

BAYLINER[®]

195 & 215 Bowriders

Owner's Manual *Supplement*

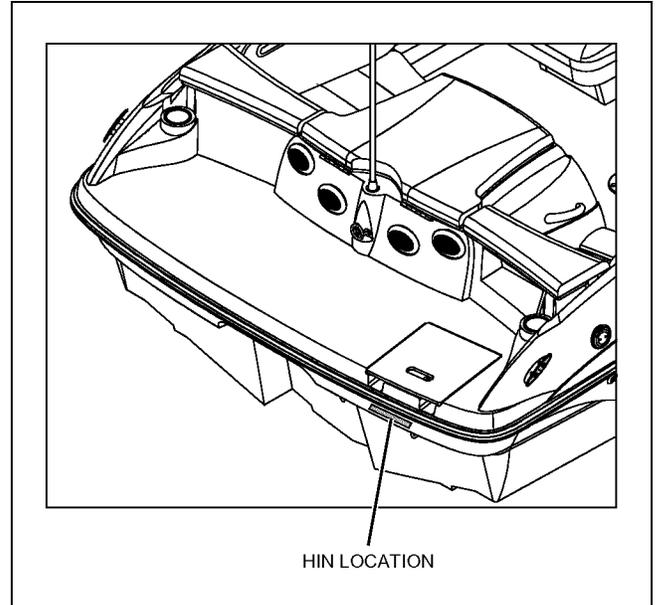
Date of Purchase: _____

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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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.

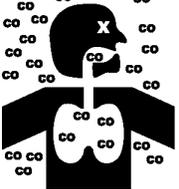
 **WARNING!**
This box alerts you to hazards or unsafe practices which *COULD* result in severe personal injury or death if the warning is ignored.

 **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!
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CO POISONING HAZARD!

Chapter 1: Welcome Aboard!

- This *Owner's Manual Supplement* provides specific information about your boat that is **not** covered in the *Sport Boat Owner's Manual*.
- The *Sport Boat Owner's Manual* contains general information about safe operating practices, general boating regulations, and general maintenance techniques.
- **Before** using your boat, study this *Owner's Manual Supplement*, the *Sport Boat Owner's Manual*, and **all** engine and accessory literature. When similar instructions are found in more than one manual, **always** refer to the specific manufacturer's manual first (such as the engine manual) for the most complete and accurate information.
- Keep this *Owner's Manual Supplement* and the *Sport Boat Owner's Manual* on your boat in a secure, yet readily available place.

Dimensions & Tank Capacities

195

Overall Length	Length Rigged	Bridge Clearance	Beam	Draft (Hull)	Draft (Maximum)	Fuel Tank
19' 0"	21' 0"	7' 1"	7' 11"	1' 10"	3' 3"	35 Gallons

215

Overall Length	Length Rigged	Bridge Clearance	Beam	Draft (Hull)	Draft (Maximum)	Fuel Tank
20' 5"	21' 2"	7' 1"	8' 2"	1' 8"	3' 1"	37 Gallons

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 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 get 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 <i>MUST</i> be in control of your boat at <i>ALL</i> times. Do <i>NOT</i> 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: 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: 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, read the engine manual.
- **BEFORE** using the accessories on your boat, read the accessory manuals.
- **BEFORE** storing your boat, refer to your engine and accessory manuals for storage/winterization instructions.
- 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 | • Fuel and Oil Recommendations |
| • Engine Starting and Stopping | • Engine Maintenance |
| • Gear Shifting | • 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 **BRAND NAME** 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.

Load Limit for Swim Platform Extension (If Equipped)

The swim platform extension is designed to be lightweight for proper boat balance. The load limit for the swim platform extension is 30 pounds per square foot, evenly distributed.

Qualified Maintenance

 WARNING!
<p>To maintain the safety of your boat, allow ONLY 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"> • Applying an epoxy barrier coating to the hull bottom will help prevent gel coat blistering while your boat is moored. • Cover the barrier coating with several coats of anti-fouling paint. • Many states have environmental standards regulating the chemical content of bottom paints. Your local dealer can recommend bottom paints approved for use in your state.

- 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

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. Pay particular attention to the following hazards:

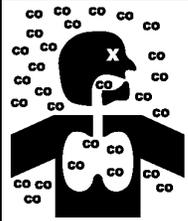
⚠ DANGER!



FALLING and ROTATING PROPELLER HAZARD!

- ***NEVER*** allow anyone to ride on parts of your boat ***NOT*** 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!





FALLING, ROTATING PROPELLER and CARBON MONOXIDE POISONING HAZARD!

- ***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!

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 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:

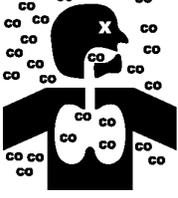
- Engine and generator exhaust
- Engine and generator fuel, and other liquids such as coolants and oil, especially used motor oil
- Cooking fuels
- Cleaners, paints, and substances used for vessel repair
- Waste materials that result from wear of vessel components
- Lead from battery terminals and from other sources such as ballast or fishing sinkers

To Avoid Harm:

- Keep away from engine, generator, and cooking fuel exhaust fumes.
- Wash exposed skin thoroughly with soap and water after handling the substances above.

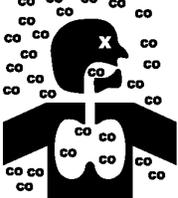
Carbon Monoxide (CO)

⚠ 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.

⚠ DANGER!



CARBON MONOXIDE POISONING HAZARD!

- **NEVER** use full canvas and vinyl enclosures when the engine or generator is running.
- For proper fresh air circulation, remove forward, aft, and both side enclosure curtains *BEFORE* starting the engine or generator.
- Read the *Carbon Monoxide (CO)* section in *Chapter 1* of this *supplement*.

CO Facts

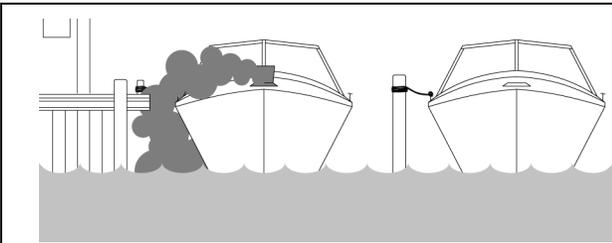
- CO poisoning causes a significant number of boating deaths each year.
- Called the "silent killer", CO is an extremely toxic, colorless, odorless and tasteless gas.
- CO can harm or even kill you inside or outside your boat.
- CO can affect you whether you're underway, moored, or anchored.
- CO symptoms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

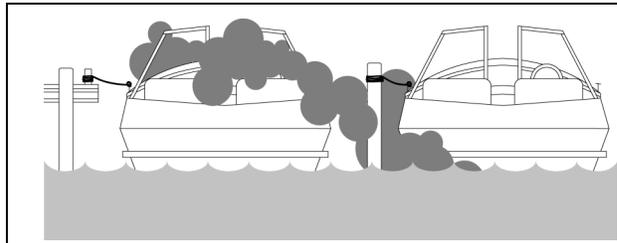
- Age
- Smokers or people exposed to high concentrations of cigarette smoke
- Consumption of alcohol
- Lung disorders
- Heart problems
- Pregnancy

Where & How CO Can Accumulate

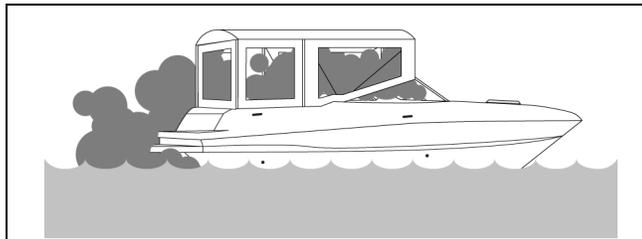
Stationary conditions that increase CO accumulations include:



Using engine, generator, or other fuel burning device when boat is moored in a confined space.



Mooring too close to another boat that is using its engine, generator, or other fuel burning device.

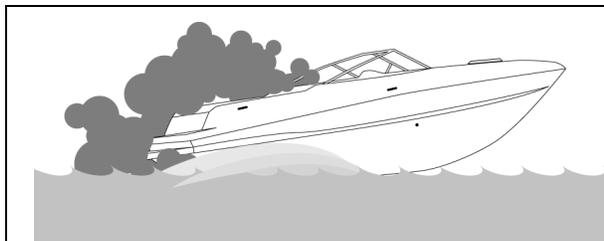


Running your engine or generator with full canvas and vinyl enclosures installed.

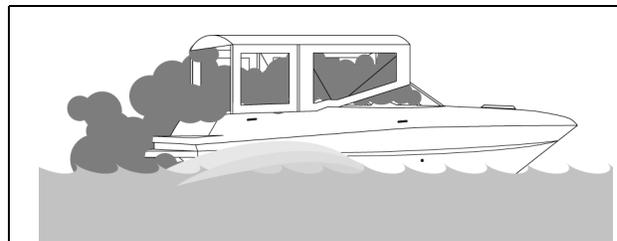
To correct these stationary conditions:

- **Close all** windows, portlights and hatches.
- If possible, move your boat away from source of CO.
- Remove forward, aft, and both side enclosure curtains **BEFORE** starting the engine or generator.

Running conditions that increase CO accumulations include:



Running boat with trim angle of bow too high.



Running boat without through ventilation (station wagon effect).

To correct these running conditions:

- 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 previous page).
- 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 and generator exhaust outlets are located and keep everyone away from these areas.
- **Never** sit on, or hang onto, the back deck or transom platform while the engine is running.
- **Never** enter the areas under transom platforms where exhaust outlets are located.
- 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 CO checklists provided below.
- 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: 800-368-5647 or online at: www.cgaux.org

U.S. Power Squadrons: 888-367-8777 or online at: 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.

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 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 preventing carbon monoxide poisoning on recreational boats and other boating safety tips, 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)**
613 Third Street
Suite 10
Annapolis, MD 21403
www.abycinc.org
410-990-4460

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: 800-368-5647 or online at: www.cgaux.org

U.S. Power Squadrons: 888-367-8777 or online at: www.usps.org

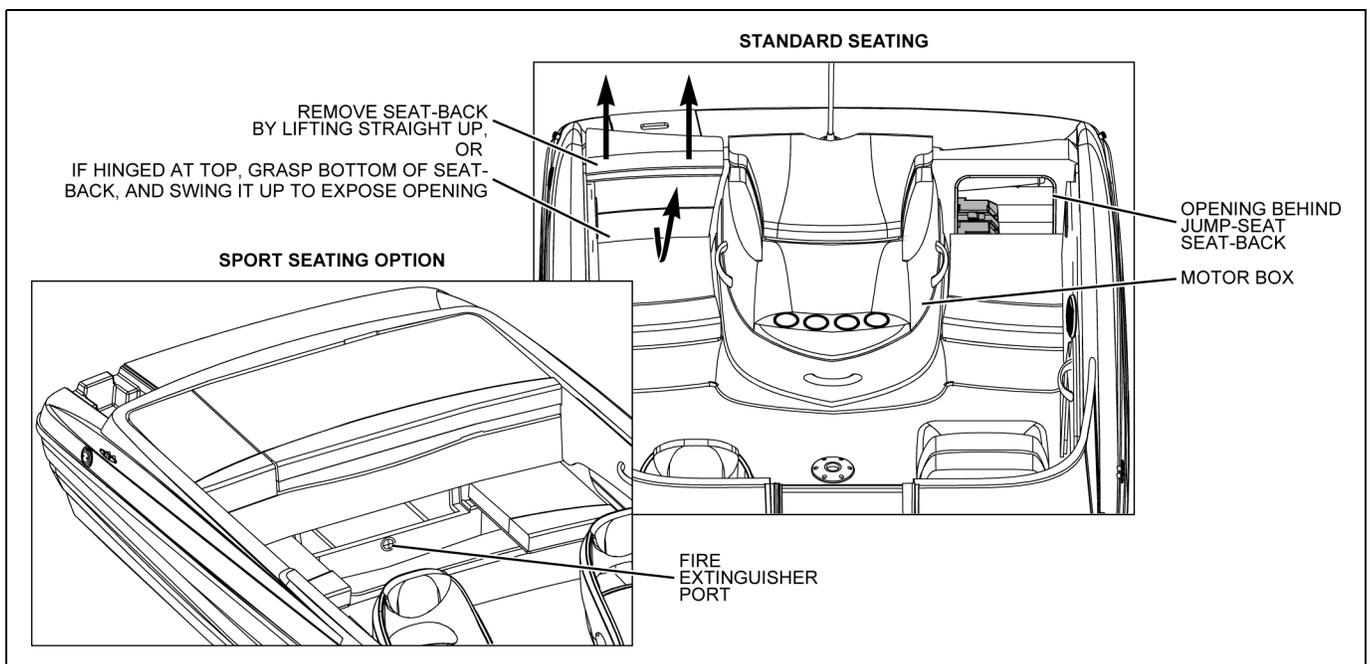
Engine Compartment Fires

⚠ WARNING!



FIRE and EXPLOSION HAZARD!
If you suspect a fire in the engine compartment, **DO NOT** open the engine compartment hatch or box! Instead:

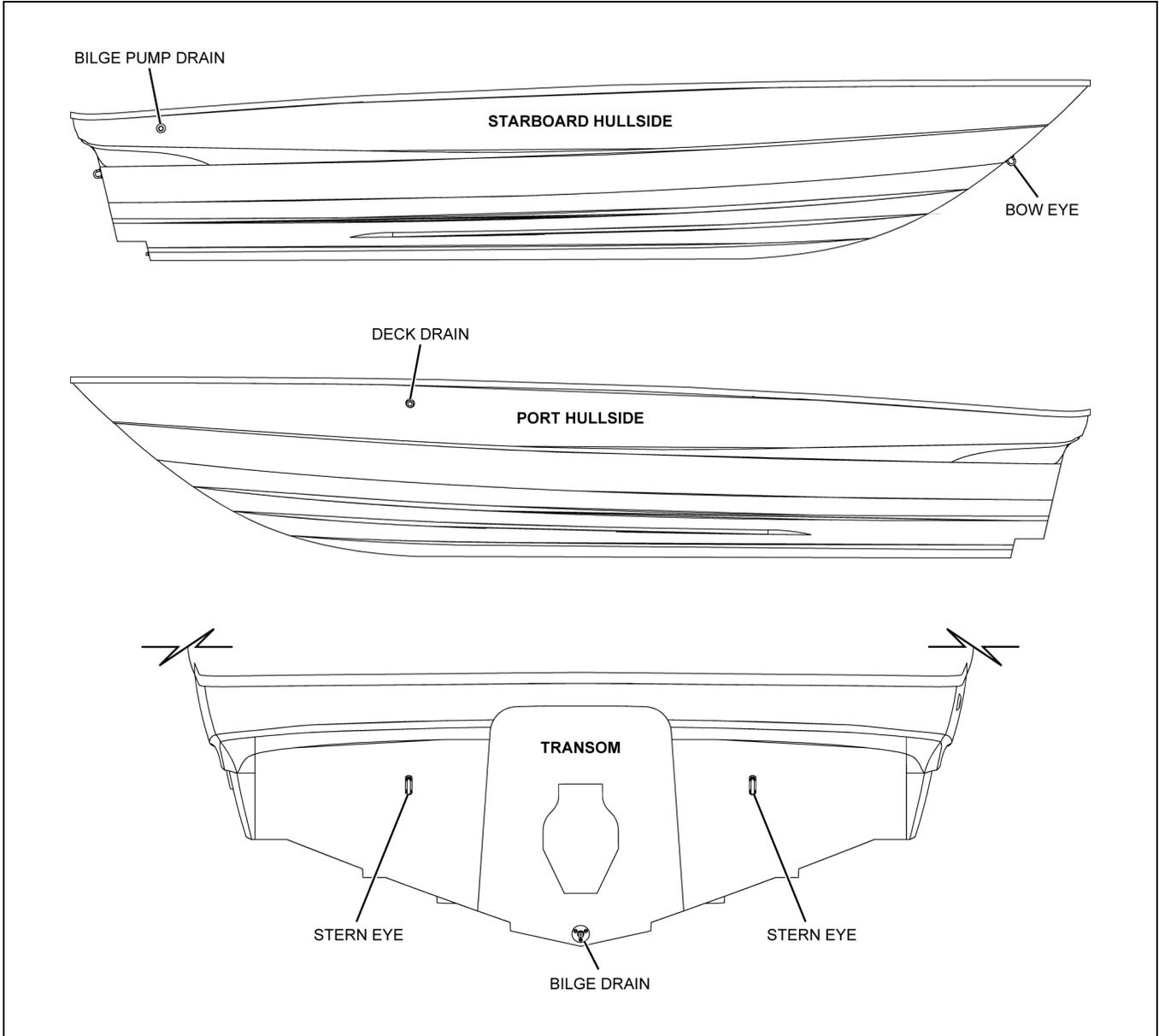
1. Shut down the engine and the blower.
2. Remove one of the seat-backs next to the motor box (standard seating) or the middle seat cushion in front of the engine compartment (sport seating) (see illustrations below).
3. Continuously discharge the entire contents of a portable halon or CO2 fire extinguisher through the seat-back opening (standard seating) or through the fire port (sport seating) (see illustrations below).
4. Call for assistance.



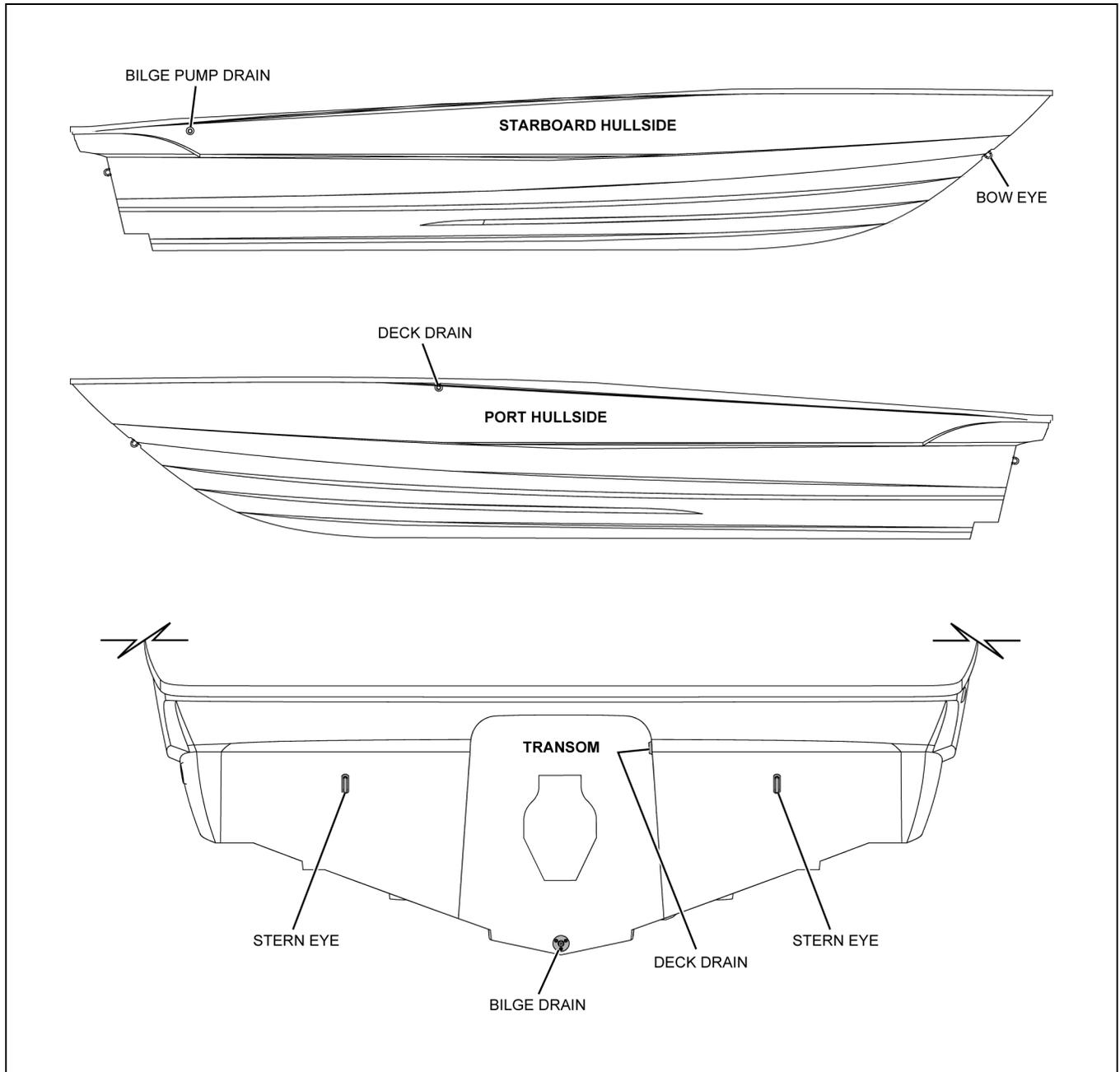
Chapter 2: Locations

Exterior Views

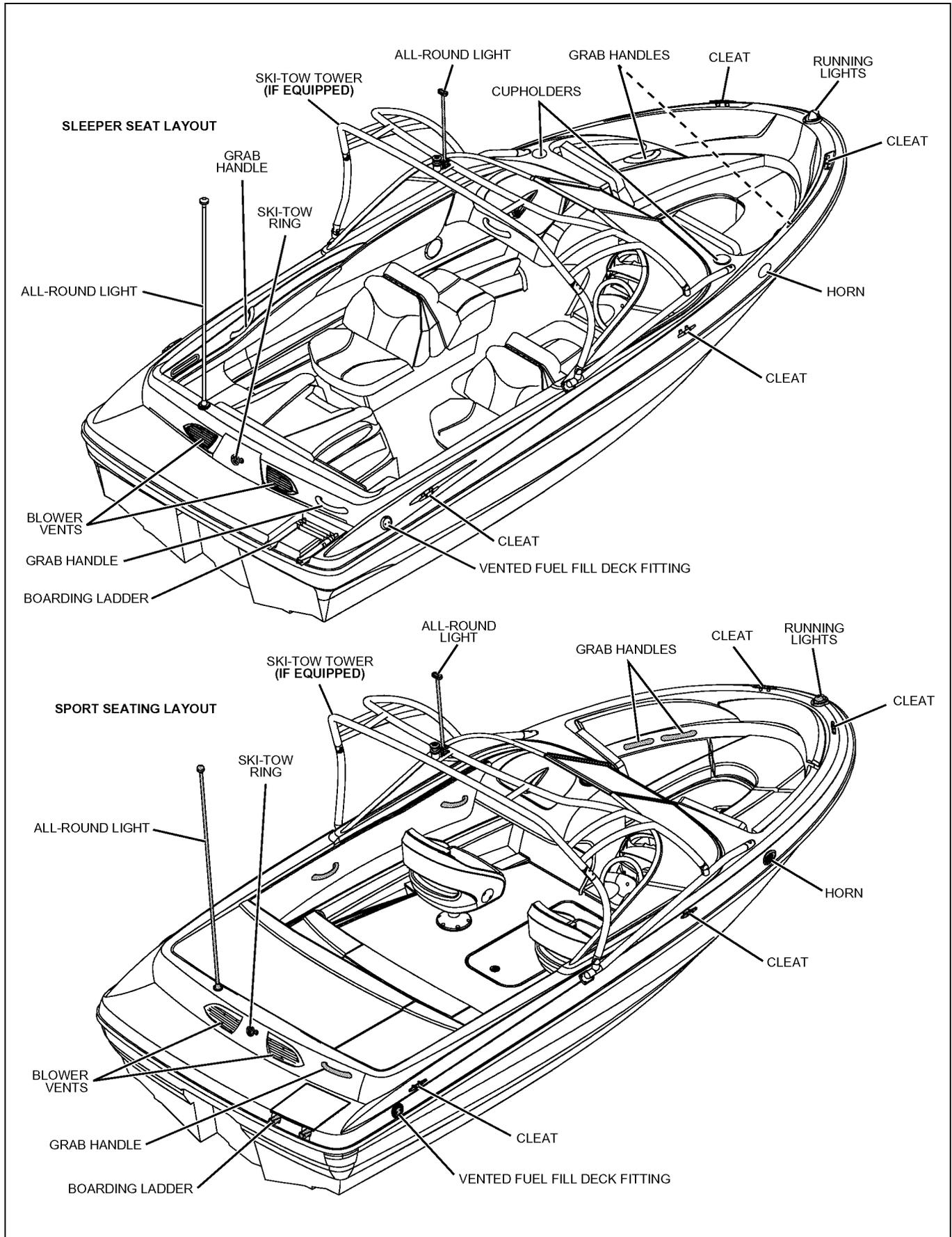
195 Hull Views



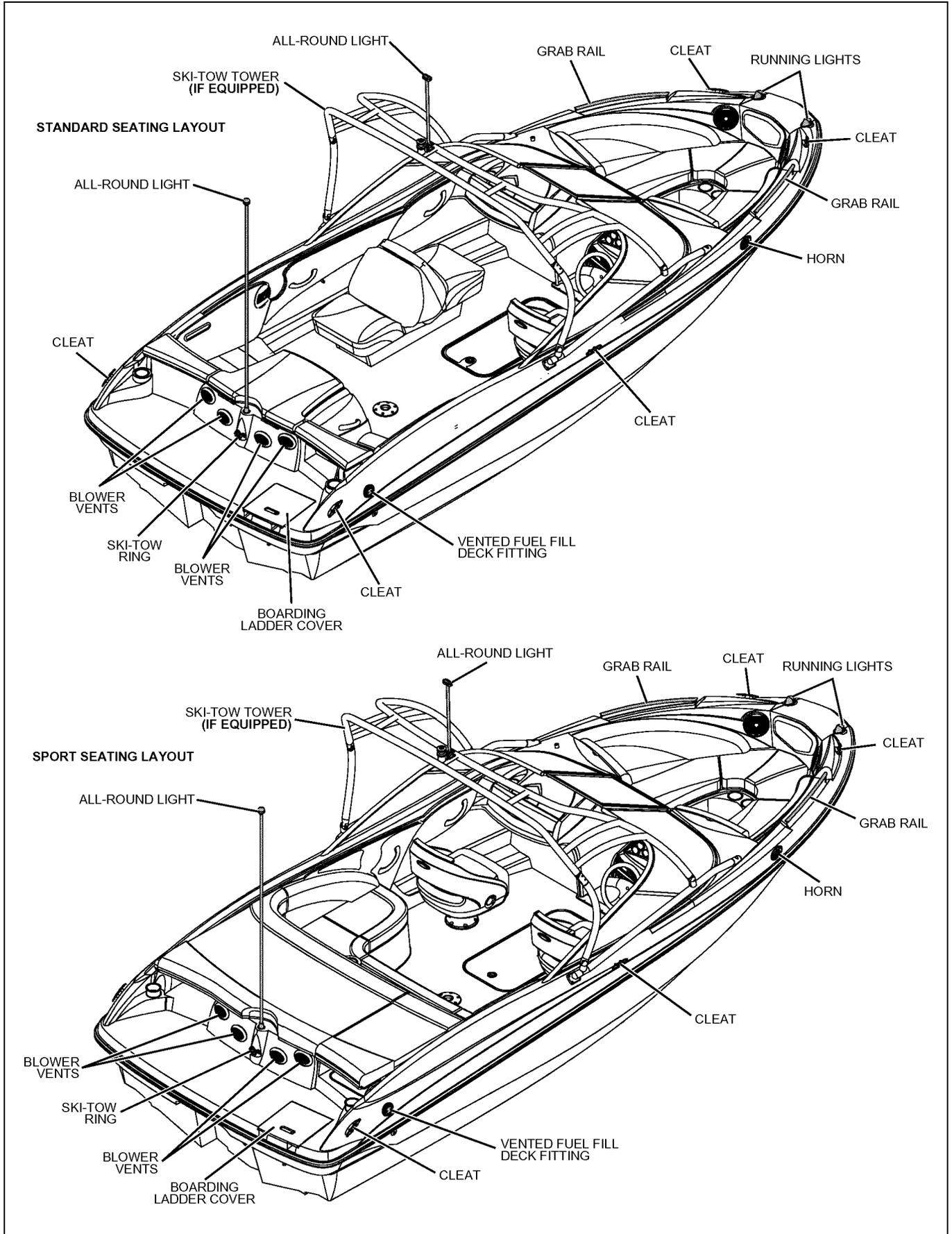
215 Hull Views



195 Deck Views

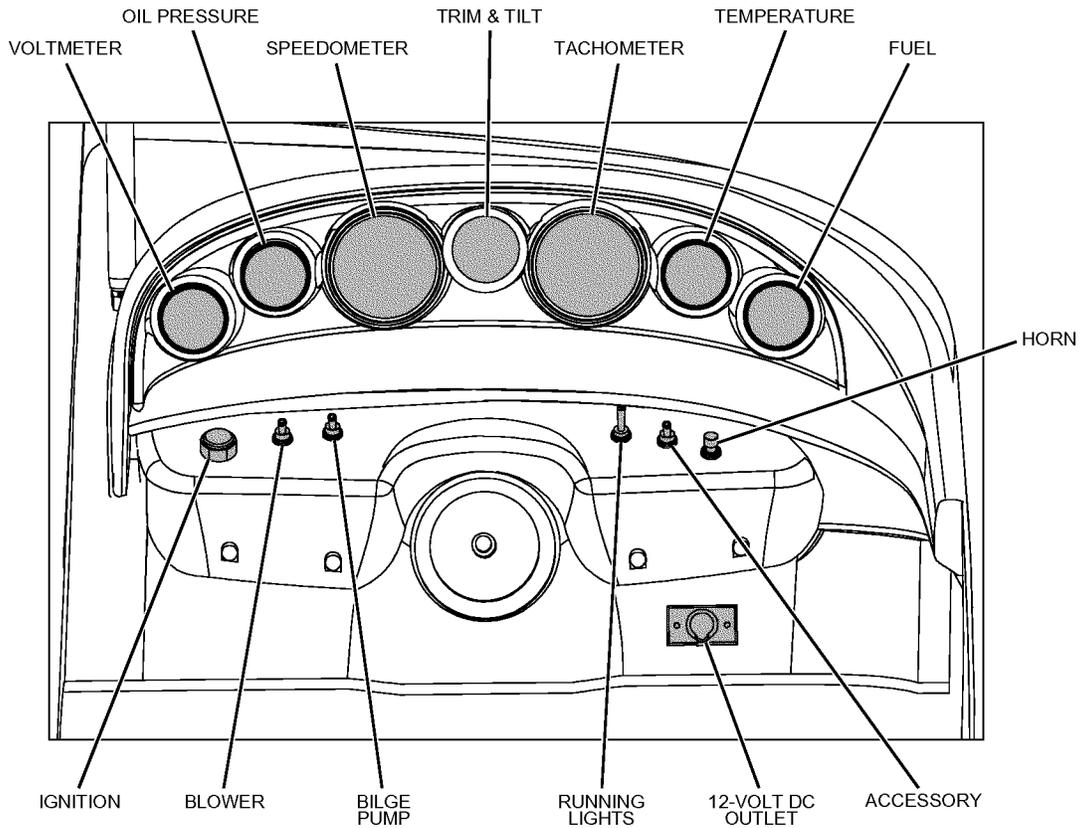


215 Deck Views



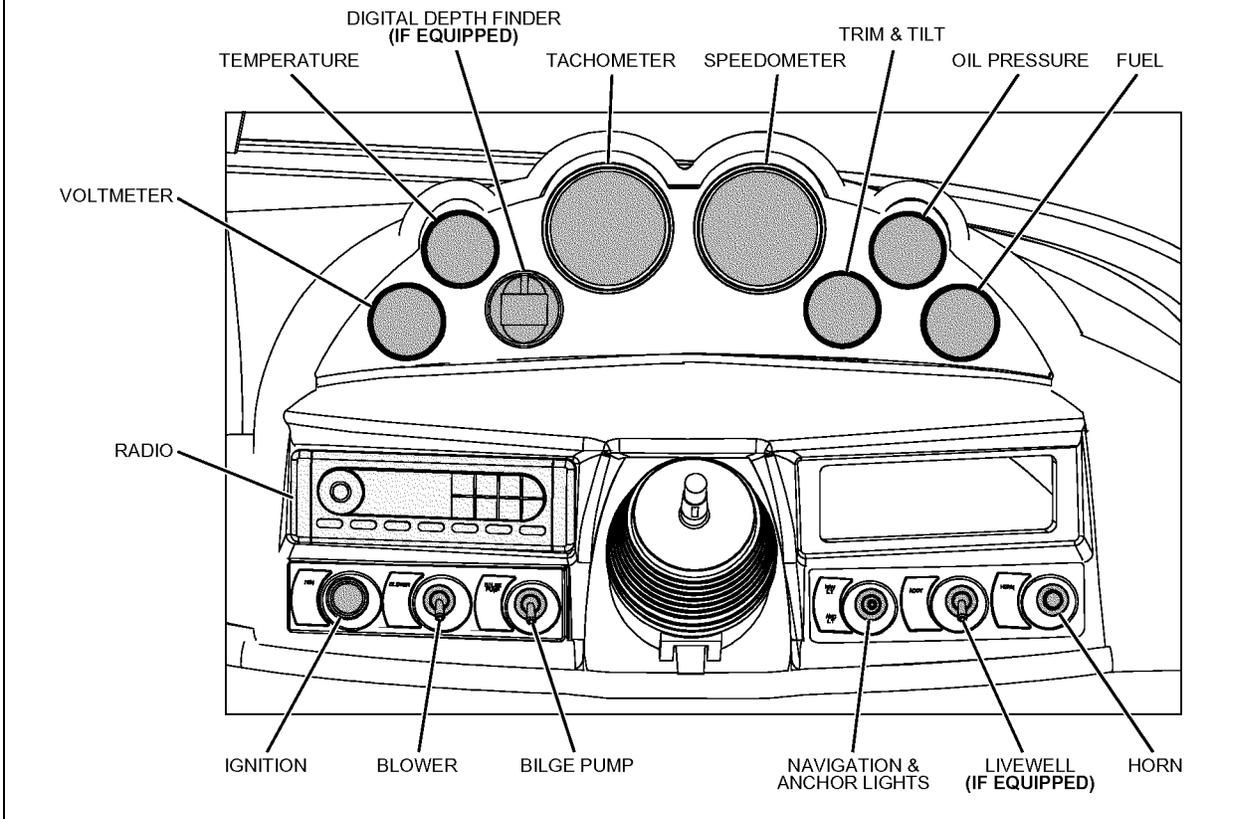
195 Helm

NOTE: TYPICAL HELM LAYOUT SHOWN. ACTUAL LAYOUT MAY VARY DEPENDING ON ENGINE AND ACCESSORY OPTIONS.



215 Helm

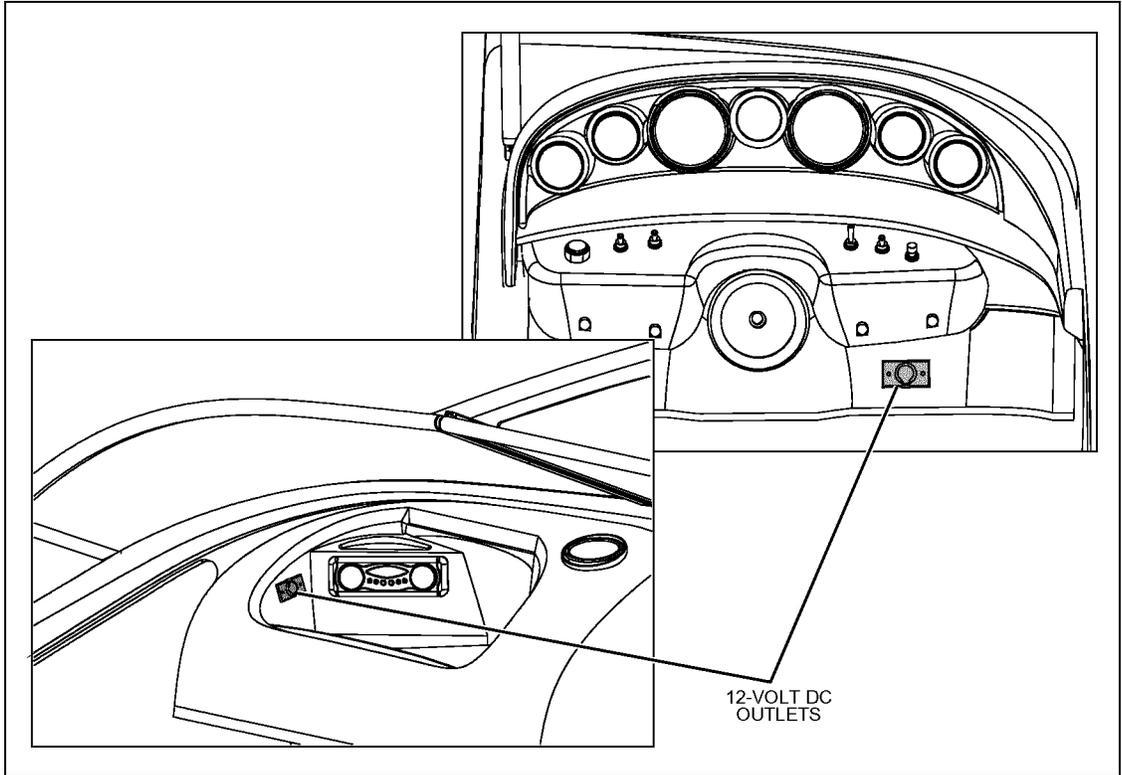
NOTE: TYPICAL HELM LAYOUT SHOWN. ACTUAL LAYOUT MAY VARY DEPENDING ON ENGINE AND ACCESSORY OPTIONS.



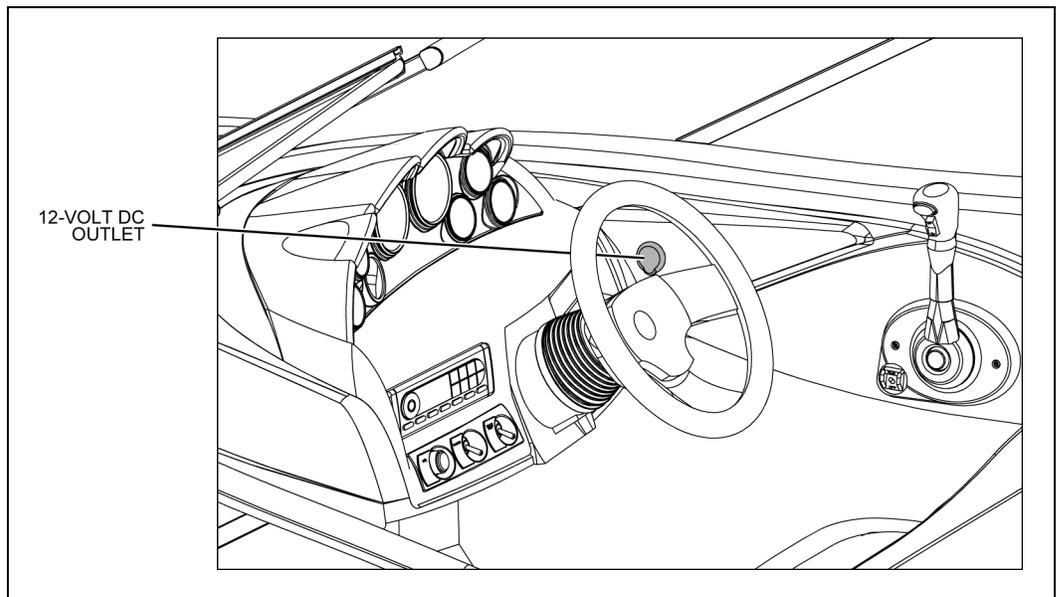
Component Locations

12-Volt DC Accessory Outlets - 195:

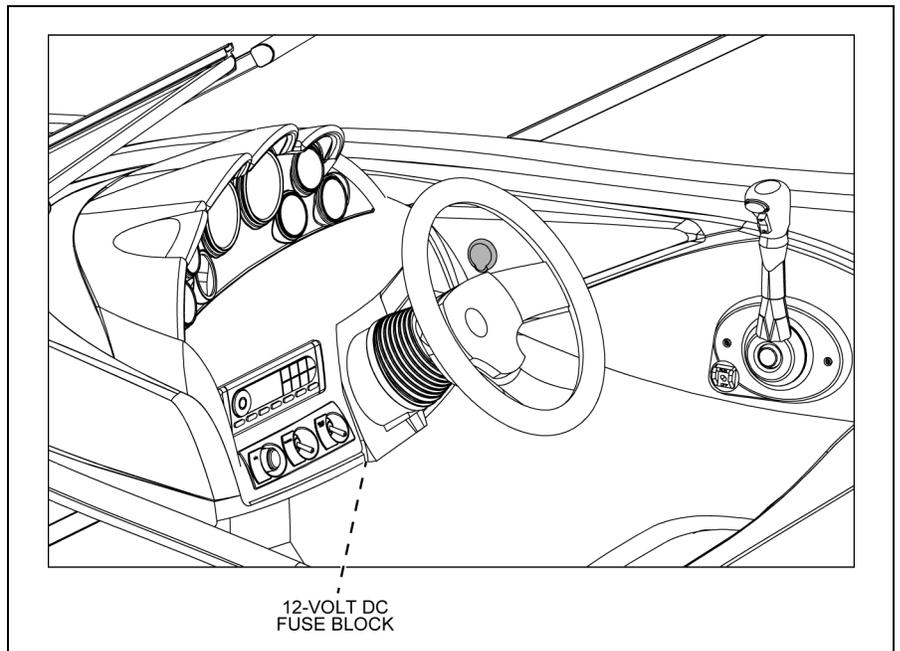
One is located at the helm and one is located next to the stereo in the port glove box.



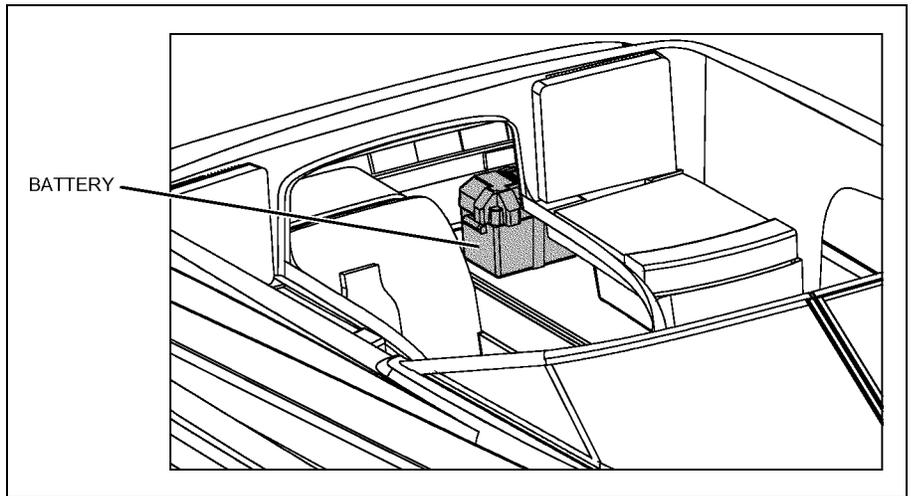
12-Volt DC Accessory Outlet - 215: Located on the starboard side panel, just forward of the shifter/throttle.



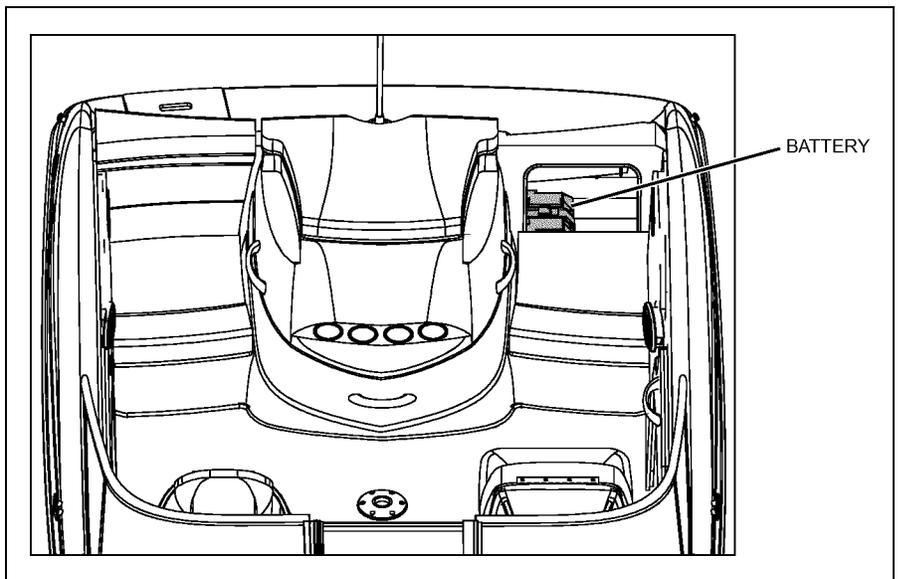
12-Volt DC Fuse Block: Located behind the starboard seat back cushion.



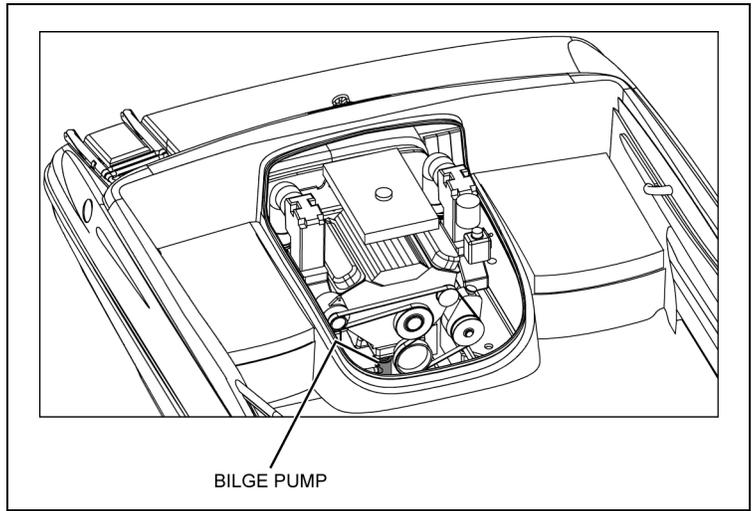
Battery - 195: Located in the port aft corner of the engine room.



Battery - 215: Located in the port aft corner of the engine room.

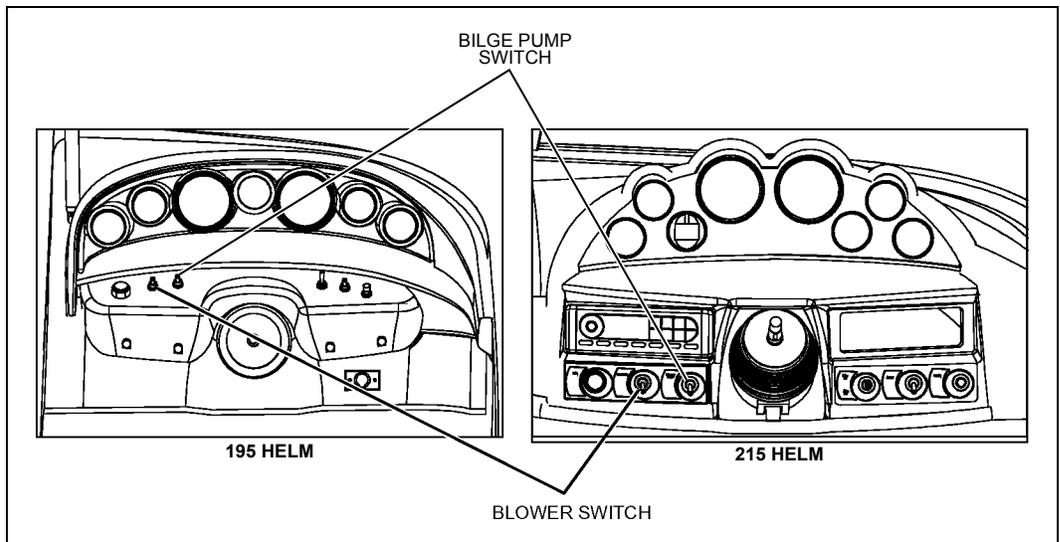


Bilge Pump: Located in the bilge under the engine.

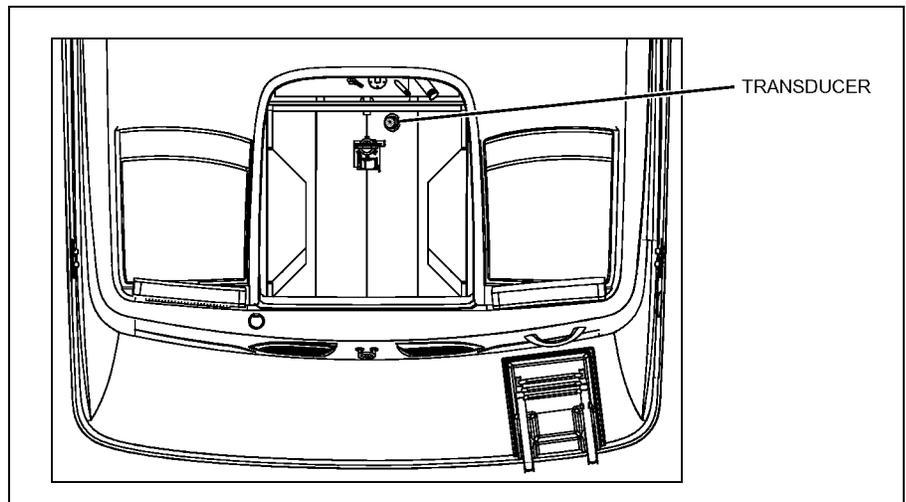


Bilge Pump Switch: Located on the helm switch panel.

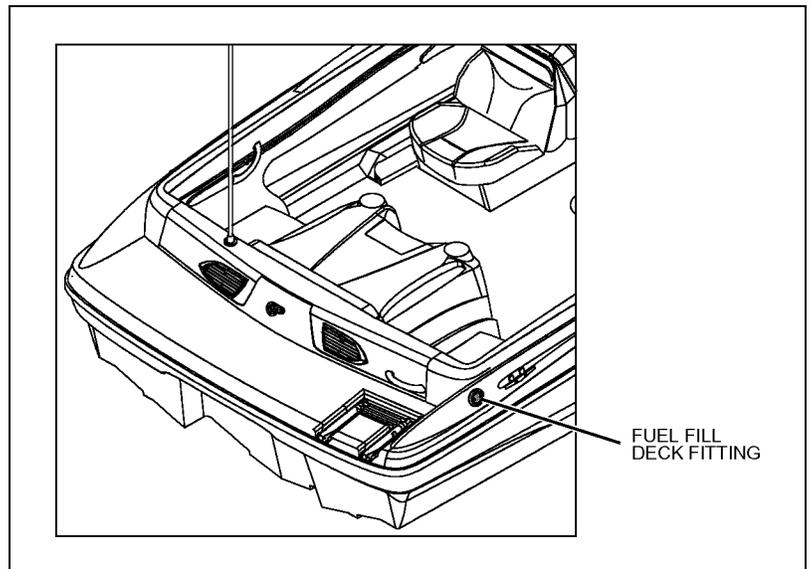
Blower Switch: Located on the left hand helm switch panel.



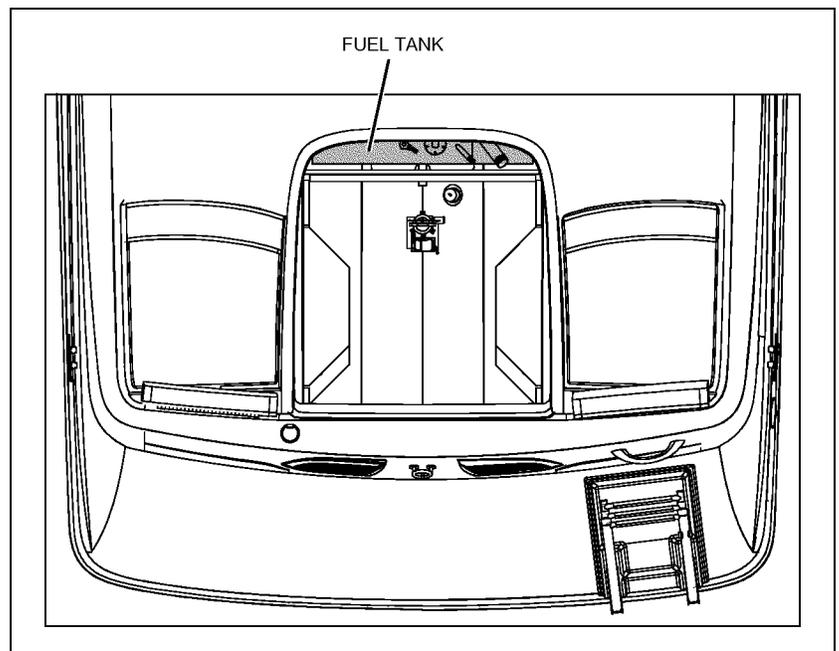
Depth Finder Transducer (If Equipped): Located in the engine compartment bilge.



Fuel Fill Deck Fitting - 195 & 215: Located on the starboard aft corner of the deck.

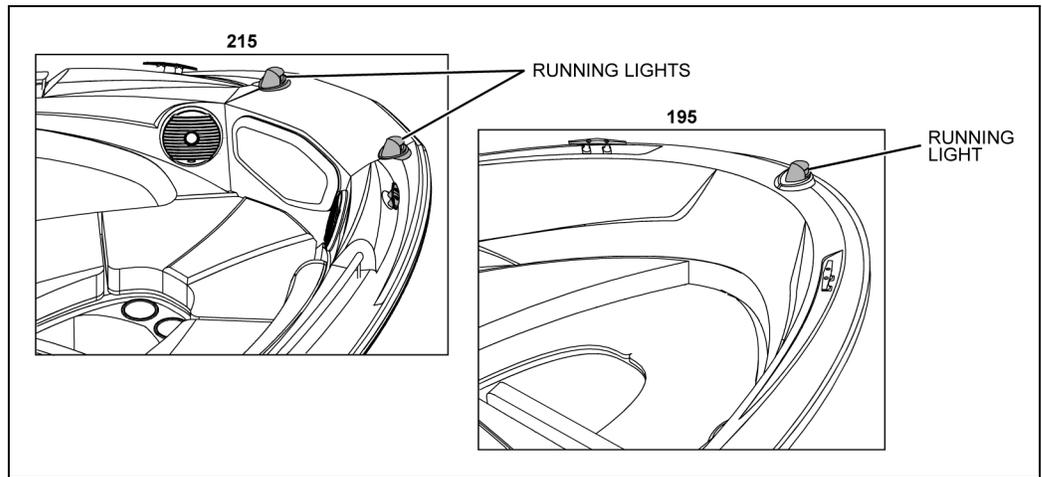


Fuel Tank: Located in the forward area of the engine compartment.

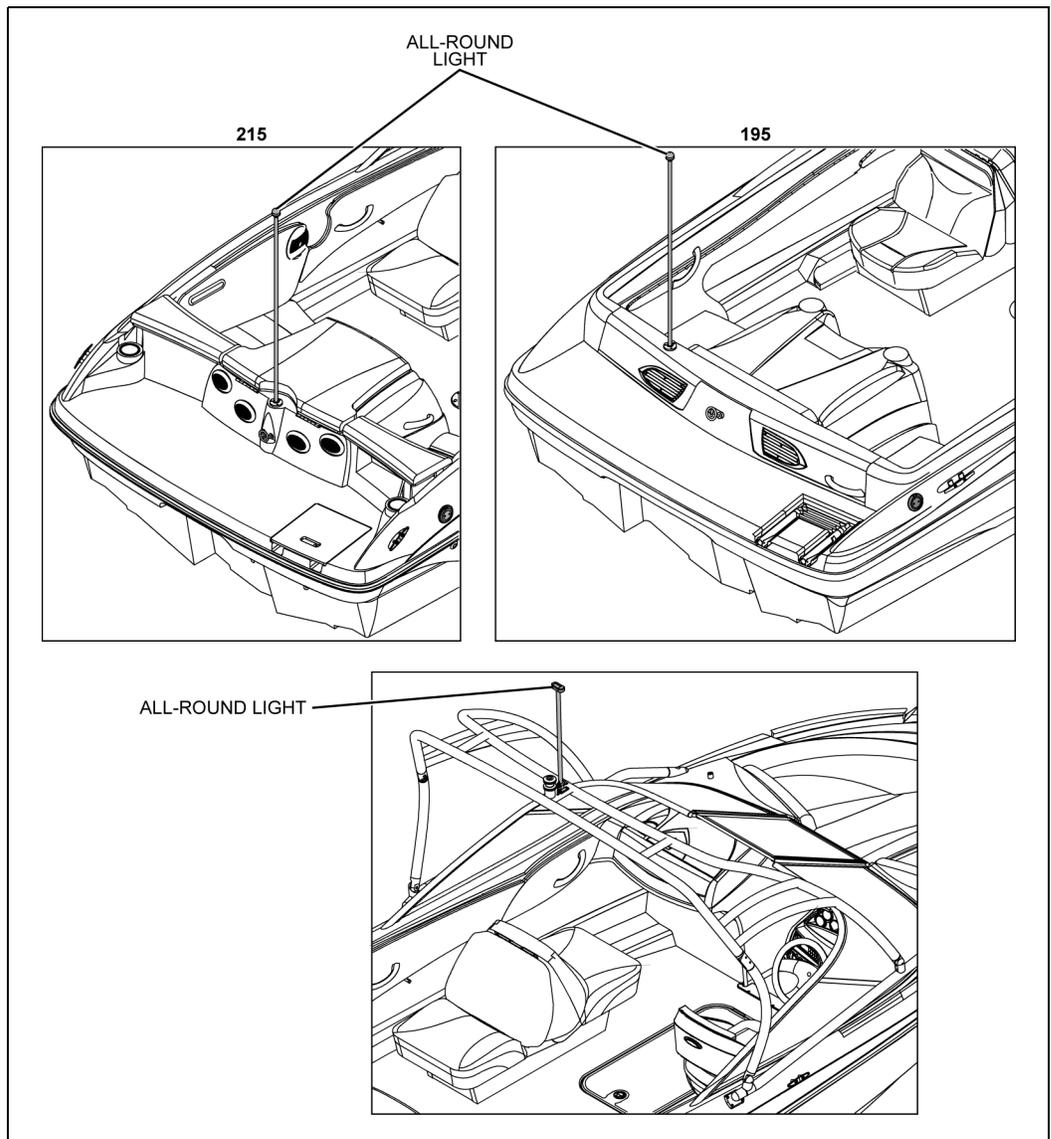


Navigation Lights:

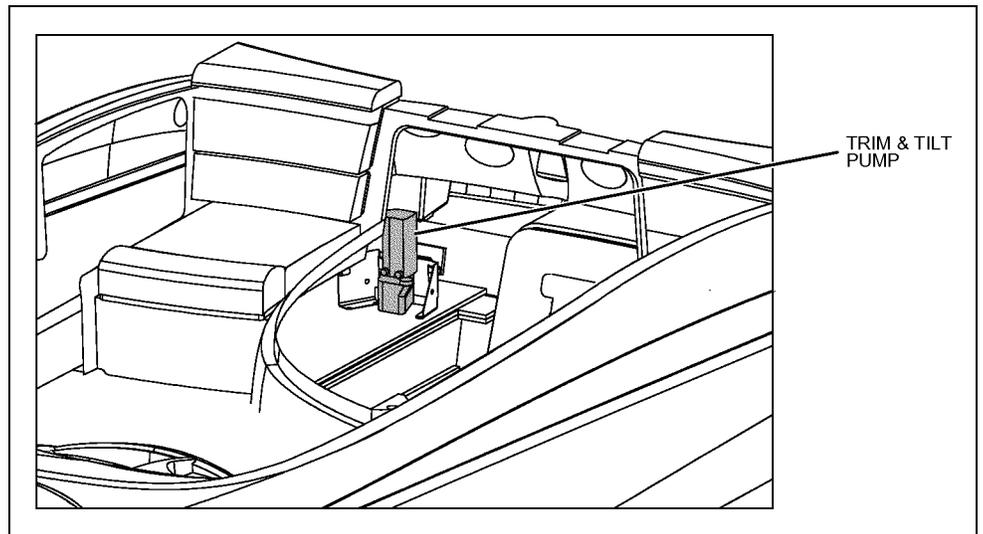
- Red and green lights at the bow.



- White all-round light at the stern or on the ski-tow tower, if equipped.



Trim & Tilt Pump: Located on the starboard side of the engine compartment.



Chapter 3: Propulsion & Related Systems

Engine

NOTICE

Read the engine manual **BEFORE** starting or working on the engine.

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

Bilge Blower System

! WARNING!



FIRE and EXPLOSION HAZARD!

Fuel vapors can explode! **BEFORE** starting the engine:

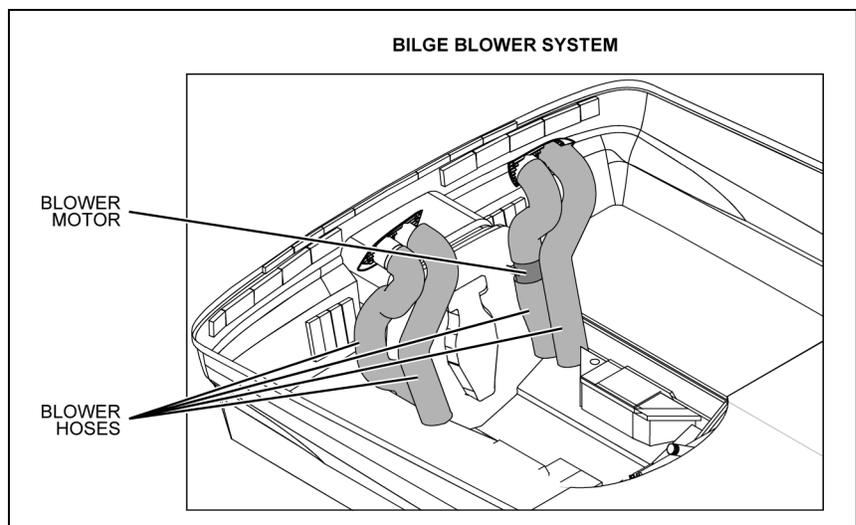
1. Check the bilge areas for fuel vapors or leaking fuel. If you see leaking fuel or smell fuel vapors:
 - a. Do **NOT** start the engine, do **NOT** turn **On** any electrical devices, put out **ALL** cigarettes, cigars, and other sources of flame or ignition.
 - b. Get everyone off your boat.
 - c. Get trained help to find and fix the problem.
2. Run the bilge blowers for at least four minutes **BEFORE** engine starting, electrical system work, or turning on electrical devices.
 - If you smell fuel vapors and the engine is already running;
 - a. Shut **Off** the engine and turn **Off ALL** electrical devices.
 - b. Put out **ALL** cigarettes, cigars, and other sources of flame or ignition.
 - c. Get trained help to find and fix the problem.
 - **NEVER** obstruct or change the bilge blower system.

The bilge blower system:

- Removes explosive vapors from engine and bilge areas.
- Draws fresh air into engine and bilge areas through the vents.

To make sure engine and bilge areas are properly ventilated:

- Use the "sniff test" to check the engine and bilge areas for fuel vapors **before** starting the engine.
- Run the bilge blower for at least four minutes **before** starting the engine.
- Keep the blower **On** until your boat has reached planing speed.
- **Always** run the blower when running your boat below planing speed.



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.

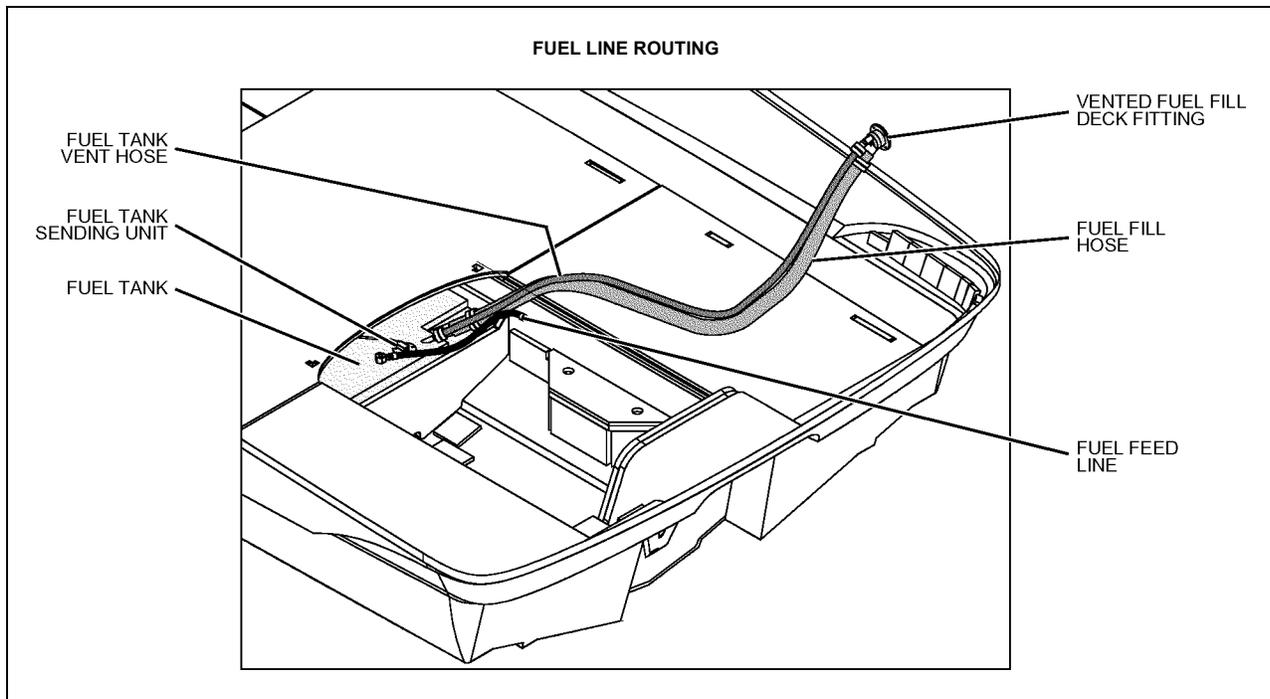


CAUTION

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

- 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.
- Also, when supplied by the engine manufacturer, a fuel filter is installed on the engine.
- Periodically replace the fuel filter to make sure it remains 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.

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, *ONLY* change or replace it while the engine is *Off*.**
- ***NEVER* run the engine with the anti-siphon valve removed, except in an emergency.**

- The anti-siphon valve is a vital fuel system part.
- If the fuel line ruptures, this valve prevents the siphoning of fuel from the tank.
- The valve is located on the fuel tank, where the fuel feed line attaches to the tank.
- The valve is spring loaded and is opened by fuel pump vacuum.

Chapter 4: Controls & Gauges

Steering

- Your boat features power-assisted rack-and-pinion steering.
- For information about the power-assist fluid reservoir, refer to the engine operation and maintenance manual.
- Boat steering is *not* self-centering.
- Refer to the engine manual for more steering system details.

Shift/Throttle Control

 WARNING!
LOSS OF CONTROL HAZARD!
Improper maintenance of the shift/throttle hardware may cause a sudden loss of control!

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

Power Trim & 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 shift/throttle manual.

Gauges

Cleaning the 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 NOT 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.

Depth Finder (If Equipped)

 WARNING!
<ul style="list-style-type: none">• Do NOT use the depth finder as a navigational aid to prevent collision, grounding, boat damage or personal injury.• When your boat is moving, submerged objects will NOT be seen until they are already under your boat.• Bottom depths may change too quickly to allow time for your boat to react.• If you suspect shallow water or submerged objects, run your boat at very slow speeds.

Chapter 5: Plumbing

Bilge Pump

WARNING!

 **FIRE and/or EXPLOSION HAZARD!**

NEVER use the bilge pump to remove gasoline, oil, or other flammable liquids.

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.

- A small amount of water in the bilge is not unusual.
- Your boat has a bilge pump for pumping excess 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.
- You can also turn **On** the bilge pump using the switch on the helm switch panel.
- The bilge pump is wired directly to the battery. Unless the battery is dead, the bilge pump should keep working, even when your boat is unattended.

Bilge Pump & Autofloat Switch - Testing & Maintenance

Test the bilge pump and float switch often. They are vital to the safety of your boat. **Note:** These tests are best done at home, with the boat on its trailer, and with the bow slightly higher than the stern.

Testing the Bilge Pump

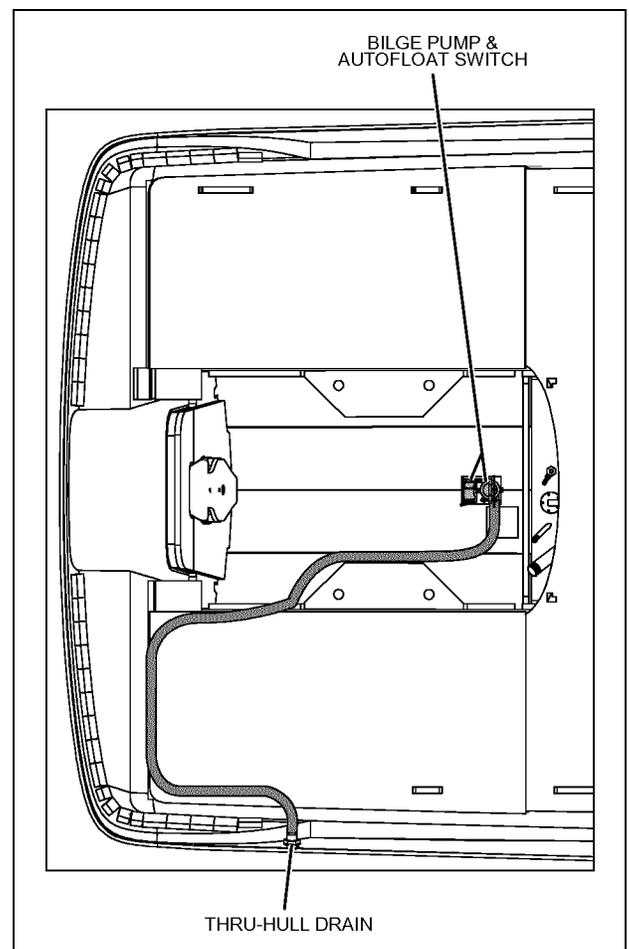
1. Insert the bilge drain plug.
2. With a garden hose add enough water to the bilge to cover the bottom third of the bilge pump.
3. Turn **On** the bilge pump switch on the helm switch panel.
4. If the pump is working properly, pumping water out of the bilge, turn off the pump and remove the bilge drain plug to drain any remaining water from the bilge.

If you can hear the pump running but it's *not* pumping water:

- Turn **Off** the bilge pump switch.
- Inspect the discharge hose for a kink or collapsed area.
- Check for an airlock by making sure the discharge hose runs continually upwards, with no dips, to the thru-hull drain.
- If the discharge hose looks okay, check the bilge pump housing for clogging debris (see below).

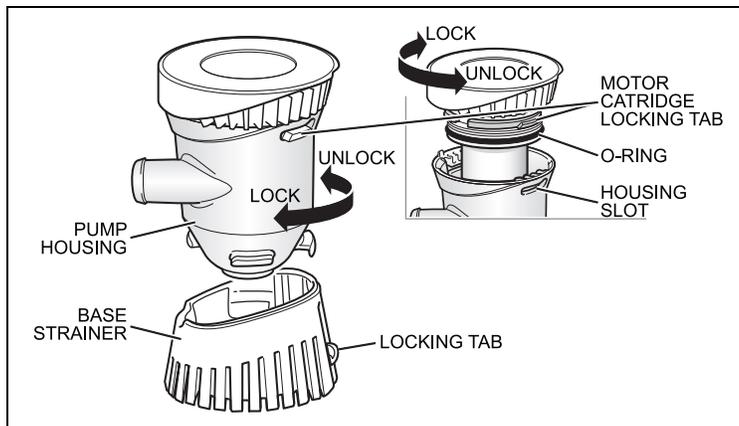
If the pump does *not* run:

- Turn **Off** the bilge pump switch.
- Check the fuse and inspect the electrical connections for loose connections and/or corrosion.
- If no problems are found, contact your local Bayliner dealer for replacement of the pump cartridge.



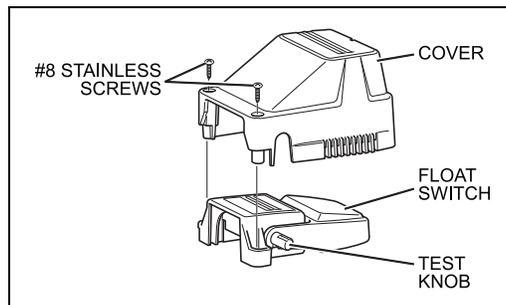
Checking the bilge pump and strainer for clogging debris:

1. Disconnect power to the pump.
2. While pressing the locking tab on the base strainer, twist the pump housing counter-clockwise and remove it.
3. Press the motor cartridge locking tab and twist the motor cartridge counter-clockwise and remove it also.
4. Remove any debris and make sure the impeller is firmly attached to the shaft and is not cracked or broken.
5. Coat the O-ring on the motor cartridge with vegetable oil (petroleum-based oils will cause deterioration).
6. Insert the cartridge back into the housing and twist it clockwise until you hear the locking tab snap into the housing slot.
7. Insert the pump housing into the base strainer, and twist the housing clockwise until it stops and you hear the locking tab snap in.



Autofloat Switch Testing & Maintenance

1. Confirm that the bilge pump works properly by following the instructions at the top of the page.
2. Twist the float switch test knob counter-clockwise.
 - If the pump turns **On**, move on to steps 3 and 4.
 - If the pump does not turn **On**, check the fuse on the fuse block.
 - If the fuse is good, but the switch still does not work. Contact your selling dealer for help in diagnosing the problem.
3. Periodically remove the cover and clear away any debris that has accumulated around and under the float, around the float arms, and in the strainer slots.
4. Periodically check the electrical connections to ensure that they are waterproof and mounted high and dry.



Drain Systems

Deck Drains

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

Chapter 6: Deck Equipment

Cleats & Bow/Stern Eyes

 **WARNING!**

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

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

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

Ski-Tow Ring

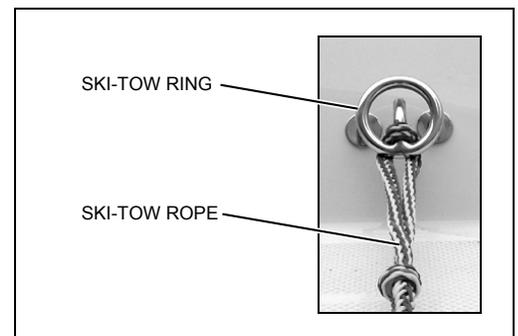
 **WARNING!**

PERSONAL INJURY and/or PRODUCT or PROPERTY DAMAGE HAZARD!

Failure to follow these guidelines can result in injury or death:

- **ONLY** tow water skis, wakeboards, or recreational towables.
- Do **NOT** tow parasails, kites, or other boats.
- Do **NOT** tow more than two persons at one time.
- Use caution with skier in tow as tow rope may snap back into cockpit when released.

Attach the tow rope as shown in the photo.



Ski-Tow Tower (If Equipped)



WARNING!

PERSONAL INJURY and/or PRODUCT or PROPERTY DAMAGE HAZARD!

Failure to follow these guidelines can result in injury or death:

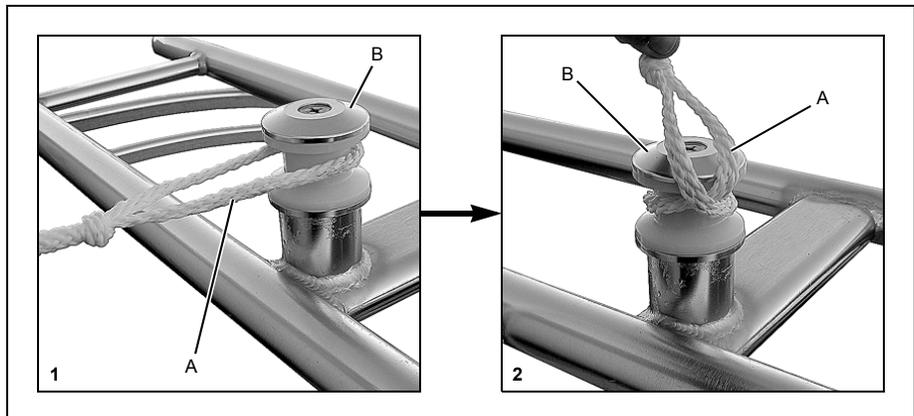
- Read *ALL* warning labels on ski-tow tower.
- *BEFORE* each use of the boat *and BEFORE* each use of the folding ski-tow tower, make sure the lock-down bolts are tightened firmly.
- *ONLY* tow water skis, wakeboards, or kneeboards.
- Do *NOT* exceed the *MAXIMUM* tow weight of 600 pounds.
- Do *NOT* tow parasails, kites, tubes, rafts or other boats.
- Do *NOT* tow more than one person at a time.
- Do *NOT* climb on, sit on, stand on, jump off or dive off tower.
- *NEVER* allow passengers to sit behind tow rope attachment point.
- Use caution with skier in tow as tow rope may snap back into cockpit when released.
- *NEVER* allow loose tow rope ends to dangle off tower.
- When tower is up, watch for low obstacles such as tree limbs, bridges, or power lines.

NOTICE

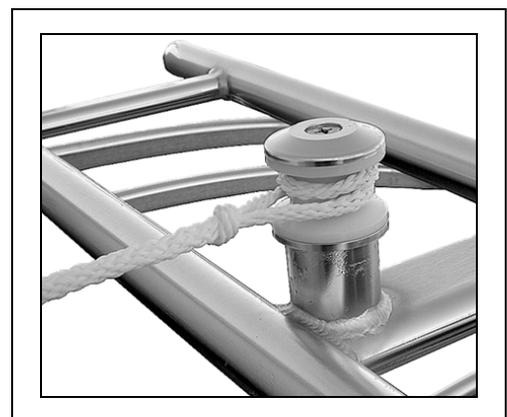
The ski-tow tower all-round light must be raised and turned on if you run or anchor your boat after dark.

Attaching the Ski-tow Rope

1. Place the ski-tow rope's loop (A) over the ski-tow pylon (B).
2. Put a twist in the ski-tow rope's loop (A) and slide the loop over the ski-tow pylon (B) again.



3. Pull firmly on the ski-tow rope to tighten.



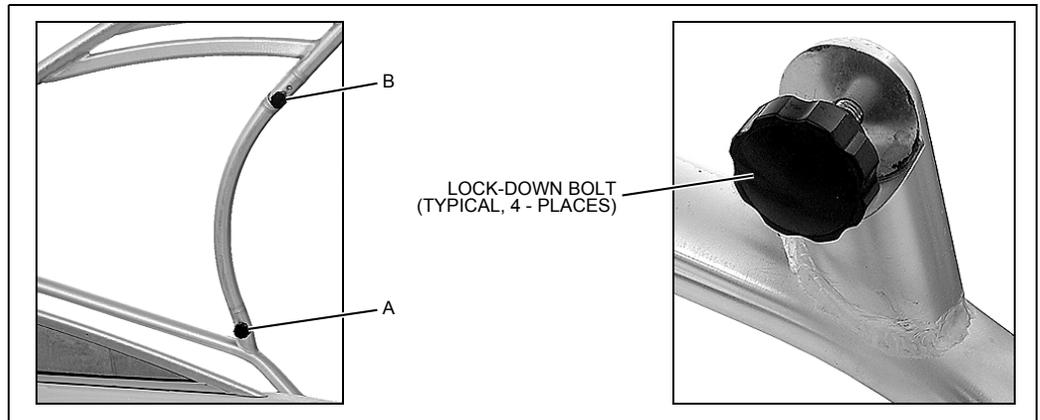
Folding the Ski-tow Tower (If Equipped)**WARNING!**

PERSONAL INJURY and/or PRODUCT or PROPERTY DAMAGE HAZARD!

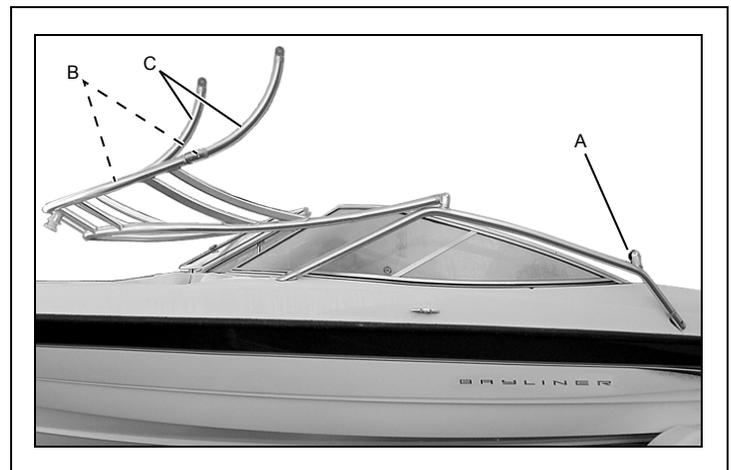
- Folding or unfolding the ski-tow tower is a two person task.
- **BEFORE** each use of the boat **and BEFORE** each use of the folding ski-tow tower, make sure the lock-down bolts are tightened firmly.
- Read **ALL** warning labels on the ski-tow tower.

To fold the ski-tow tower into the storage position:

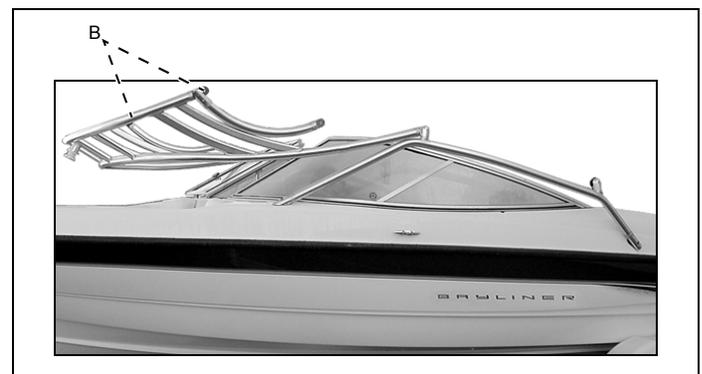
1. Remove the lower lock-down bolt (A) on each side of the tower.



2. Carefully fold the tower forward.
3. Replace the lower lock-down bolts (A).
4. Remove the upper lock-down bolts (B).



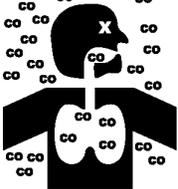
5. Lower the support legs (C).
6. Replace the upper lock-down bolts (B).



To return the tower to the towing position, do the above steps in reverse order.

Canvas & Vinyl Tops & Enclosures

 **DANGER!**



CARBON MONOXIDE POISONING HAZARD!

- **NEVER** use full canvas and vinyl enclosures when the engine or generator is running.
- For proper fresh air circulation, remove vinyl enclosure curtains **BEFORE** starting the engine or generator.
- Read the *Carbon Monoxide (CO)* section in *Chapter 1* of this supplement.

 **CAUTION**

PRODUCT or PROPERTY DAMAGE HAZARD! Winds that exceed forty miles per hour may damage canvas assemblies.

- Take down and securely stow **ALL** canvas & vinyl **BEFORE** trailering your boat.
- **NEVER** operate your boat at high speeds or in strong winds with the canvas fully deployed.

NOTICE

- Make sure your dealer explains how to install all canvas and vinyl.
- Two people are needed for most of the tasks listed in this section.
- **BEFORE** cleaning and/or stowing your canvas or vinyl, read the sections later in this chapter, *Canvas Care* and *Clear Vinyl Care*.

Canvas Care (see also, 'Clear Vinyl Care' on next page)

- 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

- 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.

Clear Vinyl Care



CAUTION

- **NEVER** store the clear vinyl pieces wet, as this will cause a milky film to develop.
- **NEVER** fold or crease the clear vinyl pieces as cracking will occur.
- Clear vinyl is **NOT** intended for use when your boat is in storage or being moored.
- Clear vinyl does **NOT** hold up well against ultraviolet rays.
- Under direct sunlight conditions, do **NOT** let the clear vinyl touch the framework. The framework radiates heat and can burn the clear vinyl.

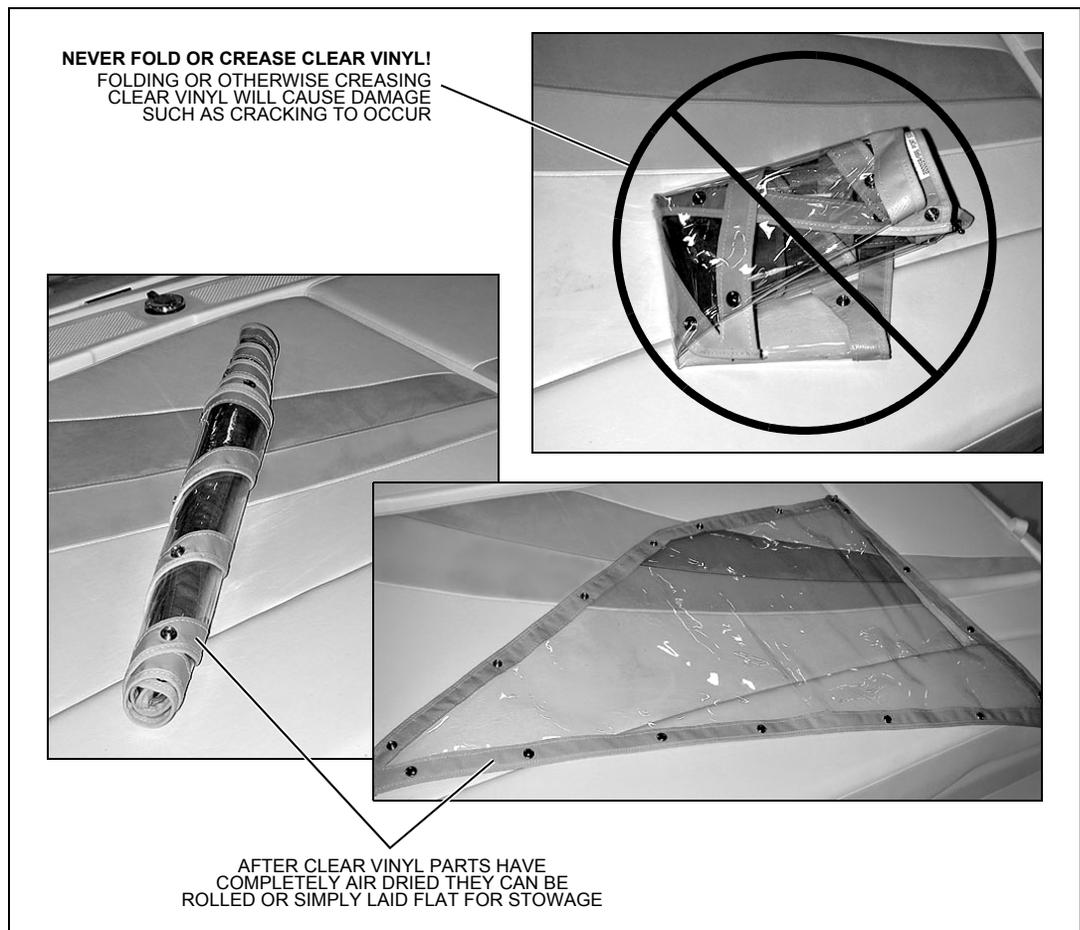
- After each use, especially in saltwater, rinse the clear vinyl with cold freshwater.
- **Before** stowing, the clear vinyl must be completely dry. Air-drying is best, but you can also carefully dry the vinyl with a chamois or soft cotton cloth.

- The clear vinyl can be rolled or laid out flat for stowage.
- **Never** fold or crease the clear vinyl parts as cracking will occur.

Cleaning Clear Vinyl

Regularly clean the clear vinyl to prevent dirt, pollen, and etc. from marring the surface. Generally, it is easiest to clean the clear vinyl while it is installed on your boat.

1. Hose down the clear vinyl with freshwater.
 2. Using a soft cotton cloth (**paper towels are abrasive and should never be used on clear vinyl**), gently wash the clear vinyl with soap and water.
 3. Rinse thoroughly to remove the soap.
 4. **Before** stowing, the clear vinyl must be completely dry. Air-drying is best, but you can also carefully dry the vinyl with a chamois or soft cotton cloth.
- Ask your dealer about products available to keep the clear vinyl polished and looking new.



Chapter 7: Entertainment Systems

Audio Equipment

<p style="text-align: center;">NOTICE</p>
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<p>AM radio reception may be impaired when the engine is running.</p>
--

Read the manufacturer's instruction manual *before* using the audio equipment.

Chapter 8: Convertible Seats, Beds, & Tables



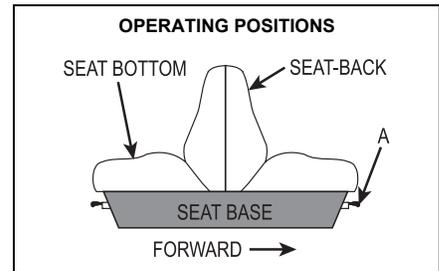
Sleeper Seats (If Equipped)

- The sleeper seats can be moved forward and aft while in the upright, operating position.
- The sleeper seats can also be converted into a flat lounge or chaise lounge.

Operating Positions

To slide the seat forward and backward:

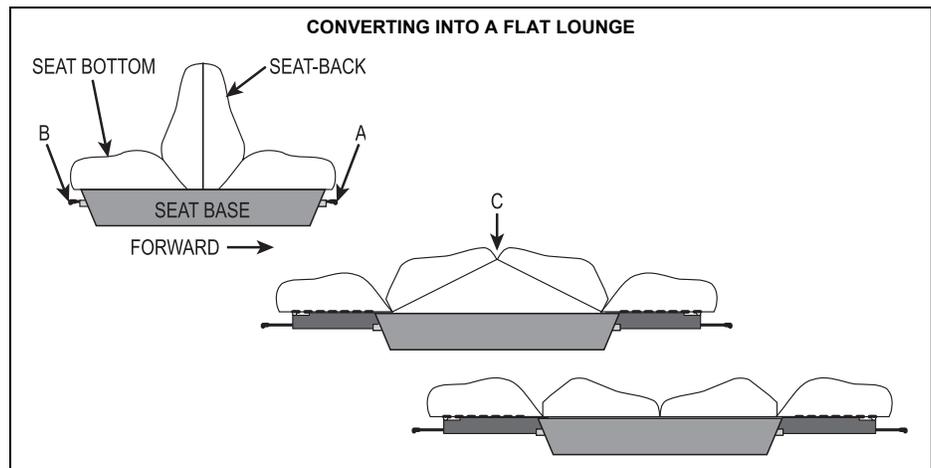
1. Pull up on the forward seat slider lever (A).
2. Slide the seats forward or aft to the desired position.



Lounge Positions

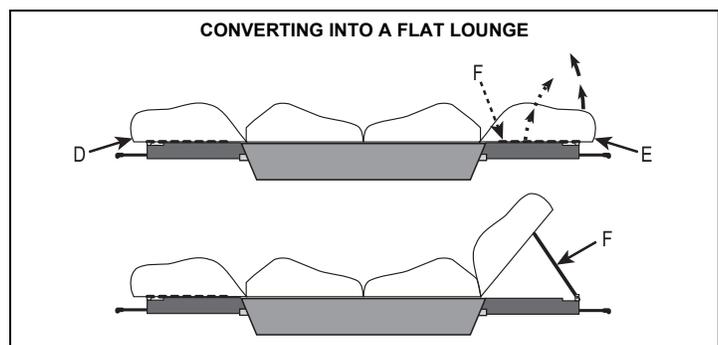
To convert into a flat lounge:

1. Pull up on the forward seat slider lever (A) and slide the seats all the way forward.
2. Push down on the aft seat slider lever (B) and slide the aft seat all the way aft.
3. If necessary, push down on the top of the seat-backs (C).



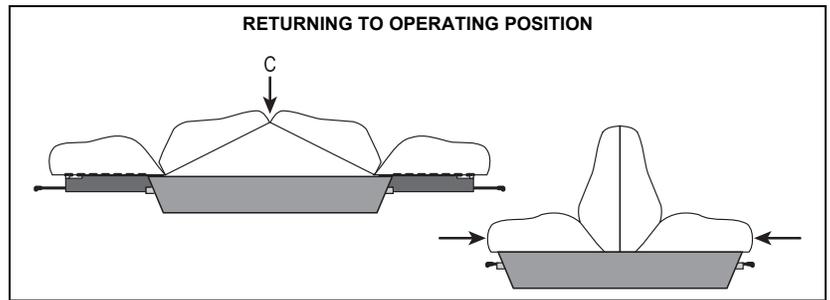
To convert into a chaise lounge:

1. First, convert the seats into a flat lounge as described above.
2. Lift the forward or aft seat bottom at point (D or E) and then lift the plastic seat support bracket (F).
3. Lower the seat until it rests securely on the support bracket.



To return the seats to the operating position:

1. Lift the seat-backs at point (C) and push the seat bottoms towards the center of the seat until the seat-backs are flush against each other and locked into place.
2. Push the seat bottoms towards the center of the seat until the seat-backs are flush against each other and locked into place.

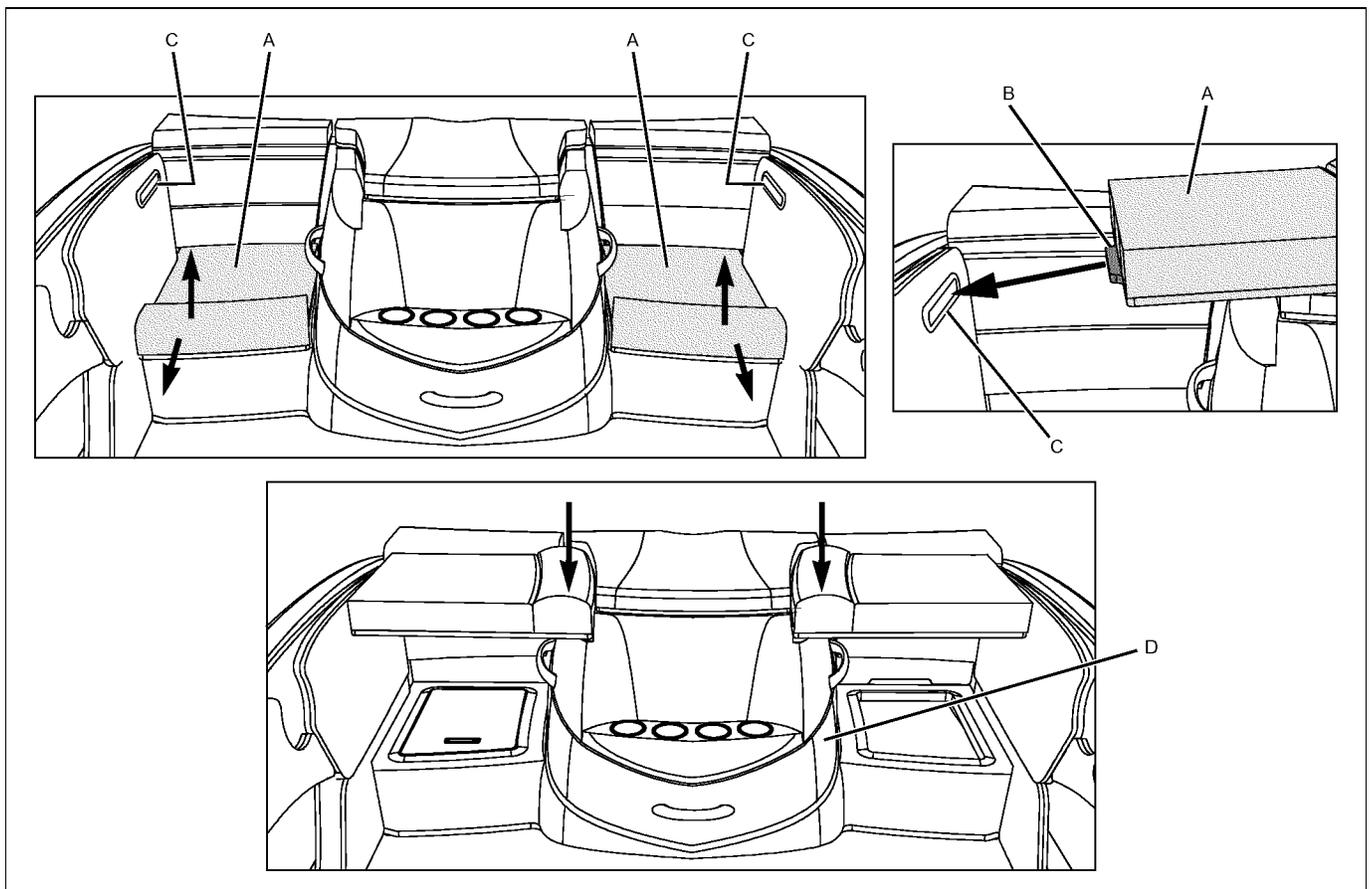


Jump Seat to Sunlounge Conversion (If Equipped)

⚠ DANGER!

PERSONAL SAFETY HAZARD!

NEVER allow anyone to occupy the aft sunlounge cushions when the engine is running.

1. Remove the jump seats (A) by lifting and pulling on their forward edges.
2. Rotate each jump seat so that the lounge support tabs (B) face the support slots (C).
3. Slide the lounge support tabs into the support slots.
4. Press down firmly on the inboard side of each jump seat until they rest on the motorbox (D).

Chapter 9: Lights

Care & 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 replacement bulbs, making sure the wattage is correct.*
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.*

Interior & Exterior Lights

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

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

Navigation Lights

 CAUTION
<p>Avoid the storage of gear where it would block navigation lights from view.</p>

NOTICE
<p>Running lights are legally required to show boat direction and right-of-way at night.</p>

Chapter 10: Electrical System

⚠ DANGER!

EXTREME FIRE, SHOCK and EXPLOSION HAZARD!



- **NEVER** install non-ignition protected switches or other arcing devices in the fuel compartment.
- **NEVER** substitute automotive parts for marine parts. Marine electrical, ignition, and fuel system parts were designed and manufactured to comply with rules and laws that minimize the risks of fire and explosion.
- **NEVER** change the electrical systems or relevant drawings.
- Allow **ONLY** trained personnel to install batteries and/or do electrical system work.
- Make sure that the battery switch is turned **Off BEFORE** working in the engine spaces.

⚠ WARNING!

FIRE and EXPLOSION HAZARD!



Fuel vapors can explode! **BEFORE** turning on electrical devices or working on the electrical system:

1. Check the bilge areas for fuel vapors or leaking fuel. If you see leaking fuel or smell fuel vapors:
 - a. Do **NOT** start the engine, do **NOT** turn *On* any electrical devices, put out **ALL** cigarettes, cigars, and other sources of flame or ignition.
 - b. Get everyone off your boat.
 - c. Get trained help to find and fix the problem.
2. Run the bilge blower(s) for at least four minutes **BEFORE** engine starting, electrical system work, or turning on electrical devices.

⚠ CAUTION

SHOCK and ELECTRICAL SYSTEM DAMAGE HAZARD!



When the engine is running, **NEVER** turn *Off* the battery switch or 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 starting.
- The *Electrical* section in the *Sport Boat Owner's Manual* provides battery care and maintenance instructions.

Battery Switch

⚠ CAUTION

⚡ SHOCK and ELECTRICAL SYSTEM DAMAGE HAZARD!

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

⚠ CAUTION

- Turn *Off* the battery switch whenever your boat will be stored for an extended time.
- Failure to turn *Off* the battery switch may result in a dead battery because the stereo and CO monitor (if equipped) place small but constant drains on the battery.

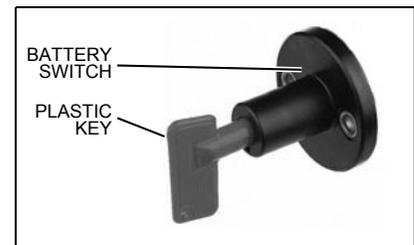
NOTICE

Make sure your selling dealer fully explains how to use the battery switch.

NOTICE

- When you turn off the battery switch, the plastic key becomes a loose part that can be easily lost.
- Always stow the key in a secure location in your boat or in your tow vehicle.
- Extra battery switch keys can be purchased from your dealer, and it's a good idea to keep a spare key on your boat's key ring.

- Insert the key and turn the battery switch **On** to provide electrical power for engine starting and/or the use of 12-volt accessories and lights.
- Turn the battery switch to the **Off** position whenever your boat will be unoccupied for long periods of time.
- The automatic bilge pump is not affected by the battery switch since it is wired directly to the battery.



Fuses

- Individual fuses for the accessories are on the fuse block. See the *Component Locations* section in *Chapter 2* for the location of the fuse block.
- Some equipment may have secondary fuse protection at the unit, or near the battery.

12-Volt DC Accessory Outlet(s)

 CAUTION
<p>Do NOT use the 12-volt DC accessory outlet with a cigarette or cigar lighter. High temperatures may melt the outlet.</p>

- Your boat is equipped with one or more 12-volt DC accessory outlets.
- The outlet(s) can be used with any 12-volt device that draws 10-amps or less.
- Each 12-volt DC accessory outlet is protected by a 10-amp fuse on the fuse block.
- See the *Component Locations* section in *Chapter 2* for the location of the 12-volt DC accessory outlets.

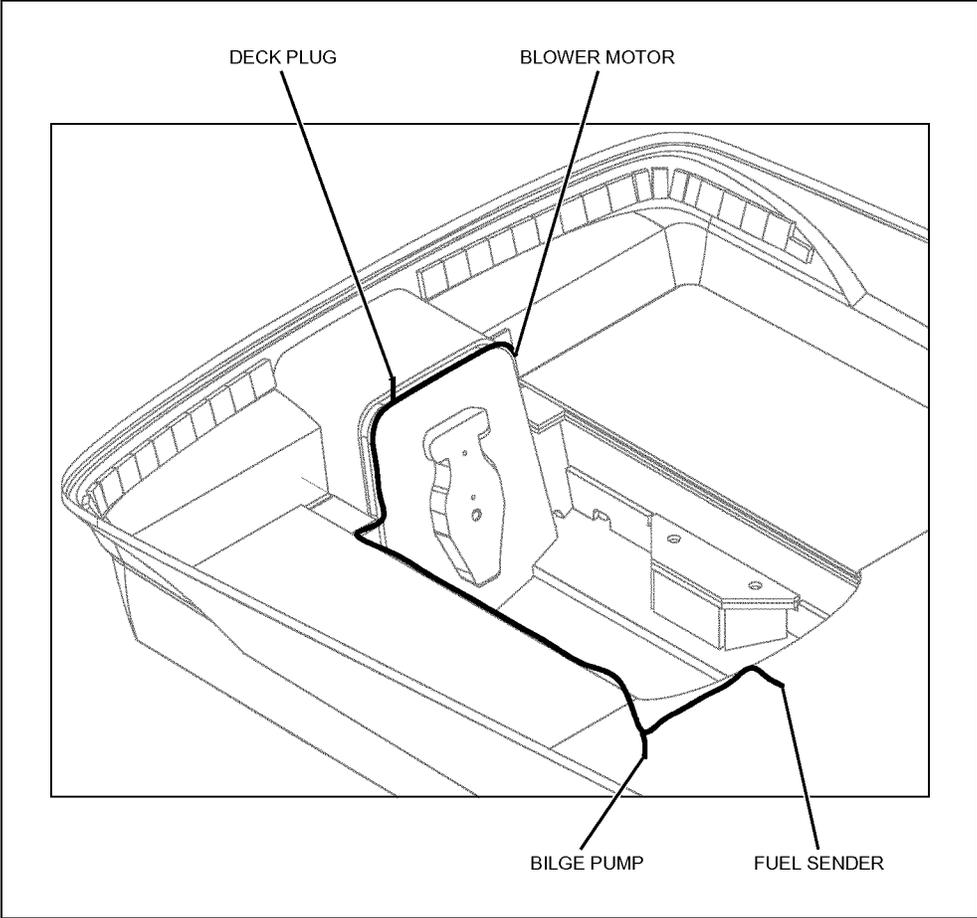
Alternator

 CAUTION
<p>SHOCK and ELECTRICAL SYSTEM DAMAGE HAZARD!</p> <p>When the engine is running, NEVER turn Off the battery switch or disconnect the battery cables. Doing either could cause damage to your boat's engine and/or electrical system.</p>

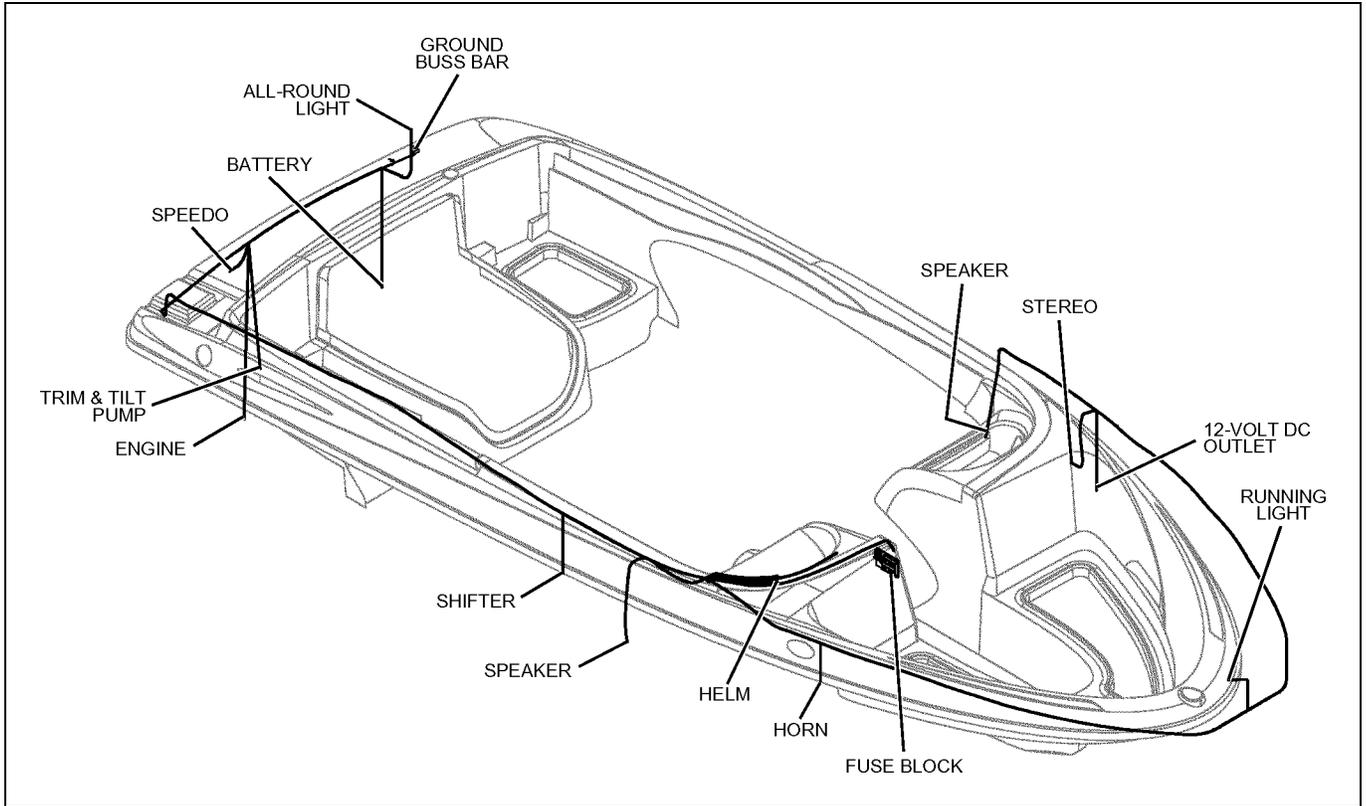
The alternator charges the battery when the engine is running above idle.

Electrical Routings

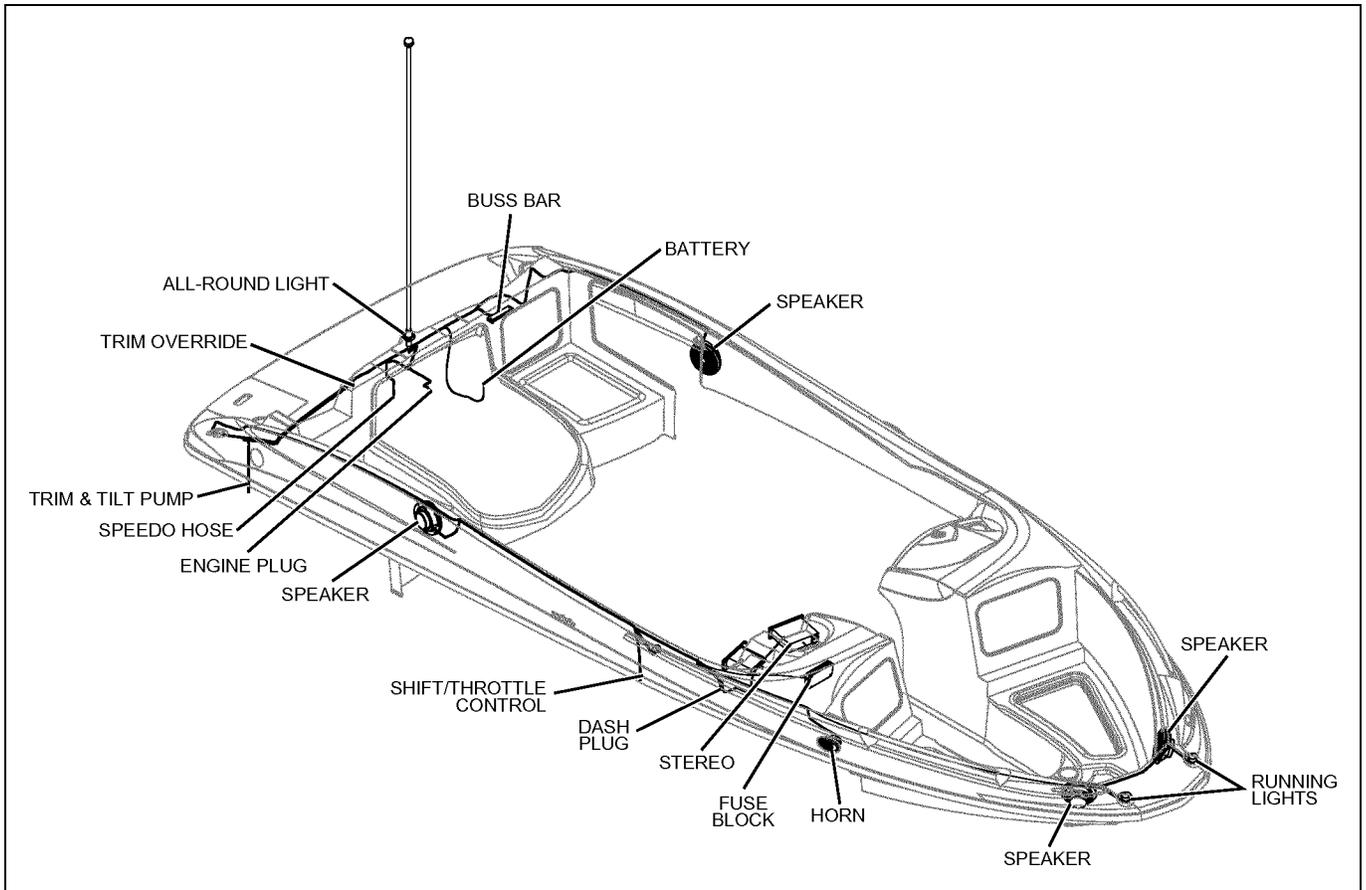
12-Volt DC Hull Harness



195 12-Volt DC Deck Harness

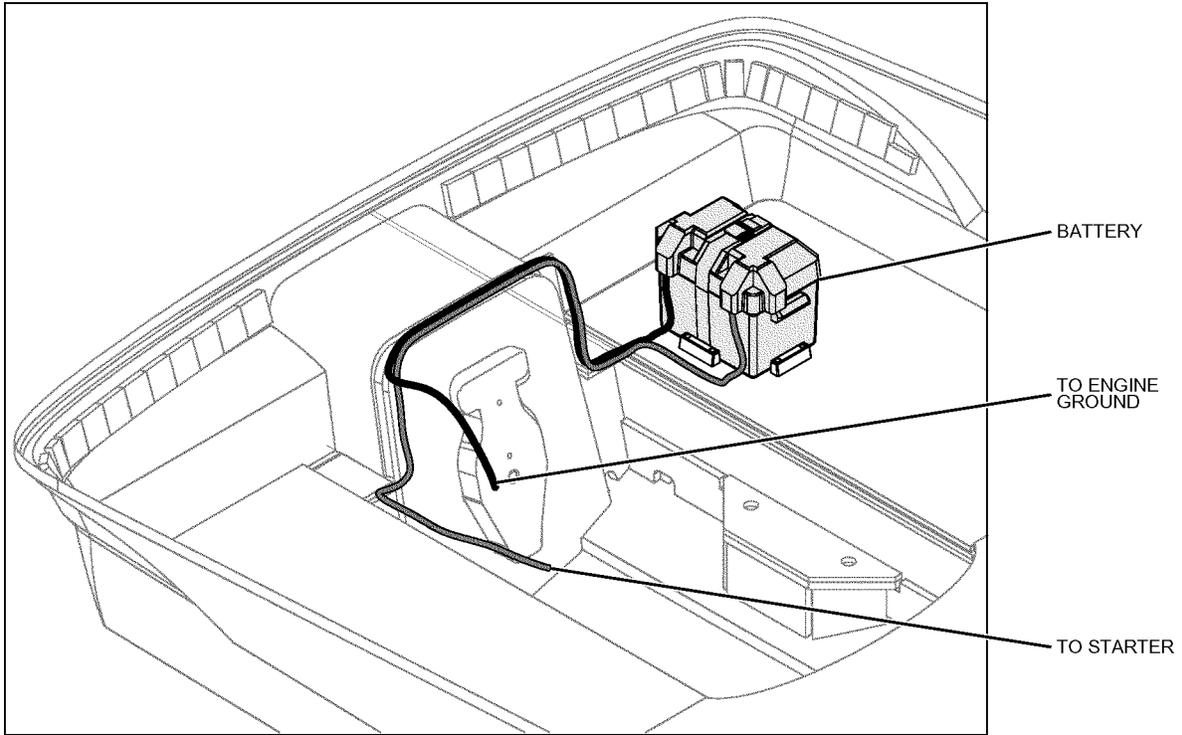


215 12-Volt DC Deck Harness



Battery Cable Routings

NOTES:
POSITIVE BATTERY CABLES ARE RED
NEGATIVE BATTERY CABLES ARE YELLOW



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

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		

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		

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

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

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 2072568

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