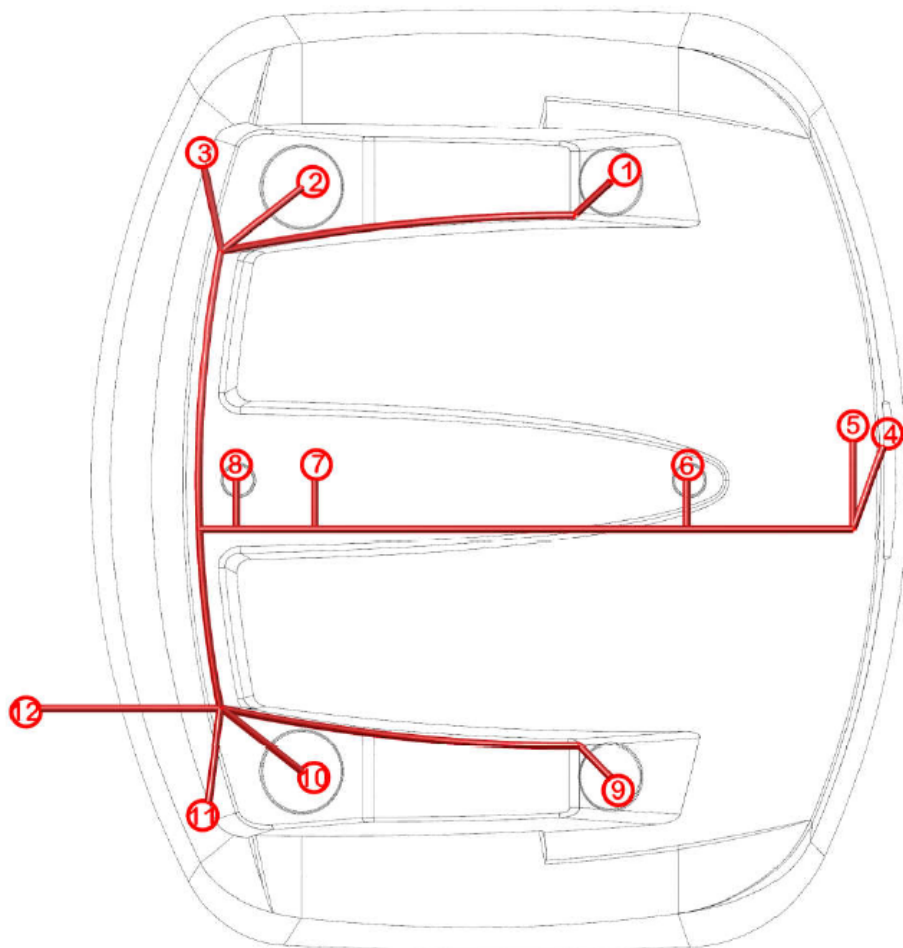
- | | | |
|-----------------------------|-------------------------------------|----------------------------------|
| 1 PORT UNDERWATER LIGHT | 9 BILGE HATCH CONTROLL / POWER | 17 HEAD CABIN LIGHT |
| 2 PORT TRIM TAB | 10 STBD UNDERWATER LIGHT | 18 BILGE HATCH SWITCH |
| 3 PORT FISHBOX PUMP | 11 STBD TRIM TAB | 19 BATTERY / BREAKER CONNECTIONS |
| 4 LIVEWELL PUMP | 12 STBD FISHBOX PUMP | 20 GROUNDS |
| 5 RAW WATER PUMP | 13 FRESHWATER PUMP | 21 AMPLIFIER |
| 6 LIVEWELL LIGHT | 14 FUEL BOND | 22 CONTROLL CONSOLE CONNECTIONS |
| 7 FUEL SEND | 15 HEAD MACERATOR PUMP | 23 WIS WASHER |
| 8 BILGE PUMP / FLOAT SWITCH | 16 ELECTRIC HEAD / MACERATOR SWITCH | 24 WIS WIPER |

[illegible]

COBIA 240 DE SANITATION SYSTEM



COBIA 240 DE HARDTOP WIRE HARNESS



- 1 PORT FWD SPEAKER
- 2 PORT AFT SPEAKER
- 3 PORT AFT SPREADER LIGHT
- 4 FWD SPREADER LIGHT
- 5 HORN
- 6 FWD OVERHEAD LIGHT
- 7 ANCHOR LIGHT
- 8 AFT OVERHEAD LIGHT
- 9 STBD FWD SPEAKER
- 10 STBD AFT SPEAKER
- 11 STBD AFT SPREADER LIGHT
- 12 HARDTOP / DECK CONNECTION

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 Company.

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, salt or stains. 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.**

