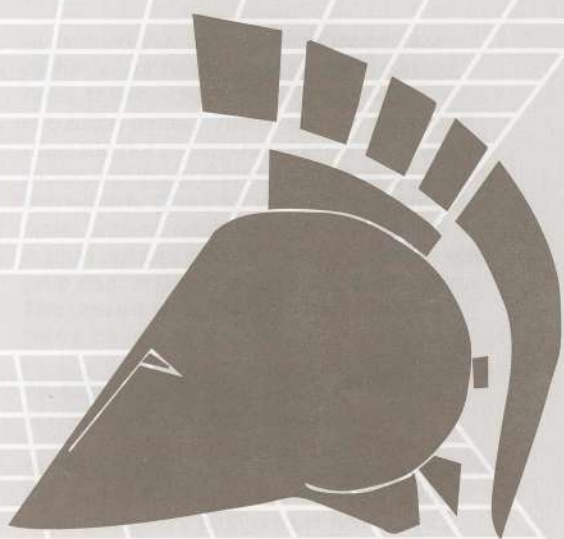


# OWNER'S MANUAL



**Centurion  
Inboard Ski Boats**

## Each Operation

### Prior to Launch

- 1) Check for drain plugs in proper locations.
- 2) Operate bilge blower per instructions located on dash.
- 3) Immediately after you start motor, raise motor box or hatch, place hand on exhaust risors, thereby checking for proper water circulation through motor and out exhaust. If risors too hot to keep hand in contact, turn off motor and locate restriction or cooling problem immediately. Check for water in bilge area. If water present, return to trailer and confirm source. A small amount of water can be expected from prop shaft and rudder packings, this is normal. This check is aimed at drain plug leakage or motor cooling system leakage.
- 4) Check engine oil and trans. fluid if any unusual temperature or slippage occurs.
- 5) Be sensitive to any other changes in the way the boat feels from the last time you used it. ie: vibrating-bent prop or over heating etc.
- 6) After trailering remove center drain plug to allow water to drain. During normal operations more water than you might think will accumulate in bilge. This is from ingress and egress of skiers, boarders and wet equipment. Tilt up seat cushions to allow to dry.

# Congratulations!

You have just purchased a Ski Centurion family boat. This manual contains suggested maintenance and certain procedures to be used in the care of your new boat. It is necessary that you read the information in this manual before operating or hauling your new Ski Centurion boat. Your first step is to read the warranty and disclaimer enclosed. Be sure your warranty activation card has been sent to Fineline Industries to activate your warranty. If you have questions after reading the information compiled in this manual, please refer them to your local dealer who will be your direct contact to Fineline Industries, Inc.

## Initial Maintenance

Your Ski Centurion inboard comes from the factory ready to run. Your boat has been in the water already, where it was thoroughly checked in our test lake. Our test procedure should cover all initial maintenance for you to get started enjoying your boat. There will be some initial adjustments that you or your dealer may want to perform.

1. Throttle and shift cable adjustment;
2. Transmission flange prop shaft coupler alignment;
3. Check all drain plugs (T-handle and transom);
4. Check motor cooling system;
5. Check bilge pump for both manual and clear automatic operation.
6. Check for winterization (boats may or may not be winterized at factory.)
7. Be sure all shrink wrap has been removed immediately upon delivery from the factory. Shrink wrap can cause damage if not removed immediately.

**Note:** Some of the above items may need attention because of the differing ways our boats are shipped, and / or individual preference.

## 20 Hour Check

Between the first 15 to 20 hours of your boat's life, a check out **MUST** be performed by an authorized dealer.

Your boat is a moving, flexible machine, and certain equipment should be allowed to "find a home." After approximately 15 – 20 hours, check and tighten everything and your chances for years of trouble free service will be greatly enhanced. If this check is performed between the first 15 to 20 hours, you should need only repeat this type of maintenance on a yearly basis depending on application and hours used. If the 20 hour check is overlooked, some parts will work their way loose and become mis-aligned. Excessive wear and possible damage may occur, shortening the service life of your beautiful new boat and voiding your warranty.

The following maintenance **MUST** be performed at or before the 20 hour check:

1. Check prop shaft alignment per motor owner's manual;
2. Tighten all motor mounting bolts;
3. Tighten all nuts and bolts throughout entire steering system, throttle and shift system;
4. Perform all recommended motor service and maintenance (refer to owner's manual);
5. Check entire fuel system;
6. Check ski pylon attachments;
7. Check bilge pump for both manual and clear automatic operation;
8. Check all nuts, bolts and screws for tightness;
9. Check engine oil and transmission fluid levels.

## Instrumentation and Operation of Boat

**Temperature Gauge** — Is provided to ensure that the operating temperature of your motor does not exceed the recommended temperatures in your motor owner's manual. Optimum operating temperatures are between 130 and 170 degrees. It is recommended that you not drive your boat hard until the motor temperature has risen to the normal operating range. In the event temperature exceeds normal, stop engine immediately and check cooling system for blockage. If you are unable to eliminate restriction or check cooling system, have boat towed to authorized service station.

**Engine Hours** — An electronic clock which records the length of time the engine switch is on. This will be used to gauge the time for maintenance for all the components of your boat. It is best to keep a log book recording the hours and time of any maintenance and work done to your boat.



**Voltage Gauge** — Represents the rate at which the charging system is operating. Voltage gauge should read 13.5V - 15.5V at normal operation. If below 13.5V, there could be a possible low battery or charging problem.

**Oil Pressure Gauge** — Indicates the pressure levels of the oil in your motor. This gauge does not indicate shortage of actual oil in your boat — it only indicates that the oil pump within the motor is operating correctly. Always check oil regularly with the engine dip-stick. If, for any reason, your oil pressure shows extremely high or low readings, it is best to stop motor immediately and check for problems (see engine owner's manual).

**Fuel Gauge** — Indicates the approximate level of fuel in your tank. Each fuel system has its own personality and needs to be checked for fuel usage and overall gauge accuracy. For example, fill your tank completely and run to exactly 1/2 fuel level according to the gauge. Refill your tank until full. This will give you the amount of gallons on top half of gauge. Repeat this procedure for 1/4 and 3/4 locations on your needle for fuel level use. Do not attempt to run your fuel gauge down to empty. It is recommended that you not allow your tank to get below the 1/4 level to prevent moisture and condensation in the tank.

**Speedometers** — Indicates your accurate water speed. It is recommended that you take your boat to a slalom course, bring a stop watch, and calibrate your speedometer[s] in accordance to AWSA slalom course times.

**Check Light Switch** — Is a three position switch. The upper rocker position operates bow light, stern light, and dash lights. The center position is off. The lower rocker position operates the stern light only.

**Check Pump Switch** — Is a two position switch. The ON position is for manual override of your automatic bilge pump. The automatic phase of your bilge pump is always on to prevent emergencies. The float switch should be checked periodically for proper operation.

**Blower Switch** — Is a two position switch. With the switch in the ON position listen to be sure that the blower is operating prior to starting your engine. See blower warning sticker on your dash.

**Check Horn** — Located in the rocker switch panel. Depressing the horn button, makes your horn sound.

**Note:** In accordance with Coast Guard regulations, the horn is to be used only as an emergency signal device. Therefore, it is not recommended to use your horn unless necessary.

**Tachometer** — Indicates the R.P.M. of the output shaft of your motor. This output can be used as an alternative to a speedometer depending on weight loading and water conditions. It is recommended that you not exceed recommended RPMs during break-in and normal operation of your motor (consult motor owner's manual).

**Ignition Switch** — Is a three position switch. Caution should be used not to force the key into the ignition switch. The key tumblers are located vertically. Your key should be positioned vertically and moved slightly up and down when inserting it into the switch.

**Check Throttle Lever and Gear Control** — Is located on your extreme right. When pulled out, the button on the front panel of the control places the transmission in neutral. At this time, the throttle controls only the accelerator action of your engine. Always position the throttle lever straight up before pushing the button in for gear engagement. When engaging forward or reverse, ease the throttle lever into position slowly. Never move the throttle from its straight up (out-of-gear) position directly into a speed position. Always move the lever into gear engagement slowly, before accelerating your motor. Gradual changes prevent damage caused by high torque engagement of your transmission. Reverse whine is normal.

**Note:** To operate lever it is necessary to raise collar (under ball knob) to disengage the neutral interlock.

**Check Neutral Safety Switch** — Your boat has a neutral safety switch. This switch helps prevent your boat from being started in gear. It must be adjusted properly and in good condition in order to operate correctly. If your boat is able to start in gear, immediately have it properly adjusted by a served technician.

# Handling Characteristics

Your Ski Centurion Direct Drive has evolved through years of research and development creating the most advanced competition tow boat on the market. There are two idiosyncrasies which all family boats exhibit to some extent. They are:

- 1) **Left to right sensitivity** — When loading a competition ski boat, care should be taken regarding distribution of passenger weight. Example: If you have a 90 lb. person on the driver's side and two 200 lb. passengers on the passenger side, the boat will probably lean to port while underway. Conversely, if you have a 200 lb. driver and a 75 lb. passenger starboard lean is not unusual. This can simply be adjusted by loading passenger and driver weights as equally left to right as possible. Actual ride characteristics can be adjusted by bottom "tuning". Consult your dealer.
- 2) **Rudder Pull/Steering Slack** — There are no steering systems that are totally free of slack. However, we have developed a "pre loaded" steering system to minimize the slack in your Centurion's steering system. Between 28 and 30 mph, you will notice that the boat will pull slightly to the right as the speed increases. This will give you the advantage of precise steering. Other boats with no preload will actually wander because of steering slack.

# Cleaning Techniques and Tips

After many hours of using Ski Centurion products, the staff has compiled the following helpful hints for the maintenance of your boat:

1. Before using your boat, visually inspect the interior and exterior for any changes in their conditions during storage.
2. Before following start-up procedure, as instructed in the engine owner's manual, lift the motor cover housing and check the drain plugs installation.
3. Check power to the blower, lights, horn, bilge pump and switches.
4. If you are caught in a rain storm while operating your boat, try to cover the dash and its equipment. If excessive water enters your boat interior, attempt to dry as much as possible with a wet-dry vacuum cleaner when you return to a storage or docking facility.
5. After normal use of your boat, it is recommended that all exterior areas be wiped dry with a towel to prevent water spotting. This practice will help maintain the clean and glossy finish of your boat. All interior vinyl and fiberglass should be wiped dry in the same manner. All bottom cushions placed in a vertical position in order to dry.



6. If heavy use has caused water build-up in seats and carpet, it is recommended that the seat cushions be removed to allow quicker drying of storage compartments. If cushions are thoroughly soaked and extremely heavy, it is recommended that these cushions be placed in a warm and dry area.
7. For any spots or stains on the exterior sides of hull, we recommend any mild liquid soap (scrubbing bubbles) cleaner. You may apply the suds directly and use dry towels to wipe any scum lines off the sides of the boat without damaging or scratching the gel coat.
8. For lightly soiled conditions on the upholstery, we recommend use of a Upholstery Vinyl Cleaner. If extreme staining has occurred, limited use of a product called Soft-Scrub may be used.

**Caution:** Do not repeat these cleaners unless your vinyl is abused or heavily soiled. All detergents and cleaners on vinyl will have a negative wear affect on the longevity of the material. Carpet cleaners may be used to remove any spots or stains on carpeted areas. Materials on the seat bottoms and interior compartment areas may be cleaned with the same agents as recommended for cleaning.

9. The windshield of you Ski Centurion is made of tempered glass. After each use, we recommend the use of Windex or a similar glass cleaner (to the glass areas only) to remove any spray spotting. Towel drying alone will not remove stains on the glass. If spotting has occurred, apply a glass spot remover to the areas of concern. Do not drip on windshield frame, interior and/or gel coat surface.
10. Fineline Industries recommends that your boat surfaces be waxed every 50 hours to decrease resistance in the water and to decrease potential staining or spotting to the fiberglass surface. Numerous products are available for waxing your fiberglass boat. Caution must be used in the purchase of any products which are to be rubbed or buffed into the surface of your boat. Make sure that the product manufacturer's instructions state clearly that the product is specifically designed for fiberglass products or boats.
11. Special attention must be paid while filling the gas tank. If any excessive gas is spilled at the filler cap, it is recommended that it be washed off immediately. If spilled fuel is allowed to be present on deck for any length of time, a cleaner will be required to prevent damage or staining. Never overfill gas tank or top off, because heat expansion may cause overflowing.
12. **Salt Water** — Your Ski Centurion is designed for use primarily in fresh water. Use in salt water will cause accelerated high levels of corrosion and deterioration. After use, the boat must be completely flushed inside and out with fresh water. The motor must be flushed with fresh water. Do not allow any salt water to remain on or in any part of your boat after use in salt water and flushing. Salt water is caustic and will attack anything it touches.



13. **Mooring in Water / vs. Trailering** — Although we at Fineline Industries, Inc. use the highest grade gel coat materials, a condition may develop where the bottom may show signs of discoloration and/or blisters. This will not be considered for warranty by Fineline Industries, Inc. or our raw materials suppliers. We suggest that your boat be stored on its trailer or bunked dock lift when not being used. If it is necessary for your boat to stay in the water, it is recommended that you consider a good bottom paint for your protection or remove periodically for cleaning.

14. **Storing your boat**

- 1) Your boat should be cleaned and winterized prior to long term storage, especially in freezing climates.
- 2) Be sure to completely drain all water out of your boat before storing, including your ballast tanks if boat is equipped with tanks.

## **Unloading / Loading Trailer**

Your trailer has been designed especially for the Ski Centurion. Some helpful hints on trailering the Ski Centurion follow:

### **Unloading**

1. Make sure that light cords are unplugged before backing trailer into water.
2. Make sure that the dolly wheel is up or removed before towing.
3. Back trailer until the water level is approximately one inch below the top of the fenders on the trailer.
4. Follow the cold start procedure recommended in your motor manual.
5. After starting the engine, disconnect the bow hook, center the steering wheel, and slowly place throttle in reverse. Ease the throttle back until the boat starts to move.

**Caution:** Do not use rapid throttle movements to free the boat from its dry carpet runners.

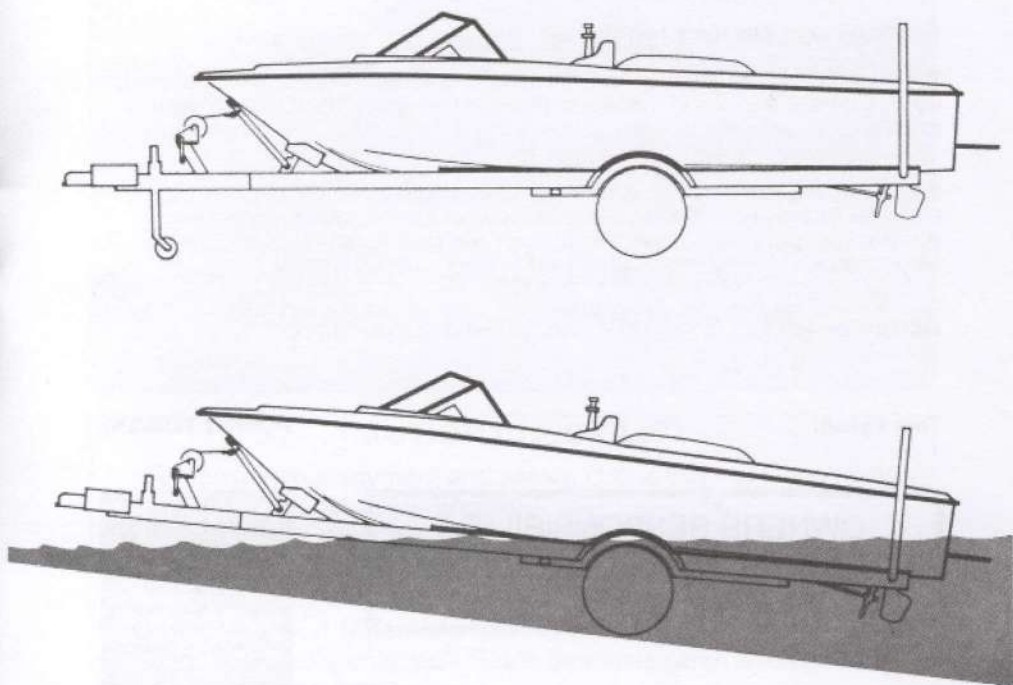
**Note:** Another method of unloading would be to float off trailer by submerging to a greater depth, using tow applicable guidelines.

### **Loading**

To re trailer your boat, follow the guidelines in numbers one through three in the unloading process. Additional aids have been incorporated in your trailer to assist you in the loading of your boat. It is best to idle your boat onto the trailer. It is not recommended to power on the trailer during rough conditions. There is a bow-stop at the front of the trailer. Use the bow -stop to aim the center line of the boat as you move on to the trailer. Once on the trailer, throttle up slowly. This will give you the proper forward alignment for correct hook up of your boat. Hook up the bow-eye to the winch and tighten or connect to floater bar if provided. You are now ready to pull your boat and trailer out of the water.

**Caution:** A visual check to be sure your boat is centered between the right and left fenders, prior to pulling the boat and trailer from the water will ensure boat has been loaded correctly.

**Caution:** Be sure your trailer has been properly bunked to fit your Ski Centurion.



## Source List

Fineline Industries, Inc. has compiled the following list of names of our manufacturers and representatives to assist you in any problems with component parts. Many parts used in your boat carry their own warranty backed by the individual vendor. Feel free to contact these people for any technical or parts assistance.

- |                                       |  |
|---------------------------------------|--|
| 1. Indiana Marine (Dash Panel)        | (219) 665-6112, X129 – Ask for Bruce       |
| 2. V & M Trailer                      | (559) 486-0410 – Ask for Debbie            |
| 3. Atwood (Blower & Pump)             | (616) 897-9241 – Ask for Jan               |
| 4. Bennet Marine (Trim Tabs)          | (954) 427-1400 – Ask for Tom               |
| 5. Mercruiser                         | (405) 743-6566 – Customer Service Hot Line |
| 6. Gen Corps (Vinyl)                  | (323) 583-9981 – Ask for John              |
| 7. Perfect Pass                       | (902) 462-8843 – Ask for Randy Eisner      |
| 8. Faria (Gauges)                     | (800) 473-2742                             |
| 9. Teleflex (Steering)                | (610) 495-7011 – Ask for Ron               |
| 10. Sony (Stereo)                     | (816) 241-2552 – Ask for Brandon           |
| 11. Marine Hardware (Underwater Gear) | (800) 526-5971 – Ask for Doug              |
| 12. RBK Proflight Towers              | (209) 529-8504 – Ask for Steve             |
| 13. Heater Craft (Heat & Shower)      | (208) 687-4400 – Ask for Steve             |
| 14. ECI Skylon Towers                 | (800) 418-1616 – Ask for Tom               |
| 15. CMI (Gel Coat)                    | (800) 654-0727 – Ask for Scott             |

# Cautions and Warning Labels

## Cautions and Warning Labels

The following are the warning / information labels, or similar ones, that should be on your boat. It is your responsibility to maintain the readability of these labels and to follow their warnings.

If your warning labels are not intact or are unreadable, please contact Fineline Industries for a replacement set. These labels serve the vital function of warning you and your passengers of possible dangers and must remain in good condition on your boat.

**NOTE:** The warning / information label is listed next to each below.

### Tow Pylon:

#### OWNERS RESPONSIBILITY TO TIGHTEN SKI PYLON

FINELINE INDUSTRIES INC. ASSUMES NO LIABILITY FOR PERSONAL INJURY OR PROPERTY DAMAGE RELATING TO THE USE OF ANY WATER SKI TOWING DEVICE INSTALLED ON THIS BOAT. THIS INCLUDES BAREFOOT BOOMS, TRICK RELEASES OR RELATED APPARATUS.

**DANGER:** STAY AWAY FROM BACK OF BOAT  
AND DO NOT ATTEMPT TO BOARD, SKI, ETC.  
WHILE ENGINE IS RUNNING

### POWER TOWER:

#### DANGER!

Failure to follow these guidelines can result in serious injury or death. Do not tow more than two persons at one time from this tow tower. The tow tower should only be used for towing water-skis, wakeboards, or recreational towables and not for parasailing, kit flying or towing other boats, etc. Do not add any attachments that are not installed by Fineline Industries. Do not climb on, sit on, stand on, jump off or dive off the tow tower. Never allow passengers to sit behind the tow rope attachment point or let loose towrope ends dangle. Always be certain that all bolts are in place and tight before and during use. When the tow tower is up watch for low obstacles such as tree limbs, bridges or power lines.



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

MFD. BY

**FINELINE INDUSTRIES, INC**  
455 GROGAN AVE.      MERCED, CA 95340

### **CAUTION CHECK LIST**

For maximum enjoyment and safety, check each of these items  
**BEFORE** you start your engine:

- ✓ **DRAIN PLUG** (Securely in place?)
- ✓ **LIFE SAVING DEVICES** (One for every person on board?)
- ✓ **STEERING SYSTEM** (Working smoothly and properly?)
- ✓ **FUEL SYSTEM** (Adequate fuel? Leaks? Fumes?)
- ✓ **BATTERY** (Fully charged? Cable terminals clean and tight?)
- ✓ **ENGINE** (In neutral?)
- ✓ **CAPACITY PLATE** (Are you overloaded or overpowered?)
- ✓ **WEATHER CONDITIONS** (Safe to go out?)
- ✓ **ELECTRICAL CONDITIONS** (Lights, horn, pump, etc.?)
- ✓ **EMERGENCY GEAR** (Fire extinguisher, bailer, paddle, anchor  
& line, signaling device, tool kit, etc.?)
- ✓ **INSPECT BILGE PUMP** (Will water exit boat and is pump free  
of debris?)

## **CAUTION**

**DO NOT ENTER OR EXIT COCKPIT WHILE ENGINE IS RUNNING.**

**TOP FUEL PRIOR TO EACH OPERATION.**

**DO NOT OPERATE AFTER SUNSET OR BEFORE SUNRISE.**

**CHECK OIL AND TRANSMISSION LEVELS PRIOR  
TO EACH OPERATION.**

**IF LOW OIL OR HIGH TEMPERATURE LIGHT COMES ON,  
STOP OPERATIONS AND CONSULT DEALER.**

**USE CAUTION FOR PROPELLER UNDER BOAT.**

## **CAUTION**

THE ENGINE BLOCK MAY OR  
MAY NOT HAVE BEEN  
DRAINED AT FACTORY.  
TAKE ALL MEASURES  
APPROPRIATE TO INSURE  
PROPER WINTERIZATION.

### **AUDIO WARNING HORN WILL SOUND WHEN:**

1. ENGINE OIL PRESSURE IS TOO LOW
2. ENGINE TEMPERATURE IS TOO HOT OR
3. TRANSMISSION TEMPERATURE IS TOO HOT.

### **TO TEST AUDIO WARNING HORN:**

TURN KEY TO "ON" POSITION (ENGINE OFF)

FOR MORE INFORMATION, CONSULT YOUR OPERATIONS  
AND MAINTENANCE MANUAL.

## **WARNING**

LEAKING FUEL IS A FIRE AND EXPLOSION  
HAZARD. INSPECT SYSTEM REGULARLY.  
EXAMINE FUEL TANKS FOR LEAKS OR  
CORROSION AT LEAST ANNUALLY.

## **HOT WATER SHOWER**

CAUTION WATER MAY  
BE EXCESSIVELY HOT  
AND BURN SKIN.

## **CAUTION**

SKI LOCKER MUST BE LOCKED WHEN  
BOAT IS MOVING, OR DAMAGE MAY OCCUR

**REAR HATCH RELEASE LOCATED  
IN STARBOARD SIDE PANEL**

### **WARNING**

GASOLINE VAPORS CAN EXPLODE.  
BEFORE STARTING ENGINE, OPERATE  
BLOWER FOUR MINUTES AND CHECK  
ENGINE COMPARTMENT BILGE FOR  
GASOLINE VAPORS.

# **ATTENTION**

**DO NOT OPERATE MULTIPLE  
ELECTRICAL OPTIONS  
SIMULTANEOUSLY WITHOUT  
ENGINE RUNNING (IN WATER)  
OR SYSTEM MAY OVERLOAD.**

**BATTERY CABLES MUST REMAIN  
TIGHT AT ALL TIMES.**

**LOOSE CABLES MAY CAUSE  
IGNITION OR OTHER FAILURE.**

**POSITIVE CABLE IS DISCONNECTED  
AT THE FACTORY PRIOR TO  
SHIPPING TO PREVENT BATTERY  
DISCHARGE FROM LACK OF USE.**

# **CAUTION**

**DO NOT OPERATE BALLAST  
SYSTEM WITHOUT WATER  
FLOWING THROUGH PUMP  
AS PUMP PROPELLER MAY  
BE DAMAGED CAUSING  
PUMP**



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