



220 CC Owner's Manual

Model Year 2024

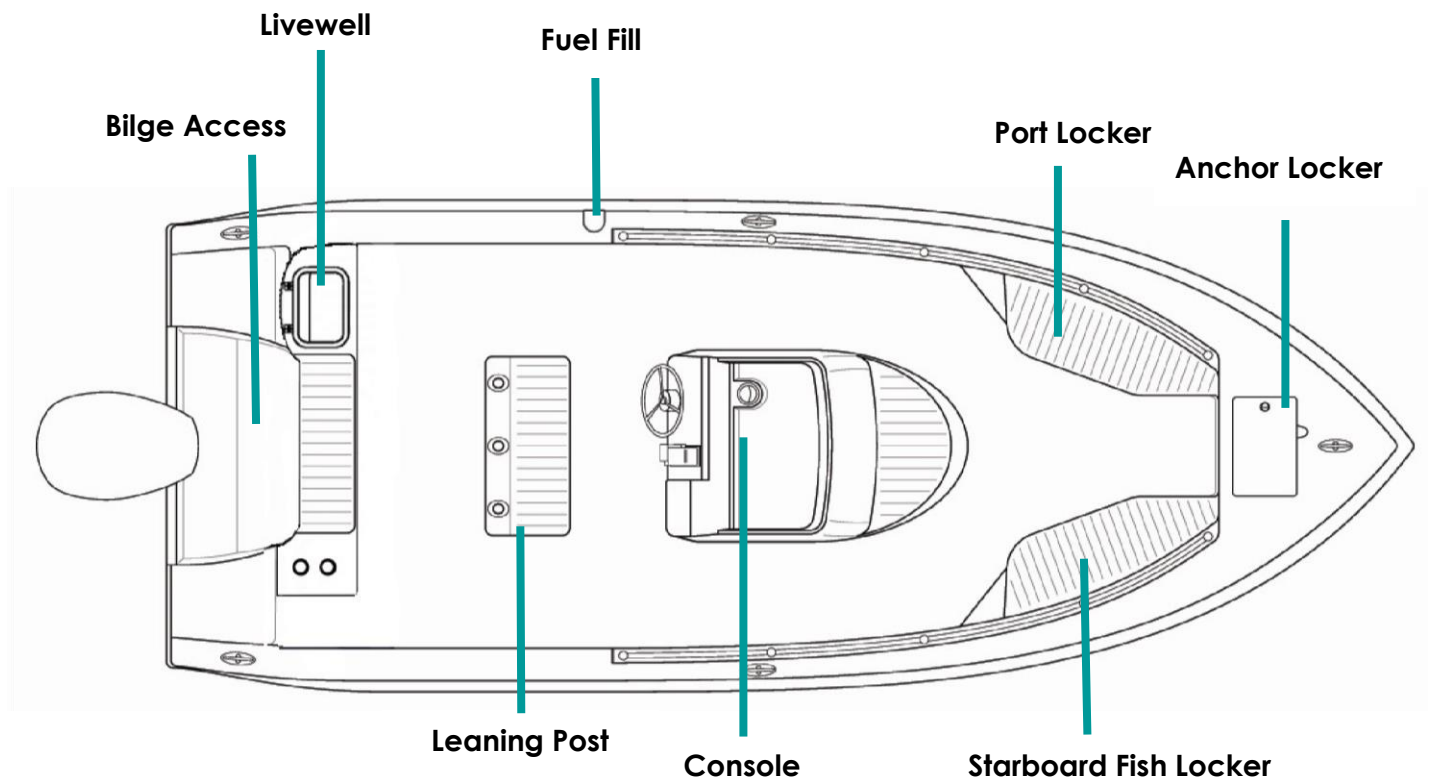


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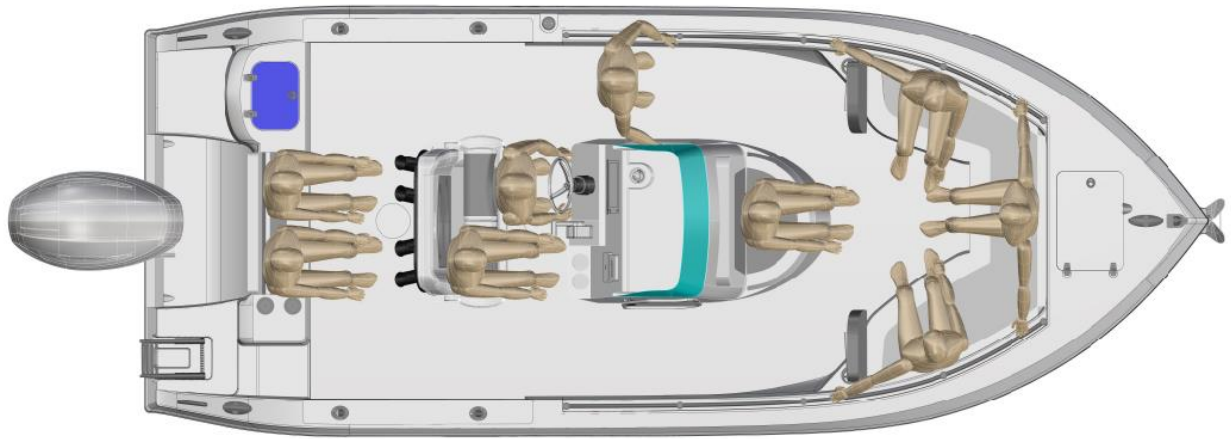
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Cobia 220 CC Specifications

L.O.A.....	21' 07"
BEAM.....	8' 09"
DRAFT.....	18"
WEIGHT W ENGINE.....	3,460 LBS.
FUEL CAPACITY.....	89 GAL.
DEADRISE @ TRANSOM.....	18 DEG.
MAXIMUM H.P.....	250
TRANSOM HEIGHT.....	25"
MAXIMUM CAPACITIES.....	9 PERSONS OR 1,600 LBS.




DESIGNATED OCCUPANT POSITIONS



Pre-Operation Checklist

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

Boating Safety Checklist		Boating Safety Checklist	
MUST HAVE ITEMS As Required By Regulation		Recommended Items	
Personal Flotation Devices (Life Jackets) <input type="checkbox"/> Type I, II, III, or V for each person onboard (Wearable) <input type="checkbox"/> One Type IV (Throwable) Not Required on Non-Powered boats under 16'		Boats on Inland Waters Everything on Required List PLUS: <input type="checkbox"/> First Aid Kit <input type="checkbox"/> Boating Safety Education/Certificate <input type="checkbox"/> Anchor with Sufficient Line <input type="checkbox"/> Bailing Device <input type="checkbox"/> Sun Protection <input type="checkbox"/> Watersports Flag (Skier Down/Diver Down Flag) <input type="checkbox"/> Alternate Propulsion (Paddles, Oars)	
Fire Extinguishers Choose One <input type="checkbox"/> Boats <26' 1 Size BI - OR - Fixed System <input type="checkbox"/> Boats 26 - <40' 2 Size BI* - OR - Fixed System + 1 Size BI <input type="checkbox"/> Boats 40 - 65' 3 Size BI* - OR - Fixed system + 2 Size BI* * One Size BI may be substituted for Two Size BI Extinguishers		Boats on Nearshore Waters Everything Above PLUS: <input type="checkbox"/> Extra Food & Water <input type="checkbox"/> GPS/Chartplotter <input type="checkbox"/> Float Plan <input type="checkbox"/> Depth Finder <input type="checkbox"/> Compass <input type="checkbox"/> Charts <input type="checkbox"/> VHF Radio <input type="checkbox"/> Spare Tool Kit	
Visual Distress Signals (VDS) Choose One <input type="checkbox"/> Combination Day/Night VDS (Flares or Flare Gun) <input type="checkbox"/> Daytime VDS (Flags, Smoke Signal) AND <input type="checkbox"/> Nighttime VDS (Automated SOS Light)		Boats on Offshore Waters Everything Above PLUS: <input type="checkbox"/> EPIRB <input type="checkbox"/> Life Raft <input type="checkbox"/> Searchlight <input type="checkbox"/> List of CPR Instruction <input type="checkbox"/> Radar <input type="checkbox"/> Man-Overboard Recovery Gear <input type="checkbox"/> AIS <input type="checkbox"/> Sea Drogue <input type="checkbox"/> Safety Knife <input type="checkbox"/> Weather Information System <input type="checkbox"/> Radio Direction Finder <input type="checkbox"/> Shore Landing Craft (Tender) <input type="checkbox"/> Long Range Communications Gear	
Sound Signals <input type="checkbox"/> Horn or Whistle <input type="checkbox"/> Bell (Not required for vessels under 12m)		Boats on River Waters Everything on Required List Plus: <input type="checkbox"/> Throw Bag <input type="checkbox"/> Helmet	
Ventilation (Boats with Gasoline Systems) <input type="checkbox"/> Natural Ventilation <input type="checkbox"/> Powered Ventilation		Miscellaneous Items Other Items That May be Recommended: <input type="checkbox"/> Heaving Line <input type="checkbox"/> Spare Keys <input type="checkbox"/> Boat Hook/Pole <input type="checkbox"/> Spare Propeller <input type="checkbox"/> Extra Engine Oil <input type="checkbox"/> Handheld Lead-line <input type="checkbox"/> Strobe Light <input type="checkbox"/> Carbon Monoxide Detector <input type="checkbox"/> Extra Clothing <input type="checkbox"/> Marine Hardware <input type="checkbox"/> Masks & Fins (For Clearing Props) <input type="checkbox"/> Storm Sails	
Backfire Flame Control <input type="checkbox"/> Backfire Flame Arrestor (Gasoline Engines except outboards)			
<ul style="list-style-type: none">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.		Scan here to download the ABYC Boating Safety Checklist App abycinc.org/mobileapps	

Maintenance & Cleaning

Maintenance

Cobia advises owners that maintenance and repairs should be performed at an authorized Cobia 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 Cobia 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. Refer to page 29 for upholstery care and cleaning instructions.



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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.



STOP AQUATIC HITCHHIKERS!™

Be A Good Steward. Clean. Drain. Dry.
StopAquaticHitchhikers.org

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.

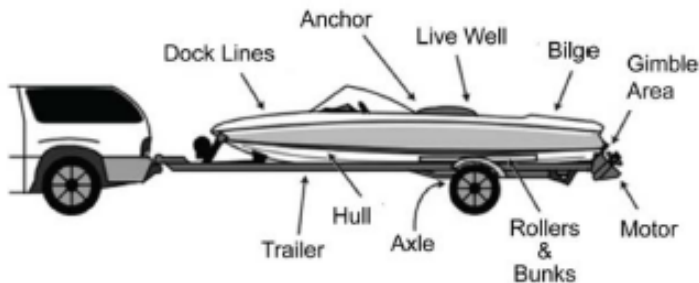
Flush motor according to owner's manual.

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.



Engine Stop Switch

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.



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 Cobia Dealer to have this resolved immediately.

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

Helm & Command Link Gauges

Switch Panel & Helm

At the helm of your Cobia, you have a main switch panel, which is located to the left of the steering wheel. This panel controls your lights, horn, accessories, livewell, and your bilge. When a switch is in the “on” position, its tip is illuminated. This alerts you that the associated accessory should be functioning and also reminds you to turn it off during boat shutdown. When the “NAV” light switch is in the “on” position, the labels for the switches will be illuminated. To the right of the steering wheel you have your two trim tab switches. The boat also comes standard with a compass mounted on top of the console.



Switch Panel

Command Link Gauges

Yamaha’s CL5 gauge comes standard on your new Cobia. The standard digital gauge includes a Yamaha tachometer and a Yamaha speedometer on one screen. The tachometer has several built-in features including an engine temperature monitor, oil level monitor and engine trim indicator. The speedometer includes a digital readout of the speed, an hour meter, trip meter and clock. For more information on the specifics of your Yamaha gauges, see your Yamaha owner's manual.



Yamaha CL5 Gauge

Navigation Lights

Your Cobia 220CC 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.



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- Navigation Lights
 - Part number: 43028410
 - Expiration Year: 2043
- Anchor Light
 - Part number: 43029210 standard; 43029610 with Hardtop or T-Top
 - Expiration Year: 2043

Cobia Duffel Bag

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

- Large Livewell Standpipe
- Short Livewell Standpipe
- 1.5" Livewell Pacifier Plug
- 2 ignition Keys and Emergency Kill Cord /Engine Stop Lanyard
- Engine Start Cord
- Various Accessories Manuals

Fuel-Water Separator & Drain

Fuel-Water Separator

A Yamaha Fuel-Water Separator is installed underneath the aft bench seat on the starboard side. Simply lift up the seat and you will be able to easily access the Fuel-Water separator. The new, improved 10-micron filter provides superior filtration ahead of the engine's on-board filters and injectors. Large filtering and water capture areas maximize filtration while maintaining adequate flow rate for larger engines. The fuel separator can be checked by removing it from the mounting bracket and dumping it into an approved waste collection device. If there appears to be an excessive amount of water, the filter component should be replaced. See your authorized Cobia Dealer for replacement parts.



Fuel-Water Separator



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. The drain has been designed so that it can be loosened by hand while the hull is out of the water for draining. This allows the plug to stay in contact with the surrounding frame so you'll never misplace or lose it. You can completely remove the insert by pulling back and continue turning in a counter-clockwise motion. 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.



Drain Plug

Bilge

Bilge Access

The bilge of your Cobia is located in the aft seat compartment under the battery shelf. To open the backrest, release the latch located underneath the cushion on the starboard side of the seat and lift up. The backrest should come up easily. The bench seat can be opened to provide access to the battery shelf and bilge. The bottom cushion can then be lifted and positioned so that the hinges hold it in place out of the way while the compartment is being accessed.

Bilge

The bilge of your Cobia should always be checked before and after a launch. 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.**



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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 hot side of the battery switch through the “BILGE” fuse at 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 panel inside the console 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.

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 the locking tab and twist motor housing counter-clockwise. 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 pump down on the base then twist until the lock button snaps it into 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.

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.

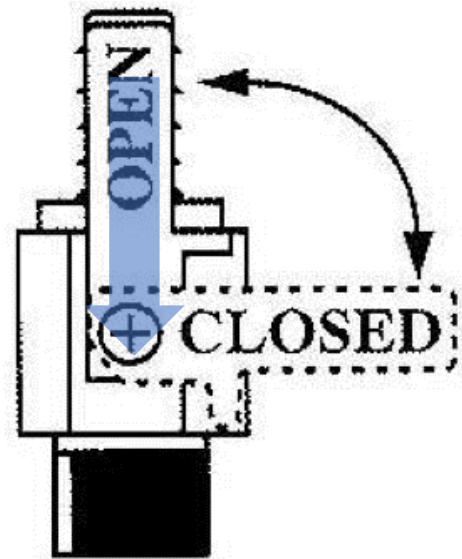


Bilge Pump and Float Switch

Systems

Ball Valves

Ball valves can be used to serve several purposes. They allow seawater to enter the boat, in the case of livewells, and they also act as a safeguard to stop water from entering. To tell which position a ball valve is in, open or closed, look at the valve and determine the direction of flow. When the ball valve handle is in the same position as the direction of flow, the valve is in the “OPEN” position. When the ball valve handle appears to cross the direction of flow, the valve is in the “CLOSED” position. The ball valves can be accessed in the bilge compartment behind the aft seating.

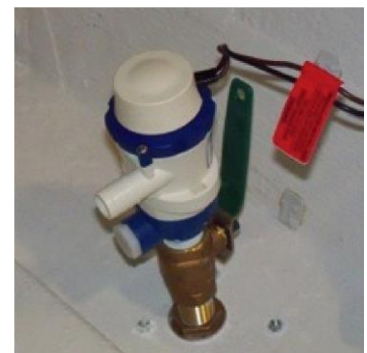


220 Deckdrain System

The deckdrain system is equipped with 1 1/2” thru hull fittings through the aft port and starboard hull sides. These fittings have to be installed lower than the drains in the cockpit floor so that gravity will allow the cockpit to drain free of water. This puts these fittings very close to the water line of the hull. These drains are rigged with ball valves that can be opened and closed to control the flow of water. The ball valves can be accessed through the pie eyes on the port starboard side of the transom. In the open position, these ball valves will allow water to flow freely from the cockpit, thus making the boat “self-bailing”. When closed, no water will be allowed to travel to or from the cockpit.

220 Livewell Pump Assembly

The livewell pump assembly is composed of a scoop 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.

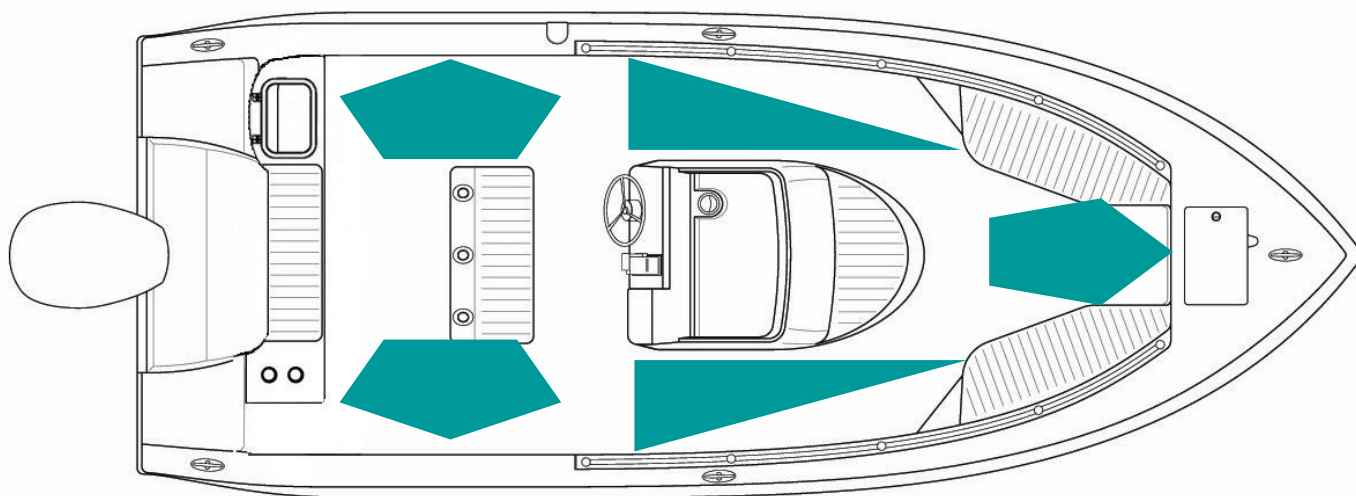


Livewell Pump in the “OPEN” Position

Cockpit Courtesy Lights

Cockpit Courtesy Lights

The cockpit comes equipped with five LED courtesy lights installed at the factory. On the switch panel located to the left of the steering helm, the second switch to the right operates the cockpit courtesy lights. The courtesy lights are mounted on the port and starboard sides of the console, as well as at the front of the cockpit. These lights illuminate the entire cockpit.



Cockpit Courtesy Light Placement

Ladder & Props

Stainless Boarding Ladder

This Cobia model comes standard with a telescoping stainless-steel boarding ladder integrated into the starboard aft platform area. This provides a stepping area while the ladder is in the up position. Once the ladder is down and in the extended position, close the lid cover for safe and secure entry and exit via the ladder. The ladder is the designed method for unassisted reboarding should the situation arise where it is necessary. When washing off your boat at the end of the day make sure to extend the ladder and wash it off as well, making sure to dry it completely before stowing. Leaving saltwater in the telescoping tubes may lead to corrosion and affect the useful life of your ladder.



DANGER:

No passenger should attempt to enter or exit the boat by the ladder or by any other means while the engine is on.

Props

Prop selection on your Cobia is determined by your local Cobia Dealer, but all props are based on recommendations from Cobia Boat Company 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. 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.**



Engine Prop

Fuel System

Fuel System

This Cobia comes equipped with an 89-gallon fuel cell stationed below the leaning post between the stringer system. The fuel fill receptacle is on the port gunwale. Every fuel tank is pressure tested at the factory before and after installation. Should you experience any fuel related problems or suspect problems with the fuel system, immediately take your boat to a Cobia Dealer.



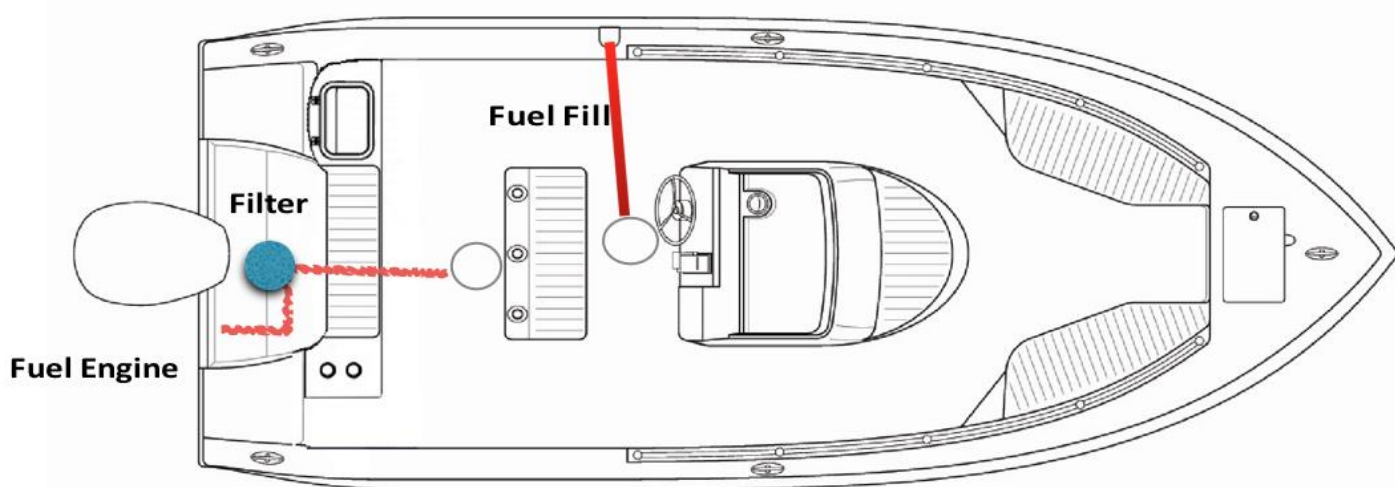
Fuel Fill Receptacle



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.

Cobia 220 CC Fuel System



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Self-Bailing Cockpit & Livewell

Self-Bailing Cockpit

The cockpit 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 two aft cockpit drains located at the far aft cockpit floor on both the port and starboard sides. Each side drains overboard through the side of the hull independently. None of this water is drained into the bilge. Refer to page 10 for operation of the ball valve associated with this system.



Cockpit Drain

The bilge is designed to drain any water entering the inside of the hull. 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 Cobia Dealer immediately. Refer to page 9 for further information regarding bilge pump operation and maintenance.

Livewell System

The livewell system is designed to keep your baitfish alive and strong for as long as possible. This 26-gallon livewell provides a cool, clean, and oxygenated environment that allows you to keep your baitfish alive for long periods of time. To efficiently operate your livewell, the following steps should be taken:

1. **Open livewell hatch.**
2. **Install stand-up pipe snugly.**
3. **Ensure livewell pump ball valve is in open position.**
4. **Turn on livewell switch.**



Livewell



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The livewell operates by pumping fresh seawater from the pump through an aerator head into the livewell. Drainage is achieved through the grate on the top of the standpipe, which, when unobstructed, will limit the water level to the standpipe's highest point. A shorter standpipe can be used to keep less water in the well. This constant drainage keeps up water flow and allows for the removal of ammonia from the livewell, therefore extending the life of your baitfish. To drain the livewell, switch off the pump, close pump ball valve, and remove standpipe.

Rod Storage & Fish Lockers

Rod Storage

The 220 Center Console model comes standard with under gunwale rod racks on both the port and starboard sides. These give you space to safely store an additional 6 rods for your fishing needs.



Under Gunwale Storage Rack



Port and Starboard Fish Lockers

The 220 CC has port and starboard storage compartments in the bow. The starboard locker doubles as a fish locker and is insulated to keep its contents cold (as seen below). These boxes drain overboard through independent thru hulls on each side of the hull just below the boxes.



Fish Locker

Anchor Locker & Phenolic Plates

Anchor Locker/Rode Storage

The anchor locker is located at the bow of the boat and is accessible through the anchor locker door or hatch (photo below). There is an eye mounted to the bow eye to secure your anchor rode or chain to. After setting your anchor, the excess rode can remain stored in the locker. The notch supplied in the door allows you to securely close the locker by aligning your rode through the notch.

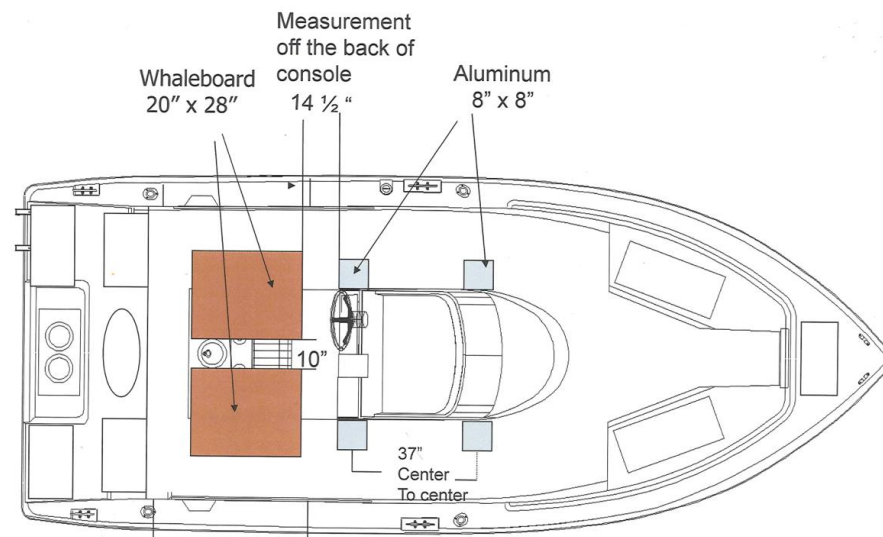


Anchor Locker



Phenolic Plate Location

Your Cobia 220 comes standard with phenolic plates laminated into the cockpit floor. These plates secure the leaning post and optional T-top. They are designed for exceptional screw retention capabilities and provide the support required to secure such weight bearing items.



Battery Switch and Main Distribution Panel

The batteries are located under the aft helm seat cushion. The battery switch is located at the aft starboard cockpit. On a single battery system, your battery is wired to the number 1 side of the switch. With a second battery, one battery is wired to the number 1 position while the second battery is wired to the number 2 side of the switch. The operator can choose which battery to utilize by the selection on the switch. To provide power to any systems on the boat, including the engine, the switch needs to be on battery 1. The only time the switch should be in the “1 & 2” position is if one battery will not start the engine. If battery 1 is unable to start the engine, then switch the switch to “1 & 2” to utilize a second battery. In this case, after starting the engine, promptly return the switch to position 1.



Battery Switch Shown in “OFF” Position

Console Interior and Head Unit

Console Interior

Inside the console is the breaker panel for the switches at the helm. In addition, you will find the optional head system that your boat came equipped with.



Console Access



Breaker Panel

Electric Head (Optional)

The macerator is to be used only with direct discharge thru hull. The macerator will not be used for dockside pump out of the holding tank. To flush the head, make sure intake valve is in the open position, supplying your head with the water it will need to operate correctly. The intake valve is located in the access panel at the base of the head on the starboard side and is the valve on the left.

With the valve open, press the toilet switch. The waste is pushed into the holding tank. The macerator has nothing to do with the flushing of the toilet as it is only used for overboard discharge while outside the legal dumping limits. To discharge outside legal limits, open the thru hull discharge valve located behind the intake valve, turn the Y-Valve so the arrow towards the macerator is exposed, and flip macerator switch to the “ON” position. The Y-Valve and macerator pump are also located in the fwd. bilge access area.

The Jabsco Y-Valve is designed to provide flexibility of onboard waste management by diverting waste either to the dockside pump-out fitting or directly overboard where legal to do so. Check local and federal regulations to determine where direct overboard discharge of untreated waste is permitted.

Some near shore areas and inland areas are designated as "No- Discharge Zones" where the discharge of any onboard waste, even treated waste, is strictly prohibited. **Many of these areas require a waste retention system that can be positively secured in an onboard retention mode.**

The Jabsco Y-Valve accommodates this requirement by providing the ability to add a padlock that secures the selector handle in either direction to ensure waste is directed to an onboard holding tank. The Y-Valve may also be used to direct waste from a holding tank to a waste deck plate for removal by a dockside pump-out facility.



Macerator Used for Pumping Direct Overboard Discharge



Y-Valve Used to Direct Waste Discharge

Seating

Aft Bench Seat

Your Cobia 220 CC comes with a highly innovative aft seat with a fold-down backrest. In the down position, the backside of the backrest provides a large flat area for rigging or cutting baits and protects the cushions from the elements. To open the backrest, release the latch located underneath the cushion on the starboard side of the seat and lift up. The backrest should come up easily. The bench seat can be opened to provide access to the battery shelf and batteries. The bottom cushion can then be lifted and positioned so that the hinges hold it in place out of the way while the compartment is being accessed.

Optional Features

Optional Bow Cushion Set

Your 220 CC comes with an optional six-piece bow cushion set. These cushion bottoms are removable and are held in place by several sets of stainless-steel snaps. To remove the cushions, simply pull the snap strap away from the embedded snap and remove and store the cushion. When left outside or exposed to the elements for a prolonged period of time, it is recommended to take off the seat cushions and store them in a dry place. Refer to page 29 for cushion care instructions.



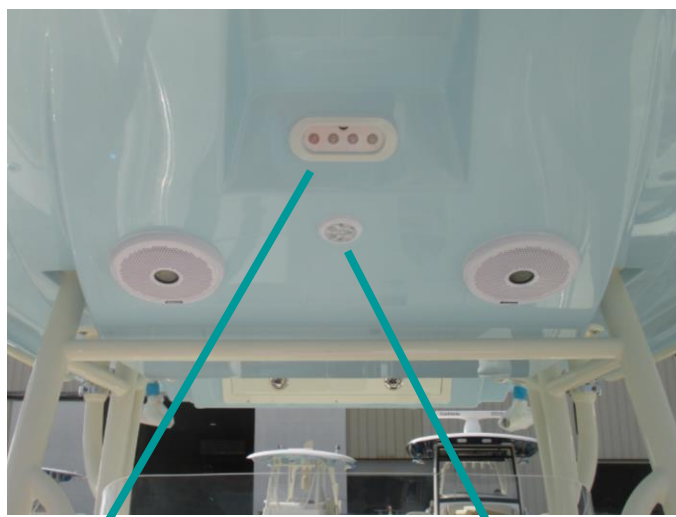
Bow Cushion Set

Optional JL Stereo System

If you chose the stereo option, your 220 CC came with a JL Audio Media Master 50 with four matching speakers. Please refer to the JL Audio owner's Manual in your ditty bag for operation. Even if your boat didn't come with the stereo, your boat is pre-wired for four speakers in the cockpit and two in the hardtop, if you chose that option.

T-Top

There are several different T-Top options for the Cobia 220 CC. The T-Tops come with either a Weblon or a fiberglass hard top. Each of these tops has the option of being outfitted with an electronics box, forward and aft facing LED spreader lights, outriggers, recessed LED overhead lights, speakers, and additional storage.



Spreader Lights

Overhead Lights



Speakers



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Trim Tabs

Bennett trim tabs are optional on your new Cobia. External electric trim tabs can enhance the performance of your boat. The tabs on the 220 are electric and therefore do not require a trim tab pump. By not having a pump there is no possibility of fluid leaks from a pump.



Trim Tab

Trim tabs allow for maximum boat performance, and are great for balancing weight in the boat. They also allow the boat operator to lift or lower the hull to accommodate for different running situations.

For the operation of trim tabs note that the port trim tab switch will affect the port side of the boat, and the starboard switch will affect the starboard side. For instance, lowering the port trim tab

creates stern lift on the port side, thus lowering the starboard bow. Raising the starboard trim tab lowers the stern on the starboard side, thus raising the port bow. 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.

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

Pushing the bottom of the switch (up), will raise the tabs lifting the bow out of the water, for better running performance. To achieve the best running performance of your Cobia 220, use the engine trim in conjunction with your trim tabs to find the appropriate amount of lift for a safe and comfortable ride.

In the event of rough water or high winds, it's possible to use the 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 on the downward side.

Optional Fresh Water Washdown

The fresh water tank on your 220 CC can be filled at the cap labeled “WATER” on the starboard transom next to the walk-thru door. The shower nozzle is on the starboard aft bulkhead. To pressurize the system, flip the switch labeled “FRESHWATER” on the switch panel at the helm. You can leave this switch in the ON position while the boat is in use. The pump has an internal pressure switch that allows the pump to turn on and off as needed.



Water Fill

In the colder months of the year, it's advisable to drain the fresh water system and winterize by adding a non-toxic antifreeze to the system. Run the antifreeze throughout the system by opening shower nozzle until antifreeze is delivered through the shower head.

Optional Salt Water Washdown

Raw-water washdown is an option on the 220 CC model. The pump is located in the bilge aft of the livewell pump and is accessible through the splashwell hatch. To operate, hook a hose to the raw water receptacle on the port rear bulkhead above the drains. Flip the switch labeled “Saltwater”. The pump will pressurize the system with raw water. Once the system is pressurized, the pump will shut itself off with an internal pressure switch and will switch itself back on as you demand water. Be careful to only spray gel-coated fiberglass surfaces with saltwater and avoid all other areas. Always rinse your boat with freshwater as soon as you return to the dock or home if the boat is being trailered.



Raw Water Receptacle

Optional Waste System

A portable head unit is an option in the 220. The instruction manual can be found in the Cobia duffel bag and basic operating instructions are listed here.

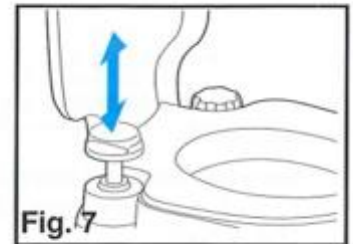
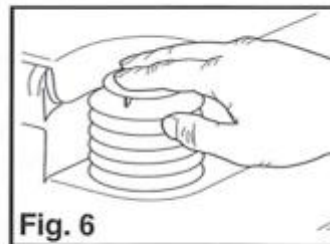
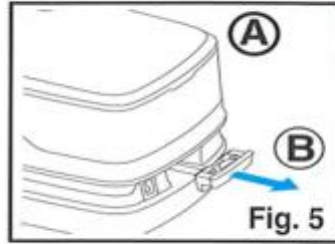
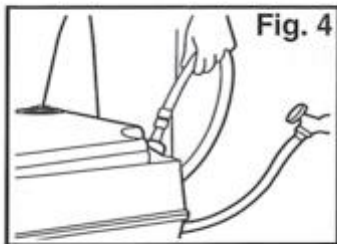
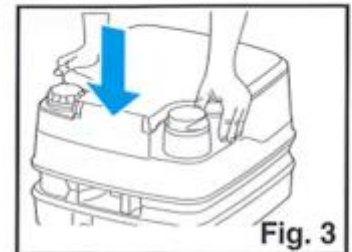
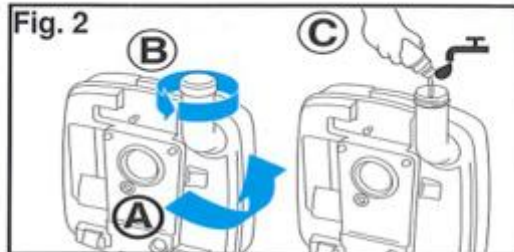
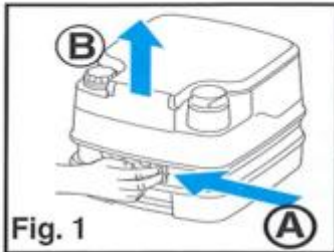
The optional head pump out fitting is located on the starboard side of the console. With this option, waste can be removed at an approved dumping station without removing the tank from the head.



Portable Toilets Owner's Manual

Manual del propietario Inodoros portátiles

Guide de l'utilisateur Cabinets portatives



Prepare Unit

1. Separate tanks (Fig. 1A & 1B).
2. Remove Pour-Out Spout Cap while it is pointing upward (Fig. 2A & 2B) add deodorant and 4-oz. of water (Fig. 2C). Replace cap and tighten securely.
3. Recombine tanks (Fig. 3).
4. Fill upper tank with fresh water (Fig. 4). Replace cap and tighten securely.

NEVER add deodorant to fresh water tank.

Before Use

Vent any built-up heat or altitude pressure and prevent splashing: close cover (Fig 5A), and open and close holding tank valve (Fig. 5B).

To Flush

1. Open valve (Fig. 5B).
2. **Bellows:** Fig. 6.
Piston Pump: Fig. 7.
3. Close valve completely for odor-tight seal (Fig. 5B).

Prepare la unidad

1. Separe los tanques (Fig. 1A y 1B).
2. Saque la tapa del caño de vertido manteniéndola orientada hacia arriba (Fig. 2A y 2B), añada desodorante, y 118 ml de agua (Fig. 2C). Vuelva a colocar la tapa y apriétela bien.
3. Vuelva a acoplar los tanques (Fig. 3).
4. Llene el tanque superior con agua fresca (Fig. 4). Vuelva a colocar la tapa y apriétela bien.

NUNCA vierta desodorante en el tanque de agua.

Antes de usarlo

Deje escapar la presión que se haya acumulado debido al calor o a la altura; evite las salpicaduras: Cierre la tapa (Fig. 5A), abra y cierre la válvula del tanque de retención (Fig. 5B).

Para pasar el agua

1. Abra la válvula (Fig. 5B).
2. **Fuelle:** Fig. 6.
Bomba de pistón: Fig. 7.
3. Cierre bien la válvula para evitar los malos olores (Fig. 5B).

Préparer l'unité

1. Séparer les réservoirs (Schémas 1A et 1B).
2. Retirer le capuchon du bec verseur pendant qu'il pointe vers le haut (Schémas 2A et 2B), ajouter le désodorisant et 118 ml d'eau (Schémas 2C). Replacer le capuchon et resserrer hermétiquement.
3. Recombiner les réservoirs (Schéma 3).
4. Remplir le réservoir supérieur d'eau propre (Schéma 4). Replacer le capuchon et resserrer hermétiquement.

Ne JAMAIS ajouter de désodorisant au réservoir d'eau propre.

Avant d'utiliser

Ventiler en cas de pression accumulée ou attribuable à l'altitude et prévenir les éclaboussures : fermer le couvercle (Schéma 5A), ouvrir et fermer la valve du bac à eaux usées (Schéma 5B).

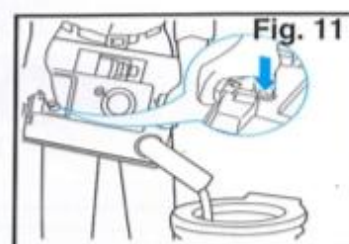
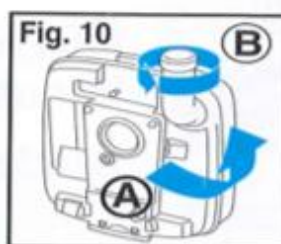
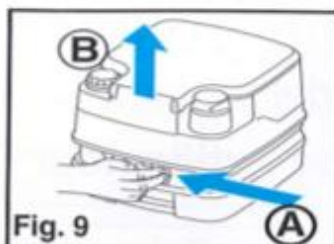
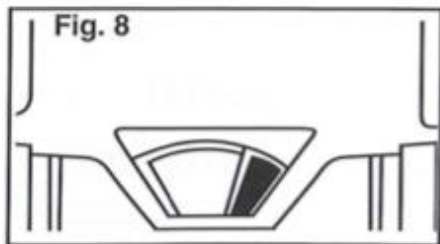
Pour vidanger

1. Ouvrir la valve (Schéma 5B).
2. **Soufflets de dilatation :** Schéma 6.
Pompe à piston : Schéma 7.
3. Fermer la valve complètement pour une étanchéité contre les odeurs (Schéma 5B).



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Emptying Waste Tank

1. DO NOT OVERFILL TANK. Empty when waste level indicator turns from **green** to **red** (Fig. 8). (Toilet without an indicator: open valve to check visually.)
2. Be sure valve handle is closed. Separate tanks (Fig. 9).
3. Carry waste tank to a permanent toilet.
4. Remove Pour-Out Spout Cap while it is pointing upward (Fig. 10A & 10B).
5. Press air relief valve to prevent splashing (Fig. 11).
6. Rinse, recharge and reassemble unit.

Para vaciar el tanque séptico

1. NO LO LLENE DEMASIADO. Vacíelo cuando el indicador de nivel cambie de color **verde** a **rojo** (Fig. 8). (Inodoro sin indicador: abra la válvula para examinarla.)
2. Verifique que el asa de la válvula esté cerrada. Separe los tanques (Fig. 9).
3. Lleve el tanque séptico a un inodoro fijo.
4. Saque la tapa del caño de vertido manteniéndola orientada hacia arriba (Fig. 10A & 10B).
5. Oprima la válvula de descarga de aire para evitar las salpicaduras (Fig. 11).
6. Lave, recargue y vuelva a armar la unidad.

Vidange du bac à eaux usées

1. NE PAS TROP REMPLIR LE RÉSERVOIR. Vider lorsque l'indicateur du niveau de déchets passe du vert au rouge (Schéma 8). (Toilette sans indicateur : ouvrir la valve pour une vérification visuelle)
2. S'assurer que la poignée de la valve est fermée. Séparer les réservoirs (Schéma 9).
3. Transporter le bac à eaux usées vers une toilette fixe.
4. Retirer le capuchon du bec verseur pendant qu'il pointe vers le haut (Schéma 10A & 10B).
5. Appuyer sur la soupape de dégagement d'air pour prévenir les éclaboussures (Schéma 11).
6. Rincer, recharger et réassembler l'unité.

Deodorizing

Recommended holding tank deodorant for best performance:

Thetford Eco-Smart
Thetford Aqua-Kem
Thetford Campa-Chem



Para desodorizar

Desodorante recomendado para un mejor funcionamiento del tanque de retención:

Thetford Eco-Smart
Thetford Aqua-Kem
Thetford Campa-Chem

Désodorisant

Désodorisant recommandé pour le bac à eaux usées pour une meilleure performance :

Thetford Eco-Smart
Thetford Aqua-Kem
Thetford Campa-Chem

Care

Recommend cleaner:

Thetford Aqua-Clean.

NEVER use scouring powders, acids or concentrated cleaners, which can damage plastic parts and rubber seals.



Mantenimiento

Producto de limpieza recomendado:

Thetford Aqua-Clean.

NUNCA use polvos para limpiar, ácidos ni productos de limpieza concentrados, que puedan dañar las piezas plásticas y las juntas herméticas de caucho.

Entretien

Ce nettoyeur est recommandé :

Thetford Aqua-Clean.

Ne JAMAIS utiliser de poudres de récurage, d'acides ou de nettoyeurs concentrés qui peuvent endommager les pièces en plastique et les joints d'étanchéité en caoutchouc.

Service & Parts

For parts and/or service, contact your RV Dealer.

For warranty issues or more information, call Thetford's Customer Relations Department:

1-800-521-3032

Please have ready:

1. Your name and address
2. Toilet Model and Code from ID label.
3. Problem/reason for claim.
4. Proof of date of purchase.

Servicio y repuestos

Para repuestos y servicio, comuníquese con el distribuidor de VR local.

Para asuntos relacionados con la garantía o mayor información, llame al departamento de Relaciones con el cliente de Thetford:

1-800-521-3032

Sírvase tener a mano la siguiente información:

1. Su nombre y dirección
2. El modelo y código del inodoro, de la etiqueta de identificación.
3. El problema/motivo del reclamo.
4. Comprobante de venta

Pièces et main-d'oeuvre

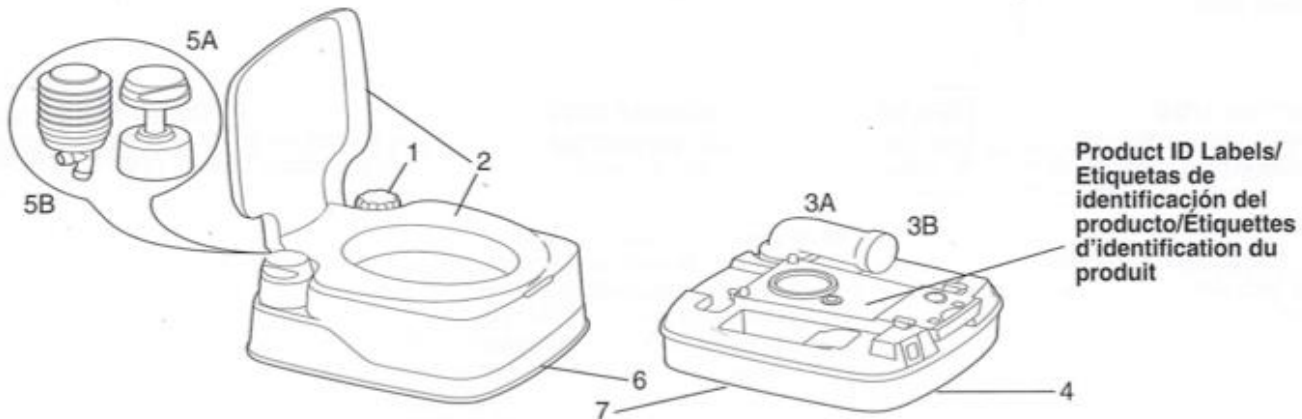
Pour obtenir des pièces ou avoir accès au service, contacter votre distributeur VR.

Pour des problèmes relatifs à la garantie ou pour obtenir de plus amples renseignements, appeler le service à la clientèle de Thetford :

1-800-521-3032

Nous vous recommandons d'avoir à proximité :

1. Vos nom et adresse
2. Le modèle de la toilette et le code de l'étiquette d'identification.
3. Problème/motif de la réclamation.
4. Preuve de la date d'achat



Parts List

All Models

- 1 No-Spill Water Fill Cap
- 2 Seat and Cover Ass'y
- 3A Pour-Out Spout
- 3B Pour-Out Spout Cap
- 4 Hold Down Kit (optional)
- 5A Piston Pump Ass'y
- 5B Bellows Pump Ass'y
- 6 Fresh Water Tank Ass'y, incl. bellows
- 7 Waste Holding Tank w/o Spout

Tous les modèles

Lista de repuestos

Todos los modelos

- 1 Tapa antiderrames de orificio de llenado de agua
- 2 Unidad de asiento y tapa del inodoro
- 3A Caño de vertido
- 3B Tapa del caño de vertido
- 4 Juego de anclas de sujeción (opcional)
- 5A Unidad de bomba de pistón
- 5B Unidad de bomba de fuelle
- 6 Unidad de tanque de agua, incluyendo el fuelle
- 7 Tanque séptico de retención, sin caño de vertido

Liste des pièces

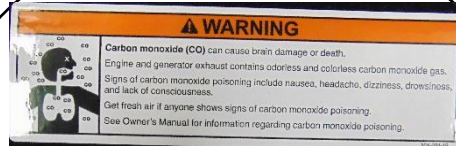
- 1 Capuchon de remplissage pour prévenir le déversement d'eau
- 2 Assemblage du siège et du couvercle
- 3A Bec verseur
- 3B Capuchon du bec verseur
- 4 Trousse de matériel (facultatif)
- 5A Assemblage de pompe à piston
- 5B Assemblage de pompe à soufflet
- 6 Assemblage du réservoir d'eau propre, y compris les soufflets de dilatation
- 7 Bac à eaux usées sans bec verseur



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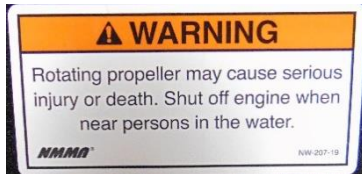
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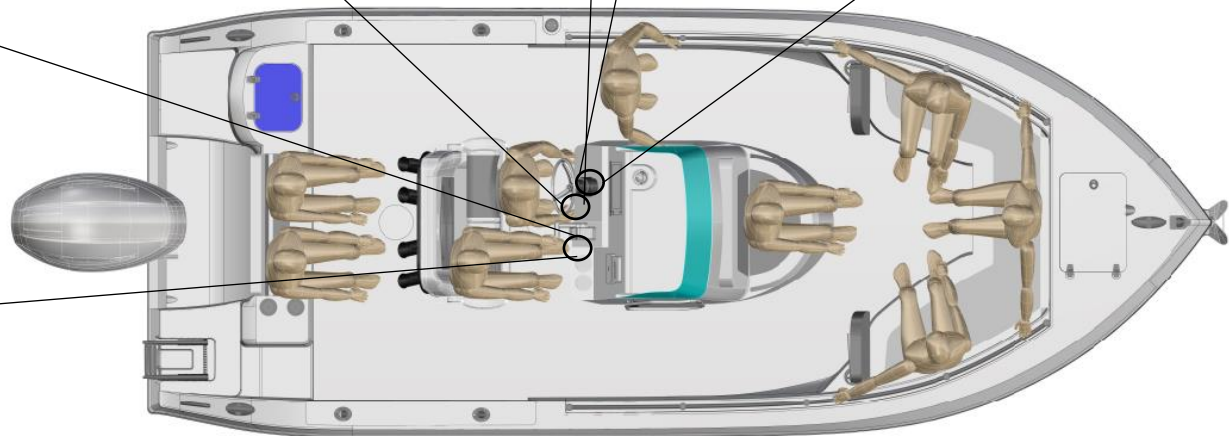
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REPLACE WITH NEW LABEL, PART NO. 59118503,
AVAILABLE FROM DEALER OR MANUFACTURER.
INSTALL NEAR KEY SWITCH



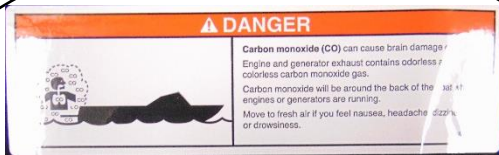
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INSTALL NEAR HELM



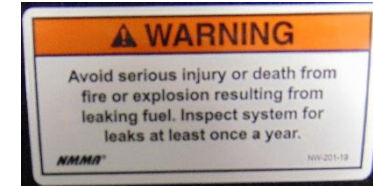
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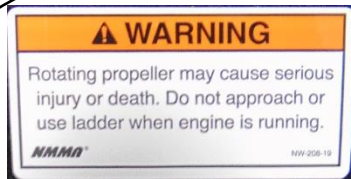
Location and Reordering of Warning Labels



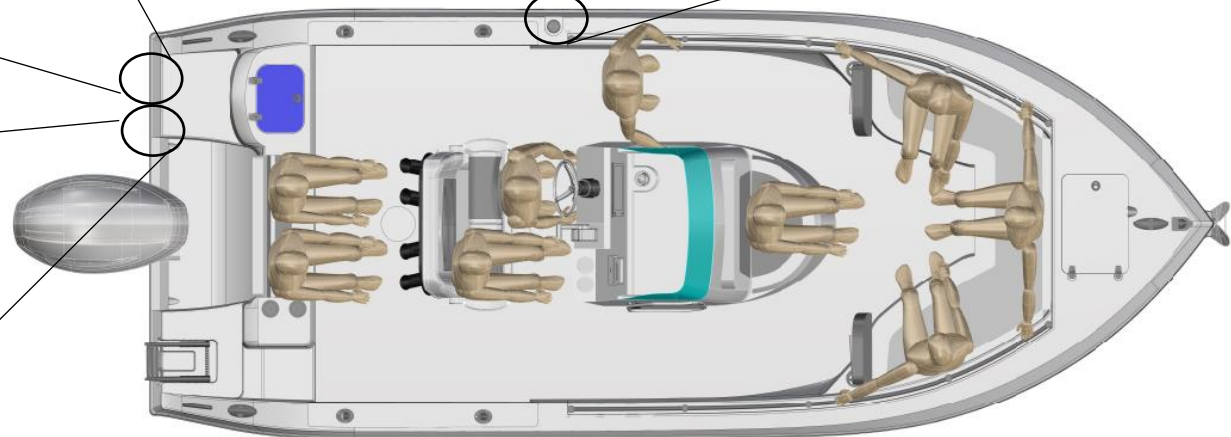
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INSTALL ON TRANSOM



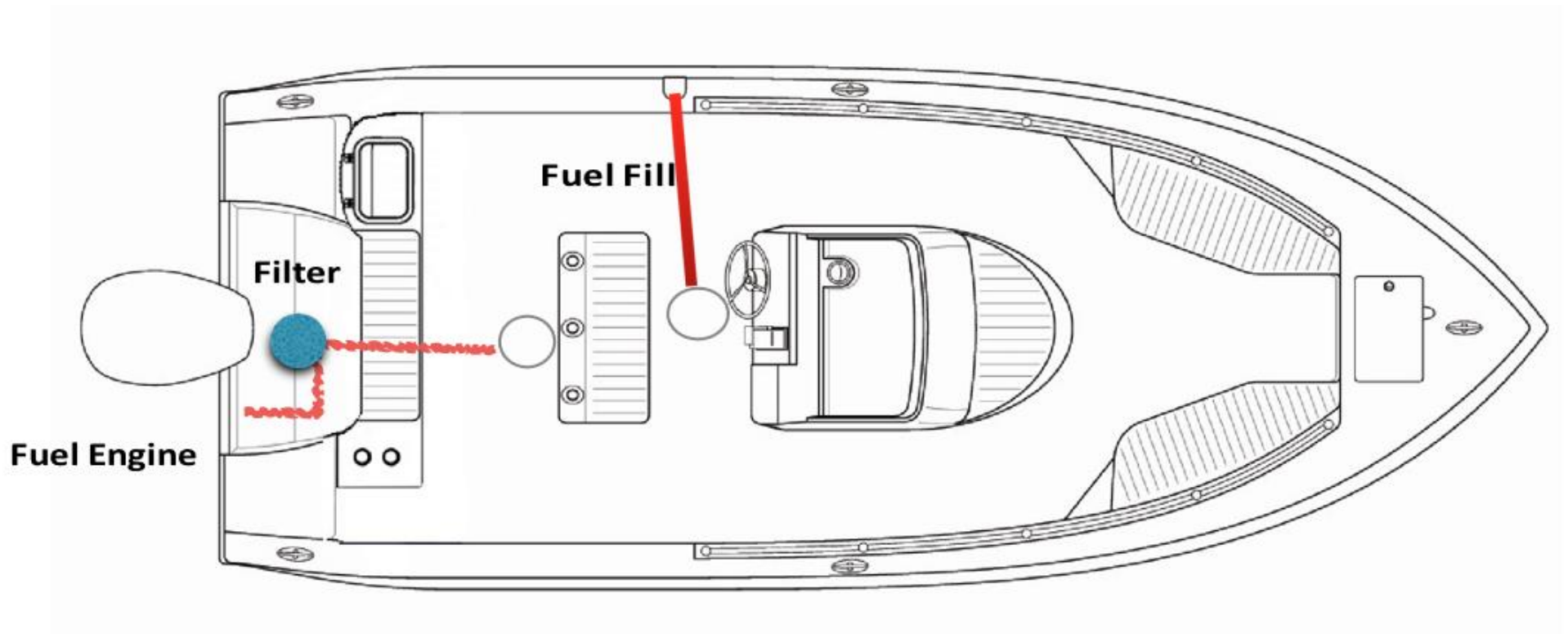
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INSTALL NEAR FUEL FILL



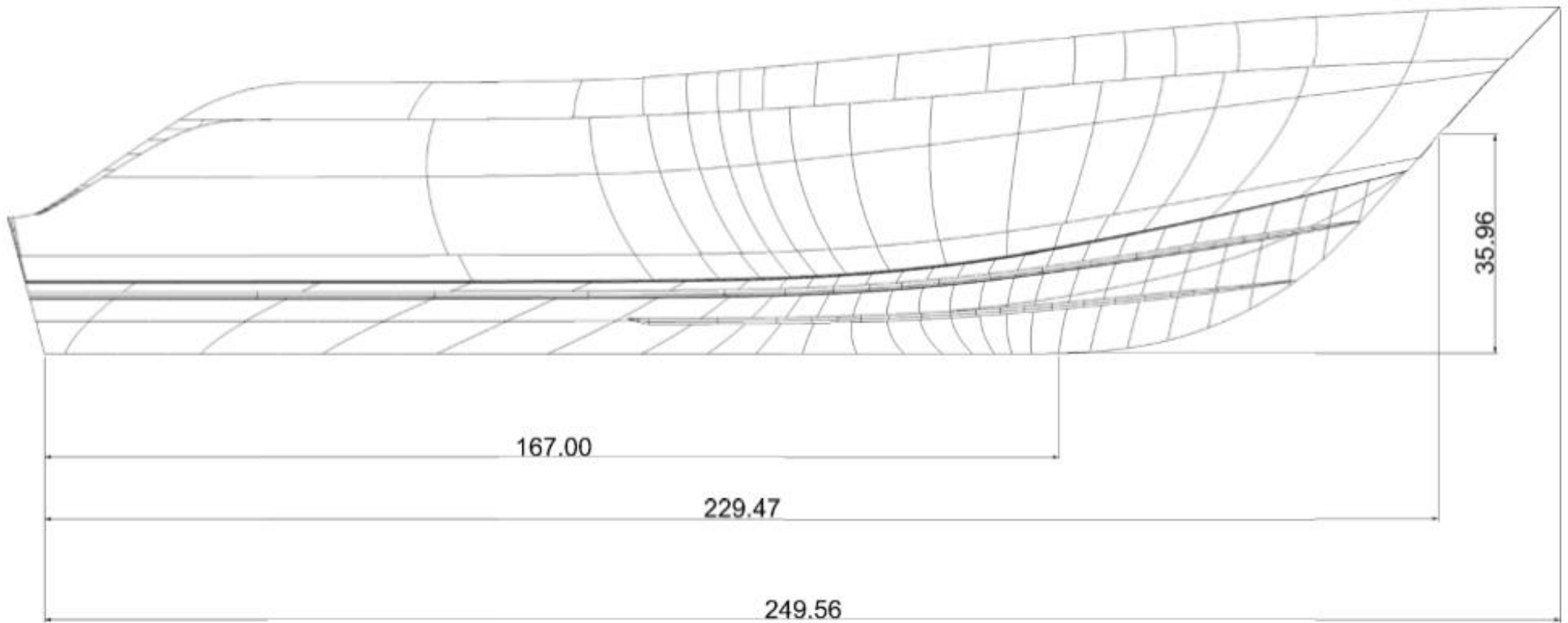
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INSTALL ON TRANSOM



Cobia 220 CC Fuel System



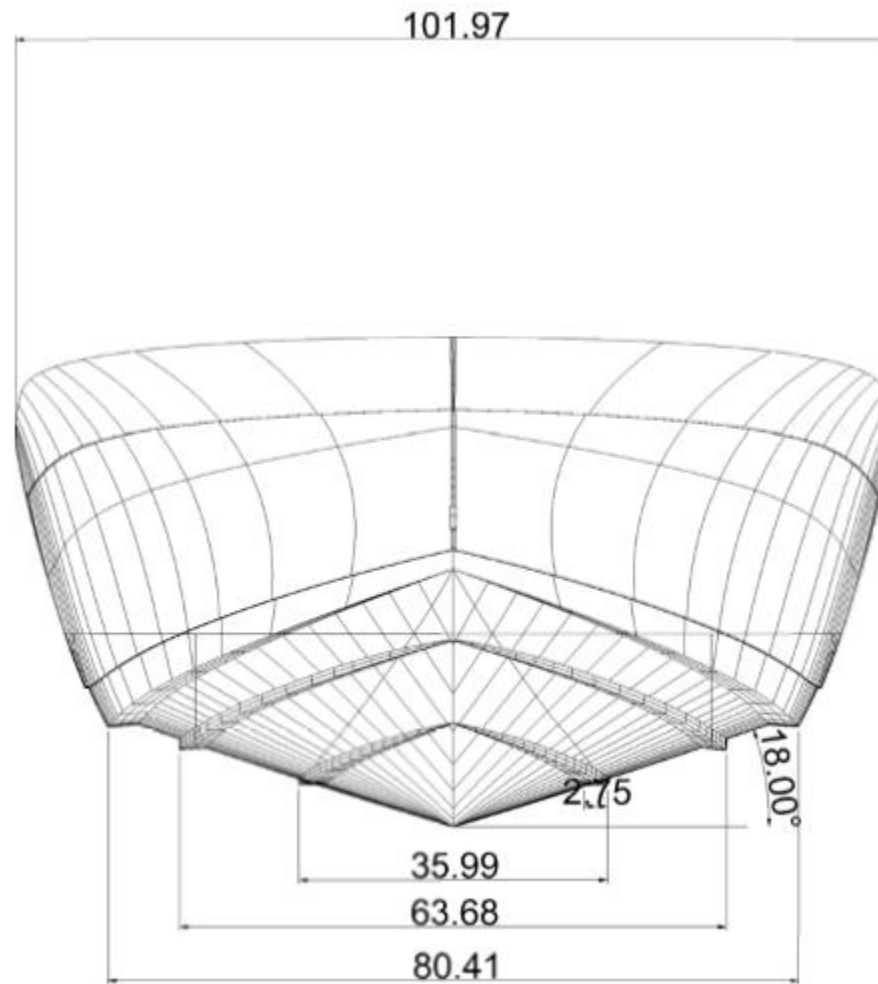
Cobia 220 CC Bunk Placements



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Cobia 220 CC Bunk Placements



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PERMAGUARD® SUPERIOR STAIN RESISTANCE



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

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

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Formula 409® is a registered trademark of the Clorox Company.®

Fantastik® is a trademark of DowBrands, Inc.® Trademark of the Dow Chemical Co.®

**Fantastik®* and *Formula 409* are safe to use if cleaner is diluted (1:1), then thoroughly rinsed and used following manufacturers' instructions.

©1997 Spradling International, Inc.®

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



Spradling International MARINE

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Side A

Side B

3/1/2014



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Warranty

Cobia Boats are NMMA Certified and offer superior SeaTech “no wood” construction. All Cobias are backed by a no-nonsense, 10-year limited warranty.

Cobia Boats advises owners that an authorized Cobia Dealer perform maintenance and repairs on your boat. Self repairs and repairs done by a non-authorized Cobia Dealer may void the warranty on the boat. 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 Cobia Boat is constructed using the finest material and components available. However, no material is immune to the ravages of the saltwater environment. After each use, your boat should be rinsed thoroughly with fresh water. A mild detergent may also be used to remove any dirt, silt or stains. To clean the cushions, use only a damp cloth. Never hose down or saturate the cushions. A light coat of lubricants on metal railing, screws, and electrical connections will help prevent electrolysis. The same holds true for your trailer.

