



# SERVICE BULLETIN

**BULLETIN # 05-04**  
**DATE: 6/30/2004**  
**SUBJECT: Central Drain Removal on Certain 410 Sport Bridge models**  
  
**HULL #s: All Diesel Installations with Hull Numbers from #31 to #66**

A certain number of early 410 Sport Bridge models were originally equipped with a central drain system. This system consists of a PVC pipe running down the port side of the bilge, with hose connections for bilge pumps, air conditioning units, and sink drains. The pipe leads to a plastic thru-hull, located on the port side transom, below the waterline. Due to safety concerns, we are requesting that the following service be performed to the 410 Sport Bridge models listed above.

Please follow the provided instructions to complete the change. Photographs and drawings have been included for clarification.

1. The boat will need to be on land and blocked in order to perform service. If the boat is in the water, pull the boat out of the water and securely support it, so that you have access to the transom and hull sides.
2. Detach the hose connecting the central drain to the thru-hull located on the port side of the transom. Remove the thru-hull, and patch the existing hole in the transom. The PVC central drainpipe will remain in the boat even though it will not serve any function. (Please See Figures 1 and 2 for Clarification)

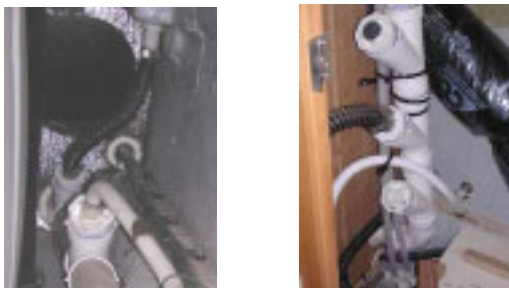


**Figures 1 and 2- Central Drain Thru-Hull Location- Port Transom**

Detach any hoses that run to the PVC central drain. Below are pictures of two locations where hoses attach to this drain. Figure 3 shows the AC discharge and Port Vent box drain locations, which are accessed from the engine room. The AC discharge should have been removed from the central drainpipe in an earlier Service Bulletin (Reference SB# 11-00).

If service has not been performed, it will need to be done at this point. In order to perform this change, cut the Salon AC discharge hose at a point that allows the hose to attach to the new thru-hull. Be sure to attach the section that runs from the AC unit, not the section that remains to the drainpipe. This unused section should be secured to the abandoned central drainpipe. Another 5/8" Thru-hull will be necessary if this change needs to be performed.

Figure 4 shows the fwd bilge pump and shower sump discharge, which are all located behind the mid-stateroom hanging locker. To access them, the liner of the locker will need to be disassembled.



Figures 3 and 4- Central Drain Plumbing Locations

The Salon AC Discharge(s)\*, Vent Box drains, and mid bilge pump outlets are located in the engine room. The Wet bar and Aft Bilge pump outlets are located in the lazarette area.

\*-There may be two Salon AC discharges- one for cooling water and one for condensate draining. On some boats, the condensate drain was run to the Shower Sump box, instead of to the central drain system. If the condensate drain is attached to the Shower Sump, do not detach it, or add a second AC discharge thru-hull.

3. Chrome thru-hulls will need to be installed on the hull. Refer to the attached drawings, 410 Thru-Hull Locations, for correct locations and hole sizes. Some thru-hulls and drain locations may have already been removed from the central drain and run through the hull. **ONLY DRILL HOLES FOR THE NECESSARY THRU-HULLS!** Refer to the list for potential central drain attachments:

- ∞ Fwd Bilge Pump -1-1/8" TH, 1-3/8" Hole
- ∞ Aft Bilge Pump - 1-1/8" TH, 1-3/8" Hole
- ∞ Port and Starboard Induction Box Drains- Both 1-1/8"TH, 1-3/8" Hole
- ∞ Wet bar sink drain -1-1/4" TH, 1-3/4" Hole
- ∞ Shower Sump Discharge- 3/4" TH, 1-1/8" Hole

The number of thru-hulls installed on the hull should match the number of hoses removed from the central drain.

Please refer to the following drawings for correct thru-hull locations:

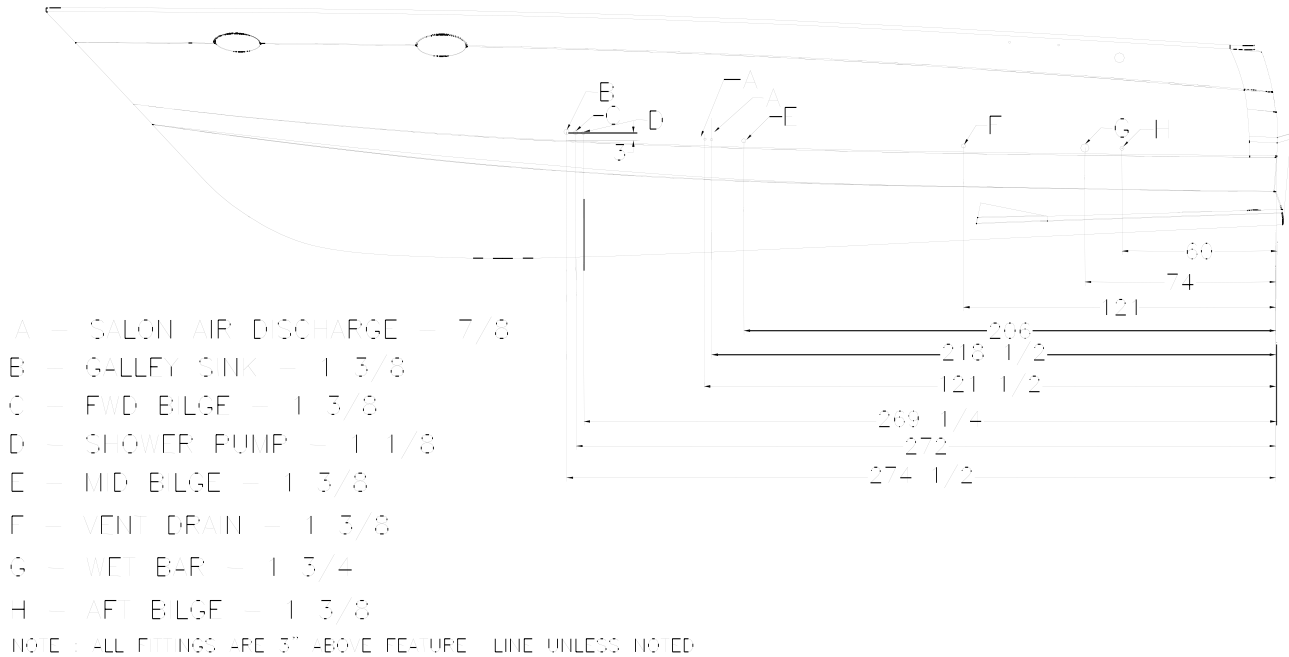


Figure 5- Port Side Thru Hull Locations

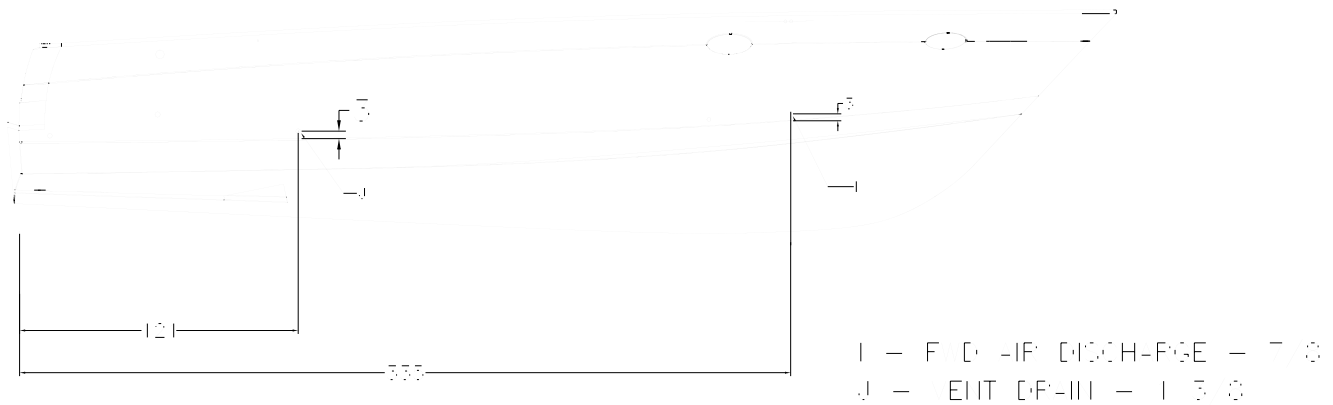


Figure 6- Starboard Side Thru-Hull Locations

4. Before installing the thru-hulls, apply urethane caulk to the sealing flange on the thru-hull. Wipe off any excess caulk from the hull and thru-hull.
5. Once the thru-hulls are installed and tightened, the hoses will need to be connected. In some cases, the existing hose will need to be shortened a bit, such as the starboard side vent box drain.

- 6. Make a last minute check for any remaining hose connections to the central drain. If anything is still connected to it, there is a potential for water build up in the bilge.**
- 7. Once the boat is placed back in the water, test all systems and check for any missed connections or leaks. Check the bilge and the end of the central drain to ensure no water is still being drained into it.**

**Estimated time to complete the modification is 4 hours for the thru-hull removal and installation, and 2 hours for patching.**