For your nearest Triton dealer, dial 1-888-8-TRITON
Panel Switches and Gauges

Your Triton boat is equipped with a number of switches and gauges that have been positioned in locations easy to see and access. Careful attention has been used in selecting quality switches and instruments that will provide years of reliability with normal use. Most switches are either water resistant or water proof depending on the type and location. Most instruments have fog resistant lenses that utilize an emulsion on the domes to aid in condensing water and minimizing the likelihood of fogging. It is possible, however, in certain temperature and humidity conditions, to have fogging of an instrument. In this situation, warming temperatures, increased airflow, positioning in the sun, along with removal of a boat cover that may be present, will help to relieve the lens of fog. The moisture should not affect the functioning of the gauge. As a final note, Triton Boats warrants switches and gauges from defects in workmanship or materials for a period of 3 years from the first date of sale.

Gauges

1. Tachometer: Indicates engine speed in revolutions per minute (rpm) multiplied by 100. Note that different engines have different operating ranges and different maximum recommended rpm ranges. Refer to your specific engine owner's manual for information regarding your engine's operating range and maximum rpm. Maximum rpm's is dictated by the type and pitch of the propeller used. Using a propeller of a higher pitch will reduce the maximum rpm, while a propeller of less pitch will allow the engine to turn more rpm's at maximum.

2. Voltmeter Gauge: Many models have a voltmeter as part of the instrumentation package. This gauge indicates the level of the main battery used to start the outboard engine. Turn on the ignition switch and, if present, the main power switch. This gauge should read 12-13 volts in normal situations with a fully charged battery. A reading below 11 indicates a weak battery which may not start the outboard engine.

NOTE: Many newer engines with internal computer components may actually turn over with a weak battery, but will not allow the engine to actually start unless there is sufficient voltage present to drive the electrical system. When the engine is running, a reading of 13-15 volts is normal. Readings over 15 volts may indicate alternator problems. Low or fluctuation readings may indicate loose connections, malfunctioning alternator, overly heavy load on the electrical system, or a dead battery.

Fuel Gauge: Indicates approximate level of fuel in the boat's fuel tank.

Panel Switches and Gauges

Triton Freshwater Systems Manual

Thank you for your business and welcome to the family of Triton owners. This manual is intended to provide you with information about the various operating systems in your new Triton Boat. Details and explanations of how these systems were designed and intended to be used is provided here for you. Additional questions that may not be covered in this manual should be directed to your local authorized Triton dealer.
NOTE: Fuel gauge reading may vary, depending on the attitude of the boat, on the trailer or at the gas dock when in the water. Always make sure that your boat has sufficient fuel before leaving a launch site or dock area. Fuel pickup is not capable of withdrawing 100% of fuel from the tank. Always plan to have an adequate reserve amount of fuel left upon your return.

Speedometer: Indicates the approximate speed your boat is traveling in miles per hour.

Reactometers typically rely on water pressure driven through a pitot tube attached to a pickup on the boat's engine. This gauge will read full down to full tilt from the engine's trim range. If the boat engine's gear case to drive the gauge, the gauge will indicate the trim or tilt attitude of the boat's engine. As the motor is trimmed up the gauge will move accordingly. On most engines, this gauge will read full down to full tilt from the engine's trim range, the right half of the gauges left extreme end to the right extreme. In the case of Mercury engines, the first half from left to center refers to the engine's lower unit. The second half from center to the right side refers to the engine's tilt range. Use this gauge as an option on other models. This switch will allow for the boat's main outboard motor's switch to drop back down, thereby shutting off the pump. This pump will operate regardless of the position of the boat's main battery. This switch will be wired directly to the battery. In the event the water continues to be present, the pump will continue to cycle as long as the battery has sufficient power.

In the "on" position, both the auto pump previously described and an additional manual pump will activate. Both pumps will remove water from the bilge area. Both pumps will remain on until the switch has been returned to the "off" position.

Auto Bilge Switch: This switch will activate internal courtesy lights in the boat's cockpit. Some models may have specific switch settings for internal compartment lights. These switches will be wired directly to the boat's main battery will activate when there is sufficient water present to raise a float switch. This switch will remain on until the water is removed, allowing the float switch to drop back down, thereby shutting off the pump. This pump will operate regardless of the position of the boat's main battery. This switch will be wired directly to the battery. In the event the water continues to be present, the pump will continue to cycle as long as the battery has sufficient power.

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Bow Panels-Most bow panels are equipped with two switches. First, one for trimming/bilging or the boat's main engine up and down. This switch is always in a hot mode and available for use even with the key or power switch off. Second, a courtesy/anchor light switch for turning on/off the lights at night or for turning the anchor light on at night. This eliminates the need to return to the dash to power up the anchor lights at night. Additionally, there is a place on most panels to flush mount a Lowrance bow panel, as this may result in damage. Sharp objects to push the membrane will cycle the switch through the various positions available. (off-port-starboard-both) This also illuminates the indicator light above the activated item. Never use pointed or sharp objects to push through the membrane panel, as this may result in damage.

Livewell Systems-Your new boat has the boating industry's most sophisticated live well system. In independent tests, Triton's live well performance has outshined the competition in performance, oxygenation, and live release. We encourage the careful handling of all game fish and ask that you consider the live release of any game fish and ask that you consider the live release of any game fish and ask that you consider the live release of any game fish and ask that you consider the live release of any game fish that you do not wish to eat or have trophy fish to have a quality trophy reproduction mounts are available, in order for the well to retain longer battery life, the system to drain, avoiding potential damage caused by freezing temperatures.

Classic Edition Switch Panels
Classic Edition switch panels have "state-of-the-art" switches that are referred to as membrane style. These switches are activated by pressing the membrane or "button". In two-position on/off membranes, pressing the button will cycle the switch on and off. Sharp objects to push the membrane will cycle the switch through the various positions available. (off-port-starboard-both) This switch activates a pump system that will withdraw water from the well itself and then spray it back into the well thru an aeration jet in the well. This will provide added aeration to the water in the well. This system may be operated whether the boat is at rest or on plane. Most common use is for providing aeration when the boat is on the move and fill pumps are not able to operate.

2. Recirculation-A four-position switch: "Off", "port", "starboard", or "both". This switch activates a pump system that will withdraw water from the well itself and then spray it back into the well thru an aeration jet in the well. This will provide added aeration to the water in the well. This system may be operated whether the boat is at rest or on plane. Most common use is for providing aeration when the boat is on the move and fill pumps are not able to operate.

3. Pumpout- A four-position switch: "Off", "port", "starboard", or "both". This switch activates a pump system that will withdraw water from the well itself and then spray it back into the well thru an aeration jet in the well. This will provide added aeration to the water in the well. This system may be operated whether the boat is at rest or on plane. Most common use is for providing aeration when the boat is on the move and fill pumps are not able to operate.

4. Manual vs. Timed Aeration-This switch is set to "manual" for continuous operation of the live well or recirculation pump(s). In an effort to retain longer battery life, the manual position will allow the live well or recirculating pump to operate intermittently on a one-minute on two-minute off basis. The frequency is pre-determined and available. Longer days of fishing and longer continued use periods of pumps may require that timed aeration be used to retain battery charge to the boat's main battery. A timer switch is available on the boat's outboard engine. The timer system has been designed to operate both the live well pumps and the recirculating pump(s).

- NOTE: the bottom drain plug should be removed when the live wells will not be used for longer periods of time in order to remove any standing residual water. In the event of freezing conditions, removal of water upon finishing the day's fishing is recommended. This will allow the system to drain, avoiding potential damage caused by freezing temperatures.
Max Air Venturi- Models equipped with this system allow air to be aspirated or sucked into the recirculation line when the recirculation system is in use. This provides further oxygenation for the live well, especially critical in warmer water temperatures. This system is in use automatically when the recirculation pump is turned on.

Pro Air Max (OPTIONAL)- This is an aquarium-style pump, sold as an option that will utilize an air pump to force additional air/oxygen into the live well water. A separate switch will be provided near the helm area to turn this unit on and off.

Steering System

Mechanical Steering (Rack and Pinion or Rotary Style)

It is important that you get the “feel” of your boat’s steering system. Turn the steering wheel from full left to full right and make sure the motor steering arm is turning accordingly. The system should operate freely and smoothly. Never turn loose of mechanical steering systems while the boat is underway. Torque delivered by the boat’s engine passing through the steering system will typically pull the engine to one side steering the vessel to the right. Turning loose of the steering while underway could cause a sudden veering and loss of control leading to damage, injury, or both.

The cable end and its fittings should be kept clear of fuel line, control cables, electrical wiring or onboard gear when the motor is moved through its full steering cycle in both running and full trim positions.

The moving metal parts of the steering system should be cleaned and lubricated with a quality grade of marine grease to insure smooth operation. With regard to the steering ram and steering tilt tube, we recommend lubrication:

1. Every sixty days for freshwater use
2. Every thirty days for saltwater use
3. Before placing in storage for extended periods, all fittings should be inspected for corrosion or damage and replaced, if necessary. Also, the steering wheel should be inspected for looseness and tightened, if necessary. Replace the steering wheel if there are any cracks around the hub or base of spokes, or corrosion that may indicate weakness.
REMINDER: The steering system should be inspected by a qualified mechanic at regular service intervals to ensure a safe, properly maintained steering system.

Hydraulic Steering: Triton models TR19 thru TR22, and 21 S/F are equipped with Teleflex Sea Star Hydraulic steering. This system will provide years of safe, reliable performance with a minimum of service. These Teleflex steering systems have been designed with protection against over-pressure situations by a pressure relief valve. Sometimes when returning the wheel from a hard-over position, a slight resistance may be felt and a clicking sound heard. This should not be mistaken as a fault, as it is a normal movement, resulting in danger that could cause damage or serious injury.

Pro Trim style trim units that are column mounted should be used. They offer one or two trim switches to operate engine trim or hydraulic jackplates and are column mounted, avoiding wire entanglement as described above. Before operating your boat, insure that the following check list is carried out:
1. Perform system pressure test by turning helm wheel all the way to hard over and forcing the helm another turn. This should be done in both directions. This will pressurize the system and any weakness in the system should show up at this time.
2. Confirm that extruded nylon tubing has not been substituted for SeaStar Hydraulic steering hose.
3. Confirm that there is no interference between the steering cylinder and the transom, splash well or jackplate, or any combination of these parts, by performing these simple steps:
   - With engine fully trimmed up, turn hard over and confirm that no interference occurs. If you are using a hydraulic jackplate this must also be performed at the top and bottom position of the jackplate’s range of motion. If interference is present, it must be corrected with trim limiting switches and/or jackplate lift restrictors.
   - Contact the jackplate manufacturer for instructions pertaining to the jackplate and its operation.
4. Confirm that the steering cylinder can be stroked fully in both directions as well as in full trim and lift positions without stretching or kinking of the hydraulic hoses.
5. Confirm that the hydraulic hoses are not subjected to chafing or rubbing. Stretched, kinked or chafed hoses could fail over a period of time and should be corrected before further operation.

Failure to comply with the above may result in loss of steering, causing property damage and/or personal injury. If interference occurs, it may occur during trimming or lifting of the outboard engine. Lift restrictors or lift restrictor design can be implemented to avoid this situation. Please consult your dealer for further assistance.

Electronics

The 12-volt DC electrical system is a 12-volt, 2-wire, negative ground type. The hot wire is positive, feeding the lights, pumps and other electrical components of the boat itself. The negative return is by an insulated wire to the negative terminal of the battery. Separate batteries are typically used to power trolling motors.

NOTE: Wiring schematics are available from Triton upon request.

Electrical System

The 12-volt electrical system is typically used to power trolling motors.

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Electronics

Some components, such as Liquid Crystal Graphs, GPS units, and fashier units, may be flush mounted in some cases or may be surface mounted near consoles or on front decks. It is recommended that whenever possible, all surface mount installations be done by “through bolting” the mounting hardware for the unit to insure a reliable attachment to the boat. Follow manufacturer’s instructions when
Trolling Motor

Most Triton fiberglass boats are equipped with either 24 or even newer 36-volt trolling motors. Generally, speaking, standard boats will use 24-volt systems which require two dedicated batteries to operate the electric trolling motor; while larger optional units may operate on 36 volts with a three-battery setup. The trolling motor plug itself should be removed from the receptacle when not in use and especially when the boat is covered with a storage or transportation cover. This will prevent the trolling motor from operating under the cover due to weight pressure from the cover itself, or from collected rain or snow that may put pressure on the trolling motor switch activating the motor. Damage to the cover and or the trolling motor may occur if the motor is activated while under cover.

Trolling Motor Circuit Breakers

To protect the system and the trolling motor, Triton boats utilizes 50 amp circuit breakers at the end of the wiring harness where the leads attach to the battery. Breakers will trip if the propeller either becomes obstructed or bound by grass or weeds while the unit is in operation. In this case, the user will need to clear the debris or obstruction and then push the reset device back in on the breaker to restore current to the trolling motor. Trolling motor wiring leads are generally marked battery 1+, battery 1- or battery 2+ or battery 2-. Ring terminals with these markings should be attached accordingly to the appropriate battery terminal. Care should be used to insure that leads are securely attached, and most importantly, attached to the correct terminal.

Never cross leads to inappropriate terminals as electrical damage or fire may occur. It is always recommended to wear eye protection when working with batteries, their connections or battery chargers.

Battery Chargers

Modern battery chargers may be one, two, three or even up to four bank chargers and capable of charging as many batteries at one time. Always follow the manufacturer’s recommendations when connecting battery charger leads to engine or trolling motor batteries. Some chargers are self-regulating and will reduce themselves to a trickle charge when batteries become charged, while others may require being manually turned off when the batteries are fully charged. Read and understand the operation of your particular charger before using.

When in doubt, contact the manufacturer for information about your charger.

NOTE:

- Always wear eye protection when servicing batteries or making connections. Always keep fluid levels of liquid type batteries at their proper level. Allowing fluid battery cells to run dry will do permanent damage to the battery. Many higher amperage chargers will cause fluid levels to drop during charging. Therefore, the owner should always insure that adequate fluid is present.

A WARNING:

Batteries being charged may produce a combustible gas. Never use an open flame for visibility in checking fluid levels. Battery acid can severely burn eyes, skin or clothing. Flush immediately with fresh water, if contacted. Always wear safety glasses when handling or monitoring batteries. If acid contact to eyes occurs see a physician immediately.

Mounting Trolling Motors

Whenever installing a trolling motor, it is recommended to follow the manufacturer’s installation recommendations. Triton recommends the use of a through bolt installation with large flat washer and nylon lock nut on the underside of the deck to insure a permanent installation. Trolling motors have to withstand the rigors of impact on the bow; therefore, a solid permanent installation is very important to protect passengers, the motor, and the boat itself.

NOTE:

- Quick detachable mounts used on some fish and ski models enable fast removal of the trolling motor. Always be sure to properly secure the motor when re-attaching the unit to avoid possible injury or damage. It is the owner’s responsibility to insure that these units are properly re-attached and secured to prevent a trolling motor from coming loose while the vessel is under way.
way. Check this attachment to insure it is properly secured as part of a safety check regimen.

Engine Alarms Systems

There is a wide range of engine brands available on Triton boats. Built in warning lights, sound alarms, and protection systems vary, depending on the particular outboard engine brand. Please refer to your engine owner’s manual for details pertaining to your particular engine.

Alternators

The outboard engine alternator will recharge the engine battery when the engine is running. On some models, a voltage regulator controls the rate of voltage and frequency. Alternators do not put out a constant charge to the battery. They regulate charge by sensing battery voltage and the rate of charge by the rate of engine revolutions as possible onto the threads and secure to insure that it will not come loose. Damage caused by improperly installing fasteners is not covered under warranty.

Engine Shut-Off Switch

A main shut-off switch for the entire electrical system is present on the TR 19, TR 20, TR 21, and TR 22. This switch should be put into the “off” position whenever the boat will remain unused for longer periods of time or when added security may be needed. In the “off” position, all power to the boat, its electrical systems, and the outboard cavity will be cut off. This will prevent battery drainage to the boat’s cranking battery caused by the outboard’s ignition switches inadvertently left on. Place this switch in the “on” position to power all electrical systems and outboard motor for use.

Wiring Schematics

Wiring schematics for each Triton model are available upon request at Triton’s main office. Wiring should be performed by a qualified technician.

Vinyl Care

Properly maintaining vinyl seats can be done with some simple basic rules. Failure to care for vinyl properly, or use of improper cleaners, may damage vinyl upholstery and void the warranty.

DO’s & DON’ts

Never drill screws into fiberglass without a pilot hole. Gelcoat cracking or crazing will very likely result from stress to the gelcoat surface caused by the screw. Acetone, as they will remove the protective marine topcoat. Vinyl upholstery, as they will extract the plasticizer, leaving vinyl hard and brittle, causing it to eventually crack. Do not use silicone based products, as they will extract the plasticizer, leaving vinyl hard and brittle, causing it to eventually crack.

Installing and Using of Ski Tow Bar

Ski tow bars are available for many Triton models and will help facilitate pulling skiers, tubers, wake boarders etc. The ski tow bar initial installation of support arms to the boat should only be performed by a qualified technician at your local dealership to insure proper installation and location of support legs. The ski tow bar when preparing for use is to be installed into the rear pedestal and should be threaded into the base on the boats rear deck securely to insure that it will not come loose during use. Turn the center pole as many revolutions as possible onto the threads and align the support arms using aischer to the boat. There are two support legs that must be used to support the bar creating a tripod that is properly supported and very strong. Failure to thread in the center pole into the base, or failure to use the two support legs, secure attached and pinned in may result in injury, damage to the tow bar assembly, damage to the motor cover, or damage the boat itself. Never pull anything with this assembly unless it is properly threaded in, pinned and support legs properly attached. See your dealer for further instructions or to resolve any questions regarding this installation.
The Triton 205 Multispecies model is equipped with two separate fuel tanks, both fills located on the boat's port side. The main fuel tank, with a 51-gallon capacity, is located under the floor and is filled from the aft fill. An auxiliary 8-gallon tank is located just forward of the main tank and is filled from the forward fill.

The auxiliary tank has a dual purpose; its primary use is to supply an auxiliary gas engine, should one be installed. Note: An auxiliary gas engine will always draw its fuel from the auxiliary tank only. The installation of an auxiliary engine requires that a short section of fuel line be installed from the fuel switch valve to the auxiliary engine. This is performed by unscrewing and removing the valve and recess plate from the deck, allowing access to the valve body itself. One side of this valve has a threaded stop plug that should be removed allowing for the installation of a standard fuel fitting and hose with appropriate clamps. The other end of the auxiliary fuel line will be attached to the auxiliary engine. The valve body, hose attached and clamped on properly, can then be reattached in the deck recess.

The secondary use of the auxiliary tank is to supply additional fuel to the boat's primary engine for additional range. The fuel switch valve, located in the deck rail near the aft end of the boat on the starboard side, determines the source of the fuel for the primary engine. When the valve is in the “Main” position, fuel is drawn from the main tank, and when switched to the “Auxiliary” position, it is drawn from the auxiliary tank.
Notes: