

BAYLINER[®]

209 & 219

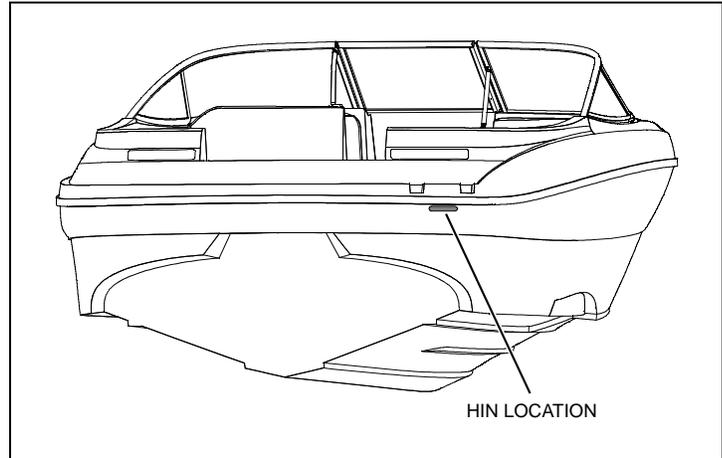
Owner's Manual *Supplement*

Engine Serial Number: _____

Hull Identification Number: _____

Hull Identification Number

The Hull Identification Number (HIN) is located on the starboard side of the transom. Be sure to record the HIN (and the engine serial numbers) in the space provided above. Please refer to the HIN for any correspondence or orders.



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

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Hazard Boxes & Symbols

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

 **DANGER!**
This box alerts you to immediate hazards which **WILL** cause severe personal injury or death if the warning is ignored.

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

 **CAUTION!**
This box alerts you to hazards or unsafe practices which **COULD** result in minor personal injury or cause product or property damage if the warning is ignored.

NOTICE
This box calls attention to installation, operation or maintenance information, which is important to proper operation but is not hazard related.



Chapter 1: Welcome Aboard!

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

Dealer Service

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

Warranty Information

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

Boating Experience

 WARNING!
<i>CONTROL HAZARD!</i>
A qualified operator <i>must</i> be in control of the boat at <i>all</i> times. <i>DO 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 the boat.

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

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

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

Safety Standards

⚠ DANGER!



FALLING and ROTATING PROPELLER HAZARD!

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

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

⚠ DANGER!





ROTATING PROPELLER and CARBON MONOXIDE POISONING HAZARD!

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

⚠ DANGER!

PERSONAL SAFETY HAZARD!

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

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

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

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 can result in cancellation of your warranty protection. *Always* check with your dealer before making any modifications to your boat.

The engine and accessories installed on your boat come with their own operation and maintenance manuals. Read and understand these manuals before using the engine and accessories.

Engine & Accessories Literature

- The engine and accessories installed on your boat come with their own operation and maintenance manuals.
- Read and understand 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 or navigational system.

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

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.

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 BRAIN DAMAGE or DEATH. • Teak surfing, dragging, or water skiing within 20 feet of a moving watercraft can be fatal.

Facts about CO

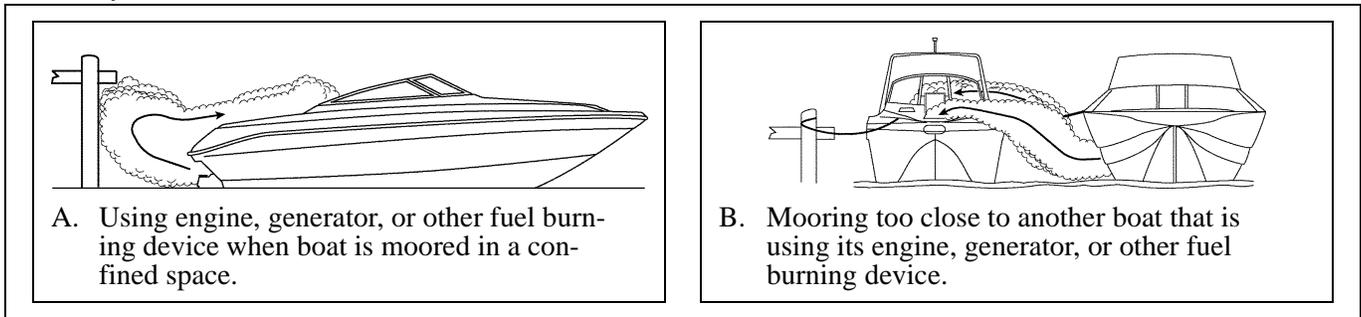
- CO poisoning causes a significant number of boating deaths each year.
- Called the "silent killer", CO is an extremely toxic, colorless, odorless and tasteless gas.
- CO can harm or even kill you inside or outside your boat.
- CO can affect you whether you're underway, moored, or anchored.
- CO symptoms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

Factors That Increase the Effects of CO Poisoning

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

Where and How CO Can Accumulate

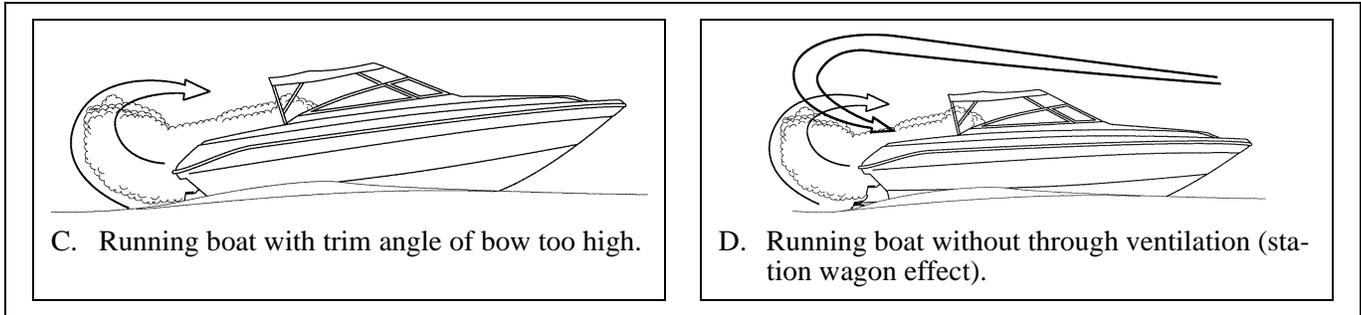
Stationary Conditions That Increase CO Accumulations Include:



To correct stationary situations A and/or B:

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

Running Conditions That Increase CO Accumulations Include:



To correct running situations C and/or D:

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

How to Protect Yourself and Others From CO

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

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

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

Trip Checklist

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

Monthly Checklist

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

Annual Checklist***Have a Qualified Marine Technician:***

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

More Information

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

United States Coast Guard

Office of Boating Safety (G-OPB-3)
2100 Second Street SW
Washington, DC 20593
www.uscgboating.org
1-800-368-5647

National Marine Manufacturers Association (NMMA)

200 East Randolph Drive
Suite 5100
Chicago, IL 60601-9301
www.nmma.org
312-946-6200

American Boat & Yacht Council, Inc. (ABYC)

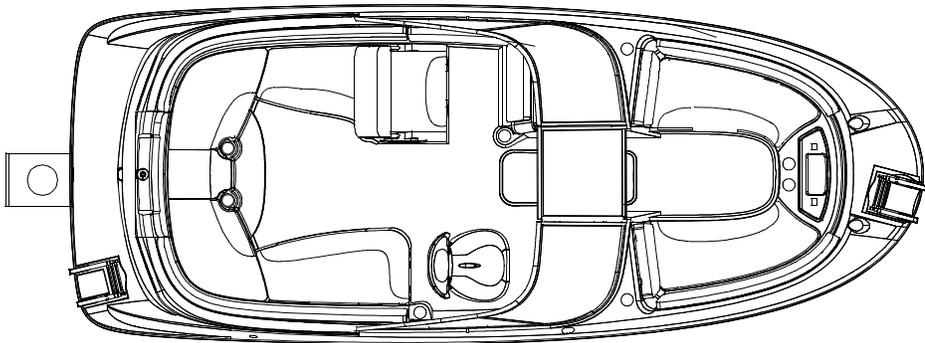
3069 Solomon's Island Road
Edgewater, MD 21037-1416
www.abycinc.org
410-956-1050

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

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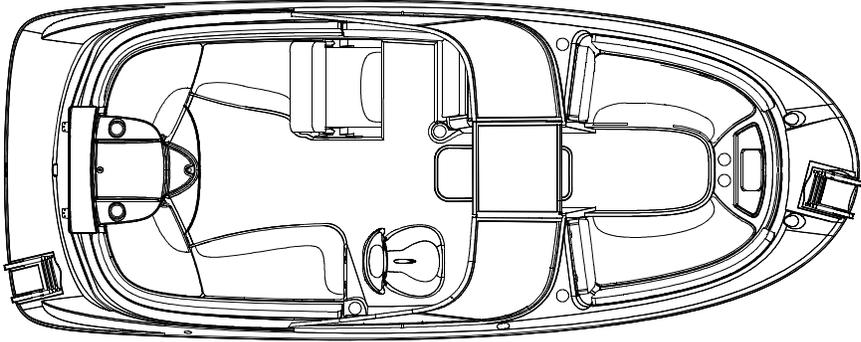
Chapter 2: Product Specifications

209



Overall Length	Bridge Clearance	Beam	Draft (Drive Up)	Draft (Drive Down)	Fuel Capacity (gal.)
21' 2"	7' 9"	8' 6"	1' 5"	2' 8"	55

219

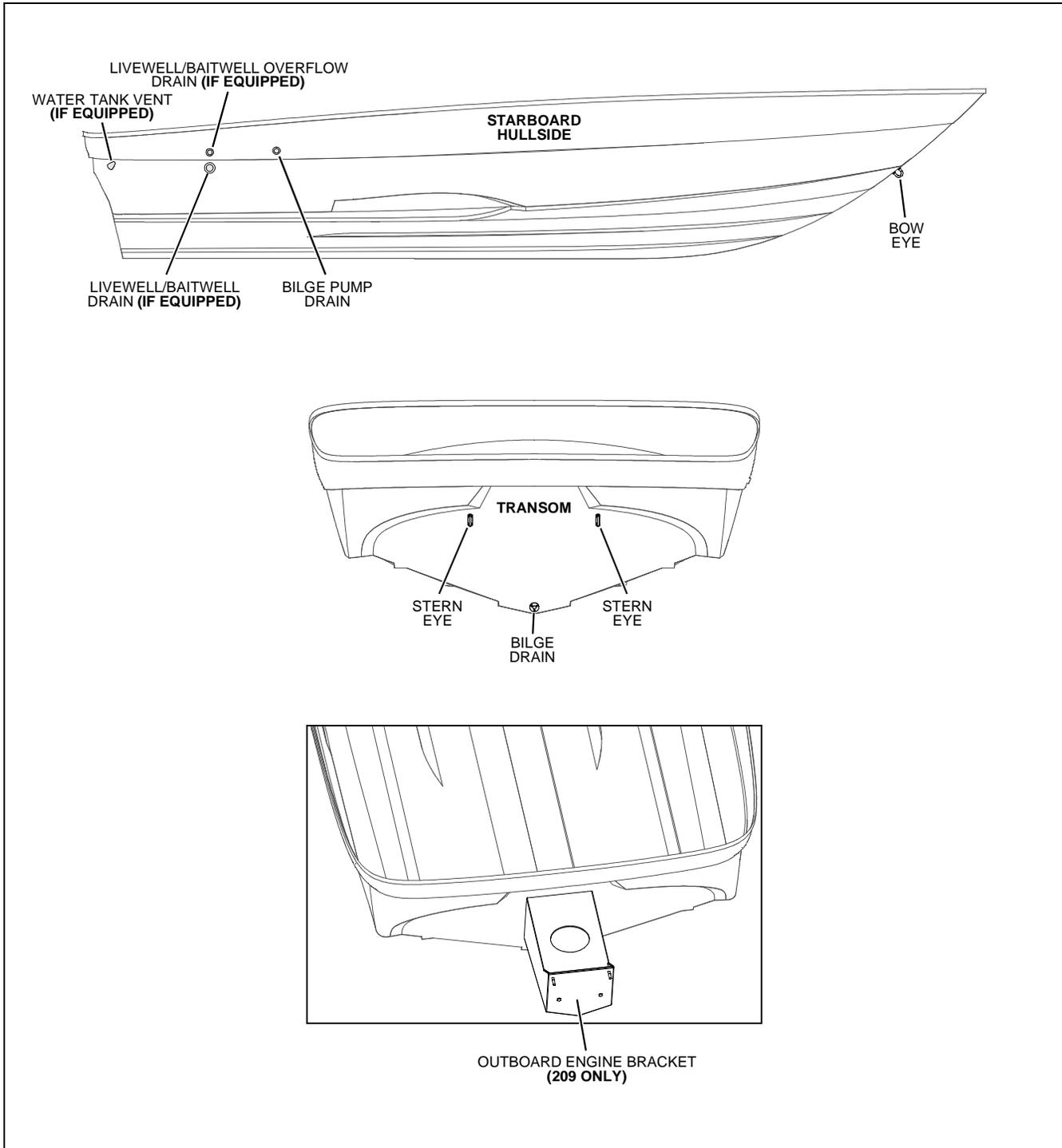


Overall Length	Bridge Clearance	Beam	Draft (Drive Up)	Draft (Drive Down)	Fuel Capacity (gal.)
21' 2"	7' 0"	8' 6"	1' 7"	3' 0"	55

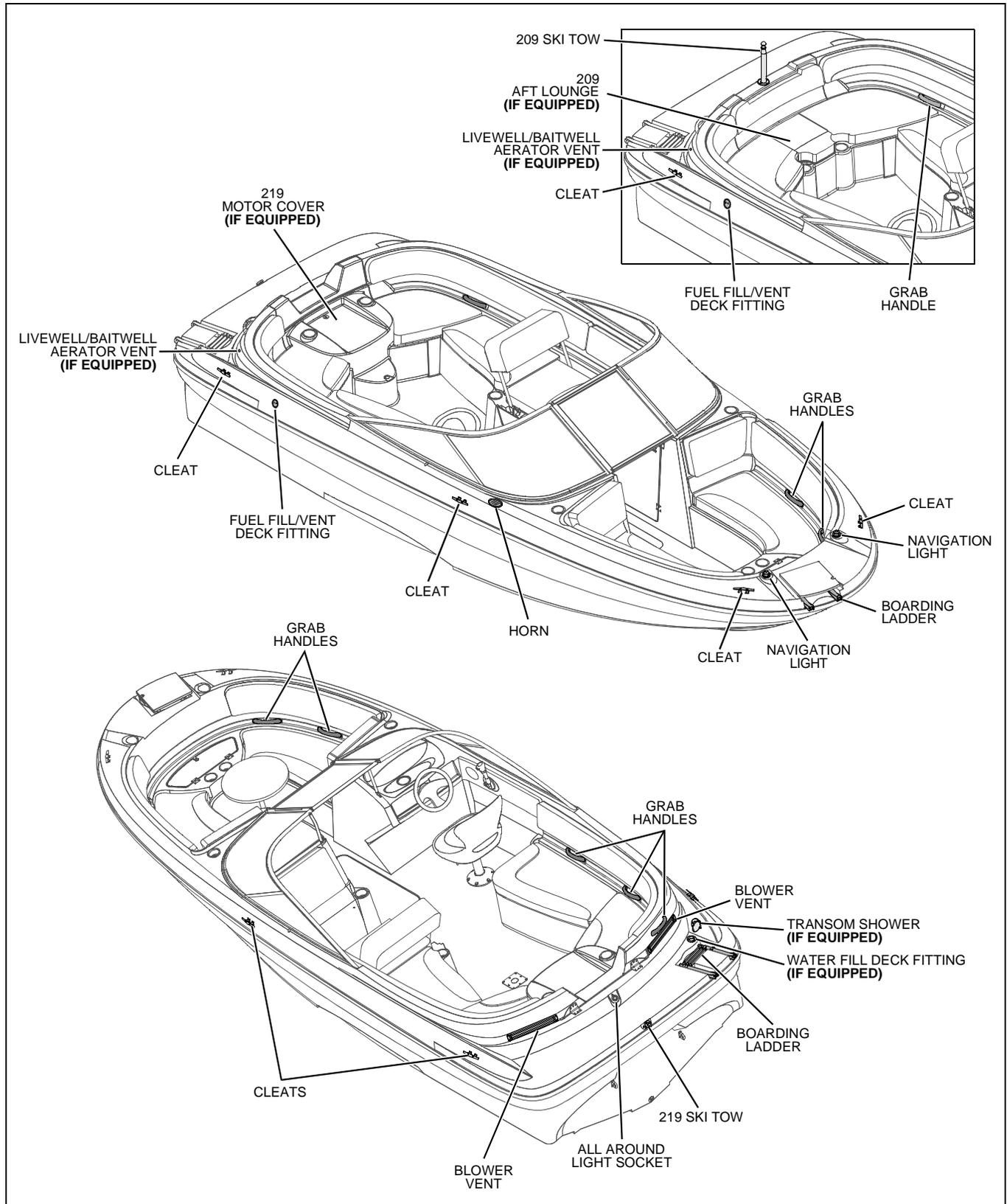
Chapter 3: Locations

Exterior Views

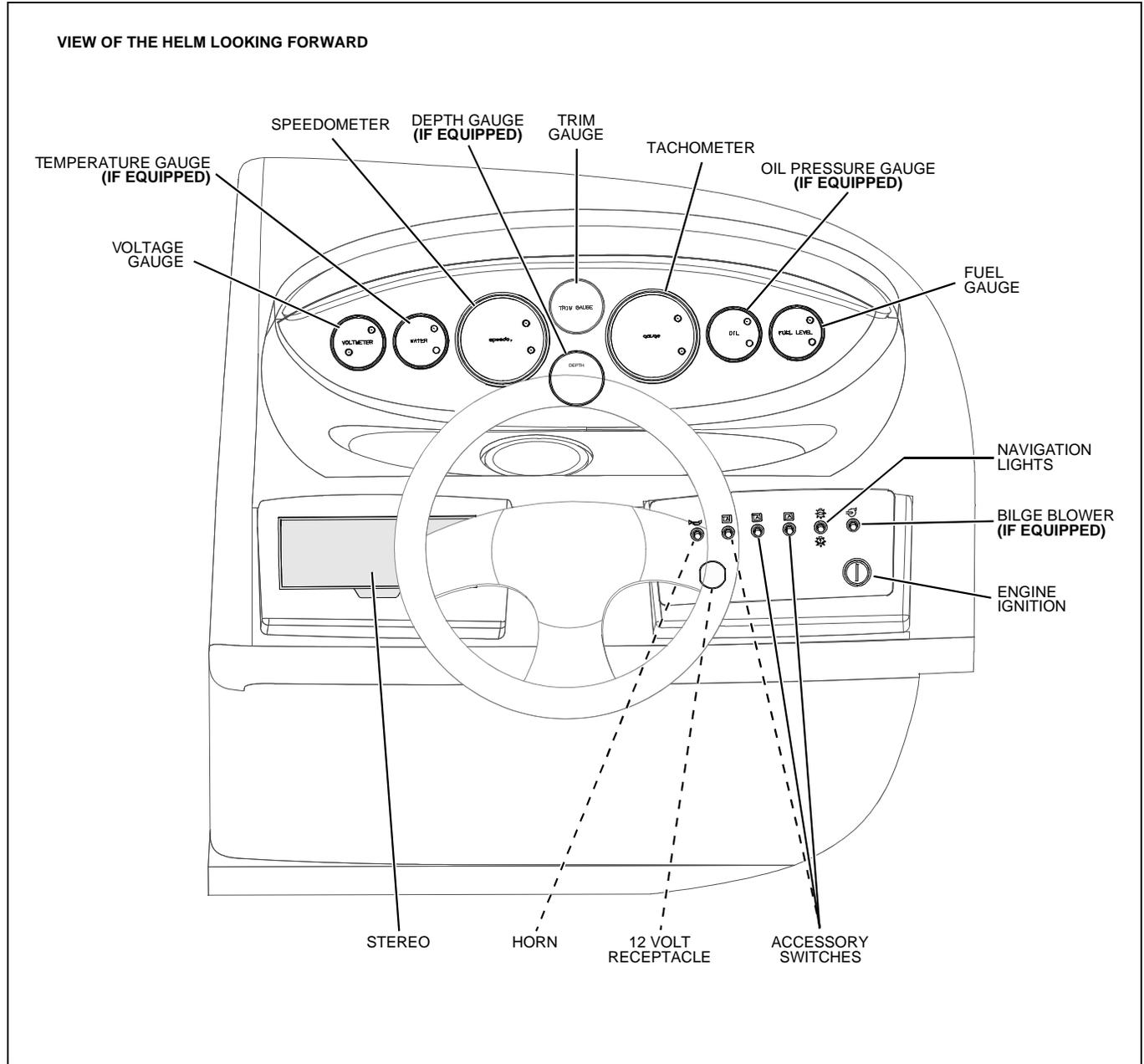
Hull Views



Deck Views



Helm



Component Locations

12-Volt Accessory Outlet: Located on the dash switch panel (refer to page 8 for location view).

Battery: Access is under the aft port seat cushion (for system details refer to the battery system views in Chapter 12: Electrical System).

Bilge Pump: Located in the bilge (for system details refer to the Bilge Pump section of Chapter 7: Plumbing).

- 209 - access is through the aft center seat cushion.
- 219 - access is through the engine cover.

Depth Finder: Located on the gauge panel at the helm.

Depth Finder Transducer: Located in the bilge just forward of the bilge pump.

- 209 - access is through the aft center seat cushion.
- 219 - access is through the engine cover.

Engine Circuit Breaker: Located on the engine (refer to the Engine Owner's manual).

Fuel Fill/Vent: Located on the aft starboard side of the deck (refer to page 7 for location view).

Fuel Tank: Located just forward of the bilge (for system details refer to the Fuel System section in Chapter 4: Propulsion & Related Systems).

- 209 - access is through the aft center seat cushion.
- 219 - access is through the engine cover.

Fuse Block: Located behind the helm dash. Access by removing the bow seat back cushion.

Livewell/Baitwell Seawater Intake Seacock: Located in the bilge (for system details refer to the Livewell/Baitwell section in Chapter 7: Plumbing).

- 209 - access is through the aft center seat cushion.
- 219 - access is through the engine cover.

Livewell/Baitwell 3-way Switch: Located on the helm accessory switch panel (refer to page 8 for location view).

Navigation Lights:

- The red and green running lights are located on the forward deck (refer to page 7 for location view).
- The white all-around light socket is located on the aft deck (refer to page 7 for location view).

Transom Shower: Located on the starboard aft corner of the deck (refer to page 7 for location view).

Water Fill Deck Fitting: Located on the starboard aft corner of the deck (refer to page 7 for location view).

Water Pump and Filter: Access is under the aft starboard seat cushion (for system details refer to the Fresh Water section in Chapter 7: Plumbing).

Water Pump Switch: Located on the accessory switch panel at the helm.

Water Tank: Access is under the aft starboard seat cushion (for system details refer to the Fresh Water section in Chapter 7: Plumbing).

Chapter 4: Propulsion & Related Systems

Engine

Read the manufacturer's operating instructions before starting or doing any maintenance on the engine.

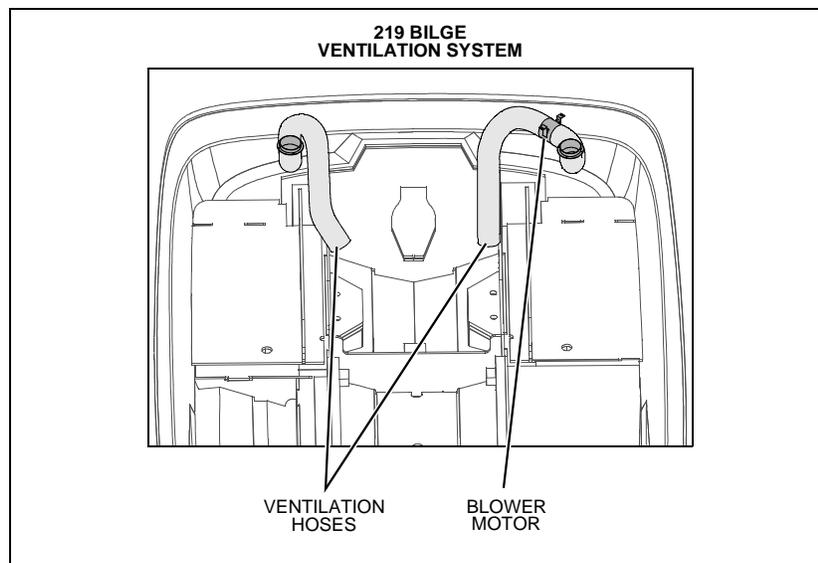
Engine Room Ventilation System (219 Only)

⚠ WARNING!



FIRE/EXPLOSION HAZARD

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



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

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

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

Fuel System

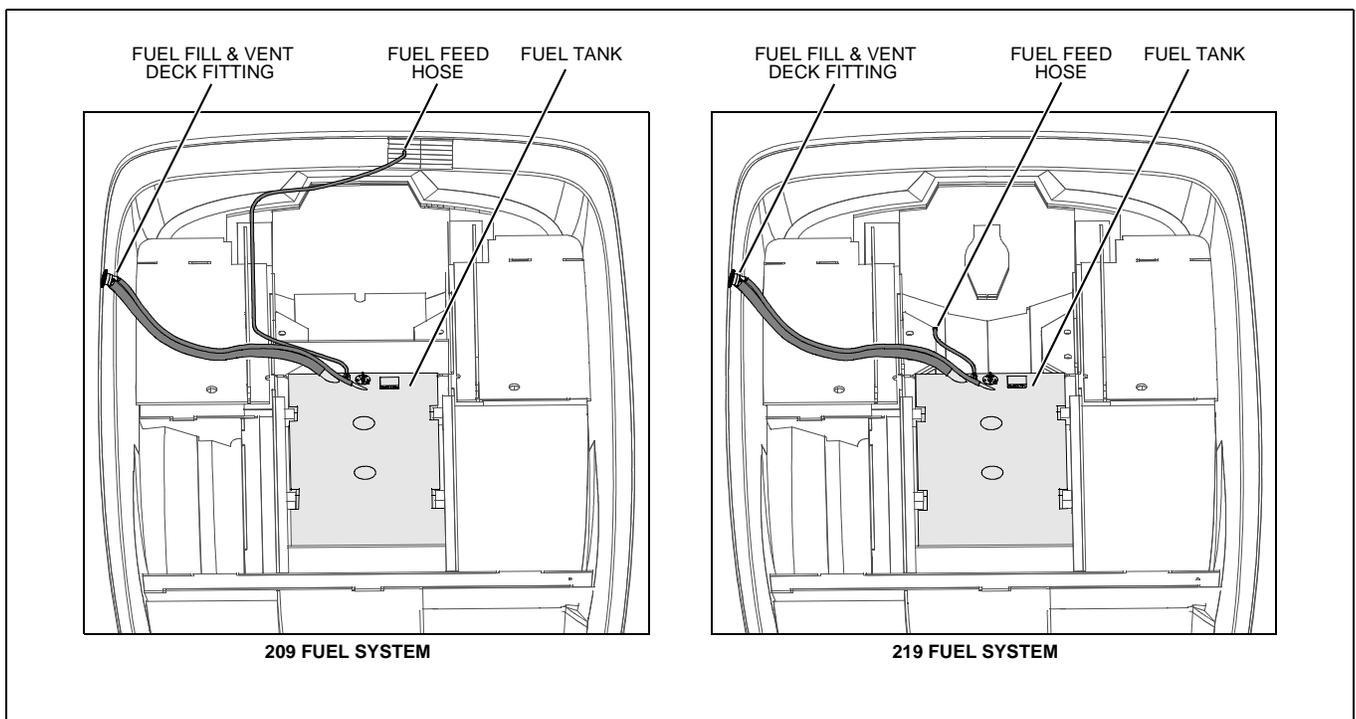
⚠ WARNING!

⚠ ⚡ ⚠ 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.



Fuel Fill and Vent

- The fuel fill/vent fitting is marked “GAS”.
- If you experience difficulty filling the fuel tank, check to see if the fuel fill hose is kinked or collapsed.
- If there are no visible signs of a problem, contact your local dealer.

Fuel Filters

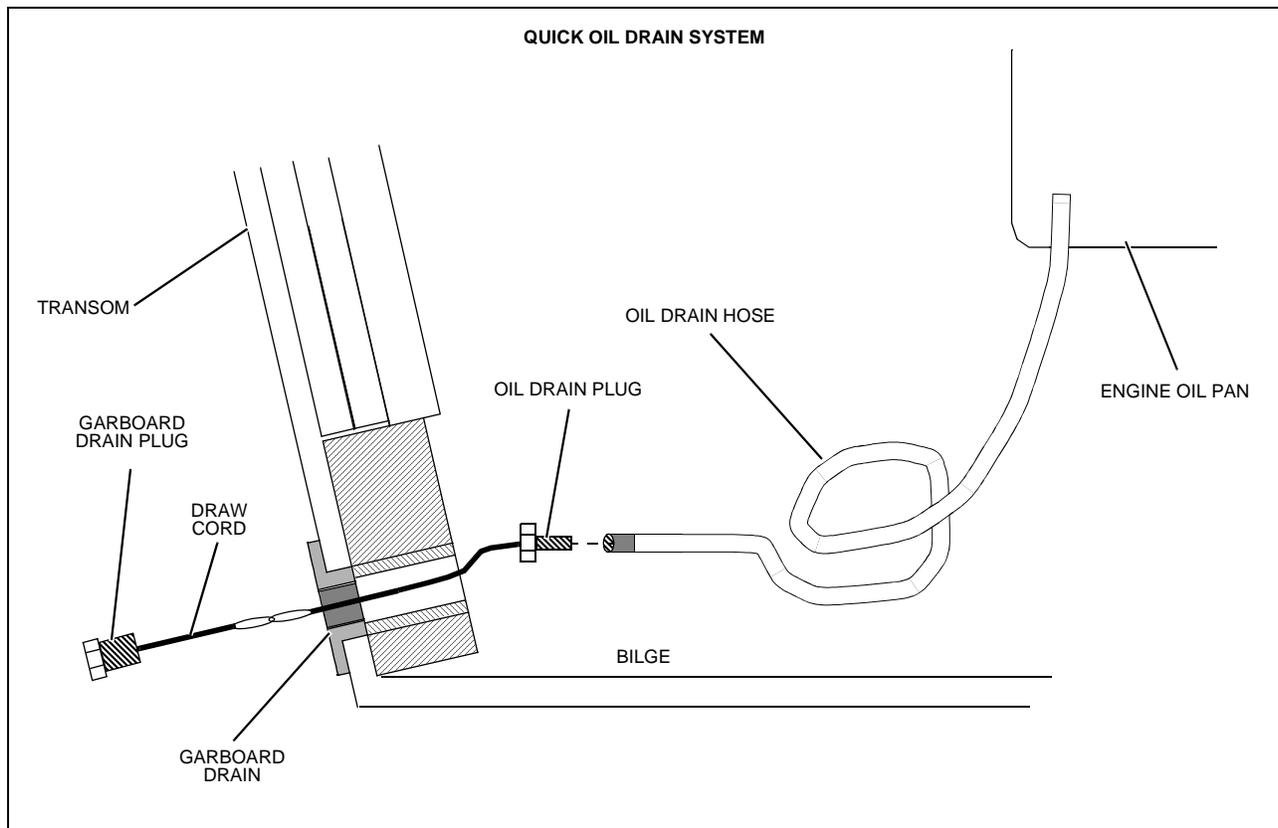
- The fuel pickup tube (located inside the fuel tank) is equipped with a fine mesh screen filter.
- In addition, when supplied by the engine manufacturer, a fuel filter is installed on the engine.
- Periodically replace the fuel filters to make sure they remain clean and free of debris.
- Talk to your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

Anti-siphon Valve (219 Only)**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 219 fuel system is equipped with an anti-siphon valve.
- The valve is located at the point where the fuel feed line attaches to the fuel tank.
- The valve is spring loaded and is opened by fuel pump vacuum.
- This valve *will* prevent fuel from siphoning from the tank in the event of a fuel line rupture.

Quick Oil Drain System (219 Only)



To drain the engine oil:

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

Always dispose of waste oil in accordance with local regulations.

Chapter 5: Controls

Steering

Stern Drive System

- This boat features a power assisted rack-and-pinion steering system.
- Check the fluid level in the power steering reservoir *every time you use your boat*.
- Boat steering is not self-centering.

Outboard System

- This boat features a manual hydraulic steering system.
- This system operates differently from a power assisted rack-and-pinion steering system.
- A rhythmic pulsing when turning the wheel is a characteristic of the pump and is *not* a malfunction.
- Also, when coming off a hard-over position, resistances may be felt, followed by a distinct sound. This is normal and is caused by the release of the system's check valve.
- The fluid reservoir for the hydraulic steering system is located at the helm. Check the fluid level regularly.
- Boat steering is *not* self-centering.

Shift/Throttle Lever

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

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

Power Trim and Tilt

- The stern drive or outboard on your boat is equipped with power trim and tilt.
- Read about Trim and Tilt or Drive Trim Angle in the engine operation manual, the shifter/throttle manual, and the *Sport Boat Owner's Manual*.

Gauges

Cleaning Gauges



CAUTION!

PRODUCT or PROPERTY DAMAGE HAZARD!

- Use only mild soap and water to clean the gauge lenses and bezels.
- Use of other cleaners, including common window cleaning solutions, may cause the lenses to crack.
- Lenses cracked in this manner *will not* be covered by our warranty.

Gauge Fogging

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

Radio Transmission Interference

VHF or other radio transmissions may cause brief erratic readings on the tachometer. This *will not* damage this 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: Navigation Equipment

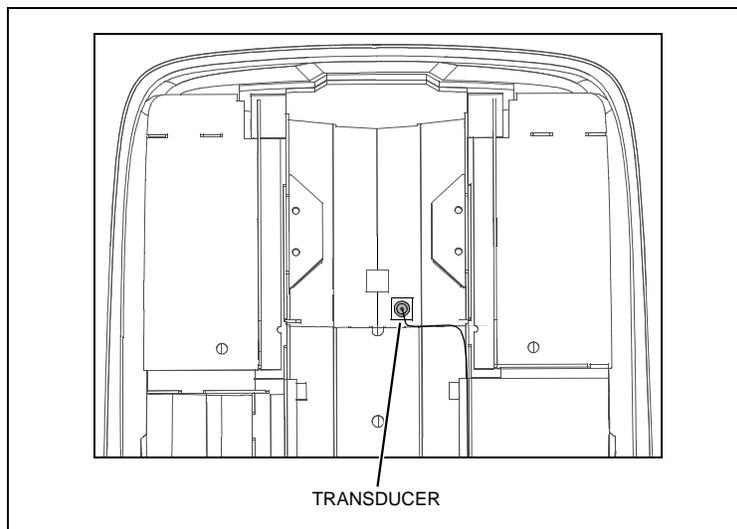
Read the manufacturer's operating instructions before using these systems.

Depth Finder (If Equipped)



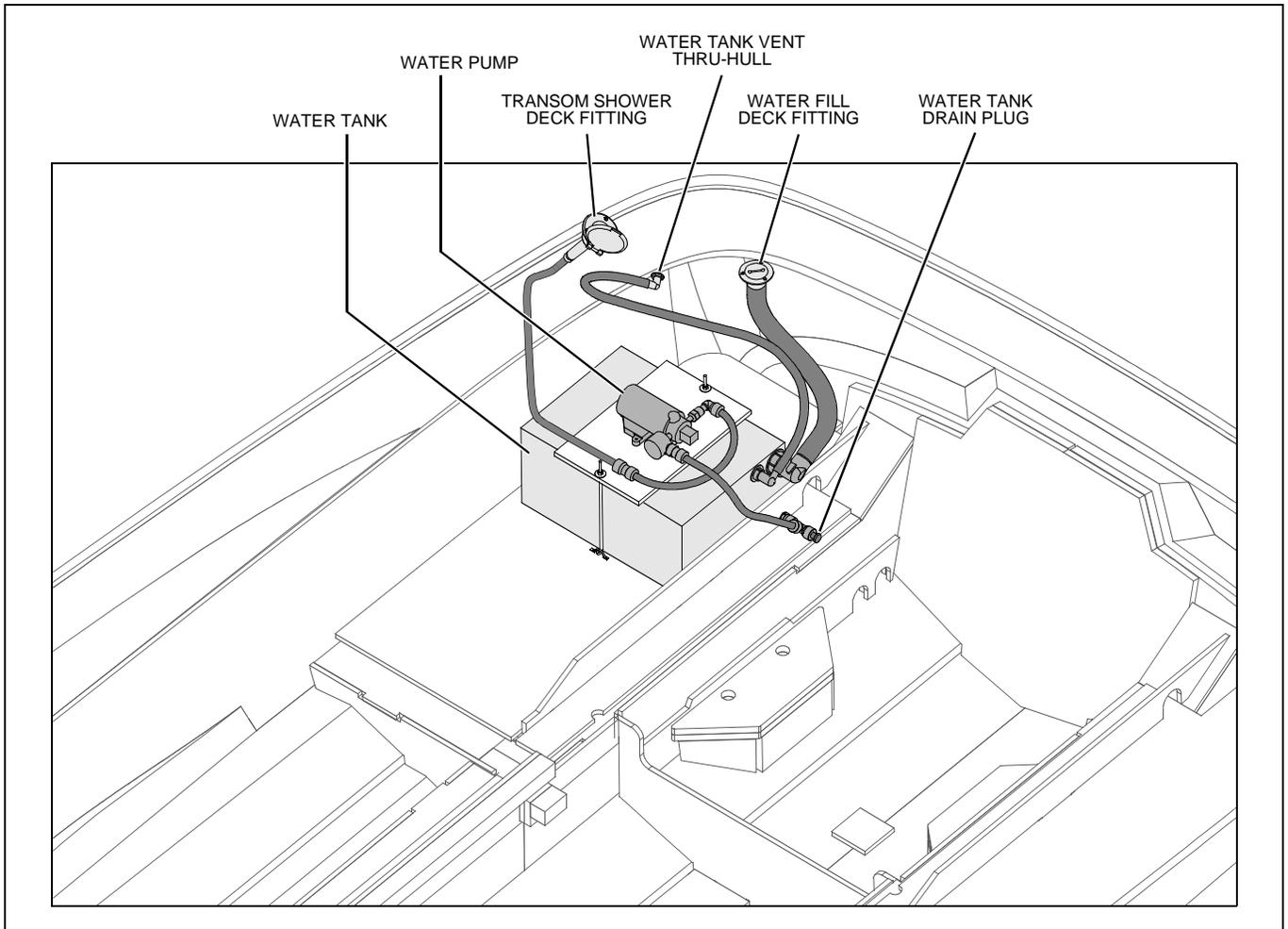
WARNING!

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



Chapter 7: Plumbing

Freshwater System (If Equipped)



- Your boat may be equipped with a pressure type (demand) freshwater (potable) system.
- This system can be pressurized by turning **On** the water pump (See the *Component Locations* section of this *Supplement* for the location of the water pump switch).
- Turn **Off** the water pump when the water tank is empty or when the boat is **not** in use.
- Inspect and clean the water filter often (located on the water pump).
- When your boat is to be left unattended for long periods of time, pump the water 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.

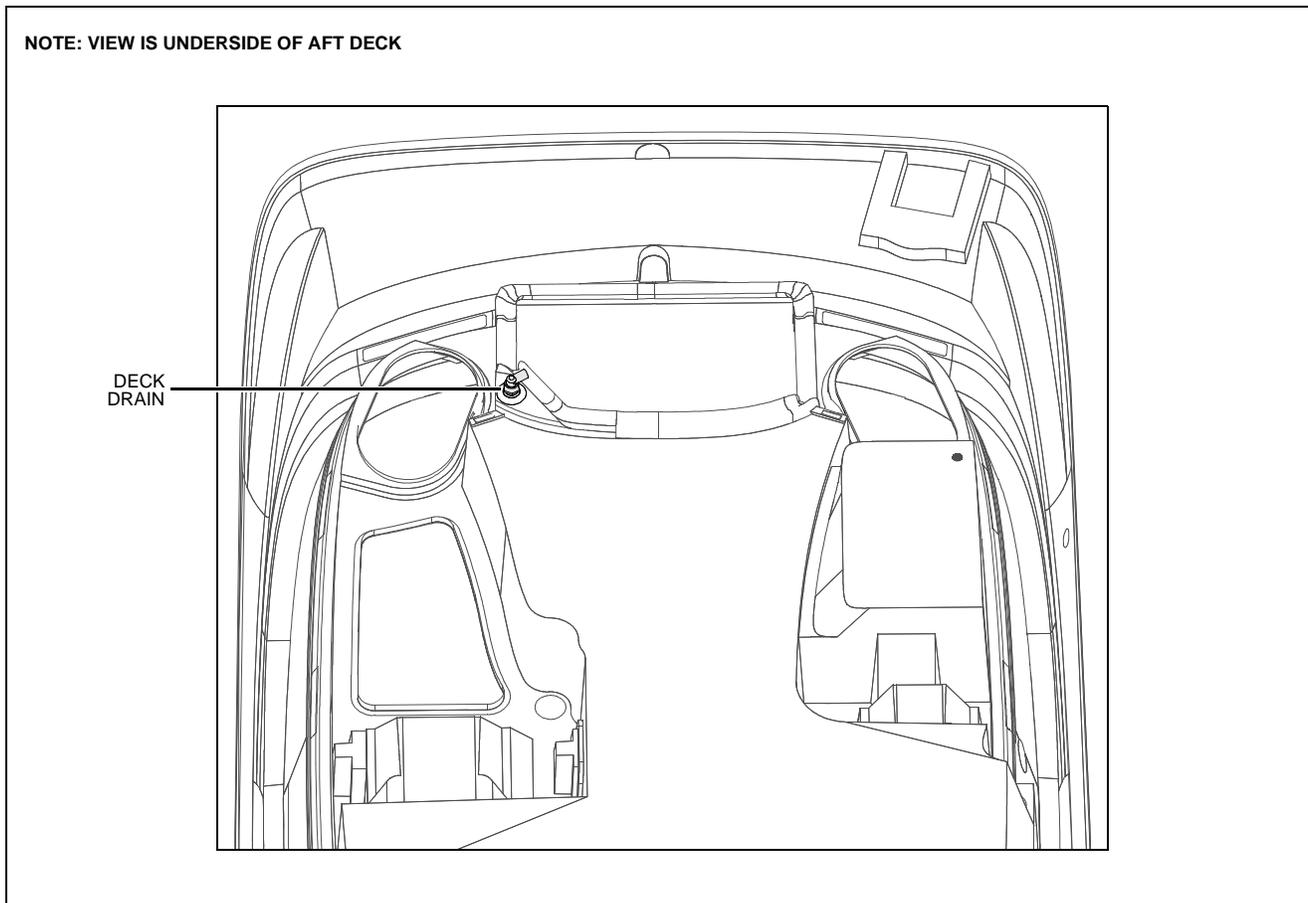
Winterizing the Freshwater System

1. Pump the water tank dry.
2. Drain the system lines by opening the water filter.

Drain System

Deck Drain

- Water on the deck is drained into the bilge through the deck drain.
- Keep the deck drain free of debris.

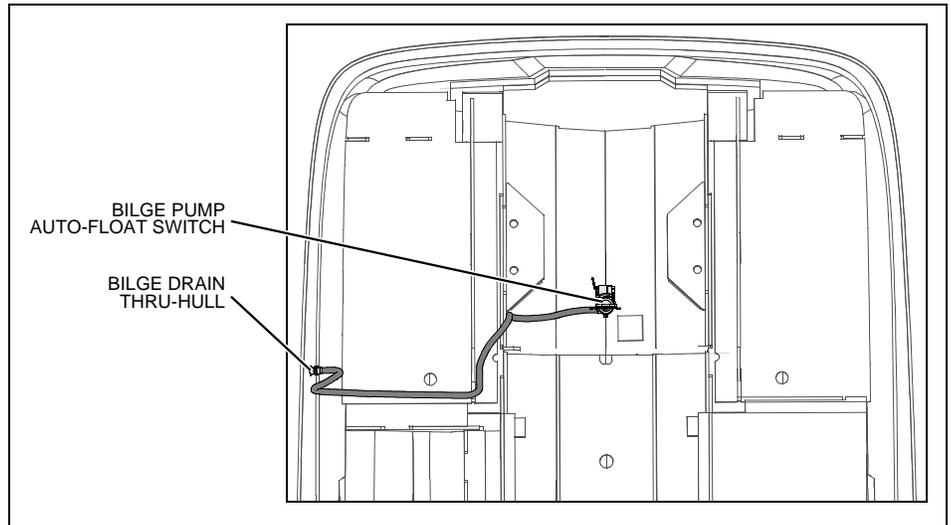


Bilge Pump System

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.

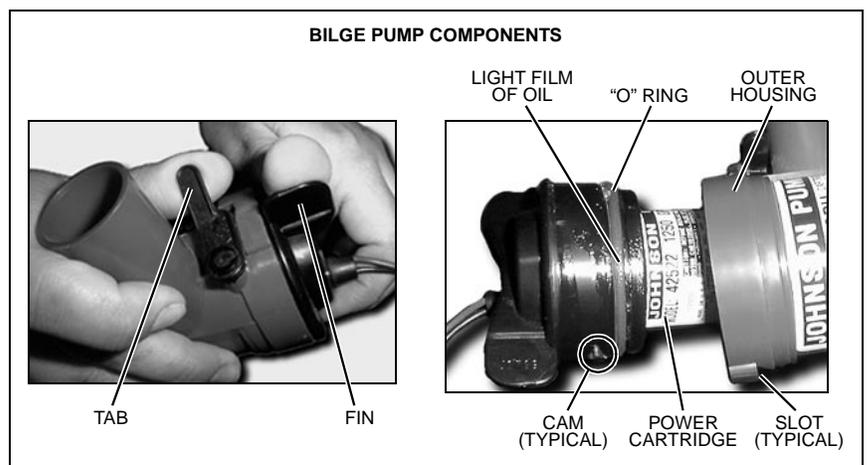
- Your boat is equipped with an automatic impeller-type bilge pump which is used to pump water out of the bilge.
- The bilge pump is controlled by an automatic bilge pump float switch (auto-float switch) and/or a switch at the helm.
- The bilge pump is wired directly to the battery so it will normally function even when the boat is completely shut down and left unattended.



Bilge Pump Testing

- The bilge pump is critical to the safety of your boat.
- Test the pump often as follows:
 1. Turn **On** the bilge pump switch at the helm.
 2. Any water in the bilge should pump overboard.
- If the pump motor is running, but **not** pumping, inspect the discharge hose for a kink or collapsed area.
- If no problems are found, check the bilge pump housing for clogging debris as follows:

1. Remove the power cartridge:
 - a. Lift the tab while rotating the fins counter-clockwise.
 - b. Lift out the power cartridge.
 - c. Clear the outer housing of debris.
2. Reinstall the power cartridge:
 - 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 power cartridge with the two slots on the outer housing
 - d. Press the power cartridge into the housing while twisting clockwise.



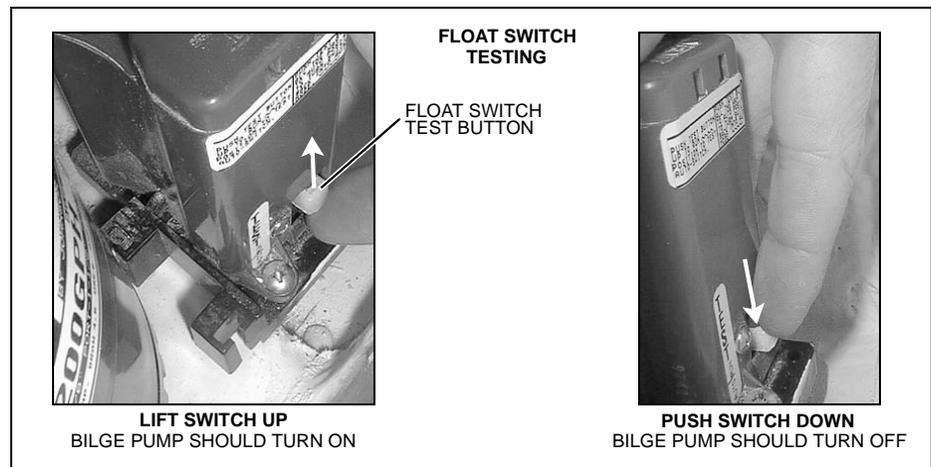
3. Check the reinstallation by trying to twist the fins counter-clockwise without lifting the tab; the cartridge should stay in place.

Auto-float Switch

- The automatic bilge pump uses a electromagnetic float switch (auto-float) to turn on the pump whenever water rises above a preset level in the bilge.
- The auto-float switch is mounted next to the automatic bilge pump.
- The auto-float switch is wired directly to the battery and will normally function even when the boat is completely shut down and left unattended.

Test the auto-float switch often as follows:

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. Push test button all the way **down** to return the float switch to auto mode.



CAUTION!

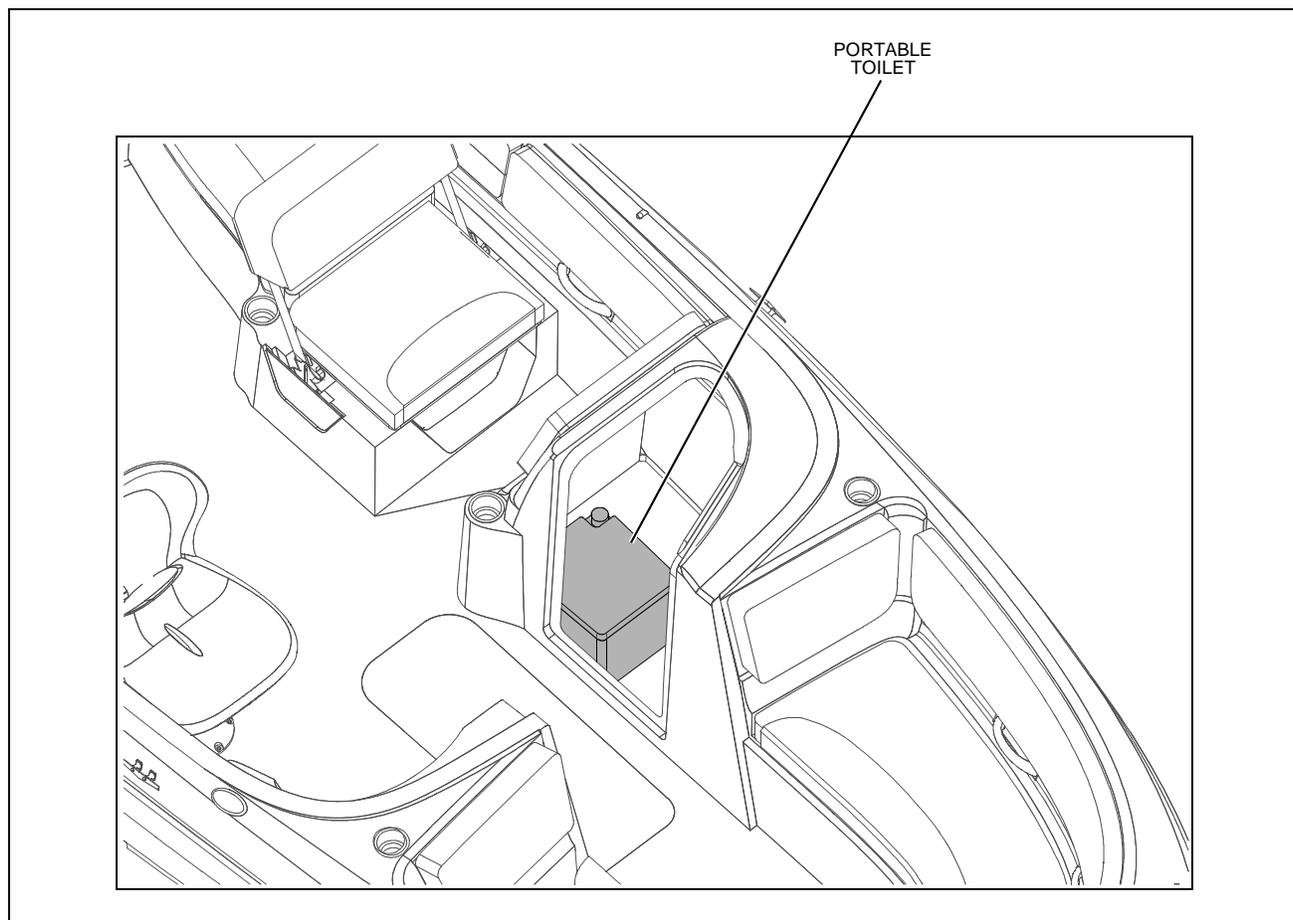
When the test is completed on the float switch, you **MUST** push the test button *all the way down* to return the switch to auto mode!

Portable Toilet

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

NOTICE

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



Chapter 8: Deck Equipment

Ski-Tow Tower (If Equipped)



WARNING!

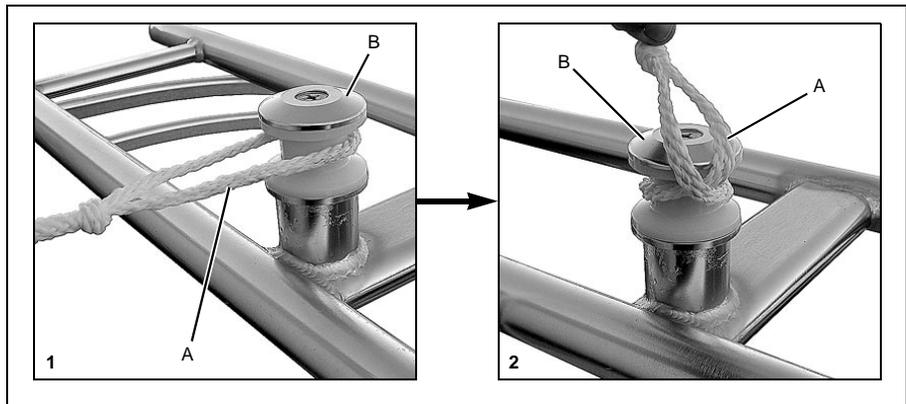
PERSONAL INJURY and /or PRODUCT or PROPERTY DAMAGE HAZARD!

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

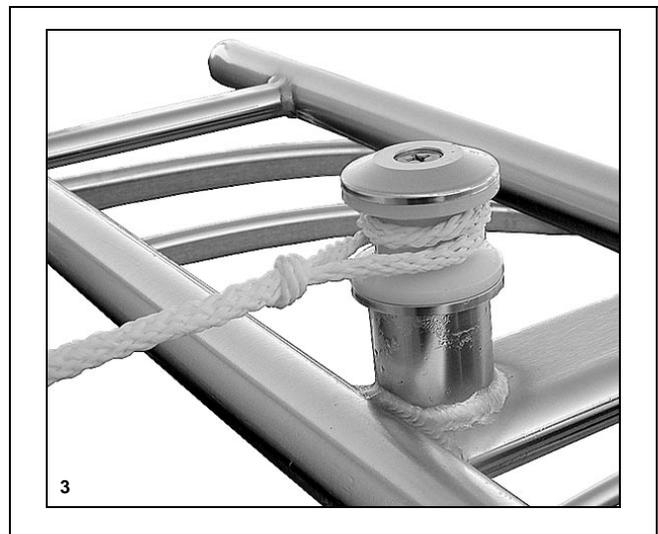
- Read *all* warning labels on ski-tow tower.
- *Before* each use, make sure *all* bolts are in place and tight.
- Only tow water skis, wakeboards, or recreational towables.
- *Do not* exceed the following *maximum* tow weights:
209 model - 400 pounds
219 model - 600 pounds
- *Do not* tow parasails, kites, or other boats.
- *Do not* tow more than two persons at one 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.
- 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.



Ski Tow Ring (219 Only)

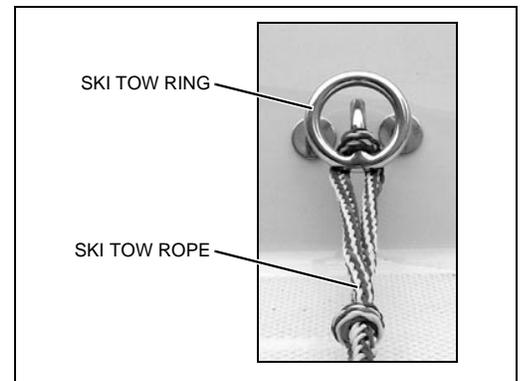

WARNING!

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.**

Your boat has a ski tow ring. Attach tow rope as shown in the photo.



Ski Pylon (209 Only)


WARNING!

When the tow bar is in use, all passengers must sit forward of the ski pylon and keep their hands well clear of the pylon and rope. Failure to do so may result in injury or death.

Cleats and Tow Eyes


WARNING!

PERSONAL INJURY and /or PRODUCT or PROPERTY DAMAGE HAZARD!

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

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

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

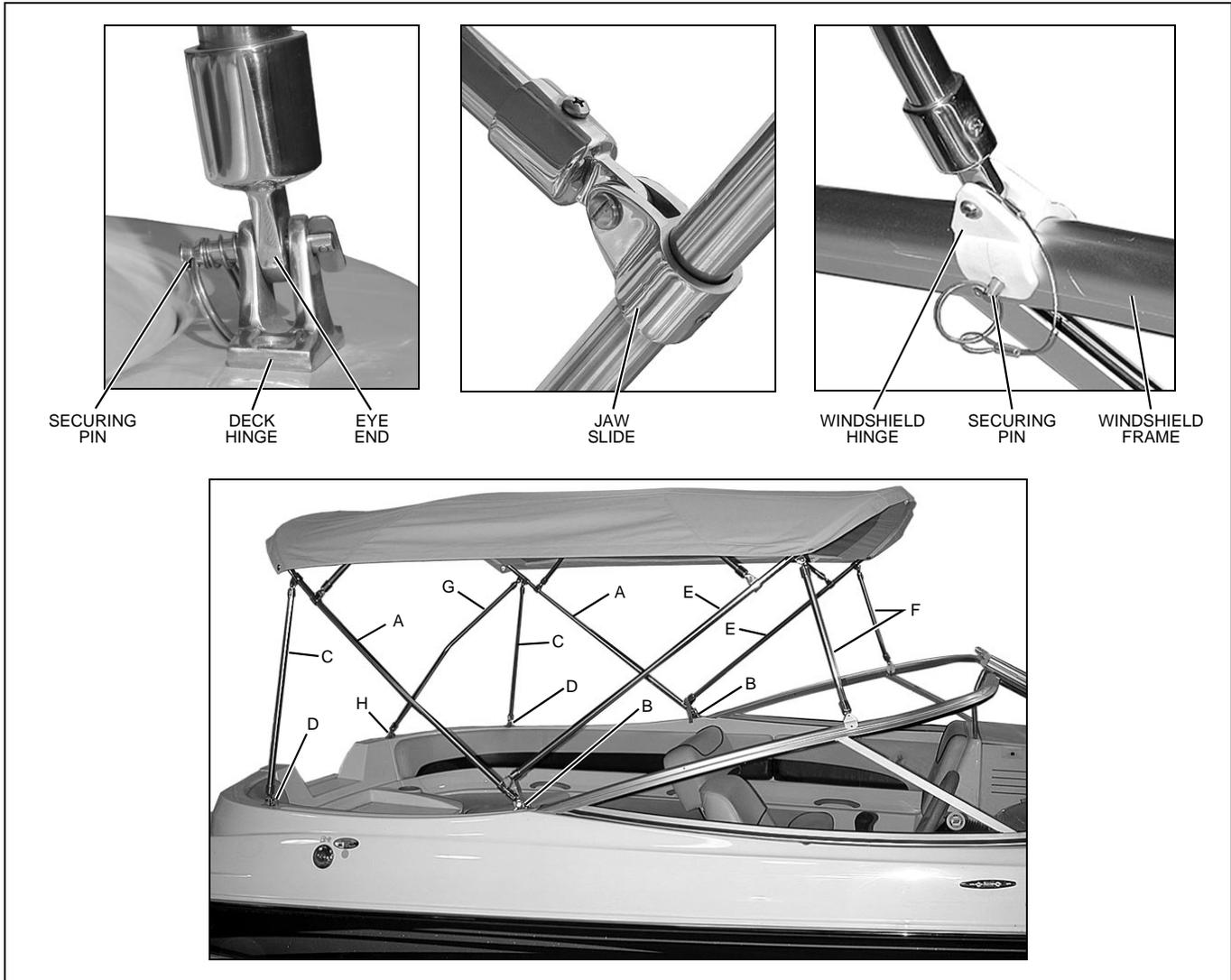
Canvas



CAUTION!

PRODUCT or PROPERTY DAMAGE HAZARD!

- Canvas tops are *not* designed to withstand speeds over 45 MPH.
- Take down and securely stow the canvas top *before* transporting your boat by road.



Installing the Canvas Top

1. Slide the eye ends of the main bow (A) into the deck hinges (B) and insert the securing pins.
2. Raise the main bow and slide the eye ends of the aft braces (C) into the deck hinges (D) and insert the pins.
3. Pull the secondary bow (E) forward and slide the forward brace (F) windshield hinges over the windshield frame and insert securing pins.
4. Slide the eye end of the port stern support (G) into the deck hinge (H) and insert the pin.
5. No adjustments to the jaw slides should be needed as they are preset during manufacturing. Before attempting to adjust the jawslide positions, obtain the correct measurements from your selling dealer.

Chapter 9: Entertainment Systems

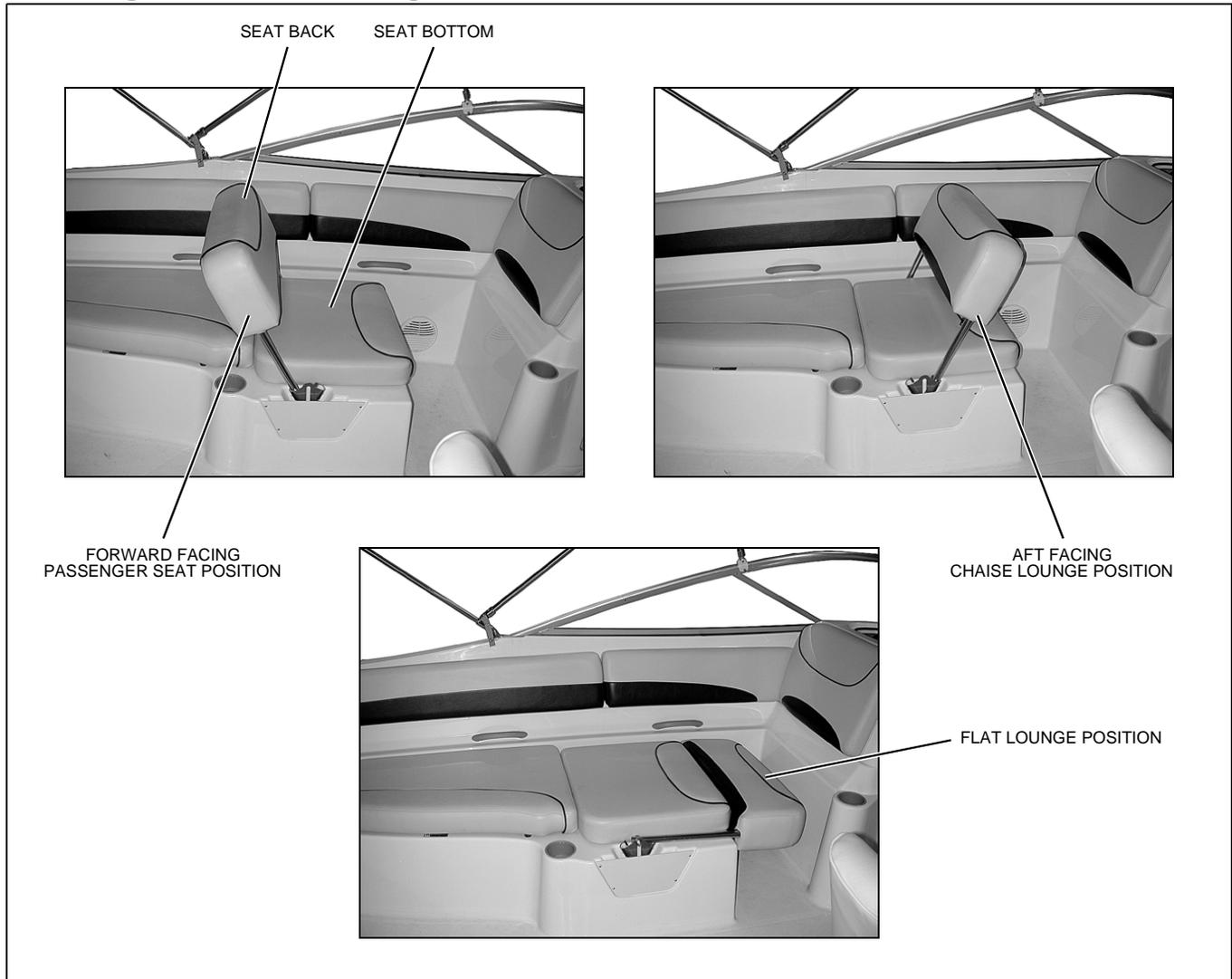
Audio System

NOTICE

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

Chapter 10: Convertible Seats, Beds, & Tables

Passenger Seat/Sunlounge



The passenger seat can be converted into a sunlounge.

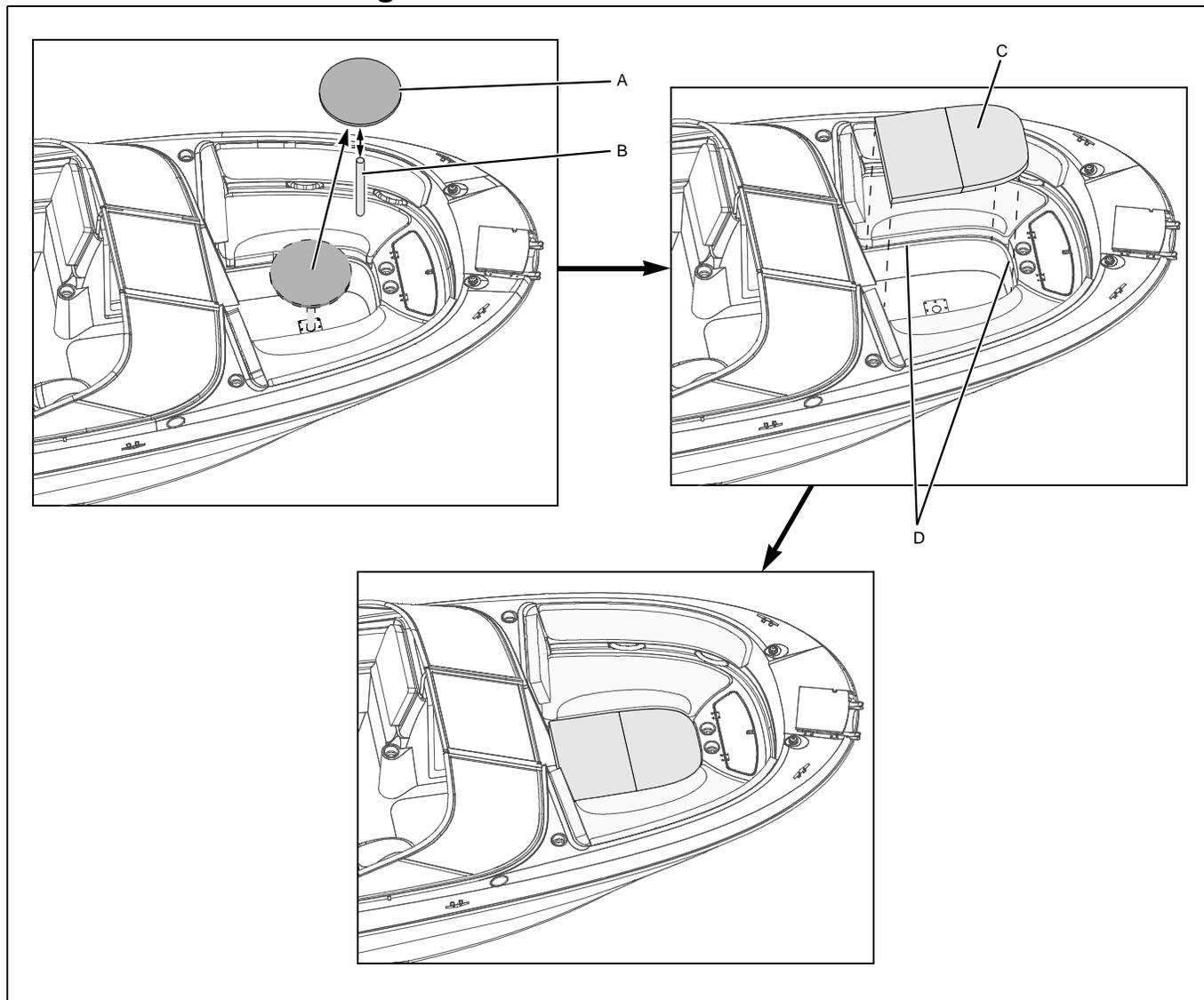
To convert the passenger seat into a chaise lounge:

- 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.

Table/Forward Sunlounge



The forward table can be removed and the forward area can be converted into a sunlounge.

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 11: 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.*

Navigation Lights

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

Read and understand the navigation light section of *Sport Boat Owner's Manual*.

Lights

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

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

Chapter 12: 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 blowers for at least four minutes *before* turning on electrical devices, starting the engine, or electrical system maintenance.
- Minimize the danger of fire and explosion by not exposing the batteries to open flame or sparks. *NEVER* smoke anywhere near the batteries.

 **CAUTION!**


SHOCK & ELECTRICAL SYSTEM DAMAGE HAZARD!

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

NOTICE

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

12-Volt DC System

Battery

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

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

Fuses and Circuit Breakers

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

Alternator

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

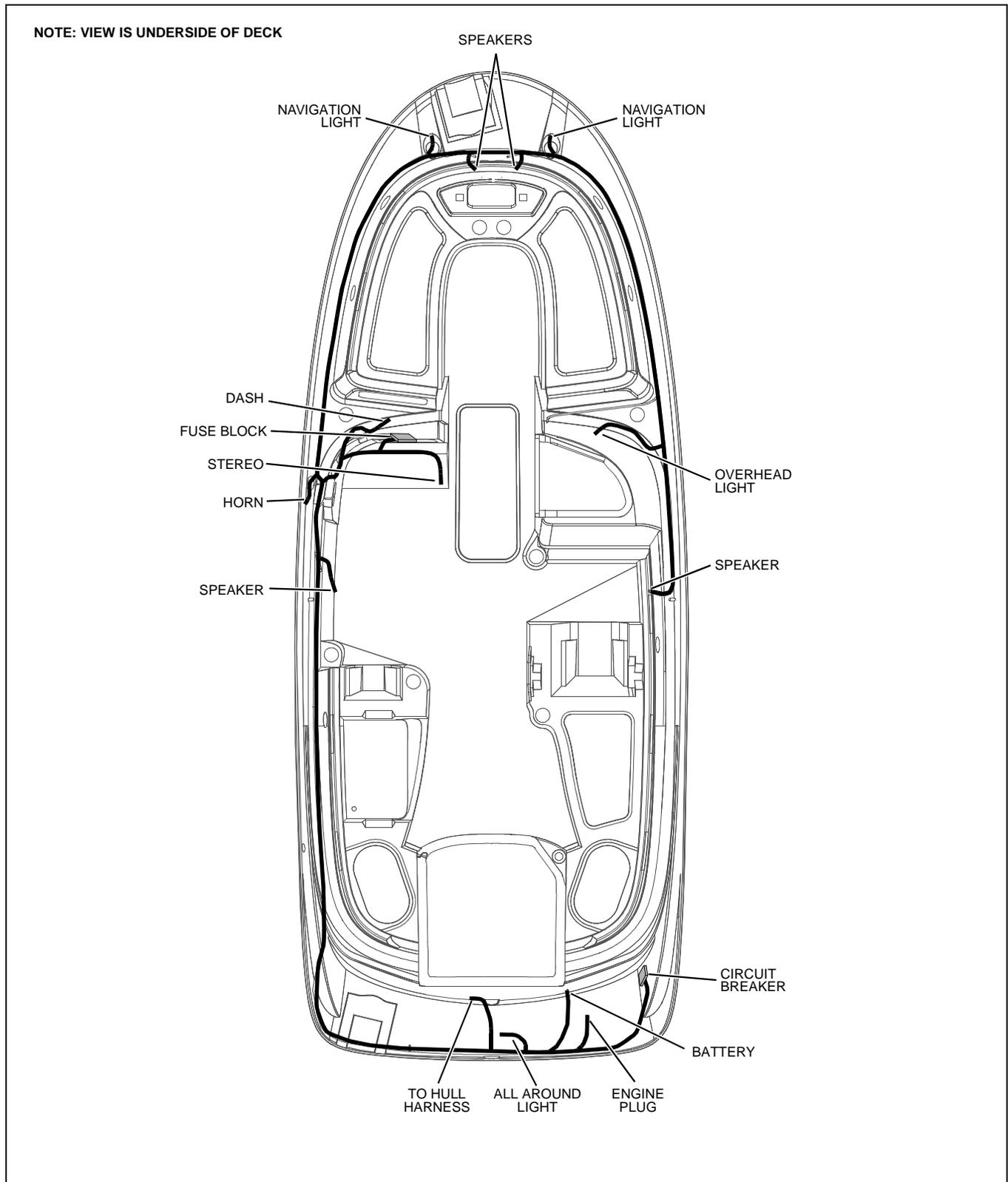
12-Volt Accessory Outlet

 CAUTION!
<i>DO NOT</i> use the 12-volt accessory outlet with a cigarette or cigar lighter. High temperatures may melt the outlet.

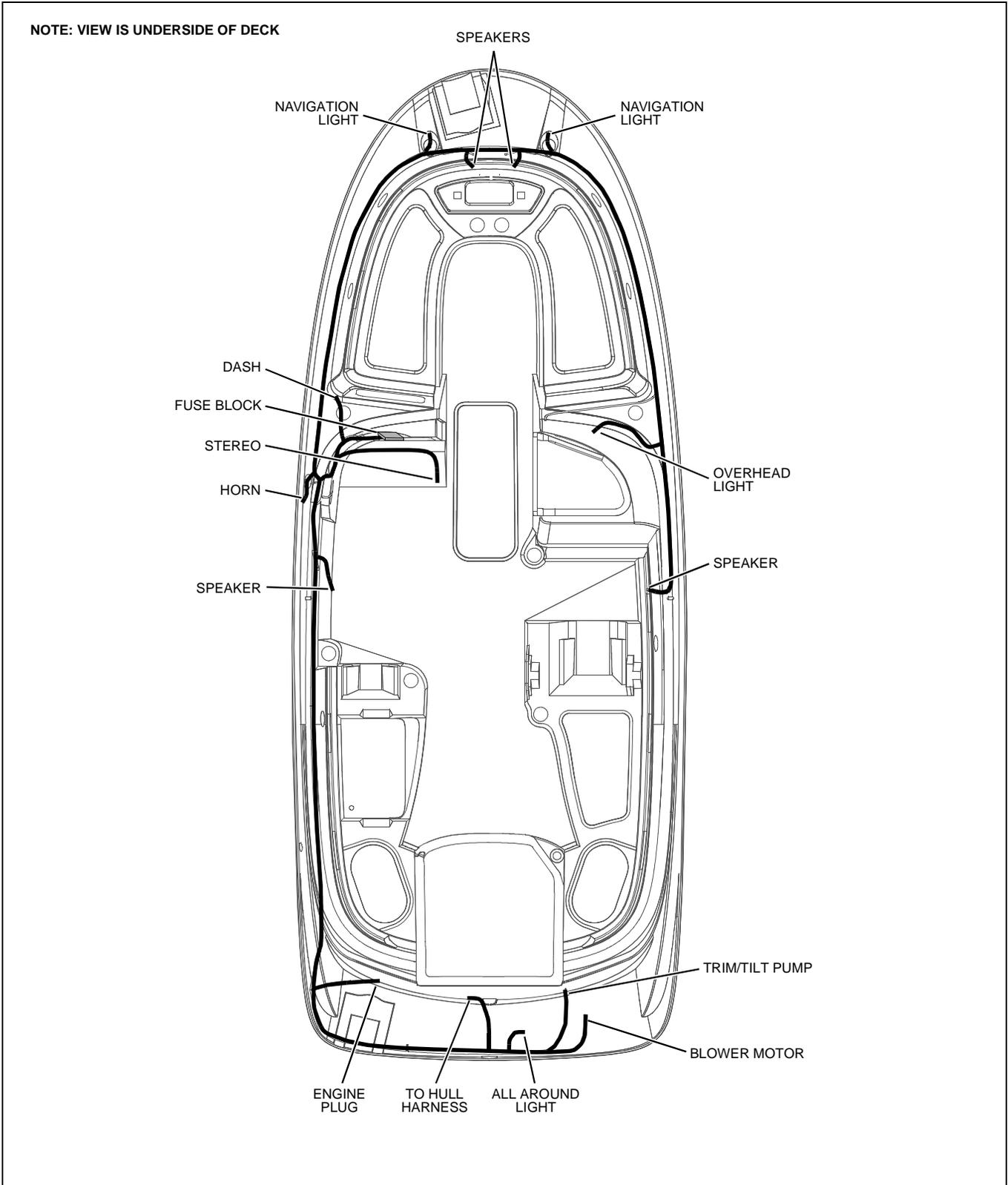
- Your boat is equipped with a 12-volt accessory outlet at the helm.
- The outlet can be used with any 12-volt device which draws 15 amps or less.
- The 12-volt accessory outlet is protected by a 10 amp fuse on the main fuse block behind the dash.

Electrical Routings

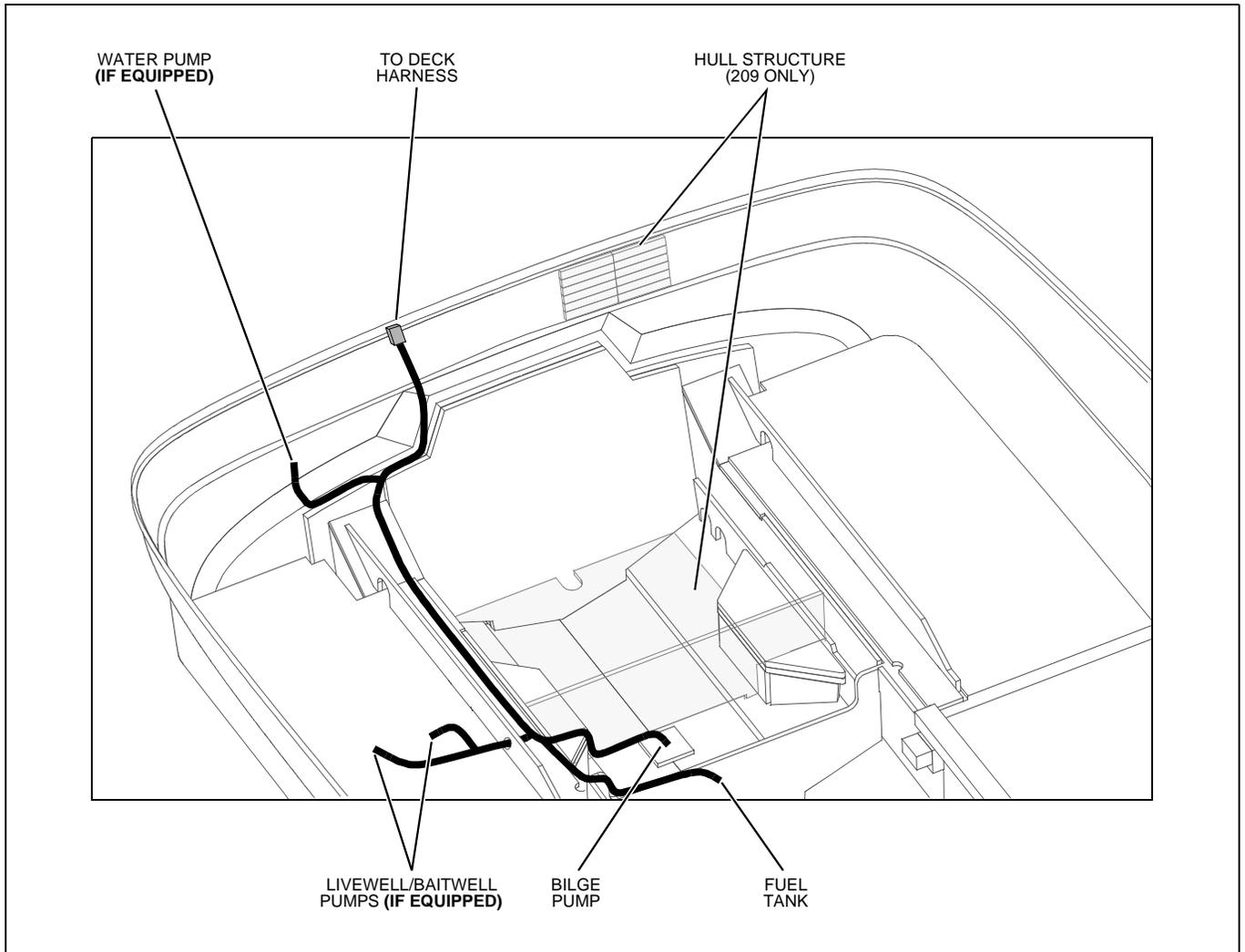
209 Deck Electrical Harness



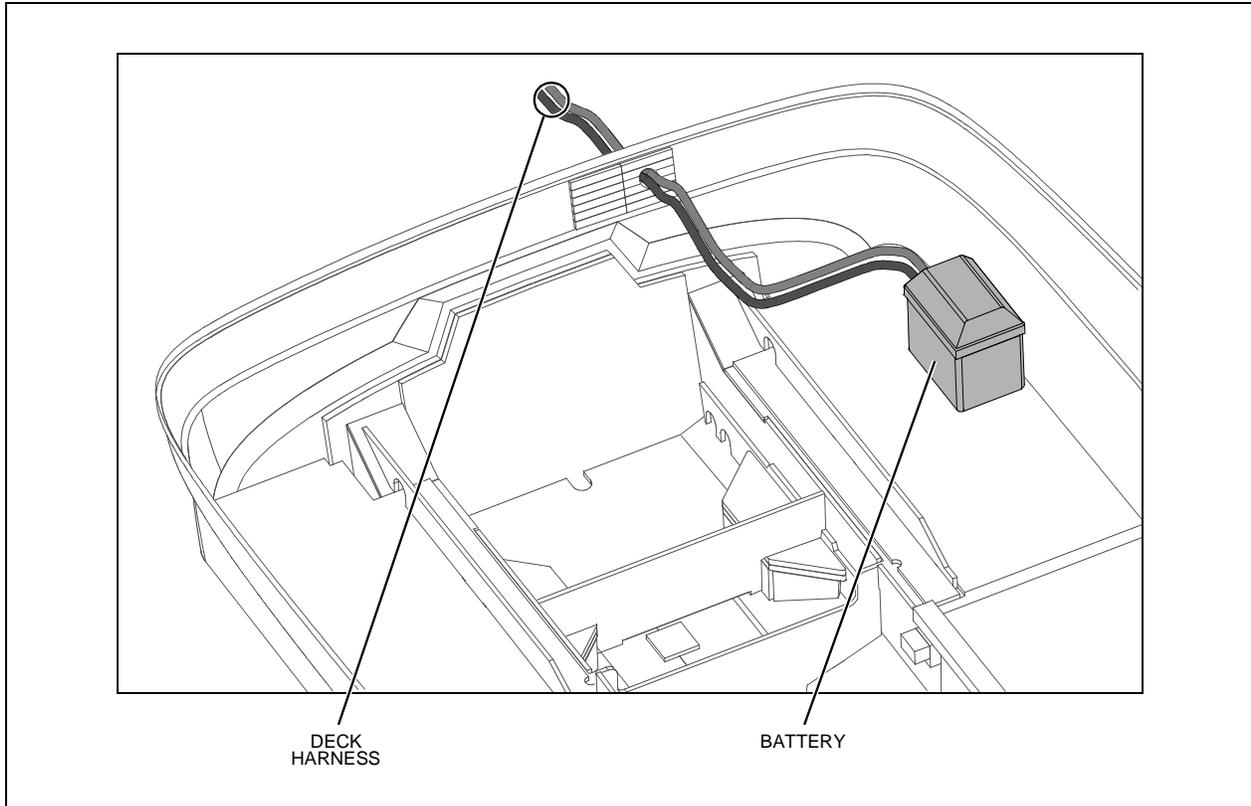
219 Deck Electrical Harness



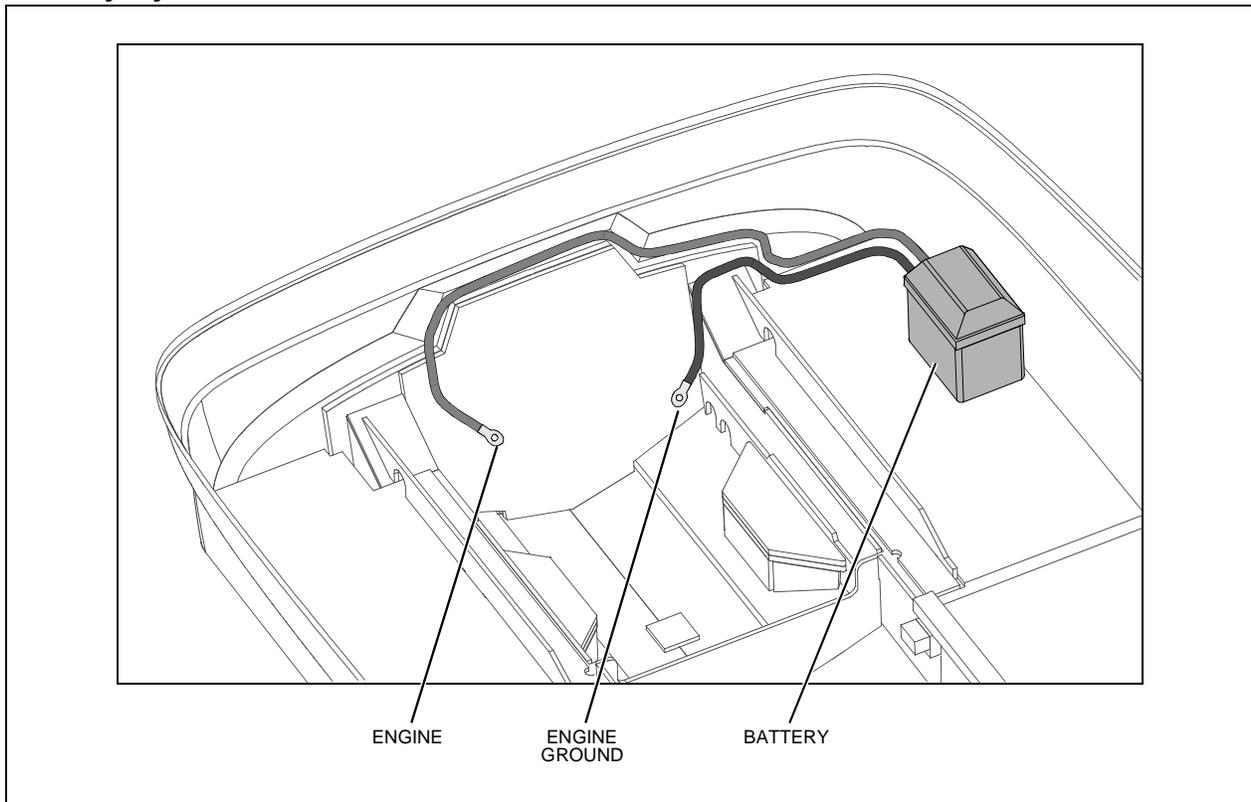
Hull Electrical Harness



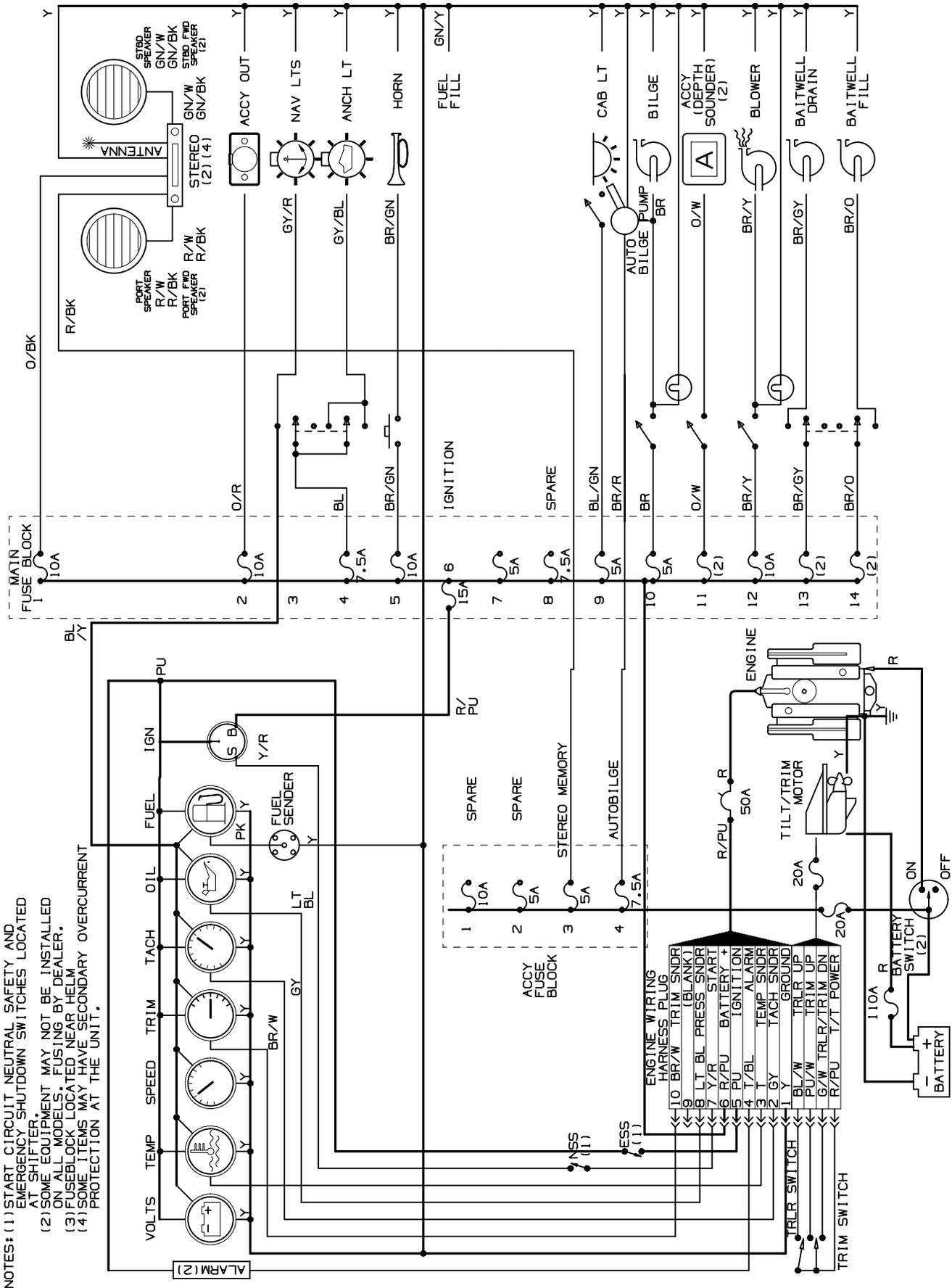
209 Battery System



219 Battery System



219 Electrical System



NOTES: (1) START CIRCUIT NEUTRAL SAFETY AND EMERGENCY SHUTDOWN SWITCHES LOCATED AT SHIFTER.
 (2) SOME EQUIPMENT MAY NOT BE INSTALLED ON ALL MODELS. FUSING BY DEALER.
 (3) FUSEBLOCK LOCATED NEAR HELM.
 (4) SOME ITEMS MAY HAVE SECONDARY OVERCURRENT PROTECTION AT THE UNIT.

Important Records

Selling Dealer

Name Of Dealership

Address

Phone/FAX/E-mail

Sales Manager

Service Manager

Engine

Manufacturer

Model Name/Number

Engine Serial Number

Oil Type/SAE

Quarts per Engine

Filter Type

Propeller

Manufacturer

Pitch

Model Number

Key Numbers

Ignition

Other

Electronics

Manufacturer

Model Name/Number

Serial Number

Float Plan

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

Description of Boat

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

Operator of Boat

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

Persons on Board

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

Survival Equipment

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

Vehicle Description

Make	Model
Color	License Number
Where is the Vehicle Parked?	

Trip Expectations

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

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

Coast Guard Phone Number

Local Authority Phone Number

Part Number 1748056

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