



301 CC Owner's Manual

Revised September 2020

Dear New Cobia Owner,

On behalf of Cobia Boats, I would like to congratulate you on your purchase. We at Cobia strive to build the best products possible and wish you years of trouble-free enjoyment. There are many things to know about the operation, care, and maintenance of our products and the systems we install in them. Please review all the applicable information for your new boat. The more you know, the more you will enjoy your new Cobia.

Again, a heartfelt thank you from myself and the whole Cobia Family.

Scott Deal

President and CEO



Maverick Boat Group

3207 Industrial 29th St. • Fort Pierce, Florida 34946
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Cobia 301 CC Specifications

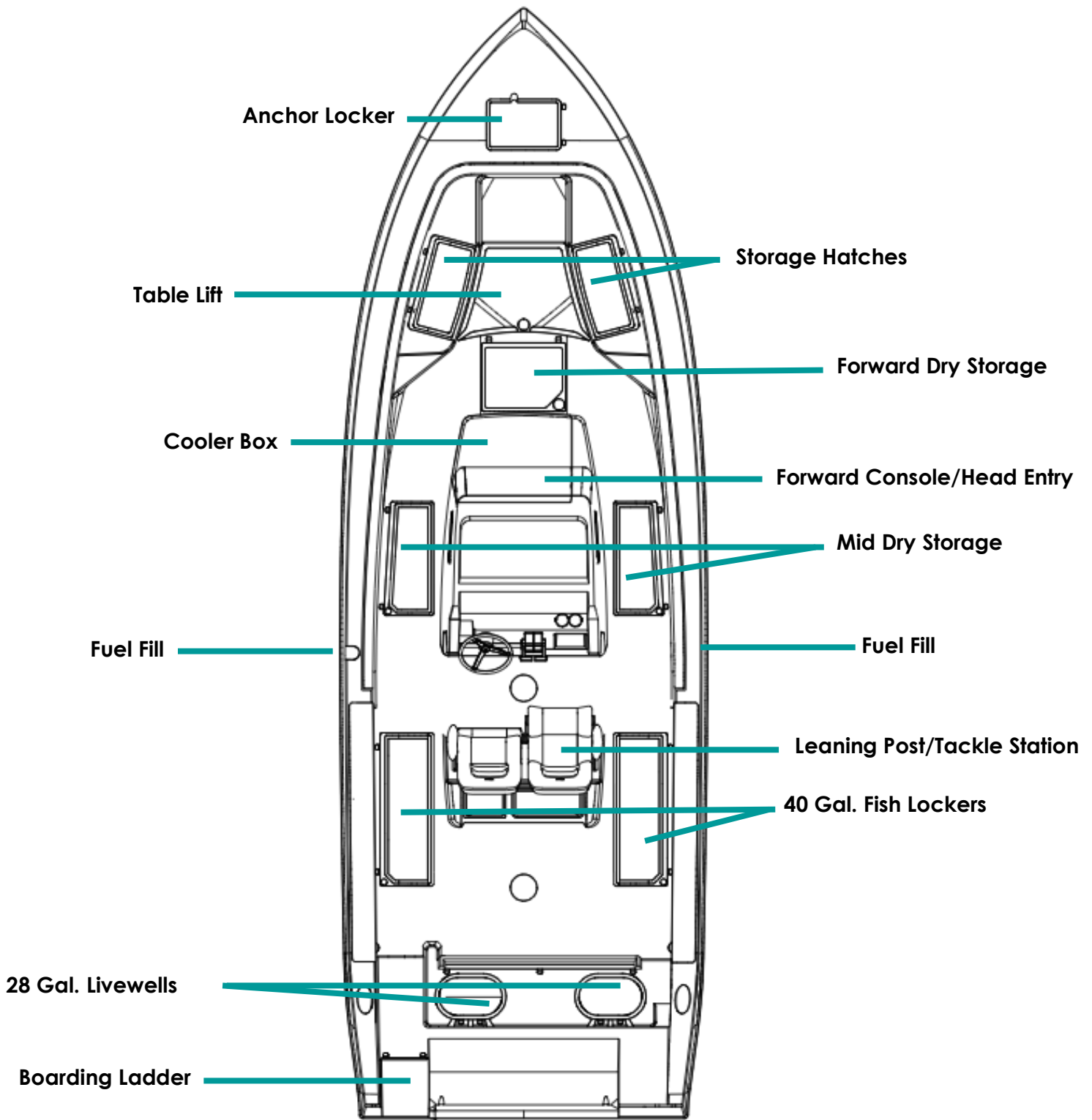
L.O.A.....	29' 07"
BEAM.....	10' 00"
DRAFT.....	21"
WEIGHT W/O ENGINE.....	5,915 LBS.
FUEL CAPACITY.....	267 GAL.
DEADRISE @ TRANSOM.....	21.5 DEG.
MAXIMUM H.P.....	600
TRANSOM HEIGHT.....	25" TWINS
COCKPIT SQUARE FOOTAGE.....	82 SQ. FT.



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301 CC Deck Layout



Pre-Operation Checklist

We recommend you print this document and store it at the helm station.

Boating Safety Checklist		Boating Safety Checklist	
MUST HAVE ITEMS As Required By Regulation		Recommended Items	
Personal Flotation Devices (Life Jackets) <input type="checkbox"/> Type I, II, III, or V for each person onboard (Wearable) <input type="checkbox"/> One Type IV (Throwable) Not Required on Non-Powered boats under 16'		Boats on Inland Waters Everything on Required List PLUS: <input type="checkbox"/> First Aid Kit <input type="checkbox"/> Boating Safety Education/Certificate <input type="checkbox"/> Anchor with Sufficient Line <input type="checkbox"/> Watersports Flag (Skier Down/Diver Down Flag) <input type="checkbox"/> Bailing Device <input type="checkbox"/> Sun Protection <input type="checkbox"/> Alternate Propulsion (Paddles, Oars)	
Fire Extinguishers Choose One <input type="checkbox"/> Boats <26' 1 Size BI - OR - Fixed System <input type="checkbox"/> Boats 26 - <40' 2 Size BI* - OR - Fixed System + 1 Size BI <input type="checkbox"/> Boats 40 - 65' 3 Size BI* - OR - Fixed system + 2 Size BI* * One Size BI may be substituted for Two Size BI Extinguishers		Boats on Nearshore Waters Everything Above PLUS: <input type="checkbox"/> Extra Food & Water <input type="checkbox"/> GPS/Chartplotter <input type="checkbox"/> Float Plan <input type="checkbox"/> Depth Finder <input type="checkbox"/> Compass <input type="checkbox"/> Charts <input type="checkbox"/> VHF Radio <input type="checkbox"/> Spare Tool Kit	
Visual Distress Signals (VDS) Choose One <input type="checkbox"/> Combination Day/Night VDS (Flares or Flare Gun) <input type="checkbox"/> Daytime VDS (Flags, Smoke Signal) AND <input type="checkbox"/> Nighttime VDS (Automated SOS Light)		Boats on Offshore Waters Everything Above PLUS: <input type="checkbox"/> EPIRB <input type="checkbox"/> Life Raft <input type="checkbox"/> Searchlight <input type="checkbox"/> List of CPR Instruction <input type="checkbox"/> Radar <input type="checkbox"/> Man-Overboard Recovery Gear <input type="checkbox"/> AIS <input type="checkbox"/> Sea Drogue <input type="checkbox"/> Safety Knife <input type="checkbox"/> Weather Information System <input type="checkbox"/> Radio Direction Finder <input type="checkbox"/> Shore Landing Craft (Tender) <input type="checkbox"/> Long Range Communications Gear	
Sound Signals <input type="checkbox"/> Horn or Whistle <input type="checkbox"/> Bell (Not required for vessels under 12m)		Boats on River Waters Everything on Required List Plus: <input type="checkbox"/> Throw Bag <input type="checkbox"/> Helmet	
Ventilation (Boats with Gasoline Systems) <input type="checkbox"/> Natural Ventilation <input type="checkbox"/> Powered Ventilation		Miscellaneous Items Other Items That May be Recommended: <input type="checkbox"/> Heaving Line <input type="checkbox"/> Spare Keys <input type="checkbox"/> Boat Hook/Pole <input type="checkbox"/> Spare Propeller <input type="checkbox"/> Extra Engine Oil <input type="checkbox"/> Handheld Lead-line <input type="checkbox"/> Strobe Light <input type="checkbox"/> Carbon Monoxide Detector <input type="checkbox"/> Extra Clothing <input type="checkbox"/> Marine Hardware <input type="checkbox"/> Masks & Fins (For Clearing Props) <input type="checkbox"/> Storm Sails	
Backfire Flame Control <input type="checkbox"/> Backfire Flame Arrestor (Gasoline Engines except outboards)			
<ul style="list-style-type: none">The above represents minimum USCG Safety Requirements on-board vessels.Other Requirements may be necessary to comply with state laws.This is not intended to be an all-inclusive list but rather a baseline of items to make your boating adventure safe and fun.For Vessels over 65' refer to 33CFR 25.30-20 or ABYC A-4.		<p>Scan here to download the ABYC Boating Safety Checklist App abycinc.org/mobileapps</p> 	

Maintenance & Cleaning

Maintenance

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

Cleaning

Each Cobia boat is constructed using the finest materials and components available. However, no material is immune to the ravages of the saltwater environment. After each use, your boat should be thoroughly washed using fresh water. To avoid water spots, dry your vessel using a soft cloth. A fiberglass wax may be used to preserve the luster of the hull.

Thorough and routine cleanings of your stainless fittings are required to maintain their appearance. After each use of your boat, clean stainless fittings using fresh water and a mild soap. Dry fittings completely. A wax or polish may be applied after cleaning. Any rust must be removed as soon as possible to prevent irreversible damage to your vessel and/or its components. A light coat of lubricant on metal railing, screws and electrical connections will help prevent electrolysis. The same holds true for your trailer. Refer to page 47 for upholstery care and cleaning instructions.



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Engine Break-In Period

Engine Break-In Period

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

Engine Stop Switch

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



Engine Stop Switch

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



DANGER:

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

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

Helm & Command Link Gauges

Switch Panel & Helm

At the helm of your Cobia, you have a main switch panel, which is located above the steering wheel. This panel controls your lights, horn, accessories, livewell, and your bilge. When a switch is in the “on” position, its tip is illuminated. This alerts you that the associated accessory should be functioning and also reminds you to turn it off during boat shutdown. When the “NAV” light switch is in the “on” position, the labels for the switches will be illuminated. To the right of the steering wheel you have your two trim tab switches. The boat also comes standard with a compass mounted on top of the console.

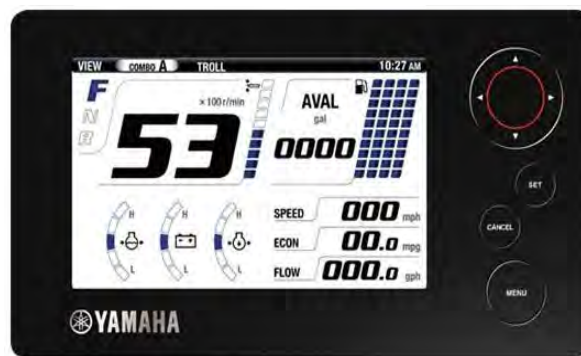


Switch Panel

When the indicators above the bilge switches are illuminated in red that means the bilge pump is running from its float switch being activated. It is not uncommon for the float switches to be activated for a few seconds for a couple periods over the course of a full day on the water. However, if the bilge indicators stay on for a prolonged period or come on numerous times, this is likely evidence of a leak and the bilge should be checked immediately for water intrusion. Any leaking should be addressed right away. For more information on the bilges, bilge pumps and bilge switches, refer to page 11.

Command Link Gauges

Yamaha’s new 6YC Command Link gauge comes standard on your new Cobia. This gauge allows access to more information and is user-selectable so you can choose the functions displayed. Speed data can be displayed from a pitot tube, Triducer, or NMEA protocol GPS unit. To learn the gauge’s full functionality, refer to your Yamaha engine owner’s manual located in the Cobia Duffel Bag.



Yamaha Command Link Gauge



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Cobia Duffel Bag

Along with your boat, you received a Duffel Bag with your new Cobia. Inside the Duffel Bag are the following items:

- Large Livewell Standpipe
- Short Livewell Standpipe
- 1.5" Livewell Pacifier Plug
- 2 ignition Keys and Emergency Kill Cord /Engine Stop Lanyard
- Engine Start Cord
- Various Accessories Manuals

Fuel-Water Separator & Drain

Fuel-Water Separator

Two Yamaha Fuel-Water Separators are installed on the portside of the transom pass through. The new, improved 10-micron filter provides superior filtration ahead of the engine's on-board filters and injectors. Large filtering and water capture areas maximize filtration while maintaining adequate flow rate for larger engines. The micron filter and head are mounted inside an access panel located aft of the port transom gate. The fuel system primer bulb is located next to the filter. The fuel separators can be checked by removing them from the mounting bracket and dumping it into an approved waste collection device. If there appears to be an excessive amount of water, the filter component should be replaced. See your authorized Cobia Dealer for replacement parts.



Maintenance Note: Yamaha recommends replacing the 10-micron fuel filter on new boats after the first 10 hours or 1 month of operation and every 50 hours or every 6 months thereafter. In areas of high humidity where water in fuel supplies is a problem or extensive engine operation occurs, more frequent replacement may be necessary.

Garboard Drain Plug

The garboard drain plug is the small metal plug located at the lowest point on the hull, at the bottom of the transom right above the keel. The drain has been designed so that it can be loosened by hand while the hull is out of the water for draining. This allows the plug to stay in contact with the surrounding frame so you'll never misplace or lose it. You can completely remove the insert by pulling back and continue turning in a counter-clockwise motion. It is manufactured with a rubber seal in place to ensure your bilge is watertight. Always make sure before putting the boat in the water that this plug is hand tightened firmly. Excess water in the bilge may be an indication of a problem with this plug or the automatic bilge pump. (Refer to Water Drain System diagram, page 43.)



Drain Plug

Bilge

Bilge Access

Accessing the bilge on your new 301 is made easy. First, locate the controls on the electronic lift assist, labeled “Hatch”, mounted on the starboard side of the tackle station directly across from the gunwale. Next, press and hold the top button on the controls. This will cause the rear access to lift revealing the bilge access. To lower the hatch simply press and hold the bottom button on the control panel until the aft section is fully closed. Remember that the electronic lift assist operates using the house battery system.

In the event that the boat does not have power to electronically lift the hatch, the electronic lift can be disengaged by lowering the bench seat and using the access opening shown below to remove the pin from the electronic ram. Keep in mind that at this point the hatch will no longer be supported in the up position and will require being held up to maintain access to the bilge. Once the work in the bilge is finished and power is restored to the hatch lift, it is important to attach the ram to the hatch with the pin once again to secure the door in the closed position. To access the forward bilge pump, disassemble the drawers underneath the bathroom sink.

Bilge

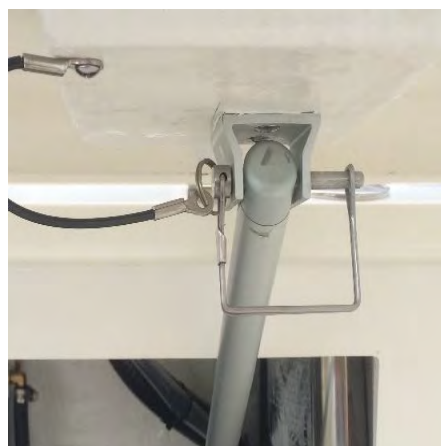
The bilge of your Cobia should always be checked before and after a launch. While checking the bilge, note that a small amount of water in the bilge is normal. However, a large amount of water or any signs of fuel or oil requires immediate attention. **If such a situation exists, the boat should be taken to a certified marine technician immediately. Never pump fuel or oil overboard while your boat is in the water.**



Hatch Control



Bilge Access



Electric Ram and Hatch Pin

Large quantities of water in the bilge may be an indication of a leak or that the bilge pump and/or automatic float switch is not functioning properly due to a jam, clog or electrical issue. The automatic float switch is wired to the 24-hour side of the battery switch through the “BILGE” breaker on the battery switch panel. When functioning properly, the float switch activates the bilge pump to pump water overboard once water in the bilge reaches a level that submerges the switch.

If the bilge pump does not come on when the float switch is submerged, attempt to manually turn it on through your switch panel. If the bilge pump comes on and evacuates the water, it is clear that the float switch is not functioning properly. If the bilge pump does not come on via the switch panel, check the breaker on the battery switch panel to see if a breaker has been tripped. If the breaker has been tripped, reset it and turn the switch on again, listening for the bilge pump to turn on.

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

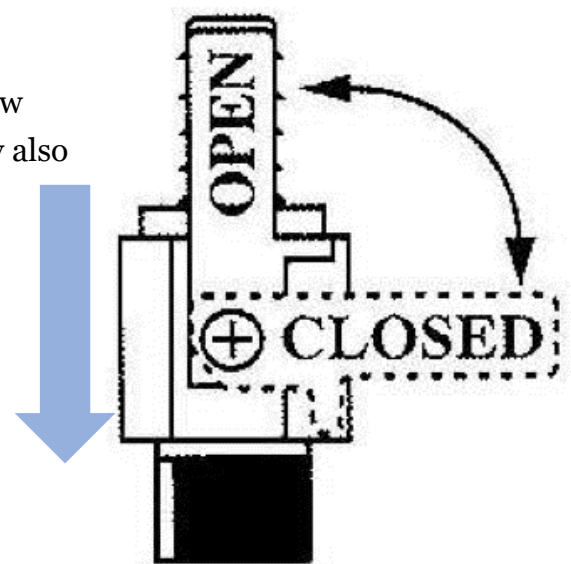
the underside and impeller areas for miscellaneous items that might clog the pump. If any obstructions are present remove the debris and set the pump back into the cradle. Once set back in the cradle, press the pump down on the base then twist until the lock button snaps it into place. Once this is completed you can try to turn the pump on again.

If the bilge pump still does not turn on, it likely needs to be replaced. It is not recommended to use your boat if the bilge pump and/or float switch are not functioning properly.

Systems

Ball Valves

Ball valves can be used to serve several purposes. They allow seawater to enter the boat, in the case of livewells, and they also act as a safeguard to stop water from entering. To tell which position a ball valve is in, open or closed, look at the valve and determine the direction of flow. When the ball valve handle is in the same position as the direction of flow, the valve is in the “OPEN” position. When the ball valve handle appears to cross the direction of flow, the valve is in the “CLOSED” position. The ball valves can be accessed in the bilge compartment behind the aft seating.



301 Deckdrain System

The deckdrain system is equipped with 1 1/2” thru hull fittings through the aft port and starboard hull sides. These fittings have to be installed lower than the drains in the cockpit floor so that gravity will allow the cockpit to drain free of water. This puts these fittings very close to the water line of the hull. These drains are rigged with ball valves that can be opened and closed to control the flow of water. In the open position, these ball valves will allow water to flow freely from the cockpit, thus making the boat “self-bailing”. When closed, no water will be allowed to travel to or from the cockpit.

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



Livewell Pump Assembly in "OPEN" Position

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



Gas Shock

The DC main breaker panel is located to the left of the mirror and contains the breakers for the accessories on the helm switch panel. If an accessory is not working it may be because its breaker has been popped. Simply find the rubber button on the breaker panel for the associated accessory and press it in. You should feel an internal button move in and then catch. This will reset the breaker and close the circuit. If the accessory still is not working or the breaker pops again, another issue is present.

The backside of the switch panel and the electronics can be reached inside the door with the mirror. The fuse box on the back of the door contains the fuses for the helm electronics such as the GPS units and VHF.



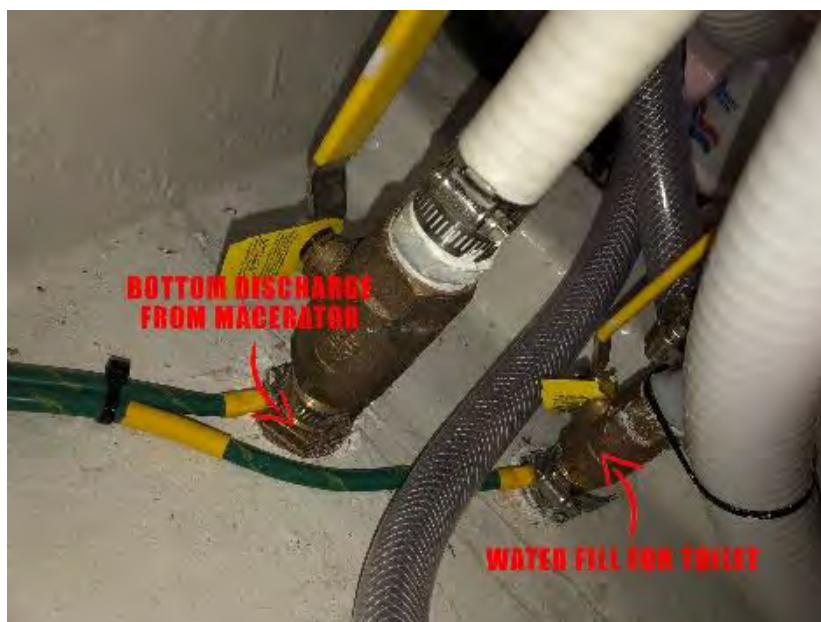
Main Breaker Panel

Electric Head Operation

To operate the head, first, make sure that the intake/fill valve located on the inside of the bottom of the hull accessed through the hatch to the left side of the toilet (see Sanitation System diagram, page 38). The valve is open when its handle is pointing straight up. This will allow water to enter the head upon flushing.

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

To evacuate the holding tank via a marina pump out, make sure that the handle for the Y-valve (located in the access hatch to the right of the toilet) is in the correct position. This will allow the tank contents to be sucked out of the tank via the waste deck fitting on the deck. The discharge for the deck fitting will always be the topmost outlet on the Y-valve. The handle is in the correct position if the arrow for the top outlet IS NOT covered by the wide end of the handle.



Intake/Fill Valve in the "OPEN" Position



Note: The visible arrows on the Y-valve always show the direction of the flow. In other words, the wide end of the handle always covers the arrow for the outlet where the flow is NOT going to go. If the flow is pointing downwards, the waste is being directed through the bottom of the hull and overboard. If the flow is pointing up, the waste is being directed upward to the deck and the pump out fitting.

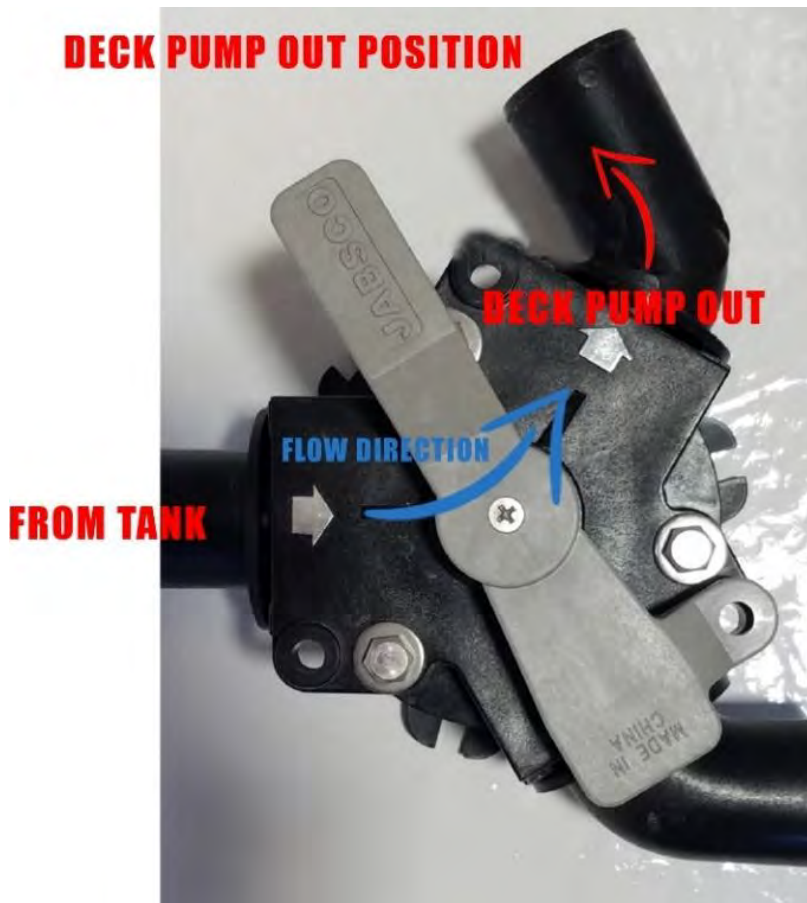
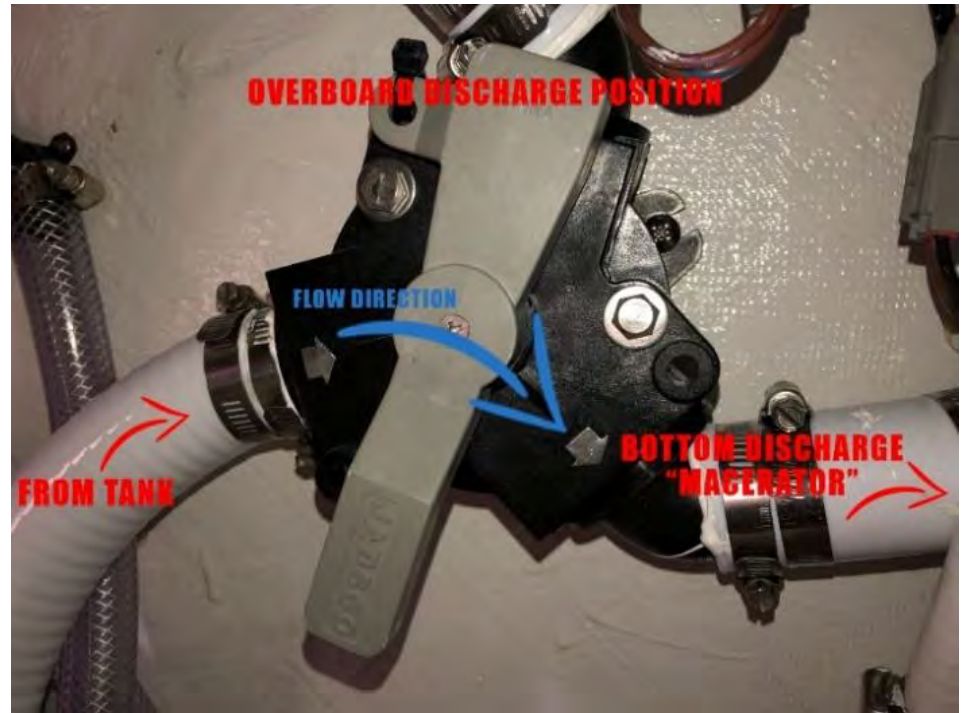
This is the position the handle should be kept in at all times to prevent the possibility of mistakenly discharging waste overboard in waters illegally. (Within 3 miles of shore and where otherwise designated.) If desired, the handle can be locked in this position by inserting a padlock through the hole on the handle and through the housing on the Y-valve.

To evacuate the tank overboard using the macerator, open the valve on the waste discharge thru hull located next to the head intake valve/thru hull. The Y-valve handle should then be turned so that the wide portion of the handle covers the silver arrow for the pump-out outlet (the top outlet.) The visible arrows should now be showing the flow to be going downward. Next, press down the macerator switch on the panel. This will push the contents in the holding tank out the bottom of the boat through the waste discharge thru hull. Once the process is complete it is advisable to close the discharge valve and put the Y-valve handle back into the pump-out position. (The wide portion of the handle covering the down arrow.)

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

Note that the wide portion of the handle is covering the down arrow. The exposed arrows show the direction of the flow up.

FLOW UP = DECK
PUMPOUT



Note that the wide portion of the handle is covering the up arrow. The exposed arrows show the direction of the flow down.

FLOW DOWN = BOTTOM
DISCHARGE

Ladder & Props

Stainless Boarding Ladder

This Cobia model comes standard with a telescoping stainless-steel boarding ladder integrated into the starboard aft platform area. This provides a stepping area while the ladder is in the up position. Once the ladder is down and in the extended position, close the lid cover for safe and secure entry and exit via the ladder. When washing off your boat at the end of the day make sure to extend the ladder and wash it off as well, making sure to dry it completely before stowing. Leaving saltwater in the telescoping tubes may lead to corrosion and affect the useful life of your ladder.



DANGER:

No passenger should attempt to enter or exit the boat by the ladder or by any other means while the engine is on.

Props

Prop selection on your Cobia is determined by your local Cobia Dealer, but all props are based on recommendations from Cobia Boat Company and Yamaha Marine in order to give your boat maximum overall performance. The needs of your prop will determine the prop design and size that best fits your performance requirements. Always inspect the engine and prop prior to launching your boat with



Engine Prop



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

Fuel System

Fuel System

This Cobia comes equipped with a 267-gallon fuel cell stationed below the leaning post between the stringer system. There are two fuel fill receptacles, one on the port gunwale and one on the starboard gunwale. The primer bulbs are located by the transom gate inside an access hatch. Every fuel tank is pressure tested at the factory before and after installation. Should you experience any fuel related problems or suspect problems with the fuel system, immediately take your boat to a Cobia Dealer. See Fuel System Diagram on page 39.



DANGER:

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

Self-Bailing Cockpit & Livewell

Self-Bailing Cockpit

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

Water drains out of the cockpit through two aft cockpit drains located at the far aft cockpit floor on both the port and starboard sides. Each side drains overboard through the side of the hull independently. None of this water is drained into the bilge. The ball valves are located inside the hull sides and can be accessed through the bilge hatch. Refer to page 13 for operation of the ball valve associated with this system.

The bilge is designed to drain any water entering the inside of the hull. All hoses are sealed and double clamped during construction. Continuous or periodic running of the automatic bilge pump may be an indication of a hose leak or break in a seal and should be investigated by a Cobia Dealer immediately. Refer to page 11 for further information regarding bilge pump operation and maintenance. A diagram of the Water Drain system can be found on page 43.

Livewell System

The livewell system is designed to keep your baitfish alive and strong for as long as possible. This livewell provides a cool, clean, and oxygenated environment that allows you to keep your baitfish alive for long periods of time. To efficiently operate your livewell, the following steps should be taken:

1. **Open livewell hatch.**
2. **Install stand-up pipe snugly.**
3. **Ensure livewell pump ball valve is in open position.**
4. **Turn on livewell switch.**



Livewell

The livewell operates by pumping fresh seawater from the pump through an aerator head into the livewell. Drainage is achieved through the grate on the top of the standpipe, which, when unobstructed, will limit the water level to the standpipe's highest point. A shorter standpipe can be used to keep less water in the well. This constant drainage keeps up water flow and allows for the removal of ammonia from the livewell, therefore extending the life of your baitfish. To drain the livewell, switch off the pump, close pump ball valve, and remove standpipe.

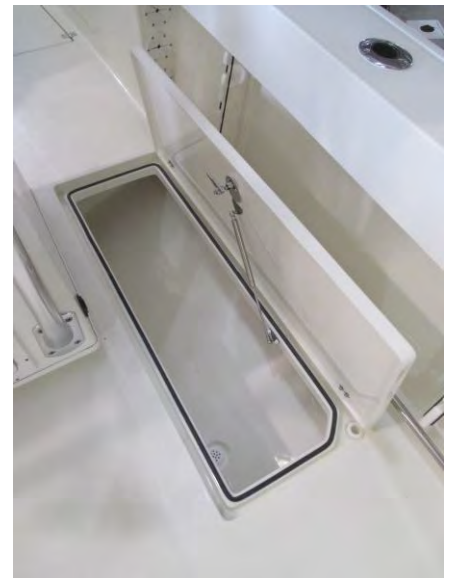
Rod Storage & Fish Lockers

Rod Storage

The 301 Center Console model comes standard with under gunwale rod racks on both the port and starboard sides. These give you space to safely store an additional 6 rods for your fishing needs.

Port and Starboard Fish Lockers

The 301 CC has two 40-gallon fish lockers built into the aft cockpit floor on the port and starboard sides. These lockers are insulated and each one is connected to a macerator with the contents being dumped overboard. The macerators are located in the bilge on the inboard sides of the stringers. They can be accessed through the bilge access hatch under the aft folding seat. These lockers can also double as storage for various other items.



Fish Locker

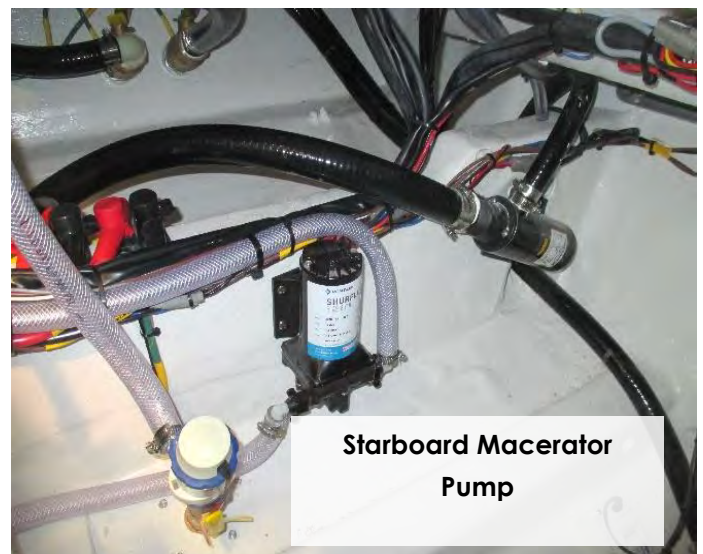
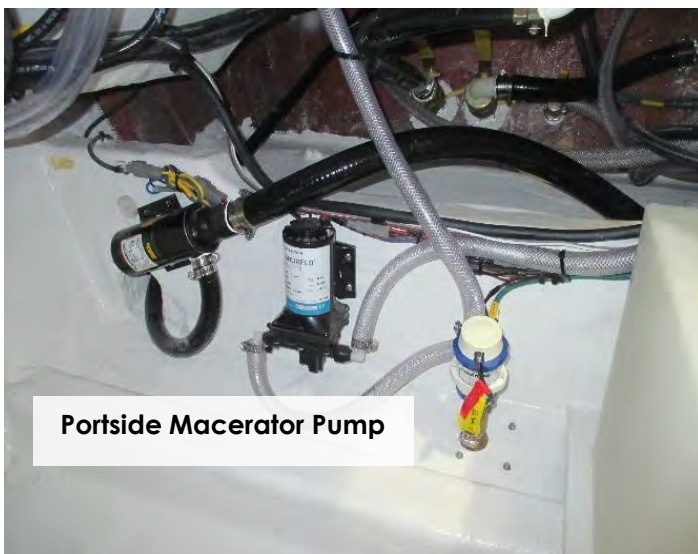
Macerator Access & Operation

Macerator Switches

The switches for each fish box macerator are located on the switch panel above the steering helm. These can be operated independently of each other and the switches are labeled.

Macerator Access

In order to access the macerators, open the bilge access hatch by using the controls on the starboard side of the tackle station. The macerator pumps will be mounted in the bilge area on the inboard side of the stringers and operate their respective fish box (port/starboard).



Anchor Locker

Anchor Locker/Rode Storage

The anchor locker is located at the bow of the boat and is accessible through the anchor locker door or hatch (photo below). There is an eye mounted to the bow eye to secure your anchor rode or chain to. After setting your anchor, the excess rode can remain stored in the locker. The notch supplied in the door allows you to securely close the locker by aligning your rode through the notch. Optional Windlass is shown on page 33.



Anchor Locker



Table Lift

Table Lift

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



1



2



3

Trim Tabs

Trim Tabs

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

Trim tabs allow for maximum boat performance and are great for balancing weight in the boat. They also allow the boat operator to lift or lower the hull to accommodate for different running situations.



Trim Tab

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

Water System

Salt Water Washdown

Salt water washdown is standard on the 301 CC model. The pump is located in the port bilge and is accessible through the bilge access. To operate, hook a hose to the salt water receptacle located by the transom gate above the port deck drain. Flip the switch labeled “Saltwater Washdown”. The pump will pressurize the system with salt water. Once the system is pressurized, the pump will shut itself off with an internal pressure switch and will switch itself back on as you demand water. There is also a washdown fitting installed in the anchor hatch if equipped with windlass option (see pg. 33) to wash off the anchor rode. Be careful to only spray gel-coated fiberglass surfaces with saltwater and avoid all other areas. Always rinse your boat with freshwater as soon as you return to the dock or home if the boat is being trailered.



Washdown Fitting



Saltwater Pump & Intake Valve



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Fresh Water System

The fresh water tank on your 301 CC can be filled at the cap labeled “WATER” on the starboard deck gunwale. To pressurize the system, flip the switch labeled “FRESH WASH DOWN” on the switch panel at the helm. You can leave this switch in the ON position while the boat is in use. The pump has an internal pressure switch that allows the pump to turn on and off as needed. This model has a 25-gallon fresh water tank.

In the colder months of the year, it’s advisable to drain the fresh water system and winterize by adding a non-toxic antifreeze to the system. Run the antifreeze throughout the system by opening shower nozzle until antifreeze is delivered through the shower head.



Water Fill



Washdown Fitting

Battery Switch and Main Distribution Panel

The battery switches and main distribution panel are located in the port compartment on the side of the leaning post. The battery switches are labeled to correspond with each battery and the component it powers. Each engine has its own battery and there is a house battery that powers the boat’s other electrical systems. In the event that there is a second house battery on board, this battery will be tied to the house battery switch. The “emergency parallel” switch parallels the two cranking batteries and should only be used to crank the engines if one of the engine cranking batteries does not have sufficient power to crank its associated engine. When the boat is not being used for a prolonged period, it is recommended to leave all battery switches in the “off” position to ensure that the batteries are not drained due to minor current flows.

The forward and aft bilge pumps and stereo memory breakers, located at the top right of the panel, are on 24-hour circuits and will receive power at all times even with the house battery switch in the off position. This ensures that the bilge pumps and float switches will remain operational at all times unless the house battery loses all power. There is an additional 24-hour circuit with a 15-amp breaker labeled “ACC” left open for adding an accessory appropriate to 24-hour operation. To reset any of these breakers simply push in the button associated with the involved component.



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Directly below the 24-hour “ACC” breaker is the windlass breaker. This is a gate style breaker. When the circuit is open or the breaker is “popped”, a yellow tab will show in the recess just below the bar with the red button. Simply push the free end of the yellow tab back up inside the bar until it catches. The circuit is now closed and the windlass should be receiving power from the house battery. To open the circuit, simply press the red button.

At the bottom of the distribution panel and to the left of the windlass breaker are the breakers for the forward table, power steering, electronics, helm panel, stereo amp (if applicable) and aft hatch. All these components run off the house battery (s). If popped these breakers will show red in the window below the “OFF” label on the left side of the switch. To reset push in the right side of the switch, “ON”, so that it is flush with the panel. The bottom right breaker, “ACC”, is a 50-amp breaker left open for adding an appropriate 50-amp accessory.

It is important that all breakers match the amperage requirements of their associated components. The back of the breakers are labeled with their amperages and can be viewed by looking at the back of the panel as accessed through the battery access door on the front of the leaning post.



Battery Switch (Shown in the Off Position)



Battery Access

Battery Access

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

12-Volt Accessory Plug



Glove Box

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

Seating

Leaning Post

The Leaning Post for the 301 CC is home to the double bolstered helm seats that lock into the seated position or flip down independently for the boater's preference. This leaning post also carries two insulated coolers with insulated lids. The cooler lids come equipped with gas shocks for ease of lifting into the open position and keeping them open as long as needed. The back of the leaning post houses the tackle station with independent drawers for storing loose items and tackle trays.



Tackle Station and Coolers

301 Aft Seating

To deploy the standard aft seat, grab the black handles and pull out and down. Once the seat begins to swing open push on the topside of the cushion straight down until the seat is fully horizontal and locks in place. To stow the seat, repeat the procedure in reverse by lifting from the base and slightly pulling out at the same time. Once free of the hinge catches, the seat will begin to close. At this point, push the seat up until it's firmly against the back wall. When the seat is fully closed the cushion should be flush against the back wall with the seat securely positioned in the intended recess.

To remove the backrest, simply pull up until its arms are clear of the rod holders. The arms are designed to swivel to aid in making the assembly as small as possible for easy stowage. When putting the backrest back on make sure that its arms are fully seated in the bottom of the rod holders before use. Refer to page 47 for cushion care instructions.



Aft Seating in Upright Position



Aft Seating in the Down Position

Standard Features

Cockpit Bolsters

Cockpit bolsters are standard with the 301 CC. The bolsters in the rear cockpit above the vertical rod storage are hard mounted to the gunwale boards and are designed to stay on the boat. The bow bolsters can be removed for storage by carefully gripping the bottom side of the cushion with your hands spread a comfortable length apart and lifting up. You will feel the cushion release. To put the bow bolsters back on the boat, line up the holes on the backside of the bolsters with the top of the clips on the gunwales. Push the cushion in and down on the clips until the cushion will not go down any further. You should feel the bolster lock into place.



Rear Cockpit Bolsters



Pull Up Bow Light and Cleats

The bow light and cleats are stainless steel pull up style and can remain hidden when not in use. This is especially helpful while fishing as it leaves nothing in the bow to interfere with your line. The bow light lifts from the indent at its front. It will lock in place once fully pulled up.

To raise the cleats simply grip the indents and lift until locked. To recess these items simply push them back into the deck. As with all stainless moving parts on your Cobia, it is recommended that you routinely apply a stainless safe corrosion inhibitor and lubricant to keep these items working properly.



Bow Light and Cleats in the down position



Bow Light and Cleats in the up position



Note: It is required by law to have the bow light on, in the up position and unobstructed when operating in low visibility situations.

Cockpit Courtesy Lights

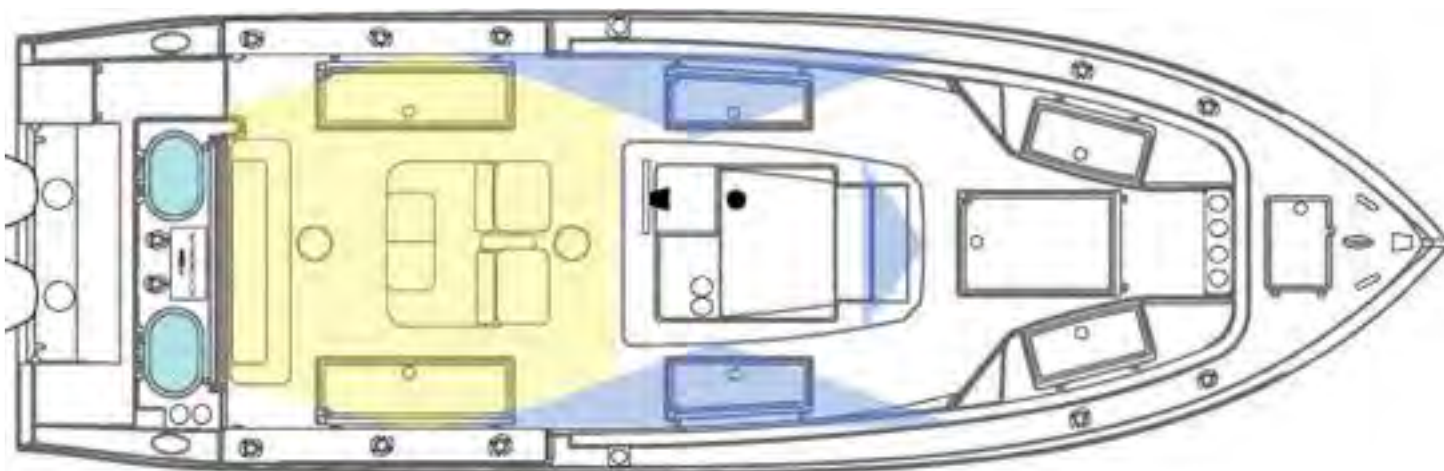
Cockpit Courtesy Lights

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



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Location of Cockpit Courtesy Lights

Optional Features

Optional Battery Charger

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

Optional Bow Cushion Set

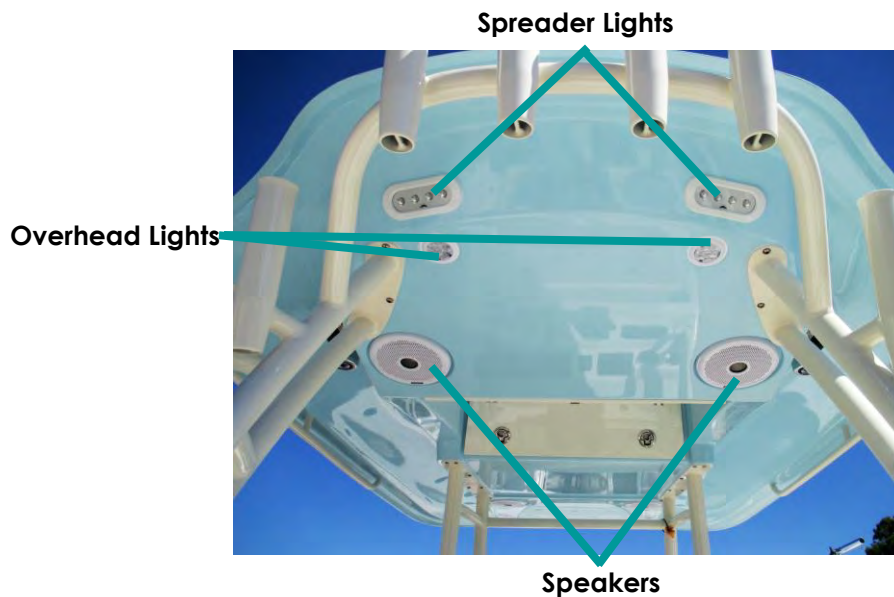
The 301 CC comes with the option of a seven-piece bow cushion set. These cushion bottoms are removable and are held in place by several sets of stainless-steel snaps. To remove the cushions, simply pull the snap strap away from the embedded snap and remove and store the cushion. When left outside or exposed to the elements for a prolonged period of time, it is recommended to take off the seat cushions and store them in a dry place like the head area. Refer to page 47 for cushion care instructions.



Optional Bow Cushion Set

T-Top

There are several different T-Top options for the Cobia 301 CC. The T-Tops come with either a Weblon or a fiberglass hard top. Each of these tops has the option of being outfitted with an electronics box, forward and aft facing LED spreader lights, outriggers, kingfish rod holders, recessed LED downlighting, recessed speakers, additional storage and electronic space.



Hardtop Storage

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



Forward Electronics Storage



Aft Personal Flotation Device Storage

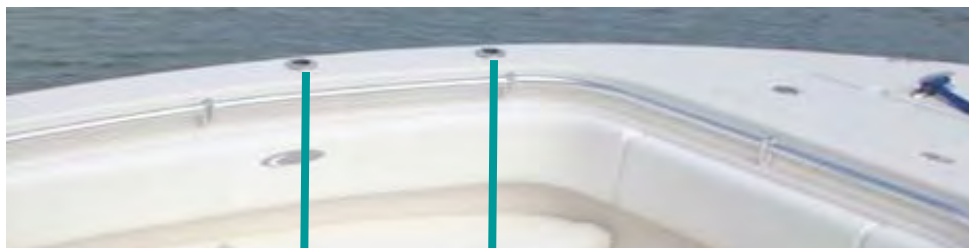


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Optional Kite Rod Holders

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



Kite Rod Holder Rod Holder

Optional JL Stereo System

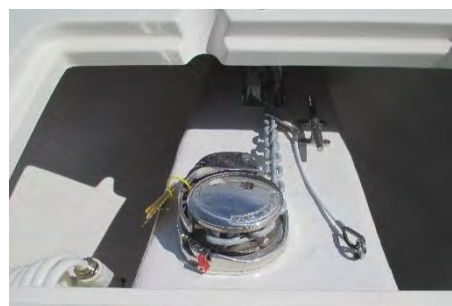
If you chose the stereo option, your 301 CC came with a JL Audio Media Master 100 with four matching JL audio speakers (eight matching speakers if hard-top option is chosen). Please refer to the JL Audio Owner's Manual in your ditty bag for operation. Even if your boat didn't come with the stereo, your boat is pre-wired for four speakers in the cockpit and for four speakers in the hardtop. (Refer to pictures below for general locations of speakers and pre-pulled wiring.) Note that an amplifier is required to power more than four speakers with this model JL Audio. The amplifier is standard along with the four speakers in the hardtop if the boat has the speaker hardtop option.



JL Stereo System

Optional Windlass Deluxe

The windlass is used to lower and raise your anchor assembly. The switch is mounted at the helm station to the right of the steering wheel. The solenoid switch is mounted to the aft hull and the battery cables run up the starboard side. The windlass is mounted inside the anchor locker at the bow of the boat. To access this area, lift the anchor hatch at the bow. A bow plate and anchor roller have been added to accept the anchor and keep it far enough from the bow of your 301 CC to prevent damage to the bow. The windlass is mounted just aft of the bow roller plate. The Windlass breaker is located on the battery switch panel in the port compartment on the side of the leaning post. The windlass solenoid is mounted just above and to the left of the breaker panel. For more information on the breaker, see page 25.



Please review the manufacturer's operating instructions on the following pages before using your windlass. Additional information can be found in the Lewmar owner's manual.

6. Operation

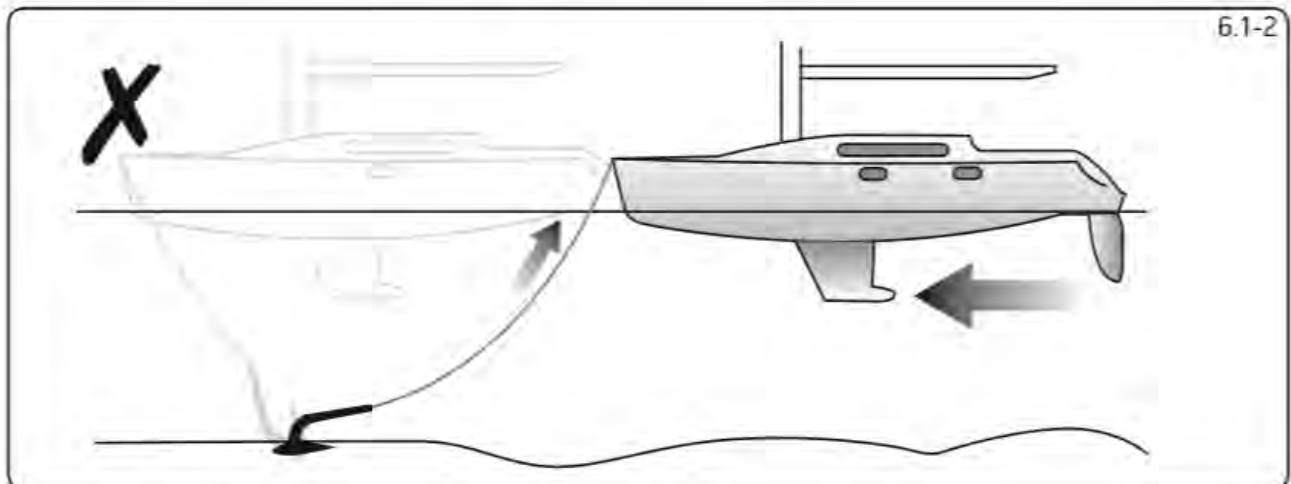
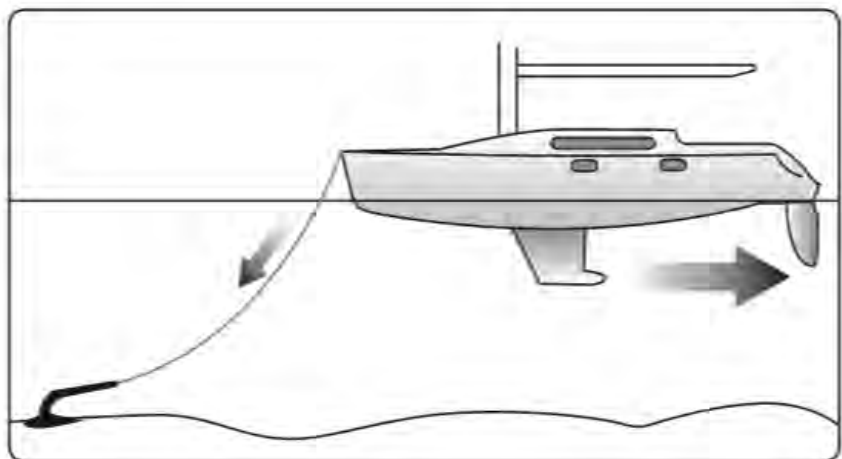
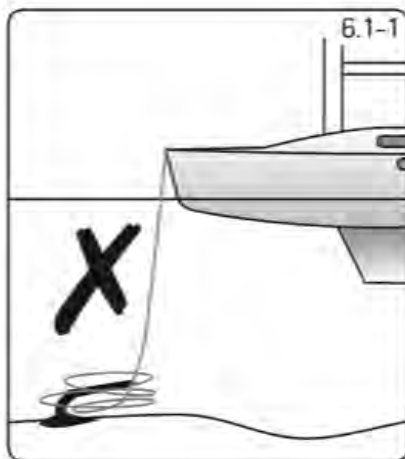
6.1 Operating tips

Vessels at anchor will snub on the rode and this can cause slippage or apply excessive loads to the windlass.

1. When anchoring, power rode out allowing the vessel to take up stern away preventing the rode tangling with anchor. Use this method for mooring stern first to a jetty.
 2. To aid recovery, under power, move vessel towards anchor but not over and beyond, as this can cause damage to topside.
- As anchor approaches the vessel, use careful adjustments of controls to avoid damaging vessel.
 - Scope: As a guide it is recommended that the depth of chain to rope is 7 to 1 at anchor.

⊘ The rode should be secured directly to a bollard, sampson post or cleat and a chain secured by a chain stopper.

⊘ When retrieving anchor do not overload or stall in windlass.

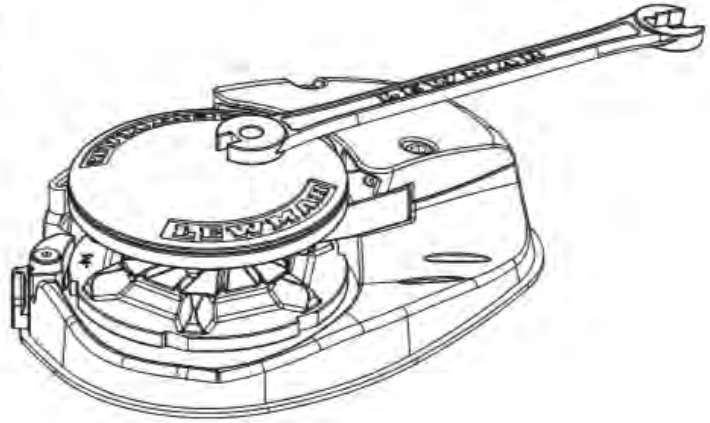


6.2 Use of clutch

To tighten the clutch - using the clutch lever supplied, rotate the gypsy drive cap (31) clockwise, this will grip the gypsy, effectively locking it to the windlass geartrain.

To slacken the clutch - turn the gypsy drive cap anti-clockwise, this will free the gypsy allowing it to turn independently of the windlass geartrain.

⚠ Always remove the handle after use.

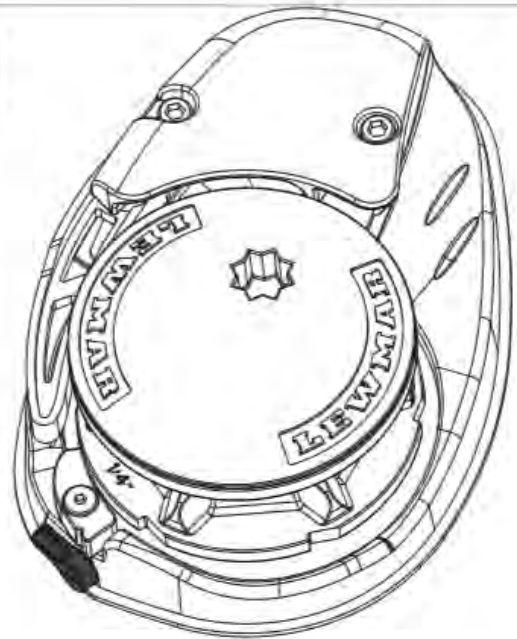


6.3 Letting go under gravity

⚠ Always check the fallsafe pawl (32) is disengaged from the gypsy and held clear of it by the fallsafe lever (34).

Insert the clutch lever into the gypsy drive cap (31) and turn it clockwise to ensure that the clutch is tight. Release any independent anchor locks. If it is safe to do so, pull back on the clutch lever until the anchor and rode begin to pay out. Control the rate of decent of the anchor by pushing the clutch lever forwards. When sufficient rode has been paid out, fully tighten the gypsy drive cap once again.

ⓘ For maximum safety and to prevent damage, the fallsafe pawl **MUST NOT** be left to take the entire force from the anchor rode while at anchor. The rode should be made fast directly to a bollard, sampson post or cleat.



6.4 Letting go under power

Release any independent anchor locks.

If it is safe to do so, let go under power by operating a 'Down' control. Release the control when sufficient rode has been paid out.

6.5 Lying to anchor safely

Vessels at anchor will snub on the rode and this can cause slippage or apply excessive loads to the windlass.

6.6 Hauling in

Untie the bridle or replace the rode in the gypsy.

If it is safe to do so, operate an 'Up' control.

The fallsafe pawl (32) does not need to be disengaged during retrieval as it will act as a ratchet. When the anchor has been retrieved and is stowed in the bow roller, the fallsafe pawl should be left engaged in the gypsy to prevent accidental deployment of the anchor whilst underway.

REMEMBER - The fallsafe pawl **DOES** need to be disengaged from the gypsy before the anchor can be let go again.

Having retrieved the anchor, ensure it is independently secured to prevent its accidental release.

6.7 Manual recovery

Insert clutch lever supplied into gypsy drive cap (31) and turn clockwise to haul in the anchor.

6.8 Operating tips

When anchoring, it is best to power the rode out, allowing the vessel to take up stern way before full scope is let out. This helps prevent the rode from becoming tangled on top of your anchor on the seabed.

To aid anchor recovery, we recommend that the vessel's engine be used to assist by moving the vessel towards the anchor. We do not recommend that the vessel be motored over and beyond the anchor, as this can cause the rode to damage your topsides.

As the anchor approaches the sternhead, the last few feet of rode should be inched in by judicious use of controls to avoid damage to the vessel.

Having retrieved the anchor, ensure the fallsafe pawl is engaged in the gypsy to lock it and prevent accidental deployment of the anchor whilst underway.

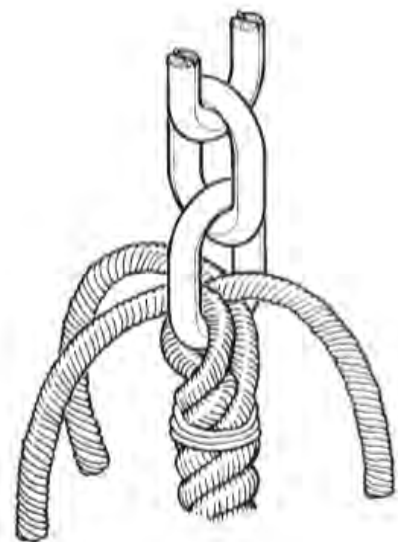
When mooring stern to, at a suitable distance from the jetty, deploy the anchor to prevent the bow from swinging. Gently pay out the rode under the influence of the stern way of the vessel as it approaches the jetty. Make fast your vessel with warps from the stern.

6.9 Joining rope to chain

When splicing rope to chain, select a length of chain that will avoid having the splice positioned in the gypsy when the anchor comes over the sternhead. Furthermore, ensure that the splice is no tighter than the rope.

A hard splice is not desired.

- With whipping twine or similar, seize your rope 200 mm (8") from the rope's end and unlay the strands.
- Pass one strand through the chain link from one side and the other two strands from the opposite side. Remove seizing and complete a back splice in the normal manner for four full tucks.
- With a hot knife pare down the three strands by one half of their diameter and continue with two further tucks.
- With a hot knife, carefully melt the ends back into the line. Because of wide variations in rope type and construction some experimentation may be required.
- Whip the line with permanent whipping at the beginning of the taper.
- The method of joining illustrated is designed to minimize chafe between the rope and chain but as a matter of prudent seamanship the splice should be checked regularly and remade if there is any evidence of wear.

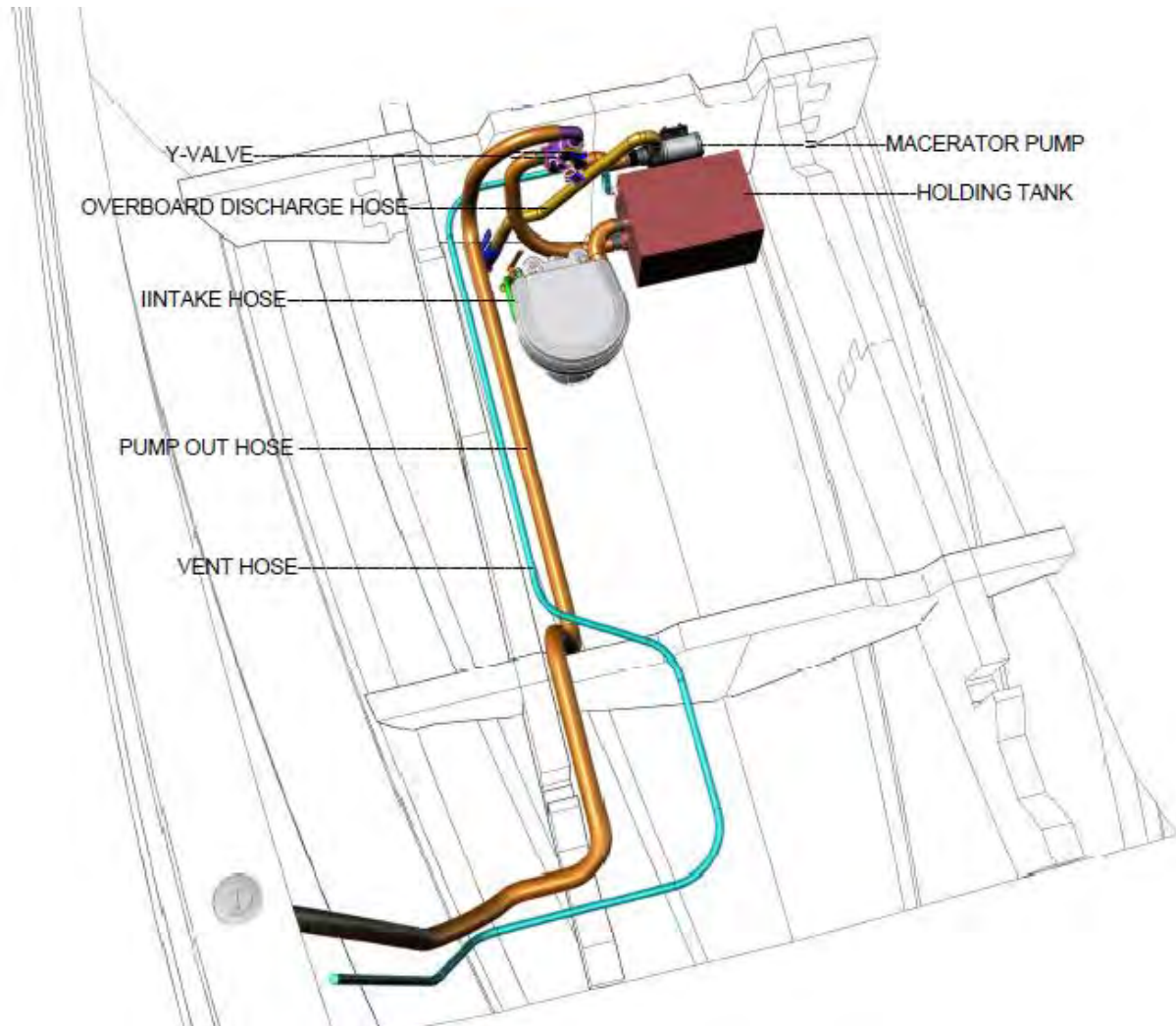


WARNING: READ ALL INSTRUCTIONS BEFORE OPERATING WINDLASS

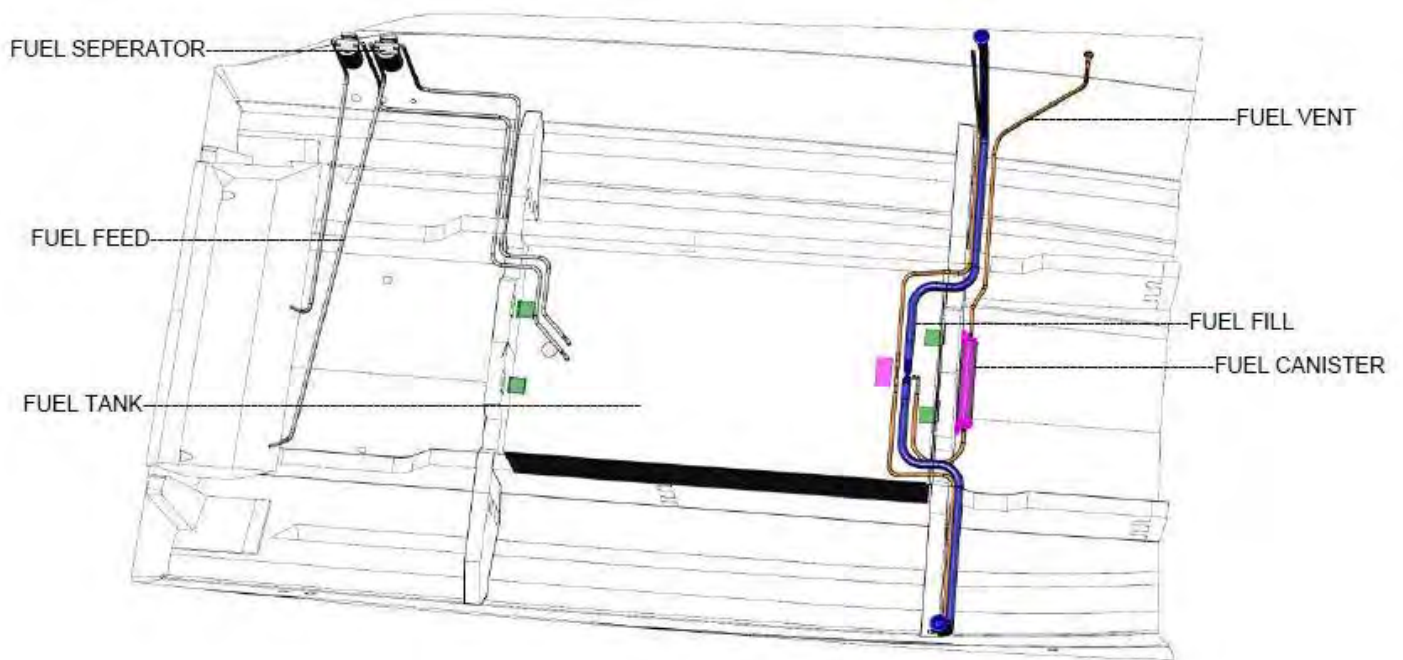


DO NOT USE THE WINDLASS TO DRAG THE BOAT TO YOUR ANCHOR. THE PROPER METHOD IS TO USE YOUR BOATS OWN POWER TO POSITION YOURSELF RIGHT ABOVE THE ANCHOR AND THEN USE THE WINDLASS TO HAUL THE ANCHOR. STAY CLEAR OF THE CHAIN, ROPES, AND GYPSY. MAKE SURE THE ELECTRICAL MOTOR IS OFF WHEN WINDLASS IS USED MANUALLY (EVEN WHEN USING THE HANDLE TO DISENGAGE THE CLUTCH). IN FACT, PEOPLE WITH A REMOTE CONTROL MIGHT ACCIDENTALLY OPERATE THEIR CONTROL. FASTEN THE CHAIN OR ROPE WITH THE SAFETY LANYARD BEFORE MOVING TO NAVIGATION. DO NOT OPERATE THE WINDLASS BY USING THE ELECTRICAL POWER WHEN THE LEVER IS INSERTED INTO THE DRUM OR IN THE COVER OF THE GYPSY.

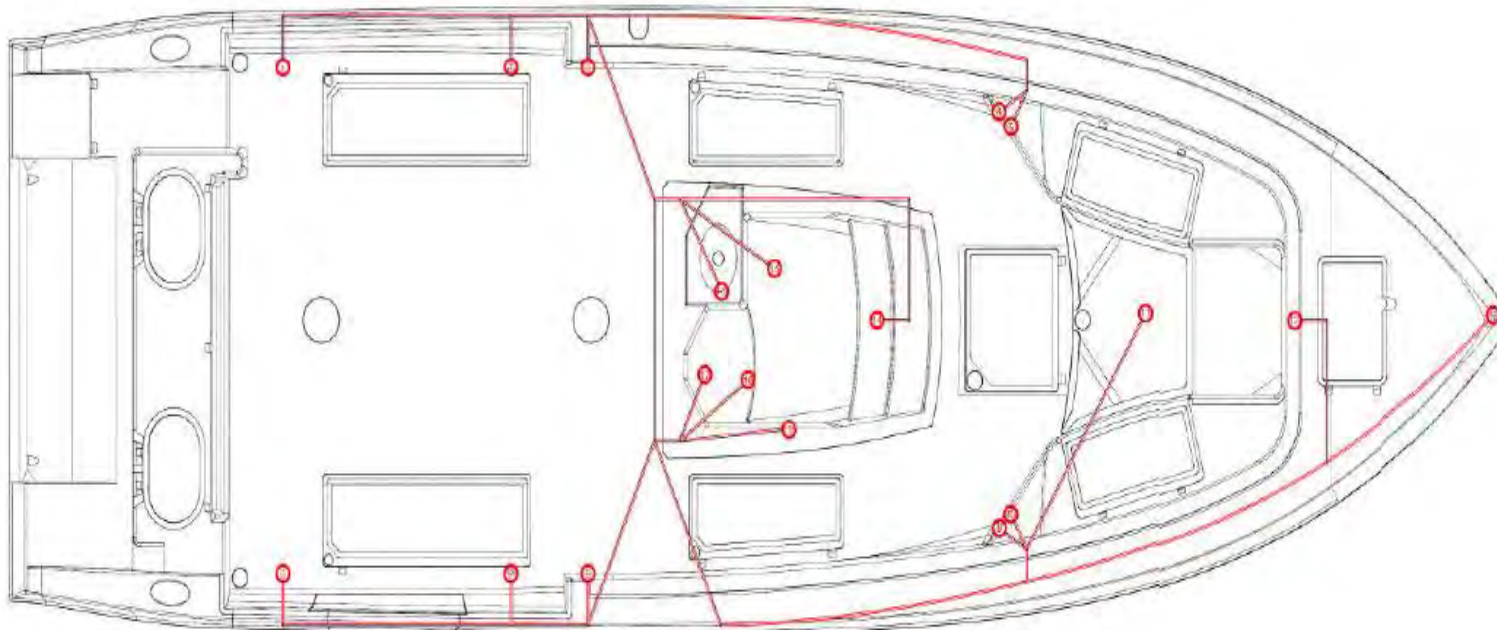
Cobia 301 CC Sanitation System



Cobia 301 CC Fuel System



Cobia 301 CC Deck Wire Harness



- | | |
|---------------------------|--------------------------------|
| 1. Aft Port Cockpit Light | 11. Table Lift |
| 2. Mid Port Cockpit Light | 12. Fwd Cockpit Light |
| 3. Aft Port Speaker | 13. Navigation Light |
| 4. Fwd Port Cockpit Light | 14. Cabin Step Light |
| 5. Fwd Port Speaker | 15. Switch Panel Connections |
| 6. Aft Stbd Cockpit Light | 16. Console Grounds |
| 7. Mid Stbd Cockpit Light | 17. Hull Harness Connection |
| 8. Aft Stbd Speaker | 18. Stereo Connection |
| 9. Fwd Stbd Cockpit Light | 19. Hardtop Harness Connection |
| 10. Fwd Stbd Speaker | |

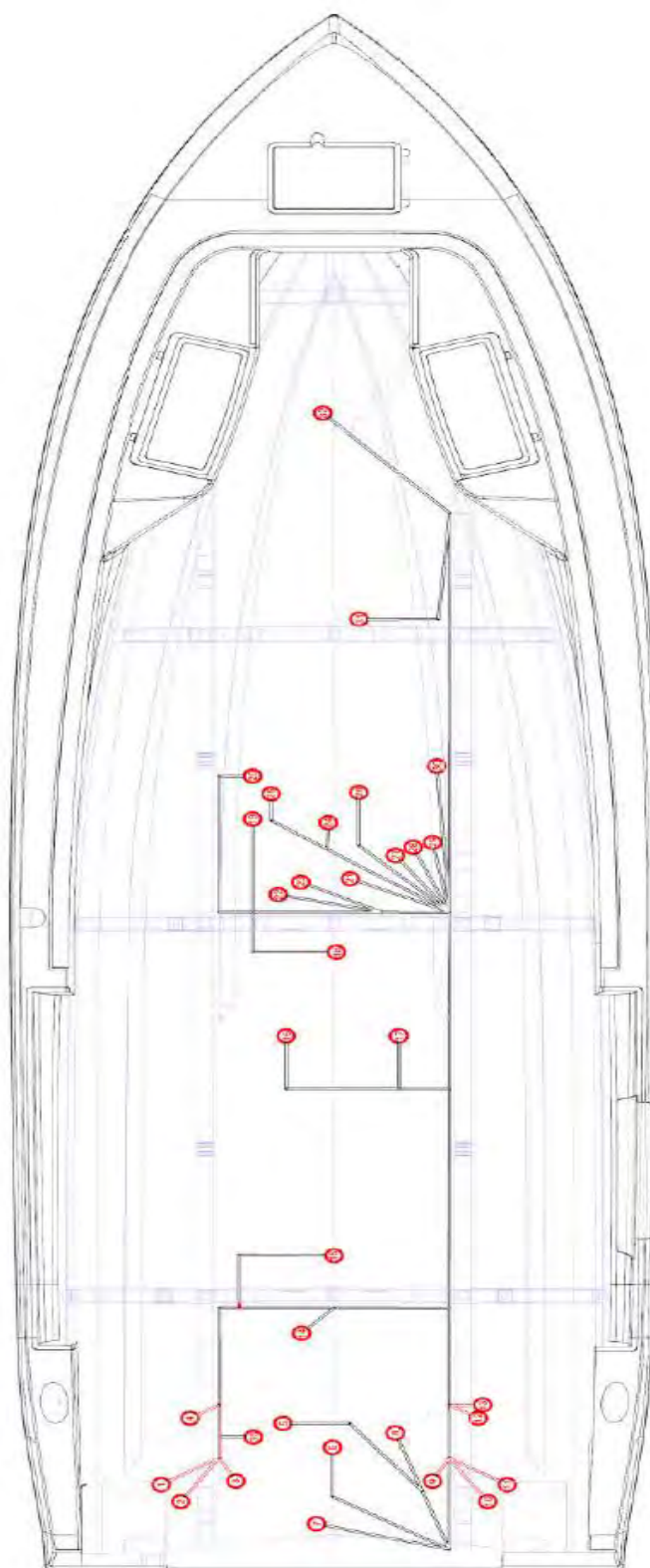


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Cobia 301 CC Hull Wire Harness

1. Port Trim Tab
2. Port Underwater Light
3. Port Fishbox Macerator
4. Port Livewell Pump
5. Port Livewell Light
6. Aft Hatch Power
7. Aft Bilge Pump
8. Stbd Livewell Light
9. Stbd Fishbox Macerator
10. Stbd Underwater Light
11. Stbd Trim Tab
12. Stbd Livewell Pump
13. Fresh Water Pump
14. Aft Compartment Light
15. Fuel Send
16. Battery Switch and Grounds
17. Aft Hatch Switch
18. Fuel Tank Bond
19. Switch Panel Connections
20. Cabin Light Switch
21. Fwd Bilge Pump
22. Grounds
23. Head Macerator Pump
24. Electric Head Pump
25. Electric Head Switch
26. Cabin Lights
27. Hardtop Connections
28. Stereo Connections
29. Amplifier
30. Breaker Panel
31. W/S Washer Pump
32. Table Lift
33. Raw Water Pump

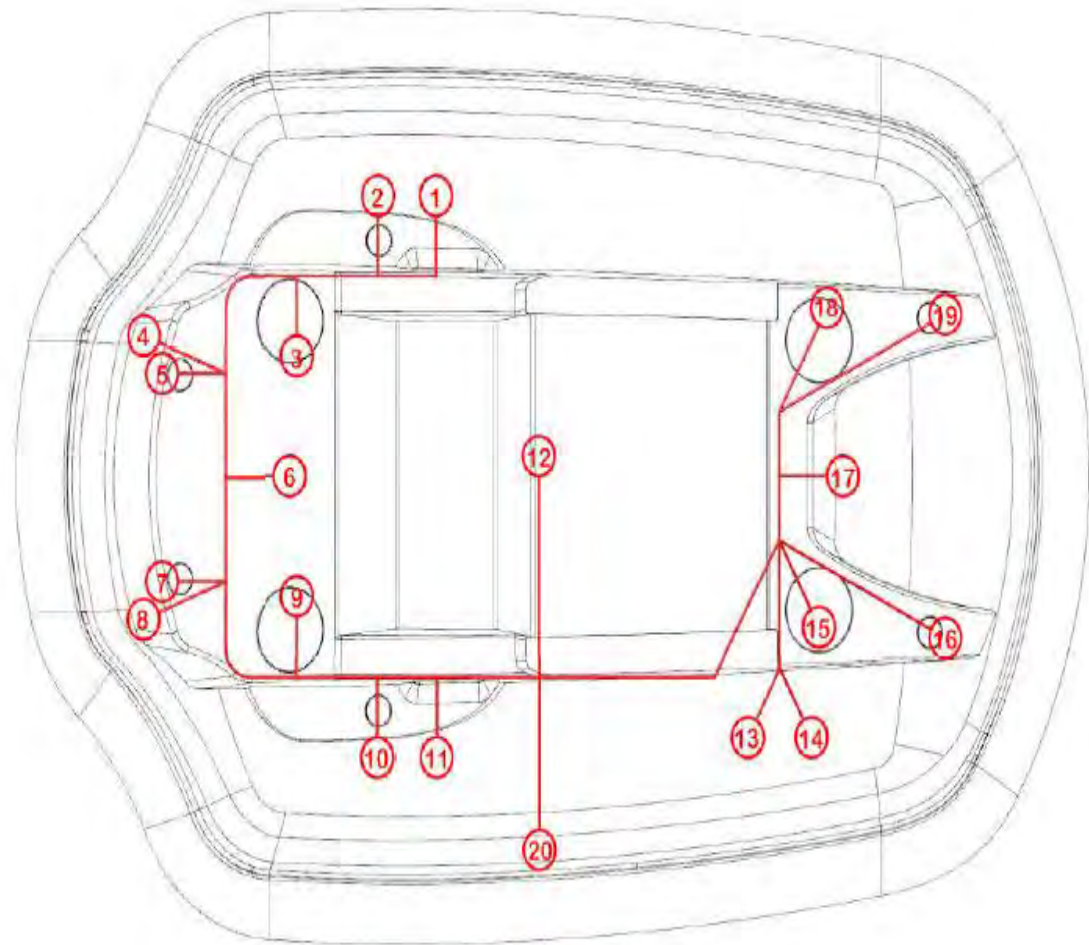


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Cobia 301 CC Hardtop Wire Harness

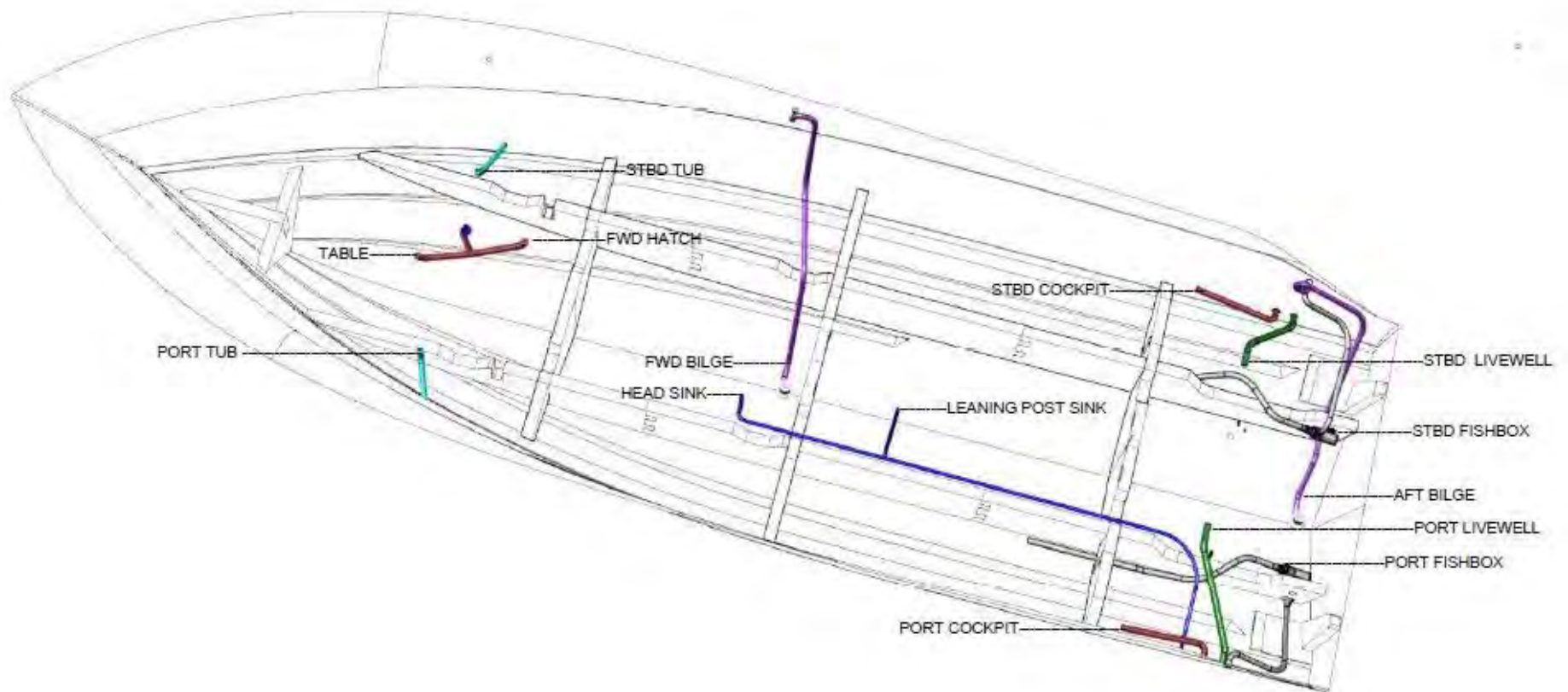
1. Stbd Spreader Light
2. Hardtop Power
3. Horn-1
4. Horn-2
5. Fwd Stbd Speaker
6. Fwd Stbd Overhead Light
7. Fwd Spreader Light
8. Fwd Port Speaker
9. Fwd Port Overhead Light
10. Hardtop to Deck Connection
11. Port Spreader Light
12. Port Overhead Light
13. Aft Port Speaker
14. Aft Port Spreader Light
15. Aft Port Overhead Light
16. Anchor Light
17. Aft Stbd Light
18. Aft Stbd Spreader Light
19. Aft Stbd Speaker
20. Stbd Overhead Light



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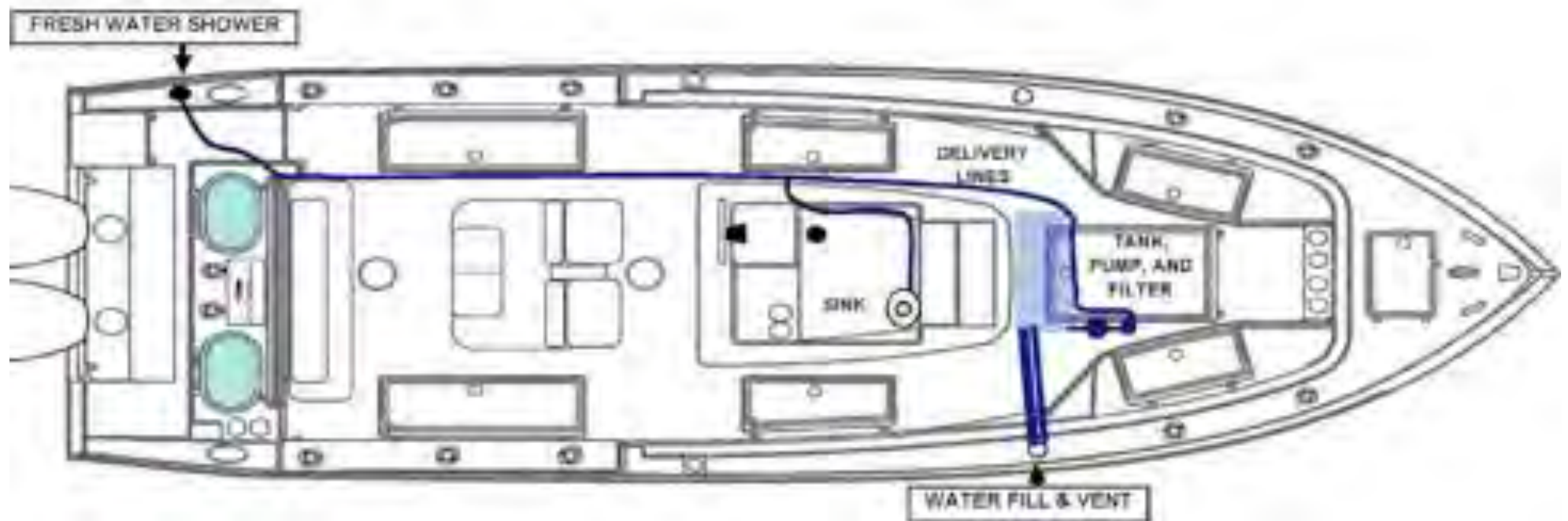
Cobia 301 CC Water Drain System



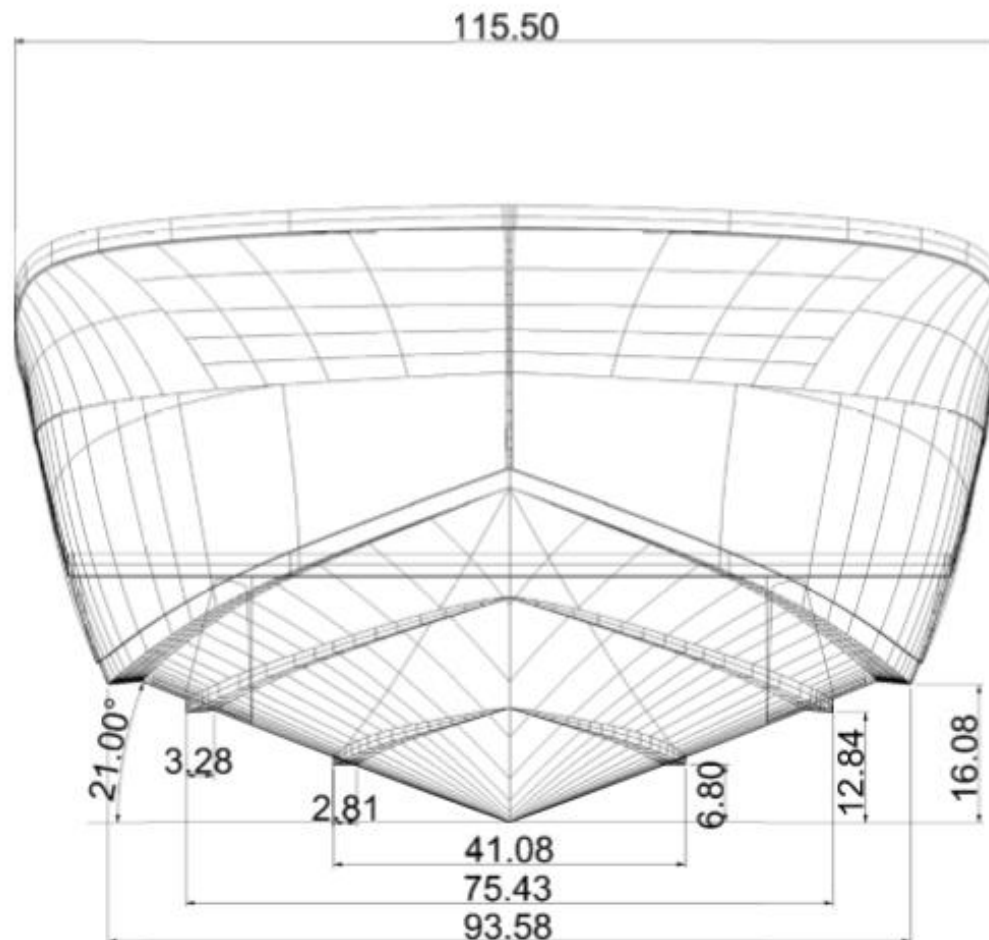
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Cobia 301 CC Fresh Water System



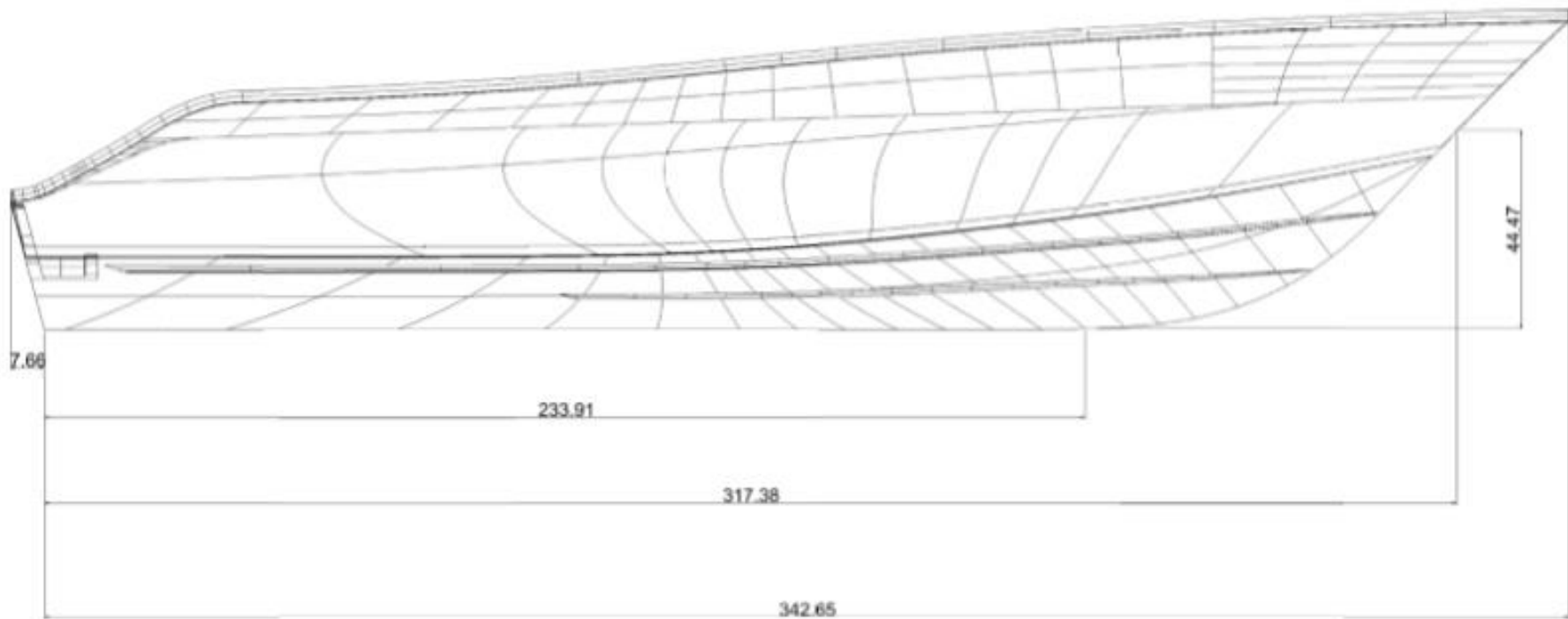
Cobia 301 CC Bunk Placement



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Cobia 301 CC Bunk Placement



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PERMAGUARD® SUPERIOR STAIN RESISTANCE



PERMAGUARD® is a newly developed topcoat protective finish that permits frequent cleaning of Spradling's coated fabrics for upholstery. Spradling's proprietary barrier coating makes maintenance easy. Not only do stains disappear in seconds, but **PERMAGUARD** provides unequalled resistance to scratches, scuffs, and abrasion. No other marine vinyl surpasses **PERMAGUARD**'s stain resistance and long-term, trouble-free performance.

Care & Cleaning Guide

For use on the white or the primary seating vinyls only!
For cleaning and care of accents and colors, please refer the back of this card.

Remove most stains with one of the following steps:

Step 1	baby oil, ketchup, chocolate, motor oil, olive oil, tea, coffee
Steps 2 & 3	eye shadow, crayon, grease, permanent felt tip marker, mustard, lipstick, ball point pen

Step 1: If cleaned immediately, use a clean dry cotton fabric. Wipe once, careful to remove most of the stain without spreading to surrounding area. Wipe more vigorously a second time if residue remains and proceed to step 2.

Step 2: If residue remains use a straight application of the following concentrated cleaners:

- Formula 409® • Fantastik®

Wipe with a clean cloth, rinse with water and dry. If residue remains, proceed to step 3.

Step 3: More stubborn soiling may be eliminated using a cotton fabric soaked in 91% isopropyl (rubbing) alcohol. Wipe without spreading stain to surrounding area. A second application should be applied with vigorous rubbing in a circular motion. For highly textured material, a soft toothbrush is recommended to clean valleys and crevices. Wipe with a clean cloth, rinse with water and dry.

Certain clothing and accessory dyes (such as those used on denim jeans) may migrate to lighter colors. This phenomenon is increased by humidity and temperature and is irreversible.

Please check compatibility when using this product in combination with painted or varnished

Always remove stains immediately. Upholstery must be kept CLEAN!

Certain household cleaners, powdered abrasives, steel wool, and industrial cleaners can cause damage and discoloration and are not recommended. Dry cleaning fluids and lacquer solvents should not be used as they will remove printed pattern and gloss. Waxes should be used with caution as many contain dyes or solvents that can permanently damage the protective coating.

Suntan lotion, tree pollen, wet leaves, and some other products can contain dyes that stain permanently.

Do not clean with power washers, as they can generate 3500 PSI and could damage the surface of your interior. Do not use kerosene, gasoline, or acetone, as 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.

Failure to care for your vinyl properly, or use of improper cleaners, may void your warranty & damage your vinyl!

The information published in this care guide refers to the performance of **PERMAGUARD®** products 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 vinyl. Spradling, its agents, and assigns assume no responsibility resulting from the use of such cleaning agents to the vinyl. Spradling's coated fabrics treated with **PERMAGUARD®** protective finish are resistant to most common stains. However existing dyes and pigments in some staining agents have the ability to create a permanent stain if not treated properly.

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Find more vinyl cleaning & care information at:
www.spradlingvinyl.com/sim or call the cleaning hotline at 1-800-247-9901

America's leading source for vinyl-coated fabrics

Vinyl Coated Fabrics (Acrylic or Napa Topcoat)

Cleaning and Care: Colors and Accent Vinyls

Step 1: For light soiling, a solution of 10% household liquid dish soap in warm water, applied with a soft damp cloth. Rub gently and rinse with a water-dampened cloth.

Step 2: For heavy soiling, dampen a soft white cloth with a one-to-one (1:1) solution of *Formula 409® and water or *Fantastik® and water. Rub gently and rinse with a water-dampened cloth.

Step 3: For more difficult stains, dampen a soft white cloth with a solution of household bleach (10% bleach and 90% water). Rub gently and rinse with a water-dampened cloth to remove bleach concentration.

Do not use with alcohol-based cleaning agents!

All cleaning methods must be followed by a thorough rinse with clean warm water.

Failure to care for your vinyl properly, or use of improper cleaners, may void your warranty & damage your vinyl!

Certain household cleaners, powdered abrasives, steel wool, and industrial cleaners can cause damage and discoloration and are not recommended. Dry cleaning fluids and lacquer solvents should not be used as they will remove printed pattern and gloss. Waxes should be used with caution as many contain dyes or solvents that can permanently damage the protective coating.

Suntan lotion, tree pollen, wet leaves, and some other products can contain dyes that stain permanently.

Do not clean with power washers, as they can generate 3500 PSI and could damage the surface of your interior. Do not use kerosene, gasoline, or acetone, as 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.

Always remove stains immediately. Upholstery must be kept CLEAN!

Please contact our cleaning hotline at 1-800-247-9901 or online at www.spradlingvinyl.com/sim.

The information published in this care guide refers to the performance of Spradling International Marine products 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 vinyl. Spradling, its agents, and assigns assume no responsibility resulting from the use of such cleaning agents to the vinyl. Certain clothing and accessory dyes (such as those used on denim jeans) may migrate to lighter colors. This phenomenon is increased by humidity and temperature and is irreversible.

Formula 409® is a registered trademark of the Clorox Company.®

Fantastik® is a trademark of DowBrands, Inc.® Trademark of the Dow Chemical Co.®

*Fantastik & Formula 409 are safe to use if cleaner is diluted (1:1), then thoroughly rinsed and used following manufacturers' instructions.

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Please check compatibility when using this product in combination with painted or varnished surfaces.



Spradling International
MARINE

Find more vinyl cleaning & care information at:
www.spradlingvinyl.com/sim or call the cleaning hotline at 1-800-247-9901

Side A

Side B

3/1/2014



Maverick Boat Group

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Warranty

Cobia Boats are NMMA Certified and offer superior SeaTech “no wood” construction. All Cobias are backed by a no-nonsense, 10-year limited warranty.

Cobia Boats advises owners that an authorized Cobia Dealer perform maintenance and repairs on your boat. Self repairs and repairs done by a non-authorized Cobia Dealer may void the warranty on the boat. The following information is general in nature and should not be considered a repair manual or guidelines set forth by Maverick Boat Group.

Cleaning: Each Cobia Boat is constructed using the finest material and components available. However, no material is immune to the ravages of the saltwater environment. After each use, your boat should be rinsed thoroughly with fresh water. A mild detergent may also be used to remove any dirt, silt or stains. To clean the cushions, use only a damp cloth. Never hose down or saturate the cushions. A light coat of lubricants on metal railing, screws, and electrical connections will help prevent electrolysis. The same holds true for your trailer.

