

**OWNER'S MANUAL
SUPPLEMENT
3700 SCR SPORTYACHT**



MAXUM

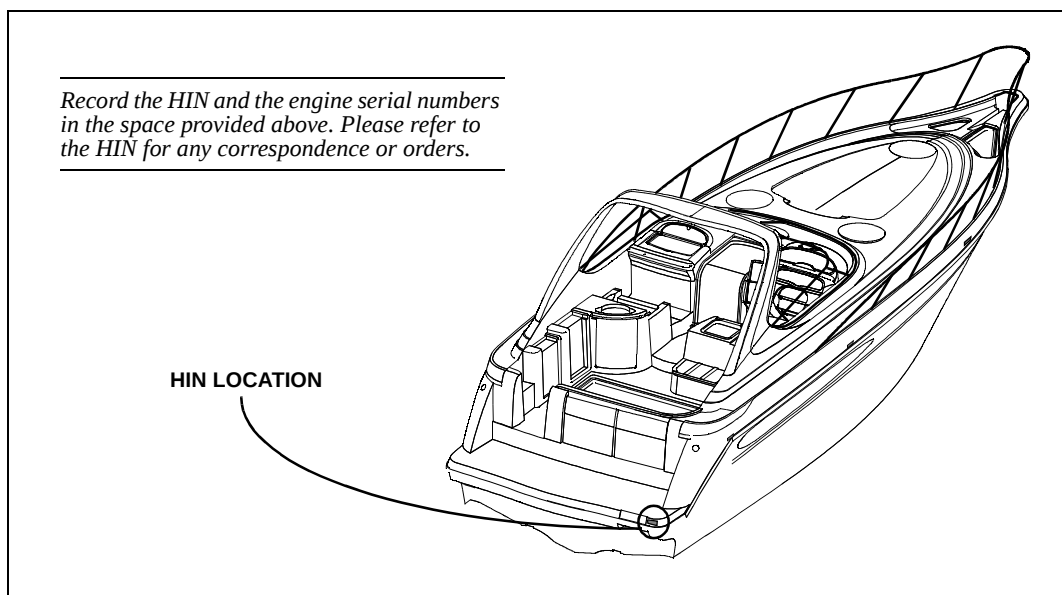


Port Engine Serial Number: _____

Stbd. Engine Serial Number: _____

Hull Identification Number: _____

The Hull Identification Number (HIN) is located on the starboard side of the transom.



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Maxum has instituted an ongoing **Total Customer Satisfaction Program**.

The guiding principles of this program are:

- Design, build and support the finest marine products in the world, in every market we serve.
- Be personally and individually responsible for the customer's total satisfaction.
- Remember that every customer has a choice, and we want them to choose Maxum!

Welcome to the Maxum family. We are looking forward to serving your boating needs, now and in the future!

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Chapter 1: About This Manual

This *Owner's Manual Supplement* was prepared to provide specific information about your yacht. Please study the *Owner's Manual* and this supplement carefully, paying particular attention to **Appendix C: Express Limited Warranty**. Keep this supplement on your yacht in a secure, yet readily available place.

Dealer Service

Make certain that you receive a full explanation of all systems from the selling dealer before taking delivery of your yacht. Your selling dealer is your key to service. If you experience any problems with your new yacht, immediately contact the selling dealer. If for any reason your selling dealer is unable to help, you can call us direct on our customer service hotline: 360-403-0274 or send us a FAX: 360-403-4235.

Boating Experience

If this is your first boat or if you are changing to a type of boat you are not familiar with, for your own comfort and safety, please ensure that you obtain handling and operating experience before assuming command of the yacht.

We strongly recommend that you take one of the boating safety classes offered by the U.S. Power Squadrons or the U.S. Coast Guard Auxiliary. For more course information, including dates and locations of upcoming classes, contact the organizations directly:

- U.S. Power Squadrons: 1-888-FOR-USPS (1-888-367-8777) or on the Internet at: <http://www.usps.org>
- U.S. Coast Guard Auxiliary: 1-800-368-5647 or on the Internet at: <http://www.cgaux.org>

Outside the United States, your selling dealer, national sailing federation or local yacht club can advise you of local sea schools or competent instructors.



WARNING!

CONTROL HAZARD! A qualified operator must be in control of the yacht at all times. *Do not* operate your yacht while under the influence of alcohol or drugs.

Engines & Accessories Guidelines

Your yacht's engines and accessories were selected to provide optimum performance and service. Installing different engines or other accessories may cause unwanted handling characteristics. Should you choose to install different engines or to add accessories that will affect the boat's running trim, have an experienced marine technician perform a safety inspection and handling test before operating your yacht again.

The engines and accessories installed on your yacht come with their own operation and maintenance manuals. We strongly urge you to read and understand these manuals before operating the engines and accessories.

Safety Standards

Your yacht's mechanical and electrical systems were designed to meet safety standards in effect at the time it was built. Some of these standards were mandated by law, all of them were designed to insure your safety, and the safety of other people, vessels and property.

In addition to this *Owner's Manual Supplement*, please read the *Owner's Manual* and all accessory instruction sheets for important safety standards and hazard information.



DANGER!



PERSONAL SAFETY HAZARD! *Do not* allow anyone to ride on parts of the yacht not designated for such use. Sitting on seat backs, lounging on the forward deck, bow riding, gunwale riding or occupying the transom platform while underway is especially hazardous and will cause personal injury or death.

Structural Limitations

The transom platform and bow platform are designed to be lightweight for proper boat balance. The load limit for these platforms is 30 pounds per square foot, evenly distributed.

Qualified Maintenance

 WARNING! To maintain the integrity and safety of your yacht, only qualified personnel should perform maintenance on, or in any way modify: The steering system, propulsion system, engine control system, fuel system, environmental control system, electrical system or navigational system.

Failure to maintain your yacht's systems (listed in the warning above) as designed could violate the laws in your jurisdiction and could expose you and other people to the danger of bodily injury or accidental death. We recommend that you follow the instructions provided in the *Owner's Manual*, this *Owner's Manual Supplement*, the engine owner's manual and all accessory instruction sheets/manuals included in your yacht's owner's packet.

Hazard Warning Symbols

The hazard warning symbols shown below are used throughout this supplement to call attention to potentially dangerous situations which could lead to either personal injury or product damage. We urge you to read these warnings and the ISO symbols listed in **Appendix C** carefully. Follow all safety recommendations.

 DANGER! This symbol alerts you to immediate hazards which WILL cause severe personal injury or death if the warning is ignored.
--

 WARNING! This symbol alerts you to hazards or unsafe practices which COULD result in severe personal injury or death if the warning is ignored.
--

 CAUTION! This symbol alerts you to hazards or unsafe practices which COULD result in minor personal injury or cause product or property damage if the warning is ignored.
--

NOTICE This symbol calls attention to installation, operation or maintenance information, which is important to proper operation but is not hazard related.
--



Special Care For Moored Boats

If moored in saltwater or fresh water, your boat will collect marine growth on its hull bottom. This will detract from the boat's beauty, greatly affect its performance and may damage the gelcoat. There are two methods of slowing marine growth:

- Periodically haul the boat out of the water and scrub the hull bottom with a bristle brush and a solution of soap and water.
- The hull below the waterline was painted with anti-fouling paint by the factory. Occasionally you will need to re-paint it with a good grade of anti-fouling paint.

NOTICE

- **To help seal the hull bottom and reduce the possibility of gelcoat blistering on moored boats, we recommend the application of an epoxy barrier coating, such as INTERLUX, *Interprotect 2000E/2001E*. The barrier coating should be covered with several coats of anti-fouling paint.**
- **Many states regulate the chemical content of bottom paints in order to meet environmental standards. Check with your local dealer about recommended bottom paints, and about the laws in effect in your area.**

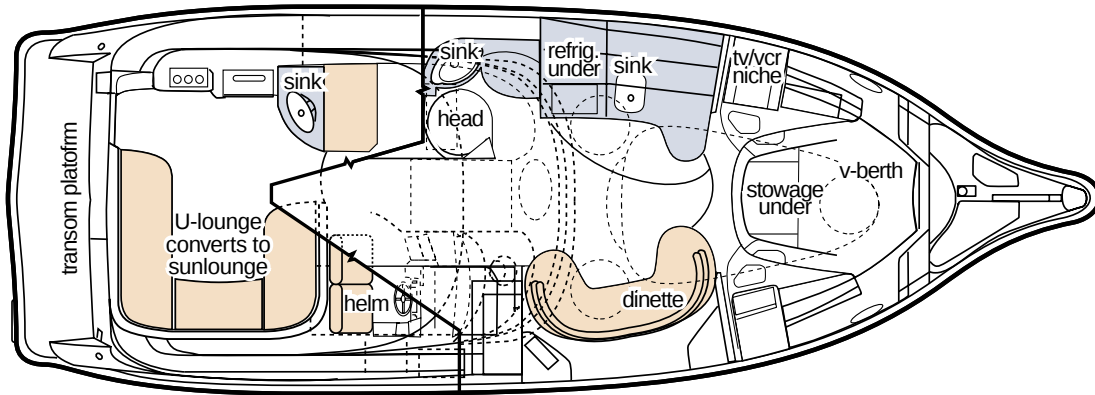
Chapter 2: Components/Systems

Dimensions & Tank Capacities

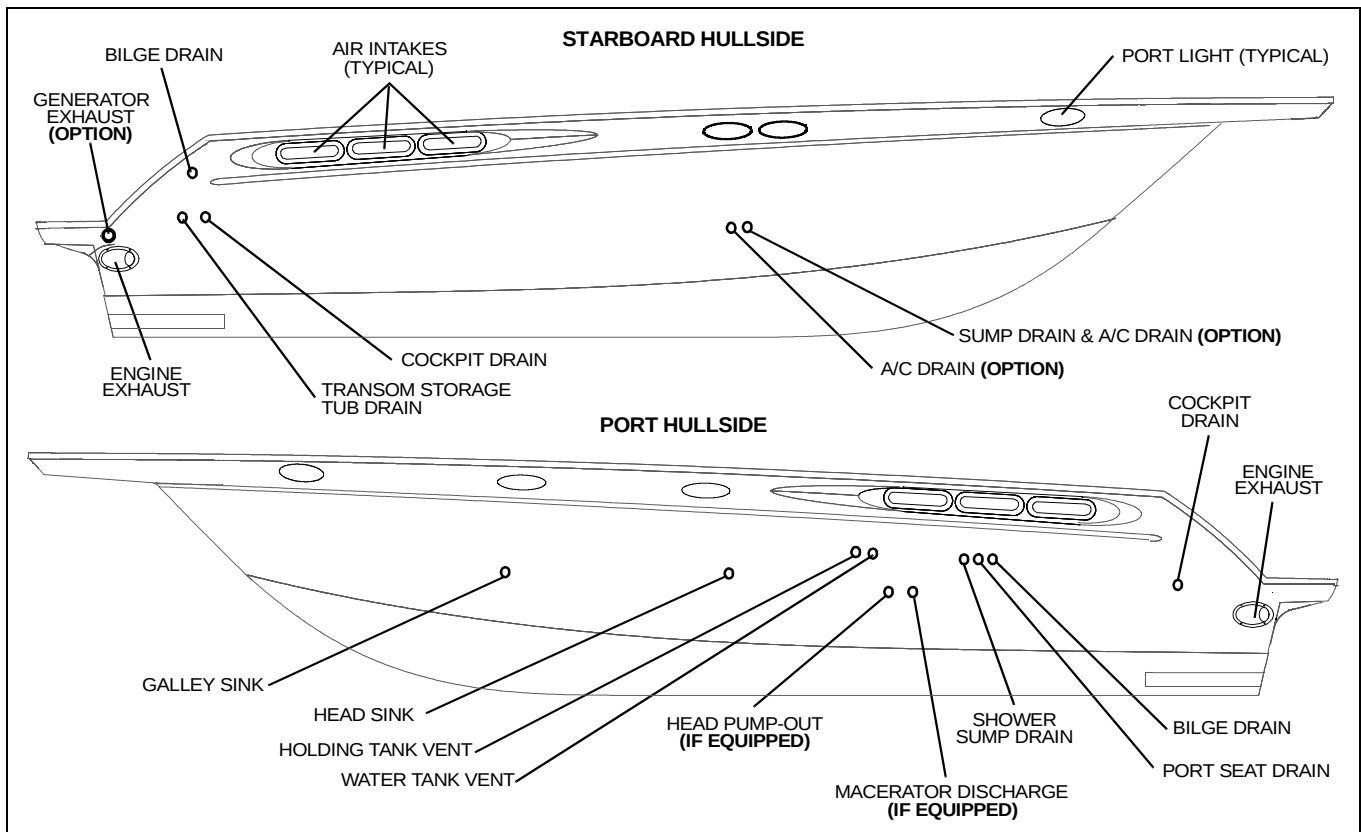
Overall Length	Max. Bridge Clearance*	Beam	Draft	Fuel Tank Capacity (gal)	Water Tank Capacity (gal)	Holding Tank Capacity (gal)
39' 3"	12' 11"	13' 0"	3' 7"	244	65	50

* Includes radar arch and mast head with optional electronics package.

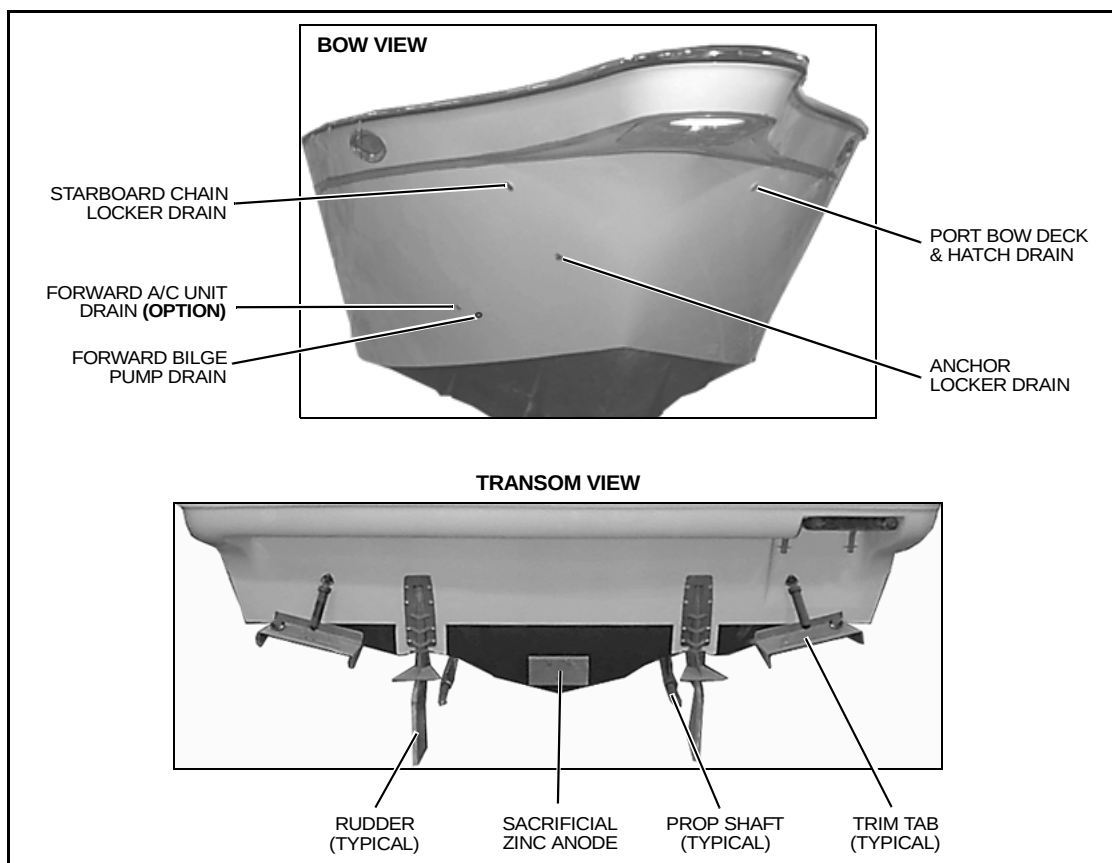
Layout View



Hullside Exterior Hardware & Drains

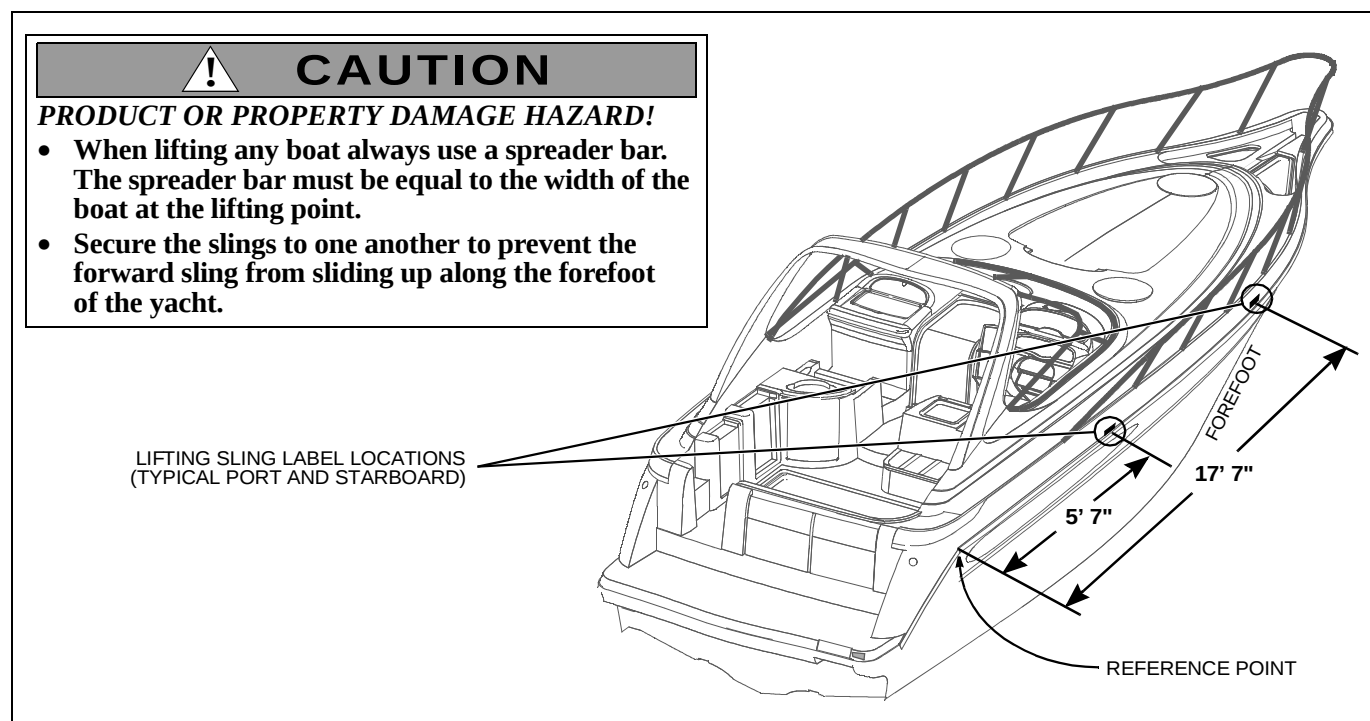


Bow & Transom Hardware



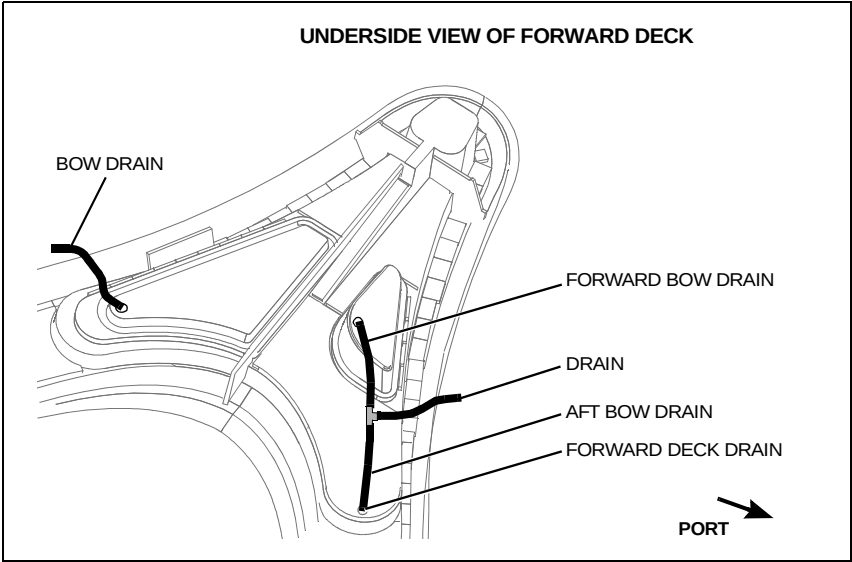
Lifting Sling Positions

Use the following lifting sling label locations when raising or lowering your yacht in or out of the water.

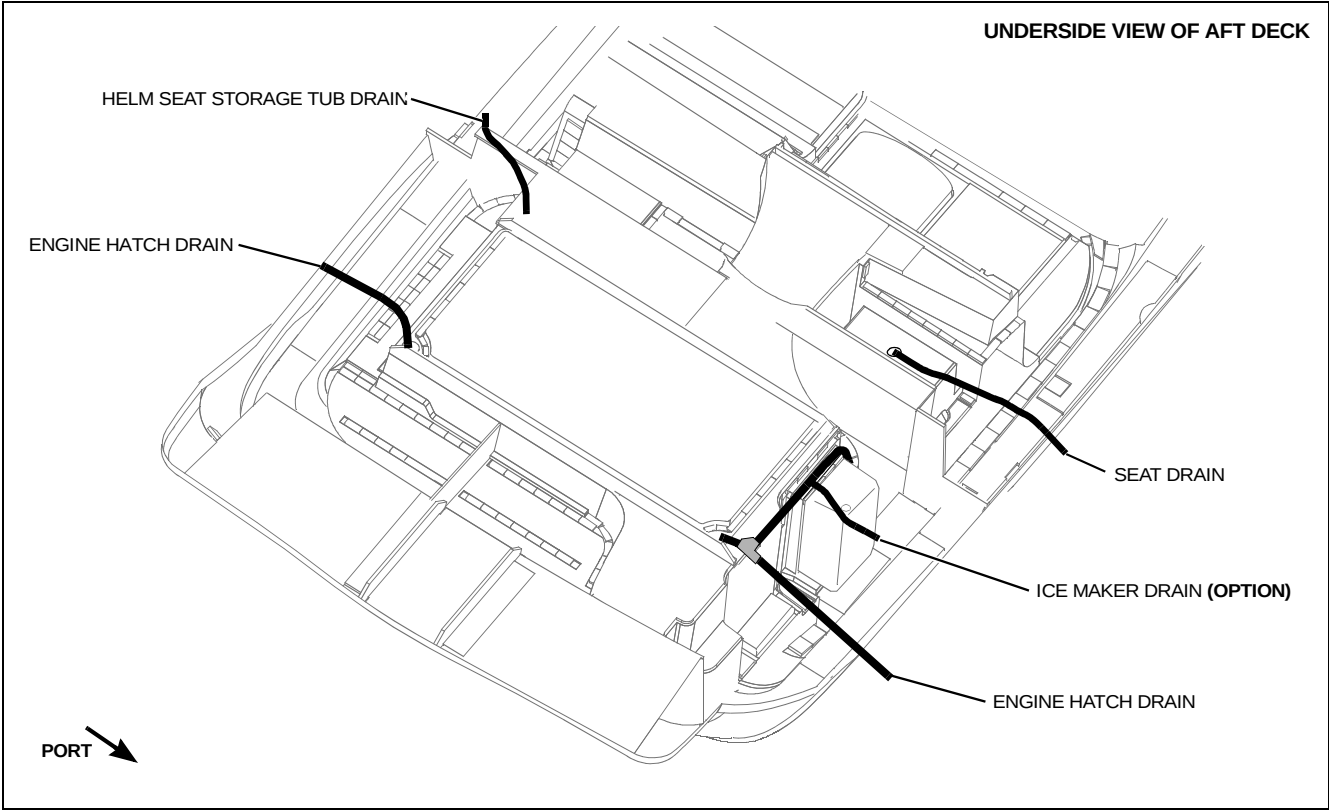


Deck Drains

Forward Drains



Aft Drains

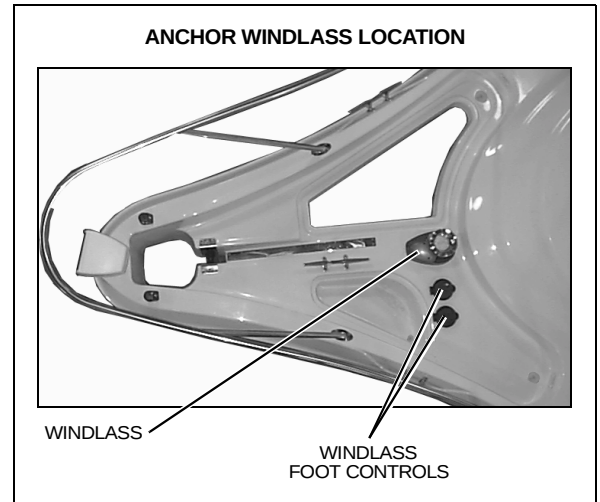


Deck Equipment

Anchor Windlass (Option)

Your yacht may feature an **optional** anchor windlass. Read the windlass manual supplied in your yacht's owner's packet for detailed operating instructions and observe the following:

- To haul the anchor, use engine power (*not* the windlass) to move the boat to, and directly above, the anchor. Activate the windlass to disengage the anchor from the bottom by pulling it straight up. *Do not* pull the boat to the anchor using the windlass or continue to operate the windlass if it has stalled or is overloaded.
- Verify the windlass breaker on the DC panel is activated before using the windlass.



Windshield Wipers

- Windshield wiper and washer switches are located at the helm.
- Periodically, due to wear and environmental exposure, you will need to replace wiper blades using 28" blade refills. Instructions for replacing the wiper blades can usually be found on the blade replacement package.
- The windshield wiper fluid level should be checked occasionally and refilled as necessary. The windshield wiper fluid bottle can be accessed through the galley floor cutout.

Electrical System

We strongly recommend you read and understand this section and the electrical section of the *Owner's Manual*. Electrical routing illustrations are provided in **Appendix A** of this supplement; wiring schematics in **Appendix B**.

⚠ DANGER!

EXTREME FIRE, SHOCK & EXPLOSION HAZARD!

- To minimize the risks of fire and explosion, *never* install knife switches or other arcing devices in the fuel compartments.
- *Never* substitute automotive parts for marine parts. Electrical, ignition and fuel system parts were designed and manufactured to comply with rules and regulations that minimize risks of fire and explosion.
- *Do not* modify the electrical systems or relevant drawings.
- Only qualified personnel should install batteries and/or perform electrical system maintenance.
- Insure that all battery switches are in the *off* position before performing any work in the engine spaces.

⚠ WARNING!

FIRE, OPEN FLAME & EXPLOSION HAZARD!

- Fuel fumes are heavier than air and will collect in the bilge areas where they can be accidentally ignited. Visually and by smell (sniff test), check the engine and fuel compartments for fumes or accumulation of fuel. Always operate the bilge blowers for at least four minutes prior to engine starting, electrical system maintenance or activation of electrical devices.
- Minimize the danger of fire and explosion by not exposing batteries to open flame or sparks. It is also important that no one smoke anywhere near the batteries.



CAUTION!

SHOCK & ELECTRICAL SYSTEM DAMAGE HAZARD!
Never disconnect the battery cables while the engine is running since it can cause damage to your boat's electrical system components.

NOTICE

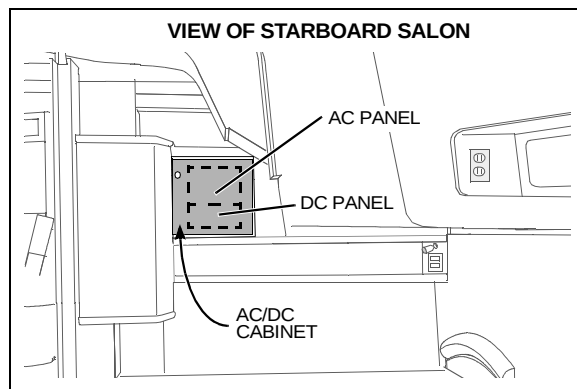
Electrical connections are prone to corrosion. To reduce corrosion caused electrical problems, keep all electrical connections clean and apply a spray-on protectant that is designed to protect connections from corrosion.

DC Electrical System

Your yacht is equipped with a 12 volt DC (direct current) system. Your yacht's DC main distribution panel is located inside the AC/DC cabinet on the starboard side of the salon.

Circuit Breakers and Fuses

Circuit breakers and fuses for engines, main accessory power and **optional** windlass power are on the DC panel and on the battery switch panel. Electronics power is provided at the upper helm station. Some equipment, such as depth finders and shower pumps, may have secondary fuse protection at the unit.



Batteries

The batteries, located in the generator compartment, supply electricity for lights, accessories, as well as engine and **optional** generator starting.

Battery Maintenance

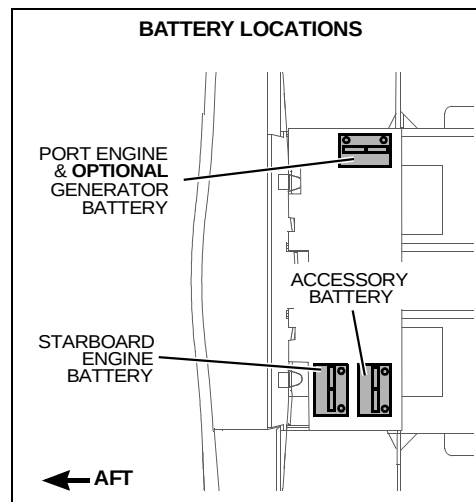
- Periodically remove the battery caps and check the electrolyte level; if the zinc plates are exposed, add distilled water until they are covered.
- Corroded battery terminals can be cleaned with baking soda and water. After cleaning the terminals, coat them with a light film of battery terminal lubricant and tighten all battery connections.

Battery Condition

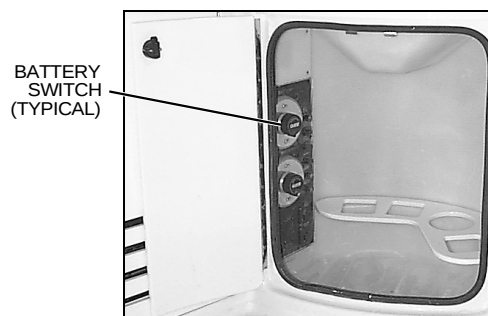
The port and starboard engine battery conditions can be read on the helm's instrument panel voltage gauges (voltmeters). The condition of the accessory battery can be read on the starboard engine voltmeter when the accessory battery switch is activated.

Battery Switches

- A separate rotary battery switch is provided for each battery installed on your yacht. Battery switches are located under the cockpit sink.
- An emergency crossover (parallel) switch at the helm enables you to start an engine using both engine batteries if the designated engine battery is low.



BATTERY SWITCHES ARE LOCATED UNDER THE COCKPIT SINK





CAUTION!

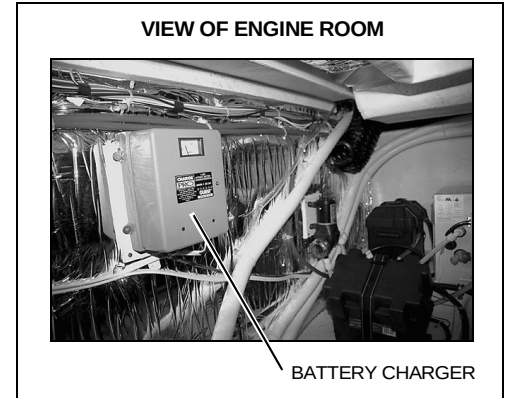
- The crossover switch should be turned on *only* in emergencies.**
- Never disconnect battery cables or turn off main battery switches while engines are running as this can cause damage to your boat's electrical components.**

Alternators

When the engines are running, the alternators installed on your yacht maintain proper charge levels in the engine and accessory batteries.

Battery Charger

- Your yacht is equipped with a battery charger, located inside the engine room.
- The battery charger's circuit breaker is located on the AC panel and must be turned *on* for charging to occur.
- The battery charger will charge the yacht's batteries whenever the boat is plugged into 120 volt shore power or whenever the **optional** generator is operated.
- We recommend that you thoroughly read and understand the battery charger manual (provided in your yacht's owner's packet) *before* using the charger.



CAUTION!

The battery charging systems (alternators and battery charger) installed are designed to charge conventional lead-acid batteries. Before installing gel-cell or other new technology batteries, consult with the battery manufacturer about charging systems requirements.

AC Electrical System

- Your yacht uses 120v AC/60Hz or **optional** 240v AC/60Hz systems.
- The AC system can be energized by shore power or **optional** generator power.
- The power source is selected using the master circuit breakers. After activating AC power, individual breakers must be activated to supply power to the accessories you wish to use.
- This system is designed so that ship's power and shore power sources *cannot* supply power simultaneously.

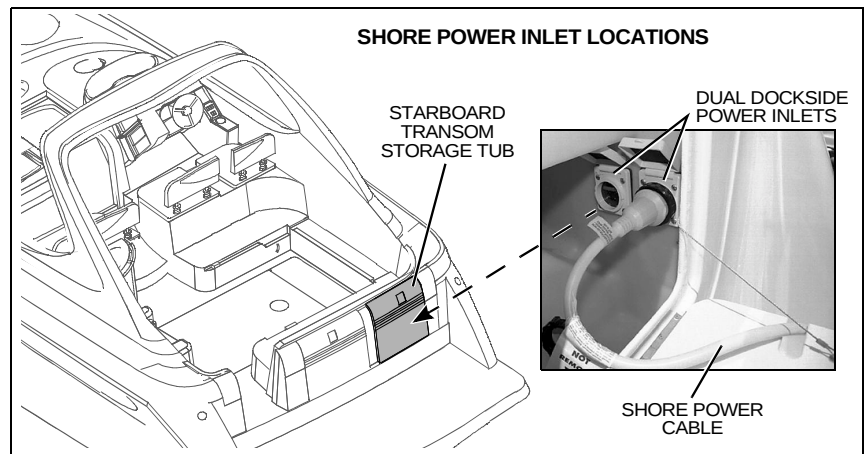


CAUTION!

- **DO NOT energize the AC water heater electrical circuit until the heater is *completely* filled with water.** Even momentary operation in a dry tank will damage the heating elements. **Warranty replacements *will not* be made on elements or tank damaged in this manner. The tank is full if water flows from the tap when the hot water is turned on in the galley.**
- **When using shore power or (optional) generator power, the simultaneous operation of several AC accessories can result in an overloaded circuit. It may be necessary to turn off one accessory while operating another.**

Shore Power

- Your yacht is equipped with dual dockside inlets which are rated 120v/30 amps or **optional** 240v/50 amps.
- Dockside inlets are located inside the starboard transom storage tub.
- Since some dockside receptacles may be rated less than 30 amps, you may need to purchase lower amp adapters. Whenever a lower amp adapter is used, however, there will be a corresponding drop in supplied power from the dockside system.



⚠ DANGER!




FIRE, EXPLOSION & SHOCK HAZARD!

- To minimize shock and fire hazard, *do not* modify electrical systems or relevant drawings.
- *Do not* alter shore power connectors and use only compatible connectors.
- Only qualified personnel should install batteries and/or perform electrical system maintenance.
- Before connecting to shore power, ensure all breakers and switches on the AC master panel are in the *off* position.
- To prevent shock or injury from an accidental dropping of the “hot” cord into the water, *always* attach the shore power cord to the boat inlet first; then to the dockside connection.

⚠ CAUTION!


SHOCK & ELECTRICAL SYSTEM DAMAGE HAZARD!

- *Never* connect dockside power to your boat outside North America unless you have purchased the international electrical conversion option.
- Use double insulated or three-wire protected electrical appliances whenever possible.

Connecting to Shore Power

Each dockside inlet is labeled line 1 or line 2, which corresponds to the line each operates on the AC master panel. This system is designed so that each line operates independent of each other.

1. Monitor the electrical control panel's polarity indicator lights on the AC panel:
 - A green light illuminating after the power cord is plugged into the yacht's external power receptacle indicates acceptable electrical power in which you may energize the main breaker switches.
 - A red light, however, indicates reversed polarity, which could cause electrical system damage and possibly electrical shock injuries. In this case, *do not* energize the main breaker switches.

⚠ WARNING!


SHOCK & ELECTRICAL SYSTEM DAMAGE HAZARD!

- You must monitor the polarity indicator lights every time you connect to shore power.
- When connecting to shore power and you encounter reversed polarity light (red colored), *do not* energize the main breaker switches. Instead, *immediately* disconnect the shore power cord (always from the dockside receptacle first) and notify marina management.

2. Activate the AC system by turning the main ship/shore breaker(s) to the dockside position.
3. Turn on the master breakers and individual component breakers as required.

NOTICE

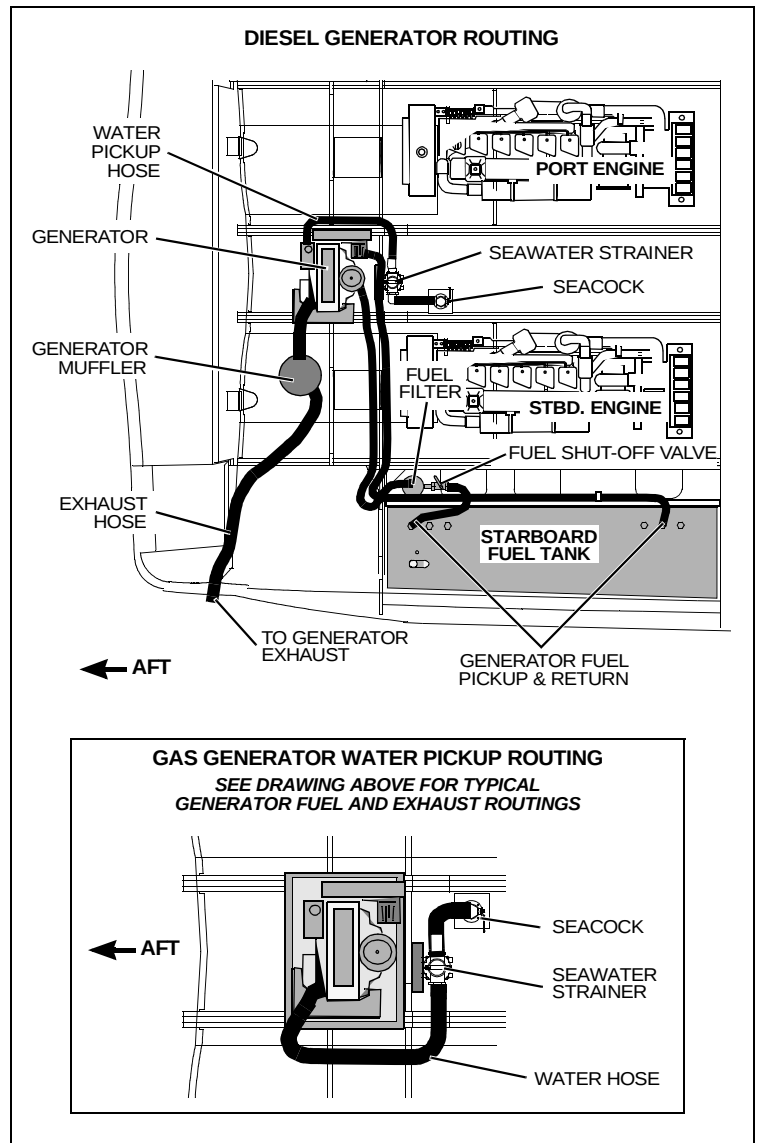
- Voltage on each line can be read by setting the voltmeter selector switch.
- Amperage draw can be read on the ammeter gauge.

Generator Power (Option)

Your yacht may come equipped with an **optional** gas or diesel generator. Prior to initially operating your generator, read the generator manual for information on pre-start checks, break-in procedures and detailed operating instructions.

Observe the following:

- Operate the bilge blowers for a minimum of four minutes before starting the generator. Leave the blowers on while the generator is operating unless the yacht is running at cruising speed.
- Make sure the generator's seawater pickup system's seacock is in the *open* position before and during generator operation.
- The generator's starter switch and breakers are located on the AC electrical panel.
- **Diesel generator:** Activate the generator's preheat switch (located on the AC panel) for approximately one minute before attempting to start your diesel generator.
- **Gas generator:** Simultaneously press the oil pressure button and turn the starter switch until the generator starts.
- Fuel to run the generator is supplied from the starboard fuel tank.
- In addition to servicing the filters attached to the generator, the fuel filters/separators (located near the fuel shut-off valve) should be serviced as described in the manufacturer's manual.
- The generator runs off the port engine battery.
- The generator's coolant mixture consists of equal parts of water and antifreeze (Ethylene Glycol). Coolant (antifreeze) levels should be checked at the generator-mounted expansion tank and at the coolant recovery bottle, located near the generator.
- Check the generator's seawater strainer for leaks and clean out debris (see the *Seawater Strainer* section of this supplement).



CAUTION!

SYSTEM DAMAGE HAZARD!

- Always verify the generator's seawater pickup system's seacock is in the *open* position before and during generator operation.
- Never operate the generator starter for more than 30 seconds. If the generator does not start, wait at least 30 seconds before another start attempt is made.
- After starting the generator, wait for the generator to stabilize before activating component breakers on the AC panel.

Audio & Visual Equipment

All audio and visual equipment installed on your yacht have separate instruction sheets or manuals that explain their operating procedures in detail.

NOTICE

AM radio reception may be impaired anytime the engines are running.

Navigation & Communication Equipment

The owner's packet contains operation manuals for all navigation & communication equipment installed on your yacht. We *strongly* recommend that you thoroughly read and understand these manuals before using these systems. Additionally, read the warnings below carefully and follow all safety recommendations.

Autopilot (Option)

Your yacht may feature an **optional** autopilot system which can be activated from the helm. The autopilot will aid you in maintaining the chosen heading of your yacht automatically.



WARNING!

Never leave the helm while the autopilot system is on! Someone should always stay at the helm as a lookout in case a dangerous situation suddenly develops.

NOTICE

The autopilot system is only an aid to navigation. It's accuracy can be affected by many factors, including equipment failure or defects, environmental conditions & improper handling or use.

Compass

Your yacht is equipped with a compass, located at the helm.

NOTICE

Compass accuracy can be affected by many factors. We strongly recommend having a qualified technician calibrate your compass. Make sure the technician gives you a deviation card which shows the corrections to apply in navigational calculations. Keep a copy of the deviation card at each helm.

Depth Finder (Option)

Your yacht may feature an **optional** depth finder (depth sounder) at the helm station. The depth finder provides you with measurements of water depth beneath the boat.



WARNING!

- *Do not* use the depth finder as a navigational aid to prevent collision, grounding, boat damage or personal injury.
- When the boat is moving, submerged objects will not be seen until they are already under the boat. Bottom depths may change too quickly to allow time for the boat operator to react. If you suspect shallow water or submerged objects, operate the boat at very slow speeds.

Radar (Option)

Your yacht may be equipped with an **optional** radar system, which is activated from the helm station. Radar provides you with a complete and accurate 360° radar picture of other vessels, buoys, and landfall surrounding your vessel.

VHF Radio

Your yacht includes a VHF (Very High Frequency) radio at the helm, just below the steering wheel. The VHF radio can be used to access weather reports, summon assistance or contact other vessels as permitted by the FCC (Federal Communications Commission). Be sure to contact the FCC for licensing, rules and regulations concerning VHF radio usage.

Lighting

Navigation and Interior Lights

We strongly recommend that you understand navigation light usage as described in the *Owner's Manual*. The navigation and interior lights supplied with your yacht are of top quality, but you should be aware that failure may periodically occur for a variety of reasons:

1. There may be a blown fuse - *replace the fuse*.
2. The bulb may be burned out - *carry spare bulbs for replacement*.
3. The bulb base may be corroded - *clean the base and coat it with non-conductive electrical lubricant*.
4. A wire may be damaged or may have come loose - *repair as required*.



CAUTION!

- Avoid the storage of gear where it would block navigation lights from view.
- Prolonged operation of cabin interior lights (overnight) will result in a drained battery. Be conservative in the use of battery power.

Spotlight (Option)

Your yacht may come equipped with an **optional** spotlight which is located on the bow. The spotlight is controlled from a switch that is located just starboard of the helm's steering wheel. Detailed instructions can be found in the spotlight's operation manual.

Appliances

All appliances installed on your yacht come with their own manuals (supplied in your yacht's owner's packet) that explain detailed operating instructions and important safeguards. Thoroughly read and understand these manuals before attempting to operate your yacht's appliances.

- Appliances operate on 120v AC power, which may be supplied from shore power or **optional** generator power.
- Make sure the AC breaker is activated for the appliance you wish to turn on.



WARNING!



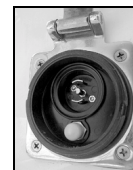
SCALDING & FIRE HAZARD!

- Do not touch stove burners, grates or areas near the stove units as they may be hot even when they are dark in color. Areas near burners and grates may become hot enough to cause burns.
- During and after use, do not touch or let clothing or other flammable material come in contact with heated units or areas near the units (burner tops, main frame sides and back, sea rails and pot holders) until they have had sufficient time to cool.

TV/Telephone Dockside Inlet (Option)

Your yacht may be equipped with an **optional** cable television and telephone dockside inlet. The TV/telephone dockside inlet is located in the aft starboard transom stowage tub, near the shore power inlets. The yacht must be hooked up to a dockside source for telephone service or receive cable television transmission.

TV/TELEPHONE DOCKSIDE INLET



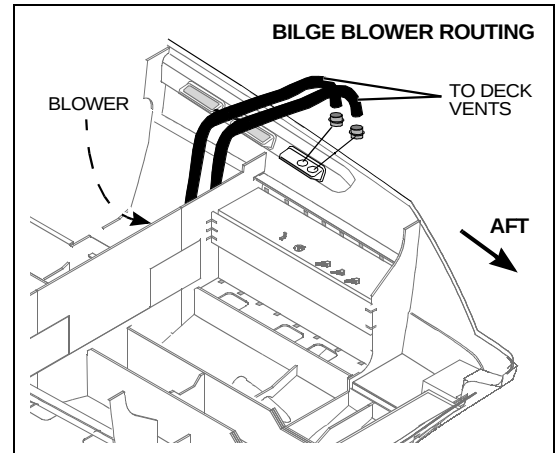
Propulsion

Engines

The owner's packet contains detailed engine operation and maintenance manuals. Read and understand these manuals *before* operating or performing maintenance to the engines.

Engine Room Ventilation System

- The bilge blowers remove fumes from the engine room and draw fresh air into the compartment through the deck vents.
- Run the bilge blowers for at least four minutes before starting the engines, or the optional generator.
- Keep the blowers running during starting, and while operating your yacht below cruising speed.



WARNING!



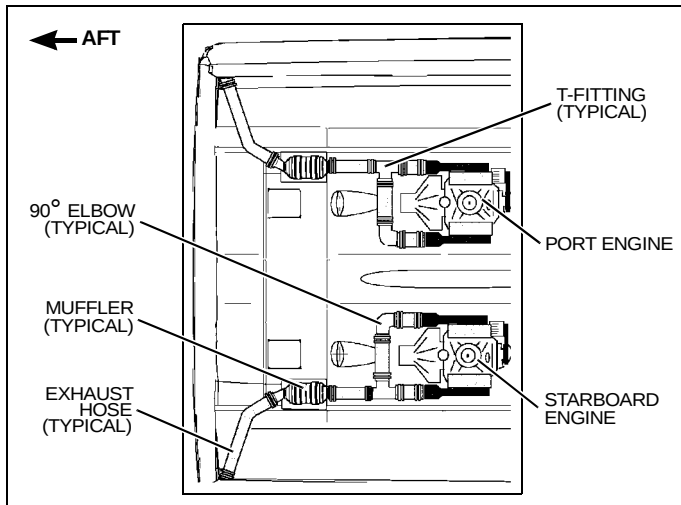
EXPLOSION HAZARD!

- Operation of the blower system is not a guarantee that explosive fumes have been removed. If you smell any fuel, *do not* start the engines. If the engines are already running, *immediately* shut off the engines and all electrical accessories and investigate.
- *Do not* obstruct or modify the ventilation system.

Exhaust System

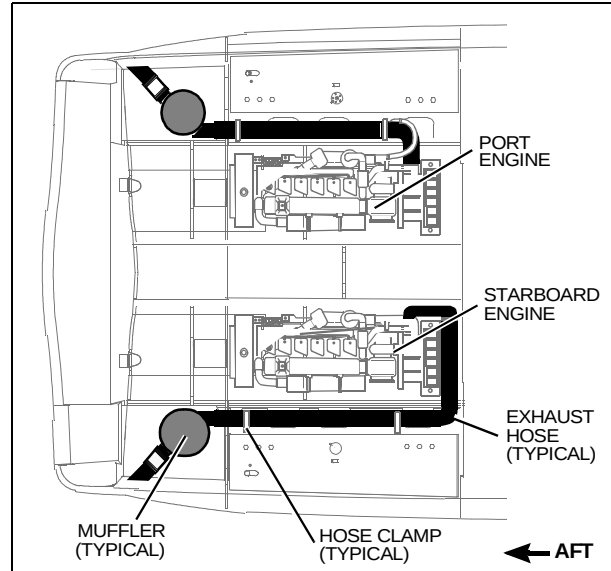
The exhaust system is designed to keep water out of the engines in most sea conditions, however, *do not* anchor the stern to sea or shut engines off if the seas are too high.

GAS ENGINE EXHAUST SYSTEM ROUTING



Always use good seamanship and consider the sea conditions before anchoring or shutting off the engines.

DIESEL ENGINE EXHAUST SYSTEM ROUTING



NOTICE

Check all exhaust system hose clamps after the first 20 hours and continue to check all of the clamps periodically after that.

Engine Cooling System

- The engine cooling system circulates raw water around components and also uses a heat exchanger to reduce engine temperature.
- Engine coolant (antifreeze) levels should be checked at the engine-mounted expansion tanks and at the coolant recovery bottles, located near the engines.



CAUTION!

SCALDING HAZARD!

Never check coolant levels when the engine is hot or while the engine is operating.

- Make sure both engine seawater intake valves (seacocks) are *open* before starting the engines and keep the seacocks *open* while the engines are running.



CAUTION!

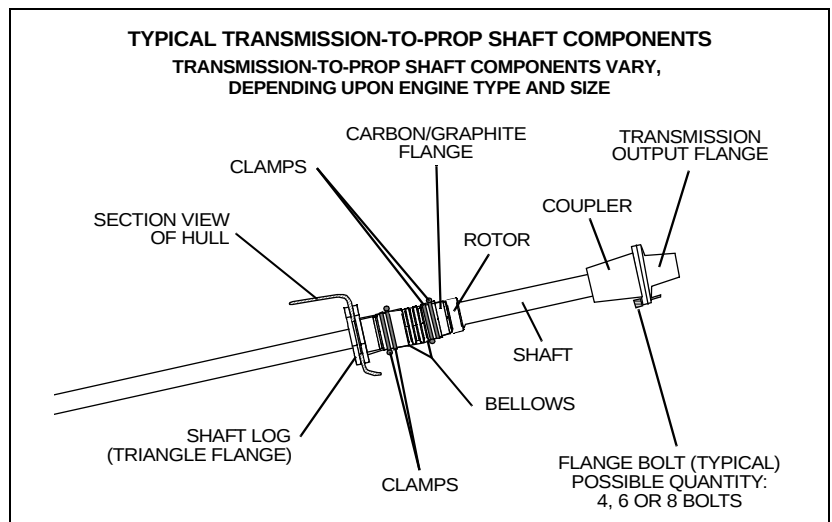
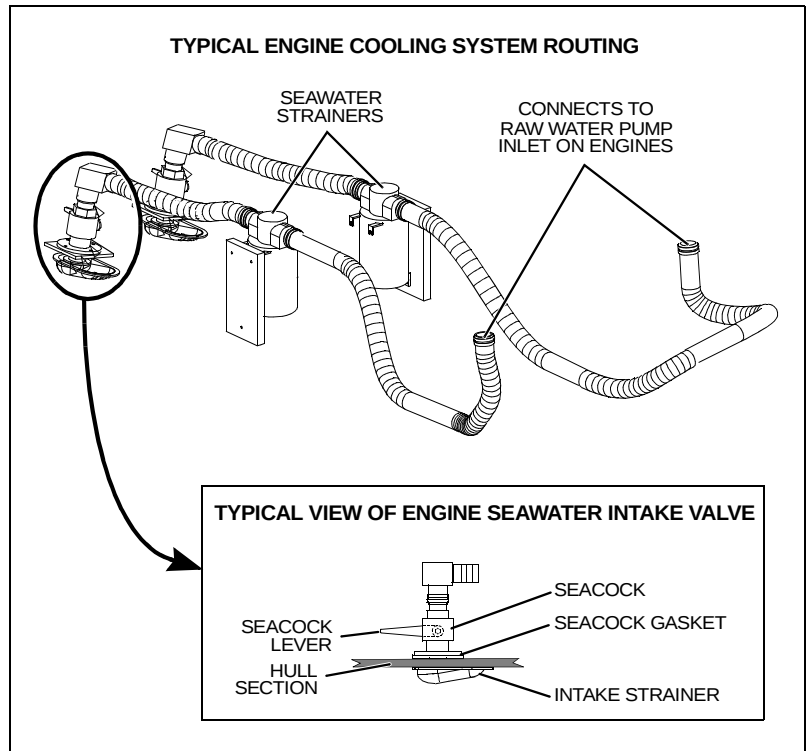
SYSTEM DAMAGE HAZARD!

The engine cooling system's seacocks must be *opened* before engines are started and remain open during engine operation.

- The engine cooling system's seawater strainers (located in the forward bilge) should be checked for leaks and cleaned *every time* you use your yacht. For instructions on how to clean the seawater strainers, see the *Seawater Strainer* section of this supplement.

Shaft-Transmission Alignment

- Alignment between the engine transmission output shaft and the propeller shaft is critical. This alignment has been performed at the factory, and was rechecked by the dealer after the boat had been in the water for 48 hours.
- An alignment inspection should be performed as part of the routine maintenance program (after the initial 30 hours of operation, then every 60 hours) and whenever an unusual noise or vibration is noticed.
- To insure proper alignment after a haulout or dry storage, wait 48 hours after launching before making final alignment adjustments.



CAUTION

SYSTEM DAMAGE HAZARD! If a shaft misalignment exists, have a qualified marine mechanic perform an alignment as soon as possible. Continued use may lead to premature engine, transmission, shaft, shaft seal and/or hull damage!

Checking Alignment

Since engine alignment requires moving the engine, it should be performed by a marine mechanic. An alignment check can be performed, however, when the following steps are followed:

1. Remove the flange bolts at the transmission-to-shaft coupling and slide the shaft aft until the flanges are approximately 1/4" apart.
2. Rotate the shaft to see if there is obvious "wobble" of the shaft flange. If there is, it may indicate that the shaft has been damaged and should be inspected by a marine mechanic as soon as possible.
3. Move the shaft up and down and from side-to-side to determine, as closely as possible, the central position where the shaft is normally located. At this position, the transmission flange should align with the shaft flange without moving the shaft more than 1/8". If this is not the case, *a misalignment condition exists (see caution on bottom of the previous page)*.
4. Move the shaft flange into contact with the transmission flange.
5. Check the gap between flange faces by attempting to insert a 0.003" feeler gauge at the top, bottom and each side.
6. Repeat this operation after rotating the shaft flange 1/4 turn (3 times). If the feeler gauge can be easily inserted at any point, *a misalignment condition exists (see caution on bottom of the previous page)*.
7. Reinstall the flange bolts, nuts and lock washers (if provided) and torque to the specifications listed in the table to the right.
8. Recheck flange bolt torque after 20 hours of operation.

FLANGE BOLT SPECIFICATIONS

BOLT SIZE	TORQUE
3/8" - 24	40 +/- 7 lb.
7/16" - 20	65 +/- 10 lb.
1/2" - 20	95 +/- 15 lb.
5/8" - 18	200 +/- 30 lb.
M16 x 1.5	175 +/- 25 lb.

NOTICE

Replacement flange bolts, nuts and washers *must* be corrosion resistant and grade 8 or better.

Shaft Log Packless Sealing System

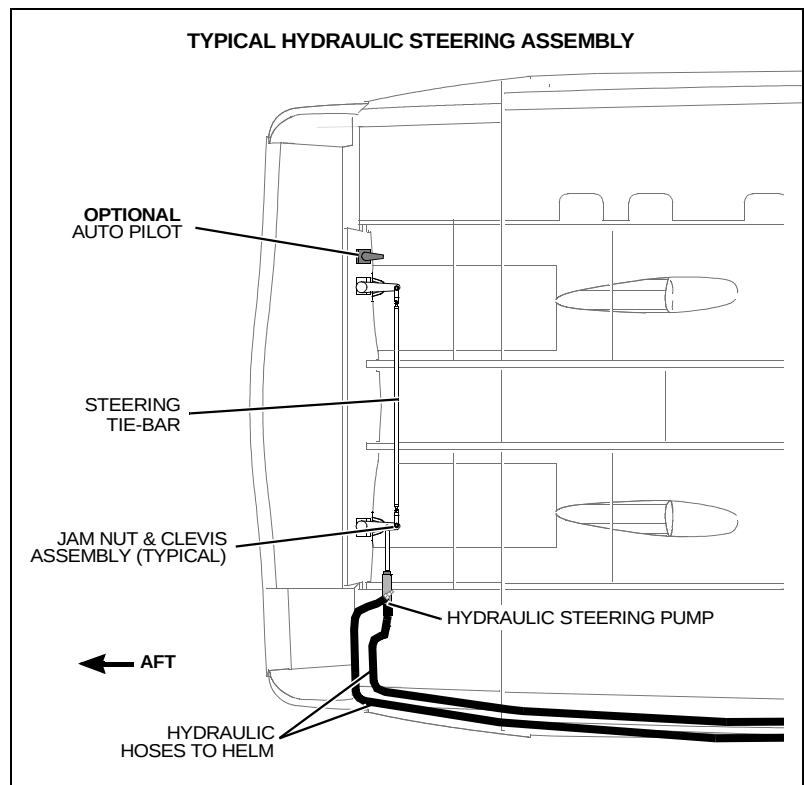
The shaft seal, which is part of the shaft log packless sealing system, is a maintenance-free, watertight seal that doesn't require packing or adjustments.

Controls

Steering & Shifter/Throttle System

Your yacht is equipped with a manual hydraulic steering system, therefore the system will not operate as easily as a car's power steering.

- The shifter/throttle controls are located at the helm.
- A rhythmic pulsing when turning the wheel is a characteristic of the pump and is *not* a malfunction. Also, when coming off a hard-over position, a resistance may be felt, followed by a distinct sound. This is a normal situation resulting from the release of the check valve.
- The steering fluid level should be checked according to the instructions and maintenance suggestions outlined in the steering manual supplied in the owner's packet.



Rudder Stuffing Gland

The rudder stuffing gland is part of the assembly where the rudders emerge from the bottom of the boat. The shaft stuffing gland should not leak any water. If a leak develops, it can usually be stopped by tightening the packing gland nuts *slightly*.



CAUTION!

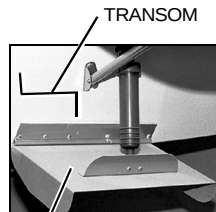
PRODUCT DAMAGE HAZARD! Do not over tighten the packing gland nuts.

If stuffing gland leakage becomes excessive, packing replacement can be performed as follows:

1. Remove the boat from water.
2. Loosen the packing gland nuts and back the packing gland from the sleeve.
3. Remove the old packing.
4. Wrap new packing around the shaft.
5. Cut the rings with a razor blade at an angle approximately 30 degrees to the long axis of the shaft.
6. Stagger the ends of each ring around the shaft and insure that the ring are at the bottom in the sleeve.
7. Tighten the packing gland nuts until resistance is felt.

Trim Tabs

TRIM TAB AND TRIM TAB SWITCH LOCATIONS



TRIM TAB
(TYPICAL)

HELM TRIM TAB
ROCKER SWITCHES



Trim tabs control the longitudinal and lateral trim of your boat at cruising speeds and are controlled by two rocker switches at the helm station. Before using the trim tab rocker switches, we strongly urge you to read and understand the trim tab operation manual included in your yacht's owner's packet and observe the following:

- Once the best bow cruising trim is reached, use the port or starboard trim switches, one at a time, to correct unequal lateral loading.
- Trim tab adjustment should be performed by several short touches to the switch rather than one long one. After each short touch allow about five seconds for the hull to react.
- The trim tab hydraulic fluid reservoir/pump is located in the engine compartment. The fluid level should be checked periodically (at least once a year) and refilled as necessary.



WARNING!

LOSS OF CONTROL HAZARD!

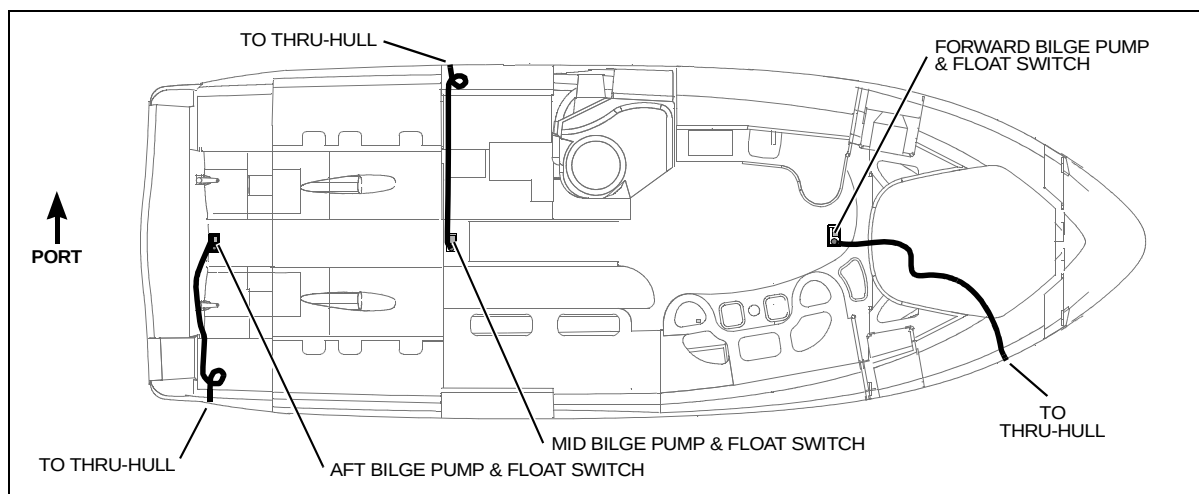
- Improper use of trim tabs may cause loss of control!
- Do not use trim tabs in a following sea as they may cause broaching or other unsafe handling characteristics.
- Never allow anyone unfamiliar with trim tabs to operate them and *do not* use trim tabs to compensate for excessive unequal weight distribution.

Bilge

Bilge Pumps

Your yacht is equipped with three automatic impeller-type bilge pumps which are used to pump water out of the bilge. Bilge pumps are controlled by automatic bilge pump float switches (autofloat switches) and/or switches at the helm. Bilge pumps are wired directly to the battery so they will normally function even when the yacht is completely shut down and unattended.

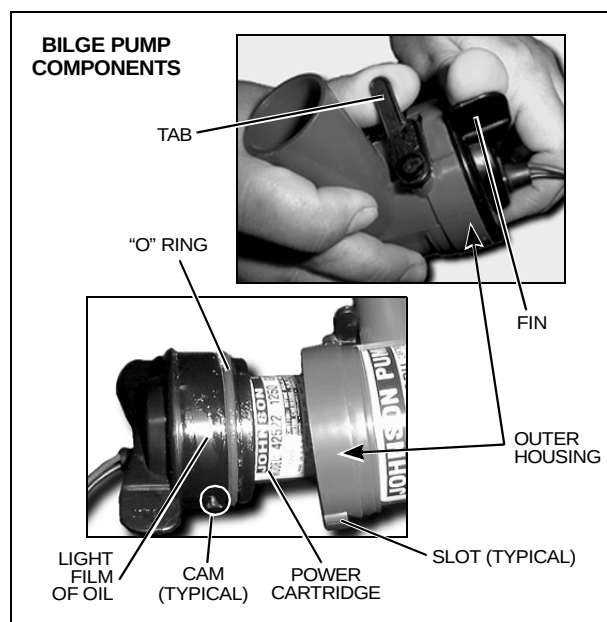
Bilge Pump Locations



Bilge Pump Testing

Bilge pumps should be checked often to verify that they are working properly. To test a bilge pump's operation, activate the dash-mounted switch and verify that water in the bilge is pumped overboard. If bilge water is present and the pump motor is running but *not* pumping, inspect the discharge hose for a kink or collapsed area. If no problems are found, check the bilge pump housing for clogging debris as follows:

1. Remove the power cartridge:
 - a. Lift the tab while rotating the fins counterclockwise.
 - b. Lift out the power cartridge.
 - c. Clear the outer housing of debris.
2. Reinstall the power cartridge:
 - a. Make sure the "O" ring is properly seated.
 - b. Coat the "O" ring with a light film of vegetable or mineral oil.
 - c. Align the two cams on either side of the power cartridge with the two slots on the outer housing and press the power cartridge into the housing while twisting clockwise.
 - d. To ensure proper reinstallation of the power cartridge, attempt to twist the fins counterclockwise without lifting the tab: The cartridge should stay in place.

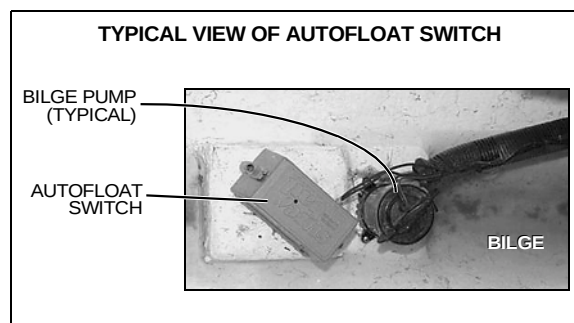


NOTICE

Discharge of oil, oil waste or fuel into navigable waters is prohibited by law. Violators are subject to legal action by the local authorities.

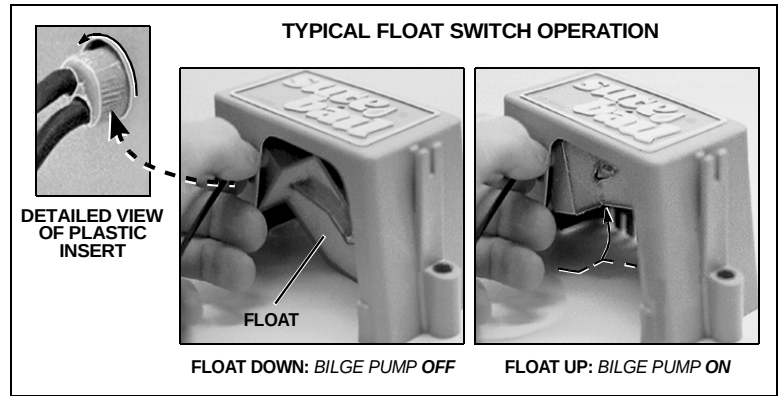
Autofloat Switches

- Automatic bilge pumps use an electromagnetic float (autofloat) switch to automatically activate the pump whenever water accumulates above a preset level in the bilge.
- Autofloat switches are mounted next to the bilge pump it activates, and are wired directly to the battery so they will normally function even when the yacht is completely shut down and left unattended.
- Autofloat switches should be tested often for proper operation as follows.



To test a float switch:

1. Lift the float *up* by turning the plastic float switch insert (where the wires enter the housing) 1/4 turn counterclockwise. As the float is lifted, the bilge pump should turn on. If lifting the float does not turn the pump on, check the inline fuse. If the fuse is good but the switch does not work, it may indicate a bad switch or possibly a low battery.
2. Release the plastic insert to automatically lower the float and return the float switch to auto mode.

**Fuel System**

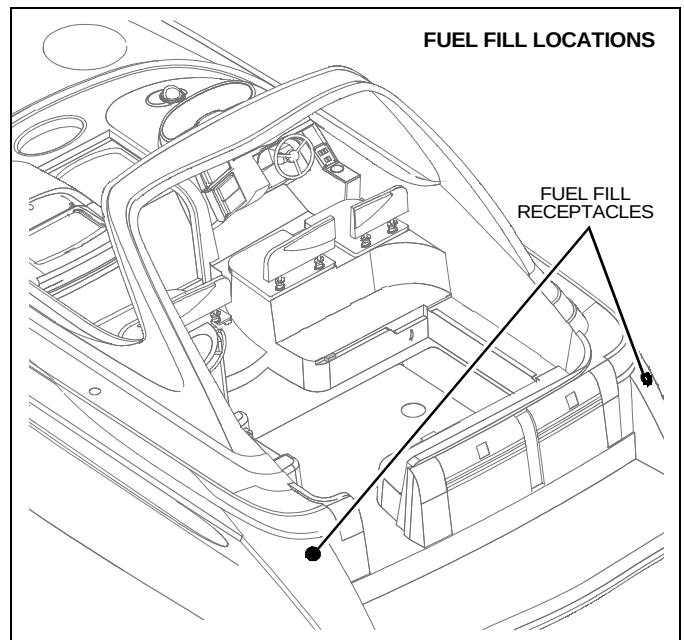
Carefully read the fuel section of the *Owner's Manual* and the engine operation manual, paying special attention to the subject of *fuel recommendations*. These manuals can be found in your yacht's owner's packet.

Fuel Quality

- Make sure your fuel suppliers are reputable and can be relied upon to furnish clean, high quality fuel.
- Once you have found such suppliers, keep your tanks as full as possible with their fuel, allowing for expansion due to temperature variations.
- Then, if you are forced to add to the tank with a potentially poor quality supply, the portion of poor quality fuel will be minimized.

Fuel Fills and Vents

- Fuel fill receptacles are located on each side of the aft deck and are marked either "Diesel" or "GAS".
- If you experience difficulty filling a fuel tank, check to see that the fuel fill and vent lines are free of obstructions and kinks.

**WARNING!****FIRE, EXPLOSION AND OPEN FLAME HAZARD!**

- It is very important that the fuel system be inspected thoroughly the first time it is filled and at each subsequent filling.
- The fueling instructions in the *Owner's Manual* and the fuel recommendations in the engine operation manual *must* be followed.

**CAUTION!**

- Avoid the storage or handling of gear near the fuel lines, fittings and tank.
- **DIESEL:** Air in the diesel supply system can stop an engine or severely restrict performance. If you suspect air in the fuel lines, refer to your engine operation manual for detailed instructions on how to *bleed* the system.

Fuel Filters & Separators

Fuel filters and separators should be inspected periodically for debris and replaced according to the guidelines and instructions detailed in your engine manual, (optional) generator manual and in the filter literature.

Fuel Transfer Pump

If your yacht is diesel powered, it is equipped with a fuel transfer pump. The fuel transfer pump is activated by a switch at the helm and is used to draw fuel from a full tank to a nearly empty tank.



CAUTION!

ENVIRONMENTAL HAZARD! NEVER transfer fuel into a full (or nearly full) fuel tank. Fuel transferred into a full tank may spill overboard through the tank venting system.

Anti-siphon Valve

If your yacht is gas-powered, it may be equipped with an anti-siphon valve. An anti-siphon valve is an integral part of the gas fuel line barb fitting on each fuel tank. These valves are spring loaded and are opened by fuel pump vacuum. In the unlikely event of a fuel line rupturing, the valve would prevent fuel from siphoning from the tank.

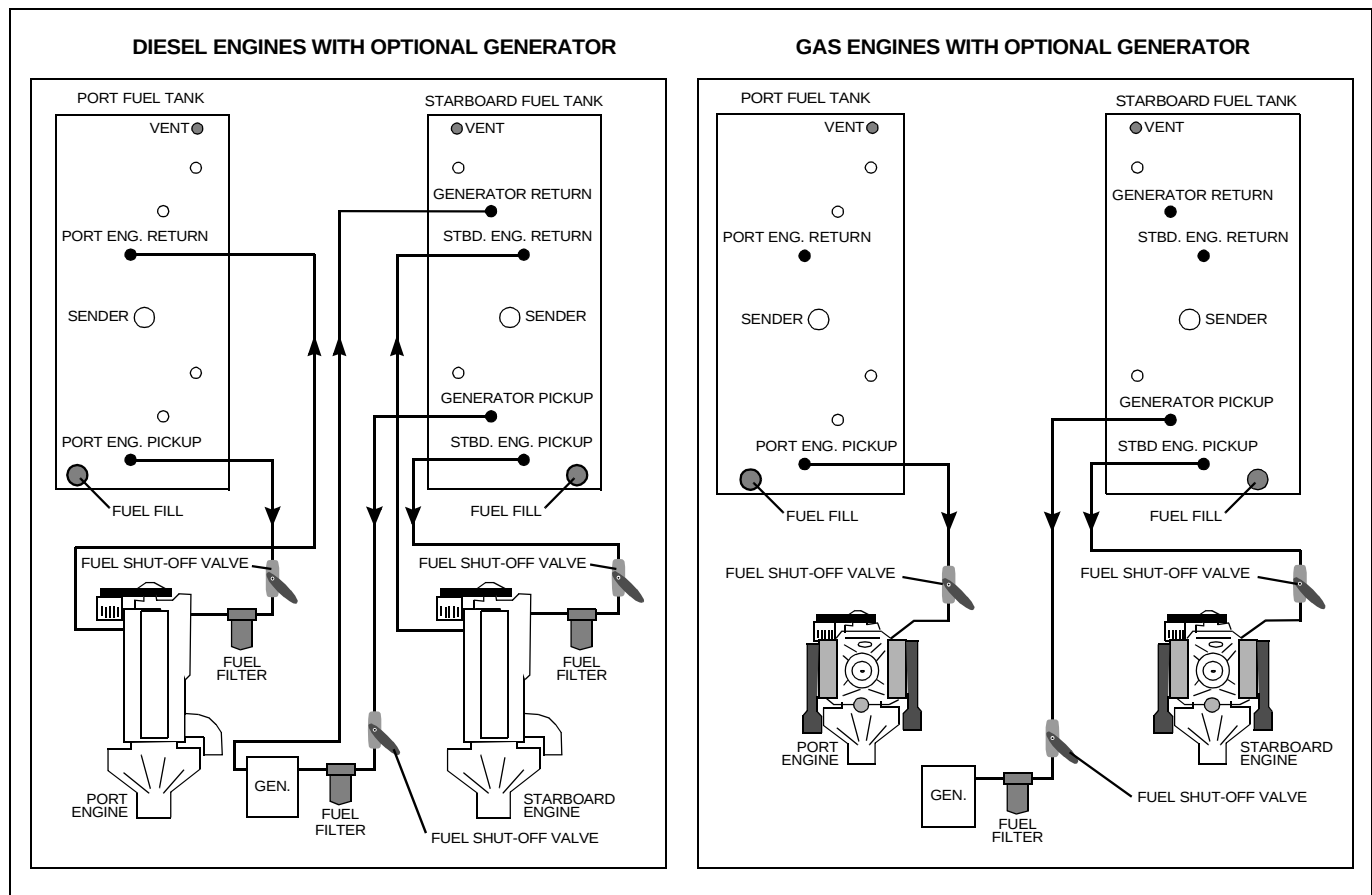


WARNING!



FIRE & EXPLOSION HAZARD! If an engine problem is caused by fuel starvation, check the anti-siphon valve. If the valve is stuck or clogged, shut down the engine and replace it. Except in a crisis, never operate the engines without the anti-siphon valve.

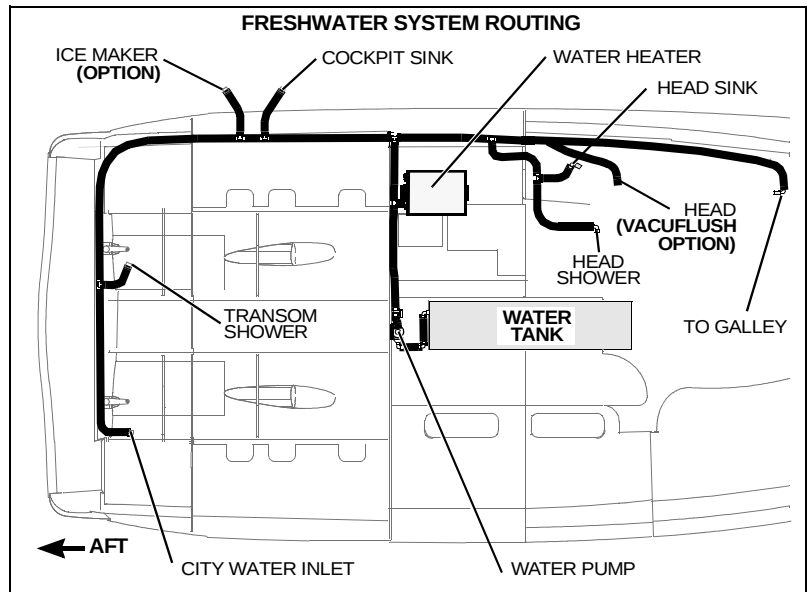
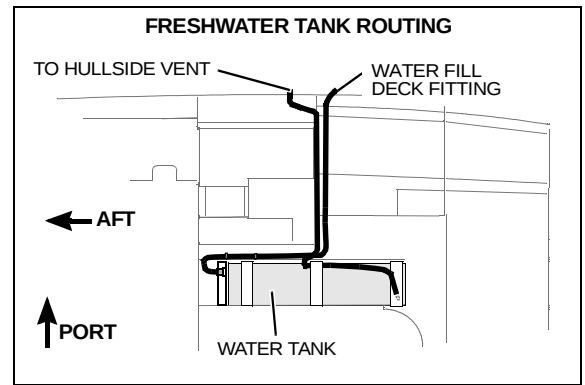
Fuel System Diagrams



Freshwater System

Your yacht features a pressure-type freshwater system.

- When *not* connected to a dockside water supply, the water pump's DC breaker must be turned *on* to use freshwater.
- The water pump's DC breaker should be turned *off* when any of the following occurs:
 - 3 When the boat is not in use.
 - 3 Whenever the water tank is empty.
 - 3 When connected to a dockside water supply.
- The water tank fill fitting is located on the port side deck. The city water inlet is located on the port side of the aft cockpit.
- A pressure accumulator tank is installed in the freshwater system. The pressure accumulator tank assists the pressure pump by reducing on/off cycling and distributing an even flow of water.
- When your boat is to be left unattended for long periods of time, pump the water tank dry to prevent stored water from becoming stagnant and distasteful. Should it become necessary to disinfect the freshwater system, ask your dealer about treatments available for your yacht's system.
- The water filter should be inspected and cleaned often.
- The water tank is located in the aft berth, under the inboard mattress.
- The water level monitor, located on the AC panel, displays the amount of water available in the water tank.

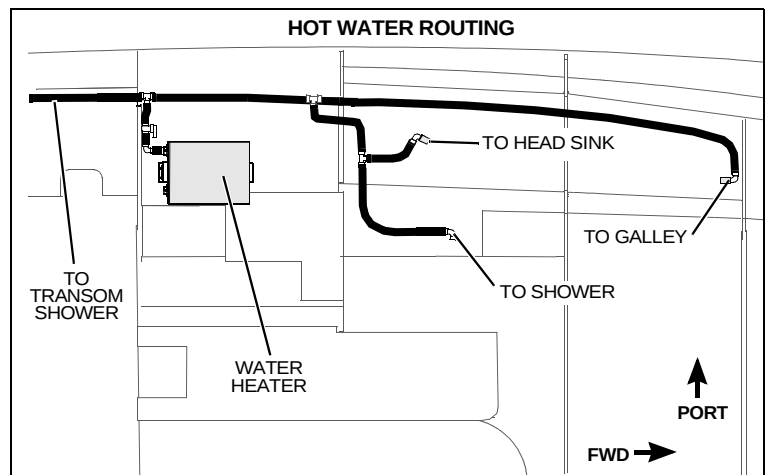


NOTICE

Fill the water tanks at every opportunity to avoid running short of freshwater.

Water Heater

- Your yacht is equipped with a 6 gallon water heater (located on the port side of the aft berth). Access to the water heater is through the aft berth inboard vinyl wall panel.
- The water heater is connected to the AC power system, therefore, you must verify that the water heater breaker on the AC panel is turned *on* before water will be heated.
- There is a heat exchanger system connected to the port engine that allows heating of the freshwater by while the port engine is running. All hoses related to this system should be checked frequently for proper condition and leakage.
- Be sure to read the manufacturer's instruction manual supplied in your yacht's owner's packet and observe the following warnings:



! WARNING!

SCALDING HAZARD! Water heated by the water heater can reach temperatures high enough to scald the skin.

! CAUTION!

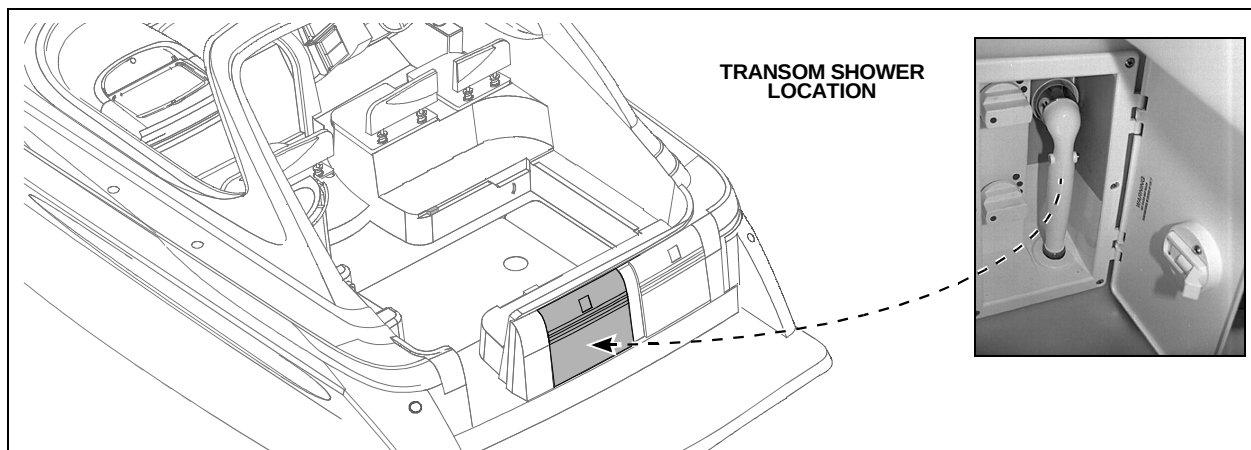
- **DO NOT** energize the AC water heater electrical circuit until the heater is *completely* filled with water. Even momentary operation in a dry tank will damage the heating elements. Warranty replacements *will not* be made on elements or tank damaged in this manner. The tank is full if water flows from the tap when the hot water is turned on in the galley.
- The water heater should be drained and the power turned *off* when the possibility of freezing exists.

Gray Water Drain System

- Gray water (water from sinks and showers) above the waterline is gravity drained overboard, while gray water below the waterline is drained into a holding tank. The holding tank is located in the aft section of the utility room.
- When the holding tank reaches a predetermined level, the tank's float switch automatically activates the sump pump to empty the tank's gray water overboard. The shower sump pump and holding tank are located inboard of the water heater inside the utility room.

Transom Shower

The transom shower is located inside the inboard transom stowage tub.



Seawater Systems

Seawater Strainers

Seawater strainers are used in water pickup systems to filter incoming seawater. The typical layout is one strainer for each of the following: Engine, **optional** generator and **optional** air conditioning system. Seawater strainers are located near seawater intake valves (seacocks) and should be checked *every time you use your yacht* for leaks and/or debris. If debris is found, clean the seawater strainer as follows:

! CAUTION!

- **FLOODING HAZARD!** The seacock that sends seawater to the strainer must be *closed* before disassembling the seawater strainer to prevent the yacht from taking on water through the seawater strainer assembly. Keep the seacock *closed* until the seawater strainer is completely reassembled.
- **SYSTEM DAMAGE HAZARD!** After reassembling the seawater strainer, verify that the seacock valve is *open* before component/system operation.

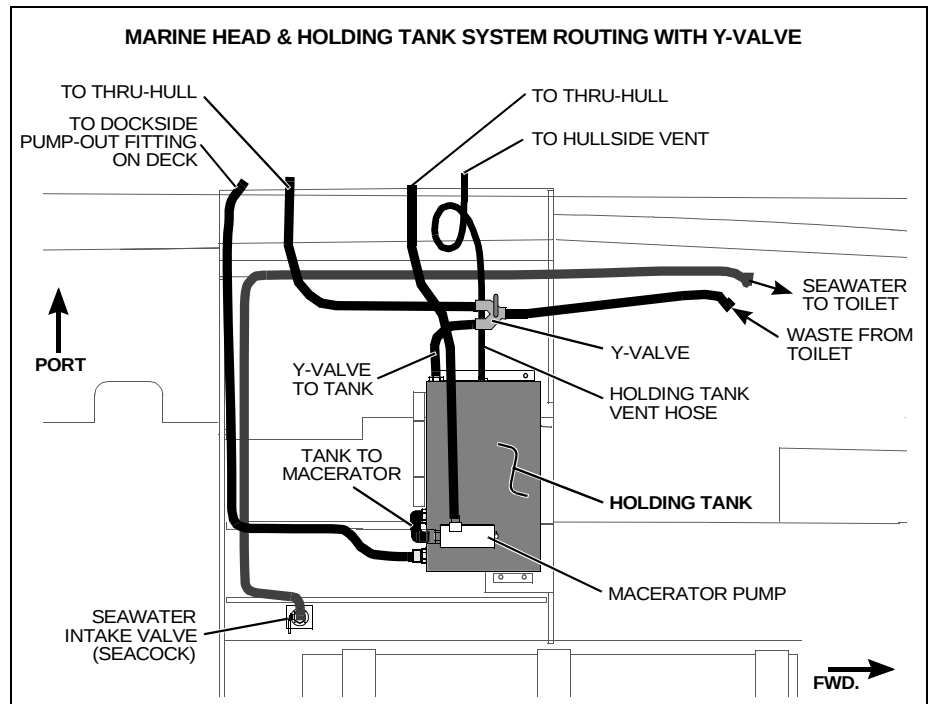
Seawater strainer cleaning:

1. Make sure the component/system (engine, generator, etc.) that the strainer is connected to is turned *off*.
2. Close the seacock that sends seawater to the strainer you are about to clean. The seacock **must** remain closed until the strainer is completely reassembled.
3. Take apart the seawater strainer.
4. Remove debris.
5. Reassemble the seawater strainer.
6. Open the seacock *before* turning on the component/system.

Marine Head System & Holding Tank**Standard Head System**

Your yacht comes equipped with a marine head (toilet) and holding tank system. Be sure to read the manufacturer's operation and maintenance manual included in your yacht's owner's packet.

- The marine head uses seawater to flush waste from the toilet into the holding tank. If your yacht is equipped with a Y-valve (located in the utility room), waste can be routed into the holding tank or, where regulations permit, pumped directly overboard.
- The seawater intake valve (seacock) is located in the utility room, inboard of the sump pump.
- The holding tank is plumbed to a waste fitting on the deck for dockside pump-out and to a macerator pump for pumping waste overboard (where regulations permit). The macerator switch is located at the helm station.



- If at any time you are unable to pump water into the bowl, the probable cause is debris in the pump diaphragm. To remedy this, shut off the seacock and dismantle the pump. The pump is generally held together with six screws (the design is simple and the problem will be obvious when the pump body is split open).
- To winterize the head, shut off the seacock and pump until the bowl is dry. Remove the drain plug in the base and pump again to remove all water. Do not fill the bowl with antifreeze. The inlet seacock should be left closed while the boat is underway or whenever the boat is left moored in the water.
- The holding tank on your yacht has a level indicator (located on the forward bulkhead in the head). Even so, it is advisable to empty the tank at every opportunity to eliminate the possibility of problems which might be caused by an indicator error.

Operating the manual flush marine head:

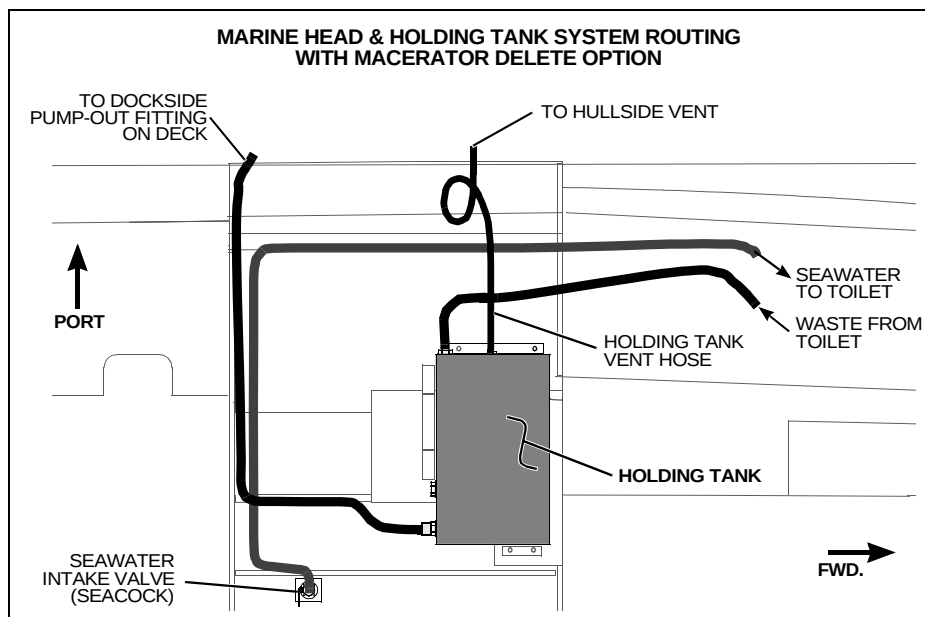
1. Open the head's seawater pickup seacock.
2. Before using the head, pump some water in to wet the bowl.
3. After use, pump until the bowl is thoroughly cleaned. Pump a few more times to clean the lines. If excess waste should cause the water to rise in the bowl, stop pumping until the water recedes.

NOTICE

Check with local authorities for regulations regarding the legal use of marine head systems.

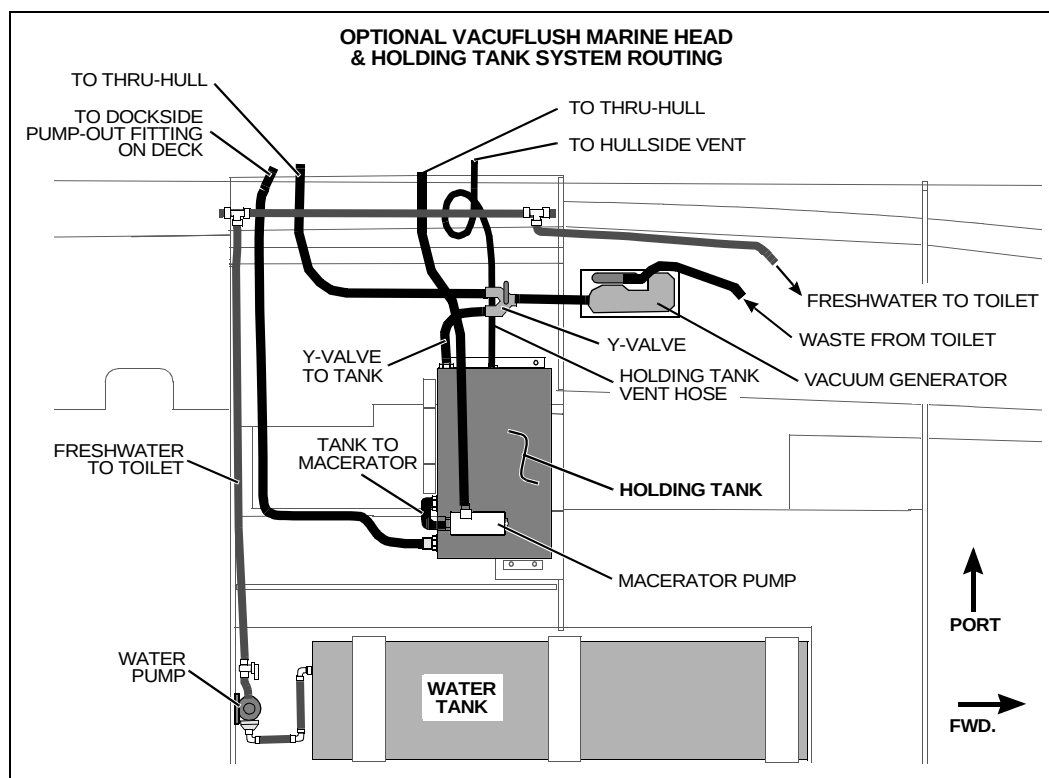
Optional Macerator Delete Head System

The **optional** macerator delete head system uses seawater to flush waste from the toilet directly into the holding tank. The holding tank is plumbed to a waste fitting on the deck for dockside pump-out only.



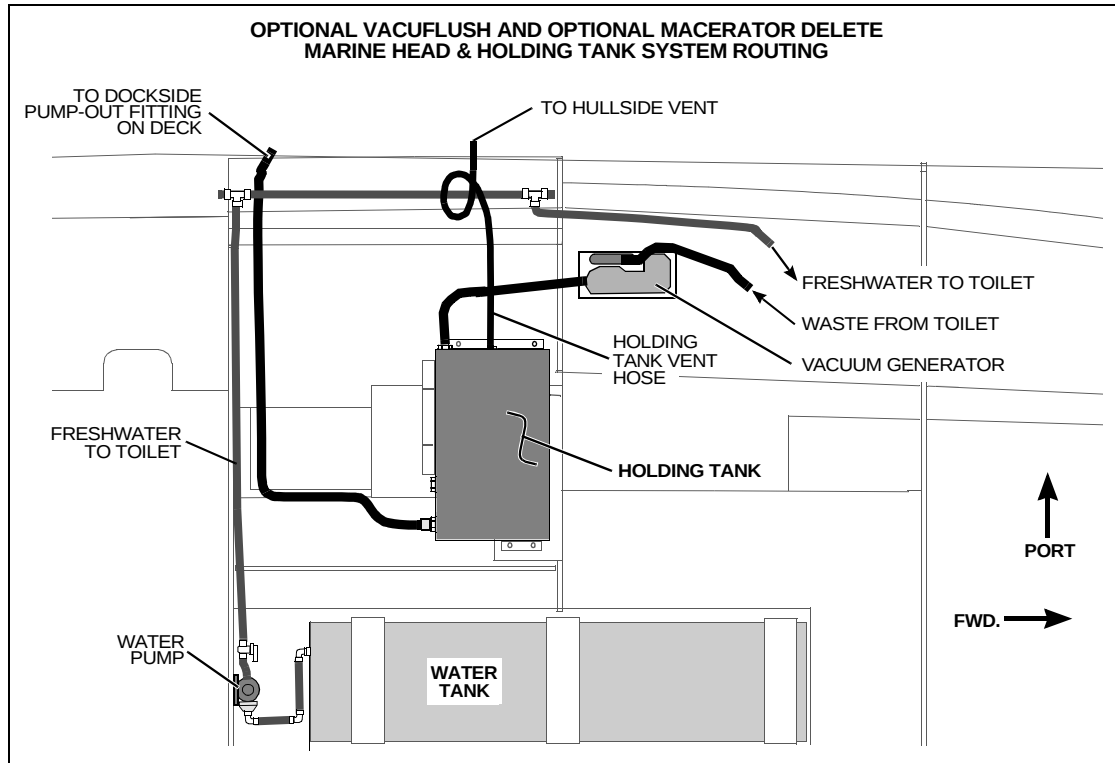
Optional Vacuflush Head System

The **optional** vacuflush head system uses freshwater and a vacuum generator to flush waste from the toilet into the holding tank. If your yacht is equipped with a Y-valve (located in the utility room), waste can be routed into the holding tank or, where regulations permit, pumped directly overboard. The holding tank is plumbed to a waste fitting on the deck for dockside pump-out and to a macerator pump for pumping waste overboard (where regulations permit). The macerator switch is located at the helm station.



Optional Vacuflush & Optional Macerator Delete Head System

The **optional** vacuflush and **optional** macerator delete head system uses freshwater and a vacuum generator to flush waste from the toilet directly into the holding tank. The holding tank is plumbed to a waste fitting on the deck for dockside pump-out only.

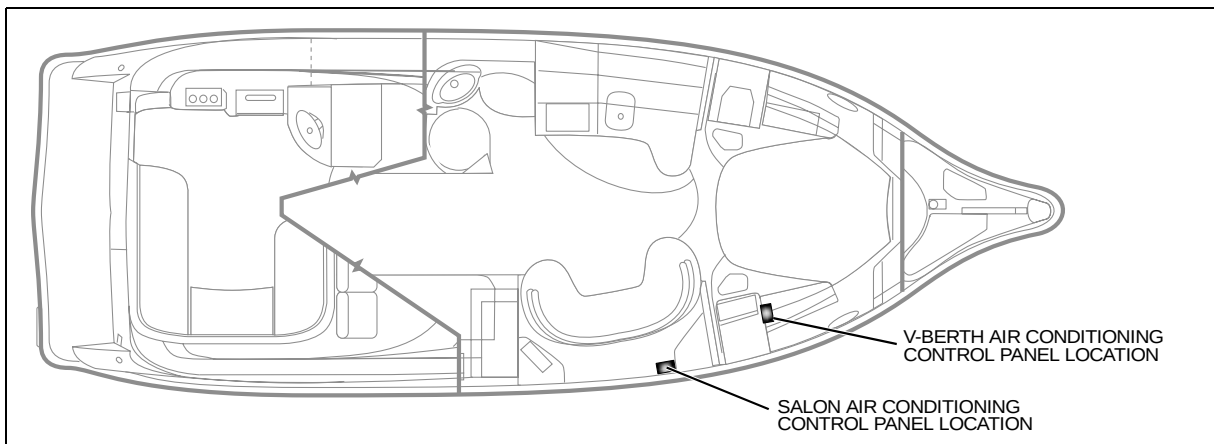


Air Conditioning & Heating (Option)

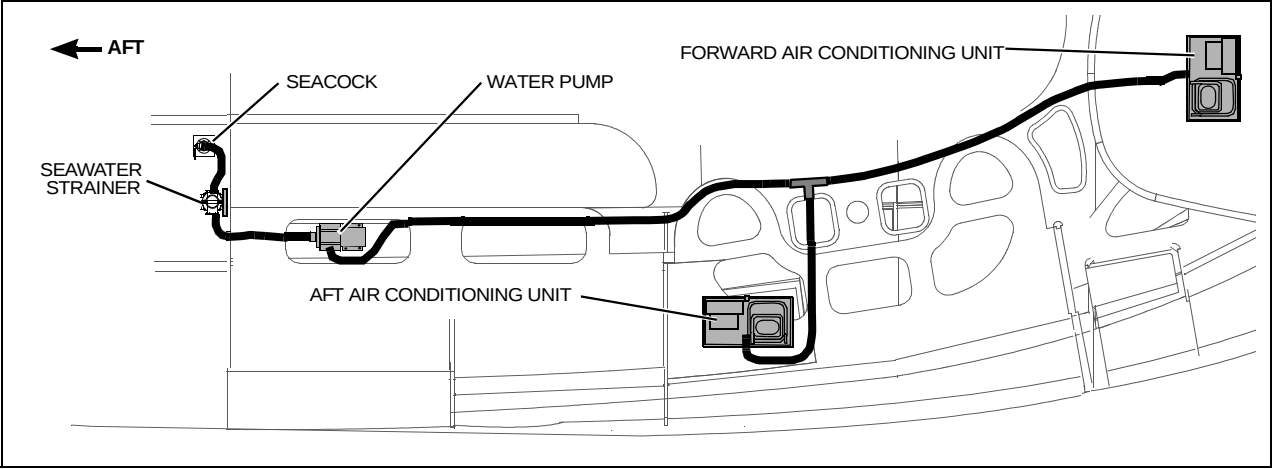
Your yacht may be equipped with an **optional** air conditioning & heating system. For detailed operating instructions, please read the air conditioner and heater manual included in your yacht's owner's packet and observe the following:

- Before operating the air conditioning and heating system, make sure the breakers on the AC main distribution panel are activated and verify the system's seawater pickup seacock is *open*. The seacock must remain open anytime the air conditioner/heater is in use.
- Both heating and cooling are controlled from the same panel.
- The seawater strainer (part of the seawater pickup system) should be checked periodically for debris (see the *Seawater Strainer* section of this supplement).

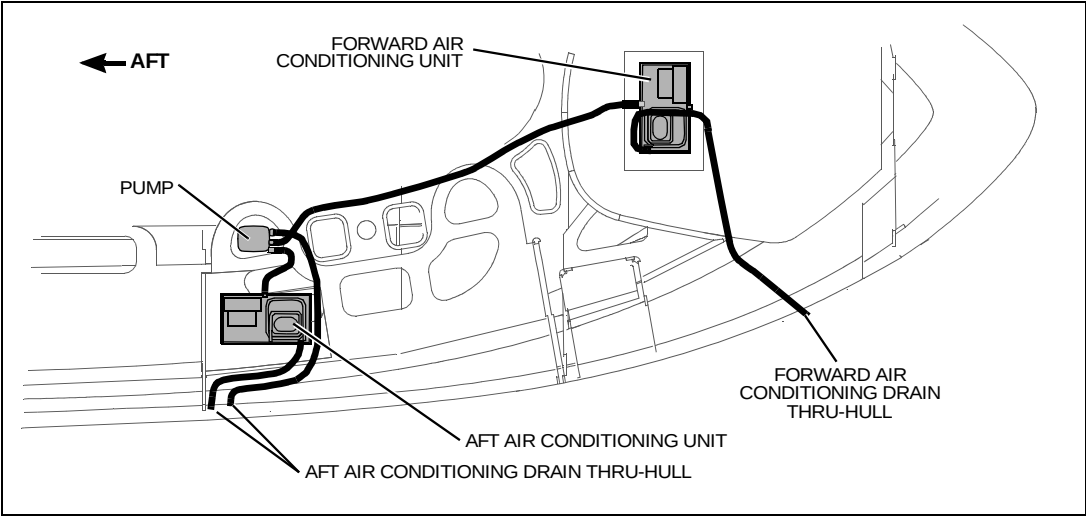
Air Conditioning/Heating Control Panel Locations



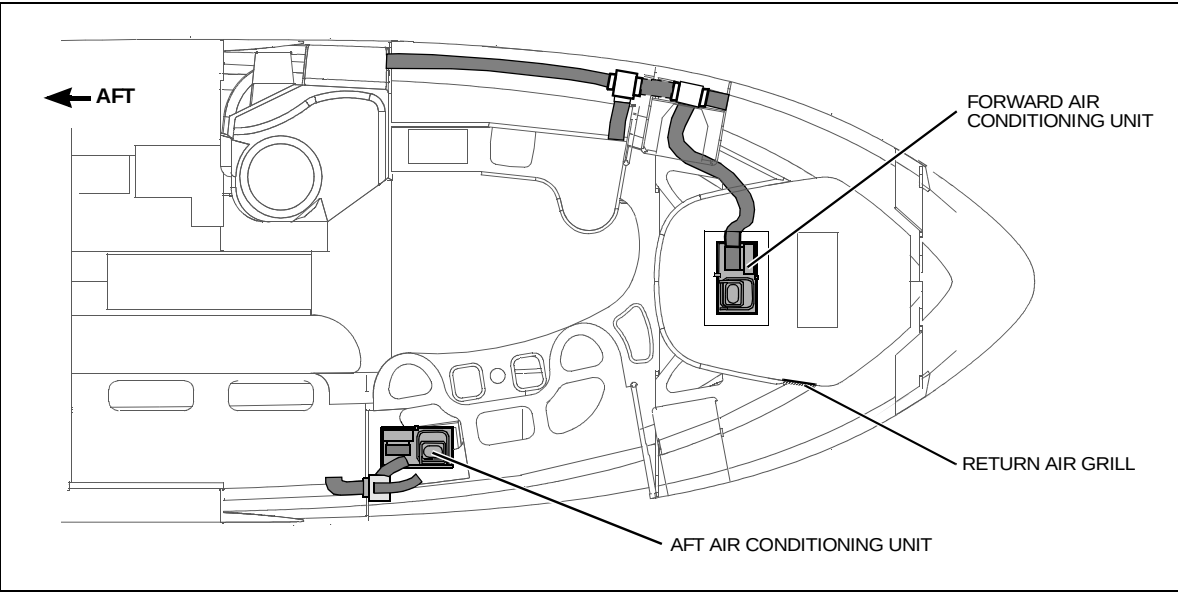
Air Conditioning/Heating System Seawater Pickup System



Air Conditioning/Heating System Water Routing

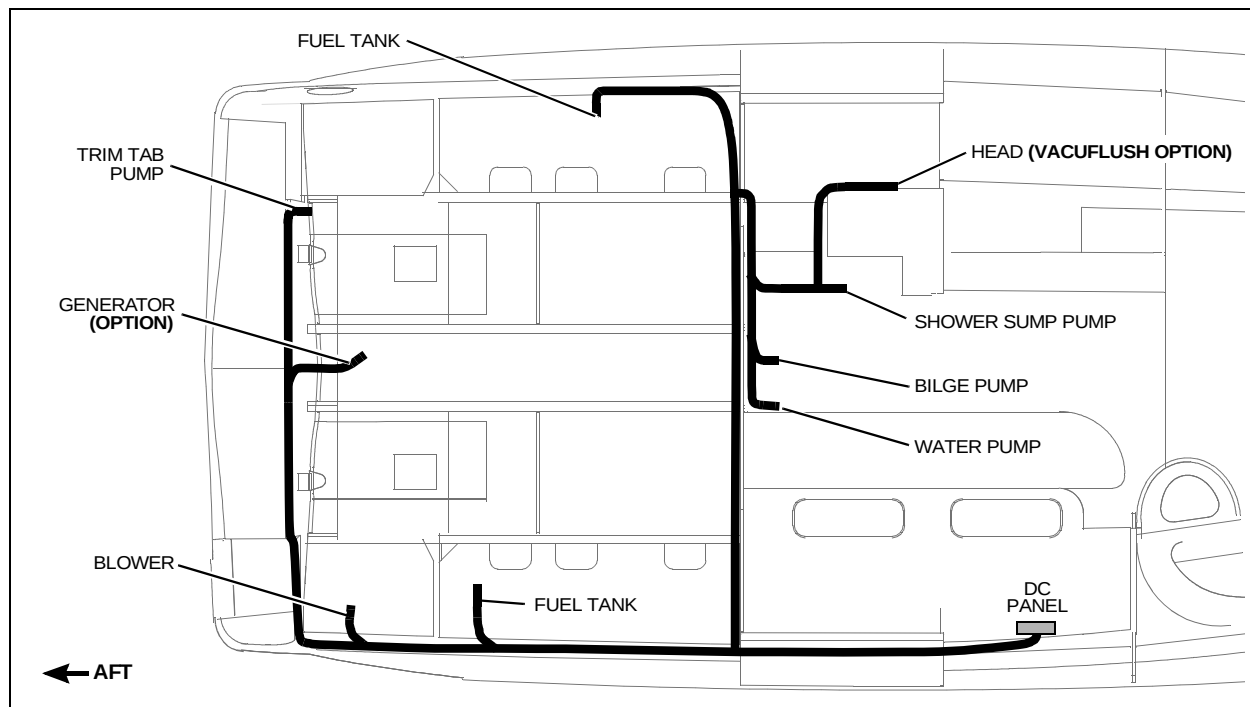


Air Conditioning/Heating System Duct Routing

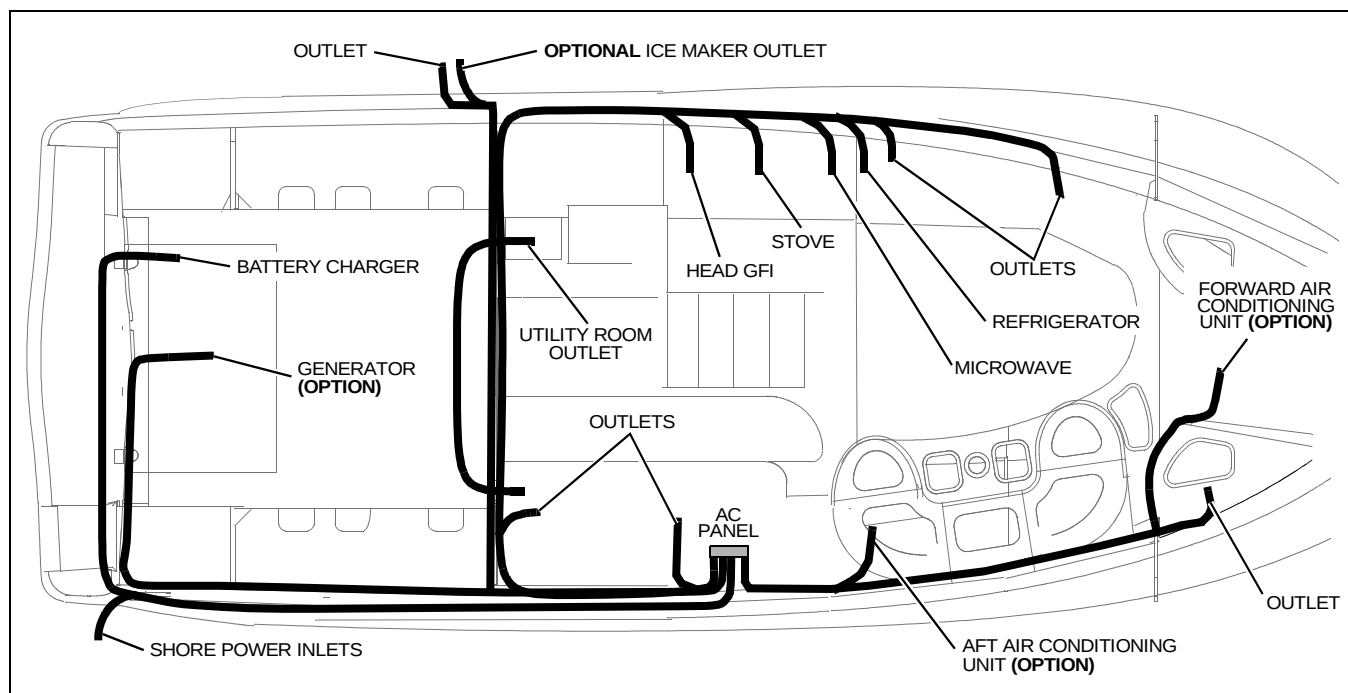


Appendix A: Electrical Routings

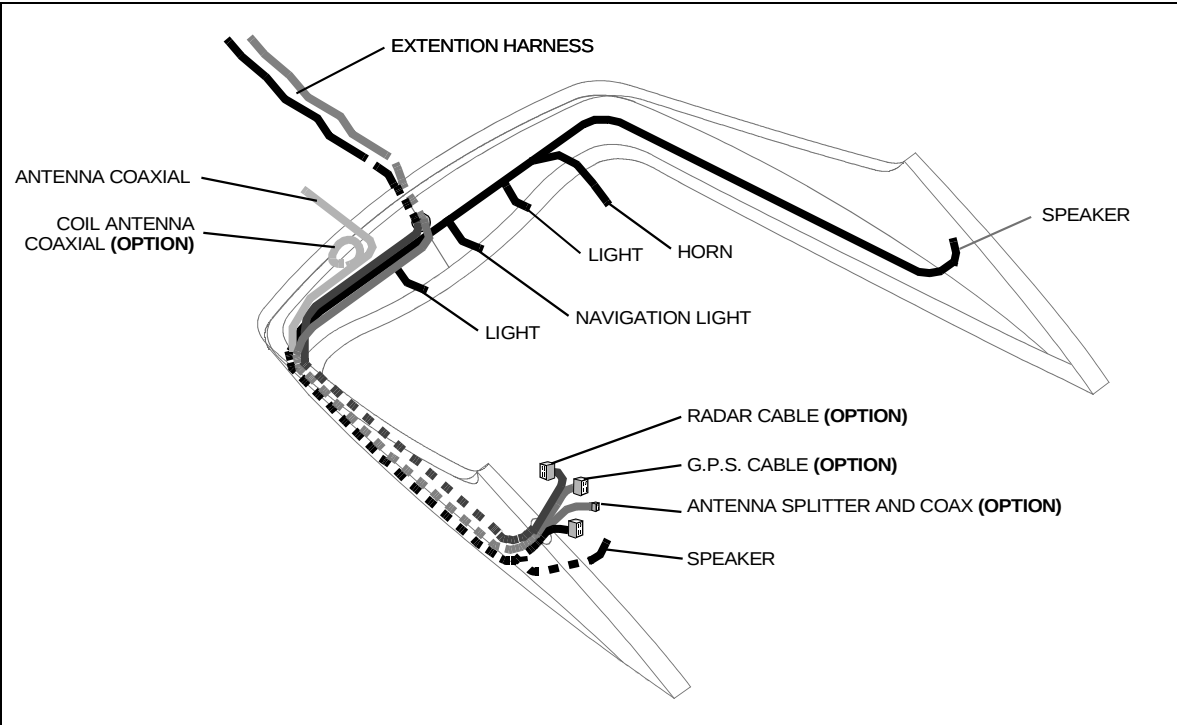
DC Electrical Routing



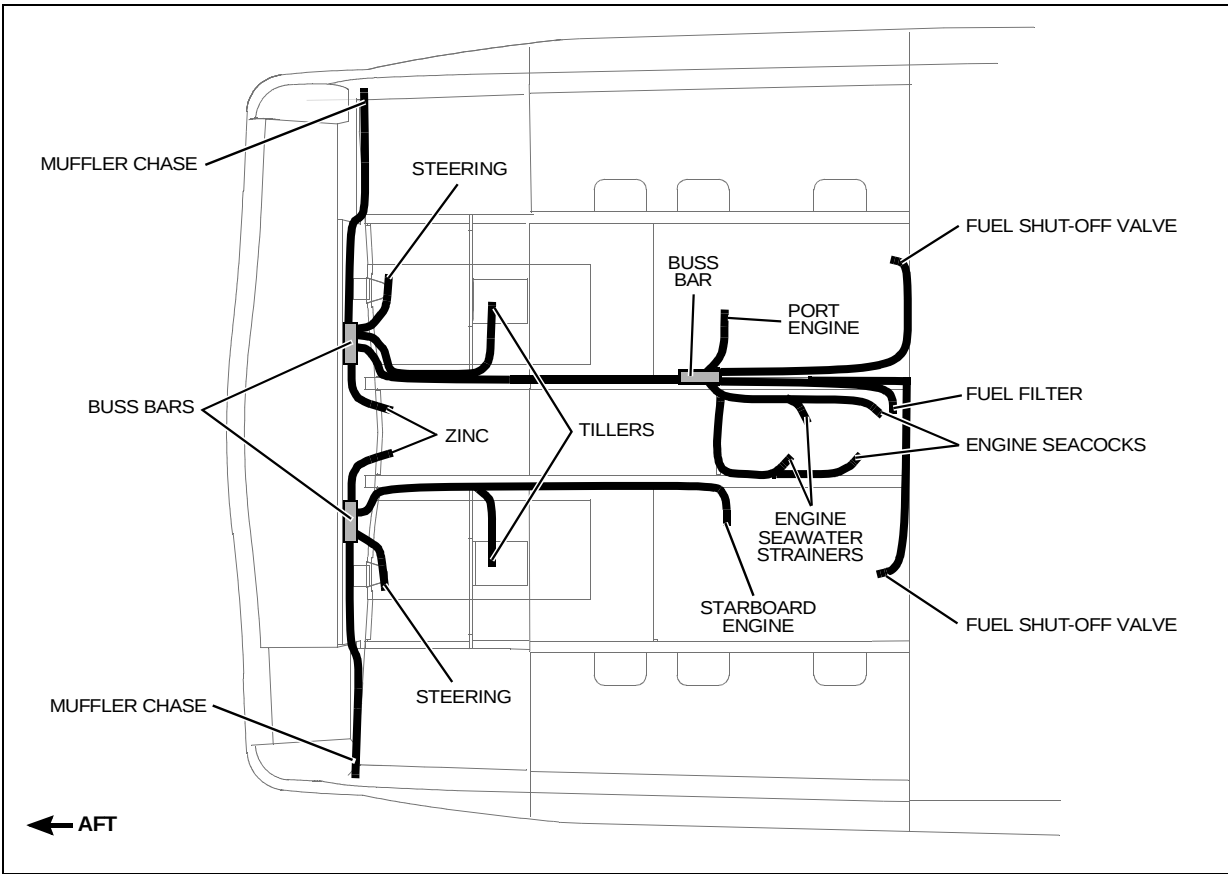
AC Electrical Routing



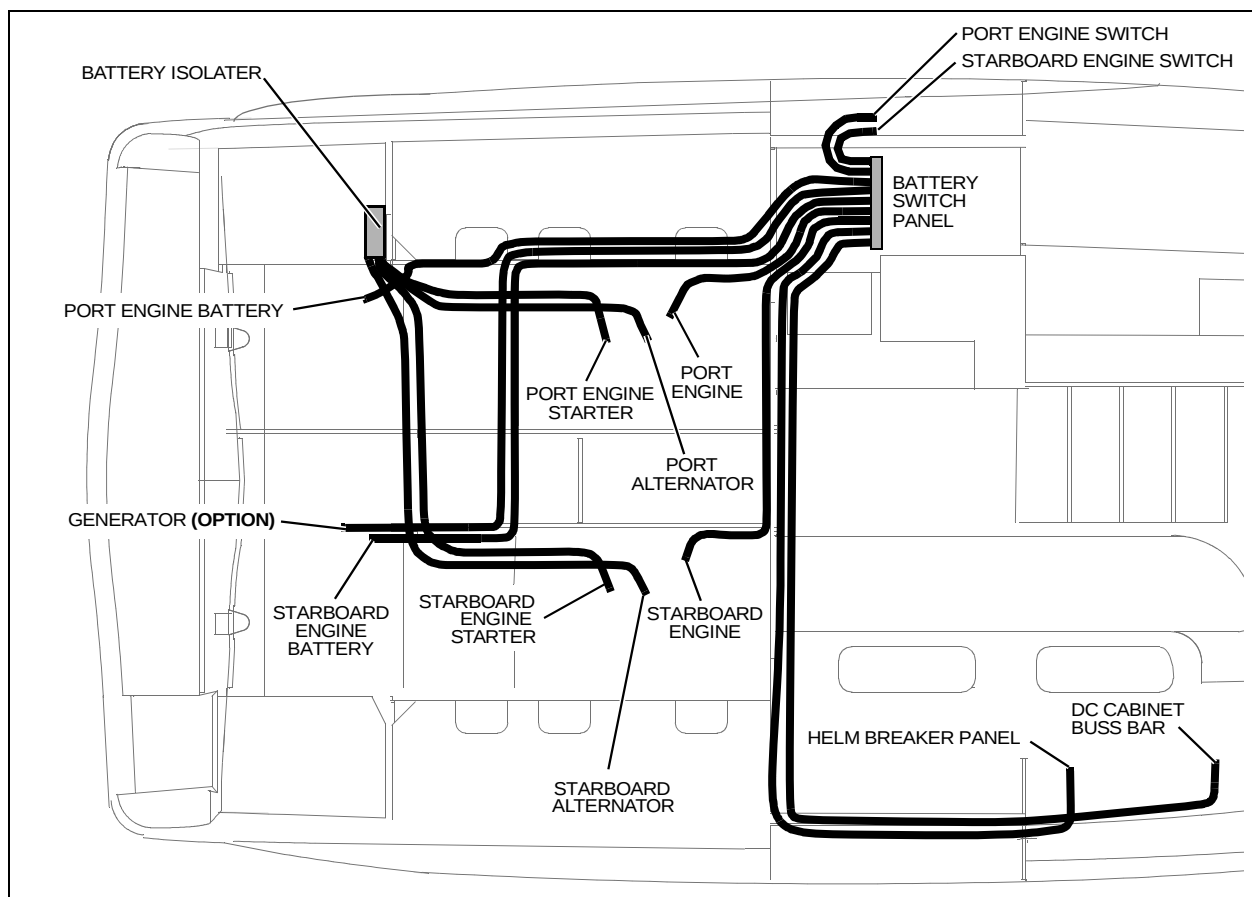
Radar Wing Electrical Harness



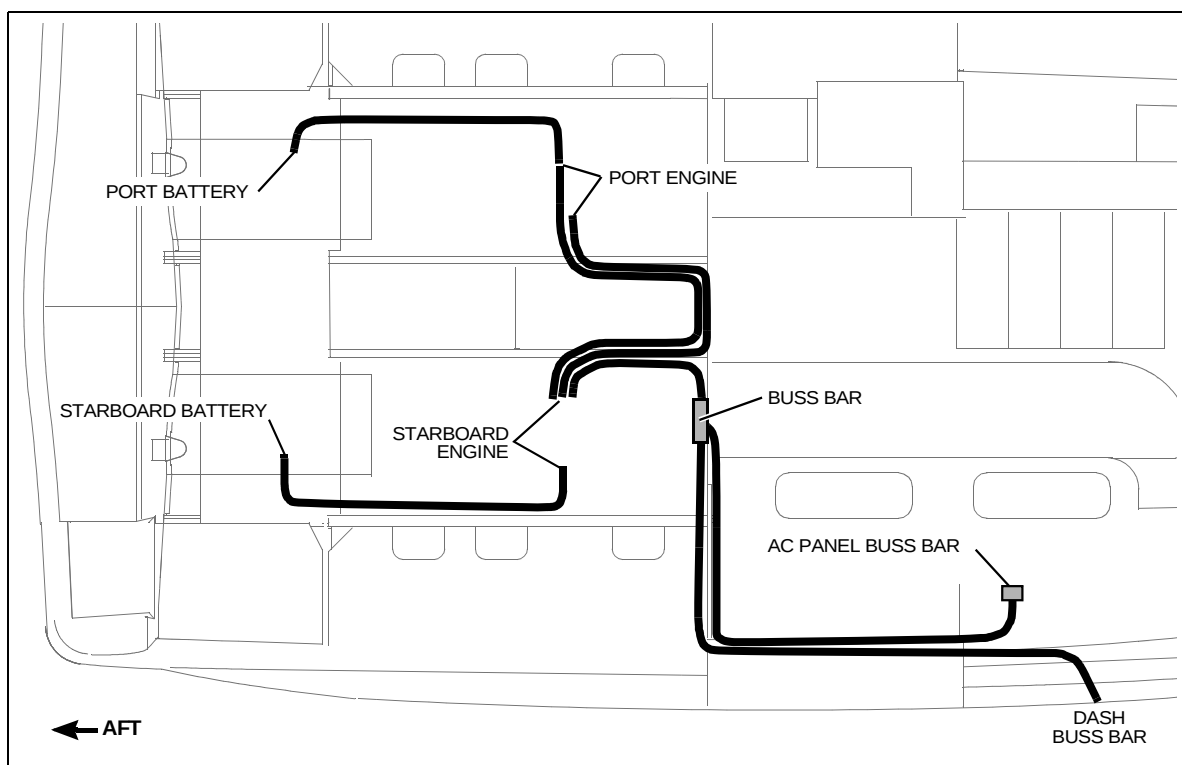
Bonding Harness



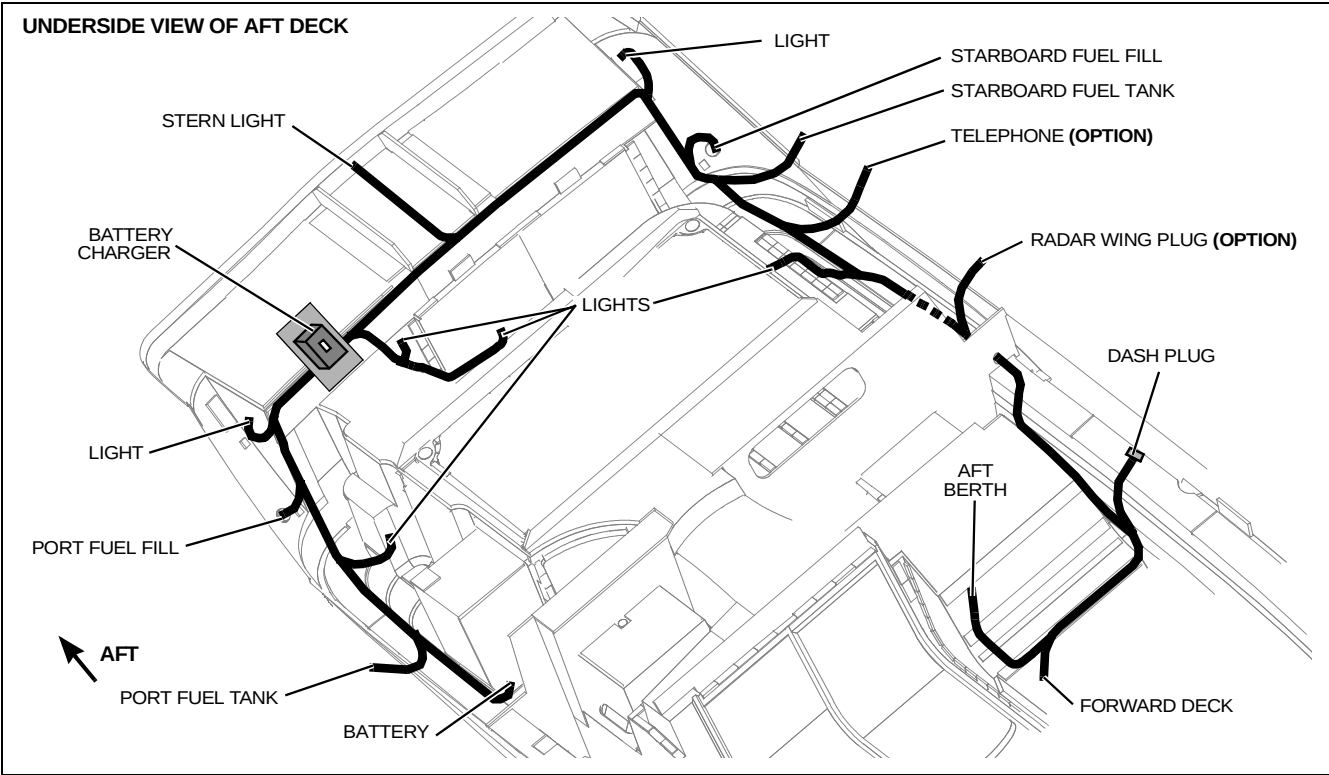
Positive Battery Cable Routing



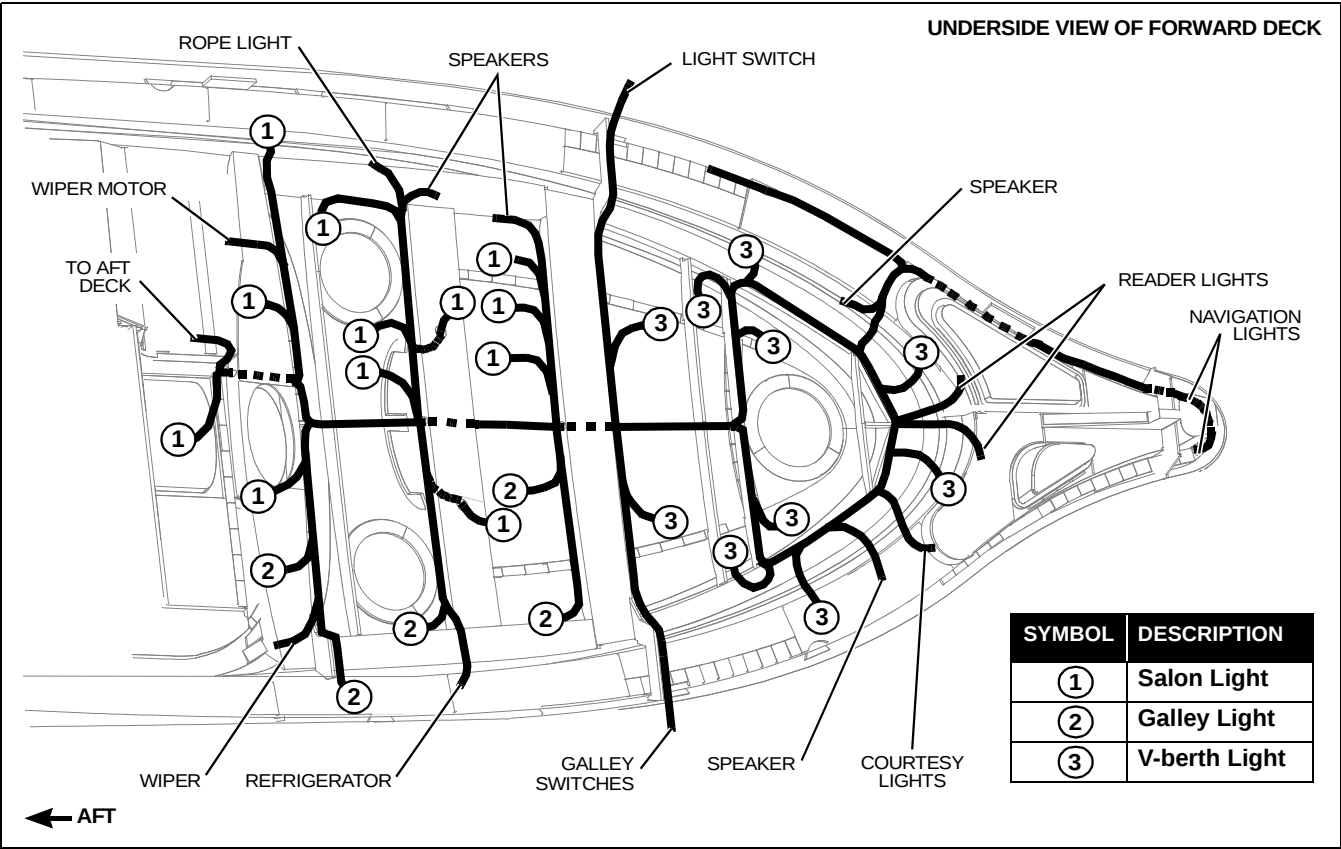
Negative Battery Cable Routing



Aft Deck Electrical Routing



Forward Deck Electrical Routing



Appendix B: Wiring Schematics

Key to Electrical Symbols

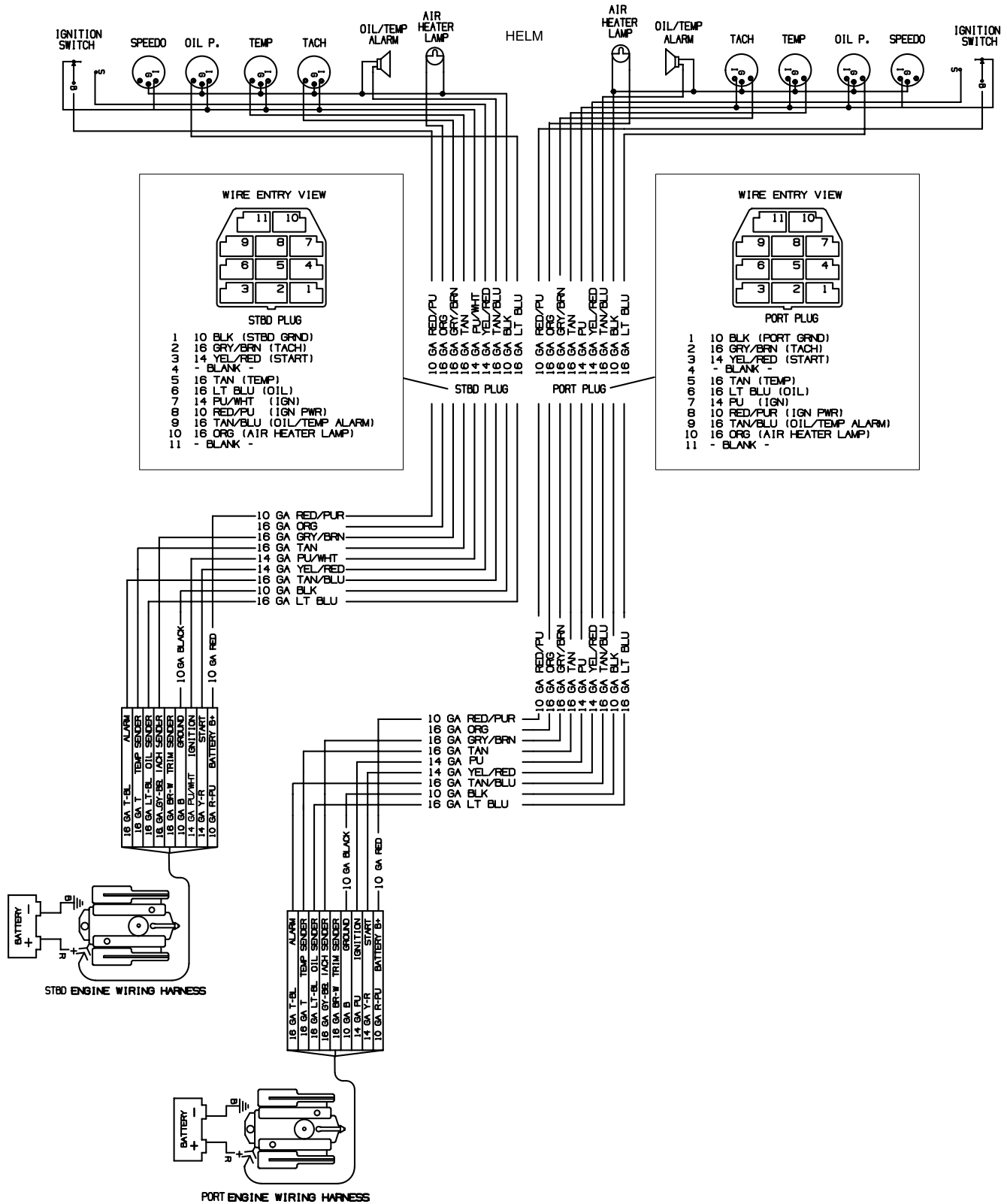
Symbol	Description	Symbol	Description
	Connection (Node)		Fuel Sender
	No Connection		Incandescent Lamp
	Battery		Neon Lamp
	Earth Ground: Represents a black conductor that is the same size as the colored conductor		Diode
	Ammeter		12V DC Receptacle
	Frequency Meter		Voltmeter
	Plug		Motor/Pump
	Breaker		Current Transformer
	Breaker		Solenoid
	Fuse		Gauge
	Switch: Single Pole Single Throw (SPST)		Speaker/Horn/Alarm
	Switch: Double Pole Single Throw (DPST)		Autofloat Switch
	Lighted Switch: Single Pole Single Throw (SPST)		

Key to Wire Colors

Color Code	Description	Color Code	Description	Color Code	Description
B or BLK	Black	G, GR or GRN	Green	R or RED	Red
BL or BLU	Blue	LT	Light	T or TAN	Tan
BR or BRN	Brown	O, OR or ORG	Orange	W, WH or WHT	White
DK	Dark	PK	Pink	Y or YEL	Yellow
GY or GRY	Gray	PU, PUR or PPL	Purple		

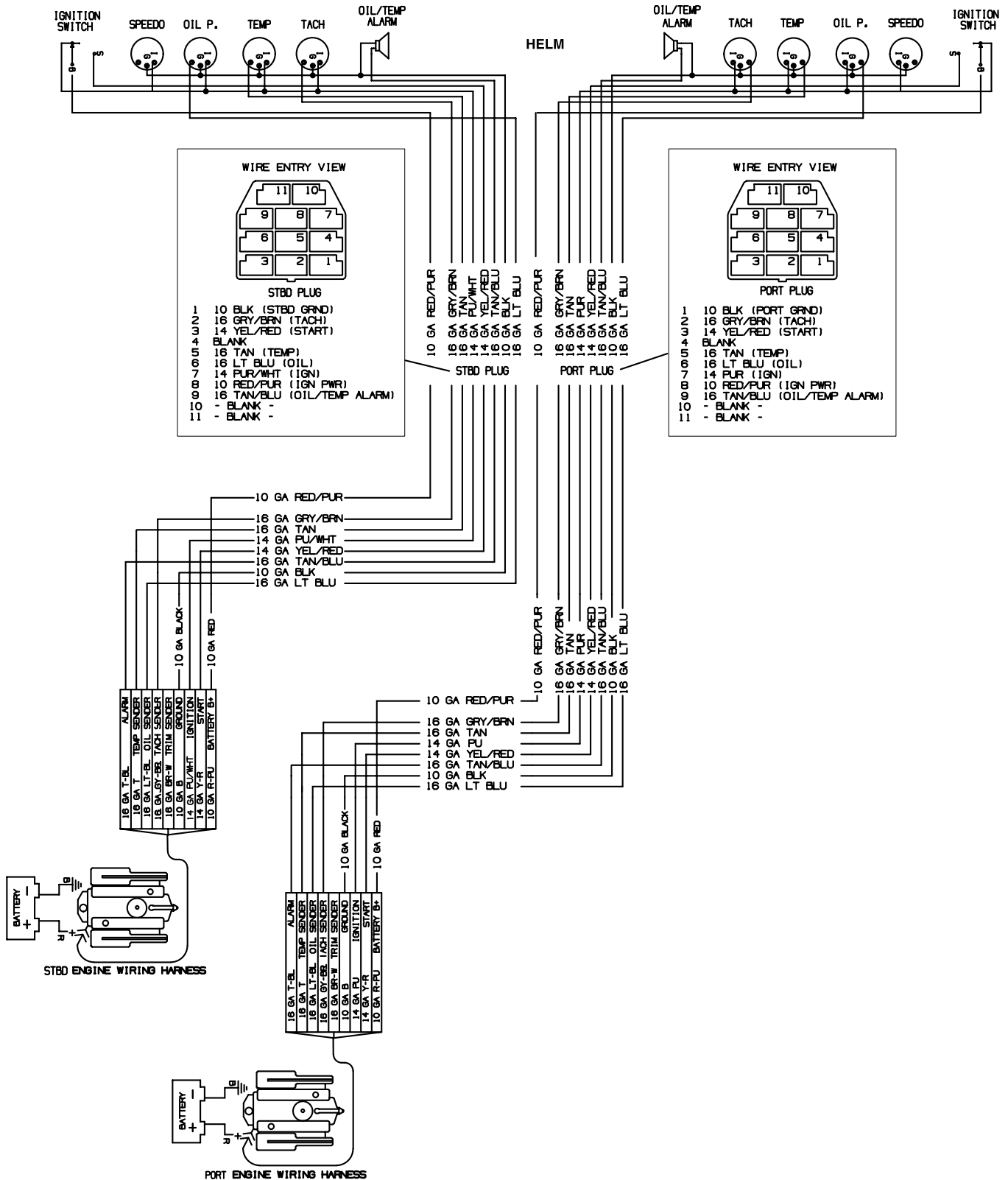
NOTICE

- Wiring diagrams show *optional* equipment not installed on all models.
- Some yachts may come equipped with silver (-) and copper (+) colored speaker wires or red/black (-) and red/white (+) port speaker wire colors; green/black (-) and green/white (+) starboard speaker wire colors.

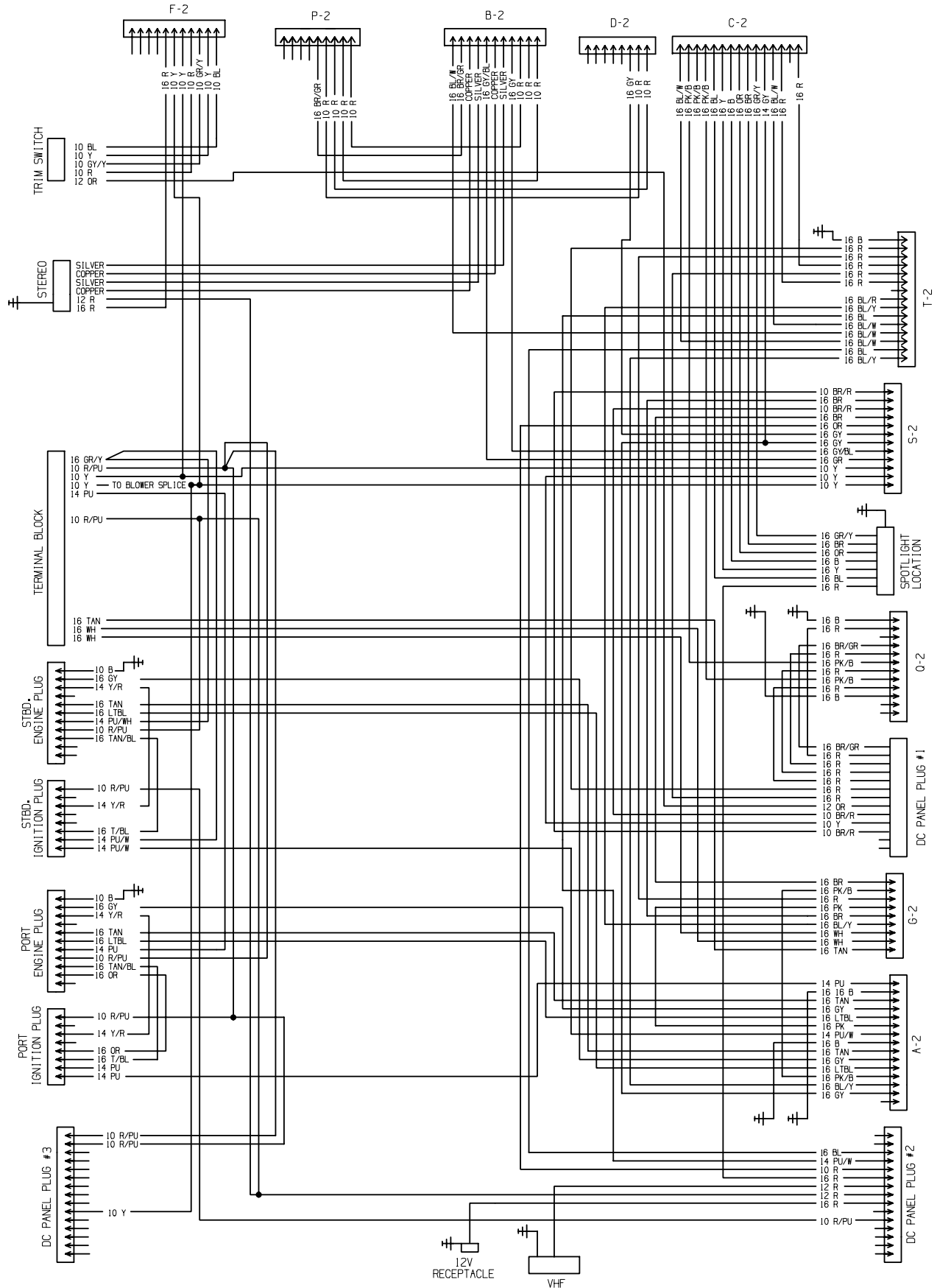
Diesel Engine Harness

[illegible]

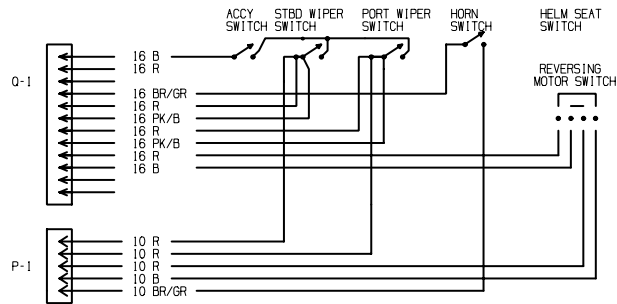
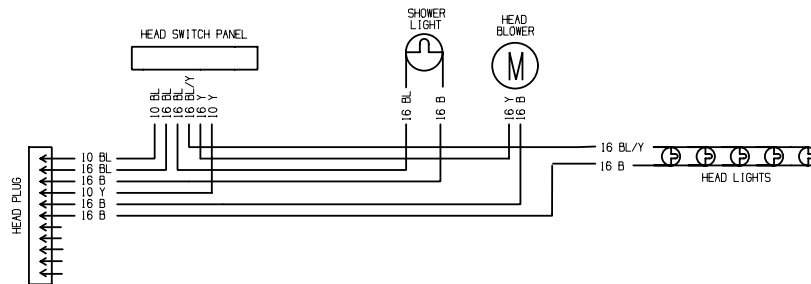
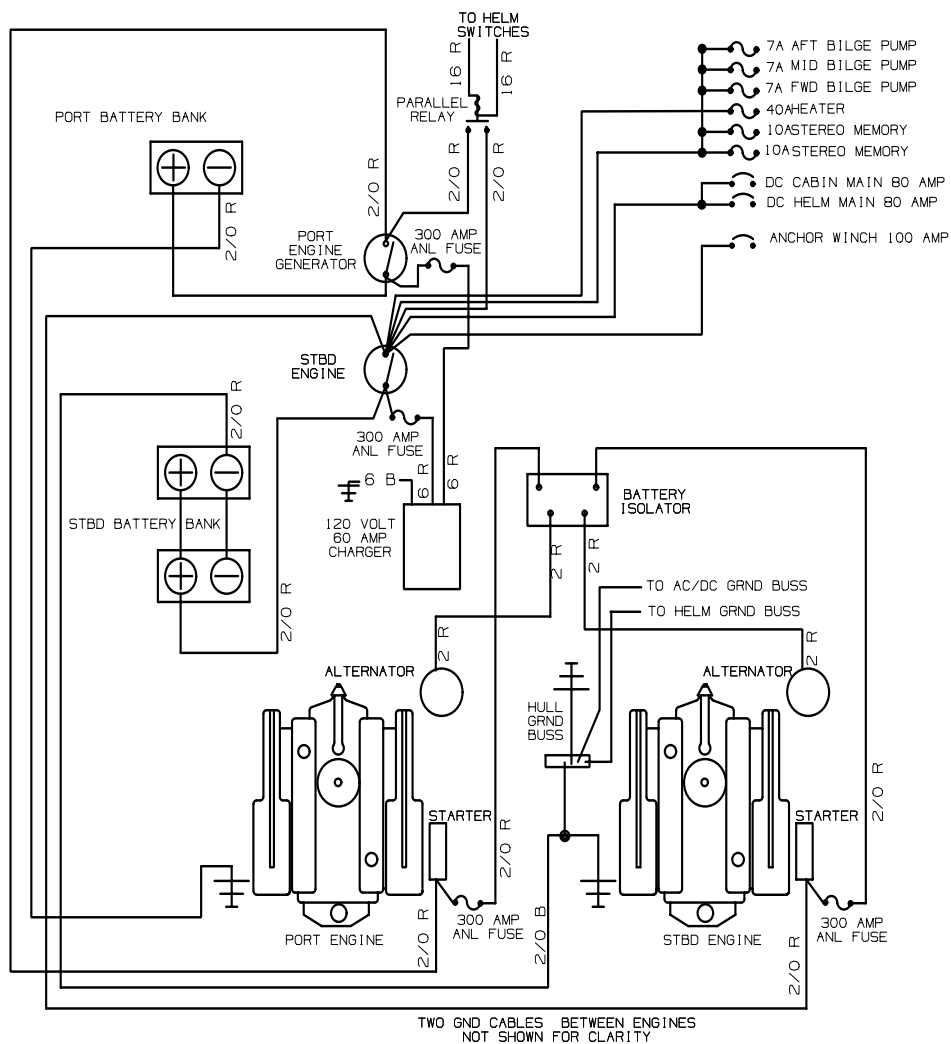
Gas Engine Harness



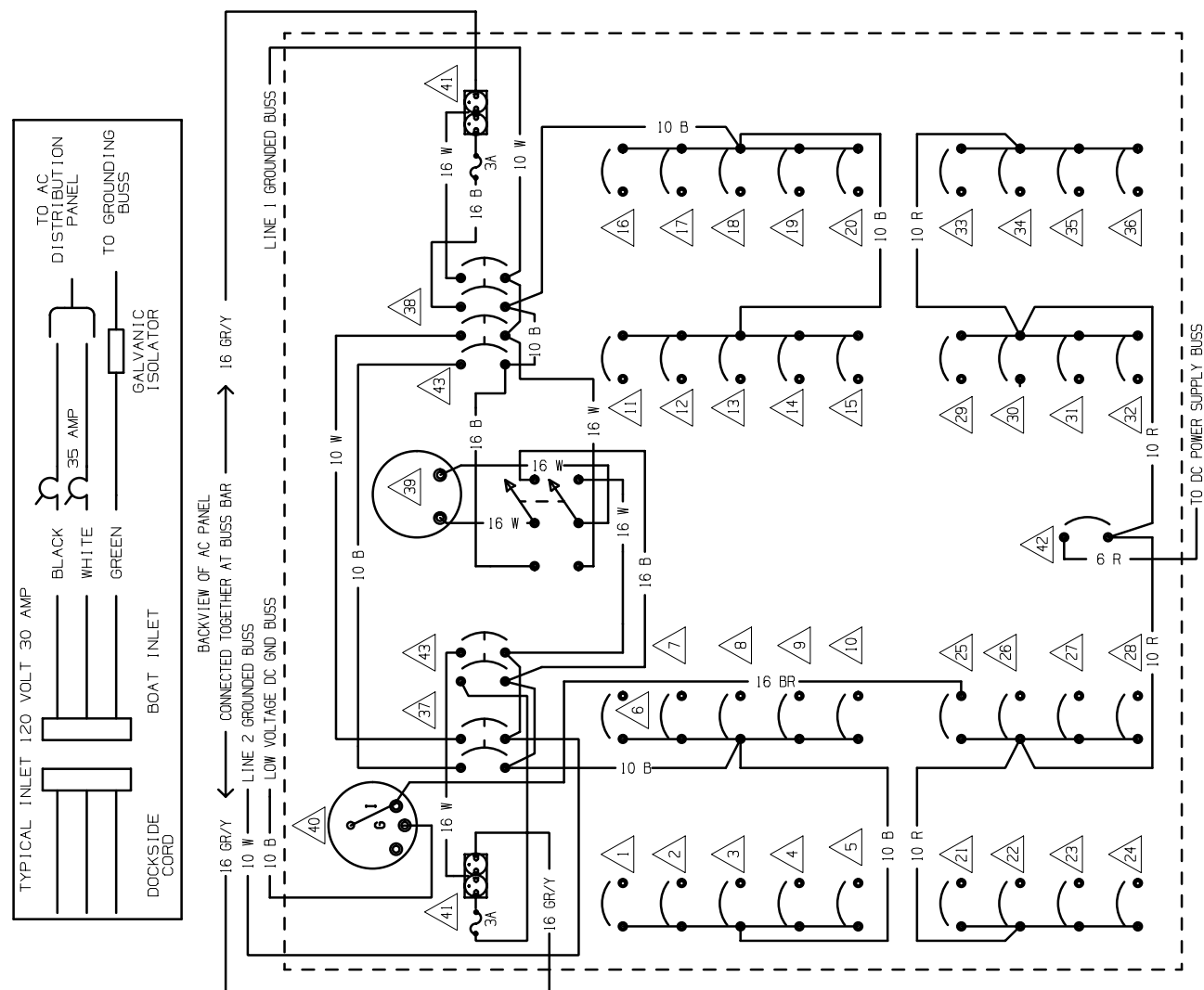
Gas Dash Harness



[illegible]

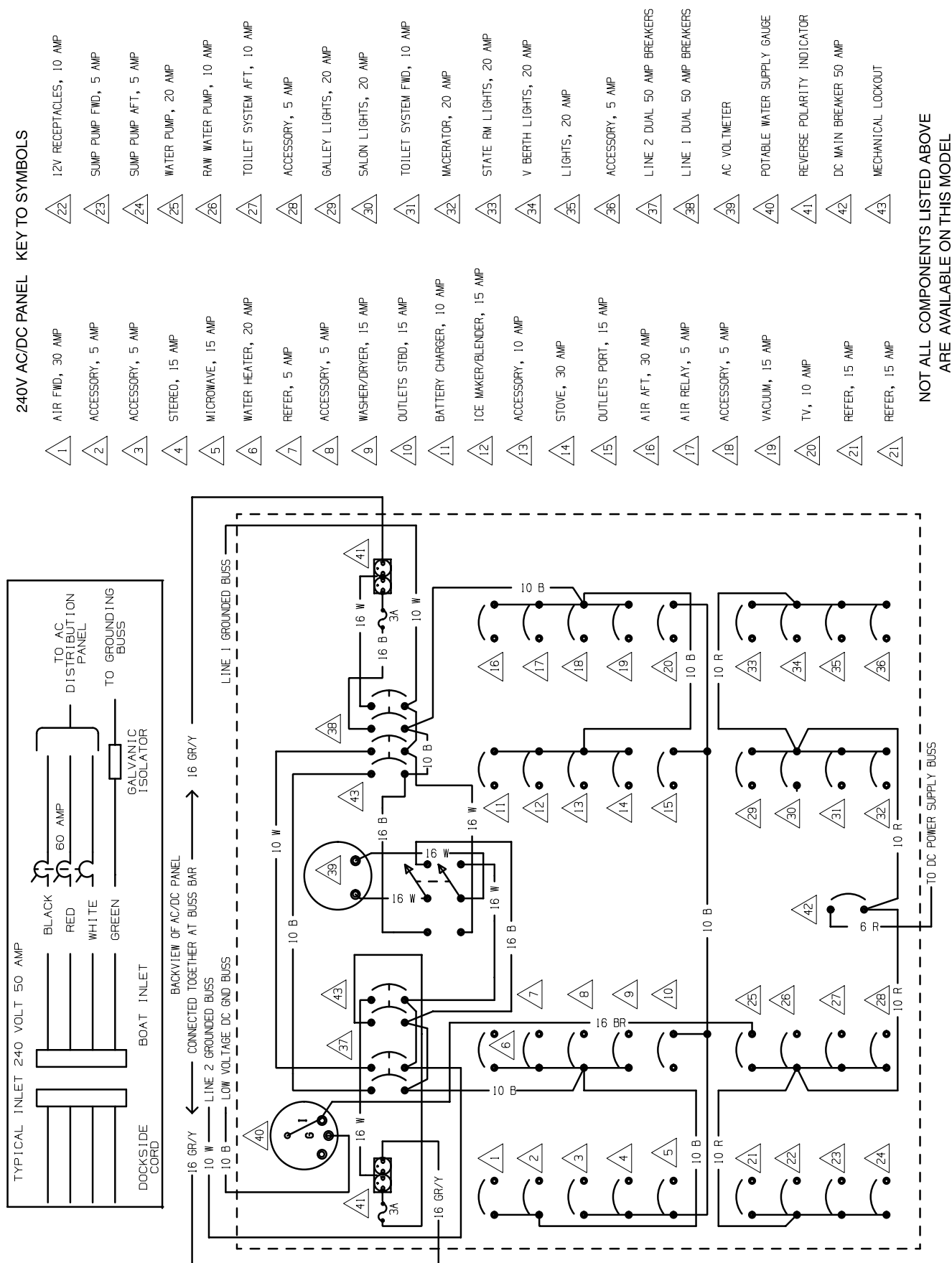
Small Switch Panel**Head Harness****Battery Charging System**

120V AC/DC PANEL KEY TO SYMBOLS

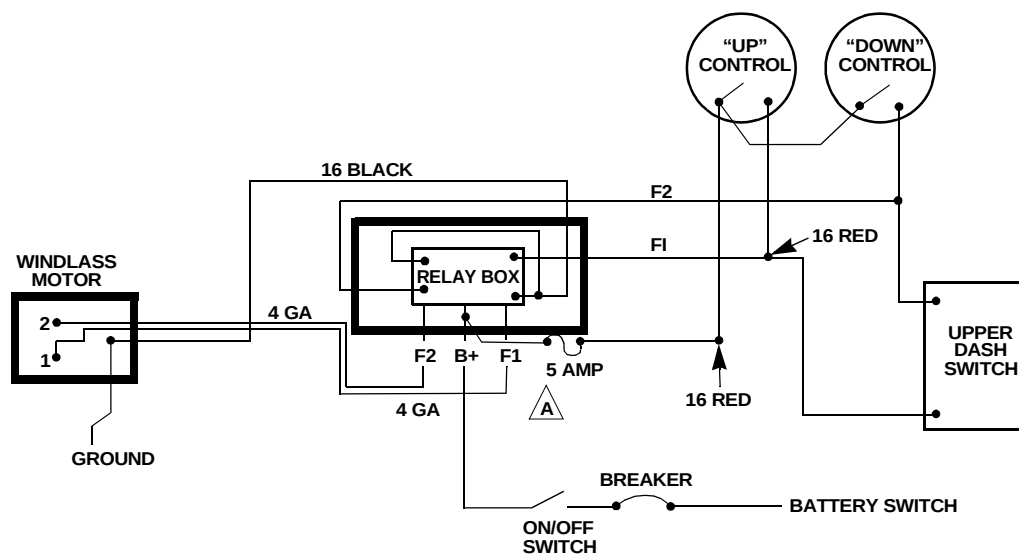


NOT ALL COMPONENTS LISTED ABOVE
ARE AVAILABLE ON THIS MODEL

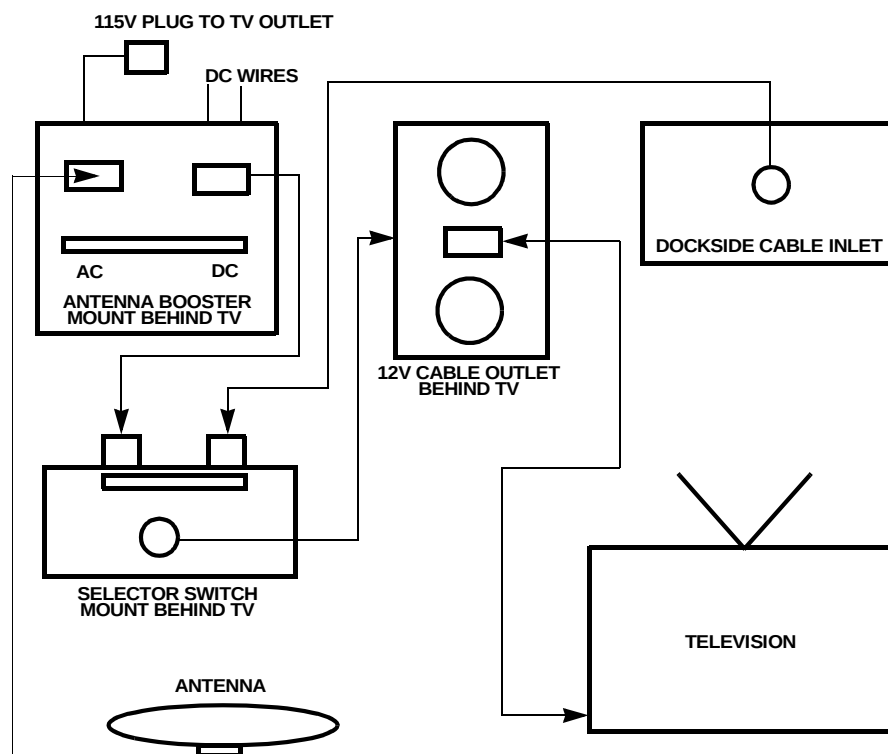
240v AC/DC Panel (Option)



Windlass Winch Electrical Routing (Option)



Cable Television Electrical Routing (Option)



Appendix C: Express Limited Warranty

MAXUM EXPRESS LIMITED WARRANTY

Limited Warranty for New 2000 or 2001 Model Year Sport Yachts (3500SCR, 3700SCR, 4100SCA, 4100SCB, and 4600SCB)

Maxum warrants to the first retail purchaser ("Owner") of a new 2000 or 2001 Model Year Maxum Sport Yacht (3500SCR, 3700SCR, 4100SCA, 4100SCB, and 4600SCB) purchased from an authorized dealer, operated under normal, noncommercial use, that the selling dealer will (or, in Maxum's discretion, it will):

- (1) repair or replace any parts found to be defective in materials and workmanship occurring within 1 (one) year of the date of delivery;
- (2) repair any defects in materials and workmanship in structural fiberglass parts of the hull (and specifically excluding the deck) occurring within 7 (seven) years of the date of delivery; and
- (3) repair any defects in materials and workmanship that result in osmotic blistering of the exterior gel coat surface of the hull laminate occurring within 5 (five) years of the date of delivery, *except that Maxum shall not be liable or responsible to correct, repair, or replace any damage from osmotic blistering if the original gel surface has been altered in any way, including repair or application of any coating other than marine anti-fouling bottom paint or improper surface preparation for paint, or excessive sanding or sandblasting.* Maxum shall repair osmotic blisters based upon customary and reasonable charges with the method and extent of repair subject to Maxum's prior approval.

Owner's sole and exclusive remedy for defects covered by this limited warranty shall be the repair or replacement, at the option of Maxum, of the defective part or component. **THE REMEDY DESCRIBED IN THIS LIMITED WARRANTY SHALL BE THE SOLE AND EXCLUSIVE REMEDY PROVIDED BY MAXUM.**

Terms and Conditions

This limited warranty is subject to the specific terms and conditions set forth below.

In order to receive this limited warranty coverage, Maxum must receive the limited warranty registration card from the authorized selling dealer within 30 days of delivery of the Sport Yacht. Receipt by Maxum of the limited warranty registration card is a condition to the processing of a warranty claim.

All repairs under the terms of this warranty are subject to pre-approval from Maxum service personnel. Employees of Maxum dealers are not authorized to make warranties or approve warranty repairs other than those set forth herein.

To obtain warranty service, the Sport Yacht, including any allegedly defective part, must be returned to the authorized Maxum dealer from whom the Sport Yacht was purchased within the applicable warranty period. All warranty repairs must be performed at the Maxum dealer's facilities or, at Maxum's discretion, at an authorized Maxum repair facility.

The Owner is responsible for all expenses associated with transporting the Sport Yacht and/or defective part to and from the Maxum dealer, expenses associated with haul outs, yard fees, and any other expenses associated with transferring the yacht to the Maxum dealer or authorized Maxum repair facility for warranty service.

What Is Not Covered

Maxum shall not be responsible for any condition that may be affected by the Owner's failure to use, maintain, or store the Sport Yacht as specified in the Maxum owner's manual, and any other failure to provide reasonable care and maintenance.

Maxum hereby assigns all warranties provided by the manufacturers and distributors of components and parts (including but not limited to engines, transmissions, outdrives, and appliances) for the Sport Yacht to the Owner and Owner's sole remedy for defects in components or parts subject to those warranties shall be the assertion of Owner's rights against those manufacturers or distributors.

Maxum shall have no liability or responsibility for any damage or expense, and no Maxum warranty is provided for, the following:

A Sport Yacht purchased from any party other than an authorized Maxum dealer; a Sport Yacht, including components and systems, that has been altered or modified from factory specifications; equipment and accessories (including engines) not factory installed by Maxum; a Sport Yacht used for commercial purposes; any components or parts (including but not limited to engines, transmissions, outdrives, and appliances) that carry their own warranties; damage or deterioration of cosmetic surface finishes, including cracking, crazing, discoloration, air voids, fading or oxidation of gel coat, wood finishes (varnishes, stains and paints), fabrics, vinyls, plastics, plated or painted metal and stainless steel finishes; anti-fouling bottom paint or zinc anodes; the cost to remove, disassemble or reinstall components not installed by Maxum that require removal to access parts covered by this warranty; a Sport Yacht which has been misused, operated in a negligent manner, used for racing or military purposes; operated without normal maintenance, operated contrary to any instructions furnished by Maxum or its component suppliers, or operated in violation of applicable law or regulations; any representation or implication relating to speed, range, fuel consumption or estimated performance characteristics; window glass and windshield damage or breakage; damage, shrinkage, or deterioration of carpet, upholstery and exterior canvas tops, enclosures, and weather covers (including rainwater leakage); and any damage, cost, or expense caused by an act of nature.

Other Limitations

IN NO EVENT SHALL MAXUM OR THE SELLING DEALER BE RESPONSIBLE FOR INDIRECT, INCIDENTAL, OR CONSEQUENTIAL DAMAGES (including but not limited to loss of time, loss of use, inconvenience, travel expense, transportation costs, towing, damage or loss of use of other property or equipment, loss of profits, and loss of contracts), WHETHER SUCH CLAIM OR ACTION IS BASED ON CONTRACT, WARRANTY, NEGLIGENCE, STRICT LIABILITY OR ANY OTHER TORT. Some states do not allow the exclusion of incidental or consequential damages, so the above limitation or exclusion may not apply to you.

This warranty gives the Owner specific legal rights, and the Owner may also have other rights which vary from state to state. This document contains the entire warranty given by Maxum and there are no terms, promises, conditions or warranties, express or implied, other than those contained herein. **ALL OTHER WARRANTIES, EXPRESS OR IMPLIED, INCLUDING IMPLIED WARRANTIES OF FITNESS AND MERCHANTABILITY ARE EXPRESSLY EXCLUDED. TO THE EXTENT ALLOWED BY LAW, ANY IMPLIED WARRANTY OF MERCHANTABILITY IS LIMITED TO THE DURATION OF THIS WRITTEN WARRANTY.** Some states do not allow limitations on how long an implied warranty lasts, so the above limitations may not apply to you. Maxum specifically does not authorize any person to extend the time or scope of this warranty or to create or assume for Maxum any other obligation or liability with respect to Maxum Sport Yachts.

Transferability

The unexpired portion of this warranty may be transferred to a second owner upon purchase of the Sport Yacht from an authorized Maxum dealer. A non-refundable recording fee of \$250.00 must accompany any transfer request. Maxum reserves the right to reject a warranty transfer request for a Sport Yacht that has been damaged, neglected, or otherwise previously excluded from warranty. Maxum will confirm all warranty transfers in writing to the dealer and the second owner.

For further information regarding this limited warranty, please contact Maxum at:

Maxum Marine
P.O. Box 6050
Arlington, WA 98223-6050
Phone (360) 435-6534

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Part Number 1706480

Rev. A