



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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301 SPECIFICATIONS

L.O.A.....	29' 07"
BEAM.....	10' 00"
DRAFT.....	21"
WEIGHT W/O ENGINE.....	5915 LBS.
FUEL CAPACITY.....	230 GAL.
DEADRISE @ TRANSOM.....	21.5 DEG
MAXIMUM H.P.....	600 HP
TRANSOM HEIGHT.....	25"TWINS

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	☐ Compass
	☐ Anchor with Sufficient Line	☐ Charts
Boats on Nearshore Waters	☐ Boating Safety Education/ Certificate	☐ Depth Finder
	☐ Watersports Flag (Skier Down/Diver Down Flag)	
	☐ Bailing Device	
	☐ Sun Protection	
Boats on Offshore Waters	☐ Alternate Propulsion (Paddles, Oars)	
	☐ VHF Radio	☐ Spare Tool Kit
	☐ GPS/Chartplotter	
	☐ Float Plan	
	☐ Extra Food & Water	
	☐ EPIRB	☐ AIS
	☐ Life Raft	☐ Sea Drogue
	☐ Searchlight	☐ Safety Knife
	☐ Radar Reflector	☐ Radar
	☐ List of CPR Instruction	
	☐ Shore Landing Craft (Tender)	
	☐ Man-Overboard Recovery Gear	
Miscellaneous Items	☐ 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
	☐ Spare Propeller	
River Waters	☐ 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

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, 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.

SWITCH AND INSTRUMENT PANEL

Switch Panel & Helm

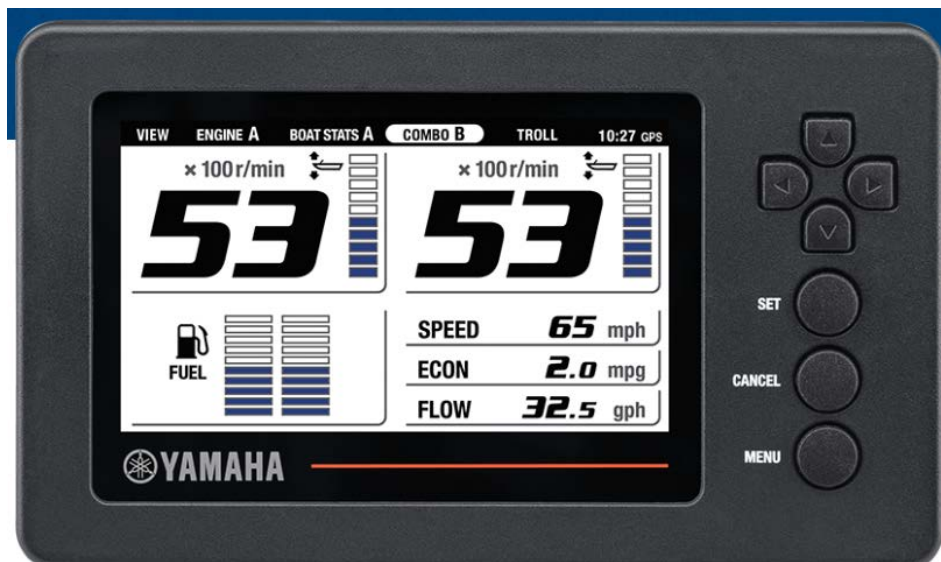
At the helm of your Cobia, you have a main switch panel, which is located above the steering wheel. This panel controls your lights, horn, accessories, livewell, and your bilge. While most of the switches are simple “on/off” switches, some of the switches are “on/off/on” and control two accessories as denoted by the labels. For the “on/off” switches simply push the switch up to activate that accessory. For the “on/off/on” switches push the switch in the direction of the accessory labeled by its order on the label below the switch. To the right of the steering wheel you have your two trim tab switches, (Refer to page 22 for trim tab operation.) The boat also comes standard with a compass mounted on top of the console.

When the indicators above the bilge switches are illuminated in red that means the bilge pump is running from its float switch being activated. It is not uncommon for the float switches to be activated for a few seconds for a couple periods over the course of a full day on the water. However, if the bilge indicators stay on for a prolonged period or come on numerous times, this is likely evidence of a leak and the bilge should be checked immediately for water intrusion. Any leaking should be addressed right away. For more information on the bilges, bilge pumps and bilge switches, refer to page 10.



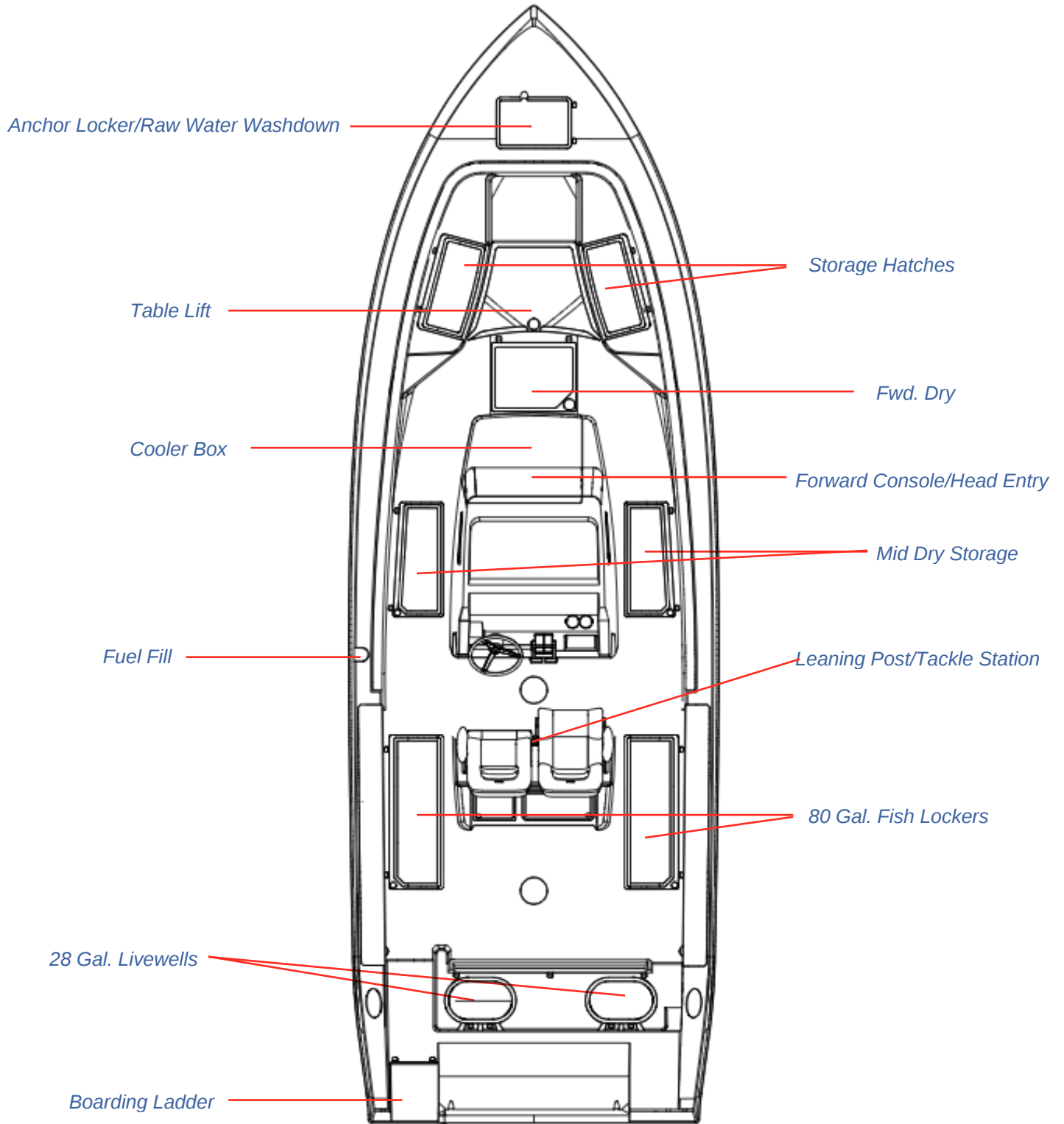
Command Link Gauges

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. To learn the gauge's full functionality refer to your Yamaha engine owner's manual located in the Cobia duffel bag.



BOAT LAYOUT

301 Deck 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
- ☐ 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

FUEL-WATER SEPARATOR & DRAIN

Fuel-Water Separator

A Yamaha Fuel - Water Separator is installed starboard side of the bilge area on the 301. The new, improved 10-micron filter provides superior filtration ahead of the engine's onboard 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.

The micron filter and head are pictured to the right. It is mounted inside an access panel located aft of the port transom gate. The fuel system primer bulb is located next to the filter.

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 your 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 10 of this Owner's Manual for information on your boats bilge system.



Fuel-water Separators

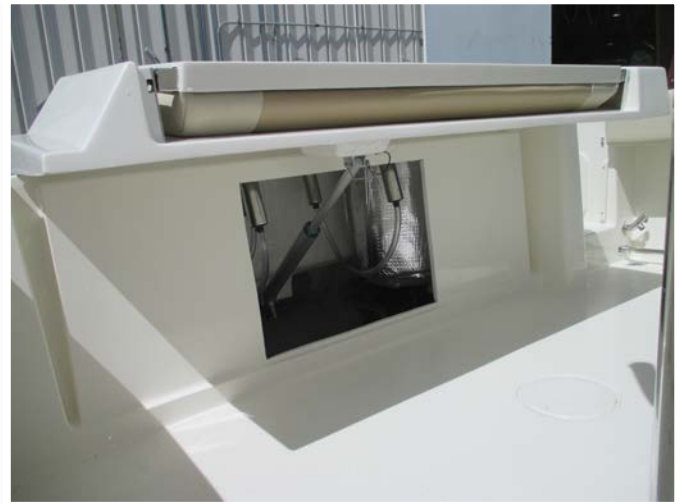


BILGE ACCESS

Bilge Access

Accessing the bilge in the 301 is made easy. First, locate the controls for the electronic lift assist, labeled "Hatch", mounted on the starboard side of the tackle station directly across from the gunnel. 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 aft section is fully closed. Remember the electronic lift assist operates using the house battery system.

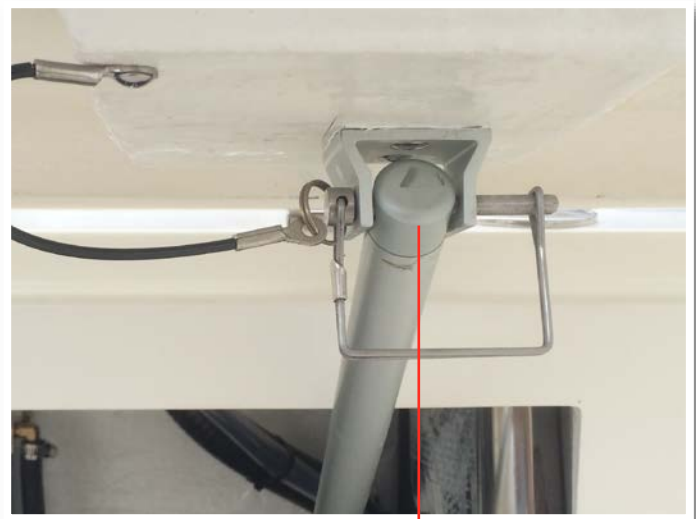
Note that the aft seat backrest must be removed to fully open the hatch. Failure to remove the backrest may result in damage to the backrest and or the hatch lifting mechanism. In the event that the boat does not have power to electronically lift the hatch, the electronic lift can be disengaged by lowering the bench seat and using the access opening shown below to remove the pin from the electric ram. Keep in mind that at this point the hatch will no longer be supported in the up position and will require being held 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. See page 13 for access to the forward bilge.



Bilge Access Open



Electric Ram Override Access



Electric Ram and Hatch Pin

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 likely 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.

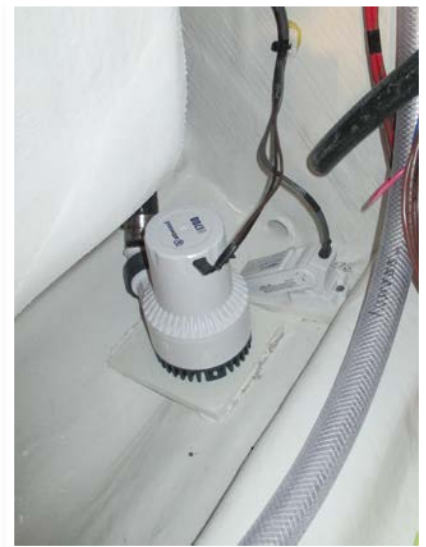
If the bilge pump fails to turn on, turn the battery switch to the OFF position, then unhook the bilge pump from its cradle by pressing the locking tab and twist motor housing counter-clockwise. You will feel the pump release from the cradle. The entire bilge pump and wiring should release from the cradle. 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.

To get to the forward bilge pump you must disassemble the drawers underneath the bathroom sink.



Aft Bilge Pump and Float Switch



Fwd. Bilge Pump and Float Switch

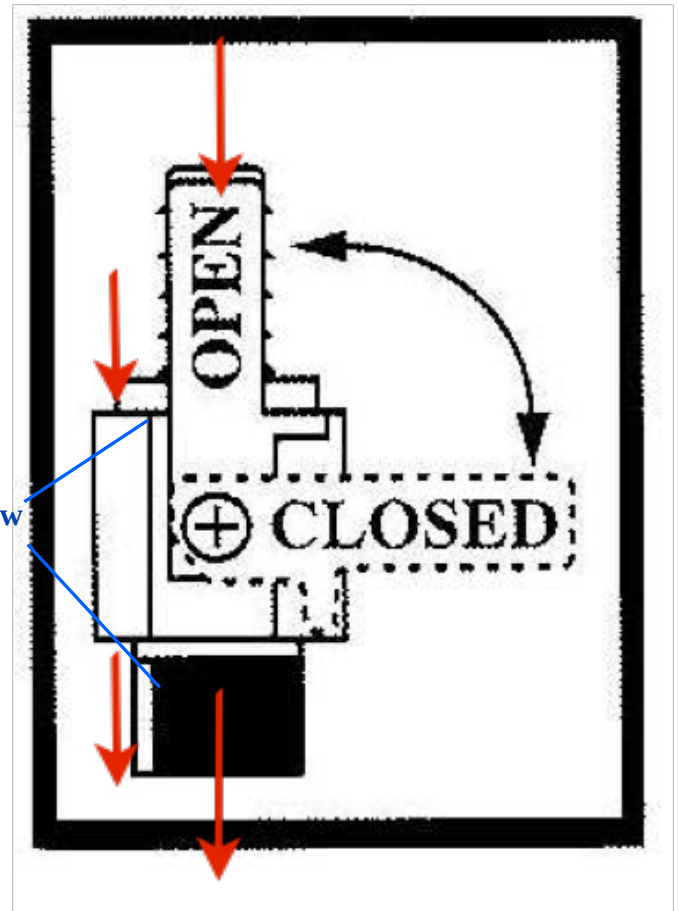


SYSTEMS

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.

Water Flow



301 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.

301 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

COURTESY LIGHTS & BOW RAIL

Cockpit Courtesy Lights

The cockpit comes equipped with five lights; three installed beneath the port and starboard gunnel boards, two on each side of the console, and one at the forward base of the console. The cockpit lights are operated by the third switch from the left on the console switch panel. The courtesy lights are operated by the fourth switch and are located on the outboard sides of the console and the steps leading into the head unit.

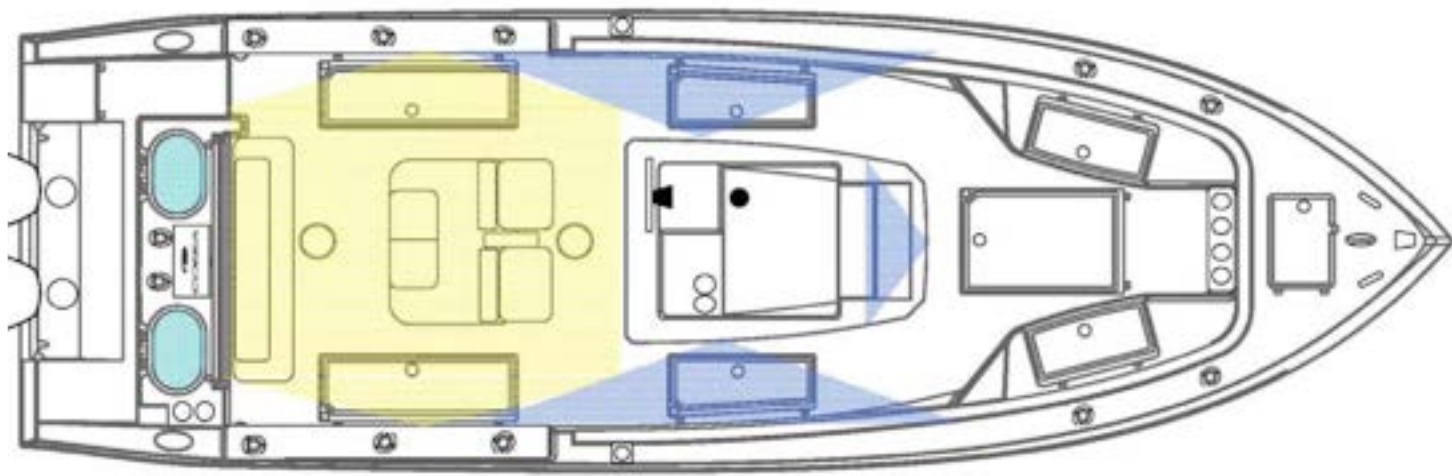


Diagram of the Cockpit Courtesy Lights

ELECTRIC HEAD OPERATION

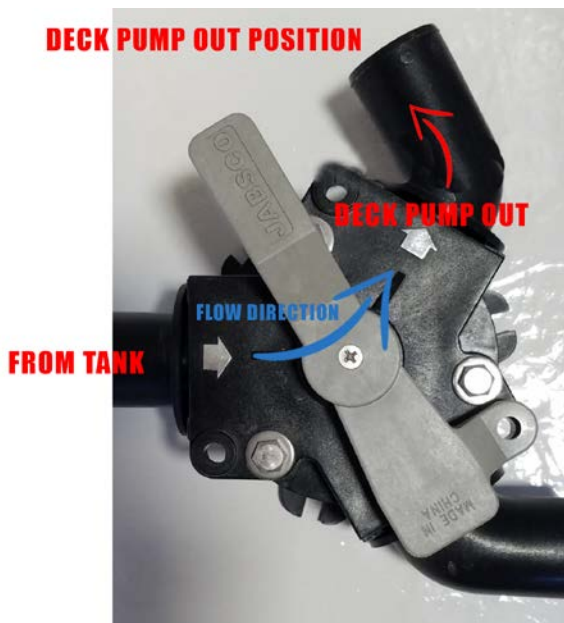
Your 301 comes standard with an electric head with 5 gallon holding tank and macerator. See the diagram on page 16 for a full overview of the sanitation system.



To operate the head, first, make sure that the intake/fill valve located on the inside of the bottom of the hull accessed through the hatch to the left side of the toilet (see diagram) is in the open position. It will be the smaller diameter of the two valves. The valve is open when its handle is pointing straight up as shown in the picture to the left. This will allow water to enter the head upon flushing.



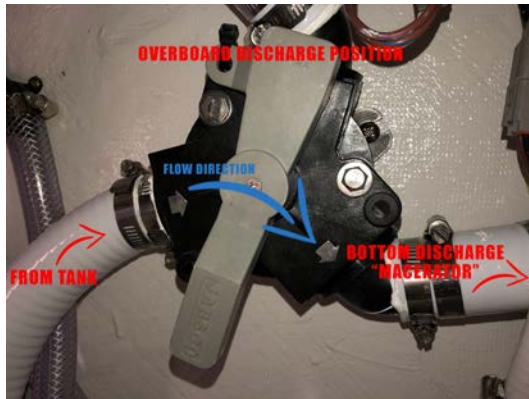
Once you've finished using the head, press the flush button labeled "Elec Head" on the switch panel. This will push the contents of the head into the holding tank. Note that the toilet contents will always go into the holding tank first, no matter if planning on pumping out or using the macerator.



To evacuate the holding tank via a marina pump out, make sure that the handle for the Y-valve located in the access hatch to the right of the toilet is oriented in the "10 to 5" position. This will allow the tank contents to be sucked out of the tank via the waste deck fitting on the deck.

ELECTRIC HEAD

Electric Head cont.



To evacuate the tank overboard using the macerator, open the valve on the waste discharge thru hull located next to the head intake valve/ thru hull. Next, turn the Y-valve to the "1 to 7" position per the picture. Finally, press the macerator button on the panel to empty the tank's contents.

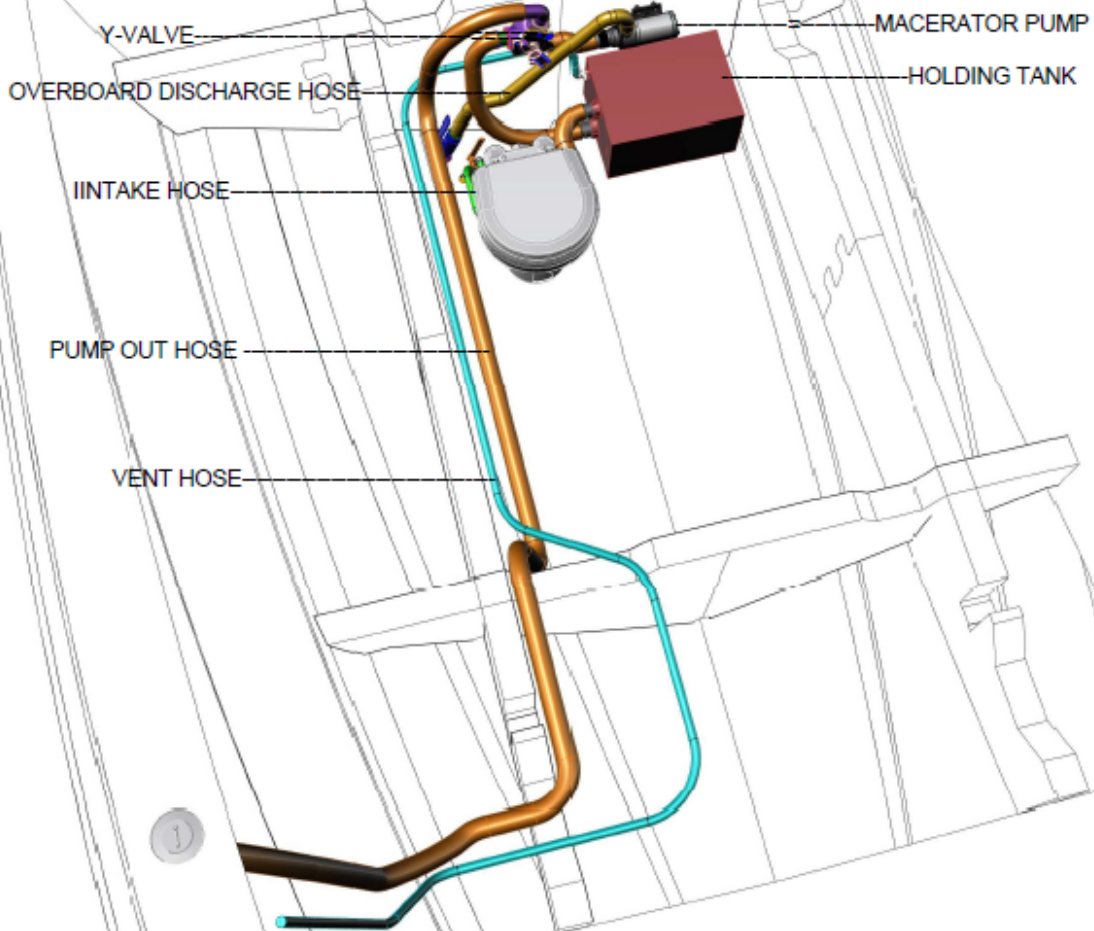
The Jabsco Y-Valve is designed to provide flexibility of onboard waste management by diverting waste either to the dockside pump-out fitting or directly overboard where legal to do so. Check local and Federal regulations to determine where direct overboard discharge of untreated waste is permitted.

Some near shore areas and inland areas are designated as "No- Discharge Zones" where the discharge of any onboard waste, even treated waste is strictly prohibited. **Many of these areas require a waste retention system that can be positively secured in an onboard retention mode.**

The Jabsco Y- Valve accommodates this requirement by providing the ability to add a padlock that secures the selector handle in either direction to ensure that waste is disposed of properly in accordance with the rules of the boat's location.

ELECTRIC HEAD (CONT.)

COBIA 301 CZ SANITATION SYSTEM



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. Once the ladder is down and in the extended position, close the lid cover for safe and secure entry and exit via the ladder.

When washing off your boat at the end of the day make sure to extend the ladder and wash it off, as well. Leaving saltwater in the telescoping tubes may lead to corrosion and affect the useful life of your ladder.



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

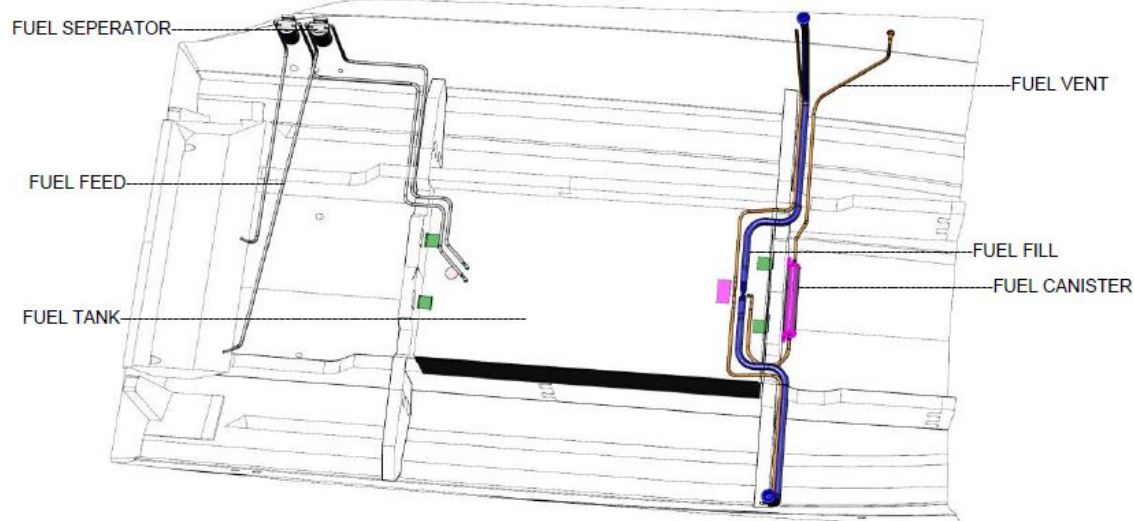
FUEL SYSTEM

The Cobia 301 CC comes equipped with a 230 gallon fuel cell stationed below the leaning post between the stringer system. There are two fuel fill receptacles, one on the port gunnel and one on the starboard 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. The primer bulbs are located by the transom gate inside an access hatch.



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.

COBIA 301 CZ FUEL SYSTEM



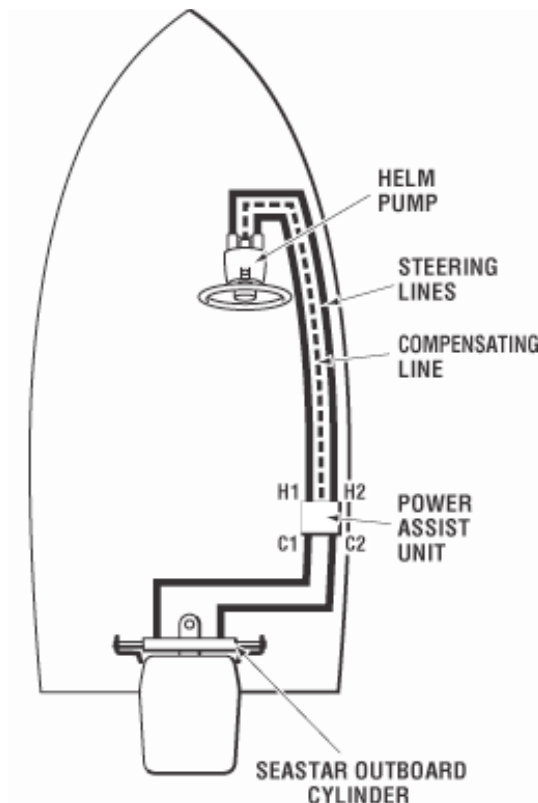
STEERING

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



SELF-BAILING COCKPIT & DRAINAGE

Self Bailing Cockpit

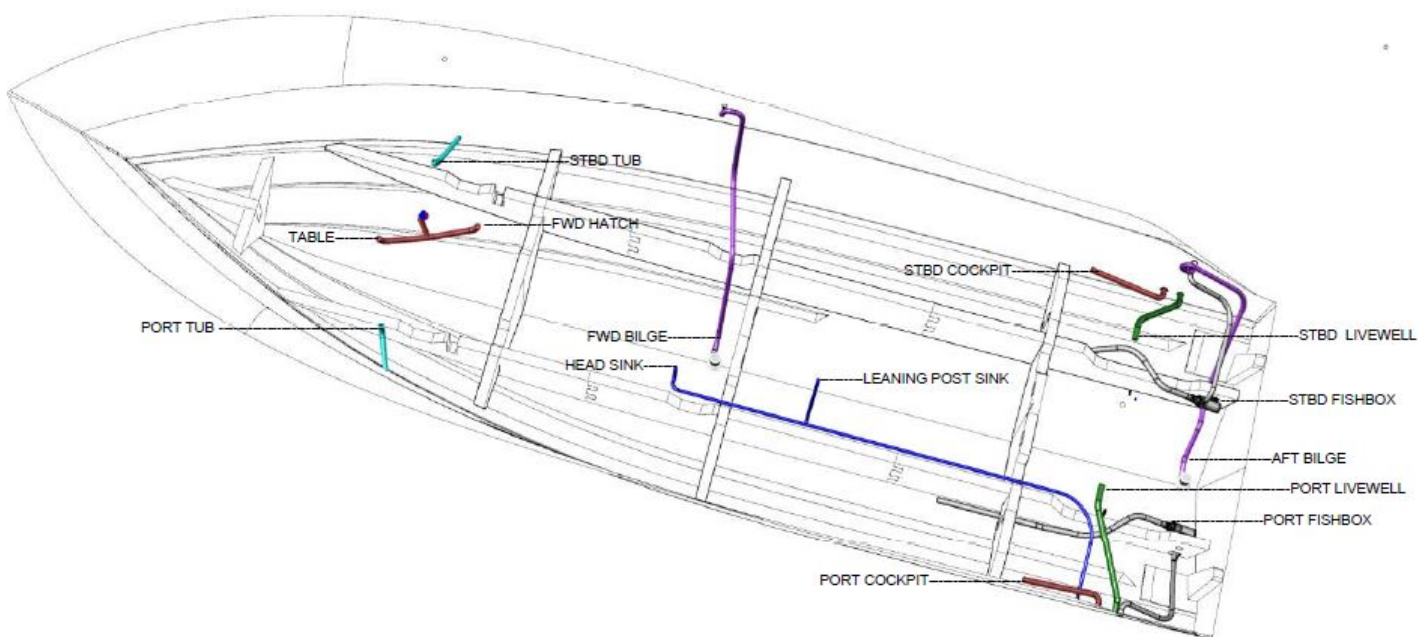
The cockpit is designed to be self-bailing, meaning that all the water that comes into the cockpit will be directly drained overboard. This keeps the boat from acquiring standing water and allows the boat to drain at all times, including while the boat is docked.

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 11 for operation of the ball valve associated with this system. The ball valves are located inside the hull sides and can be accessed through the bilge hatch.

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 10 for further information regarding bilge pump operation and maintenance.

The locations of thru hulls for all drainage overboard and the associated hose routing can be found below.

COBIA 301 WATER DRAIN SYSTEM



ROD LOCKERS & FISH LOCKERS

Livewell System

The livewell system is designed to keep your baitfish alive and strong for as long as possible. This 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.

Port and Starboard Fish Lockers

The 301 CC has two 80 gallon fish lockers built into the aft cockpit floor on the port and starboard sides. These are insulated and each one is connected to a macerator with the contents being dumped overboard. The macerators are located in the bilge on the inboard sides of the stringers. They can be accessed through the bilge access hatch under the aft folding seat. For more information see page 24 of the owner manual.



Starboard Fish Locker

ANCHOR LOCKER & TABLE LIFT

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 (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. Optional Windlass is shown on pages 35-36.

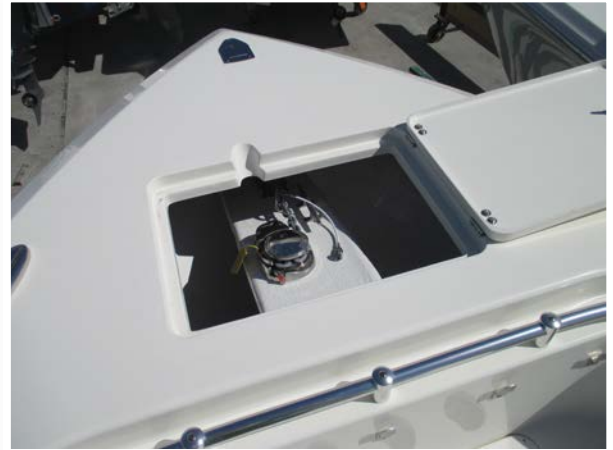


Table Lift

The 301 CC features an electric table lift in the bow seating area that comes standard with the boat. (1) The table can be lowered all the way down to sit flush with the deck allowing full access to the bow area. (2) It can be raised halfway to sit flush with the rest of the bow seating for an elevated viewing platform or simply more area to lounge. (3) Lastly, at the fully extended position, it functions as a picnic style table with seating all around. The table lift switch is located just behind the starboard side backrest in the bow seating area.



1



2



3

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.



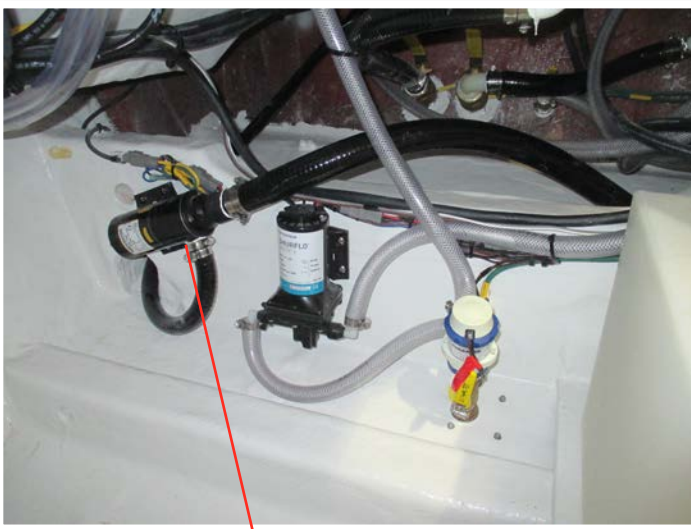
MACERATOR ACCESS & OPERATION

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.

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

GAS SHOCKS AND WASHDOWN

Console/ Head Access

Located at the top on the inside of the console/head access door is a locking gas shock that aides in opening the door and keeping the door open once the shock is fully extended. With the door fully opened, it can only be closed by releasing the pressure of the metal sleeve on the door side against the shock that is mounted to the console. To do this, open the door to its fullest open position, thereby allowing the door slide sleeve to be moved so that it will slide overtop of the gas shock as the door closes. Failure to release this locking mechanism while attempting to close the door will lead to the gas shock failing, or damage to the mounting brackets.

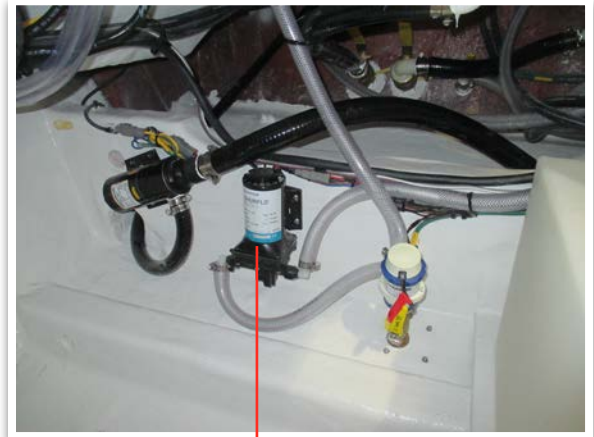


Salt Water Washdown

Salt water washdown is standard on the 301 center console model. The pump is located in the port bilge and is accessible through the bilge access. To operate, hook a hose to the salt water receptacle located by the transom gate above the port deck drain. Flip the switch labeled "Saltwater Washdown". The pump will pressurize the system with salt 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. Make sure to occasionally clean the strainer with pump in the "OFF" position. There is also a spray nozzle installed in the anchor locker (if windlass equipped) to wash off the anchor rode or forward deck after use. 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.



Washdown Fitting



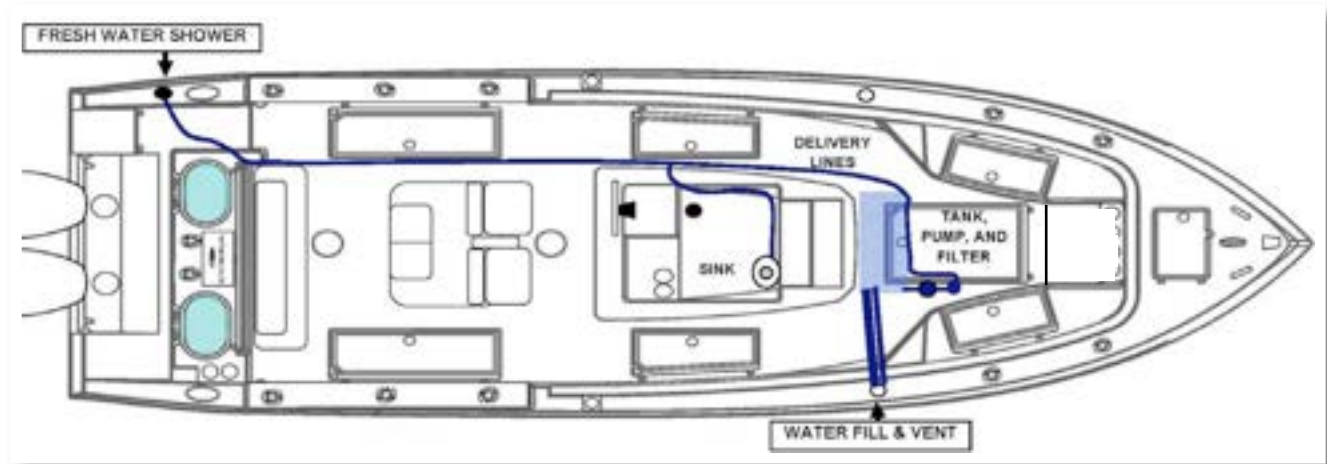
Saltwater Pump

FRESHWATER SYSTEM

Fresh Water System

The fresh water tank on your 301 CC can be filled at the cap labeled “WATER” on the starboard deck gunnel. To pressurize the system, flip the switch labeled “FRESH WASH DOWN” 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. This model has a 20 gallon fresh water tank.

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 throughout the system by opening shower nozzle until antifreeze is delivered through the shower head.



Water System Diagram



Water Fill



Washdown Fitting

BATTERY SWITCH

Battery Switch and Main Distribution Panel

See next page for a picture of the battery switch panel.

The battery switches and main distribution panel is located in the port compartment on the side of the leaning post. 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 forward table, 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. (page 30)

MAIN DISTRIBUTION PANEL



CHARGING

Optional Battery Charger

A 3-bank, 30 amp battery charger is an option for the 301 CC. It is mounted in the leaning post tackle station and can be accessed via the battery storage door underneath the helm seat. This onboard charging system allows you to charge the boat's batteries directly from a standard 110 volt electrical outlet and extension cord. The plug-in receptacle is located at the bottom aft corner of the tackle station leaning post on the starboard side. Simply remove the cap to reveal the male plug inside.



12 Volt Accessory Plug

The 301 CC comes standard with two 12 volt, 25 amp accessory plug located inside the glove box on the starboard side. Cell phones, media devices, spotlights or any kind of electronic accessory can be charged while remaining in a dry and secure area. If the plug is not providing power, check the appropriate breaker on the main breaker panel located inside the console.



LEANING POST AND TACKLE STATION

Leaning Post

The Leaning Post for the 301 CC is home to the double bolstered helm seats that lock into the seated position or flip down independently for the boater's preference.



Battery Access

All the batteries can be accessed by opening the two hatches below the helm seat. Your boat will have a house battery (or two) that operates the general electrical features of the boat and a battery for each engine. (Refer to page 27 for more information). Each battery should be able to be identified by the labels on the wires that lead to it. When replacing batteries it is critical the wires be secured to the proper terminals precisely as they were on the previous battery(s).



SEATING

301 CC Aft Seating

To deploy the standard aft seat, grab the black handles and pull out and down. Once the seat begins to swing open push on the topside of the cushion straight down until the seat is fully horizontal and locks in place. To stow the seat repeat the procedure in reverse by lifting from the base and slightly pulling out at the same time. Once free of the hinge catches the seat will begin to close. At this point, push the seat up until it's firmly against the back wall. When the seat is fully closed the cushion should be flush against the back wall with the seat securely positioned in the intended recess. To remove the backrest, simply pull up until its arms are clear of the rod holders. The arms are designed to swivel to aid in making the assembly as small as possible for easy stowage. When putting the backrest back on make sure that its arms are fully seated in the bottom of the rod holders before use.



Optional Bow Cushion Set

The 301 CC comes with the option of a six-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 and store 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 like the head area.



FEATURES

Cockpit Bolsters

Cockpit bolsters are standard with the 301 CC. These will add some comfort to legs when fighting with the big fish. The bolster cushions are mounted to the port and starboard gunnels that house an additional three rod holders each. The forward rod holder is mounted at 45 degrees to the outboard side. The middle rod holder is mounted at 30 degrees to the outboard side and the aft rod holder is mounted straight.



Pull Up Bow Light and Cleats

The bow light and cleats are stainless steel pull up style and can remain hidden when not in use. This is especially helpful while fishing as it leaves nothing in the bow to interfere with your line. The bow light lifts from the indent at its front. It will lock in place once fully pulled up. Note that it is required by law to have the bow light on, in the up position and unobstructed when operating in low visibility situations. To raise the cleats simply grip the indents and lift until locked. To recess these items simply push them back into the deck. As with all stainless moving parts on your Cobia it is recommended that you routinely apply a stainless safe corrosion inhibitor and lubricate to keep these items working properly.



Upright



Stowed

OPTIONAL FEATURES

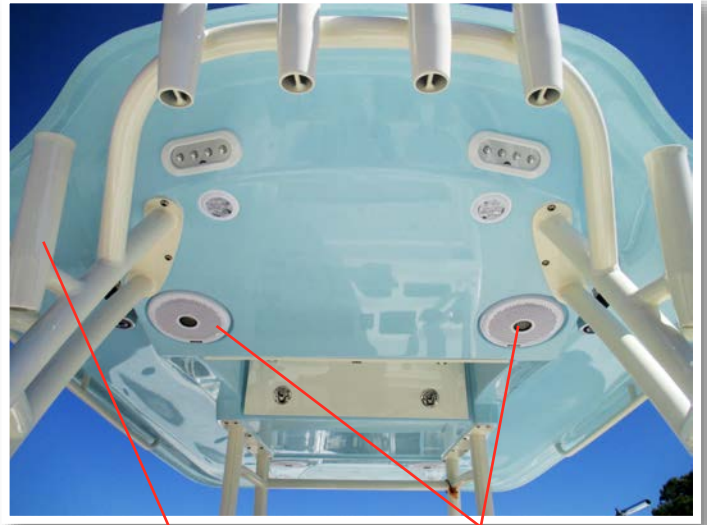
T-Top

There are several different T-Top options for the Cobia 301 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 a forward electronics box, forward and aft facing LED spreader lights, outriggers, kingfish rod holders, recessed LED down lighting, recessed speakers and an additional aft storage box for personal flotation devices.



Spreader Lights

Overhead Lights



Kingfish rod holders

Speakers

Hard Top Storage

The storage hatches are conveniently located directly above the helm and are spacious enough to hold any electronics or related accessories, personal flotation devices, or items you would like to keep secure and dry while under way or during storage. They feature locking latches as well as hatch springs that hold the door in the open position when fully extended providing easy access.



Aft PFD Storage



Forward Electronics Storage

OPTIONAL FEATURES

Optional Kite Rod Holders

Four flush mount rod holders make up the option for Kite Rod Holders. These are mounted on the bow both port and starboard. One on each side is for the Kite Rod with the other for the bait rod or fishing rod.



Kite Rod Holder

Rod Holder

OPTIONAL FEATURES

Optional JL Audio Stereo System

If you chose the stereo option, your 301 CC came with a JL Audio stereo model Media Master 100 with 4 matching speakers (4 extra optional t-top speakers). Please refer to the JL Audio Owner's Manual in your ditty bag for operation. Even if your boat didn't come with the stereo, your boat 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 an amplifier is required to power more than four speakers with this model JL Audio. The amplifier is standard along with the four speakers in the hardtop if the boat has the speaker hardtop option.



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 301 CC 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**

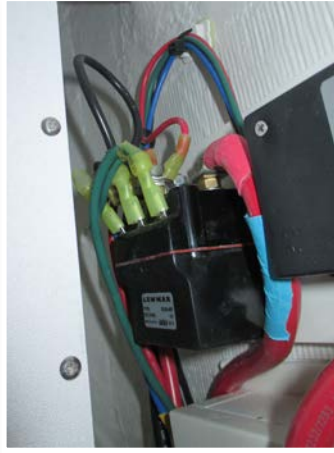


OPTIONAL FEATURES

Optional Windlass Deluxe Continued

The Windlass breaker is located on the battery switch panel in the port compartment on the side of the leaning post. The windlass solenoid is mounted just above and to the left of the breaker panel. For more information on the breaker, see page 27-28.

Solenoid



Breaker

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**

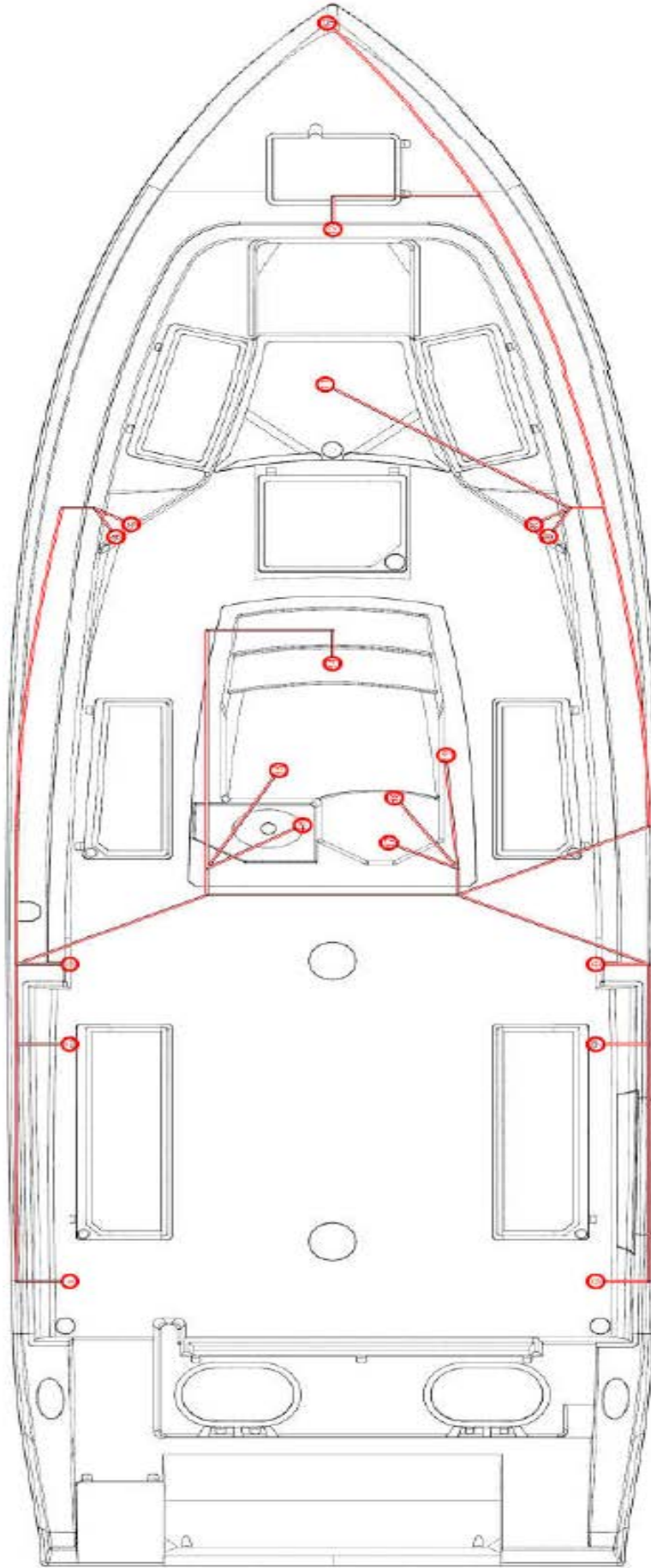
DO NOT USE THE WINDLASS TO DRAG THE BOAT TO YOUR ANCHOR. THE PROPER METHOD IS TO USE YOUR BOAT'S OWN POWER TO POSITION YOURSELF RIGHT ABOVE THE ANCHOR AND THEN USE THE WINDLASS TO HAUL THE ANCHOR.

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.

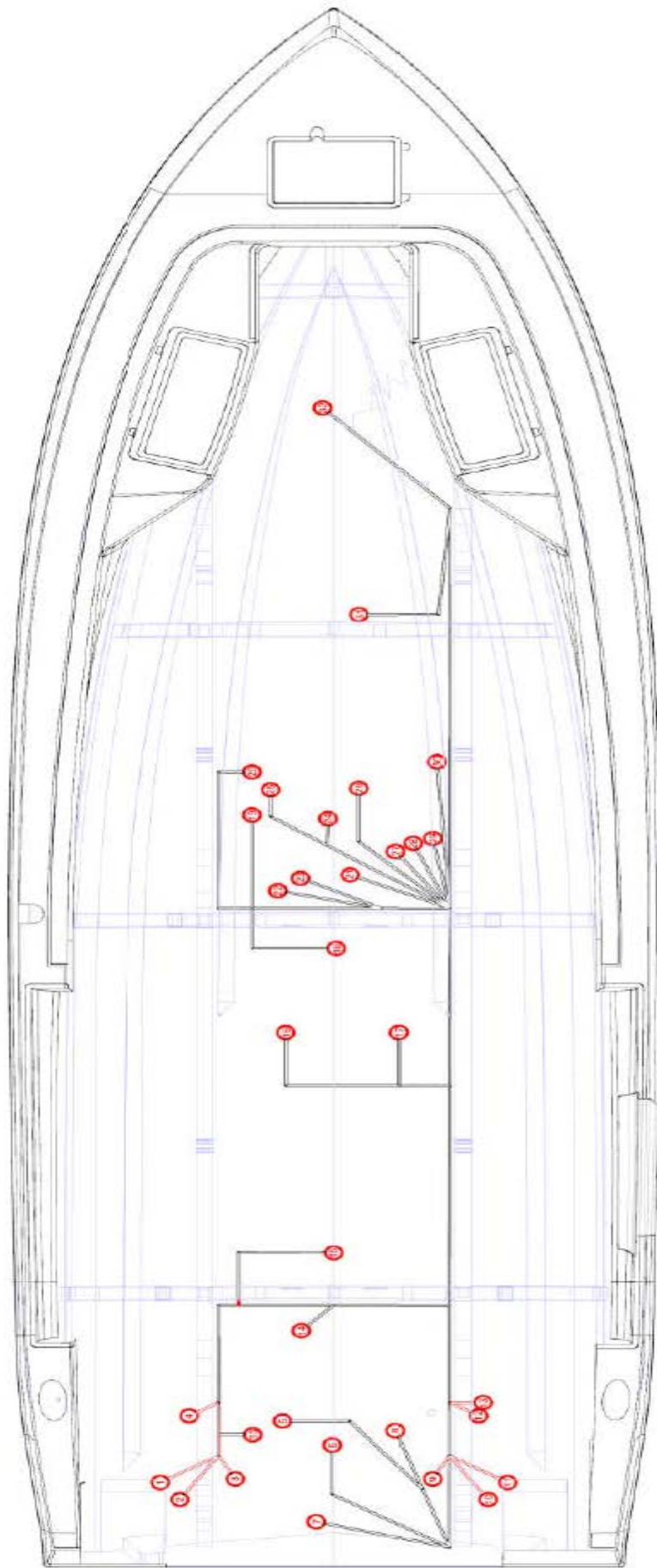
COBIA 301 CZ DECK HARNESS WIRE HARNESS



- 1 - AFT PORT COCKPIT LIGHT
- 2 - MID PORT COCKPIT LIGHT
- 3 - AFT PORT SPEAKER
- 4 - FWD PORT COCKPIT LIGHT
- 5 - FWD PORT SPEAKER
- 6 - AFT STBD COCKPIT LIGHT
- 7 - MID STBD COCKPIT LIGHT
- 8 - AFT STBD SPEAKER
- 9 - FWD STBD COCKPIT LIGHT
- 10 - FWD STBD SPEAKER

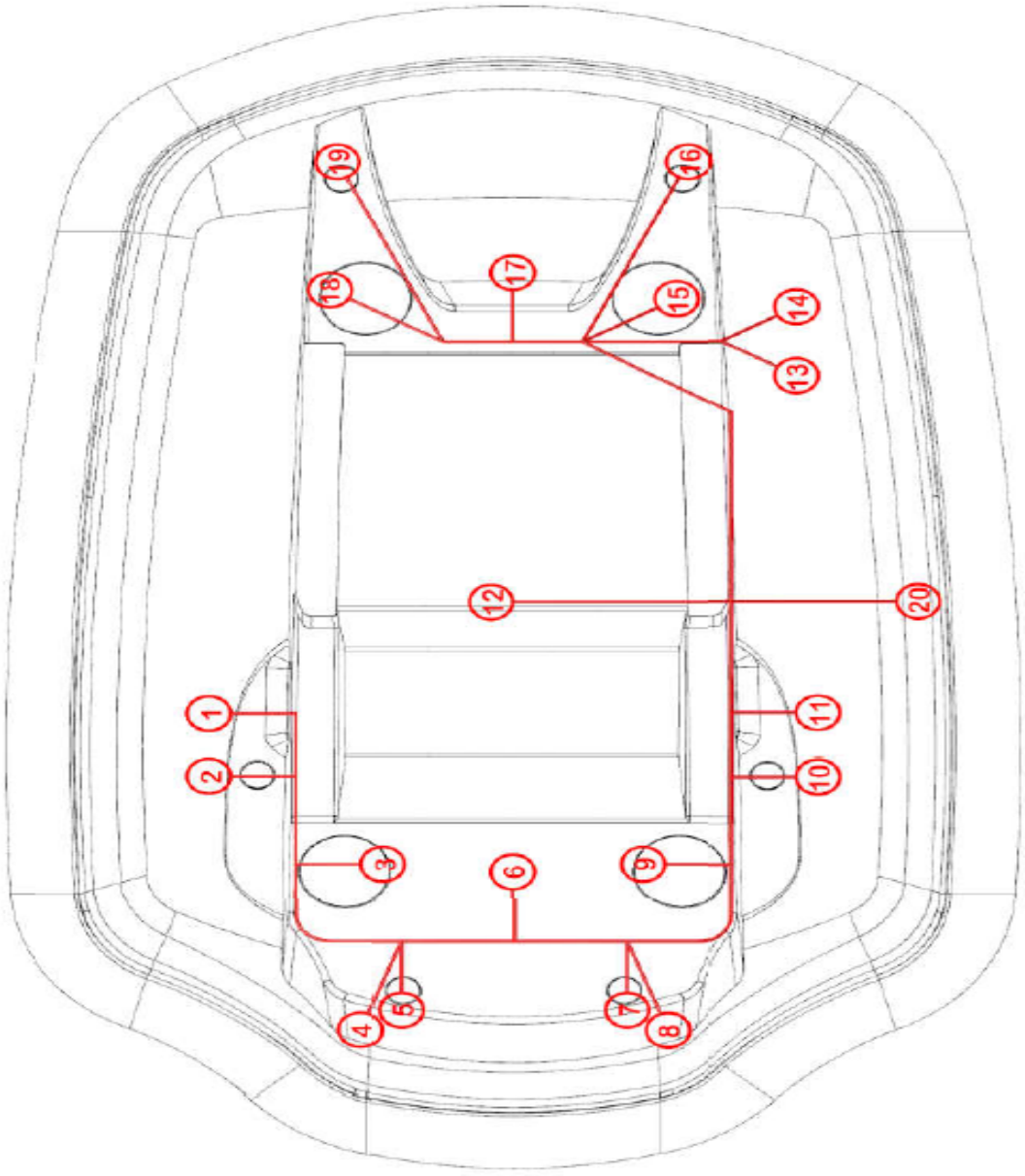
- 11 - TABLE LIFT
- 12 - FWD COCKPIT LIGHT
- 13 - NAVIGATION LIGHT
- 14 - CABIN STEP LIGHT
- 15 - SWITCH PANEL CONNECTIONS
- 16 - CONSOLE GROUNDS
- 17 - HULL HARNESS CONNECTION
- 18 - STEREO CONNECTION
- 19 - HARDTOP HARNESS CONNECTION

COBIA 301 CZ HULL WIRE HARNESS



- | | | |
|----------------------------|---------------------------------|---------------------------|
| 1 - PORT TRIM TAB | 12 - STBD LIVEWELL PUMP | 23 - HEAD MACERATOR PUMP |
| 2 - PORT UNDERWATER LIGHT | 13 - FRESH WATER PUMP | 24 - ELECTRIC HEAD PUMP |
| 3 - PORT FISHBOX MACERATOR | 14 - AFT COMPARTMENT LIGHT | 25 - ELECTRIC HEAD SWITCH |
| 4 - PORT LIVEWELL PUMP | 15 - FUEL BEND | 26 - CABIN LIGHTS |
| 5 - PORT LIVEWELL LIGHT | 16 - BATTERY SWITCH AND GROUNDS | 27 - HARDTOP CONNECTIONS |
| 6 - AFT HATCH POWER | 17 - AFT HATCH SWITCH | 28 - STEREO CONNECTIONS |
| 7 - AFT BILGE PUMP | 18 - FUEL TANK BOND | 29 - AMPLIFIER |
| 8 - STBD LIVEWELL LIGHT | 19 - SWITCH PANEL CONNECTIONS | 30 - BREAKER PANEL |
| 9 - STBD FISHBOX MACERATOR | 20 - CABIN LIGHT SWITCH | 31 - WS WASHER PUMP |
| 10 - STBD UNDERWATER LIGHT | 21 - FWD BILGE PUMP | 32 - TABLE LIFT |
| 11 - STBD TRIM TAB | 22 - GROUNDS | 33 - RAW WATER PUMP |

COBIA 301 HARDTOP WIRE HARNESS



- 1 - PORT SPREADER LIGHT
- 2 - PORT OVERHEAD LIGHT
- 3 - AFT PORT SPEAKER
- 4 - AFT PORT SPREADER LIGHT
- 5 - AFT PORT OVERHEAD LIGHT
- 6 - ANCHOR LIGHT
- 7 - AFT STBD LIGHT
- 8 - AFT STBD SPREADER LIGHT
- 9 - AFT STBD SPEAKER
- 10 - STBD OVERHEAD LIGHT
- 11 - STBD SPREADER LIGHT
- 12 - HARDTOP POWER
- 13 - HORN-1
- 14 - HORN-2
- 15 - FWD STBD SPEAKER
- 16 - FWD STBD OVERHEAD LIGHT
- 17 - FWD SPREADER LIGHT
- 18 - FWD PORT SPEAKER
- 19 - FWD PORT OVERHEAD LIGHT
- 20 - HARDTOP TO 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, 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.**

