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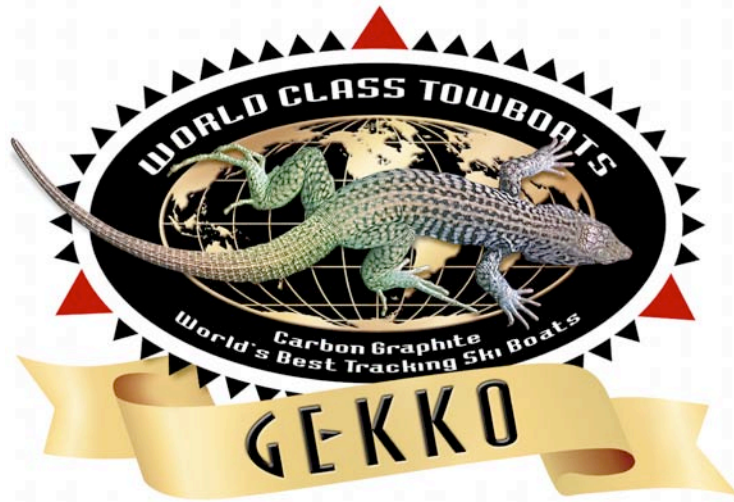
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Gekko Sports Owners Manual



Section 1- Welcome To Gekko

[TOP](#)

Congratulations and thank you for buying a Gekko! Recognized as a World Class performer, your new Gekko represents the industry's most innovative thinking and is designed to impress the most demanding water sports enthusiast.

With the best rough water ride, near 50 mph top end and world class wakes, the GTO 22 is the worlds best tracking tow boat. Featuring the same hull as the GTO 22, the GTR 22 is AWSA approved for record capable events. Just introduced, the new REVO series are the industry's most advanced tow boats with aerospace architecture, deep forward keels for superior ride, world class performance and a striking dash with soft touch silicone switch pads, keyless ignition, automotive wiring harness and gauges with lifetime warranties. Gekko's hull design is so innovative that Gekko is the only towboat manufacturer with a copyright from the US copyright office.

In other words, your new Gekko should be the source of exceptional water sports fun for years to come.

Use this manual as an important reference and as a familiarization tool to become more knowledgeable about your Gekko boat, boat operation, safe boating practices, boating rules, maintenance, and other important aspects regarding the use of your boat.

Before getting to the water it's crucial that you understand the rules of the road when it comes to boating safety and have a thorough awareness about your boat and its operation. Your dealer is also a valuable source of information about your boat and the necessary requirements for a safe and fun water sports experience.

The latest product information available at the time of publication provided the basis for all data, pictures, information, and specifications featured in this manual. Information about numerous Gekko models is presented. Since standard and optional equipment varies from model to model some information contained in this manual may not apply to your boat. At its sole discretion, Gekko Sports reserves the right to change model line specifications, designs, equipment, color schemes at any time without notice and without incurring obligation.

To help you avoid potential situations that could result in injury and/ or death you'll find certain CAUTION, WARNING, and DANGER advisories throughout this manual. By becoming conscious of these hazards you'll be better prepared to avert circumstances that endanger you, your passengers and other boaters.

Safety, Maintenance, Operation

TOP

YOUR COMPLETE KNOWLEDGE OF ALL SAFETY INFORMATION IS CRUCIAL.

While designed to deliver consistent, trouble-free operation your boat still requires certain maintenance at regular intervals. To maximize the life of your boat a maintenance schedule is included. If you are not familiar with or unable to perform required service, your dealer is equipped to perform all dimensions of mechanical service and share knowledge about your Gekko. The lifespan of your boat, your on-water safety and satisfaction is a direct function of how you operate and maintain your boat. Learning about the features, controls and operating instructions serves as the basis for safe, fun and painless on-water experience. Taking the time to completely understand the information in this manual will enhance your enjoyment of your Gekko and prevent dangerous situations. Keep in mind that a lack of common sense, boating ignorance and insufficient product knowledge can endanger lives.

These advisories call attention to increasing degrees of threatening hazards:

IMPORTANT

Be mindful of information important to the safe operation of your boat.

CAUTION I

Be mindful of unsafe practices and possible dangers that could result in injury.

WARNING I

Be mindful of unsafe practices and possible dangers that could result in serious injury or death.

DANGER I

Be mindful of unsafe practices and possible dangers that will result in serious injury or death if precautions are not taken.

These advisories are not exhaustive nor do they address the myriad of potentially dangerous and life threatening scenarios that exist. You should also make your passengers aware of all safety concerns and operations information. Further, you must be confident that your decision to use any equipment, parts or tools, perform procedures, practices or methods, that are not specifically recommended by Gekko Sports will not damage your boat, is safe and does not endanger you, others and the safe operation of your boat

IMPORTANT

THERE IS NO SUBSTITUTE FOR COMMON SENSE WHEN OPERATING, SERVICING OR REPAIRING YOUR BOAT!

Section 2 - General Safety Precautions

TOP

Driver's Responsibilities

Your failure to observe safety precautions can result in severe personal injury or death to you and to others. Taking unnecessary chances and ignoring precautions may lead to injury or death!

Recognizing potentially dangerous situations is the first step to avoiding accidents. Following basic safety instructions and precautions can reduce boating accidents. An informed boat owner is a safer operator.

WARNING I

Severe Injury or death to you and/or others may result from your failure to react to these warnings.

- Improper operation is extremely dangerous. Operators must read and understand all operating manuals supplied with the boat before operation.
- On-board equipment must always conform to the governing federal, state, and local regulations.
- An adult should accompany small children in the bow of the boat at all times.
- While the boat is underway, no person should be riding forward of the windshield.
- Never stand or allow passengers to stand while the boat is moving, you or others may be thrown from the boat.
- Never operate the boat while under the influence of alcohol or other drugs.

- Gasoline vapors can explode. Before starting engine, open engine box, check engine compartment for gasoline vapors, and operate blower for at least 4 minutes. Run blower below cruising speed.
- Leaking fuel is a fire and explosion hazard. Inspect system regularly. Examine fuel tanks for leaks or corrosion at least annually.
- Never override 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
- Never allow any type of spark or open flame on board. It may result in fire or explosion.

DANGER I

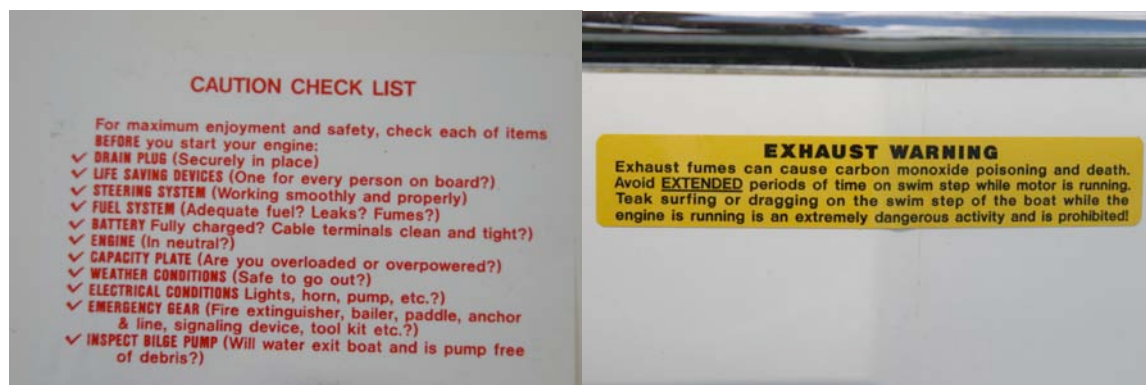
To avoid serious personal injury, DO NOT be on or about the swim platform while engine is running and keep away from transom of boat while engine is running.

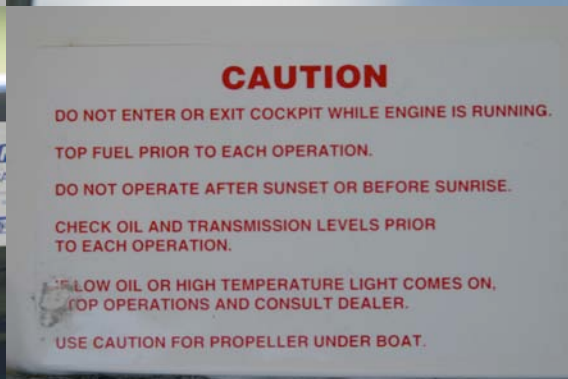
To avoid serious personal injury, DO NOT operate engine while anyone is on or about the swim platform or in the water near the boat.

Warning Plates and Labels

TOP

Read and note **ALL** warning plates and labels from bow to stern that appear on the boat and trailer including these shown below.





Boatman's Check List

TOP

- Drain Plugs (Securely in place?)
- Life Saving Devices (One for every person on board?)
- Steering System (Working smoothly and properly?)

- Fuel System (Adequate fuel? Leaks? Fumes?)
- Battery (Fully charged? Cable terminals clean and tight?)
- Engine (In neutral?)
- Capacity Plate (Are you overloaded or overpowered?)
- Weather Conditions (Safe to go out?)
- Electrical Equipment (Lights, horn, pump, etc?)
- Emergency Gear (Fire extinguisher, bailer, paddle, anchor & line, signaling device, tool kit, etc?)
- Bilge Pump (Working properly?)

Check Before Running Engine:

[TOP](#)

- Check Engine Oil Level
- Check Transmission Lubricant Level
- Are the Engine Drain Plugs in?
- Leakage (Fuel and Water Lines and Connections)

CAUTION I

DO NOT operate engine without cooling water flowing through water pump, otherwise pump will sustain damage and subsequent engine damage may result.

Check While Engine Is Running

[TOP](#)

- Oil Pressure: Refer to Engine Owner's Manual
- Water Temperature: 160 degrees to 180 degrees for raw water systems (water is not recirculated).
- Idle RPM (550-600) in gear
- Maximum forward RPM: See Engine Manual
- Shifting linkage (Forward, Neutral and Reverse)

Gasoline Vapor Precautions

WARNING I

It is very important to check for fuel spillage or leaks prior to each use of your boat.

- • Check engine compartment for gasoline vapors.
- • Operate blower for 4 minutes.
- • Always operate blower below cruising speed.

Section 3- Boating Safety

[TOP](#)

There are multiple sources for safety information and training courses. In addition to information in this manual you are encouraged to inquire with the following agencies for more information to insure a safe and enjoyable boating experience:

American Red Cross, National HQ

17th & D Street NW
Washington, DC 20006
(202) 639-3686
www.redcross.org

Boat Owners Association of the United States (Boat/US)
880 South Pickett Street
Alexandria, VA 22304
(703) 823-9550
www.boatus.com

National Safe Boating Council
2550 M Street NW, Suite 425
Washington, DC 20037
(202) 296-4588
www.safeboatingcouncil.org

On-Line Basic Boating Safety Course available at:
www.boatsafe.com

USA Waterski
799 Overlook Drive
Winter Haven, FL 33884
(941) 324-4341
www.usawaterski.org

U.S. Coast Guard Auxiliary Commandant (G-NAB)
2100 Second Street SW
Washington, DC 20593-0001
(800) 336-2628
www.cgaux.org

U.S. Power Squadron
www.usps.org

Coast Guard Regulations

TOP

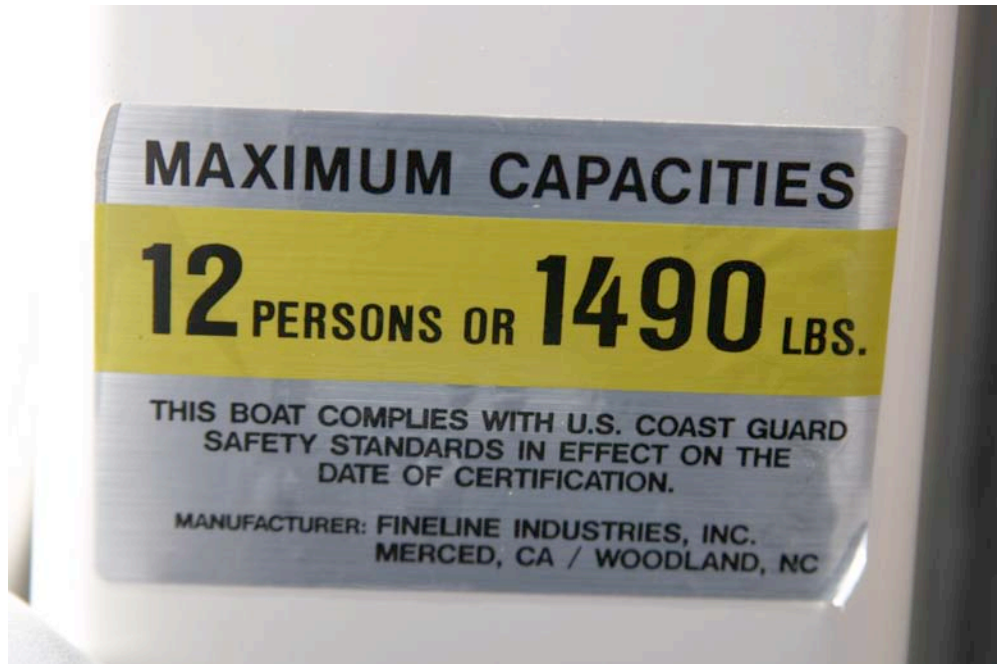
The United States Coast Guard boating regulations prescribe minimum standards of safety to be met and maintained by all watercraft. It is necessary that your boat remain in compliance with these regulations.

The staff at Gekko Sports recommends that all boat operators complete a Coast Guard approved boating safety course.

Maximum Capacities

TOP

In compliance with United States Coast Guard Regulations, Gekko Boats meet or exceed all safety standards designed for recreational boats. To ensure safe handling and performance, each Gekko boat displays a maximum capacity sticker (see sample), stating the maximum passenger weight load allowable.



IMPORTANT

Refer to the Maximum Capacity Sticker in your boat for allowable loading.

Safety Equipment

[**TOP**](#)

While Federal regulation mandate certain safety equipment to be on-boat at all times, sensible boaters carry additional equipment to be well prepared in the event of an emergency.

Factory installed equipment that meets federally required safety equipment for inland waters (Class 1, 16'-to-26') includes:

- USCG-approved spark-less power blower for bilge and motor box ventilation
- USCG-approved Marine Flame Arrestor
- USCG-approved inland lighting
- ABYC-approved Electric Horn sound warning device

You are responsible for compliance with local and state laws as regulations vary from state to state and from Federal to local waterways. Check with the local authorities for specific information.

You are required by Federal law to have readily accessible on-board:

- A Personal Flotation Device (PDF) for each person
- One throwable Type IV PFD
- A Coast Guard Approved fire extinguisher

Here's a basic list of recommended additional equipment:

- First aid kit and manual
- Spare prop and puller
- Spare trailer tire
- Duct tape
- Fresh drinking water
- Tool kit
- Sunscreen
- Swim mask
- Headwear for sun protection
- Local navigation charts
- Mooring lines and fenders
- Anchor with sufficient anchor line
- Manual bailing device for removing water
- Combination oar/boat hook
- A day-and-night visual distress signal
- A tool kit
- Airway breathing tube
- Waterproof flashlight
- Knife
- Extra engine oil
- A portable AM/FM radio or a weather radio

Section 4- Watersports Safety

TOP

If you are new to water skiing, wakeboarding or any other towed water sports activity, seek certified training before starting. You will find it especially helpful to join a local ski club, USA Waterski, or similar organization when possible. Skiers are obligated to be as aware of the fundamental safety rules as well as the boat operator.

The majority of water skiing, wakeboarding and other towed water sports injuries are the result of impacts with other objects, so always look where you are going and be aware of what is going on around you.

WARNING I

Severe Injury or death to you and/or others may result from your failure to react to these warnings.

- Every skier must always wear a USCG-approved personal flotation device.
- 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.
- Always have an experienced driver and observer in the boat when skiing.
- Never put your arm, head, or any other part of your body through the handle-bridle of the ski line nor wrap the line around any part of the body at any time.
- Never ski at night, or directly in front of other boats.
- Never jump from a boat that is moving at any speed, nor enter or exit the water when the engine is running.
- Make sure that everyone knows and uses approved skiing hand signals and common skiing courtesy.
- Towers are designed to pull a single (1) individual. DO NOT climb or sit on the Tower. Rope may loop on inverted tricks. DO NOT sit behind the pulling point of the Tower.

Ski Pylon Extensions/Towers

TOP

The use of any ski pylon extension, vertical or horizontal, is not recommended by Gekko Sports on any Gekko product. Be aware that the use of pylon extensions could create excessive stress on your boat and subjectively cause damages not covered by the warranty.

CAUTION I

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

- Ski Pylons are not designed for vertical extensions. Modifications to the Pylon or its mountings may result in damage to the boat and injury to the user.
- Boats equipped with a Tower may strike low objects. Check clearance height around docks, shore, overhanging objects, bridges and power lines.
- DO NOT pull past 45 degrees of the centerline of the boat. Failure to follow this rule could result in the boat capsizing.

- Towers and pylons are designed to pull a single individual only.

Section 5- Boating Rules

[TOP](#)

Basic Boating Rules

You should be aware of these rules and follow them whenever you encounter another vessel on the water.

The rules presented in this manual are condensed and have been provided as a convenience only. Consult your local U.S. Coast Guard Auxiliary (USCGA) or Department of Motor Vehicles (DMV) 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.

Review and understand all local and state laws.

Any time two vessels on the water meet one another, only one vessel has the right-of-way. It is called the *stand-on 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.

The vessel with the right-of-way 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.

The vessel which does not have the right-of-way, has the duty to take positive and timely action to stay out of the way of the *stand-on* vessel. Normally, the *give-way* vessel should not cross in front of the *stand-on* vessel. Slow down or change directions briefly and pass behind the other vessel. You should always move in such a way that the *stand-on* operator can see what you are doing.

This rule is called Rule 2 in the International Rules and says, "*In obeying and construing these rules due regard shall be had to all dangers of navigation and collision, and to any special circumstances, which may render a departure from the above rules necessary in order to avoid immediate danger.*"

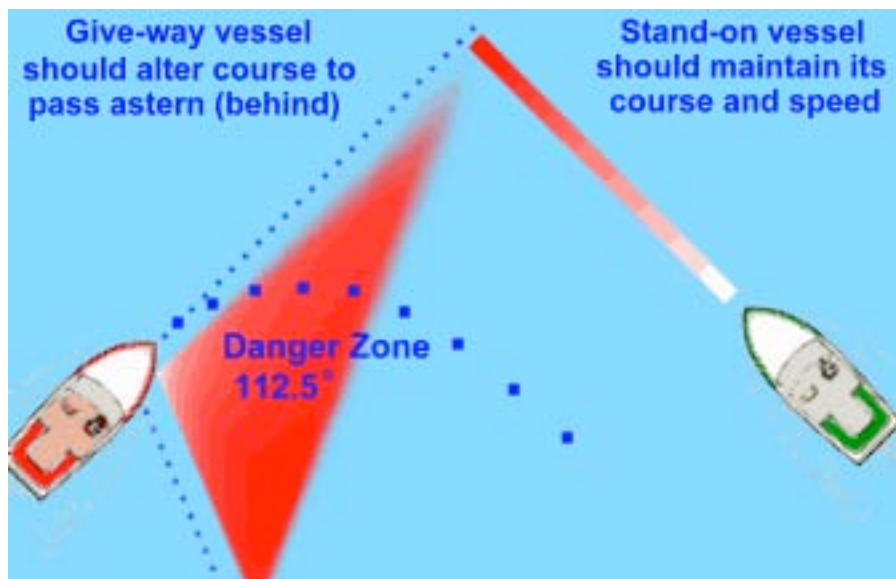
Encountering Other Vessels

[TOP](#)

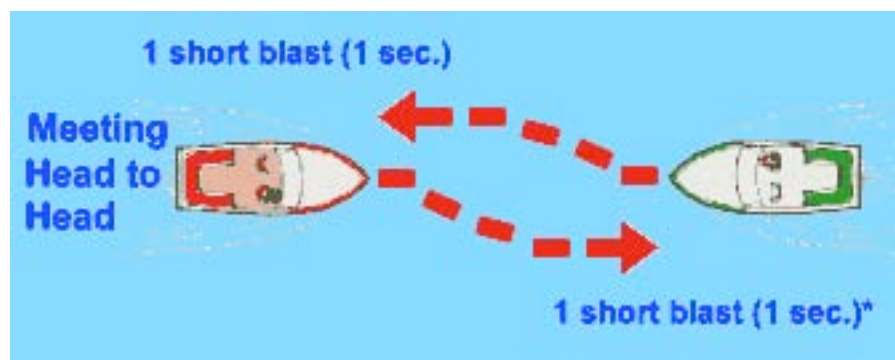
There are three main situations in which you may encounter other vessels and you must observe the Steering Rules in order to avoid a collision. These are:

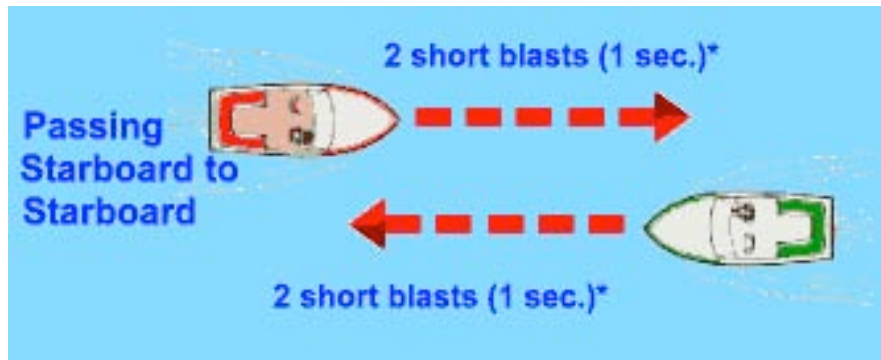
- Meeting (you are approaching another vessel head-on)
- Crossing (you are traveling across the other vessel's path)
- Overtaking (you are passing or being passed by another vessel)

Using the following illustration in which you are the boat in the center, you should give right-of-way to all vessels shown in the red area. In this instance, you are the give-way vessel. All vessels to your port side and aft must yield to you as you are the *stand-on* vessel. Both you and a head-on meeting vessel must alter course to avoid each other.



If you are meeting another power vessel head-on and you are close enough to run the risk of collision, neither of you has the right-of-way. Both of you should alter course to avoid an accident. You should keep the other vessel on your port (left) side. This rule doesn't apply if both of you can clear each other by continuing your set course and speed.





When two power-driven vessels are crossing each other's path close enough to run the risk of collision, the vessel that views the crossing vessel to the starboard (right) side must give-way.

If the other vessel is to the port (left) side, maintain your course and direction, provided the other vessel gives you the right-of-way as it should.

If you are passing another vessel, you are the give-way vessel. This means that the other vessel is expected to maintain its course and speed. You must stay out of its way as you clear it, altering course and speed as necessary.

Conversely, if you are being passed by another vessel, you should maintain your speed and direction so that the other vessel can steer itself around you.



There are three other rules to always remember when driving your boat around other vessels.

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 types of waters, you should carry a portable air horn, which are available from local marine supply stores.

All vessels that are fishing with nets, lines or trawls are considered under International Rules to be fishing vessels. Boats with trolling lines are not considered fishing vessels.

Fishing vessels have the right-of-way, regardless of position. These vessels, however, cannot impede the passage of other vessels in narrow channels.

Sailing vessels should normally be given the right-of-way. The exceptions to this are:

1. When the sailing vessel is overtaking the power-driven vessel, the power-driven vessel has the right-of-way.
2. Sailing vessels should keep clear of any fishing vessel.
3. In a narrow channel, a sailing vessel should not hamper the safe passage of a power-driven vessel, which can navigate only in such a channel.

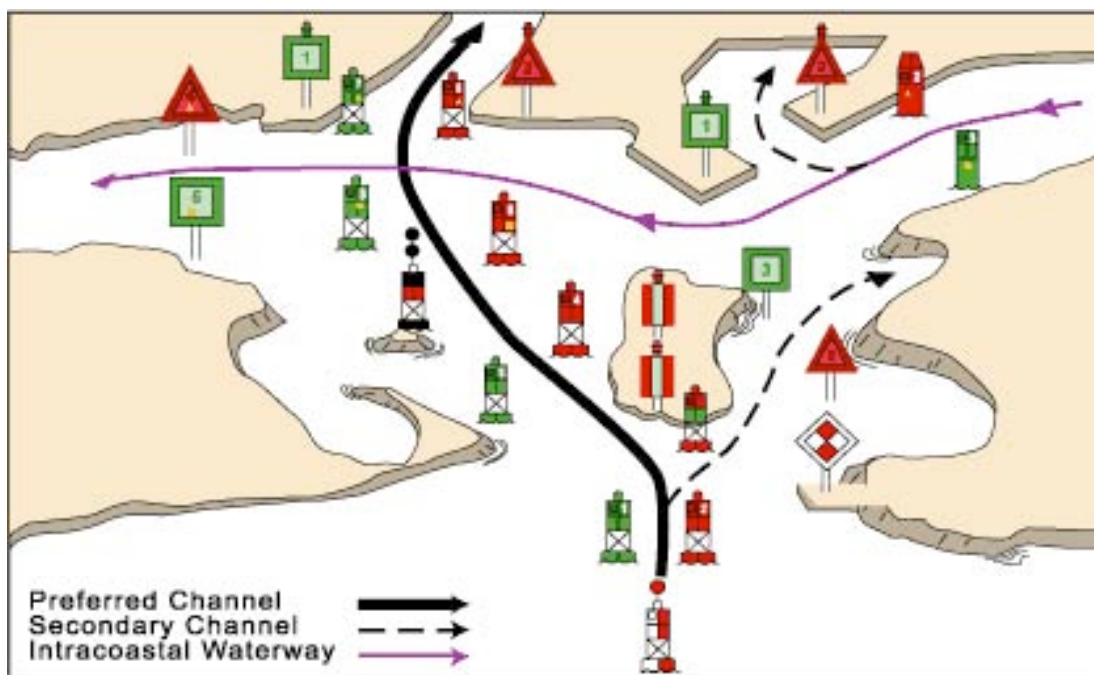
The waters of the United States are marked for safe navigation by the lateral system of bouyage. The markers and buoys you will encounter have an arrangement of shapes, colors, numbers and lights to show which side of the buoy a boater should pass when navigation in a particular direction.

The markings on these buoys are oriented from the perspective of being entered from seaward while the boater is going towards the port. This means that red buoys are passed on the starboard (right) side when proceeding from open water into port, and black buoys are to port (left) side. When navigating out of port, your position to the buoys should be reversed: red buoys to port and black buoys to starboard.

Many boating bodies of water are entirely within the boundaries of a single state. The Uniform State Waterway Marking Systems has been devised for these waters. This system uses buoys and signs with distinctive shapes and colors to show regulatory or advisory information.

These markers are white with black letters and orange borders. The information signifies speed zones, restricted areas, danger areas and general information.

Remember: Markings may vary by geographic location. Always consult local boating authorities before driving your boat in unfamiliar waters.

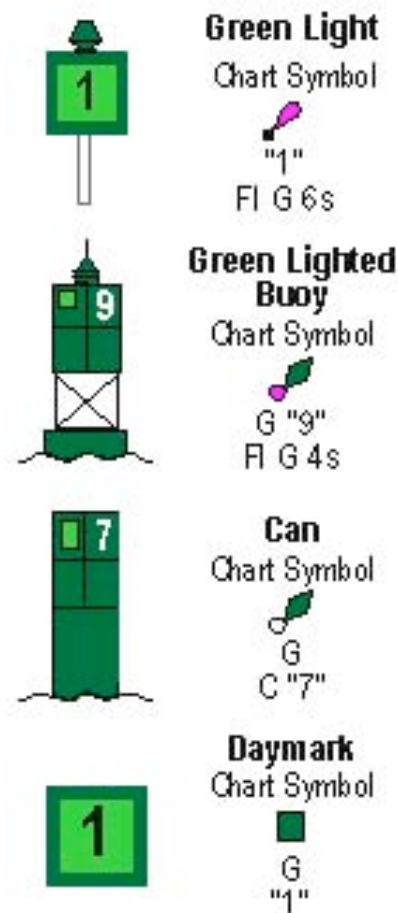


NOTES:

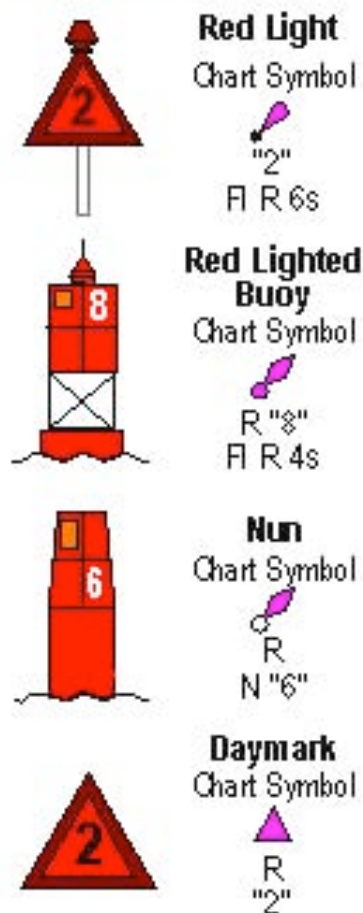
Buoy Types

[TOP](#)

Port Side Lateral System As seen entering from seaward (Green Light Only Odd Numbered Aids)

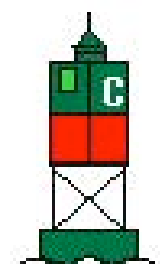


Starboard Lateral System As seen entering from seaward (Red Light Only Even Numbered Aids)



NOTES:

**Preferred Channel to Starboard
Topmost Band Green**

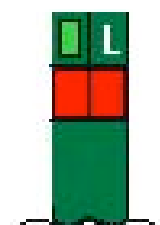


**Green Lighted
Buoy**

Chart Symbol



GR "C"
Fl (2+1)G

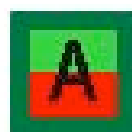


Can

Chart Symbol



GR
C "L"



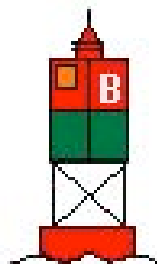
JG

Chart Symbol



GR
"A"

**Preferred Channel to Port
Topmost Band Red**

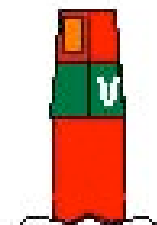


**Red Lighted
Buoy**

Chart Symbol



RG "B"
Fl (2+1)R



Nun

Chart Symbol



RG
N "V"



JR

Chart Symbol



RG
"B"

Notes:

Before Launching



Bilge Area Drain Plug (T Plug)

Install Bilge T Plug

[TOP](#)

The bilge area drain plug is located at the front of the motor well, directly under the engine. Also shown in the picture above is the depth finder transducer in the foreground and the magnetic paddlewheel assembly that drives speedometers and optional Pilot system in the background.

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

WARNING I

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

Install Rear Drain Plug

[TOP](#)

The rear drain plug is located at the back of the outside of the boat, near the bottom of the transom as shown in the picture. 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.



Rear Drain Plug

NOTE: REVO Series boats do not have a rear drain plug.

CAUTION I

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.

Water Scoop

TOP



Check to make sure that the water scoop (mounted on the hull bottom and shown above) is not plugged with debris, weeds, garbage or any other material to insure maximum water flow to the engine

CAUTION I

Never attempt to start or run your boat out of the water as serious damage to the Impeller and engine overheating can occur. This damage is not covered under warranty.

Fuelling and Fuel Precautions

TOP

Fuel Cap & Key



The fuel cap is located on the rear deck near the stern. Although it's easiest to turn the cap via its knurled edges, a special fuel key is provided to open the cap.

IMPORTANT

The fill cap is sealed by a rubber o-ring. Please do not over tighten.

Flame/ Explosion/ Fuel Alcohol/ Storage Precautions

WARNING I

Sparks while fueling can cause an explosion! Extreme caution should be taken when an open flame is present on board. Fumes from the engine and the battery are highly flammable. No flame or spark should come near these areas.

CAUTION I

Gasoline vapors are highly explosive.

WARNING I

DO NOT use gasoline containing methyl alcohol (methanol) or ethyl alcohol (ethanol). Methanol and Ethanol can damage your boat's fuel system.

CAUTION I

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 I

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.

Fueling

TOP

Before Fueling:

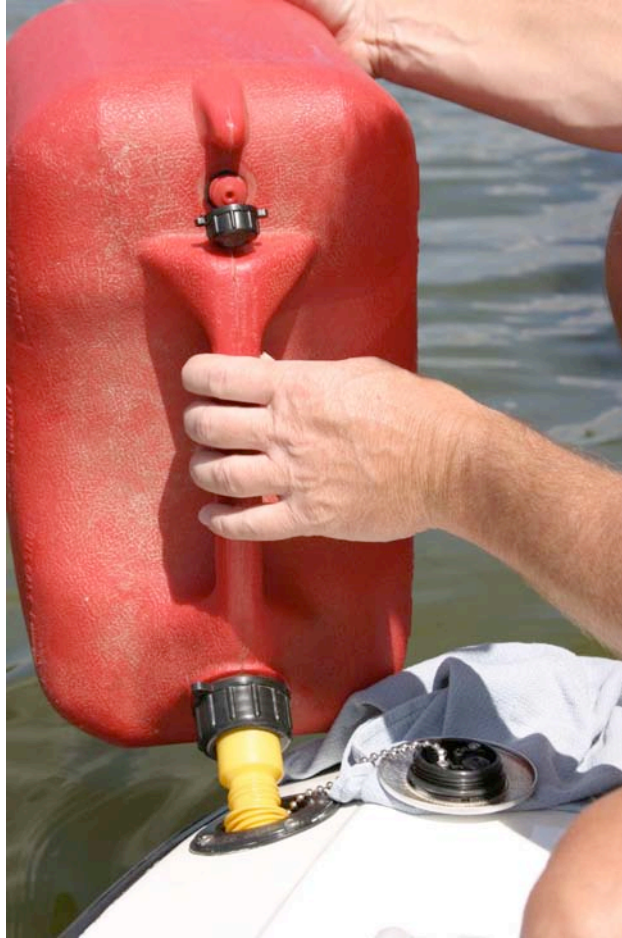
- Turn off engine.
- Turn off ignition.
- Extinguish cigarettes or any open flame.

While Fueling:

TOP

- Keep hose nozzle in contact with fill pipe to provide a ground against static sparks.
- Fill tank at a slow rate to avoid any spillage.

Filling the Tank



IMPORTANT

Use a gasoline with a minimum octane rating of 89.

IMPORTANT

Pay careful attention when filling the fuel tank. DO NOT overfill the tank! Fuel may empty through the fuel vent and damage the outside finish.

Fuel Vent

[TOP](#)

The fuel vent is a part of the gas filler neck. This vent is connected to the fuel tank via the vent hose, which releases gasoline fumes from the fuel tank.

Fuel Tank



On GT Series models, the rear panel in front of the gas tank has a viewing slot so that you can see the actual amount of fuel in the tank.



On REVO models, access to the fuel tank is easily gained through the floor panels on the V drive models and behind access panels located in the rear of the boat on Direct Drive models.

CAUTION I

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

CAUTION I

Never attempt to start or run your boat out of the water as serious damage to the impeller and engine overheating can occur. This damage is not covered under warranty.

Throttle/ Transmission Controls

[TOP](#)

Throttle Lever

The throttle lever controls both the throttle and the transmission. The idle 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 (as shown) and slowly push the lever into forward gear or slowly pull the lever back into reverse gear.

CAUTION I

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

To prevent damage to the transmission always allow the transmission enough time to engage before accelerating the engine.

Once the transmission is engaged, you may accelerate as quickly as you like.



Transmission Lockout Button

The Transmission Lockout bottom allows the transmission to be disengaged while giving the throttle full operating range. With the lever in the idle position (normally vertical) push the button located at the bottom of the 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 idle position, and the transmission lockout will automatically reengage the transmission in neutral position.

Pre-starting Procedure

TOP

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

- Check the engine oil level.
- Check for gasoline fumes in bilge or engine compartment.
- Operate engine blower for 4 minutes to remove any fumes.

- Check manual 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 checklist particular to the equipment and operation of your boat.

IMPORTANT

REFER TO THE BOATMAN'S CHECKLIST IN THIS MANUAL.

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

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 1 minute. This will also allow the battery to recover between starting attempts. PLEASE REFER TO ENGINE OWNER'S MANUAL FOR ADDITIONAL DETAILS.

The correct starting procedure depends upon the type of engine. Please refer to the engine manual before starting.

DANGER I

Before starting engine, be sure that the shift selector is in neutral.

The correct starting procedure depends upon the type of engine. Please refer to the engine manual before starting. (Engine Manuals are included on this CD-Rom).

How To Start An Electronic Fuel Injection (EFI) Engine

TOP

- Place shift selector in Neutral with the throttle in the upright (zero) position. (If throttle is not in the idle position, the throttle position sensor will not allow the engine computer to proceed with a normal starting procedure).
- Turn Ignition Key to Start Position to operate the starter.
- Release the Key when engine starts (key will return to run position).
- Allow the engine to establish a good idle (30 to 60 seconds) before getting underway.
- Shift slowly into forward or reverse, allowing the transmission time to engage before powering up.

IMPORTANT

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

PLEASE REFER TO ENGINE OWNER'S MANUAL FOR ADDITIONAL DETAILS.

IMPORTANT

Should the EFI engine become "flooded" use the following procedure to start:

- Place shift selector in Neutral and disengage the transmission by pushing the transmission lockout button located at the bottom of the lever.
- With the transmission disengaged push the lever forward to full throttle position. (This will cause the computer to shut off the fuel injectors, which will allow the engine to clear of excess fuel during starting).
- Turn the Ignition Key to Start Position and operate the starter for no more than 15 seconds at a time until the engine starts.
- When the engine starts, back off the throttle and allow the engine to establish a good idle (30 to 60 seconds).
- Return the throttle to idle position and the transmission lockout will automatically reengage the transmission in neutral position.
- When ready to get underway, shift slowly into forward or reverse, allowing the transmission time to engage the gearing before powering up.

How To Start A Carbureted Engine

[TOP](#)

- Place shift selector in Neutral with the throttle in the upright (zero) position and push the transmission lockout button at the bottom of the lever to disengage the transmission.
- Turn the ignition key to the start position to operate the starter
- When the engine starts, release the key and it will return to the run position.
- With the transmission disengaged, push the throttle lever forward to increase the engine idle to 1200 to 1500 RPM.
- When the engine idle smoothens out, return the throttle to reengage the transmission in neutral position.
- When ready to get underway, shift slowly into forward or reverse, allowing the transmission time to engage the gearing before powering up.

If Carbureted Engine Does Not Start

[TOP](#)

- Place shift selector in Neutral with the throttle in the upright (zero) position and push the transmission lockout button at the bottom of the lever to disengage the transmission.
- With the transmission disengaged, push the throttle lever forward about one-fourth (to slow run position).
- Turn ignition key to start position to operate starter.
- When the engine starts operate the throttle lever to establish an engine idle of 1200 to 1500 RPM.
- When the engine idle smoothens out, return the throttle to automatically reengage the transmission in neutral position.

- When ready to get underway, shift slowly into forward or reverse, allowing the transmission time to engage the gearing before powering up.

If Carburetor Engine Still Does Not Start

TOP

- Place shift selector in Neutral with the throttle in the upright (zero) position and push the transmission lockout button at the bottom of the lever to disengage the transmission.
- With the transmission disengaged, move the throttle lever back and forth from one-fourth to one-third throttle.
- While moving the throttle lever turn the ignition key to Start Position to operate the starter.
- When the engine starts. Operate the throttle lever to establish an engine idle of 1200 to 1500 RPM.

IMPORTANT

Do not operate the starter for more than 15 seconds at a time. Allow the starter to rest for a full minute before attempting this starting procedure again.

If Carbureted Engine Floods

TOP

- Place shift selector in Neutral with the throttle in the upright (zero) position and push the transmission lockout button at the bottom of the lever to disengage the transmission.
- Push the throttle lever to the full throttle (wide open) position.
- Turn Ignition Key to operate starter.
- When the engine starts, back off the throttle, but allow the engine to idle at 1500 RPM until it smoothens out.

IMPORTANT

Do not operate the starter for more than 15 seconds at a time. Allow the starter to rest for a full minute before attempting this starting procedure again.

Break In Period

TOP

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 our engines, when properly broken in according to our simple procedures, will last longer, run better and have fewer repairs over its lifetime.

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:

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

Break In Steps

[**TOP**](#)

- For the first hour, do not exceed 2,000 RPM.
- For the second hour, do not exceed 3,000 RPM.
- For the next five hours, do not exceed 4,000 RPM.

Break In Tips

- Avoid fast accelerations and carrying or pulling 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.

During the BREAK-IN process, engine temperature should be carefully monitored and speed should be reduced if overheating is evident. Also, please refer to engine owner's manual for break-in information.

IMPORTANT

PLEASE REFER TO ENGINE OWNER'S MANUAL for maximum RPM and engine break-in procedure. After the first 20 hours of operation, take your boat to the dealer for its first oil and filter change, as well as an engine checkup. Remember to keep a sharp eye on all gauges and warning lights during these first hours of operation. Report anything unusual to you dealer.

After the break-in procedure is over, your boat may be operated continuously at any speed.

CAUTION I

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

GT Series Dashboard- GTX 22, GTR 22, and GTO 22 models



Ignition Switch

[TOP](#)



Located on the port side of the dashboard, the ignition. Switch has three positions. In the vertical position the ignition is OFF. With the key in, turn the ignition switch one notch to the right to check all electrical equipment, including blower, pump, and lights. Turn the ignition all the way to the right to operate the starter.

Ignition Keys

TOP

Two ignition keys are provided with the boat. Key entry into the ignition may be difficult due to the boot protector. 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.

IMPORTANT

Always attach the ignition key and gas key to a floating key chain to prevent loss in the water.

IMPORTANT

All electrical equipment should be turned off and the battery disconnected when the boat is in storage.

IMPORTANT

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

Blower Switch

TOP



The blower switch activates the blower motor. Depressing the blower switch activates the blower. The light on the switch illuminates when the switch is on. Depress the switch again to turn the switch off.

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.

IMPORTANT

If the blower fails to operate, reset the circuit breaker. If the blower still does not operate, notify your Gekko dealer.

DANGER I

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

Bilge Pump Switch

TOP



The bilge pump switch activates the bilge pump. Depressing the bilge pump switch activates the bilge pump. The light on the switch illuminates when the switch is on. Depress the switch again to turn the switch off.

The automatic pump function is engaged at all other times so that any excess water in the bilge may automatically be pumped out.

CAUTION I

If the Bilge Pump fails to operate in the manual position, reset the circuit breaker. If the bilge pump still does not operate, notify your Gekko dealer.

Accessory Switch

TOP



The accessory switch supplies power to an extra circuit for accessories that may be added (such as heaters, hot water showers, etc.).

IMPORTANT

If accessories fail to operate, reset the circuit breaker.

Horn Switch

TOP



Depress the Horn Switch to sound the horn. The horn will sound as long as the switch is depressed.

Horn/Whistle Signals

[TOP](#)

- 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

OVERTAKING/PASSING: Boat being passed has the right-of-way. KEEP CLEAR.

MEETING HEAD-ON: Keep to the right.

CROSSING: Boat on the right has the right-of-way. Slow down and permit him to pass.

Circuit Breakers

[TOP](#)



Each switch has its own circuit breaker. In the event that a switch does not function, the circuit breaker may need resetting. Circuit breakers can be reset by simply depressing the white button.

Operating at Night time

[TOP](#)

Navigation Lights Switch





The navigation light switch supplies power to the Bow Light, the Stern Light/ Pole Light.

Operation

TOP

When underway during nighttime operation, set the switch in the NAV position to activate all of the running lights.

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

Pole Light Receptacle

TOP



The pole light receptacle is located on the deck behind the observers seat. To install pole light, slide open the weather cover and insert the pole light in the aligned position.

Anchor Pole Light

TOP



The removable anchor pole light is stored either under the bow (accessible by raising the gull wing observers seat) or in the ski storage area under the gunnel. Gently pull the pole light from the mounting and place into the pole light receptacle.

The pole light must always be in place and illuminated when visibility is limited. The pole light must be displayed while underway from sunset to sunrise.

IMPORTANT

If lights fail to operate, reset the circuit breaker.

GT Dash Gauges

TOP

Speedometer



The speedometer indicates the water speed of the boat in miles per hour. It is recommended that the speedometer be checked for accuracy periodically.

Speedometer Paddle Wheel

[TOP](#)



The Speedometer pickup is a magnetic paddle wheel assembly located on the bottom of the boat. Poor water conditions may cause the wheel to become clogged and give incorrect information.

Speed Calibration

[TOP](#)



Speed may be checked using a stopwatch in a standard slalom course, a handheld gps or radar gun . Adjust the speedometer calibration needle by turning the adjuster knob.



A rectangular chart with a black background and white text. On the left, there is a logo featuring a stylized lizard with the text 'GEKKO' and 'SKI BOATS' below it. The chart contains a table of slalom times.

SPEED (MPH)	SLALOM TIMES		RECORD CAPABILITY TOLERANCE
	ACTUAL	TOLERANCE	
22	26.33	25.75-26.95	16.75-17.15 15.93-16.23
24	24.14	23.65-24.65	
26	22.28	21.86-22.72	
28	20.69	20.33-21.07	
30	19.31	19.00-19.64	
32	18.11	17.83-18.39	
34	16.95	16.65-17.25	
36	16.08	15.88-16.28	

Slalom Times Chart on GT Series Dash

Tachometer

[TOP](#)



The tachometer registers the operating speed of the motor's shaft output and may be used as an alternative to speedometer if weight and water conditions permit.

DO NOT exceed the recommended RPM during break-in and normal operation of your motor. Exceeding the manufacturer's suggested RPM may cause damage to the engine.

Temperature Gauge

[TOP](#)



The temperature gauge indicates the engine coolant temperature while the coolant is circulation inside the engine. Engine operating temperatures will vary depending on the weather conditions and engine load. Normal operating temperature range is between 160 degrees and 180 degrees.

IMPORTANT

Refer to your Engine Owners Manual for additional details.

CAUTION I

Damage from overheating an engine IS NOT covered under warranty.

Fuel Gauge

[TOP](#)



This gauge indicates the approximate quantity of fuel remaining in the tank when the ignition is in the "ON" position.

IMPORTANT

DO NOT run the tank to empty. To prevent condensation from forming in the tank, it is recommended that the tank be filled when the gauge indicates 1/4 tank of fuel remaining.

The following conditions may be considered normal operation of the fuel gauge and fuel system:

- Gas station pumps may shut off before the fuel gauge indicates FULL.
- The amount of fuel required for fill-up may not exactly correspond to the gauge.
- The gauge needle may not move away from FULL until some time after fill-up
- The gauge needle may move during turns, stops and acceleration.

IMPORTANT

Become familiar with engine hourly fuel consumption at various speeds and know when to check the fuel gauge.



The voltmeter indicates whether the battery is charging or discharging. The needle should be located in the normal range while the engine is running.

If the voltmeter does not register in the normal range, there may be a problem within the electrical system. It is normal for the voltmeter needle to fall when starting the engine. Normal range is 12 to 14 volts.

Oil Pressure Gauge

[TOP](#)



The oil pressure gauge indicates the oil pressure in the engine while the engine is running.

If the oil pressure remains below the normal range of 20 to 40 psi, stop the engine immediately. If engine is allowed to run while oil pressure is too low, permanent engine damage may occur. See engine owner's manual for proper oil pressure readings.

CAUTION I

Running the engine with low oil pressure may cause severe engine damage.

Engine Hours

TOP



The optional engine hour meter acts as an odometer for the engine. Engine hours should always be noted and documented so that required maintenance and lubricant changes may be performed at the proper intervals. Gekko's optional Pilot system may also serve as an hour meter as that function is built into the Pilot gauge.

Section 9- GT Cockpit, Equipment Features & Options

Direct Drive Ski Pylon

TOP



The ski pylon is located in the center portion of the boat directly in front of the motor box. The ski pylon is to be used to pull a single individual. DO NOT use ski pylon to hoist boat! Only use the lifting rings for this purpose.

WARNING I

The use of pylon extensions, vertical or horizontal, can severely affect the overall handling of the boat and may endanger you, your passengers and others; thus, their use is not recommended by Gekko Sports. Follow pylon extension manufacturers directions for mounting and be sure that your decision to use such products does not endanger you, your passengers or others.

WARNING I

It is the owner's responsibility to check all bolts retaining the pylon and pylon bracket to insure that they are securely fastened.

Direct Drive Motor Box

[**TOP**](#)

The motor box encloses the inboard engine and quiets engine noise. To open, stand on either side of the engine toward the stern seat grasp the handle and pull up at approximately a 45-degree angle. If the engine requires maintenance, open the box until it rests open.

WARNING I

Pulleys and belts can cause severe Injury! Never open the motor-box while the engine is running or while the boat is underway!

WARNING I

Remember, after running, the engine is extremely hot and should not be touched or repaired until it has cooled.

WARNING I

Secure all lids and hatch panels before getting underway or tralling your boat.

Mirror

TOP



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

CAUTION

- ***Mirror should always be checked before driving.***
- ***Mirror angle will change with each new driver.***
- ***Insure that mirror installation does not affect forward vision.***

Cell phone/ sunglasses Pouch

TOP



In Deck Cooler

TOP



Rear Trunk

TOP



Glove Box

TOP



Net Pockets

TOP



Gekko boats are equipped with Net Pockets that provide storage for smaller items. There are several net pockets throughout each boat for your convenience and easy accessibility.

Sun Deck



[TOP](#)

The rear seat turns into a sundeck by placing the seat cushion upon the arm rests.

WARNING !

DO NOT trailer your boat with the rear seat in the sun deck position.

Tilt Steering

[TOP](#)



The steering wheel can be tilted to customize the feel and fit for the driver by depressing the tilt mechanism and moving the wheel into the desired position. Releasing the tilt mechanism locks the steering wheel into position

Rear Tow Eye

[TOP](#)



The rear tow eye can be used for tying up or for pulling purposes.

Propeller

[TOP](#)



The research and design team at Gekko has carefully explored and tested many different propellers and pitch angles for use on our boats. All tests indicate that the current propeller installed on your model is the best for the variety of boating performance required, whether skiing competitively or for pleasure.

It is strongly recommended that your Gekko dealer be notified before changing the propeller. 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.

WARNING I

A moving propeller will cause Injury. The propeller may turn with the boat in neutral. Shut off the engine while skiers or swimmers are in the water near the ski platform.

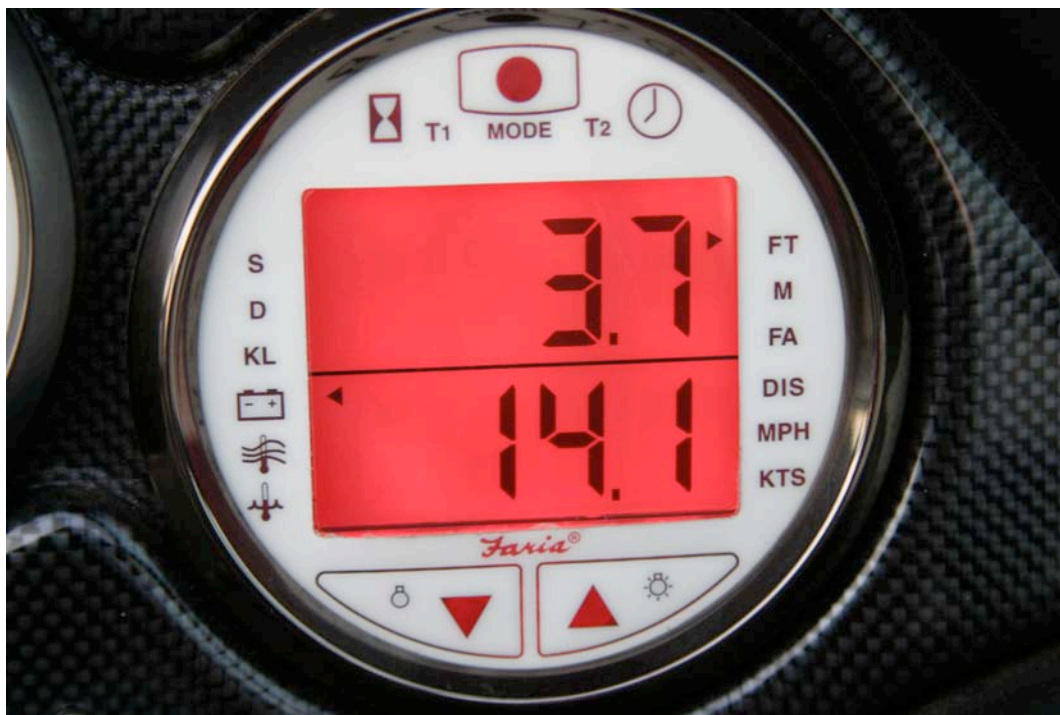
IMPORTANT

Under no circumstances should a propeller be used, which allows the engine to exceed manufacturers recommended RPM.

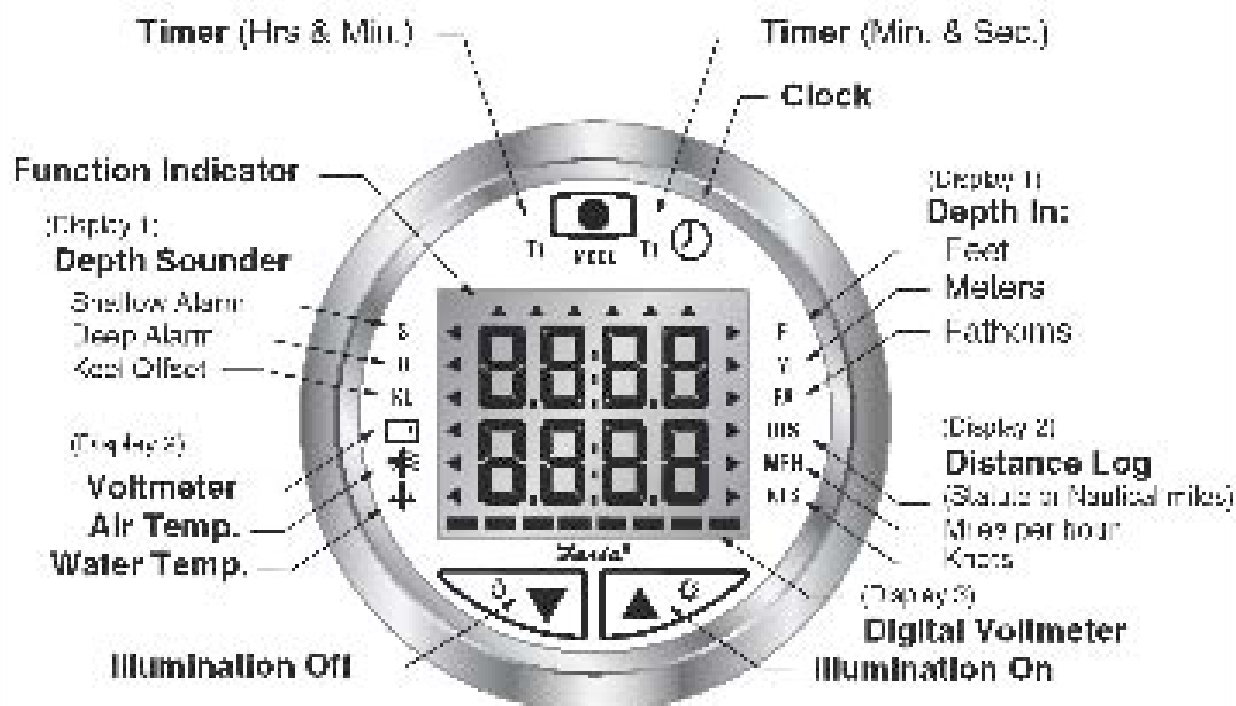
Optional Dash Equipment

Gekko Navigator/ Pilot System

TOP



Gekko's Navigator gauge (Pilot System in 2004 units) has sixteen functions, including depth, air and water temperature, speed, distance log, and voltage. For complete instruction and programming guide, please see the Faria Pilot I manual on this CD-Rom.



Faria Pilot I Description

The Faria Pilot I system is a multifunctional instrument designed to give two simultaneous readouts of several different and independent functions on an upper and lower LCD display. A digital Bar Graph provides continuous display of the battery system voltage. The illustration above shows the various functions provided by the instrument.

Warning: The Depth Sounder is not to be used for navigation or as a device to avoid grounding which may result in boat damage or personal injury. Always use caution operating in shallow areas and maintain a very slow speed. Be aware that depth may change too quickly for you to avoid grounding.

Faria® MARINE
INSTRUMENTS

P.O. Box 983 • Uncasville, CT 06383
(800) 848-6271 • (800) 473-2742 • FAX (800) 848-3704
faria@faria-instruments.com

ISO179
Certified ISO 9001:2000

Please see complete Pilot I Manual (on this CD-Rom) for more Information regarding the use and programming of this product.

Perfect Pass

TOP



All Gekko boats are available with Perfect Pass speed control systems. These options include Perfect Pass Cruise, Perfect Pass Wakeboard Pro, and Perfect Pass Digital Pro.

See the Perfect Pass Owners Manual for specific operation instructions. Information is also available at perfectpass.com.

Smart Timer for Perfect Pass Digital Pro

TOP



The Smart Timer works with Perfect Pass Digital Pro and ensures accurate speeds by picking up magnetic readings from buoys within the slalom course.

Section 10- REVO Series Instrument Panel & Controls

TOP

REVO Dash Board- REVO 6.7, REVO 6.7i, REVO 7.1



Silicon Touch Pads

Keyless Ignition (Go Gekko/ Start Switch)

[TOP](#)



Pressing the Go Gekko/ Start switch once will activate the system and the light in the upper portion of the button will illuminate to indicate the system is active. Press and hold the switch a second time to power the starter to start the engine. The starter will engage only as long as the switch is depressed. To utilize the security starter code feature, please refer to *Programming Gekko's Keyless Ignition* in the *Technical Information* part of this manual.

Stop Switch

[TOP](#)



Pressing the stop button instantly kills the engine but leaves the ignition system active. Depressing the Go Gekko/ Start switch will restart the engine if necessary. Pressing the Stop button a second time deactivates the ignition system. The light on the Go Gekko/ Start will no longer be illuminated once the Stop button has been pressed twice as the ignition system will no longer be active.

Blower Switch

[TOP](#)



The blower switch activates the blower motor. Depressing the blower switch activates the blower motor. The light on the switch illuminates when the switch is on. Depress the switch again to turn the switch off. 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.

IMPORTANT

If the blower fails to operate, reset the circuit breaker. If the blower still does not operate, notify your Gekko dealer.

DANGER I

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

Bilge Pump Switch

[TOP](#)



The bilge pump switch activates the bilge pump. Depressing the bilge pump switch activates the bilge pump. The light on the switch illuminates when the switch is on. Depress the switch again to turn the switch off.

The automatic pump function is engaged at all other times so that any excess water in the bilge may automatically be pumped out.

CAUTION 1

If the Bilge Pump fails to operate in the manual position, reset the circuit breaker. If the bilge pump still does not operate, notify your Gekko dealer.

Motorized Hatch Switch

TOP



These switches are functional on only those boats equipped with optional one-piece motorized engine hatches. The Up arrow raises the hatch while the Down arrow lowers the hatch. These are momentary switches that are active only while the switch is depressed.

Stereo Switch

TOP



Depressing the switch activates the stereo if the boat is so equipped. The light on the switch illuminates when the switch is on. Depress the switch again to turn the switch off.

Shower Switch

[TOP](#)



Depressing the switch activates the shower pump if the boat is so equipped. The light on the switch illuminates when the switch is on. Depress the switch again to turn the switch off.

Heater Switch

[TOP](#)



Depressing the switch activates the heater if the boat is so equipped. The light on the switch illuminates when the switch is on. Successive pressing of the heater switch operates up to three speeds of the heater fan. Depress the switch again to turn the switch off.

Horn Switch

[TOP](#)



Depress the Horn Switch to sound the horn. The horn will sound as long as the switch is depressed.

Horn/Whistle Signals

[TOP](#)

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

OVERTAKING/PASSING: Boat being passed has the right-of-way. KEEP CLEAR.

MEETING HEAD-ON: Keep to the right.

CROSSING: Boat on the right has the right-of-way. Slow down and permit him to pass.

Ballast Systems & Controls

Ballast Pump Switch- Fill

[TOP](#)



Depressing the switch fills the ballast tanks by activating the fill pumps. The light on the switch illuminates when the switch is on. Depress the switch again to turn the switch off.



Water enters the ballast system via inlets with the screen

Ballast Pump Switch- Drain

TOP



Depressing the switch empties the ballast tanks by activating the drain pumps. The light on the switch illuminates when the switch is on. Depress the switch again to turn the switch off.



Water exits the ballast system via thru-hulls.

Assault Ballast System Switch



REVO's easy to use Assault ballast option comes with separate switches for making weight adjustments to the port and starboard side. Each switch has two functions, press the top of the switch to fill the respective ballast tank or the bottom of the switch to empty it.

Night Time Operation

[TOP](#)

Docking Lights Switch



Depressing the switch turns on Docking Lights if the boat is so equipped. The light on the switch illuminates when the switch is on. Depress the switch again to turn the switch off.

Interior Courtesy Lights Switch

TOP





Depressing the switch turns on the interior courtesy lights. The light on the switch illuminates when the switch is on. Depress the switch again to turn the switch off.

Courtesy lights are installed at several locations in the interior of the boat.

Anchor Light Switch

[TOP](#)



Depressing the switch activates the anchor light. The light on the switch illuminates when the switch is on. Depress the switch again to turn the switch off.

The anchor light must be installed in the anchor light receptacle to be functional.

Anchor Light Receptacle

[TOP](#)



The pole light receptacle is located on the deck behind the observers seat. To install pole light, slide open the weather cover and insert the pole light in the aligned position.

Anchor Pole Light

[TOP](#)



The removable pole light is stored under the observers seat and is accessible by raising the gull wing observers seat. Gently pull the pole light from the mounting and place into the pole light receptacle.

The pole light must always be in place and illuminated when visibility is limited. The pole light must be displayed while underway from sunset to sunrise.

Running Lights Switch

[TOP](#)



Depressing the switch turns on the running lights. The light on the switch illuminates when the switch is on. Depress the switch again to turn the switch off.



Running Lights On



The switch pads illuminate when the interior lights and running lights are on.

REVO Dash Gauges

[TOP](#)

Speedometer



The speedometer indicates the water speed of the boat in miles per hour. It is recommended that the speedometer be checked for accuracy periodically.

Speedometer Paddle Wheel

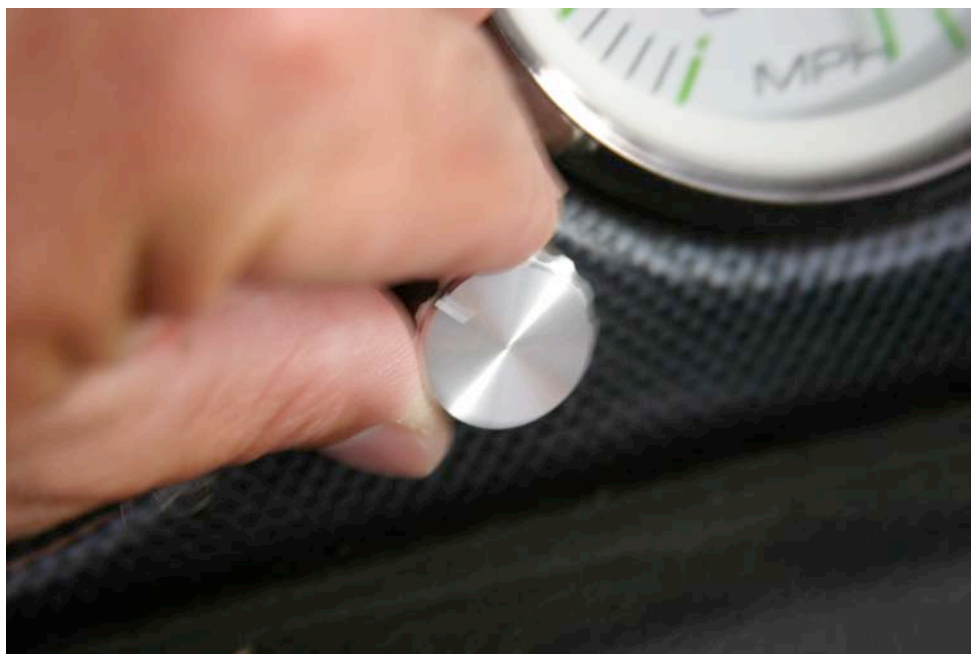
[TOP](#)



The Speedometer pickup is a magnetic paddle wheel assembly located on the bottom of the boat. Poor water conditions may cause the wheel to become clogged and give incorrect information.

Speed Calibration

TOP



Speed may be checked using a stopwatch in a standard slalom course, a handheld gps or radar gun . Adjust the speedometer calibration needle by turning the adjuster knob.

Tachometer

[TOP](#)



The tachometer registers the operating speed of the motor's shaft output and may be used as an alternative to speedometer if weight and water conditions permit.

DO NOT exceed the recommended RPM during break-in and normal operation of your motor. Exceeding the manufacturer's suggested RPM may cause damage to the engine.

Four-In-One Gauge

[TOP](#)



REVO's own four-in-one gauge eliminates the need for four separate gauges by combining the fuel, oil, voltage and temperature gauges into one 4" round multifunctional device. This feature reduces clutter and helps create a dashboard that is much more aesthetically pleasing to the user. As with all Faria gauges, the four-in-one gauge is backed by a lifetime limited warranty.

Temperature Gauge

[TOP](#)

The temperature gauge indicates the engine coolant temperature while the coolant is circulation inside the engine. Engine operating temperatures will vary depending on the weather conditions and engine load. Normal operating temperature range is between 160 degrees and 180 degrees.

IMPORTANT

Refer to your Engine Owners Manual for additional details.

CAUTION I

Damage from overheating an engine IS NOT covered under warranty.

Fuel Gauge

[TOP](#)

This gauge indicates the approximate quantity of fuel remaining in the tank when the ignition is in the "ON" position.

IMPORTANT

DO NOT run the tank to empty. To prevent condensation from forming in the tank, it is recommended that the tank be filled when the gauge indicates 1/4 tank of fuel remaining.

The following conditions may be considered normal operation of the fuel gauge and fuel system:

- Gas station pumps may shut off before the fuel gauge indicates FULL.
- The amount of fuel required for fill-up may not exactly correspond to the gauge.
- The gauge needle may not move away from FULL until some time after fill-up
- The gauge needle may move during turns, stops and acceleration.

IMPORTANT

Become familiar with engine hourly fuel consumption at various speeds and know when to check the fuel gauge.

Voltmeter Gauge

[TOP](#)

The voltmeter indicates whether the battery is charging or discharging. The needle should be located in the normal range while the engine is running.

If the voltmeter does not register in the normal range, there may be a problem within the electrical system. It is normal for the voltmeter needle to fall when starting the engine. Normal range is 12 to 14 volts.

Oil Pressure Gauge

[TOP](#)

The oil pressure gauge indicates the oil pressure in the engine while the engine is running.

If the oil pressure remains below the normal range of 20 to 40 psi, stop the engine immediately. If engine is allowed to run while oil pressure is too low, permanent engine damage may occur. See engine owners manual for proper oil pressure readings.

CAUTION I

Running the engine with low oil pressure may cause severe engine damage.

V-Drive Warning Light

[TOP](#)



Each V-Drive gearbox is equipped with a "low pressure" warning light. This light is located by the dash. This light will illuminate when engine RPMs are below 1200. Do not operate your Gekko if the warning light remains on whenever the engine speed is above, 1,200 RPM (+/-400 RPM). If this light remains on during operation above idle, shut your engine off immediately and check your v-drive oil level and see your dealer.

Engine Hours

[TOP](#)



The optional engine hour meter acts as an odometer for the engine. Engine hours should always be noted and documented so that required maintenance and lubricant changes may be performed at the proper intervals. Gekko's optional Pilot system may also serve as an hour meter as that function is built into the Pilot gauge.

Circuit Breaker Panel

[TOP](#)



The circuit breaker panel contains breakers for all switches, gauges and electrical equipment. The panel is located below the throttle on the sidewall adjacent to the driver's right knee.

If a switch fails to operate, locate the corresponding circuit breaker and press the reset button. If the equipment still does not operate, notify your Gekko dealer.



Section 11- REVO Cockpit, Equipment Features & Options

[TOP](#)

Power Point/ DC Outlet



For your convenience, a DC outlet has been included under the right switch panel the below the dashboard.

Mirror

[TOP](#)



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

CAUTION

- *Mirror should always be checked before driving.*
- *Mirror angle will change with each new driver.*
- *Insure that mirror installation does not affect forward vision.*

Tilt Steering

[TOP](#)



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.

Driver's Seat & Seat Adjustment

TOP



The driver's seat may be adjusted forward or backward by moving the lever below the front of the seat. Use body pressure to move the seat to the desired position. Release the lever then check to feel the seat lock into place.

Swiveling action can be locked by tightening the clamp on the seat pedestal under the seat. Releasing the pressure on the seat pedestal clamp allows the seat to swivel.

CAUTION I

After adjusting the seat, be sure that it has locked into place by pushing forward and backward until it has securely latched.

V-Drive Engine Compartment

TOP



To access the engine, pull the black strap up to trigger the sun deck release.

DANGER I

Failure to secure the engine hatch lid while the boat is under way or while trawling may result in boat damage and endangering people.

IMPORTANT

If the strap is shut inside the engine compartment, you will need to reach through the side storage and manually release the trigger.

IMPORTANT

When the ski locker is closed, the upholstered lid doubles as a cushioned sun deck.

V drive gear box

TOP



WARNING I

Pulleys and belts can cause severe injury! Never open the motor-box while the engine is running or while the boat is underway!

WARNING I

Remember, after running, the engine is extremely hot and should not be touched or repaired until it has cooled.

WARNING I

Secure all lids and hatch panels before getting underway or tralling your boat.

V-Drive Tow Pylon

TOP



The ski pylon is to be used to pull a skier. DO NOT use the ski pylon to hoist boat! Only use the lifting rings for this purpose.

WARNING I

The use of pylon extensions, vertical or horizontal, can severely affect the overall handling of the boat and may endanger you, your passengers and others; thus, their use is not recommended by Gekko Sports. Follow pylon extension manufacturers directions for mounting and be sure that your decision to use such products does not endanger you, your passengers or others.

WARNING I

It is the owner's responsibility to check all bolts retaining the pylon and pylon bracket to insure that they are securely fastened.

REVO Lighting

TOP

Pole Light Receptacle



The pole light receptacle is located on the starboard of the stern, along side of the sundeck. To install pole light, slide open the weather cover and insert the pole light in the aligned position.

Pole Light

TOP



The removable pole light is stored either under the bow (accessible by raising the gull wing observers seat) or in the ski storage area under the gunnel. Gently pull the pole light from the mounting and place into the pole light receptacle.

The pole light must always be in place and illuminated when visibility is limited. The pole light must be displayed while underway from sunset to sunrise.

Bow Light

TOP



The bow light is located at the front of the boat to alert other boaters to your position and direction. The light is green on the starboard side and red on the port side. This light should be ON while the boat is in motion after dark.

Lifting Eyes

TOP



The forward bow eye is located just below the bow light. Two lifting rings are located on the transom.

Ski Platform

[TOP](#)



The integrated ski platform allows easy access to and from the water for skiers and swimmers.

DANGER I

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

DANGER I

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

Ski Storage

[TOP](#)

Ski storage, depending on the model of Gekko you own, is located either between the observer's seat and driver's console on most V-Drives or can be found under the sun deck of inboard models.

Sun Deck

[TOP](#)



When the ski locker is closed on the REVO models, the upholstered lids double as a cushioned sun deck.

Propeller

[TOP](#)



The research and design team at Gekko has carefully explored and tested many different propellers and pitch angles for use on our boats. All tests indicate that the current propeller installed on your model is the best for the variety of boating performance required, whether skiing competitively or for pleasure.

It is strongly recommended that your Gekko dealer be notified before changing the propeller. 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.

WARNING I

A moving propeller will cause injury. The propeller may turn with the boat in neutral. Shut off the engine while skiers or swimmers are in the water near the ski platform.

IMPORTANT

Under no circumstances should a propeller be used, which allows the engine to exceed manufacturers recommended RPM.

Wake Plate- REVO 7.1 Only

TOP



Any factory installed wake plate is located on the stern at the bottom of the transom. Proper adjustment of the wake plate will allow better control of the trim.

Adjustment is made by turning the turnbuckles to the desired position, moving the plate up or down. Your dealer can help you with this.

Under normal conditions, the best overall plate position is between 1/8" above or below horizontal.

IMPORTANT

DO NOT adjust the wake plate above or below 1/2" of the horizontal plane.

Walk-Thru Windshield

TOP



The movable center windshield panel allows access to and from the bow deck. To open, turn safety latches to vertical and push. Lay the center windshield panel gently against the fixed side panel.

Glove Box

TOP



The spacious Glove Box is located on the passenger side dash. It is equipped with an oversized smoked glass lid that allows boaters to easily view the contents of the Glove Box with just a quick glance. The stereo may also be installed on the back wall of the Glove Box, which is angled upward for better visibility. This offers your stereo additional protection against theft and from the elements.

Beverage Holders

[TOP](#)



Beverage holders are conveniently placed throughout your Gekko boat. They are built from high-grade plastics and are removable for easy cleaning.

Net Pockets

[TOP](#)



Gekko boats are equipped with Net Pockets that provide storage for smaller items. There are several net pockets throughout each boat for your convenience and easy accessibility.

Snap-In Carpet

TOP



Snap-in carpeting is standard on the REVO 6.7, REVO 6.7i, and the REVO 7.1. This feature allows for easy cleaning of the carpet and boat, as well as removal for long periods of storage.

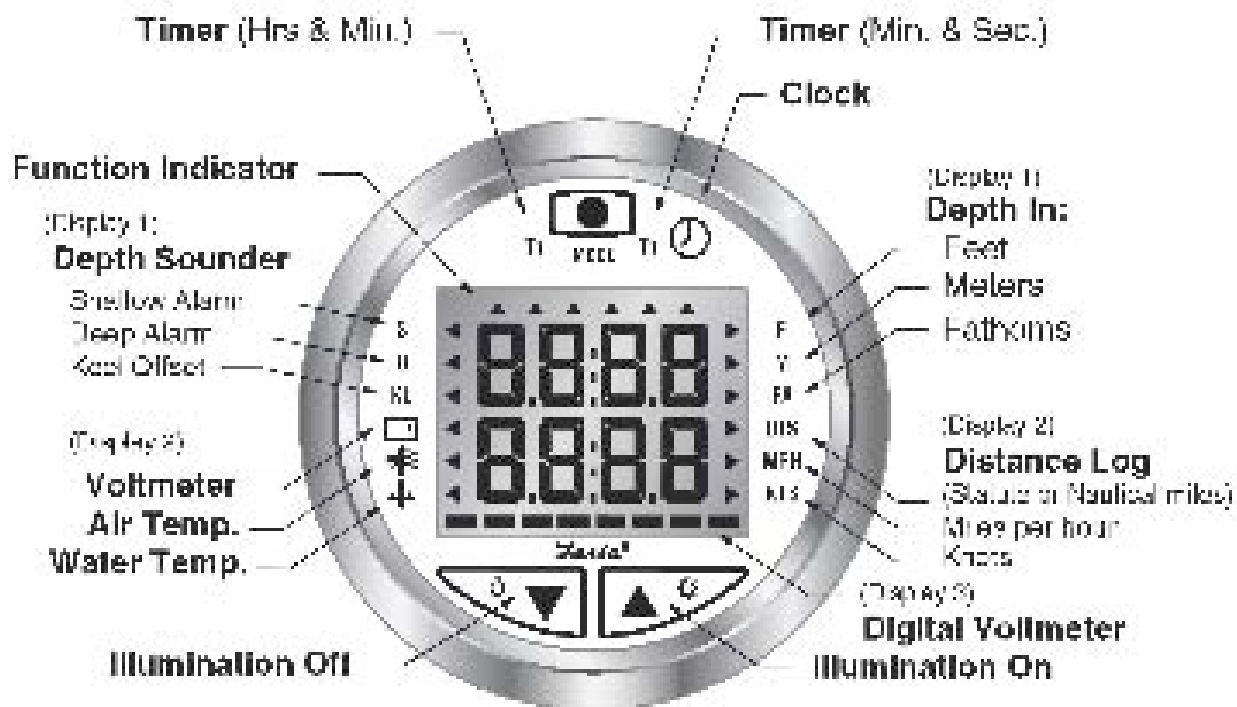
Optional Dash Equipment

Gekko Navigator/ Pilot System

[TOP](#)



Gekko's Navigator gauge (Pilot System in 2004 units) has sixteen functions, including depth, air and water temperature, speed, distance log, and voltage. For complete instruction and programming guide, please see the Pilot I manual on this CD-Rom.



Farla Pilot 1 Description

The Baria Pilot I system is a multifunctional instrument designed to give two simultaneous readouts of several different and independent functions on an upper and lower LCD display. A digital Bar Graph provides continuous display of the battery system voltage. The illustration above shows the various functions provided by the instrument.

Warning: The Depth Sounder is not to be used for navigation or as a device to avoid grounding which may result in boat damage or personal injury. Always use caution operating in shallow areas and maintain a very slow speed. Be aware that depth may change too quickly for you to avoid grounding.

Faria® MARINE
INSTRUMENTS

P.O. Box 983 • Uncasville, CT 06383
 1800: 848-9271 • 800: 473-2742 • FAX: 860: 848-3704
farina@fga-lab.com

ISO179
Reliability Engineering

Please see complete Pilot I Manual (on this CD-Rom) for more Information regarding the use and programming of this product.

Perfect Pass

TOP



All Gekko boats are available with Perfect Pass speed control systems. These options include Perfect Pass Cruise, Perfect Pass Wakeboard Pro, and Perfect Pass Digital Pro.

See the Perfect Pass Owners Manual for specific operation instructions. Information is also available at perfectpass.com.

Smart Timer for Perfect Pass Digital Pro

TOP



The Smart Timer works with Perfect Pass Digital Pro and ensures accurate speeds by picking up magnetic readings from buoys within the slalom course.

Section 12- Service & Maintenance

TOP

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 repair be supplied by an authorized Gekko dealer.

IMPORTANT

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.

Cooling System

TOP

The standard cooling system for Gekko boats is an open circulation cooling system with intake water. This is preferred for lakes and reservoirs with low salt content. If the engine is occasionally operated in salty water, the cooling system should be flushed with fresh water periodically and always before storage.

Body Lubrication

TOP

Normal use of your Gekko causes metal-to-metal movement at some parts in the boat. Driver seat track should be lubricated with a water resistant chassis lubricant such as silicon grease.

Lubricate rudder grease fitting located in the rear of the bilge area on the rudder box, once annually.

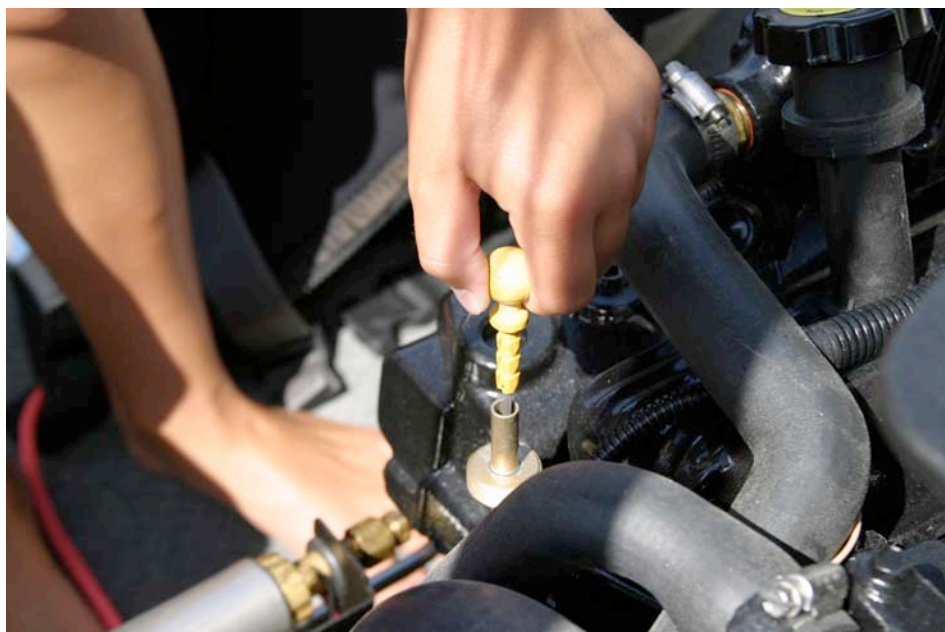
Fuel Filter-Water Separator

[TOP](#)

Depending on the model of your engine, you will have either a water separator filter, or a fuel filter. If your engine has a water separator filter, it will be located on the front of the engine. If your engine has a fuel filter, it will be located on the stringer under the engine.

Oil Level Check

[TOP](#)



Engine oil should be checked at regular intervals (such as every 5 engine hours). To obtain a true reading, when the engine is at operating temperature and turned off, check the oil level showing on the dipstick.

Oil-Fill Spout

[TOP](#)



If the oil level is between the "FULL" and the "ADD" marks on the dipstick, simply replace the dipstick. When the oil level is at or below the "ADD" mark, add oil to return the level to the "FULL" mark.

Engine Oil and Filter

[TOP](#)



Mercruiser MPI Oil Filter

The oil filter is located below the engine on PCM engines and above the engine on Mercruiser engines. The engine manufacturer recommends that you change the oil and oil filter after the first 10-20 hours of operating your engine. Thereafter, to

maximize engine life, change oil and filter after every 50 hours of use (see engine manual).

Crankcase oil should be selected to deliver the highest performance for your operating conditions and climate. In general, engine oils with lower viscosity ratings are used when temperatures remain low or when better fuel economy is desired. Oils with higher viscosity ratings are used when temperatures remain higher and when higher performance is expected from the engine.

The Engine Manufacturer recommends 15W-40 Marine Motor Oil. If this is unavailable, a high grade with an A.P.I. classification of SH, SJ, SG/CD is acceptable.

IMPORTANT

REFER TO ENGINE MANUAL for more information.

Direct Drive Transmsslon Level Check

[TOP](#)



Velvet Drive Transmission Dipstick



PCM Transmission Dipstick

Use only automatic transmission fluid type "A" in transmissions with 1:1 drive train.

CAUTION I

Refer to Engine Owners Manual for specific Instructions regarding fluid type , filling and changing.

Change Frequency

TOP

Change transmission fluid every year, using only Dextron-III Mercon automatic transmission fluid.

V drive gear box

TOP



WARNING I

Pulleys and belts can cause severe injury! Never open the motor-box while the engine is running or while the boat is underway!

WARNING I

Remember, after running, the engine is extremely hot and should not be touched or repaired until it has cooled.

WARNING I

Secure all lids and hatch panels before getting underway or trawling your boat.

V-Drive Fluid Check

TOP

The fluid level can be checked by using the oil level gauge, which is located on top of the V-Drive transmission. This unit is located under the center cushion of the rear seat. Pull out the cushion of the rear seat. Pull out the cushion to access the transmission.

Pull the oil level gauge to check the fluid level. If the level is low, add fluid to the correct mark on the correct mark on the dipstick. Use SAE 30 motor oil.

CAUTION I

Refer to Engine Owners Manual for specific instructions regarding fluid type, filling and changing.

IMPORTANT

Only a trained and qualified technician after the first 100 hours of operation, then each year at the end of your boating season.

Maintaining Fluid Levels

TOP

Transmission fluid level should be checked regularly and fluid added if necessary, maintain fluid levels as follow:

- Boat must be at rest
- Engine should be at operating temperature, but turned off while checking level
- Remove transmission fluid dipstick
- Wipe fluid clean from dipstick and replace
- Remove dipstick and note level indicated by the upper and lower marks.
- If required, add fluid to bring the level to the upper mark.

Transmission Coupler bolts

TOP



Transmission Coupler Bolts

NOTE: The coupler joins the transmission with the shaft.

WARNING I

It is the owner's responsibility to regularly check that the coupler bolts are properly tightened.

Shaft Log Packing

TOP

LOG PACKING REPLACEMENT / ADJUSTMENT

1. LOOSEN THE JAM NUT AND BACK OFF THE GLAND NUT. SLIDE THE GLAND NUT FORWARD TOWARDS THE TRANSMISSION.
2. WITH A SMALL PICK, PICK OUT THE 3 PIECES OF OLD PACKING ROPE. COMPARE THEIR THICKNESS TO THE REPLACEMENTS TO BE SURE THEY ARE THE SAME.
3. WRAP EACH OF THE NEW PIECES OF PACKING ROPE AROUND THE DRIVESHAFT AND CUT EACH PIECE SO THE ENDS BUTT TOGETHER.
4. INSTALL EACH OF THE THREE PIECES OF PACKING ROPE ONE AT A TIME USING A SCREWDRIVER OR SIMILAR OBJECT TO PUSH THEM CAREFULLY UP INTO THE GLAND NUT SQUARELY. TAKE NOTE WHERE THE ENDGAPS ARE ON THE ROPE PIECES SO THAT YOU CAN STAGGER THEM (LIKE PISTON RINGS).
5. AFTER THE PIECES ARE INSTALLED IN THE GLAND NUT, CAREFULLY THREAD THE GLAND NUT ONTO THE THREADED HULL CONNECTION. TIGHTEN THE GLAND NUT UNTIL SNUG. TIGHTEN IT ANOTHER $\frac{1}{2}$ TO $\frac{3}{4}$ TURN FROM SNUG TO "SEAT" THE ROPE PIECES. BACK THE GLAND NUT OFF UNTIL LOOSE, THEN BRING IT BACK TO SNUG AGAIN. THIS SHOULD GIVE AN ADEQUATE ADJUSTMENT.
6. HAVING ABOUT ONE OR TWO DROPS COME THROUGH THE CONNECTION EACH MINUTE IS IDEAL. VERY LITTLE WATER, BUT NOT DRY.

Bilge Inspection Plate

TOP



The bilge inspection plate is located on the floor. Open the inspection plate by unscrewing it to check the condition of the Bilge pump and wire harness or for water in the bilge area.

IMPORTANT

Keep this area clean and free of dirt and debris.

Battery Cable Installation & Precautions

TOP



On V drive models, the battery is mounted inside the rear port side storage compartment. To access the battery, open the port side storage compartment hatch lid.

On direct drive models, the battery is located in the under the deck storage area behind the observers seat. To access the battery, lift the gull wing observer's seat.

IMPORTANT

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

Your Gekko 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.

Connect the positive (+) battery cable to the positive (+) post on the battery. Connect the negative (-) battery cable to the negative (-) post on the battery.

CAUTION I

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

WARNING I

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 I

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.

Section 13- Cleaning, Care & Storage

TOP

Shrink Wrap

Gekko Sports does not recommend shrink wrapping as it can damage gelcoat, cause mildew and can accelerate deterioration.

WARNING I

Damage caused by shrink wrap is not covered by any warranty. Remove any Shrink wrap immediately!

Fiberglass Care

Washing and waxing the boat hull and deck regularly will extend the life and beauty of your Gekko. It is a good routine to rinse your boat with fresh water after each 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 lessen the potential for staining or spotting on the gelcoat surface.

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.

Foreign deposits

TOP

Tree sap, bird droppings, air borne chemicals, petroleum products and other foreign matter may damage the gelcoat surface if not removed promptly (SEE WASHING INSTRUCTIONS).

Washing Your Boat

[TOP](#)

The easiest way to preserve the beauty of your boat is to keep it clean by frequent washings 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.

Custom Gekko Boat Cover

[TOP](#)

Your Gekko boat cover is made from the finest canvas and webbing to insure that your boat will be protected in the off-season. Each cover has been specifically designed to securely fit each Gekko model. If your new cover does not seem to be snug, a shrinkage allowance has been sized in.

Use the following procedure when covering the boat:

[TOP](#)

- Be sure that the cover fits snugly at the bow then unfold from front to back.
- Be sure to install cover pole(s), if so equipped, and adjust to proper height, using the setscrew on the pole(s). This will keep water from gathering in the center, which can damage the cover.
- Secure all fastening straps around the trailer frame.
- Pull the draw cord equally from both sides and tie off to the lifting eyes on the stern in accordance with the illustration.

Folding Cover

[TOP](#)

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

[TOP](#)

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

CAUTION I

Your mooring cover is not designed for trallering. Trallering with your cover installed may cause premature cover failure and boat damage. This damage is not warrantable.

Rub Rail Care

[TOP](#)



Use a sponge or other soft material to wash and wax the rub rail. To wax, use a commercial automotive bumper wax.

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

[TOP](#)

All Gekko 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 surfaces.

Upholstery Care

[TOP](#)

All upholstery items on your Gekko are made of premium grade marine vinyl's that are easily cleaned with vinyl cleaners widely available. The use of vinyl protectants and conditioners will extend the life of your interior and help prevent wear and tear.



It is important to provide for the drying of all upholstery and carpet after each use of the boat. Open all storage compartments and slide all removable cushions out at least an inch to allow air to circulate behind.

CAUTION I

Strong detergents and cleaners may shorten the life of the vinyl. Please see vinyl manufacturer's owners manual package.

Failure to follow care guide may void vinyl warranty.

Boat Hull Protection

TOP

If your Gekko is to remain in salt water for an extended period, that area of the hull below the water line should be painted with marine bottom paint. Bottom paint is also recommended for fresh water locations where the boat is left in the water for extended periods of time. Moored boats should be removed from the water regularly for cleaning and maintenance.

CAUTION I

Blistering is a function of water penetration into the gelcoat caused by leaving the boat in the water for extended periods. Blistering is not covered by any warranty.

CAUTION I

Boats should not be stored for any period of time with shrink wrap. Leaving shrink wrap may cause gel clouding and/or blistering. Damage caused by shrink wrap is not covered by any warranty.

Section 14- Winterization & Dry Storage

TOP

When the boating and ski season comes to a close, it is recommended that your Gekko boat be removed from the water and stored for the winter months.

It is extremely important to follow the proper winterizing procedure. The engine must be correctly winterized for safe storage in your climate. A professional should do this. Your Gekko dealer will know exactly what must be done to insure safe and trouble free winter storage that will prolong the life for your boat.

In addition to preparing the engine the following tasks should be done to winterize the boat:

1. Remove the center drain plug 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. Remove all seat cushions and open all storage areas to allow 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.
6. Use a commercially available fuel stabilizer to remove water and prevent gumming.
7. If the boat is stored on its trailer, insure that the boat is properly positioned. If possible lift the tongue so that the bow is slightly raised to promote drainage from the center drain hole.
8. Install the canvas cover and secure the straps in accordance with cover instructions.

IMPORTANT

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.

Section 15- Technical Information

TOP

Hoisting

TOP

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 I

DO NOT use the ski pylon to hoist the boat.

CAUTION I

Incorrect holsting may void the warranty on the boat.

WARNING I

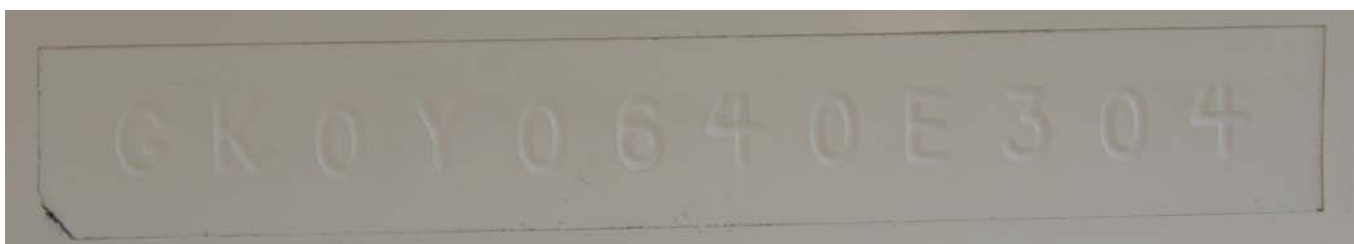
DO NOT use the bow eye to holst boat. Use only a proper sized sling in the designated lifting rings to holst the boat.



Transom Eye

Identification Number

TOP



The hull identification number is located under the swim platform on the starboard side of the hull.

Battery



Batteries are included as standard equipment. GT Series models have batteries installed under the deck behind the gull wing observers seat. REVO Series models have batteries installed in the rear port side storage areas.

WARNING I

Hydrogen and oxygen gases are produced during normal battery operation or charging. Sparks or flames can cause this mixture to ignite and explode if it comes near the vent openings. Sulfuric acid in the battery can cause serious burns if spilled on skin or in eyes. Flush with clear water immediately.

Boat Specifications

[TOP](#)

REVO 7.1

Boat Specifications

Drive Mechanism	REVO 7.1 V Drive
Overall Length including platform	23' 3"
Hull Length	22' 6"
Beam	102"
Draft	20"
Weight of Boat Only (Approximate lbs.)	3,300
Weight of Boat and Trailer (Approx. lbs.)	4,500
Seating Capacity	12
Fuel Capacity (Gallons)	45

REVO 6.7

Boat Specifications

Drive Mechanism	REVO 6.7 V Drive
Overall Length including platform	22' 2"
Hull Length	21' 8"
Beam	102"
Draft	20"
Weight of Boat Only (Approximate lbs.)	3,200
Weight of Boat and Trailer (Approx. lbs.)	4,400
Seating Capacity	12
Fuel Capacity (Gallons)	38

REVO 6.7i

Boat Specifications

Drive Mechanism	REVO 6.7i Direct
Overall Length including platform	22' 2"
Hull Length	21' 8"
Beam	102"
Draft	20"
Weight of Boat Only (Approximate lbs.)	3,200
Weight of Boat and Trailer (Approx. lbs.)	4,400
Seating Capacity	10
Fuel Capacity (Gallons)	35

GTX-22

Boat Specifications

Drive Mechanism	GTX 22 Direct
Overall Length including platform	21' 7"
Hull Length	20'
Beam	96"
Draft	20"
Weight of Boat Only (Approximate lbs.)	2,300
Weight of Boat and Trailer (Approx. lbs.)	3,150
Seating Capacity	6
Fuel Capacity (Gallons)	35

GTR-22

Boat Specifications

Drive Mechanism	GTR 22 Direct
Overall Length including platform	21' 7"
Hull Length	20'
Beam	96"
Draft	20"
Weight of Boat Only (Approximate lbs.)	2,300
Weight of Boat and Trailer (Approx. lbs.)	3,150
Seating Capacity	8
Fuel Capacity (Gallons)	35

GTO-22

Boat Specifications

Drive Mechanism	GTO 22 Direct
Overall Length including platform	21' 7"
Hull Length	20'
Beam	96"
Draft	20"
Weight of Boat Only (Approximate lbs.)	2,300
Weight of Boat and Trailer (Approx. lbs.)	3,150
Seating Capacity	8
Fuel Capacity (Gallons)	35

Bazooka

Boat Specifications

Drive Mechanism	Bazooka
Overall Length including platform	Direct
Hull Length	20' 11"
Beam	20' 11"
Draft	90"
Weight of Boat Only (Approximate lbs.)	21"
Weight of Boat and Trailer (Approx. lbs.)	2,300
Seating Capacity	3,150
Fuel Capacity (Gallons)	8
	35

Plexus Construction



All Gekko REVO series hulls, decks and stringers are joined with Plexus fiberglass adhesives. Plexus is widely used within the marine industry and is the strongest available adhesive for fiberglass applications.

Programming Gekko's Keyless Ignition

[TOP](#)



GEKKO REVO KEYLESS IGNITION SYSTEM PROGRAMING /OPERATING INSTRUCTIONS

[TOP](#)

Programming the Dealer Code:

This code should be programmed by the dealer prior to delivery of the REVO boat. The dealer code provides a way for the dealer to always be able to start boats with this dash board, even without having the customer's master code. When Gekko first receives a PME, no keyless codes are programmed in. Pressing the start button at this point will unlock the system. Pressing Stop, locks the system. The first time the one and four keys are pressed at the same time puts the PME in Dealer Code program mode. In Program mode, the Unlock indicator will blink approximately twice per second. The user simply programs a code between two and eight characters long, presses Start, re-enters the code for verification, then press Start again. If successful, the unit will unlock lighting the unlock LED. If not, the blinking LED will stop and the unit will remain in Lock mode. Pressing the Stop button will lock the system. Normally, the user would have to enter any of the three codes correctly then press Stop to lock the system. Since the Dealer Code was just programmed into the system, no Master or Slave Code exists at this time.

Programming the Master Code:

The unit first powers up in lock mode. At this point, the unit has a Dealer code but no Master or Slave code. Therefore, pressing the Start button will unlock the system. Programming the Master code is done exactly like programming the Dealer code. The PME determines if it is a Dealer code or a Master code by checking if a Dealer code exists. If the Dealer code does exist, then the Master code will be programmed. If programming the Master code is successful, then the system unlocks. When the

Master code is programmed or reprogrammed, the Slave code becomes the same as the Master code. To put the unit in Lock mode, the user must then re-enter the Dealer code, Master code or Slave code then hit the Stop button.

Reprogramming the Master Code:

Reprogramming the Master code is done while in Lock code. The user enters in the Master code and rather than pressing Start to unlock the system, the user presses both the one and four keys simultaneously. If the correct code is entered the Unlock LED will blink approximately twice per second. Programming is done by entering between two and eight digits, pressing Start, re-entering the code and pressing Start once more. If successful, the unit will unlock. If not successful, the LED will stop blinking and the unit will remain in Lock mode. The Slave code is now the same as the Master code.

Programming the Slave Code:

Programming the Slave code is done when the user enters the Master code while in Lock code then pressing the one and three keys simultaneously. If done correctly, the unlock LED will blink approximately twice per second. Entering the code is done just as the Dealer and Master code. If the Slave codes successfully programmed the system will unlock.

Erasing the Master and Slave Codes:

To erase the Master and Slave codes, the user enters in the correct Dealer code and then presses the one and three keys simultaneously. The system will remain locked. Pressing the Start button should unlock the system if no Master or Slave codes exist.

Erasing the Dealer Code:

Erasing the Dealer code cannot be done through the keypad. The only way to erase the Dealer code is to send the unit a special command through the communication lines. This will also erase the Master and Slave codes.

To exit any of the programming modes, simply press the Stop button. The system will automatically exit the programming mode after approximately 20 seconds if left in the programming mode. Functions designed to work in locked mode will still function properly while the system is in programming mode with no ill effect.

Bazooka Internal Ballast System Operation

TOP

System Components- Two 25-gallon ballast tanks are positioned side by side underneath the rear swim platform. These are filled through a water scoop on the boat bottom while the boat is in motion. Venting each tank is accomplished via a thru-hull mounted on the deck gunnel adjacent to the wakeboard storage locker on both the port and starboard sides. Draining the tanks can be accomplished while the boat is in motion on the water or on while on the trailer. To drain with the boat in motion on the water, the control knobs on the dashboard should be pushed in all the

way. When on the trailer, the tanks can be drained by removing each tank drain plug (2) located on the transom of the Bazooka, one on each side of the hull drain plug. Three swim platform ports provide easy service access to the tanks, rudder and cables.

To Fill

- Pull both dash drain control knobs out fully to closed position.
- Open floor valve so that the lever arm is parallel to hose path.
- Tanks will fill while boat is in motion. Go faster for a quicker fill.
- Tanks are full when water escapes from deck vents.
- Close floor valve by moving lever arm perpendicular to hose.

To Drain

- While the boat is in motion, push both dash drain control knobs in fully to open tank drains.
- Tanks can also be drained while on the trailer by removing both tank drain plugs located on the transom of the Bazooka, one on each side of the hull drain plug.

Port/ Starboard Fine Tuning

- By filling the entire system and then draining either the port or starboard tank by pushing in only one of the dash drain control knobs, awkward loads or excessive weighting to port or starboard can be compensated for.

MerCruiser Engine and Data

TOP

Models	350 MAG MPI Tow Sports	MX 6.2 MPI Tow Sports
Horsepower	315	320
Kilowatts	235	239
Displacement	350 cid (5.7 Liter)	377 cid (6.2 Liter)

Specified WOT rpm range	4600-5000
Idle rpm in NEUTRAL	600
Minimum oil pressure @ 2000 rpm	124 kPa (18 psi)
Minimum oil pressure @ idle	41 kPa (6 psi)
Thermostat/seawater cooled models	71 degrees C (160 degrees F)
Thermostat/closed cooled models	77 degrees C (170 degrees F)
Timing @ idle	Not adjustable

Firing order	1-8-4-3-6-5-7-2
Electrical system	12-Volt Negative (-) Ground
Alternator rating – hot operating amps	65 amp
Alternator rating – cold operating amps	72 amp
Recommended battery rating (Minimum)	750 cca / 950 mca / 180 Ah
Spark plug type	AC Platinum (AC 41-932)
Spark plug gap	0.060 in.

Mercuriser Engine Data (Continued)

[TOP](#)

Models	Black Scorpion	MX 6.2 Black Scorpion
Horsepower	330	340
Kilowatts	246	254
Displacement	350 cid (5.7 Liter)	377 cid (6.2 Liter)

Specified WOT rpm range	4800-5200
Idle rpm in NEUTRAL	600
Minimum oil pressure @ 2000 rpm	124 kPa (18 psi)
Minimum oil pressure @ idle	41 kPa (6 psi)
Thermostat	71 degrees C (160 degrees F)
Timing @ idle	Not adjustable
Firing order	1-8-4-3-6-5-7-2
Electrical system	12-Volt Negative (-) Ground
Alternator rating – hot operating amps	65 amp
Alternator rating – cold operating amps	72 amp
Recommended battery rating (Minimum)	750 cca / 950 mca / 180 Ah
Spark plug type	AC Platinum (AC 41-932)
Spark plug gap	0.060 in.

PCM Engine Data

[TOP](#)

MODEL	MP 5.0L	MP 5.7L	MP 6.0L	MP 8.1L (STD)	MP 8.1L (HO)
Horsepower	275 HP	330 HP	370 HP	385 HP	425 HP
Displacement	5.0L (305 CID)	5.7L (350 CID)	6.0L (364 CID)	8.1L (496 CID)	8.1L (496 CID)
Bore	3.75 in. (95.0 mm)	4.0 in. (101.6 mm)	4.0007 in. (101.618 mm)	4.25 in. (107.95 mm)	4.25 in. (107.95 mm)
Stroke	3.48 in. (88.3 mm)	3.48 in. (88.3 mm)	3.622 in. (92.0 mm)	4.370 in. (111.0 mm)	4.370 in. (111.0 mm)
WOT Operating RPM	4400 - 5000	4800 - 5000	5000-5200	4200 - 4600	4400 - 5000
Idle RPM (In Gear)	650 (Not Adjustable)	650 (Not Adjustable)	650 (Not Adjustable)	650 (Not Adjustable)	650 (Not Adjustable)
Oil Pressure @	25 - 60 psi	25 - 60 psi	25 - 80 psi	25 - 60 psi	25 - 60 psi
Minimum Oil Pressure	10 psi (69 kPa)	10 psi (69 kPa)	10 psi (69 kPa)	10 psi (69 kPa)	10 psi (69 kPa)
Thermostat	FWC 170°F (76.7°C)	FWC 170°F (76.7°C)	FWC 160°F (76.7°C)	FWC 170°F (76.7°C)	FWC 170°F (76.7°C)
Electrical System	12 Volt (-) Ground	12 Volt (-) Ground	12 Volt (-) Ground	12 Volt (-) Ground	12 Volt (-) Ground
Battery Rating	650 CCA (Minimum)	650 CCA (Minimum)	650 CCA (Minimum)	650 CCA (Minimum)	650 CCA (Minimum)

IMPORTANT

FOR ADDITIONAL INFORMATION ON MERCUISER AND PCM ENGINES, PLEASE REFER TO THE RESPECTIVE OWNERS MANUAL ATTACHED TO THIS CD-ROM.

Ultra Low Emissions

TOP



Gekko Boats meet the most stringent emission standards as set fourth by the state of California.

PME Box (REVO Dashboard Electrical Codes)

[TOP](#)

REVO Electrical Codes

Electrical Codes

COURTESY LIGHTS	BLUE/YELLOW
HEATER (HIGH)	TAN/BLACK
HEATER (MEDIUM)	TAN/RED
HEATER (LOW)	TAN/BLUE
HORN	ORANGE
STEREO (MEMORY)	PINK/RED
STEREO (SWITCHED)	PURPLE/RED
BOW LIGHTS	GREY/GREEN
DOCK LIGHTS	GRAY/BLACK
INSTRUMENT LIGHTS	BLUE
BLOWER	YELLOW
FUEL	PINK
BILGE	BROWN
BILGE/AUTO	BROWN/RED
BATTERY (NEG)	BLACK
BATTERY (POS)	RED/BLACK
IGNITION	PURPLE
START/SOLENOID	YELLOW/RED
ENGINE (HATCH UP)	12/1 GREEN
ENGINE (HATCH DOWN)	12/1 BLUE
SHOWER	BROWN/WHITE

12V RECEPTACLE (POWER)
TEMPERATURE
BALLAST (FILL)
BALLAST (DRAIN)
STERN LIGHT
OIL
TACHOMETER

16/1 RED/BLACK
TAN
12/1 ORANGE
12/1 ORANGE/BLACK
GREY/BLUE
LT. BLUE
GRAY

KEY PAD WIRES:

GROUND
POWER
KEYPAD TXRX +
KEYPAD TXRX -

WHITE
ORANGE
BLUE
YELLOW

IMPORTANT

Only a certified technician should do work on any electrical component within the boat.

Section 16- Traller and Towing

TOP

The Traller



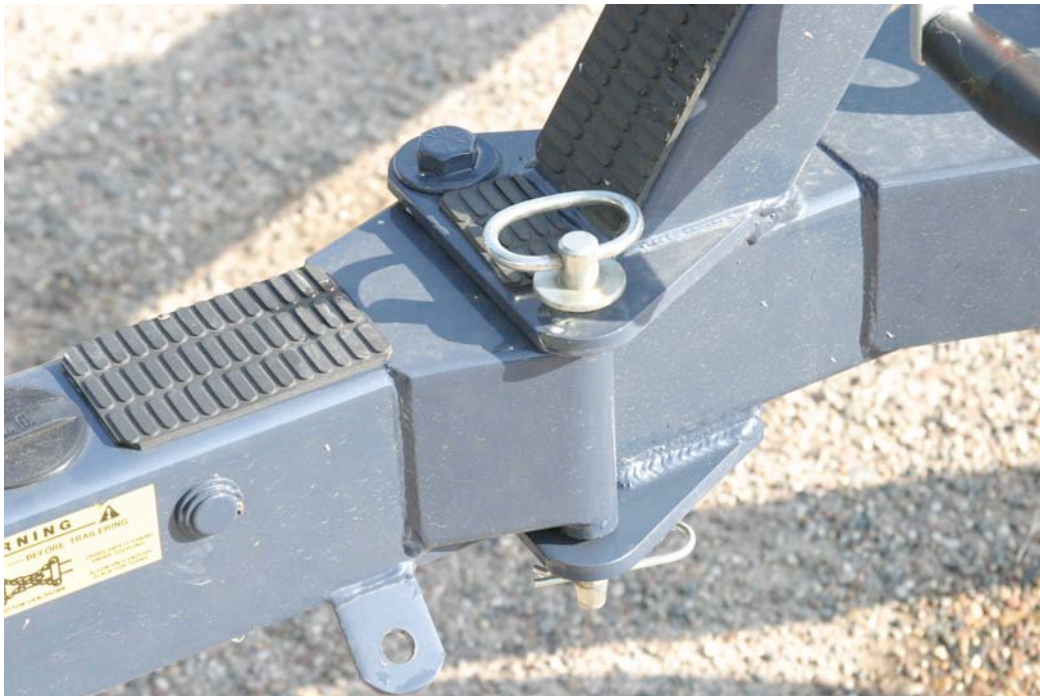
Custom Gekko trailers are designed especially for the each Gekko model with your convenience in mind. Please be sure that you have an appropriate tow vehicle before attempting to trailer your boat. Your vehicle must be capable of towing 5000 lbs. and must be fitted with no less than a Class III (5000 lbs. max.) trailer hitch.

CAUTION I

Read the trailer towing section of your vehicle owner's manual before towing your trailer.



REVO Trailers May Be Equipped With Torsion Axles



Trailers equipped with a swing tongue permit easier storage by simply removing the vertical locking pin.

Connecting the Trailer to Your Vehicle

[TOP](#)

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

1. Raise the tongue with the trailer jack, position the trailer tongue directly over the 2" ball, and lower the jack until the tongue goes all the way down over the ball.
2. Press down on the latch until it locks on the ball with a "click." **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.
3. Insert the locking pin into the tongue. (Lock pin hole is on the side of the tongue)
4. When all weight is off the trailer jack, pull the jack lock pin and rotate the jack to the horizontal position and lock the pin.
5. Attach the safety chains to the tow vehicle hitch. Cross the chains and wrap them around each other once or possibly twice allowing just enough slack to permit tight turns of the vehicle and trailer.
6. Connect the trailer light plug to the tow vehicle connection to activate the lights.
7. Connect the brake safety cable.

CAUTION I

Before use, read all information supplied with the trailer by the manufacturer.



Your trailer requires a Class III hitch equipped with a 2" ball. Position the ball beneath the trailer's receiver slightly forward of center. Lower the trailer and make sure the ball completely slips into position. 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.



Once the trailer is on, lower the coupler latch (shown above) and make sure that it locks into position. Doing this will secure the trailer to the hitch.

CAUTION I

Confirm proper trailer connection prior to departure. Inadvertent release of latch pin could result in injury!

Five-Pin Connector

TOP

All Gekko trailers require a five (5) pin marine grade trailer wiring connector.



Trailer Plug Wire Schematic

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

IMPORTANT

Some Gekko trailers feature disk brakes. To make the brake lockout operative for easy reverse operation, the 5th wire (blue) on the wire connector needs to be connected to your vehicle's reverse lights. This blue wire provides power to a solenoid that deactivates the brakes while in reverse. You may still tow your trailer without the blue wire connected, however, you may experience difficulty backing the trailer.



Plug the five-pin connector into the vehicle's harness and visually confirm that all lights are functional.

Safety Chains/ Emergency Brake Cable

[TOP](#)



Connect the security chains and emergency brake cable to the vehicle.

Latch Lock Pin

[TOP](#)



Install the latch lock pin into receiver as shown above.

Launching and Loading Your Boat

Unloading Procedure

[TOP](#)

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

1. Make sure that all drain plugs are securely in place.
2. Unplug light cord before backing into the water.
3. If equipped with Boat Buddy, retract Boat Buddy latch pin by pulling trigger into "safety" position. (If latch pin is bound, tighten winch to relieve pressure, then pull trigger into "safety" position).
4. With winch strap 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.**
5. Follow the cold start procedure recommended by engine manufacturer.
6. After starting the engine remove winch strap hook.
7. 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.

IMPORTANT

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 from the carpeted runners.

CAUTION I

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.

IMPORTANT

Because of the power configuration, when backing up, the stern may have a tendency to drift left or right depending on propeller rotation.



When launching the boat, back the trailer so the fenders are just below the water line. Start the boat and allow the engine to warm up for 1-2 minutes before backing off the trailer.

IMPORTANT

The depth of the trailer while launching and loading may vary from ramp to ramp depending upon the incline.

Loading Procedure

[TOP](#)

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. If equipped with Boat Buddy, set the Boat Buddy for loading by pulling trigger or latch mechanism into "set" position.
2. Idle/coast the boat onto the trailer using as little power as possible, while keeping it centered between the guide poles.
3. Power slowly forward until the bow softly touches the Bow Roller.
4. Winch hook must be attached to bow eye and tightened before trailering.

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!

CAUTION I

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.



IMPORTANT

Before loading your Gekko, back the trailer completely into the water to wet the carpeted trailer bunks. This will allow the boat to slide onto the trailer easier and help prevent premature carpet wear.



IMPORTANT

Leaving the trailer too far into the water may cause the bow of the boat to hit the bow roller stanchion causing damage to the boat and/ or trailer.

IMPORTANT

The depth of the trailer while launching and loading may vary from ramp to ramp depending on the incline.



Drive the boat onto the trailer slowly and at a straight angle.



Carefully power the boat up the trailer until the hull nests into the bow roller.

IMPORTANT

DO NOT power onto the trailer during rough conditions.

Proper Boat Position On Trailer

TOP

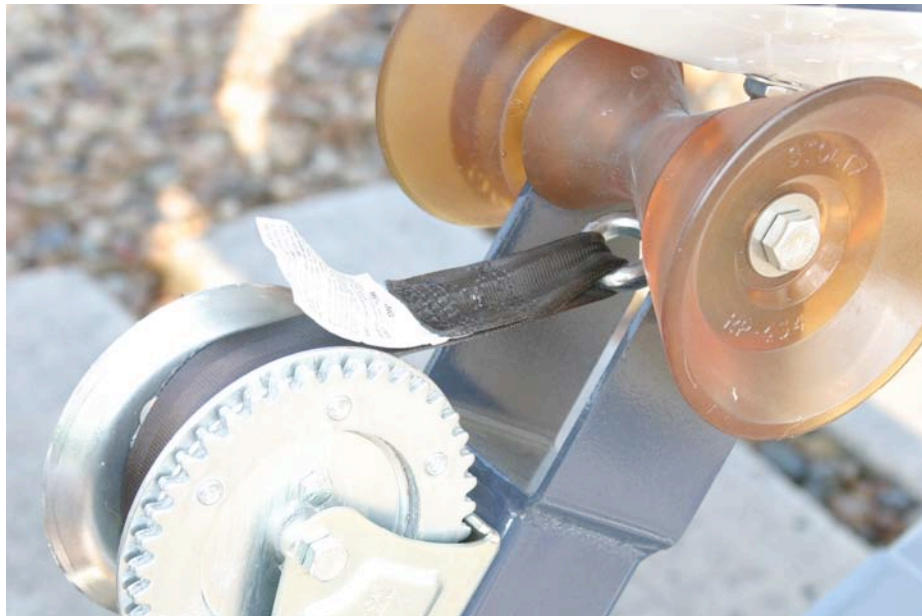


Securing the Boat to the Trailer

[TOP](#)



Connect the winch strap to the bow eye and tighten the strap with the winch until it is taught. This should be done before the boat is removed from the water to prevent the boat from sliding off the trailer while exiting the water.



The winch strap should run below the Bow Roller and should not be twisted.

IMPORTANT

The winch strap must reel from the top of the winch to prevent premature winch strap wear.

CAUTION I

The winch strap should be inspected regularly for cuts and abrasions that could compromise the winch strap's strength for loading and securing the boat. In addition a winch strap that breaks while under tension could injure people in the vicinity of the boat being loaded.

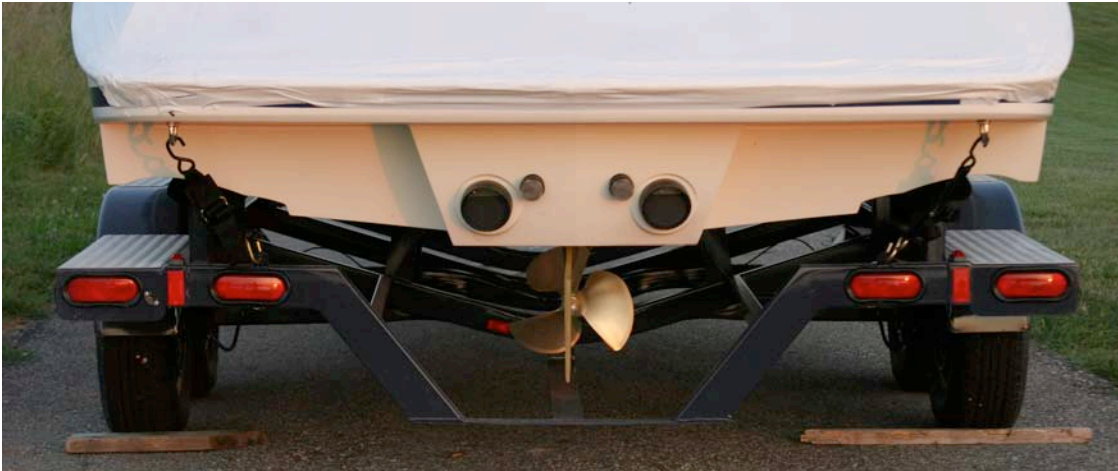
Rear Tie Downs



Gekko recommends securing the back of the boat to the trailer with tie down straps. Tension the strap from the transom eye to the trailer eye so that the locking lever is at approximately a 90-degree angle. Push the locking lever down until it snaps into position. Roll up the excess strap and secure it with the integrated Velcro ties.

Trailer Alignment

[TOP](#)



IMPORTANT

When pulling the boat onto the trailer, be sure that it is centered on the trailer. Improper loading may damage the boat and could cause trailering problems.

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

IMPORTANT

Prolong Trailer Life

TOP

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.
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. Before operating Boat Buddy, if so equipped, check trigger setting and latch pin location. After loading, check latch pin and confirm that it is properly seated in the eyehook before pulling trailer out of water. Wash boat buddy moving parts with high-pressure water.
6. Check wheel-bearing grease.
7. See Trailer Owner Manual for Maintenance Schedule.

Bearing Buddy

[TOP](#)



It is the owners responsibility to ensure that the wheel bearings are properly lubricated. To grease the trailer wheels, simply remove the metal cap shown above and pump marine wheel bearing grease into the exposed nozzle with a grease gun.

CAUTION I

Wheel bearings must be properly greased for safe traller operation and to prevent axle damage.

Lug Nuts

[TOP](#)



It is the owners responsibility to ensure that the lug nuts are properly tightened.

CAUTION I

Lug nuts must be checked regularly for proper torque to insure that wheels do not come loose during trawling which can endanger you, other motorists and cause damage to your boat and trailer.

Drying Your Boat After Loading

TOP



You should always dry your boats surface completely after each outing. This will prevent water spots and help preserve your gelcoat.

Section 17- Gekko's Owners Information

WARRANTY

TOP



GEKKO LIMITED WARRANTY

Fineline Industries, a contract manufacturer of Gekko Boats, warrants to the Original Retail Purchaser that each new boat is free from structural defects in material and workmanship under normal use and when operated reasonably within generally accepted safe practices and maintained according to maintenance instructions, for a period from:

Date of purchase of the deck and hull for as long as the original retail purchaser owns the boat.

Subject to the terms of the Limited Warranty, any covered boat or part with structural defects in material or workmanship that is returned to Fineline's factory or authorized repair facility during the above stated warranty period will, at Gekko's option, be repaired or replaced without charge to the owner. The terms of this warranty are as follows:

Fineline shall repair or replace at its option, any item that proves defective upon examination by Fineline or Gekko authorized personnel.

Fineline warrants said repairs or replacements for the remained of the warranty period.

Fineline shall fulfill its obligation to repair or replace the defective item at its factory or authorized repair facility.

Fineline's obligation under this warranty shall be limited to the repair or replacement of any item judged defective by Fineline or Gekko.

The boat owner shall be responsible for the transportation of the boat and or part(s) to the factory or authorized repair facility and for the return transportation cost of said item.

Experienced craftsmen manufacture Gekko Boats from high-quality materials and components. However, conditions that are outside Gekko and Fineline's control require specific exclusions from coverage under this warranty. The Gekko Warranty *does not include* the following:

Any damage or repair required because of misuse, negligence, accident, collision or impact with any object; or any improper alteration or repair.

Any boat used for speed, commercial competition or performance demonstration.

Any boat which is: (a) used for rental or other commercial or industrial purposes; (b) used in boat racing, demonstrations or similar events; (c) altered, modified, repaired or replaced so as to increase the capacity or horsepower output of the engine and boat as originally manufactured.

All component parts and accessories not manufactured for Gekko by Fineline, including but not limited to: engines, drivetrains, propellers, shift and throttle control levers and cables, pumps, blowers, windshields, upholstery, instrumentation and steering systems. However, where any such items are warranted by a component or accessory manufacturer, Fineline will, if possible, furnish the manufacturer's warranty document to the owner.

Limited Warranty on the deck and hull covers only the named items and does not include hardware and other components fastened or adhered to the deck or hull.

Paints, varnishes, gelcoat surfaces and colors, finish distortions, chrome plated or anodized finishes, floor and floor covers and any other surface coatings. *Important:* Despite the use of the highest-grade gelcoat materials, it is possible that gelcoat blistering and/ or discoloration may develop. Such occurrences are not covered by any warranty from Gekko, Fineline or suppliers. If a boat must be left in the water for extended periods Gekko recommends that a good bottom paint be used.

Liability for special or consequential damages, such as , but not limited to consequential relating to, for third party claims against the purchaser, or damages for loss of profit. Any implied warranty of merchantability, fitness for particular purpose, or otherwise, are limited to the duration of the applicable express warranty.

Note: To the extent any provision of this warranty is prohibited by federal, state, or local law and cannot be pre-empted, it shall be applicable. This warranty gives you specific legal rights and you may have other rights, which vary from state to state.

▲▲▲▲▲▲▲▲▲▲▲▲▲▲▲
gekkosports.com
box 480 • shakopee, mn • 55379
☎952.226.6900 📠952.226.6901

Gekko Owners Registration Form

[TOP](#)



OWNERS REGISTRATION FORM

THE UNDERSIGNED CORPORATION HEREBY CERTIFIES THAT THE NEW MOTORBOAT DESCRIBED BELOW, THE PROPERTY OF SAID CORPORATION, HAS BEEN TRANSFERRED THIS _____ DAY OF _____, 200 ____ ON INVOICE NUMBER _____, FROM: _____ (Dealer, Distributor, etc.)

Whose address is:

<u>Make</u>	<u>Model</u>	<u>Length</u>	<u>Hull Material</u>	<u>Propulsion</u>	<u>Place Built</u>	<u>Year Built</u>	<u>Model Year</u>
GEKKO			Fiberglass	Inboard	USA		

HULL IDENTIFICATION NUMBER: **GKO**

ENGINE SERIAL NUMBER:

TRAILER SERIAL NUMBER:

OWNERS INFORMATION

Owners Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Home Phone: (_____) _____

Email Address: _____

I AM PURCHASING THIS BOAT SOLELY FOR RECREATIONAL USE PURPOSES AND GUARANTEE THAT I WILL NOT BE A PARTY TO ANY REPRODUCTION OF GEKKO SPORTS PRODUCTS. IN ADDITION, I HAVE READ AND ACCEPT THE WARRANTY.

Owner's Signature: _____

Please return this form to:

GEKKO SPORTS CORPORATION • BOX 480 • SHAKOPEE, MN • 55379 • FAX 952.226.6901

Owners Responsibility

TOP

1. Before operating your Gekko boat, it is necessary to read and fully understand this owner's manual, equipment manuals from engine manufacturers and all other information delivered with the boat.
2. It is the owner's responsibility to take the boat to an authorized Gekko 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.

Dealers Responsibility

TOP

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 provide a manual with the purchase of each boat.
3. The Dealer should review all warranty information with the buyer and assist in filling out warranty forms if necessary.
4. The Dealer should insure that any information or obligation from either Gekko Sports 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 Gekko boat.