



GEKO

WORLD CLASS SKI • WAKE • SURF BOATS

OWNER'S MANUAL 2015





Congratulations on becoming a part of the Gekko team! Since its inception in 1994, Gekko has been consistently blessed with rave reviews, proven at the world championship level and captured a global following.

This owner's manual is designed to be an important reference and as a familiarization tool to help you become more knowledgeable about your Gekko boat, boat operation, safe boating practices, boating rules and regulations, maintenance, and other important aspects regarding the use of your boat.

Before hauling or operating your new boat, it is crucial that you understand information in this manual. Your authorized Gekko dealer is a valuable source of information about your boat and necessary requirements for a safe and fun water sports experience. If you have any questions or concerns after reading this manual contact your dealer.

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. As standard and optional equipment varies from model to model, some information contained in this manual may not apply to your boat. This manual is not all-inclusive. There are many factors to consider and additional training and information that is necessary to research and participate in before undertaking any boating activity.

At its sole discretion, Gekko Boats reserves the right to change model line specifications, designs, equipment, color schemes at any times without notice and without incurring obligation.

By giving you this information we hope to ensure that your new Gekko will be a source of exceptional water sports fun for years to come.

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Safety



1

Safety Alert Symbols



This is the safety alert symbol.

It is used to alert you to potential personal injury hazards. Read and abide by all messages following the safety alert symbol to avoid possible injury or death.



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



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



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

Safety Precautions

Complying with the safety recommendations found in this *Owner's Manual* is critical to keeping your boating experience as safe as possible during routine operation. Failure to do so may result in severe injury or death to you and/or others. Use caution and common sense when operating your boat. Do not take unnecessary chances!

The safety precautions listed in this manual and on the boat are not all-inclusive, nor do they address the myriad of potentially dangerous and life threatening scenarios that exist. Make sure that all boat operators and passengers are 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 Boats will not damage your boat, is safe and does not endanger you or others.

As a boat owner, you are responsible for your own safety, as well as that of your passengers and other boaters. Boating-related accidents are often times caused by the boat operator's failure to follow basic safety rules or written precautions. The majority of accidents can be avoided if the operator is completely familiar with the boat, its operation and can recognize potentially hazardous situations before an accident occurs.



Failure to observe safety recommendations may result in severe personal injury or death to you and/or others. Always use caution and common sense when operating your boat or participating in any boat related activities, including periods of time when the boat engine is shut down and the boat is not in operation.

Recognizing potentially dangerous situations is the first step to avoiding boating-related accidents. Following basic safety instructions and precautions can reduce boating-related accidents. In addition to the information in this manual be aware of other specific safety guidelines not listed. Gekko Boats recommends all boat opera-

tors to pursue additional training from a recognized boating and/or safety organization prior to the operation of any boat.

The following agencies and organizations offer additional safety training and/or information:

American Red Cross, National HQ
8111 Gatehouse Road, 6th Floor
Falls Church, VA 22042
(202) 737-8300
www.redcross.org

U.S.A. Water Ski Association
1251 Holy Cow Road
Polk City, FL 33868
(863) 324-4341
www.usawaterski.org

Boat Owners Association of the United States
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

U.S. Coast Guard Auxiliary
2100 Second Street SW
Washington, DC 20593-001
(202) 267-1001
www.uscg.mil <http://www.uscgboating.org>

Safety Guidelines

Improper operation of any boat is extremely dangerous! Operators must read and understand all operating manuals supplied with the boat, before operation. In addition to specific safety statements noted in this manual, a general list of safety guidelines and recommendations is listed below:

- On-boat equipment must always conform to the governing federal, state and local regulations.
- Before each outing, check all safety equipment such as fire extinguishers, life jackets, flares, distress flags, flashlights and engine stop switch. They should be operable, in good condition, readily visible and easily accessed.
- Never allow any type of spark or open flame on-board. It may result in fire or explosion.



Never override or modify components of the emergency safety or fuel systems in any way.

- All persons must be seated in a designated occupant seating area while the boat is in motion.
- Passengers should never sit in front of the operator; always avoid obstructing the operator's view.
- Never stand or allow passengers to stand or sit on the motor box or tower, gunwhale, decks or any location other than occupant seating while underway. You and/or others may be thrown within or from the boat, which could result in serious injury or death.



Gasoline vapors can explode! Before starting the engine, you must open the engine box and check the engine compartment and bilge for gasoline and oil vapors. You must operate the blower for at least 4

minutes. Failure to do so may result in serious injury or death to you and/or others.

- Never operate the boat or engage in any water activities while under the influence of alcohol or drugs.
- Children and nonswimmers should wear a life jacket at all times.
- Never leave children in the boat without adult supervision.
- Never swim near the boat when the engine is running. Even if the boat is in the NEUTRAL position, the propeller may still be turning and carbon monoxide may be present.
- Watch for other boats, swimmers and obstructions in the water. Stay away from other boats and personal watercraft.

Common Sense Advisory

Gekko Boats cannot anticipate every scenario or neglect that could result in damage to the boat or that may cause illness, injury or even death to boaters. The operator, owner and/or all persons on board are responsible for using common sense and careful thought process to ensure that every measure is taken to keep boating enjoyable. A Gekko boat should be the source of exceptional water sports fun for years to come, but the boating experience remains safe only if YOU, and everyone on board, uses common sense before, during and after boating activity.

Operator's Responsibilities

- Always ensure that the boat is in top operating condition and there are no hazards that could interfere with the operation of the boat.
- Check that the bilge is clean before starting the engine.
- Have complete knowledge of the operations system or your boat.
- Do not exceed the maximum capacity for your boat and ensure that all weight is evenly distributed throughout the seating areas.
- Have familiarity with the layout of the waterways around you and your destination.
- Know and practice navigational rules and obey all federal and state regulations.
- Maintain a safe speed and keep an eye out for other boaters at all times.

Safety Decals and Notices

In compliance with the 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 various hazard and safety decals which are affixed at the time of manufacture. These decals are applied in specific locations on the boat and boat equipment where safety is of concern. All decals must remain legible at all times. If a decal is removed or damaged contact your dealer for immediate replacement.

 WARNING	
Failure to follow these warnings could cause serious injury or death	
	REMAIN PROPERLY SEATED AND HOLD ON to available handrails while boat is moving to avoid falling overboard or being ejected from the boat. Do not sit on gunwales or deck edges.
	DO NOT OVERLOAD THE BOAT. OCCUPANTS AND GEAR MUST BE EVENLY DISTRIBUTED on both sides of the boat to avoid poor handling, sudden loss of control, swamping and/or capsizing.
	REFER TO AND OBEY YOUR SPECIFIC MODEL'S DESIGNATED OCCUPANT POSITIONS depicted in the Owner's Manual.
	KEEP LIMBS AND BODY CLEAR OF ALL TOW LINES AT ALL TIMES to avoid entanglement and other types of injuries.
	USCG APPROVED LIFE JACKETS SHOULD BE ON BOARD for all passengers and on all towed participants.

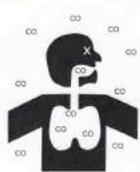
 WARNING	
Failure to follow these warnings could cause serious injury or death	
	REMAIN PROPERLY SEATED AND HOLD ON TO AVAILABLE HANDRAILS while boat is moving to avoid falling overboard or being ejected from the boat. Do not sit on gunwales or deck edges.
	DO NOT EXCEED THE BOW CAPACITY of 250 pounds. Overloading the bow of the boat can cause loss of control, swamping and/or capsizing.
	DO NOT OBSTRUCT OPERATOR VISIBILITY. Operators must have a clear view in front of them to avoid collisions.
	USCG APPROVED LIFE JACKETS must be on board for all passengers and towed participants.

⚠ WARNING

Failure to follow these warnings could cause severe injury or death



- **GASOLINE VAPORS CAN EXPLODE. BEFORE STARTING ENGINE:**
 - **OPERATE BLOWER** for 4 minutes
 - **CHECK THE ENGINE COMPARTMENT** for gasoline vapors by sight and smell.



- **OPERATE BLOWER** to clear gasoline vapors from engine compartment when engine is at idle, while below cruising speed and after stopping engines.
- **CARBON MONOXIDE (CO) CAN CAUSE BRAIN DAMAGE OR DEATH.**
 - Engine exhaust contains odorless and colorless carbon monoxide gas.
 - Signs of carbon monoxide poisoning include nausea, headache, dizziness, drowsiness, and lack of consciousness.
 - **MOVE TO FRESH AIR** if anyone shows signs of carbon monoxide poisoning.
 - **SEE OWNER'S MANUAL** for additional information regarding carbon monoxide poisoning.



- **CHECK WEATHER FORECAST BEFORE DEPARTING DOCK** and heed all weather advisories.
- **WEAR SAFETY LANYARD** at all times while operating boat to prevent unmanned boat operation.
- **NEVER OPERATE WHILE UNDER THE INFLUENCE** of drugs or alcohol.



- **DO NOT OVERLOAD THE BOAT. ENSURE THAT WEIGHT IS PROPERLY AND EVENLY DISTRIBUTED** fore and aft and on both sides of the boat to avoid poor handling, sudden loss of control, swamping and/or capsizing.
- **USCG APPROVED LIFE JACKETS SHALL BE ON BOARD FOR ALL PASSENGERS AND TOWED PARTICIPANTS.**
- **MAKE SURE THAT ALL PASSENGERS ARE PROPERLY SEATED WHILE UNDERWAY.** To avoid passengers falling overboard or being ejected from the boat, do not allow passengers to sit on seat backs, gunwales or outermost deck edges while the boat is moving.



- **REDUCE SPEED BEFORE ATTEMPTING SUDDEN OR SHARP TURNS, AND MAINTAIN SAFE SPEEDS** for water conditions and environment at all times. Maneuverability at high speeds is limited, and sudden turns may cause loss of boat control.
- **KEEP PROPER LOOKOUT AND SAFE DISTANCE** for the conditions at all times to avoid collisions.
- **OBEY APPLICABLE NAVIGATION RULES AND BOATING LAWS.**
- **USE CAUTION AND PROPER LIGHTING** during nighttime boating and boating in adverse weather.
- **READ THE OWNER'S MANUAL AND COMPLETE THE BOATER'S PRE-OPERATION CHECKLIST PRIOR TO BOAT OPERATION.**

⚠ WARNING

Failure to follow these warnings could cause serious injury or death



ONLY USE THIS TOW PYLON FOR WATERSKIING, BOARDING, OR RECREATIONAL TOWABLES.



DO NOT USE THIS TOW PYLON FOR PARASAILING, KITE FLYING, PYRAMIDS, GROUP PULLS, BAREFOOT/TEACHING BOOMS, PYLON EXTENSIONS OR TOWING OTHER BOATS.

DO NOT SIT IN THE PATH OF THE TOW LINE when it is in use.

⚠ WARNING

FAILURE TO FOLLOW THESE WARNINGS WHILE USING THE TOW TOWER COULD CAUSE SERIOUS INJURY OR DEATH.
LOCK THE TOWER IN PLACE and secure all hardware before and during use.
DO NOT TOW MORE THAN ONE PERSON at one time from this tow tower.
ONLY USE THIS TOW TOWER FOR WATERSKIING, BOARDING, OR RECREATIONAL TOWABLES.
DO NOT USE THIS TOW TOWER FOR PARASAILING, KITE FLYING, PYRAMIDS, GROUP PULLS, OR TOWING OTHER BOATS.
DO NOT CLIMB ON, SIT ON, STAND ON, JUMP OFF OR DIVE OFF THE TOW TOWER.

⚠ DANGER



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

STAY CLEAR OF BOAT AND STAY OFF SWIM PLATFORM WHILE ENGINE IS RUNNING.



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

Engine exhaust contains odorless and colorless carbon monoxide gas.

Carbon monoxide will be around the back of the boat when engine is running.

MOVE TO FRESH AIR, if you feel nauseous, headache, dizziness, or drowsiness.

⚠ DANGER



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

STAY CLEAR OF BOAT AND STAY OFF SWIM PLATFORM WHILE ENGINE IS RUNNING.

⚠ DANGER



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

Engine exhaust contains odorless and colorless carbon monoxide gas.

Carbon monoxide will be around the back of the boat when engine is running.

MOVE TO FRESH AIR, if you feel nauseous, headache, dizziness, or drowsiness.

⚠ DANGER



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

Do not run engine while people are in the water or on the swim platform.

Do not back towards a person in the water.

BOATMAN'S CHECK LIST

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

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

NOTICE

- MANUFACTURER ASSUMES NO LIABILITY FOR PERSONAL INJURY OR PROPERTY DAMAGE RELATING TO THE USE OF ANY WATER SPORTS TOWING DEVICE INSTALLED ON THIS BOAT.
- THIS INCLUDES BAREFOOT BOOMS, TRICK RELEASES, PYLON EXTENSIONS OR RELATED APPARATUS.

NOTICE

- THIS BOAT IS EQUIPPED WITH AN EPA COMPLIANT FUEL SYSTEM. DO NOT ALTER OR BYPASS ANY OF THE COMPONENTS THAT ARE INSTALLED.
- SEE YOUR DEALER FOR ANY FUEL RELATED SERVICE.



WARNING

- SERVICE OF THE ENGINE INSTALLED IN THIS BOAT REQUIRES SPECIAL TOOLS, TRAINING AND GENUINE REPLACEMENT PARTS AVAILABLE EXCLUSIVELY FROM GEKKO DEALERS AND THE FACTORY.
- THE FUEL SYSTEM SHOULD BE SERVICED ONLY BY A FACTORY TRAINED CERTIFIED TECHNICIAN. DO NOT ATTEMPT TO SERVICE THE SYSTEM YOURSELF.



Carbon Monoxide (CO)

Carbon Monoxide (CO) is a colorless, tasteless, odorless and poisonous gas produced by all engines and fuel burning appliances. Even with the best boat design and construction, plus the utmost care in inspection, operation and maintenance, hazardous levels of CO may still be present under certain conditions. To reduce CO accumulation, always ventilate the boat interior and avoid boating situations which cause increased exposure.



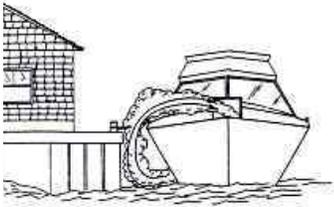
Direct and prolonged exposure to CO will cause brain damage and/or death. Signs of exposure to CO include irritated eyes, headache, nausea, dizziness, and drowsiness.

Carbon Monoxide poisoning should not be confused with seasickness, intoxication or heat stress. If a passenger is experiencing irritated eyes, headache, nausea, weakness, dizziness or drowsiness, or you suspect carbon monoxide poisoning, immediately move the person to fresh air, investigate the cause, and take corrective action. Seek medical care if necessary.

Carbon Monoxide from exhaust pipes of inboard or outboard engines can build up inside and outside of the boat in areas near the exhaust vents, especially during slow-speed operation. To reduce the risk of CO inhalation stay clear of the exhaust vent areas and do not swim or engage in water activities near the exhaust vent areas while the boat is in operation.

Sources of CO Poisoning

Blockage of boat exhausts by obstruction.



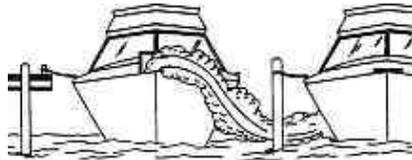
Operating at slow speed or while dead in the water.



Operating with high bow angle.



Exhausts from other vessels in confined areas.



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



Desired airflow through the boat.



Weight Limits and Distribution

The United States Coast Guard requires all boats to have weight limits. Every boat has a different weight limit or maximum capacity due to the different build of each boat. A decal posted in each boat will determine the maximum capacity allowed for that particular model.



Failure to adhere to the posted maximum capacities can cause operation instability and/or the boat to sink. This may result in serious injury or death, as well as significant damage to the boat.

Keep in mind that maximum weight limits include any additional equipment such as water ballast bags and the water put in them, any additions to the original boat build and all people. The maximum number of people is limited to the number of designated passenger seating positions.

The distribution of weight is equally as important. Weight should be evenly distributed throughout the boat. Too much weight in one area can greatly impact the operator's ability to maintain control of the boat. Anytime weight is shifted or added to the boat the handling characteristics of the boat may change. Be cautious when putting the boat into motion or when attempting to stop it, especially when the weight characteristics have changed.

Safety Equipment

Federal law requires certain safety equipment to be on-board your boat at all times. There are also additional items that Gekko Boats recommends boaters to carry in case of an emergency. It is the boater's responsibility to check with the local boating authorities for any additional requirements and/or equipment over and above the federal requirements.

USCG Required Safety Equipment

	Less than 16 ft (4.8 m)	Class 1: 16 to 26 ft (4.7 to 7.9m)	Class 2: 26 to 40 ft (7.9 to 12.2 m)	Class 3: 40 to 65 ft (12.2 to 19.8 m)
Personal flotation devices (PFDs)	One Coast Guard approved Type I, II, III or V wearable PFD for each person on-board.	One Coast Guard approved Type I, II, III or V wearable PFD for each person on-board and one throwable Type IV PFD device.		
Fire Extinguishers	One Coast Guard approved B-I type.	One Coast Guard approved B-II.	One Coast Guard approved B-II AND B-I OR three B-I type.	
Visual distress signaling devices	One electric distress light or three day and night combination red flares.	One orange distress flag or one electric distress light OR three floating or handheld orange smoke signals and one electric distress light OR three day and night combination red flares, handheld, parachute or meteor type.		

	Less than 16 ft (4.8 m)	Class 1: 16 to 26 ft (4.7 to 7.9m)	Class 2: 26 to 40 ft (7.9 to 12.2 m)	Class 3: 40 to 65 ft (12.2 to 19.8 m)
Audible distress signaling devices	A vessel less than 39.4 ft (12 m) must have on-board one efficient sound-producing device. (Example: hand or mouth whistle OR a compressed or powered air horn.)		If the vessel is less than 39.4 ft (12m) it must have one efficient sound-producing device. (Example: hand or mouth whistle OR a compressed or powered air horn.) If the vessel is greater than 39.4 ft (12m) but less than 65.6 ft (20 m) in length it must carry a power whistle or powered air horn AND a bell.	
Navigation Lights	Regulations require that navigational lights be clearly lit and properly displayed at all times between sunset and sunrise and always when operating in reduced visibility while boating.			

Gekko Boats recommends the following additional safety equipment:

- Anchor with at least 75 feet (23 m) of line.
- Manual bailing device for removing water.
- Combination oar/boat hook
- Cell phone
- Compass
- Mooring lines and fenders
- Electrical tape and wire
- Emergency Position Indicating Radio Beacon (EPIRB)
- First aid kit and manual
- Waterproof flashlight
- Non-electric horn or whistle
- Set of local navigational charts
- Portable, battery-operated AM/FM radio or weather scanner
- Extra batteries for flashlight and radio
- Extra engine oil

- Extra fuses
- Visual distress signals
- Electrical wire
- Tool kit
- Tow line
- Tool kit
- Emergency food and water

Personal Flotation Devices (PFDs)

Federal law requires that at least one wearable USCG-approved Type I, II, III or Type V Personal Flotation Devices (PFD) is readily accessible for each person on-board or being towed behind the boat on any type of recreational or water sports equipment. In addition each boat must have one USCG-approved Type IV throwable PFD on-board.

PFDs should be stored in an easily accessible place and all passengers should know the location of the PFDs and how to wear and adjust them. Children and non-swimmers should wear PFDs at all times.

Take note that requirements for coastal waters and inland waters differ, as well as requirements from state to state. Check with the local boating authorities for more information on the requirements for your area.

Choosing the proper PFD type and size is very important to your safety as well as your passengers safety while boating. There are four types of wearable PFDs and one type used only for throwing in emergency situations. PFD sizes generally correspond to chest size and weight. It is important to make sure that you are choosing the correct size for you and your passengers. All PFDs are labelled with the weight range for that particular style and size.



Fire Extinguisher

All Class I, II, and III boats are required to carry a USCG-approved fire extinguisher. For marine use in boats all fire extinguishers must be classified to extinguish type B fires which are gasoline, oil, or grease fires. The size and number of extinguishers vary based on the size of the boat. The two most common type B fire extinguishers are B-I and B-II. Each type is classified by the extinguishing compound amount used within.

Store all handheld fire extinguishers in readily accessible areas away from the engine compartment and other combustible devices. All passengers should know the location and the operating procedure of each extinguisher. Check the extinguishers condition and pressure gauge regularly to ensure that it is in good operating condition. If the extinguisher is damaged or not properly pressurized, replace it immediately. Follow the fire extinguishers manufacturer's instructions for proper use and operation of the fire extinguisher.

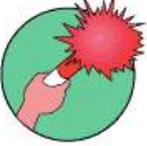
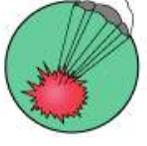
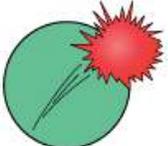
Visual Distress Signals (VDS)

All vessels must be equipped with USCG -approved visual distress signals when traveling on coastal waters, great lakes, territorial seas and those waters connected directly to them up to a point where a body of water is greater than two miles wide. Vessels that are owned in the United States that are traveling on the high seas must also be equipped with USCG -approved visual distress signals.

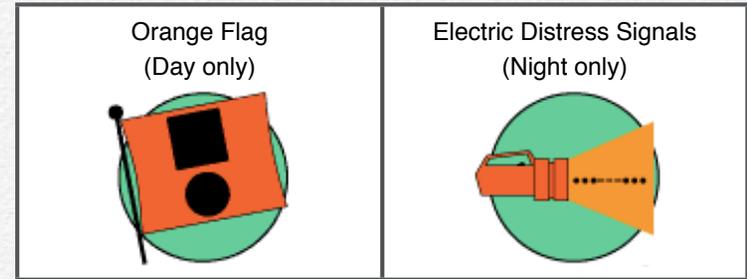


There are several different visual distress signals that can be used. Types of visual distress signals vary by emergency situation. Visual distress signals are classified as either pyrotechnic or non-pyrotechnic.

Pyrotechnic visual distress signals must be USCG - approved, in serviceable condition, and readily accessible. USCG - approved visual distress signals include pyrotechnic red flare, hand-held or aerial; pyrotechnic orange smoke, hand-held or floating, or launchers for aerial red meteors or parachute flares. Pyrotechnic visual distress signals must be within the clearly marked expiration date stamp on the device. Some pyrotechnics may be restricted on certain bodies of water. Check with the local authorities, or visit the National Association of State Boating Law Administrators (<http://www.nasbla.org>) or the United States Coast Guard (<http://uscg.org>) for additional information.

<p>Handheld Red Flare (Day/Night)</p> 	<p>Parachute Flare (Day/Night)</p> 
<p>Handheld Orange Smoke Signal (Day only)</p> 	<p>Floating Orange Smoke Signal (Day only)</p> 
<p>Red Meteor (Day/Night)</p> 	

Non-pyrotechnic devices may also be an option. Non-pyrotechnic devices include an orange distress flag (day signal only) or an electric distress light (night use). Use of these devices must still meet the USCG requirements.



Each distress signal has its advantages. No single device is suitable for all situations or conditions. Check with the local authorities regarding the best visual distress signal for use in the area in which you will be boating.

Audible Distress Signals

All vessels are required to be equipped with audible distress signals. Boats less than 39.4 feet (12 meters) are required to have an efficient sound producing device such as a hand or mouth whistle on-board at all times. Boats between 39.4 feet (12 meters) and 65.6 feet (20 meters) operating in inland waterways must always have a power whistle or powered air horn and a bell on-board. Audible distress signaling devices must be audible for 1/2 nautical mile and maintain a continuous four to six-second sound duration.

All passengers should know how to operate all audible distress signaling devices. These devices should be kept readily accessible and within reach at all times when boating.

Emergency Stop Switch and Lanyard

The engine emergency stop switch prevents the boat from becoming a runaway if the operator is accidentally thrown from the seat or away from the helm. This device should always be used when operating the boat's engine.

Before turning on the engine, secure the lanyard to the boat operator. In the event that the operator is thrown from the seat or moves too far from the helm, the lanyard will disconnect from the switch, activating the switch to turn off the engine.

Be sure to check the switch for proper operating. While the engine is running, pull the lanyard. If the engine does not stop, have the switch repaired before continuing to operate the boat.

Navigational Lights

All Gekko Boats are equipped with navigational lights which are intended to alert other boaters of your presence and path. Regulations require all vessels to have navigational lights be clearly lit and properly displayed at all times between sunset and sunrise, and always when operating in reduced visibility (fog, rain, haze, etc.). Requirements for placement, size and visibility of navigational lights vary depending on usage. Check with local authorities, or visit the USCG website (<http://www.uscg.org>) for more information.

Fire

A fire on-board is one of the most serious matters that a boater can experience. The majority of inboard fires start in the bilge area which at times can fill with gas vapors. It is always important to run the blower before starting the engine to reduce the risk of fire. Gasoline is extremely flammable and highly explosive under certain conditions. Static electricity can be generated while fueling and can cause a fire or explosion, be sure that the nozzle is in contact with the fuel pipe at all times to prevent static electricity from occurring.

If a fire starts, turn off the engine immediately. Use the fire extinguisher on board and direct the contents of the extinguisher at the base of the flames in a sweeping motion. Ensure that all passengers are safe from immediate danger and are wearing life jackets. Throw any burning materials overboard if possible. If the fire is located in the engine compartment, make sure the bilge blower is off and do not open the engine cover.

Once the fire has been extinguished, check for other immediate fire threats and personal injuries and call for assistance immediately. If the flames persist, put on PFDs, signal for help and prepare to abandon the boat if necessary. Before leaving the

boat, if possible, verify that there is no immediate danger of fuel sitting or burning on the water's surface where you and your passengers will be floating. Immediately swim to a safe location upwind from the boat and use distress signals to get assistance.



Following the suppression of a fire, a careful determination should be made as to whether the boat can be safely operated. If there is any concern or doubt, the boat should be towed to shore and serviced by an authorized Gekko dealer prior to operating again. Failure to follow these instructions could result in death or serious injury.

Capsizing

The possibility of capsizing (or overturning) is a great concern for boaters. There are several scenarios which may cause a boat to capsize (high waves, excessive wakes, bad weather, etc.) or sink as a result of damage such as striking and underwater object or another boat.

In the event that your boat capsizes or begins sinking try to turn the engine OFF. Attempt to locate any other passengers on board and make sure that no one is injured. The best option is to stay with the boat unless there is fire or gasoline in the water. Without sizable damage the boat will remain floating and climbing on the hull will make it easier for any rescuers to locate you.

Running Aground or Striking Underwater Objects

Running aground can be extremely dangerous. The boat usually stops abruptly, and with nothing to secure passengers to their seats running aground can cause serious personal injury or even death.

After running aground or striking an underwater object turn the engine OFF immediately. Locate all passengers and attend to any injuries, calling for emergency assistance as needed.

Check for any damage to the hull of the boat. Then determine if there are any other immediate threats, such as water leaking into the boat, or fuel or flammable materials leaking into the water or inside the boat. Immediately call for assistance if threats exist that could endanger the safety of the passengers.

If there are no immediate safety threats to passengers and the boat is not damaged, attempt to move the boat away from the obstacle. If the engine or drive train has been damaged and the engine restarts, be aware of excessive vibrations or uncommon noises, which usually indicate damage to the drive train. If these noises occur, it is not safe to proceed. Call for emergency or professional towing assistance immediately.

If the engine restarts and the boat can be navigated back to port safely, proceed slowly back to port and be ready to call for emergency assistance if needed. Have the boat inspected by an authorized Gekko dealer to determine whether the hull has been weakened. Difficulties may occur later on if the proper inspection and care is not taken after running aground or striking underwater objects.

Water Sports Safety

Water sports may include, but are not limited to, any activity performed in the water such as wakeboarding, wake surfing, wake skating, waterskiing, barefooting, hydrofoiling, swimming, diving, snorkeling, knee boarding, tubing, parasailing, kiting, gliding or any activity using a device that may be pulled or pushed by a boat.

Boats equipped with a ski-tow eye, pylon, bar, tower or other specially designed line attachment device should be used to pull persons or equipment engaged in a water sport.



It is unlawful to participate in water sports while under the influence of alcohol or other drugs.

If you are new to water sports, seek certified training before participating. You may find it especially helpful to join a local water sports club, USA Waterski, or other water sports organization when possible.

Water sports participants are obligated to be as aware of the fundamental safety rules as operators. The following water sports guidelines only cover the general conditions that arise frequently.

- Always be courteous and considerate of all others with whom you share the water.
- Never perform water sports in or near:
 - Congested areas
 - Restricted areas
 - Navigation and other waterway markers
 - Other boats
 - Other water sports participants
 - Obstructions in the water
 - Shorelines
 - Shallow water
 - Hazardous weather conditions
 - Hazardous waterways, rapid moving water, dams, spillways, etc.
 - areas or times of restricted visibility
 - Hours between sunset and sunrise
- Never use different length rope simultaneously for water sports activities.
- Always attach the water sports tow rope to an approved attachment point on the boat.
- Never jump from a boat that is moving at any speed.
- Always have an experienced driver and observer when participating in water sports activities.
- Before starting always agree to speed and communication hand signals between the boat operator, spotter/observer, and participants.
- Always inspect water sports equipment for damage that may cause failure before starting.
- Maintain a safe distance away from people and objects in the water.
- Check your surroundings for other boaters and objects before starting.
- Do not participate in water sports if you cannot swim.
- The water sports participant must wear a USCG -approved PFD at all times.

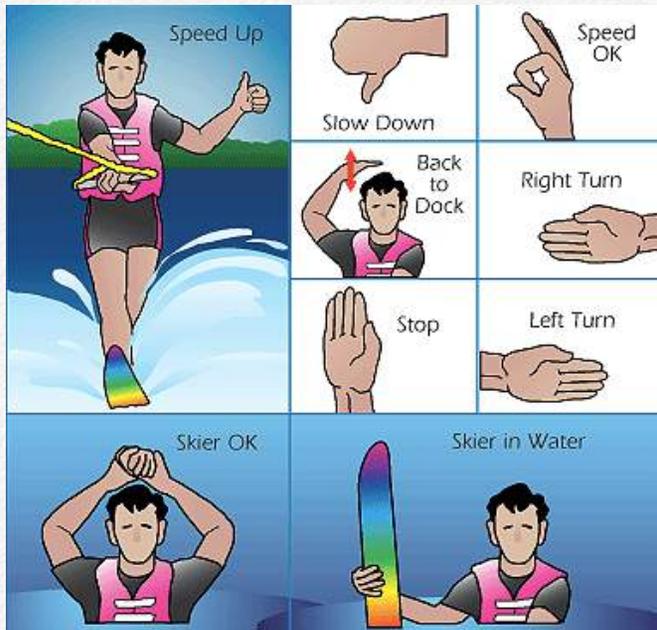
- Never put any part of your body through the handle of a ski line or wrap the line around any part of your body.
- Give immediate assistance to any one who falls as they are vulnerable and may not be seen by other boaters.



Do not enter or exit the water when the engine is running. Propeller(s) may cause serious injury or death. Turn off the engine when near persons in the water, prior to using swim platforms or boarding ladders.

Communication between the water sports participant and the boat operator is essential. It is important that all boat operators, passengers/observers, and participants know and agree on the hand signals.

Water Sports Hand Signals



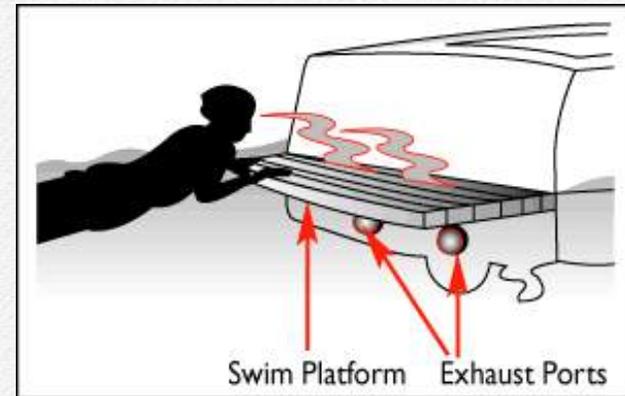
Water Sports Accessories

Be sure to consult an authorized Gekko dealer before using or installing any additional accessory to your boat. The use of ski pylon extensions, vertical or horizontal, is not recommended by Gekko Boats 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.

Towers are designed to pull a single (1) individual. Do not sit on, stand on, climb on, jump or dive off of the tower. Never sit behind the pulling point of the tower. Boats equipped with a tower may strike low objects. Be sure to check clearance height around docks, shore, overhanging objects, bridges and power lines. Always be sure that all bolts are in place and tight before use.

“Teak” or “Platform Dragging”

An activity known as “teak” or “platform dragging” where a participant holds on to the swim platform and is pulled through the water and/or “body surfs” immediately behind the boat has become extremely popular. However, “teak” or “platform dragging” has proved to be extremely dangerous and even fatal. Due to the proximity of the participant to the exhaust vents of the boat, carbon monoxide poisoning is highly likely and often times results in death. Drowning and severe injury from the rotating propeller are also very likely to occur.



**WARNING**

“Teak” or “platform dragging” is extremely dangerous and can be fatal. Never hold on to the transom of a boat while in the water when the boat is running or under way. It is against the law to be on or holding on to the swim platform, ladder or any portion of the exterior of the transom at any time while the boat is running or under way in any direction at any speed.

Hazardous Boating Conditions

2



Weather

It is important to always check the local weather forecast before leaving the dock. Weather can often times change rapidly and boaters should always keep an eye out for changing weather conditions. Weather information is available through various outlets such as the television, radio, local newspaper, and online.

Severe Weather

Getting caught in severe weather can be dangerous and even fatal. If you happen to get caught in storm conditions, take the following precautions:

- Be sure that all passengers are wearing PFDs.
- Turn on navigational lights.
- Reduce speed, keeping enough power to maintain headway.
- Head for the nearest shore or safe harbor that is safe to approach.
- When possible, head into the waves at a 45 degree angle. Allowing high waves to strike the side of the boat may cause it to capsize or swamp.
- If the engine fails, tie an anchor from the bow of the boat to keep the boat headed into the waves.
- Seek shelter on-shore whenever possible. Avoid riding out a storm that includes high wind and/or lightning. In cases of storms with lightning avoid contact with metal portions of the boat such as handrails, windshields, tower and cleats.

Reduced Visibility

From natural environments, to inclement weather there are various factors that can create reduced visibility. Fog conditions are some of the most dangerous reduced visibility conditions. If you encounter fog conditions, take the following precautions:

- Be sure that all passengers are wearing PFDs.
- Navigate towards shore.
- Reduce speed to a slow speed or idle.
- Assign other passengers to be lookouts on the bow and stern to keep watch and listen for other boaters and objects.
- While navigating in fog conditions, you must sound a five-second blast from your horn or whistle once every two minutes to alert other boaters of your position.
- If you decide that it is unsafe to continue navigating your boat to shore, find the best position to anchor. You must sound a five-second blast from your horn or whistle once every minute while anchored to alert other boaters of your position.

Cold Water and Weather Conditions

Operating in cold water and weather conditions significantly increases the risk of serious injury or death. Never operate your boat in frozen or icy waters. Sudden immersion in cold water can induce rapid, uncontrolled breathing, cardiac arrest and other physical body conditions which can lead to drowning. Weather conditions may hinder emergency rescue or assistance, and cold weather can create potential problems for boating equipment, including the engine.

Water Hazards

There are several hazards every boat owner/operator should be aware of and avoid when operating in any waterway. Hazards such as shallow water, tree stumps, and sand bars are just a few of the common hazards that boaters can come in contact with. Boaters should consult a marine chart or local authorities when operating on unfamiliar waters.

Aquatic Vegetation

Not only is aquatic vegetation a hazard for swimmers, but it can also be a threat to your boat's drive system. Vegetation, generally in the form of weeds, can wrap around the propeller and drive unit, causing loss of propulsion and steering control. Weeds may also restrict the engine water cooling intake, causing the engine to overheat. Stop the engine immediately if you suspect that vegetation has caused restriction. Take extreme caution and stay out of the water in congested vegetative areas, as it can severely restrict your mobility and create a life-threatening situation. Do not get into the water when attempting to clear the propeller. Often times vegetation can be removed by shifting the boat into neutral, pausing, then shifting into reverse to unwind the vegetation from the propeller.

Shallow Water

Always be aware of the water levels in the area that you are boating. In coastal areas, the tides can change water levels as much as 30 feet (9 meters). Sandbars also present another hazard. Sandbars are constantly shifting which makes them difficult to mark with buoys. Often times sandbars can be spotted by waves forming into breakers as they pass over the sandbar. Check with local boating authorities and marinas for tide tables and current charts if you are boating in an area where water levels may be changing.

Dams and Spillways

Dams and spillways are areas where the water flow can change very rapidly. These waterways can be extremely hazardous and often times have floating and sunken debris in the nearby water. Boaters should look out for any markings that note the area as restricted, and stay clear of the area.

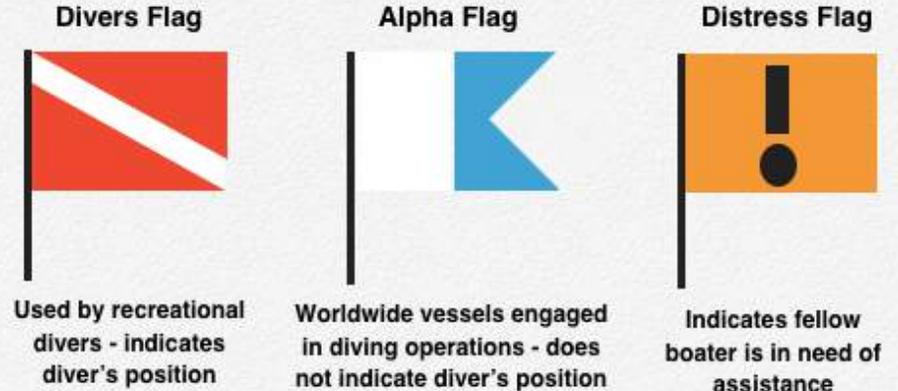
Restricted Areas

Certain waterways and areas are restricted and off limits to boaters. Always be aware of the markings that signify these areas and check with local, state and federal authorities to identify restricted areas before boating.

Markers, Warnings and Advisories

It is the boat owner/operator's responsibility to know if hazards exist in the areas where you intend to navigate. Equally important is knowing the specific markings for each type of hazard or water activity. Always stay within marked boundaries and stay clear of hazards. Watch for swimmers and stay clear of swimming areas, marked and unmarked.

Flags are used to indicate an emergency or a hazard. Every boat owner/operator and passenger should be aware of these indicators.



Emergencies

3



Emergencies

Always be prepared for emergencies before they happen. Have a plan for each type of emergency in advance so you are able to make decisions quickly and without hesitation. Seconds lost can make a difference between losing and saving a life.

First Aid/Medical Emergencies

All boaters should take the proper training courses and the necessary preventative measures to be able to properly assist in times of need. Carrying a current and adequate first aid kit is critical in the immediate response and care of someone in need of medical attention. Dry blankets should also be readily accessible to help prevent hypothermia. For additional information on medical, first aid and safety training such as CPR, contact your state and local authorities, or visit the Red Cross website at <http://www.redcross.org>.

Emergency Preparation Checklist

In addition to a safety equipment list, you should also have an emergency checklist on-board to assist in times of emergency. The following topics can be used as a guideline to develop a list of emergency procedures and instructions for the use of visual and audible distress signaling devices, radios, first air and all related information that could assist you and others in the event of an emergency.

Carbon Monoxide Poisoning

Carbon monoxide poisoning should not be confused with seasickness, intoxication or heat stress. Irritated eyes, headache, nausea, weakness, dizziness or drowsiness are all signs of carbon monoxide poisoning. If you suspect carbon monoxide poisoning, move the person to fresh air, investigate the cause and take corrective action. Seek medical attention if necessary.



Direct and prolonged exposure to CO will cause brain damage and/or death. Signs of exposure to CO include irritated eyes, headache, nausea, weakness, dizziness, and drowsiness.

Fire and Explosion

A fire or explosion may occur when you least expect it. Your decision to abandon the boat or stay to fight the fire is difficult and depends on many factors. Create a fire plan in advance to help make the decision quickly and without hesitation.

The majority of inboard fires start in the bilge area which at times can fill with gas vapors. It is always important to run the blower before starting the engine to reduce the risk of fire. Gasoline is extremely flammable and highly explosive under certain conditions. Static electricity can be generated while fueling and can cause a fire or explosion, be sure that the nozzle is in contact with the fuel pipe at all times to prevent static electricity from occurring.

If a fire starts, turn off the engine immediately. Use the fire extinguisher on board and direct the contents of the extinguisher at the base of the flames in a sweeping motion. Ensure that all passengers are safe from immediate danger and are wearing life jackets. Throw any burning materials overboard if possible. If the fire is located in the engine compartment, make sure the bilge blower is off and do not open the engine cover.

Once the fire has been extinguished, check for other immediate fire threats and personal injuries and call for assistance immediately. If the flames persist, put on PFDs, signal for help and prepare to abandon the boat if necessary. Before leaving the boat, if possible, verify that there is no immediate danger of fuel sitting or burning on the water's surface where you and your passengers will be floating. Immediately swim to a safe location upwind from the boat and use distress signals to get assistance.



Following the suppression of a fire, a careful determination should be made as to whether the boat can be safely operated. If there is any concern or doubt, the boat should be towed to shore and serviced by an authorized Gekko dealer prior to operating again. Failure to follow these instructions could result in death or serious injury.

Using Distress Signal Devices and Calling for Help

An emergency can occur when you least expect it. You and your passengers should know how to use all types of distress signaling devices. Every second counts during an emergency, and knowing the proper way to use the distress signaling devices on-board can help save lives. Keep all distress signaling devices and communication equipment in a readily accessible area and within immediate reach at all times.

The word "MAYDAY" is the international signal of distress. "MAYDAY" should only be used in emergency situations.

Knowing the proper use and operation of communication devices such as VHF two-way radios, cell phones, and Emergency Position Indication Radio Beacons, is extremely important. You should know what channels to use and numbers to call. You should also know how to send an efficient and informative message about your emergency to ensure that the proper help and assistance can be provided.

The VHF radio channel commonly used for distress, safety and urgent calls is Channel 16. This will contact the USCG for assistance. Cell phones should only be used as a secondary means of communication. The number to call within the United States is 911.

For additional information on the use of distress signaling devices and emergency communication equipment, contact your state and local authorities. Additional information can be found on the USCG website: <http://www.uscgboating.org>.

Capsizing and Flooding

The possibility of capsizing (or overturning) is a great concern for boaters. There are several scenarios which may cause a boat to capsize (high waves, excessive wakes, bad weather, etc.) or sink as a result of damage such as striking and underwater object or another boat. Always formulate a plan in advance in case of capsizing or flooding.

In the event that your boat capsizes or begins sinking try to turn the engine OFF. Attempt to locate any other passengers on board and make sure that no one is injured. The best option is to stay with the boat unless there is fire or gasoline in the water. Do not try to swim to shore as it can be farther than it appears. Without sizable damage the boat will remain floating and climbing on the hull will make it easier for any rescuers to locate you.

If the boat starts to flood, slow the boat to a safe speed and stop as quickly as possible. Activate the bilge pumps immediately. Try and locate the cause of the flooding. If the cause is not readily apparent or easily corrected, head for shore or shallow water as quickly as possible and call for help.

Man Overboard

If someone falls into the water unexpectedly, use the following guidelines. Every second counts toward preventing injury or death.

At the first sign that someone has fallen overboard, loudly yell "Man overboard!" and state the position of the person in relation to the boat.

Shift into NEUTRAL immediately. Throw a Type IV PFD to the victim immediately if the PFD will be within reach of the victim. If the victim is too far away, navigate back and throw the PFD from a safe distance.

Someone in the boat must keep the victim in sight at all times. The captain should assign one person to watch the victim.

Carefully navigate back to the victim, staying at a safe distance and position to safely retrieve the victim. Avoid going into the water to assist the victim unless there is no way to retrieve the victim safely from the boat and there is no chance of endangering others.

Running Aground

Running aground can be extremely dangerous. The boat usually stops abruptly, and with nothing to secure passengers to their seats running aground can cause serious personal injury or even death.

After running aground or striking an underwater object turn the engine OFF immediately. Locate all passengers and attend to any injuries, calling for emergency assistance as needed.

Check for any damage to the hull of the boat. Then determine if there are any other immediate threats, such as water leaking into the boat, or fuel or flammable materials leaking into the water or inside the boat. Immediately call for assistance if threats exist that could endanger the safety of the passengers.

If there are no immediate safety threats to passengers and the boat is not damaged, attempt to move the boat away from the obstacle. If the engine or drive train has been damaged and the engine restarts, be aware of excessive vibrations or uncommon noises, which usually indicate damage to the drive train. If these noises occur, it is not safe to proceed. Call for emergency or professional towing assistance immediately.

If the engine restarts and the boat can be navigated back to port safely, proceed slowly back to port and be ready to call for emergency assistance if needed. Have the boat inspected by an authorized Gekko dealer to determine whether the hull has been weakened. Difficulties may occur later on if the proper inspection and care is not taken after running aground or striking underwater objects.

Dangerous Weather

When operating in dangerous or hazardous weather conditions, special precautions should be taken. See the *Hazardous Boating Conditions* section of this owner's manual for more information.

Engine or Boat System Failure

In the event of an engine or boat system failure and when not in immediate danger, try to troubleshoot or identify the problem before calling for assistance.

Accidents, Collisions and Giving Assistance

A collision or accident can happen at any time. Be prepared in advance to know what to do in the case of an accident or collision.

If an accident or collision occurs involving your boat, first locate all passengers first and secure their safety. Check for injuries and provide all passenger with a PFD. Once you have determined that your passengers are not in danger, provide assistance to the passengers on the other boat. Render necessary assistance to prevent further damage or personal injury.

By law, boat operators are required to file a Boating Accident report with their state boating law enforcement agency or local authority when their boat has been involved in certain boating accidents. A report must be filed if there is a loss or probable loss of life, personal injury requiring medical attention, damage exceeding \$500, or there is a complete loss of the boat due to a boating accident.

If you witness or are aware of an accident or collision while boating, you must report it immediately and provide assistance.

If you observe a distress signal or suspect a vessel is in trouble, you must assume it is a real emergency and provide assistance immediately. Failure to render assistance can result in a fine and/or imprisonment. The 1971 Boating Safety Act grants protection to any "Good Samaritan" boater providing good faith assistance, and absolves a boater from any civil liability arising from such assistance.

Towing on the Water

If you encounter a situation where you need to be towed, or are asked to assist in towing for any reason, assess the situation and try to contact a professional towing service or other emergency service first. When encountering a boat in distress, always offer emergency or safety assistance and/or call for assistance for the distressed parties if necessary. Towing or being towed presents an increased risk of personal injury and boat damage. Follow these guidelines when towing or being towed:

-
- Never attempt to tow a boat that is larger or heavier than your own.
 - Never attempt to tow a boat that is grounded, damaged or capsized.
 - Use a tow line that is rated at least four times the gross weight of the boat being towed.
 - Be sure that the tow lines are in good condition and a free of damage, cuts or abrasions,
 - Attach a tow line to the bow eye on the disabled boat. Never attach a tow line to any point on the disabled boat other than the bow eye.
 - Attach the tow line to stern eyes of the tow boat. Wrap the tow line with chafing gear where it rubs against the boat or any corners.
 - Leave at least two boat lengths between the boats for adequate movement.
 - Never allow anyone to be in line with the tow line. If the line should break or pull free, dangerous recoil could occur, resulting in severe injury or death to anyone in its path.
 - Adjust the tow line to match wave action. Keep the boats on the crest or in the trough of the waves at the same time. In protected, calm waters, shorten the line for better handling.
 - Tow at a moderate speed, allowing for adverse wind and wave conditions.
 - Have the operator of the towed boat steer with you if possible.
 - Have a person on the tow boat watch the disabled vehicle and, if necessary, be available to signal the operator of the disabled boat.

Check with the local and state authorities prior to towing for additional regulations and restrictions on towing other boats or equipment.

Boating Regulations

4



Boating Regulations

The following information details the requirements within the United States territorial waters. The United States Coast Guard (USCG) is the federal authority on U.S. coastal and inland waterways. State and local regulations may exist that exceed the USCG regulations. These regulations are in place to assist the boating public and maintain navigational order on waterways. It is important to comply with all federal and local boating regulations. Contact your state and local boating authorities for further information.

Boater Responsibility

As a boat owner and operator you must understand and comply with all USCG federal regulations along with all state and local regulations wherever you operate your boat. Regulations include, but are not limited to, boat regulations, boat equipment regulations, and navigational regulations. As the owner/operator you are legally responsible for your safety as well as that of your passengers and the safety of other boaters. Be aware that you are responsible for the operation and navigation of your boat under all operating conditions.

Law Enforcement

Boating regulations are enforced by USCG, state and local authorities. You are subject to all marine navigation regulations for both federal and state waterways. A vessel underway is required to stop or maneuver in a way that allows an enforcement officer to board if signaled to do so by enforcement officers. The USCG may impose

a civil penalty up to \$1,000 for failure to comply with equipment requirements; report a boating accident; or comply with other federal regulations.

Registration, Numbering and Documentation

It is required by law that all vessels equipped with propulsion machinery must be registered in the state in which they are principally used. A certificate number will be issued at the time of registration. Registrations numbers must be current and clearly displayed on the vessel according to the defined regulations. Registration certificates must be valid and on board at all times.

The owner of the vessel must notify the agency that issued the registration certificate within fifteen days if the vessel is transferred, destroyed, abandoned, lost, stolen or recovered, or if the certificate is lost, destroyed or the owner's address changed. When moving to a new state of principal use, the certificate is valid for 60 days.

Certain waterways may require additional registration. Always check with your state and local boating authorities for registration information.

Insurance

As a boat owner you are legally responsible for any damage or injury caused when you or someone else is operating your boat when an accident or collision occurs. Each state has laws detailing the minimum insurance requirements. Contact an insurance agent to verify and get you started with the type of insurance you need before operating your new boat.

Giving Assistance

By law, the operator in charge of the boat is obligated provide assistance to any individual in danger as long as assistance can be provided safely. If you observe a distress signal or suspect a vessel is in trouble, you must assume it is a real emergency and provide assistance immediately. Failure to render assistance can result in a fine and/or imprisonment. The 1971 Boating Safety Act grants protection to any "Good Samaritan" boater providing good faith assistance, and absolves a boater from any civil liability arising from such assistance.

Reporting Accidents

By law, boat operators are required to file a Boating Accident report with their state boating law enforcement agency or local authority when their boat has been involved in certain boating accidents. A report must be filed if there is a loss or probable loss of life, personal injury requiring medical attention, damage exceeding \$500, or there is a complete loss of the boat due to a boating accident.

Boating Under the Influence

It is illegal in every state to operate a boat while under the influence of any type of alcohol or drugs. Both federal and state laws prohibit the use of alcohol and drugs while operating a boat, and authorities actively enforce these laws on all waterways. Penalties for boating under the influence (BUI) can include large fines, suspension or revocation of boat operator privileges, and jail time. If the operator's blood alcohol content is .08% or above, they are subject to civil and criminal penalties.

The owner/operator of the boat is responsible for the alcohol and drug use, as well as on board behavior, of their passengers. Alcohol and drugs affect judgement, vision, balance and coordination. This type of impaired operation increases the likelihood of accidents that may result in death or severe personal injury.

Operator's License

Operator's licenses are required in many states. The requirements vary widely from state to state on age, type of license and type of boat. If you are operating in a location where minors are allowed to operate the boat, careful supervision by an adult is a must.

This manual does not provide complete training on every aspect of boating safety, operation and regulation. Gekko, as well as boating authorities highly recommend that all boat operators and passengers seek additional training from a USCG-approved course.

Check with your local and state authorities for requirements of operator's license, certificate or training before you or anyone else operates your boat.

Speeding and Noise

Many state and local boating areas have imposed specific speed and noise regulations. As a boat owner/operator it is your responsibility to maintain your boat under control at a safe speed as well as limit the amount of noise it makes. Some boating areas may regulate the speed by imposing a speed limit or even a no-wake regulation. Know that under some regulations you may be responsible for any damage or injury that your wake causes. Noise regulations may limit the engine noise, radio volume or even loud talking. Always be courteous of other boaters in regards to your speed and noise. As regulations vary from state to state it is important for the boat operator to be familiar with all laws and regulations and to obey them. Contact your local and state boating authorities for specific regulations in your area.

Wake

As a boat owner/operator you are responsible for the wake your boat creates. Regulations vary from state to state. Contact your local and state boating authorities for specific information, as you may be responsible for any damage or injury your wake causes. You should always be alert for NO WAKE zones and be courteous of others while boating. Excessive and unexpected wakes can cause dangerous and even life-threatening situations.

Protecting the Environment

It is important to protect the environments in which we use for our personal boating enjoyment. As a boat owner/operator you are responsible for protecting any and all wildlife and the natural environment by keeping the waterways clean. The fishing and game population has been seriously affected by excessive fishing and hunting as well as pollution. Keep in mind that all boaters have an effect on the environment, do your part to protect the environment by practicing catch-and-release, obey bag limits, and keep only what you will use.

Foreign Species Transportation

Foreign aquatic species have become a huge issue among our waterways. As you trailer your boat from one lake to the next it is extremely important to thoroughly clean your boat below the waterline and remove all weeds and algae and drain the bilge and livewells before launching your boat into a new body of water to ensure that you are not transporting foreign aquatic species between lakes.

Pollution

Pollution is a serious matter within our waterways. It is the boat owner/operators responsibility to protect the environment by being fully aware of any and all regulations. The discharge of any type of oil, garbage, fuel, liquids or human waste is highly restricted and considered unlawful in most waterways. It is highly recommended that you never discharge anything into the water.

Note

As noted previously, the information in this manual is not all-inclusive. There are many factors to consider and additional training and information that is necessary to research and participate in before undertaking any boating activity. As stated in the opening of this chapter, the boating regulations noted in this manual are for the United States territorial waters, if boating outside of the United States the boat owner/operator is responsible to fully understand the boating regulations within the governmental agency corresponding to the place of boating. As always, to ensure an enjoyable experience for all, use common sense when boating.

Navigational Rules

5



Navigational Rules

The following rules and regulations outline the basic navigational rules for operating on the open water. As a boat owner/operator you are subject to marine navigation regulations for both federal and state waterways. These rules and regulations are enforced by the United States Coast Guard (USCG) and state and local agencies. You should be aware of these rules and follow them whenever you encounter another vessel on the water. These rules and regulations have been condensed and provided as a convenience only. Consult your local USCG Auxiliary, Department of Motor Vehicles (DMV) or Department of Natural Resources (DNR) for a complete set of rules governing the waters in which you will be operating on.

Right-of-Way

Anytime two vessels on the water meet one another, only one vessel has the right-of-way. This vessel 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, how each vessel should maneuver.

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

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 direc-

tions briefly and pass behind the other vessel. The give-way operator should always move in such a way that the stand-on operator can see which direction they are moving in.

The General Prudential Rule

The General Prudential Rule is an International Rule that states: "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." In simpler words it states that if a collision appears unavoidable, neither boat has the right-of-way and both boats must act to avoid the collision.

Navigational Lights

Navigational lights are to alert other boats of your presence and course and are extremely important when operating at night or in restricted visibility conditions.

The law states that navigational light must be clearly lit and properly displayed at all times between sunset and sunrise, as well as anytime there is reduced visibility.

Encountering Other Vessels

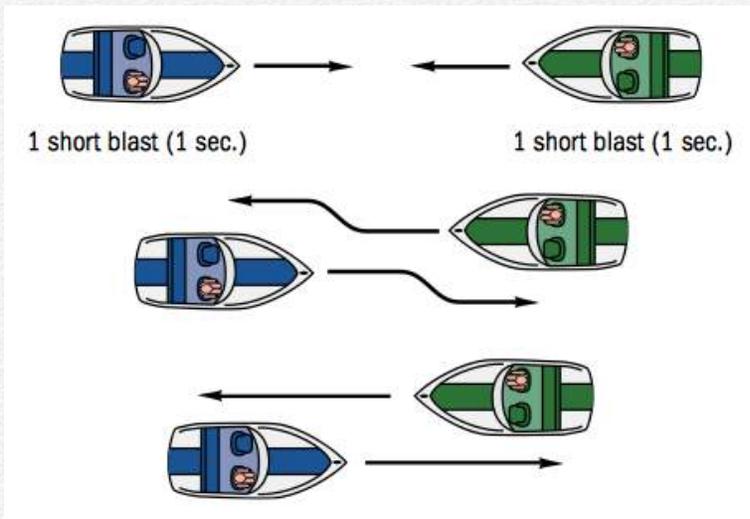
There are three main situations in which you may encounter other vessels and must avoid a collision:

- Meeting - approaching another vessel head-on
- Crossing - traveling across another vessel's path
- Overtaking - passing or being passed by another vessel

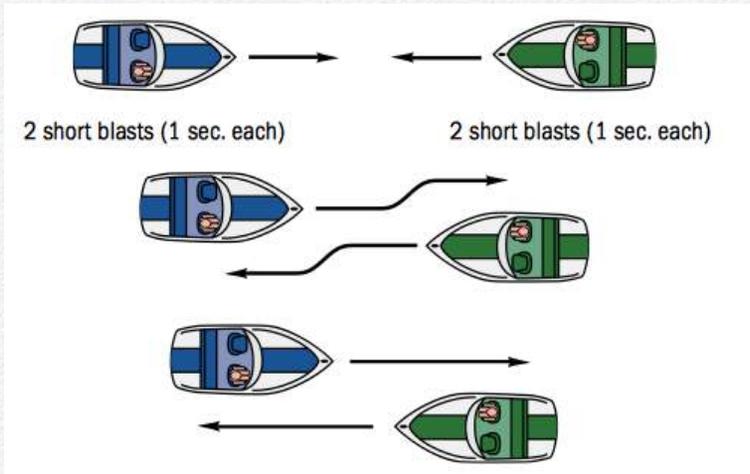
Meeting

When two boats are meeting head on and are close enough to run the risk of a collision, neither boat has the right of way. Port-to-port passing is preferred, but starboard-to-starboard passing is acceptable when necessary. When passing port-to-port both boats should decrease speed, sound one short horn blast to signal the intention to pass and one short horn blast to signal agreement. When passing starboard to starboard each boat must sound two short blasts for signal and agreement.

Port-to-Port Passing



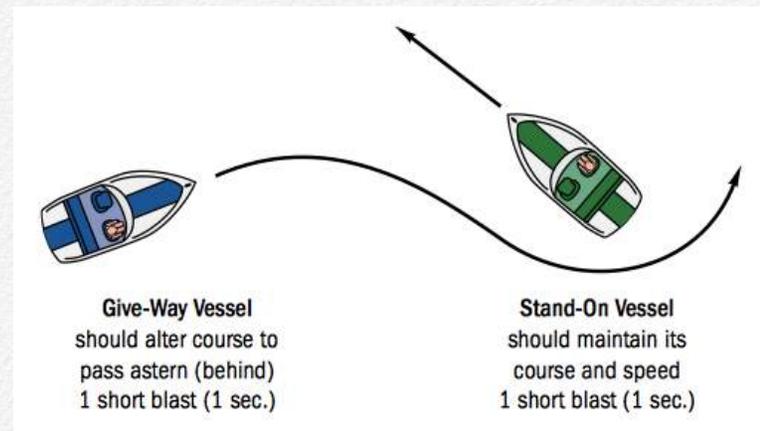
Starboard-to-Starboard Passing



Crossing

In a crossing situation, the give-way vessel must act to avoid a collision. This may include altering its course to pass astern (behind) the stand-on vessel or slowing down. The stand-on vessel should maintain its course and speed. The give-way vessel should signal the stand-on vessel with one short horn blast, and the stand-on vessel should agree with one short horn blast in response.

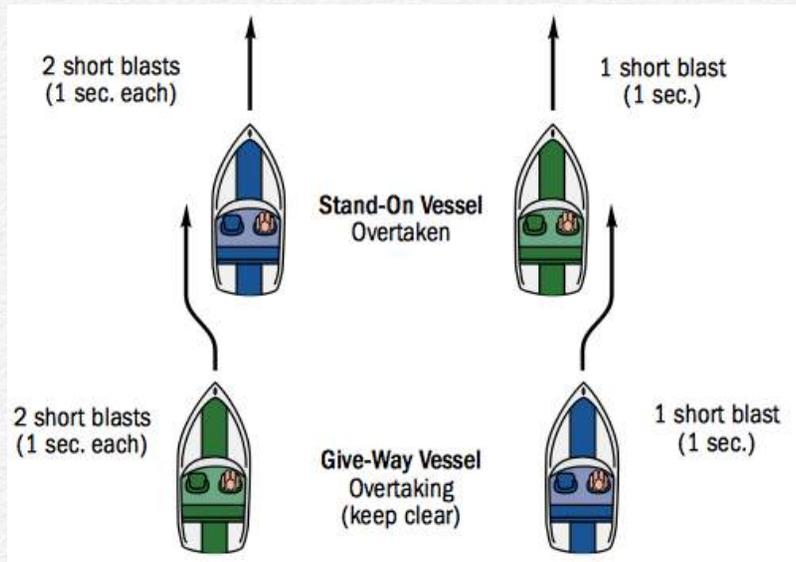
Crossing



Overtaking

When passing another vessel, you are the give way vessel. This means that the other vessel is expected to maintain its course and speed. As the give-way vessel you may pass on either side of the other vessel, but you must stay out of its way as you clear it, altering course and speed as necessary. Passing portside requires two short blasts on the horn signaling the overtaking boat's intention, and two short blasts for the stand-on vessel's agreement. Passing on the starboard side requires only one short blast on the horn for both intent and agreement.

Overtaking



Other

Navigational Situations

There are a few other situations in which you should be aware of when navigating on open waters.

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

Fishing vessels have the right-of-way, regardless of position, but they cannot impeded the passage of other vessels in narrow channels. A vessel is considered a fishing vessel if it is fishing with nets, lines or trawls; however boats with trolling lines are not considered fishing vessels.

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

- When the sailing vessel is overtaking the power-driven vessel, the power driven vessel has the right-of-way.
- Sailing vessels should keep clear of any fishing vessel
- 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.

Navigational Markings

The waters of the United States and its territories are marked to assist navigation by the United States Aids to Navigation System. The system employs a simple arrangement of colors, shapes, sizes, numbers and light characteristics to mark navigable channels, waterways and obstructions adjacent to these.

Official waterway markers may be in the form of a buoy, sign or light, either in the water or on shore. These markings assist the boater by marking channels, denoting unsafe areas, directing traffic, controlling speed, protecting resources and other functions.

Regulatory Markers

Regulatory markers are used to alert boaters of various warnings and regulatory matters. Regulatory markers are white cans with black letters and have orange warning borders in different shapes.



Square:
Information

Circle:
Restricted Area

Diamond:
Danger Area

Crossed Diamonds:
Prohibited Area

Mooring Buoys

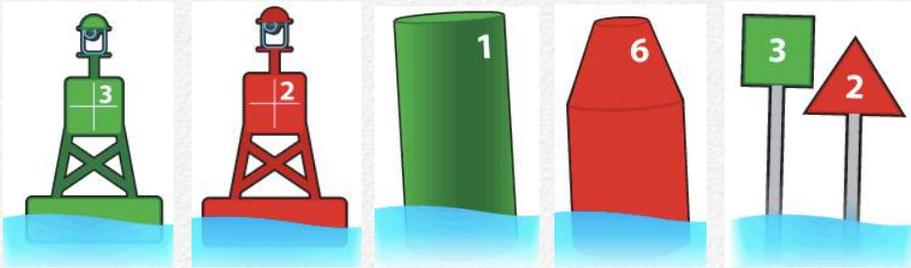
Mooring buoys are designed for mooring boats. These buoys are white with a blue horizontal band and can be anchored to in public waters. It is unlawful to moor, anchor or attach any boat to other buoys, beacons, light marker, stake, flag or other marker used as a navigational aid.



Lateral Markers

Lateral markers are used to indicate the sides of navigable channels. Markers can be buoys, daymarks or lights, and are of red and green color. The basic nautical rule of lateral markers is the phrase “Red, Right, Returning.” Meaning that red buoys are passed on the starboard (right) side when proceeding from open water into port, and green buoys are passed on the port (left) side. When navigating out of port, the position to the buoys should be reversed.

The numbers and letters on lateral markers play key roles in the lateral navigation system. Generally, green port (left) side buoys are “can” or square shaped and odd-numbered. Red starboard (right) side buoys are “nun” or triangular-shaped markers and are even-numbered.



Daymarks are fixed visual markers in the water. Daymarks are either red or green and are usually triangular- or square-shaped. Daymarks are equivalent to “can” and “nun” markers, with the same system of coloring and numbering.

Preferred Channel Markers

Preferred channels are marked with red and green horizontally striped buoys. The top band color indicates how the marker should be used. These markers should be used in the same manner as lateral markers to follow preferred channels.

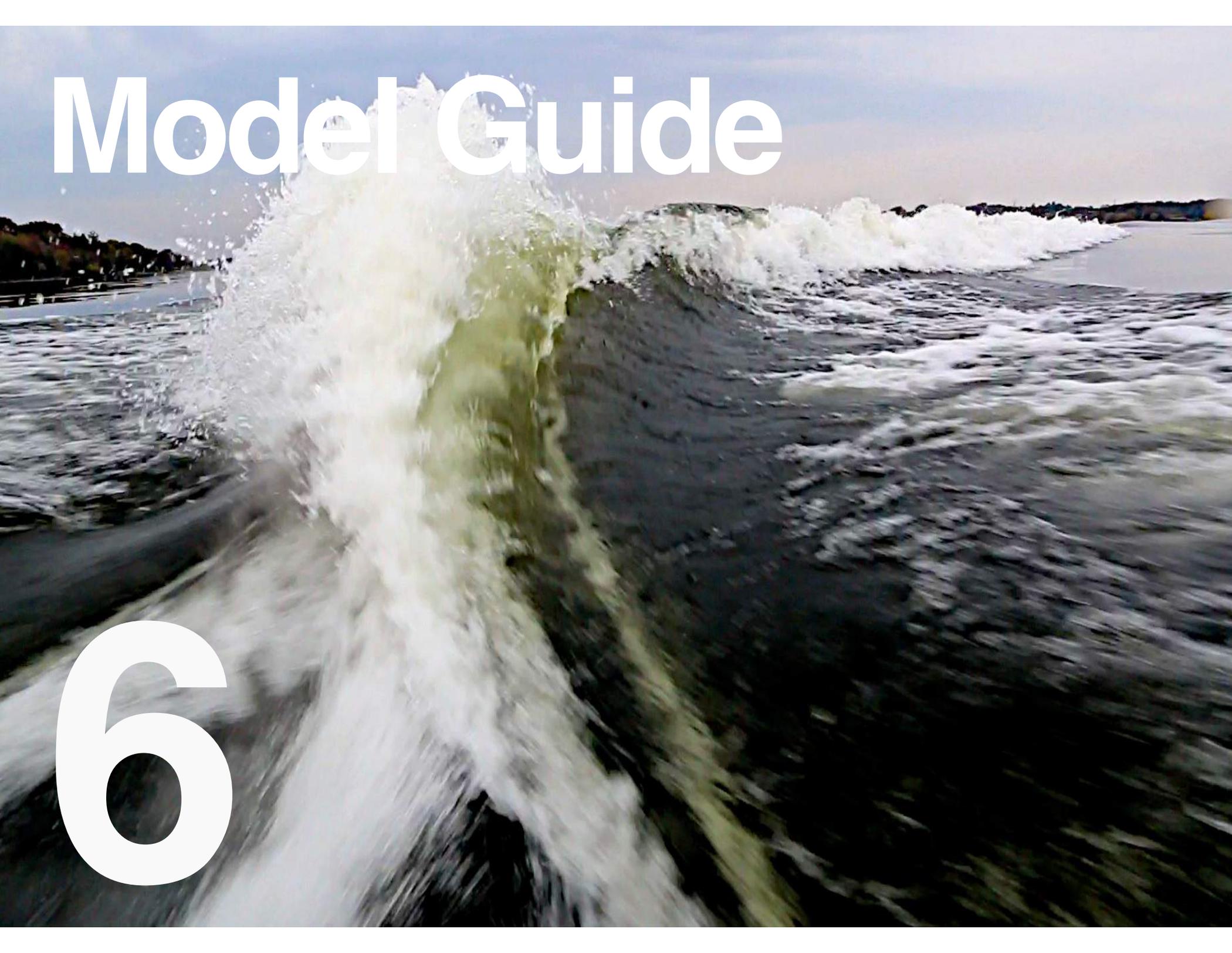


These navigational aids are designed and placed accordingly to help you navigate safely on the water. Learn to recognize the different kinds of daymarks and buoys and become familiar with the specific buoys used in the waters where you are boating. Contact local authorities for specific information and/or navigational aid charts for your waterways.



All navigational rules and navigational markings must be followed to prevent collisions between vessels, land, and other hazards. Like traffic laws for automobiles, the operator is legally required to follow all rules and markings.

Model Guide

A dynamic photograph of a boat's wake. The water is dark and turbulent, with a large, white, foamy splash of water rising from the center of the wake. The background shows a calm sea extending to a distant shoreline with trees under a clear blue sky.

6

GTS 20

Length of Boat: 20' 2"

Beam: 83"

Draft: 19"

Boat Weight: 1950 lbs.

Fuel Capacity: 28 gallons

Standard Engine: 330 CAT

Engine Options: 350 CAT - 410 CAT - 450 CAT

Maximum Capacity: 6 people or 900 lbs.



GTR 22

Length of Boat: 21' 7"

Beam: 96"

Draft: 19"

Boat Weight: 2250 lbs.

Fuel Capacity: 28 gallons

Standard Engine: 330 CAT

Engine Options: 350 CAT - 410 CAT - 450 CAT

Maximum Capacity: 8 people or 1200 lbs.



REVO 6.7

Length of Boat: 22' 2"

Beam: 102"

Draft: 19"

Boat Weight: 3350 lbs.

Fuel Capacity: 35 gallons

Standard Engine: 330 CAT

Engine Options: 350 CAT - 410 CAT - 450 CAT

Maximum Capacity: 13 people or 1950 lbs.



REVO 7.1

Length of Boat: 23' 3"

Beam: 102"

Draft: 19"

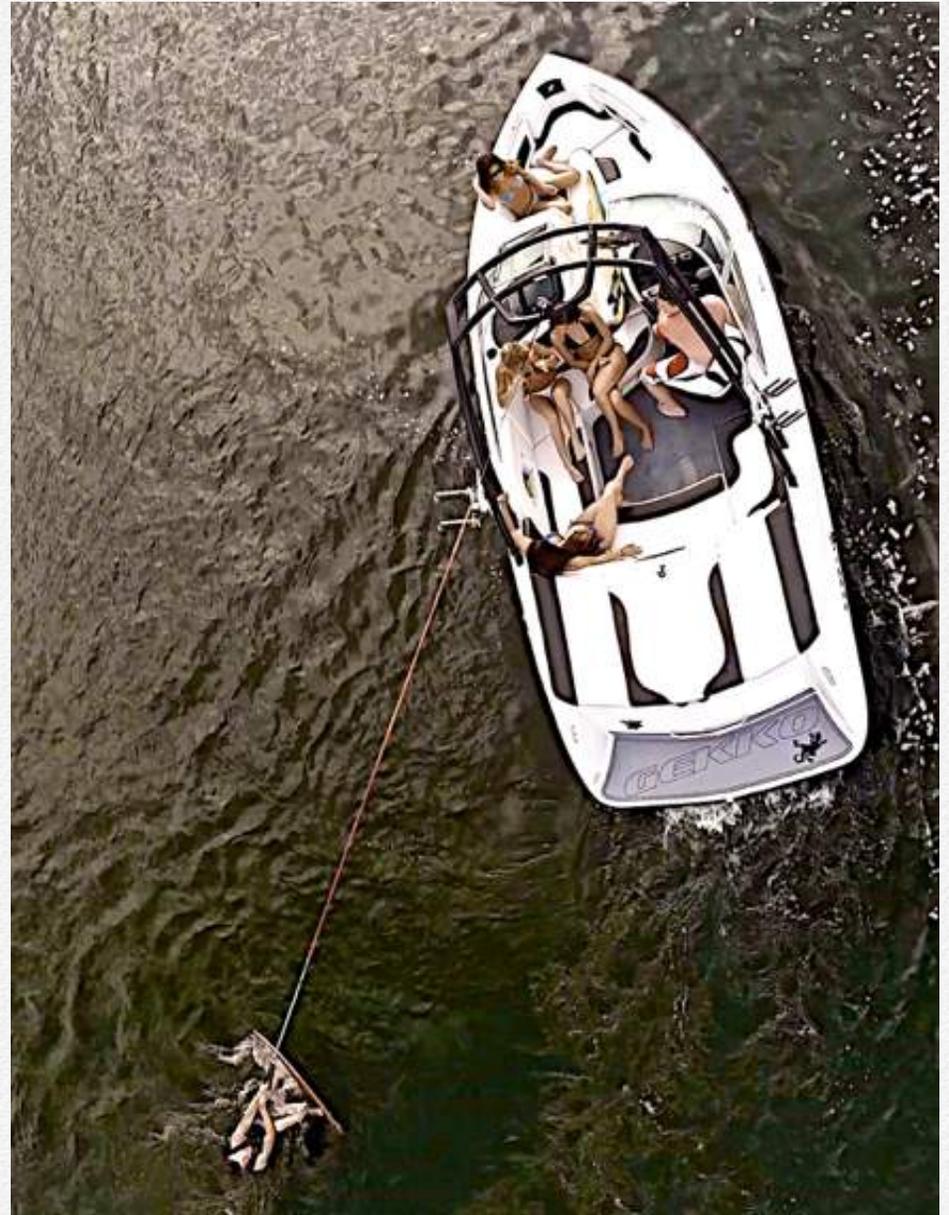
Boat Weight: 3600 lbs.

Fuel Capacity: 37 gallons

Standard Engine: 330 CAT

Engine Options: 350 CAT - 410 CAT - 450 CAT

Maximum Capacity: 14 people or 2100 lbs.



Boat Features & Options

7



Boat Features and Options

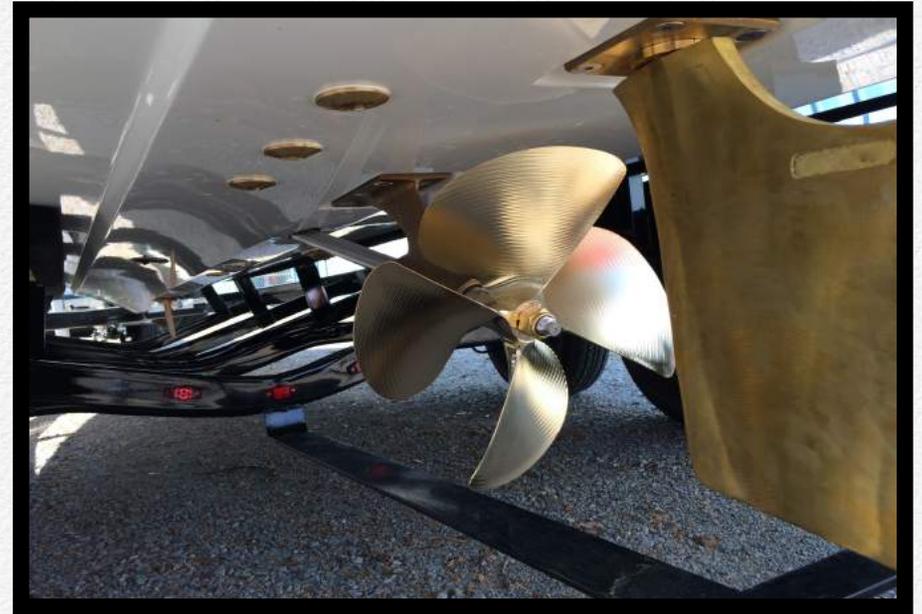
Each boat model has several different features and options of major systems and components. This section details each feature and option offered. For more information on the systems and components of your boat, please see your local authorized Gekko dealer.

Steering System



The steering system is used to transfer the rotary movement of the steering wheel to linear motion in the steering cable which in turn pushes and/or pulls the rudder arm and rudder thus changing the direction of the boat. All Gekko models feature a tilt mechanism on the steering wheel so that the wheel may be tilted to customize the feel and fit for each driver. To tilt the wheel, depress the tilt mechanism and maneuver the wheel into the desired position, release the tilt mechanism and the wheel will lock into place.

Propeller



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. 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. If you choose to remove or install a propeller yourself, it is important to follow these guidelines:

- Remove the boat from the water.
- Position the throttle into NEUTRAL.
- Remove the negative battery cables to ensure that the engine cannot accidentally start.

- Place a wood block between the boat hull and the propeller to hold the propeller in place while removing the propeller nut after removing the safety cotter pin.
- Use a propeller puller to remove the propeller following the puller manufacturer's instructions.
- When installing a new propeller, verify that the propeller is tight on the shaft and that the propeller nut is torqued to the correct specifications. Re-insert the safety cotter pin.

WARNING

A moving propeller can cause injury. The propeller may turn with the boat in neutral. Shut off the engine while people are in the water and near the platform.

CAUTION

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

Shift and Throttle Controls

Knowing how to operate the shift and throttle controls of your boat is essential to safe and proper operation. All Gekko models have a one-hand, single-lever control that operates as both a gear shifter and a throttle. The throttle automatically locks in the neutral position, which is straight up and down and has a safety ring that keeps the lever from being accidentally moved to engage the transmission.

The shift/throttle control lever is located on the starboard side panel to the drivers helm. The lever can be moved from neutral only by raising the safety ring under the ball knob. Shifting is accomplished by moving the lever forward or backward. A centered lever is in neutral. Moving the



lever forward engages the transmission to move the boat forward, while moving the lever backwards puts the drive train in reverse. Never attempt to shift gears without the engine running. Shifting while the engine is off causes extra wear on the shifting gears.

To ensure the longevity of your shift/throttle controls always pause in neutral before shifting from forward to reverse or reverse to forward, this will help keep engine damage from occurring by shifting too rapidly without pausing to let the engine RPM to lower into the shifting range.

During a regular warm-up of the engine, it is possible to temporarily increase the engine RPMs without moving the boat by using the transmission lockout button. The transmission lockout button allows the transmission to be disengaged while giving the throttle full operating range. To do so, push the lockout button located at the bottom of the shift/throttle lever, pull up on the safety ring and move the lever into forward or reverse positions. The engine will run with increased RPMs and can be increased or decreased by moving the lever. Returning the lever back to the neutral position will bring the system back to neutral and reduce the RPMs to the pre-set levels. This process should be used sparingly as over-revving the engine for long periods of time can cause unnecessary wear and tear on the engine.

WARNING

Improperly maintained controls are hazardous and may cause a sudden loss of control. Make sure all shift/throttle hardware and cables are regularly inspected and maintained. Improper maintenance may result in a loss of control, resulting in serious injury or death.

Gauges and Instruments

The following basic information may not apply to your specific Gekko model. This section may not cover all gauges and optional features on your boat, please see additional equipment manufacturer's supplied information on the use and operation of the unique gauges and instruments.

Various systems and component operation parameters can be monitored through the gauges and instruments found on your boat's dashboard. These gauges are meant to help you clearly understand the different operations of your boat. All Gekko models make use of large easy to read gauges, that are often equipped with lights to make night use just as easy.

GT Series Helm



REVO Series Helm



Speed Control System



All Gekko boat models are equipped with a cruise control system. Much like that of a cruise control system in a car, the system can be used to set a constant boat speed for various water sports, or even just cruising. See the additional Cruise Control Operator's Manual for instructions on how to operate your cruise control.

Additionally, your boat may be equipped with an optional speed control system such as Zero-off, also used to set a constant boat speed for wakeboarding, water skiing or wake surfing. This system may operate in either a speed or RPM mode to control the speed at the setting you prefer. See the additional Speed Control System Operator's manual for instructions on proper operation before use.

Fuel Level/Voltage/Engine Temperature/Oil Pressure Multi Gauge

The fuel level gauge indicates the approximate level of fuel in the fuel tank when the ignition is in the "on" position. It is important to check your fuel levels before going out boating, to ensure that you do not run out of fuel. Do not attempt to run your fuel gauge down to empty. It is recommended that you not allow your tank to go below one-quarter level to help condensation of moisture in your tank.



The voltage gauge indicates whether the battery in your boat is charging or discharging. The needle should be located in the normal operating range which is 12 to 14.5 volts while the engine is running. If the voltage does not register in the normal range, there may be a problem within the electrical system. It is normal for the voltage to fall when starting the engine.

The engine temperature gauge indicates the engine coolant temperature while the coolant is circulating inside the engine. Normal operating temperature is between 170 degrees Fahrenheit and 194 degrees Fahrenheit. Engine operating temperatures may vary depending on the weather conditions and engine load at the current time of boating. See Engine Operator's Manual for more information.

The oil pressure gauge indicates the oil pressure in the engine while the engine is running. The oil pressure is measured in pounds per square inch (psi). The oil pressure will vary depending on the RPM of the engine. See Engine Operator's Manual for more information on proper oil pressure readings.

Tachometer



The tachometer indicates the revolutions per minute (RPM), of the motors shaft output. This output may be used as an alternative to a speedometer depending on the load weight and the water conditions. Do not exceed the recommended RPM during break-in and normal operation of the engine. Exceeding the suggested RPM may cause damage to your engine. See Engine Operator's Manual for more information.

Speedometer



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



The speedometer pickup is a magnetic paddle wheel located on the bottom of the boat. The speedometer receives an electrical signal generated by the rotating paddle wheel pickup to display the forward speed of the boat. The paddle wheel must be able to rotate freely and must be free of all debris in order to provide an accurate signal to the speedometer.

Control Switches

The number and type of switches at the helm vary with every model. This is a description of the control switches on a typical helm.



Ignition Switch

The ignition switch has four different positions: Acc/Off/Run/Start. The Acc position is for use with any accessories while the engine is off. With the switch in the vertical position the engine is off. Turning the switch one notch to the right allows the operator to check all of the electrical equipment, including blower, pump, and lights before starting the engine. Turn the switch all the way to the right to operate the starter.

Two ignition keys are provided with your new boat. Do not force the key into the ignition. Key tumblers are located vertically, thus the key should be vertical when placed into the switch. Always attach the ignition key to a floating key chain to prevent loss in the water.

Blower Switch

The blower switch activates the engine compartment blower. The primary function of the blower fan is to eliminate fumes from the engine compartment. Never depend solely on the blower to eliminate dangerous fumes. Before starting the engine, al-

ways open the motor box to check if fumes are present. Switch on the blower fan for a minimum of four minutes before starting the engine, failure to do so could result in an explosion.

Bilge Pump Switch

The bilge pump switch activate the bilge pump. The bilge pump is used to pump out any excess water in the bilge area caused by heavy seas, long periods of rain, or leaks. The bilge area is the lowest point of the hull where the water settles. The bilge pump moves water from the bilge area and through hoses and empties it through an opening in the hull. An automatic pump function is engaged automatically by the use of a float switch in the bilge area so that any excess water in the bilge is automatically pumped out. Do not operate the bilge pump when the bilge area is empty.

Courtesy Lights Switch

The courtesy lights switch operates the lights located throughout interior of the boat. These lights vary in each Gekko model.

Lights Switch

The lights switch supplies power to the navigational lights including the bow light, stern light and pole light. When operating your boat in low light situations or at night use the lights switch to activate all of the running navigational lights.

Horn Switch

The horn switch sounds the horn and is to be used to alert others of your location, need for help, etc.

Circuit Breakers

Each switch has its own re-settable circuit breaker. These are used to protect the major boat circuits from shorting. In the event that a switch does not function, turn the switch off, wait one full minute, then reset the circuit by depressing the black button below to corresponding switch. If the circuit continues to trip, there is a problem somewhere that must be attended to immediately. Contact your authorized Gekko dealer or service department to resolve the matter.

12-Volt Receptacle

All Gekko models are equipped with a 12-volt receptacle, some models may have more than one. 12-volt receptacles allow external electronic devices to charge from the boat's electrical system. Prior to plugging any accessory into the 12-volt receptacle, ensure that the device is designed for use when connected to a 12-volt receptacle and will not be damaged by the connection to the receptacle. Never try to force a connection.

Ballast System

The Ballast system adds weight to the boat in specific areas to help create larger wakes for water sports, such as wakeboarding and wake surfing. The ballast system may be filled and drained to individual levels to fine tune the wakes for rider preferences.

The system consists of water tanks, pumps, seacock strainers, hardware and controls. Certain Gekko models have water tanks integrated into the boat construction below the floor. In addition, inflatable sacs add ballast and then deflate to accommodate more storage space. Switches mounted to panels on the helm activate water pumps that fill and drain the tanks with water. Seacocks mounted to the bottom of the boat are used to open and close the available water for the ballast system.

To fill the ballast tanks, ensure that the boat is not moving, the engine may be on or off, but the throttle must be in the NEUTRAL position. The seacock for each ballast tank must be open. At the helm, select the desired tank and position the switch to the FILL designation. There are individual switches at the helm to independently fill port, starboard and center tanks, if equipped, to any desired level. Individual high volume pumps are used for port, starboard and center tanks, if equipped, filling the tanks completely in just a few minutes. The total fill time is a function of the volume of the tanks. When the tank is filled beyond its capacity, water will spurt from a deck mounted vent. There is a deck vent for port, starboard and center tanks, if equipped. The pump will continue to operate until the switch is turned to the OFF position and should be switched off upon the filling of the tank. Continuous operation of the pump beyond tank filling can burn out the pump.



To drain ballast tanks, select the desired tank switch at the helm and position it in the EMPTY position. Water will spurt from the deck vent for port, starboard and center tanks, if equipped, to visually display the tank draining. When the tank is empty water will stop spurting from the deck vent. There is a deck vent for port, starboard and center tanks, if equipped. The pump will continue to operate until the switch is turned to the OFF position and should be switched off immediately upon the draining of the tank. Continuous operation of the pump beyond tank draining will definitely burn out the pump.



Adding additional aftermarket ballast is not recommended by Gekko, and can result in impaired visibility, diminished handling characteristics and instability while operating which may lead to potential structural and/or engine damage to the boat.

Batteries

Batteries are not included as standard equipment. Gekko recommends a premium, deep cycle marine battery for best operating results. GT series models have space for batteries to be installed under the observers seat. REVO series models have space for batteries to be installed in the rear port side storage compartments.



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 vent openings. Sulfuric acid in the battery can cause serious burns if spilled on the skin or in the eyes. If a spill occurs flush with clean water immediately.

Voltage Sensitive Relay (VSR)

The Gekko VSR system eliminates the possibility of draining the start battery and protects sensitive electronics powered by the house battery from harmful engine start up

spikes. Dual sensing allows the relay to sense the voltage of both batteries, activating if either is receiving a charge. This is particularly valuable in keeping both batteries charged given the high power demands for stereos, subwoofers, ballast systems, lighting and accessories.

The Gekko VSR system consists of:

- Two 50amp breakers
- One Six way fuse block
- One power post
- One multi function battery switch
- One 140 amp relay
- Dual battery cables

Stereo

The optional stereo system is located in the helm panel area. Stereo systems may vary from model to model. See the Stereo Operator's Manual for instructions on the proper operation of the stereo before use.

Mirror

The mirror is a standard item with all Gekko models. The mirror allows the driver to see anything that is behind the boat while still looking forward. It is adjustable and not permanently places so that it may be positioned for each driver and removed if necessary. The mirror should always be checked before maneuvering the boat in any direction. Laws on type and placement of mirrors varies from state to state and lake to lake, check with your local boating authorities for information specific to the area in which you are boating.

Pylon

The pylon is located in the center portion of the boat directly in front of the motor box in the Gekko GT series boats. In the REVO models the pylon is located in the center of the rear portion of the boat on the sun deck. The pylon is to be used to pull a single individual or to tie up, do not use the pylon to hoist the boat. See the safety decal on the pylon for recommended use. Do not exceed the recommended rating. It is



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



The use of pylon extensions, vertical or horizontal, can severely affect the overall handling for the boat and may endanger you, your passengers and others, and is not recommended by Gekko Boats.



Do not allow passengers to sit behind the pylon when it is in use. Always check that the pylon is secure before each use.



Misuse of the ski tow pylon can cause death or serious injury. The pylon was designed for water sports only. Do not use the pylon for parasailing, kite flying or towing other watercraft.

Tower

Towers are used to provide a higher towing point for water sports and to mount lights and other accessory equipment. Gekko uses Skylon towers which are built from stainless steel or aluminum and are mounted solidly to the boat by the Gekko factory team. Some towers have an optional folding feature which allows the tower to be folded for storage or clearance. Factory installed towers also come with the required navigational lights pre-installed.

Gekko strongly discourages the addition of aftermarket towers. Boat owners are strongly urges to purchase towers and tower accessories through an authorized Gekko dealer. Any tower that is not specified and installed by Gekko will void your warranty.

WARNING

Misuse of a tower can cause serious injury or even death. The tower is designed to tow one individual or towable at a time. Do not sit or climb on the tower. Never sit behind the pulling point of the tower, and avoid contact with the rope. The tower may strike low objects. Be sure to check clearance heights during operation and towing.

WARNING

Loose fittings may result in tower collapse. Check tightness of tower bolts and knobs before each use.

Board Rack

Board racks allow for a safe and secure way to carry wakeboards, skis, and surf boards, and keeping them from underfoot on the deck. When using a board rack be sure that all fittings are securely clamped before each use. Be sure that all equipment is securely fastened down before starting the engine. Never transport a boat with equipment in the board rack. Both factory and aftermarket board racks are available, see your authorized Gekko dealer for options and types.

Swim Platform

The swim platform allows easy access to and from the water for water sports and swimming. The seadeck padding makes for a gripped non-slippery comfortable surface.

DANGER

Do not enter or exit the water when the engine is running. Propeller(s) may cause serious injury or death. Turn off the engine when near persons in the water, prior to using swim platforms.

Rear Tow Eye

The rear tow eye can be used for tying up or for pulling and towing purposes. It also doubles as a handle for swimmers to pull up on to the swim platform.

WARNING

To avoid serious injury or death the tow eye should be used only for towable water sports devices. The tow eye weight limit is 800 pounds. Do not use the tow eye for towing other objects or boats. Do not use the tow eye to lift or hoist the boat.

Motor box

The motor box encloses the inboard engine and quiets engine noise. In the GT series boats the motor box is in the center of the boat, where in the Revo series boats the motor box is located in the back center of the boat under the sun deck. To open the motor box in a GT series boat, stand on either side of the motor box and grasp the handle and pull up at approximately a 45 degree angle. In the REVO series there are loops on either side of the motor compartment, grasp a loop on either side and pull up at approximately a 45 degree angle. If the engine requires maintenance, open the box until it rests open.

WARNING

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

WARNING

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

Heater System

Gekko offers an optional heater system for all boat models. The heating system works by blowing warmed air from an electrically powered heater box throughout the boat deck. Heater vent locations vary by model.

With regular use, the heating system should not require any routine maintenance. Avoid placing items in front of the heating vents especially when the heater is in use. The heated air coming out of the vent could cause damage to the item.

Do not run the heater in a confined space, such as a garage or shop. Running the heater requires running the engine and fumes from the engine can have deadly consequences. Note that the air does take time to heat up, if the air never becomes warm contact your local authorized Gekko dealer for help.

To have a heater system installed in your boat, contact your authorized Gekko dealer for information. Gekko recommends having an authorized dealer install the heating system as there are several safety hazards.

Fuel System

Gekko fuel systems consist of a fuel tank, tank vents, a level sensor and gauge, lines, pumps and valves. The fuel cap is located on the rear deck near the stern. Before fueling, turn off the engine and ignition and be sure that there are no open flames nearby. Use a gasoline with a minimum octane rating of 89. Do not use gasoline containing methyl alcohol (methanol) or ethyl alcohol (ethanol) as they can damage the boat's fuel system. While fueling keep the fuel hose nozzle in contact with the fill pipe to prevent sparking. Fill the tank at a slow rate to avoid any spillage. Pay careful attention when filling the fuel tank. Do not overfill the tank! Spillage may empty through the fuel vent and cause damage to the outside finish. If fuel is spilled on the finish, apply a common nonabrasive cleanser and wipe with a damp cloth and rinse with clean water. The fuel vent is a part of the fuel filler neck, The vent is connected to the fuel tank via the vent hose, which releases gasoline fumes from the fuel tank. It is important to keep the fuel system clean to ensure the best operation of your boat. Gasoline stabilizer should be added to the fuel tank when the boat is used infrequently (periods longer than two weeks or more). Gasoline stabilizer should always be added during storage to reduce gumming or tank sludge.



Gasoline vapors are highly explosive. Sparks while fueling can cause an explosion. Extreme caution should be taken when fueling. Flames and spark causing instruments should be kept far away from the engine, battery, and fueling area.

Engine Cooling System

Marine inboard engines can be cooled in two different ways. Depending on your engine application, an open system or a self-contained system may be used.

An open cooling system uses water to cool the engine and/or drive train. Heat is transferred from the engine and drive cooling passages by a continuous flow of water that is then released back into the sea. A seacock and water scoop on the hull allow water into the engine, and a pump then circulates the water to cool the engine.

A self-contained or closed cooling system uses water to cool the engine and/or drive train through the use of a heat exchanger. Heat is transferred from the heat exchanger to cool the engine and drive train by a continuous flow of water. The engine cooling passages and the heat exchanger passages are self-contained or closed. Heat is transferred from the engine and drive to the coolant and circulated through the heat exchanger in the closed system. A separate water passage in the heat exchanger is used to transfer heat from the self-contained engine coolant to the water. The water is then returned to the sea.

Water intakes on the hull use a seacock to provide manual shutoff should a leak occur. Regularly inspect the raw water intake screen (if equipped) and clear it of debris that could obstruct the water flow into the engine. Keep the seacocks closed during periods of inactivity. A downstream hose failure could flood the boat if the seacock is left open. Open seacocks only when necessary.

Engine Exhaust System

The engine exhaust system drives engine exhaust gasses away from the boat. Inboard engines may use mufflers or water to cool part of the exhaust system. Do not

make any changes or modifications to the exhaust system. See the engine operator's manual for more detailed engine exhaust system and service information.

Engine Lubrication System

Inboard engines use a sump system to lubricate the engine. A sump system is where the oil is contained in the engine. See the engine operator's manual for engine oil recommendations and service information.

Electrical System

12-volt common negative ground DC electrical systems are the most commonly used electrical systems in boats today. DC systems are usually the primary electric supply for lights, pumps, blowers, engine starting, etc.

One battery is required at minimum for engine and accessory power. Multiple batteries may be used, where one battery is used for engine starting and other batteries are used to supply additional power to DC electrical accessory circuits.

Battery switches control battery power distribution and disconnect the batteries from the boat's electrical system. The engine's charging system charges batteries connected to the charging system when the engines are running.

Battery isolators prevent accessory loads and other batteries from depleting power from the charged batteries. Isolators also allow the engine's charging system to isolate the alternator charging output and distribute the charge among all batteries according to individual need.

The main DC control panel may feature a voltmeter, battery test switch, fuses, circuit breakers and a master breaker switch.



Never reset a breaker that has been automatically tipped without first identifying and correcting the cause of the problem. A fire could result.

Drain Plug

The boat has one drain plug which allows water to be drained from the boat when the boat is out of the water. The drain plug is a T-handle plug located in the engine compartment in both GT and REVO series.



Drain plugs should only be removed or opened when the boat is ashore. Removing plugs allows additional drainage of the bilge system. The drain plugs must always be secured tightly in place prior to launching the boat into the water. Failure to do so will allow water to intrude the bilge system and may result in serious injury or death as a result of the boat sinking.

Operation



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Preparation Before Boating

It is important to properly prepare your boat for use, especially for the first time on the water. The next steps are essential in preparing your boat for safe use.

Fueling

It is important to check your fuel levels before going out boating, to ensure that you do not run out of fuel. The fuel cap is located on the rear deck near the stern. Before fueling, turn off the engine and ignition and be sure that there are no open flames nearby. Use the gasoline recommended by the engine manufacturer. Do not use gasoline containing methyl alcohol (methanol) or ethyl alcohol (ethanol) as they can damage the boat's fuel system. While fueling keep the fuel hose nozzle in contact with the fill pipe to prevent sparking. Fill the tank at a slow rate to avoid any spillage. Pay careful attention when filling the fuel tank. Do not overfill the tank! Spillage may empty through the fuel vent and cause damage to the outside finish. If fuel is spilled on the finish, apply a common nonabrasive cleanser and wipe with a damp cloth and rinse with clean water. Do not attempt to run your fuel gauge down to empty. It is recommended that you not allow your tank to go below one-quarter level to help condensation of moisture in your tank. It is important to keep the fuel system clean to ensure the best operation of your boat. Gasoline stabilizer should be added to the fuel tank when the boat is used infrequently (periods longer than two weeks or more). Gasoline stabilizer should always be added during storage to reduce gumming or tank sludge.

WARNING

Gasoline vapors are highly explosive. Sparks while fueling can cause an explosion. Extreme caution should be taken when fueling. Flames and spark causing instruments should be kept far away from the engine, battery, and fueling area.

CAUTION

Allowing the fuel level in the fuel tank to fall below one-quarter of a tank full may affect the reliability of the fuel pump or result in damage to the fuel pump, which is not covered under warranty.

Safety Checks

The following list of checks and services must be performed before each outing to ensure a safe boating experience.

WARNING

Do not launch or operate your boat if any problem is found during the safety check. A problem could lead to an accident during boating, resulting in serious injury or death. Contact your authorized Gekko dealer's service department immediately for assistance with any and all problems.

Before Operation

The following is a list of safety checks that should be checked before operation:

- Weather conditions - is it safe to go out?
- Capacity - is the boat properly loaded?
- Personal Flotation Devices - adequate types and number on board?

- Emergency Gear - fire extinguisher, anchor with line, tool kit, signaling device, bailer, paddle, etc. on board?
- Battery - fully charged? Cable terminals clean and tight?
- Steering System - working smoothly and properly?
- Fuel System - adequate fuel? any leaks or fumes?
- Engine - in neutral?
- Electrical Equipment - lights, horn, pump working properly?
- Bilge Pump - working properly and free of debris?
- Drain Plug - securely in place?

During Operation

- Check gauges frequently for operating conditions.
- Pay attention to fuel levels.
- Note any excessive vibrations or unusual sound

After Operation

- In boats equipped with a ballast system, be sure to drain the water from the ballast before placing the boat on the trailer.
- Be sure that the engine is turned OFF before removing the boat from the water.
- Check the propeller, rudder and shaft for any damage after removing the boat from the water.

Breaking In Your New Boat

Breaking in your new boat's Indmar engine is very important. When properly broken in, your engine will last longer, run better, and require fewer repairs over its lifetime. The break-in procedure is fairly simple and only for the first 10 hours. These first 10 hours are essential and it is important to follow all break-in procedures properly. Before operating the boat for the first time, you must read the engine manufacturer's manual completely. Follow these break-in tips to ensure your engine is broken in correctly:

- Always let the engine warm up to normal operating temperature before accelerating.
- Avoid fast accelerations and don't carry or pull a heavy load during this period.

- If your boat is equipped with ballast tanks, DO NOT use them within the first 10 hours.
- Check engine transmission fluid levels frequently. During the first 50 to 100 hours, an engine can use more oil than usual. Maintain oil at proper levels at all times, but do not overfill.
- Vary your boat speed during break-in. Do not run at the same speed very long.
- Observe gauge readings and check for loose mountings, fittings, nuts, bolts, and clamps.
- Report abnormal operation, noises or vibrations to your authorized Gekko dealer.

Although these tips are specifically aimed for proper boat break-in, they are also important during normal operation after the break-in period. Once the break-in period is over, the boat may be operated continuously at any speed, but not beyond the maximum indicated in the engine owner's manual. You should always allow the engine to warm up gradually, pay careful attention to gauges, and frequently check the oil levels. These processes will help your engine to run better and last longer.

Boarding

Boarding a boat can be more difficult than one would think. Always step, rather than jump, into a boat. The boat is on a floating surface and moves easily with weight added. Avoid stepping on fiberglass or other potentially slippery surfaces. Always board one person at a time. Never board while carrying gear. Either leave your gear on the dock and retrieve after boarding or hand your gear to someone already on board. Never use the engine box as a boarding ramp. Always let other passengers know of your intention to board.

Loading the Boat

Never overload the boat. Maximum capacity labels are located within each Gekko model specifying the number of people and the actual weight limits. Weight limits include any additional equipment or gear added to the weight of the persons on board. Ballast tank or bag weights are also included in the maximum capacity weight limits, as well as any ballast weights added by the persons operating the boat. It is

important for the weight in the boat to be allocated as evenly as possible as the proper distribution of weight is critical to the boat performance.



Information regarding the maximum capacity for each boat is included in the Individual Models guide of this owner's manual as well as labelled in each boat. It is the boat operator's responsibility to ensure that the boat is never overloaded. Failure to adhere to the total maximum capacity may result in too much strain on the drive train or may sink or overturn the boat, which can result in serious bodily injury or death.

Starting and Operation

If you are operating your boat for the first time, you must follow the engine break-in procedures as described in the engine owners manual. Failure to follow these procedures may result in serious damage to your boat and may void any warranties.

Before starting your boat familiarize yourself with the features and controls of your Gekko. Perform all safety checks and services, and scheduled maintenance checks and services as described in this owner's manual. Before starting:

- Lift the engine cover and inspect the bilge and engine compartment for any fluid leakage or fumes.
- Check all drain plugs. Make sure they are all installed and secure.
- Operate the bilge blower for at least four minutes prior to starting the engine. Leave the blower on through the starting process and until the boat has planed.



Gasoline vapors can explode! Before starting the engine, you must open the engine box and check the engine compartment and bilge for gasoline and oil vapors. You must operate the blower for at least 4 minutes. Failure to do so may result in serious injury or death to you and/or others.

Starting the Engine

When starting the engine be sure that the throttle is in the neutral position. Attach the emergency engine safety lanyard to an article of your clothing and to the switch. All Gekko models have a removable ignition key. The purpose of the removable key is for safety and security. The key should be inserted prior to use and removed at the conclusion. To start the boat insert the key and turn into the ON position. While the engine is warming up, check to see that all lights and gauges operate properly. See that the steering system operates freely. Be sure that all passengers are seated properly. Once the engine has warmed up, you can engage the throttle by lifting up on the lever below the ball knob and pushing the throttle into the engage position.

Shifting Gears

The throttle automatically locks in the neutral position for safety. The lever can be moved from neutral only by pulling up on the lever below the ball knob. To shift move the throttle forward or backward. When shifting gears, always move the throttle smoothly and quickly into gear. Slow shifting can damage the shifting mechanism in the transmission. When shifting from forward to reverse or reverse to forward, be sure to stop the throttle in the neutral position to allow the engine to fall between 600 and 800 RPM before completing the shift. Never attempt to shift without the engine running. This causes excessive wear on the shifting mechanism and may affect the control of the boat.

To increase the engine RPMs during regular engine warm-up without moving the boat, push the button located at the bottom of the throttle with one hand and pull up on the lever below the ball knob. Move the lever into desired position and then simultaneously release the button and lever. The engine will run with increased RPMs and can be increased or decreased by moving the throttle. Returning the throttle back to the neutral position will bring the RPMs back to the pre-set levels. This should be done sparingly. Over-revving the engine can cause excessive wear and tear on the engine.

Underway

Before going boating you should thoroughly understand your boat's equipment and controls in order to drive and control your boat at all speeds and in all conditions.

The phrase “on plane” is commonly used when referring to the running angle of a boat in forward motion. When a boat is “on plane” its hull is running level or almost level with the water’s surface. The level “plane” of the water’s surface is the most efficient angle to run in. This means that the boat is running on top of the water and not plowing through it.

The following guidelines provide a basic understanding of operation while under way:

- Always check your surroundings before proceeding. Be aware and stay clear of people and obstacles in the water.
- Advise all passengers of your intention to get under way.
- Stow and secure all loose items.
- As you move the throttle forward in a controlled and constant motion the boat will begin to move and the bow will rise. As acceleration increases, the boat should begin to plane or level out within a few seconds. If the boat does not plane, reduce your speed back to idle and check your load to make sure it is properly balanced.
- Once the boat has planed, do not remove your hands from the steering wheel while under way.
- Be aware of the wake you create and anticipate the affect it will have on other boaters around you. You are responsible for you boat’s wake and any damage or injury it causes.
- Obey no-wake zones and speed controlled areas.
- Stay clear of or at a safe distance from other boats.
- Keep an eye on gauges and signs of abnormal conditions.

Basic Maneuvering

Steering and maneuvering a boat can be very difficult and requires time and practice to master.

Because both thrust and steering are at the stern of the boat, the stern will push away from the direction the steering wheel is turned. Steering in reverse is a challenge in itself. You should always practice forward and reverse steering to gain comfort and to feel in control of your boat in any steering situation before going out boating. All boats pull to the starboard side when in reverse. Turning the rudder hard to the port side will not always cause the boat to turn to port. Forward thrust may be

required with the rudder turned hard starboard to get the stern moving to port and then shift into reverse to turn to port.

You should be prepared for wind and current when steering your boat. Steering in wind or water currents is often times difficult and requires skill to be able to anticipate and compensate for these effects.

Rotational thrust of the propeller is an aspect most propeller-driven boats share and needs to be compensated for at slow speeds. A rotational thrust occurs when torque is transmitted to the helm and may cause the boat to drift either port or starboard when moving forward at a slow speed, constant steering corrections may be necessary to maintain a straight course.

Rudders are designed to help reduce steering effort by pulling starboard at all speeds.

Stopping

To stop the boat slowly bring the throttle to the neutral position. Be sure that you are located in a safe location to be stopping the boat as the boat does not have brakes and may have a continued momentum. You must also consider and learn to compensate for the effects of the wind and current. Stopping in wind or water currents is difficult and requires skill to be able to anticipate and compensate for these effects. To avoid collisions, note that at high speeds your boat will require more time and distance to stop or slow down. Once you have stopped the boat safely, turn the key to the OFF position and remove the key from the key slot. Removing the key will ensure that you have turned off the electrical system, and prevent others from starting or running your boat. If any problems were encountered while operating the boat, have the boat inspected by an authorized Gekko dealer. Have all necessary repairs taken care of before resuming the operation of your boat.

Docking and Tie-Up

When departing the dock be sure to have enough space to maneuver your boat, other boats and obstacles may hinder your ability to maneuver safely. Be aware of other boat traffic, wind and water conditions before leaving the dock. Make sure your engine starts and that you have boat movement under control before casting off any mooring lines. Always proceed slowly when departing from a dock.

When docking always approach the dock slowly, with the starboard side of the boat if possible. Be sure that you have enough space to maneuver and that there are no other boats or obstacles in your way. If it is windy or there is a current, use them to your advantage and do not try to go against them. Be sure that you have enough dock bumpers to protect the sides of the boat from rub rail or gelcoat damage when tying up to the dock. Tie up the boat with the bow going into the waves and use a good quality double-braided nylon line. Use only the cleats or tie-down eyes to tie-up.



Never use your hand, arm or other part of your body to attempt to keep the boat from hitting the dock. The boat could push against the dock, causing severe injury.



A boat left at a dock or anchored must be monitored regularly to avoid sinking. Always maintain adequate battery charge to operate the bilge pump in case of taking on water. If leaking is detected, remove the boat from the water immediately and determine the cause for the leak before returning the boat to the water.

When leaving the boat for a long period of time, be sure that the boat is correctly protected against gelcoat damage. Leave slack in the lines allowing for water movement or tidal action where applicable. If keeping the boat in or near the water for the season, consider renting or purchasing a boat lift to prevent the build-up of marine growth on the hull as well as protecting the boat from damage typical of on-water storage, such as blistering. If you choose to purchase a lift, make sure that the lift correctly fits and supports the hull.

Anchors and Anchoring

Anchors and anchor lines come in various types, shapes, sizes and materials. The weight and size of your boat are primary factors in choosing an anchor that is right for you. For most applications, and anchor line length should be at least seven times longer than the depth of the water in which you are anchoring. Always carry extra anchor line on-board. When selecting an anchor, consult other qualified boaters, local marine authorities, or your authorized Gekko dealer for help and information.

Emergencies

Know the basic responses to any and all types of emergencies. Know how to use and spot distress signals, and offer assistance if possible. It is important to know how to both receive help and give help. Review the *Emergencies* and *Safety* sections of this owner's manual before going boating.

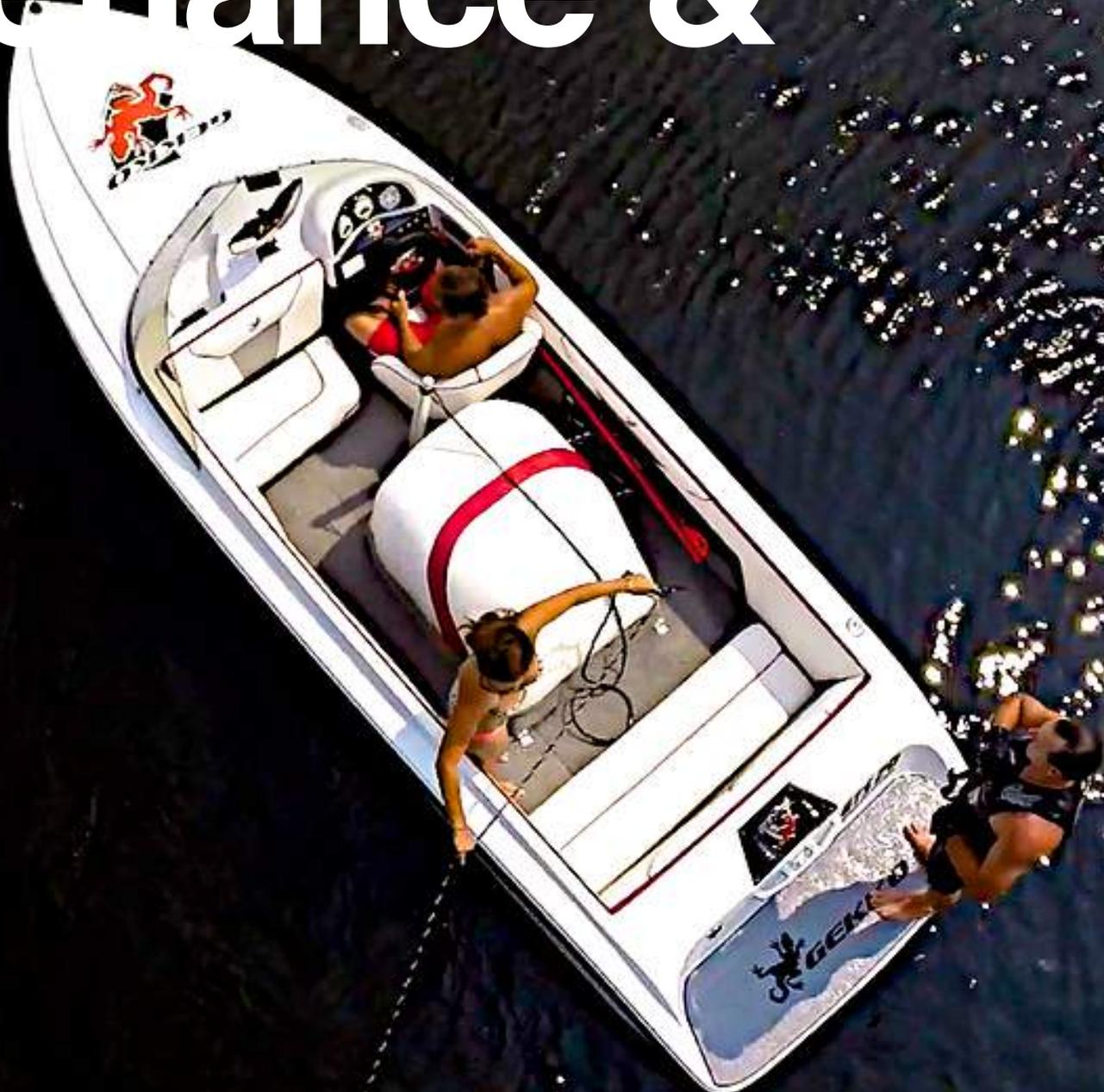
Courtesy

Always be aware of others on the water and respect their rights. Steer clear when passing, slow down in crowded areas, control your noise levels, be alert and be aware of your wake and wash. See the Boating Regulations and Navigational Rules sections of this owner's manual for more information on encountering others on the water.

Operating Conditions

When operating in an unknown body of water speak with the local boaters, or boating authority about what types of obstacles that may be encountered beneath the water. Rocks, floating trees or tree stumps, banks and sand bars are all dangerous and can damage your boat. Always be aware that changing conditions can cause changes underwater too. Stay clear of anything floating in the water, and keep an eye on engine temperatures when traveling through weedy areas. Weeds caught in the water flow through the water intake or transmission cooler can cause serious issues. To remove weeds from the propeller shift into neutral and then reverse. See the *Hazardous Boating Conditions* section of this owner's manual for more information.

Maintenance & Care



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General Maintenance and Care

The proper care, maintenance and adjustment will ensure the peak performance of your boat. Each boat may feature a variety of different systems and components. The following is basic information and may not apply to your specific systems and components. This section may not cover all of the systems and components in your boat, please see additional manufacturers manuals for information and maintenance procedures.

Always consult your local authorized Gekko dealer or certified marine technician for assistance in performing service, maintenance or modifications to your boat. Neglect of maintenance and unauthorized service work is not recommended by Gekko and may result in permanent damage to your boat.

For your convenience the following is maintenance schedule outlining when to perform safety checks, lubrication and general service to your boat. Engine hours or elapsed time determine when service is necessary. You are responsible for keeping records of all maintenance on your boat.

New Boat Break-In Maintenance

The following should be performed by an authorized Gekko marine technician at an authorized Gekko dealer.

- Check the alignment of the propeller shaft.
- Change the fuel filter after the first fifty hours of operation, and again at one hundred hours. The fuel filter should be changed annually, even if the en-

- hundred hours. The fuel filter should be changed annually, even if the engine hours are less than one hundred during the previous season.

Before Each Use

Before the engine has been started:

- Before each outing be sure to review the engine manual for all drive train requirements that need to be followed before use.
- Follow the guidelines given in the Operation and Safety Checks section of this owner's manual. These functions are extremely important and must be followed.
- Inspect the battery connections.
- Inspect the throttle and shift cables for kinks, wear and interference with other components.
- Inspect the fuel system for any leaks or fumes.
- Note any exhaust odors.
- Inspect the seacock strainer.
- Check that the battery is fully charged.
- Check for water leaks and be sure that all drain plugs are tightly secured.

Inspect Battery Connections

Poor connections can lead to false voltmeter readings, thus it is extremely important to check the battery connections before each outing.

1. Turn the Engine OFF and place the throttle into the NEUTRAL position. Then locate the battery.
2. Check that the batter connections are clean and tight. If not,
 - Loosen and remove the negative terminal connection first, being careful not to touch the positive terminal with the wrench.
 - Loosen and remove the positive terminal connection.
 - Remove the battery from the boat.
 - Clean corrosion from the battery posts with a battery terminal cleaner.
 - Clean the batter with a water and baking soda solution. Do not allow the solution to enter the battery vents. Rinse the battery with fresh water.

- Use a battery terminal cleaning brush to remove corrosion from inside of the battery terminals. Clean the terminals with the water and baking soda solution and rinse with clean fresh water.
- Check the battery box to be sure that there are no battery fluids inside. Battery fluids are extremely corrosive and can cause permanent damage. If battery fluids are present, wash out the box with the water and baking soda solution and rinse with fresh water.
- Reconnect the positive terminal first, then the negative. Tighten the terminals and coat each terminal completely with a thin covering of marine dielectric grease. Be sure that the rubber boot covers the positive terminal completely.



Battery electrolyte fluid is extremely dangerous. It contains sulfuric acid, which is poisonous, corrosive and caustic. If electrolyte fluid is spilled or placed on any part of the human body, immediately flush the area with large amounts of clean water and immediately seek medical attention.

If a replacement battery is needed, be sure to select a marine battery with at least seven-hundred-fifty (750) cold cranking amps at zero degrees Fahrenheit. Before disconnecting the battery, turn the ignition key and all accessories to the OFF position. Remember to attach the cables in the proper order, with the positive cable connected to the positive (+) post and the negative cable to the negative (-) post.



Batteries generate a small amount of dangerous hydrogen gas when charging. This gas is highly explosive. Keep all sparks, flames and smoking far away from the charging area. Failure to follow instructions when charging a battery may cause an electrical charge or even an explosion of the battery, which could result in death or serious injury.

Inspect Throttle and Shift Cables



Engine parts can become very hot during operation. This inspection must be completed while the engine is cool to prevent burns to your skin. Perform this task before starting the boat.

1. Turn the engine OFF and place the throttle in the NEUTRAL position.
2. Open the engine compartment and locate the throttle and shift cables. Follow each cable and feel for any kinks or wear on the outer jacket of the cable. Any sign of cable damage is reason for replacement. See your local authorized Gekko dealer's service department if you notice any sort of cable damage.

Inspect Fuel System

Inspecting the fuel system for leaks should be performed prior to starting the engine; and then again after three to five minutes to determine if any leaks are apparent.

1. Turn the engine OFF and place the throttle in the NEUTRAL position. The engine must be cool. If the engine has been running, let the engine cool.
2. Open the engine compartment and visually check as much of the fuel system from the tank to the engine as you can see. If the odor of gasoline is strong or if you see visual evidence of fuel outside of the system, cease all operations and take the boat immediately to an authorized Gekko dealer's service department to determine the source of the leak. The leak must be repaired before the engine is restarted.



Gasoline is highly flammable and its vapors may ignite, resulting in fire or explosion. Be sure to keep all sparks and flames away from the area while inspecting the boat's fuel system.

 **WARNING**

Fuel System inspection is extremely important! Fuel leakage can lead to a build-up of potentially explosive fumes within the engine compartment.

Do not ignore or overlook this inspection and repair as necessary.

Note Any Exhaust Odors

Inspecting for exhaust odors should be performed prior to starting the engine; and then again after three to five minutes to determine if any leaks are apparent.

1. Turn the engine OFF and place the throttle in the NEUTRAL position. The engine must be cool. If the engine has been running, let the engine cool.
2. Open the engine compartment and note whether there are any unusual odors. In many instances, exhaust will have little or no odor, but in the event of a potentially significant exhaust leakage, it may be possible to smell a “rotten-egg” odor that signifies a probable issue that must be addressed.
3. If a leak is apparent, tighten hose clamps, being careful to avoid crimping the hose. If the leakage is significant, or is occurring at a location other than the joints (such as a split in the hose) see your authorized Gekko dealer’s service department for parts and service.

 **WARNING**

Exhaust fumes can cause illness or impairment, including carbon monoxide poisoning. A leak can lead to a build-up of potentially explosive fumes within the engine compartment. Do not ignore or overlook this inspection and repair as necessary.

Inspect Seacock Strainer

The seacock strainer should be checked prior to starting the boat as a clogged strainer puts undue strain on the engine. The seacock strainer is standard on all Gekko models. To inspect the strainer:

1. Remove the plastic nut on the top of the strainer. Lift the cover.

2. Remove the filter and inspect for debris. Manually clean the strainer.
3. Return the filter in place and recover. Tighten the nut, but do not over-tighten as it may eventually strip the threads holding the nut in place.

Check That the Battery is Fully Charged

When starting the engine, check all gauges, but pay particular attention to the voltage gauge. The voltmeter should read between 12.4 and 14.5. An erratic reading may be a sign of low voltage. The voltage reading is the best indication of the state of your battery, however it is not fool-proof. The reading may indicate that the battery is producing current, if during a previous operation you have reason to suspect a problem with your battery, check with an authorized Gekko dealer’s service department

Charge dead batteries with a battery charger before attempting to start the engine. Never jump start the battery! Jump starting from another boat or battery is dangerous. Charging a dead battery from an engine will put stress on the alternator which may cause it to fail.

 **CAUTION**

Crossing cables or jumper cables may result in damage to the electrical components due to incorrect battery connections. Such damages may not be covered by your warranty.

Check for Water Leaks and Tighten/Install all Drain Plugs

Check for any water entering the boat, and be sure that all drain plugs are installed and tightened allowing for no water to enter the boat.

After Each Use

After each outing the boat should receive a general cleaning and drying prior to being stored. Even if the boat is kept in a slip or lift, the owner or operator should wipe down the interior and should periodically remove the boat from the water for a general cleaning.

In instances where the boat is being left moored in the water, it may be necessary to periodically run the bilge pump to clear out water that has intruded the bilge compartment. Keep the battery fully charged in order to be able to provide this function.

Cleaning

Frequent cleaning is the best way to keep your boat looking like new for years to come. Regular washing and waxing keep dirt and build up from deteriorating the finish. Keeping your boat in great condition will not only create a personal satisfaction, but it will guarantee you a higher resale value.

All Gekkos are made up of a fiberglass reinforced plastic resin material that is easy to clean and care for. The smooth outside surface of your boat is a layer of gel coat resin. The gel coat is a solid color and is only a few millimeters thick. Beneath the gel coat surface is a series of layers of chemical resin, fiberglass mat and woven roving. It is these layers that give the boat its strength and maintain the hull shape. Even though Gekko has carefully crafted boats from resilient materials, it is the responsibility of the boat owner to perform regular and routine cleaning maintenance to ensure that the boat exterior, interior and components retain both their appearance and strength.

Marine Growth

If marine growth is an issue in your area, an antifouling paint for the bottom of your boat may be necessary to slow the growth and prevent gelcoat damage. Before selecting a bottom paint, talk with other boaters in your area and your authorized Gekko dealer to determine which product works best for your boat in your area. Many local variables can affect the selection of paint. Be sure to follow the paint manufacturer's directions exactly.

Hull

When washing the boat, use a mild detergent, such as Dawn dish soap or a similar commercially produced detergent and warm water solution. DO NOT use an abrasive cleaner, solvent, ammonia or chlorine. These harsh chemicals will damage the gel coat surface of your boat. Under extreme conditions, special cleaners may be used to remove marine growth from the hull, see your authorized Gekko service department for further instructions.

Corrosion Protection

Check for corrosion and tightness among all fasteners, fittings, hinges, latches, rails and cleats. Repair or replace any items that need attention with marine replacement parts.

Clean all hardware with approved marine cleaners or a mild soap and water mixture regularly. Never use abrasive cleaners or materials, they will scratch the polish and protective coatings on the hardware and cause the hardware to corrode faster. Applying marine-grade wax to the hardware can help maintain the original shine and prevent corrosion.

Stainless steel and chrome parts will normally oxidize over time. Cleaning and preventative maintenance is crucial in maintaining the appearance and functionality of your boat. If left unattended it can corrode causing the hardware to appear unsightly and cause structural integrity problems. Remove rust or corrosion by cleaning the hardware with a high-quality stainless steel or chrome cleaner or conditioner. Do not use abrasive cleaners or materials. Do not use acids or bleach or any cleaners not intended for stainless steel or chrome as these types of cleaners can cause permanent damage. Always test a cleaner in an inconspicuous area before applying to the complete surface. After cleaning, protect the surface by using a high-quality stainless steel or chrome protectant or wax.

Aluminum hardware should be washed periodically with soap and water to keep it clean. It is recommended to frequently clean and coat all aluminum hardware with a metal protectant made for aluminum to protect against pitting and corrosion. Choose an appropriate cleaner specific to your needs, as special cleaners are available for different types of aluminum such as anodized, powder-coated and polished.

Salt Water Corrosion

Rinse the boat hull and deck with fresh water and wash immediately after using your boat in salt water. If your boat is used primarily in salt water, wax the hull monthly and apply a corrosion protectant to all hardware.

Flushing the freshwater engine cooling system is recommended when the engine has been used in salt, polluted or brackish waters. Flush the entire engine cooling

system with fresh water for at least five minutes after use in these waters. See the engine operator's manual for the proper flushing procedure.

Carpet

Occasionally washing with mild detergent and warm water or household carpet cleaners will help keep your carpets clean. Thoroughly hose the detergent out of the carpet and into the bilge. Allow the boat to remain uncovered to air dry for several days to prevent any mildew or odor caused by moisture.

Seadeck Flooring and Platforms

Seadeck should be handled only with clean hands. Oil, grease or dirt may leave permanent imprints on the surface. Whenever possible, keep all seadeck covered when the boat is not in use. It should be stored dry.

Windshield

In cleaning tempered glass windshields, the normal glass cleaners (such as Windex) work best. Using anything abrasive can scratch the glass. Harsh chemicals or solvents should be avoided as they may affect the vinyl gaskets or powder-coated finish on the extrusions.

Boat Covers

Bimini tops and boat covers are made from 100 percent solution-dyed polyester fiber with a urethane coating to provide excellent water repellency and mildew resistance. This design allows the material to be easily maintained. By following a few simple care and cleaning steps, the fabric will continue to look good and maintain its fine qualities for seasons to come.

Polyester fabric will not support the growth of mildew. Mold and mildew need something on which to grow and polyester fabric is not a desirable fabric for such growth. Dirt or dust on the fabric, however is a perfect source for mildew growth, which makes regular cleaning of the fabric very important.

There is no particular cleaning schedule for cleaning your boat cover. The local environment in which the boat is kept has a great deal to do with determining cleaning

frequency. Cleaning is required less frequently in a dry environment than in a humid one where heavy foliage exists.

One of the best ways to keep the material looking fresh and new, and to delay the need for deep cleaning, is to hose off the fabric with clean water on a monthly basis. This practice will help prevent dirt from becoming deeply embedded into the fabric.

In most environments, a thorough cleaning will be needed approximately every two years. The fabric can be cleaned while still on the boat. When cleaning, it is important to observe the following:

- Always use a natural soap, never a detergent.
- Water should be cold to lukewarm, never more than 100 degrees.
- Air dry only. Never apply heat to the fabric.

Begin by brushing off loose dirt, and then hose down the material. Prepare a cleaning mixture of water and a mild, natural soap that is free of detergents. Use a soft-bristle brush to clean, allowing the soap to soak in. Rinse thoroughly and allow the fabric to thoroughly air dry.

If stubborn stains persist, you can use a diluted chlorine bleach/soap mixture for spot cleaning of mildew, roof run-off and other similar stains. The chlorine bleach should not change the color of the fabric, but it will eventually break down the fiber of the fabric. Therefore, this cleaning method should be used as infrequently as possible.

The cleaning mixture should be mixed as follows:

- Four ounces (one half cup) of chlorine bleach.
- Two ounces (one fourth cup) of natural soap.
- One gallon of water

Clean with a soft-bristle brush and allow the mixture to soak no longer than twenty minutes. Rinse thoroughly and allow to completely air dry.

Upholstery

While vinyl is made to withstand the elements, it is important to care for vinyl by keeping it clean at all times. Many substances may stain the vinyl if left untreated over a period of time. Always remove any contaminant and clean vinyl immediately.

Regular washing with mild detergent and warm water or vinyl cleaners is sufficient to keep the cushion and vinyl coverings in good condition. Do not soak the cushion, and dry thoroughly after washing to prevent mildew accumulations when the boat is covered. Spray the cushions with a mildew repellent and prop them up in the boat when it is covered to take advantage of air circulation.

Gekko vinyl is made to withstand the effects of sun, heat, acid rain and soiling, under normal conditions, but this does not preclude the cleaning requirements. Please consult the following cleaning recommendations before cleaning your upholstery:

- Certain household cleaners, powdered abrasives, steel wool, and industrial cleaners may cause damage and discoloration, and are not recommended for use.
- Dry cleaning fluids and lacquer solvents should not be used because they will remove the printed pattern and gloss.
- Waxes are not recommended, as many contain dyes and solvents that can permanently damage the vinyl's protective coating.
- Do not clean with power washers as they are too powerful and can damage the surface of your interior.
- Do not use kerosene, gasoline or acetone, as they will remove the protective marine top coat.
- Do not use any silicone-based protectants. They will extract the plasticizer, leaving the vinyl hard and brittle, and eventually cracking will occur.

All cleaning methods should be followed by a thorough rinse with clean, warm water. Failure to care for your vinyl properly, or the use of improper cleaners may permanently damage your vinyl. Your satisfaction is directly related to regular care of the upholstery.

Vinyl upholstery should be covered when not in use to protect from further sun exposure, tree debris, air pollutants and acid rain. For storage, vinyl should be cleaned, protected, covered and stored in a dry, well-ventilated area.

Recommended Cleaning Products:

- Marine vinyl dressing
- Vinyl finish
- Vinyl cleaner
- Mild dish soap

- Fabric Guard

Non-Recommended Cleaning Products:

- Armor All
- Bleach
- Baking soda
- Fantastik
- Formula 409
- Murphy's Oil Soap
- Simple Green
- Son-of-a-Gun

Quarterly Maintenance (Every Fifty Hours)

Every fifty hours be sure to check the safety equipment on board. Check that all required and recommended safety equipment for condition and repaired or replaced as necessary. This includes all personal flotation devices. Also check that all equipment and personal items of board have been properly stowed and the routine maintenance performed.

Annual Maintenance (Every One Hundred Hours)

Every one hundred hours, or annually there are several maintenance procedures that must be done in order to keep your boat in the proper working condition. Some of these procedures can be personally executed, as Gekko has provided some of the information on how to do so. However, Gekko recommends that the annual or one hundred hour maintenance requirements be performed by an authorized Gekko dealer's service technicians. They will have the proper equipment, parts and technical training to best meet your service needs. These maintenance requirements should be in addition to seasonal preparation and winterization. Even if you choose to have an authorized Gekko service technician perform the maintenance boat owners and operators should still review this section and ensure that they have some understanding of what is necessary to keep the boat in top condition.

Before the engine has been started or after it has cooled off see that the following is checked every one hundred hours:

- Inspect the complete fuel system for leakage and replace the fuel filter.

- Check propeller shaft coupler alignment.
- Lubricate steering system.
- Lubricate the throttle and shift cables.
- Check the engine mounts.
- Check the ballast pump impeller
- Check the fire extinguisher on board for expiration.

Gekko recommends that the above be performed by an authorized Gekko technician at an authorized Gekko dealer.

Inspect the Complete Fuel System for Leakage and Replace the Fuel Filter

Take extreme caution when performing the following two operations, as gasoline vapors mixes with air can form an explosive atmosphere.

1. Inspect the boat bilge area under the engine for evidence of oil or gasoline, or any gasoline odor. This should take place before starting the engine on every outing.
2. Run the bilge blower for at least four minute to ventilate the bilge area each time before starting the engine.



Gasoline is highly explosive. If a gasoline odor is present or gasoline is visually observed in the bilge area during inspection, DO NOT start your engine. Remove the key from ignition switch and call an authorized Gekko dealer for service.



Any fuel components that are replaced must meet United States Coast Guard (USCG) and American Boat & Yacht Council, Inc. (ABYC) standards, and must be Underwriter's Laboratory (UL) approved. Inferior quality components pose a serious safety threat to you and to others,

and the use of inferior components may result in serious injury or death. Resulting damage may void your warranty.

Check Propeller Shaft Coupler Alignment

This function is critical to avoiding unnecessary wear and potential damage to the engine as well as the propeller and propeller shaft. This task is very complex and should be performed only by your authorized Gekko dealer as part of your annual maintenance.

Lubricate Steering System

Take the following steps to lubricate your boats steering cable system:

1. Turn the engine OFF and place the throttle in the NEUTRAL position. The engine must be cool. If the engine has been running, let the engine cool.
2. Remove the floorboard panel to access the steering located under the engine compartment.
3. Turn the steering wheel so that the maximum amount of steering cable is seen.
4. Use a solvent to clean old lubricant from the cable end, pivot, and rudder shaft.
5. Spread a generous amount of white lithium grease over the cable end. Work the steering wheel back and fourth and re-apply grease if necessary.
6. Using the flexible end of a grease gun, give two full shots of white lithium grease to the two grease fittings: one on the rudder shaft, and one on the pivot. Clean up any old grease from the areas.
7. Rotate the steering wheel back and fourth several times to work the lubricant in.
8. Re-install the floorboard panel.

Lubricate Throttle and Shift Cables

Take the following steps to lubricate your boats throttle and shift cables:

1. Turn the engine OFF and place the throttle in the NEUTRAL position. The engine must be cool. If the engine has been running, let the engine cool.
2. Open the engine box and locate the shift and throttle cable ends.
3. Shift to full throttle forward.

4. Lubricate the cable ends and connections with a coating of marine multi-purpose grease.
5. Lubricate the pivots and linkages with a light grease.
6. Shift the throttle from full forward to full throttle reverse several times to work the lubricant in.

Check the Engine Mounts

Before starting the engine, be sure to check the engine mounts for tightness.

1. Turn the engine OFF and place the throttle in the NEUTRAL position.
2. Open the engine box and locate the four motor mounts.
3. Check the tightness of the mounting hardware and adjustment lock-nuts. Tighten any loose hardware securely.



Engine parts can become very hot during operation. This inspection must be completed while the engine is cool to prevent burns to your skin. Perform this task before starting the boat.

Check the Ballast Pump Impeller(s)

This applies only to boat models equipped with some type of ballast system.

1. Remove two of the cover screws and loosen the third screw. Retain the screws for the reinstallation process. Swing the cover out of the way to allow access to the impeller location.
2. Using needle-nose pliers, pull the old impeller out of the casing.
3. Install a new impeller. It is intentionally larger than the case. While gently squeezing it in, ensure that the paddle wheels angle in the same direction, counter-clockwise, all the way around.
4. Slide the plate back into place. No silicone is necessary. due to the built-in gasket, tightening the screws should prevent leakage.

Fire Extinguisher Unit

Gekko recommends that boat owners include a check of the fire extinguisher unit during the annual maintenance to be sure that it is always ready for use.

Indmar Engine Maintenance Schedule

Boat owners are required to perform routine regular maintenance as well as annual requirements, as outlined in the engine owner's manual. For your convenience we have added Indmar's engine maintenance schedule here, but be sure to become familiar with the Indmar owner's manual for information specific to your engine.

ITEM	SERVICE	FIRST 10-20 HOURS	EVERY 25 HOURS ¹	EVERY 50 HOURS	EVERY 100 HOURS	EVERY 300 HOURS or ANNUALLY	EVERY 2 YEARS
Engine Oil & Filter	Change	X	X	X			
ZF Transmission Fluid	Change	X				X	
Walters V-Drive Oil	Change	X				X	
Engine Coolant	Change						X
Spark Plugs*	Replace					X	
Engine Timing*	Check	X				X	
Engine*	Tune Up					X	
Flame Arrestor	Clean/Change				X		
Belts	Inspect	X			X	X	
Shaft Alignment	Check	X				X	
Spark Plug Wires*	Inspect					X	
Raw Water Pump Impeller	Inspect				X	X	Replace
Breather Hose*	Clean					X	
PCV Valve*	Replace					X	
Starter Bendix*	Grease			X		X	
Heat Exchanger	Inspect/Clean					X	
Zinc Anodes	Inspect			X			

* Services best accomplished by your Indmar dealer.

Winterization & Storage



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Winterization and Storage

Your boat requires special preparation before storing it for long periods of time or putting it away for winter to prevent damage to the boat. Since storing your boat for winter is an annual event, it is a good time to perform the annual maintenance at this time as well. Check with your local authorized Gekko dealer's service department regarding the boat's needs to determine if this is the appropriate time for annual service.

Without proper preparation, storage for long periods of time (at any time of the year) may cause harm to various components of the boat and drive train. Also, if the boat has been stored in below-freezing temperatures with water inside the bilge or engine cooling system, including the ballast tanks, coolers, or any container or area in which water has been located, this condition may result in major damage from freezing.

Refer to the engine owner's manual for guidance regarding storage and winterization of the engine, transmission and components of the drive train.

The following procedures will help avoid most potential types of damage during storage for a period not to exceed five months. Because of the complexity of preparing a boat for proper winter storage, as well as the possibility of extreme damage to the drive train if a preparation error was made during winterization, Gekko recommends scheduling an appointment with an authorized Gekko dealer's service department to permit a technician to perform all winterization procedures.

General Preparation

Before starting you will need the following supplies:

- Gasoline stabilizer
- fuel filter
- low tack tape

Fuel System Treatment

Gasoline of all grades will separate with time, thus preventative measures should be taken for boats that will be unused for extended periods. In as few as two weeks, gasoline quality can deteriorate resulting in poor engine performance and shortened fuel system lifespan. Condensation that also occurs during boat storage further compromises fuel systems.

Following this procedure will help prevent fuel system problems for up to 1 year:

1. Fill fuel tank with fresh fuel to approximately 95% full. This will help limit oxygenation and adverse consequences of diurnal expansion and contraction of gasoline vapors.
2. Add biocide additive to limit gasoline microbial activity per the additive manufacturer's directions.
3. Add fuel stabilizer per the stabilizer manufacturer's directions. Fuel stabilizers only work with fresh gasoline and will not rectify oxygenated fuel.
4. Run the engine for a minimum of 15 minutes to insure the fuel conditioned with additives and stabilizers has fully circulated the fuel tank and the engine's fuel system. Of course, make sure the engine has an adequate water supply while running.
5. Vents may be sealed after running the engine to prevent water intrusion as well as gum deposits created by naturally occurring oxygen reacting with gasoline hydrocarbons. Ensure that the vent seals are removed prior to recommissioning the boat for proper engine performance and refueling.
6. Fuel in boats stored at temperatures above 80°F is more susceptible to potential gumming.



Fuel systems on all boats must be properly prepared for storage periods exceeding two weeks, as outlined in this owner's manual. Failure to do so will void the warranty.

General Power Preparation

1. Lubricate the throttle and shift links and cables with multi-purpose grease.
2. Remove battery from boat for winter storage. Batteries should be fully charged before being stored in a cool, dry location, protected from the elements and fully re-charged before being reinstalled in the boat. Never store batteries close to heat, spark or flame-producing devices.
3. Leave the engine box cover propped open about two inches to ventilate the engine compartment.

Winterization Preparation

1. Immediately after taking the boat out of the water remove the drain plug. After washing the boat from bow to stern, raise the bow of the boat slightly higher than the stern to allow any access water to drain from the bilge.
2. Thoroughly clean the hull, deck and interior of the boat. Cleaning the boat immediately after removing it from the water is much easier as any marine growth will still be wet versus dried to the boat. Allow a few days of air drying before storing to prevent mildew that results from trapped moisture.
3. Apply a coat of wax to the entire surface of the boat.
4. If your boat is equipped with a heater or ballast tanks/bags be sure to disconnect the hoses and drain any remaining water in the lines to avoid freezing. Any amount of water in these areas can cause significant damage that is not covered under warranty.
5. Prepare the engine for storage according to the engine operator's manual.

6. Perform all scheduled maintenance for the engine and boat equipment.
7. Turn off all electrical switches and breakers.
8. The use of pest or rodent repellents may help prevent damage to your boat during storage.
9. Cover the boat with a boat cover or tarp. If the boat is being stored outside and subject to snow, water or ice accumulation, a support should be made for the boat cover to prevent sagging, ripping or tearing, thereby allowing water to enter the boat.

Ballast System Preparation

To prepare your ballast system for storage or winterization, complete the following steps:

1. Attach a hose to the starboard side ballast hole that comes out of the deck at the rear end.
2. Place the other end of the hose into a gallon of non-toxic, anti-freeze.
3. Turn the pump on to empty and pump anti-freeze into the system until anti-freeze comes out of the thru-hull on the side.
4. Turn the pump on to fill and pump the anti-freeze back into the jug.

Re-activating the Boat After Storage

After your boat has been stored for a significant period of time, complete the following steps to ensure that your boat is back to operating condition:

1. Fully charge the battery and install it in the boat. Be sure to follow all safety precautions associated with changing batteries.
2. Follow the instructions provided in the engine owner's manual for reactivating the drive train.
3. Reinstall all drain and T-plugs in the boat to avoid unwanted intrusion of water.
4. If applicable, reconnect the hoses to your boat heater.
5. Check the engine compartment and bilge for signs of nesting animals and clean as necessary.
6. Check the entire engine system for fluid, oil and coolant levels. Add fluids as necessary.
7. Check the entire engine for cracks or leaks caused by freeze damage.

8. Check all hose clamps for tightness.
9. Grease the propeller shaft taper and install the propeller.
10. Perform the daily maintenance as noted previously in this owner's manual. If it was not done prior to storage, perform the annual maintenance as well.
11. With the boat in the water, cycle the key ON and then OFF for two or three times, allowing ten seconds between each cycle, before cranking the engine. This allows the fuel to pump to the fuel lines. Then start the engine. If the engine does not start, allow a two minute cool-down period for every thirty seconds of cranking. When the engine fires, keep watch over the gauge readings and check for any leakage or abnormal noises. Keep speeds low for the first fifteen minutes to allow the engine to reach normal operating temperatures.

As this process can often be very complex Gekko recommends that these steps be performed by an authorized Gekko dealer's service department.

Propeller Maintenance

Propeller damage can be caused by striking solid objects beneath the water. If the propeller is not rotating at the time it strikes the object, the damage is generally confined to one single blade. If the propeller is rotating at the time it strikes an object, the resulting damage is usually seen on all blades. Any type of damage calls for repair or replacement as a damaged propeller can cause the boat to drive incorrectly.

To check or repair your propeller, follow these steps:

1. Ensure the engine is OFF.
2. Clamp a small rule scale to the shaft strut, parallel to the shaft so that the end of the scale is $2/32$ - inches from the leading edge of a propeller blade.
3. Rotate the propeller slowly. There should be no more than $3/32$ - inch variance between the blades. If the propeller is damaged see an authorized Gekko dealer.

Storing on a Cradle or Blocks

When storing your boat on a support other than its proper trailer, be sure that the hull is supported properly to prevent any damage to the hull. The cradle or blocks should

be on a hard, level surface capable of supporting the combined weight of the cradle and the boat. When using blocks with jack stands, always use jack stands that are rated for more than the required boat load, making sure that they are securely positioned so they cannot move under the load. Use a minimum of three blocks to support the keel and each side of the boat where applicable. Use a minimum total of nine jacks and/or blocks. Position the boat to allow for adequate draining from rain or snow. Cover the boat to prevent the collection of rain, snow or debris. When using a cover, allow ventilation for residual moisture and condensation to escape. Never cover or plug the boat bilge drain hole.

Storing on a Trailer

When storing your boat on a trailer ensure that the trailer supports are adjusted to properly support the boat's hull. Repack the trailer wheel bearings with water resistant wheel bearing grease. Park the trailer and boat in a protected area, to reduce possible damage from the elements and surroundings. Loosen the tie-downs and winch line and ensure the boat is resting properly on hull supports. Lift the trailer and place blocks under the trailer frame to relieve weight on trailer tires and springs. Position the boat to allow for adequate draining from rain or snow. Cover the boat to prevent the collection of rain, snow or debris. When using a cover, allow ventilation

for residual moisture and condensation to escape. Never cover or plug the boat bilge drain hole.

Lifting

Lifting or hoisting a boat requires special equipment and experience. Do not attempt to lift or hoist your boat alone, only qualified and experienced persons should attempt to lift or hoist a boat, damage, personal injury or death can occur.

If the boat is to be removed from the water without a trailer, follow these guidelines:

- Cover the lifting cables with a rubber hose or other protectors to prevent damage to the fiberglass or gelcoat of the boat.
- Attach guidelines to the bow and stern to control movement.
- Use spreader bars and keep lifting pressure vertical to prevent side load damage.
- Keep the bow slightly higher than the stern to prevent engine damage.

Trailerding & Launching



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Gekko Trailers

The information in this owner's manual is intended as a basic guideline only. See the Trailer Operator's Manual for information for operation, adjustments and maintenance.

Before using your trailer, contact your local Department of Motor Vehicles for information on trailering regulations. Trailer regulations vary widely from state to state, and it is your responsibility to be in compliance with all regulations when trailering your boat.

Trailer registration, licensing, width, height, length, lights, safety chains, tie-downs, hitch type, weight capacity, brakes, spare wheels, vehicle mirrors and gross vehicle weight are all regulations that need to be followed.

Gekko uses Boatmate's tubular steel rolled A frame trailers what are NMMA and NATM certified and include a 5 year warranty. The trailers feature a detergent/iron phosphate frame pretreatment, DuPont epoxy primer and DuPont Centauri 5000 urethane top coat paint to ensure a great looking trailer for years to come.

If you still have questions after reviewing this information, be sure to contact an authorized Gekko dealer. It is important that any and all trailer operators possess as much knowledge as possible before operating a vehicle with a trailer attached.

Trailer Type

There are several different trailer types and styles for different uses and boats.

Trailer Class	GVWR
Class One	under 2000 lb (907 kg)
Class Two	over 2000 lb (907 kg) and under 3500 lb (1588 kg)
Class Three	over 3500 lb (1588 kg) and under 5000 lb (2268 kg)
Class Four	over 5000 lb (2268 kg)

Trailer Gross Vehicle Weight Rating

All trailers must display a Gross Vehicle Weight Rating (GVWR) decal, which shows the load-carrying capacity plus the weight of the trailer. Check the certification label attached to the front left side of the trailer. This will show the maximum load-carrying capacity of the trailer, it will also show the GVWR.



The total weight of your boat (fully loaded with fuel, batteries, water, etc), engine, gear and trailer must never exceed the GVWR.



Never tow with water in the ballast tanks or bags. Failure to empty ballast on the boat prior to towing can result in improper weight distribution, which can cause towing instability. This could cause the driver to lose control of the tow rig, resulting in serious injury or even death to the driver, any passengers and to other motorists.

WARNING

Do not tow with any gear in the tower racks, even if the gear appears to be secure. The racks are not designed to withstand air pressure from highway speeds. Gear may become dislodged, potentially causing damage to the boat of following vehicles.

Weight Distribution

Improper weight distribution can cause a boat trailer to sway from side to side as it moves down the highway, putting excessive strains on both the trailer and the towing equipment, which increases gas consumption and may potentially cause an accident. To help prevent fishtailing make sure that the weight load on the trailer is properly distributed.

A minimum of 5 percent and a maximum of 10 percent of the boat and trailer weight should be placed on the tongue.

Vehicle Towing Hitch

The towing vehicle must be able to safely pull the full trailer and boar load. The vehicle must have a towing hitch that is capable of safely handling the trailering load and tongue weight of the trailer.

There are two basic types of trailer hitches: a weight-carrying hitch and a weight-distribution hitch. It is recommended that you seek professional assistance when selecting the correct hitch and hitch ball for your towing application.

WARNING

A vehicle hitch that is underrated or improperly installed can lead to loss of control of the trailer and/or vehicle, causing serious personal injury or even death.

There are different classes of hitches that specify the trailer's gross trailer weight and maximum tongue weight for each class.

Be sure that the total weight of the trailer-boat rig does not exceed the hitch's load capacity. The maximum weight it can handle is stamped on the hitch.

WARNING

Never use a hitch that is not rated to pull the maximum weight of your trailering load or that is not rated for the maximum tongue weight that your trailering load applies.

Hitch Ball and Trailer Coupler

A trailer coupler connects to a hitch ball attached to the vehicle's towing hitch. The trailer hitch coupler must always match the size of the hitch ball. The correct hitch ball diameter for the coupler is usually marked on the trailer coupler.



WARNING

Never use a hitch ball size or rating that does not match the trailer coupler specifications.

Trailer hitch balls are sized and rated for use based on the trailer GVWR:

Trailer Class	GVWR	Hitch Ball Diameter Size
Class One	under 2000 lb (907 kg)	1-7/8 in. diameter size
Class Two	over 2000 lb (907 kg) and under 3500 lb (1588 kg)	2 in. diameter size
Class Three	over 3500 lb (1588 kg) and under 5000 lb (2268 kg)	2 in. diameter size
Class Four	over 5000 lb (2268 kg)	2-5/16 in. diameter size

Safety Chains/Cables

Boat trailers are equipped with safety chains or cables that prevent the trailer from completely detaching from the towing vehicle while under way. The chains or cables should be connected to the vehicle's hitch or frame and crisscrossed under the trailer tongue to prevent the tongue from dropping to the road if the trailer separates from the hitch ball. The chains/cables should be rigged as tightly as possible but with enough slack to permit full-free turning. Safety chains/cables must be rated at the same or greater weight as the trailer's GVWR. Never allow the chains/cables to drag on the ground when trailering. Attach the chains or cables properly and securely between the towing vehicle and trailer before trailering.

Breakaway Cable

Secure the breakaway cable to the bumper or frame of the tow vehicle as close to the center as possible, but to not attach it to the safety chains. The cable must hang

clear of the trailer tongue and be long enough to permit sharp turns without pulling the cable and will not be applied unless the safety chains fail.

Trailer Winch Assembly

A trailer winch is an aid to help load a boat onto the trailer. It is not recommended to use the winch as the sole method for loading a boat onto the trailer.

Prior to each use of the winch, check for the proper ratchet operation. Do not use the winch if it is damaged. Do not use the winch handle as a handle for pulling or maneuvering the entire trailer or other equipment. Never pull on the winch handle against a locked ratchet.

Never exceed the rated capacity of the winch. Excessive loads may cause premature failure. Never apply a load on the winch with the strap fully extended. Keep at least two full turns of the strap that is on the reel. If a strap becomes frayed or worn, replace it immediately.

A heavy grease should be applied to the gears to provide a free-running drive and to minimize the effort you have to expend to crank the boat onto the trailer.



Swing Tongue

Most trailers today are equipped with a swing tongue. Ensure the swing tongue is folded fully forward, the pivot pin is installed, and the keeper pin is installed in the bottom of the pivot pin before towing. When folding the swing tongue open or forward to

the fully closed position, be sure that the brake hose is not kinked or pinched in any way. A pinched or kinked brake hose will cause the brakes to drag and overheat. The pins and fasteners are special items. Any component replacement or adjustment of the swing tongue should be performed by your authorized Gekko dealer.

Towing Vehicle

The towing vehicle that you choose to pull your boat and trailer must be able to pull the full trailer and boat load. Never pull a trailer load that exceeds the vehicle's towing capacity; you risk losing control of the trailer and/or vehicle. Always check your vehicle operator's manual for maximum towing/trailing load specifications and maximum gross vehicle weight specifications that include the fully loaded trailer before trailering.

7-Pin Wiring Connector

The towing vehicle must have a seven-wire connector in order for the disc brakes and trailer lights to function properly. It is important for the seven-wire connector on the trailer to be properly connected to the seven wire connector on the tow vehicle. Without the proper connection the disc brakes and trailer lights will not work.



How to Attach the Trailer

To connect the trailer to the towing vehicle, open the coupler mechanism. To open a UFP coupler remove the hitch pin from the hole in the side of the coupler. Push the button on the top of the handle to the side. While holding the button to the side, raise the handle by lifting the front with two fingers. The coupler should unlatch easily.

Slowly back the vehicle up until the hitch ball is under the coupler. This process can be easier with a watch person beside the trailer directing the driver.



Do not move the trailer to the tow vehicle. When the trailer is moved without a tow vehicle the brakes will not work.

To close the coupler place the coupler over the ball, lower the coupler and close the handle. An audible "click" will be heard. The handle should close with finger pressure. Then place the hitch pin into the pin hole. If the pin does not slip easily into the pin hole, the coupler latch is not completely closed. When the coupler is attached to the hitch ball be sure the coupler completely covers the hitch ball and the lift handle will not open without pushing the push button on the side or pulling up on the trigger.



You must install either the hitch pin that is supplied or a padlock into the hitch pin hole before towing to prevent the coupler latch from accidentally opening.



Do not tow the trailer with the handle open or if the latch handle will not remain closer. Check to see that the coupler is locked. Lift on the handle without pushing the button to the side. If the handle opens, the hitch

ball is not the right size, shape or the latch parts have been damaged. If the latch is damaged, contact an authorized Gekko dealer for assistance.

Trailer Lights

Gekko's LED trailer lights deliver the most brilliant intensity combined with waterproof housings that deliver maximum safety and long life.



WARNING

Before each use be sure that all trailer lights are in proper working order to reduce the risk of serious injury, death and/or property damage.

Wheels

Trailer wheels and tires require more attention than that of a vehicle, because they are frequently exposed to water. The three major items that need attention are lug nuts, lubrication and tire pressure. The proper torque on the lug nuts attached to the wheel bolts must be maintained. Loose lug nuts can cause a wobbly wheel or even cause you to lose a wheel. Check the lug nuts before each trip. The wheel bearings should be lubricated at all times and inspected before each use.

WARNING

Ensure that all lug nuts are secure prior to every time the trailer is towed. Failure to do so can cause a wheel to disengage from the hub. This can cause damage to the trailer that may not be covered under warranty, and serious injury or even death to the driver, passengers and/or other motorists.



Routine maintenance and cleaning is necessary to prevent against damage that is not covered by warranty. The trailer and wheels should be washed weekly during boating season, and after every use if the trailer has been submerged in salt or brackish water. Use a soft brush, mild detergent and/or a mild degreaser. A spray on wheel cleaner may also be used. Be sure that any cleaners used specifically indicate use on aluminum. Never clean the wheels when they are hot. Allow the wheels to cool or cool them with running water. Lastly, it is important to seal the wheels with a sealant that reduces static and resists break dust.

Tires

The most common cause of tire issues is under-inflation. It is important to maintain the correct air pressure as indicated by the tire manufacturer on the tire's sidewalls. Always check the tire pressure when the tires are cold. Tires heat up and the air pressure increases after traveling short distances. For safety, always carry a spare

wheel and tire in care of unexpected or sudden issues with a tire. When trailer tires become worn or damaged, replace them with new tires.

During storage maintain the proper tire inflation, protect tires from UV rays and direct sunlight, and relieve the load on the tires by supporting the trailer frame with concrete blocks or jack stands.



WARNING

Keep tires properly inflated. Inspect each tire's pressure before each use. Refer to the tire sidewall for proper inflation levels. Failure to maintain the correct tire pressure may result in tire failure and loss of control which may result in serious injury or death and/or property damage.

Trailer Brakes

Requirements for trailer brakes vary from state to state. Some states require any trailer of 1500 lb (680 kg) or more to have trailer brakes. Check with your state and local authorities for more information on regulations in your area.

There are three basic types of trailer brakes; electric, hydraulic surge and air-actuated. See your trailer operator's manual for more information on whether your trailer has brakes, operation, adjustments and maintenance.

Trailer Jack

When lifting the coupling of a loaded trailer from the hitch ball, and for movement of the trailer when it is disconnected from the towing vehicle, Gekko recommends using the trailer jack. Rotate the trailer jack to the vertical position and engage the locking pin before placing a load on the trailer jack.

The drive gear and the rack and pinion of the trailer jack should be greased and the coaster and wheel bearings should be oiled frequently to keep the trailer jack in good operating condition.

Failure to swing up the trailer jack and snap into towing position before towing may result in damage to the trailer.

WARNING

Failure to engage the locking pin may result in the collapse of the jack stand, which could cause serious injury or death.

Trailer Guidelines

Follow these guidelines when trailering:

- Always follow the trailering laws and regulations in the state in which you are traveling.
- Make a short trail run to become familiar with the trailer's handling characteristics before the first major trip.
- Maintain a safe speed while trailering.
- Before leaving check the trailer and vehicle brakes for proper operation and fluid level.
- Be sure that your trailer has no damage prior to departure.
- Never attached the trailer to any device between the trailer and the tow vehicle.
- Fasten the bow of the boat to the trailer with the bow winch line connected to the bow eye and bow safety chains.
- Use an additional tie-down strap across the rear of the boat from side to side to further secure the stern if necessary.
- Secure the stern of your boat to the trailer from the stern eyes.

- Be sure that all strapping material is in good condition with no wear.
- Check that both trailer and vehicle running, brake and signal lights are in good working condition.
- Drive with the vehicle and trailer running lights on.
- Remove any covers or bimini tops that are not designed to stay on boats at highway speeds.
- Never trailer your boat with equipment in the board racks.
- See the engine operator's manual for engine-related trailering information. Continuous road shocks may fatigue the boat steering system.
- Carry a fire extinguisher in your towing vehicle.
- Drive slowly over road bumps or rough terrain.
- Additional space and distance are needed when turning with a trailer attached, use caution when turning.
- Avoid sudden steering maneuvers.
- When trailering your boat from lake to lake be sure to thoroughly clean the boat below the waterline, remove all weeds and algae, and drain the bilge and livewells before launching the boat in a new body of water to ensure that you are not unknowingly introducing foreign aquatic species from one lake to the next.
- Check the lights on the trailer for proper function.
- Make sure the tow vehicle has side view mirrors that are large enough to provide an unobstructed rear view on both sides of the vehicle.
- Signal your intentions.
- Conserve fuel.
- Do not tailgate.
- Always be courteous to other motorists on the road.

Backing Up

If you have never towed a trailer before, take time to practice and become familiar with backing up your boat and trailer. Follow these guidelines when backing a trailer:

- Back up slowly and make small steering adjustments.
- Turn the car wheels in the opposite direction of where you want the trailer to go.
- After the trailer begins moving, turn the car to follow it.
- Have a second person assist you outside of the vehicle with audible and hand signals.

Launching

Every boat owner develops his or her own launching technique. Until it becomes habit, here are a few helpful tips.

Before launching, inspect the launch ramp first. Ramps can be slippery and dangerous to drive or walk on. Be sure to check how steep the ramp is and if the surface is firm enough to support the weight of the trailer and tow vehicle. The ramp may have unseen drop-offs beneath the water that could pose a safety hazard, to avoid any issues check the depth of the water at the end of the ramp. Always be aware of water conditions and the effects of the wind when launching.

Use courtesy when preparing the boat for launching by doing so away from the ramp on level ground before proceeding to the ramp. During this time install the drain plugs, detach the trailer tie-downs, remove the boat cover, verify that the battery is fully charged and the fuel level is full, check for all required documentation and safety equipment, and make sure the trailer is securely fastened to the tow vehicle.

When launching, if possible have someone stand to one side of the ramp to provide directions. Slowly back the trailer down the ramp. Keep the trailer and vehicle as straight as possible and at 90 degrees to the shoreline. Slowly back the trailer into the water until the trailer tire wheel well is about even with the surface. Stop the vehicle and shift into Park (automatic transmission) or first gear (manual transmission). Apply the brakes and/or parking brake. Shut off the tow vehicle engine. Unlock the safety chains and winch hook; then back the boat off the trailer and secure to the dock. Release the vehicle brakes and pull the trailer slowly out of the water and park in a designated area. Board the boat, run the bilge blowers as required and see the engine operator's manual for starting procedures. Once you have started the boat, untie the boat from the dock and proceed slowly away from the dock.

To re-load the boat on the trailer, stop, turn off the boat and secure it to the dock at a position clear from where the trailer will be in the water. Make sure the trailer is securely fastened to the vehicle. Back the trailer slowly down the ramp until it is positioned so that the boat can be loaded.

Before loading, clean any dirt or sand off of the rollers and bunks. Sand on these can abrade the boat's bottom while on the road. Be sure to back in and completely

wet the trailer bunks, then pull forward to the loading position. Position the boat on the center of the trailer and drive it onto the trailer at a slow pace.

Be certain all the boat tie-downs are properly fastened down before departing the launching ramp area.

Warranty

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Limited Lifetime Warranty

Team Solara, Inc. DBA Gekko Boats, herein after “Gekko Boats” warrants to you, the first retail purchaser of a new boat bought from a factory authorized dealer, that it will repair or replace defects in materials or workmanship that occur and are reported to your factory authorized dealer within the applicable Warranty Periods set forth below, subject to the terms, conditions and exclusions ("This Warranty Does NOT Cover") set forth below. Your acceptance of delivery of the warranted boat constitutes your acceptance of the terms of this limited warranty. For this warranty to become active, warranty card must be completed and postmarked for return to Gekko Boats, 700 Paul Larson Memorial Dr, Little Falls, MN 56345, within 3 business days of the original purchase date.

There are no warranties other than those contained herein, unless otherwise required under applicable law. For boats sold in the US, this warranty gives you specific legal rights: you also may have other rights, which vary from state to state. For boats sold in EC member states, the Owner has legal rights under applicable national legislation and the Consumers Protective Directive 1999/44/EC of the European Parliament and of the Council of 25 May 1999 governing the sale of consumer goods, and those rights are not affected by this Limited Warranty; any claim that the boat was nonconforming at the time of delivery must be made within two (2) years from the date of delivery.

WHAT WARRANTY COVERS: DEFECTS IN WORKMANSHIP AND MATERIALS

Structural Warranty: Defects in the hull deck, stringers, floors: Limited Lifetime Warranty.

Component Warranty: Defects in factory installed non-structural parts and components: Five (5) year Warranty.

Gelcoat Warranty: One (1) year warranty

WHAT WARRANTY DOES NOT COVER:

- A boat purchased from anyone other than an authorized Gekko dealer.
- A boat, including its components that have been altered or modified.
- The installation of any equipment by a dealer or any other installer.
- Engines, drive train, underwater gear, controls, propellers, batteries, appliances and other equipment or accessories that are not manufactured by Gekko Boats, whether or not warranted by other manufacturers.
- Paints, varnishes, gel coat surfaces and colors, finish distortions, chrome plated or anodized finishes, floor covers and any other surface coatings.
- Gelcoat discoloration, blisters, bubbles or cracks.
- Gelcoat blistering caused by adverse water chemistry or leaving boat in water for prolonged periods.
- The cost of removal or reinstallation of parts or disassembly of units to repair or replace components covered by this warranty.
- Any boat which has been misused, used in a negligent manner, used for racing, used for rental, charter, demo, military, rescue, fire, safety, medical, police, law enforcement, patrol, or similar governmental use; or other commercial purposes, used without normal maintenance, operated contrary to any instruction furnished by Gekko Boats, or operated in violation of any governmental or agency laws, rules or regulations.
- Any boat used for speed, competition or performance demonstration.
- Any boat that has been altered, modified, repaired or replaced so as to increase the cubic inch capacity of horsepower output of the engine and boat as originally manufactured.
- Any representation relating to speed, range, fuel consumption or other estimated performance characteristic.

- Loss of time, inconvenience, boat payments, retail charges, improper lifting or trailering, travel expense, loss of use, in-and-out-of-water charges, towing and storage charges, loss of or damage to personal property, commercial loss, consequential, special or incidental damages, or other remedies not specifically allowed.
- Dealer preparation, cleaning, final adjustments and alignments in preparing the boat for delivery or commissioning.
- Leakage around windshield, hatches, canvas, drive train or other designated openings.
- Fit and adjustment of exterior canvas tops, enclosures and weather covers.
- Sacrificial deterioration of anti-fouling paint or zinc anodes.
- Cosmetic and or damages resulting from improper care and maintenance by dealer prior to Consumer purchase or by consumer are not covered.
- Any Gekko boat that has not been stored or trailered properly or failure to support the hull adequately can result in distortion and reduce performance and will void warranty.
- All component parts and accessories not manufactured by Gekko including but not limited to engines, gear trains, drive trains, transmissions, propellers, shift and throttle control levers and cables, pumps, blowers, windshields, canvas, upholstery, batteries, instrumentation and steering systems. However, where any such items are warranted by a component manufacturer, Gekko will, if possible, furnish the warranty document to the owner.

The company reserves the right to improve its products through changes in design or material without being obligated to incorporate such changes in products of prior manufacture.

The applicable Warranty Period runs from the date of delivery to the first retail customer. All warranties run concurrently. This warranty extends only to the first retail purchaser, but certain limited warranty coverage may be transferred to a second owner of a used boat who buys it for personal use from a factory authorized dealer or from the first retail purchaser by completing a Warranty Transfer Application and payment of a transfer fee of \$500. Transferred warranty coverage is limited to structural defects in the hull (limited to 10 years from the effective date of the original warranty coverage) and factory installed non-structural parts and components (limited to 2 years from the effective date of the original warranty coverage), and subject to the

remaining terms, conditions, limitations and exclusions set forth herein. The Warranty Transfer Application and transfer fee must be received by the factory within 30 days of purchase by the Second Retail Purchaser. Proof of purchase is required. The warranty may only be transferred once.

This limited warranty is the sole and exclusive express warranty from Gekko Boats. To the fullest extent allowed by law, all implied or other warranties (INCLUDING ANY IMPLIED WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE) are excluded and disclaimed and excluded. If any implied warranty of merchantable quality or fitness is required under local law, all remedies shall be subject to the terms and conditions set forth herein to the fullest extent allowed under applicable law. If applicable law does not allow the exclusion or disclaimer of certain implied or statutory warranties or remedies, then any such implied warranties and remedies shall be limited in duration and scope to the term of this limited warranty or the minimum allowed under applicable law. For boats sold in the US, some states do not allow limitations on how long an implied warranty lasts, so the above limitation may not apply to you.

Your sole and exclusive remedy is the repair or replacement, at Gekko Boats's sole option, of parts and components covered by this warranty, and does not include incidental or consequential damages that are specifically DISCLAIMED and EXCLUDED from warranty coverage. For boats sold in the US, some states do not allow the exclusion or limitation of incidental or consequential damages, so this limitation or exclusion may not apply to you. This boat, including any alleged defective part, must be returned to an authorized dealer within the applicable warranty period to obtain warranty service. The authorized dealer will carry out the warranty procedures on the owner's behalf. All warranty work will be performed at an authorized dealer, another repair facility that Gekko Boats selects or the factory, at Gekko Sport's option. The owner is responsible for the expense associated with transporting the boat to and from the repair facility. Any legal action alleging a breach of warranty must be brought within one (1) year from the date the alleged breach first occurred, regardless of the time remaining in the applicable warranty period.

This document contains the entire warranty given by Gekko Boats. Gekko Boats does not authorize any person or persons, including authorized dealers, to change the terms of this express limited warranty, which is Gekko Boats's only warranty.

Gekko Boats reserves the right to change or improve the design or manufacture of boats without obligation to modify any boat previously manufactured.

Warranty Service

Gekko Boats
700 Paul Larson Memorial Drive
Little Falls, MN 56345

Phone: 888-242-6991

Email:

Gekko Boats Website

Visit us at : www.gekkoboats.com