American Marine Sports

Owner's Manual

Key Points To Remember

- Always fasten drain plugs in transom.
- Vessels with castnet storage box should be plugged using the large two inch rubber plug provided by the manufacturer. (Replacement plugs available through dealer).
- All fuses and breaker panels are located in console.
- Main battery switch should be turned off after each use to avoid possible battery depletion.
- In the unlikely event of bilge pump failure, all pumps are interchangeable.
- All vessels using hydraulic jack plates have a mercury switch to prevent over trimming engine, which will damage transom or steering assembly when the jack plate is in the down position.
- Livewells have high speed pick ups and will continuously feed water into livewells, even when livewell switches are in the "Off" position. To prevent water from entering these compartments, the seacock, which is located inside the hull, must be closed.

Switches

Power Switch- This is the vessels main power switch which supplies power to all electrical systems in the vessel except the auto bilge pump and the trolling motor. To utilize the vessels systems and electronics, move this switch to the "On" position. To prevent drainage of the vessels main battery, always move this switch to the "Off" position when the vessel is not in use.

Bilge Pump- Most A.M.S. vessels are equipped with two bilge pumps. These pumps remove water accumulated in the bilge area. When in the "Off" position, an auto pump that is wired directly to the vessels main battery will activate when there is sufficient water present to raise a float switch. The pump will remain on until the water is removed, allowing the float switch to drop back down, thereby shutting off the pump. This pump will operate regardless of the position of the vessels main power switch, since it is wired directly to the battery. In the event water continues to be present, the pump will continue to cycle as long as the battery has sufficient power. When in the "On" position, this pump removes water from the bilge area.

Navigation/Anchor Lights- This switch will activate the vessels running/anchor lights located at the stern and bow of the vessel. In low light conditions and when underway, place this switch in the navigation position "NAV". When at anchor the switch should be placed in the anchor position "ANC". Follow all local, state, and Coast Guard regulations in reference to the "NAV" and "ANC" lights, and never operate the vessel at night or in poor conditions without utilizing the "NAV" lights.

Battery Switches- These switches are standard equipment in all A.M.S. products and will be one of two types. Type one is a simple "ON/OFF" switch. Common on single engine vessels, this battery switch will turn all systems electronically off. The only exception is the auto bilge pump, which is wired directly to the battery. This allows for the bilge to operate regardless of switch position, providing added protection when the vessel is not in use. The second type switch has the positions "1", "2", "All", "Off". This allows the user in a single engine vessel to select one of two different batteries to start the vessel's engine and operate accessories.

Trolling Motors- The front deck of most AMS skiffs or models have been engineered and designed to accept the use of trolling motors. Trolling motors have their own designated wiring system separate from the vessels electrical harness.

Safe Ignition Stop Switch- Also referred to as a "kill switch", this switch is located as the helm of all AMS models and includes a lanyard that should always be securely attached to the driver on one end and the stop switch at the other. Anytime the vessel is underway this procedure should be followed. In the event that the driver is dislocated from the helm, the lanyard will pull free from the switch shutting off the vessels engine/s. It is our recommendation that your vessel should only be operated when the safety ignition stop switch is being used properly.

Steering Systems

Hydraulic Steering- AMS vessels are equipped with Teleflex Sea Star Hydraulic steering. This system will provide years of safe, reliable performance with a minimum of service. These Teleflex steering systems have been designed with protection against over-pressure situations by a pressure relief valve. Occasionally when returning the wheel from a hard-over position, a slight resistance may be felt and a clicking sound may be heard. This should not be mistaken as a fault, as it is a normal situation caused by the release of the lockspool.

Electrical Systems- The 12-volt DC electrical system is a 12-volt, 2-wire, negative ground type. The hot wire is positive, feeding the lights, pumps, and other electrical components of the vessel itself. The negative return is by an insulated wire to the negative terminal of the vessel's battery. Separate batteries are typically used to power trolling motors.

Vinyl Care-

AMS Approved Cleaning Substances

Vinyl Finish Vinyl Cleaner, Dish soap (Dawn, Ivory), Fantastik, 303 Aerospace Protectant

DO NOT USE

Formula 409, Murphy's Oil Soap, Simple Green, DC Plus, Armor All, Top Coat Sealant, Son of a Gun, Orange 88 Degrease, Roll Off, Bleach/Baking Soda, Turtle Wax, Tar Remover, APCO, Harbor Mate

NOTE: There is a bottom drain in the sump area of each well. This drain should be plugged with a stopper provided, in order for the well to retain water being pumped in up to the overflow level. If the plug is left out, live well water will continue to seek its level with that outside the vessel, and when the vessel is put on plane, the well will then begin to empty. Always keep the bottom sump drain plugged when the live well is in use. This bottom drain also serves as a back-up drain to remove water in the event of an unlikely power failure or pump failure. The drain exits the vessel through the transom. Livewells are neither designed, nor intended to be used as dry storage areas.

Routine Maintenance

Your A.M.S. was designed to provide the most maintenance free boating experience possible. To keep your vessel in top shape for a lifetime we recommend you follow the Maintenance Guidelines listed below. For more maintenance and service tips please call your local A.M.S. dealer.

Fiberglass- When you remove the vessel from the water, clean it as soon as possible. Dirt, debris and grime will come off easier while it is still wet. Use a brush and biodegradable vessel cleanser. Stubborn areas may be cleaned with a non-abrasive cleaner. Harsh abrasives and chemical cleaners are not recommended as they can damage the gelcoat, shorten its life, and make it more susceptible to stains. When used in saltwater, the vessel should be washed after each use. NOTE** Do not use any cleaners containing ammonia or with extremely high or low PH levels as this will effect condition of gelcoat.

The hull should be waxed periodically, at least once a year, with a high quality wax. This will keep it shiny looking and help prevent chalking and aging. The wax will also make it easier to keep clean by closing the pores that trap the grime.

⚠	If the vessel is to be kept in freshwater or saltwater for an extended period, a proper barrier coat and bottom paint must be applied to prevent possible gelcoat blistering.
⚠	Do not wax non-skid areas. It could make them slippery and increase the possibility of injury.

Stainless Steel Hardware- The stainless steel hardware on a vessel should be cleaned and washed after each use, especially in salt or polluted water. While it is stainless it is not stain-proof. If it is not cleaned, it can develop surface rust stains. It can be protected with a high quality automotive or vessel wax. It can also be protected with a commercial metal cleaner and protectant.

Anodized Aluminum- The aluminum can be maintained with a regular washing with soap and water. Otherwise it can develop a surface corrosion, which can penetrate the anodizing and attack the aluminum underneath. If badly scratched, it can be repaired with an aluminum or silver paint.

Chrome Hardware- Use a good metal polish and protect with wax. This should be done every couple of months or as soon as you notice any finish deterioration.

Plexiglas- Do not use products with ammonia on your Plexiglas windscreen. It can damage the surface and reduce its transparency. A mild soap and water or non-ammonia cleaner will work well. In addition to ammonia, cleaners should not be used which contain solvents, acetone, or alcohol.

Upholstery- Soap and water should be periodically used to clean the vinyl. Vinyl protector products can make the seats slippery, which may not be desirable. When cleaning the vinyl, be gentle. Do not use cleaners that contain ammonia, acetone, strong solvents, or powdered abrasive cleaners. They can damage and shorten the vinyl's life.

Sump Area- Your A.M.S. has a bilge area in the after part of the vessel. This can be maintained well by periodically using a vessel bilge cleaner. Follow the directions carefully.

Engine- If you have a new engine with a built-in flushing device, the engine may be flushed without cranking. If the engine does not have a built-in flush device, one may be purchased to fit.

To flush the engine, after connecting a water hose to the proper connection, turn on the water. Put the engine control in the idle position and crank the engine. Only let it run a couple of minutes. The gear case is water-cooled and is not designed to run out of the water for extended periods.

The exterior of the engine will respond well to a good quality wax. This should be re-applied every several months as the marine environment is a very harsh one and the constant sun exposure will deteriorate your motor's finish. Consult the engine manufacturers owners manual for specific instructions. In areas

⚠	Do not crank the engine without water running. Water acts as a coolant and also a lubricant for the water pump.
⚠	Do not rev the engine when flushing; idle speed is sufficient!

where there is a conflict between this manual and the engine manufacturers manual, the engine owners manual will take precedence.

Seasonal Maintenance

Engine

Refer to your engine manual for any specific information pertaining to your engine. For the fuel system, add a fuel stabilizer to a full fuel tank as per the stabilizer's instructions. Run the engine for a minimum of 10 minutes to allow the fuel stabilizer to reach the engine.

- Wax the engine exterior.
- Remove the engine cowl and spray the engines powerhead with a non-conductive lubricant spray. Do not spray directly on joints that are lubricated with grease as some lubricant sprays may dissolve grease.
- Grease all external fittings on the engine and steering system. Use a grease that is consistent with engine manufacturers recommendations.
- Change the engine lower unit lubricant. This will remove contaminants that may have built up throughout the vesseling season. This is also a good time to check for lower unit seal problems. If there is a leak, have it repaired by your dealer.
- Remove the propeller and grease the propeller shaft. Inspect the shaft and propeller for unusual wear or signs of deterioration.

Hull

- Wax the entire vessel. The hull will maintain its factory delivered luster much longer if waxed at least once a season. The inside of the vessel, which is subject to the sun's direct rays, will also respond well to a good coat of marine wax.

⚠	DO NOT wax the non-skid surfaces.

- Remove the hull plug so the sump area can breath.

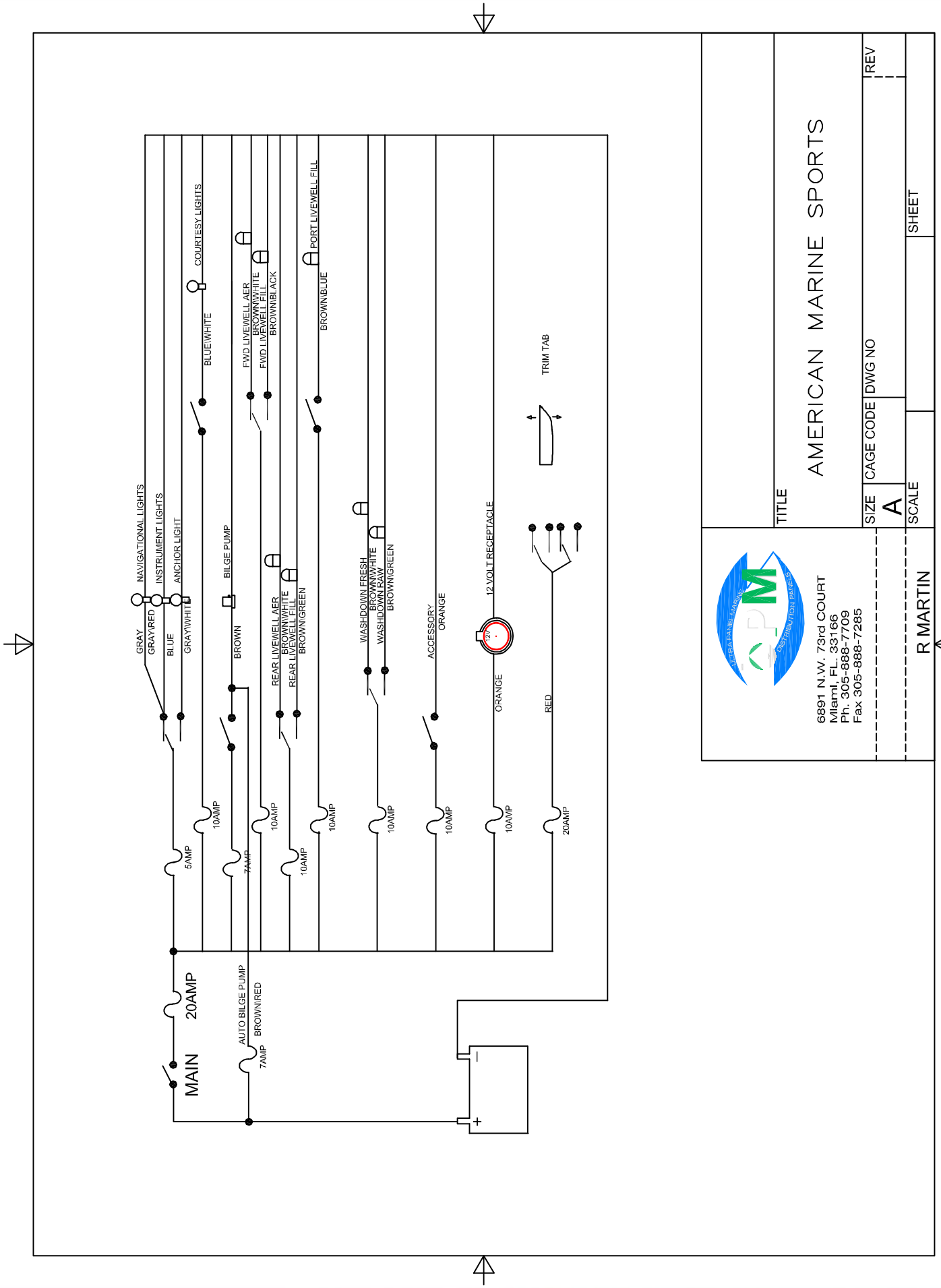
Storage

- It is best to store the vessel inside, however if inside storage is not available, use the following guidelines in order of preference
- Under awning with no vessel cover
- Outside under a vessel cover. (Vessel cover should allow ample ventilation and be removed periodically to allow moisture to evaporate avoiding mildew growth and staining.

Trailer

- Check the wheel bearings for water. Clean and repack/ replace as necessary.
- Check the tires for proper inflation.
- Try to store the vessel and trailer with the bow slightly elevated so it will drain.

If possible, cover the vessel so that the sun will not deteriorate and tree sap and other environmental hazards will not damage the deck or upholstery. If covered, make sure to let air circulate so mildew will not build up. If in a high snow or rain area, make sure to properly support the cover to sustain and shed the load.


MAIN 20AMP
AUTO BILGE PUMP 7AMP BROWN/RED
NAVIGATIONAL LIGHTS GRAY GRAY/RED 5AMP
INSTRUMENT LIGHTS BLUE 10AMP
ANCHOR LIGHT GRAY/WHITE
COURTESY LIGHTS BLUE/WHITE
BILGE PUMP BROWN 7AMP
FWD LIVEWELL AER BROWN/WHITE 10AMP
FWD LIVEWELL FILL BROWN/BLACK
REAR LIVEWELL AER BROWN/WHITE 10AMP
REAR LIVEWELL FILL BROWN/GREEN
PORT LIVEWELL FILL BROWN/BLUE 10AMP
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WASHDOWN RAW BROWN/GREEN
ACCESSORY ORANGE 10AMP
12 VOLT RECEPTACLE ORANGE 10AMP
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