Engine Serial Number: _____________________________________

Hull Identification Number: __________________________________

Hull Identification Number

- The Hull Identification Number (HIN) is located on the starboard hullside just forward of the transom.
- Record the HIN (and the engine serial numbers) in the space provided above.
- Include the HIN with any correspondence or orders.

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

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

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Hazard Boxes & Symbols

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

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

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

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

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

- FIRE HAZARD!
- EXPLOSION HAZARD!
- NO OPEN FLAME!
- ELECTRICAL HAZARD!
- HOT HAZARD!
- FALLING HAZARD!
- ROTATING PROPeller HAZARD!
- RUN BILGE BLOWERS FOR 4 MINUTES!
- CO POISONING HAZARD!
Chapter 1: Welcome Aboard!

• This Owner’s Manual Supplement provides information about your boat that is not covered in the Sport Boat Owner’s Manual.

• Before using your boat, study this Owner’s Manual Supplement, the Sport Boat Owner’s Manual, and all engine and accessory literature carefully.

• Keep this Owner’s Manual Supplement and the Sport Boat Owner’s Manual on your boat in a secure, yet readily available place.

Dimensions & Tank Capacities

<table>
<thead>
<tr>
<th>Overall Length</th>
<th>Length Rigged</th>
<th>Bridge Clearance</th>
<th>Beam</th>
<th>Draft (Hull)</th>
<th>Draft (Maximum)</th>
<th>Fuel Capacity</th>
<th>Freshwater Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>20' 7”</td>
<td>21' 2”</td>
<td>5' 0”</td>
<td>8' 6”</td>
<td>1' 4”</td>
<td>2' 8”</td>
<td>55 Gallons</td>
<td>10 Gallons</td>
</tr>
</tbody>
</table>

Dealer Service

• Your dealer is your key to service.

• Ask your dealer to explain all systems before taking delivery of your boat.

• Contact your dealer if you have any problems with your new boat.

• If your dealer cannot help, call our customer service hotline: 360-435-8957 or send us a FAX: 360-403-4235.

• Buy replacement parts from any authorized Bayliner dealer.

Warranty Information

• Bayliner offers a Limited Warranty on each new Bayliner purchased through an authorized Bayliner dealer.

• A copy of the Limited Warranty was included in your owner’s packet.

• If you did not get a copy of the Limited Warranty, please contact your Bayliner dealer or call 360-435-8957 for a copy.

Boating Experience

CONTROL HAZARD!

A qualified operator MUST be in control of your boat at ALL times. Do NOT operate your boat while under the influence of alcohol or drugs.

If this is your first boat or if you are changing to a type of boat you are not familiar with, for your own comfort and safety, get handling and operating experience before assuming command of your boat.

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

• U.S. Power Squadrons: 1-888-FOR-USPS (1-888-367-8777) or on the Internet at: http://www.usps.org

• In Canada, for the CPS courses call 1-888-CPS-BOAT.

• U.S. Coast Guard Auxiliary: 1-800-368-5647 or on the Internet at: http://www.cgaux.org

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

**NOTICE**
When storing your boat, please refer to your engine’s operation and maintenance manuals.

**NOTICE**
Certain modifications to your boat WILL result in cancellation of your warranty protection. ALWAYS check with your dealer BEFORE making any modifications to your boat.

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

**Engine & Accessory Literature**
- The engine and accessories installed on your boat come with their own operation and maintenance manuals.
- Read these manuals before using the engine and accessories.
- Unless noted otherwise, all engine and accessory literature referred to in this supplement is included in your owner’s packet.

**Propeller**

**CAUTION**

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

Immediately contact your local Bayliner dealer if:
- The engine cannot reach its full rated RPM when full-throttle is applied, or;
- The engine exceeds its full rated RPM when full-throttle is applied.

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

**Structural Limitations**
The swim platform extension (if equipped) is designed to be lightweight for proper boat balance. The load limit for the swim platform extension is 30 pounds per square foot, evenly distributed.
Qualified Maintenance

**WARNING!**

To maintain the integrity and safety of your boat, allow *ONLY* qualified personnel to perform maintenance on, or change, in any way, the:

- Steering system
- Propulsion system
- Engine control system
- Fuel system
- Environmental control system
- Electrical system
- Navigational system

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

Special Care for Moored Boats

**NOTICE**

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

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

DANGER!

Falling and Rotating Propeller Hazard!
- NEVER allow anyone to ride on parts of your boat NOT designed for such use.
- Sitting on seat-backs, lounging on the forward deck, bow riding, gunwale riding or occupying the transom platform while underway is especially hazardous and WILL cause personal injury or death.

DANGER!

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

DANGER!

Personal Safety Hazard!
- ALWAYS secure the anchor and other loose objects BEFORE getting underway.
- The anchor and other items that are NOT properly secured can come loose when your boat is moving and cause personal injury or death.

WARNING!

A wide variety of components used on this vessel contain or emit chemicals known to the State of California to cause cancer and birth defects and other reproductive harm.

Examples Include:
- Engine and generator exhaust
- Engine and generator fuel, and other liquids such as coolants and oil, especially used motor oil
- Cooking fuels
- Cleaners, paints, and substances used for vessel repair
- Waste materials that result from wear of vessel components
- Lead from battery terminals and from other sources such as ballast or fishing sinkers

To Avoid Harm:
- Keep away from engine, generator, and cooking fuel exhaust fumes.
- Wash exposed skin thoroughly with soap and water after handling the substances above.

- 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, and all of them were designed to insure your safety and the safety of other people, vessels and property.

Read this supplement, the Sport Boat Owner’s Manual, and all accessory instructions for important safety standards and hazard information.
Carbon Monoxide (CO)

**DANGER!**

- Carbon monoxide gas (CO) is colorless, odorless, tasteless, and extremely dangerous.
- *All* engines, generators, and fuel burning appliances produce CO as exhaust.
- Prolonged exposure to low concentrations or very quick exposure to high concentrations will cause *BRAIN DAMAGE* or *DEATH*.
- Teak surfing, dragging, or water skiing within 20 feet of a moving watercraft can be fatal.

**CO Facts**

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

**Factors that Increase the Effects of CO Poisoning**

- Age
- Smokers or people exposed to high concentrations of cigarette smoke
- Consumption of alcohol
- Lung disorders
- Heart problems
- Pregnancy
Where & How CO Can Accumulate

Stationary conditions that increase CO accumulations include:

A. Using engine, generator, or other fuel burning device when boat is moored in a confined space.
B. Mooring too close to another boat that is using its engine, generator, or other fuel burning device.

To correct stationary situations A and/or B:
- **Close all** windows, portlights and hatches.
- If possible, move your boat away from source of CO.

Running conditions that increase CO accumulations include:

C. Running boat with trim angle of bow too high.
D. Running boat without through ventilation (station wagon effect).

To correct running situations C and/or D:
- Trim bow down.
- **Open** windows and canvas.
- When possible, run boat so that prevailing winds help dissipate exhaust.

How to Protect Yourself & Others From CO

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

For information on how to get a free VESSEL SAFETY CHECK, visit www.vesselsafetycheck.org or contact your local U.S. Coast Guard Auxiliary or United States Power Squadrons®.
- U.S. Coast Guard Auxiliary: 1-800-368-5647 or on the Internet at: http://www.cgaux.org
- U.S. Power Squadrons: 1-888-FOR-USPS (1-888-367-8777) or on the Internet at: http://www.usps.org
**CO Checklists**

**Trip Checklist**
- Make sure you know where the exhaust outlets are located on your boat.
- Educate *all* passengers about the symptoms of CO poisoning and where CO may accumulate.
- When docked, or rafted with another boat, be aware of exhaust emissions from the other boat.
- Listen for any change in exhaust sound, which could mean an exhaust component failure.
- Test the operation of each CO monitor by pressing the test button.

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

**Annual Checklist**

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

**More Information**

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

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

- **National Marine Manufacturers Association (NMMA)**
  200 East Randolph Drive
  Suite 5100
  Chicago, IL 60601-9301
  www.nmma.org
  312-946-6200

- **American Boat & Yacht Council, Inc. (ABYC)**
  3069 Solomon’s Island Road
  Edgewater, MD 21037-1416
  www.abycinc.org
  410-956-1050

For information on how to get a free VESSEL SAFETY CHECK, visit www.vesselsafetycheck.org or contact your local U.S. Coast Guard Auxiliary or United States Power Squadrons®.
- **U.S. Coast Guard Auxiliary**: 1-800-368-5647 or on the Internet at: http://www.cgaux.org
- **U.S. Power Squadrons**: 1-888-FOR-USPS (1-888-367-8777) or on the Internet at: http://www.usps.org
Warnings & Warning Labels

[Image of a warning label]

**WARNING**
DO NOT STORE FUEL OR FLAMMABLE LIQUIDS. NOT VENTILATED. CONCENTRATED VAPORS WILL EXPLODE

[Image of another warning label]

**WARNING**
DO NOT ATTEMPT TO BOARD OR USE THE LADDER IF MOTOR IS RUNNING.
WARNING
QUALIFIED OPERATOR TO BE IN CONTROL AT ALL TIMES. OPERATION BY AN UNQUALIFIED OPERATOR CAN CAUSE LOSS OF CONTROL. THIS MAY RESULT IN SEVERE INJURY, DEATH, OR PROPERTY DAMAGE. BOAT STABILITY AND HANDLING WILL CHANGE WITH WEIGHT DISTRIBUTION. READ OWNER'S MANUAL BEFORE USE.

WARNING
ATTACH SHUT DOWN SWITCH LANYARD TO QUALIFIED OPERATOR WHILE ENGINE IS IN OPERATION. UNCONTROLLED BOAT MAY CAUSE INJURY OR DEATH. READ OWNER'S MANUAL BEFORE USE.

WARNING
USE UNLEADED PETROL ONLY

WARNING
FUEL VAPORS MAY EXPLODE. INSPECT FUEL SYSTEM AT LEAST ANNUALLY.

WARNING
DO NOT ATTEMPT TO BOARD OR USE THE LADDER IF MOTOR IS RUNNING.

WARNING
TURNING PROPELLER. FALLING FROM SUNLOUNGE CAN CAUSE INJURY OR DEATH. STAY OFF SUNLOUNGE WHEN MOTOR IS RUNNING.
Chapter 2: Locations

Exterior Views

Hull Views

- AFT BILGE PUMP DRAIN
- FORWARD BILGE PUMP DRAIN
- STARBOARD HULLSIDE
- BOW EYE
- COCKPIT SINK DRAIN
- PORT HULLSIDE
- EXTENDED SWIM PLATFORM (IF EQUIPPED)
- BOARDING LADDER
- STERN EYE
- DECK DRAINS
- BILGE DRAIN PLUG
- TRANSOM
- DECK DRAINS
- BILGE DRAIN PLUG
- TRANSOM
- STERN EYE
Deck View

- Trolling Motor (if equipped)
- Boarding Ladder Storage
- Depth Finder (if equipped)
- Cleat
- Grab Rails (Typical)
- Vented Fuel Fill Deck Fitting
- All-Round Light
- Blower Vents
- Grab Handle
- Boarding Ladder (if not equipped with swim platform extension)
- Boarding Ladder (if equipped with swim platform extension)
- Vented Freshwater Fill Deck Fitting (if equipped)
- Transom Shower (if equipped)
- Ski Tow Ring
- Blower Vents

BAYLINER®
**Helm**

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

- VOLTMETER
- OIL PRESSURE
- TEMPERATURE
- SPEEDOMETER
- TACHOMETER
- TRIM & TILT
- FUEL
- DEPTH FINDER (IF EQUIPPED)
- STEREO
- IGNITION
- BLOWER
- AFT BILGE PUMP
- FORWARD BILGE PUMP
- ACCESSORY
- COURTESY LIGHT
- 12-VOLT DC OUTLET
- NAVIGATION/ANCHOR LIGHTS
- HORN
Component Locations

12-Volt DC Accessory Outlet: Located at the helm.

12-Volt DC Fuse Block: Located under the dash.

12-Volt DC Trolling Motor Circuit Breaker (If Equipped): Located under the port bow seat cushion.
12-Volt DC Trolling Motor Receptacle (If Equipped): Located on the port side of the forward deck.

Battery: Located inside the port transom hatch.
Bilge Pumps (2 Total):
- The aft bilge pump is located in the engine compartment bilge.
- The forward bilge pump is located in the cockpit floor hatch.

Blower Switch: Located at the helm.
**Depth Finder Transducer (If Equipped):** Located in the engine compartment bilge.

**Freshwater Fill Deck Fitting (marked WATER) (If Equipped):** Located on the port side of the deck.

**Freshwater Pump (If Equipped):** Located on the forward wall in the engine compartment.
Freshwater Pump Switch (If Equipped): Located at the helm.

Freshwater Tank (If Equipped): Access by lifting the trash can hatch lid and removing the trash can.

Fuel Fill Deck Fitting (marked GAS): Located on the starboard side of the deck.
**Fuel Tank, Tank Fittings, and Fuel Level Sending Unit:** Located on the fuel tank, in the forward area of the engine compartment.

**Livewell Aerator Control Valve (If Equipped):**
- Located inside the livewell.
- Access by removing the starboard bow seat cushion and lifting the livewell hatch.

**Livewell Drain Seacock (If Equipped):**
Located in the cockpit floor hatch.
Livewell Pump Switch (If Equipped): Located at the helm.

Livewell Seawater Intake Seacock (If Equipped): Located in the engine compartment bilge.

Navigation Lights:
- Red and green running lights on the forward deck.
- White all-round light on the aft deck.
**Portable Toilet:** Located under the cockpit aft seat cushion.

**Transom Shower (If Equipped):** Located on the port side of the aft deck.

**Trolling Motor (If Equipped):** Located on the port side of the forward deck.

**Trolling Motor Battery (If Equipped):** Located under the port bow seat cushion.
Chapter 3: Propulsion & Related Systems

Engine
Read the engine operation and maintenance manuals *before* starting or working on the engine.

Bilge Blower System

**WARNING!**

<table>
<thead>
<tr>
<th>FIRE and EXPLOSION HAZARD!</th>
</tr>
</thead>
</table>

Fuel vapors can explode! *BEFORE* starting the engine:

1. Check the bilge areas for fuel vapors or leaking fuel. If you see leaking fuel or smell fuel vapors:
   a. Do *NOT* start the engine, do *NOT* turn *On* any electrical devices, extinguish *ALL* cigarettes, cigars, and other sources of flame or ignition.
   b. Get everyone off your boat.
   c. Get trained help to find and fix the problem.

2. Run the bilge blower for at least four minutes prior to engine starting, electrical system maintenance, or activation of electrical devices.
   • If you smell fuel vapors and the engine is already running;
     a. Shut *Off* the engine and turn *Off ALL* electrical devices.
     b. Extinguish *ALL* cigarettes, cigars, and other sources of flame or ignition.
     c. Get trained help to find and fix the problem.
   • *NEVER* obstruct or change the bilge blower system.

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

To make sure the engine and bilge areas are properly ventilated:
- Use the "sniff test" to check the engine and bilge areas for fuel vapors *before* starting the engine.
- *Always* run the bilge blower for at least four minutes *before* starting the engine.
- Continue to run the blower until your boat has reached cruising speed.
- *Always* run the blower when running your boat below cruising speed.
Fuel System

**WARNING!**

<table>
<thead>
<tr>
<th>FIRE, EXPLOSION, and OPEN FLAME HAZARD!</th>
</tr>
</thead>
<tbody>
<tr>
<td>• It is very important that the fuel system be inspected thoroughly the first time it is filled and at each subsequent filling.</td>
</tr>
<tr>
<td>• The fueling instructions in the Sport Boat Owner’s Manual and the fuel recommendations in the engine operation manual MUST be followed.</td>
</tr>
</tbody>
</table>

**CAUTION**

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

**NOTICE**

Carefully read the fuel section of both the Sport Boat Owner’s Manual and the engine operation manual, paying special attention to the subject of fuel recommendations.

**Fuel Fill & Vent**

- The fuel fill deck fitting is marked GAS.
- If you have problems filling the fuel tank, see if the fuel fill hose or fuel tank vent hose is kinked or collapsed.
- If there are no visible signs of a problem, contact your local dealer.
Fuel Filters
- The fuel pickup tube, located inside the fuel tank, is equipped with a fine mesh screen filter.
- Also, when supplied by the engine manufacturer, a fuel filter is installed on the engine.
- Periodically replace the fuel filters to make sure they remain clean and free of debris.
- Talk to your selling dealer or local marina about fuel additives that help prevent fungus or other buildup in your fuel tank.

Anti-siphon Valve

<table>
<thead>
<tr>
<th>NOTICE</th>
</tr>
</thead>
</table>
- If an engine running problem is diagnosed as fuel starvation, check the anti-siphon valve.
- If the valve is stuck or clogged, ONLY change or replace it while the engine is Off.
- NEVER run the engine with the anti-siphon valve removed, except in an emergency.

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

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

NOTE: This is not the only method for changing your oil. Your selling dealer can recommend other methods.

How to install the quick oil drain system:

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

To drain the engine oil:

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

Always dispose of waste oil in accordance with local regulations.
Chapter 4: Controls & Gauges

Steering

- Your boat features a power-assisted rack-and-pinion steering system.
- For information about the power-assist fluid reservoir, refer to the engine operation and maintenance manual.
- Boat steering is not self-centering.
- Refer to the engine manual for more steering system details.

Shift/Throttle Controls

⚠️ WARNING!

LOSS OF CONTROL HAZARD!

Improper maintenance of the shift/throttle hardware may cause a sudden loss of control!

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

Power Trim & Tilt

- The stern drive on your boat is equipped with power trim and tilt.
- Trim and tilt instructions are provided in the engine operation manual and the shift/throttle manual.
Gauges

*Cleaning the Gauges*

<table>
<thead>
<tr>
<th>CAUTION</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>PRODUCT or PROPERTY DAMAGE HAZARD!</strong></td>
</tr>
<tr>
<td>• Use only mild soap and water to clean the gauge lenses and bezels.</td>
</tr>
<tr>
<td>• Use of other cleaners, including common window cleaning solutions, may cause the lenses to crack.</td>
</tr>
<tr>
<td>• Lenses cracked in this manner will <em>NOT</em> be covered by our warranty.</td>
</tr>
</tbody>
</table>

*Gauge Fogging*

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

*Radio Transmission Interference*

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

*Fuel Gauge*

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

*Depth Finder(s) (If Equipped)*

<table>
<thead>
<tr>
<th>WARNING!</th>
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<tbody>
<tr>
<td>• Do <em>NOT</em> use the depth finder as a navigational aid to prevent collision, grounding, boat damage or personal injury.</td>
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<tr>
<td>• When your boat is moving, submerged objects will <em>NOT</em> be seen until they are already under your boat.</td>
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<tr>
<td>• Bottom depths may change too quickly to allow time for your boat to react.</td>
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<tr>
<td>• If you suspect shallow water or submerged objects, run your boat at very slow speeds.</td>
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</table>
Chapter 5: Plumbing

Bilge Pumps

- Your boat has two bilge pumps for pumping water out of the bilge.
- The autofloat switches, mounted next to the bilge pumps, will turn On the bilge pumps if bilge water rises above a preset level.
- You can also turn On the bilge pumps yourself using the switches at the helm.
- The bilge pumps are wired directly to the battery. Unless the battery is dead, the bilge pump system should work even when your boat is 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 Testing**

- The bilge pumps are vital to the safety of your boat.
- Test the bilge pumps often.

1. One at a time, turn *On* each bilge pump switch at the helm.
2. Make sure that water in the bilge is pumped overboard.

- If there is water in the bilge and the pump motor is running but *not* pumping, inspect the discharge hose for a kink or collapsed area.
- If the discharge hose looks okay, check the bilge pump housing for clogging debris (see below).

**Checking for clogging debris:**

1. Remove the pump motor from the housing:
   a. Lift the tab while rotating the fins counter-clockwise.
   b. Lift out the pump motor.
   c. Clear the housing of debris.
2. Reinstall the pump motor:
   a. Make sure the "O" ring is properly seated.
   b. Coat the "O" ring with a light film of vegetable or mineral oil.
   c. Align the cams on either side of the pump motor with the slots on the housing.
   d. Press the pump motor into the housing while twisting clockwise.
3. Check the reinstallation by trying to twist the fins counter-clockwise *without* lifting the tab; the pump motor should stay in place.
**Autofloat Switches**
- The autofloat switches turn the bilge pumps *On* when water rises above a preset level.
- Test each autofloat switch often.

**Autofloat switch testing:**
1. Lift the autofloat switch test button to turn *On* the bilge pump.
   - If the pump does not turn *On*, check the fuse on the fuse block.
   - If the fuse is good, but the switch still does not work, it may mean the switch is bad, or the battery is dead.
2. After testing, push the test button all the way *down* to reset auto mode.

---

**CAUTION**
When the test is completed on each float switch, you **MUST** push the test button *ALL THE WAY DOWN* to reset auto mode!
Livewell System (If Equipped)

Seacocks

WARNING!

**FLOODING and SWAMPING HAZARD!**

- Close the seacocks before working on any part of the livewell system.
- Close the seacocks when leaving your boat unattended for any length of time.
- If a seacock is left open, a hose failure could flood the bilge, swamp the battery(s) and the engine, and even sink your boat.

CAUTION

**SYSTEM DAMAGE HAZARD!**

- BEFORE using the livewell system, make sure the intake and drain seacocks are Open.
- Inspect and lubricate all seacocks annually.

The livewell system features a water inlet seacock and a water drain seacock. When the livewell system is not in use Close the seacocks to prevent flooding:

- If the hose connected to the seacock fails, or;
- When working on equipment served by the seacock.

Before using the livewell system, make sure the seacocks are Open and stay Open until the system is shut Off.
Filling & Using the Livewell

**WARNING!**

FLOODING and SWAMPING HAZARD!

- *NEVER* leave your boat unattended while the livewell system is running.
- Any leak or break in this system may pump large amounts of water into the bilge, which could swamp the battery(s) and the engine, and even sink your boat.

**CAUTION**

SYSTEM DAMAGE HAZARD!

- *BEFORE* using the livewell system, make sure the intake and drain seacocks are *Open*.
- Inspect and lubricate the seacocks annually.

1. *Open* the intake and drain seacocks.
2. Insert the standpipe into the drain fitting at the bottom of the tank.
3. On the switch panel, turn *On* the livewell pump switch (for the location of the livewell pump switch, see the Component Locations section in Chapter 2 of this supplement).
   - Remove the standpipe to drain the livewell.

**Troubleshooting**

If you followed the instructions in steps 1 through 3 above, but water does not pump into the tank, possible causes are:

- The intake seacock is *Closed*.
- A hose is collapsed or there is clogging debris in the system.
- The livewell fuse is blown.
Freshwater System (If Equipped)

- Read the Freshwater System section in the Sport Boat Owner’s Manual.
- The freshwater fill deck fitting is marked WATER.
- Pressurize the freshwater system by turning **On** the freshwater pump switch (the battery switch must also be **On**).
- For the location of the freshwater pump switch, see the Component Locations section in Chapter 2 of this supplement.
- Turn **Off** the freshwater pump switch when your boat is **not** in use or when the freshwater tank is empty.
- Inspect and clean the freshwater filter often (the filter is located on the freshwater pump).
- If your boat is to be left unattended for a long period of time, pump the freshwater tank dry to prevent stored water from becoming stagnant and distasteful.
- If the freshwater system needs to be disinfected, ask your dealer about treatments available for your boat’s system.

**WARNING!**

- **ONLY** use safe drinking (potable) water in your boat’s freshwater system.
- **ONLY** use FDA approved "drinking water safe" hoses when filling the freshwater tank.
- **NEVER** use common garden hoses for drinking water.

Transom Shower (If Equipped)

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

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

All of the remaining water must be removed from the water lines. There are two ways to remove the remaining water from the lines:
- Compressed Air
- Gravity Draining

Compressed Air

You must have an air compressor with an air hose and an air nozzle.

1. Remove the water line from the outlet side of the freshwater pump (opposite side from filter).
2. Open the faucet that is furthest away from the freshwater pump.
3. Place the air nozzle against the end of the just removed water line and blow air through the system.
4. When water stops coming out of the faucet, stop the air and Close the faucet.
5. One at a time, repeat this process on all faucets and showers.

Gravity Draining

1. Open all faucets and showers.
2. Remove the drain plug from the tee fitting on the freshwater tank.
3. When the water has stopped draining from the freshwater tank and the water lines, replace the drain plug.
Drain Systems

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

Sink Drain
The cockpit sink is above the waterline and are gravity drained overboard.

Portable Toilet

![Portable Toilet Diagram]

**NOTICE**

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

Read the manufacturer’s operating instructions *before* using the portable toilet.
Chapter 6: Deck Equipment

Cleats & Bow/Stern Eyes

⚠️ WARNING!

PERSONAL INJURY and/or PRODUCT or PROPERTY DAMAGE HAZARD!

NEVER lift your boat using the bow/stern eyes or the cleats.

Read the section on towing in the Sport Boat Owner’s Manual before:
• Towing anything behind your boat.
• Being towed by another vessel.

Bow Mount Trolling Motor (If Equipped)

Read the manufacturer’s instruction manual before using the trolling motor.

⚠️ WARNING!

PERSONAL INJURY and/or PRODUCT or PROPERTY DAMAGE HAZARD!

Failure to follow these guidelines can result in injury or death:
• ONLY tow water skis, wakeboards, or recreational towables.
• Do NOT tow parasails, kites, or other boats.
• Do NOT tow more than two persons at one time.
• Use caution with skier in tow as tow rope may snap back into cockpit when released.

Ski-Tow Ring

⚠️ WARNING!

PERSONAL INJURY and/or PRODUCT or PROPERTY DAMAGE HAZARD!

NEVER lift your boat using the bow/stern eyes or the cleats.

Attach the tow rope as shown in the photo.
Ski-Tow Tower (If Equipped)

### WARNING!

PERSONAL INJURY and/or PRODUCT or PROPERTY DAMAGE HAZARD!

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

- Read **ALL** warning labels on ski-tow tower.
- **BEFORE** each use, make sure **ALL** bolts are in place and tight.
- **ONLY** tow water skis, wakeboards, or recreational towables.
- **Do NOT** exceed the **MAXIMUM** tow weight of 600 pounds.
- **Do NOT** tow parasails, kites, or other boats.
- **Do NOT** tow more than two persons at one time.
- **Do NOT** climb on, sit on, stand on, jump off or dive off tower.
- **NEVER** allow passengers to sit behind tow rope attachment point.
- Use caution with skier in tow as tow rope may snap back into cockpit when released.
- **NEVER** allow loose tow rope ends to dangle off tower.
- When tower is up, watch for low obstacles such as tree limbs, bridges, or power lines.

**Attaching the Ski-tow Rope**

1. Place the ski-tow rope loop (A) over the ski-tow pylon (B).

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

3. Pull ski-tow rope to tighten.
Folding the Ski-tow Tower

**WARNING!**
**PERSONAL INJURY and/or PRODUCT or PROPERTY DAMAGE HAZARD!**
- Folding or unfolding the ski-tow tower is a two person task.
- *BEFORE* each use of the folding ski-tow tower, make sure both lock-down bolts are tightened firmly.
- Read *ALL* warning labels on the ski-tow tower.

To fold the ski-tow tower into the storage position:
1. Remove the lock-down bolts (A) on each side of the tower.
2. Carefully fold the tower aft.
3. Replace the lock-down bolts on each side of the tower.
   - To return the tower to the towing position, perform the above steps in reverse order.

**Tower Care**
Read the manufacturer’s ‘Care of Tower’ card.
Canvas

**CAUTION**

**PRODUCT or PROPERTY DAMAGE HAZARD!**

Take down and securely stow ALL canvas & vinyl BEFORE your boat is transported by road.

**NOTICE**

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

**NOTICE**

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

**NOTICE**

Some canvas and vinyl options may not be described. Make sure your dealer explains how to install all canvas and vinyl.

**Aft Bimini Top**

1. Insert the end eyes of the main bow (A) into the deck hinges (B) and insert the securing pins.
2. Insert the end eyes of the aft braces (C) into the deck hinges (D) and insert the securing pins.
3. Insert the end eye of the port stern support (E) into the deck hinge (F) and insert the securing pin.
4. Pull the secondary bow (G) and braces (H) forward.
5. Insert the end eyes of the forward braces (H) into the deck hinges (I) and insert the securing pins.

- The jaw slides should not need to be adjusted.
- If you decide to adjust the jaw slide positions, get the correct measurements from your selling dealer.
Forward Bimini Top (If Equipped)

1. Insert the end eyes of the main bow (A) into the deck hinges (B) and insert the securing pins.
2. Insert the end eyes of the aft braces (C) into the deck hinges (D) and insert the securing pins.
3. Pull the secondary bow (E) and braces (F) forward.
4. Insert the end eyes of the forward braces (F) into the deck hinges (G) and insert the securing pins.

- The jaw slides should not need to be adjusted.
- If you decide to adjust the jaw slide positions, get the correct measurements from your selling dealer.
**Canvas Care**

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

**Cleaning the Canvas**

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

Regularly clean the canvas to prevent dirt, pollen, and etc. from embedding in the fabric. Generally, it is easiest to wash the canvas while it is installed on your boat.

- Use a soft-bristled brush to remove all dust and loose dirt.
  1. Hose down the canvas with freshwater.
  2. Gently wash the canvas with a solution of lukewarm water (no more than 100° F) and non-detergent soap, such as Lux or Ivory Flakes.
  3. Rinse thoroughly to remove the soap.
  4. **Before** stowing, let the canvas dry completely.

**Stubborn Stains**

> Soaking in bleach solutions may remove the waterproof finish of the fabric and may also decrease the life of the polyester thread used in the canvas.

Some stubborn stains may resist normal washing and you can try the methods below. However, these methods may remove the waterproof finish of the fabric and may also decrease the life of the polyester thread used in the canvas. Reapply a water repellent treatment as needed.

**Method 1**

1. Add 1/8 cup (2 oz.) of non-chlorine bleach to one gallon of water and mix thoroughly.
2. Thoroughly wet the canvas and then gently scrub the stained area with the weak bleach solution.
3. Rinse with cold water to remove all of the solution.

**Method 2**

1. Add 1/2 cup (4 oz.) of non-chlorine bleach and 1/2 cup (4 oz.) Ivory Flakes to one gallon of water and mix thoroughly.
2. Soak the canvas in this solution for about 20 minutes.
3. Rinse with cold water to remove all of the solution.
Chapter 7: Entertainment Systems

Audio Equipment

NOTICE
AM radio reception may be impaired when the engine is running.

Read the manufacturer’s instruction manual before using the audio equipment.
Chapter 8: Convertible Seats, Beds, & Tables

Bow Sunlounge Conversion

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

2. Securely store the table (A) and the table leg (B) in the storage area (C) under the engine hatch.

3. Unfold the support leg (D) of the forward filler board (E) and securely place the filler board on the recessed edges of the seat cushion bases.
4. Unfold the support leg (F) of the middle filler board (G) and securely place the filler board on the recessed edges of the seat cushion bases.

5. Unfold the support leg (H) of the aft filler board (I) and securely place the filler board on the recessed edges of the seat cushion bases.

6. Place the filler cushions (J) on top of the filler boards.
Removable Fishing Seats (If Equipped)

**DANGER!**

**FALLING and ROTATING PROPELLER HAZARD!**

- *NEVER* allow anyone to ride on parts of your boat *NOT* designed for such use.
- Sitting on a fishing seat while underway is especially hazardous and *WILL* cause personal injury or death.

Remove and stow the fishing seats and pedestals in a safe and secure area before getting underway or trailering your boat.
Chapter 9: Lights

Care & Maintenance
All of the lights installed on your boat are of top quality, but you should be aware that failure may periodically occur for a variety of reasons:
1. There may be a blown fuse - replace the fuse.
2. The bulb may be burned out - carry spare bulbs for replacement.
3. A wire may be damaged or may have come loose - repair as required.
4. The bulb base may be corroded - clean the base and coat it with non-conductive electrical lubricant.

Exterior Lights

- The lights are powered by your boat’s 12-volt DC system.
- The battery switch must be turned On for the lights to work.

Navigation Lights

- Be conservative in the use of battery power.
- Prolonged use of cabin interior lights (overnight) WILL result in a drained battery.

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

Running lights are legally required to show boat direction and right-of-way at night.
Chapter 10: Electrical System

⚠️ DANGER!

EXTREME FIRE, SHOCK and EXPLOSION HAZARD!

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

⚠️ WARNING!

FIRE and EXPLOSION HAZARD!

Fuel vapors can explode! BEFORE electrical system maintenance or activation of electrical devices:

1. Check the bilge areas for fuel vapors or leaking fuel. If you see leaking fuel or smell fuel vapors:
   a. Do NOT start the engine, do NOT turn On any electrical devices, extinguish ALL cigarettes, cigars, and other sources of flame or ignition.
   b. Get everyone off your boat.
   c. Get trained help to find and fix the problem.
2. Run the bilge blower(s) for at least four minutes prior to engine starting, electrical system maintenance, or activation of electrical devices.

⚠️ CAUTION

SHOCK and ELECTRICAL SYSTEM DAMAGE HAZARD!

When the engine is running, NEVER turn Off the battery switch or disconnect the battery cables. Doing either could cause damage to your boat’s engine and/or electrical system.

⚠️ NOTICE

Electrical connections are prone to corrosion. To reduce corrosion-caused electrical problems:
- Keep ALL electrical connections clean.
- Apply a spray-on protectant that is designed to protect connections from corrosion.
12-Volt DC System

Battery
- The battery supplies electricity for lights, 12-volt accessories and engine starting.
- The Electrical section of Chapter 8 in the Sport Boat Owner’s Manual provides battery care and maintenance instructions.

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

12-Volt DC Accessory Outlet

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

- The 12-volt DC accessory outlet can be used with any 12-volt device which draws 10-amps or less.
- The 12-volt DC accessory outlet is protected by a 10-amp fuse on the fuse block.
- For the location of the 12-volt DC accessory outlet, see the Component Locations section in Chapter 2 of this supplement.

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

12-Volt DC Deck Harnesses
Battery Cable Routing

NOTES:
POSITIVE BATTERY CABLES ARE RED
NEGATIVE BATTERY CABLES ARE YELLOW

TO ENGINE

BATTERY
## Important Records

### Selling Dealer

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<th>Name Of Dealership</th>
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### Key Numbers

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### Electronics

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# Float Plan

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

## Description of Boat

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</table>
### Survival Equipment

<table>
<thead>
<tr>
<th>Equipment Type</th>
<th>Quantity</th>
<th>Description</th>
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<tbody>
<tr>
<td>Marine Radio</td>
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<td>Type</td>
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<tr>
<td>Number of PFDs</td>
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<td>Flares</td>
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<tr>
<td>Smoke Signals</td>
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<td>Flashlight</td>
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<tr>
<td>Water</td>
<td></td>
<td>Anchor</td>
</tr>
<tr>
<td>Paddles</td>
<td></td>
<td>EPIRB</td>
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<tr>
<td>Other</td>
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<td>Other</td>
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<td>Other</td>
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</table>

### Trip Expectations

<table>
<thead>
<tr>
<th>Stopover</th>
<th>Departing From</th>
<th>Departure Date</th>
<th>Departure Time</th>
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<tr>
<td>Stopover 1</td>
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<tr>
<td>Stopover 2</td>
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<td></td>
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<tr>
<td>Stopover 3</td>
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<tr>
<td>Stopover 4</td>
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<td>Stopover 5</td>
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<td>Stopover 6</td>
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<tr>
<td>Final Destination Port</td>
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</tbody>
</table>

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

### Vehicle Description

<table>
<thead>
<tr>
<th>Description</th>
<th>Make</th>
<th>Model</th>
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<tbody>
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<tr>
<td>Where is the Vehicle Parked?</td>
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<table>
<thead>
<tr>
<th>Description</th>
<th>Color</th>
<th>License Number</th>
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<td></td>
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<table>
<thead>
<tr>
<th>Coast Guard Phone Number</th>
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<tbody>
<tr>
<td>Local Authority Phone Number</td>
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