AVIARA

Owner's Manual

Congratulations

On your boating choice. At MasterCraft, our vision for Aviara® is to create crafts that defy compromise. To give forward-thinking boaters what they've wanted—style, control and luxury on their own terms. Our boats draw on MasterCraft's 50-year legacy of quality, and we build them in one of the industry's most awarded facilities. Empowered by our engineering expertise and inspired by our four product design principles—Progressive Style, Elevated Control, Modern Comfort and Quality Details, Aviara is proud to produce the boats that allow our customers to command excellence.

Please take a few minutes to read this Owner's Manual completely, in addition to carefully reviewing any additional information provided in the accompanying packet. These publications will help to answer most of the remaining questions you may have regarding your new boat. If you have any additional questions after reading these publications, please feel free to speak with your dealer. Aviara and MasterCraft wants you to feel comfortable with your boat from the very beginning of your experience as an owner of our products.

All information in this Owner's Manual is based on the latest product information available at the time of printing. Because of our policy of continuous product improvement, we reserve the right to make changes at any time, without notice, in specifications and models, and also to discontinue models. We also reserve the right to change specifications, parts or accessories at any time without incurring any obligation to equip the same on models manufactured before the date of the change. Aviara recommends checking aviaraboats.com periodically for updates and additional information.

Due to changes in specifications, models, parts and/or accessories that may occur after publication of this Owner's Manual, the Owner's Manual may not cover every circumstance that may arise in owning and operating your boat. Also, the illustrations used in this Owner's Manual are intended only as representative reference views and may not depict actual model component parts. Information regarding certain on-board components furnished by suppliers other than Aviara, including the engine and powertrain components, is provided separately by the manufacturers of those components. A reasonable effort has been made by Aviara and its suppliers to provide the applicable information required to ensure a long-lasting and enjoyable boating experience.

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Safety Knowledge

Safety Knowledge

Prior to operation, be certain that all passengers are aware of where the safety equipment is stowed, the location of emergency equipment such as fire extinguishers and how this equipment is used. In case of emergency, be sure that at least one other person on-board understands how to operate the boat.

Your safety, as well as the safety of others with and around you, is a direct result of how you operate and maintain your boat. You—and anyone who will be operating this boat—should read and seek to fully comprehend this Owner's Manual, and any additional information provided by component manufacturers and suppliers. Make sure that you understand all of the controls and operating instructions before attempting to operate the boat. Improper operation is extremely dangerous!

The basic safety rules are outlined in this section of the Owner's Manual. Additional precautions throughout the Owner's Manual are noted by the following symbols:

THIS IS THE SAFETY ALERT SYMBOL. IT IS USED TO ALERT YOU TO POTENTIAL PERSONAL INJURY HAZARDS. OBEY ALL SAFETY MESSAGES THAT FOLLOW THIS SYMBOL TO AVOID POSSIBLE INJURY OR DEATH.

The precautions listed in this Owner's Manual and on the boat are not all-inclusive. If a procedure, method, tool or part is not specifically recommended by Aviara, using it may place you and others in an unsafe situation; in addition, you may render your warranty void. Remember: Always use common sense when operating, servicing or repairing the boat!

Observing the safety recommendations found in this Owner's Manual is critical to keeping your boating experience as safe as possible during routine operation. Your failure to do so may result in severe personal injury or death to you and/or others. Use caution and common sense when operating your boat. Do not ever take unnecessary chances!

DANGER

DANGER indicates an imminently hazardous situation which, if not avoided, will result in death or serious injury.

WARNING

WARNING indicates a potentially hazardous situation which, if not avoided, could result in death or serious injury.

CAUTION

CAUTION indicates a potentially hazardous situation which, if not avoided, may result in minor or moderate injury.

CAUTION

CAUTION used without the safety alert symbol indicates a potentially hazardous situation which, if not avoided, may result in property damage.

General Precautions

Be certain that all operators of your boat are aware of the safety information within this Owner's Manual and that they use it to conform to boat safety principles. Boating safety starts with a thorough understanding of boat operations. In addition to careful review of this Owner's Manual, you should also be aware that many sources of helpful information are available. Aviara urges you to pursue additional training prior to the independent operation of your boat. Training at any time from a recognized boating and/or safety organizations is beneficial. The following is a listing of a few agencies and organizations that offer safety training and/or information:

AMERICAN RED CROSS, NATIONAL HQ
2025 E Street, NW | Washington, DC 20006
1-800-733-2767
www.redcross.org

U.S.A. WATER SKI ASSOCIATION
1251 Holy Cow Road | Polk City FL 33868
(863) 324-4341
www.usawaterski.org

BOAT OWNERS ASSOCIATION OF THE UNITED STATES
880 South Pickett Street | Alexandria VA 22304
(703) 461-2878
www.boatus.com

NATIONAL SAFE BOATING COUNCIL
9500 Technology Drive Suite 104 | Manassas, VA 20110
(730) 361-4294
www.safeboatingcouncil.org

U.S. COAST GUARD AUXILIARY
2703 Martin Luther King Jr. Ave, SE
Washington, DC 20593-7501
(202) 267-1001
www.uscg.mil | www.uscgboating.org

Safety Afloat

The cause of many boating accidents is often the operator's failure to follow basic safety rules or written precautions. Many accidents can be avoided if an operator is completely familiar with the boat, its operation, and can recognize potentially hazardous situations before an accident occurs.

⚠ DANGER

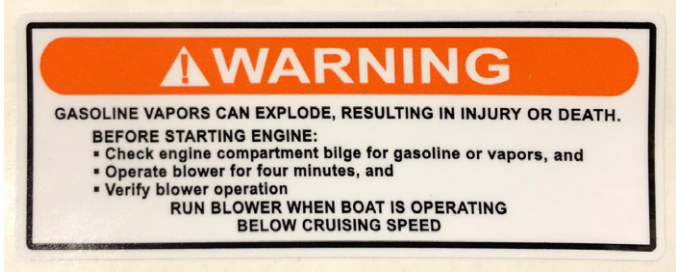
Failure to comply with safety-related information and instructions may result in serious injury or death to you and/or others. Always use common sense when operating the boat or participating in any activities associated with the boat, including, but not limited to, periods of time when the boat engine is shut down and the boat is not in operation.

- Improper operation of a boat is extremely dangerous! Operators must read and understand all operating manuals supplied with the boat, before operation.
- On-board equipment must always conform to the governing federal, state and local regulations.
- Always attach the engine emergency safety shut-off lanyard to a part of your clothing (such as a belt loop) when operating the boat.

⚠ DANGER

Never override or modify the engine emergency safety shut-off switch in any way.

- Never operate the boat or engage in other water activities while under the influence of alcohol or drugs.
- All persons must be seated in a designated occupant seating area while the boat is in motion. (A seating label is affixed in each model.) Never stand or allow passengers to stand in the boat or sit on the motor box or hard top, gunwale, decks, or any location other than occupant seating while underway. You or others may be thrown within or from the boat, which could result in serious injury or death. Never allow occupants to use sun pads or transom seating while the engine is running. On models equipped with sliding or adjustable seat backs, ensure that the backs are in the locked position prior to operating the boat.
- Prior to starting the engine on stern drive models, open the engine box and check the engine compartment and bilge for gasoline and oil vapors. Always operate the blower for at least four (4) minutes before starting the boat. Failure to do so may result in fire and/or an explosion.



DANGER

Failure to comply with the requirement of operating the blower for at least four (4) minutes before starting the engine may result in serious injury or death to you and/or others.

- Never remove or modify any components of the fuel system. Removal or modification of any component of the fuel system may cause a hazardous situation and will void the warranty. Modern fuel delivery lines are pressurized and attempting to loosen or remove them may result in the uncontrolled release of fuel, which can be environmentally hazardous, and can cause injury.
- Never allow any type of spark or open flame on board. It may result in fire or explosion.

Common Sense Advice

Avoid any activity that may result in damage to the boat, thereby voiding the warranty. Some things, such as avoiding stationary objects, are obvious. However, even less obvious activities can cause damage to a boat, no matter how well-built. For example, while a beach or shoreline may seem soft while walking on it, running a boat up onto shore may result in significant scratches in the gel coat and fiberglass finish. The causes of many kinds of damage are usually quite obvious to trained service personnel, and if they determine that damage was caused by misuse or activity such as "beaching," such results can void the warranty.

Aviara cannot anticipate every type of activity or neglect that could result in damage to the boat or that may cause illness, injury or even death to boaters. The operator, owner and/or all persons on board are responsible for using common sense and a careful thought process to ensure that every measure has been taken to keep boating enjoyable for many years to come. An Aviara boat can be the source of countless hours of family fun, as well as building friendships, but the boating experience remains safe only if you, and everyone on board, use common sense and act safely before, during and after your boating activity.

As you anticipate many good times ahead with your Aviara boat, be sure that first and foremost, you are well-prepared to be responsible.

DANGER

For most activities the boat operator should be seated at the helm position. Some situations may require standing at the helm to maintain visibility over the bow. Make certain that the safety shut off

lanyard is attached to your clothing or PFD. Operating the boat while standing may result in a loss of control which could cause serious injury or death. The safety switch lanyard must be attached to the operator whenever the engine is running. Attempting to override this system may result in death or serious injury!

Hazardous Operations

There are a number of situations which can result in peril for boats and persons on board. Among these is boating too close to dam spillways, where turbulence and strong currents can result in loss of control of the vessel. These areas as well as other hazardous areas are usually marked. DO NOT ignore such markers.

Additionally, there may be potentially hazardous situations that can adversely affect boating. These include weather conditions (addressed later in this chapter), operating in shallow water where underwater navigational gear may be damaged, or boating in bodies of water that include weeds and other growth that can foul boat operations. These flora can foul your boat engine, restrict water intake to the engine (causing overheating), and restrict the propeller(s) to such an extent that it causes a vibration that can damage the engine and drive train.

Operator's Responsibilities

The following are the operator's responsibility:

- Ensure the boat is in top operating condition and there are no hazards that impede your moving about the boat.
- File a float plan with a relative or friend.
- Ensure the bilge is clean prior to starting.
- Have a complete knowledge of the operation and handling characteristics of your boat.
- Ensure that the boat is not overloaded and that the load is properly distributed.
- Learn to navigate your local waterways. Be familiar with your starting and ending locations as well as any waterways along the way.
- Maintain a safe speed at all times to avoid collisions.

- Keep an eye out for changing weather conditions and respond accordingly.
- Know and practice the navigational rules. Know and obey all federal and state regulations and operate the boat properly around all waterway markers.
- Maintain a clear, unobstructed view at all times, especially forward. Scan the water and avoid tunnel vision. Many boating collisions are caused by inattention.

Consistent Attention Required

Carbon Monoxide (CO)

When anchoring the boat, you MUST turn OFF the engine. In most models, exhaust fumes containing carbon monoxide are emitted from the exhaust on the engine drives. No one should ever be on the swim platform or transom while the engine is operating.

⚠ DANGER

Carbon monoxide is a colorless, tasteless, odorless and poisonous gas that accumulates rapidly and can cause serious injury or death. Exposure to carbon monoxide can be fatal in a matter of minutes. Exposure to even low concentrations of carbon monoxide must not be ignored because the effects of long term carbon monoxide exposure can build up and be just as lethal as high concentrations. Carbon monoxide from exhaust pipes of inboard, stern drive or outboard engines may build up inside and outside the boat in areas near exhaust vents, particularly during slow-speed operations. STAY AWAY from these exhaust vent areas, which are located at the stern of the boat, and DO NOT swim or engage in any water sports or other activities in or near the stern area of the boat, including, without limitation, the swim platform, the rear sun deck, aft barstools, and aft facing lounge seats when the engine is in operation. Under no circumstances should the owner and/or operator allow persons to hold onto the swim platform while the engine is operating and the boat is in motion. These activities (sometimes known as "platform surfing" or "platform dragging," where the participant holds onto the swim platform and is pulled through the water, and/or "body surfs" immediately behind the boat) are extremely dangerous, highly likely to result in death or serious bodily injury, and are a misuse of this product.

Carbon monoxide (CO) enters your bloodstream through the lungs, blocking the oxygen your body needs. Prolonged exposure to low concentrations or very quick exposure to high concentrations can be deadly to all on board.

Early symptoms of CO poisoning include irritated eyes, headache, nausea, weakness and dizziness. These can be confused with seasickness or intoxication. Altitude, certain health-related problems, and age will increase the effects of CO. Persons who smoke or are exposed to high concentrations of cigarette smoke, consume alcohol, or have lung disorders or heart problems are particularly susceptible to an increase in the effects of CO. However, anyone can be affected. Another factor to consider is that physical exertion accelerates the rate at which the blood absorbs CO.

Emergency Treatment For CO Poisoning

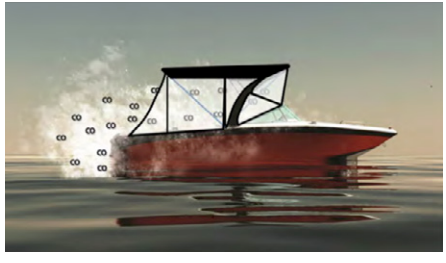
CO poisoning or toxicity is a life-threatening emergency that requires immediate action. The following is a list of things that should be done if CO poisoning is suspected. Proceed with caution. The victim may be in an area of CO concentration, which means you or others could be in danger from exposure to CO:

- Evaluate the situation and ventilate the area if possible.
- Evacuate the area and move the affected person(s) to a fresh air environment.
- Observe the victim(s).
- Administer oxygen, if available.
- Contact medical help. If the victim is not breathing, perform rescue breathing or approved cardiopulmonary resuscitation (CPR) as appropriate until medical help arrives. Prompt action can mean the difference between life and death.
- Shut off potential sources of CO, if possible. Correct ventilation problems and/or repair exhaust problems as appropriate. Investigate the source of CO and take corrective action, such as evacuating and ventilating the area or shutting off the source of the CO, while at the same time evacuating and ventilating the area.

Where CO May Accumulate

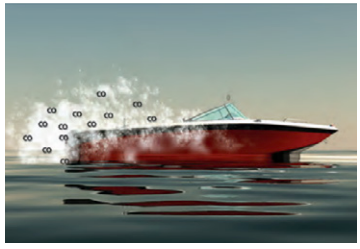
Carbon monoxide can accumulate anywhere in or around your boat. This includes, but is not limited to:

Inadequately ventilated canvas enclosures.

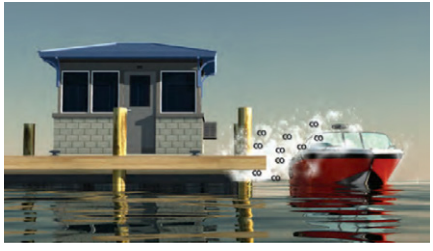


Blocked exhaust outlets.

At slow speeds, while idling or stopped. Be aware that CO can remain in or around your boat at dangerous levels even if your engine or the other boat's engine is no longer running.



Exhaust gas trapped in enclosed places.



Back drafting from your own boat's exhaust.

Another vessel's exhaust. CO from the boat docked next to you can be just as deadly as that emitted from your own boat.

How To Protect Yourself and Others

Follow these simple steps to help keep CO from poisoning you, your passengers and others nearby:

- Know where and how CO may accumulate in and around your boat. This is particularly important when starting or running engines in boathouses, or near a sea wall. Boats that are moored in close proximity are also potential problems as the fumes from your boat or another boat can affect air drafts on all boats. Back drafting sometimes called the "station wagon effect" occurs when the fumes curl up over the swim platform and transom and into the boat, especially when canvas or other coverings trap the fumes. Even in open air, consider wind direction, the boat's speed and trim angles.
- Maintain fresh air circulation throughout the boat at all times. CO concentration is greater when the engine is cold. Ensure the boat is situated to take advantage of maximum dissipation of fumes.
- If your boat is equipped with a generator, know where the exhaust outlet(s) is located and keep everyone away from the area.
- Perform routine checks on air conditioning, heater, generator, and other on-board appliances to ensure that they are properly maintained and are not ermitting CO fumes. Failure to do so can result in the accumulation of CO fumes.
- Never sit, platform surf, or hang on the back deck or swim platform while the engine is running. Platform surfing is NEVER a safe activity.
- Never move into areas under swim platforms where exhaust outlets are located unless the area has been properly ventilated.
- Operation of boats at mile-high (5,280 ft.) or higher altitudes may affect CO production. Check with an authorized Aviara dealer before operating at higher altitudes to determine whether the engine may require additional tuning to prevent excessive CO.
- Although CO can be present without the smell of exhaust fumes, if you smell exhaust fumes, CO is also present. Take immediate action to dissipate these fumes.
- Treat symptoms of seasickness as possible CO poisoning. Get the person(s) into fresh air immediately. Seek medical attention.

- Install and maintain CO alarms inside your boat. Do not ignore any alarm. Replace alarms as recommended by the manufacturer.
- Follow Coast Guard safety checklists.
- Get a Vessel Safety Check. They are free! Your local U.S. Coast Guard Auxiliary can provide details or check www.uscgaux.org online to locate assistance.

Weight Limits and Distribution

DANGER

Adding too much weight to your Aviara boat is not recommended, and can result in impaired visibility, diminished handling characteristics and instability when operating your boat. Such condition may result in potential structural and/or engine damage to the boat. Such damage is not covered under warranty.

DANGER

It is the boat operator's responsibility to ensure that the boat is never overloaded. Too much additional weight may cause the boat to overturn or sink, which can result in serious bodily injury or death.

Overloading a boat may cause it to become unstable and may potentially result in the boat's flotation system becoming overwhelmed. Too much weight can sink any boat. Within this Owner's Manual in the Model Features and Specs Section, and on a label mounted in each boat is the seating configuration for that specific model. Never overload the boat. Proper distribution of weight is critical to boat performance. This boat is Yacht Certified, meaning the capacity limit is at the captain's discretion. Captains should operate mindfully when deciding the number of persons on the boat at one time and should allocate the load as evenly as possible. Equally critical is how weight is distributed throughout the boat. The weight must be distributed evenly throughout the boat. If too much weight is placed in one area it can have serious impact on maintaining control. Items and people can also shift positions during operation, potentially causing a dangerous situation.

Adding weight of any type to the boat will affect the handling characteristics of the boat while it is underway. Caution should always be exhibited when putting the boat into motion or attempting to stop it, particularly when the added-weight characteristics have changed.

Failure to balance the boat properly may result in too much strain on the drive train or may sink the boat. This is not covered under warranty. See Common Sense Advice in the Safety Knowledge section of this Owner's Manual regarding weight.

Line Of Sight

Care should also be taken to avoid interfering with the boat operator's line of sight when the boat is underway. This applies particularly to individuals riding in the bow and bow rise. It is possible to quite unintentionally obscure the driver's view. Even momentary interference can result in the driver's inability to respond to a situation that requires avoidance of another vessel or submerged or partially-submerged objects. Aviara recommends using the driver seat bolster or standing to maintain a safe lookout and proper visibility when necessary. Everyone on board should always pay attention to other vessels, people and objects located in close proximity to the boat, activities taking place in or near the water, and should always be supportive of the boat operator. Additionally, the operator should have a good understanding of how to manipulate the trim tabs to provide the optimal view over the bow when running at any speed. The law requires the boat operator to maintain clear visibility at all times and in all directions when the boat is in motion.

Personal Flotation Devices (PFDs) and Accessibility

Federal law requires at least one wearable Type I, II, III or Type V Personal Flotation Device ("PFD") for each person on-board or being towed. A Type V PFD provides performance of either a Type I, II or III PFD (as marked on its label) and must be used according to the label requirements. In addition, one throwable Type IV PFD must also be on board. As the owner, obtaining the appropriate PFDs is your responsibility. You must also determine whether people on-board, including those who are underage, are required to wear PFDs when underway. Your Aviara dealer can, and will be happy to, assist you with your purchase of appropriate PFDs.

People on-board who cannot swim or who are not strong swimmers, as well as children, should wear PFDs at all times.

- Wearable PFDs must be readily accessible in the boat.
- It should be possible to put on the PFDs within a reasonable amount of time in case of emergency.
- PFDs should never be stowed in plastic bags, in locked or closed compartments or have other gear stowed on top of them.
- The U.S. Coast Guard, as well as Aviara, recommends the wearing of PFDs at all times when the vessel is underway, even though it is not a requirement. The best PFD is the one that is worn and that can save your life. Inflatable PFDs must have a full cylinder and all status indicators on the inflator must be green, or the device is NOT serviceable, and is NOT considered a usable PFD for anyone on-board the vessel.
- Coast Guard-approved inflatable PFDs are authorized for use on recreational boats by persons at least 16 years of age.
- Some states require children to wear PFDs at all times. Check with your state boating safety officials for details. Be certain to equip children with a PFD that is appropriate for the size of the child. The label will indicate the weight limits for use.

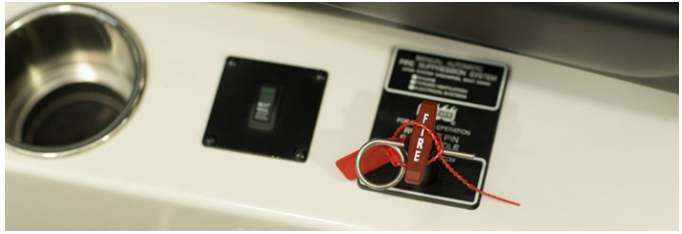
NOTE: Requirements for coastal waters and inland waters differ. Check with the local boating authorities for more information.

Events Requiring Safety Knowledge

In The Event of a Fire

Fire on-board is among the most serious of matters that boaters can experience. Due to the close proximity of fuel tanks and a number of electrically operated items that can result in a spark or arc, any and all fires on a boat should be a matter for immediate action.

While your Aviara boat is equipped with a fire suppression system and fire extinguishers, it is important to make a quick and calculated decision regarding any fires. If the extinguishing/suppression materials do not quickly extinguish the fire, it may become necessary to abandon ship. Make sure everyone on board has a PFD and swims as quickly and as far as possible, up wind and upstream from the boat. If gasoline or oil is released, it will float on top of the water, and may spread out and/or move across the water as the result of any current in the water. Gasoline or oil can ignite, even if floating on the top of water.



Fire Extinguishers

The engine compartment of every Aviara sterndrive model, every AV40 regardless of engine configuration, and generator equipped AV36 outboards are equipped with an automatic fire suppression system. The system has a manual deployment handle mounted in the helm area which uses a clean agent canister to suppress fires in the engine compartment.

Every boat Aviara builds is required by law to have on board one (1) 2.5-pound, dry chemical fire extinguisher rated for Type A, B and C fires. The dry chemical fire extinguisher is standard equipment, and is automatically included in your boat from the factory. Replacement units can be ordered from Aviara.

If any of the fire suppression system canisters on board your boat are discharged (whether a canister in an automatic system or a portable fire extinguisher), then they must be

replaced immediately. If the automatic fire suppression system has been discharged, the video display at the helm will notify the driver. If the clean agent canister associated with the automatic fire suppression system has been discharged, it must be replaced. Contact your authorized Aviara dealer to obtain a replacement for the clean agent type of canister. If the dry chemical fire extinguisher has been discharged, it must be replaced with a fire extinguisher that is rated for Type A, B and C fires from an authorized Aviara dealer or another source.

Fire extinguishers require periodic maintenance. Monthly, each fire extinguisher on your boat should be examined to be sure that the seals and tamper indicators are not broken or missing. The pressure gauges or indicators, if applicable, should read in the operable range. There should be no obvious physical damage, rust, corrosion, leakage or clogged nozzles. Additionally, if the extinguisher has not been used, it should be weighed annually to assure that the minimum weight as stated on the label still exists. Any fire extinguisher that has been partially emptied must be replaced as soon as possible.

In an automatic/manual system, ensure the plastic retainer clip which is inserted to protect the system at the helm during transit from the factory, has been pulled to activate the system upon delivery of the boat. This is part of dealer preparation, but it is the responsibility of the boat owner to ensure that the system is functional.

Fire Suppression and Extinguishing

The automatic fire suppression system operates from sensors in the engine room and will automatically release a clean-agent, gaseous chemical that does not leave residue behind.

It is also possible to activate the system manually. Pull the silver safety pin, and then pull the red fire handle to set the system in operation.

In case of an engine compartment fire, shut down the engine and blowers before manual discharge, or immediately following the automatic discharge. Boats are equipped with a discharge indication light on the 11" video display gauge at the helm.

After the suppression system has been used, the fire extinguisher canister will be empty. The boat owner/operator should have the canister replaced as soon as possible.

Aviara boats have also been specified to carry a hand-held 2.5 lb. monoammonium phosphate expellant (dry chemical) unit, which is rated Class A (trash, wood and paper), Class B (flammable liquids, fuel, gas) and Class C (energized electrical equipment).

These units should be used in situations other than engine compartment fires.

Hand-held units should be replaced or recharged as soon as possible after use. Chemical discharge should be cleaned from all surfaces as soon as possible and prior to running the boat again, unless operation is necessary to return to shore.

The boat should never be operated following a fire until after a determination has been made whether operation may result in another fire. If any danger of an additional fire exists, the boat should be towed to shore or dock rather than running the engine(s).

Consumers who choose to purchase fire control equipment from resources other than Aviara must follow the instructions and requirements as listed within the engine compartment regarding suitability for the compartment volume. These standards are established by the Coast Guard Code of Federal Regulations (CFR) and the American Boat and Yacht Council (ABYC).

⚠ DANGER

Following the activation of the automatic fire suppression system or a hand-held fire extinguisher, a careful determination should be made as to whether the boat can safely be operated. If there is any doubt or concern whatsoever, the boat should be towed to shore and/or dock for service by an authorized Aviara dealer prior to operating again. Failure to follow these instructions could result in death or serious injury/illness.

Capsizing

In addition to fire, a boater's greatest concern may be with the possibility of capsizing or overturning the boat. A number of factors can occur that will result in a boat overturning (high waves, excessive wakes, bad weather) or sinking as a result of damage such as striking an underwater object or another boat. In the event of such an occurrence, try to turn the engine OFF.

Attempt to locate any other people who were on-board and determine whether they are injured. Unless there is fire or release of gasoline, in most instances it is wise to remain with the boat. Climbing on the hull will make it easier for rescuers to locate you and others.

Means of Re-boarding

There are several ways to re-board an Aviara boat from the water. Ladders are offered to assist in re-boarding. Re-boarding ladders are mounted to the swim platform. To re-board using a ladder, deploy the ladder and use it to climb up into the boat or onto the swim platform. Always maintain three points of contact with the boat when using a ladder to re-board the boat. For instructions on deploying a ladder, refer to the Ladders section of this Owner's Manual.

Running Aground or Striking Underwater Objects

Ascertain whether there is damage to the hull. If water can be stopped from entering the boat, cautiously return to dock. Have the boat checked out by your authorized Aviara dealer to be certain that the hull has not been weakened. Even if water does not intrude initially, difficulties may occur later.

If water is entering the boat after running aground or striking an underwater object, call or signal for assistance. Abandon ship, if necessary. Do not attempt to out-run a significant leak, as it can be difficult to estimate how long it will take for enough water to intrude and sink the boat.

In-Water Activities Safety

Individuals in the water are obligated to be as aware of the fundamental safety rules as operators. Remember that the majority of in-water injuries are the result of impacts with other objects, so always look where you are going, and be aware of what is going on around you.

DANGER

PROPELLER(S) MAY CAUSE SERIOUS INJURY OR DEATH.
Shut off the engine(s) when near persons in the water, prior to using sunpads, the swim platform or the boarding ladder.

- Never follow another boat pulling a rider or tuber. The person may fall and could make it necessary to take immediate evasive measures. This is an unsafe from of operation that should be avoided.
- Never jump from a boat that is moving at any speed, nor enter or exit the water when the engine is running (ON). (See the Common Sense Advice section of this Owner's Manual for additional information regarding carbon monoxide peril.)
- Never ride on the swim platform or hold on to the swim platform while in the water during engine operation, including at idle. Carbon monoxide fumes are expelled from the lower transom areas of your boat and can cause death or serious illness. Rotating propellers may also cause death or serious injury. See the Common Sense Advice section following for more details.
- Never climb, sit or stand on the hardtop.
- The above mandates are not all-inclusive. It is the boater's responsibility to operate the boat in a safe fashion and become familiar with any and all rules and regulations governing boat operation.

Equipment

Safety Equipment

Federal law requires certain safety equipment to be on-board your boat at all times. Responsible boaters carry additional equipment in case of emergency. It is your responsibility to check with the local boating authorities for any additional requirements and/or equipment over and above the federal requirements.

Required Equipment

Your Aviara boat was equipped at the factory with most of the federally required safety equipment for inland waters (Class II, 26-foot-to-40-foot watercraft). This equipment includes:

- USCG-approved (United States Coast Guard) marine flame arrestor
- USCG-approved engine box ventilation with ignition protected blower
- ABYC-approved electric horn sound-warning device
- USCG-approved inland lighting
- Automatic and manual fire extinguishers

Recommended Equipment

The responsible boat owner will avoid potential problems on an outing by having additional equipment on board. Normally, the decision regarding the appropriate equipment to take on individual outings is dependent upon the body of water and the length of the trip. We suggest the following equipment as a minimum (your Aviara dealer can also assist you with additional recommendations):

- Anchor with at least 75 feet of line (in saltwater operation, particularly)
- Manual bailing device for removing water
- Combination oar/boat hook
- Day-and-night visual distress signal
- First aid kit and manual
- Airway breathing tube
- Waterproof flashlight
- Non-electric horn or whistle
- Set of local navigational charts

- Mooring lines and fenders
- Extra engine oil
- Tool kit
- Portable, battery-operated AM/FM radio or weather radio/scanner

Sound Producing Devices

Navigation rules require sound signals to be made under certain circumstances. Meeting, crossing and overtaking situations, which will be described in some detail shortly, are examples of when sound signals are required. Recreational vessels are also required to use sound signals during periods of reduced visibility. Your Aviara boat is equipped with a horn, but you may also purchase after-market devices in case of potential electrical disconnect or failure.

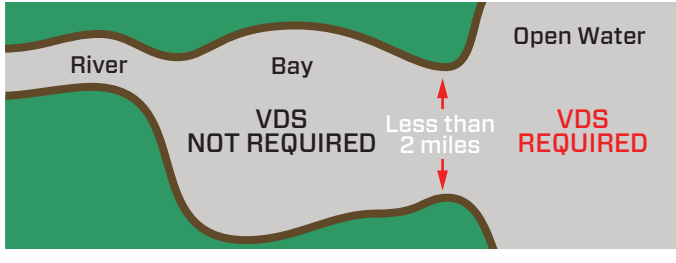
The following are standard signals when using a whistle:

- One prolonged blast: WARNING.
- One short blast: PASS ON MY PORT SIDE.
- Two short blasts: PASS ON MY STARBOARD SIDE.
- Three short blasts: MY ENGINES ARE IN REVERSE.
- Five or more blasts: DANGER!

NOTE: The requirement to carry a bell on board no longer applies to vessels operating on International Waters.

Visual Distress Signals

All vessels used on coastal waters, the Great Lakes, territorial seas and those waters connected directly to them up to a point where a body of water is greater than two miles wide, must be equipped with USCG-approved visual distress signals. Vessels owned in the United States but operating on the high seas must be equipped with USCG-approved visual distress signals.



Pyrotechnic visual distress signals must be Coast Guard-approved, in serviceable condition and readily accessible. This means that:

- They are marked with an expiration date. Expired signals may be carried as extra equipment, but cannot be counted toward meeting the visual distress signal requirement, since they may be unreliable.
- If pyrotechnic devices are selected, a minimum of three are required. That is, three signals for day use and three signals for night. Some pyrotechnic signals meet both day and night use requirements.
- Pyrotechnic devices should be stored in a cool, dry location, if possible. A watertight container painted red or orange and prominently marked "Distress Signals" or "Flares" is recommended.

USCG-approved pyrotechnic visual distress signals and associated devices include pyrotechnic red flares, hand-held or aerial; pyrotechnic orange smoke, hand-held or floating, or launchers for aerial red meteors or parachute flares.

Non-pyrotechnic devices may be allowed. These include an orange distress flag (day signal only) or an electric distress light (which is acceptable for night use). Use of these devices must still meet Coast Guard requirements, information for which is available online and from the Coast Guard.

Under Inland Navigation Rules, a high intensity white light flashing at regular intervals from 50-70 times per minute is considered a distress signal. Such devices do NOT count toward meeting the visual distress signal requirement, however. Regulations prohibit display of visual distress signals on the water under any circumstances except when assistance is required to prevent immediate or potential danger to persons on board a vessel.

All distress signals have distinct advantages. No single device is ideal under all conditions or suitable for all purposes. Pyrotechnics are universally recognized as excellent distress signals. However, there is potential for injury and property damage if not properly handled. Particular care should be used in stowage of pyrotechnics if children will be on board. These devices produce a very hot flame and the residue can cause burns and ignite flammable materials.

Check with local authorities regarding the best visual distress signal for use in the area in which you will be boating.

Navigational Lights

Your Aviara boat is equipped with navigational lights. The boat's all-round navigation anchor light is mounted above the hard top. Red and green navigational lights are at the foremost point of the bow on the deck. Starboard side will have a green light and port side will have a red light. Verify with your dealer the location of these lights.

Anytime you are moving on the water between sunset and sunrise, you are required to have your navigational lights operating.

To turn these lights on and off, navigate to the lights panel on the 11" display. Under Nav Lights, tap the button that says ALL ON. This will turn all three navigational lights on.

Port Navigation Light - Red

Starboard Navigation Light - Green

All-Round Navigation Anchor Light - White

Warning Plates and Labels

Read and note ALL warning plates and labels from bow to stern, including those that are installed inside the engine compartment, lockers and under seating.

YOU MUST READ AND ADHERE TO ALL CAUTIONS AND WARNINGS IN AND ON YOUR BOAT!

CAUTION

DO NOT JUMPSTART BOAT

JUMPSTARTING MAY RESULT IN ELECTRICAL SYSTEM DAMAGE AND IS NOT COVERED UNDER WARRANTY

FIXED FIRE EXTINGUISHING SYSTEM MUST BE SUITABLE FOR COMPARTMENT VOLUME OF150CU FT. THIS IS BASED ON GROSS COMPARTMENT VOLUME LESS PERMANENTLY INSTALLED TANKAGE IN THIS COMPARTMENT AS PER ABYC A-4.

WARNING

SERVICE OF THE ENGINE INSTALLED IN THIS BOAT REQUIRES SPECIAL TOOLS, TRAINING AND IDENTICAL REPLACEMENT PARTS. THE FUEL SYSTEM SHOULD BE SERVICED ONLY BY A AVIARA TRAINED TECHNICIAN.
DO NOT ATTEMPT TO SERVICE THE SYSTEM YOURSELF.

MEETS U.S. EPA EVAP STANDARDS USING CERTIFIED COMPONENTS

MASTERCRAFT BOATS, VONORE, TN

754359

WARNING

ENGINE COMPARTMENT IS PROTECTED BY A FIRE EXTINGUISHING SYSTEM. IN CASE OF FIRE, SHUT DOWN ENGINES, GENERATOR AND BLOWERS BEFORE MANUAL DISCHARGE, OR IMMEDIATELY AFTER AUTOMATIC DISCHARGE. AVOID INHALATION OF POTENTIALLY TOXIC COMBUSTION BY-PRODUCTS. IF FIRE EXTINGUISHING DISCHARGE OCCURS, VENTILATE SPACE BEFORE ENTERING.

⚠ DANGER

Carbon monoxide (CO) can cause brain damage or death.

Engine and generator exhaust contains odorless and colorless carbon monoxide gas.

Carbon monoxide will be around the back of the boat when engines or generators are running.

Move to fresh air, if you feel nausea, headache, dizziness, or drowsiness.

BOATMAN'S CHECK LIST

For maximum enjoyment and safety, check each of these items BEFORE you start your engine:

- ✓ DRAIN PLUG (Securely in place?)
- ✓ LIFE SAVING DEVICES (One for every person on board?)
- ✓ STEERING SYSTEM (Working smoothly and properly?)
- ✓ FUEL SYSTEM (Adequate fuel? Leaks? Fumes?)
- ✓ BATTERY (Fully charged? Cable terminals clean and tight?
- ✓ ENGINE (In neutral?)
- ✓ CAPACITY PLATE (Are you overloaded or overpowered?)
- ✓ WEATHER CONDITIONS (Safe to go out?)
- ✓ ELECTRICAL EQUIPMENT (Lights, horn, pump, etc.?)
- ✓ EMERGENCY GEAR (Fire extinguisher, bailer, paddle, anchor & line, signaling device, tool kit, etc.?)

754405

⚠ CAUTION

DO NOT USE E-15 FUEL

754401

⚠ NOTICE

Multiple technologies available on this boat may be protected by patents. Please see www.aviaraboats.com/patents for a comprehensive list.

ENGINE FLUSH STBD

750566

⚠ NOTICE

TOW EYE NOT DESIGNED FOR LIFTING RING

750528

FRESH WATER

750567

SLING

⚠ WARNING

LEAKING FUEL IS A FIRE AND EXPLOSION HAZARD, INSPECT SYSTEM REGULARLY. EXAMINE FUEL TANKS FOR LEAKS OR CORROSION AT LEAST ANNUALLY

750502

⚠ WARNING

TO AVOID SERIOUS INJURY DO NOT OCCUPY THE AFT SEATING AREA WHEN THE BOAT IS UNDERWAY OR THE ENGINE IS RUNNING

⚠ WARNING

FAILURE TO FOLLOW THESE WARNINGS CAN RESULT IN SERIOUS INJURY OR DEATH.

- ALWAYS RETRACT AND SECURE LADDER BEFORE BOAT GETS UNDERWAY.
- NEVER USE OR CLIMB ON LADDER WHEN BOAT IS UNDERWAY.

⚠ WARNING

ROTATING PROPELLER MAY CAUSE SERIOUS INJURY OR DEATH. DO NOT APPROACH THE BACK OF THE BOAT / PLATFORM / LADDER IF THE ENGINE IS RUNNING

⚠ WARNING

OPERATE THE BOAT FROM A STANDING POSITION OR USE A BOLSTER IF NEEDED TO MAINTAIN A PROPER LOOKOUT AND AN UNOBSTRUCTED VIEW AT ALL TIMES AS REQUIRED BY THE USCG RULES OF NAVIGATION. READ OWNER'S MANUAL

⚠ WARNING	⚠ WARNING	⚠ WARNING	⚠ WARNING
GASOLINE VAPORS CAN EXPLODE. BEFORE STARTING ENGINE: CHECK ENGINE COMPARTMENT FOR GASOLINE OR VAPORS. OPERATE BLOWER FOR 4 MINUTES. RUN BLOWER BELOW CRUISING SPEED.	ROTATING PROPELLER MAY CAUSE SERIOUS INJURY OR DEATH. SHUT OFF ENGINE WHEN NEAR PERSONS IN THE WATER.	CARBON MONOXIDE (CO) CAN CAUSE BRAIN DAMAGE OR DEATH. ENGINE EXHAUST CONTAINS ODORLESS AND COLORLESS CARBON MONOXIDE GAS. SIGNS OF CARBON MONOXIDE POISONING INCLUDE NAUSEA, HEADACHE, DIZZINESS, DROWSINESS, AND LACK OF CONSCIOUSNESS. GET FRESH AIR IF ANYONE SHOWS SIGNS OF CARBON MONOXIDE POISONING.	ENGINE SHUTDOWN LANYARD SHOULD BE ATTACHED TO OPERATOR'S PERSON AT ALL TIMES DURING OPERATION.

Boat Safety Labels

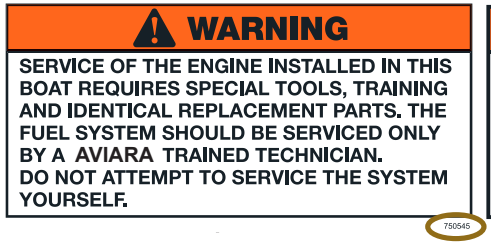
Warning labels are placed on your Aviara boat at the time of manufacture to alert operators to potential hazards that may not be obvious. These labels also indicate how to avoid hazards. Warning labels should never be removed and must remain legible.

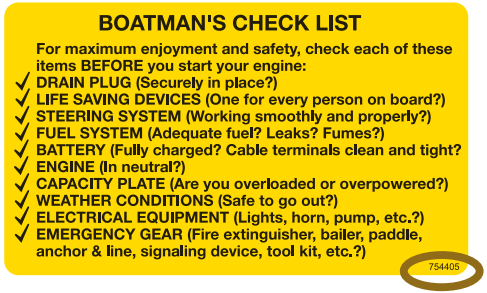
If you suspect a label is missing, or if a label becomes damaged or becomes unreadable (damaged, faded, or sun bleached), you should have it replaced immediately.

To replace a warning label, contact your Aviara dealer and request a new label.

The label's part number is located in the bottom right corner of every label (shown circled in green on the label on the previous page).

It is the responsibility of the boat owner and occupants of the boat to understand and comply with all warning labels and safety recommendations and requirements. The operator of the boat and the boat owner are responsible for the proper operation of the boat and the safety of the occupants of the boat. Failure to adhere to and comply with the on-product warning labels and safety statements labeled as dangers, warnings, and cautions that appear in this manual can lead to serious injury, or death, as well as property damage. READ AND ADHERE TO ALL WARNING PLATES AND LABELS from bow to stern, including those that are installed inside the engine compartment, lockers, and underneath seating.





Legal Requirements

Law Enforcement

A vessel underway, when hailed by a Coast Guard vessel, is required to heave to, or maneuver in such a manner that permits a boarding officer to come aboard.

Other federal, state and local law enforcement officials may board and examine a vessel. The Coast Guard may impose a civil penalty up to $1,000 for failure to comply with equipment requirements; failure to report a boating accident; or comply with other federal regulations. Failure to comply with the Inland Navigation Rules Act of 1980 can result in a civil penalty up to $5,000. Details of the Act are available online or through the U.S. Coast Guard and the Coast Guard Auxiliary.

Operator's License

Some states are implementing operator's license requirements. These requirements vary widely. Many states now have restrictions regarding age. If you are operating in a location where minors are allowed to operate the boat, careful supervision by an adult should be the rule of thumb always. Whether operating a boat locally or in a remote location, operators should annually verify with state and local authorities regarding whether a license or training is required.

Boating Under the Influence

Boating under the influence of alcohol or drugs can be as deadly as driving a car while under the influence!

Did you know:

- A boat operator is likely to become impaired more quickly than a vehicle driver, drink for drink?
- The penalties for BUI can include large fines, revocation of operator privileges and serious jail time?
- The use of alcohol is involved in about one-third of all recreational boating fatalities?

It is illegal to operate a boat while under the influence of alcohol or drugs in every state. The Coast Guard also enforces a federal law that prohibits BUI.

Alcohol affects judgment, vision, balance and coordination. These impairments increase the likelihood of accidents afloat for both boat operators and passengers. U.S. Coast Guard data shows that in boating deaths involving alcohol use, over half the victims capsized their boats and/or fell overboard.

Alcohol is even more hazardous on the water than on land. The marine environment of motion, vibration, engine noise, sun, wind and spray accelerate a drinker's impairment. These stressors cause fatigue that makes a boat operator's coordination, judgment and reaction time decline even faster when using alcohol.

As a result of alcohol's effects, a boat operator with a blood alcohol concentration of approximately .10 percent is estimated to be more than 10 times as likely to die in a boating accident than an operator with zero blood alcohol concentration. Passengers are also at greatly increased risk for injury or death, especially if they are also using alcohol.

The Coast Guard and every state has stringent penalties for violating BUI laws. Penalties can include fines, suspension or revocation of boat operator privileges, and jail time. The Coast Guard and individual states cooperate fully in enforcement of BUI laws in order to remove impaired boat operators from the waters.

In waters that are overseen solely by the states, the states have the authority to enforce their own BUI statutes. In state waters that are also subject to U.S. jurisdiction, there is concurrent jurisdiction. That means if a boater is apprehended under Federal law in these waters, the Coast Guard will (unless precluded by state law) request that state law enforcement officers take the intoxicated boater into custody. Depending on the circumstances, the operator may be arrested. Penalties vary, but in many jurisdictions operators found guilty of BUI can expect a civil penalty of at least $1,000 or criminal penalty of $5,000, one year of imprisonment or both. Civil lawsuits in cases of property damage or injury/death to others can result in significantly more serious penalties.

Intoxication from drugs, including legal prescription drugs, is an equally serious matter and is dealt with as seriously as alcohol.

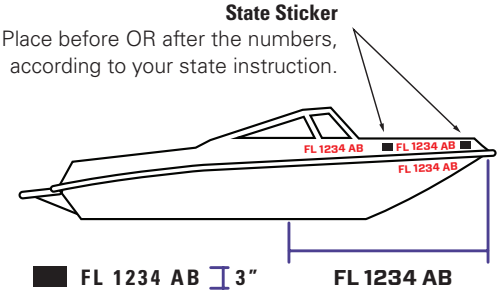
Registration, Numbering and Documentation

Although it might not be immediately obvious as to how this relates to boating safety, in fact it can be critical in emergencies. All undocumented vessels equipped with propulsion machinery must be registered in the state of principal use. A certificate of number will be issued upon registering the vehicle. These numbers must be displayed

on your vessel. The owner/operator of the vessel must carry a valid certificate of number whenever the vessel is in use. When moving to a new state of principal use, the certificate is valid for 60 days. Check with your state boating authority for registration requirements.

Numbers must be painted or permanently attached to each side of the forward half of the vessel. The validation stickers must be affixed within six inches of the registration number. With the exception of the vessel fee decal, no other letters or numbers may be displayed nearby. Lettering must be in plain, vertical block characters of not less than three (3) inches in height. Spaces or hyphens between letter and number groupings must be equal to the width of a letter other than "i" or a number other than "1."

The owner of a vessel must notify the agency which issued the certificate of number within fifteen (15) days if the vessel is transferred, destroyed, abandoned, lost, stolen or recovered, or if the certificate of number is lost, destroyed or the owner's address changed. If the certificate of number becomes invalid for any reason, it must be surrendered in the manner prescribed to the issuing authority within 15 days.



Hull Identification Number

Your boat's unique Hull Identification Number is located on the transom. This is the primary identifying number for your boat and will be used for maintenance and safety reporting. Refer to your Ilmor or Mercury engine Owner's Manual to find the location of your engine's serial number. This will be used to retrieve parts for maintaining your engines.

Accident Reporting

Federal law requires the boat operator to file a boating accident report with the state reporting authority when, as a result of an occurrence that involves a boat or its equipment:

- A Person dies
- A Person disappears from the vessel under circumstances that indicate death or injury
- A Person is injured and requires medical treatment beyond first aid
- Damage to vessels and other property totals $2,000 or more (the amount may be lower in some states and territories; verify with local boating authorities)
- The Boat is destroyed

If the boat operator is deceased or unable to make the report, the boat owner is required to file the report.

Your responsibility does not end with your own craft. You are required by law to respond to any distress signal, visual or auditory. Render immediate assistance, EXCEPT in instances in which you and your passengers will be endangered or those situations that exceed your capabilities or the capabilities of your boat. Good Samaritan protection is provided to boaters who provide good faith assistance and protects them from civil liability for assistance given.

Speeding and Noise

Some states and boating areas have imposed speed limits for operation of boats, including but not limited to no-wake zones. Noise regulations may also be imposed. It is the responsibility of the boat operator to be familiar with any and all laws and regulations and to obey them. The U.S. Coast Guard is an excellent source for this information, including penalties for failure to observe the requirements.

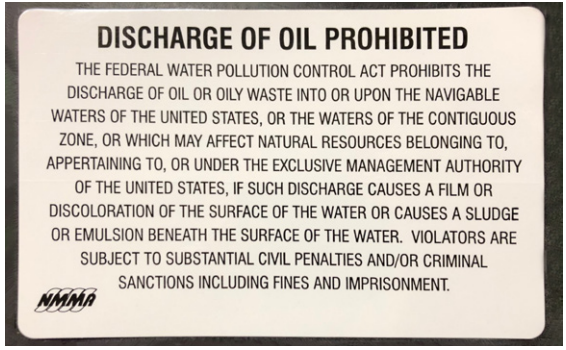
Radios—Telephones

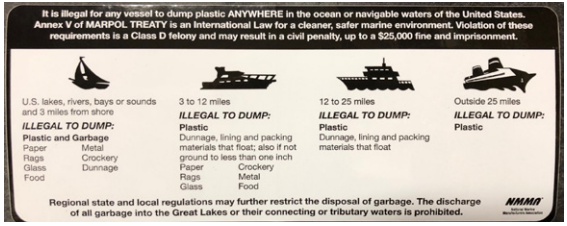
Improper use of a radio-telephone is a criminal offense. The use of obscene, indecent or profane language during radio communications is punishable by up to a $10,000 fine, imprisonment for two years or both. Other penalties exist for misuse of a radio, such as improper use of Channel 16 VHF-FM, a calling and distress channel. It is not to be used for conversation or radio checks. Such communications should be conducted on an authorized channel.

Refuse and Pollution

There are stringent requirements regarding pollution, discharge of oil, discharge of garbage and the operation and discharge from sanitation devices. It is the boat owner's and operator's responsibility to determine laws and regulations and to ensure that those laws and regulations are respected and enforced.

Details are available through the U.S. Coast Guard.





Operational Compliance

The preceding information provides requirements within the United States territorial waters. Boats operated under other autonomous governmental agencies throughout the world will have their own legal requirements, including the international MARPOL Treaty.

Boat owners and operators are responsible for determining what those requirements are and complying with them, regardless of the owner/operator's citizenship.

This Owner's Manual was developed to help ensure an enjoyable boating experience with your Aviara boat. As stated earlier, this information is not all-inclusive. There are many factors to consider and additional information that you need to research before undertaking any boating activity.

In addition to reading this Owner's Manual and other related material, and familiarizing yourself with the proper operation of the Aviara boat, always use common sense when boating.

Other Important Information

Communications

The following applies to the Great Lakes and salt water boating:

When boating off-shore, carry communications gear such as a marine VHF-FM and/or HF transceiver(s), appropriate to the operating area. Cellular phone coverage is available in many coastal areas. However, cellular phones should NOT be considered a substitute for VHF-FM marine band radios for emergency purposes.

In distress situations, press the VHF transmit button and clearly say: MAYDAY, MAYDAY, MAYDAY. Follow this with the vessel name and/or description, the location, nature of emergency and number of people on-board. Then release the transmit button and wait for 10 seconds. If there is no response, repeat the MAYDAY call.

Satellite EPIRBs (406 MHz) are designed to quickly and reliably alert rescue forces, indicate an accurate distress position, and guide rescue units to the distress scene, even when all other communications fail.

When activated, the satellite EPIRB transmits a distress signal with a beacon-unique identifying code. The system detects the signal, calculates an accurate distress position, checks the unique identifying code against the EPIRB registration database (vessel and point of contact information supplied by the owner) and routes the distress alert with registration information to the responsible U.S. Coast Guard (or International) Rescue Coordination Center (RCC).

406MHz EPIRBs with GPS (internal or attached) also provide an immediate GPS position in the information passed to the RCC.

Geostationary satellites make detection almost immediate. If the EPIRB does not have the ability to provide a GPS position, the process to determine a position takes about an hour on average and almost always less than two hours. Satellite EPIRBs also include a homing beacon and strobe to help rescue forces quickly locate the distress scene.

Satellite beacons have significant coverage, alerting timeliness, position accuracy, and signaling advantages over other types of EPIRBs (121.5 MHz). Before purchasing or using something other than the 406 MHz EPIRB, be sure to understand the capabilities and limitations.

Further information and a complete listing of VHF channels and frequencies is available at: www.navcen.uscg.gov.

Insurance

Even if someone else is operating the boat, the owner is generally held liable for any damages or injuries that occur. It is in the owner's best interest to maintain sufficient personal liability and property damage insurance on the boat in anticipation of potential judgments. Guarding against theft is another consideration.

Weather

Never leave the dock without first checking the local weather forecast. Weather information is available from television, radio, local newspaper, online or from a weather channel on a VHF radio.

At certain times of the year, weather can change rapidly and boaters should always keep an eye out for weather conditions.

While boating, pay attention to the following:

- Watch for cloud build-up, especially rapid, vertically rising clouds.
- Sudden drop in temperature.
- Sudden change in wind direction and/or speed.
- On-board barometers, where placed on-board by the boat owner, should be checked every two-to-three hours. A rising barometer indicates fair weather and a rise in wind velocity; a falling barometer indicates stormy or rainy weather.

What to do in severe weather:

- Reduce speed, keeping enough power to maintain headway.
- Put on PFDs.
- Turn on running lights.
- Head for the nearest shore or safe harbor that is safe to approach, if possible.
- Head bow of boat into waves at 45-degree angle, if possible.
- Keep bilges free of water.
- Seat passengers on bottom of the boat, near the centerline.
- If the engine fails, tie a sea anchor on a line from the bow of the boat to keep the boat headed into the waves. A bucket will work as a sea anchor in an emergency.
- Anchor the boat, if necessary.

- Seek shelter on-shore whenever possible. Particularly avoid riding out a storm that includes high wind and/or lightning, which is especially dangerous. Avoid contact with metal portions of the boat such as handrails, windshields, tower and cleats.

Nautical Charts

Nautical charts are especially important to boaters planning trips, particularly on open waters. These charts show the nature and shape of the coast, depths of water, general configuration and character of the bottom of the body of water. Other markings on the nautical charts include prominent landmarks, port facilities, aids to navigation, and marine hazards. Changes brought about by people and nature require that nautical charts be constantly maintained and updated to aid safe navigation.

National Ocean Service (NOS) charts may be purchased either directly by mail from the NOS Distribution Branch or through an authorized agent. There are more than 1,700 nautical chart agents who sell them.

FAA/National Aeronautical Charting Office
Distribution Division, AVN-530
1305 East-West Highway
Silver Spring, MD 20910
Telephone: (301) 427-5000
Email: 9-AMC-aerochart@faa.gov
http://naco.faa.gov/

Float Plan

A "float plan" is a written record indicating the planned destination and approximate length of time for the outing. Sample forms are available at the Coast Guard's website. One should be completed and left with a relative or friend prior to each trip. In case of an emergency or failure to return within a reasonable period of time, pertinent information will be available to assist local marine police or the Coast Guard in determining whether a search should be performed. Be sure to notify the float plan holder upon return.

Staying Afloat

It is commonly believed that someone dressed in heavy clothing or waders will experience considerably more difficulty staying afloat if they fall overboard. This is not true. Air trapped in clothing provides flotation and bending the knees will trap air in waders.

To stay afloat:

- Remain calm. Do not thrash about or try to remove clothing or footwear. This leads to exhaustion and increases the loss of air that may keep you afloat.
- Keep your PFD on.
- Keep your knees bent.
- Float on your back and paddle slowly to safety.

Cold Water Survival

Sudden immersion in cold water can induce rapid, uncontrolled breathing, cardiac arrest and other physical body conditions, which can lead to drowning. Always wearing a PFD will help survival in rapid immersion situations.

In other situations when entry into cold water is necessary:

- Wear a PFD.
- Button all clothing.
- Cover your head if possible and enter the water slowly.
- Keep your head out of the water if at all possible.

Assume the Heat Escape Lessening Posture (HELP) position as taught within a Coast Guard-taught safety course. Information about HELP is available online.

Immersion in water speeds the loss of body heat and can lead to hypothermia, the abnormal lowering of internal body temperature. If a boat capsizes, it will likely float on or just below the surface.

To reduce the effects of hypothermia, get in or on the boat. Try to get as much of your body out of the water as possible. If you can't get in the boat, a PFD will enable you to keep your head out of the water. This is very important because about 50 percent of body heat loss is from the head.

It may be possible to revive a drowning victim who has been under water for some time and shows no sign of life. Cases document instances where victims have been resuscitated after extended periods. Start CPR immediately and get the victim to a hospital as quickly as possible.

Immersion suits will delay the effects of hypothermia in cold water and are available through many retailers who specialize in sales of marine products. The suits should be stored and maintained according to the manufacturer's instructions.

Inflatable Life Rafts

An inflatable life raft can provide a survival platform for an extended period of time. Be sure the life raft is large enough for everyone on board when the boat operates off-shore. It should have the appropriate emergency equipment pack and should be professionally serviced periodically, according to the manufacturer's instructions. Coast Guard-approved life rafts must meet a number of stringent material and performance standards.

Anchoring

Anchoring is done for two principal reasons: first, to stop for fishing, swimming, lunch or an overnight stay, and secondly, to keep a boat from running aground in bad weather or as a result of engine failure.

When preparing to anchor, bring the bow of the vessel into the wind or current. Place the engine in neutral. When the boat comes to a stop, slowly lower the anchor. Do not throw the anchor over as it will tend to foul the anchor or tangle line. When the anchor line has been let out, back up away from the anchor with the engine in idle reverse to help set the anchor. After it is firmly set, use reference points (landmarks) in relation to the boat to be sure that the boat is not drifting. Check the points frequently.

Rules Of The Open Water

Just as there are rules that apply when driving a vehicle on the street, there are waterway rules that apply when driving a boat on the water. These rules are used internationally, and they are enforced by the United States Coast Guard and local agencies. You should be aware of these rules and follow them whenever you encounter another vessel on the water.

In various geographic locations, certain rules prevail that may be unique to the locale. Each state also has laws and boating limitations that may be applicable only within their boundaries. It is the operator's responsibility to seek out this information and become familiar with all safety-related information, laws and rules governing boating operation.

The rules presented in this Owner's Manual are condensed and have been provided for convenience only. Consult your local U.S. Coast Guard Auxiliary (USCGA), Department of Motor Vehicles (DMV) or Department of Natural Resources (DNR) for a complete set of rules governing the waters in which you will be using your boat. If you plan to travel—even for a short trip—you would be well-served to contact the regional USCGA, DMV or DNR in the area where you will be boating. Often, basic information is available through websites sponsored and prepared by these organizations and governing bodies.

Steering and Sailing Rules/Sound Signals

Any time two (2) vessels on the water meet one another, one vessel has the right-of-way. It is called the stand-on vessel. The vessel that does not have the right-of-way is called the give-way or burdened vessel.

These rules determine which vessel has the right of way, and accordingly, what each vessel should do.

The vessel with the right-of-way has the duty to continue its course and speed, except to avoid an immediate collision. When you maintain your direction and speed, the other vessel will be able to determine how best to avoid you.

The vessel that does not have the right of way has the duty to take positive and timely action to stay out of the way of the stand-on vessel. Normally, the give-way vessel should not cross in front of the stand-on vessel, but should slow down or change direction briefly and pass behind the other vessel. You should always move in such a way that the stand-on operator can see what you are doing if you are operating the give-way vessel.

General Prudential Rule

This rule is called Rule 2 in the International Rules and says, *"In obeying and construing these rules due regard shall be had to all dangers of navigation and collision, and to any special circumstances, which may render a departure from the above rules necessary in order to avoid immediate danger."*

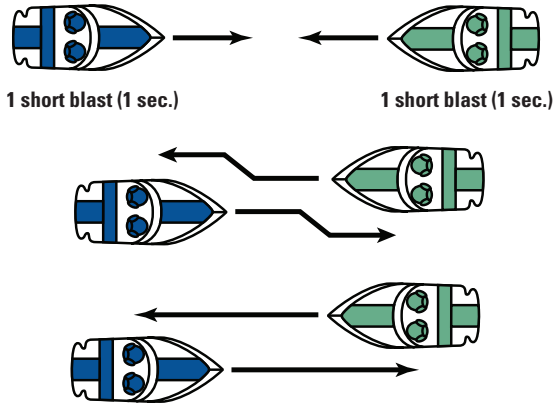
Rules When Encountering Vessels

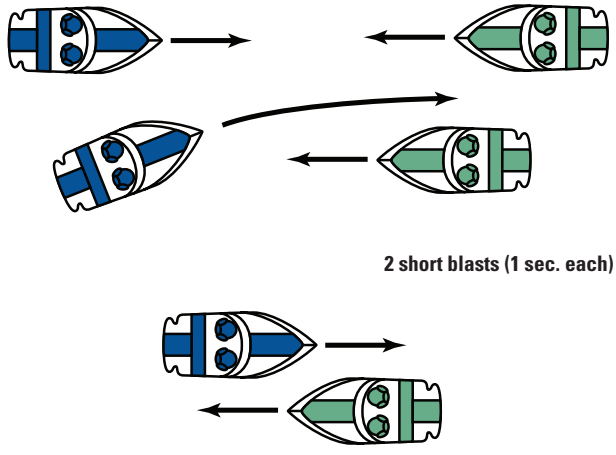
There are three (3) main situations in which you may encounter other vessels, and you must avoid a collision. These are:

- Meeting (you are approaching another vessel head-on).
- Crossing (you are traveling across the other vessel's path).
- Overtaking (you are passing or being passed by another vessel).

Meeting

If you are meeting another vessel head-on, and you are close enough to run the risk of collision, neither of you has the right-of-way. Both of you should alter course to avoid an accident. You should keep the other vessel on your port (left) side. (This rule doesn't apply if both of you can clear each other by continuing your set course and speed.)

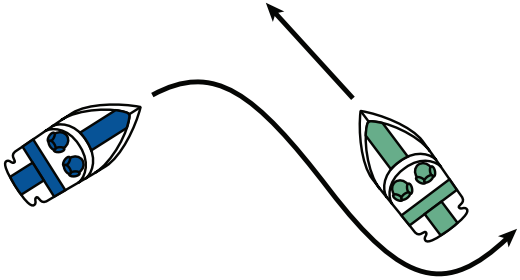




Crossing

When two (2) power-driven vessels are crossing each other's path close enough to run the risk of collision, the vessel that views the crossing vessel to the starboard (right) side must give way.

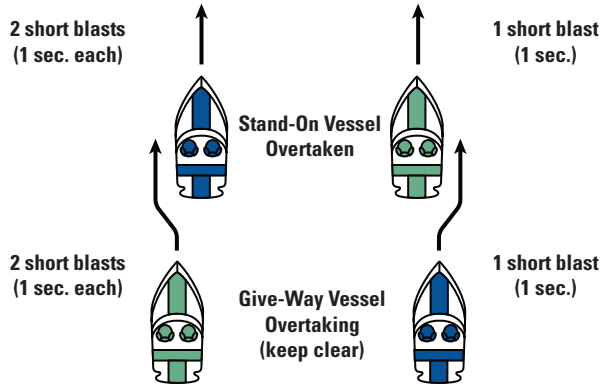
If the other vessel is to the port (left) side, you are the stand-on vessel, and provided the other vessel gives you the right-of-way, maintain your course and direction.



Overtaking

If you are passing another vessel, you are the give-way vessel. This means that the other vessel is expected to maintain its course and speed. You must stay out of its way as you clear it, altering course and speed as necessary.

Conversely, if you are being passed by another vessel, you are the stand-on vessel, and you should maintain your speed and direction so that the vessel can be steered around you.



Sailing Vessel Right-Of-Way

Sailing vessels should normally be given the right-of-way. The exceptions to this are:

- When the sailing vessel is overtaking the power-driven vessel, the power-driven vessel has the right-of-way.
- Sailing vessels should keep clear of any fishing vessel.
- In a narrow channel, a sailing vessel should not hamper the safe passage of a power-driven vessel that can navigate only in such a channel. A sailing vessel that is underway but not using sails is considered a power vessel and should be treated like any other power vessel when determining right of way.

Fishing Vessel Right-Of-Way

Under international rules, all vessels that are fishing with nets, lines or trawls are considered to be fishing vessels; however, boats with trolling lines are not considered fishing vessels.

Fishing vessels have the right of way, regardless of position, but these vessels cannot impede the passage of other vessels in narrow channels.

Other Special Situations

There are additional rules to remember when operating your boat around other vessels, such as:

- When navigating in narrow channels, you should keep to the right when it is safe and practical to do so.
- When preparing to go around a bend that may obstruct your view of other water vessels, you should sound a prolonged blast on the horn or with a whistle for four (4) to six (6) seconds. Even if no reply is heard, you should still proceed around the bend with caution.

Reading Buoys and Other Markers

The waters of the United States are marked for safe navigation by the lateral system of buoyage. The markers and buoys you encounter will have an arrangement of shapes, colors, numbers and lights to show which side of the buoy a boater should pass when navigating in a particular direction.

The Uniform State Waterway Marker System has been devised for these waters. This system uses buoys and signs with distinctive shapes and colors to show regulatory or advisory information. The markings on these buoys are oriented from the perspective of being entered from a seaward direction while the boater is going toward the port. Red buoys are passed on the starboard (right) side when proceeding from open water into port, and green buoys are passed on the port (left) side. When navigating out of port, your position to the buoys should be reversed: red buoys to port (left) and green buoys to starboard (right).

Uniform State Waterway Marker System

Green or Black Channel Marker Buoy: Traveling upstream, you should pass to the right of the buoy as it marks the left side of the channel.

Red Channel Marker Buoy: Traveling upstream, you should pass to the left of this buoy as it marks the right side of the channel.

Junction Buoy (Green over Red): Means two channels are coming together and you should pass to the right of the buoy as you travel upstream.

Junction Buoy (Red over Green): Means two channels are coming together and you should pass to the left of the buoy as you travel upstream.

Passing Daymark (Green): A sign mounted on poles in the water or on the bank which is used in the same manner as a channel marker buoy. In this case it marks the left side of the channel as you travel upstream.

Passing Daymark (Red): A sign mounted on poles in the water or on the bank which is used in the same manner as a channel marker buoy. In this case it marks the right side of the channel as you travel upstream.

Channel Crossing Daymark (Green): A sign mounted on poles in the water or on the bank which means the channel is crossing from the left bank to the right bank as you travel upstream.

Channel Crossing Daymark (Red): A sign mounted on poles in the water or on the bank which means the channel is crossing from the right bank to the left bank as you travel upstream.

Boats Keep Out Buoy: Marks a swimming area, an area near a dam or any area where boats are not allowed.

Danger Buoy: Marks an obstruction, ferry cable, or any area where boats should not navigate or should use extreme caution.

Information Buoy: Used to relay information. Words printed in black (usually inside the border) tell place names, distances, directional arrows, availability of supplies, gasoline, etc.

Control Buoy: Marks a restricted area such as "slow no-wake," "5 MPH, no skiing or no fishing."

Mooring Buoy: Means an anchor buoy. This is the only buoy to which a boat may tie or secure to.

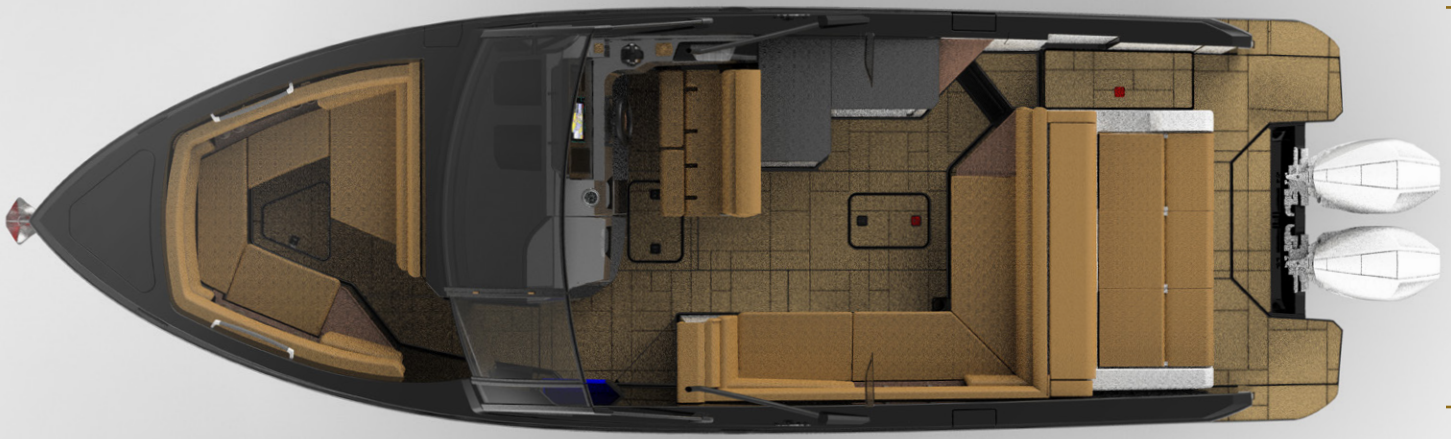
Diver's Flag: Must be used any time a diver is in the water. Boats must not come closer than 50 feet of the flag and must operate at a slow, no-wake speed within 200 feet.

Alpha Flag: Means a vessel is engaged in diving operations or is restricted in its ability to navigate. Boaters must use extreme caution and are advised to look for a diver's-down flag.

NOTE: Markings may vary by geographic location. For example, the Western Rivers System markers are slightly different, as well as in different states or jurisdictions. Always consult appropriate boating authorities before boating in unfamiliar waters.


AVIARA

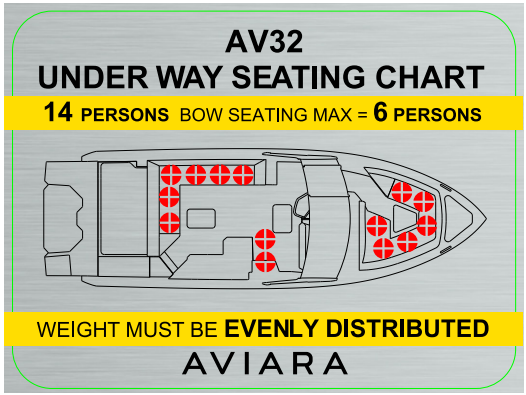
Model Features and Specs

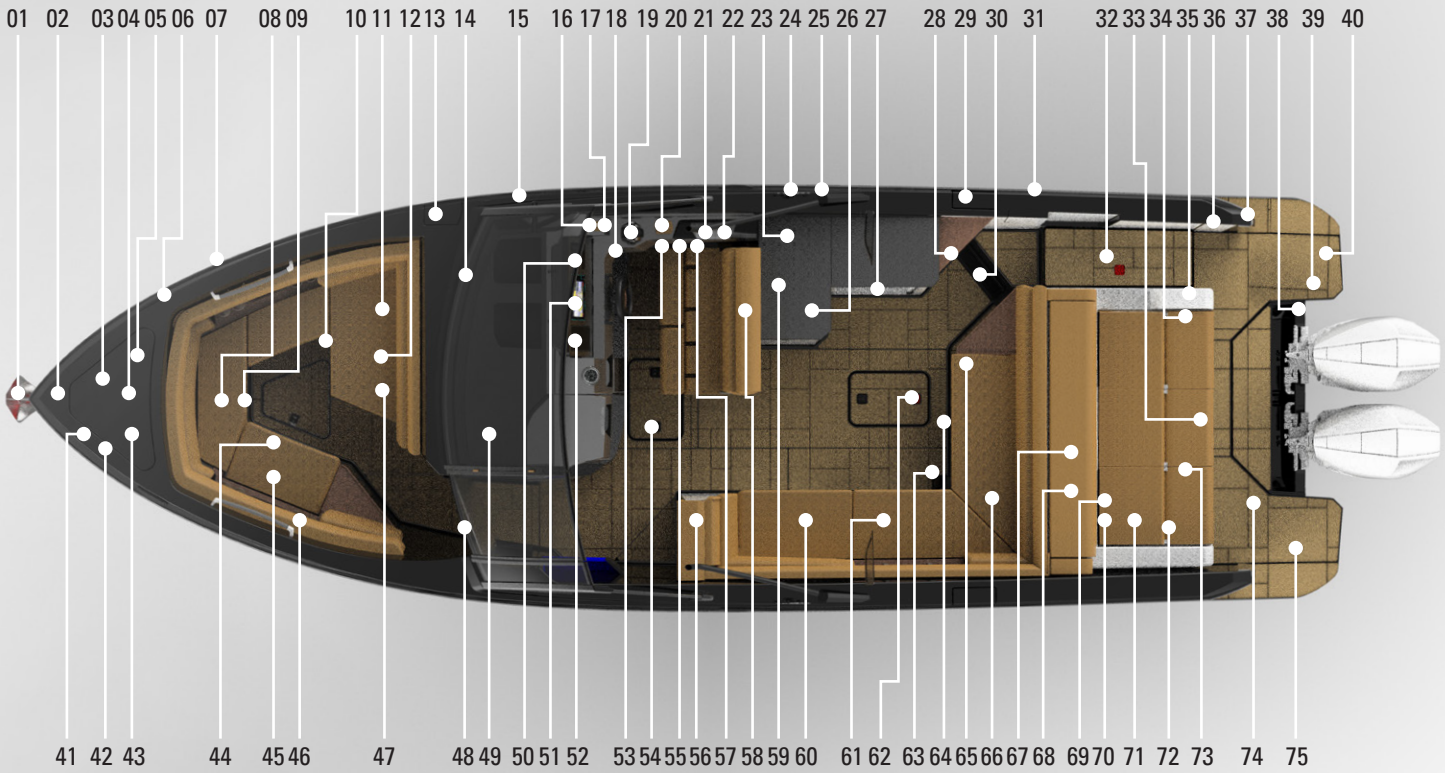

OB: 10'4" | I/O 10'4"
OB: 34'4"
I/O 32'6"

AV32

Specifications	OB	I/O
Length Overall	34'4"	32'6"
Beam	10'4"	10'4"
Weight (dry)	12,000	13,000
Deadrise	20 Degrees	20 degrees
Usable Fuel	166 Gal	166 Gal
Water Capacity	21 Gal	21 Gal
Holding Tank Capacity	19 Gal	19 Gal
Weight Capacity	Yacht Certified	Yacht Certified
Draft Drive Up	1'11"	1'11"
Draft Drive Down	2'10"	3'0"
Maximum Outboard Horsepower	Twin 350 HP - 700 HP Total	

Seating Chart

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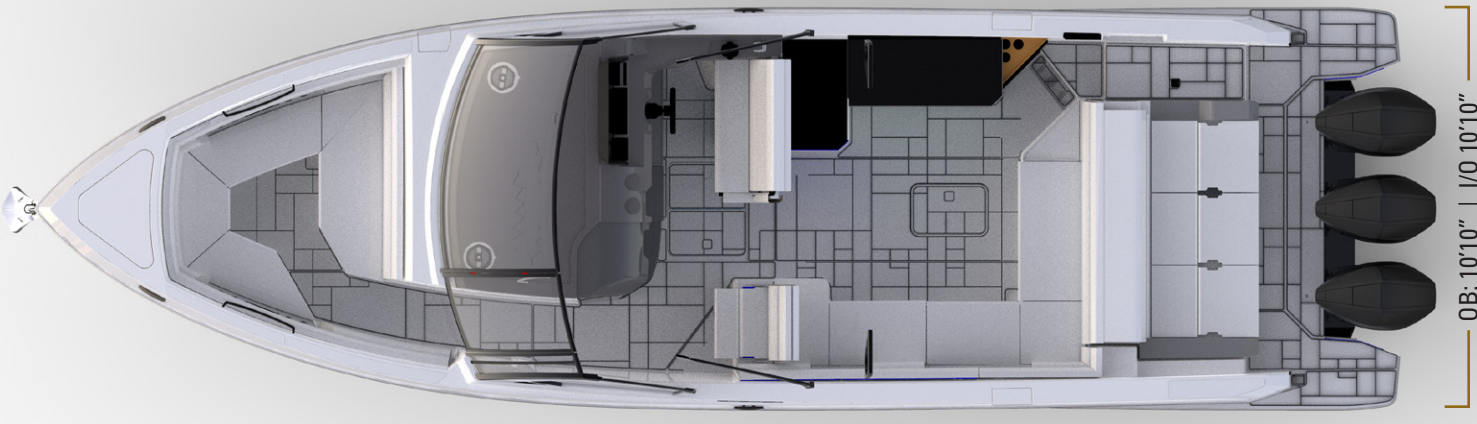
AV32

Features

01. Anchor
02. Bow Navigation Lights
03. Anchor Safety Lanyard
04. Windlass (Anchor Control)
05. Anchor Wash Down Hose and Sprayer
06. Bow Cleat (Port & Starboard)
07. Anchor Washdown Drain
08. Storage (Table Leg)
09. Mounting Bracket for Table Leg
10. Bow Floor Drain
11. Macerator Seacock Access
12. Overboard Discharge (Underneath)
13. Waste Water Pump Out
14. Windshield Wiper
15. Forward Bilge Pump Thru-hulls
16. Start/Stop Switch
17. Trim Tab Controls
18. Stereo and Software USB
19. Throttle
20. Joystick
21. Glove Box
22. Charging Port, 12V Plug
23. Wine Bottle Storage
24. Mid-ship Cleat (Port & Starboard)
25. Sink Drain
26. Cooler Storage or Drawer Cooler
27. Optional Refrigerator
28. Trash Can
29. Fuel Fill (Port & Starboard)
30. Deck Drains
31. Aft Bilge Pump Thru-hulls
32. Fender Storage
33. Bilge Pump Access
34. Fresh Water Shower
35. Transom Stereo Remote
36. Courtesy Lighting Switch
37. Stern Cleat (Port & Starboard)
38. Anode (Below Water Line on Transom)
39. Underwater Lights (Port & Starboard)
40. Ladder
41. Remote for Windlass
42. Power for Anchor Wash Down
43. Access to Anchor Rope
44. Water Pickup for Anchor Wash Down (Underneath)
45. Built-in Cooler
46. Bow Stereo Remote & USB Plug
47. Pump for Anchor Washdown
48. Bow Block Off Door
49. Electric Head (Under Helm)
50. Engine Display
51. Chartplotter / GPS Display
52. Digital Switches Display
53. Emergency Cut-off Switch
54. Storage for Cockpit Table, Fwd Bilge Pumps, and Windshield Washer Fluid
55. VHF Radio
56. Trash Can
57. Cooled Cup Holders
58. Adjustable Double Helm Seat
59. Wet Bar
60. Removable Cooler
61. Fire Extinguisher, Storage
62. Access to Fuel Tank
63. Deck Drain
64. Table Leg Mount
65. Fresh Water Pump
66. Engine Hatch Override and Breakers (Under Seating)
67. Engine Hatch
68. Adjustable Bar Stools
69. Engine Sea Strainers (Sterndrive Only)
70. Breakers and Fuses (Inside Storage Area)
71. Adjustable Back Rests
72. Battery Switches and Main Power Breaker
73. Fresh Water Fill
74. Swim Platform
75. Trim Tabs (Port & Starboard)

NOTE: Some items shown may be optional

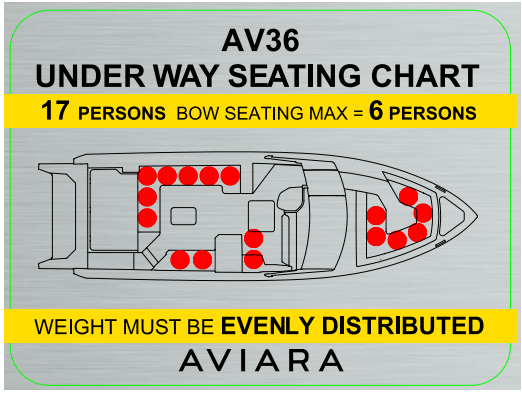

OB: 10'10" | I/O 10'10"
OB: 38'6"
I/O 36'8"

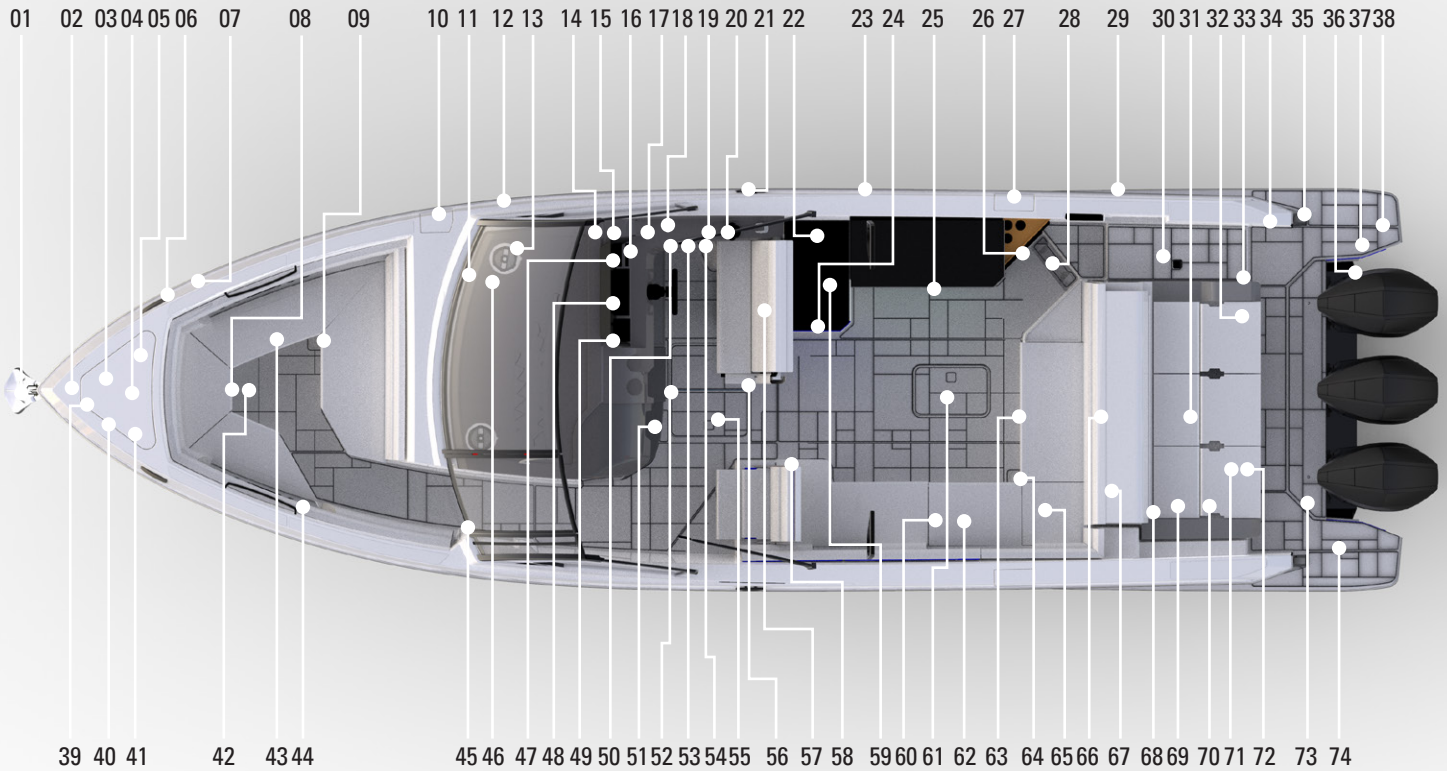
AV36

Specifications

	OB	I/O
Length Overall	38'6"	36'8"
Beam	10'10"	10'10"
Weight (dry)	14,550	15,500
Deadrise	20 Degrees	20 degrees
Usable Fuel	214 Gal	214 Gal
Water Capacity	37 Gal	37 Gal
Holding Tank Capacity	26 Gal	26 Gal
Weight Capacity	Yacht Certified	Yacht Certified
Draft Drive Up	2'7"	2'7"
Draft Drive Down	3'6"	3'6"
Maximum Outboard Horsepower	Triple 300 HP - 900 HP total	

Seating Chart

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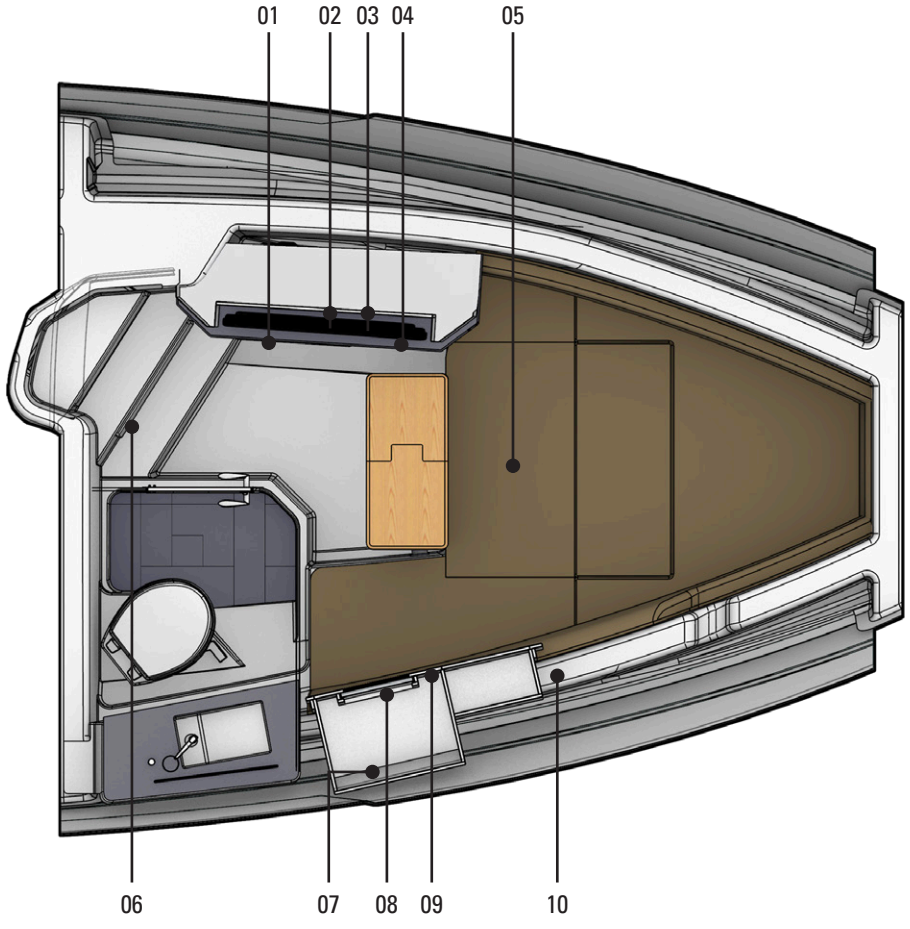
39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74

AV36

Features

01. Anchor
02. Bow Navigation Lights
03. Anchor Safety Lanyard
04. Windlass (Anchor Control)
05. Anchor Wash Down Hose and Sprayer
06. Bow Cleat (Port and Starboard)
07. Anchor Locker Drain
08. Bracket for Table Leg
09. Bow Floor Drain
10. Deck Waste Water Pump Out
11. Windshield Wiper
12. Forward Bilge Pump Thru-hulls
13. Generator and AC Breaker Panel (In Cabin)
14. Start/Stop Switch
15. Trim Tab Controls
16. Stereo and Software USB
17. Throttle
18. Joystick
19. Glove Box
20. Charging Port, 12V Plug
21. Mid-Ship Cleat (Port and Starboard)
22. Wine Bottle Storage
23. Sink Drain
24. Cooler Storage or Drawer Cooler
25. Optional Refrigerator
26. Trash Can
27. Fuel Fill (Port and Starboard)
28. Deck Drains with Seacock
29. Aft Bilge Pump Thru-hulls, Generator Exhaust
30. Fender Storage
31. Bilge Pump Access
32. Fresh Water Shower
33. Transom Stereo Remote
34. Courtesy Lighting Switch
35. Stern Cleat (Port and Starboard)
36. Anode (Below Water Line on Transom)
37. Underwater Lights (Port and Starboard)
38. Ladder
39. Remote for Windlass
40. Power for Anchor Wash Down
41. Access to Anchor Rope
42. Water Pickup for Anchor Wash Down (Underneath)
43. Built-in Cooler
44. Bow Stereo Remote & USB Plug
45. Bow Block Off Door
46. Electric Head (In Cabin)
47. Engine Display
48. Chartplotter / GPS Display
49. Digital Switches Display
50. Emergency Cut-off Switch
51. Forward Bilge, Air Conditioning Seacock, Window Washer Fluid
52. Storage, access to Macerator
53. VHF Radio
54. Cooled Cup Holders
55. Fresh Water Pump
56. Raw Water Overboard Discharge (Underneath)
57. Adjustable Double Helm Seat
58. Trash Can
59. Wet Bar
60. Fire Extinguisher, Storage
61. Access to Fuel Tank
62. Storage for all Tables and Legs
63. Table Leg Mount
64. Deck Drains with Seacock
65. Engine Hatch Override and Breakers (Under Seating)
66. Engine Hatch
67. Adjustable Bar Stools
68. Breakers and Fuses
69. Adjustable Back Rests
70. Battery Switches and Main Power Breaker
71. Shore Power Connections
72. Fresh Water Fill
73. Swim Platform
74. Trim Tabs (Port & Starboard)

NOTE: Some items shown may be optional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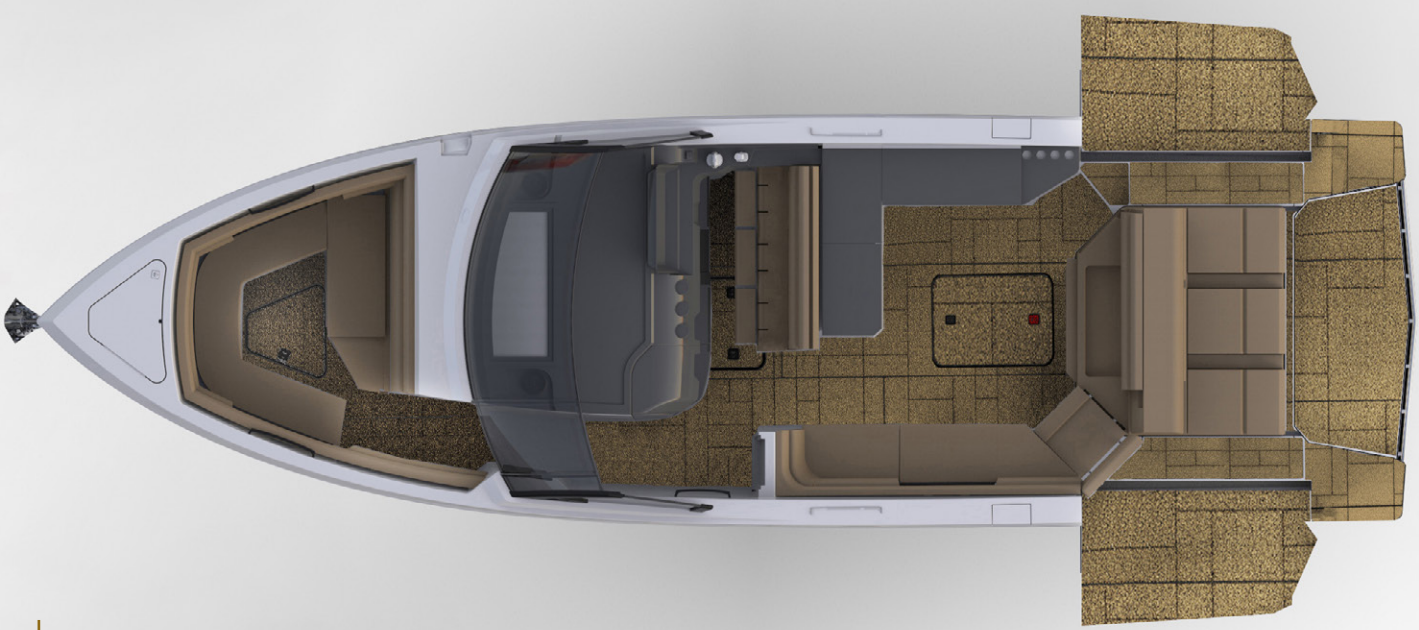
AV36

Cabin Features

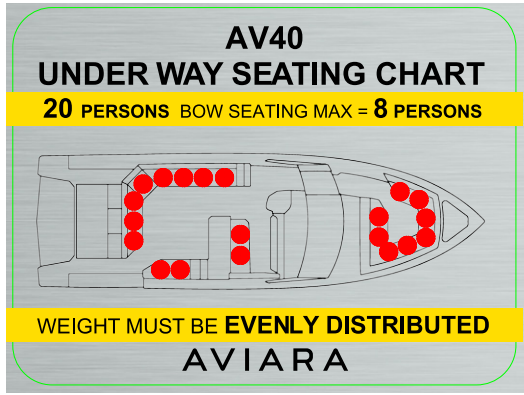
01. Microwave
02. TV
03. Soundbar
04. TV Inputs
05. Raw Water Washdown Seacock/Pump (Under Seat Cushion Access)
06. Bilge Pump /Sump Pump (Under Floor Access Hatch)
07. Amp and Audio Panel
08. Main Distribution Panel (MDP)
09. Generator Start/Stop Control
10. HVAC Control

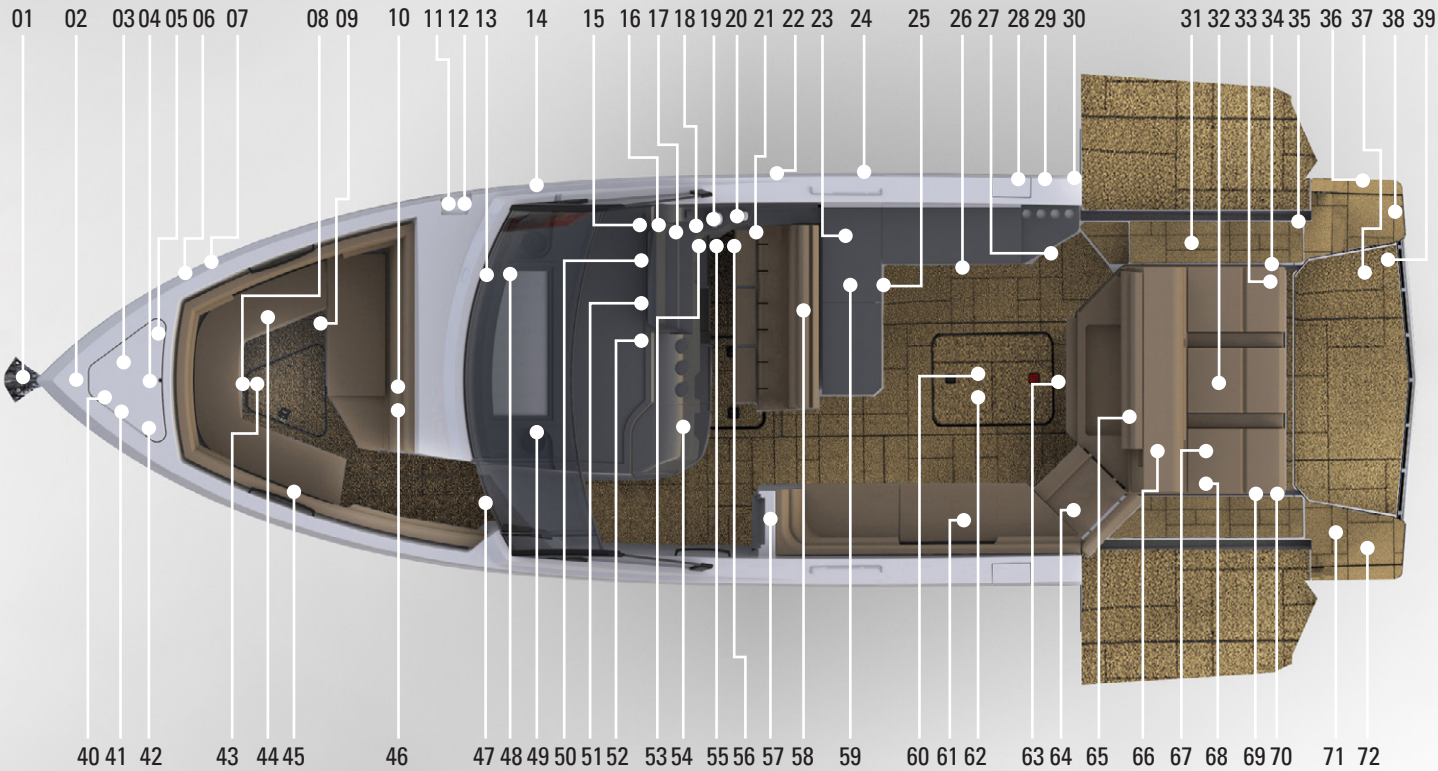

OB: 12’3” | I/O 12’3”
OB: 42’3”
I/O 40’7”

AV40

Specifications	OB	I/O
Length Overall	42'3"	40'7"
Beam	12'3"	12'3"
Deadrise	19 Degrees	19 degrees
Fuel Capacity	357 Gal	357 Gal
Water Capacity	53 Gal	53 Gal
Holding Tank Capacity	32 Gal	32 Gal
Weight Capacity	Yacht Certified	Yacht Certified
Draft Drive Up	2'10"	2'10"
Draft Drive Down	3'10"	3'8"
Bridge Height	9'9" No Radar	9'9" No Radar
Overall Height	12'4" No Radar	12'4" No Radar
Maximum Outboard Horsepower	Triple 400 HP - 1200 HP Total	

Seating Chart

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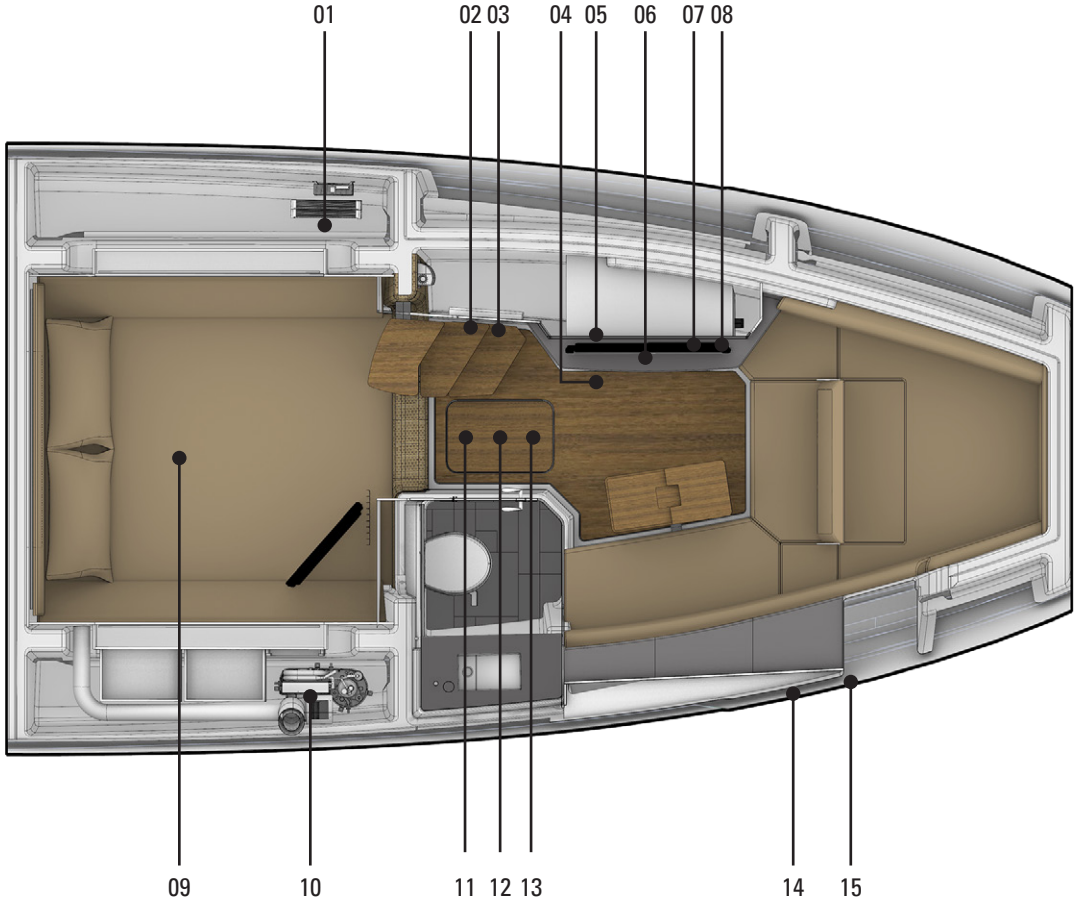
40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72

AV40

Features

01. Anchor
02. Bow Navigation Lights
03. Anchor Safety Lanyard
04. Windlass (Anchor Control)
05. Anchor Wash Down Hose and Sprayer
06. Bow Cleat (Port & Starboard)
07. Anchor Locker Drain
08. Bracket for Table Leg
09. Floor Drain
10. Raw Water Overboard Discharge, Macerator Seacock Access (Underneath)
11. Waste Water Pump Out
12. Fresh Water Fill
13. Windshield Wiper
14. Forward Bilge Pump Thru-hulls
15. Start/Stop Switch
16. Trim Tab Controls
17. Stereo and Software USB
18. Throttle
19. Joystick
20. Glove Box
21. Charging Port, 12V Plug
22. Forward Mid-Ship Cleat (Port & Starboard)
23. Wine Bottle Storage
24. Sink Drain
25. Cooler Storage or Drawer Cooler
26. Optional Refrigerator(s) and Grill(s)
27. Trash Can
28. Fuel Fill (Port & Starboard)
29. Aft Mid-Ship Cleat (Port & Starboard)
30. Aft Bilge Pump Thru-hulls
31. Fender Storage
32. Bilge Pump Access
33. Fresh Water Shower
34. Transom Stereo Remote
35. Courtesy Lighting Switch
36. Stern Cleat (Port & Starboard)
37. Anode (Below Water Line on Transom)
38. Ladder
39. Underwater Lights (Port & Starboard)
40. Remote for Windlass
41. Power for Anchor Wash Down
42. Access to Anchor Rope
43. Fresh Water Pump
44. Built-in Cooler
45. Bow Stereo Remote & USB Plug
46. Water Pickup for Anchor Wash Down (Underneath)
47. Bow Block Off Door
48. Electric Head (In Cabin)
49. Generator and AC Breaker Panel (In Cabin)
50. Engine Display
51. Chartplotter / GPS Display
52. Digital Switches Display
53. Emergency Cut-off Switch
54. Storage for Aft Table, Bilge, Window Washer Fluid
55. VHF Radio
56. Cooled Cup Holders
57. Trash Can
58. Power Adjustable Triple Helm Seat
59. Wet Bar
60. Bilge Pump Access
61. Fire Extinguisher, Storage
62. Access to Fuel Tank and Gyro
63. Table Leg Mount
64. Engine Hatch Override and Breakers (Under Seating)
65. Engine Hatch
66. Adjustable Bar Stools
67. Adjustable Back Rests
68. Breakers and Fuses
69. Battery Switches and Main Power Breaker
70. Shore Power Connections
71. Swim Platform
72. Trim Tabs (Port & Starboard)

NOTE: Some items shown may be optional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AV40

Cabin Features

01. Amp and Audio Panel
02. Main Distribution Panel (MDP)
03. Generator Start/Stop Control
04. Refrigerator
05. TV
06. Microwave
07. Soundbar
08. TV Inputs
09. Bilge Pump Access (Under Mattress)
10. HVAC Unit
11. Seacock for Overboard Discharge
12. HVAC Seacock (Under Floor Access Hatch)
13. Shower Sump and High-Flow Bilge Pump Access (Under Floor Access Hatch)
14. HVAC Control
15. Digital Switching 5" Display


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SIMRAD
AVIARA

Helm, Instrument, and Switch Layout

Features

01. 11" Digital Switches Display
02. Klipsch Speaker
03. Chartplotter / GPS Display
04. Steering Wheel
05. Button Pack
06. Engine Display
07. Engine START-STOP buttons
08. Engine Emergency Safety Stop Switch
09. Power Distribution Modules (behind panel)
10. Stereo and Software USB
11. Cooled Cup Holders
12. VHF Radio (below glove compartment)
13. Trim Tab buttons
14. Throttle
15. Joystick
16. Ignition Keys (below glove compartment)
17. 12V Receptacle (inside glove compartment)
18. Glove Compartment

Preparation

Dealer Responsibilities

When you receive your new Aviara boat, your dealer will have already serviced and performed a pre-delivery check on your boat. In addition to these checks, your dealer is responsible for providing you with:

- An in-person demonstration of the safety systems, and general operations of the boat.
- A pre-sale inspection checklist.
- A review of the Aviara Warranty and explanation of how to obtain warranty service.
- Owner's Manuals for all systems of the boat.

Contact your dealer if you do not receive these demonstrations and materials or for additional questions regarding your Aviara.

Using Care When Fueling

Aviara boats are equipped with a highly innovative fuel system. This system is designed to provide years of trouble-free service. The Aviara fuel delivery system is based on the latest innovations in fuel handling and safety.

The fuel pump system in Aviara boats is specifically designed for the marine environment and contains a number of added safety components. Because of the special nature of the design, there are no user-serviceable parts. Any parts in need of service or maintenance will need to be addressed by an

authorized Aviara dealer. An authorized Aviara dealer is equipped with the special tools necessary to disassemble and service the fuel capsule and associated parts. Replacement parts must meet OEM requirements as specified by Aviara.
The fuel line in the bilge area that goes from the tank to the engine is a multi-layer armored line covered with a special material known as a fire sleeve. The fire sleeve protects the fuel line in the unlikely event of a boat fire. The sleeve is orange colored so that the fuel line can be easily identified.

Filling the fuel tank for the first time will take much longer than subsequent fillings as air is being displaced in the system. For all subsequent fuel-fillings, the process will take about the same amount of time as it does to fill a land-based vehicle.

During refueling you should reasonably expect to avoid having any fuel spit-back or well-back when using an automatic shut-off fuel pump nozzle. All land-based gas stations in North America are required to use these; some marinas may not. Therefore, we recommend that you never leave the fuel fill unattended when fueling.

Aviara recommends daily inspection of the bilge for foreign materials including possible gas or oil leakage. As part of your daily inspection, include a visual check of the orange fire-sleeved fuel line. If you see damage to the sleeve or line or in any way suspect damage or fuel leakage, DO NOT START THE BOAT! Immediately call an authorized Aviara servicing dealer and let him or her assess the situation. Leaking fuel can cause serious damage to the environment and may be a potentially hazardous situation for people and property in the area. Therefore, it is critical to attend to any indication that there is fuel line damage or fuel leakage as soon as possible.

DANGER

Gasoline is extremely flammable and highly explosive under certain conditions. Always stop the engine and never smoke or allow open flames or sparks within fifty (50) feet of the fueling area when fueling.

DANGER

Take care not to spill gasoline. If gasoline is spilled accidentally, wipe up all traces of it with dry rags immediately and dispose properly on shore.

DANGER

Gasoline is explosive. If a gasoline odor is present or gasoline is visually observed in the bilge area during inspection,

DO NOT START YOUR ENGINE! If the engine is already running, press the START-STOP button to stop the engine. Remove the ignition key from the ignition switch and call an authorized Aviara dealer for service.

Fuel Levels

Starting the engine with fuel levels below the acceptable standard will likely cause damage to the fuel pump. Aviara, working in conjunction with the fuel pump's manufacturer, has determined that on initial (first-time) use, the boat should have a minimum of fifteen (15) gallons of gas. This will prevent fuel starvation in instances of extreme running angles or when fuel sloshes away from the fuel pick-up.

CAUTION

Allowing the fuel level in the fuel tank to fall below one-quarter of a tank full may affect the reliability of the fuel pump or result in damage to the fuel pump, which is not covered under warranty.


AVIARA

Engines

Ilmor Owner's Manual

Aviara sterndrive models are equipped with ILMOR Marine Engines. ILMOR supplies an Owner's Manual with the purchase of your Aviara boat. For inquiries regarding ILMOR specific components contact:

ILMOR MARINE, LLC (U.S.A.)
www.Ilmor.com
186 Penske Way
Mooresville, NC 28115
844-GO-ILMOR (844-464-5667)
(704) 360-1901 FAX
service@ilmormarine.com

Gasoline for Ilmor Engine

Additional, critical information regarding the proper use of gasoline in relation to the ILMOR Marine Engine is contained in the engine owner's manual, including but not limited to:

- What type of gasoline to use
- Avoiding oxygenated fuels or fuels with alcohol
- What to do when the boat is not used for long periods of time
- Fueling outside the United States and Canada.

CAUTION

Damage to the engine by use of low-quality gasoline or gasoline with an octane rating below the minimum level listed for ILMOR engines will void the warranty on the engine. Extended storage with fuel in the system can affect fuel stability and may require system inspection and fuel filter replacement when the boat returns to service.

Troubleshooting the Fuel System

Fuel Pump Does Not Run When The Engine Start-Stop Button Is Pressed

Cause 1

Pump may not be receiving sufficient voltage to the pump, or there may be corrosion interfering with the electrical impulse.

Remedy 1

Take the boat to an authorized Aviara dealer. Only the dealer has the specialized, required tools to correct the problem.

Cause 2

The fuel pump relay may have tripped.

Remedy 2

Reset the relay on the EPDM screen on the dash.

The Sound Of The Fuel Pump Running Is Audible But The Engine Does Not Start

Cause

The system may have inadequate fuel pressure or clogged fuel filter and/or lines.

Remedy

Take the boat to an authorized Aviara dealer. There are a variety of potential causes that can negatively impact fuel pressure. All repairs require specialized tools available only to dealers.

Mercury Owner's Manual

Aviara outboard boats are equipped with Mercury Marine Engines. Mercury supplies an Owner's Manual with the purchase of your Aviara boat. For inquiries regarding Mercury specific components contact:

MERCURY MARINE GLOBAL HEADQUARTERS
www.mercurymarine.com
W6250 Pioneer Road
P.O.Box 1939
Fond du Lac, WI 54936-1939
(920) 929-5040

Gasoline for Mercury Engines

Additional, critical information regarding the proper use of gasoline in relation to the Mercury Marine Engine is contained in the engine owner's manual, including but not limited to:

- What type of gasoline to use
- Avoiding oxygenated fuels or fuels with alcohol
- What to do when the boat is not used for long periods of time
- Fueling outside the United States and Canada.

CAUTION

Damage to the engine by use of low-quality gasoline or gasoline with an octane rating below the minimum level listed for Mercury engines will void the warranty on the engine. Extended storage with fuel in the system can affect fuel stability and may require system inspection and fuel filter replacement when the boat returns to service.

Engine Hatch

The engine hatch is located on the transom of all boats. Open the hatch to inspect the engine or batteries as necessary. To open the hatch, navigate to the switches panel on the 11" display. Click the + or – buttons to raise and lower the hatch. Should the screen fail or batteries die, there is a manual engine hatch override switch mounted to the breaker panel under the aft port side seating on the AV32 and AV36, or mounted inside and adjacent to the battery switch compartment on the AV40. To operate this override switch, attach a jump pack or auxiliary battery to the studs provided and use the switch to raise or lower the engine hatch.

Safety Checks and Services

The following checks and services are essential to safe boating and must be performed. Get in the habit of performing these checks in the same order each outing so that it becomes routine.

⚠ WARNING

DO NOT launch or operate the boat if any problem is found during the Safety Check. A problem could lead to an accident during the outing, resulting in death or serious injury. Any and all problems should receive attention immediately. See your authorized Aviara dealer's service department for assistance.

Before Each Operation

These tasks are best accomplished before the boat is launched.

- Follow all engine and drive train pre-operation maintenance and safety checks as outlined in the provided engine owner's manual.
- Check the weather report, wind and water conditions.
- Check for recommended on-board tools and parts.
- Check that all drain plugs are installed properly, including bilge and rear drain (if equipped).
- Check the propeller and outdrive/lower unit for damage.
- Check that there is an adequate supply of fuel.
- Check that the steering system operates properly.
- Check that required safety equipment is on board.
- Check that the windshield and extrusions do not show any damage.
- Check that the fire extinguisher is fully charged.
- Check that no fuel, oil or water is leaking or has leaked into the bilge compartment.
- Check all hoses and connections for leakage or damage. Under normal operations, there will be some vibration, and this may loosen hardware over time.
- Check that all latches and brackets are secure, and anything that might move around in the cockpit during operation has been stowed. Even soft objects can cause injury when underway.
- Check that all required Scheduled Maintenance Checks and Services (see following sections) were performed.

During Operation

- Check gauges frequently for operating conditions.
- Pay attention that controls operate smoothly.
- Note any excessive vibration.
- Check that everything is secure, all latches and brackets are

secure, and anything that might move around in the cockpit during operation has been stowed. Even soft objects can cause injury when underway. Check that all required Scheduled Maintenance Checks and Services (see following sections) were performed.

After Operation

- Check for fluid leaks.
- Check the propeller and outdrive for damage after removing the boat from the water.


AVIARA

New Boat Break-In

The first fifty (50) hours of operation are the most important for establishing acceptable wear parameters for the boat. Proper break-in will ensure maximum performance and the longest possible power-train life. The break-in period allows moving parts within the engine and transmission to wear-in properly. All Aviara boats are lake-tested on the water before leaving the factory, but the break-in must continue for the first fifty (50) hours of your ownership.

New Boat Break-In

CAUTION

To ensure proper break-in and lubrication, boat owners should follow the break in procedures specified in the respective engine owner's manual. The first and second oil changes should be performed by an authorized Ilmor/Mercury/Aviara dealer. Failure to follow the break-in procedure exactly as stated in the engine owner's manual will void the engine warranty!

NOTE: Before operating the boat for the first time, you must read the engine manufacturer's manual completely in addition to this Owner's Manual!

Please follow the break-in procedure carefully. Close attention to the following is very important:

Maintain the proper oil level

Until the piston rings, cylinder and other working internal parts are thoroughly seated, oil consumption can be high and must be carefully watched. (This continues to be important after break-in, as well).

Pay close attention to the gauges and video screen(s)

It is important to stop the engine immediately if the gauges and/or video screen(s) indicate a problem. Low oil pressure and overheating are serious issues and require immediate attention.

Abnormal vibration or noises

These symptoms can be the first signs of trouble and should not be ignored. Occasionally, hardware may work loose, mountings may need to be tightened or the drive line may require attention.

Fuel, oil or water leaks

Leaks can pose a serious safety threat. While all new Aviara boats are lake tested at the factory to check for leaks, it is still possible that one may occur. If a leak does occur, it is quite likely that it will happen during the first few hours of operation.

Vary the engine speed

Never run the engine for more than three (3) minutes at any constant RPM during the break-in period. Following this specific instruction will assist in the proper break-in of rings and bearings.

Plane the Boat Quickly

Operating the boat at low speeds places an excessive load on the engine. Plane quickly, then back down to a slower speed.

First Hours of Operation

The first hours of operation affect the engine and drive train more than any other component on the boat. Therefore, it is very important to follow the break-in procedure EXACTLY as outlined in the engine owner's manual (Ilmor or Mercury, depending on the engine equipped).

Engine manufacturers have detailed and specific requirements for proper engine break-in. That information is found in the engine manual supplied, and must be followed exactly as indicated. Failure to do so could cause engine damage and/or failure that is not covered under warranty.

After Break-In

Once the break-in period is over, the boat may be operated continuously at any speed, but not beyond the maximum indicated in the engine owner's manual.

The engines are equipped with rev-limiters which will cause a fluttering when reached. If the boat has the correct propeller set-up, operators should never reach the limiter, but if that happens, it is a signal that you should reduce the throttle and check with an authorized Aviara dealer to determine the cause. Always remember that during normal operation you should allow the engine to warm up gradually. Be sure the engine is warm before accelerating. Pay careful attention to the gauges and video screen(s). Also, check the oil level frequently during the first fifty (50) hours of operation since the piston rings and cylinders require that much time to seat properly.

See the Scheduled Maintenance Checks and Services section for more details.

CAUTION

Failure to follow the engine oil recommendations listed in the engine owner's manual can cause additional engine wear and increase the possibility of engine component failure. Damage to the engine due to incorrect oil usage can be costly to repair, and it is not covered by the warranty!

Starting and Basic Operations

NOTE: If you are operating this boat for the first time, you must follow the engine and drive train break-in procedures as described in the engine owners manual. Failure to follow these procedures may result in serious damage and may void any warranties!

Starting

Before Starting

Familiarize yourself with the controls and indicators used on this Aviara boat. Perform all Safety Checks and Services as described in that part of this section of the Owner's Manual. Also perform all Scheduled Maintenance Checks and Services as described in this Owner's Manual.

Step 1

Inspect the bilge and engine compartment for any fluid/vapor leakage. Aviara recommends lifting the engine compartment/ bilge cover for inspection before each use.

Step 2

Check the hull drain plugs (where equipped). Make sure they are installed and secure.

Step 3

Operate the bilge blower for at least four (4) minutes. Leave the bilge blower ON through the starting process and until the boat is on plane.

DANGER

To prevent a possible explosion, operate the blower for at least four (4) minutes before starting the engine and always when at idle or slow-running speed. Explosive gasoline and/or battery fumes may be present in the engine compartment. Failure to do so may result in serious injury or death!

DANGER

Before starting the engine, open the engine compartment and check for gasoline fumes, fuel and oil leaks or the presence of fuel or oil in the bilge.

NOTE: Always start the engine with the control lever in the neutral position or with the shift disengaged. Your boat is equipped with a neutral-start safety switch that will not allow the engine to be started when in gear.

Starting the Engine

Attach the emergency engine safety switch tether (lanyard) to an article of your clothing and to the switch.

All models will have two or three removable ignition keys. Their

purpose is for safety and security. The keys should be inserted prior to starting an outing, and removed at the conclusion. This is intended to prevent theft or unapproved use of the boat.

The process for starting the boat is:

- Insert the keys and turn. This turns ON the electrical system and prompts the battery(ies) to provide power.
- Momentarily press the ENGINE START-STOP buttons.

NOTE: While the engines are warming up, check to see that all lights, video screens and gauges operate properly. Check that the steering system operates freely. Ensure that both engines started by checking that the RPMs on the engine gauges screen are activated.

Basic Operation

Shifting Gears

When shifting gears, always move the control levers smoothly into gear. Do not hesitate. Slow gear engagement could damage the shifting mechanism in the transmission.

NOTE: When shifting from forward to reverse or reverse to forward, be sure to stop the control lever in the neutral position and allow the engine to fall between 600-800 RPM before completing the shift.

A one-hand, dual-lever control operates as both a gear shifter and a throttle. Shifting is accomplished by moving the levers forward or backward. Center (straight up) is neutral. Moving the levers forward engages the running gear; moving them back from center puts the drive train into reverse.

During regular warm-up of the engine, it is possible to temporarily increase the engine RPMs without moving the boat. By clicking THROTTLE ONLY button on the throttle control mount, the throttle will rev the engine without engaging the transmission. Click this button once to engage the throttle without the transmission, and click it again to operate the boat normally. This function should be done sparingly. Over-revving the engine for any extended period can cause undue wear and tear on the engine. Avoid advancing to wide-open-throttle and holding the RPMs at that level. Refer to the ILMOR or Mercury Owner's Manual provided with your new boat for more information on the boat's throttle control.

Under Way

If the oil pressure gauge indicates low or no oil pressure, immediately stop the boat as outlined below and check the oil level. If the temperature gauge indicates overheating, stop the boat when it is safe to do so as outlined below and check the raw water system for blockage. (See the Boat Operations and Care and Maintenance sections of this Owner's Manual for directions on how to properly check for the blockage.) DO NOT operate the boat until the cause for the warning has been found and corrected.

CAUTION

Continued operation after the warning light has illuminated may cause severe engine damage. This will void your warranty.

Stopping

The process for stopping the boat is:

- Slowly bring the control levers to the neutral position. If the boat has been driven for a long period of time or at high speed, allow the engine a two-to-three (2-3) minute cool-down period at low idle (600-800 RPM).
- Press the ENGINE START-STOP button on Mercury equipped boats, or press and hold the ENGINE START-STOP button on Ilmor equipped boats.
- At the conclusion of the outing, turn the keys off and remove from the key slots. Turn the battery switches to "OFF". Doing so will ensure that you have turned off the electrical system, and will prevent others from starting or running the boat.
- If any problems were encountered during operation, have the boat inspected by an authorized Aviara dealer. Request any necessary repairs before resuming operation of the boat.

Operational Hints

Aviara urges all who will be operating the boat to seek certified instruction from the local boating authorities. This section is designed to present the most basic operational principles. It is NOT intended to cover all conditions encountered during operation. Therefore, the principles presented in this Owner's Manual are limited to the facts related directly to the operation of the boat, while the responsibility for the proper application of these principles belongs with the boat owner and/or operator.

Loading the Boat

Never overload the boat. Proper distribution of weight is critical to boat performance. Aviara models are Yacht Certified, meaning the capacity limit is at the captain's discretion. Captains should operate mindfully when deciding the number of persons on the boat at one time and should allocate the load as evenly as possible.

Failure to balance the boat properly may result in too much strain on the drive train or may sink the boat. This is not covered under warranty. See the Common Sense Advice information in the Safety section of this Owner's Manual regarding weight.

WARNING

Adding too much weight to your Aviara boat is not recommended, and can result in impaired visibility, diminished handling characteristics and instability when operating your boat. Such condition may result in potential structural and/or engine damage to the boat. Such damage is not covered under warranty.

DANGER

It is the boat operator's responsibility to ensure that the boat is never overloaded. Too much additional weight may cause the boat to overturn or sink, which can result in serious bodily injury or death.

Emergencies

Know how to use and spot distress signals, and to offer assistance if possible. Remember, you may need assistance someday. Review the Safety section of this Owner's Manual.

Courtesy

Always respect the rights of others on the water. Keep wide when passing, slow down in crowded areas, be alert and be

aware of your wake and wash. See the Rules of the Open Water information in the Safety section of this Owner's Manual.

First Time Operation

When taking to the water for the first time, you must keep in mind a few general guidelines:

- Practice makes perfect! Start in calm water with no wind or current and plenty of room until you get a feel for the boat and its controls.
- Proceed slowly! Give yourself time to think, react and maneuver.
- Recognize outside forces! Check the wind direction and velocity, as well as water currents and waves.
- Have a crew on hand! Have friends or family ready with fenders, lines and a boat hook to assist you when docking, as well as launching and loading.
- Remember that a boat is not an automobile! Boats cannot be maneuvered and stopped like a car. Boats steer from the stern (rear) and have no brakes.

Basic Maneuvering

Steering response is dependent upon three (3) factors: drive position, motion and throttle. While cruising speed maneuvering is relatively easy and takes little practice, slow-speed maneuvering is far more difficult and requires time and practice to master.

With both steering and propulsion at the rear of the boat, the initiation of a turn pushes the stern of the boat away from the direction of the turn. The stern follows a larger turning circle than the bow. This is especially important to remember when making maneuvers within close quarters.

Stopping—or checking headway—is a technique that must be mastered. With no brakes, reverse must be used to stop the boat. The momentum of the boat will vary according to the load. Make it a practice to slow to no-wake speed before shifting into reverse.

When practicing maneuvering techniques, always do so in open water that is free of traffic. Adequate practice may make the difference between a pleasurable boating experience or a potentially damaging (at the very least, embarrassing) one.

For the best engine performance and longevity, the wide-open-throttle (WOT) engine operation must be near the top of, but within, the specified WOT operating range. To adjust the WOT operating range, select a propeller with the proper

diameter and pitch. The propeller supplied on the boat was chosen for best all-around performance under average operating conditions.

Load, weather, altitude and boat condition all affect WOT engine operation.

Propping the boat should be done after the boat is loaded in the manner in which it would normally be loaded for each application. Add the people and gear that normally would be expected in the boat. Take the boat out and after warm-up, run it at wide-open-throttle and note the maximum RPM. EFI engines are equipped with RPM limiters to prevent over-revving. Take note if the RPM limiter is activated.

If the WOT RPM is higher than the maximum RPM in your engine's WOT operating range, the boat is under-propped. Installing a higher-pitched propeller will reduce the WOT RPMs. An engine that is over-revving may quickly experience catastrophic damage, which will not be covered under warranty.

If the WOT RPM is lower than the minimum RPM in your engine's WOT operating range, the boat is over-propped. Installing a lower-pitched propeller will increase WOT RPMs.

An engine that is under-revving is "lugging." This places a tremendous load on the pistons, crankshaft and bearings and can cause detonation, piston seizure and other engine damage, which will not be covered under warranty.

CAUTION

Engines should always be operated within engine manufacturer guide lines. Failure to do so may cause significant damage to the engine and drive train and is not covered under warranty!

Elevation and weather also have a very noticeable effect on the wide open throttle power of an engine. Since oxygen gets thinner as elevation increases, the engine begins to starve for air. Humidity, barometric pressure and temperature have a noticeable effect on the density of air since heat and humidity thin the air.

This phenomenon can become particularly apparent when an engine is propped for use on a cool, dry day in spring and then is operated on a hot, humid day in summer, and does not

have the same performance. Although some performance can be regained by dropping to a lower-pitch propeller, the basic condition still exists. The propeller is too large in diameter for the reduced power output. An experienced marine dealer can determine how much diameter to remove from a lower-pitch propeller for specific high-elevation locations.

Aviara's engine manufacturers suggest that consumers consult with the dealer from whom the boat was purchased regarding the best propeller for the application in which the boat will primarily be run. However, be aware that changing the propeller may void the warranty. Again, working with an authorized Aviara dealer is your best bet to ensure excellent performance.

Unusual Operating Conditions

If the body of water is unknown, talk to local boaters about the type of obstacles that may be encountered beneath the water's surface. Rocks, tree stumps and sandbars are all dangerous and damaging. Be especially wary of rivers and man-made lakes. Rapidly changing conditions can cause daily changes in underwater hazards.

Stay well clear of floating debris. What looks to be a small branch in the water may well turn out to be an entire tree. When traveling through weedy areas, keep an eye on the engine temperature gauge. Weeds caught up and blocking the water flow through the raw water intake will cause trouble. Also, after leaving the weedy area, shift to neutral for a few seconds and then to reverse for a few seconds to unwind any weeds that may have wrapped around the propeller.

Docking and Tie-Up

Approach the dock slowly, with the starboard side of the boat if possible for better access to the dock. Before tying up the boat, be sure to use enough fenders to protect the boat from damage. If possible, tie-up with the bow toward the waves. Use good quality double-braided nylon line. Tie-up only to the cleats or tie-down eyes. Never use the handrails.

CAUTION

Boats left at docks or at anchor must be monitored on a regular basis to avoid sinking. Maintain adequate battery charge to keep the bilge pumps operational to avoid excess water intrusion. If leaking is detected, immediately remove the boat from the water and determine the cause.

If the boat is to be moored for a long period of time, use chafing protectors to protect the gel coat finish. Leave a little

slack in the lines, allowing for some wave movement or tidal action where applicable. If the boat is to be kept in or near water for the season, consider the purchase of a boat lift and bottom paint for the hull. These lifts prevent the build-up of marine growth on the hull as well as protecting the boat from damage typical of on-water storage, such as blistering. Make sure the boat lift supports the hull correctly. See Lifting the Boat information in the Care and Maintenance section of the Owner's Manual.

Dashes and Video Screens

Product Information for the Aviara 11” Display

All product features are easily accessed through Touch Commands and Menus.


WIPERS
OFF
INTER
LOW
HIGH
HEATERS
CUP COOLERS
OFF
WIPER WASH
INACTIVE
BLOWER
OFF
SUN SHADE
WINDLASS
ENGINE COMPARTMENT
CABIN A/C
70
MASTER VOLUME
GARMIN

The Aviara 11" display is designed for instrumentation and control on electronically controlled engines communicating via SAE J1939 and NMEA 2000. The multimedia display enables boat operators to view audio files, switches and lights information along with Bluetooth connections. Included with this solution is the PV1100 touch screen unit.

Variations in Gauges and Switches

Please note that not every gauge or switch explained in this Owner's Manual is found on every model. Some equipment is optional, and not every option is available on all models of Aviara boats.

Also, Aviara utilizes a variety of gauge and switch styles that may be different from the gauges or switches pictured in this Owner's Manual. These differences between the various styles of gauges and switches are not in functionality. If a boat is equipped with a gauge or switch that is labeled as described, it will operate in the same fashion as the description, even if its appearance is different, as the appearance changes periodically.

If the owner and/or operators are uncertain about the purpose of a gauge or switch, do not operate the boat until consulting with an authorized Aviara dealer. Some gauges monitor information that is critical to safe and long-term use of the boat. Some switches can affect maneuverability, as well as operations that impact long-term use of the boat.

DANGER

Do not become distracted while utilizing multi-functional screens. Maintain situational awareness and do not change settings in crowded boating/swimming areas.

Care and Maintenance

General maintenance is not required; however, a soft cloth can be used for cleaning the unit. Window cleaner or alcohol can also be used to clean the glass portion of the display. Do not use harsh or abrasive cleaners on the unit.

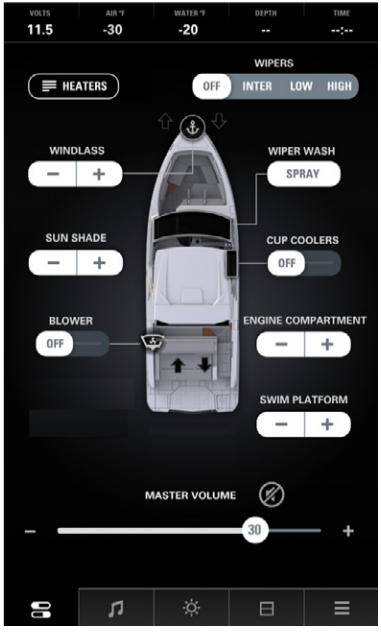
Critical Information Readout

- **Volts** represents the voltage of the house battery bank.
- **Air Temperature** reads the ambient outside air temperature. To change units of measurement, navigate to the User Settings page and select either metric or US Standard.
- **Water Temperature** reads the water temperature from the bottom of the hull. To change units of measurement, navigate to the User Settings page and select either metric or US Standard.
- **Depth** measures the depth from the hull bottom to the bottom of the body of water. To change units of measurement, navigate to the User Settings page and select either metric or US Standard.
- **Time** displays the current time of day. To edit, navigate to User Settings and adjust the time/time zone.

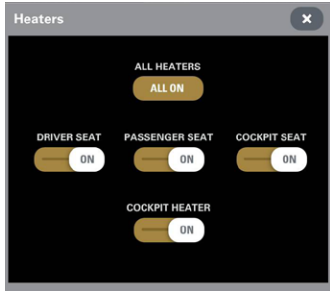
Digital Switches

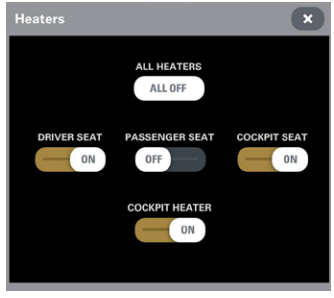
- **Windlass** is the electronic motorized winch used to raise and lower the anchor.
- **Sun Shade** will extend when the + button is pressed. The sunshade will retract when the – button is pressed. If either button is pressed a second time it will pause the extension or retraction. To continue extending or retracting the shade, press the + or – button again.
- **Sun Roof (AV40 only)** will extend when the + button is pressed. The sunshade will retract when the – button is pressed. If either button is pressed a second time it will pause the extension or retraction. To continue extending or retracting the shade, press the + or – button again.
- **Blower** can be turned On and Off.
- **Wipers** can be set to intermittent, low or high.
- **Wiper Wash** can be sprayed by touching the button.
- **Cup Coolers** can be turned On and Off.
- **Engine Compartment** and **Swim Platform** can be raised (+) or lowered (-).

- **Master Volume** can be adjusted via the + or – buttons, or the circle on the line may be dragged to the desired volume level. It may be muted by touching the symbol, which turns it red: . Touch it again to unmute the Master Volume.
- HEATERS will display the screen shown on the following page. Touch the desired switch to turn specific heaters On and Off.



Cockpit and Seat Heaters

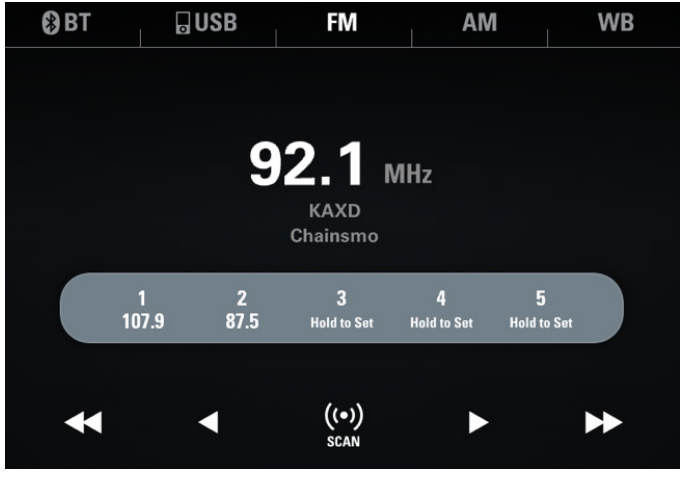




Tap the switches to toggle the heaters on or off. To toggle all cockpit heaters and seat heaters on or off at the same time, tap the ALL ON or ALL OFF button.

Music

The Music screen is divided into two parts.

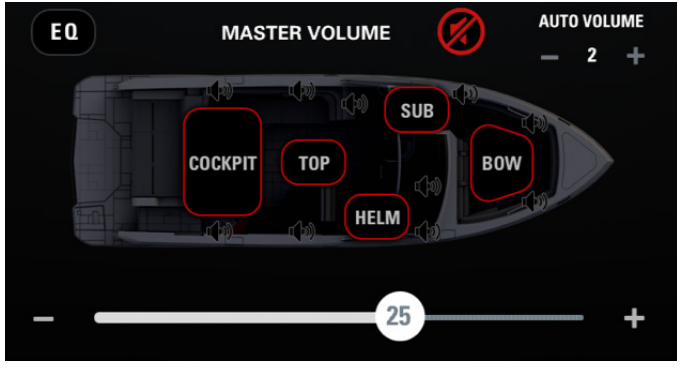


FM and **AM** stations work the same. Tune into a particular station via the arrow buttons on the screen.

Touch SCAN to search for available stations.

To save a favorite station, dial that station in and press and hold a number (1 through 5) until the displayed station appears in the chosen slot.

In addition to the Master Volume mentioned earlier, **Auto Volume** can be set to overcome engine or wind noise. Tapping the + button will make the Auto Volume range more sensitive. There will be a more noticeable difference between the lowest output and the highest output. Tapping the – button will make the Auto Volume range less sensitive. There will be a less noticeable difference between the lowest output and the highest output.



Each volume zone (**Cockpit**, **Top**, **Helm**, **Sub** and **Bow**) can be set to the desired volume by touching that zone and adjusting the volume on the line. The adjustment will be made relative to the master volume, which can then also be turned up or down. For example, if the cockpit zone is turned up to 40, but the Master Volume is set to 20, the cockpit zone could still get 50% louder by adjusting the Master Volume slider. The Master

Volume does not override individual audio zone selections, but adjusts all zones together.

Touch the EQ button to display the Equalizer:

Adjust the **Base**, **Mid** and **Treble** settings via sliding the bubble across the corresponding line to the desired setting.

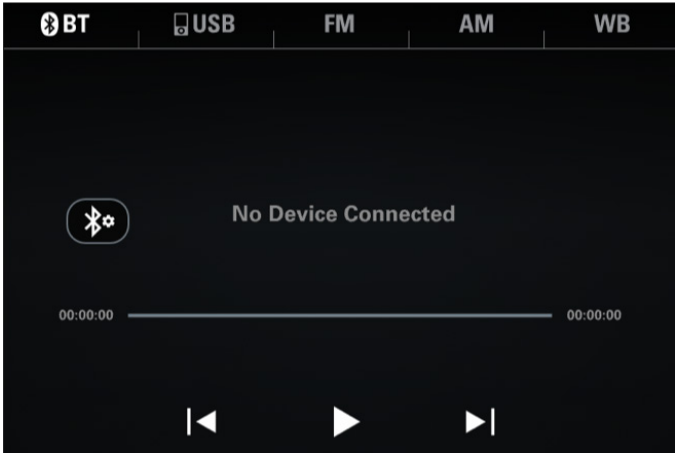
To save the settings, touch ✓.

To reset the settings back to the previous decibels, touch ↻.

To exit the Adjust Equalizer screen, touch the ✕.

The Weather band has seven channels to broadcast weather reports. Touch the channels shown to switch between them.

Bluetooth Procedure

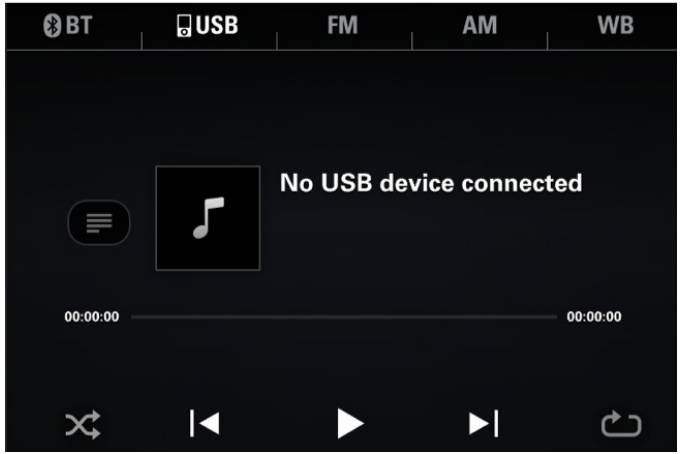


Select BT and the above screen will appear. Touch ⚙ then the system will begin scanning for available devices to be connected within range, and will display the devices it finds. Ensure your Bluetooth-enabled device is turned on and discoverable.

When your device is found, touch its name on the Aviara display. A message will appear stating "Confirm Pairing from your Device." On your device, touch the OK message to confirm the pairing. Once connected, the Aviara display will show the successful pairing:

Select your device's specific audio files to be played over the Aviara device.

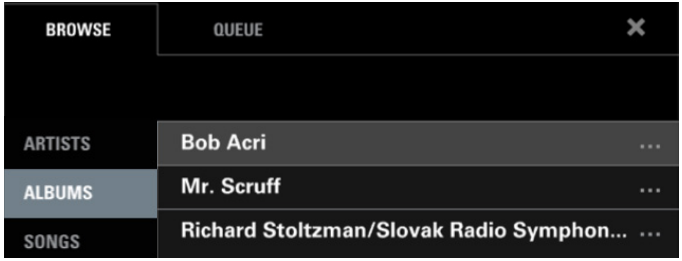
USB Procedure



Attach a USB device to the USB lead, and the screen will soon recognize the contents (Artists, Albums and Songs) of that USB device.

Artists

Albums



And Songs

To place songs in the Queue, highlight the desired song and the following screen will appear:

Clear and Play will clear the screen and play the chosen song.

Add to Queue adds the song to the Queue list.

Cancel returns to the Songs list.

USB Controls

	Plays all the songs in a shuffled order.
	Jumps to the beginning of the current song and/or the previous song.
	Plays the current song.
	Plays the next song.
	Repeats the current song.

Lights

Touch and slide a specific bubble to the ON or OFF position to control the lights.

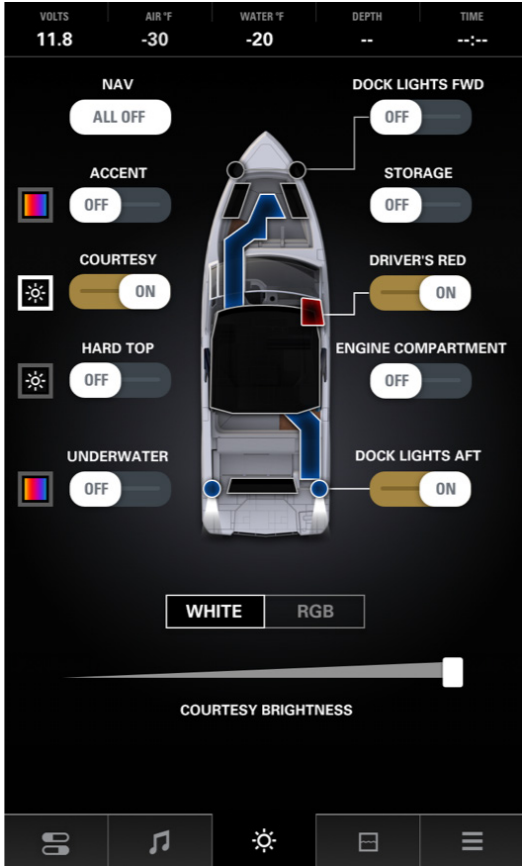
Select WHITE to display only white lights or RGB to display colored lights on equipped models.

When RGB is selected, the screen will appear as follows:

Slide the color button along the color line to select the desired light color. To change back to a white light, select WHITE .

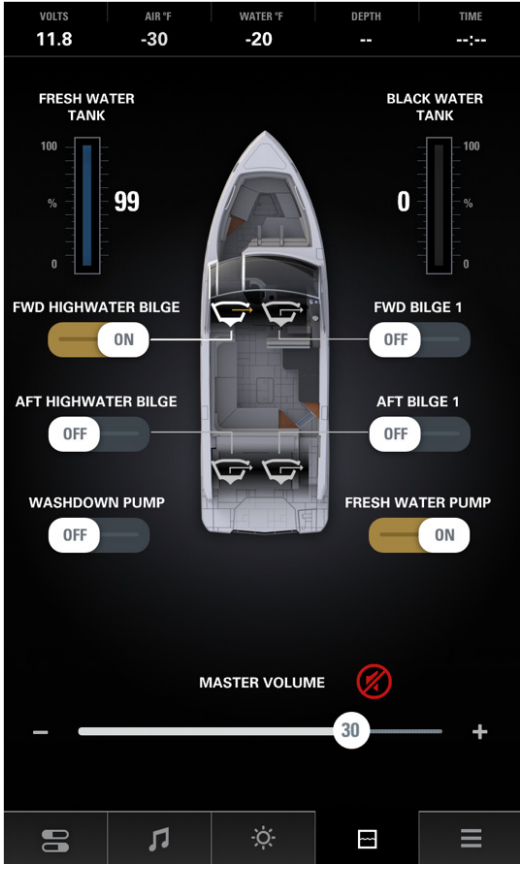
Control the Brightness of the lights by sliding the **Courtesy Brightness** button along the line.

Notice the different icons beside **Courtesy** and **Hard Top**. Those lights will retain their last setting after a power cycle.



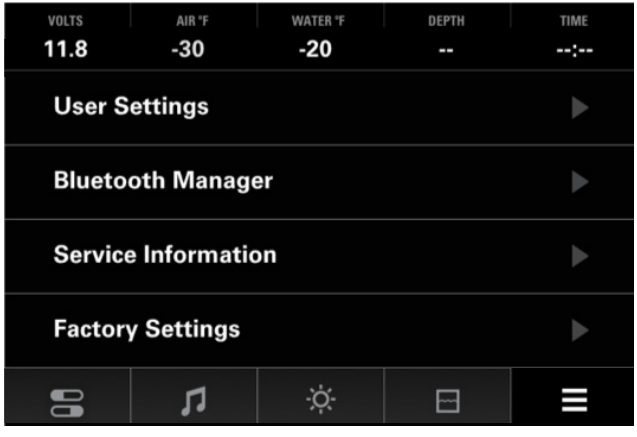
Tanks, Bilges and Pumps

- **Fresh Water Tank** will display the amount of fresh water available for use on the craft. The Fresh Water tank may only be filled under the aft storage hatch with a fresh water hose or tank.
- **Black Water Tank** will display the amount of waste water held in the tank on the craft.
- **FWD Highwater Bilge** can be turned on by sliding Off to the On position.
- **FWD Bilge 1** can be turned on by sliding Off to the On position.
- **Aft Highwater Bilge** can be turned on by sliding Off to the On position.
- **Aft Bilge 1** can be turned on by sliding Off to the On position.
- **Washdown Pump** can be turned on by sliding Off to the On position.
- **Fresh Water Pump** can be turned on by sliding Off to the On position.



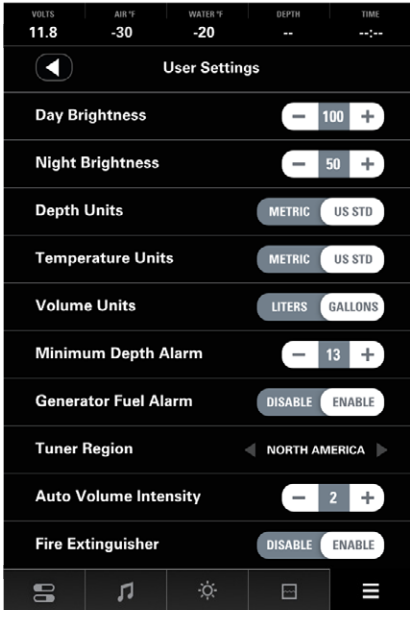
Settings Tab

- **User Settings** will show user-configurable display settings, such as Brightness, Depth Units, etc.
- **Bluetooth Manager** provides a method of connecting devices to the display via Bluetooth.
- **Service Information** will display Dealer information, PDM Diagnostics, etc.
- **Factory Settings** allows the reset of the dealer-configurable settings back to the levels set at the factory (requires a password).



User Settings

Review each of these offerings in the following sections.

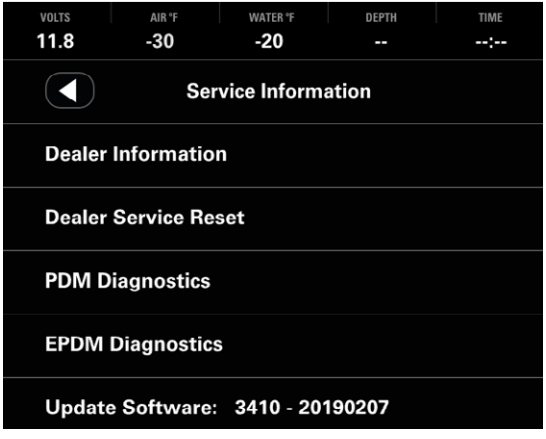


- **Day** and **Night Brightness** can be adjusted by increasing (+) or subtracting (-) the number shown. Note that enabling navigation lights will switch the screen brightness from the Day Brightness setting to the Night Brightness setting.
- **Depth Units** and **Temperature Units** can be set to either Metric or US Std.
- **Volume Units** can be set to either Liters or Gallons.
- **Minimum Depth Alarm** is the distance between the bottom of the boat and the next detectable obstacle. Set this number to enable an alarm to sound if that depth or less is encountered.
- **Generator Fuel Alarm** can be set to Disable or Enable. When enabled, an alarm will sound when the fuel amount in the generator is low.
- **Tuner Region** can be set to North America, South America, Europe, Europe 50 kHz, Japan, Taiwan or Australia.
- **Auto Volume Intensity** can be set to a level to which the volume will automatically raise when wind or engine noise is present.
- **Fire Extinguisher** can be set to Disable or Enable, signifying whether an extinguisher is present or not.

Bluetooth Manager

See **Bluetooth Procedure** earlier in this section for the steps on how to establish a Bluetooth connection.

Service Information



- **Dealer Information** contains the contact information for the seller of your craft.
- **Dealer Service Reset** displays a question of "Reset Dealer Service?" with answers of Yes or No. Selecting Yes will reset the timer for the next service due.
- **PDM Diagnostics** is discussed in detail on the next page.
- **Update Software** provides a method of displaying the current software and available versions to install.

Factory Settings

Factory Settings requires a password to enter. If changes are desired for the Factory Settings, please contact your dealer.

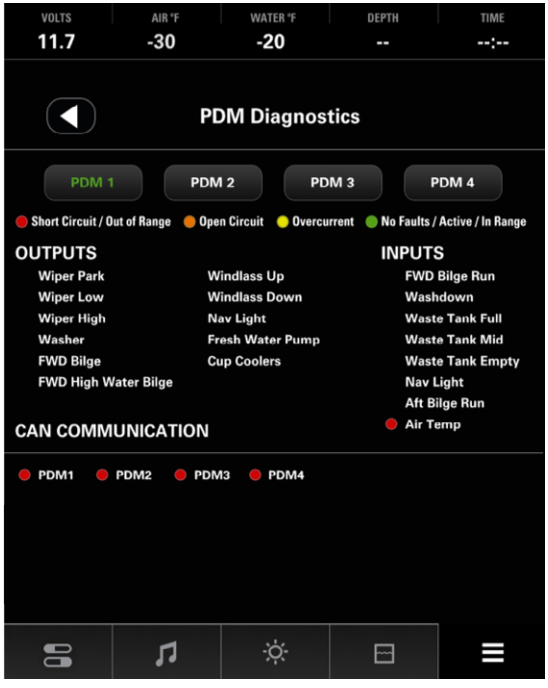
PDM Diagnostics

The PDM Diagnostics pages will display circuit and fault information for various outputs, inputs and CAN Communications on the craft.

Touch each tab of PDM1, PDM2, PDM3 and PDM4 at the top to review the various circuits being monitored.

If an issue arises on the craft, review this page to see if one of the fault conditions exists for that component. To reset a fault, check the breakers and cycle the battery switch.

	Short Circuit exists or Out of Range.
	Open Circuit exists
	Overcurrent exists
	No Faults, circuit is Active or In Range



Troubleshooting

Display appears not to work or doesn't come ON.

- Display could be in sleep mode. Touch the display to activate it.
- Check for loose connections at battery and display unit.
- Check for reversed polarity on the power connections.
- Verify battery has a minimum voltage of 6 volts.

Display resets or goes OFF when starting engine.

- Check display supply wires are connected properly to battery.
- Verify battery is charged properly.
- Check battery for efficient starter current.

Display has no backlight.

- Contact your Aviara service center.


20.6
3000
RPM
2980
RPM
HELM POWER
NAVIGATION LIGHTS
FWD BILGE PUMPS
VOLUME UP
EMERGENCY PANELS
ANCHOR LIGHTS
AFT BILGE PUMPS
VOLUME DOWN
MUTE
ENGINE
STOP
ILMOR

Product Information for the Aviara 5” Display (AV40 only)

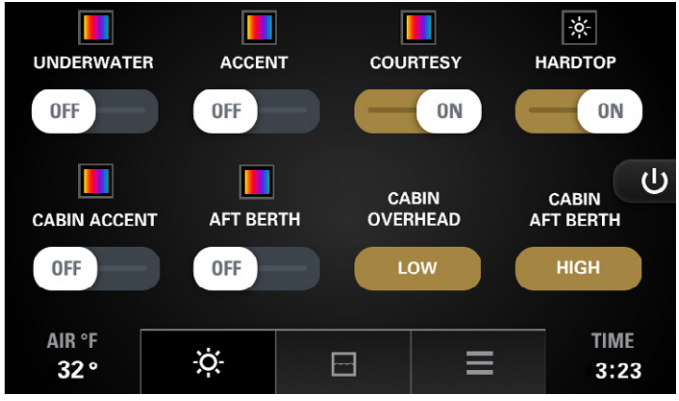
All product features are easily accessed through Touch Commands and Menus.

The Aviara 5" display is designed for instrumentation and control on electronically controlled engines communicating via SAE J1939 and NMEA 2000. The multimedia display enables boat operators to view audio files, switches and lights information along with Bluetooth connections and engine fault conditions from the cabin. Included with this solution is the PV1100 touch screen unit.

Care and Maintenance

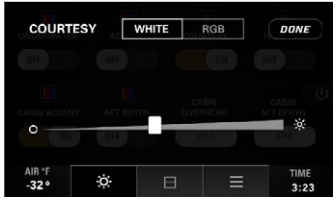
General maintenance is not required; however, a soft cloth can be used for cleaning the unit. Window cleaner or alcohol can also be used to clean the glass portion of the display. Do not use harsh or abrasive cleaners on the unit.

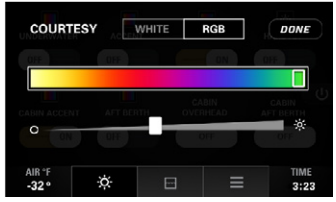
Switches



To turn a switch On or Off, slide the bar to the right (On, colored gold) or left (Off, colored gray).

The Courtesy and Hardtop lights can be designated as either White or RGB if equipped. Turn either of those On, then touch the light square above the name to see one the following screens:

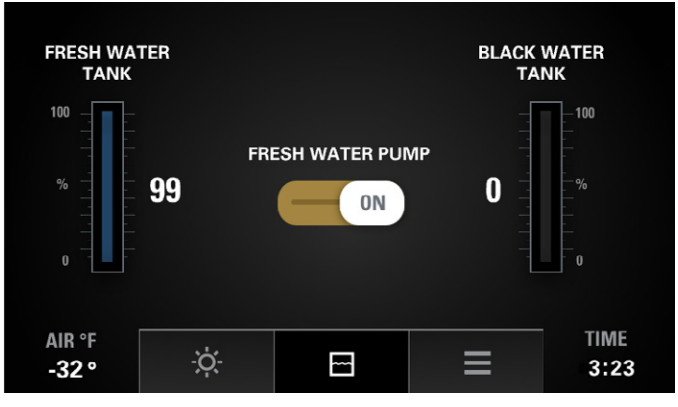




Touch RGB to display the available colors for the lights, or touch White to only display White lights.

Slide the color bar to the desired light, and slide the Brightness to the desired level.

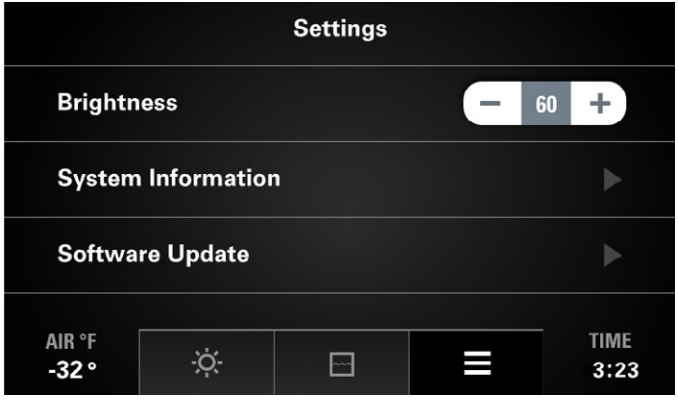
Tanks and Pump Status



The levels for both water tanks will be displayed on the gauges.

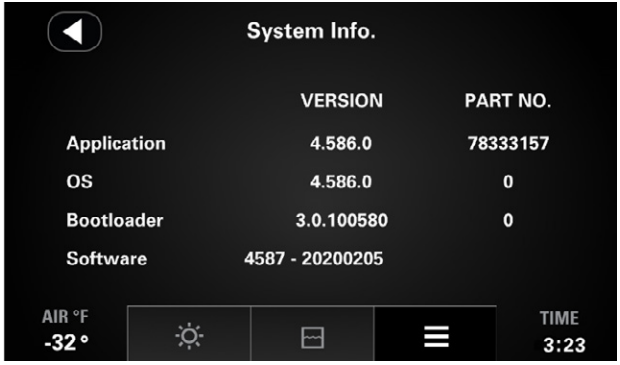
To turn the Fresh Water Pump On or Off, slide to the right (On, colored gold) or left (Off, colored gray).

Settings



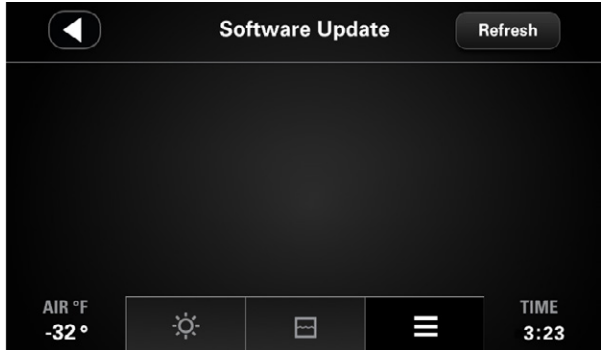
Adjust the Brightness by touching the – and + buttons.

System Information

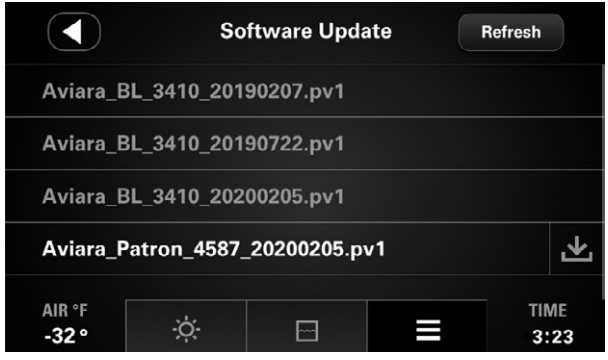


This screen displays the version and part number of the installed Application, Operating System, Bootloader and Software. This information may be beneficial when troubleshooting system issues.

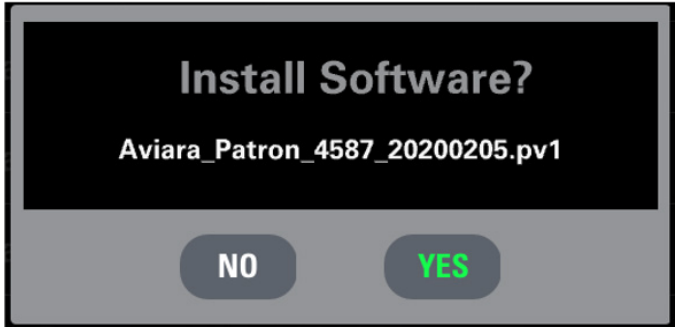
Software Update



To update the display's software, insert a USB into the attached USB slot that contains the update file, and touch Refresh.



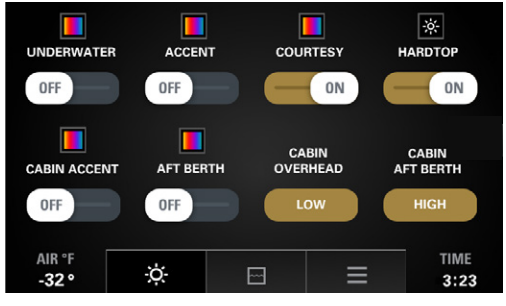
Touch the appropriate file from the list that appears, then touch .



Touch Yes to Install the File, or touch No to be returned to the listing of files shown above.

Power Save (Sleep Mode)

If the display appears as follows, touch the Power symbol to turn on the display:



Troubleshooting

Display appears not to work or doesn't come ON.

- Display could be in sleep mode. Touch the power button on the display to activate it.
- Check for loose connections at battery and display unit.
- Check for reversed polarity on the power connections.
- Verify battery has a minimum voltage of 6 volts.

Display resets or goes OFF when starting engine.

- Check display supply wires are connected properly to battery.
- Verify battery is charged properly.
- Check battery for efficient starter current.

Display has no backlight.

- Contact your Aviara service center.

Engine Control Screen

The engine control screen informs the captain of engine activity when engines are in use. The engine screen contains information including RPM, MPH or KPH, fuel levels, battery volts, etc. Refer to the Simrad, Ilmor, or Mercury Owner's Manuals included with your boat for detailed information and operating procedures.


HEATERS
WIPERS
OFF
INTER
LOW
HIGH
CUP COOLERS
OFF
WIPER WASH
INACTIVE
BLOWER
OFF
SUN SHADE
WINDLASS
ENGINE COMPARTMENT
CABIN A/C
MASTER VOLUME
GARMIN

Boat Operations

Basic Electrical Components

Batteries

Models

All

Purpose

Because of the electrical power demands of the various features of your Aviara boat, Aviara has implemented a multi-battery electrical system. When properly operated, the system will allow the engines to be started with immediacy and support the various entertainment options on board your boat.

Location

Battery switches are located in the storage bin beneath port side aft-facing seating on the engine hatch. The batteries are located on the port side of the engine compartment.

Operation

The House Battery switch controls the entertainment options on-board. The Engine Battery switch controls the engine start up, and the House Main is dedicated to the house system, but can be charged by the generator where equipped. The number of batteries in each Aviara is determined by the entertainment options selected on each boat. All models include one battery for each engine, one battery for the generator (where equipped) and two batteries for the house, with up to two additional batteries when a Seakeeper is equipped. These batteries do not support any after-market entertainment add-ons. Consult a certified Aviara dealer for additional battery support if needed. For normal operation, the battery switches should be placed in the ON position. When the switches are turned on, this allows the engine and all accessories to receive power. A running engine will recharge both batteries with the switch ON. For transportation of the boat by trailer and during storage, the battery switch should be placed in the OFF position to allow both batteries to be isolated from all circuits.

The COMBINE setting should be reserved only for emergency starting when either the House or Engine batteries have failed while on an outing. Only use the COMBINE setting momentarily while you need it so as not to drain all batteries completely.

Troubleshooting

Because battery needs can vary substantially depending on a number of factors in usage, from boating locations to number of electrical components on the boat, Aviara strongly encourages you to discuss this critical matter with your authorized Aviara dealer prior to purchase and placement of the battery in the boat. All batteries must have 800 CCA (cold cranking amps). Less can result in too-fast discharge of the battery charge and may leave boaters stranded on the water. Spiral cell batteries are recommended.

Review all electrical information provided in this Owner's Manual prior to first time operation of the boat.

Circuit Breakers and Fuses

Models

All

Purpose

All major boat circuits are protected from shorting and overload by resettable circuit breakers. When an electrical fault is detected, mechanical switch circuit breakers will "trip" and automatically interrupt the flow of electricity. In a circuit breaker, when the electrical flow exceeds specified design tolerances, the electromagnetic bar snaps and cuts off further electrical passage. This can be extremely important in protecting persons on-board and also in preventing electrical fires.

Due to the presence of water in the boating environment, Aviara utilizes Ground Fault Interruption (GFI) circuit breaker boards. These are solid-state devices that sense when there is a ground fault, which often occurs in instances involving water penetration.

When the electrical flow is interrupted through a fuse, it then has to be replaced rather than reset. Aviara uses digitally resettable PDM modules rather than fuses in every boat. Access to the PDM is very limited and should only be accessed by an authorized Aviara dealer. Fuses can be reset on Aviara's main helm mounted digital display. For more information regarding resetting the PDM see your boat's respective screen operation in the chapters above.

Location

The main circuit breaker board is located under the port side aft seating facing forward. A secondary circuit breaker for the aft and forward bilges, windlass, and entry lights is located near the main battery switches beneath the rear facing port side aft seating.

If during maintenance or inspection it becomes necessary to remove or reposition any of the engine's wiring or wire harness(es), verify that the wiring has been returned to its original position and that all harnesses are routed correctly before attempting to use the boat again. If a wiring clip or retainer breaks, replace it immediately.

Wiring is specifically routed to eliminate problems related to engine heat, and spray or immersion in liquids. Electrical problems may result if wiring is moved from its original position.

Operation

On all models, if a problem develops with one of the circuits, switch OFF the circuit and wait for approximately one (1) minute. Then fully push the appropriate breaker button and switch ON the circuit. If the circuit continues to trip, there is a problem somewhere that must be attended to immediately. See your authorized Aviara service department to resolve this matter.

Troubleshooting

Anytime a circuit breaker repeatedly trips, it is indicative of a situation that requires prompt attention. The boat should be presented to an authorized Aviara dealer for service prior to returning the boat to use.

Cabin Breaker Panels

Models

AV36 and AV40 located in the cabin areas.

Cabin Breaker Panel for AV40 includes controls for:

- Outlets / Microwave, HVAC Main, Water Heater, Deck Grill, Cabin Refrigerator, Deck Refrigerator, Battery Charger Main, Battery Charger Auxiliary

Cabin Breaker Panel for AV36 includes controls for:

- Outlets / Microwave, HVAC Main, Water Heater, Deck Grill, Deck Refrigerator, Battery Charger Main, Battery Charger Auxiliary

Purpose

The circuit breakers are for powering on and off various systems throughout the boat.

Operation

Review the individual systems manuals for breaker/electrical panel operation, which are included in the Owner's Manual packet.

Battery Charger

Models

All, as an option

Purpose

As a convenience, a battery charger is offered as an option. The charger is designed to recharge the batteries and also to extend battery life in applications where the boat is stored. These are three-stage electronic chargers, completely automatic, lightweight, and silent. Unlike most automotive chargers, this charger will not boil off the electrolytes in properly installed and maintained batteries.

Location

Locations vary by model.

Operation

The red and green LED lights, which are mounted on the charger face, indicate when the unit is recharging and maintaining the batteries. The battery charger will shut off when the batteries are fully charged.

Before charging a battery, do not operate the charger if the cables or an LED is damaged. Be sure that all accessories are OFF.

If the batteries must be removed from the product, always remove the grounded terminal from the battery first. Be sure that the area around the battery is well ventilated while the battery is being charged. Also ensure that the battery terminals are free of corrosion. (See the Scheduled Maintenance section of this Owner's Manual for additional battery information.)

Troubleshooting

If the battery charger ever appears to be malfunctioning, see your authorized Aviara dealer for assistance. Repair or replacement of battery chargers should be done only through the dealer.

⚠ WARNING

When charging, batteries generate small amounts of dangerous hydrogen gas. This gas is highly explosive. Keep all sparks, flames and smoking well away from the area. Failure to follow instructions when charging a battery may cause an electrical charge or even an explosion of the battery, which could result in death or serious injury.

12-Volt Receptacle

Models

All

Purpose

12-volt receptacles allow external electronic devices to charge from the boat's electrical system.

Location

Aviara boats have 12-volt receptacles located in the driver's side glove compartment and inside the battery switch compartment.

Operation

Prior to plugging any accessory into a 12-volt receptacle, ensure that the device is designed for use when connected to a 12-volt receptacle and will not be damaged by the connection to the receptacle. Never try to force a connection. Use of unacceptable chargers constitutes abuse of the system and Aviara will not be responsible for subsequent damage to the boat's electrical system or the charger or the device being charged. This is not covered under warranty.

Troubleshooting

If devices do not recharge after the expected period of time, verify that the correct type of charger has been used and that it was fully seated within the 12-volt receptacle. If it appears that the charger was the correct type and that it was fully seated but the device still did not recharge, take the boat to your authorized Aviara dealer to determine whether the receptacle is malfunctioning and should be replaced. This is extremely rare.

Ignition Key Slots

Models

All

Purpose

The keys are for safety and security. The keys should be inserted prior to starting an outing, and removed at the conclusion. This is intended to prevent theft or unapproved use of the boat.

Boats are equipped with two or three ignition keys, which must be inserted in the ignition key slots and used to activate the boat's electrical system. This, in turn, will allow the boat to be started and operated.

Location

The ignition key slots are located below the throttles.

Operation

Insert the keys into the key slots. Turn the keys ON. Never start the engine without having first run the blower for at least four (4) minutes on stern drive or generator equipped models.

Troubleshooting

If the keys will not turn after being inserted in the key slots, they are likely to be the wrong keys.

If the keys turn but no electrical power occurs, check the voltmeter for a reading. If it is lower than 10.5 volts or does not register, the batteries require recharging. You may also temporarily use the COMBINE function on the battery switches. If there is no power at the batteries, the 11" display will not activate when the key switch is turned on. Using the COMBINE function when the batteries have power enables the engines to temporarily use power transferred from the House batteries to start. Once the boat is running, turn OFF the COMBINE function. Batteries will recharge automatically when the boat is running.

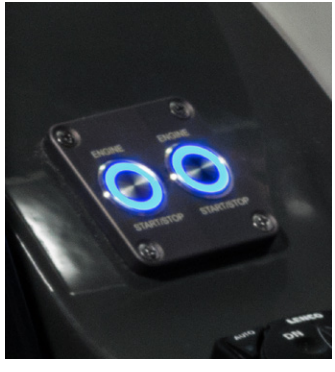
CAUTION

Attempting to jump start a battery or batteries on an Aviara boat, regardless of battery brand, from a vehicle or another boat can cause an overload to the boat's electrical system, resulting in significant damage to the electrical system. This is not covered under warranty.

Ignition Start-Stop

Models

All



Purpose

Two START-STOP buttons are used to start the engines after the ignition keys have been turned ON. The same START-STOP buttons turn the engine OFF.

Location

The START-STOP buttons are located on the driver's side arm rest just above the throttle.

Operation

The process for starting the boat is:

- Insert the keys and turn both to the ON position. (This turns ON the electrical system and prompts the batteries to provide power.)
- Turn the blower ON and allow it to run for at least four (4) minutes before starting the engine on stern drive or generator equipped models.
- Press the engine START-STOP buttons.
- Ensure that both engines are running by referencing that the RPMs (shown in the engine screen) match for each engine.
- To turn the engines OFF, press each of the START-STOP buttons. For stern drive boats, press and hold the START-STOP button for three (3) seconds to turn OFF. If the button is held for less than three (3) seconds, the engine will not turn OFF. This is a system design to avoid shutting off the engine if the button is inadvertently pressed or hit during operation.

Special Attention

The START-STOP buttons affect only the engines. The electrical system will continue to operate as long as the keys are turned ON.

If the keys are left in the ON position after the outing, the batteries will eventually run down and the engines and all systems will not start at the next outing as a result.

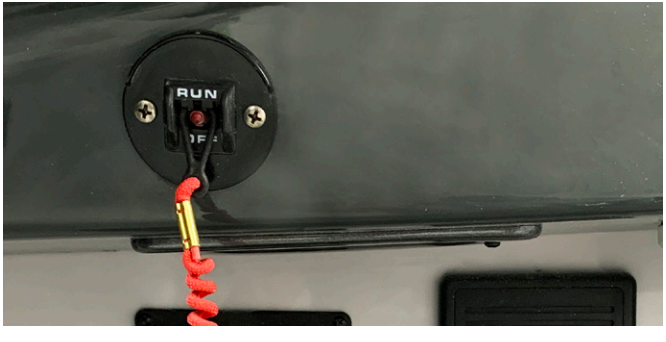
At the conclusion of the outing, turn the keys to the OFF position and remove from the key slots. Doing so will ensure that you have shut down the electrical system, and it will prevent others from starting or running the boat.

Troubleshooting

If the keys are in the ON position and the engine will not start by pressing the START-STOP buttons, check the voltmeter for a reading. If it is lower than 10.5 volts or does not register, the batteries require recharging. Use only a battery charger approved

for the type of batteries installed in your boat. Factory installed batteries require an AGM type charger. DO NOT attempt to jump start the battery from a vehicle or another boat because this can cause an overload of the electrical system. You may temporarily use the COMBINE function on the battery switches. This enables the engines to temporarily use power transferred from the House batteries to start. Once the boat is running, turn OFF the COMBINE function. Batteries will recharge automatically when the boat is running.

Engine Emergency Safety Stop Switch



DANGER

The safety switch lanyard must be attached to the operator whenever the engine is running. Attempting to override this system may result in death or serious injury!

Purpose

The engine emergency safety stop switch, which is attached to a lanyard, is an ignition cut-off switch designed to stop the engines in the event the operator is thrown or moves away from the helm. The lanyard is equipped with a hook on one end that should be attached to your clothing or PFD, and the opposite end has a slide that fits over the ignition switch. Be sure that the slide is firmly attached to the ignition switch before starting the engine.

Location

The engine emergency safety stop connection is located just below the throttle control box on the armrest. **If the slide is left off or is loose, the engines will crank but will not start.** Operators should NEVER attempt to override this safety system!

Troubleshooting

If the lanyard between the engine emergency safety stop becomes unattached from the connection point, the engine will shut down. Reattach the engine emergency safety stop and restart the engines.

Shift/Throttle Control

Models

All

Purpose

A double-lever control operates as both gear shifter and throttle.

Location

The shift/throttle control lever is located on the starboard side panel, adjacent to the driver's compartment (helm).

Operation

Refer to the Ilmor or Mercury Owner's Manual included with your boat for detailed shift/throttle control operating information for your boat.

The levers have a detent in the neutral position (straight up and down) for safety. The right lever operates the starboard engine and the left lever operates the port engine. If your Aviara is equipped with three engines, and you use the throttles separately to control the engines in different directions, the middle engine will remain in neutral.

Shifting is accomplished by moving the levers forward or backward. Center (straight up) is neutral. Moving the levers forward engages the running gear. Moving them back from center puts the drive train into reverse.

To operate a boat equipped with Mercury outboards, select the 1 LEVER button on the throttle control mount. To operate a stern drive model with a single lever, select the SYNC button on the throttle control mount.

To operate the engines separately, disengage the 1 LEVER button for Mecury engines or the SYNC button for Ilmor engines and use the dual throttle separately.

On models equipped with Mercury outboards, click the DOCK button on the throttle control mount when docking the boat or maneuvering at slow-speeds. This function will automatically reduce the amount of horsepower the boat will use when the throttle is engaged.

For stern drive boats, use the up and down trim buttons on the throttle lever to bring both engines up or down at the same time. You can also use the up and down buttons on the front of the throttle control mount to raise and lower the engines separately.

The neutral safety prevents the boat from starting the engine while in gear. It will disable the engine START-STOP buttons when the throttles are not in the neutral position.

SPECIAL NOTE: During regular warm-up of the engines, it is possible to temporarily increase the engine RPMs without moving the boat.

To accomplish this, select the THROTTLE ONLY button located on the throttle control mount and shift the lever forward into gear. The engines will run with increased RPMs and can be increased or decreased by moving the lever. Returning the handle to the neutral position will bring the system back to neutral and reduce the engine RPMs to preset levels.

By clicking the THROTTLE ONLY button on the throttle control mount, the throttle will rev the engine without engaging the transmission. Click this button once to engage the throttle without the transmission, and click it again to operate the boat normally.

This function should be done sparingly. Over-revving the engines for any extended period can cause undue wear and tear on the engines. Avoid advancing to wide-open-throttle and holding the RPMs at that level.

Troubleshooting

If the shift/throttle levers will not move, contact your authorized Aviara dealer. Never attempt to shove or force the levers. If they do not move smoothly when operated as indicated, there may be an issue involving the system that requires correction in an area under the deck, which is inaccessible to the consumer.

DANGER

Never operate the throttle or engines while people are swimming. Throttle operation will engage the propellers, causing serious injury or death to swimmers.

Joystick Control

Models

All

Purpose

The joystick can be used to maneuver the boat at slow speeds. This control is very helpful when docking or trailering the boat.

Location

The joystick is located aft of the throttle.

Operation

Refer to the Ilmor or Mercury Owner's Manual included with your boat for detailed joystick operating information for your boat.

For outboard models, move both throttles to neutral with the engines running and the joystick will automatically be active. On stern drive equipped boats, shift both throttles into neutral with the engines running. Then press the foward button on top of the joystick to activate the joystick. To reactivate the throttles and disable the joystick, press the SEL button on the throttles.

Turn the joystick in a clockwise or counterclockwise motion to turn the entire boat in that respective direction. This will turn the boat in place at a very slow speed. Move the whole joystick to the right or left to move the entire boat to the right or left without turning the boat. This will also move the boat at a very slow speed.

DANGER

Never operate the Joystick or engines while people are swimming. Joystick operation will engage the propellers, causing serious injury or death to swimmers.

Trim Tab Control

Models

All

Purpose

Trim tabs are used to level the boat when operating with an unbalanced load in the boat.

Location

Trim Tab control buttons are located forward of the throttle.

Operation

When operating at planing speeds and the boat is rolling in either the port or starboard direction, use trim tabs to bring the boat back to a level driving position. The operation of all Lenco switches is based on the position of the bow. To lower the starboard bow, press the right (starboard) side of the switch where it reads DOWN. This lowers the port tab. To lower the port bow, press the left (port) side of the switch where it reads DOWN. This lowers the starboard tab.

CAUTION

Never dock or trailer your boat with trim tabs in the down position. Doing so could cause damage to the tabs or the hull which is not covered under warranty.

Button Pack

Models

All

Purpose

The buttons on the dash-mounted button pack are used for various functions.

Location

The button pack is located on the dash, below the engine control screen to the right of the steering wheel.

	Sounds the Horn
HELM POWER	Turns on all screens
NAVIGATION LIGHTS	Turns on Navigational Lights
FWD BILGE PUMPS	Manually turns on Forward Bilge Pumps
VOLUME UP	Manually turns up the volume
BLOWERS	Activates the engine blower
ANCHOR LIGHTS	Turns on Anchor Lights
AFT BILGE PUMPS	Manually turns on Aft Bilge Pumps
VOLUME DOWN	Manually turns down the volume
MUTE	Mutes the volume

Shore Power

Models

Optional on the AV36, standard on the AV40.

Purpose

Shore power cables provide AC power to the boat when docked, and are able to re-charge the battery system.

Location

The shore power connections are located near the battery switches in the port-side aft storage tray under the sunpad.

Operation

To power the boat with a shore power connection:

1. Use the cable provided and plug female end into the boat.
2. Plug the male end into the power-station at the dock.
3. Turn ON the breaker at the dock (where equipped).
4. Turn ON the MAIN BREAKER on the SHORE INLET PANEL in the boat.
5. To activate cabin power, turn ON the SHORE POWER BREAKER at the MAIN DISTRIBUTION PANEL in the cabin.
6. Energize individual systems on the MAIN DISTRIBUTION PANEL as necessary.

To deactivate the system, follow the above steps in reverse order.

Specifications

Each Aviara model uses a different shore power cable. See the specifications below to ensure that your dock is properly equipped:

- The AV36 features a twin 30 A, 125 V connection.
- The AV40 features a single 50 A, 125/250 V connection.

Generator and Inverter

Purpose

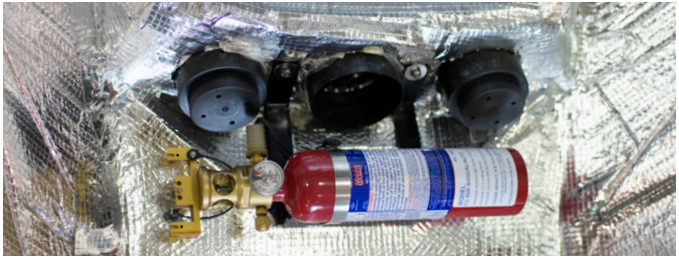
The generator or inverter provides power to the electronics of the boat.

Operation

For operating instructions see the independent generator or inverter manuals included in the owner's package with the boat.

Additional Safety Support

Fire Suppression and Extinguishing



See also the Safety section of this Owner's Manual.

Models

All

DANGER

Opening an engine compartment when there is indication of a fire inside can cause the fire to flare up and/or spread, which may result in serious injury or death to people onboard.

Never attempt to fight a fire with your hands, feet, clothing or other material on-board the boat, other than approved fire suppression or fire extinguishing products as specified by Aviara. Failure to follow directions as outlined in this section can result in serious injury or death.

Purpose

All Aviara stern drive and generator equipped boats feature an automatic fire suppression system. The automatic system operates from sensors in the engine room and will automatically release a clean-agent, gaseous chemical that does not leave residue behind. All boats have been specified to carry an additional hand-held 2.5 lb. monoammonium phosphate expellant (dry chemical) unit, which is rated Class A (trash, wood and paper), Class B (UL Approved) and Class C (energized electrical equipment). These units should be used in situations other than engine compartment fires.

Hand-held units should be replaced or recharged as soon as possible after use, or after 12 years from the date of manufacture.

In the event of any evidence of a fire within the engine compartment, **DO NOT OPEN THE ENGINE COMPARTMENT (BOX).**

Opening an engine compartment when there is indication of a fire inside can cause the fire to flare up and/or spread, which may result in extensive damage or even sinking of the boat and/or serious injury or death to people on board. Shut down the engine and blowers. Continuously discharge the entire contents of the fire suppression unit immediately.

CAUTION

Be cautious when working inside the engine compartment. Do not hit or break the automatic fire suppression system. If the system is damaged, tampered with or destroyed, the system will need to be replaced as soon as possible.

Location

Automatic Fire Extinguishers: Automatic fire extinguishers are located in the engine compartments. The locations of automatic fire suppression override units' manual override varies by model, but generally is in the vicinity of the helm.

Manual Fire Extinguishers: The manual fire extinguisher is located under the port side bench seat and is easily accessible. Be certain to determine the location of all fire suppression and extinguishing units on the boat. Your authorized Aviara dealer can assist you.

Operation

Automatic Fire Extinguisher Manual Override: It is possible to manually override the HFC-227 fire extinguishing system on all non-CE packaged boats. Pull the pin from the red handle labeled FIRE near the helm seat. Pull up on the FIRE handle to deploy the system.

Manual Fire Extinguishers: Pull the pin and squeeze the trigger.

Special Attention

In case of an engine compartment fire, shut down the engines and blowers before manual discharge, or immediately following the automatic discharge. Boats are equipped with a discharge indication light at the instrument panel or on the video display gauge at the helm.

DANGER

Following the activation of the automatic fire suppression system or a hand-held fire extinguisher, a careful determination should be made as to whether the boat can safely be operated. If there is any doubt or concern whatsoever, the boat should be towed to shore and/or a dock for service by an authorized Aviara dealer prior to

operating again. Failure to follow these instructions could result in death or serious injury/illness.

Troubleshooting

- If there is evidence of fire in the engine compartment and the automatic fire suppression system does not activate, pull the manual override. The override location is illustrated in the Model Features and Specs of this Owner's Manual. Boat owners should also confirm this location with the assistance of an authorized Aviara dealer.
- If the manual override does not deploy, ensure all persons on-board are equipped with PFDs (personal flotation devices). If there is time, send visual and sound signals of the emergency. All persons should abandon ship and move to a safer location. Boats can be consumed by fire and even explode if there are fuel fumes.
- If a fire begins in another location other than the engine compartment, remove the fire extinguisher from its storage location. Activate it as indicated above and attempt to put out the fire. Remain alert to the fact that a fire near or in the fuel tank or fuel lines is especially dangerous. Follow the instructions in the preceding paragraph, if a fuel fire begins or if the fire extinguisher(s) has not been effective in putting out the fire.

Cleats/Strong Points

Models

All

Purpose

Cleats allow boaters to tie-up to docks with ease and confidence.

Location

Cleat locations vary by model. (See Model Features and Specs in this Owner's Manual to determine the locations for your

model). Cleats will be on top deck sides of the bow, mounted mid-ship, and aft near the transom.

Operation

Use marine-grade lines to loop over the cleat and tie up to the dock, allowing some slack in the rope. If there is any motion in the body of water, Aviara recommends also using fenders to provide a cushion between the boat and the dock. Without a cushion, the boat's finished gel coat can be damaged. Such damage is not covered under warranty. Note that all Aviara cleats meet or exceed the NMMA specified standard for the boat's respective vessel size.

CAUTION

The boat should be tied from the cleats to docks with marine-grade lines ONLY, allowing some slack. Never tie-up the boat to the hard top, grab handles, seats or any other part of the boat. If the ability exists to tie up to all cleats on the side nearest to the dock, operators should do so. Aviara also recommends using fenders to cushion the side of the boat in the event of water motion. Otherwise, the boat gel coat may be damaged. Such damage is not covered under the warranty.

Horn

Models

All

Purpose

The horn allows the boat operator to alert other boaters by way of a well-known and loud sound.

Location

The horn is sounded by pressing a button mounted in the button pack on the instrument panel.

Operation

Press the horn button to emit a loud horn sound as a warning.

Troubleshooting

If the horn does not sound, check the main circuit breaker panel to see whether the circuit has tripped and needs to be reset. If the circuit does not require resetting, there may be an issue elsewhere in the system. Take the boat to an authorized Aviara dealer for repair.

CO Monitor

Models

AV36 and AV40

Purpose

CO monitors alarm passengers of dangerous levels of CO in the cabin area of the boat.

Location

The AV36 features one alarm in the cabin. The AV40 features two alarms, one is mounted in the aft cabin and one in the main cabin area.

Operation

Read the Fireboy Xintex alarm manual completely for information regarding operation.

Upon receiving the boat for the first time, you may need to activate the CO alarm if your Aviara dealer has not already done so. To activate the alarms:

1. Hold "Test/Mute" button for ten (10) seconds. A Green LED light will illuminate.
2. Press the "Test/Mute" button five (5) times. The green and red LEDs will flash and the horn will sound.
3. The CO Alarm is now activated. The green LED will flash once every 180 seconds.

Note that the CO alarm operates off of a battery for a period of seven (7) years from the date of manufacture. Monitor that the blinking green LED light flashes every 180 seconds periodically.

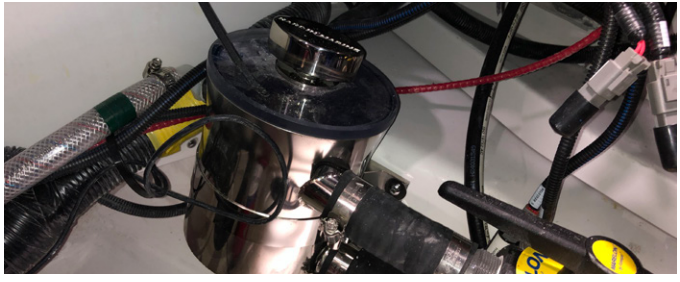
In the event that the CO alarm sounds, Operate the reset/silence button and call emergency services immediately. Immediately evacuate the cabin area and move to a space with open, free flowing air. Do not re-enter the cabin under any circumstances until emergency services have arrived and the premises have been aired out. Contact your local Aviara dealership for troubleshooting before operating the boat again.

Troubleshooting

Should the green LED fail to blink every 180 seconds for any reason, take the alarm into an authorized Aviara dealership for service as it may be out of battery, or may not be operating correctly.

Below Deck

Bilge System, Center Drain, Sea Strainers and Scuppers



CAUTION

Bilge pumps will not operate in either the manual or automatic mode if the batteries are fully discharged. This condition may allow excessive water into the hull which can damage or sink the boat. Make frequent checks of battery charge and bilge pump function when boats are moored and exposed to the elements.

Models

All

Purpose

Water inevitably intrudes into any boat. Aviara boats are designed to expel the water via the bilge system using bilge pumps. Bilge pump sensors allow the system to pump water overboard either automatically or manually. Because the bilge is located in the lowest portion of the boat's hull, it is not always readily apparent to individuals on-board whether there is water in the bilge or not. To allow operators the opportunity to manually verify water levels in the bilge, access plates or access doors are built into every model.

Stern drive or generator equipped boats have sea strainers installed to assist in keeping debris out of the engine.

Location

The bilge lines and pumps are beneath the decks. Sea strainers are located in front of the engine. Scuppers, where equipped, are located on the lowest point of the deck. Bilge pump-out locations are on the side of the boat. Depending on the model, the pump-out may be on the bow or the gunnel. See Model

Features and Specs in this Owner's Manual to determine the location of bilge pump-out. Pump-outs should never be obstructed.

Operation

The bilge system operates automatically, but can be manually controlled by a digital switch in the accessory page of the left-most screen on the dash or the dash switch panel. The manual and automatic bilge discharge system is never completely OFF. When in the automatic (default) position, a sensor alerts the system to discharge water from the bilge area.

In the event that there appears to be excess water in the bilge, the bilge pump can be manually activated by turning the bilge pump switches to the ON position. Return the switch to the automatic position when finished emptying the bilge. Leaving the switch in manual mode can result in damage to the pump and may not be covered by warranty!

CAUTION

Return the bilge switch to automatic any time it has been turned to manual to remove water from the bilge. Operators should monitor the water level through the floor access panel and ensure that the bilge pump(s) does not continue to operate after the bilge is emptied. Note that a small amount of water in the bilge is acceptable, except when winterizing the bilge system. Failure to follow instructions may result in damage to the bilge system, which may not be covered under warranty!

Deck drain covers should be secured prior to boat operation. Covers will snap into place at two points on the underside of the cover. They are located on the deck in the aft entryway on the floor.

The sea strainer should be checked before each outing. See the Care and Maintenance section of this Owner's Manual for details on how to properly inspect it. As equipped, the strainer operates automatically and does not require a switch or gauge to monitor. Regular maintenance however is important.

SPECIAL NOTE: Because the bilge pump operates even when the boat is shut OFF to prevent excessive water on board, if the pump runs fairly frequently, which causes the battery(ies) to fully discharge. This may be a signal that the boat is either taking on too much water from a leak or that the boat is being left in the water for periods that are too long. Anytime the battery is low or discharged, properly recharge it prior to operation.

Bilge pumps will not operate in either the manual or automatic mode if the batteries are fully discharged. This condition may allow excessive water in the hull, which can damage or sink the boat. Make frequent checks of the battery charge and bilge pump function when the boats are moored and exposed to the elements.

Troubleshooting

The bilge system is among the most important systems in the boat. Attention should always be paid to proper operation.

- If the boat does not automatically pump water out of the system or when turned ON, check the breakers.
- When there is evidence of water in the bilge, turn the pumps on manually using the on-screen button. Follow the instructions above and do not leave the switch turned to manual after water is evacuated.
- If the bilge pump(s) still does not work when turned to manual, check the circuit breaker panel to ensure that electricity is moving between the switch and the pump. If the circuit breaker, which is marked, has tripped, reset it to ON.
- If the bilge pump(s) still does not work, it may be evidence of debris in the system or failure of the pump's impeller. Should an impeller fail in a bilge pump, it must be completely replaced by your authorized Aviara dealer. This is a serious concern. The bilge system keeps the boat from filling with excess water that may cause imbalance in the boat's trim. Under the worst possible conditions, the boat can sink. If the system fails while on a body of water, return

to shore IMMEDIATELY! Have all people on-board put on PFDs (personal flotation devices). Signal for emergency help. If persons on-board have working cell phones, contact help. After returning to shore, take the boat to an authorized Aviara dealer as soon as possible for repairs and do not use the boat again until it has been properly repaired.

DANGER

An inoperable bilge system can result in the boat taking on excessive amounts of water, resulting in significant damage to the boat, even sinking. Persons on board should wear PFDs and be prepared to abandon ship if the boat is on an outing. Operators should signal for emergency help and return to shore IMMEDIATELY and have the boat repaired. Failure to follow instructions can result in serious injury or death.

Blower System

Models

All

Purpose

The blower system is one of the most critical systems on the boat. A natural by-product of operating the engine or generator is the creation of unseen fumes. Carbon monoxide is discussed in the Safety section of this Owner's Manual. The engine or generator will also create flammable, ignitable gasoline and/or battery fumes. Dispensed into the open air, they are quickly diffused and pose little to no threat to well-being. However, if the fumes are not released by opening the engine compartment and operating the blower for a minimum of four (4) minutes before starting the engine (even if the engine has not been operated for some time), the accumulated fumes may explode when the engine is started.

DANGER

To prevent a possible explosion, the blower will automatically run for four (4) minutes when the key switches are turned to the ON position. You should always operate the blower for at least four (4) minutes before starting the engine and always when at idle or slow running speed. Explosive gasoline and/or battery fumes may be present in the engine compartment. Failure to operate the blower as instructed may cause improper ventilation of the boat engine and bilge areas, and fuel vapors can accumulate in this area, causing a fire or explosion which may result in serious injury or death!

Location

The blower system is mostly unseen by those on-board. The system operates automatically when the key switch is turned to the ON position, however the blower can be turned on through the 11" screen on the dash. Navigate to the switches page and toggle the blower ON or OFF. The engine compartment blower exhausts fumes through vents located on the transom of the boat.

Operation

On both the stern drive and outboard Aviara boats, the blower will automatically run for four (4) minutes when the keys are inserted and turned to the ON position. To manually operate the blower, navigate to the switches page on the 11" dash screen and toggle the Blower switch to ON.

NOTE: Blower operation uses battery power and can drain batteries if run excessively without starting the engine(s).

DANGER

The blower must operate for a minimum of four (4) minutes before starting the engine at any time. The blower must also be operated during idle and slow-speed running, but is not necessary during cruising speed.

Troubleshooting

NEVER OPERATE THE BOAT IF THE BLOWER SYSTEM IS INOPERABLE OR NOT WORKING PROPERLY. SEE THE DANGER WARNING ON THE PREVIOUS PAGE.

The blower hums audibly when it is operating. If it is not functioning, turn the ignition key to ON and verify on the voltmeter that the electrical system is at least 11.5 volts or higher. If it is not, it will be necessary to recharge the batteries. See the electrical information in this section of the Owner's Manual for proper procedure. If there is sufficient charge indicated, but the blower still is not operating properly, DO NOT LAUNCH THE BOAT. Take the boat to an authorized Aviara dealer for repair.

Salt Water Anode

Models

All

Purpose

If the boat is operated in salt, polluted or brackish waters, even temporarily, the boat is equipped with a transom-mounted aluminum anode to prevent damage to those metal parts coming in contact with the water.

The aluminum is, by design, self-sacrificing. It is slowly eroded away by electrolytic action and requires periodic inspection for deterioration. When the aluminum has eroded to approximately one-half (1/2) of its original size, it must be replaced to continue protection, or damage to other metal parts may result.

Location

The anode is mounted on the transom.

Operation

There is no operation required. Boat owners should periodically examine the anode to determine how much erosion has occurred and consult an authorized Aviara dealer to determine the appropriate time to replace it.

Engine Mounting Height

Removing the engines should only be performed by an authorized mastercraft dealer. When re-installing an engine on an AV36 or AV32, the engines should be mounted using the second and fourth holes on the motor's mounts.

Visual Assistance

Navigation/Anchor Lights

DANGER

Aviara boats should be operated with caution at night or in limited visibility even with navigation lights illuminated. The lights have limited visual range. Other boat operators may not see or understand the movements of your boat. When necessary to operate at night REDUCE SPEED, use visual and sound signals to slowly return to shore. Night operations may result in collisions or striking fixed objects that could result in death or serious injury.

Models

All

Purpose

Although Aviara boats are designed to be operated during daylight, there are instances in which operators may find themselves on the water at dawn, dusk or even at night. Weather conditions during daylight may also result in the need to run or anchor with the lights on.

Operation

Navigate to the lighting screen on the 11" screen on the dash. Locate the Navigation Light switch on the touch screen and tap it once to turn on all navigation lights including the all-round anchor light and the bow port and starboard (green and red lights). Tap the same switch once again to turn the bow lights off. The Anchor light will remain on. Tap the switch once more to turn all navigation lights off. Navigation lights may also be turned on at the button pack below the engine control screen.

SPECIAL NOTE: The navigation lights are not designed as a visibility light for effective operation in darkness with the boat underway. They are designed as a signal to other boaters so they may see

your craft's location in the water. To protect persons on-board and to prevent damage to the boat, do not operate the boat under these conditions.

Aviara boats should be operated with caution after dark, even with navigation lights on. The lights have limited range and luminosity. The boat may not be seen by other boat operations. In emergency situations or if an outing has not concluded prior to dark, use visual and sound signals to slowly return to shore. Attempting to operate at higher speeds may result in damage to the boat as the operator may not be able to see obstructions in the water or other craft. This is not covered under warranty. Also, serious injury or death to individuals may result.

Troubleshooting

If lights do not operate, check the main circuit breaker panel to determine if a circuit may have tripped. Reset the circuit; if it continues to trip, take the boat to an authorized Aviara dealer.

If the circuit breaker has not tripped, the bulb may have burned out. Although the lights are LEDs, which rarely burn out, it is possible. Take the boat to an authorized Aviara dealer to have the bulb replaced.

Docking Lights

Models

Optional on all models.

Purpose

Optional docking lights provide a significant aid to navigation in dark conditions. Docking lights are especially useful when pulling up to a dock or into a boat slip after dark.

Location

Two sets of bright LED lights mounted to the bow rub rail. Two sets of bright LED lights mounted on the transom rub rail. The switches for operating docking lights are located on the 11" dash screen on the lighting page.

Operation

Navigate to the lighting page on the 11" dash screen. Toggle the Dock Lights Forward button to ON to turn on the bow lights. Toggle the Dock Lights Aft button to turn ON the transom lights. Toggle the switches once more to turn them OFF.

Troubleshooting

If the lights do not operate, check the main circuit breaker panel to determine if a circuit may have tripped. Although the docking lights are LED lights which rarely burn out, it is possible. Take the boat to an authorized Aviara dealer to have the bulb(s) replaced when necessary. Note that in some waterways it is illegal to run with docking lights on. Check your waterway's rules before running with the docking lights on.

Courtesy, Underwater, and Storage Compartment Lights

Models

Underwater lights and RGB function are optional on all models.

Purpose

The courtesy and storage compartment lights provide illumination for the interior deck and compartments.

Underwater lights provide a significant improvement in visual illumination of the water beneath swim platforms and in the area surrounding the boat stern. In shallow water, this can be especially useful.

Location

Mounted to various locations around the deck, under the swim platform, and in storage compartments.

Operation

The digital switches that operate the courtesy, underwater, and

storage lights can be found on the 11" dash screen under the lighting tab. The Accent switch will turn on all accent lighted features, including the cupholders, speakers, etc. The Courtesy switch will turn on walkway lighting. The Hardtop switch will turn on the overhead hard top lights. The Underwater switch will turn on underwater lighting. The Storage switch will turn on all storage spaces, and the Engine Compartment switch will turn on the engine compartment courtesy lights. Toggle the switches again to turn them off.

If equipped with RGB lighting, use the color slider bar at the bottom of the screen to change the color of the lights. Accent and Courtesy lights are linked together and will always remain the same color as each other. The underwater RGB light can be a different color than the Accent and Courtesy lighting. To adjust the RGB hues separately, tap the RGB button to the left of the Accent, Courtesy, or Underwater switches. Adjust each set of lights by sliding the custom RGB bar to the desired color.

To adjust the brightness of the lights, use the Brightness slider bar located below the RGB slider bar. Tap and drag your finger along the bar to change the level of brightness.

The hard top brightness can be adjusted separately by tapping the sun button to the left of the Hard Top toggle button. Adjust the hard top brightness as desired.

Note that the underwater lights should never be operated unless the boat is in the water. Even though these are LED lights, they generate some heat and require the cooling effect of the water to avoid prematurely burning out the bulbs. Underwater lights may have thermal protection circuitry that will turn the light off when reaching high temperatures. Allow lights to cool in water in order to turn back on.

Troubleshooting

If lights do not operate, check the main circuit breaker panel to determine if a circuit may have tripped. Reset the circuit; if it continues to trip, take the boat to an authorized Aviara dealer. If the circuit breaker has not tripped, the bulb may have burned out. Although the lights are LEDs, which rarely burn out, it is possible. Take the boat to an authorized Aviara dealer to have the bulb replaced.

Submersible Swim Platforms and Fold Down Terrace

Models

All sterndrive models are available with a submersible swim platform. The AV40 comes standard with two fold down gunnel terraces in both a sterndrive and outboard variant.

Purpose

Swim platforms and terraces provide easy access between the interior of the boat and the body of water, and effectively increase the area within the boat. Care should always be taken by persons moving between the boat and the water. While the platforms have been designed to be slip-resistant, they may still become slick, and footing can become difficult. All movement should be done with that in mind. Failure to exercise caution can lead to injury. Boisterous play is inappropriate on the swim platform and terraces because injury can occur.

⚠ CAUTION

Boisterous or rough-housing behavior on the swim platform or terraces, such as (but not limited to) trying to push others off the platform, can lead to injury.

⚠ DANGER

PROPELLERS MAY CAUSE SERIOUS INJURY OR DEATH. Shut off the engine(s) when near persons in the water prior to using sunpads, swim platforms or boarding ladders.

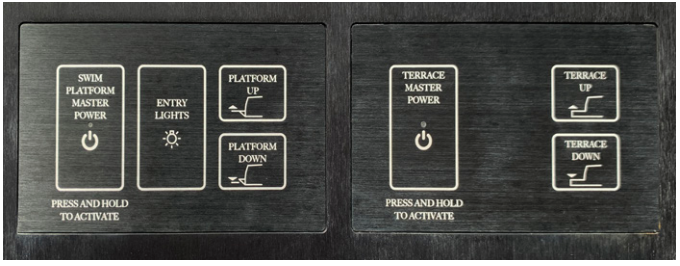
Location

The submersible platform is attached to the underside of the transom area and deploys aft off of the boat. The fold down terraces are mounted to the port and starboard sides of the transom on the AV40.

Operation

To operate the submersible swim platform follow the steps below:

1. Ensure that the engines are turned off and that the drives have centered and are trimmed fully down.



2. Press and hold SWIM PLATFORM MASTER POWER button on switch panel for 1.3 seconds. The keypad will make a single audible beep, then beep twice after 1.3 seconds. Additionally an indicator light will illuminate. This indicates that power is going to the swim platform and that it can be operated. After activating the master power, the platform will be operable for 10 minutes. If while pressing the SWIM PLATFORM MASTER POWER button the keypad rapidly beeps and light rapidly flashes, one of the conditions from step one (1) have not been met and no operation will occur.
3. To deploy the platform, press the PLATFORM DOWN button until the platform is fully deployed. To raise the platform, press the PLATFORM UP button until platform is fully raised and locked. At any point, removing your finger from the keypad button will stop the platform where it is.
4. Additionally, should the SWIM PLATFORM MASTER POWER switch fail for some reason, the platform may be raised using the SWIM PLATFORM OVERRIDE RAISE switch mounted adjacent to the battery switches in the rear sunpad storage hatch (see image below).

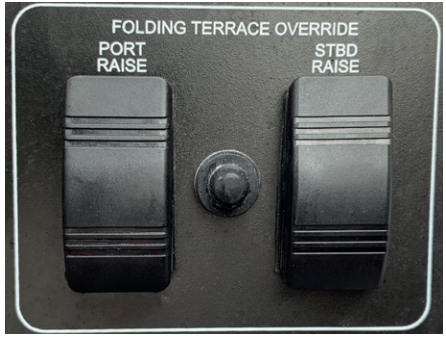
NOTE: If SWIM PLATFORM MASTER POWER button's indicator light is on, the buttons for raising or lowering the platform are active and will remain so for 10 minutes or until you press and hold the master power button again, or any of the above 3 conditions are no longer met.

NOTE: Due to safety, when the swim platform is deployed, the engines will be disabled. There is an override switch however should the swim platform have a failure and it is necessary to get back to shore. See Override Operations in the following section if starting engines is required without retracting the swim platform. Platform, terrace and or engine damage may occur if not fully retracted and locked.

To operate the fold down terraces, follow the steps below:

NOTE: The port and starboard terraces operate independently. Follow the steps below for each side to lower the terraces.

1. Ensure that the engines are turned off.
2. Press and hold TERRACE MASTER POWER button on switch panel for 1.3 seconds. The keypad will make a single audible beep, then beep twice after 1.3 seconds. Additionally an indicator light will illuminate when the master power is activated. This indicates that power is going to the fold down terraces and that it can be operated. After activating the master power, the terrace will be operable for 10 minutes. If while pressing the TERRACE MASTER POWER button the keypad rapidly beeps and light rapidly flashes, one of the conditions from step one (1) has not been met and no operation will occur.
3. To deploy the terrace, press the TERRACE DOWN button until fully deployed. To raise the terrace, press the TERRACE UP button until the terrace is fully raised and locked. At any point, removing your finger from the keypad button will stop the terrace where it is.
4. Additionally, should the TERRACE MASTER POWER switch fail for some reason, the terrace may be raised using the FOLDING TERRACE OVERRIDE RAISE switch mounted adjacent to the battery switches in the rear sunpad storage hatch (see image below).



NOTE: If the TERRACE MASTER POWER button's indicator light is on, the buttons for raising or lowering the terrace are active and will remain so for 10 minutes or until you press and hold the master power button again, or any of the above 3 conditions are no longer met.

NOTE: Due to safety, when the terrace(s) is deployed, the engines will not start. There is an override however should the terrace have a failure and it is necessary to get back to shore. See Override Operations in the following section if starting engines is required without retracting the terraces. Platform, terrace and or engine damage may occur if not fully retracted and locked.

Override Operation

On models equipped with the submersible platform or the terraces, there is a switch panel mounted adjacent to the key switches which allows the engine safety to be overridden in the event of an emergency. The indicator light on this panel will read out the status of the engines, and the button on this panel can be held to allow the engines to start. A GREEN light indicates that the platform and terrace are fully retracted and the engines are able to be turned on without using the override button. A YELLOW light indicates that the terrace(s) or platform are deployed and the engines are in a safe mode and cannot be started simply by pushing the ENGINE START/STOP buttons. A RED light indicates that the IGNITION START/STOP OVERRIDE button has been pressed and held and that the engines can be started by pressing the ENGINE START/STOP buttons on the dash.

To start the engines while either the swim platform or terraces are deployed, follow the instructions below. Note that starting the engines with the swim platform or terraces deployed should only be done in emergency situations, or those in which the terraces or platform experiences a failure and the boat must be moved. ALWAYS ensure that no one is in the water when starting the engines with the platform or terrace deployed.

To operate the fold down terraces, follow the steps below:

1. Ensure that no one is in the water near the engines. Spinning propellers can cause serious injury or death.
2. On the IGNITION START/STOP OVERRIDE switch panel mounted adjacent to the key switches, press and hold the red OVERRIDE button.
3. With the red OVERRIDE button depressed, press the engine START/STOP buttons mounted to the dash. The engines should fire and the boat will be able to be driven.
4. To power off the engines with the red OVERRIDE button depressed, press the engine START/STOP buttons mounted to the dash. The engines should turn off.

NOTE: The boat should be driven at low speeds if it is necessary to operate with the folding terraces or submersible swim platform

deployed. Always use extreme caution if it is necessary to pull into a dock or lift so as to not damage the submersible platform or folding terraces, and note that the drives may damage the submersible platform if trimmed up.

DANGER

PROPELLER(S) MAY CAUSE SERIOUS INJURY OR DEATH. Shut off the engine(s) when near persons in the water, prior to using the swim platform, submersible swim platform, folding terraces or the boarding ladder. Never start the engines with persons in the water and always be aware of your surroundings. DO NOT swim or engage in any watersports or other activities in or near the stern area of the boat, including, without limitation, the swim platform, the submersible swim platform, the folding terraces and the rear sun deck, when an engine is in operation. These activities are extremely dangerous, highly likely to result in death or serious bodily injury, and are a misuse of this product.

CAUTION

The boat should be driven at low speeds if it is necessary to operate with the folding terraces or submersible swim platform deployed. Always use extreme caution if it is necessary to pull into a dock or lift so as to not damage the submersible platform or folding terraces, and note that the drives may damage the submersible platform if trimmed up. Such damage is not covered by the warranty.

Comfort and Convenience

Stereo Components

Models

Standard on all models.

Purpose

The stereo system provides enhanced enjoyment of the boating experience. The system includes a stereo AM/FM radio, remote controls, USB, Auxiliary and Bluetooth connections, speakers, subwoofers and amps.

Location

The stereo system operates through the touch display on the dash. Optional remote controls are available for mounting to the bow and transom of all models. The USB audio plug-in is located below the throttle, to the left of the keys for all models. Subwoofer and amp locations vary by model.

Special Attention

Tampering with the factory audio setup on any stereo-related equipment will void the manufacturer's warranty, and will cause the system to malfunction. The system is set up such that aftermarket stereo equipment cannot be added to the system. DO NOT attempt to add after-market stereo equipment to the boat. Stereo upgrades can be performed by your dealer in certain circumstances. Contact your authorized Aviara dealer for more information.

Operation

Audio control and Bluetooth connection is managed using the 11" touchscreen on the dash. Please review and become familiar with the screen operation in the respective section of this owner's manual.

The USB interface option allows the unit to simply be plugged in and run off the boat's electrical system. USB plug-ins are mounted below the throttle, to the left of the keys.

Be aware that when the engine or generator is turned off, the audio system is a drain on the boat's battery and electrical system. Care should be taken to avoid excessive usage by responding to any alarms that sound so that the boat's batteries do not become fully discharged.

Heaters and HVAC

Models

Cockpit heaters are only available on stern drive models, as an option. Seat heaters are available on all models, as an option. HVAC systems are optional on AV36 models and standard on AV40 models.

Purpose

Heaters, AC and seat heaters are designed as temperature control throughout the cockpit and cabin to extend days on the water.

Location

Heater vent locations vary by model. Only stern drive models come with cockpit heaters, as an option. HVAC systems function primarily in the cabin of the AV36 and AV40, but there is one dash vent that is connected to the cabin's heat and air.

Operation

The seat heaters are controlled through the dash. Tap the HEATERS button on the 11" touchscreen display to view the heater menu. Toggle the Driver Seat switch to turn the driver's seat at the helm ON. Toggle the Passenger Seat switch to turn the passenger seat at the helm ON. Toggle the Cockpit Seat switch to turn all other cockpit seat heaters ON.

The cockpit heaters are controlled through the dash. Tap the HEATERS button on the 11" touchscreen display to view the heater menu. For boats equipped with heater vents, toggle the Cockpit Heater switch to ON to turn on the heater vents. Toggling each switch again turns the heater OFF. To turn all heaters ON or OFF, tap the ALL HEATERS button at the top of the screen. The heater can only be operated with the engine ON. This prevents excessive battery drain. Instructions for operating the cabin HVAC can be found in supporting owner's manuals included in the owner's pack that came with your boat. For AV40 models equipped with the Digital Cockpit controler, see operating instructions in the screen section of this owner's manual

Special Attention

In regular use, the heater should not require any routine maintenance. However, it is advisable to avoid placing items in front of the vents, particularly when the heater is in use. The heated air coming out of the vents could cause damage.

Never run the cockpit/deck heater in a confined space, such as a garage or shop. Running the cockpit/deck heater requires also running the engine; fumes from the engine can be deadly. See also the Common Sense Advice in the Safety Knowledge section of this Owner's Manual regarding carbon monoxide danger.

⚠ WARNING

Carbon monoxide is emitted from the engine's exhaust system. Never run the engine without proper ventilation. Do not run the engine in a confined space or where fumes may be trapped.

CAUTION

Do not leave open food, sun tan oil, or other materials on the seats if the seat heat function is ON. Although the heat does not exceed a temperature at which skin can touch without burning, the additional heat could cause some types of food or other materials to melt, causing a stain or damage that is not covered under warranty. Do not leave unattended, open food or other materials that could melt, on a seat equipped with a seat heater that is or will be turned ON. The additional heat could cause melting, resulting in a stain or other damage that is not covered under warranty.

Troubleshooting

If the heater fails to respond when the switch is turned to either of its ON positions, check on the main circuit breaker panel to ensure that the circuit has not tripped. If resetting does not correct the problem or if it continues to trip, take the boat to an authorized Aviara dealer for repair.

Anchor

Models

Standard on the AV40, optional on the AV32 and AV36.

Purpose

The anchor allows the boat to be temporarily moored in relatively shallow water.

Location

On all models equipped with an anchor, the windlass and washdown are located in a designated storage compartment in the bow of the boat. A remote for the windlass is also located in the bow compartment. Anchor line is stored in a compartment below the windlass. It is important to keep the anchor stowed with the safety cable fastened when it is not in use.

Operation

The windlass and components come with a separate manual explaining operation of the devices. Please review and become familiar with these manuals and the windlass and anchor equipment.

Aviara anchors are automatically operated with a remote control located in the bow compartment and can also be controlled from the 11" screen at the helm. To deploy the anchor, remove the safety cable from the chain and set it aside so as not to get caught in the windlass. Remove the remote control from its mount and press the down arrow button. Continue holding the down arrow until the anchor reaches the bottom of the waterway.

Once the anchor is at the bottom, set an with the appropriate line angle, then tie the line to the cleat next to the windlass to release pressure on the windlass system. Place the remote control back on its mount on the port side of the bow compartment.

To rewind the anchor, release the line from the cleat. Remove the remote control from its mount and press the up arrow. The windlass will automatically retract the anchor line back into the compartment below the windlass. Continue holding the up arrow until the anchor stops retracting once it returns to its stored position at the bow. Note that releasing the anchor from the bottom may require shifting the boat into gear under very limited power. Always be aware of where the anchor rope is in the water and try to avoid putting undue stress on the windlass system when attempting to release it from the bottom of the body of water.

Use the washdown to clean off any seaweed or mud from the anchor and its chain. The washdown hose is located to the right of the windlass. Remove the lid and extract the hose from the compartment. The nozzle for the hose is also located here. Screw the nozzle onto the hose, toggle the power switch to the left of the remote control, then spray down the anchor from outside of the boat. The washdown pump is solely for the use of cleaning off the anchor. Do not drink washdown water. This water is pumped directly from the body of water that you are operating in.

Before operating the boat, ensure that the anchor is rewound all the way to avoid damage to the boat. Always re-link the safety cable onto the chain once the anchor is fully rewound. Failure to do so could cause extensive damage to the boat's hull which is not covered under warranty.

CAUTION

The anchor has been provided to assist boaters in remaining in a chosen location. Boats should always be tied off to the bow and never solely to the aft. Note that use of the anchor system will not guarantee a properly anchored boat or that the boat will remain in a stationary position. Environmental, bottom conditions, current and tidal conditions must be taken into consideration when anchoring the boat. Only properly trained operators should set the anchor for this system. Establishing a secure anchorage requires practice. Damage to your boat may result due to improper anchoring techniques.

Swimmers or anyone in the water in the area of the bow should remain aware of the anchor line anytime it is deployed. Even if it appears taut, an individual could become entangled in the line underwater, which could result in injury or death. It is also

possible that people could cause the anchor to lose anchorage, causing the boat to move. If there is a current, the boat could become inaccessible to people in the water.

⚠ WARNING

Whenever the anchor line is deployed, individuals in the water nearby should avoid the line. Disrupting the line could cause the boat to move away from the chosen anchorage location. It is also possible that individuals could become entangled in the anchor line. If underwater, this could result in serious injury or even death.

Special Attention

Aviara suggests that operators monitor and verify the rewinding process to ensure that the line retracted in a smooth and even fashion. Anchors should never be pulled aboard and left on-deck as this can lead to potentially dangerous situations.

⚠ WARNING

Improperly stored anchors and/or anchor lines that have been improperly rewound may create a hazardous situation. People on-board can trip on improperly stored materials, which can result in injury. Improperly stored materials can also move too freely during boat operation and make contact with individuals, again causing injury. Properly store all anchors and lines whether the boat is in operation or not, any time the anchor and line are not in use. Never operate the boat with the anchor line deployed.

Troubleshooting

When rewinding the anchor line, if the windlass jams or bunches up the line, stop rewinding immediately to avoid damage to the system. Slightly deploy the line back into the water to release the jam. Use the wrench located in the right side of the bow compartment to manually rewind the line if this situation occurs. Reference the Lewmar Owner's Manual for further instructions and troubleshooting. If the anchor line has been improperly rewound, have an authorized Aviara dealer assist in deploying and rewinding the line to its appropriate berth.

Canvas Covers

Models

Aviara offers several different styles of canvas covers for varying uses on all models. Powered manual sunshades are designed to

provide protection from the sun while operators and passengers are out on the water. Mooring or towing covers protect Aviara boats from the elements while being towed, moored by a dock, or in storage.

Operation

Most covers are intended for use when the boat is moored or stored. These canvas covers will snap or ratchet into place. For information regarding powered manual sunshades, see the sunshade section immediately following.

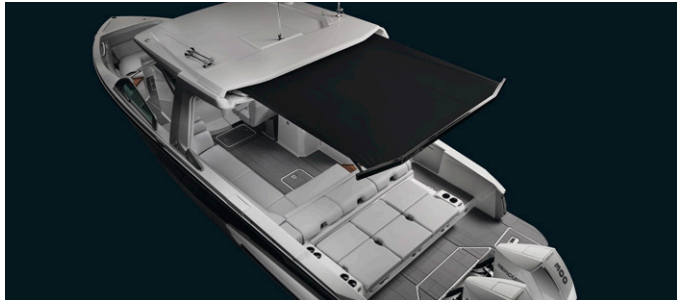
Special Attention

On-going care is required to keep canvas material in good condition for the life of the boat. See Cleaning the Boat section of this Owner's Manual for more information.

⚠ CAUTION

The use of canvas covers, especially dark colored ones, in hot, sunny conditions, can result in temperatures inside the boat in excess of 140°F/60°C. Prolonged high temperatures can heat interior metal and other surfaces to the point that brief contact with the skin may cause serious burns. Carefully remove the cover and allow the interior to ventilate and cool before allowing anyone on board.

Hard Top & Extendable Sunshades



Models

All Aviara Models have permanent fiberglass hard tops. The hard tops are equipped with optional manual or powered sunshades

that extend out the back of the hard top. Forward manual sunshades are also optional.

Purpose

Aviara's hard top is designed to enhance comfort and protect boaters from the sun's rays while on the water. The extendable sunshades provide additional shade when the boat is at rest.

Location

The hard top covers the helm and/or midsection of the boat. The manual or powered aft sunshade extends out the back of the hard top and covers the midship and transom. The forward manual sunshade extends from the front of the hard top and covers the bow.

Operation

To operate the powered aft sunshade, navigate to the switches page ( ) on the 11" dash. The sunshade will extend when the + button is pressed. The sunshade will retract when the – button is pressed. If either button is pressed a second time it will pause the extension or retraction. To continue extending or retracting the shade, press the + or – button again. To secure the powered aft sunshade in high wind conditions, or when operating the boat at slow speeds, insert tension poles into the gunnel mounting points.

Insert the other end of the tension poles into the mounting points on the back of the sunshade when operating the boat at speeds no greater than 15 mph.

The forward and aft manual sunshades mount to the hard top using a series of buckles and tension poles. To install the poles into the deck:

Troubleshooting

Note that the powered sunshade is very voltage sensitive. If the batteries are running at a low voltage, the sunshade may malfunction. Always ensure that the batteries are nearly fully charged when extending or retracting the sunshade.

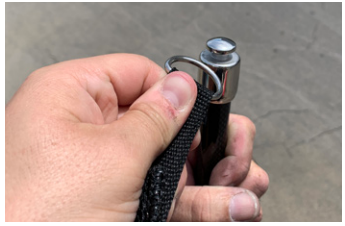
If you suspect that the sunshade has overextended, do not attempt to retract the shade and contact your local Aviara dealer for servicing. Always retract the sunshade when raining as this will cause undue stress on the extension arms.

To install the manual aft sunshade:

1. Remove the sunshade and poles from the storage bags
2. Un-fold and lay out the sunshade with the buckles facing the hard top. Ensure that the material is facing the correct side up.
3. Insert the tension poles into the gunnel mounting points. Ensure that they are properly seated in the mount.
4. Attach the other end of the sunshade to the hard top using the buckles in the canvas and on the hard top.

To install the forward sunshade:

1. Remove the sunshade and poles from the storage bags
2. Un-fold and lay out the sunshade with the buckles facing the hard top. Ensure that the material is facing the correct side up.
3. Insert the tension poles into the gunnel mounting points. Ensure that they are properly seated in the mount.
4. Clip the canvas into the mounting points on the hard top.
5. Move to the forward end of the shade. Stretch the canvas forward so that the metal rings can be mounted on the tension poles.
6. Mount the metal rings around the tension poles. Put a small amount of tension into the poles so mounting the metal ring is easier.
7. When mounted, release pressure on the tension poles slowly.



⚠ WARNING

When trailering a boat or when operating the boat on the water, fold the sunshades down to reduce wind resistance. High speeds put large amounts of air pressure on the sunshades and hard top and can cause them to collapse causing serious injury and damage to the boat.

Mooring Cover with Anti-Pooling System

Models

All Aviara models are available with optional anti-pooling mooring covers.

Purpose

Anti-pooling covers are designed to prevent water and debris intrusion while the boat is docked or stored. Mooring covers mount around the boat and cover everything above the stainless steel rubrail. Mooring covers feature an integrated anti-pooling system that lifts the cover up so that snow or water drains off the side rather than pooling on top of the cover. Anti-pooling covers use a drawstring system to lift the canvas mooring cover upwards.

Location

Mooring covers mount over the boat and wrap just below the stainless steel rub rail to secure the canvas snugly around the boat. Use the ratchet straps to secure the canvas. Use hooks on the underside of the hard top to create an anti-pooling system that drains debris off the sides of the boat.

Operation

To install a boat cover with the anti-pooling drawstring:

1. Cover the bow and the forward portion of the cockpit with the canvas designed to fit the bow.
2. Continue covering the boat from bow to stern until you reach the windshield. Ensure that the windshield door is closed. Continue covering the boat.
3. When you reach the midship, mount the anti-pooling loop to the hooks on the underside of the hard top.

4. Buckle the buckles on both sides of the hard top legs and ensure that the velcro is secured around the hard top legs.
5. Cover the rest of the boat to the transom. Pull the canvas down below the rubrail and use the ratcheting straps to secure the cover onto the boat. Ratchet the straps until they cannot be tightened further. The cover is designed to ratchet very tight.
6. Unzip the rope cleat cover and pull aft on the drawstring until the cover is lifted up towards the hard top, such that there are no portions of the canvas that sag into the boat. Secure the drawstring to the rope cleat on the cover. Zip the rope cleat cover to prevent water intrusion.

NOTE: Covers are custom designed for each boat model. Your cover has bow and stern sections that match the layout of your boat. It is critical that the cover is oriented properly when installing.

Engine Flush

Models

Optional on stern drive models.

Purpose

Boats that will be operated in salt water (or brackish fresh water) need to be rinsed after every use, including internal engine parts where water has been drawn.

Location

The engine flush connections are mounted in the center sunpad storage bins at the transom of the boat.

Operation

The engine flush connection allows for quick and easy connection to a shore-side garden hose or similar hose to quickly and easily flush the engine. See the Ilmor or Mercury Engine Owner's Manual for additional details regarding this important function.

Troubleshooting

If a hose will not connect to the flush connection, locate a different hose. Garden hoses work fine as long as the hose end is not bent or misshapen.

If water will not enter through the flush connection, disconnect the hose and check that there is no obstruction in the connection area.

If there is no obvious reason for the system malfunction, take the boat to an authorized Aviara dealer for assistance.

Head and Toilet System

Model

All

Purpose

The on-board head provides convenience for longer outings.

Location

The head is located under deck on all models, but location varies by model

Operation

For information regarding the operation of the head system, read the accompanying Tecma Owner's Manual included in your owner's manual package.

CAUTION

Do not flush foreign objects! Flush only water, bodily wastes and rapid-dissolving toilet tissue. Do not flush wet wipes, sanitary napkins, condoms, diapers, paper cups, cotton swabs, food, hair or liquids such as oils or solvents as clogging or damage to the toilet or toilet system may occur.

⚠ WARNING

Hazard of flooding if toilet is connected to ANY through-the-hull fittings, ALWAYS close seacocks when toilet is not in use (even if boat is unattended for a brief period). All passengers MUST be instructed on how to close valves when the toilet is not in use.

Failure to do so can result in flooding which can cause loss of property and life.

NOTE: Make sure all guests understand toilet operation before use.

CAUTION

There is a possibility of being fined for having an operable direct overboard discharge in some waters. Close waste discharge seacock and remove handle or take other measures to avoid fine.

The Environmental Protection Agency (EPA) standards state that in freshwater lakes, freshwater reservoirs, or other freshwater impoundments whose inlets or outlets are such as to prevent the ingress or egress by vessel traffic subject to this regulation, or in rivers not capable of navigation by interstate vessel traffic subject to this regulation, marine sanitation devices certified by the U.S. Coast Guard installed on all vessels shall be designed and operated to prevent the overboard discharge of sewage, treated or untreated, or of any waste derived from sewage.

The EPA standards further state that this shall not be construed to prohibit the carriage of Coast Guard certified flow-through treatment devices which have been secured so as to prevent such discharges. They also state that waters where a Coast Guard certified marine sanitation device permitting discharge is allowed include coastal waters and estuaries, the Great Lakes and interconnecting waterways, freshwater lakes and impoundments accessible through locks, and other flowing waters that are navigable interstate by vessels subject to this regulation (40 CFR 140.3).

Macerator Discharge Pump with Seacock Lockout (If Equipped)

If equipped, the macerator pump gives the boat operator the means of discharging the holding tank contents directly overboard through a seacock in the bottom of the hull. This is available as an alternate method of discharge to the dockside pump out.

Since direct overboard discharge is prohibited in many areas, the macerator seacock is normally closed. The macerator seacock is equipped with a lockout system, which prevents the operation of the macerator when the macerator seacock is closed.

CAUTION

SEACOCK MUST BE OPEN. Before operating the macerator, check that the macerator seacock handle is unlocked and in the open position.

To Operate the Macerator:

1. Unlock and open the macerator seacock. On AV32 models, this seacock is located under the foward facing bench seat in the bow. On AV36 models, this seacock is located under the two-piece center hatch on the starboard side. On AV40 models, this seacock is located under the forward cabin floor hatch.
2. Turn key to DISCHARGE position (located at the Waste System panel in the head area compartment).
3. When tank is empty, release the key.
4. Close and secure the macerator seacock.

NOTE: Turn OFF discharge pump to prevent accidental discharge.

Maintenance prior to each use and at regularly scheduled intervals, cycle the macerator seacock handle open and shut to ensure proper operation of the seacock.

To empty the waste holding tank

Dockside pump out

The dockside pump out connection is located on the starboard side forward deck in front of the windshield.

1. Open the deck plate.
2. Dock/or fit suction hose from the pump out station or marina into the deck plate.
3. Turn on suction pump and monitor the tank level fullness on the waste tank monitor in the head compartment.
4. Turn off pump when the monitor reads empty.

The pickup goes to the bottom of the tank and will get most but not 100% of the waste out of the tank.

The tank is protected with Vacuum relief valve to prevent the tank from imploding from dockside pumps that generate huge vacuums.

Cleaning the toilet

To maintain the toilet's original appearance, use RV approved toilet bowl cleaner or other non-abrasive bathroom and toilet bowl cleaners (Thetford Toilet Bowl Cleaner). Please follow label directions.

CAUTION

To avoid damaging internal seals, do not clean toilet with abrasive cleaners, caustic chemicals, or lubricants and cleaners that contain alcohols or petroleum distillates.

Routine maintenance

Monthly

1. Inspect toilet, plumbing, and plumbing connections, wires, wire connections, and the in-line filter.
2. Open and close all plumbing valves, including seacocks.
3. Check in-line water filters and vented loops for blockage.

Yearly

Check water valve filter. Also check water valve filter if water flow into toilet becomes insufficient.

During extended periods of non-use

The macerator toilet and sanitation hoses should be protected if toilet will not be needed for an extended period of time (more than two weeks, especially in hot weather).

1. Flush toilet and add 4 oz. (118 ml) of liquid biodegradable laundry detergent (the detergent should NOT contain bleach or environmentally harmful substances).
   Note: If using sea water for flushing, shut off power to sea water pump and add fresh water directly into the bowl during the flush cycle.
2. Flush toilet at least five times.
3. Turn off water supply to toilet.
4. Flush the toilet without water very briefly to evacuate all water. (This procedure will minimize any remaining water in the macerator pump.)
5. Turn off power to the toilet.
6. After extended periods of non-use, toilet and pump may dry. For easier re-start of toilet system, add one quart of water to the bowl and let it stand for a few minutes before use.

CAUTION

During water evacuation process, do not operate sea water pump very long without water. Pump impeller may become damaged.

Winterizing Toilet System

At the end of each season, the macerator toilet should be winterized for storage by using potable water-safe antifreeze (if boat will be exposed to freezing temperatures).

If system will be subjected to freezing temperatures, please follow procedures in this section, "During extended periods of non-use", and then winterize system as described here.

NOTE: Use nontoxic antifreeze designated for potable water systems.

Fresh water system

1. Drain potable water tank and empty holding tank.
2. Add freshwater potable antifreeze to potable water tank.
3. Flush potable water antifreeze and water mixture through toilet(s) and into entire system, including the waste holding tank, diverter valve connections, discharge pumps, etc. Turn off power to toilet. Each installation is different, so amounts may vary. User discretion is required to assure adequate protection.

CAUTION

Never use automotive-type antifreeze in freshwater systems.

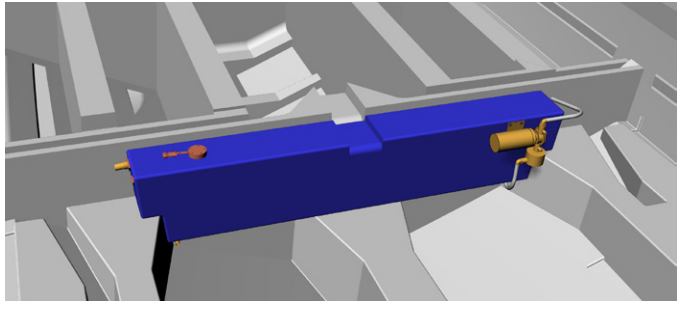
Special Attention

Use only rapid-dissolve toilet paper with these head systems, and only deodorant specially formulated for this type of head system. See the manufacturer's instructions for details. In the event that anything from the head's bowl or holding tank escapes, it should be cleaned as soon as practical. Failure to clean any spillage may result in unpleasant odors, mildew, mold and damage to the deck or other areas of the boat. This is not covered under warranty.

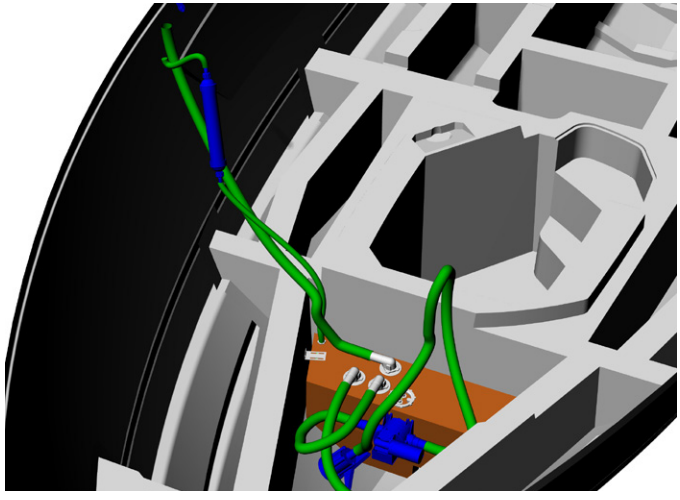
Troubleshooting

If the toilet flushes but the water in bowl empties slowly or not at all, check the discharge piping for kinks and blockages, and the macerator pump for blockages. If the macerator pump makes unusually loud noises, or continually trips the circuit breaker, then check the pump for foreign material. If the toilet doesn't flush after pushing the flush switch, check the tank to see if it is full, check if the circuit breaker has tripped and needs to be reset. If the toilet doesn't receive water when the flush button is pushed, check the water supply line to make sure it isn't kinked and check the water valve screen to make sure it isn't blocked. If the toilet still exhibits issues, then present the boat to and authorized Aviara dealer for repair.

Fresh Water Tank



Black Water Tank



Coolers, Cooled Cup Holders, and Wine Bottle Storage

Models

Standard on all Aviara boats.

Purpose

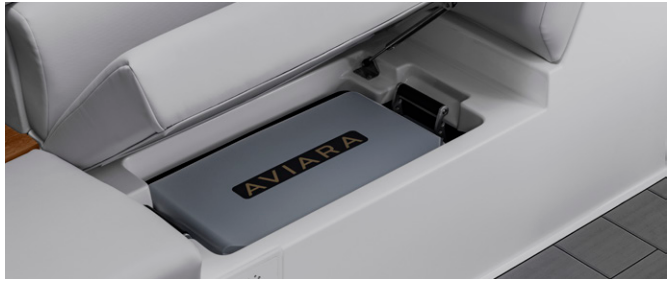
The coolers, cooled cup holders, and wine bottle storage allows boaters to bring food and beverage on-board for outings and keep such items at a lower temperature than ambient air to prevent spoilage.

Location

An optional permanent cooler drawer is located in the wetbar at the starboard midship.

A built-in permanent cooler is located under the bow seat (AV32 and AV40).

A removable cooler is located under the port side midship seat on some models.



Cooled cup holders are located at the helm below the key switches.

Dedicated storage for wine bottles is located to the right of the sink in the wetbar.

Operation

When using the coolers, ensure that the lids are securely closed prior to operation of the boat. If the lids are not secure, water, ice and food/beverage items may become dislodged and spill into the void where the coolers are stored. Be sure to keep the coolers in the designated location as shown in the Model Features and Specs in this Owner's Manual. Coolers that are placed in other locations, including on the deck, are not secure. While the coolers themselves have minimal weight, if they

contain ice, food and beverage, the combined weight can cause injury if the coolers move around during operation.

To operate the cooled cup holders, navigate to the switches page ( ) on the 11" dash. Toggle the switch to the ON position to start the cooling capabilities of the cup holders. Toggle the switch back to OFF to turn the cooling function off.

When using the wine bottle storage, ensure that the lid to the sink compartment is closed when operating the boat. If the lid is not secure, water, ice and beverage items may become dislodged.

CAUTION

Removable coolers should always be stowed in the appropriate designated location of the boat as noted in the Model Features and Specs section of this Owner's Manual. Stocked coolers can have enough weight to cause imbalance in the boat and/or cause injury upon contact.

NOTE: All models have shock assisted cooler cushions to eliminate the need to hold the cushion up while removing and installing the cooler, as well as accessing the cooler for beverages/food. The shock could have reduced performance if the cooler cushion is saturated with water. Also, if the seat hinges become misaligned, the hinge may be damaged or the substrate or seat base may be deformed.

Special Attention

As with any similar coolers, routine cleaning with warm soapy water is advised after each use. Check whether anything from inside the cooler was spilled or in some manner ended up in the storage area in which the cooler is kept. This should be cleaned up immediately to avoid mold, mildew, stains or other damage that is not covered under warranty. Always be sure to remove the built in cooler drain plugs when they are empty to allow the cooler to air out.

Food items or anything that can create an odor or leak should not be left in the cooler, as they could damage the cooler. This type of damage is not covered under warranty.

CAUTION

Clean the cooler (and the storage compartment in which the cooler is stored) after each outing in which the cooler is used. Failure to do so can cause damage that is not covered under warranty.

Additional Special Attention

Note that the cooled cup holders functions off the boat's electrical system. Attention should be paid to the voltmeter(s) to be certain that these systems do not over-drain the electrical system.

Do not drink water from melted ice or water that is not in containers. The cooler may contain contaminants.

Refrigeration

Model

All models have refrigerators available as options.

Purpose

The refrigerator is suitable for cooling food and beverages for a day on the water.

Location

Refrigerator location varies by model, but most are mounted in the wetbar area or in the cabin.

Operation

The refrigerator operates by opening the cool box drawer and turning the thermostat knob clockwise. Shutting it off requires turning the thermostat knob counterclockwise. A booklet from the manufacturer is also supplied in your owner's packet. Please review it prior to operating the refrigerator for the first time.

Special Attention

Note that the refrigerator functions off the boat's electrical system. Attention should be paid to the voltmeter(s) to be certain that these systems do not over-drain the electrical system.

Additional Special Attention

Food items or anything that can create an odor or leak should not be left in the refrigerator or cold plate areas, as they could damage the units. This type of damage is not covered under warranty. The condenser on the refrigerator should be kept free of dust, dirt and anything that inhibits its proper operation. The manufacturer also recommends leaving the door slightly open if it will not be used for an indeterminate period of time. This helps prevent unpleasant odors from forming. Refrigerator cleaning instructions have been provided by the manufacturer. Note that the refrigerator should always be OFF, and should never be cleaned under flowing water or submerged in any kind of body of water. Do not use abrasive cleaning agents. If it is necessary to defrost the interior, never remove layers of ice with hard or sharp tools because they can damage the plastic of the vaporizer. Allow the unit to air defrost.

Troubleshooting

If the refrigerator will not turn ON and cool, check the main circuit breaker box to ensure that the electrical circuit powering the refrigerator has not tripped. Re-set as necessary. If the system still does not work or continues to trip, see an authorized Aviara dealer.

If the refrigerator stops working during an outing, move any items inside to a cooler. The cooling inside the fridge will last for a short time, but items that require cooling to keep from spoilage may not be kept at a proper temperature for long enough. Foods or medicines that require cooling but have been in the refrigerator without it operating for a period of time should be discarded without use. Aviara assumes no responsibility for spoilage resulting from an inoperable refrigerator or failure to follow directions in use of the refrigerator.

Wet Bar

Model

All models.

Purpose

The wet bar offers an area in which fresh water can be accessed, as well as allowing water to be conveniently drained.

Location

The wet bar is located immediately aft of the driver's seat.

Operation

Ensure that there is water in the freshwater tank (see Shower and Wash Down information elsewhere in this section of the Owner's Manual). Turn on the freshwater pump system using the controls on the TANKS page of the 11" screen. Open the lid to allow access to the sink area. Lift the faucet to its upright position. The knob turns as it does on land-based faucets. Note that the water is pressurized so it will come out of the faucet similar to a land-based sink, with slightly less force. The sink drains directly out the hull side drain.

Water available is limited to the amount stored in the freshwater tank. Tank volumes vary by model. Water from the waterway in which you are boating is not brought aboard through the system.

Ensure that the faucet is OFF and the countertop lid secured prior to operation of the boat. Leaving the lid up while underway can result in damage that is not covered under warranty.

Special Attention

As noted in the Storage and Winterization section of this Owner's Manual, it is extremely important to ensure that there is no water in the freshwater system, which includes the wet bar, during extended storage (at least two weeks without use). Failure to drain the water can result in foul odors, mildew and mold, or other damage that is not covered under warranty.

Additional Special Attention

If other liquid beverages beyond water are poured down the sink, flush with water to avoid the potential development of unpleasant odors which can develop after the system has not be used for an indeterminate amount of time.

Troubleshooting

If no water is forthcoming when the faucet is turned ON at

the wet bar, verify that there is still water in the freshwater tank and the pump is turned on. Also, verify that the circuit has not tripped on the main circuit breaker board. If there is water available and the electrical circuit is functional but the system still does not work, have an authorized Aviara dealer check the system. If the sink does not drain, verify that there is no visible obstruction. If none is evident, take the boat to an authorized Aviara dealer for service. NEVER pour drain opener or any caustic substance down the drain or otherwise try to open a clog. This can cause significant damage to the system, which is not covered under warranty.

CAUTION

DO NOT pour any drain opener or caustic substance down the wet bar drain. Do not use a plumber's snake or other device to try to open a malfunctioning drain. Any obstruction that is not clearly visible must be removed by an authorized Aviara dealer only. Any other attempt to open the drain will likely result in damage to the system that is not covered under warranty.

⚠ WARNING

Water from freshwater holding tank is not intended for consumption. It is possible that the freshwater holding tank could contain mildew, mold, or other bacteria if not properly cleaned and maintained. Do not drink water from wetbar.

Grill Operations

Model

AV36 and AV40, as an option

Purpose

The onboard grill(s) allow boaters the convenience of cooking while on the boat.

Location

The grill is located aft of the wetbar on the starboard side.

Operation

Reference the grill manufacturer's operations manual included with your new boat for grill operation instructions.

Ladders

Models

Standard on all models.

Purpose

Ladders allow for easier boarding of the boat from the body of water. A ladder mounted to a swim platform should only be used for re-boarding when the boat engine is OFF. See Safety section of this Owner's Manual for additional details regarding carbon monoxide poisoning.

Location

A ladder is mounted to the starboard side of the swim platform.

Operation

The ladder has a stowed position and an operational position. The ladder stows in the swim platform. Ladder operation varies by model. For ladders with a fiberglass lid, open the lid, unfold the ladder, and drop the ladder into the water. Stow the ladder by lifting it out of the water, folding it into place, and closing the lid. For models with a telescoping ladder, press the release button and extend the ladder into the water. To stow, push the ladder back into the receiver until it latches in place.

Be sure to stow ladders securely prior to operation of the boat.

Special Attention

When opening or closing the ladder, be careful not to pinch fingers or other skin between the ladder joints or the ladder and the platform. All ladders feature a catch system to hold the ladder in position and provide protection for people as they board.

Troubleshooting

If the ladder will not extend or fold back into stowed position, take the boat to an authorized Aviara dealer for repair.

Seating

Models

All

Purpose

Comfortable seating is a hallmark of all Aviara models. Not only does the seating enhance the overall boating experience, but it also is the designated area for operators and passengers to occupy while the boat is underway.

⚠ CAUTION

When boats are in motion, operators and passengers should always be seated on upholstered, designated occupant seating inside the deck and bow areas. No other areas should be used during operation, including, but not limited to, the gunnels, hard top, sun pads, engine boxes, or any area that is not clearly intended for seating while the boat is underway. People can become dislodged from locations that are not actual seating, which could result in falls in the boat or overboard, resulting in serious injury or death.

Location

All models have seating inside the deck area and bow area. Boats also have non-underway seating on the sunpad. Verify with your authorized Aviara dealer the extent to which the seating is considered acceptable for use while the boat is underway.

Operation

Some specialized, optional seating adds more comfort. Convertible seats allow the seat back to be moved forward or back, changing the orientation. (Be sure that the seat back locking mechanism is securely engaged before using the seat back in these types of seating. Failure to engage the locking mechanism may allow unintended movement that could result in a person losing balance or even falling.)

The convertible seat backs and gas assisted barstool seats at the transom are intended to be used only when the boat is

stationary and the engine is OFF. Lift the convertible seats and maneuver into an upright position.

To lift the gas assisted barstool seats, locate the handle on the underside of the seat. To raise, lift handle and remove body weight and the seat will extend up. To lower, lift handle while applying weight to the seat to compress the gas assisted mechanism inside. Release handle between the topmost and lowest position to set and hold the seat height.

The convertible seat backs and the gas assisted barstools must be in the stowed position when the engine is running or the boat is underway. When passengers are positioned aft facing, the seat back offers no security to persons seated at the back of the boat and they could slide off and into the water, with the possibility of making contact with the transom, swim platform, or engine, which could result in injury or death. The engine should be off when individuals occupy rear facing transom seating, individuals may be exposed to carbon monoxide if the engine is running.

DANGER

Carbon monoxide is a colorless, tasteless, odorless and poisonous gas that accumulates rapidly and can cause serious injury or death. Exposure to carbon monoxide can be fatal in a matter of minutes. Exposure to even low concentrations of carbon monoxide must not be ignored because the effects of exposure to carbon monoxide can build up and be just as lethal as high concentrations. Carbon Monoxide from exhaust pipes of inboard or outboard engines may build up inside and outside the boat in areas near exhaust vents, particularly during slow-speed operations. STAY AWAY from these exhaust vent areas, which are located at the stern of the boat when the boat engine is running.

DANGER

Aft-facing seat backs and gas assisted barstools at the transom or sun pad should always be in the stowed position when the boat is underway. Anyone seated facing aft could become dislodged when the boat is underway, which could result in sliding off the seating and making contact with the transom, swim platform, or engine.

Troubleshooting

If the gas assisted seat lift will not operate properly, take the boat to an authorized Aviara dealer for repair.

Care and Maintenance

Lifting the Boat

CAUTION

DO NOT use any portion of the hard top for lifting. This is NOT designed to be used as a central lifting point. The deck and hard top may be damaged. Never use the cleats as lifting points. See the Storage Cradle sub-section of this section. Also never lift a boat with water in the bilge or containing a water-filled device such as a water tank. The extra stress will put an excessive load on the hull and lifting equipment that may seriously damage the boat. Such damage may not be covered by the warranty.

Using Lifting Slings

An overhead hoist with an appropriate rating capacity should be used. Sling must be eight (8) inches wide and twenty-six (26) feet long and each sling should have a minimum capacity rating more than the weight of the model and gear that is to be lifted. Do not use a spreader bar when lifting to prevent damaging side pressure to the deck or gunwale molding. Lifting straps must be placed at the designated points on the boat. Stickers on the hull-side indicate where to place the lifting slings.

CAUTION

Lifting slings must never contact shafts, struts or hardware protruding from the hull. Damage may result that will void the warranty.

CAUTION

When the boat is out of the water, it is important to support the hull correctly to avoid any hull damage. Such damage may void the warranty.

WARNING

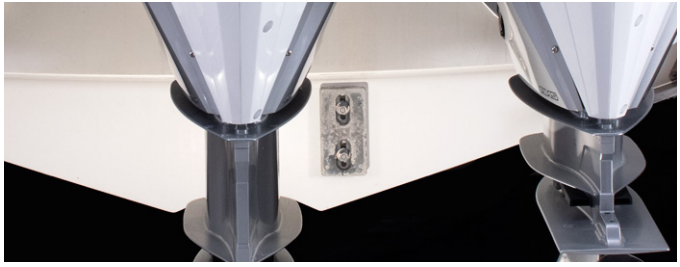
Lifting slings must be positioned at the lifting points designated by stickers on the hull. Failure to do so can lead to hull damage or the risk of dropping the boat. This can lead to serious injury or death.

Storage Cradle

If a storage cradle is used, the hull must be properly supported to prevent load damage. This can occur with as little as fifteen (15) pounds per square inch of pressure. Rest the boat on the keel and use vertical supports extending up from the chine (the angular intersection of the bottom and sides of the boat) to the keel with no gaps between the hull and cradle supports. Aviara recommends a total support area of at least 1700 square inches for all boats. Protect all items extending from the hull (i.e., the lower units, propeller, intakes, etc.) to prevent them from resting on the cradle or the ground. DO NOT apply any load stress to the propeller, lower units, swim platform, water intake grate or other protruding items.

Corrosion Prevention

Galvanic Corrosion



NOTE: DAMAGE DUE TO CORROSION IS NOT COVERED UNDER WARRANTY!

Galvanic corrosion (electrolysis) is the decomposition of metal due to the effects of electrolytic action. When two (2) dissimilar metals are immersed in a conductive fluid (e.g., salt water), an electric current is produced, much like the action of a battery. As the current flows, it takes with it tiny bits of the softer metal. If left unchecked, severe damage may occur over time. If the boat is operated in salt, polluted or brackish waters, even temporarily, the boat should be equipped with a transom-mounted aluminum anodes to prevent damage to those metal parts coming in contact with salt water.

The aluminum is, by design, self-sacrificing. It is slowly eroded away by electrolytic action and requires periodic inspection for deterioration.

When the aluminum has eroded to approximately one-half (1/2) of its original size, it must be replaced to continue protection, or damage to other metal parts may result. Aviara boats come equipped with aluminum anodes. **DAMAGE DUE TO CORROSION IS NOT COVERED UNDER WARRANTY!**

Saltwater Care & Maintenance

Saltwater or brackish water can deteriorate the condition of a boat much faster than freshwater. To maintain the condition, appearance and functionality of boats used in salt water:

1. Flush the engine with fresh water in accordance with the Ilmor or Mercury Engine Owner's Manual, where equipped (10 minutes minimum).
2. Rinse the boat with fresh water after each use in salt water:
   - Bilge
   - Hull and deck including all underwater gear

- Upholstery
- Flooring
- If a boat has removable floor covering it should be removed for drying

3. Rinse metal components with fresh water and wipe down with WD-40:
   - Aluminum dash plates
   - Hard top metal components
   - Engine
   - Hand rails
   - Cleats
   - Walk-thru door
   - Exposed Seat frames
   - Windshield frame and stanchions
4. Spray motor mounts with a corrosion inhibitor at least once a month.
5. Inspect anodes and replace when they reduce to 50 percent of their original size.

Stainless Steel and Chrome/Anodized Aluminum

Stainless steel, chrome-plated and anodized aluminum parts are not totally resistant to corrosion. Occasional cleaning and polishing with a marine chrome-and-stainless polish will maintain and extend the life of these parts. In salt water areas, it is imperative that you thoroughly rinse all hardware with fresh water and apply a light coating of protective oil to enhance the appearance after each use.

Exposure to salt water will cause corrosion leading to significant damage to stainless steel, chrome and anodized aluminum parts. Failure to thoroughly rinse salt water from all hardware, and to apply protective oil after each exposure to salt water, will accelerate the corrosion of hardware and will void your warranty.

Marine Growth

If accelerated marine growth is a problem in the area in which the boat will generally be operated, an anti-fouling bottom paint may be necessary to slow growth while protecting the gel coat. Before selecting a bottom paint, talk with other boaters and an authorized Aviara dealer's service department to determine the product that works best in the area. Many local variables may also affect the selection of paint. Be sure to follow the paint manufacturer's directions exactly.

CAUTION

Be sure all fasteners used are approved and rated for marine use. Most fasteners used on Aviara boats are stainless steel or specially coated to resist corrosion.

⚠ WARNING

Use of improper parts may cause component or engine failure. Such failure may result in death or serious injury!

CAUTION

Exposure to salt water will cause corrosion leading to significant damage to stainless steel, chrome and anodized aluminum parts. Failure to thoroughly rinse salt water from all hardware, and to apply protective oil after each exposure to salt water, will accelerate the corrosion of hardware and will void your warranty.

Cleaning the Boat

Periodic cleaning is the best way to keep your boat looking like new. Regular washing and waxing keep dirt and build-up from deteriorating the finish. If you keep your boat in showroom-new condition, then your personal satisfaction will be higher and the resale value of your boat will be greater.

The boat is made of fiberglass-reinforced resin material that is easy to clean and care for. Several layers of resin material are chemically bonded together to form the hull. The smooth outside surface of the hull is a layer of gel coat resin. The gel coat is a solid color that is only a few millimeters thick.

Beneath the gel coat surface is a series of layers of chemical resin, fiberglass mat and woven roving. It is these layers that give the boat its strength and maintain the hull shape. The boat bottom also uses special coremat material for its strength-to-weight and superior marine performance.

Even though Aviara has carefully crafted boats from resilient materials, it is still the responsibility of the boat owner to perform regular and routine cleaning maintenance to ensure that the boat exterior, interior and components retain both their appearance and strength.

Hull

When washing the boat, use a mild detergent, such as Dawn or Ivory dish soap, or similar commercially-produced detergent, and warm water solution. DO NOT use abrasive cleaners, solvents, ammonia or chlorine, as these will damage the gel coat surface.

Under extreme conditions, special cleaners may be used to remove marine growth from the hull. (See an authorized Aviara service department for further instructions.)

Platforms

Fiberglass Swim Platform

The fiberglass swim platform requires the same kind of regular—and gentle—cleaning that the rest of the boat needs. After cleaning off any environmental debris, wash with mild soap and warm water. Avoid the use of ArmorAll or similar types of rubber-shine products as these will speed the decay of the rubber rather than protect it.

Teak Maintenance

All Wood Accents

To maintain its original appearance and finish, teak wood will need regular cleaning and oiling. Unprotected wood will turn gray and could split or separate. If this happens, it may void the warranty.

New wood accent pieces have been sealed and finished with an oil-based, wood preservative by the manufacturer. Teak accent pieces will keep a new look and last for many years if properly maintained. For best results, oil the wood and allow it to dry before the first use. If the boat sits uncovered in the sun, teak accent pieces may need to be oiled more often than they would if the boat was covered and protected from the sun. The boat should be covered when not in use or when stored for the winter.

Oiling The Teak

The teak accent pieces will need more frequent maintenance if they are regularly exposed to direct sun or water. In most cases, the teak will require maintenance when it gets a dry frosted look, or when it quits easily shedding water. Teak that gets a lot of sun and water may need oil 1-2 times a month for the first year. If the wood starts to get a tacky or gummy feel, oiling may be too frequent and the wood should be oiled less often.

To oil the teak:

Before Oiling the teak accent pieces you will need teak, tung or linseed oil which can be found at marinas, paint stores or home improvement stores.

1. Before applying teak, tung or linseed oil to seal and protect it, the wood should be cleaned with a mild soap and water mixture. Harsher cleaners can damage and strip the wood's finish.

2. Use a stiff bristled brush or rag to clean away dirt and stains. After cleaning, pat the teak as dry as possible with a clean towel, then let it air dry.
3. Use a cloth or brush to saturate the teak with teak, tung or linseed oil (front, back and edges). Push the oil into all cracks, crevices and end grain.
4. Let the teak dry in the shade for 30-45 minutes. After the teak has had time to soak in fresh oil, use a soft cloth to gently buff off all excess oil that does not soak in.

Windshield

In cleaning tempered glass windshields, the normal glass cleaners (from spray bottles or aerosol cans) work best. While the glass is very strong, it can be scratched if anything abrasive is used. Harsh chemicals or solvents should be avoided because they may affect the vinyl gaskets, anodized or powder-coated finish on the extrusions.

Canvas Covers

The material used in constructing boat covers is made from 100 percent solution-dyed polyester fiber with a urethane coating to provide excellent water repellency and mildew resistance. This design allows the material to be easily maintained. By following a few simple care and cleaning steps, the fabric will continue to look good and maintain its fine qualities for seasons to come.

Important Background Information

Because the fabrics are woven, they are breathable. It's also important to know that these fabrics are treated with a fluorocarbon finish, which enhances water repellency. This finish requires replenishment after vigorous cleaning. Polyester fabric will not support the growth of mildew. Mold and mildew need something on which to grow and polyester fabric is not a desirable substance for such growth. Dirt or dust on the fabric, however, is a perfect source for mildew growth, which makes regular cleaning of the fabric important.

The material has an applied finish that deters mold and mildew growth, but it does not make it mold-proof. Keeping the fabric free of dirt and foreign substances is important in deterring mold growth.

There is no set time for when the fabric should be cleaned, and the local environment has a great deal to do with determining cleaning frequency. Cleaning is required less frequently in a dry environment than in a humid one where heavy foliage exists.

Cleaning

One of the best ways to keep the material looking fresh and new, and to delay the need for deep or vigorous cleaning, is to hose off fabrics with clear water on at least a monthly basis. This practice will help prevent dirt from becoming deeply embedded in the fabric, and it will eliminate the need for more frequent and more vigorous cleanings.

In most environments, a thorough cleaning will be needed approximately every two (2) years.

The fabric can be cleaned while still in the boat. When cleaning, it is important to observe the following:

- Always use a natural soap—never detergent.
- Water should be cold to lukewarm, but never more than 100 degrees.
- Air dry only. Never apply heat to the fabric.
- Begin by brushing off loose dirt, and then hose down the material.

Prepare a cleaning mixture of water and a mild, natural soap that is free of detergents. Use a soft-bristle brush to clean, allowing the soap to soak in. Rinse thoroughly and allow the fabric to thoroughly air dry.

If stubborn stains persist, you can use a diluted chlorine bleach/ soap mixture for spot cleaning of mildew, roof run-off and other similar stains. Please keep in mind that chlorine bleach will not change the color of the fabric, but chlorine bleach will eventually break down the fiber of any fabric. Therefore, this cleaning method should be used as infrequently as possible.

The cleaning mixture should be mixed as follows:

- Four ounces (one- half cup) of chlorine bleach.
- One gallon of water.

Clean with a soft- bristle brush and allow the mixture to soak no longer than twenty (20) minutes. Rinse thoroughly and allow to completely air dry. Repeat if necessary.

Enclosed Head

The head should be emptied on-shore within an acceptable holding tank, septic system or sewer. It should never be emptied within the boating body of water or on-shore, except in an approved receptacle.

The head should be cleaned after each outing. After thoroughly cleaning with a mild detergent, add a neutralizing chemical made especially for portable heads, such as that found in RV centers. The neutralizing chemical will help deal with potential odors that might otherwise be foul. (See also Head under the Boat Operations section of this Owner's Manual.)

Upholstery

While the vinyl is made to withstand the elements, it is important to care for vinyl by keeping it clean at all times. Many substances may stain the vinyl if left untreated over a period of time. Remember to remove any contaminant and clean vinyl immediately.

Regular washing with mild detergent and warm water or vinyl cleaners is sufficient to keep the cushion and vinyl coverings in good condition.

Do not soak the cushion, and dry thoroughly after washing to prevent mildew accumulations when the boat is covered.

Spray the cushions with a mildew repellent and prop them up in the boat when it is covered to take advantage of air circulation. Aviara vinyl is made to withstand the effects of sun, heat, acid rain and soiling, under normal conditions, but this does not preclude the cleaning requirements. Please consult the following cleaning recommendations before cleaning your upholstery. In some instances, consumers have reported the appearance of a pink stain on vinyl that is resistant to various cleaning methods. Although there can be other causes for pink staining in vinyls, most pink stains are caused by dyes produced by micro-organisms. These dyes are metabolic products of the micro-organisms, otherwise known as a form of fungi.

It is virtually impossible for consumers to avoid these micro-organisms as they exist in the atmosphere, and are more prevalent in high-humidity areas. Rain cleanses the air, with the result being that the micro-organisms are deposited on items such as marine vinyl.

While the vinyl is treated to resist the growth of micro-organisms (meaning the vinyl is not a food source), the stain results from failure to properly clean and maintain the vinyl. This means that after use, the upholstery must be cleaned with a soft brush and warm soapy water, followed by a thorough rinse with clean water.

Common Stains	Step 1	Step 2	Step 3
General Care		A	B
Dirt build-up	A	B	
Ballpoint ink*	B	A	
Chewing gum	B	A	
Coffee, tea, chocolate	B	A	
Grease	C	B	A
Household soil	A	B	
Ketchup	A	B	
Latex paint	A	B	
Lipstick	C	A	B
Mildew or wet leaves*	B	A	
Motor oil	C	B	A
Oil-based paint	C	B	A
Permanent marker*	B	A	
Spray paint	B	A	
Suntan lotion*	A	B	
Tar/asphalt	C	B	A
Yellow mustard	A	B	

A = Medium soft brush, with warm soapy water. Rinse and dry.
B = 303 Fabric and Vinyl Cleaner. Rinse and dry.
C = Wipe or scrape off excess (chill gum with ice before starting).

This situation is worsened if the boat is stored without proper ventilation or if the boat cover is put on while the vinyl is still wet, creating a situation in which all forms of fungi (mold and mildew) thrive. Failure to follow these instructions in the proper care of upholstery may cause your warranty to be voided!

The cleaning table presented in this section is offered only as a suggestion and as an aid in attempting to deal with stains. We do not guarantee that the cleaning methods will work. Stains from any external source are unlikely to be covered by warranty.

Additional Upholstery Cleaning Information

The following information refers to the performance of the upholstery product in specific tests conducted under laboratory conditions. Results may vary under actual conditions. This information is not a guarantee and does not relieve the user from the responsibility of the proper and safe use of the product and all cleaning agents. The use of certain agents can be harmful to the surface appearance
and lifespan of the vinyl. The vinyl manufacturer and Aviara assume no responsibility resulting from the use of such cleaning agents to the vinyl. Please check compatibility when using this product in combination with painted or varnished surfaces.

*** Always remove stains immediately. Upholstery must be kept**

CLEAN AND DRY! All cleaning methods must be followed by a thorough rinse with clean, warm water. Failure to care for your vinyl properly, or the use of improper cleaners, may void your warranty, as well as damage your vinyl.

Certain household cleaners, powdered abrasives, steel wool, and solvent cleaners can cause damage and discoloration and are not recommended. Dry cleaning fluids and lacquer solvents should not be used because they will remove printed pattern and gloss. Waxes should be used with caution because many contain dyes or solvents that can permanently damage the protective coating.

Do not clean with power washers as they can generate 3,500 P.S.I. and could damage the surface of your interior. Do not use kerosene, gasoline or acetone, because they will remove the protective marine top coat. Do not use any silicone based protectants. They will extract the plasticizer, leaving vinyl hard and brittle, and eventually cracking will occur.

Vinyl upholstery should be covered when not in use to protect from further sun exposure, tree debris, air pollutants and acid rain.

For storage, vinyl should be cleaned, protected, covered and stored in a dry, well ventilated area.

Recommended Products

- Vinyl Finish
- Vinyl Cleaner
- Mild Dish Soap
- 303 High Tech Fabric Guard™
- 303 Fabric and Vinyl Cleaner™
- Babe's Seat Soap

Non-Recommended Products

- ArmorAll
- Bleach
- Baking Soda
- Fantastik
- Formula 409
- Murphy's Oil Soap
- Son-of-a-Gun
- Simple Green
- Anything not listed on the Recommended Products list

SeaDek Pads

Models

All, where equipped.

Purpose

SeaDek provides a more permanent alternative material to woven mat floor coverings. SeaDek is installed using a stick on adhesive and is not intended to be removable.

Location

SeaDek pads mount directly to the flooring, gunnels and other locations around the boat.

Care

Cleaning SeaDek flooring is very simple. Occasionally wash with mild detergent and warm water.

To clean dirt, mud or footprints from SeaDek:

Use an all-purpose cleaner, degreaser, or dish soap. Mix the cleaner or soap in warm water. Dunk a medium bristled brush into the soap/cleaner and water mixture. Scrub lightly with the grain until the dirt or debris wash out. Rinse the SeaDek with clean water. Repeat if necessary.

To remove suntan lotion or other oily substances:

Use the an all-purpose cleaner or degreaser alone. Put a small amount of the cleaner on the oil stain. Scrub lightly with the grain until oily substance washes out. Rinse the SeaDek with clean water. Repeat if necessary.

Cleaning Notes:

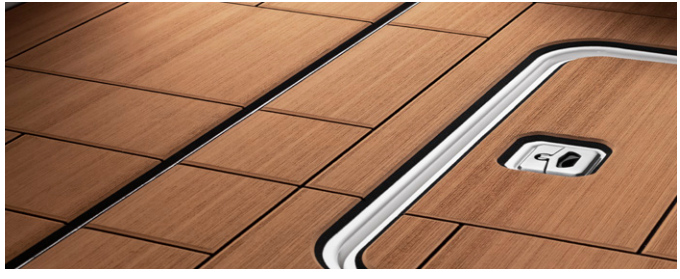
Please follow your state and/or country regulations for proper chemical handling.

Use care with all cleaning products and follow label instructions. Wear proper protective gear when cleaning the boat, including vinyl or nitrile gloves and eye protection.

DO NOT USE:

- Mineral Spirits
- Oxalic Acid
- Acetone
- Bleach (if used, dilute 1 cup with 1 gallon of water)

For best cleaning results, tend to all stains, spills and leaks as soon as possible



Maintenance Service

Frequency and Scheduled Maintenance

Proper care, maintenance and adjustment will contribute to the peak performance of your Aviara boat, while also extending the overall service life and the resale value.

The pages that follow provide instructions on how to accomplish the required checks, inspections and services listed. An authorized Aviara service department is the best source for proper maintenance.

NOTE: The engines and drive trains require scheduled maintenance checks and services in addition to the boat's other maintenance requirements. Read and understand the engine owner's manual that has been provided, and follow the maintenance schedule to ensure proper operation and quality service over the life of the boat and drive trains. Failure to follow the maintenance requirements and instructions listed in this and all other manuals may result in damage to the components, systems and equipment of the boat. Resulting damage will not be covered by warranty. Safety issues are also directly impacted by proper maintenance!

Maintenance Definitions

Check

Verify the operational readiness by physical measurement, i.e., measuring the oil level with the dipstick or aligning with a feeler gauge.

Inspect

Determine the operational readiness by examination, i.e., by sight, sound or feel.

Change

Tasks required periodically to keep the boat in proper operating condition, i.e., drain, replenish or service.

New Boat Break-In

NOTE: Aviara recommends the following functions be performed by authorized Aviara technicians at an authorized Aviara dealer.

- For Ilmor engines, have an authorized Aviara service department change the fuel filters after the first fifty (50) hours of operation, and then again at one hundred (100)

hours. The fuel filters should be changed annually, even if less than one hundred (100) hours are run during the previous season.

Before Each Use

Before Starting the Engines

Review the engine manual before each outing to determine the drive train requirements that need to be followed prior to each use.

Review the Safety Checks and Services section of this Owner's Manual. There are important functions that must be followed before, during and after every outing:

- Inspect the raw water intake strainer(s) for blockage. If there is blockage.
- Check and clean the seacock strainer as necessary (where equipped).
- Check the cooling system level. See the Ilmor Engine owner's manual for details.
- Inspect the battery connections and hold-downs.
- Inspect the drive trains for loose or missing hardware.
- Inspect the throttles for wear and interference with other components.
- Inspect the fuel system lines and connections for leaks.
- Check for water leaks or excessive exhaust odor.
- As you start the engine, check that the voltage reading registers fully charged batteries.

After Each Use

Refer to the Cleaning the Boat and Corrosion Prevention sections of this Owner's Manual for guidance on a thorough approach to maintenance. Boats used in salt water or brackish water should have the engine flushed according to the engine owner's manual.

Quarterly (Every Fifty [50] Hours or in accordance with the engine owner's manual)

Before Starting the Engines Or After They Have Cooled

- Check the safety equipment.
- Change the oil according to the Ilmor owner's manual schedule.

Annually (Every One Hundred [100] Hours or in accordance with the engine owner's manual)

NOTE: Aviara recommends that the following be performed by authorized Aviara technicians at an authorized Aviara dealer.

Before Starting the Engines Or After They Have Cooled

- Replace the fuel filters (to be performed by an authorized Aviara technician only).
- Lubricate the steering system.
- Check the engine mounts.
- Inspect the complete fuel system for leakage.
- Check the fire extinguisher and suppression units on-board.
- Change impellers.

Aviara recommends using an authorized Aviara technicians at an authorized Aviara dealer for many of these tasks!

Scheduled Maintenance

Before Each Use

Prior to Starting the Engines

Review the Safety Checks and Services section of this Owner's Manual. There are important functions that must be followed before, during and after every outing. The Safety Checks and Services section notes that all drain plugs must be reinstalled prior to operating the boat. This is critical to prevent taking on water.

Inspect Seacock Strainers (Ilmor engines only)

Because a clogged seacock strainer puts undue strain on the engines, the strainers should be checked prior to starting the boat. The seacock strainers are standard on all boats with Ilmor engines.

Step 1

Open the strainer housing (see photo).

Step 2

Remove the filter and inspect for debris, clean the strainer.

Step 3

Remove anything found inside the sea strainer.

Step 4

Return the strainer to the housing and tighten the lid in place.

Inspect the Battery Connections and Hold-Downs

Because poor connections or hold-downs may result in erroneous voltmeter readings, Aviara recommends doing this before starting the boat.

Step 1

Ensure the engines are OFF and the engine safety starting switches disconnected. Be certain that the throttle/shift control levers are in neutral. Locate the batteries. Batteries are placed in varying locations, depending on the model.

Step 2

Check that the battery post connections are clean and tight. If not, loosen and remove the negative terminal connections first.

Be careful not to touch the positive terminals with the wrench.

Loosen and remove the positive terminal connections. Remove battery hold-downs and remove the batteries from the boat. Clean corrosion from the battery posts with a battery terminal cleaner. Clean the batteries with a water-and-baking-soda solution. Use care to avoid allowing the solution to enter the battery vents. Rinse the batteries with fresh water.

⚠ WARNING

Battery electrolyte fluid is dangerous. It contains sulfuric acid, which is poisonous, corrosive and caustic. If electrolyte fluid is spilled or placed on any part of the human body, immediately flush the area with large amounts of clean water and immediately seek medical attention.

Use a battery terminal cleaning brush to remove corrosion from the inside of the battery terminals. Clean the terminals with a water-and-baking-soda solution and rinse with fresh water.

Check the battery boxes that normally hold the batteries in place to determine whether there is evidence of battery fluid inside them. Battery fluids are corrosive and can cause permanent damage to the battery boxes. If fluid is evident, wash out the boxes with the water-and-baking-soda solution that is used to clean the terminals. Rinse with fresh water and dry with a cloth.

Reconnect the positive terminals first, then the negatives. Tighten the terminals. Coat both terminals completely with a thin covering of marine dielectric grease. Be sure that the rubber boot covers the positive terminal completely.

NOTE: The boat's engines are designed to work with the standard electronics installed in the boat. Adding other electrical components or accessories can change the way the fuel injection controls the engines or the overall electrical system functions. Before adding electrical equipment, consult an authorized Aviara dealer's service department. Otherwise, the engines may not perform properly.

CAUTION

Add-on equipment may adversely affect the alternator output or overload the electrical system. Such damage may not be covered by the warranty.

If a replacement battery is required, be certain to consult with your authorized Aviara dealer before purchase. Before disconnecting a battery, make sure the ignition keys and all accessories are in the OFF position. Also remember to re-attach

the cables in the proper order, with the positive cable connected to the positive [+] post and the negative cable connected to the negative [-] post.

WARNING

When charging, batteries generate small amounts of dangerous hydrogen gas. This gas is highly explosive. Keep all sparks, flames and smoking well away from the area. Failure to follow instructions when charging a battery may cause an electrical charge or even an explosion of the battery, which could result in death or serious injury.

Aviara recommends the use of a spiral-cell type battery, such as the Optima brand. These batteries exceed other batteries in holding and extending a charge.

Inspect The Fuel System For Leaks

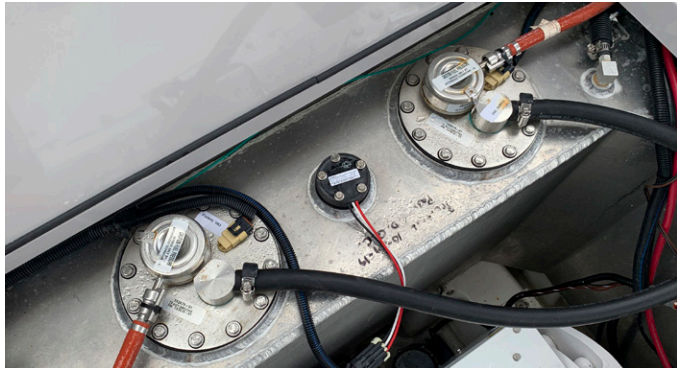
This function should be performed prior to starting the engines; and then again after about three (3)-to-five (5) minutes to determine whether any leaks are apparent.

Step 1

Ensure the engines are OFF, the engine safety starting switch is disconnected and the throttle/shift control levers are in neutral.

DANGER

Gasoline is highly flammable and its vapors may ignite, resulting in fire or explosion. Be sure to keep all sparks and flames away from the area while inspecting the boat's fuel system.



Step 2

Open the engine compartment or floor hatch (where equipped) and visually check as much of the fuel system from the tank

to the engines as you can see. On some models this is will be a limited area. If the odor of gasoline is strong or if you see visual evidence of fuel outside the system, cease all operations and take the boat immediately to an authorized Aviara dealer's service department to determine the source of the leak. The leak must be repaired before the engine is restarted.

⚠ WARNING

The engine box serves as a machinery guard. The engines must be OFF whenever the box is open. Clothing or body parts can get caught in moving parts, causing death or serious injury. Keep away from moving parts!

Fuel leakage can lead to a build-up of potentially explosive fumes within the engine compartment. DO NOT IGNORE OR OVERLOOK THIS INSPECTION AND REPAIR AS NECESSARY!

Note Any Exhaust Odors

This function should be performed prior to starting the engines; and then again after about three (3)-to-five (5) minutes to determine whether any leaks are apparent.

Step 1

First ensure that the engines are OFF and that the engine safety starting switch is disconnected. Be certain that the throttle/shift control levers are in neutral. The engines must be cool.

Step 2

Open the engine compartment and note whether there is any unusual odor. In many instances, exhaust will have little or no odor, but in the event of a potentially significant exhaust leakage, it may be possible to smell a "rotten-egg" odor that signifies a probable issue that must be addressed.

Step 3

If leakage is apparent, tighten the hose clamps, being careful to avoid crimping the hose. If the leakage is significant, or is occurring at a location other than the joints (such as a split in a hose), see your authorized Aviara dealer's service department for parts and service.

Exhaust fumes can cause illness or impairment, including carbon monoxide poisoning. Equally important to consider, leakage can lead to a build-up of potentially explosive fumes within the engine compartment.

DO NOT IGNORE OR OVERLOOK THIS INSPECTION! REPAIR AS NECESSARY!

Before Each Use

After Starting the Engines

Check That The Batteries are Fully Charged

As the boat is started, check all gauges, but pay particular attention to the voltage.

When starting the engines, check that the voltmeter reads between 12.4 and 14.5 volts. An erratic reading may be a sign of low voltage. The voltage reading is the best indication of the status of your batteries, however it is not fool-proof. While the reading may indicate that the battery is producing current, if during a previous operation you had reason to suspect a problem with your batteries, check with an authorized Aviara dealer's service department.

Current models are equipped with a low-voltage battery alarm. In the event that the stereo or other electrical equipment has been functioning when the boat engine is OFF, the voltage drain on the batteries may result in difficulties restarting the boat. To avoid this situation, when the voltage level falls to 10.5 volts, the system will shut off the stereo system and sound an alarm for a period of two (2) minutes to allow the operator time to turn the ignition keys ON and start the engines. Doing so will allow the engine's alternators to recharge the battery.

Charge dead batteries with a battery charger before attempting to start the engine. (Some Aviara models offer an optional battery charger; **but never jump-start the battery.) Jump-starting from another boat or battery is dangerous!** Charging a dead battery from a third party engine will put undue stress on the alternator, which may cause it to fail.

⚠ WARNING

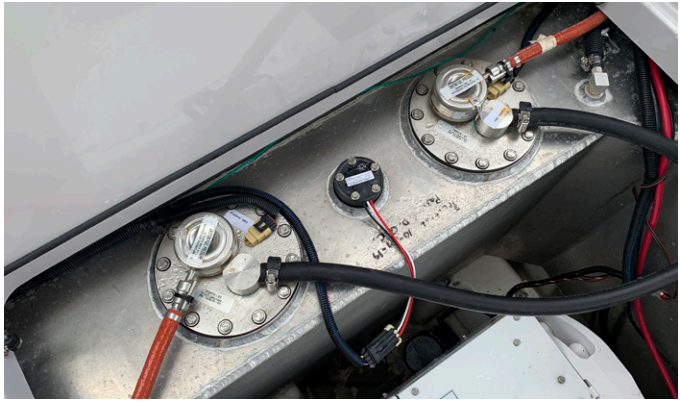
When charging, batteries generate small amounts of dangerous hydrogen gas. This gas is highly explosive. Keep all sparks, flames and smoking well away from the area. Failure to follow instructions when charging a battery may cause an electrical charge or even an explosion of the battery, which could cause death or serious injury.

CAUTION

Crossing cables or jumper cables may result in damage to the electrical components due to incorrect battery connections. Such damages may not be covered by your warranty.

Repeat Check For Fuel And/Or Exhaust Leaks

This function should be performed after about three (3)-to-five (5) minutes of running the engines to determine whether any leaks are apparent.



After three (3)-to-five (5) minutes of operation, shut down the engines and ensure that the engine safety starting switch is disconnected. Be certain that the throttle/shift control levers are in neutral. Again, inspect the fuel system as well as possible. Inspect the fuel pump gasket, fastener gaskets, regulator seal and sender gasket for leaks. If the odor of gasoline is strong or if you see visual evidence of fuel outside the system, cease all operations and take the boat immediately to an authorized Aviara dealer's service department to determine the source of the leak. The leak must be repaired before the engines are restarted. Because the lines on Aviara boats are pressurized, they can be disconnected and/or removed ONLY by using specialized tools that are not available to the public.

Reinspect after the fuel tank has been filled full for the first time of the season.

Note that fuel systems vary by model.

This is important! Fuel leakage can lead to a build-up of potentially explosive fumes within the engine compartment. DO NOT IGNORE OR OVERLOOK THIS INSPECTION AND REPAIR AS NECESSARY!

Also, recheck that there is no unusual exhaust odors as described prior to starting the engines.

After Each Use

General Cleaning And Storage

Refer to the Corrosion Prevention and Cleaning the Boat sections of this Owner's Manual. After each outing, the boat should receive a general cleaning and drying prior to being stored. Even if the boat is kept in a slip, owners/operators should wipe down the interior and should periodically remove the boat from the water for a general cleaning.

In instances of boats being left moored in water, it may be necessary to periodically run the bilge pump to clear out water that has intruded into the bilge compartment. Keep the batteries fully charged in order to be able to provide this function.

Inspections

As noted in the Before Each Use section, some functions need to be performed following use of the boat, such as checking the intake strainer or seacock strainer if evidence has shown that debris collects during the outing. Wet debris is often easier to remove.

Scheduled Maintenance

Quarterly Every Fifty [50] Hours

Check Safety Equipment And Change Oil (Ilmor Engines Only)

Throughout this Owner's Manual, boat owners, operators and users have been reminded to pay particular attention to any and all safety requirements.

At the fifty (50) hour mark, it is appropriate to check that all required and recommended safety equipment be reviewed for condition and repaired or replaced as necessary. This includes all personal flotation devices. It is also advisable to check that all equipment and personal items onboard have been properly stowed and the routine maintenance performed.

Annually - Every One Hundred [100] Hours

Aviara recommends that your annual—or one hundred (100) hour—maintenance requirements be performed by an authorized Aviara dealer. An authorized Aviara dealership has the proper equipment and technical training to best meet your service needs.

Annual Maintenance

Some boat owners choose to personally execute some maintenance procedures on their boats. Aviara has provided information on several procedures. For safety reasons, a few must be performed by authorized Aviara service technicians only, such as anything involving checks and repairs on the fuel line, which is under pressure, and replacement of impellers.

These matters must be addressed on a regular basis, at one hundred (100) hours or annually, whichever comes first. These procedures are in addition to seasonal preparation and winterization (see Storage and Winterization section for additional details). All of these issues are extremely important to continued boating pleasure, as well as long life for the boat, and the critical matter of safety.

Even if the annual maintenance work is completed by an authorized Aviara service technician, boat owners and operators should still review this section and ensure that they have some understanding of what is necessary to keep the boat in top condition.

Check the Engine Mounts

CAUTION

Some engine parts become very hot during operation. This inspection must be completed while the engines are cool to prevent burns to your skin. Perform this task before starting the boat.

Step 1

Ensure the engines are OFF and disconnect the engine safety starting switch. **Be sure that the throttle/shift control levers are in neutral.** The engines must be cool.

Step 2

Open the engine compartment and locate the motor mounts.

Step 3

Check the tightness of the mounting hardware and adjustment lock-nuts. Securely tighten any loose hardware.

Lubricate Steering System

Hydraulic steering maintenance must be completed by an authorized Aviara dealer only.

Inspect the Complete Fuel System for Leakage and Change Fuel Filter

Although the boat engine is similar to an automobile engine, the engine compartment differs substantially. The underside of an automobile engine compartment is totally open to the atmosphere. This allows complete air circulation and ventilation. A boat engine is housed in a closed compartment, the underside of which is the bottom (hull) of the boat.

The enclosed engine compartment limits the ventilation of gasoline and oil fumes. Because confined gasoline vapors mixed with a little air can form an explosive atmosphere, it is important to be especially vigilant in performing the following two (2) operations:

Step 1

Inspect the boat bilge area under the engines for the evidence of oil and gasoline—or any gasoline odor. This inspection should take place the first time the boat is started each day. Raise the engine cover and visually look at the bilge area under the engines.

Step 2

Run the bilge blower for at least four (4) minutes to ventilate the bilge area each time before starting the engines.

⚠ DANGER

Gasoline is explosive. If a gasoline odor is present or gasoline is visually observed in the bilge area during inspection, DO NOT START YOUR ENGINE! Remove the ignition keys and call an authorized Aviara dealer for service.

NOTE: If there is evidence of loose fuel fittings, deteriorated lines or other problems associated with the fuel system, call an authorized Aviara dealer. Due to the potential for serious consequences when errors occur in servicing the fuel system, Aviara strongly encourages all boat owners and operators to seek professional assistance from an authorized Aviara dealer's service department whenever any service or perceived problems occur within the fuel system.

⚠ CAUTION

All replaced fuel components must meet United States Coast Guard ("USCG") and American Boat & Yacht Council, Inc. ("ABYC") standards, and must be Underwriter's Laboratory ("UL")-approved. Inferior quality components pose a serious safety threat to you and others, and the use of inferior components may result in serious injury or death. Resulting damage may void the warranty.

All Aviara models are equipped with a fuel fill cap. These caps are hinged, and they snap open or closed to seal with an audible click. This is important for the system on these boats to operate correctly. Be sure to fully snap the cap shut after each fill.

As part of the Annual Maintenance, the fuel filter must be changed.

Due to the pressurized fuel lines, this maintenance can be done only by authorized Aviara dealers.

Fire Extinguisher And Suppression Units

Aviara recommends that boat owners include a check of the fire suppression and extinguisher units during the annual maintenance to be sure that they are always ready for use. Some units may not require annual checks; refer to the signage and labeling on the individual units for further guidance.

Other Maintenance

Boat owners are required to perform routine regular maintenance as well as annual requirements, as outlined in the engine owner's manual. Some standard or optional equipment on boats may come with their own printed information that includes maintenance required to keep such components in excellent long-term operating condition. Always follow these instructions.

Storage & Winterization

Storage or winter lay-up requires special preparation to prevent damage to the boat. Since winter storage is an annual event, it presents an excellent opportunity to perform annual maintenance. Check with an authorized Aviara dealer's service department regarding your boat's needs to determine if this is an appropriate time for annual service.

Without proper preparation, storage for long periods of time (at any time of the year) may cause harm to various components of the boat and drive train. If the boat has been stored in below-freezing temperatures with water inside the bilge or engine cooling system it may result in major freezing damage to any of the following: the heater, shower, wash down tanks, coolers, bilge; or any container or area in which water has been located. This type of damage is not covered under warranty.

Refer to the Ilmor or Mercury Engine Owner's Manual, included in the New Owner Information Package for guidance regarding the storage and winterization of the engine, transmission and components of the drive train. The following procedures will help avoid most potential types of damage during storage for a period not to exceed five (5) months.

CAUTION

Winterization is a complex process that may result in damage to the engine, drive train and other components if improperly performed. Aviara recommends winterization by an authorized Aviara dealer.

General Preparation

NOTE: Aviara recommends the following functions be performed by authorized Aviara technicians at an authorized Aviara dealer.

Before starting you will need the following supplies:

- Sta-Bil® Gasoline Stabilizer
- Fuel filter

Fuel System Treatment

This preparation needs to be done prior to removing water from the engines, if that will be part of the process.

Boats that are going to be stored for extended periods (more than two [2] weeks) or winterized should have the fuel system treated with stabilizer. Even TOP TIER gasolines will experience some separation and settling during these periods. Of considerable concern is that water condensation will occur within the fuel system. Water is particularly harmful to fuel tanks and engines, therefore, follow this procedure:

Step 1

The fuel tank should be ninety-to-ninety-five percent (90-95%) full of TOP TIER gasoline. This allows for minimal room in which air can oxygenate the fuel during diurnal cycles (daily periods of expansion/contraction of gasoline vapors and air as a result of temperature changes).

Step 2

Add a biocide additive in the fuel tank to limit microbial growth in the gasoline. Follow the directions provided by the additive's manufacturer.

Step 3

Add a fuel stabilizer, such as Sta-Bil® (preferably the Marine grade or Ethanol grade stabilizer) to the fuel tank. Follow the directions provided by the stabilizer's manufacturer.

Step 4

Run the engine for at least fifteen (15) minutes while in a body of water. This allows for the circulation of the additives throughout the fuel system.

During storage, the tank vents can be sealed. If the vent is sealed, the tank must NOT be completely filled. A ninety-to-ninety-five percent (90-95%) filled tank allows room for expansion, which will be required at certain times when temperatures increase. In addition to preventing water intrusion, sealing can prevent the gumming that occurs when the hydrocarbons in gasoline react with naturally occurring oxygen. This gummy substance plugs up fuel filters and injectors. Sealing the tank helps reduce gumming by significantly limiting the amount of oxygen that is allowed into the fuel tank. If the tank vent is sealed for storage/winterization, it must be unsealed prior to the boat being placed back into service. Failure to do so will result in issues when trying to fill the gas tank in future fill-ups.

Note: Fuel stabilizers work ONLY in fresh gasoline. Stabilizers will not cure oxygenated gasoline. Adding a stabilizer when the boat is being prepared for outings after storage will NOT clean the gumming that has occurred or remove water from the fuel tank or otherwise eliminate any problems that have occurred due to failure to properly prepare the fueling system for storage.

Engine manufacturers suggest using Federal or State of California reformulated gasoline whenever possible as it stores as well or better than conventional gasoline.

Even quality gasoline that has been properly prepared for storage should never be stored for a period to exceed one (1) year.

CAUTION

Fuel systems on all boats MUST be properly prepared for storage periods exceeding two (2) weeks, as outlined in this Owner's Manual. Failure to do so may void the warranty.

Winterization Preparations

Step 1

Lubricate the throttle and shift linkages with multi-purpose grease.

Step 2

Aviara recommends that batteries be removed from the boat for winter storage. Batteries should be fully charged before being stored in a cool, dry location, protected from the elements. Fully recharge the batteries before re-installation in the boat. Never store batteries close to heat, spark or flame-producing devices.

Step 3

Where equipped, remove any bilge drain plugs immediately after taking the boat out of the water. After a general bow-to-stern washing, raise the bow of the boat higher than the stern to allow as much water as possible to drain from the bilge.

Step 4

Thoroughly clean the hull, deck and interior of the boat as soon as it is removed from the water. Cleaning while the boat is still wet is recommended rather than waiting until the boat is taken out of storage. Any marine growth in or on the hull will be wet and easier to remove. Be sure to leave the boat's storage and engine compartments opened up so they can properly air dry and prevent mildew from trapped moisture. (See the Cleaning section of this Owners Manual.)

Step 5

Apply a coat of wax to the entire surface of the boat. Premium marine wax provides excellent coverage and is recommended.

Step 6

If the boat is equipped with a cockpit heater, be sure to disconnect the hoses (heater circulation pump hose) and drain any remaining water in the lines to avoid freezing. Even small amounts of water in any of these areas can cause significant damage upon freezing. Such damage is not covered under warranty.

CAUTION

Be sure that disconnected hoses will not become entangled in the engine belts when the engines turn over. Failure to do so may result in damage to the engines and/or critical boat systems.

Step 7

You must winterize the engine flush fitting mounted to the transom of the boat:

- Remove the boat from the water.
- Drain the engine according to the Ilmor or Mercury Engine Owner's Manual included with the Owner's Manual Information Packet.

Step 8

Winterize the non-potable water and blackwater holding tanks by following the steps below:

1. Drain the potable water tank completely by opening all faucets and flushing the head.
2. Once drained, pump out the blackwater waste holding tank.
3. If you plan to clean the holding tank, pour a mild cleaner or warm, lightly soapy water into the toilet bowl and flush into the tank. Pump the tank out again to completely empty the waste tank.
4. Pour a minimum of five (5) gallons of propylene glycol based, RV grade antifreeze into the freshwater non-potable tank, and one (1) gallon of the same antifreeze into the toilet bowl.
5. Run all faucets including the transom shower (where equipped) and flush the head until antifreeze can be seen coming out of each sink and flushed into the toilet bowl. This will pull the antifreeze through the plumbing system and through the sink.

NOTE: Never use automotive-type anti-freeze in the freshwater system.

NOTE: Where equipped, winterize the water heater system according to the supplementary owner's manual included in the owner's manual package with your boat.

To winterize the forward anchor washdown, remove all hoses going to the pump. Run the pump for 3-5 seconds or until all water has been drained.

Step 9

Cover the boat with a boat cover or tarp.

NOTE: If the boat is to be stored outside and subject to accumulations of snow, water and ice, an Aviara mooring cover with anti pooling poles should be used. If you do not have an Aviara mooring cover, a tarp or other water resistant cover should be used with a support so that the covering will not sag, rip or tear, thereby allowing water to enter the boat.

Reactivating The Boat After Storage

Step 1

Fully charge the batteries and install them in the boat, following all safety precautions associated with changing batteries.

CAUTION

Often, batteries that have been stored over winter will require recharging. Only an authorized battery charger should be used to charge the batteries in Aviara boats. Use only the battery charger equipped on your boat, or use the shore power connection where equipped. Regardless of the time of year, care should always be used when charging the batteries.

Step 2

Follow all instructions for reactivating the engines and drive trains as detailed in the Ilmor Marine Engine or Mercury Engine Owner's Manual.

NOTE: Due to the complex nature of the engine and drive train reactivation process, Aviara recommends having an authorized Aviara or Ilmor/Mercury dealer perform this function.

Step 3

Ensure that all drain plugs (where applicable) throughout the boat and drive trains have been reinstalled to avoid unwanted water intrusion.

Step 4

If applicable, reconnect and verify that all hoses to the heater, the head, the fresh water wash down, and the wet bar are in proper working condition with no leaks.

Step 5

Check the engine compartment and bilge for signs of nesting animals. Clean as necessary.

Step 6

Check the entire engine system for fluid, oil and coolant levels. Add as necessary.

Step 7

Check the entire engines for cracks or leaks caused by freeze damage.

Step 8

Check all hose clamps for tightness. Install the bilge drain plug and the rear drain plug (if applicable).

Step 9

Grease the propeller drives as necessary and replace all anodes if operating in salt water.

Step 10

Perform daily maintenance as noted previously in this Owner's Manual. If it was not done prior to storage, perform annual maintenance as well.

Step 11

Inspect the fresh water cooling system, if it was drained for storage, fill the system with fresh coolant solution per instructions in the Ilmor Engine Owner's Manual.

Step 12

For all models, with the boat in the water, cycle the keys ON and then OFF two (2) or three (3) times, allowing ten (10) seconds between key cycles, before cranking the engines. This allows the fuel pump to prime the fuel lines. Start the engines. In the event the engines do not respond, allow a two-minute cool-down period for every thirty (30) seconds of cranking. When the engines fire, keep a close watch over the gauge readings and check for leakage and abnormal noises. Keep speeds low for the first fifteen (15) minutes to allow the engines to reach normal operating temperatures.

Propeller Maintenance

Propeller damage is caused by striking solid objects. If the propeller is not rotating at the time it strikes a solid object, the damage is usually confined to just one blade and may be difficult to see. If the propeller is rotating when it strikes an object, usually the resulting damage can easily be seen on all blades.

Checking/Repairing Propellers

Follow the instructions outlined in the propeller owner's manuals (Bravo Three or Flow-Torq) for a detailed process for replacing propellers for sterndrive or outboard motors.

Other Accessories Needing Winterization

Several other systems on the boat will need winterization. This winterization should be done at an authorized Aviara dealership. Winterization procedures for these components can be found in their respective owner's manuals included in the owner's manual pack in your boat. These systems include:

- HVAC
- Generator
- Seakeeper
- Hot water heater

Limited Warranty Statement

Warranty Registration and Transfer

1. **Disclaimer and Limitation of Implied Warranties.** The express limited warranty set forth herein (this "Warranty", "Limited Warranty" or the "Limited Warranty Statement") is in lieu of all other warranties and representations, express or implied, and to the maximum extent permitted by applicable law, MasterCraft Boat Company, LLC ("MasterCraft") the maker and producer of Aviara boats ("Aviara") (collectively, MasterCraft and Aviara may be referred to in this Limited Warranty as "Aviara") hereby disclaims, and the Purchaser (as defined in Section 2) hereby expressly waives, any and all other warranties or representations of any kind or nature, including, but not limited to, implied warranties of merchantability and fitness for a particular purpose, other than those warranties which are implied by, and are incapable of exclusion, restriction or modification under applicable law. The term of any implied warranties that cannot be disclaimed under applicable law, including, but not limited to, implied warranties of merchantability and fitness for a particular purpose, shall be limited to the duration of the express warranty periods applicable to the respective components. Some states do not allow the exclusion of implied warranties and/or do not allow limitations on the amount of time an implied warranty lasts, so the above limitations may not apply to you. This Limited Warranty gives you specific legal rights. You may have other rights which vary from state to state.

2. **Limited Warranty and Term.** Aviara warrants to the original retail purchaser (the "Purchaser" or "You") that the following components of each new and unused Aviara boat manufactured by MasterCraft shall be free from material defects in materials and workmanship to the extent set forth in this warranty, under normal use and when operated and maintained in accordance with Aviara's instructions, beginning on the In-Service Date defined in Section 2.6 of this Limited Warranty Statement, for the period(s) indicated in this Section 2:

2.1 **Hull & Structural Components.** The deck, hull, liner and stringer system (collectively, the "Structural Components" of the boat) are warranted for as long as the original Purchaser owns the boat.

2.2 **Gel Coat.** On condition that the Purchaser has provided proper maintenance and care as described in the Corrosion and Cleaning the Boat sections of the Aviara Owner's Manual, the gel coat, which is applied to all Aviara boats at the factory, will be warranted for a period of one (1) year from the In-Service Date for stress crazing of the gel coat. However, no warranty is provided and Aviara expressly disclaims any warranty for scratching, discoloration or fading of the gel coat. The reason for this limitation and exclusion is because environmental operating conditions and customer

maintenance/care are factors that have a significant effect on the condition and durability of the gel coat and are factors that are outside of Aviara's reasonable control.

2.3 **Screens.** All electrical display and other screens on the instrument panel of the boat have a warranty period of not less than three (3) years from the In-Service Date or the attainment of 600 hours of engine operation, whichever occurs first.

2.4 **SeaDek Flooring & Pads.** All flooring and pads manufactured by Hyperfoam, Inc. d/b/a SeaDek Marine Products ("SeaDek") have a warranty period of not less than two (2) years from the In-Service Date or the attainment of 600 hours of engine operation, whichever occurs first.

2.5 **Other Component Parts.** All other components of the boat not specifically referenced in Sections 2.1 through 2.4 hereof are warranted for a period of five (5) years from the In-Service Date.

2.6 **Trailer and Trailer Component Parts.** All trailer components are warranted for a period of five (5) years, with the exception of the trailer's paint, which is warranted for a period of one (1) year, from the In-Service Date.

2.7 **Warranty Period.** All express warranties are for the applicable time periods set forth in this Section 2, unless a longer warranty period is required by applicable law, in which case such longer warranty period will apply. Aviara's boats and trailers are manufactured by MasterCraft in model years which run from July 1 of a given year through June 30 of the immediately following year (a "Model Year"). The start date for thxe warranty periods shall be deemed to be the earlier of the date of the original retail purchase of the new and unused boat or trailer from an authorized Aviara dealer, as applicable, or the date that the boat or trailer was first used by Purchaser, whichever first occurs (the "In-Service Date"). The manufacturers of certain components of your Aviara boat warrant their product for periods exceeding the time limits stated in this Limited Warranty Statement. Aviara administers this Warranty within the limits specified in this Limited Warranty Statement only, but will provide contact information to you from component manufacturers in applicable circumstances to consumers upon your request.

3. **Warranty Conditions, Limitations and Exclusions.** Aviara boats are manufactured by trained crafts-persons from high-quality materials and components. However, conditions outside of Aviara's control require specific limitations on, and exclusions from, coverage under this Warranty. The Warranty on the

Structural Components set forth in Section 2.1 of this Warranty does not cover or include any other components fastened or applied to the hull or deck. This Limited Warranty constitutes the final, complete and exclusive statement of warranty terms, and no other person or entity is authorized to make any other warranties or representations on behalf of Aviara. Furthermore, the warranty set forth in Section 2 (including all subsections) of this Limited Warranty Statement does NOT cover any of the following, each of which are expressly excluded from warranty coverage:

(a) Engine(s) (manufactured by Ilmor Marine or Mercury Marine, as applicable), generators, gyroscopic stabilizers, and/or any other equipment, accessories or items not installed on your boat by Aviara. Aviara does not supplement the warranties provided by the manufacturers of those products. In the event you have any questions regarding the warranties provided by the manufacturers of your engine(s), generators and/or gyroscopic stabilizers, Aviara will provide you with applicable warranty information regarding those components from the manufacturer of that equipment.

(b) Damage caused by misuse, negligence, accident, collision or impact with any object. Use of an Aviara boat powered or loaded in excess of maximum limits as stated on the U.S. Coast Guard Capacity Plate in each boat, is a misuse of the boat.

(c) Damage caused by any improper alteration or modification to the boat or trailer or any of its component parts or accessories, including damage resulting from alteration, modification, repair or replacement in such a way as to increase the cubic-inch capacity or horsepower output of the engine and boat as originally manufactured.

(d) Damage caused by the use of improper or contaminated fuel or fluids.

(e) Damage caused by the use of customer-applied chemicals or accidental spills.

(f) Damage caused by failure to maintain the boat in accordance with the maintenance provisions in the Owner's Manual or on Aviara's website, or the improper maintenance of, or repairs to, the boat by a service facility, Purchaser, or any other person or entity.

(g) Damage caused by the failure to comply with any recall or request for repair as directed by Aviara.

(h) Damage resulting from the use of the boat for any racing, speed, commercial competition, performance or

endurance contest or demonstration. Any such use is a misuse of the boat.

(i) Damage resulting from use of the boat for rental, commercial or industrial purposes.

(j) Damage to hardware and other components fastened or adhered to the hull, deck or liner.

(k) Damage caused by fire, theft, freezing, vandalism, explosion, lightning, wind, hail storms, flooding or any other type of natural disaster or weather event.

(l) Damage caused by use of any non-Aviara trailer to transport, move or store the boat.

(m) Damage caused by improper support of the boat on davits, a hoist system or boat lift of any kind, improper trailer or mismatching of the boat to a trailer, failure to properly secure the boat to a trailer, or failure to properly use a support device when trailering the boat.

(n) Damage to, failure or other problems with paints, varnishes, gel coat surfaces and colors, chrome-plated or anodized finishes, floor and floor covers and any other surface coatings, as well as damage due to in-water storage without proper barrier coat and bottom paints. Although Aviara uses the highest grade of gel coat materials, a condition may develop where the bottom of the boat may show signs of discoloration and/or blisters if the boat is left in the water for long periods of time, i.e., in excess of thirty (30) days. Therefore, a proper barrier coat and bottom paint should be used whenever it is anticipated that the boat will be left in the water for an extended period of time, i.e., in excess of thirty (30) days.

(o) Damage to the trailer and its parts or components due to abrasions, rock chips, rust, improper care or maintenance, or use in salt or brackish water.

(p) Damage due to installation of, or the removal and/or de-rigging of, engines or other accessories not performed by Aviara.

(q) Damage caused by dealer-installed options or accessories.

(r) Standard maintenance items that wear with use and must be periodically replaced or replenished, including but not limited to:

1. Batteries;
2. Light bulbs;
3. Fuses;
4. Spark plugs;

5. Spark plug wires;
6. Fuel filter;
7. Air filter;
8. Oil filter;
9. Engine oil;
10. Transmission fluid;
11. Engine belts;
12. Antifreeze;
13. Raw water impeller;
14. Ballast impellers;
15. Anodes; and
16. Gaskets, foam and padding.

4. **Commercial Boats, Special Use and Demo Boat Warranty Conditions, Limitations and Exclusions.**

4.1 **Commercial Boats.**

4.1.1 Definition. For purposes of this warranty, a Commercial Boat is defined as "a boat that is used to generate income of any kind, whether direct or indirect." Examples of commercial use boats include those used in ski schools, ski clubs, ski camps, rental boats, boat clubs, or resort-use.

4.1.2 Warranty Conditions, Limitations and Exclusions.

In addition to the warranty conditions, limitations and exclusions, set forth in Section 3 of this warranty, all of which apply to Commercial Boats, the following additional warranty limitations apply to Commercial Boats:

(a) For a period of ninety (90) days from the In-Service Date, Aviara will provide full warranty coverage in accordance with the terms and conditions of this Limited Warranty Statement.

(b) Between ninety-one (91) days from the In-Service Date and the attainment of 500 hours of engine operation there is no warranty for gel coat, upholstery, cosmetic flaws, or any other component except components of the boat's engine and transmission.

(c) After the attainment of 500 hours of engine operation, any and all warranty coverage under this Limited Warranty Statement shall expire and be of no further force or effect.

(d) Upon sale of the boat by Purchaser to a second owner, all warranty coverage under this Limited Warranty Statement shall expire and be of no further force or effect.

4.2 **Special Use Boats.**

4.2.1 Definition. For purposes of this warranty, a Special Use Boat is defined as "a boat that is used under consignment, as a photo, athlete, and/or engineering design validation boat."

4.2.2 Warranty Conditions, Limitations and Exclusions. In addition to the warranty conditions, limitations and exclusions, set forth in Section 3 of this Warranty, all of which apply to Special Use Boats, the following additional warranty limitations apply to Special Use Boats:

(a) From the date the boat is invoiced by Aviara, the warranty coverage for the original retail Purchaser will extend for a minimum of ninety (90) days. The warranty coverage will be as stated in Subsection (b) of Section 4.1.2 and will continue until the attainment of 500 hours of engine operation or for a period of ninety (90) days from the date of the invoice, whichever is greater, after which all warranty coverage under this Limited Warranty Statement shall expire and be of no further force or effect.

(b) There is no warranty coverage for a subsequent owner regardless of the period of time or the number of engine hours.

4.3 **Demo Boats.**

4.3.1 Definition. For purposes of this Warranty, a Demo Boat is defined as "any boat that has reached fifty (50) hours or engine usage before retail sale to a consumer."

4.3.2 Warranty Conditions, Limitations and Exclusions. In addition to the warranty conditions, limitations and exclusions, set forth in Section 3 of this Warranty, all of which apply to Demo Boats, the following additional warranty limitations apply to Demo Boats:

(a) Beginning with the earlier of the date of the original invoice for the boat from Aviara to the authorized Aviara dealer or the date the boat was first used by the dealer for demonstration purposes, whichever first occurs, the boat will have full warranty coverage under the terms and conditions of this Limited Warranty Statement for the periods specified in Section 2 of this Warranty.

(b) Upon sale of the boat to a second owner, the warranty coverage may be transferred to the second owner in accordance with the provisions of Section 6 of this Limited Warranty Statement.

5. **Limitation of Liability.**

5.1 **Liability Limitation: Exclusion of Consequential Damages.** This Limited Warranty is for the benefit of the Purchaser and Aviara and shall not create or evidence any right in any third party. The repair or replacement of any component parts as provided under this Warranty is the exclusive remedy of the Purchaser. The decision regarding whether a part or component should be repaired or replaced will be made by the Aviara authorized dealer and/or Aviara. TO THE MAXIMUM EXTENT PERMITTED BY APPLICABLE LAW, IN NO EVENT SHALL AVIARA BE LIABLE FOR ANY INCIDENTAL, CONSEQUENTIAL, SPECIAL, INDIRECT, PUNITIVE OR EXEMPLARY DAMAGES OR LOST PROFITS WHATSOEVER ARISING OUT OF THE USE OR INABILITY TO USE THE BOAT OR ANY COMPONENT PART THEREOF, OR FOR ANY BREACH OF THIS LIMITED WARRANTY OR OTHERWISE, EVEN IF AVIARA HAS BEEN ADVISED OF THE POSSIBILITY OF SUCH DAMAGES OR SUCH DAMAGES COULD REASONABLY HAVE BEEN FORESEEN BY AVIARA. However, some states do not allow the exclusion or limitation of incidental or consequential damages, so the above limitation or exclusion may not apply to you.

5.2 **Purchase Price Limitation.** In any event, Aviara's entire liability under any provision of this Limited Warranty shall be limited to the repair or replacement of the boat, trailer or component part, or the refund of the purchase price paid by the Purchaser for the boat, trailer or component part found to be defective within the applicable warranty period. This shall constitute Aviara's sole liability and obligation in the event of any claim arising out of its performance or nonperformance of any provision of this Limited Warranty. Because some states and jurisdictions do not allow the exclusion or limitation of liability, the above limitations may not apply to you.

6. **Transfer of Limited Warranty.** Subject to the provisions of Section 4 and this Section 6 of this Warranty, upon the first sale, conveyance or other transfer of the boat or trailer by the original retail Purchaser, any remaining unexpired Warranty coverage shall be transferred to the second owner and shall remain in effect for the remainder of the applicable warranty period(s) set forth in Sections 2.1 through 2.7 hereof (which warranty periods begin to run in accordance with Section 2.8 or Section 4 hereof, as applicable), upon delivery of the warranty transfer card and payment of the applicable warranty transfer fee to Aviara. With respect to the Lifetime Limited Warranty (granted only to the original retail Purchaser) on the Structural Components set forth in Section 2.1 hereof, if: (a) the sale,

conveyance or other transfer of the boat by the original retail purchaser to another person or entity occurs within five (5) years of the date of the original retail purchase of the boat by the original retail purchaser; AND (b) the original retail purchaser and the second owner comply with the provisions of this Section 5, then the Limited Warranty on the Structural Components shall be transferred to the second owner and shall continue in effect for a period of ten (10) years from the date of the original retail purchase of the boat by the original retail Purchaser. If the sale, transfer or conveyance of the boat by the original retail purchaser occurs more than five (5) years after the date of the original retail purchase of the boat, then the Limited Warranty on Structural Components (as well as all other warranties) shall be void as of the date of transfer and shall not be transferable to the second owner. Only one (1) transfer of the Limited Warranty under the provisions of this Section 6 (from the original retail Purchaser to the second owner), within the applicable time period, may be made.

In the event of a sale or transfer of the boat and/or trailer by a second owner to a subsequent purchaser, all coverage under this Limited Warranty shall immediately be terminated and the Limited Warranty shall immediately become null and void. No transfer of this Warranty will operate to extend any of the warranty periods set forth in Sections 2 or 4 hereof.

In order to effectuate the transfer of the Limited Warranty, the original retail purchaser and the new owner must properly fill out the warranty transfer card found in the back of the Owner's Manual and deliver the completed card, together with a check made payable to "MasterCraft Boat Company, LLC," in the amount of the warranty transfer fee, via U.S. Mail, postage prepaid, to Aviara at the address shown on the warranty transfer card. The card and check for the warranty transfer must be post-marked within the time period specified above in this Section 6 in order for the warranty transfer from the original retail purchaser to the second owner to be effective. **Additionally, the original retail purchaser and the new owner must transport the boat and trailer (if equipped) to an authorized Aviara Dealer for the completion of an inspection to be documented on a Condition Report and submitted to Aviara by the authorized dealer.** The inspection is to be completed at the cost dictated by the Aviara Dealer. This cost is the responsibility of the new owner. See details for engine warranty transfer procedure in Ilmor Marine's Owner's Manual or the Mercury Owner's Manual, where applicable.

7. **Warranty Claims.** In order to maintain warranty service under this Warranty, the Purchaser must return the defective boat or component part to an authorized Aviara dealer's service department, or to Aviara's factory at the below address, within the applicable warranty period. For questions regarding

warranty service or to obtain information regarding warranty service or to obtain information regarding the nearest authorized Aviara Dealer, please contact Aviara at the following address or telephone number:

Aviara Boats
c/o MasterCraft Boat Company, LLC
Attention: Warranty/Customer Service
100 Cherokee Cove Drive
Vonore, Tennessee 37885
1-423-884-2221

Subject to the terms of this Limited Warranty, any covered boat or component part with a material defect in materials or workmanship that is returned to an authorized Aviara Dealer's service department or Aviara's factory during the appropriate warranty period will be repaired or replaced, in Aviara's sole discretion, without charge to the owner for parts and labor. This provision is subject to the following terms and conditions:

1. Aviara shall be obligated only to repair or replace those items that prove defective, in Aviara's sole discretion, upon examination by an Aviara authorized Dealer's service department or Aviara's own personnel, as applicable. If it appears that the problem is within the terms of this Limited Warranty, the Aviara Dealer will repair, or have repaired, all defective parts found to be under Warranty. Any repairs performed by Dealer must receive prior written authorization from the Aviara unless otherwise stated.

2. Aviara warrants its repairs or replacements only for the remainder of the applicable warranty period under the terms of this Warranty.

3. Aviara shall, in its sole discretion, fulfill its obligation to repair or replace any defective item at its factory or its authorized Dealer's service department.

4. In the event that Aviara elects to replace a hull of a boat model for which the hull mold is no longer in use, Aviara's obligation is limited to provide only the nearest equivalent type of Aviara hull available at that time.

5. The Purchaser shall be responsible for all costs associated with the transportation of the boat, towing bills, trailer or component part(s) to the authorized Aviara Dealer's service department or Aviara's facility, as applicable, and for any return transportation.

8. **No Modification of Warranty.** No oral or written information, advice or communication of any nature to or from Aviara or its representatives, employees, authorized dealers, agents, distributors or suppliers shall create a warranty or in any manner increase or modify the scope of this Limited Warranty in any manner whatsoever.

9. **Modification of Products.** Aviara seeks to continuously improve its products. Therefore, Aviara has, and reserves, the unlimited right to modify, improve, alter or discontinue the design, specifications, features and/or models of its boats and any other products at any time and from time to time, in its sole and absolute discretion, and Aviara will not be obligated to make any such changes in any boats previously manufactured by Aviara.

10. **Severability.** All terms of this Limited Warranty are severable, and the invalidity or unenforceability of any portion hereof shall not affect the validity or enforceability of the remaining provision of this Warranty.

Effective: July 1, 2019

Additional Warranty Statement

California Evaporative Emissions Control System Warranty Statement

The following warranty statement is provided by MasterCraft Boat Company, LLC ("Aviara") only to owners of Aviara spark engine marine watercraft who reside, or operate their Aviara boat, in California, and is being provided pursuant to applicable regulations adopted by the California Air Resources Board:

California Evaporative Emissions Control System Warranty Statement Your Warranty Rights and Obligations:

The California Air Resources Board and Aviara are pleased to explain the evaporative emission control system's warranty on your MY 2020 spark-ignition marine watercraft. In California, new spark-ignition marine watercraft must be designed, built, and equipped to meet the State's stringent anti-smog standards. Aviara must warrant the evaporative emission control system on your spark ignition marine watercraft for the period listed below provided there has been no abuse, neglect or improper maintenance of your spark-ignition marine watercraft. Your evaporative emission control system may include parts such as: carburetors, fuel tanks, fuel lines, fuel caps, valves, canisters, filters, vapor hoses, clamps, connectors, and other associated evaporative emissions control system components.

Manufacturer's Warranty Coverage:

This evaporative emission control system is warranted for five years. If any evaporative emission-related part on your spark-ignition marine watercraft is defective, the part will be repaired or replaced by Aviara. Owner's Warranty Responsibilities:

As the spark ignition marine watercraft owner, you are responsible for performance of the required maintenance listed

in your owner's manual. Aviara Boat Company recommends that you retain all receipts covering maintenance on your boat, but Aviara cannot deny warranty solely for the lack of receipts.

- As the boat owner, you should however be aware that Aviara Boat Company may deny you warranty coverage if your spark-ignition marine watercraft or a part has failed due to abuse, neglect, or improper maintenance or unapproved modifications.
- You are responsible for presenting your spark-ignition marine watercraft to an Aviara dealership sales or service center as soon as the problem exists. The warranty repairs should be completed in a reasonable amount of time, not to exceed 30 days. If you have a question regarding your warranty coverage, you should contact your local Aviara dealer or Aviara Boats at 1-423-884-2221.

Applicable SIMW evaporative emissions warranty parts list pursuant to 13 CCR §2861(e):

1. Canister Mounting Brackets
2. Carbon Canister
3. Clamps*
4. Fuel Cap
5. Fuel Lines
6. Fuel Line Fittings
7. Fuel Tank
8. Vapor Hoses
9. All other parts not listed that may affect the evaporative emissions control system

***Note: As they relate to the evaporative emissions control system.**

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Warranty Registration and Transfer

Warranty Registration

At the time of delivery to the first retail Purchaser of an Aviara boat, the boat must be registered for product warranty purposes under applicable federal and state law, and the following steps must be performed in order to complete the warranty registration process for all Aviara boats:

- At the time, and on the date, of delivery to the retail Purchaser, the dealer must complete the warranty registration for the boat Purchaser using Aviara's online warranty registration system found on the DealerLink system.

- Dealer must notify Aviara of a boat sale via DealerLink and shall submit for the Purchaser all required information in connection with the warranty registration for the boat and trailer.
- Warranty registration is essential because it provides a method for distributing information to Aviara boat owners and allows Aviara to notify the Purchaser of any mandatory recalls or other issues requiring attention.

Warranty Transfer

In accordance with the provisions of Section 6 of the Aviara Limited Warranty Statement (the "Limited Warranty"), if the Aviara boat is subsequently sold by the original retail Purchaser, Aviara offers a transferable warranty to the second owner of any remaining unexpired warranty coverage under the Limited Warranty (see also the provisions regarding certain boats described in Section 4 of the Limited Warranty). In accordance with the Limited Warranty, with respect to the Lifetime Limited Warranty (which is granted only to the original retail purchaser) on the Structural Components (deck, hull, liner and stringer system) set forth in Section 2.1 of the Limited Warranty, if:

(a) The sale of the boat by the original retail Purchaser occurs within five (5) years of the date of the original retail purchase of the boat by Purchaser; AND

(b) The original retail Purchaser and the second owner comply with the provisions of Section 6 of the Warranty; then the warranty on the Structural Components of the boat shall be transferred to the second owner and shall continue in effect for a period of ten (10) years from the date of the original retail purchase of the boat by the original retail purchaser. In order to effectuate the transfer of any remaining warranty under the Warranty by the original retail Purchaser to the second owner, the original retail Purchaser and/or the second owner must deliver each of the following to Aviara within fourteen (14) days of the date of the sale by the original retail Purchaser to the second owner (and within five (5) years of the date of the original retail purchase of the boat with respect to the transfer of the warranty on the Structural Components):

- Completed Original Retail Purchaser Warranty Transfer Form (see the following pages)
- Copy of Sales Agreement/Invoice
- Payment of $500
- Receipt of Condition Report prepared by authorized Aviara Dealer

Upon verification of the submitted documentation, any remaining warranty coverage under the Warranty will be

transferred to the second owner, with all warranty coverage periods running from the applicable date for the beginning of the warranty period as described in Section 2.6 or Section 4 (as applicable) of the Warranty.

Send the required items by postage prepaid mail (U.S. Postal Service) to:

Aviara Boats
c/o MasterCraft Boat Company, LLC
Attention: Customer Service/Warranty
100 Cherokee Cove Drive
Vonore, Tennessee 37885

NOTE: Be sure to enclose payment of the warranty transfer fee and a copy of the purchase receipt within fourteen (14) days of the sale date.

Aviara Limited Warranty Transfer Form

Boat Information
(Please Print)

Aviara Model No.:_____

Model Year:_____

HIN Number:_____

Engine Make: _____

Engine Serial No.:_____

Engine Serial No.:_____

Engine Serial No.:_____

Owner Information
(Please Print)

Original Owner Name:_____

New (Second Owner's) Name: _____

Date of Purchase by Second Owner:_____

Second Owner Contact Information:

Street Address:_____

City:_____

State:_____ Zip Code:_____

Email:_____

Mobile Phone:_____

Business Phone:_____

_____

Second Owner's Signature
(MUST BE SIGNED!)

_____

Co-Second (Second Owner) Signature


AVIARA

Service Log

Service Log - Boat

As Required According to the Engine Owner's Manual that Came With Your Boat	Date	Date	Date	Date	Date
Replace raw water impeller					
Add/change oil filter					
Lubricate starter gear and shaft					
Change engine oil and filter					
Check all safety equipment					
Replace impeller					
Engine tune-up					
Change transmission fluid					
Check engine mounts					

As Required According to the Engine Owner's Manual that Came With Your Boat	Date	Date	Date	Date	Date
Check prop shaft coupling alignments					
Inspect exhaust flaps					
Lubricate steering system					
Lubricate shift and throttle system					
Inspect complete fuel system					
Change fuel filter					
Perform engine/drive train service					

Glossary of Terms

Glossary of Terms

ABYC – American Boat and Yacht Council, Inc.

AFLOAT – On the water.

AFT – Toward the rear or stern of the boat.

AGROUND – Touching bottom of a body of water.

AMIDSHIP – Center or middle of the boat.

ANCHOR – (1) A heavily weighted object designed to grip the bottom of the body of water to hold the boat. (2) The act of setting the anchor.

ASHORE – On the shore.

BAIL – To remove water from the bottom of the boat with a pump, bucket, sponge, etc.

BEAM – The widest point on the boat.

BEARING – The direction of an object from current location.

BILGE – The lowest interior section of the boat hull. Generally water is designed to drain to this point on the boat so it can be pumped overboard.

BOARD – To enter the boat.

BOUNDARY WATERS – A body of water between two areas of jurisdiction; i.e., a river between two states.

BOW – The forward portion of the boat.

BULKHEAD – Vertical partition (wall) in a boat.

BUNKS – Carpeted trailer hull supports. Aviara boats rest directly on carpeted trailer bunks when loaded onto their trailers.

BURDENED BOAT – Term for the boat that must "give-way" to boats with the right-of-way.

CAPACITY PLATE – An informational decal visible from the helm station that provides maximum weight and passengers capacity information.

CAPSIZE – To turn over.

CAST-OFF – To unfasten mooring lines in preparation for departure.

CATHODE – An electrode carrying a negative charge.

CENTER LINE – A lengthwise imaginary line which runs fore and aft with the boat's keel.

CHINE – The point on a boat where the hull side intersects (meets) the hull bottom.

CLEAT – A deck fitting to which mooring lines are fastened.

STARTER BATTERY – The main battery used for engine starting and electrical circuits.

CURRENT – The flow of water in a body of water. Current can vary in strength and direction.

DEADRISE – The vertical distance between a line horizontal to the keel of a vessel and its chine.

DECK – The open surface on the boat where the passengers walk.

DRAFT – The depth of the boat below the water line, measured vertically to the lowest part of the hull.

FENDER – A cushioning device used on the side of a vessel or dock to absorb impact or friction.

FORE – Toward the front or bow of the boat. Opposite of aft.

FREEBOARD – The distance from the waterline to the upper surface of the side of the deck.

FUEL SENDING UNIT – The electrical device mounted on the fuel tank which communicates fuel levels to the dashboard fuel gauge.

FUEL MANAGEMENT SYSTEM – An internal computer system in Aviara boats that calculates fuel burn and fuel tank volume to give operators precise fuel tank fill levels.

GIVE-WAY BOAT – (1) Term for the boat that must take whatever action necessary to keep well clear of the boat with the right-of-way in meeting or crossing situations. (2) The burdened boat.

GUNWALE (GUNNEL) – The rail or upper edge of a boat's hull side.

HEAD – (1) A marine toilet. (2) Used to describe the compartment or location of a marine toilet.

HELM - The steering wheel or command area.

HULL – The structural body of a boat below deck.

HYPOTHERMIA – A physical condition in which the body loses heat faster than it can produce it.

KEEL – The lowest portion of the boat; extending fore and aft along the boat's hull bottom.

LINE – Rope. In a marine environment rope is referred to as a "line."

LIST – Leaning or tilt of a boat toward the side.

MAKING WAY – Making progress through the water.

MARINE CHART – Seagoing maps showing depths, buoys, navigation aids.

MID SHIP – In the vicinity of the mid-length of a boat, technically the exact half way between the bow and the stern.

MOORING – An anchor, chain, or similar device that holds a boat in one location.

NAVIGATION AID – Recognizable objects on land or sea such as buoys, towers or lights, used to identify safe and unsafe waters.

NAVIGATION LIGHTS - See RUNNING LIGHTS.

NMMA – National Marine Manufacturer's Association.

NO-WAKE SPEED – The speed at which a boat travels to produce no visible wake.

OUTBOARD - (1) Toward or beyond the hull sides of the boat. (2) A detachable engine mounted to the transom of the boat.

PFD – Personal flotation device.

PLANING HULL – A hull designed to lift, thereby reducing friction and increasing efficiency.

PORPOISE – A condition in which the bow bounces up and down caused by trimming the engine too far out of the water. This is particularly apparent in boats running at high speeds with an inbalance in weight.

PORT – (1) The left side of a boat when facing the bow. (2) A destination or harbor.

PRIVILEGED BOAT – Term used for the boat with the right-of-way.

PROPELLER - A mechanical device for propelling a boat, consisting of a revolving shaft with two or more broad, angled blades.

RIGHT-OF-WAY – Term for the boat that has priority in meeting or crossing situations. The stand on or privileged boat.

RUB RAIL – The rubber extrusion that is fastened over the hull and deck joint. The rub rail wraps all the way around the deck and hull.

RUDDER – A vertical plate or board used for steering the boat.

RUNNING LIGHTS - Also called navigation lights. Lights required for operating a boat between sun-down and sun-up. These include two navigational lights: red (port) and green (starboard), and one white all-around or mast light.

SLIP – The linear distance between the pitch (or advance) of the propeller and the actual distance it moves through the water.

STAND ON BOAT – Term for the boat that must maintain course and speed in meeting or crossing situations. The privileged boat.

STARBOARD – The right side of a boat when looking toward the bow.

STERN – The aft or rear end of a boat.

STOW – To store cargo off of the deck usually in designated storage compartments.

STRINGER – Fiberglass reinforcements under the floor that stiffen the hull bottom.

SURGE BRAKES – A type of trailer braking system designed to automatically actuate when the tow vehicle's brakes are applied.

TRANSDUCER – The unit that sends/receives signals from the depth sounder.

TRANSOM – The transom is the transverse, vertical section that makes up the rear, or stern of a boat directly opposite the bow.

UNDERWAY – A boat in motion; i.e., not moored or anchored.

USCG – United States Coast Guard.

VISUAL DISTRESS SIGNAL – A device used to signal the need for assistance such as flags, lights or flares.

WAKE – The waves that a boat leaves behind when moving through the water.

WAKE SHAPING DEVICE - Devices that alter the flow of water to change a wake's size and shape.

WATERLINE – The line of the water's edge when the boat is afloat.

WATERWAY – A navigable body of water.

WETTED SURFACE – The area of the hull under the water line and any underwater or running gear mounted to the hull or transom.

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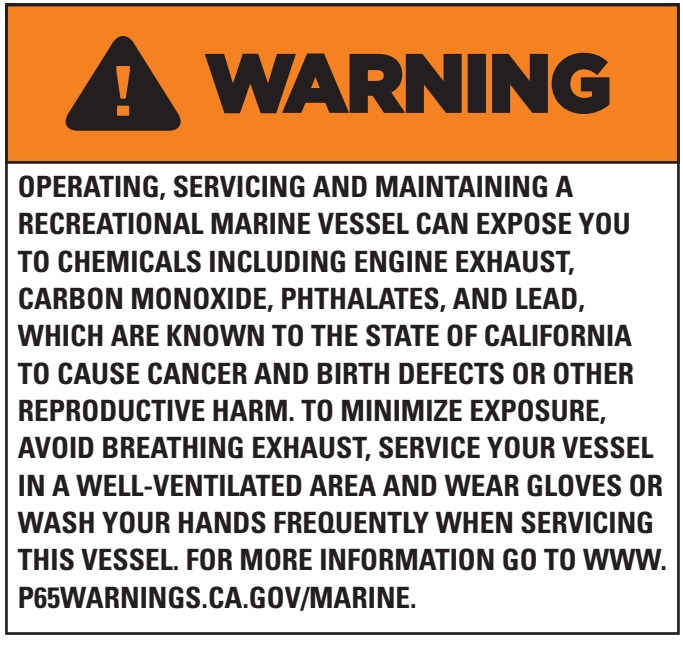
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