Port Engine Serial Number: __________________________

Stbd. Engine Serial 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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TO BE THE BEST

For Total Customer Satisfaction

Congratulations and welcome aboard your new Bayliner Ciera!

Thank you for choosing our product. Bayliner, a division of US Marine, is committed to the goal of building the highest quality products in the marine industry and to providing the finest after-the-sale support in the world.

To keep our respected status as the number one boat builder in the world, US Marine has instituted an ongoing Total Customer Satisfaction Program.

The guiding principles of this program are:

✓ Design, build and support the finest marine products in the world, in every market we serve.
✓ Be personally and individually responsible for the customer's total satisfaction.
✓ Remember that every customer has a choice, and we want them to choose US Marine!

Welcome to the US Marine family. We are looking forward to serving your boating needs, now and in the future!
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1 Dealer Service
1 Boating Experience
1 Engines/Accessories Guidelines
1 Safety Standards
2 Qualified Maintenance
2 Structural Limitations
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CHAPTER 1: WELCOME ABOARD!

This Owner's Manual Supplement was prepared to provide specific information about your boat. Please study the Owner's Manual and this Owner's Manual Supplement carefully, paying particular attention to Appendix D: LIMITED WARRANTY.

Keep this Supplement and all of the literature provided in your owner's packet on your boat in a secure, yet readily available place.

**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.

We strongly recommend that you 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-POW-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 yacht club can advise you of local sea schools or competent instructors.

**WARNING!**

- 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.

**Engines/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 handling test before operating your boat again.

The engines and accessories installed on your boat come with their own operation and maintenance manuals. We strongly urge you to read and understand these manuals before operating the engines and accessories.

**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.

In addition to this Owner's Manual Supplement, please read the Owner's Manual, the engine manual and all accessory literature included in the owner's packet for important safety standards and hazard information.

**DANGER!**

PERSONAL SAFETY HAZARD! Do not allow anyone to ride on parts of the boat not designated 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.
Qualified Maintenance

⚠️ WARNING!
To maintain the integrity and safety of your boat, only qualified personnel should 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. We recommend that you follow the instructions provided in the Owner’s Manual, this Owner’s Manual Supplement, the engine owner’s manual and all accessory instruction sheets/manuals included in your boat’s owner’s packet.

Structural Limitations

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

Hazard Warning Symbols

The hazard warning symbols shown below are used throughout this Supplement and your boat to call attention to potentially dangerous situations which could lead to either personal injury or product damage. We strongly urge you to familiarize yourself with these warning symbols as well as the ISO symbols listed in Appendix C carefully and follow all safety recommendations.

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

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

⚠️ CAUTION!
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.

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

EXPLOSION HAZARD!
OPEN FLAME HAZARD!
HOT HAZARD!
ELECTRICAL HAZARD!
PERSONAL INJURY & FALLING HAZARD!
ROTATING PROPELLER HAZARD!
CHAPTER 2: COMPONENTS/SYSTEMS

Dimensions & Tank Capacities

Length Overall (LOA) - 31' 6"
Length Rigged - 32' 2"
Weight - 11,741 lb.
Beam - 11' 0"
Draft Hull - 1' 9"
Draft Max. - 2' 9"
Bridge Clearance - 7' 10"
Bridge Clearance Max. - 9' 7"
Fuel Tank Capacity - 148 gal.
Waste Holding Tank Capacity - 30 gal.
Freshwater Tank Capacity - 35 gal.

Boat Lifting

- Always follow the lift equipment's recommendations and requirements.
- If water is present in the bilge, pump water out of the bilge areas before lifting your boat. Excessive amounts of bilge water can shift and change the balance of the load.

Sling Placement

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

⚠️ CAUTION!
PRODUCT OR PROPERTY DAMAGE HAZARD!

- When lifting any boat, always use a spreader bar. The spreader bar must be equal to the width of the boat at the lifting point.
- Lift slings may slip on the hull. Avoid serious injury or death by securing the slings together before lifting.
Hullside Exterior Hardware & Drains

STARBOARD HULLSIDE VIEW

- Fuel Tank Vent
- Water Tank Vent
- Portlights (Typical)
- Bow Eye
- Rope Locker Drain
- Bilge Pump Drain
- Cockpit Drain
- Ice Tub Drain

PORT HULLSIDE VIEW

- Air Condition Drain (Optional)
- Shower Sump Pump Drain
- Forward Bilge Pump Drain
- Waste Tank Vent
- Cockpit Drain
- Macerator Pump Overboard
- Galley Sink Drain
- Head Sink Drain
- Step Drain
- Generator Exhaust (Optional)

TRANSOM VIEW

- Boarding Ladder
- Stern Eye (Typical)
- Trim Tab (Typical)
- Zinc Plate
Deck Equipment

**Anchor Windlass (Option)**

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

- The windlass can be controlled from a switch at the helm or from the deck switches (see illustration to right).
- Verify that the windlass breaker, located under the aft cockpit entertainment center sink, is activated before using the anchor windlass.
- To haul the anchor, use engine power (not the windlass) to move the boat to, and directly above, the anchor. Activate the windlass to disengage the anchor from the bottom by pulling it straight up. Do not pull the boat to the anchor using the windlass or continue to operate the windlass if it has stalled or is overloaded.

**Windshield Wipers**

- The windshield wiper switch is located at the helm's switch panel.
- Periodically, due to wear and environmental exposure, you will need to replace wiper blades using 18" blade refills.

**Large Helm Switch Panel**

![Large Helm Switch Panel Image]

**Electrical System**

We strongly recommend you thoroughly read and understand this section, the electrical section of the Owner's Manual and all accessory manuals included in your boat's owner's packet. Wiring schematics are provided in Appendix A of this supplement; electrical routing illustrations in Appendix B.

---

**DANGER!**

**EXTREME FIRE, SHOCK & EXPLOSION HAZARD!**

- Do not modify the electrical systems or relevant drawings. Only qualified personnel should install batteries and/or perform electrical system maintenance.
- 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.
- Insure that all battery switches are in the off position before performing any work in the engine spaces.
**DC Electrical System**

Your boat is equipped with a 12 volt DC (direct current) system. The DC breaker panel is located at the helm, just below the ignition panel.

*Fuses and Circuit Breakers*

- Fuses and circuit breakers for engines and main accessory power are on the DC main distribution panel and on the battery switch panel.
- Electronics power is provided at the helm station.
- Some equipment, such as depth finders, may have secondary fuse protection at the unit.

*Batteries*

The batteries installed on your boat supply electricity for lights, accessories as well as engine and optional generator starting.

- The starboard engine battery supplies accessory power and the port engine battery supplies power to the optional generator.
- The port and starboard engine battery conditions can be read on the helm’s instrument panel voltage gauges (voltmeters).

*Battery Maintenance*

- Periodically remove the battery caps and check the electrolyte level; if the zinc plates are exposed, add distilled water until they are covered.
- Corroded battery terminals can be cleaned with baking soda and water. After cleaning the terminals, coat them with a light film of battery terminal lubricant and tighten all battery connections.
Battery Switches

Two rotary battery switches are installed on your boat. The battery switches are located under the aft cockpit entertainment center sink and should be switched to the off position whenever the boat is left unoccupied for long periods of time.

Starting Positions

When starting your boat’s engines or optional generator, the engine battery switch selector should be placed into position “2”.

Normal Battery Switch Positions

After starting your boat’s engines, the engine battery switch selector should be kept in position “2” and the house battery selector switch should be set to position “1”. These normal operating positions ensure proper charging of the port and starboard batteries while the engines are running.

Parallel Battery Switch Positions

When one or both battery switches are placed in the “BOTH” position, power is drawn from both batteries to allow emergency starting of the engines. Only in an emergency should a battery switch be placed in the “BOTH” position. When the emergency situation is resolved, the battery switch selector should immediately be switched back to its normal operating position.

⚠️ CAUTION!

**SYSTEM DAMAGE HAZARD!**
- Never disconnect battery cables or turn off battery switches while engines are running as this can cause damage to your boat’s electrical components.
- Battery switches should be placed in the parallel (BOTH) position only in an emergency and returned to their normal operating positions once the emergency is over.

Alternators

The alternators installed on your boat maintain proper charge levels of your boat’s batteries during engine operation.

Battery Charger

Your boat is equipped with a battery charger. We recommend that you thoroughly read and understand the battery charger manual (provided in your boat’s owner’s packet) before using the battery charger for the first time.
- The battery charger’s circuit breaker is located on the AC panel and must be turned on for charging to occur.
- The battery charger will charge the batteries whenever the boat is plugged into shore power or whenever the optional generator is operating.

⚠️ CAUTION!

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

Your boat uses a 120v/60Hz AC (alternating current) system. The AC system can be energized by shore power or optional generator power. This system is designed so that ship’s power and shore power sources cannot supply power simultaneously.

The AC panel’s master circuit breakers provide power source selections to the accessory breakers that are directly below the designated master breaker. After activating AC power, individual breakers must be activated to supply power to the accessories you wish to use.

**CAUTION!**
- **SYSTEM DAMAGE HAZARD!** When using shore power or generator 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.
- **WATER HEATER DAMAGE HAZARD!** Do not energize the water heater electrical circuit on the AC panel 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.

Shore Power

Your standard-equipped boat features one 120v/30 amp shore power receptacle, located on the port side of the deck.

**NOTICE**

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

If your boat is equipped with an optional air conditioning system, a second 30 amp inlet has been installed next to the existing shore power inlet. When both inlets are installed, the inlets are labeled line one and line two, which corresponds to the line one and line two master breakers on the AC panel. This system is designed so that each line operates independent of each other.
**DANGER!**

**FIRE, EXPLOSION & SHOCK HAZARD!**
- Do not alter shore power connectors and use only compatible connectors.
- Before connecting to shore power, ensure all breakers and switches on the AC master panel are in the off position.
- To prevent shock or injury from an accidental dropping of the “hot” cord into the water, always attach the shore power cord to the boat inlet first; then to the dockside connection. When disconnecting the shore power cable, always disconnect the shore power cable at the dockside outlet first.
- Close shore power inlet cover tightly when not in use.

**CAUTION!**

**SHOCK & ELECTRICAL SYSTEM DAMAGE HAZARD!**
- Never connect dockside power to your boat outside North America unless you have purchased the international electrical conversion option.
- The simultaneous use of several AC components can result in an overloaded circuit. It may be necessary to turn off one or more accessories in order to use another accessory.
- Use double insulated or three-wire protected electrical appliances whenever possible.
- Never switch the AC panel’s master breaker to the generator position while connected to shore power.

Connecting To Shore Power

**WARNING!**

**SHOCK & ELECTRICAL SYSTEM DAMAGE HAZARD!**
- You must monitor the polarity indicator lights every time you connect to shore power.
- When connecting to shore power and you encounter a reversed polarity light (red colored), do not energize the main breaker switches. Instead, immediately disconnect the shore power cord from the dockside receptacle first and notify marina management.

1. Monitor the AC panel’s polarity indicator lights as follows:
   - A green light illuminating after the power cord is plugged into the boat’s external power receptacle indicates acceptable electrical power. You may energize the master breaker switch.
   - 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 master breaker switch (see previous warning).

2. Activate the AC system by turning the ship/shore master breaker to the dockside position.

3. Turn on the master breaker and individual component breakers as required.
NOTICE

- If equipped with two shore power inlets, the AC panel will have two independent master breakers installed, labeled line one and line two which correspond to line one and line two shore power inlets. Each master breaker energizes the component breakers that are positioned directly below that master breaker. To activate component breakers below the other master breaker, shore power or (optional) generator power must be supplied to the other shore power inlet.
- Voltage can be read on the AC panel’s voltmeter by setting the voltmeter selector switch.

Generator Power (Option)

Your boat may be equipped with an optional gas or diesel generator. Prior to initially operating your generator, read the generator manual for detailed information on pre-start checks, break-in procedures and starting instructions.

SYSTEM DAMAGE HAZARD!

- Always verify that the generator’s seawater intake valve (seacock) is in the open position prior to starting the generator and keep the seacock open until the generator is turned off.
- Never operate the generator starter for more than 30 seconds. If the generator does not start, wait at least 30 seconds before another start attempt is made.
- After starting the generator, wait for the generator to stabilize before activating component breakers on the AC panel.
- Never switch the AC panel’s master breaker to the shore power position while the generator is operating.

Observe the following about your generator:

- Polarity has been established in the installation of the generator, therefore the polarity lights will not function while in this mode.
- The generator’s main circuit breaker is located on the generator.
- The generator runs off the port engine battery.
- In addition to servicing the filters attached to the generator, the filter/separator (located near the fuel line valves) should be serviced as described in the manufacturer’s manual.
- The coolant mixture installed at the factory consists of equal parts of water and anti-freeze (Ethylene Glycol). The coolant bottle for the generator is located on the forward bulkhead in the generator compartment.
- Frequently check the generator’s seawater strainer for leaks and/or debris as outlined in the seawater strainer section of this Supplement.
- To monitor the voltage generated by the generator, switch the voltage selector switch to the generator position.

Diesel Generator Operation

1. Open the main generator’s seawater intake valve (seacock) before starting the generator and keep the seacock valve open during generator operation.
2. Operate the bilge blowers for a minimum of four minutes prior to starting the generator. The blower switch is located on the AC panel near the generator controls. If your boat is running below cruising speed, leave the blowers on while the generator is operating.
3. Verify that the port engine battery switch is turned on.
4. On the AC panel (see drawing on previous page), press and hold the pre-heat switch on for one minute to allow for pre-heating. While holding the generator’s pre-heat switch, activate the start switch. As the engine starts, continue to hold the pre-heat switch until oil pressure is indicated on the pressure gauge.
5. Slide the master breaker lockout from dockside power to generator power.
6. Switch the sub-main breaker on.
7. Activate each individual component breaker as required.

To shut off the generator, hold the "off" switch until the generator completely shuts down.
Diesel Generator Routing

Gas Generator Routing
Gas Generator Operation

1. Open the main generator’s seawater intake valve (seacock) before starting the generator and keep the seacock valve open during generator operation.
2. Operate the bilge blowers for a minimum of four minutes before starting the generator. The blower switch is located on the AC panel near the generator controls (see AC panel layout on page 9). If your boat is running below cruising speed, leave the blowers on while the generator is operating.
3. Verify that the port engine battery switch is turned on.
4. On the AC panel, simultaneously press the oil pressure button (labeled pre-heat) and activate the start switch.
5. Slide the master breaker from dockside power to generator power.
6. Switch the sub-main breaker on.
7. Activate each individual component breaker as required.

To shut off the generator, hold the “off” switch until the generator completely shuts down.

Audio & Visual Equipment

All audio and visual equipment installed on your boat have separate instruction sheets or manuals that explain their operating procedures in detail.

NOTICE
AM radio reception may be impaired anytime the engines are running.

Navigation & Communication Equipment

The owner’s packet contains operation manuals for all navigation & communication equipment installed on your boat. We strongly recommend that you thoroughly read and understand these manuals before using these systems. Additionally, carefully read the warnings below and follow all safety recommendations.

Compass

Your boat is equipped with a compass at the helm.

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

Depth Finder (Option)

Your boat may feature an optional depth finder (depth sounder) at the helm station. The depth finder provides you with measurements of water depth beneath the boat.

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.
**VHF Radio (Option)**

Your boat may include an optional VHF (Very High Frequency) radio at the helm.

The VHF radio can be used to access weather reports, summon assistance or contact other vessels as permitted by the FCC (Federal Communications Commission). Contact the FCC for licensing, rules and regulations concerning VHF radio usage.

**Lighting**

*Navigation and Interior Lights*

We strongly recommend that you understand navigation light usage by reading the navigation light 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:

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

⚠️ **CAUTION!**

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

**Spotlight (Option)**

Your boat may come equipped with an optional spotlight (located on the bow rail) which can be controlled by a switch at the helm. Operating instructions can be found in the spotlight’s operating manual (included in your boat’s owner’s packet).

**Appliances**

All appliances installed on your boat come with their own manuals (supplied in your boat’s owner’s packet) that explain detailed operating instructions and important safeguards. Thoroughly read and understand these manuals before attempting to operate your boat’s appliances.

- Appliances operate on 120 volt AC power, which may be supplied from shore power or optional generator power.
- Make sure the AC panel breaker is activated for the appliance you wish to turn on.

**Water Heater**

⚠️ **CAUTION!**

*SYSTEM DAMAGE HAZARD!* The water heater must be kept full of water to avoid damage to the 120-volt heating element. The water heater should also be drained and the power turned OFF when the possibility of freezing exists.
Alcohol/Electric Stove

⚠️ WARNING!

EXPLOSION, SCALDING & FIRE HAZARD!

- The stove manufacturer’s instructions and safety suggestions must be followed closely to avoid serious burns and to prevent creating fire hazards.
- Do not touch stove burners, grates or areas near the stove units as they may be hot even when they are dark in color. Areas near burners and grates may become hot enough to cause burns. Always keep an approved ABC-type fire extinguisher in galley area.
- Do not operate the stove while underway.

⚠️ CAUTION!

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

Propulsion

Engines

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

Engine Access

The engine compartment can be accessed through the aft cockpit engine hatch after lowering the transom jump seat.

Engine Room Ventilation System

The bilge blowers remove fumes from the engine compartment and draws fresh air into the compartment through the deck vents. To ensure fresh air circulation, operate the bilge blowers for at least four minutes prior to starting the engines (or optional generator), during starting, and while operating your boat below cruising speed.

⚠️ WARNING!

EXPLOSION HAZARD!

- Operation of the blower system is not a guarantee that explosive fumes have been removed. If you smell any fuel, do not start the engines. If the engines are already running, immediately shut off the engines and all electrical accessories and investigate immediately.
- Do not obstruct or modify the ventilation system.
**Gas Bilge Blower Routing**

**Engine Cooling System**

The engine cooling system circulates seawater around components on the engine to reduce engine temperature.

- If your boat is equipped with seawater strainers, the strainers should be checked for leaks and debris every time you use your boat. For instructions on how to clean the seawater strainers of debris, see the seawater strainer section of this Supplement.
- If your boat is equipped with a closed coolant system, the engine coolant (anti-freeze) levels should be checked at the engine-mounted expansion tanks and at the coolant recovery bottles.

---

**CAUTION!**

**SCALDING HAZARD!** Never check engine coolant levels whenever the engine is hot or during engine operation.
Controls

Steering & Shifter/Throttle System

Your boat is equipped with a rack & pinion steering system. The steering system’s shifter/throttle controls are located at the helm.

Trim Tabs

Trim tabs control the longitudinal and lateral trim of your boat at cruising speeds. Trim tabs are controlled by two rocker switches at the helm. Before using the trim tab switches, we strongly urge you to read and understand the trim tab operation manual included in your boat’s owner’s packet.

Observe the following:

- Once the best bow cruising trim is reached, use the port or starboard trim switches (one at a time) to correct unequal lateral loading. Trim tab adjustment should be performed by several short touches to the switch rather than one long one. After each short touch allow about five seconds for the hull to react.
- The trim tab hydraulic fluid reservoir is located in the engine compartment. The fluid level should be checked periodically (at least once a year) and refilled as necessary.

WARNING!

LOSS OF CONTROL HAZARD!

- Improper use of trim tabs may cause loss of control!
- Do not allow anyone unfamiliar with trim tabs to operate them.
- Do not use trim tabs in a following sea as they may cause broaching or other unsafe handling characteristics.
- Do not use trim tabs to compensate for excessive unequal weight distribution.

Bilge

Bilge Pumps

Your boat is equipped with two automatic impeller-type bilge pumps (see illustration on next page) which are used to pump water out of the bilge. Bilge pumps are controlled by automatic bilge pump float switches (autofloat switches) and/or switches at the helm. Bilge pumps are wired directly to the battery so they will normally function even when the boat is completely shut down and left unattended.

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.
Bilge Pump Routing

Bilge Pump Testing

Bilge pumps should be checked often to verify that they are working properly. To test a bilge pump's operation, activate the dash-mounted switch and 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 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 two cams on either side of the power cartridge with the two slots on the outer housing and press the power cartridge into the housing while twisting clockwise. To ensure proper reinstallation, attempt to twist the fins counter-clockwise without lifting the tab; the cartridge should stay in place.

Autofloat Switches

Automatic bilge pumps use electromagnetic float (autofloat) switches to automatically activate the pump whenever water accumulates above a preset level in the bilge. One autofloat switch is mounted next to the bilge pump it activates, and is wired directly to the battery so it will normally function even when the boat is completely shut down and left unattended. Autofloat switches should be tested often for proper operation as follows:
To test a type “A” float switch:
1. Lift the float up by turning the plastic float switch insert (where the wires enter the housing) 1/4 turn counter-clockwise. 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.

Release the plastic insert to lower the float and return the float switch to auto mode.

To test a type “B” float switch:
1. Push the float switch test button up to activate the bilge pump.

If the pump does not turn on, check the inline fuse. If the fuse is good but the switch doesn’t work, it may indicate a bad switch or possibly a low battery.

2. Push the test button all the way down to return the float switch back into the auto mode.

\[\text{CAUTION!}\]
When test is completed on a type “B” float switch, you MUST push the test button all the way down to the auto position to return the switch back to auto mode!

Fuel System

Carefully read the fuel section of the Owner's Manual and the engine operation manual, paying special attention to the subject of fuel recommendations. These manuals are provided in your boat’s owner’s packet.

\[\text{WARNING!}\]
\begin{itemize}
  \item FIRE, EXPLOSION AND OPEN FLAME HAZARD!
  \begin{itemize}
    \item It is very important that the fuel system be inspected thoroughly the first time it is filled and at each subsequent filling.
    \item The fueling instructions in the Owner’s Manual and the fuel recommendations in the engine operation manual must be followed.
  \end{itemize}
\end{itemize}

\[\text{CAUTION!}\]
\begin{itemize}
  \item Avoid the storage or handling of gear near the fuel lines, fittings and tank.
  \item Diesel option: Air in the diesel supply system can stop an engine or severely restrict performance. If you suspect air in the fuel lines, refer to your engine operation manual for detailed instructions on how to bleed the system.
\end{itemize}
**NOTICE**

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

**Fuel Fill Location**

The fuel fill receptacle is located on the starboard side of the aft deck and are marked either "Diesel" or "GAS". If you experience difficulty filling the fuel tank, check to see that the fuel fill and vent lines are free of obstructions and kinks.

**Fuel Quality**

- Refer to your engine manual for fuel grade recommendations.
- Make sure your fuel suppliers are reputable and can be relied upon to furnish clean, high quality fuel. Once you have found such suppliers, keep your tank as full as possible with their fuel, allowing for expansion due to temperature variations. Then, if you are forced to add to the tank with a potentially poor quality supply, the portion of poor quality fuel will be minimized.

**Fuel Filters & Separators**

Fuel filters and separators should be replaced periodically according to the guidelines and instructions detailed in your engine manual, optional generator manual and in any filter literature included in your boat’s owner’s packet.

**Anti-siphon Valves (Gas Only)**

- An anti-siphon valve is an integral part of the fuel line barb fitting on the fuel tank. These valves are spring loaded and are opened by fuel pump vacuum.
- In the unlikely event of a fuel line rupturing, the anti-siphon valve is designed to prevent the siphoning of fuel from the tank.

---

**WARNING!**

**FIRE/EXPLOSION HAZARD!**

- Except in an emergency, never operate the engines without the anti-siphon valve.
- If an engine problem is caused by fuel starvation, check the anti-siphon valve. If the valve is stuck or clogged, shut down the engine and replace it.
Gas Fuel System Routing

Diesel Fuel System Routing (Option)

Freshwater System

Your boat features a pressure-type (demand) freshwater system.

- The water tank fill fitting is located on the starboard deck.
- The water pump’s DC breaker should be turned off whenever the boat is not in use or whenever the water tank is empty.
- The water filter should be inspected and cleaned often.
- 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. Should it become necessary to disinfect the freshwater system, ask your dealer about treatments that are available for your boat’s system.
- The water tank can be accessed through the cabin entry steps (after removing the trash can under the top step). It is recommended that the water tank be topped off at every opportunity to avoid the possibility of running short of freshwater.
Freshwater Water System Routing

Water Heater

- Your boat is equipped with a water heater (located in the utility room). The water heater can be accessed through the hatch at the foot of the aft berth mattress.
- The water heater is connected to the AC power system, therefore, you must verify that the water heater breaker on the AC panel is turned on before water can be heated.
- Read the manufacturer’s instruction manual supplied in your boat’s owner’s packet.

CAUTION!

WATER HEATER DAMAGE HAZARD!

- Do not energize the AC water heater electrical circuit until the heater is completely filled with water. Even momentary operation in a dry tank will damage the heating elements. Warranty replacements will not be made on elements or tank damaged in this manner.
- Water heaters should be drained and the power turned off whenever the possibility of freezing exists.
Sink & Shower Drain Systems

- Gray water (water from sinks and showers) above the waterline is gravity drained overboard, while gray water below the waterline is pumped overboard using a sump pump.
- The shower sump pump is located inside the utility room, near the water heater. Access to the sump pump is through the hatch at the foot of the aft berth mattress.
- The shower sump pump is activated by a switch near the shower, just below the sink (see illustration below).
- The sump pump should be periodically cleaned of debris according to the instructions outlined in the bilge pump section of this Supplement.

Transom Shower

Your boat is equipped with a freshwater transom shower, located inside the transom storage tub (see drawing above). Be sure to read the manufacturer’s operating instructions, provided in your boat’s owner’s packet.

Seawater Systems

Seacocks

A seacock is a valve that is used to manage the intake of seawater through the hull and below the waterline. Seacocks are controlled by a 90° lever and are typically used on your boat in the following seawater intake systems: (Optional) generator system, (Optional) air conditioning system and marine head (toilet) system. Before using any of these systems, verify that the system’s seacock is open and remains in the open position until the system is shut off.

CAUTION!

SYSTEM DAMAGE HAZARD!
- Before using a seawater intake system, verify that the system’s seacock is in the open position before the system is started and keep the seacock open until the system is shut off.
- Close seacocks whenever the systems will not be used for long periods of time
Seawater Strainers
Seawater strainers are used in water pick-up systems to filter incoming seawater. The typical layout is one strainer for each of the following: Optional generator and optional air conditioning system.

Seawater strainers are located near the system’s seawater intake valves (seacocks) and should be checked every time you use your boat for leaks and/or debris. If debris is found, clean the seawater strainer as follows:

1. Make sure the component/system that the strainer is connected to is turned off.
2. Close the intake seacock that sends seawater to the strainer you are about to clean. The seacock must remain closed until the strainer is completely reassembled.
3. Take apart the seawater strainer.
4. Remove debris.
5. Reassemble the seawater strainer.
6. Open the seacock before turning on the component or system.

**CAUTION!**
- *FLOODING HAZARD!* The intake seacock that sends seawater to the strainer must be closed before disassembling the seawater strainer to prevent the boat from taking on water through the seawater strainer assembly. Keep the intake seacock closed until the seawater strainer is completely reassembled.
- *SYSTEM DAMAGE HAZARD!* After reassembling the seawater strainer, verify that the intake seacock is open before activating the component/system.

Air Conditioning & Heating (Option)

Your boat may be equipped with an optional air conditioning & heating system. For complete operating instructions, please read the air conditioner’s user manual, provided in your boat’s owner’s packet.

Both heating and cooling are controlled from the same panel.
- Before operating the air conditioning/heating unit, make sure the breaker on the AC main distribution panel is activated.
- The air conditioning unit’s sump pump system (pump and float switch) can be accessed from under port side of the V-berth mattress. Periodically clean debris out of the sump pump and test the autofloat switch according to the bilge pump and autofloat sections of this Supplement.
- Make sure the air conditioning system’s seawater intake valve (seacock) is open before turning on the air conditioning/heating system.

**CAUTION!**
*SYSTEM DAMAGE HAZARD!* The air conditioning system’s seawater intake seacock must remain open anytime the air conditioner/heater is in use.

Air Conditioning Water Pick-up Routing
Air Conditioning Drain Routing

Air Conditioning Duct Routing
Marine Head System & Waste Tank

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

- The marine head installed on your boat uses seawater to flush waste from the toilet. The seawater intake valve (seacock) is located in the port forward side of the engine room.
- Waste is routed directly from the head to the holding tank.
- The holding tank is plumbed to a fitting on the deck for dockside pump-out and to a macerator pump for pumping waste overboard (where regulations permit). The macerator pump switches are located at the helm. To activate the pump, you must press both of the macerator switches simultaneously.
- You can determine the content level of the holding tank by looking at the tank through the hatch on the cabin entry top step (with the trash can removed). It is advisable to empty the holding tank at every opportunity.
- If you are unable to pump water into the bowl, the probable cause is debris in the pump diaphragm. To remedy this, shut off the seawater intake valve (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 head, shut off the intake seacock and pump until the bowl is dry. Remove the drain plug in the base and pump again to remove all of the water. Do not fill the bowl with anti-freeze. The intake seacock should be left closed while the boat is underway or whenever the boat is left moored in the water.

Operating the manual flush marine head:

1. Open the head’s seawater intake valve (seacock).
2. Before using the head, pump enough water into the bowl to wet the sides.
3. After use, pump until the bowl is thoroughly cleaned. Continue pumping a few more times to clean the lines. If excess waste causes the water to rise in the bowl, stop pumping until the water recedes.

Notice

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

Standard Head System Routing

3055 EL Ciera Sunbridge • Owner's Manual Supplement
Macerator Delete Head System (Option)

The macerator delete head system option uses seawater to flush waste from the toilet directly into the waste tank. The waste tank is plumbed to a receptacle on the deck for dockside pump-out only.

Macerator Delete Routing (Option)

Labels

- There are many safety labels that are used throughout your boat to point out potentially hazardous situations. Always follow the safety label recommendations and immediately contact your dealer if a label becomes damaged or has been accidently removed.
- Not all safety labels affixed to your boat appear in this section.
- Be sure to read the Owner's Manual and all component and system manuals included in your owner's packet for other important safety concerns.

AC Panel Label
Helm Labels

VIEW OF HELM

FOREDECK WARNING LABEL

TRIM TAB WARNING LABEL

EMERGENCY SHUT DOWN LABEL

ENGINE BLOWER LABEL

MACERATOR PUMP LABEL

Aft Labels

CARBON MONOXIDE WARNING LABEL

BOARDING LADDER WARNING LABEL

US MARINE LABEL

POTABLE WATER (FRESHWATER) LABEL

FUEL FILL WARNING LABEL
## APPENDIX A: WIRING SCHEMATICS

### Key to Electrical Symbols

<table>
<thead>
<tr>
<th>Symbol</th>
<th>Description</th>
<th>Symbol</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="icon1.png" alt="Symbol" /></td>
<td>Connection (Node)</td>
<td><img src="icon2.png" alt="Symbol" /></td>
<td>Fuel Sender</td>
</tr>
<tr>
<td><img src="icon3.png" alt="Symbol" /></td>
<td>No Connection</td>
<td><img src="icon4.png" alt="Symbol" /></td>
<td>Incandescent Lamp</td>
</tr>
<tr>
<td><img src="icon5.png" alt="Symbol" /></td>
<td>Battery</td>
<td><img src="icon6.png" alt="Symbol" /></td>
<td>Neon Lamp</td>
</tr>
<tr>
<td><img src="icon7.png" alt="Symbol" /></td>
<td>Earth Ground: Represents a black conductor that is the same size as the colored conductor</td>
<td><img src="icon8.png" alt="Symbol" /></td>
<td>Diode</td>
</tr>
<tr>
<td><img src="icon9.png" alt="Symbol" /></td>
<td>Ammeter</td>
<td><img src="icon10.png" alt="Symbol" /></td>
<td>12V DC Receptacle</td>
</tr>
<tr>
<td><img src="icon11.png" alt="Symbol" /></td>
<td>Frequency Meter</td>
<td><img src="icon12.png" alt="Symbol" /></td>
<td>Voltmeter</td>
</tr>
<tr>
<td><img src="icon13.png" alt="Symbol" /></td>
<td>Plug</td>
<td><img src="icon14.png" alt="Symbol" /></td>
<td>Motor/Pump</td>
</tr>
<tr>
<td><img src="icon15.png" alt="Symbol" /></td>
<td>Breaker</td>
<td><img src="icon16.png" alt="Symbol" /></td>
<td>Current Transformer</td>
</tr>
<tr>
<td><img src="icon17.png" alt="Symbol" /></td>
<td>Breaker</td>
<td><img src="icon18.png" alt="Symbol" /></td>
<td>Solenoid</td>
</tr>
<tr>
<td><img src="icon19.png" alt="Symbol" /></td>
<td>Fuse</td>
<td><img src="icon20.png" alt="Symbol" /></td>
<td>Gauge</td>
</tr>
<tr>
<td><img src="icon21.png" alt="Symbol" /></td>
<td>Switch: Single Pole Single Throw (SPST)</td>
<td><img src="icon22.png" alt="Symbol" /></td>
<td>Speaker/Horn/Alarm</td>
</tr>
<tr>
<td><img src="icon23.png" alt="Symbol" /></td>
<td>Switch: Double Pole Single Throw (DPST)</td>
<td><img src="icon24.png" alt="Symbol" /></td>
<td>Float Switch</td>
</tr>
<tr>
<td><img src="icon25.png" alt="Symbol" /></td>
<td>Lighted Switch: Single Pole Single Throw (SPST)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Wire Color Key

<table>
<thead>
<tr>
<th>Color Key</th>
<th>Description</th>
<th>Color Key</th>
<th>Description</th>
<th>Color Key</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>B or BLK</td>
<td>Black</td>
<td>G, GR or GRN</td>
<td>Green</td>
<td>R or RED</td>
<td>Red</td>
</tr>
<tr>
<td>BL or BLU</td>
<td>Blue</td>
<td>LT</td>
<td>Light</td>
<td>T or TAN</td>
<td>Tan</td>
</tr>
<tr>
<td>BR or BRN</td>
<td>Brown</td>
<td>O, OR or ORG</td>
<td>Orange</td>
<td>W, WH or WHT</td>
<td>White</td>
</tr>
<tr>
<td>DK</td>
<td>Dark</td>
<td>PK</td>
<td>Pink</td>
<td>Y or YEL</td>
<td>Yellow</td>
</tr>
<tr>
<td>GY or GRAY</td>
<td>Gray</td>
<td>PU, PUR or PPL</td>
<td>Purple</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### NOTICE

- Wiring diagrams may show optional equipment not installed on all models.
- Some boats may come equipped with silver (-) and copper (+) colored speaker wires or red/black (-) and red/white (+) port speaker wire colors; green/black (-) and green/white (+) starboard speaker wire colors.
Ignition Panel Harness (Gas)

Large Dash Switch Panel Harness
APPENDIX B: ELECTRICAL ROUTINGS

Bonding Harness

Aft Deck Harness
Forward Deck Harness

AC Harness
DC Harness

Positive Battery Cable Harness
Negative Battery Cable Harness (Gas)

Negative Battery Cable Harness (Diesel Option)
Head Harness

Windlass Cable Harness (Optional)

UNDERSIDE VIEW OF DECK

---

PLUG

LIGHTS

SHOWER SUMP PUMP SWITCH

TO BUSBAR ON ENGINE BULKHEAD

TO WINDLASS BREAKER

STBD.

ANCHOR WINDLASS
Radar Wing Harness

- Courtesy Lights
- Horn
- Navigation Light
- Port Speaker
- Starboard Speaker
- Plug
# APPENDIX C: 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.

<table>
<thead>
<tr>
<th>Symbol</th>
<th>Description</th>
<th>Symbol</th>
<th>Description</th>
<th>Symbol</th>
<th>Description</th>
</tr>
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<tbody>
<tr>
<td><img src="image1" alt="Symbol" /></td>
<td>Air Cooled Charge Air Cooler</td>
<td><img src="image2" alt="Symbol" /></td>
<td>Air, General</td>
<td><img src="image3" alt="Symbol" /></td>
<td>Air, Intake (For Combustion)</td>
</tr>
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<td><img src="image4" alt="Symbol" /></td>
<td>Anchor</td>
<td><img src="image5" alt="Symbol" /></td>
<td>Blower</td>
<td><img src="image6" alt="Symbol" /></td>
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<td><img src="image7" alt="Symbol" /></td>
<td>Counter-clockwise Rotation</td>
<td><img src="image8" alt="Symbol" /></td>
<td>Crankshaft Power</td>
<td><img src="image9" alt="Symbol" /></td>
<td>Disengage</td>
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<td><img src="image10" alt="Symbol" /></td>
<td>Elapsed Time</td>
<td><img src="image11" alt="Symbol" /></td>
<td>Electric Generator</td>
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<td>Electrical Preheat for Diesel Engine</td>
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<td><img src="image13" alt="Symbol" /></td>
<td>Engage</td>
<td><img src="image14" alt="Symbol" /></td>
<td>Engine</td>
<td><img src="image15" alt="Symbol" /></td>
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<td>Shift Only Fwd-N-Rev</td>
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<td><img src="image" alt="Tank" /></td>
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<td><img src="image" alt="Throttle/Shift" /></td>
<td>Throttle/Shift</td>
<td><img src="image" alt="Transmission" /></td>
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<tr>
<td><img src="image" alt="Transmission Oil" /></td>
<td>Transmission Oil</td>
<td><img src="image" alt="Transmission Oil Filter" /></td>
<td>Transmission Oil Filter</td>
<td><img src="image" alt="Transmission Oil Level" /></td>
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<tr>
<td><img src="image" alt="Transmission Oil Malfunction" /></td>
<td>Transmission Oil Malfunction</td>
<td><img src="image" alt="Transmission Oil Pressure" /></td>
<td>Transmission Oil Pressure</td>
<td><img src="image" alt="Transmission Oil Temperature" /></td>
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<tr>
<td><img src="image" alt="Trim Tab Operation" /></td>
<td>Trim Tab Operation</td>
<td><img src="image" alt="Trim Tab Operation, Bow Down" /></td>
<td>Trim Tab Operation, Bow Down</td>
<td><img src="image" alt="Trim Tab Operation, Bow Up" /></td>
<td>Trim Tab Operation, Bow Up</td>
</tr>
<tr>
<td><img src="image" alt="Volume Empty" /></td>
<td>Volume Empty</td>
<td><img src="image" alt="Volume Full" /></td>
<td>Volume Full</td>
<td><img src="image" alt="Volume Half Full" /></td>
<td>Volume Half Full</td>
</tr>
<tr>
<td><img src="image" alt="Warning" /></td>
<td>Warning</td>
<td><img src="image" alt="Warning, Electrical Hazard" /></td>
<td>Warning, Electrical Hazard</td>
<td><img src="image" alt="Warning, Fire Risk" /></td>
<td>Warning, Fire Risk</td>
</tr>
<tr>
<td><img src="image" alt="Warning, Hot" /></td>
<td>Warning, Hot</td>
<td><img src="image" alt="Waste Water, Sewage" /></td>
<td>Waste Water, Sewage</td>
<td><img src="image" alt="Water Flushing Connector" /></td>
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</tr>
<tr>
<td><img src="image" alt="Windshield Washer Tank" /></td>
<td>Windshield Washer Tank</td>
<td><img src="image" alt="Windshield Wiper &amp; Washer" /></td>
<td>Windshield Wiper &amp; Washer</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
APPENDIX D: LIMITED WARRANTY

Bayliner warrants to the original purchasers of its 1999 and 2000 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 windscreen 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 used for commercial purposes;
7. 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