

Mahogany

Classics

OWNERS MANUAL

Mahogany Classics
Owners Manual

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OPERATION

Launch

Boat launching and retrieval is carried out by use of a custom designed trailer. During launching from a trailer, if the unloading ramp is steep or the trailer bed tilted, the boat may enter the water rapidly and at a steep angle. This may force water through the exhaust system into the cylinders. The more weight on the transom, the more likely this will occur.

The transom may also be swamped when slowing down rapidly, backing up rapidly or stopping suddenly; thus causing water to enter the exhaust system.

Starting, Shifting and Stopping

Before starting engine:

- ✓ Turn on the bilge blower switch, located on the panel, or open the engine hatch and leave open while starting engine
- ✓ Observe all gauges to check condition of engine
- ✓ Check for fuel, oil, water, fluid and exhaust leaks
- ✓ Check shift and throttle control operation
- ✓ Check steering operation
- ✓ Do not start engine without water being supplied to the pickup pump

An ignition switch controls the start and stop operation of the engine. In addition, a Neutral Safety Switch has been installed to prevent starting the engine while in gear. A Battery Isolator Switch has been installed in the engine compartment to disconnect power from the engine when required.

Do not operate starter motor continuously for more than 30 seconds.
Press button on side of shift to idle up while in neutral.

To start the boat's engine and to activate the throttle for engine warm up, the control handle must be in the neutral position. Neutral can be found by rotating the handle (by grasping the knob or stem) until the handle locks in position and cannot be rotated in either direction.

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Starting, Shifting and Stopping (continued)

Push in the button with your left hand; while grasping the umbrella and knob with your right hand, pull the umbrella up towards the knob. While still holding the button and umbrella, advance the handle forward or rearward to put the control in warm-up throttle mode.

Once in this mode, the button and umbrella can be released. The throttle can be adjusted by simply moving the control handle away from the neutral position to increase throttle and towards the neutral position to decrease throttle.

Returning the handle to the neutral position will disengage throttle warm-up.

The movement of the control handles controls operation of the shift and throttle. Push the control handle forward from neutral with a quick firm motion to the first detent for the forward gear. At this point, the control has engaged the gear and automatically entered the throttle mode where further advancement of the handle will increase the throttle. Continue pushing forward to increase speed. Once in throttle mode, it is no longer necessary to pull on the umbrella. Pull the control handle back from Neutral with a quick firm motion for reverse gear. Continue pulling back to increase speed. To shift out of gear, move control lever to Neutral and allow engine to drop to Idle speed. If engine has been running at high speed for long period, allow engine to cool by running at Idle for 3 – 5 minutes. Turn ignition key to OFF.

To avoid possible ingestion of water that can damage engine components, do not turn the ignition key off when the engine is running above Idle speed.

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THINGS TO REMEMBER

- ✓ After boat has been shipped, tighten the side glasses on the windshield
- ✓ Ensure the sea cocks are open before starting Ignition. The water pump impellers will only last a few minutes running dry
- ✓ The drain plug under the second seating floor area must be tight
- ✓ The negative (-) lug on the battery must has to be tightened
- ✓ Never dry run the engine
- ✓ Cupholders are made to fit the inside of the gunnels
- ✓ Switch for the Bilge Pump must be pulled and ignition in the run position for the pump to work. If there is enough water in the Bilge, the switch will float and engage the pump
- ✓ Ensure the engine hatch latches are pushed all the way down to be secure
- ✓ Do not tie off the boat by the skein chocks

CONSTRUCTION SPECIFICATIONS

Boat Construction & Finish

Mahogany Classic boats are designed with a touch of class and built individually from scratch 24 feet long, 7 feet wide, weight 3800 lbs. Each boat has a custom designed trailer. Length of boat with the trailer is 29 feet. All boats consist of epoxy coatings with stainless fasteners. This assures water tightness and eliminates the need for soaking or caulking seams.

Framing: White Oak, LOA 24 feet, LWL 23 feet, Beam 7 ft 1 in,
Seating capacity 8-9 persons

Bottom: Brazilian Mahogany planking, double layered epoxy and
stainless steel fasteners
Epoxy paint two-part system

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Boat Construction & Finish (continued)

Sides/Deck: Seven Brazilian Mahogany planks each side, double layered, epoxy and stainless fasteners, 2" lath inner sides, solid mahogany carlings, molded mahogany trim around deck openings, raised flooring in storage compartment below seating

Hardware: Chrome plated bronze and polished stainless hardware, custom design polished stainless stem and cap, custom design chrome bronze windshield

Windshield: Each windshield, for individual boats, is custom designed by Mahogany Classics. It is manufactured with bronze material, chrome plated, 6 mil laminated safety glass

Steering: Grant Signature Collection Edition steering wheel with Teleflex safe steering gear

Vinyl: The seat coverings are made of a quality Hampton decorative melohide fabric, manufactured to meet flammability requirements and easy maintenance

Fasteners: All stainless steel

Finish: Highest quality Sikkens marine paint and varnish

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EQUIPMENT SPECIFICATIONS

Engine:

5.7 litre Mercruiser
269 hp "Ski" Model marine motor
2 barrell carburetor
Direct raw water cooling system
Borg Warner 71C Velvet Drive Transmission with 1:1 drive ration
Water pickup system bronze w/screen 1 ¼"
Refer to the enclosed Mercury Marine Manual for full engine specifications

Audio Warning System

The audio warning system horn will sound if one of the following occur:

Engine oil pressure too low
Engine temperature too hot
Transmission fluid temperature too hot

Caution: To avoid engine damage, do not operate engine once the horn has sounded except to avoid a hazardous situation. The Audio Warning System will protect the engine from damage. It is designed to warn the operator that a problem has occurred.

Fuel Tank

All stainless steel with a volume of 96 litres of gasoline

Battery

12Y – DC marine battery with 600 cranking amps and a battery stop switch

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Propeller

The propeller has been selected to allow the engine to run at its specified maximum rpm range with a normal load. It has been designed with a 15 degree pitch to perform at wide open-throttle operation

Michigan Manganese bronze

3 blade bored tapered for 1" stainless steel shaft keyway & key

LH Rotation, 13" diameter x 15 degree pitch

Note: Specified engine wide-open-throttle (WOT) and operating rpm range are listed in "Specifications" of the Mercury Marine Manual

Instrumentation

All instruments are Faria Marine. During the first 36 months from purchase date, any instrument that fails due to defects in material or workmanship, will be re-placed. Contact Mahogany Classics for purchase dates

The following is a brief explanation of instrumentation on your Mahogany Classics boat:

Circuit Breaker Panel

6 illuminating switches, 6 circuit breakers, 12Y-DC

Speedometer	indicates boat speed
Tachometer	indicates engine rpm
Oil pressure gauge	indicates engine oil pressure
Fuel gauge	indicates quantity of fuel
Bilge Pump Blower Switch	operates bilge blower
Ignition switch	allows operator to start and stop engine
Voltmeter	indicates battery voltage/amount of from alternator
Battery Isolator Switch	disconnect power from engine

Neutral Safety Switch provides start in gear protection by allowing the starter motor to be engaged only when the control is in neutral

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Bilge Pump

The bilge pump installed in each boat is a rule 1000 pump. It is one of the most advanced small boat bilge pumps available with special features and built in reliability. Some of the special features are:

- A non-air-locking mechanism
- A water cooled motor thereby reducing operating temperatures – over heating is one of the major causes of pump failure
- A unique and incredible simple mounting system offering 32 different combinations for complete ease of mounting
- A power module which is instantly removable for cleaning and winterizing

The automatic switch with in-line fuse will make any submersible bilge pump, with a 14 amp maximum current draw, automatic. It can also be used to turn on high water alarm systems and engine driven pumps with electric clutches

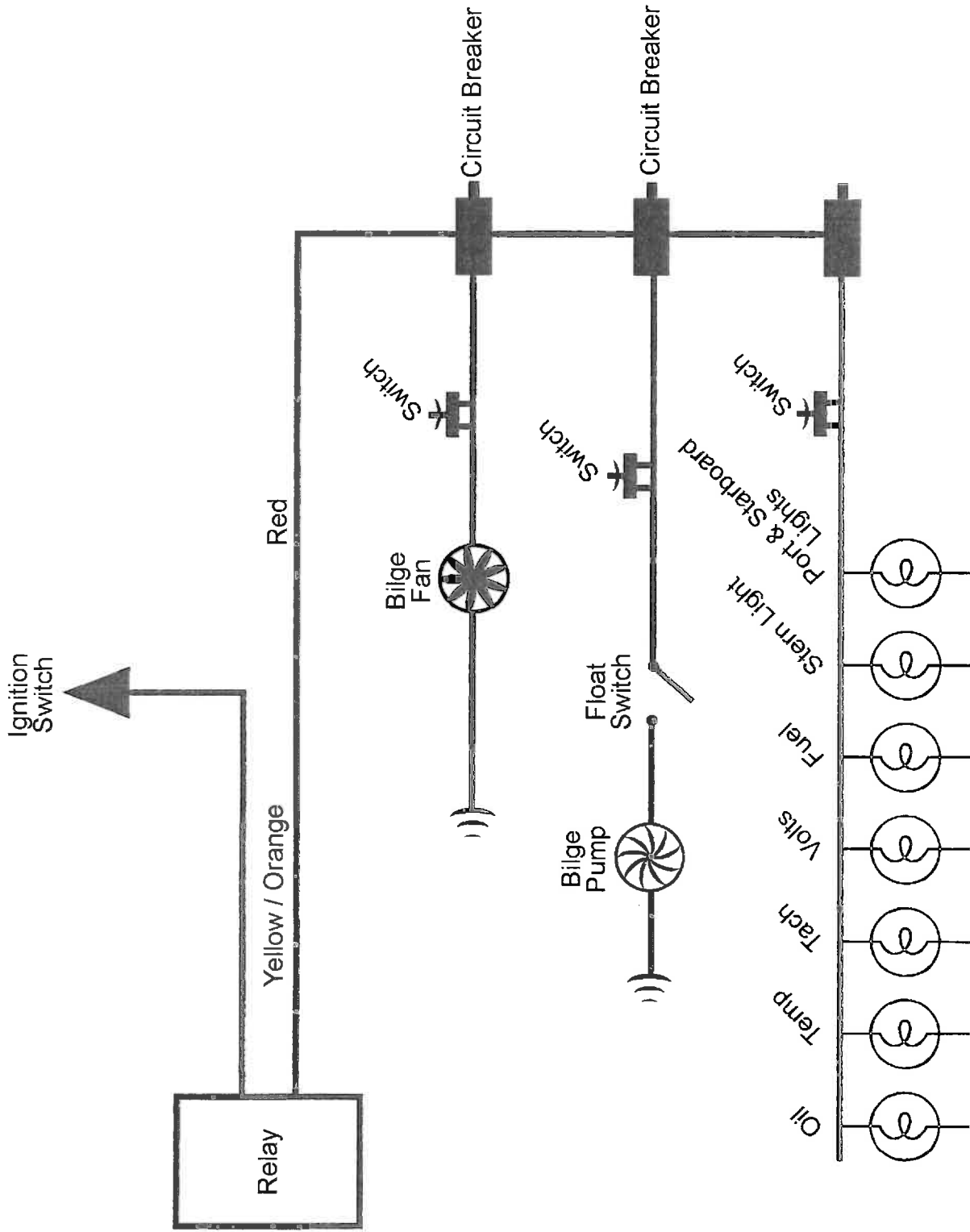
Electrical

If an overload occurs, the circuit breaker will trip open. The cause must be found and corrected before resetting the circuit breaker. A circuit breaker provides protection for engine wiring harness and instrumentation power lead. Reset by pushing RESET button

In an emergency, when engine must be operated and cause for high current draw cannot be located and corrected, turn off or disconnect all accessories connected to the engine and instrumentation wiring. Reset circuit breaker. If breaker remains open, electrical overload has not been eliminated. Further checks must be made on electrical system

Wiring Schematic

Refer to the following page for wiring diagram



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FUEL & OIL SPECIFICATIONS

Each boat is equipped with a gas tank that holds 96 litres of gasoline. The maximum speed is 50 mph with a 350 engine and 60 mph with a 454 engine

Fuel Recommendations

Use of improper gasoline can cause serious damage to your engine. Engine damage resulting from improper gasoline is considered misuse of engine, and damage caused will not be covered under the limited warranty

Use a major brand of unleaded gasoline as follows:

USA & CANADA

Having a posted pump Octane rating of 91 (R+M)/2 minimum. Premium gasoline is also acceptable. **Do not use leaded gasoline**

Reformulated (Oxygenated) gasolines : This type of gasoline is required in certain areas of the USA. The two types of "oxygenates" used in these fuels are Alcohol (Ethanol) or Ether (MTBE or ETBE). If the gasoline contains "methanol" or "ethanol", you should be aware that certain adverse effects can occur. These effects are more severe with "methanol" increasing the percentage of alcohol in the fuel

The fuel system components on your Mercruiser engine will withstand up to 10% alcohol content in the gasoline

Outside USA & Canada

Having a posted pump Octane rating of 98 RON minimum. Premium gasoline 98 RON is also acceptable

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FUEL & OIL SPECIFICATIONS (continued)

Crankcase Oil

To help obtain optimum performance, the use of Quicksilver 4-cycle 25W-40 Marine Engine Oil is strongly recommended. If this is not available, a 20W-50 oil with rating of SH CF/CF-2 may be used

Transmission Fluid

Velvet Drive Transmission – Dexron III Transmission Fluid

MAINTENANCE

Responsibility

It is the owner's responsibility to perform all safety checks;

- ✓ to ensure that all lubrication and maintenance instructions are complied with for safe operation
- ✓ to have periodic checks completed by an authorized dealer
- ✓ perform safety checks and required maintenance

Proper maintenance and care will assure optimum performance and dependability

Marine Engines

These engines are expected to operate at or near full throttle for most of their life in both fresh and saltwater environments. Care should be exercised when replacing marine engine parts as specifications are quite different from those of the standard automotive engine

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MAINTENANCE (continued)

Power Package

The entire power package should be checked carefully & at regular intervals to help maintain its top operating performance. Potential problems should be corrected before they occur:

- ✓ Check for loose, damaged or missing parts, hoses & clamps; tighten or replace as required
- ✓ Check plug leads & electrical leads for damage
- ✓ Remove & inspect propeller. If badly nicked, bent or cracked, see your dealer
- ✓ Repair nicks & corrosion damage on power package exterior finish. Use Quicksilver spray paints

Battery

All lead batteries discharge when not in use. Recharge every 30 – 45 days, or when specific gravity drops below the battery manufacturers specifications

To prevent possible injury or damage to equipment, disconnect battery until all maintenance has been performed on engine

- ✓ Clean battery cable clamps and terminals and reconnect cables
- ✓ Coat terminal connections with a battery terminal anti-corrosion agent

Bilge Pump

The engine compartment in your boat is a natural place for excess water to collect. For this reason your boat is equipped with a bilge pump. It is very important to check the pump on a regular basis to ensure that the water level does not rise to come in contact with your power package

If water does not come out of the discharge hose, check:

- 1) fuse
- 2) remove the power module to see if the impeller rotates with the power on
- 3) if the impeller rotates properly, clean the strainer slots at the bottom of the strainer base
- 4) clean the small slot at the top of the cylindrical motor well in the white nozzle section

See pages 32 – 44 for complete instructions on Mercury Marine engine

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MAINTENANCE (continued)

Fluid Levels

Crankcase Oil

- ✓ Stop engine, allow approximately five minutes for oil to drain. Boat must be at rest in the water
- ✓ Remove dipstick, wipe clean & reinstall fully into dipstick tube
- ✓ Remove dipstick & observe oil level. Oil must be between FULL & ADD
- ✓ Add specified oil to bring level up to, but not over, the FULL mark on dipstick

Important: DO NOT OVERFILL CRANKCASE OIL

Transmission Fluid

- ✓ Engine must be run at 1500 rpm for 2 minutes immediately prior to checking level
- ✓ For Velvet Drive Transmissions, stop engine and quickly check fluid level by turning T-handle counterclockwise to remove dipstick
- ✓ Fluid level should be up to FULL mark. If low, add specified fluid through dipstick tube on transmission

Control System

Very little maintenance is required for the control system, but the following should be checked periodically:

- ✓ Ensure the control is fully mounted
- ✓ If the handle develops lost motion, check that it is firmly attached to the control body, that the control body is firmly attached to the seat and that the cables are firmly attached to the control and engine
- ✓ If stiffness of operation develops, disconnect cables from the engine and check operation. If stiffness is due to cable, it must be replaced

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MAINTENANCE (continued)

Bottom of Boat

To maintain maximum speed, the following conditions of the boat bottom should be observed:

- Clean, free of marine growth
- Free of distortion; nearly flat where it contacts water
- Straight and smooth; fore & aft

Marine vegetation may accumulate when boat is docked. This growth must be removed before operation; it may clog water inlets and cause engine overheating

Seat Covering

Periodic cleaning is highly recommended for the vinyl coverings. The frequency is dependent upon environmental conditions the product is subjected to

WARRANTY

The Mahogany Classics Boat you have purchased comes with a limited warranty. The warranty applies to defects in material & workmanship; it does not apply to normal worn parts or to damage caused by:

- Neglect, lack of maintenance, accident or abnormal operation
- Participation in racing or other competitive activity
- Alteration

For complete warranty information on your Mercruiser engine, see pages 47 – 51 of the enclosed Mercury Marine Manual

For cold weather or extended storage, it is recommended that a non toxic antifreeze be used in the seawater section of the engine cooling system. Make sure that the antifreeze contains a rust inhibitor and is recommended for use in marine engines

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WARRANTY (continued)

For additional assurance against freezing and rust, follow these steps:

- Remove the thermostat housing and thermostat
- Fill the engine seawater cooling system with a mixture of antifreeze and tap water
- Follow the manufacturer's recommendation to protect engine to the lowest temperature that it will be exposed to during cold weather or extended storage
- Reinstall thermostat and cover
- Torque screws with lock washers to 30 lb ft
- Ensure engine is as level as possible to ensure complete draining of cooling system
- Remove drain plugs from the following locations:
 - Port side – cylinder block
 - Starboard side – Y fitting
 - Fuel cooler
 - Bottom of exhaust manifolds
- Repeatedly clean out drain holes using a stiff piece of wire. Do this until entire system is drained
- Remove hoses from the following:
 - Water inlet hose (bottom) from water pump
 - Hose from transmission cooler
 - Engine circulating pump

After cooling system has been drained completely, install drain plugs, reconnect hoses and tighten all hose clamps securely

Normal maintenance, service and replacement parts are the responsibility of the owner/operator and as such, are not considered defects in workmanship or material within the terms of the warranty

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SERIAL NUMBERS

Each Boat has its own unique Model & Hull Numbers. The numbers are displayed on a stainless plaque attached to the instrument panel. Each Engine serial number is included with the information package

Contact Us

For further information, you may contact us at the address below

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