Maverick Mirage HPX 18 VAR/IS

Maverick Mirage HPX 15 VAR/IS

Maverick Mirage HPX 17-V VAR/IS

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The most advanced shallow water boats in the world

Mirage HPX 15, 17 and 18 Owner/Operator Manual
DRAIN PLUG

Depending on the year your HPX was built you will either have a rubber plug with a brass thru-hull fitting or a screw-in Garboard plug to drain the bilge when the boat is not in the water. The bilge drain is designed so that the plug can be easily removed, but also can be tightened so that it will not easily fall out when the boat is in the water. Once the boat is out of the water, the drain plug can be removed by hand 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 Maverick Mirage HPX Owner’s Manual for information on your boat’s bilge systems.

SERVICE, REPAIR AND WARRANTY ISSUES

Your relationship with your Local Maverick Dealer should never end with the delivery of your new boat. Your Local Maverick Dealership is where you will take your boat for service and repair, as well as to address any warranty issues. Maverick 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 Maverick Dealer. Through our Dealer Network, we should be able to address repair issues and have you back on the water in a timely manner. A continued relationship with your Local Maverick Dealer will assure the best service and parts availability, and will create a direct link from the boat owner to the factory.
Dear New Boat Owner,

Welcome to the Maverick Family! Thank you for choosing a Maverick boat to transport you to your angling dreams. We believe the Maverick Mirage HPX Hulls are the best shallow water technical poling skiffs 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 Maverick goodies for your efforts.

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

Be sure to visit our website www.maverickboats.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 Maverick owners to discuss all applications of your boat. We’re proud to have you as a member of the Maverick family!

Tight lines and screaming drags!

D. Scott Deal

The above diagram shows all the aluminum backing plates originally placed in the deck of a Maverick Master Mirage HPX 17 V-Hull and Tunnel Hull during the construction process. Backing plates indicated are for hinge screw locations or to secure the poling tower.
GENERAL MAINTENANCE

Maverick Boats advises owners that maintenance and repairs should be performed at an authorized Maverick 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 Maverick Mirage HPX 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.

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.

The above diagram shows all the aluminum backing plates originally placed in the deck of a Maverick Master Mirage HPX 15 and HPX 18 during the construction process. Backing plates indicated are for hinge screw locations.
TRIM TABS

Trim tabs are a standard item on all the Maverick Mirage HPX models. We use Lenco electric trim tabs which are recessed in the transom so they can’t interfere with a hooked fish, yet will enhance the boat’s performance.

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. When used in conjunction with the engine tilt, the trim tabs can also improve engine performance and fuel consumption.

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 Mirage HPX, 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.

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 becomes operational, turn the switch to the “off” position, and return the pump to its cradle.

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

If the fuse is in working order and the impeller is not clogged, the bilge pump is probably broken and needs to be replaced. See your local Maverick 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 you local Maverick 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 or oil systems should be performed by a trained marine mechanic. See your authorized Maverick Dealer for parts and repair.

Use bilge cleaner products to remove any obvious stains. Consult your Authorized Maverick Dealer for recommended types of bilge cleaners.
**Fuel system**

Your Maverick Mirage HPX 15 comes with a 18-gallon welded aluminum tank in the forward compartment. The 17 V-Hull comes with a bow-molded 28-gallon fiberglass tank. Older 17 HPX-V models have a 27-gallon aluminum fuel tank. The HPX 17 Tunnel Hull has a rectangular 18-gallon aluminum gas tank, and the HPX 18 has a 38-gallon aluminum tank. All five fuel cells are stationed under the forward hatch close to the bow section of the boat. 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 before 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 Maverick Dealer.

All Maverick Mirage HPX’s have a two-part fuel cap to prevent accidental removal. To open the cap, push the cap down and turn the cap counterclockwise. When the top portion of the cap releases and pops up, continue turning the cap until it releases from the gas fill.

Every HPX model has a green wire running from the fuel fill cap to the bonding point on the gas tank either on the sending unit or the tab. The green wire is a grounding wire for the tank and should never be removed. There is also a solid pink 16 gauge wire that runs from the sending unit on the top of the gas cell to the gauge. This wire controls the gas gauge, and is instrumental on the gauge effectiveness to read the fuel level in the tank. If either wire comes loose, contact your Local Maverick Dealer Immediately.

**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.**

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Inside the console on the starboard side is the fuse panel and ground terminal. The ground terminal is the one with multiple black 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.

<table>
<thead>
<tr>
<th>FUSE</th>
<th>LOCATION</th>
<th>WIRE COLOR</th>
</tr>
</thead>
<tbody>
<tr>
<td>5 amp</td>
<td>Bilge</td>
<td>Brown</td>
</tr>
<tr>
<td>5 amp</td>
<td>NAV Lights</td>
<td>Grey</td>
</tr>
<tr>
<td>5 amp</td>
<td>Anchor Light</td>
<td>Grey/White Stripe</td>
</tr>
<tr>
<td>10 amp</td>
<td>Livewell 1</td>
<td>Brown/White Stripe</td>
</tr>
<tr>
<td>10 amp</td>
<td>Livewell 2</td>
<td>Brown/Red Stripe</td>
</tr>
</tbody>
</table>

There are always more available, but these are the primary fuses used in our electrical systems. **Always use the recommended fuse amp sizes. Over-sizing 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. We also run a string aft to the rigging box. The nylon strings will allow you to easily run any additional wiring through the rigging tubes, thus protecting them from outside elements.
WIRING

A wiring diagram of your Mirage HPX has been included to help troubleshoot any electrical problems or add additional electronics or electrical connections. The wiring diagram follows the wiring from a Breaker Panel to their terminal attachments. We recommend you use a trained marine electrician for all electrical issues.

This diagram also includes a Trim Tab wiring schematic. The starboard tab wires run blue to black and red to white. Port tab wires run green to white and yellow to black.

NAV | BILGE | LIVEWELL1 | TRIM TABS
---|---|---|---
ANCHOR | ACC1 | ACC2 | BREAKER

NAVIGATION LIGHTS

Your Maverick Mirage HPX comes with a white all-around navigation light with adjustable housing placed on the starboard side of the poling platform. A red/green pop-up bow light is on the front casting deck. All navigation lights should be used when under power during low light conditions.

The navigation lights are controlled by the first switch on the dash panel. When turned upward, the switch will light all of the boat’s navigation lights. Flipped down turns on only the anchor light.

Cleaning

Each Maverick 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.

PROPS

Prop selection on your Maverick Mirage HPX is determined by your local Maverick Dealer, but based on recommendations made by Maverick Boat Company and Yamaha Marine to give your boat the maximum overall performance. Different prop designs may improve performance, or can be tailored to enhance specifics of boat and motor performance.

For instance, a prop with a smaller pitch will increase speed out of the hole (jumping onto plane), but will produce a decreased top end speed compared to a prop with a larger pitch. Four or five bladed props may increase overall speed or allow the boat to run shallower, and some props can decrease cavitation at high speeds. Your individual prop needs will determine the prop design and size that best fits your performance requirements.

Always inspect the engine and prop prior to launching your boat. Key prop issues include tangled fishing line or other types of debris, cracked blades or fluid leaking out of the seal. Look for fishing line tangled around the prop or lower unit seal. Consult your Yamaha Owner’s Manual to address these issues.
JACKPLATES

Some Maverick owner’s opt to have an after market jackplate installed on their Mirage HPX to improve shallow water performance. A jackplate allows the motor to be trimmed straight up as opposed to the angled trimming of the stock engine trim motor, thus allowing more prop to remain in the water while running.

Jackplates have very specific applications and performance requirements. Before operating your boat, you should carefully review your Jackplate Owner’s Manual and your Yamaha Engine Manual.

*NOTE -- The installation of a hydraulic jackplate greatly increases the amount of stress on the back of the boat. For this reason, we recommend all boats rigged with jackplates should also utilize a transom saver or other transom supporting device to minimize the stress on the entire transom area. Transom supporting devices can be purchased from your local Maverick Dealer or boating and trailer supply stores.

COCKPIT DRAINS

The Maverick Mirage HPX is not a self-bailing hull. The cockpit on your Maverick Mirage HPX is designed to drain water into the bilge, so that all water that comes into the cockpit can immediately flush out the drain located where the cockpit meets the aft casting deck. This drainage system helps avoid holding standing water in the boat, and allows the cockpit to drain at all times, including while docked or on the trailer.

The bilge is designed to drain any water entering the inside of the hull via the bilge pump. The bilge drains out the starboard side, and all hoses are sealed and double clamped during construction, to assure they don’t pull free.

Continuous or periodic running of the automatic bilge pump may be an indication of a hose leak, break in a seal or loose clamps, and should be investigated by your local Maverick Dealer immediately. Be sure to remove the Garboard Drain Plug when the boat is put back on the trailer, to completely drain all the water out of the hull and to prevent the bilge pump from running down the cranking battery.

LIVEWELL CONSOLE

You may have chosen to have an optional livewell console installed in your Maverick Mirage HPX. The livewell console is designed with an interior livewell underneath the console seat. The livewell itself is foam insulated, so it can also be utilized as a cooler to keep drinks and other items cold.

The livewell in the console is operated with the switch on your dashboard panel. This livewell is fed raw water from the outside via a high speed pick-up scoop on the starboard underside of the aft section of the hull.

The optional console livewell has a side entry for map and gear storage. Water is introduced into the livewell from the outside through the spray head at the top of the livewell on the starboard side. It is necessary to place the included 1 1/2-inch plug in your livewell drain to keep the well from draining when in operation. The drain should also be plugged when using the livewell as a cooler.

When in use, the livewell console drains through the drain on the upper port side of the livewell. This drain assures a minimum comfortable water level for any fish stored in the livewell.

The livewell console also comes standard with a bubbler-type pump in the aft section of the livewell. This pump increases the amount of oxygen introduced into the system to assure fish are kept in the best possible shape for later release.
LIVEWELL SYSTEMS

The livewell system on your Maverick Mirage HPX is designed to be a flow-thru system that does not require a pump or filter. Water is force-fed through the brass livewell pickup on the bottom of the boat. Many boat owners add an optional livewell pump to the system to assure good water exchange when the boat is stationary.

Your Mirage HPX 15, 17 or 18 comes with a removable standpipe to control water levels inside the flow-thru livewell. The standpipe should be placed in the hole in the bottom of the livewell to help control the water level inside the well. Removing the standpipe helps drain the livewell when the boat is out of the water.

The HPX 15 and HPX 17 Tunnel have only the standard flow-thru livewell systems without the release wells. Both models can be plumbed with an optional raw water feed or recirculating pump to improve raw water exchange and control oxygen levels in the livewell.

On the HPX 17 V-Hull, the starboard aft compartment can be utilized as an optional release well by having the well plumbed and a raw water pump or recirculating system added. The raw water pump will pull water into the release well from a small high speed pick-up fitting placed on the bottom of the boat near the port side of the transom.

The Mirage HPX 18 has a larger/deeper flow-thru livewell system than the other HPX models. This livewell is a newly modified thru-hull system that utilizes five brass thru-hull fittings to assure good water circulation at all times. These holes can be blocked with drain plugs and a standpipe added to control the water level in the livewell, as well as to limit the water flowing into and draining out of the livewell. The HPX 18 has similar livewell pumps, filters and hoses as the other HPX models and can also be fitted with optional raw water or recirculating pumps.

The Mirage HPX 18 has a similar release well system as the Mirage HPX 17 Vee, except that the release well is located on the port side of the aft casting deck. The port aft storage box can be plumbed with an optional raw water pump to create the optional release well. A recirculating pump can also be added to increase the volume of oxygen exchange or to create a closed livewell system.

Accessory Kit

Your should have received a small light brown Ditty Bag with your new Mirage HPX. Inside the Ditty Bag are the following standard items along with various product manuals:

<table>
<thead>
<tr>
<th>Item</th>
<th>HPX 15</th>
<th>HPX 17V</th>
<th>HPX 17T</th>
<th>HPX 18</th>
</tr>
</thead>
<tbody>
<tr>
<td>1-1/2&quot; Drain Plug</td>
<td>1</td>
<td>1</td>
<td>11/16&quot; Drain Plug</td>
<td>1-1/2&quot; Drain Plug</td>
</tr>
<tr>
<td>1&quot; Drain Plug</td>
<td>2</td>
<td>2</td>
<td>5</td>
<td>1</td>
</tr>
<tr>
<td>Stand Pipe Assembly</td>
<td>4* 2</td>
<td>4*</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>Cushions</td>
<td>1</td>
<td>2</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Gas Fill Key</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Ignition keys</td>
<td>2</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Yamaha Engine Owner's Manual</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Engine Start Cord</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Garboard Drain Plug</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Console Door Keys</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>T-Lock Keys</td>
<td>2</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>1-1/2&quot; straight pipes w/optional release well.</td>
<td>2</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*-Adding the optional release well will also include two more 1-1/2 inch drain plugs, and two standpipe assembly's.

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 Maverick Dealer immediately.

TROLLING MOTORS

Your Mirage HPX 17 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.

Before your Maverick leaves the factory, a nylon rigging string is run to the bow of the boat, and secured just below the starboard shark eye navigation light placement. This nylon string will allow you to easily run your trolling motor wires to the console for hook up 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.
Your Maverick Mirage HPX does not have an aluminum backing plate built into the deck. However, we recommend using an aluminum backing plate on all trolling motor installations. If you plan to through-bolt the trolling motor, a 1/8-inch piece of aluminum is fine. For drilling and tapping backing plate installation, a 1/4-inch piece of aluminum is recommended.

Through bolting the trolling motor is the industry standard, and after cutting the aluminum plate to the required shape to conform to the deck area, it should be drilled and through-bolted with 1/4-inch hardware.

If you plan to tap the screws, drill 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. Be sure to match up the backing plate with the trolling motor prior to any drilling to avoid unnecessary drill holes.

Fuel Water separator

Each Maverick Mirage HPX is equipped with a fuel water separator to ensure maximum performance from your Yamaha engine and to protect the outboard engine from contaminated gasoline. The fuel separator is a metal cylindrical unit secured to the starboard transom of your Maverick Mirage HPX.

The fuel separator can be checked by removing it (unscrewing counter clockwise) from the mounting bracket 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 Maverick Dealer for replacement parts.

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

Bottom Paint

We use only the best Gelcote on all our boats. Gelcote is only a cosmetic hull coating, and prolonged immersion in water may lead to etiologic blistering of the Gelcote surface. The Maverick Mirage HPX is not designed for prolonged stays in the water unless the boat has been professionally bottom coated. See your local Maverick Dealer for a list of products and bottom coating professionals in your area.

Instrument panel

The instrument panel on your Maverick Mirage HPX 17 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.

![Instrument panel](image_url)
Your Maverick Mirage HPX 17 is designed to create the maximum amount of storage capacity without sacrificing fishing ability. Livewells, gasketed and guttered storage compartments and lockers are optional.

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

The poling tower and your choice of Yamaha engines are optional. Your Maverick Mirage HPX 17 is designed to protect your gear from the elements. The poling tower and your choice of Yamaha engines were built to protect your gear from the elements. The poling tower and your choice of Yamaha engines.