



## **BOAT AND MOTOR OPERATION AND MAINTENANCE**

### **1. PUT IN DRAIN PLUG**

Check that main hull drain plug(s) are installed before backing boat in water. Additionally, in-floor fish boxes have drain plugs which must be installed before launching also.

### **2. BREAKING IN YOUR MOTOR**

Check the motor's owner's manual for break-in procedures on your specific motor. These procedures vary by motor.

### **3. MOTOR MAINTENANCE**

Consult the motor's owner's manual for proper maintenance of your motor.

### **4. OUTBOARD JET MAINTENANCE**

- a. Grease the jet after each days use.
- b. Pump grease through the jet until clean grease, free of water, comes out.

### **5. FUEL TANK**

Most Wooldridge boats have under-the-floor fuel tanks. Locating the tank under the floor gives you excellent gas capacity without using up valuable floor space. In order to accomplish this, the tank is made very long. The long shape causes the fuel gauge to react in relation to the angle of the boat. For this reason, the boat must be level to get the most accurate fuel-level reading. The boat is most level when sitting flat on trailer or when the boat is sitting flat and still in the water.

### **6. ELECTRICAL ITEMS**

All electrical items on a Wooldridge boat have fuses or an alternative type of circuit protection. The majority of these fuses are located next to the individual switches on your switch panel. To access your fuses, use a flathead screwdriver to remove the grey face-plate of your switch panel. The fuses are located under the protective rubber strip.

The power supplied to your switch panel is protected using a resettable breaker. This breaker is located **inside of your battery box**. A system-wide electrical failure can occur if this breaker is over-loaded. In the event of a system-wide electrical failure, check this resettable breaker first. Regardless of whether or not you manually reset this breaker, it will reset itself upon cooling. However, if the circuit breaker has failed, you will need to replace it.

The various systems within a motor - be it inboard or outboard - are also protected using fuses / breakers. In the event of problems with systems within your motor, check the motor's owner's manual for the specific location of these fuses / breakers.

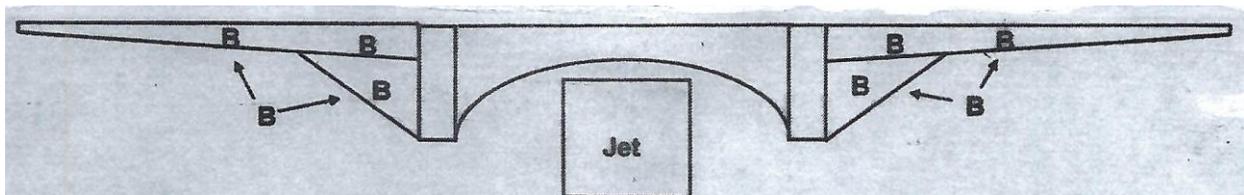
## JET MODEL INFORMATION

**Trimming:** Every boat manufactured by Wooldridge Boats (that has a motor installed) undergoes on-the-water testing. Aside from a nominal amount of fuel, the boat is empty when tested. Depending on the customer's specific desired use (gear hauling, speed etc...) the "permanent" trim of the boat may need to be adjusted. In order to allow for this adjustability, the bottoms of Wooldridge boats extend past the back transom.

To adjust the trim of the boat, either tap (using a rubber mallet) or pry (using a large adjustable wrench) the bottom extension - notated by "B" below - **down** in order to bring the boat's bow down. This will stop the bow from bouncing / porpoising and will cause the boat to plane out sooner.

Tap the bottom extension **up** to bring the boat's bow up.

Make these adjustments 1/16" to 1/8" at a time. Trim adjustments larger than 1/8" will radically affect the pitch of the boat.



**Running:** A jet boat can run in very shallow water. **When at planing speed**, it will not pick up any sand, gravel or rocks **unless the jet touches or drags the bottom**.

**When not planing**, (starting, stopping, pulling on or off the beach or a trailer), you want to **maintain about 12 inches between the jet intake and the river bed** so you don't suck rocks into your intake foot.

*If you have any questions about the handling, performance, or care of your Wooldridge boat, please feel free to call us at (206) 722-8998 or email us at [info@wooldridgeboats.com](mailto:info@wooldridgeboats.com)*

## **ALUMINUM BOAT MAINTENANCE TIPS**

It is important to keep up with maintenance on your Wooldridge boat. Maintenance will ensure the longevity of the boat.

### **Keep Your Boat Dry**

Although boats are designed to be in the water, it is important to keep them dry when they are not in it. Failure to dry a boat off can lead to oxidation, mold growth, odor and a variety of other issues. Upon taking your boat out of the water, you should let the water drain from the bilge. While the water is draining, be on the lookout for any sand or debris. Leaving either of these in the boat can cause just as much water damage as if you had left your boat in the water. Additionally; dry off the aluminum once your boat is on dry land.

### **Keep the Aluminum Clean**

Cleaning the aluminum can improve the health of the boat. To properly clean the aluminum, immediately rinse the boat when it comes out of the water, especially if it has been used in saltwater. To properly clean the aluminum, wash with soap and hot water (or Salt Away), then rinse thoroughly. After that, use an aluminum cleaner following the manufacturer's instructions. Be sure to entirely wash the cleaner off. Finally, use a restorer and a polish. It's important to follow the directions of the specific product you are using to reduce the risk of causing any damage to the aluminum.

## **CANVAS CARE – Frequently Asked Questions**

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| Question | What do I use to clean the clear plastic on my side and cruise curtains?  |
| Answer   | We recommend you use Imar Protective Cleaner with a soft microfiber cloth. It will help keep your clear plastic clear for a long time.  |
| Question | How do I clean my canvas?   |
| Answer   | Use Mermaid Canvas/Vinyl Cleaner. We also recommend dish soap with water and a soft scrubber.   |
| Question | It just rained for the first time since I got my top. Why is it leaking?  |
| Answer   | Your new top will show signs of water along any stitching the first few times it rains. Do not worry. It will go away on its own. The thread will expand and block the holes after it has rained and dried a couple of times. |
| Question | Should I tow my boat with the top up or in the boot?  |
| Answer   | If you are towing your boat more than a few miles and at higher speed, it is best to have your top in its boot. Towing with your top set up can cause the material to stretch, rip, or in some cases, bend the frame.         |