

COBIA 280 DC

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



TABLE OF CONTENTS

Maintenance.....	4
Yamaha Engine Break-In Periods.....	5
Fuel water separator.....	6
Drain Plug.....	6
Switch and Helm.....	7
Boat Layout.....	8
Bilge.....	9
Systems Operation.....	10
Courtesy Lights.....	11
Ladder and Props.....	12
Fuel System.....	13
Cock Pit and Anchor.....	14
Windshield.....	15
Battery Switch.....	16
Benches and Ski Box.....	17-18
Optional Features.....	19-25
Salt Water Washdown.....	23
Electric Windlass.....	25
Electric Head System.....	31,32-34
Diagrams.....	25-36

280 SPECIFICATIONS

L.O.A.....	27' 7"
BEAM.....	9' 8"
DRAFT.....	23"
WEIGHT W/O ENGINE.....	5,680 LBS.
FUEL CAPACITY.....	175 GAL.
DEADRISE @ TRANSOM.....	21 DEG
MAX H.P.....	500 HP
TRANSOM HEIGHT.....	25" IN TWINS
MAX CAPACITIES.....	8 PERSONS OR 1,200 LBS
COCKPIT SQUARE.....	83 SQ FT

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.



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

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
	☐ List of CPR Instruction	
	☐ Shore Landing Craft (Tender)	
Miscellaneous Items	☐ 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
Miscellaneous Items	☐ Spare Propeller	
	☐ Masks & Fins (For Clearing Props)	
	☐ Handheld Lead-line	
	☐ Carbon Monoxide Detector	
	☐ Throw Bag	

River Waters ☐ 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 Company.

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, accidental shove) 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.

FUEL-WATER SEPARATOR AND DRAIN PLUG

Fuel-Water Separator

Two Yamaha Fuel - Water Separators are installed between the fuel tank and engine on your 280 model. 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. Refer to page 13 for the Fuel system diagram.



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 9 of this Owner's Manual for information on your boat's bilge system.



SWITCH AND HELM

Switch Panel & Helm

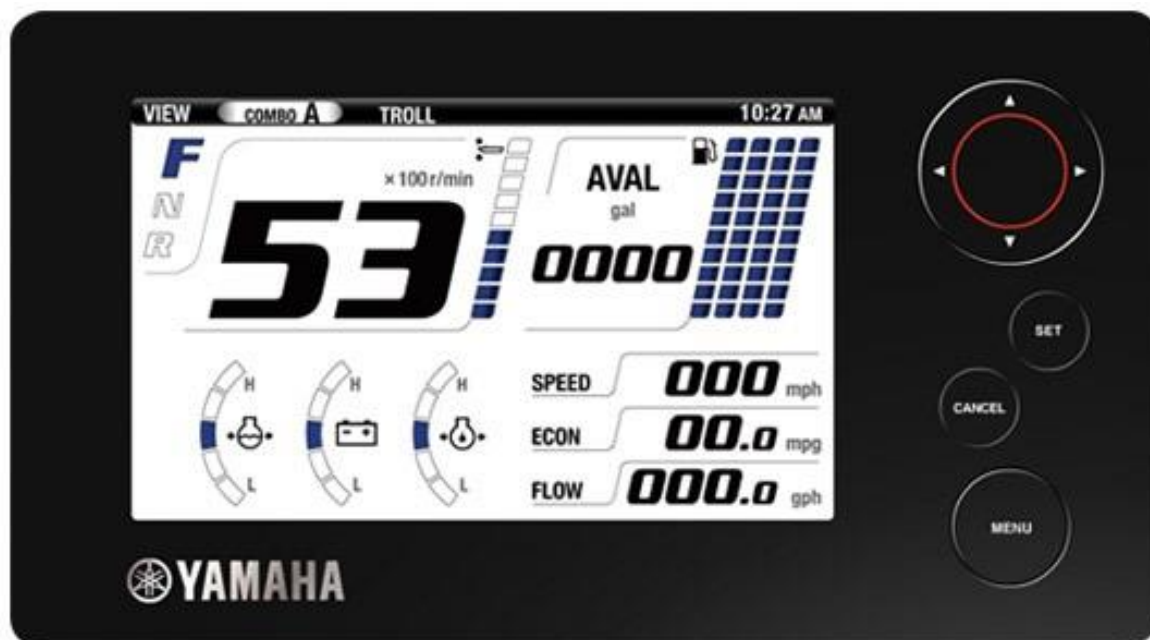
At the helm of the 280 DC, you have a main switch panel, which is located to the left of the steering wheel. This panel controls your lights, horn, accessories, livewell, and your bilge. When the “NAV” light switch is in the “on” position, the labels for the switches will be illuminated. To the right of the steering wheel you may have your two trim tab switches, which are standard on the 280. (Refer to page 22 for trim tab operation.)



Switch Panel

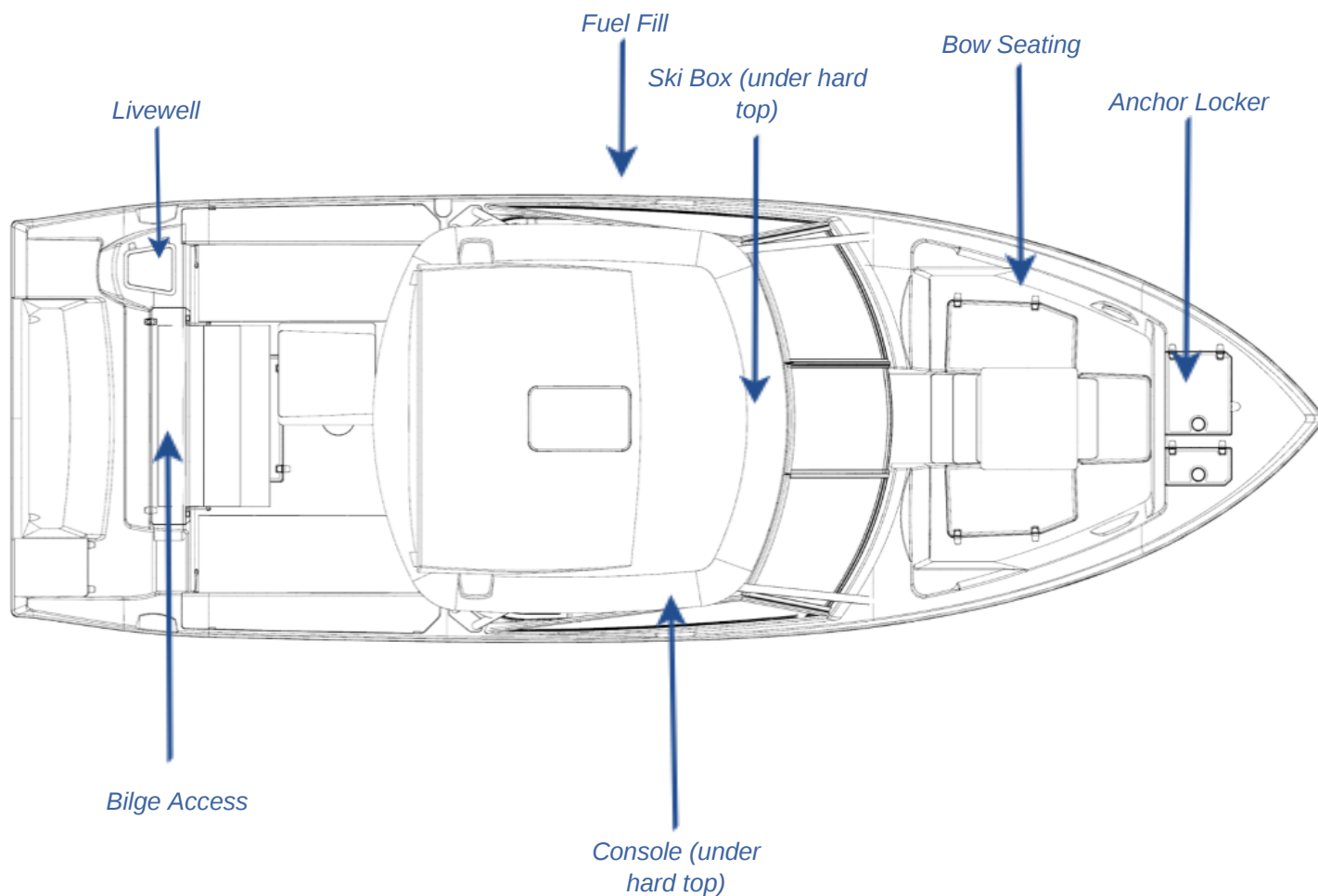
Command Link Gauges

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

280DC Boat Layout



Cobia 280 Duffel Bag

Cobia Duffel Bag

Along with your boat, you received a blue Duffel Bag with your new Cobia 280 DC. 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

BILGE

Bilge

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.**

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.



Bilge Pump and Float Switch

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.

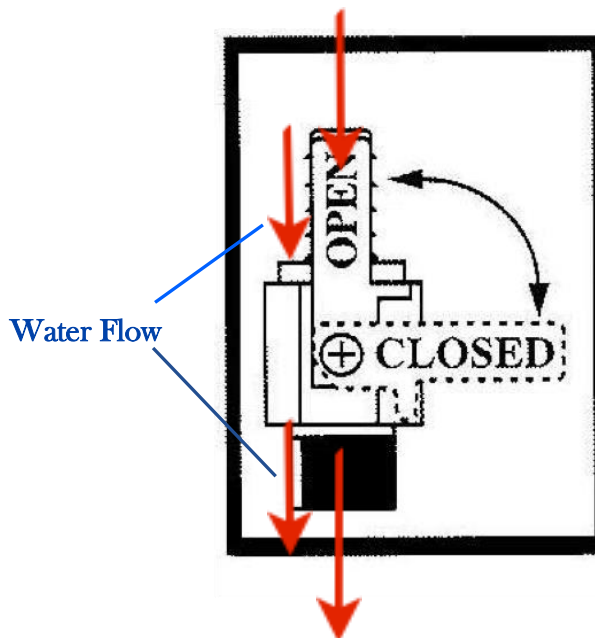
If the bilge pump still does not turn on, it likely needs to be replaced. It is not recommended to use your boat if the bilge pump and/or float switch are not functioning properly.

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.

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.



280 Deck Drain 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. 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. Refer to page 34 for the Deck Drain System Diagram.

280 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.



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.



LED Cockpit Light

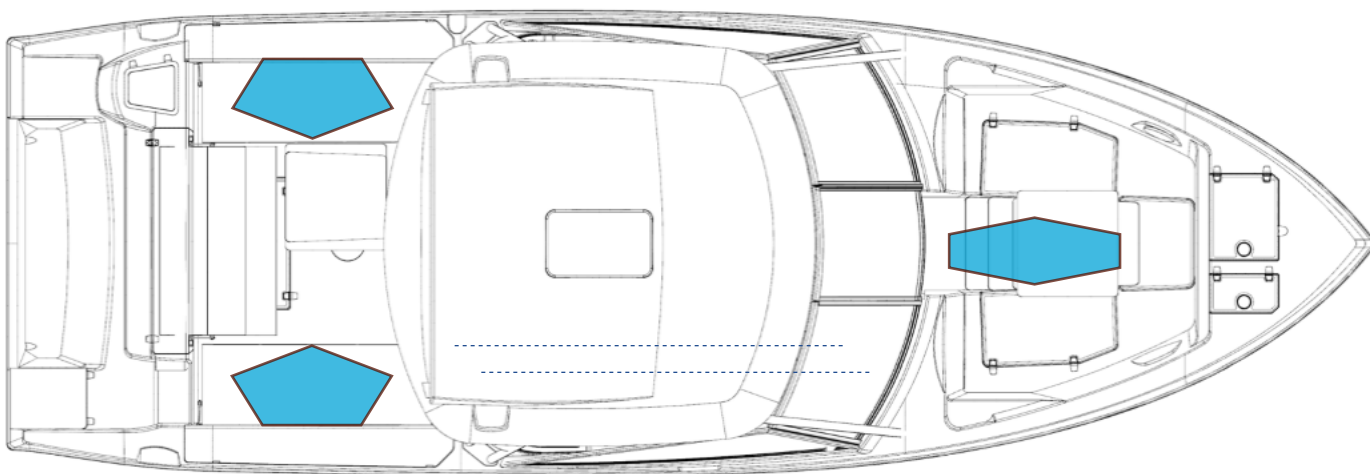


Diagram of the LED Cockpit Courtesy Lights

LADDER AND PROPS

Stainless Boarding Ladder

The 280 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

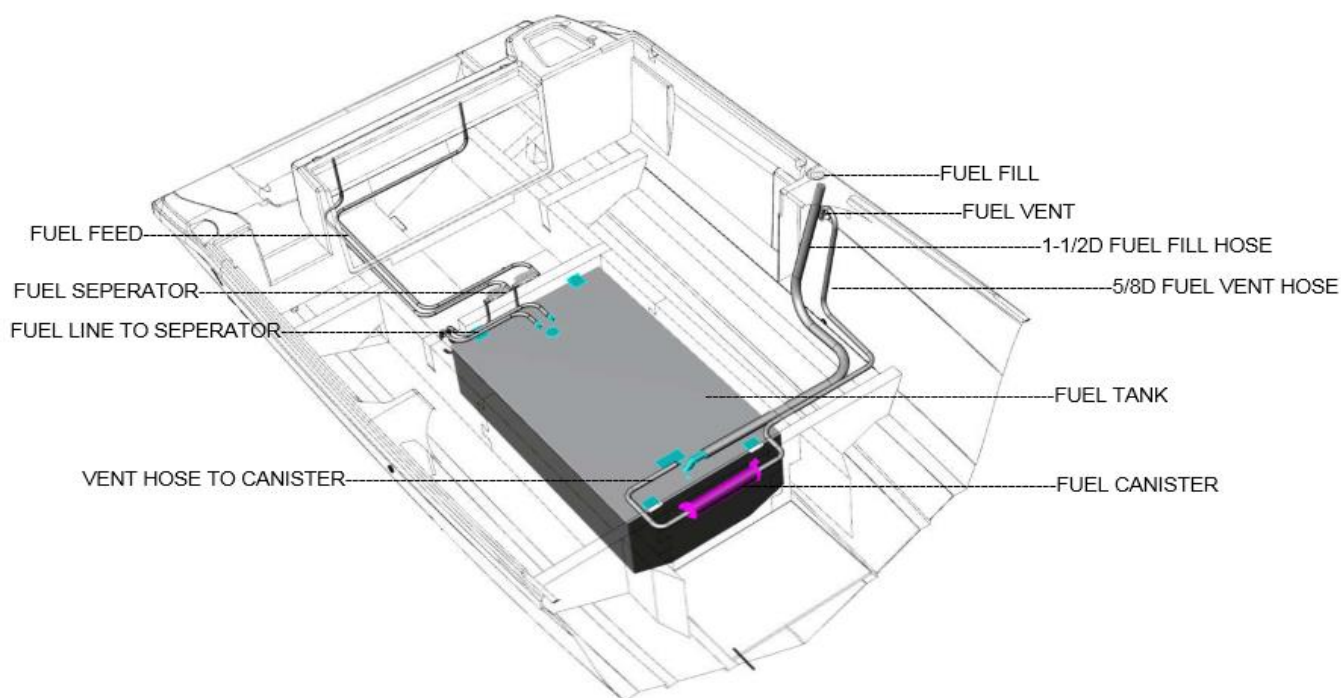
The Cobia 280 DC comes equipped with a 172 gallon fuel cell between the stringer system. The fuel fill receptacle is on the port gunnel. Every fuel tank is pressure tested at the factory before and after installation. Should you experience any fuel related problems or suspect problems with the fuel system, immediately take your boat to a Cobia Dealer.



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. Be sure to inspect all fuel connections annually for signs of leaks or loose fittings.

COBIA 280 DD FUEL SYSTEM



SELF-BAILING COCKPIT & ANCHOR SYSTEM

Self-Bailing Cockpit

The cockpit on the Cobia 280 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 into the fish boxes on either side of the rear deck space and then 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. You can also refer to page 34 for the Deck Draining System.



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 280 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. Use the tabs on the walkthrough glass panel to secure it closed to the other side in the event of rough water or while trailering.



BATTERY SWITCH

Battery Switch and Main Distribution Panel

The battery switches and main distribution panel are located on the inboard wall of the helm station. The battery switches are labeled to correspond with each battery and the component it powers. Each engine has its own battery and there is a house battery that powers the boat's other electrical systems. In the event that there is a second house battery on board, this battery will be tied to the house battery switch. The "emergency parallel" switch parallels the two cranking batteries and should only be used to crank the engines if one of the engine cranking batteries does not have sufficient power to crank its associated engine. When the boat is not being used for a prolonged period, it is recommended to leave all battery switches in the "off" position to ensure that the batteries are not drained due to minor current flows.

The forward and aft bilge pumps and stereo memory breakers, located at the top right of the panel, are on 24 hour circuits and will receive power at all times even with the house battery switch in the off position. This ensures that the bilge pumps and float switches will remain operational at all times unless the house battery loses all power. There is an additional 24 hour circuit with a 15 amp breaker labeled "ACC" left open for adding an accessory appropriate to 24 hour operation. To reset any of these breakers simply push in the button associated with the involved component.

Directly below the 24 hour "ACC" breaker is the windlass breaker. This is a gate style breaker. When the circuit is open or the breaker is "popped", a yellow tab will show in the recess just below the bar with the red button. Simply push the free end of the yellow tab back up inside the bar until it catches. The circuit is now closed and the windlass should be receiving power from the house battery. To open the circuit, simply press the red button.

At the bottom of the distribution panel and to the left of the windlass breaker are the breakers for the power steering, electronics, helm panel, stereo amp (if applicable) and aft hatch. All these components run off the house battery (s). If popped these breakers will show red in the window below the "Off" label on the left side of the switch. To reset push in the right side of the switch, "ON", so that it is flush with the panel.

The bottom right breaker, "ACC", is a 50 amp breaker left open for adding an appropriate 50 amp accessory.

It is important that all breakers match the amperage requirements of their associated components. The back of the breakers are labeled with their amperages and can be viewed by looking at the back of the panel as accessed through the battery access door on the front of the leaning post.

Access to these breakers can be found through the battery access door. (see page 27)



Battery Switch (Shown In Off Position)

AFT BENCH AND SKI BOX

Aft Bench Seat

The Cobia 280 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 280 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 280 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 on the water. In addition, this system includes a fold-down back-rest. To bring the back-rest 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 finger pull pin found on the starboard side of the bottom of the back-rest and pull out to release and lower the back-rest into the vertical position. The pin will lock when the backrest is in the correct position.



OPTIONAL FEATURES

Optional Features

Many options for the 280 Dual 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 eight JL speakers is offered as an option on the 280 DC. The Media Master100 (MM100) head unit is paired with a M800/8v2 stereo amplifier. The amplifier is installed inside the starboard console and the head unit is mounted on the helm.



Stereo Unit



JL Speaker System

Fresh Water Washdown

The fresh water tank on your 280 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. (Refer to page 35 for the 280 DC water supply diagram.)

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.



LIVWELL

Livewell System

The livewell system on the 280 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.**
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.

TRIM TABS

Trim Tabs

Trim Tabs are standard on your 280 Dual Console. External electric trim tabs enhance the performance of your boat. The tabs on the 280 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 WASHDOWN

Salt Water Washdown

Raw-water washdown is standard on the 280-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 unit is standard in the 280. The instruction manual can be found in the Cobia duffel bag and basic operating instructions are listed on the following pages: 30,32-34.

Electric Head



OPTIONAL FEATURES

Mini Refridgerator & Grill

Your Cobia 280 DC can be equipped with a mini built in refrigerator. It can be found behind the captain's seat underneath the optional built-in grill. The refrigerator is wired to the house battery and the grill is operated by the grill switch on the console. Refer to the manual in your Cobia duffel bag for more instructions on how to use the refrigerator.

For more info on how to operate and details about these options refer to the owner's manuals located in your Cobia duffel bag. Refer to page 27 for the Kitchen diagram.



Mini Refridgerator



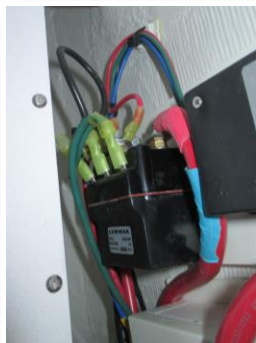
Mini Refridgerator

OPTIONAL FEATURES

Optional Windlass Deluxe Continued

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 BOAT'S OWN POWER TO POSITION YOURSELF RIGHT ABOVE THE ANCHOR AND THEN USE THE WINDLASS TO HAUL THE ANCHOR.

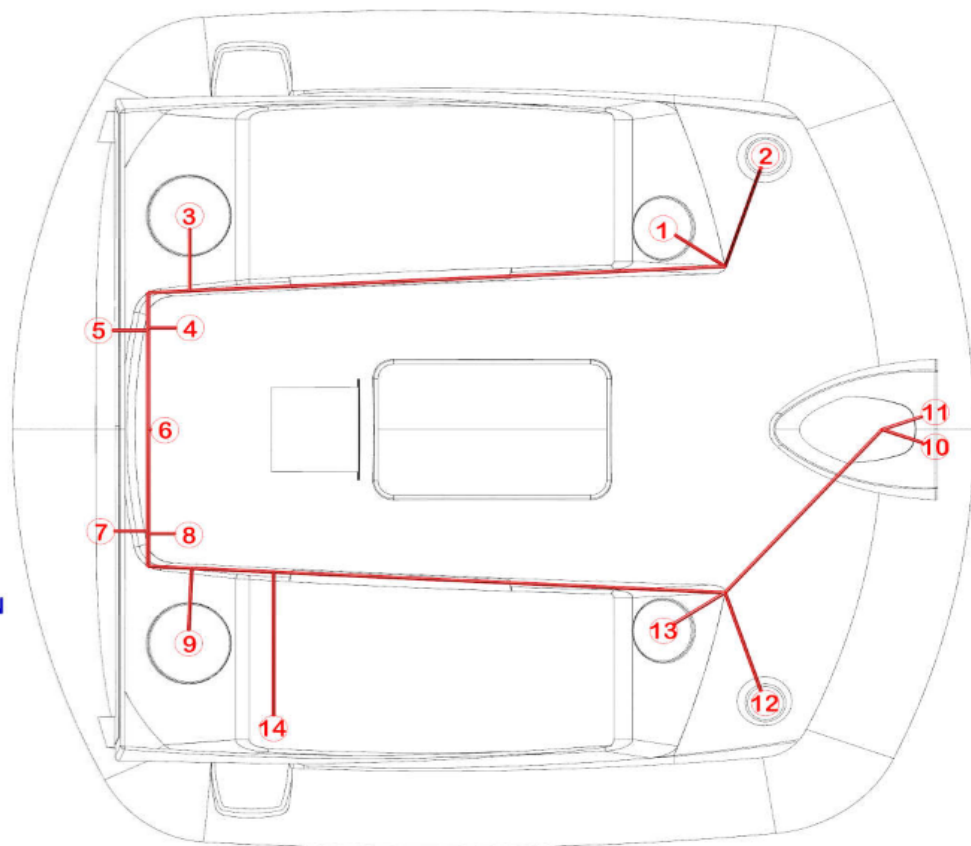
STAY CLEAR OF THE CHAIN, ROPES, AND GYPSY. MAKE SURE THE ELECTRICAL MOTOR IS OFF WHEN WINDLASS IS USED MANUALLY (EVEN WHEN USING THE HANDLE TO DISENGAGE THE CLUTCH). IN FACT, PEOPLE WITH A REMOTE CONTROL MIGHT ACCIDENTALLY OPERATE THEIR CONTROL.

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.

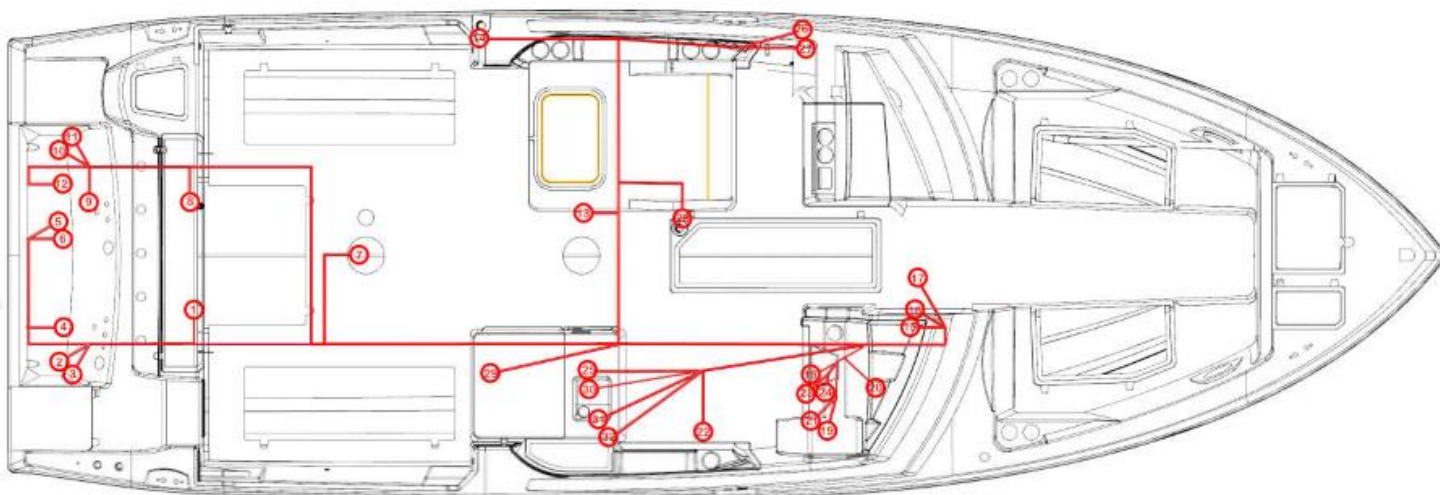
COBIA 280 DC HARDTOP HARNESS

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



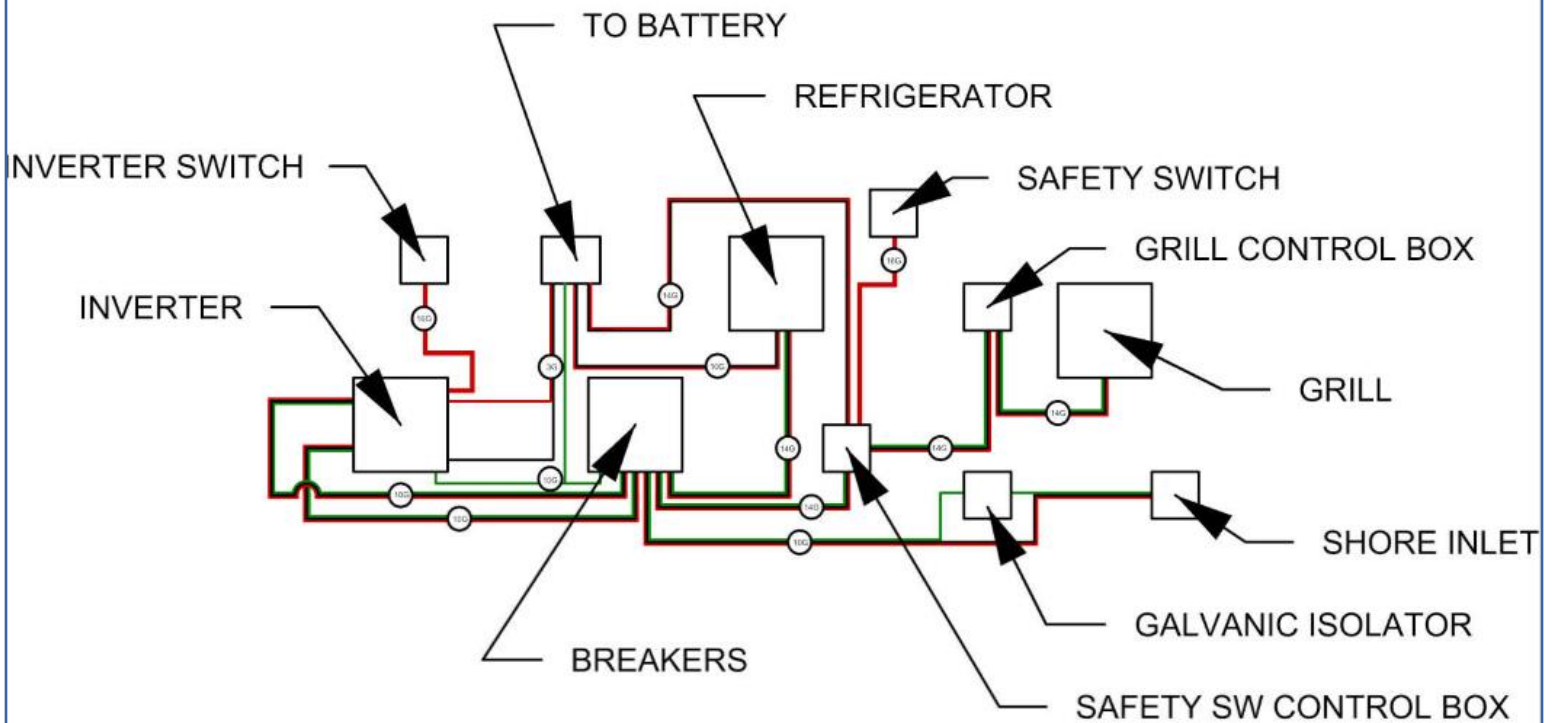
Deck Wiring System

COBIA 280 DC HULL WIRE HARNESS



- 1 - FRESHWATER PUMP
- 2 - STD TRIM TAB
- 3 - STD FISHBOX
- 4 - STD UNDERWATER LIGHT
- 5 - AFT BILGE PUMP
- 6 - AFT FLOAT SWITCH
- 7 - FUEL SEND
- 8 - LIVEWELL PUMP
- 9 - RAW WATER PUMP
- 10 - PORT TRIM TAB
- 11 - PORT FISHBOX PUMP
- 12 - PORT UNDERWATER LIGHT
- 13 - FUEL TANK BOND
- 14 - FUEL FILL BOND
- 15 - HEAD MACERATOR PUMP
- 16 - HEAD LIGHTING CONNECTION
- 17 - HEAD PUMP CONNECTION
- 18 - BREAKER CONNECTIONS
- 19 - SWITCH PANEL CONNECTIONS
- 20 - FUEL QUAGE
- 21 - TRIM TAB SWITCH
- 22 - HELM SEAT
- 23 - SHADE CONTROL
- 24 - GROUNDS
- 25 - STD SPEAKER
- 26 - PORT DECK CONNECTIONS
- 27 - PORT INSERT CONNECTIONS
- 28 - AMPLIFIER
- 29 - KITCHEN CONNECTIONS
- 30 - STD INSERT CONNECTIONS
- 31 - STD DECK CONNECTIONS
- 32 - HARDTOP CONNECTIONS

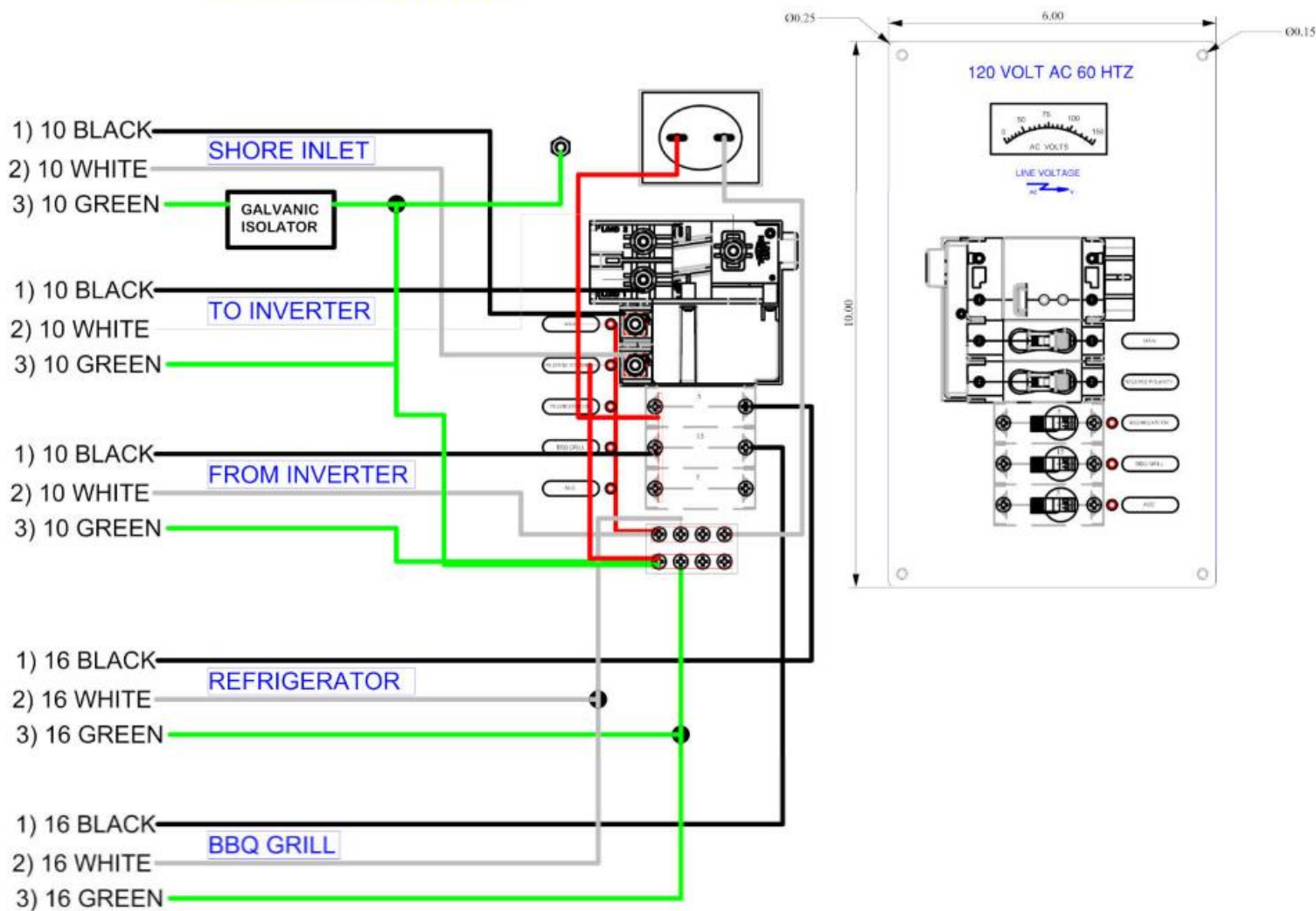
COBIA 280 DC KITCHEN WIRING

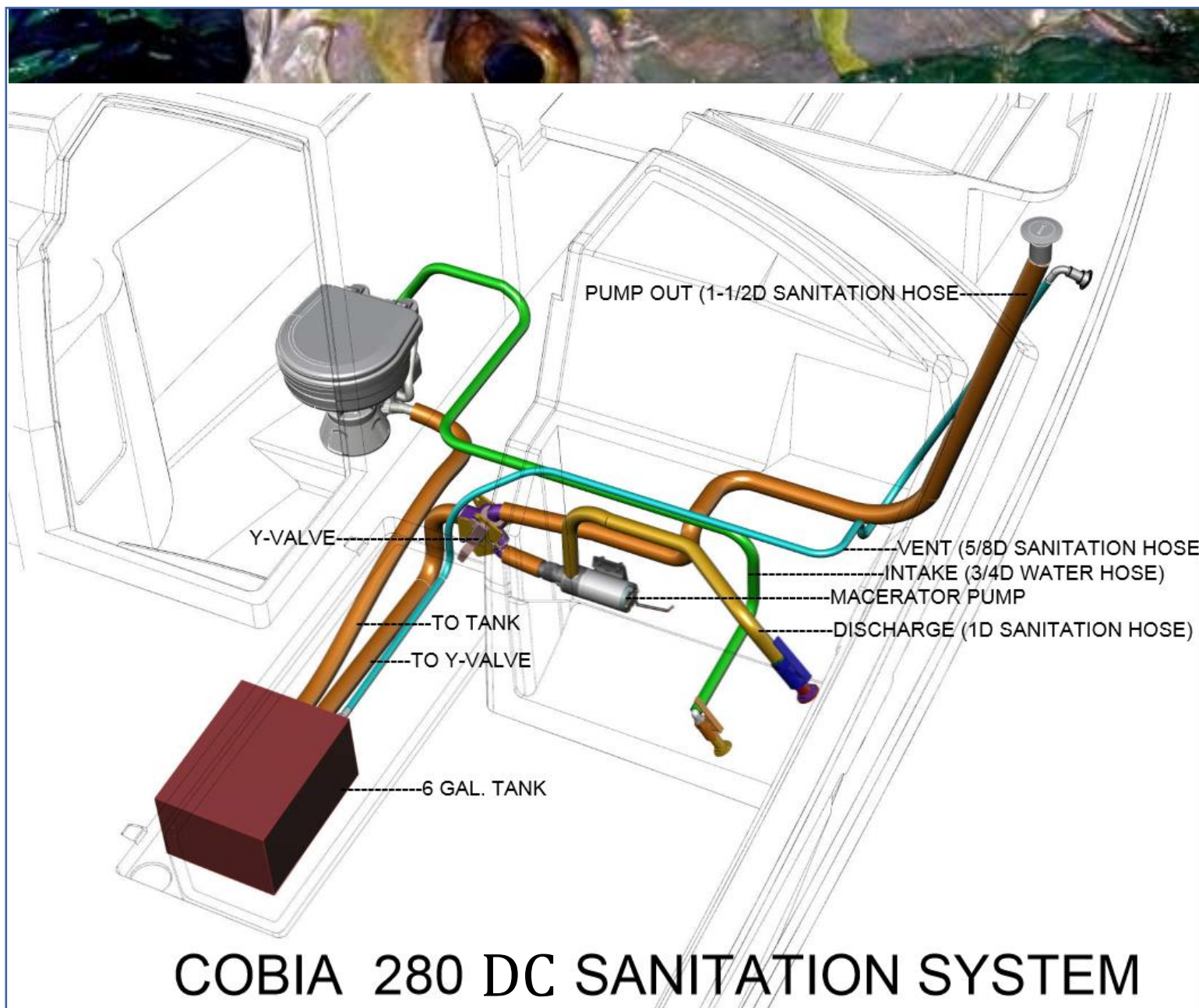


Deck Wiring System

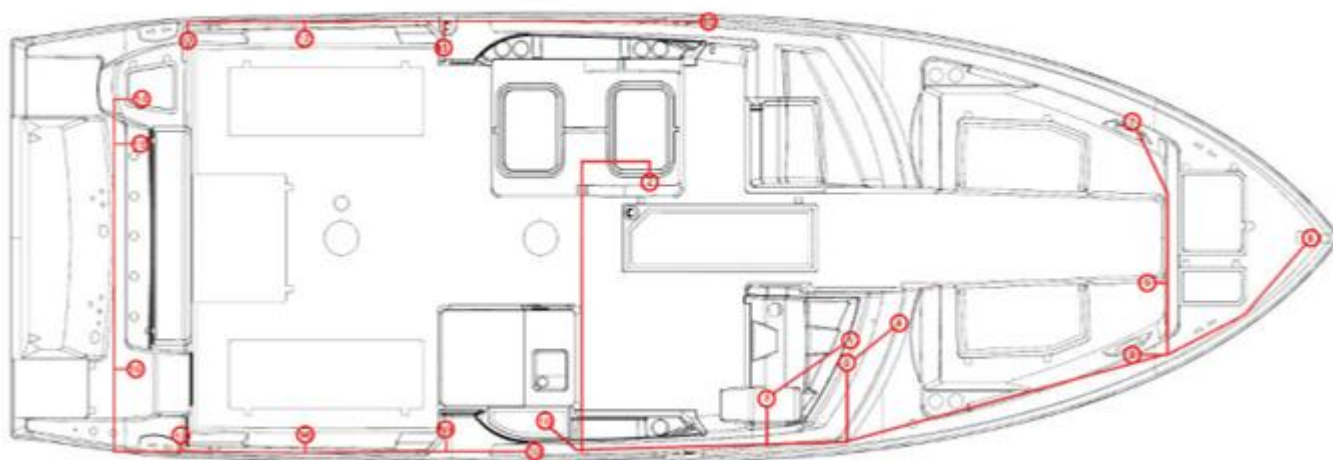
COBIA 280 DC 120VAC MDP

LABEL ALL CONNECTORS





COBIA 280 DC DECK WIRE HARNESSSES



- 1 - W/S WASHER
- 2 - AMPLIFIER
- 3 - GROUNDS
- 4 - W/S WIPER
- 5 - STORAGE COMPARTMENT LIGHT
- 6 - NAVIGATION LIGHT
- 7 - PORT FWD SPEAKER
- 8 - STBD FWD SPEAKER
- 9 - FWD COCKPIT LIGHT
- 10 - DECK TO HULL CONNECTIONS
- 11 - PORT AFT USB
- 12 - PORT COCKPIT LIGHT
- 13 - PORT MID USB
- 14 - LIVWELL LIGHT
- 15 - AFT COMPARTMENT LIGHT
- 16 - AFT COMPARTMENT LIGHT
- 17 - STBD AFT USB
- 18 - STBD COCKPIT LIGHT
- 19 - STBD MID USB

ELECTRIC HEAD OPERATION

The plumbing diagram for the full electric head system can be found on page 30. Instructions for use are below.



To operate the head, first, make sure that the intake/fill valve located below the through-hole in the floor of the starboard console 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 marine pump out, make sure that the handle for the Y-valve (located on the front bulkhead of the deck hatch that is located in between the two consoles) 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.

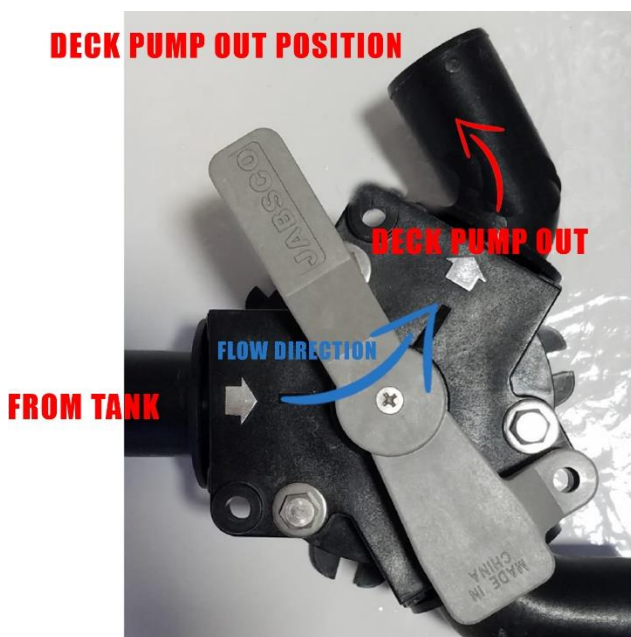
****** Note that the visible arrows on the Y-valve always show the direction of the flow. Or in other words, the wide end of the handle always covers the arrow for the outlet where the flow is NOT going to go. If the flow is pointing downwards then the waste is being directed through the bottom of the 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 through the floor inside the starboard console. See the sanitation diagram for more information. 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 above on page 29.

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.

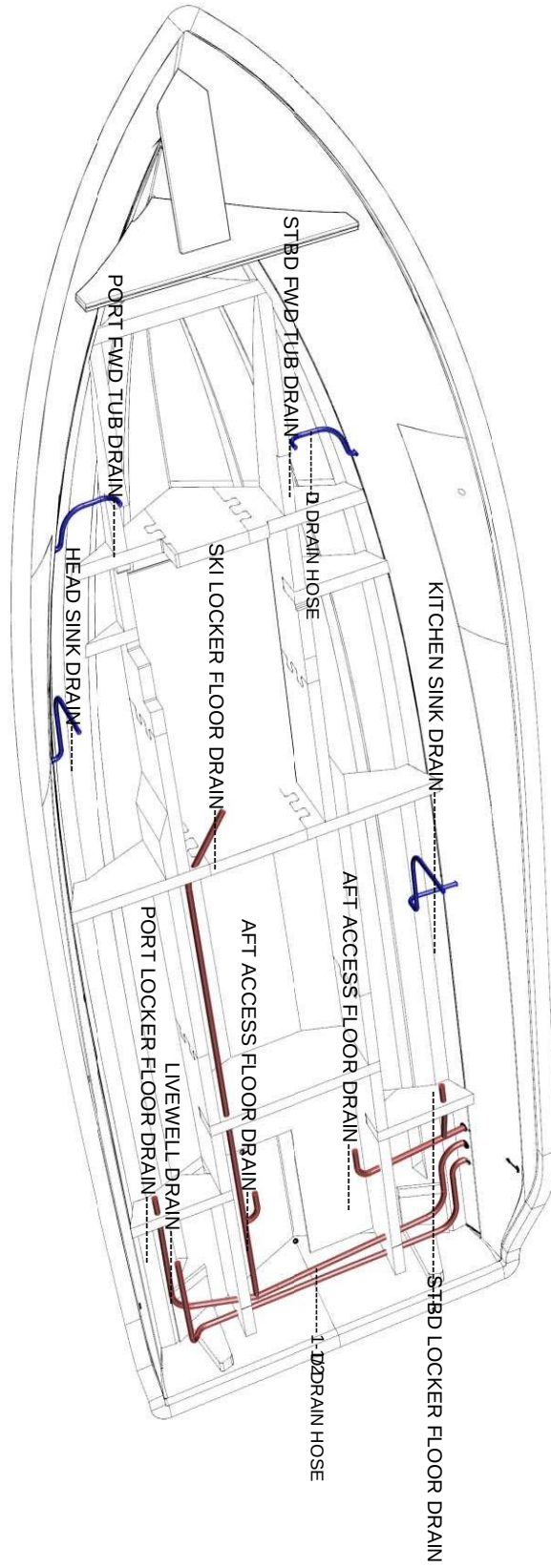


Note that the wide portion of the handle is covering the down arrow. The exposed arrows show the direction of the flow up.
FLOW UP = DECK PUMPOUT

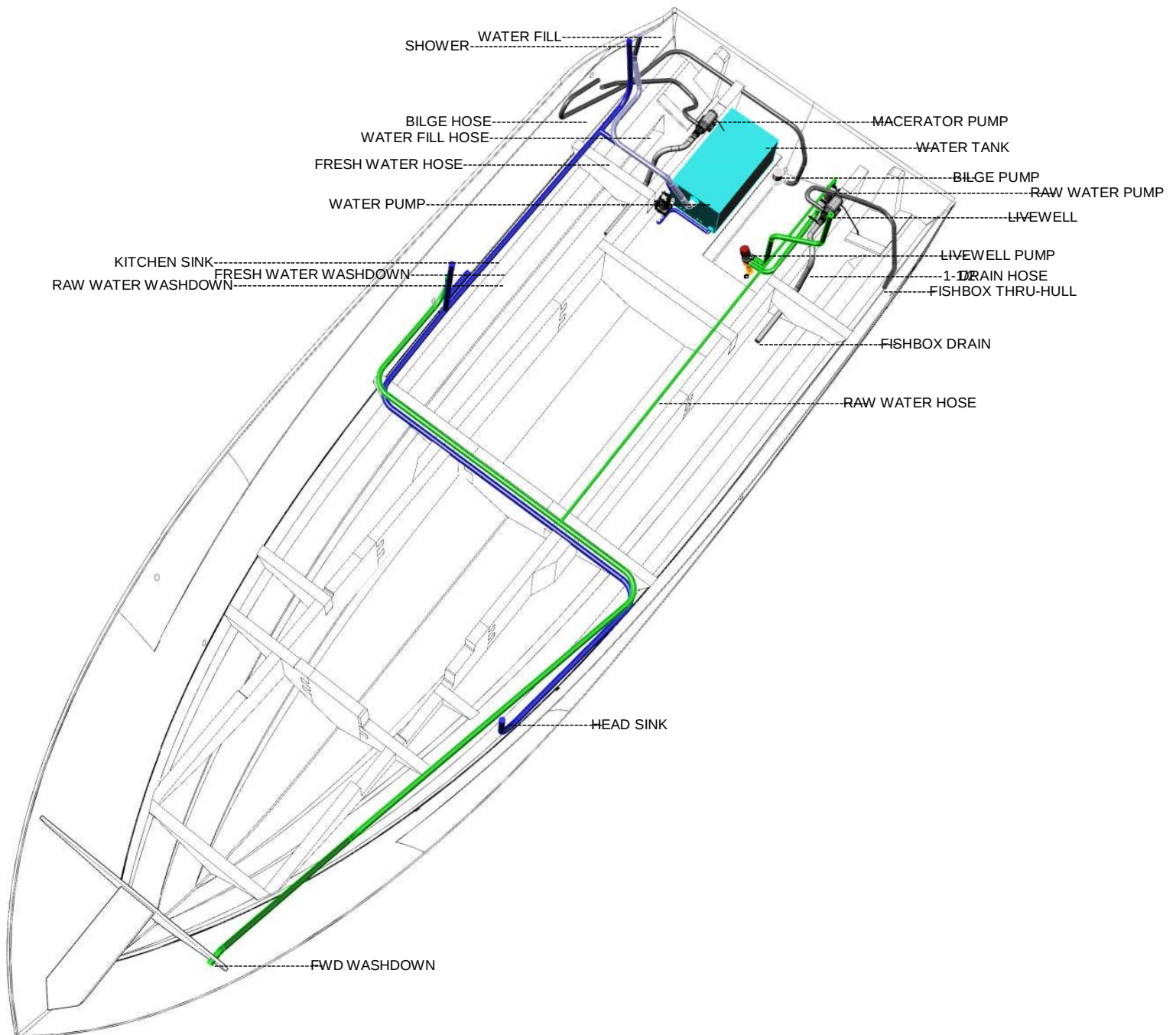


Note that the wide portion of the handle is covering the up arrow. The exposed arrows show the direction of the flow down.
FLOW DOWN = BOTTOM DISCHARGE

Deck Drain System



COBIA 280 DC WATER SUPPLY 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 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, silt 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.**

