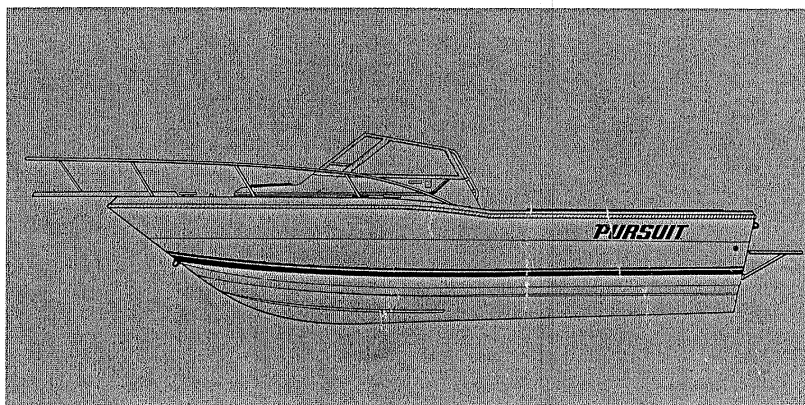




OWNER'S MANUAL

2350 CUDDY CABIN INBOARD



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Dear Pursuit® Owner:

All of us at S2 Yachts are pleased that you have selected one of our products as your boat. As I'm sure you've discovered during the selection and decision process, your Pursuit® has been designed, engineered and built with care and precision.

Please allow me to note this personal philosophy. When I started this company, my goal was to provide you, our customer, with the finest quality boat available. Everything we have achieved since that time has been with that same goal in mind.

The information in this owner's manual has been assembled to assist you with your Pursuit for maximum enjoyment. Please read this manual completely and always operate your boat safely and courteously.

Thank you for selecting a Pursuit. We all wish you many years of boating fun and safety.


Sincerely,


Leon R. Slikkers
Chief Executive Officer

INTRODUCTION

This manual has important information for the use and safe operation of your Pursuit® . Read and understand the manual before operating your boat. Keep this manual, and tell all operators to read the manual.

For the safe operation of this boat, read and understand all warnings and cautions. Look for these symbols:

“  **WARNING**” means: **If you do not follow the instructions in a warning, injury or death can occur to you or other people.**

“  **CAUTION**” means: **If you do not follow the instructions in a caution, damage can occur to the boat or equipment.**

All directions given in this book are as seen from the stern looking toward the bow.

Owner manuals from the manufacturers of the engines, the generator, the head, the stove, the refrigerator, etc., are included in the literature packet. Read these manuals. To validate the warranty on these parts, fill out the warranty cards and return the cards to the manufacturers.

A guide to power boat ownership and operation, “You and Your Boat”, is included in the literature packet. **Read it carefully.**

After the boat is delivered, make sure you and your dealer fill out the “Delivery Launching Record and Boat Registration” form. Return the copy marked “S2 Yachts” to S2 Yachts, Inc., 725 E. 40th Street, Holland, Michigan 49423-5392 USA.

THE BOATER'S DICTIONARY

Aft: At, near or toward the stern.

Anchor Rode: Anchor rope.

Athwartship: From side to side of a boat.

Bedding: Caulking compound or application of caulking compound.

Bilge: Inside bottom of the boat's hull.

Bow: The front of the boat.

Bow Rail: A protective guard around the bow of the boat.

Bulkhead: Vertical partitions dividing the hull.

Castoff: To let loose, set free.

Chine: The outer edge of the boat where the bottom meets the side.

Cleat: Hardware to wrap the mooring line around.

Companionway: Doorway.

Cradle: A frame to support the boat while the boat is out of the water.

Deck: The portion of the boat from the gunwales up.

Fender: A cushion or pad to prevent damage to the side of the boat.

Forward: Toward the front.

Galley: The kitchen.

Gunwales: An upper edge of the hull side.

Hatch: A cover for an opening.

Head: Toilet.

Helm: The wheel by which a boat is steered.

Limber Hole: Holes through the bulkhead or stringer to allow water to pass to the pump.

Lay-Up: To put in storage.

Marine Gear: The transmission.

Moored: To keep a boat in place by means of a rope or anchor.

Porthole: An opening in the side of the boat to let in air and light.

Portside: The left side of a boat when facing the bow.

Prop: Propeller.

Rubrail: A protective guard on the gunwale of a boat.

Rudder: A hinged flat piece at the rear end of the boat that directs the boat.

Scupper: An opening in the hull of a boat to let water run off the cockpit floor.

Seacock: A valve on any underwater thru-hull.

Starboard: The right side of a boat when facing forward.

Shaft Log: A tube through which the prop shaft passes through the bottom of the boat.

Slings: Straps by which the boat is lifted.

Stern: The hind part of a boat.

Strake: A rib on the bottom side of the hull running fore and aft.

Stringer: A support member inside the hull.

Strut: The metal casting bolted to the bottom of the hull to support the cutlass bearing for the propeller shaft.

Stuffing Box: A chamber through which the propeller shaft passes.

Taffrails: The rails around the stern of the boat.

Thru-Hulls: A fitting through the hull of the boat.

Thru-Hull Strainer: A filter attached to the thru-hull fitting.

Transom: The vertical portion of the hull at the back of the boat.

Underwater Gear: Any component that is fastened to the outside of the hull under water.

THE OPERATING CONTROLS

The Main Gauge Panel. See figure 1.

The following gauges are found on the gauge panel:

The Tachometer (1). The tachometer is on the port side of the gauge panel. The tachometer measures the rpm of the engine.

The Speedometer (2). The speedometer is on the port side of the gauge panel. The gauge indicates the speed of the boat in miles per hour.

The Engine Temperature Gauge (3). The gauge indicates the operating temperature of the engine. The normal operating temperature reading is between 140°F and 150°F. If the boat has a closed cooling system, the normal operating temperature is 150°F - 180°F.

The Volt Gauge (4). The gauge shows the battery voltage. The normal voltage reading is between 11 and 14.5 volts.

The Oil Pressure Gauge (5). The gauge monitors the oil pressure of the engine.

The Power Trim Gauge (6). The gauge indicates the operating angle of the lower drive unit.

The Fuel Gauge (7). The fuel gauge indicates the amount of fuel in the fuel tank.

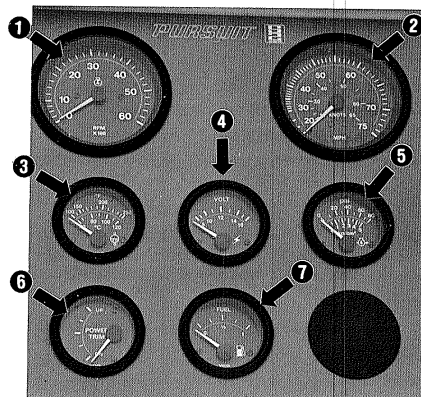


Figure 1

The Battery Main Switch. See figure 2.

The battery main switch is in the engine room on the starboard side of the bulkhead. The switch controls the 12-volt electrical system of the boat. To activate the system, the battery main switch must be in the "On" position.

CAUTION: To prevent damage to the alternator, do not turn the battery main switch off while the engine is running.

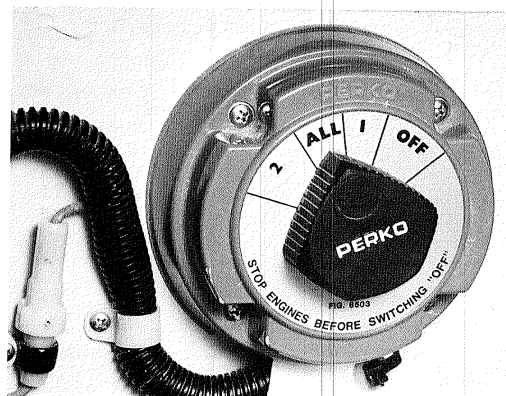


Figure 2

The Accessory Switch Panel. See figure 3.

The accessory switch panel is on the starboard side of the helm. The following switches are found on the accessory switch panel.

NOTE: Each switch is protected by a fuse. The fuse to protect the switch is on the starboard side of the switch.

The Switch For The Starboard And Port Windshield Wipers (1). To activate the wipers, put the switch in the "On" position. The starboard wiper comes with the boat. The port wiper is offered as an option.

The Switch For The Washdown Pump (2). The washdown pump is in the engine room on the port side of the bulkhead. The switch to activate the pump is on the accessory panel. To activate the pump, put the switch in the "On" position.

The Switch For The Panel Lights (3). To illuminate the lights, put the switch in the "On" position.

The "Nav-Anchor" Light Switch (4). The switch is a three position switch. Push the switch to the left to turn on the navigation lights. Push the switch to the right to turn on the anchor light. The center position of the switch is the "Off" position.

NOTE: The bilge pump will start automatically when there is water in the bilge area.

The Switch For The Bilge Pump (5). The bilge pump is installed in the engine room forward of the engine. The pump moves water out through the transom thru-hull fitting. To start the pump manually, put the switch in the "On" position.

CAUTION: To prevent damage to the pump, do not operate the pump when there is no water in the bilge area.

The Switch For The Bilge Blower (6). Your boat has a bilge blower to remove fumes from the engine compartment. The blower is installed in the engine compartment with ducts running to the lowest part of the compartment. To start the blower, put the switch in the "On" position.

The Ignition Switch. See figure 4.

The ignition switch is in the lower port side of the console. The switch controls the starting and stopping of the engine.

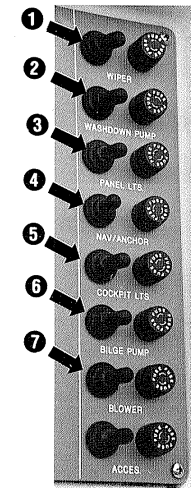


Figure 3

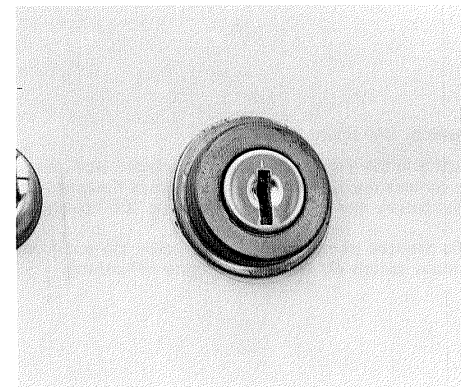


Figure 4

The Control Handle. See figure 5.

The control handle is on the starboard side of the console. The handle is a single control which controls the rpm of the engine and the shifting of the marine gear.

The “Outdrive Control” Switch — MerCruiser*. See figure 6.

The “Outdrive Control” switch is in the control handle (1). To lower the outdrive unit, press and hold the switch toward the “Down” position. To raise the outdrive unit, press and hold the switch toward the “Up” position. When the drive unit is in the needed position, release the switch.

To raise the MerCruiser drive unit to the “full-up” position when transporting, beaching, or launching the boat, and when operating the boat in shallow water, push the “Push To Trailer” switch (2).

The “Outdrive Control” Switch — Volvo*. See figure 7.

The “Outdrive Control” switch is in the control unit (1). To lower the outdrive unit, press and hold the switch toward the “Down” position. To raise the outdrive unit, press and hold the switch toward the “Up” position. When the drive unit is in the needed position, release the switch.

To raise the Volvo drive unit to the “Full Up” position when transporting, beaching, or launching the boat, and when operating the boat in shallow water, press the button on the left side of the instrument panel (2). At the same time, push and hold the switch on the right side of the panel (3) in the “Up” position.

For more information on the outdrive control, read the manual for the engine.

*MerCruiser is a trademark of Brunswick Corp.

*Volvo is a trademark of Volvo Penta.

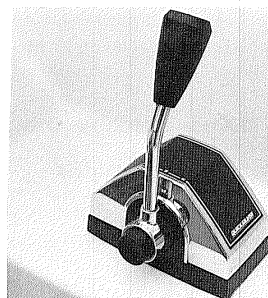


Figure 5

MERCruiser



VOLVO

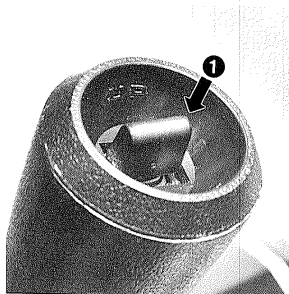


Figure 6

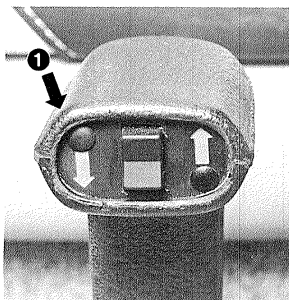
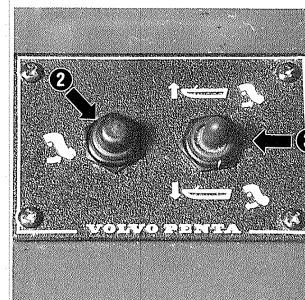


Figure 7

VOLVO



The Helm. See figure 8.

The helm is in the center of the console. The helm controls the direction of the boat.

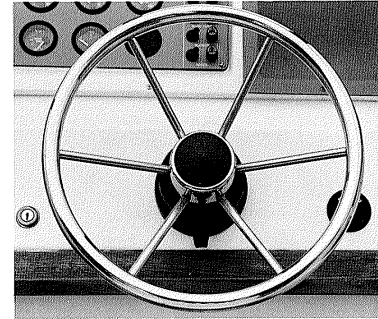


Figure 8

The Horn Button. See figure 9.

The horn button is on the console, port of the ignition switch. Press the button to activate the horn.

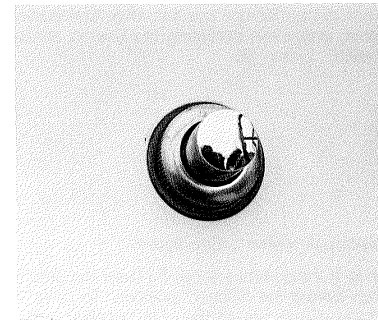


Figure 9

The Compass Option. See figure 10.

The compass is on top of the console. To adjust the compass for your area, read the instructions on "Compass Compensation" given to you in the literature packet.



Figure 10

The Washdown Pump Option.

The washdown pump is on the aft bulkhead in the engine room on the port side of the bulkhead. The hose connection is in the cockpit in the lower part of the transom. See figure 11. The pump is a pressure demand type pump. The switch to activate the pump is on the accessory panel. To operate the washdown pump option, connect the washdown hose to the hose connection. Put the switch for the pump in the "On" position.

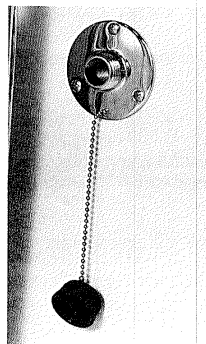


Figure 11



Figure 12

The Fire Extinguisher. See figure 12.

The fire extinguisher is installed inside the cabin in the starboard locker.

The Hour Meter. See figure 13.

The hour meter is offered as an option. The meter keeps a record of the operating time for the engine.

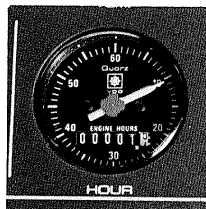


Figure 13

HOW TO PREPARE YOUR BOAT FOR OPERATION

The fuel system of your boat is designed to use regular leaded or unleaded gasoline.

How To Fill The Fuel Tank

WARNING: Fuel is very flammable. Be careful when filling the fuel tank. **NO SMOKING.** Never fill the tank while the engine, motor or fans are running.

To fill the fuel tank while moored at a marina, follow this procedure:

1. Make sure all switches are in the "Off" position.
2. Make sure the boat is securely moored.
3. Make sure all passengers leave the boat.
4. Estimate how much fuel is needed.

NOTE: When the fuel tank is full, fuel will come out through the fuel vent. The fuel vent is midship in the gunwale on the port side of the boat. See figure 14.

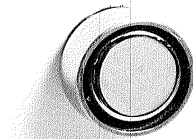


Figure 14

CAUTION: To prevent damage to the fuel system, use only leaded or unleaded gasoline for the gasoline engine. Do not use a fuel which contains harsh additives or is an alcohol blend. Any damage done to the fuel system which is the result of use of an alcohol blend will not be covered by the S2 Warranty.

5. A special key to unlock the fuel cap is given to you. Insert the key in the slot in the cap. The fuel cap is midship in the port gunwale. See figure 15.

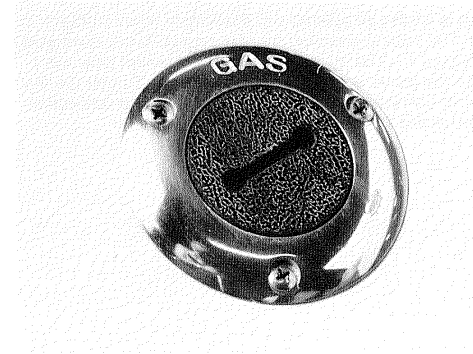


Figure 15

6. Turn the key counterclockwise to unlock the cap.
7. Remove the cap.
8. Put the nozzle in the fuel opening.

WARNING: Make sure you do not spill any fuel. If fuel is spilled, use a cloth to remove the fuel.

9. Fill the fuel tank.
10. Remove the nozzle.
11. Install the fuel cap.

WARNING: Make sure the motor lid is open for five minutes before the engine or electrical equipment are started.

12. Put the switch for the bilge blower in the "On" position. The switch is on the accessory panel.

WARNING: To reduce the risk of a fire and/or explosion, do not start the engine when fuel fumes are present. Fuel fumes are dangerous and harmful to your health.

WARNING: Make sure all gasoline odors are investigated immediately.

13. Check the engine compartment and below the deck for fuel odors. If you smell fuel, do not start the engine.

How To Open And Close The Windshield Vents

There are two windshield vents. There is a knob on the port and starboard side of each vent. To open the windshield vent, follow this procedure:

1. Turn each knob counterclockwise. See figure 16.

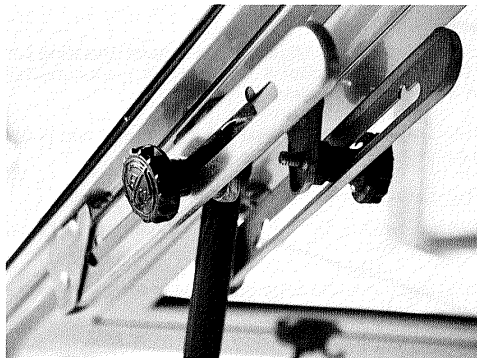


Figure 16

2. Push the knobs forward.
3. Turn the knobs clockwise to lock the vent in the open position.
4. To close the vent, turn each knob counterclockwise.
5. Pull the knobs back until the vent is closed.
6. Turn each knob clockwise to lock the vent in the closed position.

To Transport The Boat On A Trailer

1. Make sure the trailer is a match for your boat's weight and hull design.

NOTE: Contact your dealer to evaluate your towing vehicle and hitch, and to make sure you have the correct trailer for your boat.

2. The Gross Vehicle Weight Rating must be shown on the trailer. Make sure the weight of the boat, engine, gear and trailer is not more than the Gross Vehicle Weight Rating.
3. Make sure the boat is securely fastened on the trailer to prevent movement between the boat and trailer.

NOTE: Your dealer will give instructions on how to load, fasten and launch your boat.



WARNING: Make sure your towing vehicle and trailer are in compliance with all state and local laws. Contact your state motor vehicle bureau for laws governing the towing of trailers.

Do These Procedures Before Each Use Of The Boat

1. Check the fuel supply. If fuel is needed, read "How To Fill The Fuel Tank".

WARNING: Do not operate the boat when fuel fumes are present. Fuel fumes are dangerous and harmful to your health.

2. Open the engine lid hatch.
3. Check the engine room for leaks and fumes. Make sure you do not see any fluid or smell fumes. Make sure all fuel lines and fittings are tight.
4. Put the battery main switch in the "On" position. See figure 17.

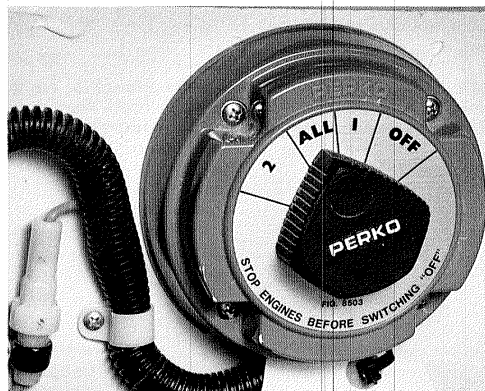


Figure 17

5. Check all fluid levels of the engine(s).

CAUTION: To prevent damage to the engine, do not operate the boat when the oil level mark is below the "Add" mark.

To check the oil level, remove the dipstick from the engine. If the oil level mark is on or below the "Add" mark, add oil. To add oil, remove the oil filler cap. Make sure the oil does not pass the "Full" mark on the dipstick. Read the manual for the engine for the correct type of oil.

Fresh Water Coolant — Closed Cooling System

WARNING: Hot water and steam will cause burns. Make sure the engine is cool before you remove the filler cap from the heat exchanger.

If the engine is equipped with the closed cooling option, check the level of coolant in the heat exchanger.

The correct level of fluid is 1" below the filler neck. If fluid is needed in the heat exchanger, fill the system with clean, fresh water or a coolant mixture. Read the engine manual for the recommended mixing instructions for the coolant. Do not overfill the system.

WARNING: Make sure the bilge pump is in good operating condition. Do not use the boat if the pump is malfunctioning. Replace the pump immediately.

WARNING: Large debris will clog the bilge pump and hoses, and cause switch malfunctioning.

6. Inspect the bilge area. Remove all debris from the bilge area.
7. Put the bilge blower switch in the "On" position. The bilge blower switch is on the accessory panel.

WARNING: Make sure the bilge blowers run for a minimum of four minutes before the engines are started.

8. Test all switches on the accessory panel. Make sure the switches activate the equipment they control, and all equipment is in good operating condition. See figure 18.

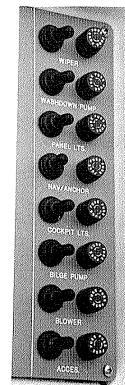





Figure 18

9. Put the outdrive in the full-in position. To put the outdrive in the full-in position, press and hold the outdrive switch in the "Down" position.


HOW TO OPERATE THE BOAT


 **WARNING:** To reduce the risk of a fire or explosion, do not start the engines when fuel fumes are present. Fuel fumes are dangerous and harmful to your health.

 **WARNING:** Make sure the engine lift hatch is open for five minutes before the engine is started.

 **WARNING:** Make sure the bilge blower runs for a minimum of four minutes before the engine is started.

 **WARNING:** Activate the bilge blower when operating the boat below cruising speed.

 **WARNING:** Make sure one other person on the boat is instructed in the operation of the boat.

 **WARNING:** Make sure the boat is operated in compliance with all state and local laws governing the use of a boat.

NOTE: For more instructions on safety, equipment and boat handling, enroll in one of the several free boating courses offered. For information on all courses offered in your area, call the “Boating Course Hotline”, 1-800-336-2628.

To Start The Boat

To start the boat, follow this procedure:

1. Make sure the control handle is in the neutral position.

NOTE: The boat has a neutral safety switch. The engine will not start if the control handle is not in the neutral position.


2. Put the key in the ignition.
3. If the engine is cold, follow this procedure:

For the MerCruiser Drive Unit

1. Press the “Throttle Only” button. The “Throttle Only” button is in the lower port side of the control.
2. Push the control handle all the way forward and back to the 1/4 throttle position two times.

For the Volvo Drive Unit — read the owner’s manual for the engine given to you in the literature packet.

4. Pull the control handle back to the “Neutral” position.

 **WARNING:** Protecting persons on the boat is the owner’s responsibility. Do not start an engine until you are sure there are no fuel fumes in the engine compartment or in the bilge of the boat.

5. Turn the ignition key clockwise to the start position.

6. After the engine starts, release the key.


7. Let the engine run until the oil pressure is at least 30 psi and the operating temperature is normal.

NOTE: The boat can be maneuvered from the slip or launching ramp when the temperature indicator is at 125°F. Normal operating temperature is 140°-150°F. If the temperature reading is above 150°F, stop the engine. Investigate the cause. Make sure the problem is corrected before you start the engine. If the boat has a closed cooling system, the normal operating temperature is 150°F-180°F.

8. Make sure the volt reading is between 11 and 14.5 volts. If the reading is below 11 or above 14.5, stop the engine. Investigate the cause. Make sure the problem is corrected before you start the engine.

9. To go forward, follow this procedure:


1. Firmly push the control handle to the “Forward” position.
2. Then slowly push the control handle to the desired speed.

 **CAUTION:** To prevent damage to the marine gear, make sure the engine is in the idle position before shifting gears. The idle position is when the engine rpm reading is 650. Pause in the neutral position before shifting to the opposite position.

10. To operate the boat in the reverse direction, follow this procedure:

1. Pull the control handle to the “Neutral” position.
2. Shift into the reverse gear. To shift into the reverse gear, firmly pull the control handle to the “Reverse” position.
3. Slowly pull the handle back.

NOTE: For the recommended engine break-in procedures and more operating instructions, read the engine manual given with this boat.

 **WARNING:** Do not operate the boat if the drive unit is damaged.

NOTE: If the drive unit hits an underwater object, stop the engine. Inspect the drive unit for damage. If the unit is damaged, contact your dealer for a complete inspection and repair of the unit.

To Stop The Boat

To stop the boat, follow this procedure:

1. Allow the engine to drop to the idle speed.
2. Make sure the shifting lever is in the neutral position.

NOTE: If the engine has been run at high speed for a long period of time allow the engine to cool down by running the engine at 650 rpm for 3 to 5 minutes.


3. Turn the ignition key to the "Off" position.
4. If you are going to leave the boat for a long period of time, put the battery main switch in the "Off" position and close all seacocks.
5. Make sure the boat is securely moored.


Recommended Safety Check Procedures

The following is a recommended safety check procedure for getting underway.

1. Make sure you have signal kits and flare guns aboard, and they are in good operating condition.
2. Make sure you have a complete First Aid Kit aboard.
3. Have a tool kit aboard. The kit should include the following basic tools:

Spark plug wrench	Hammer
Spark plug gap gauge	Electrician's tape
Screwdriver	Lubricating oil
Pliers	Jackknife
Adjustable Wrench	Vise grip
Pipe Wrench	


 **WARNING: There must be at least one personal flotation device on-board for every person on-board and one throw-out flotation device. Check the U.S. Coast Guard standards for the correct type of device for your boat.**

 **WARNING: Protecting persons on the boat is the owner's responsibility. Stop the engine before using the swim platform, or taking skiers aboard.**


4. Make sure the correct number of life preservers and life rings are on-board and in good condition.

5. Have the following spare parts on-board:

Extra light bulbs	Spark plugs
Fuses	Flashlight and batteries
Drain plug	Engine oil
Propeller	Fuel filters
Propeller nut and washer	Fuel hose and clamps

 **WARNING: Vaporizing liquid extinguishers give off toxic fumes; use only Coast Guard approved fire extinguishers.**

6. Make sure all fire extinguishers are in position and in good operating condition.

 **CAUTION: To prevent damage to the anchor lines, mooring and towing lines, do not stow wet cordage in the rope locker or below the deck.**

7. Make sure all lines, cables, anchors, etc. for securing the boat are on-board and in good condition. Make sure all lines are coiled, secured and off the decks when underway.

8. Check the capacity plate. Make sure you do not overload the boat.


9. When you operate a boat, you accept the responsibility for the boat, for the safety of passengers and for others out enjoying the water.

Remember:

1. Alcohol severely reduces the ability to react to several different signals at once.
2. Alcohol makes it difficult to correctly judge speed and distance, or track moving objects.
3. Alcohol reduces night vision, and the ability to distinguish red from green.

Do not operate the boat while under the influence of alcohol.


MAINTENANCE


 **WARNING:** Do not operate the boat unless it is completely assembled. Keep all fasteners tight. Keep adjustments according to specifications.

The Electrical System

Check the electrical system before each use. Make sure all switches activate the equipment they control, and all equipment is in good operating condition.

The boat has a 12-volt electrical system. A 12-volt DC battery supplies power to all electrical equipment on the boat. The battery is a lead-acid type battery.

 **WARNING:** Lead acid batteries generate gases which can cause an explosion. **NO SMOKING.** Always wear eye protection and protective clothing when working near batteries. Remove all jewelry. Do not put tools or other metal objects across the battery terminals or the top of the batteries.


 **WARNING:** Before doing any maintenance, make sure all switches are in the "Off" position.


The batteries are in the aft storage compartments. These maintenance procedures must be done to the battery twice every season:

1. Clean the battery. To clean the battery, follow this procedure:
 1. Disconnect the battery.
 2. Use a cloth and a solution of bicarbonate of soda to wipe the tops of the battery.
 3. Clean the battery terminals.
 4. Reconnect the battery.
2. Check the battery and add distilled water as needed. The correct level is within 1/4 inch of the bottom of the tube in each cell.

The battery is self-charging when the engine is running. If the system is used for a long period of time without the engine running, the battery may need to be charged.

 **WARNING:** To prevent an explosion, charge the battery only in an area with good ventilation.


 **WARNING:** Lead acid batteries generate gases which can cause an explosion. To prevent an explosion, turn the timer knob on the charger to the "Off" position before connecting and disconnecting the charger output connector. Keep sparks and flames away from the batteries. **NO SMOKING.**


 **CAUTION:** The negative poles are grounded on the batteries. Reverse polarity will cause damage to the alternator. When using a jumper cable or external charging, always connect the red (+) cable to the positive terminal and the black (–) cable to the negative terminal of the battery.


To charge the battery, read the owner's manual for the charger for instructions on how to use the charger and charge the battery.

The Engine

As different types of engines are used to power the boat, read the owner's manual for the engine for more information on the engine installed in your boat.

 **WARNING:** Before doing any maintenance, make sure all switches are in the "Off" position.

 **WARNING:** Fuel is very flammable. **NO SMOKING.**

 **CAUTION:** Check the throttle and clutch control system for wear, corrosion, and loose fittings. Keep all connections clean. Make sure all fittings are tight. Have all worn parts replaced.

Check the fluids in the engine before each use of the boat.

The Engine Lube Oil



CAUTION: To prevent damage to the engine, do not operate the boat when the oil level mark is below the "Add" mark or above the "Full" mark on the dipstick.

Remove the dipstick from the engine and check the oil level. If the oil level mark is on or below the "Add" mark, add oil. To add oil, remove the oil filler cap. Make sure the oil does not pass the "Full" mark on the dipstick. Read the engine manual for the correct type of oil.

To change the oil and oil filter, read the instructions given to you in the owner's manual for the engine.

The Power Steering Fluid

To check the power steering fluid, follow this procedure:

Remove the dipstick from the engine to check the fluid level. If the engine is warm, the fluid level should be between the "Full Hot" mark and the "Add" mark. If the fluid level is below the "Add" mark, add automatic transmission fluid.

NOTE: When adding transmission fluid, make sure the fluid does not pass the "Full Hot" mark on the dipstick.

If the engine is cold, the fluid level should be between the "Full Cold" mark and the bottom of the dipstick. If the fluid level is below the bottom of the dipstick, add transmission fluid.

NOTE: When adding gear fluid, make sure the fluid does not pass the "Full Cold" mark on the dipstick. Read the engine manual for the correct type of automatic transmission fluid.

How To Clean And Set The Spark Plugs

Clean and set the spark plugs after the first 20 hours of use and then at least once a year.



CAUTION: Use only a wire brush and commercial solvent to clean the spark plugs.

To clean and set the spark plugs, follow this procedure:

1. Use a socket wrench to remove the spark plugs from the engine.

2. Use a wire brush and clean the electrodes, insulator, and threads.
3. Wash the spark plugs in a commercial solvent.
4. Use a spark plug gauge and adjust the spark plug gap to .035.

NOTE: For the Volvo engine, adjust the spark plug gap to .028.

5. Use a socket wrench and install the spark plugs.

NOTE: Replacement spark plugs must be of the same heat range. Change the spark plugs after each 100 hours of use and before each season.

How To Replace The Water Separating Fuel Filter

The water separating fuel filter is in front of the engine on the starboard side. To replace the filter, follow this procedure:

1. Turn the filter cannister counterclockwise.
2. Remove the fuel filter and sealing rings from the holding bracket.
3. Discard the fuel filter.
4. Install a new fuel filter. To install the filter, follow this procedure:
 1. The sealing rings are on top of the filter. Apply a little engine oil to the tops of the sealing rings.
 2. Put the fuel filter and the sealing rings in position on the holding bracket.
 3. Use your hand and turn the fuel filter clockwise until the filter is tight. Do not use a filter wrench to tighten the filter.

How To Install The Propeller

CAUTION: To prevent severe damage to the boat, make sure the propeller is installed correctly.

For the MerCruiser Stern Drive Unit

To install the propeller, follow this procedure:

See figure 19.

1. Apply a little lubricant on the propeller shaft.
2. Install the thrust hub into the propeller hub.
3. Install the propeller and thrust hub on the propeller shaft.
4. Install the continuity washer and the spline washer on the propeller shaft.
5. Install the tab washer on the propeller shaft.
6. Install the propeller nut on the propeller shaft.
7. Make sure the nut is tight and the tabs on the washer are aligned to the openings in the spline washer.
8. Bend the tabs into the openings in the spline washer.

How To Remove The Propeller

To remove the propeller, follow this procedure:

CAUTION: Do not use a hammer, wedges or pinch bars to force the propeller off the shaft.

1. Remove the tabs from the openings in the spline washer.
2. Remove the propeller nut from the propeller shaft.
3. Remove the tab washer
4. Remove the spline washer and the continuity washer.
5. Slide the propeller and thrust hub off the propeller shaft.

If the propeller will not slide off the shaft, use a propeller puller to remove the propeller.

WARNING: Use caution when using a propeller puller. The propeller may release with force. As a safety procedure, put a nut in position on the end of the shaft. Turn the nut two full turns to hold the nut in position.

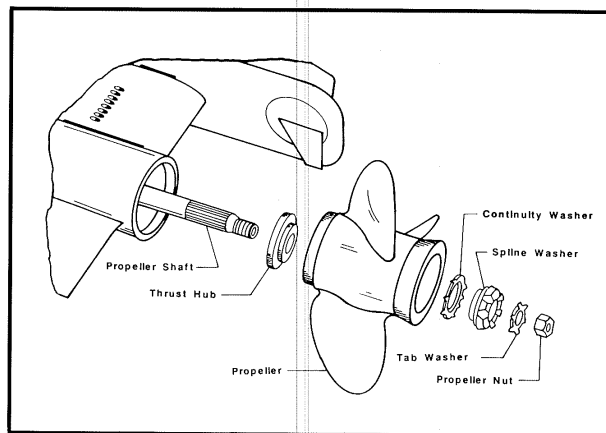


Figure 19

How To Install The Propeller — For the Volvo DP Drive Unit

There are two series of dual propellers. Series "A" is for the diesel engine. Series "B" is for the gasoline engine.

The propellers are marked with a label. The label is on the front edge of the rear propeller.

The series "A" propeller has a green label, and has four blades. Use series "A" propellers for boats with the diesel engines.

The series "B" propeller has a red label, and has three blades. Use series "B" propellers for boats with the gasoline engines.

CAUTION: To prevent severe damage to the boat, make sure the propellers are installed correctly.

The propellers are matched sets and are color coded. Make sure the propellers with the same color markings are installed on the same propeller shaft.

To install the propellers, follow this procedure:

See figure 20.

1. Apply a little lubricant on the propeller shaft.
2. Install the deflector ring into the hub of the larger propeller.
3. Install the larger propeller and deflector ring on the propeller shaft.
4. Install the spacer sleeve and the tab washer on the propeller shaft.
5. Install the nut. Make sure one of the tabs of the washer is aligned with one of the openings in the nut.
6. Bend the tab into the opening.
7. Install the remaining deflector ring on the propeller shaft.
8. Install the smaller propeller and then the remaining spacer sleeve on the propeller shaft.
9. Install the cone, the washer and the locking screw. For the correct tightening torque, check the manual for the drive unit.

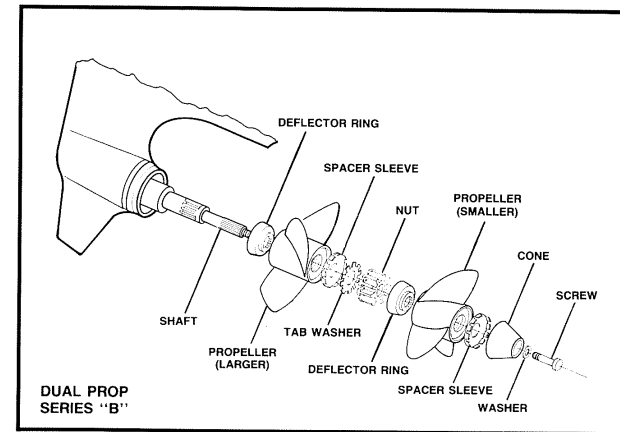


Figure 20

How To Remove The Propellers

To remove the propellers, follow this procedure:

1. Remove the screw, the washer and the cone.
2. Slide the small propeller, sleeve and the deflector ring from the propeller shaft.
3. Remove the tab from the opening in the nut.
4. Remove the nut and tab washer from the propeller shaft.
5. Slide the propeller and the deflector ring off the propeller shaft.

If the large propeller will not slide off the shaft, use a propeller puller.

WARNING: Use caution when using a propeller puller. The propeller may release with force. As a safety procedure, put the nut in position on the end of the shaft. Turn the nut two full turns to hold the nut in position.

The Cooling System

If the boat is used in saltwater, flush the cooling system after each daily use. To flush the system when the boat is out of the water, follow this procedure:

1. Install a flush-test device over the water inlet holes on the gear housing.

NOTE: Get the flush-test device from your dealer.

2. Connect one end of a garden hose to the flush-test device.
3. Connect the other end of the garden hose to the water supply outlet.

CAUTION: To prevent damage to the engine, do not use full city water pressure.

4. Turn the faucet for the water supply to the half-way open position.
5. Put the control handle in the "Neutral" position.
6. Start the engine.
7. Put the control handle in the "Idle" position.
8. Let the engine run for 10 minutes or until the discharge water is clean.
9. Stop the engine.
10. Turn off the water supply.
11. Remove the garden hose from the flush-test device and the water supply outlet.
12. Remove the flush-test device.

To flush the system when the boat is in the water, follow this procedure:

1. Make sure the outdrive is in the "Full Up" position.
2. Install the flush-test device over the water inlet holes in the gear housing.
3. Connect one end of a garden hose to the flush-test device.
4. Connect the other end of the garden hose to the water supply outlet.
5. Put the switch for the outdrive control in the "Down" position to lower the outdrive control all the way.

CAUTION: To prevent damage to the engine, do not use full city water pressure.

6. Turn the faucet for the water supply to the half-way open position.
7. Put the control handle in the "Neutral" position.
8. Start the engine.

9. Put the control handle in the "Idle" position.
10. Let the engine run for 10 minutes or until the discharge water is clean.
11. Stop the engine.
12. Turn off the water supply.
13. Put the switch for the outdrive control in the "Up" position to raise the control.
14. Disconnect the garden hose from the flush-test device and the water outlet.
15. Remove the flush-test device.

The Bilge Pump

NOTE: An inline fuse protects the automatic bilge pump. The fuse is installed in the engine room to the left of the battery switch. See figure 21.

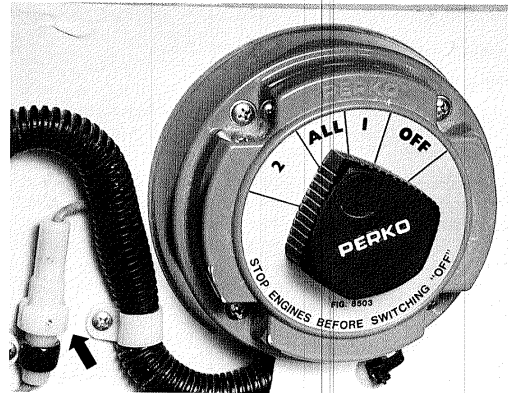


Figure 21

IMPORTANT: Check the fuse frequently to make sure the fuse is good. If the fuse is not good, replace the fuse.

The pumps require no lubrication. Inspect the bilge area. Make sure all connections to the pump and thru-hull fittings are tight. Inspect the hose. If the hoses are damaged or worn, have the hoses replaced. Make sure the float moves without restriction. Visually inspect the wiring for loose connections and damaged wires. For electrical repairs, contact a qualified electrician.

The Ventilation System

The bilge blower is permanently lubricated and requires no maintenance. Visually inspect the ventilation system after each use of the boat.

1. Make sure the exhaust hoses are in position in the lowest part of the bilge.
2. Make sure the ducts are clean and free of obstructions.

How To Maintain The Exterior Surface Of The Boat



CAUTION: Do not use abrasive cleaners on fiber glass. Abrasive cleaners dull the surface and will allow dirt to penetrate into the finish.

After each use of the boat, follow this procedure:

1. Rinse the boat with clean water.
2. Use a clean sponge and a mixture of detergent and water to wash the fiber glass surfaces.
3. Use a stiff fiber brush to wash the non-skid surfaces.
4. Rinse the boat with clean water.

At least once a year, apply wax and polish the smooth gelcoat surfaces. Use a good automotive wax or a boat wax. Before applying the wax, read the directions given with the wax.

After the boat is exposed to the direct sunlight for a period of time, the color in the gelcoat tends to fade, dull or chalk. A heavier buffing is required to bring the gelcoat back to its original luster. For power cleaning use a light cleaner such as Mirror Glaze #1. To clean the boat by hand, use a heavier automotive cleaner. Before cleaning the surfaces, read the instructions given with the cleaner. After cleaning the surfaces, apply wax and polish all fiber glass surfaces except the non-skid areas.

A pamphlet called "Congratulations Welcome To The Fiber Glass Fleet" is included in the literature packet. For more information on the care of fiber glass, read the pamphlet.

If the fiber glass should become damaged and need repair, contact your dealer for an authorized repair person to make the repairs.

The windows and hatches are made of plexiglass.



CAUTION: Do not use chemical solvents on plexiglass. Solvents scratch the plexiglass and damage the window sealant and hatch gaskets.

Use a mild soap and water, or a plexiglass cleaner to clean the windows and hatches.

How To Maintain The Interior Of The Boat

To keep the interior of the boat clean and dry, follow this procedure:

1. Clean below the decks just like you would a home interior. Use a vacuum cleaner to pick up dirt in the cabin.
2. Air and sunlight are very good cleaners. Put cushions, blankets, sleeping bags, etc., up on deck in the sunshine to air and dry out.
3. If cushions or other equipment get wet with salt water, use clean fresh water to rinse off the salt crystals. Salt crystals retain moisture and will cause damage. Dry the equipment thoroughly.
4. If you leave the boat for a long period of time, put all cushions on their sides and open all lockers.



CAUTION: Do not use chemical solvents on plexiglass. Solvents scratch the plexiglass and damage the window sealant and hatch gaskets.

5. Use a mild soap and water, or a plexiglass cleaner to clean the windows.

Below The Water Line Of The Boat

When the boat is removed from the water, clean the outer bottom surface. Algae, grass, or dirt is easier to remove when alive or wet. Use a hard bristle brush to clean the surface.



CAUTION: To prevent damage to the fiber glass, do not sand the outer bottom surface of the boat.

If the outer bottom surface has been painted with anti-fouling paint, contact your dealer for recommended maintenance procedures.

Service Inspection

Contact the nearest S2 authorized dealer once a year for a maintenance inspection of the boat and to make any repairs. Use only genuine boat parts for repair.

When contacting your dealer or S2 Yachts, Inc. for parts or repair, make sure you give the hull number of the boat. The hull number is in the upper starboard side of the transom.

HOW TO PREPARE THE BOAT FOR LAY-UP

The Bilge Area

Remove all water from the bilge area. To remove the water, follow this procedure:

WARNING: Make sure the boat is out of the water before removing the hull drain plug.

1. Remove the hull drain plug. The plug is in the outside of the transom below the gimbal. See figure 22.



Figure 22

2. Pump out all the water that does not drain from the compartment.
3. Use a sponge and wipe the bilge area until all water is gone.

The Engine

To prepare the engine and exhaust system for lay-up, read the owner's manual for the engine for the recommended preparation procedures.

The Battery

To prepare the battery for storage, follow this procedure:

1. Make sure the battery is fully charged.

WARNING: To prevent an explosion, charge the battery only in an area with good ventilation.

2. Put the battery main switch in the "Off" position. See figure 23.

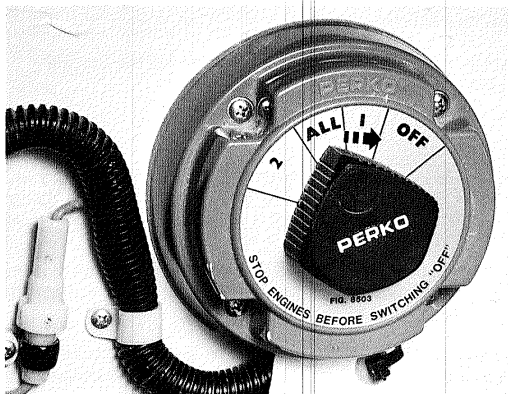


Figure 23

WARNING: Lead acid batteries generate gases which can cause an explosion. NO SMOKING. Always wear eye protection and protective clothing when working near batteries. Remove all jewelry. Do not put tools or other metal objects across the battery terminals or the tops of the batteries.

3. Disconnect the battery.
4. Clean the battery.
5. Add distilled water as needed.
6. Apply a coat of petroleum jelly to the battery cable terminals.
7. Put the battery in a dry building with good ventilation. Make sure the battery is protected from freezing temperatures.

How To Support The Boat During Storage

A trailer is the best support for your boat during storage. Before you store the boat on a trailer for a long period of time, follow this procedure:

1. Make sure the rollers and pads support the hull of the boat.
2. Make sure the trailer hitch is level and there is support under the hitch.
3. Make sure the outdrive is in the down position.
4. Check the tires once each season. Add enough air for the correct amount of inflation for the tires.

NOTE: Read the owner's manual for the trailer for the correct amount of inflation for the tires.

Storage

Proper storage is very important to prevent serious damage to the boat. If the boat is to be stored indoors, make sure the building has enough ventilation. It is very important that there is enough ventilation both inside the boat and around the boat.

NOTE: If the boat is to be stored indoors or outdoors, open all drawers, clothes lockers, cabinets, and doors a little. If possible, remove the upholstery, mattresses, clothing and rugs.

If the boat is to be stored outdoors and a cover is to be used, build a frame over the boat to support the canvas or plastic cover. Make sure the frame is a few inches wider than the boat so that the canvas will clear the rails. Make sure the cover is fastened securely. A loose flapping cover will damage the gelcoat surface.

To Commission The Boat

⚠ WARNING: Do not operate the boat unless it is completely assembled. Keep all fasteners tight. Keep adjustments according to specifications.

To prepare the boat for commission, follow this procedure:

NOTE: It is important and recommended the fitting out procedure for the marine gear be done by a qualified service person. Read the engine owner's manual for the recommended procedure.

1. Install the battery.

⚠ WARNING: Before launching the boat, make sure the hull drain plug is installed.

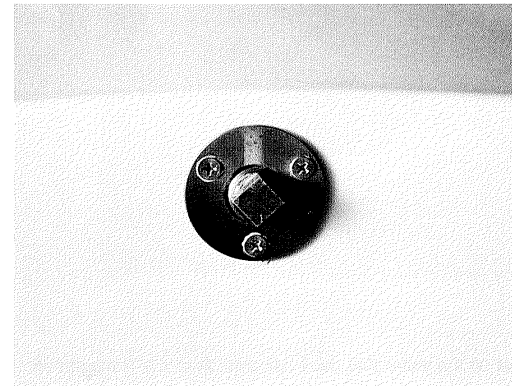


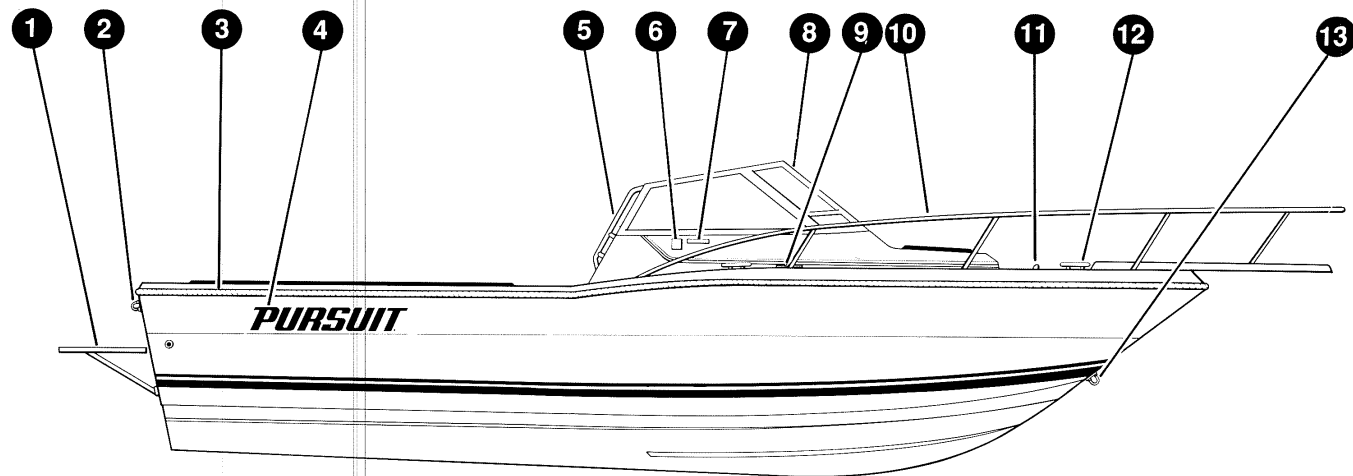
Figure 24

2. Install the hull drain plug. See figure 24.
3. Clean and wash the boat.
4. Install all upholstery, mattresses, and rugs.

MODEL 2350 CUDDY CABIN INBOARD SPECIFICATIONS

L.O.A. w/Pulpit	25'6"
L.O.A. w/o Pulpit	23'0"
Beam	8'6"
Hull Draft	1'4"
Approximate Dry Weight	4,200 lbs.
Maximum Horsepower	260
Standard Fuel Capacity	124 U.S. Gallons
Sleeping Capacity	2
Cockpit Length	10'1"
Height Above Waterline	5'8"

**MODEL 2350 CUDDY CABIN INBOARD
REPLACEMENT PARTS — EXTERIOR PROFILE 1/89**



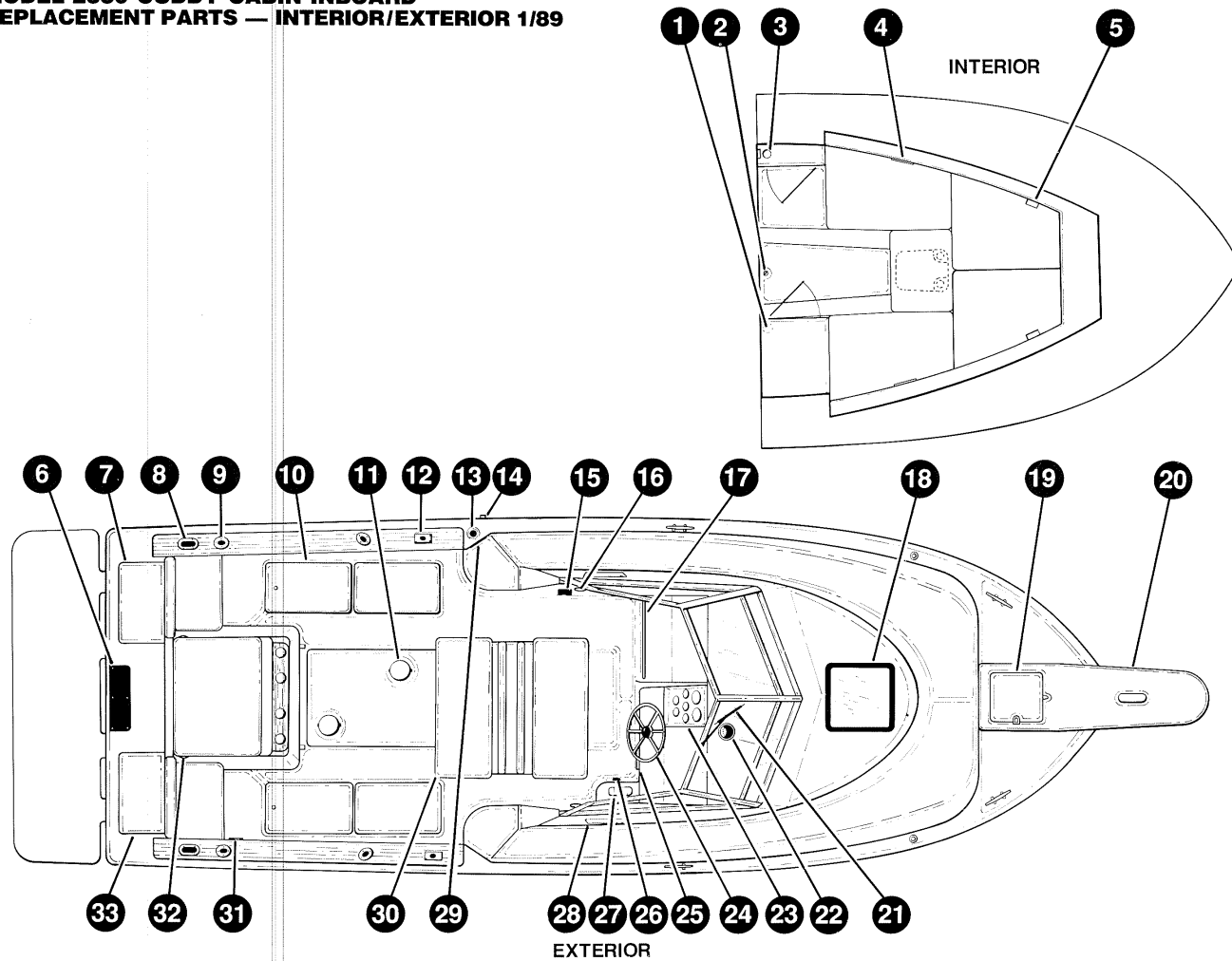
**MODEL 2350 CUDDY CABIN INBOARD
REPLACEMENT PARTS — EXTERIOR PROFILE 1/89**

Ref. No.	Code No.	Description	No. Req'd
1	504250	Platform - Swim Option	1
	898259	Bracket	4
	545022	Label - Warning	1
2	334133	Eye - Stern	2
3	542044	Rubrail - Black	per ft.
	541025	Aluminum - Flat Bar	per ft.
	549005	Cap - Gunnel Rope 4"	1
	652009	Rope	per ft.
4	543335	Logo - Pursuit	2
5	534367	Handrail	2

Ref. No.	Code No.	Description	No. Req'd
6	543207	Label — S2	2
7	543345	Label - Model	2
8	538080	Windshield	1
9	539120	Portlight	2
10	534584	Bowrail	1
	534585	Bowrail - Pulpit Option	1
11	327001	Light - Side	1 pair
12	534019	Cleat	4
13	334025	Eye - Bow	1

S2 reserves the right to make changes or improvements to its boats without notice.

**MODEL 2350 CUDDY CABIN INBOARD
REPLACEMENT PARTS — INTERIOR/EXTERIOR 1/89**



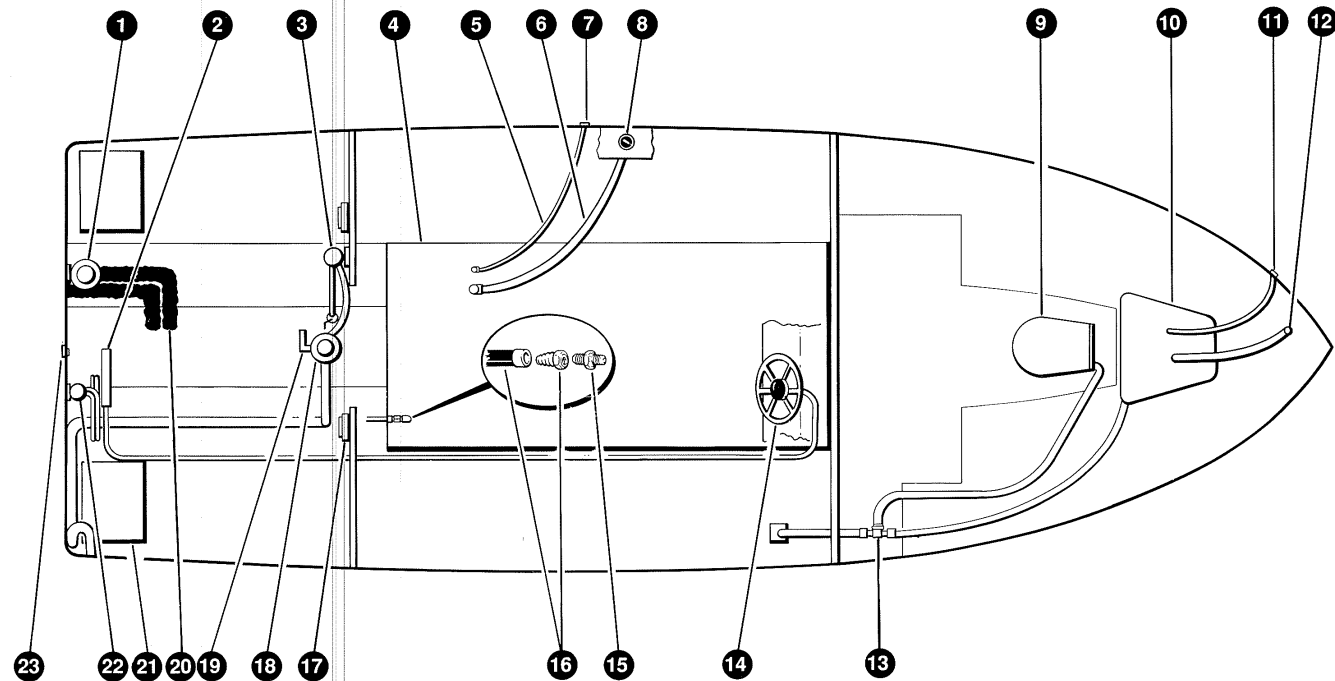
**MODEL 2350 CUDDY CABIN INBOARD
REPLACEMENT PARTS — INTERIOR/EXTERIOR 1/89**

Ref. No.	Code No.	Description	No. Req'd
1	335001	Fire Extinguisher	1
2	334017	Plug - Bailer w/Chain	1
3	327033	Light	1
4	539120	Portlight	2
5	335066	Speaker	2
6	534049	Cover - Vent	1
7	842113	Chest - Ice Port	1
8	842115	Hatch - Port Ice Chest	1
	534032	Plate - Hawse Hole	2
	534019	Cleat	2
9	534031	Holder - Rod	2
10	842123	Hatch - Fwd. Stbd. Fish	1
	842124	Hatch - Aft Stbd. Fish	1
	842121	Hatch - Fwd. Port Fish	1
	842122	Hatch - Aft Port Fish	1
11	534116	Plate - Inspection Non Skid 6"	4
12	534312	Holder - Rod	2
13	334021	Cap - Fuel Fill	1
14	334022	Vent - Fuel	1
	534321	Shield - S.S.	1
15	732690	Locker - Side	1
16	335065	Speaker	2
17	539592	Door - Companionway	1
	539591	Hatch	1

Ref. No.	Code No.	Description	No. Req'd
18	732660	Hatch - Forward	1
	898304	Screen - Forward Hatch Option	1
19	732644	Hatch - Anchor	1
20	752602	Pulpit - Bow Option	1
21	732684	Wiper - Windshield Stbd.	1
	731710	Wiper - Windshield Port Option	1
	334035	Blade - Straight 11"	1
	334036	Arm - Adjustable	1
	334034	Motor - Wiper	1
22	325017	Compass - Option	1
23	325296	Panel - Instrument	1
24	315020	Steering Wheel	1
25	335064	Stereo	1
26	335123	Radio - VHF	1
	335125	Antenna	1
27	313079	Control - Single Merc	1
	313092	Handle - Volvo	1
28	534516	Vent - Deck	2
29	534081	Plate - Deck Smooth 4"	2
30	732722	Seat - Back to Back	1
31	732385	Rack - Rod Storage	4
32	336020	Light - Courtesy	2
33	842114	Chest - Ice Starboard	1
	842116	Hatch - Starboard Ice Chest	1

S2 reserves the right to make changes or improvements to its boats without notice.

**MODEL 2350 CUDDY CABIN INBOARD
MECHANICAL, STEERING AND FUEL SYSTEM 1/89**



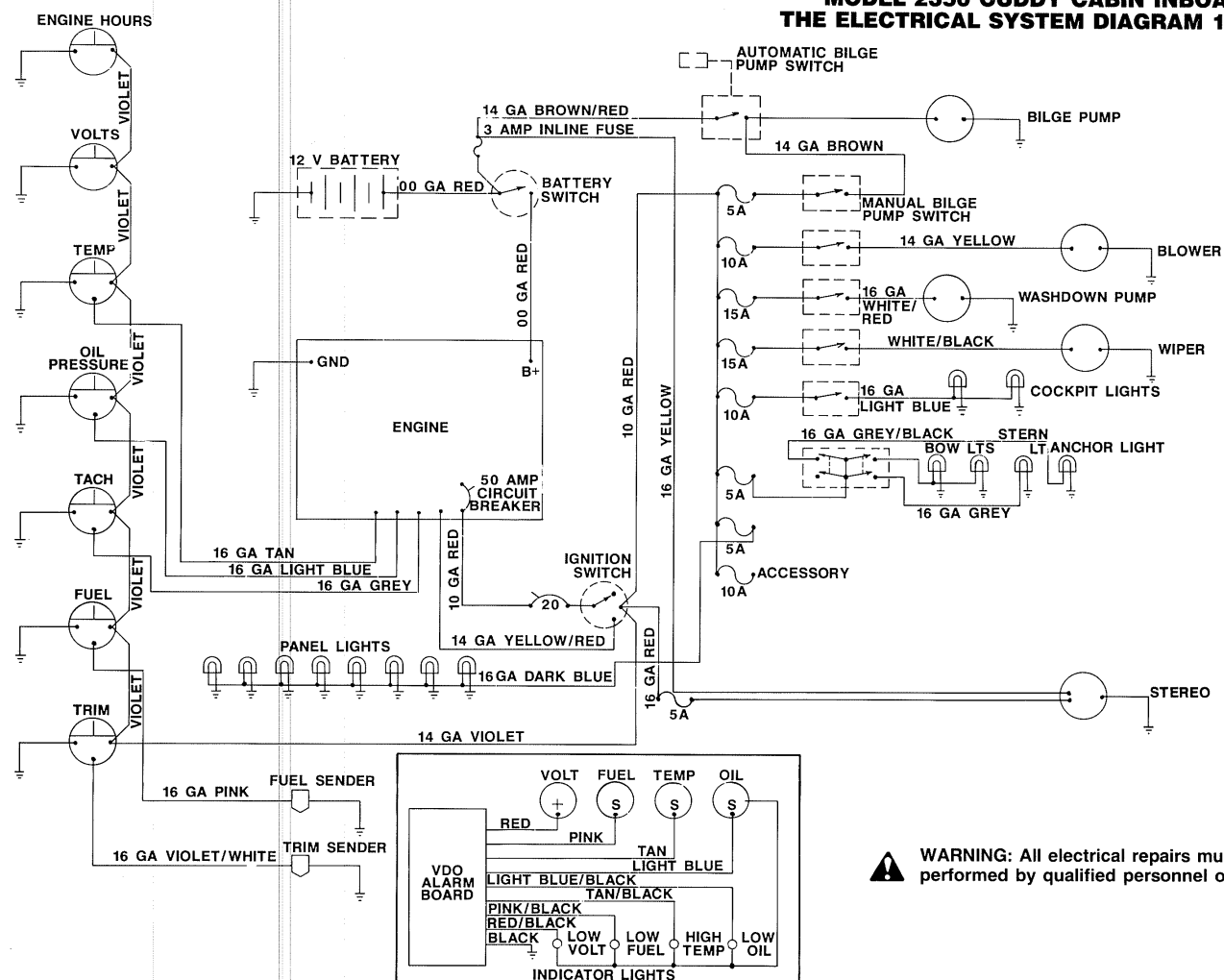
**MODEL 2350 CUDDY CABIN INBOARD
MECHANICAL, STEERING AND FUEL SYSTEM 1/89**

Ref. No.	Code No.	Description	No. Req'd
1	345039	Blower - Bilge	1
2		Cylinder - Power Steering	1
3	345010	Pump - Washdown	1
4	319129	Tank - Fuel	1
5	328154	Hose - Fuel Vent	per ft.
6	328154	Hose - Fuel Fill	per ft.
7	334022	Vent - Fuel	1
	534321	Shield - S.S.	1
8	334021	Cap - Fuel Fill	1
9	535041	Head	1
10	319092	Tank - Holding	1
11	334022	Vent - Waste	1
12	534079	Cap - Waste	1
13	752706	"Y" Valve Option	1
14	315020	Steering Wheel	1

Ref. No.	Code No.	Description	No. Req'd
15	326113	Fitting - 3/8 MP x 3/8 MPF	1
16	326111	Hose Barb	1
	328154	Hose to Engine	1
17	324011	Switch - Battery Main	1
18	345071	Pump - Bilge	1
19	345070	Switch - Bilge Pump	1
20	328154	Hose - Vent Black 3"	per ft.
21	335002	Box - Battery	2
		Battery	2
22		Pump - Trim	1
23	334130	Plug - Main Drain	1

S2 reserves the right to make changes or improvements to its boats without notice.

MODEL 2350 CUDDY CABIN INBOARD **THE ELECTRICAL SYSTEM DIAGRAM 1/89**



WARNING: All electrical repairs must be performed by qualified personnel only.

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