

THROUGHOUT THIS MANUAL THE TERMS “DANGER,” “Warning” and “Caution” appear, alerting the boat owner and/or operator to dangerous or potentially dangerous situations that may arise. Those terms have the following respective meanings whenever they appear herein:



This is the safety alert symbol. It is used to alert you to potential personal injury hazards. Obey all safety messages that follow this symbol to avoid possible injury or death.



DANGER indicates an imminently hazardous situation which, if not avoided, will result in death or serious injury.

DANGERS, WARNINGS & CAUTIONS



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



CAUTION indicates a potentially hazardous situation which, if not avoided, may result in minor or moderate injury.



CAUTION used without the safety alert symbol indicates a potentially hazardous situation which, if not avoided, may result in property damage.

Failure to adhere to and comply with the safety dangers, warnings and cautions that appear in this manual can lead to serious illness, injury or even death and/or damage to your boat or the property of others. Beyond these warnings, boaters have a personal responsibility to

utilize a common sense approach to the boating experience, including keeping individuals off or near the swim platform and the stern area of the boat during the engine operation. Personal flotation devices (“PFDs”) save lives and ensure positive experiences. **MasterCraft offers many proactive approaches to the boating experience, but the consumer is ultimately responsible for the positive and safe involvement in boating.**

Be sure to review the *Boating Safety* section of this manual, which immediately follows this section. Because of the importance of these dangers, warnings and cautions, they are reprinted here, along with the pages on which you will find them. Please note that the safety information statements presented below are categorized for information purposes only, and are not presented in any particular order of importance. Each of the statements referenced below and in the other sections of this manual provide you with important safety-related information and must be read and followed to avoid injury or damage, as applicable. We strongly encourage you to cross-reference and read the dangers, warnings and cautions within the context in which they are presented by reading and reviewing those sections.



Failure to comply with safety-related information and instructions may result in serious injury or death to you and/or others. Always use common sense when operating the boat or participating in any activities associated with the boat, including, but not limited to, periods of time when the boat engine is shut down and the boat is not in operation. (Page 1-3)

Gasoline is highly flammable and its vapors may ignite, resulting in fire or explosion. Be sure to keep all sparks and flames away from the area while inspecting the boat’s fuel system. (Page 15-3)

Gasoline is explosive. If a gasoline odor is present or gasoline is visually observed in the bilge area during inspection, **DO NOT START YOUR ENGINE!** Remove the ignition key from the ignition switch and call an authorized MasterCraft dealer for service. (Page 15-8)

Gasoline is extremely flammable and highly explosive under certain conditions. Always stop the engine and never smoke or allow open flames or sparks within fifty (50) feet of the fueling area when fueling. (Page 6-3)



Take care not to spill gasoline. If gasoline is spilled accidentally, wipe up all traces of it with dry rags immediately and dispose of properly on shore. (Page 6-3)

To prevent a possible explosion, operate the blower for at least four (4) minutes before starting the engine and always when at idle or slow-running speed. Explosive gasoline and/or battery fumes may be present in the engine compartment. Failure to do so may result in serious injury or death! (Page 9-1)

To prevent a possible explosion, operate the blower for at least four (4) minutes before starting the engine and always when at idle or slow-running speed. Explosive gasoline and/or battery fumes may be present in the engine compartment. Failure to operate the blower as instructed may cause improper ventilation of the boat engine and bilge areas, and fuel vapors can accumulate in this area, causing a fire or explosion which may result in death or serious injury! (Page 5-8)

Carbon monoxide is a colorless, tasteless, odorless and poisonous gas that accumulates rapidly and can cause serious injury or death. Exposure to carbon monoxide can be fatal in a matter of minutes. Exposure to even low concentrations of carbon monoxide must not be ignored because the effects of exposure to carbon monoxide can build up and be just as lethal as high concentrations. Carbon monoxide from exhaust pipes of inboard or outboard engines may build up inside and outside the boat in areas near exhaust vents. **STAY AWAY** from these exhaust vent areas, which are located at the stern of the boat, and **DO NOT** swim or engage in any watersports or other activities in or near

the stern area of the boat, including, without limitation, the swim platform and the rear sun deck, when the engine is in operation. Under no circumstances should the owner and/or operator allow persons to hold onto the swim platform while the engine is operating and the boat is in motion. These activities (sometimes known as “teak surfing” or “platform dragging,” where the participant holds onto the swim platform and is pulled through the water, and/or “body surfs” immediately behind the boat) are extremely dangerous, highly likely to result in death or serious bodily injury, and are a misuse of this product. (Page 2-1)

The safety switch lanyard must be attached to the operator whenever the engine is running. Failure to do so may result in death or serious injury! (Page 5-7)

Never override or modify the engine safety shut-off switch in any way. (Page 1-3)

Before starting the engine, open the engine compartment and check for gasoline fumes, fuel and oil leaks or the presence of fuel or oil in the bilge. (Page 9-1)

Do not tow more than two (2) persons at one time on a tow tower. The tow tower approved for use on your boat should be used only for water skis, wakeboards or recreational towables, and not for parasailing, kite flying or towing other boats. Do not add any attachments that are not approved for use on your MasterCraft boat. Do not climb on, sit on, stand on, jump off of or dive off of the tower. Never allow passengers to sit behind the tow rope attachment point. Never allow loose tow rope ends to dangle. Always be certain that all bolts are in place and tight before and during use. When the tower is up, watch for low obstacles such as tree limbs, bridges or power lines. (Page 1-4)

Information regarding the maximum number of people and/or additional weight to the boat is included in the Guide to Individual Models section of this Manual. It is the boat operator’s responsibility to ensure that the boat is never overloaded. Too much additional weight may cause the boat to overturn or sink, which can result in serious bodily injury or death. (Page 10-1)

Boat operators should never attempt to duplicate operational skills of professional drivers. When such maneuvers fail, it can result in serious injury or death. (Page 10-1)

WARNING

DO NOT launch or operate the boat if any problem is found during the Safety Check. A problem could lead to an accident during the outing, resulting in death or serious injury. Any and all problems should receive attention immediately. See your authorized MasterCraft service department for assistance. (Page 7-1)

Battery electrolyte fluid is dangerous. It contains sulfuric acid, which is poisonous, corrosive and caustic. If electrolyte fluid is spilled or placed on any part of the human body, immediately flush the area with large amounts of clean water and immediately seek medical attention. (Page 15-1)

When charging, batteries generate small amounts of dangerous hydrogen gas. This gas is highly explosive. Keep all sparks, flames and smoking well away from the area. Failure to follow instructions when charging a battery may cause an electrical charge or even an explosion of the battery, which could result in death or serious injury. (Page 15-2 and 15-4)

The engine box serves as a machinery guard. The engine must be OFF whenever the box is open. Clothing or body parts can get caught in moving parts, causing death or serious injury. Keep away from moving parts! (Page 15-2, 15-3 and 15-4)



Adding additional ballast to your MasterCraft boat is not recommended, and can result in impaired visibility, diminished handling characteristics and instability when operating your boat, and may result in potential structural and/or engine damage to your boat, which damage will not be covered by your warranty. (Page 10-1)

Use of improper parts may cause component or engine failure. Such failure may result in death or serious injury! (Page 12-1)

Towers on boats are intended for use for water skis, wakeboards or recreational towables only. Use of the tower to tow other boats, kites or for any other purpose may result in serious injury or death, and may damage the boat, which will not be covered by warranty. (Page 1-3)

All boats have weight limits. Failure to adhere to the posted limits can cause operational instability and/or the boat to sink. This may result in serious injury or death, as well as significant damage to the boat, which will not be covered by warranty. (Page 2-1)

CAUTION

Be sure all fasteners used are approved and rated for marine use. Most fasteners used on MasterCraft boats are stainless steel or specially coated to resist corrosion. (Page 12-1)

All replaced fuel components must meet United States Coast Guard ("USCG") and American Boat & Yacht Council, Inc. ("ABYC") standards, and must be Underwriter's Laboratory ("UL")-approved. Inferior quality components pose a serious safety threat to you and others, and the use of inferior components may result in serious injury or death. Resulting damage may void the warranty. (Page 15-8)

Do not continue to run the engine if the oil pressure is low. If you do, the engine may become so hot that it, or surrounding components, could catch fire. You or others could be burned and the boat seriously damaged. Check your oil level and add an appropriate amount of approved motor oil before operating again or have your boat serviced by your local authorized MasterCraft ser-

vice department. Note that damage to your engine from inappropriate oil levels can be costly to repair. Such damage is not covered by your warranty. (Page 5-7)

While operating attitude adjustment plates use caution. Improper use of plates can cause accidents, which may result in serious injury or death. These cautions apply to the MariStar 280STS, X-80 and 280 SST models only.

While the boat is underway do not move one plate up or down significantly as this may cause listing.

While at higher speeds do not over-trim, as this will cause the bow to lower quickly, resulting in a reduction of speed and may cause the boat to veer.

When in following seas or when running an inlet, the plates should be fully retracted. This will allow for optimal performance. (Page 5-11)

Some engine parts become very hot during operation. This inspection must be completed while the engine is cool to prevent burns to your skin. Perform this task before starting the boat. (Page 15-2)

Some engine parts become very hot during operation. This maintenance must be completed while the engine is cool to prevent burns to your skin. Perform this task before starting the boat. (Page 15-5, 15-6)

CAUTION

To ensure proper break-in and lubrication, boat owners should not remove the factory break-in oil until after the initial ten (10) hours of operation. At that time, an oil change should be performed by an authorized MasterCraft service technician at an authorized MasterCraft dealer. (Page 8-1)

DO NOT use the ski pylon for lifting. It is NOT designed as a central lifting point. Also, DO NOT use the stern ski tow as a lifting ring. The deck will be damaged. See the Storage Cradle sub-section of this section of the Manual. Also never lift a boat with water in the bilge or containing a water-filled device such as a ballast system or sack. The extra stress will put an excessive load on the hull and lifting equipment that may seriously damage the boat. Such damage may not be covered by the warranty. (Page 11-1)



Continued operation after the warning light has illuminated may cause severe engine damage. This will void your warranty. (Page 9-2)

Because of the complexity of preparing a boat for proper winter storage, as well as the possibility of extreme damage to the engine if a preparation error was made during winterization, MasterCraft recommends scheduling an appointment with an authorized MasterCraft dealer's service department to permit a technician to perform all winterization procedures. (Page 16-1)

Add-on equipment may adversely affect the alternator output or overload the electrical system. Such damage may not be covered by the warranty. (Page 15-1)

Failure to follow the engine oil recommendations listed in the engine manual can cause additional engine wear and increase the possibility of engine component failure. Damage to the engine due to incorrect oil usage can be costly to repair, and is not covered by the warranty! (Page 8-2)

Do not operate the starter motor continuously for more than fifteen (15) seconds without at least two (2) minutes for a "cool-down" period. Failure to do so may cause the starter to overheat, resulting in damage. Failure to release the ignition key after the engine has started may cause damage to the starter motor and drive. (Page 9-1)

Damage to the engine by use of low-quality gasoline or gasoline with an octane rating below the minimum level listed will void the warranty on the boat. (Page 6-3)

Fuels that are blended to contain methanol or wood alcohol should not be used. These fuels can corrode metal parts in the fuel system and engine. Fuels that contain methanol will damage the engine. Damage caused by the use of unapproved fuels is not covered by warranty. (Page 6-3)

Extended storage with fuel in the system can affect the fuel's stability and may require system inspection and fuel filter replacement when the unit is placed back into service. (Page 6-3)



Lifting slings must never contact shafts, struts or hardware protruding from the hull. Damage may result that would void the warranty. (Page 11-1)

When the boat is out of the water, it is important to support the hull correctly to avoid any hull damage. Such damage may void the warranty. (Page 11-1)

Crossing cables or jumper cables may result in damage to the electrical components due to incorrect battery connections. Such damages may not be covered by your warranty. (Page 15-4)

Attention must be paid to any leakage occurring in the propeller shaft log area. Water intrusion into the trans-

mission, which can happen if excessive leakage is occurring may cause serious damage. Such damage may not be covered by the warranty. (Page 15-2)

Allowing the fuel level in the fuel tank to fall below one-quarter of a tank full may affect the reliability of the fuel pump or result in damage to the fuel pump, which is not covered under warranty. (Page 6-3)

When boating, avoid using the windshield as an aid for balance or getting out of a seat. This causes undue stress to the window frame and could damage it, which may not be covered under warranty. (Page 7-1)

Engines should always be operated within engine manufacturer guidelines. Failure to do so may cause significant damage to the engine and drive train and is not covered under warranty! (Page 10-3)

Continuing to operate the boat while the temperature is above normal operating parameters may cause serious damage to your engine. Damage to your engine resulting from operating the engine in an overheated condition can be costly to repair. Such damage is not covered by your warranty! (Page 5-6)

Failure to follow the break-in procedure exactly as stated will void the engine warranty! (Page 8-1)