SEA PRO

the next wave

172 BAY SERIES

Owner's Manual and

Quick-Reference Guide

2022

WWW.SEAPROMFG.COM

TABLE OF CONTENTS

THE RETURN OF A LEGEND...

Thank You for purchasing a *SEA PRO* boat. Here at *SEA PRO BOATS*, to say that we pride ourselves on craftsmanship is an understatement. A lot of boat manufacturers claim to offer the best "value" in their respective market, but our mission is to build the most durable, comfortable, functional and safest boats of any market.

We carefully scrutinize every part and all raw materials by every supplier as if our own family's safety depends on it. And in fact, it does! We not only use our *SEA PRO* boats personally, but we consider every *SEA PRO* owner, whether old or new, part of the ***SEA PRO FAMILY***. Little makes us happier than receiving pictures and letters from *SEA PRO* boat owners building memories and enjoying their boat. Welcome to the family.

If you're in the market for a center console boat, look long and hard. Compare all the details and ask questions. Or better yet, come to our facility for a plant tour and see for yourself all the high-tech materials and construction methods we employ that we believe set us apart from any other brand on the market.

Sincerely,

Jimmy Hancock and *Preston Wrenn*

Visit our website at www.seapromfg.com for information on the entire *SEA PRO* model lineup.

This manual contains information on the following *SEA PRO* models:

BAY SERIES

- 172

NOTE:

This manual is being provided as a reference and informational tool. *SEA PRO BOATS* suggests that you maintain a copy of this manual on board for future use and reference. The information contained is subject to change.

When your *SEA PRO* boat requires Service, Maintenance or Warranty Work, it should be taken to an Authorized and Approved *SEA PRO BOATS* dealer. To find a *SEA PRO BOATS* dealer near you call 1-803-694-2644.

Ver. 1.0.172.17

BOAT INFORMATION	
MODEL #:	HULL SERIAL #
PURCHASE DATE:	REGISTRATION #:
IGNITION KEY #:	
ENGINE INFORMATION	
ENGINE MAKE:	MODEL #:
SERIAL #:	
PROPELLER INFORMATION	
MAKE:	# OF BLADES:
DIAMETER:	PITCH:
PART #	
OPTIONAL EQUIPMENT	
MAKE:	MODEL #:
SERIAL #:	
DEALER INFORMATION	
NAME:	PHONE #:
STREET ADDRESS:	CITY:
STATE:	ZIP CODE:
SALES PERSON:	

172 SPECIFICATIONS

Length	17’ 2”
Beam	7’ 3”
Fuel Capacity	28 Gal
Max Horse Power	115 H.P.
Live Well (2 EA.)	12 Gal
Deadrise @ Transom	15 Degrees
Draft	12”
Fish Box	135 Quarts
Dry Weight (No Motor)	1000 LBS.

STANDARD FEATURES

- Hand Laid Fiberglass Hull
- 100% All Composite Construction = No Rot
- 10 Year Transferable Hull Warranty
- Lifetime Structural SS Hardware Warranty
- 5 Year Bow to Stern Limited Warranty
- Composite Transom
- Engineered Custom Fiberglass Stringer System
- All Stainless Steel Forged Thru Hull Fittings
- All Stainless Steel Pop Up Cleats
- Stainless Steel Rub Rail
- Stainless Steel Steering Wheel with Knob
- Custom Dash with Stainless Steel Switches
- Forward and Rear Casting Decks
- Large Insulated Fish Box
- Custom Anchor Locker
- Aerated Bait Wells with LED Lighting
- Automatic Bilge Pump
- Deluxe Console with Storage
- Stainless Steel Windshield Grab Rail
- Windshield
- Compass
- Horn
- LED Courtesy Lights
- Yachts Style Non Skid
- Deluxe Stainless Steel Bow and Stern Eyes
- Stainless Steel Flush Rod Holders
- High Speed Pickup with Sea Cock
- 12 volt DC Outlet
- Dual Battery Switch

Optional Features:

- Trim Tabs
- Simrad Electronics
- Vertical Rod Holders (6)
- Helm Pad
- Optional Hull Colors
- Fresh Water Tank with Pull-Out Shower
- Hydraulic Jack Plate
- Trolling Motor Plug
- Bow Cushions
- Bow and/or Stern Casting Chair
- 1/2 Swim Platform
- Back Rest for Bench Seat

Hull Color Options:

ICE BLUE

PLATINUM

SEA FOAM

BLACK

ROYAL

CAROLINA

SEA CREATURE

WHITE

SHARK GREY

HULL IDENTIFICATION NUMBER & REGISTRATIONS

SEA PRO BOATS has a permanent record of your boat's Hull Identification Number. This Hull Identification Number is recorded during the manufacturing process. The Hull Identification Number is a 12 digit code located on the right side of the transom, just under the rub rail. When contacting your dealer regarding maintenance or warranty inquiries, please have your Hull Identification Number and *SEA PRO* Model Number on hand. This information can also be found on your copy of the *SEA PRO* Warranty Certificate. Federal and State Laws require a power boat to be registered in the state of primary use. Registration numbers and validation stickers must be displayed according the local and state regulations. The registration certificate must be kept on board when boating. The Hull Identification Number is required on the registration form. The Hull Identification Number should be included on all documents and correspondence with the dealer or *SEA PRO BOATS*.

SPB XX XXX X X XX

- Model Year (2 digits)
- Year of Build (1 Digit)
- Month of Build (1 Digit)
- Serial Number (3 Digits)
- Model Identification (2 Digits)
- Manufacturer's I.D. Code (3 Digits)

GENERAL SAFETY

NOTICE: As a boat owner or operator, YOU are responsible for Your Personal Safety, the Safety of Your Passengers , and the Safety of Other Boaters. SEA PRO BOATS suggests taking a Boating Safety Course in order to prepare for safe and enjoyable experiences on the water. Boating Education Programs are offered by various organizations, such as the U.S. Power Squadron, United States Coast Guard Auxiliary, and State and Local Boating Authorities.

More information can be found by contacting the U.S. Coast Guard's Boating Safety Division website:

www.uscgboating.org

1-800-368-5647

Boating Safety Means:

- Know the limitations of your boat and the capabilities and knowledge of the operator
- Never operate your boat while under the influence of drugs or alcohol
- Be aware of Your Passenger's Safety at all times
- Reduce speeds when visibility is limited, in foggy weather, in rough waters, in congested areas, when people are swimming or participating in other water activities nearby, and when in close proximity to structures and other boats
- Knowing the rules of the water and practicing them at all times
- Being familiar with the traffic and geography of the body of water on which your are boating
- Keeping safe distances from fishermen and boats not under power
- Being mindful of your wake. You are responsible for any damage caused
- Maintaining and ensuring your boat and it's systems are in proper working order
- Keeping all Legally Mandated Equipment is in proper working condition

U.S. COAST GUARD MIINIMUM EQUIPMENT REQUIREMENTS FOR RECREATIONAL VESSELS

The U.S. Coast Guard requires that every recreational vessel maintain the following minimum safety equipment in working condition at all times while your boat is in operation. *SEA PRO BOATS* also recommends that you consult with your State and Local Boating Authorities for any additional equipment and safety requirements .

PERSONAL FLOTATION DEVICES (PFD'S):

One Type I, II, III or V per person plus one Type IV throw able device. PFD's must be Coast Guard Approved, wearable by the intended user and readily accessible. The Type IV throw able device must be located such that it is immediately available.

FIRE EXTINGUISHERS:

For Vessels up to 26' in length: One B-I any type.
For Vessels 26' to 39.4': One B-II or two B-I.
For Vessels 40' to 65': One B-II and one B-I or three B-I.

VISUAL DISTRESS SIGNALS (ON COASTAL WATERS, GREAT LAKES, AND RIVER MOUTHS GREATHER THAN 2 MILES WIDE):

Minimum of (3) day-use and (3)night-use or (3) day/night combination pyrotechnic devices. Non-pyrotechnic substitutes: (1) orange flag (day-use) and (1) electric S-O-S signal light (night-use).

SOUND PRODUCING DEVICES:

Horn or whistle recommended to signal intentions or position. Your *SEA PRO* boat comes standard with an electric horn. *SEA PRO BOATS* recommends maintaining a secondary sound producing source on board at all times in case of emergency situations.

NAVIGATION LIGHTS:

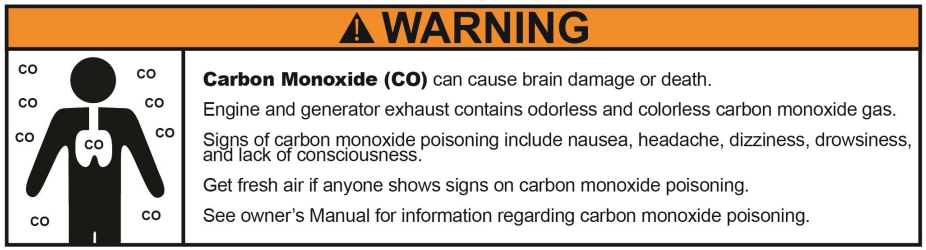
Sidelights, stern light, masthead light and a 360° all-around white anchor light capable of being lit independently from the red/green/white running lights.

ADDITIONAL SUGGESTED EQUIPMENT:

In addition to the Minimum Required Equipment, *SEA PRO BOATS* suggests the following items are on board for a safe boating experience:

- First Aid Kit
- Compass (properly adjusted)
- Charts & Maps of the waters and local area
- Waterproof Flashlights
- Mooring Lines
- Tool Kit (basic hand tools, Bulbs, Fuses)
- Marine Radio

Carbon Monoxide (CO)



Carbon Monoxide is a colorless, odorless, poisonous gas that is contained in the exhaust produced by engines, generators and other fuel burning appliances. When inhaled it prevents the absorption of oxygen and can be fatal.

Signs and Symptoms of Carbon Monoxide poisoning may include:

- Headache
- Weakness
- Dizziness
- Nausea or Vomiting
- Shortness of breath
- Confusion
- Blurred Vision
- Drowsiness
- Loss of consciousness

Do not confuse carbon monoxide poisoning with seasickness or intoxication. If the vessel operator or a passenger begins to suffer from any of these symptoms, immediately move them to fresh air and investigate possible causes. Immediately take corrective action and seek Medical Attention if necessary.

Carbon Monoxide can accumulate anywhere around the vessel, especially near back decks, swim platforms, the helm and inside enclosed areas.

Potential causes of Carbon Monoxide gas accumulation and/or concentration include:

- A blockage of exhaust by a nearby obstruction, dock, or barrier
- Idling in place for a prolonged period of time
- Operating the vessel at a slow speed
- Operating the vessel at a high bow angle
- Wind blowing from the rear (Stern) toward occupants
- Exhaust from other vessels nearby or in confined areas

Always maintain good air circulation across the areas of occupancy. Inspect the exhaust systems regularly. Operate any fuel burning appliances in areas with good ventilation and where fresh air can circulate.

BOATING NAVIGATION RULES

RIGHT OF WAY

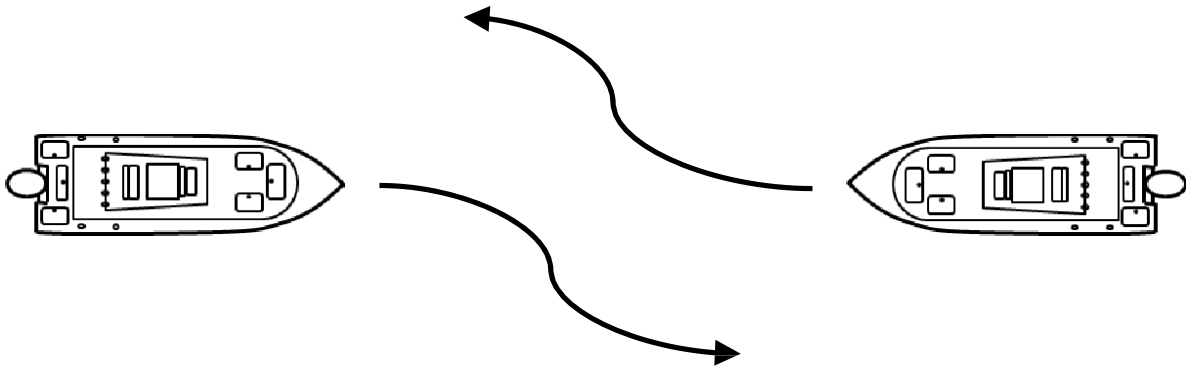
In general, vessels with less maneuverability (Privileged) have right-of-way over more agile vessels (Burdened). Following is an example of vessels that have right-of-way:

- Emergency Craft
- Vessels aground or not under command
- Vessels with restricted maneuverability
- Vessels engaged in fishing
- Vessels not under power (rowboats, canoes, sailboats, etc.)

There are three types of situations you may encounter with other vessels in which the Navigation Rules apply.

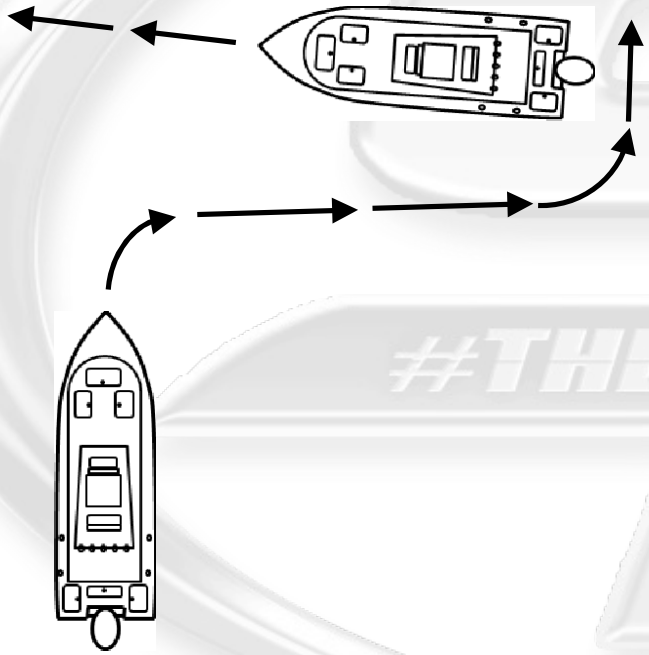
Meeting Head-On:

When two vessels meet head-on, neither has the right-of-way. It is preferred that both vessels decrease speed and turn to the right in order to pass port-to-port. Each vessel may sound the horn or other sound producing device with one short blast signaling a port-to-port pass.



Crossing:

When two vessels will cross paths, the vessel to the right is the Privileged Vessel, and has right-of-way, and holds course and speed. The Burdened Vessel must yield and pass to the rear (stern) of the privileged vessel. As with meeting head-on, both vessels may sound the horn or other sound producing device with one short blast.

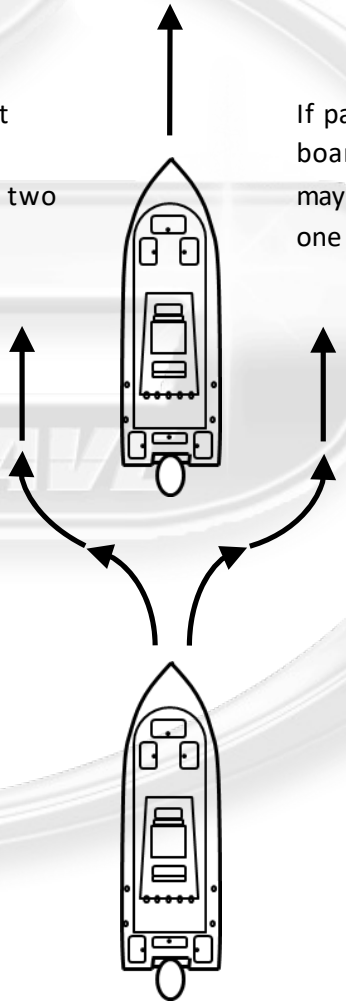


Overtaking / Passing:

When a vessel (Burdened) overtakes or passes another vessel (Privileged) from behind, the vessel being passed has the right-of-way. The passing vessel must make any adjustments necessary to maintain safety and to remain out of the way of the vessel being passed. The vessel being passed should maintain it's course and speed.

If passing on the Port side, each vessel may sound the horn with two short blasts

If passing on the Star-board side, each vessel may sound the horn with one short blast



Safety Labels:

SEA PRO BOATS wants you and your passengers to have a Safe and Enjoyable boating experience. Warning and informational labels are located on your SEA PRO boat calling attention to important information and potential safety concerns. *SEA PRO BOATS* encourages you to become familiar with these labels and their location. If any of these labels become damaged, please contact your local *SEA PRO BOATS* authorized dealer for replacements.

MAXIMUM CAPACITIES

5 PERSONS OR 750 LBS

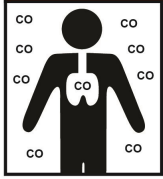
1350 LBS, PERSONS, MOTOR, AND GEAR
115 H.P. MOTOR

THIS BOAT COMPLIES WITH U.S. COAST GUARD SAFETY STANDARDS IN EFFECT ON THE DATE OF CERTIFICATION

MANUFACTURER: SEA PRO BOATS, L.L.C.
MODEL: 17 BAY WHITMIRE, SC 29178

SEA PRO BOATS, L.L.C.
WHITMIRE, SC 29178

⚠ WARNING



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

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

Signs of carbon monoxide poisoning include nausea, headache, dizziness, drowsiness, and lack of consciousness.

Get fresh air if anyone shows signs on carbon monoxide poisoning.

See owner's Manual for information regarding carbon monoxide poisoning.

⚠ WARNING

AVOID SERIOUS INJURY OR DEATH FROM FIRE OR EXPLOSION RESULTING FROM LEAKING FUEL.

INSPECT SYSTEM FOR LEAKS AT LEAST ONCE A YEAR.

⚠ WARNING

ROTATING PROPELLER MAY CAUSE SERIOUS INJURY OR DEATH.

SHUT OFF ENGINE WHEN NEAR PERSONS IN THE WATER

⚠ WARNING

ROTATING PROPELLER MAY CAUSE SERIOUS INJURY OR DEATH.
DO NOT APPROACH OR USE LADDER WHEN ENGINE IS RUNNING.

⚠ WARNING

AVOID SERIOUS INJURY OR DEATH.
OCCUPANT MAY FALL OR BE EJECTED FROM SEAT.

DO NOT OCCUPY SEAT WHEN SPEED EXCEEDS 5 MPH.

Annex V of Marine Pollution (MARPOL) 73/78 prohibits throwing, discharging, or depositing any refuse matter of any kind (including trash, garbage, oil, and other liquid pollutants) into the waters of the United States.

The Federal Water Pollution Control Act prohibits the discharge of oil or oily waste upon or into any navigable waters of the United States. This prohibition includes any discharge that causes a film or discoloration of the surface of the water, or causes a sludge or emulsion beneath the surface of the water. Violators are subject to substantial civil and/or criminal sanctions, including fines and imprisonment.

The U.S. Coast Guard regulations strictly prohibit dumping of plastic refuse or other garbage mixed with plastic upon or into the waters anywhere. Plastic refuse kills fish, birds, and marine wildlife, can interfere with vessel propellers and can clog water and cooling intakes, and litters the shore and beaches.

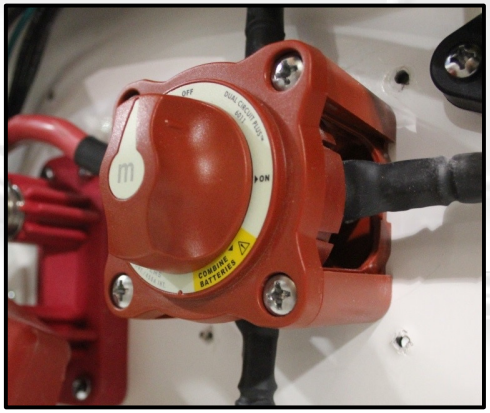
Battery Selector Switch Compartment & Switch:

Located under the operator bench seat is the battery compartment which contains the Battery Selector Switch.

This switch allows the operator to provide power to and disconnect power from the operating systems.

There are three (3) switch positions (OFF, 1, ON, COMBINE) that provide the following functions:

OFF: In this position, power is disconnected from all systems, and should be used when the vessel is being stored or not in use. This prevents any unnecessary power drain from the batteries should an operating system be accidentally left on.



ON: In this position, all power and current is supplied from the Starboard battery, and the charging current from the engine will be directed to the selected battery. The Port battery is now completely isolated, and does not provide any current to the operating systems nor does it receive any charging current from the engine.

COMBINE In this position, both of the batteries are now connected in parallel, with both providing power and current to the operating systems and receiving charging current from the engine.

Helm Station:

The Helm Station is located in the Cockpit of the Vessel, and is the area equipped with the tools and features that allow operation of the vessel.

- Engine Shutdown Safety Switch
- Engine Controls
- Steering Controls
- Helm Switch Panel
- Instrumentation & Navigation (*Optional Equipment)
- Audio / Stereo (*Optional Equipment)
- Compass

*See Owner's Manuals for Optional Equipment Installed

Engine Shutdown Safety Switch:

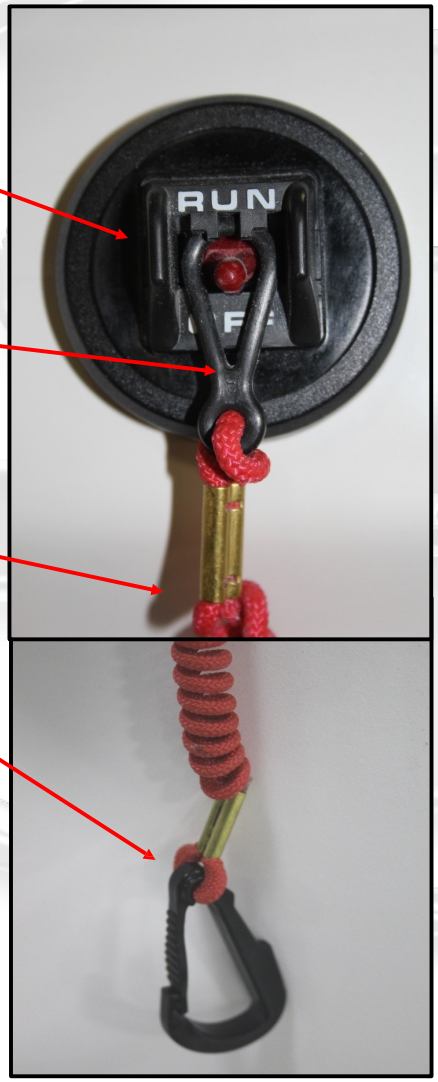
Your *SEA PRO* boat is Equipped with an Engine Shutdown Safety Switch. The Safety Switch is located below the Shift/Throttle Control Unit, on the Ignition Panel, and includes the following components:

Shutdown Switch

Switch Clip

Lanyard

Lanyard Operator Clip



When the switch clip is pulled/removed from the Shutdown Switch, the engine will immediately be shut down. This Shutdown control is designed so that if an emergency occurs, the engine will be shut down and the vessel will not become out of control or a runaway vessel. The Engine shutdown will occur should the operator leave the Helm/Controls, be accidentally knocked down inside the vessel or be ejected overboard from the vessel. The lanyard should be long enough to prevent inadvertent Engine Shutdown.

Before starting the engine, take the following steps:

- Ensure the Switch Clip is fully secured in the Shutdown Switch
- Ensure the Lanyard is not tangled or wrapped around any objects
- Secure the Lanyard Operator Clip to the Vessel Operator

WARNING: Never remove or modify the Engine Shutdown Safety Switch. Regularly check that the Shutdown Switch is in working condition. Should the Shutdown Switch become inoperable and does not shut down the Engine when the Switch Clip is removed, have the switch repaired before continuing to operate your vessel.

Engine Controls:

Located on the main horizontal surface, and to the right of the steering are the Engine Controls. These consist of the Ignition, Shift/Throttle Control and Engine Tilt/Trim Control.

Ignition**:** Every engine comes with a specific Key and/or Push button ignition control. Placing the key into the panel and either turning to the right or pushing the button will engage the engine starter and will start the motor. Refer to the Engine Owner's Manual for Operation and Specifications.

Shift/Throttle Control: Your *SEA PRO* boat comes with a binnacle style lever that controls the forward, reverse and neutral gear selection, as well as the throttle control. of the motor.

Neutral = Straight Up and Down

Forward = 1st detent position forward of Neutral.

Reverse = 1st detent position aft of neutral.

Advancing the binnacle lever beyond the 1st detent in either direction increases the throttle demand.

Your Shift/Throttle control system also includes a Neutral Safety Switch that prevents the engine from being started while the binnacle lever is in any position other than Neutral. Thus preventing accidental movement of the vessel when starting the engine.

Refer to the Engine Owner's Manual for Operation and Specifications.

Every Engine and Shift/Throttle Control unit comes with a function allowing the engine to be operated at a higher than idle RPM range while in Neutral for Cold Starting and Warm-Up purposes.

Refer to the Engine Owner's Manual for Operation and Specifications.

Engine Power Trim / Tilt: All engines mounted on a *SEA PRO* boat have a Trim & Tilt control module located on the binnacle lever. This control module allows the operator to control the position of the outboard motor while at the helm.

Trim refers to the position and range of travel of the motor within the first 20 degrees. This is the range for operating your vessel while on Plane. Trimming the motor "down" refers to bringing it closer to the transom. Trimming the motor "up" refers to moving it further away. Utilize the Trim to adjust the angle the vessel will run in the water to optimize performance. *Tilt* refers to the position of the motor beyond the first 20 degrees and is used when travelling in shallow water or trailering of your vessel.

Refer to the Engine Owner's Manual for Operation, Maintenance and Specifications.

Trolling Motor Power Outlet:

Your *SEA PRO 172* may have been outfitted with a Trolling Motor Power Panel. the panel will be located at the bow.

Steering Controls:

Your *SEA PRO* boat has been equipped with a Stainless Steel Steering Wheel and knob.

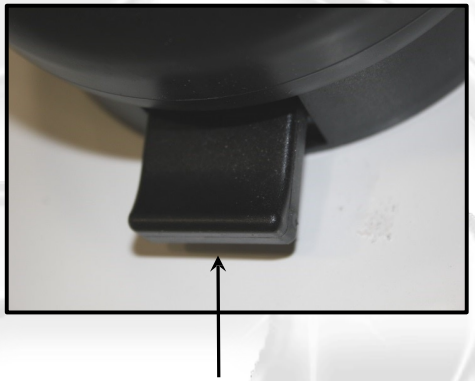
If the optional Hydraulic Steering System has been installed, the helm unit includes a reservoir and pump that pumps hydraulic fluid to the steering cylinder located on the motor bracket causing the motor to turn.

Easy Access Reservoir:

There is a reservoir fill cap located on the helm for adding hydraulic fluid and for service.

Optional 5-Position Tilt:

The Steering System may also include the option of a Tilt Wheel Feature, which allows the operator to position the steering wheel in five positions for comfort.



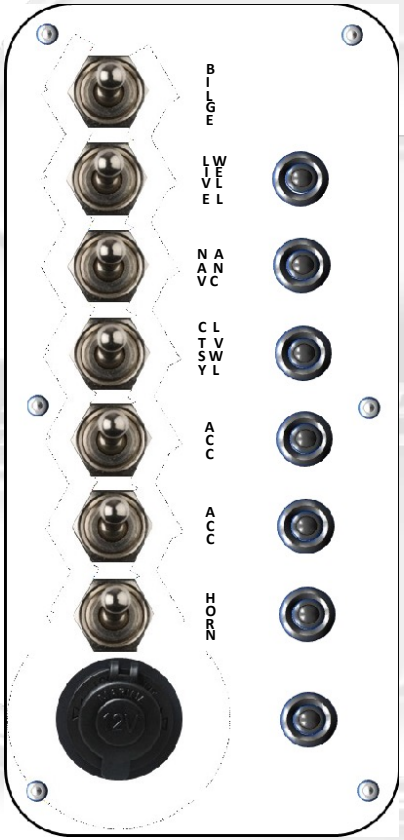
Activate the tilt lock lever below the steering wheel to adjust the position. Releasing of the lock lever will lock the steering wheel into the desired angle and position.

If your *SEA PRO* boat has been equipped with a steering system other than hydraulic, please refer to the Engine Owner's Manual for Operation, Maintenance and Specifications.

Helm Switch Panel:

The Helm Switch Panel contains all of the Activation Switches and Circuit Breakers that control the Horn and 12-volt features installed on your vessel. This panel also includes a 12-volt Power Accessory Port. The circuit breaker for each switch/function is located directly to the right that switch, and can be reset by pushing in the button.

- BILGE: Activates the bilge pump located in the bilge
- PLIVEWELL: Activates the pumps that supply water to the livewell
- NAV / ANC: This is a three-position switch. Middle is the Off position. Left activates the Navigation, Instrumentation and Compass lighting. Right activates only the Anchor Light
- CTSY/LVWL: This is a three-positon switch. Middle is the Off position. Left activates all of the vessel's courtesy lights as well as the livewell lights. Right activates only the livewell lights.



* For Reference & Layout Only

- ACCESSORRY - 1 & 2: These activate any 12-Volt Custom installed features or equipment
- HORN: Activates the vessel's horn and has an auto-reset position feature

The 12-Volt Power Accessory Port maintains power as long as the Battery Selector Switch is in an "on" position.

Compass:

Your *SEA PRO* boat comes standard with a Explorer Surface Mount compass. Please refer to the compass instructions for compensating and adjusting your compass once all electrical equipment and unique electronics are installed in your vessel, and once the vessel is located in it's operational area.

Bilge Pump:

The Bilge of your *SEA PRO* boat can be accessed through the Bilge Door located just forward of the transom.

A Bilge Pump has been installed to remove any excess water accumulation that may collect during operation in rough waters, due to weather conditions, or other scenarios.

The bilge pump can be manually operated with the switch located on the Helm Switch Panel labeled “PUMPS - BILGE”, and is also automatically activated by a Free-Float switch that turns the pump on when water collects inside of the bilge to a predetermined level. This allows the pump to perform it’s operation when the vessel is left unattended.

The water will exit the bilge via a Thru-Hull fitting located on the starboard side of the vessel, at the rear.

NOTE: The bilge pump is wired to have a constant power supply from the batteries, even when the Battery Selector Switch is turned to the “OFF” position. This allows the bilge pump to operate when the vessel is left unattended. It is important to keep debris and build up away from the Free-Float switch to prevent unnecessary pump operation and drain of the batteries.

NOTE: Regulations prohibit the discharge of fuel or oily waste in the navigable waters of the U.S. The bilge pump is not intended to pump fuel or oily waste overboard. If there is a build up of fuel or oily waste in the bilge, use other methods of removal or seek the assistance of a marine service professional.

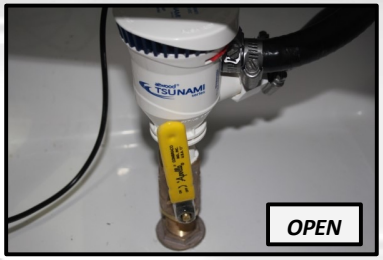
Refer to the Bilge Pump Owner’s Manual for further instructions, maintenance, and specification information.

Livewells:

Your *SEA PRO* 172 BAY BOAT is equipped with two (2)12-gallon livewells, located at the stern, with one each at port and starboard sides. The pump operated livewells are intended to provide a more stable environment, thus reducing stress and fatigue and resulting in healthier, longer lasting bait.

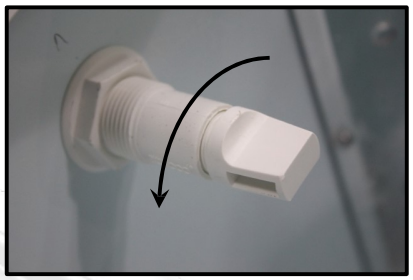
The Livewell pump and seacock can be accessed through the bilge door located at the stern of the boat, just forward of the transom. Prior to operating your livewell pump, ensure you have performed the following steps in order to properly use the livewell:

1. Open the Seacock located at the bottom of the pump. This allows water to enter the pump via the thru-hull fitting. Running your livewell pump dry could result in damage to the pump. The seacock is closed when the handle is in a horizontal position, and is open when moved to a vertical position.



2. Fully insert the overflow drain pipe. This ensures the livewell will hold water and will not be filled beyond the maximum intended level.

3. Open the flow control valve (rotating counter-clockwise), located at the top of the livewell, to allow water to flow from the pump into the livewell.



4. Turn the livewell pump on by flipping the switch on the Helm Switch Panel that correlates to the livewell pump.

Once the water is pumping into the livewell, adjust the flow control valve to regulate the flow of water you wish to maintain in the livewell. Rotating counter-clockwise will open the valve, allowing more flow, while rotating clockwise will close the valve, reducing the flow.

To drain your Livewell, flip the switch on the Helm Switch panel to turn the pump off, close the seacock, and remove the overflow drain pipe.

Refer to the Pump Owner's Manual for further instructions, maintenance, and specification information.

Navigation / Anchor Lighting:

Your *SEA PRO* boat has been equipped with navigation lights that are required by the U.S. Coast Guard. The use of navigation lights are required during the time between sunset and sunrise, and during any period of low visibility (fog, rain, etc.).

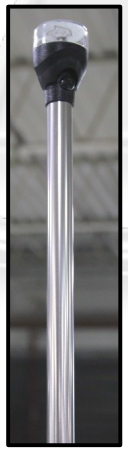
The sidelights on your vessel are bright LED's and have been incorporated into the rub rail and located at the bow.

To activate the Navigation Lights, flip the 3-way switch on

the Helm Switch Panel labeled "LIGHTS - NAV" Up.

The starboard (right) side light is ***GREEN*** and the Port (left) side light is ***RED.***

The 360° all-around/anchor light is also LED and is WHITE, and it mounted on a stainless steel pole.



The mounting receptacle is located at the stern, on the starboard side of the vessel. Flip open the cover and insert the 360° Light Pole and rotate clockwise to lock into place.

Trim tab Control:

Trim Tabs are an option that may be installed on your *SEA PRO* boat. The Trim Tabs will be attached at the transom, close to the bottom edge, Port and Starboard.

Trim Tabs are used to adjust the level of the vessel fore (front) and aft (back), thus adjusting how the vessel performs while in operation. "trimming" the tabs down causes upward pressure of the water to increase the riding level of the transom, which will lower the bow. Benefits of a properly "trimmed" boat can:

- Increase operator visibility
- Decrease time required to get vessel on plane
- Increase fuel economy
- Decrease wear on the engine
- Improve steering operation
- Increase speed and performance
- Balance weight distribution
- Correct listing caused by strong cross winds
- Improve handling in choppy or rough water

The control panel for the Trim tabs is located on the Helm. The Port and Starboard Trim Tabs can be operated independently. LED's provide visual indication of the position of each tab, and control labels indicate BOW Down or UP operation.

Refer to the Owner's Manual for further operation, maintenance and specification information.

Fuel System:

Diurnal Vapor and Emission Control Integrated Fuel System:

Your *SEA PRO* boat has been outfitted with a Technologically Advanced marine fuel system that exceeds the Performance, Safety and Environmental Protection Criteria as outlined and required by the Environmental Protection Agency, U.S. Coast Guard and Marine Industry standards and practices. This fuel system meets Fuel Tank Permeation requirements, Hydrocarbon Emission controls, Proper Fuel Vapor Release and Elimination of Fuel Spit-Back events.

What is Diurnal Vapor?

The temperature variation that occurs during the normal day-night cycle of each 24 hour day is called a Diurnal Temperature Cycle. The heat of ambient air during the day can cause gasoline temperatures to rise inside of a tank, causing fuel expansion and an increase of fuel vapors.

This fuel expansion and increase in vapors can increase pressure build up in a fuel tank and system causing the following problematic issues to occur;

- **Fuel Tank Vapor Permeation**: During the height of a diurnal cycle, a tank that has been manufactured using a permeable (permitting liquids or vapors to pass through) material will release more fuel vapors into the environment than allowed by regulations.
- **Hydrocarbon Emissions released into the atmosphere**: Improper venting and vapor control can allow untreated hydrocarbon emissions to be released into the atmosphere.
- **Fueling Spit-Back and Spillage**: over-filling of fuel and the unchecked increase in pressure can cause fuel to dangerously spit back through the fueling fill cap onto the operator and polluting waterways and the environment.

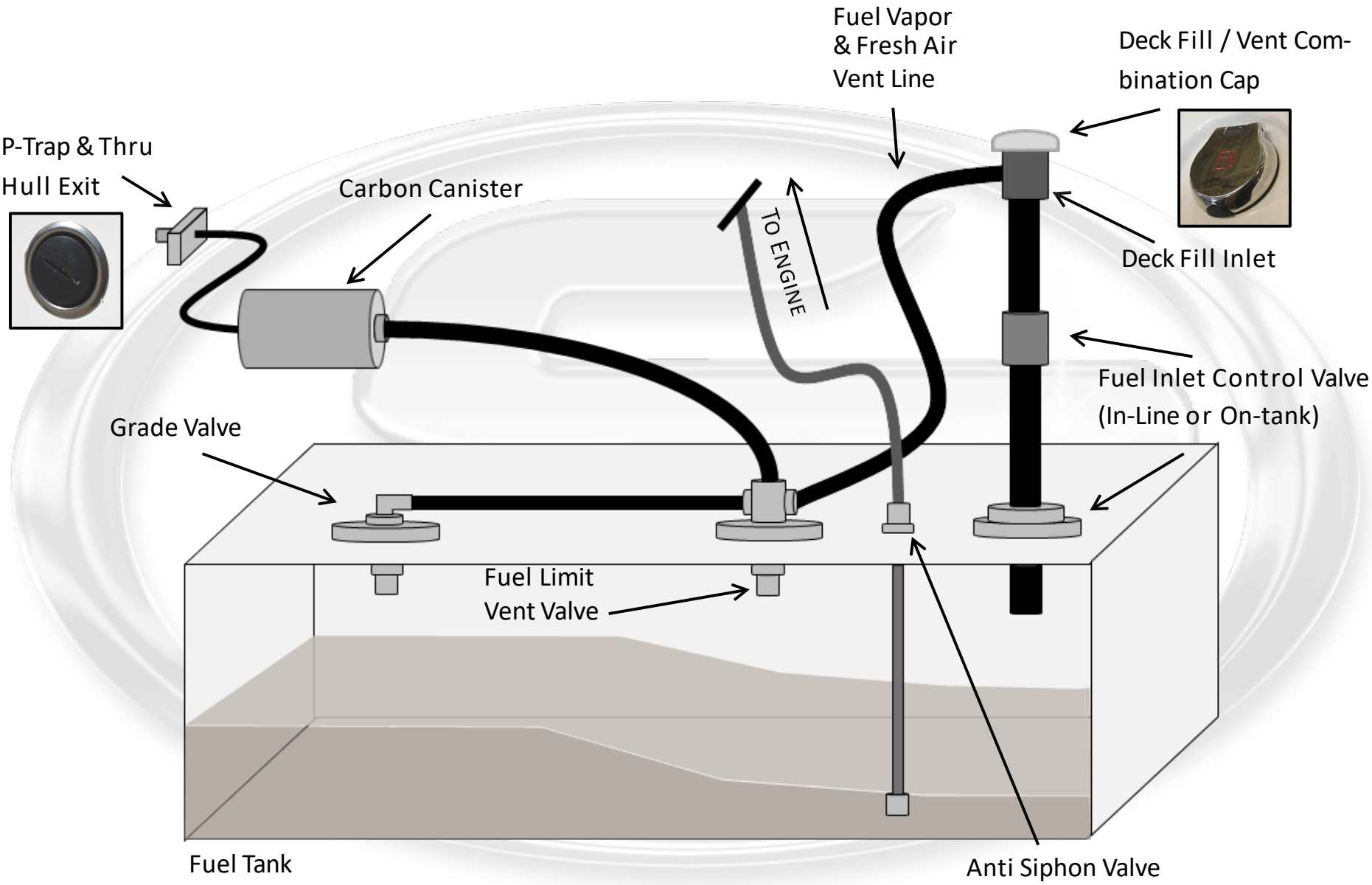
The Fuel Tank in your *SEA PRO* boat has been manufactured using a ceramic coated aluminum. This tank material increases the fuel system's performance;

- The ceramic coating helps to insulate the fuel tank contents which decreases the temperature variance, decreasing the effects of fuel expansion and fuel vapor pressure increases.
- Tank structure strength and consistency also helps to decrease the effects of fuel expansion and fuel vapor pressure increases by creating physical stability.

Most marine fuel systems can be broken into two categories, Passive Purge and Vapor Pressure Relief. most recreational vessels have *either one or the other* installed as it's primary system to control Diurnal Vapor. Your *SEA PRO* boat has been built with a Hybrid Fuel system comprised of *BOTH* of these.

The Fuel System Diagram on the next page has each component labeled and shows the configuration of the *SEA PRO* Hybrid Fuel System.

Fuel System Diagram:



Diurnal Vapor and Emission Control Integrated Fuel System Performance:

Normal Fuel Filling Event:

the fuel nozzle is inserted into the Fuel Inlet, and as fuel begins to enter the tank, there will be a slight immediate increase of tank pressure that is managed as the Fuel Limit Vent Valve vents air and fuel vapors;

- ⇒through the Carbon Canister and ultimately out through the P-Trap
- ⇒and the through the fuel Vapor & Fresh Air Vent line and out through the vent in the Fuel Cap

When the fuel level reaches the Fuel Limit Vent Valve Sensor, at a pre-determined safe level, the valve closes and halts the exiting air and fuel vapors. This causes an immediate increase in pressure that triggers the Inlet Control Valve to close, stopping the flow of fuel into the tank. When the Inlet Control Valve closes, the fuel fills the inlet line, reaching the filling nozzle. The fill nozzle will turn off and the fuel flow will stop when the tank is full and prior to fuel spitting back out of the deck fill. After the filling event is complete, the pressure will gradually decrease inside of the tank, the Inlet Control Valve will open, and the balance of the fuel in the inlet line will be released into the tank.

Diurnal Emission Control:

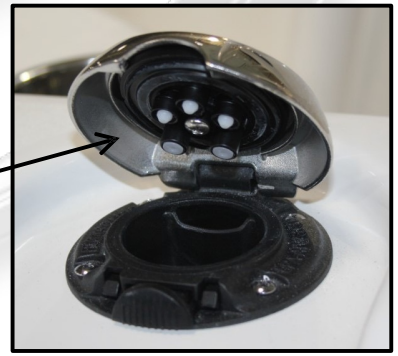
When the ambient temperature increases, fuel expansion occurs and vapor pressure increases. The Fuel Limit Vent Valve will allow the emissions to escape through the Carbon Canister, which scrubs and cleans the fuel vapor of the harmful hydrocarbons, and releases it through the P-Trap.

If the tank is filled to the level that causes the Fuel Limit Vent Valve to close, the Grade Valve will allow the emissions to travel the same path, through the Carbon Canister and through the P-Trap.

When the ambient temperature decreases, the contents in the fuel tank will condense. Fresh air is allowed to enter through the P-Trap, the Carbon Canister, the Fuel Limit Vent Valve and into the tank, allowing the system to breath, stopping a potential vacuum effect.

Over Pressurization or Prolonged Inclination of the Fuel Tank:

Due to extreme temperature fluctuations, or a prolonged period of inclination, the fuel level of vapor pressure could cause both the Fuel Limit Vent Valve and the Grade Valve to close, halting the normal vapor escape. Pressure will continue to build inside of the tank, and will build above the Fuel Inlet Control Valve. This creates a potentially unsafe environment. To alleviate this situation, there are sensors built into the Deck Fill Cap that will open the vent valve inside of the Deck Inlet, releasing the pressure and relieving the system. Once the cause is corrected, the system will return to the normal venting operation.



If the P-Trap is closed or blocked from allowing vapor to escape through the system, the vapors will escape through the Fuel Vapor & Fresh Air Vent line, and through the vent in the Deck Inlet.

Fuel / Water Separator:

Every *SEA PRO* boat is fitted with a Fuel / Water Separator. This filter is located in the bilge compartment, and normally mounted to a vertical wall or surface.

Water is the most common contaminant found in fuel, and is common found in the fuel system of recreational vessels.

- Ethanol-boosted gas attracts water in vessels that go unused for prolonged periods.
- The air space inside of a fuel tank that is less-than-full contains moisture. Over time, moisture condenses inside of the tank.
- Water can intrude fuel storage tanks through poorly sealed fuel caps and vents.
- Water can be introduced into the fuel directly by the supplier.

Water is heavier than fuel, and over time, water can collect at the bottom of the fuel tank with the fuel floating on top. This water will enter the fuel lines going to the engine and must be removed in order to protect the engine. Water can rust and corrode internal engine parts. Microbes can grow in the presence of water, creating sludge and clogging the engine and it's components.

The fuel travels into the Fuel / Water Separator and through a coalescing micron filter that changes small water particles into larger droplets. Being that water is heavier than fuel, these droplets fall by gravity, to the lower part of the filter, with the clean fuel floating on top. The clean fuel exits the top of the separator and on to the engine.

It is imperative to regularly inspect the bowl, or lower part, of the separator. As the separator performs it's job, water will continue to collect in the lower unit. Eventually, if the water is not drained from the unit, and it collects to the top of the exiting connection, contaminated fuel will begin to travel to the engine causing performance issues and potential damage.

It is also recommended to change your Fuel / Water Separator's filter media during regular service intervals.

It is YOUR responsibility to determine maintenance and care intervals based on your usage of the boat and the operating environment.

Refer to the Engine Manufacturer Owner's Manual for further instructions, maintenance, and specification information, or contact your local *SEA PRO BOATS* authorized dealer for assistance and further information.

WIRING COLOR CODES:

ANC LIGHT	GRAY/WHITE
BILGE (AUTO)	BROWN/ORANGE
BILGE (MAN)	BROWN
COMPASS/BACK LTS	BLUE
COURTESY/BOX LTS	BLUE
FRESH WATER	BROWN/BLUE
FUEL	PINK
FUEL FILL BOND	GREEN
HORN	ORANGE/WHITE
LIVEWELL #1	BROWN/WHITE
LIVEWELL #2	BROWN/YELLOW
LIVEWELL LTS	BLUE/WHITE
MACERATOR	BROWN/GREEN
NAV LIGHT	GRAY
PORT FRONT SPKR -	WHITE/BLACK
PORT FRONT SPKR +	WHITE
PORT REAR SPKR -	GREEN/BLACK
PORT REAR SPKR +	GREEN
RAW WATER	BROWN/BLACK
STBD FRONT SPKR -	GRAY/BLACK
STBD FRONT SPKR +	GRAY
STBD REAR SPKR -	PURPLE/BLACK
STBD REAR SPKR +	PURPLE
UNDER WATER LTS	BLUE/RED
BATT POSITIVE	RED

Routine Care & Maintenance:

NOTE: Refer to the individual Manufacturer Owner's Manuals for detailed information related to Service, Care, Maintenance and Repair of those specific components.

Routine inspection and maintenance of your *SEA PRO* boat and it's systems ensures safe boating experiences and prolongs the life of your boat and it's systems.

The following information is for general guidelines only. It is YOUR responsibility to determine maintenance and care intervals based on your usage of the boat and the operating environment. This information may not cover all systems or additional components that have been customized or installed by the dealer or owner.

- Hull Exterior: Algae and Slime growth can affect the performance and overall look. This growth can be removed with a coarse towel or soft bristle brush. If the growth is severe, or has been allowed to dry and harden on the boat surfaces, it may be necessary to seek the services of a professional hull cleaning company. Refer to your *SEA PRO BOATS* authorized dealer for assistance.
- Gel Coat: The gel coat will be protected and last longer with regular cleaning and waxing. It is recommended to wax your exterior surfaces at least twice per year. Your usage and operating environment may dictate additional waxing intervals. Do not wax over growth or surface dirt / debris, ensure your *SEA PRO* boat has been thoroughly washed and rinsed prior to waxing. Use a high quality was designed for marine gel coats. Refer to your *SEA PRO BOATS* authorized dealer for suggested brands.
- General Hull and Deck Surface Washing: Always use a cleaning agent that is suggested for use on marine gel coats. If using a pressure washer to clean these surfaces, it is important that a Wide Pattern nozzle is used, and the spry head is continuously in motion. Do not concentrate high pressure on a small area. A pinpoint nozzle or concentrated stream could damage the finish and surface of your boat. *SEA PRO BOATS* does not recommend pressure washing of the Helm and Console. Damage could be done to the electronics, gauges, and controls.
- Stainless Steel Trim & Fittings: Even though stainless steel is corrosion resistant, it still requires care and maintenance. The presence of salt particles can cause spots, pitting and corrosion. Frequently wash and clean the stainless steel trim and fittings with a mild soap or solution suitable for use on stainless steel. A coating of cleaning wax will help maintain the finish and sheen. Apply with a clean, soft cloth, allow to dry, then polish and buff with additional clean, soft cloths. Never use abrasive cleaners, abrasive pads, or strong solvents.

- Cushions and vinyl materials: Saltwater, dirt, debris, chemicals, and UV rays can cause damage to these materials over time, causing them to discolor, lose their texture, and tear. Remove ordinary dirt and surface debris with a mild detergent and a soft cloth. More stubborn stains can be removed with a solvent solution. Refer to your *SEA PRO BOATS* authorized dealer for assistance and suggestions. To prevent mildew, keep these surfaces dry and do not let moisture accumulate and stand for long periods of time.
- Tempered Glass Windshield: Always use a commercially available glass cleaner or a mixture of water and vinegar to clean your windshield. Dry and polish the glass with soft cloths. Never use harsh chemicals or abrasive materials.
- Instrumentation and gauges: Never use abrasives or harsh chemicals, as these will cause damage to the surface and components. Refer to the specific Manufacturer Owner's Manual for detailed cleaning procedures.
- Battery: Always turn the Battery Selector Switch to the "OFF" position prior to servicing the battery. Ensure the battery terminals are clean. Ensure the cable connections are tight, secure and clean. When removing a battery from the boat, remove the Negative (-) cable first. When re-installing a battery, always attach the Negative (-) cable last. Refer to your Battery Owner's Manual for proper cleaning of the terminals and maintaining proper fluid levels. Batteries will self-discharge during extended periods of non-use, and should be recharged properly prior to being put into service. Disconnect the battery terminals (Negative (-) first) and remove the battery from the boat for proper recharging according to the Battery Owner's Manual.
- Steering Controls: Inspect and check the hardware and connections at the helm, stern and engine to ensure they are tight and leak-free. If your boat has a hydraulic steering system installed, regularly check the fluid reservoir and top off as necessary.
- Hardware, Fasteners and Fittings: Regularly clean all hardware, hinges, latches, cleats and fittings with approved marine cleaners or a mild soap solution. Ensure all fasteners are tight and secured. Repair or replace any items that need attention. As with Stainless Steel, a marine grade wax application can extend and maintain the finish and sheen.
- Aluminum Hardware: Frequently wash and clean the aluminum hardware with a mild soap or solution suitable for use on aluminum. A coating with aluminum metal protectant or A coating of cleaning wax will help maintain the finish and sheen. Never use abrasive cleaners, abrasive pads, or strong solvents.

- Livewells, Coolers, Fish boxes: Rinse and Completely drain the water in these areas after each use. This will help lesson the chance of stagnation and unwanted growth.

  To sanitize these compartments:

  - Dilute 1/4 cup of household bleach for each 15 gallons of capacity into a gallon of water. Add this solution to the compartment and Fill with fresh water.
  - Let stand for three hours.
  - Completely drain each compartment.
  - Fill each compartment with clean fresh water, and let stand for an additional two to three hours.
  - Completely drain each compartment.
  - If there is a smell of bleach remaining in the compartment, perform and additional fresh water rinse.

  As an alternative to using a bleach solution:

  - Mix a few tablespoons of baking soda in a gallon of water. Use the solution with a rag or soft bristle brush to scrub the surfaces of each compartment.
  - Completely rinse and drain each compartment using a hose and fresh water.

- Seacocks, Pumps & Valves: Regularly check the fittings and valves of each seacock and pump for leaks and proper operation. Clean or replace strainers and filters as necessary.

Storing your *SEA PRO* boat for an extended period of non-use requires special preparations to prevent damage to the boat and it's systems.

The following information is for general guidelines only. Always refer to the manufacturer Owner's Manuals for specific instructions and information pertaining to those systems and components.

It is always a good idea to consult your SEA PRO BOATS approved dealer or a certified marine technician before performing Winterization and Storage procedures.

Fuel System: Fill the tank completely (100%) full with fresh fuel and add a quality fuel stabilizer, following the manufacturer's instructions, to provide stability and corrosion protection. This also prevents the formation of varnish and "gumming" of the lines and pump.

Engine: Replace the engine oil and filter. Flush the engine with fresh water and let it completely drain. "Fog" the engine with a corrosion-preventing fogging oil according to the engine manufacturer's recommendations. Run fuel (ensure the fuel system has been treated with fuel stabilizer) through the engine. This ensures that all fuel lines and the engine contain fuel that has a stabilizer mixed with it.

Lower Unit: Replace gear oil, checking for any moisture which could show a sign of deteriorating seals.

Propeller: Remove the prop and apply a coating of grease to the shaft and threads.

Grease Fittings: treat all fittings with the recommended lubricant.

Fresh Water Washdown: If your *SEA PRO* boat has a fresh water washdown system installed, turn on the pump, open all connections and outlets, and drain all water from the fresh water tank and lines. Run the pump until the system is completely empty. Add a non-toxic antifreeze solution to the tank. Run the pump until the antifreeze solution is running out of all connections and outlets.

Raw Water Washdown: If your *SEA PRO* boat has a raw water washdown system installed, open the seacock that supplies water to the raw water washdown pump allowing all water to drain from the system. Open the cap at the outlet connection. Run the raw water washdown pump for a short time to drain any residual water in the pump and lines. Remove the inline strainer and empty any water in the strainer and lines.

Livewell Pumps & Seacocks: Open all seacocks, allowing all water to drain from the pumps and lines.

Drains, Manifold and Bilge Plug: Open the drain plug and check that all debris has been cleaned and removed from around all drains, the single port manifold, and the bilge drain plug. This ensures that any moisture that enters the boat can drain properly.

Batteries: Remove the batteries and perform the necessary maintenance as outlined in the Manufacturer Owner's manual. Store the batteries out of the boat and in a safe location. Clean the cable terminals and apply a coat of battery cable grease.

RECOMMISSIONING AFTER WINTERIZATION OR STORAGE

After your *SEA PRO* boat has been winterized or put into storage, it is necessary to perform proper steps to prepare it for use and operation.

The following information is for general guidelines only. Always refer to the manufacturer Owner's Manuals for specific instructions and information pertaining to those systems and components.

It is always a good idea to consult your SEA PRO BOATS approved dealer or a certified marine technician before putting your vessel back into service.

- Inspect the hull for any damage.
- Inspect the battery cables and electrical wiring for any loose connections.
- Check the bilge pump and free-float switch for proper operation.
- Inspect the fuel system for any leaks or damages.
- Check the complete engine for any damage, cracks, or leaks caused by freezing conditions.
- Check all hoses, clamps and valves for proper fitting and operation.
- Check all compartments and the bilge area for any debris or nesting animals. Remove and clean as necessary.
- Install drain plugs, Filters, and in-line strainers.
- Install charged and properly maintained batteries.
- Fill the fresh water tank and thoroughly flush out all antifreeze solution from all connections and outlets. Drain the system and sanitize the tank and lines.
    - Dilute 1/4 cup of household bleach for each 15 gallons of capacity into a gallon of water. Add this solution to the fresh water tank and fill with fresh water.
    - Let stand for three hours.
    - Turn on the pump and completely drain the fresh water tank and all connections and lines.
    - Fill the fresh water tank with clean fresh water, and let stand for an additional two to three hours.
    - Turn on the pump and completely drain the fresh water tank and all connections and lines.
    - If there is a smell of bleach remaining in the compartment, perform and additional fresh water rinse.
- Check and lubricate the Steering System.
- Check all Navigation / Anchor lighting for proper operation.
- Check fire extinguishers and all U.S. Coast Guard required safety equipment for proper operation.
- Check all controls, gauges, electronics and other related equipment for proper operation.

SEA PRO

the next wave

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