





WARNING

Operating, servicing and maintaining a recreational marine vessel can expose you to chemicals including engine exhaust, carbon monoxide, phthalates, and lead, which are known to the State of California to cause cancer and birth defects or other reproductive harm. To minimize exposure, avoid breathing exhaust, service your vessel in a well-ventilated area and wear gloves or wash your hands frequently when servicing this vessel. For more information go to **www.P65warnings.ca.gov/marine**.

WELCOME TO SUPRA



SUPRA BOATS

INTRODUCTION

Supra inboard watersports boats are manufactured by Skier's Choice, Inc. in Maryville, Tennessee and distributed throughout the United States and the world.

This manual provides an overview for operating your Supra boat. It should be considered a permanent part of your Supra boat, and contains important information on Safety, Boating Rules, Proper Operation, and Maintenance of your boat. Should the boat be sold, this manual will provide the same important information to the next owner.

Be sure to read and understand all aspects of Boating Safety and Operation before using your boat. If you have any questions, your dealer can provide the information you need to have a safe and pleasurable boating experience.

All information, illustrations and specifications in this manual are based on the latest product information available at the time of printing. Supra may discontinue models and equipment or change specifications and designs without any notice and without incurring obligation.

This manual contains information about several Supra models. Some information may not apply to your boat since standard and optional equipment may vary from model to model.

**DRIVEN TO INNOVATE,
INSPIRED BY PEOPLE,
LOOKING TO THE FUTURE.**

For over 40 years, Supra has refined every detail of our towboats to deliver exceptional quality and a distinctive on-water and brand experience.

MY SUPRA

HULL IDENTIFICATION NUMBER: _____

DATE OF PURCHASE: _____

DEALERSHIP: _____

DEALER'S PHONE NUMBER: _____

ENGINE SERIAL NUMBER: _____

TRAILER SERIAL NUMBER: _____



SKIER'S CHOICE, INC.
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MARYVILLE, TENNESSEE 37801

TRADEMARKS & PATENTS

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AutoWake®: U.S. Patent Nos. 8,798,825; 9,499,242; 9,689,395; 9,828,075; 9,873,491; 10,093,398; 10,414,470; 10,640,182; 10,676,166; 10,717,502; 10,759,507; 10,858,080; 10,926,848; 11,130,551; 11,358,680; 11,438,751; 11,535,347; 11,649,010; 11,679,847; 11,772,756; 12,179,893; 12,296,924 and other patent(s) pending.

Amplitude Display: U.S. Patent Nos. 9,950,771; 10,577,054; 11,753,116; 12,252,218 and other patent(s) pending.

Thruster Control Knob: U.S. Patent No. 11,014,638; 12,304,598 and other patent(s) pending.

See www.skierschoice.com/patents-trademarks/ for virtual patent marking

Skier's Choice, Inc. Reserves the right to change product specifications
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BOATING SAFETY

SUPRA BOATS

INTRODUCTION

Before operating this vessel, please take the time to get acquainted with the vessel and its various features and controls. We recommend that you carefully read and familiarize yourself with this Owner's Manual and all on-product safety labels prior to operating your new watercraft. This manual contains important information on Boating Safety, Boating Rules, Proper Operation and Maintenance of your boat. This manual provides a guideline for proper operation and maintenance of your boat, and you should consider it a permanent part of your vessel. In the event that this boat is sold, this manual should be included along with the boat to ensure that it will provide the same important information to the next owner.

ABOUT THIS OWNER'S MANUAL

The recommended practices and warnings in this manual represent sound advice for recreational boating and identify common risks encountered by boaters engaging in towed watersport activities. Read and understand the contents of this manual. Ask questions of a boating professional if anything in this manual does not make sense to you. The manual does not cover all instances of risk or danger, so please use common sense and good judgment when boating. If you follow the advice provided in this manual you will significantly reduce risk to yourself, your passengers, towed participants, and other boaters.

This manual is not intended to be a substitute for taking a course on boating safety nor is it a substitute for boating experience. It is recommended that if you are unfamiliar with the use and operation of a boat you seek advice and training from a qualified individual or organization. Check with your local marine law enforcement agency or dealer for more information about boating safety classes in your area.

The precautions listed in this manual and on the boat are not all-inclusive. If a procedure or method is not specifically recommended, YOU must be satisfied that it is safe for you and your passengers, and that the boat will not be damaged or made unsafe as a result of your decision. Remember - always use caution and common sense when operating and maintaining your boat!

IMPORTANT SAFETY INFORMATION!

Your safety, as well as the safety of others with and around you, is a direct result of how you operate and maintain your boat. Read and comprehend this manual. Make sure that you understand all the controls and operating instructions before attempting to operate the boat. Improper operation is extremely dangerous.

The basic safety rules are outlined in this section of the manual. Additional precautions throughout the manual are noted by the following symbols:



Caution indicates a hazardous situation which, if not avoided, could result in minor or moderate injury.



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



Danger indicates a hazardous situation which, if not avoided, will result in death or serious injury.

NOTICE

Notice is used to address practices not related to physical injury.

The precautions listed in this manual and on the boat are not exhaustive. If a procedure, method, tool or part is not specifically recommended by Skier's Choice, you must satisfy yourself that it is safe for you and others, and that the boat will not be damaged or made unsafe as a result of your decision.

REMEMBER: ALWAYS USE COMMON SENSE WHEN OPERATING, SERVICING OR REPAIRING THE BOAT!

BASIC SAFETY RULES

Make sure you understand all of the operating instructions prior to attempting to operate this boat. Boating-related accidents are generally caused by the operator's failure to follow basic safety rules or written precautions. Most accidents can be avoided if the operator is completely familiar with the boat and its operation, follows recommended practices, and is able to recognize and avoid potentially hazardous situations.



WARNING

Failure to adhere to these warnings may result in severe injury or death to you and/or others.

Past accident data shows that most **FATALITIES** are associated with towed watersport participant mishaps, persons voluntarily leaving the vessel, collisions, falls overboard, and propeller strikes.

Past accident data shows that most **INJURIES** are associated with towed watersport participant mishaps, collisions, groundings, falls within the vessel, and persons voluntarily leaving the vessel.

These incidents are mostly caused by operator inattention, operator inexperience, improper lookout, alcohol/drug use, excessive speed, passenger or towed person behavior, improper occupant positions, and violation of navigation rules.

Failure to observe the safety recommendations contained in this manual may result in severe personal injury or death to you or to others. Use caution and common sense when operating your boat. Don't take unnecessary chances! Basic safety rules are outlined in this section of the manual.

PRE-OPERATION CHECK LIST - BEFORE LEAVING THE DOCK



WARNING

Failure to follow these precautions may result in severe injury or death to you and/or others.

The Operator Shall:

- Check that weather conditions are safe for boating. It is the driver's responsibility to determine if weather or other factors have created an unsafe boating environment. Boaters must continuously be aware of weather conditions. Sudden storms, wind, water conditions, lightning, etc., can unexpectedly put boaters in grave danger. Always check the local weather report before going boating.
 - Check that drain plugs are securely in place.
 - Check bilge pump, horn, lights, blower and other equipment to verify they are operating properly.
 - Verify that the emergency cutoff switch lanyard is in proper operating condition and is properly affixed to the driver.
 - Check the operation of the steering system. Verify that the steering is operational before launching the boat. If the boat is already in the water, verify proper steering wheel operation at low speed. Turn the steering wheel full stop in both directions and verify proper rudder movement. Ensure that there is no binding or stiffness in the steering wheel rotation. Binding and stiffness is an indication that the steering cable needs replacement. Failure of the steering cable will result in loss of control of the boat.
 - Ensure that the load of persons, ballast, and equipment is within the limits stated on the USCG Maximum Capacities Plate and is properly distributed based on instructions in this manual.
 - Check that all safety equipment and life jackets, personal flotation devices (PFDs), and throwable cushions are in good condition and suitable for your boat and passenger load.
 - Inform all passengers where safety equipment is located and how to use it.
 - Have at least one other passenger who is capable of operating the boat safely in case of an emergency.
 - It is very important to open the engine cover and check the engine compartment and bilge for liquid gasoline and gasoline vapors prior to each use of your boat and after refueling. Failure to do so may result in fire or explosion as well as serious injury or death to you and/or others.
 - If you see liquid gasoline in the engine compartments/bilge or smell gasoline vapors, DO NOT attempt to start the engine. Liquid gasoline in the bilge is an extreme fire and explosion hazard which may cause injury or death. Find and fix the source of the leakage, remove the liquid gasoline from the bilge. Then ventilate the engine compartment/bilge and run the blower to remove all gasoline vapors before starting the engine.
- If gasoline vapors persist after running the blower, DO NOT attempt to start the engine. Look for a cause and remedy before starting the engine.
- Always operate blower below cruising speed and after stopping the boat.



WARNING

Gasoline vapors can explode. Before starting engine operate blower for 4 minutes and check engine compartment bilge for gasoline vapors.

PRECAUTIONS WHILE UNDERWAY

The Operator Shall:

- Follow safe operating practices, the “Rules of the Road” and the Watersports Responsibility Code.
- Not operate a boat if under the influence of alcohol or other drugs.
- Attach the emergency cutoff switch lanyard to his person when operating the boat.
- Maintain a proper course and safe speed at all times to avoid collisions.
- Maintain a lookout for other boats, swimmers and obstructions in the water.
- Operate slowly in congested areas such as marinas and mooring areas.
- Keep a safe distance from other boats, swimmers, personal watercraft, docks, and fixed objects.
- Look before you turn/maneuver the boat so as to avoid potential collisions with oncoming or overtaking vessels.
- Be aware that this boat is a high-performance boat and is capable of quick, tight turns and changes in direction. Familiarize yourself with the handling characteristics of the boat. It is the operator’s responsibility to operate the boat in a manner that ensures the safety of all passengers. Abrupt maneuvers may result in the ejection of unsecured, unseated, or improperly positioned passengers. Verbally warn passengers before making quick, tight turns so they may have time to grasp a handrail, hand-hold, or portion of the boat.
- Be aware that your boat will handle differently depending on loading and on-board weight distribution.
- Ensure that all passengers are properly and securely seated in appropriate seating locations to avoid falling or falling overboard.
- Instruct and ensure that passengers remain properly seated at all times while the boat is in motion above idle speed.
- Not allow passengers to sit on the transom, seat backs, engine cover or sides of the boat while the engine is running and the boat is in motion to avoid falling overboard.
- Not allow passengers to sit in a position that obstructs the operator’s view.
- NEVER leave children unattended and in the boat without adult supervision.



DANGER

Failure to follow these precautions will result in serious injury or death.

The operator shall:

- Check that the area behind the boat is all clear before starting the engine to **AVOID PROPELLER INJURY** to persons in the water behind the boat or on the swim platform.
- Turn off the engine prior to anyone occupying the swim platform or being in the water behind the boat to **AVOID PROPELLER INJURY**. Being in neutral gear is insufficient; the propeller may still be turning, or engine may be inadvertently shifted into gear.
- Not back the boat toward persons in the water behind the boat to **AVOID PROPELLER INJURY**.
- Not allow people to be on or near the swim platform or in the water near or around the swim platform while the engine is running because **CARBON MONOXIDE** will exist around the back of the boat when the engine is running. Engine exhaust contains carbon monoxide, which is a deadly, odorless, colorless gas.
- Not operate the engine in a confined space or while tethered to another vessel as **CARBON MONOXIDE** will be around the boats.
- Not go under the boat cover with the engine running or shortly after the engine has been running because **CARBON MONOXIDE** may remain under the cover. Remove cover to ventilate the area.



WARNING

Failure to follow these precautions may result in severe injury or death to you and/or others.

PRECAUTIONS WHILE UNDERWAY (CONTINUED)

The Operator Shall:

- Have children riding in the bow of the boat be accompanied by an adult in the bow and ensure that all remain seated when the boat is in motion.
- Not let passengers occupy seats which may be in the path of the tow line
- Slow down when crossing waves or wakes in order to minimize the impact on passengers and the boat. Crossing waves or wakes at an angle (such as 45 degrees) rather than perpendicularly will reduce the severity of the impact. Avoid rough water, large waves and large wakes from other boats when at high speed. Jumping waves/wakes or slamming the bow will cause large vertical impacts which may cause injury to occupants or cause ejections.
- For safe towing (waterskiing, tubing, wakeboarding, wake surfing, knee boarding, etc.) be experienced and have an observer [an observer or “spotter” is required by law in most states]. A rear view mirror is helpful if you are allowed to tow without an observer in your state.
- Avoid letting tow lines or mooring lines wrap around anyone’s body parts/limbs. Doing so could allow body parts/limbs to become entangled in the line and could cause significant injury, such as amputations.
- Keep track of tow lines and dock lines so that they do not become entangled in the propeller. A tow line will wrap quickly around a spinning propeller and is capable of immobilizing the boat and dragging a person entangled in the tow line underwater or causing amputations. Shut off the engine if a tow line has potential for wrapping in the propeller.
- The tower is designed to pull a limited number of individual(s), and in some cases only one (1) individual. Please consult the remainder of this manual and warning labels on the tower for details. DO NOT climb, sit on, stand on or jump/dive off of the tower. Tow line may loop on inverted tricks. DO NOT sit behind the attachment point of the tower.
- NEVER allow any type of spark or open flame near gasoline or engine compartment.
- Avoid grounding the boat: be familiar with local conditions and water depth. If you are uncertain, then proceed slowly with caution. Sudden groundings from planing speeds may cause rapid decelerations and cause occupants to impact the boat and/or to be ejected from the boat. Boat damage may also occur.
- Always watch for low obstacles such as tree limbs, bridges or power lines, especially in boats with tow towers.
- Seek shelter from open water if there is threat of lightning or severe weather.
- NEVER dive from the boat without being absolutely sure of the depth of the water. Severe injury or death may occur from striking the bottom or submerged objects. Striking the bottom or a submerged object while diving head first can cause paralysis, head injury or death.
- Provide assistance to other boaters in distress while ensuring the safety of your own passengers.
- When you leave the boat, take the keys with you. This will keep untrained and unauthorized persons from operating the boat. (This may not be applicable on some keyless ignition systems.)

SAFETY WHILE MAINTAINING THE VESSEL



WARNING

Failure to follow these precautions may result in severe injury or death to you and/or others.

The Operator Shall:

- Visually inspect the engine compartment and ventilate after refueling.
- Inspect fuel system regularly. Examine fuel tanks, hoses and fittings for leaks or corrosion at least annually because leaking fuel is a fire and explosion hazard.
- Never remove or modify components of the fuel system in any way except for maintenance by qualified personnel. Tampering with fuel components may cause a hazardous condition which could lead to a fire or explosion.
- Never override or modify the engine neutral starting safety switch in any way. Your boat engine should not start in gear. If it does, do not use the boat and have this safety feature fixed by an authorized dealer.
- When charging some batteries, a small amount of hydrogen gas is generated. Hydrogen gas is highly explosive. While charging, it is a good idea to keep sparks, flames and smoking away from the battery. Failure to follow instructions when charging a battery may cause an explosion of the battery.
- Keep the engine off whenever the engine box/cover/hatch is open. The engine box/cover/hatch serves as a machinery guard. Clothing or body parts can get caught in moving parts, causing death or serious injury. Keep away from moving parts.
- Not replace your boat's marine parts with automotive parts or parts that were not designed for your boat.
- Be aware that battery electrolyte fluid is dangerous. It contains sulfuric acid, which is poisonous, corrosive and caustic. If electrolyte fluid is spilled or placed on any part of the human body, immediately flush the area with large amounts of clean water and immediately seek medical attention.
- Check the tightness of the tower bolts BEFORE each use. If a tower collapses it may result in injury to boat occupants or towed persons.
- Not modify the tow bar. The tow pylon/bar is not designed for vertical extensions. Any modifications to the tow pylon/bar or its mountings may result in damage to the boat and injury to the user.
- Only lift the boat from approved lift points, which are identified in later parts of the manual.

OWNER RESPONSIBILITY & BOATING EDUCATION

Your safety, the safety of your passengers, and the safety of other boaters is dependent on how you operate and maintain your boat. As operator or owner of this boat, you are responsible for the safety of those with and around you while boating.

It is the owner's responsibility to ensure that the operator of the boat has been properly instructed in the lawful and safe operation of this vessel. Therefore, before operating the boat, thoroughly read this owner/operator manual. Be sure you understand each item before operating it. Improper operation or trailering of the boat could lead to severe personal injury or death. Improper operation or trailering of the boat may also damage the boat.

The operator and the boat owner assume all risks for themselves, their guests and anyone in proximity to their boat and ensure that all passengers understand the risks and responsibilities associated with boating.

This manual is not intended to provide complete training on all aspects of boat operation. We strongly recommend that all operators of this boat seek additional training on boat handling and safety. Have all operators become familiar with the handling characteristics, and proper steering and control system usage before attempting high-speed operation.

At the time of delivery, the owner/operator is responsible for:

- Understanding the warranty terms and conditions of your boat, your engine, and your trailer.
- Obtaining insurance.
- Examining the boat to ensure the proper operation of all systems.

OWNER RESPONSIBILITY & BOATING EDUCATION (CONTINUED)

Before operating the boat, the owner/operator is responsible for:

- Registering the boat as required in the jurisdiction where the boat is being operated.
- Providing the proper (USCG) safety equipment, and checking local, state and federal agencies as to laws and regulations (USCG carriage requirements).
- Carefully reading and understanding safety information and proper operating procedures within this manual.
- Obtaining other boating education, particularly if you lack operational experience.
- Familiarizing yourself with the navigable waters where you intend to operate the boat.
- Following the proper break-in procedure for the engine.

REGISTRATION

Federal Law requires that all motorboats be registered and that all motorcraft not documented by the U.S. Coast Guard display registration numbers. In nearly all states, this means registration with the designated state agency. In a few jurisdictions, the Coast Guard retains registration authority. Your dealer will either supply registration forms or tell you where they may be obtained. The agency will supply you with a certificate which must be carried with you when the boat is in operation. International laws may vary as to required registration.

INSURANCE

The boat owner may be legally responsible for damages or injuries caused by both himself and the operator (if different than the owner). Common sense dictates that you carry adequate personal liability and property damage insurance on your boat, just as you would on your automobile. Many states have laws detailing minimum insurance needs. Your insurance agent or your dealer may be able to supply you with more information. You should also protect your boat from physical damage or theft.

BOATING SAFETY EDUCATION OPPORTUNITIES

It is recommended that the boat owner/operator obtain boater safety education. If you have never owned a boat before, you can get an excellent introduction to boat handling from organizations such as the U.S. Coast Guard, American Red Cross, United States Coast Guard Auxiliary, or your local boating authority. Even if you are a veteran boater, these courses will help sharpen your boating skills as well as bring you up to date on current rules and regulations. See your local boating agency or dealer for information on classes in your area. Some states require youths, 16 years of age and younger, to complete a boating safety course before operating any watercraft. Many others require operators under the age of 18 to be licensed in small boat operation.

Boat smart from the start: take a boating safety course and get a free vessel safety check annually for your boat. For more information, contact: United States Coast Guard Auxiliary, www.cgaux.org; United States Power Squadrons, 1-888-FOR-USPS, www.usps.org.

The following is a list of some other agencies and organizations that offer Water Safety, First Aid and CPR courses or information. To find boating safety courses in your area, call your state's local boating agency or the USCG boating safety course line at 1-800-336-2628 (1-800-245-2628 in Virginia).

- USCG Office of Boating (www.uscgboating.org)
- American Red Cross (www.redcross.org)
- U.S. Coast Guard Auxiliary (www.cgaux.org)
- U.S. Power Squadrons (www.usps.org)
- State Boating Offices
- Canadian Power and Sail Squadrons (www.cps-ecp.ca)
- Boat Owners Association of the United States (www.boatus.com)
- National Safe Boating Council (www.safeboatingcouncil.org)
- Water Sports Industry Association (www.wsia.net)
- European or international organizations

OPERATION BY MINORS & LICENSING

If your boat will be operated by a minor, remember to have an adult present at all times. Many states have laws regarding minimum age and licensing requirements for minors. Some states require boat training courses, certification, or licensing for minors and/or adults. Contact state and local authorities for requirements that apply in your area.

SAFETY & REQUIRED EQUIPMENT

Your boat and equipment must be in compliance with federal, state and local safety equipment regulations. USCG regulations require certain safety equipment be present on your boat during operation. For a detailed description, obtain “Federal Requirements for Recreational Boats” published by the U.S. Coast Guard and available online at: <https://www.uscgboating.org/assets/1/AssetManager/Boaters-Guide-to-Federal-Requirements-for-Receational-Boats-20231108.pdf>

In addition to the USCG regulations, other local and/or international law enforcement agencies may have similar requirements. You should check with your local marine law enforcement agency regarding any such requirements before boating.

Equipment requirements for coastal and inland waters differ. Check with local authorities and/or the USCG for further information about coastal water requirements.

The Federal Boat Safety Act of 1971 (FBSA/71) and the National Recreation Boating Safety Program have established minimum safety standards for boats and associated equipment, specified by the USCG. In addition, the American Boat and Yacht Council (ABYC) and the National Marine Manufacturers Association (NMMA) work with boat builders to develop voluntary standards that exceed the USCG requirements. The included safety equipment on your boat meets or exceeds the standards of the USCG, ABYC and the NMMA.

Some required safety equipment, such as life jackets (PFDs), are not included with your boat. Your dealer can help you choose the appropriate equipment.

SAFETY & REQUIRED EQUIPMENT (CONTINUED)

NOTICE

Many states' equipment requirements go beyond USCG requirements. Contact your state boating office for further information.

NAVIGATION LIGHTS

Your boat is equipped with navigational lights. Recreational boats are required to display navigational lights between sunset and sunrise and other periods of reduced visibility (fog, rain, haze, etc.). Navigation lights are provided to keep other boats informed of your presence and course. It is up to you to make sure they are operational, displayed correctly, and turned on when required.

EMERGENCY SAFETY LANYARD

Your boat is equipped with an Emergency Cut-Off Switch (ECOS). We recommend that the ECOS lanyard be secured to the operator and the lock plate attached to the emergency cut-off switch prior to starting the engine and anytime the engine is operating. The ECOS system is designed to turn off the engine whenever the operator moves far enough away from the helm to activate the switch. The purpose is to stop the engine, propeller, and boat in the event the operator leaves the helm location, falls overboard, or is ejected from the boat. If the engine is stopped it will prevent the boat from becoming a run-away, unmanned boat, which may cause injury or death to boat occupants who have fallen overboard or been ejected, or to other nearby people. If the engine stops it will minimize the subsequent opportunity for propeller contact with the operator or other persons in the water. If the engine and boat stop it will afford opportunity for the operator or other persons who have fallen overboard to safely re-board the boat.



WARNING

It is recommended that you use the Emergency Cut-Off Switch (ECOS) system as failure to do so can cause death or serious injury.

DO NOT operate the boat if the Emergency Cut-Off Switch (ECOS) system does not function properly.

EMERGENCY SAFETY LANYARD (CONTINUED)

- Attach the ECOS Lanyard to a secure place on your clothing, your arm or your leg while operating.
- DO NOT attach the lanyard to clothing that could tear loose.
- DO NOT route the lanyard where it could become entangled, preventing it from functioning.
- Avoid accidentally pulling the lanyard during normal operation.
- Loss of engine power means loss of most steering control.
- Without engine power, the boat will decelerate rapidly. This could cause people in the boat to be thrown forward or ejected overboard if they are not properly seated in the boat.

There are practical limitations to what the ECOS system can do. It can take several seconds for the engine and propeller to stop turning. The boat can continue to coast for several hundred feet depending on the boat speed at the time the switch is activated. While the boat is coasting, it can cause injury to anyone in its path. Accidental loss of power can be hazardous particularly when docking or in heavy seas, strong current, or high winds.

While at the dock or when the boat is not moving, periodically disconnect/pull the ECOS lanyard out of the switch while the engine is running to test for proper operation. The engine should shut off when the lanyard is disconnected/pulled from the switch. You should not be able to restart the engine until the lanyard is back in place.

PERSONAL FLOATATION DEVICES

Federal law requires that you have at least one wearable Personal Flotation Device (PFD) of the proper size (Type I, II, III or V), for each person on board or being towed, and at least one throwable PFD (Type IV) in the boat. PFDs must be Coast Guard approved, in good and serviceable condition and the appropriate size for the user. To meet requirements, each lifesaving device must have a current, legible USCG approval stamp permanently affixed. At the beginning of each season, inspect life jackets (PFDs) for damage and test for proper flotation. Refer to the lifejacket (PFD) manufacturer's information.

PERSONAL FLOATATION DEVICES (CONTINUED)

REMEMBER- The best PFD is the one that is worn – that is, the one that can save your life. PFDs are intended to save lives; it is highly recommended that you and your passengers wear them while in the boat. Learn how to use them and adjust as necessary for comfort. It is especially important that children and non-swimmers wear a life jacket (PFD) at all times. Make certain all passengers know where life jackets are located, how to put on and properly adjust their life jackets (PFDs), and that life jackets are readily accessible at all times.

Your dealer can help you select appropriate life jackets (PFDs) and throwable lifesaving devices for your area. Some PFDs are specially made for use while waterskiing or wakeboarding and are not U.S.C.G. approved. Please check local law with respect to their use. Some states require children to wear a PFD at all times.

Special lifejackets are available for skiing and other water sports. These non-Coast Guard approved lifejackets do not count as PFD's.

FIRE EXTINGUISHER

A portable fire extinguisher is required if your boat has an inboard engine, or when fuel is stored in closed stowage compartments.

Approved fire extinguishers are classified by a letter symbol, either 5-B or 20-B with the B designating that the material will extinguish flammable liquids such as gasoline, oil, etc. 5-B extinguishers are required for boats less than 26 feet in length. Check periodically to ensure that the extinguisher is in working condition and fully charged. Check local, state and federal agencies as to laws and regulations.

A marine 5-B USCG-approved, ABC fire extinguisher is included in all Supra models.

HORN OR WHISTLE

All boats over 16 feet (4.8 meters) in length must be equipped with an operable horn or whistle. Test the operation of the horn periodically, so as to make sure it will sound when you actually need to alert someone or another boat. The following are standard signals when using a whistle or a horn:

- One prolonged blast: Warning
- One short blast: Pass on my port (left) side.
- Two short blasts: Pass on my starboard (right) side.
- Three short blasts: My engines are in reverse.
- Five or more blasts: Danger!

BILGE PUMPS

Bilge pump(s) are installed in your boat to remove water that may accumulate in the bilge. Know the location of the pump(s), where they discharge, and where switches are located. Typically there are manual switch and/or an automatic switch position(s). Periodically test the operation of bilge pumps by activating the manual switch and observing the water discharge. It is best to leave the bilge pump switches in automatic mode, so as to not allow excess water to unknowingly accumulate in the bilge of your boat. If your bilge pump comes on too frequently or continuously, investigate the source of leaking water (check for hull damage, hose or piping leaks, missing drain plug, exhaust system or ballast system failures, etc.), and/or return to shore. Excess water in the bilge of your boat can cause loss of engine power, sinking, and/or capsizing.

VISUAL DISTRESS SIGNALS

All vessels used on coastal waters, the Great Lakes, territorial seas, and those waters connected directly to them up to a point where a body of water is greater than two miles wide, must be equipped with USCG approved visual distress signals. Your dealer or local authorities can help you select appropriate visual distress signals for your area.

VISUAL DISTRESS SIGNALS (CONTINUED)

If you are required to carry distress signals, you must have the appropriate number of USCG-approved pyrotechnic and/or non-pyrotechnic devices. Be sure they are in serviceable condition, and in the case of pyrotechnic devices, not exceeding the expiration date and stored in a cool, dry location in a red or orange waterproof container.



WARNING

Pyrotechnic signaling devices can cause fire and/or explosion, death, serious injury, and property damage if improperly handled. Follow the pyrotechnic manufacturer's directions.

RECOMMENDED SAFETY EQUIPMENT

As a precaution, a prudent boater will avoid potential problems on an outing by having additional equipment on board. Normally, this equipment is dependent on the size and type of the body of water and the length of the trip. Your dealer can assist you in acquiring this additional equipment. We recommend the following equipment:

- First aid kit and manual
- Anchor with at least 75 ft (23 m) of line
- Mooring lines and fenders
- Bailing device (bucket, hand pump)
- Combination paddle/boat hook
- Local charts and compass
- Day/night distress signals
- Waterproof flashlight and spare batteries
- Cellular phone
- Waterproof container for cell phone
- GPS Global Positioning System
- Binoculars
- Portable AM/FM radio with weather band
- A non-electric horn or whistle
- Extra engine oil
- Tool kit
- Spare propeller and mounting hardware
- Spare fuses
- Spare keys
- Sunglasses and sun block lotion

WATER SPORTS & GENERAL BOATING SAFETY

Riders are obligated to be as aware of the fundamental safety rules as the boat operator. If you are new to boating or towed water sports, seek certified training before starting.

SAFE SPEED

Navigation rules state that a boat be operated at a safe speed at all times. Determination of a safe speed involves consideration of many factors, such as, but not limited to:

- Boating activity (tubing, water skiing, wakeboarding, wake surfing, etc.)
- Boat traffic congestion
- Water conditions
- Environmental conditions (shore line, docks, and depth of water)
- Weather
- Visibility

The boat should not be driven at a rate of speed faster than will allow it to be brought to a full stop within the operator's field of view given the environmental conditions at the time. Safe speed for the conditions and driver attention (lookout) are important factors in avoiding collisions which may cause injury or death. When in doubt it is prudent to slow down within adequate time and distance so as to be able to assess the conditions and paths of other boats.

It is important to know the Rules of the Road, although do not assume that all boaters also know the rules or that they will abide by them. Avoid collisions by constantly assessing the ever-changing situation and be sure to make appropriate speed and course changes early.

PASSENGER SAFETY

The operator of the boat is responsible for the safety of the passengers, all skiers/riders, as well as his/ her own safety. Ensure that you and your passengers adhere to these safety recommendations:

- Any time you take your boat out, make sure that there is at least one other passenger aboard who is familiar with the operation of your boat.
- Ensure that all passengers are properly and securely seated in appropriate seating locations to avoid falling or falling overboard.
- While the engine is running, and while the boat maneuvering, all occupants should be properly seated. DO NOT stand while the boat is moving.
- DO NOT sit on the engine box, seat backs, transom seating, sunpad, boarding platform or gunnels while the boat is underway. You could fall overboard and be hit by the propeller, or another boat.
- DO NOT allow objects, arms or legs, or any other body parts to hang over the bow or gunnels. Stay within the boat.
- Passengers should not sit in locations that obstruct the operator's visibility.
- Persons and gear should be stowed in a way that distributes weight appropriately and in a manner that trims the boat properly (pitch angle). Excessive weight at either the bow or the stern relative to one another can cause trim problems leading to reduced driver visibility, erratic steering, loss of control, or bow submergence and flooding/swamping.
- Passengers should be well aware of emergency equipment and instructed in its use.
- Passengers should assist with lookout duties and notify the operator of any approaching watercraft or potentially unsafe conditions to provide assistance with collision avoidance.

TOWED WATER SPORTS BOATING HANDBOOK: WSIA has developed the Towed Water Sports Boating Handbook with the input of WSIA members and industry equipment manufacturers. This handbook can be found here for your reference: <https://wsia.net/new-towed-water-sports-handbook/>

The instructions, warnings and best practices in the Towed Watersports Boating Handbook represent common risks encountered by users. The code does not cover all instances of risk or danger. Please use common sense and good judgment.

WATERSPORTS SAFETY

Skiers or riders are obligated to be aware of the same fundamental safety rules as boat operators. If you are new to water skiing, wakeboarding, wake surfing, and other towed watersports, seek certified training before starting. You will find it especially helpful to join a local ski club, World Wakeboard Association, and/or the USA Water Ski, when possible.

Always remember that many injuries that occur while water skiing/wakeboarding and other towed watersports are the result of impacts with other objects. Always look where you are going and be aware of what is going on around you.

When participating in towing watersports, be safe and courteous and follow these guidelines:

- Be considerate to fishermen and others who are sharing the same body of water.
- DO NOT perform watersports in congested areas.
- Stay away from navigation markers.
- Stay away from other boats and watersports participants.



DANGER

CONTACT WITH A SPINNING PROPELLER
WILL CAUSE SERIOUS INJURY OR DEATH.
WHILE THE ENGINE IS RUNNING:

- DO NOT ENTER OR EXIT THE WATER.
- DO NOT GET ON THE SWIM PLATFORM.
- DO NOT SWIM TOWARDS THE BACK OF THE BOAT.



WARNING

Failure to adhere to these warnings may result in severe injury or death to you and/or others.

- Every towed person must always wear a USCG-approved personal flotation device.
- Always have an experienced driver and a designated observer in the boat while being towed.
- Maintain a distance of at least 100 feet from all other objects, including other boats, piers, rafts, mooring and navigational buoys, pilings, abutments, or any other items.
- Never waterski, wakeboard or participate in other towed watersports in shallow water, close to shore, or in water where you do not know the depth or what is beneath the surface.
- Never put your arm, head, or any other part of your body through the handle-bridle of the tow line nor wrap the line around any part of the body at any time.
- Never use different line lengths if towing more than one person or towable. Each person or towed device must be the same distance from the boat.
- Do not participate in watersports while under the influence of alcohol and/or drugs.
- Do not participate in watersports during inclement weather or on rough water.
- Never waterski, wakeboard or participate in other towed watersports directly in front of other boats who may run you over if you fall.
- Never waterski, wakeboard or participate in other towed watersports at night.
- Never jump from a boat that is moving at any speed.
- Make sure that everyone knows and uses approved towed watersports hand signals.

HAND SIGNALS

Make sure that everyone knows and uses approved towed watersports hand signals, shown below.



Circle



Back to Dock



Cut Engine



Skier in Water



Skiers OK



Speed OK



STOP



Speed Faster



Speed Slower



Turn Left



Turn Right

TOWED PERSON SAFETY RESPONSIBILITIES

Most injuries and fatalities that occur on high-performance recreational tow boats occur to the persons being towed (water skiing, kneeboarding, wakeboarding, wake surfing, tubing, etc.). It is the responsibility of the boat operator to pay attention to a multitude of things while utilizing the boat for water tow sports. The towed person has little or no control over their path nor do they have much in the way of protection from impact with obstacles or other boats. Therefore, it is recommended that boat operators, observers, and towed persons communicate effectively and clearly as to their

The Operator Should:

- Assign a passenger to be a designated observer.
- Turn the engine off whenever a person is on the swim platform or in the water near the boat. This is especially important for the area near the back of the boat to avoid propeller injuries.
- Ensure that it is “all clear” behind the boat when starting the engine. Ask for verbal confirmation or hand signals that it is “all clear” behind the boat. Then, and only then, start the engine.
- Keep their main focus on maneuvering the boat safely while avoiding other boats, fixed objects, the shore, and shallow water.
- Use rear view mirrors to allow the driver to glance at the towed person, while still keeping their main attention on the path of the boat and the surroundings.
- Return safely to pick up towed persons or persons in the water. Keep the individual in view, approach slowly (preferably on the driver’s side), and shut off the engine when close to an individual in the water. Do not back up or operate the boat in reverse to a person in the water.

Observers Should:

- Confirm for the boat operator that it is “all clear” behind the boat prior to starting the engine.
- Watch the towed person.
- Be responsible for communication of the signals and status of the towed person to the boat driver.
- Notify the boat operator of status and changing conditions with the towed person, and inform the boat driver of the towed person’s readiness to start, their desire to go faster or slower, or that they have fallen and are in need of retrieval.
- Deploy the fallen skier flag when the towed person falls, if needed. In some states, it is required to raise the “fallen skier” flag when the skier has fallen.
- Monitor the tow line to ensure that it does not become tangled, it does not become wrapped around anyone in the boat, and it does not become wrapped around the towed person. Also monitor the tow line so that it does not become tangled in the propeller. Notify the boat operator if any of these conditions are observed to avoid potential injury.
- Remind the boat operator to shut off the engine when persons are on the swim platform or in the water near the back of the boat.

TOWED PERSON SAFETY RESPONSIBILITIES (CONTINUED)

Towed Persons Should:

- Wear a PFD.
- Not approach the back of the boat if the engine is running.
- Not become entangled in a tow line or wrap a tow line around any body part.
- Know signals to communicate with the observer and boat operator.

ADDITIONAL PRECAUTIONS FOR TOWED SKIER/RIDER

- Wear wet suits or protective shorts when engaging in high energy skiing/riding to prevent abrasions, hypothermia, and injuries to orifices (rectal and vaginal) from impact with the water surface.
- Inspect watersports equipment for wear, fraying, etc., before use. DO NOT use if they show signs of wear or fraying. Ropes or watersport equipment tow points may break during use, causing you to coast into obstacles or fall with the risk of being struck by another vessel.
- Inspect the boat tow points before use. If there is any evidence of corrosion or other damage, do not use until it has been inspected by your authorized boat dealer.
- NEVER attach ski/wakeboard rope to anything but approved pylons and wakeboard towers. Make sure tow ropes are properly attached to the boat tow points.
- The skier/rider should verbally indicate that s/he is safely clear of the boat prior to operator starting the boat engine or putting the boat into gear.
- Slowly take up slack in tow lines before accelerating to watersports speeds. Jerking the slack out of a tow line can cause high forces on the rope and towing equipment. This may cause the rope or equipment to break and the rope to snap back at occupants of your boat and at the towed person.
- Never put your arm, head or any other part of your body through the handle/bridle of the ski or wakeboarding line, nor wrap the line around any part of the body at any time. If you fall, the line will tighten and forcefully constrict around your body part and may result in amputation.
- DO NOT ski near swimming areas, beaches, personal watercraft, or other vessels/boats.
- Never attempt land or dock starts. These activities will increase your risk of injury or death.
- DO NOT jump from a boat that is moving at any speed, nor enter or exit the water when the engine is running.

ADDITIONAL PRECAUTIONS FOR TOWED SKIER/RIDER (CONTINUED)

- DO NOT “back up” to anyone in the water, they will be in danger of hitting the spinning propeller which can cause severe injury or death.
- DO NOT follow directly behind another boat or skier/rider without leaving an adequate safe distance in case that towed person falls into the water. You will need ample time and distance to maneuver your boat away from that person in the water and to avoid their tow boat which will be circling back to retrieve their downed person.
- DO NOT participate in towed watersports at night. It is illegal and other boats will not be able to see you, nor will they anticipate or expect your presence behind the towing boat. Furthermore, once you fall they will not see you swimming.
- DO NOT tow with multiple skier/riders with different length ropes.
- DO NOT ski in limited visibility conditions.
- Never climb, sit or stand on a wakeboard tower. The wakeboard tower is intended for towing only as noted. It is designed to pull a limited number of individual(s), and in some cases only one (1) individual. Please consult the remainder of this manual and warning labels on tower for details. The wakeboard tower approved for use on your boat should be used only for water skis, wakeboards or recreational towables, and not for parasailing, kite flying or towing other boats.
- Many states require the use of “skier down” flags. Check your local lake and state requirements. Having the observer raise a skier down flag when your towed watersport participant falls down or off the towed device will alert boats around you to the fact that someone is in the water nearby and that they should avoid the area.
- Many lakes have recommended tow patterns. Other boats may expect that you know the local customs and practices. It is common that the tow pattern is counter-clockwise around the lake, but there are exceptions. Check for local recommendations or requirements.
- NEVER lift or trailer the boat with water in the bilge or in ballast tanks. Lift or trailer per manufacturer’s instructions.
- Around marina docks where electrical current is present (such as shore power connections) it is unsafe to swim as stray electrical currents may exist which can cause you to drown.

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The instructions, warnings and best practices in the Towed Watersports Boating Handbook represent common risks encountered by users. The code does not cover all instances of risk or danger. Please use common sense and good judgment.

TOW GUIDELINES

Tow lines come in different lengths and strengths for different activities. Make sure any line you are using is suited for skiing or riding and that it is in good condition.

- Never use a tow line that is frayed, knotted, unraveling or discolored from use or being left in the sun. If a line breaks while in use it can recoil at the skier/rider being towed or into the watercraft where it might strike passengers. Replace tow lines with any sign of damage.
- Never use a tow line with elastic or bungee material to pull skiers or riders.
- Tow line should be attached to the watercraft in an approved fashion with hardware designed for towing. Refer to your watercraft manual for instructions on proper tow line attachment.
- Always route tow lines away from the propeller, even when idling. Shut off the engine if your boat starts to cross a floating tow line.
- If a tow line should become entangled in a propeller, shut off engine, remove the key and put it in your pocket before retrieving the line.
- Tow lines should be neatly coiled and stowed in the boat when not in use.

FALLEN SKIER OR RIDER

Falling and injuries are common in water skiing and other towed watersports. Keep tow speeds in a comfortable range given the rules of the activity and the skill level of participants.

- Display a red or orange skier/rider down flag to alert other vessels that a skier/rider is down. In some states, it is required to raise the “fallen skier” flag when the skier has fallen.
- Turn the boat and slowly circle toward the person in the water to return the tow line handle or towed device to that person.
- Always keep the fallen skier/rider in view and preferably on the operator’s side of the watercraft.
- Turn the engine off whenever you are near a fallen skier/rider.
- Shut off the engine when retrieving someone from the water or if the person in the water gets too close to the boat. Do not trust neutral gear with an idling engine. Someone may accidentally or prematurely shift the gear, or the linkages may be out of adjustment and the propeller may still be slowly spinning.

CARBON MONOXIDE (CO)

Carbon Monoxide (CO) is a deadly, colorless and odorless gas produced by all engines and fuel burning appliances. Even with the best boat design and construction, plus the utmost care in inspection, operation and maintenance, hazardous levels of carbon monoxide may be present in or near the boat under certain conditions. Even catalyst equipped boats still generate carbon monoxide. The boat owner, operator, as well as all boat occupants, must understand the dangers of carbon monoxide and must comply with all safety recommendations/requirements. For boats with cabins, always ventilate the boat interior and avoid boating situations which cause increased exposure.

CARBON MONOXIDE SAFETY

- Do not allow people to be on or near the swim platform or in the water near the swim platform while the engine is running. Carbon monoxide will exist around the back of the boat when engines are running.
- Do not operate the engine in a confined space or while the boat is tethered to another vessel.
- Do not go under the boat cover while the engine is running or shortly after the engine has been running. Carbon monoxide may be trapped under the cover. It is important to remove the cover and/or ventilate the area before going under the boat cover.
- Do not drag behind the boat while holding onto swim platform (sometimes referred to as “Teak surfing”). Carbon monoxide will exist in high concentrations in the vicinity of the swim platform near the water while the engine is running. The USCG has deemed platform dragging as a dangerous and hazardous activity which should be prohibited, as it can result in injury or death.
- In the event that someone exhibits the symptoms of carbon monoxide exposure (nausea, headache, dizziness, or drowsiness), have them breathe fresh air and, if necessary, immediately seek medical attention.

 DANGER	
	CARBON MONOXIDE (CO) CAN CAUSE BRAIN DAMAGE OR DEATH. Engine and generator exhaust contains odorless and colorless carbon monoxide gas. Carbon monoxide will be around the back of the boat when engines or generators are running. MOVE TO FRESH AIR if you feel nausea, headache, dizziness, or drowsiness.

Hazardous boating situations involving carbon monoxide include:

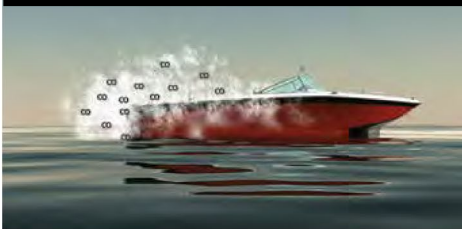
Blockage of boat exhaust by obstruction.



Exhaust traveling along obstruction.



Operating at slow speed or while dead in the water.



Operating with high bow angle.



Exhaust from other vessels in confined areas.



Operating with canvas tops or side curtains in place without ventilation.



CARBON MONOXIDE SAFETY (CONTINUED)

For the most current information on carbon monoxide, you may call, write or visit on-line any of the following:

United States Coast Guard

Office of Boating Safety (CG-5422)
2100 Second Street SW STOP 7581,
Washington, DC 20593-7581
1-800-368-5647 www.uscgboating.org

National Marine Manufacturers Association (NMMA)

231 S. LaSalle St., Suite 2050, Chicago, IL 60604
312-946-6200 www.nmma.org

American Boat & Yacht Council, Inc.

613 Third St., Suite 10, Annapolis, MD 21403
410-956-4460 www.abycinc.org

PRODUCT MISUSE

Misuse of the product or use of it in a manner for which it was never intended can create dangerous situations. The driver and passengers are responsible for using the product safely and as intended. The driver must operate the boat in a manner that ensures the safety of all passengers. If you or your passengers are unsure about use of the product, about performing certain boating maneuvers or are unsure about a particular water activity, refer to this manual or contact a knowledgeable source such as your local dealer, Skier's Choice, Inc., the US Coast Guard, or your local boating authority.

CAPACITY & WEIGHTING YOUR BOAT

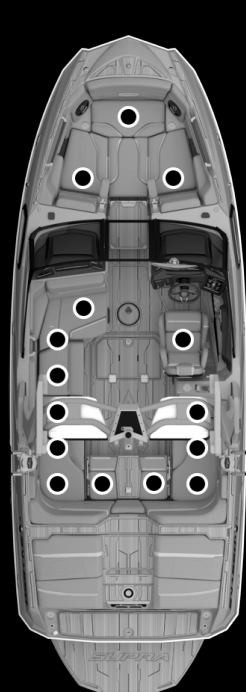
Do not exceed the capacity warning label affixed to the boat in the helm area. The capacity limit is shown in the number of people and weight limit in pounds. The combined weight of people and gear must be considered when loading the boat.

Factory ballast and fuel have been considered in the capacity limit and do not need to be added to the people and gear weight. Ballast weight above factory installed equipment must be calculated into the total weight of people and gear.

Although water intrusion and waves spilling inside a boat is an obvious boating hazard, this hazard can increase when weighting your boat for water sports such as wakeboarding or wakesurfing.

SEATING CAPACITY

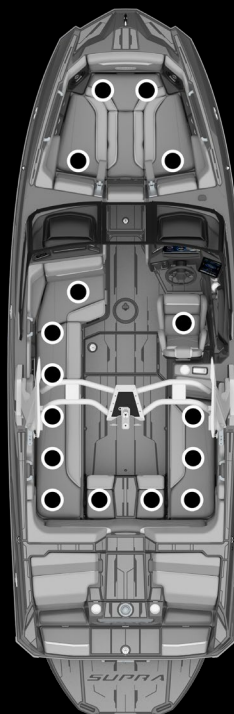
Each 2026 Model is marked below to illustrate designated seating positions



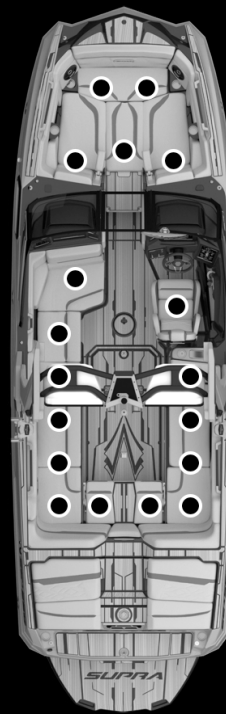
SV / 15 PASSENGERS



SA / 15 PASSENGERS



SL / 16 PASSENGERS



SE / 18 PASSENGERS

PROPER LOADING

Your boat is equipped with a maximum load capacity plate indicating the maximum acceptable load as determined by the manufacturer following certain Federal guidelines. In addition to following these weight guidelines, it is critical that you properly distribute this weight throughout the boat. If too much weight is placed in one area it can have serious impact on the boat's handling and control, which has the potential to lead to injury or death.

The load capacity plate is used by boat manufacturers participating in the National Marine Manufacturers Association certification program. Your manufacturer has submitted your model for inspection and compliance with their guidelines. The maximum number of persons allowed on the boat has been determined by the manufacturer and displayed on the capacity plate. This information on the capacity plate applies under normal conditions and special care must be used in any abnormal conditions. Check the capacity plate on your boat and abide by these limits.

The capacity plate has the following information permanently printed on it:

- The total weight of persons, gear and other items which the boat is capable of carrying under normal conditions. This weight must include any added ballast above and beyond boat manufacturer's factory installed ballast system(s).



WARNING

DO NOT overload your boat.

Overloading or uneven loading can cause loss of control, capsizing, or swamping, which may lead to death or serious injury.

Adhere to the load capacity plate restrictions, and always account for persons, gear, and all non-factory installed ballast or other equipment.



WARNING

Any non-factory installed ballast must be properly secured to prevent injury



WARNING

Do not fill the bilge area with water. Excessive water in the bilge can cause changes in the boat trim and reduce boat stability which may lead to submergence or capsizing.

WEIGHTING YOUR BOAT DURING WATERSPORT ACTIVITIES

Although water intrusion and waves spilling inside a boat is an obvious boating hazard, this hazard can be increased when weighting your boat for water sports such as wakeboarding or wakesurfing. As wakeboarding has evolved, ballast systems have been developed to add weight and increase the size of the wake. The simplest ballast system on the market is the water ballast type, such as the “FAT SAC.” The quest for the largest wake has caused some boat operators to excessively overload their boats. It is not uncommon to see operators use aftermarket ballast systems and then put additional people and gear in their boat. Be advised that this practice can lead to overloading your boat which may lead to any of the following: changes in handling and performance; capsizing, flooding, and sinking; boat occupants going overboard. Do not overload your boat.

Always be aware of the load in your boat and do not load the boat in excess of the listed capacity. Each boat has a maximum capacity label displaying the maximum weight of people, gear and ballast that can be placed in the boat. Always have your passengers in designated occupant positions when underway.

When loading your boat, give attention to the effect that the load distribution has on the boat’s trim angle. Trim angle is the technical term for the up or down pitch angle of your boat (also known as the “bow up” or “bow down” angle). The fore and aft load distribution of weight, passenger, and gear can affect the running trim angle of the boat.

- Excessive weight placed in the stern of the boat can cause the inability to get on plane, high bow up angles, and can lead to steering difficulties. High bow up angles can be dangerous due to the reduction in the operator’s forward visibility which can lead to collisions and groundings. High bow up angles cause longer transition times from displacement mode (slow velocity, 0 to 5 mph) to planing speeds (18 to 20 mph and above). During transition, it is important that the boat operator pays attention so that they are able to see forward and that the time in transition (or in the “hump” speed region) is minimized.
- Excessive weight placed in the bow of the boat can lead to very flat planing trim angles which may lead the boat to turn aggressively, unpredictably, and without steer input. The phenomenon of yaw instability is caused by heavy bow weights and running very flat (bow down or flat trim angles). This can occur with excessive weight in the bow compared to weight in the stern of the boat. Another ill effect of too much bow weight in comparison to stern weight is that with extremely heavy bow loads, the boat’s bow may dive or submerge when coming off plane (decelerating rapidly, or encountering waves/wakes at slow speed). If the bow submerges, then water will enter and flood your boat.

WEIGHTING YOUR BOAT DURING WATERSPORT ACTIVITIES (CONTINUED)

- o When encountering conditions which may lead to bow diving or bow submergence, it is recommended to accelerate the boat before the wave/wake in order to help raise the bow and get over the wave/wake.
- o If the bow submerges, the recommended action is to reduce throttle to stop forward speed, get passengers to move aft, and turn on the bilge pump.

It is the boat operator's responsibility to tell passengers to move to other seats on the boat, so as to not overload the stern or bow of the boat, nor restrict the boat operator's forward visibility. There is no single recommended seating or load distribution for all conditions. Experience with your boat will allow you to determine where to properly allow passengers and gear to be placed.



WARNING

in injury or death.

Bow Capacity Limit – X persons or XXX lbs. person, gear and ballast. This is posted separately on your boat but still included in overall capacity.

Use good judgment when weighting your boat for any towed water sports.

Excess and improper loading of bow area forward of windshield may cause water influx, operating instability, and loss of control resulting

VISIBILITY FROM THE HELM

The operator of the boat is responsible, by law, to “maintain a proper lookout by sight and hearing.” The operator must ensure that he/she has appropriate visibility for safe operation. No passengers or equipment should block the operator's view, including the view of other boats, skier(s), rider(s), swimmer(s), or anyone or anything else in the water. Even momentary interference can result in the driver's inability to respond to a situation that requires avoidance of another vessel or submerged or partially-submerged object(s).

VISIBILITY FROM THE HELM (CONTINUED)

Look carefully before turning, especially when you are turning around to pick up a fallen skier/rider. Other boats in your vicinity may not necessarily be following the “Rules of the Road.” Be alert and keep a visual check for other boats in and around your intended path. Do not turn or maneuver your boat without first checking that it is clear to do so. Failure to look before turning can result in an encounter with another boat where neither boat has enough time to avoid a collision. This situation can develop very quickly if you fail to look first and turn in front of another oncoming boat.



WARNING

Obstructed visibility can cause death or serious injury. The operator must maintain clear visibility at all times while operating the boat.

Arrange passengers and equipment appropriately or designate a passenger to assist when visibility is limited.

BOATING UNDER THE INFLUENCE

Boating under the influence of alcohol or drugs can be deadly. Alcohol and/or drug use is the leading contributing factor to all recreational boating fatalities. Alcohol and drugs can increase your reaction time and impair your judgment. Combined with the sun, wind, waves, and noise of other watercraft, the effects of drugs and alcohol can be increased and can significantly increase your reaction time. As the owner/operator, you are responsible for the alcohol/drug use and onboard behavior of your passengers. Additionally, civil lawsuits in cases of property damage or injury/death to others can result in significantly higher verdicts when alcohol or drugs are allowed.



WARNING

Operating a boat or boating under the influence of alcohol and/or drugs can cause serious injury or death.

Alcohol and drugs slow your reaction time and impair your judgment.

Do not operate a boat or allow passengers to boat while under the influence of alcohol and/or drugs.



WARNING

Impaired operation may result in severe injury or death.

Federal and state laws prohibit operating a boat under the influence of alcohol and other drugs.

If the operator's blood alcohol content is above the legal limit, violators are subject to fines and may go to jail. Violators may also lose automobile driving privileges.

PRODUCT MISUSE

Misuse of the product or use of it in a manner for which it was never intended can create dangerous situations. The boat operator and passengers are responsible for using the product safely and as intended. The driver must operate the boat in a manner that ensures the safety of all passengers. If you or your passengers are unsure about the proper use of the product, unsure about performing certain boating maneuvers or are unsure about a particular water activity, refer to this manual or contact a knowledgeable source, such as your local dealer, the US Coast Guard, or your local boating authority.

REPORTING ACCIDENTS

Boat operators may be required by law to file a Boating Accident report with their state boating law enforcement agency or local authority, the USCG, or their country's boating law enforcement agency when their boat is involved in certain boating accidents. A boating accident must be reported if there is a loss or probable loss of life or a personal injury requiring medical attention beyond first aid. In these situations, a formal report must generally be filed within 48 hours of the accident. Also a boating accident must be reported for accidents when damage exceeding \$2000 is incurred, or there is a complete loss of the boat. If any of these events occur, seek further assistance from local law enforcement personnel. Please note that the submittal of a report is the responsibility of the boat owner. This requirement is different than laws associated with the reporting of automobile accidents.

RENDERING ASSISTANCE

If you see a distress signal or suspect a boat is in trouble, you must assume it is a real emergency and render assistance immediately. By law, the operator in charge of the craft is obligated to provide assistance to any individual in danger, presuming assistance can be safely provided. Failure to render assistance can result in a fine and/or imprisonment.

The 1971 Boating Safety Act grants protection to a "Good Samaritan" boater providing good faith assistance, and absolves a boater from any civil liability arising from such assistance.

HAZARDOUS CONDITIONS

Misuse of the product or use of it in a manner for which it was never intended can create dangerous situations. The boat operator and passengers are responsible for using the product safely and as intended. The driver must operate the boat in a manner that ensures the safety of all passengers. If you or your passengers are unsure about the proper use of the product, unsure about performing certain boating maneuvers or are unsure about a particular water activity, refer to this manual or contact a knowledgeable source, such as your local dealer, the US Coast Guard, or your local boating authority.

Shallow Water Operation

Shallow water brings on obvious hazards such as sand bars, stumps, rocks, etc. Know the area in which you will be operating the boat. Grounding the vessel or striking submerged objects can result in serious injury or death and can cause severe damage to your watercraft. At high speed, this can cause rapid deceleration or stop your boat abruptly, which may cause occupants to impact the interior of the boat or be ejected. Stick to deeper water whenever possible, and if you must travel in shallow water, proceed at low speed and post a lookout. **Know the minimal depth your boat can safely travel.**

Warning Markers

Learn to recognize the different buoys and day markers; they are used as the signposts of the waterways identifying navigable routes and water hazards. It is a good idea to ask local authorities about hazard areas and if they are marked. Stay within boundaries and clear of hazards.

Weeds

Weeds can generally be a threat to a boat's engine and other components on the boat. If weeds wrap around the propeller, they can create vibration in the engine. They also can restrict water intakes or clog the water filter causing the engine to overheat. Learn to recognize the typical normal operating temperature range for your engine. If temperature rises high above normal, then check for blockage of the engine cooling water system.

NOTICE: Weeds can sometimes be removed by shifting to NEUTRAL, pausing for a moment, then shifting to REVERSE to unwind the weeds from the propeller.

HAZARDOUS CONDITIONS (CONTINUED)

Dam Spillways

The area around dam spillways is very hazardous and conditions can change rapidly. Keep clear of the spillways and areas below dams. Currents created by spillways can draw in objects, including your boat.

Restricted Areas

Before boating, check with Local, State, and Federal authorities to identify restricted areas. Because of the threat of terrorism, the U.S. Coast Guard has and will continue to implement strict limits on watercraft near U.S. Navy and Coast Guard ships and other potential targets.

Weather/Seas

Learn and understand weather patterns and signs of change. Bad weather can cause an uncomfortable and unsafe situation. If a storm approaches, seek a safe harbor. Check forecasts before getting underway and continue to monitor conditions while on the water.

ENVIRONMENTAL CONCERNS

As a boater, you already appreciate nature's beauty and the peace of the great outdoors. It is a boater's responsibility to protect the natural environment by keeping waterways clean.

Foreign Species

If you trailer your boat from lake to lake, you have the potential of unknowingly introducing a foreign aquatic species from one lake to the next. It is important to thoroughly clean the bottom of the boat below the water line, remove all weeds and algae, and drain the bilge, ballast, and livewells before launching the boat in a new body of water. Check local, state, country agencies as to laws and regulations.

ENVIRONMENTAL CONCERNS (CONTINUED)

Fuel/Oil Spillage

The spilling of fuel or oil into our waterways contaminates the environment and is dangerous to wildlife. DO NOT EVER discharge or dispose of fuel, oil or other chemicals into the water; it is prohibited and can result in fines. These are three common, accidental types of discharge:

- During initial fueling of a nearly empty tank
- Overfilling the fuel tanks
- Pumping contaminated bilge water



WARNING

Fumes from rags can collect in bilge and pose an extremely hazardous fire and explosion risk, which can result in injury or death.

Never store rags used to wipe up fuel or solvent spills in the boat.
Dispense of rags properly ashore.

Discharge/Disposal of Waste

Waste means all forms of garbage, plastics, recyclables, food, wood, detergents, sewerage and even fish parts in certain waters – in short, nearly everything. Bring back everything you take out with you for proper disposal ashore.

Excessive Noise

Noise means engine noise, radio noise, loud conversation, or even yelling. Many bodies of water have adopted noise limits. Noise can carry a considerable distance on water, especially at night. Be sure to follow regulations and be courteous.

Speed/ Wake/Wash

Be alert for NO WAKE zones. You are responsible for any damage or injury caused by your wake/wash. Prior to entering a NO WAKE zone, reduce throttle, come off plane to the slowest steerable speed. Use caution when operating around smaller crafts, in channels and marinas, and in congested areas. Some states and boating areas have imposed speed limits for the operation of boats, including, but not limited to, no-wake zones. Check local, state, and federal agencies as to laws and regulations. The U.S. Coast Guard and local boating authorities are excellent sources for this information, which can include penalties for failure to observe the requirements.

ENVIRONMENTAL CONCERNS (CONTINUED)

Exhaust Emissions

Increased exhaust (hydrocarbon) emissions pollute our water and air. Keep your engine tuned and boat hull clean for peak performance. Consult your dealer for information.

Paints

If your boat is kept in water where marine growth is a problem, the use of anti-fouling paint may reduce the growth rate. Be aware of environmental regulations that may govern your paint choice. Contact your local boating authorities for information.

Cleaning Agents

Household cleaners should be used sparingly and not discharged into waterways. Never mix cleaners and be sure to use plenty of ventilation in enclosed areas while cleaning your boat. DO NOT use products which contain phosphates, chlorine, solvents, non-biodegradable or petroleum based products. Refer to CARE AND MAINTENANCE in this manual for more information

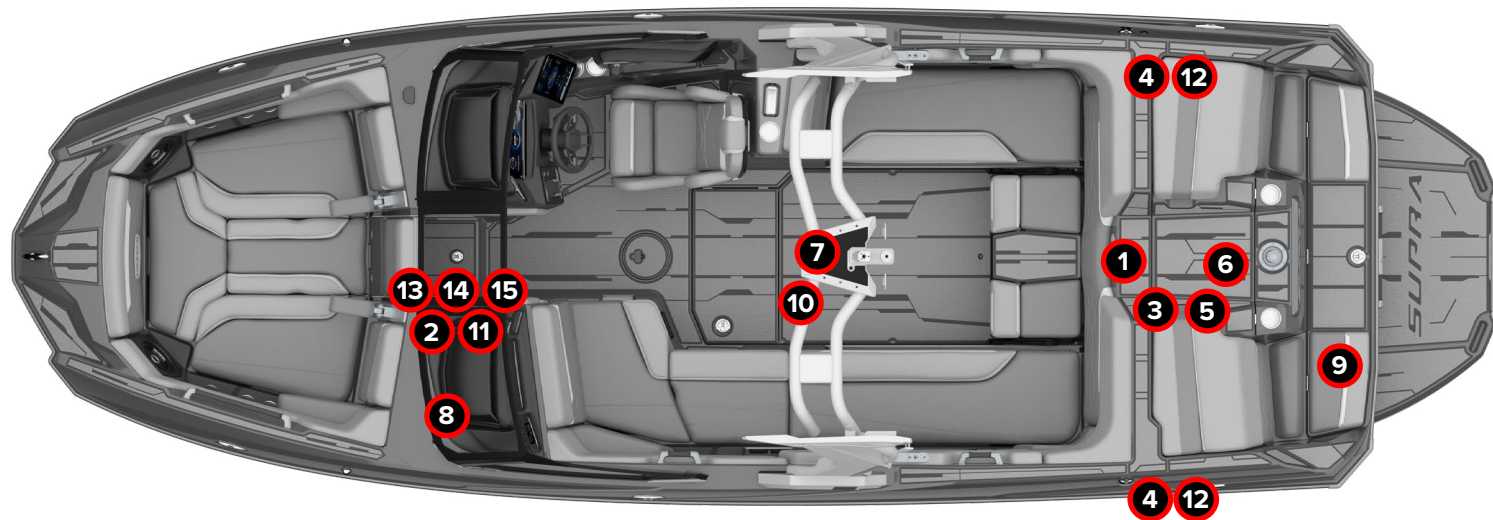
MARPOL Treaty

The USCG enforces the International Convention for the Prevention of Pollution from ships, commonly referred to as the MARPOL Treaty (Marine Pollution). This treaty prohibits the overboard dumping of all ship-generated plastics, chemicals, garbage and oil.

WARNING LABELS & LOCATIONS

Warning labels are placed at specific locations on your Supra boat at the time of manufacture to alert you to potential hazards that may not be obvious. These labels also indicate how to avoid these hazards. Warning labels should never be removed and must remain legible. If you suspect a label is missing, or if a label becomes damaged or becomes unreadable (damaged, faded, or sun bleached), contact your dealer for replacement.

WARNING LABELS & LOCATIONS (CONTINUED)



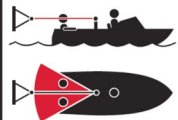
Warning labels are placed at specific locations on your Supra boat at the time of manufacture to alert you to potential hazards that may not be obvious. These labels also indicate how to avoid these hazards. Warning labels should never be removed and must remain legible. If you suspect a label is missing, or if a label becomes damaged or becomes unreadable (damaged, faded, or sun bleached), contact your dealer for replacement.

It is the responsibility of the boat owner and occupants of the boat to understand and comply with all warning labels and safety recommendations/requirements. The driver of the boat and the boat owner are responsible for the proper operation of the boat and the safety of the occupants of the boat. Failure to adhere to and comply with the on-product warning labels and safety statements labeled as dangers, warnings, and cautions that appear in this manual can lead to serious injury, or death, as well as property damage. **READ AND ADHERE TO ALL WARNING PLATES AND LABELS** from bow to stern, including those that are installed inside the engine compartment, lockers, and underneath seating.

1

⚠ WARNING

Failure to follow these warnings could cause **SERIOUS INJURY** or **DEATH**



- Only use this tow pylon for waterskiing, boarding, or recreational towables.
- Do not use this tow pylon for parasailing, kite flying, pyramids, group pulls, barefoot/teaching booms, pylon extensions or towing other boats.
- Do not sit in the path of the tow line when it is in use.

2

⚠ WARNING

Failure to follow these warnings could cause **SERIOUS INJURY** or **DEATH**

• GASOLINE VAPORS CAN EXPLODE. BEFORE STARTING ENGINE:

- OPERATE BLOWER for 4 minutes
- CHECK THE ENGINE COMPARTMENT for gasoline vapors by sight and smell.



• OPERATE BLOWER to clear gasoline vapors from engine compartment when engine is at idle, while below cruising speed and after stopping engines.

• CARBON MONOXIDE (CO) CAN CAUSE BRAIN DAMAGE OR DEATH.

- Engine and generator exhaust contains odorless and colorless carbon monoxide gas.
- Signs of carbon monoxide poisoning include nausea, headache, dizziness, drowsiness, and lack of consciousness.
- MOVE TO FRESH AIR if anyone shows signs of carbon monoxide poisoning.
- SEE OWNER'S MANUAL for additional information regarding carbon monoxide poisoning.



• CHECK WEATHER FORECAST BEFORE DEPARTING DOCK and heed all weather advisories.

- WEAR SAFETY LANYARD at all times while operating boat to prevent unmanned boat operation.



• NEVER OPERATE WHILE UNDER THE INFLUENCE of drugs or alcohol.

- DO NOT OVERLOAD THE BOAT. ENSURE THAT WEIGHT IS PROPERLY AND EVENLY DISTRIBUTED fore and aft and on both sides of the boat to avoid poor handling, sudden loss of control, swamping and/or capsizing.

• PASSENGERS SHOULD WEAR U.S. COAST GUARD APPROVED LIFE JACKETS.



• MAKE SURE THAT ALL PASSENGERS ARE PROPERLY SEATED WHILE UNDERWAY.

- To avoid passengers falling overboard or being ejected from the boat, do not allow passengers to sit on seat backs, gunwales or outermost deck edges while boat is moving.

- REDUCE SPEED BEFORE ATTEMPTING SUDDEN OR SHARP TURNS, AND MAINTAIN SAFE SPEEDS for water conditions and environment at all times. Maneuverability at high speeds is limited, and sudden turns may cause loss of boat control.



- KEEP PROPER LOOKOUT AND SAFE DISTANCE for the conditions at all times to avoid collisions.

- OBEY APPLICABLE NAVIGATION RULES AND BOATING LAWS.

- USE CAUTION AND PROPER LIGHTING during nighttime boating and boating in adverse weather.

- READ THE OWNER'S MANUAL AND COMPLETE THE BOATER'S PRE-OPERATION CHECKLIST prior to boat operation.

- THE DRIVER IS RESPONSIBLE for operating boat in manner that ensures safety of passengers.

3

SERVICE OF THE ENGINE INSTALLED IN THIS BOAT REQUIRES SPECIAL TOOLS, TRAINING AND GENUINE REPLACEMENT PARTS WHICH ARE ONLY AVAILABLE FROM SKIER'S CHOICE, INC. THE FUEL SYSTEM SHOULD BE SERVICED ONLY BY A SKIER'S CHOICE TRAINED CERTIFIED TECHNICIAN. DO NOT ATTEMPT TO SERVICE THE SYSTEM YOURSELF.

4

⚠ WARNING



- AVOID SERIOUS INJURY OR DEATH.
- FIRE, EXPLOSION AND SPLASHING FUEL HAZARD.
- IF TANK IS OVERFILLED, FUEL WILL DISCHARGE OUT THIS PORT.

5

⚠ WARNING



- AVOID SERIOUS INJURY OR DEATH.
- LEAKING FUEL IS A FIRE AND EXPLOSION HAZARD.
- INSPECT SYSTEM REGULARLY. EXAMINE FUEL SYSTEM FOR LEAKS AND CORROSION AT LEAST ANNUALLY.

6

⚠ WARNING

- AVOID SERIOUS INJURY OR DEATH.
- TOW EYE SHOULD BE USED ONLY FOR TOWABLE WATER SPORTS DEVICES WITH 1 OR 2 INDIVIDUALS. TOW EYE WEIGHT LIMIT IS 800 LBS.
- DO NOT USE TOW EYE FOR OTHER TOWABLE OBJECTS OR TOWING BOATS.
- DO NOT USE TOW EYE TO LIFT BOAT.

7

⚠ WARNING

- Failure to follow these warnings while using the tower could cause serious injury or death.
- Lock the tower in place and secure all hardware before and during use.
- Do not tow more than 1 persons or 500 pounds at one time from this tower.
- Only use this tower for waterskiing, boarding, or recreational towables.
- Do not use this tower for parasailing, kite flying, pyramids, group pulls, towing other boats, or tubes.
- Do not climb on, sit on, stand on, jump off of or dive off of the tower.

8

BOATMAN'S CHECK LIST

For your safety and enjoyment, check all of these items before you start the engine.

- ✓ WEATHER CONDITIONS - Safe to go out?
- ✓ CAPACITY PLATE - Are you properly loaded?
- ✓ PERSONAL FLOTATION DEVICES - Adequate types and number on board?
- ✓ EMERGENCY GEAR - Fire extinguisher, anchor with line, tool kit, signaling device, bailer, paddle, etc., on board?
- ✓ BATTERY - Fully charged? Cable terminals clean and tight?
- ✓ STEERING SYSTEM - Working smoothly and properly?
- ✓ FUEL SYSTEM - Adequate fuel? Any leaks or fumes?
- ✓ ENGINE - In neutral?
- ✓ ELECTRICAL EQUIPMENT - Lights, horn, pump working properly?
- ✓ BILGE PUMP - Working properly and free of debris?
- ✓ DRAIN PLUG - Securely in place?

9

⚠ DANGER



DO NOT OCCUPY THE STERN AREA OF THE BOAT WHILE THE ENGINE IS RUNNING. This includes the swim platform, transom seats and aft sundeck area.

CONTACT WITH A SPINNING PROPELLER WILL CAUSE SERIOUS INJURY OR DEATH.

CARBON MONOXIDE (CO) CAN CAUSE BRAIN DAMAGE OR DEATH.

- Engine exhaust contains odorless and colorless carbon monoxide gas.
- Carbon monoxide will be around the back of the boat when engines or generators are running.
- **MOVE TO FRESH AIR** if you feel nausea, headache, dizziness, or drowsiness.



10

⚠ WARNING

DO NOT TRAILER BOAT WITH ANY WAKEBOARDS, WATERSKIS, OR ANY OTHER RECREATIONAL TOWABLES IN THE BOARD RACKS. FAILURE TO FOLLOW THESE GUIDELINES CAN RESULT IN LOSS, DAMAGE, INJURY OR DEATH.

11

⚠ DANGER

- CONTACT WITH A SPINNING PROPELLER WILL CAUSE SERIOUS INJURY OR DEATH.
- SHUT OFF ENGINES while people are in the water near the boat, on the swim platform, or on the boarding ladder.
- NEVER OPERATE IN REVERSE TOWARD A PERSON in the water.



12

⚠ WARNING

The use of E-15 fuel in this vessel is prohibited by law. See Owners Manual for complete explanation.

13

* MODEL SPECIFIC

MAXIMUM CAPACITIES

15 PERSONS OR 2300 LBS.
2300 LBS. PERSONS, GEAR

THIS BOAT COMPLIES WITH U.S. COAST GUARD SAFETY STANDARDS IN EFFECT ON THE DATE OF CERTIFICATION
MANUFACTURER: SKIER'S CHOICE, INC
SUPRA SV
MARYVILLE, TN

* MODEL SPECIFIC

15

⚠ WARNING

Failure to follow these warnings could cause serious injury or death



Remain properly seated and hold on to available handrails while boat is moving to avoid falling overboard or being ejected from the boat. Do not sit on gunwales or deck edges.

Do not overload the boat. Occupants and gear must be evenly distributed on both sides of the boat to avoid poor handling, sudden loss of control, swamping and/or capsizing.

Refer to your specific model's Designated Occupant Positions depicted in the Owner's Manual.

Keep limbs and body clear of all tow lines at all times to avoid entanglement and other types of injuries.

USCG approved life jackets should be on board for all passengers and all towed participants.



14

* MODEL SPECIFIC

⚠ WARNING

Failure to follow these warnings could cause serious injury or death.

REMAIN PROPERLY SEATED AND HOLD ON TO AVAILABLE HANDRAILS while boat is moving to avoid falling overboard or being ejected from the boat. Do not sit on gunwales or deck edges.
USCG APPROVED LIFE JACKETS should be on board for all passengers and on all towed participants.



DO NOT EXCEED THE BOW CAPACITY of 3 persons or 900 pounds. Overloading the bow of the boat can result in loss of control, swamping and/or capsizing.
DO NOT OBSTRUCT OPERATOR VISIBILITY. Operators must have a clear view in front of them to avoid collisions.

BOATING RULES



BASIC BOATING RULES

The U.S. Coast Guard (USCG) is the governing authority of the United States waterways and serves to help the boating public. State boating regulations are enforced by local authorities. Owners and users outside of the United States must be cognizant of that country's laws and regulations. You are subject to marine traffic laws and "Rules of the Road" for both federal and state waterways; you must stop if signaled to do so by enforcement officers, and permit them to board if asked.

Review and understand all local, state, federal, and country boating laws.

BOATING REGULATIONS

There are many USCG pamphlets available to you. These pamphlets go beyond the contents of this manual and explain “Rules of the Road,” signal lights, buoys, safety, international and inland regulations. An example is the Ultimate Watersports Handbook you should have received with your new boat, or which can be ordered by contacting WSIA, go to: www.WSIA.net. For more information, contact your local USCG Unit or visit <http://www.uscgboating.org>.

You should be aware of these rules and follow them whenever you encounter another vessel on the water. The rules presented in this manual outline only the most basic of the nautical “Rules of the Road” and have been provided as a convenience only. Consult your local U.S. Coast Guard Auxiliary (USCGA), Department of Motor Vehicles (DMV) or local maritime authority for a complete set of rules governing the waters in which you will be using your boat. If you plan to travel—even for a short trip—you would be well served to contact the regional USCGA or DMV in the area where you will be boating.

The nautical Rules of the Road must be followed to prevent collisions between vessels. Like traffic laws for automobiles, the operator is legally required to follow the rules.



WARNING

Collisions between boats can cause death or serious injury.

Keeping a proper lookout, safe speed, and follow the nautical “Rules of the Road.”

ENCOUNTERING ANOTHER VESSEL

Any time two vessels on the water meet one another, one vessel has the right-of-way. It is called the “stand-on” or “privileged vessel”. The vessel which does NOT have the right-of-way is called the “give-way” or “burdened vessel”. These rules determine which vessel has the right-of-way, and accordingly, what each vessel should do.

PRIVILEGED VESSEL

The privileged vessel has the right-of-way and has the duty to continue its course and speed, except to avoid an immediate collision. When you maintain your direction and speed, the other vessel will be able to determine how best to avoid you.

NOTICE: In general, boats with less maneuverability have right of way over more agile crafts. You must stay clear of the vessel with right of way and pass to his stern.

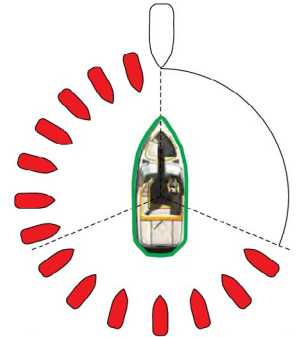
Sailboats and boats paddled or rowed have the right of way over motor boats. Sailboats under power are considered motorboats. Small pleasure craft must yield to large commercial boats in narrow channels.

BURDENED VESSEL

The burdened vessel does not have the right-of-way and has the duty to take positive and timely action to stay out of the way of the privileged vessel. Normally, the burdened vessel should not cross in front of the privileged vessel. The burdened vessel should slow down or change directions and pass behind the other vessel. The burdened vessel operator should always move in such a way that the privileged vessel operator can see what you are doing in ample time to avoid a collision.

CROSSING

In crossing situations, the boat to the right from the 12 o'clock to the 4 o'clock position has the right-of-way, and it must hold course and speed. The burdened boat passes behind the privileged boat. Boats going up and down a river have the privilege over boats crossing the river. The illustration below depicts a situation in which you are the boat in the center and you are the privileged vessel. You must hold course and speed. All vessels approaching your vessel from the directions depicted by the red vessels must yield to your boat.



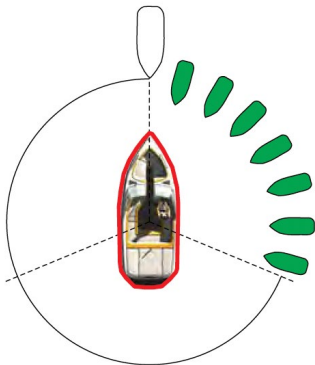
You are the privileged vessel.
You must stand on.

CROSSING (CONTINUED)

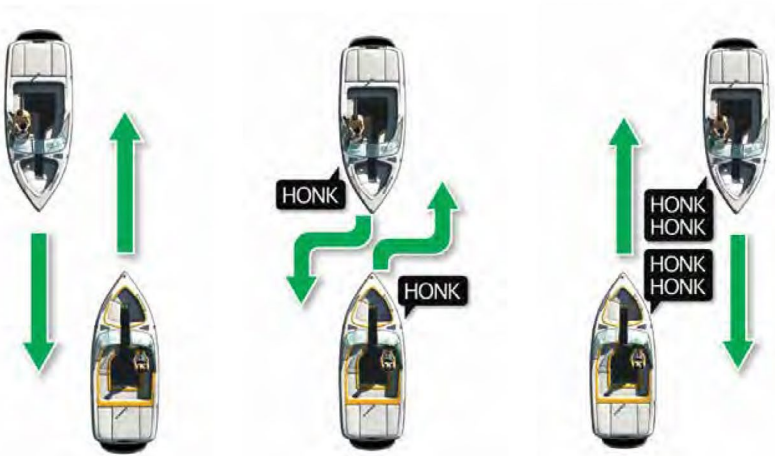
Conversely, the following illustration depicts a situation in which you are the boat in the center and you are the burdened vessel. You must give right-of-way to all vessels coming towards you from the directions shown in green.

MEETING HEAD-ON

When meeting head-on, neither vessel has the right of way. Both boats should decrease speed, turn towards their right (starboard side) and pass on their left sides (port-to-port). However, if both boats are clearly on each other's right (starboard) side then, each vessel should sound two short blasts and pass on their right sides (starboard-to-starboard).



You are the burdened vessel.
You must give way.



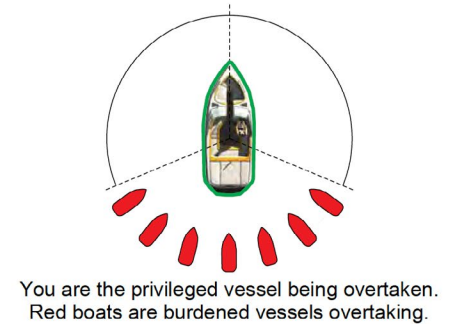
OVERTAKING

The boat that is overtaking one ahead of it is the burdened boat and must make any adjustments necessary to keep out of the way of the privileged boat, until the burdened boat is well ahead and clear of the vessel being overtaken.

GENERAL PRUDENTIAL RULE

The General Prudential Rule regarding right of way, is that if a collision appears unavoidable, neither boat has right of way. As prescribed in the “Rules of the Road”, both boats must act to avoid collision.

Rule 2 in the International Rules says, “In construing and complying with these Rules due regard shall be had to all dangers of navigation and collision and to any special circumstances, including the limitations of the vessels involved, which may make a departure from these Rules necessary to avoid immediate danger.”



OTHER RULES OF THE ROAD

When navigating in narrow channels, you should keep to the right when it is safe and practical to do so. If the operator of a power-driven vessel is preparing to go around a bend that may obstruct the view of other water vessels, the operator should sound a prolonged blast on the whistle or horn—four to six seconds.

If another vessel is around the bend, it too should sound the whistle or horn. Even if no reply is heard, however, the vessel should still proceed around the bend with caution. If you navigate these type of waters, you should carry a portable air horn, which are available from local marine supply stores.

AIDS TO NAVIGATION

Learn to recognize the different buoys and day markers; they are the signposts of the waterways. The United States Aids to Navigation System (USATONS) is the primary marking system used on inland water, coastal waters and rivers in the United States. This system is maintained by the U.S. Coast Guard (USCG).

There are two primary marking systems in use in the U.S.: the Uniform State Waterway Marking System (USWMS), used on inland waters and maintained by each state, and the Federal Waterway Marking System (FWMS), used on coastal waters and rivers and maintained by the USCG. In addition, the FWMS has two modified systems: the Western River Buoyage, and the Intercoastal Waterway Buoyage. Be sure to check with local authorities on the buoyage system in use in your boating region.

The type of hazard/warning buoys and markers depends on the area of jurisdiction. Check with local boating authorities.

USWMS SYSTEM

In the USWMS Lateral System, well-defined channels are marked with red and black buoys, and the boat should pass between them.

The USWMS Cardinal System is used when there is no well-defined channel or where an obstruction may be approached from more than one direction. With the cardinal system:

- Pass north or east of BLACK-TOPPED WHITE buoy.
- Pass south or west of RED-TOPPED WHITE buoy.
- RED and WHITE VERTICALLY STRIPED buoy indicates boat should pass outside of the buoy (away from shore).

FWMS SYSTEM

The FWMS Lateral System is for use on navigable waters except Western Rivers and Intercoastal Waterways. The markings on these buoys are oriented from the perspective of being entered from seaward (the boater is going toward the port). This means that red buoys are passed on the starboard (right) side of the vessel when proceeding from open water into port, and green buoys to the port (left) side.

SUPRA BOATS

FWMS SYSTEM (CONTINUED)

The right side (starboard) of the channel is marked with RED, even numbered buoys. The left (port) side of the channel is marked with GREEN, odd numbered buoys.

The middle of the channel is marked with RED and WHITE vertically striped buoys; pass close to these buoys.

Obstructions, channel junctions, etc. are marked with RED and GREEN horizontally striped buoys.

A RED band at the top means the preferred channel is to the left of the buoy; a GREEN top band means the preferred channel is to the right of the buoy.

Day markers are colored and numbered the same as buoys. RED, triangular day markers with even numbers mark the starboard side of the channel. GREEN, square day markers with odd numbers mark the port side of the channel.

Lights, bells and horns are used on buoys for night or poor visibility conditions. Buoys with unique light flashing characteristics are identified on nautical charts with the specific flashing pattern.

TYPES OF BUOYS

There are several types and shapes of buoys. Buoys may be unlighted, lighted, with sound or may have both an audible and a visual signal. Lights, bells and horns are used on buoys for night or poor visibility conditions. Buoys with unique light flashing characteristics are identified on nautical charts with the specific flashing pattern. Different shapes of buoys are shown here.



Spherical Safe Water Marker



Unlighted Bell Buoy



Spar Buoy



Nun Buoy



Lighted Buoy



Can Buoy

MOORING BUOYS

The only buoys from which you are permitted to moor are mooring buoys. Mooring buoys are white with a blue horizontal stripe. Mooring to a navigation buoy, regulatory markers or lateral markers is illegal.



Mooring Buoy – White with Blue Band
May Show White Reflector or Light

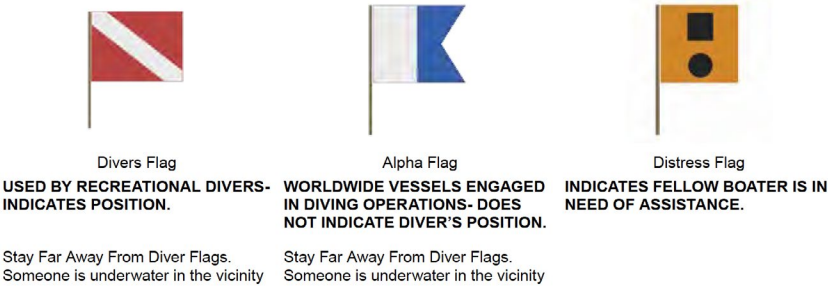
UNIFORM STATE REGULATORY MARKERS

Regulatory markers indicate dangerous or restricted controlled areas. These markers are used to indicate speed zones, areas set aside for particular use, general information and directions.

Regulatory markers are white with orange geometric shapes and also have orange bands near the top and at the water line of the buoy. You must obey regulatory markers.



Uniform State Waterway Marking System (USWMS)



WARNING MARKERS

It is a good idea to ask local authorities if there are hazardous areas and how they are marked. Boaters must also recognize the flag designs, which indicate that skin divers are present and keep well clear of the area. Divers underwater cannot be seen. Stay well away from boats or floats displaying Diver Flags.

Watch for swimmers. Swimming areas may not be marked. Steer clear from the area and remain alert.

NIGHT RUNNING

Boats operating between sunset and sunrise (hours vary by state) must use navigational lights. Nighttime operation, especially during bad weather or fog can be dangerous. All “Rules of the Road” apply at night, but it is best to slow down and stay clear of all boats, regardless of who has right of way. Protect your night vision by avoiding bright lights and have a passenger, if possible, help keep watch for other boats, water hazards and aids to navigation. It is best to proceed slowly at night, as there is always the possibility of unlit boats, floating objects, and fixed objects which will be very difficult to see in time to avoid if you are at planing speeds or above.

There are many light patterns on different types of boats and for boats performing various functions while underway or at anchor. For most applications on recreational boats the following navigation light patterns are applicable.

Anchored Boats: Motorboats at anchor must display anchor lights. An anchor light for a watercraft less than 50 meters (164 feet) in length is an all-around white light, visible for 2 miles.

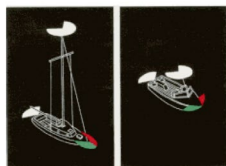


Figure 1

Motorboats less than 20 meters (65.62 feet) shall exhibit navigation lights as shown in Figure 1.

(Note: Two masthead lights are optional for boats under 50 meters.

Boats over 50 meters (164 feet) will display two masthead lights.)

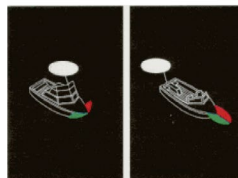


Figure 2



Skin Diver Warning Flag



Swim Area Warning Buoy

Motorboats of less than 12 meters (39 feet 4 inches) in length, may show the lights in either Figure 1 or Figure 2.

Boats of less than 7 meters (23 feet) whose maximum speed cannot exceed 7 knots may exhibit an all-around white light, and if practicable sidelights instead of the lights prescribed above, in international waters only.

A woman with blonde hair, wearing a blue life vest and dark shorts, is surfing on a wave. She is crouching on her surfboard, smiling, and pointing her right hand towards the camera. The wave is breaking, creating white foam. In the background, there is a lush green hillside and a cloudy sky.

EMERGENCY PROCEDURES

EMERGENCY PROCEDURES

In an emergency situation, you may have to resort to measures which are not commonly practiced. Always assess the dangers of being in harm's way versus the protection of equipment. Keep a sound mind during an emergency and always use common sense.

EXPLOSION & FIRE

In an emergency situation, you may have to resort to measures which are not commonly practiced. Always assess the dangers of being in harm's way versus the protection of equipment. Keep a sound mind during an emergency and always use common sense.

Explosion

- If explosion is imminent, put on PFDs, grab distress signals and survival gear, and immediately abandon ship.

Fire

- Immediately turn off engines, generators, stoves and blowers.
- Extinguish smoking materials.
- A fixed fire suppression system, if equipped, has heat sensors that automatically flood the machinery space with a fire extinguishant. Allow extinguishant to "soak" the compartment for at least 15 minutes to cool the hot metals or fuel before cautiously inspecting the fire area.

Have portable fire extinguishers ready. Do not breathe fumes or vapors caused by the fire or extinguishant.

- If no fixed fire suppression system is installed and a fire is in the engine compartment, discharge portable fire extinguishers through the engine compartment access plate, if equipped. DO NOT open the engine hatch as this feeds oxygen to the fire.
- If you have access to the fire, direct the contents of the fire extinguishers at the base of flames, not at the top.
- Throw burning materials overboard if possible.
- Move anyone not needed for firefighting operations away from the flames.
- Signal for help.
- Put on PFDs (Personal Flotation Devices), grab distress signals and survival gear, and prepare to abandon ship.



WARNING

Burn hazard from gasoline floating on water which, if ignited, can cause death or serious injury.

Gasoline will float on top of water and can burn. If the boat is abandoned, swim upwind, far enough to avoid fuel that can spread over the surface of the water.

SWAMPING & FLOODING

In the event that the vessel begins to take on water, turn on the bilge pump to evacuate water and slow its accumulation, and try to determine the source of the water. A collision with an underwater object can cause the hull to develop a leak. A loose fitting hose clamp on a piece of equipment can cause a leak. Try to repair the leak if possible. If a leak is threatening the safety of you and your passengers, call or signal for assistance.

- Turn on bilge pump(s).
- Access PFDs, pass them out to everyone, and put them on.
- Identify source of leak and try to stop the leak and flooding.
- **STAY WITH THE BOAT!** A boat will usually float even if there is major hull damage. Rescuers can spot a boat much easier than a head bobbing in the water.
- Signal or call for help.
- If others were on board, try to locate them, make sure that they are conscious and that they can swim.
- Immersion in water speeds the loss of body heat and can lead to hypothermia (the abnormal lowering of internal body temperature).

CAPSIZING

- If others were on board, try to locate them, make sure that they are conscious and they can swim.
- If possible, access lifejackets (PFDs), pass them out to everyone, and put them on.
- **STAY WITH THE BOAT!** A boat will usually float even if there is major hull damage. Rescuers can spot a boat much easier than a head bobbing in the water.
- Signal or call for help.
- Immersion in water speeds the loss of body heat and can lead to hypothermia (the abnormal lowering of internal body temperature).

STAYING AFLOAT

- Remain calm. Do not thrash about or try to remove clothing or footwear. This leads to exhaustion and increases the loss of air that may keep you afloat.
- Keep your lifejacket (PFD) on.
- Keep your knees bent.
- Float on your back and paddle slowly to safety.

COLLISIONS

- Immediately account for all passengers.
- Check for injuries.
- If any person is in the water make sure they have proper flotation devices.
- Assess the hull for damage.
- Activate the bilge pump(s) to reduce any flooding.
- Try to operate the boat to keep the damaged area above water.
- If necessary, call or signal for assistance.
- STAY WITH THE BOAT!

GROUNDING

In the event you run aground, assess the situation before proceeding. Your response to grounding will depend on how hard the boat hits bottom and whether the boat remains stranded, the extent of damage, and proximity to shore and help.

- If it is a simple touch, you may need only to inspect the hull.
- If you are aground, assess the situation before reacting. In some cases, throwing the boat into reverse can cause more damage.
- Check for leaks and immediately stop any water from entering the boat.
- Inspect the hull, steering system and propulsion system for damage.
- Maneuver the boat to safe water only if the hull and all operating systems are in satisfactory operating condition. Otherwise, call or signal for assistance.

PERSON OVERBOARD

- Immediately react to a person who has fallen overboard by sounding an alarm.
- Keep the victim constantly in your sight.
- If another passenger is on board, assign them to look at and keep pointing at the person in the water. They are to do nothing else but stay focused on the person in the water and to point at them.
- Throw the person a life preserver even if they are wearing a PFD. It will serve as a marker in the water and will provide additional flotation.
- Immediately slow or stop the boat and safely circle toward the victim as soon as possible.
- Keep the victim on the helm side of the vessel so as to keep the victim constantly in your sight.
- When almost alongside, shut off the engine.
- Assist the person into the boat.

DROWNING

- Swim to rescue a drowning victim only as a last resort, and always wear your own PFD during a rescue.
- Immediate resuscitation is critical! It may be possible to revive a drowning victim who has been under water for some time and shows no sign of life. Start CPR immediately and get the victim to a hospital as quickly as possible.
- Keep the victim warm.
- Use care in handling. Spinal injury may exist if the victim fell overboard.
- Call and signal for help.

MEDICAL EMERGENCY

In an emergency, you may be far from professional medical assistance. Be prepared and know how to use your first aid kit. Be aware of any special medical conditions of your passengers.

OPERATION FAILURE

If you experience a propulsion, electrical, steering or control failure, immediately shut off the engine. If it is safe to do so and you are qualified, then try to determine the cause of the failure and repair. Otherwise, call or signal for assistance. Anchor the boat if drifting will put you and others in danger.

TOWING

A recreational boat towing another should be a last resort due to the potential for damaging one or both boats. The Coast Guard or a private salvage company is better equipped for this activity. A recreational boat may assist by standing by, and possibly by keeping the disabled boat's bow at a proper angle until help arrives. Only when conditions are ideal—that is, waters are calm, disabled boat is small, appropriate hardware is available, and one or both skippers know the correct technique—should a recreational boat tow another.



WARNING

Towing or being towed stresses the boats, hardware and lines. Failure of any part can seriously injure people or damage the boat.

TOWING VESSEL

- Be sure your boat will not run aground too.
- Because you are maneuverable and the grounded boat is not, you should pass the towline to the grounded boat.
- Select an appropriately strong tow line. Use double-braided or braid-on-braid line. Never use three-strand twisted nylon; it has too much elasticity and can snap back dangerously.
- Select an appropriate attachment point. If available fasten the towline to the forward tow pylon of the towing boat. Otherwise fasten tow line to stern tow point. Fastening to the stern tow point will restrict maneuverability of the towing boat.
- If possible, use a bridle.
- Move slowly to prevent sudden strain on slack line.
- Proceed at slow speed.
- Avoid abrupt changes in throttle as that may cause the tow line to slacken and jerk tight. Sudden strain or jerking the line causes excessive tow line forces which may part the line. Keep slack out of the tow line, but if it occurs proceed slowly to again take up the strain on the line and avoid sudden jerks in the line.
- Be ready to cast loose or cut the line if the towing situation becomes hazardous.

VESSEL BEING TOWED

- Attach the towline to the bow eye.
- If it is necessary to be towed after being freed, keep someone at the wheel to steer.

BOTH VESSELS

- If you attach the towline to a fitting, be sure the fitting is fastened with a through bolt and is reinforced on the underside.
- Keep lines clear of propellers on both boats.
- Keep hands and feet clear of the other boat. Do not get caught, or pinched between the two boats as severe injury could occur.
- Never hold a towline after it is pulled taut.



SUPRA BOAT SPECIFICATIONS



SV

OVERALL LENGTH W/O PLATFORM.....	21'10" / 6.65M
OVERALL LENGTH W/PLATFORM.....	24'0" / 7.32M
OVERALL LENGTH W/PLATFORM & TRAILER.....	27'2" / 8.28M
WIDTH (BEAM).....	102" / 2.59M
OVERALL WIDTH W/TRAILER.....	102" / 2.59M
DRAFT.....	28" / 0.71M
WEIGHT - BOAT ONLY.....	6,100 LBS / 2,767K
WEIGHT - BOAT & TRAILER.....	7,700 LBS / 3,493K
HEIGHT-ON TRAILER W/TOWER UP.....	11'5" / 3.48M
HEIGHT-ON TRAILER W/TOWER DOWN.....	9'0" / 2.74M
HEIGHT-ON TRAILER W/TOWER DOWN & RACKS REMOVED	
.....	8'1" / 2.46M
CAPACITY - PASSENGERS.....	15
CAPACITY - PERSONS/GEAR.....	2,300 LBS / 1,043K
CAPACITY - FUEL.....	60 GAL / 227L
CAPACITY - BALLAST.....	3,800 LBS / 1724K
ENGINE.....	RAPTOR 400 - SV400..... 6.2L
	RAPTOR 450 - SV450.....6.2L
	RAPTOR 575 - SV550.....6.2L

*NOTE: TRAILER WITH LADDER OPTION

**NOTE: ADD WEIGHT OF FUEL AND GEAR TO DETERMINE TOTAL BOAT WEIGHT



SA

OVERALL LENGTH W/O PLATFORM.....	22'5" / 6.83M
OVERALL LENGTH W/PLATFORM.....	24'7" / 7.49M
OVERALL LENGTH W/PLATFORM & TRAILER.....	27'8" / 8.43M
WIDTH (BEAM).....	102" / 2.59M
OVERALL WIDTH W/TRAILER.....	102" / 2.59M
DRAFT.....	28" / 0.71M
WEIGHT - BOAT ONLY.....	6,500 LBS / 2,948K
WEIGHT - BOAT & TRAILER.....	8,300 LBS / 3,765K
HEIGHT-ON TRAILER W/TOWER UP.....	11'6" / 3.51M
HEIGHT-ON TRAILER W/TOWER DOWN.....	9'0" / 2.74M
HEIGHT-ON TRAILER W/TOWER DOWN & RACKS REMOVED	8'1" / 2.46M
CAPACITY - PASSENGERS.....	15
CAPACITY - PERSONS/GEAR.....	2,200 LBS / 998K
CAPACITY - FUEL.....	67 GAL / 254L
CAPACITY - BALLAST.....	4,100 LBS / 1,860K
ENGINE.....	RAPTOR 400 - SA400..... 6.2L
	RAPTOR 450 - SA450.....6.2L
	RAPTOR 575 - SA550.....6.2L

*NOTE: TRAILER WITH LADDER OPTION

**NOTE: ADD WEIGHT OF FUEL AND GEAR TO DETERMINE TOTAL BOAT WEIGHT



SL

OVERALL LENGTH W/O PLATFORM.....	23'5" / 7.14M
OVERALL LENGTH W/PLATFORM.....	25'7" / 7.80M
OVERALL LENGTH W/PLATFORM & TRAILER.....	28'10" / 8.79M
WIDTH (BEAM).....	102" / 2.59M
OVERALL WIDTH W/TRAILER.....	102" / 2.59M
DRAFT.....	28" / 0.71M
WEIGHT - BOAT ONLY.....	6,600 LBS / 2,994K
WEIGHT - BOAT & TRAILER.....	8,400 LBS / 3,810K
HEIGHT-ON TRAILER W/TOWER UP.....	11'6" / 3.51M
HEIGHT-ON TRAILER W/TOWER DOWN.....	9'0" / 2.74M
HEIGHT-ON TRAILER W/TOWER DOWN & RACKS REMOVED	8'1" / 2.46M
CAPACITY - PASSENGERS.....	16
CAPACITY - PERSONS/GEAR.....	2,300 LBS / 1,043K
CAPACITY - FUEL.....	86 GAL / 326L
CAPACITY - BALLAST.....	4,500 LBS / 2041K
ENGINE.....	RAPTOR 400 - SL400..... 6.2L
	RAPTOR 450 - SL450.....6.2L
	RAPTOR 575 - SL550.....6.2L

*NOTE: TRAILER WITH LADDER OPTION

**NOTE: ADD WEIGHT OF FUEL AND GEAR TO DETERMINE TOTAL BOAT WEIGHT



SE

OVERALL LENGTH W/O PLATFORM.....	24'5" / 7.44M
OVERALL LENGTH W/PLATFORM.....	26' 7" / 8.10M
OVERALL LENGTH W/PLATFORM & TRAILER.....	29'9" / 9.07M
WIDTH (BEAM).....	102" / 2.59M
OVERALL WIDTH W/TRAILER.....	102" / 2.59M
DRAFT.....	29" / 0.74M
WEIGHT - BOAT ONLY.....	6,750 LBS / 3,062K
WEIGHT - BOAT & TRAILER.....	8,550 LBS / 3,878K
HEIGHT-ON TRAILER W/TOWER UP.....	11'11" / 3.63M
HEIGHT-ON TRAILER W/TOWER DOWN.....	9'5" / 2.87M
HEIGHT-ON TRAILER W/TOWER DOWN & RACKS REMOVED	8'6" / 2.59M
CAPACITY -PASSENGERS	18
CAPACITY - PERSONS/GEAR.....	2,800 LB / 1,270K
CAPACITY - FUEL.....	83 GAL / 314L
CAPACITY - BALLAST.....	4,700 LBS / 2,132K
ENGINE.....	RAPTOR 450 - SE450..... 6.2L
	RAPTOR 575 - SE550..... 6.2L

*NOTE: TRAILER WITH LADDER OPTION

**NOTE: ADD WEIGHT OF FUEL AND GEAR TO DETERMINE TOTAL BOAT WEIGHT

A full-page background image showing a person water skiing, performing a jump, being pulled by a speedboat on a lake. The skier is in mid-air, holding a white board with green markings. The boat is a dark blue and red speedboat with several people on board, moving across the water and leaving a large wake.

ENGINE BREAK-IN PERIOD & FUEL INFORMATION

ENGINE BREAK-IN PERIOD

Taking care to properly break in your new engine will pay off in the long run. In our years of field testing, we have proven that an Indmar engine, when properly broken in according to our simple procedures, will last longer, run better and have fewer repairs over its lifetime.

BREAK IN PERIOD

Your new engine does not require an elaborate break-in procedure. Just follow these simple instructions and you are off to a great start. The three (3) most important aspects of new engine break-in are:

1. Avoid running engine at high speeds.
2. Do not carry a heavy load (passengers, gear, etc.).
3. Vary your boat speed during break-in. Don't run at the same RPM for a long period of time.

BREAK-IN TIPS

- ▶ Avoid fast accelerations and don't carry (or pull) a heavy load during this period.
- ▶ Always let engine warm up gradually before acceleration.
- ▶ Check oil frequently. During the first 50 to 100 hours, an engine can use more oil than usual. Maintain oil at a proper level at all times (do not overfill).
- ▶ Monitor transmission fluid levels.
- ▶ Report abnormal noises or vibrations to your dealer.
- ▶ Keep an eye out for loose mountings, fittings, nuts, bolts, and clamps.

PLEASE REVIEW AND FOLLOW THE ENGINE MANUFACTURER'S OWNER'S MANUAL FOR BREAK-IN INFORMATION.

NOTICE: PLEASE REFER TO ENGINE OWNER'S MANUAL for maximum RPM and engine break-in procedure.

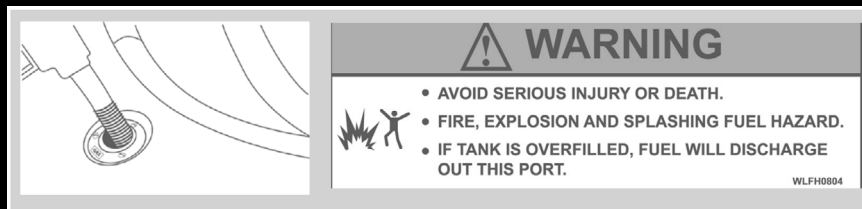
 CAUTION

Do not exceed maximum RPM recommended for your engine. Exceeding the maximum RPM may result in damage to the engine.

 CAUTION

Before starting your engine you must open the engine box and check engine compartment and bilge for gasoline and oil vapors.

FILLING THE TANK



 CAUTION

Be especially careful when filling the fuel tank. DO NOT over fill the tank. Fuel may empty through the fuel vent and damage to finishes could result.

If fuel is spilled on stripes or decals, apply a common bath cleaner (nonabrasive) and wipe with a damp cloth. Rinse the spill area with clean water.

 WARNING

ENGINE E15 FUEL WARNING

DO NOT USE E15 FUELS! E15 fuel WILL damage your engine and it will not operate.

THIS DAMAGE IS NOT COVERED BY ANY WARRANTY

**See www.epa.gov for more information regarding E15 Laws*

ENGINE FUEL PRECAUTIONS

Use a gasoline with a minimum octane rating of 89. The Supercharged engine requires a minimum octane rating of 93. See engine owner's manual for more information.

 WARNING

DO NOT use gasoline containing methyl alcohol (methanol) or add octane "Boosters". Methanol can damage your boat's fuel system.

 CAUTION

Gasoline Stabilizer should be added to the fuel tank when the boat is used infrequently or whenever your boat will not be used for two weeks or more. During storage, always add Gasoline Stabilizer to reduce gumming or tank sludge.

 CAUTION

E-10 fuels require fuel stabilizers that are specifically designed for E-10 fuels to help prevent moisture absorption, phase separation and gasoline stabilization.

 WARNING

Sparks while fueling could cause an explosion!

BEFORE FUELING:

1. Turn off engine.
2. Turn off all electrical systems.
3. Extinguish cigarettes or any open flame

WHILE FUELING:

Keep fuel hose nozzle in contact with fill pipe to provide grounding.

FUEL VENT

The fuel cap is located on the rear deck. To open, push the black tab located on the bottom side of the gas cap. When the black tab is pushed, the gas cap will hinge upward. To close, push the gas cap down. When the gas cap is completely closed a “click” sound should be heard. The audible “click” ensures that the gas cap is closed and sealed.

This boat has an EPA compliant fuel system which uses valves and a carbon canister.

Note: The boat angle during fueling may effect the amount of fuel your tank will accept.

This venting system doesn’t allow water to enter the fuel system. In the unlikely event that water runs up against the fuel vent, the fuel vent has a one-way valve. The one way valve allows for air to release, but denies water from entering. The gas cap itself is sealed with a rubber seal. When the gas cap is “clicked” closed the seal prevents any water from entering the system.

Gasoline vapors are highly explosive!



FUEL TANK PUMP

Your boat contains a fuel system that is designed using current fuel delivery technology. The common terminology for this type of system is: Pump in Tank.

The system consists of a dual high pressure pump canister that is mounted inside the fuel tank. The engine's fuel lines are connected to the in tank fuel pump via a specially designed shielded, flexible high pressure fuel hose. This hose is pressurized. This system requires special tools and knowledge to service and maintain and as such is not owner serviceable.

The fuel filter for the boat's fuel delivery system is in the fuel tank. This style filter system is considered a lifetime filter under normal circumstances. A second filter is located on the engine, consult the engine owner's manual for more information.

The pump in tank fuel delivery system uses the fuel to lubricate and cool the fuel pumps. Running the pumps with very low fuel levels or running the pumps without fuel in the tank can induce air into the pumps which may shorten the fuel pump's longevity. This type of fuel pump damage is not warrantable.





INSTRUMENT PANEL & CONTROLS

VISION CONTROL SYSTEM

This section provides the information needed to understand and operate the Vision™ Control system installed on all Supra Boat models.

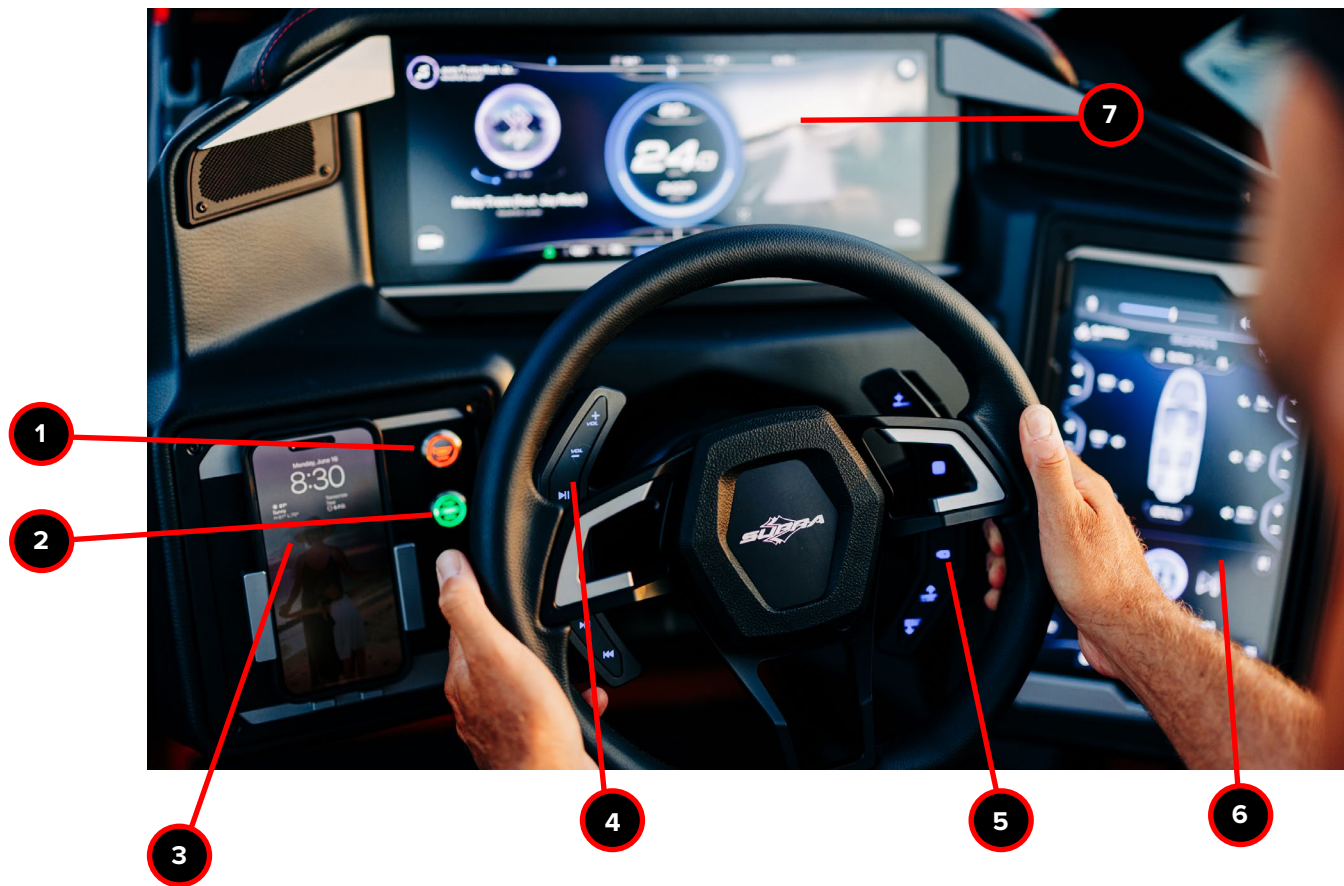
The instrument system is composed of digital displays with graphical information to communicate status and performance information of the boat to the driver. Those digital displays are also touch screens allowing the driver to control features and equipment of the boat.

LEARNING YOUR DASH/HELM

Intuitive navigation, sleek Supra style and design offer one-touch access to media, wake, surf and lighting controls — all are at your command and on three advanced touchscreen displays throughout your Supra dash.

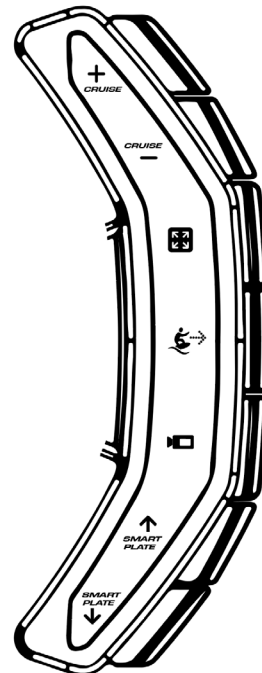
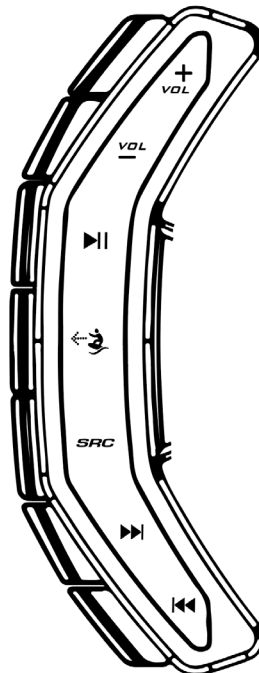
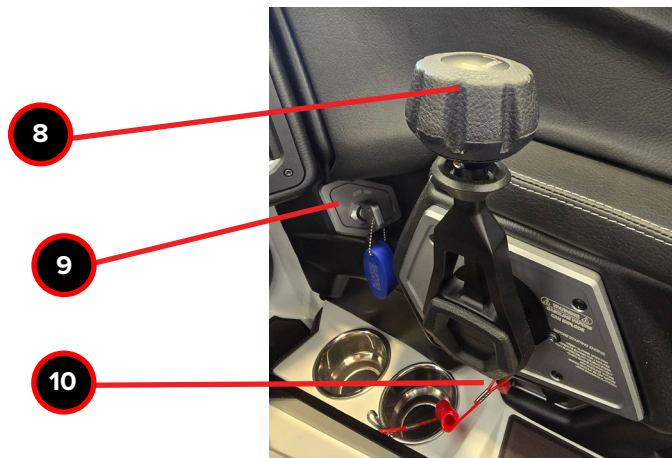
This section provides the information needed to understand and operate the Vision™ Control system installed on all Supra Boat Models. The instrument system is composed of digital displays with graphical information to communicate status and performance information of the boat to the driver. Those digital displays are also touch screens allowing the driver to control features and equipment of the boat.

For more information on the Supra Dash Screen interface or operation refer to the Dash Owners Manual.



SUPRA DASH

1. HORN
2. POWER START BUTTON
3. WIRELESS PHONE CHARGER
4. POWERWING W/ PADDLE ACTUATORS (AUDIO)
5. POWERWING W/ PADDLE ACTUATORS (CRUISE CONTROL)
6. USER INFORMATION SCREEN
7. USER CONTROL SCREEN
8. THRUSTER CONTROL KNOB (IF EQUIPPED)
9. IGNITION KEY
10. SAFETY LANYARD



NAVIGATION LIGHTS

When underway during night time operation, set the switch in the nav position to activate all the running lights.

When docked or anchor, set the switch, in the ANC position to activate only the tower light.

NOTE: For more information on how to control other lighting in the boat, Reference the Screen Owners manual included in your packet.

ANC LIGHTS



NAV LIGHTS





STARTING & OPERATION

CENTER DRAIN PLUG

On V-drive models the center drain plug is accessed via the access cover in the center floor panel.

It is extremely important that the drain plug is always checked before starting the engine. The drain plug should be secured in place using a wrench.

WARNING

DO NOT start engine until center drain plug is checked and secured in place.



REAR DRAIN PLUG

The rear drain plug is located at the back of the boat, near the bottom of the transom (See photo). It is extremely important that the drain plug is always checked before starting the engine. The drain plug should be secured in place using a wrench.

WARNING

DO NOT start the engine until the drain plug is checked and secured in place. DO NOT try to install the drain plug while the engine is running.



DAILY START-UP PROCEDURE

A standard pre-starting procedure should be always be followed before the first start-up of the day.

1. Check the engine oil level.
2. Check for gasoline fumes in bilge or engine compartment.
3. Operate engine blower for 4 minutes before starting the engine to remove any fumes.
4. Check manual and automatic operation of bilge pump. Make sure bilge areas are empty.

Other items might also be inspected, depending on the boat and its use. It is advisable to formulate a check list particular to the equipment and operation of your boat.

REFER TO THE BOATMAN'S CHECKLIST OF THIS MANUAL, LOCATED IN THE GLOVEBOX OF YOUR BOAT.

Consult the local Coast Guard Auxiliary or Power Squadron for full details on boating safety.

NOTE: Add-on electrical accessories should never be connected to the ignition terminal or ignition circuit.

IMPORTANT: DO NOT continue to operate the starter for more than 15 seconds at a time without pausing to allow the starter motor to cool down for at least 2 minutes. This will also allow the battery to recover between starting attempts. PLEASE REFER TO ENGINE OWNER'S MANUAL FOR ADDITIONAL DETAILS.



BEFORE STARTING ENGINE, BE SURE THAT THE SHIFT SELECTOR IS IN NEUTRAL. Please refer to the engine manual before starting.



DO NOT start engine if gas fumes are present.

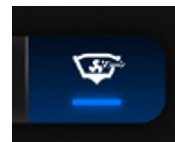
BATTERY SWITCH

The main battery switch can be turned ON and OFF using the Remote Battery Switch that is located on the port side of the center section of the tower. When the switch button is depressed it will remain in that position, a light will come on, and the main battery switch will move to the ON position until the switch button is pressed a second time which will turn the main battery switch OFF and switch button light will no longer illuminate. It is recommended that the battery switch be in the OFF position when the boat is not in use.



BLOWER SWITCH

The blower switch activates the blower motor. The primary function of the blower fan is to remove any fumes from the bilge area. The blower also draws fresh air into the engine compartment.



Never depend solely on the blower to eliminate dangerous fumes. Before starting the engine, always open the motor box to check if fumes are present. Switch on the blower fan a minimum of four minutes before starting the engine. The blower will also automatically run for four minutes when the Ignition Key is turned from the “Off” position to the “On” position.

NOTICE: The Blower Switch is located on the lower section of the outboard Vision display. See your Screen Owner's Manual for more information to access the correct screen. If the blower fails to operate, contact your Supra dealer.



Failure to operate the blower in accordance with the Coast Guard Recommendation could result in an explosion.

IGNITION KEY

Located on the right side of the dashboard, the ignition switch has two positions. In the vertical position the ignition is “OFF”. One position clockwise is the “ON” position. This will power the dash screen and the power modules. This will not cause the engine to start. There is a separate ON/OFF switch button to start the engine.

NOTE: Battery switch should be turned off when the boat is in storage to prevent electrical drain.

Ignition keys are provided with the boat. Please, do not unduly force the key into the ignition. Key tumblers are located vertically, thus the key should be vertical when placed into the switch.

NOTE: Always attach the ignition key to a floating key chain to prevent loss in the water.

THE HORN BUTTON

The Horn Switch is located on the starboard switch panel. Sound the horn by depressing the button.

One Long Blast: Warning Signal (Coming out of slip)

One Short Blast: Pass on my Port Side

Two Short Blasts: Pass on my Starboard Side

Three Short Blasts: Engines in Reverse

Four or More Blasts: Danger Signal

SAFETY LANYARD/ENGINE SHUT OFF SWITCH

Your Supra is equipped with a Safety Lanyard/Engine Shut Off switch. In order for the engine to run, the plastic tip of the safety lanyard must be attached to the switch. If the clip is removed from the switch, the engine will not run.

Note: A second emergency Safety Lanyard is in the glove box for use if necessary to restart the motor after an emergency.

WARNING

Avoid serious injury or death. Attach Safety Lanyard to driver prior to operating boat.

MIRRORS

The rear view mirror is installed as a standard item. The mirror is adjustable and is not permanently placed so that it may be set for each driver.

- ▶ Mirror should always be checked before driving.
- ▶ Mirror angle will change with each new driver.



TO START YOUR ENGINE

Before starting your engine connect the safety lanyard

1. Confirm the throttle lever is in the upright (neutral) position. (If throttle lever is not in the upright position (neutral), the throttle position sensor will not allow the engine computer to proceed with a normal starting procedure).
2. Turn ignition Key to ON position to energize the electronics.
3. Press and release Engine Start button located on the left side of the steering wheel.
4. Allow the engine to establish a good idle (30 to 60 seconds) before getting underway.
5. Shift slowly into forward or reverse, allowing the transmission time to engage before powering up.



NOTE: It is normal for the idle to speed up in cold start conditions.

ENGINE WARM-UP

Always let engine warm up to normal operating temperature before accelerating.

THROTTLE LEVER

The throttle lever controls both the throttle and the transmission. The upright position (normally vertical) is the zero throttle position and the neutral position for the transmission. A safety ring (umbrella) keeps the lever from being accidentally moved to engage the transmission.

To place the transmission into gear, with your hand placed over the lever ball, pull up on the safety ring (umbrella) and slowly push the lever into forward gear or slowly pull the lever back into reverse gear.

TRANSMISSION LOCKOUT

The Transmission Lockout button allows the transmission to be disengaged while giving the throttle full operating range. With the throttle lever in the upright position (normally vertical), push the button located at the base of the throttle lever to disengage the transmission. The throttle may then be operated in any open position (forward of neutral or back of neutral upright position). Return the throttle to upright position, and the transmission lockout will automatically re-engage the transmission in a neutral position.



CAUTION

Never shift the lever directly from the neutral (vertical) position into a speed position.

- ▶ To prevent damage to the transmission, always allow the transmission time to engage before accelerating the engine.
- ▶ Once the transmission's engaged, you may accelerate as quickly as you like.



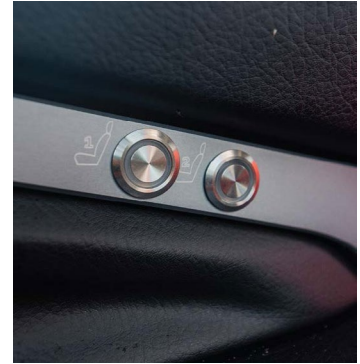
DRIVER SEAT OPERATION & ADJUSTMENTS

DRIVERS SEAT OPERATION & SEAT ADJUSTMENTS

Supra Offers the only standard power height-adjustable heated captain's chair in the industry. Once you set your preferences using the switches on the lower inboard part of the drivers seat frame, you will have unmatched comfort all day long.

DRIVER SEAT MEMORY POSITIONS

Adjust the driver seat into the desired position using the Up, Down, Fwd and Aft buttons on the inboard side of the seat. Once in desired position, press and hold the button for 1 or 2 Memory Position located on the driver's side shifter panel to save to that location. A pop-up message will display on the driver outboard screen confirming the position has saved.



SUPRA SMARTSEAT

Feature is switched On or Off using the driver's right side touch screen. When feature is switched On, the driver seat will automatically raise and lower as the Pitch of the boat increases and decreases during acceleration and deceleration.

ADJUSTING SEAT HEIGHT

Press the up or down on the controls located on the lower inboard part of the driver seat frame to make adjustments to the driver's seat height. The driver's seat height should be adjusted to insure proper and safe visibility to operate the boat.



ADJUSTING SEAT FORWARD & AFT POSITION

Press the left (Aft) or right (Forward) arrows on the seat controls located on the driver's right side touch screen to make adjustments to the driver's seat forward and aft position.

RISE-R SEAT

Cushion The front edge of the driver's seat cushion can be lifted up and hinged aft to give the driver a taller seated sightline position.

SEAT SWIVEL

The driver's seat may be swiveled by lifting the cable release lever on the inboard side of the seat and using their body to rotate the seat.

CAUTION

Be careful of the articulating hinge, swivel mechanism, electric actuated height adjusting riser, and electric actuated forward & aft slide. Do not place fingers or other objects in the mechanisms, during use.

CAUTION

DO NOT attempt to adjust the driver's seat while the boat is moving.

CAUTION

Ensure that seat swivel is locked prior to driving boat. Do not swivel seat while boat is in motion.



SEAT CLIMATE CONTROL: HEATING & COOLING

Enjoy comfort in every season with the integrated heating elements standard in both the Supra Driver's and Observer's seats. If equipped, your Supra Driver's Seat and Observer Seat can also include cooling functions. Easily adjust your seat climate preferences using the intuitive touch screens accessible to both the driver and observer.



TILT STEERING

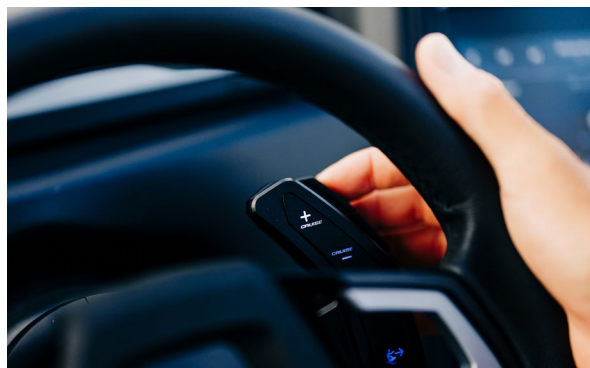
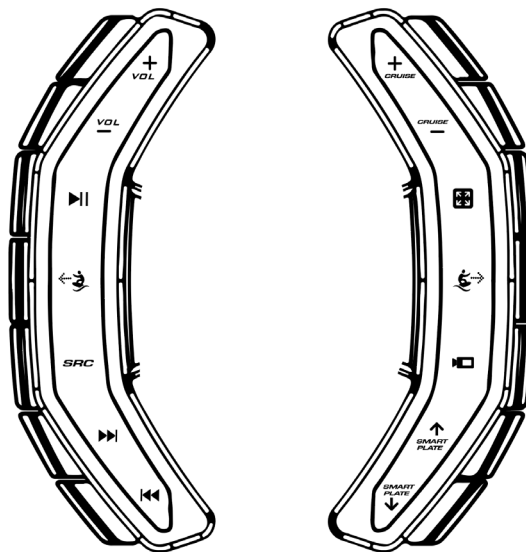
Tilt steering may be adjusted up or down in five different locking positions. To adjust, depress the tilt lever located beneath the bezel and move the steering wheel to the desired position. Release the lever to lock the wheel into place.

CRUISE CONTROL SPEED BUTTONS (RIGHT POWERWING)

These buttons allow the speed of the boat to be increased or decreased while the Zero-Off is engaged.

WAKE PLATE CONTROL BUTTONS (RIGHT POWERWING)

These buttons allow the Wake Plate position to be increased or decreased.



BALLAST SYSTEM

The Ballast System in your boat is an electronically controlled ballast system that can be operated from the driver's seat. The system can be controlled by using the Supra Vision Control System Dash. The Supra Vision Control System dash allows for stored preset ballast levels. (see "User Preset Screen" in the Vision Control System Manual for easy rider setup.)

The Ballast System in your boat is an integrated and logically controlled system. The system is a series of reversible pumps with impellers used to pump water in and out of the ballast system bags and/or tanks through hoses, fittings and valves. The controller for the system automatically runs the pumps an appropriate amount of time to fill and to empty the bags.

BALLAST SYSTEM OPERATION

When AutoWake is ON, the ballast system will automatically fill and empty each of the 3 ballast locations based on desired Pitch, Roll and Wake AMP settings in the rider profiles. This excludes the CRUISE and BACK TO DOCK profiles.

When AutoWake is OFF, the system can be filled and emptied by pressing the UP(fill) or DOWN(empty) arrows near the CENTER, PORT or STBD locations on the center section of the outboard screen to begin filling each ballast location. All three locations can be filled at the same time by pressing the FILL ALL button or emptied using the DRAIN ALL button.

Each time the button is pressed it will increase or decrease the percentage by 5%. The system will automatically fill or empty until it reaches the set percentage and then shut off. If 100% is selected or FILL ALL, the pumps will run until the timers reach the preset amounts. There are overflow sensors for the ballast vent hoses that will turn the pumps off short of the timer preset in the event water begins flowing out before the timers reach 100%. In the event there is no water detected in the ballast vent hoses when the timers reach 100%, it will automatically run the pumps for 1 extra minute.

WARNING

When bags begin to vent, shut off!

CAUTION

DO NOT overfill ballast bags!

BALLAST SYSTEM OPERATION CONTINUED:

If any of the ballast locations is at 100% and a button is pressed to fill that location, the system will go into manual override and run that pump or pumps for 20 seconds filling. If any of the ballast locations is at 0% and a button is pressed to empty that location, the system will go into manual override and run that pump or pumps for 20 seconds emptying.

As the ballast is filling or emptying the numbers will change to represent the percentage of ballast in each location. These numbers represent the percentage of time required to fill or empty each specific location completely. The timers will be specific to each Supra model and each ballast location. There are 3 locations also represented on the boat graphic that will fill or empty with blue color representing the approximate percentage of ballast in each location.

The ballast system requires the engine to be running to fill but will empty when the engine is not running. The ballast system can be filled when the engine is not running by way of a Manual Ballast Fill/Drain menu in the Dealer Settings page.

WARNING

Empty all ballast completely before loading boat on a trailer or lift. Failure to empty ballast may cause serious damage to trailer, lift, or boat

BALLAST PUMP IMPELLERS

The pumps that fill and drain the ballast system use an impeller. Your Supra ballast impeller uses the latest polymer technology in an effort to have the longest service life possible. The impellers are a wear item and different use patterns, water types, debris, etc. can greatly affect the service length of the impeller. As the impellers wear, the amount of water that is pumped into and out of the ballast system is reduced. The Vision system does have provision for adjusting fill and empty times to accommodate decreased efficiency due to impeller wear or changing to difference sized bags (See Vision Dash “System Settings” For more info). Running the pumps without water will greatly accelerate the wear and prolonged running of the pumps without water will damage the impeller to the point that they will require immediate replacement.

Note: Impellers are a wear item and not covered by warranty. Ballast System Utilities- It is not recommended to change any of the ballast configuration that are found under the” Utilities” menu on the Vision Dash unless specifically directed to do so by your Authorized Supra dealer. Changing these values may negatively affect the ballast system or may make the system fail to work all together.

SUPRA BALLAST FILL TIMES

*Time in minutes		
Boat Model	Front Ballast	Rear Ballast
SV	6:45	7:00
SA	7:00	7:15
SL	7:00	7:45
SE	8:30	7:15

BALLAST TROUBLESHOOTING GUIDE

Pump will not turn on	Ballast power wires not connected to PDM.	Check ballast power wires PDM.	Connect power wires to battery PDM.
Pump will not turn on	Ballast breaker is tripped	Check 60 amp ballast breaker at the Engine Compartment.	Reset ballast breaker at battery
Pump will not turn on	System needs reset	Check power to all areas	Turn power off to the system at the breaker and then back on and retry
Pump turns on, but does not pump water	Pump not priming	(1) Water intake ball valves are not open (2) Kink in hose (3) Impellor Worn	(1) Open ball valves (2) Check hoses for kinks and straighten as needed (3) Check hose connections and tighten if loose. (4) Replace Impeller

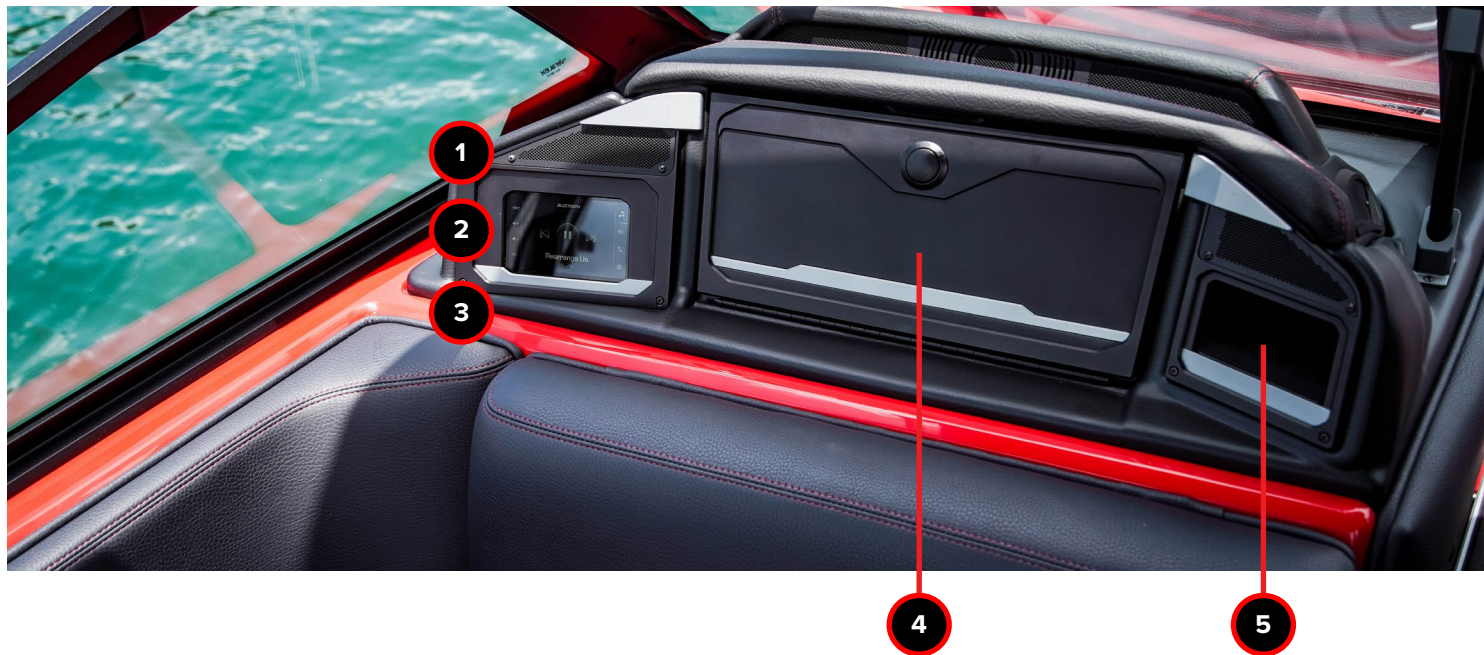


EQUIPMENT & FEATURES

PASSENGER DASH

Your Supra Passenger dash has equipment to keep your passengers comfortable.

SUPRA PASSENGER DASH



1. AUDIO CONTROLS
2. COMFORT CONTROLS AND INTERIOR LIGHTING CONTROLS
3. SYSTEM INFO AND USER INFORMATION SCREEN
4. GLOVE BOX COMPARTMENT
5. WIRELESS PHONE CHARGER

SUPRA TOWER

Your Supra boat has been equipped with a tower, please review this section for details on it's usage, maintenance and storage. Any use of the tower for towing anything other than those identified acceptable will void any warranties written or implied.

SUPRA TOWER

Every Supra Boat comes equipped with a Power Folding Tower. To raise your tower, first ensure that your battery switch is in the ON position using the Remote Battery Switch located on the port side of the tower center section. In the event that the Remote Battery Switch does not power the boat ON, locate the primary battery switch to confirm it is set to the correct location for remote operation or bypass. The primary battery switch is located behind a door near the floor on the opposite side of the driver's seat. Next, locate the up button on the center section of your tower crossbars. Press and hold until it stops in the upright position. To lower the tower, press and hold the down button. Ensure that your driver seat automatically locates itself to the down and aft position when the key switch is turned off or as the tower rotates down towards the folded position to avoid contact with the tower.

WARNING

Before use, be sure that all mounting bolts are properly tightened in place.

WARNING

Be aware of and avoid low overhead objects such as bridges, power lines, overhanging trees, etc.

 **WARNING**

- Failure to follow these warnings while using the tower could cause serious injury or death.
- Lock the tower in place and secure all hardware before and during use.
- Do not tow more than 1 persons or 500 pounds at one time from this tower.
- Only use this tower for waterskiing, boarding, or recreational towables.
- Do not use this tower for parasailing, kite flying, pyramids, group pulls, towing other boats, or tubes.
- Do not climb on, sit on, stand on, jump off of or dive off of the tower.



MANUAL BIMINI OPERATION

Your Supra is equipped with a foldable Bimini. To operate Bimini, first locate pin lever on both rear sides of Bimini to unlock. Then extend rear Bimini shade back until it clicks into place. Then locate Bimini lock knob on starboard side tower arm. Rotate to unlock, lever will pop down. Fully Unfold Bimini forward then pull front bar down until Bimini snaps into place. Check Velcro straps on all four corners for secure fit. To stow, reverse sequence starting with unlock front Bimini latches on both sides, fold backwards toward tower until fully folded. Re-secure lock lever then release pin latches on rear extension slide back into stowed position.

Note: When lowering the tower, the driver's seat should be moved to its most aft and lowest position. The seat should automatically move to this position when the key is moved to the Off position when the key is moved to the OFF position when the battery switch is ON. The tower can damage the vinyl and this damage is not covered by warranty." Raise and lower the tower using the up/down buttons located on the center section of the tower.

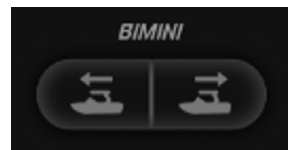


POWERED BIMINI OPERATION

The electric-powered Bimini top on your boat deploys and retracts with the touch of a button, accessible either on the driver's touchscreen or on buttons located on the tower. It includes a safety feature that prevents operation if the boat speed exceeds 15 MPH. Follow on-screen prompts for guidance during operation to ensure safe and efficient use of the Bimini top.

WARNING

Before use, be sure the bimini storage boot has been removed, there are not boards stored in top sleeves, items stored in pockets underneath or other items near bimini that will interfere with its operation.



BOARD RACKS

Board racks are a convenient way to store your wakeboard and/or surf boards while using your boat. Both the EdgeForce that is included standard and the available ClampForce racks include a swing arm feature for easier unloading and unloading of boards. The swing arm has a stop at 0, 90 and 180 degrees. To operate, pull down on the release pin handle on the bottom with one hand and rotate the board rack with the other hand. Make sure the release pin locks back into position after rotating to ensure the rack does not rotate unexpectedly.

Board racks can be removed from the tower using a No-Tool required cam latch and bolt. Lift the cam lever to release the compression and rotate the lever counter-clockwise until the rack and receiver can slide out of the tower. Reverse the sequence to reinstall the rack and receiver back into the tower.

CAUTION

- Lock board swing arm in the 0 degree out position prior to putting the boat in gear.
- Check tightness of all mounting hardware before each use.
- **DO NOT** trailer the boat with boards mounted in the racks.



BOARD RACKS CONTINUED:

EDGEFORCE BOARD RACKS

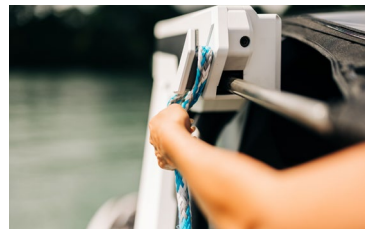
EdgeForce Racks secure boards by gripping the edges of each board and allow the top and bottom rack to be independently secured or released. Press the buttons on the interior of the rack to open any of the four gripping cylinders independently. Load the board into position and secure it by pulling the levers for each of the cylinders or pushing on the end of any cylinder until they reach the edge of the board. Press the buttons on the interior of the rack again to open the gripping cylinders and remove the board(s).

CLAMPFORCE BOARD RACKS

ClampForce Racks secure boards by clamping the top and bottom surfaces of each board. Once boards are loaded into the racks, pull on each of the side levers to ratchet the clamps until the boards are secured in place. To remove boards, pull each of the triggers on the bottom of the board rack to release the clamps.

SURF TOW POINTS

The surf tow points allow riders to get into position easily. Whether you are a new rider or expert, this takes out the work of getting to your side of the wake.



DYNAMIC SOUND DESIGN (DSD) AUDIO

The audio system in your Supra boat is an advanced and comprehensive configuration of equipment tailored to enhance your on-water listening experience. It is engineered to deliver full dynamic range and exceptional clarity, ensuring high-quality sound reproduction across all frequencies. The audio system is equipped with a Digital Signal Processor (DSP) coupled to each amplifier that dynamically optimizes the sound output for each speaker based on factors like volume level, speaker configuration, and passenger positions. This ensures that the audio quality remains consistent and balanced throughout the boat.

DSD AUDIO ZONES:

Bow: Full-range speaker per side, positioned to deliver clear, impactful sound.

Helm (Driver/Observer): Unique dual-woofer and tweeter application per side, delivering enhanced sound clarity and direction for both driver and observer.

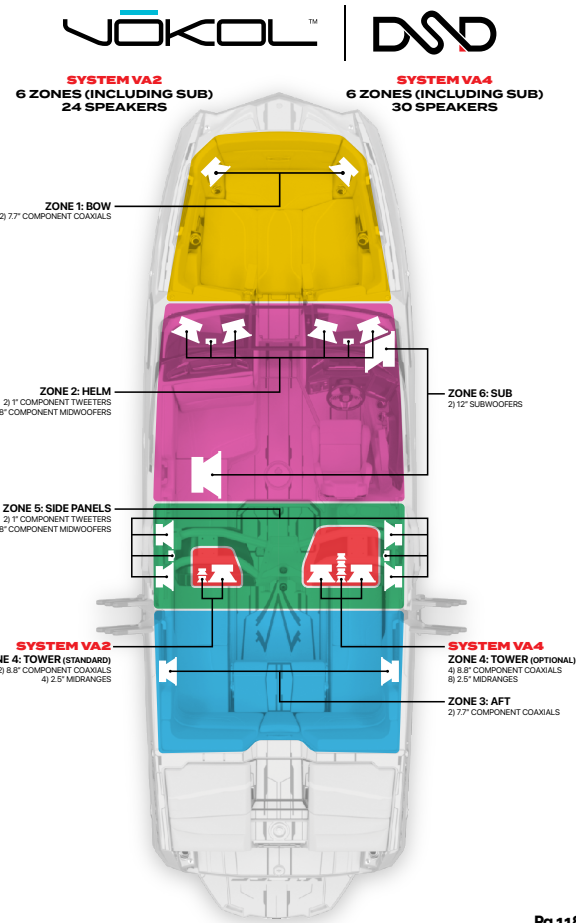
Cockpit: Full-range speaker per side in custom ported enclosures, delivering clear, impactful sound.

Tower Side Panels: Unique dual-woofer and tweeter application per side arranged vertically in tower, projecting sound horizontally at ear level for an enhanced cockpit listening experience.

Subwoofers: Dual subwoofers for deep, thunderous bass, adding a rich foundation to the overall sound experience.

Tower Aft Facing (VA2): Features a woofer, tweeter and dual mid-range speakers per side installed in custom tower enclosures. The vertical mid-range array and active woofer/tweeter control deliver a rich, clear listening experience for riders behind the boat.

Tower Aft Facing (VA4 upgrade): Features dual woofers, dual tweeters and quad mid-range speakers per side installed in custom tower enclosures. Elevates the VA2 listening experience by doubling up on speakers and power.



DSD AUDIO ZONES CONTINUED:

Overall, the DSD Audio System in your Supra boat is designed to immerse you and your passengers in high-fidelity sound across multiple zones, ensuring everyone on board can enjoy music and audio content with clarity and impact. Please refer to the screen manual for information regarding controls and adjustments of the audio system.



VERSATILE SEATING

Your Supra boat may be equipped with multiple seating features that can be configured based on desired seating arrangements.

SWITCH BACK SEATING

If equipped, this unique dual purpose feature allows it to be used as windscreen that also acts as a third forward facing bow seat, but can be stored in a horizontal position allowing easy access to the bow. To raise from the horizontal stored position, pull up on the leading edge of the seat back while pushing the trailing edge forward at the same time. To lower, lift up slightly until the lower portion of the seat back starts to move aft and then gently lower into the stored position.



SUNDECK FLIP-UP SEATS

If equipped, the Sundeck Flip-Up pad creates an aft-facing backrest for lounging while the boat is not running. To raise the backrest, locate the quarter moon opening where the sundeck and rear seat back meet. Pull up sharply from the back of the sundeck, this will lift the backrest and at the same time push down and forward on the lower edge of the backrest.



* Sundeck Flip-Up backs are **not** to be used while the boat is in motion or running.

CAUTION

- Verify the hinges are locked into place before using the seat.
- When lowering, locate the quarter moon opening near the bottom of the backrest and pull up to release the hinges.
- Be careful not to get fingers or hands in the pinch points of the hinges.

TRANSOM LOUNGE SEATS

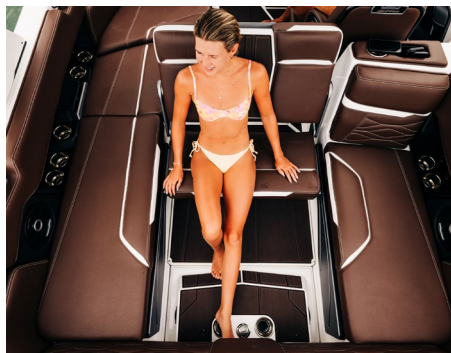
Unique to the SL and SA, the integrated transom lounge seats provide comfortable lounging areas when the engine is off, enhancing the overall relaxation experience on the boat.

*Transom Lounge Seats are not to be used while the boat is in motion or engine is running.



CONVERTIBLE REAR FLIP SEAT

This versatile seating solution offers up to 8 positions. The seat can be lifted and slide forward in the boat along the side rail system until the seat pins drop into slots in the slide rails and stop. Some models provide multiple drop-down slots to provide different forward positions. The seat cushion can then be lifted to an angled back position. Once in this position a release lever can be pulled allowing the cushion to rotate into a seat back position or a cockpit table position.



CAUTION

The convertible rear seat back does not lock into place. It is not intended as support. Do not lean on or use as a brace in case of sudden change in direction.

TRANSOM

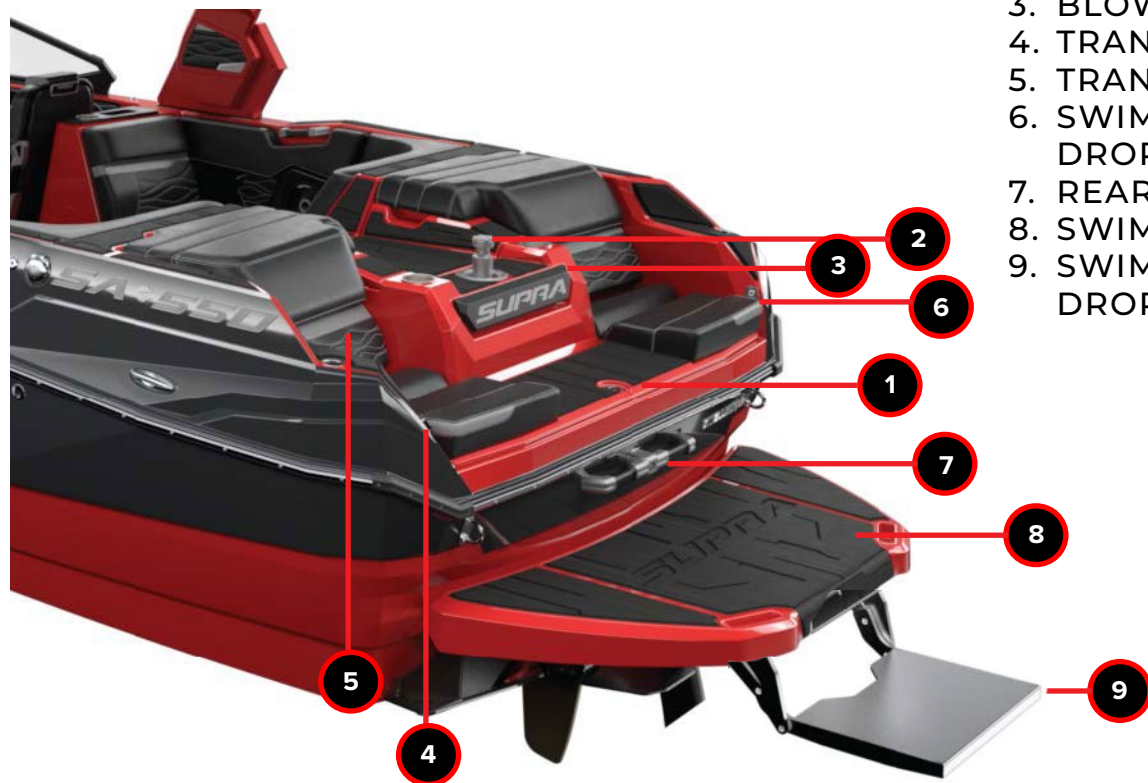
We did not overlook the importance of a well designed transom. From our walk-through with non-skid, to our well placed and functional storage compartments there is not one inch of unused space. Along with our swim deck audio controls that allow you to stay in the water and still control your vibe, Supra's transom proves to be one of the industry's most well designed.

TRANSOM - SV & SE



1. TRANSOM TRUNK
2. POP-UP PYLON
3. BLOWER
4. TRANSOM REMOTE
5. SUNDECK FLIP-UP SEATS
6. SWIM PLATFORM
DROPSTEP CONTROLS
7. REAR FACING CAMERA
8. SWIM PLATFORM
9. SWIM PLATFORM
DROPSTEP

TRANSOM - SA & SL



1. TRANSOM TRUNK
2. POP-UP PYLON
3. BLOWER
4. TRANSOM REMOTE
5. TRANSOM LOUNGE SEATS
6. SWIM PLATFORM
DROPSTEP CONTROLS
7. REAR FACING CAMERA
8. SWIM PLATFORM
9. SWIM PLATFORM
DROPSTEP

TRANSOM TRUNK

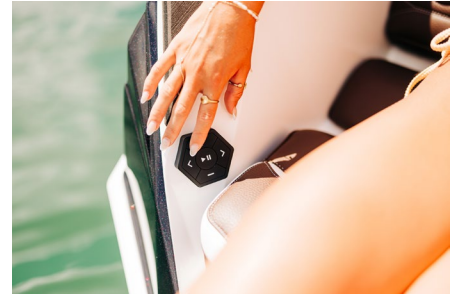
Located on the back of your boat, if equipped, there is a storage trunk large enough to store most surfboards, or other items you want hidden while remaining easily accessible from the swim platform. Locate the lever and lift it to access the available storage space.

POP UP PYLON

Completing the true meaning of versatility with our Pop Up Pylon, you can participate in multiple activities from a low tow point location.

TRANSOM REMOTE

Supra's transom remote allows for control over some audio functions.



SWIM PLATFORM DROPSTEP/SWIM PLATORM DROPSTEP CONTROLS

Use the transom switch panel to deploy or retract the Swim Platform DropStep by pressing and holding the corresponding button until it reaches its end position. The DropStep can also be controlled from the driver's touchscreen. If the boat is put in gear with the DropStep down, a touchscreen alert will appear, and it can be retracted if the boat is moving under 5 MPH.

CAUTION

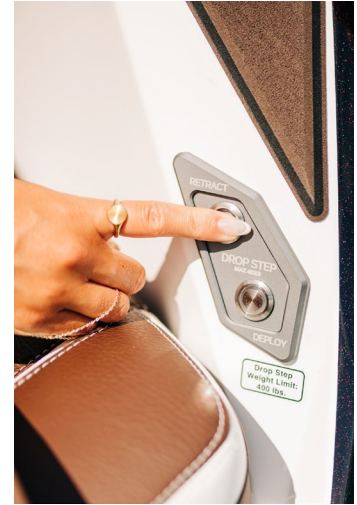
- DropStep not to be used while engine is on.
- DropStep not to be operated when persons are in water near Swim Platform.

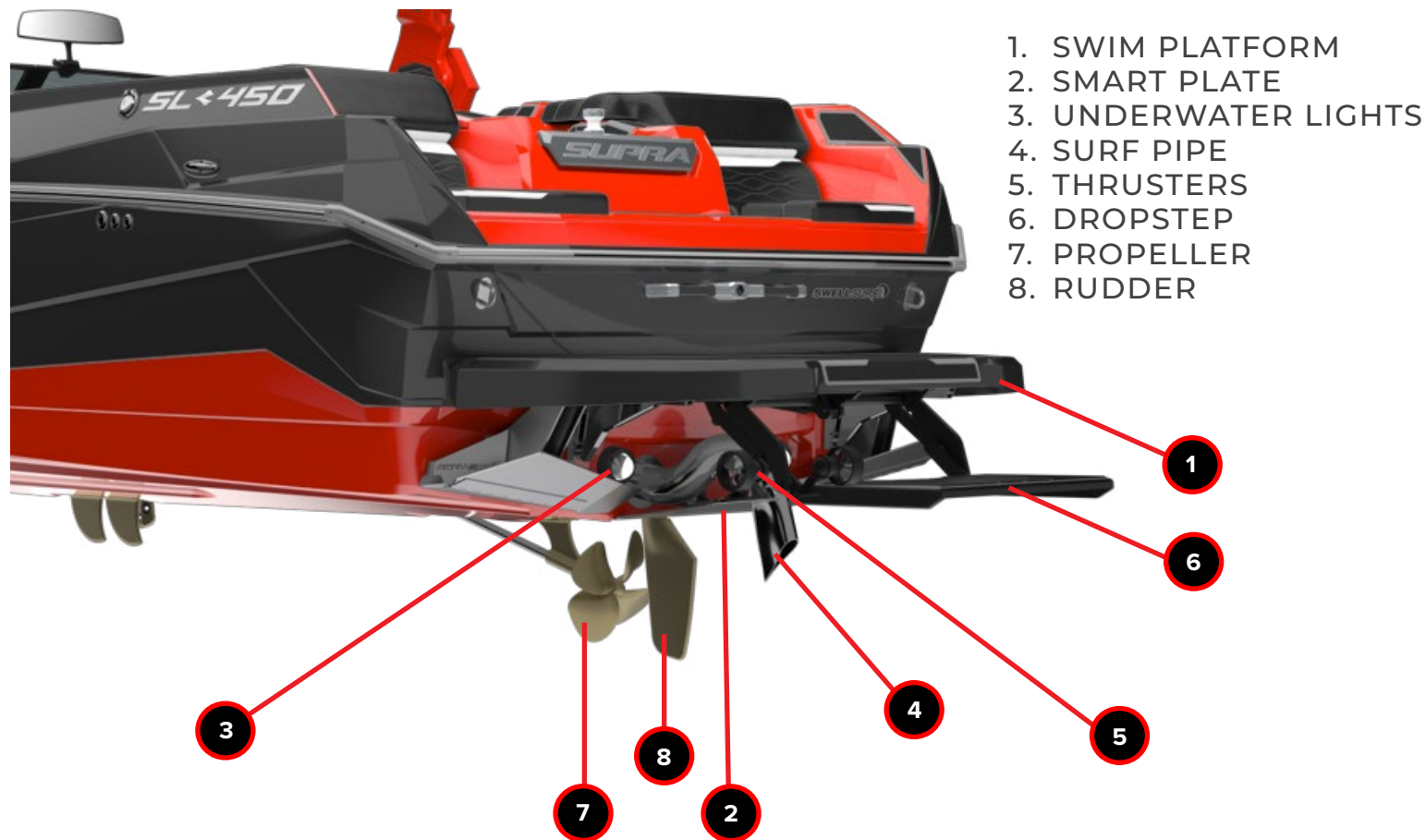
TRANSOM LOUNGE SEATS

The SA & SL's integrated transom lounge seats provide comfortable lounging areas when the engine is off, enhancing the overall relaxation experience on the boat.

CAUTION

- * Transom Lounge Seats are not to be used while the boat is in motion or engine is running.

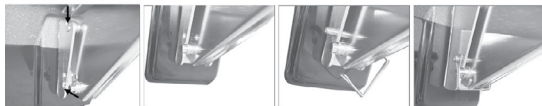




SWIM PLATFORM

The transom mounted swim platform allows easy access to and from the water for riders and swimmers. It is recommended that entries to and exits from the water be made from the platform to avoid accidents. (The fiberglass deck can become slippery when wet.

To exit the water, place both hands firmly on the platform, kick with both feet while pulling yourself up with both arms. As you exit the water, turn and sit on the platform.



The platform is attached to the boat with detachable brackets. The platform may be installed by:

1. Resting the platform top bracket pins in the hull receiver bracket,
2. Rotating platform to engage the lower pins,
3. Pushing the clevis pins through both the platform bracket and hull bracket,
4. Securing the clevis pin retainers.

Reverse this procedure to remove the platform.

DANGER

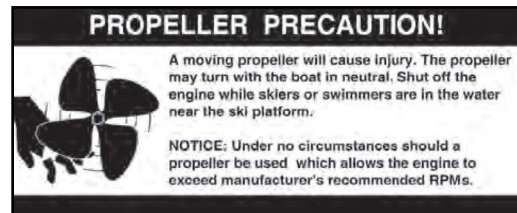
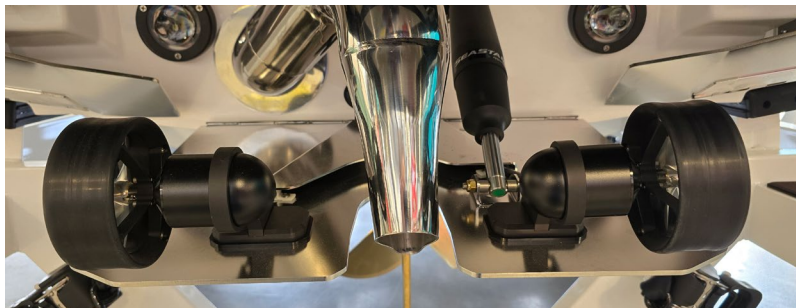
Shut off the engine when people are on the platform, Swim Step, or in the water near the platform.

DANGER

Exhaust fumes contain carbon monoxide. Direct or prolonged exposure to carbon monoxide will cause brain damage or death..

SMARTPLATE

The SmartPlate allows the driver to control the running attitude of the boat. It is integrated and logically controlled by the Supra Vision Control System to automatically deploy and retract to preset positions based on boat speed and other parameters. It can also be controlled manually by buttons on the PowerWings behind the steering wheel or the outboard touch screen beside the steering wheel.



PROPELLER

It is strongly recommended that you consult with your Supra dealer before changing the propeller to a different diameter or pitch than what was provided with the boat. In general, changing to a lower pitched propeller may increase acceleration, but will decrease top speed. Changing to a higher pitched propeller may achieve higher top speed with a light load, while acceleration and power may decrease.



DANGER

Avoid engine damage. Do not exceed the maximum RPM as listed for your motor. Some props may allow the engine to over rev, which can cause non-warrantable engine damage.

UNDERWATER LIGHTS

If equipped, quad beam, mid-ship underwater lights will allow you to completely light up the middle of the boat at night.

If equipped with transom underwater lights, your Supra will light up under the swim platform and behind the boat.

CAUTION

Do not operate underwater lights out of water. It can cause the lights to overheat and lead to failure of light and damage boat. This damage is not covered by warranty

DOCKING LIGHTS

The docking lights are designed to help you dock, load and unload your boat in low light or at night.

NOTE: Docking lights are not to be used as running lights at night. USCG regulations mandate that a boat under power after sunset must display a 360 degree white light and red/green bow lights.



DUAL STERN THRUSTERS

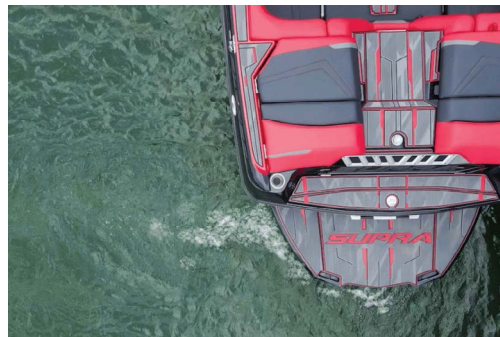
Supra's patented Dual Stern Thrusters Throttle Knob Control gives you precise control from a simple twist of a knob. Designed for improved maneuverability while docking, trailering or picking up a rider, you'll have more control on the water than ever before.

DUAL STERN THRUSTERS

If equipped, this feature allows the driver to operate a set of dual thruster motors located on the stern of the boat.

They can be operated in **Burst** mode using the rotating the knob of the shifter/throttle lever when the boat is at or below 5 MPH. Intuitively rotate the knob clockwise to spin the boat in a clockwise direction or counterclockwise to spin the boat in a counterclockwise direction. When then knob is released and allowed to spring back to center the motors will stop running. If the knob is held continuously for 30 seconds or more the motors will automatically reduce speed to a lower thrust conserving battery voltage.

There is also a **Dock Hold** mode that is controlled by the center driver's touch screen. When activated it turns the stern thruster motors on at a lower thrust rate running continuously for up to a minute until Dock Hold is turned off. This mode is to help hold the stern of the boat near the dock towards the side selected while a dock line is used by an individual to hold the bow.



OTHER FEATURES

An array of features available for your Supra boat, providing detailed information on their functionality, installation, and maintenance.

HEATERS

If equipped, the boat heater will provide warm air to comfort driver and passengers through multiple ports.

BOW AND/OR STERN SUN SHADE

If equipped, the bow and/or stern sun shades provide additional shade for the bow or stern of the boat. To use, place poles in the sockets on the deck and affix the shade canvas to the tower Bimini using the Fidlock connectors. Secure the canvas to the top of the poles using the D-rings.



PHENDER PRO CLEAT

Attach a phender line to the removable pin(s). If equipped, insert the pin into the bow, midship, or stern receivers as desired.

INTERIOR WASH DOWN SYSTEM

This feature allows the boat interior flooring or otherwise to be rinsed using lake water. If equipped, simply connect the coiled hose (stored in a pocket under the port side cushion) to the quick connect fitting located on the port side of the deck near the observer seat position and turn the pump on using the switch on the driver's outboard screen near the bottom of the screen. The spray nozzle can be adjusted to control the water flow and water stream type.



ELECTRIC POWER ASSIST STEERING

This feature provides consistent steering assist through all vessel speed ranges. If equipped, the driver is able to choose between a Classic Mode, Sport Mode or create up to 2 custom modes. Classic provides a more traditional steering wheel movement, but with smoother response and maintains position regardless of rudder angle and load. Sport mode provides a unique steering experience with a return to center functionality that automatically moves the steering wheel back to center when the driver removes some grip from the steering wheel similar to an automobile steering wheel while in motion.

SUNDECK FILLER CUSHION

If equipped, the removable piece can be inserted to provide a seamless sundeck pad if desired.



ATMOS INTEGRATED AIRSTATION

If equipped, the ATMOS Integrated Airstation on your boat swiftly inflates and deflates towables, SUPs, platforms, and other inflatables up to 20 PSI. It includes 6 hose attachments and an 8-foot hose, all conveniently stored in the starboard side transom area for easy access and minimal clutter onboard. This feature simplifies setup and enhances your enjoyment on the water by eliminating the need for separate inflation tools.



TELEMATICS

From before the moment a boat makes it on the water for the first time, Radian IoT collects relevant analytics to allow owners to leverage real-time data to protect, stay connected to, and monitor their boat in one easy-to-use platform.



Scan the QR code to register your telematics services.

SAVE: Radian allows owners to track the health of their boat and schedule regular maintenance checks to increase savings on insurance.

MONITOR: Keep up with battery life, monitor usage, track movements, and receive alerts 24/7.

LOCATE: Create geofences around your home or marina to track the location of your boat at all times.

STORAGE FEATURES

Your Supra has been thoughtfully designed to accommodate all your gear, keeping your vessel clutter-free and organized. From spacious lockers to hidden compartments, every inch has been optimized to ensure you have ample room for your equipment, toys, and essentials.

BOW ANCHOR (IF EQUIPPED)

The anchor is stored under the center forward cushion in the bow for easy access. Inside, there's a tie-off point on the hull for securing the anchor line end point. When deploying the anchor, attach the line to the bow-mounted cleat for stability with the desired length of line into the water. Be cautious and ensure the anchor line is routed clear of cushions to prevent tangling or damage. Deploy the anchor with the desired line length to secure your boat. Following these steps ensures safe and effective anchor use, enhancing your boating experience.

HINGED BOW FILLER CUSHION (IF EQUIPPED)

Lift the bow filler cushion and lid from the aft end to access a storage compartment beneath—sized to fit the included soft-side cooler, most Phenders, or other items you want quick access to in the bow. The cushion can also be removed and stored if desired, revealing a GatorStep-covered lid.

FLIP OVER BOW FILLER (IF EQUIPPED)

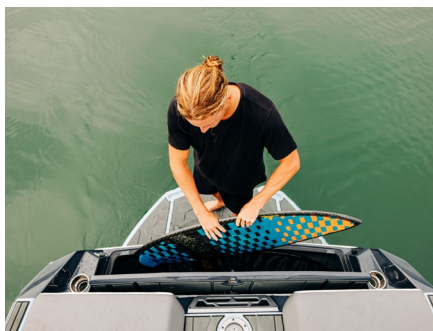
Open both the port and starboard bow cushions to allow the center filler cushion to flip over, revealing its GatorStep-covered underside in place of the upholstered top—if desired.





COCKPIT SUBFLOOR STORAGE

The cockpit subfloor storage in your Supra boat is a practical feature situated between the driver and observer's seating areas. This storage area is large enough to store the provided cooler or other items you wish to bring aboard. It's conveniently located within easy reach, allowing you to access essential items while maximizing the space in the cockpit.



DOMETIC ELECTRIC COOLER (IF EQUIPPED)

If equipped, the Dometic 25L electric cooler is located in the subfloor storage compartment of the cockpit. It connects to a 12V receptacle in that compartment, powered when the main battery switch is on. The cooler can also be removed and plugged into a 120V outlet outside the boat.

TRANSOM TRUNK

Located on the back of your boat, there is a storage trunk large enough to store most surfboards, or other items you want hidden while remaining easily accessible from the swim platform. Locate the lever and lift it to access the available storage space.

SUPRA COVER

Your Supra boat cover is made from the finest material and webbing to ensure that your boat will be protected in the off season. The cover has been designed to fit securely around each boat.

TOWER DOWN MOORING COVER INSTALLATION INSTRUCTIONS

- ▶ Stow and boot the bimini. Board racks should be fully rotated to the inside of the boat. Fully lower the tower into the down position.
- ▶ Place the cover on boat starting at front, connect the strap from the front of the cover down through the bow eye and back up to the cover to buckle, connect and cinch tight.
- ▶ Extend and install anti-pooling poles into the plates on the inside of the cover as you work towards the back of the boat with the cover, making sure the windshield door is closed as that area of boat gets covered. The shorter pole goes in the bow. If not installed correctly, water can gather on cover and cause damage.
- ▶ Clip hooooks or buckle straps through (depending on boat model) in rear stern eyes. Make sure webbing is not twisted.
- ▶ Tighten ratchets evenly and very taught, making sure cover extends just below rubrail near midship of boat. Pull corners down as necessary. Zip pockets closed for ratchets, cleats and fuel fills.
- ▶ Reverse steps for removal of cover.



NOTICE:

- If cover is to be stored, make sure it is completely dry before storage and keep in a dry location.
- Readjust and retighten the cover after trailering and before storing boat.
- To prevent pooling do not allow snow and ice to accumulate on the cover.
- Never trailer at speeds above the speed limit.

TOWER UP MOORING COVER INSTALLATION INSTRUCTIONS

- ▶ Place the cover on boat starting at front, connect the strap from the front of the cover down through the bow eye and back up to the cover to buckle, connect and cinch tight.
- ▶ Extend and install anti-pooling poles into the plates on the inside of the cover as you work towards the back of the boat with the cover, making sure the windshield door is closed as that area of boat gets covered. The shorter pole goes in the bow. If not installed correctly, water can gather on cover and cause damage.
- ▶ Connect the Velcro and buckles around the tower making sure the seams from both pieces are aligned. Also, be sure to overlap the Velcro evenly and fully.
- ▶ Place the TAPS loop around the tower pylon. This can be adjusted as necessary to create appropriate tension on cover to prevent water from pooling when cover is fully installed.
- ▶ Clip hooks or buckle straps through (depending on boat model) in rear stern eyes. Make sure webbing is not twisted.
- ▶ Tighten ratchets evenly and very tight, making sure cover extends just below rubrail near midship of boat. Pull corners down as necessary. Zip pockets closed for ratchets, cleats and fuel fills.
- ▶ Reverse steps for removal of cover.



NOTICE:

- If cover is to be stored, make sure it is completely dry before storage and keep in a dry location.
- Readjust and retighten the cover after trailering and before storing boat.
- To prevent pooling do not allow snow and ice to accumulate on the cover.
- Never trailer at speeds above the speed limit.

FOLDING COVER

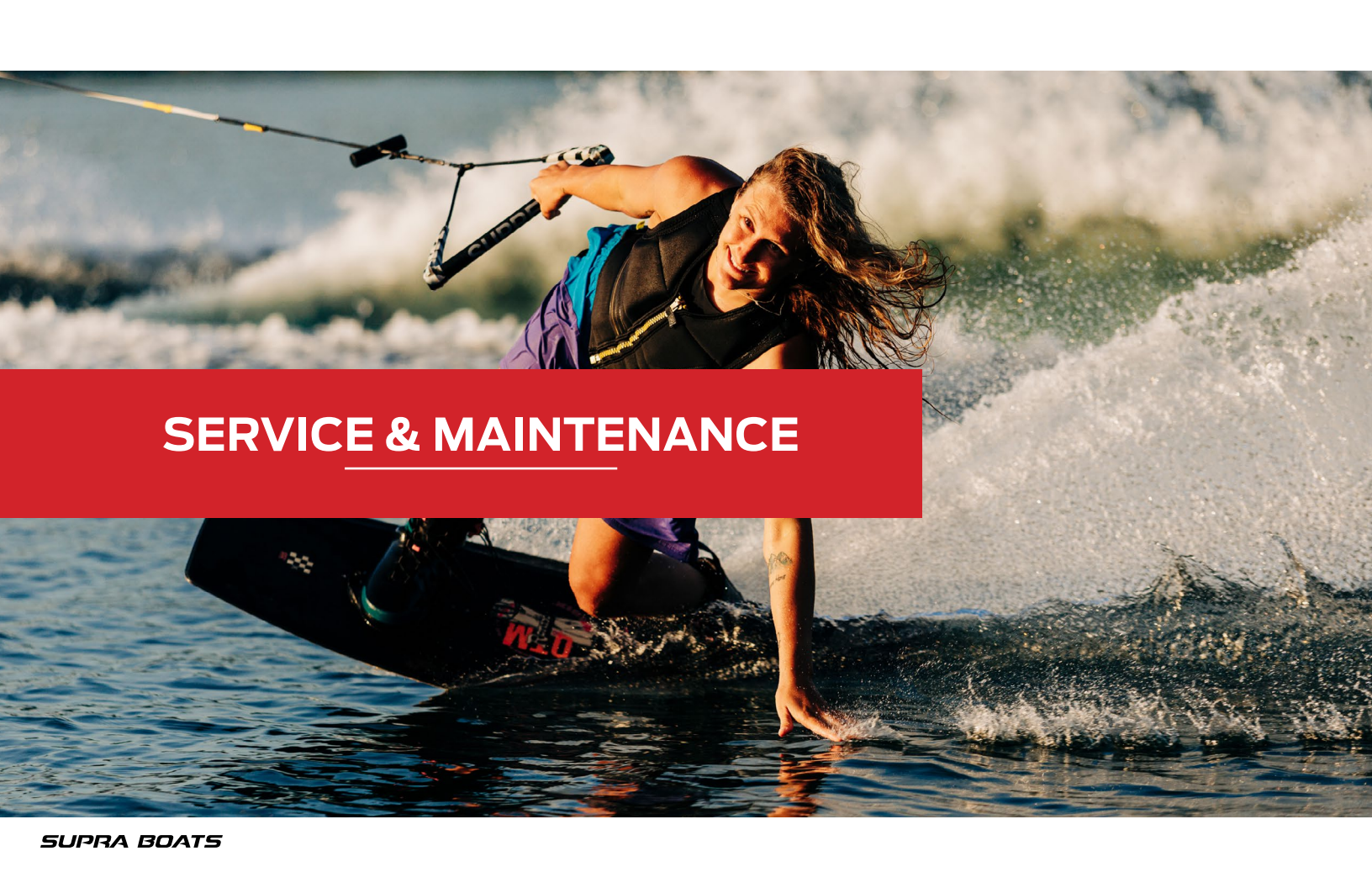
When folding the cover for storage, be sure the cover is dry. Take care not to scratch the canvas finish against rough surfaces. Store in a dry location.

COVER REPAIR

If the cover becomes damaged, immediately patch and reseal the area. Use a tent seam sealer to reseal any new stitches. Spray fabric guard on scraped or worn surfaces. Tears should be repaired professionally and stitches sealed to prevent leakage.

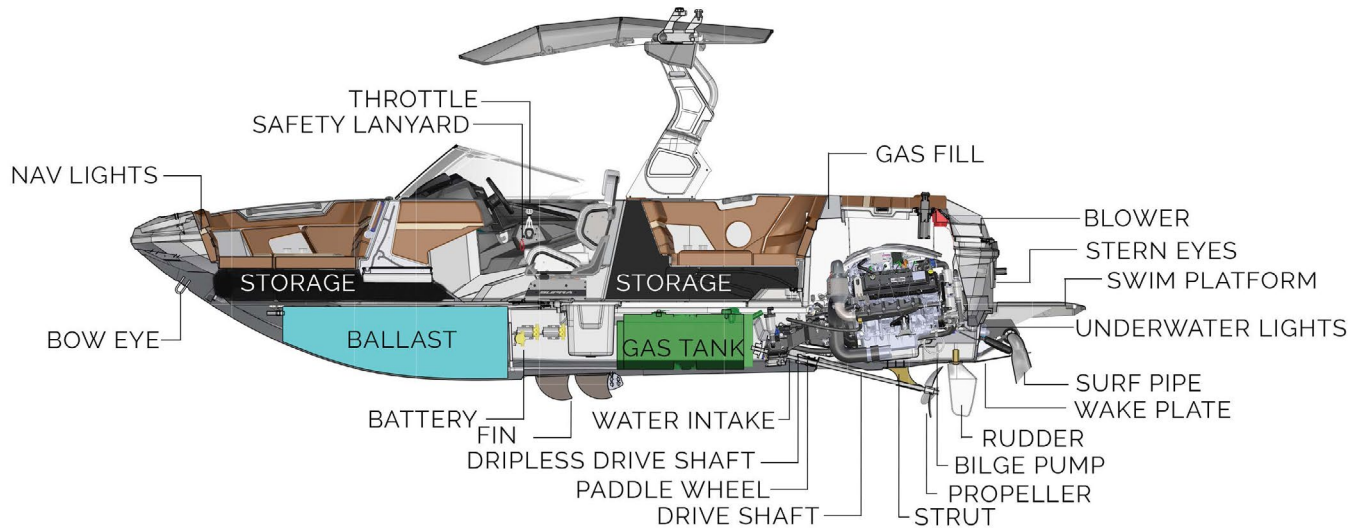
SWIM PLATFORM COVER

A cover has been designed to fit securely around the swim platform. If equipped, place cover around platform and secure with buckles under the swim platform.



SERVICE & MAINTENANCE

TYPICAL V-DRIVE



The illustration above denotes the areas which may need to be accessed or may require cleaning or maintenance. It is important to have basic understanding of the parts and their location on the boat. However, it is recommended that any service beyond routine maintenance be performed by an authorized Supra dealer.

MAINTENANCE SCHEDULE

For your convenience, a maintenance schedule has been included in this manual. The items listed outline when to perform safety checks, lubrication and general service to your boat. Engine hours or elapsed time determine when service is necessary.

It is recommended that any replacement parts used during maintenance or for repair be supplied by an authorized Supra dealer.

NOTICE: You are responsible for keeping records of all maintenance on your boat. To maintain your new boat warranty, you may be required to prove that required maintenance was performed.

Maintenance Intervals @ Engine Hours

Maintenance To Perform	Weekly	1st 25	50	100	Yearly
Check Fuel Lines & Connections for Leaks	X	X	X	X	X
Ballast - Impeller Replacement				X	X
Check Battery Electrolyte Level		X	X	X	X
Check All Electrical Connections	X			X	X
Check Cooling System Hoses for Leaks	X	X			X
Tighten Engine Mount Fasteners					X
Lubricate Shift Linkage Pivot Points					X
Check for Loose, Damaged or Missing Parts	X	X			X
Check Engine To Prop Shaft Alignment		X		X	X

* If engine overheats, visually check. If clogged, remove debris.

This inspection and maintenance schedule is recommended for average operating conditions in normal service.

Under severe operating conditions or service, intervals should be shortened.

NOTE:

**REFER TO INDMAR ENGINE MANUAL FOR ENGINE, TRANSMISSION AND V-DRIVE
MAINTENANCE SCHEDULE AND PROCEDURES.**

NOTE: See Page 182 for Maintenance Log to keep track of all your records.

DRIPLESS SHAFT SEAL

Your Supra comes standard with a dripless shaft seal. If any seepage occurs, contact your dealer.

COMPONENT LUBRICATION

Normal use of your Supra causes metal to metal movement at some parts in the boat. These moving parts should be lubricated with a water resistant chassis lubricant such as silicon grease.



WATER STRAINER

The engine water strainer is a filter for the engine cooling water. It consists of a stainless steel mesh filter inside a clear cup. It is located between the water intake on the bottom of the boat and the engine's raw water pump. It should be checked periodically for debris as conditions dictate. To remove debris, unscrew the clear sight cup, remove the o-ring and stainless steel mesh filter and proceed to rinse out the cup. Be sure to reinstall the mesh filter and o-ring before reattaching the sight cup to the inlet.



FRESH WATER FLUSH

The Fresh Water Flush port on the water strainer is a valve specifically designed to allow you to attach a garden hose to your engine water intake to flush brackish or salt water out of your engine. To use the Fresh Water Flush, simply attach a garden hose to the valve. Turn on the water to the valve. Start the engine. Monitor the exhaust port on the transom of your boat and engine temperature gauge. Water should come out of the exhaust port while the engine is running. It is recommended that you run the engine at a low RPM while flushing, since the engine's raw water pump at higher RPMs can pump more water than the garden hose can supply. If you have questions on the operation of your Fresh Water Flush port, consult your Supra Dealer.

BATTERY

Your battery is an important part of your boat. It provides all the power to start your boat and allows all of your electrical components (bilge pump, blower, stereo, etc.) to work even if the motor is not running.

BATTERY BOX

The batteries are installed under the port observer storage area. Location may vary slightly depending on the model.

NOTICE: It is recommended that the battery cables be disconnected from the battery when the boat is placed in storage.

CAUTION

Avoid damage or injury from battery acid. Ensure that the battery is properly secured before using boat.



CAUTION

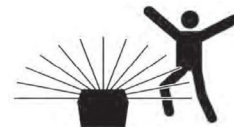
Failure to connect battery cables as outlined will damage the system and void the warranty.

WARNING

Sulfuric acid in the battery can cause serious burns. If spilled on skin or in eyes, flush with clean water immediately, then seek medical attention.

WARNING

Hydrogen and oxygen gases are produced during normal battery operation and charging. Sparks or flames near the battery vent openings can cause the mixture to ignite and explode.

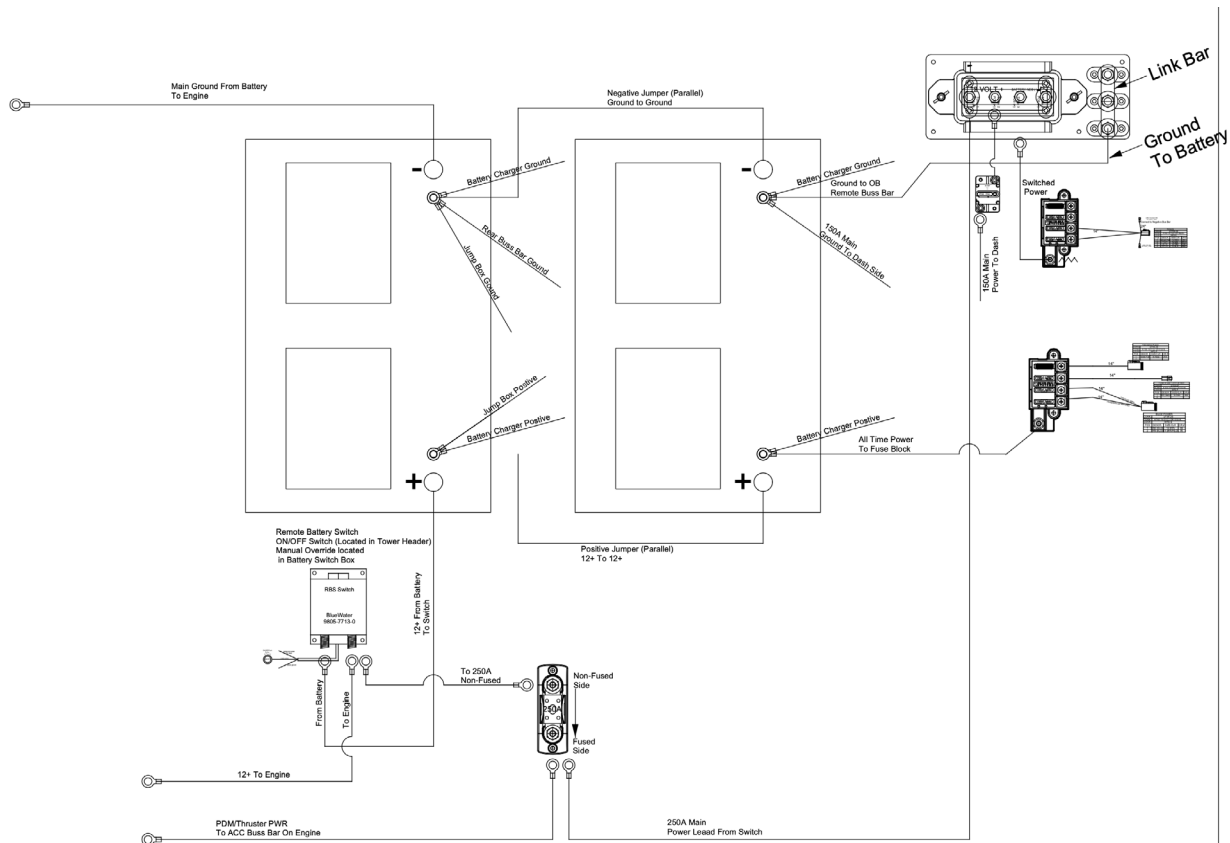


BATTERY CABLE- INFORMATION

Deep Cycle/Gel Cell batteries are not recommended for engine starting. These batteries may be used for accessory loads such as: ballast pumps, thrusters, stereos and amplifiers but should be isolated from the starting circuit"

Lithium Ion batteries are not compatible with current engine charging technologies and MUST NOT be used. Use of Lithium Ion batteries will compromise the Indmar Limited Warranty and may result in a dangerous electrical system malfunction

Your Supra electrical system is a negative ground type. The negative battery cable is grounded to the engine block. The positive battery cable is connected to the starter solenoid.



BATTERY CABLE CONNECTION CONTINUED:



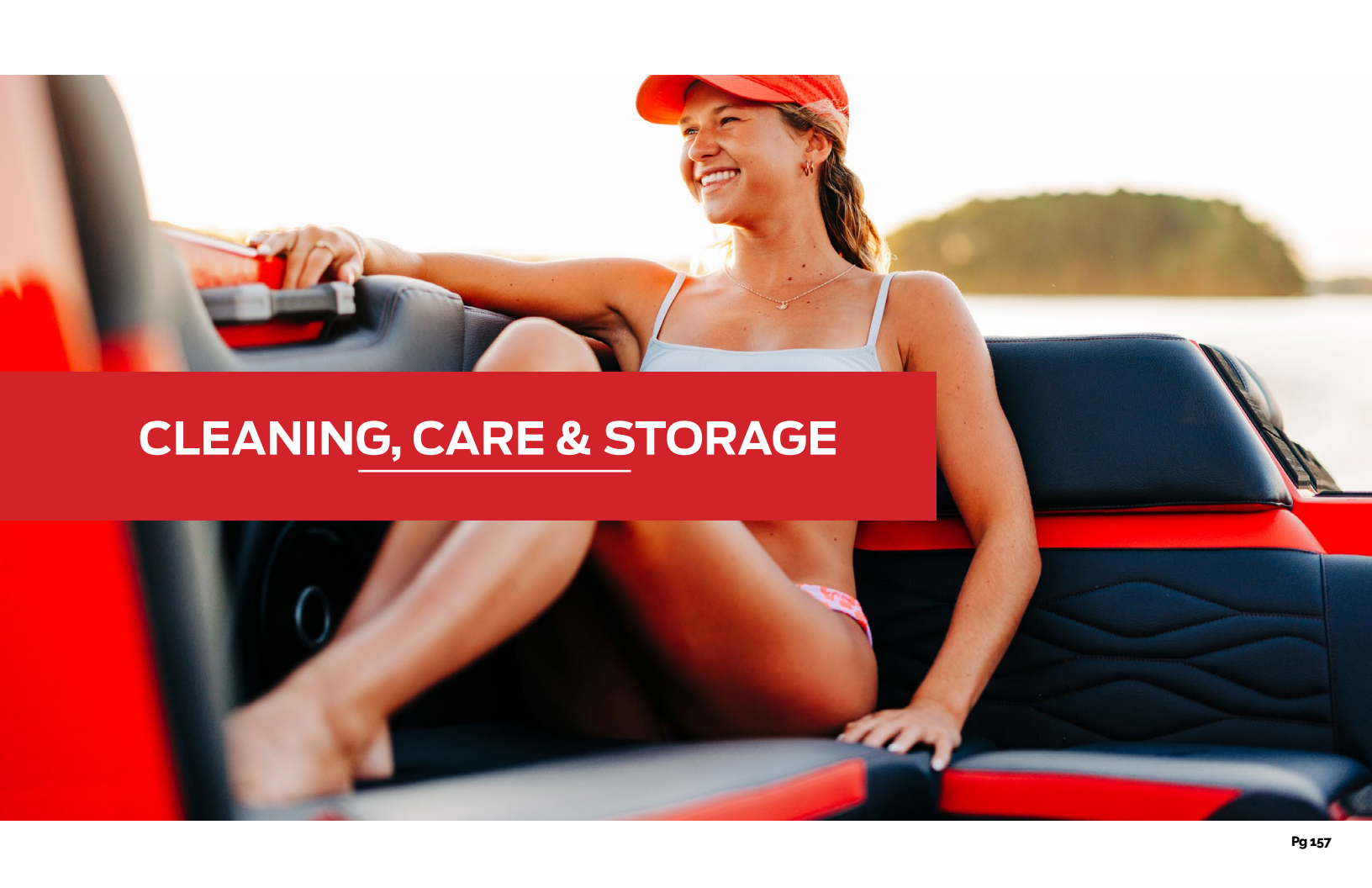
Do not turn the selector switch to the “Off” position when the motor is running. The alternator will be permanently damaged and is not covered under Skier’s Choice or Indmar warranty

NOTE: The battery selector switch should be turned to the Off position when the boat is not in use. Some components do not shut completely off and will drain the batteries if left on for a period of time depending on the condition of the batteries.

NOTE: It is recommended that you fully recharge your batteries using a battery charger periodically or after a period of high discharge (running many accessories for an extended period of time).

NOTE: Skier’s Choice highly recommends using quality “Dual Purpose” batteries.

NOTE: When battery cables are disconnected the telematics module will no longer have power and therefore not send updates to connect.mysupra.app.



CLEANING, CARE & STORAGE

CLEANING & CARE

We understand that maintaining your boat's pristine condition is essential for optimal performance and longevity. This section will provide you with valuable insights and guidelines on how to properly clean, care for, and store your boat, ensuring it remains in top-notch shape for countless adventures on the water. By following these recommendations, you'll not only enhance your boat's appearance but also safeguard its components, allowing you to enjoy your Supra for years to come.

FIBERGLASS CARE

Washing and waxing the boat hull and deck regularly will extend the life and beauty of your Supra. It is a good routine to rinse your boat with fresh water after each day's use.

It is recommended that the hull and deck be cleaned and waxed after every 25 hours of use. This will decrease water friction and lesson the potential for staining or spotting on the gelcoat surface.

When the original gelcoat shine cannot be restored by waxing, the shine may be restored by hand buffing with a commercial polishing compound. Be sure to apply a new coat of wax containing Carnauba over the area that has been polished.

IMPORTANT: Porcelain cleaning powders are too abrasive for use on gelcoat and may cause permanent discoloration if used. Household detergents containing ammonia or chlorine should not be used on gelcoat. Never use acetone or ketone solvents to clean your boat finish.

WASHING YOUR BOAT

The easiest way to preserve the beauty of your boat is to keep it clean by frequent washing. Wash the boat with luke warm or cold water. Wipe the boat down immediately after washing to avoid water spots. Avoid using hot water or washing your boat in direct sunlight. Avoid using strong soaps or chemical detergents. To avoid spotting, all cleaning agents should be thoroughly rinsed from the surface promptly and not allowed to dry on the finish.

RUB RAIL CARE

Use a sponge or other soft material to wash the rub rail.

NOTICE: When tying up to a dock or another boat, always use cushioned fenders (dock bumpers) to protect your boat from hard surfaces.

WINDSHIELD CARE

All Supra windshields are constructed of tempered safety glass to ensure passenger safety. The glass surfaces should be cleaned regularly to ensure that visibility is not obstructed. Use a commercial glass cleaner to remove any spotting or stubborn stains that develop on the windshield. Never use abrasive cleaners on glass surface.

FOREIGN DEPOSITS

Tree sap, bird droppings, airborne chemicals, petroleum products and other foreign matter may damage the gelcoat surface if not removed promptly (See Washing Instructions).

BOAT HULL PROTECTION

If your Supra is to remain in the water for an extended period, the hull below the water line should be painted with a marine bottom paint. Boats left in the water for extended periods of time without bottom paint may experience blistering or discolorization. This type of damage is not covered by your boat's warranty.

CAUTION

Damage caused by improper care, cleaning agents, conditioner oils, waxes, gasoline, etc., IS NOT covered under our boat's warranty. Use only the recommended vinyl cleaner as listed on the Vinyl Care Instruction Sheet.

WET SLIPPING BOATS

CAUTION

- In the event of large storms, boats in wet slips are more likely to be damaged.
- If you do not use the boat often, the battery can go dead from pumping out water.
- The boat may develop organic growth which can greatly reduce performance, attack and discolor the gelcoat.*
- The boat may develop osmotic blisters.*
- The boat may get a stain line which cannot be removed.*

** Painting the area below the waterline of the boat with Interlux or Pettit products will reduce the likelihood of these last three.*

UPHOLSTERY CARE

All upholstery items on your Supra are made of tough marine grade vinyl that is easily cleaned. It is important to provide for the drying of all upholstery and flooring after each use of the boat. Open all storage compartments and slide all removable cushions out about an inch to allow air to circulate.

Improper drying of your cushions can attract mold spores under the vinyl which develop pink or blue stains depending on the type of mold. These stains are not covered under the limited warranty. If the cushions are wet, turn them up at an angle as shown above to promote drying.

To clean your vinyl, wipe down with dawn dish soap and water mixture.



Strong detergents and cleaners may shorten the life of the vinyl. PLEASE SEE VINYL MANUFACTURER'S RECOMMENDED CARE GUIDE INCLUDED IN YOUR OWNER'S MANUAL PACKAGE. FAILURE TO FOLLOW CARE GUIDE MAY VOID VINYL WARRANTY.



Chil™ Cool Technology Upholstery Cleaning & Care

Mix a solution 30:1, (30 parts warm water and 1 part mild non-bleach liquid dish soap). Apply and rub with a soft damp cloth. Rinse with clean warm water and wipe dry.

“USE ONLY SOAP AND WATER”

DO NOT use these or similar cleaners: 409®, 303®, Babe's®, Boat Bling®, Star brite®, Meguiar's®, or Fantastic®. They will damage the vinyls surface & cooling properties! Failure to care for your vinyl properly or use of improper cleaners will void your warranty and damage your vinyl!



SPRADLING USA
Marine and RV Division



WINTERIZATION & DRY STORAGE

When the boating and Watersports season comes to a close or begins, it is important to have your boat professionally winterized or summerized.

WINTERIZATION

When the boating season comes to a close, it is important to have your boat winterized by a service professional or your local Supra Dealer.

If your boat is exposed to temperatures below 32 degrees F (0 degrees C), it is possible for water in the engine, ballast system, etc., to freeze. As this water freezes, it expands and can crack pumps, valves, heat exchangers, engine blocks, etc. This type of damage usually requires the replacement of the cracked item and can be very expensive to repair.

CAUTION

It is extremely important to follow the proper winterizing procedure. The engine must be correctly winterized for safe storage in your climate. This should be done by a professional. Your Supra dealer will know exactly what must be done to ensure the longest possible life for your boat.

NOTE: During the winter months, water is a boat's worst enemy. Always store the boat when the interior is completely dry. Periodically check on the condition of the stored boat.

CAUTION

Damage due to improper winterization IS NOT covered under your boat's warranty.

CAUTION

E-10 fuels require fuel stabilizers that are specifically designed for E-10 fuels to help prevent moisture absorption, phase separation and gasoline stabilization.

WINTERIZATION CONTINUED:

In addition to having your boat professionally winterized, the following tasks should be done to protect your boat during storage:

1. Remove the drain plugs from the boat.
2. Thoroughly clean the boat inside and out. Inspect the hull for any residue or algae growth and remove if required.
3. Clean the bilge area thoroughly and operate the bilge pump to remove any water from the bilge hose.
4. Replace cushions and open all storage areas to air circulation in the boat interior. When thoroughly dry, replace cushions and close storage areas.
5. Top off fuel tank to prevent any condensation from accumulating in the fuel system. Use a commercially available fuel stabilizer to remove water and prevent gumming.
6. If the boat is stored on its trailer, ensure that the boat is properly positioned. If possible, lift the tongue so that the bow is slightly raised to promote drainage from the drain hole.

Install the canvas cover and secure the straps in accordance with cover instructions.

NOTE: It is recommended that the battery cables be disconnected from the battery when the boat is placed in storage. BE AWARE, you will not be able to view telamatics information remotely when disconnected. (Refer to Battery Cable Installation and Precautions)

SUMMERIZATION

Before using the boat after it has been in dry storage requires some special treatment. Supra recommends having your boat professionally summerized, preferably by the same facility that prepped it for storage. They will be familiar with what items were done in the fall and what items need to be addressed in the spring. In addition to having your boat professionally summerized, the following list of tasks should be done to ensure a successful start to your boating season.

When launching the boat for the first time of the season, carefully watch all gauges to ensure that the boat is not overheating, the alternator is charging and the engine has proper oil pressure.

-
- ☐ Check Trailer
 - ☐ Tire Pressure
 - ☐ Lights

-
- ☐ Charge Battery
 - ☐ Clean & Wax Gel Coat
 - ☐ Clean Interior

-
- ☐ Check All Systems
 - ☐ Blower
 - ☐ Bilge Pump
 - ☐ Navigation Lights
 - ☐ Interior Lights
-

TEMPORARY HOISTING

If the boat ever needs to be hoisted, special attention should be given to the following recommendations:

- Hoist the boat using a horizontal lifting bar only.
- Never attempt to lift the boat by means of a cable sling from bow to stern lifting eyes.
- Hoist operator should slowly and smoothly lift the boat without jerking to avoid damage to the lifting eyes.

WARNING

DO NOT USE ski pylon to hoist boat.

CAUTION

Incorrect hoisting may invalidate the warranty on the boat

WARNING

Use only a proper sized sling in the designated lifting rings to hoist the boat.





NOTE: For boat houses, we highly recommend the use of a lifting cradle. Cradle bunk design should mimic the bunk design of the trailer.

HULL IDENTIFICATION NUMBER

The hull identification number is located on the upper right hand side of the transom below the rub rail.



TECHNICAL INFORMATION

DASH POWER DISTRIBUTION MODULES (PDM)

Supra utilities Power Distribution Modules (PDM) that have an internal circuit protection for the Vision system and other components controlled through the Vision system. There are two PDM's in the Supra models located under the dash. There is a third PDM located in the engine compartment, behind the rear seat back.

The power to each PDM is protected by its own circuit breaker, which are located under the dash or on rear seat back.



To turn off the power to the PDM's, manually press the red button and the circuit breaker reset lever will flip open and the power to the PDM's will be shut off. To reset the circuit breaker, push the reset lever closed.

MAIN DASH POWER-CIRCUIT BREAKER - BATTERY CONNECTION

The power to the dash circuit is protected by a circuit breaker that is located in the observer seat storage area near the battery.

To turn off the power to the dash, manually press the red button and the circuit breaker reset lever will flip and the power to the dash circuit will be shut off. To reset the breaker, push the reset lever closed.



2026 ELECTRICAL REPLACEMENTS

Fuse Block	Engine			Top of Engine
	ECM	ATM	10	
	Fuel Pump	ATM	20	
	Fuel Pump 2	ATM	20	
	Helm	ATM	20	
	Ignition	ATM	10	
	Main	ATM	40	
	PTR	ATM	30	
	Starter	ATM	20	
	Fuel Pump Relay	Relay	N/A	
	Power Relay	Relay	N/A	
	Starter Relay	Relay	N/A	
	Heater Recirculation Pump	ATO	7.5	
	Power Stud Engine	Fusebale Link	350	

ITC Lighting	Under Dash			Under Dash
	ITC Controller	ATO	25	
	ITC Zone1	ATO	10	
	Zone2	ATO	10	
	Zone3	ATO	10	
	Zone4	ATO	10	

Breaker Panel	CAN 1 Power	Breaker	3	Behind STBD Bow Back
	Ballast Shutoff ROV	Breaker	3	
	Underwater #1	Breaker	15	
	12 Volt	Breaker	15	
	Air Pump	Breaker	15	
	Wireless Charger	Breaker	3	
	HORN	Breaker	5	
	Seat FW/BK	Breaker	10	
	Seat UP/DN	Breaker	15	
	Spare	Breaker	3	
	Spare	Breaker	5	
	Spare	Breaker	10	
	Ignition/CAN2	Breaker	3	
	USB	Breaker	10	
	Dometic Cooler	Breaker	10	
	Swell STBD	Breaker	20	
	Smartplate	Breaker	20	
	Swell Port	Breaker	20	
	PDM #1	Breaker	50	
	PDM #2	Breaker	50	
	Electric Steering	Breaker	40	

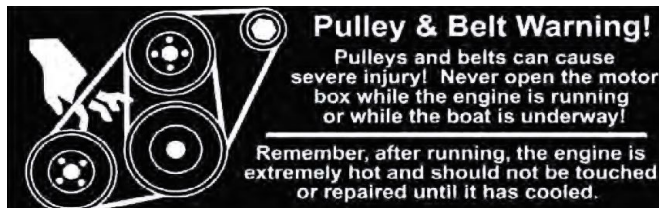
2026 ELECTRICAL REPLACEMENTS, CONTINUED

Power Board	Power Board			Observer Seat Storage
	Main Buss Bar	ANL	250	
	Main Dash	Breaker	150	
	Display	ATO	7.5	
	Automatic Bilge Pump #1	ATO	5	
	Automatic Bilge Pump #2	ATO	5	
	Telematics	ATO	3	
	Remote Battery Switch	ATO	5	
	Amplifier XMA1HPB1	AMI / MIDI	80	
	Amplifier XMA8B1	AMI / MIDI	80	
	Amplifier XMA6C1	AMI / MIDI	40	
	Amplifier XMA6B1	AMI / MIDI	60	
	Amplifier XMA4B1	AMI / MIDI	40	
	Bimini Controller	ATO	15	
	DSP XMP12C	ATO	10	

	Forward Engine Area			Fwd Engine Area
Thrusters	Thruster Control Box	Breaker	60	
PDM	PDM #3	Breaker	60	
	Blower (PDM)	Internal Breaker		

V-Drive Engine Compartment

To access the engine compartment, raise the side sundecks and pull up to open the engine hatch cover.



Fire Extinguisher

A standard Marine Fire Extinguisher is provided with your Supra boat. The fire extinguisher is usually located under the observer's seat cushion, however, locations vary by boat. You should know the exact location of your boat's fire extinguisher in case of an emergency.

NOTICE: Refer to the instructions on the fire extinguisher for proper use.

Automatic/Manual Fire Suppression System

The Automatic/Manual Fire Suppression System is designed to automatically deploy the release of the fire suppression agent if the engine bay reaches the system's trigger temperature or it can be manually operated to release the fire suppression agent in the engine bay.

Normal Operation: With the boat powered on, the system ready light will illuminate. If the boat's power is on and the light is not illuminated, please contact your dealer for service.

Automatic/Manual Fire Suppression System (continued)

Emergency Event: In the event of a thermal event or fire in the engine bay. Shut down the engine and turn off the blower and turn off the main battery switch. Do not open lids or hatches that could allow ventilation of the engine bay.

At the call of the captain, the boat occupants should be prepared to abandon the vessel with appropriate USCG life vests.

CAUTION

IN CASE OF SUPPRESSION SYSTEM DISCHARGE, DO NOT IMMEDIATELY OPEN THE PROTECTED COMPARTMENT. THE PROTECTED SPACE MUST BE KEPT CLOSED FOR AT LEAST 15 MINUTES TO ALLOW THE FIRE TO BE EXTINGUISHED AND SURFACES TO COOL SUFFICIENTLY TO PREVENT REFLASH. STOP BLOWERS AND SECURE HATCHES. HAVE A PORTABLE EXTINGUISHER AVAILABLE AND USE CARE WHEN OPENING COMPARTMENT.

CAUTION

AVOID BREATHING FIRE RELATED FUMES OR VAPOR.

Fire Suppression System: Manual Pull Safety Pin: If the system is going to be serviced or work is going to be performed in the area of the canister or cable the manual trigger safety pin should be installed. Once the work has been performed, the safety pin must be removed to allow for manual release of the fire suppression agent.

CAUTION

ALWAYS INSTALL SAFETY PIN IN CYLINDER ACTUATOR LEVER WHEN PERFORMING SERVICE OR MAINTENANCE ON THE SYSTEM. BE SURE TO REMOVE THE SAFETY PIN FROM THE ACTUATOR LEVER UPON COMPLETION OF SERVICING.

For additional information please see Sea-Fire Owner's Manual

TRAILERING YOUR SUPRA

Properly understanding the techniques involved with trailering your boat will not only protect your boat during transportation, but also ensure a smooth transition from trailer to water, allowing you to enjoy your boat with peace of mind.

NOTE: Be sure to read the **ENTIRE** towing section of your vehicle Owner's Manual before towing your trailer or trailered boat.

TRAILER & TOWING

The trailer supplied with your Supra was designed especially for the boat with your convenience in mind. Please be sure that you have an appropriate tow vehicle before attempting to trailer your boat. Your vehicle must be fitted with appropriate trailer hitch and capable of towing the maximum weight or your specific Supra model's boat, trailer, fuel and gear.

All Supra model trailers require a 2-5/16" ball. The standard height from the ground to the top of the hitch ball should be about 20 inches. With the trailer attached to the tow vehicle, the trailer should stand approximately level.



CONNECTING YOUR TRAILER

When connecting the trailer to your tow vehicle, use the following procedure:

1. Raise the tongue with the trailer jack. Position the trailer coupler directly over the tow vehicle ball, and lower the jack until the coupler goes all the way down over the ball.
2. Ensure that the coupler latch top is flush with the coupler and has closed over the ball. If it does not automatically close, press down on it until it closes.
3. Insert the locking pin into the coupler. Lock pin hole is on the side of the coupler.
4. When all weight is off the trailer jack, pull the jack lock pin and rotate the jack to the horizontal position and re-lock the pin.
5. Attach the safety cables to the tow vehicle hitch. Cross the cables and wrap them around each other once or possibly twice allowing just enough slack to permit tight turns of the vehicle and trailer.
6. Plug the trailer lights connector to the vehicle harness.
7. Clip the brake lockout cable to the vehicle hitch.

NOTICE: If your hitch ball has an excessive flat spot on top, the latch may not engage properly. If the latch does not catch, check with your dealer or hitch installer before trailering.

TRAILER PLUG WIRE SCHEMATIC

White: Ground
Green: Right Turn/Brake
Yellow: Left Turn/Brake
Brown: Running Lights
Blue: Reverse Lights



TRAILER ALIGNMENT

CORRECT TRAILER ALIGNMENT



When pulling the boat onto the trailer, be sure that it is centered on the trailer.

INCORRECT TRAILER ALIGNMENT



The distance between the boat and the wheel runner board should be equal on both sides.

LOADING PROCEDURE

To load the boat on the trailer, position the trailer in the water with approximately 1 inch of the top of the fender showing.

1. Idle/coast the boat onto the trailer using as little power as possible, while keeping it centered between the guide poles.
2. Power slowly forward until the bow eye roller contacts. If it will not reach the roller with low power, position the trailer slightly deeper in the water.
3. Winch hook must be attached to bow eye and tightened before trailering.
4. Secure the safety strap to the bow eye once the winch hook is tightened.
5. Confirm that all ballast are empty before pulling out of the water.

DO NOT Power onto the trailer during rough conditions! Once correctly positioned on the trailer, switch off ignition.

DO NOT OVER-POWER onto trailer or damage may occur to the boat and/or the trailer!.



The trailer must be positioned for the correct water depth for loading or you may damage the boat. Varying ramp angles require different procedures. In general, the steeper the ramp, the more shallow the trailer should be positioned in the water. Your local dealer can help you understand this, should you require additional assistance.

UNLOADING PROCEDURE

To unload the boat, use the following procedure as a guide:

1. Make sure that all drain plugs are securely in place.
2. With Bow Eye Hook fastened, back the trailer until the water level is approximately 1 inch below the top of the trailer fenders.

NOTICE: Ramp slopes vary, so actual level of water on trailer may be different.

3. Follow the cold start procedure recommended in this manual.
4. After starting the engine, remove Bow Eye Hook.
5. With engine idling, center steering wheel, engage transmission and slowly pull throttle into reverse. Ease back on the throttle lever until the boat starts to move.



NOTE: DO NOT attempt to use excessive power to free the boat from dry carpet runners. Power off of the trailer only when the boat has floated free.

CAUTION

If the trailer is not submerged to the correct depth, the bow of the boat could drop when powering off incorrectly, possibly damaging the boat.

CAUTION

Roll all windows of tow vehicle down prior to backing down ramp. Should the vehicle slip into the water, the driver can escape through an open window.

NOTE: Because your Supra is a true inboard, when backing up, the stern will have a tendency to drift due to prop rotation.

HOW TO PROLONG TRAILER LIFE

The following guidelines will prolong the life of the boat and trailer:

1. Always secure the boat to the trailer with tie-downs. Do not place straps around fenders or lights.
2. Always verify that the winch hook is securely in the bow eye, the strap is tight and the winch handle locked in place before trailering. Be sure to attach the additional safety strap to bow eye.
3. Check the recommended pressure displayed on the side of the tires and assure that it is maintained. Under-inflated tires could cause trailer sway and excessive tire wear.
4. Before use, please read all information supplied with the trailer by the manufacturer (Bearing Buddy and hydraulic brake actuator) Check wheel bearing grease.
5. See Trailer Owner's Manual for Maintenance Schedule.



CAUTION

Inadvertent release of latch pin could result in injury.



LIMITED WARRANTY

SUPRA BOATS

SKIER'S CHOICE 2026 SUPRA® BOAT LIMITED WARRANTY

Skier's Choice, Inc. ("Skier's Choice") provides the following manufacturer's limited warranty, subject to the remedies, conditions, exclusions, and limitations set forth below, on all Supra® brand water sports boats sold as new by our authorized dealers. ("Covered Boats"). Indmar Marine Engines provides a manufacturer's limited warranty (the "Engine Warranty") for the engine of each Covered Boat. Boatmate Trailers provides a manufacturer's limited warranty (the "Trailer Warranty") for the trailer sold by our authorized dealers with each Covered Boat. For specific information on the Engine Warranty and the Trailer Warranty, please refer to the individual Indmar and Boatmate limited warranty policies. Exclusions and limitations apply.

DISCLAIMER AND LIMITATION OF IMPLIED WARRANTIES

ALL OTHER WARRANTIES AND REPRESENTATIONS, EXPRESS OR IMPLIED, ARE SUPERSEDED BY THIS LIMITED WARRANTY. AND, SKIER'S CHOICE DISCLAIMS, AND THE OWNER HEREBY EXPRESSLY WAIVES, TO THE MAXIMUM EXTENT ALLOWED BY APPLICABLE LAW, ANY AND ALL OTHER WARRANTIES, CONDITIONS OR REPRESENTATIONS OF ANY KIND, INCLUDING, BUT NOT LIMITED TO, IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE, OTHER THAN THOSE WARRANTIES WHICH ARE IMPLIED BY, AND CANNOT BE EXCLUDED, RESTRICTED, OR MODIFIED UNDER APPLICABLE LAW. THE TERM OF ANY IMPLIED WARRANTIES THAT CANNOT BE DISCLAIMED UNDER APPLICABLE LAW, INCLUDING, BUT NOT LIMITED TO, IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE, SHALL BE LIMITED TO THE DURATION OF THE EXPRESS WARRANTY PERIODS STATED HEREIN. SOME STATES DO NOT ALLOW THE EXCLUSION OF IMPLIED WARRANTIES AND/OR DO NOT ALLOW LIMITATIONS ON THE AMOUNT OF TIME AN IMPLIED WARRANTY LASTS, SO THE ABOVE LIMITATIONS MAY NOT APPLY TO YOU. HOWEVER, IN THE EVENT THAT APPLICABLE STATE OR COUNTRY LAW DOES NOT ALLOW EXCLUSION OF IMPLIED WARRANTIES BUT SETS FORTH THAT IMPLIED WARRANTIES MAY BE LIMITED IN DURATION, THIS LIMITED WARRANTY LIMITS THE DURATION OF IMPLIED WARRANTIES TO THE TIME PERIOD PROVIDED IN THIS LIMITED WARRANTY OR APPLICABLE STATE LAW, WHICHEVER IS SHORTER. THIS LIMITED WARRANTY GIVES YOU SPECIFIC LEGAL RIGHTS. YOU MAY HAVE OTHER RIGHTS WHICH VARY FROM STATE TO STATE OR COUNTRY TO COUNTRY. THIS LIMITED WARRANTY DOES NOT AFFECT THE RIGHTS YOU MAY HAVE UNDER LAWS IN OTHER COUNTRIES.

LIMITED WARRANTY

Skier's Choice warrants to the original retail purchaser (the "First Owner") that the components and parts manufactured by Skier's Choice described below (the "Covered Components") of each Covered Boat are free from any defects in material and workmanship, under normal use and when operated and maintained according to Skier's Choice's instructions for the applicable Warranty Periods (defined below). The Skier's Choice warranty does not cover the engine and trailer sold with a Covered Boat, which are separately warranted under the Engine Warranty and the Trailer Warranty, respectively.

LIMITED FIVE-YEAR WARRANTY PERIOD ON COVERED COMPONENTS

This Limited Warranty applies to Covered Components other than the deck, hull, floor, and stringers for a period of five years (the "Five-Year Warranty Period") from the original date of delivery to the First Owner (the "Original Delivery Date"), except that the VISION Control System has a Limited Warranty for a period of three years. Exclusions apply.

LIMITED LIFETIME PERIOD STRUCTURAL WARRANTY

This Limited Warranty applies to the deck, hull, floor (excluding carpet), and stringers for as long as the First Owner owns the Covered Boat (the "Lifetime Warranty Period"). Exclusions apply.

LIMITED ONE-YEAR WARRANTY PERIOD ON GEL COAT

This Limited Warranty applies to the gel coat for a period of one year (the "One- Year Warranty Period") from the original date of delivery to the First Owner (the "Original Delivery Date"). The gel coat warranty is not transferable. Exclusions apply.

WARRANTY TRANSFER

The First Owner of a Covered Boat may assign and transfer (“Warranty Transfer”) the Covered Components Warranty and the Structural Warranty to the second owner (the “Second Owner”) subject to the following conditions: 1) the sale or conveyance by the First Owner occurs within five years after the Original Delivery Date; 2) an Authorized Supra® Dealer inspects the Covered Boat within 14 days after the sale or conveyance by the First Owner to the Second Owner; and 3) the Warranty Transfer fee in effect at the time of the sale or conveyance from the First Owner to the Second Owner is paid to the inspecting Authorized Supra® Dealer. Skier’s Choice may refuse to accept the Warranty Transfer if the dealer inspection reveals that the Covered Boat has been damaged or abused. If the sale or conveyance by the First Owner occurs more than five years after the Original Delivery Date, then this Limited Warranty (the Structural Warranty) shall be void as of the date of transfer and shall not be transferable to the Second Owner. Only one Warranty Transfer within the applicable five year time period will be accepted by Skier’s Choice, and any Structural Warranty transferred to a Second Owner will terminate ten years from the Original Delivery Date. This Limited Warranty immediately terminates without notice if and when the Second Owner sells or transfers the Covered Boat to a subsequent owner, and this Limited Warranty shall then be null and void. Warranty Transfer of the engine must be completed through Indmar. Warranty transfer of the trailer must be completed through Boatmate Trailers.

If the Covered Boat is: 1) repossessed from the First Owner or the Second Owner; 2) purchased at auction (bank auction, online auction, auction house, etc.); 3) sold to or purchased from a salvage yard; or 4) sold to or purchased from an insurance company that obtained the Covered Boat as a result of an insurance claim then the Limited Warranty terminates and is null and void.

EXCLUSIONS

Skier's Choice boats are manufactured from high-quality materials and components by skilled team members. Conditions outside of Skier's Choice control, however, require limitations and exclusions from coverage under this Limited Warranty. Therefore, claims arising from or relating to the following are NOT covered by this Limited Warranty and Skier's Choice disclaims any liability or obligation to the First Owner or the Second Owner, and any other person or party, with respect to the following:

1. Defects in or damage to a Covered Boat caused by the engine, trailer, or any components or parts (including, but not limited to, the bilge pump) not manufactured by Skier's Choice. (Note: These excluded items may be covered by the Engine Warranty, the Trailer Warranty, or separate warranty from the part or component manufacturer);
2. Defects in a Covered Boat that has been sold or transferred by the First Owner and the Warranty Transfer conditions have not been timely satisfied;
3. Hardware or other components fastened or adhered to the hull, deck, floor, or stringers of the Covered Boat;
4. Normal maintenance and upkeep relating to the Covered Boat or any part thereof, including, but not limited to, alignment, adjustments, connectors, tune-ups and wear items, such as, shaft packing, belts, hoses, filters, seals, gaskets, and strut bushing;
5. Damage to or malfunction of a Covered Boat, or any component thereof, resulting from lack of maintenance, improper maintenance, impact, misuse, negligence, collision, allision, accident, or delay in repair;
6. Damage caused by fire, theft, freezing, vandalism, explosion, lightning, wind, hail storms, flooding, natural disasters, or Acts of God;
7. Equipment installed, repaired or replaced by anyone other than an Authorized Supra® Dealer or the Skier's Choice factory or factory representative;

EXCLUSIONS CONTINUED:

8. Damage caused by any dealer-installed or Owner-installed features or accessories;
9. Damage caused by use of the Covered Boat from: racing, speed or commercial competitions; performance demonstrations; ski schools; rental, charter, or other commercial uses; or military or industrial purposes;
10. Damage caused by improper alteration or modification to the Covered Boat or any of its component parts or accessories, including any damage caused by alteration, modification, repair, or replacement so as to increase the cubic inch capacity or horsepower output of the engine and Covered Boat from what was originally manufactured;
11. Damage caused by use of improper or contaminated materials or substances, including, but not limited to fuel, lubricants, or coolants;
12. Damage caused by failure to timely comply with any recall or request for repair, including the failure to observe any instructions regarding use or maintenance pending completion of recall repairs;
13. Damage caused by improper storage or support of the Covered Boat on davits, a hoist or cradling system, or boat lift of any kind;
14. Damage caused by failure to maintain the Covered Boat in accordance with the maintenance provisions in the Owner's Manual;
15. Speed, range, fuel consumption and other performance characteristics of the Covered Boat because they are estimated and may vary;
16. Damage to or defects in paints, varnishes, gel coat surfaces and colors, finish distortions, chrome plated or anodized finishes, floor covers, and any other surface coatings;

EXCLUSIONS CONTINUED:

17. Gel coat discoloration, blisters, bubbles, or fading, including, but not limited to, those which may result from the Covered Boat being left in the water for long periods of time, or the failure to perform maintenance on the gel coat in a timely and proper manner in accordance with the Owner's Manual;
18. Upholstery cracks, mold or mildew, stains, fading, or tears resulting from use, the failure to perform maintenance on the upholstery in a timely and proper manner in accordance with the Owner's Manual, impact, misuse, negligence, delay in repair, use of improper cleaners or conditioners;
19. Changes, revisions, or improvements made to the design, manufacture, options, features, accessories, or warranties of Skier's Choice boats from previous boats, including the Covered Boat;
20. Any Covered Boat purchased from a dealer in another country, where the primary use of the boat will require the boat to cross an international border, except to the extent otherwise expressly provided in a separate written agreement between the First Owner and Skier's Choice.
21. Corrosion due to contaminants, environmental, or otherwise.

SOLE REMEDY

THE SOLE AND EXCLUSIVE REMEDY OF THE FIRST OWNER AND, IF APPLICABLE, THE SECOND OWNER, IS THE REPAIR OR REPLACEMENT, AT THE OPTION OF SKIER'S CHOICE, OF THE DEFECTIVE COVERED COMPONENT PARTS OF A COVERED BOAT AS PROVIDED HEREIN. IN NO EVENT, TO THE MAXIMUM EXTENT ALLOWED BY APPLICABLE LAW, SHALL SKIER'S CHOICE BE LIABLE FOR ANY INCIDENTAL, CONSEQUENTIAL, SPECIAL, INDIRECT, PUNITIVE OR EXEMPLARY DAMAGES OR LOST PROFITS ARISING OUT OF THE USE OR INABILITY TO USE THE COVERED BOAT OR ANY COVERED COMPONENT PART THEREOF, OR FOR ANY BREACH OF THIS LIMITED WARRANTY OR OTHERWISE. SOME STATES AND COUNTRIES, HOWEVER, DO NOT ALLOW THE EXCLUSION OR LIMITATION OF INCIDENTAL OR CONSEQUENTIAL DAMAGES, SO THE ABOVE LIMITATIONS OR EXCLUSIONS MAY NOT APPLY TO YOU.

Any Covered Component returned during the applicable Warranty Period to any Authorized Supra® Dealer will be repaired or replaced at the sole option of Skier's Choice's provided that the following conditions apply:

1. Only the Covered Components that are declared defective upon examination by or for Skier's Choice will be repaired or replaced under this Limited Warranty;
2. Transportation of the Covered Boat or Covered Components to the Authorized Supra® Dealer, or, if necessary, the Skier's Choice factory, must be pre-paid by the Covered Boat Owner;
3. Notice of any claim or defect under this Limited Warranty must be provided to an Authorized Supra® Dealer no later than sixty (60) days after the Owner becomes aware of the defect;
4. The Covered Boat was purchased at a dealership authorized by Skier's Choice to distribute the boat model in the country in which the sale to the First Owner occurred.

NOTIFICATION OF CLAIM

Notification of a claim or defect in a Covered Boat must be made during the applicable Warranty Period directly to an Authorized Supra® Dealer within 60 days after the Owner becomes aware of the defect. Information needed for processing a claim includes 1) name and address of the Owner; 2) serial number of the boat; 3) Original Delivery Date; 4) detailed explanation of the defect; and (5) estimated repair cost. Repair or replacement cannot be made until all of this information is received by an Authorized Supra® Dealer. If a Covered Boat has been at an Authorized Supra® Dealer for 15 days, or any warranty claim was not remedied in one repair attempt, an Owner must notify Skier's Choice directly. An Owner is responsible for providing Skier's Choice written notice of any warranty claims pending or discovered prior to the expiration of the Warranty Period.

REPAIR AND REPLACEMENT

In case of a defective Covered Component for which a claim has been properly made during the applicable Warranty Period, Skier's Choice will repair or replace, at its sole discretion, the Covered Component within a reasonable time period of receipt, unless otherwise required by law, by an Authorized Supra® Dealer, or, if necessary, the Skier's Choice factory. Covered Components replaced or repaired pursuant to this Limited Warranty shall not extend the original Warranty Period, unless otherwise required by law. The repair or replacement of Covered Components will be made by Skier's Choice without charge to the Owner for parts or labor. The replacement or repair of the defective part or component as stated in this Limited Warranty shall be the sole and exclusive remedy of the Owner and the sole liability of Skier's Choice under this Limited Warranty and any implied warranties. Acceptance of any returned component by an Authorized Supra® Dealer or Skier's Choice shall not be deemed an admission that the component is defective.

REPAIR AND REPLACEMENT CONTINUED:

SKIER'S CHOICE'S LIABILITY SHALL BE LIMITED SOLELY AND EXCLUSIVELY TO THE REPAIR OR REPLACEMENT OF THE COVERED BOAT OR COVERED COMPONENT FOUND TO BE DEFECTIVE AND REPORTED DURING THE APPLICABLE WARRANTY PERIOD. IN NO EVENT, SHALL SKIER'S CHOICE'S ULTIMATE LIABILITY EXCEED THE FAIR MARKET VALUE OF THE COVERED COMPONENT OR THE COVERED BOAT FOUND TO BE DEFECTIVE AND REPORTED DURING THE APPLICABLE WARRANTY PERIOD. SOME STATES AND COUNTRIES, HOWEVER, DO NOT ALLOW THE EXCLUSION OR LIMITATION OF LIABILITY, SO THE ABOVE LIMITATIONS MAY NOT APPLY TO YOU.

No third party beneficiaries. This Limited Warranty does not create any right or benefit for any third party and is for the sole benefit of the First Owner and, if applicable after a valid Warranty Transfer, the Second Owner.

OTHER LIMITATIONS

THE DEALER IS NOT THE AGENT OF SKIER'S CHOICE AND SKIER'S CHOICE DOES NOT AUTHORIZE THE DEALER, OR ANY OTHER PERSON, TO ASSUME ON BEHALF OF SKIER'S CHOICE ANY LIABILITY, OBLIGATION OR EXPENSE INCURRED IN THE COURSE OF REPAIRING ITS PRODUCTS OTHER THAN THOSE EXPRESSLY AUTHORIZED IN THIS LIMITED WARRANTY. THE DEALER MAY NOT EXTEND OR IN ANY WAY CHANGE OR AMEND THIS LIMITED WARRANTY, NOR CAN THE DEALER MAKE OR ALTER THIS LIMITED WARRANTY OR MAKE ANY REPRESENTATIONS ON BEHALF OF SKIER'S CHOICE.

No advice or communication of any nature by Skier's Choice or its representatives shall modify or extend the terms or scope of this Limited Warranty, nor can a Skier's Choice representative make any representation on behalf of Skier's Choice that in anyway modifies the terms or scope of this warranty, except as authorized in writing by the Chief Executive Officer ("CEO") or President of Skier's Choice.

ANY ACTION FOR BREACH OF WARRANTY AGAINST SKIER'S CHOICE SHALL BE BARRED UNLESS IT IS COMMENCED WITHIN ONE YEAR FROM THE DATE OF ACCRUAL OF SUCH CAUSE OF ACTION. SOME STATES OR COUNTRIES MAY NOT ALLOW THE APPLICABLE STATUTE OF LIMITATIONS FOR BREACH OF WARRANTY TO BE REDUCED, SO THIS PROVISION MAY NOT APPLY TO YOU.

This Limited Warranty shall be modified in its application and enforcement to the extent restricted, prohibited, or modified by local law to conform to applicable law.

The invalidity or unenforceability of any one or more of the provisions of this Limited Warranty herein shall not affect the validity and enforceability of other provisions.

AUSTRALIAN CONSUMERS ONLY

Warranty claims under this Limited Warranty may be sent to Ride Australia Pty Ltd., 242 Princes Hwy, South Nowra, NSW 2541, Tel: +61 2 4422 447, service@rideaustralia.com.au.

The benefits to the consumer given by this Limited Warranty are in addition to other rights and remedies of the consumer under a law in relation to the goods to which the warranty relates. This Limited Warranty does not cover any expenses that you may incur claiming the warranty. Our goods come with guarantees that cannot be excluded under the Australian Consumer Law. You are entitled to a replacement or refund for a major failure and compensation for any other reasonably foreseeable loss or damage. You are also entitled to have the goods repaired or replaced if the goods fail to be of acceptable quality and the failure does not amount to a major failure.

CALIFORNIA EVAPORATIVE EMISSIONS CONTROL SYSTEM WARRANTY STATEMENT

YOUR WARRANTY RIGHTS AND OBLIGATIONS

The California Air Resources Board and Skier's Choice, Inc., is pleased to explain the evaporative emissions control system's warranty on your 2026 Supra. In California, new SIMW must be designed, built, and equipped to meet the State's stringent anti-smog standards. Skier's Choice, Inc. must warrant the evaporative emissions control system on your Supra for the period listed below, provided there has been no abuse, neglect or improper maintenance of your SIMW.

Your evaporative emissions control system may include parts such as: canisters, carburetors, clamps, connectors, filters, fuel caps, fuel lines, fuel tanks, valves, vapor hoses, and other associated evaporative emissions control system components.

MANUFACTURER'S WARRANTY COVERAGE:

This evaporative emissions control system is warranted for two years. If any evaporative emission-related part on your SIMW is defective, the part will be repaired or replaced by Skier's Choice, Inc..

OWNER'S WARRANTY RESPONSIBILITIES:

As the Supra owner, you are responsible for performance of the required maintenance listed in your owner's manual. Skier's Choice, Inc. recommends that you retain all receipts covering maintenance on your Supra, but Skier's Choice, Inc. cannot deny warranty solely for the lack of receipts.

As the Supra owner, you should however be aware that the Skier's Choice, Inc. may deny you warranty coverage if your Supra or a part has failed due to abuse, neglect, improper maintenance or unapproved modifications. You are responsible for presenting your Supra to a Skier's Choice, Inc. distribution center or service center as soon as the problem exists. The warranty repairs should be completed in a reasonable amount of time, not to exceed 30 calendar days. If you have a question regarding your warranty coverage, you should contact Skier's Choice, Inc. Customer Service Department at 1-800-320-2779.

NOTE: Authority cited: Sections 39600, 39601, 43212 and 43013 Health and Safety Code. Reference: Section 43013 Health and Safety Code. Skier's Choice may be contacted at:

SKIER'S CHOICE, INC.

1717 HENRY G. LANE STREET MARYVILLE, TN 37801 TOLL FREE: (800) 320-2779

TEL: (865) 983-9924

FAX: (865) 983-9950

EMAIL: SUPRAINFO@SKIERSCHOICE.COM

Your evaporative emissions control system includes: fuel cap, fuel lid, fuel vent, carbon canister, inlet control valve, fuel vent hose, fuel fill hose, high pressure fuel line, fuel tank, fuel tank bracket, fuel hose lock clip, fuel fill "T" fitting, inlet control valve shield, fuel hose clamps, and other associated evaporative emissions control system components.

OWNER'S RESPONSIBILITY / ASSISTANCE



SUPRA BOATS

OWNER'S RESPONSIBILITY

1. Before operating your Supra, it is necessary to read and fully understand this Owner's Manual and all other information delivered with the boat.
2. It is the owner's responsibility to take the boat to an authorized Supra dealer to obtain warranty service.
3. It is the owner's responsibility to properly operate and maintain the boat in accordance with this manual and all other information delivered with the boat.
4. The owner should keep maintenance records, should it be necessary to show that required maintenance has been performed on the boat.

DEALER'S RESPONSIBILITY

1. The Dealer should provide the buyer with an adequate orientation in the general operation of the boat and review all systems and accessories included with the boat.
2. The Dealer should deliver a complete owner's manual packet with the boat consisting of Owner's Manual, Registration, Engine Manual, Stereo Manual, Supra Warranty and all warranties for separately warranted items aboard the boat.
3. The Dealer should review all warranty information with the buyer and assist in filling out warranty cards if necessary.
4. The Dealer should ensure that any information or obligation from either Skier's Choice, Inc. or from the dealership is clearly understood by the buyer.
5. The Dealer should instruct the buyer in obtaining local service and out-of-area service for a Supra boat.

CUSTOMER ASSISTANCE

The staff at Skier's Choice, Inc. is concerned with your complete satisfaction. This includes the prompt resolution of any problems that may arise during the warranty period. Normally, problems encountered may be efficiently and effectively resolved by your Supra Dealer. However, if a problem cannot be handled by the Dealer or if a solution is not satisfactory to you as an Owner, please follow these steps to get the matter resolved:

STEP ONE

Discuss the problem with a member of your Supra Dealer's management staff. It is most likely that the problem will be resolved at this level.

STEP TWO

If the Dealer management does not resolve the problem to your satisfaction, please have the problem and all action taken, documented by the Dealer, then contact the factory Customer Service Representative at Skier's Choice, Inc.:

Skier's Choice, Inc.
1717 Henry G. Lane Street
Maryville, TN 37801
Toll Free: (800) 320-2779
Tel: (865) 983-9924 Fax: (865) 983-9950

Describe the original problem in detail to the Customer Service Representative. Be prepared to furnish appropriate documentation and the reasons why service by the Dealer was unsatisfactory. If further action is required to resolve the problem, the Customer Service Representative will dictate the appropriate action.

CUSTOMER ASSISTANCE CONTINUED:

STEP THREE

Finally, if after following these steps and providing documentation and after obtaining necessary authorization from the Customer Service Representative to take additional action, the problem is still not resolved to your satisfaction, Executive Management of Skier's Choice, Inc. will personally review the problem and make a determination concerning a resolution.

WATERSPORTS RESPONSIBILITY CODE

Be aware that there are elements of risk in boating, skiing, and riding that common sense and personal awareness can help reduce. Know your ability level and stay within it. To increase your enjoyment of the sport follow the "Watersports Responsibility Code".

It is your responsibility to:

- Familiarize yourself with all applicable laws, the risks inherent in the sport, and the proper use of equipment.
- Know the waterways where you will be skiing or riding. Do not ski or ride in shallow water, near shore, docks, pilings, swimmers, or other watercraft.
- Always have a person other than the boat driver as an observer and agree on hand signals before starting.
- Always wear a U.S. Coast Guard type III (PFD) vest.
- Read your owner's manual and inspect your equipment prior to use.
- Ski or ride within your limits. Always ski or ride in control and at speeds appropriate for you ability.
- Always turn ignition off when anyone is near watercraft power drive unit.
- Carbon Monoxide (CO) poisoning from engine exhaust may cause injury or death. Never "Platform Drag" or touch a swim platform while the engine is running.
- Do not operate watercraft, ski or ride under the influence of alcohol or drugs.
- Water Sports Industry Association (WSIA)

WATERSPORTS SAFETY CODE

BEFORE YOU GET IN THE WATER

Skiing or riding instruction is recommended before use. Instruction will teach general safety guidelines and proper skiing or riding techniques, which may reduce your risk of injury. For more information on skiing or riding schools, contact your dealer, Association, or local ski club.

It is your responsibility to:

- Know the federal, state and local laws that apply to your area.
- If you are not familiar with a waterway, ask someone who is, to tell you about any hidden dangers or things to avoid
- Whether you plan to be in a watercraft, or skiing/riding behind one it is important you are wearing a properly fitted life jacket (PFD) approved by your country's agency, USCG Type III, ISO, etc.
- Inspect all equipment prior to each use, check bindings, fins, tube, attachment, tow rope and flotation device. Do not use if damaged.

WATERCRAFT SAFETY

A knowledgeable and responsible driver is the most important safety device on any watercraft.

- Never operate a watercraft, ski or ride under the influence of alcohol or drugs.
- Only use water ballast and people for additional weight.
- Never exceed the passenger or weight limitations of the watercraft.
- Never allow passengers to hang outside the watercraft or towed device or sit on the gunwales or anywhere outside of the normal seating area.
- Never allow water to overflow the bow or gunwales of the watercraft.
- Uneven weight distribution or additional weight may; affect the handling of the watercraft.

CARBON MONOXIDE

The exhaust from the engine on a watercraft contains Carbon Monoxide (CO) which is a colorless, odorless and poisonous gas. Excessive exposure to CO can cause severe injury or death. Follow this advice to avoid injury:

- Never “Platform Drag” by holding onto the boarding platform or be dragged directly behind the watercraft. This is where CO will be.
- Do not sit on the watercraft transom or boarding platform while the engine is running.
- Make sure the engine is properly tuned and running well. An improperly tuned engine produces excessive exhaust and CO.
- If you smell engine exhaust, do not stay in that position.
- Go to the United States Coast Guard’s website: www.uscgboating.org for more information on how to help protect yourself and others from the dangers of CO.

TOW ROPES

Tow ropes come in different lengths and strengths for different activities. Make sure any rope you are using is suited for wakesurfing, wakeboarding, or riding and that it is in good condition.

- Never use a rope that is frayed, knotted, unraveling or discolored from use or being left in the sun. If a rope breaks while in use, it can recoil at the rider being towed or into the watercraft where it might strike passengers. Replace tow ropes with any sign of damage.
- Never use a tow rope with elastic or bungee material to pull skiers or riders.
- Rope should be attached to the watercraft in an approved fashion with hardware designed for towing. Refer to your watercraft manual for instructions on proper tow rope attachment.
- Always keep people and tow ropes away from the propeller, even when idling.
- If a tow rope should become entangled in a propeller, shut off the engine, remove the key and put it in your pocket before retrieving the rope.

PREPARING TO WAKEBOARD, WAKESURF OR RIDE

Always have a person other than the driver as an observer to look out for the rider.

- Be sure the driver is aware of the experience and ability level of the boarder/rider.
- The driver, observer and rider need to agree on hand signals before riding. Signals should include READY, STOP, SPEED UP, and SLOW DOWN.
- Start the engine only after making sure that no one in the water is near the propeller.
- **Turn the engine off when people are getting into or out of the watercraft, or in the water near the watercraft.**
- Always make sure the tow rope is not wrapped around anyone's hands, arms, legs, or other parts of the body.
- Start the watercraft and move slowly to remove slack until the tow rope is tight.
- When the skier/rider signals READY and there is no traffic ahead, take off in a straight line. Adjust the speed according to the signals given by the rider.

WAKESPORTS OR RIDING

The watercraft and rider should always maintain a sufficient distance from obstacles so a rider falling or coasting and/or watercraft will not encounter any obstacle.

- Do **NOT** use in shallow water or near shore, docks, pilings, swimmers, other watercraft, or any other obstacles.
- Use only on the water.
- Never attempt land or dock starts. This will increase your risk of injury or death.
- Always wear a properly fitted U.S. Coast Guard Type III (PFD) or ISO approved Life Jacket.
- The faster you ride, the greater your risk of injury.
- Never make sharp turns that may cause a slingshot effect on the rider's speed.
- Rider should be towed at an appropriate speed for their ability level.

FALLEN SKIER OR RIDER

Falling and injuries are common in Wakeboarding, Wakesurfing, or riding.

- Circle a fallen rider slowly to return the tow rope handle or pick up the fallen rider.
- Put the watercraft in neutral when near a fallen rider.
- Always keep the fallen rider in view and on the driver's side of the watercraft.
- Display a red or orange skier-down flag to alert other vessels that a rider is down.

NOTE: The Warnings and practices in the Watersports Safety Code represent common risks encountered by users. The code does not cover all instances of risk or danger. Please use common sense and good judgment.

CLEAN BOATS, CLEAN WATER: WHAT YOU NEED TO KNOW BEFORE YOU LAUNCH

Boats can transfer plants and animals from one waterway to another. The transferred organisms are aquatic invasive species (AIS).



- AIS, specifically mussels, can clog drains, causing extensive damage to water supplies. The mussels often cannot be seen with the naked eye because they are microscopic.
- Before you launch your boat, know the area's laws. Some localities require boat inspections or decontamination to prevent the spread of AIS. If a stop at a decontamination station is required, draining and flushing ballast tanks is part of the process.
- Even when you are not legally required to clean your boat, take a few minutes to protect your boat and the environment. CLEAN, DRAIN, and DRY after each use. Remove visible plants, then rinse the hull and trailer with hot water. Next, drain the bilge, ballasts, and live wells.

Remove all drain plugs while transporting your boat. Always allow your boat to dry completely before launching at a new waterbody. Each of the ballast reservoirs can be flushed by connecting the AIS flush hose to each of the AIS style vent outlets and switching the ballast pumps to drain thus flushing the system.

Working together, we can keep our waterways clean and open!

A dynamic action shot of a person surfing on a wave. The surfer, a man with long curly hair, is in a crouched position, riding the face of a green wave. To the left, the stern of a blue Supra boat is visible, moving through the water and creating a large white wake. The boat has "SV 450" printed on its transom. A red rectangular box is overlaid on the left side of the image, containing the text "MAINTENANCE LOG".

MAINTENANCE LOG

DATE

HOURS

WORK COMPLETED

DATE	HOURS	WORK COMPLETED

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SUPRA BOATS

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