

**OWNER'S MANUAL
SUPPLEMENT
4100 SCB SPORTYACHT**



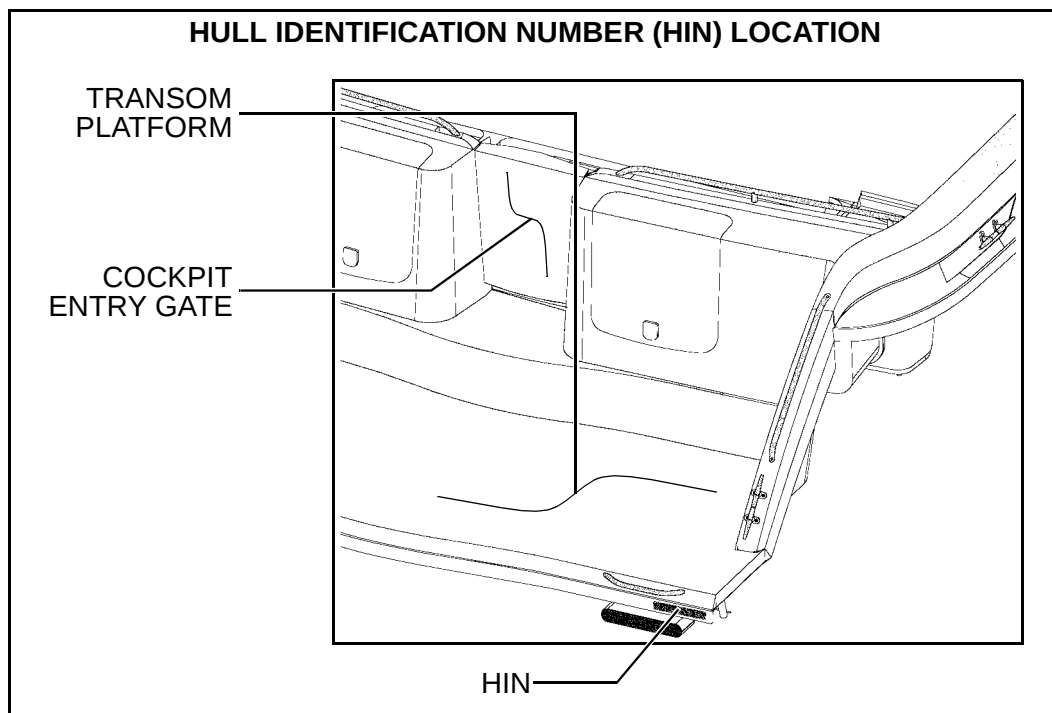
MAXUM


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.. Be sure to record the HIN in the space provided above and refer to the HIN for any correspondence or orders.



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Thank you for choosing our product. Maxum is committed to the goal of building the highest quality products in the marine industry and to providing the finest after-the-sale support in the world.

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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Appendix A: Express Limited Warranty

Chapter 1: Welcome Aboard!

This owner's manual supplement provides specific information about your boat that is not covered in the owner's manual. Please study the owner's manual and this supplement carefully, paying particular attention to the **Express Limited Warranty** in **Appendix A** of this supplement. Keep the owner's manual and this supplement on your boat in a secure, yet readily available place.

Dealer Service

Make sure 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 boat.

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 boat'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 boat again.

Please be advised that certain modifications to your boat can result in cancellation of your warranty protection. Always check with your dealer before making any modifications to your boat.

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

Qualified Maintenance

Failure to maintain your boat's systems 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 boat's owner's packet.



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.

Structural Limitations

The command bridge, 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.

Safety Standards

Your boat'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.

Hazard Boxes & Symbols

The hazard boxes and symbols shown below are used throughout this supplement to call attention to potentially dangerous situations which could lead to either personal injury, death or product damage. **We urge you to read these warnings carefully and follow all safety recommendations.**

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

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

 CAUTION!	
This box 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 box 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 freshwater, 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.**

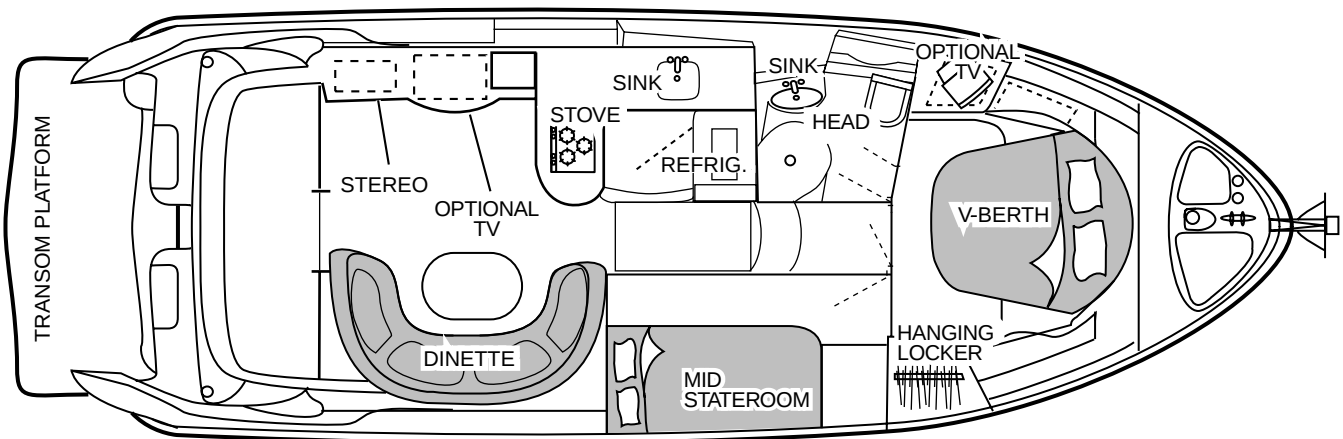
Chapter 2: Components/Systems

Dimensions & Tank Capacities

Overall Length	Max. Bridge Clearance*	Beam	Draft	Fuel Capacity (gal)	Freshwater Capacity (gal)	Waste Holding Tank Capacity (gal)
42' 2"	18' 0"	13' 11"	4' 0"	380	100	75

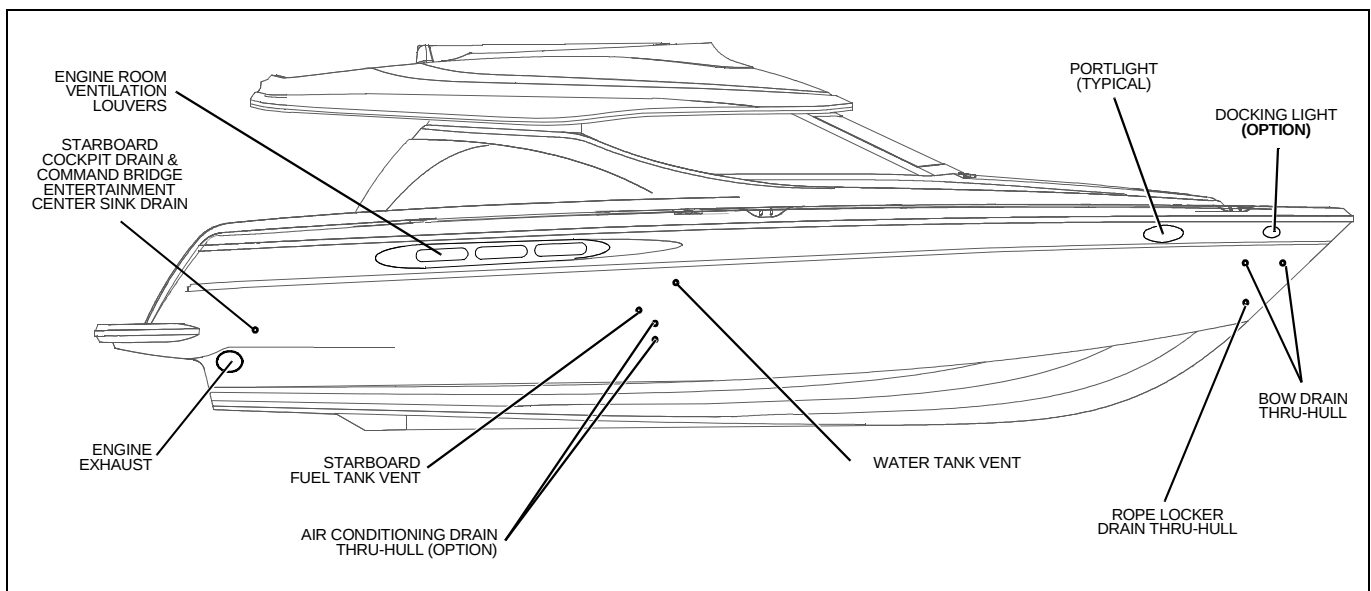
* Includes optional electronics package

Layout View

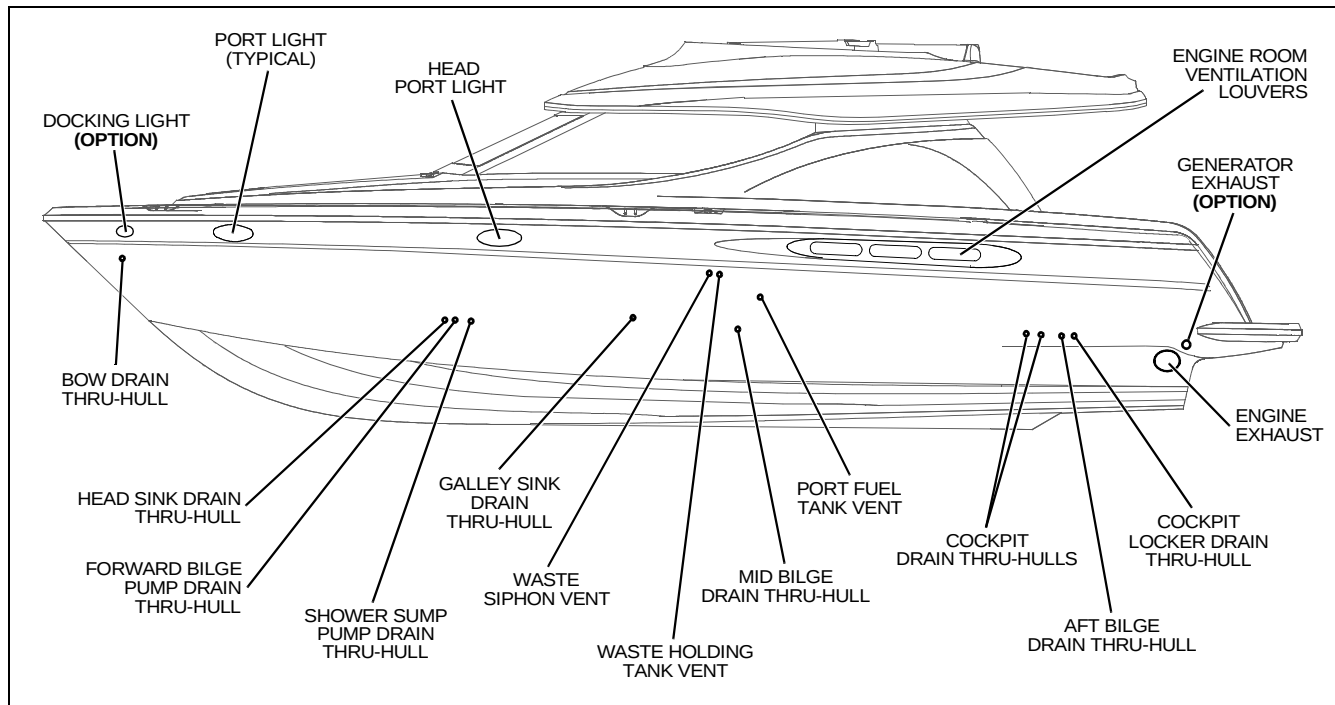


Hull Exterior Hardware & Drains

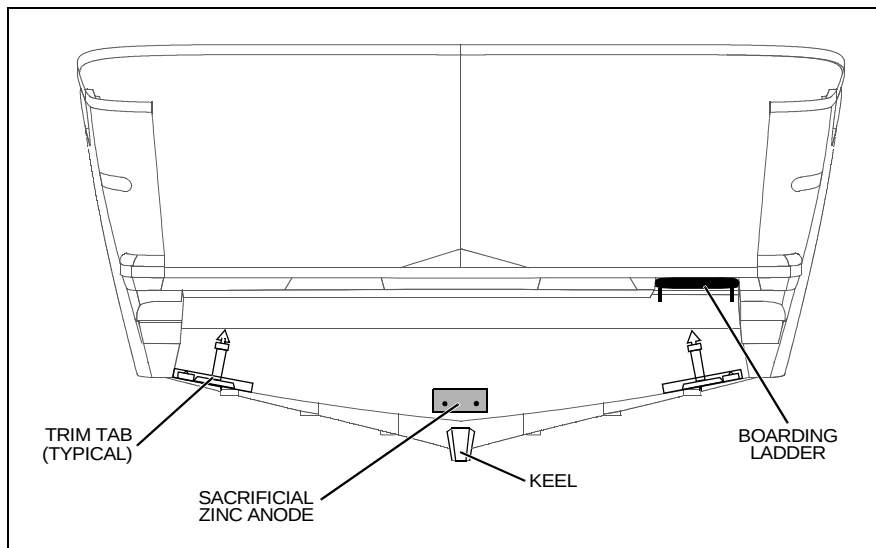
Starboard Hullside



Port Hullside



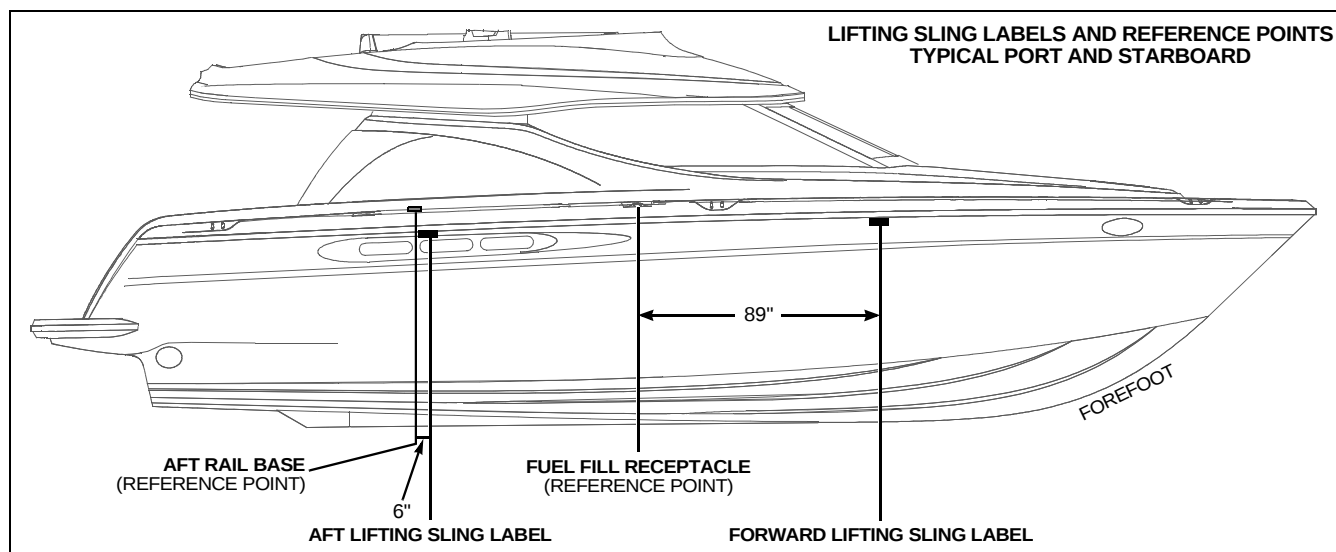
Transom



Boat Lifting

When lifting your yacht, always follow the owner's manual recommendations as well as the lift equipment's requirements and safety guidelines.

- If water is present in the bilge, pump the water out of the bilge areas before lifting your boat. Excessive amounts of bilge water add weight and can shift and change the balance of the load.
- Always position the lifting slings at the port and starboard sling label positions (see drawing below).



WARNING!

PRODUCT & PROPERTY DAMAGE HAZARDS!

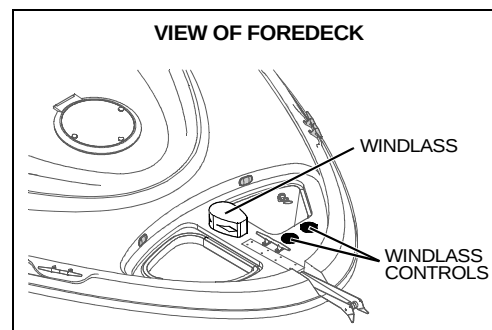
- When lifting any boat, **ALWAYS** use a spreader bar. The spreader bar must be equal to the width of the boat at the lifting point.
- **ALWAYS** secure the slings to one another to prevent the forward sling from sliding up along the forefoot.

Deck Equipment

Anchor Windlass (Option)

Your yacht may feature an optional anchor windlass. Please read the manufacturer's instruction manual supplied in your yacht's owner's packet.

- Verify the windlass breaker on the DC panel is activated before using the windlass.
- 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.



CAUTION!

Do not pull the boat to the anchor using the windlass or continue to operate the windlass if it has stalled or is overloaded.

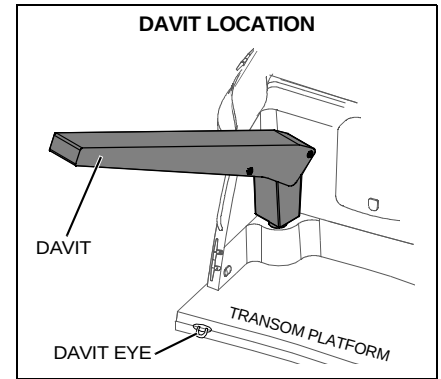
Windshield Wipers (Option)

Windshield wiper/washer control switches are located at the optional lower helm. Periodically, due to wear and environmental exposure, the wiper blades will need to be replaced using 28" blade refills. The windshield wiper fluid bottle can be accessed through the lower helm's inboard access panel. Periodically check the windshield wiper fluid level and refill as necessary.

Davit (Option)

Your yacht may be equipped with an optional electric davit. Be sure to read the davit manufacturer's manual for detailed operating instructions and safety hazards. Observe the following:

- The davit controls are typically located on the back side of the davit, just above the davit base.
- Inspect the davit's cable often for wear and replace if frayed. The cable should be kept tight and even on the spool when under tension during winch operation.
- After lifting a load onto the yacht, remove the davit cables and secure the load to the deck.
- Always secure the davit to the davit eye when the davit is not in use.



! WARNING!

PRODUCT & PERSONAL INJURY HAZARDS!

- DO NOT allow passengers inside a suspended boat. Falling from a suspended boat may cause injury or even death.
- Only operate the davit when it is securely locked in the upright position.
- DO NOT exceed the davit's maximum load limit.
- Since water is heavy, lifting the dinghy to drain its bilge may exceed the davit's load limit.
- Use extreme care when using the davit in rough weather or rough sea conditions as the load may start swinging.

Electrical System

We strongly recommend you read and understand this chapter and the electrical section of the owner's manual. Detailed electrical routing drawings are provided in Chapter 3 of this supplement; wiring schematics in Chapter 4.

! DANGER!

EXTREME FIRE, SHOCK & EXPLOSION HAZARDS!

- 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.
- 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.
- DO NOT modify the electrical systems or relevant drawings.

! WARNING!

FIRE, OPEN FLAME & EXPLOSION HAZARDS!

- 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 HAZARDS! NEVER disconnect the battery cables while the engine is running since it can cause damage to your yacht'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. The DC main distribution panel is located on the starboard side of the salon below the dinette seat cushion (or optional lower helm seat cushion).

Fuses and Circuit Breakers

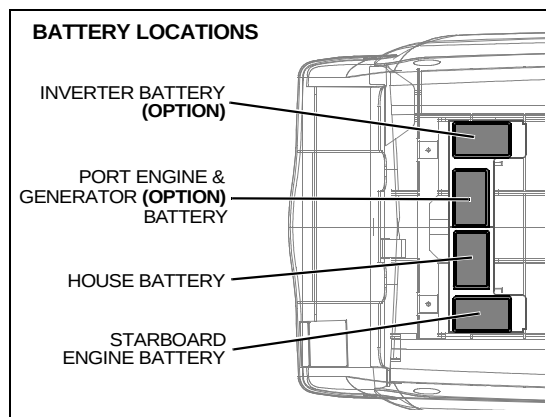
- Fuses and circuit breakers for engines, main accessory power and optional windlass power are on the DC main distribution panel and on the battery switch panel.
- Electronics power is provided at the helm.
- Some equipment, such as depth finders, may have secondary fuse protection at the unit.

Batteries

The batteries installed on your yacht supply electricity for lights and accessories as well as engine, optional generator and optional inverter 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

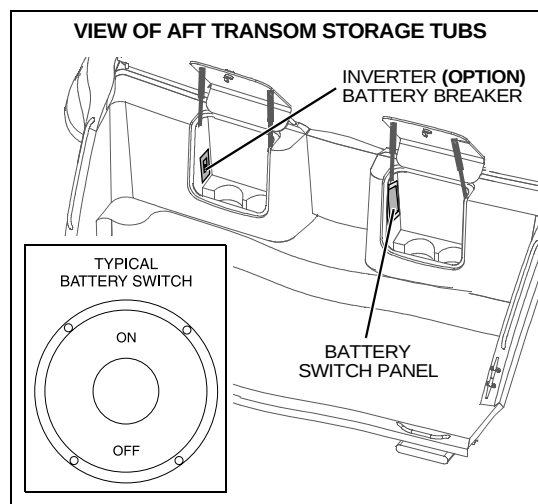
The port and starboard engine battery conditions can be read on the helm's instrument panel voltage gauges (voltmeters). The condition of the accessory battery can be read on the starboard engine voltmeter when the accessory battery switch is activated.

Battery Switches

- There are two battery switches installed on your yacht, located inside the starboard transom storage tub.
- A battery switch, labeled "PORT ENGINE", activates the port engine battery while the starboard engine/house battery switch, labeled "STBD ENGINE/HOUSE", activates the starboard engine and the house battery.
- Battery switches should be switched to the OFF position whenever the yacht is left unoccupied for long periods of time.

Starting Positions

The port engine battery switch must be turned ON to start the port engine and optional generator. The starboard engine/house battery switch must be ON to start the starboard engine. After starting your boat's engines or generator, the appropriate battery switches must be kept ON until the engines and/or optional generator is turned OFF.



Parallel Battery Mode

- 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.
- To use the parallel mode, make sure both battery switches are turned on. Hold down the parallel switch while cranking the engine. Once the engine has started, release the switch.



CAUTION!

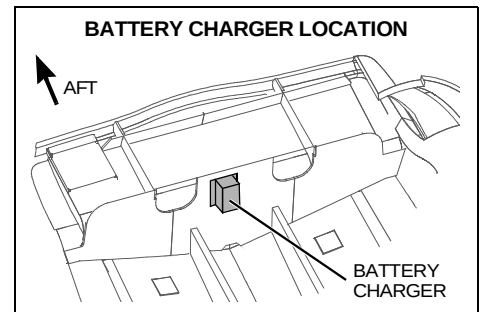
SYSTEM DAMAGE HAZARD!

- **NEVER** disconnect battery cables or turn off battery switches while the engines or optional generator is running since this can cause damage to your boat's electrical components.
- The crossover (parallel) switch should only be used in an emergency.

Battery Charger

Your yacht is equipped with a battery charger.

- The battery charger will charge the batteries whenever the boat is plugged into 120 volt shore power or the optional generator is running.
- We recommend that you thoroughly read and understand the battery charger manual (provided in your yacht's owner's packet) before using the battery charger for the first time.
- The battery charger's circuit breaker is located on the AC panel and must be turned ON for charging to occur.



CAUTION!

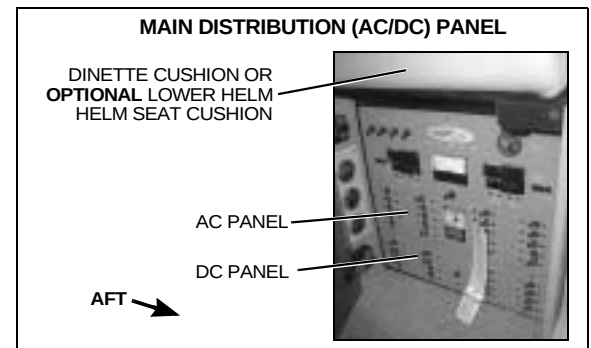
The battery charging systems (alternator and battery charger) installed are designed to charge conventional lead-acid batteries. Before installing gel-cell or other new technology batteries, consult with the battery manufacturer about charging systems requirements.

AC Electrical System

Your yacht uses 120v/60Hz or optional 240v/60Hz AC (alternating current) systems. The AC system can be energized by shore power, optional inverter or optional generator power. This system is designed so that ship's power and shore power sources cannot supply power simultaneously.

NOTICE

Accessories that are powered by the optional inverter have white-colored AC panel breakers.



The AC panel is located on the starboard side of the salon. The AC panel's master circuit breakers provide power source selections to the accessory breakers that are located directly below the master breaker you wish to activate.

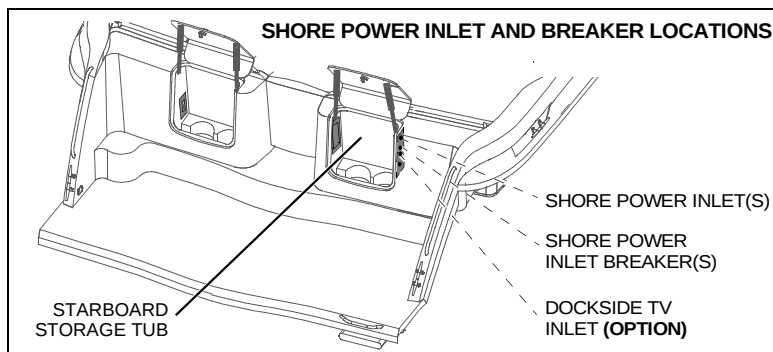


CAUTION!

- 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.
- **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.

Shore Power

- Your yacht features two standard-equipped 120v/30 amp shore power receptacles (located inside the starboard transom stowage tub).
- The shore power inlets are labeled line 1 and line 2, which corresponds to the line 1 and line 2 master breakers on the AC panel.
- This system is designed so that each line operates independent of each other.



NOTICE

Some dockside installations may be rated less than 30 amps, therefore, 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.

If your yacht is equipped with an optional air conditioning system, a single 50 amp inlet may be installed in place of the two standard 30 amp inlets. Electricity from the single 50 amp inlet (240 volt) is evenly distributed to both line 1 and line 2 master breakers (120 volt) on the AC panel. This system is designed so that each line operates independent of each other. The voltage on each line can be read by setting the voltmeter selector switch.

! DANGER!



FIRE, EXPLOSION & SHOCK HAZARDS!

- **DO NOT** alter shore power connectors and use only compatible connectors.
- **Before connecting or disconnecting the shore power cord to your yacht, verify 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. When disconnecting from shore power, disconnect the shore power cord from the dockside connection first.**
- **NEVER** leave a shore power cord connected to the dockside connection only.
- **Only use shore power cords approved for marine use. NEVER use ordinary indoor or outdoor extension cords that are not rated for marine use.**



CAUTION!



SHOCK & ELECTRICAL SYSTEM DAMAGE HAZARDS!

- **NEVER** connect dockside power to your yacht outside North America unless you have purchased the international electrical conversion option.
- **The simultaneous use of several AC components can result in an overloaded circuit. It may be necessary to turn off one or more accessories in order to use another accessory.**
- **Use double insulated or three-wire protected electrical appliances whenever possible.**

Connecting To Shore Power

1. Monitor the AC panel's polarity indicator lights (next to the line 1 and line 2 master breakers) as follows:
 - 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 (see warning that follows).
2. Activate the AC system by turning the main ship/shore breaker to the dockside position.
3. Turn ON the master breaker and individual component breakers as required.

⚠ WARNING!

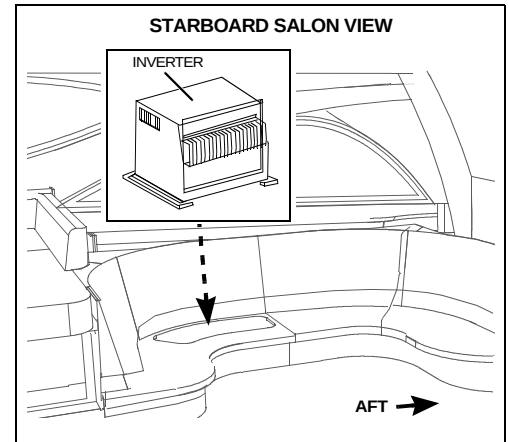
SHOCK & ELECTRICAL SYSTEM DAMAGE HAZARDS!

- 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.

Inverter Power (Option)

Your yacht may feature an optional inverter. Before operating the inverter, be sure to read the inverter manual for detailed operating procedures and safeguards. Observe the following:

- The inverter provides AC power only to the accessories on the AC panel which have white breakers (line 1).
- The inverter runs off its own battery, which is located outboard of the port engine battery. The inverter battery breaker is located inside the port transom storage tub (see drawing on page 8).
- Activate the AC system under inverter power by switching on the inverter battery breaker and the master breaker (located on the DC panel). Press the ON/OFF switch on the inverter's control panel to start the inverter.



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 and 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 starting your generator and keep the seacock open throughout 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 (labeled "PREHEAT") 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 and water 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 according to the *Seawater Strainer* section of this supplement.

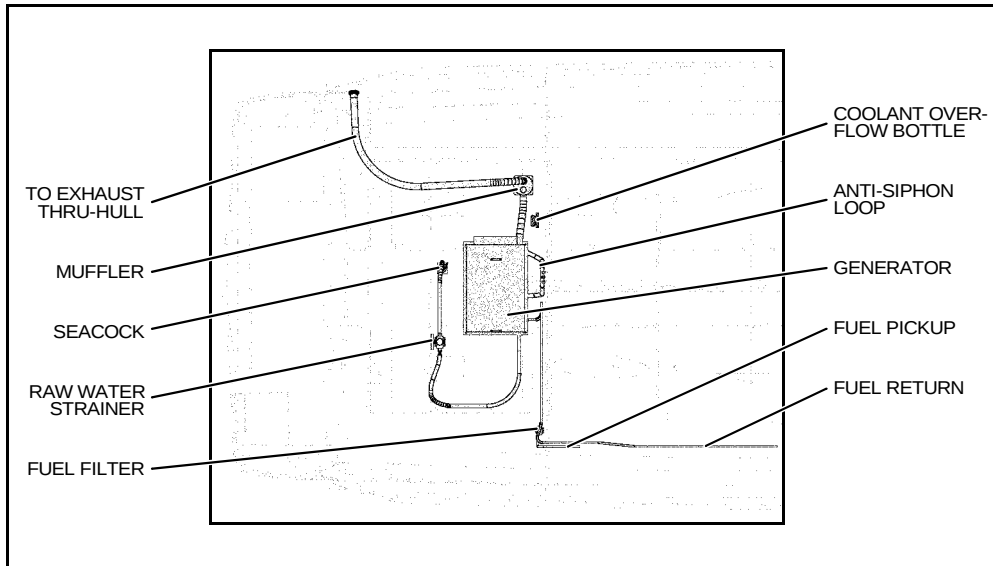
⚠ CAUTION!

- ALWAYS** verify the generator's seawater pickup system's seacock is in the OPEN position before and during generator operation.
- DO NOT** 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.

NOTICE

If your yacht features a diesel fuel system and a fuel management board; the generator fuel selector valves **MUST** be set so that return fuel is routed back to the same tank from which it was drawn. Otherwise, generator fuel drawn from a partially full tank and returned to a full tank may spill overboard through the tank venting system.

Generator Routing



Audio & Visual Equipment

All audio and visual equipment installed on your yacht come with their own manuals that explain their operating procedures in detail.

NOTICE

AM radio reception may be impaired in areas where reception is limited or 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.

Compass

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 the helm.

Autopilot (Option)



WARNING!

PERSONAL INJURY & PRODUCT DAMAGE HAZARDS! 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. Its accuracy can be affected by many factors, including equipment failure or defects, environmental conditions & improper handling or use.

Depth Finder (Option)



WARNING!

- **Do not** use the depth finder as a navigational aid to prevent collision, grounding, boat damage or personal injury.
- When the yacht is moving, submerged objects **WILL NOT** be seen until they are already underneath the yacht. 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.

VHF Radio (Option)

Your yacht may include an optional VHF (Very High Frequency) radio at the helm. The VHF radio can be used to access weather reports, summon assistance or contact other vessels as permitted by the FCC (Federal Communications Commission). 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 by reading the navigation section of 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 in the switch panel.*
2. The bulb may be burned out - *carry spare bulbs for replacement.*
3. A wire may be damaged or may have come loose - *repair as required.*
4. The bulb base may be corroded - *clean the base and coat it with non-conductive electrical lubricant.*



CAUTION!

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

Spotlight (Option)

Your yacht may come equipped with an optional spotlight that is controlled from a switch at the helm. Operating instructions can be found in the spotlight's operating manual, which is included in your yacht's owner's packet.

Appliances

All appliances installed on your Maxum yacht come with their own manuals (supplied in your yacht's owner's packet) that contain detailed operating instructions and important safeguards. Thoroughly read and understand these manuals before using your yacht's appliances for the first time. Make sure the AC breaker is activated for the appliance you wish to turn on.

 **WARNING!**




HOT & FIRE HAZARDS!

STOVE: 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 use and afterwards, do not touch or let clothing or other flammable material come in contact with heated units (or areas near the units) until they have had sufficient time to cool.

NOTICE

Always keep an approved ABC-type fire extinguisher in galley area.

Propane Stove/Oven (Option)

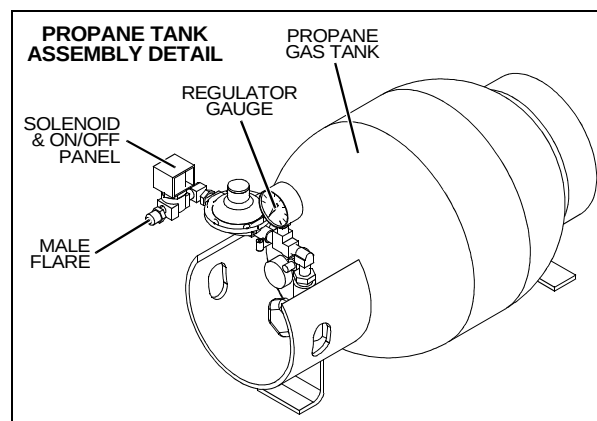
Your yacht may come equipped with an optional liquid propane gas stove/oven. Before attempting to operate the stove/oven, be sure to read the operating instructions included in your yacht's owner's packet and observe the following:

Propane System Operation Summary

- Close the tank valve when the stove/oven is not in use.
- Be sure the stove's valves are **CLOSED** before opening the tank valve.
- Always apply a lit match or other flame source to the burner before opening burner valve.

Test the system for propane gas leakage at least twice a month in accordance with the following procedure:

1. Note the pressure on the regulator gauge with the appliance valves closed and the tank valve open.
2. Close the tank valve: If the pressure reading on the gauge drops to zero in less than 20 minutes, *there is a leak in the system!*



If a leak is suspected:

1. Locate the propane gas leak by applying liquid detergent or soap and water solution to all connections.
2. Repair the leak.
3. After the gas leak has been repaired, recheck for leaks in the propane system before using the stove/oven.

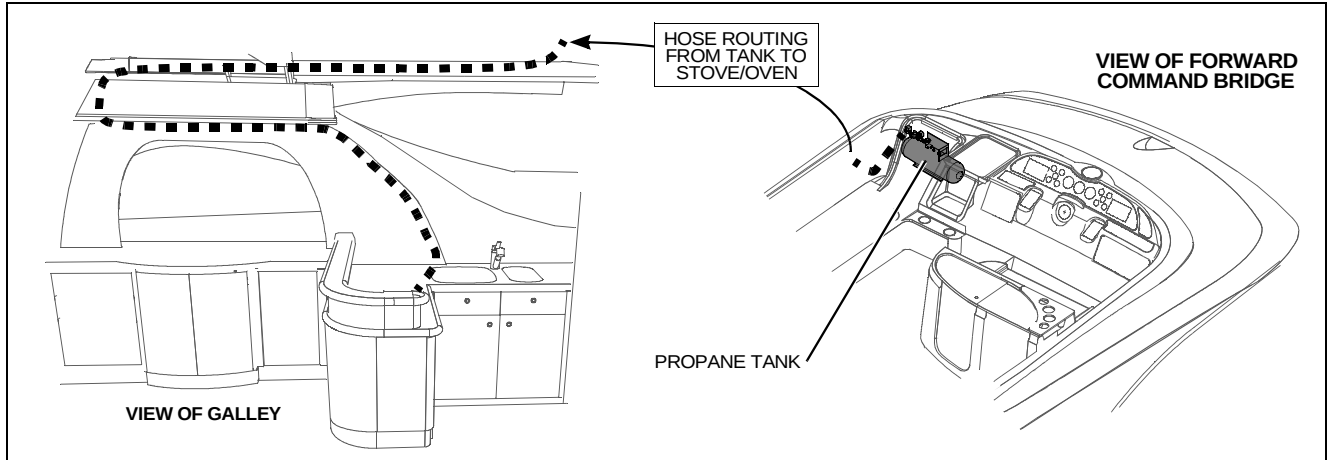
 **DANGER**




EXTREME FIRE & EXPLOSION HAZARDS!

- Since propane is heavier than air, an explosion **WILL** occur if it is ignited or allowed to settle or accumulate!
- **NEVER** use a lit match or other flame source to check for propane leaks!
- Close the tank valve immediately in any emergency.

Propane Tank Location & Routing



Dockside Cable TV Inlet (Option)

- Your yacht may be equipped with an optional cable television dockside inlet. The yacht must be hooked up to a dockside source to receive cable television transmission.
- The cable television inlet is located inside the aft starboard transom stowage tub.

Propulsion

Engines

The owner's packet contains detailed engine operation and maintenance manuals. Be sure to 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 compartment and draws fresh air into the compartment through the deck vents. To ensure fresh air circulation, operate the bilge blowers during the following situations:

1. At least four minutes prior to starting the engines or optional generator.
2. While starting the engines or optional generator.
3. Whenever your yacht is operating 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.

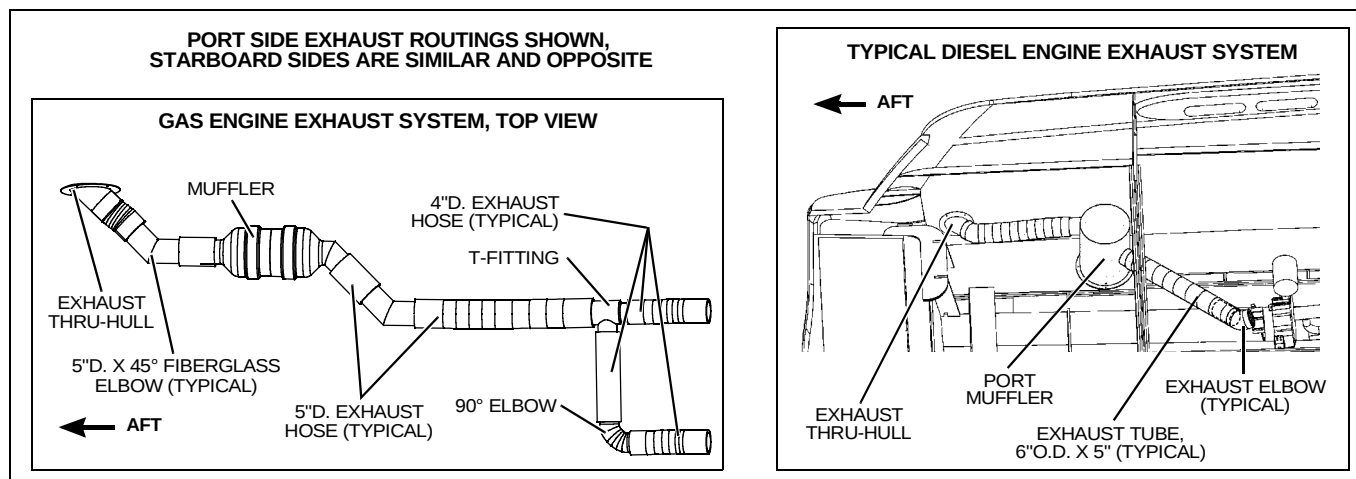
Exhaust System

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

NOTICE

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

Exhaust System Routings



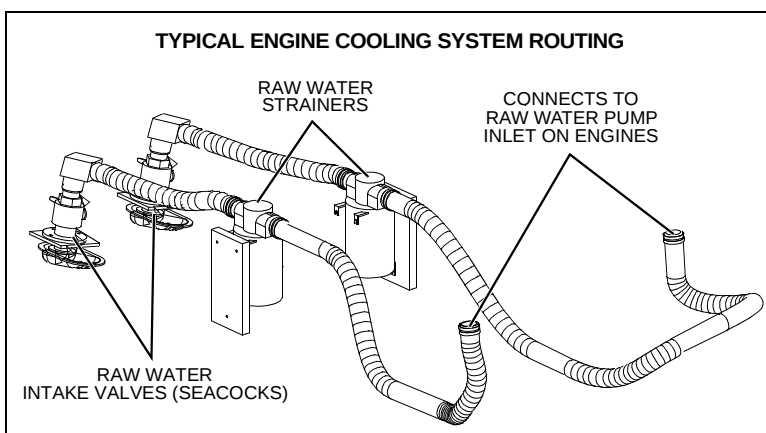
Engine Cooling System

The engine cooling system circulates water through a heat exchanger on the engine 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!

HOT HAZARD! NEVER check coolant levels when the engine is hot or while the engine is running.



- The engine cooling system's raw water strainers (located in the engine room) should be checked for leaks and cleaned *every time* you use your yacht. For instructions on how to clean the strainers, see the *Raw Water Strainer* section of this supplement.
- Make sure both of the engine's raw water intake valves (seacocks) are OPEN before starting the engines and always keep them open anytime the engines are running.

CAUTION!

SYSTEM DAMAGE HAZARD! The engine cooling system's seacocks must be in the OPEN position before engines are started and while the engines are operating.

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.

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. If stuffing gland leakage becomes excessive, replace the packing:

Stuffing Replacement Procedure:

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 (DO NOT over tighten the packing gland nuts).

Shaft-Transmission Alignment

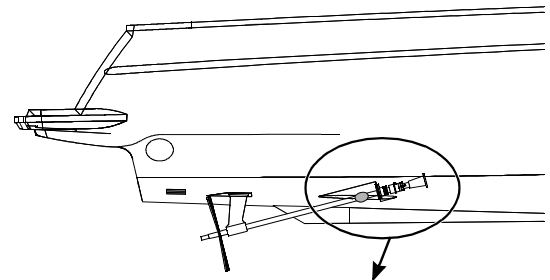
Alignment between the engine transmission output shaft and the propeller shaft is critical. This alignment has been performed at the factory, and was rechecked by the dealer after your yacht had been in the water for 48 hours.

- An alignment inspection should be performed as part of the routine maintenance program by a marine mechanic after the initial 30 hours of operation, then annually or whenever an unusual noise or vibration is noticed.
- The gap between flange faces should be less than 0.003".
- Replacement flange bolts, nuts and washers must be corrosion resistant and grade 8 or better.
- Recheck flange bolt torque after 20 hours of operation. Tighten the flange bolts according to the torque specifications listed in the table below.

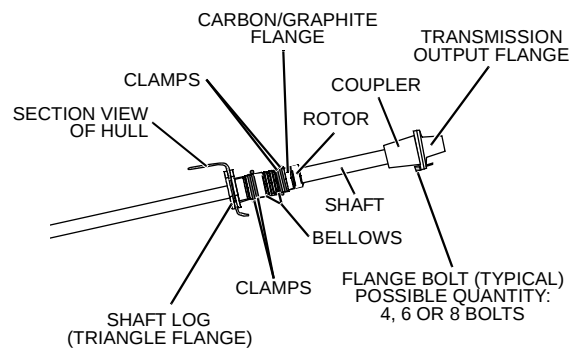
FLANGE BOLT SPECIFICATIONS

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.

TYPICAL TRANSMISSION-TO-PROP SHAFT COMPONENTS TRANSMISSION-TO-PROP SHAFT COMPONENTS VARY, DEPENDENT UPON ENGINE TYPE AND SIZE



DETAILED VIEW



CAUTION!

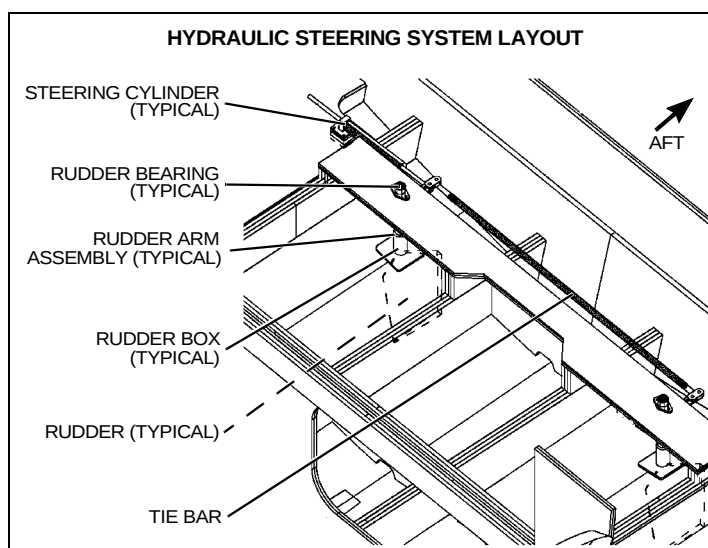
- A marine mechanic should perform the engine alignment since it requires moving the engine.
- If a shaft misalignment exists, have a qualified marine mechanic perform an alignment as soon as possible. Continued use may lead to premature engine, transmission, shaft, shaft seal and/or hull damage!

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 and pressure should be checked regularly, according to the instructions and maintenance suggestions outlined in the steering manual.



Trim Tabs

Trim tabs control the longitudinal and lateral trim of your yacht at cruising speeds and are controlled by two rocker switches at the helm. Before using the trim tab switches, we strongly urge you to read and understand the trim tab operation manual included in your yacht's owner's packet. 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 is located in the engine compartment. The fluid level should be checked periodically (at least once a year) and refilled as necessary.



WARNING!

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.
- **DO NOT** allow anyone unfamiliar with trim tabs to operate them.
- **DO NOT** use trim tabs to compensate for excessive unequal weight distribution.

Bilge

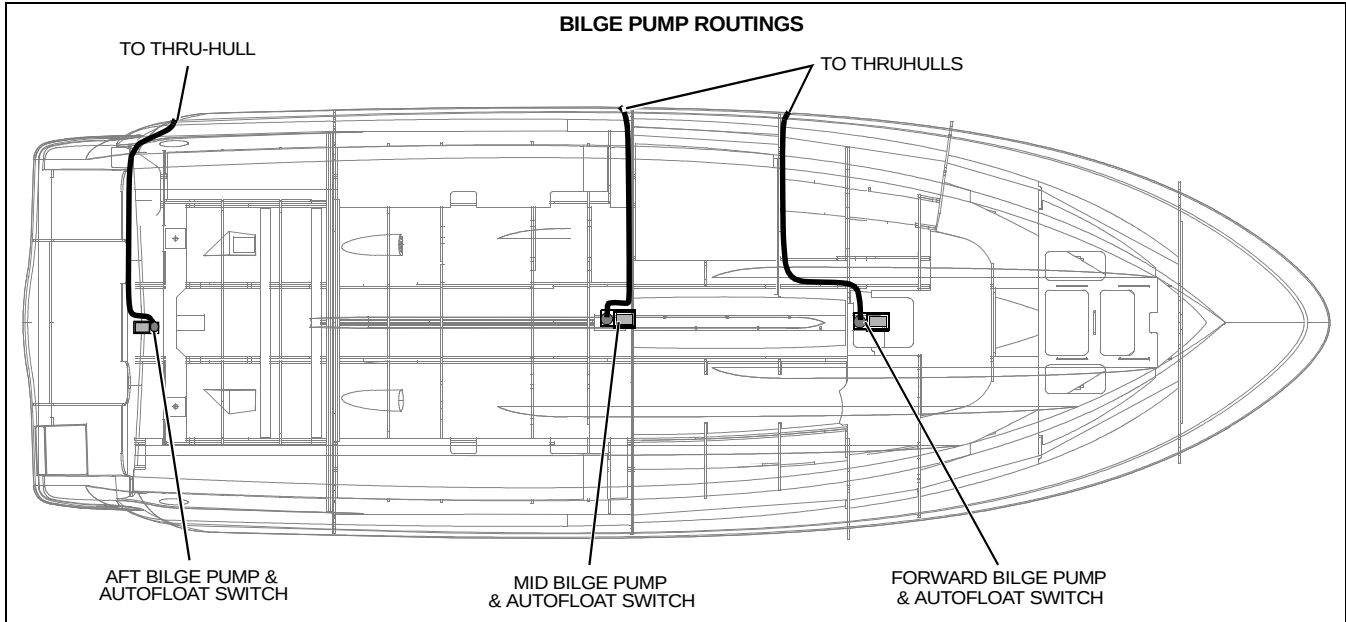
Bilge Pumps

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 and are wired directly to the battery so they will function even when the yacht is completely shut down and unattended.

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.

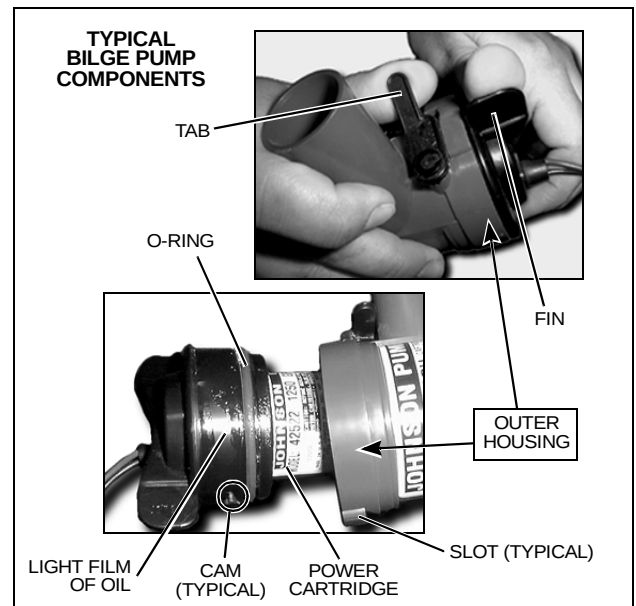
Bilge Pump Routing



Bilge Pump Testing

Bilge pumps should be manually tested 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. To ensure proper reinstallation, attempt to twist the fins counterclockwise without lifting the tab; the cartridge should stay in place.

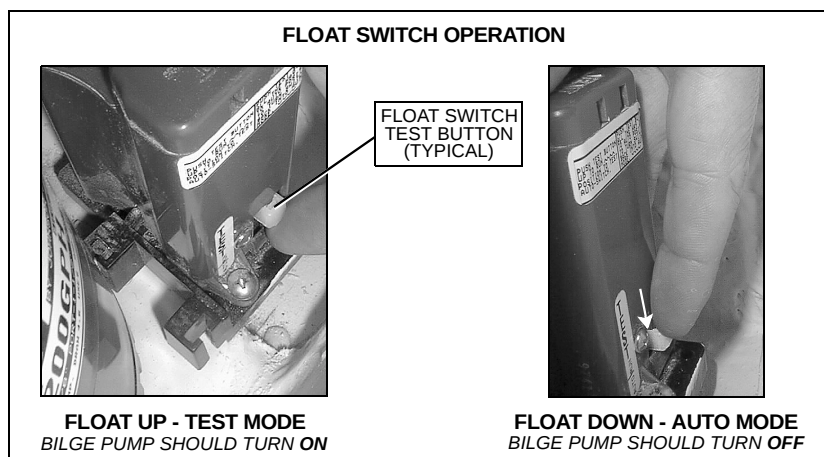


Autofloat Switches

Automatic bilge pumps use electromagnetic float (autofloat) switches to automatically activate the pump whenever water accumulates above a preset level in the bilge. One autofloat switch is mounted next to the bilge pump it activates, and is wired directly to the battery so it will 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. Push the float switch test button *up* to activate the bilge pump. If the pump does not turn on, check the inline fuse. If the fuse is good but the switch doesn't work, it may indicate a bad switch or possibly a low battery.
2. Push the test button all the way *down* to return the float switch back into the auto mode.

**CAUTION!**

When test is completed the float switch, you **MUST** push the test button all the way down to the auto position to turn the switch back into auto mode!

Fuel System

Carefully read the fuel sections of the owner's manual and the engine operation manual.

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

- 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 engine operation manual must be followed.

**CAUTION!**

- **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.
- Avoid the storage or handling of gear near the fuel lines, fittings and tanks.

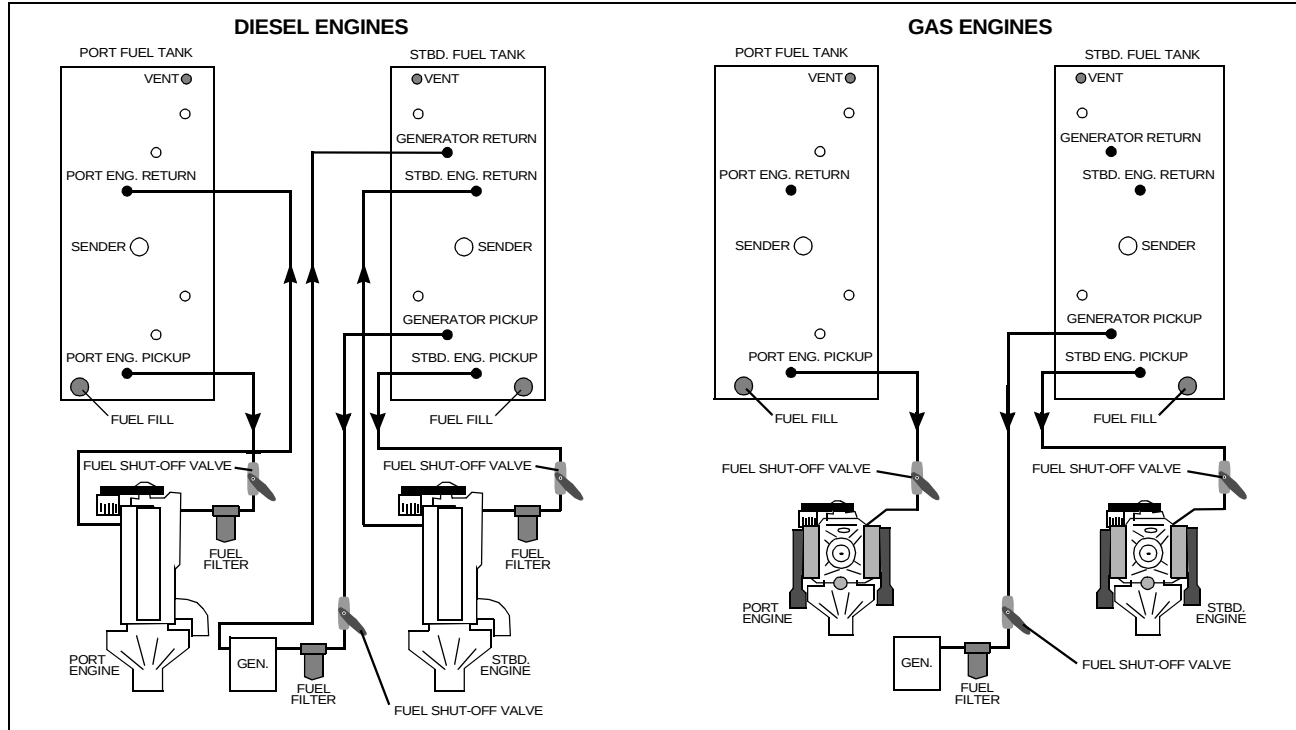
NOTICE

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

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 tank 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. Refer to your engine manual for fuel grade recommendations.

Fuel Routing - Without Fuel Management Board



Fuel Filters & Water Separators

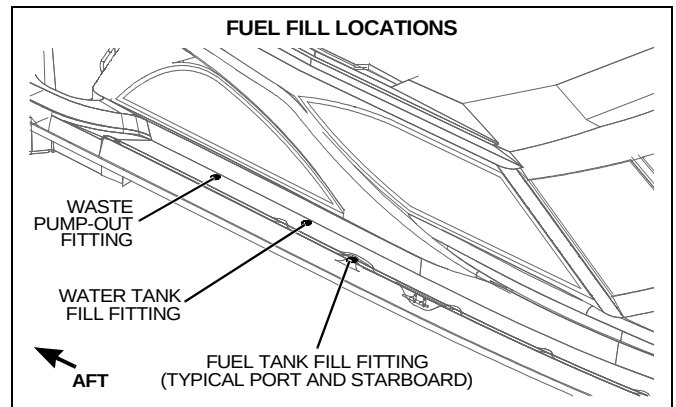
Fuel filters and water separators should be inspected periodically for debris and replaced according to the guidelines and instructions detailed in your engine manual, generator (option) manual and in the filter literature.

Fuel Fill Locations

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.

Anti-siphon Valves

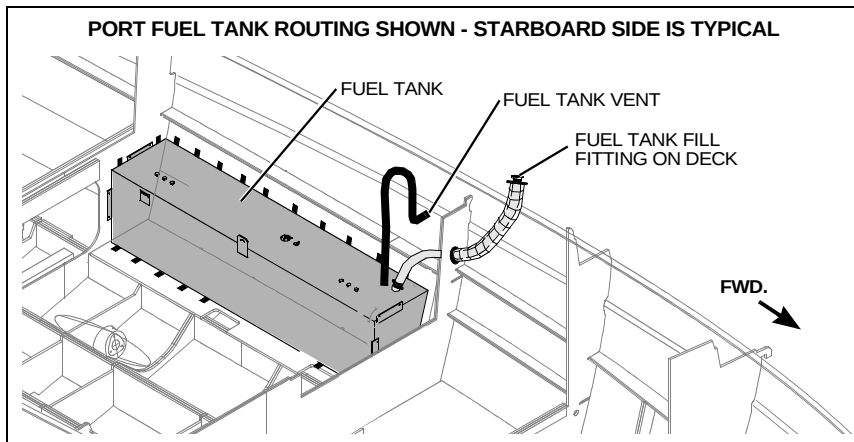
If your yacht is gas powered, it may be equipped with anti-siphon valves. Anti-siphon valves are an integral part of the gas fuel line barb fitting on each fuel tank. The anti-siphon valves are spring loaded and are opened by fuel pump vacuum. In the unlikely event of a fuel line rupturing, the valve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



WARNING!

FIRE & EXPLOSION HAZARDS! 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 an emergency, NEVER operate the engines without the anti-siphon valve.

Fuel Tank Locations

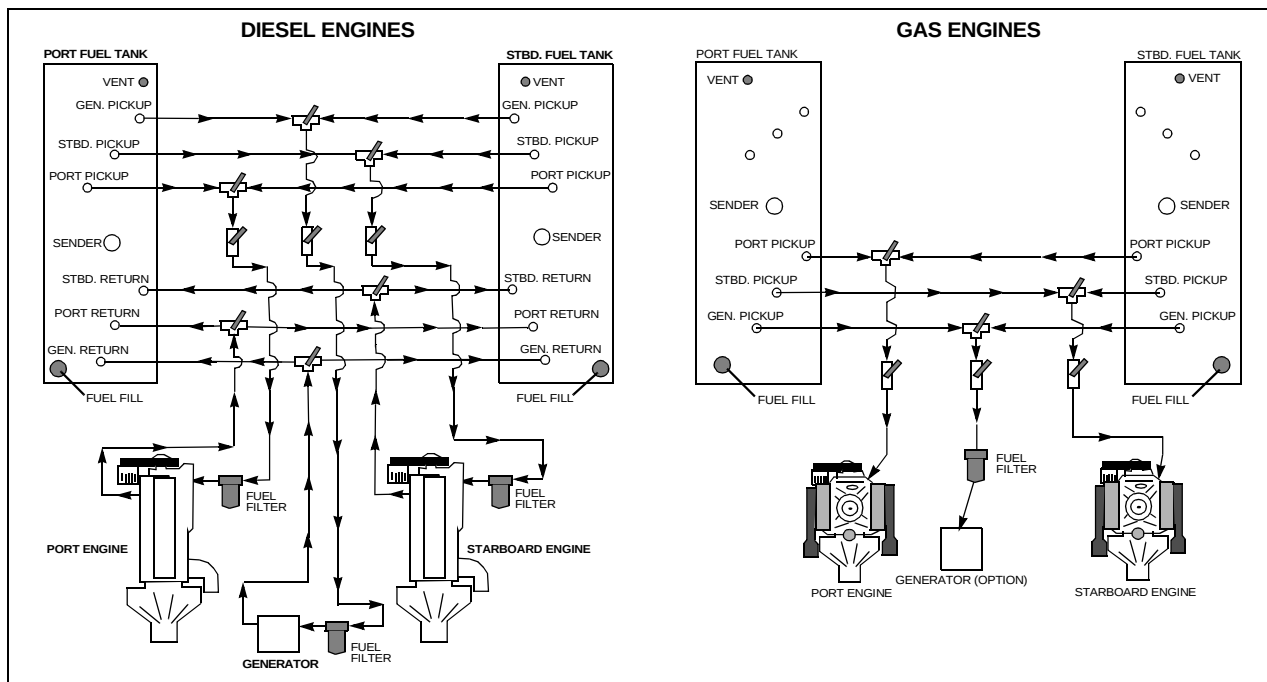


Fuel Management Board

Your yacht may or may not be equipped with a fuel management board.

- On models equipped with a fuel management board (located under the galley steps and thru the access hatch next to the water heater), fuel can be directed from either tank to the engines and optional generator using the supply valves.
- On models that are *not* equipped with a fuel management board, the port fuel tank provides fuel for the port engine while the starboard fuel tank provides fuel for the starboard engine and the generator.

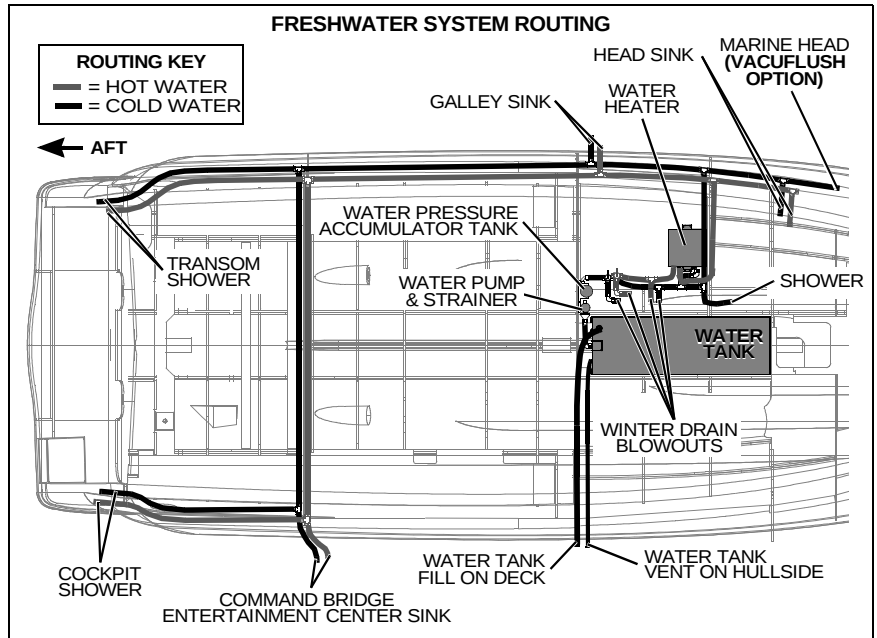
Fuel System Routing (With Fuel Management Board)



Freshwater System

Your yacht features a pressure-demand (potable) freshwater system.

- 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.
- 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 your yacht is not in use.
 - 3 Whenever the water tank is empty.
 - 3 When connected to a dockside water supply.
- The water filter should be inspected and cleaned often.
- When your yacht is to be left unattended for long periods of time, pump the water tanks 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 tank, located under the v-berth mattress, is equipped with a water level indicator (located on the AC panel). The indicator may not be 100% accurate, so it is recommended that the water tank be topped off at every opportunity to avoid the possibility of running short of freshwater.
- 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.



Water Heater

- Your yacht is equipped with a water heater, located in the utility room (see illustration on previous page). Access to the water heater is through the inboard vinyl wall panel of the aft berth.
- 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. 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 about your water heater:

! WARNING!

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

! CAUTION!

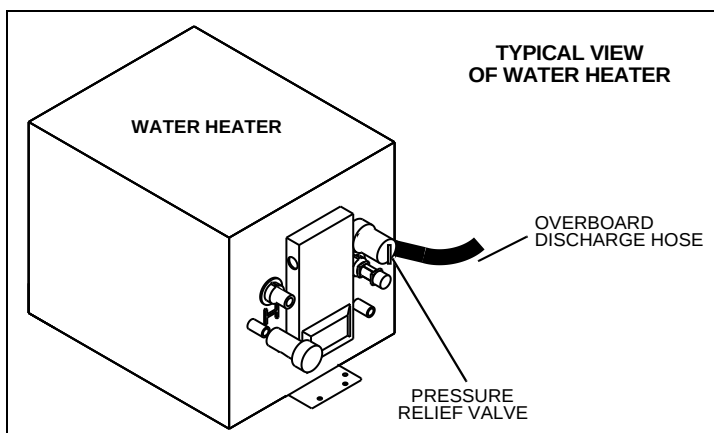
- **DO NOT energize the AC water heater electrical circuit until the heater is *completely* filled with water.** Even momentary operation in a dry tank will damage the heating elements. **Warranty replacements *will not* be made on elements or tank damaged in this manner.** The tank is full if water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

Freshwater System Winterization

To reduce the possibility of system damage due to extreme weather (such as freezing), freshwater systems that have a city water inlet installed should be winterized as follows:

Water Heater Pressure Relief Valve/Overboard Discharge Hose Winterization:

1. Disconnect the pressure relief overboard discharge hose from the water heater.
 - a. If water is present in the hose, the water heater pressure relief valve is not working properly and will need to be replaced. After replacing the pressure relief valve, empty all of the water from the hose before storing your yacht.
 - b. If no water is present, proceed to step 2.
2. Reconnect the hose to the water heater.

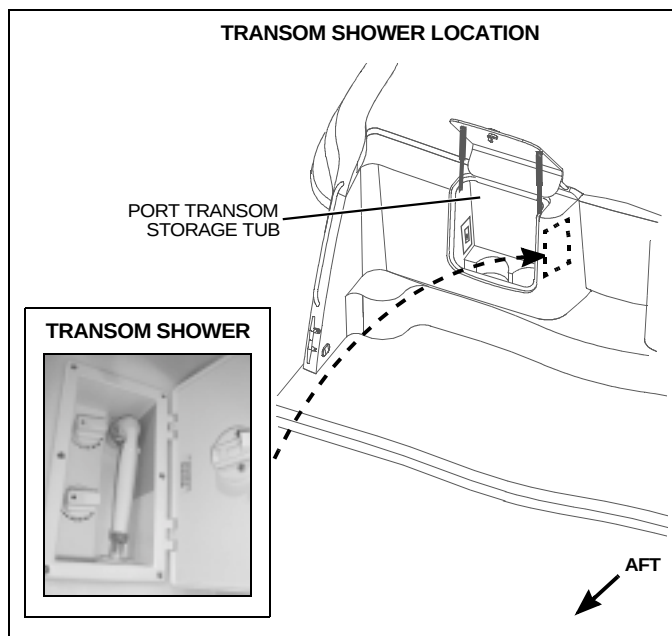
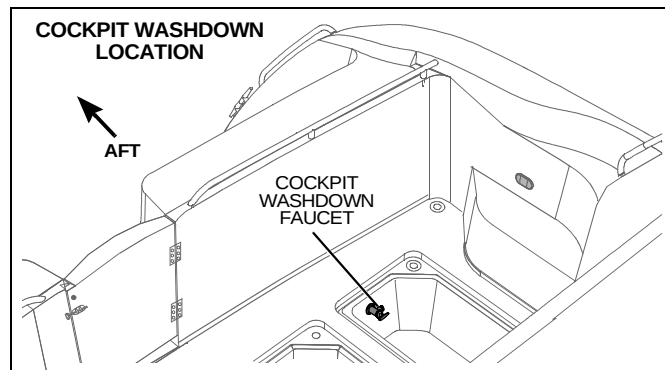


Transom Shower

Your yacht is equipped with a freshwater transom shower, located inside the port transom storage tub.

Cockpit Washdown

The cockpit freshwater washdown is located inside the port cockpit storage tub.



Sump Pump 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 small holding tank that contains the sump pump and float switch (see drawing on next page).
- 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. After the tanks are drained, the sump pumps are designed to automatically shut off.
- The shower sump pump and holding tank is located under the companion way floor hatch. The sump pump should be periodically cleaned of debris and the float switch tested for proper operation according to the instructions outlined in the bilge pump and float switch sections of this supplement.

Raw Water System

Seacocks

Seacocks are valves which are typically used to manage the intake of raw water through the hull below the water line (raw water intake seacocks). Seacocks may also be used to discharge waste or water through the hull below the water line (discharge seacocks).

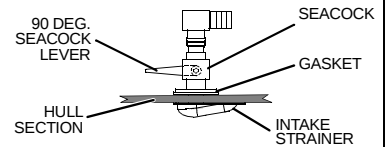
Seacocks are controlled by a 90° lever and are used on your yacht in the following raw water intake/discharge systems: Engines, generator system, (optional) air conditioning system and standard marine head (toilet) system.



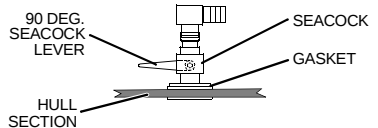
CAUTION!

SYSTEM DAMAGE HAZARD! Verify that the system's seacock is **OPEN** before the system is started and keep the seacock open until the system is shut off. Close seacocks whenever the systems will not be used for long periods of time

TYPICAL RAW WATER INTAKE SEACOCK COMPONENTS



TYPICAL DISCHARGE SEACOCK COMPONENTS

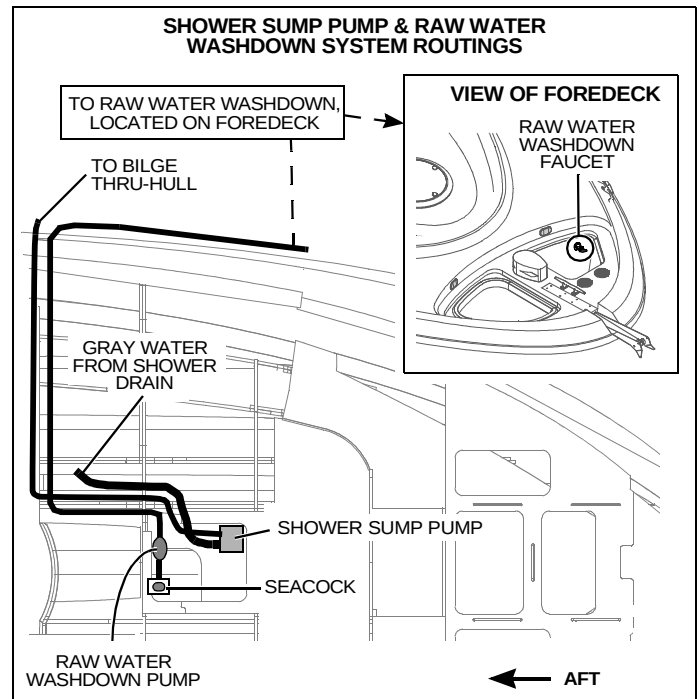


Raw Water Strainers

Raw water strainers are used in water pickup systems to filter incoming raw water. The typical layout is one strainer for each of the following: Engine, optional generator and optional air conditioning system.

Raw water strainers are located near raw water intake valves (seacocks) and should be checked every time you use your yacht for leaks and/or debris. If debris is found, clean the raw strainer as follows:

1. Make sure the component/system (engine, optional generator, etc.) that the strainer is connected to is turned OFF.
2. Close the seacock that sends raw water to the strainer you are about to clean. The seacock must remain closed until the strainer is completely reassembled.
3. Take apart the raw water strainer.
4. Remove debris.
5. Flush strainer with water.
6. Reassemble the raw water strainer.
7. Open the seacock and check for leaks around the strainer. If no leaks are found, you may activate the component or system.



CAUTION!

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

Raw Water Washdown (Option)

The raw water washdown pump is located near the shower sump pump holding tank. The raw water faucet is located inside the port side tub on the foredeck (see drawing above).

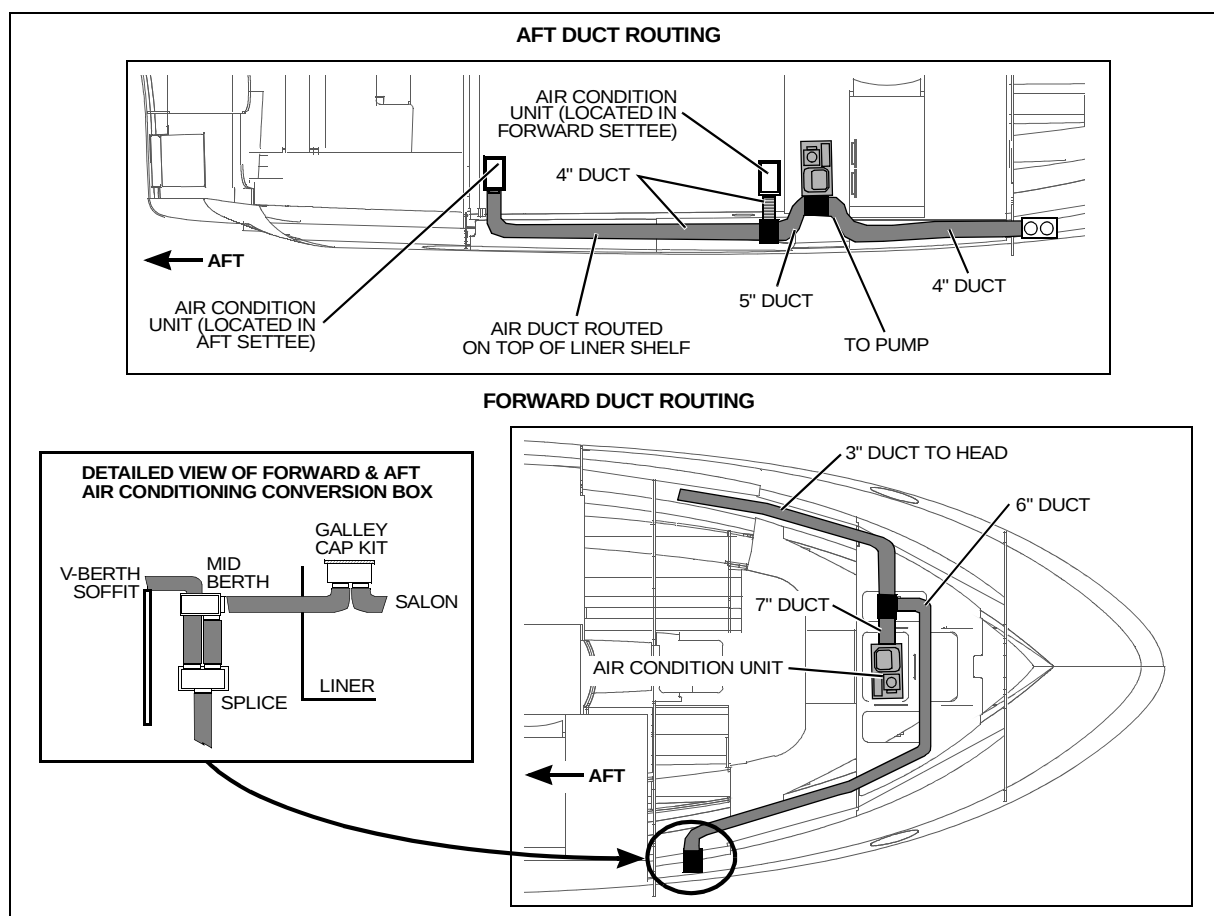
Air Conditioning & Heating (Option)

Your yacht may be equipped with an optional air conditioning & heating system. For complete operating instructions, please read the air conditioner/heater manual provided in your yacht's owner's packet.

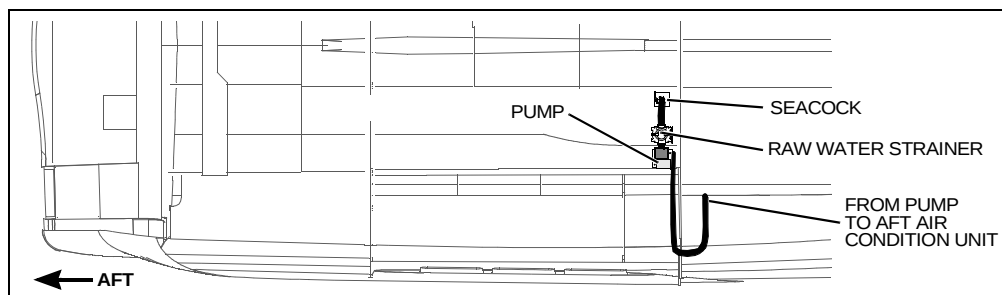
- Both heating and cooling are controlled from the same panel.
- Before operating the air conditioning/heating unit, make sure the breakers on the AC main distribution panel are activated.
- Make sure the air conditioning system's seacock is OPEN before turning on the air conditioning/heating system.

! CAUTION!
SYSTEM DAMAGE HAZARD! The air conditioning system's raw water intake seacock must remain OPEN anytime the air conditioner/heater is in use.

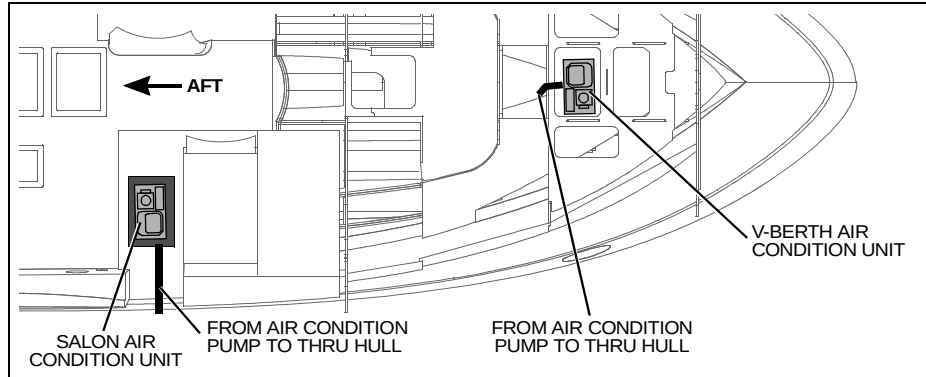
Air Conditioning Duct Routing



Air Conditioning Water Pickup Routing



Air Conditioning Condensation Drain Routings

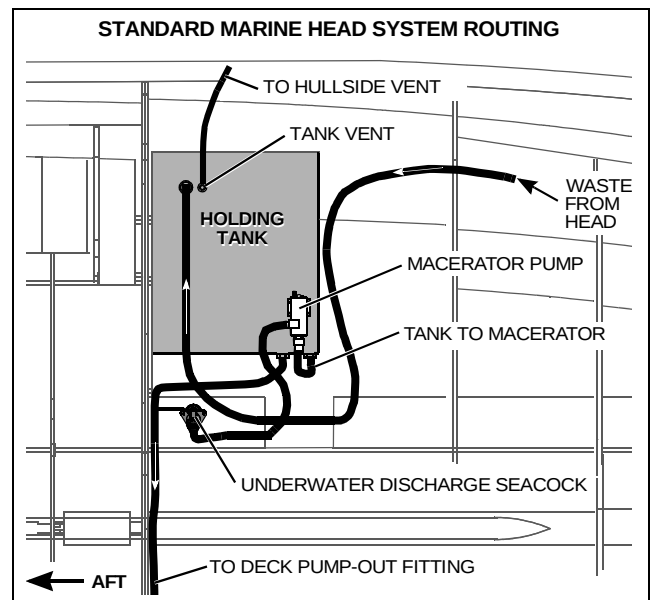


Marine Head & Holding Tank System

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

Standard Marine Head System

- The standard marine head installed on your boat uses raw water to flush waste from the toilet directly into the holding tank.
- The raw water intake seacock is located inboard of the holding tank, and must be opened prior to using the head system. The intake seacock should be left **CLOSED** whenever the boat is left unattended.
- The holding tank is plumbed to a fitting on the deck for dockside pump-out and to a macerator pump for pumping waste directly into the water through an underwater discharge seacock (where regulations permit). The macerator switches, located at the helm, must be pressed simultaneously for pumping to occur.
- The holding tank is equipped with a level indicator (located on the forward bulkhead in the head). Even so, it is advisable to empty the tank at every opportunity.



NOTICE

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

Manual flush marine head operation:

1. OPEN the head's raw water intake valve (seacock).
2. Before using the head, pump enough water into the bowl to wet the sides.
3. After use, pump until the bowl is thoroughly cleaned. Continue pumping a few more times to clean the lines. If excess waste causes the water to rise in the bowl, stop pumping until the water recedes.

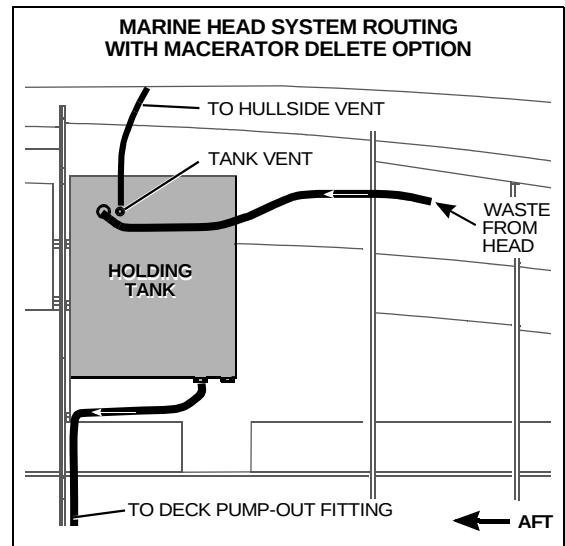
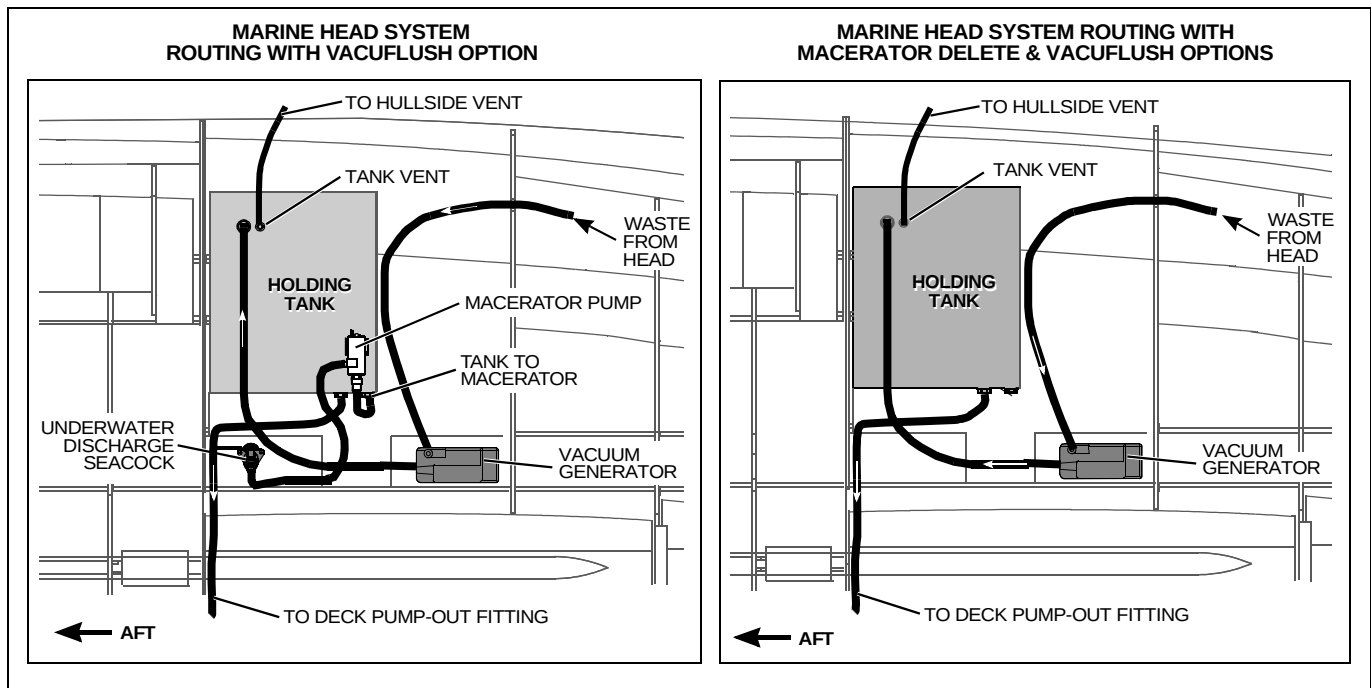
If you are unable to pump water into the bowl, the probable cause is debris in the pump diaphragm. To remedy this, shut off the raw water intake valve (seacock) and dismantle the pump. The pump is generally held together with six screws (the design is simple and the problem will be obvious when the pump body is split open). To winterize the head, shut off the intake seacock and pump until the bowl is dry. Remove the drain plug in the base and pump again to remove all of the water. **DO NOT** fill the bowl with antifreeze.

Macerator Delete Head System (Option)

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

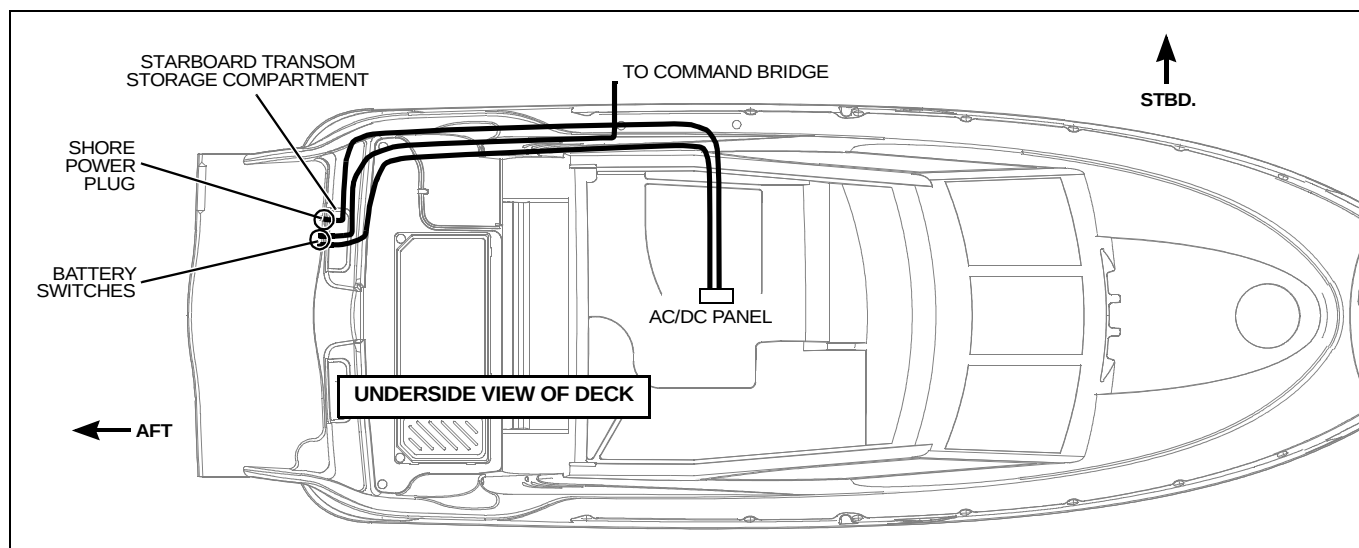
Vacuflush Head System (Option)

- The optional vacuflush head system uses freshwater (not raw water) to flush waste from the toilet, through a vacuum generator, and into the holding tank.
- If the system is equipped with a macerator pump, waste may be pumped from the holding tank into the water through an underwater discharge seacock (where regulations permit). The macerator switches are located at the helm station and must both be pressed simultaneously for pumping to occur.
- If your yacht does not include a macerator (macerator delete option), waste can only be pumped out of the tank to the receptacle on the deck for dockside pump-out only.

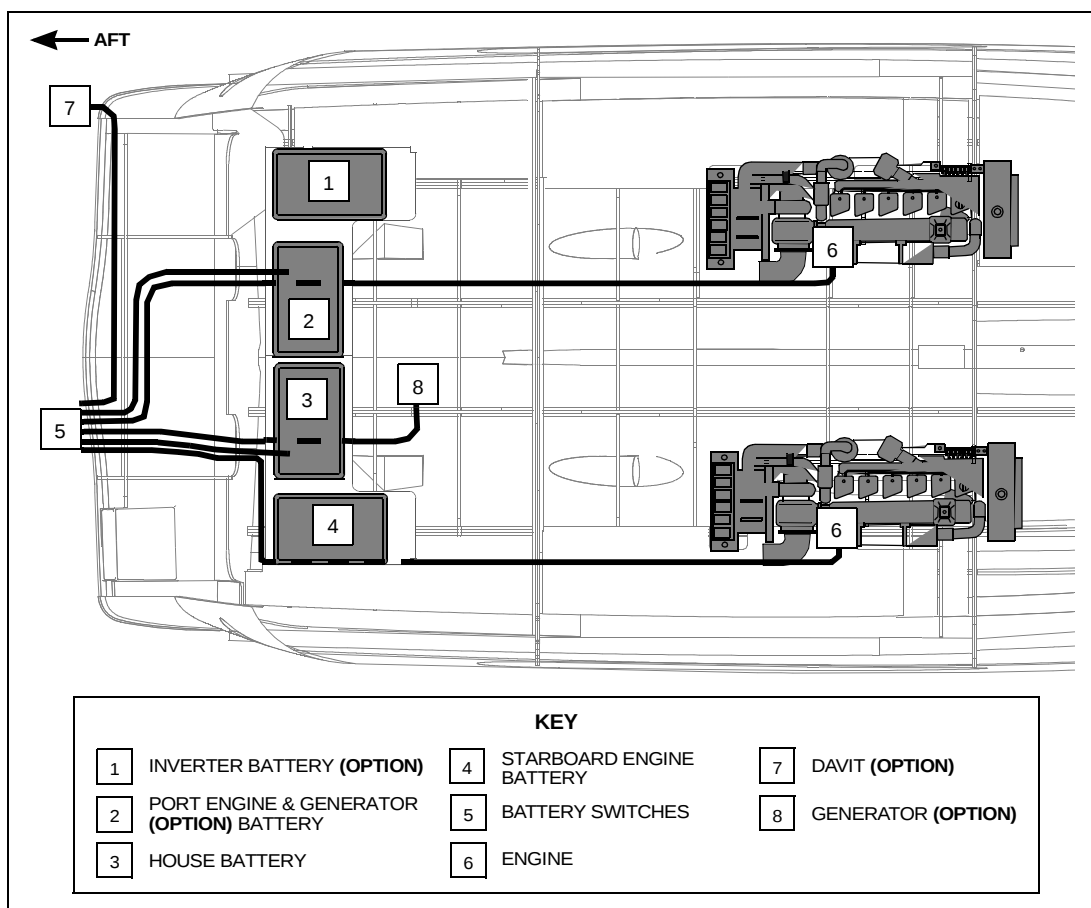
**Optional Vacuflush Head System Routings**

Chapter 3: Electrical Routings

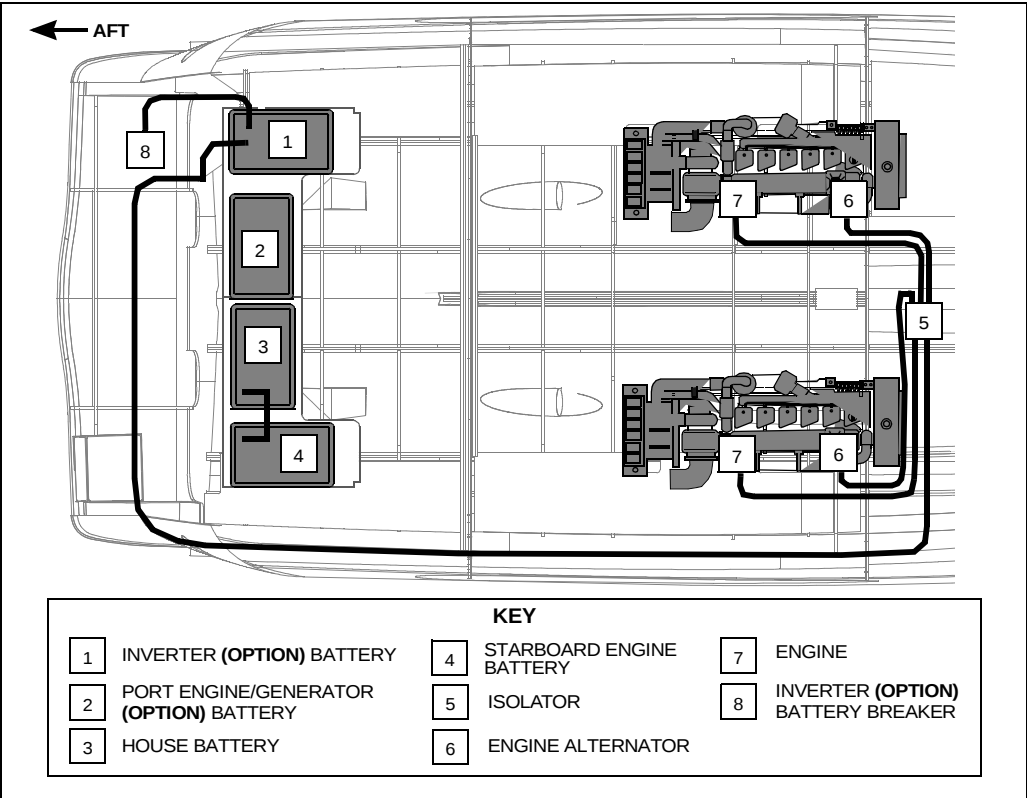
Shore Power/Battery Switch Positive Battery Cable Routings



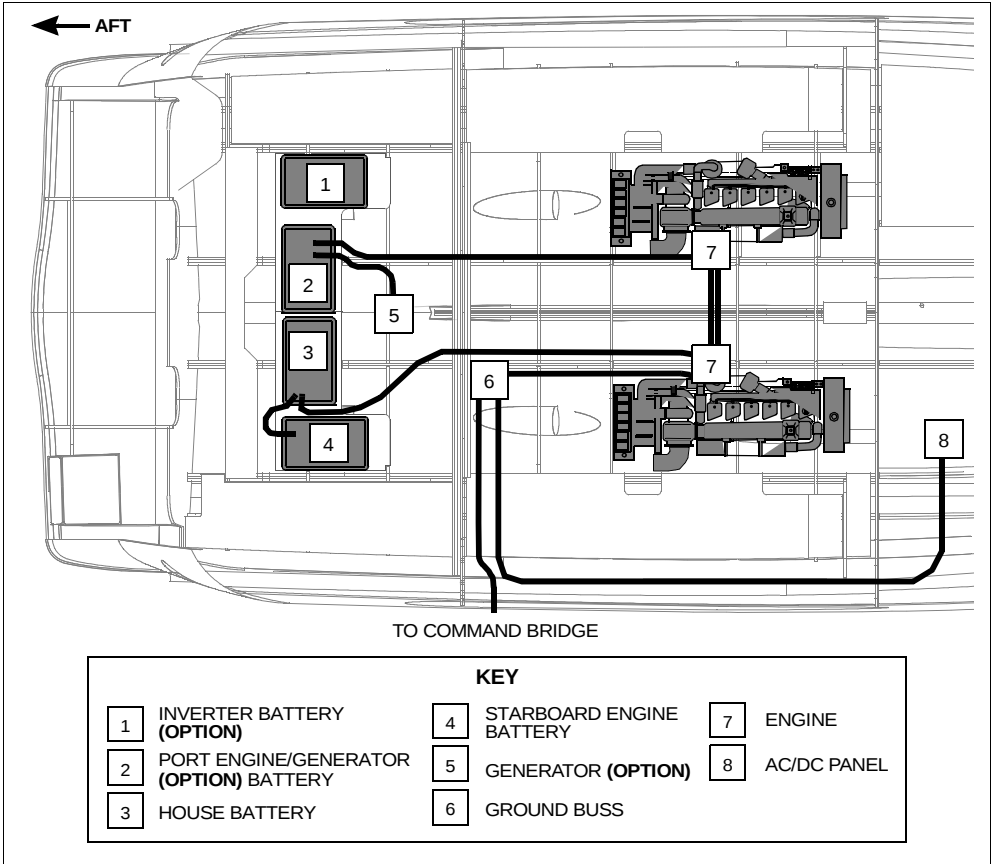
Positive Battery Cable Routing (To Battery Switches)



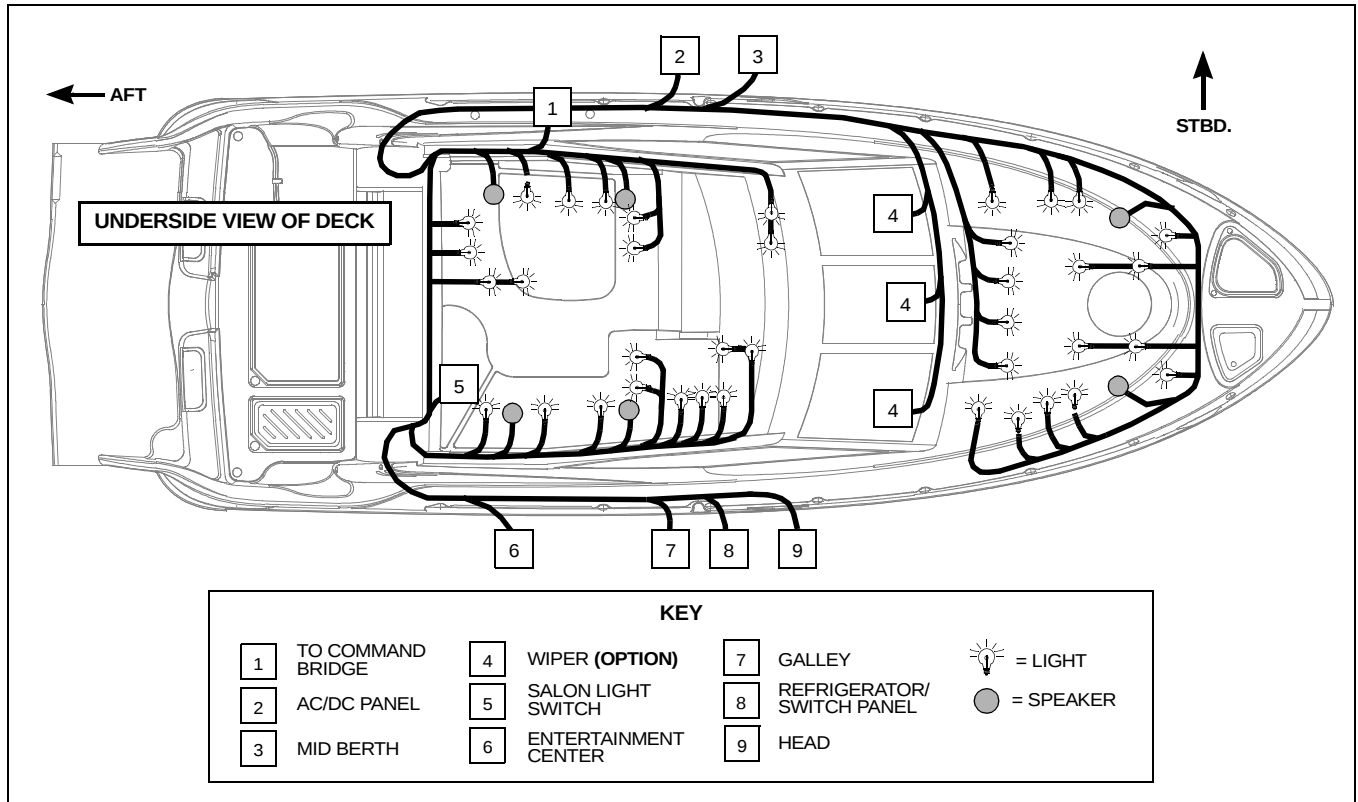
Positive Battery Cable Routing



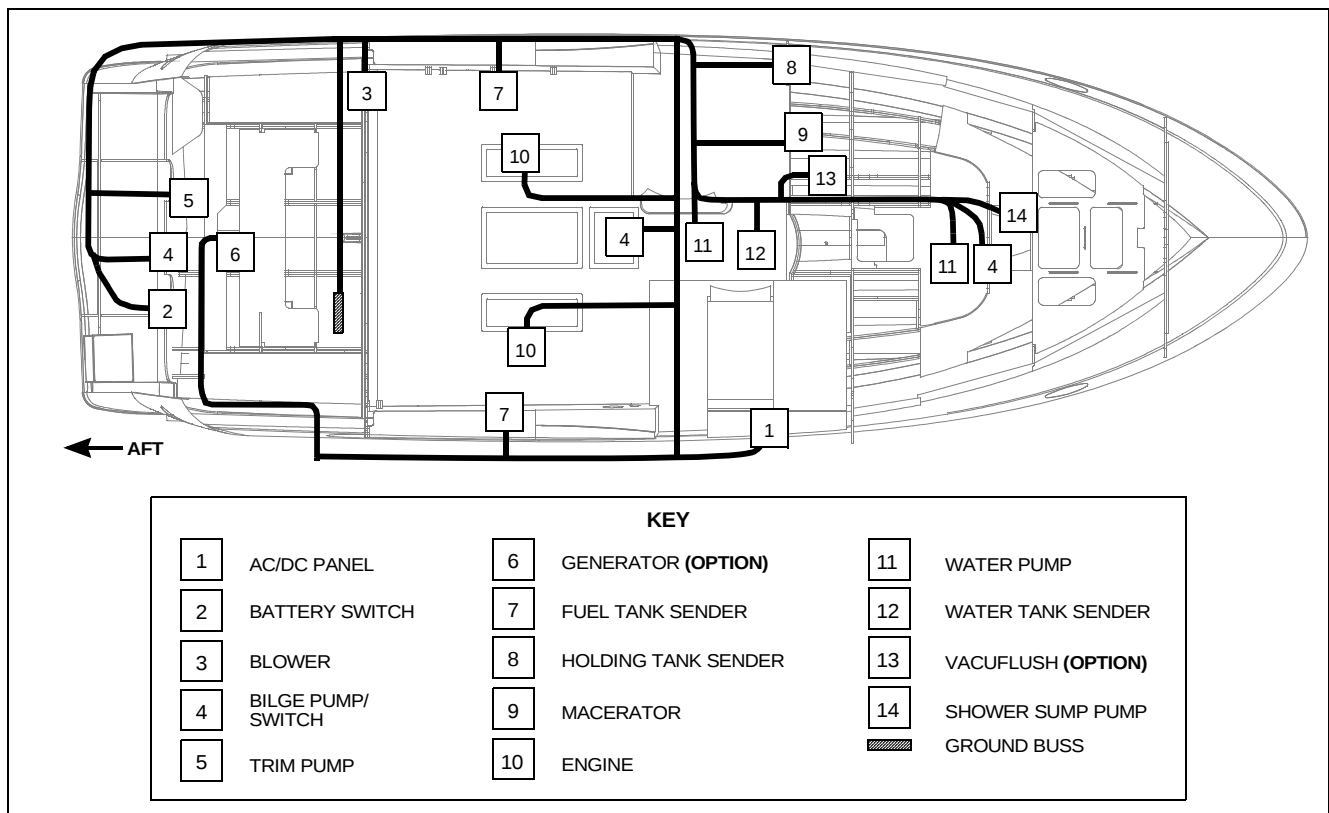
Negative Battery Cable Routing (Ground)



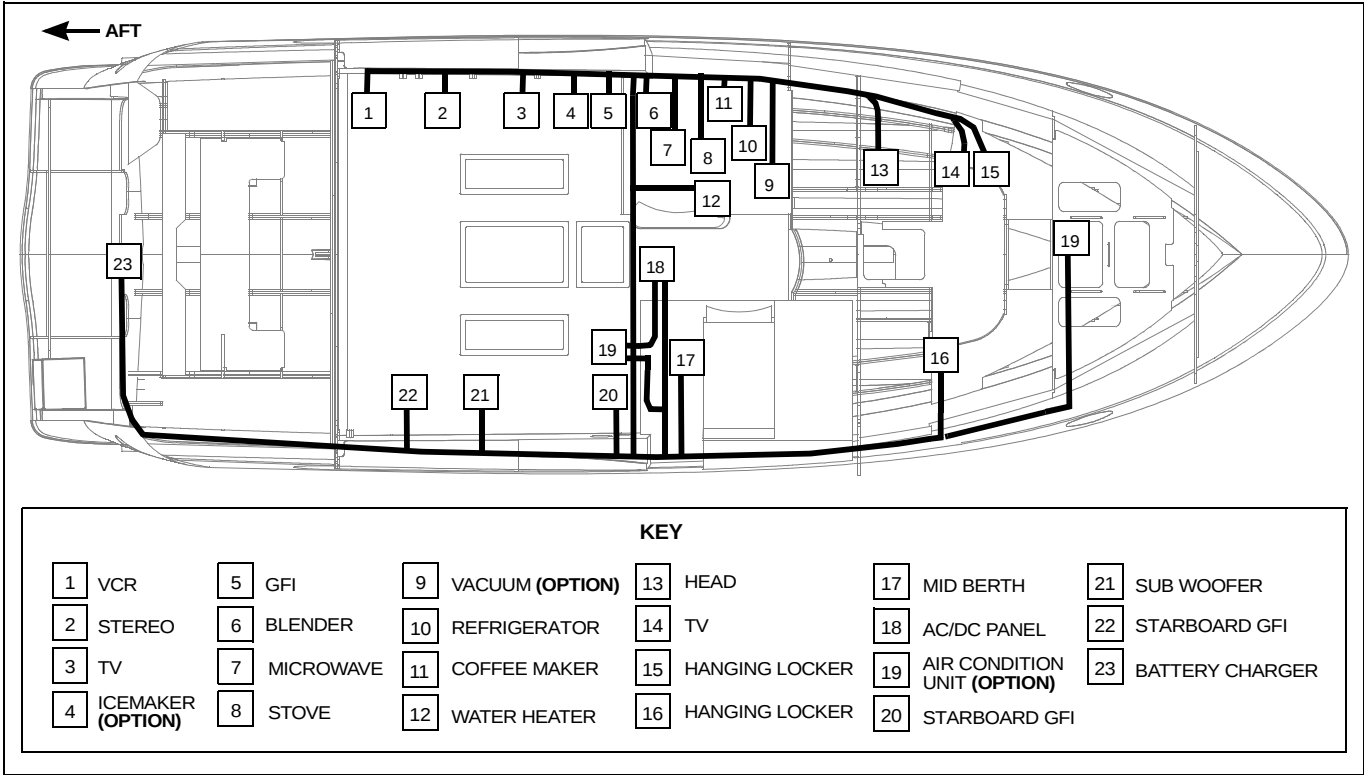
DC Harness



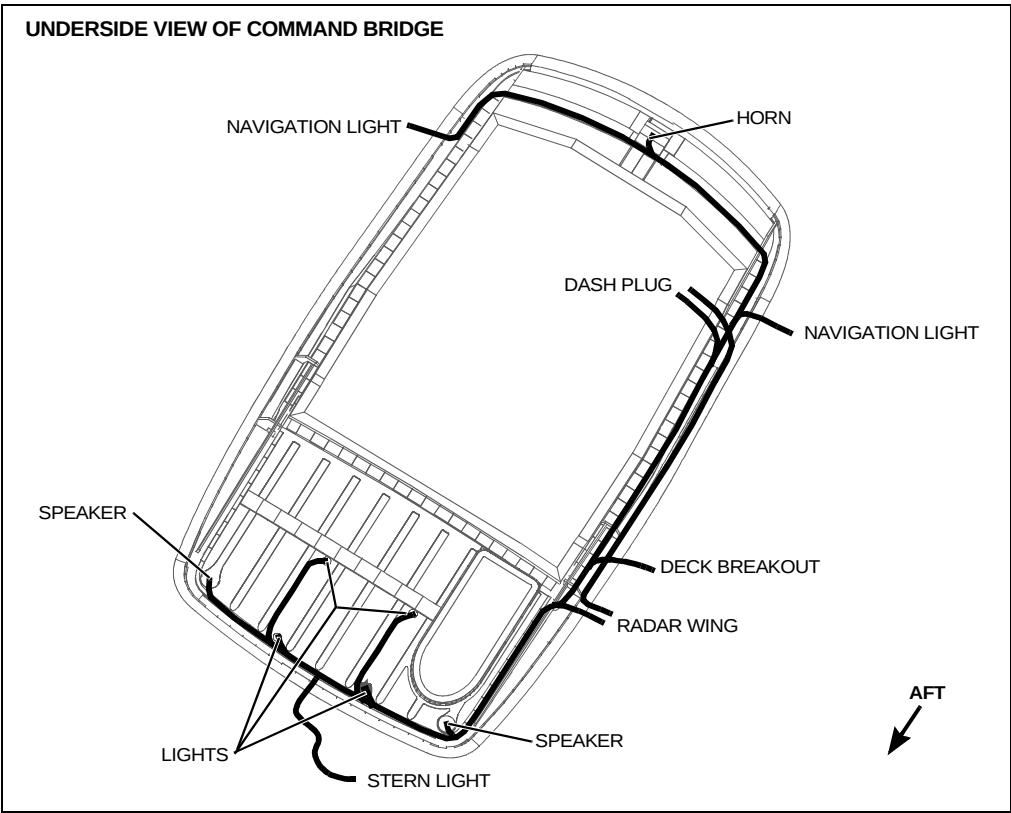
DC Engine Harness



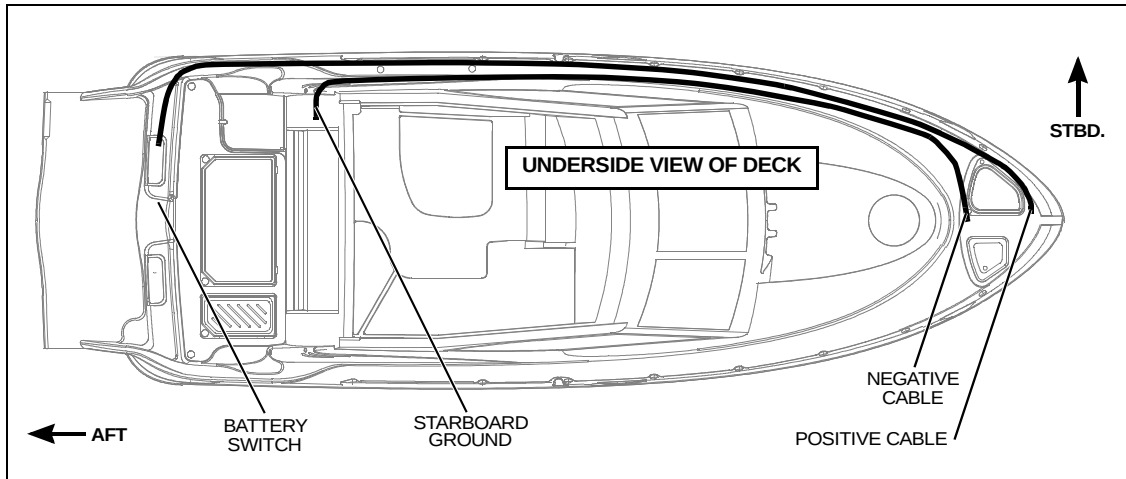
AC Harness



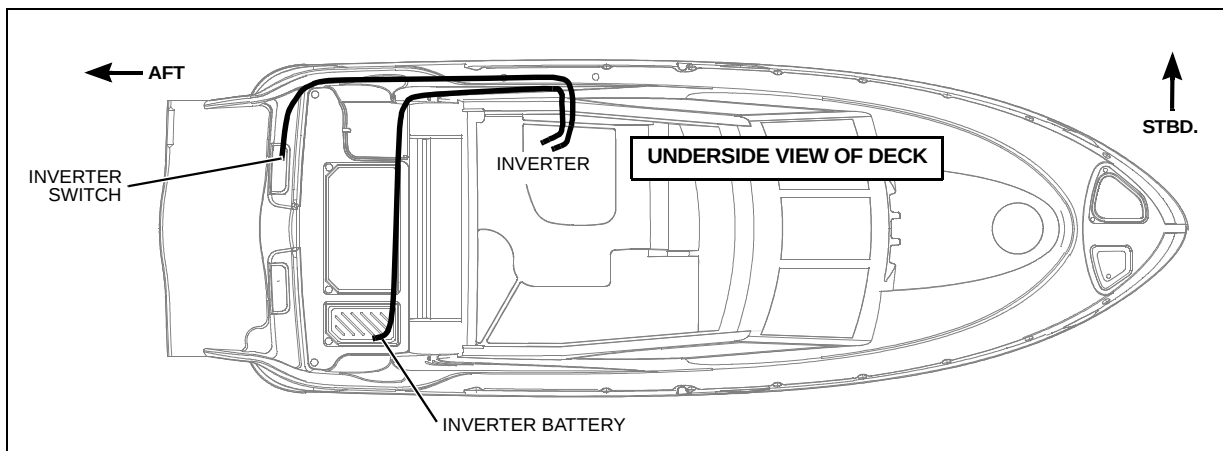
Command Bridge Harness



Winch Cable Routing



Inverter Cable (Option)



Chapter 4: 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)		Float Switch
	Lighted Switch: Single Pole Single Throw (SPST)		

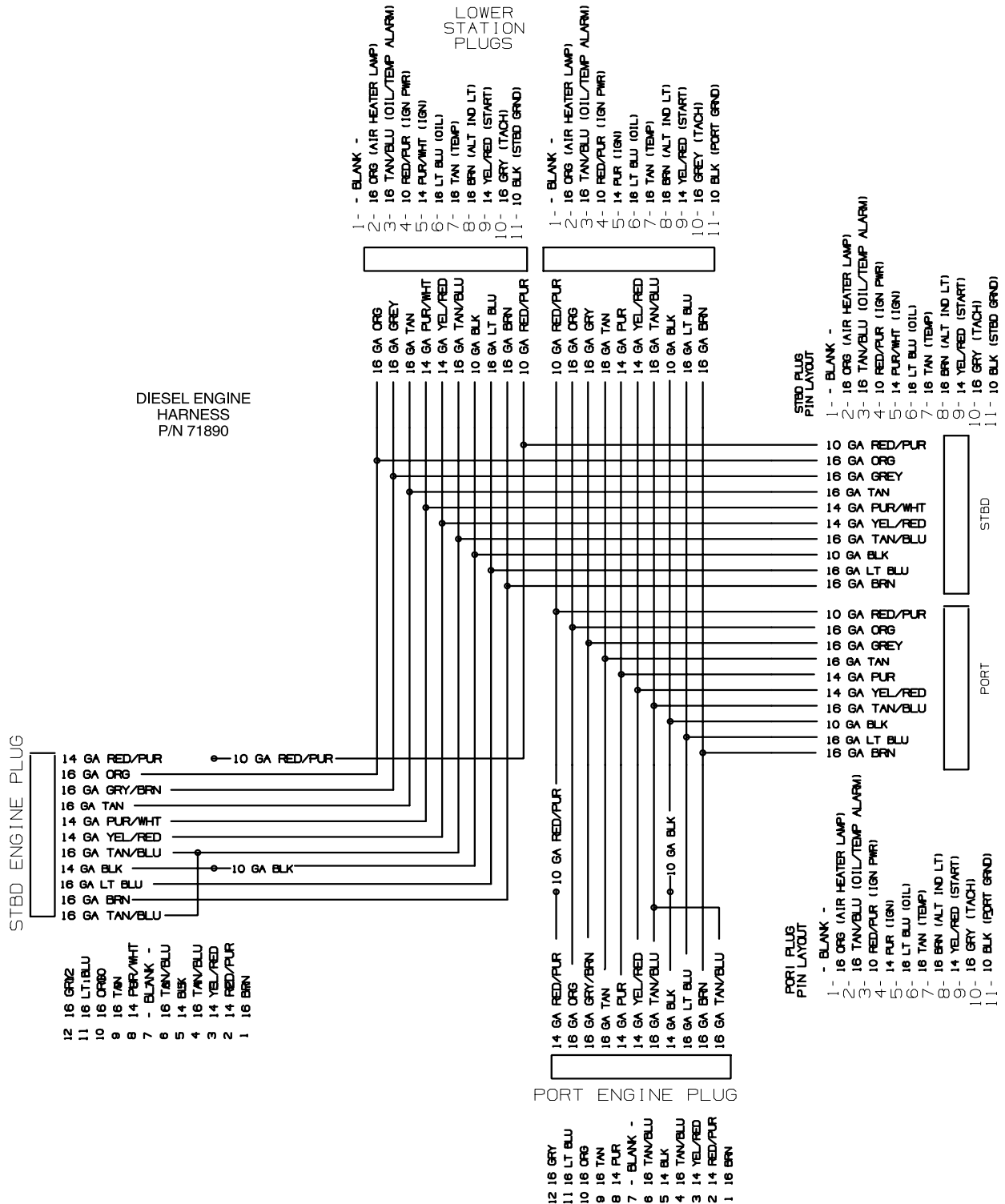
Wire Color Key

Color Key	Description	Color Key	Description	Color Key	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		

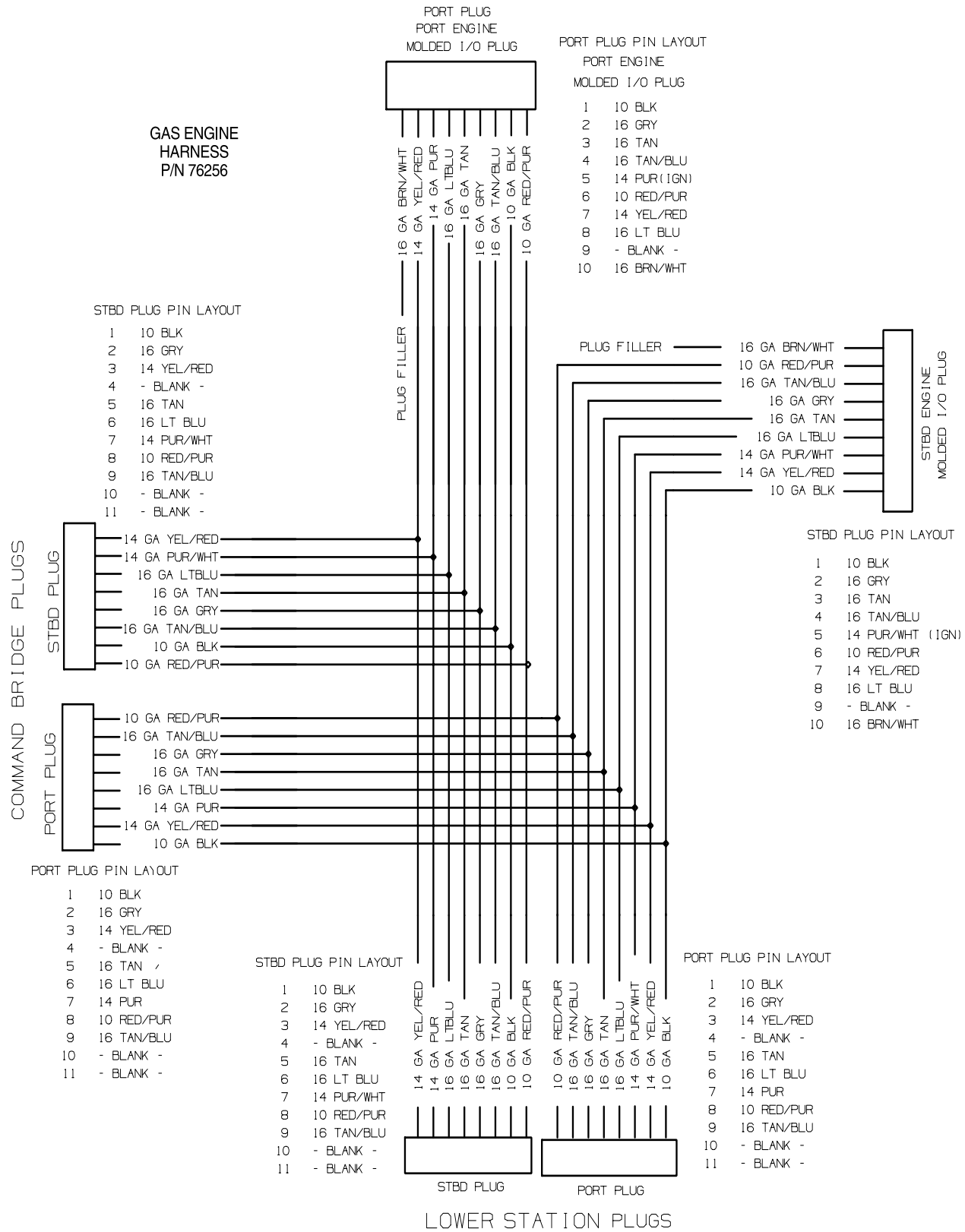
NOTICE

- 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



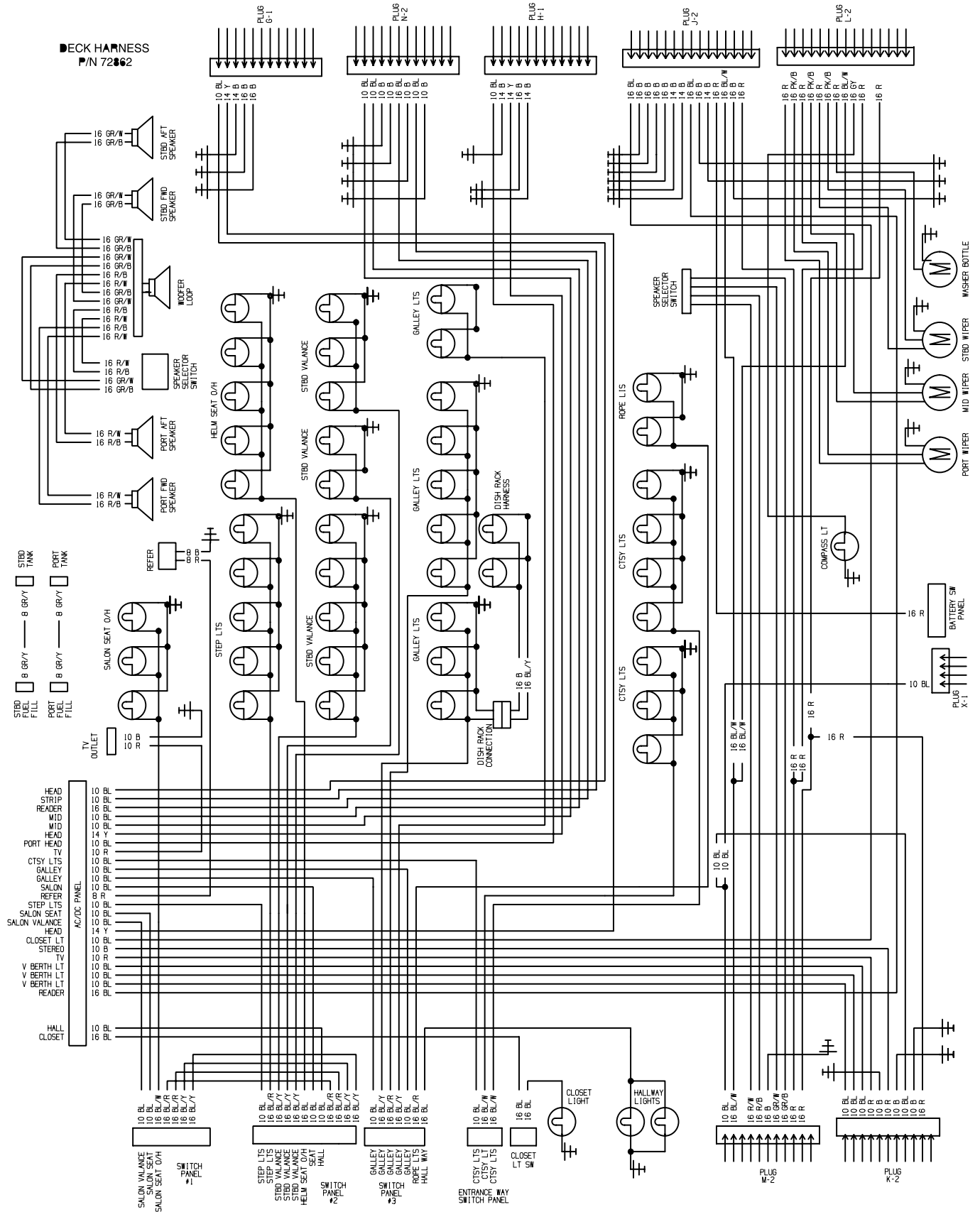
Gas Engine Harness



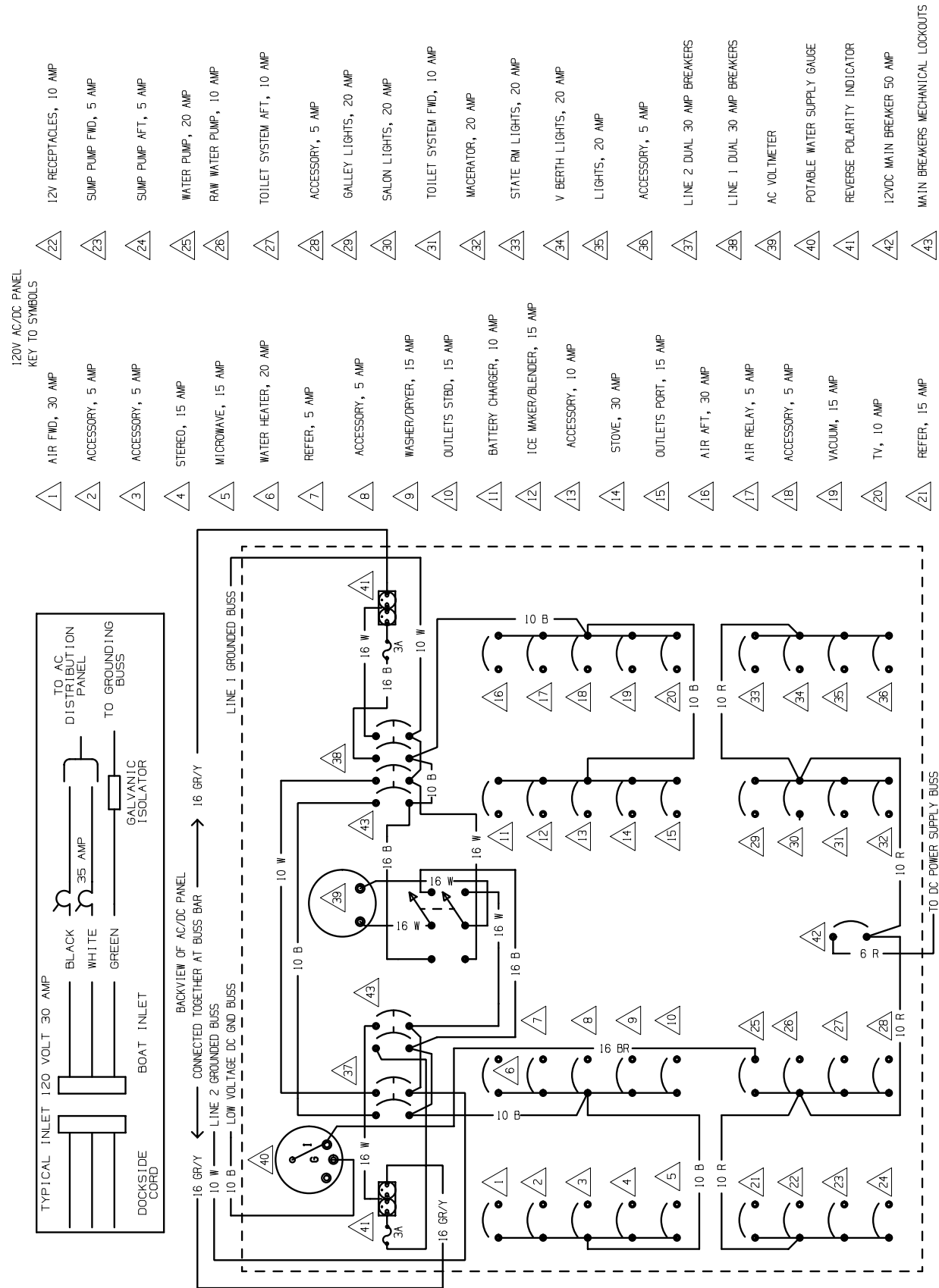
HULL HARNESS P/N 73023



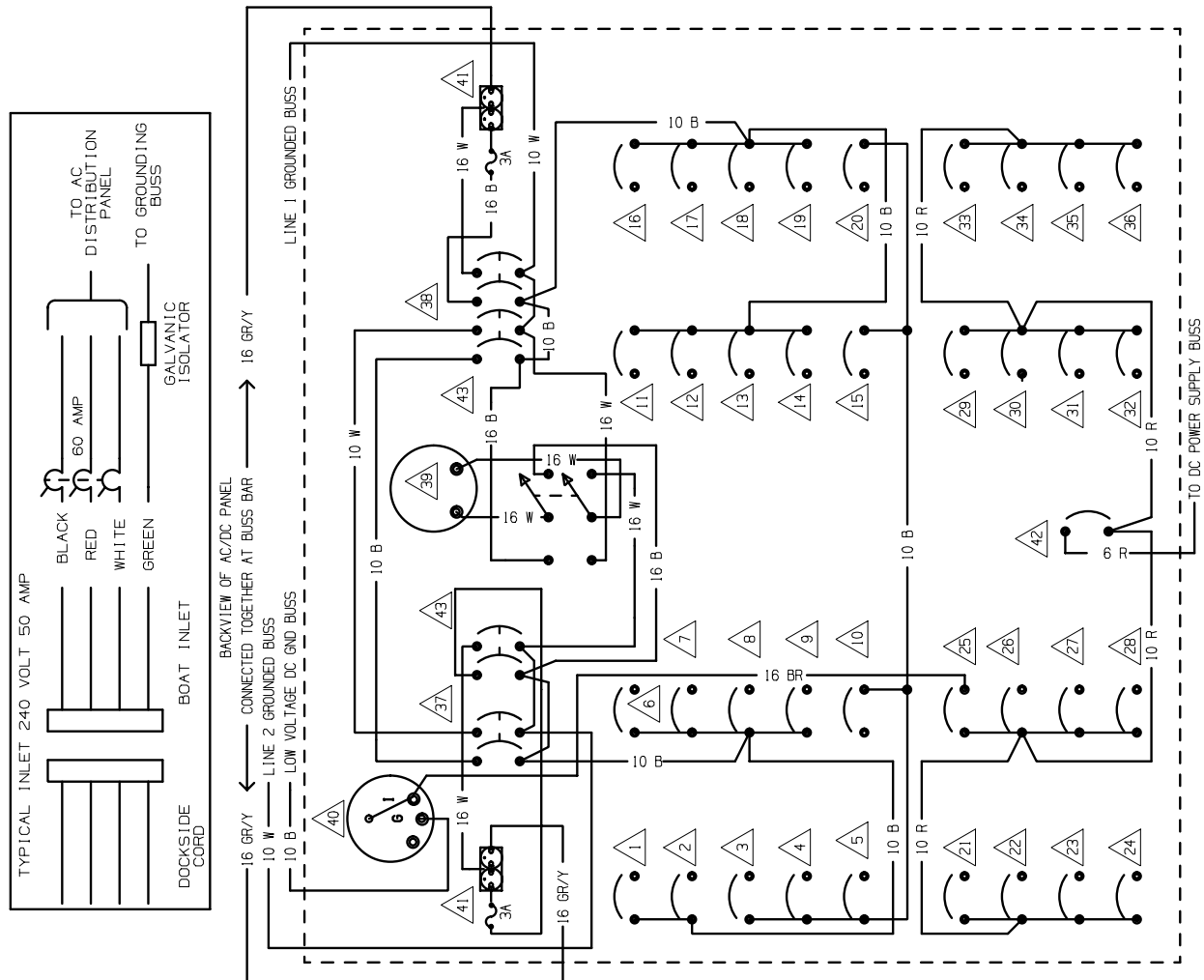
DECK HARNESS
P/N 72862



120V AC/DC Panel

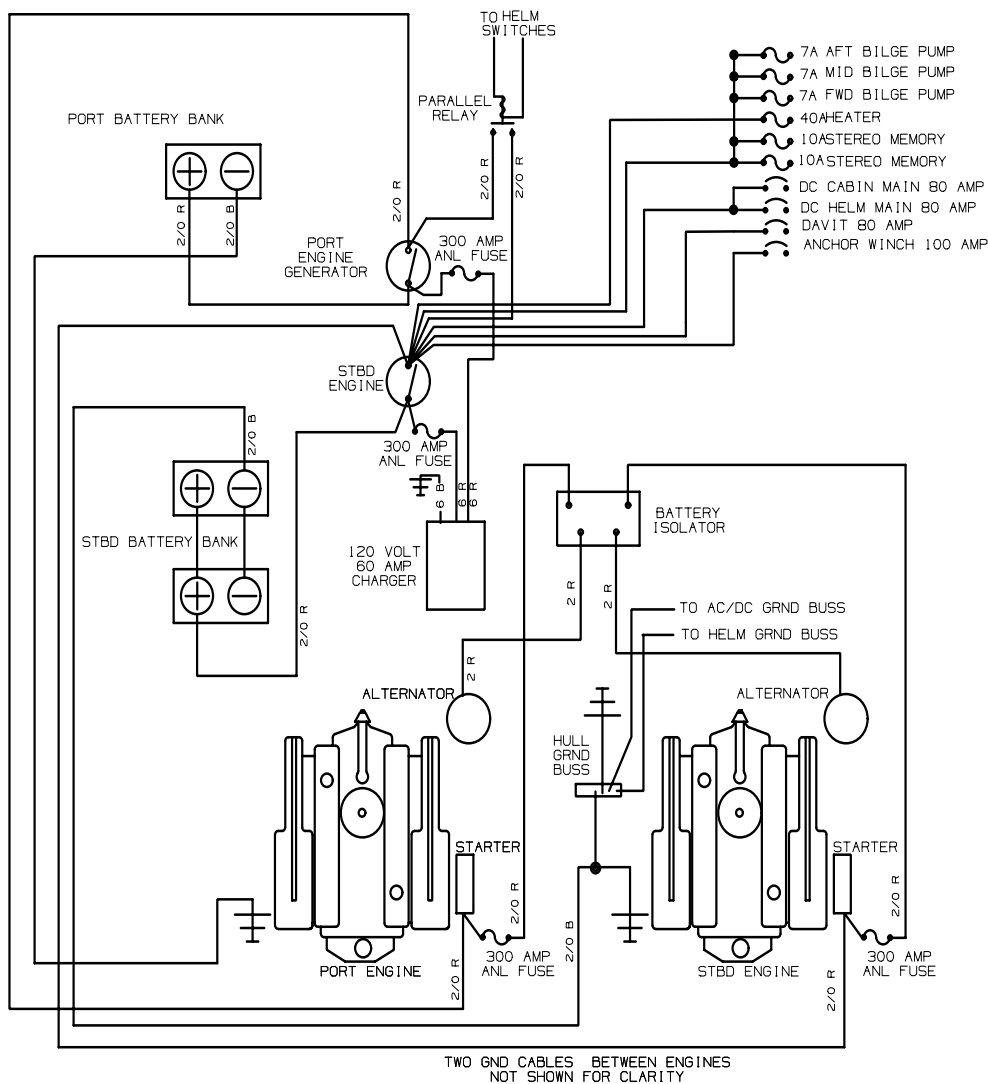


240V AC/DC PANEL
KEY TO SYMBOLS

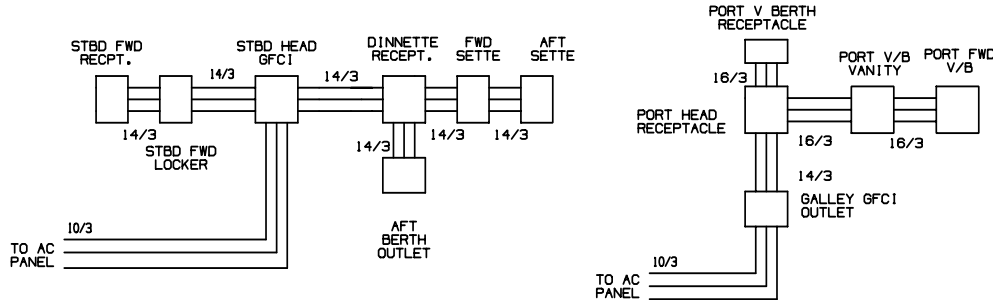


- | KEY TO SYMBOLS | | |
|---|---------------------------------|---|
|  | AIR FWD, 30 AMP |  |
|  | ACCESSORY, 5 AMP |  |
|  | ACCESSORY, 5 AMP (INVERTER) |  |
|  | STEREO, 15 AMP (INVERTER) |  |
|  | MICROWAVE, 15 AMP (INVERTER) |  |
|  | WATER HEATER, 20 AMP |  |
|  | REFER, 5 AMP |  |
|  | ACCESSORY, 5 AMP |  |
|  | WASHER/DRYER, 15 AMP |  |
|  | OUTLETS STBD, 15 AMP (INVERTER) |  |
|  | BATTERY CHARGER, 10 AMP |  |
|  | ICE MAKER/BLENDER, 15 AMP |  |
|  | ACCESSORY, 10 AMP |  |
|  | STOVE, 30 AMP |  |
|  | OUTLETS PORT, 15 AMP (INVERTER) |  |
|  | AIR AFT, 30 AMP |  |
|  | AIR RELAY, 5 AMP |  |
|  | ACCESSORY, 5 AMP |  |
|  | VACUUM, 15 AMP |  |
|  | TV, 10 AMP (INVERTER) |  |
|  | REFER, 15 AMP |  |
| | |  |

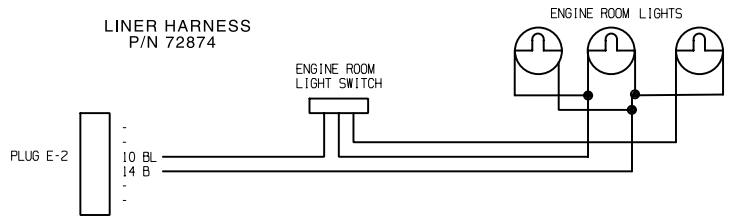
Battery Charging System

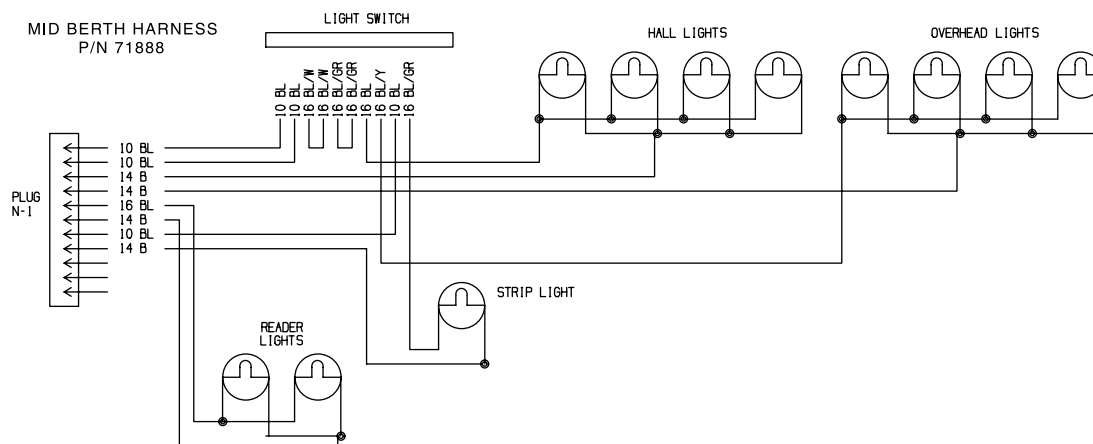
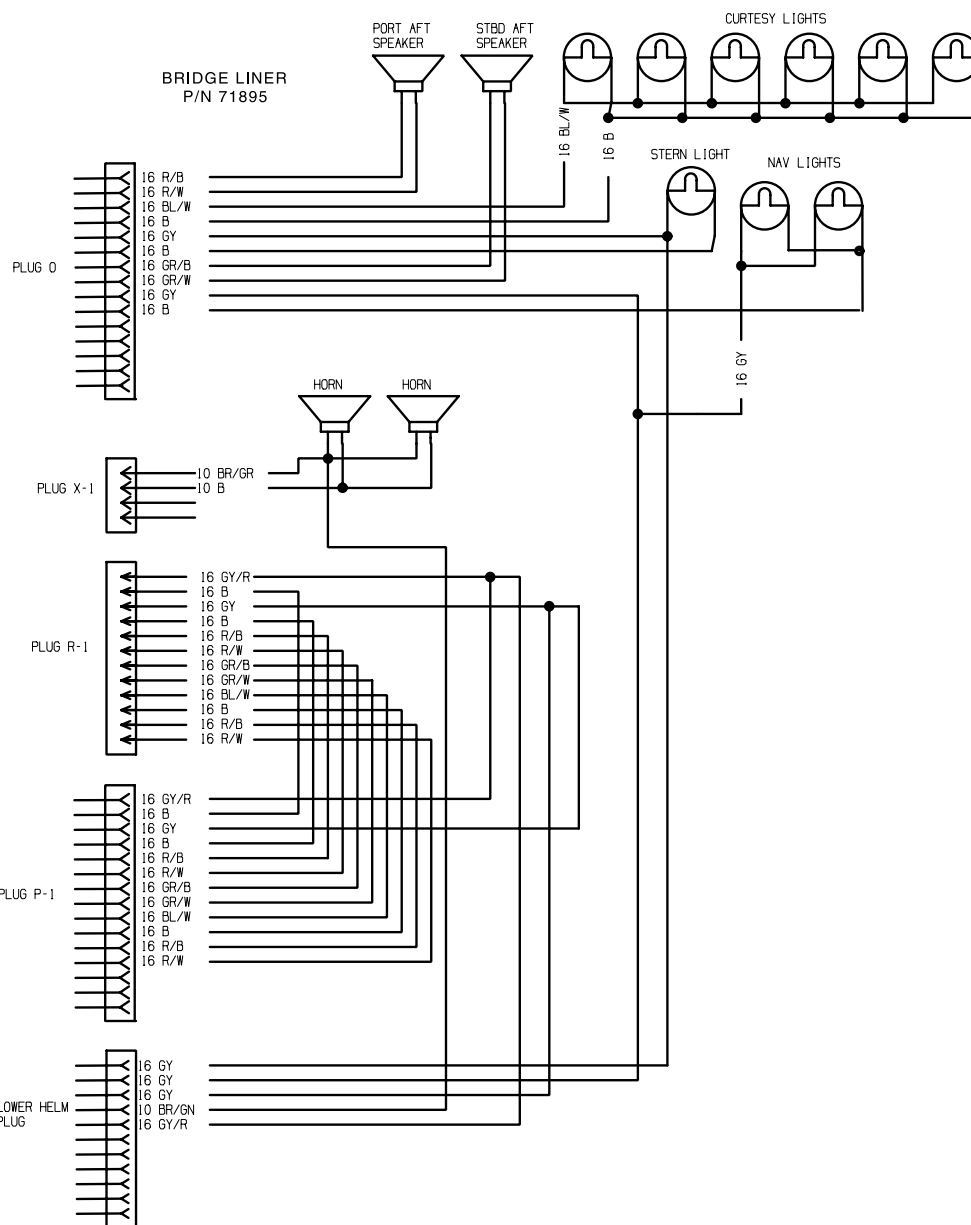


AC Flow-through Harness

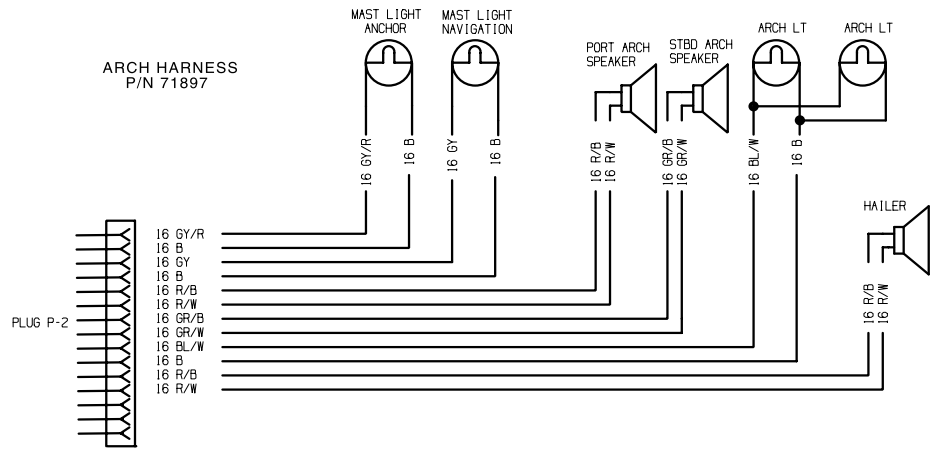


Liner Harness

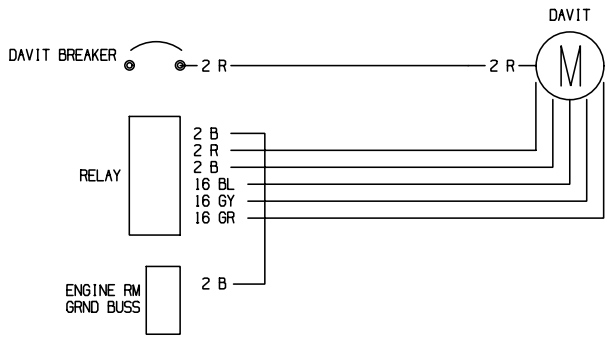




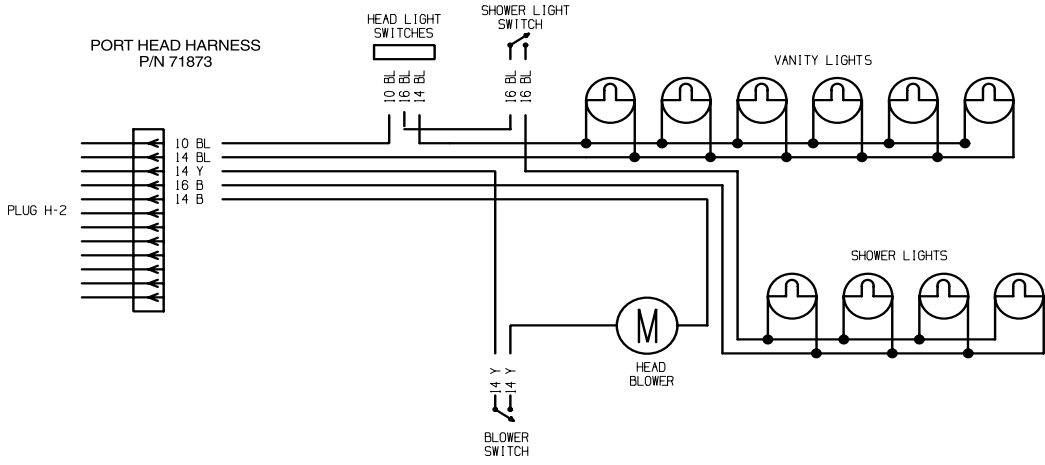
Arch Harness



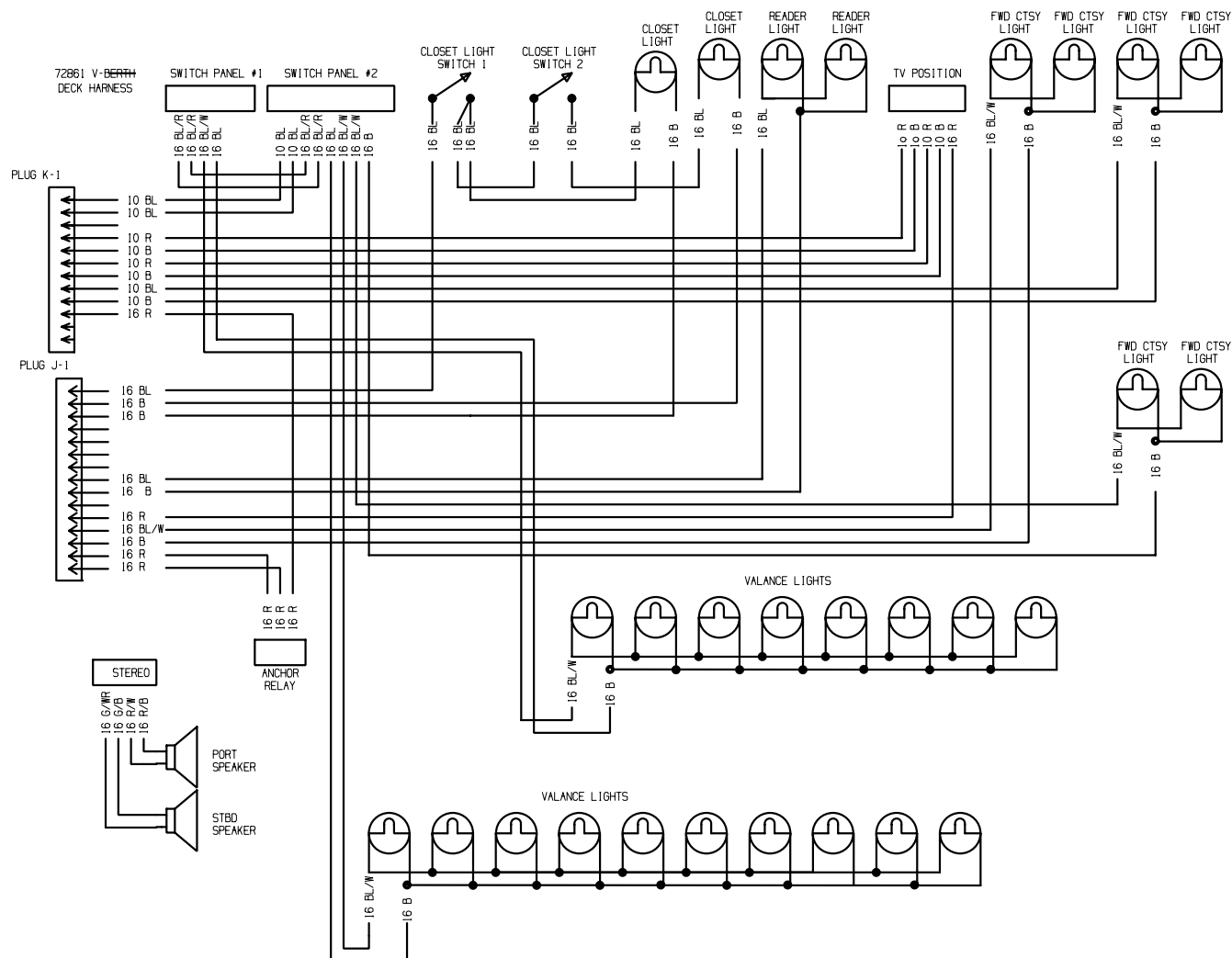
Davit Harness (Option)



Head Harness



V-berth Deck Harness



Appendix A: 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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This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

Part Number 1706510

Rev. A