



# 280 DC 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



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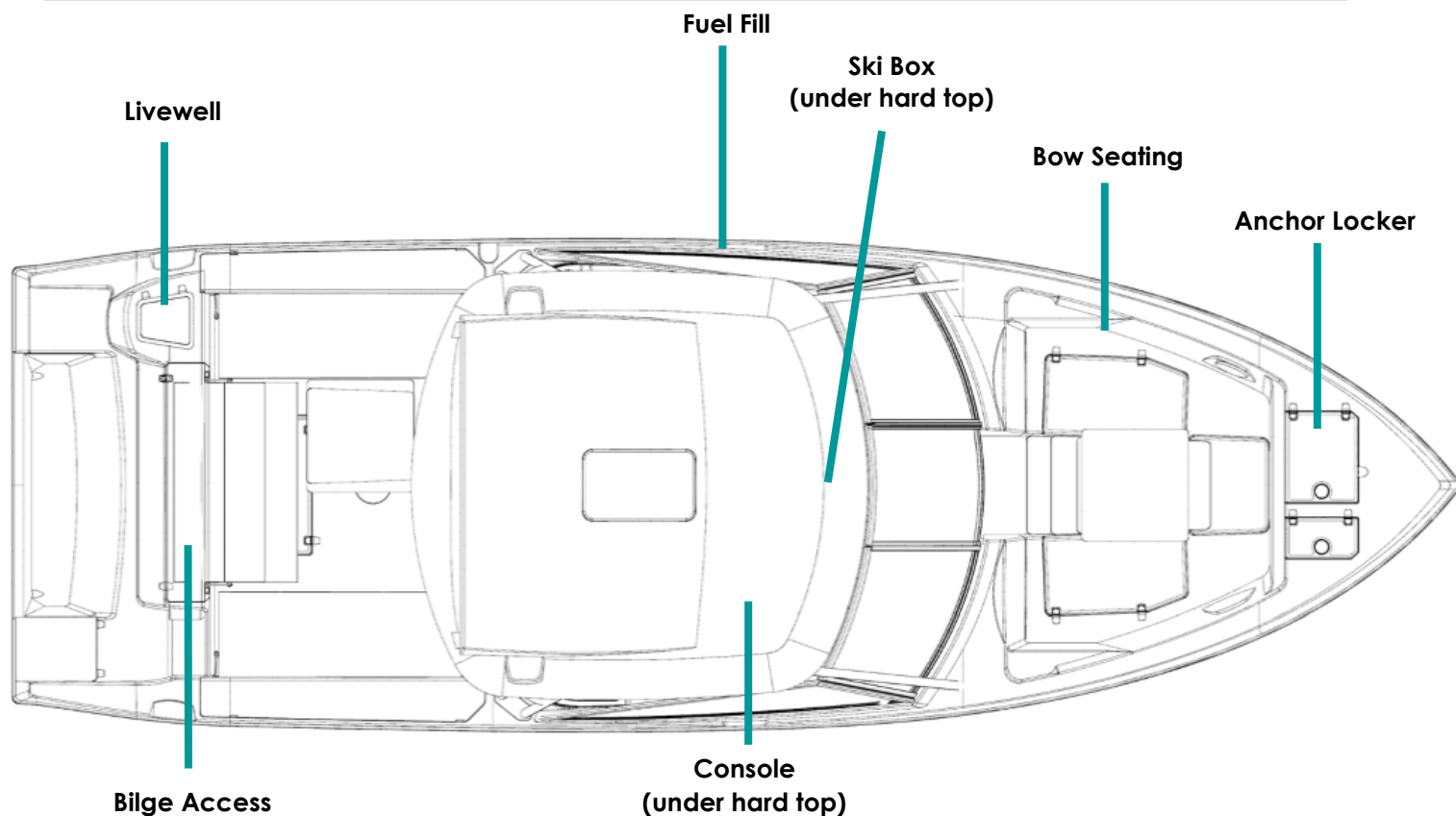


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# Cobia 280 DC Specifications

L.O.A.....	27' 07"
BEAM.....	9' 08"
DRAFT.....	23"
WEIGHT W/O ENGINE.....	5,680 LBS.
FUEL CAPACITY.....	172 GAL.
DEADRISE @ TRANSOM.....	21 DEG.
MAXIMUM H.P.....	500
TRANSOM HEIGHT.....	25" TWINS
MAXIMUM CAPACITIES.....	8 PERSONS OR 1,200 LBS
COCKPIT SQUARE FOOTAGE.....	45.2 SQ. FT.
BRIDGE CLEARANCE .....	99.2 IN AT LIGHTSHIP, 95.4 IN AT FULL LOAD




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# 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									
<b>Personal Flotation Devices (Life Jackets)</b> <input type="checkbox"/> Type I, II, III, or V for each person onboard (Wearable) <input type="checkbox"/> One Type IV (Throwable) <small>Not Required on Non-Powered boats under 16'</small>		<b>Boats on Inland Waters</b> Everything on Required List PLUS: <input type="checkbox"/> <b>First Aid Kit</b> <input type="checkbox"/> <b>Boating Safety Education/Certificate</b> <input type="checkbox"/> <b>Anchor with Sufficient Line</b> <input type="checkbox"/> <b>Watersports Flag (Skier Down/Diver Down Flag)</b> <input type="checkbox"/> Bailing Device <input type="checkbox"/> Sun Protection <input type="checkbox"/> Alternate Propulsion (Paddles, Oars)									
<b>Fire Extinguishers</b> Choose One <table border="1"> <thead> <tr> <th>Boats w/out Fixed System</th> <th>Boats w/ Fixed System</th> </tr> </thead> <tbody> <tr> <td><input type="checkbox"/> Boats &lt;26'</td> <td><input type="checkbox"/> 1 Size BI - OR - Fixed System</td> </tr> <tr> <td><input type="checkbox"/> Boats 26 - &lt;40'</td> <td><input type="checkbox"/> 2 Size BI* - OR - Fixed System + 1 Size BI</td> </tr> <tr> <td><input type="checkbox"/> Boats 40 - 65'</td> <td><input type="checkbox"/> 3 Size BI* - OR - Fixed system + 2 Size BI*</td> </tr> </tbody> </table> <small>* One Size BI may be substituted for Two Size BI Extinguishers</small>		Boats w/out Fixed System	Boats w/ Fixed System	<input type="checkbox"/> Boats <26'	<input type="checkbox"/> 1 Size BI - OR - Fixed System	<input type="checkbox"/> Boats 26 - <40'	<input type="checkbox"/> 2 Size BI* - OR - Fixed System + 1 Size BI	<input type="checkbox"/> Boats 40 - 65'	<input type="checkbox"/> 3 Size BI* - OR - Fixed system + 2 Size BI*	<b>Boats on Nearshore Waters</b> Everything Above PLUS: <input type="checkbox"/> Extra Food & Water <input type="checkbox"/> Float Plan <input type="checkbox"/> Compass <input type="checkbox"/> VHF Radio <input type="checkbox"/> GPS/Chartplotter <input type="checkbox"/> Depth Finder <input type="checkbox"/> Charts <input type="checkbox"/> Spare Tool Kit	
Boats w/out Fixed System	Boats w/ Fixed System										
<input type="checkbox"/> Boats <26'	<input type="checkbox"/> 1 Size BI - OR - Fixed System										
<input type="checkbox"/> Boats 26 - <40'	<input type="checkbox"/> 2 Size BI* - OR - Fixed System + 1 Size BI										
<input type="checkbox"/> Boats 40 - 65'	<input type="checkbox"/> 3 Size BI* - OR - Fixed system + 2 Size BI*										
<b>Visual Distress Signals (VDS)</b> Choose One <input type="checkbox"/> Combination Day/Night VDS (Flares or Flare Gun) Daytime VDS (Flags, Smoke Signal) AND <input type="checkbox"/> Nighttime VDS (Automated SOS Light)		<b>Boats on Offshore Waters</b> 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"/> Radar Reflector <input type="checkbox"/> Shore Landing Craft (Tender) <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"/> Long Range Communications Gear									
<b>Sound Signals</b> <input type="checkbox"/> Horn or Whistle <input type="checkbox"/> Bell (Not required for vessels under 12m)		<b>Boats on River Waters</b> Everything on Required List Plus: <input type="checkbox"/> Throw Bag <input type="checkbox"/> Helmet									
<b>Ventilation (Boats with Gasoline Systems)</b> <input type="checkbox"/> Natural Ventilation <input type="checkbox"/> Powered Ventilation		<b>Miscellaneous Items</b> 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									
<b>Backfire Flame Control</b> <input type="checkbox"/> Backfire Flame Arrestor (Gasoline Engines except outboards)		Scan here to download the ABYC Boating Safety Checklist App  <a href="http://abycinc.org/mobileapps">abycinc.org/mobileapps</a>									

# 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 39 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 to the right of 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 may have your two trim tab switches, which are standard on the 280 Dual Console. The boat also comes standard with a compass mounted on top of the console.



*Helm & Switch Panel*

## 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*

## 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



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# Fuel-Water Separator & Drain

## Fuel-Water Separator

Two Yamaha Fuel - Water Separators are installed between the fuel tank and engine on your 280 DC model. 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 fuel separator can be checked by removing it 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. Refer to Fuel System diagram, page 38.



*Fuel-Water Separator*



**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 the Water Drain System diagram on page 37.



*Drain Plug*



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# Bilge

## 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.**



*Bilge Pump and Float Switch*

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 hot side of the battery switch through the “BILGE” fuse at 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 panel inside the console 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. Additionally, the automatic float switch has an independent fuse located by the batteries.

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 down on the blue tabs on the cradle and gently turning the top of the pump. 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 blue tab down and rotate the pump

until you feel it snap back in 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.

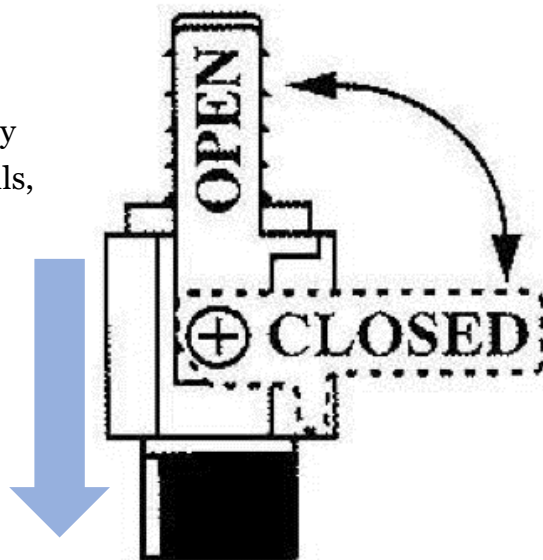


**Note:** Your bilge pump is equipped with an anti-airlock nozzle that exhausts any air that may cause the pump to air lock. It is normal to see mist or spray escaping while the pump is running as it is still functioning properly. (Refer to Hull Wire Harness diagram, page 31).

## Systems

### 280 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.



### 280 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. The ball valves can be accessed through the pie eyes on the port starboard side of the transom. 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. Refer to page 37 for the Deck Drain System diagram.



## 280 Livewell Pump Assembly

The livewell pump assembly is composed of a scoop strainer mounted to the bottom of the hull, a thru hull fitting, ball valve assembly, and the pump. As you can see, the ball valve assembly is in the “OPEN” position. This is the correct position for the operation of the livewell. (Refer to Hull Wire Harness diagram, page 31).

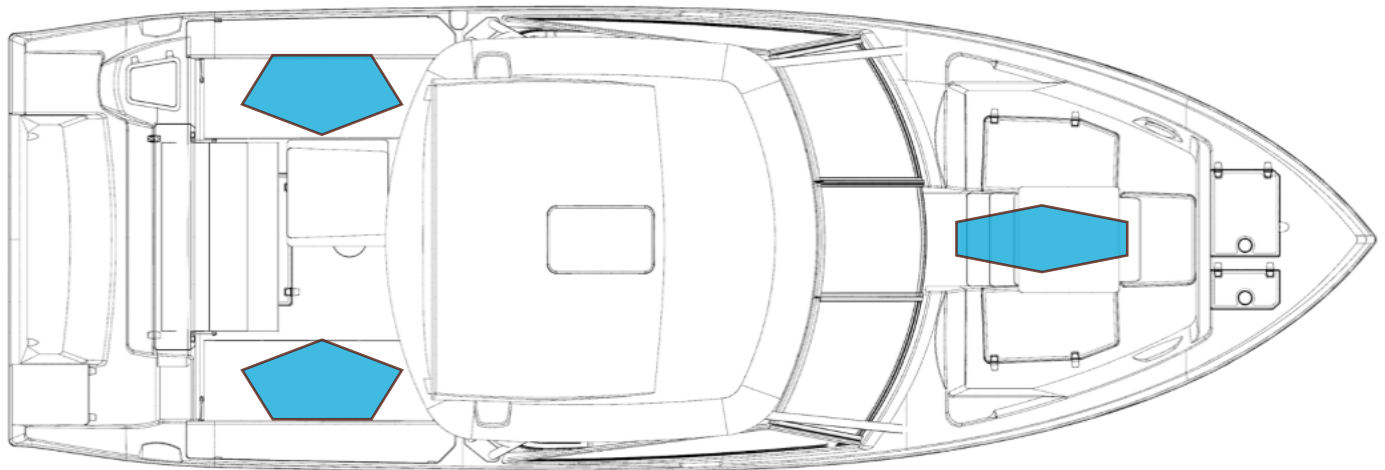


*Livewell Pump Assembly in the “OPEN” Position*

## Cockpit Courtesy Lights

### Cockpit Courtesy Lights

The cockpit comes equipped with three L.E.D. courtesy lights installed at the factory. On the switch panel located to the right of the steering helm, the second switch to the right operates the cockpit courtesy lights. The courtesy lights are mounted on the port and starboard sides of the console, as well as at the front of the cockpit. These lights illuminate the entire cockpit. (Refer to Deck Wire Harness diagram, page 30).



*Diagram of LED Cockpit Courtesy Lights*

# Battery Switch and Main Distribution Panel

## Battery Switch and Main Distribution Panel

The battery switches and main distribution panel are located on the inboard wall of the helm station. 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.

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



*Battery Switch (Shown in the Off Position)*

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. Access to these breakers can be found through the battery access door.

## Ladder & Props

### Stainless Boarding Ladder

This Cobia model comes standard with a telescoping stainless-steel boarding ladder integrated into the port 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 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.**



*Engine Prop*

## Fuel System

### Fuel System

This Cobia comes equipped with a 172-gallon fuel cell stationed below the leaning post between the stringer system. The fuel fill receptacle is on the port gunnel. 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. (Refer to Fuel System Diagram, page 38).



*Fuel Fill Receptacle*



### 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 on the Cobia 280 DC 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. (Refer to Water Drain diagram, page 37).



Cockpit Drain

Water drains into the fish boxes on either side of the rear deck space and then drains overboard through the side of the hull independently. None of this water is drained into the bilge. Refer to page 11 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 10 for further information regarding bilge pump operation and maintenance.

## Livewell System

The livewell system, standard on your Cobia 280, 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:



Livewell

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.**



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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.

## 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. 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.



*Anchor Locker*





# Standard Features

## Trim Tabs

Bennett trim tabs are standard on your new Cobia. External 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.

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



*Trim Tab*

## Windshield

The windshield on the 280 DC can fold to either fit in either an open or closed position. The open position allows for an easy walkway to and from the bow, while if it is closed it can sit securely for long runs. Use the tabs on the walkthrough glass panel to secure it closed to the other side in the event of rough water or while trailering.



*Windshield in the open position*



*Windshield in the closed position*

## Standard Freshwater Shower

The 25-gallon fresh water tank on your new Cobia can be filled at the cap labeled “WATER” on the starboard transom next to the walk-thru door. The hose nozzle is on the starboard aft bulkhead. To pressurize the system, flip the switch labeled “FRESH WATER” 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.



*Fresh Water Shower*

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 through the system by opening up the spray in the shower nozzle until antifreeze is delivered through the nozzle.

## Salt Water Wash-Down

Raw-water wash-down is standard on the 280 dual console model. The pump is located in the bilge aft of the livewell pump and is accessible through the splash well hatch. To operate, hook a hose to the raw water receptacle on the port rear bulkhead above the drains. Flip the switch labeled “Saltwater”. The pump will pressurize the system with raw 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. 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.



*Raw Water Pump*



*Raw Water Receptacle*

# Bench Seats & Ski Box

## Aft Bench Seat

The Cobia 280 DC has an innovative aft bench which can be positioned two different ways. In the compact position, the seat leaves more room on the deck by resting the bottom cushion in a vertical position. While in this position, the transom is made more easily accessible. While in the upright position, the bench provides enough space to seat multiple passengers comfortably.



*Aft bench seat in the upright position*



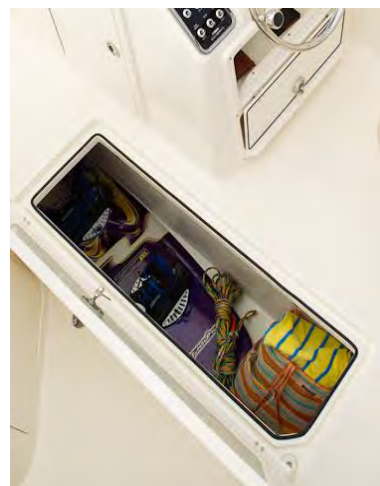
*Aft bench seat in the compact position*

## Ski Box

To allow for maximum efficiency of space, the Cobia 280 DC features a compartment built into the floor of the boat, port of the helm. It can hold an array of items due to the large amount of space it offers while still allowing for easy movement around the deck over top of it. This box drains into the bilge.



*Closed ski box*



*Open ski box*



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## Cooler Bench Seat

Your Cobia 280 DC comes equipped with a versatile and easy to use adjusting cooler seat. It can be positioned to provide a front facing seat or a reclined back facing seat. The position of the seat can be changed by simply by moving the backrest opposite the direction you would like to face. The bottom cushion can also be lifted to allow access to a cooler. Store drinks and refreshments in the cooler to keep them ice cold throughout the day.



*Cooler*

In addition, this system includes a fold-down footrest. To bring the footrest into the upright position, simply grab the cushion near the end and lift up until it locks in the horizontal position. To lower the cushion, locate the two finger latches found on each side of the bottom of the footrest and press in to release and lower the footrest into the vertical position.



*Cooler bench seat in front facing position*



*Cooler bench seat in reclined back facing position*



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(772)-465-0631 • [cobiaboats.com](http://cobiaboats.com)



# Waste System

## Electric Head

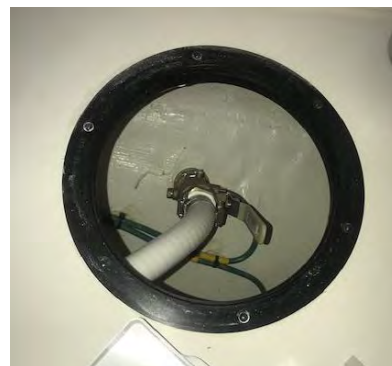
An electric head with macerator unit is standard on the 280. The instruction manual can be found in the Cobia Duffel Bag, and basic operating instructions are listed on the following pages. (Refer to page 35 for Sanitation System diagram).

## Electric Head Operation

To operate the head, first, make sure that the intake/fill valve located below the through-hole in the floor of the starboard console is open. 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 on the front bulkhead of the deck hatch that is located in between the two consoles) 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*



*Flush Button*



**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.

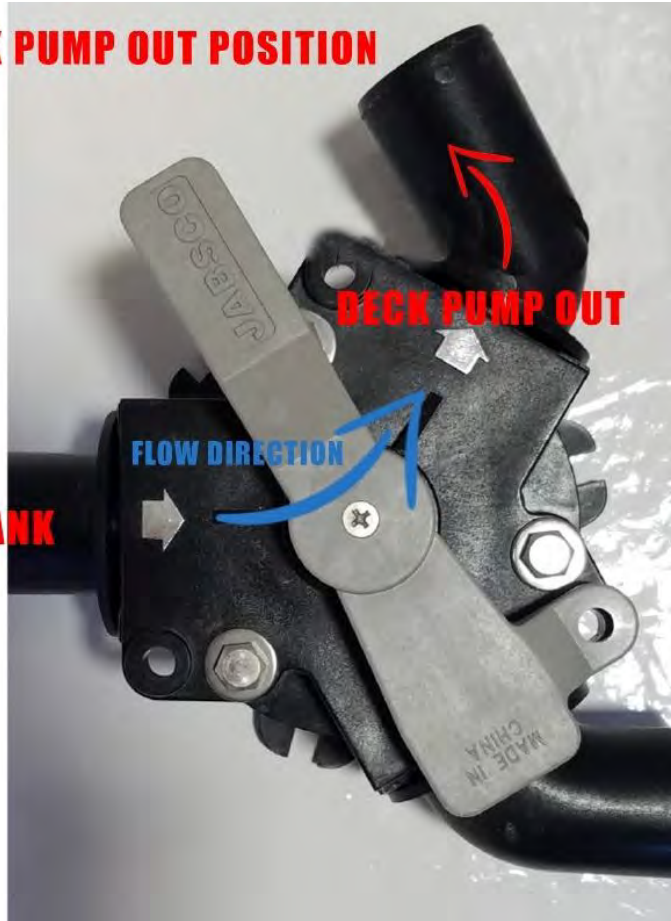
This is the position the handle should be kept in at all times to prevent the possibility of mistakenly discharging waste overboard in waters illegally. (Within 3 miles of shore and where otherwise designated.) If desired, the handle can be locked in this position by inserting a padlock through the hole 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 just aft of the Y-valve in the floor storage compartment in front of the console. The intake valve will be fully open when the handle is pointing straight up.

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.

## DECK PUMP OUT POSITION

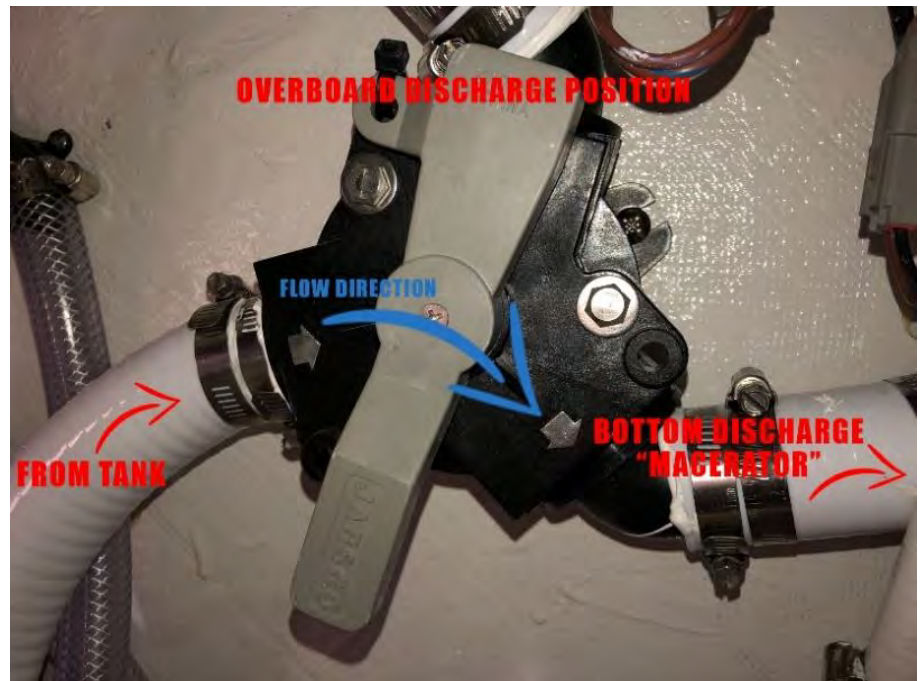


Note that the wide portion of the handle is covering the down arrow. The exposed arrows show the direction of the flow up.

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



# Optional Features

## Optional JL Stereo System

If you chose the stereo option, your 280 DC came with a JL Audio Stereo system Media Master 100 with eight matching speakers. The M800/8v2 channel amplifier is mounted on the helm.

Please refer to the Marine Audio Owner's Manual in



*JL Audio Stereo System*



your duffel bag for operation. Even if your boat didn't come with the stereo, it is pre-wired for 4 speakers in the cockpit and four speakers in the hardtop. (Refer to Hardtop Wire Harness, page 32).

## Optional Windlass Deluxe

The windlass is used to lower and raise your anchor assembly. The switch is mounted at the helm station above to the right of the steering wheel. The solenoid switch is mounted to aft hull and the battery cables are 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 280 DC 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. The windlass solenoid is mounted just above and to the left of the breaker panel.



**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.**



## **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 BOAT'S 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.

## 6. Operation

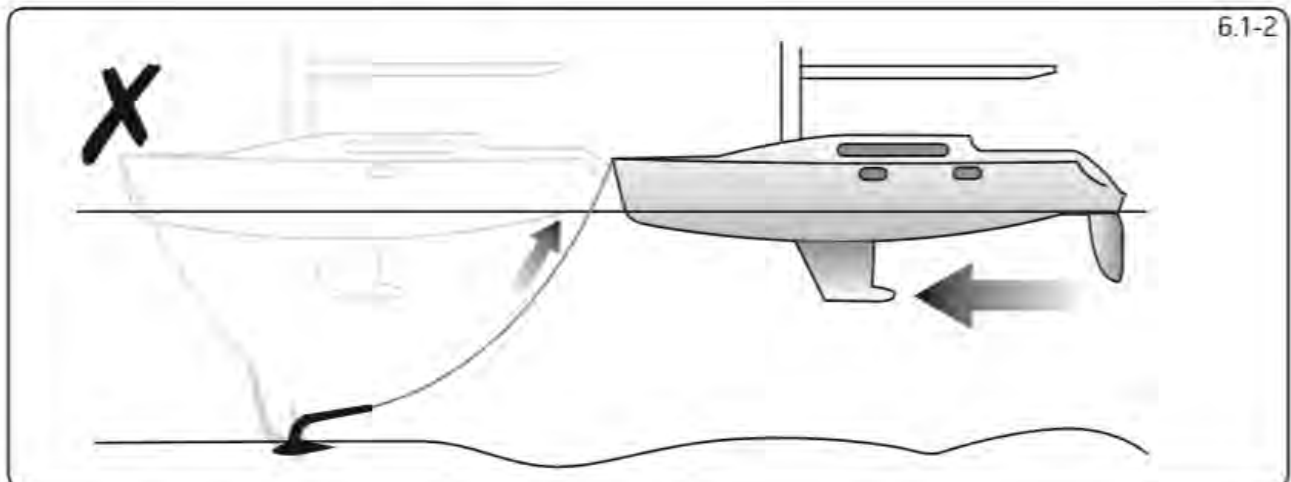
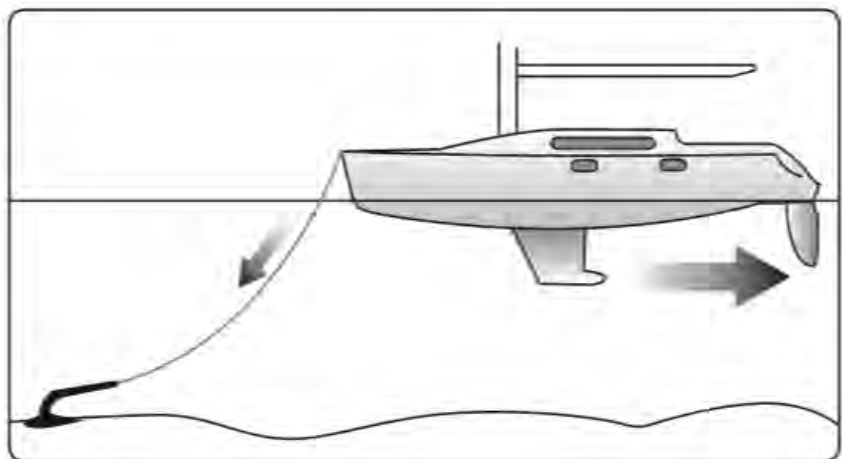
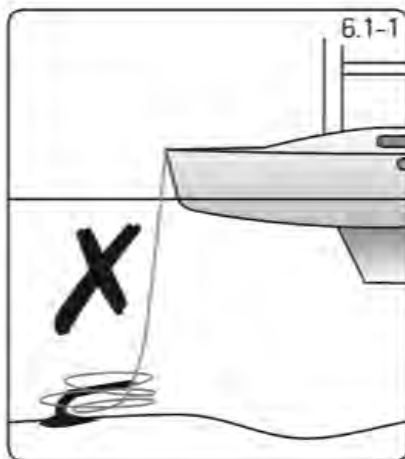
### 6.1 Operating tips

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.

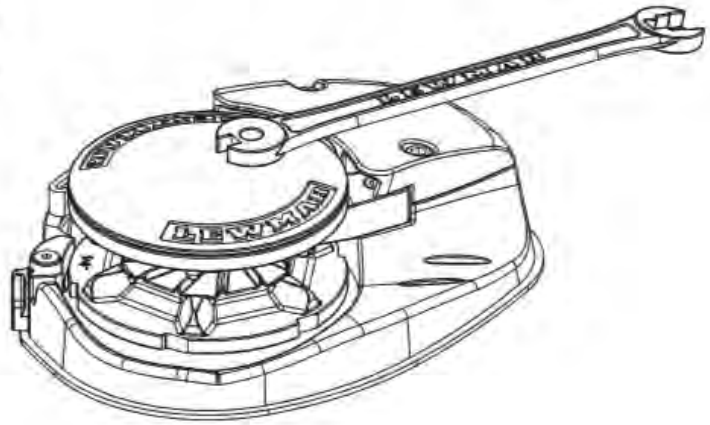


## 6.2 Use of clutch

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.

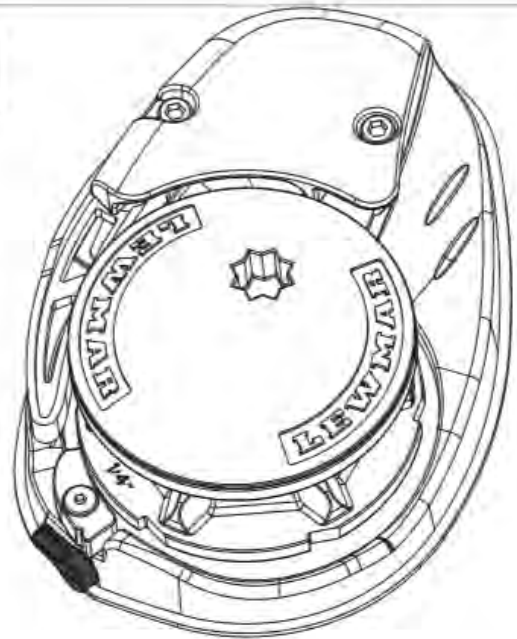


## 6.3 Letting go under gravity

⚠ 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.

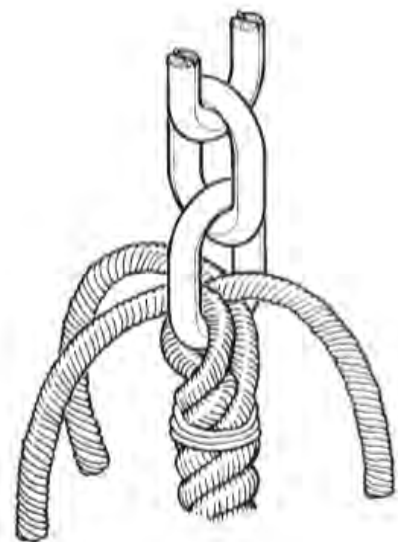
When mooring stern to, at a suitable distance from the jetty, deploy the anchor to prevent the bow from swinging. Gently pay out the rode under the influence of the stern way of the vessel as it approaches the jetty. Make fast your vessel with warps from the stern.

## 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.

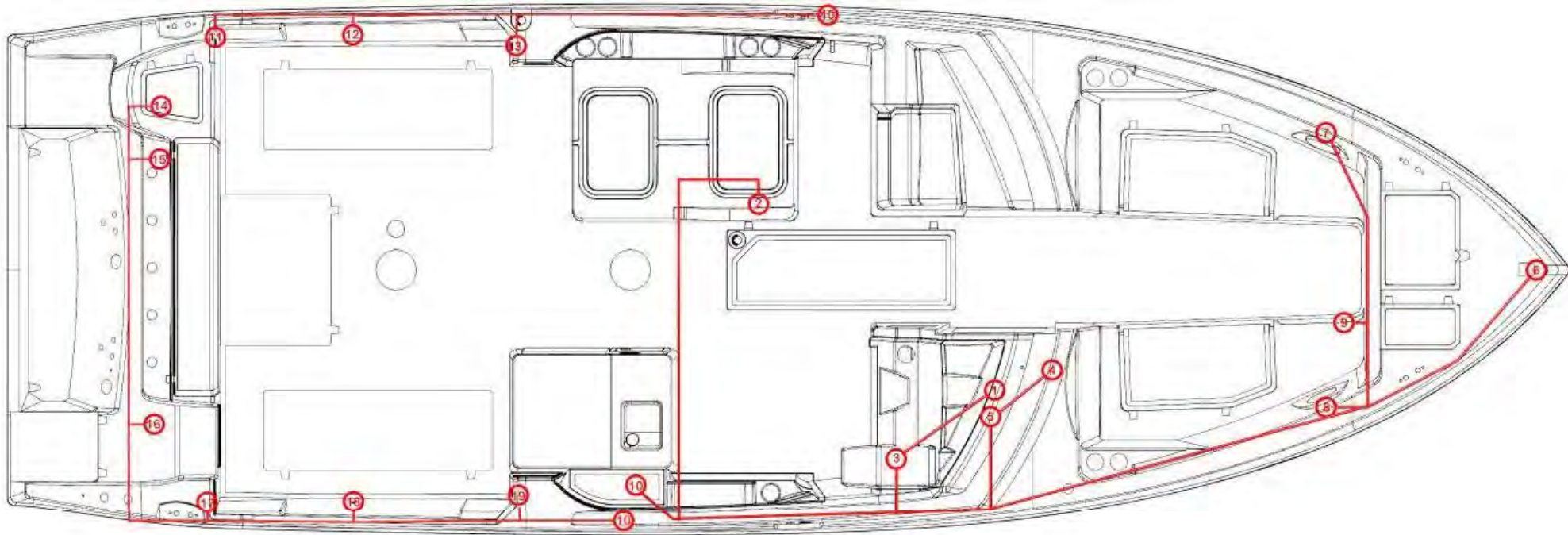
A hard splice is not desired.

- 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.





# Cobia 280 DC Deck Wire Harness



1. W/S Washer
2. Amplifier
3. Grounds
4. W/S Wiper
5. Storage Compartment Light
6. Navigation Light
7. Port FWD Speaker
8. Starboard FWD Speaker
9. FWD Cockpit Light

10. Deck to Hull Connections
11. Port Aft USB
12. Port Cockpit Light
13. Port Mid USB
14. Livewell Light
15. Aft Compartment Light
16. Aft Compartment Light
17. Starboard Aft USB
18. Starboard Cockpit Light
19. Starboard Mid USB

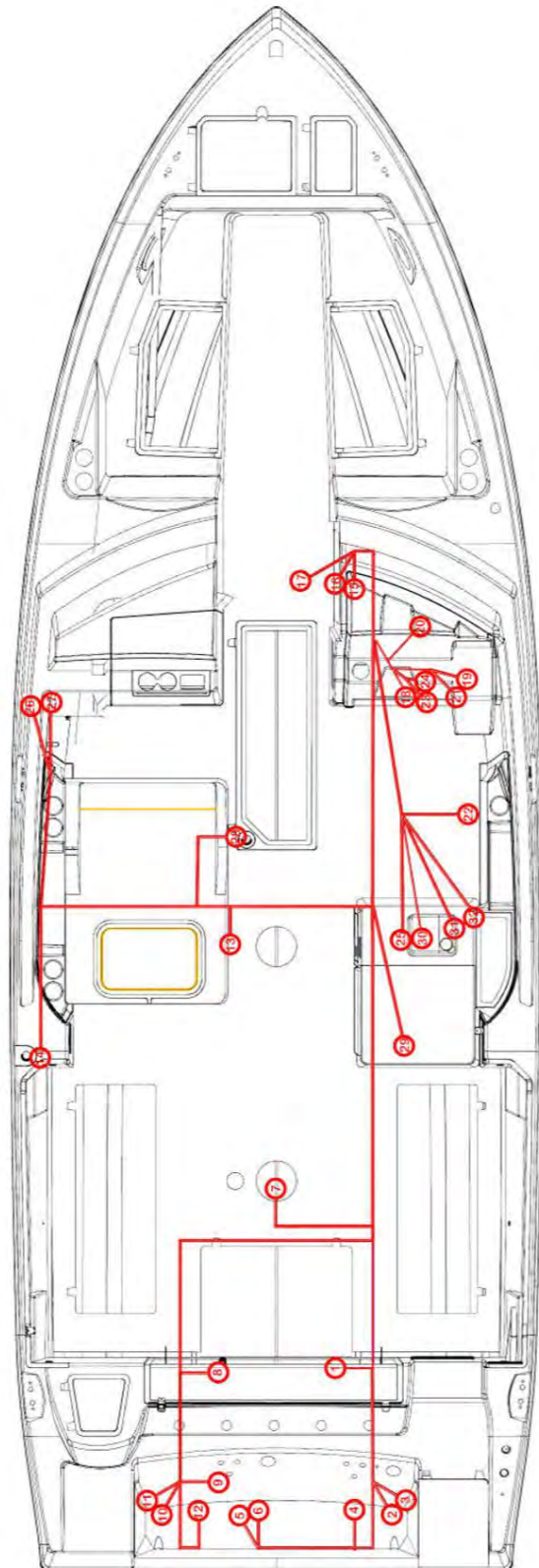


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# Cobia 280 DC Hull Wire Harness

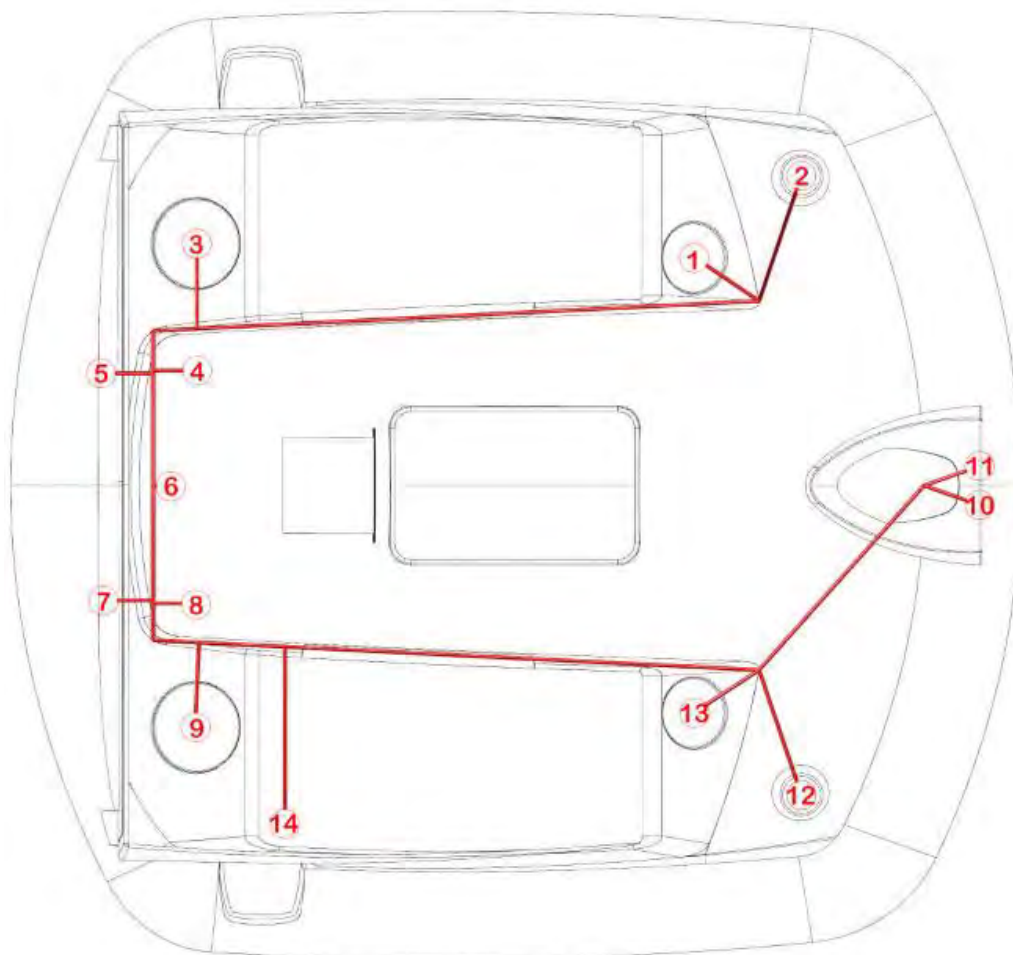
1. Trim Tab Switch
2. Helm Seat
3. Shade Control
4. Grounds
5. Starboard Speaker
6. Port Deck Connections
7. Port Insert Connections
8. Amplifier
9. Kitchen Connections
10. Starboard Insert Connections
11. Starboard Deck Connections
12. Hardtop Connections
13. Port Fishbox Pump
14. Port Underwater Light
15. Fuel Tank Bond
16. Fuel Fill Bond
17. Head Macerator Pump
18. Head Lighting Connection
19. Head Pump Connection
20. Breaker Connections
21. Switch Panel Connections
22. Fuel Gauge
23. Freshwater Pump
24. Starboard Trim Tab
25. Starboard Fishbox
26. Starboard Underwater Light
27. Aft Bilge Pump
28. Aft Float Switch
29. Fuel Send
30. Livewell Pump
31. Raw Water Pump
32. Port Trim Tab



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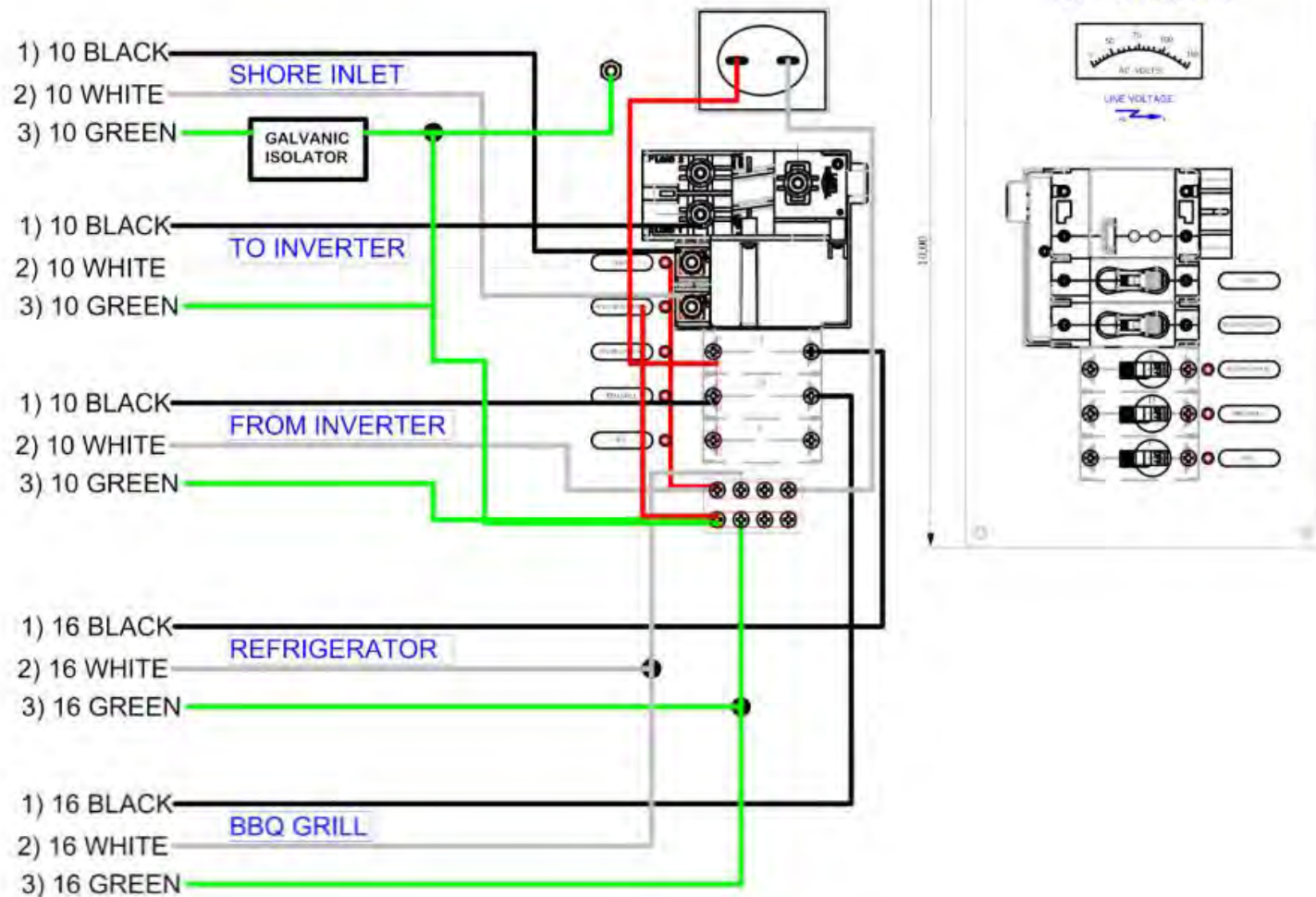
# Cobia 280 DC Hardtop Wire Harness



1. Port FWD Speaker
2. Port FWD Overhead Light
3. Port Aft Speaker
4. Port Aft Overhead Light
5. Port Aft Spreader Light
6. Anchor Light
7. Starboard Aft Spreader Light

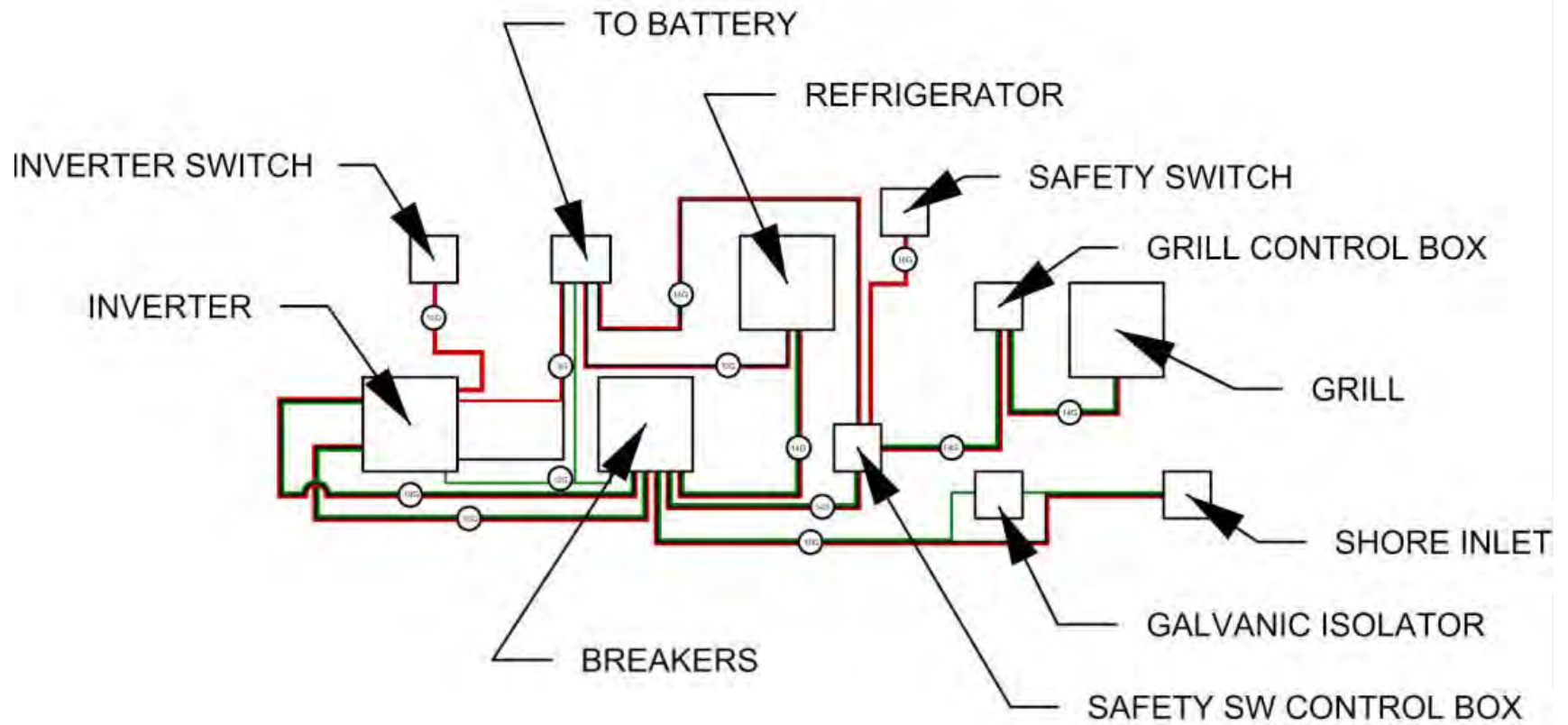
8. Starboard Aft Overhead Light
9. Starboard Aft Speaker
10. Horn
11. FWD Spreader Light
12. Starboard FWD Overhead Light
13. Starboard FWD Speaker
14. Hardtop to Deck Connection

# Cobia 280 DC Kitchen Wiring A (120 VAC MDP)

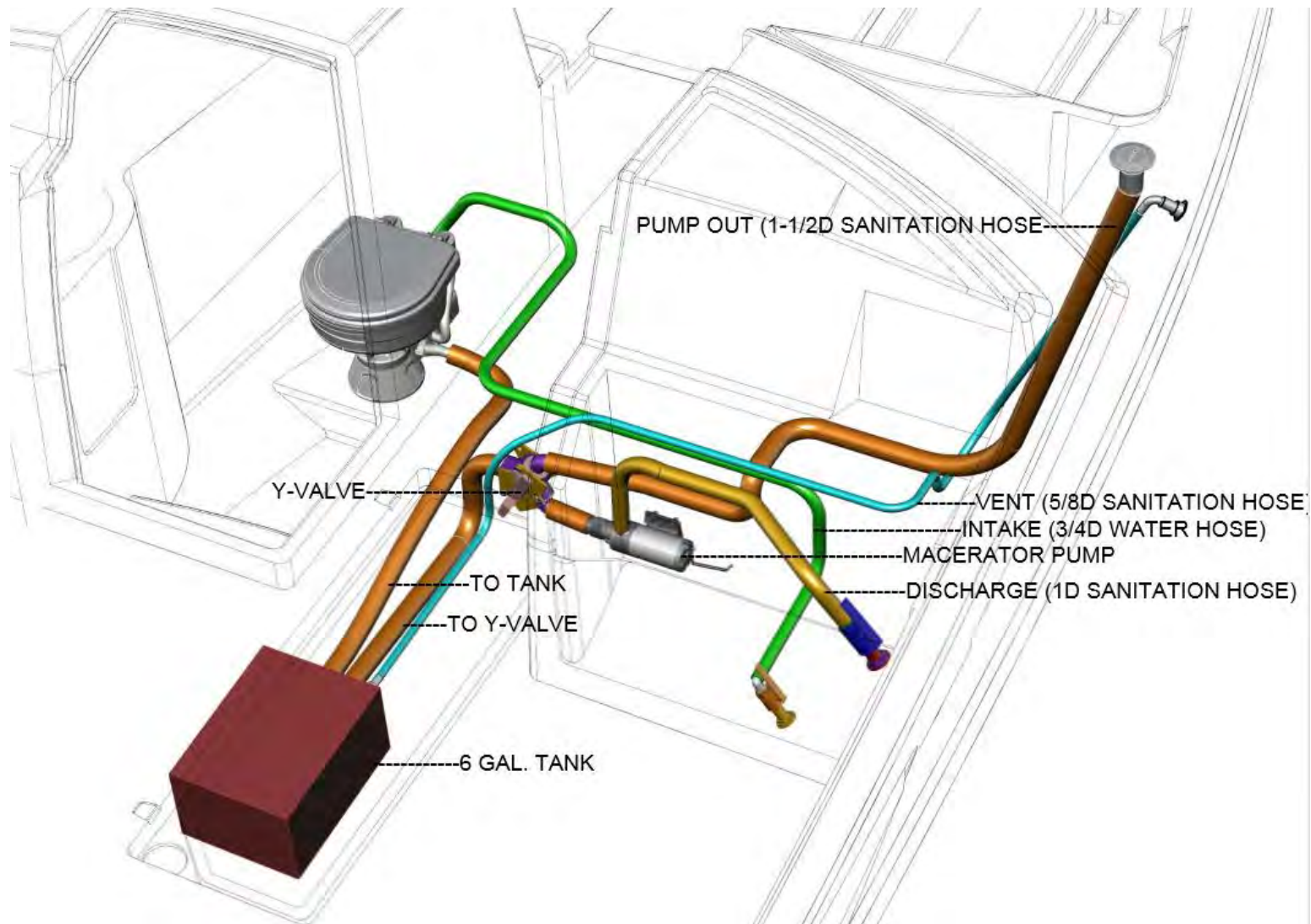




# Cobia 280 DC Kitchen Wiring B



# Cobia 280 DC Sanitation System



SHOWER WATER FILL

BILGE HOSE WATER FILL HOSE

FRESH WATER HOSE

WATER PUMP

KITCHEN SINK

RAW WATER WASHDOWN FRESH WATER WASHDOWN

HEAD SINK

FWD WASHDOWN

MACERATOR PUMP

WATER TANK

BILGE PUMP

RAW WATER PUMP

LIVEWELL

LIVEWELL PUMP

1-1/2 DRAIN HOSE

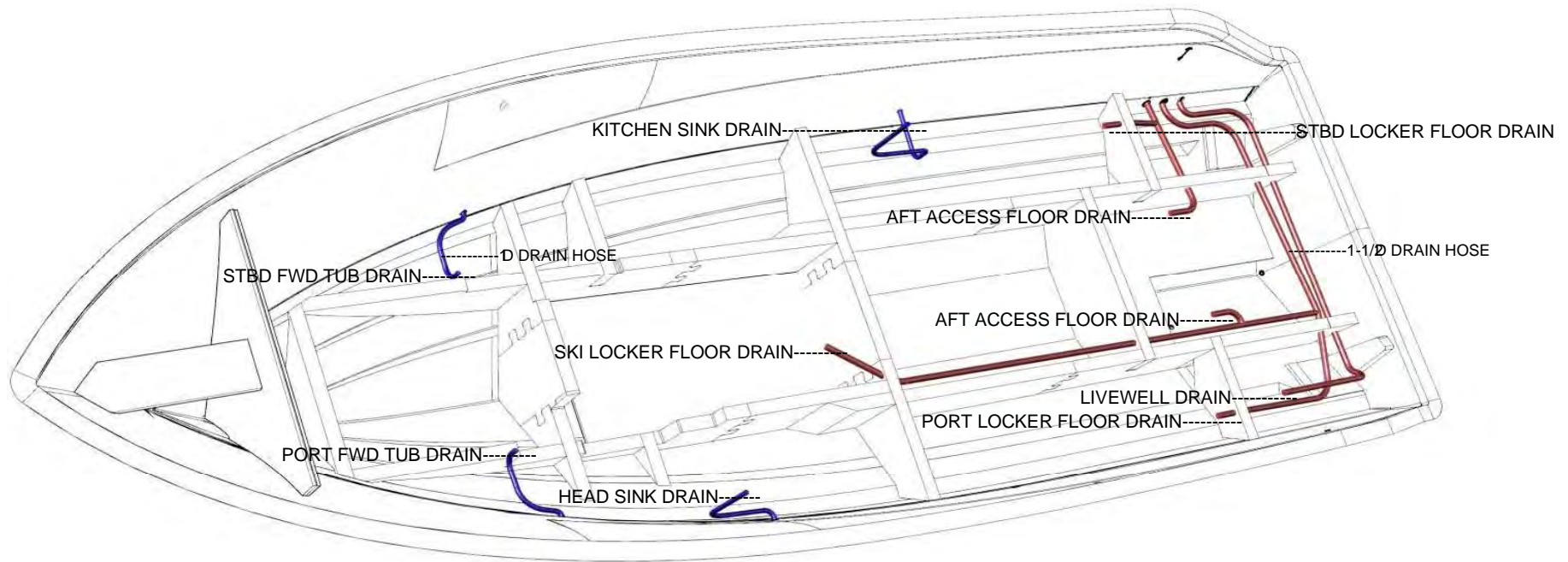
FISHBOX THRU-HULL

FISHBOX DRAIN

RAW WATER HOSE

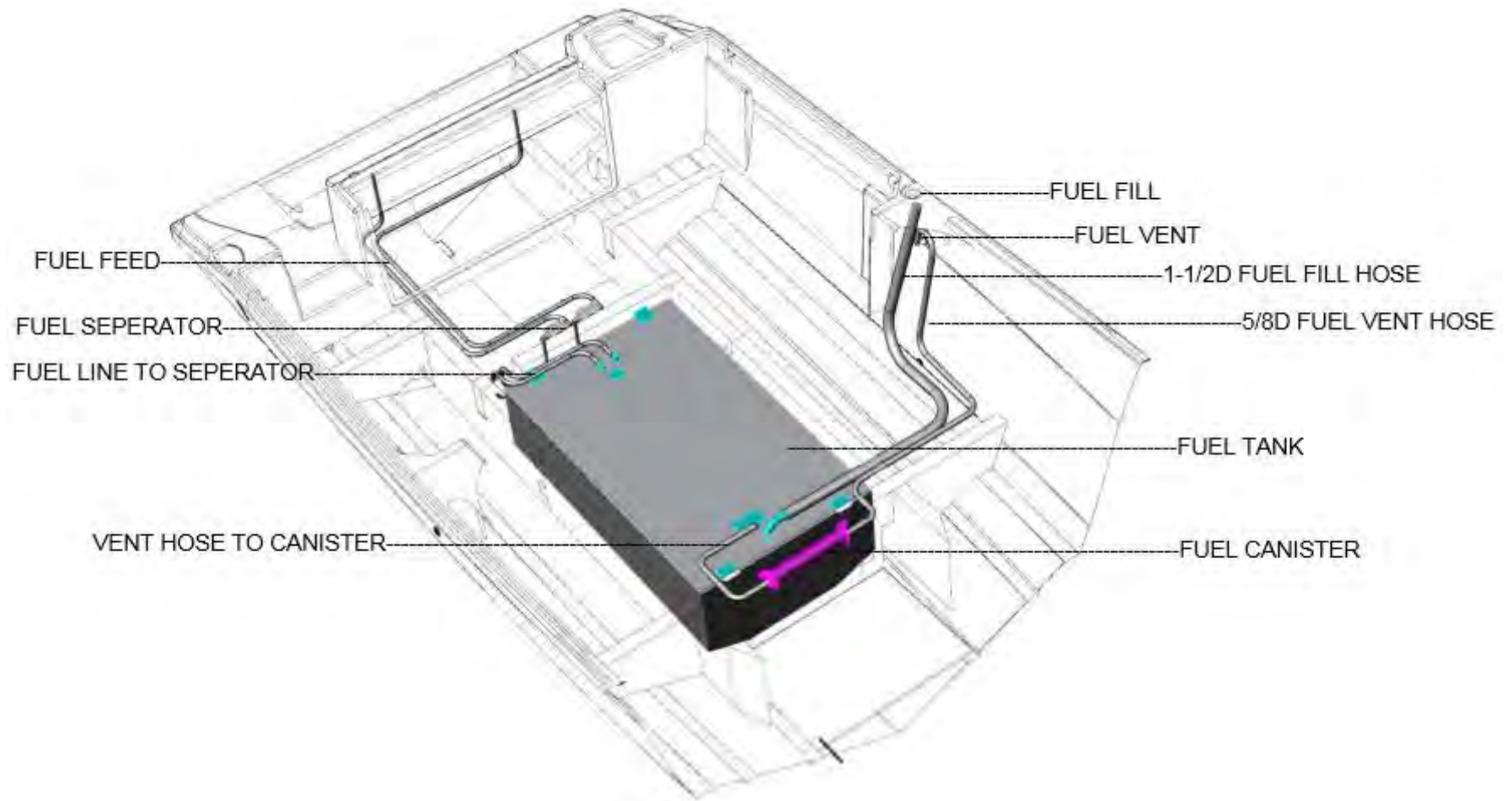


# Cobia 280 DC Deck Drain System





# Cobia 280 DC Fuel System



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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.

**PERMAGUARD®** is a trademark of Spradling International, Inc.

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Find more vinyl cleaning & care information at:  
[www.spradlingvinyl.com/sim](http://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.

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or online at [www.spradlingvinyl.com/sim](http://www.spradlingvinyl.com/sim).

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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:  
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Side A



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Side B

3/1/2014

# 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.

