

**BAYLINER®**

**285**

Owner's Manual *Supplement*

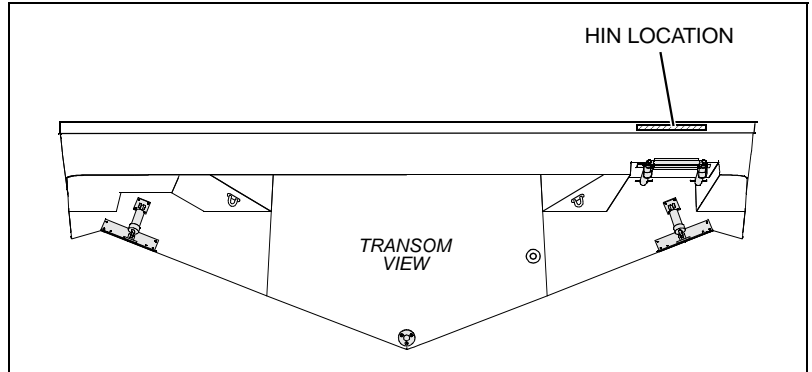


Engine Serial Number: \_\_\_\_\_

Hull Identification Number: \_\_\_\_\_

**Hull Identification Number**

- The Hull Identification Number (HIN) is located on the starboard side of the transom.
- Record the HIN (and the engine serial numbers) in the space provided above.
- Include the HIN with any correspondence or orders.



**© 2003 Bayliner Technical Publications. All rights reserved.**

No part of this publication may be reproduced, stored in any retrieval system, or transmitted in any form by any means, electronic, mechanical, photocopying, recording or otherwise, without prior written permission of Bayliner. Printed in the United States of America.

**General Notes**

The material in this document is for information only and is subject to change without notice. While reasonable efforts have been made in the preparation of this document to assure its accuracy, Bayliner assumes no liability resulting from errors or omissions in this document, or from the use of information contained herein.

Due to our commitment to product improvement, Bayliner reserves the right to make changes in the product design, specifications, and equipment at any time without notice or obligation. Illustrations and/or photos may show optional equipment.

All Bayliner products meet or exceed USCG (United States Coast Guard) and/or NMMA (National Marine Manufacturer's Association) construction standards. Manufactured with 1,1,1 Trichloroethane, a substance which harms public health and environment during the manufacturing process by destroying ozone in the upper atmosphere.

**Proprietary Rights**

This document discloses subject matter in which Bayliner has proprietary rights. The information and design disclosed herein were originated by and are the property of Bayliner. Neither receipt nor possession thereof confers or transfers any right to reproduce, copy, alter or disclose the document or any part thereof, any information contained therein, or to construct boats or any item from it, except by written permission from or written agreement with Bayliner. This document is to be returned upon request to Bayliner.

# CONTENTS

---

## **1 Chapter 1: Welcome Aboard!**

- 1 Dimensions and Tank Capacities
- 1 Layout View
- 1 Dealer Service
- 1 Warranty Information
- 2 Boating Experience
- 2 Engine & Accessories Guidelines
- 2 Engine & Accessories Literature
- 3 Safety Standards
- 3 Qualified Maintenance
- 4 Special Care For Moored Boats
  - 4 *Sacrificial Anodes (Zincs)*
- 5 Boat Lifting
  - 5 *Sling Placement*
- 6 Carbon Monoxide (CO)
  - 6 *Facts about CO*
  - 7 *Where and How CO Can Accumulate*
  - 7 *How to Protect Yourself and Others From CO*
  - 8 *Trip Checklist*
  - 8 *Monthly Checklist*
  - 8 *Annual Checklist*
  - 8 *Carbon Monoxide Alarm System*
  - 9 *More Information*

## **10 Chapter 2: Features / Systems**

- 10 Hull Exterior Hardware & Drains
- 11 Deck Hardware and Accessories
  - 11 *Forward Deck*
- 11 Anchor Windlass (If Equipped)
  - 12 *Aft Deck*
  - 12 *Radar Wing*
  - 13 *Cockpit*
- 14 Helm Layout
- 15 Navigation & Communication Equipment
  - 15 *VHF Radio (If Equipped)*
  - 15 *Compass (If Equipped)*
  - 15 *Depth Finder (If Equipped)*
- 16 Electrical Systems
- 17 12 Volt DC System
  - 17 *Fuses and Circuit Breakers*
  - 17 *12 Volt Accessory Outlets*
  - 17 *Batteries*
  - 17 *Alternators*
  - 17 *Battery Charger (If Equipped)*
  - 18 *Battery Switch*
  - 18 *Battery Switch Positions*
- 19 Shore Power/120 Volt AC System
  - 21 *Connecting To Shore Power*
  - 22 *Line 2 Transfer Switch (Dual Shore Power)*

---


22	Lighting	36	Seawater Systems
	22 <i>Navigation and Interior Lights</i>		36 <i>Seacocks</i>
			36 <i>Seawater Strainers</i>
23	Appliances	37	Marine Head With Holding Tank
	23 <i>Alcohol/Electric Stove</i>		37 <i>Using The Marine Head</i>
	24 <i>Microwave Oven (If Equipped)</i>		37 <i>Winterizing The Head</i>
	24 <i>120-Volt AC/12-Volt DC Refrigerator</i>		38 <i>Macerator (If Equipped)</i>
24	Audio Equipment	39	Air Conditioning System (If Equipped)
25	Propulsion	40	Canvas Top (If Equipped)
	25 <i>Engine</i>		
	25 <i>Engine Access</i>		
	25 <i>Engine Room Ventilation System</i>		
26	Fuel System	<b>41 Chapter 3: Electrical Routings</b>	
	26 <i>Fuel Fill and Vent</i>	41	Hull Wire Harness Routings
	27 <i>Fuel Filters</i>	42	Deck Wire Harness Routings
	27 <i>Anti-siphon Valve</i>	43	Battery Cable Routings
28	Quick Oil Drain System		
29	Controls	<b>44 Chapter 4: Wiring Diagrams</b>	
	29 <i>Power Trim and Tilt</i>	44	AC Electrical System, Single Dockside
	30 <i>Trim Tabs</i>	45	AC Electrical System, Dual Dockside
31	Bilge Pumps	46	Gas Engine Electrical System
	32 <i>Autofloat Switches</i>	47	Diesel Engine Electrical System
33	Freshwater Systems (If Equipped)		
	33 <i>Transom Shower</i>		
	34 <i>Water Heater (If Equipped)</i>		
35	Sink & Shower Drain Systems	<b>49 Important Records</b>	
	35 <i>Sump Box Cleaning</i>		
	35 <i>Sump System Winterization</i>	<b>50 Float Plan</b>	

## Hazard Boxes & Symbols

The hazard boxes and symbols shown below are used throughout this supplement to call attention to potentially dangerous situations which could lead to either personal injury or product damage. **Read All warnings carefully and follow All safety instructions.**

 **DANGER!**  
This box alerts you to immediate hazards which *WILL* cause severe personal injury or death if the warning is ignored.

 **WARNING!**  
This box alerts you to hazards or unsafe practices which *COULD* result in severe personal injury or death if the warning is ignored.

 **CAUTION!**  
This box alerts you to hazards or unsafe practices which *COULD* result in minor personal injury or cause product or property damage if the warning is ignored.

**NOTICE**  
This box calls attention to installation, operation or maintenance information, which is important to proper operation but is *not* hazard related.

 FIRE HAZARD!	 EXPLOSION HAZARD!	 NO OPEN FLAME!	 ELECTRICAL HAZARD!	 HOT HAZARD!
---	--	---	--	--

 FALLING HAZARD!	 ROTATING PROPELLER HAZARD!	 RUN BILGE BLOWERS FOR 4 MINUTES!
--	---	--

  
**DANGER**  
CARBON MONOXIDE  
CO POISONING HAZARD!

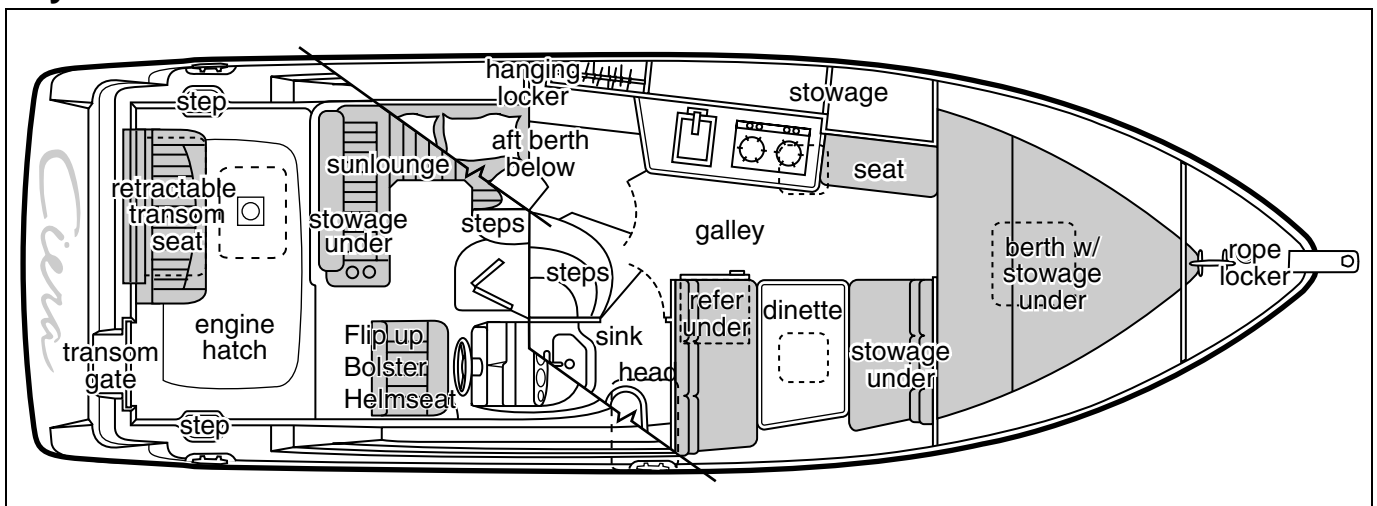
# Chapter 1: Welcome Aboard!

This *Owner's Manual Supplement* provides specific information about your boat that is **not** covered in the *Cruiser & Yacht Owner's Manual*. Please study the *Cruiser & Yacht Owner's Manual* and this *Supplement* carefully. Keep the *Cruiser & Yacht Owner's Manual* and this *Supplement* on your boat in a secure, yet readily available place.

## Dimensions and Tank Capacities

Overall Length	Bridge Clearance	Beam	Draft (Drive Up)	Draft (Drive Down)	Fuel Capacity (gal)	Freshwater Capacity (gal.)	Waste Holding Tank Capacity (gal.)
28' 6"	9' 1"	9' 10"	1' 8"		102	33	20

## Layout View



## Dealer Service

- Ask your dealer to explain **all** systems **before** taking delivery of your boat.
- Your dealer is your key to service.
- Contact your dealer if you have any questions or problems with your new boat.
- If your dealer cannot help, call our customer service hotline: 360-435-8957 or send us a FAX: 360-403-4235.
- Buy replacement parts from any authorized Bayliner dealer.

## Warranty Information

- Bayliner offers a Limited Warranty on each new Bayliner purchased through an authorized Bayliner dealer.
- A copy of the Limited Warranty was included in your owner's packet.
- If you did **not** receive a copy of the Limited Warranty, please contact your dealer or call 360-435-8957 for a copy.

## Boating Experience



### WARNING!

#### **CONTROL HAZARD!**

**A qualified operator *must* be in control of the boat at *all* times. *DO NOT* operate your boat while under the influence of alcohol or drugs.**

If this is your first boat or if you are changing to a type of boat you are *not* familiar with, for your own comfort and safety, obtain handling and operating experience before assuming command of the boat.

Take one of the boating safety classes offered by the U.S. Power Squadrons or the U.S. Coast Guard Auxiliary. For more course information, including dates and locations of upcoming classes, contact the organizations directly:

- U.S. Power Squadrons: 1-888-FOR-USPS (1-888-367-8777) or on the Internet at: <http://www.usps.org>
- U.S. Coast Guard Auxiliary: 1-800-368-5647 or on the Internet at: <http://www.cgaux.org>

Outside the United States, your selling dealer, national sailing federation or local boat club can advise you of local sea schools or competent instructors.

## Engine & Accessories Guidelines

### NOTICE

**When storing your boat please refer to your engine's operation and maintenance manuals.**

- Your boat's engines and accessories were selected to provide optimum performance and service.
- Installing different engines or other accessories may cause unwanted handling characteristics.
- Should you choose to install different engines or to add accessories that *will* affect the boat's running trim, have an experienced marine technician perform a safety inspection and handling test *before* operating your boat again.
- **Certain modifications to your boat *will* result in the cancellation of your warranty protection. *Always* check with your dealer *before* making any modifications to your boat.**


## Engine & Accessories Literature

- The engine and accessories installed on your boat come with their own operation and maintenance manuals.
- Read and understand these manuals *before* using the engine and accessories.
- Unless noted otherwise, *all* engine and accessory literature referred to in this *Owner's Manual Supplement* is included in your owner's packet.



## Safety Standards



**⚠ DANGER!**



***FALLING and ROTATING PROPELLER HAZARD!***

- **NEVER** allow anyone to ride on parts of the boat *not* designed for such use.
- **Sitting on seat backs, lounging on the forward deck, bow riding, gunwale riding or occupying the transom platform while underway is especially hazardous and will cause personal injury or death.**

**⚠ DANGER!**

***ROTATING PROPELLER and CARBON MONOXIDE POISONING HAZARD!***

- **NEVER** allow anyone to occupy, or hang from, the back deck or swim platform while the engine(s) are running.
- **Teak surfing, dragging, or water skiing within 20 feet of a moving watercraft can be fatal.**

**⚠ DANGER!**

***PERSONAL SAFETY HAZARD!***

**ALWAYS** secure the anchor and other loose objects *before* getting underway. The anchor and other items that are *not* properly secured can come loose when the boat is moving and cause personal injury or death.

Your boat's mechanical and electrical systems were designed to meet safety standards in effect at the time it was built. Some of these standards were mandated by law, *all* of them were designed to insure your safety, and the safety of other people, vessels and property.

In addition to this *Owner's Manual Supplement*, please read the *Cruiser & Yacht Owner's Manual* and *all* accessory instructions for important safety standards and hazard information.

## Qualified Maintenance

**⚠ WARNING!**

**To maintain the integrity and safety of your boat, allow *only* qualified personnel to perform maintenance on, or in any way modify: The steering system, propulsion system, engine control system, fuel system, environmental control system, electrical system or navigational system.**

- Failure to maintain your boat's systems (listed in the warning above) as designed could violate the laws in your jurisdiction and could expose you and other people to the danger of bodily injury or accidental death.
- Follow the instructions provided in the *Cruiser & Yacht Owner's Manual*, this *Owner's Manual Supplement*, the engine owner's manual and *all* accessory literature.

## Special Care For Moored Boats

### NOTICE

- To help seal the hull bottom and reduce the possibility of gelcoat blistering on moored boats, apply an epoxy barrier coating. The barrier coating should be covered with several coats of anti-fouling paint.
- Many states regulate the chemical content of bottom paints in order to meet environmental standards. Check with your local dealer about recommended bottom paints, and about the laws in effect in your area.

- Whether moored in saltwater or freshwater, your boat *will* collect marine growth on its hull bottom.
- This *will* detract from the boat's beauty, greatly affect its performance and may damage the gelcoat.
- There are two methods of slowing marine growth:
  1. Periodically haul the boat out of the water and scrub the hull bottom with a bristle brush and a solution of soap and water.
  2. Occasionally re-paint the hull below the waterline with a good grade of anti-fouling paint.

### Sacrificial Anodes (Zincs)

### NOTICE

*Do not paint between the zinc and the metal surface it contacts and do not paint over the zincs.*

Your boat is equipped with sacrificial anodes (zincs) to protect underwater metal parts from excessive deterioration. Check the zincs regularly and replace them if they have deteriorated more than 70%.

There are many factors that affect the rate at which the zincs deteriorate, including:

- Water temperature
- Salinity
- Water pollution

Stray electrical current from the boat or dock may cause complete deterioration in just a few weeks. If there is rapid zinc deterioration, measure the electrolytic corrosion around your boat with a Corrosion Test Meter. If the zincs are *not* bonded correctly, they *will not* provide protection.

## Boat Lifting



### CAUTION!

#### **PRODUCT OR PROPERTY DAMAGE HAZARD!**

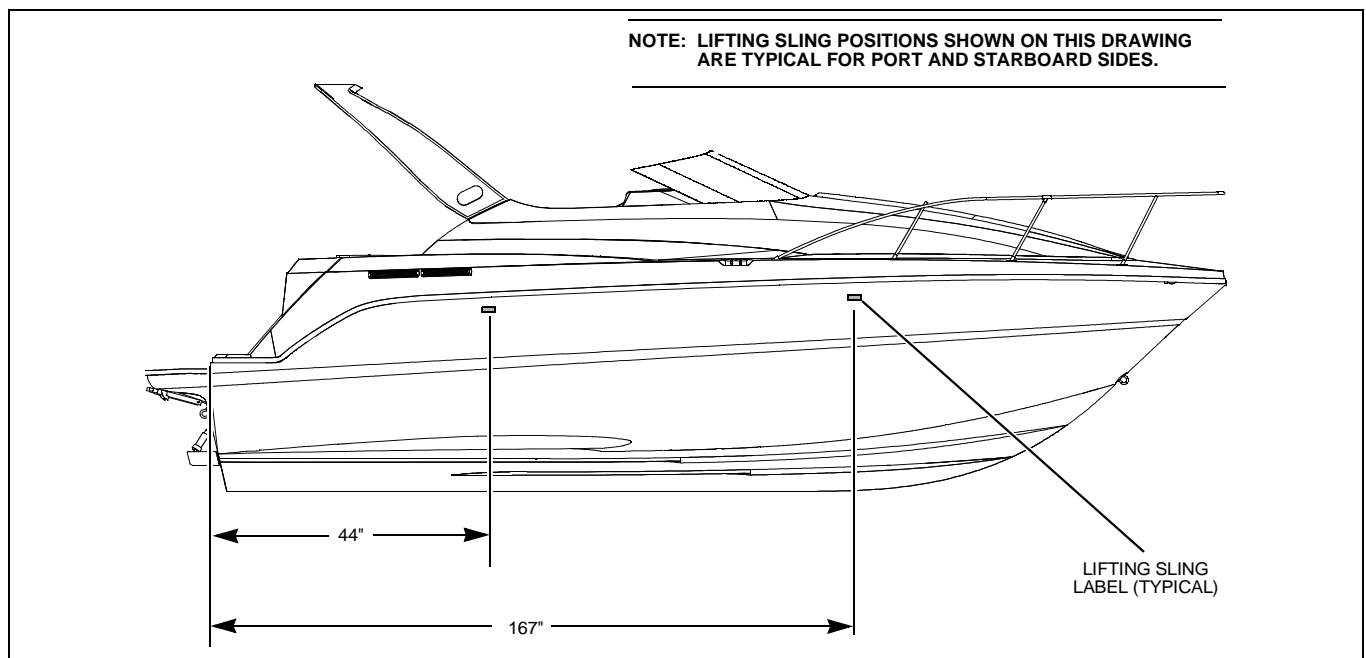
- When lifting any boat, *always* use a spreader bar. The spreader bar *must* be equal to the width of the boat at the lifting point.



### WARNING!

#### **PERSONAL INJURY and /or PRODUCT OR PROPERTY DAMAGE HAZARD!**

- Lift slings may slip on the hull. Avoid serious injury or death by securing the slings together *before* lifting.




- *Always* follow the lift equipment's instructions and requirements.
- If water is present in the bilge, pump or drain the water out of the bilge areas *before* lifting your boat. Water in the bilge can shift and change the balance of the load.

### **Sling Placement**

When lifting your boat, *always* position the lifting slings at the port and starboard sling label positions as shown in the illustration above.

## Carbon Monoxide (CO)

⚠ **DANGER!**



- Carbon monoxide gas (CO) is colorless, odorless, tasteless, and extremely dangerous.
- *All* engines, generators, and fuel burning appliances produce CO as exhaust.
- Prolonged exposure to low concentrations or very quick exposure to high concentrations *will* cause *BRAIN DAMAGE* or *DEATH*.
- Teak surfing, dragging, or water skiing within 20 feet of a moving watercraft can be fatal.

### ***Facts about CO***

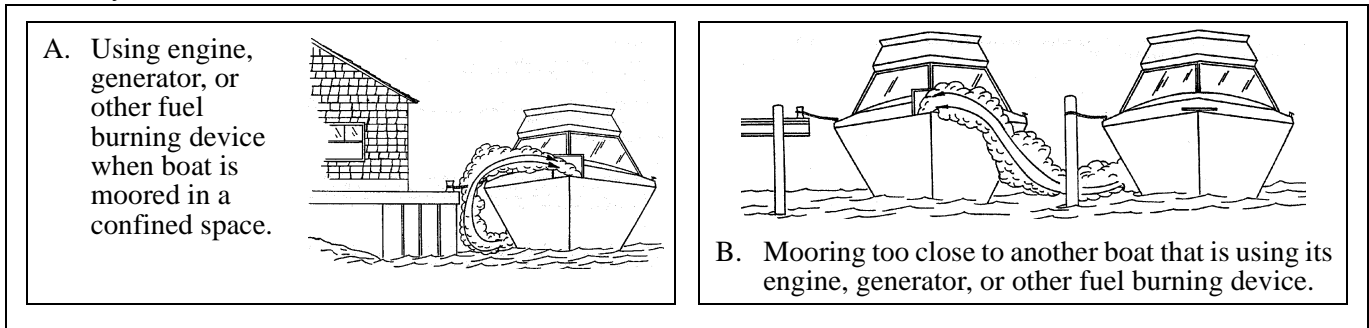
- CO poisoning causes a significant number of boating deaths each year.
- Called the "silent killer", CO is an extremely toxic, colorless, odorless and tasteless gas.
- CO can harm or even kill you inside or outside your boat.
- CO can affect you whether you're underway, moored, or anchored.
- CO symptoms are similar to seasickness or alcohol intoxication.
- CO can make you sick in seconds. In high enough concentrations, even a few breaths can be fatal.
- Breathing CO blocks the ability of your blood to carry oxygen.
- The effects are cumulative, even low levels of exposure can result in injury or death.

### ***Factors That Increase the Effects of CO Poisoning***

- Age
- Smokers or people exposed to high concentrations of cigarette smoke
- Consumption of alcohol
- Lung disorders
- Heart problems
- Pregnancy

## Where and How CO Can Accumulate

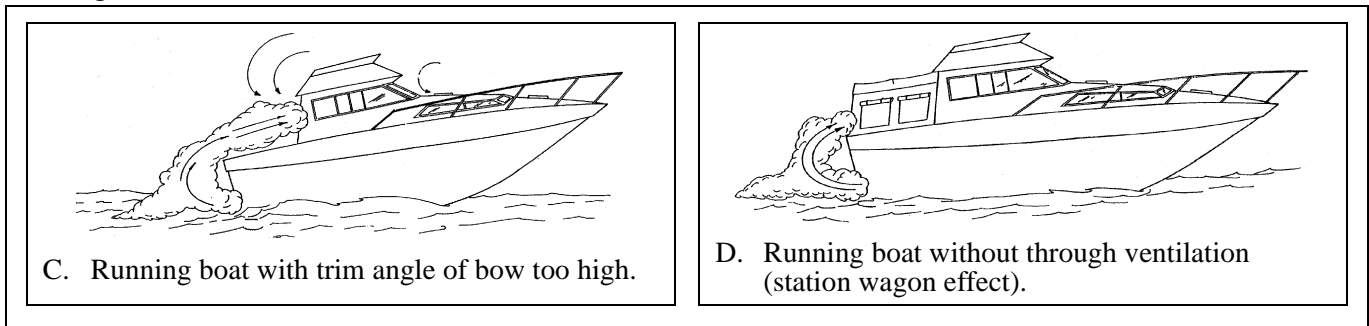
### Stationary Conditions That Increase CO Accumulations Include:



#### To correct stationary situations A and/or B:

- **Close all** windows, portlights and hatches.
- If possible, move your boat away from source of CO.

### Running Conditions That Increase CO Accumulations Include:



#### To correct running situations C and/or D:

- Trim bow down.
- **Open** windows and canvas.
- When possible, run boat so that prevailing winds help dissipate exhaust.

## How to Protect Yourself and Others From CO

- Know where and how CO may accumulate in and around your boat (see above).
- Maintain fresh air circulation throughout the boat **at all** times.
- Know where your engine and generator exhaust outlets are located and keep everyone away from these areas.
- **Never** sit on, or hang onto, the back deck or swim platform while the engine(s) are running.
- **Never** enter the areas under swim platforms where exhaust outlets are located.
- Although CO can be present without the smell of exhaust fumes, if exhaust fumes are detected on the boat, take **immediate** action to dissipate these fumes.
- Treat symptoms of seasickness as possible CO poisoning. Get the person into fresh air **immediately**. Seek medical attention—unless you're sure it's **not** CO.
- Install and maintain CO alarms inside your boat. **Do not** ignore any alarm. Replace alarms as recommended by the alarm manufacturer.
- Follow the checklists provided on the next page.
- Get a Vessel Safety Check.

For information on how to get a free VESSEL SAFETY CHECK, visit [www.vesselsafetycheck.org](http://www.vesselsafetycheck.org) or contact your local U.S. Coast Guard Auxiliary or United States Power Squadrons®.

- U.S. Coast Guard Auxiliary: 1-800-368-5647 or on the Internet at: <http://www.cgaux.org>
- U.S. Power Squadrons: 1-888-FOR-USPS (1-888-367-8777) or on the Internet at: <http://www.usps.org>

### Trip Checklist

- Make sure you know where the exhaust outlets are located on your boat.
- Educate *all* passengers about the symptoms of CO poisoning and where CO may accumulate.
- When docked, or rafted with another boat, be aware of exhaust emissions from the other boat.
- Confirm that water flows from the exhaust outlet when the engines and generator are started.
- Listen for any change in exhaust sound, which could indicate an exhaust component failure.
- Test the operation of each CO alarm by pressing the test button.

### Monthly Checklist


- Make sure *all* exhaust clamps are in place and secure.
- Look for exhaust leaking from exhaust system components. Signs include rust and/or black streaking, water leaks, or corroded or cracked fittings.
- Inspect rubber exhaust hoses for burned, cracked, or deteriorated sections. *all* rubber hoses should be pliable and free of kinks.

### Annual Checklist

#### Have a Qualified Marine Technician:

- Replace exhaust hoses if cracking, charring, or deterioration is found.
- Ensure that your engines and generators are properly tuned, and well maintained.
- Inspect each water pump impeller and the water pump housing. Replace if worn. Make sure cooling systems are in working condition.
- Inspect *all* metal exhaust parts for cracking, rusting, leaking, or loosening and check the cylinder head gasket, exhaust manifold, water injection elbow, and the threaded adapter nipple between the manifold and the elbow.
- Clean, inspect, and confirm proper operation of the generator cooling water anti-siphon valve (if equipped).

### Carbon Monoxide Alarm System

<b>⚠ DANGER!</b>	
	<p style="text-align: center;"><b>CARBON MONOXIDE POISONING HAZARD!</b></p> <ul style="list-style-type: none"> <li>• The house battery switch <i>must</i> be in the <i>On</i> position for the CO Monitors to work.</li> </ul>

<b>NOTICE</b>
<p><b>The stereo memory and CO monitor(s) place a small, but constant drain on the battery. If your boat will be unattended for an extended amount of time, plug into shore power with the battery charger turned <i>On</i>, or disconnect the battery if shore power is <i>not</i> an option.</b></p>

- **Do not** disconnect the alarm system.
- Read and understand the manufacturer's instructions for your CO alarm system. If you did *not* receive an instruction manual, call (800) 383-0269 and one will be mailed to you.

If your boat is *not* equipped with a carbon monoxide alarm, consider purchasing one from your dealer or marine supply store.

**More Information**

For more information about how you can prevent carbon monoxide poisoning on recreational boats and other ways to boat more safely, contact:

**United States Coast Guard**

Office of Boating Safety (G-OPB-3)  
2100 Second Street SW  
Washington, DC 20593  
[www.uscgboating.org](http://www.uscgboating.org)  
1-800-368-5647

**National Marine Manufacturers Association (NMMA)**

200 East Randolph Drive  
Suite 5100  
Chicago, IL 60601-9301  
[www.nmma.org](http://www.nmma.org)  
312-946-6200

**American Boat & Yacht Council, Inc. (ABYC)**

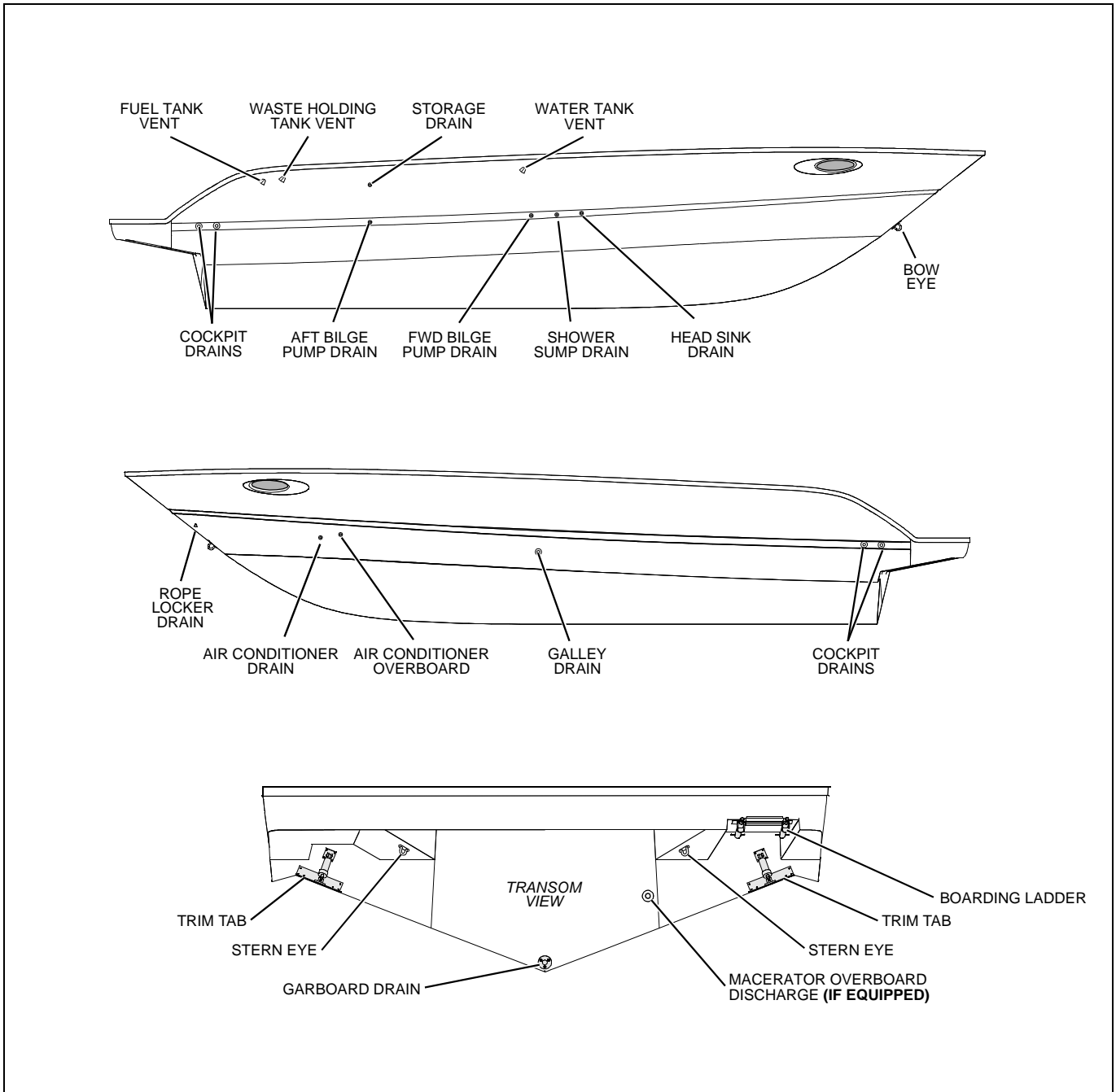
3069 Solomon's Island Road  
Edgewater, MD 21037-1416  
[www.abycinc.org](http://www.abycinc.org)  
410-956-1050

For information on how to get a free VESSEL SAFETY CHECK, visit [www.vesselsafetycheck.org](http://www.vesselsafetycheck.org) or contact your local U.S. Coast Guard Auxiliary or United States Power Squadrons®.

- U.S. Coast Guard Auxiliary: 1-800-368-5647 or on the Internet at: <http://www.cgaux.org>
- U.S. Power Squadrons: 1-888-FOR-USPS (1-888-367-8777) or on the Internet at: <http://www.usps.org>

## Chapter 2: Features / Systems

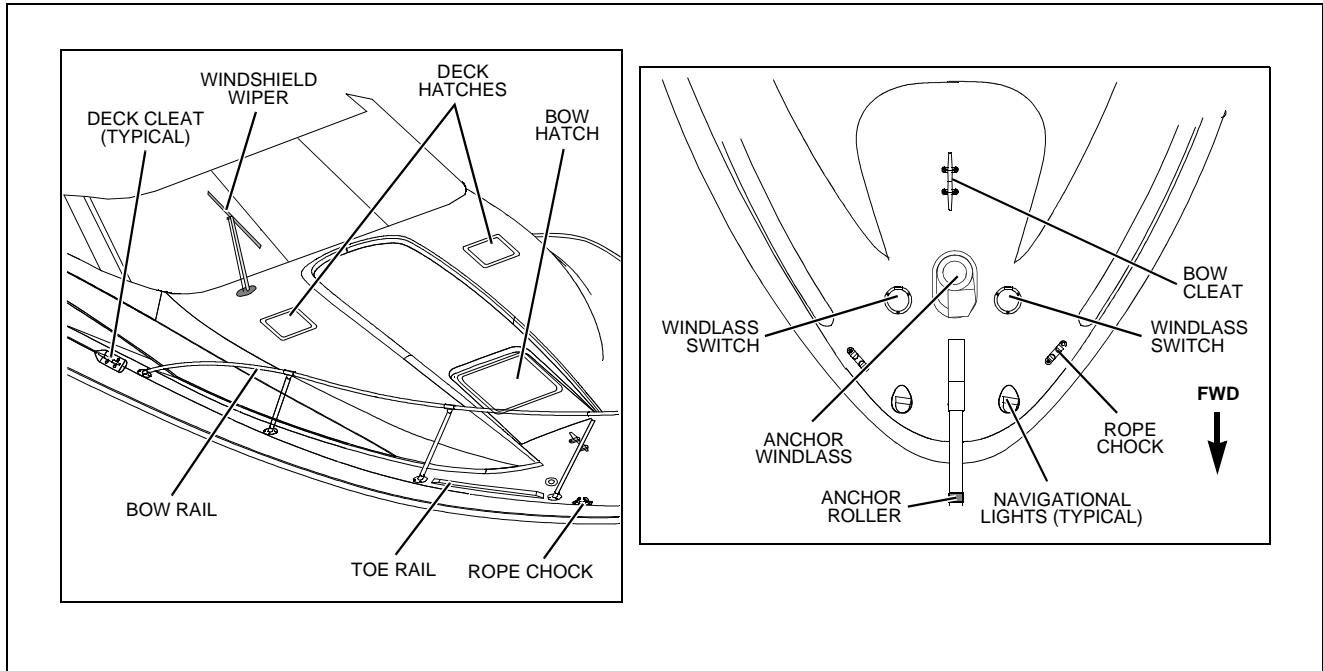
### Hull Exterior Hardware & Drains





## Deck Hardware and Accessories

### Forward Deck



### Anchor Windlass (If Equipped)

Your boat may feature an anchor windlass. Read the manufacturer's instruction manual supplied in your boat's owner's packet *before* using the anchor windlass for the first time.

- The windlass can be controlled from a switch at the helm or from the deck switches.
- Make sure that the windlass breaker, located under the aft cockpit entertainment center sink, is turned **On** before using the anchor windlass.
- To haul the anchor, use engine power (*not* the windlass) to move the boat to, and directly above, the anchor.
- Use the windlass to disengage the anchor from the bottom by pulling it straight up.

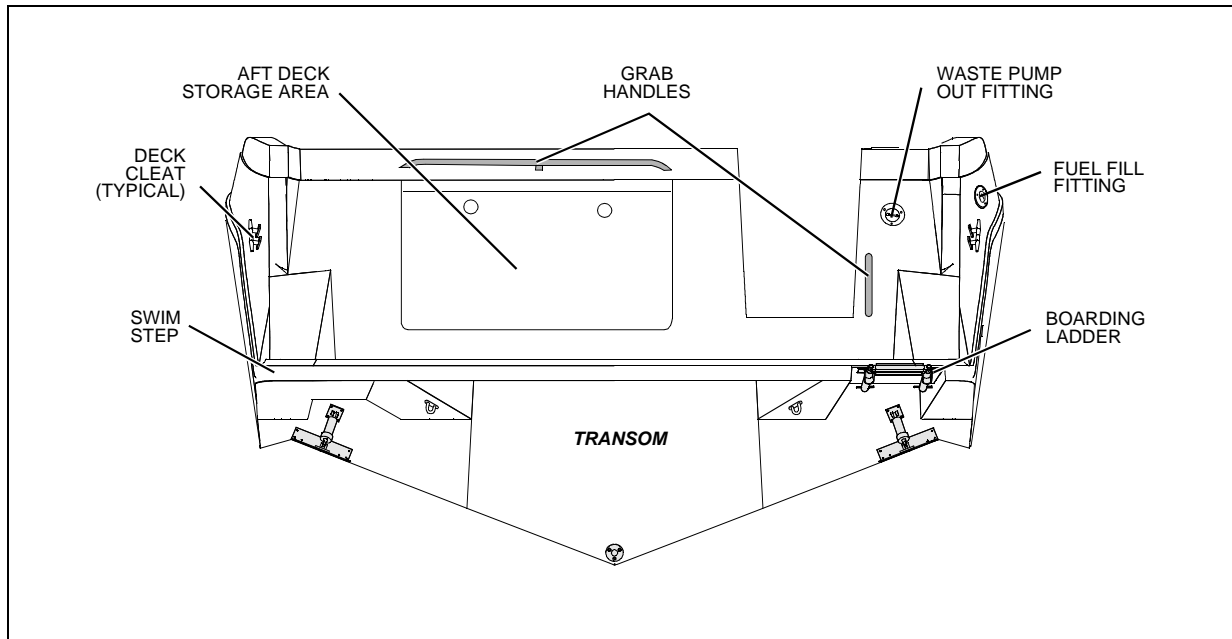


### CAUTION!

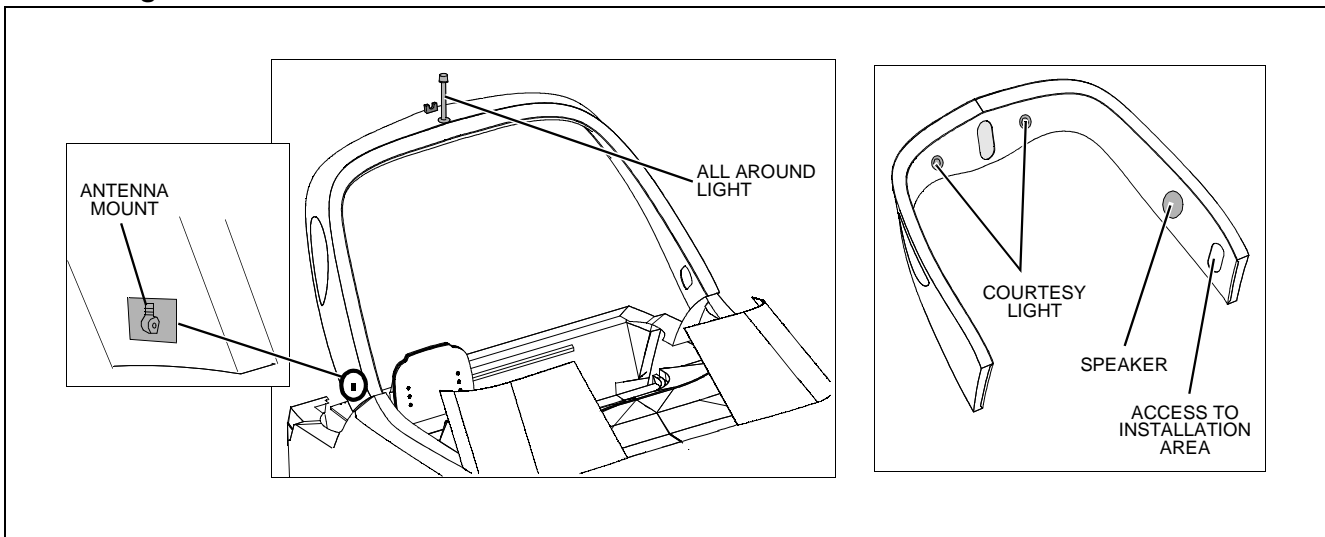
#### **PRODUCT DAMAGE HAZARD!**

**Do not pull the boat to the anchor using the windlass or continue to use the windlass if it has stalled or is overloaded.**

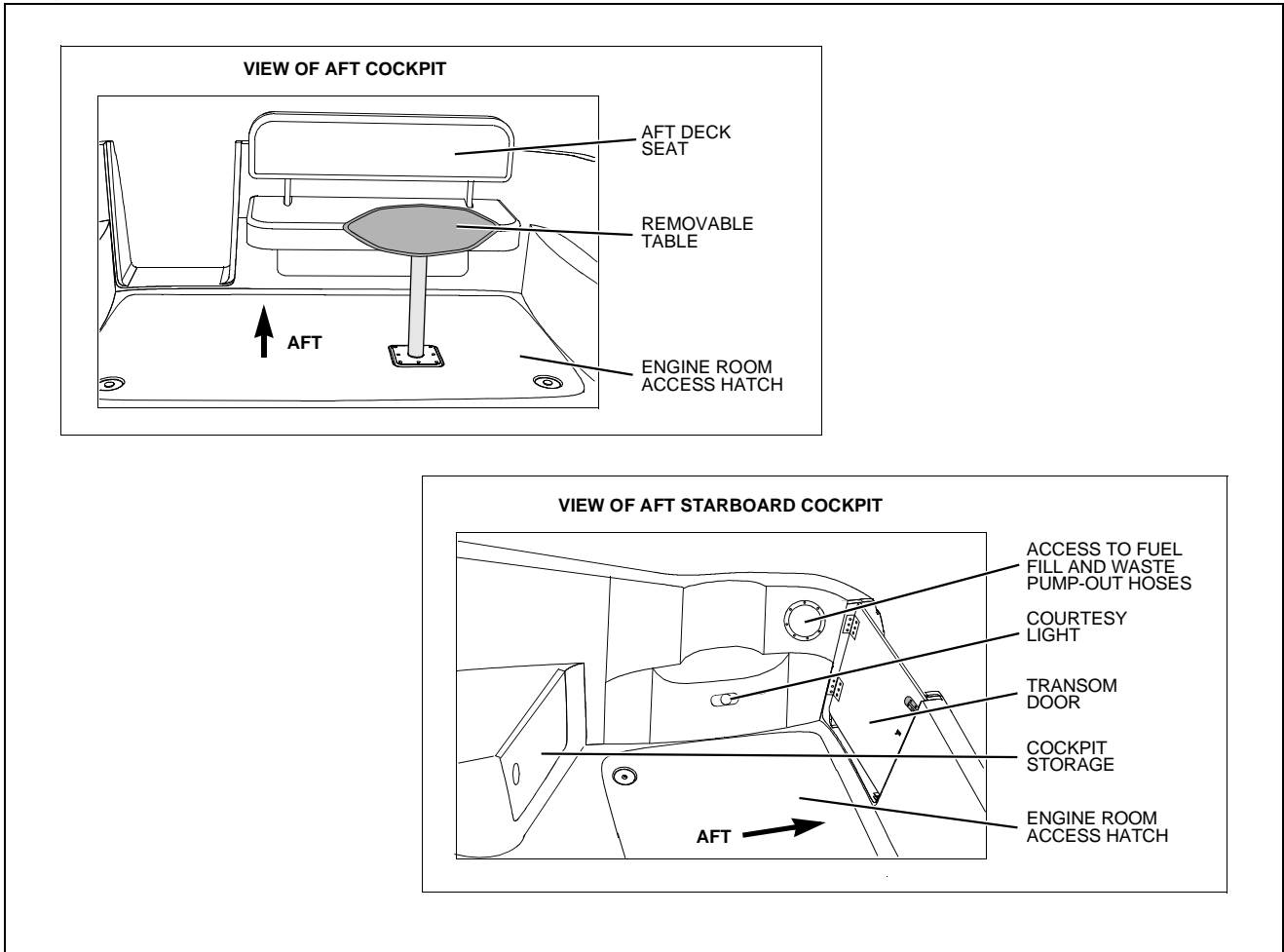
### Aft Deck



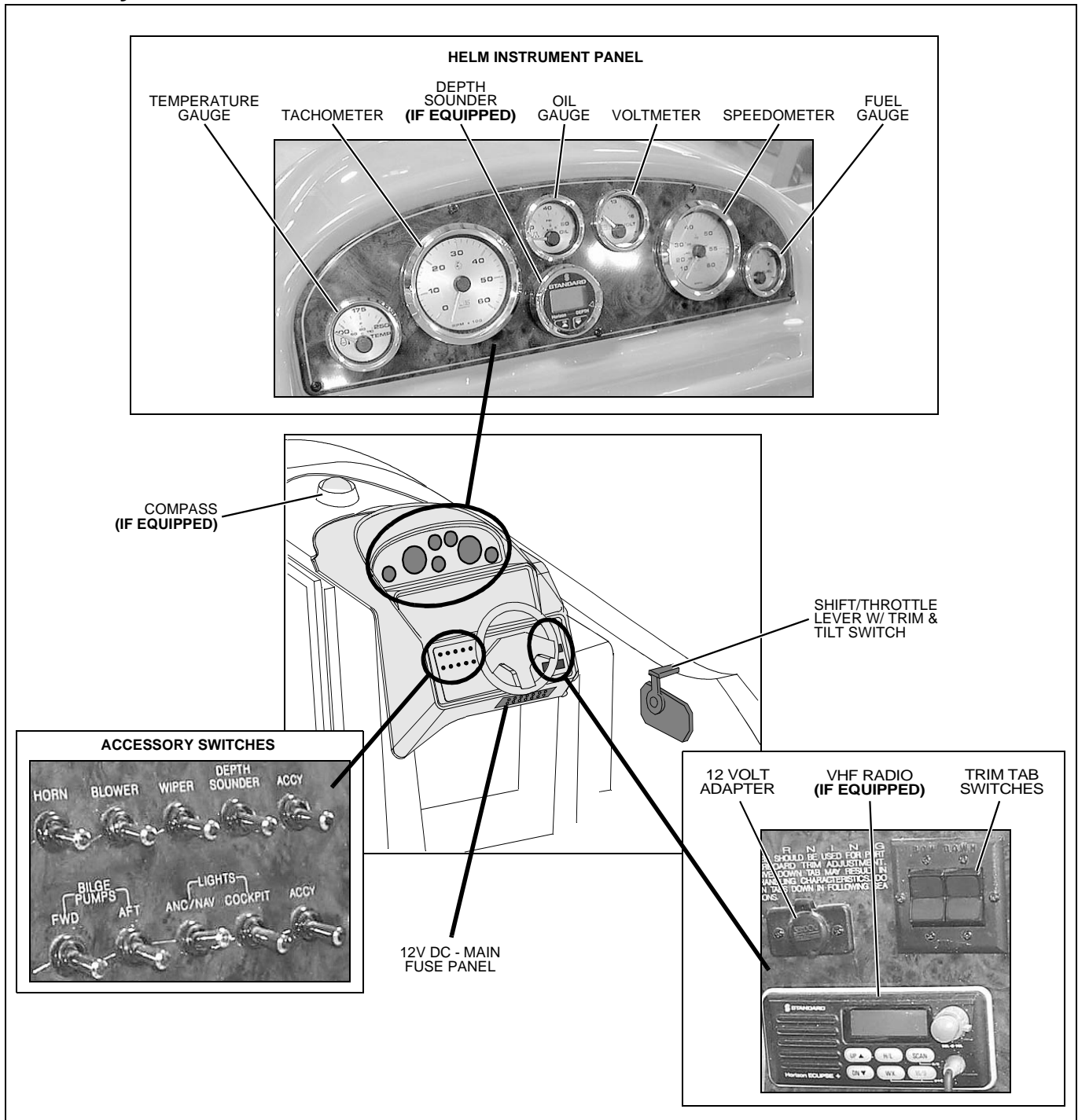
### Radar Wing



### Cockpit



# Helm Layout



## Navigation & Communication Equipment

The owner's packet contains instruction manuals for *all* navigation & communication equipment installed on your boat. Thoroughly read and understand these manuals *before* using these systems. Additionally, read the warnings below carefully and follow *all* safety instructions.

### ***VHF Radio (If Equipped)***

Your boat may include a VHF (Very High Frequency) radio at the helm. The VHF radio can be used to access weather reports, summon assistance or contact other vessels as permitted by the FCC (Federal Communications Commission). Be sure to contact the FCC for licensing, rules and regulations concerning VHF radio usage.

### ***Compass (If Equipped)***

#### **NOTICE**

Compass accuracy can be affected by many factors. Have a qualified technician calibrate your compass. Make sure the technician gives you a deviation card which shows the corrections to apply in navigational calculations. Keep a copy of the deviation card at the helm.


### ***Depth Finder (If Equipped)***






#### **WARNING!**


- ***DO NOT*** use the depth finder as a navigational aid to prevent collision, grounding, boat damage or personal injury.
- When the boat is moving, submerged objects *will not* be seen until they are already under the boat. Bottom depths may change too quickly to allow time for the boat operator to react. If you suspect shallow water or submerged objects, operate the boat at very slow speeds.






## Electrical Systems


**DANGER!**





**EXTREME FIRE, SHOCK & EXPLOSION HAZARD!**


- To minimize the risks of fire and explosion, *NEVER* install knife switches or other arcing devices in the fuel compartments.
- *NEVER* substitute automotive parts for marine parts. Electrical, ignition and fuel system parts were designed and manufactured to comply with rules and regulations that minimize risks of fire and explosion.
- *DO NOT* modify the electrical systems or relevant drawings.
- Have qualified personnel install batteries and/or perform electrical system maintenance.
- Make sure that *all* battery switches are turned *Off before* performing any work in the engine spaces.


**WARNING!**






**FIRE & EXPLOSION HAZARD!**

- Fuel fumes are heavier than air and *will* collect in the bilge areas where they can be accidentally ignited.
- Visually and by smell (sniff test), check the engine and fuel compartments for fumes or accumulation of fuel.
- *ALWAYS* run the bilge blowers for at least four minutes prior to engine starting, electrical system maintenance or activation of electrical devices.
- Minimize the danger of fire and explosion by *not* exposing the batteries to open flame or sparks. *NEVER* smoke anywhere near the batteries.


**CAUTION!**


**SHOCK & ELECTRICAL SYSTEM DAMAGE HAZARD!**

*NEVER* disconnect the battery cables while the engine is running since it can cause damage to your yacht's electrical system components.

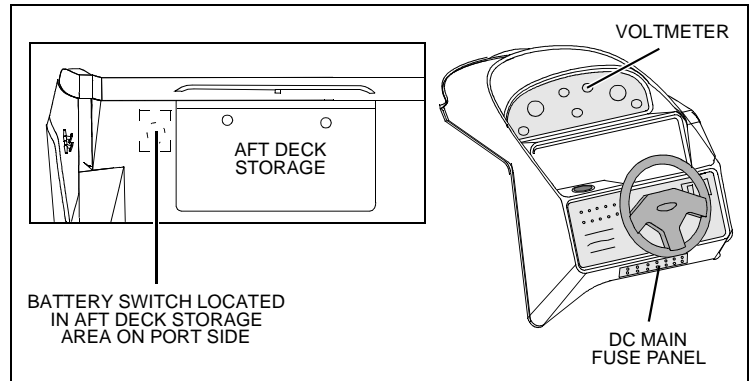
### NOTICE

Electrical connections are prone to corrosion. To reduce corrosion caused electrical problems, keep *all* electrical connections clean and apply a spray-on protectant that is designed to protect connections from corrosion.

## 12 Volt DC System

### Fuses and Circuit Breakers

- Fuses and circuit breakers for engines and main accessory power are on the DC main fuse panel and on the battery switch panel.
- Some equipment may have secondary fuse protection at the unit or behind the battery switch.
- Electronics power is provided at the helm station.



### 12 Volt Accessory Outlets

**CAUTION!**

**DO NOT** use the 12 volt accessory outlets with cigarette or cigar lighters. High temperatures may melt the outlets.

Your boat is equipped with two 12 volt accessory outlets; one at the helm and one in the galley. These outlets can be used with any 12 volt device which draws 15 amps or less. The 12 volt accessory outlets are protected by 15 amp circuit breakers on the DC main fuse panel.

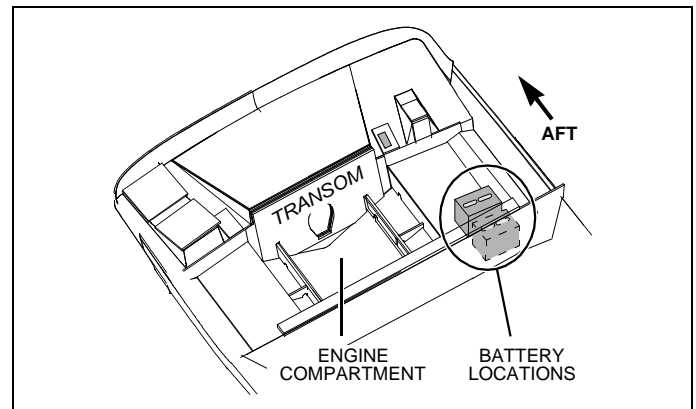
### Batteries

The batteries supply electricity for lights, accessories and engine starting.

The Electrical section of Chapter 8, in the *Cruiser & Yacht Owner's Manual*, provides battery, care and maintenance instructions.

### Alternators

The alternators on your engines maintain proper charge levels of your boat's batteries when the engine is running.



### Battery Charger (If Equipped)

**CAUTION!**

The battery charging systems (alternator and battery charger) installed on your boat are designed to charge conventional lead-acid batteries. *Before* installing gel-cell or other new technology batteries, consult with the battery manufacturer about charging system requirements.

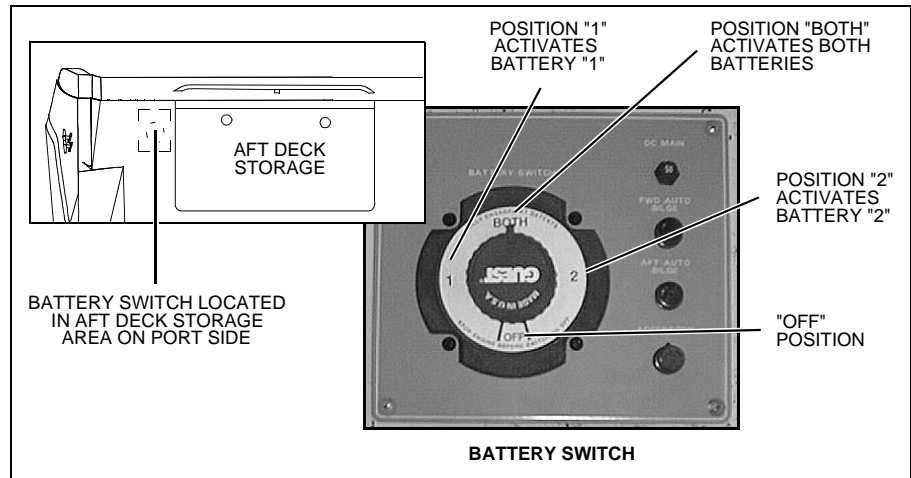
Your boat may be equipped with a battery charger. Thoroughly read and understand the battery charger manual (provided in your boat's owner's packet) *before* using the battery charger for the first time.

- The battery charger *will* charge the boat's batteries whenever the boat is plugged into 120V/60Hz shore power.
- For proper charging; turn the battery switch to any position *except* **BOTH**.

### Battery Switch

The battery switch (located behind the helm seat in the storage area) has four (4) positions (see photograph on the right);

- Position 1 - Battery 1 provides power for engine starting and accessories. Battery 1 (*only*) will be charged by the engine alternator when the engine is running at high idle or faster.
- Position 2 - Battery 2 provides power for engine starting and accessories. Battery 2 (*only*) will be charged by the engine alternator when the engine is running at high idle or faster.
- Position **BOTH** - If batteries are low, provides power for engine starting from both batteries. The **BOTH** position also allows the charging of *both* batteries by the engine alternator when the engine is running at high idle or faster.
- Turn the battery switch to the *Off* position whenever the boat *will* be unoccupied for long periods of time.



### Battery Switch Positions

Battery Switch Position	Engine Starting	Accessories and Lights	Engine Alternator	Battery Charger
<b>POSITION <u>1</u></b>	Battery <u>1</u> Provides Starting Power	Battery <u>1</u> Provides Power for Accessories and Lights	Charges Battery <u>1</u>	Charges <b>BOTH</b> Batteries
<b>POSITION <u>2</u></b>	Battery <u>2</u> Provides Starting Power	Battery <u>2</u> Provides Power for Accessories and Lights	Charges Battery <u>2</u>	Charges <b>BOTH</b> Batteries
<b>BOTH POSITION</b>	<b>BOTH</b> Batteries Provide Starting Power	<b>BOTH</b> Batteries Provide Power for Accessories and Lights (not advised unless engine is running)	Charges <b>BOTH</b> Batteries	Batteries will <b>NOT</b> Charge Properly




## NOTICE

Since the batteries on your boat were dealer-installed, the battery switch positions listed above may vary. Make sure you get a full explanation of battery switch use from your selling dealer.



## Shore Power/120 Volt AC System


**⚠ DANGER!**

**FIRE, EXPLOSION & SHOCK HAZARD!**

- **DO NOT** alter shore power connectors and use *only* compatible connectors.
- **Before** connecting or disconnecting the shore power cord to your boat, make sure *all* breakers and switches on the AC master panel are turned *Off*.
- To prevent shock or injury from an accidental dropping of the “hot” cord into the water, **ALWAYS** attach the shore power cord to the boat inlet first; then to the dockside connection. When disconnecting from shore power, disconnect the shore power cord from the dockside connection first.
- **NEVER** leave a shore power cord connected to the dockside connection *only*.
- *Only* use shore power cords approved for marine use. **NEVER** use ordinary indoor or outdoor extension cords that are *not* rated for marine use.


**⚠ WARNING!**



**SHOCK & ELECTRICAL SYSTEM DAMAGE HAZARD!**

- Monitor the polarity indicator lights **EVERY TIME** you connect to shore power.
- When connecting to shore power; if a reversed polarity light (RED colored) goes *On*, **DO NOT** energize the main breaker switches. Instead, **IMMEDIATELY** disconnect the shore power cord (**ALWAYS** from the dockside receptacle first) and notify marina management.



**⚠ WARNING!**



**SHOCK & ELECTRICAL SYSTEM DAMAGE HAZARD!**

- Periodically check the shore power cord(s) for deterioration or damage. **NEVER** use damaged or faulty cords since the danger of fire and electrical shock exists.
- **DO NOT** pinch shore power cords in doors or hatches, or coil the shore power cord too tightly since these situations can generate enough heat to result in a fire.
- If a shore power cord accidentally becomes immersed in water, **THOROUGHLY** dry the blades and contact slots before reusing.

**⚠ CAUTION!**

**ELECTRICAL SYSTEM DAMAGE HAZARD!**

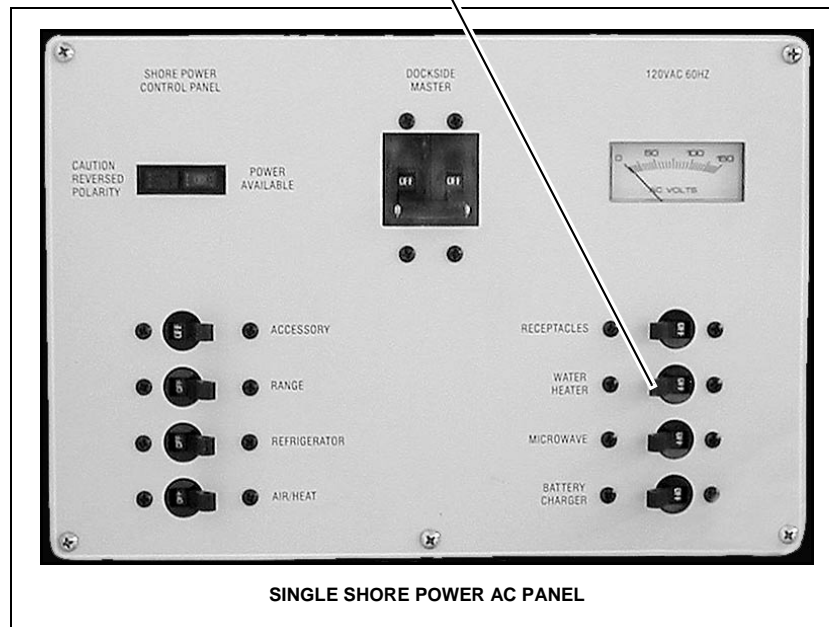
- **NEVER** connect dockside power to your boat outside North America unless you have purchased the international electrical conversion equipment.
- The simultaneous use of several AC components can result in an overloaded circuit. It may be necessary to turn *Off* one or more accessories in order to use another accessory.
- Use double insulated or three-wire protected electrical appliances whenever possible.



## CAUTION!

### ***WATER HEATER DAMAGE HAZARD!***

***Do not energize the water heater electrical circuit until the heater is COMPLETELY filled with water. The tank is full if water flows from the tap when the hot water is turned On in the galley. Even momentary operation in a dry tank will damage the heating elements. Warranty replacements WILL NOT be made on elements or tank damaged in this manner.***



## NOTICE

***Some dockside installations may be rated less than 30 amps, therefore, you may need to purchase lower amp adapters. Whenever a lower amp adapter is used, however, there will be a corresponding drop in supplied power from the dockside system.***

- Single shore power 120V/60Hz, AC system feature one, 120V/30 amp, shore power receptacle.
- If your boat is equipped with an air conditioning system, a second (dual) 30 amp inlet has been installed. Dual shore power inlets are labeled line 1 and line 2, which corresponds to the line 1 and line 2 master breakers on the AC panel.
- The dual shore power system is designed so that each line is independent of the other except when the AC power transfer switch is used.

### Connecting To Shore Power

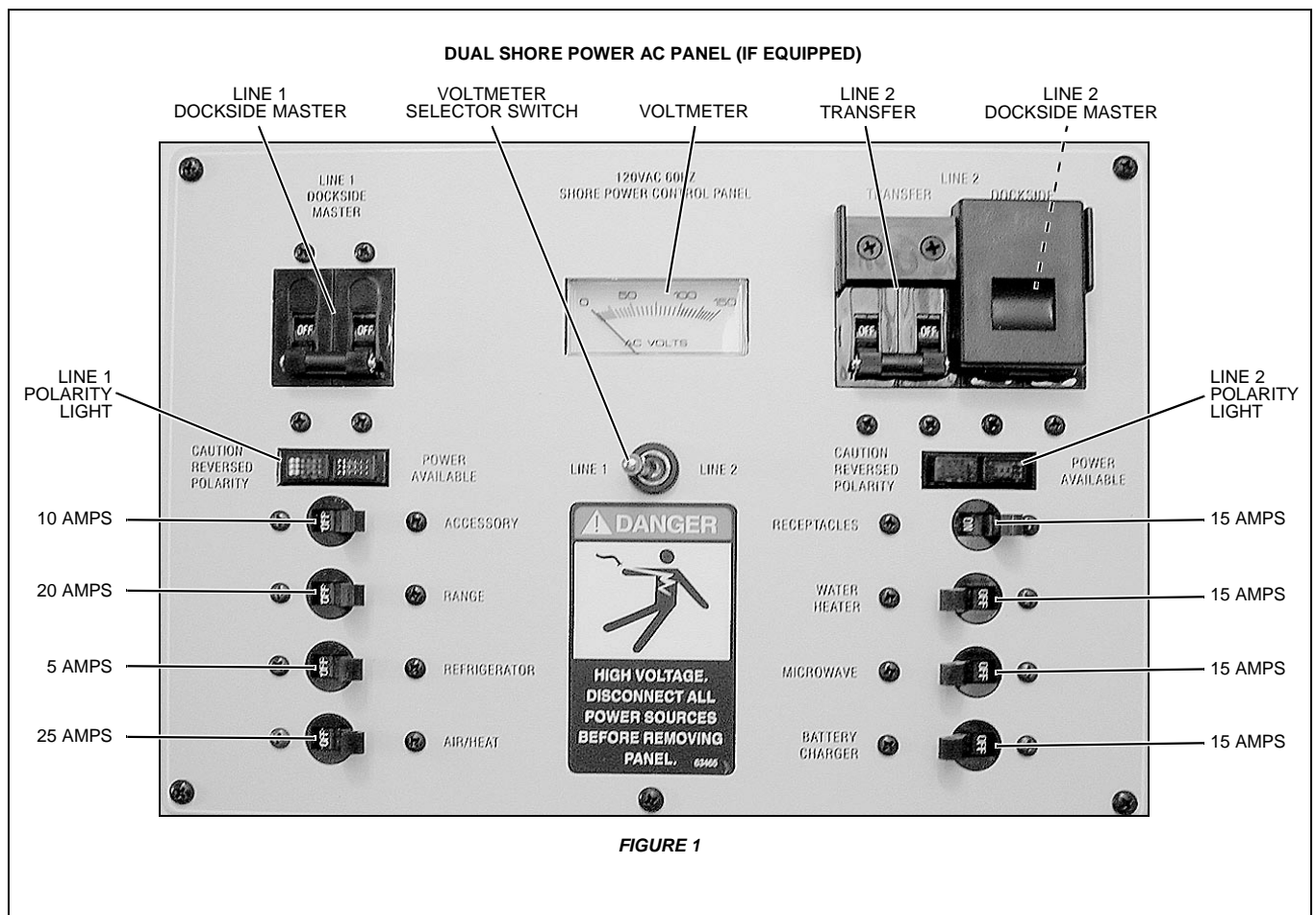
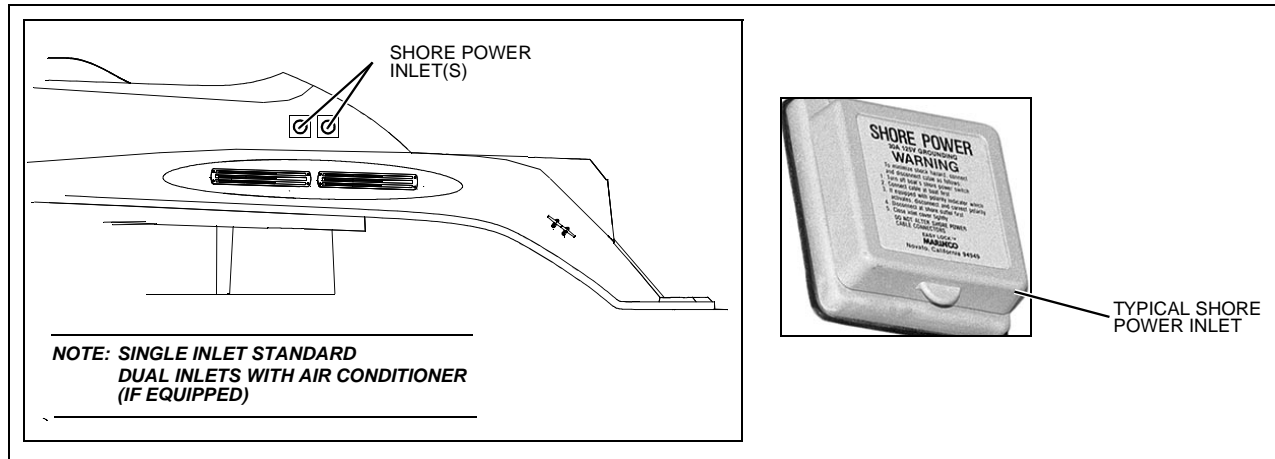


FIGURE 1

1. Review *all* hazard information at the beginning of this section, Shore Power/120V/60Hz AC System.
2. Turn *Off all* breakers and switches on the AC master panel.
3. Attach the shore power cord to the boat inlet first then to the dockside outlet.
4. Monitor the AC panel's polarity indicator lights, located below the line master breaker(s), as follows:
  - A *green* light illuminating after the power cord is plugged into the dockside outlet indicates acceptable electrical power. You may turn *On* the master breaker switch.
  - A *red* light, however, indicates reversed polarity, which could cause electrical system damage and possibly electrical shock injuries. In this case, *do not* turn *On* the master breaker switch.

5. Switch the "Line 1 Dockside Master" **On**.
6. If equipped with dual dockside, switch the "Line 2 Dockside Master" **On**.
7. Turn **On** the individual component breakers as required.

### **Line 2 Transfer Switch (Dual Shore Power)**

#### **NOTICE**

- When using the "Line 2 Transfer Switch" *do not* exceed 30 total amps.
- The amperage of each component breaker is shown in figure 1, on the previous page.
- The voltage on each line can be read by setting the voltmeter selector switch.

When only one dockside outlet is available, you can use the "Line 2 Transfer Switch" to provide power to both lines.

1. Connect to shore power as described in steps 1 through 4 above.
2. Switch the "Line 2 Transfer Switch" **On** instead of the "Line 2 Dockside Master".
3. Turn **On** the individual component breakers as required.

## **Lighting**

### **Navigation and Interior Lights**

Read and understand the navigation light section of the *Cruiser & Yacht Owner's Manual*. The navigation and interior lights installed on your boat are of top quality, but that they may occasionally fail for a variety of reasons:

1. There may be a blown fuse - *replace the fuse*.
2. The bulb may be burned out - *carry spare bulbs for replacement*.
3. A wire may be damaged or may have come loose - *repair as required*.
4. The bulb base may be corroded - *clean the base and coat it with non-conductive electrical lubricant*.



#### **CAUTION!**

- **Avoid the storage of gear where it would block navigation lights from view.**
- **Be conservative in the use of battery power. Prolonged operation of cabin interior lights (overnight) will result in a drained battery.**

## Appliances

All appliances installed on your boat come with their own manuals that contain instructions and important safeguards. Thoroughly read and understand these manuals *before* using your boat's appliances.

- Make sure the AC breaker is turned *On* for the appliance you wish to use.

### NOTICE

*Always keep an approved ABC-type fire extinguisher in galley area.*

### Alcohol/Electric Stove



### DANGER!



#### **CARBON MONOXIDE POISONING HAZARD!**

- The alcohol stove is a source of dangerous carbon monoxide gas (CO).
- **BEFORE** using the alcohol stove, *Open* doors and windows to make sure there is enough fresh air for ventilation.



### WARNING!



#### **BURN, SCALDING & FIRE HAZARD!**

- Read the stove's instruction manual *before* using.
- *Do not* use the stove while underway.
- Any non-cooking devices on or near your stove during use are potential fire hazards!
- *Do not* touch burners, grates or nearby surfaces as they may be hot even when they are dark in color. Areas near burners and grates may become hot enough to cause burns.
- During and after use, *do not* touch or let clothing or other flammable material come in contact with heated units or areas near the units (burner tops, main frame sides and back, sea rails and pot holders) until they have had enough time to cool.



### CAUTION!

To prevent overheating which can destroy the electric burner elements, *never* attempt to use both alcohol and electric burners at the same time.

### **Microwave Oven (If Equipped)**

**Before** attempting to use the microwave oven, make sure the breaker switch on the AC master panel is **On**.

### **120-Volt AC/12-Volt DC Refrigerator**

Your boat features a 120-volt AC/12-volt DC refrigerator. The refrigerator runs on 12-volt DC power unless 120-volt AC power is being supplied by the generator or shore power *and* the AC refrigerator breaker is **On**.

## **Audio Equipment**

Instruction manuals for the audio equipment that may be installed on your boat, is included in your boat's owner's packet. Read and understand these manuals.

### **NOTICE**

**AM radio reception may be impaired in areas where reception is limited or anytime the engine is running.**

## Propulsion

### Engine

The owner's packet contains detailed engine operation and maintenance manuals. Be sure to read and understand these manuals *before* operating, or performing maintenance to, the engine.

### Engine Access

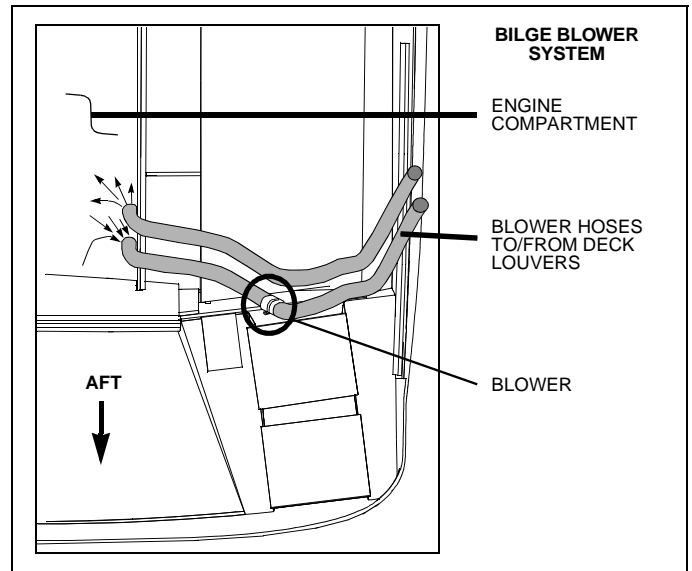
The engine room can be accessed through the aft cockpit engine hatch.

### Engine Room Ventilation System

The bilge blower removes explosive fuel fumes from the engine compartment. Fresh air is drawn into the compartment through the deck vents. The bilge blower switch is at the helm.

To make sure the engine compartment is ventilated with fresh air, run the bilge blower:

- For at least four minutes *before* starting the engine.
- During starting.
- Anytime your boat is running below cruising speed.



## WARNING!



### FIRE/EXPLOSION HAZARD

- Use of the blower system is *NOT A GUARANTEE* that explosive fumes have been removed.
- If you smell fuel, *DO NOT* start the engine and *DO NOT* turn *On* any electrical devices.
- If you smell fuel and the engine is already running, shut *Off* the engine and tun *Off all* electrical devices. Investigate *immediately*.
- *DO NOT* obstruct or modify the ventilation system.

## Fuel System



### WARNING!

#### **FIRE/EXPLOSION HAZARD**

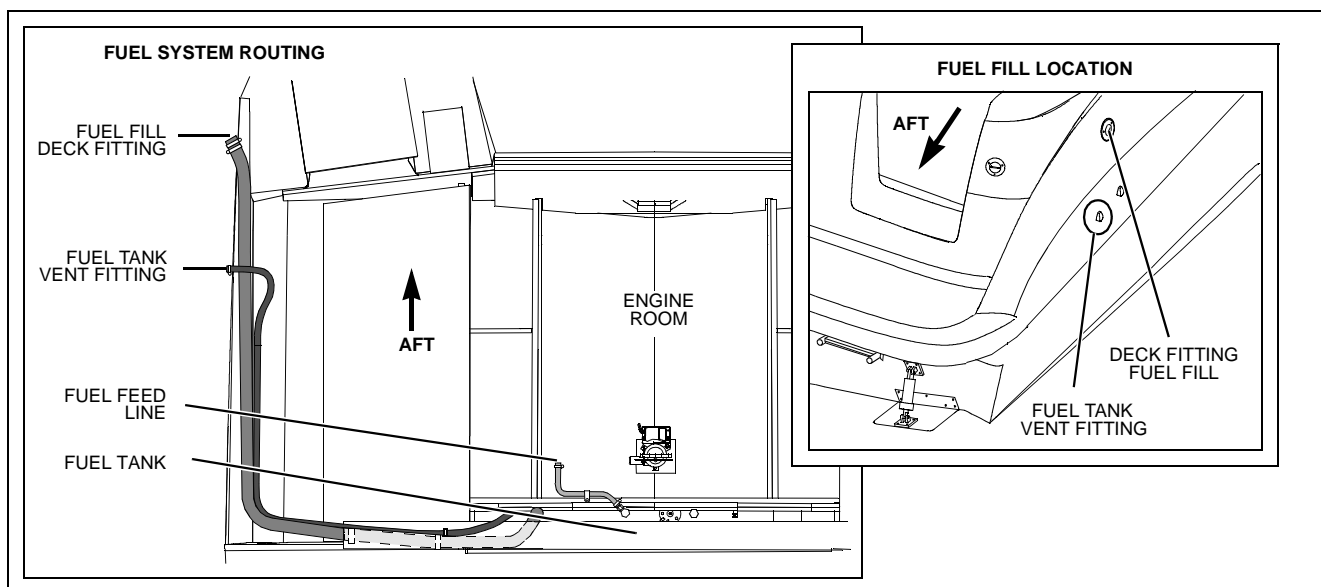


• It is very important that the fuel system be inspected thoroughly the first time it is filled and at each subsequent filling. For your safety and the safety of your passengers, the fueling instructions in the *Cruiser & Yacht Owner's Manual* must be carefully followed.



### CAUTION

Avoid the storage or handling of gear near the fuel lines, fittings and tank.



### **Fuel Fill and Vent**

- The fuel fill fitting, marked "GAS", is located on the starboard aft deck.
- The fuel tank vent is located below the fuel fill.
- If you experience difficulty filling the fuel tank, check to see if the fuel fill hose is kinked or collapsed.
- If there are no visible signs of a problem, contact your local dealer.



### **Fuel Filters**

- The fuel pickup tube (located inside the fuel tank) is equipped with a fine mesh screen filter.
- In addition, when supplied by the engine manufacturer, a fuel filter is installed on the engine.
- Periodically replace the fuel filters to make sure they remain clean and free of debris.
- Consult with your selling dealer or local marina concerning fuel additives that help to prevent fungus or other buildup in your fuel tank.

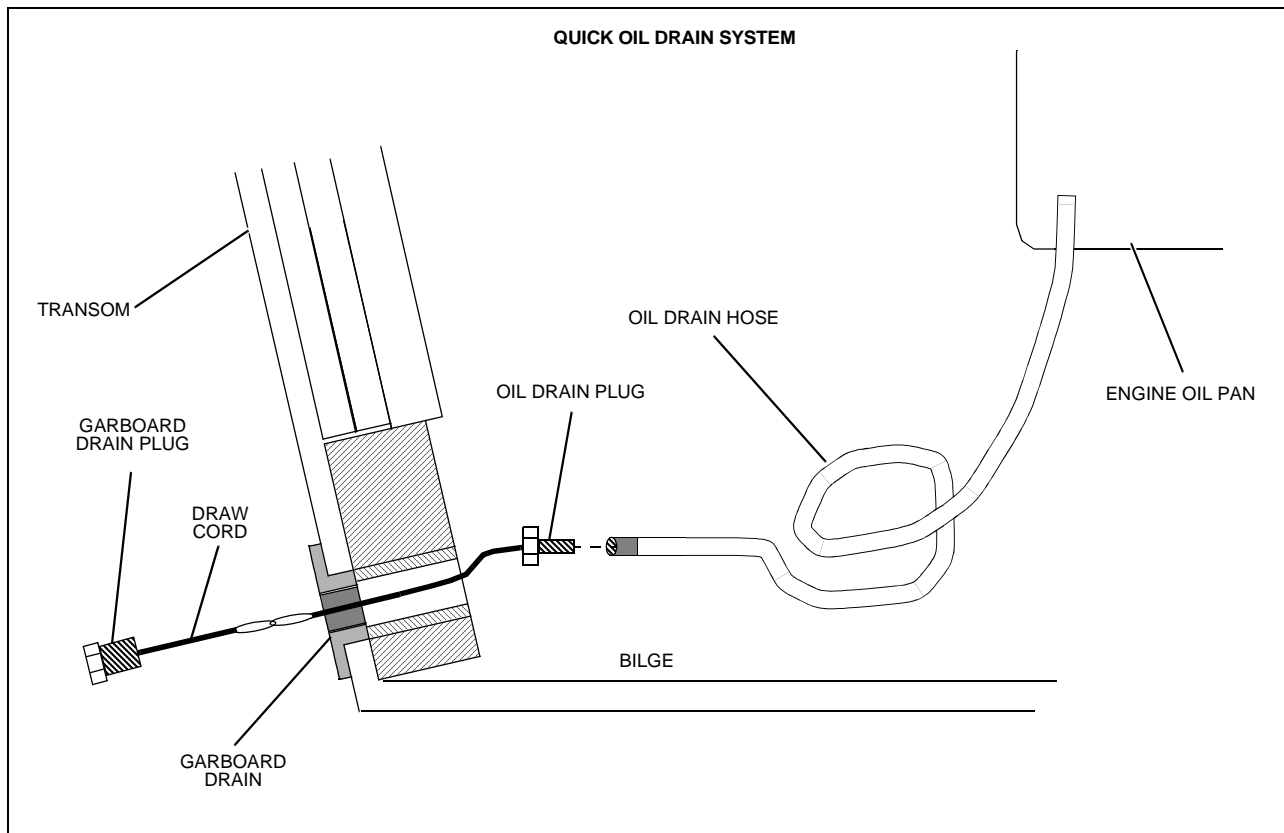
### **Anti-siphon Valve**

#### **NOTICE**

- **If an engine running problem is diagnosed as fuel starvation, check the anti-siphon valve. If the valve is stuck or clogged, change or replace it while the engine is *shut down*.**
- ***NEVER* run the engine with the anti-siphon valve removed, except in an *emergency*.**

- Your boat is equipped with an anti-siphon valve, which is an integral part of fuel system.
- The valve is located at the point where the fuel feed line attaches to the fuel tank.
- The valve is spring loaded and is opened by fuel pump vacuum.
- This valve ***will*** prevent fuel from siphoning from the tank in the event of a fuel line rupture.

## Quick Oil Drain System

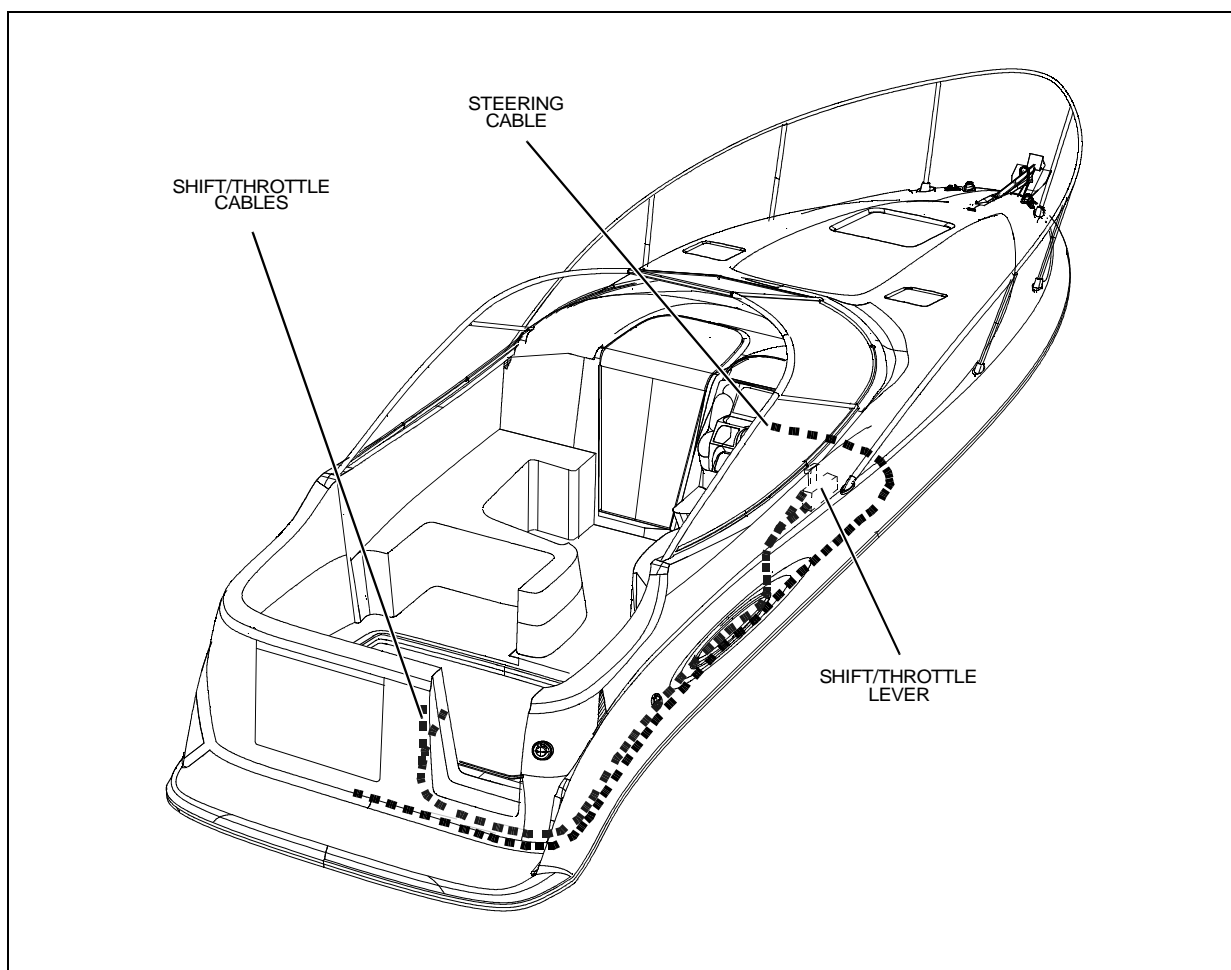


### *To drain the engine oil:*

1. Remove the boat from the water.
2. Unscrew the garboard drain plug.
3. Pull the draw cord until the oil drain plug and the oil drain hose slide out of the garboard drain.
4. Place the end of the oil drain hose into a suitable container.
5. Unscrew the oil drain plug and drain the engine oil.
6. Replace the oil drain plug.
7. Push the drain hose back into the bilge.
8. Replace the garboard drain plug.

***Always dispose of waste oil in accordance with local regulations.***

## Controls

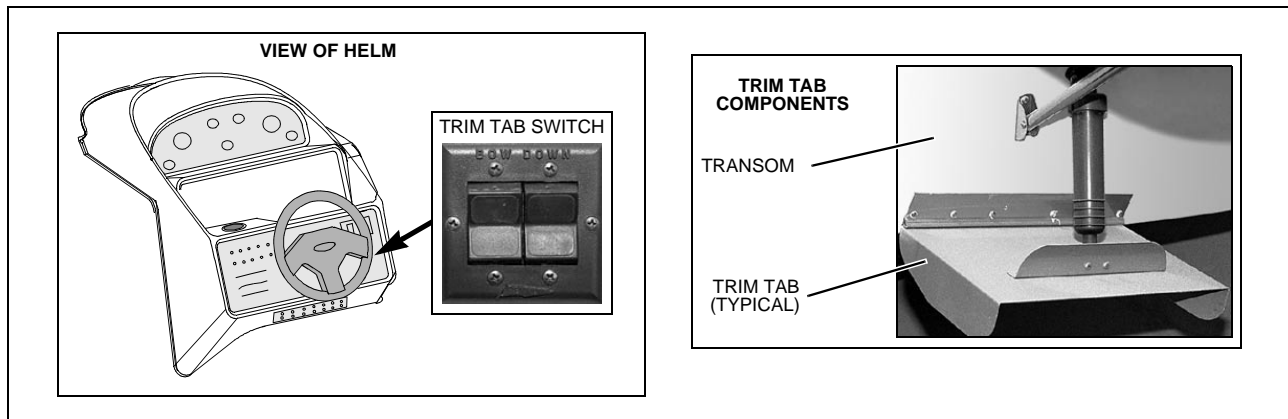



### ***Power Trim and Tilt***

The stern drive on your boat is equipped with power trim and tilt.

Trim and tilt instructions are provided in the engine operation manual and the shifter/throttle manual, included in your owner's packet.

## Trim Tabs




WARNING!

***LOSS OF CONTROL HAZARD!***

**Improper use of trim tabs *will* cause loss of control!**

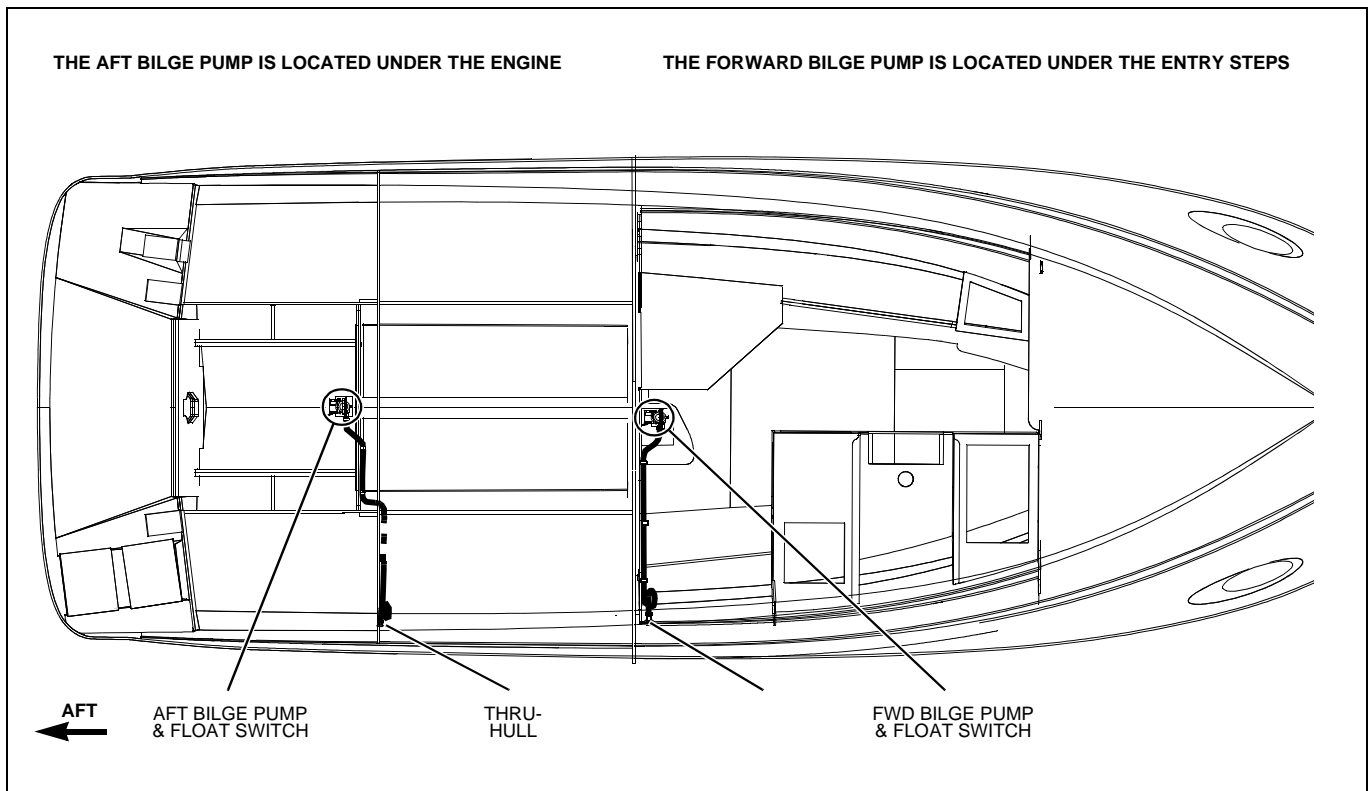
- ***Do not* allow anyone unfamiliar with trim tabs to use them.**
- ***Do not* use trim tabs in a following sea as they *will* cause broaching or other unsafe handling characteristics.**
- ***Do not* use trim tabs to compensate for excessive unequal weight distribution.**

The trim tabs may be used to help keep your boat level at cruising speeds. The trim tabs are controlled by two rocker switches at the helm. ***Before*** using the trim tabs read and understand the trim tab operation manual included in your boat's owner's packet.

Observe the following:

- Once cruising speed is reached, the port or starboard trim switch may be used (one at a time) to level the boat.
- Perform trim tab adjustment with several short touches to the switch rather than one long one.
- After each short touch allow several seconds for the hull to react.
- The trim tab hydraulic fluid reservoir is located in the engine compartment. The fluid level ***must*** be checked periodically (at least once a year) and refilled as necessary.

## Bilge Pumps



Your boat is equipped with two automatic impeller-type bilge pumps which are used to pump water out of the bilge. Bilge pumps are controlled by automatic bilge pump float switches (autofloat switches) and/or switches at the helm. Bilge pumps are wired directly to the battery so they *will* normally function even when the boat is completely shut down and left unattended.

### NOTICE

Discharge of oil, oil waste or fuel into navigable waters is prohibited by law. Violators are subject to legal action by the local authorities.

### Bilge Pump Testing

Bilge pumps are critical to the safety of your boat. Check the bilge pumps often to make sure they are working.

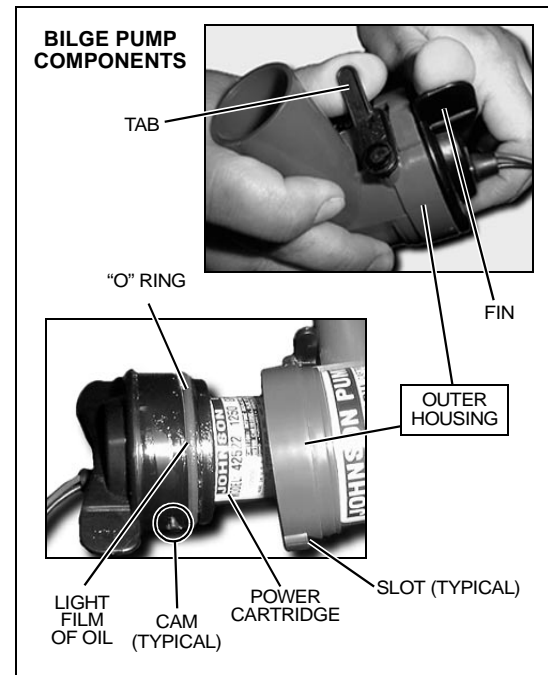
Individually test each pump as follows:

1. Turn **On** bilge pump switch at helm.
2. Make sure water in bilge is pumped overboard.

If there is water in the bilge and the pump motor is running but **not** pumping inspect the discharge hose for a kink or collapsed area.

If no problems are found, check the bilge pump housing for clogging debris as follows:

1. Remove power cartridge:
  - a. Lift tab while rotating fins counter-clockwise.
  - b. Lift out power cartridge.
  - c. Clear outer housing of debris.
2. Reinstall power cartridge:
  - a. Make sure "O" ring is properly seated.
  - b. Coat "O" ring with a light film of vegetable or mineral oil.
  - c. Align two cams on either side of power cartridge with two slots on outer housing and press power cartridge into housing while twisting clockwise.
3. Check reinstallation by trying to twist fins counter-clockwise without lifting tab; cartridge should stay in place.



### Autofloat Switches

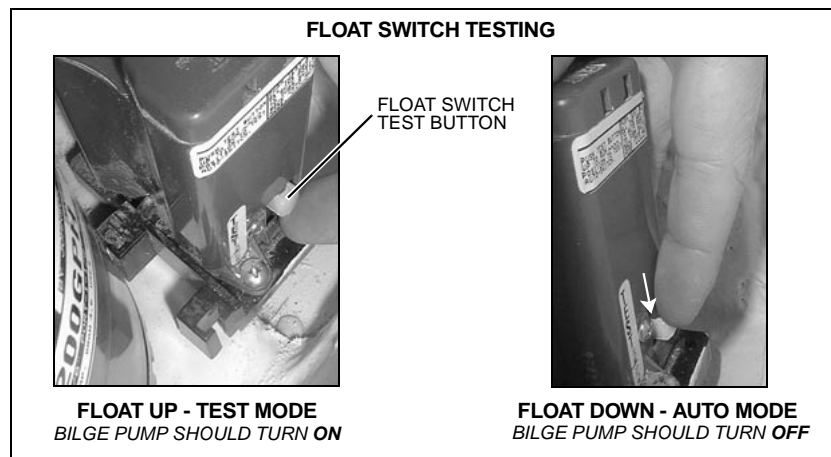
Automatic bilge pumps use electromagnetic float (autofloat) switches to turn **On** the pump whenever water rises above a preset level in the bilge. One autofloat switch is mounted next to each automatic bilge pump. Autofloat switches are wired directly to the battery and **will** normally function even when the boat is completely shut down and left unattended.

Test the autofloat switches often as follows:

1. Push float switch test button **up** to turn **On** bilge pump.

If the pump does **not** turn on, check the inline fuse. If the fuse is good but the switch does **not** work, it may indicate a bad switch or possibly a low battery.

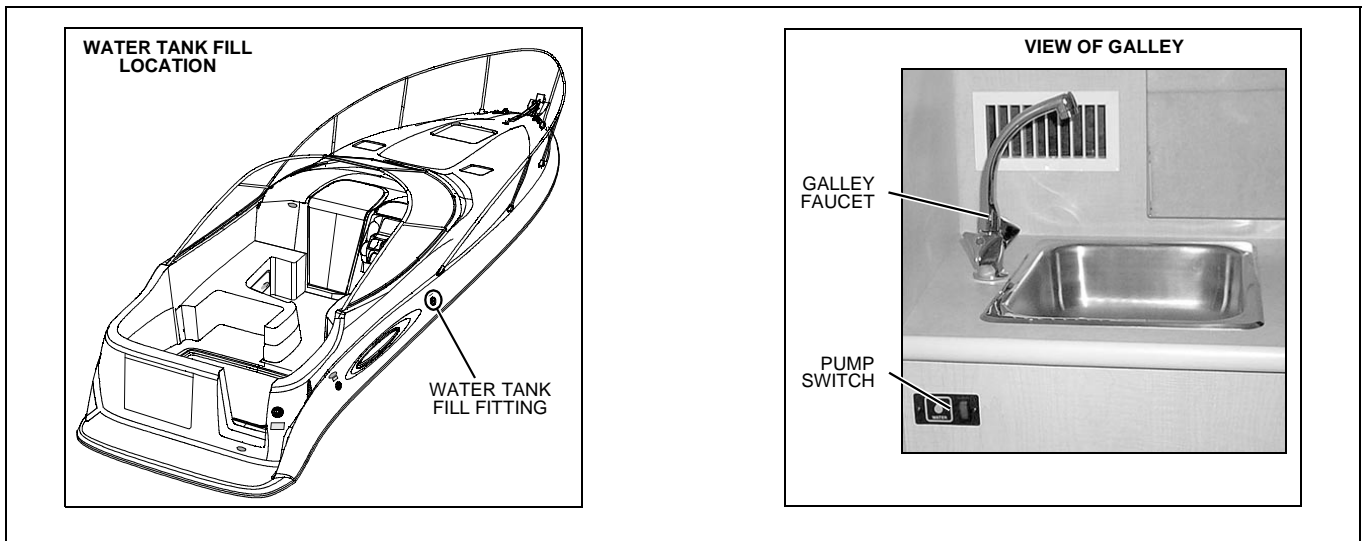
2. Push test button **all** the way **down** to return the float switch to auto mode.



## CAUTION!

When the test is completed on each float switch, you **MUST** push the test button **all the way down** to the auto position to return the switch to auto mode!

## Freshwater Systems (If Equipped)

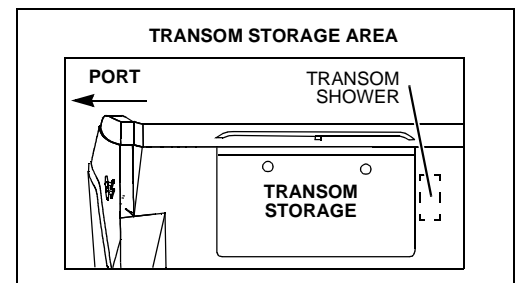


Your boat may feature a pressure-demand freshwater (potable) system. This system works when the water pump switch in the galley is in the **On** position.

- The water pump's DC breaker **must** be turned **On** for the freshwater system to work.
- Inspect and clean the water filter, located on the water pump, often.
- The water tank is located in the engine room, on the port side.
- The water tank fill fitting is located on the starboard deck.
- Drain the freshwater system in winter months and when **not** in use to prevent damage and to keep stored water from becoming stagnant and distasteful.
- If the freshwater system needs to be disinfected, ask your dealer about treatments available for your boat's system.

### Transom Shower

Your boat is equipped with a freshwater transom shower. It is located inside the transom storage area (see illustration on the right). The water pump switch **must** be turned **On before** using the transom shower. Be sure to read the manufacturer's instructions, provided in your boat's owner's packet.



## Water Heater (If Equipped)

**WARNING!**

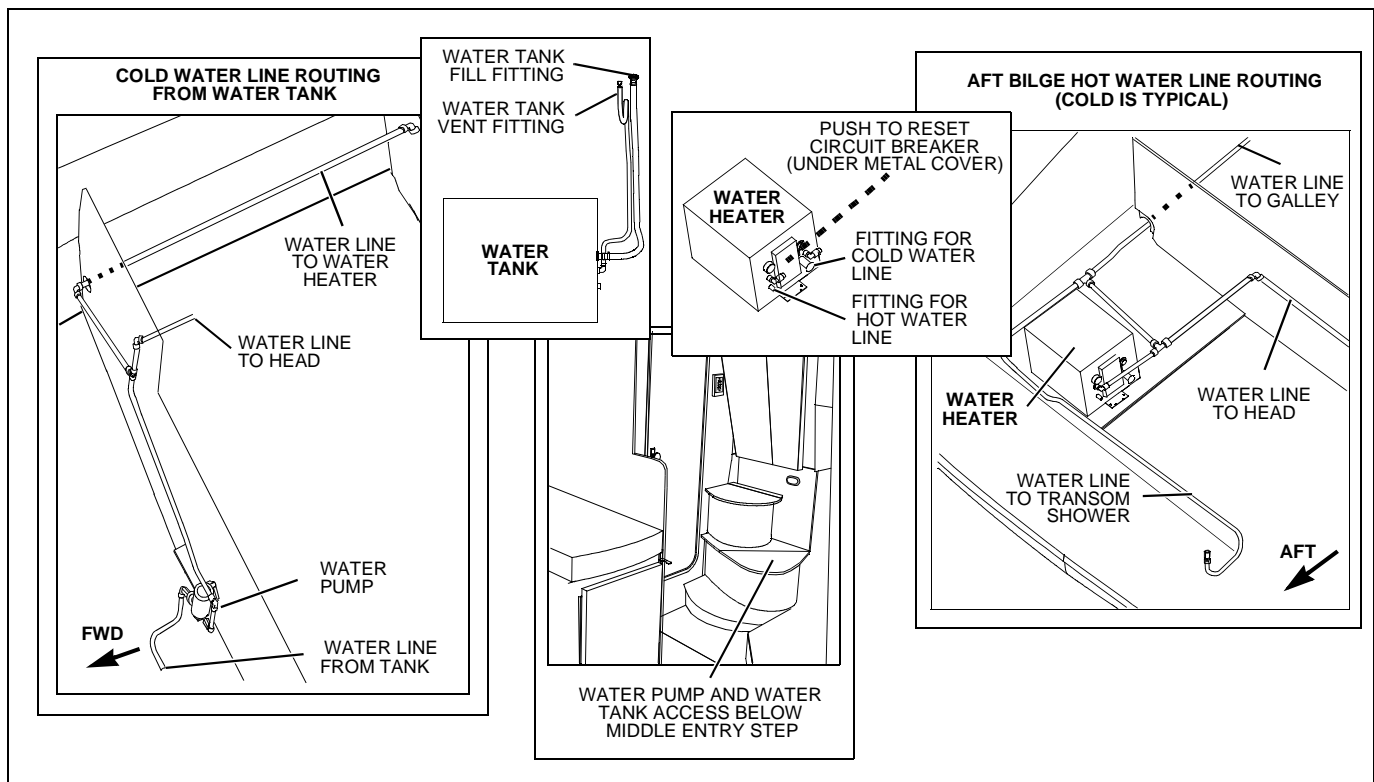
**HOT HAZARD!**  
Water heated by the water heater can reach temperatures hot enough to scald the skin.

**CAUTION!**

**WATER HEATER DAMAGE HAZARDS!**

- **DO NOT** energize the AC water heater electrical circuit until the heater is *completely* filled with water. Even momentary operation in a dry tank *will* damage the heating elements. Warranty replacements *will not* be made on elements or tank damaged in this manner. The tank is full if water flows from the tap when the hot water is turned *On* in the galley.
- The water heater should be drained and the power turned *Off* when the possibility of freezing exists.

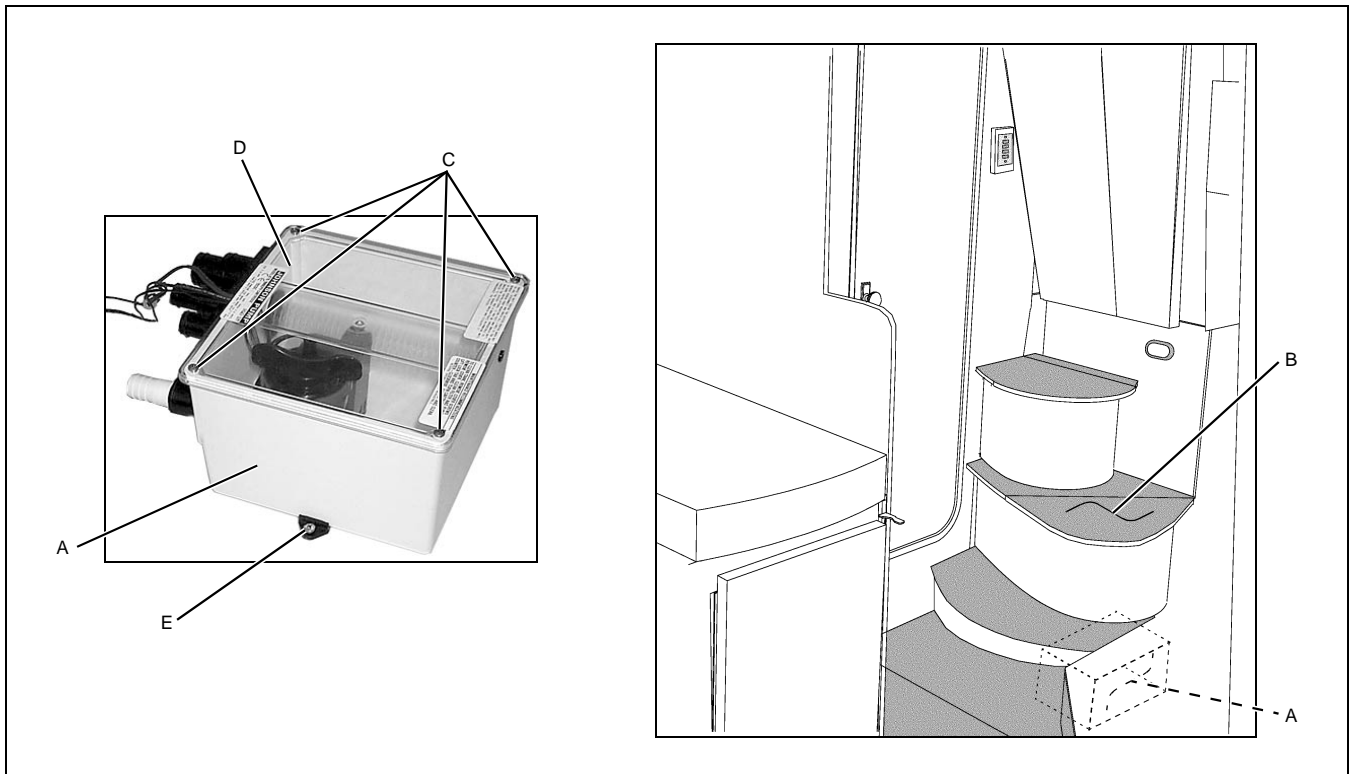
- The water heater is located on the port side of the engine compartment.
- The water heater is connected to the AC power system, therefore, you *must* make sure that the water heater breaker on the AC panel is turned *On before* water will be heated.
- Read the manufacturer's instruction manual supplied in your boat's owner's packet and observe the warnings above.





## Sink & Shower Drain Systems

Gray water (water from sinks and showers) above the waterline is gravity drained overboard, while gray water below the waterline is pumped overboard using a sump pump.



The sump box (A, above), containing the shower sump pump, float switch, and filter is located under the middle entry step (B).

### Sump Box Cleaning

Periodically clean the sump box, filter, and pump as follows:

1. Remove the cover screws (C) and the cover (D).
2. Remove any debris from the box and the filter.
3. Clean the sump pump as outlined in the bilge pump section of this *Supplement*.

### Sump System Winterization

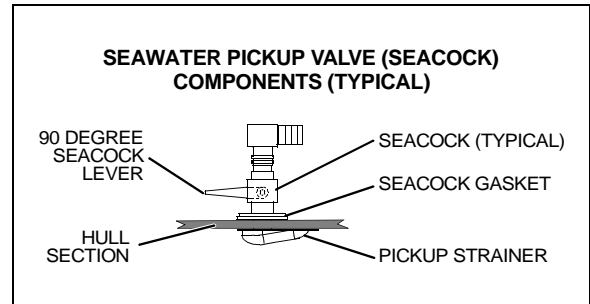
Drain the sump pump system in the winter months when *not* in use.

1. Disconnect and drain *all* lines to the unit.
2. Remove the screws from the mounting feet (E) and drain the system.
3. Reinstall the screws in the mounting feet and reconnect the system.

## Seawater Systems

### Seacocks

- A seacock is a valve that is used to manage the pickup of seawater through the hull and below the water line.
- Seacocks are controlled by a 90° lever and are used on the seawater pickup systems for the air conditioning system and marine head (toilet) system.
- **Before** using any of these systems, make sure that the system's seacock is **Open** and remains in the **Open** position until the system is shut **Off**.



### CAUTION!

#### SYSTEM DAMAGE HAZARD!

- **Before** using a seawater pickup system, make sure that the system's seacock is in the **Open** position **before** the system is started and keep the seacock **Open** until the system is shut **Off**.
- **Close** seacocks whenever the systems *will not* be used for long periods of time

### Seawater Strainers

Seawater strainers are used in water pick-up systems to filter incoming seawater. The typical layout is one strainer for the marine head and one for the air conditioning system (if equipped).

Seawater strainers are located near the system's seawater pickup valves (seacocks). Check for leaks and/or debris **every time** you use your boat. If debris is found, clean the seawater strainer as follows:

1. Make sure the component/system that the strainer is connected to is turned **Off**.
2. **Close** the pickup seacock that sends seawater to the strainer you are about to clean. The seacock **must** remain **Closed** until the strainer is completely reassembled.
3. Take apart the seawater strainer.
4. Remove debris.
5. Reassemble the seawater strainer.
6. **Open** the seacock **before** turning on the component or system.



### CAUTION!

#### FLOODING HAZARD!

- The pickup seacock that sends seawater to the strainer must be **closed before** disassembling the seawater strainer to prevent the boat from taking on water through the seawater strainer assembly. Keep the pickup seacock **closed** until the seawater strainer is completely reassembled.

#### SYSTEM DAMAGE HAZARD!

- **After** reassembling the seawater strainer, make sure that the pickup seacock is **Open before** using the component/system.

## Marine Head With Holding Tank



### WARNING!

#### **FLOODING HAZARD!**

The marine head's seawater pickup seacock *must* be *Closed before* getting underway. This seacock *must* remain *Closed* while the boat is underway or whenever the boat is left moored and unattended.

Your boat may be equipped with a marine head (toilet) and waste holding tank system. Be sure to read the manufacturer's manual (included in your boat's owner's packet)

- The marine head installed on your boat uses seawater to flush waste from the toilet. The seawater pickup valve (seacock) is located under the entry steps in the cabin.
- Waste is routed directly from the head to the holding tank.
- The holding tank is plumbed to a fitting on the deck for dockside pump-out.
- You can determine the content level of the holding tank by looking at the tank located on the starboard side of the bilge. Empty the holding tank at every opportunity.

### Using The Marine Head

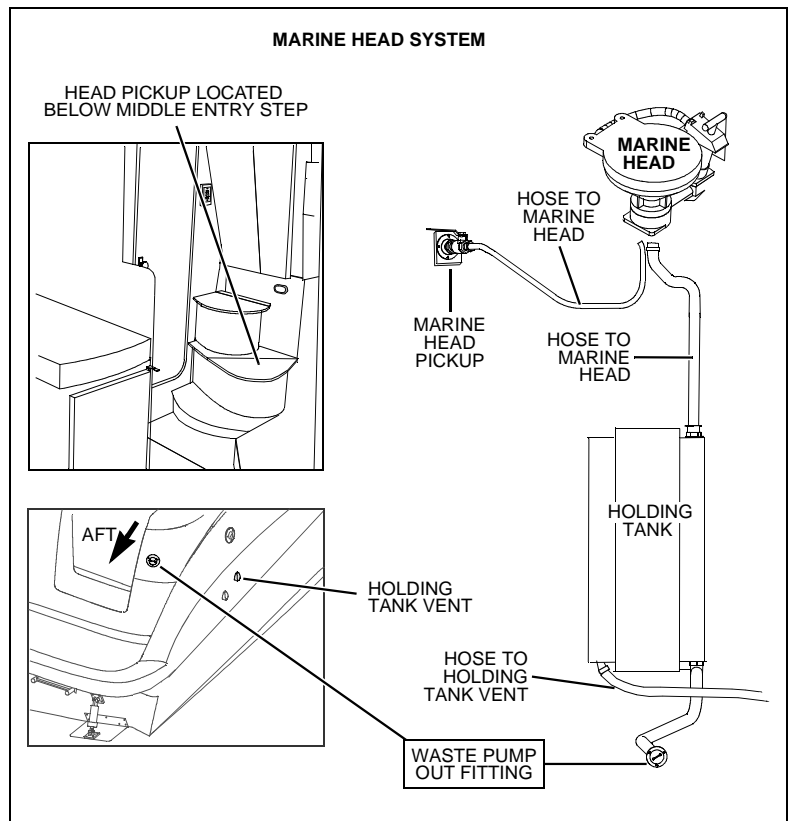
1. **Open** the marine head's seawater pickup valve (seacock).
2. **Before** using the head, pump enough water into the bowl to wet the sides.
3. After use, pump the head until the bowl is clean.
- If excess waste causes the water to rise in the bowl, stop pumping until the water recedes.
4. After the bowl is clean, pump a few more times to clean the lines.

If the seacock is **Open**, but you are unable to pump water into the bowl, the probable cause is debris in the pump diaphragm. To remedy this:

1. Shut **Off** the seawater pickup valve (seacock).
2. Dismantle the pump. The pump is generally held together with six screws (the design is simple and the problem will be obvious when the pump body is split **Open**).
3. Reassemble the pump.
4. **Open** the seacock.

### Winterizing The Head

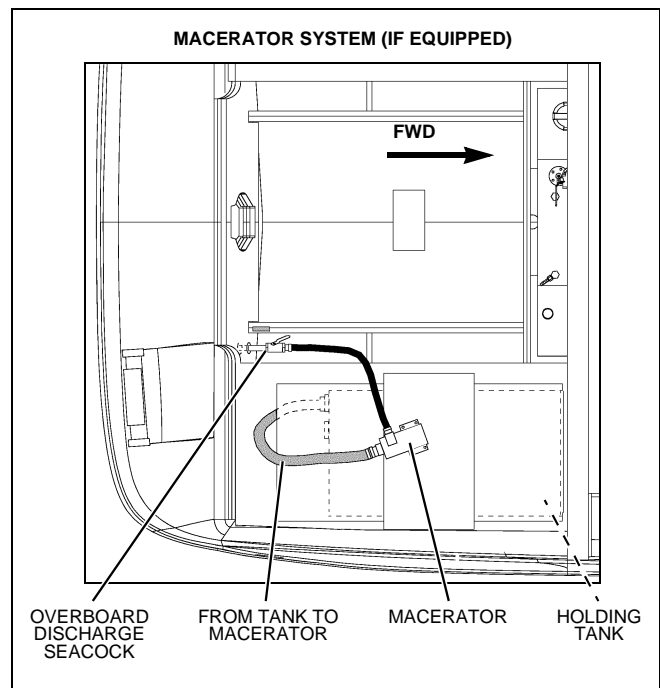
1. Shut **Off** the seawater pickup seacock.
2. Pump the head until the bowl is dry.
3. Remove the drain plug in the base and pump again to remove **all** of the water.
- **Do not** fill the bowl with anti-freeze.



### ***Macerator (If Equipped)***

To use the macerator to pump waste directly into the water (where regulations permit):

1. ***Open*** the underwater discharge seacock located in the engine compartment on the starboard transom.
2. Press both macerator switches at the same time to run the pump.
3. ***Close*** the underwater discharge seacock when you are done pumping.




## **NOTICE**

**Check with local authorities for regulations regarding the legal use of marine head systems.**

## Air Conditioning System (If Equipped)

! **DANGER!**



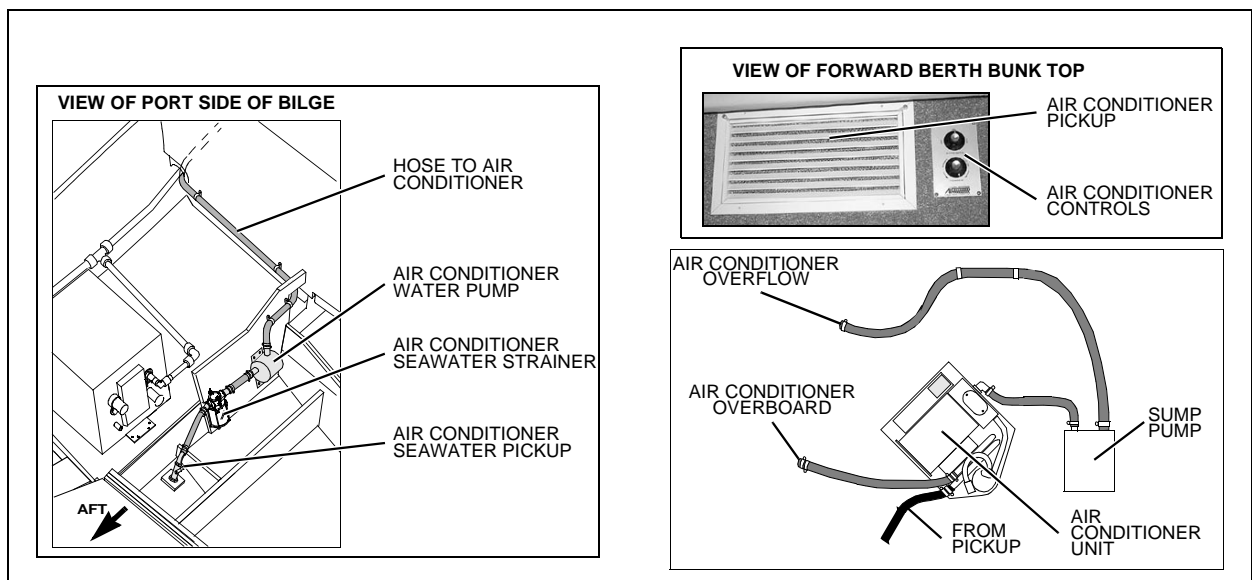
***CARBON MONOXIDE POISONING HAZARD!***

Dangerous carbon monoxide gas (CO) can be brought into the yacht through the air conditioning system.

! **CAUTION!**

***SYSTEM DAMAGE HAZARD!***

The air conditioning system's seacock *must* be *Opened before* turning on the air conditioner and *must* remain *Open* during operation.



Your boat may be equipped with an air conditioning system. Read the air conditioner manual, included in your owner's packet, *before* using the air conditioning system.

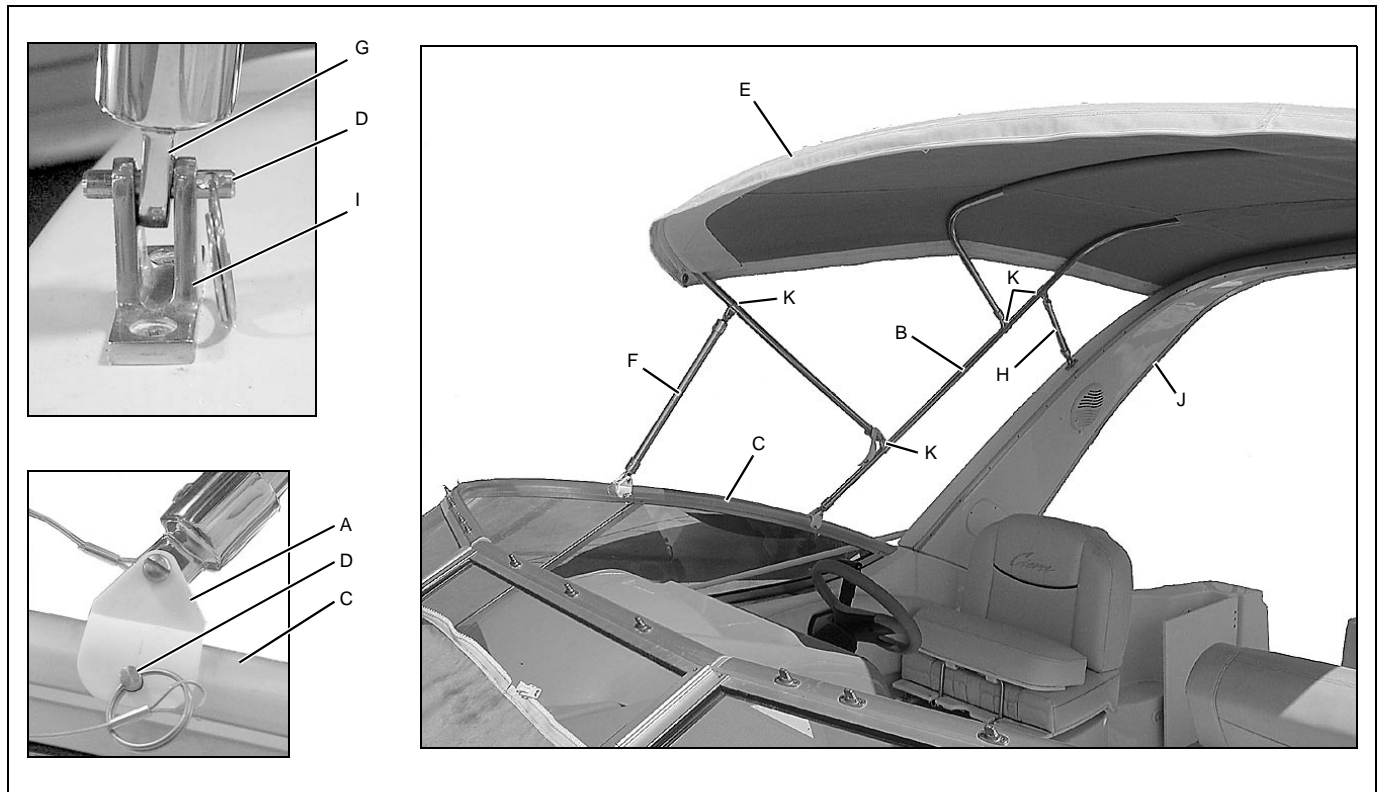
- ***Before*** using the air conditioning system, make sure the breakers on the AC main distribution panel are turned ***On*** and make sure the system's seawater pickup seacock is ***Open***. The seacock ***must*** remain ***Open*** anytime the air conditioner is in use.
- The seawater pickup strainer should be checked for debris according to the directions given in the *Seawater Strainer* section of this *Supplement*.

## Canvas Top (If Equipped)



### CAUTION!

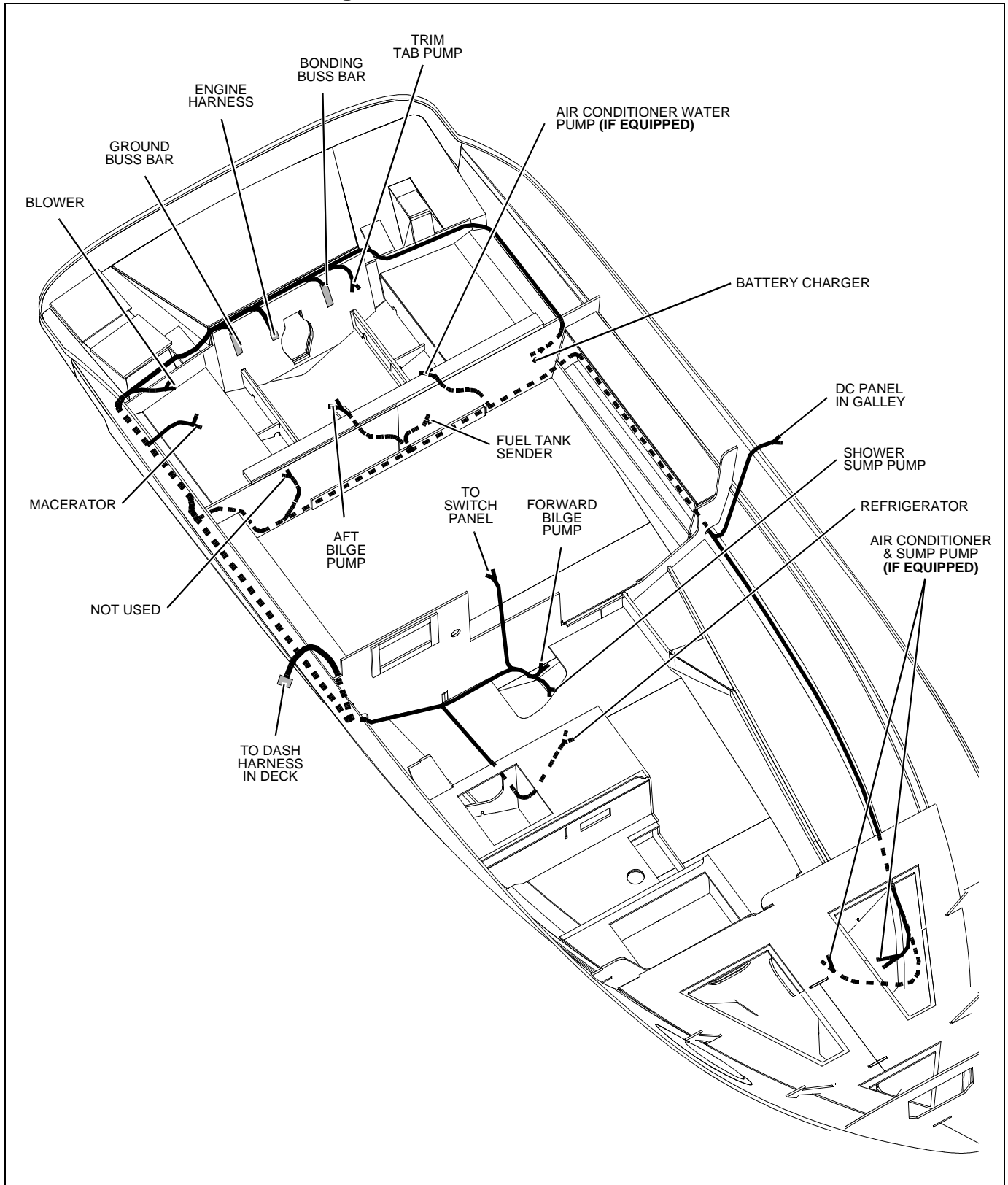
Take down and securely stow the convertible top, side curtains and back cover *before* transporting your boat by road.



1. Slide the swivel ends (A) of the main bow (B) over the side windshield frames (C) and insert the pins (D).
2. Unfold the canvas top (E) and slide the swivel ends of the forward legs (F) over the windshield frames and insert the pins.
3. Slide the eye ends (G) of the aft legs (H) into the deck hinges (I) on the radar wing (J) and insert the pins
4. No adjustments to the bow jaw slides (K) should need to be made as they are preset during manufacturing.  
**Before** attempting to adjust the jawslide positions, obtain the correct measurements from your selling dealer

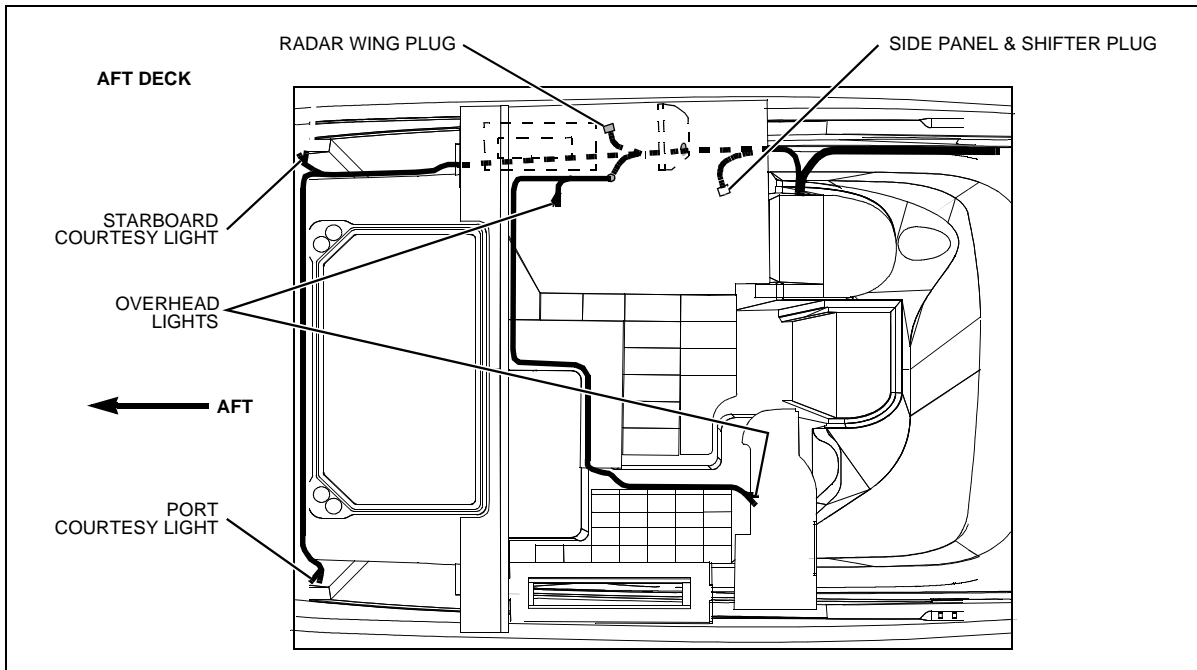
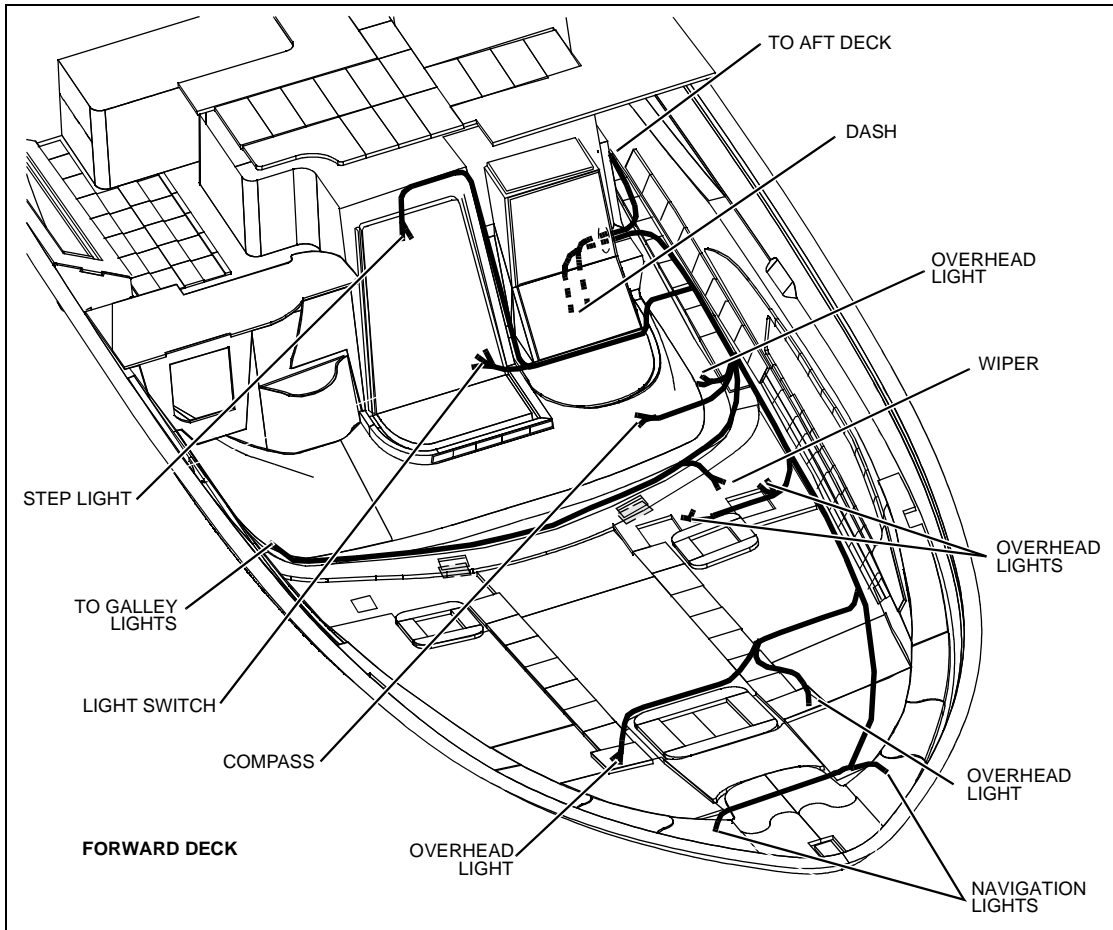
# Chapter 3: Electrical Routings

## Hull Wire Harness Routings



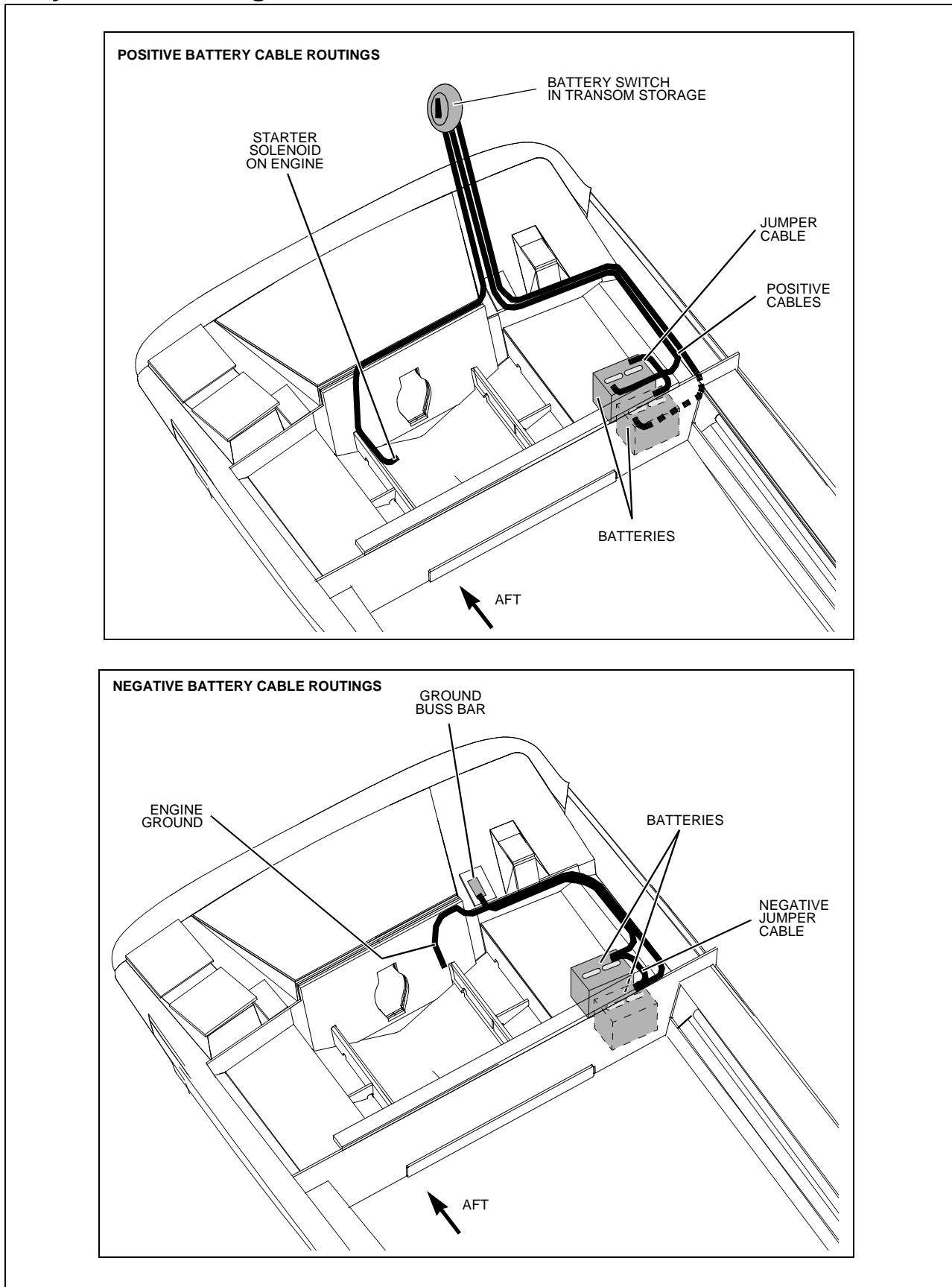
# Deck Wire Harness Routings

NOTE: VIEWS ARE UNDERSIDE OF DECKS



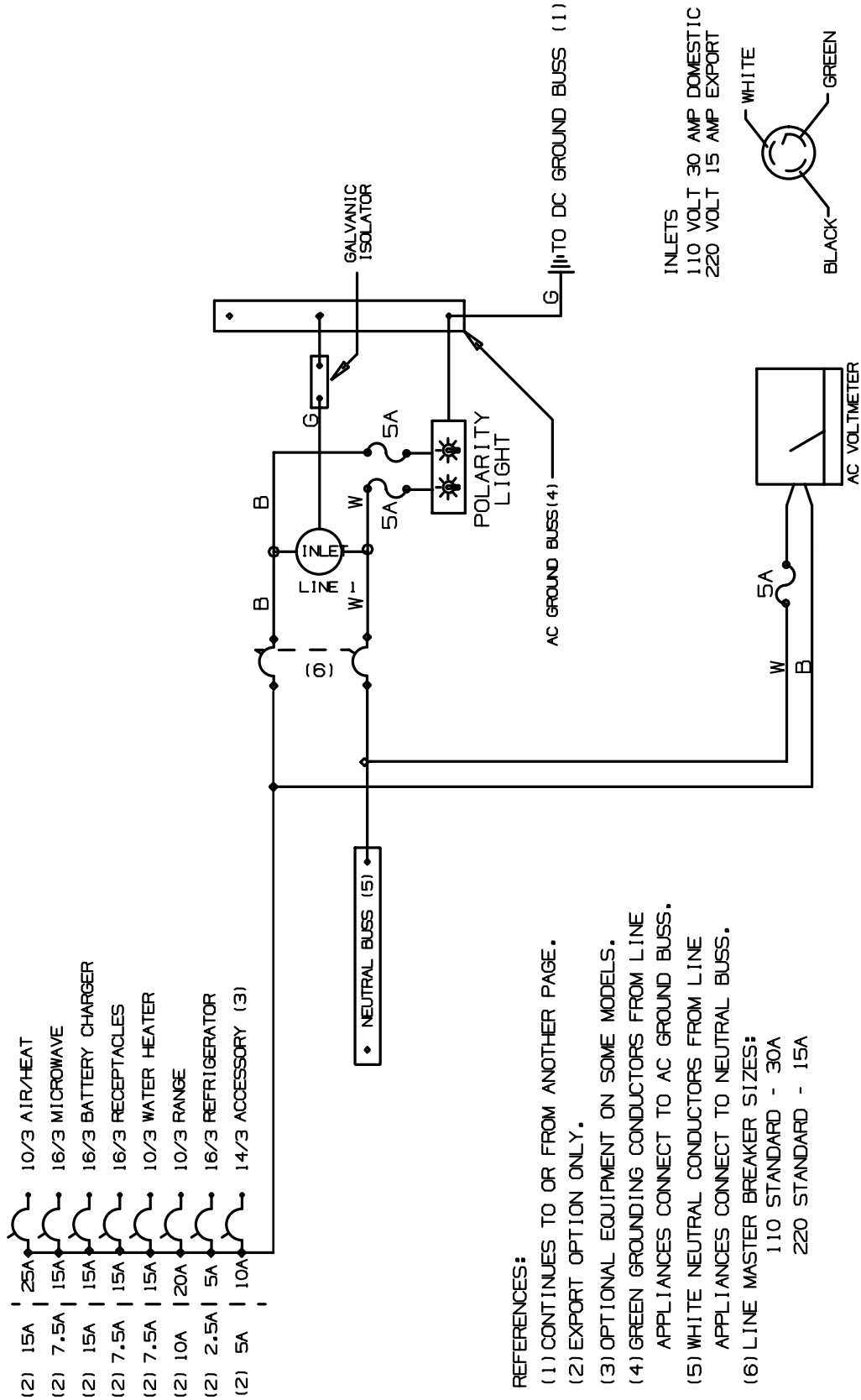


# Battery Cable Routings

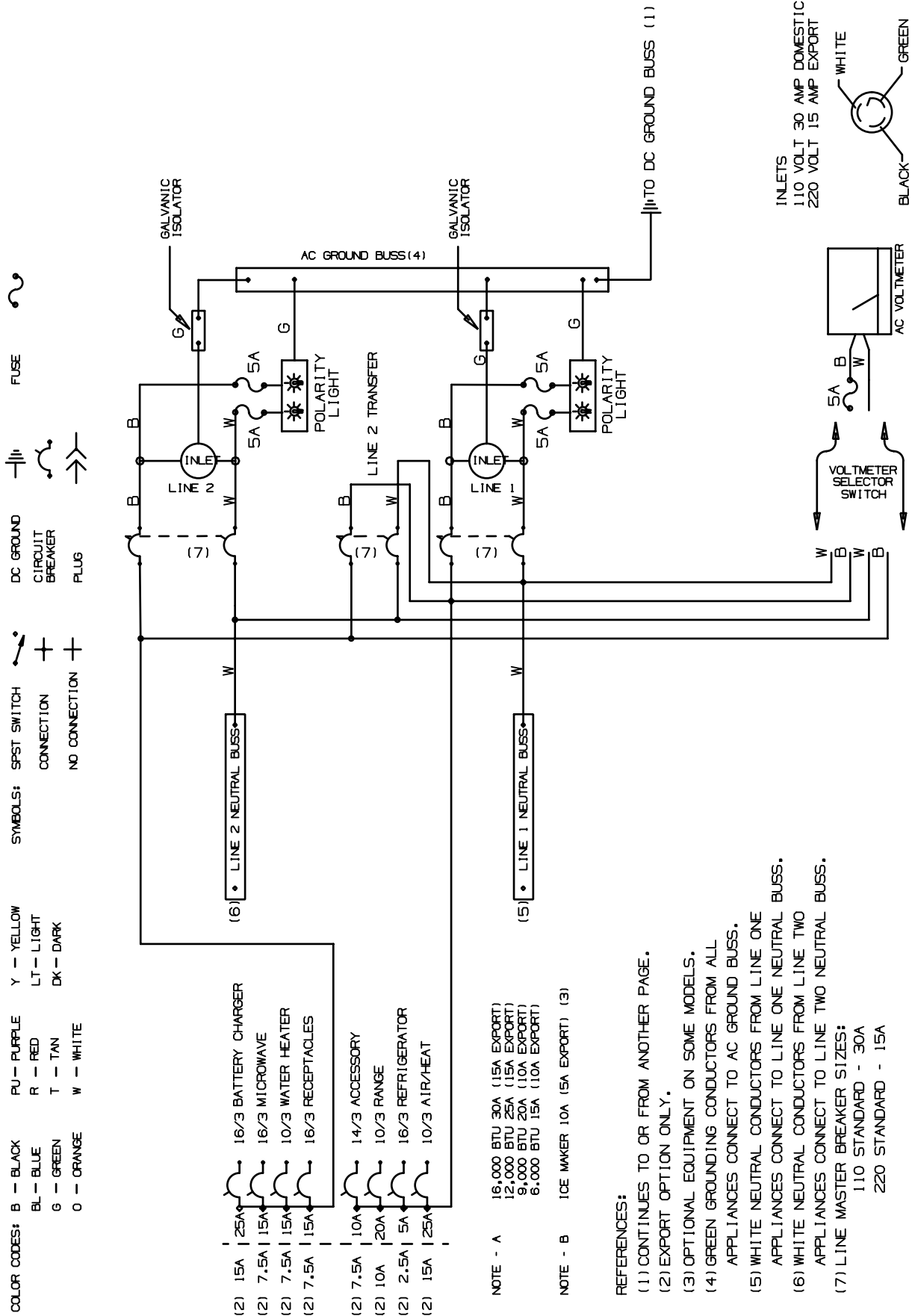


# Chapter 4: Wiring Diagrams

## AC Electrical System, Single Dockside

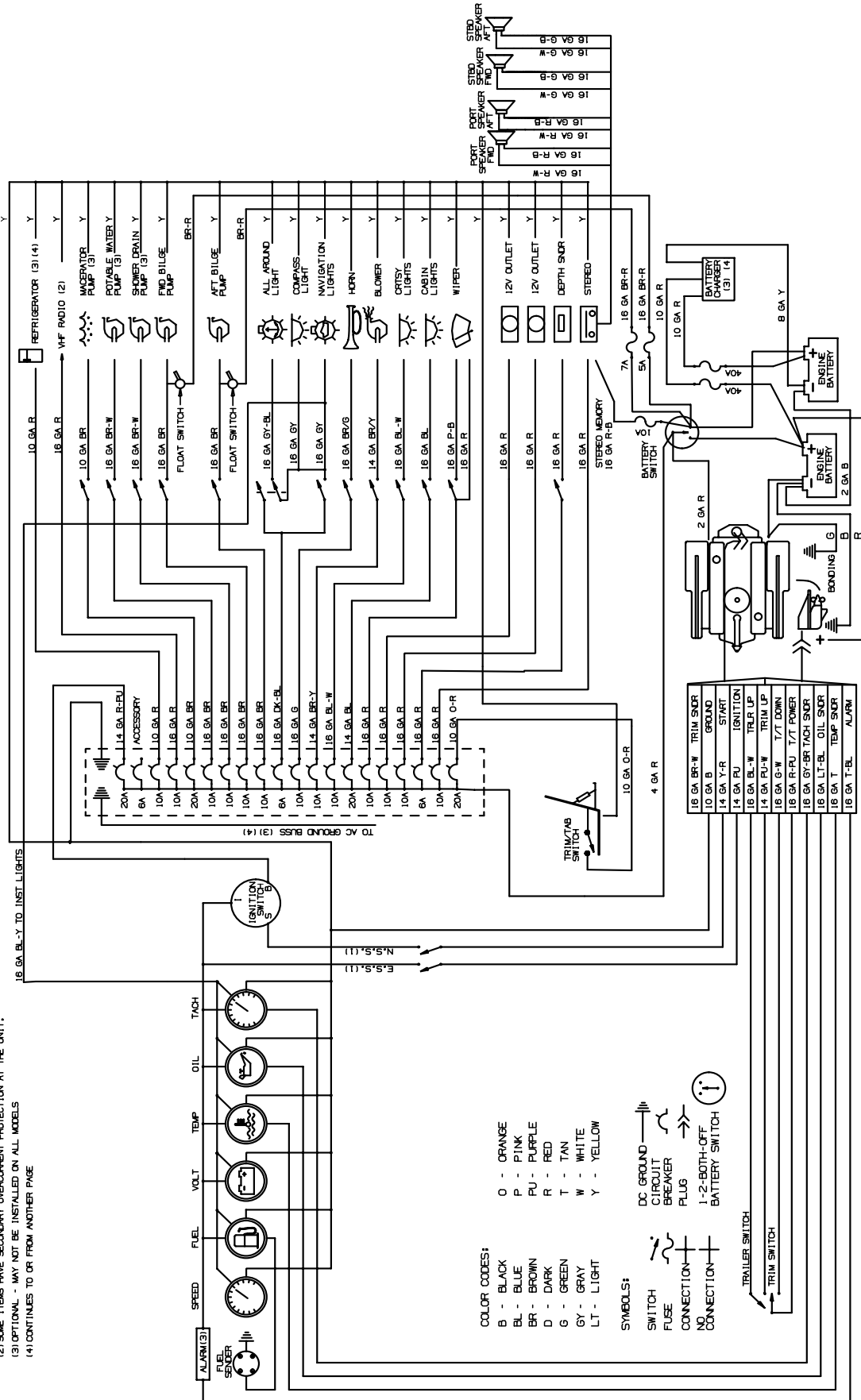


# AC Electrical System, Dual Dockside



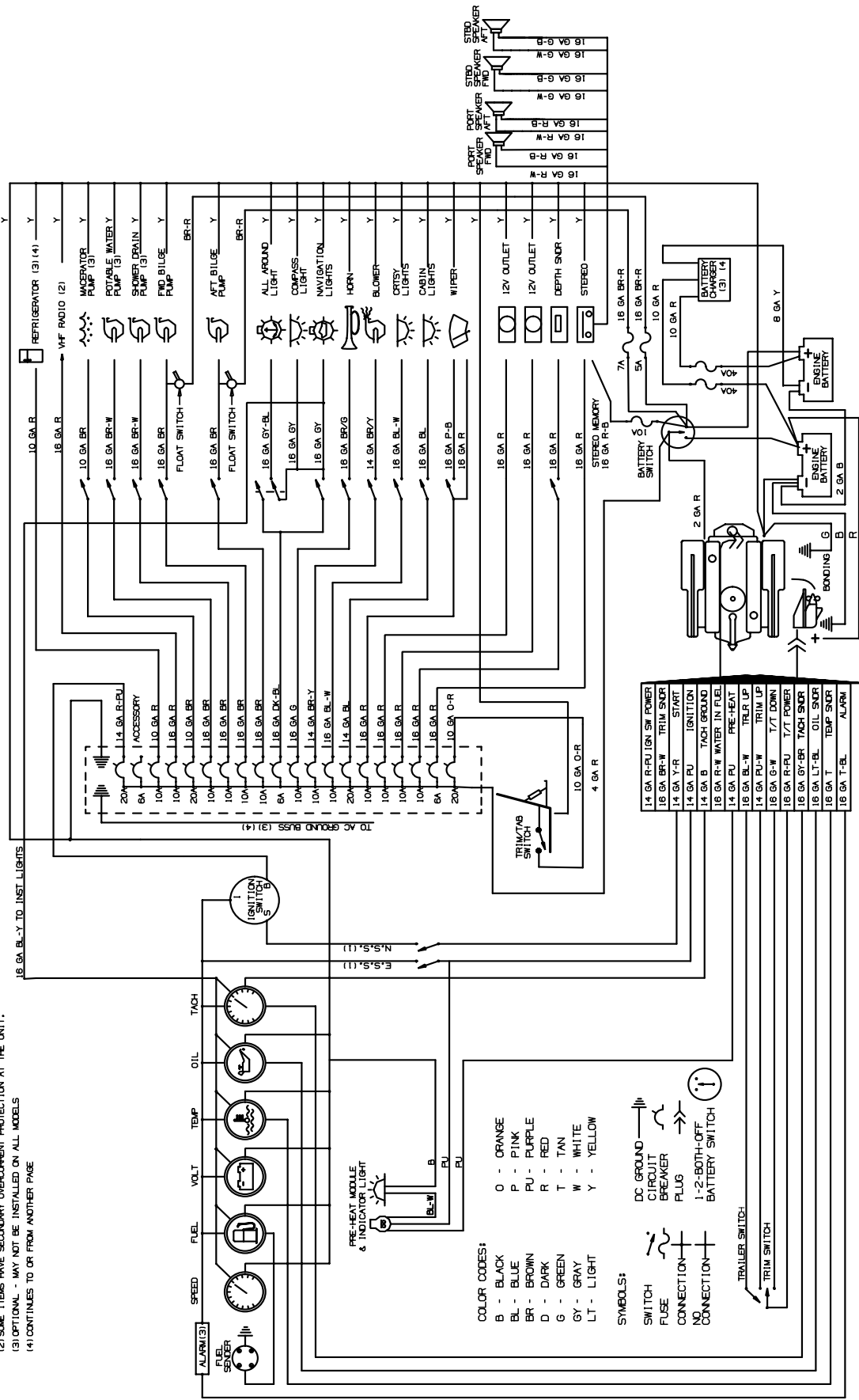
# Gas Engine Electrical System

NOTES: (1) START CIRCUIT NEUTRAL SAFETY (N.S.S.) AND EMERGENCY SHUTDOWN SWITCHES (E.S.S.) LOCATED AT/OR NEAR SHIFTERS.  
 (2) SOME ITEMS HAVE SECONDARY OVERCURRENT PROTECTION AT THE UNIT.  
 (3) OPTIONAL - MAY NOT BE INSTALLED ON ALL MODELS  
 (4) CONTINUES TO OR FROM ANOTHER PAGE



# Diesel Engine Electrical System

NOTES: (1) START CIRCUIT NEUTRAL SAFETY (N.S.S.) AND EMERGENCY SHUTDOWN SWITCHES (E.S.S.) LOCATED AT/OR NEAR SHIFTERS.  
 (2) SOME ITEMS HAVE SECONDARY OVERCURRENT PROTECTION AT THE UNIT.  
 (3) OPTIONAL - MAY NOT BE INSTALLED ON ALL MODELS.  
 (4) CONTINUES TO OR FROM ANOTHER PAGE



# Important Records

---

## Selling Dealer

\_\_\_\_\_  
Name Of Dealership

\_\_\_\_\_  
Address

\_\_\_\_\_  
Phone/FAX/E-mail

\_\_\_\_\_  
Sales Manager

\_\_\_\_\_  
Service Manager

## Engine

\_\_\_\_\_  
Manufacturer

\_\_\_\_\_  
Model Name/Number

\_\_\_\_\_  
Engine Serial Number

\_\_\_\_\_  
Oil Type/SAE

\_\_\_\_\_  
Quarts per Engine

\_\_\_\_\_  
Filter Type

## Propeller

\_\_\_\_\_  
Manufacturer

\_\_\_\_\_  
Pitch

\_\_\_\_\_  
Model Number

## Key Numbers

\_\_\_\_\_  
Ignition

\_\_\_\_\_  
Other

## Electronics

\_\_\_\_\_  
Manufacturer

\_\_\_\_\_  
Model Name/Number

\_\_\_\_\_  
Serial Number

\_\_\_\_\_  
Manufacturer

\_\_\_\_\_  
Model Name/Number

\_\_\_\_\_  
Serial Number

\_\_\_\_\_  
Manufacturer

\_\_\_\_\_  
Model Name/Number

\_\_\_\_\_  
Serial Number

\_\_\_\_\_  
Manufacturer

\_\_\_\_\_  
Model Name/Number

\_\_\_\_\_  
Serial Number

# Float Plan

Before going boating, fill out a copy of this float plan (or similar) and leave it with a **reliable** person whom you can depend on to contact the Coast Guard or other rescue organization, if you do not return as scheduled.

## Description of Boat

Registration/Documentation Number		
Length	Make	Type
Hull Color		Trim Color
Fuel Capacity	Engine Type	Number of Engines
Distinguishing Features		
Distinguishing Features		

## Operator of Boat

Full Name		
Male or Female	Age	Health
Address		
Address		
Phone/FAX/E-mail		
Operator's Experience		

## Persons on Board

Full Name		
Age	Health	Phone Number
Full Name		
Age	Health	Phone Number
Full Name		
Age	Health	Phone Number
Full Name		
Age	Health	Phone Number
Full Name		
Age	Health	Phone Number

### Survival Equipment

Marine Radio (Yes/No)	Type	Frequencies
Number of PFDs	Flares (Yes/No)	Mirror (yes or no)
Smoke Signals (Yes/No)	Flashlight (Yes/No)	Food (Yes/No)
Water (Yes/No)	Anchor (Yes/No)	Raft/Dinghy (Yes/No)
Paddles (Yes/No)	EPIRB (Yes/No)	Other
Other	Other	Other

### Vehicle Description

Make	Model
Color	License Number
Where is the Vehicle Parked?	

### Trip Expectations

Departing From	
Departure Date	Departure Time
Stopover 1	
Arrive No Later Than: Date	Arrive No Later Than: Time
Stopover 2	
Arrive No Later Than: Date	Arrive No Later Than: Time
Stopover 3	
Arrive No Later Than: Date	Arrive No Later Than: Time
Stopover 4	
Arrive No Later Than: Date	Arrive No Later Than: Time
Stopover 5	
Arrive No Later Than: Date	Arrive No Later Than: Time
Stopover 6	
Arrive No Later Than: Date	Arrive No Later Than: Time
Final Destination Port (If Different Than Home Port)	
Arrive No Later Than: Date	Arrive No Later Than: Time

**If not returned by the date and time listed above, call the Coast Guard or other local authority.**

Coast Guard Phone Number

Local Authority Phone Number









**Part Number 1700674**

**Bayliner • P.O. Box 9029 • Everett, WA 98206 • 360-435-5571**