

BOAT TRIM SETUP AND ADJUSTMENT

Proper trim on your boat is very important for the safety and comfort of all passengers. Initial trimming of your boat should be handled in these steps: weight distribution, initial motor trim, integrated trim tab adjustment, and then final motor trim.

First, the performance of your boat depends on the load weight and distribution. Begin by evenly distributing the weight, from bow to stern, and also from port to starboard. When preparing to adjust the integrated trim tabs, the total weight and its distribution should be similar to how the boat will be used the majority of the time in the water.

Motor Trim Adjustment

Next, find a safe waterway and run the boat up to full speed. Slowly adjust the motor trim out/up until propeller cavitation just begins and engine RPM increases without an increase in speed. Trim the motor back in/down until cavitation stops - usually only one or two quick down adjustments are all that's required.

At this point the bow may be porpoising slightly (bow continues to bounce up, then down). One or two quick down adjustments to the motor trim should stop the porpoising and the boat should now be running at its maximum speed. The boat spray should be emanating from the back 1/3 of the boat.

Integrated Trim Tab Adjustment

If your boat is still porpoising, then the integrated trim tabs should be adjusted down. Bend the tabs at the points indicated in the drawings and equal distances on both port and starboard sides. Make small adjustments of no more than approx. 1/8" at a time and retest at full speed. Adjust only the trim tab portions from the transducer bracket to the center keel.

If the boat is plowing or steering is difficult, the trim tab should be adjusted up. If your boat lists to the port side adjust the trim tab down on the port side and up on the starboard side. If your boat lists to the starboard side adjust the trim tab down on the starboard side and up on the port side.

It is very important that (1) the motor trim is adjusted first as mentioned above, (2) the weight in the boat (gear and passengers) should be distributed similar to and close to the magnitude of how the boat will typically be run. Downrigger weights, crab pots, full coolers, multiple passengers, etc. together can have a significant effect to the on-plane performance of the boat.

Ideally there should be a reasonable range of trim adjustment between the maximum speed settings and full in/down position of the motor. This will allow a range of boat position necessary to both attain a high speed and efficient plane (bow up) as well as a controlled plowing (bow down) desired when navigating through rougher water. If this range is not attainable, other factors may be the cause: excessive or uneven distribution of weight, or an under-powered motor can affect the on-plane performance of your boat.

See the drawings below for supporting information.

If your motor is equipped with an outboard jet the tabs inside (see drawing # JET103AA) the jet nozzle can be bent to correct for steering pull. Bend the tab in the same direction that the boat is pulling. To verify that your outboard jet is at the correct height refer to drawing # JET-TRIM.

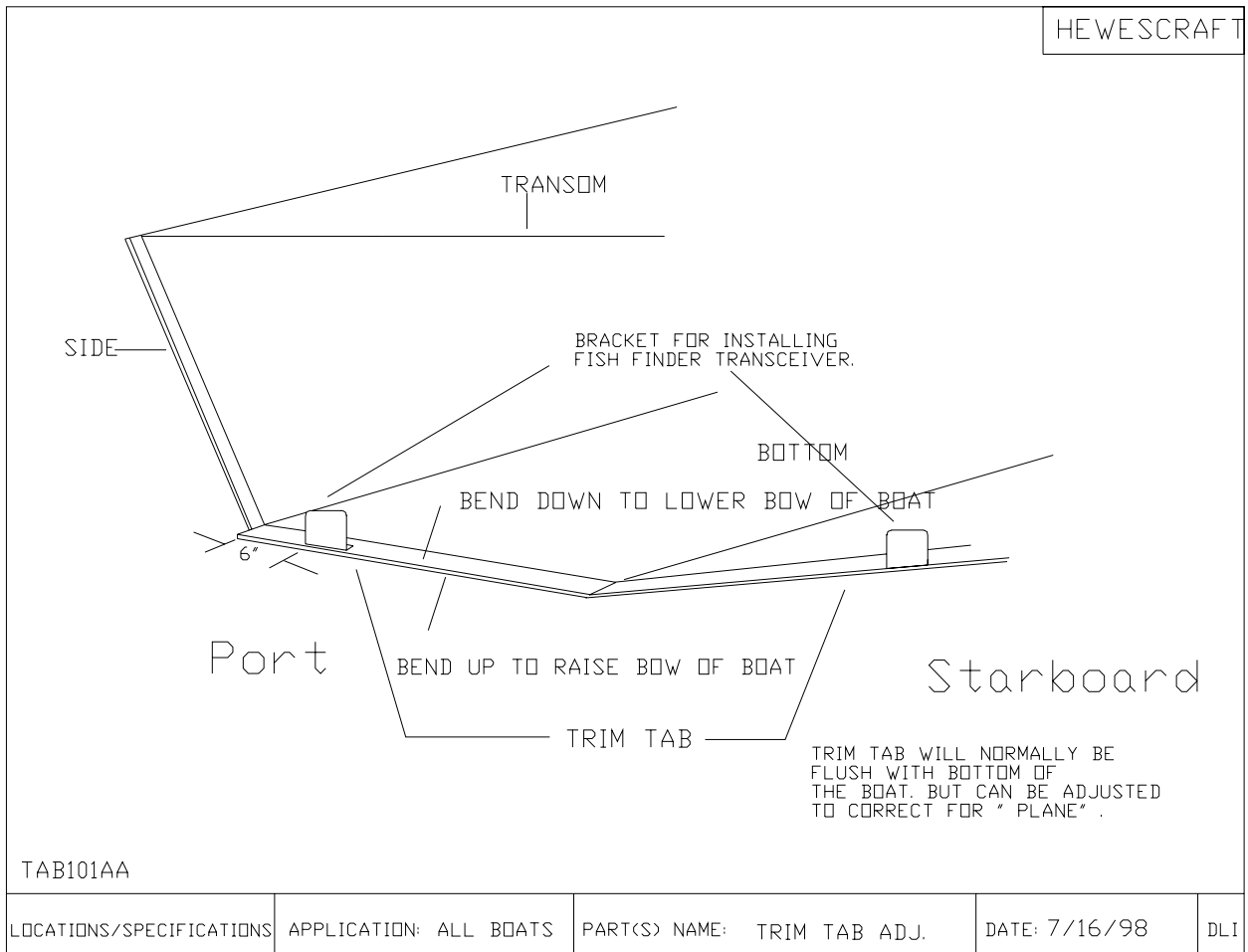
If you have an outboard prop the motor trim can also be adjusted for steering pull. Consult with your dealer and/or motor owner's manual.

CAUTION

Before making adjustments to the trim tab, straighten tab to be flush with the bottom and then run the boat. Make the appropriate adjustments in increments of 1/8" or less. A small amount of adjustment yields large results.

STANDARD TRIM TAB DRAWING

(TAB101AA)



OUTBOARD JET TRIM TAB DRAWING

TABS CAN BE BENT TO CORRECT FOR STEERING PULL.

TYPICALLY BOAT WILL PULL TO THE RIGHT, BEND TABS TO THE RIGHT TO CORRECT.

APPLICATION OUTBD JET	SCALE: NONE	MATERIAL: N/A	PER. BOAT	PART NAME TRIM TABS	HEWES MARINE CO. INC. 214 HWY 395 NORTH COLVILLE WA 99114 (509) 684-5235
DWG. NUMBER JET103AA	DRAWN BY: FLW DATE 12/21/95	GR. AREA: N/A NET. AREA: N/A		P/T # N/A	

OUTBOARD JET HEIGHT DRAWING

MOTOR HEIGHT W/ OUTBOARD JET

1. TRIM MOTOR ALL THE WAY IN.
2. PLACE STRAIGHT EDGE ON BOTTOM OF BOAT AND RUN AFT TO BOTTOM OF LEADING EDGE OF JET FOOT.

TRANSOM

BOAT BOTTOM

STRAIGHT EDGE

MOTOR TRIMMED FORWARD.

OUTBOARD JET DRIVE FOOT

APPLICATION OUTBD JET DRIVE	SCALE: NONE	MATERIAL: N/A	PER. BOAT	PART NAME N/A	HEWES MARINE CO. INC. 214 HWY 395 NORTH COLVILLE WA 99114 (509) 684-5235
DWG. NUMBER JET-TRIM	DRAWN BY: FLW DATE 4/9/96	GR. AREA: N/A NET. AREA: N/A		P/T # N/A	