

QUICKSILVER®

905 Pilothouse Owner's Manual



Welcome

Congratulations on becoming a new owner of a Quicksilver® boat. This Owner's Packet will provide important information about the features of your boat and should be, at all times, kept aboard your boat. Take time to carefully review the information in this packet to really get to know your boat.

The Owner's Packet will contain the following:

- **Model Specific Owner's Manual**
The model specific manual contains information vital to understanding the operation of your boat.
- **Original Equipment Manufacturer (OEM) Information**
The OEM information contains manuals provided by the individual system manufacturers of the equipment installed on your boat. These include items such as engine controls, electronics, and stereos, just to name a few. The Owner's Manual will often refer to information provided by the manufacturers of specific systems.

Please keep this manual in a secure place, and transfer to the new owner if you sell the craft.

Information and assistance is also available via our website, www.quicksilver-boats.com.

Information in this publication is based upon the latest production specifications available at printing. Quicksilver® reserves the right to make changes at any time, without notice, in the colors, equipment, specifications, materials and prices of all models, or to discontinue models. Should changes in production models be made, Quicksilver® is not obligated to make similar changes or modifications to models sold prior to the date of such changes.

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QUICKSILVER 905PH
SEPTEMBER 2018

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Introduction

1. Owner's Manual

The material here and the rest of the Owner's manual packet:

- Gives you basic safety information
- Describes the fundamentals of boat use
- Describes the features of your boat
- Describes the equipment on your boat
- Contains service and maintenance information

You must learn to safely operate this boat as well as read, understand and use the information contained in this package.

What this manual does not give you is a course in boating safety, or how to navigate, anchor or dock your boat. Operating a power boat safely requires more skills, knowledge and awareness than is necessary for a car or truck.

2. Your Responsibilities

For your safety, the safety of your passengers, other boaters and people in the water, you must take a boating safety course and get instruction in the safe and proper handling of your boat. Understand and follow the "Rules of the Road" and learn how to navigate.

Do not forget that a boating license is mandatory in many countries for vessels above a certain engine power. These regulations can vary depending on the country or region that you are located in. Finally, your boat must be registered with the proper navigation authorities. A Declaration of Conformity is part of the documents that you receive with the boat and it must be kept aboard with other official documents at all times. The Declaration of Conformity is mandatory when registering the boat.

3. Explanation of Safety Labels

The most important aspect of boating is safety. Although every effort is made to address the numerous issues regarding the safe usage of your boat, it is strongly recommended that you avail yourself of the training and knowledge available through boating safety courses, etc.

Safety Precautions

Mounted at key locations throughout your boat and duplicated in this manual are labels which advise the owner/operator of imperative safety precautions to follow when operating or servicing equipment. Learn to recognize the degree of precaution and understand the explanations of safety prior to reading this manual. These precautions are not all-inclusive. Always use common sense in the operation of your boat.

- Do not remove or obstruct any safety label.
- Replace any label which becomes illegible. Replacement safety labels can be obtained by calling your dealer

DANGER

DANGER—Immediate hazards which will result in severe personal injury or death if the warning is ignored.

CAUTION

CAUTION—Hazards or unsafe practices which could result in minor injury, product or property damage if the warning is ignored.

WARNING

WARNING—Hazards or unsafe practices which **MAY** result in severe personal injury or death if the warning is ignored.

NOTICE

NOTICE—Information which is important to proper operation or maintenance, but is not hazard related.

Introduction

4. Dealer Responsibilities

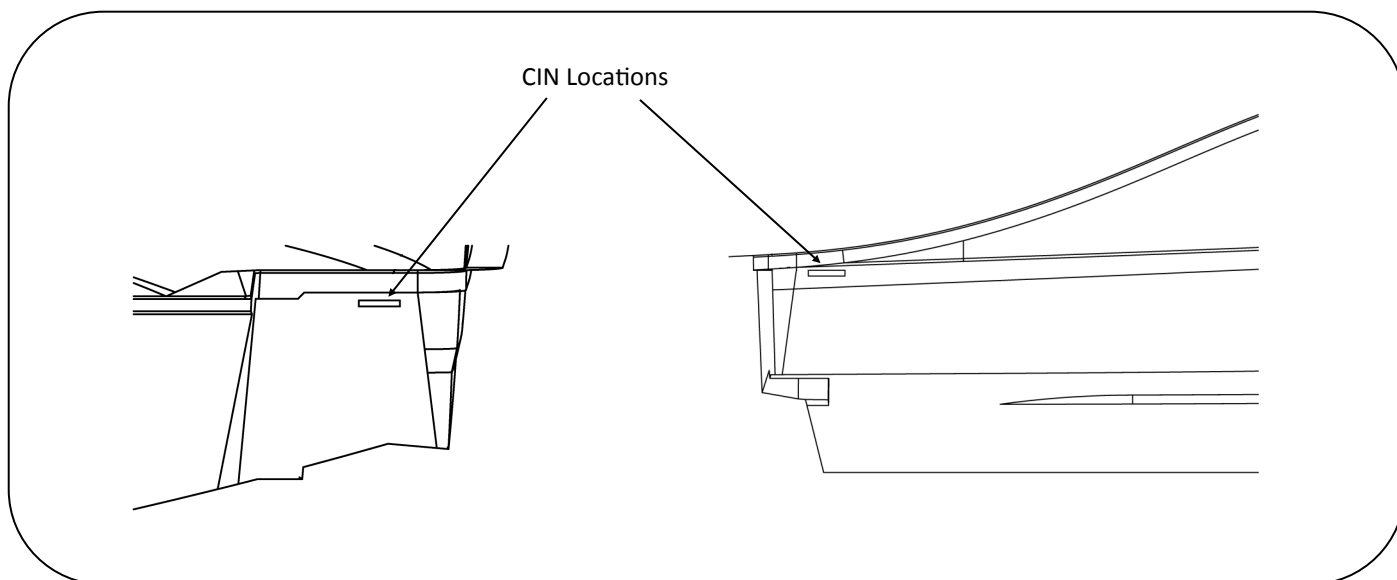
In addition to a pre-delivery check and service of the boat, your dealer is to provide:

- A description and demonstration of the safety systems, features, instruments and controls on your boat
- An orientation in the general operation of your boat
- A review of all warranty information and how to obtain warranty service
- The Owner Information Package

If you do not receive all of these materials, or have any questions, contact your dealer.

5. Craft Identification Number (CIN)

The Craft Identification Number is located either on the starboard side of the transom, or on the aft starboard side of the hull under the gunwale if the boat has an optional swim platform. This is your boat's most important identifying factor. The CIN must be included in all correspondence related to the vessel. Also of vital importance is the engine serial number(s) and part number(s) when ordering parts for your engine.



6. Warranty Information

You will find information regarding the Quicksilver® warranty following the introduction. A warranty information card is also included in the owner information packet. If for some reason this information is missing, contact your Quicksilver® dealer.

Registration

Contact your dealer or the distributor in your country, or the Brunswick Marine in EMEA Center closest to you.

Transfer of Warranty

Contact the distributor in your country, or the Brunswick Marine in EMEA Center closest to you.

Introduction



About Your Limited Warranty

The Quicksilver Division of Brunswick Marine in EMEA (Quicksilver®) provides the following Limited Warranty to the original retail owner of its Quicksilver® boat, if purchased from an authorized dealer and operated under normal, subject to remedies, exclusions, and limitations set out in this Limited Warranty.

Europe and Confederation of Independent States

WHAT IS COVERED: Brunswick Marine in EMEA warrants its new products to be free of defects in material and workmanship during the period described below.

DURATION OF COVERAGE: This Limited Warranty provides coverage for two (2) years from the date the product is first sold to a recreational use retail purchaser, or the date on which the product is first put into service, whichever occurs first. Commercial users of these products receive warranty coverage of one (1) year from the date of first retail sale, or one (1) year from the date in which the product was first put into service, whichever occurs first.

Commercial use is defined as any work or employment related use of the product, or any use of the product which generates income, for any part of the warranty period, even if the product is occasionally used for such purposes.

The repair or replacement of parts, or the performance of service under this warranty, does not extend the life of this warranty beyond its original expiration date. Unexpired warranty coverage can be transferred from one recreational use customer to a subsequent recreational use customer upon proper registration of the product. Unexpired warranty coverage may be terminated for use or repossessed product; or product purchased at auction, from a salvage yard, or from an insurance company.

CONDITIONS THAT MUST BE MET IN ORDER TO OBTAIN WARRANTY COVERAGE: Warranty coverage is available only to retail customers that purchase from a Dealer authorized by Brunswick Marine in EMEA to distribute the product in the country in which the sale occurred, and then only after the Brunswick Marine in EMEA specified predelivery inspection process is completed and documented. Warranty coverage becomes available upon proper registration of the product by the authorized dealer. Routine maintenance outlined in the Operation and Maintenance Manual must be timely performed in order to maintain warranty coverage. Brunswick Marine in EMEA reserves the right to make future warranty coverage contingent on proof of proper maintenance.

WHAT BRUNSWICK MARINE IN EMEA WILL DO: Brunswick Marine in EMEA's sole and exclusive obligation under this warranty is limited to, at our option, repairing a defective part, replacing such part or parts with new or Brunswick Marine in EMEA certified remanufactured parts, or refunding the purchase price of the Brunswick Marine in EMEA product. Brunswick Marine in EMEA reserves the right to improve or modify products from time to time without assuming an obligation to modify products previously manufactured.

HOW TO OBTAIN WARRANTY COVERAGE: The customer must provide Brunswick Marine in EMEA with a reasonable opportunity to repair, and reasonable access to the product for warranty service. Warranty claims shall be made by delivering the product for inspection to a Brunswick Marine in EMEA authorized dealer to service the product. If purchaser cannot deliver the product to such a dealer, written notice must be given to Brunswick Marine in EMEA. We will then arrange for the inspection and any covered repair. Purchaser in that case shall pay for all related transportation charges and/or travel time. If the service provided is not covered by this warranty, purchaser shall pay for all related labor and material, and any other expenses associated with that service. Purchaser shall not, unless requested by Brunswick Marine in EMEA, ship the product or parts of the product directly to Brunswick Marine in EMEA. Proof of registered ownership must be presented to the dealer at the time warranty service is requested in order to obtain coverage.

WHAT IS NOT COVERED: As expressly set out herein, all warranties provided by the manufacturers and distributors of components, equipment, and parts ("Component Manufacturer") on the boat are hereby assigned to the owner, to the extent permitted by the Component Manufacturer, as the owner's sole and exclusive remedy with respect to such items. Any assistance by Brunswick Marine in EMEA and/or its authorized dealers with regard to component warranties shall not constitute an adoption of the responsibilities of a component manufacturer with regard to its component warranties. This Limited Warranty does not apply to any Quicksilver® which has been salvaged or declared a total loss or a constructive total loss for any reasons not covered in this Limited Warranty. This Limited Warranty also does not apply to the following items:

1. Engines, drivetrains, controls, propellers, batteries, other equipment or accessories that carry their own individual warranties, or equipment and accessories which are not installed by Quicksilver®
2. Window damage or breakage

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3. Rainwater leakage, including rainwater leakage through convertible tops
4. Damage or deterioration of cosmetic surface finishes, including cracking, crazing, discoloration, air voids, fading or oxidation of gel coat, wood finishes (varnishes, stains, and paints), fabrics, vinyls, plastics, trim tape, plated or painted metal, stainless steel finishes, anti-fouling bottom paint, or zinc anodes
5. Any Quicksilver® which has been altered or modified from Brunswick Marine in EMEA factory specifications
6. Any Quicksilver® initially sold at retail by a party other than an authorized Brunswick Marine in EMEA dealer
7. Any Quicksilver® which has been used for racing or military purposes, or which has been overpowered according to Brunswick Marine in EMEA factory specifications for such Quicksilver®
8. Any Quicksilver® used for Commercial Purposes. Commercial Purposes, as used herein, means a vessel with more than 50% usage for business or revenue-producing purposes.
9. Any failure or defect caused by an accident, product abuse or misuse, failure of the owner to use, maintain, or store the Quicksilver® as specified in Brunswick Marine in EMEA owner's manual(s), and any other failure to provide reasonable care and maintenance.
10. Any transportation, haul out, or other expenses incurred in returning the Quicksilver® to the selling dealer or to the Brunswick Marine in EMEA factory for warranty service.
11. Any representation or implication relating to speed, range, fuel consumption or estimated performance characteristics.
12. Damage, shrinkage, or deterioration of carpet, upholstery, and exterior canvas tops, enclosures, and weather covers (including rainwater leakage)
13. Any failure or defect caused by an act of nature resulting in damage, cost, or expense
14. Any transportation
15. Any failure or defect arising from a previous repair made by a non-authorized service provider
16. Any item exceeding the expressed coverage limits specified in any Brunswick Marine in EMEA Limited Warranty
17. Any defect or repair requiring redesign of the Quicksilver®, except pursuant to the recall provisions of the United States Federal Boat Safety Act of 1971, or the recall laws of any other foreign jurisdiction.

SOLE REMEDY: The remedy of repair or replacement of parts that are found to be defective in factory materials or workmanship covered by the Limited Warranty shall constitute the owner's sole and exclusive remedy against Brunswick Marine in EMEA for any claims whatsoever of economic loss resulting from product failure.

In keeping with environmental policies and practices, Brunswick Marine in EMEA reserves the right to utilize reconditioned, refurbished, repaired or remanufactured products or parts in the warranty repair or replacement process. Such products and parts will be comparable in function and performance to an original product or part and warranted for the remainder of the original warranty period. In no event shall any repair or replacement under this Limited Warranty exceed the fair market value of the product as of the date of the owner's claim. Acceptance of any product returned or any refund provided by Brunswick Marine in EMEA shall not be deemed an admission that the product is defective. Products that are replaced become the property of Brunswick Marine in EMEA.

OTHER LIMITATIONS: Except as set forth herein or on any other written Limited Warranties by Brunswick Marine in EMEA, there are no other warranties, expressed or implied provided by Brunswick Marine in EMEA, on this Quicksilver®. All other warranties, expressed or implied are expressly excluded. Brunswick Marine in EMEA further disclaims any liability for economic loss arising from claims of product failure, negligence, defective design, manufacturing defect, failure to warn and/or instruct, lack of seaworthiness, and any other theory of liability not expressly covered under the terms of this Limited Warranty.

Any implied warranty of merchantability or fitness for a particular purpose is disclaimed. To the extent the implied warranty cannot be disclaimed, it is limited to the shorter of one (1) year from the date of delivery to the first retail owner or the duration of the respective Limited Warranties stated herein. To the extent required by law and implied warranty of merchantability is limited for the duration of the respective Limited Warranties stated. To the extent allowed by law neither Brunswick Marine in EMEA, nor the selling dealer shall have any responsibility of the loss of use of the Quicksilver®, loss of time, inconvenience, commercial loss or consequential damages.

Some countries, states or regions do not allow limitations on how long an implied warranty lasts, so the above limitations may not be applicable. Some countries, states or regions do not allow the exclusion or limitations of incidental or consequential damages, so the above limitations or exclusions may not be applicable. This warranty gives the owner specific legal rights, and the owner may also have other rights, which vary country to country, state to state, or region to region.

Retail customers in the European Economic area (EEA) may have legal rights under the applicable national legislation regarding the sale of consumer goods which are not affected by this Limited Warranty. The retail customer's legal rights under any applicable national legislation regarding the sale of consumer goods shall not be affected. Information on authorized EEA dealers and EEA Privacy be obtained at www.Quicksilver-boats.com.

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STATUTE OF LIMITATIONS: Any action for rescission or revocations against Brunswick Marine in EMEA shall be barred unless it is commenced within one (1) year from the date of accrual of such cause of action. This provision does not grant any consumer a right of rescission or revocation against Brunswick Marine in EMEA, where such does not otherwise exist under applicable law. Some country, state, or region may not allow the applicable statute of limitations for rescission or revocation to be reduced, so this provision may not apply to each retail owner.

OWNER'S OBLIGATIONS: Contact the selling Brunswick Marine in EMEA dealer to set up an appointment for warranty repairs. All warranty work or repairs must be referred to the selling dealer for authorization as a condition precedent to Limited Warranty coverage. Brunswick Marine in EMEA must receive written notice of any remaining warranty claims from the owner prior to the expiration of the owner's Limited Warranty, and the owner must notify Brunswick Marine in EMEA of any Quicksilver® being repaired by an authorized Brunswick Marine in EMEA dealer which has been at the dealership for fifteen (15) days, or of any claimed defect which was not corrected after one (1) repair attempt.

MODIFICATIONS & SEVERABILITY: The terms and conditions contained herein, as well as those of any documents prepared in conjunction with the sale of this vessel may not be modified, altered, or waived by any action, inaction, or representations, whether oral or in writing, except upon the expressed, written authority of a management level employee of Brunswick Marine in EMEA. The invalidity or unenforceability of any one or more of the provisions herein shall not affect the validity and enforceability of the other provisions.

Africa and Middle East

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DURATION OF COVERAGE: This Limited Warranty provides coverage for one (1) years from the date the product is first sold to a recreational use retail purchaser, or the date on which the product is first put into service, whichever occurs first. Commercial users of these products receive warranty coverage of one (1) year from the date of first retail sale, or one (1) year from the date in which the product was first put into service, whichever occurs first.

Commercial use is defined as any work or employment related use of the product, or any use of the product which generates income, for any part of the warranty period, even if the product is occasionally used for such purposes.

The repair or replacement of parts, or the performance of service under this warranty, does not extend the life of this warranty beyond its original expiration date. Unexpired warranty coverage can be transferred from one recreational use customer to a subsequent recreational use customer upon proper registration of the product. Unexpired warranty coverage may be terminated for use or repossessed product; or product purchased at auction, from a salvage yard, or from an insurance company.

CONDITIONS THAT MUST BE MET IN ORDER TO OBTAIN WARRANTY COVERAGE: Warranty coverage is available only to retail customers that purchase from a Dealer authorized by Brunswick Marine in EMEA to distribute the product in the country in which the sale occurred, and then only after the Brunswick Marine in EMEA specified predelivery inspection process is completed and documented. Warranty coverage becomes available upon proper registration of the product by the authorized dealer. Routine maintenance outlined in the Operation and Maintenance Manual must be timely performed in order to maintain warranty coverage. Brunswick Marine in EMEA reserves the right to make future warranty coverage contingent on proof of proper maintenance.

WHAT BRUNSWICK MARINE IN EMEA WILL DO: Brunswick Marine in EMEA's sole and exclusive obligation under this warranty is limited to, at our option, repairing a defective part, replacing such part or parts with new or Brunswick Marine in EMEA certified remanufactured parts, or refunding the purchase price of the Brunswick Marine in EMEA product. Brunswick Marine in EMEA reserves the right to improve or modify products from time to time without assuming an obligation to modify products previously manufactured.

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Introduction

WHAT IS NOT COVERED: As expressly set out herein, all warranties provided by the manufacturers and distributors of components, equipment, and parts ("Component Manufacturer") on the boat are hereby assigned to the owner, to the extent permitted by the Component Manufacturer, as the owner's sole and exclusive remedy with respect to such items. Any assistance by Brunswick Marine in EMEA and/or its authorized dealers with regard to component warranties shall not constitute an adoption of the responsibilities of a component manufacturer with regard to its component warranties. This Limited Warranty does not apply to any Quicksilver® which has been salvaged or declared a total loss or a constructive total loss for any reasons not covered in this Limited Warranty. This Limited Warranty also does not apply to the following items:

1. Engines, drivetrains, controls, propellers, batteries, other equipment or accessories that carry their own individual warranties, or equipment and accessories which are not installed by Quicksilver®
2. Window damage or breakage
3. Rainwater leakage, including rainwater leakage through convertible tops
4. Damage or deterioration of cosmetic surface finishes, including cracking, crazing, discoloration, air voids, fading or oxidation of gel coat, wood finishes (varnishes, stains, and paints), fabrics, vinyls, plastics, trim tape, plated or painted metal, stainless steel finishes, anti-fouling bottom paint, or zinc anodes
5. Any Quicksilver® which has been altered or modified from Brunswick Marine in EMEA factory specifications
6. Any Quicksilver® initially sold at retail by a party other than an authorized Brunswick Marine in EMEA dealer
7. Any Quicksilver® which has been used for racing or military purposes, or which has been overpowered according to Brunswick Marine in EMEA factory specifications for such Quicksilver®
8. Any Quicksilver® used for Commercial Purposes. Commercial Purposes, as used herein, means a vessel with more than 50% usage for business or revenue-producing purposes.
9. Any failure or defect caused by an accident, product abuse or misuse, failure of the owner to use, maintain, or store the Quicksilver® as specified in Brunswick Marine in EMEA owner's manual(s), and any other failure to provide reasonable care and maintenance.
10. Any transportation, haul out, or other expenses incurred in returning the Quicksilver® to the selling dealer or to the Brunswick Marine in EMEA factory for warranty service.
11. Any representation or implication relating to speed, range, fuel consumption or estimated performance characteristics.
12. Damage, shrinkage, or deterioration of carpet, upholstery, and exterior canvas tops, enclosures, and weather covers (including rainwater leakage)
13. Any failure or defect caused by an act of nature resulting in damage, cost, or expense
14. Any transportation
15. Any failure or defect arising from a previous repair made by a non-authorized service provider
16. Any item exceeding the expressed coverage limits specified in any Brunswick Marine in EMEA Limited Warranty
17. Any defect or repair requiring redesign of the Quicksilver®, except pursuant to the recall provisions of the United States Federal Boat Safety Act of 1971, or the recall laws of any other foreign jurisdiction.

SOLE REMEDY: The remedy of repair or replacement of parts that are found to be defective in factory materials or workmanship covered by the Limited Warranty shall constitute the owner's sole and exclusive remedy against Brunswick Marine in EMEA for any claims whatsoever of economic loss resulting from product failure.

In keeping with environmental policies and practices, Brunswick Marine in EMEA reserves the right to utilize reconditioned, refurbished, repaired or remanufactured products or parts in the warranty repair or replacement process. Such products and parts will be comparable in function and performance to an original product or part and warranted for the remainder of the original warranty period. In no event shall any repair or replacement under this Limited Warranty exceed the fair market value of the product as of the date of the owner's claim. Acceptance of any product returned or any refund provided by Brunswick Marine in EMEA shall not be deemed an admission that the product is defective. Products that are replaced become the property of Brunswick Marine in EMEA.

OTHER LIMITATIONS: Except as set forth herein or on any other written Limited Warranties by Brunswick Marine in EMEA, there are no other warranties, expressed or implied provided by Brunswick Marine in EMEA, on this Quicksilver®. All other warranties, expressed or implied are expressly excluded. Brunswick Marine in EMEA further disclaims any liability for economic loss arising from claims of product failure, negligence, defective design, manufacturing defect, failure to warn and/or instruct, lack of seaworthiness, and any other theory of liability not expressly covered under the terms of this Limited Warranty.

Any implied warranty of merchantability or fitness for a particular purpose is disclaimed. To the extent the implied warranty cannot be disclaimed, it is limited to the shorter of one (1) year from the date of delivery to the first retail owner or the duration of the respective Limited Warranties stated herein. To the extent required by law and implied warranty of merchantability is limited for the duration of the respective Limited Warranties stated. To the extent allowed by law neither Brunswick Marine in EMEA, nor the selling dealer shall have any responsibility of the loss of use of the Quicksilver®, loss of time, inconvenience, commercial loss or consequential damages.

Introduction

Some countries, states or regions do not allow limitations on how long an implied warranty lasts, so the above limitations may not be applicable. Some countries, states or regions do not allow the exclusion or limitations of incidental or consequential damages, so the above limitations or exclusions may not be applicable. This warranty gives the owner specific legal rights, and the owner may also have other rights, which vary country to country, state to state, or region to region.

Retail customers in the European Economic area (EEA) may have legal rights under the applicable national legislation regarding the sale of consumer goods which are not affected by this Limited Warranty. The retail customer's legal rights under any applicable national legislation regarding the sale of consumer goods shall not be affected. Information on authorized EEA dealers and EEA Privacy be obtained at www.Quicksilver-boats.com.

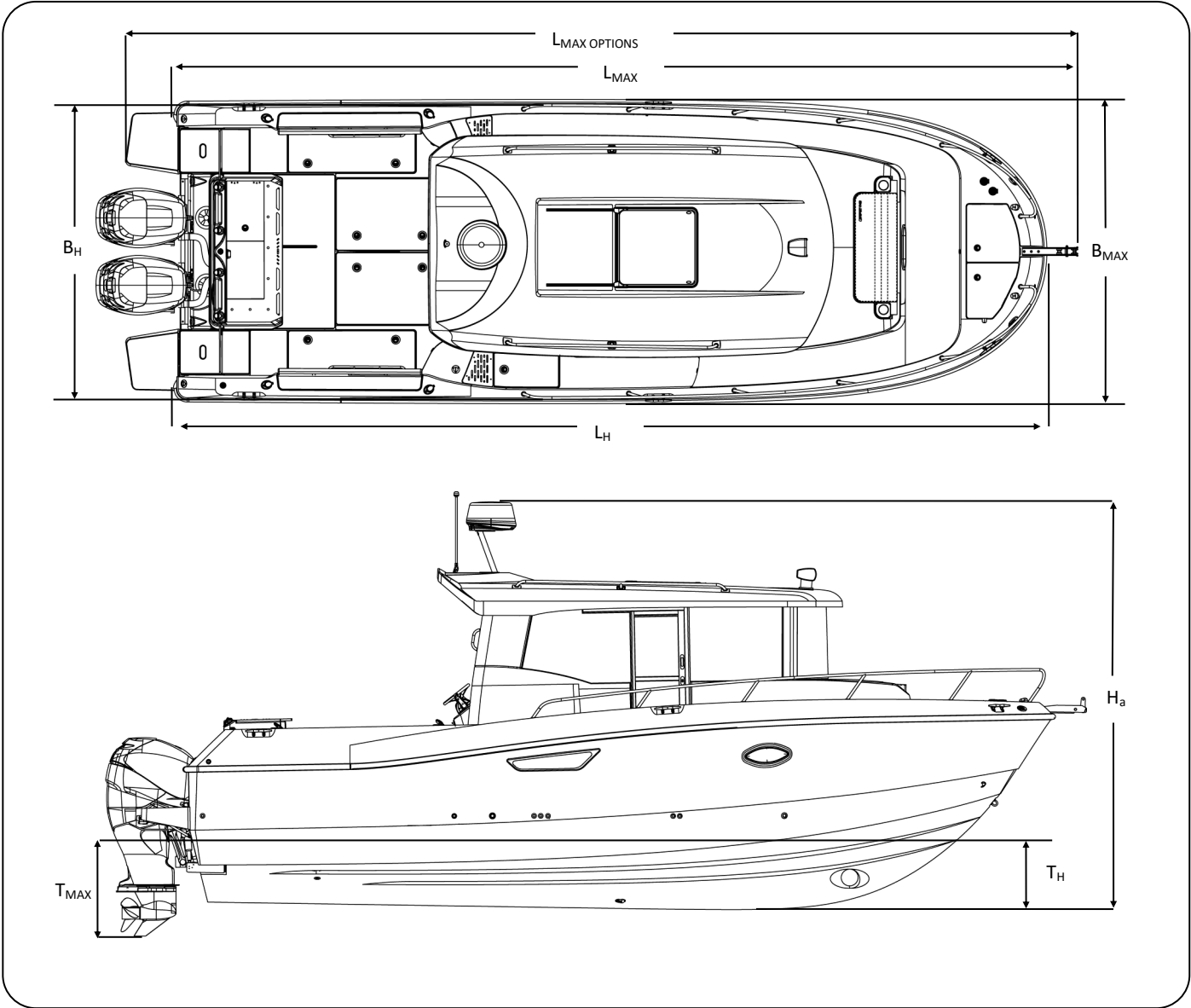
STATUTE OF LIMITATIONS: Any action for rescission or revocations against Brunswick Marine in EMEA shall be barred unless it is commenced within one (1) year from the date of accrual of such cause of action. This provision does not grant any consumer a right of rescission or revocation against Brunswick Marine in EMEA, where such does not otherwise exist under applicable law. Some country, state, or region may not allow the applicable statute of limitations for rescission or revocation to be reduced, so this provision may not apply to each retail owner.

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MODIFICATIONS & SEVERABILITY: The terms and conditions contained herein, as well as those of any documents prepared in conjunction with the sale of this vessel may not be modified, altered, or waived by any action, inaction, or representations, whether oral or in writing, except upon the expressed, written authority of a management level employee of Brunswick Marine in EMEA. The invalidity or unenforceability of any one or more of the provisions herein shall not affect the validity and enforceability of the other provisions.

Quicksilver 905PH — General Information

1. Basic Boat Dimensions and Specifications



Manufacturer: Brunswick Marine in EMEA
Model: Quicksilver 905 Pilothouse

Design Category:	B	Light Craft Mass (m_{LCC}):	4,513 kg
Length of Hull (L_H):	8.50m	Maximum Load (m_{MTL}):	1,544 kg
Length Overall (L_{MAX}):	8.88m	Fully Loaded Mass (m_{LCC}):	6,057 kg
Length Overall ($L_{MAX\ OPTION}$):	9.32m	Fuel Tank Capacity:	400 Lt
Beam of Hull (B_H):	2.92m	Fuel Tank Capacity (optional):	580 Lt
Beam Max (B_{MAX}):	2.99m	Water Tank Capacity:	100 Lt
Draft of Hull (T_H):	0.63m	Waste Tank Capacity:	80 Lt
Draft Max (T_{MAX}):	0.97m	Livewell Capacity:	32 Lt
Overall Height (H_a):	4.01m	Grey Water Capacity:	80 Lt

Quicksilver 905PH — General Information

2. Vessel Stability

The following maximum load has been used for assessing the stability and buoyancy comprising

- | | |
|--|----------|
| • Manufacturer's maximum recommended load per ISO 14946 | 1,544 kg |
| • Fuel, fresh water, other fluids to maximum capacity of fixed tanks | 591 kg |

This assessment has been made assuming that

- | | |
|--|----------|
| • The boat in the empty craft condition has a mass of | 3,623 kg |
| • The boat in the light craft condition has a mass of | 4,513 kg |
| • The maximum recommended twin engine outboard mass is | 588 kg |
| • All standard equipment is aboard. | |

Your boat was manufactured to specific stability and flotation standards for the capacity shown on the certification plate. Any increase from the recommended load capacities will put your boat in jeopardy of capsizing, swamping and/or sinking. In addition, any changes to the masses aboard may significantly affect the stability, trim, and performance of the craft. Stability can be considerably affected by loose fluids or weight within the vessel. Keep the bilge area as dry as possible, and in rough weather or at planing speeds, keep all openings, hatches, lockers, doorways, and windows closed to minimize flooding. Breaking waves are a serious stability hazard. Finally, stability can be compromised when towing or lifting heavy weights using a davit or boom.

3. Load Capacity

The capacity plate, located near the helm, indicates the maximum weight and number of persons your boat can handle under calm sea conditions. Do not exceed the load capacities stated. A full explanation of this information can be found in the relevant sections of this manual.

The information present on the certification plate does not relieve the operator of responsibility. Use common sense and sound judgment when placing equipment and/or passengers in your boat.

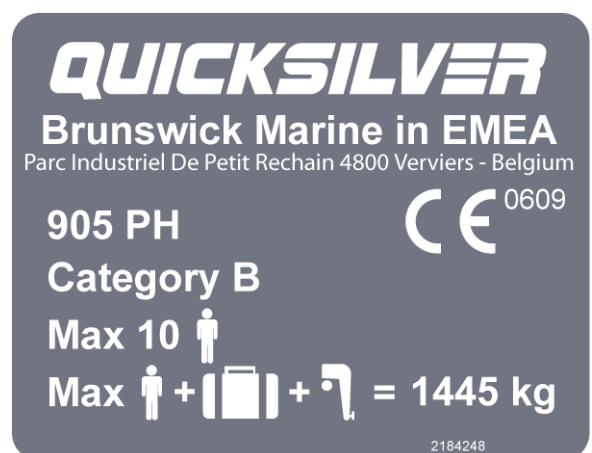
WARNING

Do not exceed the maximum recommended number of persons. Regardless of the number of persons on board, the total weight of persons and equipment must never exceed the maximum recommended load. Always use the seats/seating spaces provided.

WARNING

When loading the craft, never exceed the maximum recommended load. Always load the craft carefully and distribute loads appropriately to maintain design trim (approximately level), and secure loose equipment when underway. Avoid placing heavy weights high up.

Quicksilver 905PH Capacity Plate



Quicksilver 905PH — General Information

4. Passenger Locations

⚠ DANGER

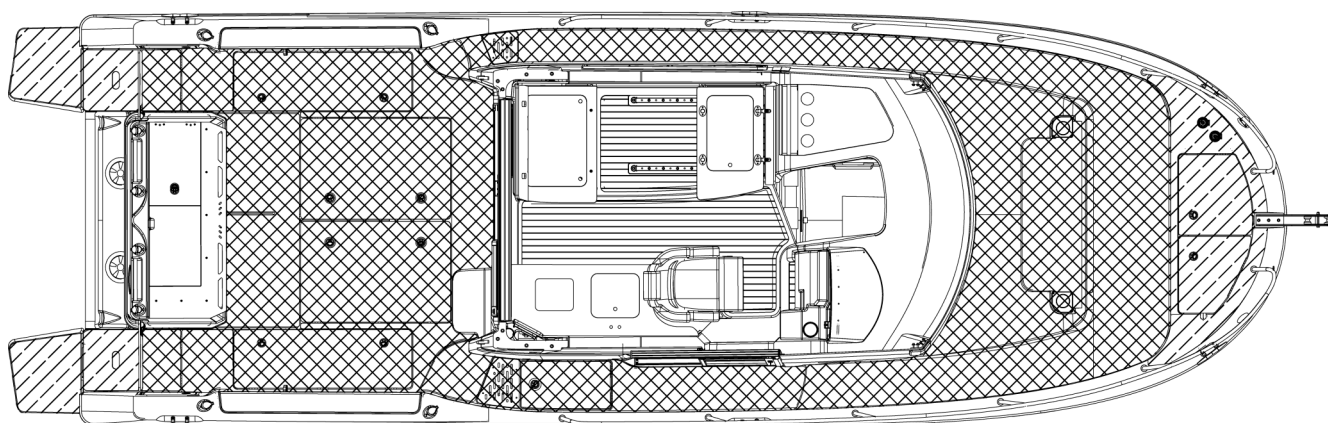
Be aware of your footing while the boat is underway. Slipping or falling could result in serious injury or death, especially if the boat is in motion or in rough seas. Keep the accommodation clean, so if movement is necessary, it will be free of obstruction.

⚠ WARNING

Gelcoat surfaces are slippery when wet. Use extreme caution when walking on wet surfaces.

Never occupy the working decks while the boat is underway.

When people are on the working deck area for anchoring, mooring, or in emergencies, they must be holding on and be positioned as to prevent falling overboard.



Working deck area to be used during normal operation



Working deck area to be used during anchoring, mooring and emergency operation

5. Design Categories

There are four design categories of boats based upon their ability to withstand wind and water conditions:

Category A – Designed for winds that may exceed wind force 8 (Beaufort scale – 40 knots) and a significant wave height of 4m and above.

Category B -- Designed for winds that include up to wind force 8 (Beaufort scale – 40 knots) and significant wave height up to and including 4m.

Category C – Designed for winds that include up to a wind force 6 (Beaufort scale – 27 knots) and a significant wave height up to and including 2m.

Category D – Designed for winds that include up to a wind force 4 (Beaufort scale – 16 knots) and a significant wave height up to and including 0.3m, with occasional waves of 0.5m maximum height.

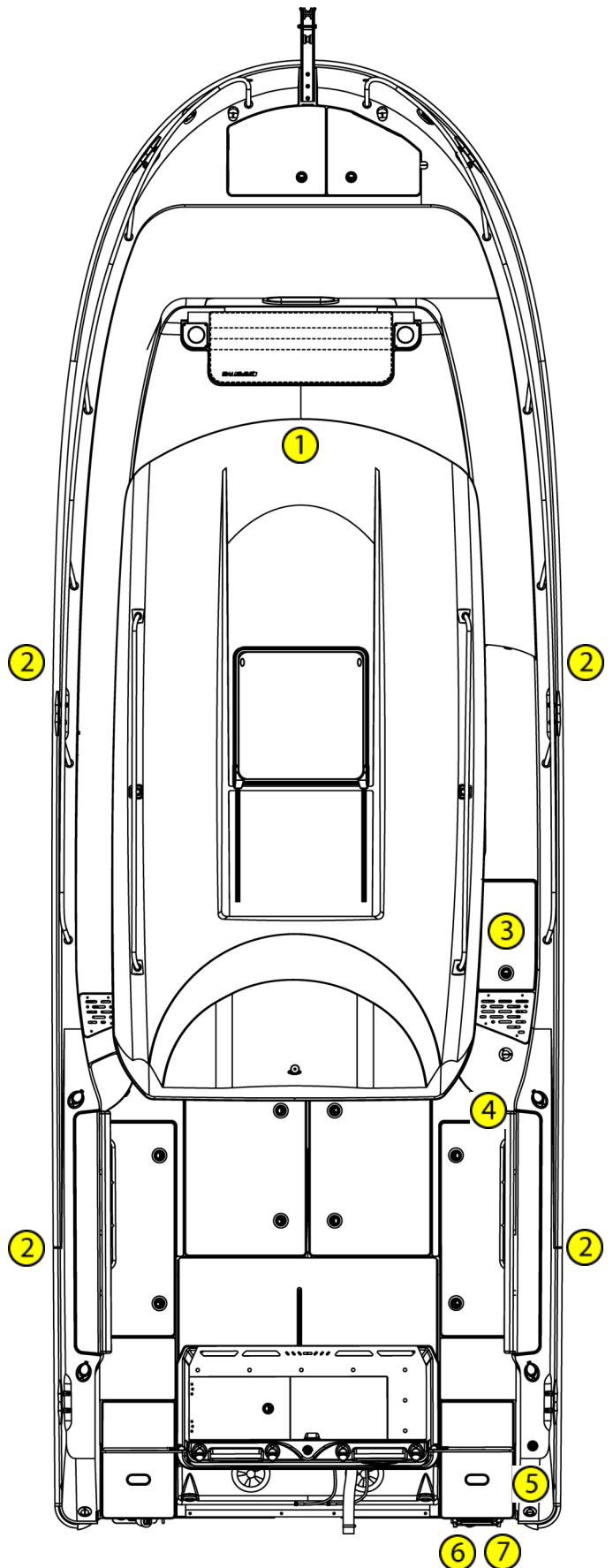
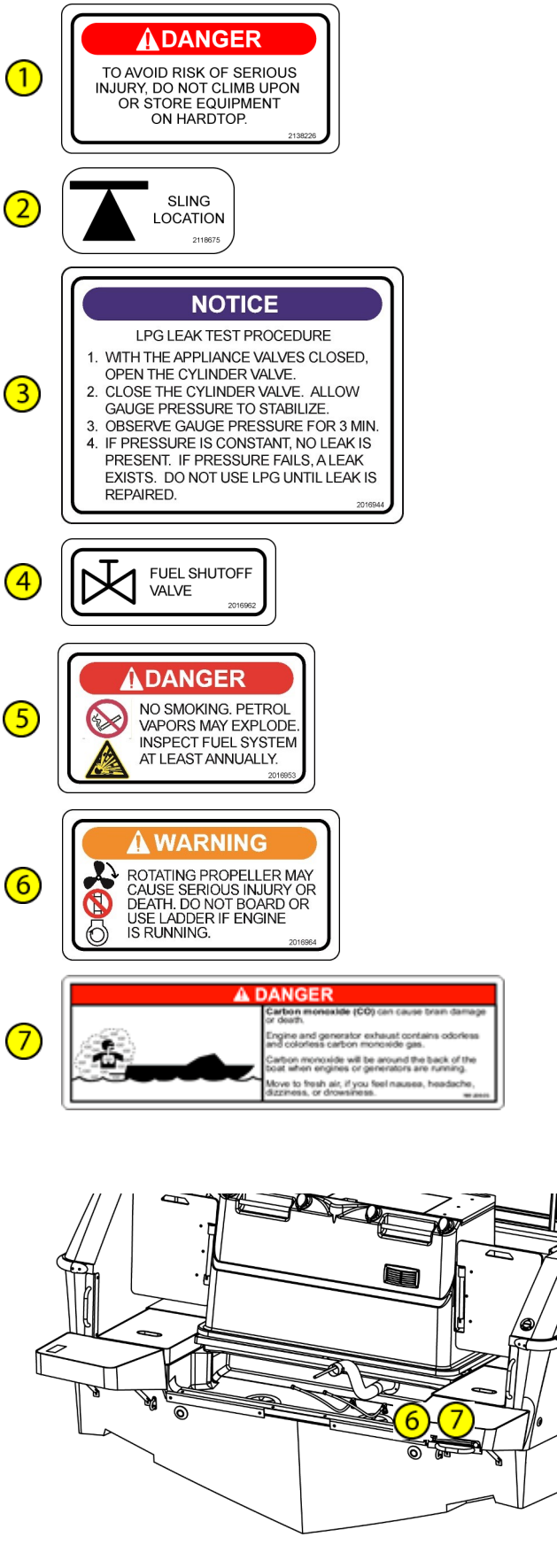
Refer to your product capacity plate for the design category of your boat.

⚠ WARNING

Do not attempt to operate boat in severe weather conditions. Death or serious injury can occur. Get to shore before the weather turns bad.

Quicksilver 905PH — General Information

6. Safety Label Locations— Exterior



Quicksilver 905PH — General Information

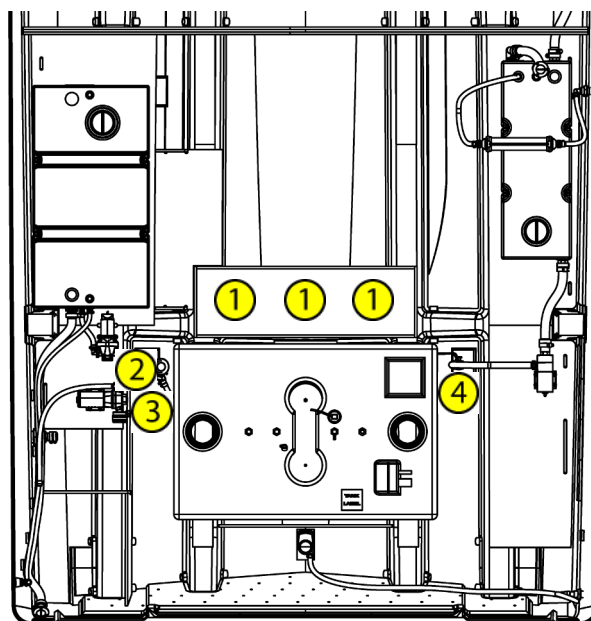
6. Safety Label Locations— Bilge and Helms

NOTICE

RECOMMENDED BATTERY LOCATION - INSTALLATION REQUIREMENTS
REF: EN ISO 10133 - EXTRA LOW VOLTAGE D.C. INSTALLATIONS

1. BATTERY SHALL BE INSTALLED IN A MANNER TO RESTRICT THEIR MOVEMENT HORIZONTALLY AND VERTICALLY. THE BATTERY SHALL NOT MOVE MORE THAN 10MM IN ANY DIRECTION WHEN EXPOSED TO A FORCE CORRESPONDING TO TWICE THE BATTERY WEIGHT.
2. BATTERY SHALL BE CAPABLE OF INCLINATIONS UP TO 30 DEGREES WITHOUT LEAKAGE OF ELECTROLYTE. PROVISIONS SHALL BE MADE TO CONTAIN SPILLAGE (I.E. BATTERY BOX).
3. THE BATTERY POSITIVE TERMINAL MUST BE PROTECTED FROM SHORTING WITH A NON-CONDUCTIVE BOOT OR BY PLACING IT IN A NON CONDUCTIVE COVERED BOX.
4. BATTERY SHALL NOT BE INSTALLED ABOVE OR BELOW A FUEL TANK OR FUEL FILTER.
5. ANY METALLIC COMPONENT OF THE FUEL SYSTEM WITHIN 300MM ABOVE THE BATTERY TOP, AS INSTALLED, SHALL BE ELECTRICALLY INSULATED.

2080223



LIVWELL PICKUP VALVE
2016959

RAW WATER WASHDOWN VALVE
2100525

OVERBOARD DISCHARGE VALVE
2016961

NOTICE

TO AVOID DAMAGE TO ENGINE COWL(S), RAISE MOTORWELL BRIDGE BEFORE TRIMMING ENGINE(S) TO TRAILERING MODE

2165369

WARNING

ROTATING PROPELLER MAY CAUSE SERIOUS INJURY OR DEATH. SHUT OFF ENGINE WHEN NEAR SWIMMERS IN THE WATER.

2016965

WARNING

VISIBILITY FROM THIS HELM STATION IS LIMITED. AVOID SERIOUS INJURY OR DEATH FROM COLLISIONS. MAINTAIN A LOOKOUT AS REQUIRED. READ OWNER'S MANUAL.

2016952

WARNING

ATTACH SHUT DOWN SWITCH LAYNARD TO QUALIFIED OPERATOR WHILE ENGINE IS IN OPERATION. UNCONTROLLED BOAT MAY CAUSE INJURY OR DEATH. READ OWNERS MANUAL BEFORE USE.

2016954

QUICKSILVER

Brunswick Marine in EMEA
Parc Industriel De Petit Rechain 4800 Verviers - Belgium

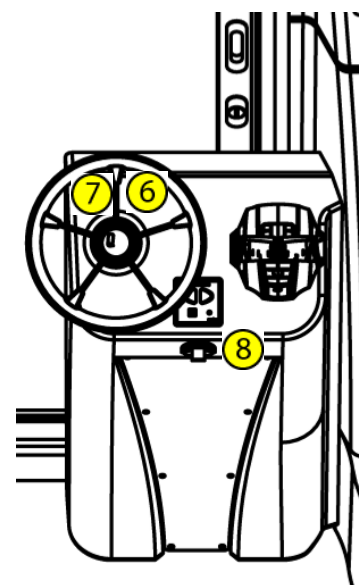
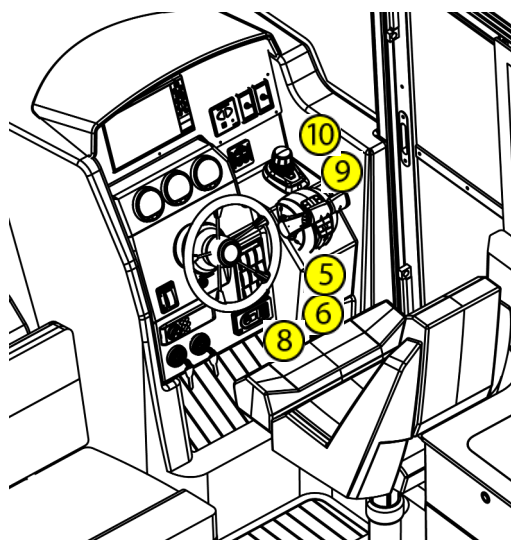
905 PH

Category B

Max 10

Max 10 + 1445 kg

2184248



WARNING

Carbon monoxide (CO) can cause brain damage or death.
Engine and generator exhaust contains odorless and colorless carbon monoxide gas.
Signs of carbon monoxide poisoning include nausea, headache, dizziness, drowsiness, and lack of consciousness.
Get fresh air if anyone shows signs of carbon monoxide poisoning.
See Owner's Manual for information regarding carbon monoxide poisoning.

Quicksilver 905PH — General Information

6. Safety Label Locations—Interior

NOTICE

RECOMMENDED BATTERY LOCATION - INSTALLATION REQUIREMENTS
REF: EN ISO 10133 - EXTRA LOW VOLTAGE D.C. INSTALLATIONS

1. BATTERY SHALL BE INSTALLED IN A MANNER TO RESTRICT THEIR MOVEMENT HORIZONTALLY AND VERTICALLY. THE BATTERY SHALL NOT MOVE MORE THAN 10MM IN ANY DIRECTION WHEN EXPOSED TO A FORCE CORRESPONDING TO TWICE THE BATTERY WEIGHT.
2. BATTERY SHALL BE CAPABLE OF INCLINATIONS UP TO 30 DEGREES WITHOUT LEAKAGE OF ELECTROLYTE. PROVISIONS SHALL BE MADE TO CONTAIN SPILLAGE (I.E. BATTERY BOX).
3. THE BATTERY POSITIVE TERMINAL MUST BE PROTECTED FROM SHORTING WITH A NON-CONDUCTIVE BOOT OR BY PLACING IT IN A NON CONDUCTIVE COVERED BOX.
4. BATTERY SHALL NOT BE INSTALLED ABOVE OR BELOW A FUEL TANK OR FUEL FILTER.
5. ANY METALLIC COMPONENT OF THE FUEL SYSTEM WITHIN 300MM ABOVE THE BATTERY TOP, AS INSTALLED, SHALL BE ELECTRICALLY INSULATED.

WARNING

Carbon monoxide (CO) can cause brain damage or death.
Carbon monoxide can be present in the cabin.
Signs of carbon monoxide poisoning include nausea, headache, dizziness, drowsiness, and lack of consciousness.
Get fresh air if anyone shows signs of carbon monoxide poisoning.
Get fresh air if carbon monoxide detector alarm sounds.
Carbon monoxide detector must be functioning at all times.

WATERTIGHT CLOSURE - KEEP SHUT WHEN UNDER WAY

HEAD WATER PICKUP VALVE

WARNING

BEFORE STARTING, OPERATE BLOWER FOR 4 MINUTES. CHECK ENGINE COMPARTMENT FOR FUEL VAPORS. RUN BLOWER BELOW CRUISING SPEED.

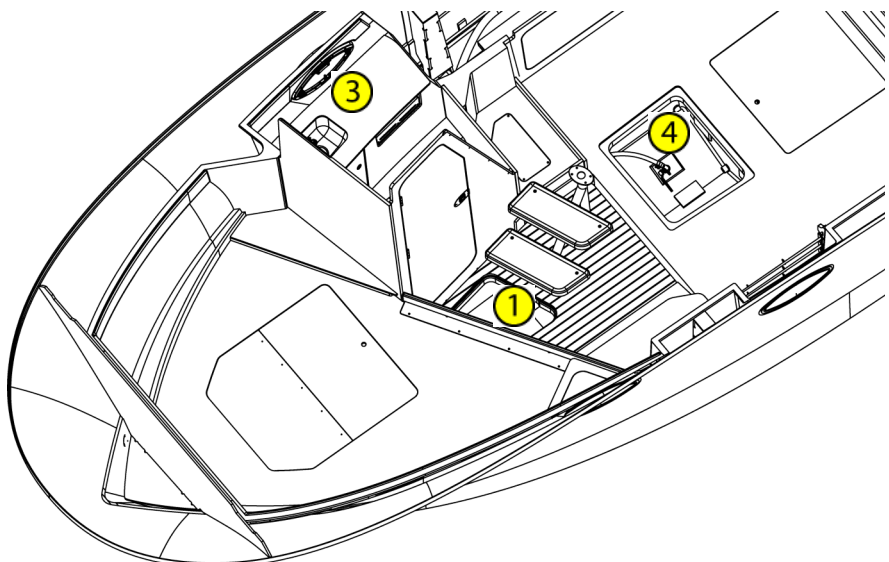
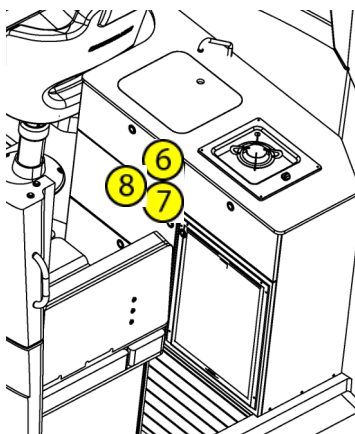
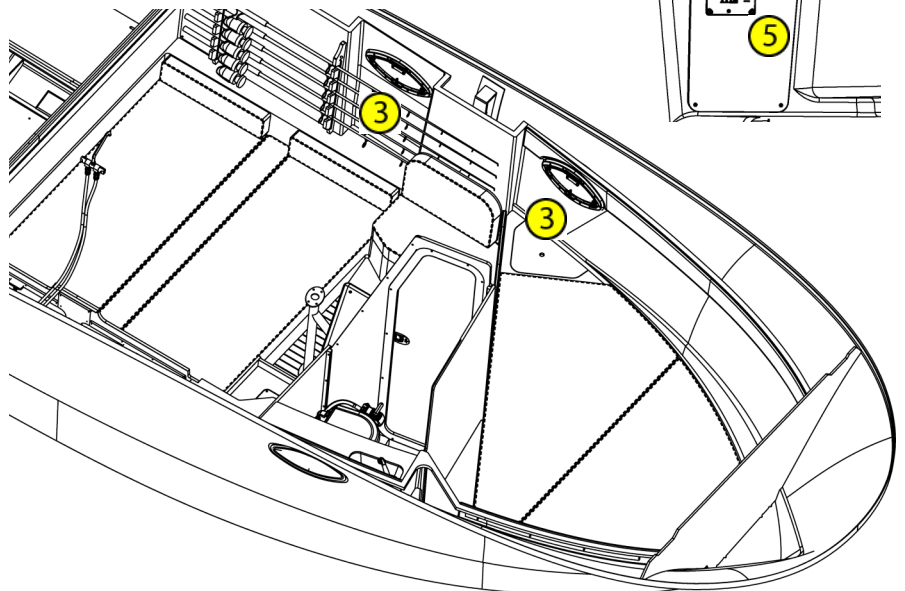
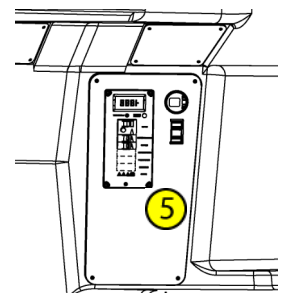
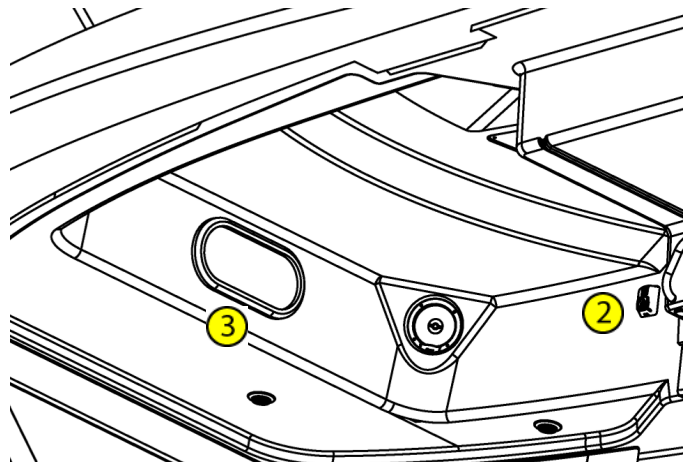
NOTICE

LPG WORKING PRESSURE
BUTANE: 28mbar
PROPANE: 37mbar

LPG SHUTOFF VALVE

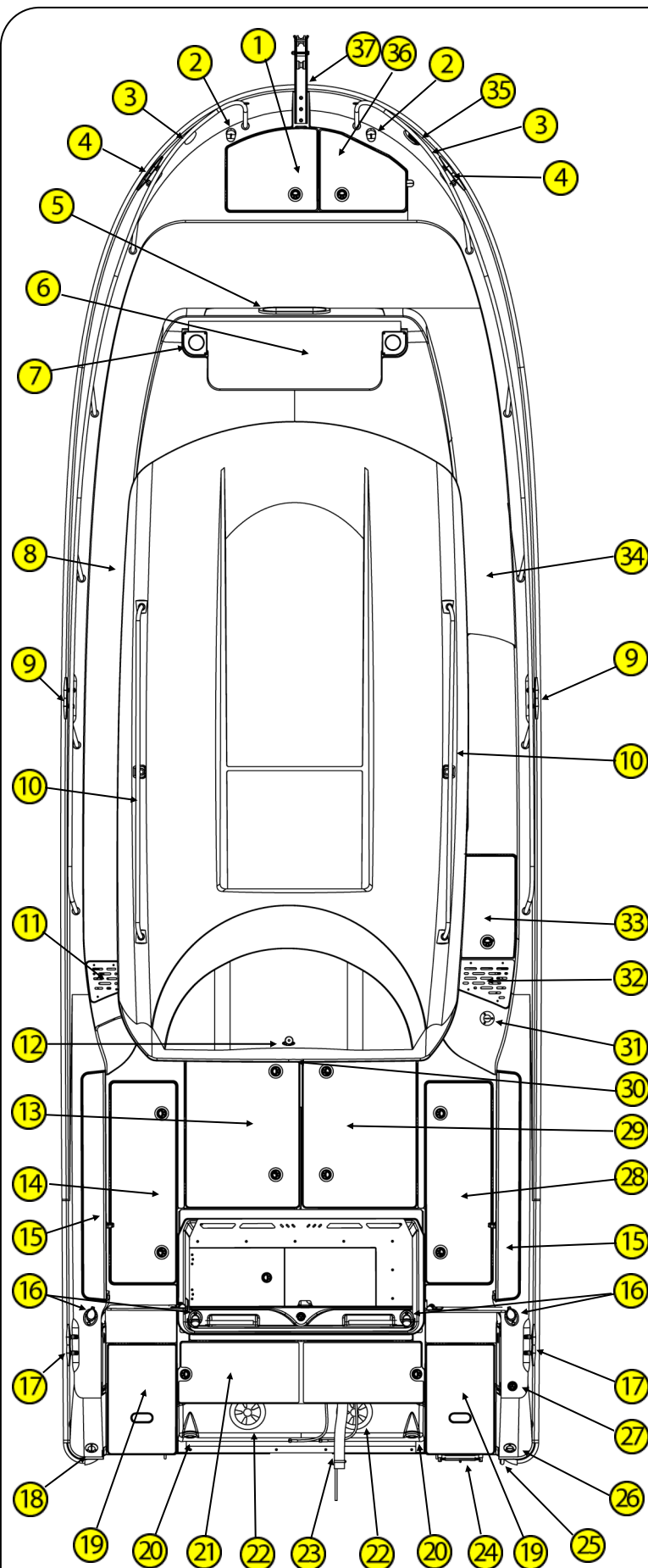
DANGER

AVOID ASPHYXIATION. PROVIDE VENTILATION WHEN THE STOVE IS IN USE. DO NOT USE FOR SPACE HEATING.



Quicksilver 905PH — General Information

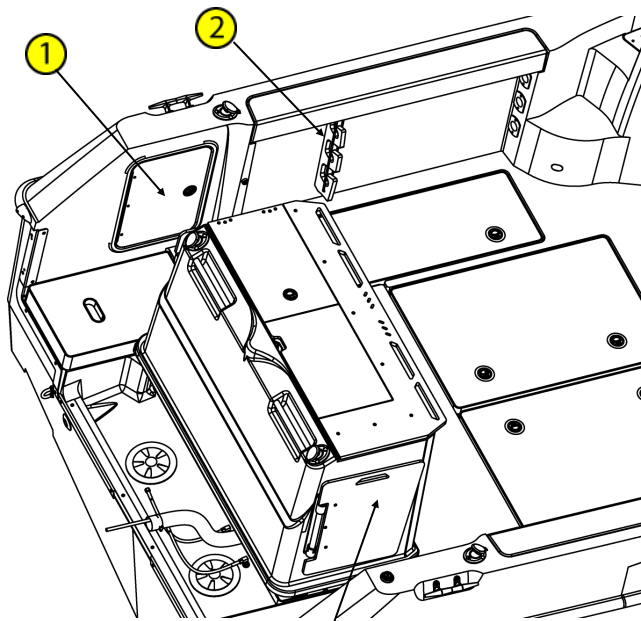
7. Deck Layout (standard equipment)



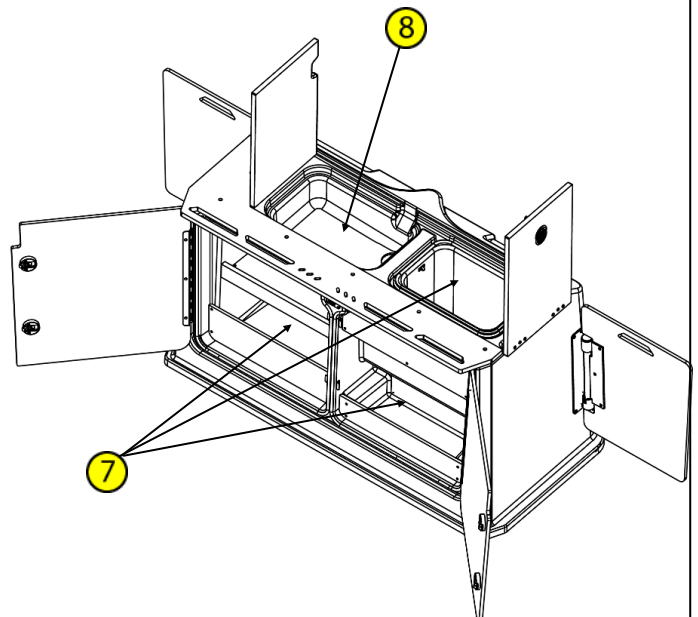
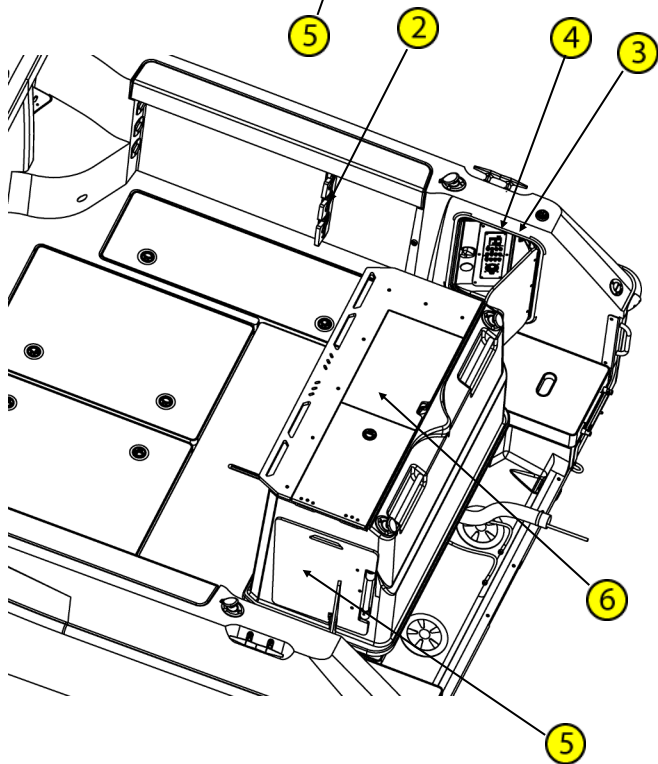
- ① Port anchor locker hatch
- ② Navigation lights (P&S)
- ③ Bow rail (P&S)
- ④ Bow cleat (P&S)
- ⑤ Portlight
- ⑥ Forward bench seat
- ⑦ Cup holder (P&S)
- ⑧ Port deck trail
- ⑨ Midship cleat (P&S)
- ⑩ Hardtop rail (P&S)
- ⑪ Port deck drain grate
- ⑫ All around light
- ⑬ Port center cockpit hatch
- ⑭ Port fishwell hatch
- ⑮ Coaming cap (P&S)
- ⑯ Rod holder (P&S)
- ⑰ Stern cleat (P&S)
- ⑱ Freshwater fill deck plate
- ⑲ Aft bilge access hatch (P&S)
- ⑳ Motorwell drain
- ㉑ Motorwell bridge
- ㉒ Motorwell access plates (P&S)
- ㉓ Engine rigging tube
- ㉔ Transom ladder
- ㉕ Grab rail
- ㉖ Fuel fill deck plate
- ㉗ Transom shower
- ㉘ Starboard outer cockpit hatch
- ㉙ Starboard center cockpit hatch
- ㉚ Spreader LED light
- ㉛ Waste pumpout deck plate
- ㉜ Starboard deck drainage grate
- ㉝ Storage tub
- ㉞ Starboard deck trail
- ㉟ Horn
- ㊱ Starboard anchor locker hatch
- ㊲ Anchor roller

Quicksilver 905PH — General Information

Deck Layout (standard equipment)

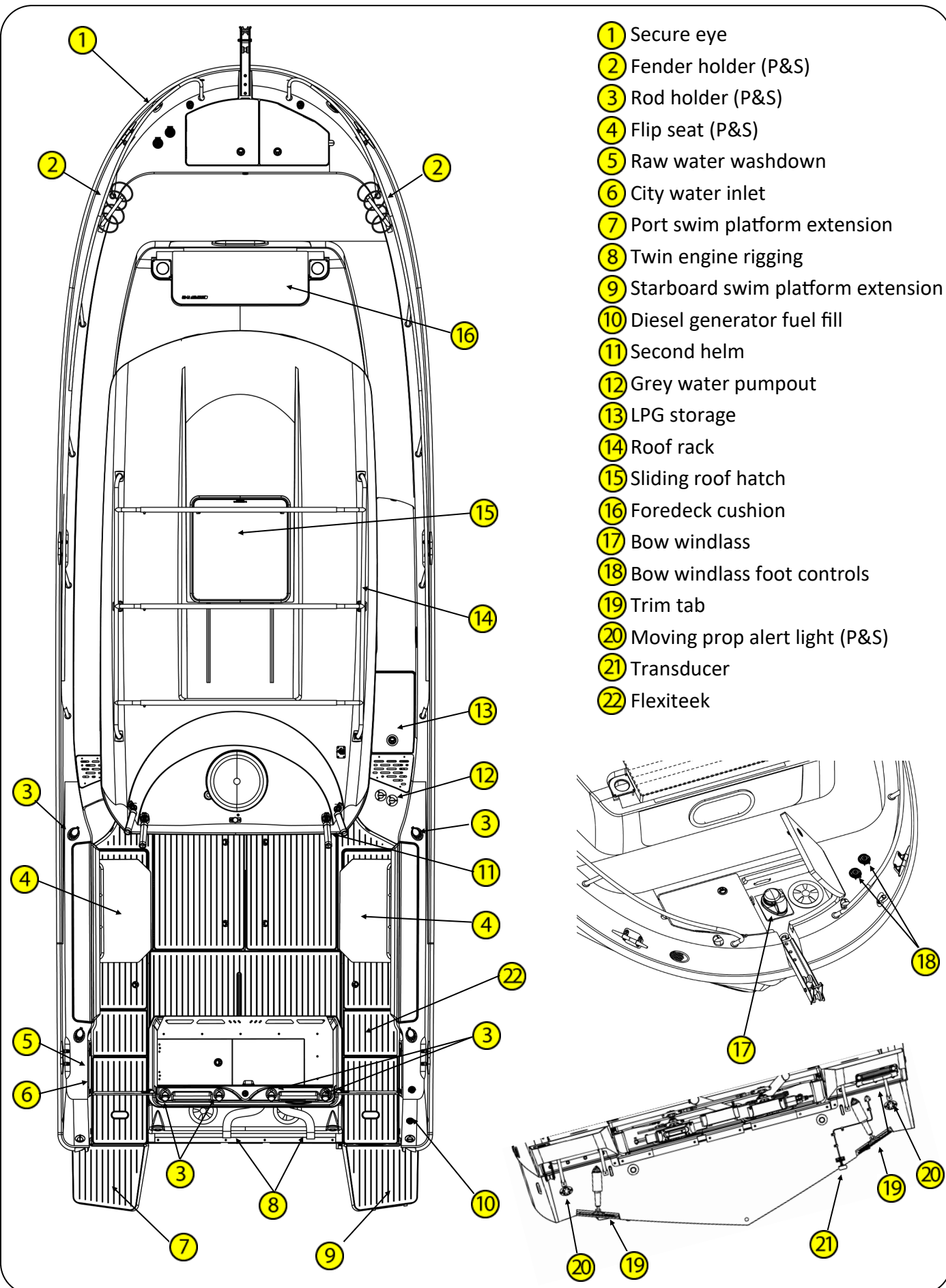


- ① Port aft access tub
- ② Rod holders (3) (P&S)
- ③ Starboard aft access tub
- ④ Battery panel
- ⑤ Transom door (P&S)
- ⑥ Fish station
- ⑦ Fish station storage
- ⑧ Fish station sink



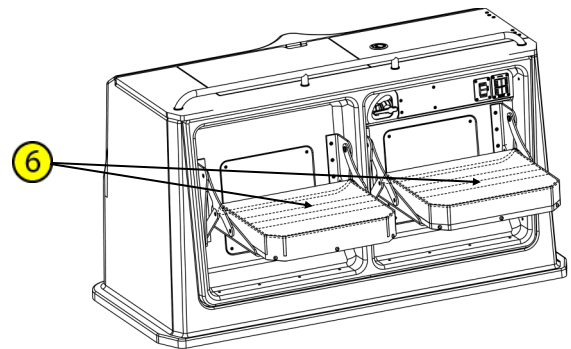
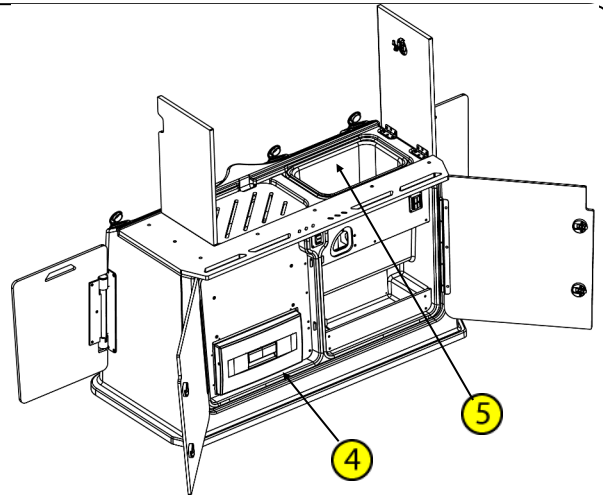
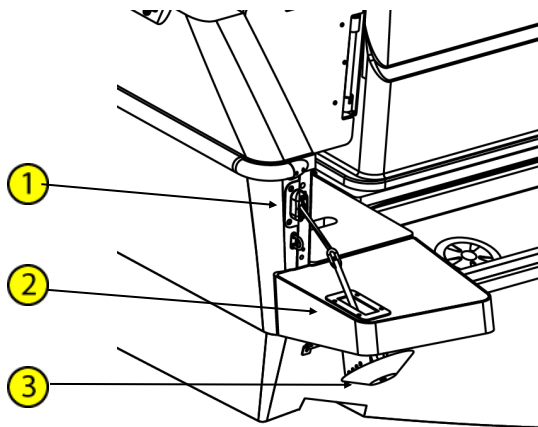
Quicksilver 905PH — General Information

8. Deck Layout (optional equipment)



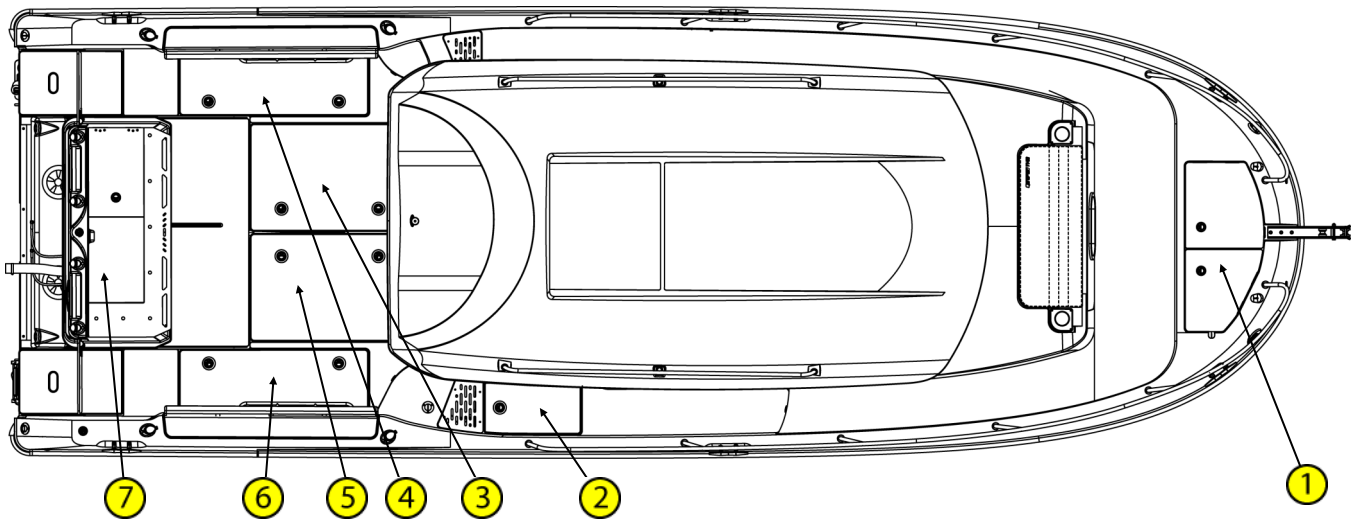
Quicksilver 905PH — General Information

Deck Layout (optional equipment)



- ① Stern anchor windlass
- ② Stern anchor roller
- ③ Anchor
- ④ Refrigerator
- ⑤ Livewell
- ⑥ Fish station flip seats

9. Cockpit Storage



⚠ WARNING

Do not store any equipment containing petrol (outboard engines, portable petrol tanks, etc.) in the anchor locker storage, fish station, or LPG tub. These compartments were not designed to store petrol and do not have adequate ventilation.

NOTICE

Quicksilver® recommends that the liferaft store either in the center cockpit access hatch or the starboard cockpit access hatch.

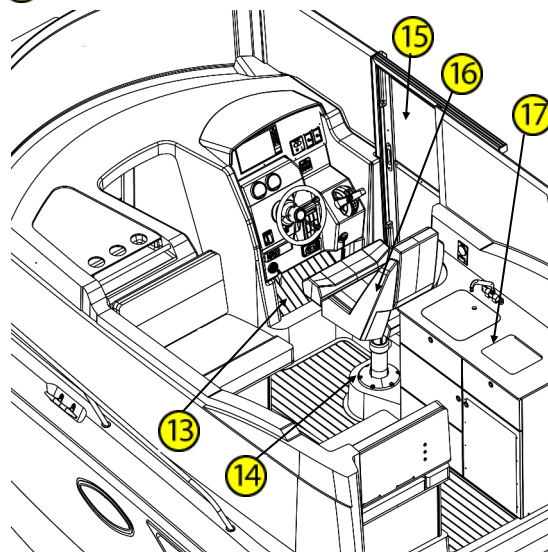
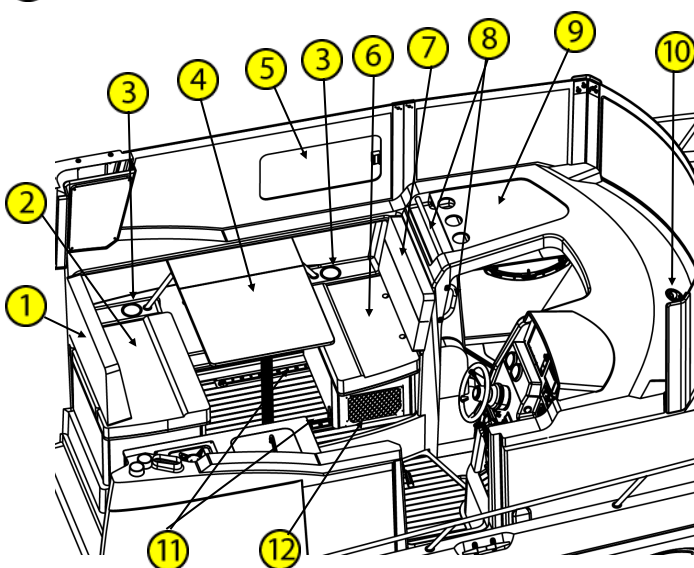
- ① Anchor locker storage
- ② LPG storage
- ③ Port center storage
- ④ Port fishwell storage
- ⑤ Starboard cockpit storage
- ⑥ Starboard center storage
- ⑦ Fish station storage

Quicksilver 905PH — General Information

10. Cabin Layout

- ① Dinette aft seat back rest
- ② Dinette aft seat cushion
- ③ Cup holder
- ④ Dinette table
- ⑤ Sliding window
- ⑥ Dinette forward seat cushion
- ⑦ Dinette forward seat back rest
- ⑧ Hand rail

- ⑨ Port dash skylight
- ⑩ Diesel heat vent (if equipped)
- ⑪ Dinette forward seat sliding tracks
- ⑫ Storage net
- ⑬ Foot rest
- ⑭ Helm seat pedestal
- ⑮ Starboard sliding entry door
- ⑯ Bucket seat
- ⑰ Galley

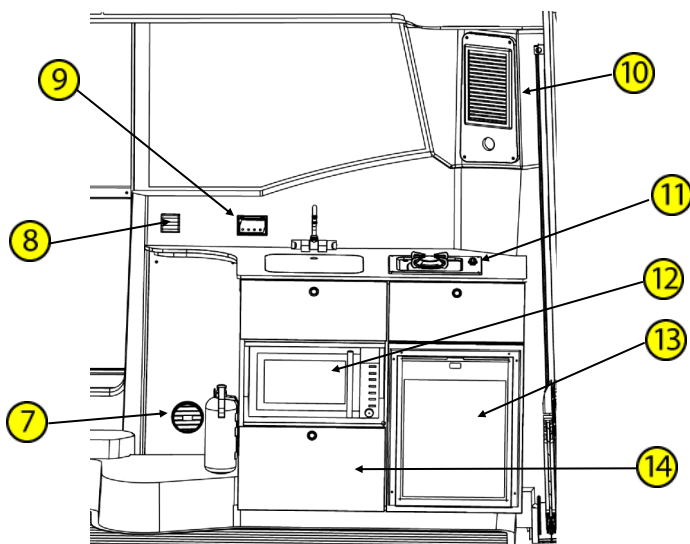
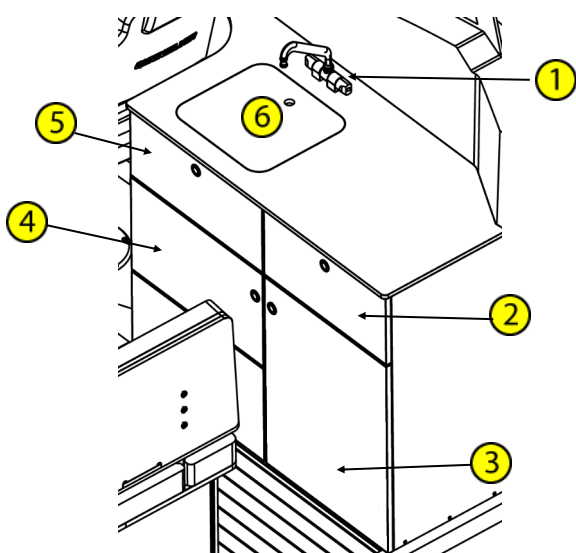


11. Galley Layout

- ① Water faucet
- ② Aft tip out door
- ③ Aft storage
- ④ Forward storage
- ⑤ Forward tip out door

- ⑥ Sink cover
- ⑦ Heater louver
- ⑧ 230V outlet
- ⑨ A/C controls
- ⑩ Cabin A/C louver

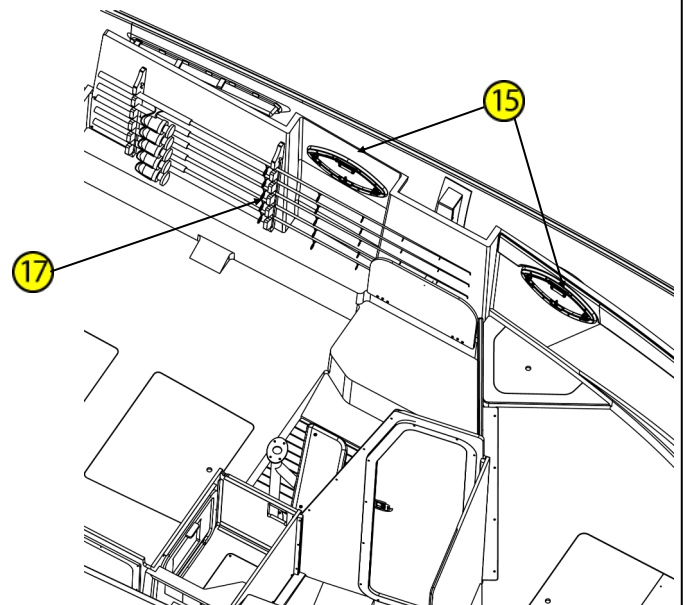
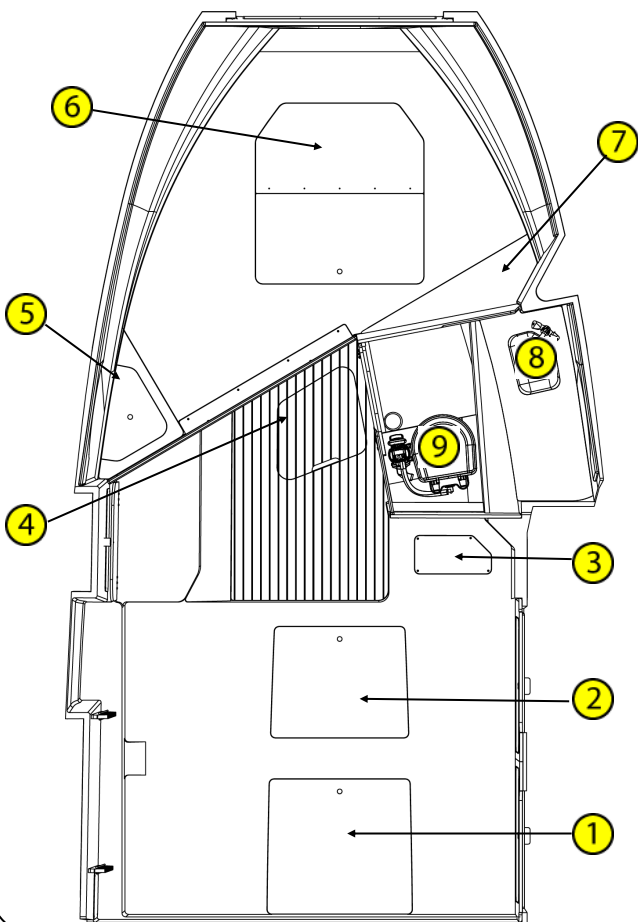
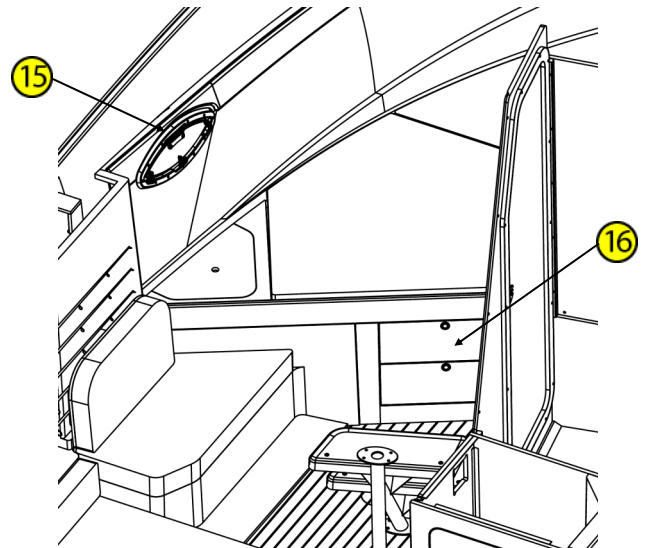
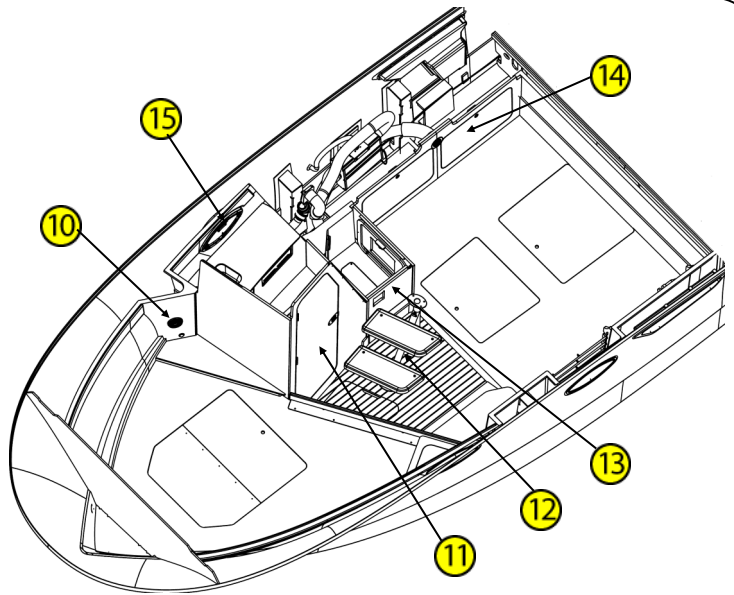
- ⑪ LPG stove
- ⑫ Microwave
- ⑬ Refrigerator
- ⑭ Drawer



Quicksilver 905PH — General Information

12. Interior Liner Layout

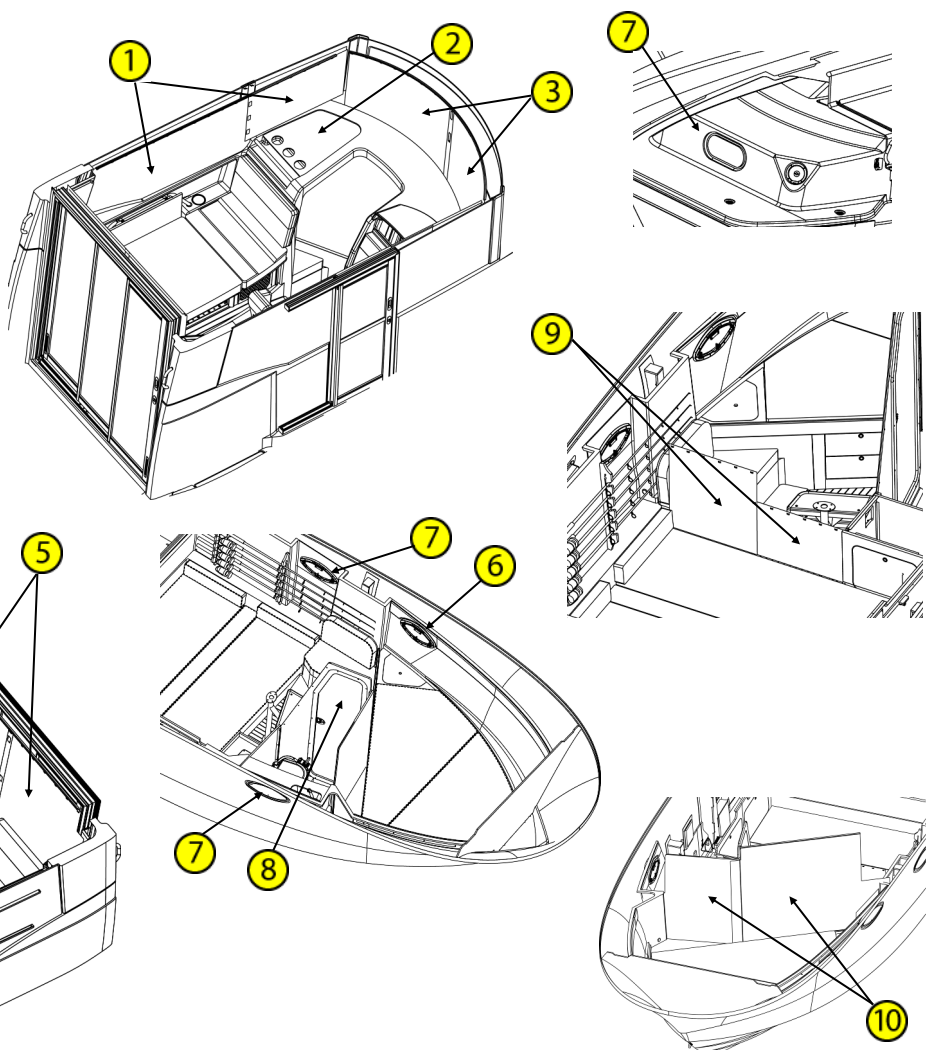
- ① Aft berth aft storage lid
- ② Aft berth fwd storage lid
- ③ Aft berth floor storage lid
- ④ Fwd berth floor storage lid
- ⑤ Fwd berth port storage shelf lid
- ⑥ Fwd berth storage lid
- ⑦ Forward berth stbd storage shelf
- ⑧ Sink
- ⑨ Toilet
- ⑩ Diesel heat/AC vent (if equipped)
- ⑪ Head door
- ⑫ Companion way steps
- ⑬ AC utility compartment (if equipped)
- ⑭ Utility space access hatches
- ⑮ Portlight
- ⑯ Fwd berth storage drawers
- ⑰ Rodholders



Quicksilver 905PH — General Information

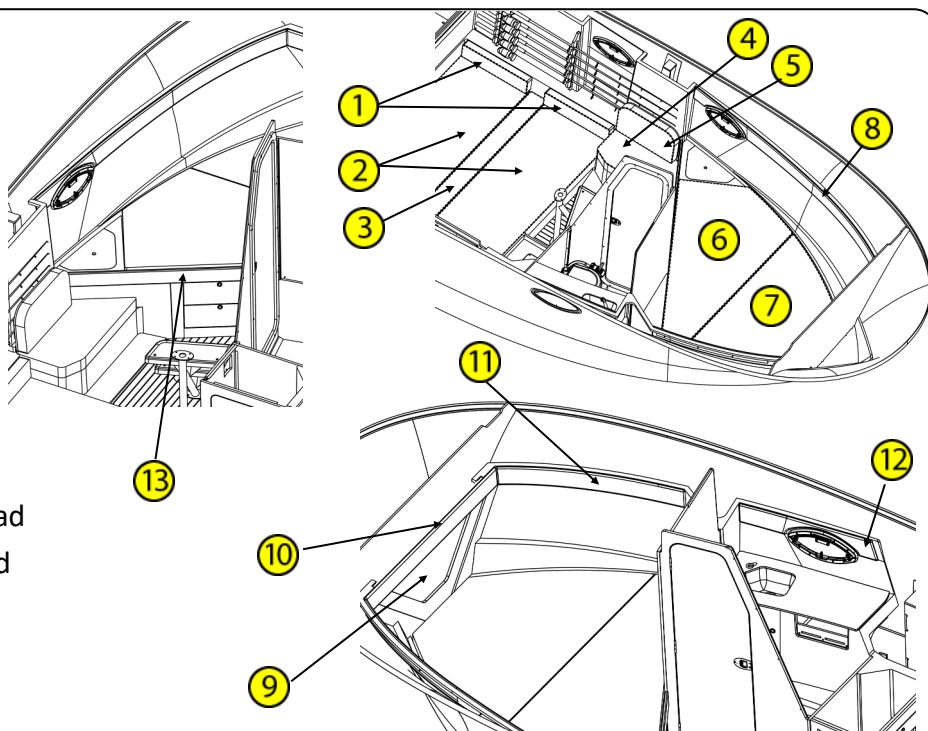
13. Curtain Layout (optional equipment)

- ① Port aft/forward salon
- ② Port dash skylight
- ③ Port/starboard windshield
- ④ Starboard aft/forward salon
- ⑤ Aft salon
- ⑥ Port forward portlight
- ⑦ Portlight
- ⑧ Shower
- ⑨ Aft berth
- ⑩ Forward berth



14. Interior Upholstery

- ① Aft berth head board
- ② Aft berth mattress
- ③ Aft berth filler mattress
- ④ Fwd berth cushion
- ⑤ Fwd berth back rest
- ⑥ Fwd berth aft mattress
- ⑦ Fwd berth fwd mattress
- ⑧ Port fwd hullside trim pad
- ⑨ Forward bulkhead mirror
- ⑩ Forward bulkhead trim pad
- ⑪ Starboard fwd hullside trim pad
- ⑫ Starboard aft hullside trim pad
- ⑬ Fwd berth bolster

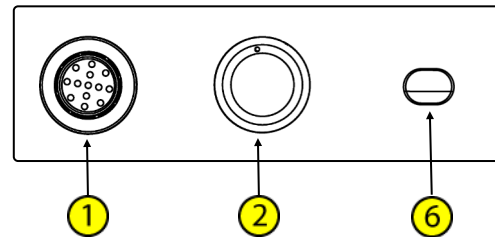


Quicksilver 905PH — General Information

15. Cabin Lights, Switches, Receptacles

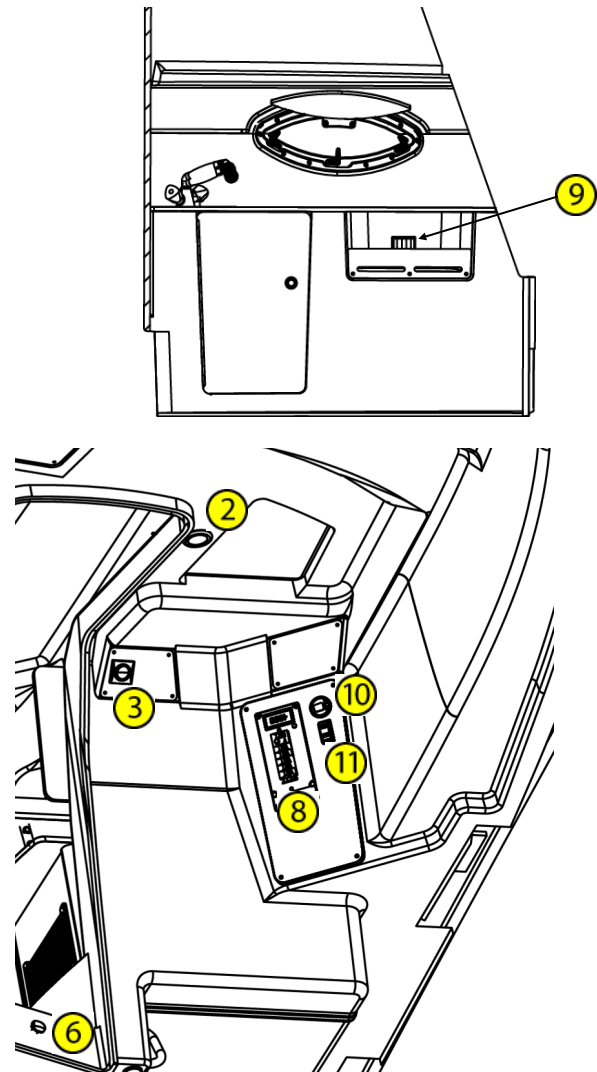
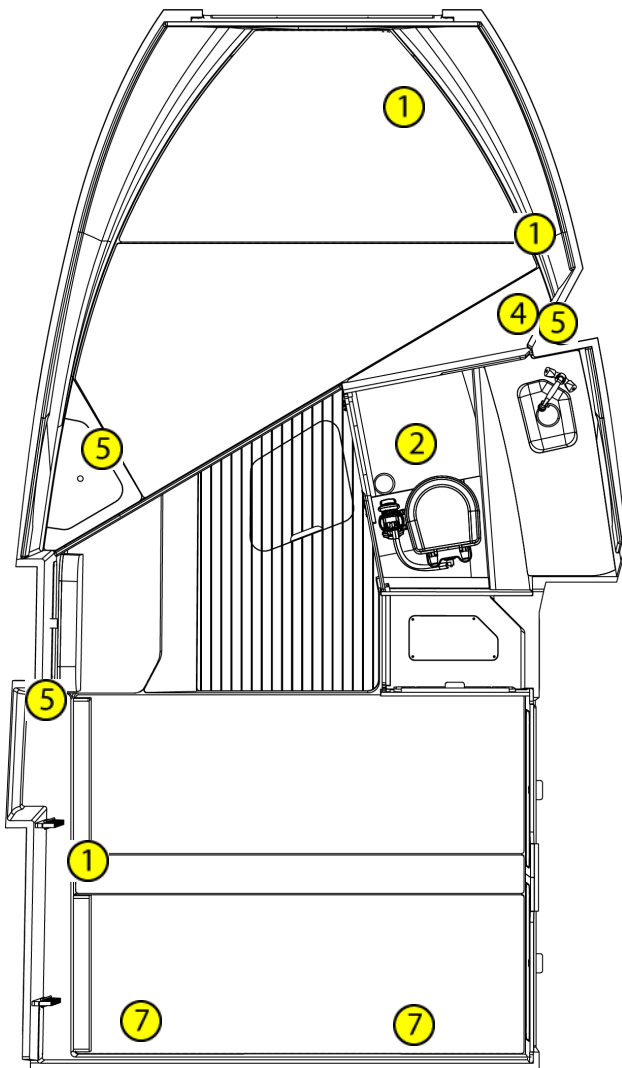
- ① LED overhead swivel light with switch
- ② LED overhead light with switch
- ③ Master light switch
- ④ CO monitor
- ⑤ 12V outlet
- ⑥ LED courtesy light
- ⑦ Interior stereo speakers
- ⑧ 230V Distribution panel
- ⑨ 230V Outlet
- ⑩ Generator start panel
- ⑪ Generator blower switch (if equipped)

LED Lights



NOTICE

LED lights do not have replacement light bulbs

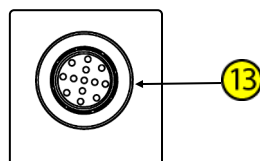


Quicksilver 905PH — General Information

16. Hardtop Layout

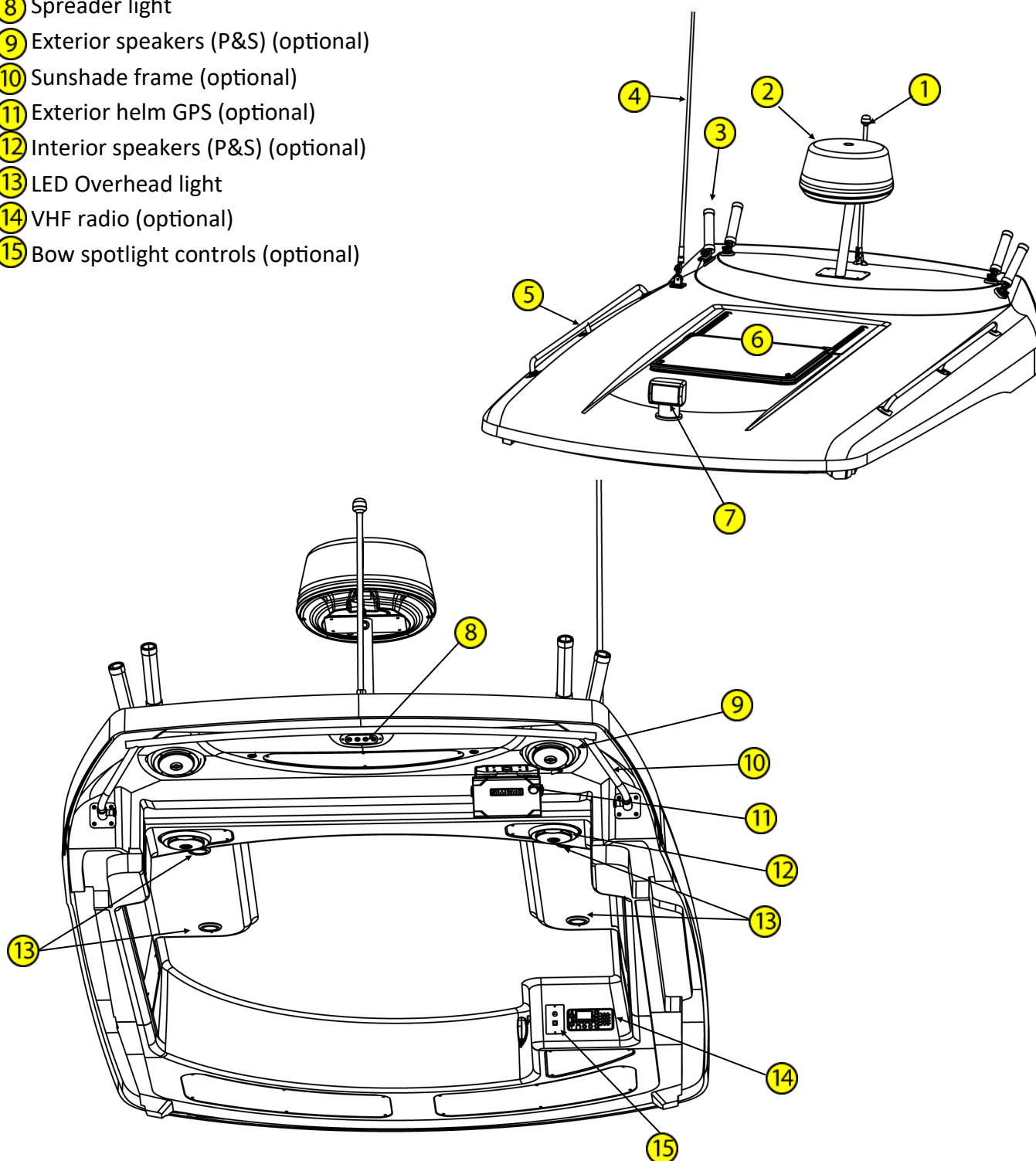
- ① All around light
- ② Radar dome (optional)
- ③ Rod holders (4) (optional)
- ④ VHF radio antenna (optional)
- ⑤ Hand rail (P&S)
- ⑥ Opening roof hatch (optional)
- ⑦ Bow spotlight (optional)
- ⑧ Spreader light
- ⑨ Exterior speakers (P&S) (optional)
- ⑩ Sunshade frame (optional)
- ⑪ Exterior helm GPS (optional)
- ⑫ Interior speakers (P&S) (optional)
- ⑬ LED Overhead light
- ⑭ VHF radio (optional)
- ⑮ Bow spotlight controls (optional)

LED Light



NOTICE

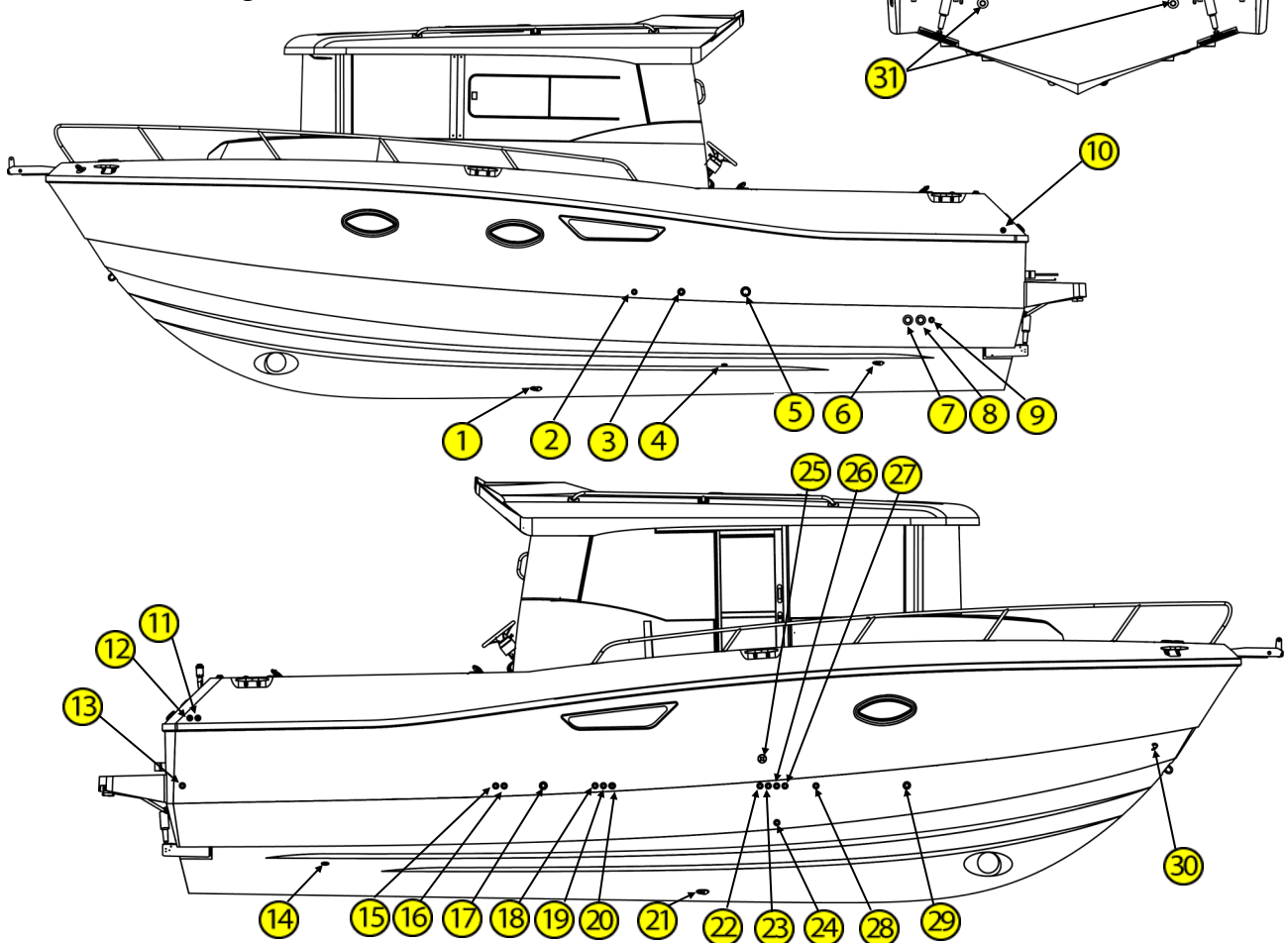
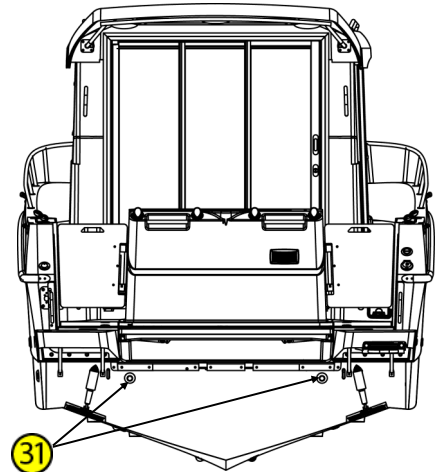
LED lights do not have replacement light bulbs



Quicksilver 905PH — General Information

17. Thru Hull Locations

- | | | |
|------------------------------|-------------------------|-------------------------|
| ① A/C seacock | ⑮ Waste tank vent | ⑳ Thruster battery vent |
| ② Ventilation box drain | ⑯ Grey water tank vent | ㉑ Head sink drain |
| ③ Cockpit step drain | ⑰ Cockpit step drain | ㉒ Anchor locker drain |
| ④ Generator seacock | ⑱ Ventilation box drain | ㉓ Motorwell drain |
| ⑤ Generator exhaust | ⑲ LPG tub drain | |
| ⑥ Livewell seacock | ㉔ Galley sink drain | |
| ⑦ Fishwell drain | ㉕ Waste inlet | |
| ⑧ Livewell drain | ㉖ A/C discharge | |
| ⑨ Fish station sink drain | ㉗ Fwd bilge pump | |
| ⑩ Potable water vent | ㉘ A/C pan drain | |
| ⑪ Diesel generator fuel vent | ㉙ Heater exhaust | |
| ⑫ Fuel vent | ㉚ Shower drain | |
| ⑬ Aft bilge pump | ㉛ Dual A/C discharge | |
| ⑭ Waste discharge seacock | | |



NOTICE

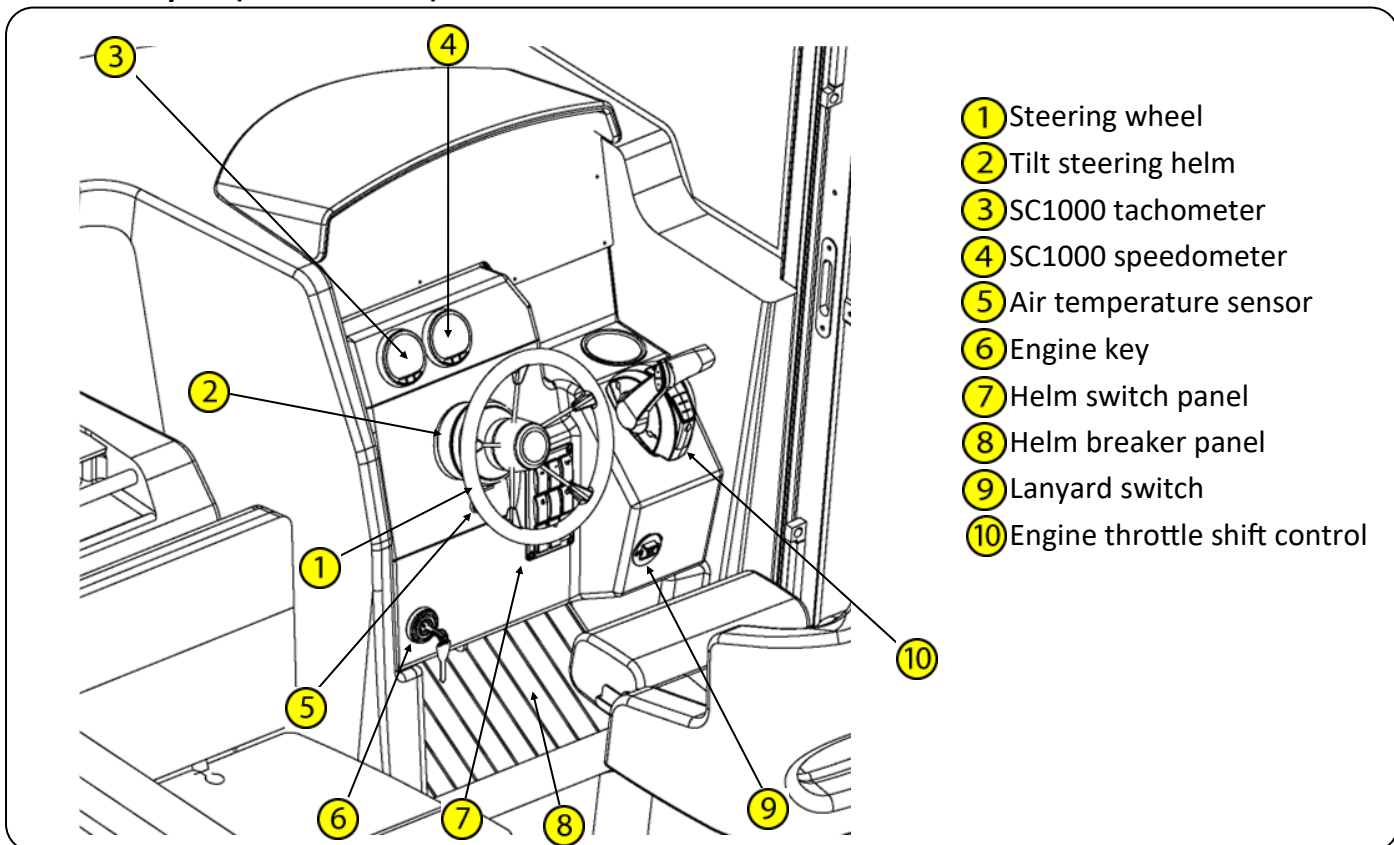
The deck drains provide self-bailing capabilities while the boat is static in the water and no passengers on board. This prevents accumulation of water in the cockpit.

NOTICE

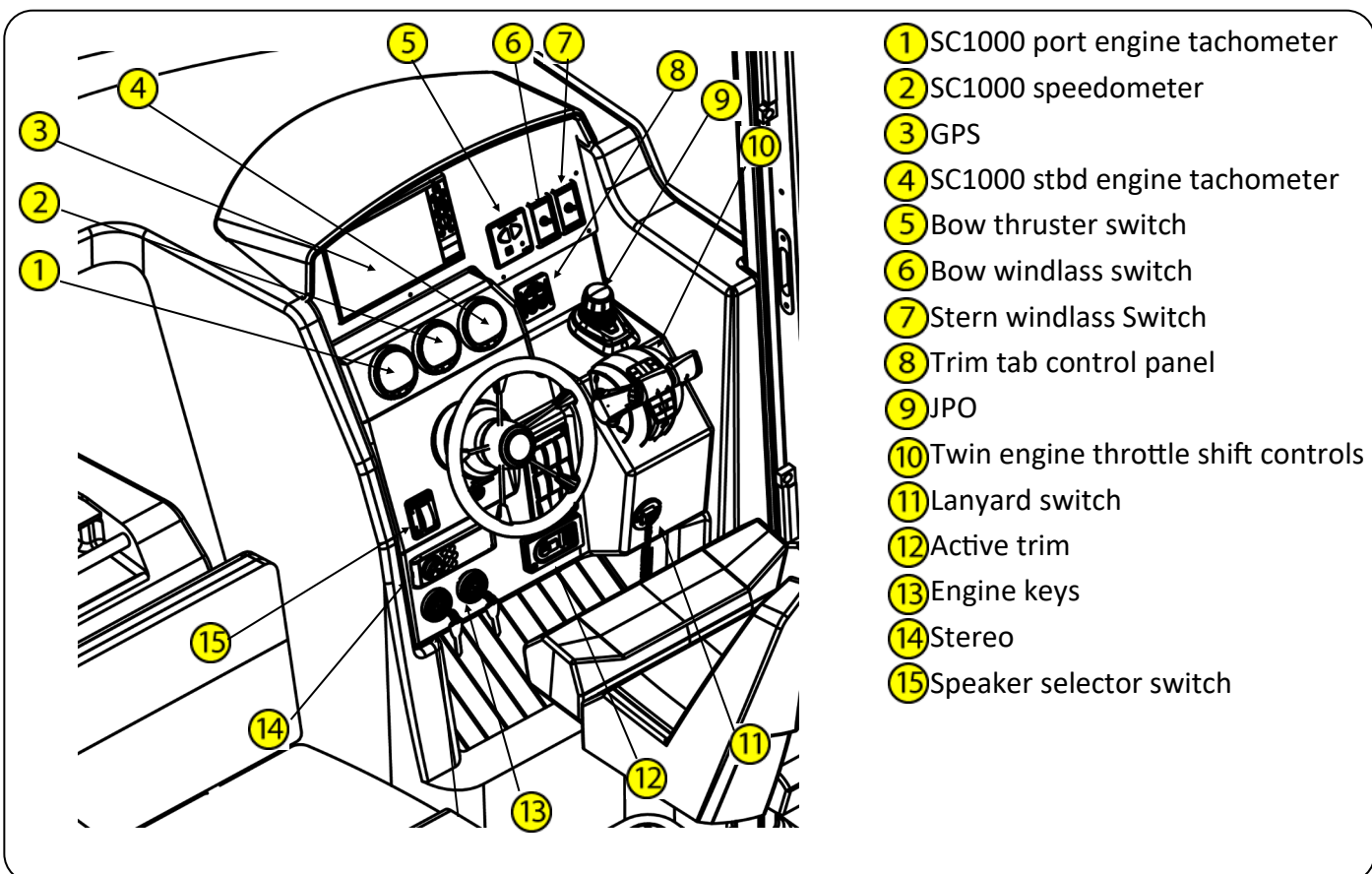
Depending on the type of boat, you may have underwater fittings that need drain plugs. Garboard drain plugs and fishbox drain plugs need to be in place before the boat goes in to the water. Any fitting that will be underwater needs to be plugged or the seacock needs to be closed.

Quicksilver 905PH — General Information

18. Dash Layout (standard boat)

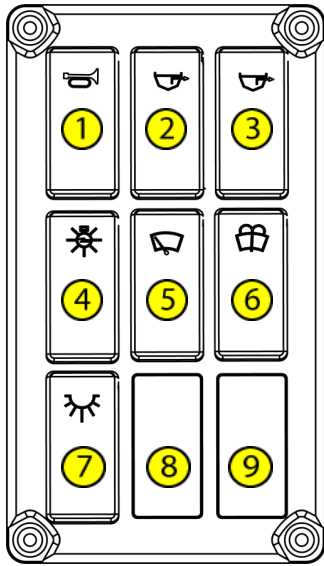


Dash Layout (optional equipment)



Quicksilver 905PH — General Information

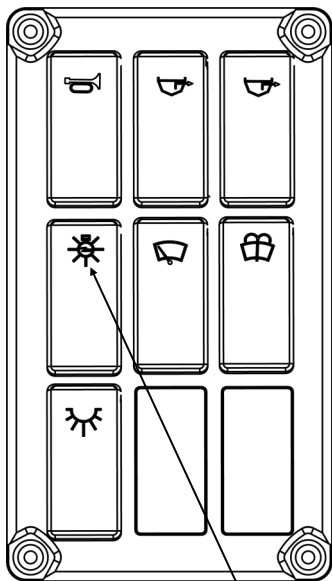
Helm Switch Panel



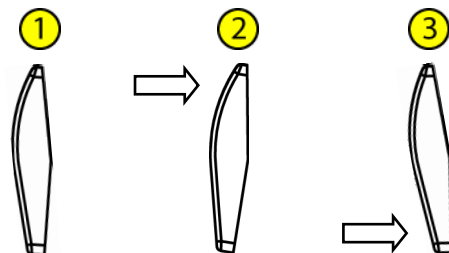
- ① Horn
- ② Forward bilge pump
- ③ Aft bilge pump
- ④ Navigation lights
- ⑤ Windshield wiper
- ⑥ Windshield washer
- ⑦ Courtesy lights
- ⑧ Blank
- ⑨ Blank

19. Navigation Lights

Your boat comes equipped with navigation lighting for use at night or in low visibility conditions. Prior to running at night, make sure that the all around light located on the hardtop is in the upright position. A three position switch, located at the helm switch panel, controls the navigation lights. To turn on the Navigation Lights, push the upper part of the switch forward. This illuminates on the port (red), starboard (green) and all around light (white) showing other vessels that you are underway. To turn on the Anchor Light, push the lower part of the switch down. This illuminates the all around light (white), letting other boaters know that you are anchored at a given location.



Navigation light switch



- ① Navigation lights "OFF"
- ② Navigation lights "ON"
- ③ Anchor light "ON"

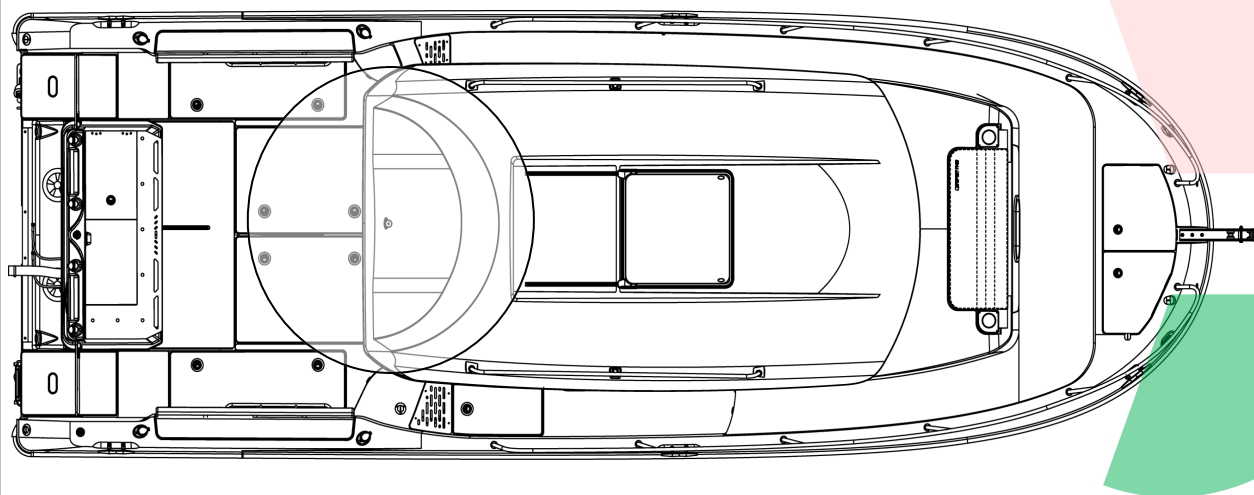
Quicksilver 905PH — General Information

NOTICE

The International Regulations for Preventing Collisions at Sea (COLREG) and the rules of the road require that a proper lookout be maintained at all times and observance of right of way be respected. Always be certain to have sufficient distance to stop or manoeuvre if required to avoid collisions.

All around light folds down on the hardtop

112.5° Port Navigation Light (Red), visible 2NM



360° All Around Light (White), visible 2NM

112.5° Stbd Navigation Light (Green), visible 2NM

20. Engines

Your boat can be propelled by either a single or twin Mercury outboard engines. The maximum total propulsion power rating for the craft is 368 kW. Do not operate this craft with a combined engine power rating larger than this.

Quicksilver® recommends that you fully comply with the manual provided by the engine manufacturer. Follow the recommended maintenance and warranty schedule in your Engine Operator's Manual. Refer to the Engine Owner's Manual for operating instructions and warranty information. The engines are under warranty from Mercury, not by Quicksilver®.

⚠ WARNING

Do not operate this craft with an engine of rated power greater than that posted on the capacity label. Do not operate at maximum speed while in congested waterways, or in weather or sea conditions of reduced visibility, high winds or large waves. Reduce speed and wake as a courtesy to others. Observe & obey speed limits and no wake zones.

Quicksilver 905PH — General Information

21. Strong Points

Cleats

Your boat comes equipped with six cleats, two located on the bow, two located at midship, and two located at the stern. The cleats are used to secure the boat to the dock while loading, unloading, or mooring. If your boat does not come with a bow windlass, an additional cleat is installed on centerline in the anchor locker for tying off the rode when anchoring.

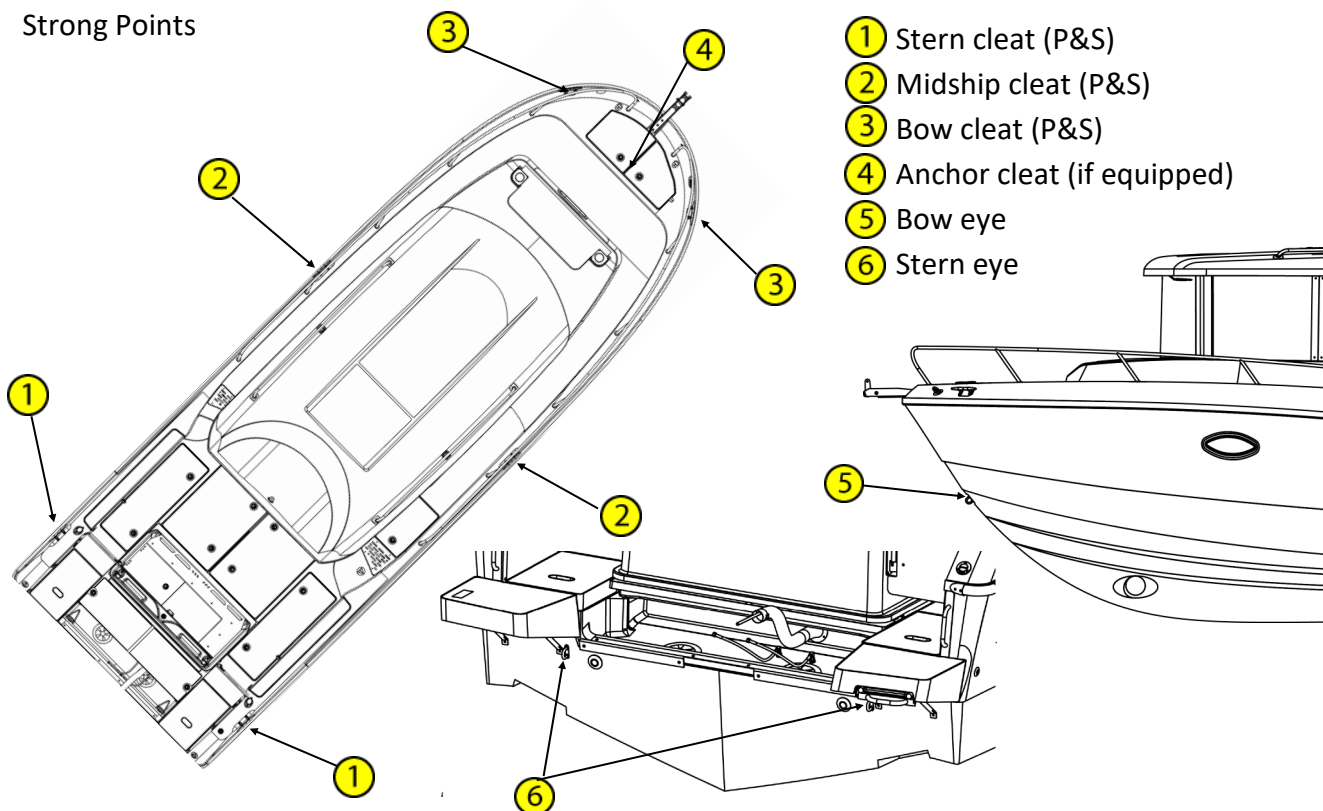
Bow Eye / Stern Eye

Your boat includes a bow eye, which is used to haul and hold your boat onto a trailer. In addition, there are two stern eyes, located on the transom, which are used as tie down points during trailering the boat. The bow and stern eyes may be used for short term lifting of the boat only.

Towing

Quicksilver® does not recommend towing other boats, or being towed by other boats, unless it is absolutely necessary. In the event that it becomes necessary for you to have your boat towed, a professional company experienced in this type of operation is better equipped to handle this situation.

Strong Points



NOTICE

It is the owner's/operators responsibility to ensure that mooring lines, towing lines, anchor chains, anchor lines and anchors are adequate for the vessel's intended use. Owners should also consider what action will be necessary when securing a tow line on board.

⚠ DANGER

Use only the lifting points specified. Using the cleats for lifting is dangerous and could cause serious injury or death.

⚠ WARNING

Towing or being towed can lead to fatigue of the boat's hardware and lines. Failure of any part can seriously injury people or damage the boat. Do not stand directly in line with the tow line. If the line were to break, it would "snap back" causing injury or damage to everything in its path.

⚠ CAUTION

Always tow or be towed at a slow speed. Never exceed the hull speed of a displacement craft when being towed.

Quicksilver 905PH — System & Component Overview and Operation

1. Fuel System

Your boat's petrol fuel system consists of a fuel tank, a fuel tank fill fitting, a tank vent fitting, an anti-siphon valve(s), a sending unit, and an engine fuel supply line(s). In addition, there is a extra fuel port for an optional pickup, if needed.

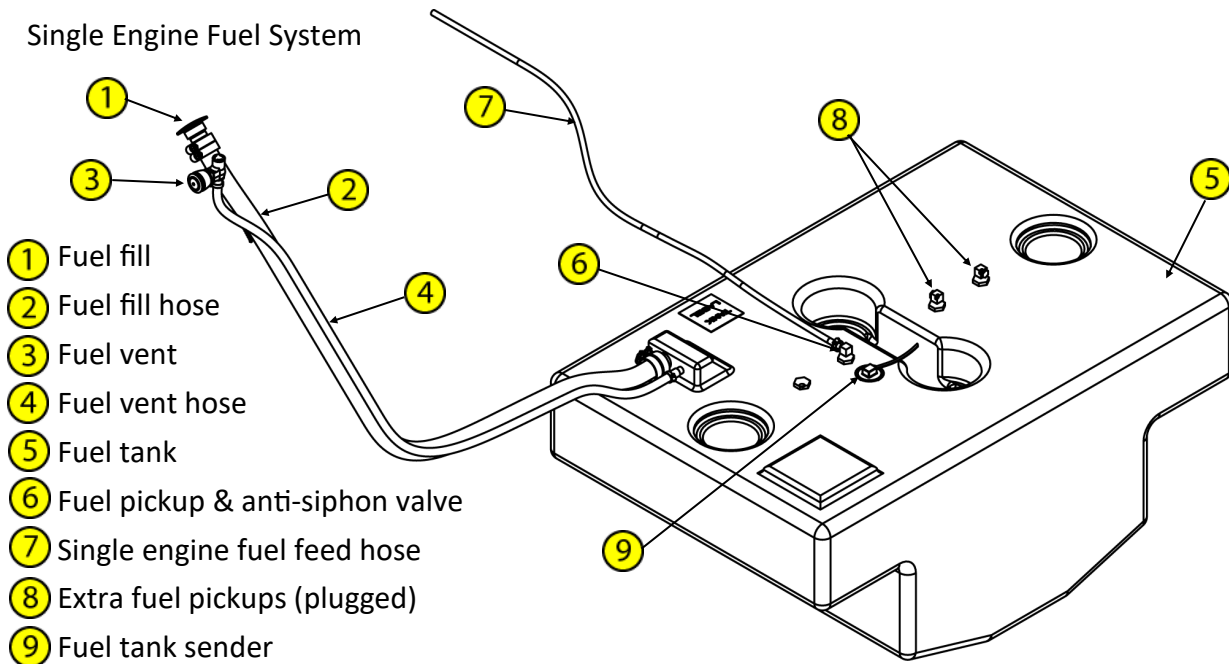
NOTICE

GASOLINE RECOMMENDATIONS
Minimum octane rating is 87AKI

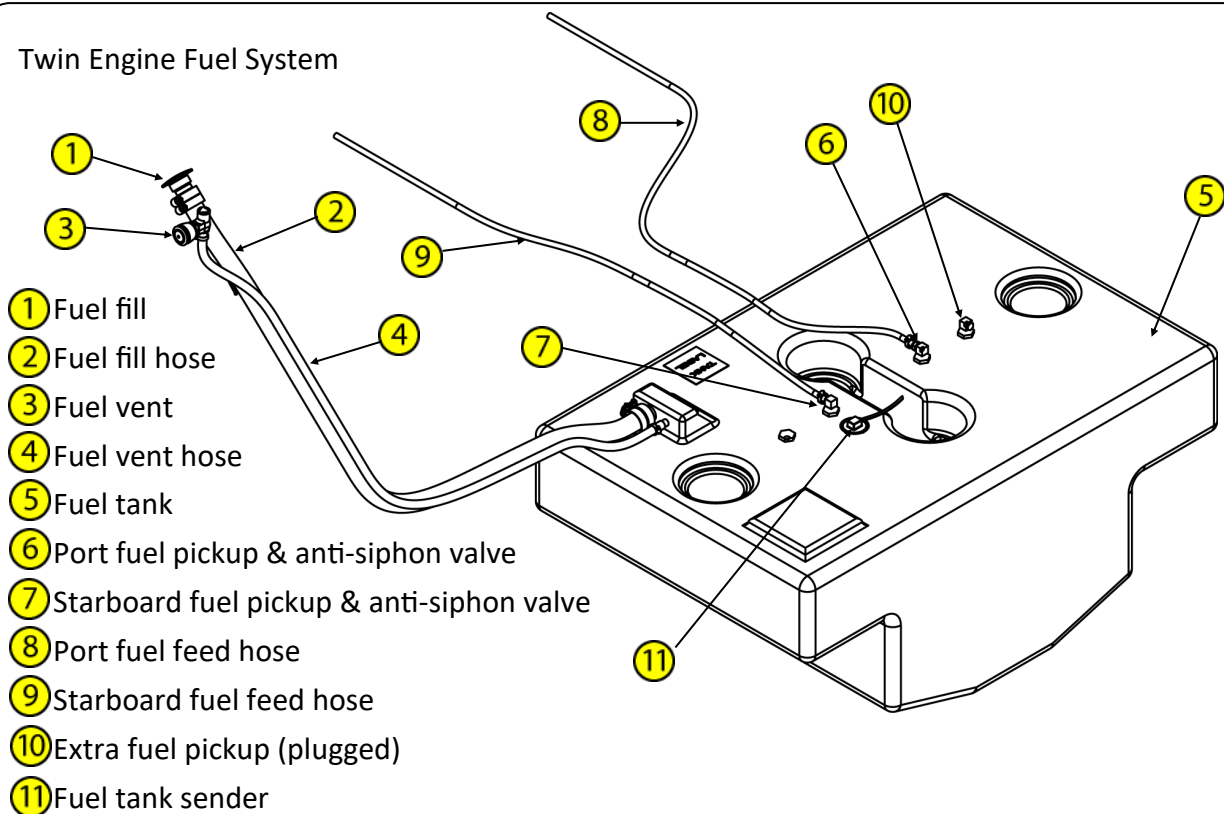
CAUTION

The use of improper gasoline or additives can damage your fuel system. Damages caused by improper gasoline or additives will not be covered under warranty.

Single Engine Fuel System



Twin Engine Fuel System



Quicksilver 905PH — System & Component Overview and Operation

Fuel Tank

Your boat is equipped with either a standard crosslink polyethylene fuel tank with a capacity of 400 liters, or an optional aluminum fuel tank with a capacity of 580 liters. As a precaution, all of the capacity may not be useable due to trim and loading conditions, so consider keeping at a minimum 25% reserve fuel in the tank.

Fuel tanks with levels less than 25% capacity can cause engine stalling problems due to fuel starvation or by allowing sediment and dirt to enter the fuel supply lines. Keep the tank full and monitor the fuel level often to prevent this from happening.

Fuel Distribution

Fuel is delivered from the tank to the engine through the anti-siphon valve and the fuel line. The anti-siphon valve is a safety feature designed to prevent fuel from siphoning out of the tank if the fuel line was ever cut or broken below the level of the fuel in the tank. If the line ever broke, some fuel would leak out from the line, however, the anti-siphon valve prevents the entire contents of the tank to siphon into the boat.

NEVER REMOVE OR MODIFY THE ANTI-SIPHON VALVE FROM THE FUEL TANK.

Ethanol—Blended Fuels

Ethanol is an oxygenated hydrocarbon compound that has a high octane rating and therefore is useful in increasing the octane level of unleaded gasoline. The fuel system components of your Mercury engine(s) have been tested to perform with the maximum level of ethanol blended gasoline (10% ethanol), currently allowed by the EPA in the United States.

Special precautions should be considered with the use of fuel containing ethanol in your system. Fuels with ethanol can attack some fuel-system components, such as tanks and lines, if they are not made from acceptable ethanol-compatible materials. This can lead to operational problems or safety issues such as clogged filters, leaks, or engine damage.

Your boat was manufactured, and shipped from the factory with ethanol compatible materials. Before introducing petrol with ethanol into your fuel tank, ask your dealer if any components have been added or replaced that are not recommended by Quicksilver, Mercury or may not be ethanol-compatible.

Filling The Tank

It is best to maintain a full tank of fuel when the engine is not in use. This will reduce the air flow in and out of the tank due to changes in temperature as well as limiting exposure of ethanol in the fuel to humidity and condensation.

When filling the tank, do not attempt to top off the tank. When the nozzle shuts off, the tank is full, and continuing to fill past the fuel fill shutoff will cause the system to spit fuel back.

DANGER

Petrol vapors can explode. Never smoke while handling or filling up the petrol tank. Leaking fuel is a fire and explosion hazard. Inspect the fuel system annually to make sure that there are no leaks and corrosion in the system.

WARNING

Do not store any equipment containing petrol (outboard engines, portable petrol tanks, etc.) in any cockpit storage areas. These compartments were not designed to store petrol and do not have adequate ventilation.

Quicksilver 905PH — System & Component Overview and Operation

Phase Separation

Humidity and condensation create water in your fuel tank which can adversely effect the ethanol blended fuel. A condition called phase separation can occur if water is drawn into the fuel beyond the saturation point. The presence for water in the fuel beyond the saturation level will cause most of the ethanol in the fuel to separate from the bulk fuel and drop to the bottom of the tank, significantly reducing the level of ethanol in the fuel mixture in the upper level (phase). If the lower level (phase), consisting of water and ethanol, is deep enough to reach the fuel inlet, it could be pumped directly into the engine(s) and cause significant problems. Engine problems can also result from the reduced ethanol/fuel mixture left in the upper phase of the tank.

Additives

There is no practical additive known that can prevent or correct phase separation. The only solution is to keep water from accumulating in the tank. If phase separation does occur, your only remedy is to drain the fuel, clean and dry the tank completely and refill with a fresh, clean tank of fuel.

Fuel Filters

Mercury already provided the appropriate level of filtration to protect the engine from debris. The addition of another in-line filter to the system will create a possible flow restriction that can starve the engine of fuel. As a precaution, it is advisable to carry extra on-engine filters in case filter plugging from debris becomes a problem during boating.

For some specific engines, Mercury provides an approved, externally mounted fuel filter for use in your boat. The filter is located near center line of the vessel and can be accessed via the starboard center cockpit hatch. The filter is connected to the SmartCraft™ instrumentation and will warn you when maintenance is required. For more information, refer to the engine manufacturer's manual in your owner's manual package.

Maintenance

Periodically inspect for the presence of water in the fuel tank. If any is found, all water must be removed and the tank completely dried before refilling the tank with any fuel containing ethanol.

Storage

Long periods of storage and/or non-use, common to boats, create unique problems. When preparing to store a boat for extended periods, of two months or more, it is best to completely remove all fuel from the tank. If it is not possible to remove the fuel, maintaining a full tank of fuel with a fuel stabilizer added to provide fuel stability and corrosion protection is recommended.

REFER TO THE ENGINE MANUFACTURER'S MANUAL IN YOUR OWNER'S MANUAL PACKAGE FOR COMPLETE INSTRUCTIONS AND WARRANTY INFORMATION.

CAUTION

E85 FUELS COULD SERIOUSLY DAMAGE YOUR ENGINE AND MUST NEVER BE USED.

CAUTION

The use of fuels containing ethanol higher than 10 percent (E-10) can damage your engine and/ or fuel system and will void the warranty.

WARNING

Do not obstruct or modify the ventilation system.

Quicksilver 905PH — System & Component Overview and Operation

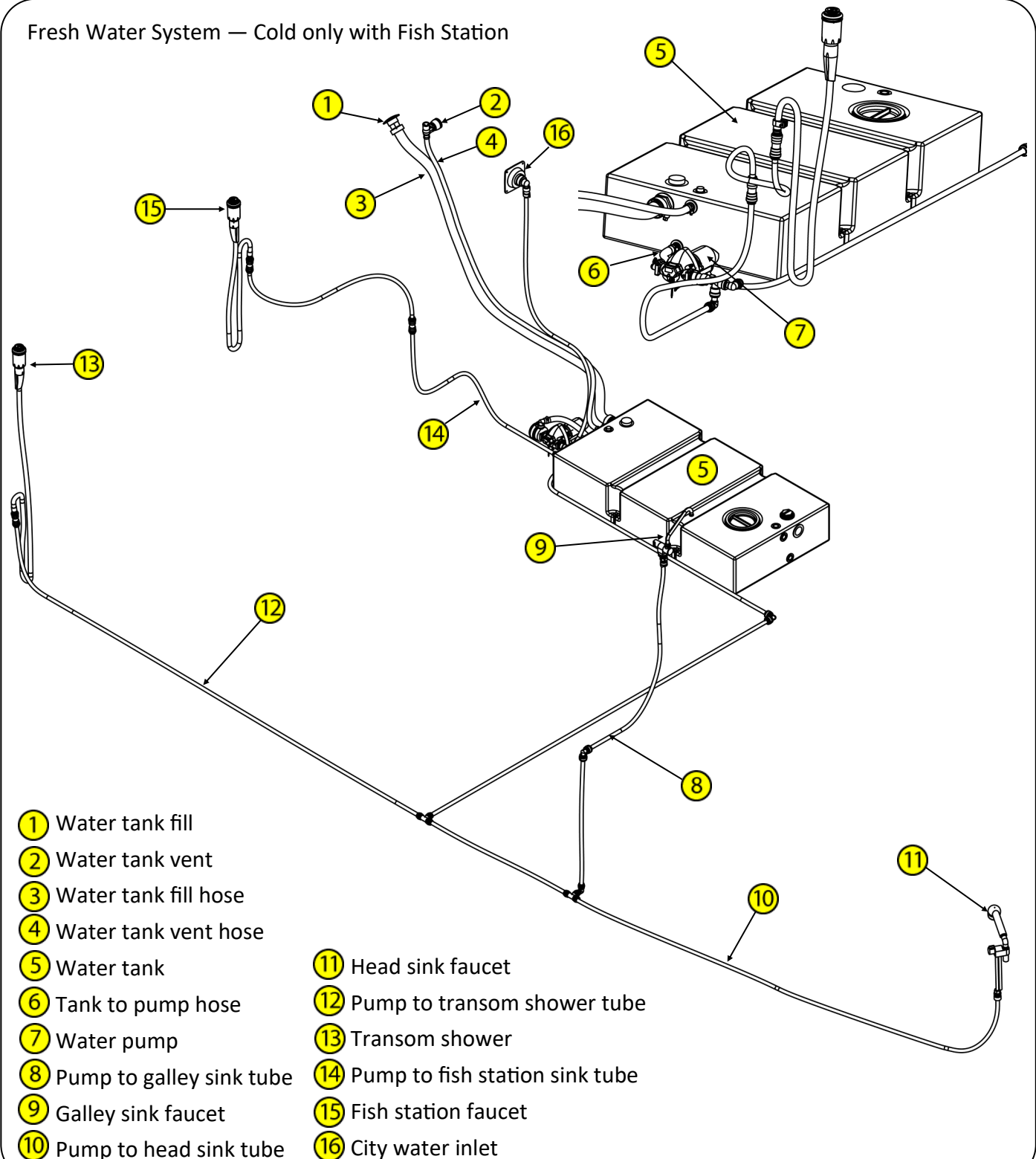
2. Fresh Water System

The fresh water system consists of an 100 liter water tank, pump, and plumbing connections for water to the head, galley, transom shower and fish station (if applicable). As an option your boat might have a boiler that provides hot water to the head, galley and transom shower.

Filling the Tank

The water tank can be filled through the water fill inlet located on the port side of transom. Fill the tank only from a source known to provide safe, pure drinking water. Use only a plastic hose to fill the water tank.

Fresh Water System — Cold only with Fish Station



Quicksilver 905PH — System & Component Overview and Operation

NOTICE

Be sure to fill the water tank from a source known to provide safe, pure drinking water.

NOTICE

If you do not use the freshwater system for long periods of time, or only use it seasonally, it is recommended that you disinfect the system before using.

Fresh Water Pump

The fresh water pump delivers water from the tank to head faucet, galley faucet, transom shower and fish station sink (if applicable). To power the system turn on the WATER PUMP switch located on the main battery switch panel. Turn off the power to the pump when your boat is not in use or when the fresh water tank is empty.

Disinfect the Fresh Water System

The following is a recommended procedure to disinfect the fresh water system:

1. Flush the entire system thoroughly by allowing potable water to flow through it.
2. Drain the system completely.
3. Fill the entire system with an approved disinfecting solution. Check with your dealer for recommended products, and follow the manufacturer's instructions.
4. After disinfecting, drain the entire system.
5. Flush the entire system thoroughly several more times with potable water.

Maintenance

Maintenance of the fresh water system will require you to check the fittings and hoses to make sure that there are no leaks.

Before the winter season, the fresh water system must be completely drained to avoid damage.

City Water Inlet

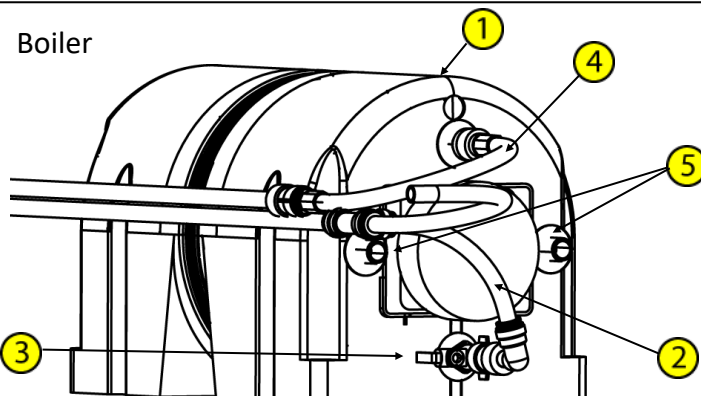
Included in the boat is a City Water Inlet which allows you to hook up to a fresh water source while at a dock. The inlet contains a pressure regulator to control the flow of water to your boat. To connect, simply attach the male quick disconnect fitting (provided by Quicksilver®) to the City Water Inlet. Next connect a water hose with a female quick disconnect fitting end to the City Water Inlet. The inlet bypasses the water tank so there is no need to turn on the water pump.

Boiler (optional)

Your boat may come equipped with an optional 22L boiler, located under the port center cockpit hatch. To operate, make sure the FRESH WATER switch is in the ON position. Turn on the WATER HEATER switch located on the 230V main distribution panel.

The boiler's thermostat comes pre-set from the factory at 70°C. If you would like to adjust the water temperature, refer to the boiler's owners manual for explicit instructions.

Boiler



- ① 22L boiler
- ② Water inlet (from water pump)
- ③ Relief valve
- ④ Water outlet (to hot water lines)
- ⑤ Engine heat exchanger inlet / outlet

Quicksilver 905PH — System & Component Overview and Operation

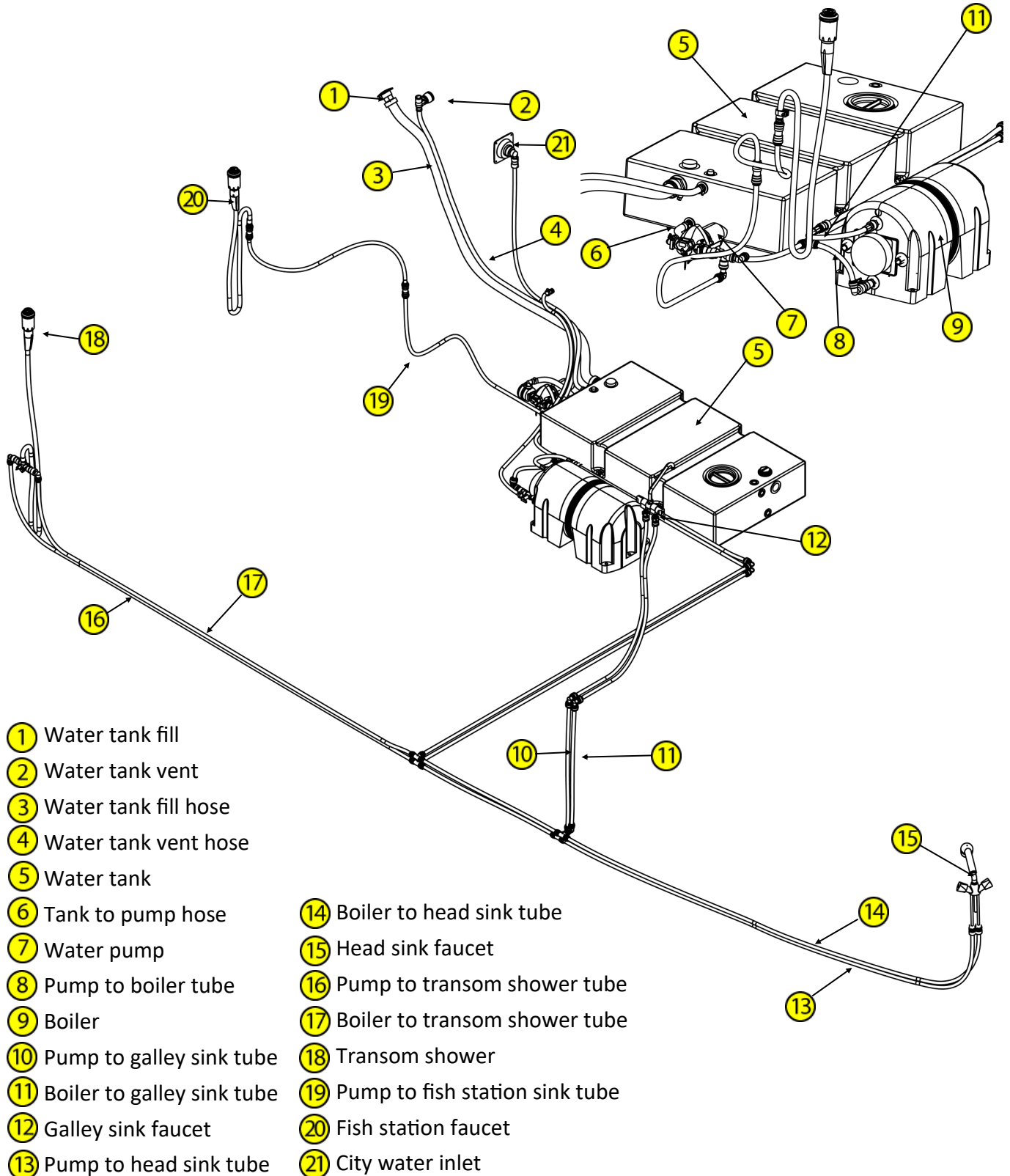
NOTICE

Make sure that the fresh water tank is full before operating the boiler. Operating the boiler empty will cause damage to the system.

CAUTION

SCALDING INJURY — Turn off the boiler and wait for the water in the tank to cool down before operating the relief valve to flush the tank.

Fresh Water System — Hot & Cold with Fish Station



Quicksilver 905PH — System & Component Overview and Operation

Maintenance

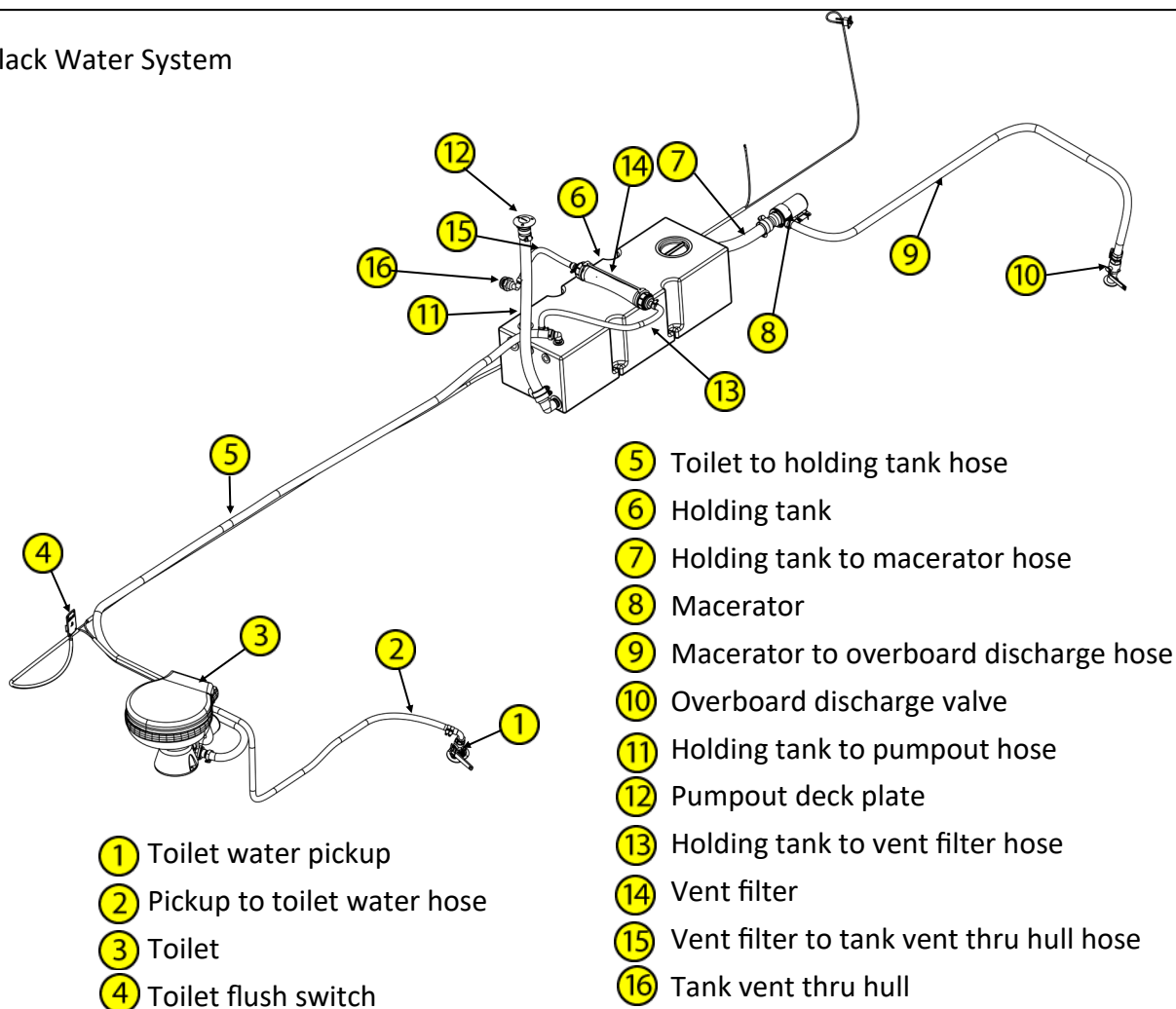
Maintenance of the boiler will require you to check the fittings and hose connections regularly to make sure that there are no leaks. The pressure relief valve must be activated regularly to make sure it is not blocked. This must be done when the water in the boiler is cool. The system should be flushed several times a year to prolong the life of the system.

Before the winter season, the boiler must be completely drained to avoid damage.

3. Black Water System

Your vessel is equipped with a waste containment / disposal system. This includes a toilet water pickup, electric flush toilet, a 80 liter holding tank, macerator, discharge seacock, and a dockside pump out connection.

Black Water System



NOTICE

This boat is equipped with an overboard discharge seacock. Some countries levy severe penalties for discharging raw sewage and solid waste in waters where it is prohibited. Demonstrating that the macerator is disabled by locking the system and/or removing the seacock handle may avoid a fine.

CAUTION

The toilet water pickup valve should always be in the closed position when not in use. Failure to do so could result in flooding, property damage, and/or loss of life.

Operation

Prior to using the toilet, make sure that the toilet water pickup valve, located under the interior floor liner access cover, is opened. To operate, simply press and hold the switch located on the head sink

Quicksilver 905PH — System & Component Overview and Operation

basin until the bowl is thoroughly rinsed and there is no water at the base of the bowl. Refer to the toilet owner's manual in regards to specific operation of the toilet.

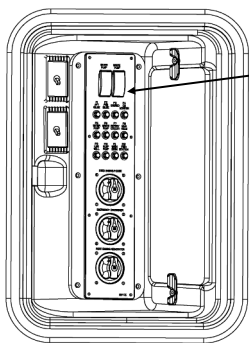
Macerator

The macerator gives the boat operator the means of discharging the holding tank directly overboard through a seacock in the bottom of the hull. The macerator controls are located on the main battery panel located on the starboard aft storage box. Since direct overboard discharge is prohibited in many areas, the macerator seacock is normally closed.

To Operate the Macerator:

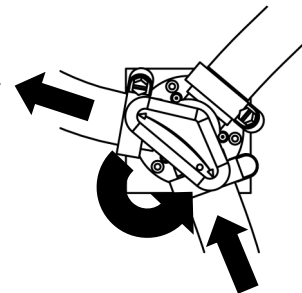
1. Make sure the macerator seacock is in the open position.
2. If your boat is equipped with an optional grey water tank with overboard discharge, make sure that the Y-valve, located on the starboard side of the cockpit bilge space, is rotated counter-clockwise to allow the macerator to pump out the black water tank. NOTE: The macerator Y-valve has an arrow indicating the direction of the flow. The arrow should be in line with the waste tank hose and macerator hose.
3. Press and hold the macerator switch located on the main battery panel. The macerator switch is a momentary switch, which means that it needs to be held in the "ON" position during operation.
3. When the tank is empty, release the macerator switch.
4. Return the macerator seacock back to the closed position.

Macerator Switch Location / Y Valve Operation



① Macerator switch

To macerator



From waste tank

NOTICE

Avoid inadvertent discharge of the black water system.
Always keep the macerator seacock closed when not in use.

Dockside Pumpout

The dockside pumpout deck plate is located on the starboard deck trail step, and is marked with the ISO symbol WASTE. The dockside facility will have the proper connections / fittings to pump the holding tank out.

NOTICE

The dockside pumpout deck plate does not have a chain connecting the cap to the deck plate. Use caution not to drop the deck plate cap into the water.

Maintenance

Maintenance of the waste system will require you to check the fittings and hoses to make sure that there are no leaks. If the system does require maintenance, contact your local dealer. Quicksilver® recommends that you pump out the system before long periods of non-use. If you are storing the boat during the winter, we recommend you winterize the system.

Quicksilver 905PH — System & Component Overview and Operation

To Winterize the Waste System:

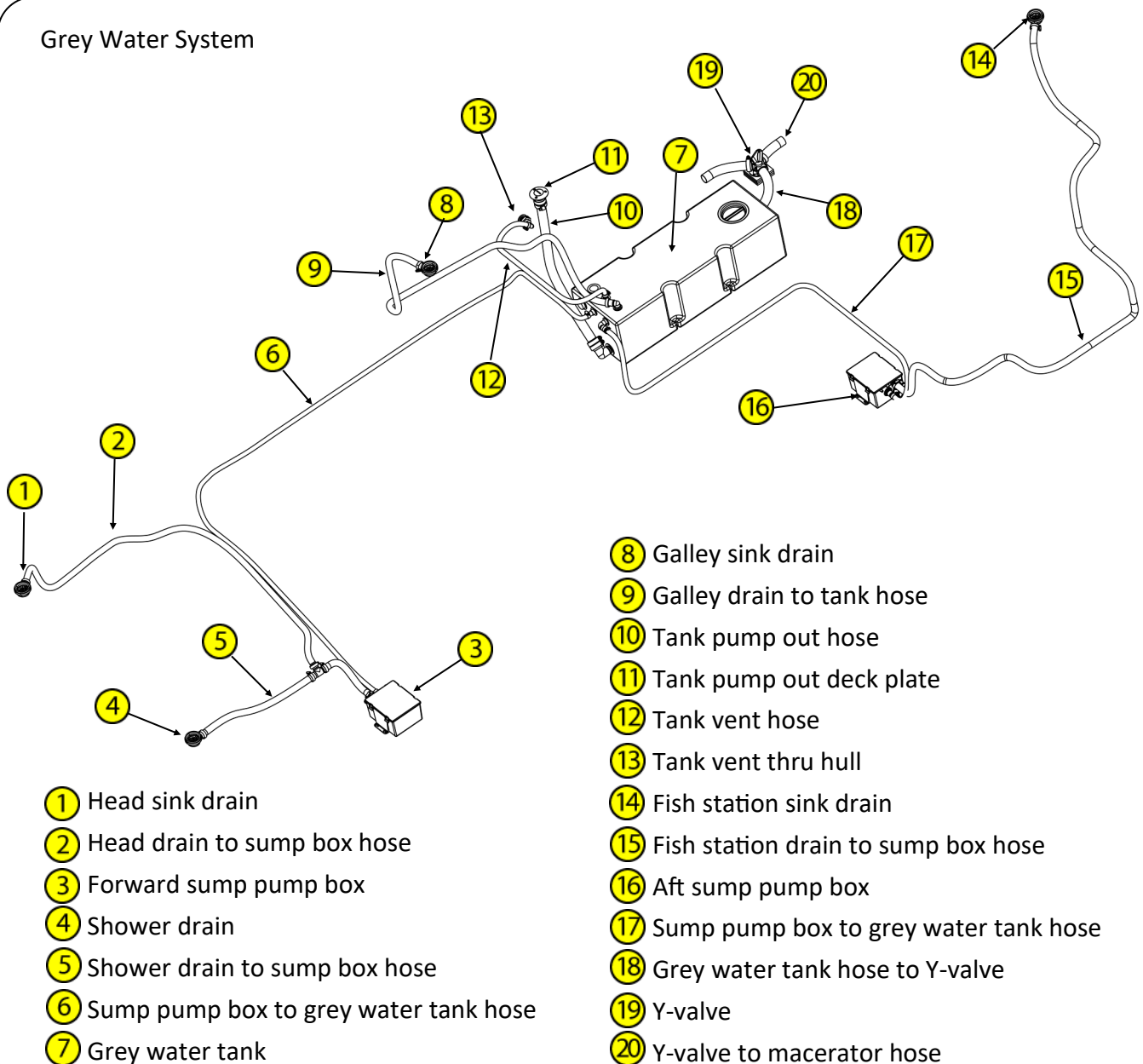
1. Empty the holding tank either via the macerator in an approved location or the dockside pumpout.
2. Pump water through the system (via the toilet) to remove any residue waste.
3. Empty the holding tank again, removing all liquids.
4. Pour an environmentally safe antifreeze (Propylene Glycol based) in the toilet and pump throughout the system.

Refer to the toilet manufacturer's requirements for additional winterization procedures.

4. Grey Water System (optional)

In certain locations, local laws prohibit water from sinks and showers (excluding transom showers) to drain overboard. Check with local officials on whether or not a grey water system is required where you boat. The grey water system consists of an 80 liter tank, sump pumps, plumbing connections from the galley sink drain, head sink drain, shower drain, and fish center sink drain (if equipped), a Y-valve connection to the macerator, and a pump out fitting,

Grey Water System



Quicksilver 905PH — System & Component Overview and Operation

⚠ CAUTION

When the battery switch is in the OFF position, the sump pumps does not work. Any liquids poured down the head sink drain, shower drain, or the fish station sink drain will not be pumped to the grey water tank.

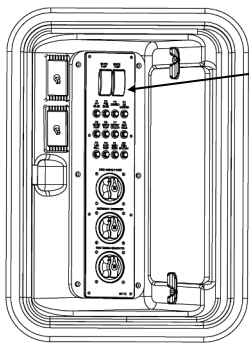
Macerator

The macerator gives the boat operator the means of discharging the grey tank directly overboard through a seacock in the bottom of the hull. The macerator controls are located on the main battery panel located on the starboard aft storage box. The macerator is shared between the black and grey water tanks. Since direct overboard discharge is prohibited in many areas, the macerator seacock is normally closed.

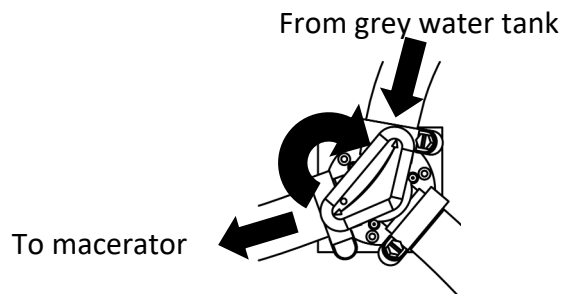
To Operate the Macerator:

1. Make sure the macerator seacock is in the open position.
2. Located on the starboard side of the cockpit bilge space, you will see a Y-valve. Rotate the Y-valve clockwise to allow the macerator to pump out the black water tank. NOTE: The macerator Y-valve has an arrow indicating the direction of the flow. The arrow should be in line with the grey water tank hose and macerator hose.
3. Press and hold the macerator switch located on the main battery panel. The macerator switch is a momentary switch, which means that it needs to be pressed during operation.
3. When the tank is empty, stop pressing the macerator switch.
4. Return the macerator seacock to the closed position.

Macerator Switch Location / Y Valve Operation



① Macerator switch



NOTICE

Avoid inadvertent discharge of the grey water system.
Always keep the macerator seacock closed when not in use.

Dockside Pumpout

The dockside pumpout deck plate is located on the starboard deck trail step, and is marked with the ISO symbol WASTE. The dockside facility will have the proper connections / fittings to pump the grey water tank out.

NOTICE

The dockside pumpout deck plate does not have a chain connecting the cap to the deck plate. Use caution not to drop the deck plate cap into the water.

Maintenance

Maintenance of the grey water system will require you to check the fittings and hoses to make sure that there are no leaks. If the system does require maintenance, contact your local dealer.

Quicksilver® recommends that you pump out the system before long periods of non-use. If you are

Quicksilver 905PH — System & Component Overview and Operation

storing the boat during the winter, we recommend you winterize the system.

To Winterize the Waste System:

1. Empty the grey water holding tank via the dockside pumpout.
2. Pump water through the system to remove any residue materials.
3. Empty the grey water holding tank again, removing all liquids.
4. Pour an environmentally safe antifreeze (Propylene Glycol based) in each sink and allow to drain or pump to the holding tank.

5. Bilge Pumps

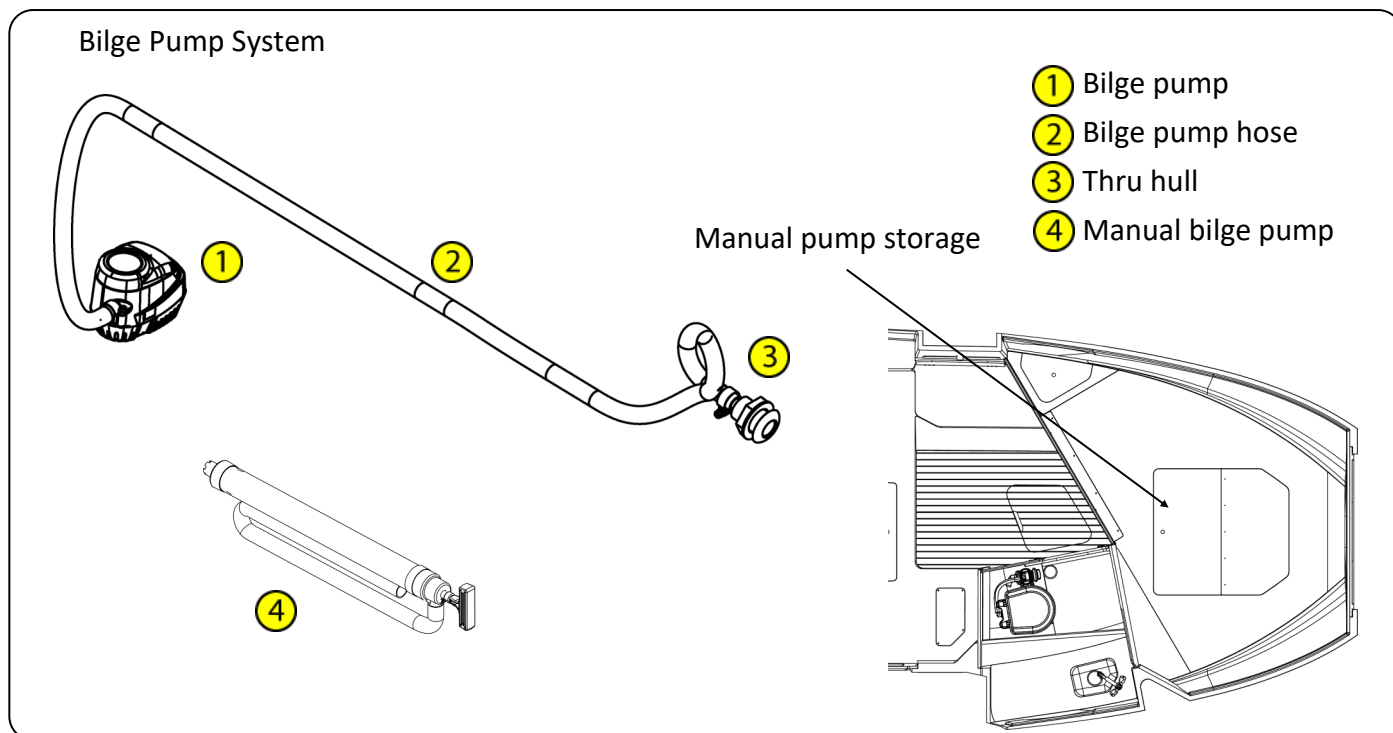
Your vessel is equipped with two bilge pumps, with one located in the aft section of the boat, and the second one located in the forward section of the boat. Access to the aft bilge pump is via the motorwell access plate, while access to the forward bilge pump is through a hatch located in the aft berth floor. Both bilge pumps are rated for 500 GPH, and are activated automatically by a built in mercury free float switch when the water in the bilge reaches a predetermined level. You can also manually operate the bilge pump at the console by pressing the bilge pump switch.

Inspect the bilge pump intakes and keep them free of dirt or material which may impede the flow of water through the pump. To clean the pump strainer, depress the lock tabs on both sides of the pump and lift the pump motor.

If water does not come out of the discharge hose:

1. Remove the motor module to see if the impeller rotates with the power on.
2. Remove any debris that may have accumulated in the nozzle section or strainer base.
3. Check hose and connection on hull side for debris and proper connections.

In addition, your boat comes equipped with a secondary manual bilge pump rated at 19L @ 45 strokes per minute. When not in use, the manual pump is located in the forward v-berth storage. To use, place the barrel end into the water you wish to remove, run the attached hose overboard and pump.



Quicksilver 905PH — System & Component Overview and Operation

WARNING

The bilge pumping system is not designed for damage control.

NOTICE

Check the function of all bilge pumps at regular intervals.
Clear pump inlet from debris.

6. Livewell & Raw Water Washdown (optional)

An optional livewell and raw water washdown system is available for this boat. If installed, a 32 liter livewell is located on the port side of the fish station, while the raw water washdown is located in the port aft access tub. The livewell is used to keep baitfish alive by circulating seawater through the tank.

Livewell Operation

Before operating the system, make sure that the livewell / raw water pickup valve and the flow control valve are in the open position. The livewell / raw water pickup valve can be accessed through the port engine well deck plate, while the flow control valve is located on the port, forward side of the fish station.

The flow of water into the livewell can be controlled at 2 different points. First, the flow control valve, allows you to control the flow of water into the livewell. If you turn the handle clockwise 90 degrees, the flow of water into the livewell will stop. Next, you can adjust the flow at the aerator spray head. To increase the flow of water, turn the spray head counterclockwise. To decrease the flow, turn the spray head clockwise.

To fill the livewell, press the switch marked “LIVEWELL” on the fish station control panel. The livewell overflow drain, located on the forward wall of the livewell, allows excess water to flow overboard. You can regulate the amount of water in the livewell by inserting a drain plug, thus raising the level of water to the upper overflow drain.

Raw Water Washdown Operation

Before operating the system, make sure that the livewell / raw water pickup valve is in the open position. To operate, press the switch marked “RAW WATER WASHDOWN” located on the fish station panel. This activates a 4.0 GPM pump that supplies water to the washdown sprayer.

Maintenance

Maintenance of the livewell and raw water washdown system will require you to check the fittings and hoses to make sure that there are no leaks. Check the in-line strainer attached to the pump and clean if necessary. If the system does require maintenance, contact your local dealer. Quicksilver® recommends that you pump out the system before long periods of non-use. If you are storing the boat during the winter, we recommend you winterize the system.

To Winterize the Livewell & Raw Water Washdown System:

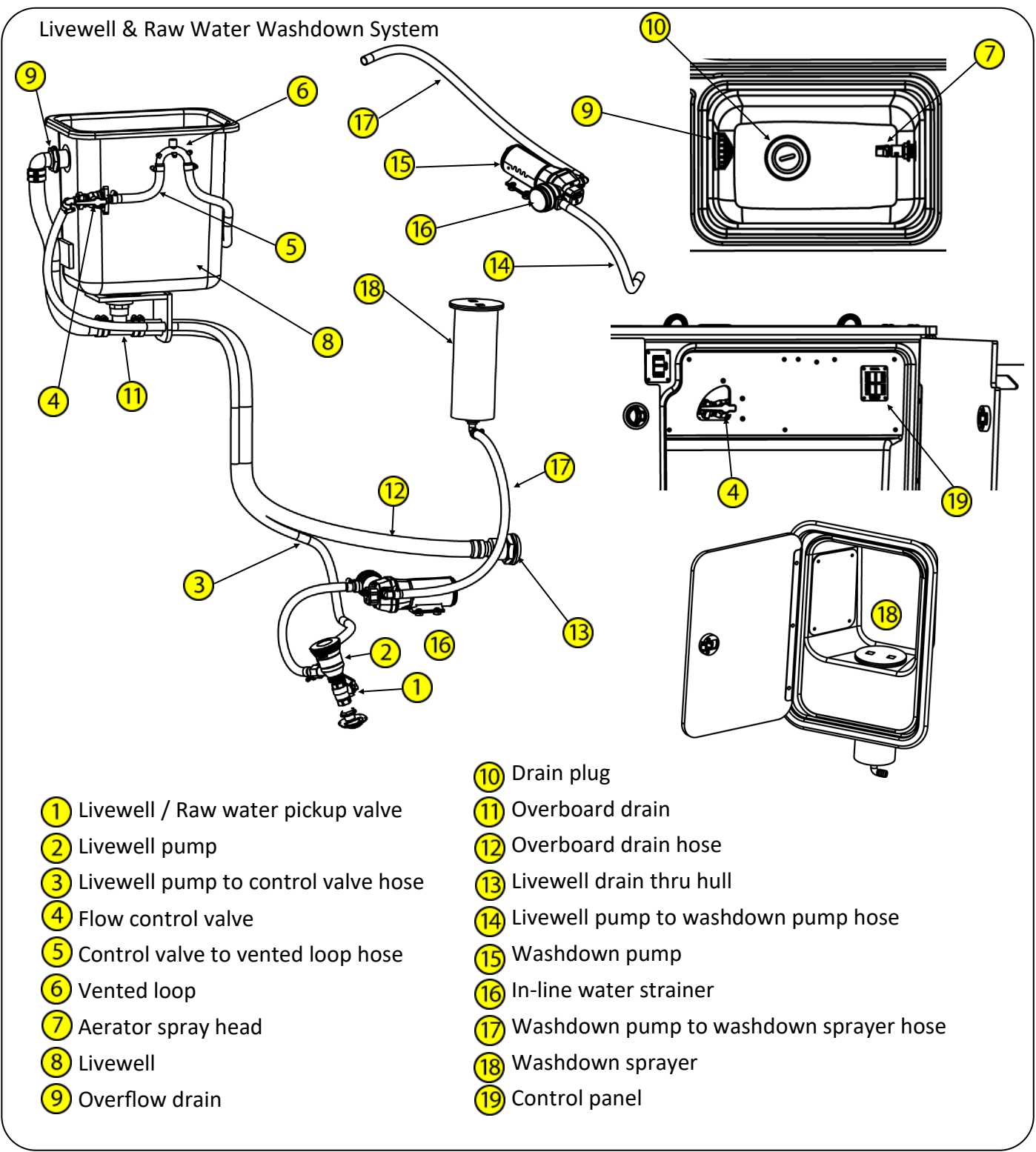
1. Drain the water out of all of the hoses in the livewell / raw water washdown system.
2. Remove the sprayer from the raw water washdown hose and drain the water out of the hose.

Refer to the pump manufacturer’s requirements for additional winterization procedures.

NOTICE

The livewell / raw water valve must be in the open position.
Running the pump dry may cause damage to the unit

Quicksilver 905PH — System & Component Overview and Operation



7. Fish Box

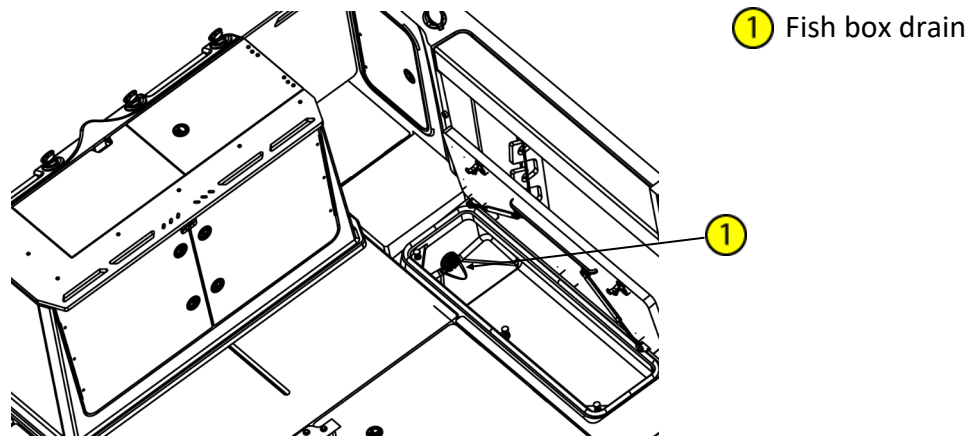
Your boat has a single large fish box located on the port side of the cockpit. The fish box has a drain that allows for the discharge of water from the compartment.

⚠ WARNING

The fish box drain plugs must be installed before putting your boat in the water.

Quicksilver 905PH — System & Component Overview and Operation

Fish Box



8. Fire Prevention

Fire is a serious boating hazard. Boats will burn quickly. Do not remain onboard and fight a fire for more than a few moments. If the fire is out of control and cannot be put out with the fire suppression equipment onboard, abandon ship immediately. The boat, when in service shall be equipped with the following portable fire extinguishers:

1. Fire Rating 13A 89B C

The boat owner/operator shall:

1. Have the fire fighting equipment checked at the intervals indicated on the equipment.
2. Replace portable fire extinguisher, if expired or discharged, by devices of identical fire fighting capacity.
3. Have fixed systems refilled or replaced when expired or discharged.
4. Ensure that the fire fighting equipment is readily accessible when the boat is occupied.
5. Inform the members of the crew about the location and operation of the fire fighting equipment, the locations of discharge openings in to the engine space, and the locations of escape routes and exits.
6. Keep the bilges clean and check for fuel and gas vapors or fuel leaks frequently.

The fire extinguisher is located inside the cabin behind the helm seat, while the fire port is located on the port side of the cockpit under the coaming cap.

Smoke Alarm

Your boat is equipped with a battery operated smoke alarm, located on the port side of the interior. The smoke alarm shall be maintained in accordance with the manufacturer's instructions or as indicated on the equipment.

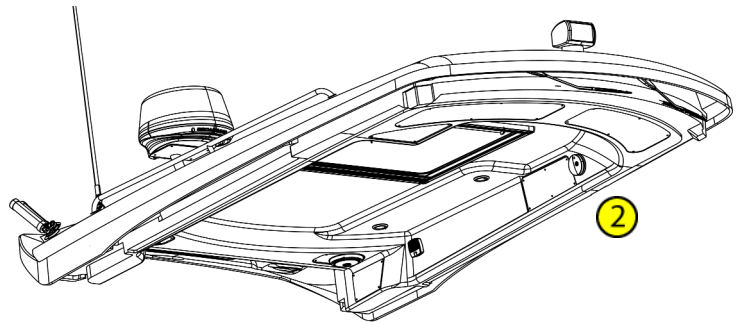
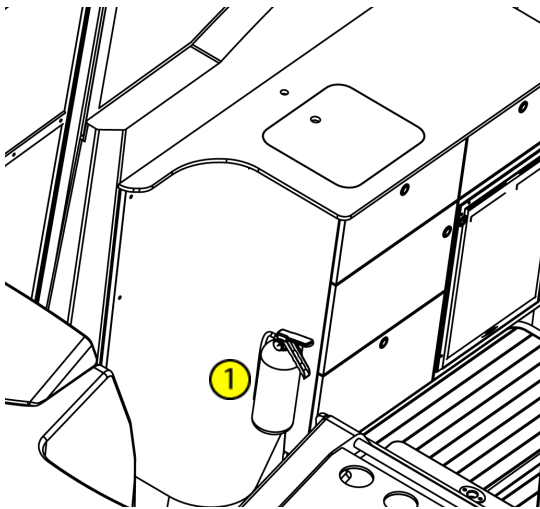
The smoke alarm shall be tested as part of the boarding routine and weekly if aboard for an extended period. In the event testing a smoke alarm indicates the alarm is faulty, replace the smoke alarm with one of an equivalent type.

Refer to the manufacturer's manual in regards to specific operation of the smoke alarm.

Quicksilver 905PH — System & Component Overview and Operation

Fire Extinguisher

- ① Fire Extinguisher
- ② Smoke alarm



⚠ WARNING

Never obstruct passageways to exits or hatches, safety controls (fuel valves, LPG valves, electrical switches, etc.) portable fire extinguishers stowed in lockers, or modify any of the craft's systems (especially fuel, LPG, or electrical) or allow unqualified personnel to modify any of the craft's systems.

9. Carbon Monoxide Monitor

Quicksilver® boats are equipped with carbon monoxide (CO) monitors in the cabin and enclosed berths or staterooms. Carbon Monoxide is an odorless, colorless, tasteless, and extremely toxic gas produced by engines, heaters, stoves or generators. When inhaled it combines with hemoglobin in the blood, preventing absorption of oxygen and is unlikely to be noticed until the person is overcome. Prolonged exposure to low concentration or very short exposure to high concentrations can result in asphyxiation and death.

Symptoms of Carbon Monoxide poisoning include dizziness, headaches, ringing in the ears, nausea, or unconsciousness. GET MEDICAL ATTENTION AS SOON AS POSSIBLE. These symptoms are often confused with seasickness or intoxication, so those affected may not receive the medical attention they need. The poisoning victim's skin often turns cherry red. If CO poisoning is suspected, have the victim breathe fresh air deeply. If breathing stops, resuscitate. A victim often revives, then relapses because organs are damaged by lack of oxygen.

Carbon Monoxide Accumulation & Prevention

Carbon Monoxide can accumulate in dangerous concentrations anywhere in or around your boat including on back decks, swim platforms, or in water around generator exhausts. CO can remain in or around your boat at dangerous levels even if your engine is no longer running. To minimize the risk of Carbon Monoxide poisoning, consider the following:

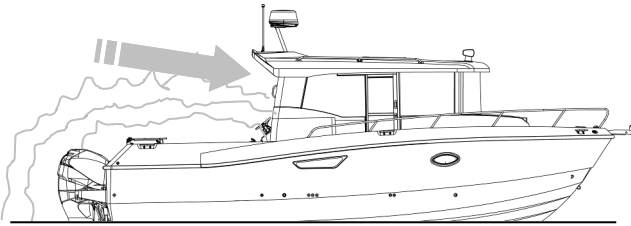
- Make sure that at all times, there is good ventilation throughout the boat. Open all hatches, portlights, or canvas openings to let fresh air circulate.
- Never operate the boat with the canvas enclosure unless there is ventilation throughout the boat (i.e. forward and aft canvas panels are removed to allow air flow through the boat).
- Never operate the boat with the cabin entry door opened.

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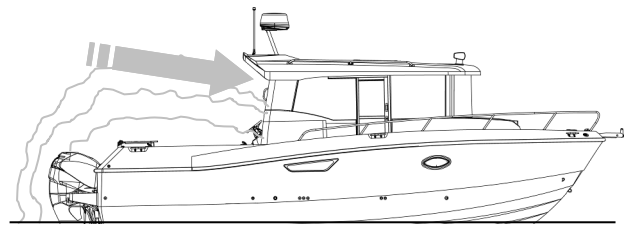
In the event that the Carbon Monoxide alarm activates:

- Do not ignore the alarm.
- Evacuate enclosed areas immediately.
- Shut OFF any fuel burning equipment or appliances
- Open hatches, doors, portlights and canvas openings to improve ventilation.
- Head the boat into the wind.

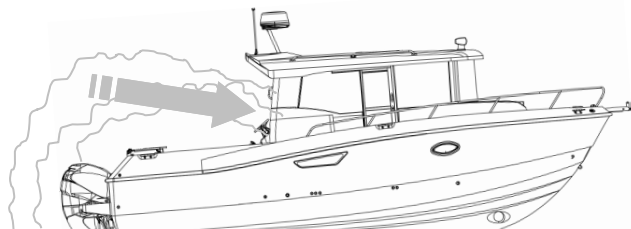
Accumulation of Carbon Monoxide Examples



Wind blowing exhaust towards boat occupants



Operating at slow speed or dead in the water



Operating with “bow high” attitude



Good air flow — open all hatches, portlights or canvas openings to let fresh air circulate

Carbon Monoxide Monitor

The CO monitor is an electronic instrument that detects carbon monoxide. The detector is very sensitive and will notify you before dangerous amounts of CO can accumulate which will allow you to take measures to dissipate the gas from the affected areas. When there is a buildup of CO in the cabin, the monitor will alert the occupants by flashing a DANGER light and sounding an alarm. The CO monitor is powered through a breaker on the battery panel in the cockpit. .

It is important that you read and understand the CO monitor information and operating instructions. It is extremely important that you become familiar with the CO monitor and its functions.

Testing the CO Monitor

Test the monitor on your boat at manufacturers required intervals by pushing the TEST button on the front of the unit. If the unit is operating correctly both audible and visual warning indicators will be activated.

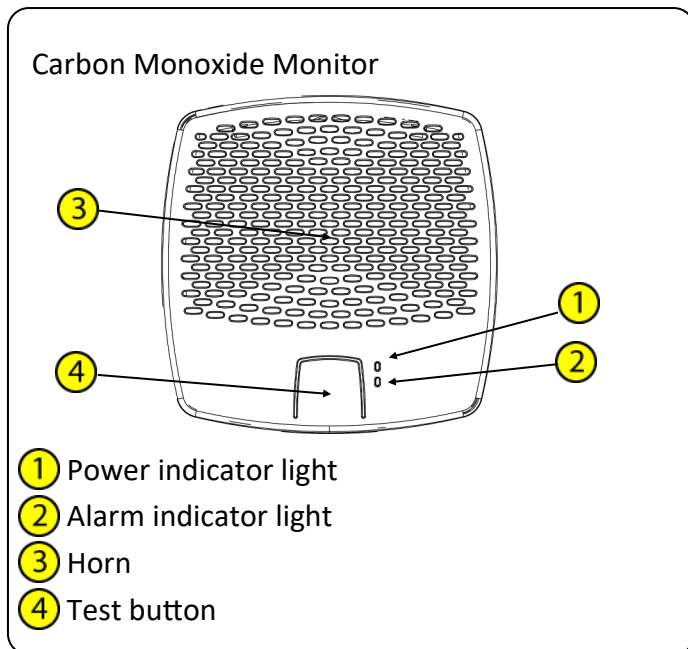
End of Life Signal

Your CO detector is equipped with an End Of Life (EOL) signal indicating the sensor used in the unit has reached the end of its service life and must be replaced. The detector contains an electro-chemical sensor that will last approximately 7 years. Refer to your unit’s operation manual for EOL signal indication and further information and instructions.

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The EOL signal can be deactivated so that it does not alarm. DEACTIVATING THE CO ALARM IS PERMANENT. REACTIVATING IS NOT POSSIBLE. DO NOT DEACTIVATE UNLESS YOU HAVE A REPLACEMENT ALARM AVAILABLE TO INSTALL!

REFER TO OWNER'S MANUAL PACKAGE FOR INSTRUCTIONS AND WARRANTY INFORMATION.



⚠ DANGER

Fumes for the engine(s), generator, LPG stoves, and other equipment that burns fuel contain Carbon Monoxide. Carbon Monoxide can kill you. Open all doors, hatches, curtains, and windows to allow fresh air to circulate.

⚠ DANGER

Never ignore an alarm.

⚠ CAUTION

To reduce the risk of Carbon Monoxide poisoning, test the monitor operation when not in use for 10 days or more.

10. LPG System (optional)

Your boat's LPG system consists of a stove, a shutoff valve, and a storage tub large enough to fit two 2kg LPG tanks. Quicksilver® does not provide a tank or a regulator with the boat, however, both can be purchased through your authorized Quicksilver® dealer.

Stove

There is a single burner LPG stove located in the galley. Refer to the stove owner's manual for specific details on operation. Do not use stove when high angles of rolling or sustained angles of heel are likely. When using the stove, open the port and starboard sliding cabin windows, along with the companionway door make sure that there is plenty of ventilation throughout the cabin. Also, make sure that the starboard window curtains are stored in the forward position (not over the stove).

Tank Storage

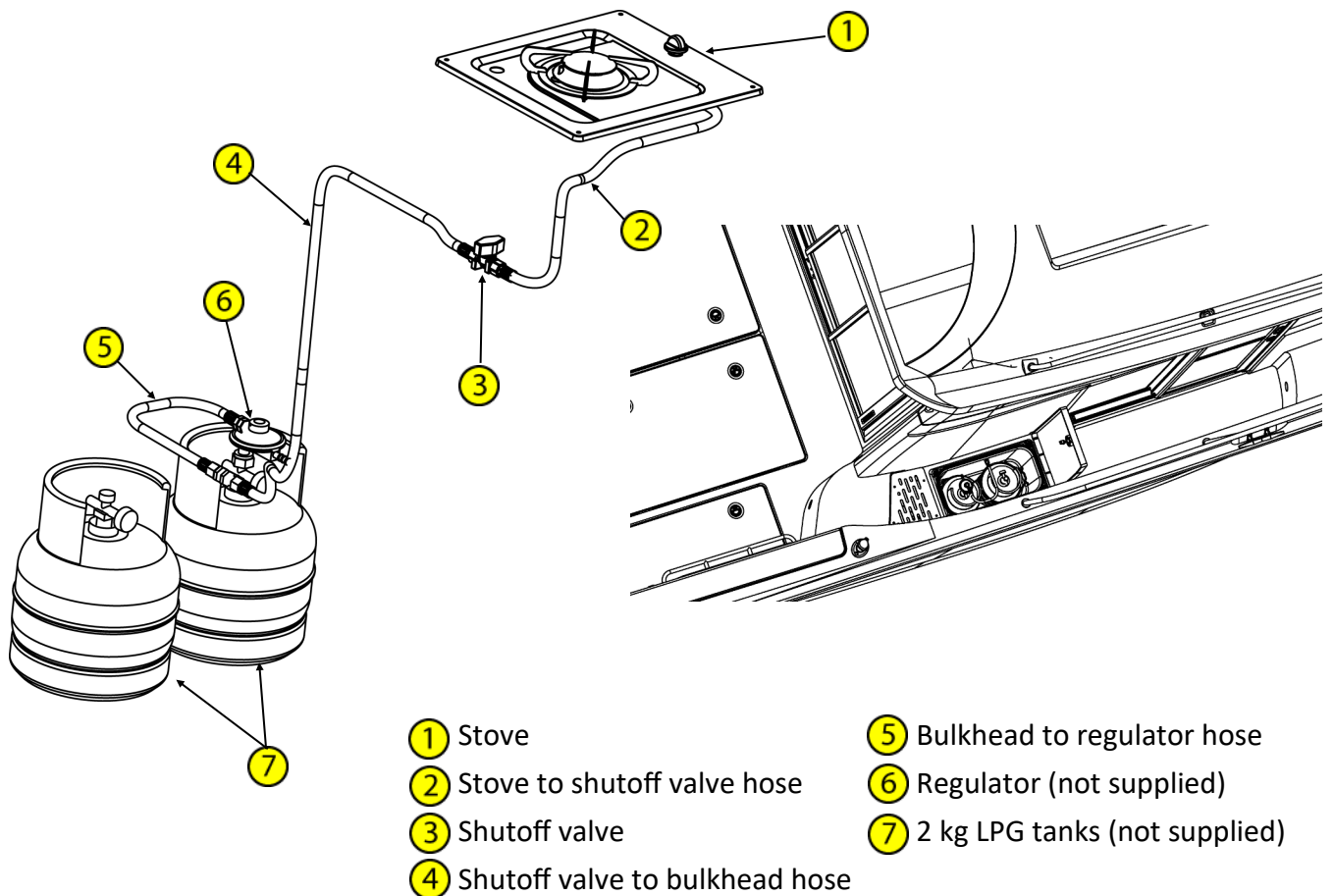
The LPG tank storage is located in the starboard deck trail. The tanks must be firmly secured to the boat with the tank in a horizontal position. Do not relocate or reposition the tanks. Do not obstruct access to the LPG tank in any way. Make sure to keep valves on empty cylinders closed and disconnected, and keep protective covers, caps or plugs in place. Do not store spare cylinders in locations that do not have proper ventilation (i.e. bilge, etc.), and only keep spare cylinders in ventilated housings on open decks or in gas-tight lockers which are vented overboard and intended for storing LPG tanks. Finally, do not use LPG cylinder housing for storage of any other equipment.

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LPG Shutoff Valve

An inline fuel shutoff valve is located in the upper forward tip out drawer under the galley sink. Always close fuel supply line valves and cylinder valve when appliances are not in use. Also, remember to close all valves before refueling and immediately in an emergency. Finally, be sure appliance valves are closed before opening cylinder valve.

LPG System



⚠ WARNING

Ensure that when the LPG stove is on, avoid contact of materials to the open flame. Never leave craft unattended when open flame LPG consuming appliances are in use.

⚠ WARNING

Do not smoke or use open flame when replacing LPG cylinders. Close cylinder valves on empty cylinders before disconnecting for replacement.

LPG Pipe & Hoses

Your LPG system consists of a combination of hoses connecting the LPG tank to the stove. The hoses in the LPG system must be inspected regularly, at least annually, and replaced if any deterioration is found.

System Leak Test

Prior to the boat leaving the factory, the LPG system is tested for any potential leaks. However, Quicksilver® recommends that you test the system regularly. Test all connections for leakage by means of the following:

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1. Before each use, close appliance valves; open LPG cylinder valve; allow indicated gauge pressure to stabilize; close LPG cylinder valve; observe pressure gauge reading near cylinder valve for three minutes; pressure gauge reading should remain constant if no leak in the system is present. **IF PRESSURE GAUGE READING FALLS, LEAK IS PRESENT. DO NOT USE LPG APPLIANCES.**
2. Routine observation of bubble leak detector (if fitted on the system).
3. Manual leak testing with foam-producing, soapy water or detergent solutions (with appliance burner valves closed and cylinder and system valves open); foam-producing solutions for leak detection on gas installations in accordance with EN 14291 meet these requirements.

If a leak is present, shut off the LPG supply at the main supply valve. Extinguish any open flames (heaters, stoves, etc.) and do not operate any electric switches. Finally, evacuate the area if possible. Quicksilver® recommends that any LPG system repairs should be made by your authorized Quicksilver® dealer.

WARNING

Fuel burning open flame appliances consume cabin oxygen and release products of combustion into the craft. Ventilation is required when appliances are in use. Open designated vent openings while appliances are in use. Do not use the stove or oven space heating. Never obstruct ventilation openings.

WARNING

If a leak is detected, shut off the main LPG supply valve and do not use LPG appliances

WARNING

Do not use an LPG system that has leaked until it has been inspected and repaired by a competent person.

WARNING

Do not use solutions containing Ammonia

CAUTION

Never use flames to check for leaks

Changing LPG Cylinders

To replace empty LPG cylinder:

1. Turn off the stove and close the shutoff valve.
2. Close the valve on the LPG cylinder.
3. Remove the regulator by turning the nut clockwise.
4. Replace the empty tank.
5. Inspect the regulator. Make sure that the gasket located on the regulator nut is in good condition. If not, replace regulator gasket or regulator itself.
6. Re-install and tighten the regulator by turning the nut counterclockwise.
7. Check for any leaks before restarting the stove.

11. Bow Anchor Windlass (optional)

The anchor windlass located at the bow of the boat assists with the anchoring of your boat by automatically raising and lowering the anchor. The windlass is operated from either the main helm or by foot switches located at the bow of the boat.

Operation from the helm

To operate the windlass, the windlass breaker, located next to the battery switch panel, must be turned ON. Operation of the windlass at the helm is controlled by a momentary switch used to raise and lower the anchor. Pushing down on the switch will lower the anchor, while pushing up on the switch raises the anchor.

Operation from the bow

With the windlass breaker in the ON position, you can alternatively operate the windlass via foot

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switches located on the port side of the anchor locker. To operate, first lift the protective covers over both switches. To lower the anchor, press the right foot switch marked with a down arrow. To raise the anchor, press the left foot switch marked with an up arrow. When finished, or not in use, make sure the protective covers are installed over the foot switches.

NOTICE

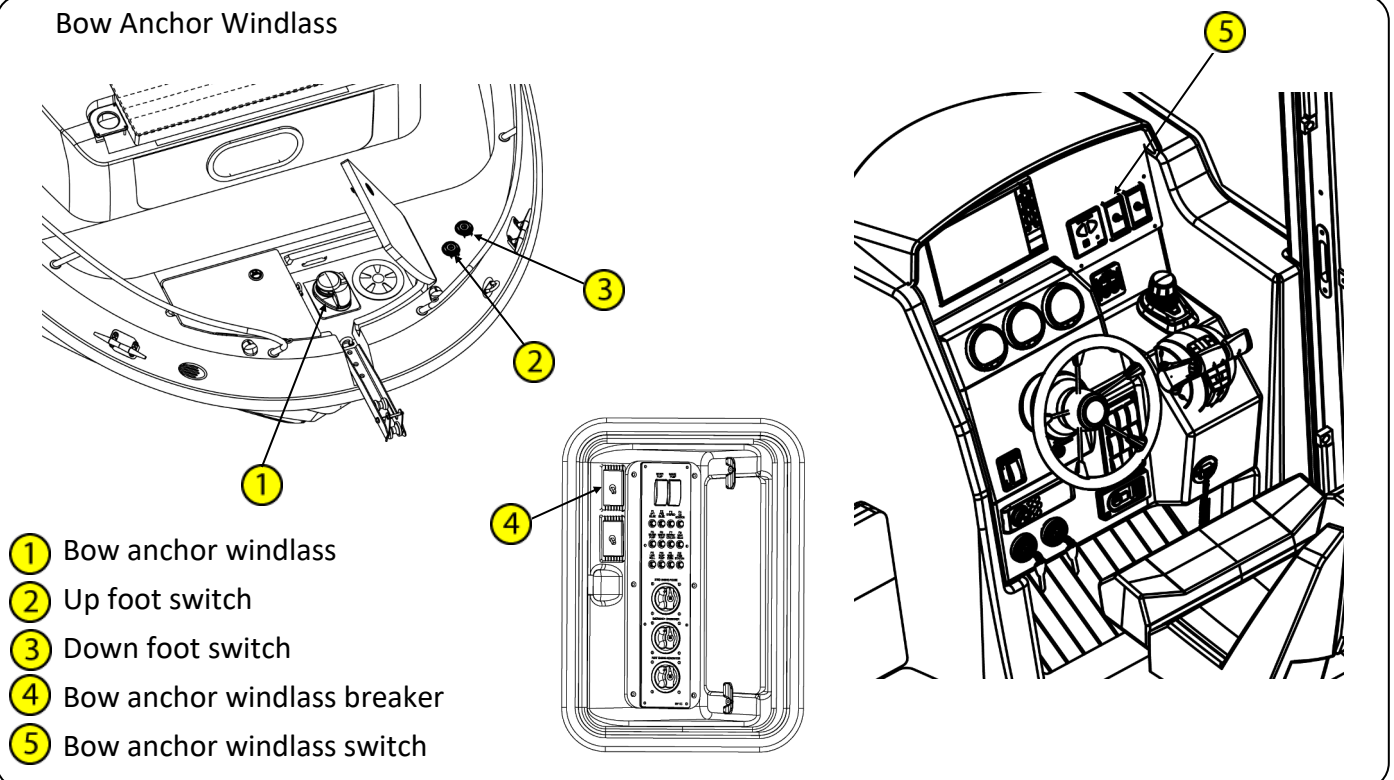
Before operating the windlass, make sure that the safety lanyard is removed from the anchor

Manual operation

In the event that there is a loss of power, the windlass can still be used to raise or lower the anchor manually. If there is a loss of power, check the windlass breaker to see if it needs to be reset. If you reset the breaker and it continues to trip, have your authorized Quicksilver® dealer inspect the system.

In order to manually operate the windlass and lower the anchor into the water, insert the emergency handle (provided by the windlass manufacturer) into the star socket located at the top of the gypsy cover and turn counter-clockwise. This loosens the clutch holding the anchor rode and chain in place and allows the anchor to be deployed into the water. The speed of the rode can be adjusted by turning the handle clockwise. To re-engage the clutch and lock the rode from moving, turn the handle clockwise.

Bow Anchor Windlass



To manually raise the anchor, loosen the clutch by turning the handle counter-clockwise, and pull the anchor up into the boat. Make sure to properly feed the rode and chain through the windlass when pulling up the anchor. When the anchor is up and stowed properly in the bow pulpit, re-engage the clutch by turning the handle clockwise.

12. Stern Anchor Windlass (optional)

The anchor windlass located on the port aft side of the boat assists with the anchoring of your boat by automatically raising and lowering the anchor. The windlass is operated from either the main helm or

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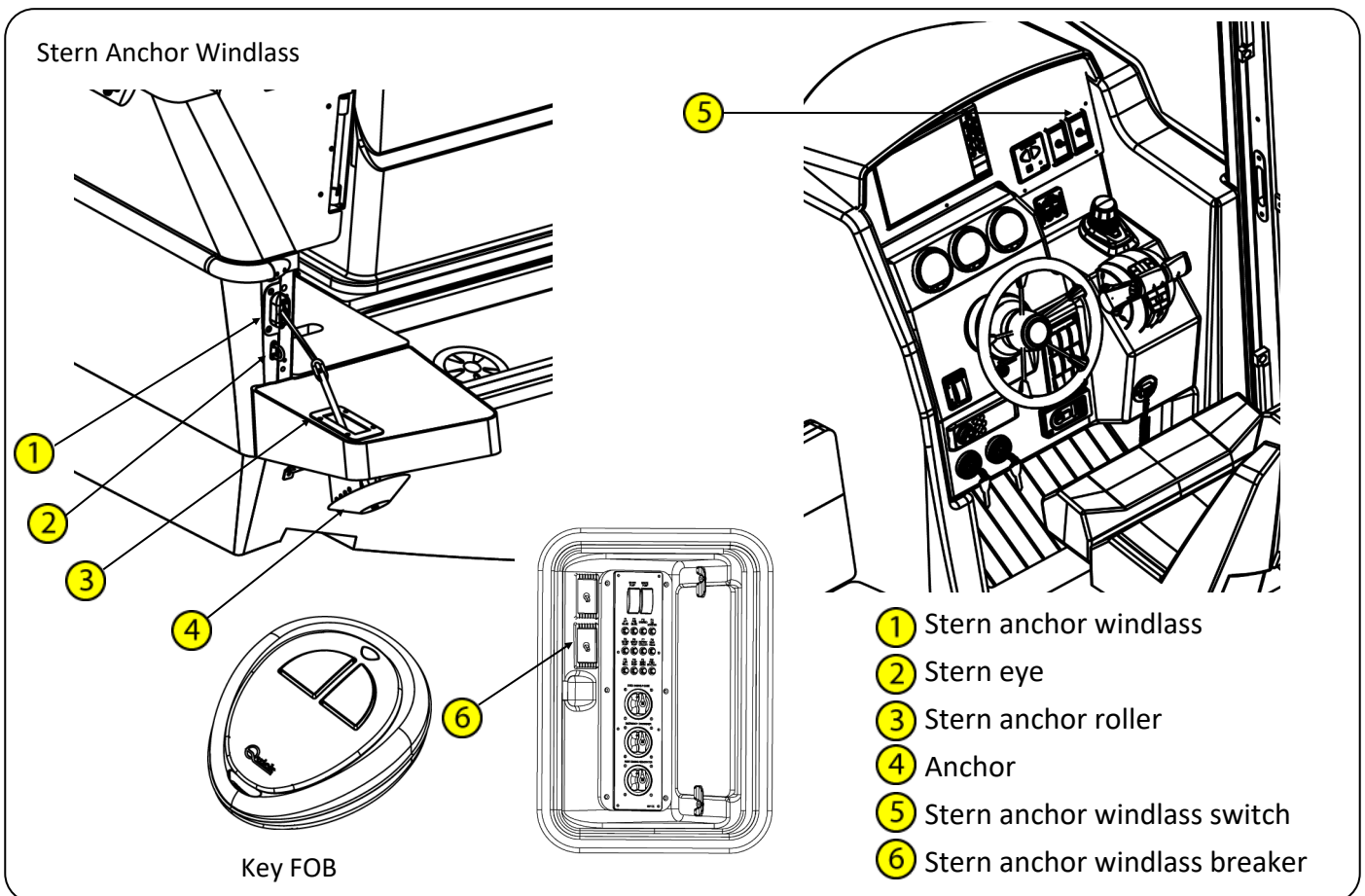
by a remote key FOB.

Operation

To operate the windlass, the windlass breaker, located next to the battery switch panel, must be turned ON. Operation of the windlass at the helm is controlled by a momentary switch used to raise and lower the anchor. Pushing down on the switch will lower the anchor, while pushing up on the switch raises the anchor. Similarly, using the handheld remote control key fob, pushing on the down switch will lower the anchor, while pushing the up on the switch will raise the anchor.

Built in to the stern windlass is an auto stop function that shuts the motor down once the anchor is fully retracted and in the stored position on the anchor roller. Mounted on the transom, the leaded core rope goes through a mounting plate containing sensors. A red auto stop located at the end of the rope will automatically shut the windlass off when it comes in contact with the sensors in the mounting plate.

REFER TO OWNER'S MANUAL PACKAGE FOR INSTRUCTIONS AND WARRANTY INFORMATION.



NOTICE

Before operating the windlass, make sure that the safety lanyard is removed from the anchor

13. Bow Thruster (optional)

The electric bow thruster assists with the maneuvering of your vessel when docking. Access to the motor is via the forward berth storage area, while the battery and battery switch are located in the forward berth floor storage, under the salon lower entryway step.

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Operation from the helm

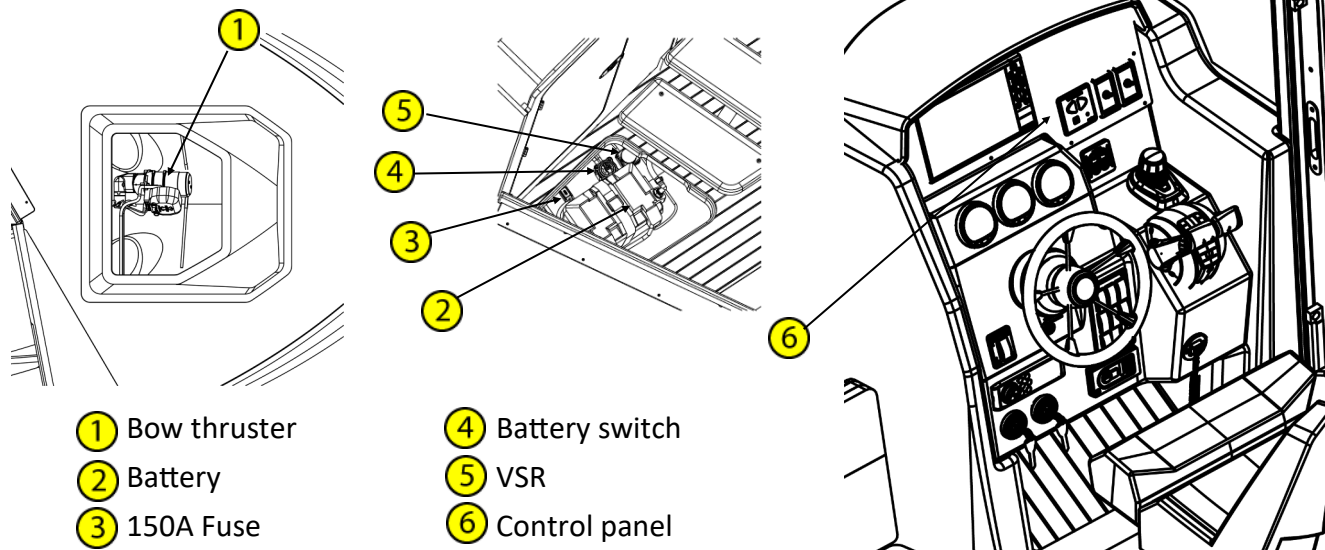
To operate the thruster, you first must turn the thruster battery switch to the ON position. At the helm, press the on/off switch on the control panel. An LED will flash and a buzzer will sound continuously. Press the on/off switch again within 6 seconds. The system will confirm that it is ready for use when the LED light remains green and the buzzer sounds twice.

To move the bow to the port direction push the left button. To move the bow to the starboard direction, push the right button. Refer to the thruster owner's manual for complete details on the operation and warranty information.

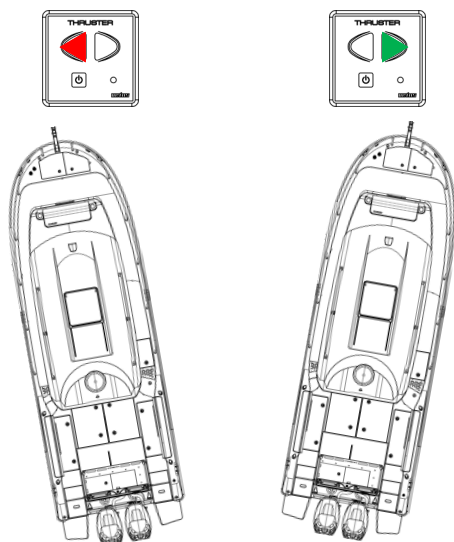
If your boat comes equipped with an optional exterior helm, you will also be able to control the bow thruster from either location.

To turn off the bow thruster controls, press the on/off switch once.

Bow Thruster



Bow Thruster Movement



⚠ DANGER

Do NOT test the bow thruster while the boat is out of the water, unless you are certain that everyone is a safe distance from the thrust tube.
Never allow the bow thruster to run for longer than 5 seconds with the boat is out of the water.

⚠ CAUTION

If 2 control panels are installed at separate helms, never operate the bow thruster from both panels simultaneously.

NOTICE

Refer to the bow thruster owner's manual for exact battery requirements

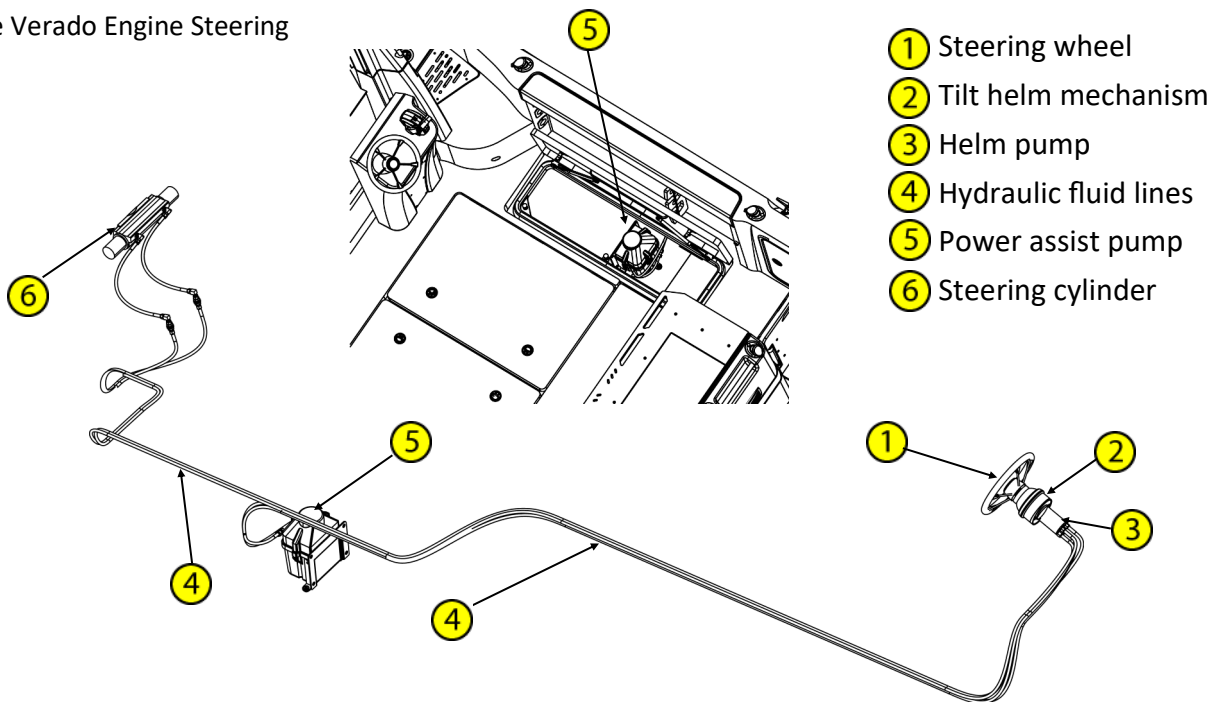
Quicksilver 905PH — System & Component Overview and Operation

14. Steering

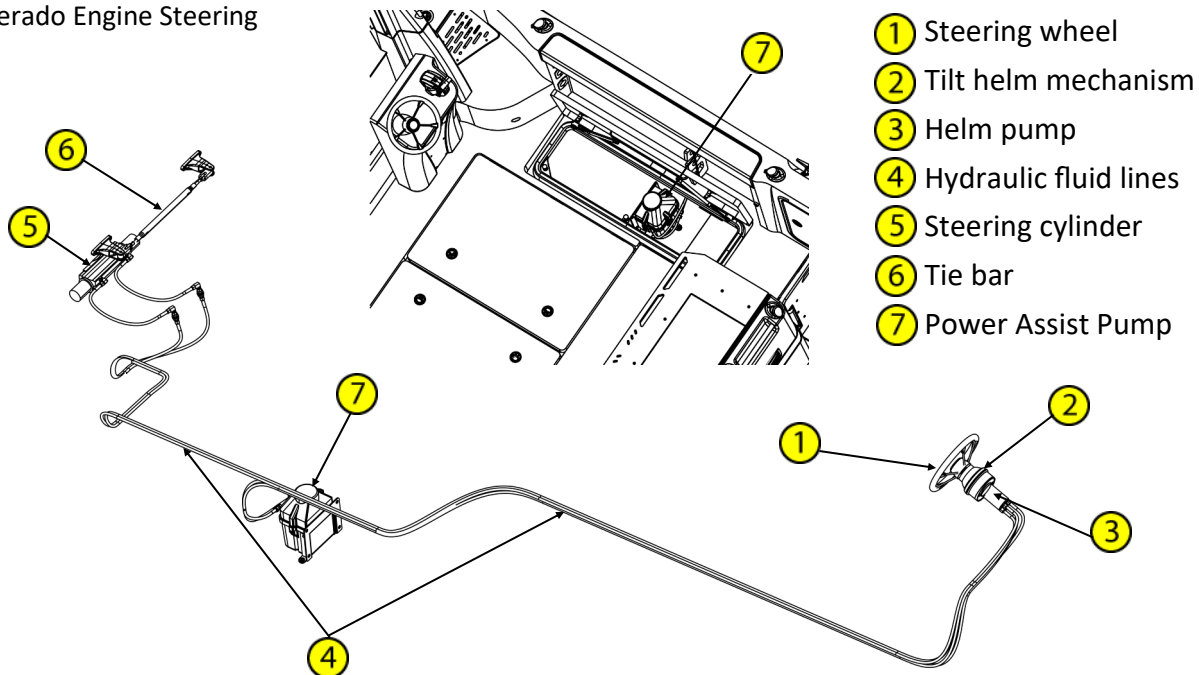
Your boat comes equipped with a hydraulic steering system. The basic system for a single engine boat contains a steering wheel, a hydraulic tilt helm pump, a hydraulic steering cylinder, and hydraulic hoses. If you purchase a Mercury Verado® engine, the steering system includes an electric power assisted steering pump to aid in the handling of the vessel.

In a twin engine configuration, there is a steering wheel, a hydraulic tilt helm pump, hydraulic hoses, and a tie bar that connects both engines to a single hydraulic steering cylinder.

Single Verado Engine Steering

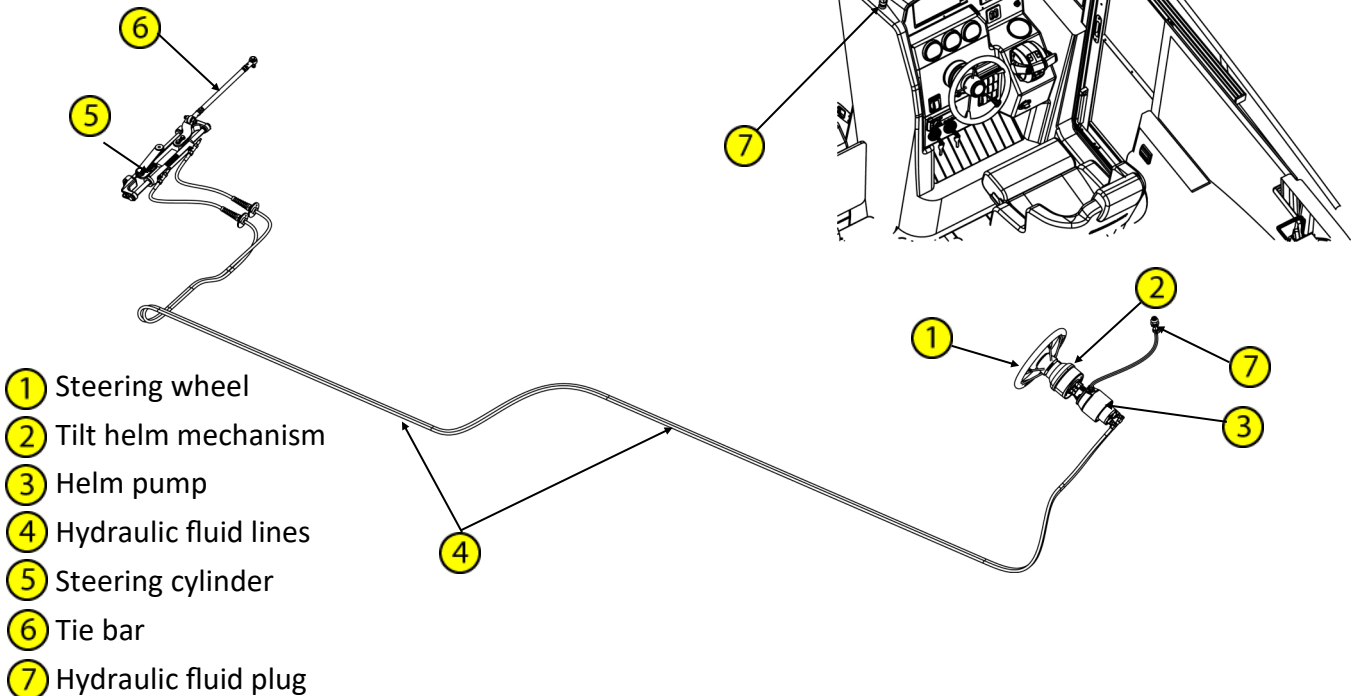


Twin Verado Engine Steering

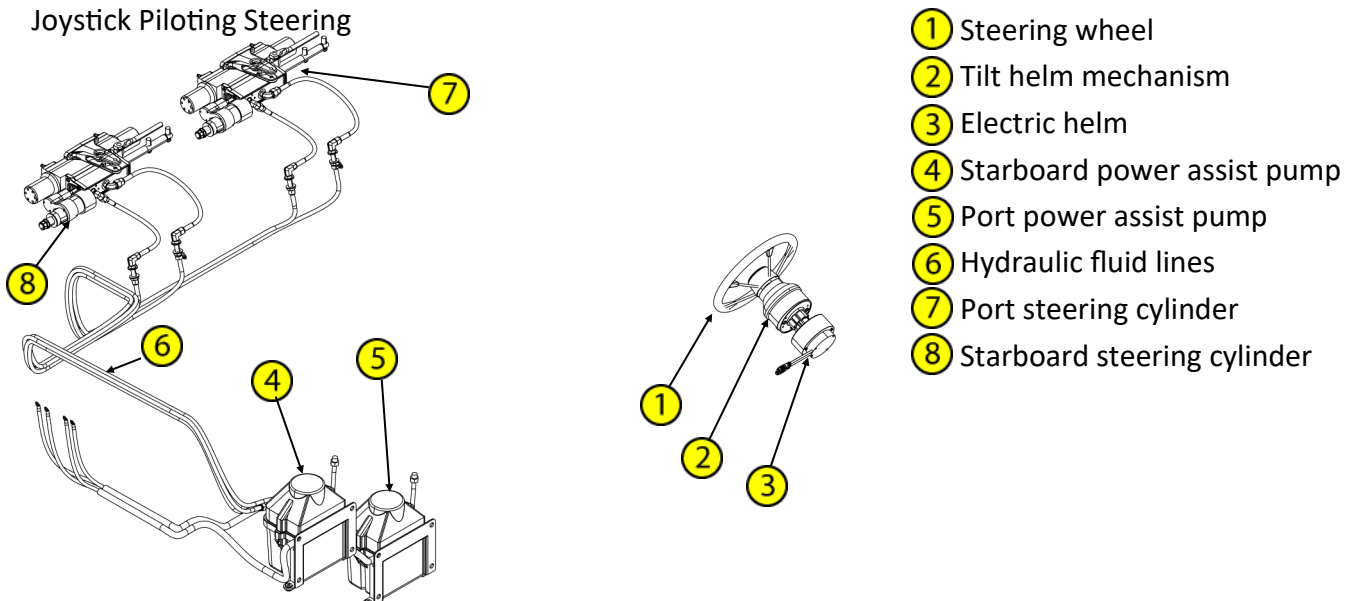


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Twin Four Stroke Engine Steering



Joystick Piloting Steering



Operation

When turning the steering wheel, the helm pump forces hydraulic fluid through hoses to and from the steering cylinder which is connected to the tiller arm on the engine. The cylinder moves the tiller arm to either port or starboard, depending upon the direction the steering wheel is turned.

For boats equipped with a Verado engine, when turning the steering wheel, the helm pump forces hydraulic fluid through hoses to and from power assist pump, located on the port side of the bilge. The power assist pump then pushes fluid to the steering cylinder which is connected to the tiller arm on the engine. The cylinder moves the tiller arm to either port and starboard, depending upon the direction the steering wheel is turned.

If your boat is equipped with the Joystick Piloting system from Mercury, the electric helm sends a

Quicksilver 905PH — System & Component Overview and Operation

signal to the power assist pumps located on the port side of the bilge. The power assist pumps then pushes fluid to the steering cylinder which is connected to the tiller arm on the engine. The cylinder moves the tiller arm to either port and starboard, depending upon the direction the steering wheel is turned.

Filling and Maintenance

A hydraulic steering system rarely needs to be refilled after the system is bled. However, if you ever need to add fluid to the system, refer to the steering manufacturer's manual for complete instructions.

On Verado engine(s), fluid is added at the power assist pump, located inside the starboard outer cockpit hatch. To access, open the access hatch. Next, remove the cover on the power assist pump and unscrew the cap. On boats without a power assist pump (four stroke engines), there is a remote fill located on the port side of the dash.

Refer to the steering manufacturer's manual in owner's manual packet for complete instructions and warranty information.

15. Engine Controls

Your boat comes equipped with a "drive by wire" Digital Throttle and Shift (DTS®) control unit. The control unit, located to the starboard of the steering wheel, activates both the shifting and throttle for the engine.

To start the engine, the control unit must be in the NEUTRAL position. When in neutral, the engine is running, but the propeller is not spinning. There is a throttle only button that when pressed, will allow you to operate the throttle without the propeller spinning. The throttle only button is located on the control function pad. To engage, press the "Throttle-Only" button on the keypad when the engine is in neutral. A light located above the Throttle-Only button will turn on and the green neutral light will begin to flash. When you place the ERC in gear, the warning horn will beep, however, the propeller is not turning. To disengage, return the ERC lever back to neutral and press the "Throttle-Only" button. The light located above the Throttle-Only button will turn off and the green neutral light stops flashing and remains illuminated.

Moving the control lever forward from neutral engages the forward gear and throttle advance. Moving the control lever backwards from neutral engages the reverse gear and thrust. The throttle lever controls the RPM of the engine and the speed of the boat.

Power Trim & Tilt

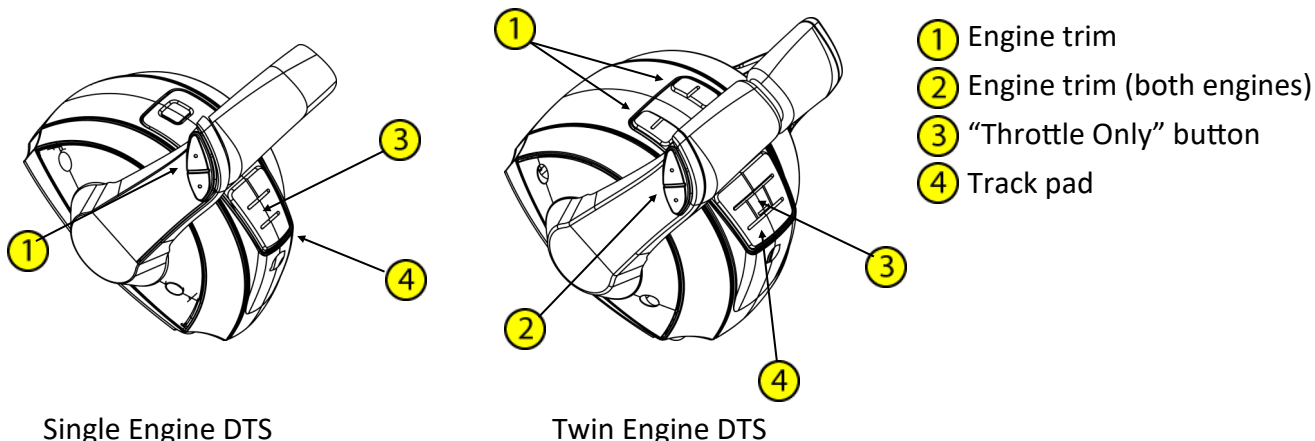
The power trim, located on the side of the gear shift throttle handle, allows you to raise and lower the engine for trailering and launching the boat. It also allows you to adjust the engine to create the optimum run angle for the boat to achieve best all around performance (fuel consumption, speed).

For a twin engine boat, the power trim switch located on the side of the gear shift throttle handle, will control both engines when pressed. Alternatively, trimming of each engine by itself can be done on the buttons located on the control unit body.

Refer to the engine manufacturer's manual for complete instructions, information and warranty.

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DTS Controls

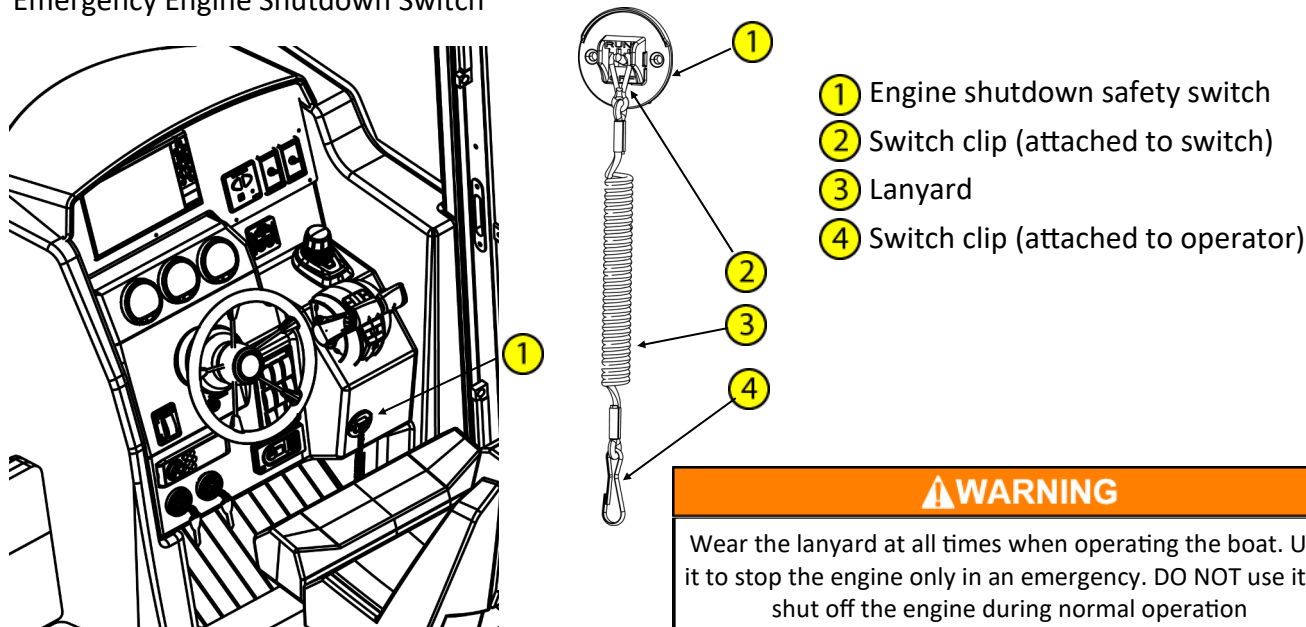


16. Emergency Engine Shutdown Switch

Your boat is equipped with an ignition shutdown safety switch. The switch is located at the helm next to the ignition key switch. The ignition shutdown switch incorporates a shut-off switch and a lanyard. Before operating the boat, one end of the lanyard must be connected to the shut-off switch while the other end is connected to the operator. If an emergency arises where the engine must be shut down, pull the lanyard cord to release it from the shut-off switch, which in turn shuts down the engine. This switch is designed to shut the engine off when the operator of the boat leaves the control station, either accidentally by falling into the boat, or by being ejected overboard.

The lanyard should be long enough to prevent inadvertent activation. Do not let the lanyard become entangled.

Emergency Engine Shutdown Switch



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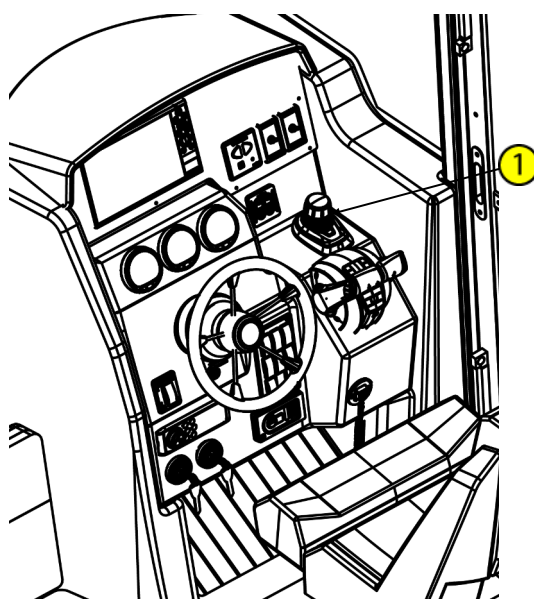
17. Joystick Piloting (optional)

Your boat may be equipped with Mercury's Joystick Piloting. The system allows the operator to effortlessly move a multi-engine boat in any direction, including sideways, diagonally or spinning on its own axis, with a simple push or twist of a joystick. The operator controls the throttle, shifting and steering with one hand, with the joystick working in conjunction with the independently steered engines to move the boat in the desired direction.

The Joystick Piloting consists of a joystick, DTS engine controls, GPS, Vessel Link, diagnostic port and a keypad. If equipped, all equipment can be found at the main helm.

Refer to the manufacturer's manual for complete instructions, information and warranty.

Joystick Piloting



① Joystick

18. SmartCraft® System Gauges

The instrument package on your boat includes a SmartCraft® tachometer and speedometer multi-gauge system. By pressing the "mode" button on the gauge, specific information vital to the safe operation of the vessel can be displayed. Refer to your SmartCraft® gauge owner's manual for specific information on how to get the most out of the multi-gauge display.

In addition, Quicksilver® offers an optional factory installed single or twin screen GPS along with Mercury's Vessel Link system. If installed, the same engine data that you see on your SmartCraft® gauges can be displayed on your GPS. Refer to the GPS owner's manual for more specific information regarding instructions and warranty.

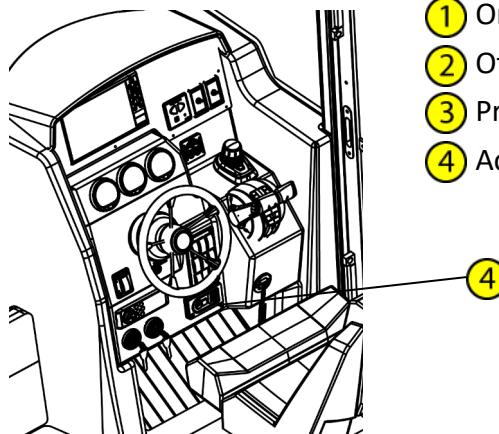
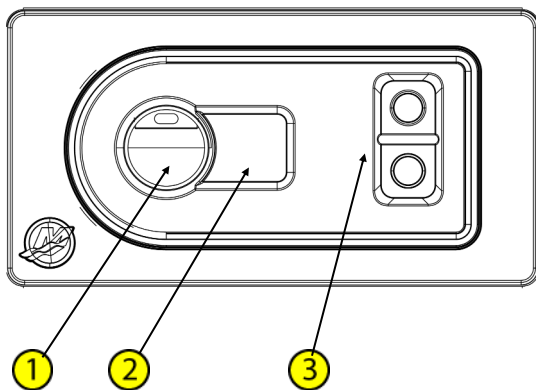
19. Active Trim (optional)

Your boat may come equipped with the Active Trim system from Mercury. Active Trim automatically adjusts the engine trim based on boat speed to optimize performance and fuel economy. The system allows for the owner to either use the default system programmed, or create their own trim profile. At anytime the user can override the automatic trim system by simply pressing the trim button on the shifter.

The Active Trim keypad is located on the lower center of the dash. Refer to the manufacturer's manual for complete instructions and warranty.

Quicksilver 905PH — System & Component Overview and Operation

Active Trim



- ① On/resume button
- ② Off button
- ③ Profile selection
- ④ Active trim keypad

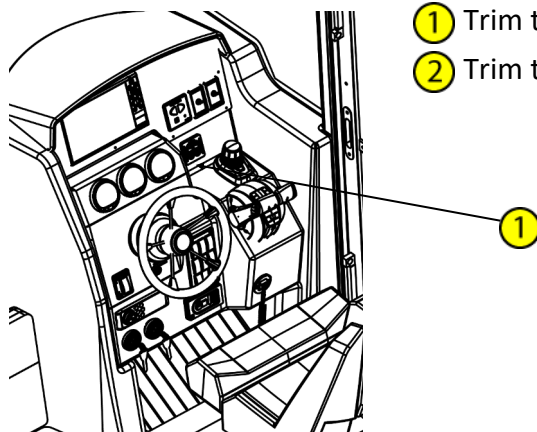
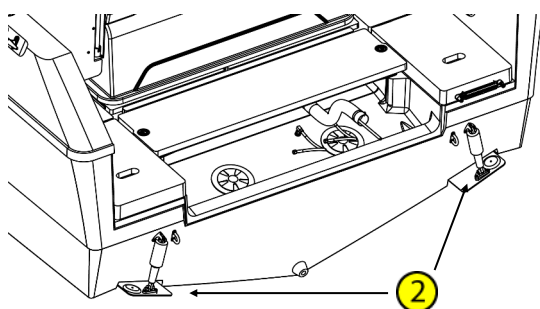
20. Trim Tabs (optional)

The trim tabs are located within recesses in the hull at the transom and are used to level the boat (port to starboard) caused by uneven weight distribution, too many people on one side of the vessel, or by strong winds pushing the vessel to one side.

The trim tabs are controlled by switches located at the helm. LED indicators located on the switch indicate the amount of trim tab deflection (one bar indicates trim tabs are in the up position, while all red bars indicate the trim tabs are fully deployed in the down position). To lower the port bow (boat is running with a starboard list), push the left switch marked DOWN. Alternatively, to lower the starboard bow (boat is running with a port list), push the right switch marked DOWN.

Refer to the manufacturer's manual for complete instructions and warranty.

Trim Tabs



- ① Trim tab switch
- ② Trim tabs

21. Exterior Helm (optional)

An optional exterior helm is available which allows for low speed operation of your boat while in the cockpit. The exterior helm, located on the forward starboard side of the cockpit consists of a steering wheel, a hydraulic helm pump, a remote control and a bow thruster control pad (if equipped). The control unit, located to the starboard side of the steering wheel, activates both the shifting and throttle for the engine.

Operation

At the main helm (located inside the cabin) and the exterior helm there is a "Transfer" indicator light on the control function pad. The light on this panel will illuminate when electronic control of the helm

Quicksilver 905PH — System & Component Overview and Operation

on the control function pad. The light on this panel will illuminate when electronic control of the helm is available.

The engine can only be initially started from the main helm with the control in the neutral position. Once the engine is running, the “Neutral” indicator will be on for the main helm. Engine control can then be transferred to the exterior helm station.

NOTE: The DTS control unit must be in the neutral position (engine running, propeller not spinning) at both helms before transferring control.

Helm Control Transfer

To switch control from the main helm to the exterior helm, start at the exterior helm with the control in the neutral position, press and release the “Transfer” button on the engine control function pad.

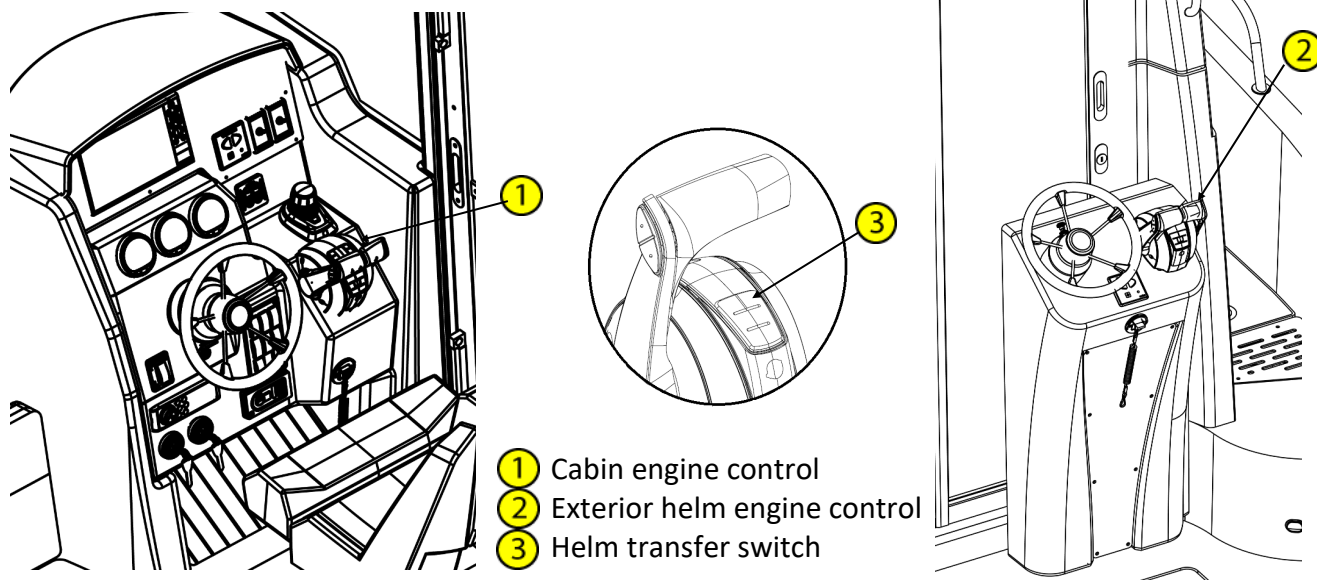
Pressing this button will immediately transfer throttle and shift control. The “Transfer” button will illuminate and two loud beeps will be heard. This completes the helm control transfer.

To return control back to the main helm, move the control to neutral. Go to the main helm, press and release the “Transfer” button on the engine control function pad.

Pressing this button will immediately transfer throttle and shift control. The “Transfer” button will illuminate and two loud beeps will be heard. This completes the helm control transfer.

The steering system is independent of the helm selector switch and will operate at all times. **DO NOT TURN THE STEERING WHEEL AT THE HELM THAT DOES NOT HAVE FULL CONTROL OF THE BOAT**

Exterior Helm



⚠ WARNING

Vision from the exterior helm station is limited. Maintain a lookout as required. Do not operate at planing speeds from the exterior helm.

⚠ WARNING

DO NOT TURN THE STEERING WHEEL AT THE HELM THAT DOES NOT HAVE FULL CONTROL OF THE BOAT.

Quicksilver 905PH — System & Component Overview and Operation

Hydraulic Steering

The exterior helm comes with an additional steering helm, steering wheel, and steering hoses that connects to the base steering system. The operation of the system is similar, where when you turn the steering wheel, the helm pump forces hydraulic fluid through hoses to and from the steering cylinder which is connected to the tiller arm on the engine. Even though the helms are connected, the steering wheels will not rotate together when one wheel is turned.

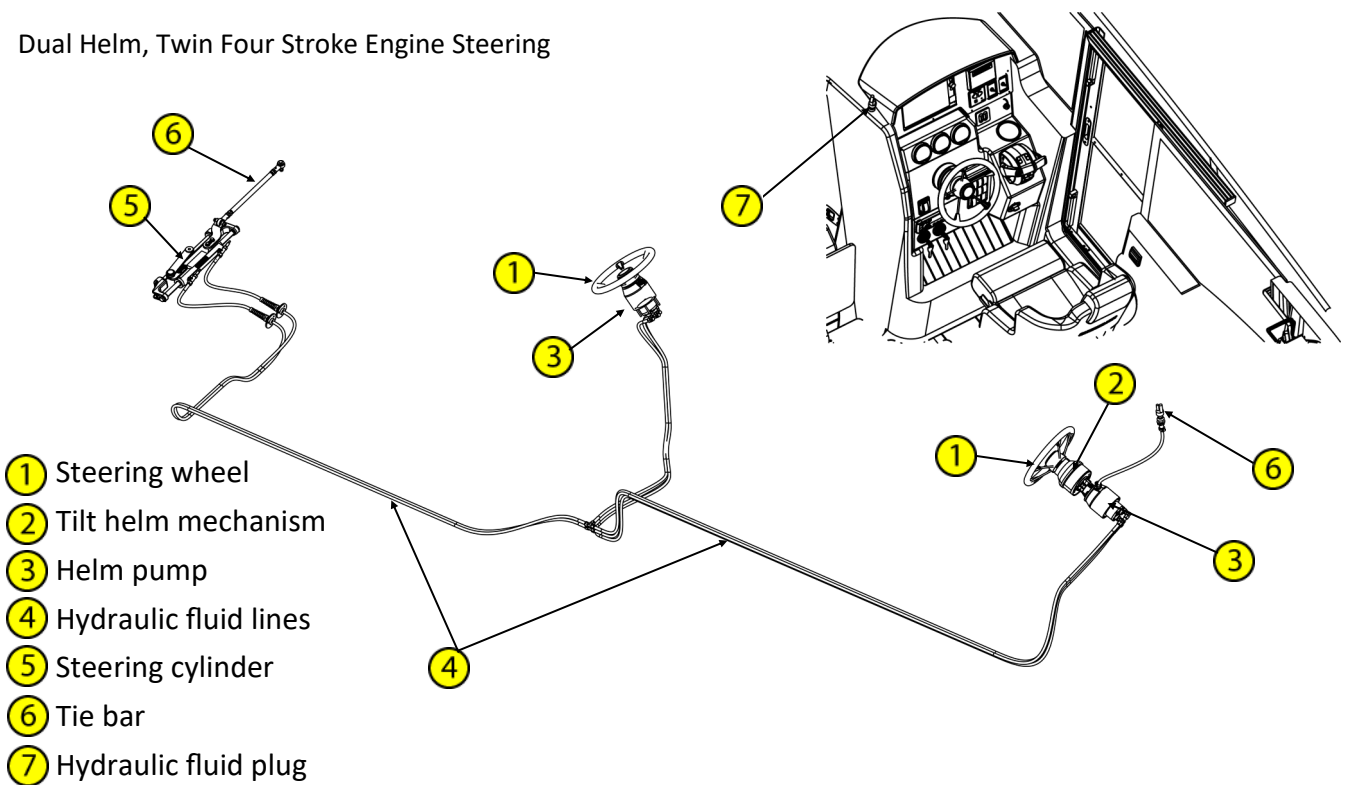
Maintenance

A hydraulic steering system rarely needs to be refilled after the system is bled. However, if you ever need to add fluid to the system, refer to the steering manufacturer's manual for complete instructions.

On a standard helm, the fill is located on the top of the helm pump. If you need to add fluid to the system, you must add the fluid at the exterior helm, not the main helm. On a Verado powered boat, fluid is added at the power assist pump.

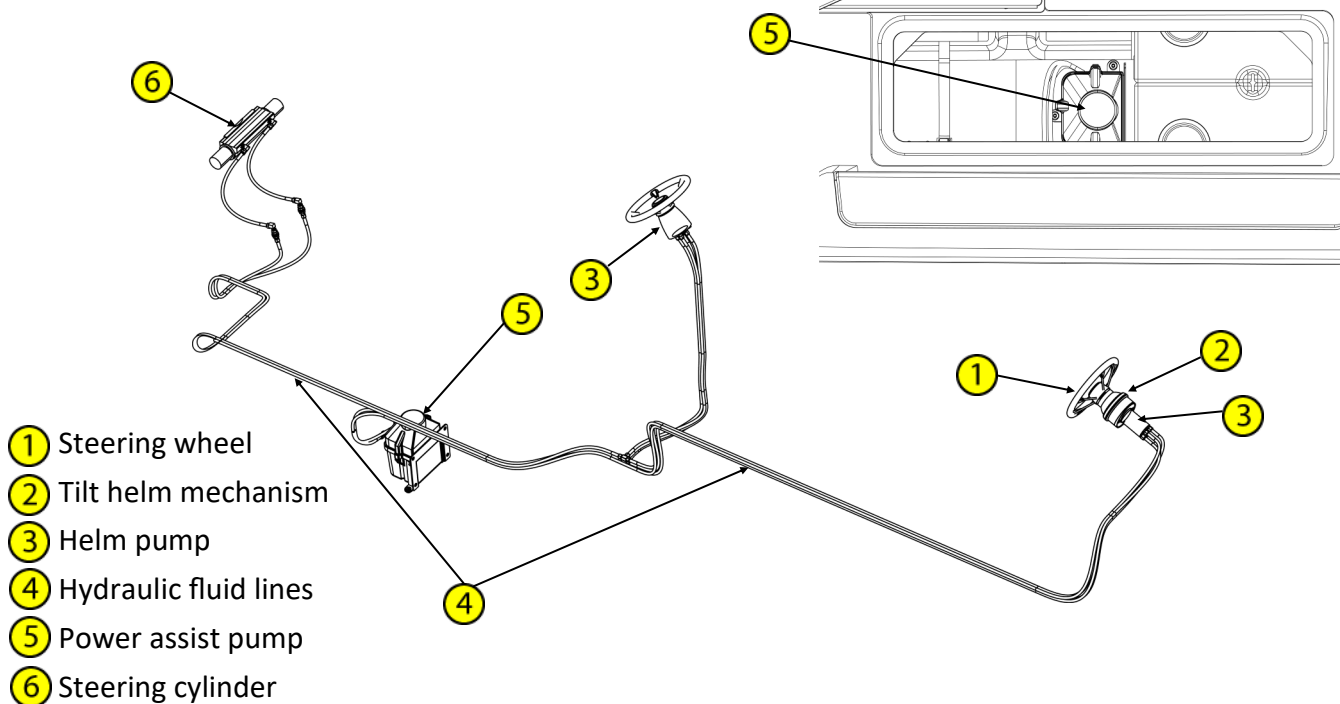
Refer to the steering manufacturer's manual in owner's manual packet for complete instructions and warranty information.

Dual Helm, Twin Four Stroke Engine Steering

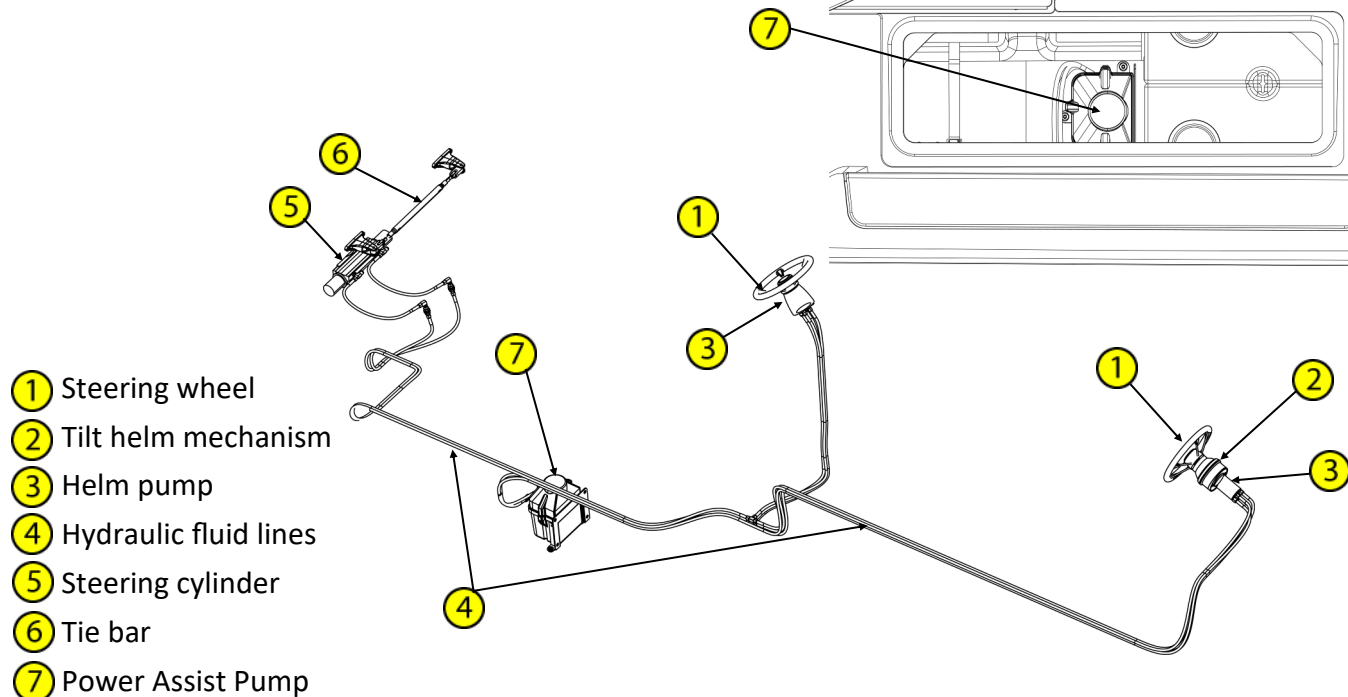


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Dual Helm, Single Verado Engine Steering



Dual Helm, Twin Verado Engine Steering



22. Diesel Heat (optional)

The diesel heat system consists of a 4kW heater, a 10L diesel tank providing fuel for the heater, and a control panel that runs the system.

Operation

Prior to use, make sure that the diesel tank is full. The 10L diesel tank, located in the starboard bilge, can be accessed via the forward cockpit floor hatch. To fill the tank, first remove the strap holding the

Quicksilver 905PH — System & Component Overview and Operation

tank in place. Next, remove the cap with the fuel pickup and pull the tank out of the boat. ALWAYS FILL THE TANK OUTSIDE OF THE BOAT. When filled, re-install the cap, and secure the tank in the bilge.

The diesel heater is controlled by a keypad located at the galley. The panel allows for either automatic control of a preset temperature, or it allows you to vary the blower speed and temperature manually. There are four heating ducts throughout the boat. First, there is a closable outlet located at the forward dash to defrost the windows for visibility. Next, there is a directional outlet located in the forward berth, a directional outlet in the aft berth and finally, a directional outlet located behind the helm seat providing heat to the salon area.

The heater pulls air from two locations; the first cold air duct is located in the aft berth by the utility space access hatches, and the second is an exterior duct located on the starboard side of the deckhouse. Finally, there is an exhaust outlet located on the starboard hullside where hot exhaust exits the unit.

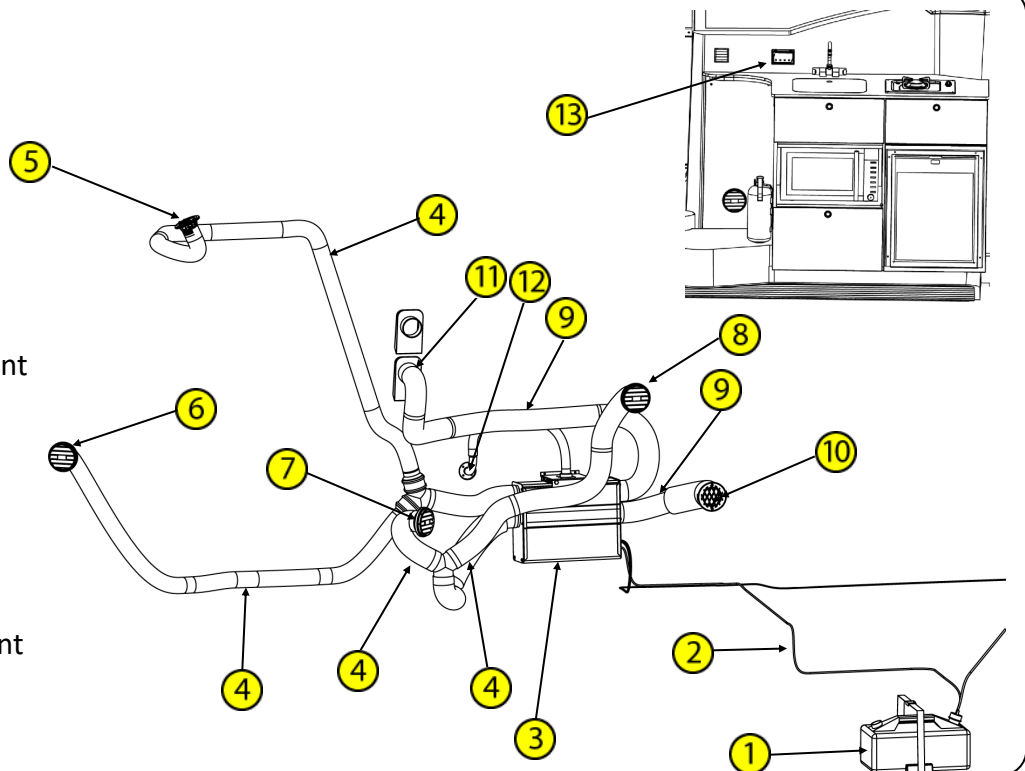
Refer to the manufacturer's manual for complete instructions and warranty.

⚠ WARNING

Exhaust gas is HOT. Ensure that there is nothing that is susceptible to heat damage (i.e. ropes, fenders, other boats) within 200mm of the exhaust outlet.

Diesel Heat

- ① 10L diesel tank
- ② Fuel line
- ③ Diesel heater
- ④ Hot air ducts
- ⑤ Window defroster vent
- ⑥ Forward berth vent
- ⑦ Aft berth vent
- ⑧ Salon vent
- ⑨ Cold air ducts
- ⑩ Salon return air vent
- ⑪ Exterior return air vent
- ⑫ Exhaust outlet
- ⑬ Control pad



23. Air Conditioning (optional)

Single Air Conditioning Unit

The reverse cycle air conditioning system consists of a single 12,000 BTU self-contained air conditioning unit, a seawater pickup, strainer, water pump, and control panel. The air conditioning unit is located on the starboard side utility room and can be accessed through the starboard aft berth panels. Care should be taken to not stow items around the unit that may block the return air grill or damage the refrigerant gas lines to the compressor.

Quicksilver 905PH — System & Component Overview and Operation

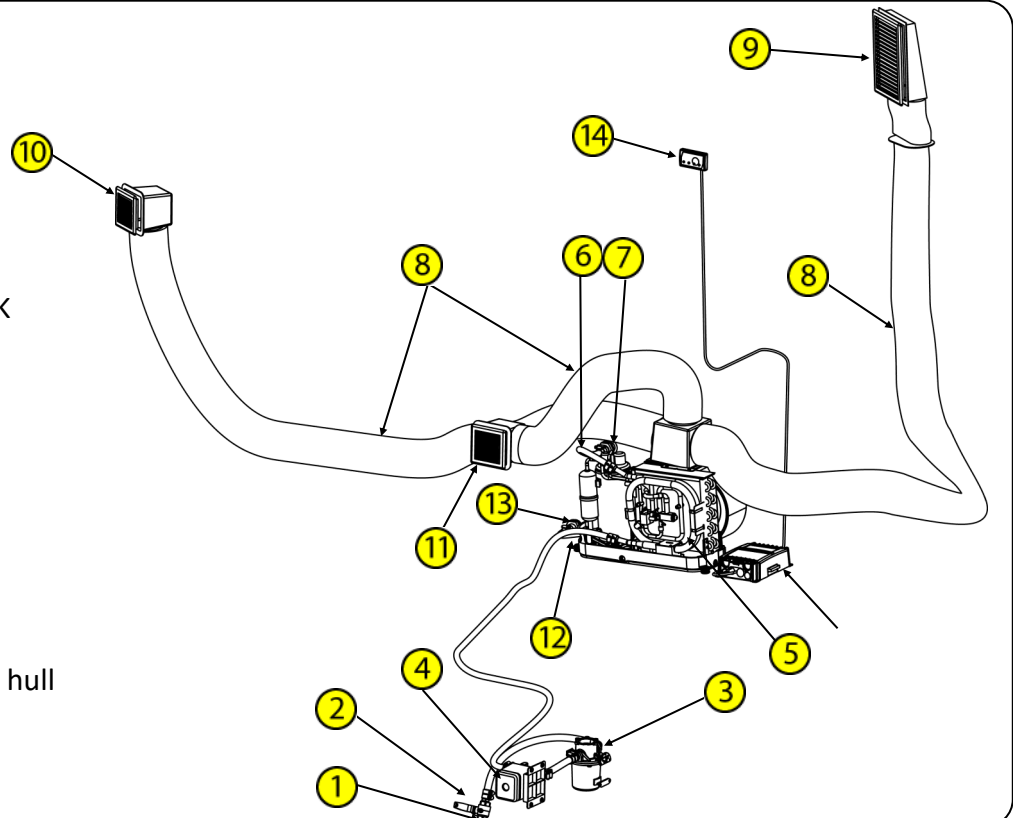
Single Unit Operation

Prior to starting the air conditioner make sure that the water pickup seacock, located in the forward bilge and accessed through the aft berth fwd storage lid, is OPENED. The air conditioner is controlled by a keypad located at the galley. The panel allows for either automatic control of a preset temperature, or it allows you to vary the blower speed and temperature manually. When the air conditioner unit is turned on, seawater is pumped into the system through the seacock and strainer. The water passes through the compressor cooling the condensing coils, then it flows overboard to a thru hull drain. Any condensation on the air conditioner unit will collect into a condensation pan and then drain overboard.

There are three air ducts throughout the boat, one in the forward berth, one in the aft berth, and one in the salon.

Single Air Conditioner

- ① Water pickup
- ② Seacock
- ③ Sea strainer
- ④ Water pump
- ⑤ Air conditioner unit 12K
- ⑥ Water outlet hose
- ⑦ Water outlet thru hull
- ⑧ Air ducts
- ⑨ Salon air grill
- ⑩ Forward berth grill
- ⑪ Aft berth grill
- ⑫ Condensation hose
- ⑬ Condensation pan thru hull
- ⑭ Control panel



Dual Air Conditioning Units

The reverse cycle air conditioning system consists of a 8,000 BTU and 16,000 BTU self contained air conditioning its, a seawater pickup, strainer, water pump, and control panel. The 16,000 BTU air conditioning unit is located on the starboard side utility room and can be accessed through the starboard aft berth panels. The 8,000 BTU unit can be accessed through the AC utility compartment in the aft berth panels. The 8,000 BTU unit can be accessed through the AC utility compartment in the starboard forward aft berth cabinet. Care should be taken to not stow items around the unit that may block the return air grill or damage the refrigerant gas lines to the compressor.

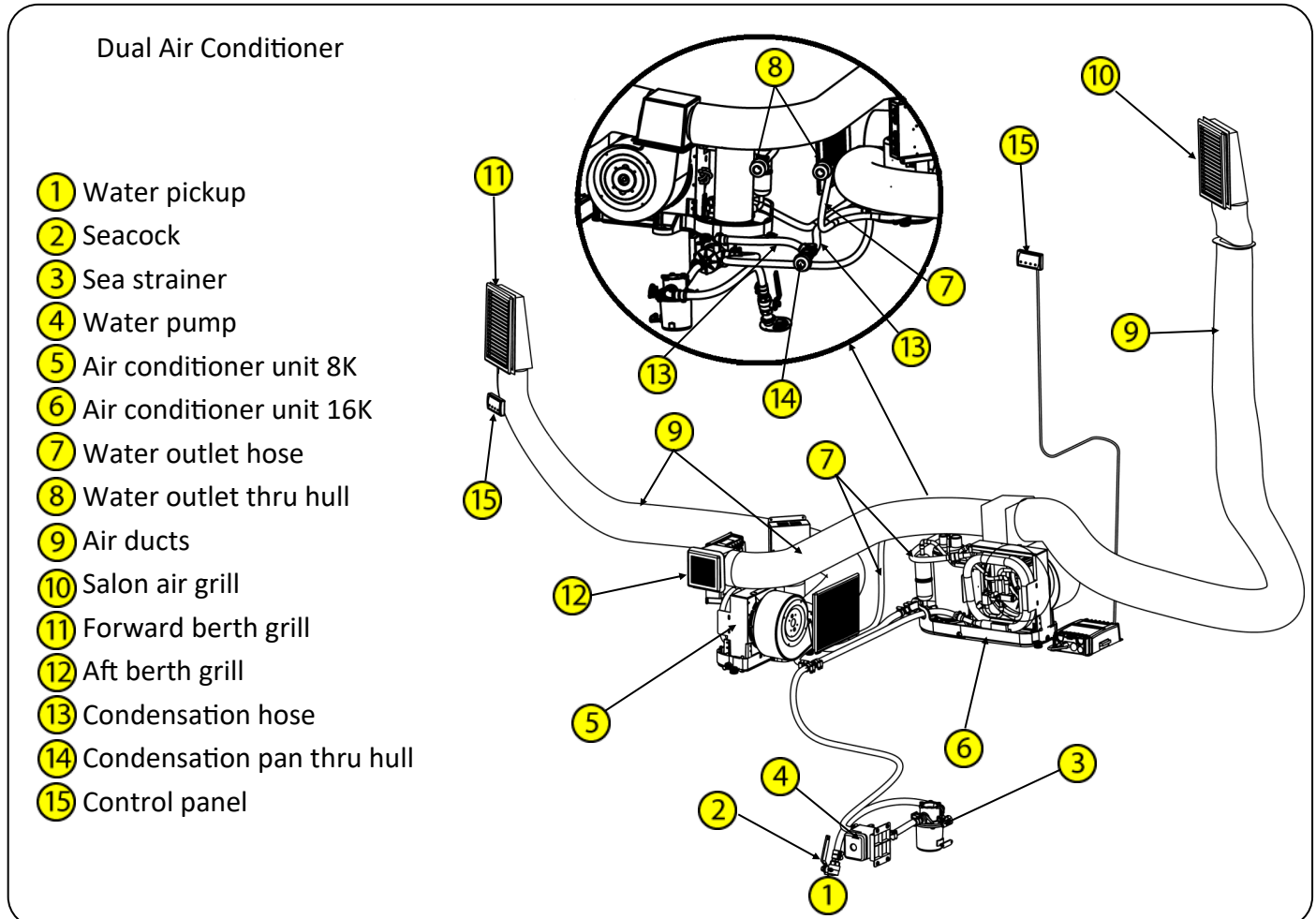
Dual Unit Operation

Prior to starting the air conditioner make sure that the water pickup seacock, located in the forward bilge and accessed through the aft berth fwd storage lid, is OPENED. The 16,000 BTU air conditioner is controlled by a keypad located at the galley and provides air to the aft berth and salon. The 8,000 BTU unit provides air to the forward berth only. The second control panel is located on the starboard side of the forward berth, just under the air conditioner grill. The panel allows for either automatic control of a preset temperature, or it allows you to vary the blower speed and temperature manually. When

Quicksilver 905PH — System & Component Overview and Operation

the air conditioner unit is turned on, seawater is pumped into the system through the seacock and strainer. The water passes through the compressor cooling the condensing coils, then it flows overboard to a thru hull drain. Any condensation on the air conditioner unit will collect into a condensation pan and then drain overboard.

There are three air ducts throughout the boat, one in the forward berth, one in the aft berth, and one in the salon.



Maintenance

The following items should be inspected on a regular basis:

1. The seawater strainer located in the forward bilge should be cleaned out when necessary.
2. The air filter located on the air inlet on the air conditioner should be removed and cleaned periodically to make sure fresh, clean air is circulated throughout the boat.

REFER TO OWNER'S MANUAL PACKAGE FOR INSTRUCTIONS AND WARRANTY INFORMATION.

24. Petrol Generator (optional)

If equipped, the petrol powered generator is driven by a self contained engine and provides 230V Alternating Current (AC). Depending on the electrical load, Quicksilver® offers either a 4kW or 6kW low CO generator. The system consists of a seawater pickup system for cooling, an engine exhaust with a muffler, a ship / shore power contactor for power distribution, and a petrol vapor blower system.

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⚠ WARNING

Carbon Monoxide can cause severe nausea, fainting or death. The exhaust system must be leak proof and routinely inspected.

⚠ WARNING

Moving parts can cause severe injury or death. Operate the generator only when all guards, screens and covers are in place.

⚠ WARNING

Explosive fuel vapors can cause severe injury or death. Use extreme caution when handling, storing and using fuels. Do not store equipment containing petrol in non-vented areas.

⚠ WARNING

Fire can cause severe injury or death. Do not smoke or allow sparks or flames near the fuel system. Avoid contact of flammable materials with hot engine parts.

Operation

It is recommended that you read and understand the information in the manufacturer's owners manual before operation. The generator is warranted separately by the generator manufacturer, NOT Quicksilver®. Follow the recommended maintenance and warranty schedule per the generator manufacturer. Generator abuse or improper maintenance may adversely affect claims made under generator manufacturer separate warranty.

Fuel System

The petrol generator pulls fuel from the main tank, through an anti-siphon valve. Do not remove the anti-siphon valve, as this prevents fuel from siphoning out of the tank if the fuel line was ever cut or broken below the level of the fuel in the tank. Do not run the generator out of fuel because there is the potential of drawing in air and necessitating bleeding of the system before restarting the unit. As a precaution, check the fuel lines frequently for leaks or any surface cracking on the hose. Replace the hose immediately if any issues are found.

Ventilation of Bilge Space

Prior to starting the generator, you must run the bilge blower for at least four minutes and manually check the bilge for fuel or fuel vapor. Quicksilver® also recommends that you run the blower when operating below cruising speed. To operate the blower, press the blower switch located on the port side of the forward berth cabin next to the generator remote start.

⚠ WARNING

Prior to starting the generator, check the bilge for fuel or fuel vapor. If fumes are detected, do not start the generator until the source of fumes is determined, corrected, and the bilge area is safely ventilated.

Engine Cooling

Make sure that engine cooling water is flowing throughout the system. On the port side of the engine compartment, there is an external water pickup for cooling the engine. Prior to starting the engine, make sure that the seacock is opened and water is throughout the system. FAILURE TO DO THIS WILL CAUSE DAMAGE TO THE ENGINE.

Check the system to make sure that the seawater strainer is clear and free of any debris. To clean the seawater strainer:

1. Close the seacock so that no water will enter the engine.
2. On the top of the strainer, rotate the clear top counter-clockwise.
3. Remove the basket and debris in the strainer. Flush the basket and strainer with clean water.
4. Re-install the strainer element and grease the O-rings.
5. Secure the lid. Never use tools for tightening the lid.

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6. Check to make sure that the lid is installed properly. An improperly sealed lid will result in air being sucked in by the seawater pump, and could result in overheating the generator.

Exhaust System

The generator is equipped with a thru hull exhaust system with an inline water lift muffler located on the port side of the boat. Water from the cooling system mixes with the exhaust in the engine elbow. It is then pumped through the muffler and then overboard through the exhaust outlet.

Generator Starting Procedure

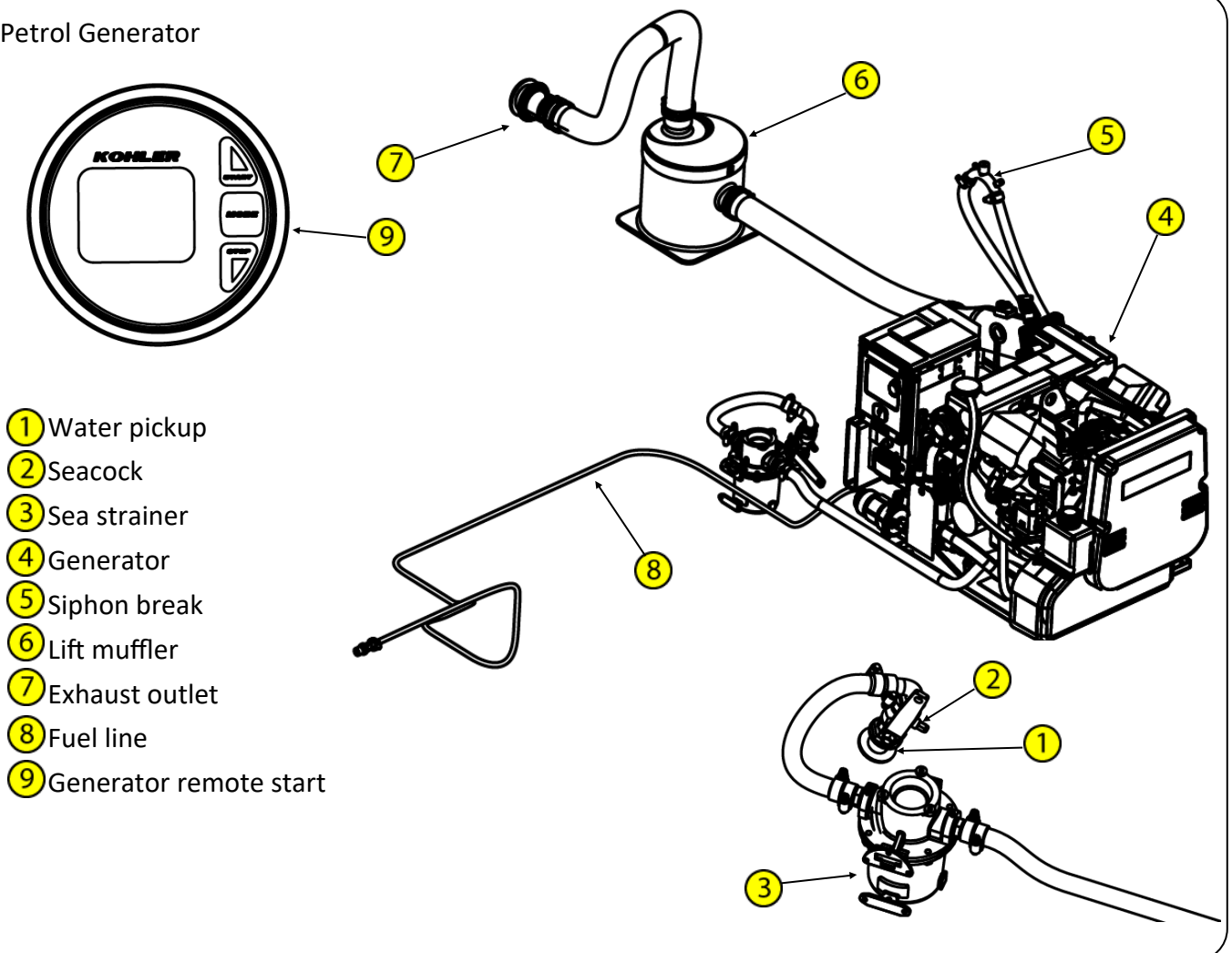
Refer to the generator owner's manual for instructions on startup procedure. The following are key points to be aware of when starting the generator:

1. Operate the blower for four minutes and manually check the bilge for fuel or fuel vapor.
2. Make sure that the generator cooling seacock is opened, and check for water in the strainer.
3. To start the generator, quickly depress and release the generator START button, located on the remote start panel in the forward berth. The generator will go through an automatic startup cycle in approximately four to five seconds. DO NOT PRESS THE START BUTTON MORE THAN ONE TIME.

Generator Stopping Procedure

To stop the generator, quickly press and release the STOP button located on the remote start panel in the forward berth.

Petrol Generator



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25. Diesel Generator (optional)

As an alternative to the petrol generator, a diesel powered generator can be installed to provide 230V AC power. Depending on the electrical load, Quicksilver® offers either a 5kW or 7kW generator. The system consists of a seawater pickup system for cooling, an engine exhaust with a muffler, a ship / shore power contactor for power distribution, a diesel fuel system, and a vapor blower system.

Operation

It is recommended that you read and understand the information in the manufacturer's owners manual before operation. The generator is warranted separately by the generator manufacturer, NOT Quicksilver®. Follow the recommended maintenance and warranty schedule per the generator manufacturer. Generator abuse or improper maintenance may adversely affect claims made under generator manufacturer separate warranty.

Fuel System

The diesel generator fuel system consists of a crosslink polyethylene fuel tank with a capacity of 50 liters. Fuel is delivered from the tank to the generator via the fuel feed line and passing through a shutoff valve and fuel / water separator. The shutoff valve is a safety feature designed to prevent fuel from siphoning out of the tank if the fuel line was ever cut or broken below the level of the fuel in the tank. The fuel / water separator contains a 10 micron filter that provides additional protection from water and dirt in the fuel.

Do not run the generator out of fuel because there is the potential of drawing in air and necessitating bleeding of the system before restarting the unit. As a precaution, check the fuel lines frequently for leaks or any surface cracking on the hose. Replace the hose immediately if any issues are found.

Ventilation of Bilge Space

Prior to starting the generator, you must run the bilge blower for at least four minutes and manually check the bilge for fuel or fuel vapor. Quicksilver® also recommends that you run the blower when operating below cruising speed. To operate the blower, press the blower switch located on the port side of the forward berth cabin next to the generator remote start.

WARNING

Prior to starting the generator, check the bilge for fuel or fuel vapor. If fumes are detected, do not start the generator until the source of fumes is determined, corrected, and the bilge area is safely ventilated.

Engine Cooling

Make sure that engine cooling water is flowing throughout the system. On the port side of the engine compartment, there is an external water pickup for cooling the engine. Prior to starting the engine, make sure that the seacock is opened and water is throughout the system. FAILURE TO DO THIS WILL CAUSE DAMAGE TO THE ENGINE.

Check the system to make sure that the seawater strainer is clear and free of any debris. To clean the seawater strainer:

1. Close the seacock so that no water will enter the engine.
2. On the top of the strainer, rotate the clear top counter-clockwise.
3. Remove the basket and debris in the strainer. Flush the basket and strainer with clean water.
4. Re-install the strainer element and grease the O-rings.
5. Secure the lid. Never use tools for tightening the lid.

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6. Check to make sure that the lid is installed properly. An improperly sealed lid will result in air being sucked in by the seawater pump, and could result in overheating the generator.

Exhaust System

The generator is equipped with a thru hull exhaust system with an inline water lift muffler located on the port side of the boat. Water from the cooling system mixes with the exhaust in the engine elbow. It is then pumped through the muffler and then overboard through the exhaust outlet.

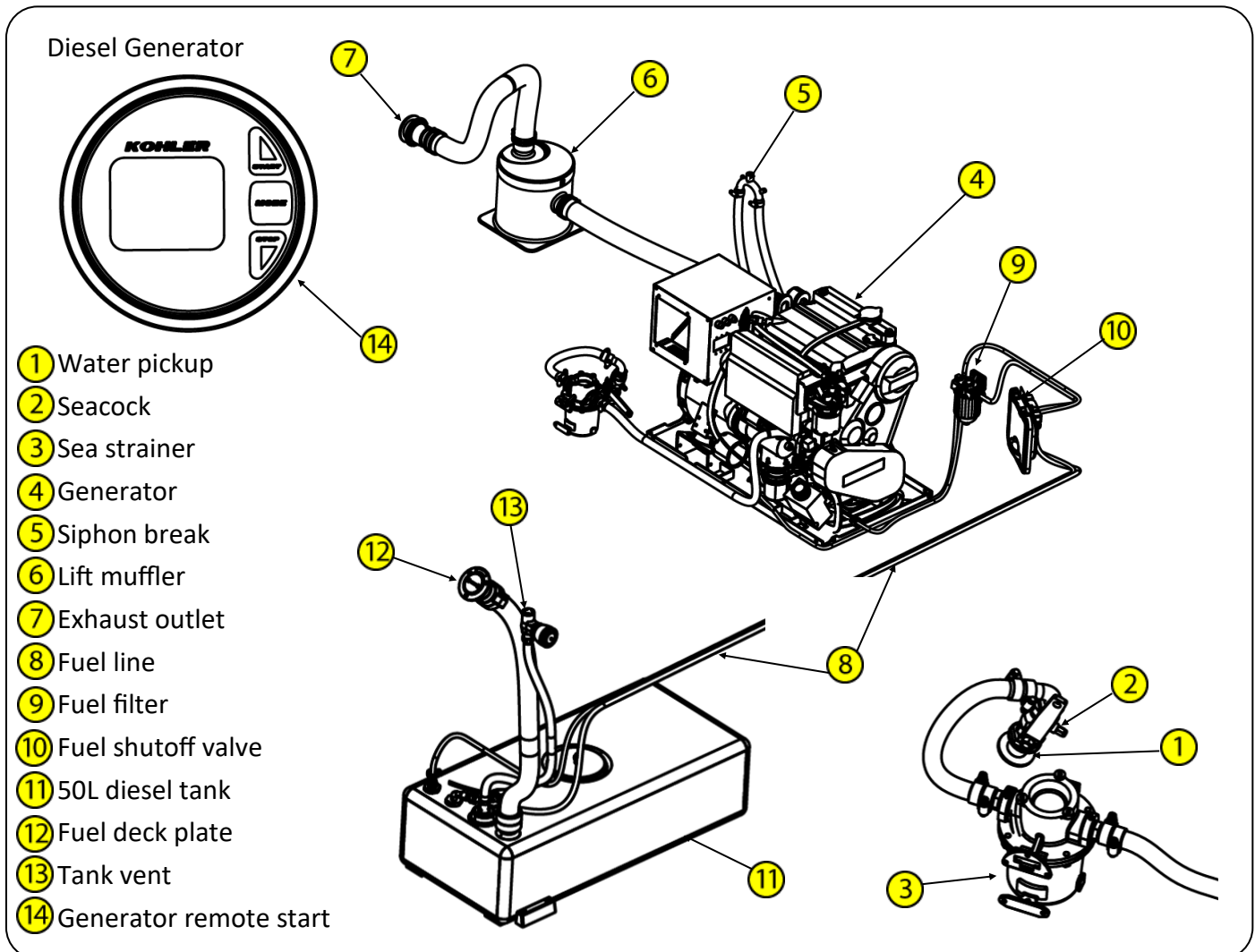
Generator Starting Procedure

Refer to the generator owner's manual for instructions on startup procedure. The following are key points to be aware of when starting the generator:

1. Operate the blower for four minutes and manually check the bilge for fuel or fuel vapor. Make sure that the generator cooling seacock is opened, and check for water in the strainer.
2. To start the generator, quickly depress and release the generator START button, located on the remote start panel in the forward berth. The generator will go through an automatic startup cycle in approximately four to five seconds. DO NOT PRESS THE START BUTTON MORE THAN ONE TIME.

Generator Stopping Procedure

To stop the generator, quickly press and release the STOP button located on the remote start panel in the forward berth.



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Maintenance

The generator owner's manual will have a complete maintenance schedule that will need to be followed to keep your generator in peak operating condition. Maintenance work must be performed by skilled and suitably trained personnel familiar with generator set operation and service.

REFER TO OWNER'S MANUAL PACKAGE FOR INSTRUCTIONS AND WARRANTY INFORMATION.

26. Stereo (optional)

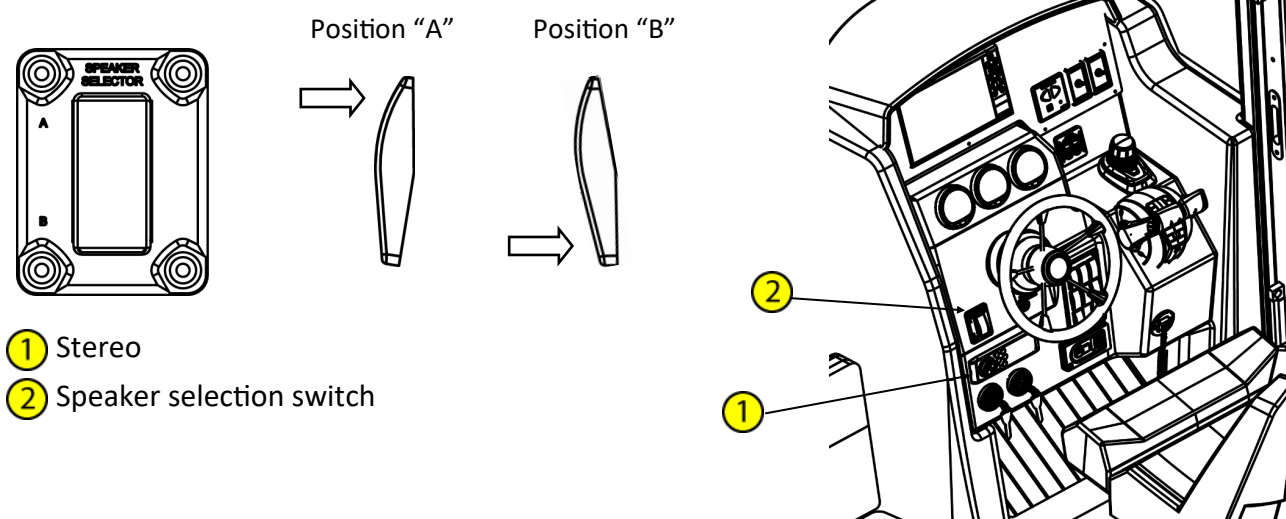
Your boat may come equipped with an AM/FM stereo with Bluetooth®. The stereo unit is located under the seat, and you can connect an external player for music playback through the boat's stereo via the Bluetooth® settings. If equipped with a factory installed GPS, the stereo can be controlled via screens on the GPS unit. Refer to the GPS manual for complete instructions.

In certain countries, radio signals are broadcasted digitally. Quicksilver® offers a DAB antenna, where required, for reception of digital broadcast signals.

There are six speakers on the boat, two in the forward berth area, two in the salon, and two in the cockpit. Just above the stereo unit at the helm, there is a two position speaker selector switch. When the selector switch is in Position "A", sound is emitted from the speakers located in the forward berth and the salon. When the selector switch is in Position "B", sound is emitted from the speakers located in the forward berth and the cockpit.

REFER TO OWNER'S MANUAL PACKAGE FOR INSTRUCTIONS AND WARRANTY INFORMATION.

Stereo



27. Windshield Wipers

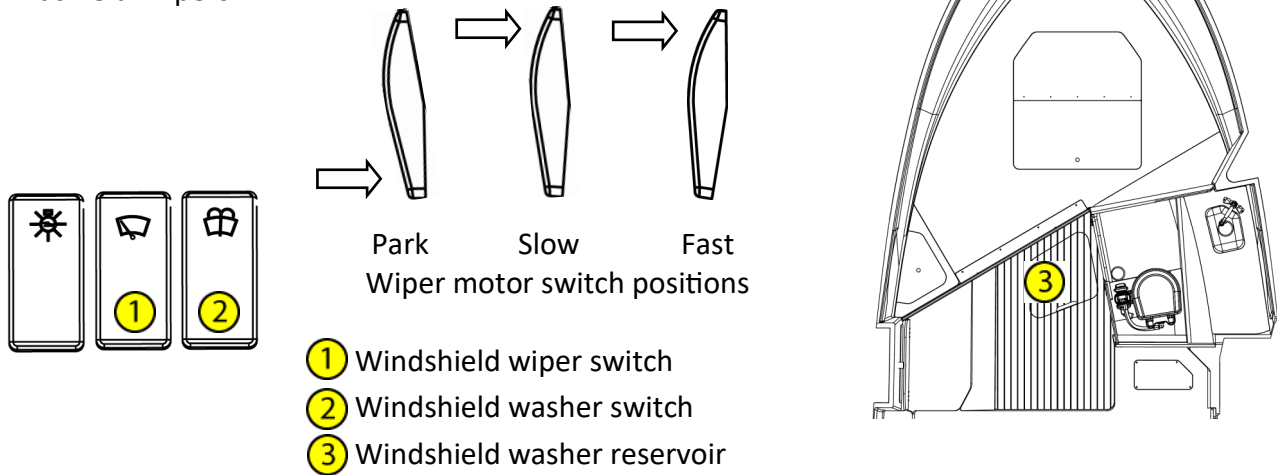
Your boat is equipped a dual speed windshield wiper system for use in inclement weather. To use, simply press the windshield wiper switch located at the helm. Pressing the switch once to the center position of the switch will run the wipers in the slow mode. Pressing the switch again to the upper position will run the wipers in the fast mode. Pushing the switch at anytime to the full down position will return the wipers to the park position.

The vessel may also be equipped with an optional windshield washer system. A 4L reservoir is located in the forward berth, which can be accessed via the interior liner forward berth floor storage. To fill,

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simply remove the cap on the reservoir and fill with fluid approved in your country of use. For colder climates, Quicksilver® recommends using a fluid with antifreeze. To operate, simply press and hold the momentary windshield washer switch located at the helm.

Windshield Wipers



28. Fish Station

The 905PH comes equipped with a sliding fish station to maximize the overall cockpit fishing space. The fish station is connected to an electric motor and cylinder ram that will allow the fish station to travel approximately 50cm. To move the station, simply press the momentary switch located on the forward face of the fish station in the direction you would like it to go. If there ever was a loss of power, there is a clevis pin located on the forward end of the cylinder ram mounting bracket that can be removed so that you could manually move the fish station. Access to the clevis pin is via the port center cockpit hatch.

There are three different configurations for the fish station: Standard Configuration, Fish Configuration, and Flip Seat Configuration.

Standard Configuration

The standard configuration consists of a sink and a storage tub, located on the top of the station. It also contains storage located behind the two doors located at the front of the fish station. Located on the aft face, there are two rod holders.

Fish Configuration

This optional configuration consists of a sink and a livewell, located on the top of the fish station. Located behind the two doors on the front of the fish station, there is a drawer refrigerator located on the starboard side, while on the port side, there is a storage area. Finally, there are four rod holders located on the aft face.

Flip Seat Configuration

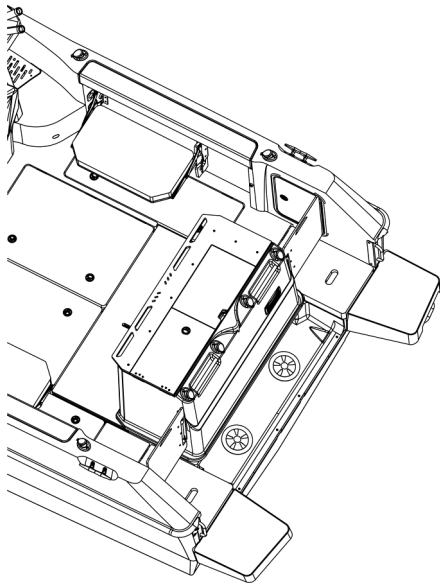
Instead of having storage in the front of the fish station, you could have two independent flip seats for additional seating in the cockpit. When not in use, the seats store up out of the way in the fish station. To use, simply pull the handle located on the base of the seat out and down.

Maintenance

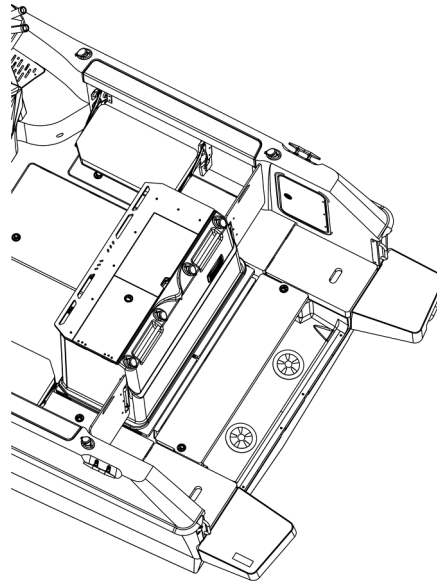
Make sure that the fish station tracks are free from dirt and debris.

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Fish Station

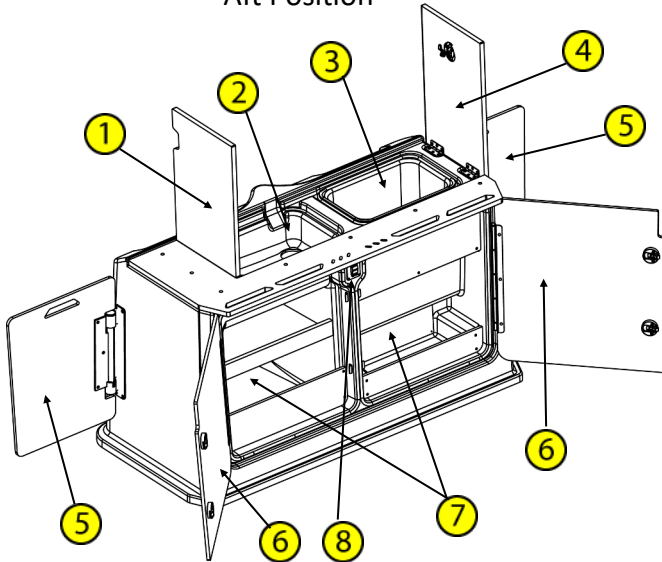


Aft Position

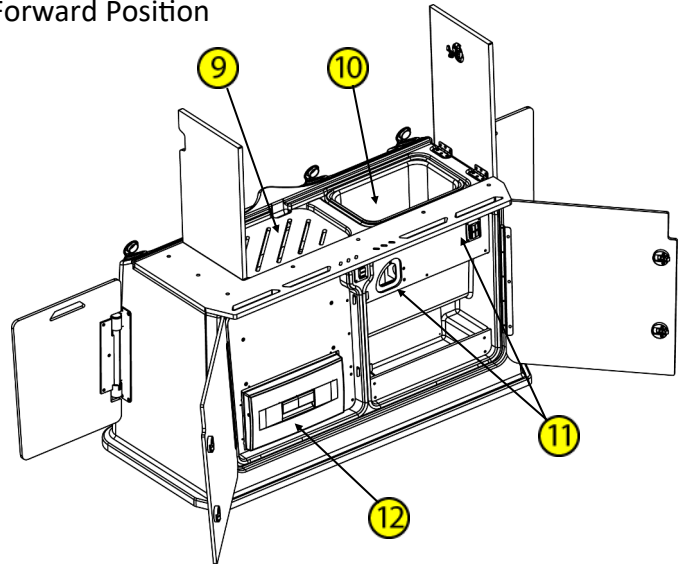


Forward Position

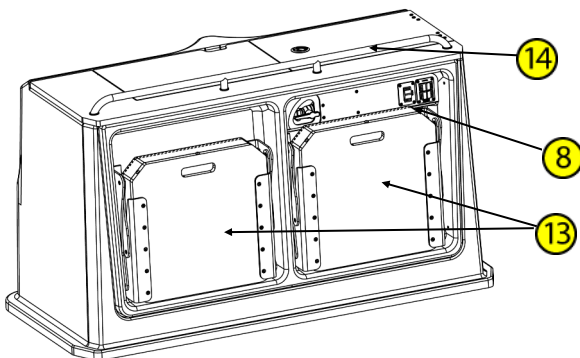
- 1 Sink lid
- 2 Sink basin
- 3 Storage basin
- 4 Storage lid
- 5 Transom door
- 6 Interior storage door
- 7 Interior storage
- 8 Control panel
- 9 Cutting board
- 10 Livewell
- 11 Livewell controls
- 12 Refrigerator
- 13 Flip seat
- 14 Grab rail



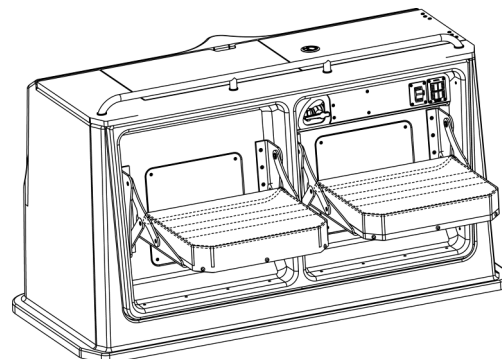
Standard Configuration



Fish Configuration



Flip Seat Configuration — Stored Position



Flip Seat Configuration — In Use Position

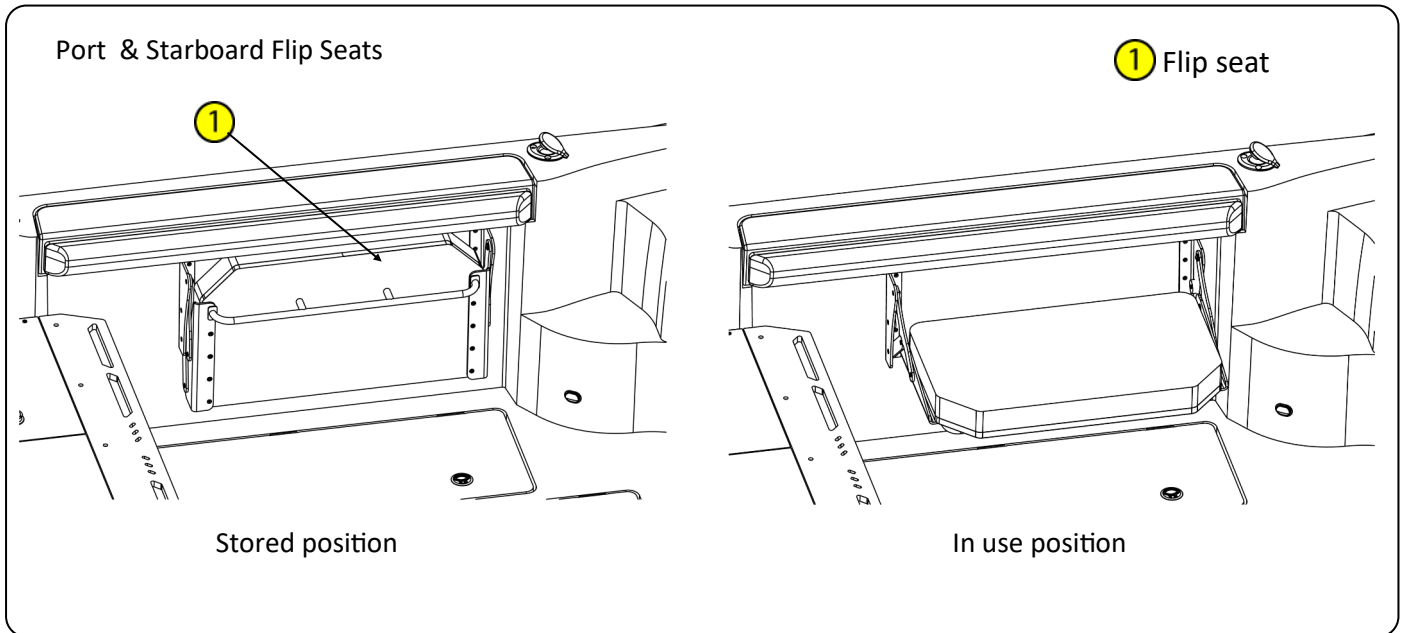
NOTICE

The fish station must be moved to the forward position before trimming the engine(s) to trailer position. Failure to do so will cause damage to the engine(s).

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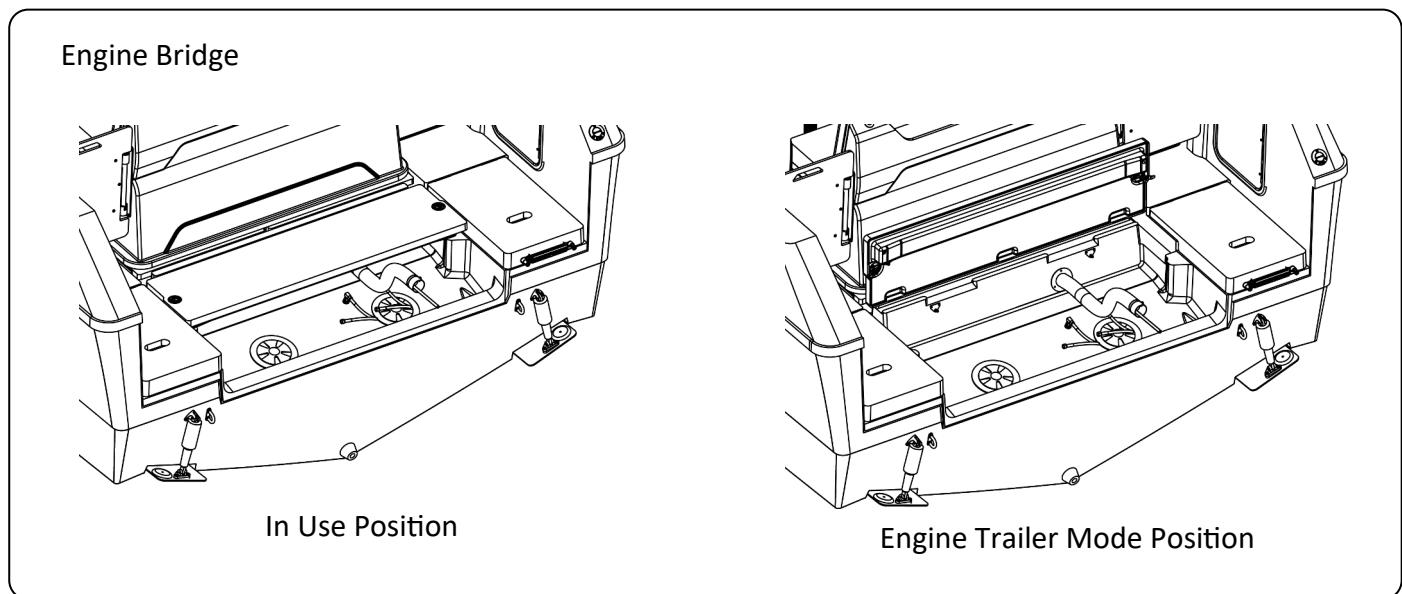
29. Port and Starboard Flip Seats (optional)

Your boat may come equipped with two flip seats, located on the port and starboard side of the cockpit. When not in use, the seats store up out of the way in the port or starboard deck trail. To use, simply pull the rail located on the base of the seat out and down.



30. Engine Bridge

An engine bridge, located in the aft cockpit over the motorwell, provides a level walking surface between the port and starboard cockpit when the fish station is in the forward position. Quicksilver® recommends that the engine bridge remain in the horizontal position when the boat is underway or the bridge is not in use. The only time you will need to rotate the engine bridge is prior to trimming the engines to trailer position. To rotate, turn the two latches on each end of the engine bridge 90 degrees.



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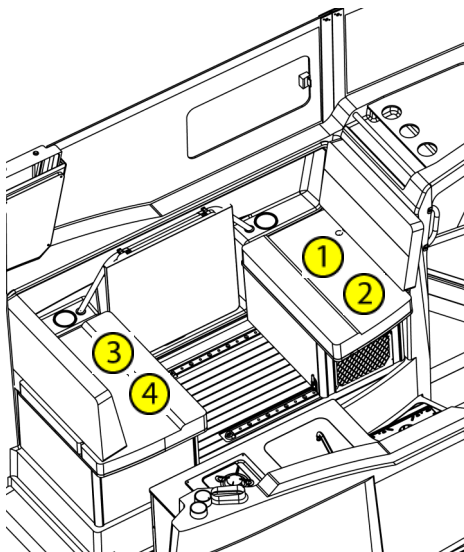
31. Dinette Seating Configuration

The interior dinette is located on the port side of the salon and consists of a sliding forward seat base, a fixed aft seat base, an interior dinette tub, and a removable dinette table.

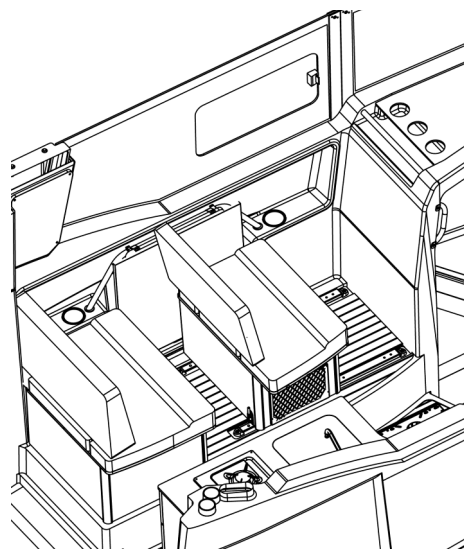
The forward seat base has the ability to allow passengers to sit either facing forward or facing aft. Sliding the seat base aft 0.4m and rotating the backrest to the aft hole positions allow a person to sit facing forward. Sliding the seat base forward and placing the backrest in the forward hole positions allows a person to sit facing aft.

The forward and aft seat bases allow for seating up to four people. In addition, there is also storage available under both seat bases. Located in the port side of the dinette is a tub containing a hand rail

Interior Dinette

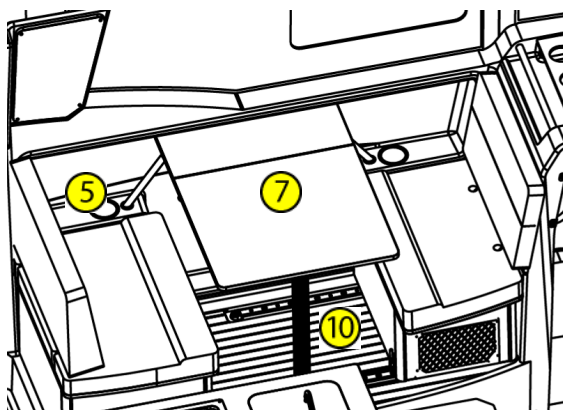
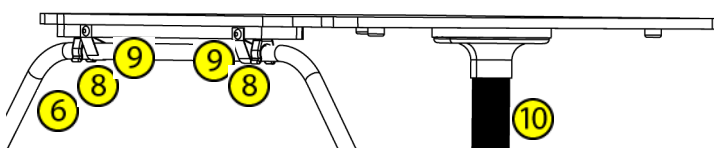


Aft Facing Position

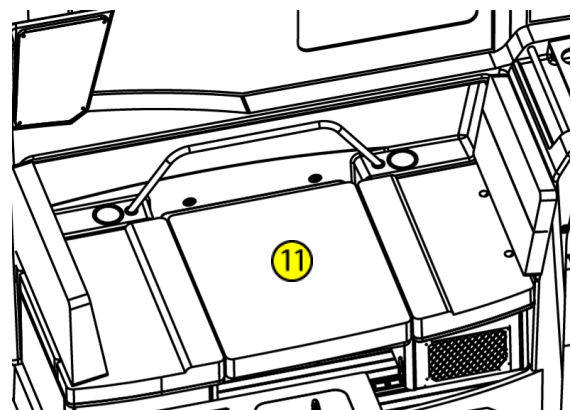


Forward Facing Position

- ① Forward seat base
- ② Forward seat storage
- ③ Aft seat base
- ④ Aft seat storage
- ⑤ Dinette tub
- ⑥ Handrail
- ⑦ Dinette table
- ⑧ Table clip
- ⑨ Table snap
- ⑩ Table leg
- ⑪ Filler cushion



Table



Sleeping Berth

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for support while the boat is underway. When installed, the removable table will provide an eating surface or can be used to convert the dinette area into a sleeping berth.

To install the table, simply clip the table to the rail in the tub. Next, wrap the black straps connected to the table around the rail and snap it back onto the table. Finally, attach the table leg to the base on the bottom side of the table. Make sure that the end with the plastic base is on the floor so that it does not damage the wood finish.

To convert to a sleeping berth, remove the table from the rail and remove the table leg. Place the table on the ledge between the seat bases. The table will lock into position so it does not fall out. Finally, install the filler cushion on top of the table.

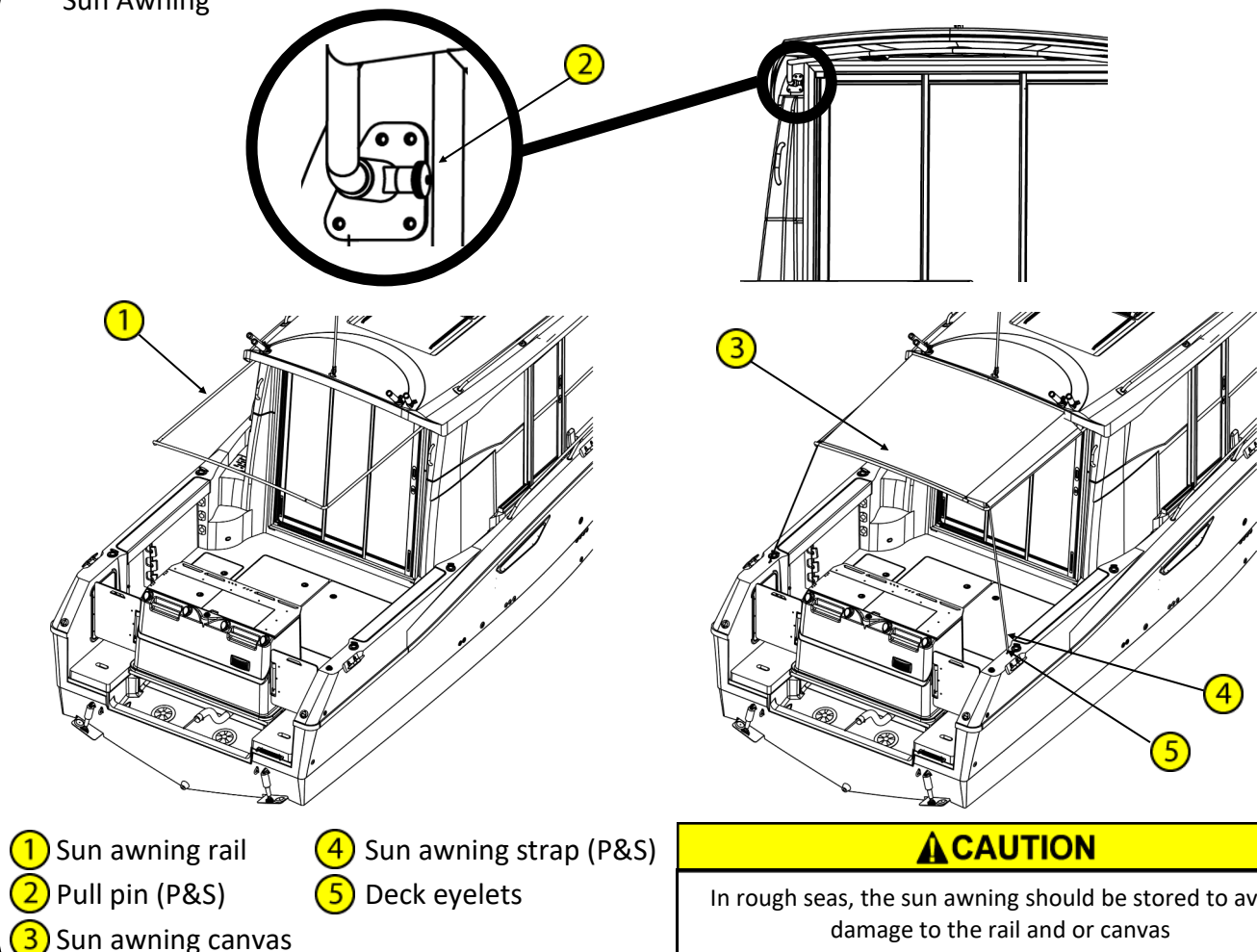
32. Sun Awning (optional)

If installed, an optional sun awning is available to provide protection from the sun. The sun awning consists of a rail in the hardtop and a canvas.

Operation

At the upper corner of the hardtop (port and starboard), there is a plate with a pin that holds the sun awning rail in place. To extend the sun awning, simply pull the pin on both sides and slide the rail out. The pins will re-engage and lock the rail when fully extended. To install the sun awning canvas, slide the welting (piping) located on front edge of the sun awning through the sun awning track installed on the hardtop. Next connect the canvas to the sun awning rail using the zippers on the edge of the canvas. Finally, connect the straps to the eyelets on the deck.

Sun Awning



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33. Canvas (optional)

As an option, a bimini with frame and a bimini with vinyl panels that fully encloses the cockpit can be installed on your boat.

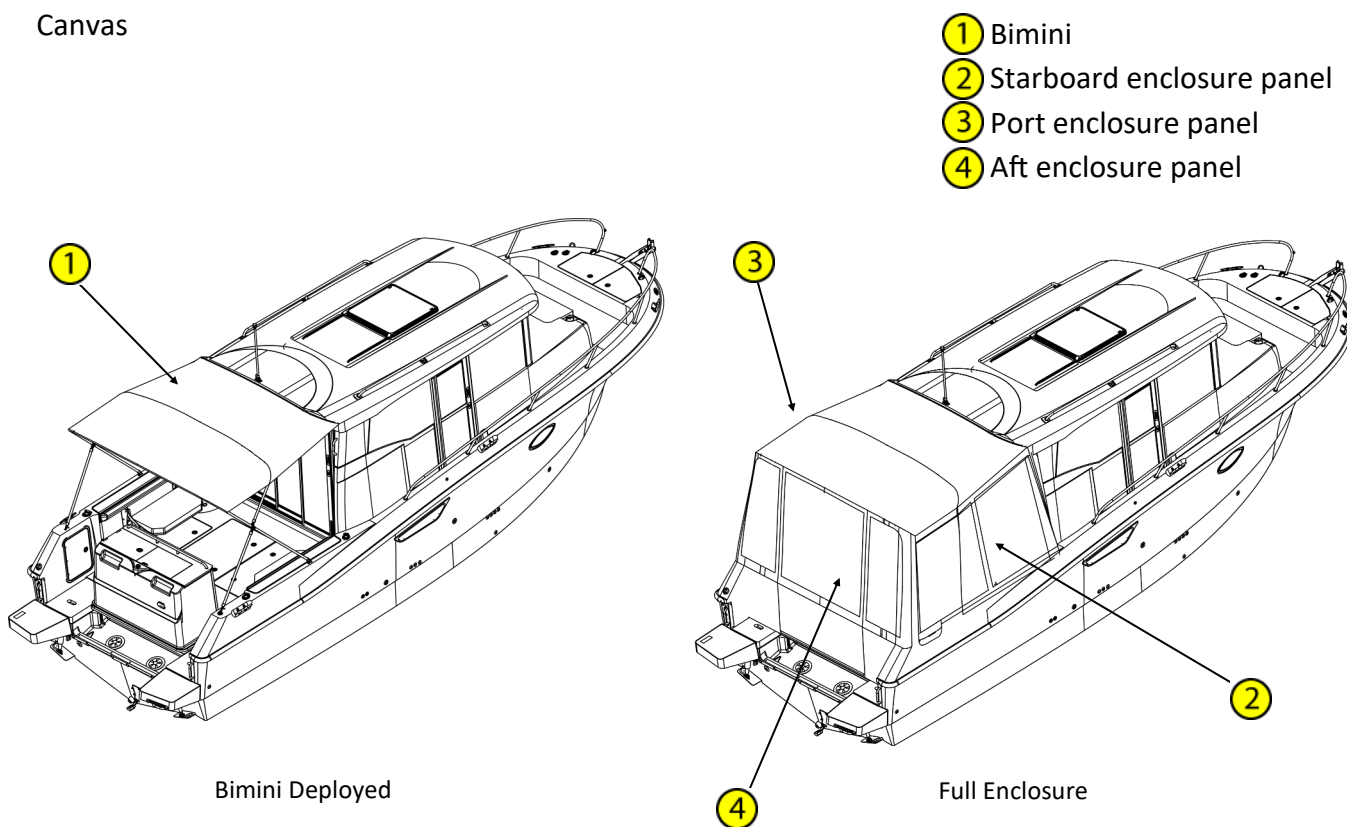
Bimini

When not in use, the bimini can be stored in an aft position where it does not interfere with the use of the boat. In this position, always make sure that the bimini is secured in the canvas boot. To use the bimini, remove the canvas boot and rotate the bimini frame forward and secure the canvas to the hardtop.

Bimini with Enclosure

In addition to the bimini, clear vinyl panels can be installed to enclose the cockpit. Each panel attaches to the bimini with a zipper and snaps or studs are used to attach to the deck.

Canvas



WARNING

NEVER OPERATE THE VESSEL WITH THE CANVAS ENCLOSURE UNLESS THERE IS VENTILATION THROUGHOUT THE BOAT. The forward and aft canvas panels must be removed to allow air flow through the boat so Carbon Monoxide cannot accumulate.

NOTICE

NEVER TRAILER THE CANVAS BIMINI, BIMINI WITH ENCLOSURE, OR SUN AWNING IN THE UPRIGHT POSITION. The bimini canvas must be secured in the canvas boot with the rails in the stored position before trailering.

Quicksilver 905PH— Electrical Systems

1. DC Electrical System

The standard DC electrical system is powered by three batteries, while the Joystick Piloting option consists of four. These batteries are kept charged by the engine driven alternator or by the battery charger when connected to AC power. The battery voltage is indicated by the voltmeter screen located on the SmartCraft® tachometer, or on the optional GPS with Vessel Link.

2. Batteries

Quicksilver® recommends AGM type starting or a deep cycle battery for you boat. The battery must meet the minimum capacity required by the engine manufacturer. Refer to your engine owner's manual for exact battery requirements.

To remove the battery cables:

1. Turn off all items drawing power from the battery.
2. Turn the battery switches to the OFF position.
3. Remove the negative cable first, then the positive cable.

To replace the cables, install the positive cable first, then the negative cable.

3. Battery Boxes

The battery boxes, located in the aft bilge, houses the batteries. These boxes can be accessed by opening the center cockpit hatches. The batteries can be installed or removed by loosening the strap and removing the lid on the battery box. They should always be installed and secured with the battery boxes installed on your boat. This will ensure that the batteries will not move around while the boat is underway.

⚠ CAUTION

Never use an open flame in the battery storage area. Avoid striking sparks in the battery area.

⚠ CAUTION

Always disconnect the battery before doing any work on the electrical system. Never turn off the battery switches or disconnect the battery cables while the engines are running.

4. Battery Selector Switches

Your vessel is equipped with battery switches to control the delivery of DC power from the batteries. The battery switches are located on the starboard aft corner of the cockpit behind an access door. The number of engines and options on your boat determines the number and type of battery switches.

NOTICE

The bilge pumps still draw power from the batteries, even if the switches are set to OFF. This is especially important for the bilge pumps, so that they can operate anytime excess fluid accumulates in the bilge, which can occur when the boat is docked and unattended.

⚠ WARNING

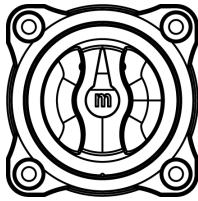
Never work on the electrical system while the system is energized. Never leave the craft unattended with the electrical system energized.

Single Engine Boat

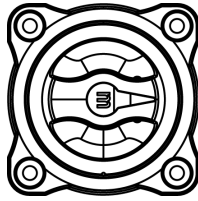
On a single engine installation, there is one battery switch that controls two isolated battery banks. When you turn the battery switch to the ON position, power is provided from both the port engine battery and the two starboard house batteries. The battery switch also has the ability to combine battery banks for emergency starting. To turn on power to the boat, rotate the switch clockwise 90 degrees to the ON position. To utilize both battery banks for emergency starting, push the switch in and rotate clockwise 45 degrees.

Quicksilver 905PH— Electrical Systems

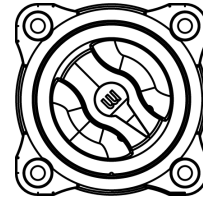
Single Engine Battery Switch Operation



OFF Position



ON Position

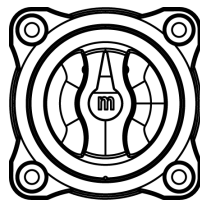


Combine Batteries

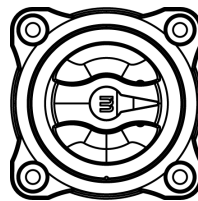
Twin Engine Boat

On a twin engine installation, each battery bank is controlled by a battery switch. To turn on the power to the boat, rotate the switches labeled STBD ENGINE / HOUSE and PORT ENGINE clockwise 90 degrees to the ON position. In addition, to utilize both battery banks for emergency starting, rotate the switch labeled EMERGENCY CROSSOVER clockwise 90 degrees.

Twin Engine Battery Switch Operation



OFF Position



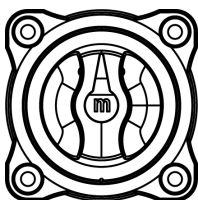
ON Position

Joystick Piloting Boat

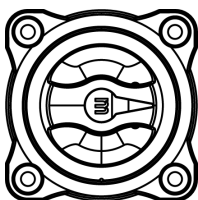
On a boat with Joystick Piloting, there is one battery switch that controls two isolated batteries for the engines. To turn on the power to the engines, rotate the battery switch labeled ENGINE MASTER 90 degrees to the on position. The battery switch also has the ability to combine battery banks for emergency starting. To turn on power to the boat, rotate the switch clockwise 90 degrees to the ON position. To utilize both engine batteries for emergency starting, push the switch in and rotate clockwise 45 degrees.

Since the engine batteries are completely isolated from the house batteries, to turn on power to the rest of the boat, rotate the battery switch labeled HOUSE MASTER 90 degrees to the on position.

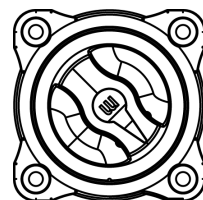
Joystick Piloting Battery Switch Operation



OFF Position



ON Position



Combine Engine Batteries

5. Fuses and Breakers

Your boat will either have fuses or breakers protecting the DC electrical system. If you have to replace a fuse or electrical breaker, replace only with a fuse or breaker of the same rating. The amperage will be marked on the fuse or breaker, and it is recommended that you carry spare fuses or breakers.

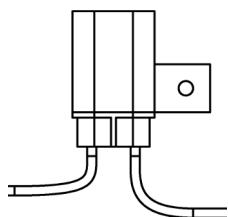
Quicksilver 905PH— Electrical Systems

⚠ WARNING

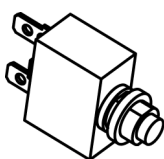
Use only fuses and breakers having the same amperage rating as the original or as specified. Use of higher amperage fuses or breakers is a fire hazard.

If a fuse or breaker is replaced with one that has a lower amperage, it may not be sufficient to carry the electrical load of the equipment it is connected to and will cause nuisance failures. If a fuse or breaker is replaced with one that has a higher amperage, it will not provide protection against an electrical malfunction and could create a possible fire hazard.

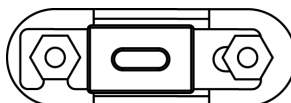
Fuses and breakers



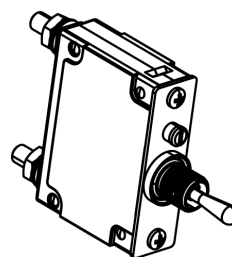
ATO/ATC fuse



Thermal breaker



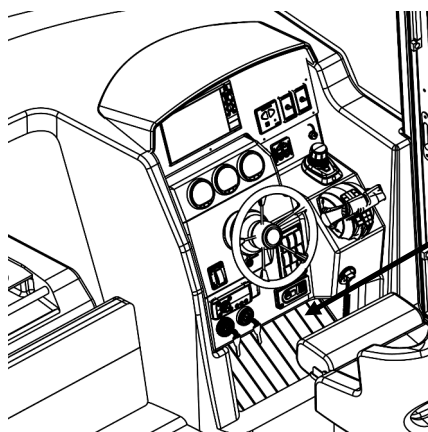
ANL fuse



Magnetic breaker

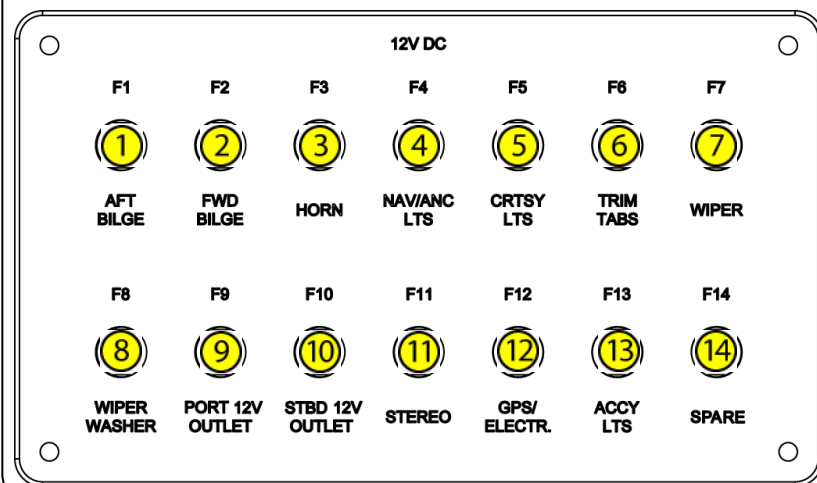
The 905PH has a breaker panel located at the helm, under the footrest. To access, lift up on the footrest floor. There are also additional breakers located on the battery switch panel.

DC Helm Panel



DC helm panel
under step

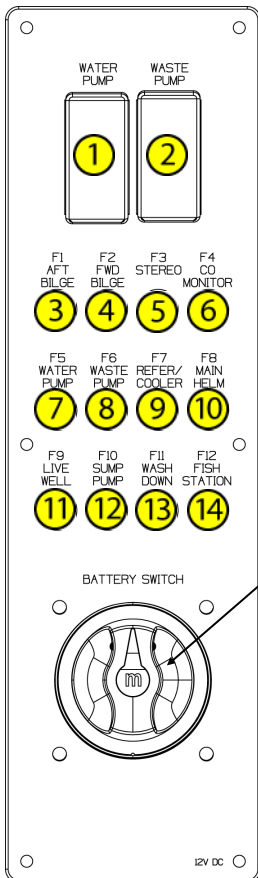
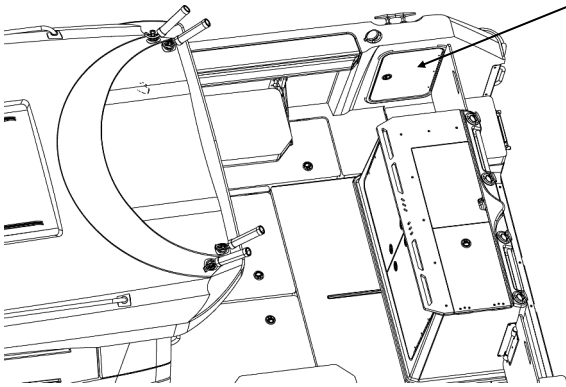
- ① Aft bilge breaker — 3 Amp
- ② Forward bilge breaker — 3 Amp
- ③ Horn breaker — 5 Amp
- ④ Navigation lights breaker — 5 Amp
- ⑤ Courtesy lights breaker — 3 Amp
- ⑥ Trim tab breaker — 10 Amp
- ⑦ Wiper breaker — 10 Amp
- ⑧ Windshield washer breaker — 5 Amp
- ⑨ Port 12V outlet breaker — 10 Amp
- ⑩ Stbd 12V outlet breaker — 10 Amp
- ⑪ Stereo breaker — 10 Amp
- ⑫ GPS / Electronics breaker — 10 Amp
- ⑬ Accessory lights breaker — 10 Amp
- ⑭ Spare breaker — 10 Amp



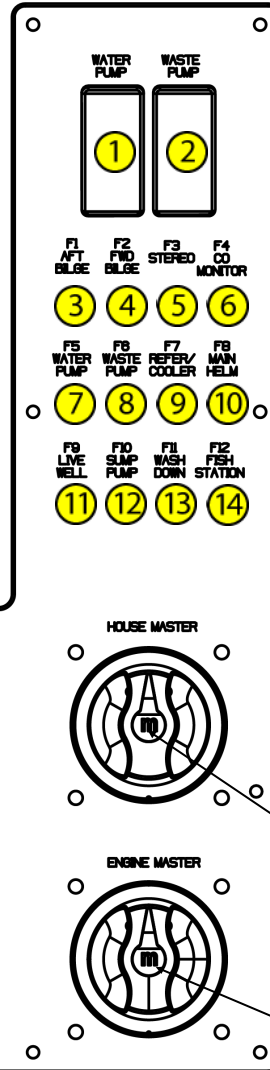
Quicksilver 905PH— Electrical Systems

Battery Panels

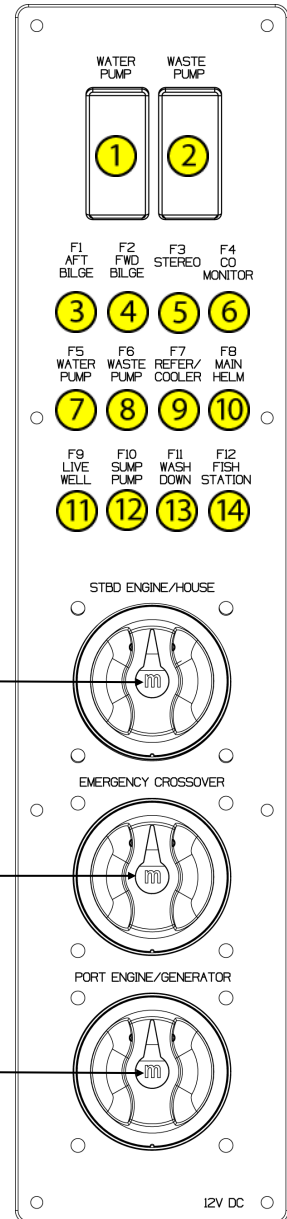
Panel Location



Single Engine



Joystick Piloting



Twin Engine

- | | | |
|---------------------------------|---|--|
| ① Water pump switch | ⑪ Livewell — 3 Amp | ⑳ Port engine / generator battery switch |
| ② Waste pump switch | ⑫ Sump Pump — 3 Amp | |
| ③ Aft bilge breaker — 3 Amp | ⑬ Washdown — 10 Amp | |
| ④ Forward bilge breaker — 3 Amp | ⑭ Fish station — 20 Amp | |
| ⑤ Stereo breaker — 10 Amp | ⑮ Combination battery switch | |
| ⑥ CO Monitor breaker — 5 Amp | ⑯ VSR | |
| ⑦ Water pump breaker — 10 Amp | ⑰ House battery switch | |
| ⑧ Waste pump breaker — 20 Amp | ⑱ Engine battery switch | |
| ⑨ Refrigerator breaker — 10 Amp | ⑲ Starboard engine / house battery switch | |
| ⑩ Main helm breaker — 60 Amp | ㉑ Emergency crossover switch | |

Quicksilver 905PH— Electrical Systems

6. AC Electrical System (optional)

The AC electrical system allows you to use the following 230V appliances while docked and connected to a shore power system:

1. Battery charger
2. Electrical outlets
3. Microwave (optional)
4. Air conditioner (optional)
5. Water heater (optional)

The shore power receptacle is located on the port side of the pilothouse, while the AC main panel is located on the port side liner in the forward berth. There are two 230V electrical outlets located in the interior of the boat. The first one is located in the galley, while the second is located in the head.

A 15m shore power cable with one plug end is also included. Before use, your authorized Quicksilver® dealer will need to wire the correct plug (for use in your region) on the other end of the shore power cable.

The 230V / 50Hz wiring consists of three color-coded wires. The brown wire is the “hot” feed, blue wire is the common, or neutral, and the green wire is ground. The entire system is protected by a Residual Current Device with Overcurrent Protection (RCBO), located on the AC panel. From there, individual line circuits add additional protection of each appliance in the system.

NOTICE

Always use double insulated or grounded (earthed) electrical appliances

⚠ CAUTION

Never operate 230V shore power at less than 208V.

Connecting and Turning On Shore Power

To connect to shore power:

On the Boat

1. Make sure that the all of the breakers on the AC Distribution Panel are OFF
2. Dry off the shore power cord receptacle on the boat. Dry the end of the shore power cord, and spray a moisture repellent into the receptacle and cord plug.
3. Plug the cord end into the boat receptacle. Turn clockwise to lock and thread the locking ring onto the receptacle to prevent accidental unplugging.

On the Dock

1. Turn OFF the dock breaker.
2. Dry off the shore power cord receptacle on the dock. Dry the end of the shore power cord, and spray a moisture repellent into the receptacle and cord plug.
3. Plug the power cord into the dockside outlet box.
4. Turn ON the dock breaker.

On the Boat

1. Turn ON the equipment breakers.

⚠ CAUTION

It is imperative that the shore power outlet is dry before plugging into the dock power inlet.

⚠ CAUTION

Route the power cord from the boat to the dockside power outlet box to prevent people from tripping over it.

Quicksilver 905PH— Electrical Systems

⚠ CAUTION

Shore power cord should be secured or routed to avoid laying or falling in the water, and to avoid stress on the shore power plug and inlet.

⚠ CAUTION

The use of extension shore power cords is not recommended. Power cord extensions can cause a voltage drop and prevent some devices from operating correctly.

To disconnect shore power:

On the Boat

1. Make sure that the all of the breakers on the AC Distribution Panel are OFF

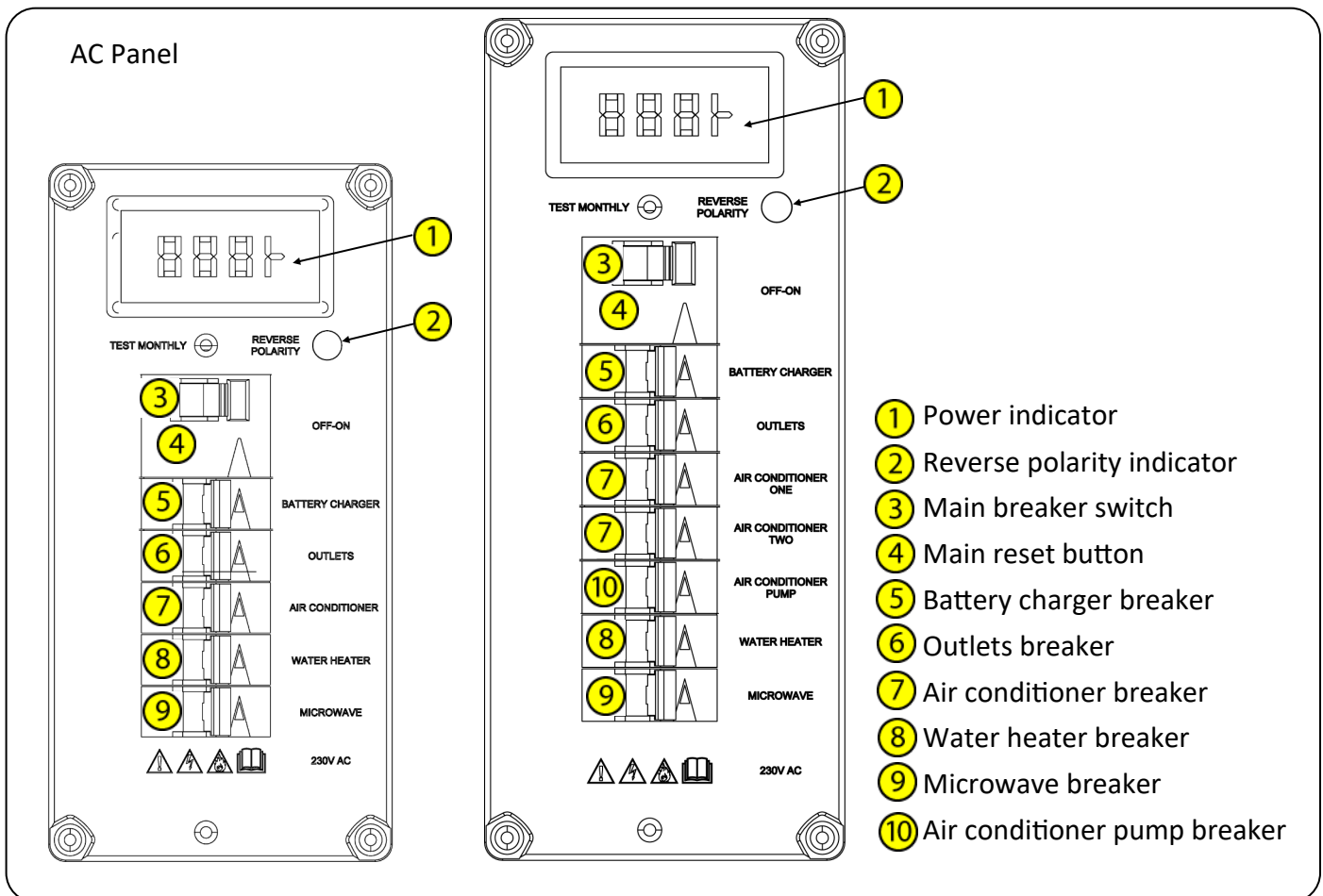
On the Dock

1. Turn OFF the dock breaker.
2. Disconnect the dockside end of the power cord.

On the Boat

1. Disconnect the power cord from the shore power receptacle.
2. Clean the power cord, spray the plugs with a moisture repellent and store the cord in a dry location on the boat.

You must keep the shore power cord and plug ends clean and dry. This is especially necessary if your boat is used in salt water. Always clean and spray your cord ends with moisture repellent before using and before storing the cord.



Quicksilver 905PH— Electrical Systems

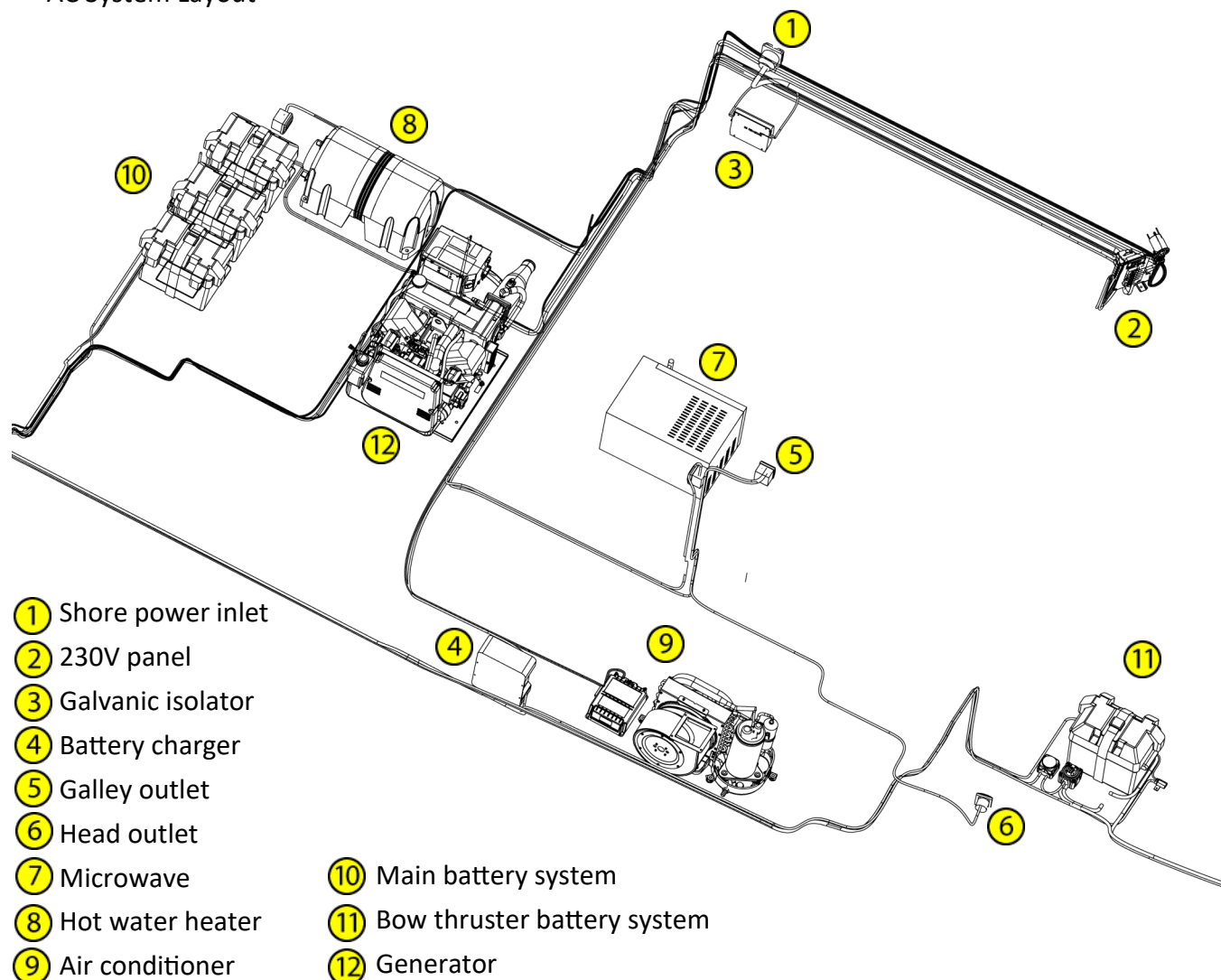
⚠ WARNING

To minimize shock and fire hazards turn off craft's shore power connection switch before connecting or disconnecting shore power cable, connect shore power cable to craft's inlet before connecting to shore power source, disconnect shore power cable at shore power first, and close shore power inlet cover tightly.

⚠ WARNING

Do not allow shore power cable end to hang in water. An electrical field can result which can cause injury or death to nearby swimmers.

AC System Layout



7. Galvanic Isolator

The AC system is equipped with a galvanic isolator, which blocks low voltage DC on the shore power ground wire.

The galvanic isolator prevents dockside voltages from damaging metal parts on the boat that come in contact with the water. The galvanic isolator will also safely conduct high currents to ground in the event of a short circuit or power leakage on your boat. Refer to the manufacturer's manual in your owners manual packet for complete instructions and warranty on the galvanic isolator.

CAUTION

Under normal conditions, the zincs on the boat should last at least one year, if not more. If abnormal deterioration of the zincs occur, a problem exists within the system, and should be corrected immediately.

8. Battery Charger

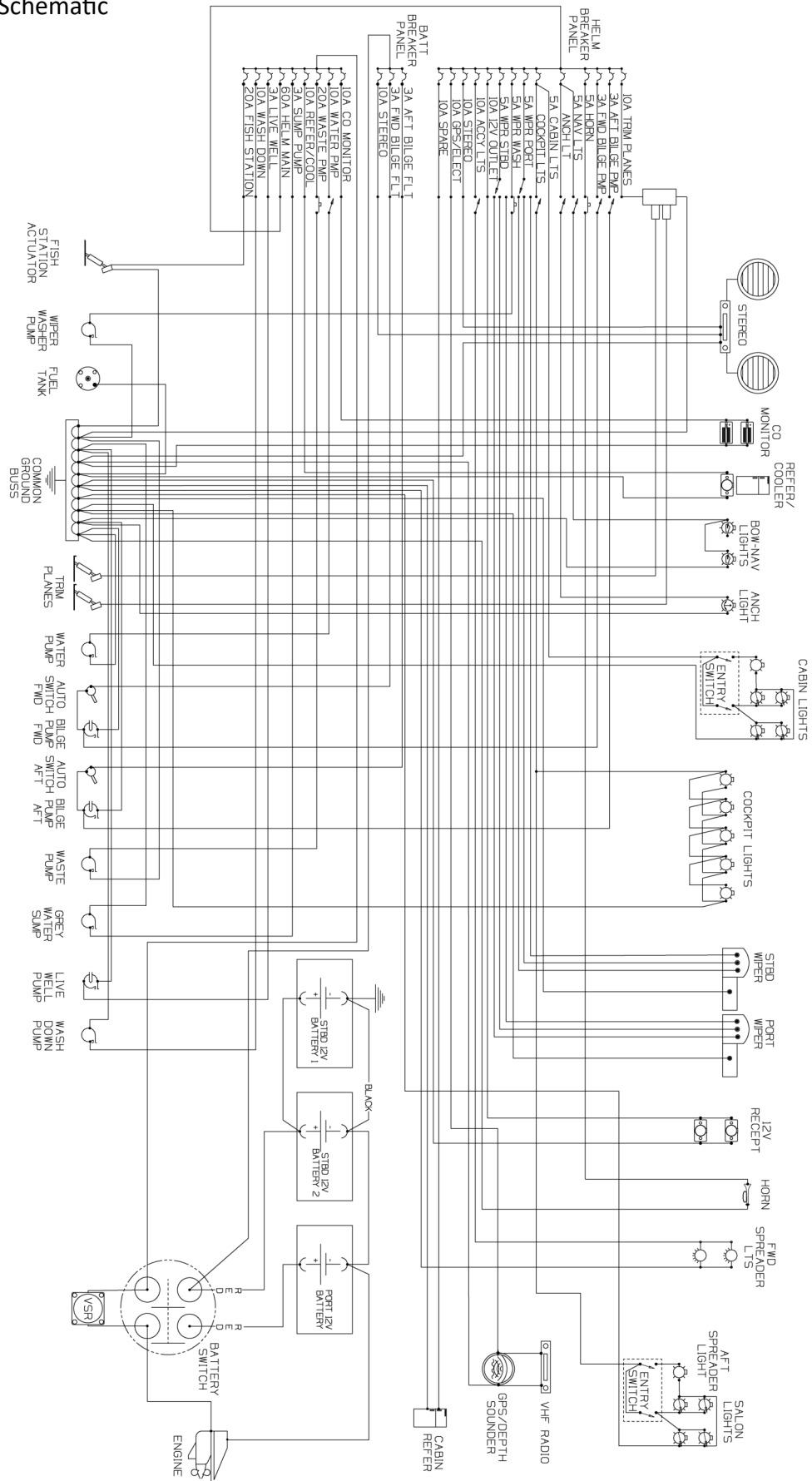
When turned ON, the battery charger automatically increases current output when there is a drop in battery voltage. All batteries, including the bow thruster battery, are connected to the battery charger. When the batteries are charged, the unit maintains a small current flow to keep the batteries fully charged and ready for service without overcharging.

9. Electrical Schematics

This owner's manual contains electrical schematics and wiring harness illustrations for your boat. These electrical schematics were generated by the Electrical Engineering Department for technical reference and service technicians. Quicksilver® does not recommend that you attempt to work on the boat's electrical system yourself. Instead, we recommend that you take your boat to your local authorized Quicksilver® dealer for service. Quicksilver® reserves the right to change or update the electrical system on any model at any time without notice to the consumer and is not obligated to make any updates to units built prior to the change.

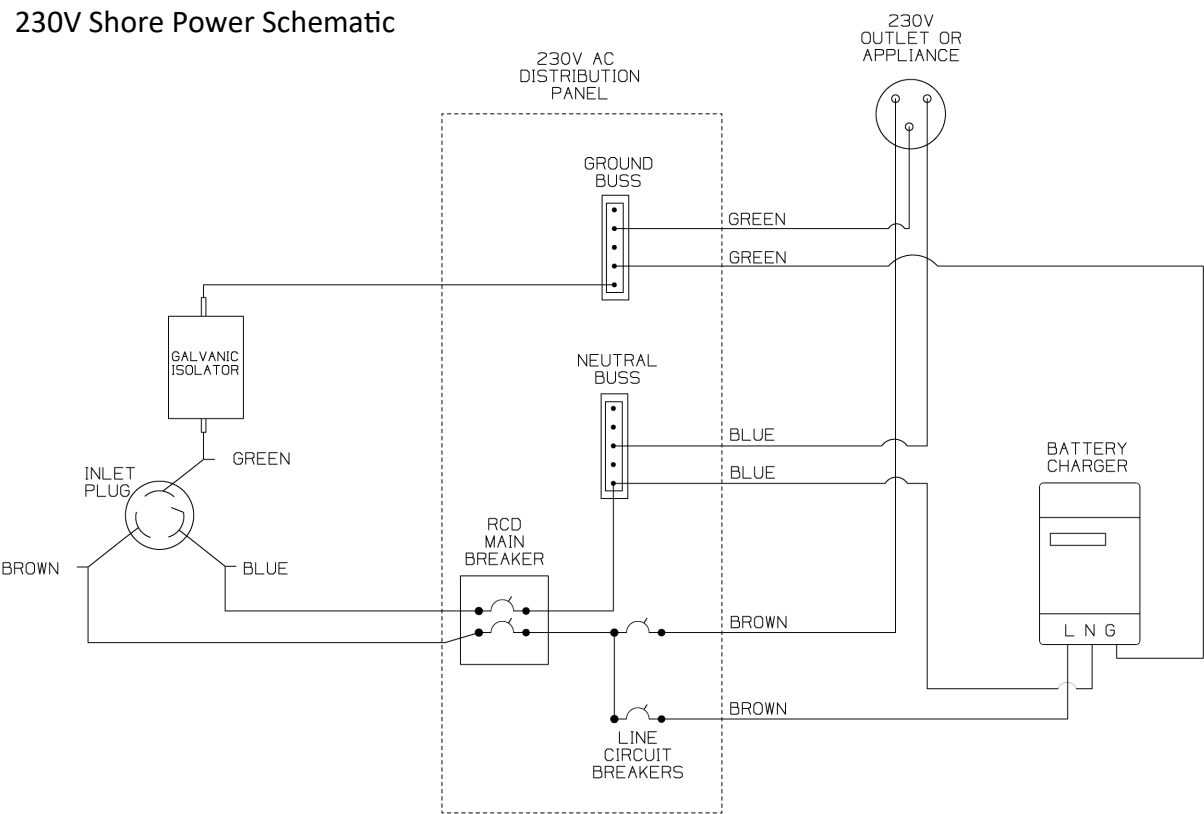
Quicksilver 905PH— Electrical Systems

DC Wiring Schematic

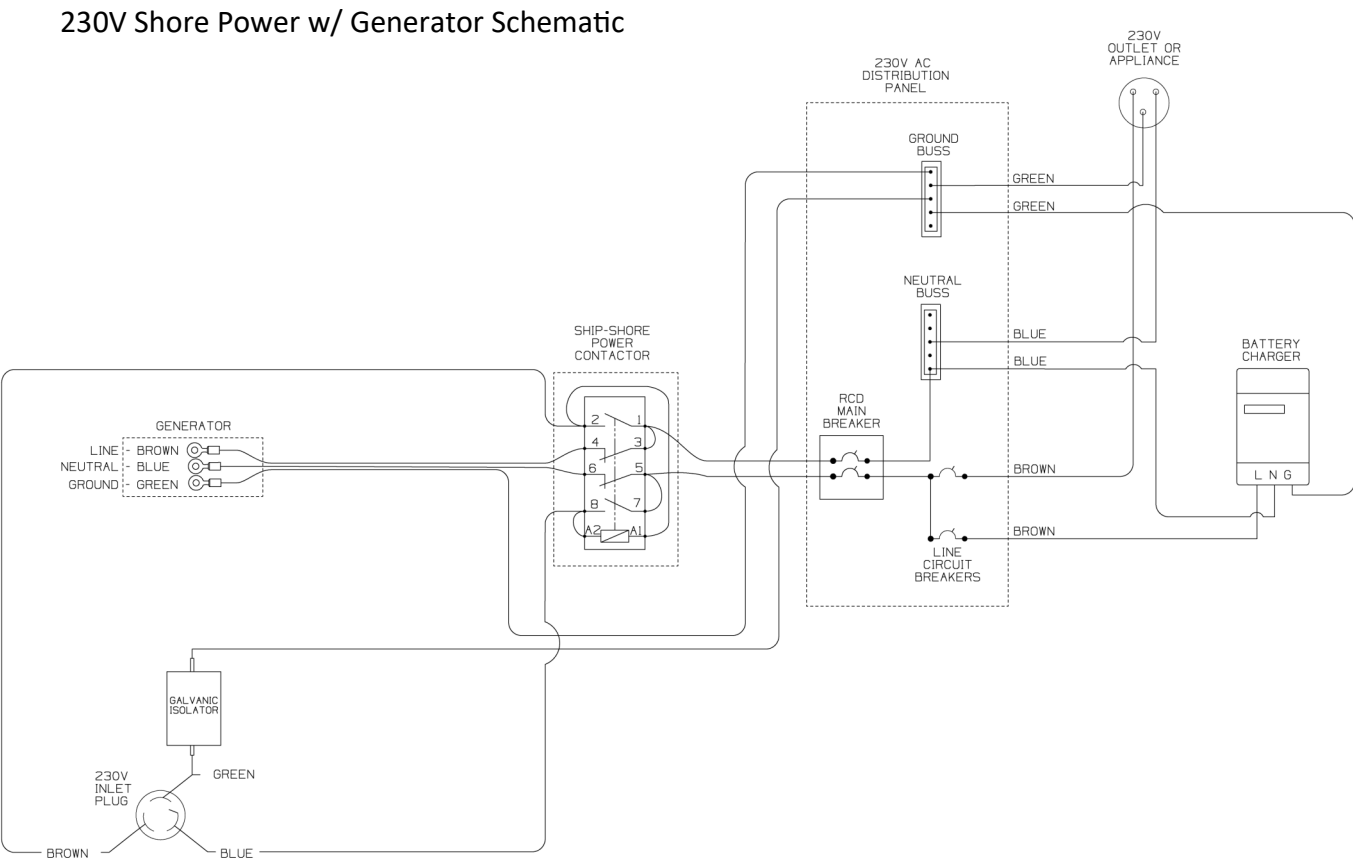


Quicksilver 905PH— Electrical Systems

230V Shore Power Schematic

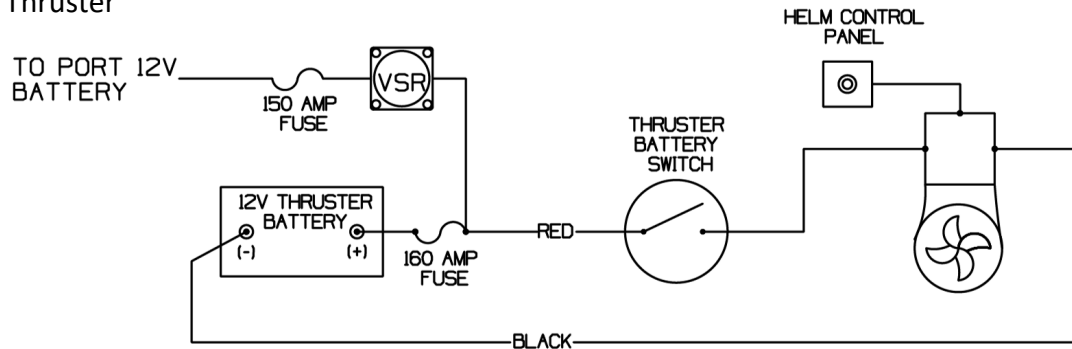


230V Shore Power w/ Generator Schematic

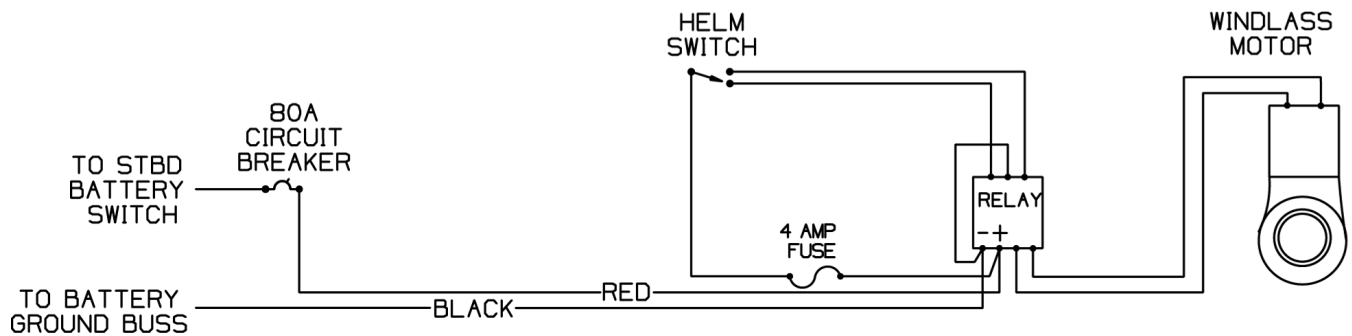


Quicksilver 905PH— Electrical Systems

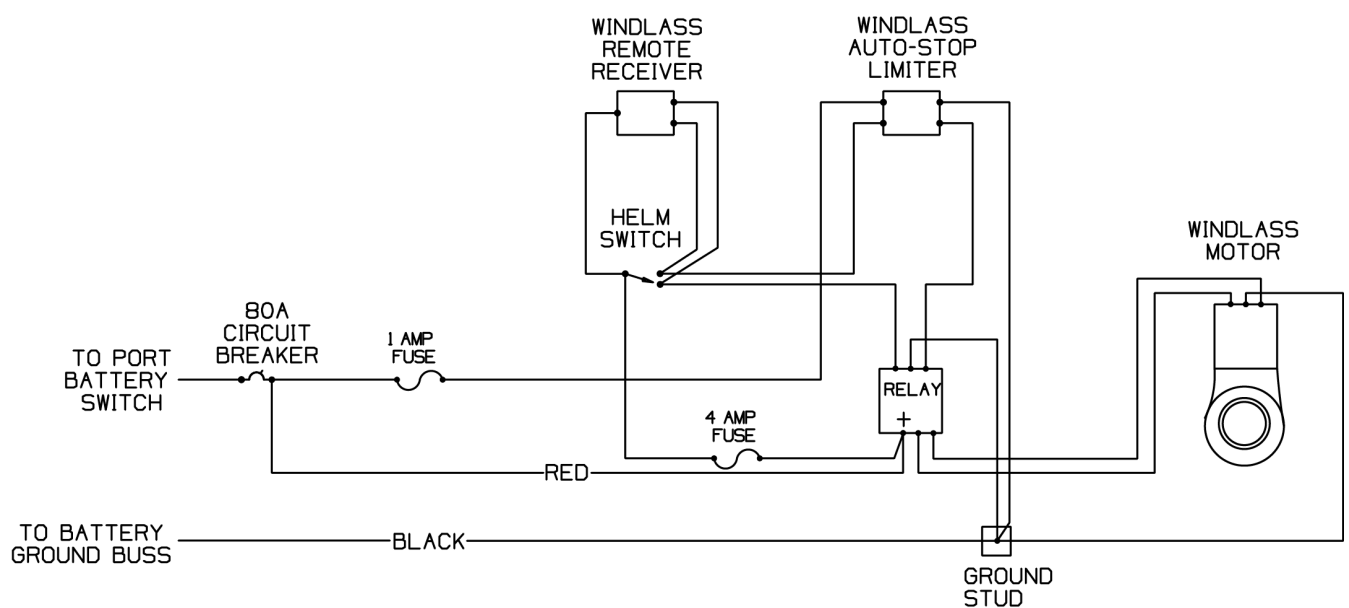
Bow Thruster



Bow Windlass

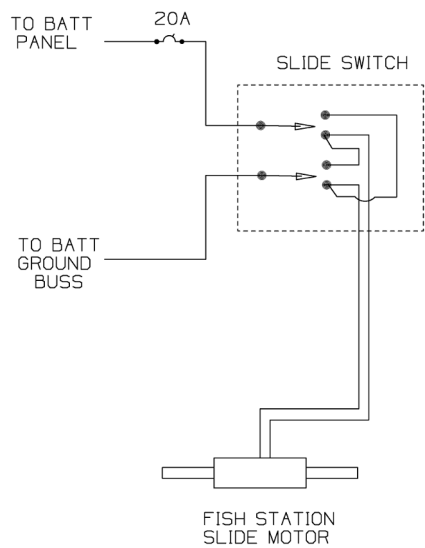


Stern Windlass

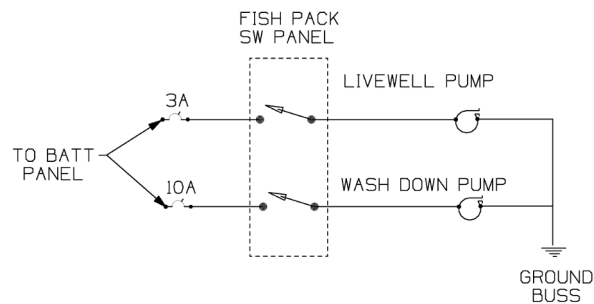


Quicksilver 905PH— Electrical Systems

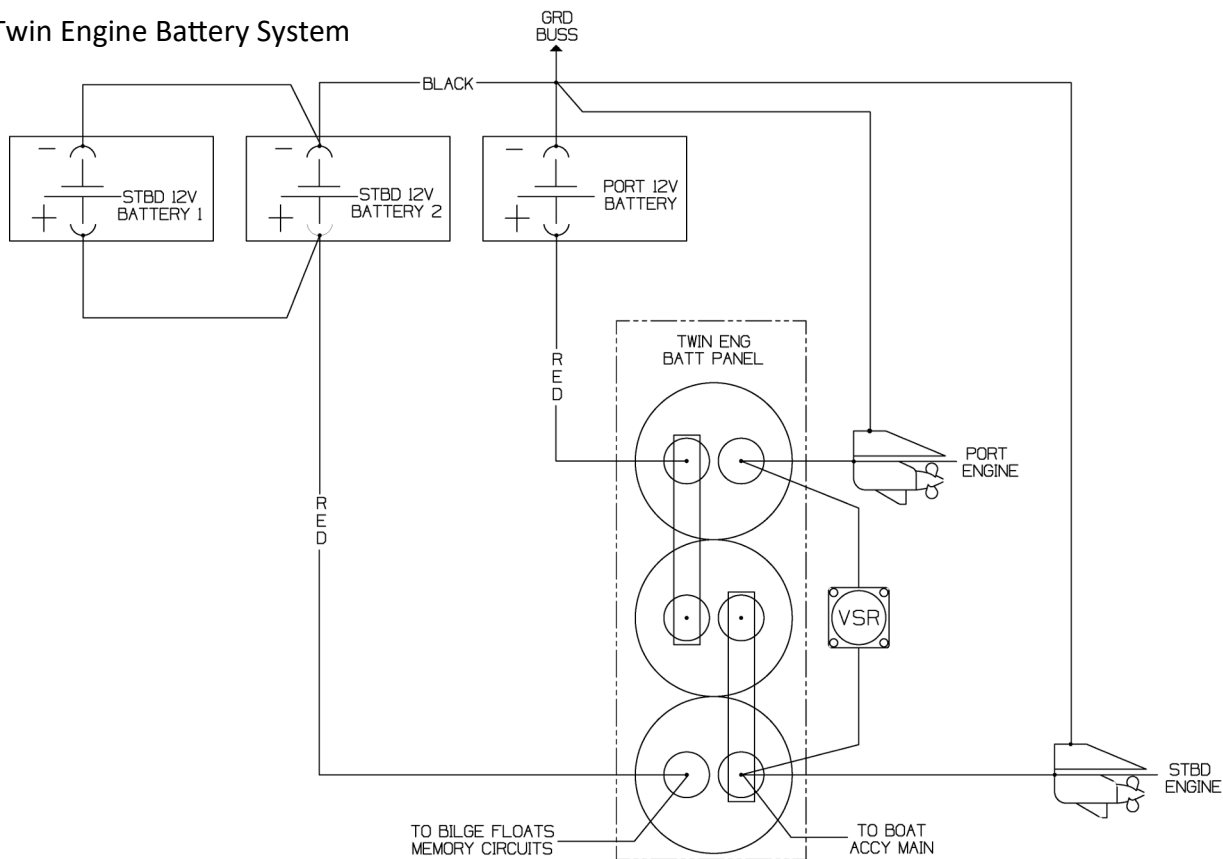
Fish Station / Aft Seat Actuator



Fish Pack Switch Panel

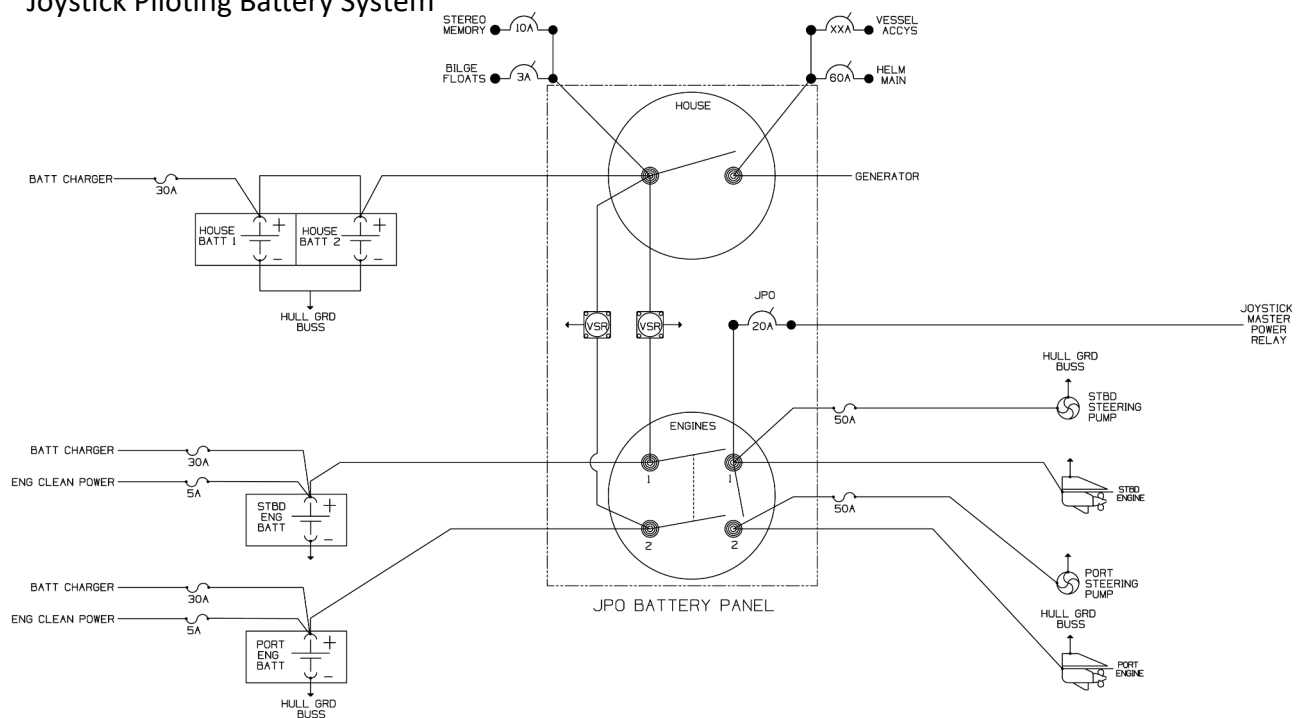


Twin Engine Battery System



Quicksilver 905PH— Electrical Systems

Joystick Piloting Battery System



Quicksilver 905PH — Maintenance

1. Maintenance

Routine inspection, service and maintenance of your boat, systems and components are vital to assure your safety, and will prolong the life of your boat.

The interval between necessary service or maintenance is highly variable, depending on the environment in which your boat will be used. For example, corrosion of boat parts and components will occur far more rapidly in a salt water environment than on a boat which is used in fresh water.

This section provides only general guidelines for the care and cleaning of your boat. It is your responsibility to determine whether maintenance and care intervals need to be accelerated due to your boat usage and/or operating environment. If you have any question regarding maintenance of your boat, contact your local Quicksilver® dealer for additional assistance.

DANGER

When using chemicals, read all information from the manufacturer regarding safety and handling of the material. Wear proper protective equipment to ensure personal safety. Work only in well ventilated areas and keep all chemicals away from open flames.

NOTICE

Refer to the individual manufacturer's manuals, which can be found in the Owner's Manual packet, for care and maintenance of equipment and components. In some cases, failure to do so could void the warranty.

2. Hull & Deck Surfaces

Fresh water, saltwater and water temperature can all affect the types of growth that you will find on your boat's hull. Any growth will affect the boat's performance and overall look. If it has been a while between inspections you might notice algae or slime growth on the hull. This can be cleaned with a coarse towel or soft bristle brush. The growth should be cleaned immediately after the boat has been removed from the water. If the growth is allowed to dry it will be much harder to remove.

Compounding may be necessary to remove more stubborn stains and chalking from the surface of your boat. If compounding is necessary it must be done after a thorough washing and prior to waxing. If the growth is more severe, you may need to enlist the services of a professional hull cleaning company. Check with your Quicksilver® dealer for recommendations on a compatible rubbing compound for your boat or a professional hull cleaning company in your area.

Waxing Gel Coat Surfaces

Waxing is necessary to provide added protection to the gel coat. A good cleaning and waxing will also ensure that your boat will be protected and look good longer. Make sure the surface of your boat has received a thorough washing and rinsing and is clean before waxing. Next, verify that any minor scratches or surface pitting is cleaned of compound residue. Use a good quality carnauba wax or a high quality wax designed for marine gel coat. Apply several coats.

NOTICE

Waxing of the exterior surfaces is recommended to be done at least twice a year to protect the gel coat of your boat.

Gel Coat Surface Maintenance

If using a pressure washer to clean the hull and deck surfaces of your boat it is important that you use the wide fan nozzle only and move the spray head in a continuous motion. Do not concentrate the high pressure on a small area of the boat surface and never use the fine pinpoint nozzle as the concentrated stream can cause damage to the surface of your boat. Do not pressure wash the helm as the water stream may damage the electronics and gauges as well as other sensitive equipment.

Quicksilver 905PH — Maintenance

When staining from build-up does occur, use only cleaning agents that are recommended for marine gel coat. Never use an abrasive cleaner to wash your boat's hull, nor use an abrasive pad to attempt to remove stubborn stains. Never use strong solvents to clean.

3. Component Maintenance

Stainless Steel

Stainless steel is strong and corrosion resistant, but still requires maintenance to keep its appearance. Frequent routine cleaning of your stainless steel will help maintain the finish.

Quicksilver® recommends that you wash stainless steel components with mild soap and cold or lukewarm water after every use of the boat. If added protection is necessary, apply a cleaning wax.

Even the finest cleaning powders can scratch or burnish a mill-rolled surface. On polished finishes, rubbing or wiping should be done in the direction of the polish lines, not across them.

Crevice corrosion, a brownish coloring which occurs where two pieces of stainless hardware meet is caused by impurities in water and air. It can be easily cleaned with a good grade marine polish using a sponge, cloth or small bristled brush (for tight or confined areas).

NOTICE

The cleaner your stainless steel can be kept, the greater the assurance of optimum corrosion resistance. Without proper care even the best stainless steel will corrode.

NOTICE

Never use abrasive cleaners, detergents or soft scrub type cleaners to clean stainless steel. Never use abrasive pads, brushes or sponges to attempt to remove stubborn stains. Never use strong solvents or detergents which contain chlorine, and never use silver cleaners.

Cushions

Saltwater, salt residue, dirt, ultra-violet rays etc. will take their toll on vinyl products causing them to lose their luster and texture. To clean, remove ordinary dirt and smudges with a mild soap and water solution. Dry with a soft, lint-free cloth or towel. More difficult stains can be cleaned using rubbing alcohol (isopropyl alcohol). Rinse cleaned area with fresh water and dry with a clean, soft, lint-free cloth or towel.

Your cushions are not waterproof. They are constructed of open-cell foam and will absorb and hold water. Do not leave the cushions in standing water or exposed to heavy, prolonged rain. If, in the event your cushions become waterlogged, remove the foam from the cushion, press as much water as you can from the foam and allow to air dry. To prevent mildew, keep the vinyl dry and make sure that moisture does not accumulate between the cushions.

⚠ CAUTION

Solvents are flammable. Exercise proper care. Wear rubber gloves during all cleaning activity. Use caution when cleaning around stitching or decorative trim as these solvents could seriously damage such areas.

Canvas

Chafing, fiber wear from dirt and grit and deterioration from ultraviolet light can cause your canvas to degrade over time. The fabric should be cleaned regularly before substances such as dirt, pollen, etc. are allowed to accumulate on and become embedded in the fabric. The canvas can be cleaned without being removed from the installation.

Quicksilver 905PH — Maintenance

After each use, especially if used in salt water areas, rinse the canvas completely with fresh cold water.

On a regular basis, brush off any loose dirt, pollen, etc., and hose down with water and clean with a mild solution of a natural soap in lukewarm water (maximum 38°C). Allow the canvas to soak, however, do not let the soap dry. Rinse thoroughly with fresh water. Let the canvas dry completely. Do not store any of the canvas pieces while wet.

The effects of ultraviolet light can sometimes be reduced by chemical treatment of canvas items. Consult your Quicksilver® dealer or check your canvas manufacturer's manual before using any chemical treatments on your canvas.

To clean stubborn stains, soak fabric for approximately twenty minutes in a mild solution consisting of no more than 30 ml of bleach and 15 ml of natural soap per liter of lukewarm water (not to exceed 38° C). Rinse thoroughly in cold water several times, then allow the fabric to air dry completely. Retreat the fabric using an air curing product such to ensure water and stain repellency. Refer to the canvas vendor's recommendation for additional information.

Zippers & Hardware

Lubricate zippers and fasteners periodically with a clear silicone spray. In the absence of silicone spray, a wax candle can be used to lubricate the zipper track. Replace any missing fasteners or any fasteners showing signs of corrosion.

NOTICE

DO NOT use petroleum based products, such as petroleum jelly, on the zippers or fasteners.

Vinyl Windows

The canvas on your boat may incorporate Eisenglass polycarbonate windows. Regular cleaning, utilizing compatible cleaners, coupled with proper maintenance techniques will significantly improve the vinyl's service life.

NOTICE

Never use regular window cleaners, detergents, abrasives, petroleum based products, or alcohol to clean your vinyl windows. Do not handle vinyl with sunscreen on your hands. Sunscreen will permanently cloud the vinyl where handled. Do not fold vinyl panels. Store flat or rolled with smooth paper or soft cloth between layers when dry.

Rinse vinyl thoroughly with clean water to remove any dust, dirt particles, salt water or environmental agents before applying cleaning products. This should be done frequently to avoid build up of salt water, dirt and other environmental contaminants. Using a soft non-abrasive cloth, wash windows inside and out with a mild soap and water solution. Rinse completely with cool water. DO NOT USE DETERGENTS.

Use separate clean, soft cloths or sponges for application of cleaners and polishes (Use the manufacturer's recommended products). Only use a small amount of cleaner or streaking may occur. If you get streaking or a leftover film, rinse the window with clean water.

Quicksilver 905PH — Maintenance

Dry the window with a soft cloth or chamois to prevent water spots. Polish with a separate cloth. Don't leave cleaners on for long periods; immediately wash the window. Finally, don't apply cleaners in direct sunlight or at elevated temperatures.

To minimize fine or hairline scratches apply a mild automotive polish and remove with a soft, clean cloth. Do not use abrasive plastic polishes.

Tempered Glass Windshield

Use commercially available glass cleaners or a mixture of fresh water and vinegar to clean your glass windows, windshield or portlights. Dry with a soft terry cloth towel or chamois.

NOTICE

DO NOT use abrasives, harsh chemicals, or metal scrapers on glass.

Acrylic Windscreens & Windows

The use of a polycarbonate protective cleaner/restorer is recommended to keep your acrylic scratch resistant, clean and minimize the deteriorating effects of sunlight.

To clean, rinse the windscreen/window thoroughly with clean water to remove any dust, dirt particles, salt water or environmental agents before applying cleaning products. Use your bare hand, with plenty of water, to feel and dislodge any stuck-on dirt or foreign particles. This should be done frequently to avoid build up of salt water, dirt and other environmental contaminants.

Using a soft non-abrasive cloth, wash windows inside and out with a mild soap and water solution. Rinse completely with cool water. Do not use detergents. Blot dry with a soft cloth or chamois to prevent water spots.

NOTICE

Never use a dry cloth or duster or glass cleaning solutions on acrylic. DO NOT use solvents such as acetone, silicone spray, benzine, carbon tetrachloride, fire extinguisher fluid, dry cleaning fluid, lacquer thinner, glass cleaning solution or harsh detergents on acrylic. These substances will attack the surface of the acrylic.

Synthetic Decking Material

The synthetic deck material is stain resistant and most spills will clean up with warm soapy water (for rapid stain removal, clean while stain is fresh). To clean, use an alkaline degreasing detergent used with a stiff scrubbing brush, repeated as often as necessary. If a slight mark remains after a spill, sand with 60 grit sandpaper, remember to follow the grain. This will remove any remaining marks. The deck material may be power washed with or without detergent.

NOTICE

DO NOT coat the synthetic deck material with teak oil or varnish. The material will not absorb fluids.

OWNER'S MANUAL RECEIPT

Please fill out the following form, sign it, and give it to the dealer in order to ensure full warranty coverage:

I,

Name: _____

Address: _____

Certify that I have received the Owner's Manual for the following boat:

Brand: Quicksilver

Model: 905 Pilothouse

Craft Identification Number (located on the starboard side of the transom):

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This small craft is covered by the warranty conditions cited in the information delivered with the craft.

This warranty begins on:

Date of purchase:

		/			/				
Day			Month			Year			

Signature: _____

Date:

		/			/				
Day			Month			Year			

