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PATHFINDER

**2200V and 2200T
Owner/Operator
Manual**

Angler designed shallow water
tunnel and V-hull bay boats

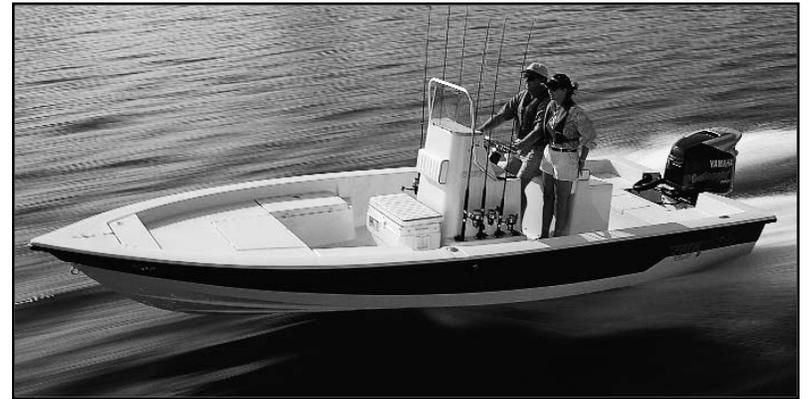


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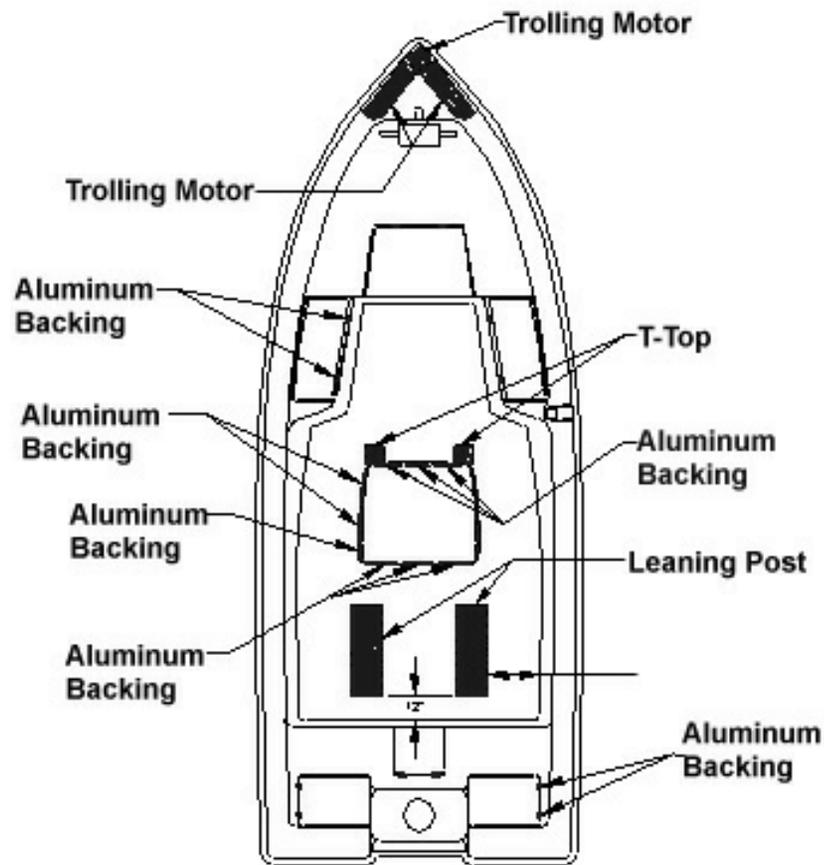
GARBOARD DRAIN PLUG

The screw-in Garboard Drain Plug is the small metal plug located at the bottom of the transom that allows the bilge area to drain when the boat is not in the water. It is designed so that it can be easily removed, but can be tightened so that it will not easily fall out. Once the boat is out of the water, the Garboard drain Plug can be removed with a wrench to allow the bilge area to drain completely. Excess water in the bilge may be an indication of automatic bilge pump failure. See page 2 of your Pathfinder 2200 Owner's Manual for information on your boat's bilge systems.

SERVICE, REPAIR AND WARRANTY ISSUES

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

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



**ALUMINUM PLATES
TOP VIEW (DECK MOLD)**

The above diagram shows all the aluminum backing plates (trolling motor, T-Top, Leaning Post) originally placed in the deck of a Pathfinder 2200 during the construction process. Other backing plates indicated are for hinge screw locations or to secure the console to the steering boss.

PATHFINDER

ANGLER DRIVEN

Dear New Boat Owner,
Welcome to the Pathfinder Family!

Thank you for choosing a Pathfinder boat to transport you to your angling dreams. We believe the Pathfinder 2200 is the best all-purpose boat on the market, and we're sure that you'll be completely satisfied with the unmatched performance, quality and fishability of your new boat.

We value your input, not just at the time of the sale, but throughout the entire boat ownership period, and we've taken steps to allow you to share that information. Over the next year or so, you will receive at least three questionnaires to fill out and return, and we'll send you some great Pathfinder goodies for your efforts.

You should also receive a gift certificate to **Skiff World**, Pathfinder's On-Line parts and accessories store. Here you can share your pride of being a Pathfinder owner by purchasing great Pathfinder clothing and hats, or find small parts for your boat.

Be sure to visit our website www.pathfinderboats.com to find information on company events like our Owner's Tournaments and Corporate Calendar. You'll find a wealth of information on our **Forum**, where you can ask questions, get answers and join other Pathfinder owners to discuss all applications of your boat. We're proud to have you as a member of the Pathfinder family!

Tight lines and screaming drags!

D. Scott Deal

GENERAL MAINTENANCE

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

Bilge

The bilge of your Pathfinder 2200 should always be checked after launch. A small amount of water in the bilge is normal for this area of the boat. Large amounts of water or any signs of fuel or oil requires immediate attention. Never pump fuel or oil overboard while your boat is in the water.



The bilge pump is mounted to ABS Plastic

Large quantities of water in the bilge may be an indication of a leak, or that your bilge pump is jammed, broken or has blown a 5 amp fuse. First check that your bilge pump is running. Turn the switch on and listen for the bilge pump to turn on. If the bilge pump does not come on, check your fuse box to make sure the pump hasn't blown a fuse. If the fuse is damaged, replace it, and turn the switch on again, listening for the bilge pump to come on.

If the fuse is in working order, make sure the pump is turned off, then unhook the bilge pump from its cradle by squeezing the blue tabs on the sides of the pump and lifting. The entire bilge pump and wiring should release from the cradle. Check the underside and impeller areas for miscellaneous items that might clog the pump.

TRIM TABS

Trim tabs are an optional item on the Pathfinder 2200 models. If a customer elects to have trim tabs installed, we use external 9 X 12-inch Lenco electric trim tabs which can enhance the boat's performance. Because the tabs are electric, there is no trim tab pump, and the possibility for fluid leaks as with other trim tab manufacturers.

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

Your port trim tab switch will greatly affect the port side of the boat, and the starboard switch will affect the starboard side, although they are operating tabs on the opposite sides. For instance, lowering the port trim tab creates stern lift on the port side, thus lowering the starboard bow. Raising the starboard trim tab lowers the stern on the starboard side and lifts the port bow. Use the tabs to adjust the attitude of the boat so that it sits evenly, and to raise or lower the bow to control running performance.

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

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

Pushing the bottom of the switch (Up) will raise the tabs and lift the bow out of the water, for better running performance. To achieve the best running performance with your Pathfinder 2200, use the engine trim in conjunction with your trim tabs to find the perfect amount of lift and a safe, comfortable ride.

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

Fuel system

Your Pathfinder 2200 comes with a 60-gallon polyethylene fuel cell stationed midship between the stringers just below and in front of the console. The fuel fill receptacle is on the port gunwale forward of the console. There's also a recessed fuel overflow vent on the port side of the boat just below the fuel receptacle.

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

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

The Pathfinder 2200 has a two-part fuel cap to prevent accidental removal. To open the cap, push the cap down and turn counterclockwise. When the top portion of the cap releases and pops up, continue turning the cap until it releases from the gas fill.

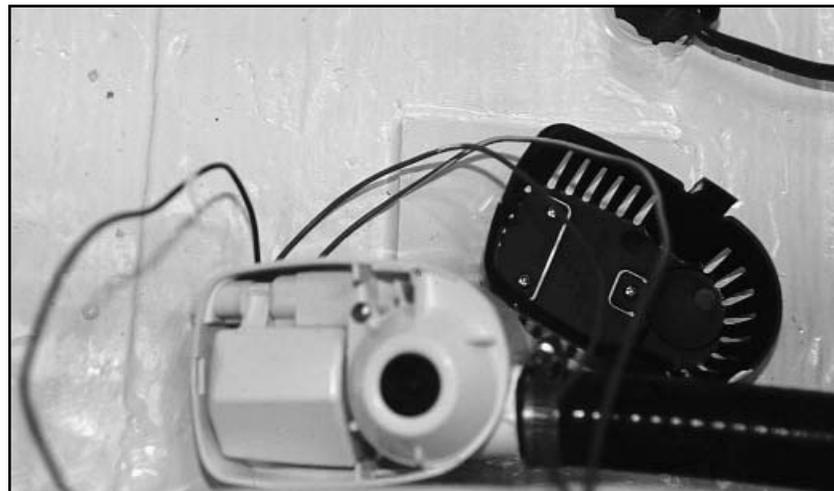
Fuel Water separator

Each Pathfinder 2200 is equipped with a fuel water separator to ensure maximum performance and protect the outboard engine from contaminated gasoline. The fuel separator is a metal cylindrical unit secured to the transom section of your starboard aft rigging box.

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

In addition, the fuel separator should be changed as part of routine maintenance at 20, 50 and 100 hours checks.

Items such as monofilament, plastic, rocks and small clumps of debris can easily clog the impeller and prevent the bilge pump from operating correctly. Should you find a clog, remove the item, and turn the pump switch to the "on" position. If the pump runs, turn the switch "off," and return the pump to its cradle.



This bilge pump has been removed from its cradle and turned upside down. Inspect the impeller for clogs such as debris or small bits of monofilament.

If the fuse is working and the impeller is not clogged, the bilge pump is probably bad and needs to be replaced. See your local Pathfinder Dealer for bilge pump replacement.

If the bilge pump is working, and pumping water, but the water level in the bilge does not go down, you likely have a leak which requires immediate attention. Remove your boat from the water and see your local Pathfinder Dealer to have the bilge area inspected for possible leaks.

Fuel or oil leaks also require immediate attention. Be sure to check for fuel or oil leaks frequently and repair any problems immediately. Any replacement of parts or repairs to the fuel system should be performed by a trained marine mechanic. See your authorized Pathfinder Dealer for parts and repair.

Use bilge cleaner products to remove any obvious stains. Consult your Authorized Pathfinder Dealer for recommended types of bilge cleaners.

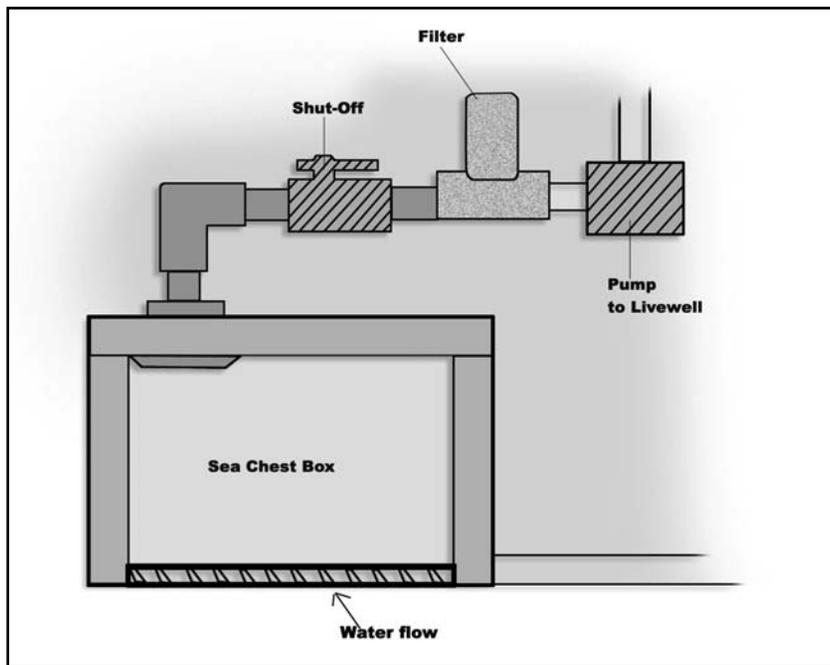
Cleaning

Each Pathfinder Boat is constructed using the finest materials and components available. However, no material is immune to the ravages of the saltwater environment. After each use, your boat should be rinsed thoroughly with fresh water. A mild detergent may also be used to remove any dirt, silt or stains. A light coat of lubricant on metal railing, screws, and electrical connections will help prevent electrolysis. The same holds true for your trailer.

LIVEWELL SYSTEMS

The livewell system on your Pathfinder 2200 takes water through our exclusive Sea Chest system. Water enters the Sea Chest through the narrow openings in the bottom of the boat.

A shut off valve is in place should there be a leak in the system or so that you can clean the filter while on the water. Should



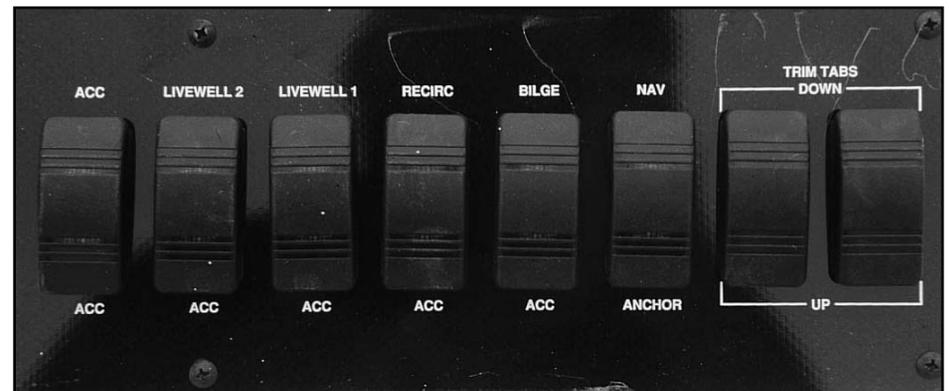
you turn your pump on, and water does not come into the livewell, check to make sure the filter is not clogged, thus preventing water flow into the system. To clean the filter, turn the shut-off valve to the 90-degree off position, unscrew the filter and pull out the screen.

Instrument panel

The instrument panel on your Pathfinder 2200 is composed of two Yamaha digital gauges and a series of dual-activation switches (see photo below). The switches come with accessory plug-ins for wiring additional electronics, pumps or electrical circuits.

The standard digital gauges include a Yamaha Tachometer and a Yamaha Speedometer. The tachometer has several built in features including a water temperature monitor, oil level monitor and engine trim indicator. The speedometer includes a digital readout of the speed, an hour meter, trip meter and clock. For more information on the specifics of your Yamaha gauges, see your Yamaha owner's manual.

The dual activation switches are set in a standard grid, with the first switch dedicated to accessory installations. The second switch is the livewell 2 switch, which runs your optional livewell sys-



Shown above is the standard console switch panel for the Pathfinder 2200.

tem. The bottom of the second switch is also for accessories. The third switch runs livewell 1, your central aft livewell, and the bottom is an accessory switch. The fourth switch is for the optional recirculating pump, should you elect to have that option installed in your livewell system. The bilge switch is an on-demand switch to run your bilge pump, and is used as a backup in case the float indicator in your bilge pump becomes clogged. Again, the bottom switch is used for accessory items. The navigation switch turns on your navigation lights, which includes your anchor light, and the bottom switch turns on only the anchor light.

TROLLING MOTORS

Your Pathfinder 2200 may have come already rigged with an optional trolling motor system. But even if you did not have the factory install the wiring and charging system, your boat has been built with the thought that these items might be added in the future.

An aluminum trolling motor mounting plate was built into the bow of your Pathfinder during the manufacturing process. All trolling motors should be attached by drilling through the mounting plate with a 13/64" drill bit and 1/4" tap, and using 1/4" #20 machine screws from the trolling motor through the plate. The diagram on page 16 of your Owner's Manual shows where the plate is located. The plate is designed to accommodate the mounting patterns of all trolling motor brands on the current market.

Before your Pathfinder leaves the factory, a nylon rigging string is run through the stringer tubes to the bow of the boat, and secured just below the starboard shark eye placement. This nylon string will allow you to easily run your trolling motor wires to the console for hookup to your additional batteries. Access to the console end of the nylon rigging string is available through the access panel inside the console. This panel unscrews to provide access to the central hull, fuel and rigging areas.

TRANSDUCER

Your Pathfinder 2200 comes equipped with a factory installed Lowrance model PD-WDX-106-43 thru-hull transducer mounted in your bilge area. This thru-hull transducer is designed to work with all current Lowrance products with the exception of the X-47. Although Eagle is a Lowrance company, your transducer will not work with Eagle fish finders.

The power cord for your Lowrance product connects directly to the unit and is run to the console fuse panel.

It is possible for your Lowrance transducer to come loose from its attachment to the hull. If your bottom machine has problems establishing readings, open your bilge access plate and shine a flashlight in to see if your transducer has come loose. A loose transducer requires more than simple glue to fix, and should be repaired by your local Pathfinder Dealer.

SELF BAILING COCKPIT

The cockpit on your Pathfinder 2200 is designed to be self-bailing, so that all water that comes into the cockpit can immediately flush back out the back of the boat. This avoids holding standing water, and allows the boat to drain at all times, including while docked.

Water drains out of the cockpit through the two aft cockpit drains located at the junction of your aft casting deck and the cockpit deck. The drains run water via hoses out of the back of the transom—no water is drained into the bilge area.

The bilge is designed to drain any water entering the inside of the hull. Livewell and cockpit drains are closed systems that flush water out the drain scuppers in the stern. All hoses are sealed and double clamped during construction. Continuous or periodic running of the automatic bilge pump may be an indication of a hose leak or break in a seal, and should be investigated by your local Pathfinder Dealer immediately.

DITTY BAG

Your should have received a brown Ditty Bag with your new Pathfinder 2200. Inside the Ditty Bag are the following items:

- 1 Large Livewell Standpipe
- 1 Small Livewell Standpipe
- 1 1-1/2" Livewell Pacifier Plug
- 2 ignition keys and Emergency Kill Cord
- 1 Yamaha Engine Owner's Manual
- 1 Engine Start Cord
- 1 Garboard Drain Plug
- 1 Gas Fill Key
- 2 Glove Box Keys
- 1 Yamaha
- Various Product Manuals

Please review the bag and make sure these items have been included with your new boat. If any items are missing, please notify your local Pathfinder Dealer immediately.

Inside the console on the starboard side is the fuse panel and ground terminal. The ground terminal is the one with multiple back wires attached. All the grounds lead to the ground terminal, and then to the battery via a large diameter black wire.

Fuses are color coded for sizing.

5 amp	BRN
7.5 amp	ORN
10 amp	RED
15 amp	BLU
20 amp	YEL
30 amp	GRN

FUSE	LOCATION	WIRE COLOR
5 amp	Bilge	Brown
5 amp	NAV Lights	Grey
5 amp	Anchor Light	grey/white Stripe
10 amp	Livewell 1	Brown/White Stripe
10 amp	Livewell 2	Brown/Red Stripe

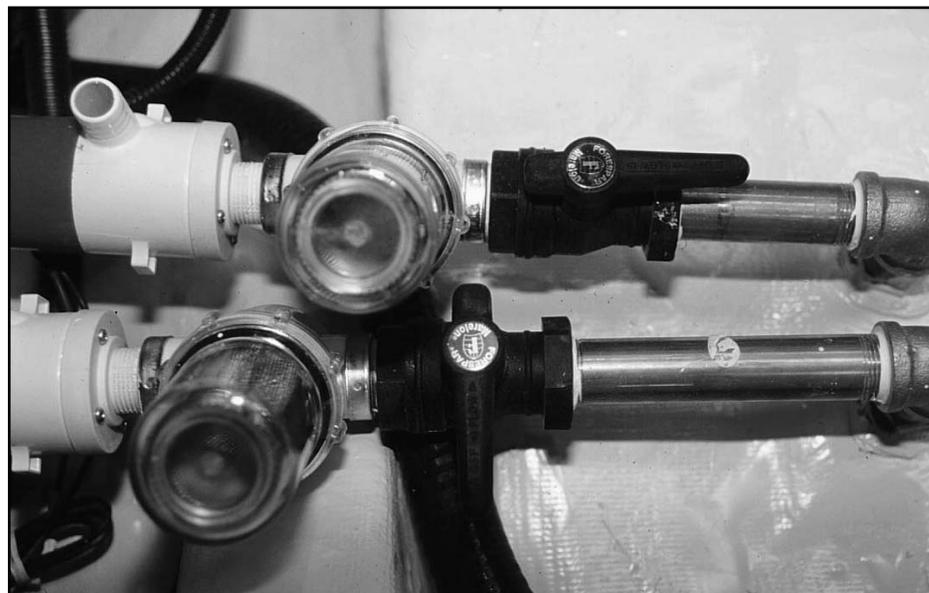
There are always more available, but these are the primary fuses used in our electrical systems. **Always use the recommended fuse amp sizes. Oversizing or using larger fuses than required can lead to electrical shorting and possible damage or destruction of the entire electrical system.**

There are open slots in both the ground and the fuse sides for additional electrical hook-ups. The accessory switches should be used for any additional hook-ups to protect the entire electrical system. All additional electrical hook-ups should be preformed by a qualified marine electrician.

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

***--NOTE--Be sure to turn the shut-off valve to the 90-degree off position BEFORE unscrewing the filter cap (see photo below). Failure to do so will result in outside water entering the bilge area.**

Your Pathfinder is shipped with the shut-off valve turned to the off position (at a 90-degree angle). Turn the shut-off valve clockwise so that it is in line with the pipe to open the system to water flow. Be sure to open the directional spray head in your livewell as well. The directional spray head can be adjusted to increase or decrease the amount of water flowing into the livewell.



The livewell system at top is open and allows water to flow freely through the system. The lower livewell system is closed (90 degrees) to prevent water from entering.

Your Pathfinder 2200 comes with two standpipes and a pacifier-style drain plug to control water levels inside the livewell. The smaller standpipe is for use with crustaceans like shrimp and crabs that prefer a lower water level. The taller standpipe is for baitfish, and the drain plug is to hold water or seal the compartment.

On rare occasions, the livewell will not pump water even though the switch is turned on, the system is open and the livewell pump is running. If that occurs and there is not a clog in the filter, shift the throttle into reverse and back the boat several feet to purge a possible air pocket in the system.

Boat Layout

Your Pathfinder 1900 is designed to create the maximum amount of storage capacity without affecting fishing ability. Livewells, gasketed and guttered storage compartments and lockers are built to protect your gear from the elements. The 33-gallon livewell leaning post and your choice of Yamaha engines are optional.

Become familiar with the boat layout and features to take advantage of their special qualities. All Pathfinder Boats are designed by anglers, for anglers, to offer the best fishing features in the Bay Boat market. The Pathfinder's superior layout offers hands-free fishability, with the most storage and casting room available.

