

BAYLINER®

219 & 249

Deck Boats

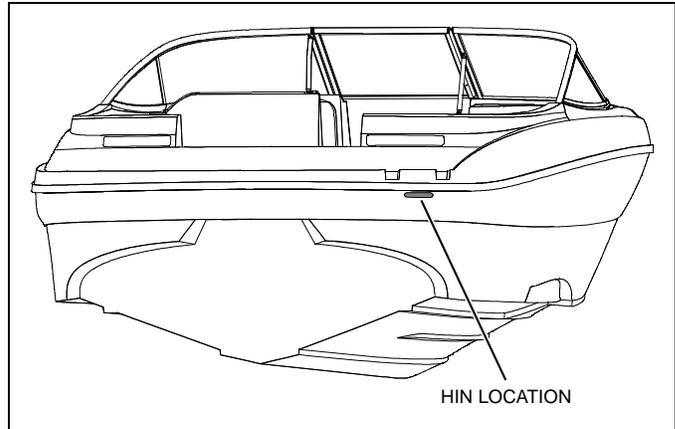
Owner's Manual *Supplement*

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

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

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CONTENTS

1 Chapter 1: Welcome Aboard!

- 1 Dealer Service
- 1 Warranty Information
- 1 Boating Experience
- 2 Engine & Accessories Guidelines
 - 2 *Propeller*
- 2 Engine & Accessories Literature
- 3 Qualified Maintenance
- 3 Special Care For Moored Boats
- 4 Safety Standards
- 5 Carbon Monoxide (CO)
 - 5 *Facts about CO*
 - 6 *Where and How CO Can Accumulate*
 - 6 *How to Protect Yourself and Others From CO*
 - 7 *CO Checklists*
 - 7 *More Information*

8 Chapter 2: Product Specifications

- 8 219
- 8 249

9 Chapter 3: Locations

- 9 Exterior Views
 - 9 *219 Hull Views*
 - 9 *249 Hull Views*
 - 10 *219 Deck Views*
 - 11 *249 Deck Views*
 - 12 *Helm View*
 - 13 *Component Locations*

18 Chapter 4: Propulsion & Related Systems

- 18 Engine
- 18 Bilge Blower System
- 19 Fuel System
 - 19 *Fuel Fill & Vent*
 - 20 *Fuel Filters*
 - 20 *Anti-siphon Valve*
- 21 Quick Oil Drain System

22 Chapter 5: Controls & Gauges

- 22 Steering
- 22 Shift/Throttle Controls
- 22 Power Trim and Tilt
- 23 Gauges
 - 23 *Cleaning Gauges*
 - 23 *Gauge Fogging*
 - 23 *Radio Transmission Interference*
 - 23 *Fuel Gauge*

24 Chapter 6: Plumbing

- 24 Bilge Pump
 - 24 *Bilge Pump Testing*
 - 25 *Autofloat Switch*
- 26 Freshwater System
 - 26 *Transom Shower*
 - 27 *Freshwater System Winterization*
- 28 Drain Systems
 - 28 *Deck Drains*
 - 28 *Sink Drain (249 Only)*
- 28 Portable Toilet

29 Chapter 7: Deck Equipment

- 29 Cleats and Tow Eyes
- 29 Ski Tow Ring
- 30 Ski-Tow Tower (If Equipped)
 - 30 *Attaching the Ski-Tow Rope*
 - 31 *Folding Ski-Tow Tower*
 - 31 *Tower Care*
- 32 Canvas
 - 33 *Canvas Care*

34 Chapter 8: Entertainment System

- 34 Audio Equipment

35 Chapter 9: Convertible Seats, Beds, & Tables

- 35 Passenger Seat Conversion
- 36 Forward Table to Sunlounge Conversion

37 Chapter 10: Lights

- 37 Care and Maintenance
- 37 Interior & Exterior Lights
- 37 Navigation Lights
- 37 Docking Lights (249 Only) (If Equipped)

38 Chapter 11: Electrical System

- 39 12-Volt DC System
 - 39 *Battery*
 - 39 *Fuses*
 - 39 *12-Volt Accessory Outlet(s)*
 - 39 *Alternator*
- 40 Electrical Routings
 - 40 *219 Deck Electrical Harness*
 - 41 *Deck Electrical Harness*
 - 42 *219 Hull Electrical Harness*
 - 42 *249 Hull Electrical Harness*
 - 43 *219 Battery System*
 - 43 *249 Battery System*
- 44 Wiring Diagram

45 Important Records**46 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 information about your boat that is **not** covered in the *Sport Boat Owner's Manual*.
- **Before** using your boat, study this *Owner's Manual Supplement*, the *Sport Boat Owner's Manual*, and **all** engine and accessory literature carefully.
- Keep this *Owner's Manual Supplement* and the *Sport Boat Owner's Manual* on your boat in a secure, yet readily available place.

Dealer Service

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

Warranty Information

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

Boating Experience

 WARNING!
CONTROL HAZARD!
A qualified operator <i>must</i> be in control of the 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, obtain handling and operating experience **before** assuming command of this boat.

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

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

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

Engine & Accessories Guidelines

NOTICE

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

- Your boat's engine and accessories were selected to provide optimum performance and service.
- Installing a different engine or other accessories may cause unwanted handling characteristics.
- Should you choose to install a different engine or to add accessories that will affect the boat's running trim, have an experienced marine technician perform a safety inspection and handling test *before* operating your boat again.

Certain modifications to your boat *will* result in cancellation of your warranty protection.

- *Always* check with your dealer *before* making any modifications to your boat.

Propeller



CAUTION

ENGINE DAMAGE HAZARD!

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

Immediately contact your local Bayliner dealer if:

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

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

Engine & Accessories Literature

- The engine and accessories installed on your boat come with their own operation and maintenance 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.

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
- 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 *Sport Boat Owner's Manual*, this *Supplement*, the engine owner's manual and *all* accessory literature.

Special Care For Moored Boats

NOTICE

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

- Whether moored in saltwater or freshwater, your boat will collect marine growth on its hull bottom.
- This will detract from the boat's beauty, greatly affect its performance and may damage the gelcoat.
- Periodically haul the boat out of the water and scrub the hull bottom with a bristle brush and a solution of soap and water.

Safety Standards

⚠ DANGER!	
	<p><i>FALLING and ROTATING PROPELLER HAZARD!</i></p> <ul style="list-style-type: none"> • NEVER allow anyone to ride on parts of the boat <i>not</i> 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 <i>will</i> cause personal injury or death.

⚠ DANGER!	
 	<p><i>ROTATING PROPELLER and CARBON MONOXIDE POISONING HAZARD!</i></p> <ul style="list-style-type: none"> • 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!	
<p><i>PERSONAL SAFETY HAZARD!</i></p> <p><i>ALWAYS</i> secure the anchor and other loose objects <i>before</i> getting underway. The anchor and other items that are <i>not</i> properly secured can come loose when the boat is moving and cause personal injury or death.</p>	

- 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 *Supplement*, please read the *Sport Boat Owner's Manual* and **all** accessory instructions for important safety standards and hazard information.

Carbon Monoxide (CO)

⚠ DANGER!	
	<ul style="list-style-type: none"> • Carbon monoxide gas (CO) is colorless, odorless, tasteless, and extremely dangerous. • <i>All</i> 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 <i>BRAIN DAMAGE</i> or <i>DEATH</i>. • Teak surfing, dragging, or water skiing within 20 feet of a moving watercraft can be fatal.

Facts about CO

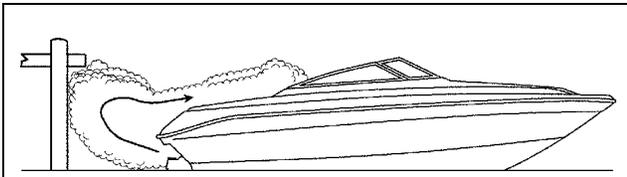
- CO poisoning causes a significant number of boating deaths each year.
- Called the "silent killer", CO is an extremely toxic, colorless, odorless and tasteless gas.
- CO can harm or even kill you inside or outside your boat.
- CO can affect you whether you're underway, moored, or anchored.
- CO symptoms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

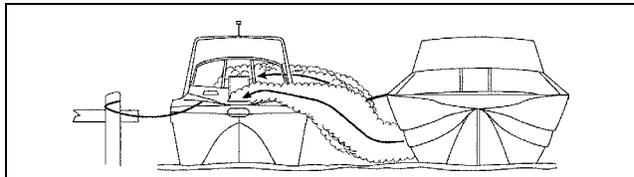
- Age
- Smokers or people exposed to high concentrations of cigarette smoke
- Consumption of alcohol
- Lung disorders
- Heart problems
- Pregnancy

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.

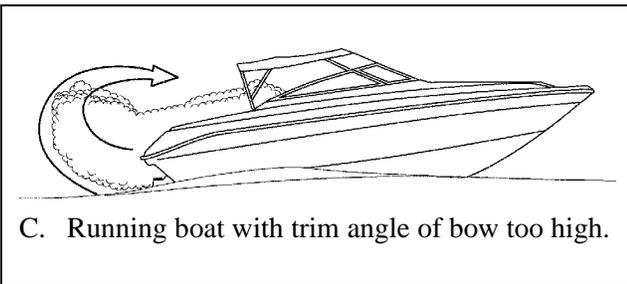


B. Mooring too close to another boat that is using its engine, generator, or other fuel burning device.

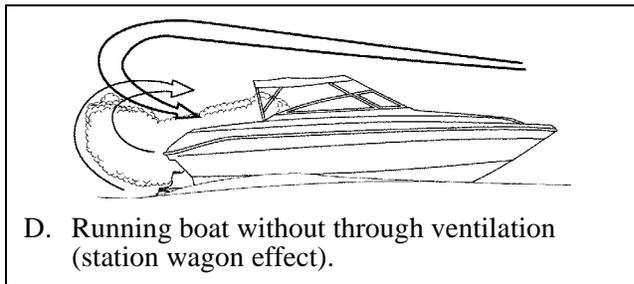
To correct stationary situations A and/or B:

- **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 monitors inside your boat. Do **not** ignore any alarm. Replace monitors as recommended by the monitor manufacturer.
- Follow the checklists provided on the next page.
- Get a Vessel Safety Check.

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

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

CO Checklists

Trip Checklist

- Make sure you know where the exhaust outlets are located on your boat.
- Educate *all* passengers about the symptoms of CO poisoning and where CO may accumulate.
- When docked, or rafted with another boat, be aware of exhaust emissions from the other boat.
- Listen for any change in exhaust sound, which could indicate 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 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* metallic exhaust components for cracking, rusting, leaking, or loosening. Make sure they check the cylinder head gasket, exhaust manifold, water injection elbow, and the threaded adapter nipple between the manifold and the elbow.
- Clean, inspect, and confirm proper operation of the generator cooling water anti-siphon valve (if equipped).

More Information

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

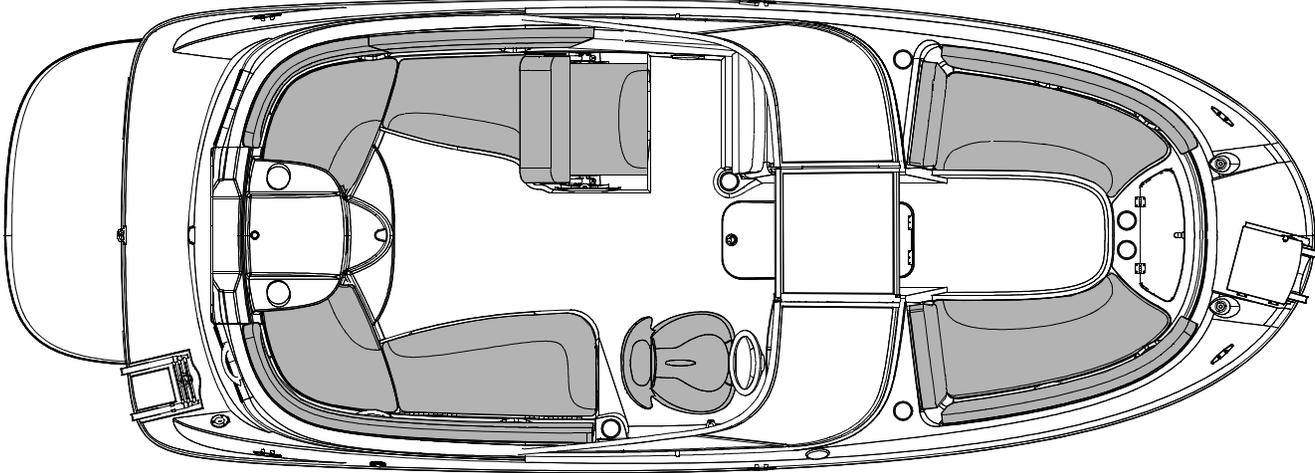
United States Coast Guard Office of Boating Safety (G-OPB-3) 2100 Second Street SW Washington, DC 20593 www.uscgboating.org 1-800-368-5647	National Marine Manufacturers Association (NMMA) 200 East Randolph Drive Suite 5100 Chicago, IL 60601-9301 www.nmma.org 312-946-6200	American Boat & Yacht Council, Inc. (ABYC) 3069 Solomon's Island Road Edgewater, MD 21037-1416 www.abycinc.org 410-956-1050
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For information on how to get a free VESSEL SAFETY CHECK, visit www.vesselsafetycheck.org or contact your local U.S. Coast Guard Auxiliary or United States Power Squadrons®.

- U.S. Coast Guard Auxiliary: 1-800-368-5647 or on the Internet at: <http://www.cgaux.org>
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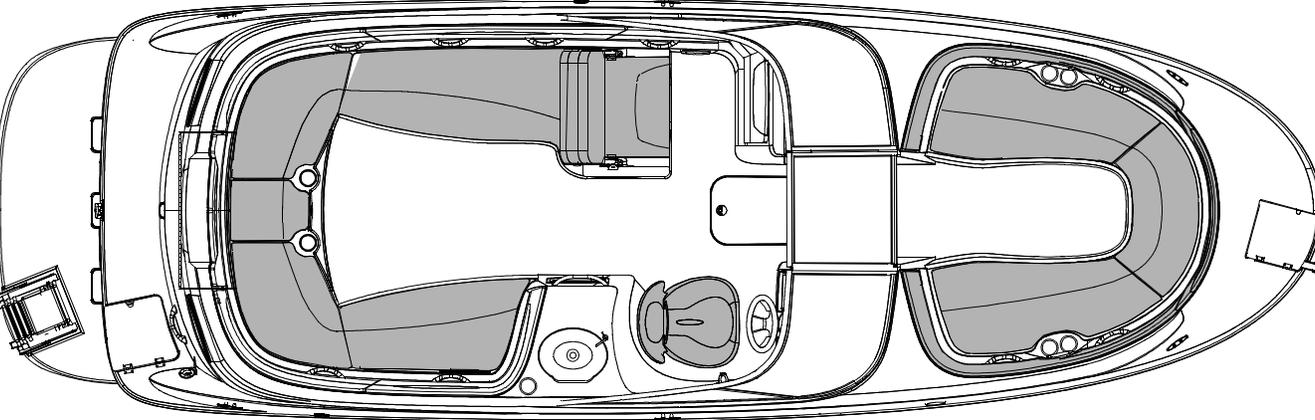
Chapter 2: Product Specifications

219



Overall Length	Bridge Clearance	Beam	Draft (Drive Up)	Draft (Drive Down)	Fuel Capacity	Freshwater Capacity
22' 1"	7' 0"	8' 6"	1' 7"	3' 0"	55 Gallons	10 Gallons

249

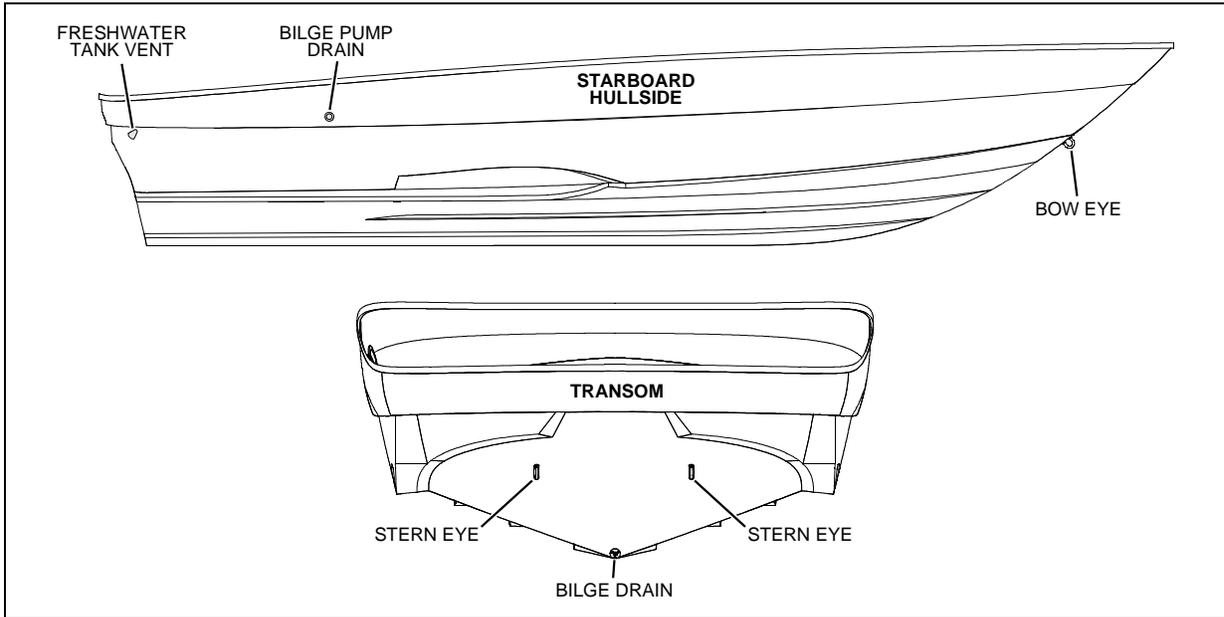


Overall Length	Bridge Clearance	Beam	Draft (Drive Up)	Draft (Drive Down)	Fuel Capacity	Freshwater Capacity
24' 4"	7' 7"	8' 6"	1' 7"	3' 0"	78 Gallons	15 Gallons

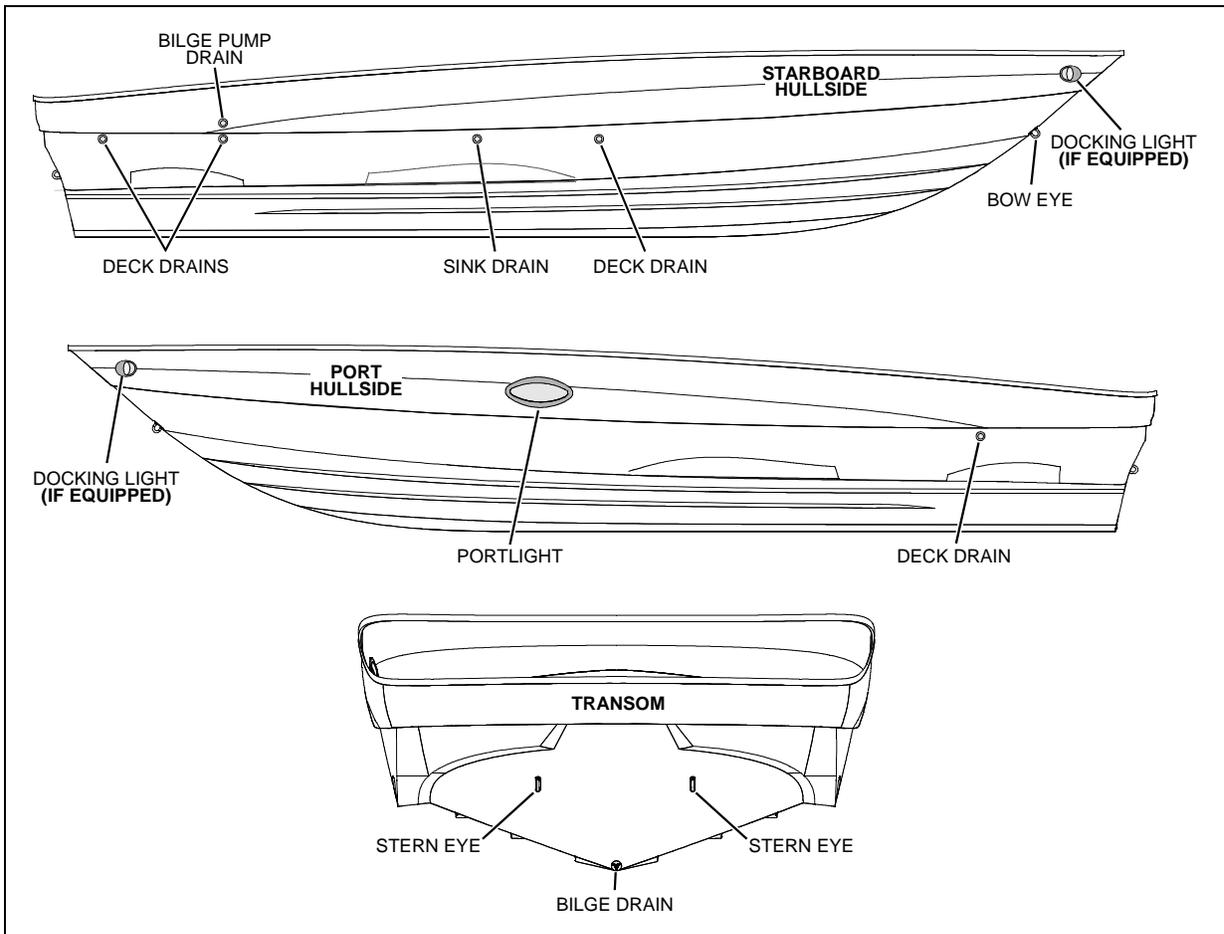
Chapter 3: Locations

Exterior Views

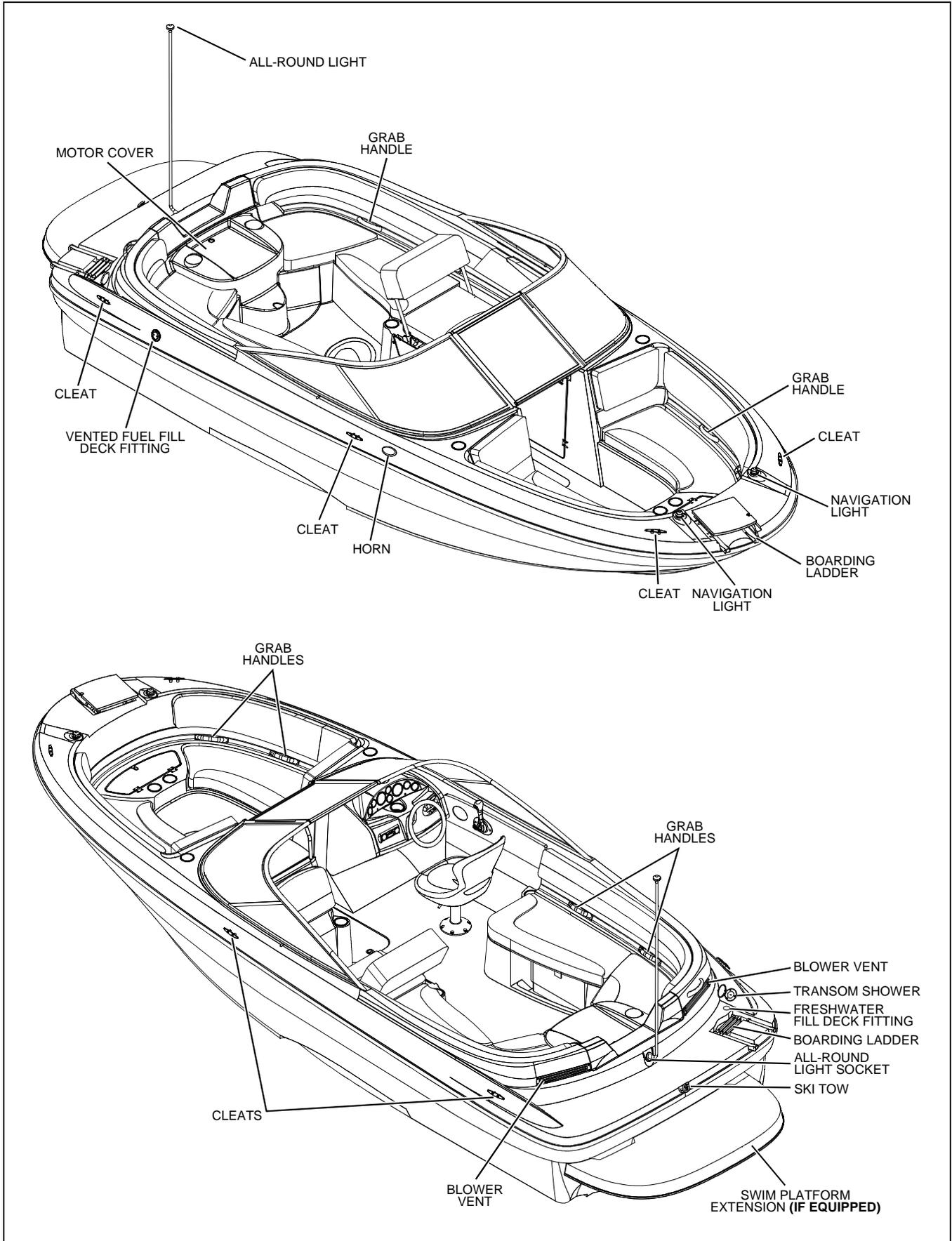
219 Hull Views



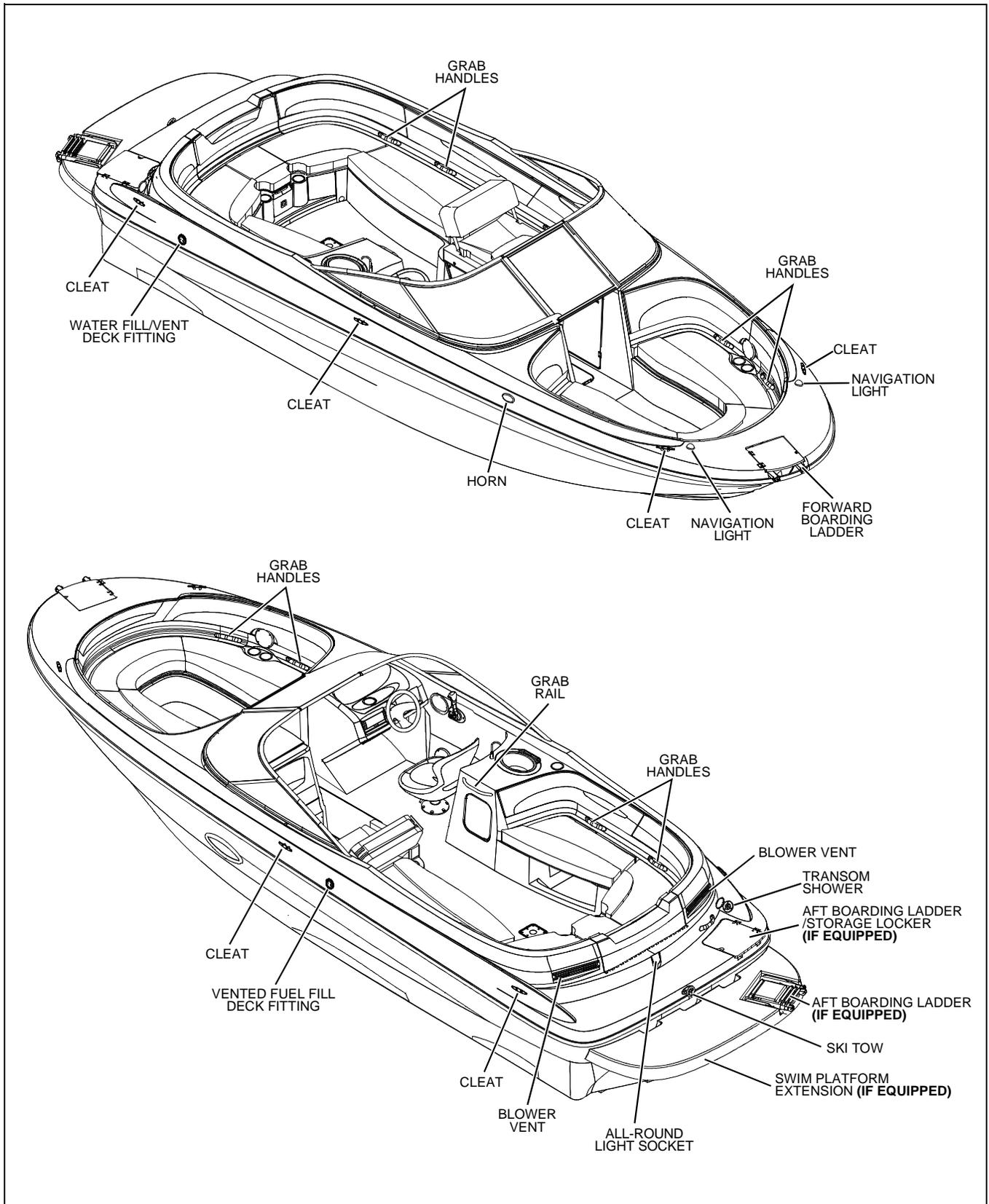
249 Hull Views



219 Deck Views

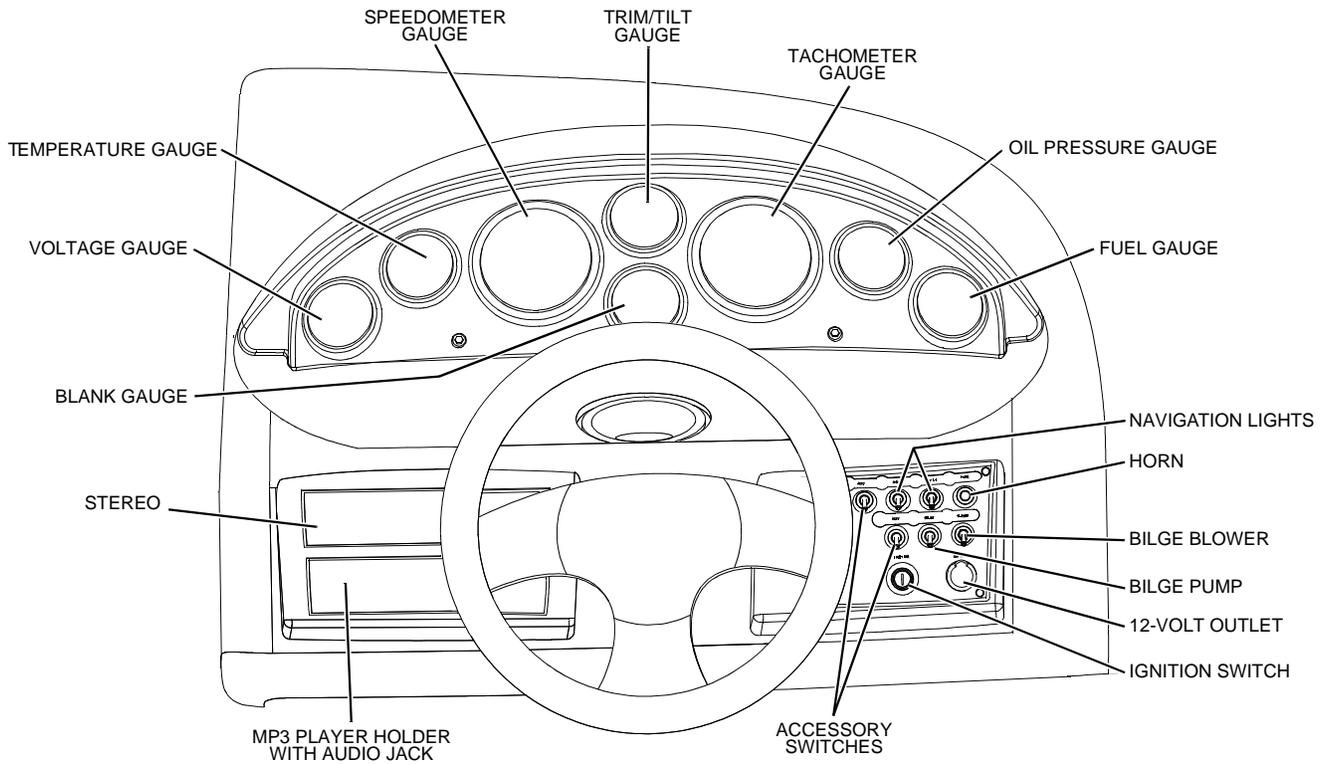


249 Deck Views



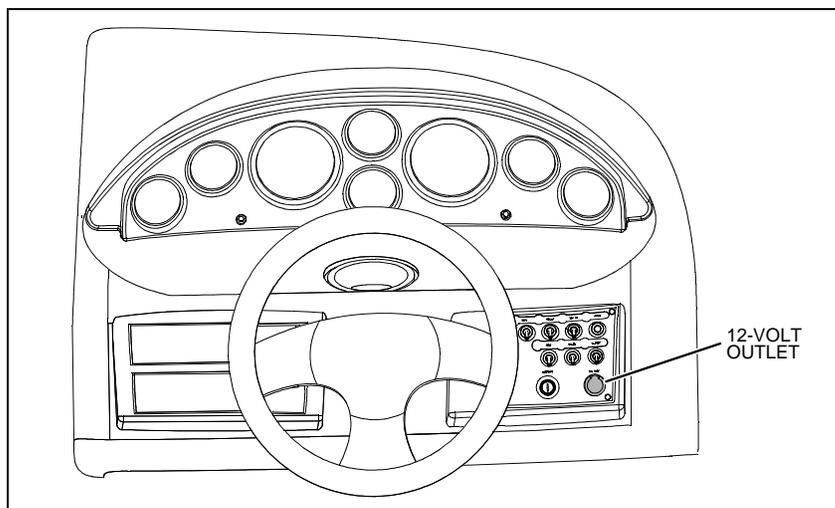
Helm View

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



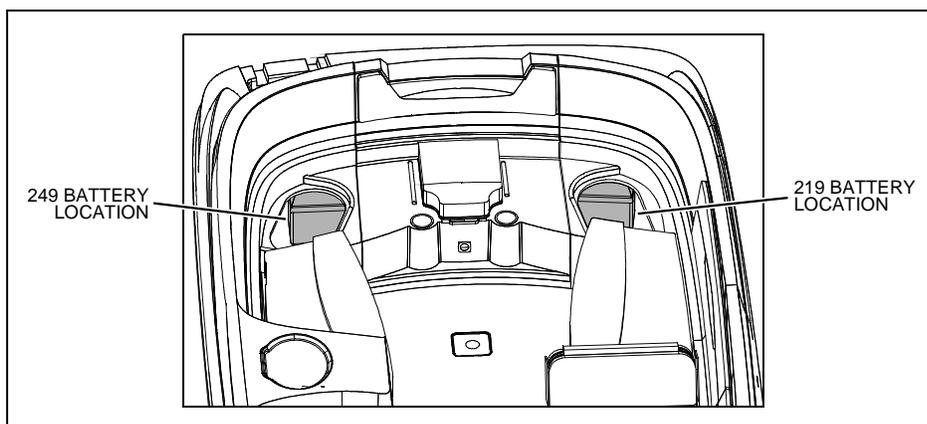
Component Locations

12-Volt Accessory Outlet: Located on the helm dash.



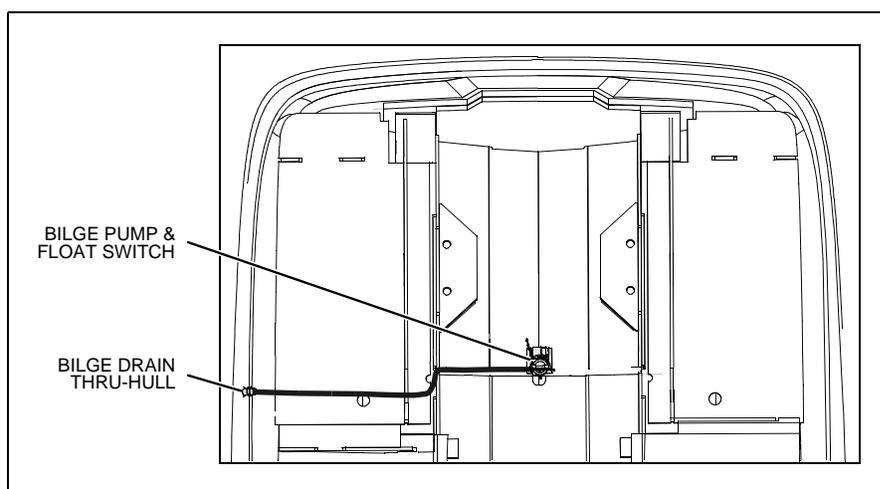
Battery:

- 219 - Located under the port aft cockpit seat cushion.
- 249 - Located under the starboard aft cockpit seat cushion.



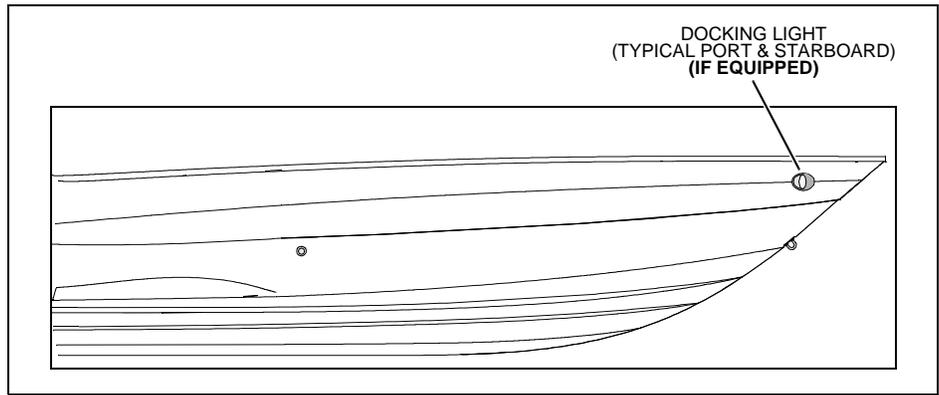
Bilge Pump:

- Located in the engine compartment bilge.
- Access by lifting up the motorbox cover.



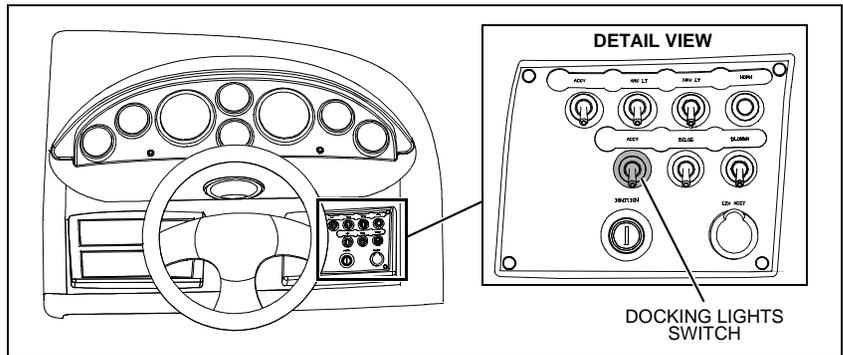
Docking Lights - (249 Only)

(If Equipped): Located on each side of the forward hull, just below the gunnel.



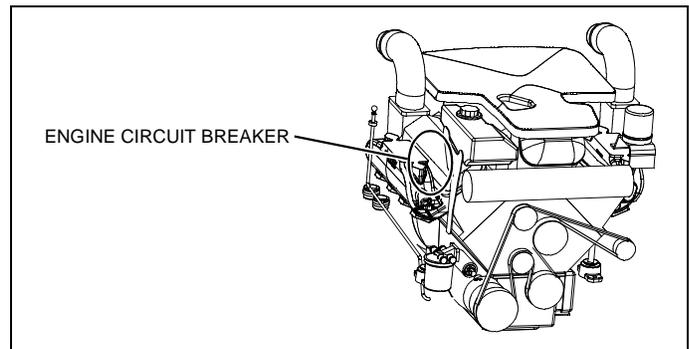
Docking Lights Switch - (249 Only)

(If Equipped): Located on the helm switch panel.



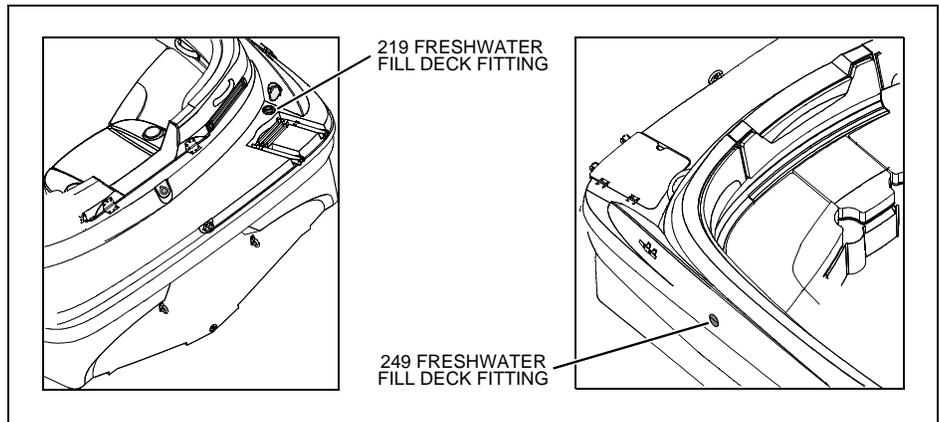
Engine Circuit Breaker:

- Located on the engine.



Freshwater Fill Deck Fitting:

- 219 - Located on the starboard aft corner of the deck, next to the transom shower and boarding ladder.
- 249 - Located on the starboard aft deck.



Freshwater Pump - 219:

- Located in the starboard aft transom compartment.
- Access is through the starboard aft seat cushion.

Freshwater Switch - 219:

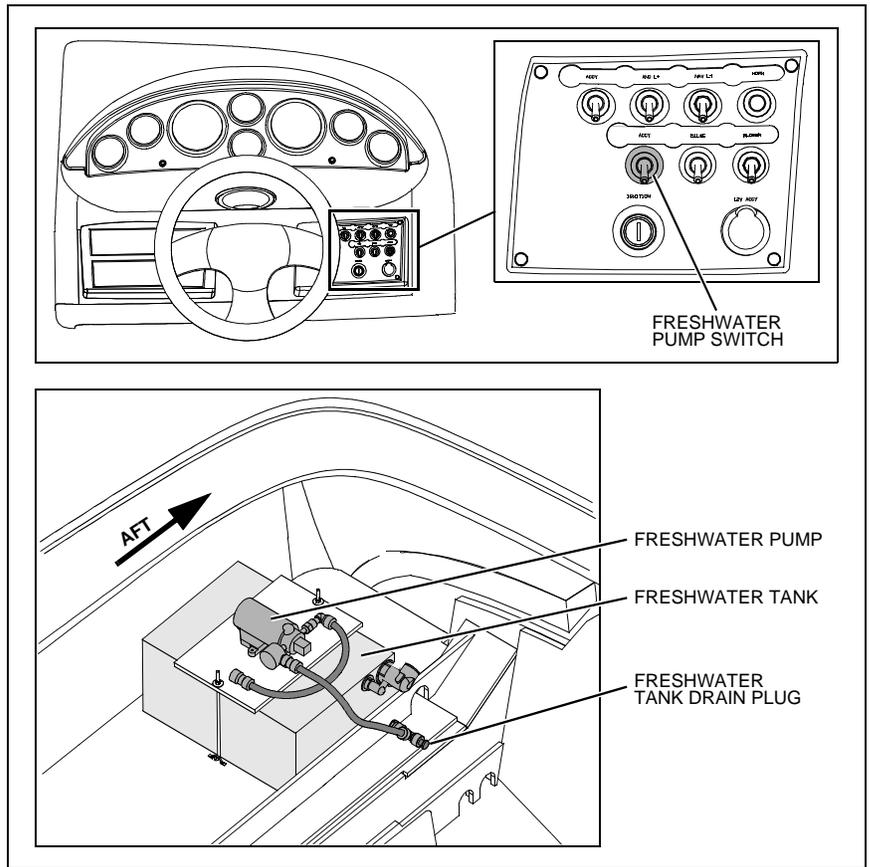
- Located on the helm switch panel.

Freshwater Tank - 219:

- Located in the starboard aft transom compartment.
- Access is through the starboard aft seat cushion.

Freshwater Tank Drain Plug - 219:

- Located on the starboard side of the engine compartment.
- Access is through the motorbox cover.



Freshwater Pump - 249:

- Located in the bilge under the cockpit floor, starboard of the freshwater tank.
- Access is through the motorbox cover.

Freshwater Pump Switch - 249:

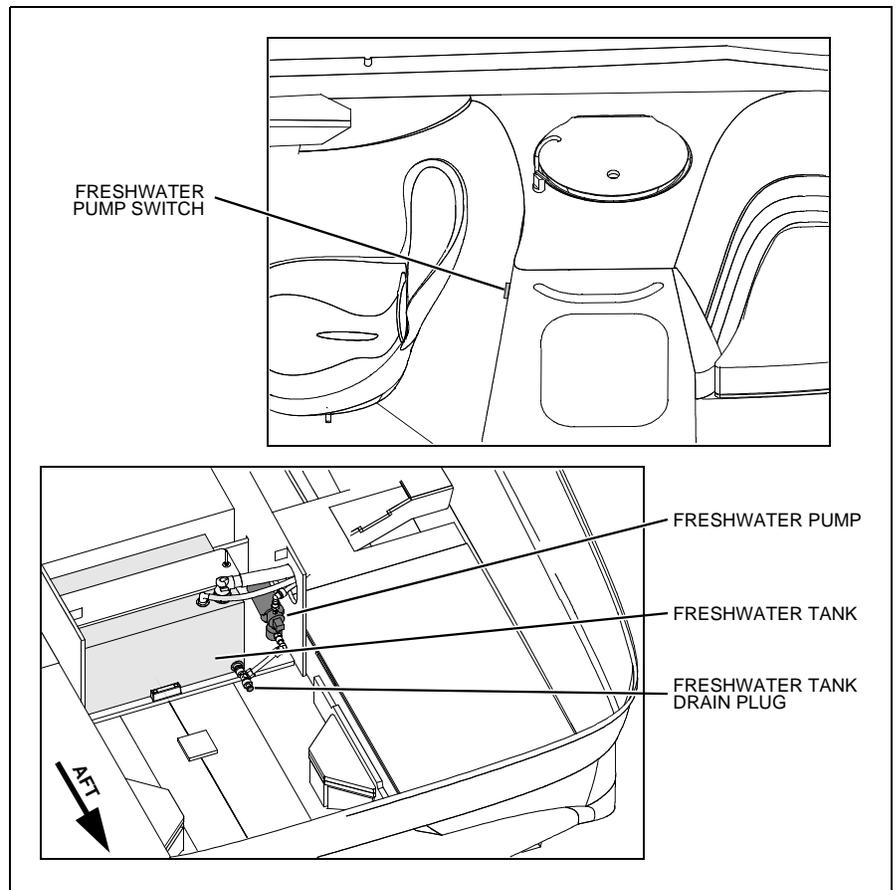
- Located on the forward side of the entertainment center.

Freshwater Tank - 249:

- Located in the bilge under the cockpit floor, forward of the fuel tank.
- Access is through the motorbox cover.

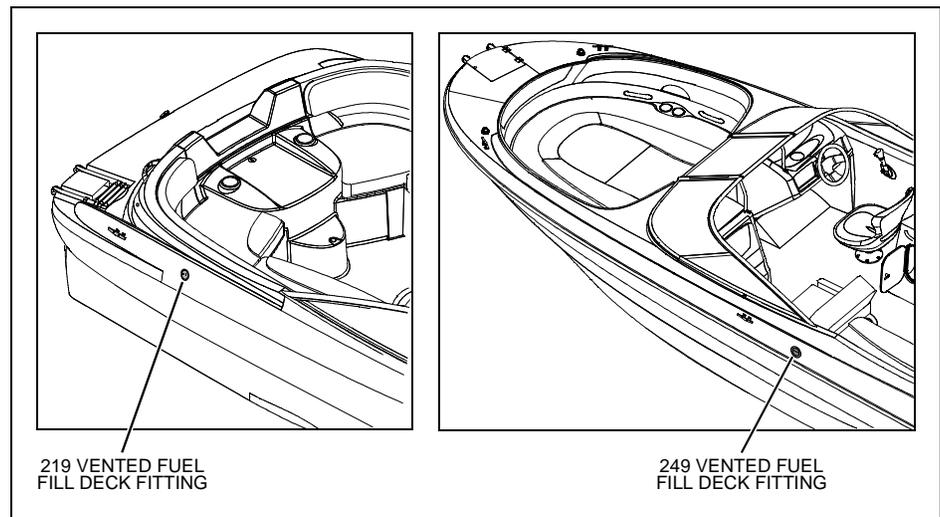
Freshwater Tank Drain Plug - 249:

- Located in the engine compartment, starboard and forward of the engine.
- Access is through the motorbox cover.

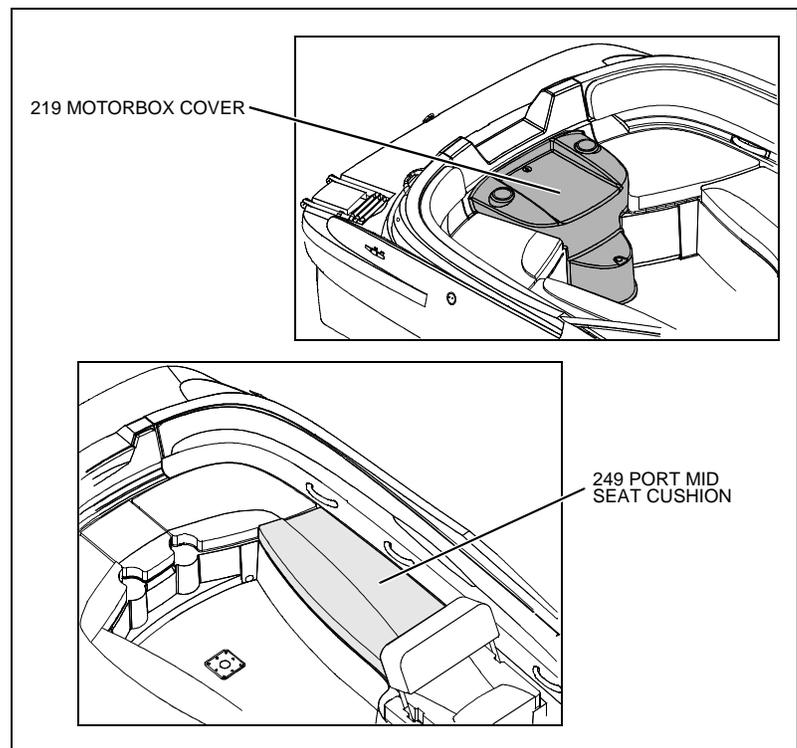


Fuel Fill Deck Fitting:

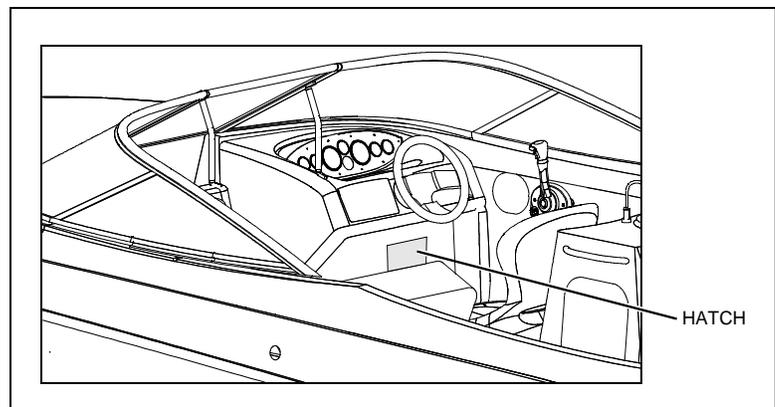
- 219 - Located on the starboard aft deck.
- 249 - Located amidship on the port deck.

**Fuel Tank:**

- 219 - Located in the bilge under the cockpit floor.
- Access is through the motorbox cover.
- 249 - Located in the bilge under the cockpit floor.
- Access is through the pie eyes under the port mid seat cushion.

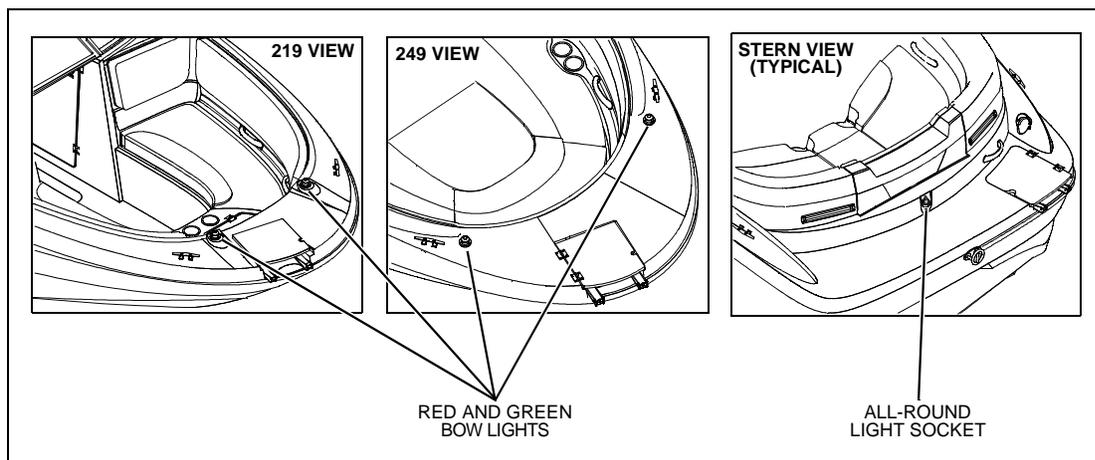
**Fuse Block:**

- Located under the helm dash.
- Access is through the hatch below the helm.



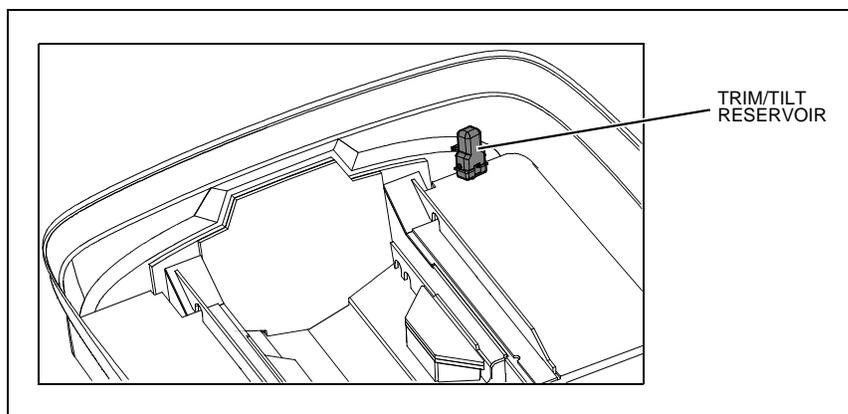
Navigation Lights:

- Separate red and green lights are located on the bow.
- A removable white all-round light is located on the stern.



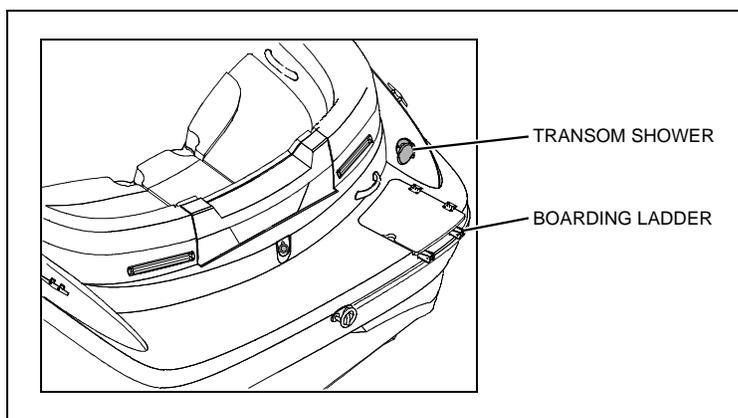
Power Trim and Tilt Reservoir:

- Located in the port aft transom compartment.
- Access is through the port aft seat cushion.



Transom Shower:

- Located on the starboard aft corner of the deck, next to the boarding ladder.



Chapter 4: Propulsion & Related Systems

Engine

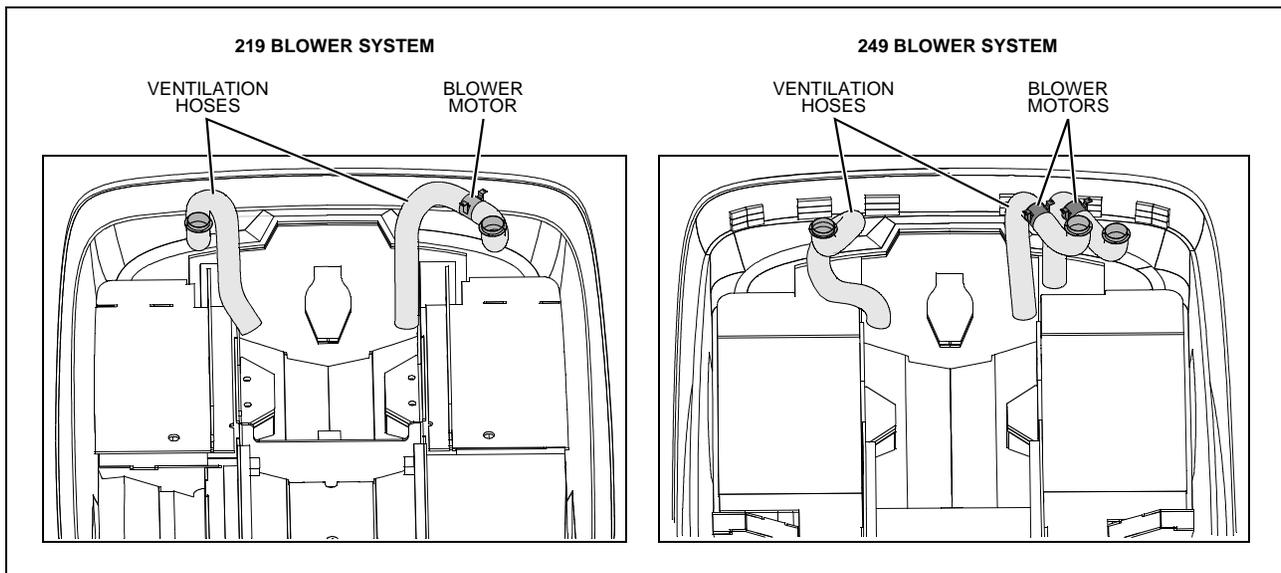
Read the engine operation and maintenance manuals *before* starting or doing any maintenance on the engine.

Bilge Blower System


WARNING!


FIRE/EXPLOSION HAZARD

- Use of the bilge blower system is *NOT A GUARANTEE* that explosive fumes have been removed.
- *BEFORE* starting the engine *ALWAYS* use the "sniff test" to check the engine and bilge areas for fuel vapors.
- 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 bilge blower system.



- The bilge blower system removes explosive fumes from the engine and bilge areas.
- Fresh air is drawn into the engine and bilge areas through the vents.

To make sure the 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.
- *Always* run the bilge blower system for at least four minutes *before* starting the engine.
- Continue to run the blower system until your boat has reached cruising speed.
- *Always* run the blower system when running the boat below cruising speed.

Fuel System

⚠ WARNING!

⚠ ⚡ ⚠ FIRE, EXPLOSION AND OPEN FLAME HAZARD!

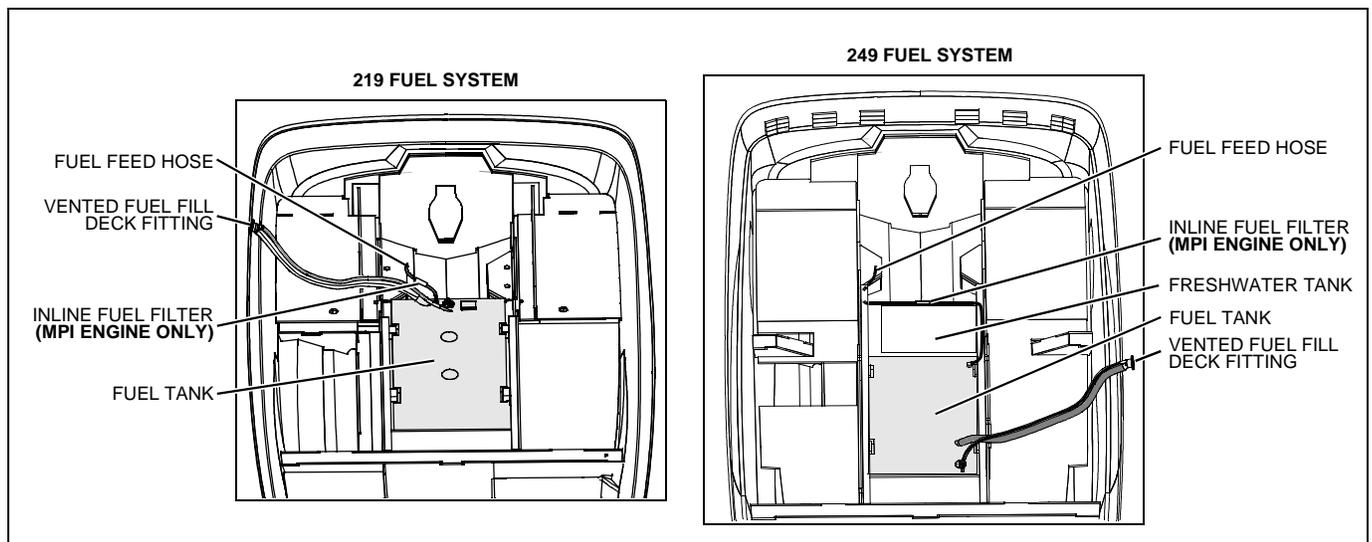
- It is very important that the fuel system be inspected thoroughly the first time it is filled and at each subsequent filling.
- The fueling instructions in the *Sport Boat Owner's Manual* and the fuel recommendations in the engine operation manual *must* be followed.

⚠ 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

- The fuel fill fitting is marked "Gas".
- If you have problems filling the fuel tank, see if the fuel fill hose or fuel tank vent hose is kinked or collapsed.
- If there are no visible signs of a problem, contact your local dealer.

Fuel Filters

- The fuel pickup tube, located inside the fuel tank, is equipped with a fine mesh screen filter.
- If your boat features an MPI engine, the fuel system has an inline fuel filter on the fuel line.
- In addition, when supplied by the engine manufacturer, a fuel filter is installed on the engine.
- Periodically replace the fuel filters to make sure they remain clean and free of debris.
- Talk to your selling dealer or local marina about fuel additives that help prevent fungus or other buildup in your gas 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.**

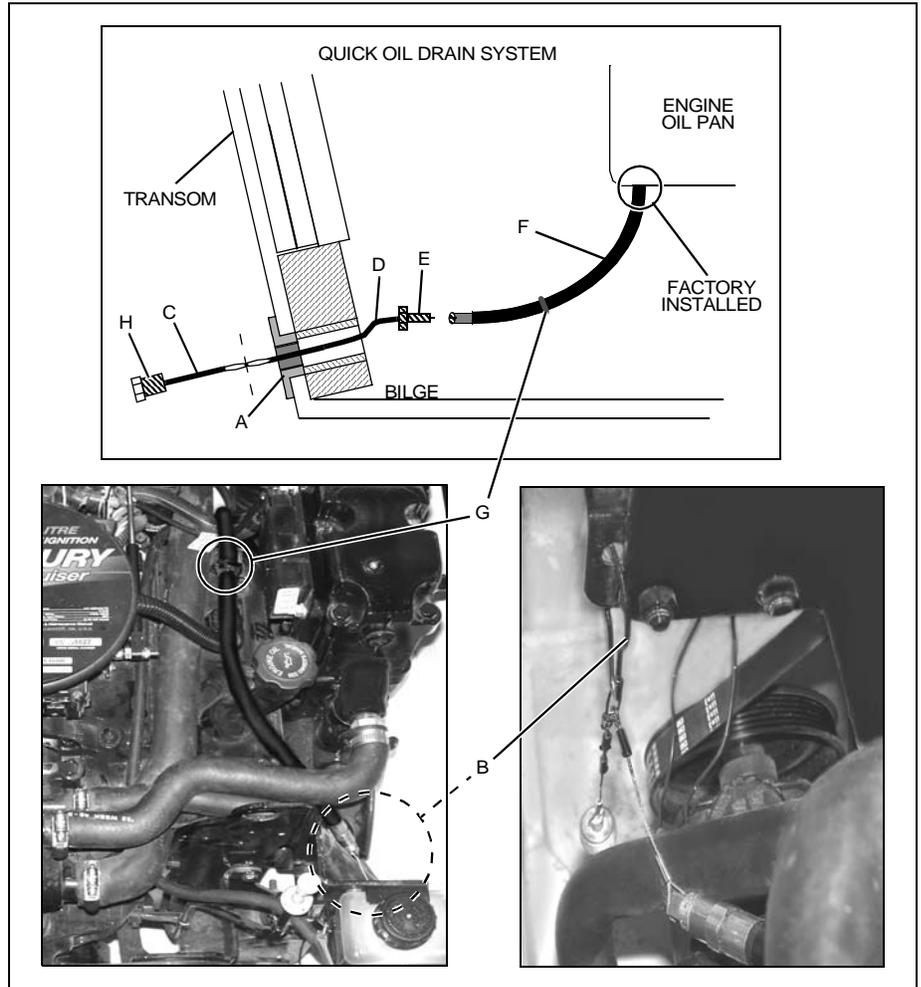
- The anti-siphon valve is a vital fuel system part.
- If the fuel line ruptures, this valve will prevent the fuel from siphoning from the tank.
- The valve is located on the fuel tank, where the fuel feed line attaches to the tank.
- The valve is spring loaded and is opened by fuel pump vacuum.

Quick Oil Drain System

The quick oil drain hose was attached to the engine oil pan at the factory. However, some minor assembly is still needed *before* you can use this system.

How to install the quick oil drain system:

1. Unscrew the factory installed bilge plug from the bilge drain (A). Keep the factory bilge plug on the boat as a spare.
2. Unclip the quick oil drain assembly from the wire loop (B) on the engine.
3. Un-clip the draw cord section (C) from the draw cord section (D).
4. Thread the draw cord section (D), the oil drain plug (E), and the oil drain hose (F) through the bilge drain (A).
5. **Adjust the hose stop clamp (G) so that no more than 12 inches of hose, including the oil drain plug, can extend out of the bilge drain (A).**
6. Re-clip the draw cord section (C) to the draw cord section (D).
7. Push the oil drain hose, oil drain plug, and both sections of the draw cords through the bilge drain and into the bilge area.
8. Screw the oil drain bilge plug (H) into the bilge drain (A) and tighten firmly.



To drain the engine oil:

1. Remove the boat from the water.
2. Unscrew the bilge plug.
3. Pull the draw cord until the oil drain plug and the oil drain hose slide out of the bilge 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 bilge plug and tighten firmly.

Always dispose of waste oil in accordance with local regulations.

Chapter 5: Controls & Gauges

Steering

- Your boat features a power assisted rack-and-pinion steering system.
- 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 Controls

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

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

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.

Gauges

Cleaning Gauges

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

Gauge Fogging

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

Radio Transmission Interference

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

Fuel Gauge

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

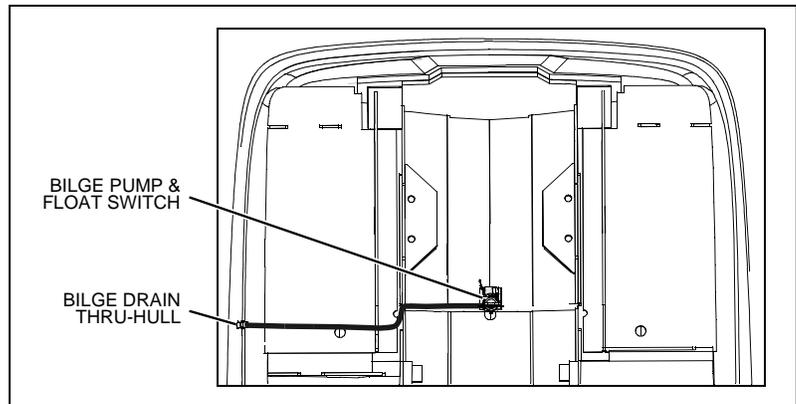
Chapter 6: Plumbing

Bilge Pump

NOTICE

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

- Your boat is equipped with a bilge pump for pumping water out of the bilge.
- The bilge pump is controlled by an automatic float switch (autofloat switch) and/or a switch at the helm.
- The bilge pump is wired directly to the battery.
- Unless the battery is dead, the pump should work even when the boat is unattended.



Bilge Pump Testing

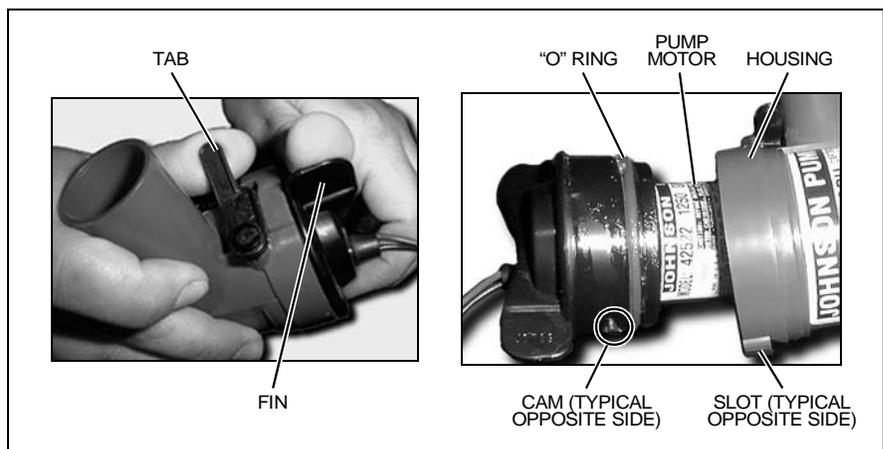
- The bilge pump is vital to the safety of your boat.
- Test the bilge pump often to make sure it is working properly.

To test the bilge pump:

1. Turn **On** the bilge pump switch at the helm.
 2. Make sure that water in the bilge is pumped overboard.
- If there is water in the bilge and the pump motor is running, but *not* pumping, inspect the discharge hose for a kink or collapsed area.
 - If the discharge hose looks okay, check the bilge pump housing for clogging debris (see below).

Checking for clogging debris:

1. Remove the pump motor from the housing:
 - a. Lift the tab while rotating the fins counter-clockwise.
 - b. Lift out the pump motor.
 - c. Clear the housing of debris.
2. Reinstall the pump motor:
 - d. Make sure the "O" ring is properly seated.
 - e. Coat the "O" ring with a light film of vegetable or mineral oil.
 - f. Align the cams on either side of the pump motor with the slots on the housing.
 - g. Press the pump motor into the housing while twisting clockwise.
3. Check the reinstallation by trying to twist the fins counter-clockwise *without* lifting the tab; the pump motor should stay in place.

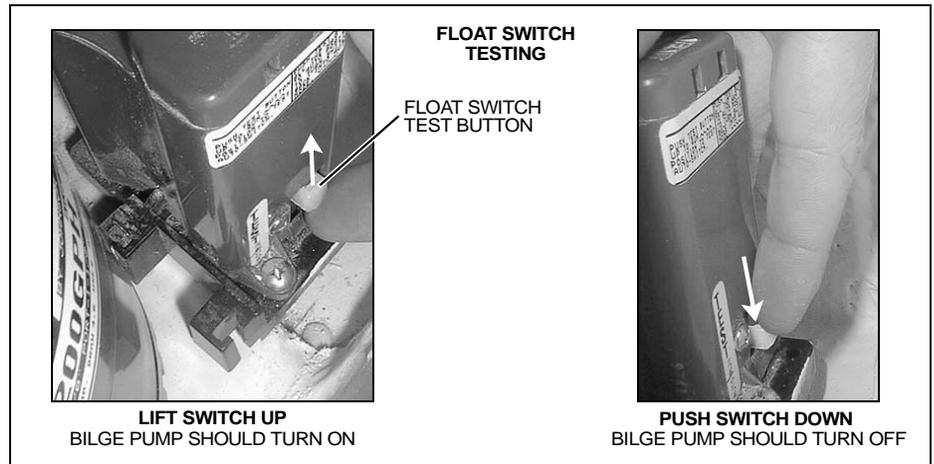


Autofloat Switch

- The automatic bilge pump uses a float (autofloat) switch to automatically turn **On** the pump whenever water rises to a preset level in the bilge.
- The autofloat switch is normally mounted next to the bilge pump it controls.
- The autofloat switch should be tested often as follows.

Autofloat testing:

1. Lift the float switch test button **up** to turn **On** the bilge pump.
 - If the pump does **not** turn **On**, check the fuse on the fuse block.
 - If the fuse is good but the switch still doesn't work, it may mean the switch is bad or possibly the battery is low.
2. After testing, push the test button all the way **down** to return the float switch to auto mode.



CAUTION!

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

Freshwater System

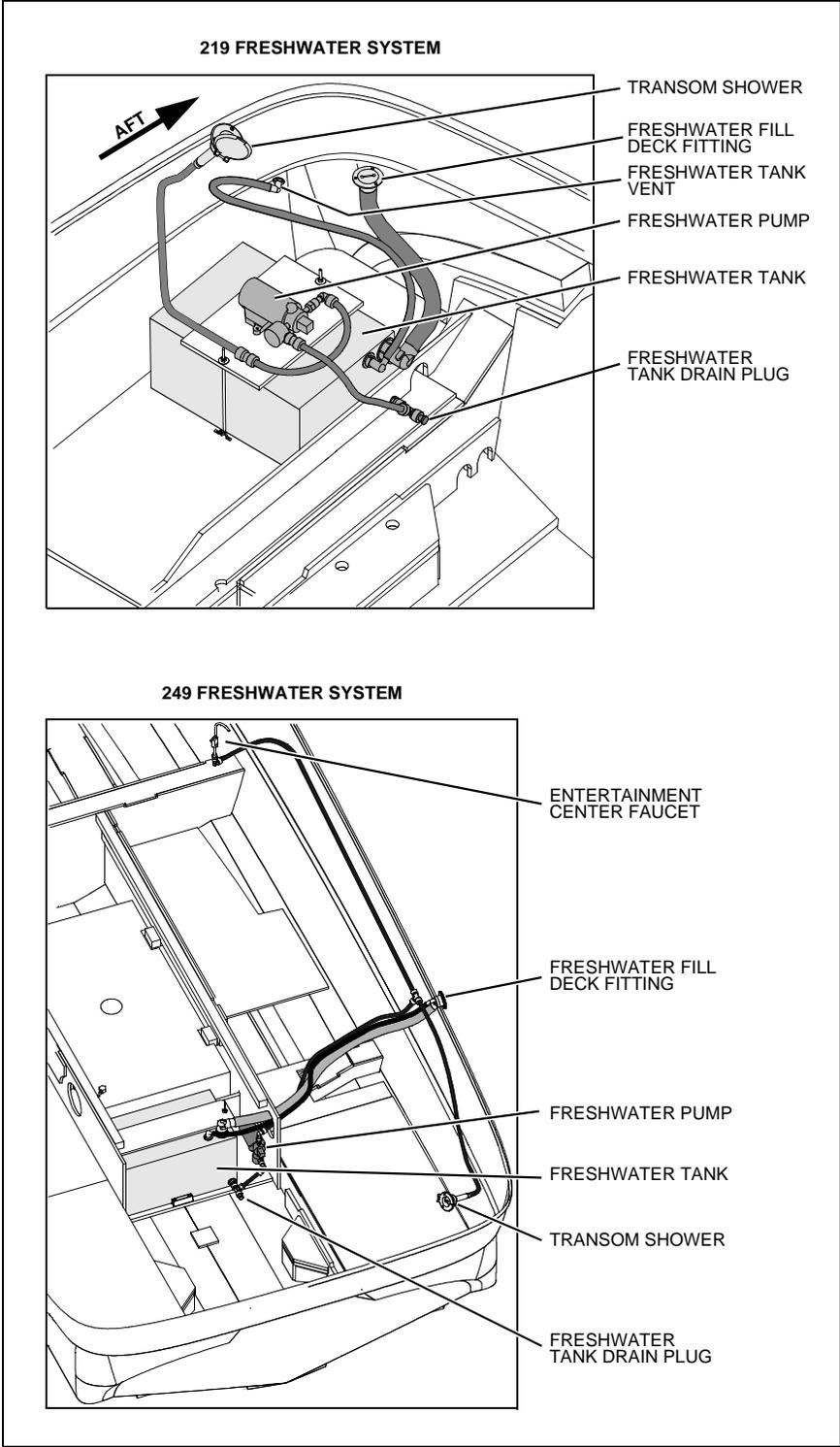
⚠ **WARNING!**

- **Only** use safe drinking (potable) water in your boat's freshwater system.
- **Only** use an FDA approved, white 'drinking water safe' hose to fill the freshwater tank.
- **NEVER** use a common garden hose for drinking water.

- Read the *Freshwater System* section in the *Sport Boat Owner's Manual*.
- Your boat is equipped with a pressure type (demand) freshwater (potable) system.
- Pressurize the system by turning **On** the freshwater pump switch.
- See the *Locations* section of this *Supplement* for the location of the freshwater pump switch.
- Turn **Off** the freshwater pump switch when the boat is **not** in use or when the freshwater tank is empty.
- Inspect and clean the freshwater filter often (located on the freshwater pump).
- If your boat is to be left unattended for a long period of time, pump the freshwater tank dry to prevent stored water from becoming stagnant and distasteful.
- If the freshwater system needs to be disinfected, ask your dealer about treatments available for your boat's system.

Transom Shower

- Read the manufacturer's instructions **before** using the transom shower for the first time.
- The freshwater pump switch **must** be turned **On before** using the transom shower.



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 freshwater pump switch.
2. **Open all** of the faucets and showers and let the freshwater system drain completely.
3. Turn **Off** the freshwater pump switch.

All 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

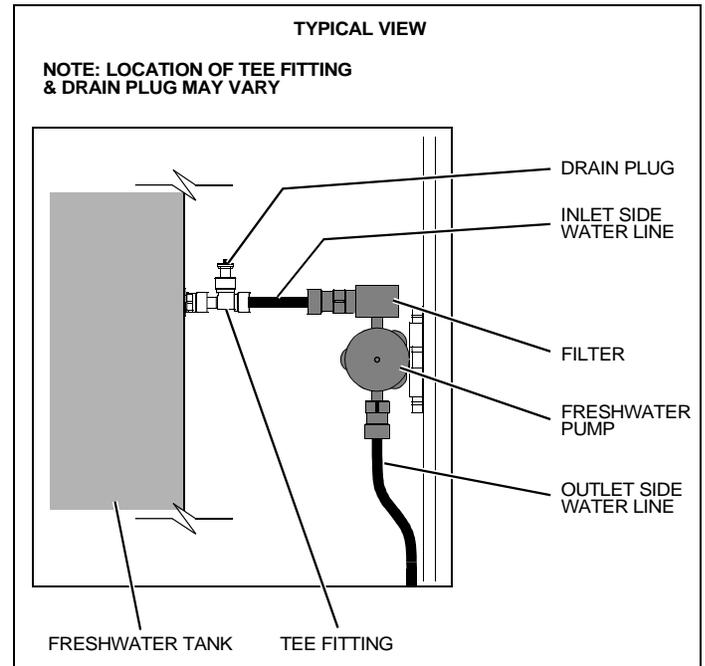
Compressed Air

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 freshwater pump (opposite side from filter).
2. **Open** the faucet that is furthest away from the freshwater 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.

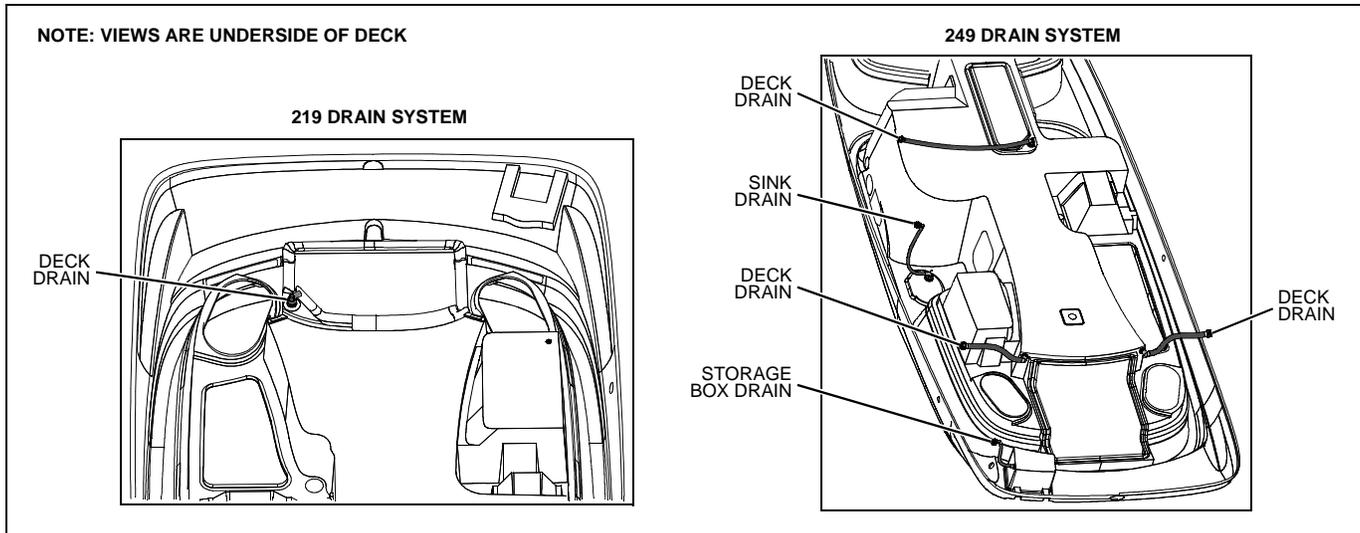
Gravity Draining

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 and the water lines, replace the drain plug.



Drain Systems

Deck Drains



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

Sink Drain (249 Only)

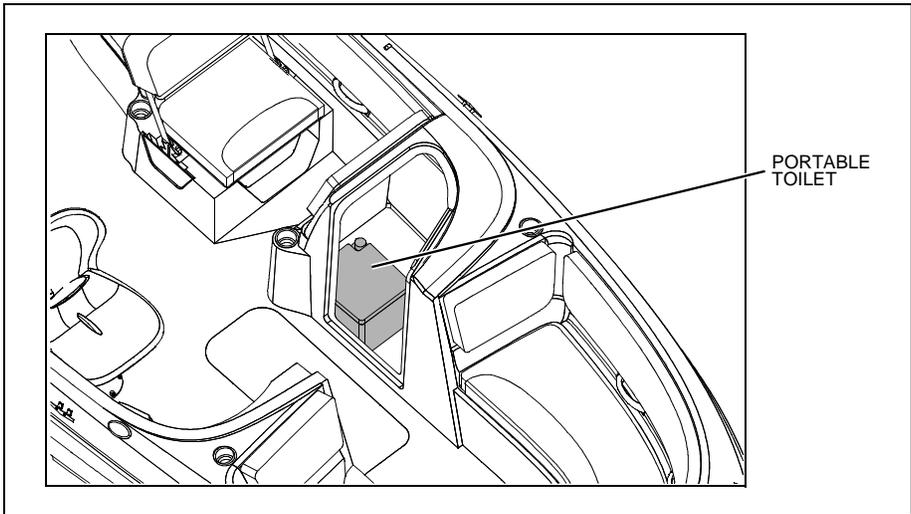
The entertainment center sink is above the waterline and is gravity drained overboard.

Portable Toilet

NOTICE

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

Read the manufacturer's operating instructions *before* using the portable toilet.



Chapter 7: Deck Equipment

Cleats and Tow Eyes

⚠ WARNING!

PERSONAL INJURY and /or PRODUCT or PROPERTY DAMAGE HAZARD!

NEVER lift the boat using the bow and stern eyes or the cleats.

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

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

Ski Tow Ring

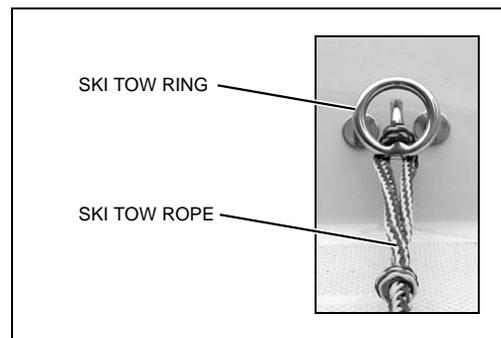
⚠ WARNING!

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!

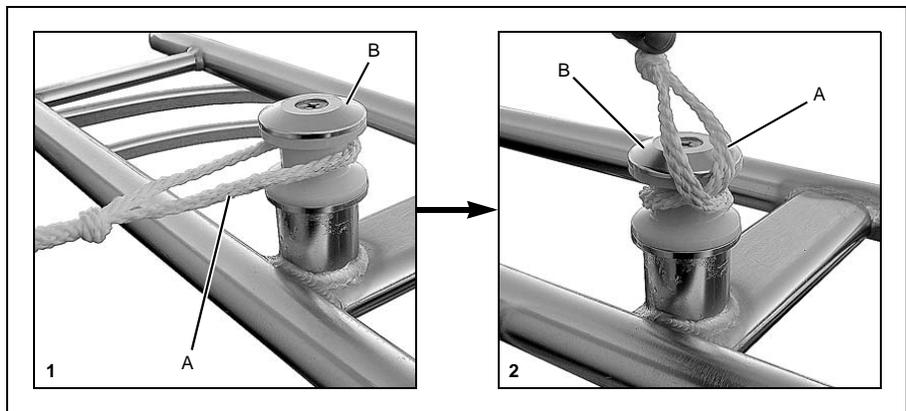
PERSONAL INJURY and /or PRODUCT or PROPERTY DAMAGE HAZARD!

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

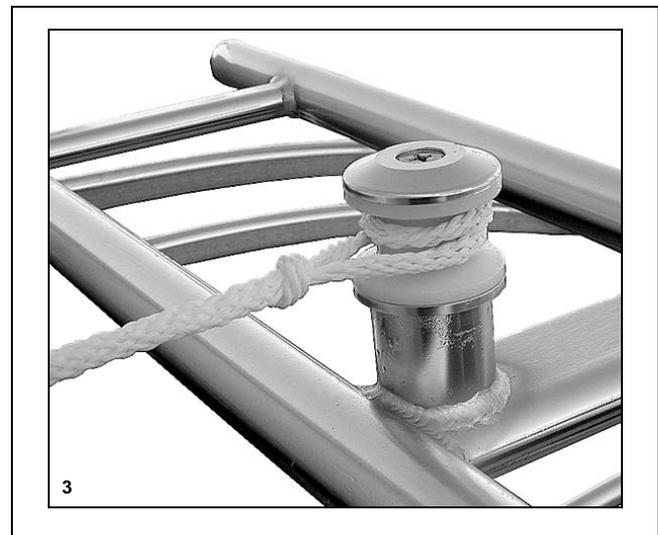
- Read *all* warning labels on ski-tow tower.
- *Before* each use, make sure *all* bolts are in place and tight.
- *Only* tow water skis, wakeboards, or kneeboards.
- Do *NOT* exceed the *maximum* tow weight of 600 pounds.
- Do *NOT* tow parasails, kites, tubes, rafts or other boats.
- Do *NOT* tow more 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.

Attaching the Ski-Tow Rope

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



3. Pull ski-tow rope to tighten.



Folding Ski-Tow Tower

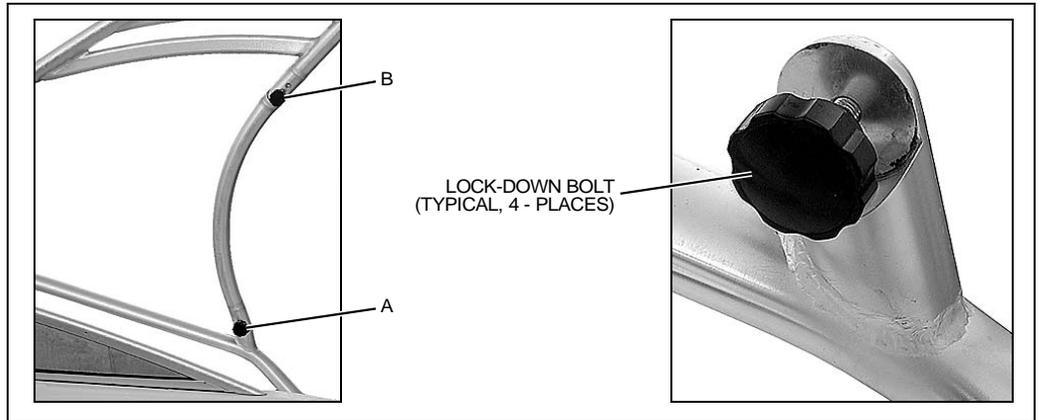
⚠ WARNING!

PERSONAL INJURY and /or PRODUCT or PROPERTY DAMAGE HAZARD!

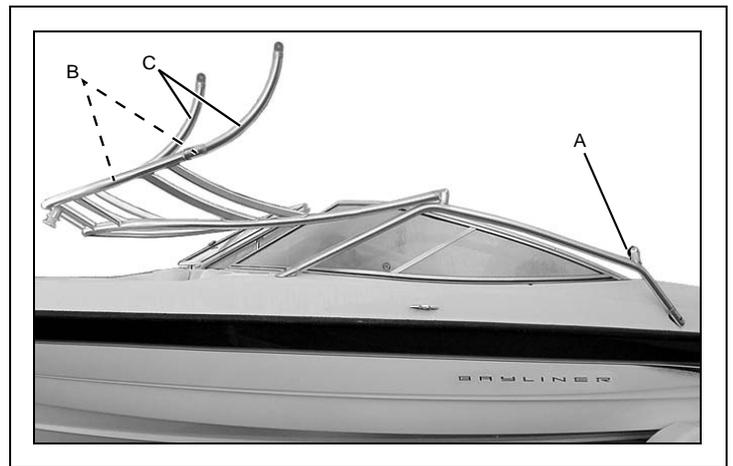
- Folding or unfolding the ski-tow tower is a two person task.
- *Before* each use of the folding ski-tow tower, make sure *all* four lock-down bolts are tightened firmly.
- Read *all* warning labels on the ski-tow tower.

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

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

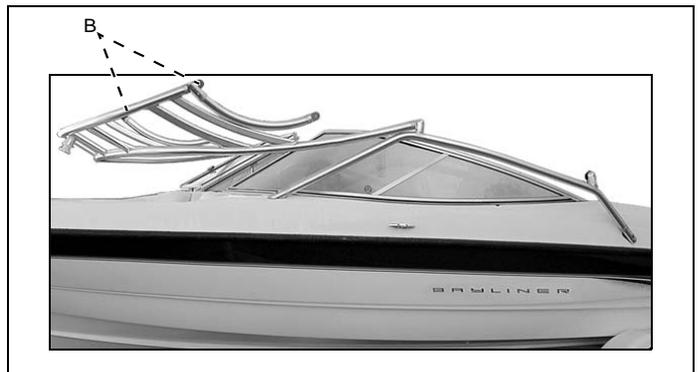


2. Carefully fold the tower forward.
3. Replace the lower lock-down bolts (A).
4. Remove the upper lock-down bolts (B).



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

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



Tower Care

Read the manufacturer's 'Care of Tower' card.

Canvas



CAUTION

PRODUCT or PROPERTY DAMAGE HAZARD!

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

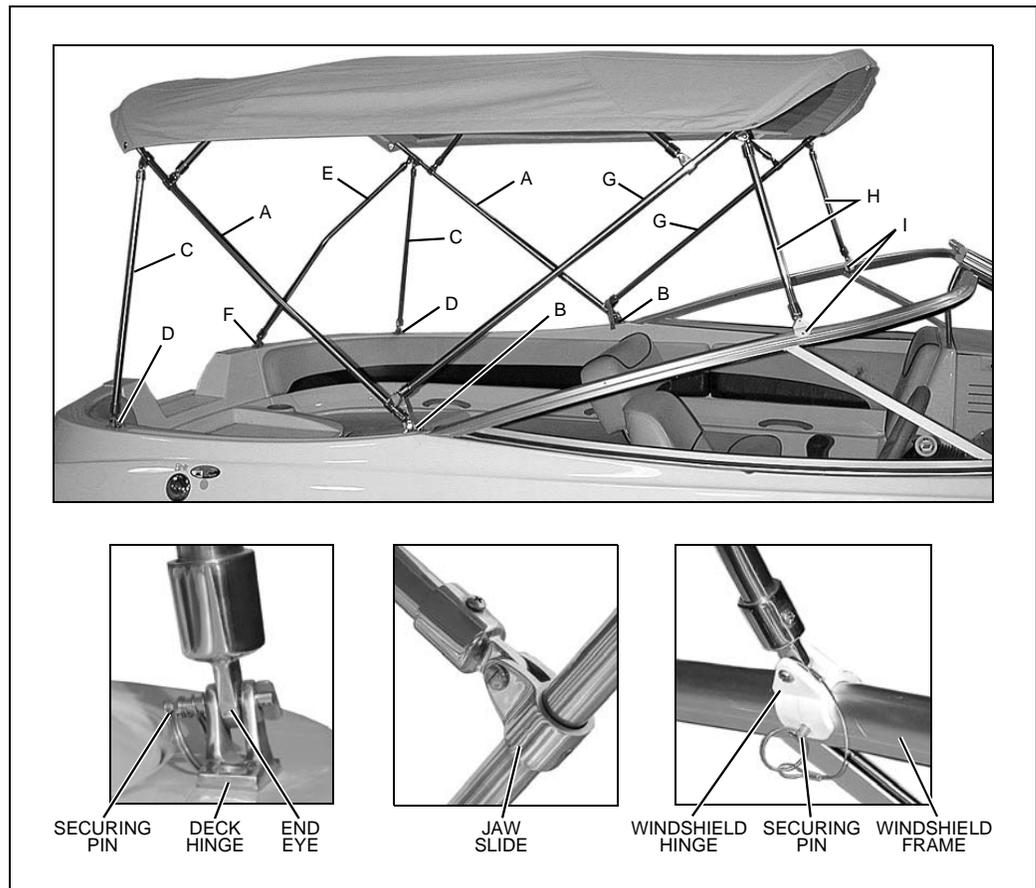
NOTICE

Two people are needed for most of the tasks listed in this section.

NOTICE

Before cleaning and/or stowing your canvas, read the *Canvas Care* section, later in this chapter.

1. Slide the end eyes of the main bow (A) into the deck hinges (B) and insert the securing pins.
 2. Slide the end eyes of the aft braces (C) into the deck hinges (D) and insert the pins.
 3. Slide the end eye of the port stern support (E) into the deck hinge (F) and insert the pin.
 4. Pull the secondary bow (G) and the braces (H) forward.
 5. Slide the windshield hinges over the pre-drilled holes (I) in the side windshield frames and secure with the attached pins.
- The jaw slides should not need to be adjusted.
 - If you decide to adjust the jaw slide positions, obtain the correct measurements from your selling dealer.



Canvas Care

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

Cleaning Canvas

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

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 the 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 soap, such as Lux or Ivory Flakes.
 3. Rinse thoroughly to remove the soap.
 4. **Before** stowing, let the canvas dry completely.

Stubborn Stains

 CAUTION
<ul style="list-style-type: none"> • Soaking in bleach solutions may remove the waterproof finish of the fabric and may also decrease the life of the polyester thread used in the canvas. • If necessary, a water repellent treatment should be re-applied 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 following methods. 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 necessary.

Method 1

1. Add 1/8 cup (2 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 Flakes to one gallon of water and mix thoroughly.
2. Soak the canvas in this solution for about 20 minutes.
3. Rinse with cold water to remove all of the solution.

Chapter 8: Entertainment System

Audio Equipment

NOTICE

AM radio reception may be impaired anytime the engine is running.

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

Chapter 9: Convertible Seats, Beds, & Tables

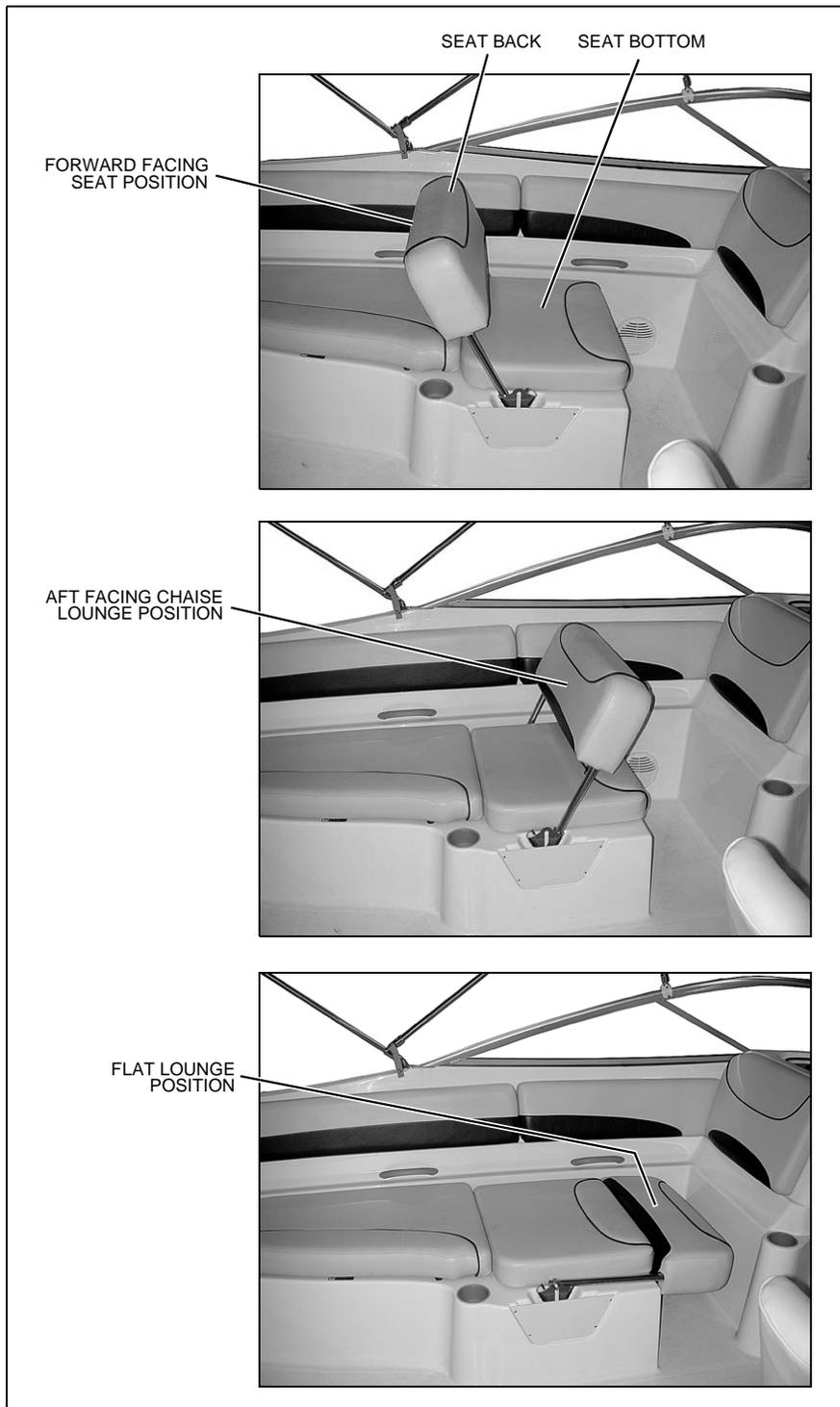
Passenger Seat Conversion

To convert the passenger seat into a chaise lounge:

Push the seat back forward until it locks into position.

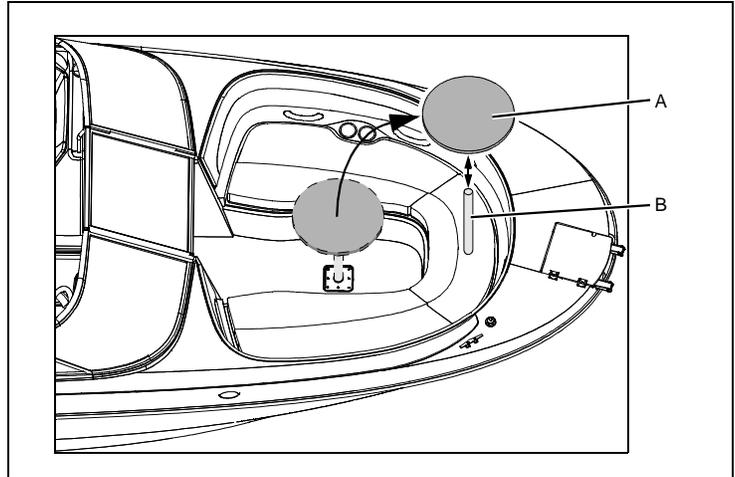
To convert the passenger seat into a flat lounge:

Lift the seat back straight up and push forward on it until it lays flat in front of the seat bottom.

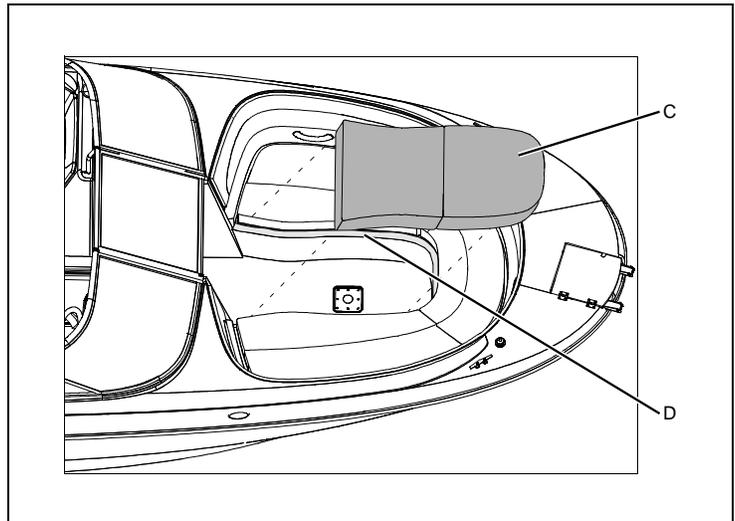


Forward Table to Sunlounge Conversion

1. Remove the table (A) and the table leg (B).



2. Place the filler cushions (C) so that they fit securely into the recessed edge (D).



Chapter 10: Lights

Care and Maintenance

All of the lights installed on your boat are of top quality, but you should be aware that failure may periodically occur for a variety of reasons:

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

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) will result in a drained battery.

The lights are powered by the boat's 12-volt DC system.

Navigation Lights

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

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

Docking Lights (249 Only) (If Equipped)

Read the manufacturer's operating instructions *before* using the docking lights.

Chapter 11: Electrical System


DANGER!




EXTREME FIRE, SHOCK & EXPLOSION HAZARD!

- To minimize the risks of fire and explosion, *NEVER* install knife switches or other arcing devices in the fuel compartment.
- *NEVER* substitute automotive parts for marine parts. Electrical, ignition and fuel system parts were designed and manufactured to comply with rules and regulations that minimize risks of fire and explosion.
- Do *NOT* modify the electrical systems or relevant drawings.
- Have qualified personnel install batteries and/or perform electrical system maintenance.


WARNING!






FIRE & EXPLOSION HAZARD!

- Fuel fumes are heavier than air and *will* collect in the bilge areas where they can be accidentally ignited.
- Visually and by smell (sniff test), check the engine and bilge areas for fumes or accumulation of fuel.
- *ALWAYS* run the bilge blower(s) for at least four minutes prior to engine starting, electrical system maintenance or activation of electrical devices.
- *NEVER* expose the batteries to open flame or sparks, and *NEVER* smoke anywhere near the batteries.


CAUTION


SHOCK & ELECTRICAL SYSTEM DAMAGE HAZARD!

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

NOTICE

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

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

12-Volt DC System

Battery

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

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

Fuses

- Fuses for the engine and main accessory power are on the fuse block under the helm dash.
- Some equipment may have secondary fuse protection at the unit, or at the battery.

12-Volt Accessory Outlet(s)

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

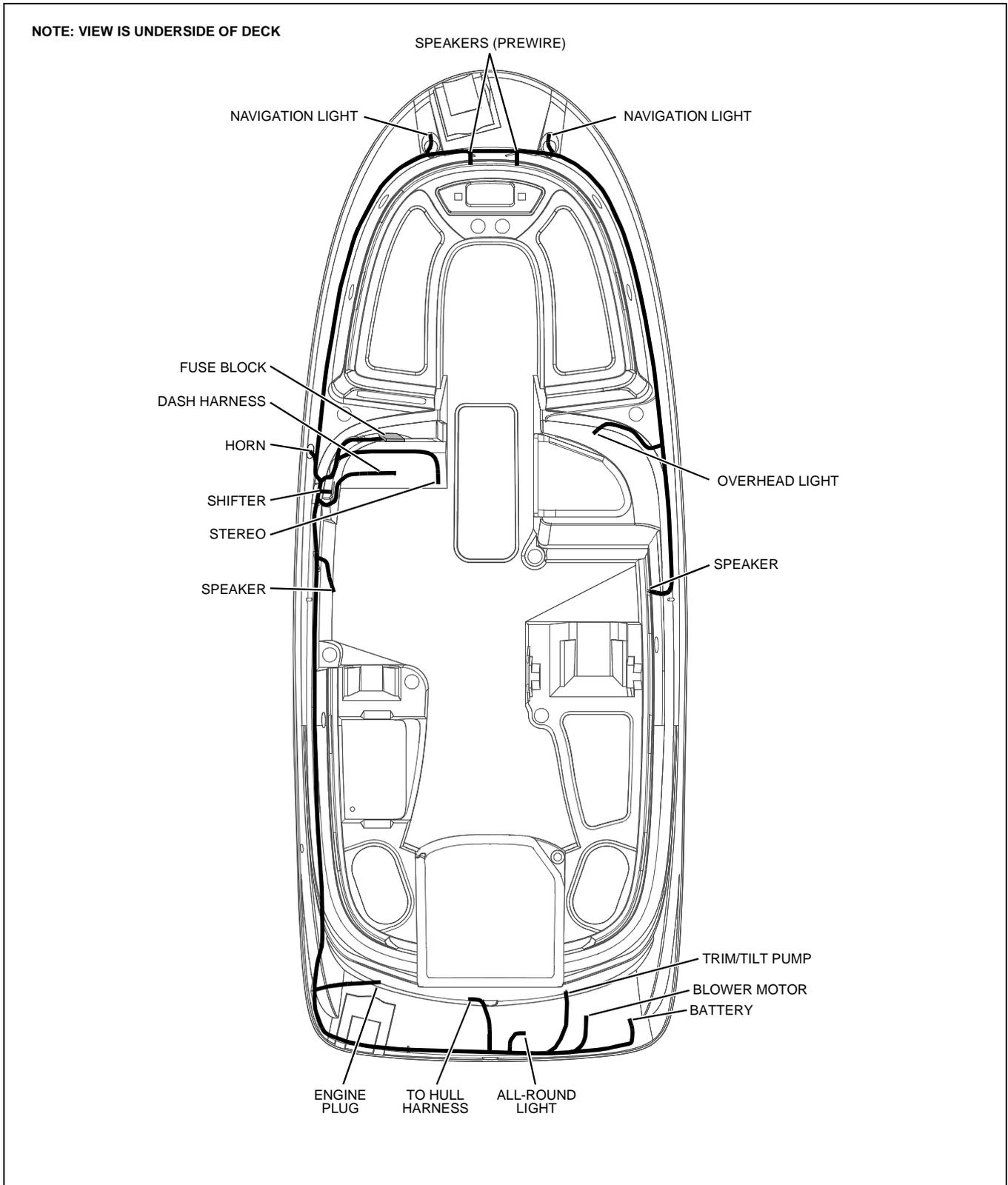
- Your boat is equipped with one or more 12-volt accessory outlets.
- The outlet(s) can be used with any 12-volt device which draws 10-amps or less.
- Each 12-volt accessory outlet is protected by a 10-amp fuse on the fuse block.

Alternator

The alternator will keep the battery properly charged when the engine is running at, or above, cruising speeds.

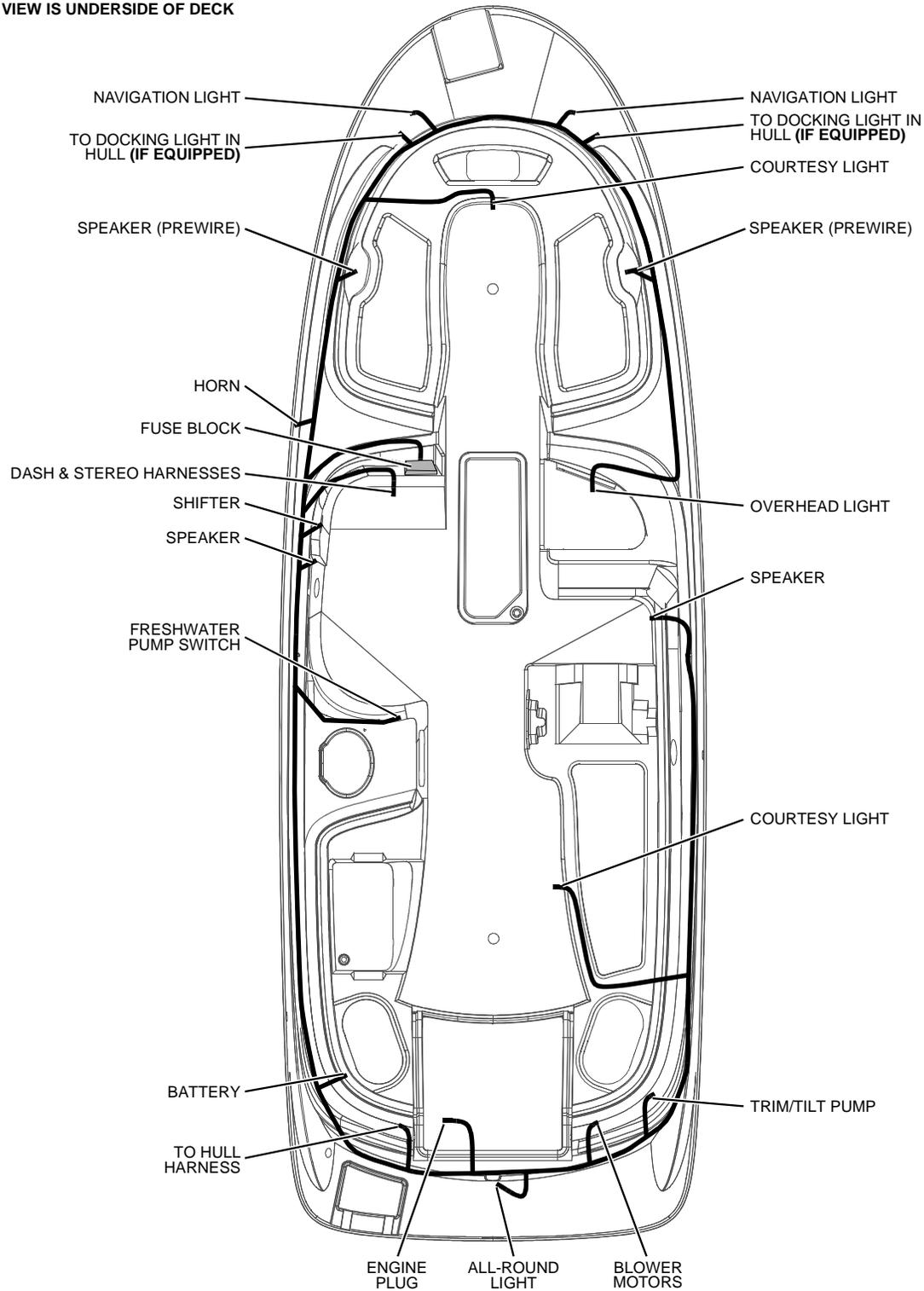
Electrical Routings

219 Deck Electrical Harness

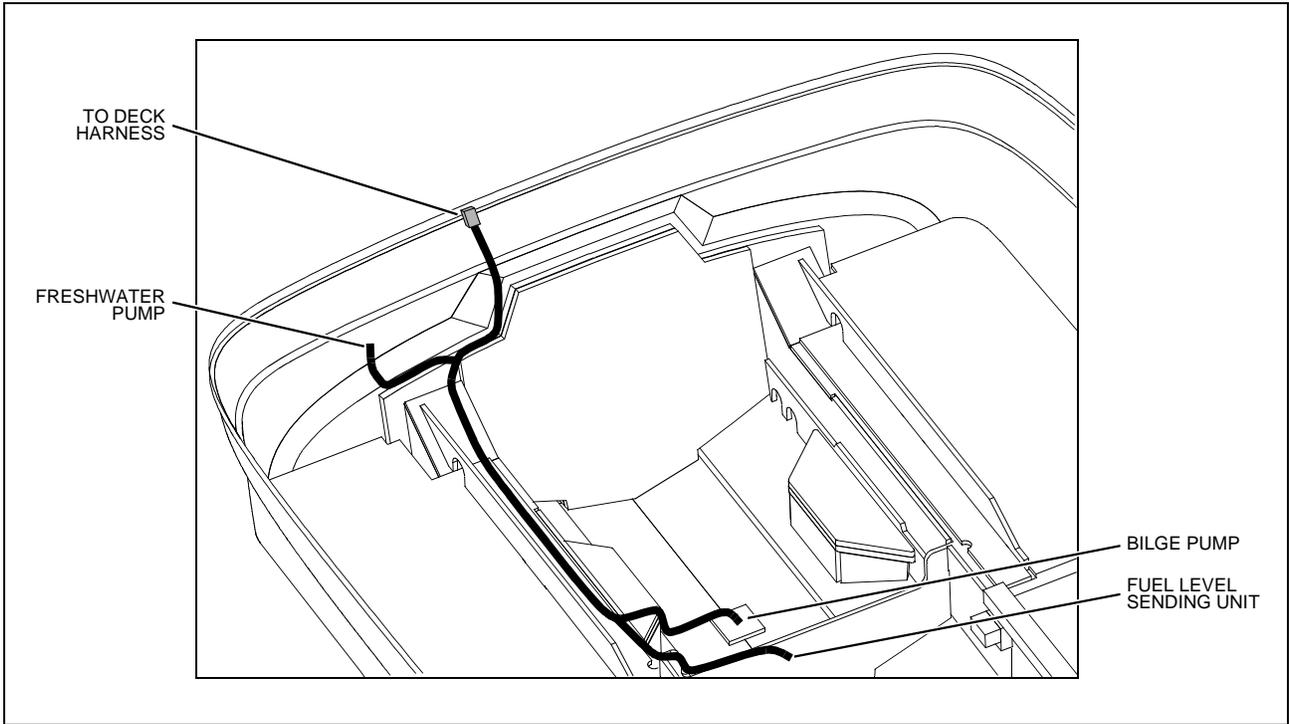


Deck Electrical Harness

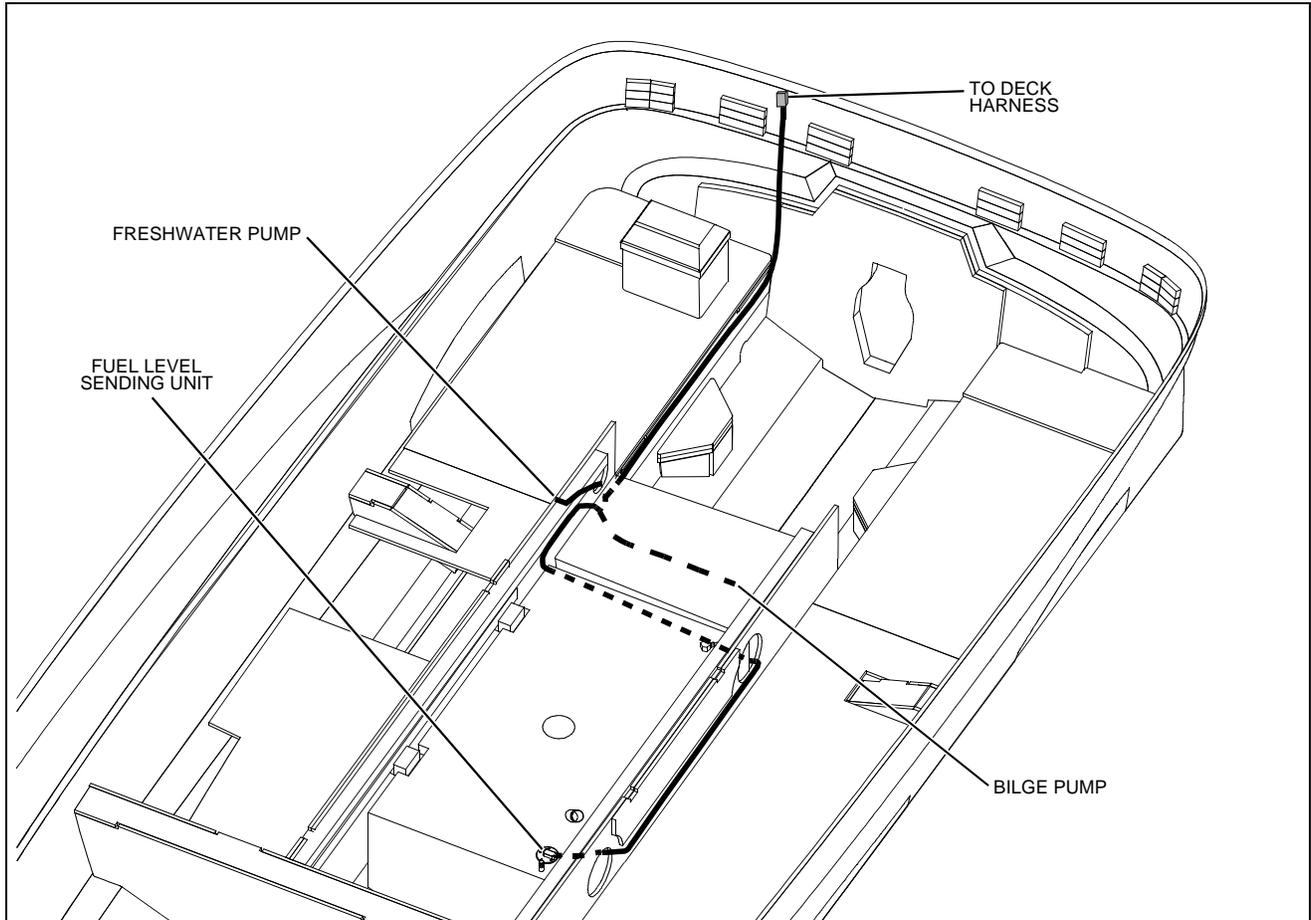
NOTE: VIEW IS UNDERSIDE OF DECK



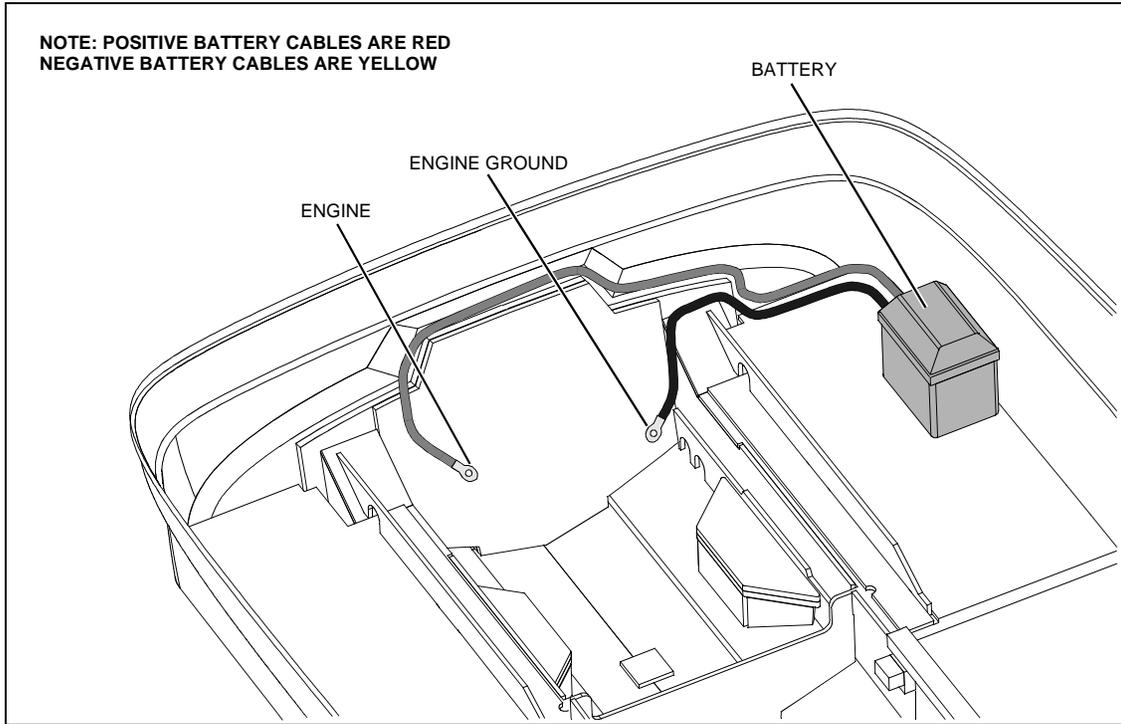
219 Hull Electrical Harness



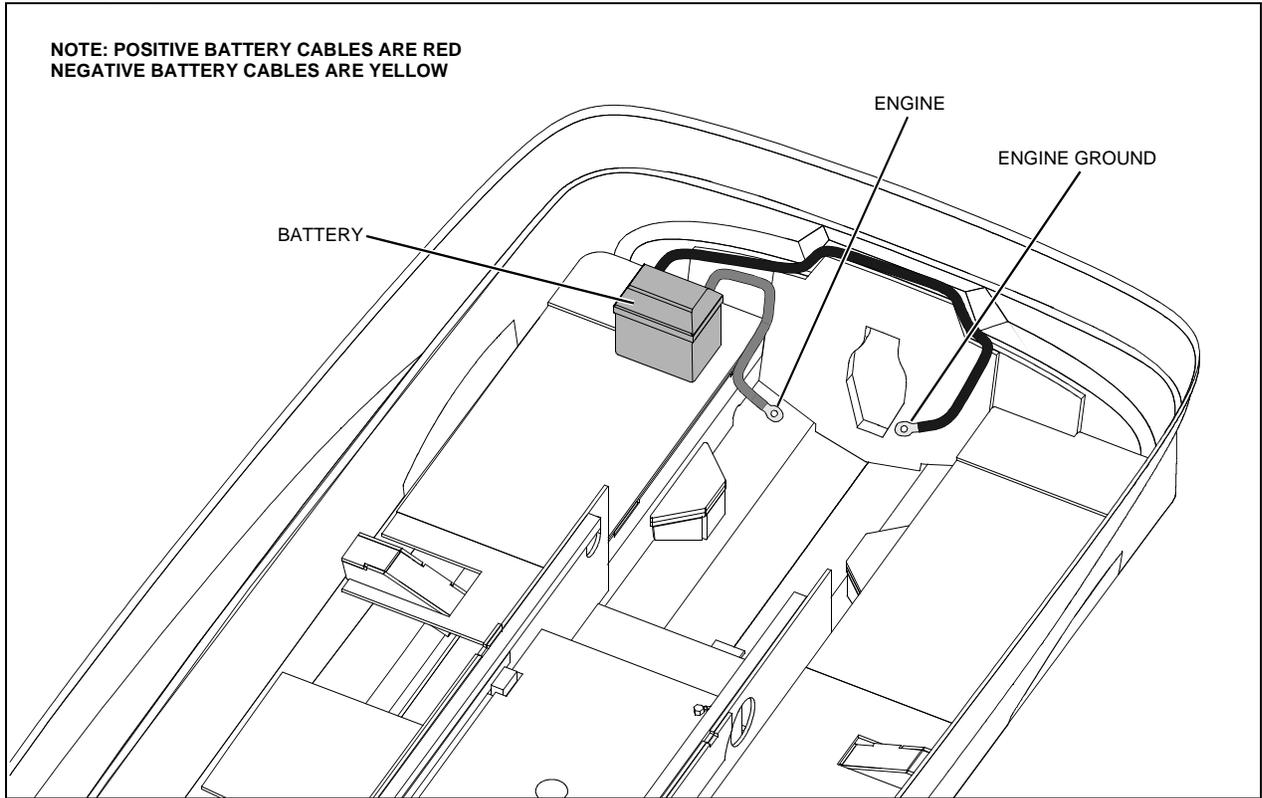
249 Hull Electrical Harness



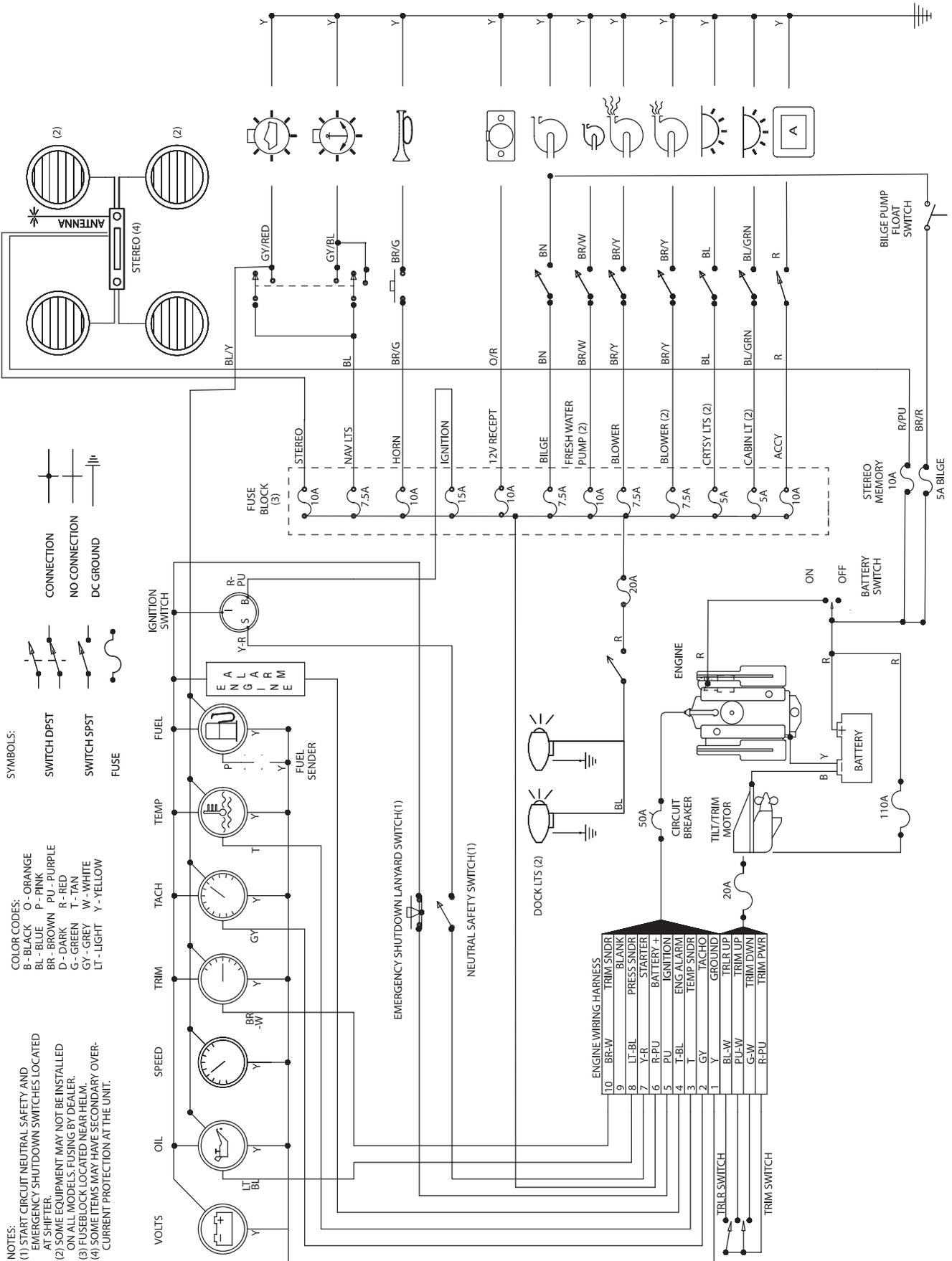
219 Battery System



249 Battery System



Wiring Diagram



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 Onboard

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

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
Coast Guard Phone Number	
Local Authority Phone Number	

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

Part Number 1791296

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