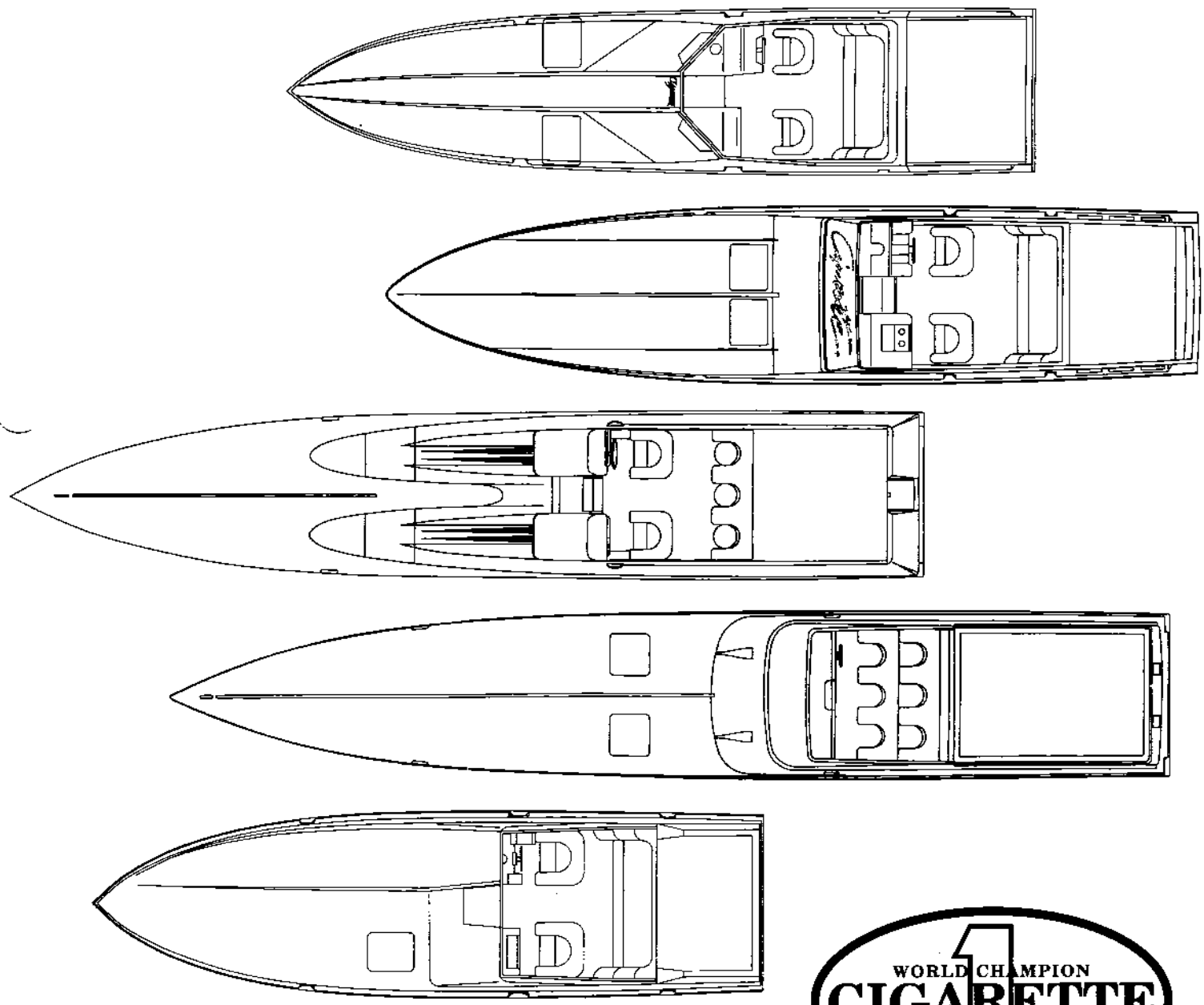
Cigarette®

Owner's Manual



WORLD CHAMPION
CIGARETTE
RACING TEAM
1®

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Table of Contents

Cigarette Racing Team, Inc.
Change of Owner Registration Information

Present Owner

Name: _____

Address: _____
Street

_____
City State Zip Code

New Owner

Name: _____

Address: _____
Street

_____
City State Zip Code

Boat Information

Boat Model: _____

Boat Hull Identification Number (HIN): _____

Cigarette Racing Team, Inc.
Change of Owner Registration Information

Present Owner

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Street

_____
City State Zip Code

New Owner

Name: _____

Address: _____
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_____
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Boat Information

Boat Model: _____

Boat Hull Identification Number (HIN): _____

Affix
Postage
Stamp
Here

Cigarette® Racing Team, Inc.

3131 N.E. 188th Street

North Miami Beach, FL 33180

Affix
Postage
Stamp
Here

Cigarette® Racing Team, Inc.

3131 N.E. 188th Street

North Miami Beach, FL 33180

Owner's Records

Hull Information

State Registration No. _____

Hull Identification No. _____

Model _____

Purchase Information

Dealer Name: _____

Dealer Address: _____

Dealer Phone: _____

Date Purchased: _____

Ignition Key No. _____

Engine Information

Model _____

Port Serial No. _____

Stbd. Serial No. _____

Center Serial No. _____

Transmission Information

Model _____

Port Serial No. _____

Stbd. Serial No. _____

Center Serial No. _____

Stern Drive Information

Model _____

Port Serial No. _____

Stbd. Serial No. _____

Center Serial No. _____

Propeller Information

Model _____

Port Serial No. _____

Stbd. Serial No. _____

Center Serial No. _____

Owner's Records

1. **Accessory** _____

   Model _____

   Serial No. _____

2. **Accessory** _____

   Model _____

   Serial No. _____

3. **Accessory** _____

   Model _____

   Serial No. _____

4. **Accessory** _____

   Model _____

   Serial No. _____

CHAPTER 1

Introduction

Welcome to the World of High Performance Pleasure Boating!

As a new member of the Cigarette® Team, we welcome you to the World Champion Cigarette® Racing Team.

Take time to learn the location of important components of your Cigarette® and how to make quick, routine checks before the day's running. A high performance boat operates quite differently than a moderately powered runabout. This manual outlines boat operation for high performance and safety. Developing these skills will add to your pleasure in running your Cigarette®. This manual also explains basic maintenance procedures, and refers you to professional marine service where needed.

Boating enhances your enjoyment of the great outdoors and there is always something new to learn in the world of high performance boats. We wish you many years of pleasure in your new Cigarette®.

Warranties

Your Cigarette Hull Warranty

Cigarette's hull warranty is printed on the following pages. Take a moment to familiarize yourself with this warranty and learn your responsibilities as an owner of a Cigarette boat.

Limited One-Year Warranty

What Is Covered by This Warranty - Cigarette Racing Team, Inc. ("Cigarette") hereby warrants solely to the original consumer purchaser that the Cigarette hull purchased by such purchaser will be free of defects in material and workmanship under normal use and service for a period of one year from the date of delivery. This limited warranty applies solely to the hull and shall not apply to any other parts or components of any boat sold by Cigarette, including, without limitation, to engines; windshields; gelcoats; chrome and appearance items; upholstery; fuel tanks (together with their related connections); hoses and fittings; chrome plated, anodized or aluminum finishes; or color fastness of materials. Certain of such items may be warranted by their respective manufacturers. Purchaser should look solely to the manufacturers of such items if there is a defect in them. For the purpose of this limited warranty, "consumer purchase" means a purchaser who buys a boat other than for purposes of resale or commercial or business use.

Scope of Cigarette's Obligations; How to Obtain Warranty Service - Pursuant to this limited warranty, Cigarette may choose, in its sole discretion and without charge to the purchaser, either to replace or repair any defective materials and repair or correct any defective workmanship in the hull. If Cigarette elects to and does repair, replace or correct a defective hull, the warranty, including implied warranty, on the repaired, replaced or corrected hull shall be limited to the remainder of the original length of this warranty. Cigarette does not warrant its ability to match the color of the original hull.

Cigarette shall have reasonable time after delivery of the boat to make any replacements, repairs or corrections required by this limited warranty. If Cigarette determines in its sole discretion, that it is unable to repair, replace or correct any such defect, in its sole discretion, either shall refund the purchase price of the boat to the purchaser or shall provide the purchaser with an equivalent boat, provided that the purchaser delivers to Cigarette, free and clear of all encumbrances, title to the boat for which the purchase price is being refunded or that is being replaced.

Cigarette's obligations under this limited warranty are conditioned upon the delivery of notice of any defective materials or workmanship within 30 days after such defective materials or workmanship are discovered to the following address: Cigarette Racing Team, Inc., 3131 N.E. 188th Street, North Miami Beach, Florida 33180. Cigarette's obligations under this limited warranty are further conditioned upon the delivery, at the purchaser's expense, of the boat for repair to such address as Cigarette may designate at the time of purchase or at any time thereafter. Cigarette's obligations under this limited warranty are further conditioned upon the purchaser's providing to Cigarette the written notice contained in Attachment A to this warranty within one (1) month after the date on which the boat is delivered to the purchaser.

When This Limited Warranty Does Not Apply - This limited warranty shall not apply to any hull of a boat that (a) has been used in racing and/or rated speed test; (b) has any defects or damage resulting from or caused, in whole or in part, by the purchaser's failure to adhere to normal and customary care and maintenance standards relating to the hull; (c) has been subjected to misuse, neglect, abuse or accident; (d) has been damaged by striking any natural or man-made object; (e) has been used for commercial, business or other non-consumer purpose; (f) has any defects or damage attributable, in whole or in part, to the repair, service, correction, alteration or modification of the hull by any party other than Cigarette or an authorized Cigarette dealer; (g) has been repowered with engines of a different manufacturer or of a different horsepower than originally equipped with the hull; (h) has been damaged or has deteriorated from the environment (such as acid rain, chemical pollutants, corrosive atmosphere or the like, salt, hail, windstorms, lightning or other acts of God); or (i) has been docked in either fresh water or salt water which has resulted in damage to the hull's finish, laminate or mechanical components.

Exclusion of Other Express Warranties; Limitation of Duration of Implied Warranties - THIS LIMITED WARRANTY GIVEN BY CIGARETTE AND IS IN LIEU OF ALL OTHER EXPRESS WARRANTIES, WHETHER ORAL OR WRITTEN. ANY IMPLIED WARRANTY ARISING UNDER STATE LAW, INCLUDING, WITHOUT LIMITATION, MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE (IF APPLICABLE), IS LIMITED IN DURATION TO A PERIOD OF ONE YEAR FROM THE DATE OF DELIVERY.

Some states do not allow limitation on how long an implied warranty lasts, so the above limitations may not apply to you.

Limitation of Liability for Special, Incidental of Consequential Damages

CIGARETTE AND ITS SUCCESSORS AND ASSIGNS SHALL UNDER NO CIRCUMSTANCES BE LIABLE FOR ANY SPECIAL, INCIDENTAL OR CONSEQUENTIAL DAMAGES. - Cigarette's liability and obligation under this limited warranty, and/or for the negligence of Cigarette or any of its dealers, agents or employees in connection with any defect in the design, assembly, materials, workmanship and/or operation of the hull and/or pursuant to any other right of the purchaser arising at law or equity is, and the purchaser's remedies against Cigarette with respect thereto are, limited to the remedies and obligations set forth in the section under the heading "Scope of Cigarette's Obligation; How to Obtain Warranty Service." Cigarette shall not be liable for any damages resulting in death, personal injury or property damage caused, in whole or in part, by the hull or any part, system or component thereof or arising out of defective materials, workmanship, assembly and/or design, of or with respect to the hull whether or not attributable in any manner whatsoever, in whole or in part, to the negligence of Cigarette or any of Cigarette's employees or agents.

Some states do not allow the exclusion or limitation of incidental or consequential damages, so the above limitation or exclusion may not apply to you.

Other Conditions - This warranty is extended to the original purchaser only. It is not transferable to subsequent owners of the boat or hull.

Limitation of Actions - The purchaser may not bring suit against Cigarette based upon, arising from or related to the purchase, operation or use of the hull, including a breach of this limited warranty, more than eighteen (18) months following the date of delivery.

No Amendment of This Limited Warranty - No agent, employee or representative of Cigarette or any other person has any authority by course of conduct or otherwise to bind Cigarette at any time to any affirmation, representation or warranty concerning any boat sold, or to alter, modify or waive any provision of this limited warranty. Any change or modification of any nature whatsoever of the provisions of this limited warranty shall not be effective unless made in writing executed by the President of Cigarette. Accordingly, any such additional statements, whether oral or written, or actions do not constitute warranties and should not be relied upon in any manner whatsoever.

This warranty gives you specific legal rights, and you may also have other rights which vary from state to state.

Original Owner Registration

On the following page is the original owner registration card for the Cigarette hull. It is your responsibility to complete the card and mail to Cigarette within thirty days after taking delivery of your boat. The card is preaddressed for your convenience. Advise Cigarette if you have a change of address. The information on this card not only allows you to receive warranty service, it provides Cigarette your address and telephone number so you can be contacted in case of a recall as required by the Federal Boating Safety Act.

Changing Owner Registration for the Cigarette Hull

On the next page, we have also provided special cards that allow you to transfer the warranty registration to a new owner. When you sell your boat:

1. Give the new owner this Owner's Manual.
2. Fill out the change of registration card and send it to the Cigarette® Racing Team. In this way, Cigarette can keep in touch with all of its past and present owners.

Note: The change in owner registration card provides Cigarette with the address and telephone number of the new owner so they can be contacted in case of a recall as required by the Federal Boating Safety Act. This registration DOES NOT entitle subsequent owners to warranty service.

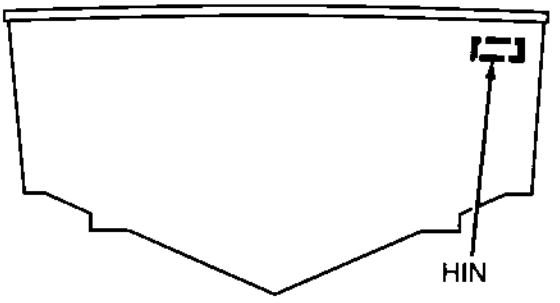
Warranties for Engines, Transmissions, Stern Drives, and Accessories

Warranty information for engines, transmissions, stern drives, and accessories is included in your owner's packet. We have also provided information on proper operation, safety, and maintenance for these items as well. It is your responsibility to review this information and promptly complete warranty registration material.

Safeguard Information About Your Boat

Record the Hull Identification Number (HIN) and model of your boat, and model and serial numbers of the engines, transmissions, stern drives, propellers and accessories on the information card provided on the following page. The HIN is located on the transom of your boat as illustrated below.

Remove the card from the Owner's Manual and store this information in a safe place other than in your boat.



WORLD CHAMPION
CIGARETTE
RACING TEAM
®

Cigarette Warranty Claim Procedure

Note: Contact your dealer first regarding any warranty claim. Use the following procedure if you cannot obtain warranty service through a dealer. Make a copy of the form on the next page and fill it out as described in these procedures.

1. Fax or send a complete detailed list of all work to be done to Service and Warranty Manager at Cigarette on the Warranty Claim Form provided. The list should include an ESTIMATE for replacement parts plus labor hours. Sections A, B, C and D must be fully completed prior to any authorization given, no exceptions.

   FAX: (305) 935-0276, ATTN.: Service and Warranty Manager.

2. Upon receipt of the list, Cigarette will determine the following:

   - If the work to be done is service or warranty.
   - Whether the work should be done by the dealer or by Cigarette (we will consult you).
   - Cigarette will determine who will provide all replacement parts (supplied by Cigarette or the dealer).

3. After Cigarette has reviewed the claim and agreed to the warranty and /or service work, an authorization number will be assigned to the repair. Cigarette's Accounting Office will issue **NO REIMBURSEMENTS** without the authorization number. Under all circumstances an authorization number must be assigned by Cigarette before the work is performed.

4. All dealers have 90 days to turn in the work invoices after the authorization has been issued. No invoices or reimbursements will be paid after this 90-day period.

5. After completion of the warranty and/or service work (if done by the dealer,) **send Cigarette a final reconciliation detailing all work done, hours involved, material used and the authorization number.**

6. If there is a defective part involved, you must attempt to exchange it with the original manufacturer. No parts will be issued without the defective part being returned first.

7. Cigarette's policy is all transportation charges to be paid by customer or dealer.

8. If Cigarette has not received the boat's warranty card along with the retail sales invoice, no warranty work will be granted.

Cigarette® Racing Team, Inc.
Dealer Warranty Claim Form and Short Form Estimate

A. Customer Information:

1. Name _____
2. Address _____
3. City _____
4. State _____
5. Zip _____
6. Dealer Name _____
7. Phone _____

B. Boat Information:

1. HIN # _____
2. Power _____
3. Date Warranty in Effect _____

C. Claim Information:

1. Date of Claim _____
2. Description of Problem: _____

_____

_____

_____

CHAPTER 2

Safety First

Boating Safety

Cigarette understands that your safety and the safety of others is a direct result of how you operate and maintain your boat. Read and understand this manual, and make sure that you understand all controls and operating instructions before attempting to operate the boat. Improper operation is extremely dangerous.

Learn About Boating

Boating safety starts with a thorough understanding of operation. There are many sources of information available and we at Cigarette urge you to pursue additional training. The following is a listing of just some of the agencies and organizations that offer safety training or information.

- American Red Cross - the American Red Cross conducts boating, rescue, and water safety courses at their local chapters. Refer to your local telephone directory for their telephone number and address.

- U.S. Coast Guard Auxiliary - the U.S. Coast Guard Auxiliary conducts a variety of boating courses at their local offices. Refer to your local telephone directory, under the United States Government - Transportation Department, for their telephone number and address.

  National Headquarters - U.S. Coast Guard Auxiliary Commandant (G-NAB), 2100 Second Street SW, Washington DC 20593-0001. Telephone Number: (202) 267-1060

- U.S. Power Squadrons - the U.S. Power Squadrons is a private organization that offers several courses on boating. Refer to your local telephone directory for their telephone number and address.

  National Headquarters - 1504 Blue Ridge Road, P.O. Box 30423, Raleigh, N.C. 27622. Telephone Number: (919) 821-0281

- State Boating Offices - Most states offer courses on topics such as motor boating, legal requirements, and rules of the road. Refer to the Boaters Source Directory that came with your owner's packet for the telephone number and address of your state boating office.

Navigation Rules

You and your boat are subject to marine traffic laws that are enforced by the United States Coast Guard. These laws, or "Rules of the Road", are spelled out in the government publication Navigation Rules, International - Inland. The navigation rules establish actions to be taken by vessels to avoid collision. The publication also indicates demarcation lines, which are boundaries between international and inland waters. Copies of the rules may be obtained from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. Telephone Number: (202) 783-3230.

Other excellent reference materials available to you include:

- Boating Basics, an easy-to read guide on boating. This booklet is included in your owner's packet.

- Piloting, Seamanship and Small Boat Handling by Elbert S. Maloney (Library of Congress Catalog Card No. 42-496-46). This book was originally written by C.F. Chapman and is sometimes referred to as "Chapman's".

Safety Equipment

Federal and local law requires certain safety equipment to be on board at all times. In addition, responsible boaters should carry other equipment in case of emergency. Check with the local boating authorities for any additional requirements over and above federal requirements.

Required Equipment

Your Cigarette has been equipped at the factory with most federally required safety equipment for inland and intercoastal waters, plus a few additional items for your safety and convenience. This equipment includes:

- UL Listed type ABC marine fire extinguishers, 2 lb., (two each)
- USCG approved automatic discharge Halon fire control system for engine room
- USCG approved marine flame arrestors
- USCG approved engine compartment ventilation with ignition protected blowers
- ABYC approved horn
- USCG approved navigation lighting
- USCG approved vapor detectors
- USCG approved flare kit
- USCG approved bell
- USCG approved personal flotation devices (PFD), (four each)
- USCG approved throwable PFD, (one each)
- 100 foot 3/8 inch anchor line, (one each)
- 25 foot 3/8 inch dock lines, (four each)
- 3/8 inch shackle, (one each)
- Lower unit lubricant, (one quart)
- 40W motor oil, (two quarts)
- Type F transmission fluid (hydraulic fluid), (one quart)
- 1/2 inch pipe transom plug (spare), (one each)
- pigtail cord - 30 amp, (one each)
- shore power cord - 30 amp, (one each)

Legend:

UL = Underwriters Laboratory, Inc.
USCG = United States Coast Guard
ABYC = American Boat and Yacht Council, Inc.
PFD = Personal Flotation Device

Other Recommended Equipment

In addition to the required equipment, we recommend that you carry:

- First aid kit and manual
- Waterproof flashlight
- Local navigational charts
- Mooring lines and fenders
- Extra engine oil, transmission fluid, drive oil
- Tool kit
- Portable AM/FM radio
- Spare propeller
- Funnel
- Spare engine belts
- Spare impeller
- Sea Anchor

Safety Afloat

Like most situations, many boating related accidents are caused by the operator's failure to follow basic safety rules or written precautions. Most accidents can be avoided if the operator is alert, completely familiar with the boat and its operation, and can recognize potentially hazardous situations before an accident occurs.

Throughout this manual you will encounter safety precautions labeled DANGER, WARNING, CAUTION or NOTICE. Take a moment to become familiar with the meaning of these terms:

DANGER - is used to indicate the presence of a hazard which WILL cause SEVERE injury, death, or substantial property damage if the warning is ignored.

WARNING - is used to indicate the presence of a hazard which CAN cause SEVERE injury, death or substantial property damage if the warning is ignored.

CAUTION - is used to indicate the presence of a hazard which WILL or CAN cause MINOR personnel injury or property damage if the warning is ignored.

NOTICE - is used to notify people of installation, operation, or maintenance information which is important but not hazard-related.

Sample Float Plan

Make a copy of this page and fill it out before going boating. Leave the filled out copy with a reliable person who can be depended upon to notify the Coast Guard, or other rescue organization, should you not return as scheduled. DO NOT file this plan with the Coast Guard.

Name _____ Telephone _____

Description of Boat: Type _____ Color _____ Trim _____

Registration Number _____

Length _____ Name _____ Make _____

Other Information _____

Persons Aboard: Name	Age	Address & Telephone
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

Engine Type _____ HP _____

No. of Engines: _____ Fuel Capacity: _____

Survival Equipment:

Personal Flotation Devices _____ Flares _____ Mirror _____

Smoke Signals _____ Flashlight _____ Food _____

Paddles _____ Water _____ Anchor _____

Raft or Dinghy _____ EPIRB* _____

Radio: Yes ____ No ____ Type _____ Frequency _____

Trip Expectations: Departure Time _____ Leaving From _____

Destination _____ Est. Time of Arrival _____

Expect to Return By _____

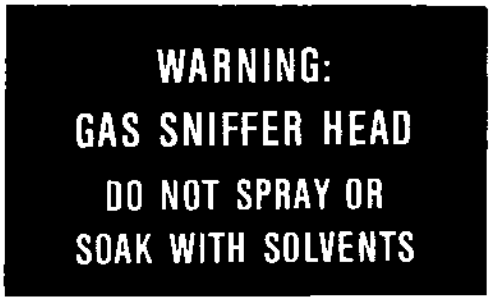
Auto Type _____ License No. _____ Parked _____

If not returned by _____ call the Coast Guard, or _____
(Local Authority) Coast Guard Telephone Number:
Local Authority Telephone Number:

*Emergency Position Indicating Radio Beacon

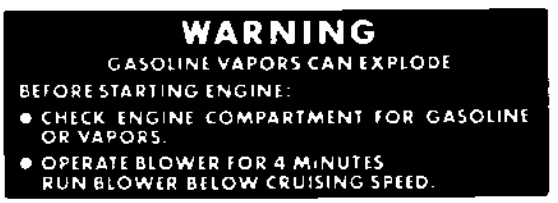
Labels on Your Boat

The following pages show the labels that appear in various locations on your boat. In case the label gets obliterated, you can always refer to this owner's manual.

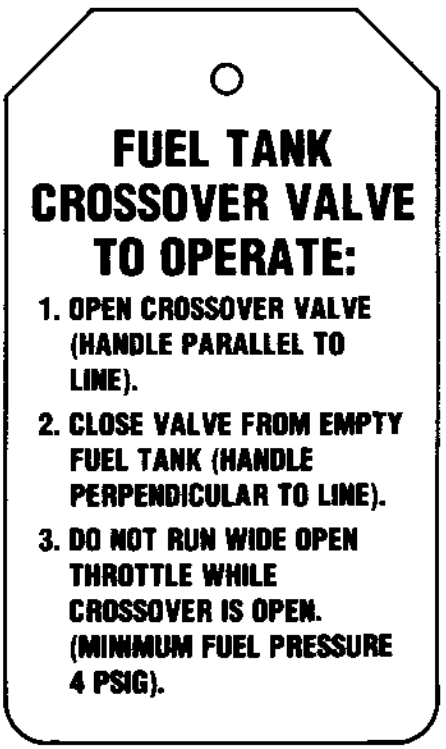


Engine Compartment - All Models

Bullet™ Drivers Console
Cafe Racer® & Top Gun™
- Behind Grab Bar

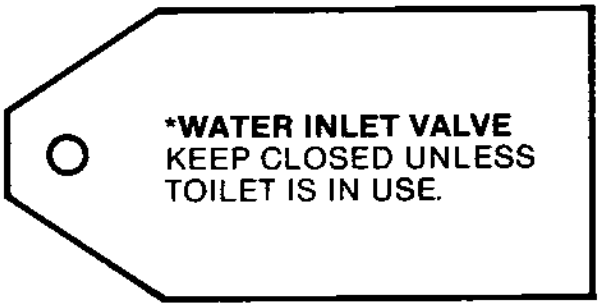


Driver Console - All Models



Engine Compartment - All Models

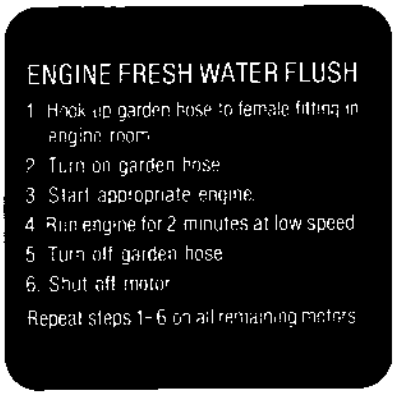
Engine Hatch - All Models



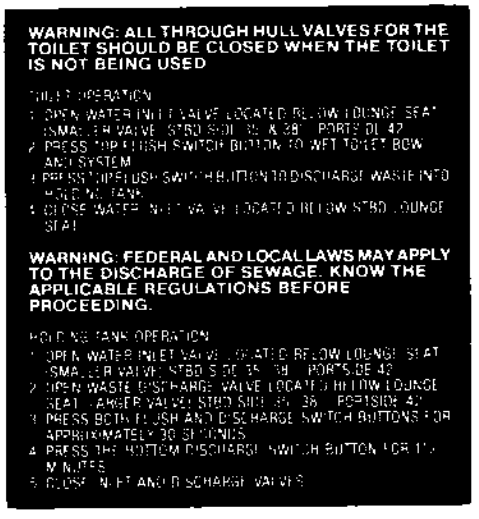
All Models - Under Starboard Lounge Seat

All Models - Under Starboard Lounge Seat

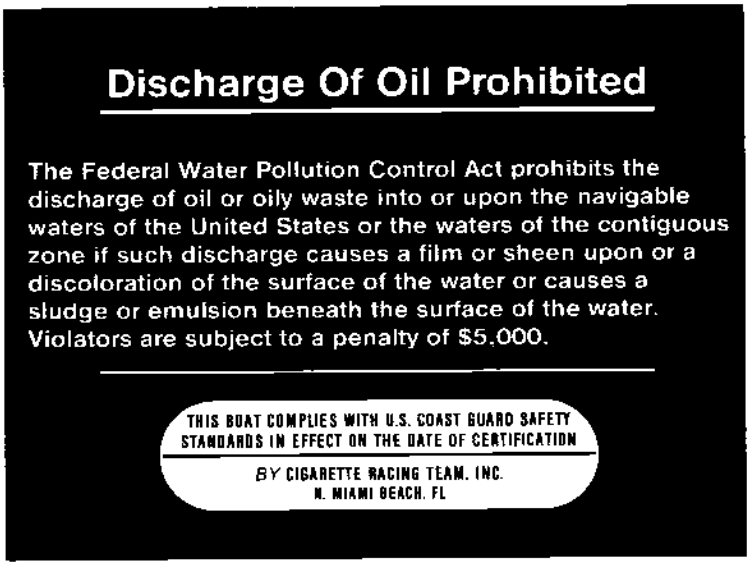
Bullet™ Drivers Console



Engine Compartment - All Models



Head - All Models



Engine Hatch - All Models

Safety Precautions

In addition to the general information on boating described in this chapter, the following pages provide safety information specific to your Cigarette.

⚠ DANGER

To avoid an explosion, or fire that will result in severe property damage or death:

- **Make sure the engine compartment and bilge are free of gasoline and oil vapors before you start your engine. Run the bilge blower for at least four minutes and open the engine hatch to sniff for gasoline and oil vapors in the bilge. Never rely on vapor detectors. Keep the bilge blower running until you obtain cruising speed.**
- **Never allow any type of sparks or open flame in or around the engine compartment.**

⚠ WARNING

To avoid property damage, serious personal injury, or death:

- **All boat operators must be familiar with safe boating rules and regulations. Operators should attend United States Coast Guard certified safe boating sessions prior to operating a boat.**
- **Operators must read and understand all operating manuals supplied with the boat before attempting boat operation.**

⚠ WARNING

To avoid property damage, serious personal injury, or death:

- **On board equipment must always conform to the governing federal, state, and local regulations. Non-conformance may be hazardous to you and others around you.**
- **Always attach the engine safety shut-off switch lanyard to a part of your clothing, such as a belt loop, when operating your boat.**
- **Never override or modify the engine safety shut-off switch or engine neutral starting safety switch in any way. Doing so may cause serious injury or death.**
- **Never operate the boat while under the influence of alcohol or other drugs.**
- **Never allow passengers to sit on the engine hatch while underway. You or others may be thrown from the boat and seriously injured or killed.**
- **Never remove or modify any fuel system components; refer service to qualified personnel.**
- **Keep the boat at least 100 feet away from all other objects including: other boats, piers, rafts, mooring and navigational buoys, pilings, and abutments.**
- **Never jump from a boat that is moving at any speed, or enter or exit the water when the engine is running.**

WORLD CHAMPION CIGARETTE RACING TEAM ®

⚠ WARNING

To avoid property damage, serious personal injury, or death:

- **Do not use the center grab bar in the cockpit as a riding grab bar. Use it to assist people to enter the cabin.**
- **Never allow passengers to ride in between the driver's and passenger seats while underway.**
- **Before you get the boat on plane, jump a wake, or head into rough water, make sure that all passengers are holding onto riding grab bars and gear is properly stowed.**
- **Before you get the boat on a plane, be sure the area forward and to the sides of the bow is clear. The bow rises out of the water momentarily in a plane, obscuring your forward vision momentarily.**
- **Always enter or approach an oncoming boat's wake at a 90° angle. This angle allows the Deep-V bottom of your boat to cut through the wake more efficiently.**
- **When operating a 31 foot Bullet™ the sliding companion way door must be closed and the companion-way hatch latched to it. Do not allow passengers to use this hatch as a grab bar.**
- **Before getting underway, make sure each passenger has a seat or grab bar to hold. Never allow passengers to stand between driver's and passenger seats.**
- **Never allow passengers to ride in the cabin while underway.**

⚠ WARNING

To avoid property damage, serious personal injury, or death:

- **If you are swimming around your boat:**
  1. **The engines must be off prior to entering the water.**
  2. **When you re-enter the boat, do not stand on or near the propellers.**
- **Before getting underway secure all cabin deck hatches; make sure they are tightly latched.**

⚠ CAUTION

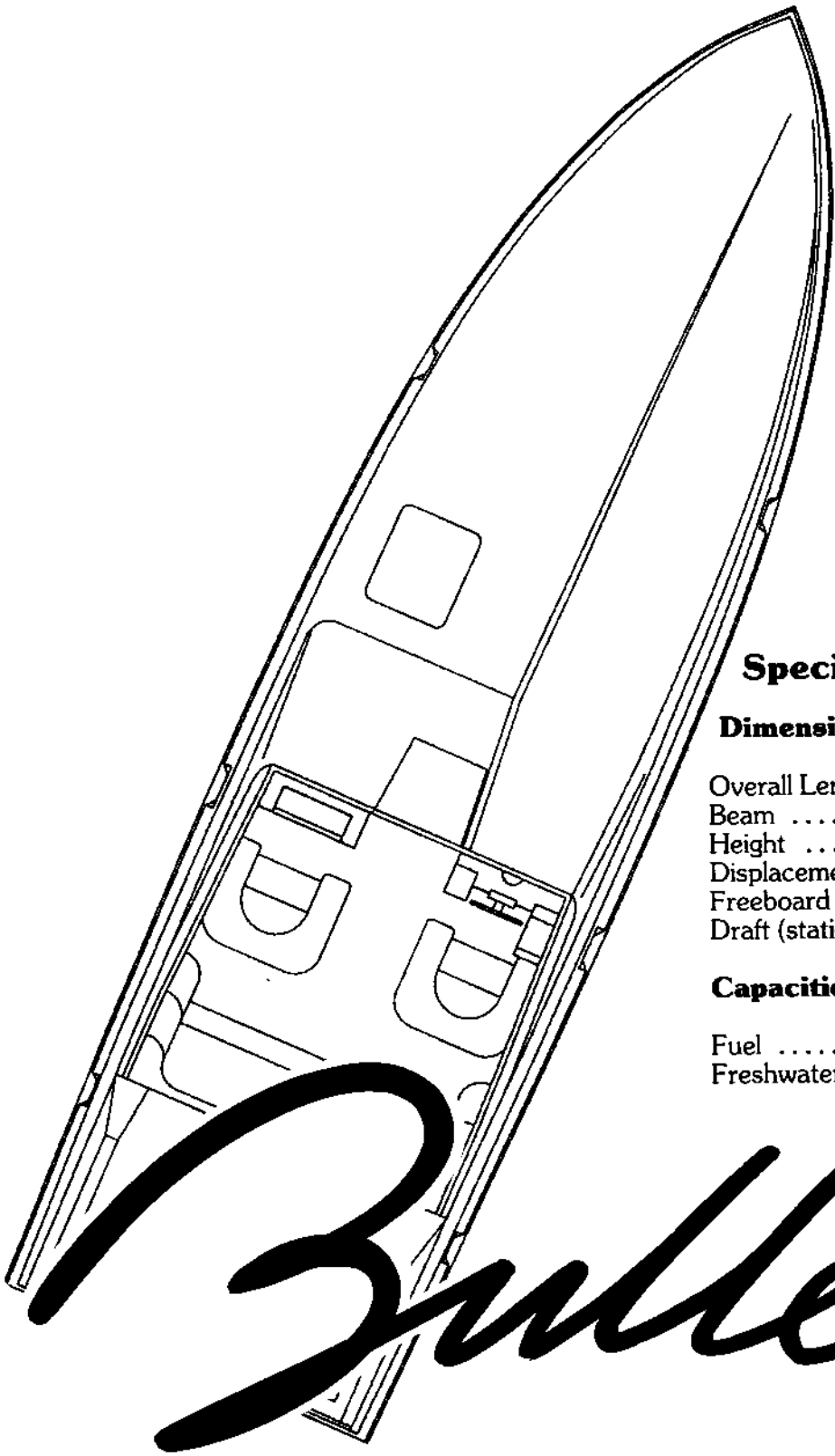
To avoid personal injury:

- **While operating your boat, be sure your cockpit carpet is secure and snapped down.**
- **Do not operate boat with the engine hatch open.**
- **Do not operate boat with the sliding companion door open, door could slam closed causing personal injury.**


WORLD CHAMPION
CIGARETTE
RACING TEAM

CHAPTER 3

Specifications and Layout



Specifications

Dimensions

Overall Length (LOA)	31'0"
Beam	8'6"
Height	6'2"
Displacement (approx.)	9,500 lb.
Freeboard	34"
Draft (static)	41" max

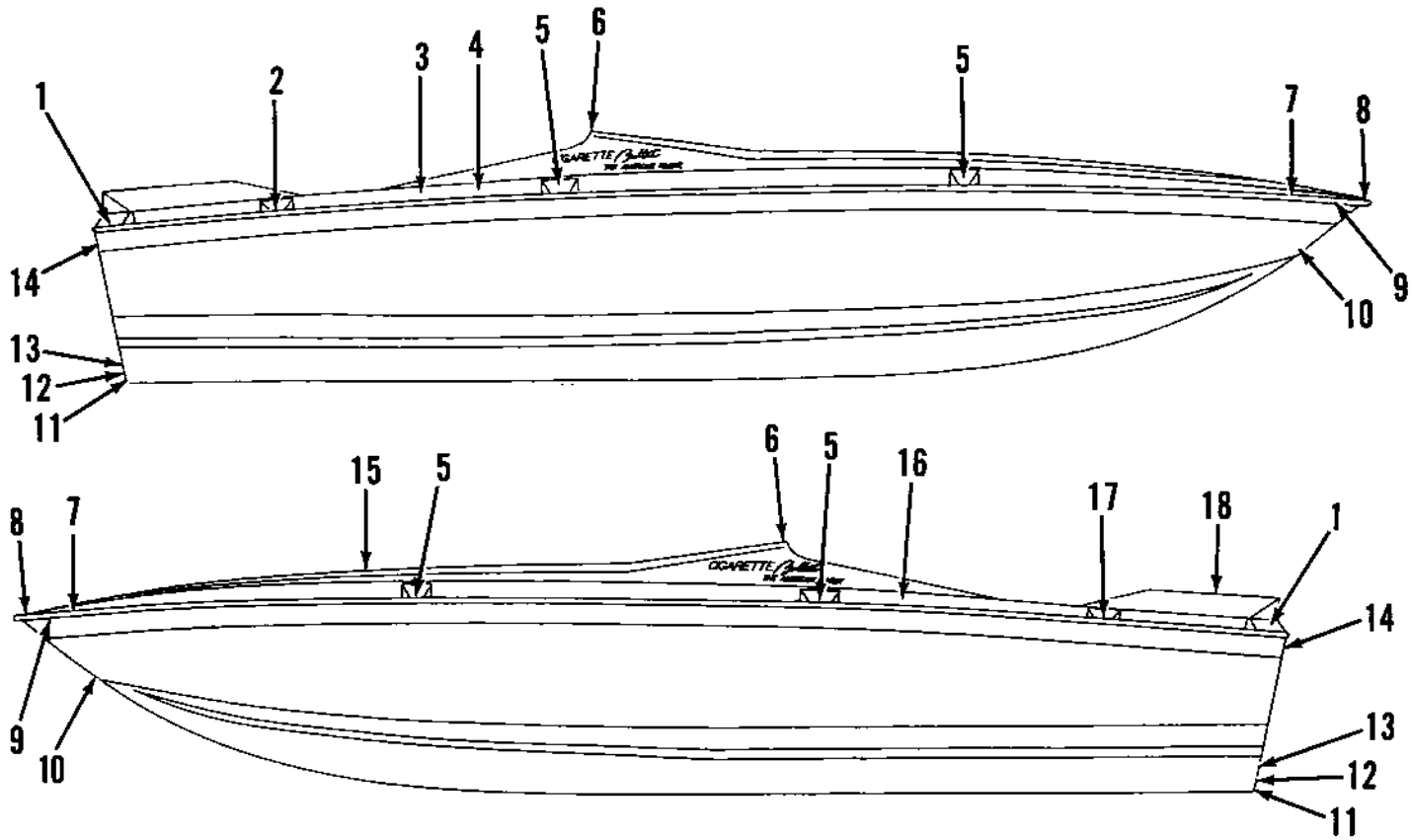
Capacities

Fuel	178 gallons
Freshwater	10 gallons

Bullet™

Specifications and Layout

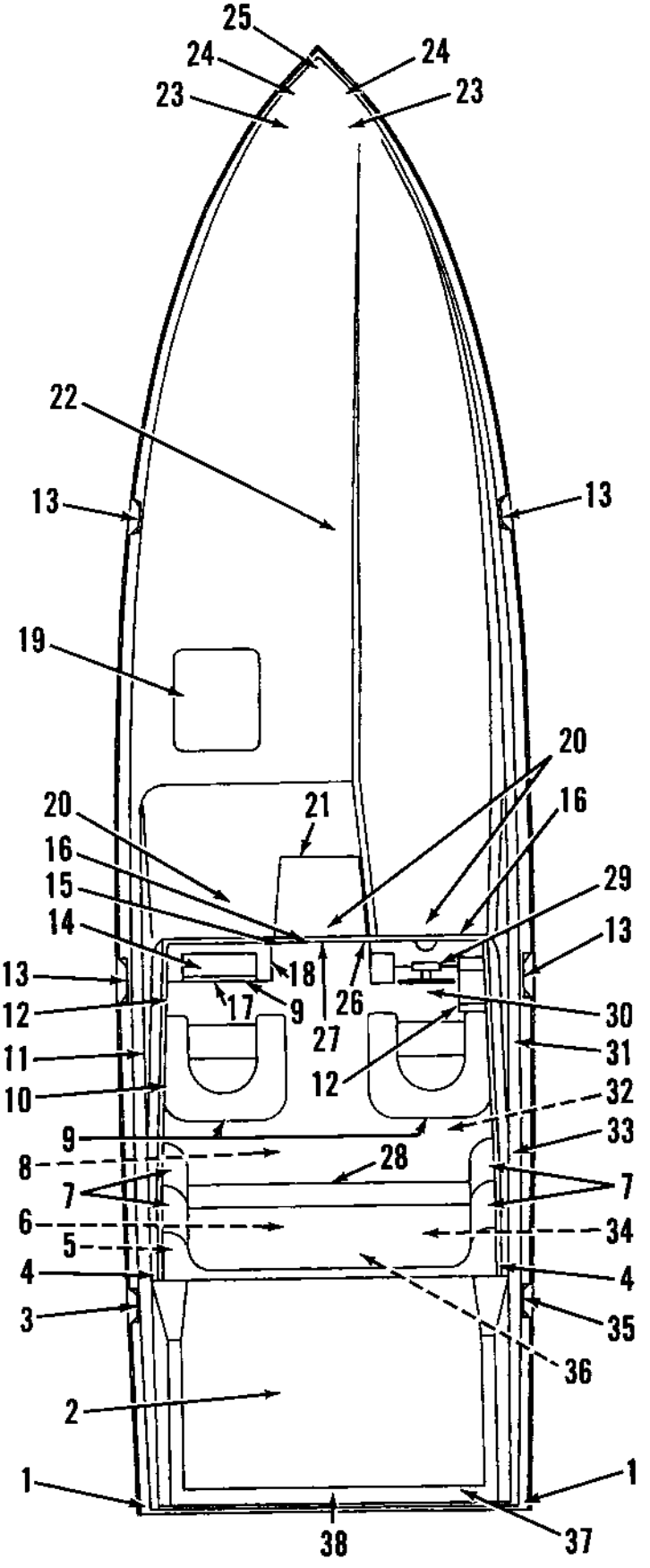
Bullet™
Side View



1. Transom Cleat
2. Starboard Fuel Fill
3. Shore Power Hook-Up
4. Waste Pump-Out
5. Spring Cleat
6. Fairing Pad
7. Bow Cleat
8. Bow Light
9. Bow Chock
10. Bow Eye
11. Pitot Tube
12. Drain Plug
13. Water Pick-Up (not on Bravo packages)
14. Transom Eye
15. Bow Rail
16. Water Fill
17. Port Fuel Fill
18. Stern Rail

WORLD CHAMPION CIGARETTE RACING TEAM

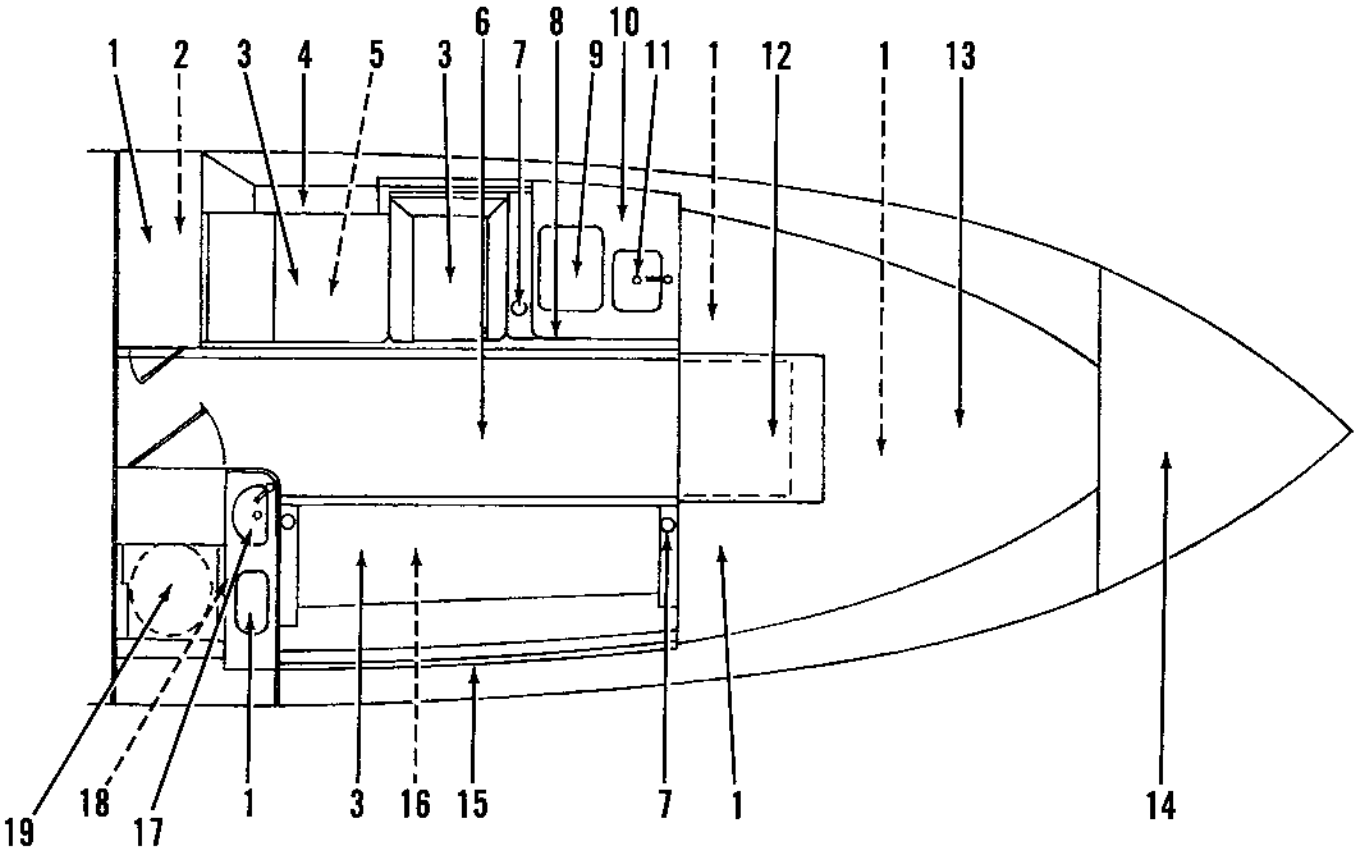
Bullet™
Top View



1. Stern Cleat
2. Engine Hatch and Cushion
3. Port Fuel Fill
4. Cockpit Drain
5. Engine Hatch Trim Pump (under seat)
6. Navigation/Anchor Light Pole and Tonneau Pole Storage (under seat)
7. Step Pads with Drink Holders
8. Port Fuel Tank (under deck)
9. Grab Bar
10. Shower Receptacle
11. Water Fill
12. Fire Extinguisher
13. Spring Cleat
14. Ice Chest
15. Companionway Door with Stop Latch
16. Fairing Pad
17. Glove Box
18. Step to Deck
19. Deck Hatch
20. Wind Deflector
21. Companionway Flip-Up Door
22. Bow Rail
23. Bow Cleat
24. Bow Chock
25. Bow Light
26. Door Lock
27. Companionway Sliding Door
28. Battery Switch/Cockpit Circuit Breaker Panel
29. Helm Instrument Panel
30. Inspection Plate (under footrest)
31. Waste Pump-Out
32. Starboard Fuel Tank (under deck)
33. Shore Power Hook-Up
34. Anchor (under seat)
35. Starboard Fuel Fill
36. Inspection Plate (under rear seat)
37. Stern Rail
38. Navigation/Anchor Light Pole Receptacle

Specifications and Layout

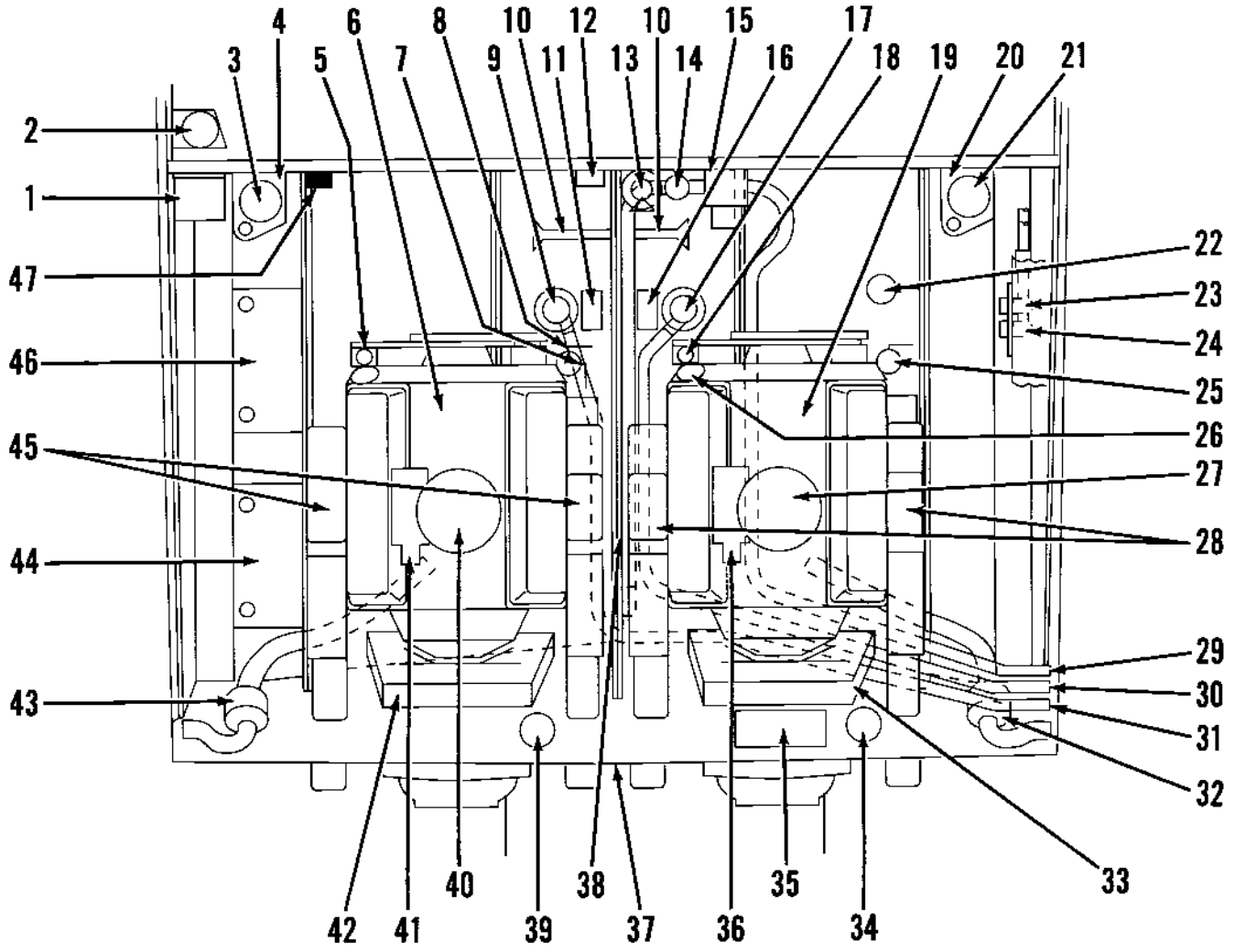
Bullet™ Below Decks



1. Storage Compartment
2. Freshwater Pump
3. Lounge Seat
4. AM/FM Cassette Radio
5. Freshwater Tank
6. Removable Carpet with Snaps
7. Armrest and Drink Holder
8. Shore Power Outlet
9. Ice Box
10. Galley
11. Galley Sink
12. V-Berth (converts to lounge seat)
13. V-Berth
14. Storage Locker
15. Cargo Fold-Down Storage Net
16. Head Sea-cocks (under seat)
17. Head Sink
18. Holding Tank
19. Head

WORLD CHAMPION CIGARETTE RACING TEAM ®

Bullet™ Engine Compartment

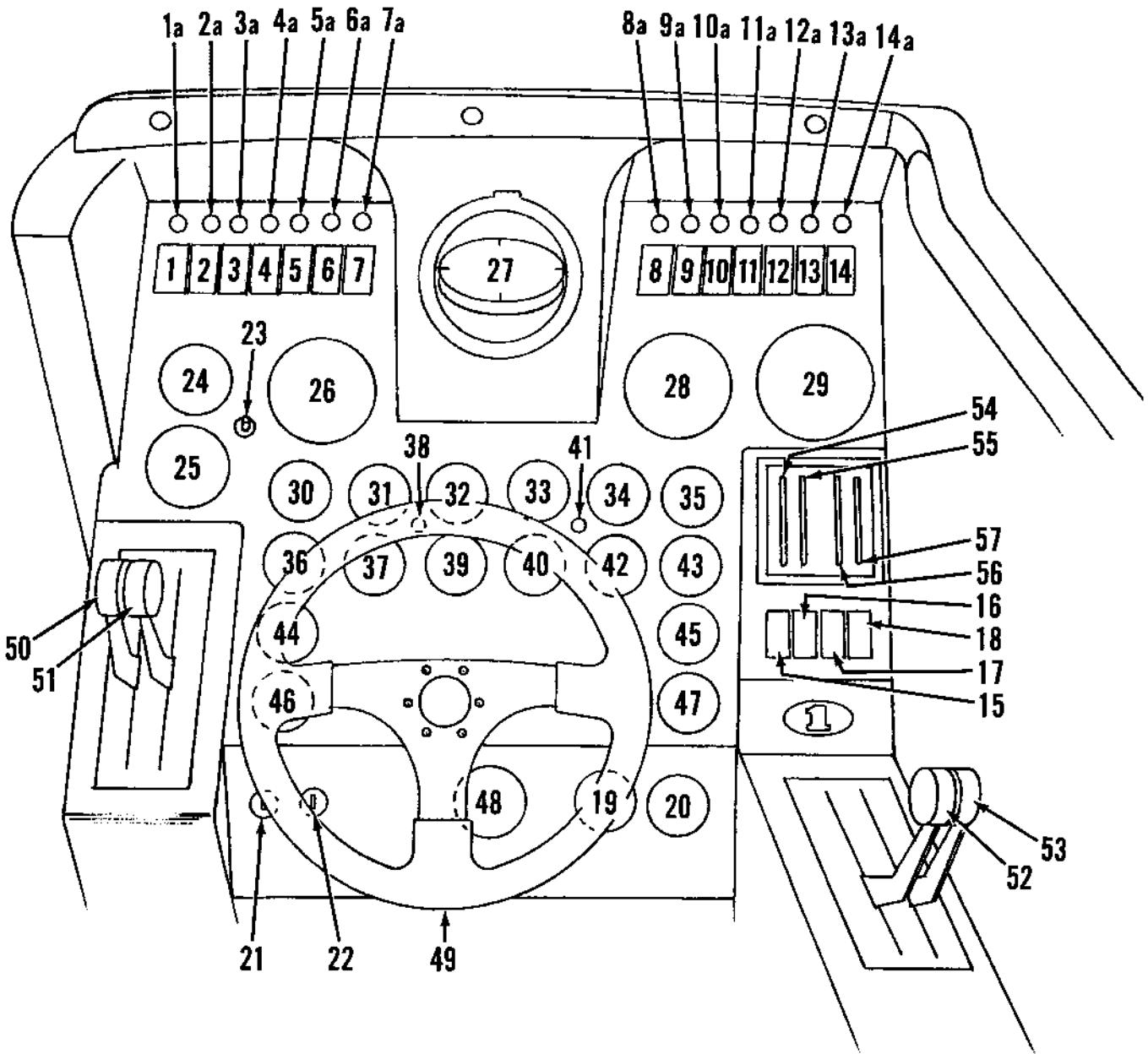


1. Battery Charger
2. Engine Hatch Trim Pump (in cockpit)
3. Port Trim Tab Pump (top pump)
4. Port Stern Drive Trim Pump (bottom pump)
5. Port Oil Filter
6. Port Engine
7. Crossover Valve
8. Port Fuel Filter and Fuel Shut-Off Valve
9. Port Bilge Pump
10. Spare Propeller Storage Mounts
11. Port Automatic Bilge Pump Float Switch
12. Gas Fume Detector Head
13. Halon Automatic Fire Extinguisher
14. Aft Bilge Pump Sea Strainer
15. Aft Manual Bilge Pump
16. Starboard Automatic Bilge Pump Float Switch
17. Starboard Bilge Pump
18. Power Steering Pump
19. Starboard Engine
20. Starboard Stern Drive Trim Pump (bottom pump)
21. Starboard Trim Tab Pump (top pump)
22. Transducer
23. Port Freshwater Flush Connector
24. Starboard Freshwater Flush Connector
25. Starboard Fuel Filter and Fuel Shut-Off Valve
26. Starboard Oil Filter
27. Starboard Flame Arrestor and Carburetor
28. Starboard Headers and Tail Pipes
29. Aft Bilge Pump Discharge
30. Starboard Bilge Pump Discharge
31. Port Bilge Pump Discharge
32. Starboard Bilge Blower
33. Starboard Transom Plate
34. Starboard "Bravo" Stern Drive Oil Reservoir
35. Silent Choice Muffler Compressor
36. Starboard "Bravo" Power Shift Assist
37. Mercathode System
38. Engine Hatch Lifting Mechanism
39. Port "Bravo" Stern Drive Oil Reservoir
40. Port Flame Arrestor and Carburetor
41. Port "Bravo" Shift Assist
42. Port Transom Plate
43. Port Bilge Blower
44. Port Battery
45. Port Headers and Tail Pipes
46. Starboard Battery
47. Fuel Priming Switch

***Note:** A non Bravo Package will not have numbers 34, 35, 36, 39, 41

Specifications and Layout

Bullet™ Helm Instrument Panel



Switches

1. Port Starter Motor
2. Starboard Starter Motor
3. Port Fuel Pump
4. Starboard Fuel Pump
5. Engine Hatch
6. Bilge Blower
7. Freshwater Pump
8. Instrument Panel Lights
9. Cockpit Lights
10. Cabin Lights
11. Navigation/Anchor Lights
12. Engine Room Lights
13. Port Bilge Pump
14. Starboard Bilge Pump
15. Port Stern Drive Trim
16. Starboard Stern Drive Trim
17. Port Trim Tab
18. Starboard Trim Tab
19. Emergency Shut-Off Switch - Port Engine
20. Emergency Shut-Off Switch - Starboard Engine
21. Port Ignition
22. Starboard Ignition
23. Depth Sounder On/Off Switch

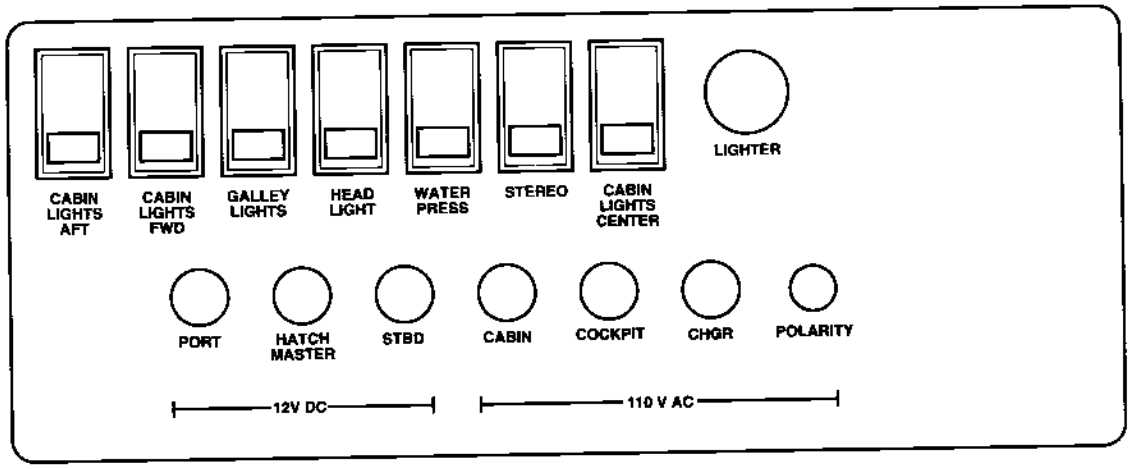
Circuit Breakers

1a. Port Starter Motor
2a. Starboard Starter Motor
3a. Port Fuel Pump
4a. Starboard Fuel Pump
5a. Engine Hatch
6a. Bilge Blower
7a. Freshwater Pump
8a. Instrument Panel Lights
9a. Cockpit Lights
10a. Cabin Lights
11a. Navigation/Anchor Lights
12a. Engine Room Lights
13a. Port Bilge Pump
14a. Starboard Bilge Pump

Gauges and Indicators

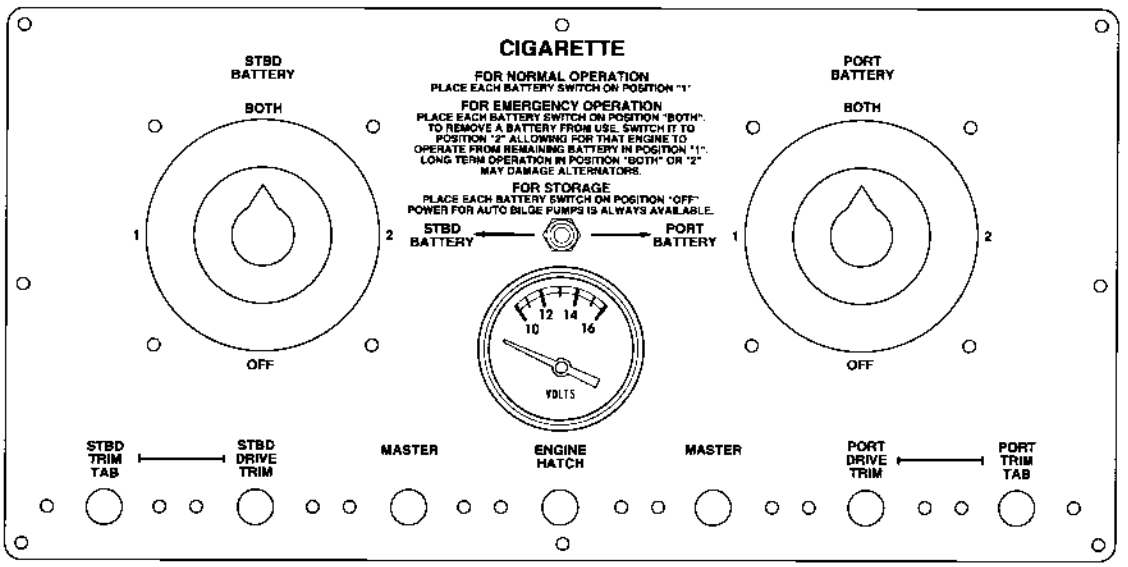
24. Gas Fume Detector Display
25. Depth Sounder Display
26. Starboard Tachometer
27. Compass
28. Port Tachometer
29. Speedometer
30. Fuel Pressure Gauge - Port Engine
31. Water Pressure Gauge - Port Engine
32. Oil Pressure Gauge - Port Engine
33. Oil Pressure Gauge - Starboard Engine
34. Water Pressure Gauge - Starboard Engine
35. Fuel Pressure Gauge - Starboard Engine
36. Fuel Gauge - Port Engine
37. Water Temperature Gauge - Port Engine
38. High Water Temperature/Low Oil Pressure Warning Light - Port Engine
39. Oil Temperature Gauge - Port Engine
40. Oil Temperature Gauge - Starboard Engine
41. High Water Temperature/Low Oil Pressure Warning Light - Starboard Engine
42. Water Temperature Gauge - Starboard Engine
43. Fuel Gauge - Starboard Engine
44. Voltmeter - Port Engine
45. Voltmeter - Starboard Engine
46. Hourmeter - Port Engine
47. Hourmeter - Starboard Engine
48. Halon Display Unit
49. Steering Wheel
50. Shift Lever - Port Engine
51. Shift Lever - Starboard Engine
52. Throttle Lever - Port Engine
53. Throttle Lever - Starboard Engine
54. Stern Drive Trim Indicator - Port Engine
55. Stern Drive Trim Indicator - Starboard Engine
56. Trim Tab Indicator - Port
57. Trim Tab Indicator - Starboard

Bullet™ Cabin Circuit Breaker Panel



Specifications and Layout

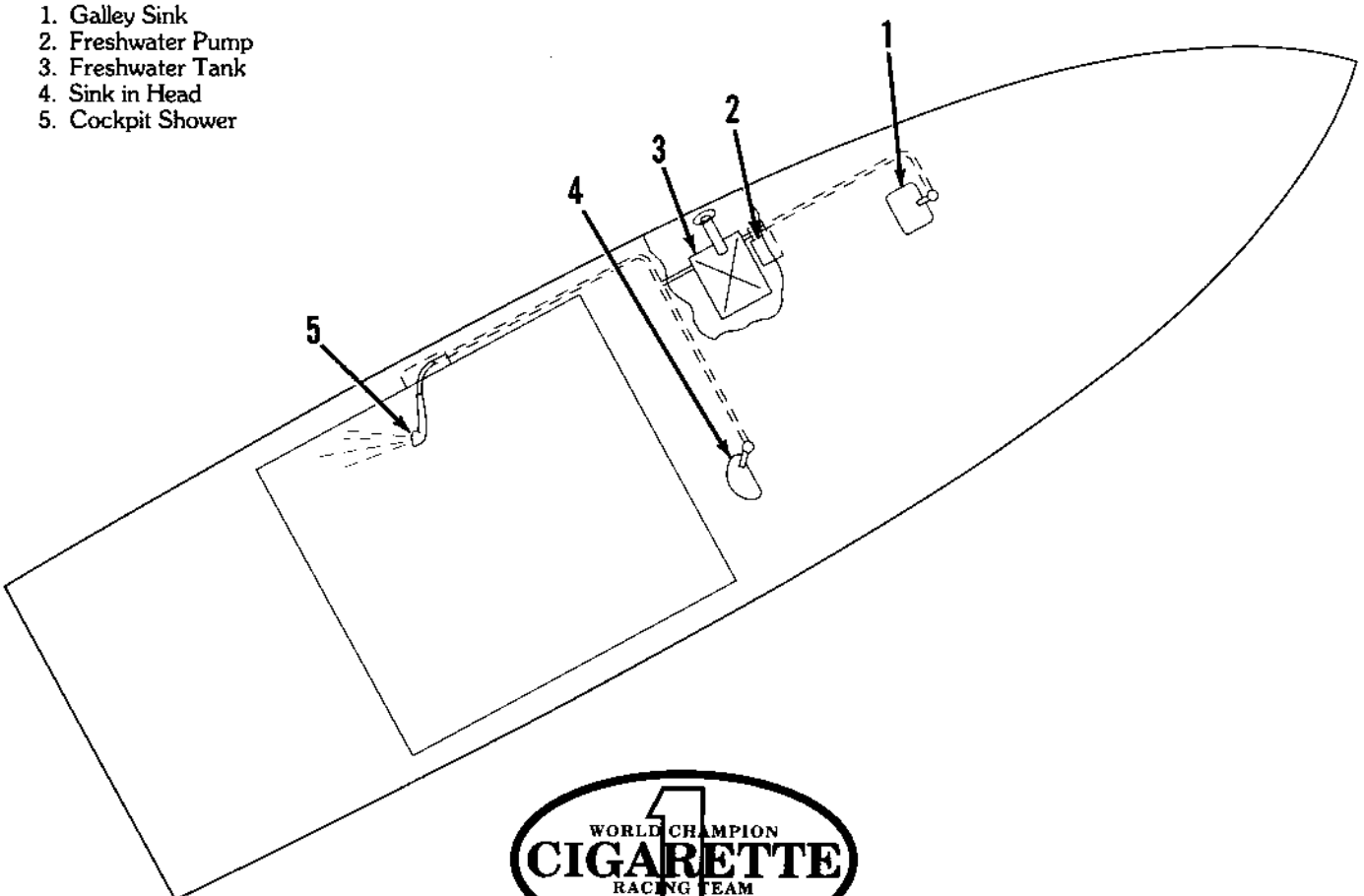
Bullet™ Battery Switch/Cockpit Circuit Breaker Panel



BATTERY SELECT SWITCH PANEL

Bullet™ Freshwater System

1. Galley Sink
2. Freshwater Pump
3. Freshwater Tank
4. Sink in Head
5. Cockpit Shower



Bullet™ Head System

To Flush Waste Into Holding Tank

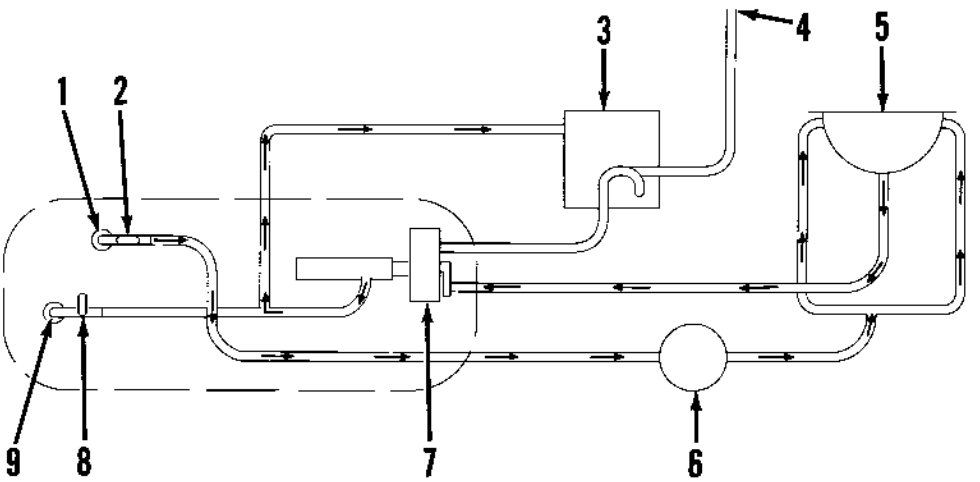
1. Open small (inlet) valve (2).
2. Close large (outlet) valve (8).
3. Move Y-Valve handle (7) towards the inside of boat.

⚠ CAUTION

To prevent damage to the waste pump and avoid personal injury, don't press gray buttons for more than one minute.

4. Press both gray buttons.

1. Water Inlet
2. Inlet Valve
3. Waste Holding Tank
4. Dockside Pump-Out
5. Head
6. Waste Pump
7. Y-Valve
8. Outlet Valve
9. Overboard Waste Outlet



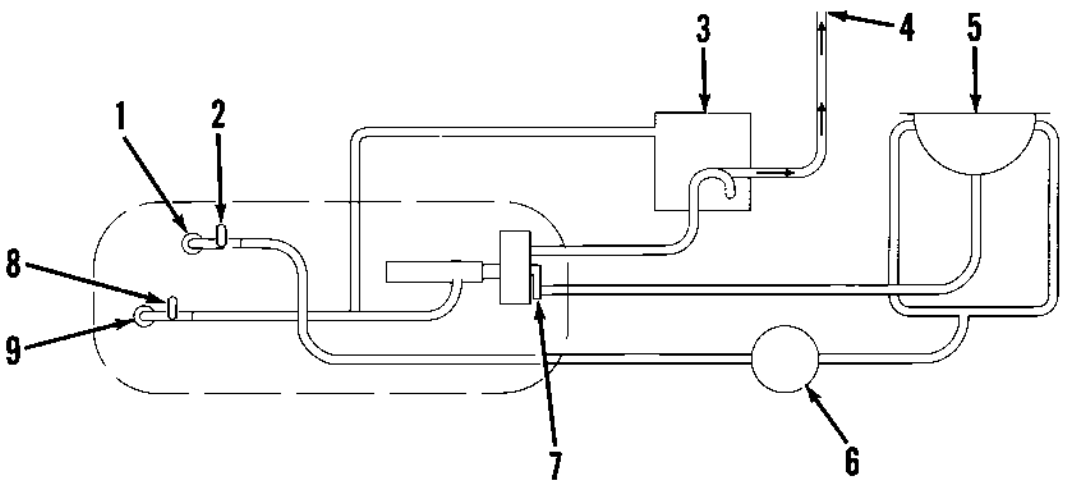
To Empty Holding Tank at the Dock

1. Close small (inlet) valve (2).
2. Open large (outlet) valve (8).
3. Move Y-Valve handle (7) towards the inside of boat.
4. Connect shoreside vacuum to waste deck fill on starboard side of deck.

⚠ CAUTION

For safety and preventing possible sinking of your vessel, leave the head "sea cocks" closed when not in use.

1. Water Inlet
2. Inlet Valve
3. Waste Holding Tank
4. Dockside Pump-Out
5. Head
6. Waste Pump
7. Y-Valve
8. Outlet Valve
9. Overboard Waste Outlet



Specifications and Layout

To Flush Waste Overboard

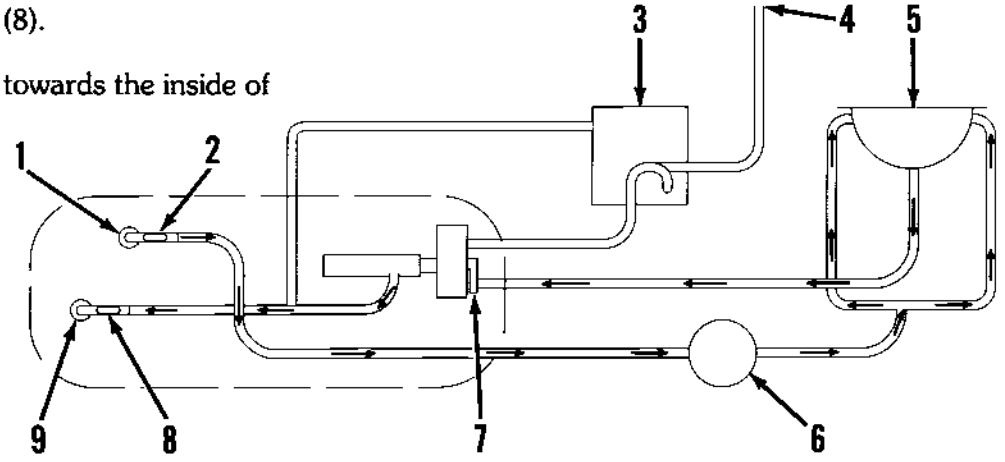
⚠ NOTICE

It is illegal to discharge waste within three miles of land.

⚠ CAUTION

To prevent damage to the waste pump and avoid personal injury, don't press gray button for more than one minute.

1. Open small (inlet) valve (2).
2. Open large (outlet) valve (8).
3. Move Y-Valve handle (7) towards the inside of boat.
4. Press lower gray button.



1. Water Inlet
2. Inlet Valve
3. Waste Holding Tank
4. Dockside Pump-Out
5. Head
6. Waste Pump
7. Y-Valve
8. Outlet Valve
9. Overboard Waste Outlet

To Empty Tank Overboard

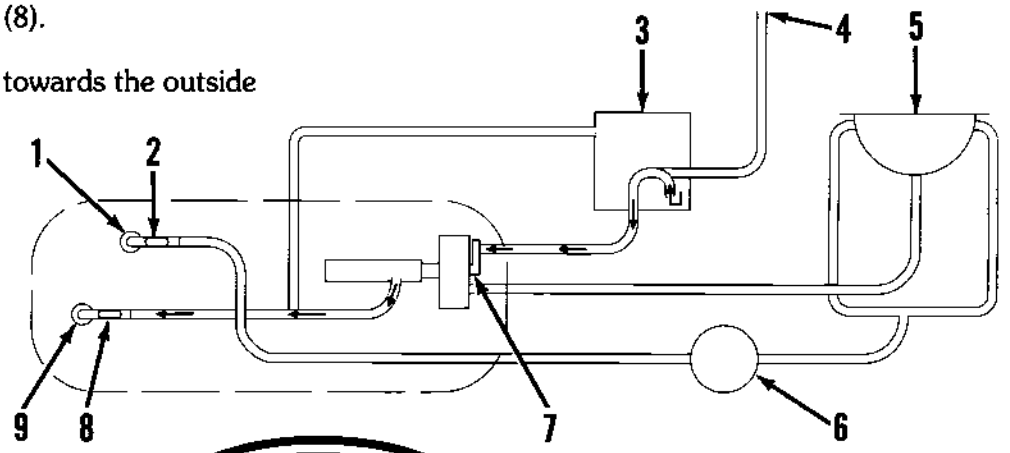
⚠ NOTICE

It is illegal to discharge waste within three miles of land.

⚠ CAUTION

To prevent damage to the waste pump and avoid personal injury, don't press gray buttons for more than one minute.

1. Close small (inlet) valve (2).
2. Open large (outlet) valve (8).
3. Move Y-Valve handle (7) towards the outside of boat.
4. Press both gray buttons.



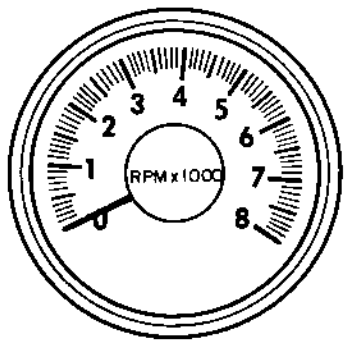
1. Water Inlet
2. Inlet Valve
3. Waste Holding Tank
4. Dockside Pump-Out
5. Head
6. Waste Pump
7. Y-Valve
8. Outlet Valve
9. Overboard Waste Outlet

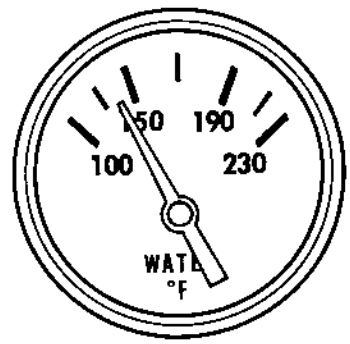
CHAPTER 4

Indicators and Controls

Gauges and Indicators

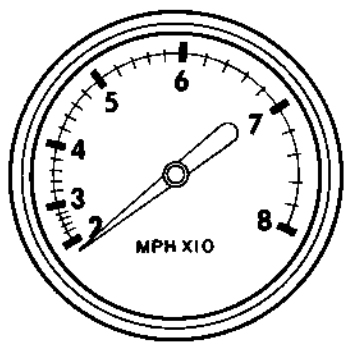
Tachometer - indicates the engine speed in revolutions per minute (RPM).

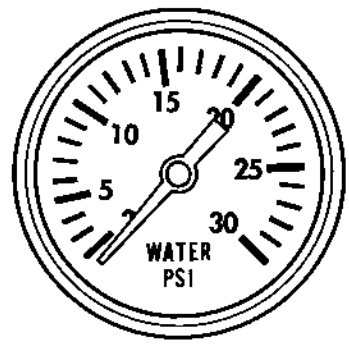




Engine Water Temperature Gauge - indicates the cooling water/ coolant temperature inside the engine.

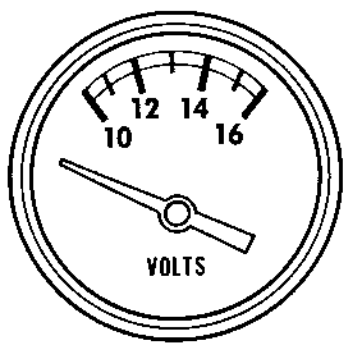
Speedometer - indicates the boat's speed relative to the water.

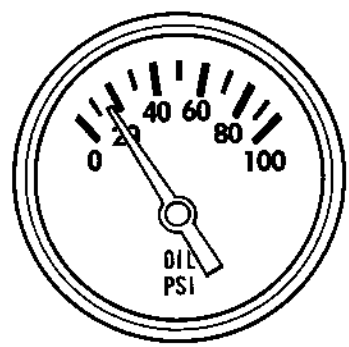




Engine Water Pressure Gauge - measures the pressure of the engine cooling water/coolant.

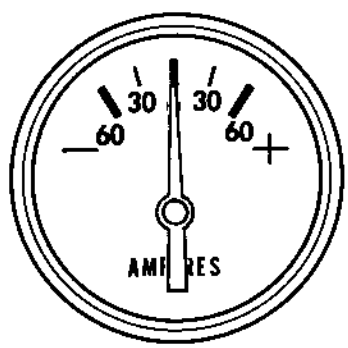
Voltmeter - registers the voltage in the direct current DC electrical system.

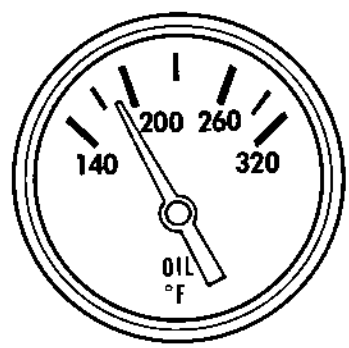




Engine Oil Pressure Gauge - indicates the pressure of the lubricating oil inside the engine.

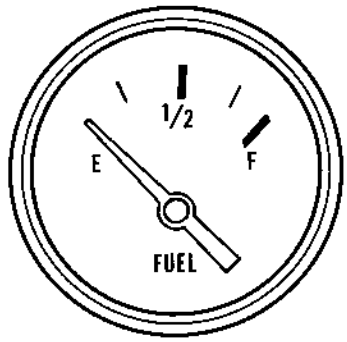
Ammeter - measures the charging current in the electrical system.





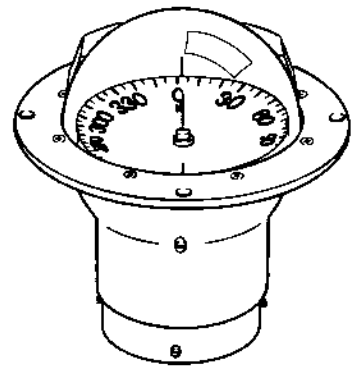
Engine Oil Temperature Gauge - measures the temperature of the lubricating oil inside the engine.

Indicators and Controls

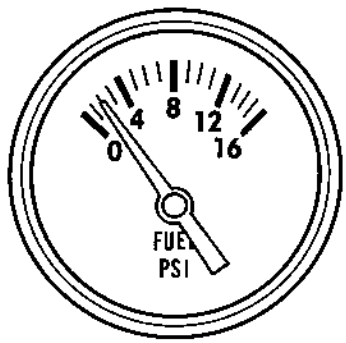


Fuel Gauge - operates when the ignition switch is on and indicates the approximate amount of fuel in each of the tanks.

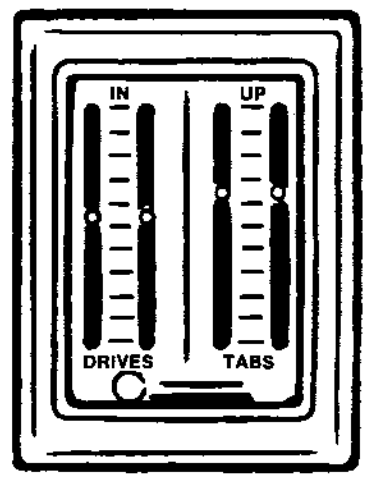
Note: Due to the shape of the fuel tanks, the level of fuel indicated by the gauge is not proportionate to the volume of fuel remaining. That is, when the gauge reads 1/2 or 1/4, there is less than 1/2 or 1/4 of fuel volume remaining, respectively.



Compass - is designed for high performance operation and is lighted for night operation. For offshore passages, the compass should be carefully compensated by a qualified compass adjuster. Never place any iron, steel or magnetic objects in its vicinity - even temporarily. Refer to your compass owner's manual for further details.



Fuel Pressure Gauge - measures the pressure of the fuel in the fuel system.

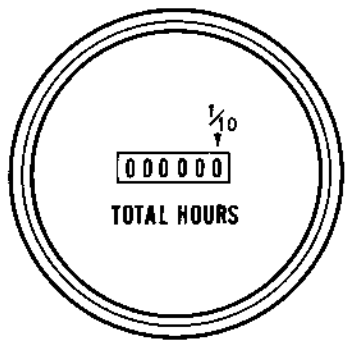


Trim Tab Position Indicator - displays the position of a trim tab. The top of the scale indicates a trim tab is in the full UP position, while the bottom of the scale relates a trim tab is in the full DOWN position.

Outdrive Position Indicator - shows the position of an outdrive. A reading at the top of the indicator means an outdrive is in the full IN position, while a reading at the bottom means an outdrive is in the full OUT position.

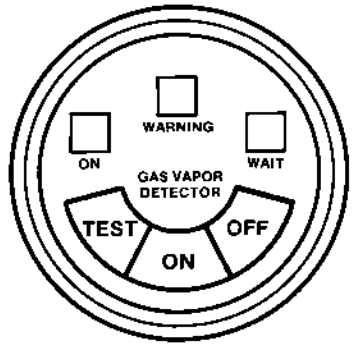
Note: If your boat is equipped with Mercury #6 Stern Drives, a reading at the top of the indicator means an outdrive is in the full OUT position, while a reading at the bottom means an outdrive is in the full IN position.

High Water Temperature/Low Oil Pressure Warning Light - illuminates when the engine cooling water temperature is above safe levels or when the engine oil pressure is low. Do not solely rely on this warning, monitor all gauges constantly.



Engine Hourmeter - records the hours of accumulated running time on the engine. The hourmeter runs when the engine ignition is ON. Use the hourmeter to log regular engine maintenance and to keep track of fuel consumption.

Gas Fume Detector Display - monitors the engine compartment for the presence of explosive gasoline fumes. Refer to the manufacturer's owner's manual for further information.

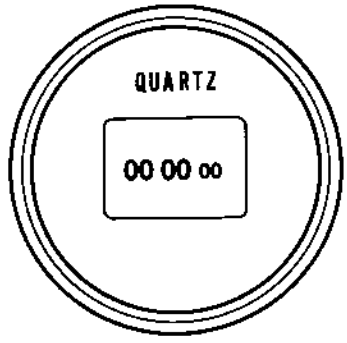


⚠ NOTICE

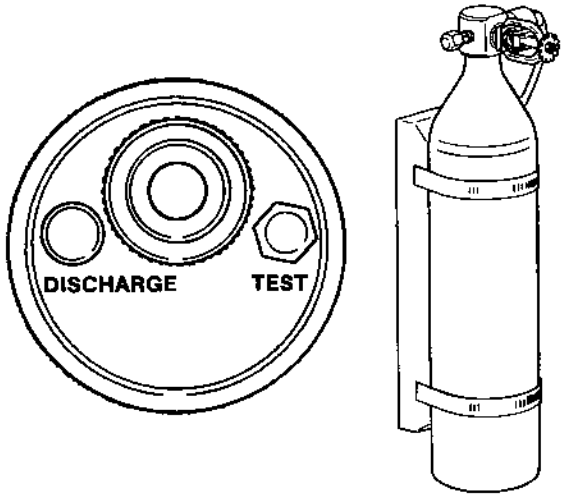
The gas fume detector is not intended to eliminate the need to physically sniff and inspect the bilge for gas fumes. Also, it does not eliminate the use of bilge blowers. Do not spray gas fume detector head in engine compartment with any solvents or cleaners.

Stopwatch - can be used to calculate distances on long runs, and determine exact miles per hour versus engine RPM.

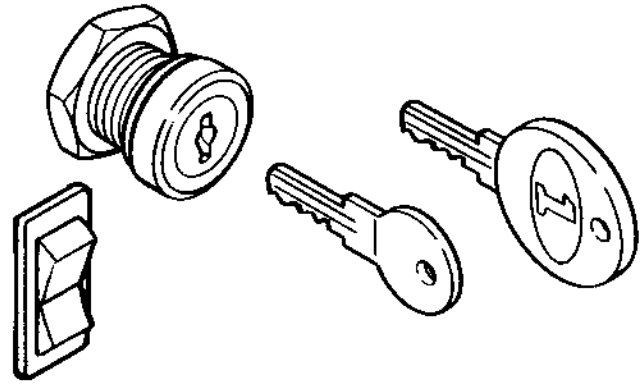
Note: Stopwatch only available on Revolution 188®.



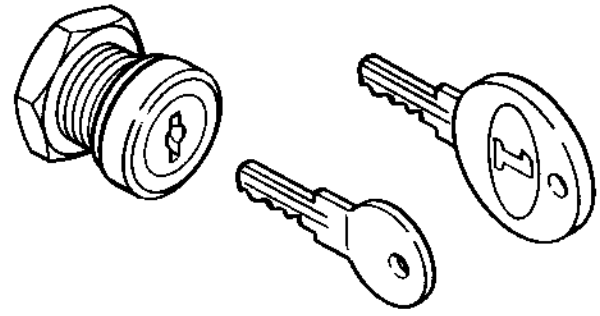
Halon Display Unit - automatically controls the Halon Fire Extinguishing System. Refer to your owner's pamphlet for complete details.



Switches

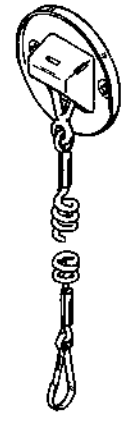


Ignition Switch - The Bullet™, Cafe Racer®, and Top Gun™ have a two position ignition switch. In addition, these boats have a separate black rocker switches to start the motors. To start the engines in these boats, turn the ignition key to the ON position with the key and push the button for the starter motor. As soon as the engine starts, release the button.



The Revolution 188® ignition switch has three positions; Off, On and Start. With the ignition key in the ON position, the ignition circuits are energized. Turning the key fully clockwise will engage the engine starter. Releasing the key returns the switch to the ON position.

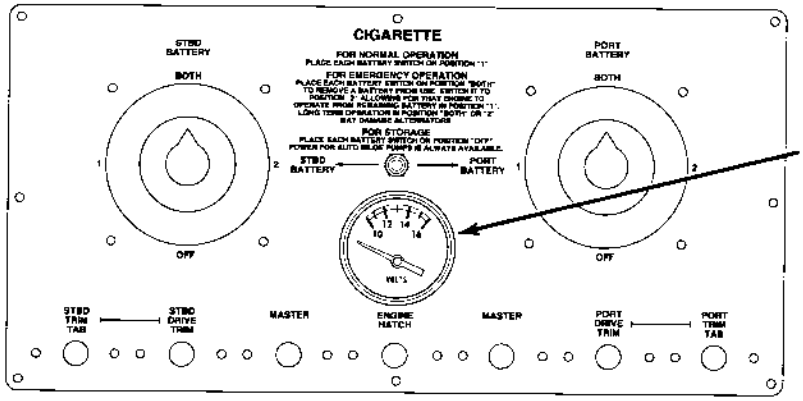
Note: All boats come with two ignition keys, the key that the manufacturer supplies with the ignition, and the laminated logo key provided by Cigarette.



Emergency Shut-Off Switch - will turn off the engine in an emergency situation.

Indicators and Controls

Battery Switch (part of cockpit circuit breaker panel) - controls flow of 12 volt DC power from the batteries to the operating circuits in the boat. The only exceptions are the bilge pumps, the Mercathode system, and the radio memory on the boat. The battery disconnect switches should normally be turned OFF when leaving the boat, and turned back ON when getting organized for a day's boating.



Battery Select Switch

motor, starboard battery to starboard motor. Use the voltage select switch (1) to display the voltage for either the starboard or port battery.

For emergency operation place each battery switch on position BOTH.

Note: Stop engines before switching batteries to OFF.

The Battery Select Switches are designed to utilize either or both batteries. For normal operation place each battery switch on position "1." This will separate your batteries, port battery to port motor, starboard battery to starboard motor. Use the voltage select switch (1) to display the voltage for either the starboard or port battery.

To remove a battery from use, switch it to position "2." Leave the other battery on position "1." This the allows battery in position "1" to power the engine connected to it.

Note: Long term operation in BOTH position may damage alternators.

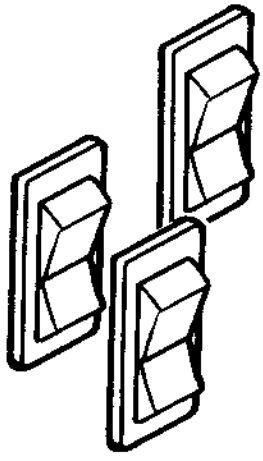
Note: Triple engine configuration will have one additional battery switch and set of breakers.

Black Rocker Switches

Horn Switch - activates the electric horn.

Engine Hatch Switch - controls the hydraulic cylinder which lifts the engine hatch.

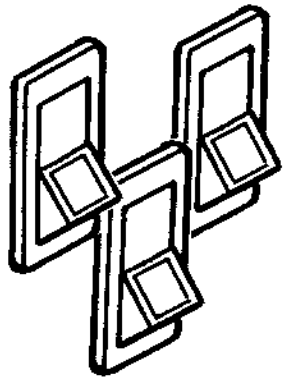
Exhaust/Muffler Switch - if your engines are equipped with a muffler, this switch routes the exhaust through the transom if you press the top of the switch, or routes the exhaust through the stern drive if you press the bottom of the switch.



Amber Rocker Switches

These are two position switches which activate when you press the amber side and shut Off when you press the black side. When you press the amber side, the amber light illuminates indicating the device is turned On.

Fuel Pump Switch - activates the fuel pump when the starter motor is cranking and the engine oil pressure reaches or exceeds 20 psi.



Note: Bravo packages do not utilize an auxiliary electric fuel pump.

Note: There is a priming fuel pump switch located in the engine room. Only use this switch to prime the crossover in the event one tank runs dry.

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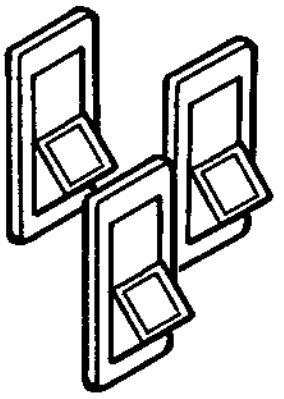
Bilge Blower Switch - activates the bilge blowers, which clear the bilge of any explosive vapors.

⚠ DANGER

To avoid an explosion, or fire that will result in severe property damage or death, make sure the engine compartment and bilge are free of gasoline and oil vapors before you start your engine. Run the bilge blower for at least four minutes and open the engine hatch to sniff for gasoline and oil vapors in the bilge. Never rely on vapor detectors. Keep the bilge blower running until you obtain cruising speed.



Instrument Lights Switch - activates the instrument panel lights and compass light for running at night.

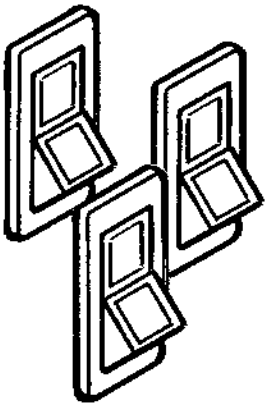
Cockpit Light Switch - controls the lights in the cockpit area.

Engine Room Light Switch - controls the engine room light.

Freshwater Pump Switch - activates the freshwater pump.

Cabin/Cockpit Panel Light Switches - control the boat's onboard lighting for comfort and safety. These lights are located in the cockpit, deck, cabin, main salon, head, galley and storage.

Special Switches



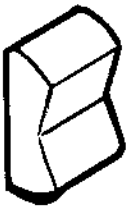
Navigation/Anchor Lights Switch - is a three position rocker switch. In the middle position, the navigation and anchor lights are off. Press the top (green) half of the rocker switch to turn the navigation lights on. The navigation lights are the port and starboard sidelights, the stern light and the masthead light. Press the bottom (red) half of the rocker switch to illuminate the anchor light. The anchor light is a 360° white light.

Bilge Pump Switch - is a three position rocker switch which controls the bilge pump. Press the top (green) half of the switch to set the bilge pump in the automatic mode. Press the bottom (red) half of the switch to set the bilge pump in the manual mode.

In the automatic mode, the bilge pump will continue to run until the water level is below the setpoint. In the manual mode, the bilge pumps run until you move the switch to the middle, OFF, position.

The bilge pumps will continue to operate in the automatic mode when the master battery switch is OFF. Do not allow pump to operate dry, pump damage will occur.

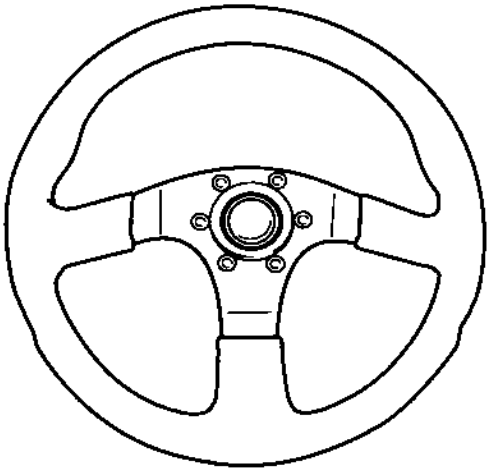
Outdrive Switch - controls the position of an outdrive. Pressing the top of the rocker switch will move the outdrive away from the transom. Pressing the bottom of the rocker switch will move the outdrive towards the transom.



Note: If you have a Mercury #6 stern drive, press the top of the switch to move the drive towards the transom and push the bottom of the switch to move the stern drive away from the transom.

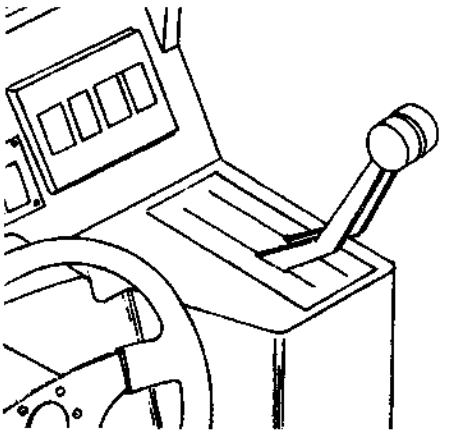
Trim Tab Switch - controls the position of a trim tab. Pressing the top of the rocker switch will raise the trim tab. Pressing the bottom of the rocker switch will lower the trim tab.

Controls

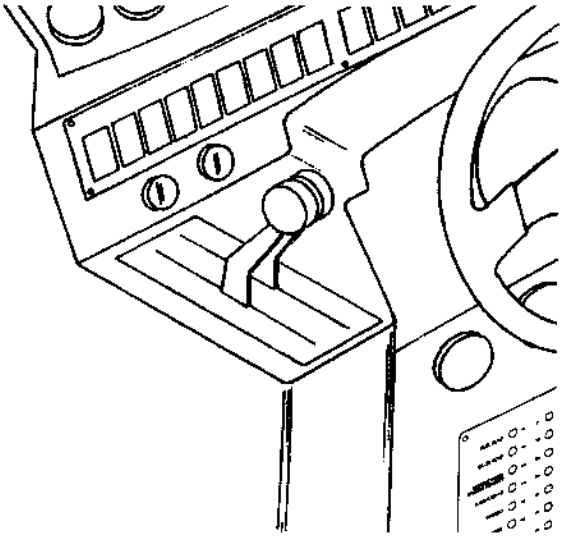


Steering Wheel - is linked to the stern drives by a push-pull cable and a hydraulic power steering system.

Note: Some models are equipped with an external hydraulic steering system that has two hydraulic cylinders mounted on the outside of the transom.



Throttle Levers - controls the engine's RPMs. When the lever is pulled all the way towards you, the engine is set to idle speed. When the lever is pushed all the way forward, the engine is set to full throttle.



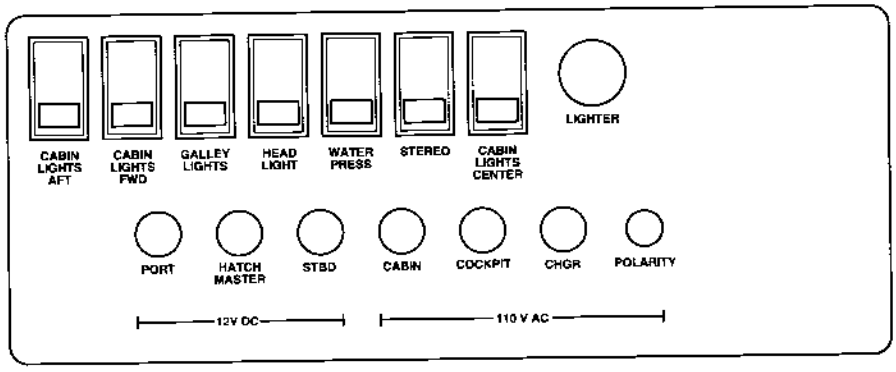
Shift Levers - controls the engine transmission. Pull the lever towards you to shift into reverse. Move the lever away from you to shift into forward. The center detent position is neutral.

Circuit Breakers

Circuit breakers protect the electrical system on your boat from overloads. The handle or body of each circuit breaker is marked with the maximum current permitted on that circuit. Adjacent to each breaker is a label indicating which circuit the breaker is protecting.

⚠ CAUTION

To avoid property damage or personal injury, leave service of marine electrical systems for the expert. Have electrical problems checked by a qualified electrician.



Cabin 12 Volt DC Circuit Breaker Panel

Port Circuit Breaker - protects the ignition system of the port engine. The port engine will not start with the switch in the OFF position.

Hatch Master Circuit Breaker - protects the controls used to lift the engine hatch. Turn breaker to OFF to lock the engine hatch.

Starboard Circuit Breaker - protects the ignition system of the starboard engine. The starboard engine will not start with the switch in the OFF position.

Note: Your boat may have been manufactured with fuses instead of circuit breakers.

Note: A triple configuration will have an additional center circuit breaker to protect center motor.

Cabin 110 Volt AC Circuit Breaker Panel

Cabin Circuit Breaker - protects any AC outlets located in the cabin area.

Cockpit Circuit Breaker - protects any AC outlets located in the cabin panel.

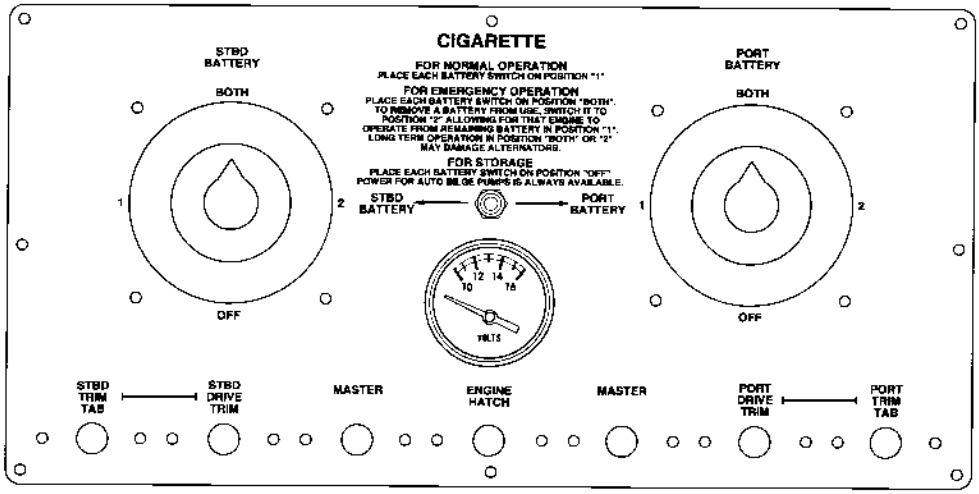
Battery Charger Circuit Breaker - protects the battery charger, which is powered by AC current.

Reverse Polarity Indicator Light - monitors the polarity of the incoming AC current supplied by shore power.

⚠ CAUTION

To avoid property damage or personal injury, do not use shore power if the reverse polarity indicator is lit. Disconnect the shore power cord and have the fault corrected by a qualified electrician.

Battery Select Switch Panel



Trim Tab Circuit Breaker - protect port and starboard trim tabs from electrical overload.

Drive Trim Circuit Breaker - circuit breakers protect each outdrive from electrical overload.

Note: In a triple engine configuration your boat will have a center outdrive circuit breaker.

Engine Hatch Circuit Breaker - protects the controls used to lift the engine hatch.

Master Circuit Breakers - one each for port and starboard side, protect the remaining DC electrical systems from overload.

Note: There is another master breaker located on each engine.

Note: In a triple engine configuration your boat will have a center engine master breaker.

CHAPTER 5

Boat Systems

Electrical System

Your Cigarette is equipped with a 12 volt negative ground Direct Current (DC) system. The DC system powers all of the electrical equipment on your boat, including the lights, instruments, engine starting motors, trim tabs controls, and stern drive controls.

The electrical equipment in the engine compartment is fairly complex. Refer to your engine owner's manual for engine electrical diagrams.

⚠ CAUTION

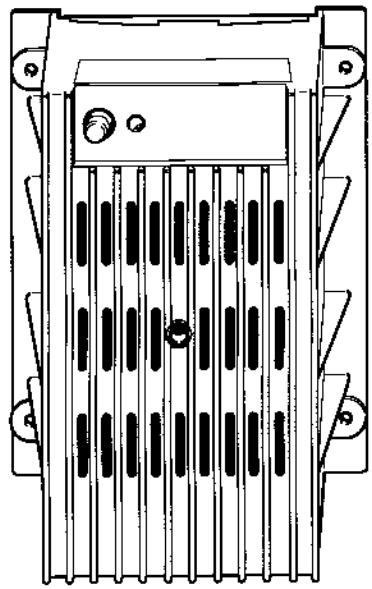
To avoid property damage or personal injury, leave service of marine electrical systems for the expert. Have electrical problems checked by a qualified electrician.

Your Cigarette is also fitted with a 120 volt Alternating Current (AC) electrical system. The AC system includes a shore power inlet and a double electrical outlet installed in the salon, (illustrated in the General Layout section of chapter 3), a thirty ampere shore power cord, and a battery charger. The electrical outlet and battery charger operates only when shore power is connected.

Note: On a Revolution 188®, the power cord is permanently connected to the boat. Simply plug it in to your shore power source, check for reverse polarity, and switch On the charger or outlets.

The 120 volt AC system supplies power to the battery charger which converts 120 volt AC power into 14 volt DC power. The 14 volt DC power is used to keep the batteries fully charged even when the boat is left unattended.

When you are away, have someone check the boat periodically, especially the condition of the batteries.



Note: When you leave the boat, turn the battery switches "OFF." In this position 12 volt DC systems will not drain the battery except for the halon discharge system, Mercathode system, bilge pumps, and radio memory.

Alternating and Direct Current ground wires are connected to ground at the engine. All underwater hardware and fittings are also connected to common ground. In this manner, electrolysis of metal parts is reduced.

Location of AC and DC circuit breakers are illustrated in Chapter 3, General Layout and the function for each breaker is described in Chapter 4.

Bilge System

Looking at the inside of the hull, the lowest part is called the bilge. It is normal for a small amount of water to seep into the hull and accumulate in the bilge. The bilge system is designed to keep the bilge water at a minimum by pumping bilge water overboard.

⚠ NOTICE

Even though the bilge pump system is designed to keep your boat dry, you should inspect the bilge periodically to make sure the pumps are functioning properly. Have a bucket, scoop, or hand pump ready in case the bilge pumps fail.

Use the bilge pump switch to select automatic or manual operation. If you select automatic operation, the pumps run as long as water is above the set point and they shut off when the level drops below the set point. The pumps will continue to run automatically with the battery switches turned to "OFF."

Select manual mode when you want to control pump operation yourself.

⚠ CAUTION

To avoid damaging the bilge pump, never run it when there is no water in the bilge.

⚠ NOTICE

The discharge of oil or oily waste into or upon the navigable waters of the United States or contiguous zones is strictly prohibited by the Federal Water Pollution Control Act. If such a discharge occurs and causes a film or sheen upon, or discoloration of the surface of the water, or causes an emulsion or sludge beneath the surface of the water, the violators are subject to a penalty of $5,000. Notify the Coast Guard immediately or call toll free 1-800-424-8802 to report any such incident.

Freshwater System

The freshwater system includes:

- An aluminum water tank with a deck fill plate and vent.
- A 12 volt electric pump that draws freshwater from the freshwater tank and distributes it throughout the freshwater system.
- A stainless steel or fiberglass sink in the galley which drains overboard through a hullside fitting.
- A shower in the cockpit area used by bathers to rinse off saltwater.

Refer to Chapter 3, General Layout, for the location of freshwater system components for your boat.

Head and Waste System

⚠ NOTICE

It is illegal to discharge waste within three miles of land. Overboard discharge of waste should only be used in approved areas. It is your responsibility to comply with local regulations regarding the discharge of waste.

⚠ CAUTION

To avoid damaging the head system, don't press gray buttons for more than one minute.

Your Cigarette utilizes a 12 volt DC powered head and waste system. Refer to Chapter 3, General Layout, for information on location of system components and proper sequence of operation. Seawater is drawn in through the hull to flush waste water from the marine toilet. A "Y" valve is installed between the marine toilet and the waste holding tank. The "Y" valve can direct the flow of waste to the holding tank, or direct to an outlet seacock for overboard discharge of waste.

Steering System

Your Cigarette utilizes a push-pull cable that transmits action from the steering wheel to the hydraulic power steering system. The hydraulic system, which consists of a pump and hydraulic cylinder, is mounted inside of the transom on the starboard side. A pair of strong, stainless steel tiller arms, one located inside of the transom and one outside, connect the power steering system to the stern drives.

Note: See your engine service manual for more details. Some boats have optional external hydraulic steering system that has two additional hydraulic cylinders mounted on the outside of the transom. This eliminates the steering cable from the helm.

Fuel System

Heavy gauge marine aluminum tanks are bolted into the boat and surrounded with closed cell structural foam. Except where certain international regulations forbid, each fuel tank is filled through an external fill plate and is fitted with a vent hose that allows air to escape during fueling and allows air to flow back into the tank as the fuel is consumed. The vent also allows the fuel tank to breathe as fuel expands and contracts with changes in temperature. Excess fuel may exit the vent if the fuel tank is overfilled.

Gasoline is drawn from the fuel tank by a booster pump located in the engine compartment. The booster pressurizes the gasoline to drive it through very fine filters, which remove any sediment, particles, or water. Fuel filter elements are designed specifically for this application. Proper marine-type replacement elements must be used to keep the fuel system operating properly. After filtration, the fuel flows to the fuel pump on the engine.

Note: Bravo packages do not utilize an auxiliary "electric" fuel pump.

Your Cigarette utilizes an American Boat and Yacht Council, Inc. (ABYC) approved marine carburetor. The carburetor has been designed to meet the U.S. Coast Guard requirements under the Boating Safety Act, and requires thorough knowledge to service. Carburetor adjustments should be made by a skilled marine mechanic.

⚠ WARNING

To avoid an explosion or fire that will result in severe property damage or death, NEVER substitute a high performance automotive carburetor for an ABYC approved marine carburetor.

Fuel System Crossover

Each boat is equipped with fuel crossover system. This valve is the only link connecting the port and starboard tanks. Always keep this valve closed except when one tank runs empty. You can monitor the level of fuel in each fuel tank by checking the appropriate gauge on the helm instrument panel. In normal operation, the starboard tank fuels the starboard engine, the port tank fuels the port engine, and the center tank fuels the center engine (if any).

Note: In our 42' Revolution 188® boats, a series of fuel tanks is provided. Check with your Cigarette dealer for proper use of the Revolution 188® fuel crossover system.

If one tank runs out of fuel (except for Revolution 188®):

1. Shut off valve for empty fuel tank.
2. Open crossover valve.
3. Prime the system by pushing the priming switch in the engine compartment. This momentarily activates the fuel pump.
4. Release the switch and start motor. Repeat if necessary. Proceed at a reduced speed until you can obtain fuel in empty tank. Keep fuel pressure at 4 psi minimum.
5. When empty tank is filled, close crossover valve, open valve to tank.

CHAPTER 6

Getting Underway

Fueling

⚠ CAUTION

To avoid damage to your engines, use high quality fuel. Marine engines operate under much greater strain than automotive engines. Knocking due to poor fuel can cause severe engine damage.

Refer to your engine owner's manual for the proper fuel type and octane rating. Consult your dealer for any special fuel suggestions for high performance boats and climatic conditions in your area.

Follow these steps to safely fuel your boat:

1. Know your fuel tank capacity and engines' fuel consumption. Be sure you have enough fuel to reach your destination with adequate reserve for course changes due to weather or other problems. Know the availability of fuel along your route.
2. Avoid fueling at night, except under well lighted conditions.
3. NO SMOKING on or near your boat.
4. Know the location of your fire extinguisher in case of an emergency.
5. Moor your boat to the dock.
6. Close all doors and hatches.
7. DO NOT operate any electrical equipment, blowers, or engines.
8. Remove the fuel fill caps using the appropriate key.
9. Prevent any water from entering the fuel tanks.
10. Keep metal nozzle of fuel hose in contact with metal ring of fuel fill plate to guard against static spark.
11. Slowly fill the tanks.
12. Secure the fuel fill caps.
13. Clean up any spilled fuel. Dispose of rags properly onshore. In addition to being a fire hazard, spilled fuel can damage your boat's finish.
14. Open engine hatches and operate the bilge blowers.

Note: Continue to run blowers until cruising speed is obtained.

⚠ DANGER

To avoid an explosion, or fire that will result in severe property damage or death:

- **Make sure the engine compartment and bilge are free of gasoline and oil vapors before you start your engine. Run the bilge blower for at least four minutes and open the engine hatch to sniff for gasoline and oil vapors in the bilge. Never rely on vapor detectors. Keep the bilge blower running until you obtain cruising speed.**
- **Never allow any type of sparks or open flame in or around the engine compartment.**

15. Sniff the bilge area for gasoline vapors. Don't rely on the electronic vapor detector. Your nose is the best gasoline vapor detector. Gasoline vapor is heavier than air so it can stay in the bilge for a long time.

16. After you are satisfied that the air is free of all fuel vapor, close the engine hatch.

Pre-Departure Checklist

Upon entering the boat, follow these procedures:

1. Turn the battery disconnect switches ON.

2. Open the engine hatch.

3. Operate the bilge blowers for four minutes prior to starting the engines. The blowers will not delay your departure if you switch them on before running through your checklist.

> **⚠ CAUTION**
>
> **To avoid damaging the bilge pump, never run it when there is no water in the bilge.**

4. Use the manual bilge pump switch to remove any water in the bilge below the automatic switch level. Bilge water will affect performance during acceleration and in rough seas. Monitor the manual operation of the bilge pumps.

5. Make sure the portable fire extinguishers are charged and in position.

6. Make sure the retainers are in place on the tie bars between the stern drives at the transom.

Engine Compartment Checklist

Perform the following checks of the engine compartment:

1. Climb down into the engine compartment and check the following fluid levels:

   - Engine oil
   - Stern drive oil
   - Stern drive pump fluid
   - Trim tab pump fluid
   - Power steering fluid
   - Transmission oil - (NOT on Mercury Bravo engines)

2. Inspect the power steering assembly.

3. Make sure the tie bar between the stern drive tiller arms is secure.

4. Make sure the water strainers are clean.

Note: Bravo packages do not have water strainers. These engines pull water in through the stern drives.

5. Check that the water inlet valves to the engines are OPEN.

6. Check the electrolyte level in the batteries. Refill as needed with distilled water.

7. Inspect the exhaust connections for water leaks or gas stains. Tighten any loose connections.

8. Inspect all electrical connections, especially in a saltwater environment. Salt can corrode terminal strips, wiring harnesses, and other electrical connections.

9. Check the belts on the alternator, seawater pump, and power steering pump.
10. Check the fuel connections for leaks.
11. Smell the bilge area for gasoline fumes. Ventilate the bilge area thoroughly BEFORE starting the engines.

Starting the Engines

⚠ DANGER

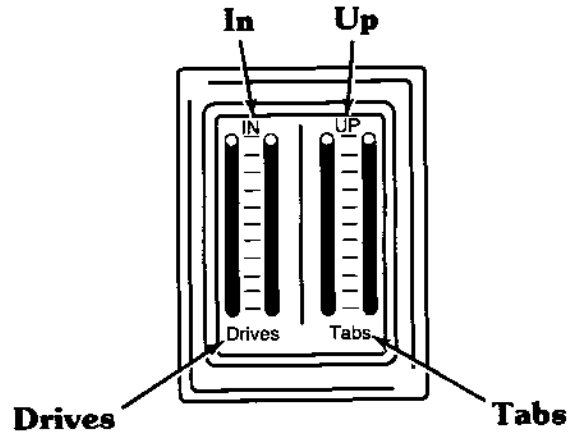
To avoid an explosion, or fire that will result in severe property damage or death:

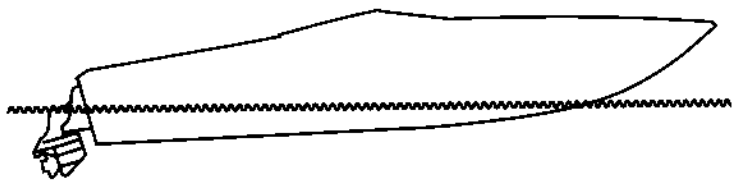
- **Make sure the engine compartment and bilge are free of gasoline and oil vapors before you start your engine. Run the bilge blower for at least four minutes and open the engine hatch to sniff for gasoline and oil vapors in the bilge. Never rely on vapor detectors. Keep the bilge blower running until you obtain cruising speed.**
- **Never allow any type of sparks or open flame in or around the engine compartment.**

⚠ CAUTION

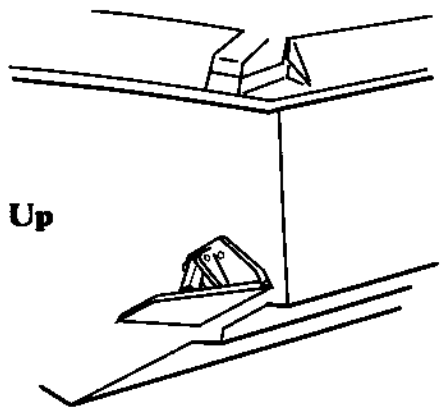
To avoid personal injury, do not operate boat with the engine hatch open.

1. Close the engine hatch.
2. Move the stern drives to the full IN position.
3. Move the trim tabs to the full UP position.





Drive In

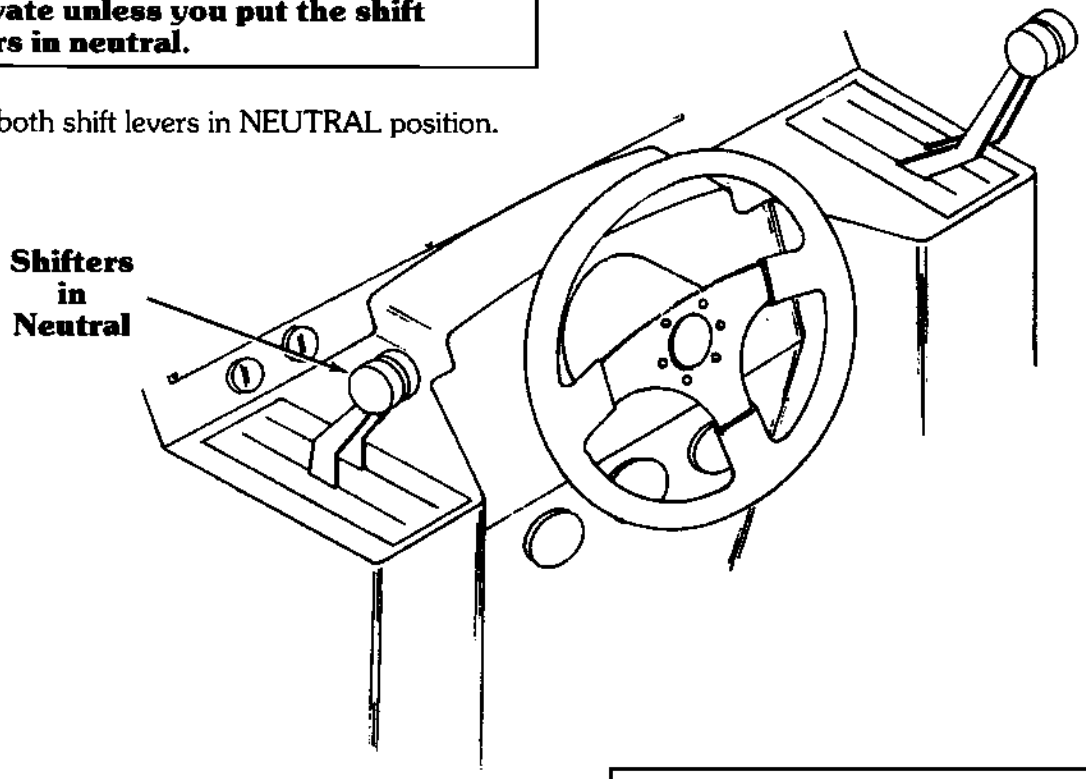


Tab Up

⚠ CAUTION

To avoid property damage or personal injury, each boat is equipped with a neutral safety switch to avoid starting the engines in gear. The ignition system will not activate unless you put the shift levers in neutral.

4. Put both shift levers in NEUTRAL position.



⚠ CAUTION

To avoid damage to the starter, release the ignition switch after the engine starts. Do not operate the starter for more than 30 seconds.

5. Move each throttle lever to a fully forward position and return it to idle. Throttle linkage and cable must move freely.

6. Slightly advance the throttle lever of engine being started.

7. Turn the fuel pump switches to the ON position.

Note: You can skip this step #7 if you have a Bravo package.

8. Turn the ignition key switch to the start position. Press the ignition switch until the motor starts, release switch.

Note: The Revolution 188® does not have a separate starter switch. The key switch is three position; turn the switch to the START position and release it when the engine starts.

⚠ CAUTION

To avoid damage to the starter, allow the starter to cool at least two minutes between starting attempts.

9. If engine will not start, move throttle to FULL throttle position once or twice to actuate the carburetor accelerator pump.

10. Let the engine run at 1000 to 1200 RPM for a few minutes to provide a small charge on one battery before starting the remaining engine(s).

11. Check engine oil and water pressure gauges for proper operating ranges. Shut down engine immediately if a gauge reading is not normal.

⚠ NOTICE

The remaining engine(s) may be difficult to hear when starting due to engine noise. Observe the tachometer of the engine being started. Release the ignition key switch when the RPMs increase.

12. Repeat Steps 6 - 11 for remaining engine(s).

13. Study the gauges. If any gauge indicates a problem, shut down the engine immediately.

14. Check the transom of the boat to make sure water is coming out of all exhaust outlets.

15. Run the engines at 1000 to 1200 RPM for the first 2 to 3 minutes of operation. This allows the engine oil to build up pressure and water to circulate throughout the system. Then reduce the RPMs to idle speed until ready to depart.

Prior to Leaving the Dock

Before you leave the dock, keep these points in mind:

1. Check the transom of the boat:

   - Is water coming out of all four exhaust outlets?
   - Are the stern drives fully down?
   - Are the tiller arm retainers (between the stern drives) in place?

2. Cast off the docking lines and store them in safe places.

3. Ensure there are no boats, swimmers, or other obstructions which could come in contact or come within the path of your boat during this transition period. If you are unsure, wait until you pass this area before getting on plane.

4. Leave the dock at low speed, and watch for currents and tides. Turn the stern drives and move into the channel. When tight turns are needed use the "Close Quarters Turns" techniques described at the end of Chapter 6.

5. When you enter a channel or operate in congested waters, it is very important to have a clear understanding of the rules of the road. These are marine traffic regulations, and are fully described in: Piloting, Seamanship and Small Boat Handling by Elbert S. Maloney (originally written by C.F. Chapman). Published by Hearst Company, 959 Eighth Avenue, New York, N.Y. 10019.

   Rules are also covered in U.S. Coast Guard publications and U.S. Power Squadron manuals. Some rules are described on Nautical Charts available at marine stores.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CHAPTER 7

Seamanship

This chapter describes things you should do to make your outing safe and more enjoyable once you are underway.

Break-In Procedure

Refer to the engine owner's manuals for specific information.

Monitoring Your Gauges

Engine Water Temperature Gauge - After you start the engines, the engine water temperature should slowly rise over a five minute period to about 110° F. When you are cruising, normal temperature is between 135° F and 150° F, depending upon the intake water temperature and running speed. Do not operate the engines above 175° F.

If your engine water temperature is abnormally high, make sure the engine cooling water inlet valve is open. Also, debris may be blocking the cooling water inlet. Shift into reverse and tap throttle slightly several times to remove the obstruction. Shut down the engine IMMEDIATELY if you cannot remedy the problem. If the problem persists, have an authorized marine engine service technician check the engine.

Engine Oil Pressure Gauge - The oil pressure should slowly rise to 60 to 100 psi (pounds per square inch) after you start the engines. If the oil pressure does not rise after five seconds, shut down the engine IMMEDIATELY. The oil pressure gauge should read 40 to 100 psi during cruising or high speed runs. The oil pressure will be about 25 to 40 psi when idling after a cruise.

If your engine oil pressure is abnormally low, check the engine oil level. Shut down the engine IMMEDIATELY if you cannot remedy the problem.

⚠ CAUTION

To avoid engine damage, keep an eye on engine water temperature to avoid damaging an engine due to loss of cooling water.

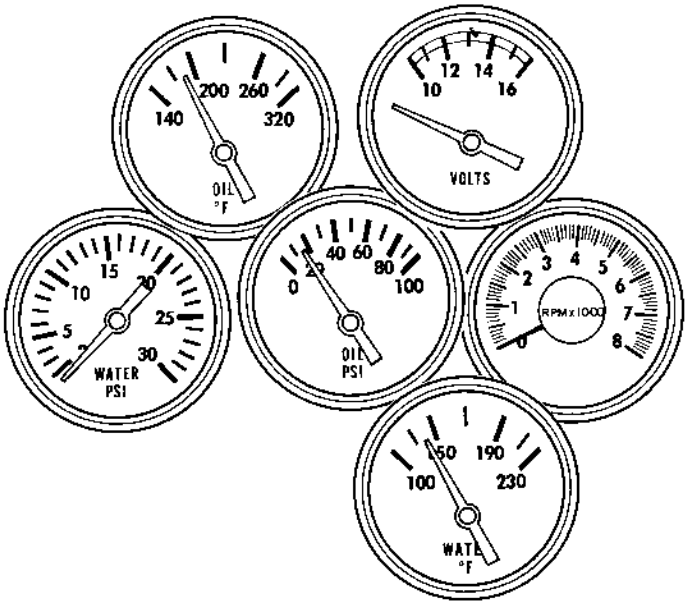
Engine Oil Temperature Gauge - If the engine oil temperature rises above 260° F, shut down the engine immediately.

Engine Water Pressure Gauge - If the engine water pressure falls below 5 psi during high speed operation, shut down the engine immediately.

Voltmeter - Normal operating voltage at cruising speeds is between 12.0 and 15.5 volts.

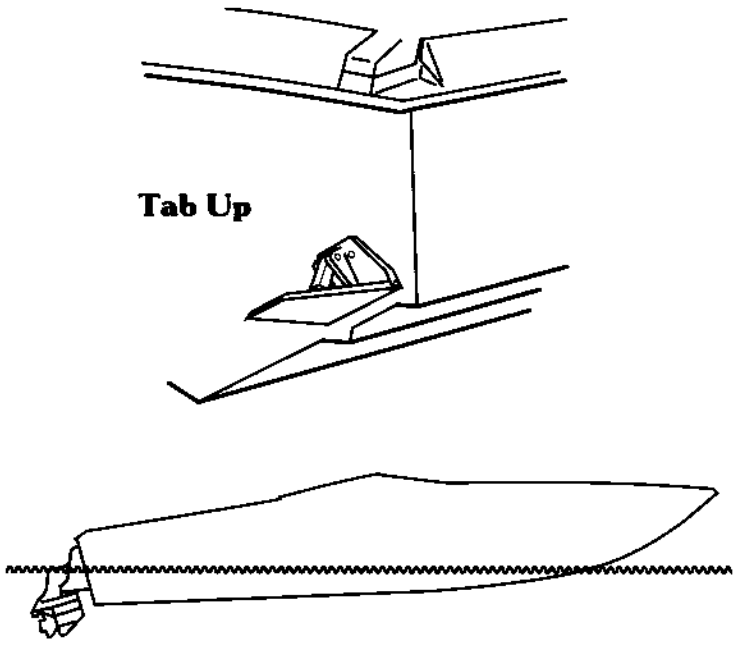
Tachometer - Do not exceed the manufacturer's maximum allowable RPM, even momentarily. You can quickly damage the engine at excessive speeds.

Engine Warning Light - Shut down the engine immediately if the engine warning light is activated. This light will come on if your water temperature goes above 190° or if oil pressure falls below 10 psi.

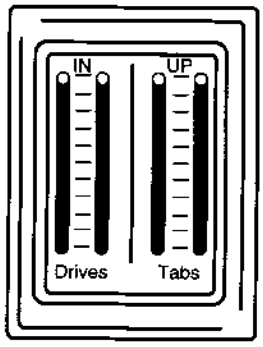


Casting Off

1. Before leaving the dock, take note of wind and tidal direction.
2. Check the steering for ease of motion. The steering should operate smoothly with the starboard engine running. If steering is difficult, investigate the cause and correct the situation.
3. Cast off the docking lines and stow them properly.
4. Shift into reverse to depart, if possible. Leaving the dock in forward may cause the stern to swing into the dock.
5. Turn the steering wheel away from the dock. If the dock is on the port side, turn the wheel to the starboard side, or vice versa.
6. Lightly apply the throttle and back away from the dock.
7. As the boat separates from the dock, turn the steering wheel towards the dock. This will bring the boat parallel to the dock.
8. Now turn the steering wheel away from the dock and shift into forward.
9. Remember the rules of the road!



Drive In



Cruising in Open Water

At low speeds your Cigarette handles easily, and creates little wake. Boats, such as your Cigarette, with Deep-V hulls have a center of gravity towards the aft end. This is essential for successful operation in heavy seas, but it also means that there is a transition between slow speed operation, and getting up on a plane.

When you pass through the transition zone, check the visibility forward. Also make sure the drives are trimmed all the way IN, and trim tabs are all the way UP. Try and get through this zone as quickly as possible to reduce energy lost when the boat makes a wake and maintain good visibility.

Maximum Cruising Revolutions Per Minute (RPM)

Maximum cruising RPM should be no higher than 25% below maximum engine RPM. The best fuel economy is generally found at the lowest RPM where the boat will stay comfortably up on plane.

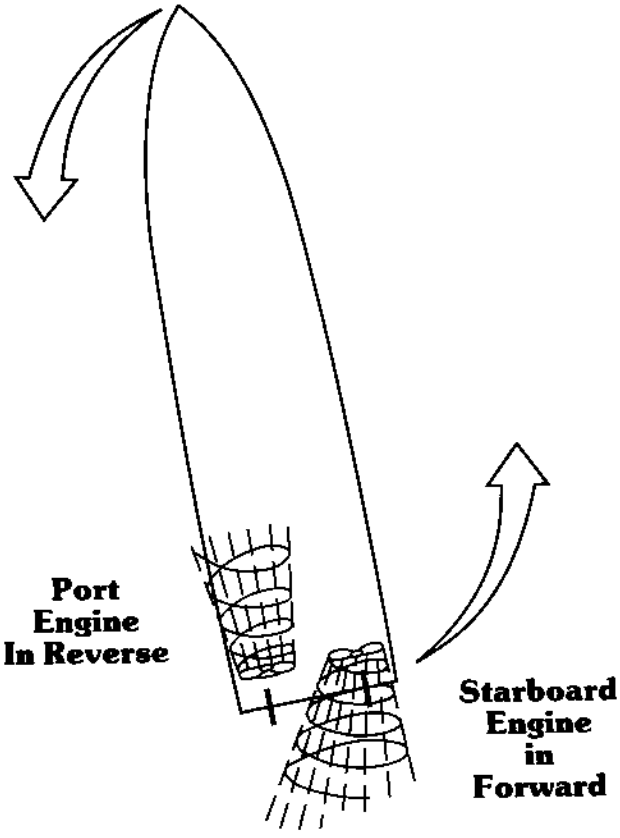
WORLD CHAMPION CIGARETTE RACING TEAM ®

Close Quarter Turns

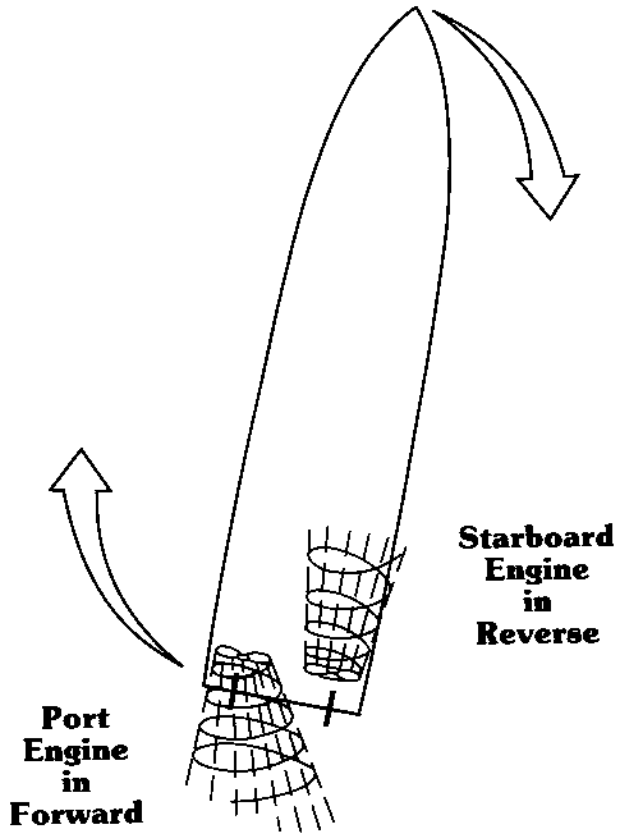
If you need to turn the boat about in an area where there isn't much room, use the shift levers to turn your boat:

Note: To make close quarter turns, all stern drives must be in alignment with the boat straight.

1. Make sure the bow is clear to come about before attempting this maneuver.



Boat Turns Towards Port



Boat Turns Towards Starboard

2. Put one engine in reverse and the other engine in forward. The engine in reverse will turn the boat in that direction. For example, to turn towards port, put the port engine in reverse and the starboard engine in forward.

3. Watch your bow as you come about.

4. Turn the wheel in the direction the boat is turning to increase the turning rate. For example, turn the steering wheel to starboard when the boat is turning to starboard. The boat will come about in its own length if you use this method.

Adjusting Trim Tabs for Cruising

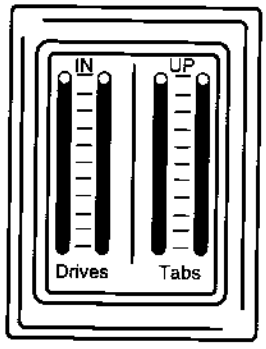
It is important to bring the trim tabs UP before accelerating to cruising speed. At low speeds you may not notice that one trim tab is DOWN; but as you accelerate to cruising speed your boat will tend to list dangerously. When you reach cruising speed:

1. Trim the stern drives out until your boat reaches the best attitude, depending on sea conditions.

2. Trim the tabs DOWN until the boat is running at a good angle (bow rises 1° to 2°). This angle gives good visibility, good sea-keeping, and a good ride.

⚠ DANGER

Always negotiate turns with outdrives all the way IN - neglecting to do so may result in serious injury or death to your passengers.



3. Increase speed gradually on all engines. Adjust stern drive trim and trim tab position to keep the boat at a one to two degree running angle. DO NOT RUN WIDE OPEN THROTTLE FOR LONG PERIODS OF TIME. Backing down 25% from wide open will maintain a high speed, and greatly reduce the stress and wear on the engines.

4. Keep the speed reasonable for the sea conditions. If you are running in a beam sea (sea is coming from port or starboard), use the tabs to keep the boat level.

5. In a following sea (sea is coming from the stern) run with the tabs UP, and the drives trimmed out to keep your bow up.

Operating at High Speed

You should only operate your boat at high speeds after you have about ten hours of experience at low and cruising speeds. It is very important to have an experienced skipper on board for the first few high speed runs. Any high performance product by its nature is sophisticated, and requires knowledge to use to its full capability. This is true for any modern, powerful machine. An experienced skipper can guide you through the operating steps in the proper sequence and be sure you get the best performance from the boat with safety. These steps are suggested:

⚠ CAUTION

To avoid engine damage, keep an eye on engine water temperature to avoid damaging an engine due to loss of cooling water.

1. Come up on plane and trim the boat out for CRUISING speed. Operate at CRUISE for at least ten minutes to get all parts of the engines to proper operating temperatures. Check ALL INSTRUMENTS, and be sure all readings are normal. Particularly, check for normal oil pressures, and engine temperatures.

2. Secure any loose gear including lines and personal gear.

Using Your Compass

Periodically check your compass to make sure the indicator swings as you make a turn. Check the compass reading against the direction shown on a nautical chart while heading down a marked waterway. The compass has special adjustments which can be made to increase the accuracy beyond the factory settings for your particular boat.

If you are planning offshore trips which will rely on the compass for navigation, it is wise to have the compass adjusted or compensated. This requires the services of a specialist who will align the boat in all four quadrants with a known grid, and adjust the compass to give the most accurate readings possible. The compass specialist may give you a "deviation card" after the adjustment, which should be copied and carried in the boat for use in making fine adjustments to course headings on long runs.

Stopping Your Boat

To slow your boat from cruising speeds, trim the out drives IN and slowly pull back on the throttles evenly.

⚠ CAUTION

To avoid damage to the engines or drive train, do not shift at engine speeds above 1000 RPM (600 RPM on Bravo packages). Momentarily pause in neutral and allow engine to return to idle speed before moving shift lever.

At nonplaning speeds, stop the boat's forward movement (i.e., checking headway) using propeller bursts. With engine speeds equal, move both shift levers to reverse to slow or stop forward movement.

Dropping Anchor

To drop your anchor:

⚠ WARNING

To avoid property damage, serious injury, or death; never anchor your boat by the stern. Anchoring a boat by the stern may cause the boat to capsize or sink.

1. Look the spot over to be sure the boat will be clear of the following obstacles when it comes about at anchor: rocks, shoals, reefs, and other boats.

2. Observe the wind and water current. Determine which one has the greater force and head the bow into it. Use the throttles to check the boat's headway (stop forward movement).

3. Make sure the anchor line is neatly coiled on the bow. Secure the end of the line to the bow cleat before releasing the anchor.

4. Have a crew member on the bow carefully lower (pay out) the anchor line. There is no need to heave the anchor. Make sure the crew member doesn't stand on the coils of anchor line.

5. Drop the anchor vertically to the bottom. Mark the depth. Pay out line equal to 6-7 times the depth of the water. This will allow the anchor to properly set in the bottom. Know exactly what scope (length of anchor line minus depth of the water) and what bottom works best with your anchor.

6. Fasten the anchor line on the bow mooring bitt.

7. Check for a dragging anchor. Line up two onshore landmarks, such as a smokestack, tree, or radio tower. Periodically check the landmarks to make sure they stay aligned. If the boat has drifted, reset the anchor.

Weighing Anchor

To properly weigh (pull in) your anchor:

1. Pull in line until the anchor line is vertical.

2. Break the anchor loose from the bottom.

3. Pull in the remaining line.

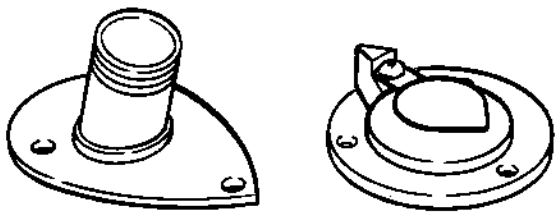
4. If the anchor sticks, attach the vertical, taut line to bow cleat. The wave action may loosen anchor. If not, feed line and attach the anchor line to the bow cleat. Maneuver the boat around anchor, with the anchor line taut. Find the angle that will pull the anchor loose.

Running at Night

Using Your Navigation and Anchor Lights

The navigation lights must be turned on when operating the boat from 1/2 hour before sunset until 1/2 hour after dawn. There are other occasions when using the lights is good practice. For example, in any situation of poor visibility such as mist or fog, the lights will help show the position of your boat to other vessels, and help avoid collisions. If you should drop anchor, turn on your anchor light.

To use your navigation and anchor lights, the navigation/anchor light pole must be in place.



Typical Navigation/ Anchor Light Receptacles

Push the top (green) portion of the navigation/anchor rocker switch to activate the navigation lights. Push the bottom (red) portion of the switch to activate the anchor lights.

Instrument Lights

The instrument lights are a necessity when running at night. The compass light operates with the instrument lights.

Boating Emergencies

Boating emergencies can occur at anytime. The following sections will help you through some common emergencies.

Be Prepared for Emergencies

Be prepared for emergencies. Take a first aid course from an approved agency, such as the American Red Cross. Know basic lifesaving techniques as well as CPR. Always carry a first aid kit and manual on your boat. As skipper, your primary responsibility is the safety of your passengers, crew, and boat.

How to Call for Help

To obtain radio contact in an emergency:

1. Select Channel 16 on VHF/FM radio. Use channel 9 for CB/AM radio contact.

2. Repeat MAYDAY three times.

⚠ NOTICE

Use the call MAYDAY only when in IMMEDIATE DANGER TO LIFE AND/OR PROPERTY.

3. Give the vessel name and call sign.

4. Give your position. Recall the port from which you left and what direction you headed.

5. Describe the emergency.

6. If there is no answer, repeat, then try another channel.

If You Run Aground

If you run aground there are a few things you can do:

- Wait for the rising tide to float your boat.

- Shift weight and passengers astern. Reverse the propellers to back off. Do this carefully, as the propellers may actually deposit more silt under the boat. Run the drives to position 7 or higher, run them up equally as to not damage the tie bar.

- Drop an anchor in a direction slightly windward or upstream.
- If all efforts fail, get help from the Coast Guard.

Note: After you are free, pay particular attention to your water pressure gauge and water temperature gauges. You may have picked up sand or mud in the raw water cooling system lines and lines to the gauges. Check over your transom, in neutral, at idle, to see if water is coming out - if not, idle to the closest dock and call for help. Watch your water temperature gauge closely; if it gets over 170°F, shut down the motor.

Towing

Being Towed By Another Boat

If you should find yourself in need of a tow, Cigarette recommends that your boat be towed only by a professional towing service, or the U.S. Coast Guard. Their personnel are properly trained and equipped to safely tow your vessel. You can call for a professional tow on channel 16 on your VHF in most areas. Check with local authorities in your boating area to determine the proper VHF channel.

The following guidelines must be followed in order to be towed safely:

- Determine if the seawater conditions are safe for towing. Even moderately rough seas can create situations where the vessels may collide, towing lines may break, or other damage may be caused to your boat.
- The tow line should be substantial and not worn or frayed.
- The tow line should be attached only to the bow eye of your Cigarette. Due to the risk of slipping off the deck, do not attempt to attach the towing line to your vessel. An individual in the professional towing vessel should attach the tow line to the bow eye of your vessel.

⚠ WARNING

Never attach a towing line to the mooring cleats of your Cigarette. These cleats are designed only to moor your vessel to the dock or other stationary object. Serious injury may result from using these cleats for towing.

⚠ WARNING

Never allow your Cigarette to be towed by the transom eyes. Being towed by the transom eyes may result in your boat being swamped and sinking. Serious injury or death may result.

- Never hold a towing line by hand.
- Never stand in line with or near a towing line.
- The towing vessel should pull slowly and steadily.

When Rough Weather Arises

Follow these precautions when rough weather arises:

- Know your boat. Know how it reacts to wind and wave patterns.
- Know your own piloting skills. Don't get into conditions which are beyond your expertise.
- Slow down. Give yourself and your boat time to react to the conditions.
- Keep an eye on your instruments. Your engines are essential to controlling your boat in rough seas.
- Batten down the hatches.
- Stow all loose gear.
- Clear the bilges and keep them dry. Have a bailing device handy. Bilge water will shift during rough seas and affect the handling of your boat.
- Have everyone on board wear a life preserver. Don't wait until you need one to wear one.
- Know your boat's position and the surrounding hazards; reefs, shoals, or bars. Know the location of sheltered water.
- Don't allow the engines to overspeed if the propellers come out of the water.
- Use a sea anchor and the throttles to hold your bow at 45° to the waves while checking headway (stopping forward progress).
- Adjust the trim to meet the sea conditions.

Docking Your Boat

To safely dock your boat, follow these procedures:

Preparing to Dock Your Boat

Prepare to dock well ahead of reaching the dock:

1. Have your mooring lines and fenders prior to reaching the dock.

2. Have crew members ready to assist in docking. Practice docking in open water using an anchored float to get a feel for how wind and current affect the boat.

3. Take note of the wind direction and velocity, and observe the water current. Determine which is the stronger force. This force will determine the best angle of approach for docking. If possible, approach the dock into the wind or water current. Follow the instructions "Docking Upstream or Windward" or "Docking Downstream or Leeward."

Docking Upstream or Windward

When you get to the dock, if the wind or water current is pushing your boat away from dock, the best approach is:

1. Get the bow to the dock first. To do this, move directly upstream or windward.

2. Let the speed of the engines oppose the speed of the current or wind, so the boat moves slowly towards the dock.

3. Secure the bow line on the bow eye or bow mooring bitt.

4. Turn the steering wheel away from the dock.

5. With the shift levers in forward and the engines at idle speed, slowly edge the stern towards the dock.

6. Secure the stern line.

7. Stop the engine only after all mooring lines are secured.

Docking Downstream or Leeward

When you get to the dock, if the wind or water current is pushing your boat towards the dock, the best approach is:

1. Position your boat parallel to the dock, and let the wind or current bring your boat to the dock.

2. Use the throttle and shift levers to control your speed and orientation in the water.

3. Stop the engines only after all mooring lines are secured.

Mooring Your Boat

Moor the boat using a bow line, a stern line, and two spring lines:

1. Run one spring line from the bow to the dock adjacent to the cockpit.

2. Run the second spring line from the stern cleat to the dock near the bow.

Spring lines give good positioning over a range of tide and wind. Use chaff protectors on your mooring lines. Get advice from an experienced skipper the first few times and mooring your boat will become easier.

End of the Day Shutdown

Perform the following steps every time you are done using your boat.

1. Leave the trim tabs in the full UP position and the outdrives in the full IN position. This prevents any marine growth from accumulating on the hydraulic cylinder shafts.

2. Lock the ignition key switch and remove the ignition keys.

3. Remove all wet gear from the boat. Hang out the wet gear to dry ashore. Leave lockers open to dry. If your carpet is wet, unsnap it from the boat and hang it out to dry.

4. Remove any leftover food and garbage from the boat.

5. Stow all equipment properly.

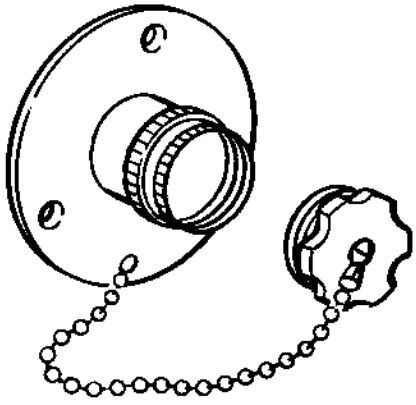
6. Pump bilges dry using manual switches. Leave switch on "auto" when leaving.

7. Open engine hatch to inspect engine and equipment. Using fresh water, hose off the entire boat, deck, hull, transom, and engine compartment.

8. Flush engines with fresh water:

   a. Close the engine inlet seacock.

   b. Attach a freshwater hose to the flushing connection.



   c. Open the flush valve and turn on the supply of freshwater.

   d. Operate the engine for five minutes.

   e. Close the flush valve and remove the freshwater hose.

   f. Open the engine inlet seacock.

   g. Repeat for other engine(s).

   h. When done, protect engines, drives, and tabs with a lubricating spray. Do not spray gas sniffer head.

9. Inspect the boat for damage. Schedule any repair work or required maintenance work at this time.

10. Inspect sea strainers. Clean as necessary.

Note: Bravo packages do not have sea strainers.

⚠ NOTICE
Avoid wetting any electrical items such as gauges, switches, fans.

11. Remove boat from water and wash down boat with fresh water. Rinse all deck fittings and hardware with fresh water to remove any salt residue.

12. Place cockpit cover in position and secure.

Leaving Your Boat in the Water

We do NOT recommend that you leave your boat in the water for any length of time. Cigarette has taken every precaution against electrolytic corrosion, including the installation of the Mercathode system and fully bonding the boat. However, leaving the boat in the water encourages electrolytic corrosion. Also, heavy rains may fill the bilge with water. The operation of the bilge pumps can wear down the batteries.

If the boat must be left in the water, carry out the following steps:

1. Perform all of the steps listed under "End of the Day Shutdown."

2. Close all water intake valves.

3. Remove the contents of the refrigerator, clean the inside, turn the refrigerator circuit breaker OFF, and block the door open to allow air circulation.

4. Pump out the toilet and flush twice with fresh water. Recharge with fresh solution.

   Note: Your Cigarette does have a Mercathode system to help with electrolysis. It however does not have the benefit of other anti-fouling devices that other boats have which are meant to remain in the water.

⚠ NOTICE

By leaving your Cigarette in the water for extended periods of time Ozmotic Blisters may occur. This condition is not covered under Cigarette's warranty.

⚠ CAUTION

To avoid potential damage to electrical devices or the possibility of electrical shock, do not turn on the breaker for shore power if the reverse polarity indicator lights up. Disconnect the shore power cord and have the fault corrected by a qualified marine electrician.

5. Hook up the shore power cord. Connect the female end of the shore power cord to the boat's receptacle. Connect the male end of the shore power cord to the dock outlet. Check the reversed polarity light on the electrical panel.

   Note: On Revolution 188® boats, one end of the power cord is permanently attached to the boat.

6. Turn the battery select switches to "OFF." With this switch in "OFF" your halon, Mercathode and bilge pumps will still work. No other electrical items that work on Direct Current (DC) will work in the "OFF" setting.

7. Check that the battery charger light is on.

8. Turn off the breakers on electrical panel except leave the bilge pump breakers ON.

9. Close and latch the hatches. Lock the sliding door to the cabin.

10. Place cockpit cover in position and secure.

11. Check mooring lines again.

12. You or someone you know should periodically check the boat:

    a. Monitor the water level in the bilge as well as the operation of all bilge pumps.

    b. Turn on the manual bilge pump switch to test each pump.

    c. The shore power must be ON and the battery charger must be showing the "Power On" light.

    d. Check the electrolyte level in all of the batteries.

CHAPTER 8

Periodic Maintenance

Interior and Soft Materials

Follow these simple suggestions periodically to care for the materials found inside your boat:

- If the rear seat in the cockpit gets wet, leave it open to dry before closing.
- Clean any vinyl seat covers or upholstery with a mild soap solution and rinse with fresh water. Never use gasoline, acetone, bleach or other cleaning agents on vinyl. The vinyl fabrics in your cockpit and cabin resist wear and scuffing, but they offer no resistance to a sharp object, and may fade with exposure to sunlight. Keep your tonneau cover in place whenever possible.
- If your boat is equipped with leather upholstery, use warm water and a leather soap to clean the leather in your boat. It is not necessary to use leather polish. If the leather becomes water soaked, wipe the leather dry and allow the air to dry the remaining water.
- Vacuum the carpet as needed. Clean the carpet with warm water and mild detergent or household carpet cleaners. Allow the sun and air to dry out the carpet completely. If it becomes wet, unsnap and remove the carpet to dry.
- Thoroughly air out the cabin and lift the berth pads to allow air to circulate beneath. Open hatch openings in forward areas and let air circulate with the deck hatches wide open. Keeping the interior well ventilated will minimize mildew in the cabin.
- Clean the ice chest or refrigerator and prop the lid open to let air circulate as the cabin is airing out. Clean the galley sink.
- Remove items from all lockers. Put life preservers, flotation rings and other equipment on deck to air out. Discard or take ashore unwanted stowed materials.
- Remove all lines and gear from the locker. Set all items out to dry.
- Pump out toilet and flush system twice. Clean toilet following manufacturer's directions and recharge the system with fresh chemical solution.

Exterior Materials

Follow these simple suggestions periodically to care for the materials found on your boat's exterior:

- Inspect all fiberglass surfaces on the exterior of the boat. Scratches or blemishes in the gelcoat, or fiberglass repairs require the use of special tools and precise repair instructions. Your Cigarette dealer has the experience and equipment to handle these repairs.

⚠ NOTICE

DO NOT use cleaning agents containing ammonia or chlorine. Do not use any solvents on or near any Cigarette logo displayed on the hull or deck.

- Clean and wax the fiberglass using marine cleaners and polishes. Silicone polishes designed for the marine environment will provide excellent durability. Keeping the exterior clean and waxed will reduce exterior damage due to sun and salt.
- Clean all deck fittings and hardware. Some of the equipment, (e.g., rails, flip-ups, door hardware, and door track) is aluminum which has been painted or powder coated. Use a mild soap when cleaning these items. Do not use abrasive cleaners, which will scratch the aluminum finish. The shiny deck fittings and hardware, such as the rub rail and fuel filler cap, are stainless steel or chrome. Use a good chrome cleaner to remove any blemishes on this metal.

Periodic Maintenance

⚠ NOTICE

Do not use abrasive cleaners on the instrument panel. Do not spray water directly on the gauges or switches. Do not wax the instrument panel.

- Clean the instrument panel with warm water and a mild detergent, **DO NOT SPRAY DASH WITH A HOSE.**

- Use a good paste wax on all deck fittings and hardware to preserve their shine. Spray the hardware with a marine corrosion inhibitor, available from your Cigarette dealer.

- Inspect all wood surfaces. Your Cigarette boat has very little exterior wood because sunlight can rapidly break down wood finishes. Apply cleaners to the wood, then apply teak oil or marine spar varnish to restore the luster and protect the wood. If the wood has turned dark, it must be stripped, sanded down and refinished with several coats of sealer and oil or varnish.

Engine Compartment Inspection

Follow these simple suggestions periodically to care for the components found in the engine compartment:

- Open the engine hatch and leave open for several hours to air out the entire space.

- Clean the bilges using a marine bilge cleaner. This is a powerful detergent which removes grease and oil residue. Clean all limber holes, which allow bilge water to flow to lowest part of hull.

- Check each bilge pump for proper operation. Check the operation of the bilge blowers. Make sure the blower intakes are free of obstructions.

- Inspect the power steering assembly, located on the starboard engine:

  a. Check the oil level in the pump and refill if needed.

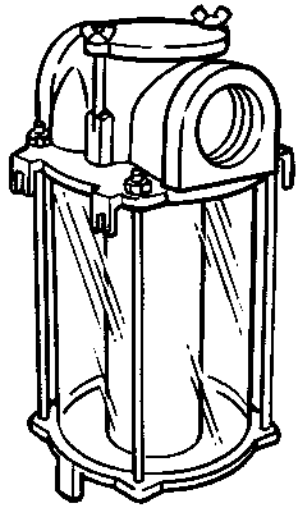
  b. Check the steering tie bars located inside the hull between the arms on the stern drives and outside the hull between the stern drives.

  c. Check that the ball joints move freely and the retaining clips are firmly in place.

- Inspect the entire exhaust system carefully. Look for water or exhaust gas leaks. Have a marine mechanic tighten the connections or replace the gaskets if leaks are found. Replace corroded hose clamps and replace any worn hoses.

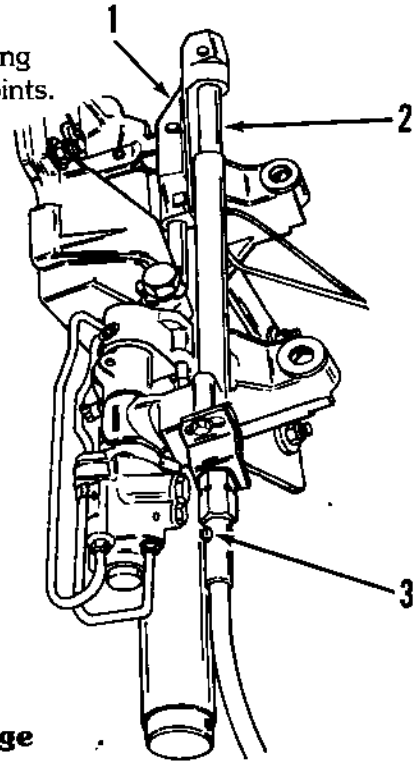
- Check the condition of the rubber water intake hoses and all the water circulating hoses on the engine. At wide open throttle, these hoses carry over 30 gallons of water per minute, and keeping them in good condition is important. All water hoses should be replaced at least every three years, even if they still appear to be in good condition. Regular examination of the hoses can prevent problems later.

- Open the raw water strainers and clean the baskets. With the cover removed, open the water intake valve momentarily and check the rate of water flow. If one side flows faster than the other, check the water pickup assembly for obstructions.



Note: Bravo packages do not have sea strainers since fresh seawater is drawn through the stern drives.

- Check the engine mounting bolts for tightness. At the transom, check the stern drive mounting bolts for tightness.
- Check fuel lines and all fuel fittings for signs of leakage. Look for a reddish stain which indicates gasoline has leaked, leaving the red dye as a residue. Tighten fittings and get professional help from experienced mechanics when needed.
- Check throttle and shift linkages. See that the control cables run in smooth curves and are not kinked.
- Check battery fluid level and specific gravity.
- Check zinc electrodes, which may be located in engine oil cooler, in transmission oil cooler, on engine tie bar, or on bottom of each trim tab.
- Lubricate steering linkage pivot points.



Steering Linkage

1. **Lubricate long clevis with special lubricant 101 (See your MerCruiser dealer).**
2. **Lubricate steering cable with special lubricant 101.**
3. **Grease fitting.**

- Clean and paint areas where paint has been removed.
- Push the spark plug wires firmly onto the spark plugs, and onto the distributor cap. Inspect and clean all electrical connections. Apply a protective coating of silicone grease.
- Change the engine oil and filter. Replace the fuel filter. A marine engine works much harder than an automotive engine so the oil and filter changes must be more frequent. Refer to your engine owner's manual for specific instructions.
- Refer to engine, and stern drive owner's manuals for further maintenance instructions. Use the engine hourmeters to keep a log of equipment maintenance.

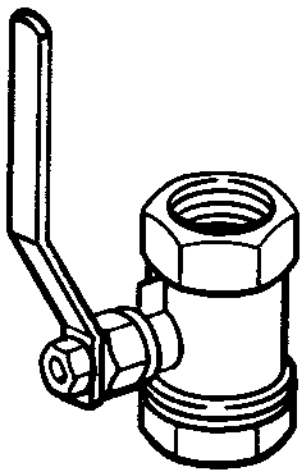
Every 100 Hours or Semi-Annual Inspection

Every 100 hours or at least every six months:

- Check engine and stern drive mounting hardware for tightness.
- Check and clean engine flame arrestor and crankcase ventilation hoses.
- Check condition of all cooling hoses.
- Refer to engine, and stern drive owner's manuals for other required maintenance.
- Clean and polish the hull bottom using any marine recommended cleaner and wax.
- Have the propellers removed, cleaned, polished and the dents removed. If dented, have the propeller balanced. Keep a spare set of propellers on hand.

Periodic Maintenance

- Operate all through-hull valves and service as necessary.



- Open the seawater strainers and clean the basket and housing. Flush out with fresh water. Check the sealing gasket and replace if needed. Reassemble strainers tightly.

Note: Bravo packages do not have sea strainers since fresh seawater is drawn through the stern drives.

- Check the Mercathode system and clean the electrical contacts. The system will not operate effectively with dirty contacts.

- Inspect the Halon fire extinguishing system located in the engine compartment. Inspect all portable fire extinguishers. Refer to the Owner's Manual supplied by the manufacturer for complete maintenance procedures.

- Inspect bilge pumps and switches. Bilge pump switches gradually lose sensitivity due to an accumulation of bilge oil on the operating surfaces. Remove and clean or replace the bilge pump switches periodically.

- Clean and inspect the bilges aft and forward. Open limber holes so water can drain to pumps.

- Inspect all electrical connections. Clean and tighten any electrical connection showing corrosion. Check battery connections and terminal strips in engine compartment.

- Refer to engine, and stern drive owner's manuals for further maintenance instructions. Have the engines, transmission, and stern drives removed, inspected and maintained during an idle period rather than in a rush when you need the boat back in service quickly.

CHAPTER 9

Boat Storage

Transporting

When you transport your boat, follow these precautions:

- If at all possible, have a professional transport your boat. Contact your Cigarette dealer or a boat moving company.
- Check local, state and federal transportation regulations.
- Remove propellers.
- Make sure stern drives are in trailering position.
- Secure all windows, hatches, and loose equipment.
- Disconnect and remove batteries from the boat.
- Drain the bilge, freshwater tank and waste water tank.
- Tie down the boat securely to the trailer.
- Do not use chains or wire cable to secure your boat to the trailer. Doing so may cause structural damage to your hull.

Short Term Storage

If you must store your boat out of the water for a short period, follow these procedures:

⚠ NOTICE

Do not use any solvents on or near any Cigarette logo displayed on the hull, or any lettering on hull or deck.

- Clean the hull and deck completely. Cleaning the boat when it is wet is easier because the marine growth is still wet.
- Apply a coat of wax to the entire surface of the boat.
- Apply a rust inhibitor to all metal parts.
- Fill the fuel tank to prevent condensation.
- Flush the engine cooling system with clean water.
- Refer to the engine and stern drive owner's manuals for storage procedures.
- Empty and rinse the waste holding tank.
- If the boat is stored in a freezing climate, all water must be removed from the engines, hull and plumbing system to avoid damage. Refer to the engine owner's manual for complete instructions on winterizing.
- Disconnect the batteries. In freezing areas, store batteries in a suitable location. When storing batteries, always set on a piece of wood. Keep the batteries fully charged.
- Close all water valves.
- Remove all items that will hold moisture and cause mildew such as seat cushions, personal flotation devices (PFDs), mattresses, and clothing. Soft items such as cushions and covers should be treated to retain their flexibility over a storage period.
- Clean all traces of dirt, oil, grime and grease from the engines, stern drives and bilge.
- Cover boat with tarp or mooring cover. Eliminate any possible pockets for collection of rain or snow.
- When lifting the boat, keep the bow higher than the stern to prevent any water from entering the engine manifolds. Always use an overhead hoist and lifting straps with adequate capacity. Use spreader bars on each sling to prevent damage to the sides of your boat. Never keep your Cigarette suspended with straps for long periods of time or hull damage will occur.

Boat Storage

Long Term Storage

Contact your Cigarette dealer for the expertise and facilities necessary for the long term storage of your boat.

Follow all procedures for short term storage, and in addition:

- Add fuel conditioner to fuel tanks.
- Protect plumbing drain lines with antifreeze solution or drain completely.
- Refer to engine and stern drive manufacturers' manuals for storage procedures.

Recommissioning Your Boat

To get your boat ready for the water again:

⚠ WARNING

To prevent damage to your boat, serious injury, or death; remain with the boat for a minimum of eight hours after launching it. This will allow time to check the hull for any leaks and correct the problem before the boat is swamped.

- Polish the bottom of the hull as needed.
- Check all through-hull fittings for a watertight fit.
- Check the complete fuel system for leaks or deterioration.
- Check all hoses for deterioration.
- Check all water valves for proper operation. Close all water valves for launching.
- Make sure battery is fully charged and installed.
- Install all drain plugs.
- Inspect complete exhaust system for tight connections.
- Fill freshwater tank and bleed air from lines.
- Refer to engine and stern drive owner's manual for procedures to put engines into service.
- Put equipment such as cushions, mattresses, curtains, and life jackets on board.

CHAPTER 10

Troubleshooting

The following charts will assist you in locating and correcting minor mechanical and electrical problems with your boat. Engine, stern drive, propeller and electrical problems are best left to the experts. Contact your Cigarette dealer for problems which require the skill of a trained service technician. For complete engine, or boat component troubleshooting procedures, refer to the appropriate owner's manual.

Engine Troubleshooting

Problem	Possible Cause	Solution
Engine will not start	Insufficient fuel supply.	Fill fuel tank and open fuel valves.
	DC main and/or ignition circuit breakers are off.	Turn all breakers On.
	Faulty ignition switch.	Contact Cigarette dealer.
	Contaminated Fuel.	Inspect fuel for water or contaminants. Drain tank and refuel.
	Flame arrestor dirty.	Clean flame arrestor.
	Shifters not in neutral.	Make sure shifters are in the center, neutral position.
Starter will not turn engine	Corroded or loose battery connections.	Clean and tighten battery connections.
	Weak or faulty battery.	Charge or replace battery.
Lack of power	Throttle not fully open.	Contact Cigarette dealer for throttle adjustment.
	Contaminated fuel.	Inspect fuel for water or contaminants. Drain tank and refuel.
	Spark plugs.	Consult engine manual for proper spark plug type.
Erratic engine speed	Insufficient fuel supply.	Contact Cigarette for fuel system service.
Engine overheats	Engine cooling water inlet valve closed.	Open valve.
	Engine cooling water inlet obstructed	Remove obstruction.
	Faulty engine cooling system.	Contact Cigarette dealer for service.

Engine Troubleshooting (Cont.)

Problem	Possible Cause	Solution
Excessive vibration	Foreign objects obstructing the propeller.	Shift into reverse and run the engine to remove obstructions.
	Bent propeller.	Replace propeller as necessary. Contact Cigarette dealer for service.
	Engine not timed properly or misfiring.	Have engine tuned by authorized Cigarette dealer.
	Engine or stern drive mounting bolts loose.	Tighten mounting bolts.
Poor performance	Boat is overloaded or weight is poorly distributed.	Reduce overload or redistribute load. Adjust trim as needed.
	Foreign objects obstructing the propeller.	Shift into reverse and run the engine to remove obstructions.
	Bent propeller.	Replace propeller as necessary. Contact Cigarette dealer for service.
	Wrong propeller.	Consult with Cigarette dealer for correct propeller for your usage.
	Boat hull is coated with marine growth.	Clean hull.
	Excessive bilge water.	Pump out bilge water.

Electrical System Troubleshooting

Problem	Possible Cause	Solution
Electrical Devices (e.g., motor or pump) won't function	Circuit breaker set to the off position.	Turn on circuit breaker.
	Circuit breaker repeatedly trips to off position.	Contact Cigarette dealer.
	Weak or faulty battery.	Charge or replace battery.
Lights dim or off	Circuit breaker set to off position.	Turn on circuit breaker.
	Circuit breaker repeatedly trips to off position.	Contact Cigarette dealer.
	Weak or faulty battery.	Charge or replace battery.
	Light bulb burned out.	Replace light bulb.
Engine hatch will not open or close or both	Low on fluid.	Add ATF fluid to filler on pump under cockpit seat on port side.
	Batteries dead.	Charge batteries.
	Solenoid bad.	Replace solenoid, either up solenoid has a blue wire, or down solenoid has a green wire.
	Batteries low or bad.	Using a standard battery charger, jump the labeled wires on the trim pump Solenoid - Blue-up. Green down.
	Entire system won't function.	On the extreme rear edge of engine hatch cushion is a zipper. Unzip the zipper, peel out the foam and using a wrench, remove the 2 bolts which hold the lifting arm to hatch. Then manually lift the hatch.

Water Systems Troubleshooting

Problem	Possible Cause	Solution
Sink does not operate	Freshwater pump circuit breaker is off or tripped.	If the circuit breaker is tripped, contact your Cigarette dealer, otherwise turn circuit breaker on.
	Freshwater tank is empty.	Fill freshwater tank.
	Freshwater pump is defective.	Contact your Cigarette dealer.
	Faulty water system.	Check for leaks or obstructions in water system. Contact your Cigarette dealer for for service.
Head will not flush	Head circuit breaker is off or tripped.	If the circuit breaker is tripped, contact your Cigarette dealer, otherwise turn circuit breaker on.
	Weak or discharged battery.	Charge battery.
	Head inlet valve closed.	Open valve.
Head will not empty	Discharge valve closed.	Open discharge valve.
	Line to waste water tank is blocked.	Remove obstruction.
	Waste water tank is full.	Remove waste from tank.