

BAYLINER[®]

222 Classic

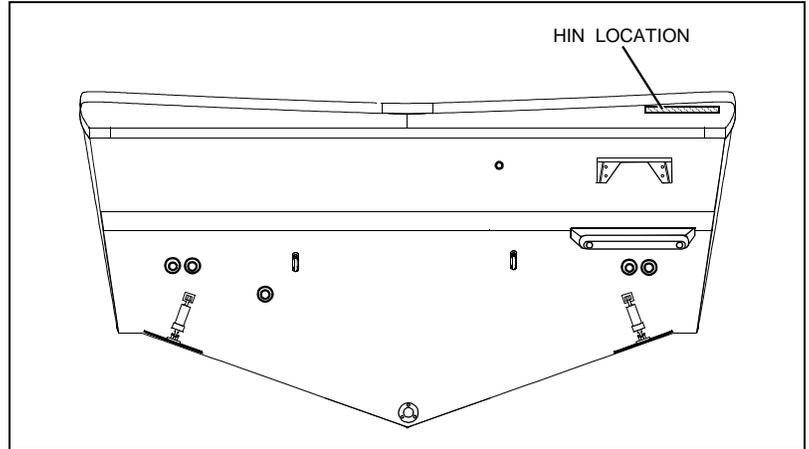
Owner's Manual *Supplement*

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
- 2 Warranty Information
- 2 Boating Experience
- 2 Qualified Maintenance
- 3 Engine & Accessories Guidelines
 - 3 *Propeller*
- 3 Engine & Accessories Literature
- 4 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 *CO Monitor*
 - 8 *More Information*

9 Chapter 2: Locations

- 9 Exterior Views
 - 9 *Hull Views*
 - 10 *Deck View*
 - 11 *Hardtop (If Equipped)*
 - 12 *Helm Station*
- 13 Component Locations

20 Chapter 3: Propulsion & Related Systems

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

24 Chapter 4: Controls & Gauges

- 24 Steering
- 24 Shift/Throttle Control
- 24 Power Trim and Tilt
- 25 Trim Tabs (If Equipped)
- 26 Gauges
 - 26 *Cleaning Gauges*
 - 26 *Gauge Fogging*
 - 26 *Radio Transmission Interference*
 - 26 *Fuel Gauge*

27 Chapter 5: Plumbing

- 27 Bilge Pumps
 - 28 *Bilge Pump Testing*
 - 29 *Autofloat Switches*
- 30 Seawater System
 - 30 *Seacock*
- 31 Freshwater System
 - 32 *Freshwater System Winterization*
- 33 Marine Head with Holding Tank (If Equipped)
 - 33 *Using The Marine Head*
 - 33 *Winterizing The Marine Head*
 - 33 *Macerator (If Equipped)*
- 34 Portable Toilet
- 34 Drain Systems
 - 34 *Deck Drains*
 - 34 *Galley Sink Drain*

35 Chapter 6: Deck Equipment

- 35 Cleats and Tow Eyes
- 35 Canvas
 - 36 *Convertible Top and Camper (If Equipped)*
 - 37 *Hardtop and Camper (If Equipped)*
 - 38 *Canvas Care*
 - 39 *Clear Vinyl Care*

40 Chapter 7: Entertainment System

- 40 Audio Equipment

**41 Chapter 8: Convertible Seats,
Beds, & Tables**

41 Operating Positions

41 Lounge positions

42 Dinette to V-Berth Conversion

43 Chapter 9: Lights

43 Care and Maintenance

43 Interior & Exterior Lights

43 Navigation Lights

44 Chapter 10: Electrical System

45 12-Volt DC System

45 Battery

45 Fuses

45 Alternator

46 Electrical Routings

46 Hull Electrical Harnesses

46 Deck Electrical Harnesses

47 Hardtop Harness (If Equipped)

48 Wiring Diagram

48 12-Volt DC Electrical System

49 Important Records

50 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.



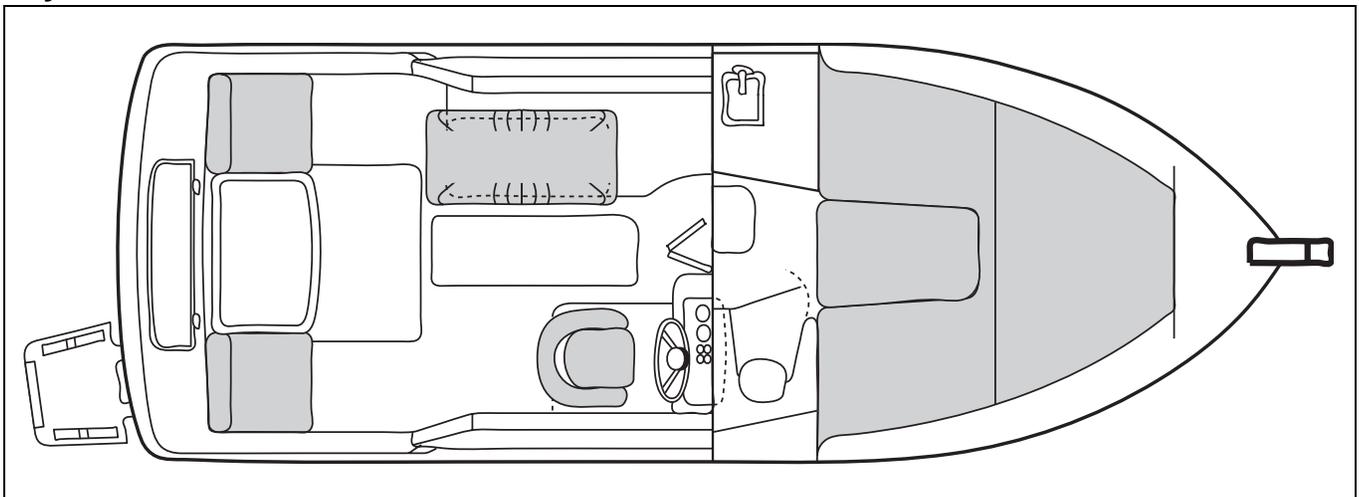
Chapter 1: Welcome Aboard!

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

Dimensions and Tank Capacities

Overall Length	Bridge Clearance	Beam	Draft (Hull)	Draft (Maximum)	Fuel Capacity	Freshwater Capacity	Waste Holding Tank Capacity
22' 3"	7' 8"	8' 1"	1' 5"	2' 10"	55 Gallons	13 Gallons	13 Gallons

Layout View



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 *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 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.

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 *Cruiser & Yacht Owner's Manual*, this *Supplement*, the engine owner's manual and *all* accessory literature.

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.

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!



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 *Supplement*, please read the *Cruiser & Yacht 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

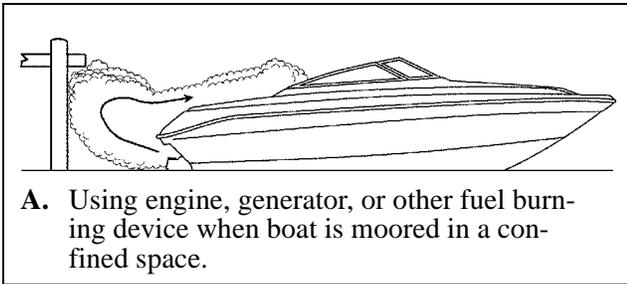
- CO poisoning causes a significant number of boating deaths each year.
- Called the "silent killer", CO is an extremely toxic, colorless, odorless and tasteless gas.
- CO can harm or even kill you inside or outside your boat.
- CO can affect you whether you're underway, moored, or anchored.
- CO symptoms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

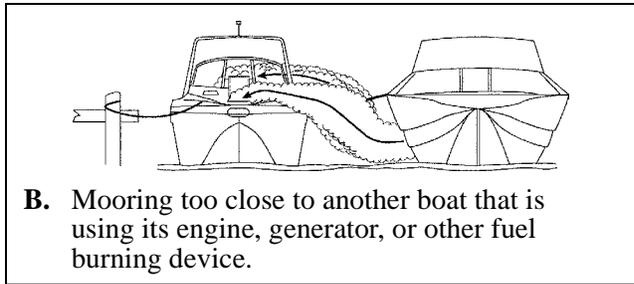
- Age
- Smokers or people exposed to high concentrations of cigarette smoke
- Consumption of alcohol
- Lung disorders
- Heart problems
- Pregnancy

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.

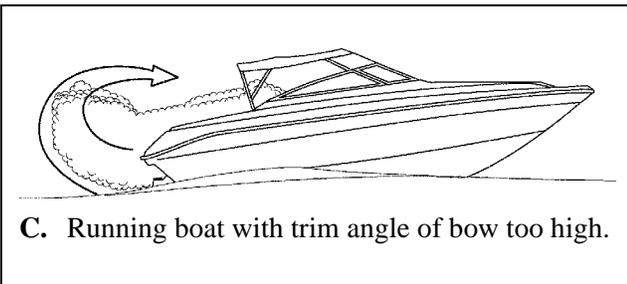


B. Mooring too close to another boat that is using its engine, generator, or other fuel burning device.

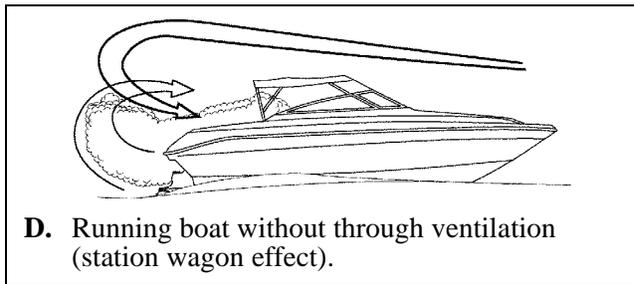
To correct stationary situations A and/or B:

- **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).

CO Monitor

NOTICE

- **The stereo memory and the CO monitor 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*.**

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

If your boat is *not* equipped with a CO monitor, 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
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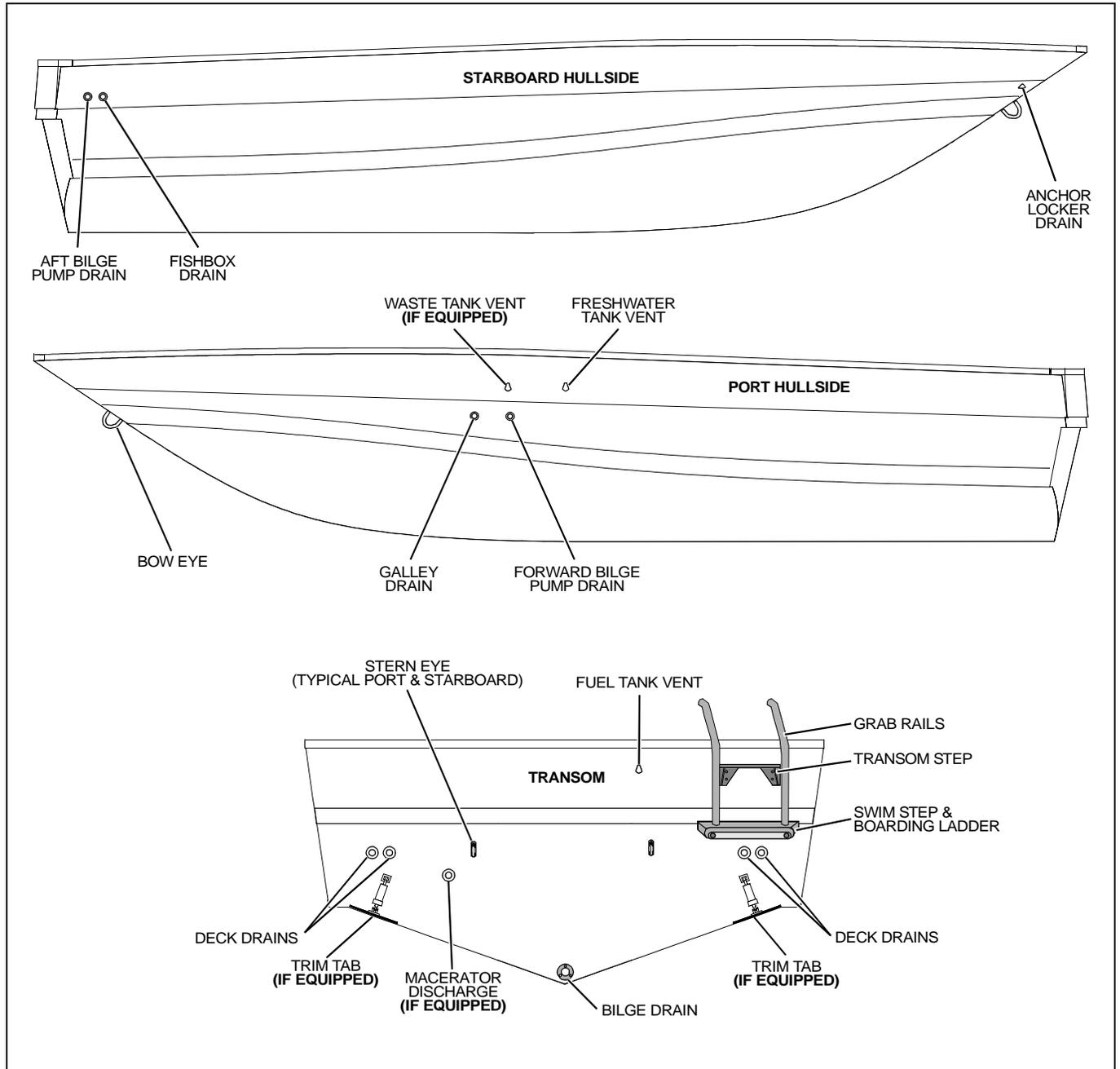
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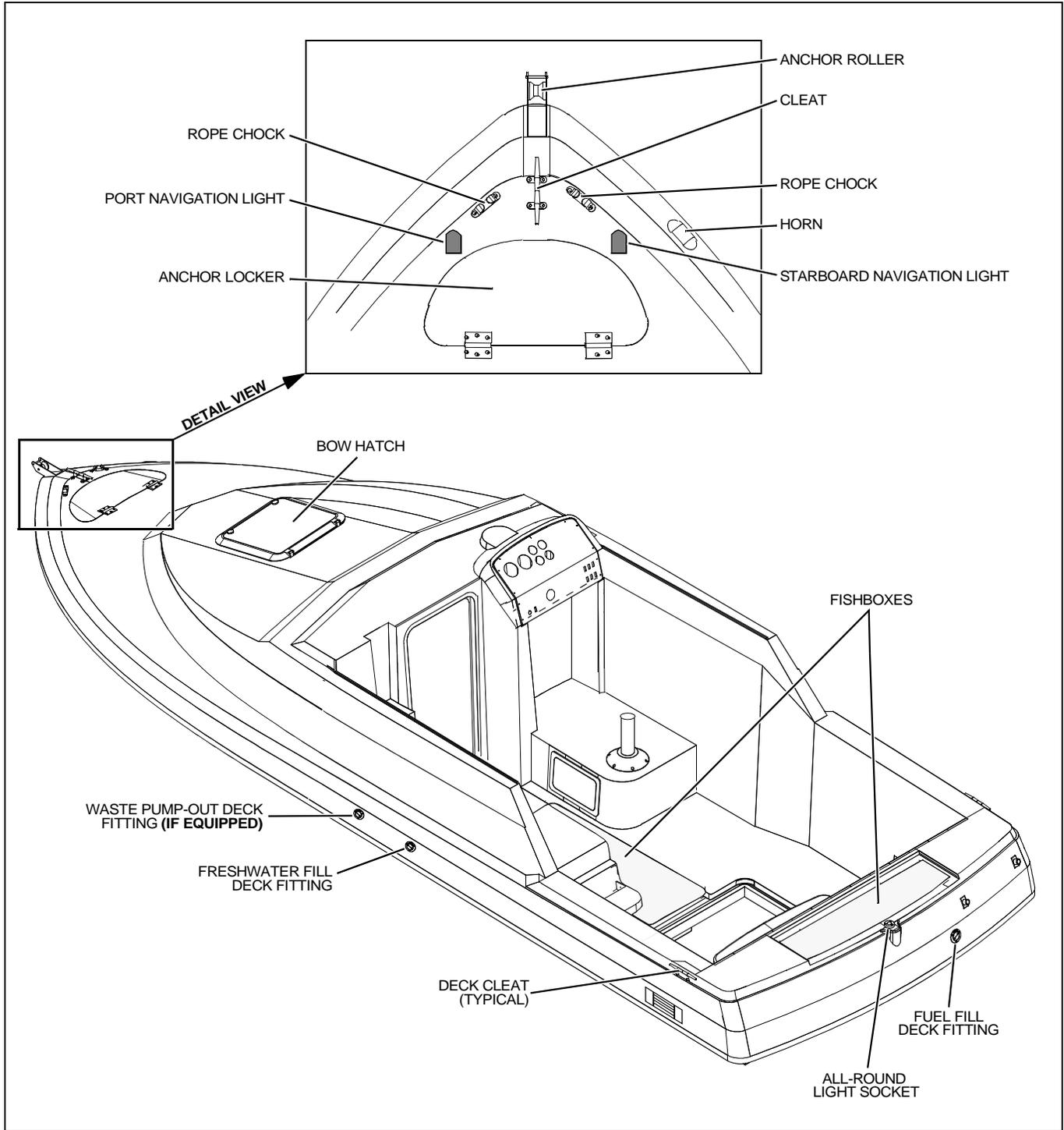
Chapter 2: Locations

Exterior Views

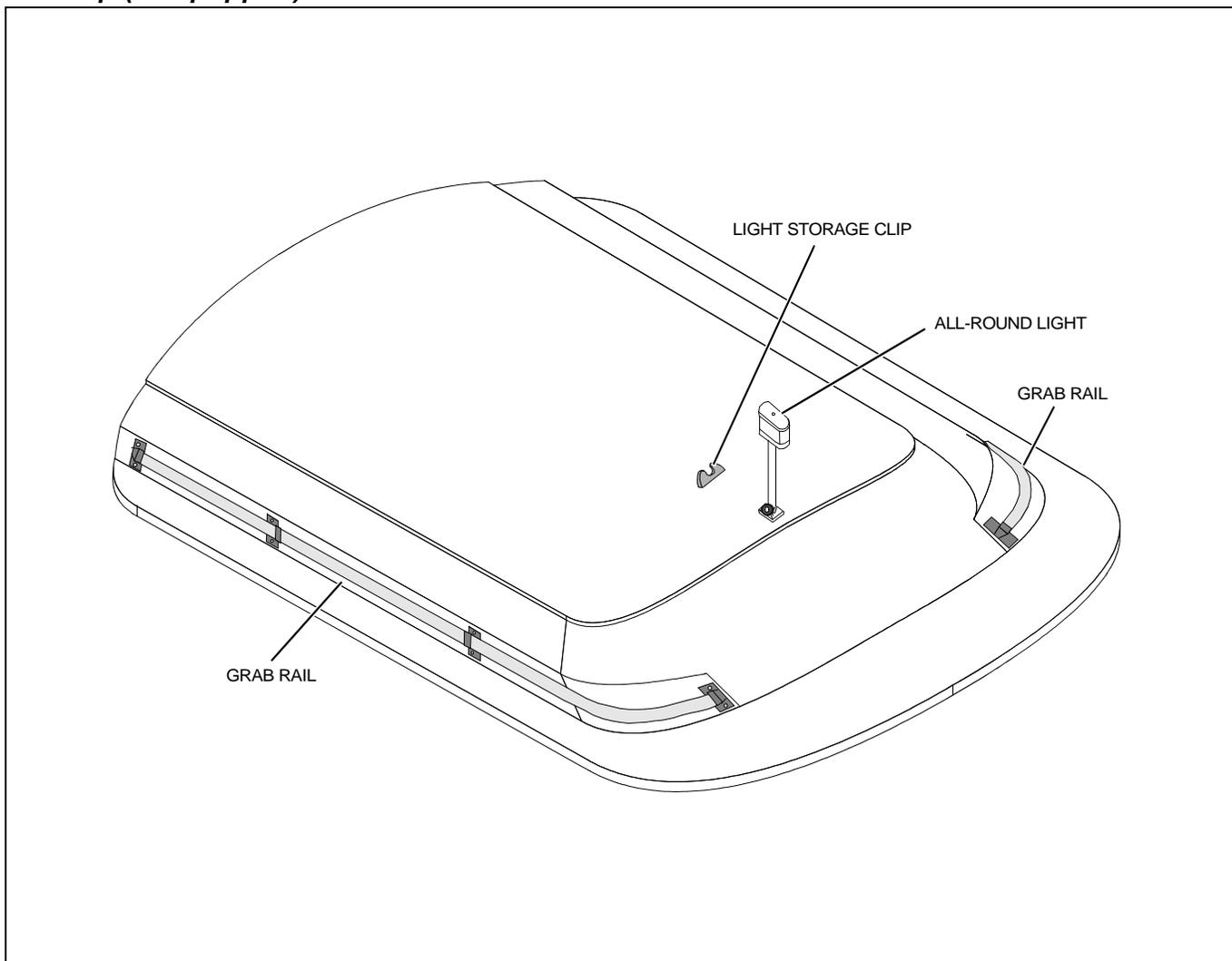
Hull Views



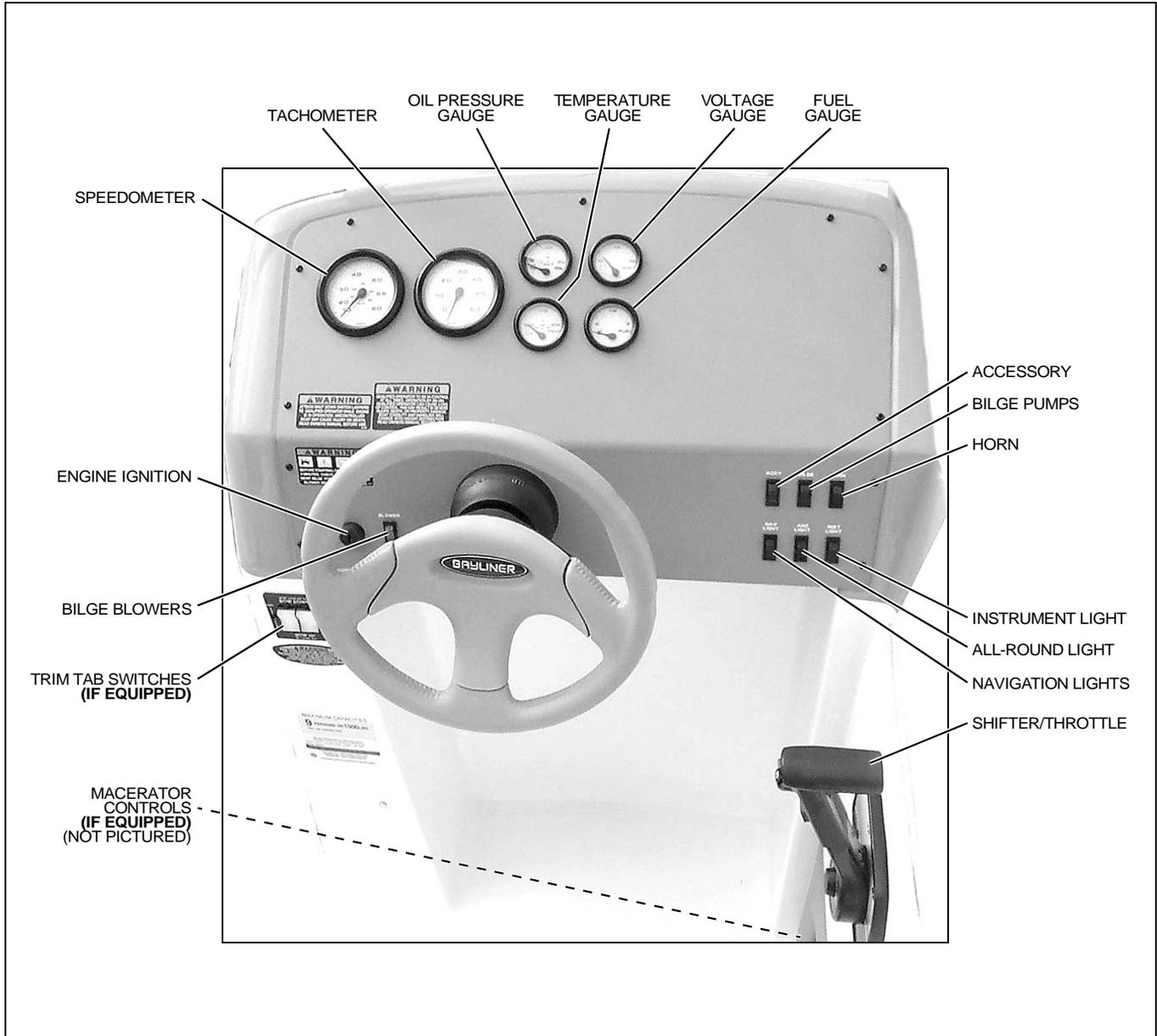
Deck View



Hardtop (If Equipped)

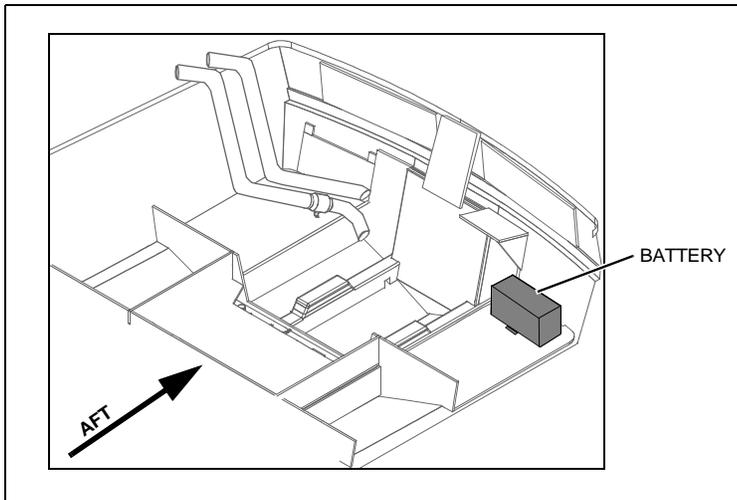


Helm Station

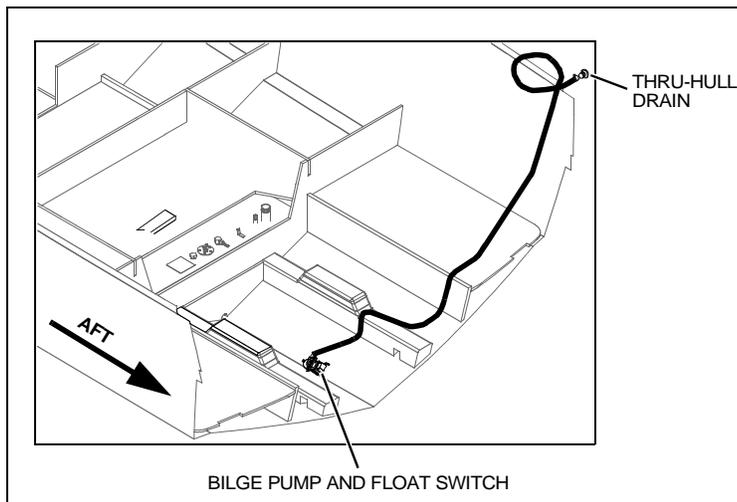


Component Locations

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

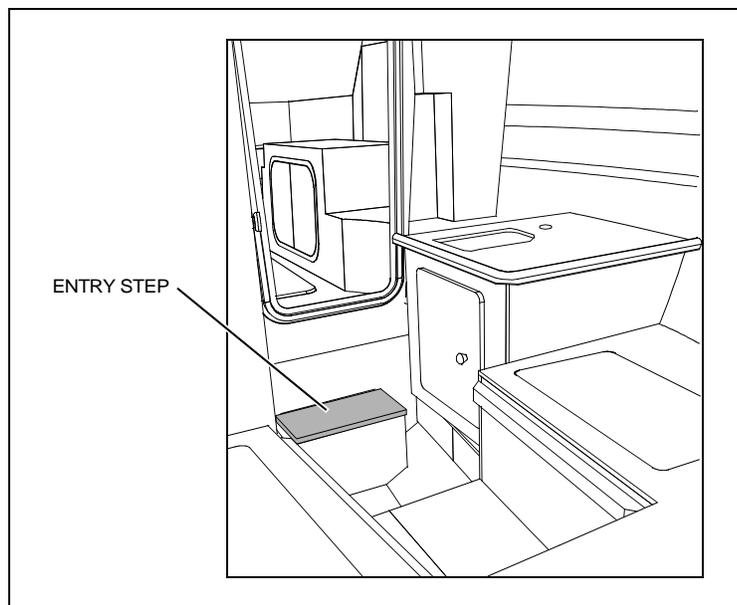


Bilge Pump & Float Switch - Aft: Located in the engine room bilge.

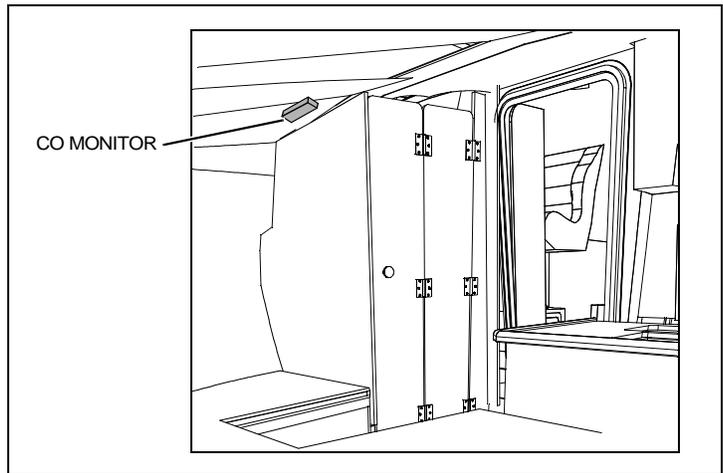


Bilge Pump & Float Switch - Forward (If Equipped):

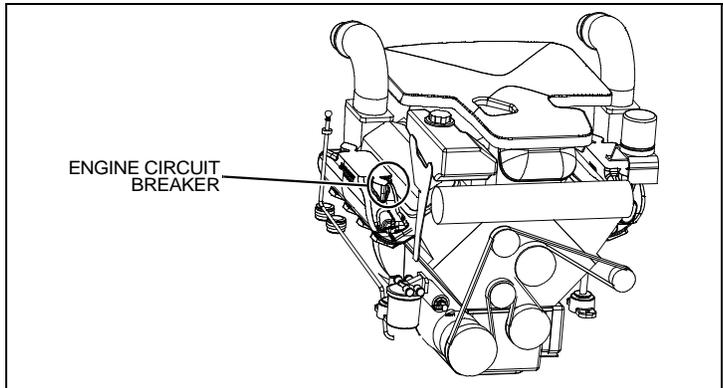
- Located in the bilge under the entry step.
- Access by lifting up the entry step.



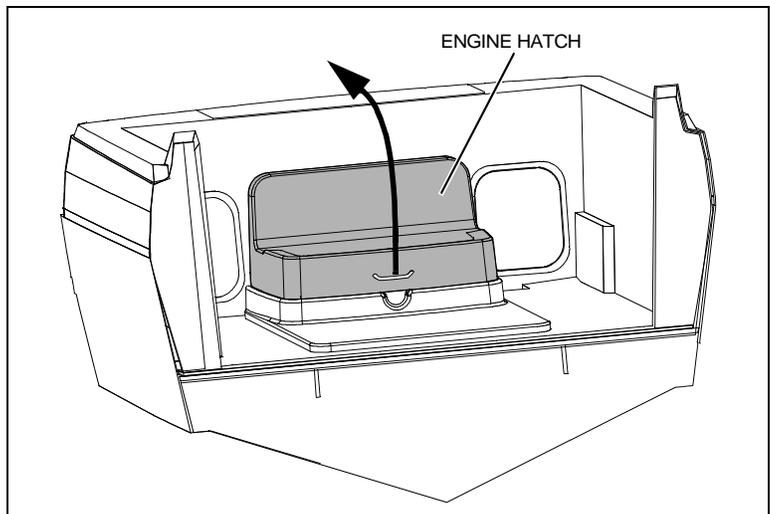
Carbon Monoxide Monitor: Located on the starboard aft ceiling in the cabin.



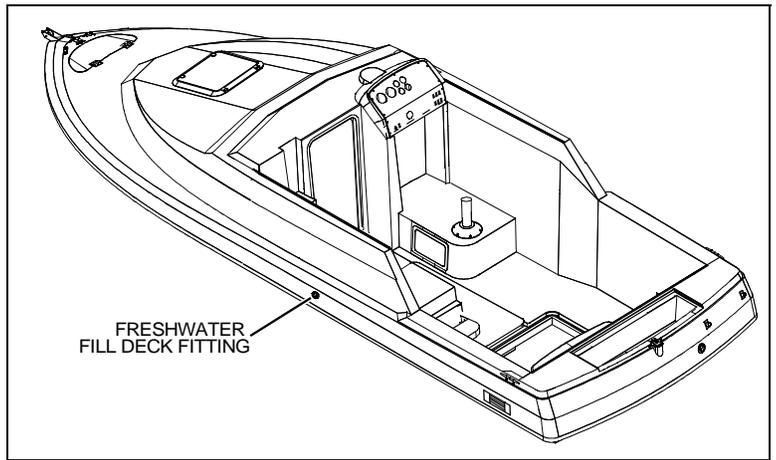
Engine Circuit Breaker: Located on the engine.



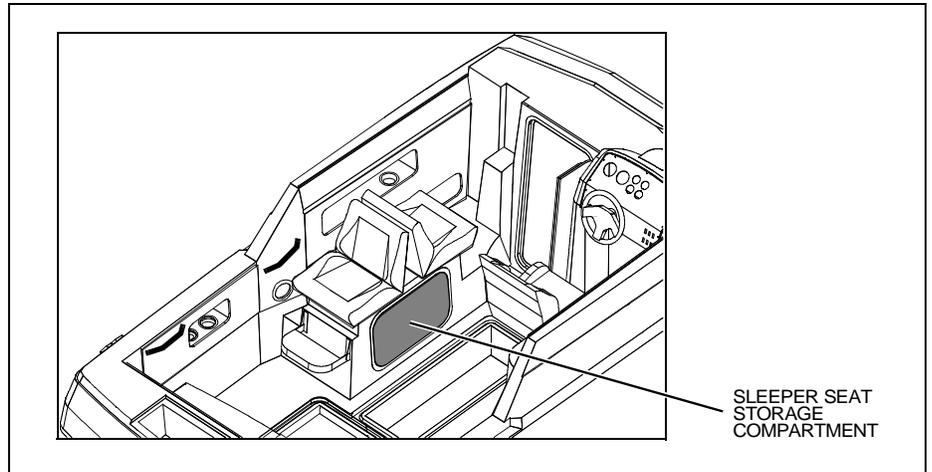
Engine Room Access: Access by removing the lounge cushions and lifting the engine hatch.



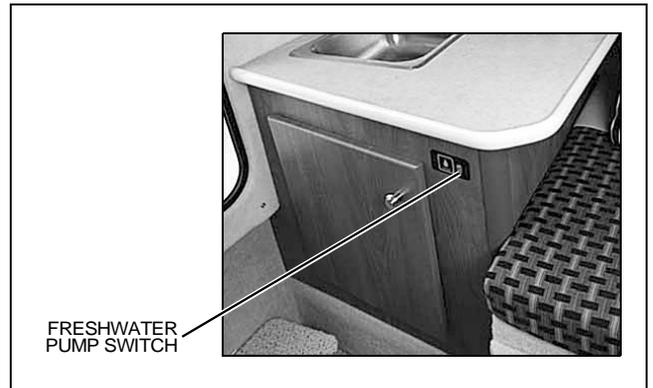
Freshwater Fill Deck Fitting: Located amidship on the port side of the cockpit.



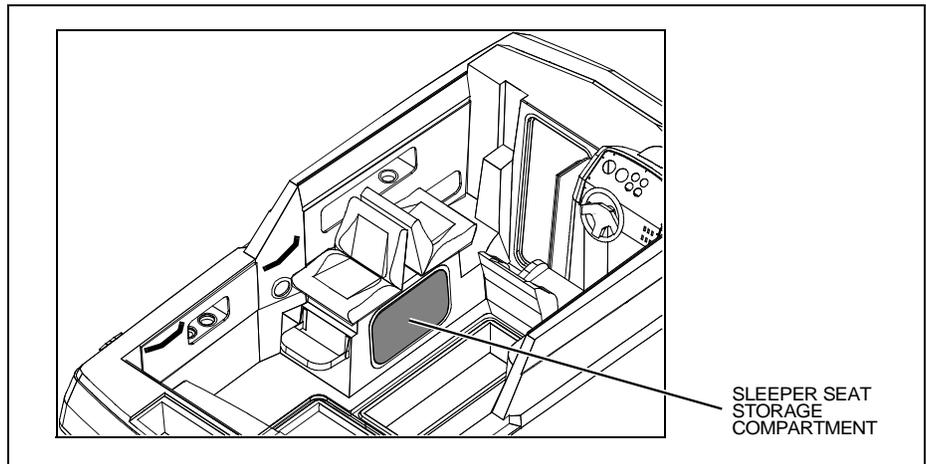
Freshwater Pump: Located under the floor in the sleeper seat storage compartment.



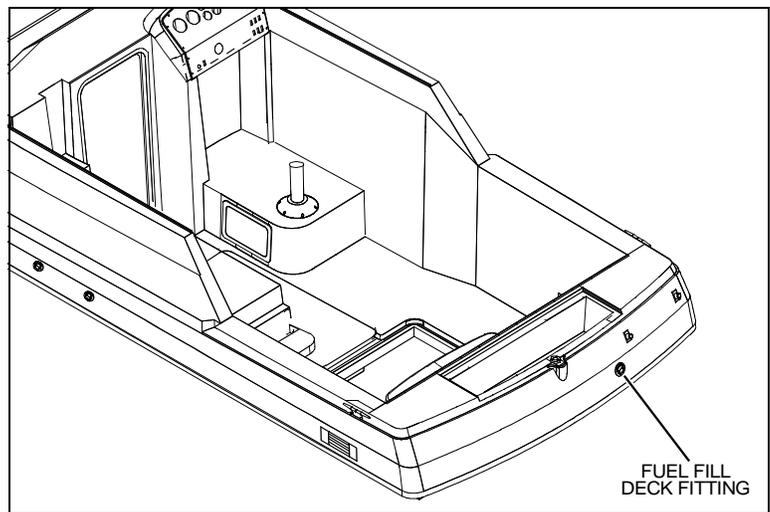
Freshwater Pump Switch: Located on the galley cabinet.



Freshwater Tank: Located under the floor in the sleeper seat storage compartment.

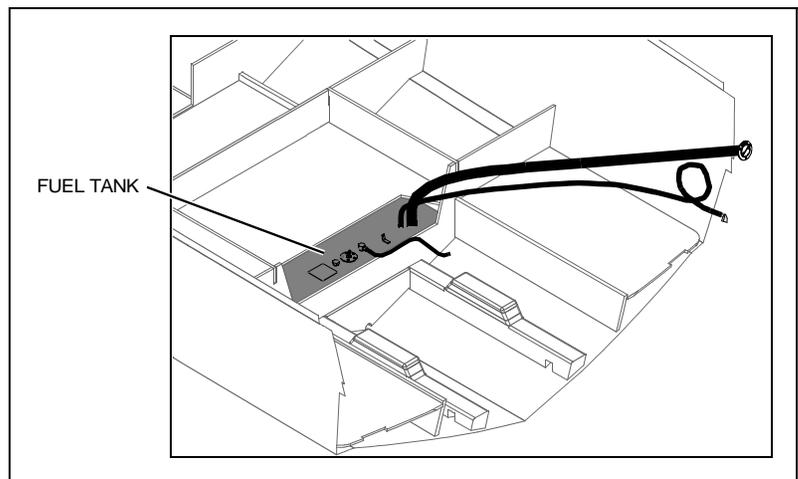


Fuel Fill Deck Fitting: Located on the aft deck.

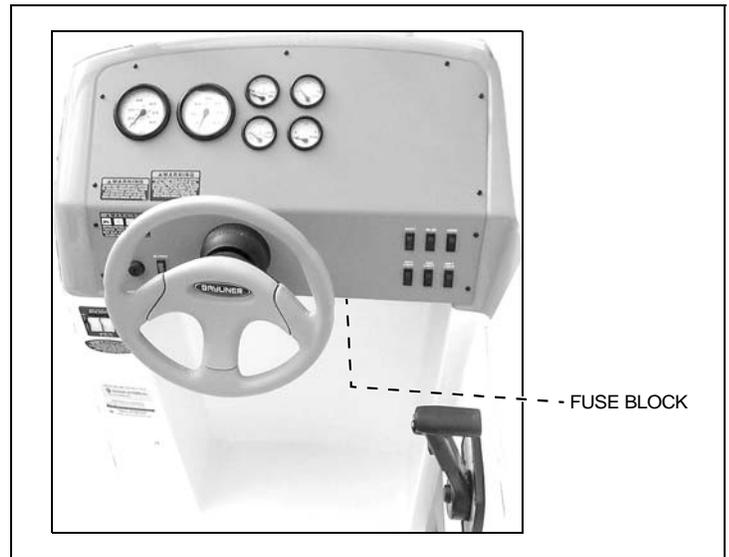


Fuel Tank:

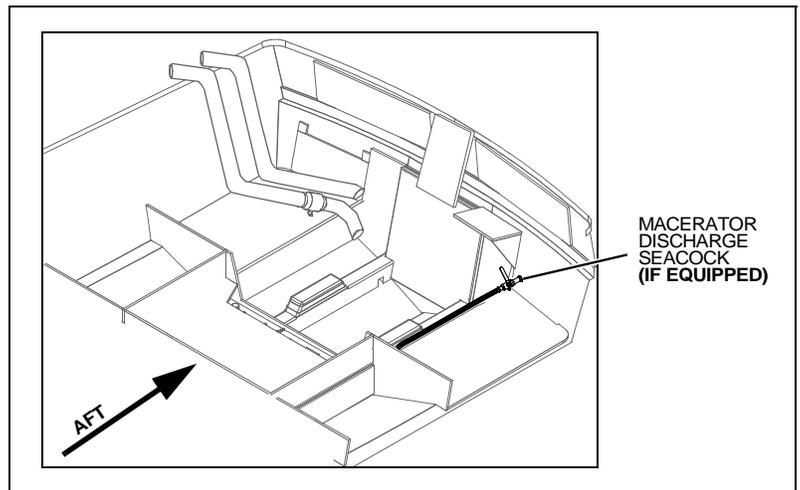
- Located under the cockpit floor.
- Access to the tank fittings is in the engine room.



Fuse Block: Located under the helm dash.

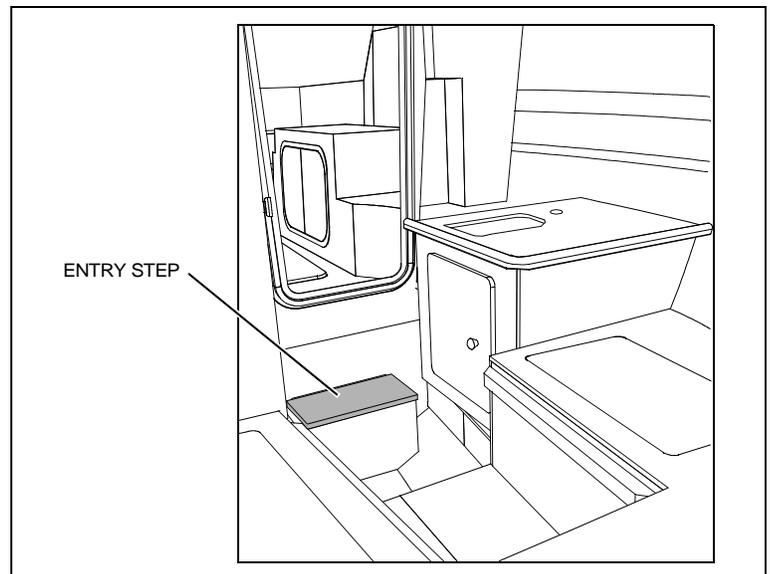


Macerator Discharge Seacock (If Equipped): Located on the port aft wall in the engine room.



Marine Head Seawater Intake Seacock (If Equipped):

- Located amidship in the bilge.
- Access by lifting up the entry step.



Power Trim and Tilt Reservoir: Located on the aft wall of the engine room.

Trim Tab Reservoir (If Equipped) Located on the port aft wall of the engine room.

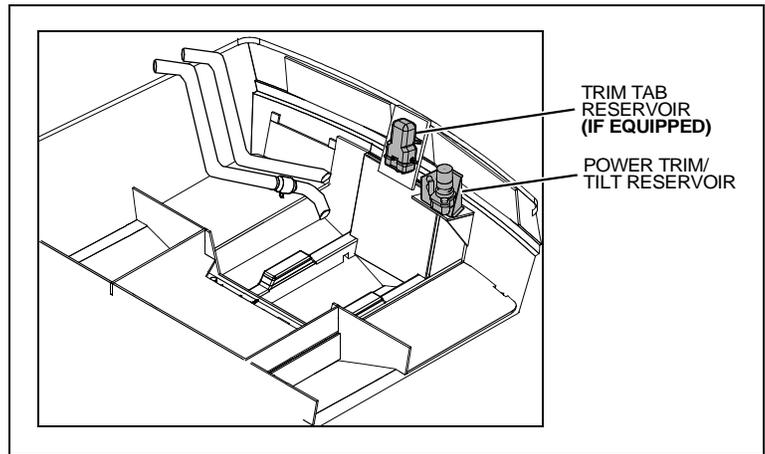
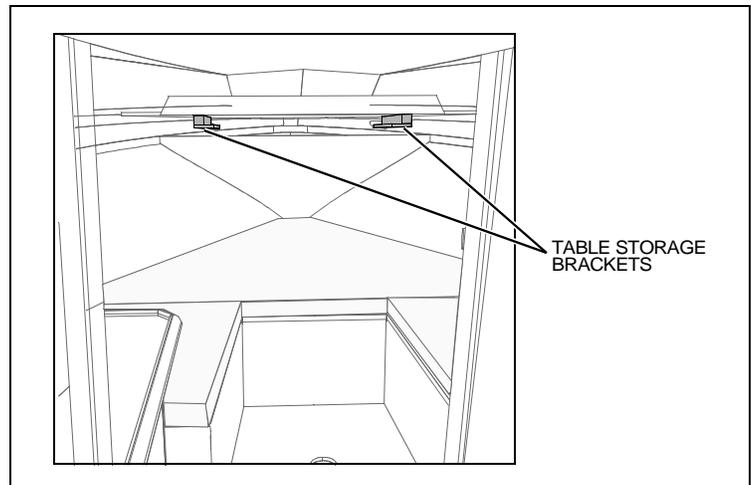
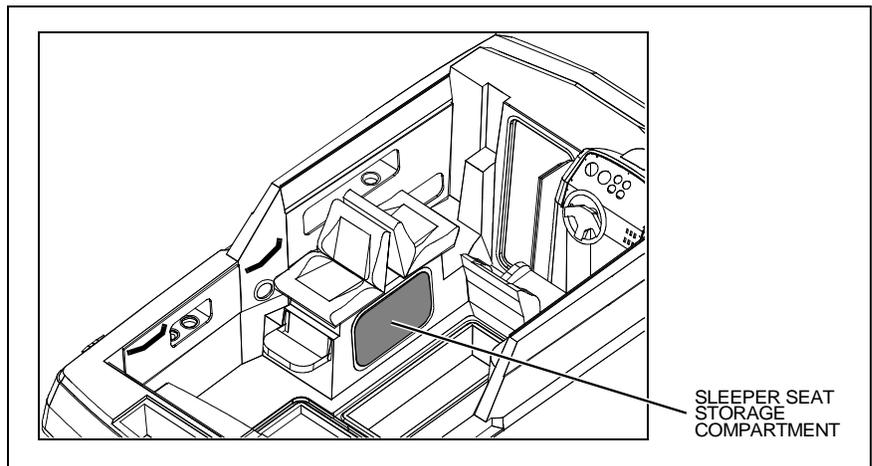


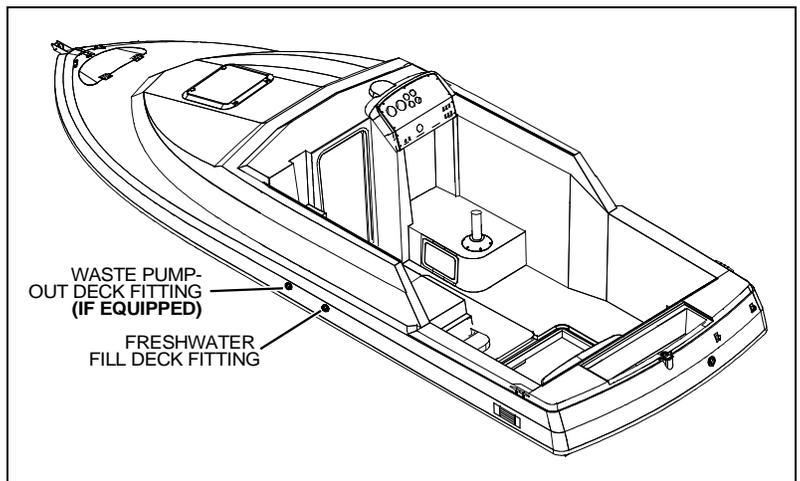
Table Storage Brackets: Located above the forward v-berth cushion.



Waste Holding Tank (If Equipped): Located under the floor in the sleeper seat storage compartment.



Waste Pump-Out Deck Fitting
(If Equipped): Located on the port side deck,
forward of the freshwater fill deck fitting.



Chapter 3: Propulsion & Related Systems

Engine

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

Bilge Blower System

! **WARNING!**



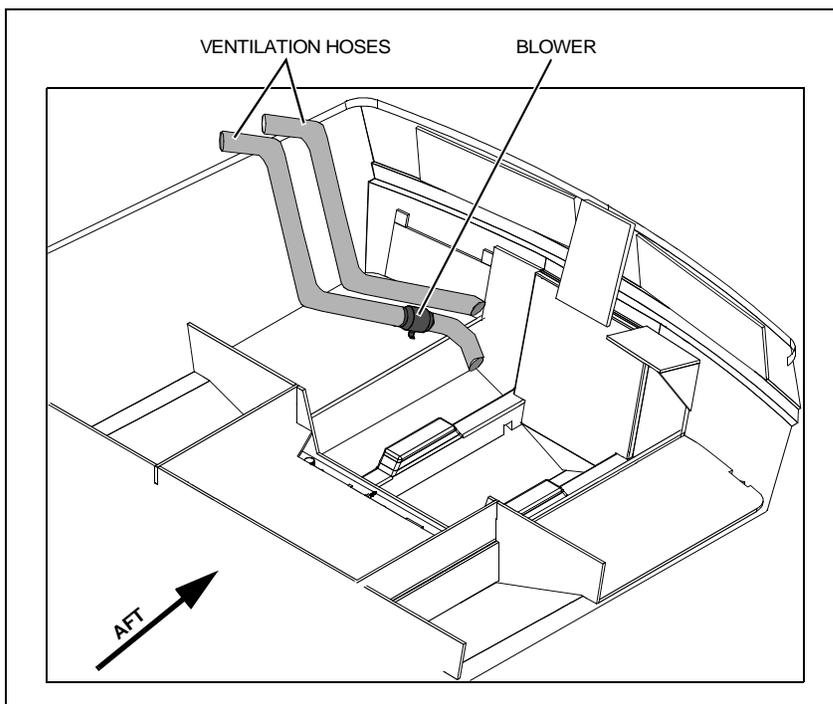
FIRE/EXPLOSION HAZARD

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



Fuel System

⚠ WARNING!



FIRE, EXPLOSION AND OPEN FLAME HAZARD!

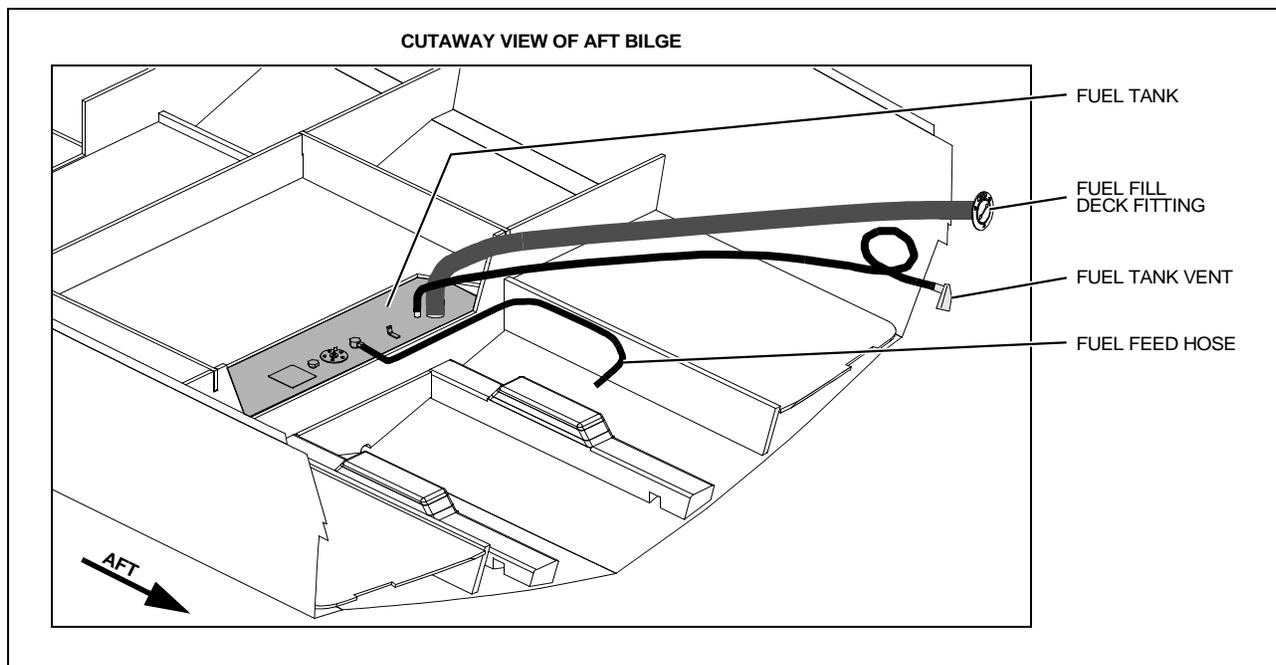
- It is very important that the fuel system be inspected thoroughly the first time it is filled and at each subsequent filling.
- The fueling instructions in the *Cruiser & Yacht Owner's Manual* and the fuel recommendations in the engine operation manual *must* be followed.

⚠ CAUTION

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

NOTICE

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



Fuel Fill & Vent

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

Fuel Filters

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

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.**

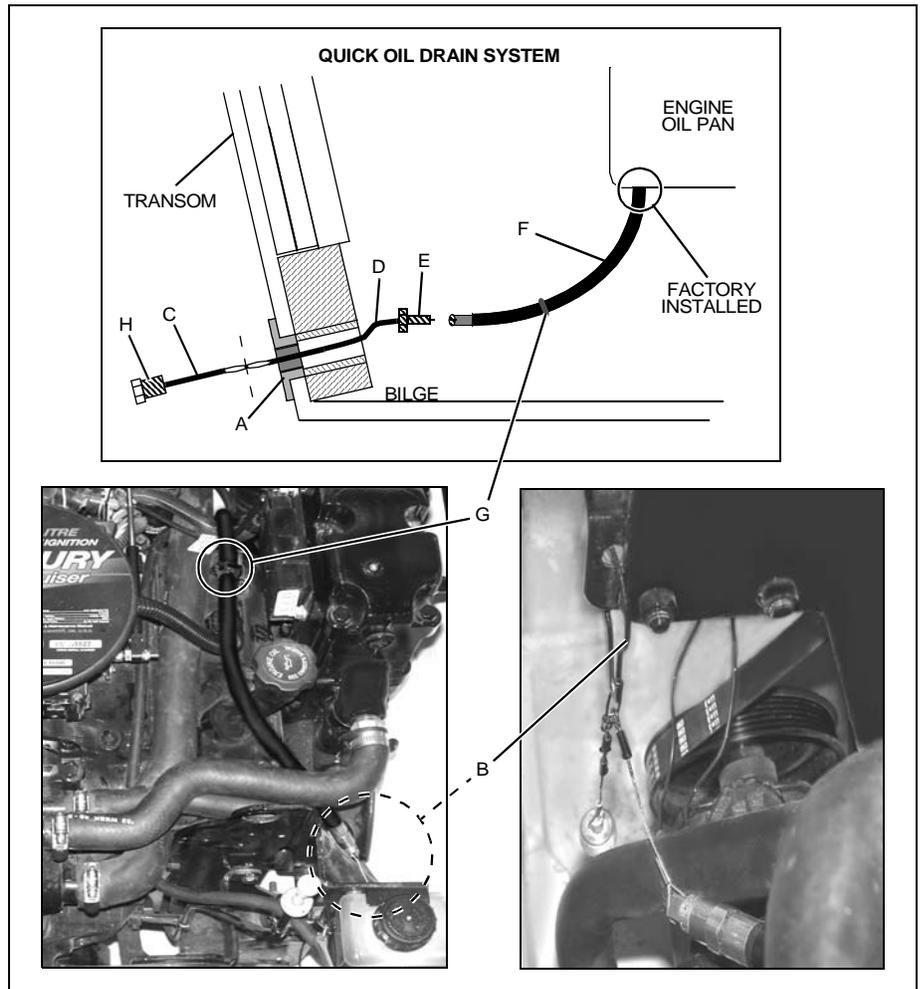
- The anti-siphon valve is a vital fuel system part.
- If the fuel line ruptures, this valve will prevent the fuel from siphoning from the tank.
- The valve is located on the fuel tank, where the fuel feed line attaches to the tank.
- The valve is spring loaded and is opened by fuel pump vacuum.

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 4: Controls & Gauges

Steering

- This 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 Control

 WARNING!
LOSS OF CONTROL HAZARD!
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 *Cruiser & Yacht 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.

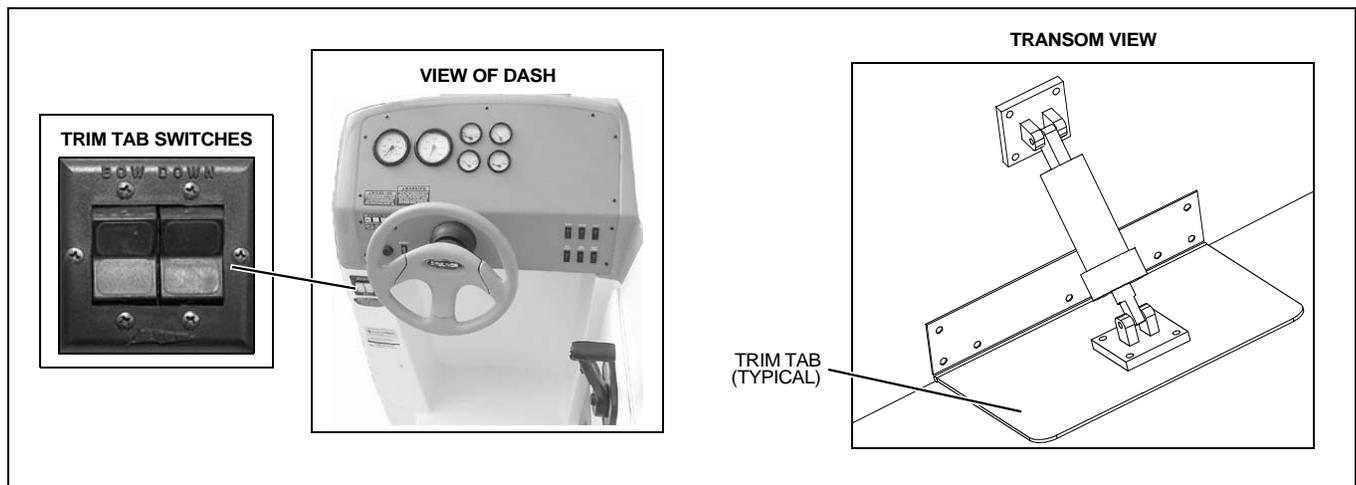
Trim Tabs (If Equipped)


WARNING!

LOSS OF CONTROL HAZARD!

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

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



- **Before** using the trim tabs read the trim tab operation manual.
- The trim tabs can be used to help keep your boat level at cruising speeds.
- The trim tabs are controlled by two rocker switches at the helm.
- 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.
- Periodically (at least once a year) check the fluid level in the trim tab hydraulic fluid reservoir and refill as needed. For the location of the fluid reservoir see the Component Locations section of Chapter 2 in this *Supplement*.

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.

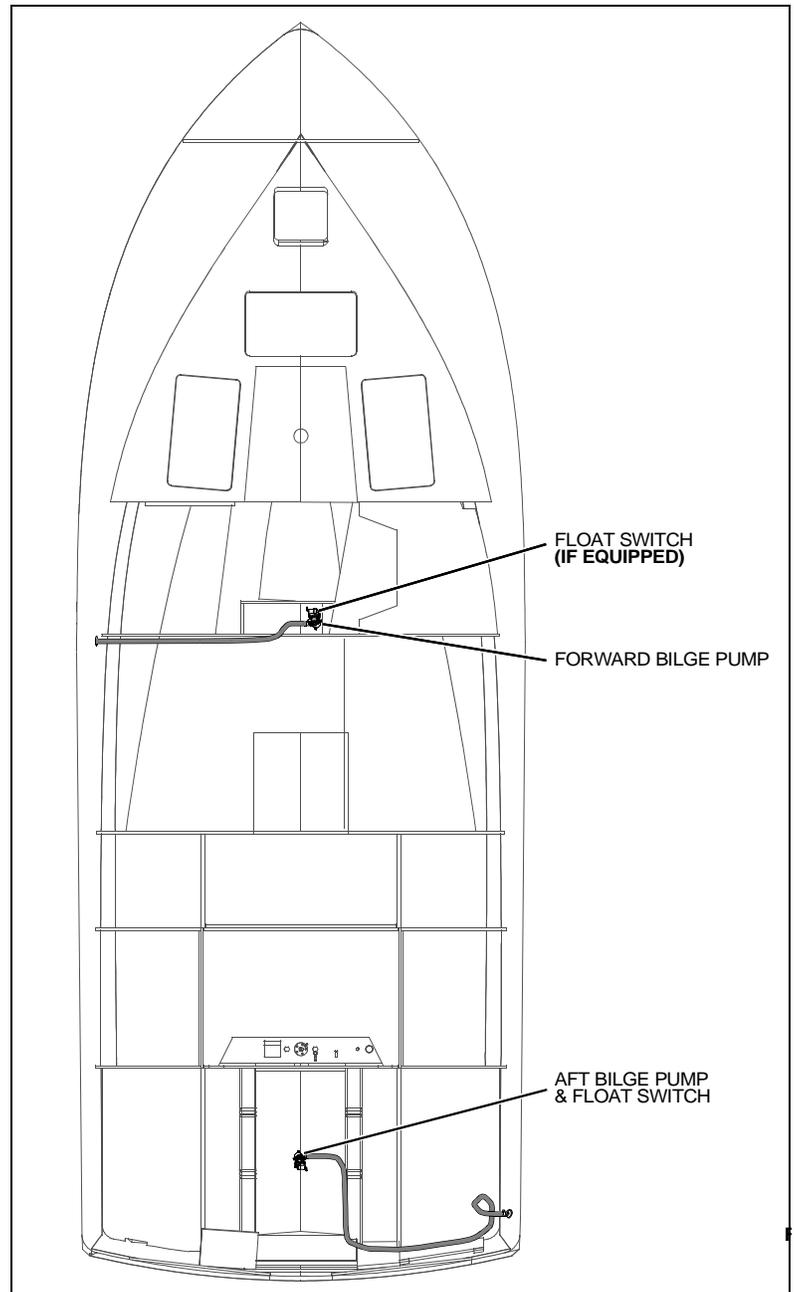
Chapter 5: Plumbing

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 bilge pumps for pumping water out of the bilge.
- The bilge pumps are controlled by automatic float switches (autofloat switches) and/or switches at the helm.
- The bilge pumps are wired directly to the battery.
- Unless the battery is dead, the pumps should work even when the boat is unattended.



Bilge Pump Testing

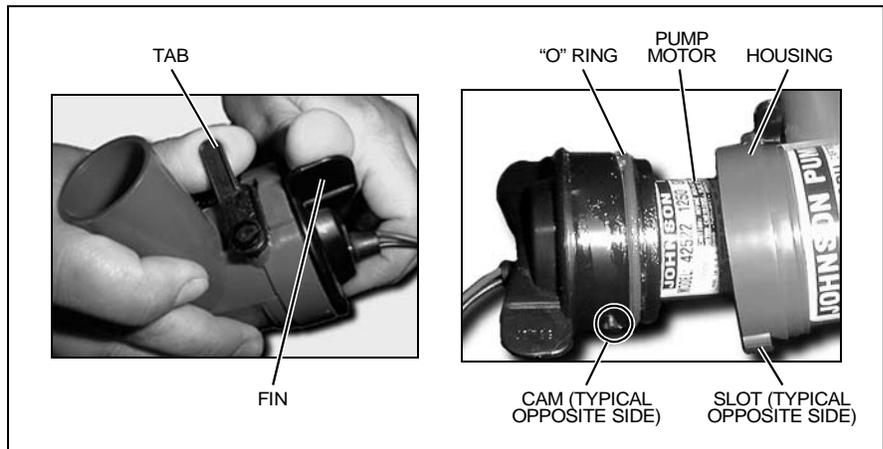
- The bilge pumps are vital to the safety of your boat.
- Test the bilge pumps often to make sure they are working properly.

To test each bilge pump:

1. One at a time, turn **On** the bilge pump switches 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. If the discharge hose looks okay, check the bilge pump housing for clogging debris.

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:
 - a. Make sure the "O" ring is properly seated.
 - b. Coat the "O" ring with a light film of vegetable or mineral oil.
 - c. Align the cams on either side of the pump motor with the slots on the housing.
 - d. 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.

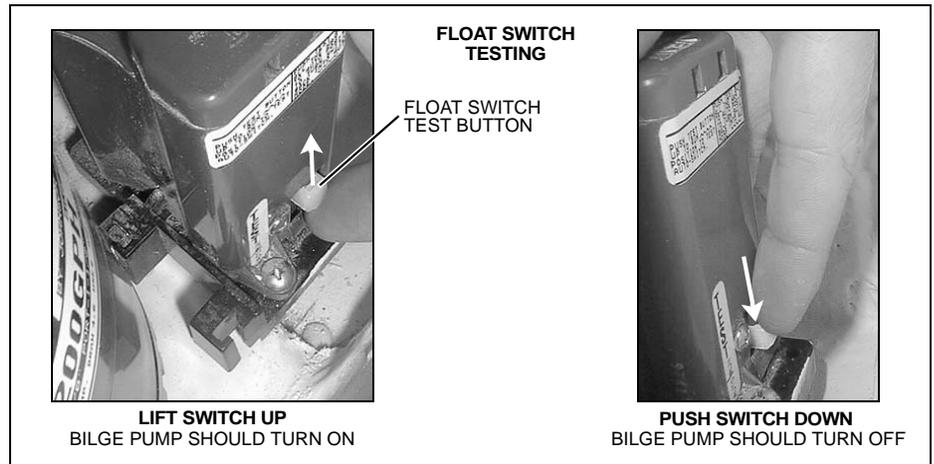


Autofloat Switches

- The automatic bilge pumps use float (autofloat) switches to automatically turn **On** the pumps whenever water rises to a preset level in the bilge.
- The autofloat switches are normally mounted next to the bilge pumps they control.
- The autofloat switches 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!

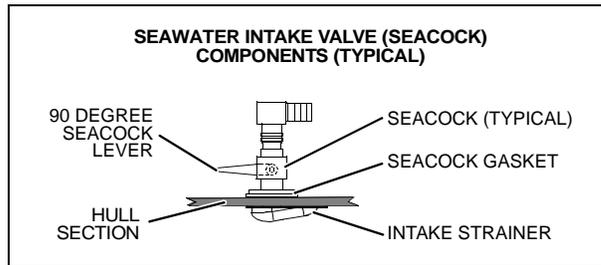
When the test is completed on each float switch, you **MUST** push the test button *all the way down* to return the switch to auto mode!

Seawater System

Seacock

 CAUTION
SYSTEM DAMAGE HAZARD!
<ul style="list-style-type: none">• <i>Before using a seawater intake system, make sure that the system's seacock is in the Open position <i>before</i> the system is started and keep the seacock Open until the system is shut Off.</i>• <i>Close the seacock whenever the system will not be used for long periods of time.</i>

- A seacock is a thru-hull valve, that may be opened to let in water.
- The seacock on this boat is part of the marine head system.
- **Before** using the marine head system, make sure that the seacock is **Open** and remains **Open** until the marine head system is no longer in use.



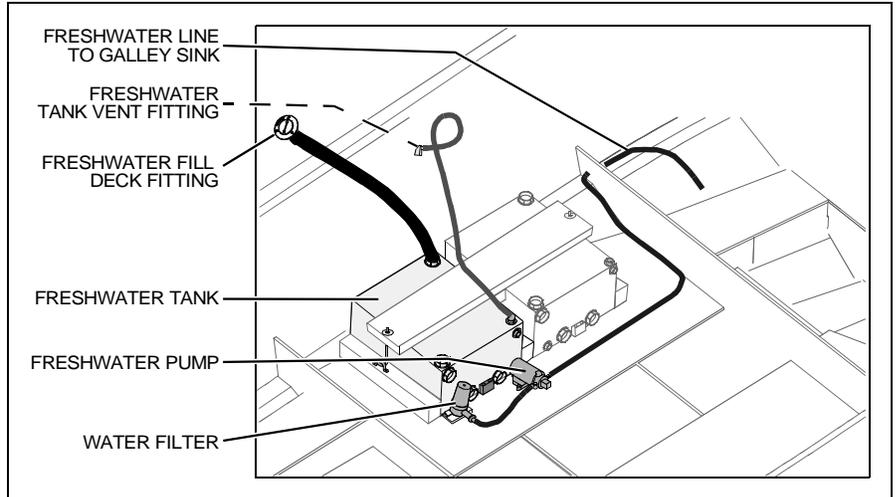
Freshwater System



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 *Cruiser & Yacht 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 water filter often.
- 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.



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** the galley faucet and let the freshwater system drain completely.
3. Turn **Off** the freshwater pump switch.

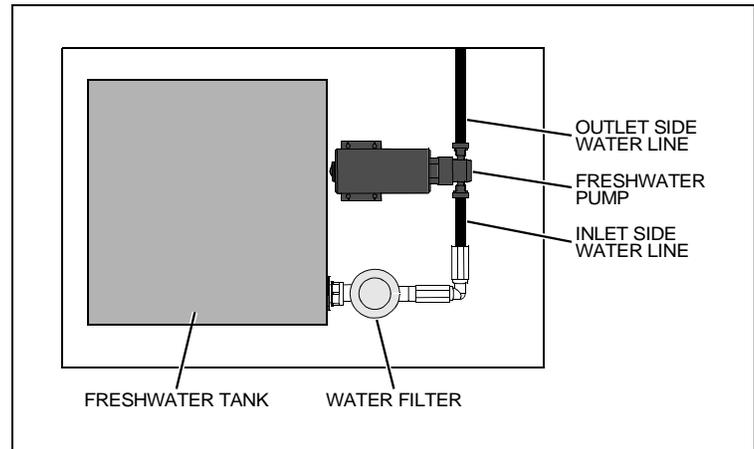
All remaining water **must** be removed from the water lines. There are two ways to remove the remaining water from the lines:

- 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 galley faucet.
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 galley faucet, stop the air and **Close** the faucet.
5. Reconnect the water line to the pump.



Gravity Draining

1. **Open** the galley faucet.
2. Remove the water line from the outlet side of the freshwater pump (opposite side from filter) and from the inlet side (side from filter).
3. When the water has stopped draining from the water lines, reconnect both water lines to the freshwater pump.

Marine Head with Holding Tank (If Equipped)

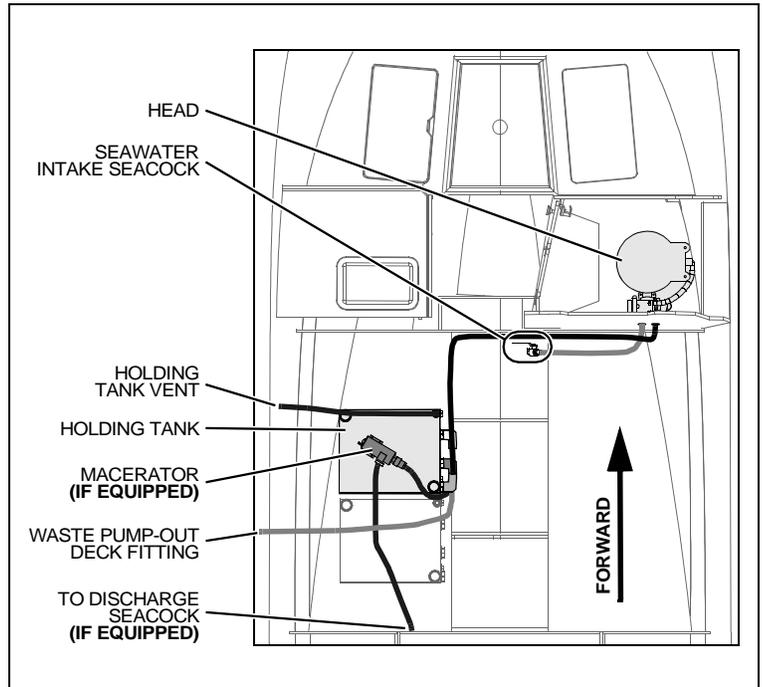
NOTICE

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

- **Before** using this system, read the marine head operation and maintenance manual.
- Look at the side of the holding tank to check the content level.
- The holding tank is plumbed to a waste fitting on the deck for dockside pump-out.
- Empty the holding tank at every opportunity.

Using The Marine Head

1. **Open** the head's seawater intake seacock.
 2. **Before** using the head, pump water into the bowl to wet the sides.
 3. After use, pump until the bowl is clean.
 4. Pump a few more times to clean the lines.
 5. If excess waste causes the water to rise in the bowl, stop pumping until the water recedes.
- **Close** the intake seacock while the boat is underway or whenever the boat is left moored in the water.



Winterizing The Marine Head

Read the marine head operation and maintenance manual for winterizing instructions.

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 discharge seacock.
2. Press both macerator switches at the same time to run the pump.
3. Stop running the macerator as soon as the waste holding tank is empty.
4. **Close** the discharge seacock when you are done pumping.

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.

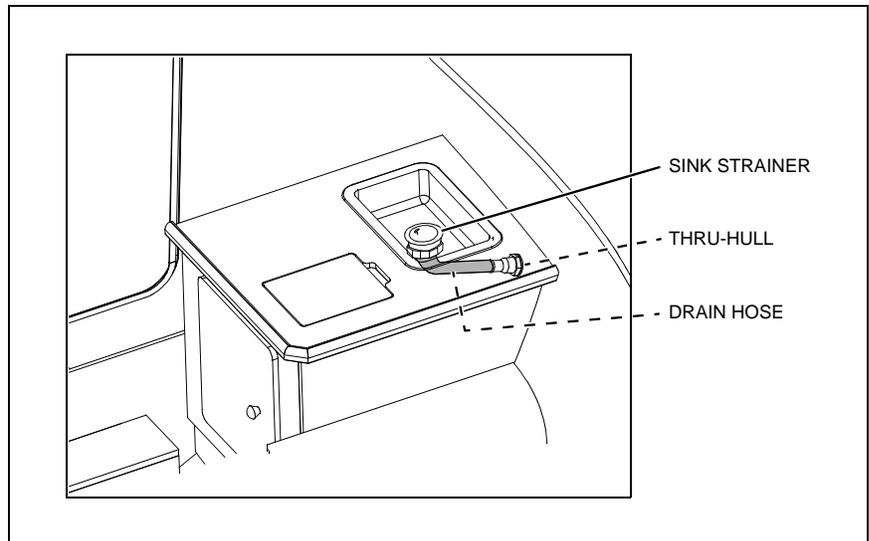
Drain Systems

Deck Drains

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

Galley Sink Drain

The galley sink is above the waterline and is gravity drained overboard



Chapter 6: Deck Equipment

Cleats and Tow Eyes

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

Read the section on towing in the *Cruiser & Yacht Owner's Manual*:

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

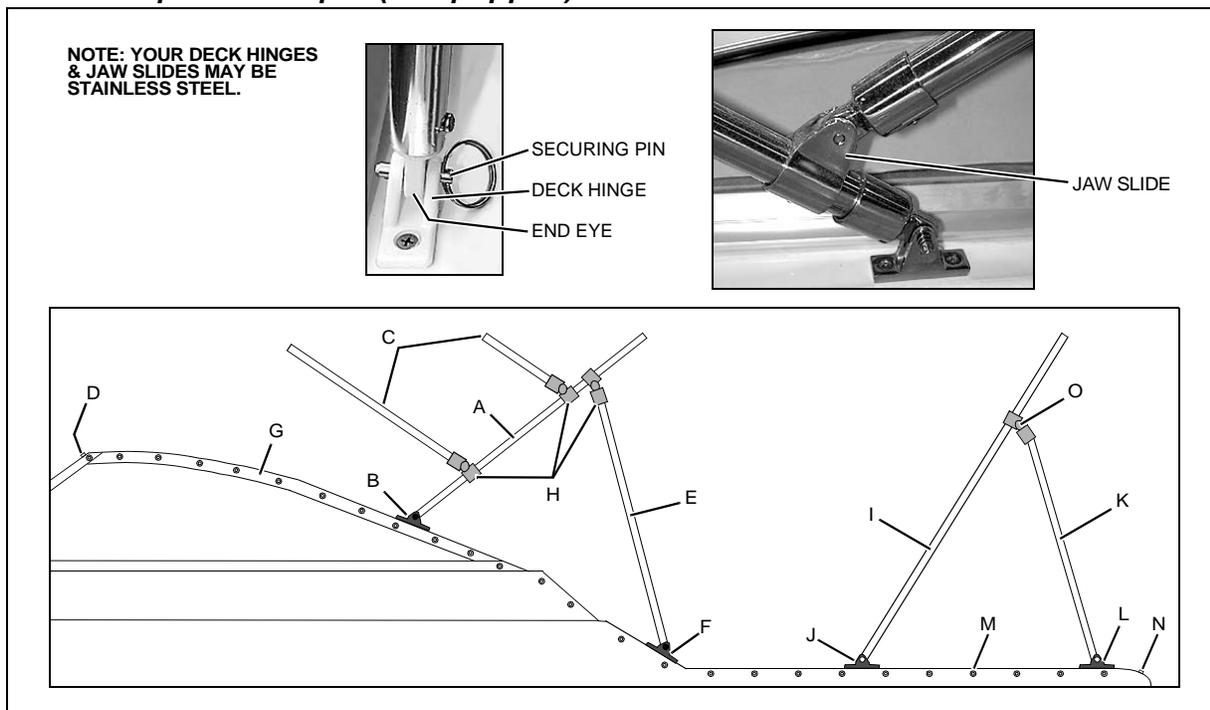
Canvas

 CAUTION
<i>PRODUCT or PROPERTY DAMAGE HAZARD!</i>
Take down and securely stow <i>ALL</i> 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 or vinyl, read the sections later in this chapter, <i>Canvas Care</i> and <i>Vinyl Care</i> .

Convertible Top and Camper (If Equipped)



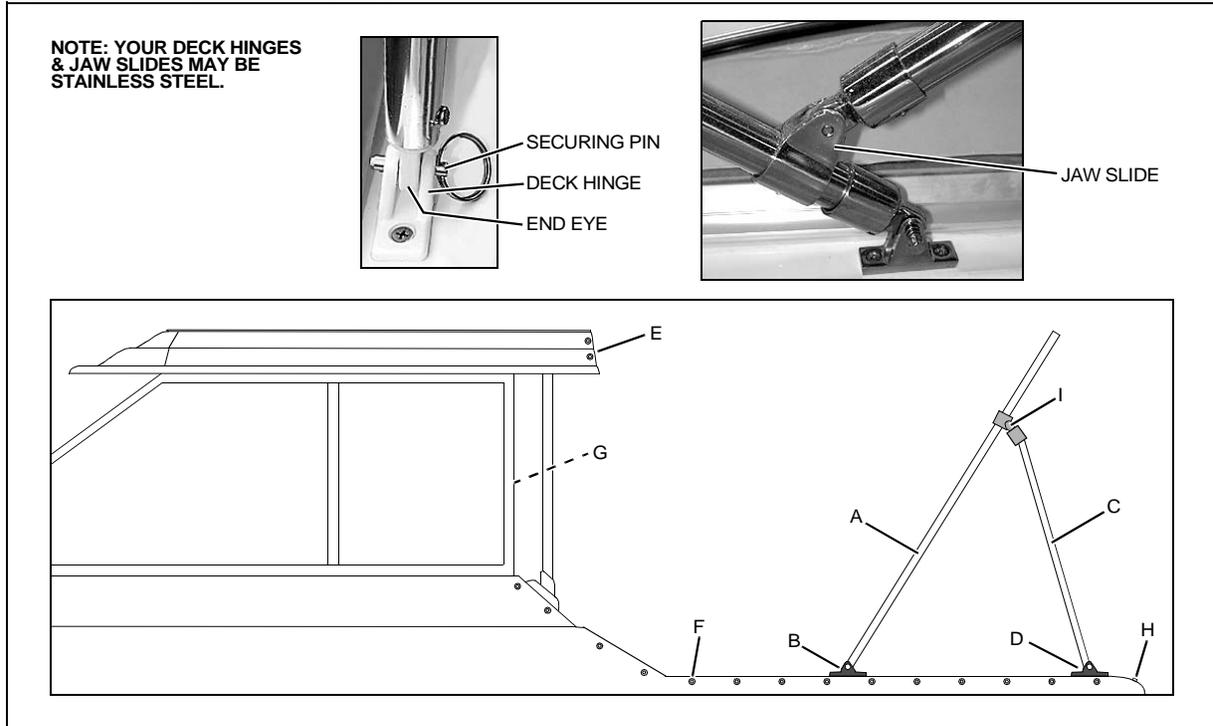
Installing the Convertible Top:

1. Insert the end eyes of the main bow (A) into the windshield hinge (B) on each side windshield frame and insert the securing pins.
 2. Unzip and remove the boot. Be sure to store the boot in a secure, yet readily available place.
 3. Unfold the canvas by pulling the secondary bows (C) forward.
 4. Snap the front edge of the canvas to the snaps (D) on the front windshield frames.
 5. Insert the end eyes of the aft braces (E) into hinges (F) and insert the securing pins.
 6. Attach the side curtains (if equipped) to the convertible top snaps and then to the side windshield frame snaps (G).
- The jaw slides (H) should *not* need to be adjusted.
 - However, if you think the jaw slides need to be adjusted, obtain the measurements from your selling dealer.

Installing the Camper (If Equipped):

1. Insert the end eyes of the main bow (I) into deck hinges (J).
 2. Unzip and remove the boot. Be sure to store the boot in a secure, yet readily available place.
 3. Insert the end eyes of the aft braces (K) into deck hinges (L).
 4. Pull the camper canvas forward and zip it to the aft end of the convertible canvas.
 5. Attach the camper side curtains to the camper snaps and then to the side deck snaps (M).
 6. Zip the aft camper curtain to the aft end of the camper canvas and then snap the aft curtain to the snaps on the aft deck (N).
 7. Zip all the curtains together to complete the camper enclosure.
- The jaw slides (O) should *not* need to be adjusted.
 - However, if you think the jaw slides need to be adjusted, obtain the measurements from your selling dealer.

Hardtop and Camper (If Equipped)



Installing the Camper (If Equipped):

1. Insert the end eyes of the main bow (A) into the forward deck hinges (B).
2. Unzip and remove the boot. Be sure to store the boot in a secure, yet readily available place.
3. Insert the end eyes of the aft braces (C) into the aft deck hinges (D).
4. Pull the camper canvas forward and snap it to the aft end of the hardtop (E).
5. Attach the camper side curtains to the camper snaps, the deck snaps (F) and the side windshield snaps (G).
6. Zip the aft camper curtain to the aft end of the camper canvas and then snap the aft curtain to the snaps on the aft deck (H).
7. Zip all the curtains together to complete the camper enclosure.
 - The jaw slides (I) should *not* need to be adjusted.
 - However, if you think the jaw slides need to be adjusted, obtain the measurements from your selling dealer.

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

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

Cleaning 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.
8. Hose down the canvas with freshwater.
 9. 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.
 10. Rinse thoroughly to remove the soap.
 11. **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.

Clear Vinyl Care


CAUTION

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

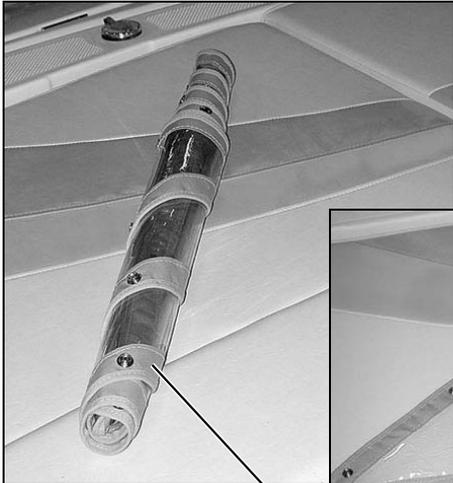
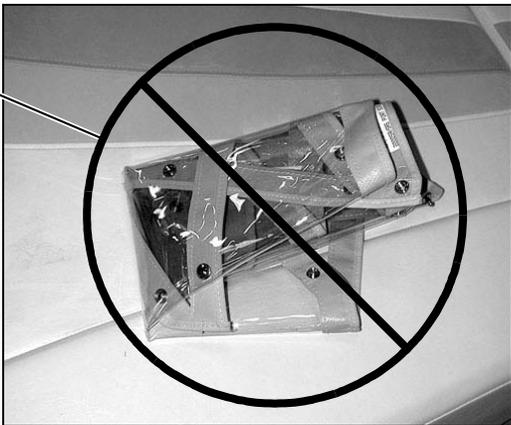
- After each use, especially in saltwater, rinse the clear vinyl with cold freshwater.
- **Before** stowing, the clear vinyl must be completely dry. Air drying is best, but you can also carefully dry the vinyl with a chamois or soft cotton cloth.
- The clear vinyl can be rolled or laid out flat for stowage.
- **Never** fold or crease the clear vinyl parts as cracking will occur.

Cleaning Clear Vinyl

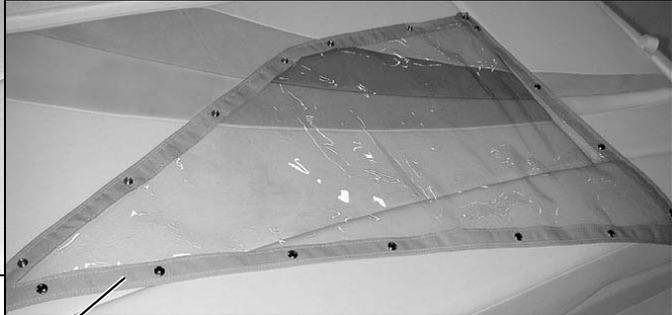
Regularly clean the clear vinyl to prevent dirt, pollen, and etc. from marring the surface. Generally, it is easiest to clean the clear vinyl while it is installed on the boat.

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

NEVER FOLD OR CREASE CLEAR VINYL!
 FOLDING OR OTHERWISE CREASING CLEAR VINYL WILL CAUSE DAMAGE SUCH AS CRACKING TO OCCUR

AFTER CLEAR VINYL PARTS HAVE COMPLETELY AIR DRIED THEY CAN BE ROLLED OR SIMPLY LAID FLAT FOR STOWAGE



- Ask your dealer about products available to keep the clear vinyl polished and looking new.

Chapter 7: 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 8: Convertible Seats, Beds, & Tables

Sleeper Seats

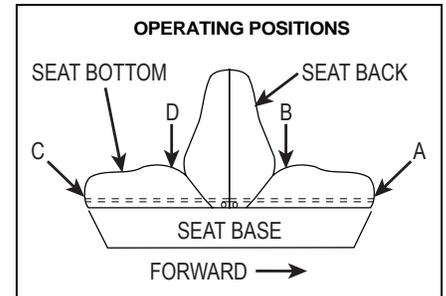
- The sleeper seats can be adjusted fore and aft in the upright, operating position.
- The seat bottoms adjust into backrests when the seats are in the lounge position.

Operating Positions

To slide the seat forward:

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

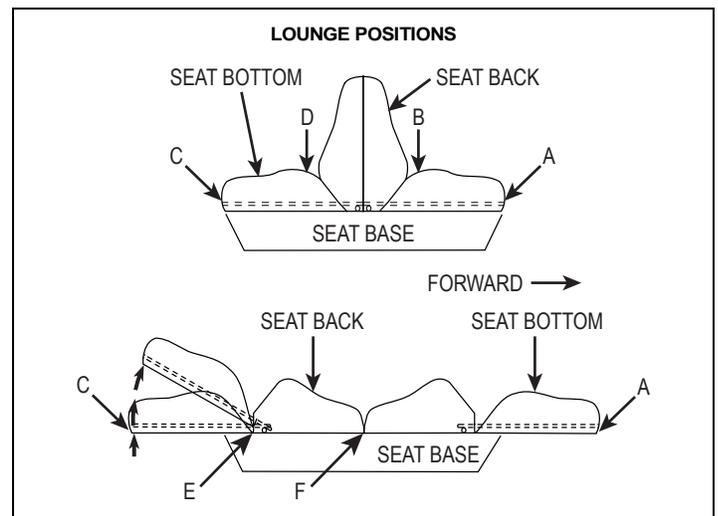
To slide the seat aft, repeat the steps above, but start with the aft seat.



Lounge positions

To adjust into the flat lounge position:

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



To adjust into the chaise lounge position:

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

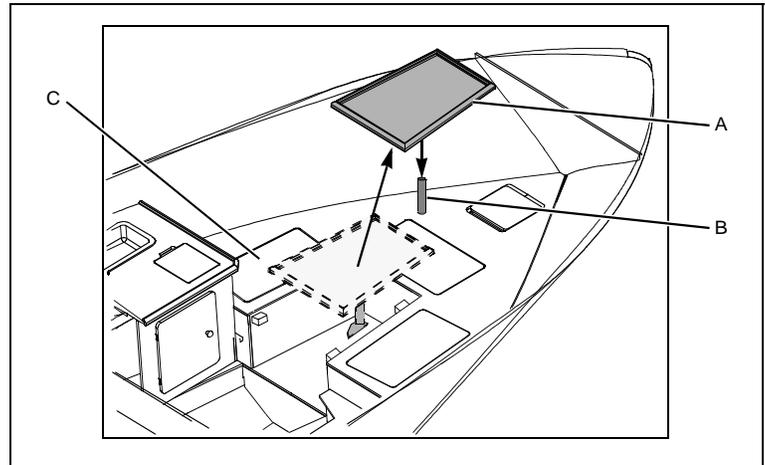
To return the seats to the operating position:

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

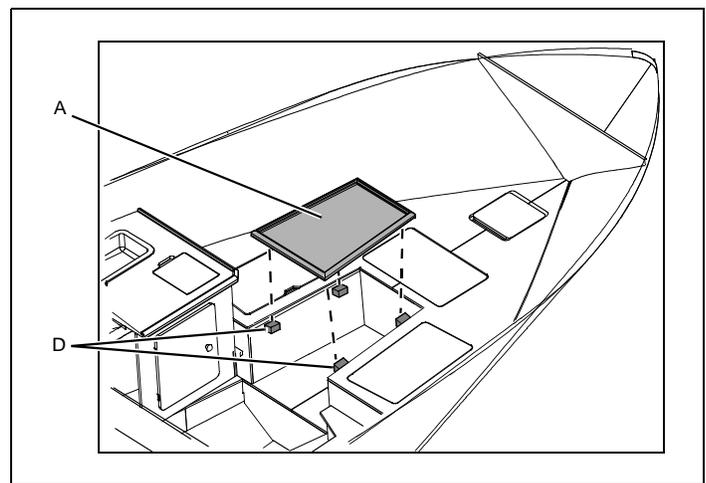
Dinette to V-Berth Conversion

3. Lift the table (A) and remove the table leg (B).

NOTE: Table leg stowage clips are provided inside the port v-berth storage hatch (C).

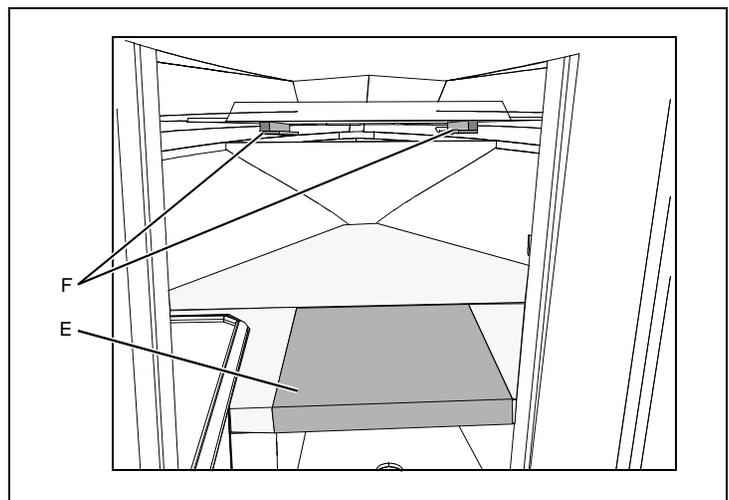


4. Place the table top (A) so that it fits securely on the support braces (D) along the front of the dinette seats.



5. Place the filler cushion (E) on top of the table top.

NOTE: Table top stowage brackets (F) are provided in the forward area of the v-berth.



Chapter 9: 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 *Cruiser & Yacht Owner's Manual*.

Chapter 10: Electrical System


DANGER!





EXTREME FIRE, SHOCK & EXPLOSION HAZARD!

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


WARNING!







FIRE & EXPLOSION HAZARD!

- Fuel fumes are heavier than air and *will* collect in the bilge areas where they can be accidentally ignited.
- Visually and by smell (sniff test), check the engine and fuel compartments for fumes or accumulation of fuel.
- 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 starting.

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

Fuses

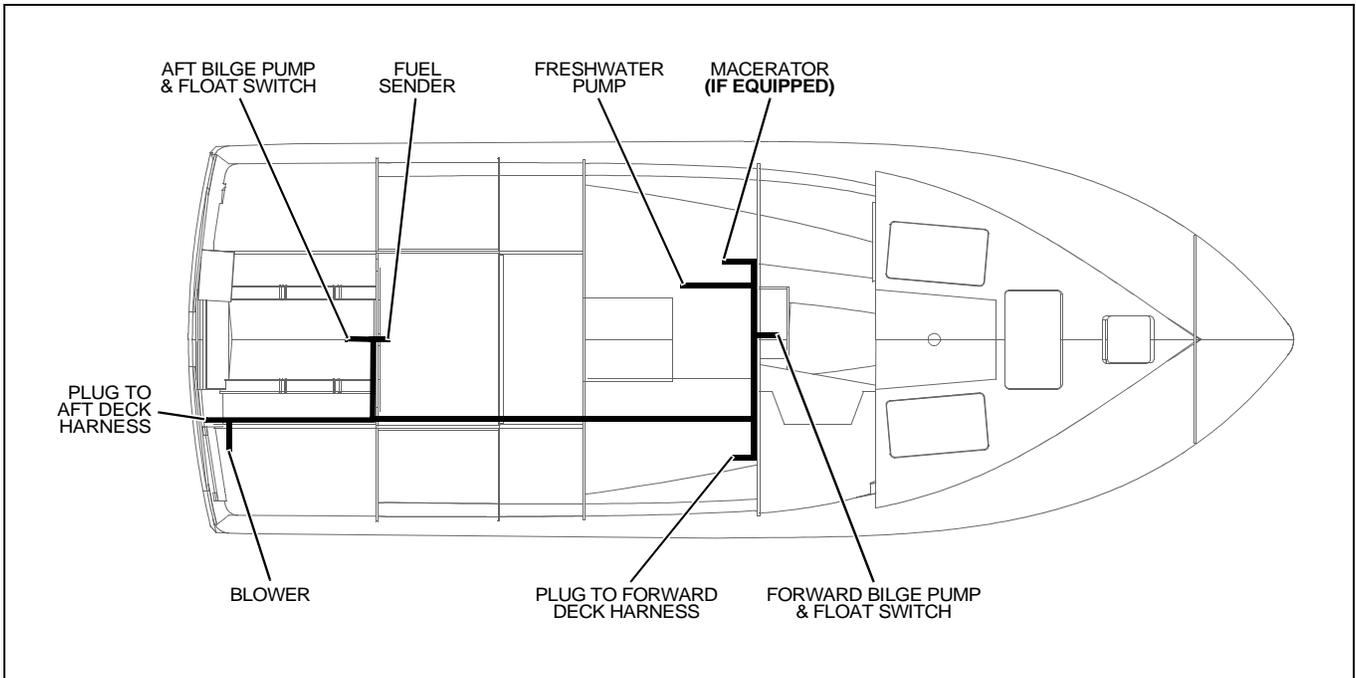
- Fuses for engines and main accessory power are on the fuse block.
- Some equipment may have secondary fuse protection at the unit, or at the battery.

Alternator

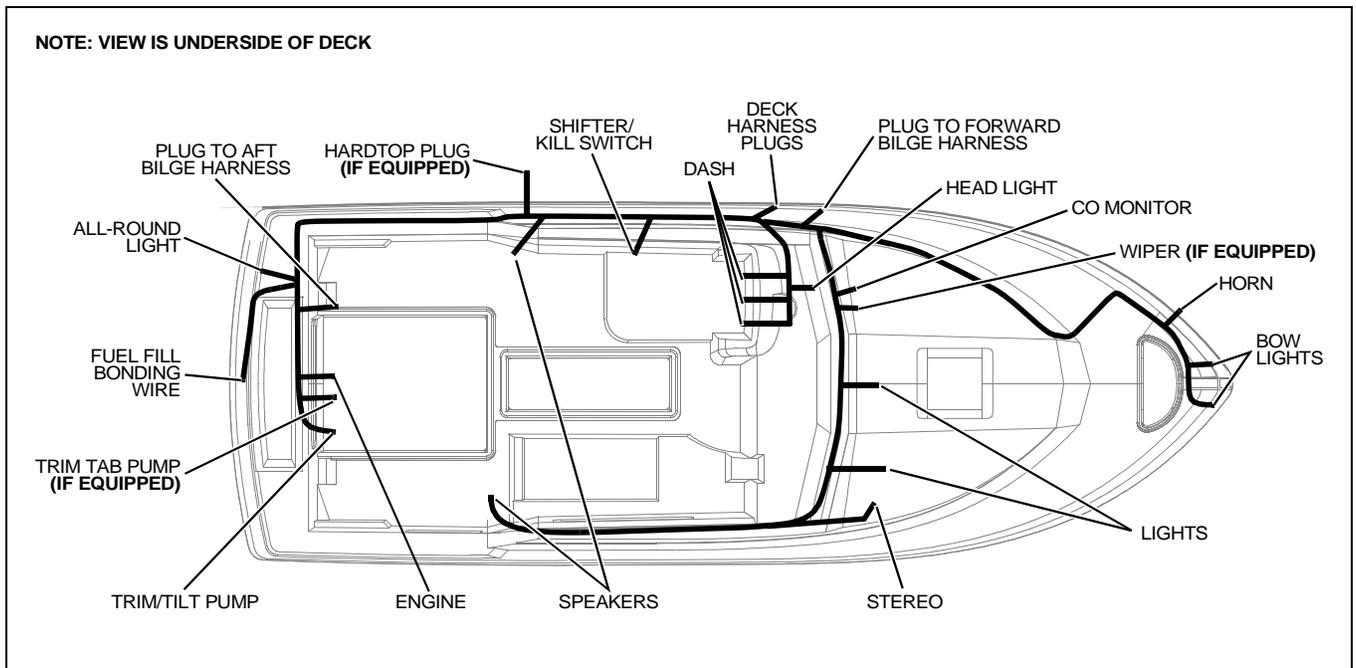
The alternator will keep the battery properly charged when the engine is running at cruising speeds.

Electrical Routings

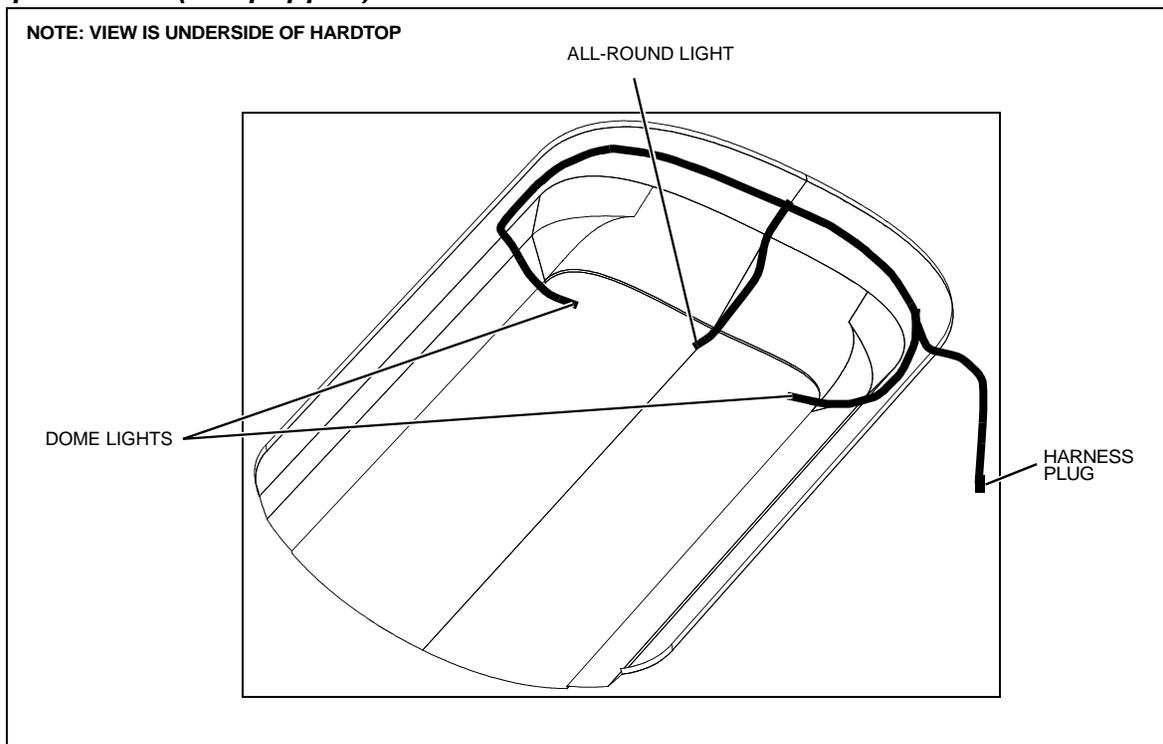
Hull Electrical Harnesses



Deck Electrical Harnesses

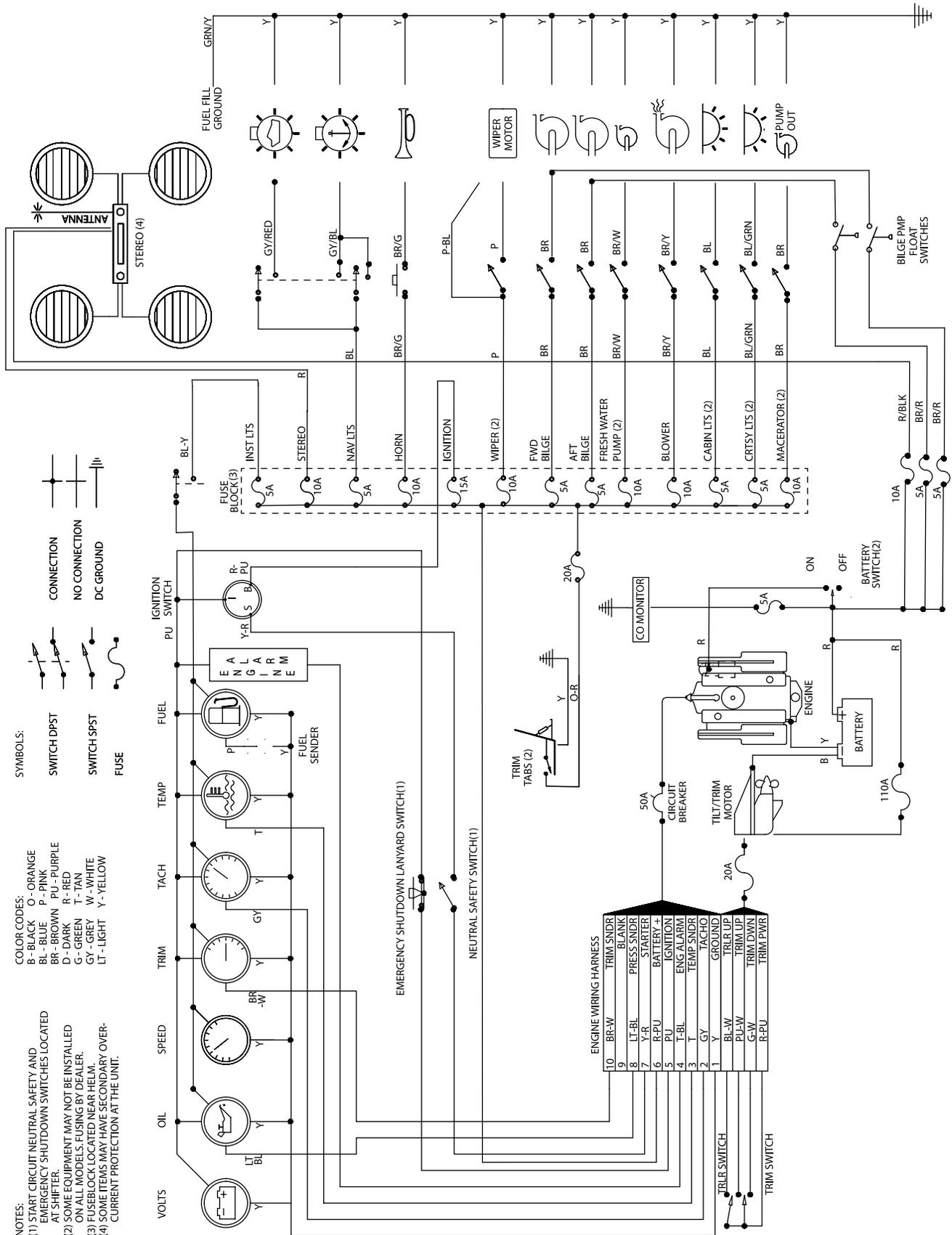


Hardtop Harness (If Equipped)



Wiring Diagram

12-Volt DC Electrical System



Important Records

Selling Dealer

Name Of Dealership

Address

Phone/FAX/E-mail

Sales Manager

Service Manager

Engine

Manufacturer

Model Name/Number

Engine Serial Number

Oil Type/SAE

Quarts per Engine

Filter Type

Propeller

Manufacturer

Pitch

Model Number

Key Numbers

Ignition

Other

Electronics

Manufacturer

Model Name/Number

Serial Number

Manufacturer

Model Name/Number

Serial Number

Float Plan

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

Description of Boat

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

Persons 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
Full Name		
Age	Health	Phone Number

Operator of Boat

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

Survival Equipment

Marine Radio (Yes/No)	Type	Frequencies
Number of PFDs	Flares (Yes/No)	Mirror (yes 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

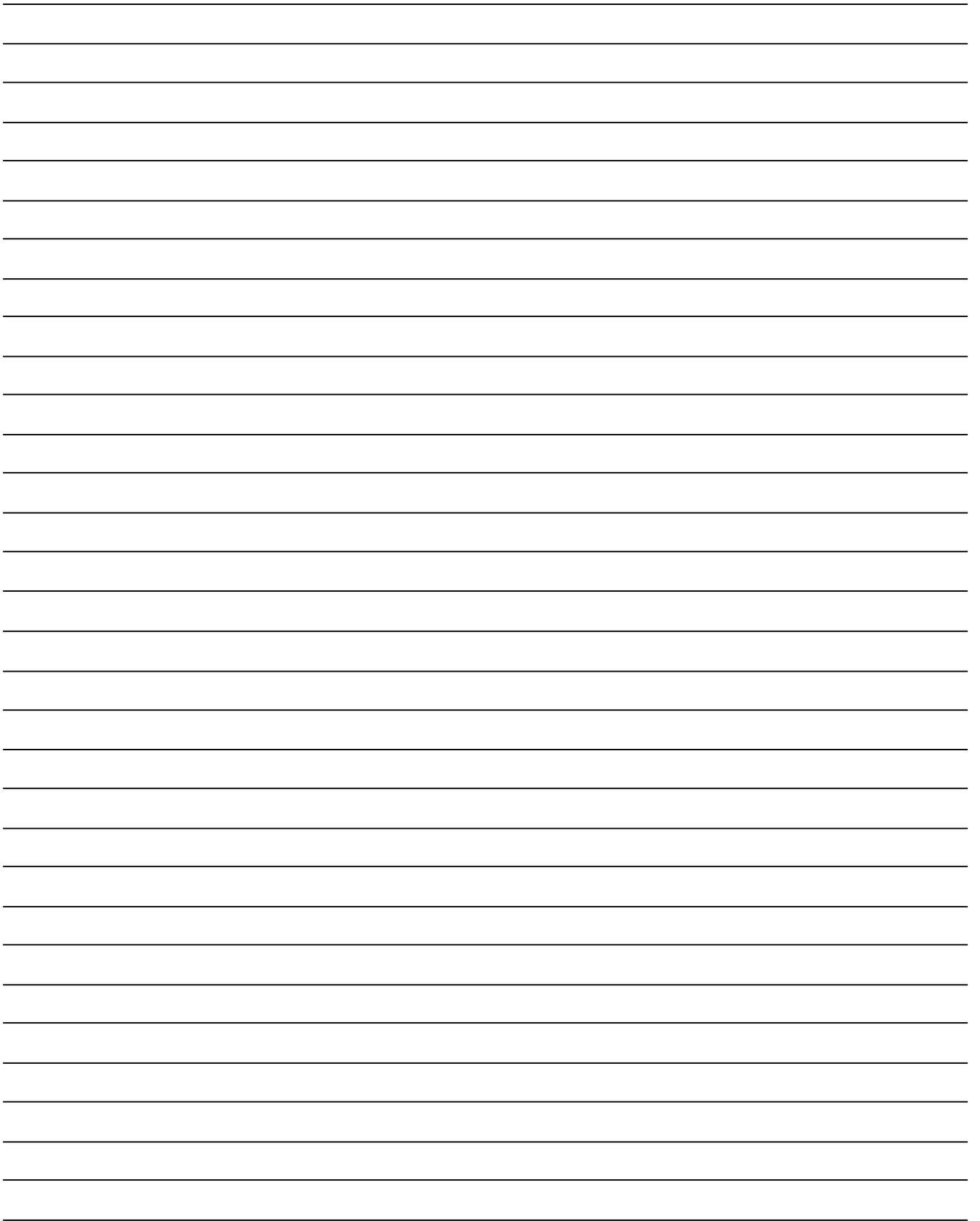
Vehicle Description

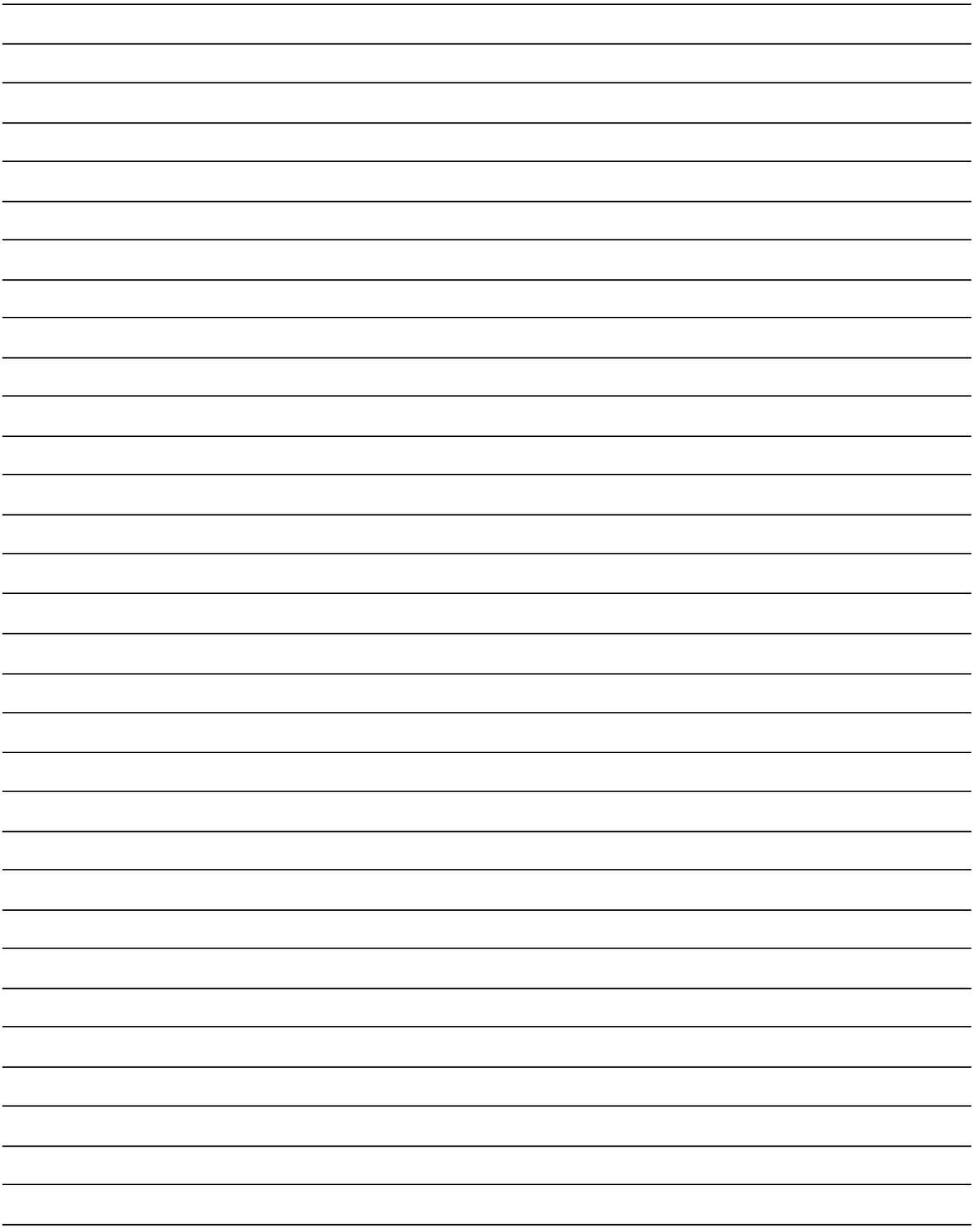
Make	Model
Color	License Number
Where is the Vehicle Parked?	

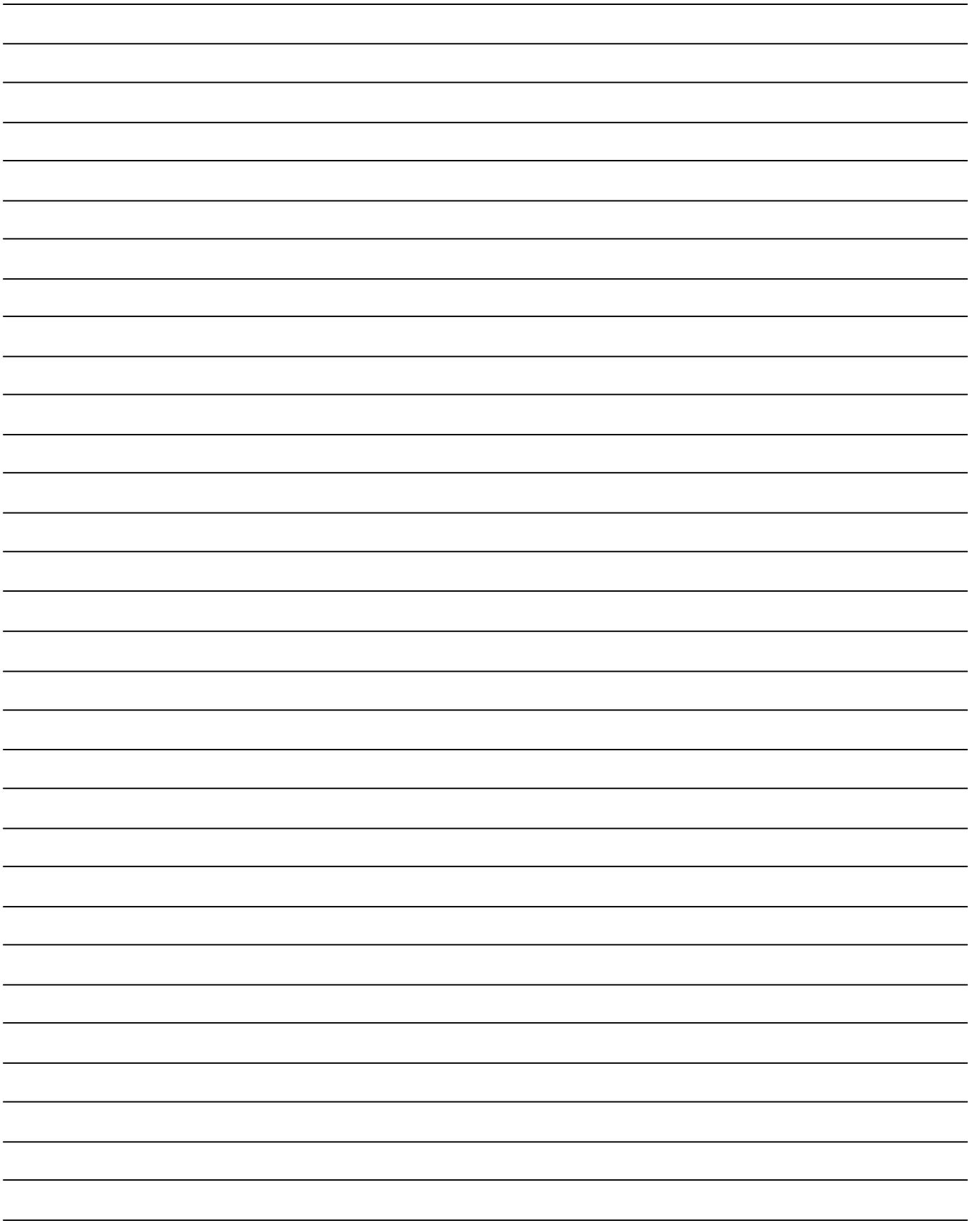
Trip Expectations

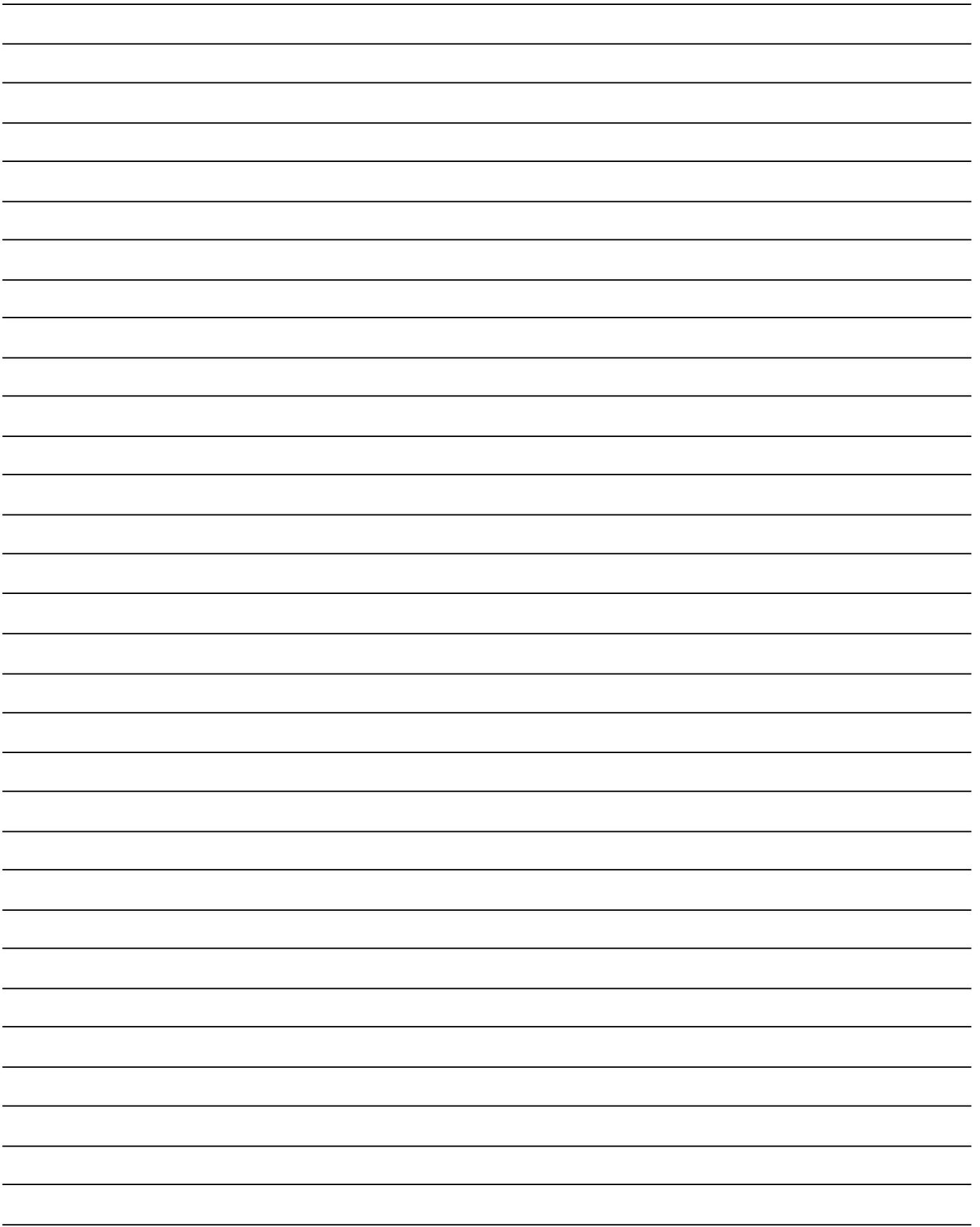
Departing From	
Departure Date	Departure Time
Stopover 1	
Arrive No Later Than: Date	Arrive No Later Than: Time
Stopover 2	
Arrive No Later Than: Date	Arrive No Later Than: Time
Stopover 3	
Arrive No Later Than: Date	Arrive No Later Than: Time
Stopover 4	
Arrive No Later Than: Date	Arrive No Later Than: 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 1781924

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