

BAYLINER[®]

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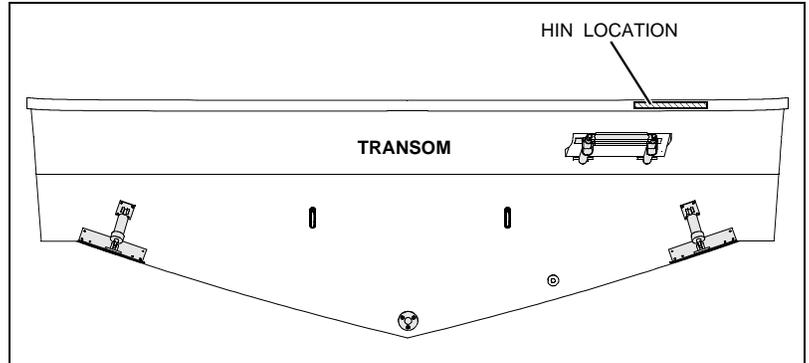
Owner's Manual *Supplement*

Engine Serial Number: _____

Hull Identification Number: _____

Hull Identification Number

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



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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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CONTENTS

1 Chapter 1: Welcome Aboard!

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

10 Chapter 2: Features / Systems

- 10 Hull Hardware
- 11 Deck Hardware
 - 11 *Anchor Windlass (If Equipped)*
- 12 Helm
- 13 Electrical System
- 14 12 Volt DC System
 - 14 *Fuses and Circuit Breakers*
 - 14 *12 Volt Accessory Outlets*
 - 15 *Batteries*
 - 15 *Battery Charger (If Equipped)*
 - 16 *Battery Switch*
- 17 Shore Power- 120V/60Hz AC System (If Equipped)
 - 18 *Water Heater*
 - 18 *Shore Power*
 - 19 *Connecting To Shore Power*
 - 20 *Line 2 Transfer switch (Dual Shore Power Only)*
- 21 Navigation & Communication Equipment
 - 21 *VHF Radio (If Equipped)*
 - 21 *Compass (If Equipped)*
 - 21 *Depth Finder (If Equipped)*
- 21 Lighting
 - 21 *Navigation and Interior Lights*

22	Appliances	34	Marine Head With Holding Tank (If Equipped)
	22 <i>Alcohol or Alcohol/Electric Stove (If Equipped)</i>		34 <i>Using The Marine Head</i>
	22 <i>Microwave Oven (If Equipped)</i>		34 <i>Winterizing The Head</i>
	22 <i>Refrigerator (If Equipped)</i>		35 <i>Macerator (If Equipped)</i>
23	Propulsion	35	Portable Toilet (If Equipped)
	23 <i>Engine</i>	35	Air Conditioning System (If Equipped)
23	Fuel System	37	Canvas Top (If Equipped)
	23 <i>Fuel Fill and Vent</i>		
	24 <i>Fuel Filters</i>		
	24 <i>Anti-siphon Valve</i>		
24	Engine Room Ventilation System	38 Chapter 3: Electrical Routings	
25	Quick Oil Drain System	38	Hull Harnesses Routings
26	Controls		38 <i>AC Hull Harness Routings (If Equipped)</i>
	26 <i>Power Trim and Tilt</i>		39 <i>DC Hull Harness Routings</i>
	26 <i>Trim Tabs</i>		40 <i>Battery Cable Routings</i>
27	Bilge Pumps		41 <i>Bonding Harness Routing</i>
	28 <i>Autofloat Switches</i>	42	Deck Harness Routings
29	Freshwater Systems (If Equipped)	43 Chapter 4: Wiring Diagrams	
	30 <i>Freshwater System Winterization</i>	43	Direct Current Electrical System
	30 <i>Transom Shower (If Equipped)</i>	44	AC Electrical System (If Equipped)
	31 <i>Winterizing the Water Heater</i>		44 <i>Single Shore Power</i>
32	Sink and Shower Drains		45 <i>Dual Shore Power</i>
	32 <i>Shower Drain System</i>		
33	Seawater Systems (If Equipped)	46 Important Records	
	33 <i>Seacocks</i>		
	33 <i>Seawater Strainers</i>	47 Float Plan	

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!
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 FALLING HAZARD!	 ROTATING PROPELLER HAZARD!	 RUN BILGE BLOWERS FOR 4 MINUTES!
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DANGER
CARBON MONOXIDE
CO POISONING HAZARD!

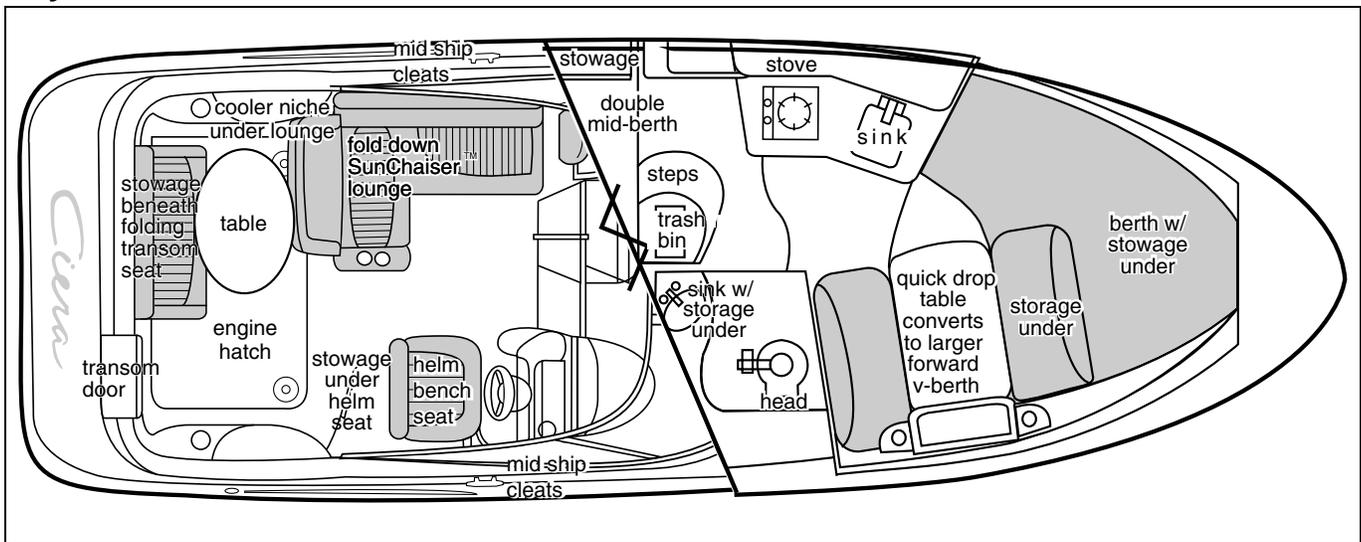
Chapter 1: Welcome Aboard!

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

Dimensions and Tank Capacities

Overall Length	Bridge Clearance	Beam	Draft (Drive Up)	Draft (Drive Down)	Fuel Capacity (gal)	Freshwater Capacity (gal.)	Waste Holding Tank Capacity (gal.) (If Equipped)
26' 7"	7' 3"	9' 5"	1' 9"	3' 2"	85	31	20

Layout View



Dealer Service

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

Warranty Information

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

Boating Experience

 **WARNING!**

CONTROL HAZARD!

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

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

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

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

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

Safety Standards

 **DANGER!**



FALLING and ROTATING PROPELLER HAZARD!

NEVER allow anyone to ride on parts of the boat *not* designed for such use.

- Sitting on seat backs, lounging on the forward deck, bow riding, gunwale riding or occupying the transom platform while underway is especially hazardous and will cause personal injury or death.

 **DANGER!**



DANGER
CARBON MONOXIDE



ROTATING PROPELLER and CARBON MONOXIDE POISONING HAZARD!

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

 **DANGER!**

PERSONAL SAFETY HAZARD!

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

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

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

Engine & Accessory Guidelines

NOTICE

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

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

Engine & Accessory Literature

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

Qualified Maintenance



WARNING!

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

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

Structural Limitations

The transom platform and bow platform are designed to be lightweight for proper boat balance. The load limit for these platforms is 30 pounds per square foot, evenly distributed.

Special Care For Moored Boats

NOTICE

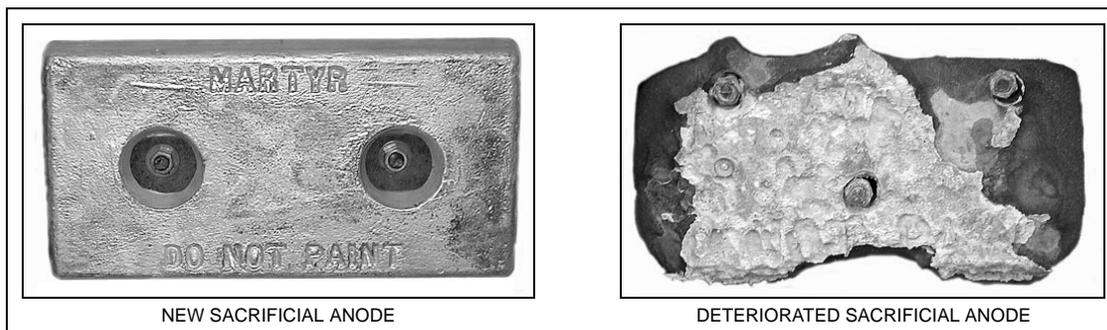
- To help seal the hull bottom and reduce the possibility of gelcoat blistering on moored boats, apply an epoxy barrier coating. The barrier coating should be covered with several coats of anti-fouling paint.
- Many states regulate the chemical content of bottom paints in order to meet environmental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

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

Sacrificial Anodes (Zincs)

NOTICE

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



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

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

- Water temperature
- Salinity
- Water pollution

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

Boat Lifting



WARNING!

PERSONAL INJURY and /or PRODUCT OR PROPERTY DAMAGE HAZARD!

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



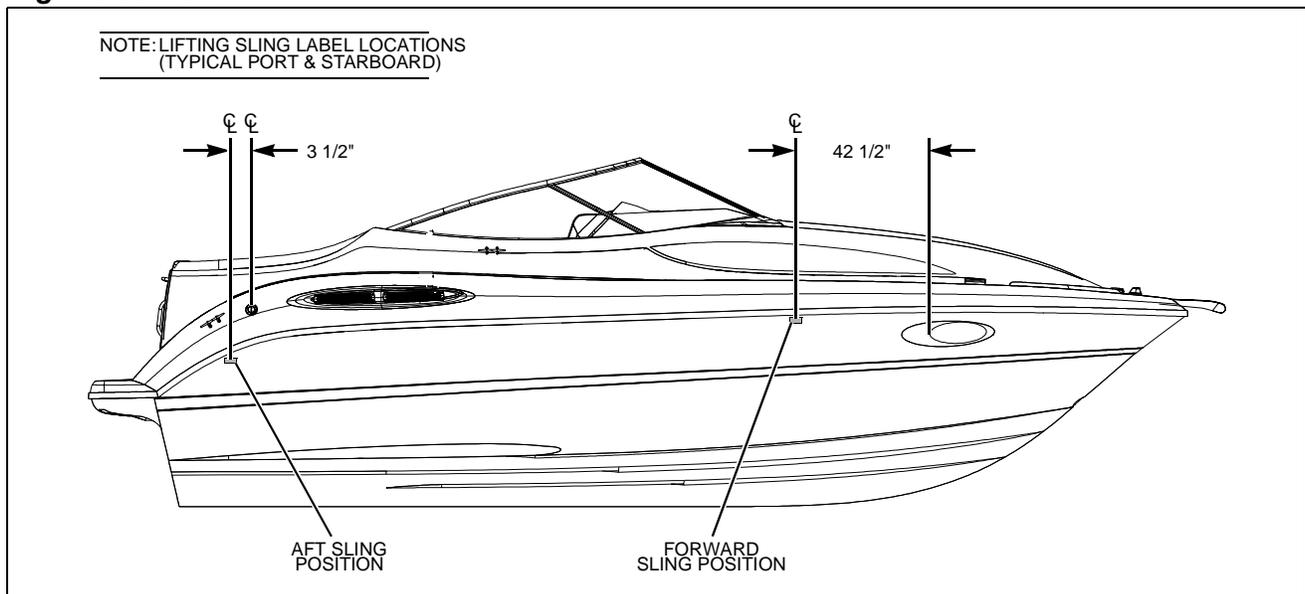
CAUTION!

PRODUCT OR PROPERTY DAMAGE HAZARD!

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

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

Sling Placement



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

Carbon Monoxide (CO)

⚠ DANGER!	
	<ul style="list-style-type: none"> • 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 <i>will</i> cause BRAIN DAMAGE or DEATH. • Teak surfing, dragging, or water skiing within 20 feet of a moving watercraft can be fatal.

Facts about CO

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

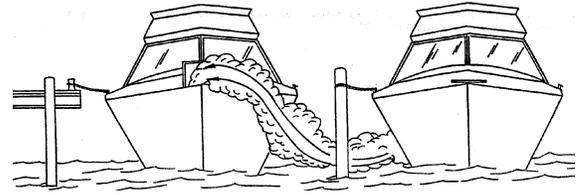
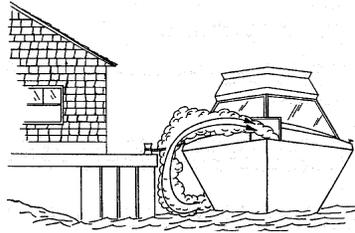
Factors That Increase the Effects of CO Poisoning

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

Where and How CO Can Accumulate

Stationary Conditions That Increase CO Accumulations Include:

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

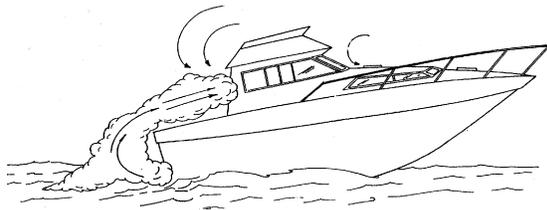


- B. Mooring too close to another boat that is using its engine, generator, or other fuel burning device.

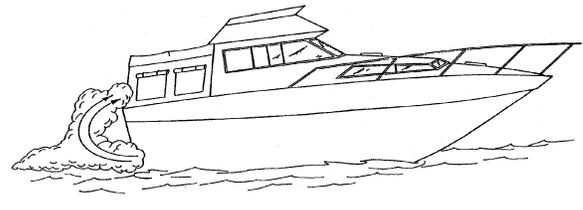
To correct stationary situations A and/or B:

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

Running Conditions That Increase CO Accumulations Include:



- C. Running boat with trim angle of bow too high.



- D. Running boat without through ventilation (station wagon effect).

To correct running situations C and/or D:

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

How to Protect Yourself and Others From CO

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

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

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

Trip Checklist

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

Monthly Checklist

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

Annual Checklist

Have a Qualified Marine Technician:

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

Carbon Monoxide Alarm System

 **DANGER!**



CARBON MONOXIDE POISONING HAZARD!

- The house battery switch *must* be in the *On* position for the CO Monitors to work.

NOTICE

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

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

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

More Information

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

United States Coast Guard

Office of Boating Safety (G-OPB-3)
2100 Second Street SW
Washington, DC 20593
www.uscgboating.org
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)**

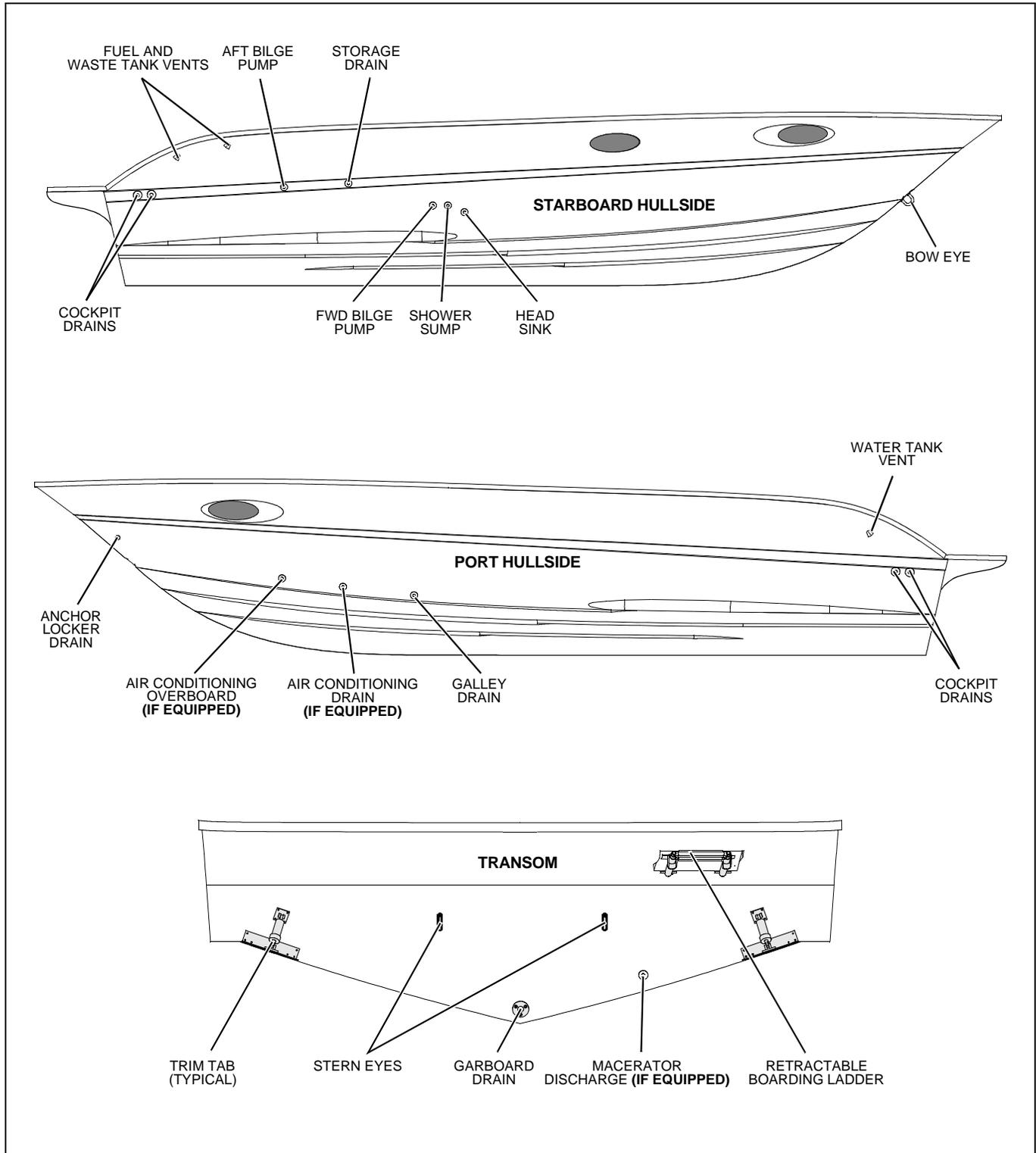
3069 Solomon's Island Road
Edgewater, MD 21037-1416
www.abycinc.org
410-956-1050

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®.

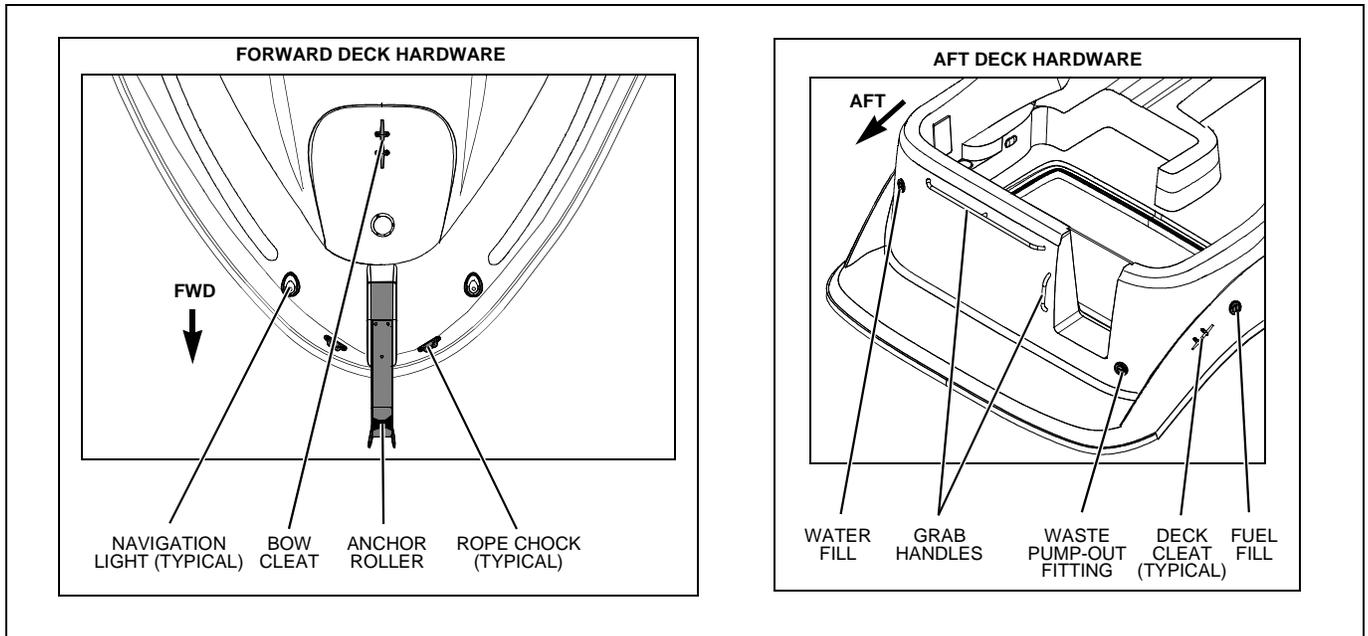
- U.S. Coast Guard Auxiliary: 1-800-368-5647 or on the Internet at: <http://www.cgaux.org>
- U.S. Power Squadrons: 1-888-FOR-USPS (1-888-367-8777) or on the Internet at: <http://www.usps.org>

Chapter 2: Features / Systems

Hull Hardware



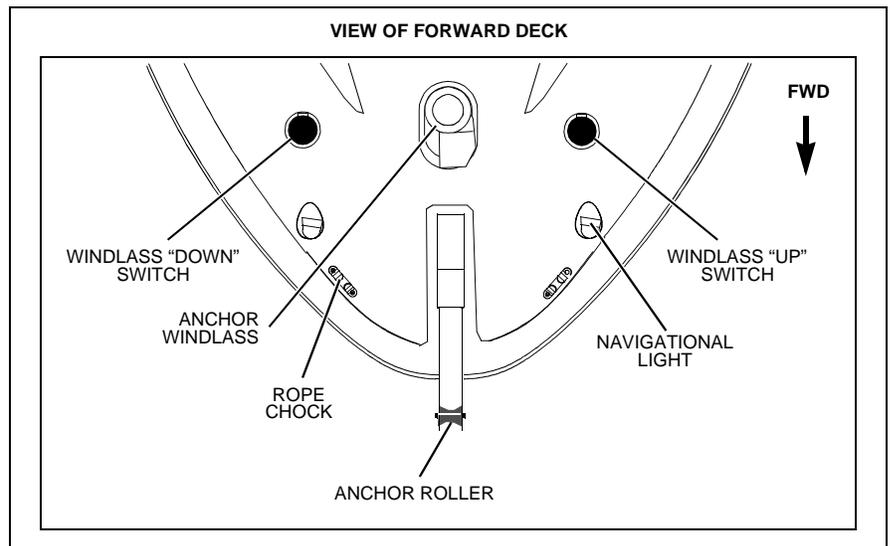
Deck Hardware



Anchor Windlass (If Equipped)

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

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

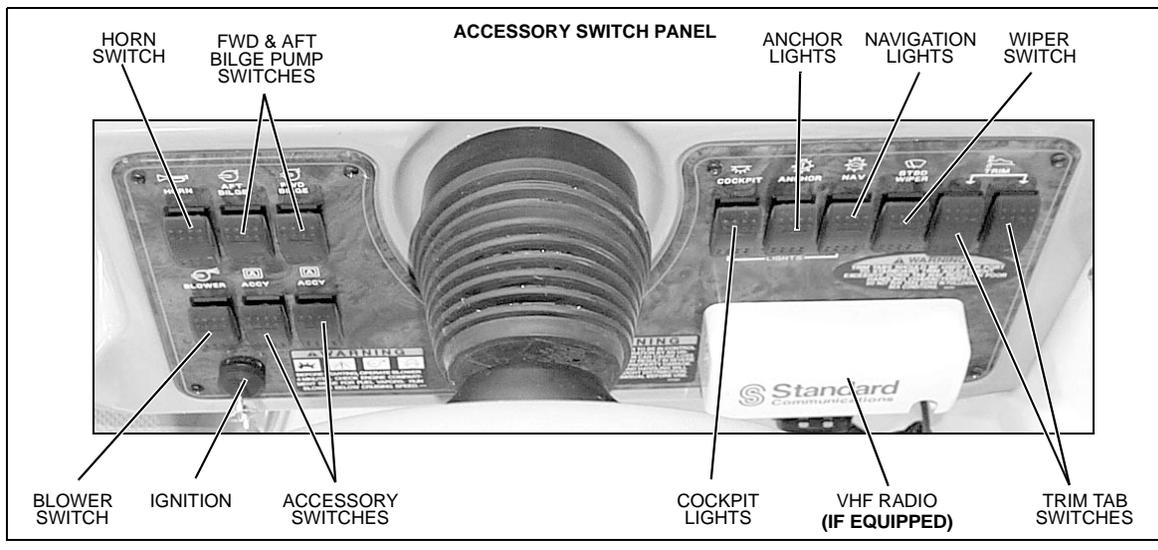
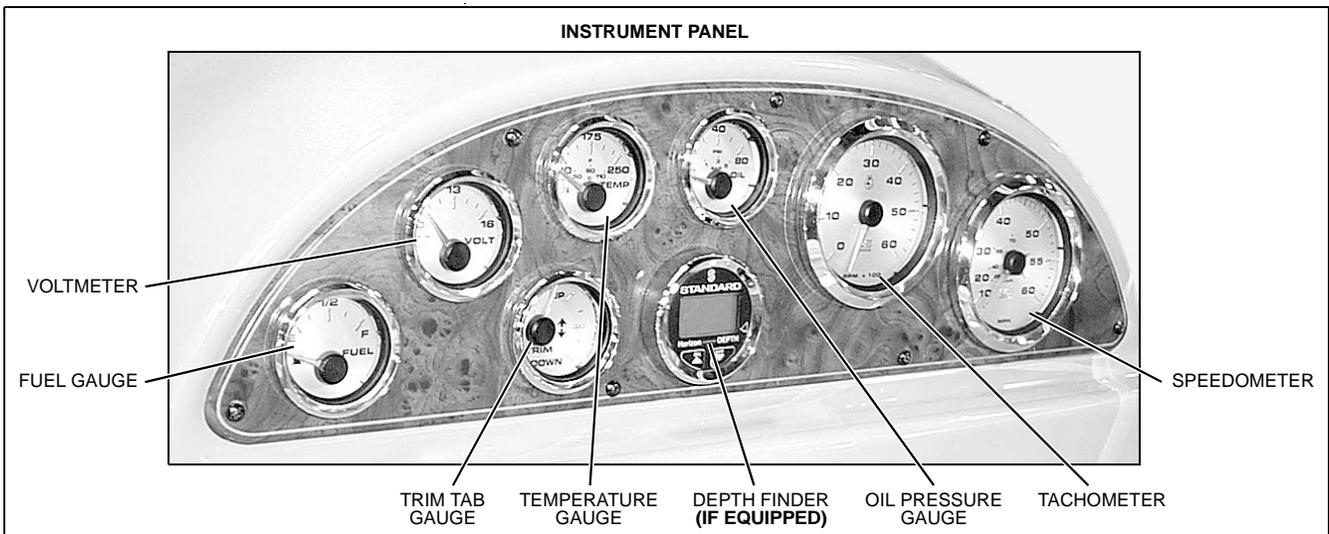


CAUTION!

PRODUCT DAMAGE HAZARD!

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

Helm



Electrical System

Thoroughly read and understand this section and the electrical sections of the *Cruiser & Yacht Owner's Manual* and *all* accessory manuals included in your boat owner's packet. Electrical routing drawings are provided in Chapter 3 of this supplement, wiring schematics in Chapter 4.

⚠ DANGER!





EXTREME FIRE, SHOCK & EXPLOSION HAZARD!

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

⚠ WARNING!







FIRE & EXPLOSION HAZARD!

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

⚠ CAUTION



SHOCK & ELECTRICAL SYSTEM DAMAGE HAZARD!

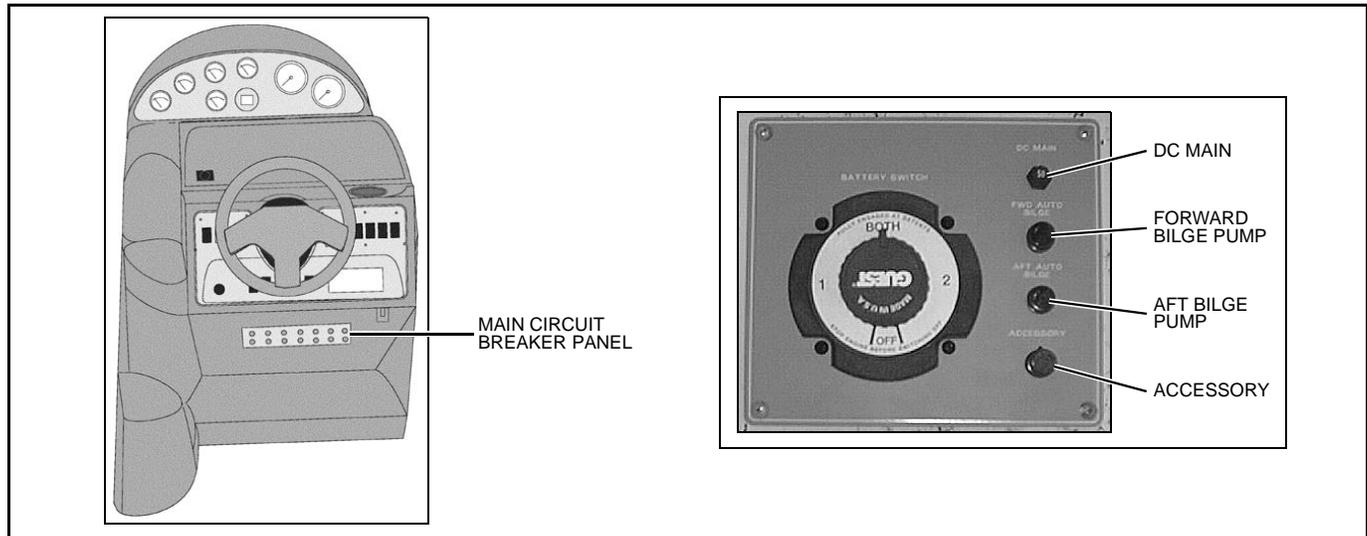
NEVER disconnect the battery cables while the engine is running since it can cause damage to your boat's electrical system components.

NOTICE

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

12 Volt DC System

Fuses and Circuit Breakers



- The 12 volt DC electrical system is protected by a large circuit breaker located on the engine.
- The accessories are protected by circuit breakers on the battery switch panel and by circuit breakers on the main circuit breaker panel.
- Some equipment may have additional fuse protection provided by inline fuses near the unit or behind the battery switch.

12 Volt Accessory Outlets

⚠ CAUTION!

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

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

Batteries

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

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

Battery Charger (If Equipped)

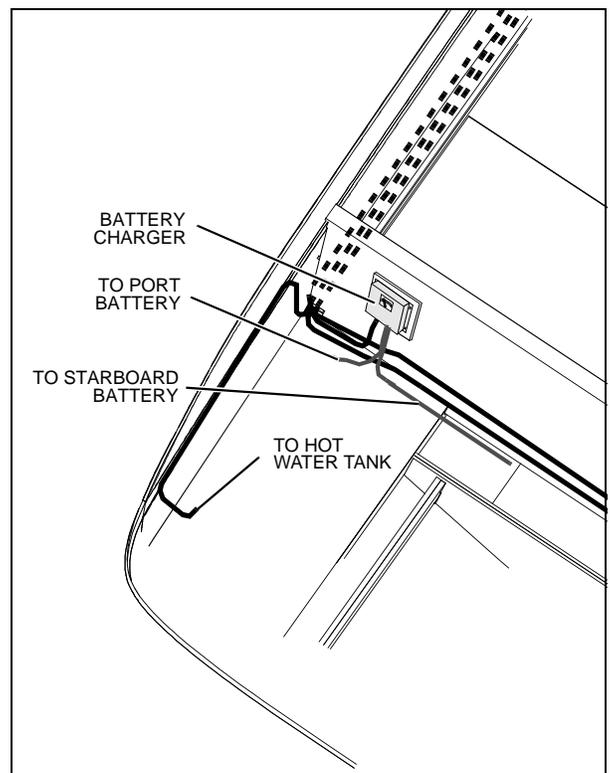


CAUTION!

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

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

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



Battery Switch

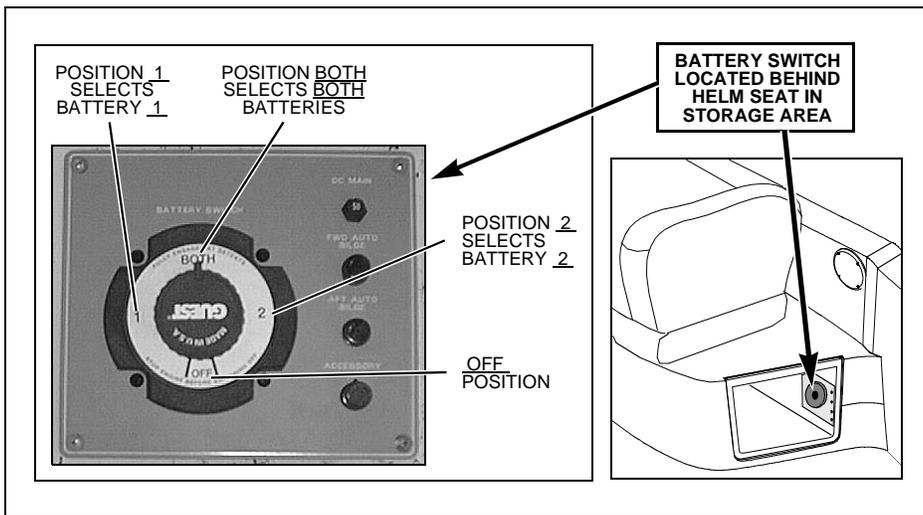
NOTICE

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

Battery Switch Positions

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

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



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

Shore Power- 120V/60Hz AC System (If Equipped)

⚠ DANGER!





FIRE, EXPLOSION & SHOCK HAZARD!

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

⚠ WARNING!



SHOCK & ELECTRICAL SYSTEM DAMAGE HAZARD!

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

⚠ WARNING!



SHOCK & ELECTRICAL SYSTEM DAMAGE HAZARD!

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

⚠ CAUTION!




ELECTRICAL SYSTEM DAMAGE HAZARD!

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

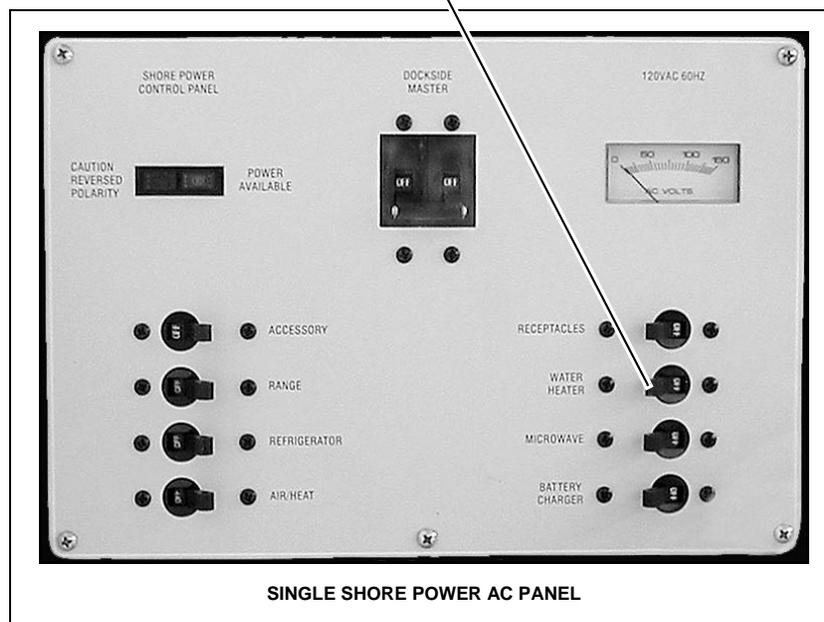
Water Heater



CAUTION!

WATER HEATER DAMAGE HAZARD!

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



Shore Power

NOTICE

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

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

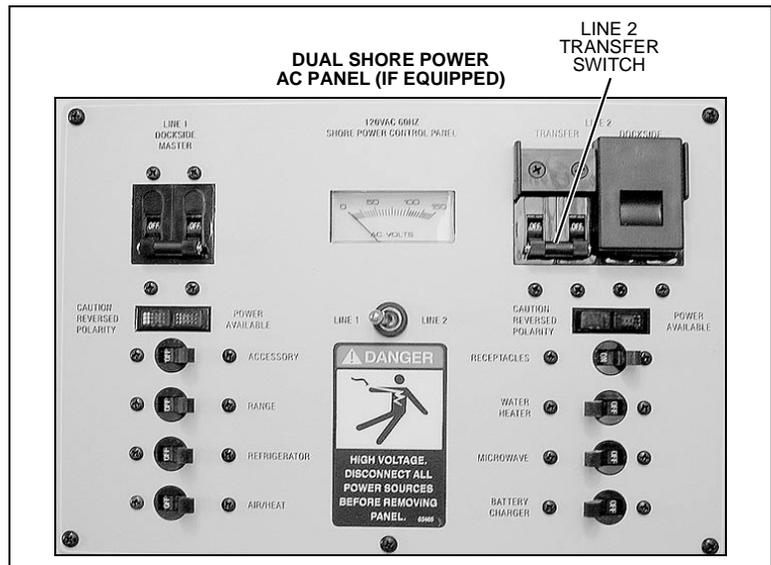
Line 2 Transfer switch (Dual Shore Power Only)

NOTICE

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

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

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



Navigation & Communication Equipment

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

VHF Radio (If Equipped)

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

Compass (If Equipped)

NOTICE

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

Depth Finder (If Equipped)



WARNING!

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

Lighting

Navigation and Interior Lights

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

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



CAUTION!

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

Appliances

NOTICE

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

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

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

Alcohol or Alcohol/Electric Stove (If Equipped)

Your boat may be equipped with an alcohol stove or an alcohol/electric stove. *Before* using your stove, read and understand the manufacturer's manual as well as these instructions.

 **DANGER!**



DANGER
CARBON MONOXIDE

CARBON MONOXIDE POISONING HAZARD!

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

 **WARNING!**



EXPLOSION, SCALDING & FIRE HAZARD!

- *DO NOT* use the stove unless you have read the owner's manual from the manufacturer.
- *Always* keep an approved ABC-type fire extinguisher in galley area.
- Any non-cooking devices on or near your stove during use are potential fire hazards!
- *Do not* use the stove while underway.
- Open flame cooking appliances consume oxygen, this can cause asphyxiation or death. Maintain open ventilation.

 **CAUTION!**

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

Microwave Oven (If Equipped)

Before attempting to use the microwave oven, make sure the breaker switch on the AC master panel is *On*. Instructions for the microwave oven can be found in your boat's owner's packet.

Refrigerator (If Equipped)

Before attempting to use the refrigerator, make sure the breaker switch on the AC master panel is *On*. Instructions for the refrigerator, microwave oven can be found in your boat's owner's packet.

Propulsion

Engine

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

Fuel System

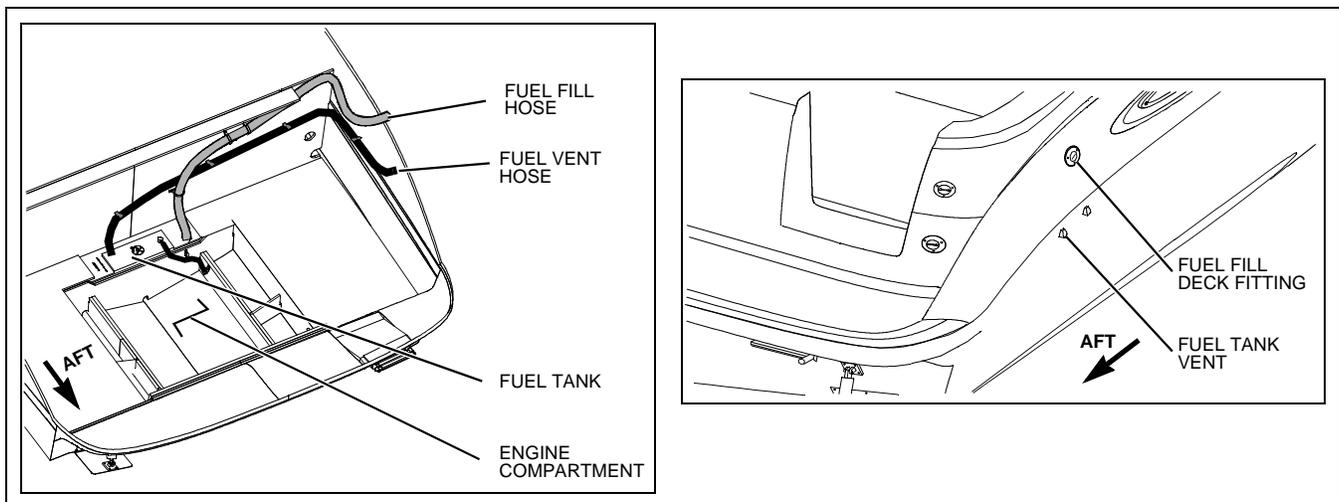
⚠ WARNING!

FIRE/EXPLOSION HAZARD

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

⚠ CAUTION

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



Fuel Fill and Vent

- The fuel fill fitting, marked "GAS", is located on the starboard aft deck.
- The fuel tank vent is located below the fuel fill.
- If you experience difficulty filling the fuel tank, 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.
- Consult with your selling dealer or local marina concerning fuel additives that help to prevent fungus or other buildup in your fuel tank.

Anti-siphon Valve

NOTICE

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

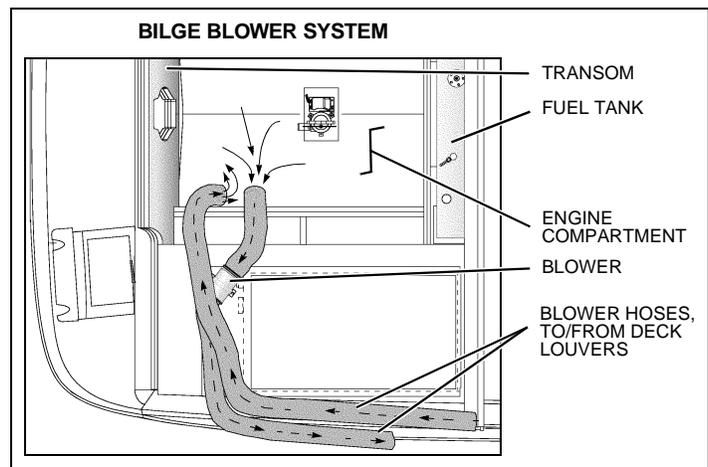
- Your boat is equipped with an anti-siphon valve, which is an integral part of the fuel system.
- The valve is located at the point where the fuel feed line attaches to the fuel tank.
- The valve is spring loaded and is opened by fuel pump vacuum.
- This valve *will* prevent fuel from siphoning from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

Engine Room Ventilation System

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

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

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



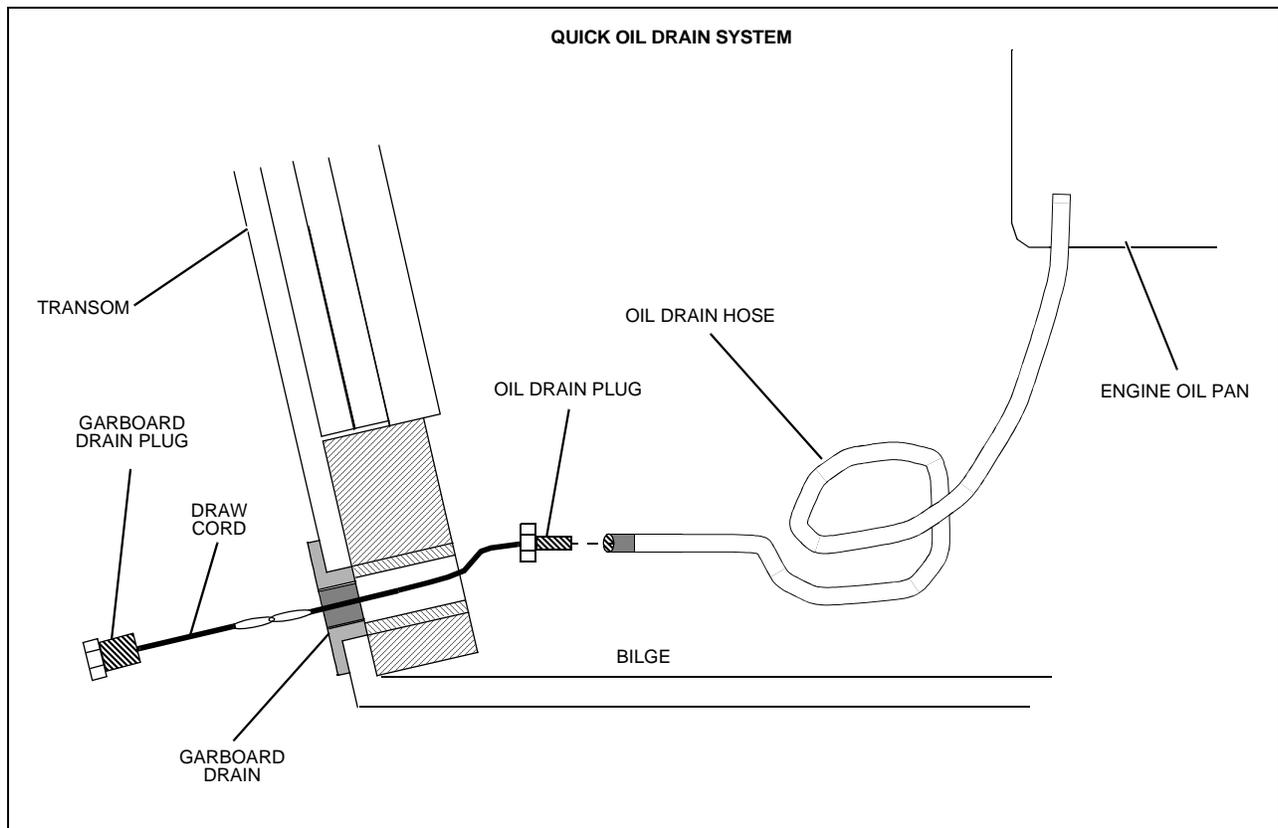
WARNING!



FIRE/EXPLOSION HAZARD

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

Quick Oil Drain System



To drain the engine oil:

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

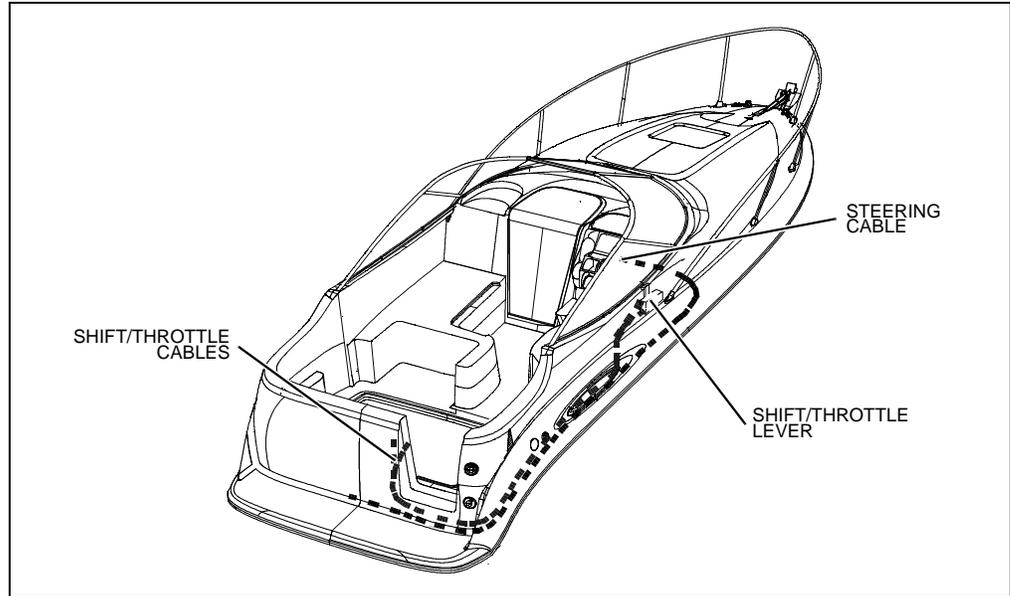
***Always* dispose of waste oil in accordance with local regulations.**

Controls

Power Trim and Tilt

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

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



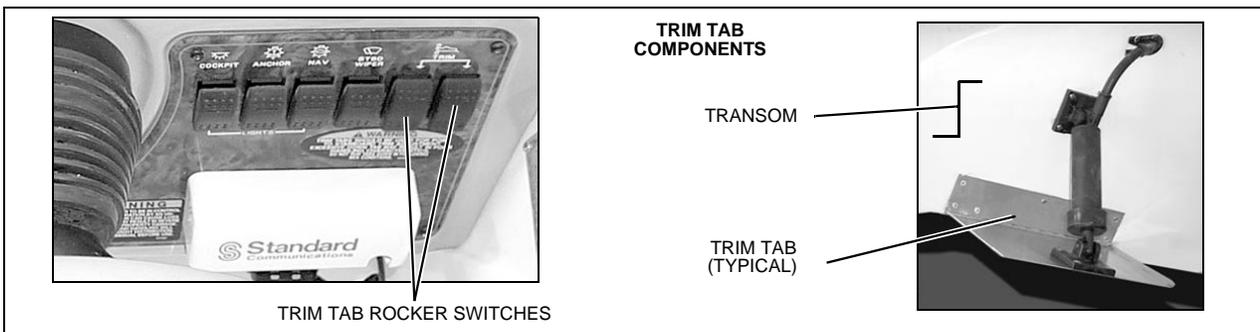
Trim Tabs

!

WARNING!

LOSS OF CONTROL HAZARD!

- **Improper use of trim tabs may cause loss of control! *DO NOT* use trim tabs in a following sea as they may cause broaching or other unsafe handling characteristics.**
- ***NEVER* allow anyone unfamiliar with trim tabs to operate them.**
- ***DO NOT* use trim tabs to compensate for excessive unequal weight distribution.**



The trim tabs may be used to help keep your boat level at cruising speeds.

The trim tabs are controlled by two rocker switches at the helm. **Before** using the trim tabs read and understand the trim tab operation manual included in your boat's owner's packet.

Observe the following:

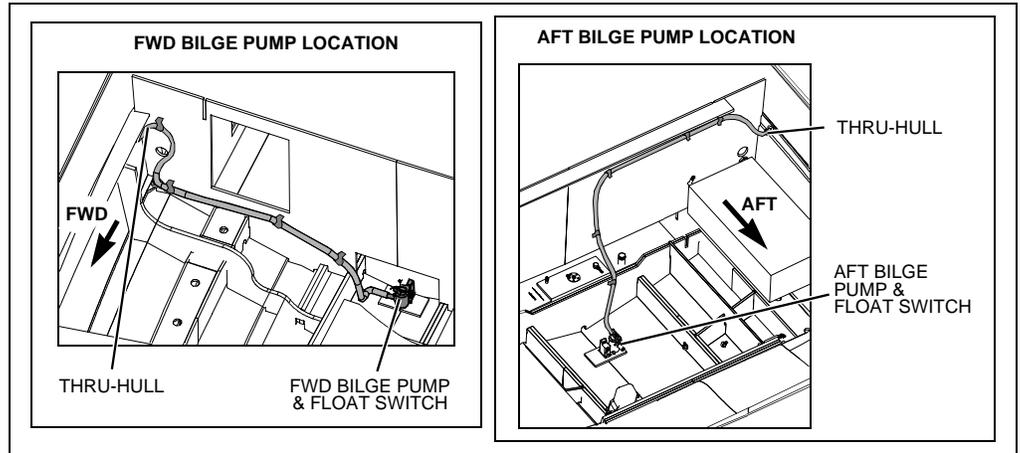
- Once cruising speed is reached, the port or starboard trim switch may be used (one at a time) to level the boat. Perform trim tab adjustment with several short touches to the switch rather than one long one. After each short touch allow several seconds for the hull to react.
- The trim tab hydraulic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

Bilge Pumps

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 is equipped with two impeller-type bilge pumps.
- The bilge pumps are automatically controlled by float switches (see "Autofloat Switches" on the next page).
- The bilge pumps can also be controlled by switches on the dash.

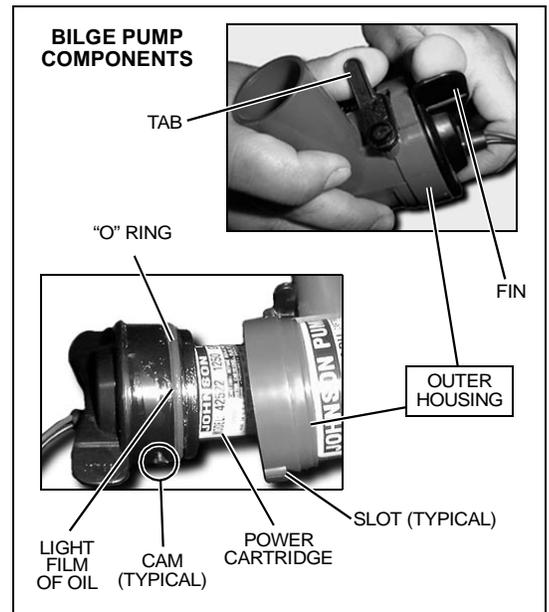


Bilge Pump Testing

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

Individually test each pump as follows:

1. Turn **On** bilge pump switch at helm.
2. Make sure water in bilge is pumped overboard.
 - If there is water in the bilge and the pump motor is running but **not** pumping inspect the discharge hose for a kink or collapsed area.
 - If **no** problems are found, check the bilge pump housing for clogging debris as follows:
 1. Remove power cartridge:
 - a. Lift tab while rotating fins counter-clockwise.
 - b. Lift out power cartridge.
 - c. Clear outer housing of debris.
 2. Reinstall power cartridge:
 - a. Make sure "O" ring is properly seated.
 - b. Coat "O" ring with a light film of vegetable or mineral oil.
 - c. Align two cams on either side of power cartridge with two slots on outer housing and press power cartridge into housing while twisting clockwise.
3. Check reinstallation by trying to twist fins counter-clockwise without lifting tab; cartridge should stay in place.

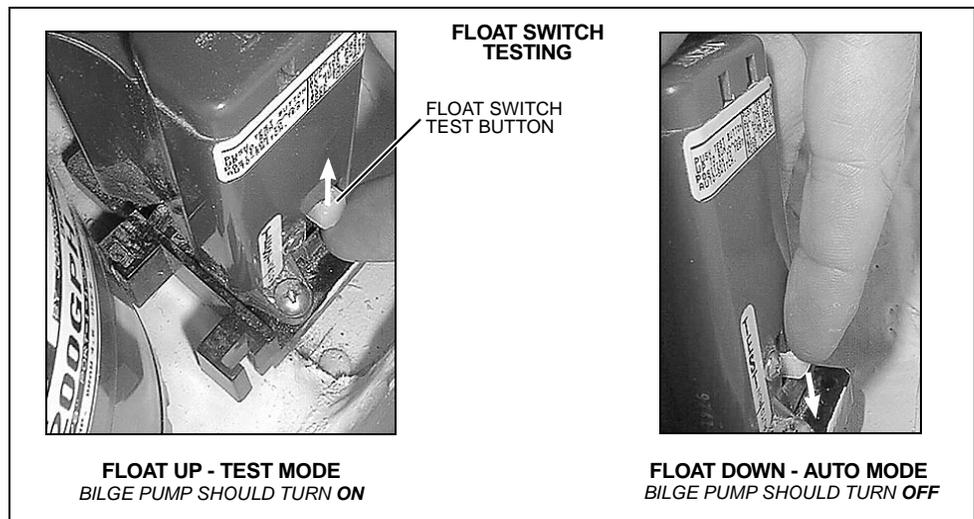


Autofloat Switches

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

Test the autofloat switches often as follows:

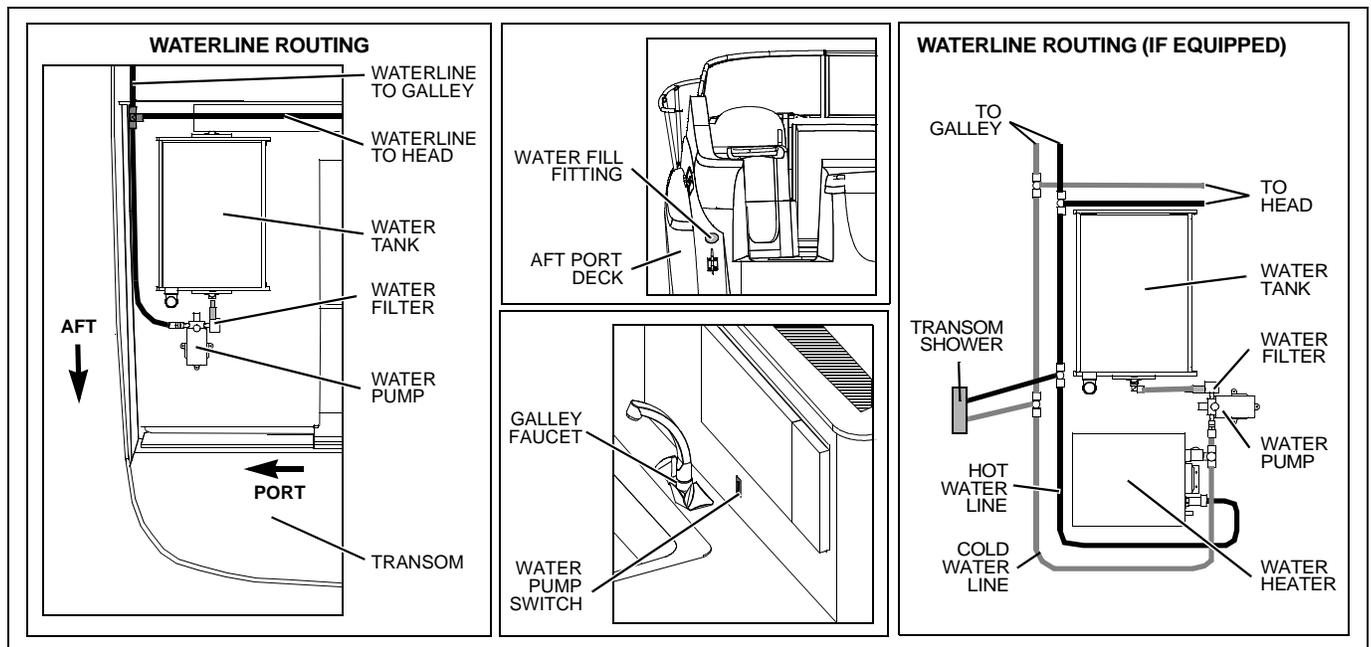
1. Push float switch test button up to turn **On** bilge pump.
 - If the pump does **not** turn **On**, check the inline fuse.
 - If the fuse is good but the switch does **not** work, it may indicate a bad switch or possibly a low battery.
2. Push test button **all** the way down to return the float switch to auto mode.



CAUTION!

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

Freshwater Systems (If Equipped)



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

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

Freshwater System Winterization


CAUTION!

WATER SYSTEM DAMAGE HAZARD!

*Never blow compressed air through the water system when **all** of the faucets are **Closed**.*

1. Turn **On** the water system switch.
2. **Open all** of the faucets and showers and let the water system drain completely.
3. Turn **Off** the water system switch.

Any remaining water **must** be removed from the water lines. There are two ways to remove the remaining water from the lines:

- Compressed Air
- Gravity Draining

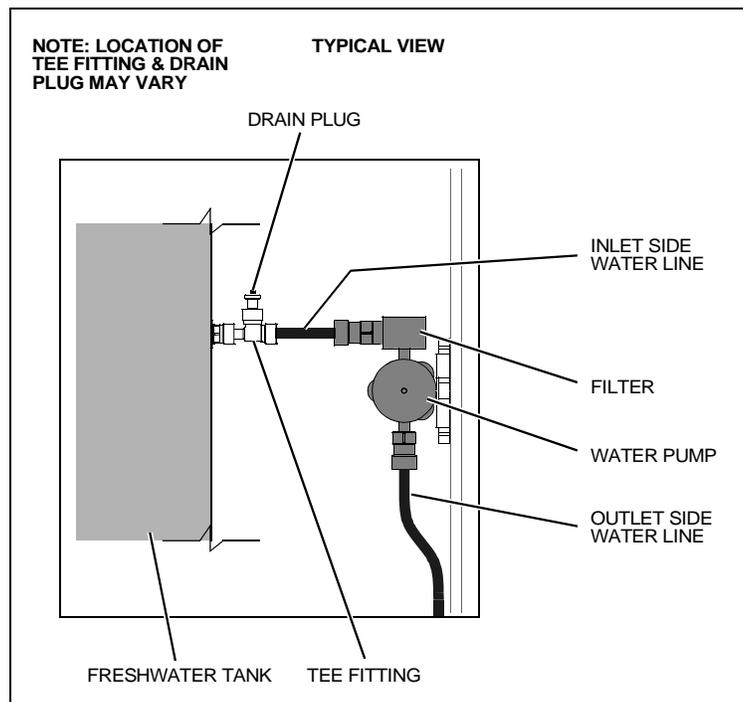
Compressed Air

You **must** have an air compressor with an air hose and an air nozzle.

1. Remove the water line from the outlet side of the water pump (opposite side from filter).
2. **Open** the faucet that is furthest away from the water pump.
3. Place the air nozzle against the end of the just removed water line and blow air through the system.
4. When water stops coming out of the **Open** faucet, stop the air and **Close** the faucet.
5. One at a time, repeat this process on **all** faucets and showers.

Gravity Draining

1. **Open all** faucets and showers.
2. Remove the drain plug from the tee fitting on the freshwater tank.
3. When the water has stopped draining from the freshwater tank, replace the drain plug.



Transom Shower (If Equipped)

A freshwater transom shower is located on the aft port side of the cockpit (if equipped). The water pump switch **must** be turned **On before** using the transom shower. Read the manufacturer's operating instructions, provided in your boat's owner's packet.

Water Heater (If Equipped)

! WARNING!

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

! CAUTION!

WATER HEATER DAMAGE HAZARDS!

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

NOTICE

If your boat is connected to shore power or generator power, but the water heater is *not* working:

- Make sure the water heater circuit breaker on the AC panel is switched *On*.

If the circuit breaker on the AC panel is *On*, but the water heater is still *not* working:

- Consult with your dealer about checking the "push to reset" circuit breaker located on the water heater.

- Your boat may be equipped with a water heater. The water heater is located on the aft port side of the bilge.
- The water heater is connected to the AC power system, therefore, you *must* make sure that the water heater breaker on the AC panel is turned *On before* water will be heated.
- In addition to the circuit breaker on the AC panel, there is a push to reset breaker on the water heater unit under the metal cover on the front of the water heater.
- Read the manufacturer's instruction manual in your boat's owner's packet and observe the warnings:

Winterizing the Water Heater

1. Turn *Off* the water heater breaker.
 2. Disconnect the hose (A) attached to the pressure relief valve (B).
 3. If there is any water in this hose, drain it into the bilge or into a bucket.
 4. *Open* the pressure relief valve (B).
 5. *Open* the drain valve (C).
- Leave the pressure relief and drain valves *Open* until you fit out the boat after storage.



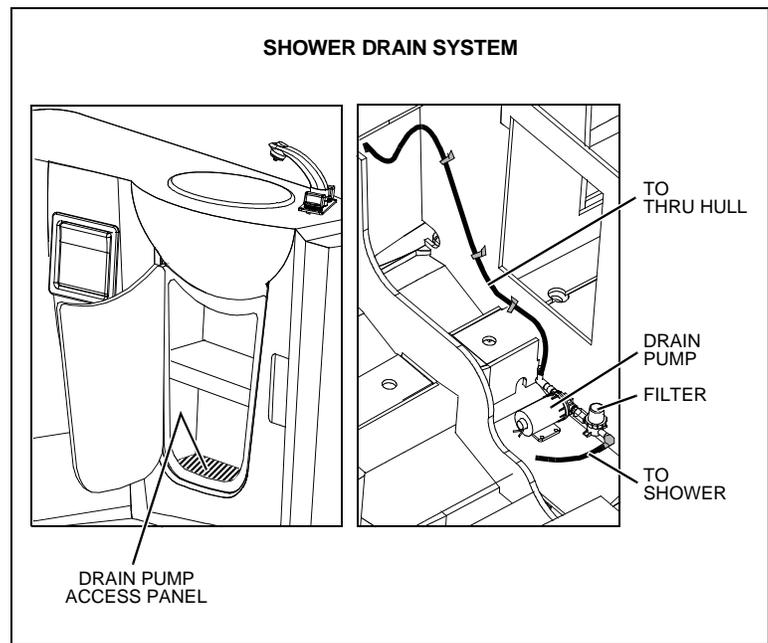
Sink and Shower Drains

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

Shower Drain System

Water from the head shower is pumped overboard.

- The shower drain pump is controlled by a switch near the sink.
- Turn the shower drain pump **On** whenever the shower is used.
- Turn the pump **Off** after **all** of the water has drained out of the shower.
- If the shower does **not** drain, clean the filter located next to the pump of debris.
- The shower drain pump and filter can be accessed through the head sink cabinet floor (see illustration on right).



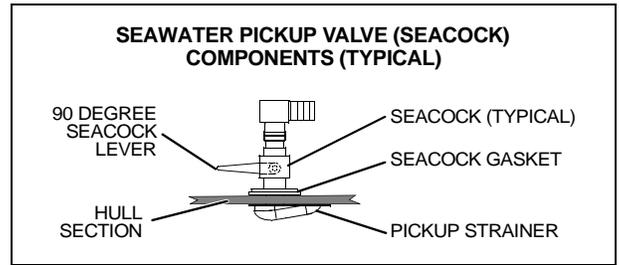
Seawater Systems (If Equipped)

Seacocks

A seacock is a valve, controlled by a 90° lever, used to manage the pickup of seawater through the hull and below the water line. Seacocks are typically used on your boat in the following seawater pickup systems:

- Marine head (toilet)
- Air conditioning system

Before using any of these systems, make sure that the system's seacock is **Open** and remains **Open** until the system is shut **Off**.



CAUTION!

SYSTEM DAMAGE HAZARD!

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

Seawater Strainers

- Seawater strainers are used in water pickup systems to filter incoming seawater.
- A seawater strainer is located near each system's seacock.
- Check the strainers for leaks and/or debris **every time** you use your boat.
- If debris is found, clean the seawater strainer as follows:



CAUTION!

FLOODING HAZARD!

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

SYSTEM DAMAGE HAZARD!

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

1. Make sure the component/system that the strainer is connected to is turned **Off**.
2. **Close** the seacock that sends seawater to the strainer you are about to clean. The seacock **must** remain **Closed** until the strainer is completely reassembled.
3. Take apart the seawater strainer.
4. Remove the debris.
5. Flush the strainer with water.
6. Reassemble the seawater strainer.
7. **Open** the seacock and check for leaks around the strainer. If **no** leaks are found, you may use the component or system.

Marine Head With Holding Tank (If Equipped)

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

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

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

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

Using The Marine Head

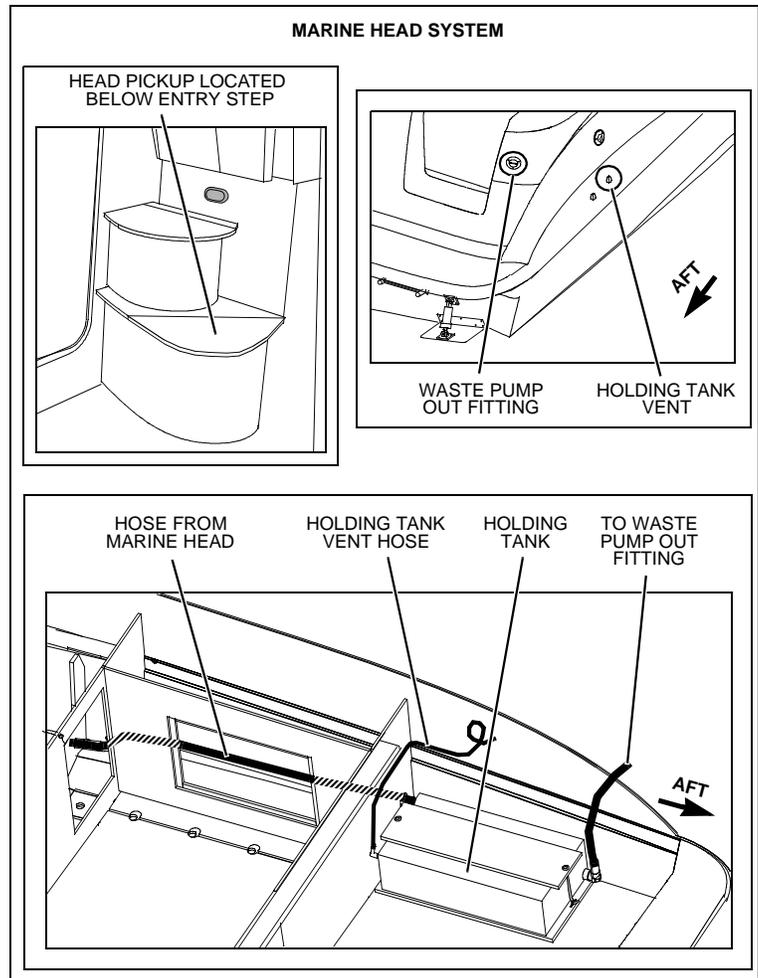
1. **Open** the head's seawater pickup valve (seacock).
2. **Before** using the head, pump enough water into the bowl to wet the sides.
3. After use, pump until the bowl is clean. Continue pumping a few more times to clean the lines.

If excess waste causes the water to rise in the bowl, stop pumping until the water recedes.

Close the pickup seacock before getting underway and leave it closed while the boat is underway or whenever the boat is left moored in the water.

Winterizing The Head

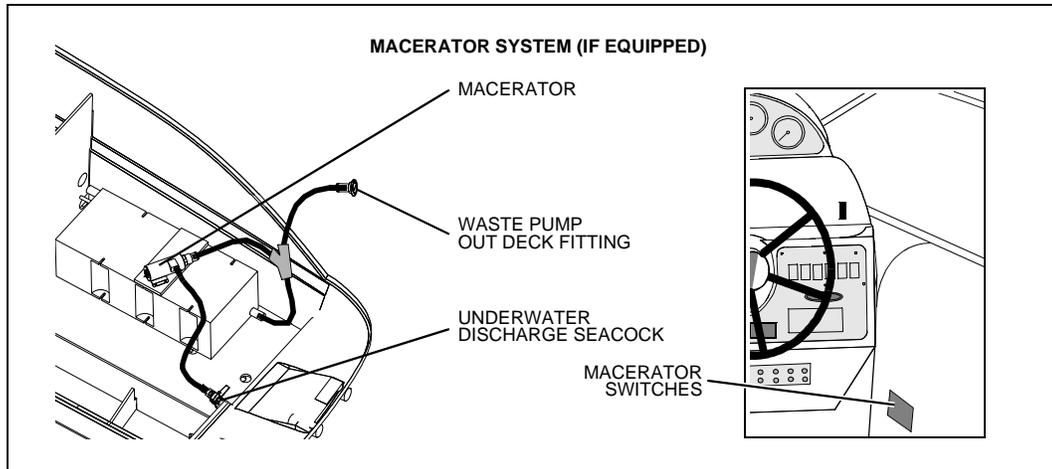
1. Shut **Off** the pickup seacock and pump the head until the bowl is dry.
2. Remove the drain plug in the base and pump again to remove **all** of the water.
- **Do not** fill the bowl with anti-freeze.
- **Close** the pickup seacock while the boat is underway or whenever the boat is left moored in the water.



Macerator (If Equipped)

NOTICE

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



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

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

Portable Toilet (If Equipped)

Your boat may feature a portable toilet. Read and follow the manufacturer's operating instructions supplied in your owner's packet *before* using your portable toilet.

Air Conditioning System (If Equipped)

⚠ **DANGER!**



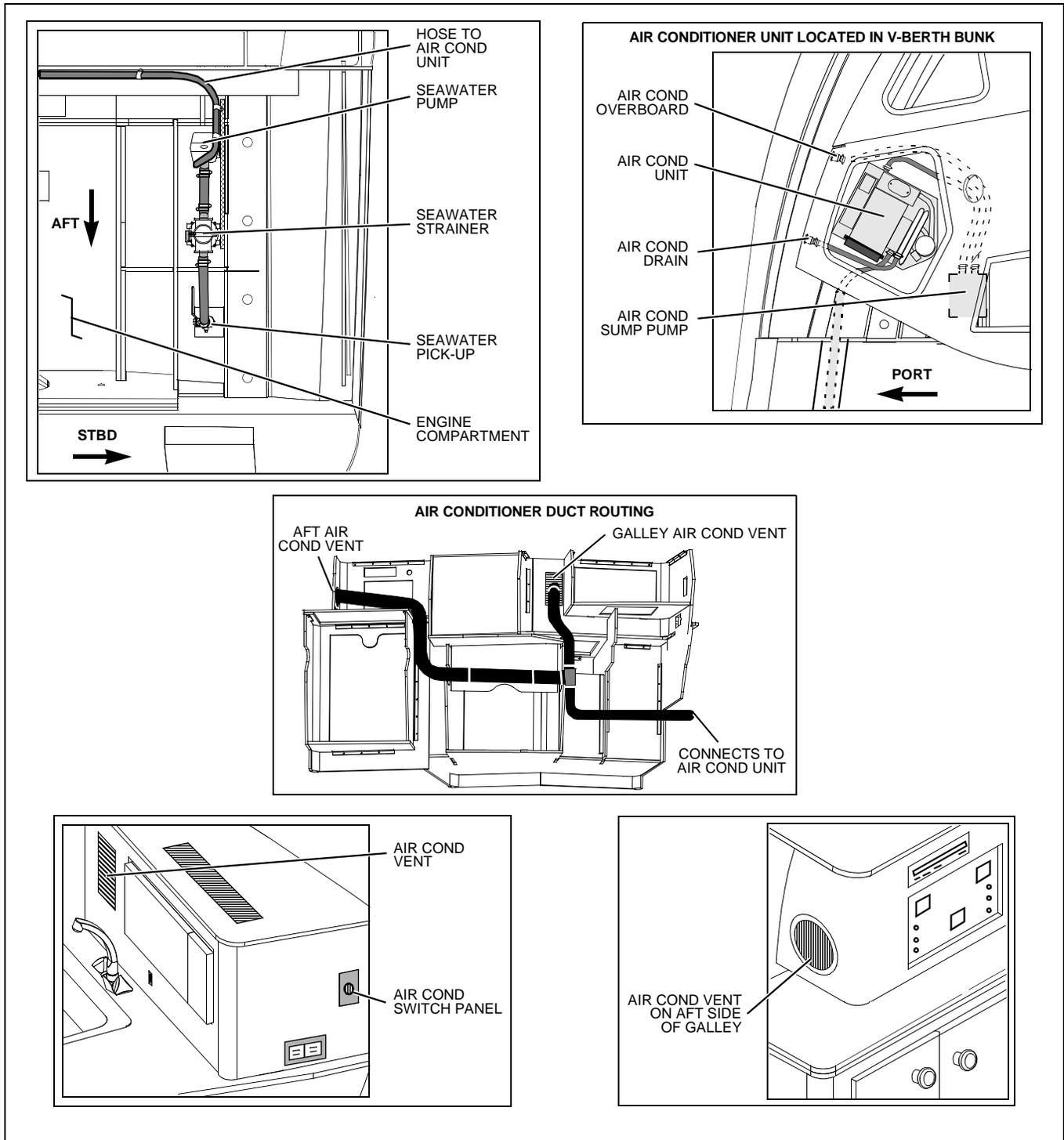
CARBON MONOXIDE POISONING HAZARD!

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

⚠ **CAUTION**

SYSTEM DAMAGE HAZARD!

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



Your boat may be equipped with an air conditioning system. Please refer to the air conditioner manual for operating instructions.

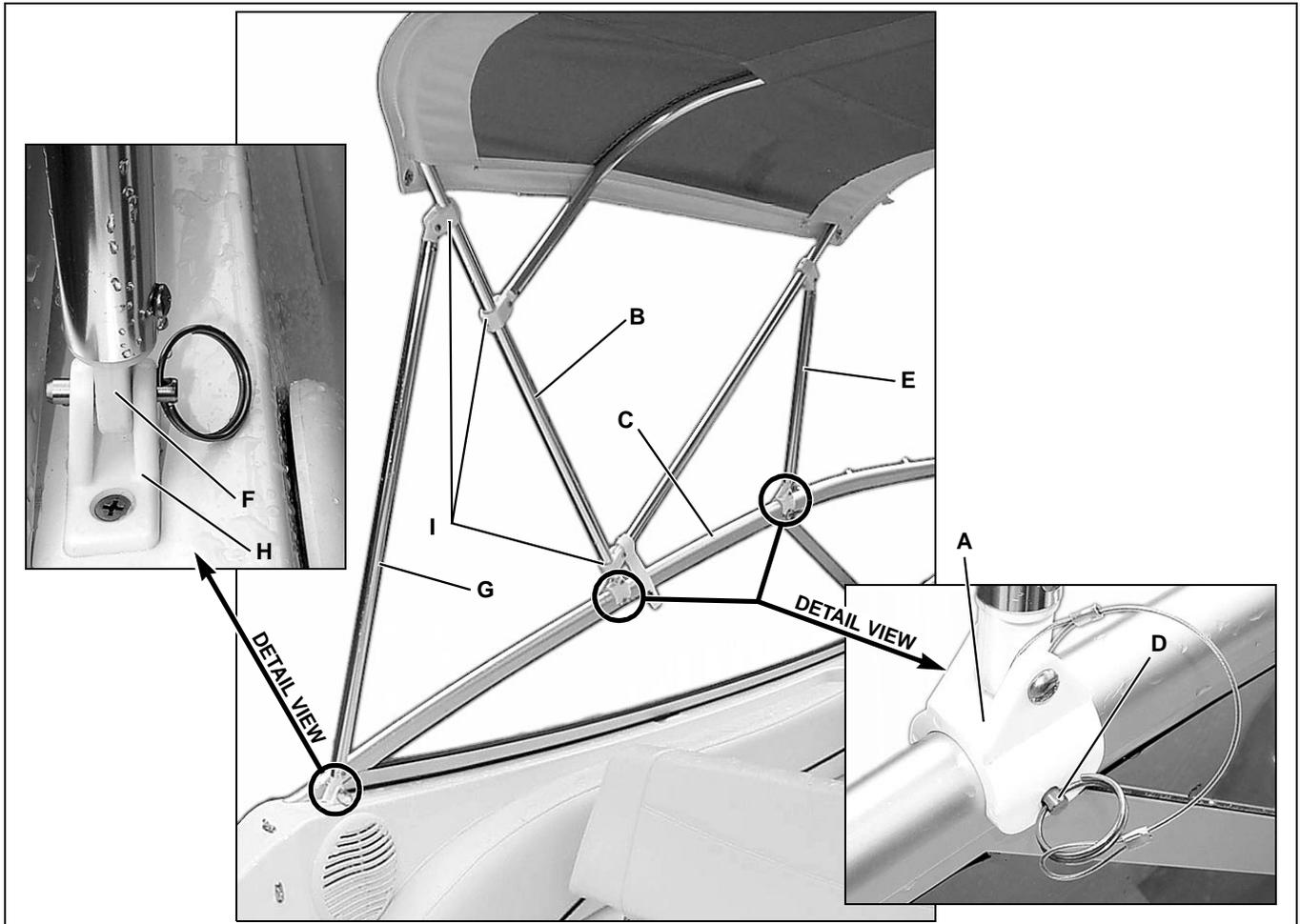
- **Before** using the air conditioning system, make sure the breakers on the AC main distribution panel are turned **On** and make sure the system's seawater pickup seacock is **Open**. The seacock **must** remain **Open** when the air conditioner is in use.
- Check the seawater pickup strainer **every time** you use your boat for debris according to the directions given in the *Seawater Strainer* section of this *Supplement*.
- Periodically clean the sump pump of debris according to the instructions outlined in the bilge pump section of this *Supplement*.

Canvas Top (If Equipped)



CAUTION!

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

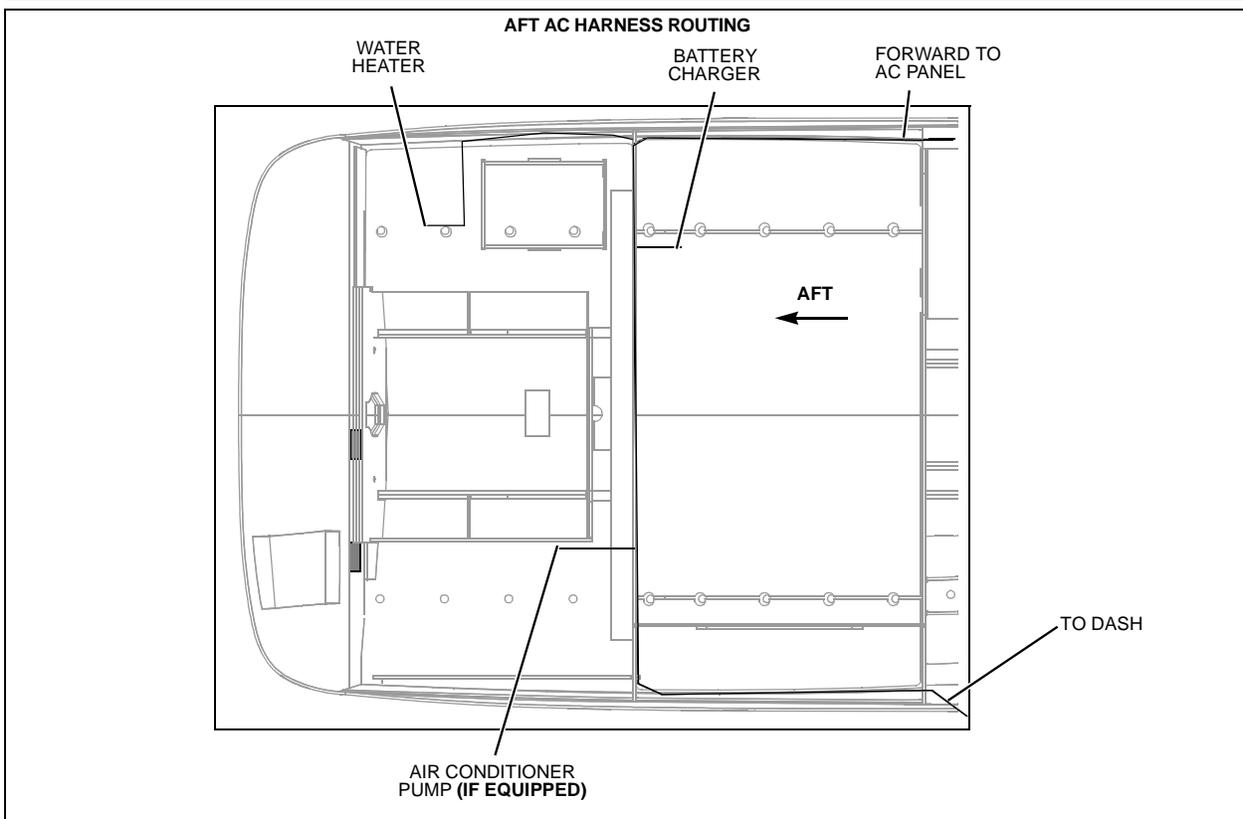
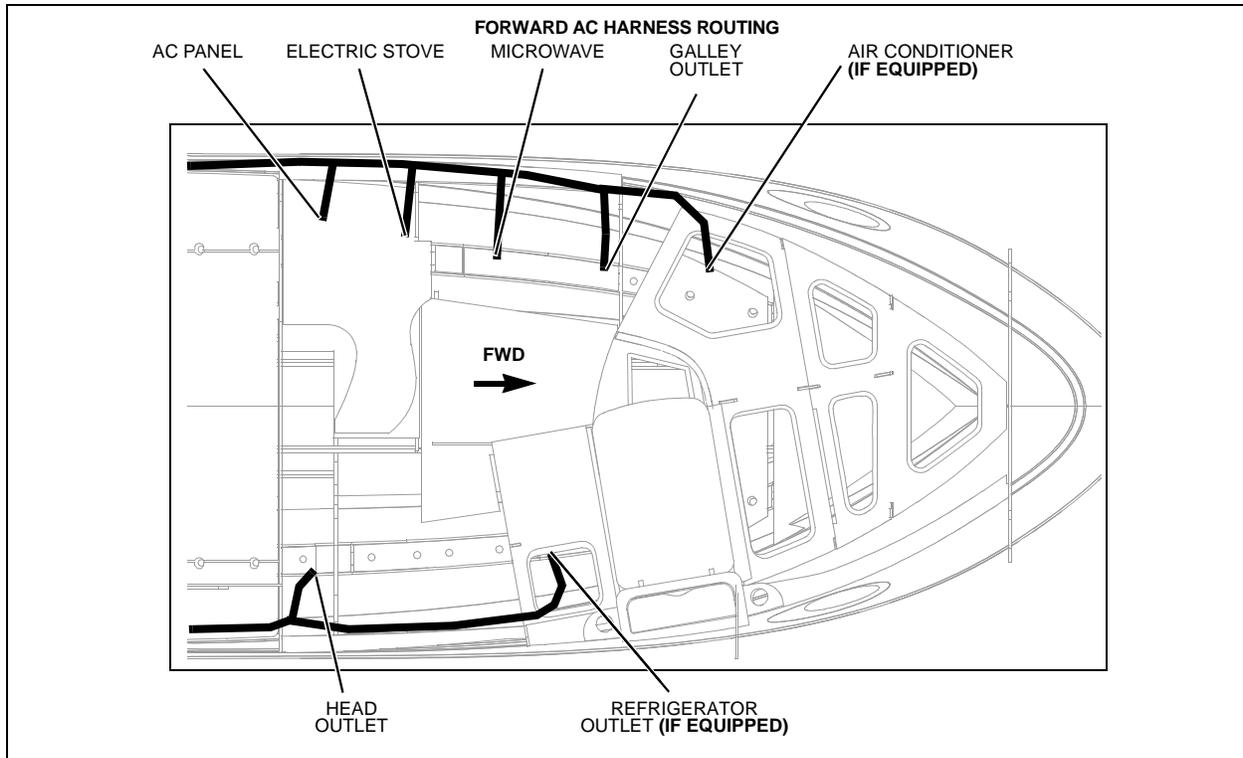


1. Slide the swivel ends (A) of the main bow (B) over the side windshield frames (C) and insert the pins (D).
2. Unfold the canvas top and slide the swivel ends of the forward legs (E) over the windshield frame and insert the pins.
3. Slide the eye ends (F) of the aft legs (G) into the deck hinges (H)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

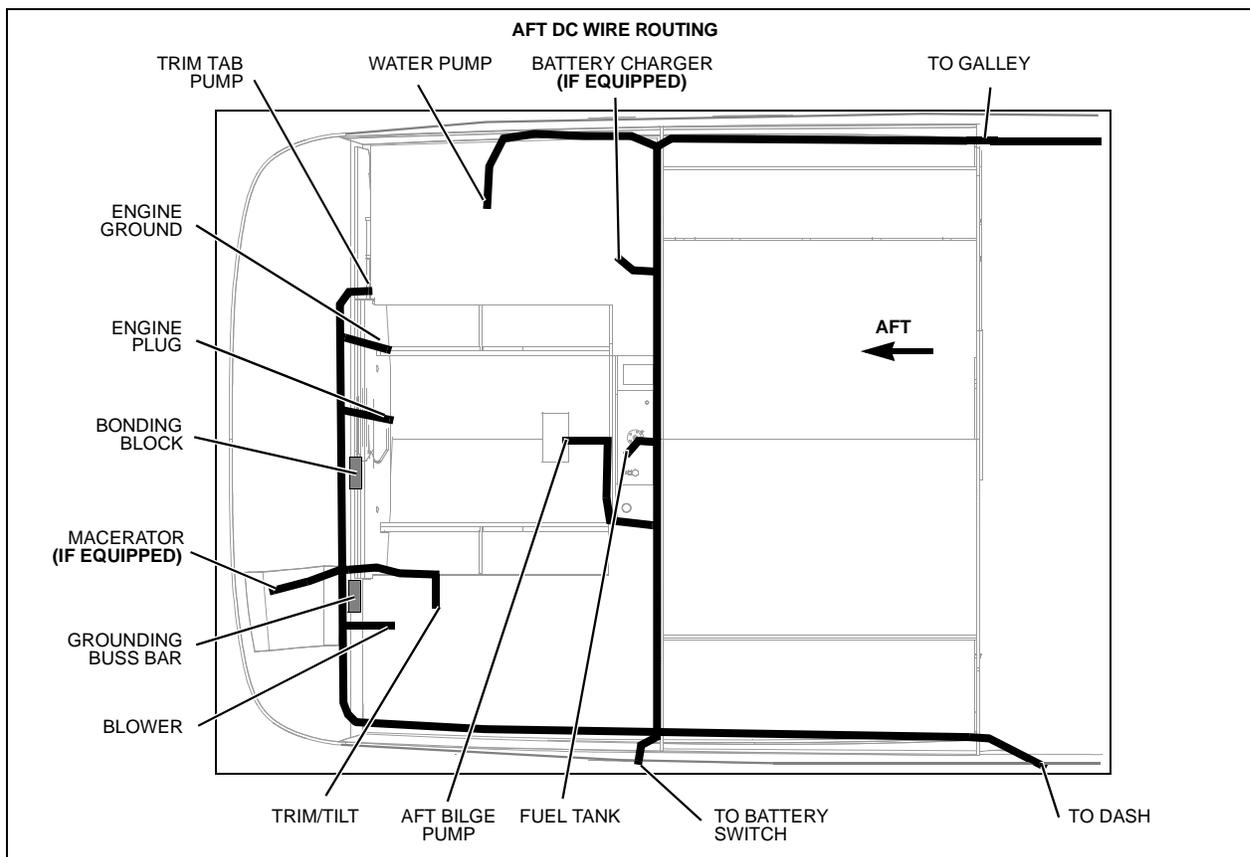
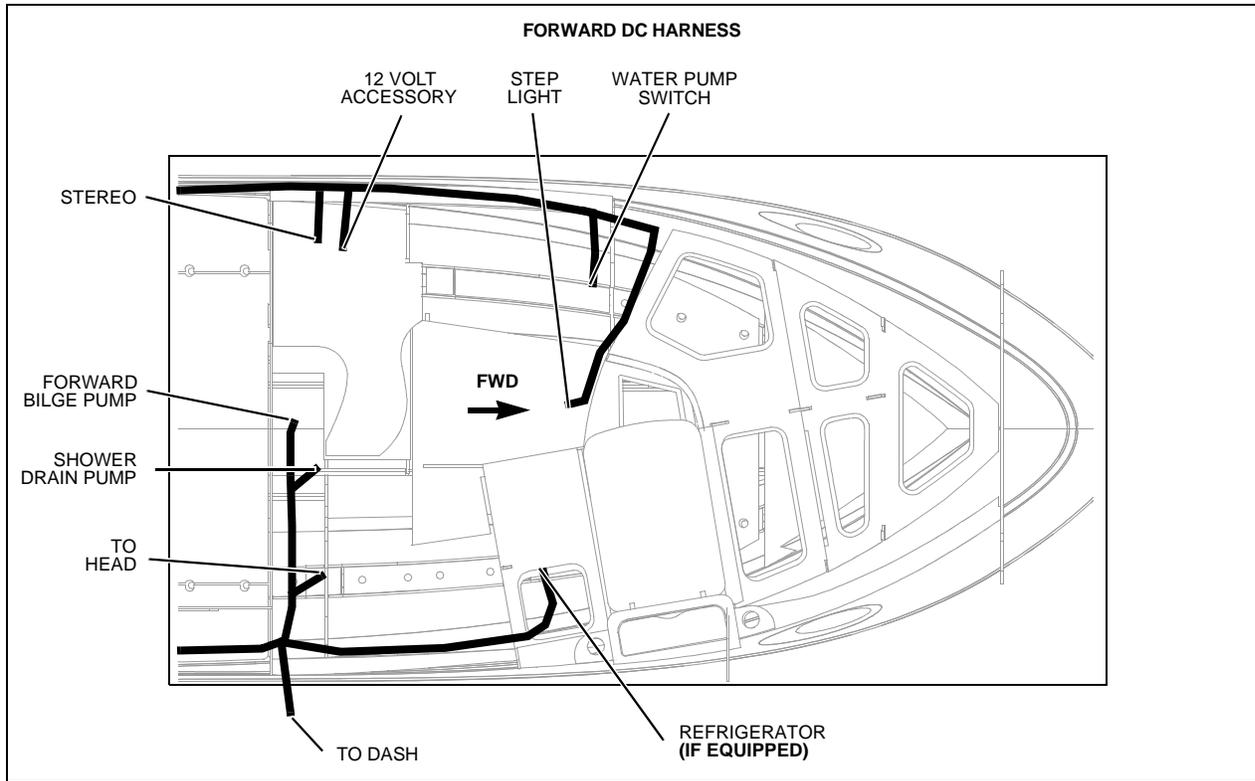
Chapter 3: Electrical Routings

Hull Harnesses Routings

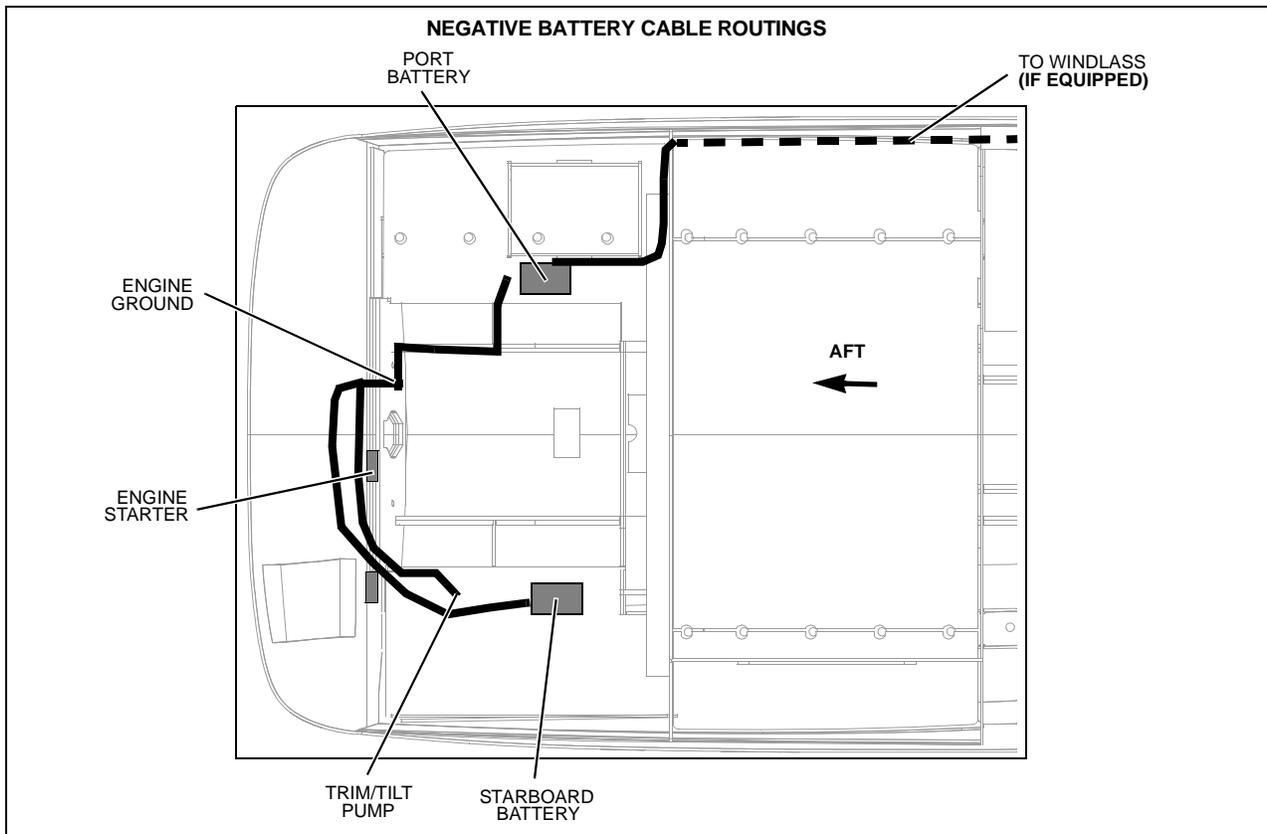
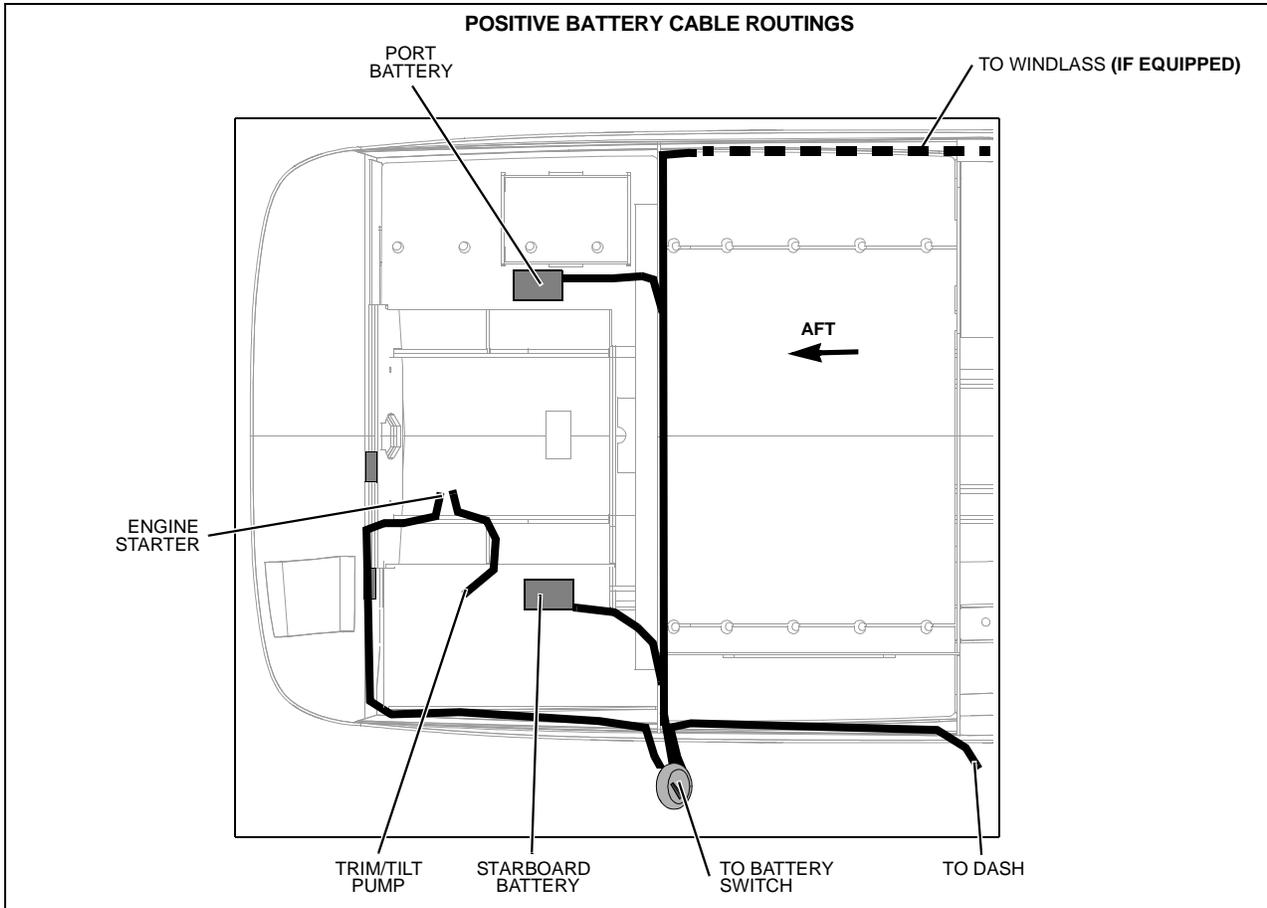
AC Hull Harness Routings (If Equipped)



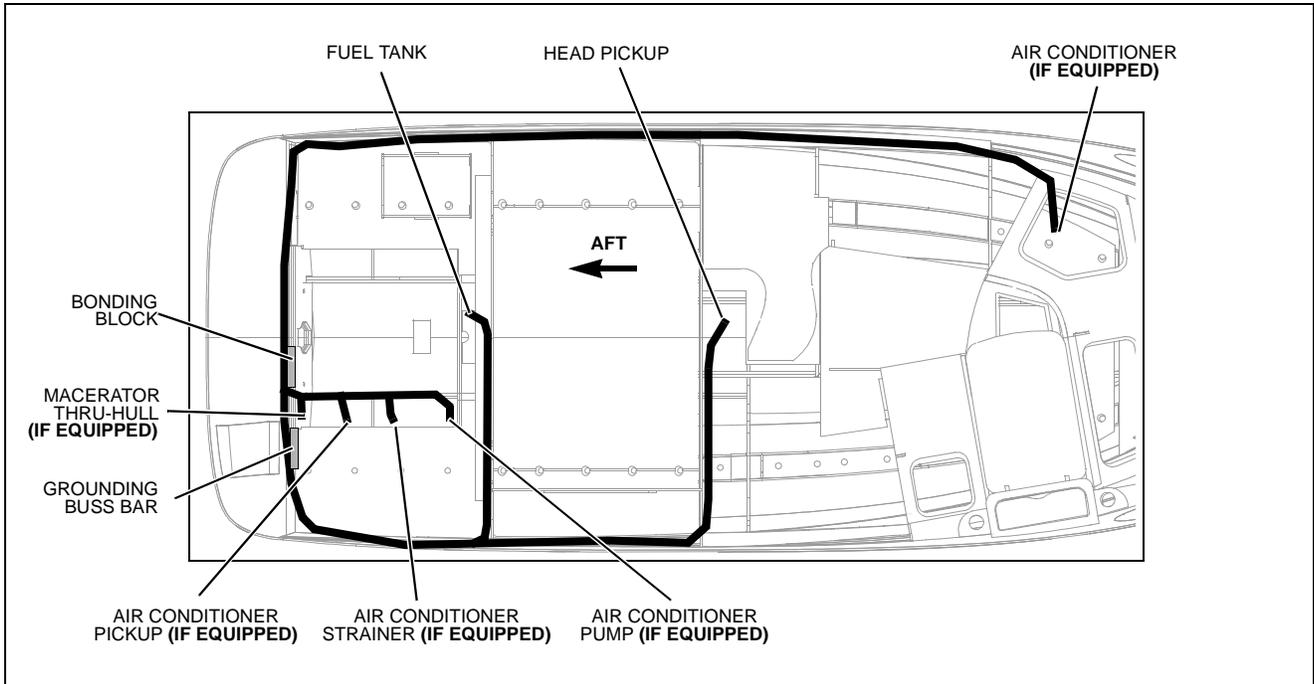
DC Hull Harness Routings



Battery Cable Routings

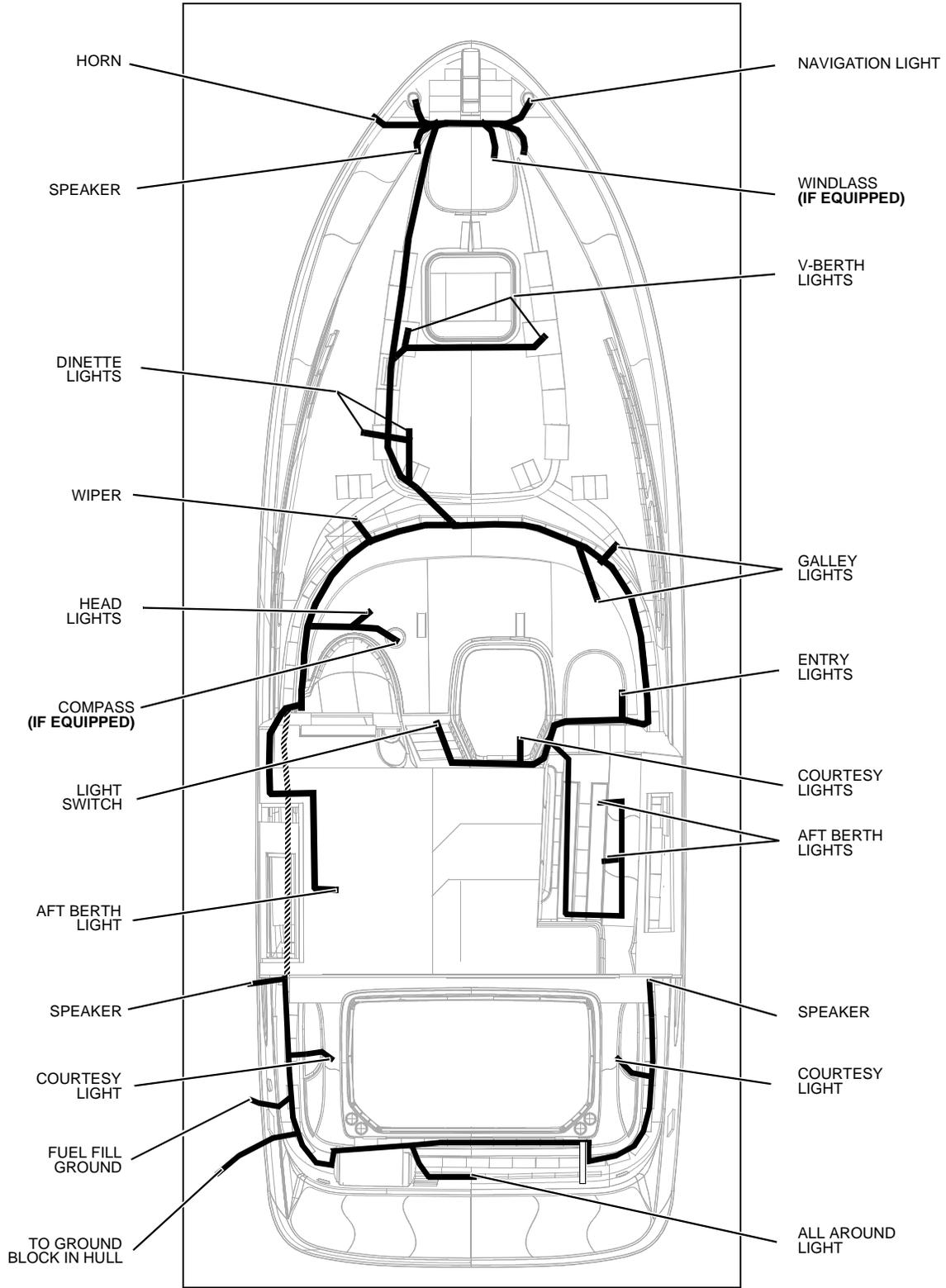


Bonding Harness Routing



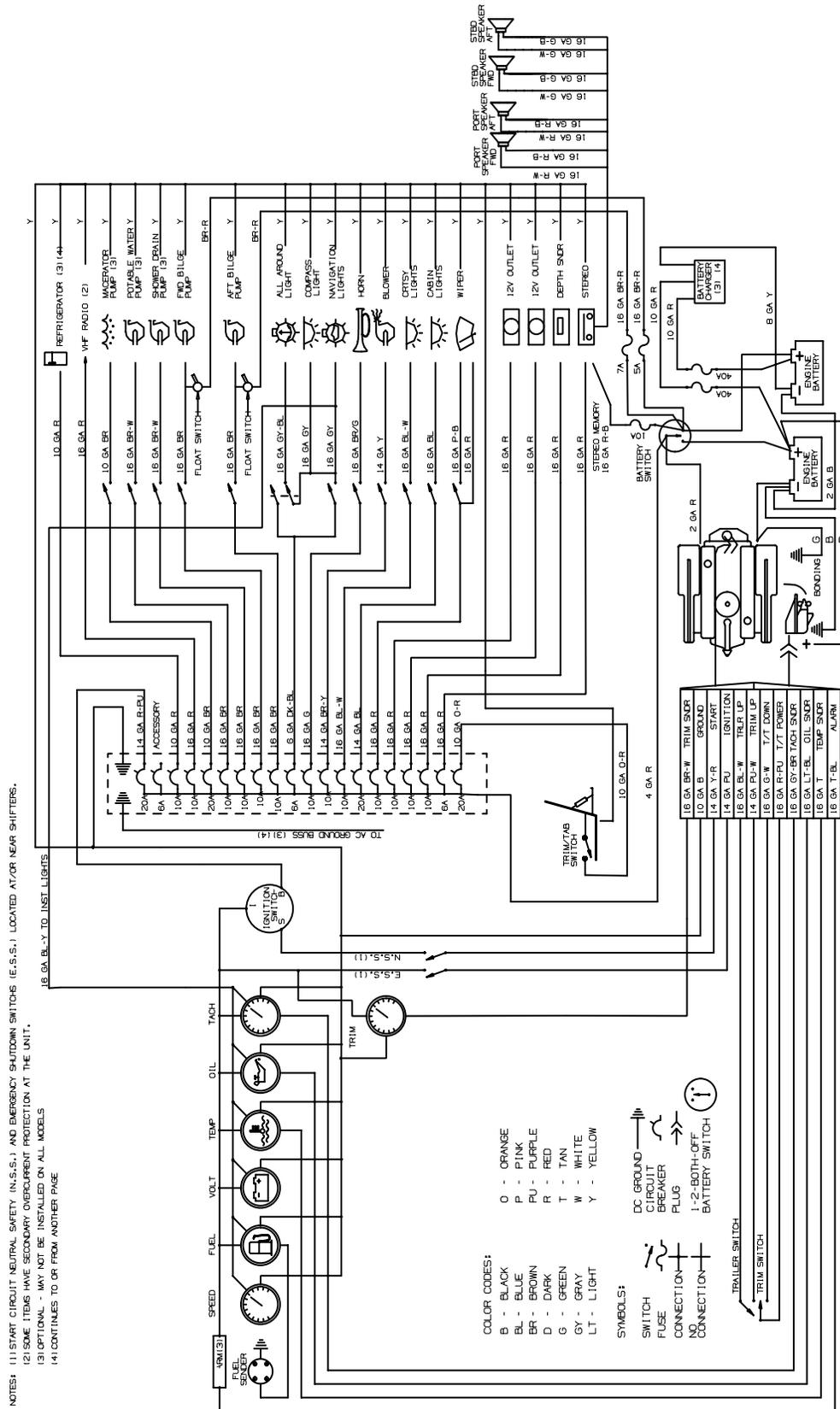
Deck Harness Routings

NOTE: VIEW IS OF UNDERSIDE OF DECK



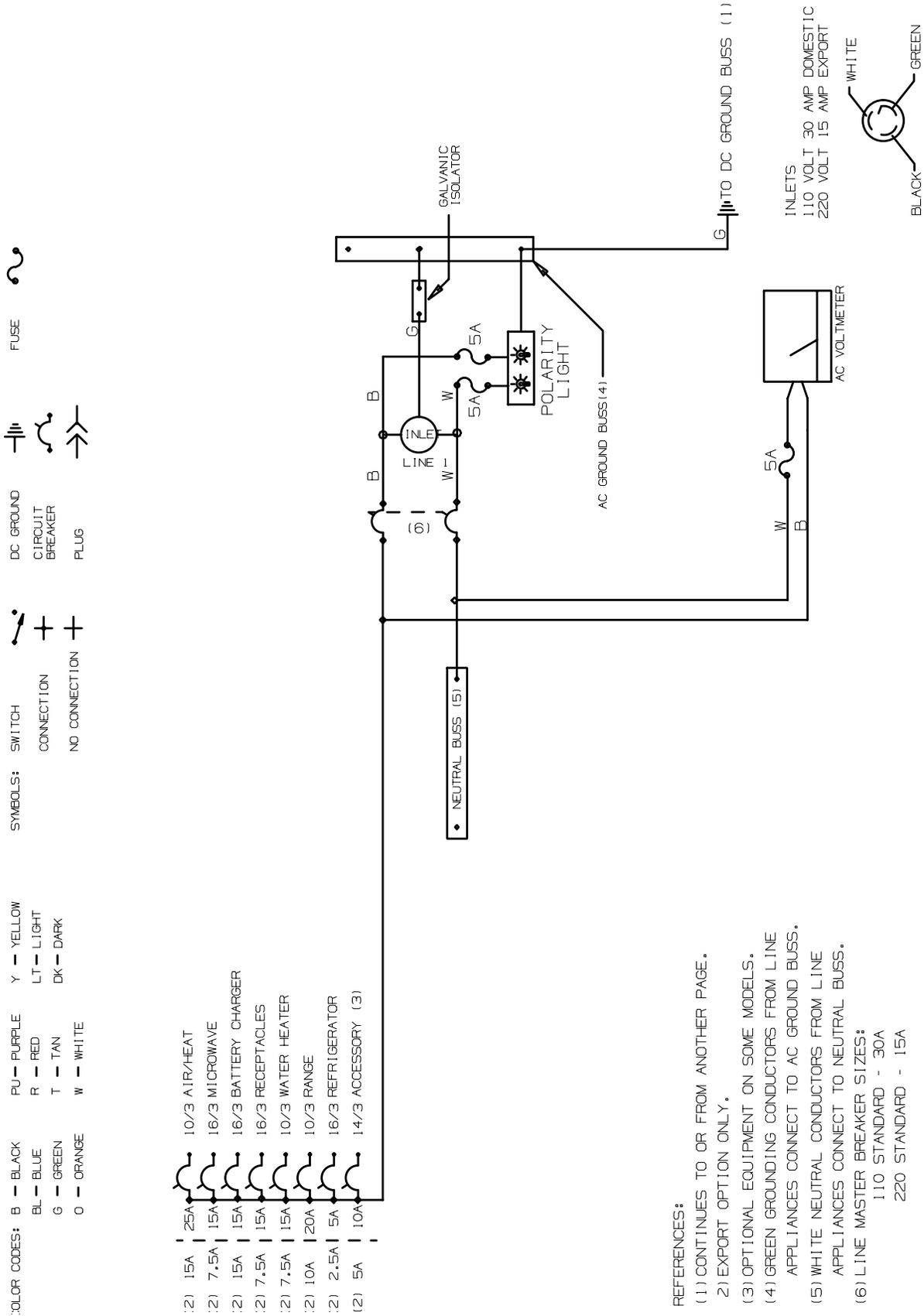
Chapter 4: Wiring Diagrams

Direct Current Electrical System

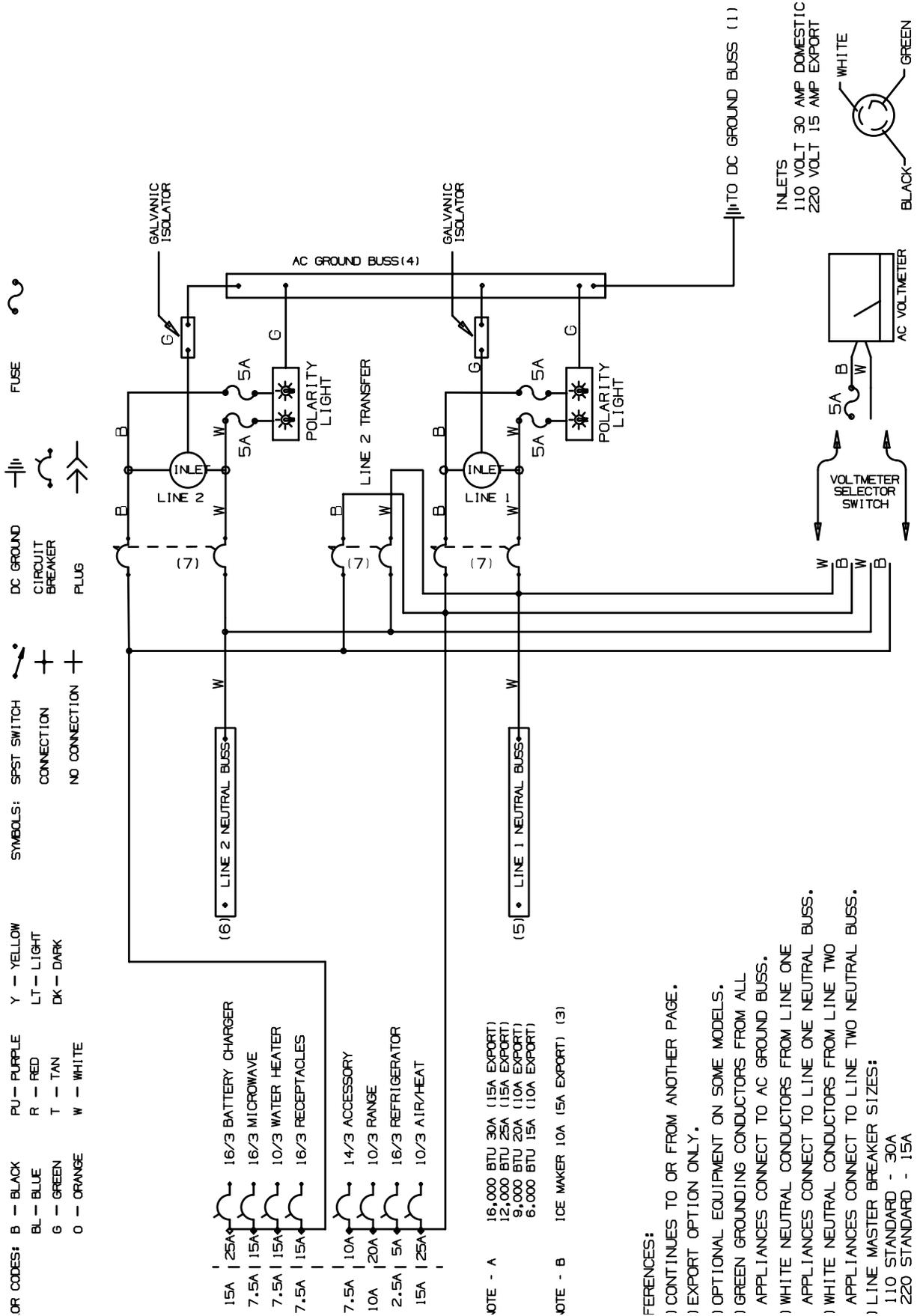


AC Electrical System (If Equipped)

Single Shore Power



Dual Shore Power



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		

Operator of Boat

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

Persons on Board

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

Survival Equipment

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

Vehicle Description

Make	Model
Color	License Number
Where is the Vehicle Parked?	

Trip Expectations

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

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

Coast Guard Phone Number
Local Authority Phone Number

Part Number 1700660

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