

MAVERICK 18 HPX-V



OWNER'S MANUAL

Dear New Boat Owner,

Welcome to the Maverick Family!

Thank you for choosing a Maverick boat to transport you to your angling dreams. We believe the Maverick 18 HPX-V is the best backcountry boat on the market, and we're sure that you'll be completely satisfied with the unmatched performance, quality and fishability of your new boat.

We value your input, not just at the time of the sale, but throughout the entire boat ownership period, and we've taken steps to allow you to share that information. Over the next year or so, you will receive at least two questionnaires to fill out and return.

Be sure to visit our website www.maverickboats.com to find information on company events like our Owner's Tournaments and Corporate Calendar. You'll find a wealth of information on our Forum, where you can ask questions, get answers and join other Maverick owners to discuss all applications of your boat. We're proud to have you as a member of the Maverick family!

Tight lines and screaming drags!

D. Scott Deal



Maverick®
Fish the Legend.

TABLE OF CONTENTS

Maintenance and Cleaning.....	3
Engine Stop Switch.....	4
Fuel / Water Separators.....	5
Garboard Drain Plug.....	5
Gauges.....	6
Switch Panel.....	6
Boat Layout.....	7
Ditty Bag.....	7
Aluminum Plate Locations.....	8
Trolling Motor/Wiring System.....	9
Bilge System.....	11
Props.....	12
Fuel System.....	13
Self Bailing Cockpit.....	14
Livewell System.....	14
Wiring System/Breakers and Fuses.....	15
Battery Switch/Breaker Panel.....	16
Gauge Upgrades.....	17
Saltwater Washdown.....	17
Optional Trim Tabs.....	18
Optional Power Pole.....	19
Power Pole Aluminum Plate Locations.....	19
Optional Boarding Ladder.....	20
Optional Jackplate.....	20
Warranty.....	21

18 HPX-V SPECIFICATIONS

L.O.A.....	18' 04"
BEAM.....	6'08"
DRAFT.....	9"
WEIGHT W/ ENGINE.....	1,400 LBS.
FUEL CAPACITY.....	35 GAL.
MAX H.P.....	150 HP
MAX CAPACITIES.....	4 PERSONS OR 600 LBS

MAINTENANCE & CLEANING

Maintenance

Maverick Boats advises owners that maintenance and repairs should be performed at an authorized Maverick dealer. The following information is general in nature and should not be considered a repair manual or guidelines set forth by Maverick Boat Company.

Cleaning

Each Maverick boat is constructed using the finest materials and components available. However, no material is immune to the ravages of the saltwater environment. After each use, your boat should be rinsed thoroughly with fresh water. A mild detergent may also be used to remove any dirt, silt or stains. A light coat of lubricant on metal railing, screws and electrical connections will help prevent electrolysis. The same holds true for your trailer.



ENGINE BREAK-IN

Engine Break-In Period

New engines require a period of break-in to allow the surfaces of the moving parts to mate evenly. Different engines require different break-in periods and methods. For instructions on break in methods, refer to your Yamaha Engine Owner's Manual for the correct break-in procedures and times for your model engines

Engine Stop Switch

If activated, the spring loaded engine stop switch will automatically shut down the engine during emergency situations to prevent uncontrolled or unattended operation. Certain emergency conditions (e.g., turbulent water, wakes, unanticipated movement) may impair a person's ability to operate the craft safely. The switch, located on the helm, must have the safety lanyard attached at its base. This activates the protective shutdown circuitry.

Securely attach the other end of the lanyard to the operator of the boat. If the operator moves, falls or is at an unsafe distance from the steering wheel, tension on the lanyard will pull it from the switch. When the lanyard is removed, the engine stop switch is released and automatic engine shutdown occurs.



Engine stop switch (above)

Engine Stop Switch



An engine stop switch system that is not used or does not function properly can cause death or serious injury. **DO NOT** operate the boat if the engine stop switch system does not function properly. Go to a Pathfinder Dealer to have this resolved immediately

The lanyard should be securely attached to the boat operator at all times that the engine is on.

FUEL-WATER SEPARATOR & DRAIN

Garboard Drain Plug

The garboard drain plug is the small metal plug located at the lowest point on the hull, at the bottom of the transom right above the keel. The drain has been designed so that it can be loosened by hand while the hull is out of the water for draining. This allows the plug to stay in contact with the surrounding frame so you'll never misplace or lose it. You can completely remove the insert by pulling back and continue turning in a counter clockwise motion. It is manufactured with a rubber seal in place to ensure you bilge is watertight. Always make sure before putting the boat in the water that this plug is hand tightened firmly. Excess water in the bilge may be an indication of a problem with this plug or the automatic bilge pump. Refer to page 10 of this Owner's Manual for information on your boats bilge system.



Fuel-Water Separator

Each boat is equipped with a fuel water separator to ensure maximum performance and protect the outboard engine from contaminated gasoline. The fuel separator is a metal, cylindrical unit secured to the transom section of your starboard aft rigging box.

The fuel separator can be checked by removing it from the mounting bracket in the rigging locker and dumping it into an approved waste collection device. If there appears to be an excessive amount of water, the filter component should be changed. See your authorized Maverick dealer for replacement parts.



Fuel/Water Separator (above)

Maintenance Note

In addition, the fuel separator should be changed as part of routine maintenance at 20, 50 and 100 hour checks.

SWITCH AND INSTRUMENTS

Switch Panel

The dual activation switches are set in a standard grid. These switches can be flipped either up or down to control different accessories. The accessories located directly above a switch are activated when the switch is in the “Up” position and the accessories located directly below the switch are activated when the switch is flipped into the “Down” position. For example, in the “Up” position the second switch to the left will turn on the navigation lights, but if in the “Down” position it will turn on the anchor light. The bilge switch is an on-demand switch to run your bilge pump and is used as a backup in case the float indicator in your bilge pump becomes clogged.



Switch Panel

Gauges

The standard digital gauges include a Yamaha tachometer and a Yamaha speedometer. The tachometer has several built in features including an engine temperature monitor, oil level monitor and engine trim indicator. The speedometer includes a digital readout of the speed, an hour meter, trip meter and clock. For more information on the specifics of your Yamaha gauges, see your Yamaha owner's manual.

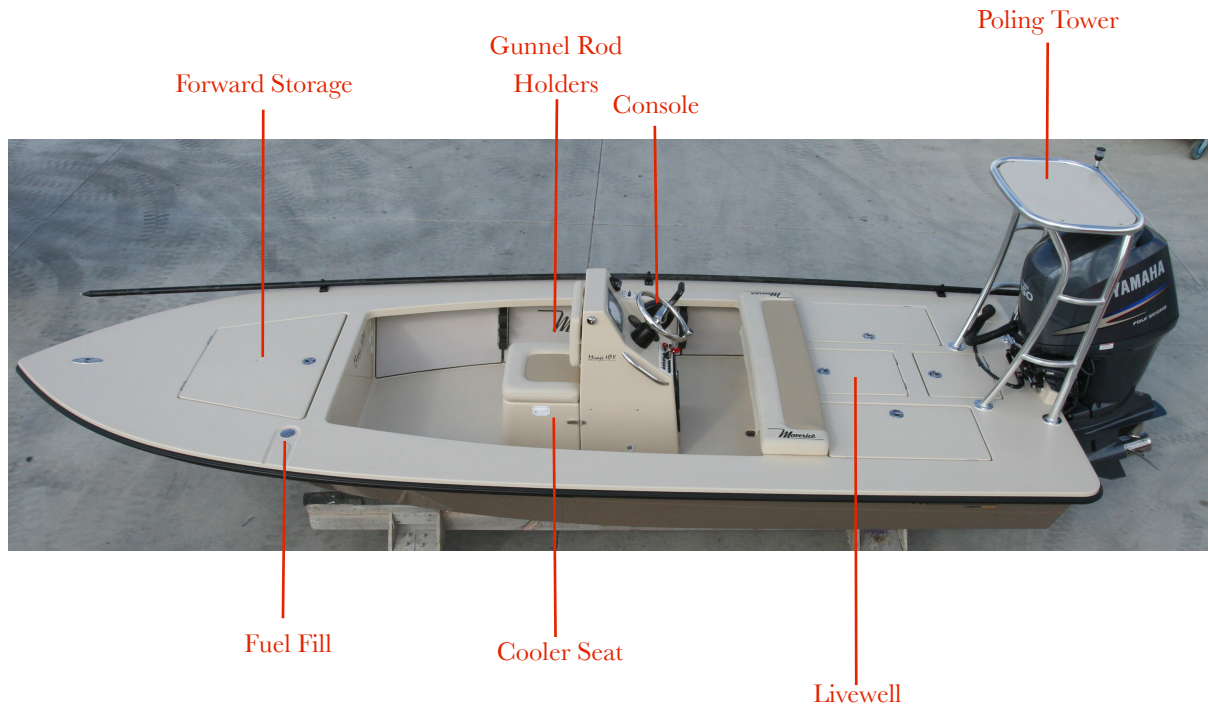


BOAT LAYOUT

Mirage 18 HPX-V Boat Layout

Your Maverick is designed to create the maximum amount of storage capacity without affecting fishing ability. Livewells, gasketed and guttered storage compartments and lockers are built to protect your gear from the elements.

Become familiar with the boat layout and features to take advantage of their special qualities. All Maverick boats are designed by anglers, for anglers, to offer the best fishing features in the Bay Boat market. The Maverick superior layout offers hands-free fishability with the most storage and casting room available.



DITTY BAG

You should have received a cloth ditty bag with your new Maverick. Inside the ditty bag are the following items:

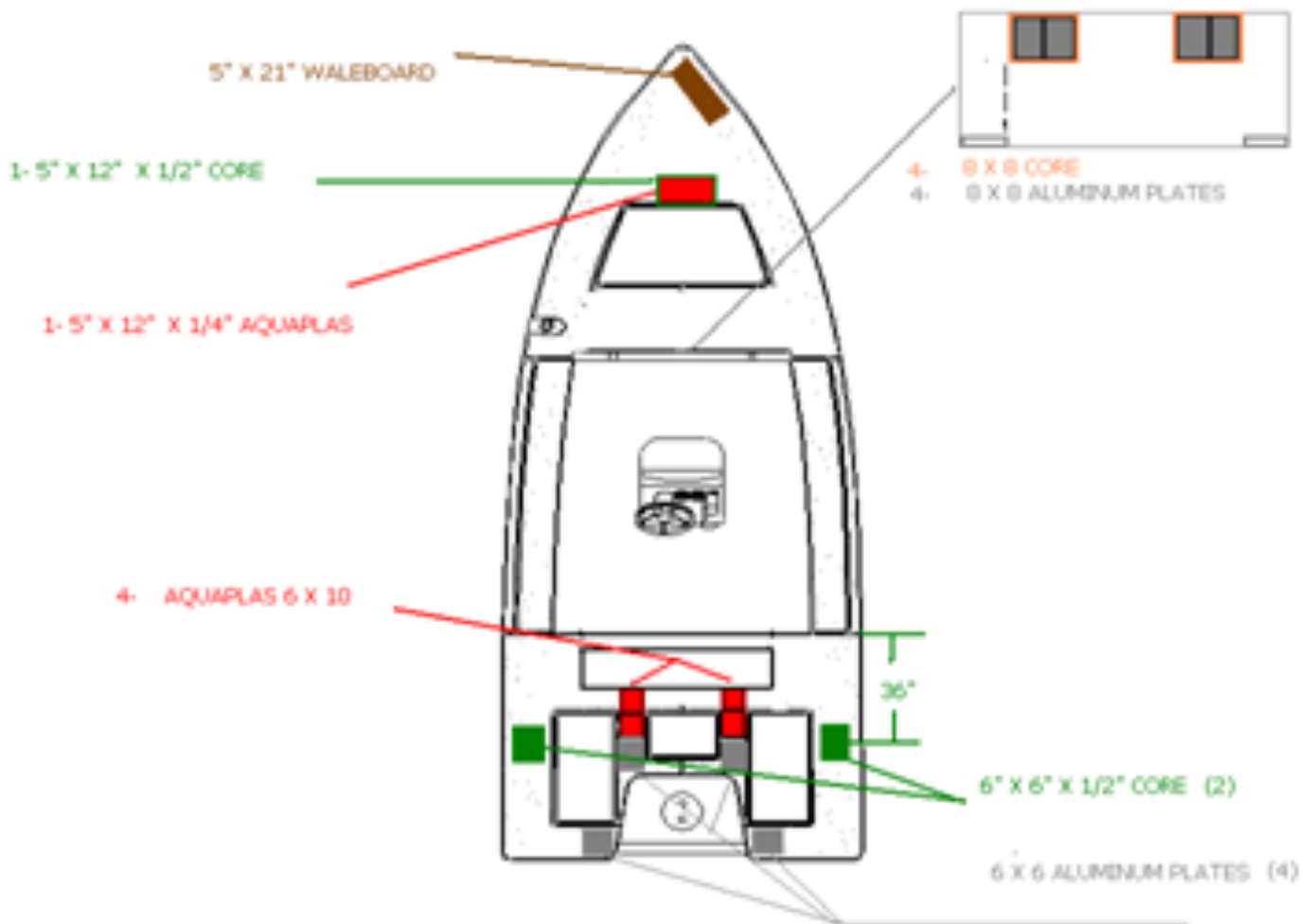
- 1 Large Livewell Standpipe
- 1 Small Livewell Standpipe
- 1 1-1/2" Livewell Pacifier Plug
- 2 ignition keys and Emergency Kill Cord
- 1 Yamaha Engine Owner's Manual
- 1 Engine Start Cord
- 1 Garboard Drain Plug
- 1 Gas Fill Key
- 2 Glove Box Keys
- 1 Yamaha
- Various Product Manuals



BACKING PLATES

Backing Plates

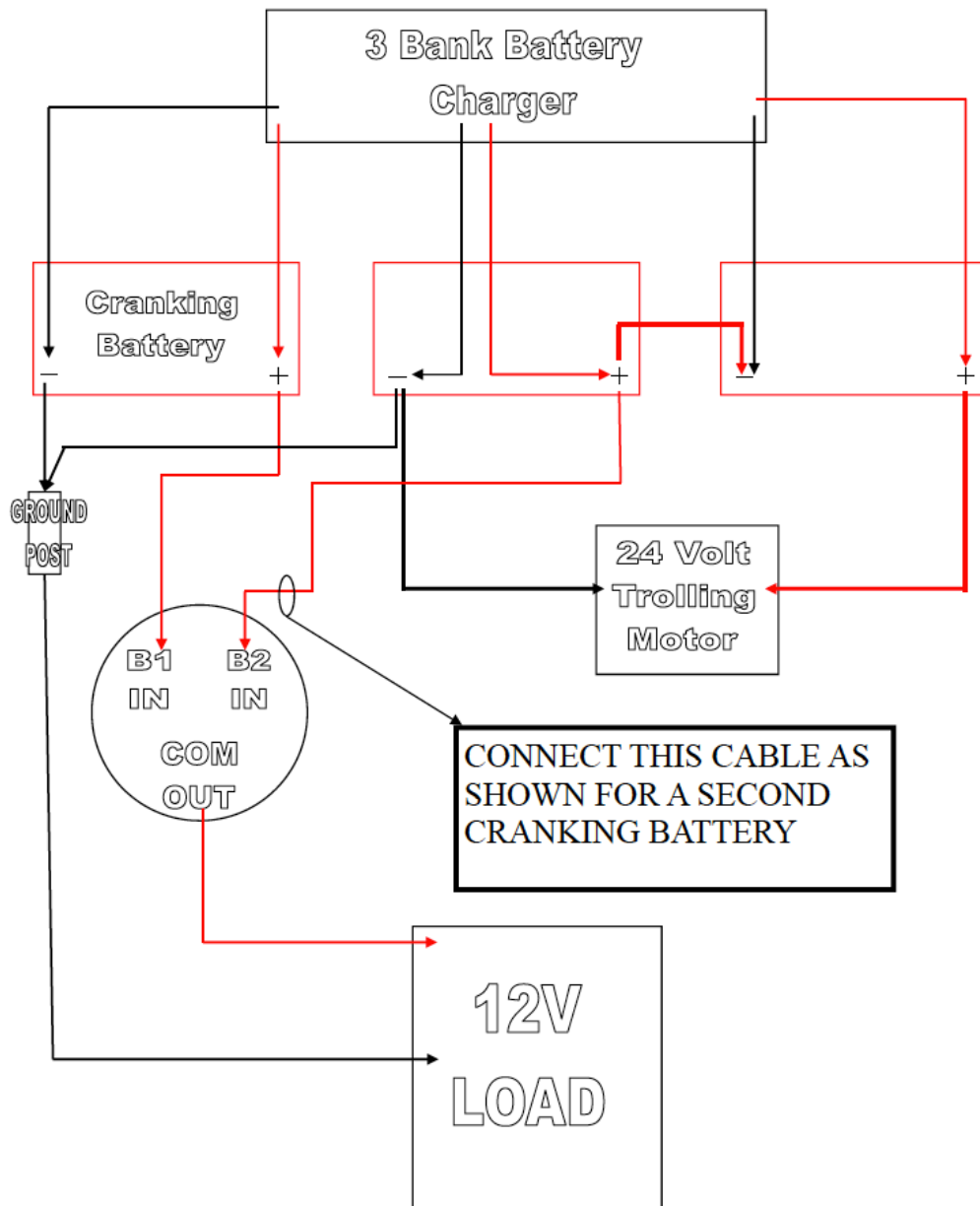
The diagram below shows all the screw-retention backing plates originally placed in the deck of a 18 HPX-V during the construction process.



TROLLING MOTOR WIRING SYSTEM

Trolling Motor Wiring System

Your Maverick 18 HPX-V comes standard with a 24V trolling motor wiring system. A trolling motor mounting plate was built into the bow of your Maverick during the manufacturing process. To attach a trolling motor, please go to your nearest Maverick dealer. All trolling motors should be attached by drilling through the mounting plate with a 13/64" drill bit and 1/4" tap and using 1/4" #20 machine screws. The plate is designed to accommodate the mounting patterns of all trolling motor brands on the market currently. See below for optional trolling motor system with battery charger and wire routing.

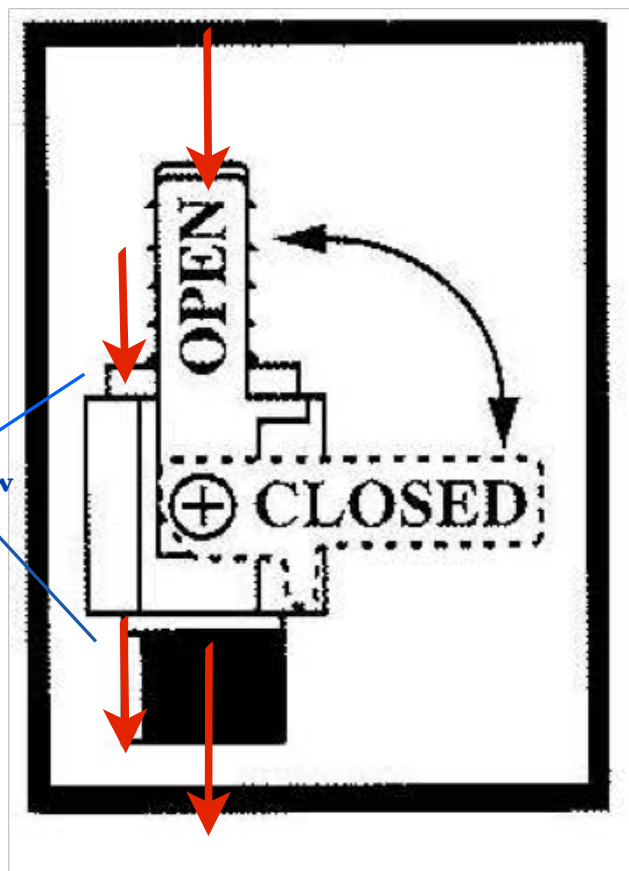


SYSTEMS

Ball Valves

Ball valves can be used to serve several purposes. They allow seawater to enter the boat, in the case of livewells, and they also act as a safeguard to stop water from entering in case of part failure, and function as an emergency shutoff. To tell which position a ball valve is in, open or closed, look at the valve and determine the direction of flow. When the ball valve handle is in the same position as the direction of flow, the valve is in the "OPEN" position. When the ball valve handle appears to cross the direction of flow, the valve is in the "CLOSED" position.

Water Flow



Mirage Livewell Pump Assembly

The livewell pump assembly is composed of a scoop strainer mounted to the bottom of the hull, a thru hull fitting, ball valve assembly, and the pump. As you can see, the ball valve assembly is in the "OPEN" position. This is the correct position for the operation of the livewell system.

THE LIVEWELL PUMP
ASSEMBLY IN THE "OPEN
POSITION



BILGE

Bilge

The bilge of your 18 HPX-V Mirage should always be checked after launch. A small amount of water in the bilge is normal for this area of the boat. Large amounts of water or any signs of fuel or oil require immediate attention. Never pump fuel or oil overboard while your boat is in the water.

Large quantities of water in the bilge may be an indication of a leak or that your bilge pump is jammed, broken or has blown a 6 amp fuse. First check that your bilge pump is running. Turn the switch on and listen for the bilge pump to turn on. If the bilge pump does not come on, check your fuse box to make sure the pump hasn't blown a fuse. If the fuse is damaged, replace it and turn the switch on again, listening for the bilge pump to come on.



The Bilge Pump is Mounted to ABS Plastic

If the fuse is in working order, make sure the pump is turned off, then remove pump housing from the mounting base by pressing in tabs on the sides. The entire bilge pump and wiring should release from the cradle. Check the underside and impeller areas for miscellaneous items that might clog the pump.

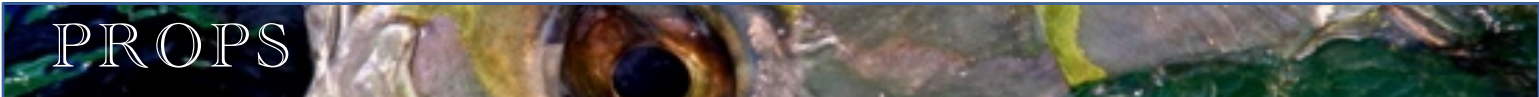
Items such as monofilament, plastic, rocks and small clumps of debris can easily clog the impeller and prevent the bilge pump from operating correctly. Should you find a clog, remove the item and turn the pump switch to the “on” position. If the pump runs, turn the switch “off” and return the pump to its cradle.

If the fuse is working and the impeller is not clogged, the bilge pump is probably bad and needs to be replaced. See your local Maverick dealer for bilge pump replacement.

If the bilge pump is working and pumping water, but the water level in the bilge does not go down, you likely have a leak which requires immediate attention. Remove your boat from the water and see your local Maverick dealer to have the bilge area inspected for possible leaks.

Fuel leaks also require immediate attention. Be sure to check for fuel leaks frequently and repair any problems immediately. Any replacement of parts or repairs to the fuel system should be performed by a trained marine mechanic. See your authorized Maverick dealer for parts and repair.

Use bilge cleaner products to remove any obvious stains. Consult your authorized Maverick dealer for recommended types of bilge cleaners.



PROPS

Props

Prop selection on your Mirage is determined by your local Maverick dealer but based on recommendations made by Maverick Boat Company and Yamaha Marine to give your boat the maximum overall performance. Different prop designs may improve performance or can be tailored to enhance specifics of boat and motor performance.

For instance, a prop with a smaller pitch will increase speed out of the hole (jumping onto plane) but will produce a decreased overall speed compared to a prop with a larger pitch. Four bladed props may increase overall speed or allow the boat to run shallower, and some props can decrease cavitation at high speeds. Your individual prop needs will determine the prop design and size that best fits your performance requirements.

Always inspect the engine and prop prior to launching your boat. Key prop issues include tangled fishing line or other types of debris, cracked blades or fluid leaking out of the seal. Look for fishing line tangled around the prop or lower unit seal while the engine is off. Consult your Yamaha Owner's Manual to address these issues.

FUEL SYSTEM

FUEL SYSTEM

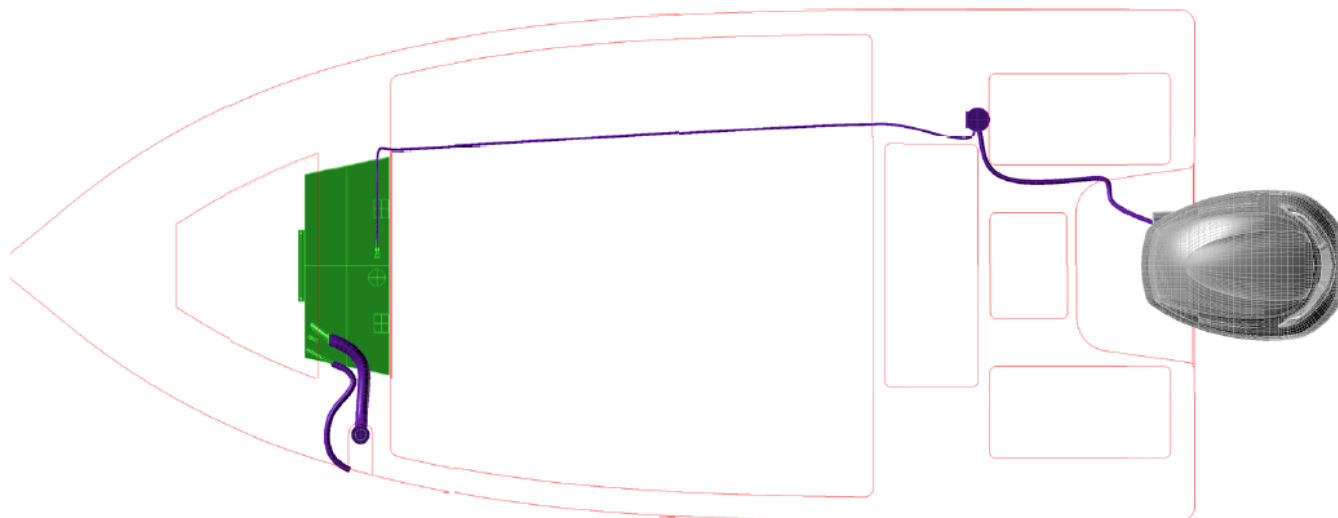
Your Mirage comes with a 35 gallon aluminum fuel cell stationed just aft of the forward casting deck hatch. The fuel fill receptacle is on the port gunwale forward of the console. There's also a recessed fuel overflow vent on the port side of the boat just below the fuel receptacle.

We regularly pressure test each fuel system when it is initially received at the factory and when it leaves the factory as a component on a new boat. Should you experience any fuel related problems or suspect problems with the fuel system, immediately take your boat to your local Maverick dealer.



DANGER

CAUTION—Do not smoke while filling the tank. Be sure to turn off the engines and all electrical equipment when fueling the boat to prevent accidental discharges of static electricity. Use only the recommended gasoline (see Yamaha's Owner's Manual). Do not use fuels with alcohol or alcohol related derivatives that can cause marine fuel system hoses to deteriorate.



FUEL SYSTEM DIAGRAM

SELF-BAILING COCKPIT & LIVEWELL

Livewell System

The new and improved 30 gallon livewell system on the 18 HPX-V keeps bait alive longer than any other system on the market. It comes standard with a dual in-flow system and a bottom to top drain system. The inflow system and a unique drain system prevents dead zones and quickly expels any harmful chemicals (such as ammonia) from the water. To efficiently operate your livewell, the following steps should be taken:

1. **Open livewell hatch.**
2. **Remove acrylic grate by turning tabs and pulling out.**
3. **Install stand-up pipe snugly.**
4. **Ensure livewell pump ball valve is in open position.**
5. **Replace grate making sure that the larger holes are on the bottom.**
Reposition holding tabs to secure grate.
6. **Turn on livewell switch.**



Your HPX-V comes with two standpipes and a pacifier-style drain plug to control water levels inside the livewell. The smaller standpipe is for use with crustaceans like shrimp and crabs that prefer a lower water level. The taller standpipe is for baitfish, and the drain plug is to hold water or seal the compartment. The standpipes should be placed in the hole located in the floor of the livewell and fit snugly. On rare occasions, the livewell will not pump water even though the switch is turned on, the system is open and the livewell pump is running. If that occurs, shift the throttle into reverse and back the boat several feet to purge a possible air pocket in the system. If there appears to be a clog in the drain, remove the grate and clear the top of the standpipe of any detritus.

Your boat might come with an optional recirculation system. This is a closed system that recycles the water already within the well. This system is also controlled by a switch on the switch panel and allows the boat operator to operate the livewell without an outside feed. This is ideal if you are transporting bait from different water extremes.

***--NOTE--Be sure to turn the shut-off valve to the 90-degree off position BEFORE unscrewing the filter cap (see photo above). Failure to do so will result in outside water entering the bilge area.**

ROD AND POLE STORAGE

Rod Lockers

The HPX-V center console model comes standard with under gunnel rod racks on both the port and starboard sides. These give you space to safely store 6 rods for your fishing needs. LED lighting under the gunwales help illuminate the area. These lockers can also double as storage for various other items.



Push Pole Storage

Push pole holders come standard with your Maverick 18 HPX-V and are located in your ditty bag. We advise that your Maverick dealer fit them to your particular push pole. This diagram shows where material has been added to the deck to insure the holders stay well fastened for the life of your boat.

WIRING

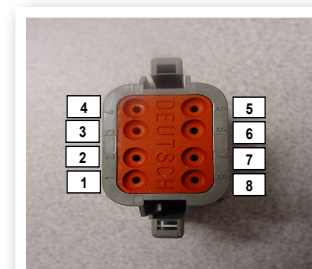
Wiring

A wiring diagram of your Maverick 18 HPX-V has been included to help troubleshoot any electrical problems or add additional electronics or electrical connections. We recommend you use a trained marine electrician for all electrical issues. Inside the console on the starboard side is the ground terminal and the breaker panel is located in the glove box. All the grounds lead to the ground terminal and then to the battery via a large diameter black wire.

Maverick Main Harness

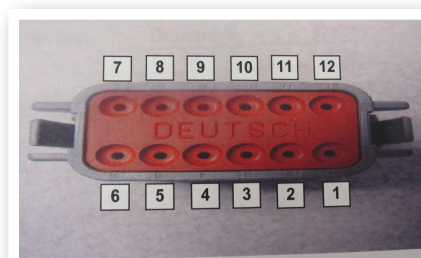
To Console

Pin #	Function	Wire Color	AWG	
1.	Nav Lts (Instrumentation)	Grey	16	
2.	Nav Lts	Grey	16	
3.	Anc Lt (Console)	Grey/White	16	
4.	Anc Lt (T-TOP)	Grey/White	16	Pin C T-Top Recept
5.	Horn	Orange/White	16	
6.	Spreader Lt	Blue/Black	16	Pin A T-Top Recept
7.	Overhead Lts	Blue/Green	16	Pin B T-Top Recept
8.	PANEL GROUND	Black	16	Console Ground Bus



To Accessories

Pin #	Function	Main Harness Wire Color	AWG
1.	Bilge	Brown	
14			
2.	L/W-1	Brown/White	14
3.	RECIRC-1	Red/White	14
4.	L/W-2	Brown/Yellow	14
5.	RELEASE WELL	Brown/Orange	14
6.	RECIRC-2	Red/Yellow	14
7.	BUBBLER	Red/Orange	14
8.	SALT WATER	Brown/Green	14
9.	FRESH WATER	Brown/Black	14
10.	LIVEWELL LTS	Blue/White	16
11.	COCKPIT LTS	Blue/Red	16
12.	COMPARTMENT LTS	Blue/Black	16



8 PIN Plug

Pin #	Function
1 ACC-1	
2 ACC-2	
3 ACC-3	
4 ACC-4	
5 ACC-5	

Always use the recommended breaker/fuse amp sizes. Oversizing or using larger breakers/fuses than required can lead to electrical shorting and possible damage or destruction of the entire electrical system.

There are open slots on both the ground block and the breaker panel for additional electrical hook-ups. The accessory switches should be used for any additional hook-ups to protect the entire electrical system. All additional electrical hook-ups should be performed by a qualified marine electrician.

As a standard practice, we run pull cords forward and aft for any additional wiring needs. For your convenience and ease we have included a nylon rigging string that runs through the rigging tubes and terminates in the bow. The nylon string will allow you to easily run any additional wiring through the rigging tubes, thus protecting them from outside elements. We also run a string aft to the rigging box.

BATTERY SWITCH/MAIN BREAKER

Battery Switch and Breaker Panel

The battery switch for the HPX-V is located in the compartment console mounted on the starboard wall. Power from the battery to the battery switch is protected with a 30 amp inline fuse.

On a single battery system, the battery is wired to the number 1 side of the switch. A dealer installed option would be a Dual Battery Setup. On the dual battery setup, one battery is wired to the number one position while the second battery is wired to the number 2 side of the switch. The operator can choose which battery to utilize by the selection on the switch. The only time the switch should be in the “1 & 2” position is if one battery will not start the engine. Then, switch to “1 & 2” and have two batteries to start the engine. Once the engine is started turn the switch back to the number one battery so that the engine alternator is once again charging that battery.



Battery Switch, Shown in Position 1

TRIM TABS

Trim Tabs

Trim Tabs are standard on your new Maverick. Integrated electric trim tabs can enhance the performance of your boat. The tabs are electric and therefore do not require a trim tab pump. By not having a pump there is no possibility of fluid leaks from a pump.

Trim tabs allow the boat operator to get the maximum performance from the boat and are also great for balancing weight in the boat and for lifting or lowering the hull to accommodate for different running situations.

For the operation of trim tabs, note that the port trim tab switch will affect the port side of the boat and the starboard switch will affect the starboard side. To lower a particular side, press the top of the corresponding switch down. Pressing the top of both switches down will lower the bow evenly. To raise the bow, press the bottom of the corresponding switch.



Trim Tab

OPTIONAL FEATURES

Command Link Gauges

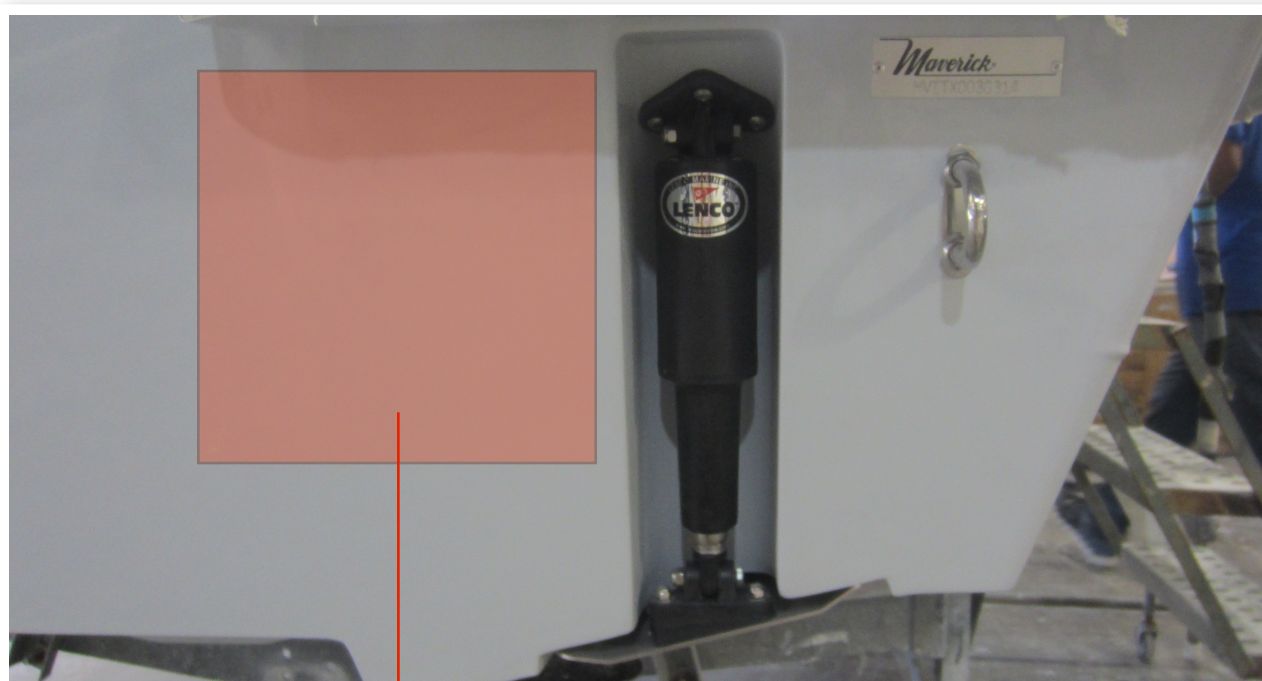
Command Link gauges are an option for the 18 HPX-V and are an upgrade from the standard digital gauges. Command Link gauges allow access to more information. Displays are user-selectable so you can choose the functions displayed on each gauge and what order. Speed data can be displayed from a pitot tube, Triducer, or NMEA protocol GPS unit



POWER POLES

Power Poles

Power Poles come as an option with the Maverick 18 HPX-V and give the boat operator the ability to quickly and quietly stop the boat while in shallow water. Whether you want to enjoy a view, or you've stumbled upon a group of tailing redfish, the power pole will stop the boat quickly and easily. Please refer to the Power Pole owner's manual for operational and mechanical information. The Mirage comes with an 8" aluminum backing plate on the transom of the boat which is built into the boat at the factory and allows for the secure installation of a power pole. The backing plate is just part of the starboard trim tab. Refer to the diagram below for aluminum plate locations. If you want to install a Power Pole after your boat has left the factory, please take your boat to your nearest Maverick dealer.



Aluminum Plate

**** NOTE THE LOCATION OF THE PLATE IS APPROXIMATE. IF YOU WANT TO SECURE A WEIGHT BEARING ITEM TO A PLATE PLEASE GO TO YOUR NEAREST MAVERICK DEALER FOR ASSISTANCE**

Warranty

Your relationship with your local Maverick dealer should never end with the delivery of your new boat. Your local Maverick dealership is where you will take your boat for service and repair, as well as to address any warranty issues. Maverick is fortunate to have an outstanding dealer network selling and servicing our boats. Our dealers are knowledgeable in service and repairs for all our boat models and have extensive expertise troubleshooting a wide range of boat related issues.

All warranty claims and repair issues should be addressed to your local Maverick dealer. Through our dealer network, we should be able to address and fix repair issues and have you back on the water in a timely manner. A continued relationship with your local Maverick dealer will assure the best service and parts available and will create a direct link from the boat owner to the factory.

