



# BENNINGTON



Owner's Manual



Dear Bennington Owner,

**Thank you for choosing to purchase a Bennington!**

If you are like most boat buyers, you probably spent a great deal of time researching the market, learning about different brands and debating different models. The fact that you purchased a Bennington indicates that you value comfort, contemporary styling, attention to detail and quality construction.

Proper use and care of your new boat are key factors in the level of enjoyment you will experience. Please take the time to read and review the material in this binder and in the enclosed NMMA (National Marine Manufacturers Association) publication. In addition to many tips related to maintenance and general usage, you will find a great deal of information related to your safety and the safety of your passengers. To further your knowledge and safety of your new Bennington boat, please take the time to view the “Lets Go Boating” DVD enclosed with this manual.

Our goal at Bennington is not only to build the best boats possible, but to build the safest. We hope that you feel we have achieved that goal once you have had the chance to use and enjoy your new boat. We take great pride in producing a product that will likely serve as the platform for family and friends to gather, spend quality time together and generate memories that will last a lifetime.

Thanks again for choosing Bennington. See you on the water.

Kindest Regards,

A handwritten signature in cursive script that reads 'Tom Cooper'.

Tom Cooper  
Vice-President & General Manager  
Bennington Marine LLC

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## INTRODUCTION

You have made an excellent choice by selecting a Bennington boat to enjoy during your leisure time! Bennington "Is in the business of creating a dream come true for you and your family. Just like we say, "we build the boats that dreams are made of." Your dream includes something more than just a well built boat. It means providing you with the peace of mind in knowing that your Bennington is backed by the best warranties and service in the marine industry.

Please take the time to read this manual before you take your new Bennington out for the first time. Also, read all literature supplied with your boat by the manufacturers of the various components and accessories used on your boat. In particular, you should become familiar with all warning labels on your boat and all safety recommendations. Please use the **NMMA Pontoon/Deck Style Boats** manual enclosed in conjunction with this manual.

Before your first boating excursion, look your boat over and become familiar with it. Find its components, gauges, and operating equipment, and learn how to use them. Please note your boats length and height. If a family member or friend operates the boat, be sure he or she fully understands the controls and operation of the boat.

Each boat operator is responsible for ensuring the safety of the boat passengers and other water users. Passenger should also be aware that courteous, responsible riding is important. **Also, make certain children are under adult supervision at all times.**

This manual is part of your boat's equipment. It does not supersede or change any of the original manufacturers specifications, operation or maintenance instructions. Always keep it on board. If you transfer ownership of your Bennington, please give this manual to the new owner. If you move and change your mailing address please contact Bennington Customer Service at 574-264-6336 in order to update your records.

### DEALER RESPONSIBILITIES

Throughout the fabrication and assembly processes your Bennington has undergone a series of strict inspections. Subsequent to the final factory overview your dealer should perform additional pre-delivery checks and approve your Bennington boat for delivery.

Dealer responsibilities include (but are not limited to) providing the following:

An orientation of the general operation of your Bennington.

An explanation of safety issues regarding the use of your new Bennington.

A complete owner's packet containing all manuals and information regarding your Bennington boat and other components related to your purchase.

A review of all warranties, pointing out the importance of mailing warranty and registrations to various manufacturers within the required time limits and explanation of the **Bennington Advantage Extended Warranty Option**. Instructions for obtaining warranty service.

### OWNER RESPONSIBILITIES

The following are responsibilities (but not limited to) of the Bennington boat owner:

Read and understand the Bennington limited product warranty.

Study in detail all manuals, literature, and instructions enclosed and use all equipment in accordance.

Examine the boat and confirm all systems are suitably working at the time of accepting delivery.

Render proper maintenance and periodic servicing of the boat, motor and components in accordance with manufacturer suggestions and requirements.

Operate all equipment in accordance with the manufacturers' instructions.

Read all manuals and instructions supplied with your boat.

Being a safe boater. Bennington marine recommends that all boaters take boating safety courses and always provide children with constant adult supervision.

Familiarize yourself with, and obey all warning labels on your boat.

Always obey all applicable federal, state, and local laws!

Insure your boat with a reputable insurance company.

Bennington marine has a permanent record of your boat, which is retained under its "Hull Identification Number" (HIN). Data regarding equipment and accessories, as well as dealer/shipping information is documented.

When contacting your dealer concerning warranties, or service, please have all relevant information such as Serial numbers (HIN), model, and boat color available. The "Hull Identification Number" (HIN) is located on the starboard rear corner of the boat. Failure to include the HIN may create delays in service from your dealer.

**Pontoon Boat** (Starboard Stern Corner of boat)

"Hull Identification Number" (HIN) found here on boat.



**Please understand that the best possible way for you to obtain warranty or repair service is to work with the Bennington marine dealership where you purchased your boat. Bennington dealers are equipped to handle any concerns you may have after the sale of your new boat.**

#### **OWNER'S PACKET:**

Your Bennington boat has many features and accessories that have existing printed material provided by the various equipment manufacturers. This information is compiled in a package that we reference throughout this manual as an "Owner's packet". This owner's packet includes a Bennington marine owner's manual, component manuals, and engine manual (if applicable) to advise on operation, service, specifications, maintenance, warranty and other useful facts. Your owner's packet can also be used to retain instructions and data compiled on additional equipment and accessories installed after delivery. Also, please read the NMMA manual, "Pontoon/Deck Style Boats" included.

#### **WARRANTY & CUSTOMER SATISFACTION SURVEY:**

The Bennington marine warranty statement is located in the owner's packet. Upon the purchase of your new Bennington boat, the dealer will complete the owner registration process. Please read and understand the Bennington limited product warranty. Your Bennington dealer should be your first contact for all warranty problems and concerns. After your boat is registered with Bennington, you will receive a Customer Satisfaction Survey for you to complete (allow 90 days). If you do not receive this survey, please contact Bennington at 574-264-6336 or e-mail [sales@Benningtonmarine.com](mailto:sales@Benningtonmarine.com) to receive a copy and to confirm registration.

#### **STATE REGISTRATION:**

All motor craft not documented by the U.S. coast guard must display registration numbers. Every boat equipped with propulsion machinery of any type must be registered in the main state of usage. In nearly all states this means registration with the designated state agency. In a few jurisdictions, the coast guard retains registration authority. Registration numbers and validation stickers must be displayed on the boat according to regulations.

Your Bennington marine dealer will either supply registration forms or tell you where they may be obtained (a cost may apply). The registration agency will issue a certificate, which must be aboard your boat at all times.

Some states and localities have limits in speed, noise and trailer specifications. It is your responsibility to be aware of these laws and limits and to be sure that your boat, engine, and trailer comply. Consult with local sheriff marine patrol, local coast guard office, or state department of natural resources for all boat registration rules and procedures.”

#### **INSURANCE:**

The boat owner is legally responsible for any damages or injuries caused by the boat. In most states this is true even if someone else is operating the boat when the accident occurs. You should carry adequate personal liability and property damage insurance on your boat as you do on your home and automobile. You should also protect your investment by insuring your boat, motor, and trailer against physical damage or theft. Please contact a qualified Insurance professional to help you.

#### **DISPOSAL OF PLASTICS & OTHER GARBAGE:**

Plastic refuse dumped in water can kill fish and marine wildlife and can damage propellers and water intakes. Other forms of waterborne garbage can litter beaches and cause infection and illness. U.S. Coast guard regulations completely prohibit the dumping of plastic refuse or other garbage mixed with plastic anywhere, and restrict the dumping of other forms of trash within specified distances from shore. **Do not litter.**

#### **MARINE SANITARY DEVICE:**

You are responsible for obeying all local laws concerning waste discharge. If your boat has a porta-potti, contact the coast guard, local marina, or your dealer for information concerning these laws.

### **SAFETY**

At Bennington marine we are very concerned about the safety of all Bennington boat owners and their families. That is why Bennington is committed to building the safest boats in the marine industry.

You should fully understand and become familiar with the operating procedures and safety precautions in this Manual and the other information in the owner’s packet before you use your Bennington boat. **Remember, it is the owner’s responsibility to be a safe boater, to follow and enforce safety guidelines, and to use common sense to make safe boating a priority.**

You should become familiar with all warning labels on your boat and all safety recommendations. Please read all of the **NMMA** manual enclosed for additional safety information. Bennington marine is **NMMA** certified. For more information go to [www.NMMA.org](http://www.NMMA.org).

Before using your Bennington boat, be sure all required safety equipment is on board. This includes the minimum required equipment and additional gear needed for your outing. Periodically inspect all safety equipment to be certain it is in proper operating condition. Make sure all passengers know what safety equipment is on board, where it is, and how to use it. Also, you should understand (but are not limited to) the following basic safe boating recommendations.

#### **BASIC SAFE BOATING RECOMMENDATIONS:**

Boating safety and the safety of your passengers is your responsibility. You should fully understand all of the following safety precautions before you use your boat. Please take safe boating seriously for the safety of yourself, your family and other water users.

Never operate a boat while under the influence of drugs or alcohol. Doing this is a federal offense. Make sure only qualified drivers operate your boat.

Keep your boat and equipment in safe condition. Inspect the boat, engine, safety equipment, and all boating gear regularly.



Be sure lifesaving and fire-extinguishing equipment is on board. This equipment must meet regulation standards and it should be noticeable, accessible, and in safe working condition. Your passengers should know where this equipment is and how to use it. **Supervise children at all times.**

Before you leave shore, tell a responsible person ashore where you are going and when you expect to return.

Do not allow passengers to ride on parts of your boat other than designated seating areas. All passengers should remain seated while the boat is moving. Do not allow bow, transom, rail, sun deck pad, furniture backrest, or swivel fishing seat riding while your boat is moving.

Do not overload or improperly load your boat. The capacity plate is a guide for load limits. The capacity of your boat is reduced by turbulent water and other adverse weather conditions. Check water and weather conditions before leaving shore. Use common sense and good judgment when loading your boat.

Instruct at least one passenger on the fundamentals of basic and safe operation in the event of an emergency.

**NEVER ALLOW SWIMMERS/SKIIERS TO ENTER OR EXIT THE BOAT WITH THE ENGINE RUNNING OR THE PROPELLER MOVING.**

Obtain information and chart for new areas when possible.

**READ, UNDERSTAND, AND FOLLOW ALL WARNING LABELS ON YOUR BOAT.**

Never allow individuals under the age of 16 to operate your boat. Inexperienced drivers, passengers, and all children should have constant and direct adult supervision.

**SAFETY GEAR & EQUIPMENT**

As the owner of your boat, you are responsible for supplying all required safety equipment. Check state and local regulations and call the U.S. Coast Guard Safety Hotline at 800-368-5647 for information about required safety gear. **Minimum requirements include the following:**

Personal Flotation Devices (PFD) (Note - Some states may restrict the use of certain types of PFD)

- Fire Extinguisher
- Visual Distress Signal
- Navigation Lights
- Horn
- Throwable Life Buoy

Please note that children and non-swimmers are advised to wear Personal Flotation Devices at all times.

Contact the U.S. Coast Guard for complete details pertaining to required safety gear and equipment.

In addition to the “required safety equipment”, there are additional items that will provide an extra margin of safety and comfort for you and your boating passengers. **You should consider adding some or all of the following gear based upon your boating needs:**

**Basic Equipment:**

Anchor and anchor line	Sunscreen lotion	Tow line
Dock fenders	Boat hook	Extra warm clothing
First aid kit	Signal Flares	Flashlight
Oar/Paddle	VHF Radio	Foul weather gear
Charts of the boating Area	Ring Life Buoy	Compass



## **SAFE BOATING PRACTICES**

YOU are responsible for your own safety, the safety of your passengers, and the safety of fellow boaters. You are asked to follow (but are not limited to) the following safe boating practices:

Alcohol consumption and boating do not mix! Operating under the influence endangers the lives of your passengers and other water users. Federal laws prohibit operating a boat under the influence of alcohol or drugs.

### **SAFE OPERATION:**

Safe operation means that you do not misuse your boat, nor do you allow your passengers to do so. Safe operation means using good judgment at all times. It includes, without limitation, these actions:

Load your boat within the limits listed on the capacity plate. Balance loads bow to stern and port to starboard.

Maintain boat speed at or below the local legal limit. Avoid excessive speed or speeds not appropriate for operation conditions.

Do not use your boat in weather or sea conditions beyond the skill and experience of the operator or the capability of the boat or passengers.

Be sure at least one other passenger is familiar with the operation and safety aspects of the boat in case of emergency. Do not operate a boat alone!

Always keep all gates closed while the boat is in motion to prevent falls overboard and possible injury or even death by a rotating propeller!

Do not exceed the maximum power rating stated on the certification plate attached to your boat.

Make sure the passengers and gear do not obstruct the driver's view or ability to move.

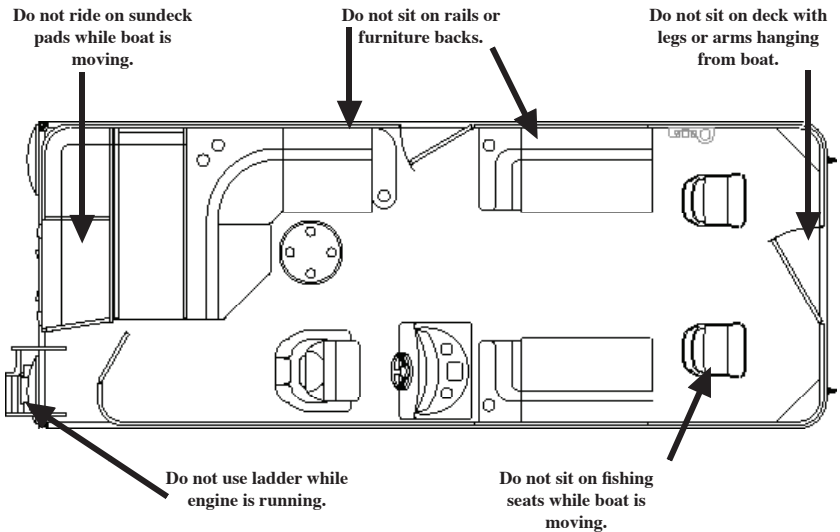
### **DO NOT SMOKE WHILE FUELING YOUR BOAT.**

Do not allow passengers to sit on foredeck or sundeck while the boat is moving. This will prevent falls overboard and possible injury or death by the rotating propeller.

Make sure the engine is off and the propeller is completely stopped before using boarding ladders.

Provide a Personal Flotation Device (PFD) for each boat passenger.

## **BASIC SAFE BOATING FIGURE**



\*This Basic Safe Boating Figure is intended to be used as a general guideline only. It does not exclude any other safety recommendations, laws, or procedures required by you as the owner of your boat. While your boat's floor plan may differ from the model shown, the same safety precautions apply.

For additional information concerning boat safety you can contact the American Boat & Yacht Council at [www.abycinc.org](http://www.abycinc.org) or call 410-956-1050.



### **DANGERS, WARNINGS AND CAUTIONS !**

**DANGER-** Cases that might cause death, injury or considerable property damage if the danger is disregarded.

**WARNING-** Cases that could potentially cause death, injury or considerable proper damage if the warning is disregarded.

**CAUTION-** Cases of unsafe routines or hazards would cause lesser injury or property damage if disregarded.

**You should understand (but are not limited to) all of the DANGERS, WARNINGS AND CAUTIONS that will be addressed throughout this manual.**

## **CARBON MONOXIDE**

Exhaust fumes contain carbon monoxide (CO), an odorless and colorless gas. Carbon monoxide is poisonous and a health hazard that can be fatal if breathed over an extended period of time. Symptoms of CO poisoning can include (but not limited to): dizziness, nausea, headache, sleepiness, vomiting, throbbing in temples, muscular twitching and the inability to think clearly. Seek urgent medical attention if these symptoms occur and persist.

**Carbon monoxide can accumulate in enclosed in areas and under canvas.**

### **! DANGER !**

CO in engine exhaust from your boat can accumulate within enclosed areas when your boat is operating at a slow speed or stopped in the water. Installing rear canvas while underway increases the risk of CO accumulation in your boat. Tail wind can increase accumulation. Provide adequate ventilation or increase speed as needed. (Note Backdrafting Figure Below)



### **! DANGER !**

Carbon monoxide can be harmful or even fatal if inhaled. Keep exhaust outlets clear of blockage. Provide adequate ventilation. Open windows and vents to ensure good ventilation.

## **DO NOT OPERATE A BOAT WHILE UNDER THE INFLUENCE OF DRUGS AND/OR ALCOHOL.**

The use of alcohol and/or drugs affects everyone in at least four possible ways that affect safe boat driving skills:

Judgment, Coordination, Reaction Time, and Vision. Also, the influence of drugs and alcohol by passengers can be dangerous. Under the influence, passengers can fall overboard and risk injury and death.

### **! DANGER !**

Never operate a boat while under the influence of drugs or alcohol.

## **FUEL SYSTEM SAFETY**

**USE AND HANDLE FUEL WITH THE BEST OF CARE! GASOLINE IS HIGHLY FLAMMABLE AND CAN CAUSE PERSONAL INJURY AND DEATH!**

### **! DANGER !**

**DO NOT SMOKE WHILE FUELING YOUR BOAT.  
SHUT OFF ENGINE WHILE FUELING YOUR BOAT**

### **! DANGER !**

Gasoline vapors are highly explosive. To prevent a possible explosion and fire, check for fumes or accumulation of fuel before each engine start.

**! WARNING !**

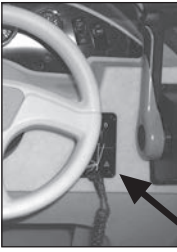
Leaking fuel is a fire and explosion hazard. Inspect system regularly. Examine fuel system for leaks or corrosion at least annually. Use a Marine Service center if needed to do this inspection.

**! WARNING !**

**DO NOT REMOVE THE ANTI-SIPHON VALVE.**

This device helps to deter fire and explosions.

**LANYARD STOP SWITCH**



This safety device automatically stops the engine when RED lanyard is attached to the operator and the operator falls or moves away from the helm station.

The stop switch incorporates a shutoff switch, switch clip, lanyard, and lanyard clip. This clip is securely attached to the drivers clothing, arm, or leg. Be sure to attach this lanyard to the driver during boat operations.

**NOTE:** The switch on your boat may be different from the switch shown here. Refer to the engine manual for specific information.

**! WARNING !**

The lanyard stop switch must never be removed or modified and must always be kept free from obstructions that could interfere with its operation. The driver should ALWAYS attach this device while engine is running!

**HAZARDOUS CONDITIONS**

All waters have different characteristics that could present dangers to you and your boat. Underwater hazards such as tree stumps, sand bars or shallow waters are to be avoided. If you are unfamiliar with the waters, question other boaters or obtain charts of the waters. If you are uncertain of water depths move slowly through the water!

Bennington Marine can not be responsible for damage or personal injury that occurs while using your boat during hazardous boating conditions. Bennington Marine can not be responsible for damage resulting from tree stumps, sand bars, shallow waters, wave swells and the like.

When hazardous weather conditions exist, postpone your boat outing. Check the latest weather reports for local water conditions. When out on the water, periodic weather checks are recommended.

**! DANGER !**

Pontoon Boating: Pontoons are designed for boating on inland waterways, rivers, lakes and bays. Open sea and oceanic pontoon boat voyages should be avoided by all pontoon boat owners and operators. Any such use can place boat occupants in serious danger and peril and can cause physical damage to boats. Open seas can be very dangerous. Swells and high waves can cause damage to your pontoon, cause a driver to loose control of the boat and, can put passengers in serious danger. Waves coming over the bow of boat are very dangerous and can dent and damage fence/rails.

**! WARNING !**

If you should damage your boat due to any hazardous conditions, take your boat to a qualified Marine Service Center for inspection and repair. Do not continue to use your boat if it is damaged.

## **WATER - SWIMMING SAFETY**

Swimming can always be hazardous unless safety rules are observed.

When swimming from a boat please follow these basic safe swimming recommendations:

Anchor the boat and shut off the motor.

Swim on the shore side of the boat away from other boat traffic.

Be sure someone is in the boat at all times looking out for those swimming.

Never swim alone.

### **NEVER DIVE FROM ANY PART OF THE BOAT.**

#### **! DANGER !**

Never dive from any part of a boat. Diving from the boat may result in personal injury or death.

**NEVER ENTER THE WATER WHILE THE ENGINE IS RUNNING OR PROPELLER IS TURNING.**

## **WATER - SKIING SAFETY**

Skiing safety requires the following basic rules. You are required to understand and follow these rules concerning water skiing safety:

Make sure the engine is off and propeller has stopped turning before skier(s) get into the water.

When the skier(s) are at a safe distance from the boat only then should start the engine.

Move the boat slowly forward until the slack is out of the tow rope.

Be sure there is no traffic ahead and then apply enough throttle to get the skier up.

When the skier is up and the way is clear, follow his signals to attain a speed the skier is comfortable with.

When a skier goes down watch for the signal that he is OK.

Always approach the skier on the starboard (right) side and stop the motor when close to the skier.

Always be aware of shallow water and obstructions in the water.

Do not ski after dark. This is illegal in most states and is not safe.

Some states may require a mirror on the boat.

Always have someone watch the skier to inform the boat driver of the skier's constant condition.

Do not ski near swimmers or in crowded boat traffic.

Keep away from fisherman.

**ALL SKIERS ARE REQUIRED TO WEAR A COAST GUARD APPROVED PFD AT ALL TIMES.**

#### **! DANGER !**

When engine is running, boarding ladder and swim platform must not be used, and transom door (if equipped) must be closed and locked in place.

**DO NOT ENTER THE WATER WHILE THE ENGINE IS RUNNING.**

#### **! WARNING !**

**ALWAYS USE A BOARDING LADDER TO ENTER OR EXIT A BOAT.  
DO NOT USE PONTOON TUBES FOR ENTERING OR LEAVING THE WATER.**

Get assistance if needed by a passenger on board.



**For specific information please contact:**  
American Water Skiing Association  
P.O. Box 191  
Winter Haven, FL 33880  
1-800-533-2972

**ALWAYS HAVE SOMEONE ON BOARD OTHER THAN THE DRIVER TO WATCH THE SKIER.**

**! WARNING !**

Keep a downed skier in sight constantly.

**! WARNING !**

Your boat is not designed for and should not be used for pulling parasails, kites, gliders, or any device which can become airborne.

**! WARNING !**

Never back up to anyone in the water.

## **CARING FOR YOUR BENNINGTON**

Proper care helps assure that your boat will continue to look like new after years of service. We recommend that maintenance and repairs be performed by your Bennington dealer or a Marine Service center. However, some boat owners may prefer to take care of routine maintenance and repairs themselves. For those owners, this section includes general information and basic procedures. For additional information read the engine and other component manuals included in your owner's packet and refer to the "Pontoon/Deck Style Boats" manual.

When your boat is not in use, protect it from the harsh elements by storing it inside, under a roof, with a mooring cover or playpen cover installed. Do not dock or store your boat under trees. Dirt, leaves and other debris will accumulate on the boat and can damage carpet and furniture vinyl surfaces. Please check with your dealer before beginning any maintenance or repair if you are not sure about the proper tools and supplies that are recommended. Also, always refer to the manufacturers' manuals for detailed maintenance and repair procedures. If any information conflicts with information stated in the manufacturers' manuals, those manuals must take precedence. Also, some information in this section may not pertain to all Bennington Marine products and some items may be optional equipment.

### **ENGINE:**

Refer to the engine owner's manual for recommended information about engine care and maintenance. If you have operated the boat in shallow or salt water, flush the engine with fresh water after each use. Always winterize your engine to avoid damage that can occur during freezing weather. Read your engine's manual for complete details.

### **ALUMINUM SURFACES:**

#### **Cleaning**

Rinse all aluminum surfaces of your boat frequently. Use water and mild detergents for cleaning and protecting the aluminum pontoon tubes. Do not use harsh chemicals or abrasives. Remove stains or light corrosion with a good metal polish. Bennington recommends using Oxisol Aluminum Pontoon Boat Cleaner. Call Oxisol Inc. at 1-800-594-9028. Remove algae, scum, or other marine growth while they are still wet. They are very hard to remove when dry.

Also, it is important to realize that over a period of time the unpainted bright aluminum surfaces will oxidize, taking on a dull gray appearance. This oxidized coating is normal and does not harm the aluminum.

### **Tube Corrosion**

Current boat building techniques minimize corrosion problems on aluminum surfaces and Bennington Marine uses the highest grade of aluminum offered in the marine industry. Nevertheless, galvanic corrosion can occur when dissimilar metals come in contact and are wetted by contaminated water. In general, salt water does lead to faster corrosion.

### **IF YOU ARE USING YOUR PONTOON IN SALT OR BRACKISH WATER, WASH YOUR PONTOON TUBES AND THE UNDERSTRUCTURE AFTER EVERY BOAT USE TO HELP GUARD AGAINST CORROSION PROBLEMS.**

Never charge your batteries while the pontoon is sitting on the trailer. This is especially true if the trailer has wooden or carpeted bunks. Take the battery out of the boat to charge it. The boat which was removed from salt water is not free of salt water, even if you have washed your boat and trailer. Salt build up under the pontoons, held by the trailer bunk wood/carpet is an excellent conductor and may cause corrosion as you charge the battery.

#### **! CAUTION !**

TRAILER BUNKS (CARPET & WOOD) WILL ABSORB AND HOLD SALT WATER. TUBES RESTING AGAINST TRAILER BUNKS OVER AN EXTENDED PERIOD OF TIME CAN CAUSE CORROSION. IT IS IMPORTANT TO RINSE THE ENTIRE TUBE WITH FRESH WATER TO MINIMIZE THE RISK OF CORROSION.

#### **! CAUTION !**

There is risk of an electric current in the water near boats linked to shore power. This electric current can increase the chance of tube corrosion.

### **Motor Pan**

Oil and trash will collect in the motor pan. This could create a fire hazard and/or undesired odors. Remove all trash build up and clean the motor pan with a liquid household detergent or bilge cleaner as needed. After cleaning the motor pan, thoroughly rinse it with freshwater to remove any cleaning solution.

#### **! WARNING !**

Do not use flammable solvents to clean the motor pan. Any remaining residue could result in a fire.

### **ELECTRICAL SYSTEM CARE:**

Make certain the batteries are secure in the battery tray. Check the battery connections making sure they are clean and tight. If not used frequently, trickle charge the battery to keep it ready for use. Follow the instructions included with the battery charger. Check with your Bennington dealer if you see any wiring damage.

#### **! WARNING !**

Wiring that is damaged or not properly coated may cause a short circuit if not repaired.

#### **! WARNING !**

When charging batteries, hydrogen gas is produced which is extremely flammable. Keep battery compartments open during charging. Never smoke near batteries.

### **FLOOR COVERINGS:**

#### **Carpet**

If your boat has carpeting, treat it as you would your carpeting in your house. Vacuum and clean it regularly.



If something is spilled on the carpet or if stains begin to appear, clean it with warm water and a household detergent. For stubborn stains, your dealer can recommend a treatment method. The best advice possible is to vacuum and clean regularly and to keep your boat covered with a mooring/playpen cover when your boat is not in use. Also, keep your carpet dry as much as possible. Wet carpeting, over a period of time, may cause mold.

The carpet on your boat is very stain resistant and is made of 100% UV stabilized polypropylene fibers. It is not a dyed product. The color is actually added during the extruding process of the fiber manufacturing. If a stain starts to develop it can be cleaned with warm water and a mild household detergent.

Work detergent into the stained area well, then flush with warm water. Most stains should be easily removed from the fibers. If the stain persists the cleaning procedure should be repeated to insure stain removal. Remember the sooner the stain removal process begins the easier the stain will be to remove. Under no circumstances should any solvents normally associated with the dry cleaning of apparel (Perchloroethylene, Carbon Tetrachloride, Etc) be utilized as permanent damage to the fiber will occur.

**! CAUTION !**  
**DO NOT DRILL OR HOLESAW UNDER ANY CIRCUMSTANCES. THIS WILL RESULT IN THE PULLING OF THE CONTINUOUS LOOP FIBER CAUSING DAMAGE TO THE CARPET.**

#### **LIVEWELL SYSTEM CARE:**

Use only fresh water when cleaning the livewell. Note that any residual amounts of soap, detergents, or bilge-cleaners, can kill fish inside the livewell.

Keep bilge pump and hoses clear of any buildup.



#### **FURNITURE:**

##### **Vinyl**

The upholstery on your boat is made to withstand the effects of sun, heat, rain, and other outdoor elements under normal conditions. While your vinyl is made to withstand these elements, it is important to care for it by keeping it clean at all times. Many substances may stain your vinyl if left on over a period of time. Remember to remove any contaminants and clean vinyl immediately.

Protect your vinyl from being ripped or torn. Mildew, mold, pinking, yellowing or other types of staining can occur if vinyl is not cared for. This type of damage is not covered under Bennington's Limited Warranty.

Suntan lotion and insect repellents can stain vinyl quickly and cause permanent damage to vinyl. Clean up any spills immediately and rinse with fresh water. Leaves can cause a permanent stain to vinyl. We recommend covering your boat with a mooring/playpen cover when not in use and do not dock your boat under trees.

Never use silicone based products on the furniture.

##### **Recommend Basic Vinyl Cleaning Kit:**

Clean white towels, Mild Dishwashing Liquid, soft brush.  
Always rinse vinyl surfaces with water after cleaning.

**! CAUTION !**  
Do not use 409 cleaner or armor-all on furniture vinyl!  
These products are known to damage marine vinyl.

For additional furniture vinyl cleaning recommendations:  
[www.veada.com](http://www.veada.com).



Bennington Pontoons recommends using Vinyl Finish vinyl cleaner & 303 Protectant

To order Vinyl Finish & 303 Protectant contact: MSG @ 1-800-247-9901, your Bennington dealer or buy online at [www.veada.com](http://www.veada.com).



### **Vinyl Cleaning & Care Recommendations:**

#### **Surface Mildew:**

Wash with diluted bleach; use a soft brush for stubborn growth. Rinse with clear cold water.

#### **Bird Excreta & Nausea Stains:**

Sponge the area with soapy water containing diluted bleach until the stain is removed. Rinse thoroughly with water.

#### **Urine Stains:**

Sponge with soapy water containing a small amount of household ammonia. Rinse thoroughly with clean water.

#### **WARNING!**

Powered abrasives, cleaner containing abrasives, steel wool and industrial strength cleaner are not recommended for Morbern vinyls. Any lacquer solvent will cause immediate, irreparable damage to the vinyl.

Wax should never be used on any vinyl upholstery, as it will cause premature embrittlement and cracking.

### **Provisional Care & Cleaning of Morbern Vinyl's:**

Morbern Vinyl requires periodic cleaning to maintain its neat appearance and to prevent the build up of dirt and contaminants that may permanently stain and reduce the life of the vinyls if they are not removed. The frequency of cleaning depends on the amount of use and environmental conditions to which the vinyl is subjected. The procedures used for cleaning are dependent upon the end use circumstances.

Note: Detergents should never be used on a regular or repeated basis for normal cleaning. Full strength rubbing alcohol or mineral spirits may be tried cautiously as a last resort on very stubborn stains, if the above suggestions do not work. Indiscriminate use of any solvent or solvent containing cleaner, can severely damage or discolor the vinyl.

#### **For Normal Cleaning:**

In general, most common stains can be cleaned using warm, soapy water and clear water rinses. Moderate scrubbing with a medium bristle brush will help to loosen soiling material from the depressions of embossed surfaces. For stubborn stains, use the following commercially available mild detergents in accordance with manufacturers instructions: Fantastic and Mr. Clean

### **CANVAS:**

Bennington's canvas is made using high quality vinyl and the latest sewing techniques. The canvas is not completely leak proof. The seam holes in your canvas may stretch and leak over time. Products are available to seal seamed areas to help prevent leaks from occurring. Bennington Marine does not cover leaking canvas under warranty.

#### **Cleaning**

Fabric can be cleaned to prevent the buildup of soiling. Simply brush off any loose dirt and hose down the canvas with fresh water. For removing dirt buildup, use a mild detergent and fresh warm water. Never put the canvas in a machine washer or dryer. This will cause lasting damage. Also, do not steam press canvas. Air dry all canvas before storing. This will help to prevent mold and mildew. Never use solvents to clean the canvas.

### **Snaps & Zippers**

Zippers and Snaps will loosen with use. Use care when starting the zipper to prevent damage. Do not force the zipper to move. Lubricate snaps with petroleum jelly.

### **Care & Maintenance of Boat Covers**

1. Do NOT exceed 15 MPH with the top open.
2. Be sure that the cover is tightly secured using ALL available tie downs.  
Do NOT allow to wind whip.
3. Do not allow water or heavy snow to stand or puddle on the cover.
4. Protect cover from sharp edges or corners.
5. Do not fold or store cover when wet.
6. Do not subject cover to tree saps or battery acid.

**Bennington Marine recommends storing the bimini top in the radar position with the top boot installed.**

For additional Boat Cover care recommendations: [www.tumacscovers.net](http://www.tumacscovers.net).

Or Write:

Tumac's Corporation  
50 Terence Drive  
Pittsburgh, PA 15236-1188

### **EXTERIOR GRAPHIC CARE:**

Today's finest pressure sensitive graphics have been professionally applied to your boat. These graphics require little maintenance and should be treated similarly as a painted surface. Please note the following recommendations supplied by Sharpline Converting Inc. Bennington's graphic supplier:

**Do** wash your graphics with plain soap and water or any car wash soap. Rinse thoroughly.

**Do** keep high pressure nozzles at least 1 1/2 feet from the edge of the graphics. High pressure spray may cause the edge of the graphic to peel.

**Do** test any cleaning solution on a small section of the decal before using.

**Don't** use any aromatic solvents such as acetone, MEK, toluene, paint thinner, lacquer thinner on your boats graphics. Any solvent may soften or smear colors.

**Don't** overcoat the graphics with clear paint.

**Don't** paint over graphics.

**Don't** apply wax over graphics, especially if the wax contains any petroleum distillates. Wax that has dried between stripes can be removed by softening it with rubbing alcohol and cotton swabs. Be sure to rinse the area after cleaning.

**Care & Caution should be taken when storing your boat.** Vinyl graphics have a shorter life expectancy when exposed to severe heat and sunlight. Protection of graphics from prolonged direct sunlight will insure an extended life.

### **STORAGE:**

When preparing your boat for storage please follow these basic storage recommendations:

Drain any fresh water systems to prevent freezing water from damaging tanks and lines.

Fill the permanent fuel tank to minimize condensation. Use a gas stabilizer following the label directions on the stabilizer or in your engine owner's manual.

Thoroughly clean the boat. Clean the tubes, hull, deck, furniture and storage areas when the boat is removed from the water for storage. This thorough cleaning will help keep your boat looking good for years to come.

Remove water from the livewell, motor pod, and all storage areas.

Lubricate steering mechanism, shifter and shift cables. Please refer to your engine owner's manual for more information.

Store your boat in a dry clean area. Cover your boat during storage to help keep it clean for future use. If possible store your boat inside.

If you store your boat on a trailer, block the trailer wheels off the ground to avoid tire deterioration.

To prepare engine for storage refer to your engine manual.

Before "lifting" your pontoon for storage please check with your dealer for specific instructions.

Before placing your pontoon on "blocks" for storage please check with your dealer for specific instructions.

## UNDERWAY WITH YOUR BENNINGTON

This section of the manual provides basic information for typical boating excursions. All boaters are responsible for their own safety and the safety of others. Even though you may be an experienced boat user, you can still benefit from reviewing the boating recommendations discussed in this section. Before you get underway, make sure you are familiar with local and governmental boating restrictions and policies.

### BOATER'S CHECK LIST: \*

For Maximum enjoyment and safety, check each of these items recommended by the NMMA. Before you start your engine check each item before each boat use:

- DRAIN PLUG for Deck Boat & IO Pontoon (Securely in place?)
- Life-Saving Devices (One for every person on board?)
- STEERING SYSTEM (Working smoothly and properly?)
- FUEL SYSTEM (Adequate fuel? Leaks? Fumes?)
- Battery (Fully charged? Terminal clean & tight?)
- Engine (in neutral?)
- Capacity plate (Are you overloaded or overpowered?)
- WEATHER CONDITIONS (Safe to go out?) \*copyright NMMA 2000
- Electrical Equipment (Lights, horn, pump ect.?)
- EMERGENCY GEAR  
(Fire Extinguisher, bailer, paddle, anchor & line, signaling device, tool kit etc.)

### Launching Your Boat:

Launch ramps are usually busy places. You should make all preparations for launching before approaching the ramp. It is a good idea to watch others before you make your move. This way you can observe any specific wind and water changes on the ramp itself. Always confirm length of ramp prior to launching or retrieving your boat. If your trailer tires go beyond the end of the ramp, damage to your trailer could occur. Please check to make certain your engine will start before leaving the trailer. Lower the engine into the water and start according to engine manufacturer's instructions. Remove safety cables and winch line and drive off the trailer. If the boat has difficulty getting off the trailer it may be necessary to back into deeper water. After launching tie the boat up and remove the trailer from the boat ramp to allow others to use the ramp.

### Reloading Your Boat:

Back the trailer down the ramp until the trailer bunks are about 3/4 submerged in the water. Approach the trailer with your boat at minimum speed. Tilt engine as much as possible to avoid hitting bottom. Center the boat on the support bunks and steer the boat straight at the winch stand. Drive between the guide bunks up toward the winch stand using slow speed with short bursts of power. Shut the engine down at once and tilt up to avoid scraping the ramp. Connect the winch strap to the boat and crank the winch handle until the boat is on the trailer. Pull the trailer up and off the ramp to allow others to load. Turn off all boat accessories and drain the livewell (if equipped). Attach safety chains and connect the trailer light harness and check all lights for proper operation. Lower and secure the canopy. Secure the engine. Attach rear tie down straps prior to towing. Please refer to your boat trailer's owner's manual for additional information.

The above Launching and Loading instructions are meant to be used as a general guideline for launching and loading your boat. Please understand that these instructions may vary depending on (but not limited to) ramp location, weather conditions, water conditions, and make/type of trailer being used. Please refer to your boat trailer's owner's manual for additional information.

Measure the height of your boat on the trailer and add at least 8 inches as a safety factor. When traveling with your boat/trailer check all routes for any height hazards.

Always be aware of clearances when entering filling stations, motels, or other places where overheads are present.

**! WARNING !**

The height of your boat can be a safety factor when considering a travel route.

Reduced braking capabilities may occur soon after loading due to water getting into the brakes. Applying the brakes several times at a slow speed should help the drying process. Refer to you trailer's owner's manual for information.

**! WARNING !**

Wet trailer brakes may drastically reduce your ability to stop!

**Fueling Your Boat:**

Gasoline is very volatile! Never have the engine running when refueling. Do not smoke or have any open flames near the fuel tank, vent or fill. Be cautious while fueling during hot weather. Heat expands gasoline causing pressure to build in portable fuel tanks. Never fill portable tanks to capacity because expansion can cause fuel leakage.

**! DANGER !**

GASOLINE IS A FIRE HAZARD!

**! DANGER !**

Do not smoke while fueling your boat!  
Shut off engine while fueling your boat!

Do not use fuels containing any form of alcohol or alcohol derivatives. Alcohol can cause damage to marine fuel system hoses and components. Weak hoses can lead to leaks, fire or explosions. Inspect the fuel system for leakage, weakening, hardening, swelling, or corrosion of components including the fuel tanks, fuel lines, fittings, fuel filters and carbs. If any component shows signs of leaking, it must be replaced. Check the engine owner's manual for additional information.

**! DANGER !**

Fuel vapors are explosive. Fuel leaking from any part of the fuel system can lead to fire and explosion. Leaking fuel can cause injury, damage or even death.

Follow these basic procedures to fill your boat's primary fuel tank:

Remove fuel fill cap from tank fitting and insert the fuel supply nozzle.

After pumping 5 gallons of fuel into the tank, inspect the engine and fuel tank area for signs of possible fuel leaks. If leaks are not found continue with fueling. If fuel cannot be pumped into the tank at a reasonable rate, check for a plugged fuel vent or a kink in the fuel line. Continue fueling if you do not find leaks or other problems.

Stop filling the tank before fuel overflows. Allow space at the top of the fuel tank for thermal expansion. Fuel pumped from underground tanks is cooler than the outside air. Gasoline expands as it warms up and can easily overflow.

When you are done fueling, replace the fuel fill cap. Wash off any fuel spilled around the fuel fill area.

Properly dispose of rags used to wipe off fuel spillage.

**Loading Passengers & Gear:**

Never overload your boat. Your boat has a plate located near the helm that shows its maximum weight capacity, maximum persons capacity, and horsepower capacity. The weight rating of your boat includes the engine, passengers and all equipment. The engine horsepower should never exceed the posted rating, to do so may cause boat damage and will void all warranty related to structure.

**Please read, understand and follow the capacity plate information on your model of Bennington pontoon boat. The maximum capacities plate is located near your console.**

**! WARNING !**

Exceeding the posted weight and horsepower capacity could lead to serious conditions resulting in an accident and/or serious injury.

**DO NOT OVERLOAD OR OVER HORSEPOWER YOUR BOAT!**

**Boarding Your Boat:**

Load one person at a time. Never jump into the boat. Do not try carrying large or odd sized items into the boat. Pass them to someone already on board. Reverse the above method when leaving the boat. Do not allow passengers to ride on rear or upper sun deck pads or outside of any railings. Failure to sit in designated seating while underway could result in passengers being thrown overboard, thus causing injury or death. Never enter a pontoon boat by climbing onto the tubes. Always use a boarding ladder when entering/exiting from the water.

**Boat Weight Distribution:**

Weight distribution determines the ride and handling characteristics of your boat. Spread the weight evenly throughout the boat. Do not have excessive weight in either the bow or stern. Excessive weight in the bow can cause propeller ventilation. For additional information concerning ventilation please refer to your engine owner's manual and to page 7-3 of this manual.

**Storage Areas:**

Your boat has been designed with storage compartments and can be used to store various gear and belongings. All loose items should be stowed in their proper compartments before departing from shore to avoid loss over board or problems with boat operation. Put loose items in storage areas to avoid passengers from tripping and falling.

**Steering Your Boat:**

Boat steering is not self-centering. Steering is affected by engine and propeller torque, trim tab settings, wave- current action, and the speed of the boat through the water. Constant attention to steering is required for safe operation.

Watch the stern when you turn. When you turn the steering wheel, the stern responds first by swinging in the opposite direction of the bow. When you are leaving the dock or trying to avoid an object in the water, this swing will be critical. Always give yourself plenty of room to make a turn. You should also slow the speed of your boat while turning. Never make sharp, fast turns because you can easily endanger your passengers or lose control of your boat.

When making tight turns, trim engine down for better handling. Since both the thrust and steering are at the stern of the boat, the stern pushes away from the direction of the turn. The bow follows a smaller turning radius than the stern.

**Your Bennington boat may be equipped with one of two steering systems:**

1. Mechanical system: With this system the steering wheel connects to a cable which transfers movement to the engine.
2. Hydraulic system: With this system the steering wheel movement pumps hydraulic fluid through lines to a cylinder which transfers movement to the engine.

**Boat Speed:**

The maximum speed at which you can make sudden turns without losing control of your boat is the maneuvering speed of your boat. How fast or slow you move depends on wind, waves, weather conditions, other boat traffic and the boat drivers experience. When you encounter a potentially hazardous situation, adjust your boat speed accordingly.

Pace your speed so that you have enough time to respond to any possible emergency. Never drive your boat directly behind a water skier in case the skier falls down. Your boat at 25 MPH will travel more than 35 feet per second. If a boat 200 feet in front of you suddenly stops, your boat at 25 MPH will strike the stopped boat in less than 6 seconds.

**! WARNING !**

You cannot stop a boat as quickly as you can an automobile because a boat does not have brakes.

**General Navigation Rules:**

Cross waves at right angles. Head on 90 degree angle.

When caught in heavy waves, head either directly into the waves or at a slight angle. Reduce your speed, but maintain enough power to move your boat safely.

When meeting a boat head on, keep to the right whenever possible.

When two boats cross, the boat to the starboard (right) side has the right of way.

When passing another boat, the boat being passed has the right of way. However, the boat being passed is asked to maintain the same direction and speed to allow the passing boat by safely. Please keep in mind, sailboats and windsurfers always have the right away.

**Docking:**

Always approach the dock slowly. If possible, come in against the wind or current depending on which is stronger. As the boat nears the dock, slowly swing parallel to it. Use caution if the wind or current is from your stern. Approach slowly at a slight angle with engine in slow reverse.

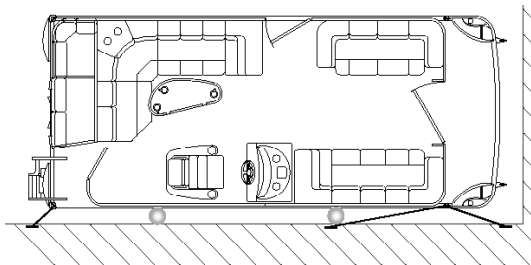
Tie up on the down wind side of the dock. Use fenders over the side between the boat and the dock to keep your boat from being damaged.

**! WARNING !**

Do not use hands or feet to fend your boat from a dock. Your boats weight coupled with forward momentum could cause injury to a limb caught between the boat and a dock. Remember to take it slow.

**Docking/Mooring Tie Down Figure:**

An eye spliced into the end of the line provides a secure tie down to a deck cleat. Another convenient method of making a tie down is to an open cleat.



**! CAUTION !**

If tides are a consideration, be sure to leave slack in the lines to make up for the rise and fall of the water while your boat is docked.

**Trimming:**

The outboard engine or stern drive can be trimmed to adjust to the ideal boat angle for given load and water conditions. The engine should be trimmed so that it is perpendicular to the water when the boat is running at full speed. On two-tube pontoon boats, trimming the motor does not significantly affect a boat's riding attitude in most cases. However, on three-tube pontoon boats with higher horsepower engines, the boat is likely to ride higher in the water. It will accelerate more rapidly and is more responsive in turns. Trimming is more likely to affect the boat's performance and overall attitude, but the effect will be less as compared to a boat with a planing hull.



**Performance Tips:****2 Tube Boats**

Keep engine trimmed down while running unless in shallow water.

**3 Tube Boats**

Keep engine trimmed down when accelerating, trim engine up when underway.

**Do Not Over Trim**

Over trimming will hinder performance and create excessive engine noise and water spray.

## TRAILERING YOUR BENNINGTON

**Boat Trailer Laws:**

Boat trailer laws vary from state to state.

It is your responsibility to understand the laws for the state in which you are boating.

**Capacity Data:**

Boat trailers carry a certification label spelling out the weight-carrying capacity. Do not exceed the weight-carrying capacity at any time!

**! WARNING !**

Exceeding the trailer capacity can cause damage to your trailer, personal or property damage or serious accident.

This capacity is referred to as the Trailer Gross Vehicle Weight Rating (GVWR). This rating includes all of the following items: the total weight of the boat, including the engine, fuel, water, and all other items being carried on the trailer. Please refer to your Trailer Owner's Manual for specific operation and safety procedures.

**Tongue Weight:**

Tongue weight is a percentage of the total weight of the loaded trailer on its tongue. Ideal tongue weight is not less than 5% and not more than 10% of the GVWR. For example, if the weight of the loaded trailer is 3000 lbs. the weight on the tongue should be more than 150 lbs., but less than 300 lbs. Excessive tongue weight causes the front end of the towing vehicle to sway as it goes down the road and insufficient tongue weight causes the trailer to sway or fishtail.

**Hitch:**

Hitches are divided into classes that specify the gross trailer weight (GTW) and maximum tongue weight for each class. Always use a hitch with the same class number as the trailer. Most boat trailers connect to a hitch ball that is connected to the towing vehicle. Note that the trailer hitch coupler must match the size of hitch ball on the towing vehicle. The correct ball size diameter is usually marked on the trailer coupler.

**Chains:**

Safety chains on the trailer provide added insurance that the trailer will not become completely detached from the towing vehicle during transport. **USE & CROSS THESE SAFETY CHAINS.**

Please refer to your Trailer Owner's Manual for specific operation and safety procedures.

**Backing a Trailer:**

If you do not have experience in backing up with a trailer, practice backing with a trailer before you go to a launch ramp site. Get totally accustomed to using your trailer in an open area and take someone with you who knows how to back up with a trailer.

Remember that backing a trailer works the opposite of backing up an automobile. If the trailer needs to travel to the right, turn the steering wheel to the left and vice versa. Do not turn the wheel too far or oversteer. Turn the steering wheel gradually until you get the feel of knowing how to back up safely.

**Launching Recommendations:**

Here are some basic tips to remember when putting your boat in the water: Please be courteous to other boaters.

**Before backing down the launch ramp:**

Remove all stern tie-downs. Load all personal gear.  
Properly secure all loose gear. Lock winch and trailer unit.  
Inventory your safety equipment. Make sure drain plugs are installed on your boat  
Disconnect trailer wiring from vehicle.  
(if applicable).

**Loading Your Boat Back On The Trailer:**

Here are some basic tips when loading your boat back onto the trailer:

**When the trailer is in several inches of water:**

STOP the towing vehicle.  
Leave manual transmission towing vehicle in gear or place automatic transmission in park.  
Turn off the engine.  
Always set the parking brake on the towing vehicle.  
Place blocks behind the towing vehicle's rear wheels.

Note: If you have a bunk trailer, the trailer may need to be more than several inches in the water before loading your boat. If you find it difficult to load your boat, you are probably too far in the water with the trailer.

**! CAUTION !**

8 Ft wide Bennington models with 25" pontoon upgrade  
may not fit on all center lift (scissor) style trailers.

Please refer to your Trailer Owner's Manual for specific operation and safety procedures.

**BENNINGTON COMPONENTS & SYSTEMS**

This section provides information about your boat's instruments, controls, wiring, and other equipment.

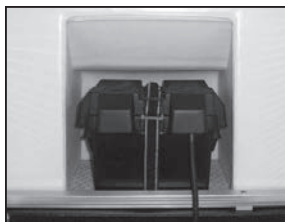
Please note that some equipment described in this section may be standard on some Bennington models and optional or not available on other models. Check with your Bennington Pontoons dealer for the latest optional product information or if you have questions about your boat's equipment.

**Electrical Wiring System:**

Your boat has a 12 volt DC negative ground electrical system which provides power to all systems on the boat. Your boat's wiring system has been fully installed and inspected at Bennington during the manufacturing process. Bennington recommends that you have your dealer install any additional electrical equipment to your boat. An error in wiring the electrical circuits can cause a fire and damage your boat's electrical wiring and/or components.

**PLEASE REFER TO YOUR ENGINE AND TRAILER OWNER'S MANUAL FOR THEIR SPECIFIC WIRING & ELECTRICAL INFORMATION.****Batteries:**

The battery on your boat was installed by your Bennington Pontoons dealer. Inspect the battery frequently for cleanliness and tight connections. When you inspect your battery, make sure it is tightly secured. Be sure that the battery compartment is well ventilated. If you need to replace your battery, install the same type as originally supplied with your boat. Please refer to your battery owner's manual for specific information about use and service.



Typical Bennington Battery Storage Box:

This picture shows a battery box on a “50 & 80 Series” pontoon. The battery location will vary depending on the model of boat. For example, if you have a “75 Series” model, your battery location is in the privacy area of your boat.

**! WARNING !**

Batteries contain sulfuric acid and can cause severe personal injury if mishandled. Avoid contact with eyes, skin, or clothing.

**Electrical Switches:**

Electrical switches control the power supply to your boat components. Switches may be 2-position (on/off) or 3-position (on/off/on) with the center position being off. For a 3-position switch, the switch position determines which components are being powered. All switches have a push button reset breaker next to, below or above the switch. The breaker protects electrical components from damage by power surges. If you reset a breaker and it immediately trips again, do not attempt to reset it a second time. Retripping indicates a possible electrical problem that needs dealer attention. If you replace a breaker, replace it with the same AMP size breaker.

Typical Bennington Rotary Switch:

Your switches may be different depending on your model of Bennington.



Switches & Breakers

The following table summarizes information about Bennington boat switches. Your boat may not have all of the switches listed.

Horn	Horn In some cases, the horn is a RED switch	Spring loaded-toggles off when released
Docking Lights	Docking Lights Use only while docking during poor visibility	2-position on/off
Nav./Anc.	Navigation, Anchor & Courtesy Lights	3-position on/off/on
Accy.	Accessories (varies with model & options) Lights, livewell pump, etc.	2-position on/off
12 Volt Accy.	Turns on power to 12 volt recept. & the stereo	2-position on/off
Bilge	Bilge pump (if applicable)	2-position on/off

Note that some components, such as the stereo, are still powered even though the ignition switch is off. Turn off all switches to prevent the discharging of your battery.

**Instruments:**

The instruments installed on your boat indicate current operating conditions for the engine and related systems. When you take delivery of your boat, ask your dealer about the normal readings of the gauges. This provides you with a reference point to evaluate how well your boat is operating. Keep in mind that the readings on some gauges tend to fluctuate. You should investigate the cause for gauge readings that show a constant or sudden change from the normal reading. Note below a Bennington dash. Your dash may be different depending on the model of Bennington you own. However, the gauge descriptions to follow provide you with the basic use of all gauges used by Bennington. Note that not all gauges listed are available for all Bennington boat models.



Your Bennington may not be equipped with all of the following components. Certain components are not available on select Bennington models. See your Bennington dealer for the latest product information.

**Tachometer:**



The tachometer indicates engine revolutions per minute (RPM). See your engine manual for maximum full throttle RPM. Do not exceed the specifications. Propeller size (diameter & pitch) will change the RPM output of an engine. Ask your Bennington dealer to assist you in selecting the best propeller for your desired performance recommended and engine RPM range.

Refer to your engine manual for specific information.

Most Bennington boats are equipped with a tachometer gauge and may be either a 3" or 4" diameter gauge.

**Voltmeter:**



The voltmeter shows the condition of the battery in volts DC. The operating range is 12 + volts.

**Fuel Gauge:**



The fuel gauge indicates the amount of fuel in the tank. The most accurate reading is at idle speed when your boat is level. Because the reading is approximate, compare to known fuel consumption rate and hours of use. Your engine manual should help you to determine a fuel consumption rate based on the horsepower and type of engine you are using with your boat. If you find that you are consistently getting inaccurate readings, you may need to adjust the sending unit in the fuel tank. Please contact your Bennington dealer for assistance concerning this adjustment. Most Bennington boats are equipped with a fuel gauge and in all cases this is a 2" diameter gauge. The fuel gauge will read within a 1/4 of a tank accuracy.

### Trim Gauge:

The trim gauge indicates the angle of the propeller to the hull. The engine can be trimmed to adjust to the ideal boat angle. If your boat is not trimmed correctly it will not perform at maximum efficiency. Experience will help you gain a better understanding of proper trim. Note that while most Bennington boats are equipped with a trim gauge, not all engines have a sending unit for this gauge. Please contact your Bennington dealer for additional information. Most Bennington boats are equipped with a trim gauge and in all cases this is a 2" diameter gauge.

### Hourmeter:

The hourmeter measures cumulative hours of engine operation. Use this gauge to log engine maintenance, performance data and fuel consumption. The gauge begins operating when the ignition switch is turned on and continues to run until the engine is shut off. The hourmeter may continue to run if the ignition switch is not turned off. Always turn off the ignition switch after each use. Most Bennington boats are NOT equipped with an hourmeter. In most cases, this is a 2" diameter gauge. Please contact your Bennington dealer for additional information before adding this gauge to your boat.

### Speedometer:



The speedometer shows miles per hour by measuring water pressure against a small hole in a device mounted on the bottom of the transom or engine. Other types use a paddle wheel and as water flows over the wheel it measures a speed which is transmitted to the gauge. To ensure accuracy, keep the water pressure pickup hole and tube clear of any obstructions. Most Bennington boats are NOT equipped with a speedometer. In most cases, this is a 5" diameter gauge. Please contact your Bennington dealer for additional information before adding this gauge to your boat. Bennington cannot assure the accuracy of this gauge.

### Oil Pressure Gauge:

The oil pressure gauge monitors the engine's internal lubricating system. Note the gauge reading when the engine is new for the "normal" reading during the life of an engine. Refer to your engine owner's manual for more specific information and use. Check oil level if pressure drops significantly and consult with your dealer as needed. Most Bennington boats are NOT equipped with an oil pressure gauge. This gauge is usually only used with inboard/outboard applications and is gauge is a 2" diameter gauge. Please contact your Bennington dealer before adding this gauge to your boat. Refer to your engine manual for specific information.

### Water Temperature Gauge:

The water temperature gauge indicates temperature of engine cooling water. If the engine temperature starts to go above "normal", turn off the engine at once. Do not restart your engine until the problem is corrected. Most Bennington boats are NOT equipped with this gauge. This gauge is usually only used with inboard/outboard applications and is a 2" diameter gauge. Please contact your Bennington dealer before adding this gauge to your boat. Refer to your engine manual for specific information.

### Digital Depth Gauge:



The digital depth gauge is used to determine the depth of the water your boat is running in. The gauge uses two primary components: the gauge unit and the transducer. The gauge unit contains the transmitter and receiver, as well as the user controls and display. The transducer is mounted beneath the water and converts electrical energy from the transmitter into sonar waves to provide a readout on the gauge usually located on the dash board. Only some Bennington boats are equipped with this gauge. This gauge is in most cases a 2" diameter gauge and will not function without a matching transducer, as mentioned above. Please contact your Bennington dealer before adding this gauge to your boat. Read the gauge operations manual before using this gauge. Bennington Pontoons cannot be responsible for damage caused by tree stumps, sand bars, shallow waters, and the like due

to inaccurate readings displayed on the digital depth gauge.

#### **For additional information:**

Write to:  
Techsonic Industries, Inc.  
Service Department  
108 Maple Lane  
Eufaula, AL 36027

Techsonic Customer Hotline:  
1-800-747-9329

[www.techsonic.com](http://www.techsonic.com)

#### **\* Digital Depth/Fish Finder Graph:**



The digital depth/fish finder graph is used to determine the depth of the water your boat is running in and to help you locate fish. The graph uses two primary components: the gauge unit and the transducer. The graph unit contains the transmitter and receiver, as well as the user controls and display. The transducer is mounted beneath the water and converts electrical energy from the transmitter into sonar waves to provide a readout on the graph usually located on the dash board.

Only some Bennington boats are equipped with this graph. This graph is usually used on Bennington's "fishing style" of boats and will not function without a matching transducer, as mentioned above. Please contact your Bennington dealer before adding this graph to your boat. Read the graph operations manual before using this graph.

Bennington Pontoons cannot be responsible for damage caused by tree stumps, sand bars, shallow waters, and the like due to inaccurate readings displayed on the digital depth graph or otherwise.

\* Speed and Temp. readings may not be available.

#### **Customer Support for Garmin**

Monday — Friday 8:00 a.m. — 5:00 p.m. CST  
1-800-800-1020  
(913) 397-8200  
[www.garmin.com](http://www.garmin.com)

#### **12 Volt Plug:**

This plug is available on most, but not all Bennington boat models. It can be used to operate accessories such as a cell phone, air pump, flashlight, ect. Please read your accessories owner's manual before plugging anything into this plug. You can locate this plug on the dash of your Bennington by gently lifting up the rubber tab used to cover and protect the plug. This plug has been added to your boat to provide extra convenience.

#### **Stereo Systems:**

Many Bennington models are equipped with an AM/FM cassette stereo. Some Bennington models have CD players as standard or optional equipment. In most cases, you can locate your stereo on the left hand side of the driver's console. The stereo is protected by a "stereo cover". Gently lift up on the cover lid of the stereo cover to gain access to the stereo. Some Bennington's are equipped with an "automatic stereo cover". With this type of cover, gently push the release button on the cover and the cover lid will automatically rise up to gain access to the stereo. Note on the following page information pertaining to some of the stereo systems Bennington offers:

The following stereo systems may or may not be on your model of Bennington. Please look inside your Owner's Packet for the manual that matches the stereo installed in your boat. If the manual you have does not match the stereo in your boat, please contact your Bennington dealer for the correct manual. Please read your stereo manual before operating your stereo. Before changing or adding a stereo, please contact your dealer. It is important to note that at times a radio frequency may be interrupted by engine or transducer transmissions.

#### **Seaworthy AM/FM CD Stereo:**

Customer Support for Seaworthy  
Phone: 843-849-9037  
Fax: 843-849-9054  
3325 Hwy 17 North Mt., Pleasant SC 29466  
[www.seaworthy.net](http://www.seaworthy.net)

## LIGHTS:

There are different types of lights on your Bennington. Some are for navigational and safety needs, others are just for your comfort and convenience. Some of the following lights may or may not be on your Bennington boat model. Please contact your Bennington dealer before adding or changing any lights on your boat and follow all laws concerning the use of lights on your boat.

### Navigation Lights:

Boats must display navigational lights when operating between sunset and sunrise and during periods of poor visibility (rain or fog). These lights help to alert other boaters of a boat's presence and course. Follow all laws concerning the use of navigational lights. The green navigation light is always on the starboard side of the boat (right side). The red navigation light is always on the port side of the boat (left side). Please keep this information in mind as you see other boats approaching your boat while on the water.

### Docking Lights:

Docking lights act as headlights do on an automobile. These lights are intended to be used as you "dock" your boat after dark or during poor visibility. There is no need to use these lights while simply "cruising" on the water. It is best to use them only while attempting to "dock" your boat after dark.

Typical Bennington Docking Light



Typical Bennington Navigational Light

### Anchor Light:

The anchor light is a white all-round light that is located on top off your bimini top. This light is usually used just while your boat is anchored on the water so that other boaters can see you after dark. Please follow all laws concerning the use of your boat's anchor light.

### Courtesy Light:

The courtesy light is in your boat to provide extra convenience and comfort. It can be used after dark to allow you to see items on your boat and to assist passengers as they move around inside of the boat after dark. You can operate the courtesy light(s) by using the Nav/Anc switch on your helm in conjunction with gently pushing the white lens on the light.



Typical Bennington Courtesy Light (Push ON/OFF)  
Driver's console courtesy light shown here. Other courtesy lights are located at the bow

### Controls:

Knowing how to use the controls on your boat is essential for safe and proper operation. The controls described in this section may be optional equipment for your boat or may vary slightly from those on your boat.



### Steering Systems:

Bennington boats are equipped with various steering systems. Some models have non-tilt mechanical steering, tilt mechanical steering, or tilt hydraulic steering. Note below a listing and brief description of each. Please read your steering systems owner's manual for additional information concerning maintenance, use and safety. Check with your dealer before changing your steering system.

Your Bennington boat will be equipped with one of three complete steering systems:

1. Non-tilt mechanical system: With this steering system, the steering wheel connects to a cable which transfers movement to the engine rudder. You will NOT be able to tilt your steering wheel on the driver's helm.

2. Tilt mechanical system: With this steering system, the steering wheel connects to a cable which transfers movement to the engine rudder. You will be able to adjust the tilt of your steering wheel on the driver's helm. This tilt works somewhat like a tilt wheel in an automobile. Use it to set the height and angle of the steering wheel for your comfort and use.



For additional information about Bennington's Hydraulic Steering System visit: [www.seastarsteering.com](http://www.seastarsteering.com)

*SeaStar*

Tilt steering lever found here.

3. Hydraulic system: With this steering system, the steering wheel movement pumps hydraulic fluid through lines to a cylinder which transfers movement to the engine rudder. Bennington uses Sea Star for its Hydraulic Steering System. This steering system makes it easier to control the boat because the steering wheel is easier to turn.

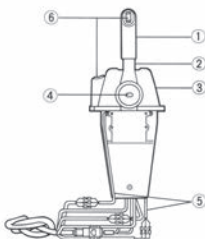
For additional information please refer to the Sea Star owner's manual provided with your Bennington owner's packet. Please read this manual for additional information concerning maintenance, use and safety.

All steering systems require periodic maintenance to be trouble-free and safe. Regular checks are essential. Check the cables regularly and tighten them as needed. If you find that your steering is giving you problems, do not use your boat until you have your dealer resolve the problem. Remember that steering does vary from boat to boat depending on the type of engine, water and wind conditions, and the type of boat you have. Getting the "feel" of your boat's steering system is important. Before each boat outing, turn the wheel full left to full right. Check that the drive unit is turning correctly, freely and smoothly. Bennington does recommend Hydraulic Steering for higher horse-power engines and the system comes standard on "performance package" models.

### Shift & Throttle Control System:

The shift & throttle control system on your boat will vary from model to model and depending the type you have selected. The control described in this section may vary slightly from the control on your boat. Please refer to the shift & throttle control owner's manual supplied with your Bennington owner's packet for specific maintenance, use and safety information.

### General terms and term location for a shift & throttle control system:



1. Grip
2. Control lever
3. Cover
4. Free accelerator button
5. Wire harness
6. Power trim & tilt switch

Refer to your shift & throttle control owner's manual for additional information.

While reading the information below, please refer to the diagram the Shift & Throttle Control. Please keep in mind that this information may not apply specifically to your control. Read the Shift & Throttle Control manual enclosed with in owner's packet or contact the engine manufacturer specific to your controls.

**Forward & Reverse:**

To shift into forward and reverse, rotate the control lever downward about 35 degrees to the F side and R side, respectively. When the control lever is further rotated downward, the throttle opens.

**Free Accelerator:**

Set the control lever to neutral and while pushing the free accelerator button, rotate the control lever. The throttle can be opened without shifting into gear. The free accelerator button is impossible to use unless the control lever is in neutral. Use caution while using this device.

**Power Trim & Tilt Switch:**

The power trim and tilt switch is attached to the control lever grip and is operated by using your thumb. Pushing the switch UP trims and tilts the engine up. Pushing the switch DOWN trims and tilts the engine down. While the trim and tilt switch is being used, your dash "trim gauge" should indicate the change in the angle of the propeller to the hull. As you push UP or DOWN on the switch the gauge will move to reflect this change.

Note that not every Bennington is equipped with a "Trim Gauge". Please contact your dealer before installing this feature to your boat.

**Some helpful Shift & Throttle operating tips:**

When shifting between forward and reverse, always pause in neutral for a few seconds before reversing propeller rotation to prevent damage to the engine and drive.

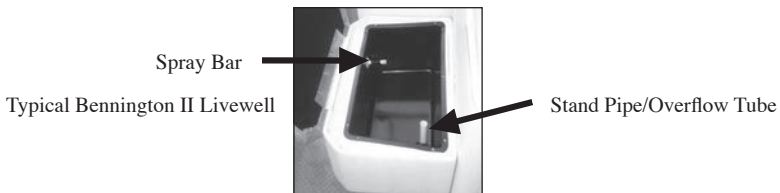
When maneuvering at low speeds, you can reverse the throttle to control or brake boat travel.

Gradually increase boat speed when moving in reverse. High speed acceleration in reverse can create a wake that can cause water to flood the stern area of the boat.

Refer to your shift & throttle control owner's manual for additional information.

**Livewell System:**

An aerated livewell is standard on select Bennington models. The livewell provides an environment where your catch or bait can be kept alive. It will be important for you to keep your livewell clean and clear of debris for proper operation. Use only fresh water when cleaning the livewell. Note that any residual amounts of soap, detergents, or bilge cleaners can kill fish inside of the livewell. Keep pump and hoses clear of any buildup. Please note below two typical Bennington livewells. Your livewell may be different depending on your model of boat. Please contact your dealer before adding a livewell to your boat.



**Livewell Operation:**

It is important to be aware of water and air temperatures to determine when and how often you should aerate the livewell. You can turn the livewell pump on and off manually. The livewell pump is wired to an accessory switch located on the driver's helm. The pump will run continuously when the switch is on.

The pump draws water in through a fitting below the waterline of the boat and pumps this water into the livewell tank. The water is then sprayed into the livewell tank through the spray bar. The spray bar can be adjusted to control the volume of water flowing into the livewell tank. Oxygen content increases as incoming water hits the surface of the water already in the livewell tank. This added oxygen helps to keep your catch alive.

The pump works best when the boat is at rest or moving at a very slow speed in the water. At faster speeds, the pump does not work properly because it cannot draw water.

The stand pipe/overflow tube keeps your livewell tank from overflowing with water. It provides the maximum water level available for the livewell tank. As water enters and fills up the tank, the stand pipe allows the extra water to drain out below the deck of the boat back into the lake, river, etc.. Stand pipes can be cut down if lower water levels are desired. Consult your dealer for additional information.

**Fresh Water System:**

Bennington provides an optional fresh water system for select models. This manually pressurized system provides fresh water from a tank that is located below the sink. To operate this system, push the manual pump mounted by the sink. This will allow the fresh water to flow from the water tank below up through the hose and into the sink for use. It is important to fill the tank with fresh water only. Refill the tank frequently to keep the water fresh. Keep the tank empty during freezing weather. Please contact your dealer before adding a fresh water system to your boat.

**Bimini Top Canvas:**

The bimini top canvas is provided as a standard feature for most Bennington boats. Please refer to the “Caring For Your Bennington” section of this manual for recommended maintenance and care information.

Bennington offers different sizes of bimini canvas depending on the model of your boat. Some bimini canvas is optional and at times it is unavailable for some models. Please note below installation instructions for the bimini canvas Bennington offers. Please use the correct instructions based on the model of boat you own.

**Trolling Motor:**

A trolling motor can be used as optional equipment on select Bennington models. Please contact your dealer for a recommended trolling motor for your boat. You will need to have a “Trolling Motor Gate” in order to use a trolling motor on the bow of your pontoon. These gates can be purchased through your Bennington dealer and are designed to color match your pontoon. You can also purchase a trolling motor harness for your boat if your boat is not already equipped with one from the factory.

Please contact your dealer to purchase and install the recommended trolling motor harness.



Trolling Motor Gate



Trolling Motor Plug

**! DANGER !**

**It is possible for objects and small children to roll off of the platform underneath the Trolling Motor Gate and off of the boat.**

**Fuel System:**

Gasoline is very volatile! Never have the engine running when refueling. Do not smoke or have any open flame near the fuel tank, vent or fill. Be cautious while fueling during hot weather, because heat expands gasoline causing pressure to build in portable fuel tanks. Never fill portable tanks to capacity because expansion can cause fuel leakage.



Typical Bennington Fuel Fill Twist Off Cap



Frequently Inspect Hoses & Clamps for Fuel Leaks.

**Tip:**

If applicable to your model, lift the sundeck lid over the fuel tank when re-fueling to visually check the fuel level of your tank. Your model of boat may have the fuel fill cap in a different location than shown above.

**! DANGER !**  
**DO NOT SMOKE WHILE FUELING YOUR BOAT!**  
**SHUT OFF ENGINE WHILE FUELING YOUR BOAT!**

Do not use fuels containing any form of alcohol or alcohol derivatives. Alcohol destroys marine fuel system hoses and components. Weak hoses can lead to leaks, fire or explosions. Inspect the fuel system for leakage, weakening, hardening, swelling, or corrosion of components including the fuel tanks, fuel lines, fittings, fuel filters, and carbs. If any components show signs of leaking, they must be replaced. Check the engine owner's manual for additional information.

**Follow these basic procedures to fill your boat's primary fuel tank:**

Remove fuel fill cap from tank fitting and insert the fuel supply nozzle. After pumping approximately 5 gallons of fuel into the tank, inspect engine and fuel tank area for signs of possible fuel leaks. If leaks are not found, continue with fueling. If fuel cannot be pumped into the tank at a reasonable rate, check for a plugged fuel vent or a kink in the line. Continue fueling if you do not find leaks or other problems.

Stop filling the tank before fuel overflows. Allow space at the top of the fuel tank for thermal expansion. Fuel pumped from underground tanks is cooler than the outside air. Gasoline expands as it warms up and can easily overflow.

When your done fueling, replace the fuel fill cap. Wash off any fuel spilled around the fuel fill area. Properly dispose of rags used to wipe off fuel spillage.

**Boarding Ladders:**

Bennington has two basic types of boarding ladders, please note pictures and descriptions below:



**Stern Entry Boarding Ladder:**

This ladder is located on the starboard stern corner of the boat and comes as a standard feature on all stern entry Bennington models. Do not allow your ladder to drag in the water. Fold up and fasten the strap located on the ladder after each use.



**Side Mount Entry Ladder:**

This ladder is designed to be mounted for use at a side entry gate and available for most Bennington pontoons.

Contact your Bennington dealer for information concerning purchase and installation of the side mount entry ladder.

Do not allow your ladder to drag in the water. Put the ladder back inside the boat after each use.

**! DANGER !**

Do not use any ladder while the engine is running!

**! WARNING !**

**ALWAYS USE A BOARDING LADDER TO ENTER OR EXIT A BOAT. DO NOT USE PONTOON TUBES FOR ENTERING OR EXITING THE WATER. GET ASSISTANCE AS NEEDED FROM A PASSENGER ON BOARD.**

**Privacy Enclosure:**

Some Bennington models come equipped with privacy enclosures. These privacy enclosures can be used for changing your clothes, for porta-potti use, and the like. It is important to remember to securely fasten down the privacy enclosure lid and curtain after each use. Failure to securely fasten down the privacy enclosure lid could result in damage to the lid, curtain, and frame. If your boat is not equipped with this feature, please contact your dealer before installation. Most models do not allow for this feature to be added.



Privacy Changing Room shown with lid, curtain, frame, and door in use.

**Fishing Seats:**

Fishing Style seats are a standard feature on most “fish style” boats. Bennington offers two basic types of fishing style seats. Note: below are pictures and a brief description of both seats and hardware:



Seat Bottom Cushion

Seat Pedestal Pole

Seat Floor Base

Make certain the seat pedestal pole is locked into Standard Fishing Seat the floor base before using.

**! WARNING !**

Do not ride in fishing style seats while boat is in motion.

**Tables:**

Tables are standard equipment on most Bennington pontoons. The table pictured below may be different than the table in your model of boat. Most tables are located in the port stern “L Furniture” group of the boat and can be added to the bow area of some Bennington models. Please contact your dealer before adding a table to your boat. Use the release button at the bottom of the pole to remove the pole from the table floor base.

## Table Top Cupholder

Make certain the pedestal post is secure and in place before using the table. It is recommended that you store the table during transportation to prevent the table from blowing off of the boat. (Note warning label)



- Table Top
- Cupholder
- Table Pedestal Post  
(Note warning label)
- Table Floor Base

Make certain the pedestal post is secure and in place before using the table. It is recommended that you store the table during transportation to prevent the table from blowing boat.

The cooler is stored inside of the table unit. Lift the table lid to gain access to the cooler. This table is an option for most Bennington boats. Contact your dealer for additional information.



### Cupholders:

Cupholders are found in various places throughout your Bennington. Illustrated below are examples of cupholders and their locations. Quantity and location of cupholders will vary depending on the model.

Please note that cupholders located inside of furniture do not have a drain hose for water drainage. Do not allow water to accumulate inside of cupholders during freezing weather. Freezing water can crack cupholders.



### Cupholder at Driver's Helm

Cupholders located at the drivers helm have a drain hose connected to the bottom of the cup to allow water to drain out of the cupholder to the bottom of the deck. This helps to keep water off of wiring inside of the console. Only cupholders located at the drivers helm have this feature. Do not remove these cupholders.



### Portable Cupholder

This cupholder can be relocated on the boat to your desired location. It slips between the sofa bench bottom and backrest cushion as shown. This cupholder is standard on select Bennington models. If your Bennington does not come standard with this type of cupholder, it can be purchased through your Bennington Marine dealer.

## BENNINGTON PERFORMANCE

### Pontoon Performance:

At Bennington Pontoons, we are committed to delivering the highest possible quality pontoon boat and engine packages in the marine industry. With this in mind, it is imperative that the correct model of engine and propeller be installed on your boat in order for you to achieve your desired performance. Please read the following and contact your dealer for additional performance information. Please note, some performance items listed are not available on some Bennington models.

**Performance Factors:**

The following factors can affect boat performance dramatically:

Wind	Altitude	Boat floorplan
Location of weight	Waves	Propeller size
Pontoon dimension	Water temperature	Engine mount height
Deck dimension	Air temperature	Type of engine
Wet boat (can add 500 to 1000 lbs)		Humidity
Engine horsepower	Weight on board	

Here are GENERALIZED performance guidelines for pontoon and tri-toon models. Due to the factors mentioned above, these are only generalizations. Your boats actual performance may differ from these estimates.

Pontoon with 25” tubes and 8’ 6” beam	90	hp engine	25	mph
Pontoon with lifting strakes	90	hp engine	25	mph +
Tri-toon with lifting strakes	90	hp engine	25	mph +
Tri-toon with lifting strakes	150	hp engine	35	mph
Tri-toon with lifting strakes	200	hp engine	40	mph +

**Tips to remember:**

Lifting strakes lift the entire boat for increased speed and a dryer ride.

The tri-toon performance package offers superior handling benefits.

4-strokes tend to be heavier and may decrease overall speed as much as 2-4 mph.

The Underdeck Waveshield option (pontoons) increases boat handling and enhances ride.

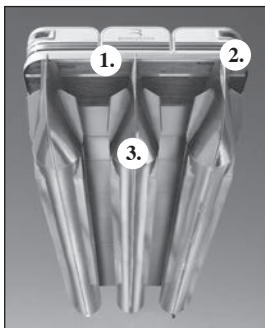
For Performance Bulletins go to: [www.benningtonmarine.com](http://www.benningtonmarine.com)

**Performance Package Boats:**

Some Bennington boats are equipped with the “Performance Package”. The performance package is designed to deliver extra speed, buoyancy and rough water performance. This option consists of three 25-inch diameter pontoons with lifting strakes, an aluminum under-deck wave shield, and hydraulic steering, and increased fuel capacity on select models. Please note below some general information about the performance package.

Please contact your dealer for additional information.

Note that the complete Performance Package is a factory installed option only.



**1. Underdeck Wave Shield:**

This feature helps to smooth cruising performance at higher speeds. The wave shield eliminates the “surging” sensation by preventing water from hitting the cross channels. This is a very helpful in rough water.

**2. 25-inch tube with Pontoon Lifting Strakes:**

This feature provides additional lift to the boat for increased speed and a dryer ride.

**3. The Third Center Tube:**

The third center tube adds extra buoyancy and increases weight and horsepower capacity. Please read your capacity rating on your boat.

Bennington Performance Package Option

#### **4. Hydraulic Steering (not shown):**

With this system the steering wheel movement pumps hydraulic fluid through lines to a cylinder which transfers movement to the engine rudder. Bennington uses Sea Star for its Hydraulic Steering System. This steering system makes it easier to control the boat because the steering wheel is easier to turn. Bennington uses hydraulic steering on the performance package because of higher engine horsepower usage.

For additional information please refer to the Sea Star owner's manual provided with your Bennington owner's packet (if applicable).

#### **Ventilation:**

Pontoon boats are characteristically prone to ventilation due to being semi-displacement boats and also due to the size and weight of the typical pontoon. Choosing the correct engine and propeller will help to eliminate nearly all ventilation issues (assuming normal load distribution).

#### **What is ventilation?**

Ventilation is the result of air being introduced into the water through which the propeller is turning. When air is introduced, the propeller loses its grip on the water and begins to "slip" excessively. This is all very similar to a car tire losing traction and slipping on ice or snow. In a pontoon boat, the result is an immediate reduction in speed.

#### **When does ventilation it occur?**

Ventilation usually occurs when the boat is being steered into a turn under power. Pontoons travel through the water in a very efficient and clean manner when they are traveling in a straight line, but when they are put into a turn, they draw a lot of air into the water. The result is "dirty water" which is very turbulent and full of air bubbles. The boat's engine is forced to run through this dirty water.

#### **What can be done to reduce ventilation?**

The best defense against ventilation is to select an engine that best matches your pontoon boat. For the best performance, large pontoon boats (22' +) and boats with 25" pontoons should be packaged with engines that have large gear cases. Likewise, Mercury Bigfoot and Yamaha High Thrust models are also well suited to larger boats even in lower HP applications. Engines with large gear cases are able to turn larger diameter propellers that help to maintain a better grip on the water during acceleration and in turns.

#### **Some other helpful suggestions and things to remember concerning ventilation:**

Adding cup to a propeller or switching to a stainless steel propeller that is usually already double cupped will generally reduce ventilation.

Excessive trim can and will cause ventilation. Trim does not affect pontoon boats as much as it will other types of boats.

Bennington has found that in certain applications a Doel Fin, or equivalent, can help to reduce ventilation.

Using the propeller guide from the engine manufacture and their technical advise can be very helpful. Bennington has experienced that some engine manufactures have propellers designed specifically for pontoon use, and few after market propeller makers are starting to build propellers for pontoon applications.

Extremely quick maneuvers, such as, hard turning, etc., will cause ventilation.

Because of the seating on pontoons it is very important to distribute the weight and passengers evenly throughout the boat. If the pontoon is loaded nose heavy, the boat will experience ventilation. This is even more important on fish model pontoons because of trolling motors, batteries, etc., mounted to the extreme front of the boat.







Place DVD here



  
BENNINGTON

Bennington Marine LLC  
52791 C.R. 113, Elkhart, Indiana 46514 • 574-264-6336