

BAYLINER[®]

160 & 180 Bowriders

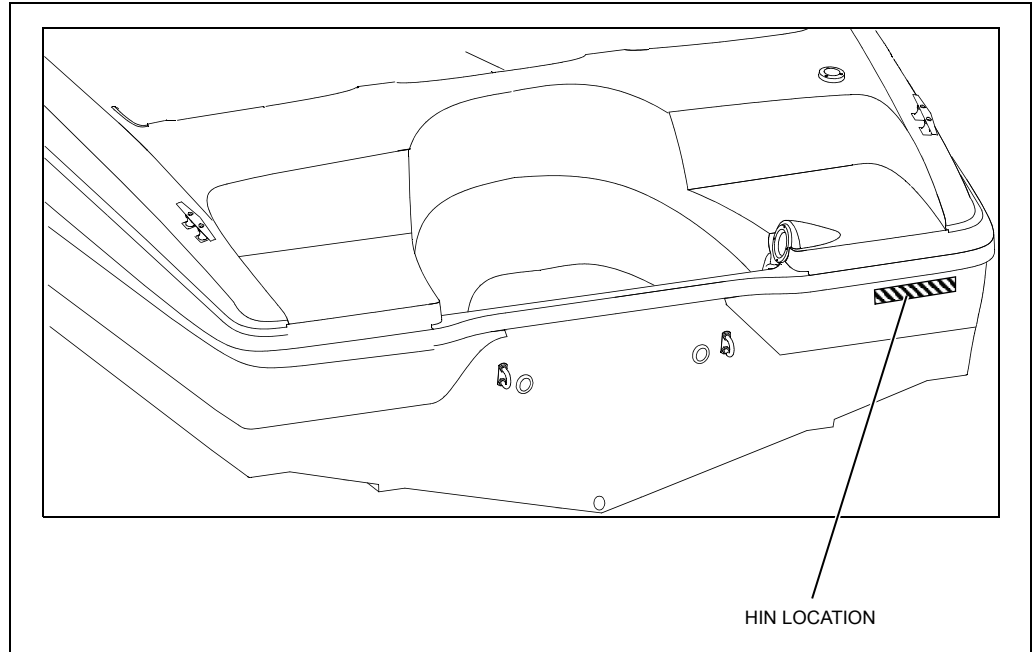
Owner's Manual *Supplement*

Engine Serial Number: _____

Hull Identification Number: _____

Hull Identification Number

- The Hull Identification Number (HIN) is located just below the deck gunnel at the starboard aft corner of the boat.
- Record the HIN (and the engine serial number) in the space provided above.
- Include the HIN with any correspondence or orders.



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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.

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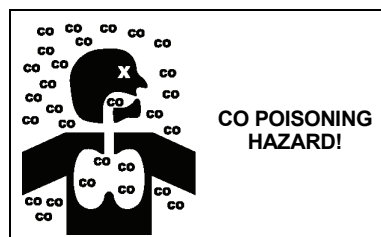
The hazard boxes and symbols shown below are used throughout this supplement to call attention to potentially dangerous situations which could lead to either personal injury or product damage. Read *all* warnings carefully and follow *all* safety instructions.

 **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.



Chapter 1: Welcome Aboard!

- This *Owner's Manual Supplement* provides information about your boat that is **not** covered in the *Sport Boat Owner's Manual*.
- **Before** using your boat, study this *Owner's Manual Supplement*, the *Sport Boat Owner's Manual*, and **all** engine and accessory literature carefully.
- Keep this *Owner's Manual Supplement* and the *Sport Boat Owner's Manual* on your boat in a secure, yet readily available place.


Dealer Service

- Your dealer is your key to service.
- Ask your dealer to explain **all** systems **before** taking delivery of your boat.
- Contact your dealer if you have any 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.
- You can access on-line parts catalogs, links to vendor websites, and other helpful features by logging on to <http://www.baylinercustomercare.com>.

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 Bayliner dealer or call 360-435-8957 for a copy.

Boating Experience

 **WARNING!**

CONTROL HAZARD!

An experienced operator *MUST* be in control of your boat at *ALL* times. *NEVER* 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, get handling and operating experience **before** assuming command of your 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>
- In Canada, for the CPS courses call 1-888-CPS-BOAT.
- 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 & Accessory Guidelines & Literature

NOTICE

BEFORE starting or working on your engine(s), read the engine manual.

NOTICE

BEFORE using the accessories on your boat, read the accessory manuals.

NOTICE

BEFORE storing your boat, refer to your engine and accessory manuals for storage/winterization instructions.

NOTICE

Certain modifications to your boat *WILL* result in cancellation of your warranty protection. *ALWAYS* check with your dealer *BEFORE* making any modifications to your boat.

- Your boat's engine and accessories were selected to provide optimum performance and service.
- Installing a different engine or adding accessories may affect your boat's running trim.
- If you choose to install a different engine or add accessories that may affect your boat's running trim, have a trained marine technician perform a safety inspection and handling test ***before*** using your boat again.
- The engine and accessories on your boat have their own manuals. Read these manuals ***before*** using the engine and accessories.

Unless noted otherwise, ***all*** engine and accessory literature referred to in this *supplement* is included in your owner's packet.

While the topics listed below may be included in this *supplement* and in the *Sport Boat Owner's Manual*, ***always*** refer to the engine manual first for specific information on these important subjects:

- Engine Break-in Procedure
- Engine Starting and Stopping
- Gear Shifting
- Fuel and Oil Recommendations
- Engine Maintenance
- Engine Storage/Winterization

Propeller



CAUTION

ENGINE DAMAGE HAZARD!


The factory standard propeller may not be the best for your particular boat and load conditions. Refer to the engine manual for engine RPM ratings. The engine should reach, but not exceed its full rated RPM when full-throttle is applied.

Immediately contact your local Bayliner dealer if:

- The engine cannot reach its full rated RPM when full-throttle is applied, or;
- The engine exceeds its full rated RPM when full-throttle is applied.

- Keep the propeller in good repair and at the correct pitch for your particular situation.
- A slightly bent or nicked propeller will adversely affect the performance of your boat.

Qualified Maintenance

| |
|--|
|  WARNING! |
| <p>To maintain the safety of your boat, allow <i>ONLY</i> trained personnel to work on, or change, in any way, the:</p> <ul style="list-style-type: none"> • Steering system • Propulsion system • Engine control system • Fuel system • Environmental control system • Electrical system • Navigation 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 yourself and others to the danger of bodily injury or accidental death.

Follow the maintenance instructions in:



- This *Owner's Manual Supplement*
- The *Sport Boat Owner's Manual*
- The engine owner's manual, and;
- *All* accessory literature.


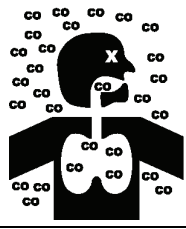

Special Care For Moored Boats


| |
|--|
| NOTICE |
| <ul style="list-style-type: none"> • To help seal the hull bottom and reduce the chance of gel coat blistering while your boat is moored, 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 your boat's beauty, greatly affect its performance, and may damage the gel coat.
- Periodically haul your boat out of the water and scrub the hull bottom with a bristle brush and a solution of soap and water.

Safety Standards

|  DANGER! | |
|--|--|
|  | <i>FALLING and ROTATING PROPELLER HAZARD!</i> |
| | <ul style="list-style-type: none"> • NEVER allow anyone to ride on parts of your boat <i>NOT</i> designed for such use. • Sitting on seat-backs, lounging on the forward deck, bow riding, gun-wale riding or occupying the transom platform while underway is especially hazardous and WILL cause personal injury or death. |

|  DANGER! | |
|--|---|
|  |  |
| <i>FALLING, ROTATING PROPELLER and CARBON MONOXIDE POISONING HAZARD!</i> | |
| <ul style="list-style-type: none"> • NEVER allow anyone to occupy, or hang from, the back deck or transom platform while the engine is running. • Teak surfing, dragging, or water skiing within 20 feet of a moving watercraft can be fatal. | |

|  DANGER! | |
|--|--|
| <i>PERSONAL SAFETY HAZARD!</i> | |
| <ul style="list-style-type: none"> • ALWAYS secure the anchor and other loose objects <i>BEFORE</i> getting underway. • The anchor and other items that are <i>NOT</i> properly secured can come loose when your boat is moving and cause personal injury or death. | |

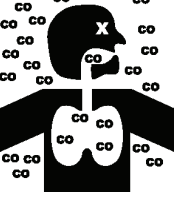
|  WARNING! | |
|--|--|
| A wide variety of components used on this vessel contain or emit chemicals known to the State of California to cause cancer and birth defects and other reproductive harm. | |
| Examples Include: | |
| <ul style="list-style-type: none"> • Engine exhaust • Engine fuel, and other liquids such as coolants and oil, especially used motor oil • Cleaners, paints, and substances used for vessel repair • Waste materials that result from wear of vessel components • Lead from battery terminals and from other sources such as ballast or fishing sinkers | |
| To Avoid Harm: | |
| <ul style="list-style-type: none"> • Keep away from engine exhaust fumes. • Wash exposed skin thoroughly with soap and water after handling the substances above. | |

Your boat's mechanical and electrical systems were designed to meet all safety standards in effect at the time it was built. These standards help insure your safety and the safety of other people, vessels and property.

Read this *supplement*, the *Sport Boat Owner's Manual*, the engine owner's manual, and **all** accessory instructions for important safety standards and hazard information.

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.

CO Facts

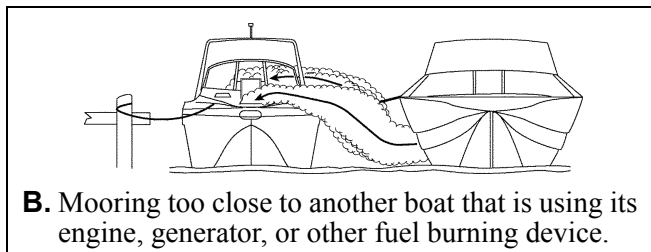
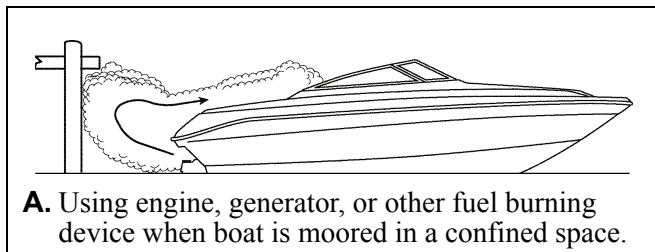
- CO poisoning causes a significant number of boating deaths each year.
- Called the "silent killer", CO is an extremely toxic, colorless, odorless and tasteless gas.
- CO can harm or even kill you inside or outside your boat.
- CO can affect you whether you're underway, moored, or anchored.
- CO symptoms 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 & How CO Can Accumulate

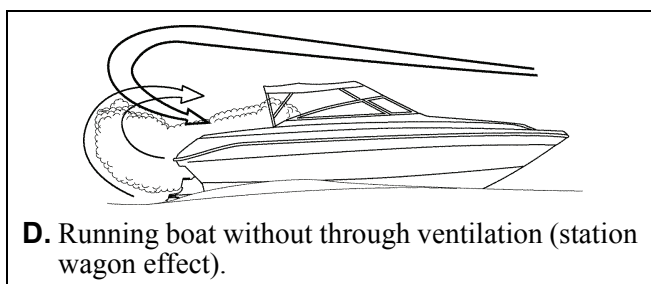
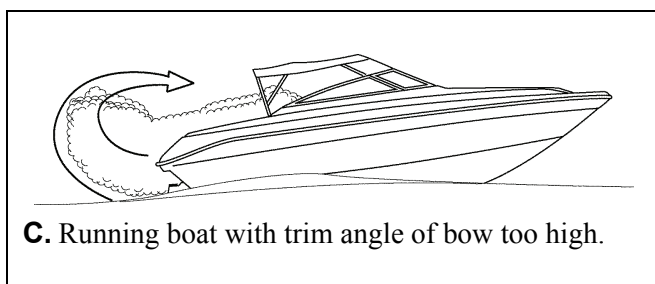
Stationary conditions that increase CO accumulations include:



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 & Others From CO

- Know where and how CO may accumulate in and around your boat (see above).
- Stay away from the transom while the vessel is idling or underway – The transom is where carbon monoxide collects while idling or underway.
- Avoid Other Idling Vessels – Idling vessels produce concentrated levels of carbon monoxide.
- **Always** maintain fresh air circulation throughout your boat.
- Know where your engine exhaust outlet is located and keep everyone away from this area.
- **Never** sit on, or hang onto, the back deck or transom platform while the engine is running.
- Although CO can be present without the smell of exhaust fumes, if exhaust fumes are detected on your 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 monitors inside your boat.** **Never** ignore any alarm. Replace monitors as recommended by the monitor 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 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>

CO Checklists

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.
- Listen for any change in exhaust sound, which could mean an exhaust component failure.
- Test the operation of each CO monitor by pressing the test button.

Annual Checklist

Have a Trained 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* metallic exhaust components for cracking, rusting, leaking, or loosening. Make sure they 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).

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
1-800-368-5647

National Marine Manufacturers
Association (NMMA)
200 East Randolph Drive
Suite 5100
Chicago, IL 60601-9301
www.nmma.org
312-946-6200

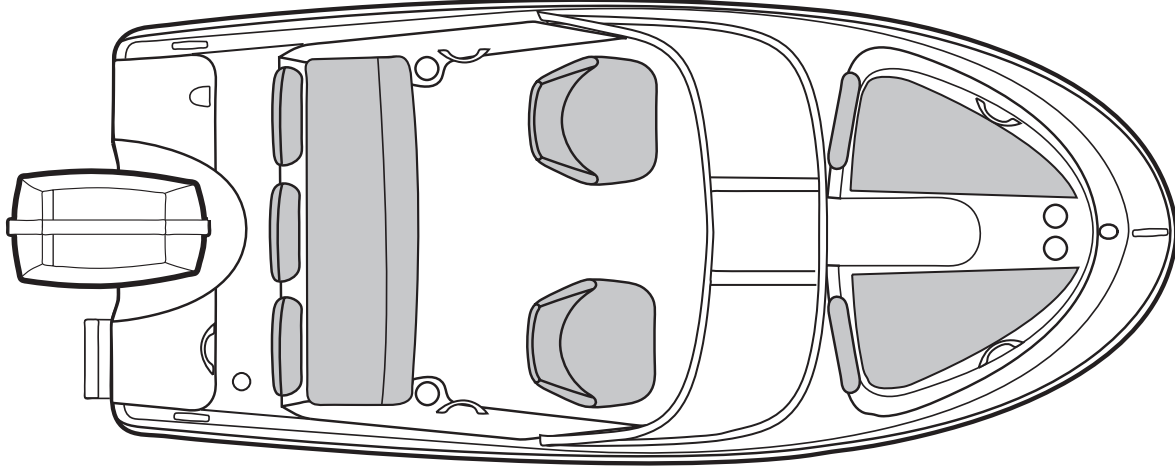
American Boat & Yacht Council, Inc.
(ABYC)
3069 Solomon's Island Road
Edgewater, MD 21037-1416
www.abycinc.org
410-956-1050

For information on how to get a free VESSEL SAFETY CHECK, visit 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>
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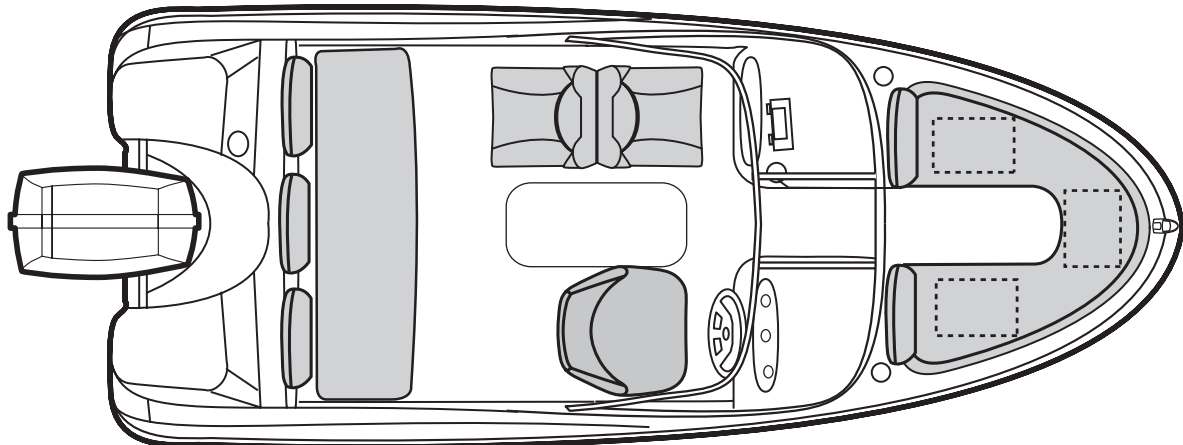
Chapter 2: Product Specifications

160



| Overall Length | Bridge Clearance | Beam | Draft (Drive Up) | Draft (Drive Down) | Fuel Capacity |
|----------------|------------------|-------|------------------|--------------------|---------------|
| 16' 2" | 3' 5" | 7' 2" | 1' 2" | 2' 7" | 18 Gallons |

180

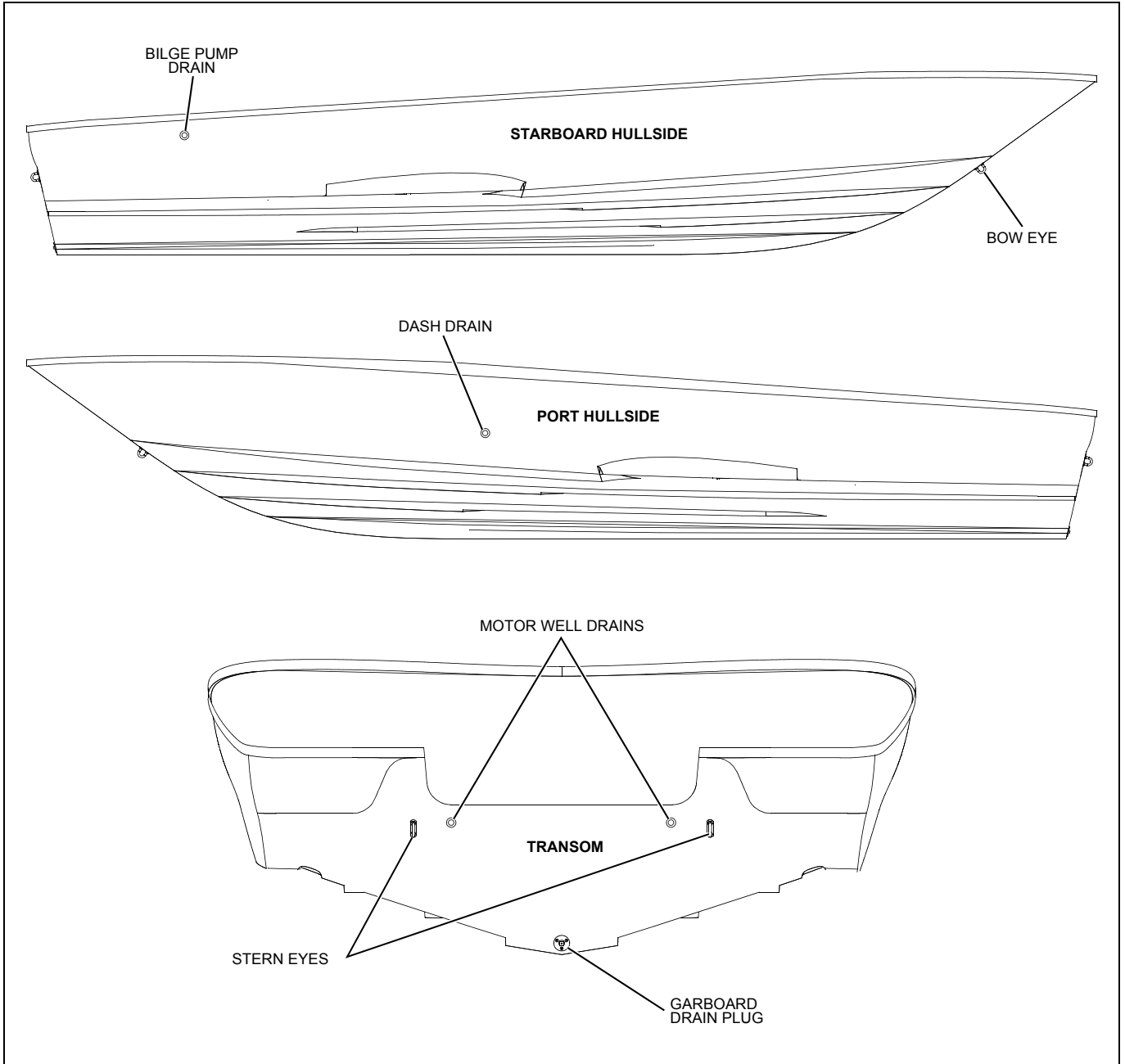


| Overall Length | Bridge Clearance | Beam | Draft (Drive Up) | Draft (Drive Down) | Fuel Capacity |
|----------------|------------------|-------|------------------|--------------------|---------------|
| 18' 0" | 3' 10" | 7' 6" | 1' 2" | 2' 7" | 23 Gallons |

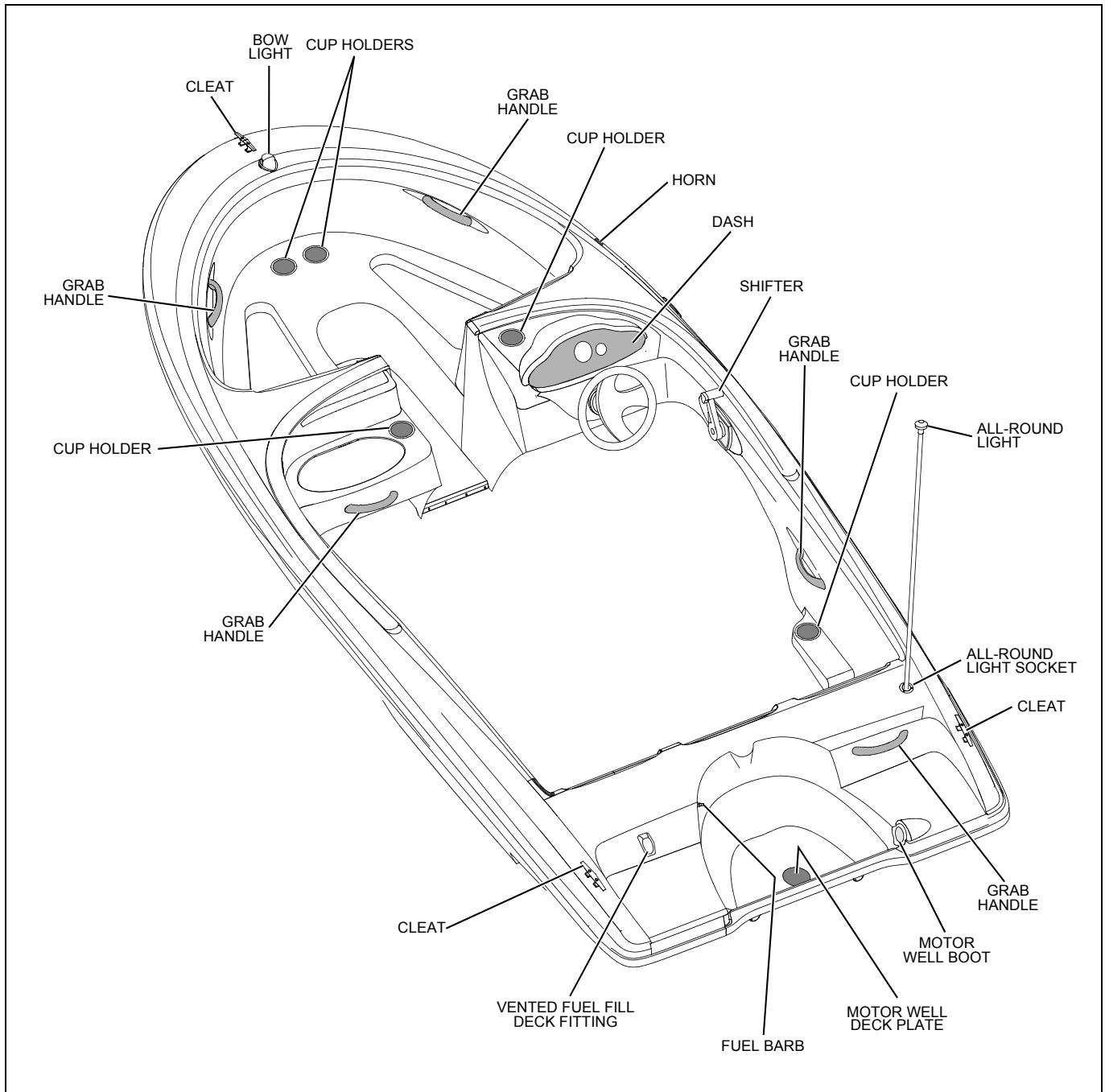
Chapter 3: Locations

Exterior Views

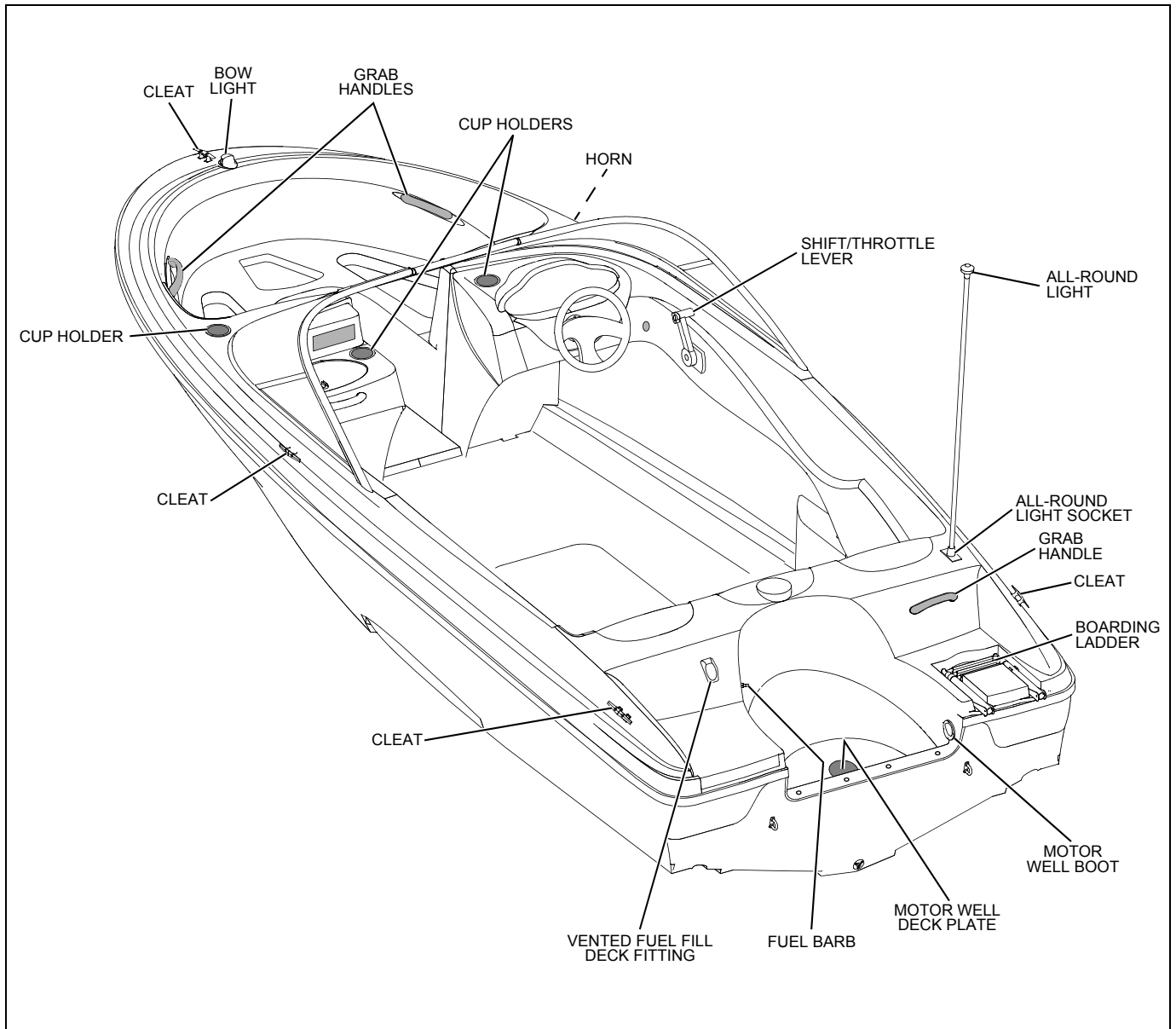
Hull Views



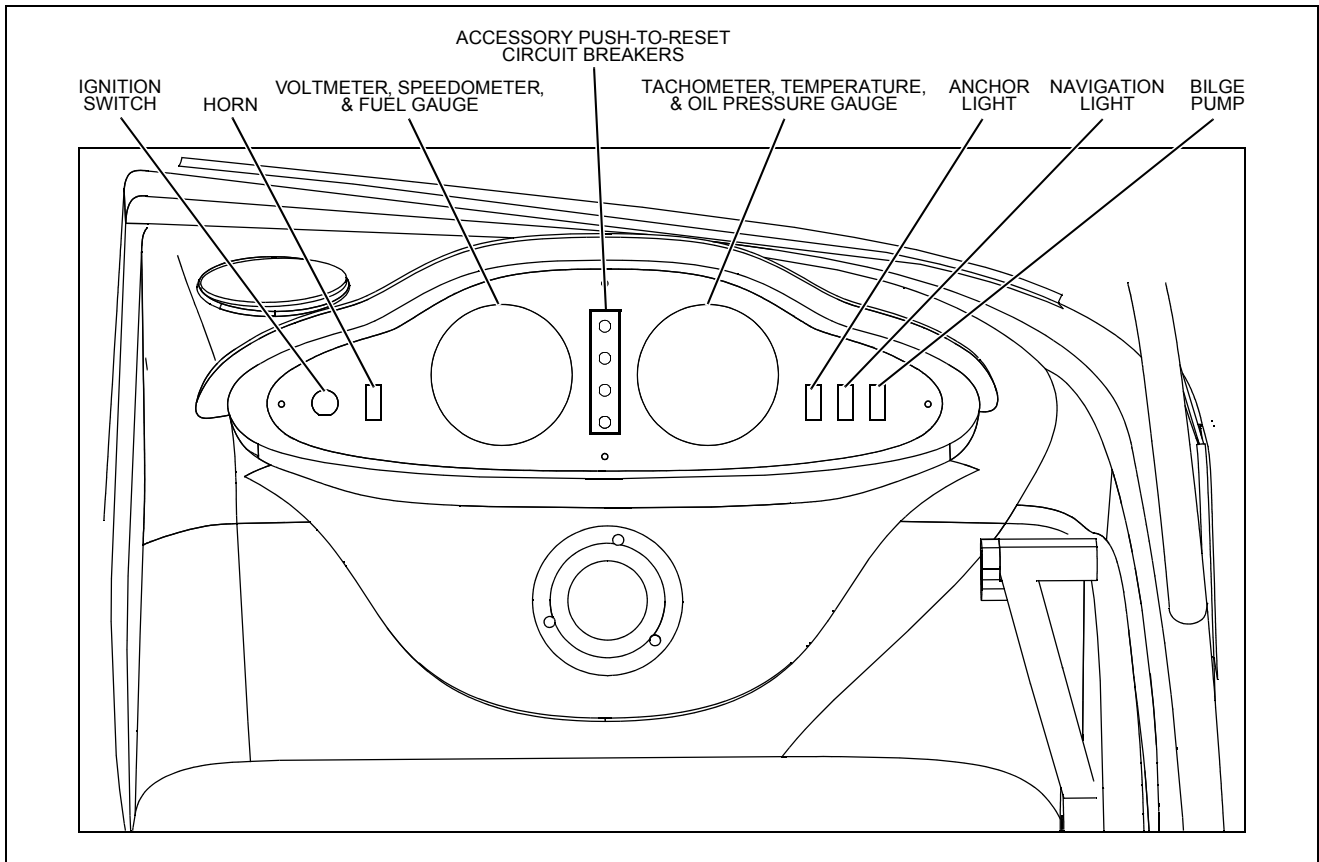
160 Deck View



180 Deck View



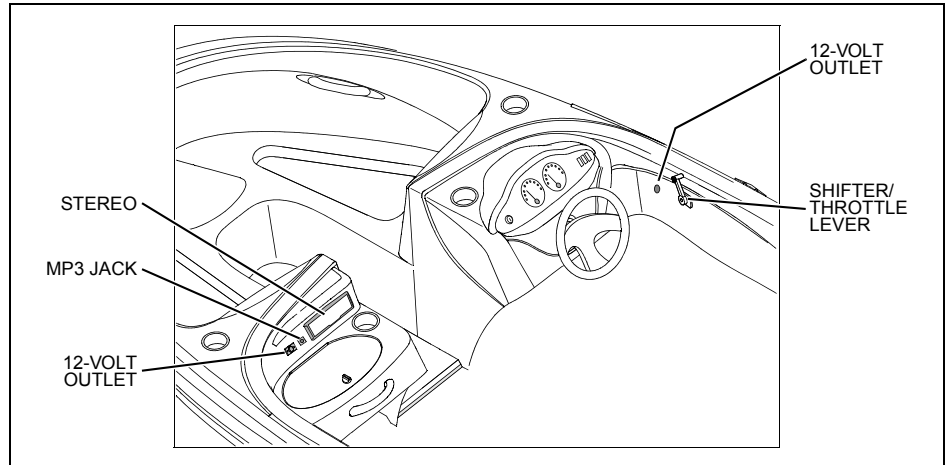
160 & 180 Helm View



Component Locations

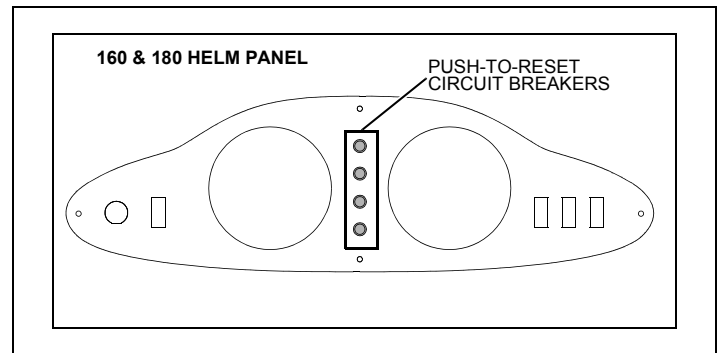
12-Volt Accessory Outlet - (180 Only):

- Located next to the MP3 jack and stereo on the port dash.



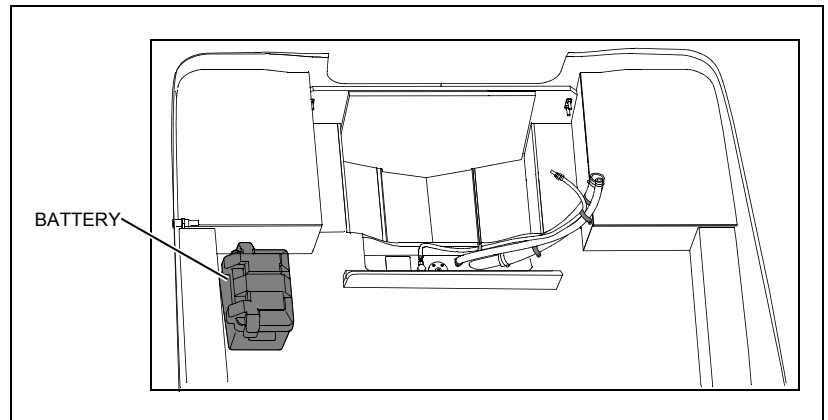
Accessory Push-To-Reset Circuit Breakers:

- Located at the helm.



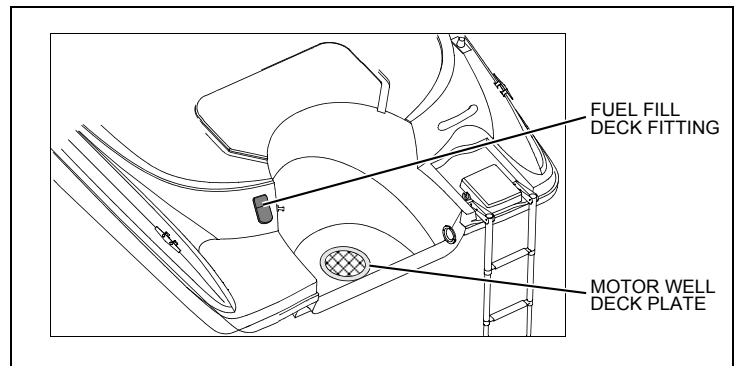
Battery:

- Located on the starboard side of the aft cockpit storage compartment.
- Access is through the opening along the bottom of the aft cockpit wall, under the aft cockpit bench seat.



Bilge Pump:

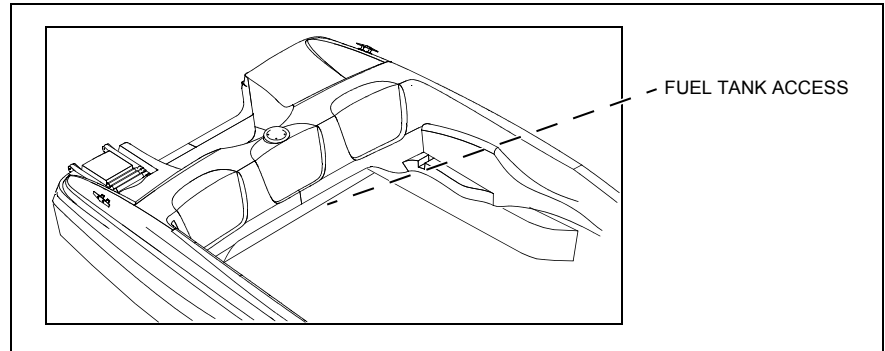
- Located in the bilge under the motor well.
- Access is through the motor well deck plate.

**Fuel Fill Deck Fitting:**

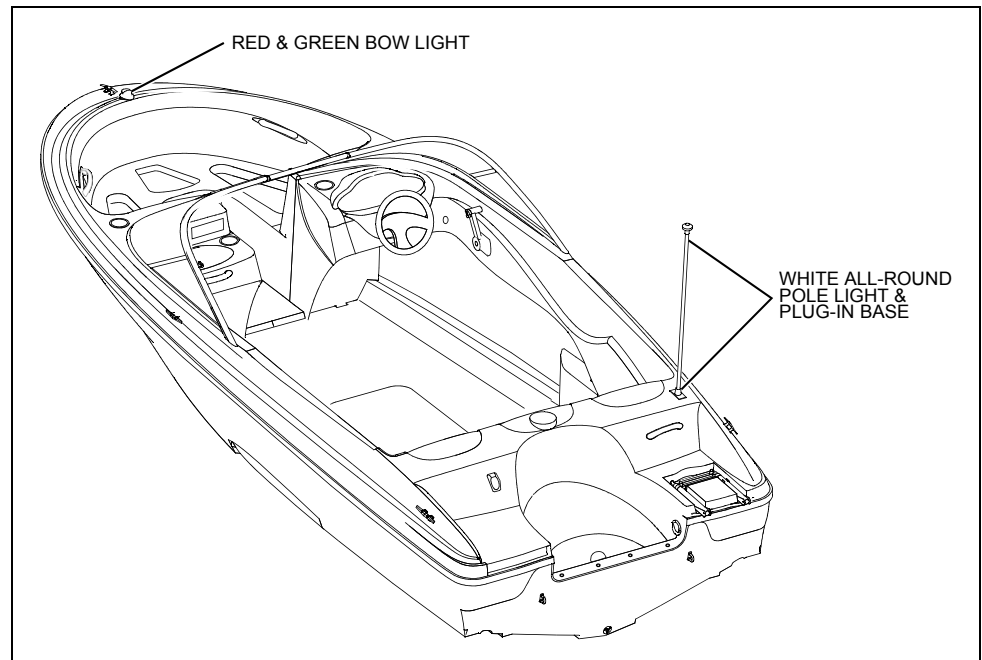
- Located on the port aft corner of the deck.

Fuel Tank:

- 160: Located on the port side of the aft cockpit storage compartment.
- 180: Located under the cockpit floor.
- Access is through the opening along the bottom of the aft cockpit wall, under the aft cockpit bench seat.

**Navigation Lights - 160 & 180:**

- The red and green light is located on the bow and a removable white all-round light is located on the stern.




Chapter 4: Propulsion & Related Systems

Engine

Read the engine operation and maintenance manuals *before* starting or doing any maintenance on the engine.

Fuel System

! WARNING!



FIRE, EXPLOSION AND OPEN FLAME HAZARD!

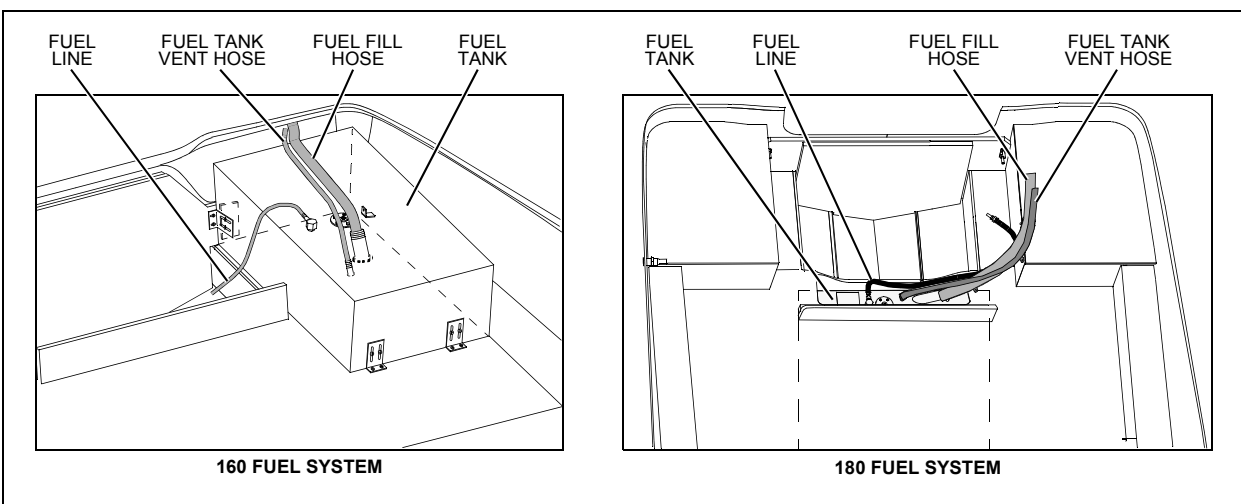
- It is very important that the fuel system be inspected thoroughly the first time it is filled and at each subsequent filling.
- The fueling instructions in the *Sport Boat Owner's Manual* and the fuel recommendations in the engine operation manual *must* be followed.

! CAUTION

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

NOTICE

Carefully read the fuel section of both the *Sport Boat Owner's Manual* and the engine operation manual, paying special attention to the subject of *fuel recommendations*.



Fuel Fill & Vent

- The fuel fill fitting is marked "Gas".
- If you have problems filling the fuel tank, see if the fuel fill hose or fuel tank vent 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.
- Talk to your selling dealer or local marina about fuel additives that help prevent fungus or other buildup in your fuel tank.

Chapter 5: Controls & Gauges

Steering

- This boat features a rack-and-pinion cable steering system.
- Boat steering is *not* self centering.
- Refer to the engine manual for more steering system details.

Shift/Throttle Control

| |
|---|
|  WARNING! |
| <i>LOSS OF CONTROL HAZARD!</i> |
| Improper maintenance of shift/throttle hardware may cause a sudden loss of control! |


- Read *all* of the information about the shift/throttle control in the *Sport Boat Owner's Manual*.
- Also, read the shift/throttle control manual and the engine manual.

Power Trim and Tilt

- The outboard 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.

Gauges

Cleaning Gauges

| |
|---|
|  CAUTION |
| <i>PRODUCT or PROPERTY DAMAGE HAZARD!</i> |
| <ul style="list-style-type: none">• Use only mild soap and water to clean the gauge lenses and bezels.• Use of other cleaners, including common window cleaning solutions, may cause the lenses to crack.• Lenses cracked in this manner will <i>NOT</i> be covered by our warranty. |

Gauge Fogging

- Moisture may occasionally find its way into the gauges causing lens fogging.
- Turning ***On*** the gauge lights will help dry the lenses.
- Fogging will not harm the gauges.

Radio Transmission Interference

VHF or other radio transmissions may cause brief erratic readings on the tachometer. This will not damage the tachometer gauge or affect its accuracy when not transmitting.

Fuel Gauge

It is normal for the pointer on your fuel gauge to bounce as fuel sloshes back and forth in the fuel tank.

Chapter 6: Plumbing

Deck Drains

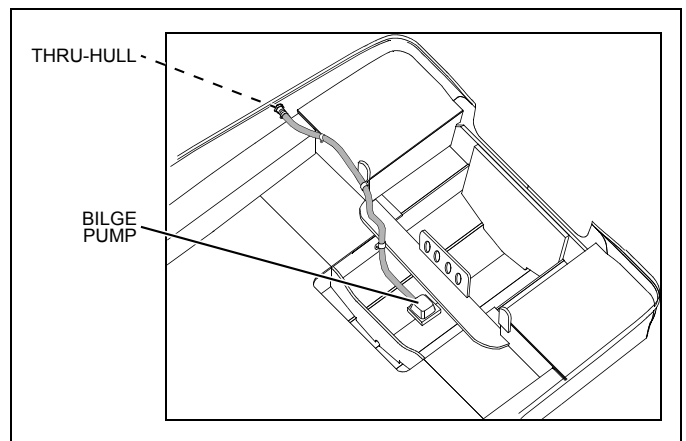
- Water on the deck is drained overboard through the deck drains.
- Keep the deck drains free of debris.

Bilge Pump

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.

- Your boat has a bilge pump for pumping water out of the bilge.
- The pump's built-in autofloat switch turns **On** the bilge pump when bilge water rises above a preset level (small amounts of water in the bilge are normal).
- You can also turn **On** the bilge pump using the switch at the helm.



Bilge Pump Testing

- The bilge pump is vital to the safety of your boat.
- Test the bilge pump often as follows:
 1. Turn **On** the bilge pump switch at the helm.
 2. Make sure that water in the 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 the discharge hose looks okay, check the bilge pump and strainer for clogging debris.

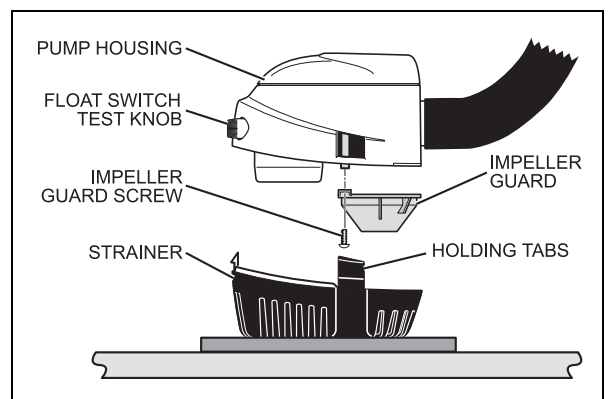
Autofloat Switch Testing:

Twist the float switch test button to turn **On** the bilge pump.

- If pump does not turn **On**, check the fuse on the fuse block.
- If the fuse is good, but the switch still does not work, it may mean the switch is bad, or the battery is dead.

Inspecting Bilge Pump & Clearing Debris:

1. Squeeze the holding tabs on each side of the strainer and pull the pump housing out of the strainer.
2. Remove debris from the strainer and the bottom of the pump housing.
3. Remove the impeller guard screw and the impeller guard.
4. Remove all debris from the pump chamber, from around the impeller, and from the tab slots on the sides.
5. Make sure the impeller is firmly attached to the shaft and is not cracked or broken.
6. Reinstall the impeller guard and screw.
7. Reinstall the pump housing on the strainer, making sure both tabs lock into the slots.



Chapter 7: Deck Equipment


Cleats and Tow Eyes

| |
|---|
|  WARNING! |
| PERSONAL INJURY and/or PRODUCT or PROPERTY DAMAGE HAZARD! |
| NEVER lift the boat using the bow and stern eyes or the cleats. |

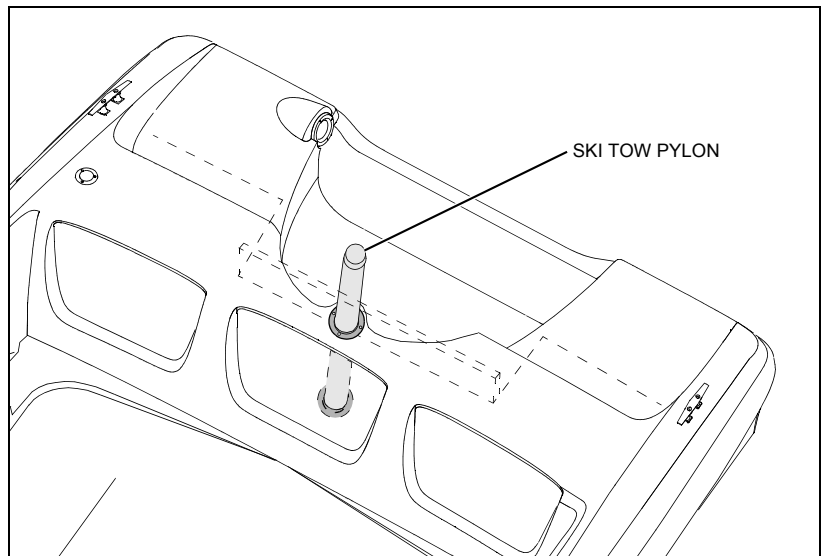
Carefully read the section on towing in the *Sport Boat Owner's Manual* **before**:

- Towing anything behind the boat.
- Being towed by another vessel.

Ski Pylon (If Equipped)

| |
|---|
|  WARNING! |
| When using the ski pylon: |
| <ul style="list-style-type: none"> • ALL passengers MUST sit forward of the ski pylon and keep their hands well clear of the pylon and rope. Failure to do so may result in injury or death. • NEVER tow any recreational equipment that is tied to the tow rope such as water tubes, aquaplanes, wakeboards, etc. |

Before using the ski pylon, read the "Waterski Safety Guidelines" pamphlet.



Canvas (If Equipped)



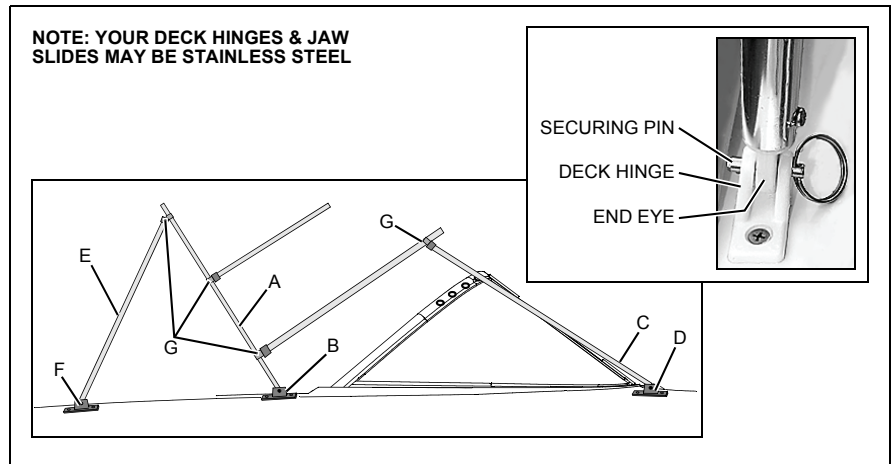
CAUTION

PRODUCT or PROPERTY DAMAGE HAZARD!

Take down and securely stow *ALL* canvas before transporting your boat by road.

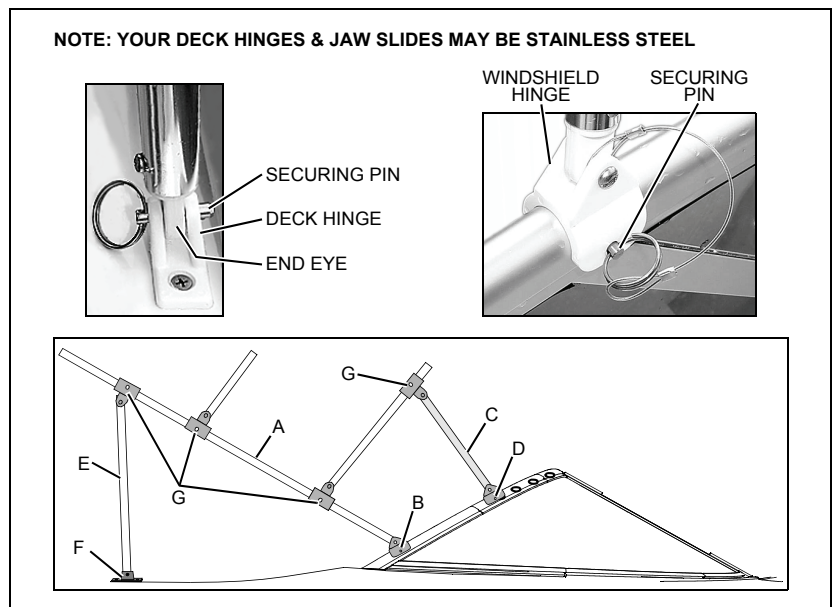
160 Bimini Top (If Equipped)

1. Insert the end eyes of the main bow (A) into the middle deck hinges (B) and insert the securing pins.
 2. Unfold the canvas and insert the end eyes of the forward braces (C) into the forward deck hinges (D) and insert the securing pins.
 3. Insert the end eyes of the aft braces (E) into the aft deck hinges (F) and insert the securing pins.
- The jaw slides (G) should not need to be adjusted.
 - If you decide to adjust the jaw slide positions, obtain the correct measurements from your selling dealer.



180 Bimini Top (If Equipped)


1. Slide the windshield hinges of the main bow (A) over the aft pre-drilled holes (B) in the side windshield frames and insert the securing pins.
 2. Unfold the canvas and slide the windshield hinges of the forward braces (C) over the forward pre-drilled holes (D) in the side windshield frames and insert the securing pins.
 3. Insert the end eyes of the aft braces (E) into the deck hinges (F) and insert the securing pins.
- The jaw slides (G) should not need to be adjusted.
 - If you decide to adjust the jaw slide positions, obtain the correct measurements from your selling dealer.



Canvas Care

- After each use, especially in saltwater, rinse the canvas with cold freshwater.
- **Before** stowing, let the canvas air-dry completely.
- The canvas can be rolled or folded for stowage.


Cleaning the Canvas

| |
|--|
|  CAUTION |
| NEVER use detergents when washing the canvas. Detergents can destroy the water repellency, and mildew/UV resistant finish of your canvas. |

Regularly clean the canvas to prevent dirt, pollen, and etc. from embedding in the fabric. Generally, it is easiest to wash the canvas while it is installed on your boat.

- Use a soft-bristled brush to remove all dust and loose dirt.
1. Hose down the canvas with freshwater.
 2. Gently wash the canvas with a solution of lukewarm water (no more than 100° F) and non-detergent mild soap, such as Ivory Snow®, Dreft®, or Woolite®.
 3. Rinse thoroughly to remove the soap.
 4. **Before** stowing, let the canvas dry completely.

Stubborn Stains

| |
|---|
|  CAUTION |
| <ul style="list-style-type: none">• Soaking in bleach solutions may remove the waterproof finish of the fabric and may also decrease the life of the polyester thread used in the canvas.• If needed, a water repellent treatment should be reapplied to your canvas. Ask your dealer about the treatments available for your boat's canvas. |

Some stubborn stains may resist normal washing and you can try the methods below. However, these methods may remove the waterproof finish of the fabric and may also decrease the life of the polyester thread used in the canvas. Reapply a water repellent treatment as needed.

Method 1

1. Add 1/8 cup (1 oz.) of **non-chlorine** bleach to one gallon of water and mix thoroughly.
2. Thoroughly wet the canvas and then gently scrub the stained area with the weak bleach solution.
3. Rinse with cold water to remove all of the solution.

Method 2

1. Add 1/2 cup (4 oz.) of **non-chlorine** bleach and 1/2 cup (4 oz.) Ivory Snow®, Dreft®, or Woolite® to one gallon of water and mix thoroughly.
2. Soak the canvas in this solution for about 20 minutes.
3. Rinse with cold water to remove all of the solution.

Chapter 8: Entertainment System

Audio System (If Equipped)

| |
|--|
| <p style="text-align: center;">NOTICE</p> |
|--|

| |
|---|
| <p>AM radio reception may be impaired anytime the engine is running.</p> |
|---|

Read the instruction manual for your boat's audio system *before* using.

Chapter 9: Convertible Seats

Sleeper Seats (180 Only)

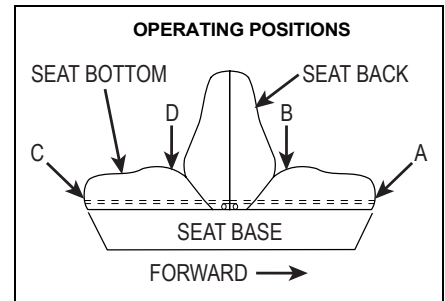
- The sleeper seats can be adjusted fore and aft in the upright, operating position.
- The seat bottoms adjust into backrests when the seats are in the lounge position.

Operating Positions

To slide the seat forward:

1. Lift the forward seat at point (A).
2. Push down on the forward seat at point (B) and pull the seat forward.
3. Lock the forward seat into the desired position by pushing down at point (A).
4. Lift the aft seat at point (C).
5. Push down on the aft seat at point (D) and push the seat forward until the aft seat back is flush against the forward seat back.
6. Lock the aft seat into position by pushing down at point (C).

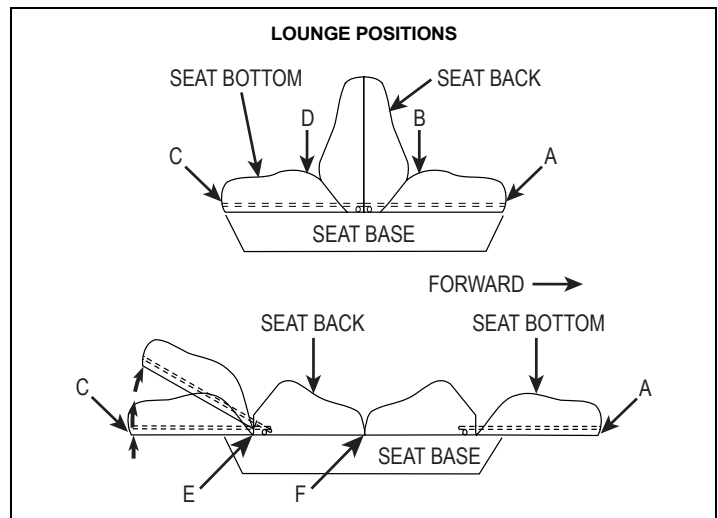
To slide the seat aft, repeat the steps above, but start with the aft seat.



Lounge positions

To adjust into the flat lounge position:

1. Lift the forward seat at point (A).
2. Push down on the forward seat at point (B) and pull the seat forward until the seat back and bottom are flat.
3. Lift the aft seat at point (C).
4. Push down on the aft seat at point (D) and pull the seat aft until the seat back and bottom are flat.



To adjust into the chaise lounge position:

1. Lift up on the forward or aft seat bottom at point (A or C) and push the seat bottom down into the locked position.
2. To lower the seat bottom, lift the seat at point (A or C). Drop the seat bottom flat while holding the seat down at point (E).

To return the seats to the operating position:

1. Lift the seat backs at point (F) and push down on the back edge of the seat bottom (B) and then seat bottom (D).
2. Push the seat bottoms towards the center of the seat until the seat backs are flush against each other and locked into place.


Chapter 10: Lights

Care and Maintenance

All of the lights installed on your boat are of top quality, but you should be aware that failure may periodically occur 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.*

Lights

| |
|---|
|  CAUTION |
| <ul style="list-style-type: none">• Be conservative in the use of battery power.• Prolonged use of cabin interior lights (overnight) will result in a drained battery. |


- The lights are powered by the boat's 12-volt DC system.
- The battery switch **must** be turned **On** for the lights to work.




Navigation Lights

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|---|
|  CAUTION! |
| Avoid the storage of gear where it would block navigation lights from view. |


Read the navigation light section in the *Sport Boat Owner's Manual*.






Chapter 11: Electrical System

 **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.

 **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.
- *NEVER* expose the batteries to open flame or sparks, and *NEVER* smoke anywhere near the batteries.

 **CAUTION**


SHOCK & ELECTRICAL SYSTEM DAMAGE HAZARD!

When the engine is running, *NEVER* disconnect the battery cables. Doing either could cause damage to your boat's engine and/or electrical system.

NOTICE

Electrical connections are prone to corrosion. To reduce corrosion caused electrical problems:

- Keep *all* electrical connections clean.
- Apply a spray-on protectant that is designed to protect connections from corrosion.

12-Volt DC System

Battery

The battery supplies electricity for lights, 12-Volt accessories, and engine and starting.

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

Fuses and Circuit Breakers

- Push-to reset circuit breakers for main accessory power are at the helm.
- Some equipment may have secondary fuse protection at the unit, or at the battery.

12-Volt Accessory Outlet (180 Only)

| |
|--|
|  CAUTION |
| Do NOT use the 12-volt accessory outlet with a cigarette or cigar lighter. High temperatures may melt the outlet. |

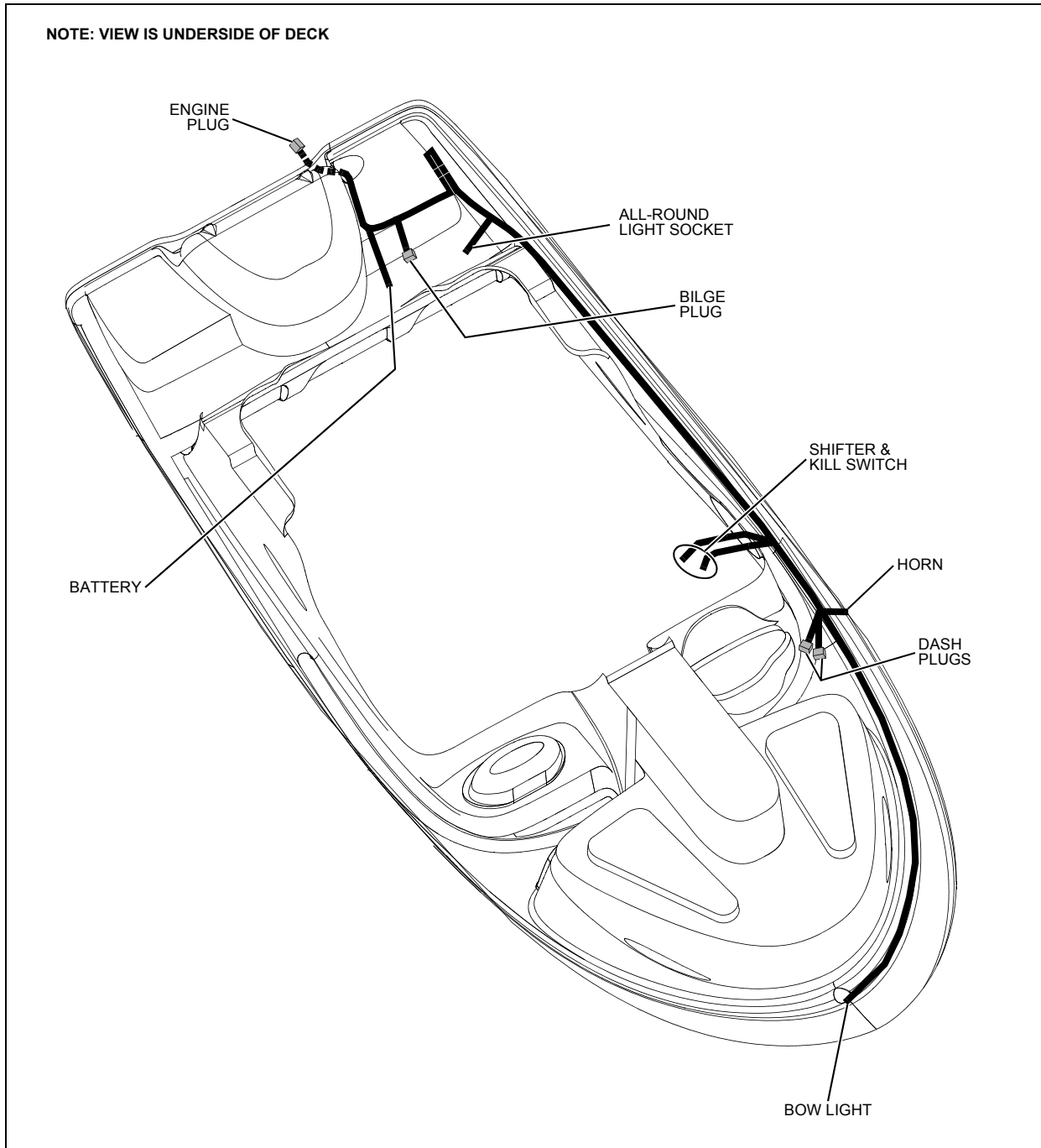
- The 12-volt accessory outlet can be used with any 12-volt device which draws 10-amps or less.
- The 12-volt accessory outlet is protected by a 10-amp push-to-reset circuit breaker at the helm.

Alternator

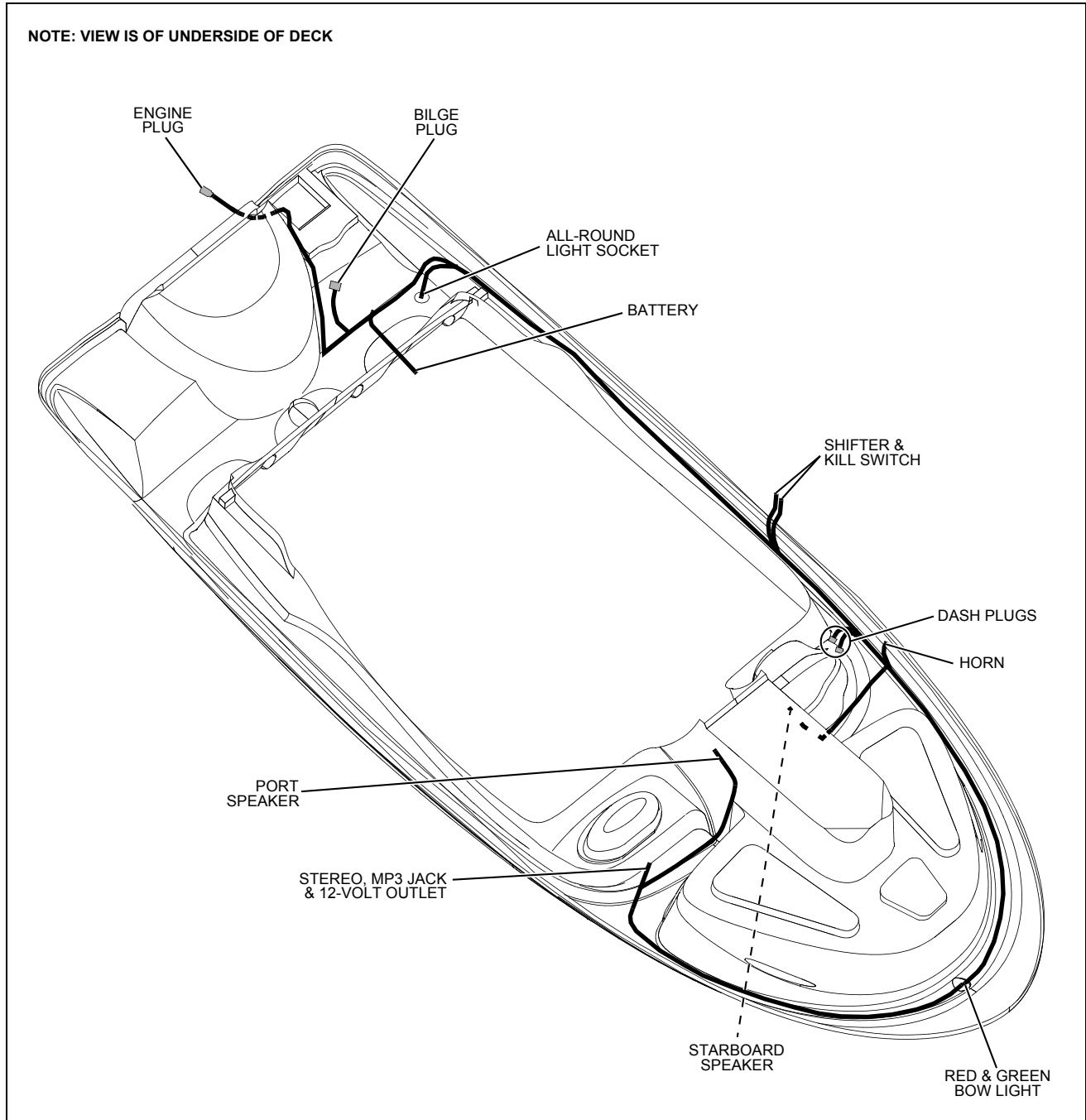
The alternator on your engine will keep the battery properly charged when the engine is running at cruising speeds.

Electrical Routings

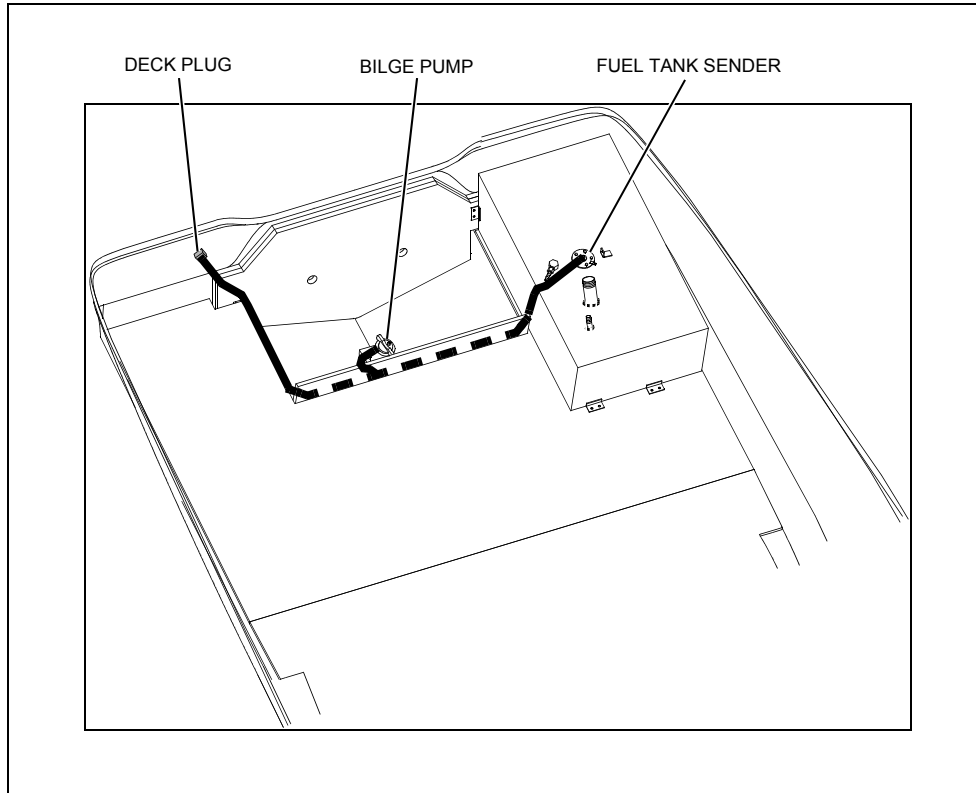
160 Deck Electrical Harnesses



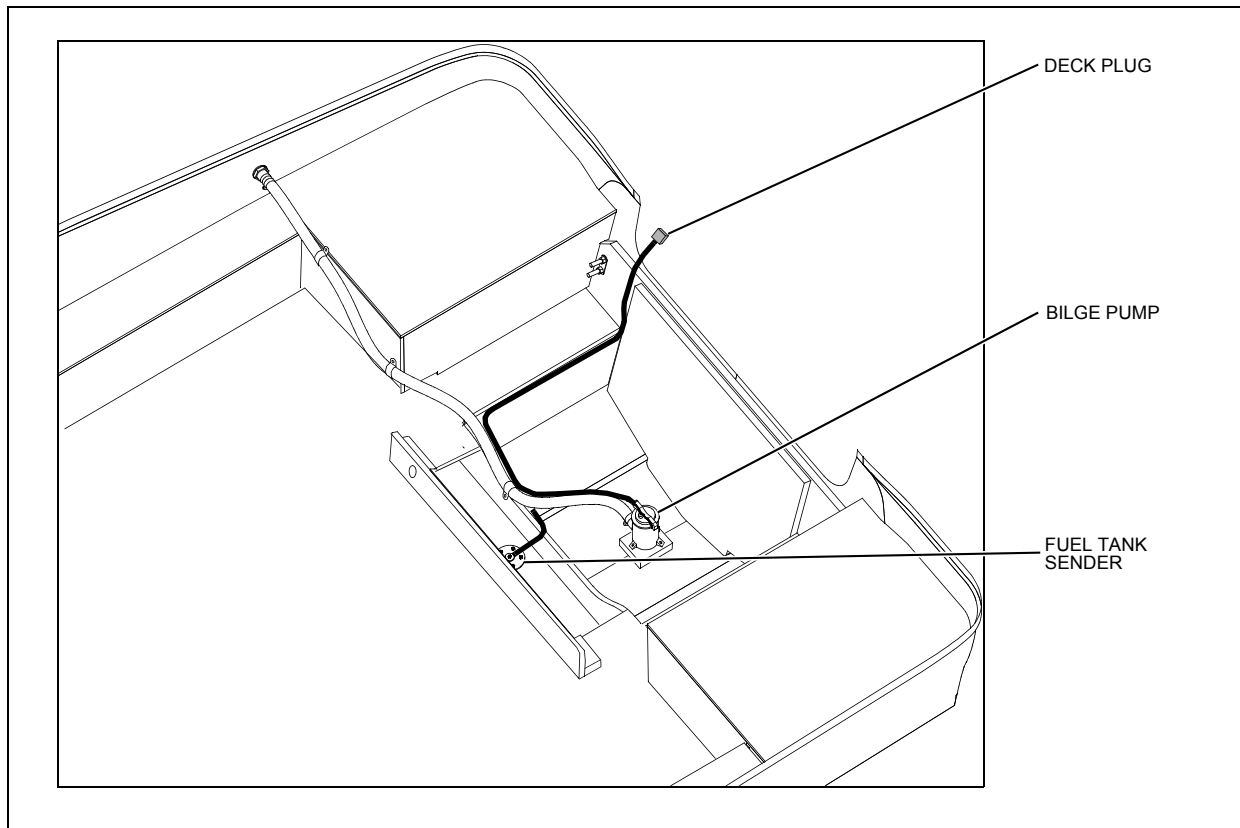
180 Deck Electrical Harnesses



160 Hull Electrical Harness



180 Hull Electrical Harness



Important Records

Selling Dealer

Name Of Dealership

Address

Phone/FAX/E-mail

Sales Manager

Service Manager

Engine

Manufacturer

Model Name/Number

Engine Serial Number

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

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 | | |

Persons Onboard

| | | |
|-----------|--------|--------------|
| 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 |
| Full Name | | |
| Age | Health | Phone Number |

Operator of Boat

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

Survival Equipment

| | | |
|------------------------|---------------------|----------------------|
| Marine Radio (Yes/No) | Type | Frequencies |
| Number of PFDs | Flares (Yes/No) | Mirror (Yes/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 2030497

Bayliner • 17825 59th Ave NE • Arlington, WA 98223 • 360-435-5571