The information provided in this Owner's Manual Supplement relates to 1998 & 1999 Bayliner Ciera 22' - 28' Cruisers

Hull Identification Number:

Engine Serial 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 number in the space provided above.

Please refer to the HIN for any correspondence or orders.

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Changes

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Bayliner reserves the right to make changes in the product design, specifications, and equipment at any time without notice or obligation.

Illustrations and/or photos may show optional equipment.
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CHAPTER 1: WELCOME ABOARD

This Owner's Manual Supplement was prepared to provide specific information about your boat. Please study this supplement and the Owner's Manual carefully, paying particular attention to the LIMITED WARRANTY section. Keep this supplement in a secure place and hand it over to the new owner when you sell the boat.

Hazard Warning Symbols

The hazard warning 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. We urge you to read these warnings carefully and follow all safety recommendations.

<table>
<thead>
<tr>
<th>DANGER</th>
</tr>
</thead>
<tbody>
<tr>
<td>This symbol alerts you to immediate hazards which WILL cause severe personal injury or death if the warning is ignored.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>WARNING</th>
</tr>
</thead>
<tbody>
<tr>
<td>This symbol alerts you to hazards or unsafe practices which COULD result in severe personal injury or death if the warning is ignored.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CAUTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>This symbol 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.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>NOTICE</th>
</tr>
</thead>
<tbody>
<tr>
<td>This symbol calls attention to installation, operation or maintenance information, which is important to proper operation but is not hazard-related.</td>
</tr>
</tbody>
</table>

Dealer Service

Make certain that you receive a full explanation of all systems from the selling dealer before taking delivery of your boat. Your selling dealer is your key to service. If you experience any problems with your new boat, immediately contact the selling dealer. If for any reason your selling dealer is unable to help, you can call us direct on our customer service hotline: 360-435-8957 or send us a FAX: 360-403-4235

Boating Experience

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, please ensure that you obtain handling and operating experience before assuming command of the boat. Your selling dealer, national sailing federation or yacht club can advise you of local sea schools or competent instructors.

<table>
<thead>
<tr>
<th>WARNING</th>
</tr>
</thead>
<tbody>
<tr>
<td>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.</td>
</tr>
</tbody>
</table>
Engine/Accessories Guidelines

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

Structural Limitations

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

Safety Standards

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.

Please read the Owner’s Manual for important safety standards and hazard information.

Qualified Maintenance

Failure to maintain these systems 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. We recommend that you follow the instructions provided in this supplement, the Owner’s Manual, the engine owner’s manual and the accessory instruction sheets included with your boat.

Proprietary Rights

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All Bayliner products meet or exceed USCG and/or NMMA construction standards.

Due to our commitment to product improvement, we reserve the right to change, without notice or other obligation, the specifications or other information contained in this publication.

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.
CHAPTER 2: COMPONENTS / SYSTEMS

Electrical System

We strongly recommend that you read and understand the Electrical Section of the Owner's Manual.

⚠️ DANGER

⚠️ ⚠️ ⚠️ EXTREME FIRE/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.
- Only qualified personnel should install batteries and/or perform electrical system maintenance.
- Insure that all battery switches are in the OFF position before performing any work in the engine spaces.

⚠️ WARNING

⚠️ ⚠️ ⚠️ FIRE/EXPLOSION HAZARD!

- Fuel fumes are heavier than air and will collect in the bilge areas where they can be accidently ignited. Visually and by smell (sniff test), check the engine and fuel compartments for fumes or accumulation of fuel. Operate the bilge blower for at least four minutes prior to engine starting, electrical system maintenance or activation of electrical devices.
- Minimize the danger of fire and explosion by not exposing batteries to open flame or sparks. It is also important that no one smoke anywhere near the batteries.

⚠️ CAUTION

⚠️ ⚠️ ⚠️ SHOCK/ELECTRICAL SYSTEM DAMAGE HAZARD!

- Never disconnect the battery cables while the engine is running as this can cause damage to your boat's electrical system components.
- The battery charging systems (alternator and, if applicable, battery charger) installed on your boat are designed to charge conventional lead-acid batteries. Before installing gel-cell or other new technology batteries, consult with the battery manufacturer about charging system requirements.

NOTICE

- Electrical connections are susceptible to corrosion. Minimize electrical problems due to corrosion by keeping all exposed electrical connections clean and protected with a spray-on protectant such as Corrosion Guard®.
- VOLTAGES - All boats use either 110-volt AC/60 Hertz, 240-volt AC/60 Hertz or 220-volt AC/50 Hertz single phase systems, and 12-volt DC or 24-volt DC. Electrical distribution panels are labeled with voltage and frequency of AC and DC.

Clena 22' to 28' Cruisers • Owner's Manual Supplement
12 Volt DC System - Fuses and Circuit Breakers

Both the engine and accessory circuits are protected by a large circuit breaker located on the engine. In addition, a fuse block for branch accessory circuits is located behind the helm panel. Wires are color-coded to indicate which accessory each fuse services. Some items, such as radios and bilge pumps, may be fused individually at the unit. Autofloat switches are fused at the battery.

Battery Charger

Your boat may be equipped with a battery charger. Please refer to the manufacturer’s operating instructions included in the boat’s owner’s packet. The battery charger operates when AC dockside power is connected and the battery charger circuit breaker is ON. The battery charger will charge batteries regardless of the battery switch position.

⚠️ CAUTION

The battery charger is designed to charge conventional lead-acid batteries. Before installing gel-cell or other new technology batteries, consult with the battery manufacturer about charging system requirements.

Shore Power/110 Volt AC System

Your boat may be equipped with an AC system. AC systems are energized by dockside shore power. Standard dockside receptacles and cords provided are rated at 30 amps. Since some shore installations do not have 30 amp service, we recommend the purchase of 15 amp and 20 amp adapters. Note: When 15 amp or 20 amp adapters are used there will be a corresponding drop in supplied AC power.

⚠️ DANGER

🔥 WARNING: FIRE/EXPLOSION/SHOCK HAZARD!

- To minimize shock and fire hazard, DO NOT modify electrical systems or relevant drawings.
- DO NOT alter shore power connectors and use only compatible connectors.
- Only qualified personnel should install batteries and/or perform electrical system maintenance.

⚠️ CAUTION

❌ WARNING: SHOCK/ELECTRICAL SYSTEM DAMAGE HAZARD!

- Never connect dockside power to your boat outside North America unless you have purchased the International electrical conversion option, which is rated for 220-volt/50 Hertz. North American systems are rated for 110-volt/60 Hertz power.
- Use double insulated or three-wire protected electrical appliances when possible.

NOTICE

When using shore power, the simultaneous operation of several AC accessories can result in an overloaded circuit. It may be necessary to turn off one accessory while operating another.
**WARNING**

FIRE/EXPLOSION/SHOCK/ELECTRICAL SYSTEM DAMAGE HAZARD!

Before connecting to shore power, all breakers and switches on the AC master panel must be in the OFF position. Always attach the shore power cord to the boat inlet first, then to the dock connection, thereby avoiding accidental submersion of the “HOT” cord into the water. To disconnect, first remove the dock connection before removing the cord from the boat.

**WARNING**

FIRE/EXPLOSION/SHOCK/ELECTRICAL SYSTEM DAMAGE HAZARD!

Monitor the electrical control panel’s polarity indicators when connecting shore power to your boat. A GREEN light illuminating after the power cord is plugged into the boat’s external power receptacle indicates acceptable electrical power in which you may energize the main breaker switches. A RED light, however, indicates reversed polarity, which could cause electrical system damage and possibly electrical shock injuries. In this case, DO NOT energize the main breaker switches. Instead, immediately disconnect the shore power cord (always from the dockside outlet first) and notify marina management.

**CAUTION**

WATER HEATER DAMAGE HAZARD! - Do not energize the water heater electrical circuit until the heater is COMPLETELY filled with water. Even momentary operation in a dry tank will damage the heating elements. Warranty replacements WILL NOT be made on elements or tank damaged in this manner.

On boats with a single dockside inlet, check for proper polarity as outlined in the previous warning. Activate the AC system by first turning on the master breaker, then each individual component breaker as required.

On boats with dual dockside inlets, check for proper polarity as outlined in the previous warning. Each dockside inlet is labeled inside the weatherproof cover, line 1 or line 2, which corresponds to the line each operates on the AC master panel. This system is designed so that each line operates independent of each other. Activate the AC system by first turning on the master breakers, then each individual component as required.
Water Heater

Your boat may come equipped with a water heater. Be sure to refer to the manufacturer’s operating instructions supplied in the owner’s packet. The water heater is connected to the AC power system. If your boat is equipped with optional freshwater engine cooling, the coolant from the closed engine cooling system may be circulated through the hot water tank for heating of potable water.

⚠ CAUTION

Water heaters must be kept full of water to avoid damage to the 110-volt heating elements. They should also be drained (with the power OFF) when the possibility of freezing exists.

Navigation and Interior Lights

We strongly recommend that you understand navigation light usage by reading the navigation section of the Owner’s Manual. The navigation and interior lights supplied with 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 in the switch panel).
2. The bulb may be burned out (Carry spare bulbs for replacement).
3. The bulb base may be corroded (Clean the base periodically and coat it with non-conductive grease).
4. A wire may have come loose or may be damaged (Repair as required).

⚠ CAUTION

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

Depth Finder

Your boat may come equipped with a depth finder. It will provide you with measurements of water depth beneath the boat. In many cases it may help you locate schools of fish. We suggest that you read the manufacturer’s owner’s operating instructions included in the boat’s owner’s packet before using the unit.

⚠ WARNING

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

Alcohol or Alcohol/Electric Stove

Operating instructions for the alcohol or alcohol/electric stove can be found in the boat’s owner’s packet. Carefully read and follow the manufacturer’s operating instructions and warnings before using the stove.

⚠ WARNING

FIRE HAZARD - Reduce the possibility of fire by removing all combustible materials away from the stove before/during use.
110-Volt AC/12-Volt DC Refrigerator

Your boat may come equipped with a 110-volt AC/12-volt DC refrigerator. Please refer to the manufacturer’s instructions included in the boat’s owner’s packet. The refrigerator operates on 110-volt AC and 12-volt DC power. When the 110-volt AC system is not hooked up to an AC source, the refrigerator operates on 12-volts DC. When a 110-volt AC source is supplied by dockside power and the AC refrigerator breaker is ON, the refrigerator automatically switches to 110-volt AC.

NOTICE

The refrigerator has the heaviest continuous draw on the 12-volt system. In less than 24 hours, the refrigerator can render a 100-amp battery useless for engine starting. For this reason, it is recommended that when operating on 12-volts, the cold setting on the refrigerator should not be set higher than position two (2). It is also advisable to turn off your refrigerator at night or when not in use. If you are going to be out for more than one day and cannot connect to dockside power, you should plan to run the engine each day to maintain a charged battery.

Structural Limitations

1. Command bridge, bow platform and transom platform loads must not exceed 30 pounds per square foot, evenly distributed.
2. Periodically check the platform mounting hardware (if applicable) for looseness and corrosion.

Compass

Your boat may come equipped with a compass. Carefully read and follow the manufacturer’s calibration and operating instructions provided in the boat’s owner’s packet.

Air Conditioning (Optional)

Your boat may be equipped with an optional air conditioning system. Please refer to the manufacturer’s operating instructions included in your boat’s owner’s packet.
Portable toilet

Your boat may come equipped with a portable toilet. Be sure to read and carefully follow the manufacturer’s operating instructions included in your boat’s owner’s packet.

Marine Head with Holding Tank

Your boat may come equipped with a marine head and holding tank. Be sure to follow the manufacturer’s operating instructions included in the boat’s owner’s packet.

Seawater is used to flush waste from the toilet into the holding tank. The holding tank is plumbed to a waste fitting on the deck for use at a dockside pump-out station, and to a macerator pump so that waste may be pumped overboard (where regulations permit). The switch for the macerator is usually located at the helm station.

If at any time you are unable to pump water into the bowl, the probable cause is debris in the pump diaphragm. To remedy this, shut the inlet seacock and dismantle the pump. The pump is generally held together with six screws. The design is simple and the problem will be obvious when the pump body is split open.

To winterize the toilet, shut off the intake valve and pump until the bowl is dry. Remove the drain plug in the base and pump again to remove all water. Do not fill the bowl with antifreeze. The inlet seacock should be left closed while the boat is underway, or whenever the boat is left moored in the water.

Bilge Blower

The bilge blower removes fumes from the engine compartment and draws fresh air into the compartment through the deck vents. To ensure fresh air circulation, operate the bilge blower for at least four minutes before starting the engine, during starting, and while operating the boat below cruising speed.

---

**WARNING**

Operation of the blower system is NOT A GUARANTEE that explosive fumes have been removed. If you smell any fuel, DO NOT start the engine. If the engine is already running, immediately shut off the engine and all electrical accessories. Investigate immediately. DO NOT obstruct or modify the ventilation system.

---

Fuel System

**Fuel Fills and Vents:**

Fuel fills are located either on the aft deck or on the side decks adjacent to the aft cockpit. Fuel receptacle caps are marked “Diesel” or “GAS”. Fuel vents are normally located in the hull or transom below and in the same general area as the fill. If you experience difficulty filling the fuel tank, check to see that the fuel fill and vent lines are free of obstructions and kinks.
Anti-siphon Valve:
Your boat may be equipped with an anti-siphon valve, which is an integral part of the barb fitting on the fuel tank in which the neoprene fuel line attaches. The valve is spring loaded and is opened by fuel pump vacuum. These valves will prevent fuel from siphoning from the tank in the event of a fuel line rupture.

**NOTICE**

If an engine running problem is diagnosed as fuel starvation, check the anti-siphon valve. In the event the valve is stuck or clogged, it should be changed or replaced while the engine is shut down. Under NO circumstances should the anti-siphon valve be removed, except in an emergency.

Fuel Filters:
All tanks are equipped with a fine mesh screen filter on the fuel pickup tube (located inside or on the outside of the tank) to the fuel line fitting. In addition, when supplied by the engine manufacturer, and additional filter is installed on the engine. Fuel filters should be replaced periodically to ensure they remain clean and free of debris. Consult your seller dealer or local marina concerning fuel additives that help to prevent fungus or buildup in your fuel tanks.

**WARNING**

*FIRE/EXPLOSION HAZARD - It is very important that the fuel system be inspected thoroughly the first time it is filled and at each subsequent filling. For your safety and the safety of your passengers, the fueling instructions in the Owner’s Manual must be carefully followed.*

**NOTICE**

Air in the diesel supply system can stop an engine or severely restrict performance. If you suspect air in your diesel fuel lines, refer to your engine owner’s manual for detailed instructions on how to “bleed” the system.

**CAUTION**

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

Your boat is equipped with two impeller-type bilge pumps. They are controlled by a switch on the dash panel, which should be activated whenever water begins to accumulate in the bilge. Some models will also have an automatic bilge pump switch ("autofloat switch"), mounted next to the bilge pump. This is a float-type switch that will activate a bilge pump automatically whenever the bilge water accumulates above a pre-set level. It is wired directly to the battery so it will normally function even when the boat is completely shut down and unattended, such as when the boat is moored at a marina.

Locations and flow rates of bilge pumps:

<table>
<thead>
<tr>
<th>Model</th>
<th>Aft (8.3 gpm)</th>
<th>Aft (20.83 gpm)</th>
<th>Fwd (8.3 gpm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2252 (CP)</td>
<td>✔️</td>
<td>✔️</td>
<td>✔️</td>
</tr>
<tr>
<td>2355 (SJ)</td>
<td>✔️</td>
<td>✔️</td>
<td>✔️</td>
</tr>
<tr>
<td>2452 (CD)</td>
<td>✔️</td>
<td>✔️</td>
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</tr>
<tr>
<td>2655 (SB)</td>
<td>✔️</td>
<td>✔️</td>
<td>✔️</td>
</tr>
<tr>
<td>2585 (EC)</td>
<td>✔️</td>
<td>✔️</td>
<td>✔️</td>
</tr>
<tr>
<td>2859 (SC)</td>
<td>✔️</td>
<td>✔️</td>
<td>✔️</td>
</tr>
</tbody>
</table>

Maintenance

Bilge pumps should be checked often to verify that they are working properly. To check a bilge pump’s operation, activate the dash-mounted switch. Verify that water in the bilge is pumped overboard. If bilge water is present and the pump motor is running but not pumping, inspect the discharge hose for a kink or collapsed area. If no problems are found, check the bilge pump housing for clogging debris:

To remove the power cartridge:
1. Lift the tab while rotating the fins counter-clockwise and lift out the power cartridge (Fig. 1).
2. Clear the housing of debris.

To reinstall the power cartridge:
1. Make sure the “O” ring is properly located and coat the “O” ring with a light film of vegetable oil or mineral oil (Fig. 2).
2. Align the two cams on either side of the power cartridge with the two slots on the outer housing. Press the power cartridge into the housing and twist clockwise. Ensure proper reinstallation by attempting to twist the fins counter-clockwise without lifting the tab. The cartridge should stay in place.
If applicable, the autofloat switch should also be checked often for proper operation. Lift the float by turning the plastic insert where the wires enter the housing, 1/4 turn counter-clockwise (Fig. 3). As the float is lifted, the bilge pump should turn on. If lifting the float does not turn the pump on, check the inline fuse. If the fuse is good but the switch does not work, it may indicate a bad switch or possibly a low battery.

**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.

**Fresh Water System**

Fresh water systems are available on some models. These pressure-type (demand) systems operate when the water pump switch (located near the sink in the compass cabin) is in the ON position. Turn the pump switch OFF when the boat is not in use and when the water tank is empty.

Stored water can become stagnant and distasteful. Pump the water tank dry before leaving your boat unattended for long periods of time. Occasionally you may want to disinfect your water system. Ask your selling dealer about available treatments and procedures.

Your boat may be equipped with a shower. Please read and follow the manufacturer’s operating instructions supplied in the owner’s packet.

**Sleeper Seat Adjustment**

Your boat may be equipped with adjustable sleeper seats. These seats can be adjusted fore and aft in the upright position. The seat bottoms of these models also adjust into backrests while the seats are in the lounge position.

**Fore-aft positions:**
To slide a seat forward or backward, lift up on the front edge of the seat bottom (A). Move the seat forward until the locking mechanism engages in one of the three different positions. Lift the aft seat at point (B) and slide the aft seat towards the forward seat.

**Lounge positions:**
1. To put the seat into the lounge position, lift up on the front edge of the seat (A) and pull the seat all the way forward. Lift the aft seat at (B) and pull the aft seat away from the forward seat until the seat is laid out flat.
2. Lift up the forward or aft seat bottom at point (C) until the seat bottom drops into the locked position.
3. To lower the seat bottom, lift the seat at points (C) and (D) at the same time. Drop the seat bottom flat while holding the seat up at point (D).
4. To return the seat to the operating position, lift the seat back at point (E) and push the seat bottom toward the center of the seat until it locks into place.
Typical Label Locations

- Windshield Closed Label
- Capacity Label
- Carbon Monoxide Poison Label
- Sunlounger Warning
- Marine Core
- Usm Thanks/Sympathy
- Boarding Warning
- Fuel Warning
- Do Not Step Labels
- Battery Location
- Transom
- Potable Water Label
CHAPTER 3: DRAWINGS & DIAGRAMS

2252 Express (CP)

Layout View

<table>
<thead>
<tr>
<th>Overall Length</th>
<th>Bridge Clearance</th>
<th>Beam</th>
<th>Maximum Draft</th>
<th>Fuel Tank Capacity (gal)</th>
<th>Water Tank Capacity (gal)</th>
</tr>
</thead>
<tbody>
<tr>
<td>22' 3&quot;</td>
<td>6' 6&quot;</td>
<td>8' 1&quot;</td>
<td>2' 10&quot;</td>
<td>55</td>
<td>13</td>
</tr>
</tbody>
</table>

Hull Exterior Hardware

- STARBOARD HULLSIDE
- ANCHOR LOCKER DRAIN
- BOW EYE
- WASTE TANK VENT
- WATER TANK VENT
- PORT HULLSIDE
- BOW EYE
- GALLEY DRAIN
- FWD BILGE DRAIN
- WASTE OVER DRAIN (OPTION)
- FUEL TANK VENT
- STERN EYES (TYPICAL PORT/STBD)
- TRANSOM VIEW
- DECK DRAINS (TYPICAL PORT/STBD)
- GARBOARD DRAIN
- TRIM TAB (TYPICAL PORT/STBD)
Galley Drain System

Marine Head (Option)
2355 Express (SJ)

Layout View

<table>
<thead>
<tr>
<th>Overall Length</th>
<th>Bridge Clearance</th>
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<th>Maximum Draft</th>
<th>Fuel Tank Capacity (gal)</th>
<th>Water Tank Capacity (gal)</th>
</tr>
</thead>
<tbody>
<tr>
<td>23' 4&quot;</td>
<td>6' 2&quot;</td>
<td>8' 6&quot;</td>
<td>2' 10&quot;</td>
<td>55</td>
<td>13</td>
</tr>
</tbody>
</table>

Hull Exterior Hardware

- FUEL TANK VENT
- WATER TANK VENT
- FWD BILGE PUMP DRAIN
- STARBOARD HULLSIDE
- ANCHOR LOCKER DRAIN
- BOW EYE
- COCKPIT DRAINS
- STEP DRAINS
- PORT HULLSIDE
- SINK DRAIN
- COCKPIT DRAINS
- TRANSOM VIEW
- TRIM TAB (TYPICAL PORT/STBD)
- STERN EYE (TYPICAL PORT/STBD)
- GARBOARD DRAIN
Fresh Water System Option

GALLEY BACKSIDE
- TO COLD WATER FAUCET
- TO HOT WATER FAUCET (OPTION)
- TO THRU-HULL
- FROM SINK DRAIN

PORT HULLSIDE
- AFT
- PORT
- TO GALLEY
- TO TRANSOM SHOWER

WATER HEATER

AFT BILGE & STARBOARD HULLSIDE
- WATER HEATER
- WATER PUMP
- TRANSOM
- TO TANK FILL DECK FITTING
- TO TANK VENT DECK FITTING
- FRESH WATER TANK

Waste System Option

FWD
- STBD
- MARINE HEAD PICKUP SEACOCK
- HEAD PICKUP HOSE
- TO MARINE HEAD
- TO THRU-HULL

FWD BILGE PUMP SYSTEM

TO DOCKSIDE PUMP-OUT DECK FITTING
- PORT
- AFT
- FROM MARINE HEAD
- TO TANK VENT THRU-HULL
- HOLDING TANK
- MACERATOR PUMP
- TO THRU-HULL
- TRANSOM
Air Conditioning Option

- PICKUP SEACOOL
- SEA WATER STRAINER
- A/C WATER PUMP
- DRAIN INTO BILGE
- TO THRU-HULL DRAIN

- PUMP JUNCTION WALL BOX
- TO DOCKSIDE A/C PANEL
- A/C DUCT
- A/C UNIT

A/C UNIT

- ENTRY STEPS
- ENT.

- CONTROL傳統
- A/C DIFFUSER
2452 Express (CD)

Layout View

<table>
<thead>
<tr>
<th>Overall Length</th>
<th>Bridge Clearance</th>
<th>Beam</th>
<th>Maximum Draft</th>
<th>Fuel Tank Capacity (gal)</th>
<th>Water Tank Capacity (gal)</th>
<th>Holding Tank Capacity (gal)</th>
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<tbody>
<tr>
<td>23' 6&quot;</td>
<td>8' 4&quot;</td>
<td>6' 4&quot;</td>
<td>2' 11&quot;</td>
<td>78</td>
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</table>

Hull Exterior Hardware

Air Conditioning Option

Ciera 22' to 28' Cruisers • Owner's Manual Supplement
Electrical Routing

Deck Electrical Routing

- Dash Harness
- Dinette Lights
- Stereo
- V-Berth Light
- Wipers
- Speakers
- Horn
- Bow Light
- Galley Lights
- Head Light

Hardtop Electrical Routing

- Dash Connection
- Anchor Light
- Lights

Macerator Option

- Marine Head to Waste Tank
- Macerator Pump
- STBD
- AFT
- Waste Tank to Macerator
- To Pump Out Deck Fitting
- To Overboard Thru-Hull

Ciera 22' to 28' Cruisers • Owner's Manual Supplement
Fresh Water/Marine Head System

Hot Water System Option
2655 Sunbridge (SB)

Layout View

<table>
<thead>
<tr>
<th>Overall Length</th>
<th>Bridge Clearance</th>
<th>Beam</th>
<th>Maximum Draft</th>
<th>Fuel Tank Capacity (gal)</th>
<th>Water Tank Capacity (gal)</th>
<th>Holding Tank Capacity (gal)</th>
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<tbody>
<tr>
<td>27' 9&quot;</td>
<td>7' 0&quot;</td>
<td>8' 5&quot;</td>
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Hull Exterior Hardware

Hull Electrical Routing
Deck Electrical Routing

Galley Details

Marine Head Holding Tank

Deck Fittings and Drains
2855 Sunbridge (ST)

Layout View

<table>
<thead>
<tr>
<th>Overall Length</th>
<th>Bridge Clearance</th>
<th>Beam</th>
<th>Maximum Draft</th>
<th>Fuel Tank Capacity (gal)</th>
<th>Water Tank Capacity (gal)</th>
<th>Holding Tank Capacity (gal)</th>
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<tbody>
<tr>
<td>30'3&quot;</td>
<td>7'5&quot;</td>
<td>8'7&quot;</td>
<td>3'1&quot;</td>
<td>109</td>
<td>33</td>
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Hull Exterfor Hardware

STARBOARD HULLSIDE

PORT HULLSIDE

TRANSOM VIEW

TRIM TAB
(TYPICAL PORT/STBD)

GARBOARD DRAIN

(TYPICAL PORT/STBD)
Hull Electrical Routing

Deck Electrical System
Helm Area

Air Conditioning System

Freshwater System

Marine Head System and Waste Fitting
28'58 Command Bridge (EC)

Layout View

<table>
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<tr>
<th>Overall Length</th>
<th>Bridge Clearance</th>
<th>Beam</th>
<th>Maximum Draft</th>
<th>Fuel Tank Capacity (gal)</th>
<th>Water Tank Capacity (gal)</th>
<th>Holding Tank Capacity (gal)</th>
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</thead>
<tbody>
<tr>
<td>30'6&quot;</td>
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<td>9'10&quot;</td>
<td>3'6&quot;</td>
<td>113</td>
<td>34</td>
<td>26</td>
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Hull Fittings and Hardware

- AFT BILGE PUMP DRAIN
- WATER TANK VENT
- STARBOARD HULLSIDE
- CLAM SHELL COVER
  (ANCHOR WELL DRAIN)
- FWG BILGE, PUMP DRAIN
- SHOWER SUMP DRAIN
- HEAD SINK DRAIN
- GALLEY SINK DRAIN
- BOW EYE
- PORT HULLSIDE
- HOLDING TANK VENT
- FUEL TANK VENT
- DECK DRAINS
  (TYP PORT & STBD)
- STERN EYES
- TRANSM VIEW
- TRIM TABS
  (TYP PORT & STBD)
- MACERATOR DISCHARGE
- GARBOARD DRAIN
110 Volt AC Wire Routing (Romex)

Fresh Water System
### 2859 Express (SC)

#### Layout View

<table>
<thead>
<tr>
<th>Overall Length</th>
<th>Bridge Clearance</th>
<th>Beam</th>
<th>Maximum Draft</th>
<th>Fuel Capacity (gal)</th>
<th>Water Tank Capacity (gal)</th>
<th>Holding Tank Capacity (gal)</th>
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</thead>
<tbody>
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<td>27' 6&quot;</td>
<td>9' 1&quot;</td>
<td>9' 3&quot;</td>
<td>3' 0&quot;</td>
<td>102</td>
<td>36</td>
<td>30</td>
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</tbody>
</table>

#### Hull Exterior Hardware

- AFT BILGE PUMP DRAIN
- FWD BILGE PUMP DRAIN
- HOLDING TANK VENT
- STARBOARD HULLSIDE
- MACERATOR PUMP OUT
- COCKPIT STEP DRAIN
- HEAD SINK DRAIN
- GALLEY SINK DRAIN
- A/C DRAIN (OPTION)
- CLAM SHELL OVER ANCHOR LOCKER DRAIN
- BOW EYE
- FUEL VENT
- TRANSOM VIEW
- TRIM TAB (TYPICAL PORT/STBD)
- STEERN EYE (TYPICAL PORT/STBD)
- GARBOARD DRAIN
- DECK DRAINS (TYPICAL PORT/STBD)
Marine Head System

Seawater Pickup System (Diesel Engine Option)
Fresh Water System

Cabin Heat
Shower Drain System

FROM SHOWER DRAIN TO PUMP

FROM PUMP TO THRU-HULL

PORT

STBD

AFT

SHOWER PUMP

FWD

SHOWER PUMP

Galley Sink Drain

SINK

GALLEY HOT

GALLEY COLD

SINK DRAIN TO THRU-HULL

Ciera 22' to 28' Cruisers • Owner's Manual Supplement
Hull 110 Volt AC Harness

Air Conditioning Routing
Helm Area

Fuel System

FUEL TANK
FUEL FEED HOSE
FUEL VENT THRU-HULL
FUEL FILL DECK FITTING
CHAPTER 4: WIRING DIAGRAMS

Please read the electrical sections included in the Owner's Manual and this Owner's Manual Supplement for important safeguards concerning your boat's electrical system.

2252 Express (CP)

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Ciera 22' to 28' Cruisers • Owner's Manual Supplement
2858 Command Bridge (EC), Gas Engine
COLOR CODES:
B — BLACK
BL — BLUE
G — GREEN
O — ORANGE
PU — PURPLE
R — RED
LT — LIGHT
DK — DARK

SYMBOLS:
S — SWITCH
C — CONNECTION
NC — NO CONNECTION

DC GROUND
O — GROUND
R — PLUG

REFERENCES:
1. CONTINUES TO OR FROM ANOTHER PAGE.
2. EXPORT OPTION ONLY.
3. OPTIONAL EQUIPMENT ON SOME MODELS.
4. GREEN GROUNDING CONDUCTORS FROM LINE APPLIANCES CONNECT TO AC GROUND BUSS.
5. WHITE NEUTRAL CONDUCTORS FROM LINE APPLIANCES CONNECT TO NEUTRAL BUSS.
6. LINE MASTER BREAKER SIZES:
   110 STANDARD — 30A
   220 STANDARD — 15A

BOUNDRY ISOLATOR

AC GROUND BUSS (4)
G (INTO DC GROUND BUSS (1))

5A
10A
15A
20A
2A
14/3 SPARE (3)

ICE MAKER (1)
MICROWAVE (1)
BATTERY CHARGER (1)
RECEPTACLES (1)
WATER HEATER (1)
RANGE (1)
REFRIGERATOR (1)
COLOR CODES:
B — BLACK
BL — BLUE
G — GREEN
O — ORANGE
W — WHITE
PU — PURPLE
LT — LIGHT
DK — DARK
Y — YELLOW

SYMBOLS:
SPST SWITCH
•
CONNECTOR

DC GROUND
•
CIRCUIT BREAKER
PLUS

NOTE — A
12/3 AIR CONDITIONER (3)

NOTE — B
14/3 SPARE (3)

2. 5A
14/3 BATTERY CHARGER

2. 10A
14/3 RECEPTACLES

2. 10A
14/2 WATER HEATER

2. 10A
12/3 RANGE

2. 2A
14/2 REFRIGERATOR

NOTE — C
14/2 SPARE (3)

NOTE — A
18,000 BTU 30A (15A EXPORT)
12,000 BTU 22A (15A EXPORT)
9,000 BTU 18A (10A EXPORT)
6,000 BTU 15A (10A EXPORT)

NOTE — B
ICE MAKER 10A (5A EXPORT) (3)

NOTE — C
MICROWAVE 10A (5A EXPORT) (3)

REFERENCES:
(1) CONTINUES TO OR FROM ANOTHER PAGE.
(2) EXPORT OPTION ONLY.
(3) OPTIONAL EQUIPMENT ON SOME MODELS.
(4) GREEN GROUNDING CONDUCTORS FROM ALL APPLIANCES CONNECT TO AC GROUND BUSS.
(5) WHITE NEUTRAL CONDUCTORS FROM LINE ONE APPLIANCES CONNECT TO LINE ONE NEUTRAL BUSS.
(6) WHITE NEUTRAL CONDUCTORS FROM LINE TWO APPLIANCES CONNECT TO LINE TWO NEUTRAL BUSS.
(7) LINE MASTER BREAKER SIZES:
110 STANDARD — 30A
220 STANDARD — 15A

INLETS
110 VOLT 30 AMP DOMESTIC
220 VOLT 15 AMP EXPORT

AC VOLT METER
3 白
1 W
2 B
9 R

WHITE
BLACK
GREEN
CHAPTER 5: ISO SYMBOLS

These ISO symbols may be used throughout your boat, the Owner's Manual and this Owner's Manual Supplement to identify and describe various systems and components.

Definitions

<table>
<thead>
<tr>
<th>Description</th>
<th>Description</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Cooled Charge Air Cooler</td>
<td>Air, General</td>
<td>Air, Intake (For Combustion)</td>
</tr>
<tr>
<td>Anchor</td>
<td>Blower</td>
<td>Compass</td>
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<tr>
<td>Counter Clockwise Rotation</td>
<td>Crankshaft Power</td>
<td>Disengage</td>
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<tr>
<td>Halted Time</td>
<td>Electric Generator</td>
<td>Engine Air Intake</td>
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<td>Engage</td>
<td>Engine</td>
<td>Engine Exhaust Gas</td>
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<tr>
<td>Engine Coolant</td>
<td>Engine Exhaust Gas</td>
<td>Engine Exhaust Gas Pressure</td>
</tr>
<tr>
<td>Engine Exhaust Gas Temperature</td>
<td>Engine Inlet Air Filter</td>
<td>Engine Inlet Air Pressure</td>
</tr>
<tr>
<td>Engine Inlet Air Temperature</td>
<td>Engine Oil</td>
<td>Engine Oil Filter</td>
</tr>
<tr>
<td>Engine Oil Level</td>
<td>Engine Oil Pressure</td>
<td>Engine Oil Temperature</td>
</tr>
<tr>
<td>Engine Rotation Speed, R/MIN</td>
<td>Engine Start</td>
<td>Engine Water Jacket Drain</td>
</tr>
<tr>
<td>Exhaust Gas</td>
<td>Filter</td>
<td>Fresh Water</td>
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<tr>
<td>Fresh Water Cooled Charged Air</td>
<td>Fresh Water Tank</td>
<td>Fuel, Diesel</td>
</tr>
<tr>
<td>Fuel Filter</td>
<td>Fuel General</td>
<td>Fuel Level</td>
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<tr>
<td>Fuel, Liquid Propane Gas</td>
<td>Fuel Shut Off</td>
<td>Fuel Tank, Diesel</td>
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<td>LPG Fuel Tank, LPG</td>
<td>Fuel Tank, Unleaded</td>
<td>Fuel, Unleaded</td>
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<tr>
<td>Description</td>
<td>Description</td>
<td>Description</td>
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<tr>
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<tr>
<td>Heat Exchanger</td>
<td>Holding Tank</td>
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<td>Hydraulic Oil Pressure</td>
<td>Hydraulic Oil Temperature</td>
<td>Hydraulic System</td>
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<tr>
<td>Hydraulic System Malfunction</td>
<td>Interior Light</td>
<td>Lift Point</td>
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<tr>
<td>Light</td>
<td>Lubricating Oil</td>
<td>Malfunction</td>
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<tr>
<td>No, Open Flame</td>
<td>Oil Tank</td>
<td>Outboard Drive</td>
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<tr>
<td>Outboard Drive Tilt</td>
<td>Pressure</td>
<td>Propeller</td>
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<td>Propshaft Power</td>
<td>Propulsion System Trim</td>
<td>Propulsion System Trim, Bow Down</td>
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<td>Propulsion System Trim, Bow Up</td>
<td>Pump</td>
<td>Read Owner’s Manual</td>
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<tr>
<td>Seawater</td>
<td>Shift Only Fwd-N-Rev</td>
<td>Sling Location</td>
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<td>Tank</td>
<td>Throttle/Shift</td>
<td>Transmission</td>
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<td>Transmission Oil Pressure</td>
<td>Transmission Oil Temperature</td>
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<td>Trim Tab Operation</td>
<td>Trim Tab Operation, Bow Down</td>
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<td>Volume Empty</td>
<td>Volume Full</td>
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<td>Volume Half Full</td>
<td>Warning</td>
<td>Warning Electrical Hazard</td>
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<td>Warning</td>
<td>Warning Hot</td>
<td>Water Flushing Connector</td>
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<td>Warning Hot</td>
<td>Waste Water, Sewage</td>
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<tr>
<td>Windshield Washer Tank</td>
<td>Windshield Wiper &amp; Washer</td>
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WARRANTY

Bayliner warrants to the original purchasers of its 1998 and 1999 model boats, purchased from an authorized dealer, operated under normal, noncommercial use that the selling dealer will: (A) Repair any structural hull defect which occurs within five (5) years of the date of delivery; and (B) Repair or replace any parts found to be defective in factory material or workmanship within one (1) year of the date of delivery.

What Is Not Covered

This limited warranty does not apply to:
1. Engines, drive trains, controls, props, batteries, or other equipment or accessories carrying their own individual warranties;
2. Engines, parts or accessories not installed by Bayliner;
3. Plexiglass windshield breakage; rainwater leakage on runabout models; rainwater leakage through convertible tops; minor gelcoat discoloration, cracks or crazing or air voids;
4. Hull blisters that form below the waterline;
5. Normal deterioration, i.e. wear, tear, or corrosion of hardware, vinyl, tops, vinyl and fabric upholstery, plastic, metal, wood, or trim tape;
6. Any Bayliner boat which has been overpowered according to the maximum horsepower specifications on the capacity plate provided on each Bayliner outboard boat;
7. Any Bayliner boat used for commercial purposes;
8. Any defect caused by failure of the customer to provide reasonable care and maintenance.

Other Limitations

THERE ARE NO OTHER EXPRESS WARRANTIES ON THIS BOAT. TO THE EXTENT ALLOWED BY LAW:
1. ANY IMPLIED WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE IS LIMITED TO THE DURATION OF ONE YEAR.
2. Neither Bayliner nor the selling dealer shall have any responsibility for loss of use of the boat, loss of time, inconvenience, commercial loss or consequential damages.
3. Some jurisdictions do not allow limitations on how long any implied warranty lasts, so the above limitation may not apply to you. Some jurisdictions do not allow the exclusion or limitation of incidental or consequential damages, so the above limitation or exclusion may not apply to you. This limited warranty gives you specific legal rights, and you may also have other rights which vary from state to state.

Your Obligation

In order to comply with regulations, it is essential that your limited warranty registration card be submitted within 30 days of delivery of your boat. Return of the limited warranty registration card is a condition precedent to limited warranty coverage. Before any warranty work is performed, we require that you contact your dealer to request warranty assistance.

YOU MUST GIVE US WRITTEN NOTICE OF YOUR WARRANTY CLAIM PRIOR TO THE EXPIRATION OF YOUR LIMITED WARRANTY AND ALLOW US AN OPPORTUNITY TO RESOLVE THE MATTER.

We require that you return your boat, at your expense, to your selling dealer or, if necessary, to the Bayliner factory. You will be responsible for all transportation, haulouts and other expenses incurred in returning the boat for warranty service.

Bayliner Marine Corporation
PO Box 9029
Everett, WA 98206

Phone: 360-435-8957
FAX: 360-403-4235