



320 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 320 CC Specifications

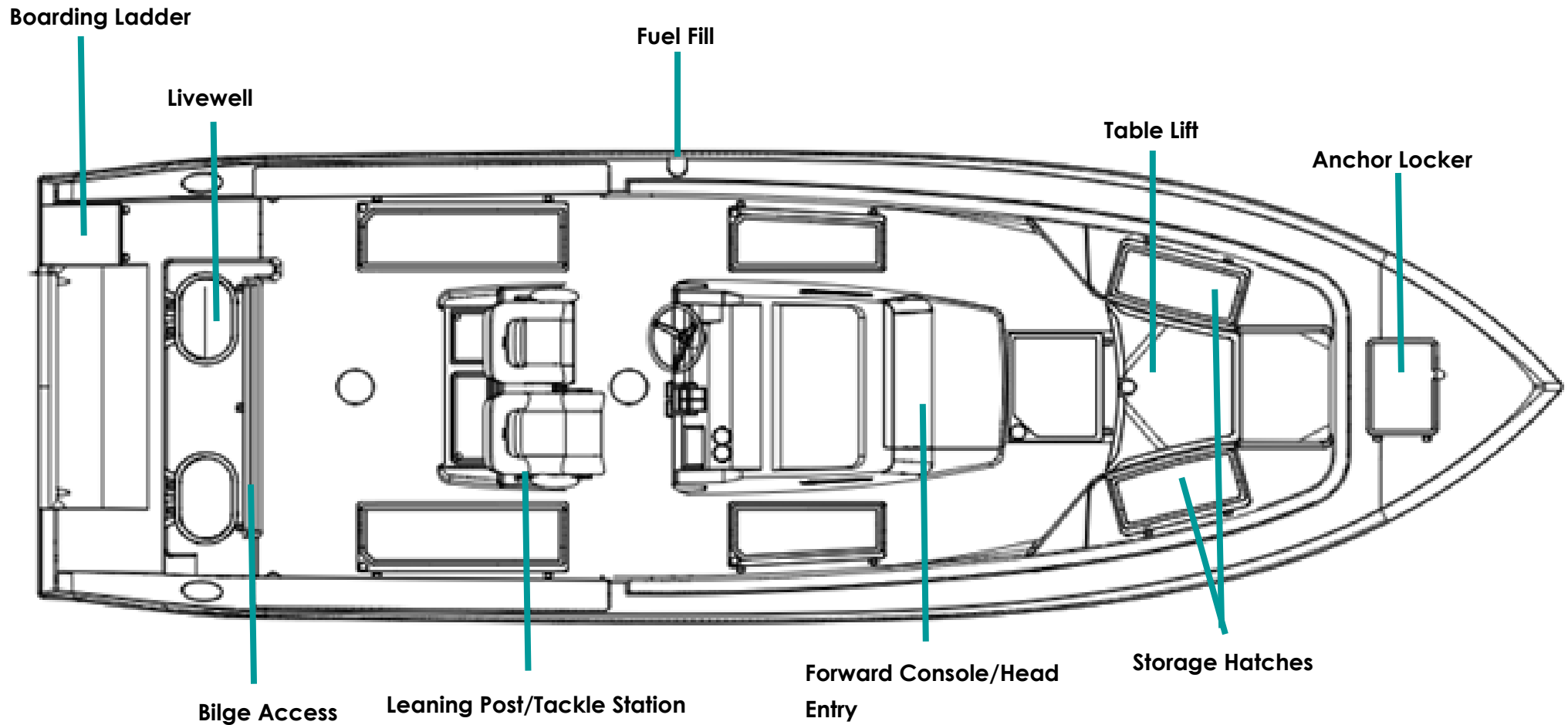
L.O.A.....	32' 0"
BEAM.....	10' 03"
DRAFT.....	23"
WEIGHT W/O ENGINE.....	7,324 LBS.
FUEL CAPACITY.....	275 GAL.
DEADRISE @ TRANSOM.....	21.5 DEG.
MAXIMUM H.P.....	850
TRANSOM HEIGHT.....	25" TWINS
MAXIMUM CAPACITIES.....	10 PERSONS OR 1700 LBS
COCKPIT SQUARE FOOTAGE.....	82 SQ. FT.



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Cobia 320 CC Deck Layout




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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 Items in Red May be Required in Some States									
Personal Flotation Devices (Life Jackets) <input type="checkbox"/> Type I, II, III, or V for each person on board (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"/> Anchor with Sufficient Line <input type="checkbox"/> Bailing Device <input type="checkbox"/> Sun Protection <input type="checkbox"/> Alternate Propulsion (Paddles, Oars) <input type="checkbox"/> Boating Safety Education/Certificate <input type="checkbox"/> Watersports Flag (Skier Down/Diver Down Flag)									
Fire Extinguishers 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 <26'</td><td><input type="checkbox"/> 1 Size BI - OR - Fixed System</td></tr><tr><td><input type="checkbox"/> Boats 26' - <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*	Boats on Nearshore Waters 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*										
Visual Distress Signals (VDS) 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)		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"/> 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									
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)		 Scan here to download the ABYC Boating Safety Checklist App abycnc.org/mobileapps									

• 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.



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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 43 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 left 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 have your two trim tab switches. The boat also comes standard with a compass mounted on top of the console.



Switch Panel



Compass

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

A Yamaha Fuel-Water Separator is installed behind the rear seat assembly. Simply locate the controls for the electronic lift assist, labeled “Hatch”, mounted on the starboard side of the tackle station directly across from the gunwale, and you will be able to easily access the Fuel-Water separator. 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.



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 Water Drain System diagram, page 39).



Drain Plug



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Bilge

Bilge Access

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.



Hatch Control



Bilge Access



Electric Ram and Hatch Pin

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.**

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.



*Bilge Pump and Float Switch
One Standard or Two Optional*

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.

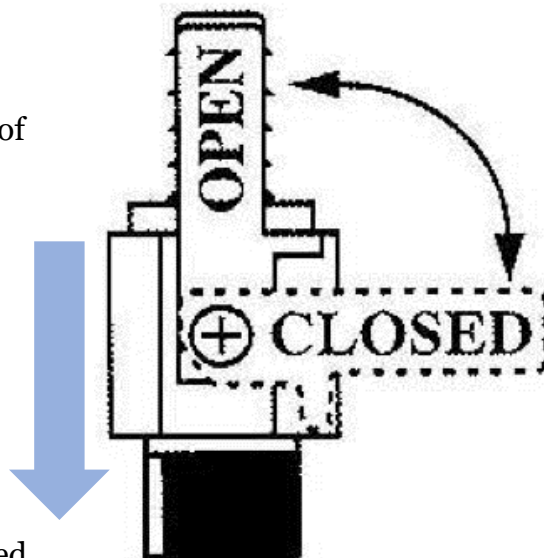
If the bilge pump fails to turn on, turn the battery switch to the OFF position, then unhook the bilge pump from its cradle by pressing the locking tab and twist motor housing counter-clockwise. You will feel the pump release from the cradle. The entire bilge pump and wiring should release from the cradle.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



320 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.

320 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.

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.

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.



Battery Switch

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 Access

All the batteries can be accessed by opening the door 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).



Open Battery Access

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



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Fuel System

Fuel System

This Cobia comes equipped with a 275-gallon fuel cell stationed below the leaning post between the stringer system. Two fuel fill receptacles are located on the port and starboard gunwales. 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.



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.



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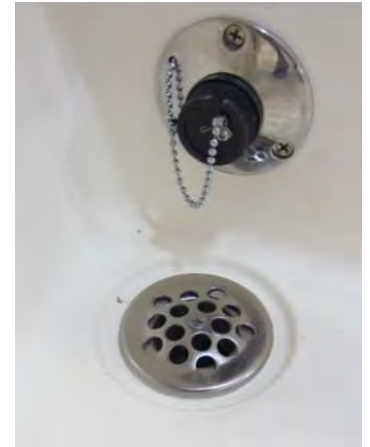
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Self-Bailing Cockpit & Livewell

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. Refer to page 13 for operation of the ball valve associated with this system.



Cockpit Drain

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.

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:



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.**

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 320 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 Gunwale Storage Rack

Port and Starboard Fish Lockers



Fish Locker

The 320 CC has two fish lockers on the port (70 gal.) and starboard (45 gal.) 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 outboard sides of the stringers. They can be accessed through the bilge access hatch under the aft folding seat. All lockers/hatches come standard with gas shocks to assist in opening and holding the latch open while loading or unloading. These lockers can also double as storage for various other items.

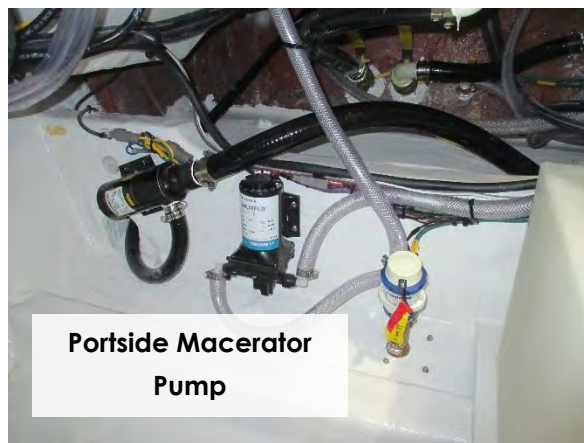
Macerator Access & Operation

Macerator Switches

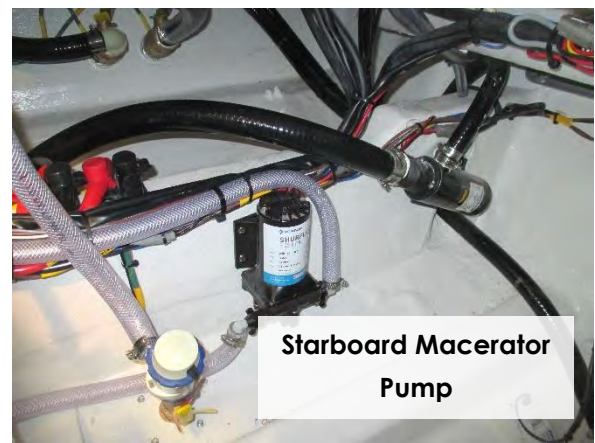
The switches for each fish box macerator are located on the switch panel left of the steering helm. These can be operated independently of each other and the switches are labeled.

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. **Failure to remove the backrest before the hatch is fully opened can result in damage to the backrest and/or the hatch.** 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).



Portside Macerator
Pump



Starboard Macerator
Pump

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.



Anchor Locker



Standard Features

Cockpit Bolsters

Cockpit bolsters are standard with the 320 CC. These will add some comfort to legs when fighting with the big fish. The bolster cushions are mounted to the port and starboard gunwales that house an additional three rod holders each. The forward rod holder is mounted at 45 degrees to the outboard side. The middle rod holder is mounted at 30 degrees to the outboard side and the aft rod holder is mounted straight. 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



Cockpit Bolsters



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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.

Table Lift

The 320 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).



1



2



3

Bow Table Operation

To raise or lower the bow table simply press and hold the top or bottom buttons located on the panel labeled “Table” located on the forward starboard cockpit wall. The table is equipped with an automatic shut-off feature that stops the table from moving either upward or downward if there is any resistance. Even so, make sure that the table has a completely unobstructed path before raising or lowering the table.

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.



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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

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.



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

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.

Cockpit Courtesy Lights

The cockpit comes equipped with seven lights: four installed beneath the port and starboard gunwale boards, two under each gunwale board, one at the forward bow bulkhead underneath bow filler, two on the forward starboard and port bulkhead. The cockpit lights are operated by the sixth 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.

Fresh Water Shower

The fresh water tank on your new Cobia can be filled at the cap labeled “FRESH WATER” on the back starboard corner near the transom. The hose nozzle is on the port 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.

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.



Fresh Water Shower

Salt Water Washdown

Salt water washdown is standard on your new Cobia. The pump is located in the bilge forward of the livewell pump and is accessible through the splashwell hatch or the aft port hatch. To operate, hook a hose to the raw water receptacle in the aft section of the rod locker. 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 salt water and avoid all other areas. Always rinse your boat with fresh water as soon as you return to the dock or home if the boat is being trailered.



Raw Water Receptacle

Console/Head Access

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

Head Unit

Inside the console is the head unit. There are steps that lead into the head unit which houses an electric head, fresh water sink with spray nozzle for rinsing off, switch panel for flushing head, on-off switch for the macerator, and towel-rack bar. The main DC breaker panel (for switch panel accessories) is inside along with two port hole windows.

DC Main Breaker Panel

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. The valve is open when its handle is pointing straight up. This will allow water to enter the head upon flushing.



Intake/Fill Valve in the "OPEN" Position

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.

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.

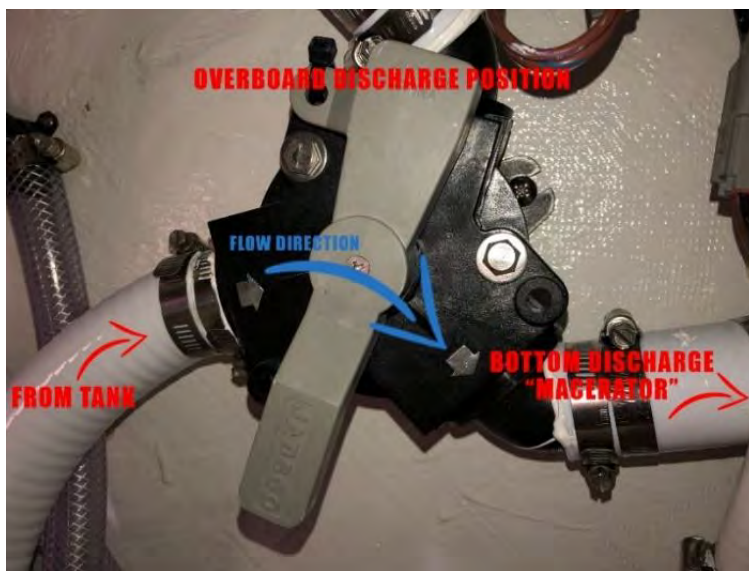


Note: The visible arrows on the Y-valve always show the direction of the flow. In other words, the wide end of the handle always covers the arrow for the outlet where the flow is NOT going to go. If the flow is pointing downwards, the waste is being directed through the bottom of the hull and overboard.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

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

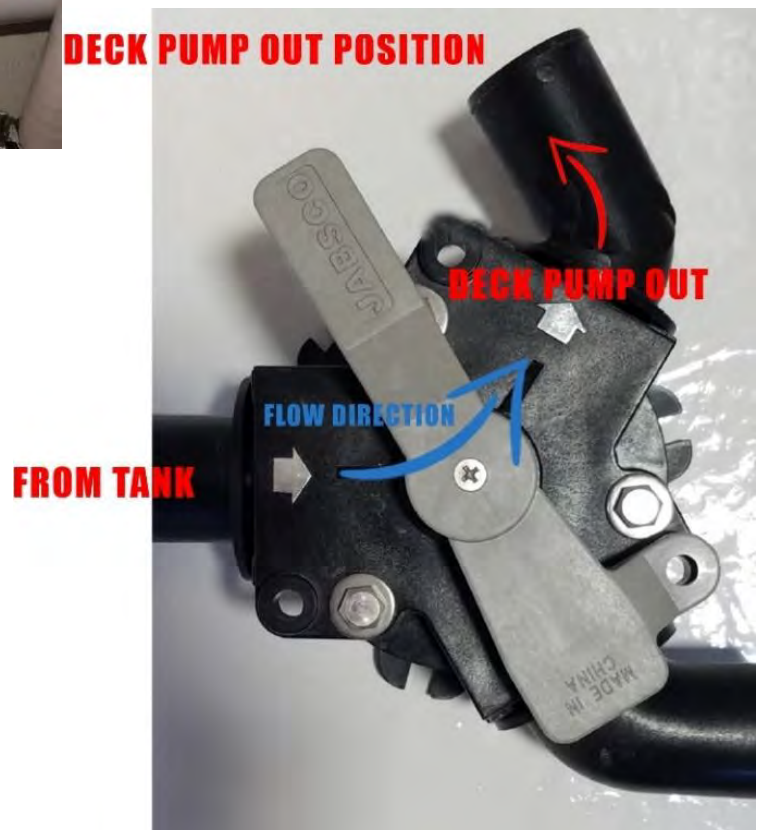
to be going downward. Next, press down the macerator switch on the panel. This will push the contents in the holding tank out the bottom of the boat through the waste discharge thru hull. Once the process is complete it is advisable to close the discharge valve and put the Y-valve handle back into the 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

Optional Features

Optional Bow Cushion Set

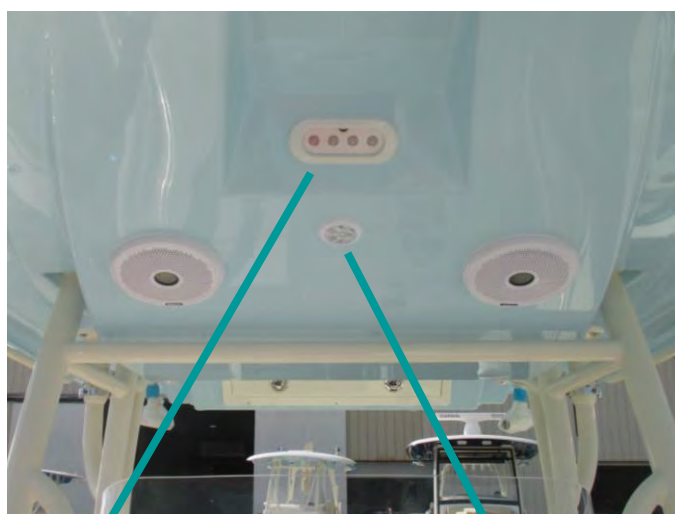
The 320 CC comes with the option of an eleven-piece bow cushion set. These cushion bottoms are removable and are held in place by several sets of stainless steel snaps. To remove the cushions, simply pull the snap strap away from the embedded snap and remove the cushion. When left outside or exposed 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. Refer to page 43 for cushion care instructions.



Optional Bow Cushion Set

T-Top

There are several different T-Top options for the Cobia 320 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, recessed LED overhead lights, speakers, additional storage and electronic space.



Spreader Lights

Overhead Lights



Speakers



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Hard Top 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

Optional JL Stereo System

If you chose the stereo option, your 320 CC came with a JL Audio Stereo system Media Master 100 with four matching speakers and an auxiliary plug located under the helm in the glove box. Please refer to the Marine Audio Owner's Manual in your duffel bag for operation. Even if your boat didn't come with the stereo, it is pre-wired for four speakers in the cockpit and four speakers in the hardtop. (Refer to pictures below for general locations of speakers and pre-pulled wiring.) Note that the stereo option comes with a JL Marine M800/8v2 * channel amplifier.



JL Audio Stereo System



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 320 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 on the side of the starboard console. 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

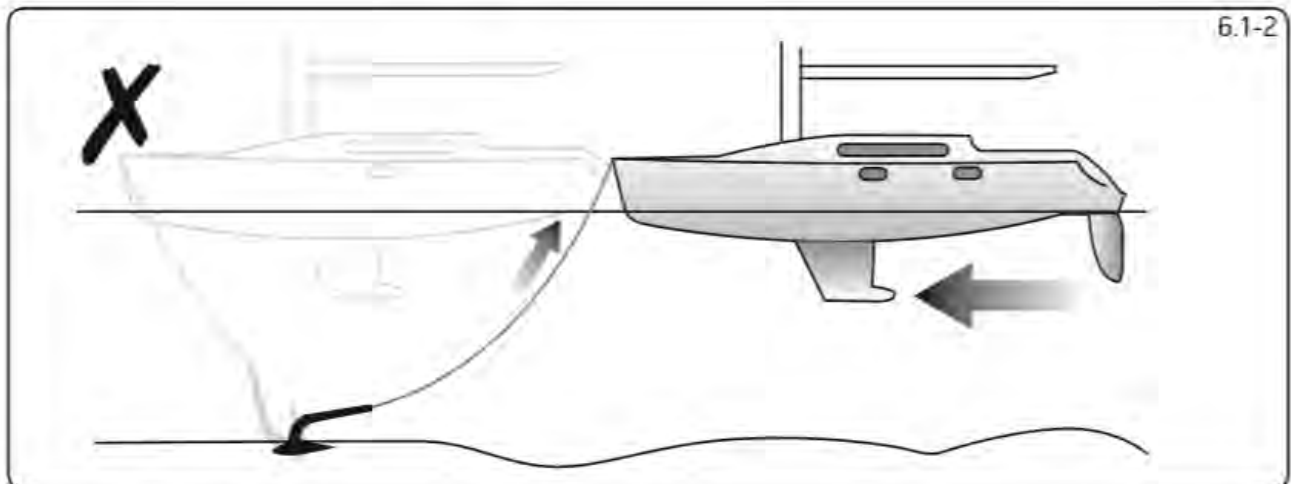
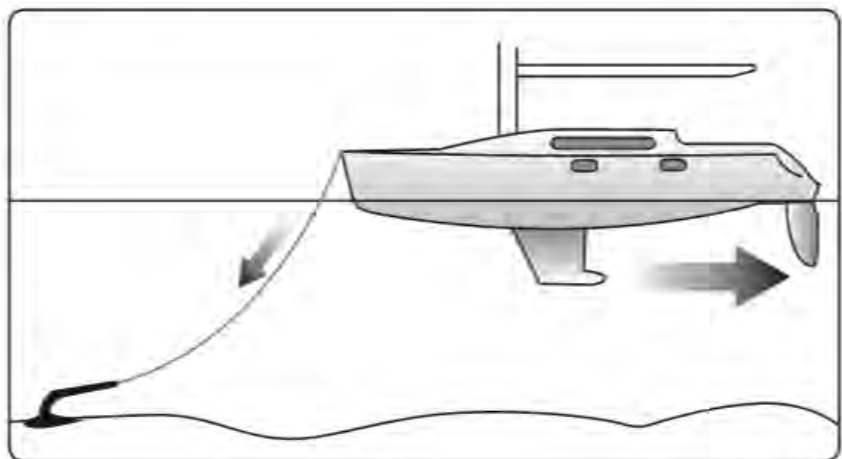
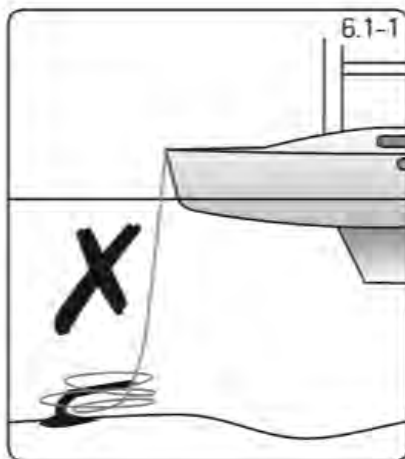
6.1 Operating tips

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.

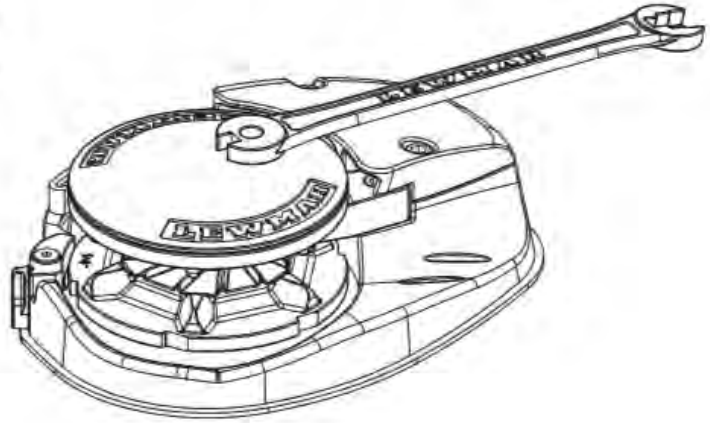


6.2 Use of clutch

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.

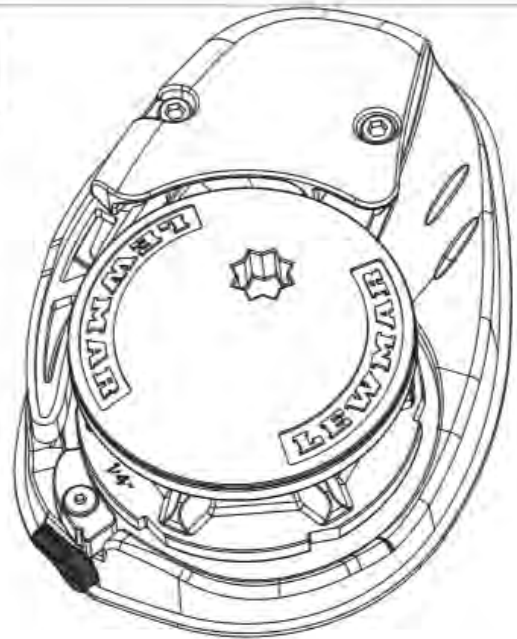


6.3 Letting go under gravity

⚠ 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.

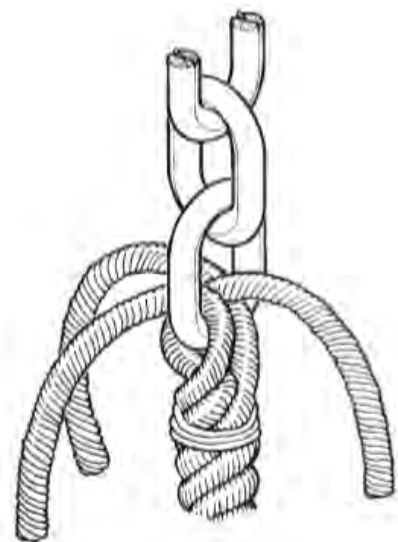
When mooring stern to, at a suitable distance from the jetty, deploy the anchor to prevent the bow from swinging. Gently pay out the rode under the influence of the stern way of the vessel as it approaches the jetty. Make fast your vessel with warps from the stern.

6.9 Joining rope to chain

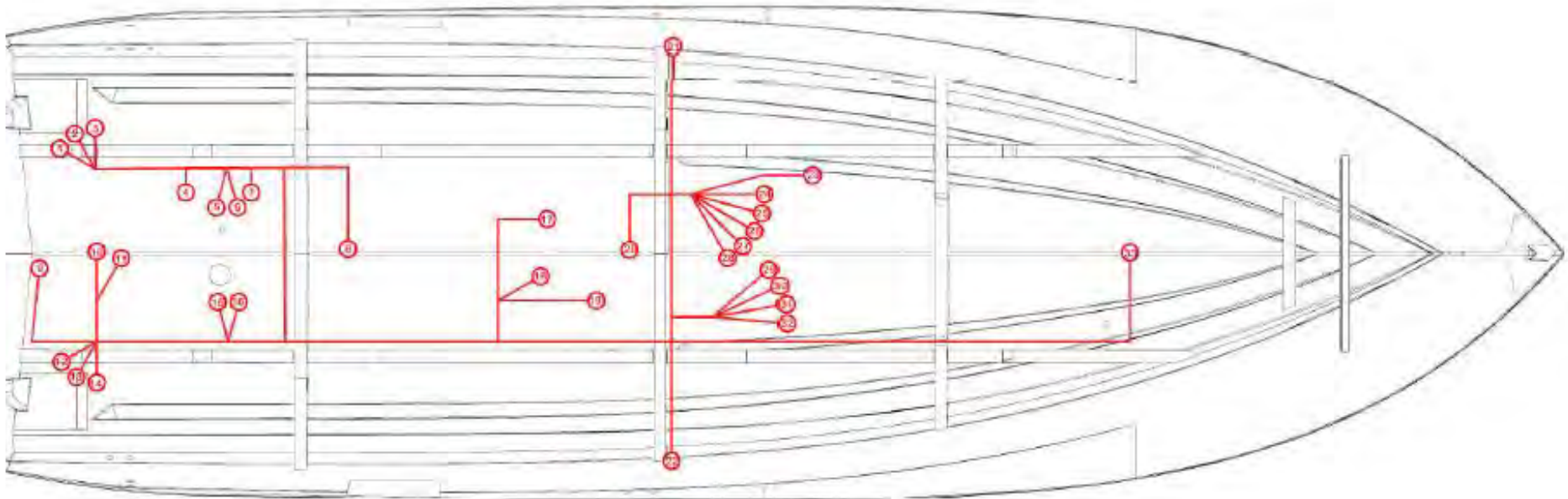
When splicing rope to chain, select a length of chain that will avoid having the splice positioned in the gypsy when the anchor comes over the sternhead. Furthermore, ensure that the splice is no tighter than the rope.

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 320 CC Hull Wire Harness



- 1 - PORT UNDERWATER LIGHT
- 2 - PORT TRIM TAB
- 3 - PORT FISHBOX MACERATOR PUMP
- 4 - FRESH WATER PUMP
- 5 - PORT LIVWELL PUMP
- 6 - PORT LIVWELL LIGHT
- 7 - RAW WATER PUMP
- 8 - FUEL SEND
- 9 - AFT BILGE PUMP
- 10 - AFT SEAT POWER
- 11 - AFT COMPARTMENT LIGHT

- 12 - STBD UNDERWATER LIGHT
- 13 - STBD TRIM TAB
- 14 - STBD FISHBOX MACERATOR PUMP
- 15 - STBD LIVWELL PUMP
- 16 - STBD LIVWELL LIGHT
- 17 - BATTERY SWITCH
- 18 - LEANING POST GROUNDS
- 19 - AFT SEAT SWITCH
- 20 - FUEL TANK BOND
- 21 - PORT FUEL FILL BOND
- 22 - STBD FUEL FILL BOND

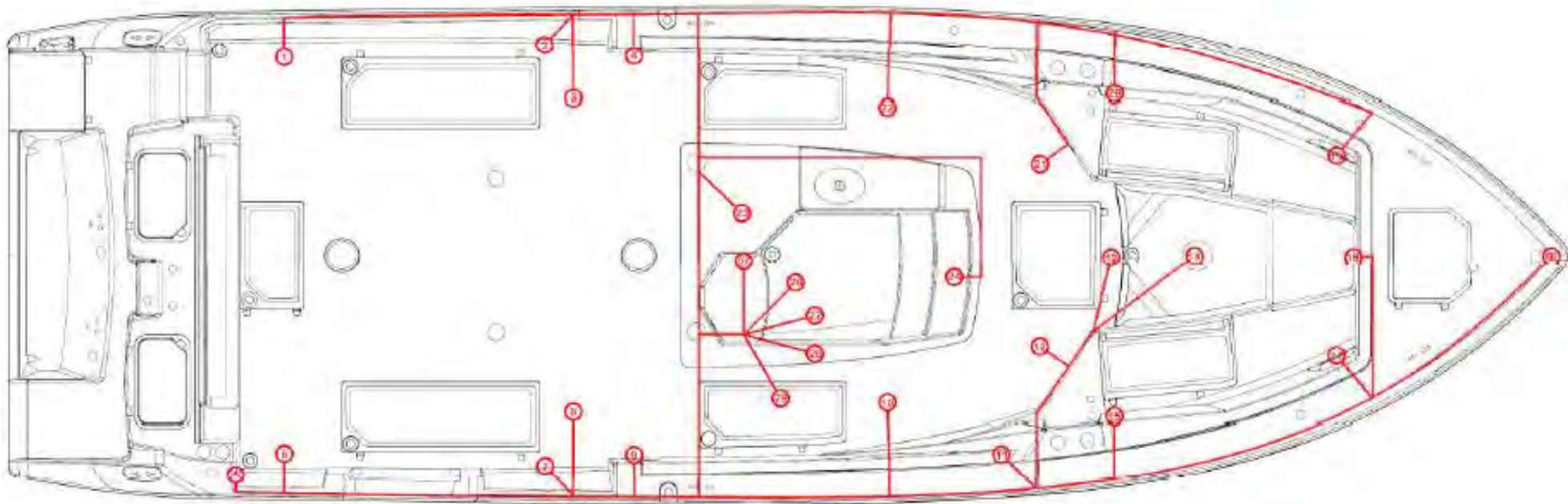
- 23 - SWITCH PANEL CONNECTIONS
- 24 - CONSOLE GROUNDS
- 25 - W/S WASHER PUMP
- 26 - ELECTRIC HEAD
- 27 - HEAD MACERATOR PUMP
- 28 - FWD BILGE PUMP
- 29 - STEREO CONNECTIONS
- 30 - HARDTOP CONNECTIONS
- 31 - BREAKER PANEL
- 32 - CABIN LIGHTS
- 33 - TABLE LIFT POWER



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Cobia 320 CC Deck Wire Harness



- 1 - PORT AFT COCKPIT LIGHT
- 2 - PORT MID COCKPIT LIGHT
- 3 - PORT FISHBOX LIGHT
- 4 - PORT AFT SPEAKER
- 5 - AFT USB
- 6 - STBD AFT COCKPIT LIGHT
- 7 - STBD MID COCKPIT LIGHT
- 8 - STBD FISHBOX LIGHT
- 9 - STBD AFT SPEAKER
- 10 - STBD STORAGE BOX LIGHT

- 11 - TABLE LIFT SWITCH
- 12 - STBD FWD COCKPIT LIGHT
- 13 - FWD COMPARTMENT LIGHT
- 14 - TABLE LIFT
- 15 - STBD FWD USB
- 16 - NAVIGATION LIGHT
- 17 - STBD FWD SPEAKER
- 18 - FWD COCKPIT LIGHT
- 19 - PORT FWD SPEAKER
- 20 - PORT FWD USB

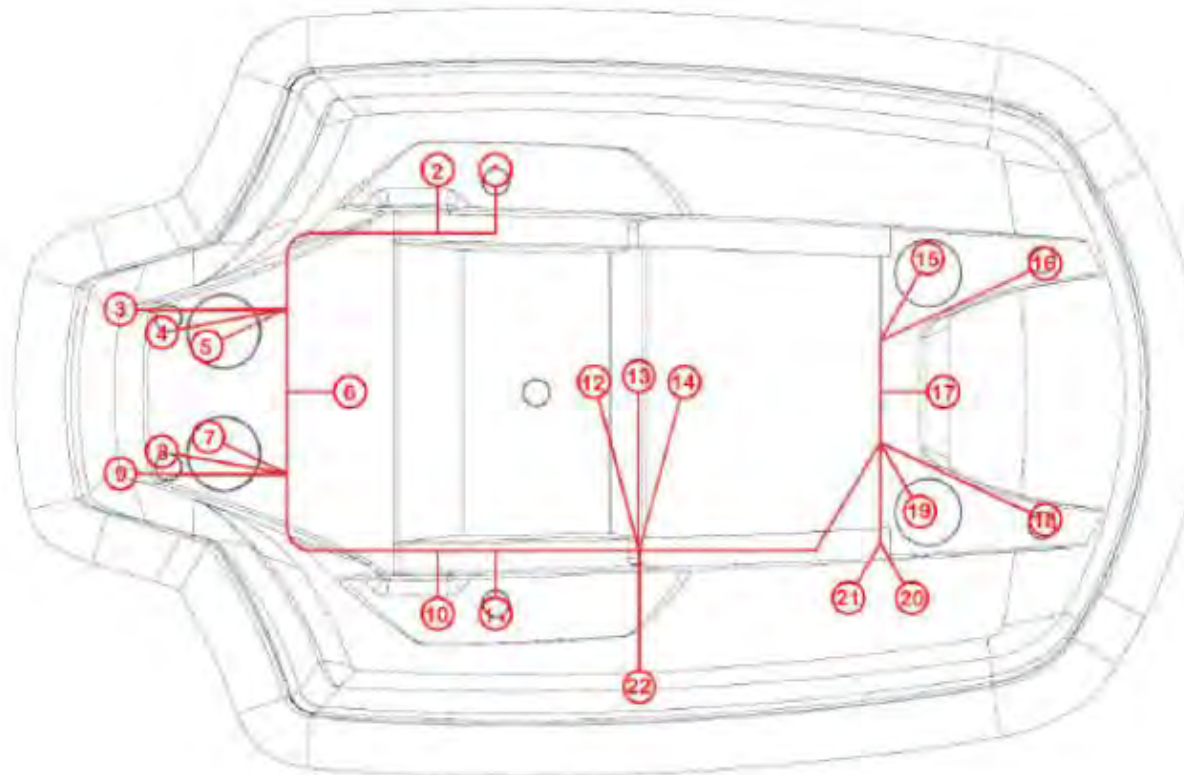
- 21 - PORT FWD COCKPIT LIGHT
- 22 - PORT STORAGE BOX LIGHT
- 23 - HEAD COMPARTMENT LIGHT
- 24 - CABIN STEP LIGHT
- 25 - HARDTOP CONNECTIONS
- 26 - STEREO CONNECTIONS
- 27 - CONSOLE GROUNDS
- 28 - BREAKER PANEL
- 29 - SWITCH PANEL CONNECTIONS



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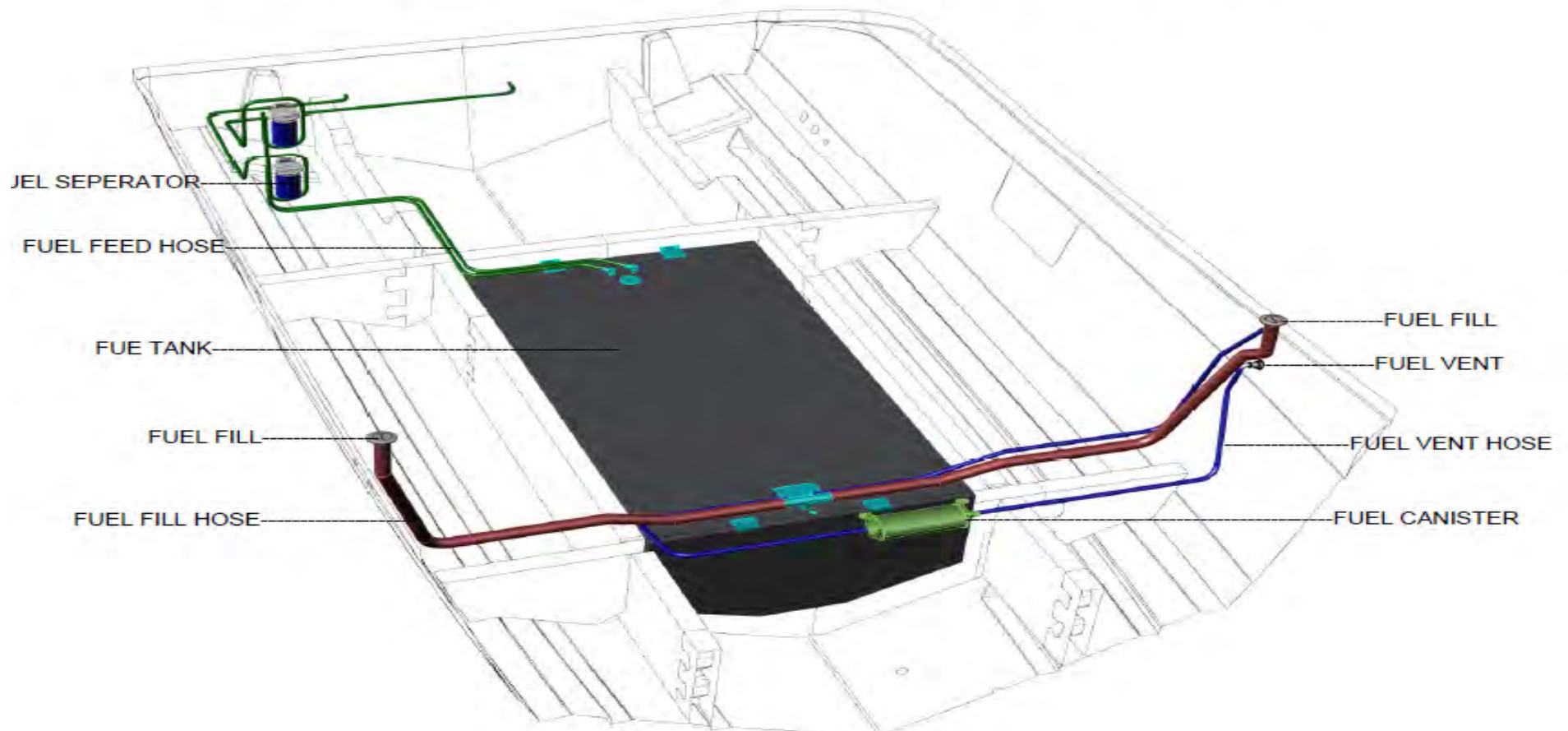
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Cobia 320 CC Hardtop Wire Harness

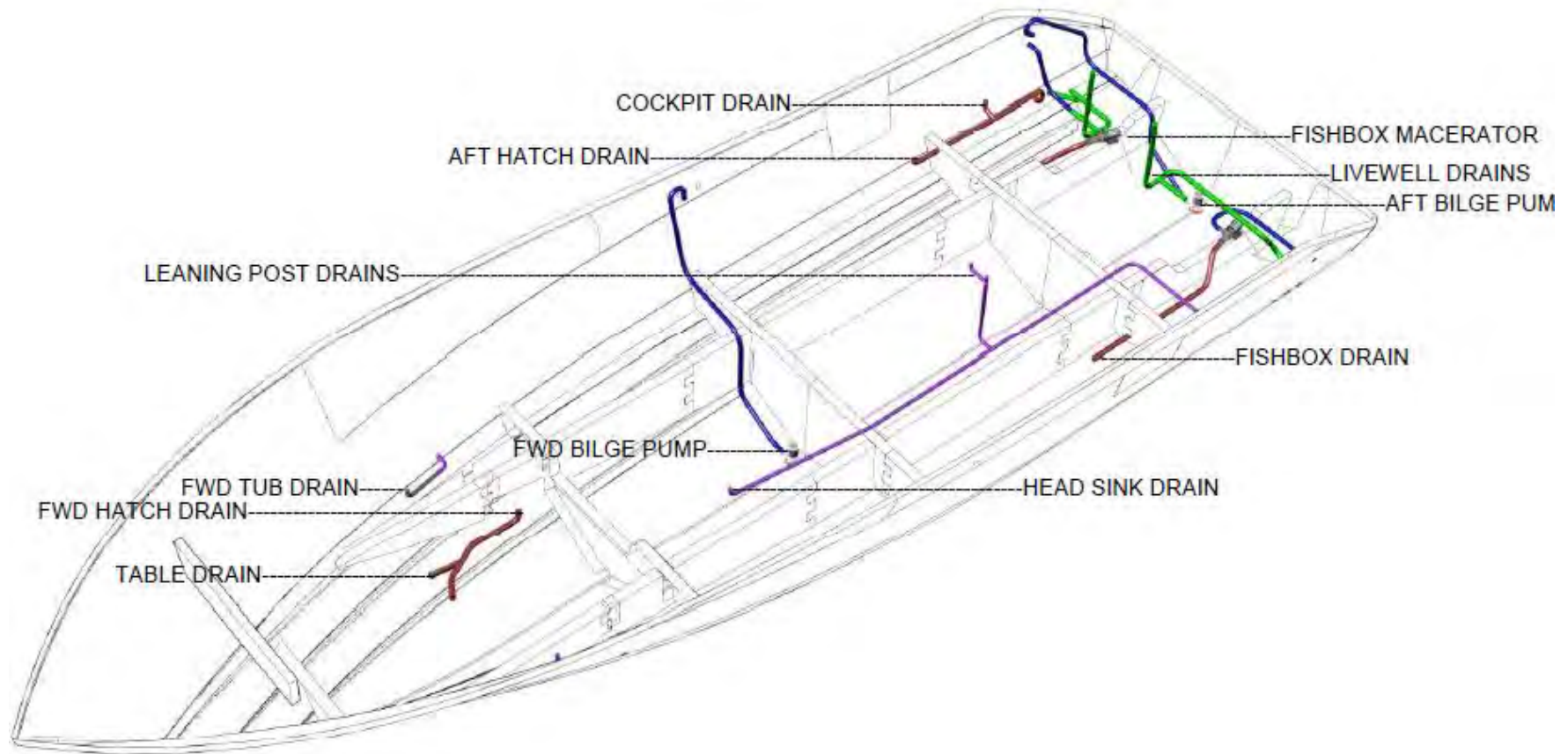


- 1 - PORT OVERHEAD LIGHT
- 2 - PORT SPREADER LIGHT
- 3 - PORT AFT SPREADER LIGHT
- 4 - PORT AFT OVERHEAD LIGHT
- 5 - PORT AFT SPEAKER
- 6 - ANCHOR LIGHT
- 7 - STBD AFT SPEAKER
- 8 - STBD AFT OVERHEAD LIGHT
- 9 - STBD AFT SPREADER LIGHT
- 10 - STBD SPREADER LIGHT
- 11 - STBD OVERHEAD LIGHT
- 12 - CENTER OVERHEAD LIGHT
- 13 - HARDTOP POWER
- 14 - VENT POWER
- 15 - PORT FWD SPEAKER
- 16 - PORT FWD OVERHEAD LIGHT
- 17 - FWD SPREADER LIGHT
- 18 - STBD FWD OVERHEAD LIGHT
- 19 - STBD FWD SPEAKER
- 20 - HORN-1
- 21 - HORN-2
- 22 - HARDTOP TO DECK CONNECTION

Cobia 320 CC Fuel System



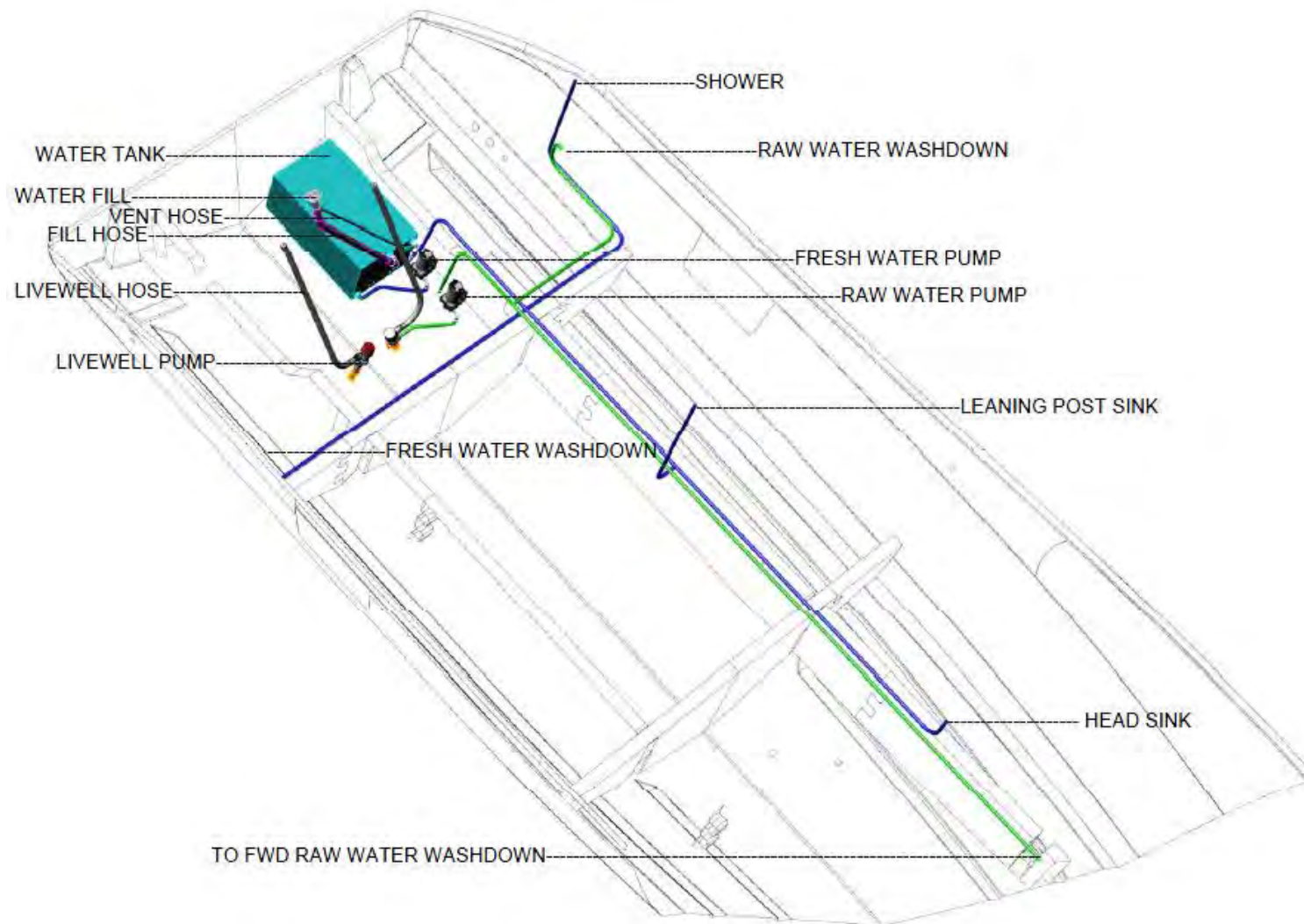
Cobia 320 CC Water Drain System



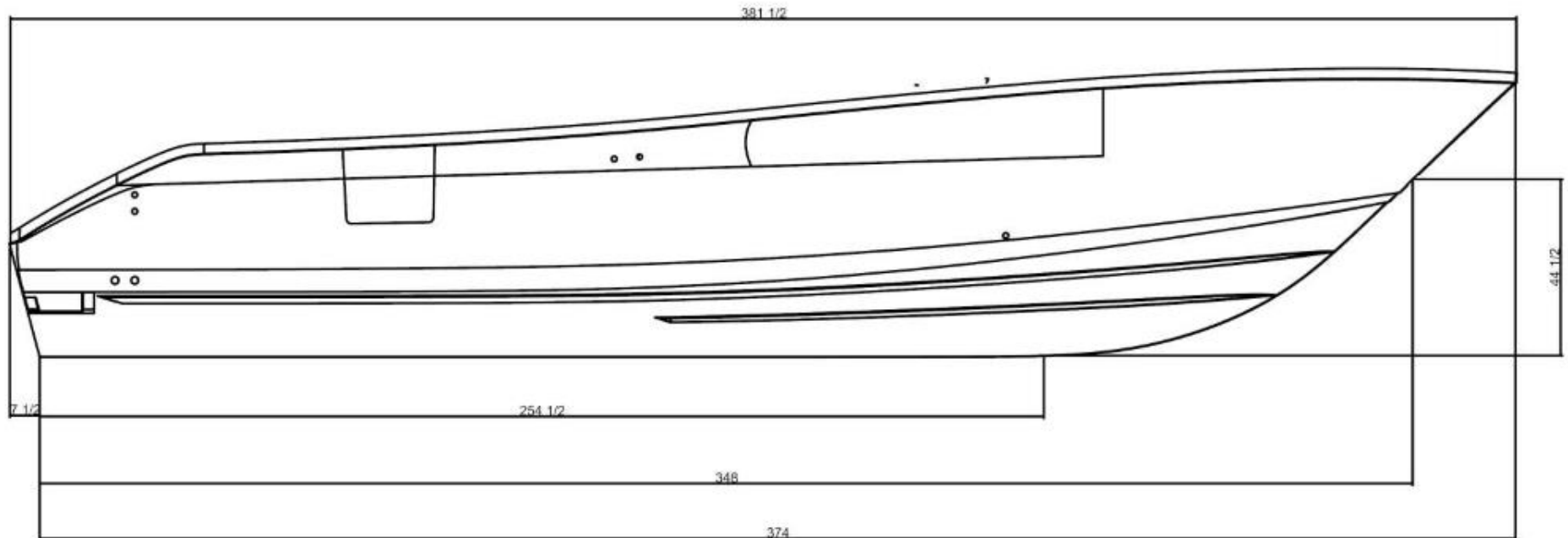
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Cobia 320 CC Water Supply System



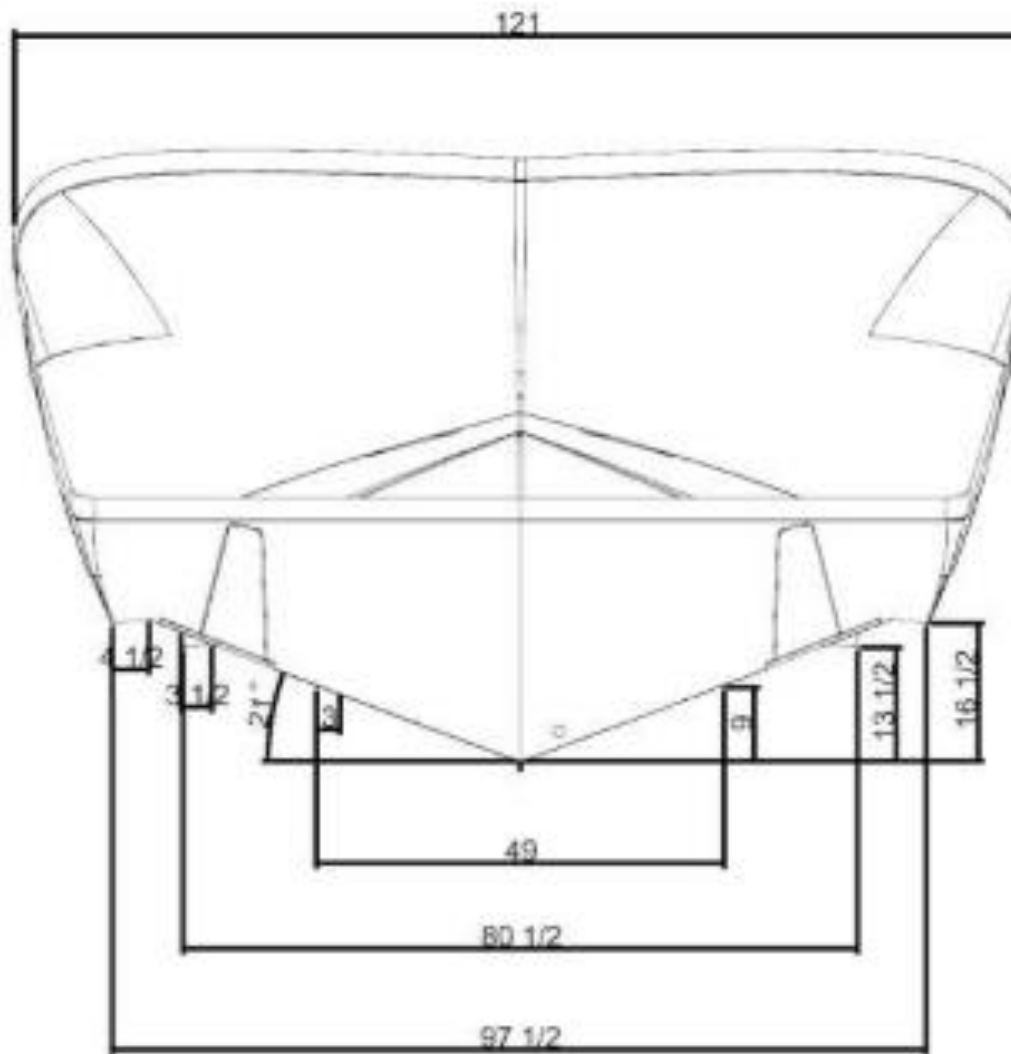
Cobia 320 CC Bunk Placements



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Cobia 320 CC Bunk Placements



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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 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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*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

3207 Industrial 29th St. • Fort Pierce, Florida 34946
(772)-465-0631 • cobiaboats.com

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.

