

BAYLINER

*America's
First Choice
in Boats*

LEADERSHIP BY DESIGN

BB

CAPRI/TROPHY OWNER'S MANUAL

Welcome Aboard

This manual has been specially prepared to assist you in the operation and care of your Bayliner boat. While not intended as an all-inclusive document designed to provide every detail, familiarization with this manual will contribute to the more effective operation of your boat.

Understanding your new boat and how it works is essential to your boating enjoyment and safety. We recommend that you perform the following steps:

1. Make certain that you receive a full explanation of all systems from the dealer before taking delivery of your boat.
2. Read this manual thoroughly, paying particular attention to the subjects of **fueling, checking for fumes, starting, carbon monoxide, loading limits, trim tabs, recommendations for safety, and warranty.**
3. Practice—all members of the family should be familiar with the operation and systems of your boat.
4. Participate in a safe boating course. Call your local U.S. Coast Guard for the time and place of their next class.

There is information in this manual related to the following **Bayliner boats:**

Capri Models

1400 Bowrider
1600 Bowrider
1600 Cuddy
1650 Bowrider
1800 Bowrider
1900 Bowrider
1900 Cuddy
1950 Bowrider
1950 Cuddy
2150 Bowrider
2150 Cuddy

Trophy Models

1410 Fish/Ski
1710 Fish/Ski
1810 Fish/Ski
1910 Center Console
2110 Cuddy

Due to our ongoing commitment to product improvement, we reserve the right to change, without notice or other obligation, the specifications or other information contained in this publication.

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PREPARATION

Prior to leaving on your first outing (or, for that matter, any outing) there are certain items to check and activities to perform. Familiarize yourself with your boat before leaving, and consider the following.

Recommendations for Safety

1. **Personal Flotation Devices:**
One Coast Guard approved personal flotation device (PFD) of suitable size is required for each person aboard recreational boats. New PFD's bearing Coast Guard approval are now identified by "Types I, II, III, or IV".
Requirements for boats sixteen feet (16') or over in length: One (1) Type I, II, or III (wearable) for each person on board and one (1) Type IV (throwable) in each boat.
Requirements for boats less than sixteen feet (16') in length: One (1) Type I, II, III, or IV PFD for each person on board.
2. Always have children wear PFD's. Always check those devices intended for young children for fit and performance in the water. Never hesitate to have "all hands" wear lifesaving devices whenever circumstances cause the slightest doubt about safety.
3. Do not overload or improperly load your boat. Maintain adequate free-board at all times. Consider the sea conditions, the duration of the trip, the weather and the experience of the personnel. Do not permit persons to ride on parts of the boat that were not designed for such use. Bow riding and seat back or gunwale riding can be especially hazardous.
4. Falls are the greatest cause of injury both afloat and ashore. Eliminate tripping hazards where possible, make conspicuous those that must remain, and require proper footwear to be used on board.
5. Understand the meaning of the buoys, and never moor to one. (It is a Federal offense.)
6. Know the various distress signals. A recognized distress signal used on small boats is to slowly and repeatedly raise and lower the arms outstretched to each side.
7. Storm signals are for your information and safety. Learn them and be guided accordingly.
8. A special flag (red flag with white diagonal) flown from a boat or buoy means skin diving operations. Approach with caution and stay clear at least 25 yards.
9. Be especially careful when operating in any area where there might be swimmers.
10. Watch your wake. It might capsize a small craft. You are responsible for damage caused by your wake. Pass through anchorages at a minimum speed.

11. Obey the "rules of the road". Disregarding such rules is the greatest cause of boating collisions.
12. Always have up-to-date charts of your area on board.
13. Keep an alert lookout. Serious accidents have resulted from failure in this respect.
14. Always instruct at least one person on board in the rudiments of boat handling in case you are disabled or fall overboard.
15. Consider what action you would take under various emergency conditions such as man overboard, fog, fire, a damaged hull or other bad leaks, motor breakdown, bad storm or collision.
16. If you ever capsize, remember that if the boat continues to float it is usually best to remain with it. You are more easily located by a search plane or boat.
17. Keep firefighting and lifesaving equipment in good condition and readily available at all times.
18. Do not test fire extinguishers by squirting small amounts of the agent. The extinguisher might not work when needed. Always follow approved instructions in checking fire extinguishers.
19. Have an adequate anchor and sufficient line to assure good holding in a blow (at least six times depth of water).
20. Boat hooks are valuable when docking or when needed to retrieve objects (including people) overboard.
21. Keep electrical equipment and wiring in good condition. No knife switches or other arcing devices should be owner installed in fuel compartments. Allow ample ventilation around batteries.
22. Good housekeeping in your boat is important. Cleanliness diminishes the probability of fire.
23. Know your fuel tank capacity and cruising range. If it is necessary to carry additional fuel, do so only in proper containers. Take special precautions to prevent the accumulation of fuel vapors in confined spaces.
24. Before departing on a boat trip, you should advise a responsible friend or relative about where you intend to cruise. Be sure that the person has a good description of your boat. Keep them advised of any changes in your cruise plans. By doing these things, your friend or relative will be able to tell the Coast Guard where to search for you and what type of boat to look for if you fail to return. Be sure to advise the same person when you arrive to prevent any false alarms about your safety.
25. Your local U.S. Coast Guard Auxiliary/Power Squadron generally puts on a Safe Boating Class several times a year. They are very comprehensive and generally of minimal cost to you. Call your local U.S. Coast Guard Auxiliary or Power Squadron Flotilla for the time and place of the next class.

Safety Equipment

The following safety related items should be considered as part of your standard equipment:

1. Fire extinguishers (located for easy access).
2. Personal flotation devices.
3. Fenders, lines and boat hook.
4. Flares (night and day type).
5. Flashlight.
6. Charts of intended cruising area.
7. First aid kit.

Tool Chest

1. Assorted screwdrivers (Phillips and flat blade).
2. Pliers—regular, vice-grip, and water pump.
3. Wrenches—box, open-end, allen, and adjustable.
4. Socket set (metric and U.S. standard).
5. Hacksaw with spare blades.
6. Hammer.
7. Battery jumper cables.
8. Electrical tape.
9. Assorted fasteners.
10. Gear grease and penetrating oil.
11. Feeler gauges.

Miscellaneous Items

1. Engine and accessories manual.
2. Propeller with fastening devices.
3. V-belts.
4. Engine lubricating oil.
5. Fuel and oil filters.
6. Cooling pump impellers.
7. Fuel can.
8. Light bulbs.
9. Spare set of spark plugs and other ignition parts.

Static Float Attitude

The static attitude of your boat can be affected by many variables. Optional equipment and loading of gear are the biggest contributors to a boat's listing. After launching, the floating attitude of any new boat can be adjusted. If your boat lists to one side, store heavy items on the light side and light items on the heavy side.

Other Tips

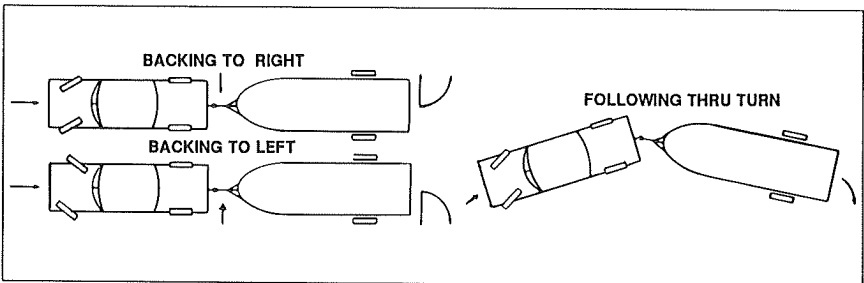
1. When commissioning a new boat, do not plan an extensive trip or party until you have a shakedown cruise to make sure all equipment on your boat is functioning properly and you are familiar with its operation.
2. Use big bumpers and fender boards as they will best protect your boat from floats, piers, and other boats.
3. Carry adequate line properly sized to your boat. We suggest at least two 30' lengths of 3/8" nylon line.

TRAILERING

An Escort trailer, specifically designed for your Bayliner boat, should be used for trailering your boat. Use of any other trailer requires careful checking to insure that capacity and support points are correct.

1. Before using your trailer read the trailer owner's manual thoroughly.
2. Check brakes for proper operation prior to departure on each trip. (Consult your state laws for trailer brake requirements and equip your trailer accordingly.)
3. Frequently check wheel lug bolts.
4. Check tires for proper inflation. Under-inflated tires heat up rapidly and tire damage is likely to occur.
5. Wheel bearings should be checked at least every 90 days and before putting your boat away for the season.
6. Make it a habit to check the wheel hubs every time you stop for gas or refreshments. If the hub feels abnormally hot, the bearings should be inspected before continuing.
7. On extended trips, carry spare wheel bearings, seals and races.
8. Check to be sure the taillights and turn signals work when attached to the towing vehicle. Some automobiles require heavy duty flasher units to make turn signals work properly.

9. Check springs and undercarriage for loose parts.
10. Your boat should be fastened to the trailer by a line from the bow eye to the winch PLUS a safety chain or cable to the winch stand or trailer tongue. The stern of your boat should be tied down to the trailer from the stern eyes.
11. Too much or too little tongue weight will cause difficult steering and tow vehicle sway. A rough rule of thumb is 5% to 10% of boat and trailer weight on the tongue.
12. Close and secure all cabin windows and doors. Store equipment so that it cannot slide or fall.
13. Before towing, take down the convertible top, side curtains and back cover. **Convertible tops are not designed to stay on boats at highway speeds.**
14. Carry a spare wheel with tire, including tools sufficient for changing.
15. Before backing your trailer into water, disconnect the light plug from the car. This will greatly reduce the chances of blowing out your trailer lights when they become submerged.



PRACTICE—PRACTICE—PRACTICE

Before attempting that first launch, tow your boat to a nearby, empty parking lot and practice backing. When backing, be sure to have a lookout to help direct you.

Make sure your outboard or outdrive unit is raised to clear obstacles.

If not already so equipped, consider installing a right side mirror on your tow vehicle.

When rounding sharper turns, remember to swing wide to avoid cutting the corner with the trailer.

OPERATING

Fueling Procedures

CAUTION! Fuel vapors are explosive and can become trapped in the lower portions of a boat. While fueling, all doors, hatches, and portlights should be closed.

Internal "Built-In" Fuel Tanks

1. If on the water, be sure that you are securely moored to the dock.
2. Turn off all equipment including engines, appliances, bilge blower, lights, etc.
3. Extinguish all cigarettes, cigars or other items that may produce a spark or flame.
4. Close all openings including hatches, windows, doors, and portlights.
5. Through-deck fittings are provided for fuel tank filling. Remove cap and insert fuel supply nozzle, allowing the nozzle to maintain contact with the fitting—thereby preventing possible static sparking.
6. On very hot days allow for expansion. Do not fill the fuel tank completely.
7. If, when filling the tank, you can't put fuel in at a reasonable rate, check the fuel vent line to see that it's not kinked or plugged.
8. Replace the fill cap and wash and wipe off any fuel spillage.
9. Open engine compartment and windows, doors, etc., and inspect, visually and by smell, for fuel fumes or leakage. Any sign of fuel leakage or indication of fumes should be investigated and corrected prior to starting engine.
10. Operate bilge blower for at least four minutes prior to starting engine. Leave blower on until underway and at cruising speed.

Portable Fuel Tanks

1. Remove tanks from the boat for filling.
2. Follow instructions in the engine manual for proper ratio and type of lubricating oil to be mixed with gas.
3. Before placing tank in boat, wash and wipe off any spilled fuel.
4. Note—some portable tanks have vent screws which must be open during engine operation.

FUEL CAPACITY TABLE

Capri Models	Tank Capacity (Gallons)
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1400 Bowrider	Portable
1600 Bowrider	Portable
1600 Cuddy	Portable
1650 Bowrider	20
1800 Bowrider	22
1900 Bowrider	32
1900 Cuddy	32
1950 Bowrider	32
1950 Cuddy	32
2150 Bowrider	53
2150 Cuddy	53

Trophy Models	Tank Capacity (Gallons)
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1410 Fish/Ski	Portable
1710 Fish/Ski	16
1810 Fish/Ski	24
1910 Center Console	40
2110 Cuddy	95

Launching

1. Your Bayliner powerboat is equipped with a transom drain plug. Make sure this plug is in place and tight.
2. Once in the water, immediately board your boat and inspect the lower compartments for signs of leakage.
3. If any leaks are noted, the boat should be removed from the water. The selling dealer should be notified so the leaks may be repaired before re-launching the boat.

Starting

The engine operating and maintenance manual furnished with your boat describes pre-start and starting procedures. The following are basic reminders and not intended to cover every detail of starting—we urge you to thoroughly read and understand your engine manual.

1. Check lubricating and cooling level fluids.
2. Visually check for fuel, oil, coolant, and exhaust leaks.

WARNING: Gasoline Vapors Are Highly Explosive. To prevent explosion and fire, check engine and fuel compartments before each use for fumes or accumulation of fuel. Always operate blower for at least four minutes before starting, during starting and when operating below cruising speeds.

3. **Do not** continuously operate the starter for more than 15 seconds at a time. Allow at least three minutes for cooling between start attempts.
4. On boats so equipped, check oil pressure, voltmeter and temperature gauges.
5. Check steering operation by turning wheel full port and starboard and observing your outboard or outdrive.
6. While the boat is still securely moored to the dock, advance the shift control to forward, to reverse, and into neutral to check shifting operation.

WARNING: CARBON MONOXIDE IS A POISONOUS GAS. IDLING AT THE DOCK FOR LONG PERIODS OF TIME, OR RUNNING YOUR BOAT WITH THE CAMPER BACK COVER OR SLANT COVER INSTALLED WITHOUT ADEQUATE VENTILATION CAN RESULT IN DANGEROUS ACCUMULATIONS OF CARBON MONOXIDE GAS INSIDE THE BOAT. ALWAYS REMOVE THE CANVAS OR OTHERWISE VENTILATE THE BOAT WHEN OPERATING THE ENGINES.

Before You Leave

Provided you have not encountered any problems, you are almost ready to go. (If you did encounter problems, **do not** attempt to operate your boat until they are corrected.) Before you leave, consider the following:

1. Check the operation of equipment such as bilge pumps, running lights, wipers, etc.
2. Instruct passengers in the use and location of flotation devices and fire extinguishers.
3. Obtain a reliable weather forecast and plan accordingly for comfort and safety.
4. Notify a responsible friend, relative, marine operator, or Coast Guard of your cruise plans. Upon your return or should your cruise schedule change, notify that person in order to avoid unnecessary concern.

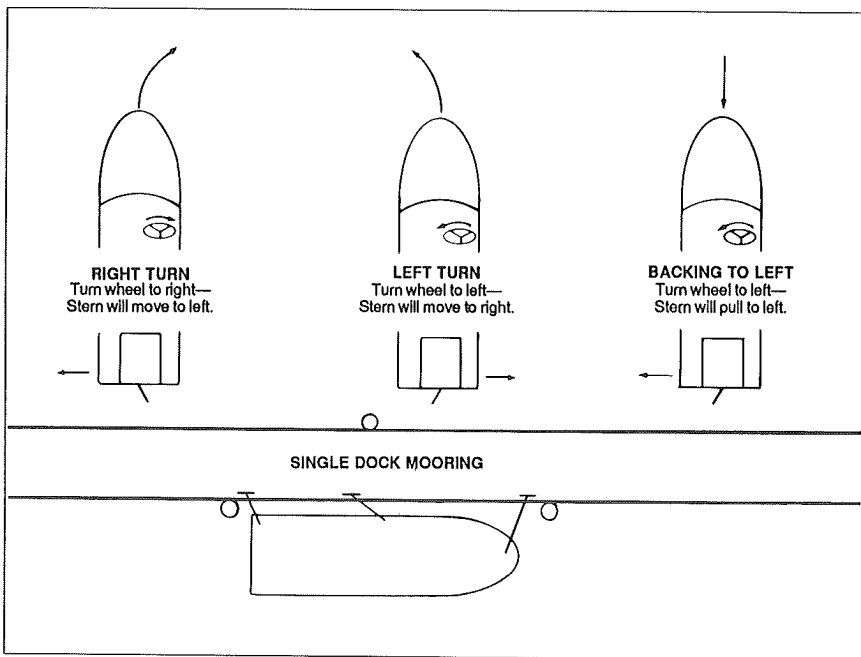
Maneuvering

With all your pre-departure checks now completed, you are ready to leave the dock.

Basic Maneuvering

Remember that all boats steer by the stern (the feeling is much like steering your automobile in reverse). For example, when you turn the steering wheel to the left, the stern of the boat will swing to the right as the boat goes into a left turn. This is especially important to keep in mind when docking and operating in close quarters with other boats.

There are no brakes on a boat. Stopping is accomplished by allowing the boat to slow down (under 5 mph) and then putting the engine in reverse. Gently increasing reverse power will allow you to stop the boat in a very short distance. A boat does not respond to steering in reverse nearly as well as it does when going forward, so do not rely on being able to accomplish tight turning maneuvers when backing up.



Once you are away from the dock, devote some time to learning how to maneuver.

- Practice docking by using an imaginary dock.
- Practice stopping.
- When operating in close quarters or docking, all maneuvering should be done at idle speed. Proceed with caution in congested areas.
- Gradually increase your speed. Get used to the boat before any full throttle operation.

Docking

Preparation:

Proper docking begins with proper preparation. Start by making sure you have adequate equipment, and that it is stowed correctly and ready for use. Your dealer is the best source for the amount and type of equipment you should carry.

Approaching the Dock:

When approaching a mooring area, lower your speed within a reasonable distance to allow your wake to subside before it reaches other boats or docks. As you get close to your moorage check the wind and any tide current action that may affect your maneuver and make a conservative approach with these factors in mind. Try to use the elements to your advantage. Allow them to carry the boat into the dock. If there are high winds or strong currents, it is best to approach the moorage from the lee side. With a mild current or little or no wind it is best to approach from the windward side. When approaching check to see that all lines are attached to the cleats on the side that you will be mooring and that fenders are lowered on that side. Be sure to check that the fenders are hung at the proper height.

As you approach your mooring it is desirable to have a person on the bow and the stern of the boat with a boat hook and a mooring line attached to a cleat. Approach at idle RPM in forward at approximately 45 degrees to the dock. When the bow is within a few feet of the dock (starboard side), the stern can be brought alongside the mooring by turning hard to port. Next turn to starboard and at idle RPM put the boat into reverse. This will stop the boat and bring the stern even closer to the dock. These steps are reversed for docking to port.

Mooring:

Attach lines to deck cleats by making a loop in one end, large enough to pass through hole in the base of cleat and back over entire cleat. The line now can be used to secure your boat. Lines may be kept this way while running as long as they are coiled and cannot become fouled in gear or props. In heavy sea conditions, all lines should be removed from decks.

TIP: Tie up by running line from boat, around dock cleat, and back to boat. This way you can untie without jumping from deck to dock and back aboard. Just cast off one end and then bring the whole line on board.

Leaving the Dock:

Be aware of wind, tide, current or other forces that affect your direction when leaving the dock and account for this in your maneuvering. Most maneuvering to and from a dock is best accomplished at idle speeds.

Do not forget to release mooring lines and stow bumpers.

When leaving a mooring on your starboard side and your bow cannot be pushed away from the dock first, start forward with wheel to starboard for two or three feet. Then shift to reverse with steering full to port. Repeat if necessary to get the stern far enough away from the dock so you can back clear of any other boats that may be moored ahead of you. (Reverse wheel directions when leaving port docking.)

Boat Performance

Boat speeds are affected by a great many factors. Some—such as temperature and altitude—you cannot change, but some factors you can:

1. **Loading:** Take only the necessary equipment with you. Keep weight low in the boat and balanced.
2. **Propeller:** Keep it in good repair and the correct pitch for your particular situation. The factory standard equipment propeller may not be the best for your particular boat and load conditions. If the engine RPM at full throttle is less than the maximum rating, try a prop of less pitch. If the engine RPM exceeds the maximum rating, try a prop of greater pitch.

A slightly bent or nicked propeller will adversely affect the performance of your boat.

3. **Weeds, barnacles and other growth:** Keep your boat bottom clean. When your boat starts "growing grass" it will slow down greatly.

Boat Running Attitude

1. If your boat runs with its bow too high at cruising speeds, the following suggestions will help you lower the bow:
 - Move weight forward in the boat.
 - Adjust thrust angle of engine (reduce distance between bottom of transom and drive unit).
 - Adjust trim tabs. (See Trim Tab section below.)
2. If your boat runs with its bow too low at cruising speeds (usually indicated by water coming off the hull way forward and the boat being difficult to steer—veering off course), you can raise the bow by performing the opposite of above.

Trim Tabs

Trim tabs are intended for corrections to boat trim on the port and starboard axis with very minor changes in pitch or fore-and-aft attitude. For major corrections, redistribute loads.

1. If tab position is unknown, when idling away from the dock, put your tabs in the full bow-up position.
2. After power is applied and boat is cruising, push appropriate tab button to level the boat on lateral axis. Several short touches of the tab button are recommended. Allow the boat to react to the new position of the trim tab after each touch. When installed under manufacturer's recommendation, the port button on the trim tab switch operates the starboard trim tab and vice versa.
3. Both tabs can be lowered slightly to lower bow. Forcing the bow down with tabs will cause steering difficulty and a loss of efficiency.
4. When running in a following sea, run tabs in full bow-up position.

WARNING: IMPROPER USE OF TRIM TABS CAN CAUSE A LOSS OF CONTROL. DO NOT USE TRIM TABS IN A FOLLOWING SEA AS THEY MAY CAUSE BROACHING OR OTHER UNSAFE HANDLING CHARACTERISTICS. DO NOT ALLOW THOSE UNFAMILIAR WITH TRIM TABS TO OPERATE THEM.

Steering Wheel Pressure

Steering can be adjusted so there is very little pull on the wheel at one given speed or trim angle. This is done by turning the trim tab on the lower unit in the direction the wheel is pulling. Small adjustments should be made until the steering has neutral torque at the speed you desire. (We suggest using your normal cruising speed.) When running faster or slower than this speed, a minimal amount of torque will be present.

Instruments

While under way, instruments should be checked frequently for possible indications of trouble.

1. *Tachometer*—A tachometer is an electrical instrument that indicates engine revolutions per minute (RPM). The tachometer is useful for monitoring engine speed to avoid exceeding the maximum RPM rating. In addition, it can be used to detect performance changes by comparing speedometer readings at various RPM's.
2. *Temperature Gauge*—The temperature gauge indicates engine coolant temperature by monitoring a signal from a sending unit installed in the engine water jacket. When the gauge reads in the danger area, shut the engine off and diagnose the problem. A common cause of overheating is picking up a foreign object in the seawater intake. Usually, raising and lowering your outdrive will free it. Backing up in reverse gear then pulling ahead in forward gear for 10-15 feet is helpful, too.
3. *Oil Pressure Gauge*—The oil pressure gauge indicates pressure by monitoring a signal from a sending unit. When gauge reads in the low pressure area, shut the engine off and diagnose the problem.
4. *Fuel Gauge*—The fuel gauge indicates fuel level. Since boats are exposed to rough water conditions and varying trim, fuel gauges may provide inaccurate readings at times. It is always good to keep track of your running time as a double check against an inaccurate gauge.

COMPONENTS/SYSTEMS

Electrical Systems

Although Bayliner manufactures many different model powerboats the electrical systems on all models operate on the same basic theory.

1. *Battery:*

The key to a good marine electrical system is the battery (the batteries are a dealer installed item). Bayliner makes the following recommendations on battery rating:

Outboard Models—minimum 70 amp/hour rating

Sterndrive Models (4 cylinder)—minimum 70 amp/hour rating

Sterndrive Models (8 cylinder)—minimum 85 amp/hour rating

On some models the condition of the battery can be read on the volt - meter when the ignition is in the ON position.

With the engine not running, voltmeter readings in the 11.5 to 12.5 volt ranges are considered normal. Readings in the 10 to 11.5 volt range indicate a marginal charge condition. Readings below 10 volts indicate a serious discharge condition.

With the engine running (over 1500 rpm) voltmeter readings of 13 to 14 volts are considered normal. Readings below this indicate a severely discharged battery or a nonfunctioning charging system.

Check the water level regularly by removing the caps. If the zinc plates are exposed, add distilled water. Corroded battery terminals can also let you down. Clean them with baking soda and water, and coat them with a preservative or a light film of grease. Be sure all battery connections are tight. When storing the boat, it is best to remove the battery, give it a full charge, and store it inside where there are not extreme temperatures.

2. *Fuses and Circuit Breakers:*

On all sterndrive models the engine and accessory circuits are protected by a large circuit breaker located on the engine. In addition, the power tilt motors on all Volvos are protected by a 20 amp fuse.

Fuse blocks on most models are located behind the instrument panel. Wires are color coded to indicate which accessory each fuse services. Some items, such as radios, may be individually fused at the unit.

Fuel Systems

CAUTION: It is very important that the fuel system be inspected thoroughly at the time it is first filled and then at each subsequent filling. We recommend for your safety and the safety of your passengers that the "Fueling" instructions of this manual must be followed.

1. *Fuel Fills and Vents:*

Fuel fills are located either on the aft deck or on the side decks adjacent

to the aft cockpit and are marked "Fuel" or "Gas". Fuel vents are normally located in the hull or transom below and in the same general area as the fill. If you experience difficulty filling the fuel tank, you should check to see that the fuel fill and vent lines are free from obstructions and kinks.

2. *Antisiphon Valves:*

As required by the U.S. Coast Guard, the fuel systems on sterndrive boats are equipped with an antisiphon valve. This valve is an integral part of the barb fitting on the fuel tank to which the neoprene fuel line attaches. The valve is spring loaded and is opened by fuel pump pressure. These valves will prevent gasoline from siphoning from the fuel tank in the event of a fuel line rupture.

NOTE: If an engine running problem is diagnosed as fuel starvation, the antisiphon valve should be checked. In the event the valve is stuck or clogged it should be cleaned or replaced with the engine off. Under no circumstances should it be removed except in an emergency.

3. *Fuel Filters:*

All fuel tanks installed by Bayliner are equipped with a fine mesh screen filter on the fuel pick-up tube in the tank. In addition, when supplied by the motor manufacturer, an additional filter is installed on the engine. Fuel filters should be checked periodically to see that they are clean and free of debris.

CAUTION: Avoid the storage or handling of gear near the fuel lines, fittings and tanks.

Starter Motor

The engine starter motor is designed to deliver high horsepower for only very short intervals. Avoid operation for more than 15 seconds at one time. Due to its high horsepower this motor builds up considerable heat and can be permanently damaged with prolonged use. If it does not operate, check the battery charge and all direct wiring for shorts or loose connections. If excess bilge water is allowed to accumulate, the starter can be damaged in stern-drive models. Automatic bilge pumps are recommended for boats left in open moorage.

Bilge Blower

The bilge blower removes fumes from the engine compartment and draws fresh air into the compartment through the deck vents.

The bilge blower is to be used before starting the engine, during starting, and while boat is operating below cruising speed to insure fresh air circulation. Operate the blower for at least four minutes before starting the engine.

WARNING: Operation of the blower is NOT A GUARANTEE that explosive fumes have been removed. If you smell any fuel, shut off all electrical accessories and engine and investigate immediately.

Bilge Pump

The electric bilge pump supplied with your Bayliner is of an impeller type. If bilge water is present and the pump motor is running but not pumping, check to see if it is clogged by debris. If it is clear but still does not pump, check the discharge hose for kinks or a collapsed area.

NOTE: The Federal Water Pollution Control Act prohibits the discharge of oil or oil waste into or upon the navigable waters and contiguous zone of the United States if such discharge causes a film or sheen upon, or discoloration of, the surface of the water, or causes a sludge or emulsion beneath the surface of the water. Violators are subject to penalty of \$5000.

Running Lights

Although the night lights or navigation lights supplied with your Bayliner are of top quality, failure may occur for a variety of reasons:

1. You may have blown a fuse. (Replace fuse in switch panel.)
2. The bulb may be burned out. (Carry spare bulbs for replacement.)
3. The bulb base may be corroded. (Clean periodically as required and coat with nonconductive grease or Vaseline.)
4. A wire may be loose due to vibration or mis-stowed gear. (Repair as necessary.)

NOTE: Prolonged operation of cabin interior light (overnight) will result in a dead battery. Be conservative in the use of battery power.

Transom Platforms

1. Load is not to exceed 250 pounds.
2. Periodically check for looseness and corrosion.

Portable Heads

Be sure to read and carefully follow the manufacturer's instructions.

1. *To Fill Freshwater Tank:*
Remove upper section from lower section. Remove fill cap and fill to maximum waterline on side of tank. **DO NOT OVERFILL. DO NOT POUR WASTE TANK DEODORIZER INTO FRESHWATER TANK.**
2. Before use, always check the pressure build-up by pulling out the flush handle slowly with the lid closed. It is necessary to pump liquid into the basin. Keep the basin dry when not in use.

NOTE: Use only white toilet tissue as colored dyes may impair the effectiveness of the chemical. Use regular ply tissue. Do not use disintegrating tissue as this may clog the entire pump system.

3. *To Flush:*
PULL holding tank flush valve handle straight out. To rinse bowl, stroke the pump several times. Next, slowly push valve handle straight in. This will ensure a leakproof seal.
4. *To Add Chemical Deodorizer:*
Pull flush valve handle straight out so bowl clapper seal is completely open. Add 2 oz. of Liquid Gold concentrate or Royal Gold powder directly into tank. Pump sufficient water through bowl opening to cover bottom surface of lower tank.

NOTE: Do not add holding tank chemical to upper freshwater tank.

NOTE: Do not add odor control chemical into bowl with bowl clapper seal closed.

5. *Cleaning:*
Use only mild cleansers, detergents or soaps (avoid using abrasive cleaners). Clean the toilet periodically.

6. *To Empty:*
The unit is ready to be emptied when contents of holding tank approach a level of 1" (2cm) below surface of bowl clapper seal.

Make sure flush valve handle is closed. Disengage and remove freshwater tank from holding tank. Unscrew holding tank cap with tank in a horizontal position. Carefully empty holding tank by grasping the tank front and back and slowly tilting.

To use toilet again, recharge with Liquid Gold as done originally.

NOTE: There are many brands of toilet chemicals, any of which will work very well in any of the portable toilets supplied by Bayliner.

7. *Winter Usage:*
For cold weather use, add a nontoxic winter protector antifreeze to freshwater supply tank to prevent freezing.
8. *Storage:*
Empty water tank and holding tank. Rinse out holding tank with one cup of bleach (5% solution) per gallon (5 liters) of water.

GENERAL MAINTENANCE AND REPAIRS

In addition to instructions found elsewhere in this manual and in the literature specific to certain components, the following information is provided for general maintenance and repair.

Because conditions vary widely in different areas and frequency and type of use can differ greatly between owners, intervals for maintenance are not stated herein. Common sense should determine the frequency of maintenance.

Bilges/Engine Compartment

1. Pump bilges dry and remove all loose dirt. Be sure all limber holes are open. If there is oil in the bilge and the source is not known, look for leaks in engine oil lines or engine gaskets. Oil stains are best removed by use of a bilge cleaner available from your dealer or a marina. Do not use flammable solvents.
2. Inspect the entire fuel system (including fill lines and vents) for any evidence of leakage. Any stains around joints could indicate a leak. Try a wrench on all fittings to be sure they are not loosening, but do not over-tighten. Clean fuel filters and vent screens.
3. Inspect the entire bottom for evidence of seepage, damage or deterioration, paying particular attention to hull fittings, hoses, and clamps. Straighten kinked hoses and replace any that do not seem pliable. Tighten loose hose clamps and replace those that are corroded. Tighten any loose nuts, bolts, or screws.
4. Refer to your engine operating manual for details of maintenance. Wipe off engines to remove accumulated dust and grease. If a solvent is used, make sure it is nonflammable. Go over the entire engine and tighten nuts, bolts, and screws, including the mounts. Inspect the wiring on the engine and clean and tighten terminals. Inspect belts and tighten if needed. Replace any belt that is cracked or frayed. Clean and lubricate battery terminals; fill cells with distilled water as needed.

Cabin and Topside Areas

1. Check all wiring to be sure it is properly supported, insulation is intact and there are no loose or corroded terminals. If there are corroded terminals, they should be thoroughly cleaned with sandpaper or replaced. Tighten securely using a lock washer and spray with WD-40 or similiar preservative.
2. Check bow rails, ladders, and grab rails for loose screws, breaks, sharp edges, etc., that might be hazardous in rough weather. Inventory and inspect life jackets for tears and deterioration. Check your first aid kit to make sure it is complete. Check signalling equipment. Inspect anchor lines, mooring and towing lines and repair or replace as required. DO NOT stow wet lines or they may mildew and rot.
3. Salt and brackish water are capable of etching and damaging window glass. Keeping windows clean is the best preventive measure you may take. When cleaning, flush with plenty of freshwater.

To clean plexiglass, which is being used with much more frequency because of its safety and weight, caution should be exercised because of its tendency to scratch.

First, use generous amounts of water to wash off as much dust as possible. Use your bare hands with plenty of water to dislodge any caked dirt. Then use a soft grit-free cloth or clean soft sponge with a detergent or nonabrasive type soap. Dry with a clean damp chamois, with a blotting

action. Never use a glass cleaning solution or a duster as they will scratch the surface. Remove any grease or oil with kerosene or hexane. DO NOT use solvents such as acetone, benzine, carbon tetrachloride, fire extinguisher fluid, dry cleaning fluid, or lacquer thinner since they will attack the surface.

4. To keep teak looking fresh, it should be treated with teak oil at least twice a year (more often if exposure is severe). If the teak is in particularly bad condition, the teak oil should be rubbed in using 220 grit wet and dry sandpaper.
5. Use nearly any of the metal cleaners on the market today to spruce up hardware. After a good cleaning, a coat of paste wax will add greatly to its luster. All metal fittings, including dash panel, instruments, railings and hardware, should be sprayed with a rust inhibitor similar to WD-40. If not maintained on a regular basis, stainless steel railings and fittings will discolor.
6. A variety of high quality fabrics have been used in the construction of your boat. Proper care and cleaning of all fabrics will contribute to their long life.

Prior to cleaning any fabric, we suggest that you **test your cleaning solution and method** on a hidden or inconspicuous area.

Convertible tops as well as vinyl upholstery can be cleaned using a regular vinyl cleaner. Vinyl cleaners may be obtained in grocery or auto parts stores. To prevent rainwater seepage at the seams, a coating of "Scotch Guard" can be applied to the seams on the inside of the vinyl. Mildew can occur if your boat does not have adequate ventilation. Heat alone will not prevent mildew. If mildew does occur, it can be removed using a solution of hot water and "Clorox" (one cup of "Clorox" to one gallon of hot water). Brush into affected area, let set for 10 to 15 minutes and rinse with fresh-water. If at all possible, the vinyl top parts of your boat should be stored indoors in a fairly warm, dry place. This will greatly extend the life of the material.

Dry cleaning should be considered for interior fabrics other than vinyl.

7. Your marine instruments have been designed and constructed of the best possible materials and with proper care will give you years of trouble free operation.

When instruments are exposed to a saltwater environment, salt crystals may form on the bezel and the plastic covers. These salt crystals should be removed with a soft damp cloth; never use abrasives or rough dirty cloths to wipe plastic parts. Mild household detergents or plastic cleaners can be used to keep the instruments bright and clean.

Hull

1. The finish on the fiberglass boat is similar in character to that of an automobile and will respond to the same system of care and cleaning. Car waxes and cleaners are often used to maintain a sparkling finish. Also, a

variety of polishes and cleaners for fiberglass are now on the market. Some are very good and we suggest you experiment with different brands to determine what you like best.

2. Almost unavoidable during the life of your boat is damage to the gelcoat or colored surface. This is not as serious as you might think. Repair is not costly and can be done by the novice.

Scratches: If the scratch does not penetrate the gelcoat surface, use automotive rubbing compounds. Dampen a soft rag and apply rubbing compound with plenty of "elbow grease". The scratch may not disappear completely, however, its noticeability will decrease.

Gouges and Chips: To repair, simply obtain "Patch Paste" from your Bayliner dealer and follow this recommended procedure:

- Clean area to be repaired of wax and oil. Acetone is a good solvent.
- Use a small portion of patch paste on a piece of cardboard, mix thoroughly with the catalyst (two or three drops of catalyst to a tablespoon of paste).
- Apply to pit, chip, or gouge with a single edge razor blade to match the surface contour of the area being repaired. It is better to have an excess than not enough of the paste.
- Allow to harden thoroughly. In most climates, one to two hours should be sufficient.
- Shape the patch as desired, using fine wet sandpaper.
- Finish using automotive rubbing compound in the same manner as for scratches.

WARNING: Teak oil, acetone and catalyst are hazardous materials and should be used only in well ventilated areas. Follow manufacturer's instructions.

3. Special Care for Boats That Are Moored
If permanently moored in saltwater or freshwater your boat will collect growth and grass on its bottom. This will detract from the boat's beauty and greatly affect its performance. There are two methods of preventing this:

- Periodic haulout and cleaning. Use soap and water and a lot of elbow grease.
- Paint hull below waterline with good grade of antifouling paint.

IMPORTANT: Blistering can occur in the gelcoat finish below the waterline on boats that are permanently moored. To protect against this possible occurrence Bayliner recommends antifouling bottom paint be applied. This should include three coats of International Paint Company's Interlux 404/414 barrier coat primer and two coats of Tri-Lux bottom paint or an equivalent. It is best and least expensive to have antifouling paint applied prior to first launching.

4. Whenever your boat is out of the water you should check for stray current corrosion. Stray current corrosion, or electrolysis, can be prevented several ways. The following are the most common causes and the simplest cures:

- Keep a clean dry bilge. Wiring may leak a certain amount of electricity.
 - A poorly grounded zinc anode: Check ground wire, clean contact surfaces.
 - The zinc anode may be deteriorated beyond effectiveness: Replace at usually 50% loss.
 - Do not use a copper based bottom paint as it can cause electrolysis on some metal parts. If your boat is permanently moored we recommend you contact someone in your area specializing in corrosion control and have them check your boat in its moorage to see that it is properly protected.
5. Propellers should be inspected often for damage. Every attempt has been made to equip your boat with a propeller that will optimize performance. However, your boating needs may dictate a propeller change. Your Bayliner dealer can help you in the selection of propellers better suited to your needs.

On those high performance Bayliner models capable of speeds in excess of 50 mph, "cavitation burn" may be experienced on the propeller. Propellers on these boats should be checked frequently for cavitation burn if the boat is continuously operated at high speeds. Replace propellers as necessary when severe burn occurs. High performance propellers constructed of bronze or stainless steel are available from the propeller manufacturers, but using these could void the warranty on your drive unit.

STORAGE

The following suggestions are offered for storage at the end of your boating season.

1. Your boat should be stored under cover if possible. If covered storage isn't available then a temporary winter cover is recommended. A proper winter cover should keep the weather off the boat, but still provide adequate ventilation. Wrapping a boat up in a tight plastic cover can do more damage than good. Dampness and lack of air circulation provide ideal conditions for the fungi that cause mildew and dry rot.
2. If storing on a trailer:
 - Now is a good time to repack wheel bearings. Your local auto service center can help you.
 - Block the trailer wheels off the ground to avoid tire deterioration.
 - Loosen stern tie downs to avoid stress on hull.
3. Refer to your engine manual for storage instructions.
4. Remove the marine battery from the boat. Fill the cells to proper level and store in a warm place. A fully charged battery will survive storage better.
5. Fuel tanks should be filled so there is little air space, thereby, minimizing condensation.

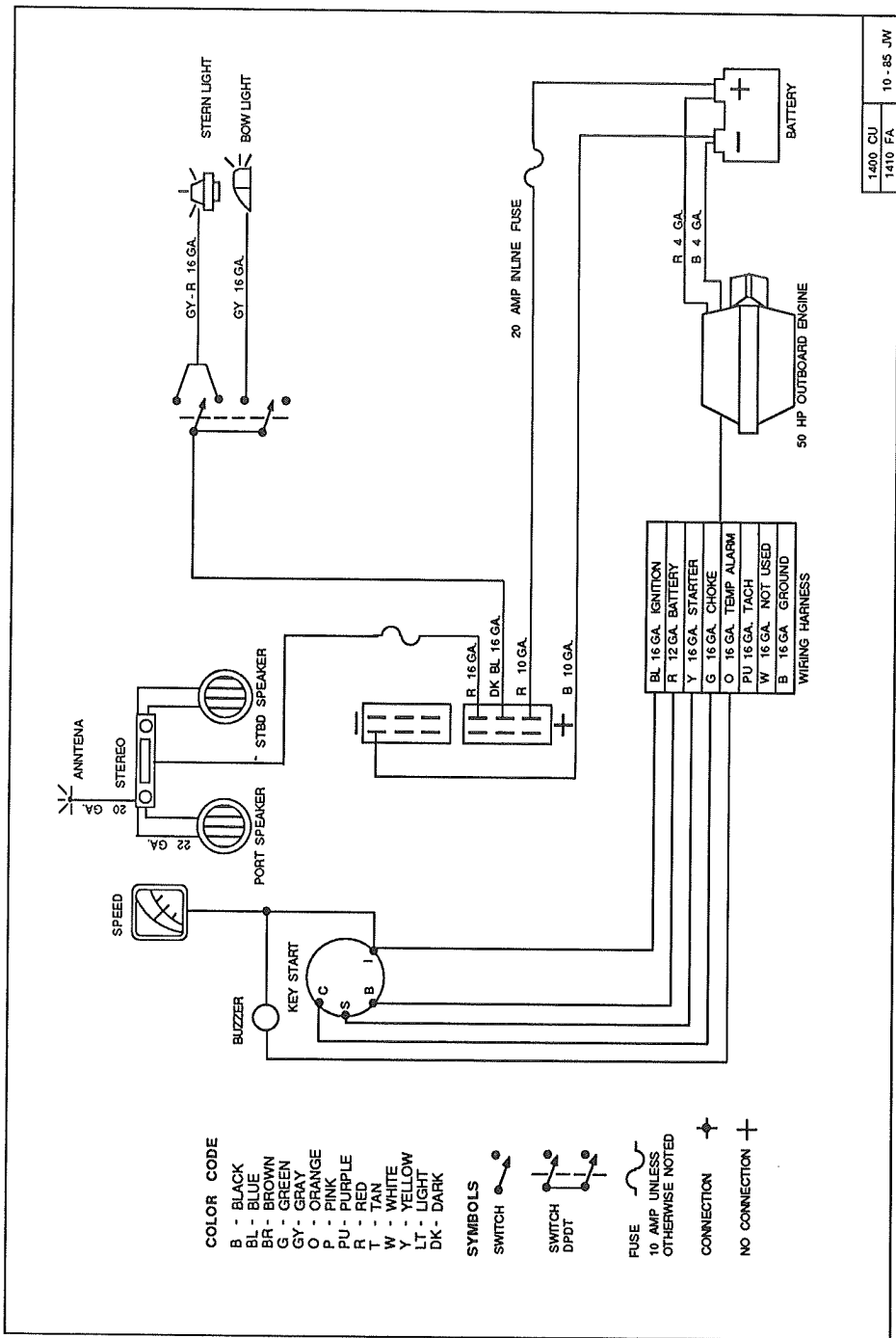
6. Thoroughly clean your boat. If possible, remove cushions, mattresses, towels, and other items that can hold moisture and cause mildew. Such items left on board should be positioned for maximum air circulation—stand mattresses and cushions on edge.
7. Clean hardware and coat with rust inhibitor.
8. Lubricate steering mechanism and throttle control.
9. Consult operating instructions provided with your head (toilet) for winterizing. Drain self-contained heads.

We hope these preventive measures will help make a spring get-ready less work. Should you have any questions, your Bayliner dealer is anxious to provide assistance.

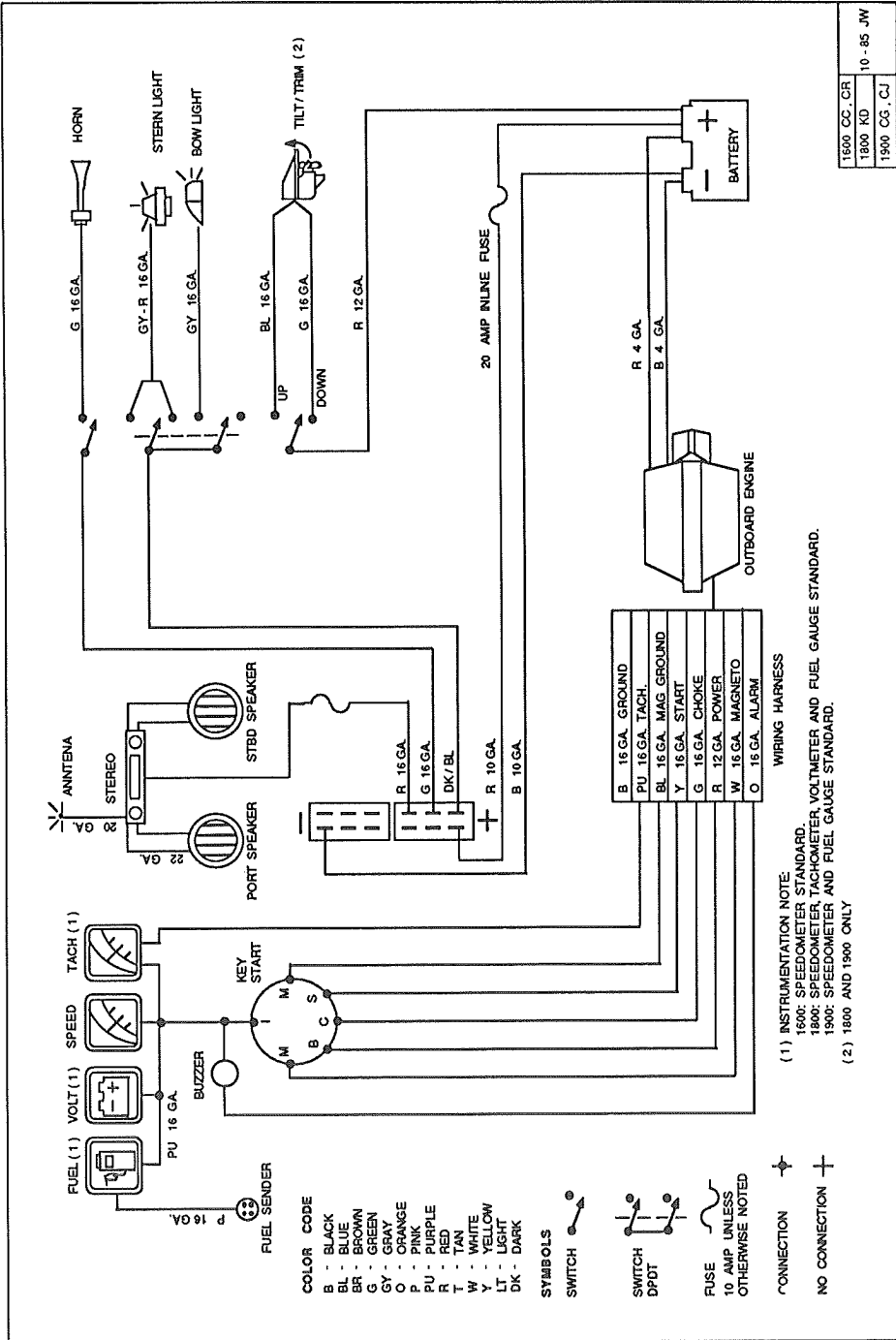
NAUTICAL TERMS

ABEAM:	Either side of the boat.
AFT:	To the rear or near the stern.
BEAM:	The width of the hull.
BILGE:	The lowest portion inside a boat (in a fiberglass boat, generally the underdeck and lower portion of the engine compartment).
BOW:	The forward portion of the boat.
CHINE:	The intersection of the side and bottom of a V-bottom boat.
DRAFT:	Vertical distance from the waterline of boat to the lowest point of the boat.
FATHOM:	A measurement of six feet generally used to measure water depth.
FREEBOARD:	Vertical distance from deck to waterline.
GUNWALE:	Where hull and deck meet.
HATCH:	A covered opening in the deck.
HEAD:	Toilet or toilet room.
HELM:	Steering wheel.
KEEL:	The lowest external portion of the boat.
KNOT:	Nautical mile per hour; nautical mile is 6,076 ft.; land mile is 5,280 ft.
LEE:	Opposite from which the wind blows.
MAYDAY:	International spoken distress signal for radiotelephone.
PORT:	To the left side of the boat.
PORTLIGHT:	A hinged window in the boat's cabin or hull.
SCUPPER:	An opening in a deck or cockpit permitting water to drain overboard.
STANCHION:	A fixed, upright post used for support (of rails or lifelines).
STARBOARD:	To the right or right side of the boat.
STERN:	The rear of the boat.
STERNDRIVE:	Inboard/outboard unit.
TRANSOM:	The vertical part of the stern.
WINDWARD:	The direction from which the wind is blowing.

SCHEMATIC WIRING DIAGRAM 1400 Capri and 1410Trophy

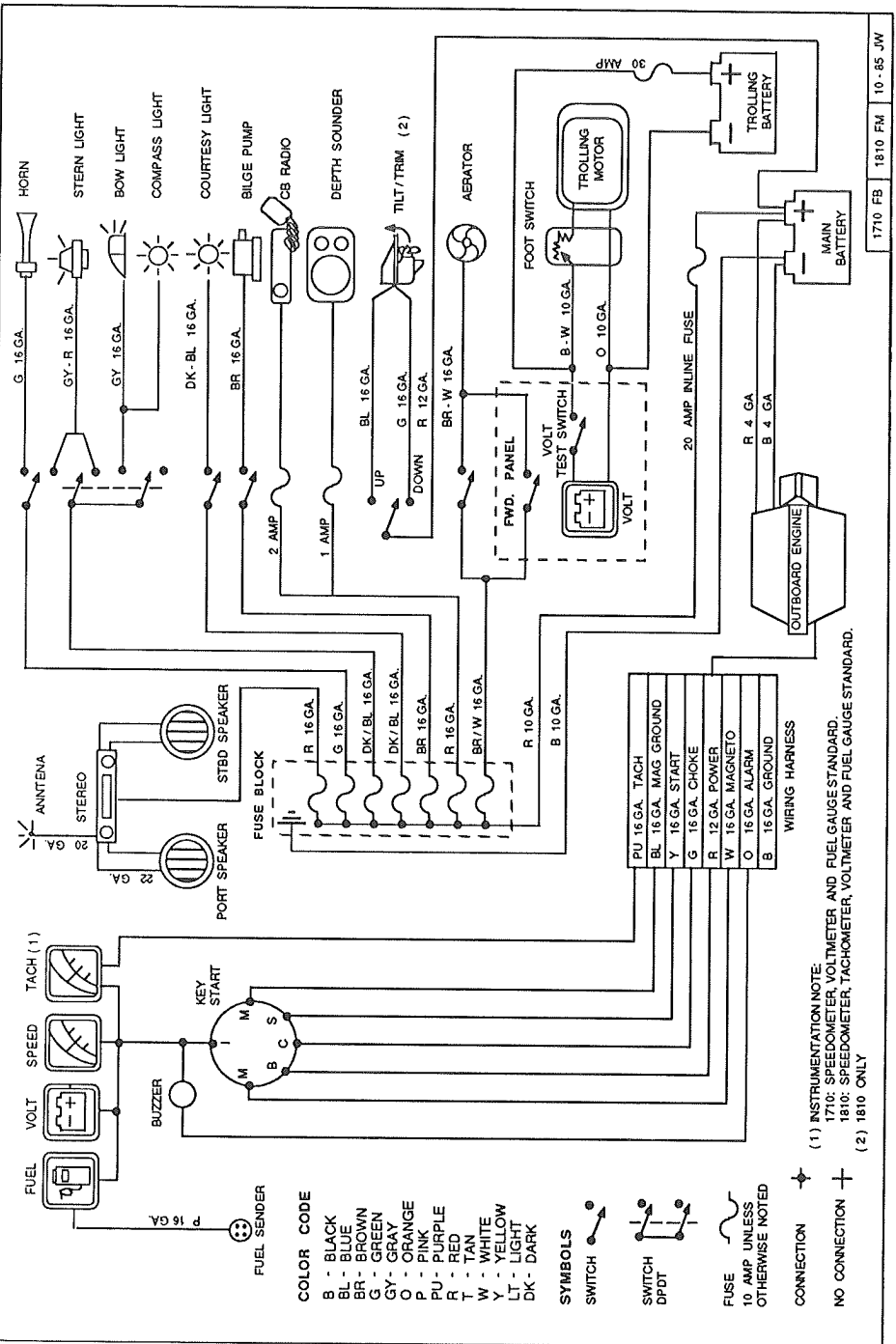


SCHEMATIC WIRING DIAGRAM 1600, 1800 and 1900 Capri

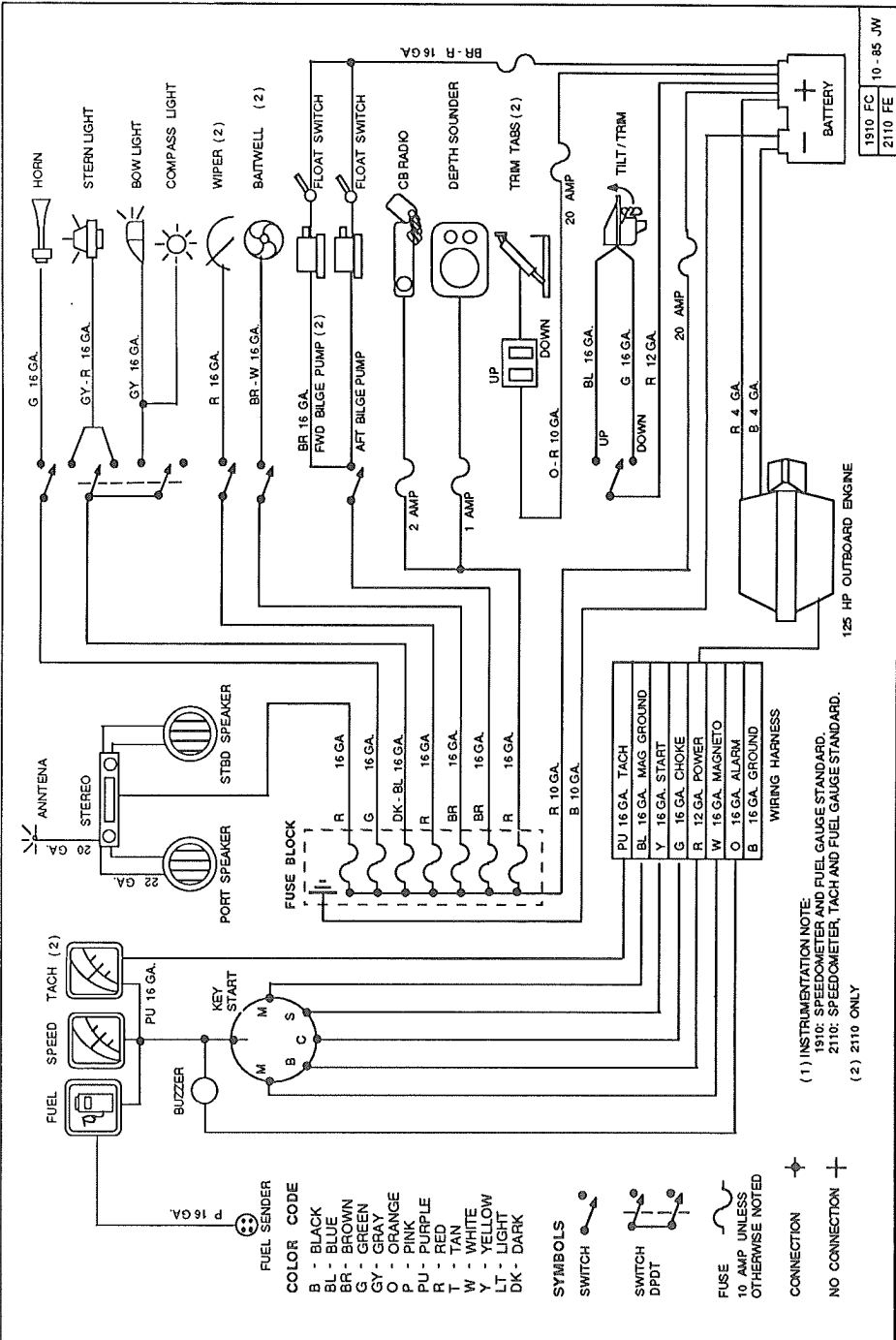


1600 CC. CR.	10 - 85 JW
1800 RD.	
1900 CG. CJ.	

SCHEMATIC WIRING DIAGRAM 1710 and 1810 Trophy



SCHEMATIC WIRING DIAGRAM 1910 and 2110 Trophy



FUEL SENDER
 B - BLACK
 BL - BLUE
 BR - BROWN
 G - GREEN
 GY - GRAY
 O - ORANGE
 P - PINK
 PU - PURPLE
 R - RED
 T - TAN
 W - WHITE
 Y - YELLOW
 LT - LIGHT
 DK - DARK

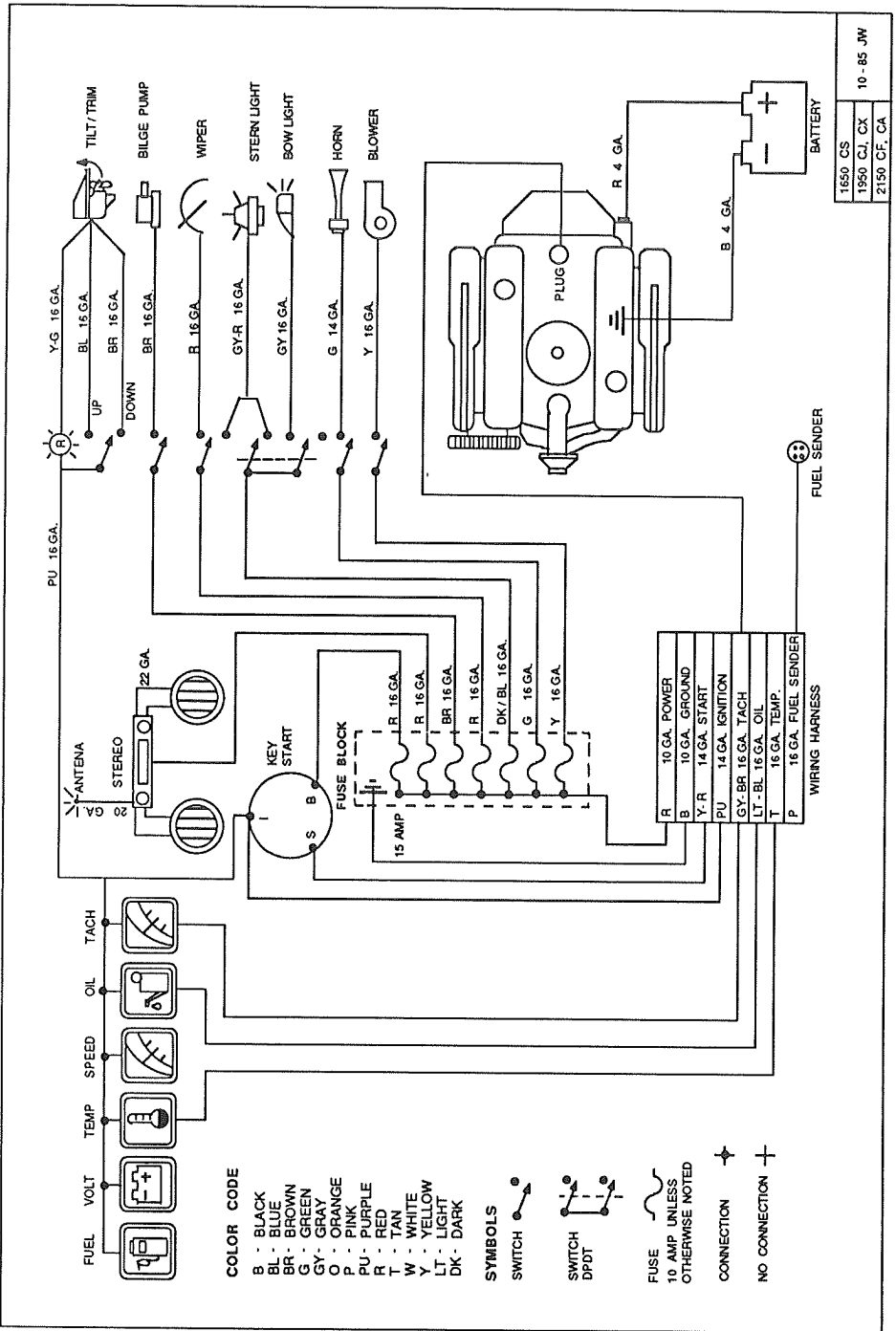
SYMBOLS
 SWITCH
 SWITCH DPDT

FUSE
 10 AMP UNLESS OTHERWISE NOTED

CONNECTION
 NO CONNECTION +

(1) INSTRUMENTATION NOTE:
 1910: SPEEDOMETER AND FUEL GAUGE STANDARD.
 2110: SPEEDOMETER, TACH AND FUEL GAUGE STANDARD.
 (2) 2110 ONLY

SCHEMATIC WIRING DIAGRAM 1650, 1950 and 2150 Capri



SPECIFICATIONS

Model/Engine	Prop/Rotation	Max RPM	Max Cruise RPM	Pinhole Setting
1400 Capri Bowrider 50 Force O/B	10-3/8 x 12-1/2 - R	5500	4000	2
1600 Capri Bowrider 85 Force O/B	13 x 19 - R	5500	4000	2
1600 Capri Cuddy 85 Force O/B	13 x 19 - R	5500	4000	2
1650 Capri Bowrider 125 Volvo	14 x 21 - R	5500	4000	2
1800 Capri Bowrider 125 Force O/B	13 x 17 - R	5500	4000	P/T*
1900 Capri Bowrider 125 Force O/B	13 x 17 - R	5500	4000	P/T*
1900 Capri Cuddy 125 Force O/B	13 x 17 - R	5500	4000	P/T*
1950 Capri Bowrider 125 Volvo	14 x 19 - R	4800	4500	2
225 Volvo	14 x 21 - L	4400	3600	2
1950 Capri Cuddy 125 Volvo	14 x 19 - R	4800	4500	2
225 Volvo	14 x 21 - L	4400	3600	2
2150 Capri Bowrider 125 Volvo	15 x 17 - R	4800	4500	2
225 Volvo	15 x 19 - L	4400	3600	2
2150 Capri Cuddy 125 Volvo	15 x 17 - R	4800	4500	2
225 Volvo	15 x 19 - L	4400	3600	2
1410 Trophy Fish/Ski 50 Force O/B	10-3/8 x 12-1/2 - R	5500	4000	2
1710 Trophy Fish/Ski 85 Force O/B	13 x 19 - R	5500	4000	2
1810 Trophy Fish/Ski 125 Force O/B	13 x 17 - R	5500	4000	P/T*
1910 Center Console 125 Force O/B	13 x 19 - R	5500	4000	P/T*
2110 Cuddy 125 Force O/B	14 x 13 - R	5500	4000	P/T*
125 Force O/B (T)	13 x 19 - R	5500	4000	P/T*

*P/T = Power Trim and Tilt

WARRANTY

One Year Limited Warranty

Bayliner warrants to the original purchaser of its boats operated under normal, noncommercial use in the U.S. or Canada that it will repair or replace any parts found to be defective in factory materials or workmanship within one year from date of retail delivery.

What Is Not Covered

This warranty does not apply to: (1) Engines, drive trains, controls, props, batteries or other equipment or accessories carrying their own individual warranties; (2) Engines, parts or accessories not installed by Bayliner; (3) Window breakage or leaks; gelcoat finish, blisters, cracks or crazing; (4) Hardware, vinyl tops, vinyl and fabric upholstery, plastic, metal, wood or tape trim; (5) Any Bayliner boat that has been altered, subjected to misuse, negligence or accident, or used for racing purposes; (6) Any Bayliner boat which has been overpowered according to the maximum horsepower specifications on the capacity plate provided on each Bayliner outboard boat; (7) Any Bayliner boat used for commercial purposes; (8) Any defect caused by failure of the customer to provide reasonable care and maintenance.

Other Limitations

THERE IS NO OTHER EXPRESS WARRANTY ON THIS BOAT. TO THE EXTENT ALLOWED BY LAW:

1. Any implied warranty of merchantability is limited to the duration of this written warranty.
2. Neither Bayliner nor the selling dealer shall have any responsibility for loss of use of the boat, loss of time, inconvenience, commercial loss or consequential damages.
3. Some states do not allow limitations on how long any implied warranty lasts, so the above limitation may not apply to you. Some states do not allow the exclusion or limitation of incidental or consequential damages, so the above limitation or exclusion may not apply to you. This warranty gives you specific legal rights, and you may also have other rights which vary from state to state.

Your Obligation

In order to comply with Federal regulations, it is essential that your warranty registration card be submitted within 30 days of delivery of your boat. Return of this card is a condition precedent to warranty coverage. Before any warranty work is performed, we require that you contact your selling dealer to request warranty assistance.

We require that you return your boat, at your expense, to your selling dealer or, if necessary, to the Bayliner factory. You will be responsible for all transportation, haul-outs and other expenses incurred in returning the boat for warranty service.

Bayliner Marine Corporation
PO Box 24467
Seattle, WA 98124

