

17 HPX-S Owner's Manual

Model Year 2027



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17 HPX-S Specifications

L.O.A.....17' 08"

BEAM.....6' 02"

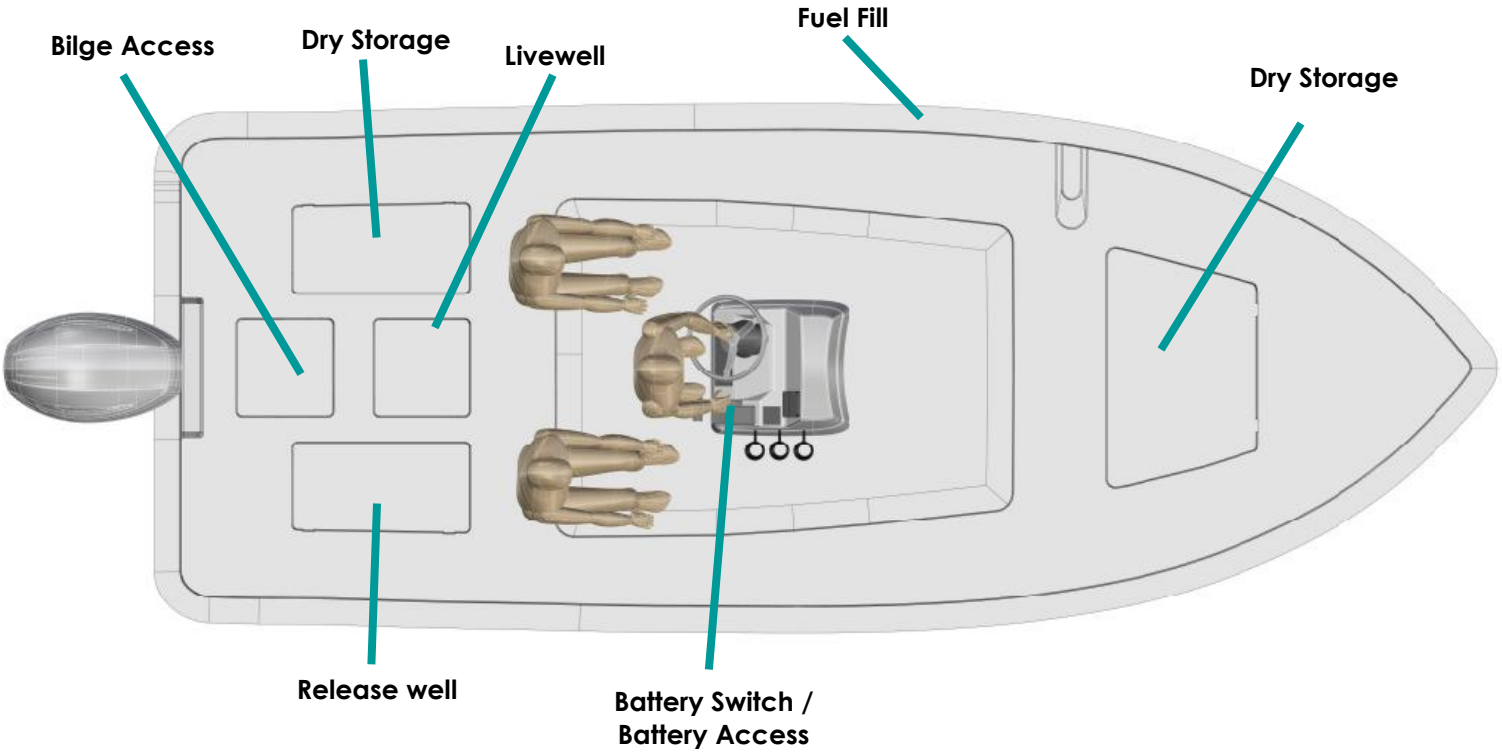
DRAFT.....6"

DEADRISE.....1 DEG.

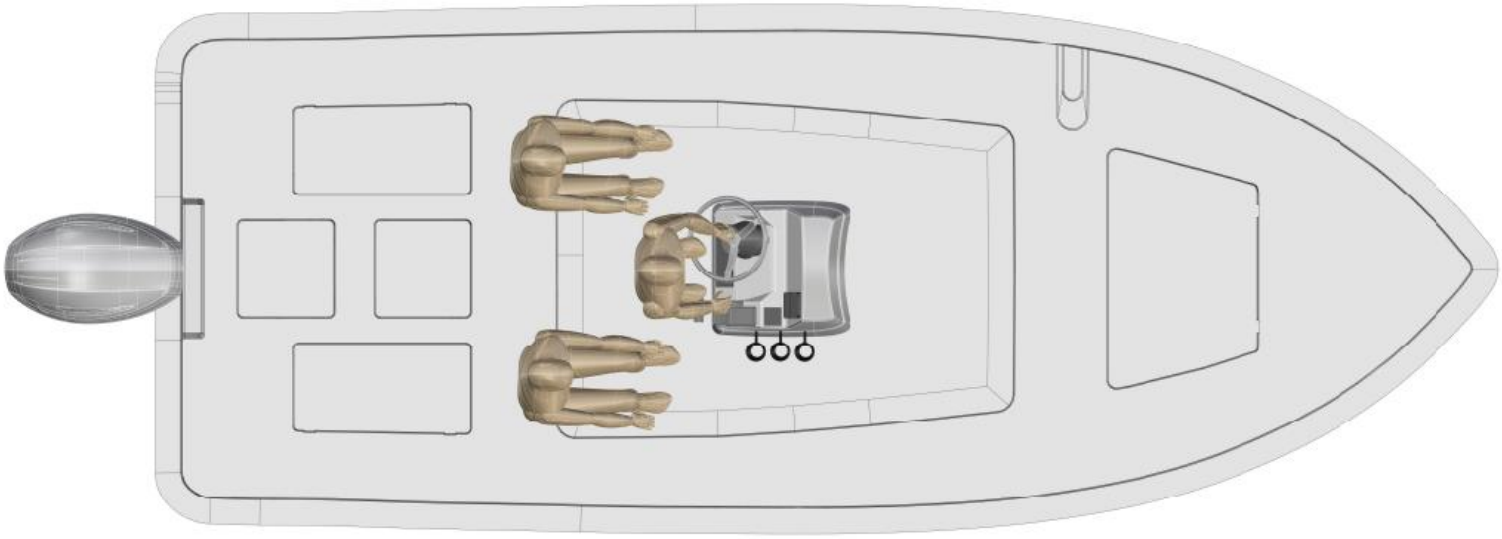
WEIGHT W/ ENGINE.....1,175 LBS.

FUEL CAPACITY.....19 GAL.

MAXIMUM H.P.....70



Designated Occupency Positions



Pre-Operation Checklist

We recommend you print this document and store it at the helm station.

Boating Safety Checklist

MUST HAVE ITEMS
As Required By Regulation

Personal Flotation Devices (Life Jackets)
- ☐ Type I, II, III, or V for **each person onboard** (Wearable)
- ☐ One Type IV (Throwable)
  Not Required on Non-Powered boats under 16'

Fire Extinguishers

Choose One	Boats w/out Fixed System		Boats w/ Fixed System
☐	Boats <26'	1 Size BI - OR -	Fixed System
☐	Boats 26 - <40'	2 Size BI* - OR -	Fixed System + 1 Size BI
☐	Boats 40 - 65'	3 Size BI* - OR -	Fixed system + 2 Size BI*

* One Size BII may be substituted for Two Size BI Extinguishers

Visual Distress Signals (VDS)
Choose One
- ☐ Combination Day/Night VDS (Flares or Flare Gun)
- ☐ Daytime VDS (Flags, Smoke Signal) AND Nighttime VDS (Automated SOS Light)

Sound Signals
- ☐ Horn or Whistle
- ☐ Bell (Not required for vessels under 12m)

Ventilation (Boats with Gasoline Systems)
- ☐ Natural Ventilation
- ☐ Powered Ventilation

Backfire Flame Control
- ☐ Backfire Flame Arrestor (Gasoline Engines except outboards)

- The above represents minimum USCG Safety Requirements on-board vessels.
- Other Requirements may be necessary to comply with state laws.
- This is not intended to be an all-inclusive list but rather a baseline of items to make your boating adventure safe and fun.
- For Vessels over 65' refer to 33CFR 25.30-20 or ABYC A-4.

YOUR BOATING DOLLARS AT WORK

Produced under a grant from the Sport Fish Restoration and Boating Trust Fund, administered by the U.S. Coast Guard.

ABYC® *Boating Safety, Built In*

Boating Safety Checklist

Recommended Items

Items in Red May be Required in Some States

Boats on Inland Waters
Everything on Required List PLUS:
- ☐ First Aid Kit
- ☐ Anchor with Sufficient Line
- ☐ Bailing Device
- ☐ Sun Protection
- ☐ Alternate Propulsion (Paddles, Oars)
- ☐ Boating Safety Education/ Certificate
- ☐ Watersports Flag (Skier Down/Diver Down Flag)

Boats on Nearshore Waters
Everything Above PLUS:
- ☐ Extra Food & Water
- ☐ Float Plan
- ☐ Compass
- ☐ VHF Radio
- ☐ GPS/Chartplotter
- ☐ Depth Finder
- ☐ Charts
- ☐ Spare Tool Kit

Boats on Offshore Waters
Everything Above PLUS:
- ☐ EPIRB
- ☐ Life Raft
- ☐ Searchlight
- ☐ List of CPR Instruction
- ☐ Radar
- ☐ Radar Reflector
- ☐ Shore Landing Craft (Tender)
- ☐ Man-Overboard Recovery Gear
- ☐ AIS
- ☐ Sea Drogue
- ☐ Safety Knife
- ☐ Weather Information System
- ☐ Radio Direction Finder
- ☐ Long Range Communications Gear

Boats on River Waters
Everything on Required List Plus:
- ☐ Throw Bag
- ☐ Helmet

Miscellaneous Items
Other Items That May be Recommended:
- ☐ Heaving Line
- ☐ Spare Keys
- ☐ Boat Hook/Pole
- ☐ Spare Propeller
- ☐ Extra Engine Oil
- ☐ Handheld Lead-line
- ☐ Strobe Light
- ☐ Carbon Monoxide Detector
- ☐ Extra Clothing
- ☐ Marine Hardware
- ☐ Masks & Fins (For Clearing Props)
- ☐ Storm Sails

Scan here to download the ABYC Boating Safety Checklist App
abycinc.org/mobileapps

Maverick®
Fish the Legend.

Maverick Boat Group
4551 St. Lucie Blvd. • Fort Pierce, Florida 34946
(772)-465-0631 • Maverickboats.com

Maintenance & Cleaning

Maintenance

Maverick advises owners that maintenance and repairs should be performed at an authorized Maverick Dealer. The following information is general in nature and should not be considered a repair manual or guidelines set forth by Maverick Boat Group.

Cleaning

Each Maverick boat is constructed using the finest materials and components available. However, no material is immune to the ravages of the saltwater environment. After each use, your boat should be thoroughly washed using fresh water. To avoid water spots, dry your vessel using a soft cloth. A fiberglass wax may be used to preserve the luster of the hull.

Thorough and routine cleanings of your stainless fittings are required to maintain their appearance. After each use of your boat, clean stainless fittings using fresh water and a mild soap. Dry fittings completely. A wax or polish may be applied after cleaning. Any rust must be removed as soon as possible to prevent irreversible damage to your vessel and/or its components. A light coat of lubricant on metal railing, screws and electrical connections will help prevent electrolysis. The same holds true for your trailer.



Aquatic Invasive Species (AIS)

Aquatic invasive species (AIS) are plants and animals that occur in waters in which they are not native and whose introduction causes or is likely to cause economic or environmental damage or harm to human health. AIS have a negative impact on the waterway, its native species, and recreational and commercial uses of the waterway.

As responsible boaters and citizens, each boat owner should do their part to prevent the spread of these aquatic hitchhikers. In many cases, it is also required by law. Check local regulations for any waterway where you will boat.

After each boating trip, follow these three simple steps before you leave the water access to stop the spread of AIS: Clean, Drain, and Dry. This is the boater's way to help protect the environment from the damage that AIS can cause.



Clean

Inspect and remove all aquatic plants, animals, mud, and debris from the boat, engine, trailer, anchor, and any watersports equipment.

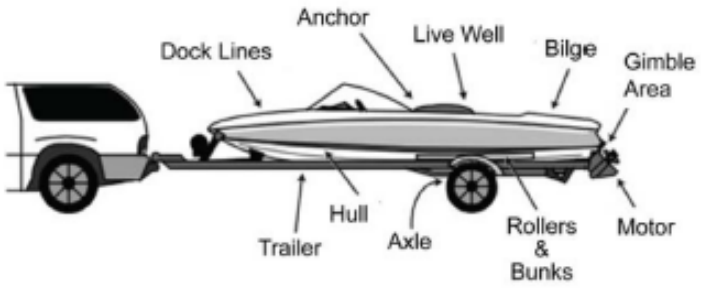
Rinse, scrub or wash, as appropriate, away from storm drains, ditches, or waterways.
Rinse watercraft, trailer, and equipment with hot water, when possible.
Flush motor according to owner's manual.

Drain

Completely drain all water from the boat and its compartments, including but not limited to the bilge, wells, lockers, ballast tanks or bags, bait containers, engines, and outdrives.

Dry

Allow the boat to completely dry before visiting any other bodies of water.



NOTE: Some localities may require inspection or decontamination before and/or after launching. Check state and local laws and regulations for requirements prior to traveling to go boating.

Engine Break-In Period

Engine Break-In Period

New engines require a period of break-in to allow the surfaces of the moving parts to mate evenly. Different engines require different break-in periods and methods. For instructions on break-in methods, refer to your Yamaha Engine Owner's Manual for the correct break-in procedures and times for your model engines.

Engine Stop Switch

If activated, the spring-loaded engine stop switch will automatically shut down the engine during emergency situations to prevent uncontrolled or unattended operation. Certain emergency conditions (e.g., turbulent water, wakes, unanticipated movement) may impair a person's ability to operate the craft safely. The switch, located on the helm, must have the safety lanyard attached at its base. This activates the protective shutdown circuitry.

Securely attach the other end of the lanyard to the operator of the boat. If the operator moves, falls or is at an unsafe distance from the steering wheel, tension on the lanyard will pull it from the switch. When the lanyard is removed, the engine stop switch is released and automatic engine shutdown occurs.



Engine Stop Switch

DANGER:

An engine stop switch system that is not used or does not function properly can cause death or serious injury. DO NOT operate the boat if the engine stop switch system does not function properly. Go to a Maverick Dealer to have this resolved immediately.

The lanyard should be securely attached to the boat operator at all times that the engine is on.

Switch Panel & Helm

Switch Panel & Helm



Helm & Switch Panel

At the helm of your Maverick, you have a main switch panel, which is located below the steering wheel. This panel controls your lights, horn, accessories, livewell, and your bilge. The bilge switch is an on-demand switch to run your bilge pump and is used as a backup in case the float indicator in your bilge pump becomes clogged.

To the right of the steering wheel, you have your two trim tab switches, which are standard on the 17 HPX-S. The boat also comes standard with a compass mounted on top of the console.

Gauges

The instrument panel on your Maverick is composed of one Yamaha digital gauge and a series of dual activation switches. The switches come with accessory plug-ins for wiring additional electronics, pumps, or electrical circuits.

Yamaha's CL5 gauge comes standard on your Maverick with the selection of a Yamaha motor. The Yamaha CL5's main screen is equipped to read out the vessel's speed, RPM, GPH, MPG, and a variety of vessel health items. The CL5 also has a multitude of features and information that can be accessed through the gauge's menu. For more information on the specifics of your Yamaha gauges, see your Yamaha owner's manual.



Yamaha CL5 Gauge

Navigation Lights

Your Maverick 17 HPX-S is equipped with port and starboard navigation lights and an anchor light. Navigation and anchor lights should not be modified, and additional lights should not be added such that they diminish the visibility of navigation lights or could be confused with navigation lights. Both navigation and anchor lights come labeled with an expiration year in which the lights need to be replaced by. Reach out to your local dealer or the manufacturer to replace lights.

- Navigation Lights
  - Part number: 43028600 (Port), 43028700 (Starboard)
  - Expiration Year: 2043
- Anchor Light
  - Part number: 43013002 standard
  - Expiration Year: 2043

Maverick Duffel Bag

Along with your boat, you received a Duffel Bag with your new Maverick. Inside the Duffel Bag are the following items:

- 1 Large Livewell Standpipe
- 1 Small Livewell Standpipe
- 1 1-1/2" Livewell Pacifier Plug with Ring
- 2 ignition keys and Emergency Kill Cord
- 1 Engine Start Cord
- 1 1" Twist Tie Drain Plug
- 1 Gas Fill Key
- 3 Bungees for push pole holder
- 3 Push Pole Holders
- Various Product Manuals

Fuel-Water Separator & Drain

Fuel-Water Separator


Fuel-Water Separator

Each Maverick 17 HPX-S is equipped with one fuel water separator to ensure maximum performance and protect the outboard engine from contaminated gasoline. The fuel separator is a metal, cylindrical unit secured to the starboard wall of your center aft rigging box.

The fuel separator can be checked by removing it from the mounting bracket in the rigging locker and dumping it into an approved waste collection device. If there appears to be an excessive amount of water, the filter component should be changed. See your authorized Maverick dealer for replacement parts.

Maintenance Note: Yamaha recommends replacing the 10-micron fuel filter on new boats after the first 10 hours or 1 month of operation and every 50 hours or every 6 months thereafter. In areas of high humidity where water in fuel supplies is a problem or extensive engine operation occurs, more frequent replacement may be necessary.

Garboard Drain Plug

The garboard drain plug is the small metal plug located at the lowest point on the hull, at the bottom of the transom right above the keel. It is manufactured with a rubber seal in place to ensure your bilge is watertight. Always make sure before putting the boat in the water that this plug is hand tightened firmly. Excess water in the bilge may be an indication of a problem with this plug or the automatic bilge pump.

Bilge

Bilge

The bilge of your Maverick should always be checked before and after a launch. It can be accessed through the furthest aft center hatch. While checking the bilge, note that a small amount of water in the bilge is normal. However, a large amount of water or any signs of fuel or oil requires immediate attention. **If such a situation exists, the boat should be taken to a certified marine technician immediately. Never pump fuel or oil overboard while your boat is in the water.**

Large quantities of water in the bilge may be an indication of a leak or that the bilge pump and/or automatic float switch is not functioning properly due to a jam, clog or electrical issue. The automatic float switch is wired to the 24-hour side of the battery switch through the "BILGE" breaker on the battery switch panel. When functioning properly, the float switch activates the bilge pump to pump water overboard once water in the bilge reaches a level that submerges the switch.

If the bilge pump does not come on when the float switch is submerged, attempt to manually turn it on through your switch panel. If the bilge pump comes on and evacuates the water, it is clear that the float switch is not functioning properly. If the bilge pump does not come on via the switch panel, check the breaker on the battery switch panel to see if a breaker has been tripped. If the breaker has been tripped, reset it and turn the switch on again, listening for the bilge pump to turn on. Additionally, the automatic float switch has an independent fuse located by the batteries.

If the bilge pump fails to turn on, turn the battery switch to the OFF position, then unhook the bilge pump from its cradle by pressing down on the blue tabs on the cradle and gently turning the top of the pump. You will feel the pump release from the cradle. The entire bilge pump and wiring should release from the cradle. After removing the pump, check the underside and impeller areas for miscellaneous items that might clog the pump. If any obstructions are present remove the debris and set the pump back into the cradle. Once set back in the cradle, press the blue tab down and rotate the pump until you feel it snap back in place. Once this is completed you can try to turn the pump on again.

If the bilge pump still does not turn on, it likely needs to be replaced. It is not recommended to use your boat if the bilge pump and/or float switch are not functioning properly.



Bilge Access

Note: Your bilge pump is equipped with an anti-airlock nozzle that exhausts any air that may cause the pump to air lock. It is normal to see mist or spray escaping while the pump is running as it is still functioning properly.

Systems

17 HPX-S Deck drain System

The deck drain system is equipped with a 1 1/2" thru hull fitting through the hull bottom. This allows the water to drain out of the cockpit without the use of a bilge pump, designating it as a "self-bailing cockpit".

17 HPX-S Livewell Pump Assembly

The livewell pump assembly is composed of a strainer mounted to the bottom of the hull, a thru hull fitting, ball valve assembly, and the pump. As you can see, the ball valve assembly is in the "OPEN" position. This is the correct position for the operation of the livewell.



Livewell Pump Assembly in the "OPEN" Position

Trolling Motor Wiring

Trolling Motor/Wiring System

Your Maverick 17 HPX-S comes standard with a 24V trolling motor wiring system. The trolling motor battery bank and breaker panel are located inside the console. A trolling motor mounting plate was built into the bow of your Maverick during the manufacturing process. To attach a trolling motor, please go to your nearest Maverick dealer. All trolling motors should be attached by drilling through the mounting plate with a 13/64" drill bit and 1/4" tap and using 1/4" #20 machine screws. The plate is designed to accommodate the mounting patterns of all trolling motor brands on the market currently. See page 30 for optional trolling motor system with battery charger and wire routing.

Battery Switch and Breaker Panel

Battery Switch and Breaker Panel

The battery switch for the HPX-S is located inside the console mounted on the starboard wall. Power from the battery to the battery switch is protected with a 30-amp inline fuse.



On a single battery system, the battery is wired to the number 1 side of the switch. When additional batteries are on board, for instance for a trolling motor, one of the batteries should be connected to switch number 2, thereby allowing that battery to help crank the engine in the event the main battery (switch 1) does not provide ample power. The operator can choose which battery to utilize by the selection on the switch. The only time the switch should be in the "1 & 2" position is if one battery will not start the engine. Then, switch to "1 & 2"

and have two batteries to start the engine. Once the engine is started turn the switch back to the number one battery so that the engine alternator is once again charging that battery.

Battery Access

The cranking battery is located inside the console. To access the battery, open the console doors on the front side of the console.

Ladder & Props

Props



Engine Prop

Prop selection on your 17 HPX-S is determined by your local Maverick Dealer, but all props are based on recommendations from Maverick Boat Group and Yamaha Marine in order to give your boat maximum overall performance. The needs of your prop will determine the prop design and size that best fits your performance requirements.

For instance, a prop with a smaller pitch will increase speed out of the hole (jumping onto plane) but will produce a decreased overall speed compared to a prop with a larger pitch. Four bladed props may increase overall speed or allow the boat to run shallower, and some props can decrease cavitation at high speeds. Your individual prop needs will determine the prop design and size that best fits your performance requirements.

Always inspect the engine and prop prior to launching your boat with the engine off. Key prop issues include tangled fishing line or other types of debris, cracked blades or fluid leaking out of the seal. Look for fishing line tangled around the prop or lower unit seal. **Consult your Yamaha Owner's Manual to address these issues.**

Unassisted Reboarding

Side Reboarding

In the event that it is necessary, there is a tested process in order to reboard the vessel without any assistance. In order to reboard the vessel, swim to the side of the boat and reach your hands over the gunnel and grip the underside. Using the underside of the gunnel, pull yourself up until you are able to grab the grabrail located on the side of the

console. Finally, using the underside of the gunnel and the grabrail, pull yourself up until your body is fully inside the boat.

Fuel System

Fuel System



Fuel Fill Receptacle

Your Maverick 17 HPX-S comes with a standard 19-gallon aluminum fuel tank stationed forward on forward side of the cockpit floor bulkhead. The fuel fill receptacle is on the port gunwale forward of the console. There's also a recessed fuel overflow vent on the port side of the boat just below the fuel receptacle.

We regularly pressure test each fuel system when it is initially receiv ed at the factory and until it leaves the factory as a component on a new boat. Should you experience any fuel related problems or suspect problems with the fuel system, immediately take your boat to your local Maverick dealer.

DANGER:

Do not smoke while filling the tank. Be sure to turn off the engines and all electrical equipment when fueling the boat to prevent accidental discharges of static electricity. Use only the recommended gasoline (see Yamaha Owner's Manual). Do not use fuels with alcohol or alcohol related derivatives that can cause marine fuel system hoses to deteriorate.

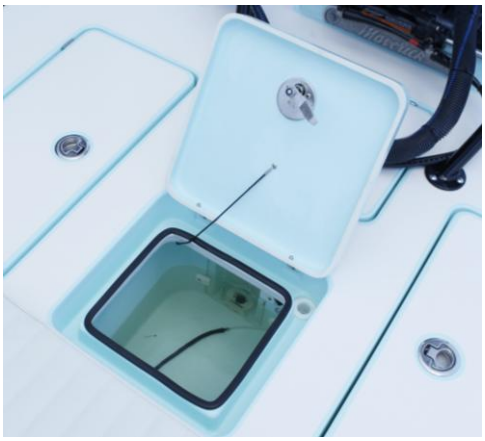
Self-Bailing Cockpit & Livewell

Self-Bailing Cockpit

The cockpit on the 17 HPX-S is designed to be self-bailing, meaning that all the water that comes into the cockpit will be directly drained overboard. This keeps the boat from acquiring standing water and allows the boat to drain at all times, including while the boat is docked.

Water drains out of the cockpit through the two aft cockpit drains located at each of the back corners of the cockpit. The drains run water via hoses out of the transom. None of this water is drained into the bilge.

The bilge is designed to drain any water entering the inside of the hull. Livewell and cockpit drains are closed systems that flush water out the drain scuppers in the stern. All hoses are sealed and double clamped during construction. Continuous or periodic running of the automatic bilge pump may be an indication of a hose leak or break in a seal and should be investigated by a Maverick Dealer immediately. Refer to page 10 for further information regarding bilge pump operation and maintenance.



Livewell

Livewell System

The livewell system on the 17 HPX-S keeps bait alive longer than any other system on the market. It has a unique inflow system and drain system that prevents dead zones and quickly expels any harmful chemicals (such as ammonia) from the water.

The boat is shipped with the shut-off valve turned to the "off" position (at a 90-degree angle). To start using your livewell, turn the shut-off valve counterclockwise so that it is in line with the pipe to open the system to water flow. This shut-off valve is also in place in case of the unlikely event of a leak while out on the water.

Your livewells come with a standpipe and a screw style drain plug to control water levels inside the livewell. The standpipe should be placed in the hole located in the starboard aft section of the livewell. On rare occasions, the livewell will not pump water even though the switch is turned on, the system is open and the livewell pump is running. If that occurs shift the throttle into reverse and back the boat several feet to purge a possible air pocket in the system. If there appears to be a clog in the drain, clear the top of the standpipe of any detritus.

Your boat might come with an optional recirculation system. This is a closed system that recycles the water already within the well. This system is also controlled by a switch on the switch panel and allows the boat operator to operate the livewell without an outside feed. This is ideal if you are transporting bait from different water extremes.



Note: Be sure to turn the shut-off valve to the 90-degree off position BEFORE doing any work on the livewell pump or plumbing that could potentially allow the inflow of water. Failure to do so will result in outside water entering the bilge area.

Wiring

The main breaker panel is located inside the glove box on the aft side of the console. All the grounds lead to the ground terminal and then to the battery via a large diameter black wire.

Always use the recommended breaker/fuse amp sizes. Oversizing or using larger breakers/fuses than required can lead to electrical shorting and possible damage or destruction of the entire electrical system.

There are open slots on both the ground block and the breaker panel for additional electrical hook-ups. The accessory switches should be used for any additional hook-ups to protect the entire electrical system. All additional electrical hook-ups should be performed by a qualified marine electrician.

As a standard practice, we run pull cords forward and aft for any additional wiring needs. For your convenience and ease we have included a nylon rigging string that runs through the rigging tubes and terminates in the bow. The nylon string will allow you to easily run any additional wiring through the rigging tubes, thus protecting them from outside elements. We also run a string aft to the rigging box.

Standard Features

Trim Tabs

Trim tabs are standard on the Maverick 17 HPX-S. We use integrated 12 X 12-inch Bennett electric trim tabs which can enhance the boat's performance. Because the tabs are electric, there is no hydraulic trim tab pump, thus eliminating the possibility for fluid leaks as with other trim tab manufacturers.



Trim Tab

Trim tabs allow the boat operator to get the maximum performance from the boat and are also great for balancing weight in the boat and for lifting or lowering the hull to accommodate for different running situations.

Your port trim tab switch will affect the port side of the boat, and the starboard switch will affect the starboard side, although they are operating tabs on the opposite sides. Use

the tabs to adjust the attitude of the boat so that it sits evenly and to raise or lower the bow to control running performance.

Lightly tap the tabs with your fingers to allow the boat to adjust in response to the tabs without a dramatic change. Once the bow has been lowered or raised to the point that the ride has been adjusted for comfort and safety, tapping individual tabs can even improve the overall effects.

Pushing on the top of the switch (Down) will lower the trim tab and force the bow down, which is important for running through heavy seas or a stiff chop. In most instances, both tabs should be lowered for an even bow down ride.

Pushing the bottom of the switch (Up) will raise the tabs and lift the bow out of the water for better running performance. To achieve the best running performance with your Maverick 17 HPX-S, use the engine trim in conjunction with your trim tabs to find the perfect amount of lift and a safe, comfortable ride.

In cases of severe weather or high winds, it is possible to use your trim tabs to lift the windward side of the boat to avoid spray blowing back onto the passengers. Do this in conjunction with lowering the bow to improve the overall ride.

Under Gunwale Rod Storage

The 17 HPX-S comes standard with under gunwale rod racks on both the port and starboard sides. These give you space to safely store an additional 2 short and two long rods for your fishing needs.

Jackplates

An optional jackplate may be installed on your Maverick 17 HPX-S to improve shallow water performance. A jackplate allows the motor to be trimmed straight up as opposed to the angled trimming of the stock engine trim motor, thus allowing more prop to remain in the water while running.



Jackplate

Jackplates have very specific applications and performance requirements. Before operating your boat, you should carefully review your jackplate owner's manual and your Yamaha engine manual.

Note: The installation of a hydraulic jackplate greatly increases the amount of stress on the back of the boat. For this reason, we recommend all boats rigged with jackplates should also have a transom saver or other transom supporting device to minimize the stress on the entire transom area. Transom supporting devices can be purchased from your local Maverick dealer or boating and trailer supply stores.

Optional Features

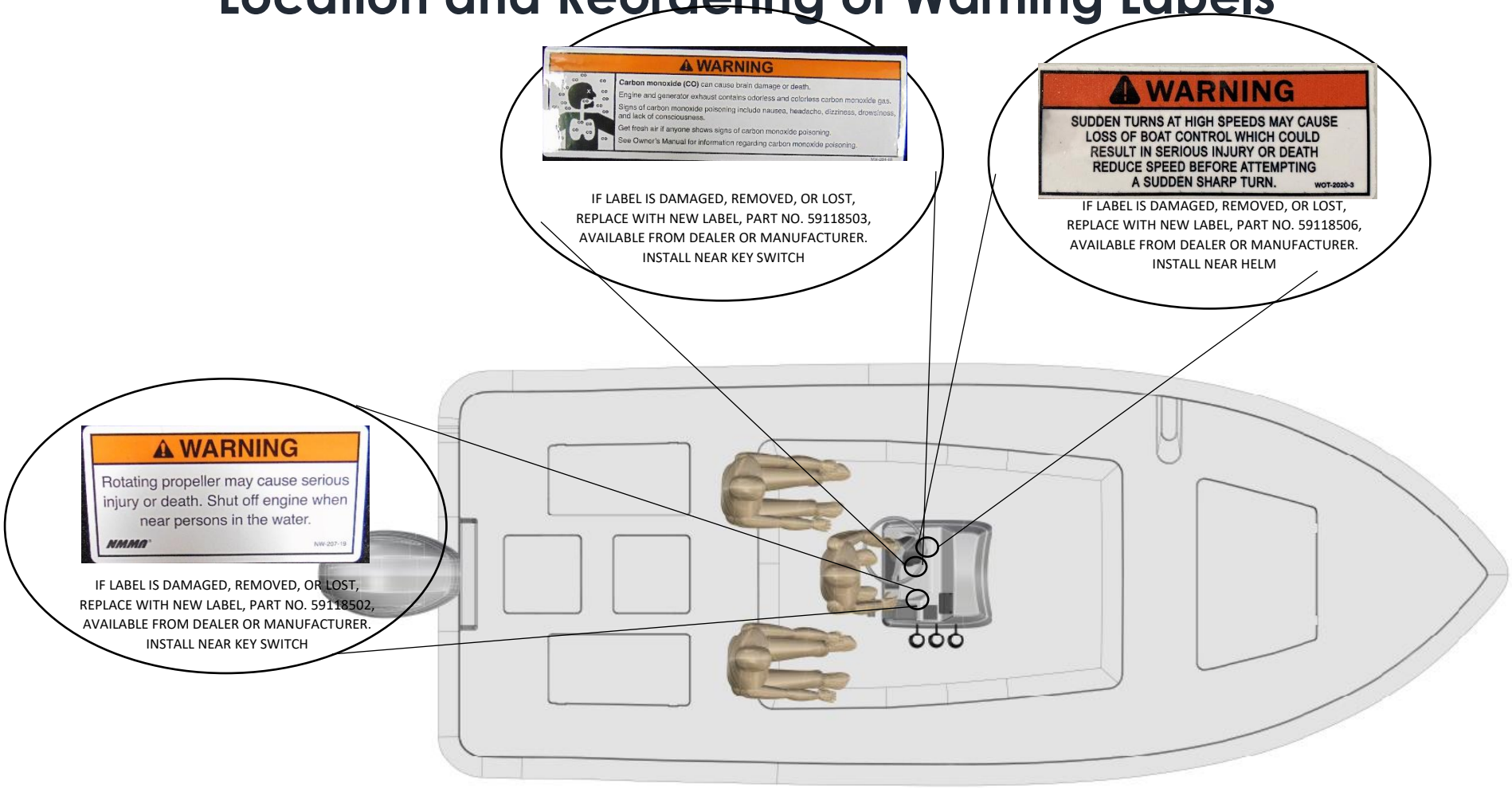
Power Poles

Power Poles come as an option with the Maverick 17 HPX-S and give the boat operator the ability to quickly and quietly stop the boat while in shallow water. Whether you want to enjoy a view, or you've stumbled upon a group of tailing redfish, the power pole will stop the boat quickly and easily. Please refer to the Power Pole owner's manual for operational and mechanical information. If you want to install a Power Pole after your boat has left the factory, please take your boat to your nearest Maverick dealer

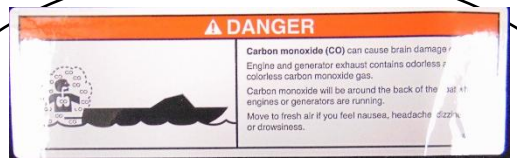


Power Pole

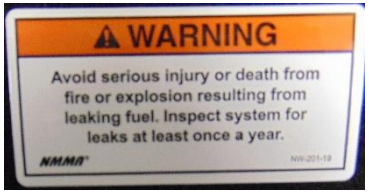
Location and Reordering of Warning Labels



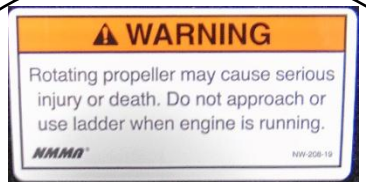
Location and Reordering of Warning Labels



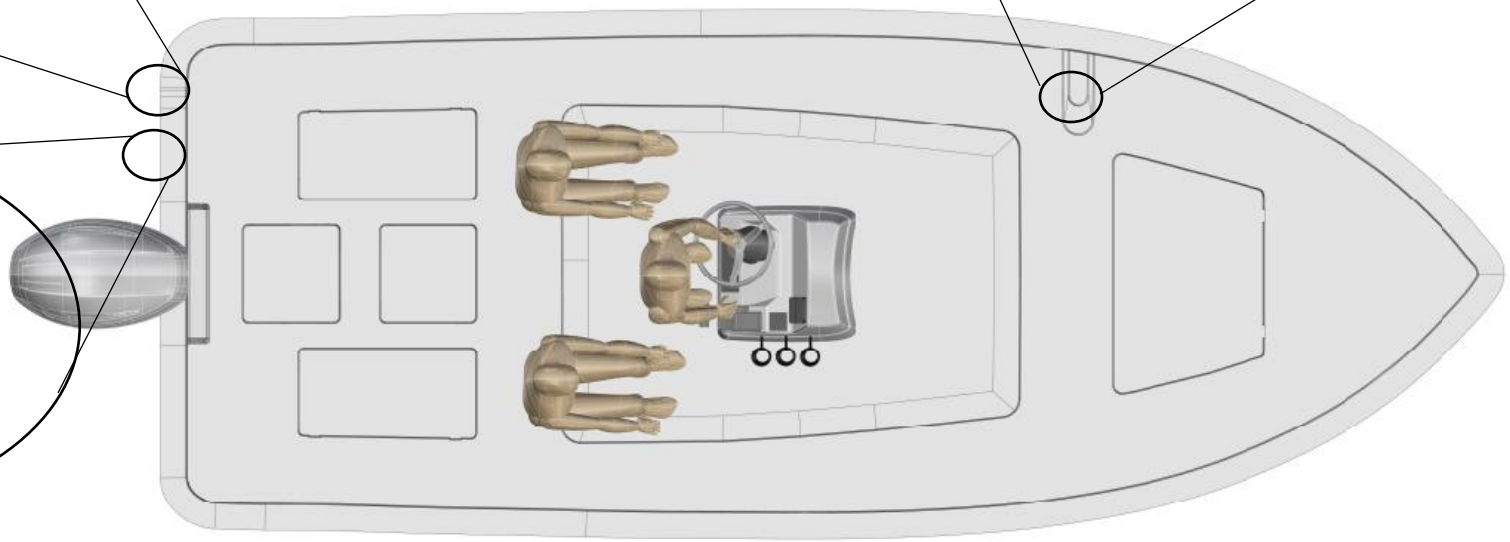
IF LABEL IS DAMAGED, REMOVED, OR LOST,
REPLACE WITH NEW LABEL, PART NO. 59118502,
AVAILABLE FROM DEALER OR MANUFACTURER.
INSTALL ON TRANSOM



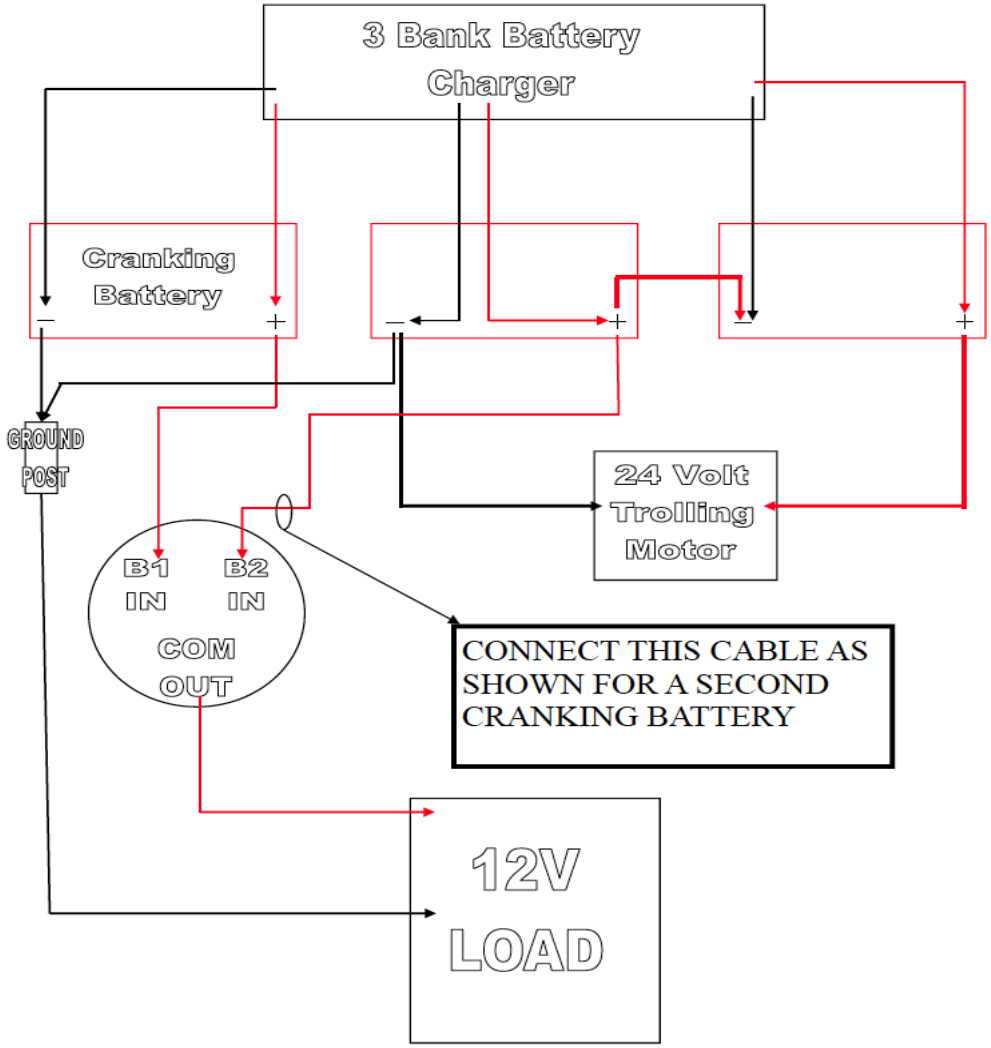
IF LABEL IS DAMAGED, REMOVED, OR LOST,
REPLACE WITH NEW LABEL, PART NO. 59110900,
AVAILABLE FROM DEALER OR MANUFACTURER.
INSTALL NEAR FUEL FILL



IF LABEL IS DAMAGED, REMOVED, OR LOST,
REPLACE WITH NEW LABEL, PART NO. 59118502,
AVAILABLE FROM DEALER OR MANUFACTURER.
INSTALL ON TRANSOM



17 HPX-S Optional Trolling Motor with Battery Charger and Wire Routing



Spradling International
MARINE

www.spradlingvinyl.com/sim

1726 Henry G. Lane St. Maryville, TN 37801 Phone: 800.247.9901 Fax:865.977.0028

3415 Roger B. Chaffee Memorial Drive S.E. Suite 203 Grand Rapids, MI 49548 Phone: 800.967.7753 Fax:616. 531.3301

PERMAGUARD®
SUPERIOR STAIN RESISTANCE

Spradling International MARINE

PERMAGUARD® is a newly developed topcoat protective finish that permits frequent cleaning of Spradling's coated fabrics for upholstery. Spradling's proprietary barrier coating makes maintenance easy. Not only do stains disappear in seconds, but ***PERMAGUARD*** provides unequaled resistance to scratches, scuffs, and abrasion. No other marine vinyl surpasses ***PERMAGUARD's*** stain resistance and long-term, trouble-free performance.

Care & Cleaning Guide

For use on the white or the primary seating vinyls only!
For cleaning and care of accents and colors, please refer the back of this card.

Remove most stains with one of the following steps:	
Step 1	baby oil, ketchup, chocolate, motor oil, olive oil, tea, coffee
Steps 2 & 3	eye shadow, crayon, grease, permanent felt tip marker, mustard, lipstick, ball point pen

Step 1: If cleaned immediately, use a clean dry cotton fabric. Wipe once, careful to remove most of the stain without spreading to surrounding area. Wipe more vigorously a second time if residue remains and proceed to step 2.

Step 2: If residue remains use a straight application of the following concentrated cleaners:

- *Formula 409®* • *Fantastik®*

Wipe with a clean cloth, rinse with water and dry. If residue remains, proceed to step 3.

Step 3: More stubborn soiling may be eliminated using a cotton fabric soaked in 91% isopropyl (rubbing) alcohol. Wipe without spreading stain to surrounding area. A second application should be applied with vigorous rubbing in a circular motion. For highly textured material, a soft toothbrush is recommended to clean valleys and crevices. Wipe with a clean cloth, rinse with water and dry.

Certain clothing and accessory dyes (such as those used on denim jeans) may migrate to lighter colors. This phenomenon is increased by humidity and temperature and is irreversible.

Please check compatibility when using this product in combination with painted or varnished

Always remove stains immediately. Upholstery must be kept CLEAN!

Certain household cleaners, powdered abrasives, steel wool, and industrial cleaners can cause damage and discoloration and are not recommended. Dry cleaning fluids and lacquer solvents should not be used as they will remove printed pattern and gloss. Waxes should be used with caution as many contain dyes or solvents that can permanently damage the protective coating.

Suntan lotion, tree pollen, wet leaves, and some other products can contain dyes that stain permanently.

Do not clean with power washers, as they can generate 3500 PSI and could 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 vinyl hard and brittle, and eventually cracking will occur.

Failure to care for your vinyl properly, or use of improper cleaners, may void your warranty & damage your vinyl!

The information published in this care guide refers to the performance of *PERMAGUARD®* products in specific tests conducted under laboratory conditions. Results may vary under actual conditions.

This information is not a guarantee and does not relieve the user from the responsibility of the proper and safe use of the product and all cleaning agents. The use of certain agents can be harmful to the surface appearance and lifespan of vinyl. Spradling, its agents, and assigns assume no responsibility resulting from the use of such cleaning agents to the vinyl. Spradling's coated fabrics treated with *PERMAGUARD®* protective finish are resistant to most common stains. However existing dyes and pigments in some staining agents have the ability to create a permanent stain if not treated properly.

PERMAGUARD® is a trademark of Spradling International, Inc.

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Find more vinyl cleaning & care information at:
www.spradlingvinyl.com/sim or call the cleaning hotline at 1-800-247-9901

Side A

America's leading source for vinyl-coated fabrics

Vinyl Coated Fabrics (Acrylic or Napa Topcoat)

Cleaning and Care: Colors and Accent Vinyls

Step 1: For light soiling, a solution of 10% household liquid dish soap in warm water, applied with a soft damp cloth. Rub gently and rinse with a water-dampened cloth.

Step 2: For heavy soiling, dampen a soft white cloth with a one-to-one(1:1) solution of *Formula 409® and water or *Fantastik® and water. Rub gently and rinse with a water-dampened cloth.

Step 3: For more difficult stains, dampen a soft white cloth with a solution of household bleach (10% bleach and 90% water). Rub gently and rinse with a water-dampened cloth to remove bleach concentration.
Do not use with alcohol-based cleaning agents!

All cleaning methods must be followed by a thorough rinse with clean warm water.

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Suntan lotion, tree pollen, wet leaves, and some other products can contain dyes that stain permanently.

Do not clean with power washers, as they can generate 3500 PSI and could 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 vinyl hard and brittle, and eventually cracking will occur.

**Always remove stains immediately.
Upholstery must be kept CLEAN!**

**Please contact our cleaning hotline at 1-800-247-9901
or online at www.spradlingvinyl.com/sim.**

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This information is not a guarantee and does not relieve the user from the responsibility of the proper and safe use of the product and all cleaning agents. The use of certain agents can be harmful to the surface appearance and lifespan of vinyl. Spradling, its agents, and assigns assume no responsibility resulting from the use of such cleaning agents to the vinyl. Certain clothing and accessory dyes(such as those used on denim jeans) may migrate to lighter colors. This phenomenon is increased by humidity and temperature and is irreversible.

Formula 409® is a registered trademark of the Clorox Company.®
Fantastik® is a trademark of DowBrands, Inc.® Trademark of the Dow Chemical Co.®
***Fantastik & Formula 409 are safe to use if cleaner is diluted (1:1), then throughly rinsed and used following manufacturers' instructions.**

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Please check compatibility when using this product in combination with painted or varnished surfaces.

Spradling International MARINE

Find more vinyl cleaning & care information at:
www.spradlingvinyl.com/sim or call the cleaning hotline at 1-800-247-9901

Side B

3/1/2014

Warranty

Your relationship with your local Maverick dealer should never end with the delivery of your new boat. Your local Maverick dealership is where you will take your boat for service and repair, as well as to address any warranty issues. Maverick is fortunate to have an outstanding dealer network selling and servicing our boats. Our dealers are knowledgeable in service and repairs for all our boat models and have extensive expertise troubleshooting a wide range of boat related issues.

All warranty claims and repair issues should be addressed to your local Maverick dealer. Through our dealer network, we should be able to address and fix repair issues and have you back on the water in a timely manner. A continued relationship with your local Maverick dealer will assure the best service and parts available and will create a direct link from the boat owner to the factory.

Maverick®

Fish the Legend.