

# 2026 PONTOONS



MANITOU.

## OPERATOR'S GUIDE

Includes Safety, Use and Maintenance Information

**⚠ WARNING**

**Read this guide thoroughly. It contains important safety information.  
Minimum recommended operators age: 16 years old.  
Keep this operator's guide with the boat at all times.**

**⚠ WARNING**

**Operating, servicing and maintaining a recreational marine vessel can expose you to chemicals including engine exhaust, carbon monoxide, phthalates, and lead, which are known to the State of California to cause cancer and birth defects or other reproductive harm. To minimize exposure, avoid breathing exhaust, service your vessel in a well-ventilated area and wear gloves or wash your hands frequently when servicing this vessel. For more information go to: [www.P65warnings.ca.go/marine](http://www.P65warnings.ca.go/marine).**

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# INTRODUCTION

Dear Manitou Owner,

Congratulations on your purchase of a new Manitou® Pontoon! Considering the many choices in the boat market, we are especially honored, and thank you for your selection. Not only have you chosen one of the highest quality boats available, but you also now own the peace of mind that comes from knowing Manitou stands behind each and every boat it sells. It is backed by the BRP warranty and a network of authorized Manitou dealers ready to provide the parts, service or accessories you may require.

Your dealer is committed to your satisfaction. He or she has taken specialized training to perform the initial setup and inspection of your engine, and has completed the final adjustments before you took possession. If you need more complete servicing information, please ask your dealer.

At delivery, you were also informed of the warranty coverage and signed the Pre-Delivery Check List to ensure your new boat was prepared to your complete satisfaction.

Shortly after your warranty registration is received by the factory, you may receive a Manitou customer satisfaction survey. We want to hear from you! If you do not receive this survey, please contact Manitou by email at [manitou.consumers@brp.com](mailto:manitou.consumers@brp.com).

Thanks again for choosing Manitou.

## ABOUT THIS OPERATOR'S GUIDE

This operator's guide has been prepared to acquaint the owner, operator, or passenger with this boat and its various controls, maintenance and safe riding instructions.

Keep this operator's guide in the boat at all times as a reference for operation, instructing others, maintenance, and troubleshooting. When available in multiple languages, in the event of any discrepancy, the English version shall prevail. To view and/or print an extra copy of your operator's guide, please visit [www.operators-guides.brp.com](http://www.operators-guides.brp.com).

The information contained in this document is correct at the time of publication. However, BRP Marine US Inc. maintains a policy of continuous improvement of its products without imposing upon itself any obligation to install them on products previously manufactured. Due to late changes, some differences between the manufactured product and the descriptions and / or specifications in this guide may occur. BRP Marine US Inc. reserves the right at any time to discontinue or change specifications, designs, features, models or equipment without incurring any obligation upon itself.

# MODELS INCLUDED

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## CRUISE

Shown with

- Standard Bimini
- Integrated Rotax S115 or 150 Engine
- Conventional outboard optional
- V-Toon or Twin Tube options



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## EXPLORE

Shown with

- Sport Bimini
- Conventional outboard (option)
- Rotax S150 available w/Max deck
- Black Painted Tubes



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## EXPLORE DUAL ENGINE

Shown with

- Sport Bimini
- Dual Rotax S150 Engines
- Conventional outboard optional
- Black Painted Tubes



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## LX

Shown with

- Sport Arch
- Single and dual conventional outboard options



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## XT

Shown with

- Sport Arch
- Single and dual conventional outboard options






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# SAFETY NOTICE

This Operator's Guide emphasizes particular safety information using the following wording and symbols.

The safety alert symbol  indicates a potential injury hazard.

## DANGER

Indicates a hazardous situation which, if not avoided, will result in death or serious injury.

## WARNING

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

## CAUTION

Indicates a hazardous situation which, if not avoided, could result in minor or moderate personal injury.

## NOTICE

Indicates an instruction which, if not followed, could severely damage engine components or other property.

**IMPORTANT:** Identifies information required to correctly perform a procedure or operation.

## KNOW BEFORE YOU GO

To reduce the risk for you or other persons being injured or killed, read this Guide completely, including the complete Safety While Boating section later in this guide:

Anyone else operating your boat should also read and understand this guide before taking control.

Read and understand all safety labels on the boat. Inform passengers of the importance of compliance with the labels.

If any safety labels are obscured or missing, refer to the Safety While Boating section for replacement part numbers.

## IMPORTANT SAFETY PRECAUTIONS

### DANGER

Risk of death or serious injury resulting from contact with a rotating propeller.

- Assure the engine and prop area is clear of people and objects before starting the engine or operating the boat.
- Do not allow anyone near a propeller, even when the engine is off. Blades can be sharp and the propeller can continue to turn even after the engine is off.
- Remove the propeller before servicing and when running the outboard on a flushing device.

### DANGER

Risk of death or serious injury, including brain damage, resulting from inhalation of carbon monoxide (CO), which is contained in engine exhaust.

- Educate all occupants about the risks and symptoms of CO accumulation and CO poisoning.
- For more information, refer to the Safety While Boating section later in this guide.

### DANGER

Risk of death or serious injury resulting from fire or explosion of Gasoline vapors.

- Always adhere to the fueling procedure contained in this Operator's Guide.
- If at any time, gasoline leaks/odors are found, do not start the engine.

The precautions listed in this manual and on your boat are not all-inclusive. If a procedure, method, tool, or part is not specifically recommended, you must be satisfied that it is safe for you and others, and that the boat will not be damaged or made unsafe as a result of your decision.

## OWNER/OPERATOR'S RESPONSIBILITIES

### NOTICE

The information in this owner/operator's manual is supplied with the understanding that the boat will be operated using good seamanship with attention to safe loading, safe operating conditions, and safe speed. The manner in which the boat is loaded and operated is the responsibility of the operator.

## SAFETY CHECKLIST

As the boat owner, it is your responsibility to be a safe boater, to follow and enforce safety rules, to use proper operating procedures, and to apply common sense at all times. It is important that anyone to whom you entrust your boat also understands these responsibilities.

You are likely to encounter a variety of situations beyond those listed in this manual that require safe practices. Be ready, and make safety a first priority at all times!

Learn and obey all local, state, provincial, and federal boating laws and regulations. This includes navigation rules, licensing, and insurance requirements. We strongly recommend that all operators complete a boating safety class. For more information, review these sources:

- U.S. Coast Guard: <https://uscgboating.org>
- American Boat & Yacht Council: <https://abycinc.org>
- National Marine Manufacturers Assoc: <https://www.nmma.org>.

Finally, remember that you are responsible at all times for ensuring the safety of your boat's passengers and that of other

waterway users. Practice courteous and responsible boating each time you enjoy your boat!

## PRE-OPERATION CHECKLIST

Before using your boat, consider the following:

- Check that all safety equipment is on board and in working condition. At minimum, this includes personal flotation devices (PFDs), fire extinguishers, signaling devices, and lights. Always comply with applicable regulations.
- Check weather and water conditions and be prepared for changes.
- Keep all boat gates closed while the boat is under power in order to prevent falls overboard and injuries.
- Direct all passengers to remain seated while the boat is under power. Passengers should avoid any areas not designated for seating, including the bow, transom, railings, sundeck, and furniture backrests. Swivel fishing seats should not be used if the boat is moving faster than five miles per hour.
- Never allow anyone to operate the boat while under the influence of drugs or alcohol.
- If you are planning a trip on a large waterway, be sure someone on shore knows where you plan to be.
- Check that the bilge drain plug is installed properly.
- Check that no fuel, oil or water is leaking or has leaked into the bilge compartment.
- Check all hoses and connections for leakage and damage.
- Check the propeller for damage.
- Check the engine cooling water intake pick-up for blockage.

## THE ENVIRONMENT

It is a boater's responsibility to protect the natural environment by keeping our waterways clean.

Don't put anything in the water you wouldn't want to eat or drink!

### CONSERVE FISHERY RESOURCES

There is a tremendous drain on our fishery resources. Over-fishing and pollution have strained the fish population. Do your part by keeping only what you will eat by practicing catch-and-release.

### FOREIGN SPECIES

If you trailer your boat from lake to lake, you may unknowingly introduce a foreign aquatic species from one lake to the next. Thoroughly clean the boat below the water line, remove all weeds and algae, and drain the bilge and livewells before launching the boat in a new body of water. See the Aquatic Invasive Species (AIS) section for further information.

### FUEL AND OIL SPILLAGE

The spilling of fuel or oil into our waterways contaminates the environment and is dangerous to wildlife. Never discharge or dispose fuel or oil into the water; it is prohibited and you could be fined. There are two common, accidental types of discharge:

- Overfilling the fuel tank
- Pumping contaminated bilge water

#### **⚠ CAUTION**

**Fumes from rags can collect in bilge and be extremely hazardous. Never store rags used to wipe up fuel or solvent spills in the boat. Dispose of rags properly ashore.**

## WASTE DISPOSAL

Waste means all forms of garbage, plastics, recyclables, food, wood, detergents, sewerage and even fish parts in certain waters - in short, nearly everything. We recommend you bring back everything you take out with you for proper disposal ashore.

### EXCESSIVE NOISE

Noise means engine noise, radio noise or even yelling. Many bodies of water have adopted noise limits. Music and loud conversation can carry a considerable distance on water, especially at night.

### WAKE AND WASH

Be alert for NO WAKE zones. You may be responsible for any damage or injury caused by your wake/wash. Prior to entering a NO WAKE zone, come off plane to the slowest steerable speed.

### EXHAUST EMISSIONS

Increased exhaust emissions pollute our water and air. Keep your engine tuned and boat hull clean for peak performance..

### PAINTS

If your boat is kept in water where marine growth is a problem, the use of antifouling paint may reduce the growth rate. Check for regulations that may govern your paint choice.

### CLEANING AGENTS

Household cleaners should not be discharged into waterways. DO NOT use products which contain phosphates, chlorine, solvents, non-biodegradable, or petroleum based products. Citrus based cleaners are excellent for marine cleaning purposes and are safe for you and the environment.

## BE A RESPONSIBLE RIDER

At BRP, we believe there's an opportunity for everyone in the marine community to come together and rethink how we approach safety, boating etiquette, and the environment. We believe that when we empower all riders to ride responsibly—to look out for each other and safeguard our waterways—we inspire an industry to welcome newcomers, build a more caring community and generate positive experiences.

Wherever you take your Manitou, BRP is committed to driving positive change. That's why we're making the Responsible Rider program a key part of our Corporate Social Responsibility initiative through action, education and community empowerment.

To learn more about Responsible Rider, including tips and tricks on safety, riding etiquette and the environment, visit [www.manitoupontoonboats.com/responsible-rider](http://www.manitoupontoonboats.com/responsible-rider). Or, use the following QR code.

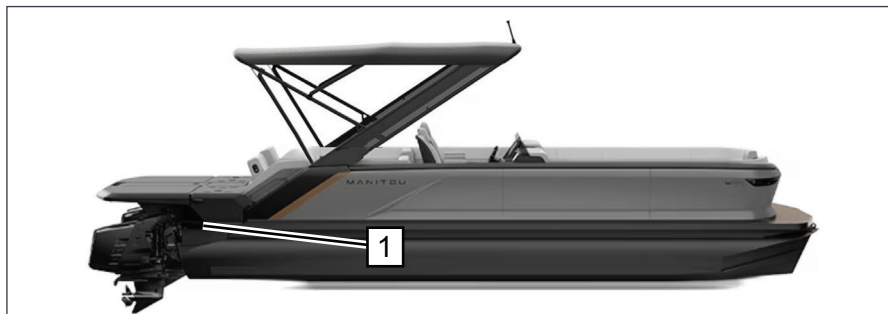


# ABOUT YOUR MANITOU

## BOAT IDENTIFICATION

A permanent record of your boat is maintained by BRP Marine US, Inc. Tracked using your boat's Hull Identification Number (HIN), this record includes information on your boat's equipment and accessories, the name of the dealership from which you purchased it, and the date it was shipped.

The HIN tag is attached to the riser on the starboard side of the boat near the stern. It must not be removed or altered in any way as regulated by federal law. The HIN should also be listed on your registration.



HIN Tag Location

Safeguard information about your boat by recording the Hull Identification Number (HIN) and model of your boat, and model and serial numbers of the engine, trailer, trolling motor, and other accessories. A form is available in the Reference section of this guide. Also, store a copy of these numbers away from your boat. In the event of theft, damage, etc., submit these numbers to the local authorities, your insurance agent and your dealer.

## INTENDED USE

Manitou boats are designed for boating on inland waterways, rivers, lakes, and bays only. It is important to understand that dangerous situations that can arise from the misuse of your Manitou boat.

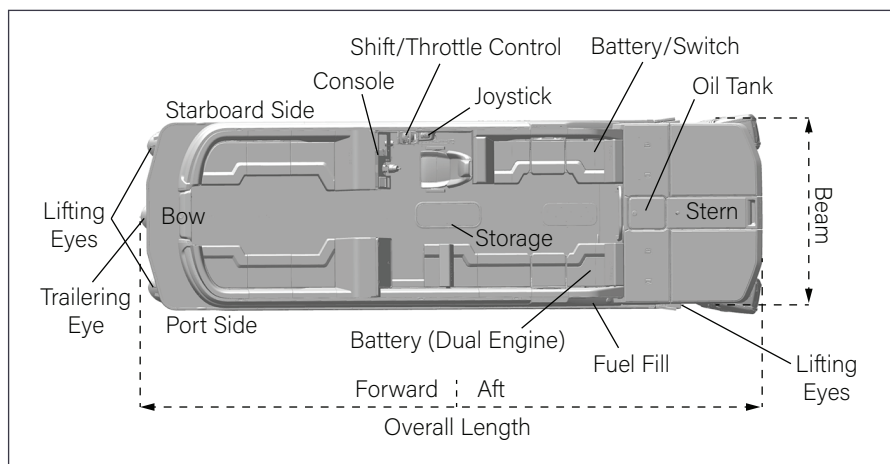
Dangerous situations include those in which swells and high waves may damage your boat, cause an operator to lose control of the boat, and put passengers in harm's way. As such, all Great Lakes and ocean use should be strictly avoided.

Do not use your Manitou boat to pull a parasail, kite, glider, or any other device that may become airborne



# BEFORE LEAVING THE DOCK

## COMPONENT LOCATIONS



**NOTE:** Some component locations may differ with boat model.

Before taking your Manitou out for the first time, become familiar with the boat itself.

- Sit in the captain's chair and make sure you know what buttons and switches control various features.
- Familiarize yourself with how to read each gauge on your boat's control panel.
- Locate all required safety equipment.
- Ensure that any other individual who may be operating your boat has also completed these steps.

For more detailed information, refer to the appropriate sections of this Guide, as well as any additional manuals in your Owner's Packet.

## FUEL REQUIREMENTS

Refer to the manual for your outboard engine regarding recommended octane ratings specific to your engine. As a minimum, unleaded gasoline with an AKI (R+M)/2 octane rating of 87 should be used unless otherwise stated in the engine specifications.

Be aware that ethanol blended fuels attract and hold moisture which may lead to fuel phase separation and can result in engine performance problems, including:

- Vapor lock or fuel starvation
- Starting and operating difficulties
- Deterioration of rubber or plastic parts
- Corrosion of metal parts
- Damage to internal engine parts

When purchasing fuel for your boat, consider these recommendations:

#### NOTICE

**Risk of damage to boat or engine parts caused by alcohol blended fuels.**

- Do NOT use fuel from fuel pumps labeled E85.
- Use of fuel labeled E15 is prohibited by U.S. EPA Regulations.
- Never experiment with other fuels.

**REC-90 FUEL** is an ethanol-free, 90-octane unleaded gasoline blend for use in marine engines. Ethanol found in other gasoline blends can damage marine engines.

**BIOBUTANOL** blended fuel (either isobutanol or n-butanol) up to 16.1% by volume may be used in all Manitou boats. Biobutanol is a four-carbon alcohol produced from renewable, plant-derived energy sources. It does not phase separate in the presence of water like ethanol and is less corrosive to fuel system components such as fuel tanks, fuel fittings and hoses.

#### USE IN THE EUROPEAN UNION

The Deployment of Alternative Fuels Infrastructure Directive 2014/94/EU provides harmonized labeling across Europe to effectively assist consumers in identifying the compatibility of fuels supplied at refueling points with an engine. All Manitou boats are compatible with up to 10% ethanol fuel blends (E10). The decal shown should be present near the fuel filler cap of all recreational vessels.



**E10**

#### FUELING PROCEDURE

#### ⚠ DANGER

**Risk of death, serious injury or property damage resulting from fire or explosion of Gasoline vapors.**

- Gasoline is extremely flammable and highly explosive under certain conditions.
- Leaking fuel is a fire and explosion hazard. Regularly examine your boat's fuel system for leaks or corrosion.
- If at any time, gasoline leaks/odors are found, do not start the engine.
- Follow the instructions in this section explicitly.

Before any boating excursion, make sure there is enough fuel in the tank for the trip out and back, plus a reserve. Fuel level is displayed on the instrument cluster.

When adding fuel to your boat's fuel tank, follow these steps:

1. Stop the engine.
2. Extinguish all lit cigarettes or any other nearby open flames.
3. Working in a well-ventilated area, remove the fuel tank cap. The contents may be under pressure; remove the cap carefully.
4. Insert the fuel supply nozzle into the filler neck
5. Fill the tank slowly so the air can escape and prevent fuel backflow.

**NOTE:** If fuel cannot be pumped into the tank at a reasonable rate, contact your Manitou dealer.

6. After filling the tank to approximately 25 percent capacity, stop the pump, and inspect the engine and fuel tank area for signs of possible leaks or other issues.
7. If no issues are detected, continue pumping.  
**NOTE:** It is important to manually control the pump. Do not use the automatic shut-off valve on the nozzle. Instead, stand by the tank and control the pump manually.
8. Stop filling the tank before fuel overflow occurs. This leaves space in the tank for thermal expansion. Do not overfill.  
Remember that gasoline is most often pumped from underground tanks so it is cooler than the outside air. As the gasoline warms, it will expand. This can cause a fuel tank overflow if the tank is completely full.
9. Replace fuel tank cap.

## ENGINE OIL REQUIREMENTS

Boats equipped with Rotax S Outboard engines include a boat mounted oil injection supply tank. (For other outboard types, refer to the specific outboard Operator's Guide for oil requirements.)

Before any boating excursion, make sure there is enough of the proper oil in the tank to prevent an oil related failure. Oil level is displayed on the instrument cluster.

### NOTICE

**Risk of damage to outboard engine parts caused by improper lubrication.**

—DO NOT add automotive type 4—stroke oils to 2—stroke engine oil tank(s).

—DO NOT add oil to the fuel.

—Failure to follow oil specifications could void the outboard warranty if a lubrication related failure occurs.

—When operating in conditions under 32°F (0° C), BRP XPS Marine XD100™ oil must be used.

The following 2—stroke outboard oils are recommended for use with Rotax outboards:

- BRP XPS Marine XD100™ Direct Injection Oil
- BRP XPS Marine XD50™ 2—Stroke Oil
- Synthetic TC-W3 NMMA-certified oil

For boat models with a single Rotax S engine, the oil tank is located on the port side of the swim platform.

**NOTE:** For twin tube models, oil fill is under the port rear seat.

For boat models with twin Rotax S engines, the oil tank is located in the center of the swim platform under the rear rigging hatch.



# BOARDING AND LOADING

⚠️ WARNING

Risk of serious personal injury, death, or property damage.

- Never exceed the number of persons or weight capacity stated on the capacity plate.
- Excessive weight at the bow of your boat can cause the nose to dive underwater, resulting in rapid deceleration and possible displacement of persons or gear.
- Do not sit on the bow or swim platform of the boat while it is under power.
- Secure loose items in a storage compartment while the the boat is moving.

## CAPACITY

As the captain, you are responsible for properly loading the boat and ensuring your passengers are safely seated and secure.

A plate showing the maximum person, weight, and horsepower capacities of your Manitou boat is located on the captain's stand.

**NOTE:** The weight rating includes the engine, people, and all gear. Person capacity is limited by the total weight of persons. Proper seating available on the boat limits the total number of passengers. Refer to the Seating Location section of this guide for acceptable seating.

The limits defined on the capacity plate applies in good to moderate weather conditions. Reduce the load if weather conditions include high winds, rough seas, fog, storm warnings, or small craft advisories.

Onboard weight distribution affects the ride and handling of your boat. It is important to disperse the weight of passengers and onboard gear evenly in your boat. Avoid excessive weight at either the bow or the stern of the boat.

## STOWING GEAR

To avoid loss overboard, tripping and falling hazards, or problems with boat operation, loose items should be stowed in the boat's storage compartments before your departure from the shore or dock. When loading large or awkwardly shaped items onto your boat, do not attempt to carry them on board yourself. Instead, pass the object to a person who is already on the boat; or, set the gear on the dock, board the boat and then pick-up the gear. Use the same principle when unloading the boat.

MAXIMUM CAPACITIES

13 PERSONS OR 1835 LBS.

2650 LBS, PERSONS, MOTOR, GEAR  
300 H.P. MOTOR

THIS BOAT COMPLIES WITH U.S. COAST GUARD SAFETY STANDARDS IN EFFECT ON THE DATE OF CERTIFICATION MEETS U.S. EPA EVAP STANDARDS USING CERTIFIED COMPONENTS.  
MFGR: TRITON INDUSTRIES, INC. MANITOU PONTOON BOATS  
MODEL: MB 23 SHP II LANSING, MI

DESIGN COMPLIANCE WITH NMMA REQUIREMENTS IS VERIFIED. MANUFACTURER RESPONSIBLE FOR PRODUCTION CONTROL.

NMMA  
CERTIFIED  
only AIBYC member

NATIONAL MARINE  
MANUFACTURERS ASSOCIATION

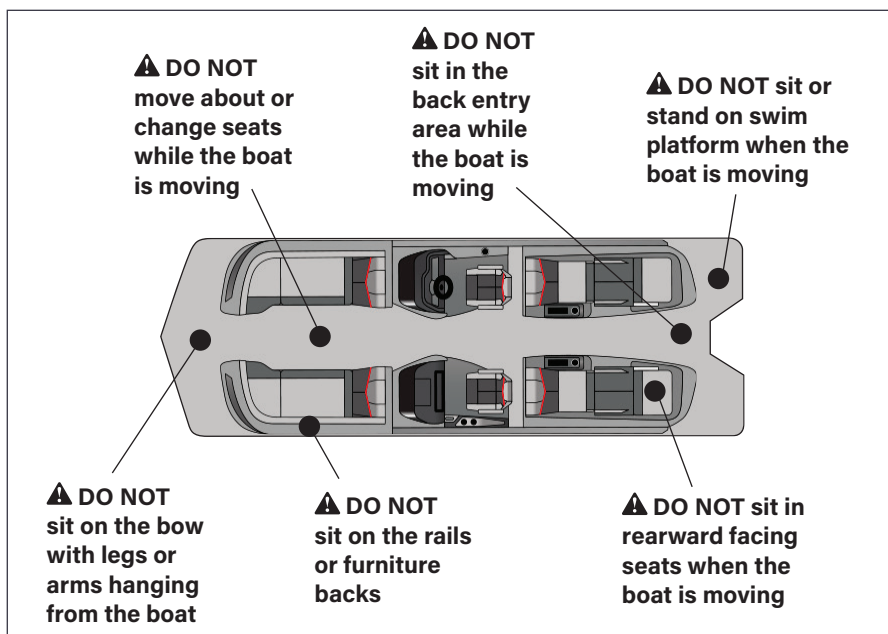
## SEATING YOUR PASSENGERS

Require your passengers to board the boat in an orderly and careful manner, one person at a time. Prohibit jumping into the boat or entering by climbing onto the boat tubes. Always use a boarding ladder when entering or exiting from the water.

Each passenger must be seated and secure while the boat is underway. Swivel seats, if applicable, must be locked and secured while the boat is underway. Ensure all gates are closed and secured. Occupy designated seating positions first before utilizing alternate seating positions. Refer to Seating Positions in the References section of this guide.

Remember to balance the load fore to aft and side to side. Allow shifts in position only after stopping or slowing the boat.

Review the following safety rules with your passengers. Note that while your boat's floorplan may differ from that shown in the following diagram, the same safety rules apply.



# OPERATING YOUR MANITOU

## SAFE OPERATION

### **WARNING**

**Risk of serious injury or death to you or others, as well as property damage.**

**–Review all information in this section thoroughly.**

Boating safety is a serious issue. You are responsible for your own safety, the safety of your passengers, and the safety of fellow waterway users. Most accidents can be avoided if the operator is completely familiar with the boat, its operation and can recognize potentially hazardous situations.

Use caution and common sense when operating your boat; don't take unnecessary chances.

In addition to any applicable safety laws, recommendations, or procedures, establish the habit of following these general safe-operation guidelines:

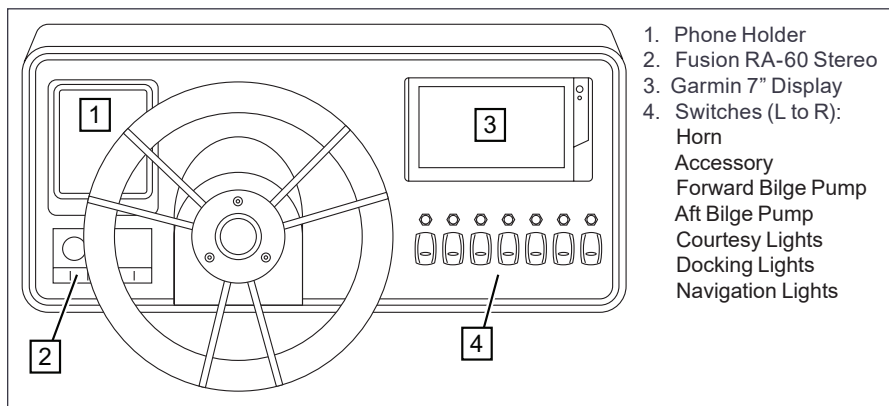
- Operators must read and understand all operating manuals supplied with the boat before operation.
- In case of an emergency involving the primary operator, confirm that at least one other person on board knows the basic and safe operations of the boat.
- DO NOT operate the boat while under the influence of alcohol or other drugs.
- Keep your boat and its equipment in a safe and usable condition. Regularly inspect the boat, engine, and safety equipment for any signs of damage or disrepair.
- Become familiar with the length of time it takes to stop your boat from various speeds. Remember that, unlike a car, a boat does not have brakes.
- Be sure to keep a watch for other boats, swimmers and obstructions in the water. Stay away from other boats and personal watercraft.
- Look before you turn the boat. In the presence of other boating traffic, you are obligated to maintain a course and speed unless it is safe to alter course and speed.
- DO NOT stand or allow passengers to stand in the boat, or sit on the transom, seat backs, engine cover or sides of the boat while the engine is running. You or others may be thrown from the boat.
- DO NOT leave children in the boat without adult supervision.
- Slow down when crossing waves or wake in order to minimize the impact on passengers and the boat.
- Be sure to securely attach the engine Emergency Stop switch lanyard to a part of your clothing, such as a belt loop, when operating the boat.
- Keep track of ski lines and dock lines so they do not become entangled in the propeller.
- DO NOT wrap ski lines or mooring lines around any body part which may become entangled in the line if you fall overboard and the boat is moving.



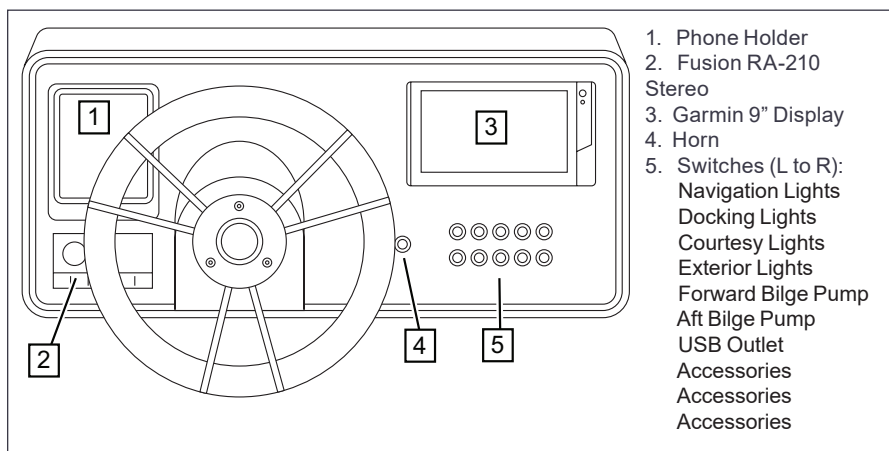
## INSTRUMENT PANEL DESCRIPTIONS

The instrument panel on the helm of your Manitou boat displays information about your engine and related systems. The panel also provides switching and controls for many of the electrical accessories on the boat. Switches and gauges present in the helm area vary by Manitou model. Use the diagrams that follow to locate your model.

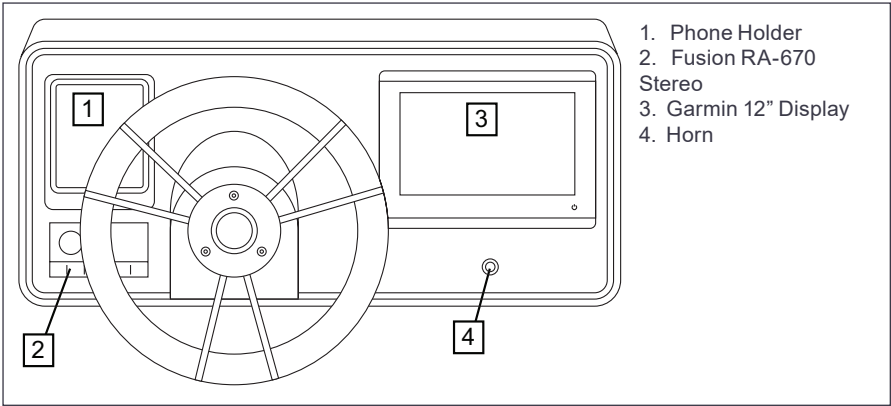
### CRUISE MODELS



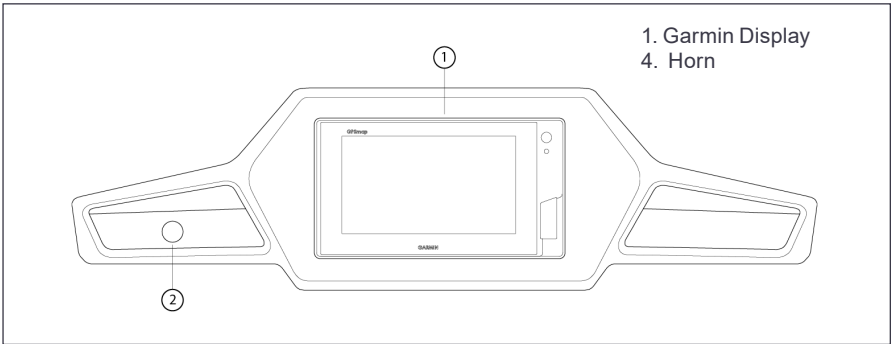
### EXPLORE MODELS



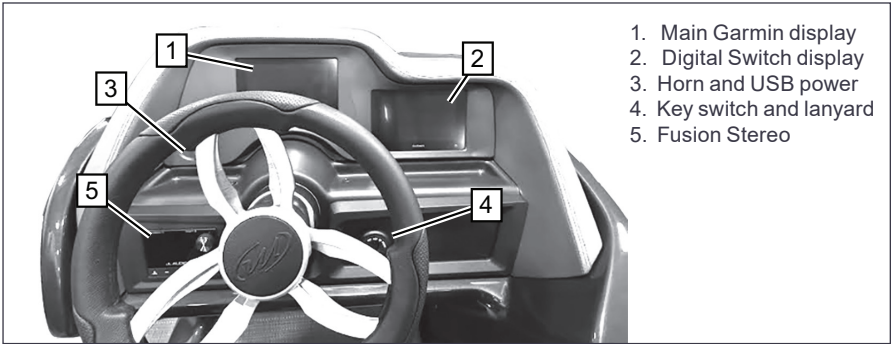
## EXPLORE DUAL ROTAX ENGINE MODELS



## LX MODELS



## XT MODELS



## DIGITAL DISPLAY AND CONTROLS

The Garmin® digital display provides information for monitoring your boat's performance. It allows you to view engine health messages, including diagnostic messages, fault alerts and parameter information. Some models include GPS and sonar capabilities.

On boat models with digital switching capabilities, display units also include touch-screen control of many of the boat's electrical components.

For information on using and customizing your digital display, review the Garmin® manual included in your owner's packet.

To clean your digital display, use a soft cloth. If necessary, you can also use window cleaner or alcohol to clean the glass portion of the display. Never use harsh or abrasive cleaners on the unit.

## ANALOG SWITCHES

On boat models without digital switching, electrical switches control the supply of power to your boat's components. Switches may be two-position (either on or off), or three-position (in which the center position is off). On a three-position switch, the switch position determines which components are activated. Some switches have an adjacent push-button reset breaker, and others have automotive-style fuses mounted inside the helm. These breakers and fuses protect the electrical components from damage by power surges.

**IMPORTANT:** If you reset a breaker and it immediately trips again, there may be an electrical problem that needs attention. Do not attempt a second reset. Consult your Manitou dealer for more information.

If you replace a breaker, replace it with the same size breaker. Note, too, that there are other switches that are not on the dash, such as the switches for the bilge and galley pumps. These have a pop-breaker near their location.

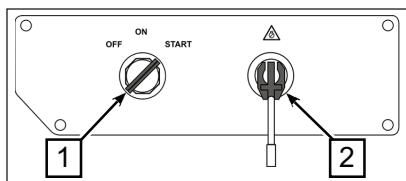
## ENTERTAINMENT SYSTEM

Manitou pontoons include premium sound systems in various configurations, including stereo/control units, speakers, power amplifiers, subwoofers, remotes and accessories.

For more information about your system, refer to the specific manual in your owner's packet.

## STARTING THE ENGINE(S)

Depending on the engine or engines installed, your boat will include one or more key switches located in the helm area. These switches are typically configured for standard Off-Run-Start operation. For more details, refer to the engine user guide or consult your dealer.



**Switch Panel**

1. Engine Key Switch
2. Emergency Stop Switch

**NOTE:** Before the engine(s) will start, the controls must be in neutral, the safety lanyard must be attached to the stop switch, and the battery switch must be turned on.

Follow these steps when starting your engine:

1. Make sure the emergency engine stop switch is in place and connected to the operator.
2. Place the shift/throttle control lever in neutral.
3. Turn the ignition key clockwise to the Start position. After the motor starts, release the key to the Run position.

## EMERGENCY STOP SWITCH AND LANYARD

### ⚠ WARNING

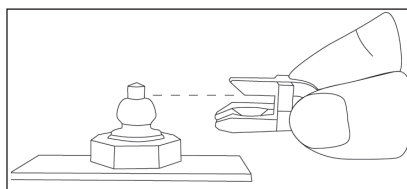
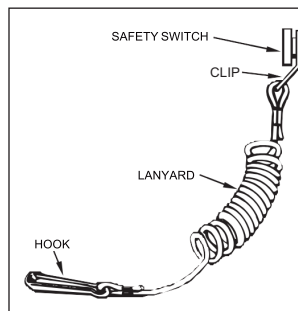
Risk of serious injury, death, or property damage.

- The stop switch lanyard must not be removed or modified. It must always be kept clear of any obstruction that could interfere with its operation.
- The driver should always attach the stop switch lanyard to his or her person when the engine is running to prevent a runaway boat.
- Avoid knocking or pulling the lanyard clip off the engine stop switch during normal boating. If the stop switch is activated, the boat can decelerate rapidly, causing passengers and gear to be ejected from their positions.
- The stop switch should be tested periodically to verify that the engines stop when the lanyard is disconnected.

United States Federal Law requires that all power boats are equipped with an emergency stop switch designed to stop the engine(s) if the operator unexpectedly leaves the helm. A second lanyard is included in the owner's pack. Ensure it remains in the boat at all times.

**NOTE:** The stop switch lanyard on your boat may differ from the one shown here.

- To attach the lanyard, slide the lanyard fork on to the safety switch so that the button is activated.
- When the boat is under power, the hook end of the lanyard should be attached securely to the driver so that, if the driver moves away, the lanyard will disconnect from the switch. This will stop the engine, preventing the boat from running without a driver present at the controls.



In an emergency situation, the engine can be started without the safety lanyard installed on the engine stop switch. While following the normal starting procedure, depress the engine stop switch and keep it depressed until safety is reached.

## SHIFT AND THROTTLE CONTROLS

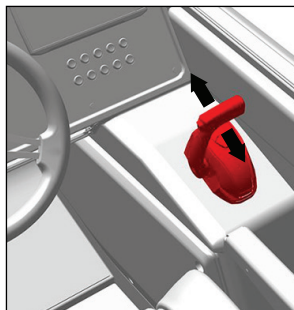
The shift and throttle control system on your boat will vary depending on the brand of motor and the steering options you have selected. The control system described in this section may vary slightly from the control on your boat. However, the functional principles should be similar. For specific maintenance, use, and safety information, refer to the owner's manual provided by the engine manufacturer.

Most systems use a single lever control that operates as both a gear shifter and a throttle. The lever automatically locks in the neutral (straight up and down) position for safety when starting. The lever can only be moved from neutral by pressing the neutral lock release button, which is usually on the underside of the handle.

### FORWARD AND REVERSE

To shift into forward, rotate the control lever forward between 15 and 35 degrees, until it reaches a detent. To shift into reverse, rotate the control lever backward.

- When shifting, always move the lever with a quick, decisive motion. Do not try to ease the engine into gear.
- When shifting between forward and reverse, always pause for a few seconds in neutral before reversing the propeller. This will prevent damage to the engine.



### BOAT SPEED

#### NOTICE

**Risk of damage to the bimini top. When the bimini top is open, maximum speed is:**

- Cruise Models (Standard Bimini): 20 MPH
- LX Models (Standard Bimini): 20 MPH
- LX Models (Power Bimini): 25 MPH
- LX/XT Models (Sport Arch): 45 MPH
- Explore Models (Sport Bimini): 50 MPH

**IMPORTANT:** Bimini tops should not be open under any circumstances when trailering your boat. Refer to the Trailering section later in this guide.

Boat speed is increased by moving the control lever further in the direction selected. The best speed for your boat depends on several factors, including the trim angle, effects on fuel economy, traffic, and your experience. For more information, refer to the Safety While Boating section later in this Guide. In addition, consider the following:

- Boat speed has a direct effect on the captain's ability to steer the boat, especially in windy conditions. At very slow speeds, or when in neutral, steering can be reduced to zero.
- When maneuvering at slow speed, you can reverse the propeller to slow or stop the boat's forward movement.



- When moving in reverse, gradually increase boat speed. Accelerating at high speed while in reverse may create a wake that can flood the stern area of your boat.

The safest speed for your boat depends on water and weather conditions, your boating experience, and the amount of boat traffic present.

- Safe maneuvering speed is the maximum speed at which you can make sudden turns without risking loss of boat control.
- In rough water or high traffic, consider the time to stop your boat. Slower speeds provide more time to respond. For example, never travel directly behind another boat, especially a boat pulling a water skier. If the other boat stops suddenly, or the skier falls, you could collide with them in seconds.
- There are also minimum safe speeds for certain conditions. In high winds, it may be necessary increase speed to maintain headway or to keep the bow of the boat up to prevent waves from breaking over the deck. Careful experimentation in various conditions will help you learn the safe operating speed for your particular boat.

## DUAL ENGINE CONTROLS

Your Manitou boat may be equipped with dual engine controls. If you are unfamiliar with the operation of these controls, it is important to take time to learn more about how to safely and efficiently maneuver your boat using these controls.

Each lever of the dual engine control operates a single engine. The left (or port) lever adjusts the speed and rotational direction of the port-side engine. In the same way, the right (or starboard) lever operates the starboard-side engine. When the two levers are in the same position, the engines work together to move the boat in a straight line. When the two levers are in different positions, the boat responds by pivoting or spinning in one direction or the other, according to the positions used.

**NOTE:** Your boat may include a single lever mode, in which one lever will control both engines.

To master the operation of the dual engine control, first practice on the water in an area where there is no risk of collision or running aground. You will also want to practice docking maneuvers using the dual engine control. Remember at all times that boat speed affects the driver's ability to maneuver.

For boats equipped with dual Rotax S engines, the control includes the following additional features:

1. **POWERSYNC** Synchronize multiple engine RPMs and control multiple engines by combining shift and throttle functions with the push of a button. This allows operation of multi-engine boats by using a single control lever.
2. **ENGINE TRIM** A single master engine trim switch on the shift lever to controls all engines. Individual trim switches allow fine-tuning adjustments.
3. **F-N-R INDICATORS** Forward-Neutral-Reverse (F-N-R) indicators identify gear position.
4. **RPM TUNE** This exclusive feature is a virtual rpm cruise control ranging from idle to wide-open throttle. Press the "RPM" button on the control to fine-tune the engine rpm slightly higher or lower; this makes it easy to find the exact trolling speed or optimize fuel economy at cruise. Engine rpm is increased or decreased in 50 rpm increments.



## TRIMMING

The outboard engine can be trimmed to adjust your boat's angle for given loads and water conditions. Follow these performance tips for trimming your Manitou:

- In general, keep the engine trimmed down when accelerating and turning, but trim up while underway.
- Manitou V-Toon boats with higher horsepower engines are likely to ride higher in the water, allowing more rapid acceleration and greater responsiveness in turns.
- Avoid over-trimming. Too great a trim hinders performance and creates excessive engine noise and motor ventilation.

**NOTE:** On twin-tube boats, trimming the motor does not significantly affect the boat's riding attitude.

## POWER TRIM AND TILT SWITCH

The power trim and tilt switch is attached to the control lever grip. It is operated using your thumb. Pushing the switch upward trims and tilts the motor upward. Pushing the switch downward trims and tilts the motor downward. While the trim and tilt switch is in use, the trim gauge located on the instrument panel will indicate the angle of the propeller relative to the hull. As you push the switch up or down, the gauge should reflect this change.

## STEERING

Boat steering is affected by a number of forces, and is different from steering a car. A boat is not self-centering, and engine and propeller torque, trim tab settings, boat speed, and the actions of waves and currents can all affect steering. For a safe ride, a boat driver must pay constant attention to steering. Keep the following in mind as you steer your boat:

- Be aware that as you steer, the stern responds first by swinging in the opposite direction of the bow. The bow follows a smaller turning radius than the stern. When you are leaving the dock or trying to avoid an object in the water, awareness of this swing is critical.
- Leave plenty of room to make a turn.
- Slow the speed of your boat while turning, and avoid tight, fast turns. Sharp, high-speed turning can endanger your passengers and cause you to lose control of the vessel.
- Leaving the engine trimmed up when you are turning can result in engine ventilation. For more information about engine ventilation, please refer to the owner's manual for your engine.
- Trim the engine down for better handling, especially when you are making tight turns.
- If you are caught in heavy waves, head either directly into the waves or enter them at a slight angle. Reduce your speed, but maintain enough power to move your boat safely.

Your boat is equipped with one of the following steering systems:

- **TILT MECHANICAL SYSTEM:** As with the no-tilt mechanical system, the steering wheel connects to a cable that transfers the wheel's movement to the engine. However, with this steering system you will be able to adjust the tilt of your steering wheel on the helm. Use this feature to set the height and angle of the steering wheel for your comfort.
- **HYDRAULIC SYSTEM:** With this steering system, the steering wheel movement pumps hydraulic fluid through the hoses to a cylinder that transfers movement to the engine. A hydraulic steering system makes controlling the boat easier because turning the steering wheel requires less force.
- **POWER ASSIST STEERING:** The power assist unit uses an electronically controlled hydraulic pump to provide steering power to your steering system. Power assist steering provides the driver with an automotivestyle steering experience, even with larger outboard engines.
- **ELECTRO HYDRAULIC SYSTEM:** This system contains an electric steering helm unit that provides the steering position electronically to an onboard hydraulic pump. This pump subsequently steers the engines.
- **FULLY ELECTRIC SYSTEM:** This system has an electronic helm unit and electric steering actuators. The system is fully electronic which removes the need for bulky rigging related to pumps and hydraulic hoses.
- **JOYSTICK UPGRADE:** The joystick upgrade can be added to select dual engine boats. The joystick allows for effortless rotation, translation, or forward/backward motion of the boat. See the joystick steering section below for operation details.

All steering systems require periodic maintenance to remain trouble-free and safe. Regular checks are essential. Visually inspect the cables at least twice each month during boating season. If you detect problems in the steering system, do not use the boat until your dealer has inspected the system and resolved the problem.

Be aware that steering varies from boat to boat, depending on the engine and make of boat. Getting a feel for your own boat's steering system is important. Before each outing, turn the wheel a full turn from left to right. Check that the outboard engine is turning correctly, freely, and smoothly.

## AUTOPILOT & AUTOMATIC SET POINT FUNCTIONS (IF EQUIPPED)

### **WARNING**

**Risk of serious injury, death, or property damage.**

**Autopilot or any automatic engine features will make components move automatically.**

**—The driver must always perform active supervision when using any automatic engines features.**

**—Always make sure no swimmers or other obstacles are near the engine or the engine propeller area, especially when these automatic functions are activated.**

**IMPORTANT:** Auto-pilot is not approved for Explore Max models with twin Rotax iDock engines.

An autopilot or an automatic set point function will allow your boat to automatically hold a course, a heading, a position or a drift point by controlling the engine(s).

Some engines are equipped with an automatic engine control systems. These automated systems do not constitute a replacement for the driver.

The driver is responsible at all time for the safety of the boat's occupants and its surroundings.

Refer to the controls manual provided with the owner's packet for details of operation of these automatic functions.

## DOCKING

### **⚠ WARNING**

**Risk of serious injury.**

—Never use your hands or feet to push your boat away from a dock. Use a boat hook or other suitable device.

Always approach a dock slowly, and ideally against the wind or current. As your boat nears the dock, swing the boat parallel to the structure. If the wind or current is from the stern of your boat, approach the dock slowly at a slight angle, with the engine in slow reverse.

Tie down your boat on the downwind side of the dock. Use fenders over the side between the boat and the dock to protect your boat from damage.

## IDOCK JOYSTICK SYSTEM

Dual Rotax models with a joystick utilize the iDock system, which is designed to provide precise control of slow-speed docking maneuvers.

**NOTE:** For models with other outboard engines, refer to the owner's manual provided by the engine manufacturer.

- During normal operation, the boat is controlled in the usual manner using the steering wheel (helm) and remote controls.
- When switched to Joystick Mode, the helm and remote controls are disabled and all control is transferred to the joystick.
- Joystick inputs control all motion, including forward and reverse, left and right turns, and speed.



### **⚠ WARNING**

**Risk of serious injury, death, or property damage.**

Failure to properly understand and operate the iDock System can result in loss of control resulting in a collision or ejection from the boat.

—Every operator of the system should be familiar with the following instructions.

—It is recommended that all operators practice using the joystick in all operating ranges before engaging in docking maneuvers.

## TRANSFERRING TO AND FROM JOYSTICK MODE (IDOCK)

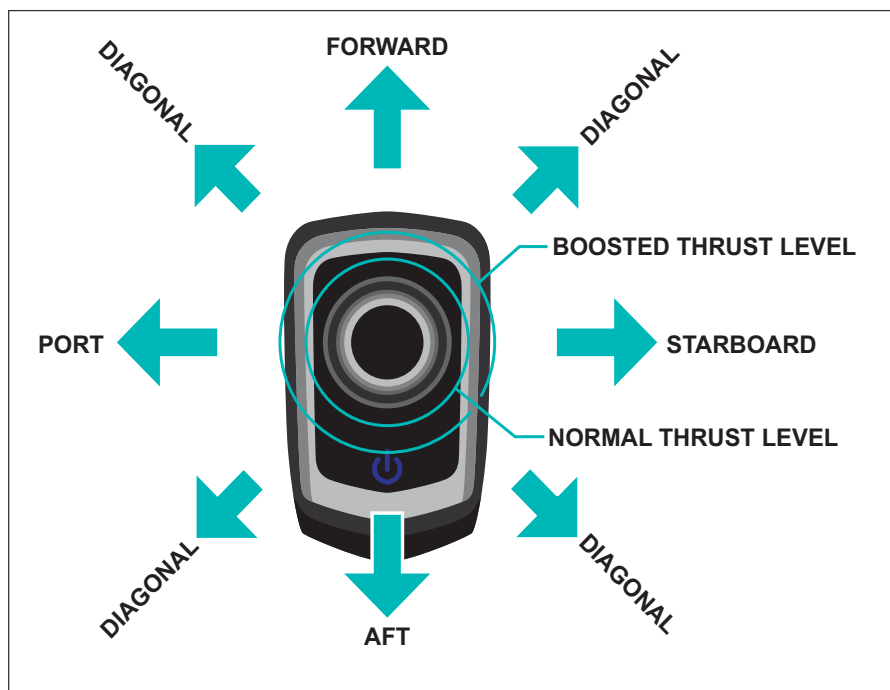
**NOTE:** For models with other outboard engines, refer to the owner's manual provided by the engine manufacturer.

To transfer to joystick mode, move the throttle control levers to the NEUTRAL position and push the power button on the joystick. The power button will be illuminated in blue when joystick mode is enabled.

To transfer out of joystick mode and back to binnacle control, push the RPM+ button on the binnacle. The LED lights on the binnacle will become illuminated when the binnacle is in control.

**NOTE:** The binnacle levers must be in the NEUTRAL position to transfer out of joystick mode.

Refer to the image below for the operating ranges of the joystick before starting any joystick use.

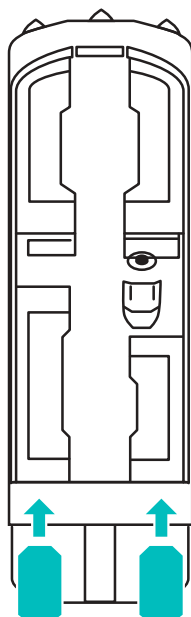




## FORWARD

While in joystick control, push the joystick forward to move the boat forward.

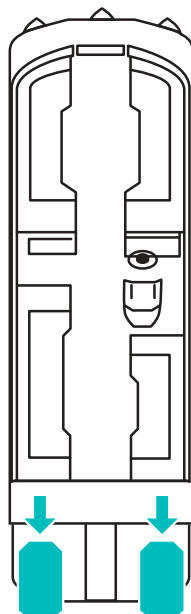
- When the joystick is pushed forward, both the port and the starboard engines will apply forward thrust.
- To increase the movement, push the joystick harder (past the detent) in the forward direction.
- To turn the boat to port while moving the boat forward, twist the joystick counterclockwise.
- To turn the boat to starboard while moving forward, twist the joystick clockwise.
- To correct for over steering, let go of the joystick to allow the joystick to return to the center position or push the joystick aft.



## AFT

While in joystick control, move the joystick back to move the boat aft.

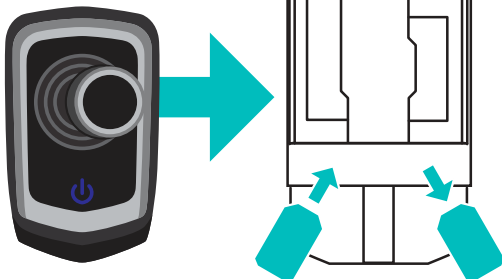
- When the joystick is pushed aft, both the port and starboard engines will provide reverse thrust to move the vessel aft.
- To increase the movement, push the joystick harder (past the detent) in the aft direction.
- To turn the boat to port while moving the boat aft, twist the joystick counterclockwise.
- To turn the boat to starboard while moving aft, twist the joystick clockwise.
- To correct for over steering aft, let go of the joystick to allow the joystick to return to the center position or push the joystick forward.



## STARBOARD

While in joystick control, move the joystick to the right to move the boat to starboard.

- When the joystick is pushed to starboard, the port engine will provide reverse thrust while the starboard engine will provide forward thrust to walk the boat starboard.
- To increase the movement, push the joystick harder (past the detent) in the starboard/right direction.
- To move the boat forward while moving the boat to starboard, push the joystick forward.
- To move the boat aft while moving in a starboard direction, push the joystick aft.
- To correct for over steering, let go of the joystick to allow the joystick to return to the center position or push the joystick left.

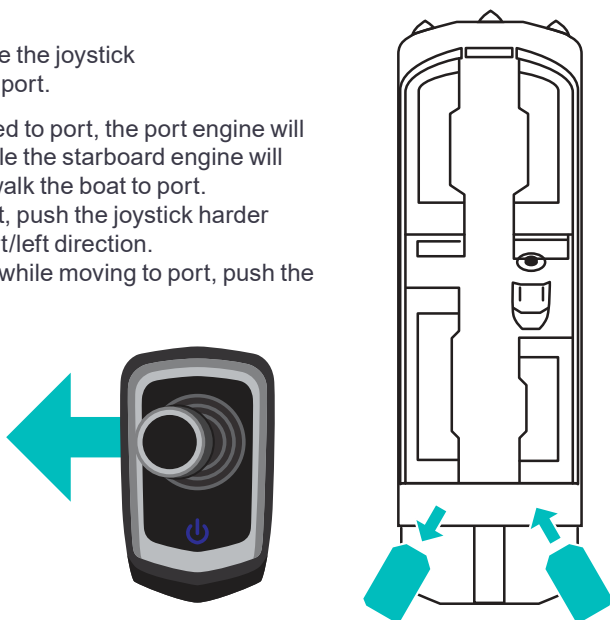


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## PORT

While in joystick control, move the joystick to the left to move the boat to port.

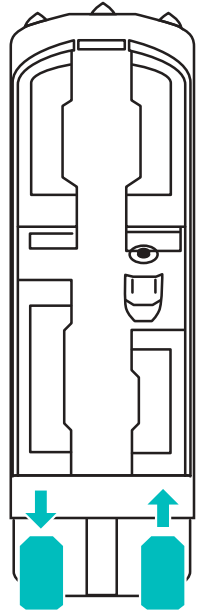
- When the joystick is pushed to port, the port engine will provide forward thrust while the starboard engine will provide reverse thrust to walk the boat to port.
- To increase the movement, push the joystick harder (past the detent) in the port/left direction.
- To move the boat forward while moving to port, push the joystick forward.
- To move the boat aft while moving to port, push the joystick aft.
- To correct for over steering, let go of the joystick to allow the joystick to return to the center position or push the joystick right.



## PORT SPIN

While in joystick control, twist the joystick counterclockwise to spin the boat to port.

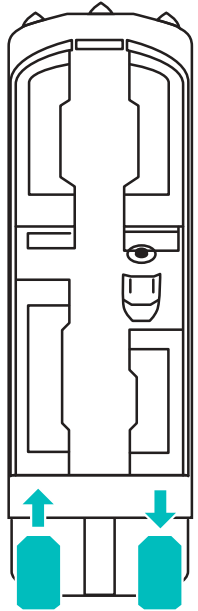
- When the joystick is turned counterclockwise, the port engine will provide reverse thrust and the starboard engine will provide forward thrust to spin the boat to port.
- To increase the movement, twist the joystick further counterclockwise.
- To move the boat forward while in a port spin, move the joystick forward.
- To move the boat aft while in a port spin, move the joystick aft.
- To correct for over steering in a port spin, let go of the joystick to allow the joystick to return to the center position or twist the joystick clockwise.



## STARBOARD SPIN

While in joystick control, twist the joystick clockwise to spin the boat to starboard.

- When the joystick is turned clockwise, the port engine will provide forward thrust while the starboard engine will provide reverse thrust to spin the vessel starboard.
- To increase the movement, twist the joystick further clockwise.
- To move the boat forward while in a starboard spin, move the joystick forward.
- To move the boat aft while in a starboard spin, move the joystick aft.
- To correct for over steering in a starboard spin, let go of the joystick to allow the joystick to return to the center position or twist the joystick counterclockwise.



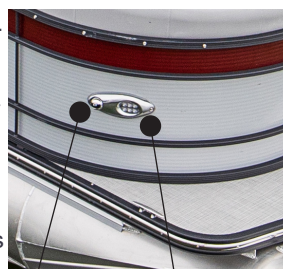
# USING ACCESSORY EQUIPMENT

## LIGHTS

The lights on your Manitou boat serve different purposes. Some are for navigation and safety needs, while others are for your comfort and convenience. The lights present on your Manitou boat vary by model. Please contact your Manitou dealer before adding any extra lights to your boat. Navigation Lights, Including Stern and Bow Lights

Boats must display navigation lights when they are being operated between sunset and sunrise and during periods of poor visibility, including rain and fog. These lights help to alert other boaters of your presence and course.

Follow all laws concerning the use of navigation lights. The green navigation light is always on the starboard (right) side of the boat. The red navigation light is always on the port (left) side of the boat. Please keep this information in mind as you see other boats approaching you on the water.



Navigation  
Light

Docking  
Light

**NOTE:** The appearance of the docking and navigation lights on your boat may differ from those shown here.

## DOCKING LIGHTS

Docking lights are intended to be used only while you are docking the boat at night. Do not use these lights while cruising on the water. The lights are very bright, and may temporarily blind other drivers.

## ANCHOR LIGHT

The anchor light is a white light located on the top of your bimini, sport arch, or tower. Use this light while your boat is anchored on the water after dark so that other boaters can see your boat. It must also be used while the boat is underway after dark, with the three position Anchor/ Navigation switch set to the navigation position.

While at rest, with the anchor down, set the switch to the anchor setting. Once underway again, return the switch to the navigation position.

**NOTE:** It is important to know and follow all laws related to the use of the anchor light.



## LIVEWELL

Your Manitou boat may be equipped with a livewell. A livewell is a tank used to keep bait and harvested fish alive. The livewell is aerated by the fresh water that is pumped into the tank.

You can turn the livewell pump on and off manually by using the designated accessory switch in the helm area. When this switch is in the On position, the pump runs continuously.

It is important to be aware of water and air temperatures to determine when and how often you should aerate the livewell. The pump draws water from below the waterline of the boat and pumps it into the livewell tank through the aerator head. The aerator head can be adjusted to control the volume of water flowing into the livewell tank. Oxygen content increases as incoming water hits the surface of the water already in the livewell tank. This added oxygen helps keep fish in the livewell alive.

**NOTE:** The pump works best when the boat is at rest or moving very slowly. At faster speeds, the pump is unable to draw water.

The stand pipe overflow tube keeps your livewell tank from overflowing with water. It sets the maximum water level allowed in the tank. As water enters and fills up the tank, the stand pipe allows the overflow to drain out below the deck of the boat. Stand pipes can be cut down if lower water levels are desired. For additional information, consult your Manitou dealer.

## CONVERTIBLE TOPS

### SPORT ARCH

Manitou LX and XT boat models are equipped with a sport arch. The sport arch should be in the raised position most of the time, including during trailering. Some circumstances, such as passing under a low bridge while on the water or fitting under a lift at a dock, may require lowering the sport arch. The sport arch is lowered and raised via the digital display. The bimini top (if equipped) is designed to be open when operating at speeds less than 45 MPH.



#### **⚠ CAUTION**

**If an arch is present on your Manitou boat, note the arch must be in a raised position during trailering.**

## MAX DECK

The pivoting cover of the MAX Deck swim platform can be manually lifted to a vertical position to access integrated Rotax S engine or the stern lifting eyes. To achieve the vertical position, the two bungee cords must be detached from the pivoting cover.

Stand clear of the swim platform when raising or lowering the integrated Rotax S engine. When tilted up, the outboard engine will push open the pivoting cover, creating a pinch point hazard. Personal injury can result from contact with the moving cover.



### **⚠ WARNING**

**Always confirm that the bungee cords are re-attached and secured on the pivoting cover after service or maintenance operations have been performed. Severe injury or death could occur from the unattached pivoting cover striking an occupant in the event of an underwater impact with the outboard engine.**

### **⚠ WARNING**

**Avoid severe injury or death from the pivoting cover suddenly dropping down. Always secure the pivoting cover in the vertical position or remove it from the platform, when disconnecting the bungee cords.**

### **⚠ WARNING**

**Do not mount anything to the surface of the pivoting cover. Serious injury or death could occur from flying objects as a result of the outboard engine impacting an underwater object and forcing the pivoting cover open.**

## LINQ ACCESSORIES

Only install accessories that are compatible with the LinQ anchor system.

To use retractable LinQ anchors, lift them, making sure they are fully extended and locked. Refer to the accessory instruction sheet for proper installation. To lower the LinQ anchors when not in use, squeeze tabs then push down.

### **⚠ CAUTION**

**The LinQ attachment points are used to carry accessories and should always be retracted when not in use to reduce the risk of injury.**

## STERN BOARDING LADDER

The stern boarding ladder is located in the stern of the boat and comes as a standard feature. Do not leave your ladder deployed while the boat is under power.

### **WARNING**

#### **Risk of serious injury.**

- Do not use ladder while the engine is running.
- Swimmers must not exit or enter the boat when the engine is running or the propeller is in motion.
- Always use a boarding ladder to enter and exit your boat. Do not climb on the boat tubes.
- The maximum weight rating for the ladder is 300 pounds.

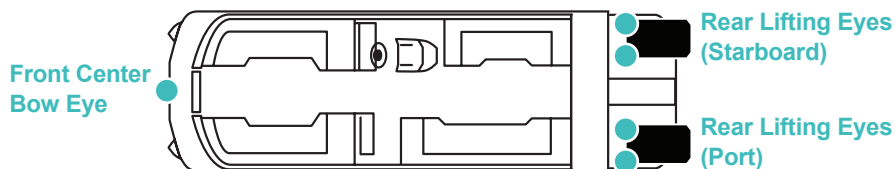


# TRANSPORTING YOUR MANITOU

## LIFTING THE BOAT

Be aware of your boat's designated secure locations for:

- Anchoring/Mooring: Front Center Bow Eye and Rear Lifting Eyes
- Trailering/Loading: Front Center Bow Eye



### NOTICE

**Risk of damage to the boat.**

**—DO NOT lift the boat using the front center bow eye. If lifted from this location damage will occur**



## TRAILERING THE BOAT

### WARNING

**Risk of serious injury or property damage.**

- DO NOT exceed your trailer's weight capacity.
- DO NOT exceed tow vehicle weight capacity.
- Always use safety chains between the trailer and tow vehicle.
- Wet trailer brakes may significantly increase stopping distances.
- The height of your trailered boat can be a safety factor during transport.
- For specific operation and safety instructions, refer to the trailer owner's manual.

### NOTICE

**Risk of damage to the boat and other property.**

- Do not trailer with the mooring cover installed.
- Make sure seat pads, table, accessories, loose items and cargo are stored and properly secured, or removed.
- Use a transom saver to support the motor. Tube or deck damage resulting from an unsupported motor may not be covered by warranty.
- Secure boat top or arch as recommended in the following procedures.

To avoid accidents, keep the full height of your trailered Manitou in mind at all times. Measure the height of your boat on the trailer and allow for an additional eight inches of clearance. Keep the following guidelines in mind:

- Check all routes, including fueling stations or other stops, for vertical clearance.
- Trailering your Manitou will require much wider turns than normal. Ensure all navigation rounds are sufficiently wide to execute these turns
- Stopping time and distance will be longer after loading your boat at a boat ramp because trailer brakes will be wet. After loading your boat onto the trailer, apply the brake several times at a slow speed to dry the brake pads.
- **IMPORTANT:** On Cruise and Explore models, DO NOT trailer with the bimini open or in the up and zipped ("radar") position. Instead, stow and secure the bimini top into the protection boot, lower the entire bimini down, and secure it using available T-pins and/or trailering brackets.
- **IMPORTANT:** On models with a sport arch, do not lower it before trailering. Make sure the arch is fully raised with the star knobs securely installed. If equipped with a bimini top (canvas), tightly secure it using all available straps.

## TOWING CAPACITY

Towing capacity is determined by several factors. The first factor is your vehicle's Gross Vehicle Weight Rating (GVWR). The GVWR is determined by the vehicle's manufacturer. It specifies the maximum weight that can be safely carried by the vehicle. The total weight of the vehicle, including passengers and cargo, can be compared to the GVWR to determine the weight capacity available for pulling a trailer.

Example: A truck has a GVWR of 9,600 pounds, and a curb weight of 6,600 pounds. This leaves a 3,000-pound carrying capacity.

Trailers also display a rating label that lists the maximum carrying capacity of the trailer, or Gross Trailer Weight Rating (GTWR). Do not exceed your trailer's GTWR at any time. Compare the total weight of the boat, including the engine, fuel, water and all other items being carried on the boat, to the GTWR.

## TONGUE WEIGHT

The tongue weight is the percentage of the total weight of the loaded trailer on its tongue, which is the V-shaped portion of the trailer that extends from the trailer frame to the coupler. The ideal tongue weight falls between five and ten percent of the GTWR.

Example: If the weight of the loaded trailer is 3,000 pounds, then the weight on the tongue should be no less than 150 pounds and no more than 300 pounds.

Excessive tongue weight causes the front end of the towing vehicle to sway during driving. Alternatively, insufficient tongue weight causes the trailer to sway or fishtail.

## TRAILER HITCH

Hitches are specified by five classes, labeled from Class I to Class V. These classes relate to the hitch's capacity in pounds.

Always use a hitch with the same class number as the trailer. Most boat trailers connect to a hitch ball that is connected to the towing vehicle. Note that the hitch coupler on your trailer must match the size of the hitch ball on your towing vehicle. The correct ball size needed is usually marked on the trailer coupler.

## BACKING A VEHICLE WITH A TRAILER

If you do not have experience backing up with a trailer, practice backing up with a trailer before you go to a launch ramp site. It is important to become accustomed to using your trailer. Do not oversteer when backing up. Instead, turn the steering wheel gradually. Enlist the help of someone familiar with maneuvering a trailer, and practice in an open area at first, until you get a feel for backing up safely.

**NOTE:** Backing up a trailer is the opposite of backing up your vehicle. If the trailer needs to travel to the right, you will turn the steering wheel to the left. The opposite is also true.

## LAUNCHING YOUR BOAT

Launch ramps are normally busy places, so be ready to launch before approaching the ramp. Prior to backing down the launch ramp, complete these steps:

1. Remove all tie-downs.
2. Load all personal gear.
3. Make sure drain plugs are installed on your boat.
4. Properly secure all loose gear.
5. Lock the winch and trailer unit. Leave trailer safety cable attached.
6. Inventory your safety equipment.
7. Disconnect the trailer wiring from your vehicle.

For a successful launch, take note of the following precautions:

- Confirm the length of the ramp and depth of the water. A short ramp can cause trailer damage.
- Ensure that the ramp is clear before you begin backing up.
- Once the boat is in the water, remove the trailer safety cable and back the boat off the trailer.

**NOTE:** If it is difficult to move the boat off its trailer, it may be necessary to back into deeper water.

- Tie off the boat and remove your trailer from the launch ramp immediately. This allows others to launch their boats.

## LOADING AND TRAILERING YOUR BOAT

### CAUTION

**The loading information and instructions provided in this manual are intended to provide general guidelines only. For additional information, refer to your trailer owner's manual.**

To load your boat onto its trailer, follow these steps:

1. Back the trailer down the ramp until the bunks are about three-quarters submerged in the water.
2. Place the towing vehicle in Park and set the parking brake.
3. Place blocks behind the towing vehicle's rear wheels.
4. In the boat, slowly approach the trailer with the engine is trimmed up to avoid hitting the shore bottom.
5. Center the boat on the support bunks and steer toward the winch stand. Use the winch if necessary to bring the boat up to the stop.
6. Once the boat is loaded, turn off the engine and tilt it up. Attach the safety cable and exit the ramp to allow others to load.
7. Connect the trailer light harness, and check all lights.
8. Secure the Bimini or Sport Arch as noted above.
9. Attach the tie-down straps and engine trailering bracket.

# MAINTAINING YOUR MANITOU

## FUEL SYSTEM

Your vessel's fuel system contains the following main components:

**FUEL TANK:** Contains gasoline that is delivered to the outboard engine via a fuel pick up tube and fuel lines. The fuel tank also contains a fuel fill line, fuel vent line, a fuel sending unit, and an evaporative emissions system.

**VENT LINE:** Responsible for allowing air into the fuel tank when fuel is depleted from the engine. This prevents negative pressure (i.e. vacuum) on the fuel tank as well as vapor lock. Venting also helps to allow trouble-free filling of the fuel tank.

**FUEL FILL LINE:** Delivers fuel from the exterior mounted fuel cap to the fuel tank

**FUEL SENDING UNIT:** Responsible for communicating the fuel level to the onboard computer. Fuel level is displayed on the onboard digital display.

**EVAPORATIVE EMISSIONS SYSTEM:** This system is responsible for reducing the amount of fuel vapors that escape to the atmosphere.

### WARNING

**Tampering with the fuel system is not recommended and can lead to fuel leaks, explosion injury or death. Service should only be performed by a trained technician. Please see your local Manitou dealer if you believe service to your system is required.**

## ELECTRICAL SYSTEM

All systems on your boat are powered by a 12-volt DC negative ground electrical system. This system has been fully inspected at the Manitou factory. It is recommended that any work involving adding electrical equipment to your boat be completed by your Manitou dealer. Incorrect wiring of electrical circuits can result in fire and damage to your boat's electrical system.

## BATTERIES

### WARNING

**Risk of severe personal injury and property damage.**

**Batteries contain sulfuric acid, which is caustic to skin, eyes, and lungs, as well as to many materials.**

**—Protect your eyes, skin, and clothing when working with your boat's battery.**

**—Do not store items in any of the battery or rigging compartments**

Batteries must be held securely in the battery tray. Check the battery connections. They should be clean and tight at all times. If you detect wiring damage anywhere on your boat, consult your Manitou dealer.

During periods in which you use your boat infrequently, “trickle-charge” your battery regularly to ensure that it will be ready for use when you need it. Follow all instructions in your battery owner’s manual.

Inspect the batteries frequently for cleanliness and tight connections. Confirm that they are tied down securely. The battery compartment should be well ventilated at all times. Please refer to your battery owner’s manual for further instructions.

If you need to replace a battery, install the same type that was originally mounted on your boat. The replacement battery must meet the minimum requirements specified by your engine owner’s manual.

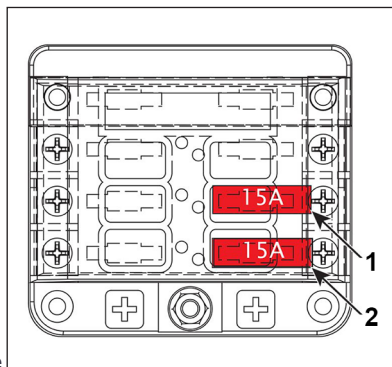
## FUSES

All Manitou models have a fuse block, as pictured. The fuse box is installed inside the driver’s console. Two fuses are installed.

**NOTE:** The fore and aft bilge pump float switches (constant power), as well as the horn, are connected to the console main power coming from the battery switch. This allows the bilge pumps to run automatically if the key switch is off, as long as the main battery switch is on.

On Cruise models, additional electrical circuits are protected by circuit breakers located above the rocker switches on the driver’s console.

Explore models are equipped with a digital switching module (DSM) that contains fuses for the additional circuits.



**Fuse Block**

1. Horn
2. Bilge Pump

## CORROSION

All metal parts of a boat, including the hull, are subject to corrosion. Two primary types of corrosion affect boats—galvanic corrosion and stray current corrosion. Both types of corrosion can occur in any water that is not pure, but are most often found in salty, brackish, high-mineral, or polluted waters. These types of waters are conductive. Since conductivity increases with water temperature, corrosive action is accelerated in warmer climates.

Bare hull or unpainted boat used in these water conditions must be removed from the water and rinsed off after each use. Keels and strakes require special attention during the rinse off. Bare hull boat must never be moored overnight, nor should they be stored on carpeted bunk-style trailers. Do not store an unprotected aluminum boat in salt water. Your Manitou dealer must check both the trailer and boat for internal stray current.

Anodes, if properly installed, will also help. Discuss this with your Manitou dealer. Replace anodes when corroded to 50% of their original size or weight.

**NOTE:** Damage to your Manitou boat due to marine corrosion is not covered under the Manitou warranty.

Never charge your batteries while the boat is sitting on its trailer, especially if the trailer has wooden or carpeted bunks. Instead, remove the battery from the boat before charging it.

**NOTE:** Even after you have rinsed your salt-water boat with fresh water, some salt will still be present. Salt buildup under the boats, often held by the trailer bunk wood or carpet, is an excellent electricity conductor and may cause corrosion if you choose to charge the battery while it is on board your trailered boat.

## FLUSHING THE ENGINE

### MODELS WITH SINGLE ROTAX S ENGINE

A freshwater flushing port is located on the port side of the swim platform next to the oil fill.

For twin tube boats, the oil fill is under the rear port of seat.



### MODELS WITH TWIN ROTAX S ENGINES

Two freshwater flushing ports are located on the center of the swim platform under the rear rigging hatch next to the oil fill.

## CLEANING YOUR MANITOU

Your Manitou boat is designed to provide lasting enjoyment now and into the future. In this section, you'll learn the best practices for cleaning each of the surfaces in your boat. Following these practices consistently will extend the life of the quality materials built into every boat.



If you are cleaning your boat on the water, confirm that any cleaning products used are safe for release into aquatic environments. Never wash non-biodegradable chemicals into waterways.

## ALUMINUM SURFACES

Rinse all aluminum surfaces of your boat regularly. Use water and mild detergents for cleaning and protecting the aluminum boat tubes. Do not use harsh chemicals or abrasives. Remove stains or light corrosion on the tubes with a high-quality metal polish. Remove algae, scum, or other marine growth while it is still wet, as these are difficult to remove once they dry.

**IMPORTANT:** Aluminum cleaners may react with factory treated tubes. **DO NOT** use aluminum cleaners on your Manitou boat hull.

**NOTE:** Over a period of time, unpainted bright aluminum surfaces will oxidize, taking on a dull gray appearance. This oxidized coating is normal and does not harm the aluminum.

## FLOORING

Manitou boats offer two types of flooring—vinyl and Compass HB. The care and maintenance of these flooring types is described in this section.

### VINYL FLOORING

#### NOTICE

**Heavy or sharp objects may permanently damage vinyl flooring.**

Your Manitou boat may have vinyl flooring. As with all flooring, this surface will benefit from regular cleaning. Follow these steps for cleaning vinyl flooring:

1. Rinse the vinyl flooring with cool water, and use a deck brush or other soft-to-medium stiffness brush to remove grime and debris.
2. Apply floor soap or cleanser with the brush, and allow the cleanser to penetrate and loosen the soil and debris for two to three minutes.
3. Lightly scrub the area with the brush, and then rinse the area with clear water.
4. If needed, repeat this process.
5. Certain substances can stain vinyl flooring. Avoid spilling chemicals, dyes and inks, and other materials. Rubber tires may also cause stains. When necessary, you may be able to remove some stains with a vinyl floor cleaner. Do not use harsh chemicals such as tar remover, acetone, kerosene, or oxalic acid. Test any new product in an inconspicuous location before use, and follow label directions carefully.

**NOTE:** Some cleaning products may make vinyl flooring slippery, during cleaning or afterward. When using unfamiliar products, test them carefully to reduce the likelihood of slips and falls.

Over time, the plywood subflooring on your Manitou boat may lift slightly at its seams. If a small ridge in your vinyl flooring becomes noticeable, it will not affect the integrity or longevity of your flooring.

## SPRADLING COMPASS HB™ FLOORING

Your Manitou boat may have Spradling Compass HB flooring. This flooring is a hybrid material that mixes both PVC and carpet yarns to make a highly durable surface well-suited to marine environments.

Caring for Spradling brand flooring is similar to caring for other types of marine flooring. Regularly remove soil and debris by vacuuming or hosing off the flooring. If a deeper cleaning is needed, standard carpet cleaning products may be used. Allow the flooring to dry completely before storing. Do not use acetone, Pine-Sol®, or citrus-based cleaners on your Compass HB flooring.

Follow the code to the right for information about Spradling cleaning product recommendations.



## EXPLORE MAX DECK CLEAN UP

Meguiars Mirror Glaze Swirl Remover 2.0 (#9) is recommended for cleaning and removing light blemishes from the textured surfaces of the plastic material on the Explore Max decks.



## FABRIC TOPS AND COVERS

Your Manitou boat includes a bimini top as a standard feature, and may also have a mooring cover or deck enclosure. These are made with Utopia HD® polyester fabrics designed for use in marine environments. This fabric is specially coated to resist water, sun, and mildew damage.

**NOTE:** Although the fabric they are made of is water resistant, bimini tops and boat covers are not leak-proof at their seams. To learn about available seam-sealing products, consult your Manitou dealer.

Top and cover fabrics can be cleaned to prevent the buildup of soil. Each month, brush off any loose dirt or debris, and then hose down the fabric with fresh water. If needed, use a mild detergent such as Ivory® or Woolite®. To avoid breaking down the water-repellant and mildewrepellant coating, do not allow soap or water to fully penetrate the fabric. Ensure quick drying by cleaning top and cover fabrics on a sunny day.

Clean each fabric item before any period in which it will be stored. Always avoid rolling or storing your fabric cover when it is wet or damp. Doing so can encourage the growth of mold and mildew.

**NOTE:** Mooring covers are not intended for winter storage. Please see the section titled “Storing Your Boat” in this manual for more information on storage practices.



To best maintain the fabric items on your Manitou boat, always observe the following recommendations:

- Protect fabric from sharp edges or corners. Repair all tears and rips immediately.
- Avoid parking your covered boat under trees. Tree sap contains chemicals that can break down fabrics.
- Do not allow water or heavy snow to stand or puddle on fabric items.
- Never machine wash and dry the fabric items.
- Do not use solvents to clean fabric items.
- Do not clean fabric items in a commercial car wash.
- Do not pressure wash or steam clean your fabric items.

## SNAPS AND ZIPPERS

The snaps and zippers on the fabric items on your new Manitou boat may be stiff at first, but will loosen with use. To ease the opening and closing of snaps, you can lubricate them with petroleum jelly. To protect the fabric from tears, do not pull on the cover to unsnap a row of snaps. Instead, proceed one-by-one, gripping the snap itself. Use care when starting a zipper to prevent damage. Never force a zipper to move.

## VINYL-COATED FABRICS

It is important to keep acrylic and Napa topcoat vinyl-coated fabrics clean and stain free. Before cleaning these fabrics, determine the level of soiling. Then follow the appropriate directions provided in this section.

**NOTE:** Always remove stains immediately.

### LIGHT SOILING

- Dampen a soft cloth with a solution of one part household liquid dish soap to nine parts warm water.
- Rub the soiled area gently.
- Rinse the area with a warm water-dampened cloth.

### HEAVY SOILING

- Dampen a soft white cloth with a solution of one part Formula 409® or Fantastik® to one part water.
- Rub the soiled area gently.
- Rinse the area with a warm water-dampened cloth.

### STAIN REMOVAL

- Dampen a soft white cloth with a solution of one part household bleach to nine parts water.
- Rub the soiled area gently.
- Rinse the area with a warm water-dampened cloth to fully remove the bleach solution.

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

## GENERAL PRECAUTIONS

There are a number of important things you and your passengers should be aware of in maintaining the vinyl-coated fabrics on your boat. Ensure that everyone observes the following precautions:

- Suntan lotion, tree pollen, and wet leaves can contain dyes that cause permanent stains on vinyl-coated fabrics. Avoid situations in which vinyl-coated fabrics may be exposed to these substances.
- Certain household cleaners, powdered abrasives, steel wool, and industrial cleaners can damage and discolor your vinyl-coated fabric items.
- Dry cleaning fluids and lacquer solvents should not be used on vinyl coated fabric. These substances will remove printed patterns and gloss.
- All waxes should be used with caution. Many waxes contain solvents and dyes that may permanently damage the protective coating of the vinyl-coated fabric.
- Never clean your vinyl-coated fabric items with a pressure washer. The force of the water is likely to cause damage.
- Never use kerosene, gasoline, or acetone to clean vinyl-coated fabric. These products will remove the protective coating.
- Do not use any silicone-based products. They will extract the plasticizer from the vinyl and leave the vinyl-coated fabric hard, brittle, and prone to cracking.

Under certain conditions, vinyl-coated fabrics may develop a condition known as “pink stain,” (or “pinking”). Although Manitou’s use of high quality materials and fabrication helps avoid this condition, the following precautions should be followed:

- Cover your boat when it is not in use. Be sure to allow adequate venting to avoid trapping moisture.
- Remove wet or damp towels, gear, or swimsuits from the boat as soon as possible.
- Control moisture in cabinets and lockers by leaving them open when possible, and by using moisture-absorbing desiccants.

## EXTERIOR SURFACE AND GRAPHICS CARE

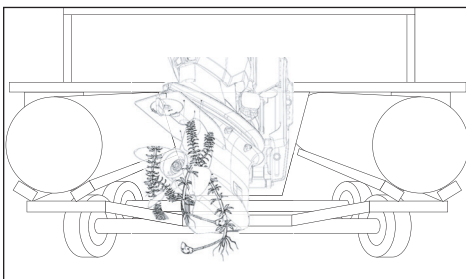
In some situations, streaks may appear on the outside of the boat’s exterior aluminum panels. These streaks are caused by moisture build-up on the panel walls. To remove the streaks, use one cup of Simple Green® mixed with four cups of water in a spray bottle. Spray and wipe. Avoid the use of a stronger mixture, which may damage your boat’s vinyl graphics.

Your Manitou boat sports today’s finest pressure-sensitive graphics. These graphics require little maintenance and should be treated like a painted wall.

Clean all powder-coated surfaces regularly. Cleaning with cool or lukewarm water is recommended. Should soiled surfaces require the use of a cleaning agent, choose a neutral detergent such as mild dish soap, apply the cleanser, and rinse immediately with cold water. Avoid the use of solvents, alcohols, and abrasive cleaners as these may damage the surface.

## AQUATIC INVASIVE SPECIES (AIS)

Aquatic Invasive Species (AIS) are non-native plant or animal species that threaten the diversity or abundance of the native species. They also threaten the natural ecology of the body of water they infest. AIS almost always have a negative impact on the waterway, its native species, and recreational or commercial activities on the waterway.



Common examples of AIS are; Eurasian watermilfoil, hydrilla, sea lampreys, zebra mussels, Asian carp, and gobies. Many other examples of AIS exist throughout the world's waterways.

Common examples of AIS are; Eurasian watermilfoil, hydrilla, sea lampreys, zebra mussels, Asian carp, and gobies. Many other examples of AIS exist throughout the world's waterways.

A typical factor in AIS infestations is that the non-native species are introduced by human activity. Some AIS are introduced by commercial operations; however AIS can be introduced through recreational boating activities. The transportation of recreational boats and water sports equipment between waterways can be a major factor in the spread of AIS.

Small pieces of plants or animals hanging from a propeller, trailer or wakeboard can transfer enough biological material to establish an AIS in a new waterway. The early reproductive stages of many AIS are microscopic; small amounts of water in a bilge, live well, cooler or trapped in a compartment can contain enough organisms to establish an infestation.

As responsible boat owners we **MUST** do our part to prevent the spread of these aquatic hitchhikers. Check your boat each time you leave the water! In many cases it is required by law, be sure to check the local regulations for the waterways where you boat.

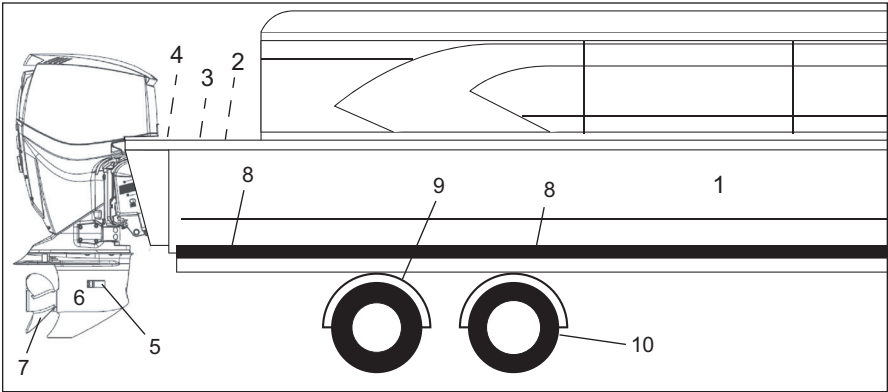
### CLEAN, DRAIN & DRY – EVERYTHING, EVERY TIME!

Before you leave a waterway, follow the procedure below to help prevent the spread of AIS.

- Inspect and remove any visible mud, aquatic plants, fish or animals from the boat, trailer and any water sports equipment before transporting your equipment.
- Remove all water from the boat, including ballast, bilge, livewell, engine and gearcase. Dispose of unwanted live bait in the trash.
- Allow the boat to completely dry before visiting any other bodies of water.

# AIS INSPECTION CHECKLIST

Location	Reference	Inspection Items	✓
Boat	1	Hull	
	2	Floor	
	3	Livewell	
	4	Transom Well	
		Water Inlet & Outlet Fittings	
		Anchors & Lines	
		Boarding Ladder	
		Transducers & Other Attachments to the Hull	
Accessories		Fishing Tackle & Fishing Lines	
		Bait Buckets	
		Landing Nets	
		Water Sports Equipment (Skis, Wakeboards, etc.)	
		Tow Ropes	
Outboard(s)	5	Water Intake Screens	
	6	Gearcase	
	7	Propeller	
Trailer	8	Bunks and/or Rollers	
	9	Fenders & Frame	
	10	Tires & Wheels (including Spare Tire)	
		License Plate & Bracket	
		Lights & Wiring	



## STORING YOUR BOAT

When preparing your boat for storage, follow these basic storage recommendations:

- Drain any freshwater systems to prevent freezing and damage to tanks and lines.
- Fill the permanent fuel tank to minimize condensation. Use a gas stabilizer, making sure to follow the label directions on the stabilizer and in your engine manual.
- Remove water from the livewell, motor pod, in-tube storage chamber, and storage areas.
- Lubricate the steering mechanism, shifter, and shift cables. For more information, review your engine owner's manual.
- Prepare your engine for storage. For more information, review your engine owner's manual.
- Store the boat in a dry, clean area. Store indoors if possible.
- Painted fiberglass components must be covered with a barrier material before shrink-wrap to protect it from damage.
- Cover your boat with shrink-wrap during storage to help keep it clean for future use. Note that the mooring cover is not made for winter storage. Do not allow excessive ice or snow to build up on the shrink-wrap.
- If you store your boat on a trailer, position the trailer on blocks to keep its wheels off the ground. This helps avoid tire deterioration.

**NOTE:** When winterizing a V-Toon, check the sealed transom for water by opening the access plate. If water is present, remove the drain plug located at the bottom rear of the center tube and let the water drain out. Then coat the drain plug with a thread sealant, and replace it.

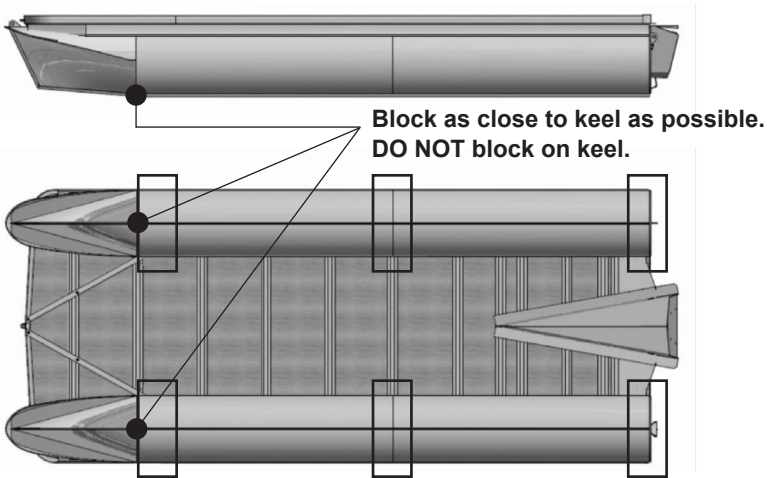
**NOTE:** If a significant amount of water was present, consult your dealer to determine its cause.

# BLOCKING

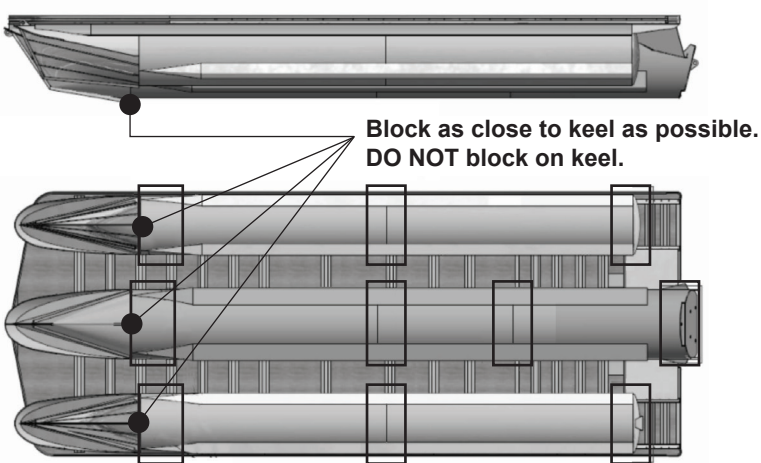
If you will be placing your Manitou boat on blocks for storage, it is important to place the blocks under the most structurally sound areas of the boat. The diagrams below illustrate these locations for two- and three-tube hulls. Ensure that the boat's weight is evenly distributed between the blocks.

**NOTE:** The boat should only be lifted vertically from the bow and stern mooring eyes. Do not lift with the straps at an angle—the straps must lift the boat directly from above.

## TWO-TUBE HULL



## THREE-TUBE HULL



# REFERENCES

## DESIGNATED SEATING POSITIONS

Please reference the capacity label for the number of persons and weight capacity specific to your boat. Never exceed the number of persons or weight capacity stated on the on either the US Coast Guard Capacity label or the Canadian Compliance Notice label. As the captain, you are responsible for properly loading the boat and ensuring your passengers are safely secured. Keep in mind the limits defined on capacity plates apply in good to moderate weather conditions. In rough waters, keep the weight well below the limit. In ideal weather conditions, it is recommended that you distribute your load evenly and avoid abrupt changes in distribution. This is especially important if your boat's capacity is fully used or if weather conditions deteriorate. It is also important to remember that people represent a 'live' load and moving about affects a boat quite differently than static loads. In general, shift human or other weight only after stopping or slowing.

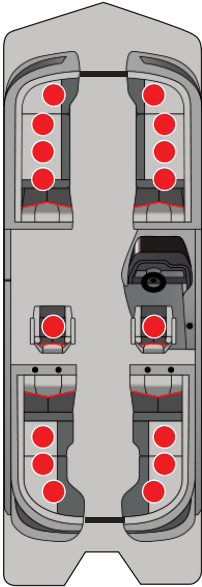
The number of persons and weight capacities may vary depending on the country in which your boat is operated. If you have questions regarding the locations of passengers or weight capacity for your boat, please contact your local dealer for additional information.

Each passenger must be seated and secure while the boat is underway. Swivel seats, if applicable, must be locked and secured while the boat is underway. Ensure all gates are closed and secured. Occupy designated seating positions first before utilizing alternate seating positions.

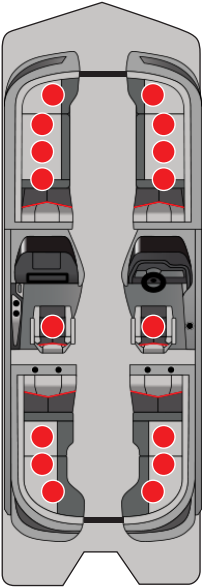
● RECOMMENDED POSITIONS | ● ALTERNATE POSITIONS

**XT 27 (Single Engine: 16 Persons, Dual Engine: 12 Persons)**

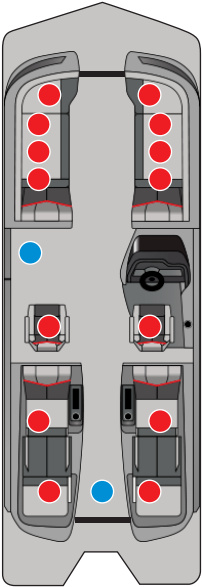
**27' RFX**



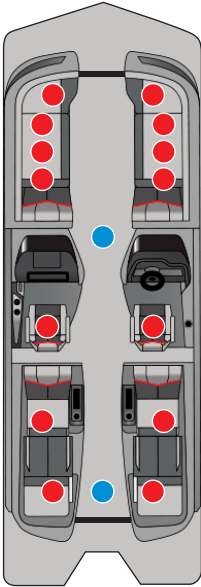
**27' RFXW**



**27' SRS**

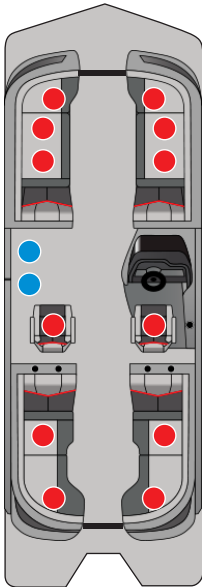


**27' SRW**

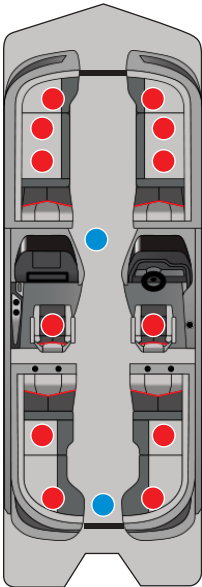


**XT 25 (Single Engine: 14 Persons, Dual Engine: 11 Persons)**

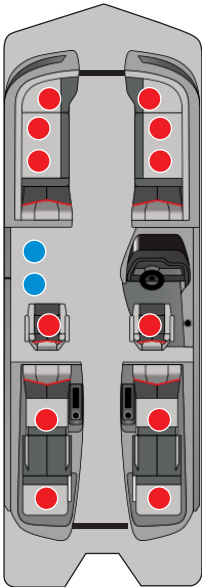
**25' RFX**



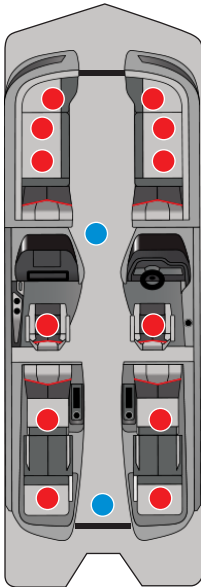
**25' RFXW**



**25' SRS**



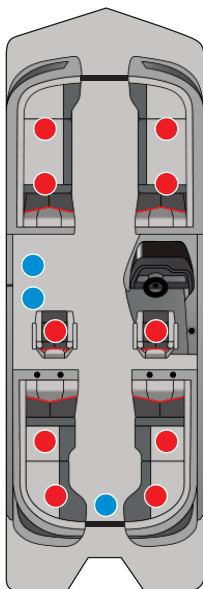
**25' SRW**



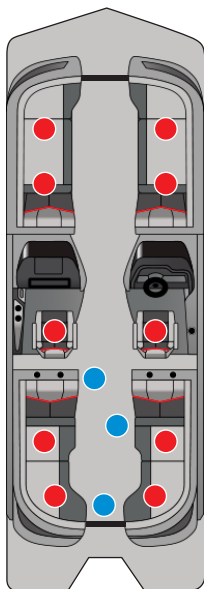


## XT 23 (Single Engine: 13 Persons, Dual Engine: 9 Persons)

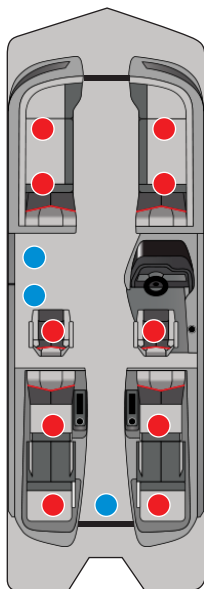
23' RFX



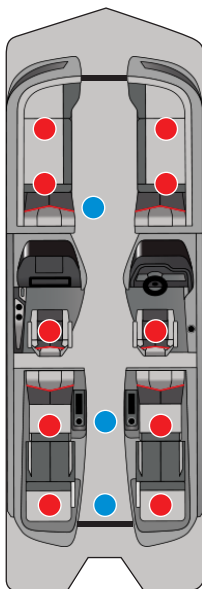
23' RFXW



23' SRS

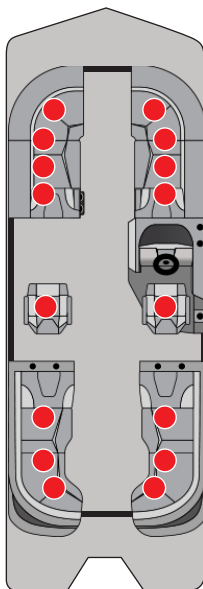


23' SRW

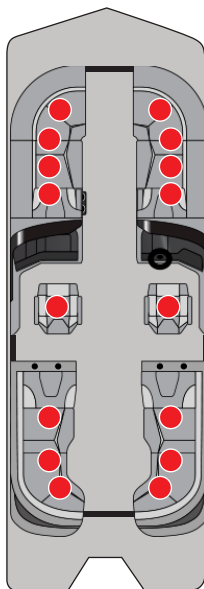


## LX 27 (Single Engine: 16 Persons, Dual Engine: 12 Persons)

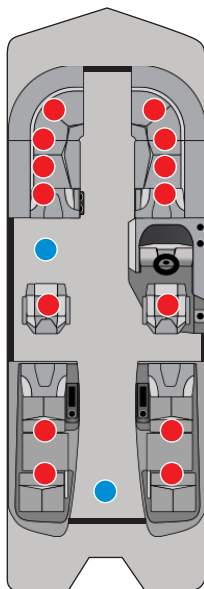
27' RFX



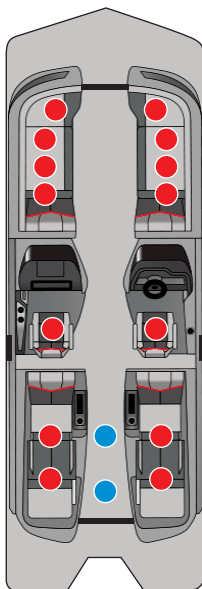
27' RFXW



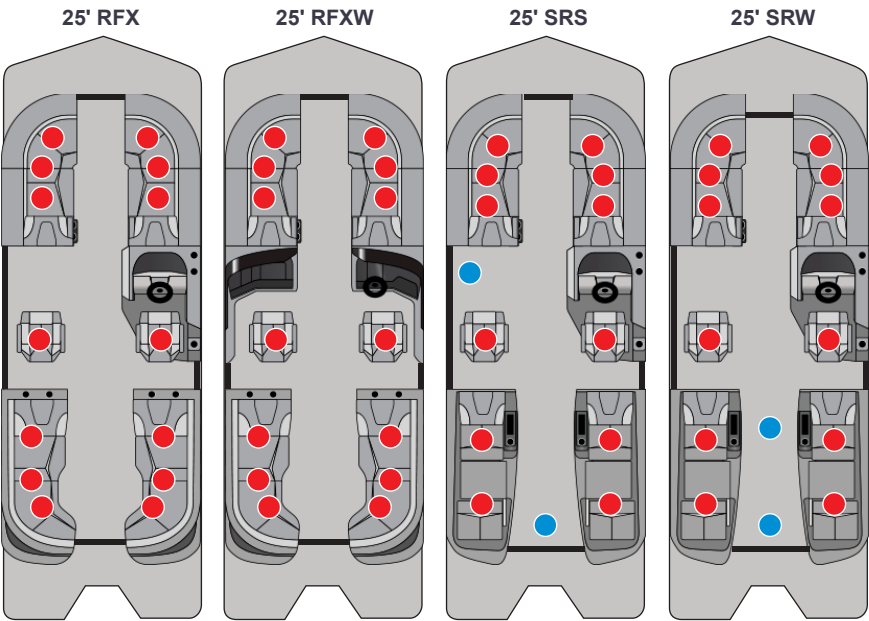
27' SRS



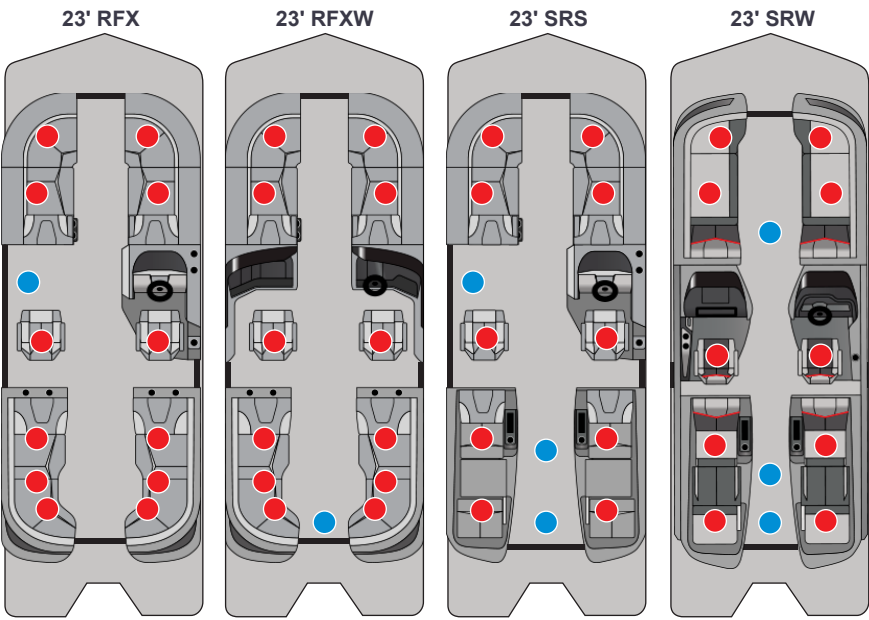
27' SRW



LX 25 (Single Engine: 14 Persons, Dual Engine: 11 Persons)



LX 23 (Single Engine: 13 Persons, Dual Engine: 9 Persons)

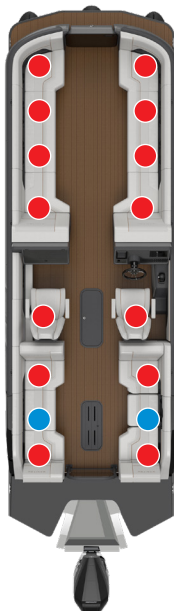


## EXPLORE 26 (14 Persons)

SWITCHBACK

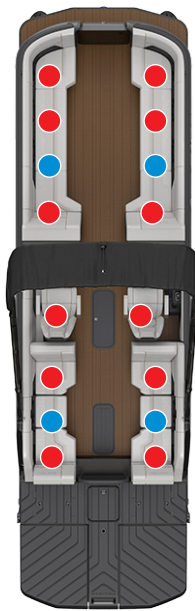


NAVIGATOR

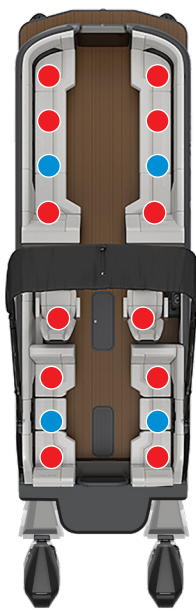


## EXPLORE 26 DUAL (12 Persons)

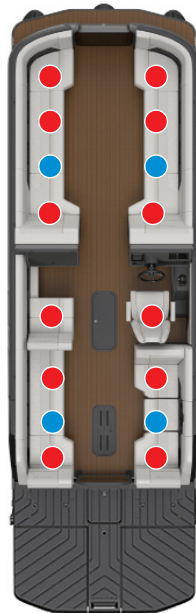
MAX NAVIGATOR



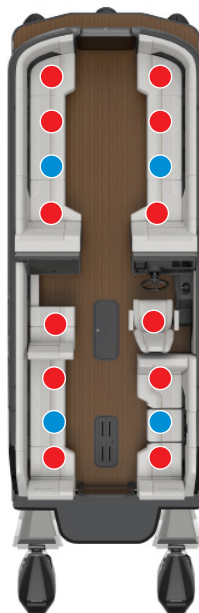
NAVIGATOR



MAX SWITCHBACK

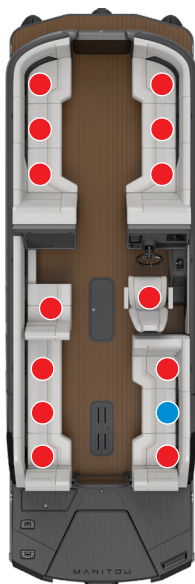


SWITCHBACK

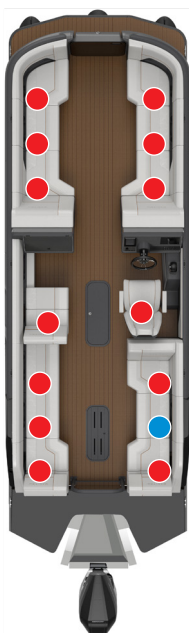


## EXPLORE 24 (13 Persons)

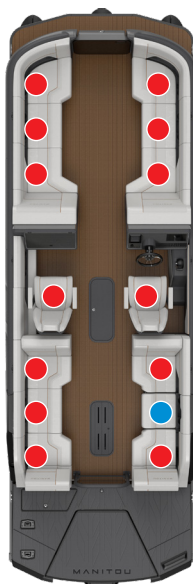
MAX SWITCHBACK



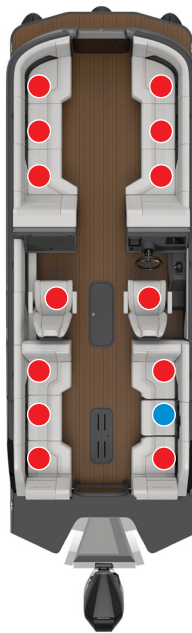
SWITCHBACK



MAX NAVIGATOR



NAVIGATOR



## EXPLORE 24 DUAL ENGINE

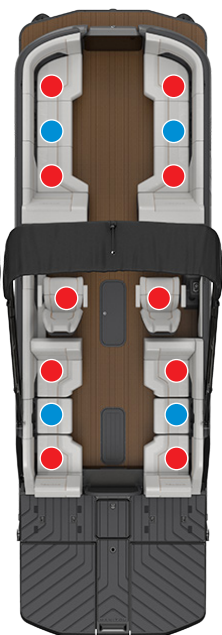
**MAX SWITCHBACK**  
(10 Persons)



**SWITCHBACK**  
(9 Persons)



**MAX NAVIGATOR**  
(10 Persons)

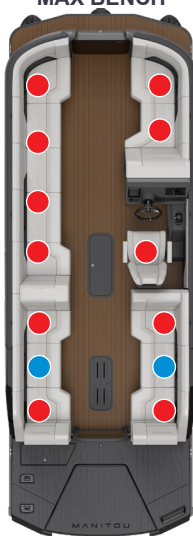


**NAVIGATOR**  
(9 Persons)

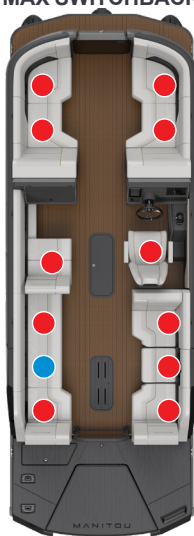


## EXPLORE 22 (11 Persons)

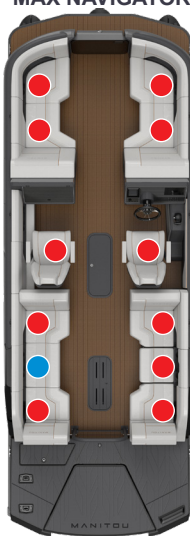
**BENCH/  
MAX BENCH**



**SWITCHBACK/  
MAX SWITCHBACK**

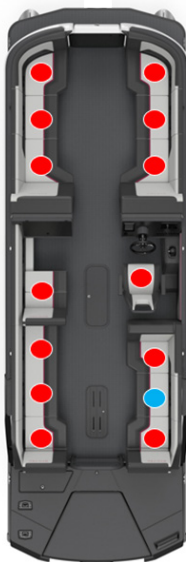


**NAVIGATOR/  
MAX NAVIGATOR**

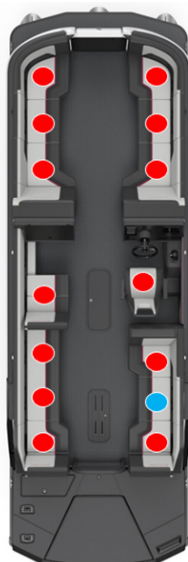


## CRUISE 24 (13 Persons)

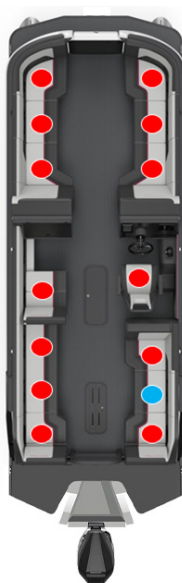
**MAX SWITCHBACK  
(TWIN TUBES)**



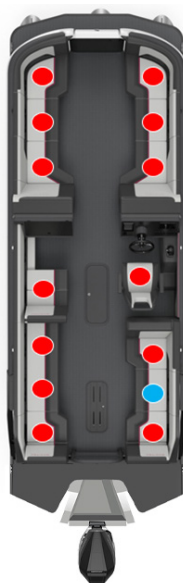
**MAX SWITCHBACK  
(TRI-TOON)**



**SWITCHBACK  
(TWIN TUBES)**

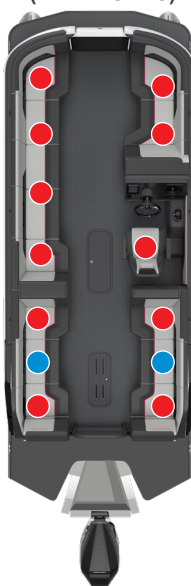


**SWITCHBACK  
(TRI-TOON)**

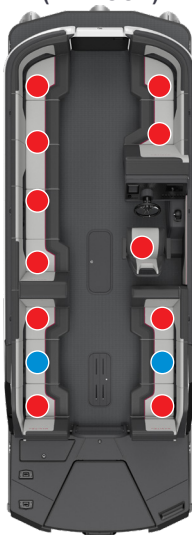


## CRUISE 22 (11 Persons, 10 Persons Twin Tube)

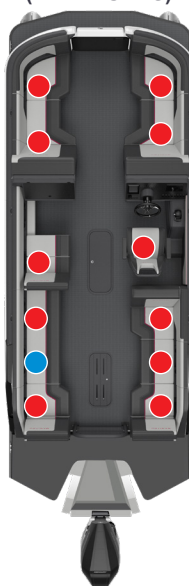
**BENCH  
(TWIN TUBES)**



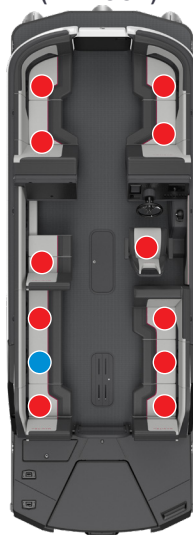
**MAX BENCH  
(TRI-TOON)**



**SWITCHBACK  
(TWIN TUBES)**

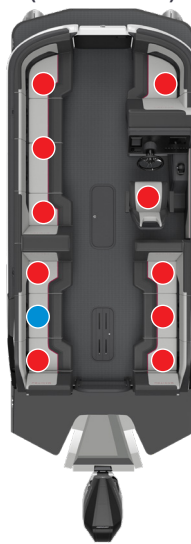


**MAX SWITCHBACK  
(TRI-TOON)**

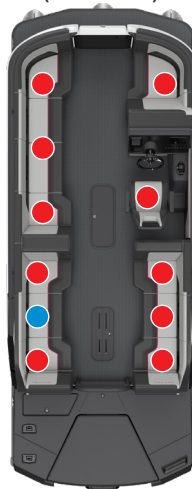


## CRUISE 20 (10 Persons, 9 Persons Twin Tube)

**BENCH  
(TWIN TUBES)**



**MAX BENCH  
(TRI-TOON)**





## COMPLIANCE LABELS

Several compliance labels are affixed to the vessel to demonstrate compliance with Federal boating and/or emissions standards. These labels may include the United States Coast Guard Capacity Plate, Canadian Compliance Notice, California Air Resources Board Certification Label, United States Environmental Protection Agency Compliance Statement, the European Union CE mark, and the United Kingdom UKCA compliance mark. These various labels are affixed to the vessel, as applicable, and must not be altered or modified in any way. Federal laws require these labels to remain installed on the vessel. If these applicable labels are damaged, they must be replaced immediately by contacting your local Manitou dealer.





### Example of Capacity Plate



The United States Coast Guard capacity plate lists the maximum approved number of persons, maximum weight, and maximum horsepower for a given vessel. Under the U.S. Coast Guard Federal Boat Safety Act of 1971, boats less than 20 feet powered with an inboard, outboard, or stern drive engine manufactured after November 1, 1972, must display a capacity plate defining the safe load limits. This plate must be mounted where you can see it when preparing to get underway. The capacity plate is located on the starboard side captain's station to the right of the steering wheel. Capacity plates should never be removed, altered, or tampered with. Many states have statutes prohibiting the carriage of people and gear in excess of the stated capacity or the installation of a motor that exceeds the recommended horsepower limit. Additionally, you may void your insurance policy if you are found to have exceeded the limits stated on your capacity plate.



**Example of Canadian Compliance  
Notice for Boats Less than 6 Meters  
(only applicable to boats  
sold in Canada)**

CANADIAN COMPLIANCE NOTICE AVIS DE CONFORMITÉ CANADIEN			
MAXIMUM RECOMMENDED SAFE LIMITS LIMITES MAXIMALES DE SÉCURITÉ RECOMMANDÉES			
	<b>7</b>	<b>552 kg</b>	<b>1216 lbs/lb</b>
	+		+
		<b>1033 kg</b>	<b>2278 lbs/lb</b>
	<b>45 kW</b>	<b>228 kg</b>	
	<b>60 HP</b>	<b>503 lbs/lb</b>	
THE MAXIMUM RECOMMENDED SAFE LIMITS MIGHT HAVE TO BE REDUCED IN ADVERSE SEA AND WEATHER CONDITIONS. LES LIMITES MAXIMALES DE SÉCURITÉ RECOMMANDÉES PEUVENT DEVOIR ÊTRE RÉDUITES DANS LES CONDITIONS DE MER ET DES CONDITIONS MÉTÉOROLOGIQUES DIFFICILES.			
TRITON IND. INC. (TII) LANSING, MICHIGAN, USA			
MODEL / MODÈLE: AB 1825			
THE MANUFACTURER DECLARES THAT THIS VESSEL COMPLIES WITH THE PLEASURE CRAFT CONSTRUCTION REQUIREMENTS OF THE SMALL VESSEL REGULATIONS, AS THEY READ ON THE DAY ON WHICH THE CONSTRUCTION OF THE VESSEL WAS STARTED OR ON THE DAY ON WHICH THE VESSEL WAS IMPORTED. LE FABRICANT ATTESTE QUE CE BÂTIMENT EST CONFORME AUX EXIGENCES DE CONSTRUCTION DES EMBARCATIONS DE PLAISANCE DU RÈGLEMENT SUR LES PETITS BÂTIMENTS, EN VIGUEUR À LA DATE DU DÉBUT DE SA CONSTRUCTION OU À LA DATE DE SON IMPORTATION.			

**Example of Canadian Compliance  
Notice for Boats Greater than 6  
Meters (only applicable to boats  
sold in Canada)**

CANADIAN COMPLIANCE NOTICE AVIS DE CONFORMITÉ CANADIEN
TRITON IND. INC. (TII) LANSING, MICHIGAN, USA
MODEL / MODÈLE: 22 Oasis Angler VP II
THE MANUFACTURER DECLARES THAT THIS VESSEL COMPLIES WITH THE PLEASURE CRAFT CONSTRUCTION REQUIREMENTS OF THE SMALL VESSEL REGULATIONS, AS THEY READ ON THE DAY ON WHICH THE CONSTRUCTION OF THE VESSEL WAS STARTED OR ON THE DAY ON WHICH THE VESSEL WAS IMPORTED. LE FABRICANT ATTESTE QUE CE BÂTIMENT EST CONFORME AUX EXIGENCES DE CONSTRUCTION DES EMBARCATIONS DE PLAISANCE DU RÈGLEMENT SUR LES PETITS BÂTIMENTS, EN VIGUEUR À LA DATE DU DÉBUT DE SA CONSTRUCTION OU À LA DATE DE SON IMPORTATION.

The Canadian Compliance Notice is a statement from the manufacturer or importer that a vessel is built according to the construction requirements of the Small Vessel Regulations. The Small Vessel Regulations require, with a few exceptions, all pleasure craft of less than 24 meters, and as of April 29, 2011, all non-pleasure vessels of not more than 15 gross tonnage, that are or can be fitted with engine(s) to have a Compliance Notice affixed to them in a conspicuous position plainly visible from the helm. By law, the Compliance Notice must be permanently affixed to the pleasure craft.

**California Air Resources Board (CARB) Emission Control System  
Information Label (only applicable to boats sold in California)**

EMISSION CONTROL SYSTEM INFORMATION

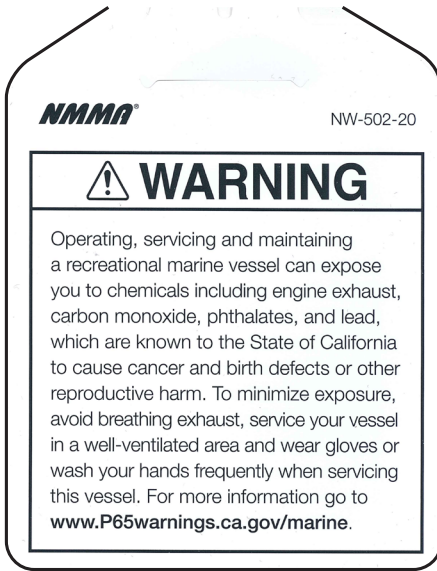
MEETS CURRENT CALIFORNIA EVAP EMISSIONS REGULATIONS FOR  
SPARK-IGNITION MARINE WATERCRAFT

MANUFACTURER: TRITON INDUSTRIES

CALIFORNIA EVAP FAMILY: NTTIPVSSL11

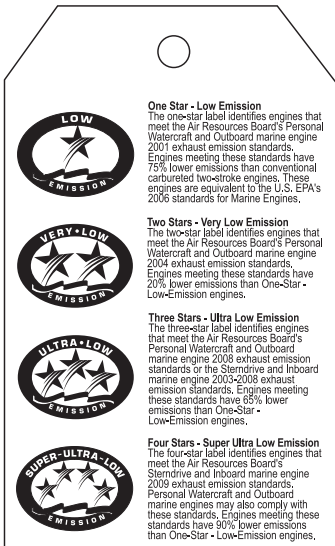
EMISSIONS CONTROL SYSTEM: SO 32-MY22CAL18-24

## California Proposition 65 Hangtag



The California Proposition 65 also known as the Safe Drinking Water and Toxic Enforcement Act of 1986 requires a variety of specific consumer warnings to be placed on products to notify consumers of potential exposure to certain chemicals the State of California identifies as cancer-causing or causing reproductive harm. Any vessels sold in the state of California are required to display a proposition 65 hangtag with specific boat related information for consumers.

## California Air Resources Board Hang Tag



The Spark-Ignition Marine Engine and Watercraft regulations cover any spark-ignited engine that is used to propel a marine watercraft, including personal watercraft, outboard engines, and sterndrive/inboard (e.g. propeller driven vessels, jet boats, air boats, hovercraft) engines. The California Emission Control System Information label provides compliance information regarding evaporative emissions from the vessel's fuel system. The label includes the evaporative family name, model year, manufacturer, and the emissions control system type. This label is required for any new boat offered for sale in the state of California.

**European Union CE Certification Mark and United Kingdom (UKCA)  
Compliance Mark (Only applicable to boats sold into the European Union or  
United Kingdom)**



The letters 'CE' appear on many products traded on the extended Single Market in the European Economic Area (EEA). They signify that products sold in the EEA have been assessed to meet high safety, health, and environmental protection requirements. By affixing the CE marking to a product, a manufacturer declares that the product meets all the legal requirements for CE marking and can be sold throughout the EEA. This also applies to products made in other countries that are sold in the EEA. The United Kingdom Conformity Assessment (UKCA) mark is a new UK product marking that will be required for certain goods sold in Great Britain (England, Wales, and Scotland). It applies to most goods that previously required the CE mark.

# RECORD IMPORTANT INFORMATION

## HULL

HIN	Date Purchased
Dealer	Phone
Ignition	Key Number
Registration #	State

## OUTBOARD ENGINE(S)

Model #	Serial #
Model #	Serial #

## TRAILER

Model #	Serial #
---------	----------

## ACCESSORY 1

Model #	Serial #
---------	----------

## ACCESSORY 2

Model #	Serial #
---------	----------

## ACCESSORY 3

Model #	Serial #
---------	----------

# SAFETY WHILE BOATING

## CARBON MONOXIDE

### DANGER

**Risk of death or serious injury, including brain damage, resulting from inhalation of carbon monoxide (CO), which is contained in engine exhaust.**

- Educate all occupants about the risks and symptoms of CO accumulation and CO poisoning.**
- Review all information in this section thoroughly.**

All engine exhaust contains carbon monoxide (CO), which can cause headaches, dizziness, drowsiness, nausea, confusion and eventually death.

Carbon monoxide is a colorless, odorless, tasteless gas that may be present even if you do not see or smell any engine exhaust. Deadly levels of carbon monoxide can collect rapidly, and you can quickly be overcome and unable to save yourself. Also, deadly levels of carbon monoxide can linger for hours or days in enclosed or poorly ventilated areas. If you experience any symptoms of carbon monoxide poisoning, leave the area immediately, get fresh air and seek medical treatment.

Carbon monoxide can accumulate in the boat during operation at slow speeds or when stopped in the water, depending on wind speed and orientation. Provide adequate ventilation at all times, and increase speed as needed.

To prevent serious injury or death from carbon monoxide:

- Never run the watercraft in poorly ventilated or partially enclosed areas such as boat houses, garage, seawalls or other boats in close proximity.
- DO NOT use the rear platform or boarding ladder when the engine is running.
- DO NOT swim near the boat when the engine is running.
- DO NOT “teak surf” or drag directly behind the boat using a short rope or holding on to the swim platform.
- DO NOT go under the boat cover with the engine running or shortly after the engine has been running.

# FIRE

## ⚠ DANGER

**Risk of death or serious injury resulting from fire or explosion of Gasoline vapors.**

- Always adhere to the fueling procedure contained in this Operator's Guide.
- If at any time, gasoline leaks/odors are found, do not start the engine.

## ⚠ WARNING

**Risk of serious injury or death. Gasoline will float on the water and can burn.**

- If the boat is abandoned, swim far enough upwind to avoid fuel that may spread over the surface of the water.
- Take a PFD if there is time.

Most fires are the result of gasoline and oil accumulating in the bilge from careless fueling practices combined with the careless use of smoking materials. If a fire should start, aim the fire extinguisher at the base of the flames using a sweeping motion. If the fire does not go out, or if there is a chance of explosion, get out immediately and swim at least 25 yd. (22.9 m) upwind from the boat and use the visual distress signals to get assistance.

On board fires involving the fuel system usually result in either an explosion that completely destroys the boat, or the boat burning to the waterline and self extinguishing. Deciding on abandoning the boat or staying to fight the fire is difficult and depends on many factors. Try to formulate a fire plan in advance so decisions can be made without hesitation in the event of a fire.



The best way to avoid fires is to refuel safely, keep ignited smoking materials away from flammables, and maintain your electrical system in its original condition.

Fire extinguishers must be located in readily accessible locations specifically identified by the label shown at right. One label will be located at the drivers helm, and one label will be located either in the front seat assembly, or the rear seat assembly.



Regularly inspect fire extinguishing equipment and perform proper maintenance as outlined by the respective manufacturer.

Read and memorize operation instructions found on your fire extinguishers.

Your Manitou boat will require 2 fire extinguishers of type USCG 5-ABC.

## SAFETY EQUIPMENT

As a boat owner, you are responsible for supplying all legally required safety equipment. Contact USCG for details pertaining to required safety equipment, and consult local, state, and provincial authorities for any additional applicable laws and regulations. For your convenience, the following lists provide the minimum requirements for onboard safety equipment in many jurisdictions:

### REQUIRED ONBOARD SAFETY EQUIPMENT

- Fire Extinguisher(s)
- Visual Distress Signal
- Navigation Lights
- Sound Signalling Device (Horn)
- Throwable Flotation Device
- One PFD per Person on Board

### RECOMMENDED ONBOARD SAFETY EQUIPMENT

As a precaution, a good boater will avoid potential problems by having additional equipment on board such as the following:

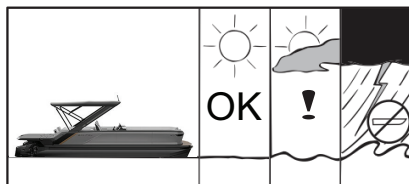
- Anchor and Rope
- Docking Fenders
- Boat Hook
- Oar or Paddle
- Local Charts and Compass
- Weather Radio
- Waterproof Flashlight
- First Aid Kit
- Tool Kit
- Spare Propeller
- Sunglasses and Sun Block
- Warm Clothing
- Extra Food and Water
- Marine Radio or Phone

## HAZARDOUS CONDITIONS

Changing conditions on any body of water can present a unique danger to you and your boat. Hazards such as underwater stumps, unexpected sandbars, or shallow water should be avoided. Ask local boaters for information and consult a marine chart when boating on unfamiliar waters.

## WEATHER

Always check the weather before boating, and postpone your trip if hazardous weather conditions are predicted. If navigating on a large body of water, your boat should be equipped with communications gear, a marine VHF-FM, or HF transceiver as applicable to your operating area. While on your boat, continue to check the weather periodically.



If you do get trapped in bad weather, turn into the waves and proceed slowly. Keep all passengers low, near the center of the boat and make sure everyone is wearing their PFD. If you must move in the same direction of the waves to get home, try to keep on top of each wave and maintain the same speed as the wave.

## DAM SPILLWAYS

The water around a dam spillway is a hazardous area. It is subject to rapid changes and must be avoided.

## WEEDS

Weeds are generally a threat to your boat's engine. Weeds on the propeller may cause the engine to vibrate and can restrict water intake, causing overheating of the engine. If you run into heavy weeds, stop the engine and make sure the propeller is completely stopped. Clear the propeller and water intake completely of weeds before proceeding.

Weeds can sometimes be removed by shifting to neutral, pausing a moment, then shifting to reverse to unwind the weeds from the propeller.

## SHALLOW WATER

Operating in shallow water presents a number of hazards. Water of any depth may contain stump fields, sand bars, rocks, or other unmarked underwater hazards. If the engine strikes an underwater hazard, check for boat and engine damage. If the engine vibrates excessively after striking an underwater obstruction, it may indicate a damaged propeller.

## SWIMMING SAFETY

### WARNING

**Risk of serious injury or death from contact with rotating propeller or drowning.**

- Never allow swimmers to enter or exit the boat with the engine running or the propeller moving.**
- DO NOT jump from a boat that is moving at any speed.**
- Never back up the boat to reach a person in the water.**
- Adhere to the following recommended safety considerations.**

When swimming from your boat, observe basic safe swimming recommendations:

- Make sure the motor is off before anyone enters the water.
- Swim in the presence of others. Never swim alone.
- Designate a person on the boat to observe swimmers at all times.
- In deep water, use a PFD or other floatation device.
- Swim on the upwind side of the boat. Swimmers can easily drift too far to swim back.
- Dive only in familiar waters of known safe depth.
- DO NOT climb on pontoons to enter or leave the water—pontoons are very slippery.
- Use the ladder to reboard the boat.



## WATER SKIING SAFETY

### WARNING

**Risk of serious injury or death from contact with rotating propeller, drowning, or collision.**

- DO NOT put your arm, head, or any other part of your body through the handle-bridle of the ski line nor wrap the line around any part of the body at any time.
- NEVER carry loads on the rear platform when practicing watersports. The rope may interfere with the cargo and unsecure it, becoming an obstacle to the person being towed.
- Require all water skiers to wear a USCG approved PFD at all times.
- Keep a downed skier in sight at all times.
- Adhere to the following recommended safety considerations.

### CAUTION

**Risk of minor or moderate personal injury.**

- Designate a passenger to act as a spotter. The driver must not also act as a spotter.

Water skiing poses several hazards in addition to those discussed under the “Swimming Safety” section. Observe the following basic water skiing safety rules:

- The ski tow bar is rated for a maximum of 300 pounds (136kg).
- Do not pull inflatable towables.
- On Max Deck equipped boats, remove all Linq accessories and cargo from the platform when using the ski pylon.
- DO NOT ski with multiple skiers with different length ropes
- Start the engine only when the skier is a safe distance from the boat.
- Accelerate the boat slowly forward until the rope is taut.
- Before applying the throttle, check for traffic ahead.
- Follow the skier's signals to set the optimum speed for the skier.
- Designate a passenger, other than the boat's driver, to act as spotter. The spotter should watch the skier and inform the driver when the skier is down.
- When the skier goes down, look for the skier's “OK” signal.
- Approach the downed skier on the starboard side only. Stop the motor once you are close.
- DO NOT ski in shallow water, close to shore or in water where you do not know the depth or what is beneath the surface.
- DO NOT ski after dark.
- DO NOT ski near swimmers or in crowded boat traffic. Keep away from fishermen.

For more information on water skiing safety, visit [www.boatus.org](http://www.boatus.org).

## EMERGENCIES

### REPORTING

When an accident occurs, the operator of the boat is responsible for filing a report with the appropriate authorities. Generally, reports are necessary for accidents involving loss of life, injury or damage over \$200. Ask your insurance agent for specific details.

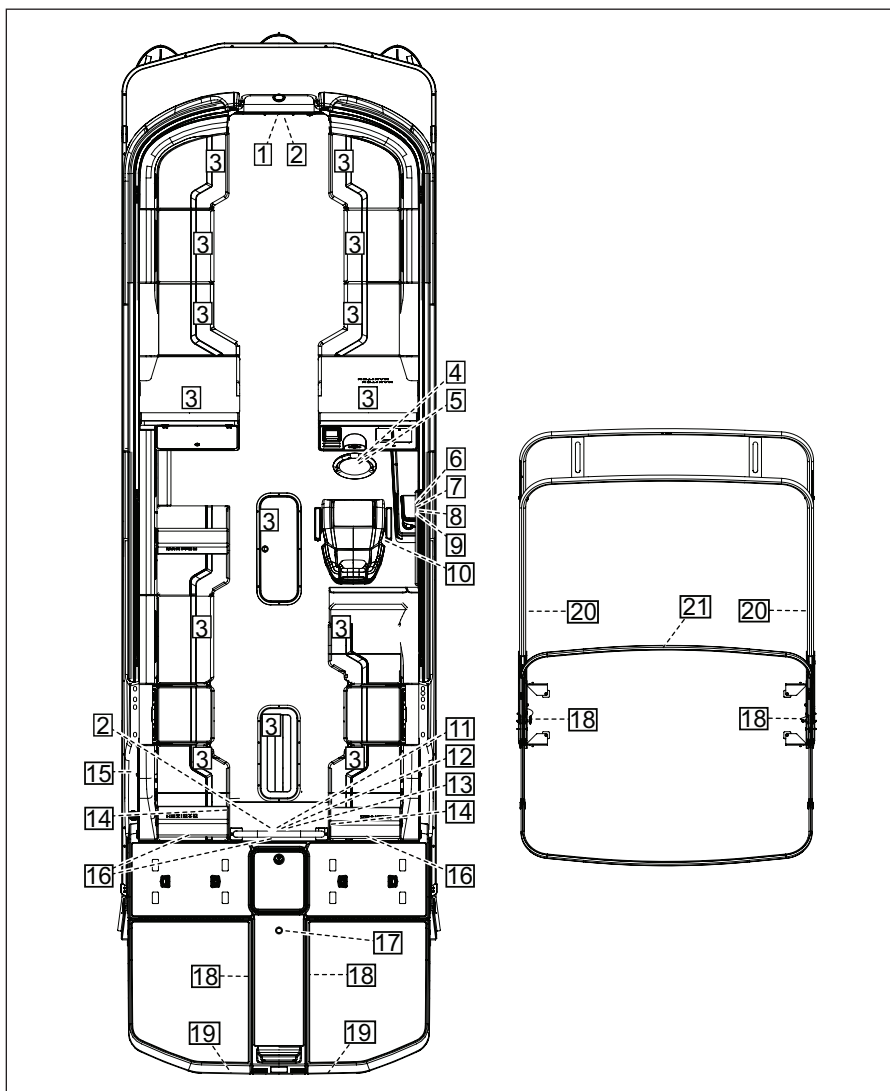
### RENDERING ASSISTANCE

The United States Code, Title 46 states, *The owner or operator of a vessel is required by law to render assistance to any individual or vessel in distress, so long as his vessel is not endangered in the process.* The 1971 Boating Safety Act grants protection to a “Good Samaritan” boater offering good faith assistance, and absolves a boater from any civil liability arising from rendering assistance.

## ON-THE-BOAT SAFETY LABELS

The safety labels present on your Manitou boat serve as reminders of important safety considerations. Following are the labels commonly found on Manitou boats. Note their locations on your own boat, read them carefully, and follow their directives. Ask passengers to do the same. Contact your local Manitou pontoon dealer-ship for replacement of any safety or warning labels.

### SAFETY LABEL LOCATIONS



PART NUMBERS

- 1. 3018-0008860  
WARNING, BOW  
OVERLOAD

**WARNING**



AVOID PERSONAL INJURY. DO NOT OVERLOAD THE BOW, AS THIS MAY CAUSE POOR HANDLING OR NOSEDIVING. IF PRESENT, DO NOT OCCUPY FORWARD PEDESTAL SEATS WHILE UNDERWAY. DISTRIBUTE PASSENGERS EVENLY AND STAY INSIDE DECK RAILS AND GATES.

- 2. 3018-0008864  
WARNING, DECK RAILS


**WARNING**

AVOID PERSONAL INJURY. STAY INSIDE DECK RAILS (AND GATES) WHEN BOAT IS UNDERWAY.

- 3. 3018-0008861  
WARNING,  
VENTILATION

 <b>WARNING</b>	 <b>MISE EN GARDE</b>
NO VENTILATION IS PROVIDED. FUEL VAPORS ARE A FIRE AND EXPLOSION HAZARD. TO AVOID INJURY OR DEATH, DO NOT STORE FUEL OR FLAMMABLE LIQUIDS HERE.	NE PAS ENTREPOSER DE RÉSERVOIR À ESSENCE DANS CET ESPACE.

- 4. 3018-0008356  
HANG TAG-PROP 65

**WARNING**

Operating, servicing and maintaining a recreational marine vessel can expose you to checmicals including engine exhaust, carbon monoxide, phthalates, and lead, which are known to the State of California to cause cancer and birth defects or other reproductive harm. To minimize exposure, avoid breathing exhaust, service your vessel in a well-ventilated area and wear gloves or wash your hands frequently when servicing this vessel. For more information go to [www.P65warnings.ca.gov-/marine](http://www.P65warnings.ca.gov-/marine).

- 5. 3018-0007363  
HANG TAG-CALIFORNIA



**The Star Label means Cleaner Marine Engines**  
This engine has been certified as a:



**The Symbol for Cleaner Marine Engines:**  
**Cleaner Air and Water** - for a healthier lifestyle and environment.  
**Better Fuel Economy** - burns up to 30 - 40 percent less gas and oil than conventional carbureted two-stroke engines, saving money and resources.  
**Longer Emissions Warranty** - protects consumer for worry free operation.

- 6. 3018-0000668  
LABEL, NMMA CERTIFICATION



## 7. 3018-0000675 LABEL, REGULATORY, BOATERS CHECKLIST

### NOTICE

For maximum enjoyment and safety, check each of these items **BEFORE GETTING UNDERWAY**:

- ✓ **Drain Plug** (Securely in place?)
- ✓ **Life Jackets** (One for every person on board?)
- ✓ **Steering System** (Working smoothly and properly?)
- ✓ **Fuel System** (Adequate fuel? Furness?)
- ✓ **Battery** (Fully charged? Cable terminals clean and tight?)
- ✓ **Engine** (In neutral?)
- ✓ **Engine Stop Switch Lanyard** (Attached to you?)
- ✓ **Capacity Plate** (Is boat overloaded?)
- ✓ **Weather Conditions** (Safe to go out?)
- ✓ **Electrical Equipment** (Lights, horn, pump, etc?)
- ✓ **Emergency Gear** (Fire extinguisher, bailer, paddle, anchor and line, signaling device, tool kit, throwable flotation device, etc?)

**NMMA**

## 8. 3018-0008857 DANGER, SPINNING PROPELLOR

### ⚠ DANGER

- **CONTACT WITH A SPINNING PROPELLER WILL CAUSE SERIOUS INJURY OR DEATH.**
- **SHUT OFF ENGINES** while people are in the water near the boat, on the swim platform, or on the boarding ladder.
- **NEVER OPERATE IN REVERSE TOWARD A PERSON** in the water.



## 9. 3018-0008858 LABEL, WARNING, HELM

### ⚠ WARNING

Failure to follow these warnings could cause **SEVERE INJURY OR DEATH**.

- **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.
  - **MOVE TO FRESH AIR** if anyone shows signs of carbon monoxide poisoning.
  - See Operator's Guide for additional information regarding carbon monoxide poisoning.
- **CHECK WEATHER FORECAST BEFORE LEAVING DOCK** and heed all weather advisories
- **WEAR SAFETY LANYARD** at all times when operating boat to prevent unmanned boat operation.
- **NEVER OPERATE WHILE UNDER THE INFLUENCE** of drugs or alcohol.
- **DO NOT OVERLOAD THE BOAT.** ENSURE THE WEIGHT IS PROPERLY AND EVENLY DISTRIBUTED fore and aft and on both sides of the boat to



- **PASSENGERS SHOULD WEAR U.S. COAST GUARD APPROVED LIFE JACKETS.**
  - **MAKE SURE THAT ALL PASSENGERS ARE PROPERLY SEATED WHILE UNDERWAY.** To avoid passengers falling overboard or being ejected from the boat, do not allow passengers to sit on seat backs, gunwales, or outboard deck edges while boat is moving.
  - **REDUCE SPEED BEFORE ATTEMPTING SUDDEN OR SHARP TURNS, AND MAINTAIN SAFE SPEEDS** for water conditions and environment at all times. Maneuverability at high speed is limited, and sudden turns may cause loss of boat control.
  - **KEEP PROPER LOOKOUT AND SAFE DISTANCE** for the conditions at all times to avoid collisions.
  - **OBEY APPLICABLE NAVIGATION RULES AND BOATING LAWS.**
  - **USE CAUTION AND PROPER LIGHTING** during nighttime boating and in adverse weather.



## 10. Not available separately WARNING, SEAT PEDESTAL LOCK



### WARNING

**AVOID SERIOUS OR FATAL INJURY DUE TO ROTATION OF SEAT. LOCK SWIVEL WHEN SPEED EXCEEDS 5 M.P.H.**

## 11. 3018-0007364 LABEL, REGULATORY, TRASH OVERBOARD

It is illegal for any vessel to dump plastic ANYWHERE in the ocean or navigable waters of the United States. Annex V of MARPOL TREATY is an International Law for a cleaner, safer marine environment. Violation of those requirements is a Class D felony and may result in a civil penalty, up to a \$25,000 fine and imprisonment.



**U.S. lakes, rivers, bays or sounds and 3 miles from shore**  
**ILLEGAL TO DUMP:**  
Plastic and Garbage  
Paper Metal  
Rags Crockery  
Glass Dummage  
Food



**3 to 12 miles**  
**ILLEGAL TO DUMP:**  
Plastic  
Dummage, lining and packing materials that float also if not ground to less than one inch  
Metal  
Rags Crockery  
Food



**12 to 25 miles**  
**ILLEGAL TO DUMP:**  
Plastic  
Dummage, lining and packing materials that float



**Outside 25 miles**  
**ILLEGAL TO DUMP:**  
Plastic

Regional state and local regulations may further restrict the disposal of garbage. The discharge of all garbage into the Great Lakes or their connecting tributary waters is prohibited.

**NMMA**  
National Marine Manufacturers Association

## 12. 3018-0007365 LABEL, REGULATORY, OIL DISCHARGE

### DISCHARGE OF OIL PROHIBITED

The federal Water Pollution Act prohibits the discharge of oil or oily waste into or upon navigable waters of the United States, or the waters of the Contiguous Zone, or which may affect natural resources belonging to, or under the exclusive management authority of the United States, if such discharge 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 penalties and/or criminal sanctions including fines and imprisonment.

**NMMA**  
National Marine Manufacturers Association

13. 3018-0019306  
WARNING, STEP OCCUPANCY

**⚠ WARNING**

DO NOT OCCUPY STEP WHILE UNDERWAY

14. 3018-0010418  
WARNING, FLIP  
SEATS &  
PLATFORM

**⚠ WARNING**

Do not occupy the rearward facing seats including the swim platform while the engine is running. This can result in contact with a moving propeller, or ejection from the boat causing cuts, lacerations, severe injury, or death. These areas should only be occupied when the boat is at rest and the engine is off.

15. 3018-0008856  
WARNING, FUEL - ENGLISH

3018-0008862  
WARNING, FUEL - FRENCH  
(Not shown)

**⚠ WARNING**

AVOID SERIOUS INJURY  
OR DEATH FROM FIRE OR  
EXPLOSION RESULTING  
FROM LEAKING FUEL.  
INSPECT SYSTEM FOR  
LEAKS FREQUENTLY.

CONTENTS CAN BE UNDER PRES-  
SURE. AVOID SERIOUS INJURY OR  
DEATH FROM FIRE OR EXPLOSION.  
OPEN SLOWLY IN WELL VENTILATED  
AREA. NO SMOKING OR OPEN  
FLAMES.

USE ONLY GASOLINE UP TO E10  
(MAXIMUM 10% OF  
ETHANOL CONTENT)

E10

~~E85~~

~~E15~~

NEVER USE GASOLINE WITH ETHA-  
NOL CONTENT HIGHER THAN 10%.  
THE USE OF GASOLINE WITH ETHA-  
NOL CONTENT HIGHER THAN 10%  
CAN DAMAGE THE ENGINE AND THE  
FUEL SYSTEM AND WILL VOID THE  
MANUFACTURER'S WARRANTY.

16. 3018-0008855  
DANGER,  
PROP/CO

**⚠ DANGER**



CONTACT WITH A SPINNING PROPELLER  
WILL CAUSE SERIOUS INJURY OR DEATH.  
STAY CLEAR OF BOAT AND STAY OFF SWIM PLATFORM  
AND BOARDING LADDER WHILE ENGINE IS RUNNING.



CARBON MONOXIDE (CO) CAN CAUSE BRAIN DAMAGE OR DEATH.  
• Engine and generator exhaust contains odorless and colorless carbon monoxide gas.  
• Carbon monoxide will be around the back of the boat when engines or generators are running.  
MOVE TO FRESH AIR if you feel nausea, headache, dizziness, or drowsiness.

17. 3018-0021690  
WARNING, SKI PYLON USE

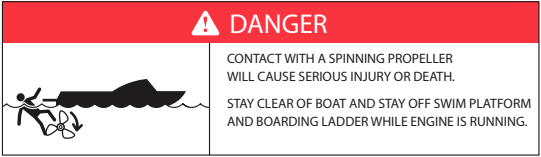
**⚠ WARNING**

SKI PYLON IS TO BE USED BY (1) ONE PERSON ONLY FOR  
SKIING, WAKEBOARDING, AND KNEEBOARDING ONLY.  
DO NOT USE THE SKI PYLON FOR ANY OTHER PURPOSE  
(I.E. TUBING, PARASAILING, TOWING, ETC.)

18. 3018-0008863  
WARNING, PINCH POINT



19. 3018-0008859  
DANGER, SPINNING PROPELLOR



20. 3018-0021444  
WARNING, BIMINI STRAPS CRUISE



21. 3018-0021003  
WARNING, BIMINI SPEED, CRUISE



— 3018-0026461  
WARNING, NOT LIFT POINT



— 3018-0020985  
WARNING, BIMINI SPEED



# WARRANTY INFORMATION

## BRP MARINE US INC. LIMITED WARRANTY – USA & CANADA: FOR 2026 MANITOU BOATS

### 1. SCOPE OF THE LIMITED WARRANTY

BRP Marine US Inc. ("BRP") warrants its model-year 2026 Manitou pontoon boat(s) sold by authorized Manitou Dealers in the fifty United States and Canada from defects in material or workmanship for the period and under the conditions described below.

This limited warranty will become null and void if:

- The boat was used for racing or any other competitive activity, at any point, even by a previous owner; or
- The boat has been altered or modified in such a way so as to adversely affect its operation, performance or durability, or
- The boat has been altered or modified to change its intended use.

Non-factory installed parts and accessories are not covered under this limited warranty. Please refer to the applicable parts and accessories limited warranty text.

### 2. LIMITATIONS OF LIABILITY

THIS WARRANTY IS EXPRESSLY GIVEN AND ACCEPTED IN LIEU OF ANY AND ALL OTHER WARRANTIES, EXPRESSED OR IMPLIED, INCLUDING WITHOUT LIMITATION ANY WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE. TO THE EXTENT THAT THEY CANNOT BE DISCLAIMED, THE IMPLIED WARRANTIES ARE LIMITED IN DURATION TO THE LIFE OF THE EXPRESS WARRANTY. INCIDENTAL AND CONSEQUENTIAL DAMAGES ARE EXCLUDED FROM COVERAGE UNDER THIS WARRANTY. SOME STATES/PROVINCES DO NOT ALLOW FOR THE DISCLAIMERS, LIMITATIONS AND EXCLUSIONS IDENTIFIED ABOVE, AS A RESULT, THEY MAY NOT APPLY TO YOU. THIS WARRANTY GIVES YOU SPECIFIC RIGHTS, AND YOU MAY ALSO HAVE OTHER LEGAL RIGHTS WHICH MAY VARY FROM STATE TO STATE, PROVINCE TO PROVINCE OR COUNTRY TO COUNTRY.

Neither the distributor, dealer nor any other person has been authorized to make any affirmation, representation or warranty regarding the product, other than those contained in this limited warranty, and if made, shall not be enforceable against BRP Marine US Inc. BRP Marine US Inc. reserves the right to modify this limited warranty at any time, being understood that such modification will not alter the warranty conditions applicable to the products sold while this warranty is in effect.



### 3. EXCLUSIONS – ARE NOT WARRANTED

The following are not warranted under any circumstances:

- Normal wear and tear;
- Routine maintenance items, adjustments;
- Parts and accessories not factory installed by BRP Marine US Inc., such as, but not limited to: engines and controls, trolling motors, trailers, trailer tires. Such parts and accessories may have their own warranty policies. Please refer to the owner's manual or warranty policies provided by the respective parts and accessories manufacturer for the relevant part or accessory;
- Rotax outboard engine or jet propulsion systems, even if factory installed by BRP Marine US Inc.;
- Damage caused by failure to provide proper maintenance and/or storage, as described in the Operator's Guide;
- Damage resulting from removal or installation of parts (including engines), improper repairs, service, maintenance, modifications or use of parts not manufactured or approved by BRP Marine US Inc. or resulting from repairs done by a person that is not an authorized servicing dealer;
- Damage caused by use of jack plates or power poles not installed or approved by BRP Marine US Inc. prior to installation;
- Damage caused by abuse, abnormal use, neglect, or operation of the product in a manner inconsistent with the recommended operation described in the Operator's Guide;
- Damage resulting from accident, impacts, submersion, fire, theft, vandalism or any act of God;
- Damages caused by improper loading and unloading procedures or trailering;
- Damage from rust, corrosion, corrosion due to chemical exposure, galvanic corrosion, electrolysis or pitting;
- Damage caused by exposure to the elements, such as brackish or salt waters;
- Deterioration caused by overexposure to the sun as a result of improperly covering the boat;
- Damage or deterioration caused by improper storage, including in dealer inventory;
- Damage caused by rips, tears, snags, staining or other accident or abuse;
- Discoloration or damage resulting from mildew and/or mold growth;
- Incidental or consequential damages, or damages of any kind including without limitation towing, storage, telephone, rental, taxi, inconvenience, insurance coverage, loan payments, loss of time, loss of income.

## 4. WARRANTY COVERAGE PERIOD

For private use owners, this limited warranty will be in effect from (1) the date of delivery to the first retail consumer, or (2) the date the product is first put into use for any purpose, or (3) eighteen (18) months following delivery of the Manitou pontoon to an authorized Manitou dealer, whichever occurs first and for the applicable period below. This warranty is based upon an inspection performed and approved by a qualified Manitou representative:

### **LIMITED STRUCTURAL WARRANTY**

This limited lifetime warranty is limited to welds on structural tube/hull/transom components and TransCore material.

### **DECKING**

One hundred and twenty (120) consecutive months. BRP Marine US Inc. will, at its discretion, repair wooden/composite deck components that fail as a result of defects in material and/or workmanship, free of charge, for materials and labor.

### **UPHOLSTERY**

Sixty (60) consecutive months. This warranty is limited to furniture cushions, backrests and helm chairs. Vinyl-coated fabric originally on the boat is warranted from failure due to defects in materials or workmanship, for a period of five (5) years. The warranty shall include replacement or repaired material. Labor shall be paid on approved claims through the first three (3) years of ownership. After the third year of ownership, materials will be supplied on approved claims, but labor or other costs will not be paid.

### **FLOORING**

Sixty (60) consecutive months. This warranty is limited to floor covering. Flooring material originally supplied with the boat is warranted against ultraviolet degradation only, for a period of five (5) years. Reasonable labor and material shall be paid on approved claims through the first two (2) years. From 3 to 5 years, only material shall be covered. In addition to the exclusions listed in Section 3 of this limited warranty policy, this warranty does not cover burns, pilling, cuts, matting of the pile, shedding, flattening of the pile or pattern, staining, soiling, or fiber loss. Under normal conditions, the seams of the pontoon plywood decking become noticeable as a small ridge under the flooring. This does not affect the integrity or longevity of the flooring and is not covered by any warranty.

### **BIMINI TOP FABRIC/SPORT ARCH FABRIC/MOORING COVER FABRIC**

Sixty (60) consecutive months for Bimini top fabric, sport arch fabric, and mooring cover fabric. Bimini frame, other Bimini related components, and sport arch are covered under the "parts and components" section below.

### **PAINT AND COATINGS**

Twenty four (24) consecutive months.

## PARTS AND COMPONENTS

Eighty four (84) consecutive months.

This warranty is limited to factory installed parts and components not otherwise covered by additional respective manufacturers' warranties.

**Five (5) Year Limited Vinyl-coated Fabric Warranty\*:**

**Five (5) Year Limited Spradling Compass HB Flooring Warranty\*:**

**Seven (7) Year Limited Warranty On All Other Items  
Not Specifically Addressed Above.**

\* After the second year of ownership, a \$50.00 deductible is charged to the retail owner for each approved warranty claim on labor only (no deductible on parts). This warranty covers one-time replacement only on the boat.

For commercial use owners, the warranty period shall be 30 days. A Manitou boat is used commercially when it is used in connection with generating income, any work or employment or any professional services or activities during any part of the warranty period. A Manitou boat is also used commercially when, at any point during the warranty period, it has commercial tags or is licensed for commercial use. This is a minimal warranty period which can be extended by any applicable warranty promotional program or local laws and regulations, as the case may be.

The repair or replacement of parts or the performance of service under any applicable warranty does not extend the life of such warranty beyond its original expiration date.

## 5. CONDITIONS REQUIRED FOR WARRANTY COVERAGE

This limited warranty coverage is available only if each of the following conditions has been fulfilled:

- The Manitou pontoon must be purchased by its first owner from a Manitou dealer authorized to distribute Manitou pontoons in the country in which the sale occurred;
- The Manitou pontoon must have undergone proper registration by an authorized Manitou dealer;
- The BRP Marine US Inc. specified pre-delivery inspection process must be completed and documented;
- The Manitou pontoon must be purchased in the country in which the purchaser resides; and
- Routine maintenance outlined in the Operator's Guide must be timely performed in order to maintain warranty coverage. BRP Marine US Inc. reserves the right to make warranty coverage contingent upon proof of proper maintenance.

BRP Marine US Inc. will not honor this limited warranty to any private use owner or commercial use owner if one of the preceding conditions has not been met. BRP Marine US Inc. reserves the right to reasonably evaluate if the conditions are met. Such limitations are necessary in order to allow BRP Marine US Inc. to protect both the safety of its products, and also that of its consumers and the general public.

## 6. WHAT TO DO TO OBTAIN WARRANTY COVERAGE

The customer must cease using the boat upon the appearance of an anomaly, notify an authorized servicing dealer within three (3) days of the appearance of the anomaly, and provide the dealer with reasonable access to the product and reasonable opportunity to repair it.

The customer must also present to the dealer, proof of purchase of the product and must sign the repair/work order prior to the start of the repair in order to validate the warranty repair.

All parts replaced under this limited warranty become the property of BRP Marine US Inc.

## 7. WHAT BRP MARINE US INC. WILL DO

BRP Marine US Inc.'s obligations under this warranty are limited to, at its sole discretion, repairing or replacing parts found defective under normal use, maintenance and service without charge for parts and labor, at any authorized dealer during the warranty coverage period under the conditions described herein. No claim of breach of warranty shall be the cause for cancellation or rescission of the sale of the Product to the owner.

In the event that service is required outside of the country of original sale, the owner will bear responsibility for any additional charges due to local practices and conditions, such as, but not limited to freight, insurance, taxes, license fees, import duties, and any and all other financial charges, including those levied by governments, states, territories and their respective agencies.

BRP Marine US Inc. reserves the right to improve or modify products from time to time without assuming any obligation to modify products previously manufactured.

## 8. TRANSFER

If the ownership of a Product is transferred during the warranty coverage period, this limited warranty, subject to its terms and conditions, shall also be transferred and be valid for the remaining coverage period provided BRP or an authorized dealer receives a proof that the former owner agreed to the transfer of ownership, in addition to the coordinates of the new owner.

## 9. CONSUMER ASSISTANCE

In the event of a controversy or a dispute in connection with this limited warranty, BRP Marine US Inc. suggests that you try to resolve the issue at the dealership level. We recommend discussing the issue with the authorized dealer's service manager or owner.

If the matter still remains unresolved, contact BRP by filling out the customer contact form at [www.brp.com](http://www.brp.com) or contact BRP at one of the addresses listed under the CONTACT US section of this guide.

## US EPA EMISSION-RELATED WARRANTY

BRP Marine US Inc. warrants to the ultimate purchaser and each subsequent purchaser that this new pontoon, including all parts of its evaporative emission control system meets two conditions:

1. It is designed, built, and equipped so it conforms at the time of sale to the ultimate purchaser with the requirements of 40 CFR 1045 and 40 CFR 1060.
2. It is free from defects in materials and workmanship that may keep it from meeting the requirements of 40 CFR 1045 and 40 CFR 1060.

Where a warrantable condition exists, BRP Marine US Inc. will repair or replace, as it elects, any part or component with a defect in materials or workmanship that would increase evaporative emissions within the stated warranty period at no cost to the owner, including expenses related to diagnosing and repairing or replacing evaporative emission-related parts. All defective parts replaced under this warranty become the property of BRP Marine US Inc.

For all evaporative emission-related warranty claims, BRP Marine US Inc. is limiting the diagnosis and repair of emission-related parts to the authorized Manitou dealers, unless for emergency repairs as required by item 2 of the following list.

As a certifying manufacturer, BRP Marine US Inc. will not deny evaporative emission-related warranty claims based on any of the following:

1. Maintenance or other service performed by BRP or BRP's authorized facilities.
2. Evaporative fuel system repair work that an operator performed to correct an unsafe, emergency condition attributable to BRP Marine US Inc. as long as the operator tries to restore the fuel system to its proper configuration as soon as possible.
3. Any action or inaction by the operator unrelated to the warranty claim.
4. Maintenance that was performed more frequently than BRP Marine US Inc. specifies
5. Anything that is BRP Marine US Inc.'s fault or responsibility

The use of any fuel that is commonly available where the equipment operates and approved for use with marine engines and boats, unless BRP Marine US Inc. written maintenance instructions state that this fuel would harm the equipment's emission control system and operators can readily find the proper fuel. See maintenance information section and fuel requirements of fueling section.

# US EPA EVAPORATIVE EMISSION-RELATED WARRANTY

The evaporative emission-related warranty is valid for the following period:

INSPECTION ITEMS - BOAT	HOURS	MONTHS
Evaporative emission-related components	N/A	24

## COMPONENTS COVERED

The evaporative emission-related warranty covers all components whose failure would increase the evaporative emissions, including those listed in 40 CFR part 1068, Appendix I, and those from any other system you develop to control emissions. The evaporative emission-related warranty does not cover components whose failure would not increase evaporative emissions.

The following parts are considered emission-related components for evaporative emissions:

- |                            |                         |
|----------------------------|-------------------------|
| 1. Fuel Tank               | 7. Control Valves*      |
| 2. Fuel Cap                | 8. Control Solenoids*   |
| 3. Fuel Line               | 9. Electronic Controls* |
| 4. Fuel Line Fittings      | 10. Purge Valves        |
| 5. Clamps*                 | 11. Vapor Hoses         |
| 6. Pressure Relief Valves* |                         |

\*As related to the evaporative emission control system.

Evaporative emission-related components also include any other part whose only purpose is to reduce evaporative emissions or whose failure will increase evaporative emissions without significantly degrading equipment performance.

## LIMITED APPLICABILITY

As a certifying manufacturer, BRP Marine US Inc. may deny emission-related warranty claims for failures that have been caused by the owner's or operator's improper maintenance or use, by accidents for which the manufacturer has no responsibility, or by acts of God. For example, an emission-related warranty claim need not be honored for failures that have been directly caused by the operator's abuse of the engine/equipment or the operator's use of the engine/equipment in a manner for which it was not designed and are not attributable to the manufacturer in any way. If you have any questions regarding your warranty rights and responsibility, you should contact BRP Marine US Inc. at [manitou.warranty@brp.com](mailto:manitou.warranty@brp.com).

# CALIFORNIA EVAPORATIVE EMISSIONS CONTROL SYSTEM WARRANTY STATEMENT

## YOUR WARRANTY RIGHTS AND OBLIGATIONS

The California Air Resources Board is pleased to explain the evaporative emissions control system's warranty on your 2026 spark-ignition marine watercraft. In California, new SIMW must be designed, built, and equipped to meet the State's stringent anti-smog standards. BRP Marine US Inc. (TTI) must warrant the evaporative emissions control system on your spark-ignition marine watercraft for the period listed below, provided there has been no abuse, neglect or improper maintenance of your SIMW.

Your evaporative emissions control system may include parts such as: canisters, carburetors, clamps, connectors, filters, fuel caps, fuel lines, fuel tanks, valves, vapor hoses, and other associated evaporative emissions control system components.

### MANUFACTURER'S WARRANTY COVERAGE:

This evaporative emissions control system is warranted for two years. If any evaporative emission-related part on your SIMW is defective, the part will be repaired or replaced by BRP Marine US Inc. (TTI).

Parts Covered:

- Clamp(s)\*
- Fuel Line Fitting(s)
- Vapor Hose(s)
- Fuel Cap
- Fuel Tank
- Fuel Line(s)
- Pressure Relief Valve(s)\*
- All other parts not listed that may affect the evaporative emissions control system.

NOTE: \* As related to the evaporative emission control system.

### OWNER'S WARRANTY RESPONSIBILITIES:

As the spark-ignition marine watercraft owner, you are responsible for performance of the required maintenance listed in your owner's manual. BRP Marine US Inc. (TTI) recommends that you retain all receipts covering maintenance on your spark-ignition marine watercraft, but BRP Marine US Inc. (TTI) cannot deny warranty solely for the lack of receipts.

As the spark-ignition marine watercraft owner, you should however be aware that the BRP Marine US Inc. (TTI) may deny you warranty coverage if your spark-ignition marine watercraft or a part has failed due to abuse, neglect, improper maintenance or unapproved modifications.

You are responsible for presenting your spark-ignition marine watercraft to a BRP Marine US Inc. (TTI) distribution center or service center as soon as the problem exists. The warranty repairs should be completed in a reasonable amount of time, not to exceed 30 calendar days. If you have a question regarding your warranty coverage, you should contact Manitou Dealer or BRP marine US Inc. (TTI) at 1-517-322-3822.

# CUSTOMER INFORMATION

## DATA PRIVACY INFORMATION

BRP Marine US Inc., its parent companies and its affiliates and subsidiaries ("BRP") is committed to protecting your privacy and support a general policy of openness about how we collect, use and disclose your personal information in the course of managing our relationship with you. More details can be found by visiting BRP's Privacy Policy at: <https://brp.com/en/privacy-policy.html> or by scanning the QR Code below.

Please be assured that we have appropriate security measures in place to ensure that your personal information is protected against loss and unauthorized access.

Your personal information that may be collected by BRP, directly from you or from authorized dealers or authorized third parties, includes:

- Contact, Demographic & Registration Information (e.g., name, full address, phone number, email, gender, ownership history, language of communication)
- Vehicle Information (e.g., serial number, purchase and delivery date, unit usage, vehicle location and movements)
- Third Party Information (e.g., information received from BRP partners, joint-marketing activities information, social media)
- Technological Information (e.g., IP address, type of device, operating system, browser type, webpages you view, cookies and similar technologies when you use BRP or dealers' websites or mobile application)
- Interaction with BRP Information (e.g., information collected when you call BRP's in-house sales representatives, buy items on a BRP web Site, sign up for BRP emails, participate in BRP-sponsored contests and sweepstakes or attend BRP-sponsored events)
- Transactional Information (e.g., information necessary to handle returns, payment information when you purchase our products or services through our websites or mobile applications and other issues related to your purchase of BRP products)

This information may be used and processed for the following purposes:

- Safety & Security
- Customer Support for Sales & After Sales (e.g., complete or follow up with you about your purchase or maintenance)
- Registration & Warranty
- Communication (e.g., sending you a BRP satisfaction survey)
- Online Behavioural Advertising, Profiling and Location-Based Services (e.g., offer customized experience)
- Compliance & Dispute Resolution
- Marketing & Advertising
- Assistance (e.g., help with any delivery issues, handle returns, and other issues related to your purchase of BRP products)



We also may use personal information to generate aggregated or statistical data that no longer identifies you personally.

Your personal information may be disclosed to the following: BRP, BRP's authorized dealerships, distributors, service providers, advertising & market research partners and other authorized third parties.

We may receive information about you from diverse sources, including third parties, such as BRP's authorized dealerships and partners, with whom we offer services or engage in joint-marketing activities. We may also receive information about you from social media platforms when you interact with us on those platforms.

Depending on the circumstances, your personal information may be communicated outside the region where you reside. Your personal information is retained only for as long as necessary for the purpose for which we obtained it and according to our retention policies.

To exercise your data privacy rights (e.g. right of access, right of rectification), to withdraw your consent in order to be removed from the address list for marketing purposes or for the satisfaction survey or for general data privacy questions, please contact BRP's Data Protection Officer at [privacyofficer@brp.com](mailto:privacyofficer@brp.com) or by mail at: BRP Legal Service, 726 St-Joseph, Valcourt, Quebec, Canada, J0E 2L0.

When BRP processes your personal information, they do so in compliance with its Privacy Policy available at: <https://www.brp.com/en/privacy-policy.html> or by using the following QR Code.



## CONTACT US

If you have a question, problem, concern or comment, visit our website at: [www.manitoupontoonboats.com](http://www.manitoupontoonboats.com).

Email: [manitou.consumers@brp.com](mailto:manitou.consumers@brp.com)



## BRP REIMAGINES THE WAY YOU ACCESS YOUR WORLD

Manitou is one of many success stories from BRP, the global company  
behind some of the most daringly innovative products and experiences that move you.  
**Because it's not about the destination, it's about the journey — yours.**

Discover our brands:

**ski-doo LYNX SEA-DOO CAN-AM ROTAX ALUMACraft MANITOU QUINTREX**

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