BAYLINER®

209 & 219

Owner's Manual Supplement
Hull Identification Number (HIN)

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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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.**

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**DANGER!**

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

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**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.

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**NOTICE**

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

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[Images of hazard boxes and symbols including:
- **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 specific information about your boat that is not covered in the Sport Boat Owner’s Manual. Please study the Sport Boat Owner’s Manual and this Supplement carefully. Keep the Sport Boat Owner’s Manual and this Supplement on your boat in a secure, yet readily available place.

Dealer Service

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

Warranty Information

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

Boating Experience

CONTROL HAZARD!

A qualified operator must be in control of the boat at all times. DO NOT operate your boat while under the influence of alcohol or drugs.

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

Take one of the boating safety classes offered by the U.S. Power Squadrons or the U.S. Coast Guard Auxiliary. For more course information, including dates and locations of upcoming classes, contact the organizations directly:
- U.S. Power Squadrons: 1-888-FOR-USPS (1-888-367-8777) or on the Internet at: http://www.usps.org
- U.S. Coast Guard Auxiliary: 1-800-368-5647 or on the Internet at: http://www.cgaux.org

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

⚠️ DANGER!

FALLING and ROTATING PROPELLER HAZARD!

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

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

⚠️ DANGER!

ROTATING PROPELLER and CARBON MONOXIDE POISONING HAZARD!

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

⚠️ DANGER!

PERSONAL SAFETY HAZARD!

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

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

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

Engine & Accessories Guidelines

⚠️ NOTICE

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

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

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

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

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

Qualified Maintenance

⚠️ WARNING!

To maintain the integrity and safety of your boat, allow only qualified personnel to perform maintenance on, or in any way modify: the steering system, propulsion system, engine control system, fuel system, environmental control system, electrical system or navigational system.

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

Special Care For Moored Boats

⚠️ NOTICE

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

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

DANGER!
- 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.

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

Factors That Increase the Effects of CO Poisoning
- Age
- Smokers or people exposed to high concentrations of cigarette smoke
- Consumption of alcohol
- Lung disorders
- Heart problems
- Pregnancy
Where and How CO Can Accumulate

Stationary Conditions That Increase CO Accumulations Include:

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

Running Conditions That Increase CO Accumulations Include:

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

How to Protect Yourself and Others From CO

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

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

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

Monthly Checklist

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

Annual Checklist

Have a Qualified Marine Technician:

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

More Information

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

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

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

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

For information on how to get a freeVESSEL 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
Chapter 2: Product Specifications

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<table>
<thead>
<tr>
<th>Overall Length</th>
<th>Bridge Clearance</th>
<th>Beam (ft)</th>
<th>Draft (Drive Up)</th>
<th>Draft (Drive Down)</th>
<th>Fuel Capacity (gal.)</th>
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<td>21' 2&quot;</td>
<td>7' 9&quot;</td>
<td>8' 6&quot;</td>
<td>1' 5&quot;</td>
<td>2' 8&quot;</td>
<td>55</td>
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### 219

<table>
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<tr>
<th>Overall Length</th>
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<td>1' 7&quot;</td>
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<td>55</td>
</tr>
</tbody>
</table>
Chapter 3: Locations

Exterior Views

Hull Views

- Bow Eye
- Starboard Hullside
- Transom
- Stern Eye
- Bilge Drain
- Outboard Engine Bracket (209 Only)
- LiveWell/Baitwell Overflow Drain (If Equipped)
- Bilge Pump Drain
- LiveWell/Baitwell Drain (If Equipped)
- Water Tank Vent (If Equipped)
Deck Views

- **Deck Fittings:**
  - Cleat
  - Fuel Fill/Vent Deck Fitting
  - Horn
  - Grab Handles

- **Navigation Systems:**
  - Navigation Light

- **Boarding Equipment:**
  - Boarding Ladder

- **Other Features:**
  - Motor Cover (if equipped)
  - Live Well/Bait Well (if equipped)
  - Aerator Vent (if equipped)
  - Bumper
  - Ski Tow (209 & 219)
  - Aft Lounge (if equipped)
  - Transom Shower (if equipped)
  - Water Fill Deck Fitting (if equipped)
  - Vent
Chapter 3: Locations

Helm

VIEW OF THE HELM LOOKING FORWARD

SPEEDOMETER

DEPTH GAUGE
(IF EQUIPPED)

TRIM GAUGE

TACHOMETER

OIL PRESSURE GAUGE
(IF EQUIPPED)

VOLTAGE GAUGE

TEMPERATURE GAUGE
(IF EQUIPPED)

FUEL GAUGE

NAVIGATION LIGHTS

BILGE BLOWER
(IF EQUIPPED)

ENGINE IGNITION

STEREO

HORN

12 VOLT RECEPTACLE

ACCESSORY SWITCHES
Component Locations

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

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

Bilge Pump: Located in the bilge (for system details refer to the Bilge Pump section of Chapter 7: Plumbing).
- 209 - access is through the aft center seat cushion.
- 219 - access is through the engine cover.

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

Depth Finder Transducer: Located in the bilge just forward of the bilge pump.
- 209 - access is through the aft center seat cushion.
- 219 - access is through the engine cover.

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

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

Fuel Tank: Located just forward of the bilge (for system details refer to the Fuel System section in Chapter 4: Propulsion & Related Systems).
- 209 - access is through the aft center seat cushion.
- 219 - access is through the engine cover.

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

Livewell/Baitwell Seawater Intake Seacock: Located in the bilge (for system details refer to the Livewell/Baitwell section in Chapter 7: Plumbing).
- 209 - access is through the aft center seat cushion.
- 219 - access is through the engine cover.

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

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

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

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

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

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

Water Tank: Access is under the aft starboard seat cushion (for system details refer to the Fresh Water section in Chapter 7: Plumbing).
Chapter 4: Propulsion & Related Systems

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

Engine Room Ventilation System (219 Only)

![WARNING! FIRE/EXPLOSION HAZARD]

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

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

To make sure the engine compartment is ventilated with fresh air, run the bilge blower:
- For at least four minutes before starting the engine.
- During starting.
- Anytime your boat is running below cruising speed.
Fuel System

**WARNING!**

**FIRE, EXPLOSION AND OPEN FLAME HAZARD!**

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

**CAUTION**

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

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FUEL FILL & VENT DECK FITTING  
FUEL FEED HOSE  
FUEL TANK

FUEL FILL & VENT DECK FITTING  
FUEL FEED HOSE  
FUEL TANK
Fuel Fill and Vent

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

Fuel Filters

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

Anti-siphon Valve (219 Only)

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

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

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

Always dispose of waste oil in accordance with local regulations.
Chapter 5: Controls

Steering

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

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

Shift/Throttle Lever

![WARNING!]

LOSS OF CONTROL HAZARD!
Improper maintenance of shift/throttle hardware may cause a sudden loss of control!

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

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

Cleaning Gauges

⚠️ CAUTION!
PRODUCT or PROPERTY DAMAGE HAZARD!
• Use only mild soap and water to clean the gauge lenses and bezels.
• Use of other cleaners, including common window cleaning solutions, may cause the lenses to crack.
• Lenses cracked in this manner will not be covered by our warranty.

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

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

Fuel Gauge
It is normal for the pointer on your fuel gauge to bounce as fuel sloshes back and forth in the fuel tank.
Chapter 6: Navigation Equipment

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

Depth Finder (If Equipped)

**WARNING!**

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

![Diagram of depth finder](image)
Chapter 7: Plumbing

Freshwater System (If Equipped)

- Your boat may be equipped with a pressure type (demand) freshwater (potable) system.
- This system can be pressurized by turning **On** the water pump (See the Component Locations section of this Supplement for the location of the water pump switch).
- Turn **Off** the water pump when the water tank is empty or when the boat is **not** in use.
- Inspect and clean the water filter often (located on the water pump).
- When your boat is to be left unattended for long periods of time, pump the water tank dry to prevent stored water from becoming stagnant and distasteful.
- If the freshwater system needs to be disinfected, ask your dealer about treatments available for your boat’s system.

**Winterizing the Freshwater System**

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

Deck Drain

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

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

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

Bilge Pump Testing
- The bilge pump is critical to the safety of your boat.
- Test the pump often as follows:

1. Turn On the bilge pump switch at the helm.
2. Any water in the bilge should pump overboard.

- If the pump motor is running, but not pumping, inspect the discharge hose for a kink or collapsed area.
- If no problems are found, check the bilge pump housing for clogging debris as follows:

1. Remove the power cartridge:
   a. Lift the tab while rotating the fins counter-clockwise.
   b. Lift out the power cartridge.
   c. Clear the outer housing of debris.
2. Reinstall the power cartridge:
   a. Make sure the “O” ring is properly seated.
   b. Coat the “O” ring with a light film of vegetable or mineral oil.
   c. Align the cams on either side of the power cartridge with the two slots on the outer housing
   d. Press the power cartridge into the housing while twisting clockwise.
3. Check the reinstallation by trying to twist the fins counter-clockwise without lifting the tab; the cartridge should stay in place.
**Auto-float Switch**

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

Test the auto-float switch often as follows:

1. Lift the float switch test button **up** to turn **On** the bilge pump.
   - If the pump does **not** turn **On**, check the fuse on the fuse block.
   - If the fuse is good but the switch still doesn’t work, it may mean the switch is bad or possibly the battery is low.

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

---

**CAUTION!**

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

Read the manufacturer’s operating instructions before using the portable toilet.

**NOTICE**

Check with local authorities for regulations regarding the legal use of marine head systems.
Chapter 8: Deck Equipment

Ski-Tow Tower (If Equipped)

**WARNING!**

*PERSONAL INJURY and/or PRODUCT or PROPERTY DAMAGE HAZARD!*

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

- Read all warning labels on ski-tow tower.
- Before each use, make sure all bolts are in place and tight.
- Only tow water skis, wakeboards, or recreational towables.
- Do not exceed the following maximum tow weights:
  - 209 model - 400 pounds
  - 219 model - 600 pounds
- Do not tow parasails, kites, or other boats.
- Do not tow more than two persons at one time.
- Do not climb on, sit on, stand on, jump off or dive off tower.
- Never allow passengers to sit behind tow rope attachment point.
- Use caution with skier in tow as tow rope may snap back into cockpit when released.
- Never allow loose tow rope ends to dangle off tower.
- Watch for low obstacles such as tree limbs, bridges, or power lines.

**Attaching the Ski-Tow Rope**

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

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

3. Pull ski-tow rope to tighten.
Ski Tow Ring (219 Only)

![Ski Tow Ring Diagram]

**WARNING!**

**PERSONAL INJURY and /or PRODUCT or PROPERTY DAMAGE HAZARD!**

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

- Only tow water skis, wakeboards, or recreational towables.
- Do not tow parasails, kites, or other boats.
- Do not tow more than two persons at one time.
- Use caution with skier in tow as tow rope may snap back into cockpit when released.

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

Ski Pylon (209 Only)

![Ski Pylon Diagram]

**WARNING!**

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

Cleats and Tow Eyes

![Cleats and Tow Eyes Diagram]

**WARNING!**

**PERSONAL INJURY and /or PRODUCT or PROPERTY DAMAGE HAZARD!**

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

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

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

1. Slide the eye ends of the main bow (A) into the deck hinges (B) and insert the securing pins.
2. Raise the main bow and slide the eye ends of the aft braces (C) into the deck hinges (D) and insert the pins.
3. Pull the secondary bow (E) forward and slide the forward brace (F) windshield hinges over the windshield frame and insert securing pins.
4. Slide the eye end of the port stern support (G) into the deck hinge (H) and insert the pin.
5. No adjustments to the jaw slides should be needed as they are preset during manufacturing. Before attempting to adjust the jawslide positions, obtain the correct measurements from your selling dealer.
Chapter 9: Entertainment Systems

Audio System

<table>
<thead>
<tr>
<th>NOTICE</th>
</tr>
</thead>
<tbody>
<tr>
<td>AM radio reception may be impaired anytime the engine is running.</td>
</tr>
</tbody>
</table>
The passenger seat can be converted into a sunlounge.

*To convert the passenger seat into a chaise lounge:*
- Push the seat back forward until it locks into position.

*To convert the passenger seat into a flat lounge:*
- Lift the seat back straight up and push forward on it until it lays flat in front of the seat bottom.
The forward table can be removed and the forward area can be converted into a sunlounge.

1. Remove the table (A) and the table leg (B).
2. Place the filler cushions (C) so that they fit securely into the recessed edge (D).
Chapter 11: Lights

Care and Maintenance

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

Navigation Lights

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

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

Lights

⚠️ CAUTION!
- Be conservative in the use of battery power.
- Prolonged use of the lights (overnight) will result in a drained battery.

- The lights are powered by the boat’s 12-volt DC system.
Chapter 12: Electrical System

⚠️ DANGER! ⚠️

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

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

⚠️ WARNING! ⚠️

**FIRE & EXPLOSION HAZARD!**

- Fuel fumes are heavier than air and will collect in the bilge areas where they can be accidentally ignited.
- Visually and by smell (sniff test), check the engine and fuel compartments for fumes or accumulation of fuel.
- *ALWAYS* run the bilge blowers for at least four minutes before turning on electrical devices, starting the engine, or electrical system maintenance.
- Minimize the danger of fire and explosion by not exposing the batteries to open flame or sparks. *NEVER* smoke anywhere near the batteries.

⚠️ CAUTION! ⚠️

**SHOCK & ELECTRICAL SYSTEM DAMAGE HAZARD!**

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

NOTICE

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

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

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

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

12-Volt Accessory Outlet

<table>
<thead>
<tr>
<th>CAUTION!</th>
</tr>
</thead>
<tbody>
<tr>
<td>DO NOT use the 12-volt accessory outlet with a cigarette or cigar lighter. High temperatures may melt the outlet.</td>
</tr>
</tbody>
</table>

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

209 Deck Electrical Harness

- SPEAKERS
- NAVIGATION LIGHT
- DASH
- FUSE BLOCK
- STEREO
- HORN
- SPEAKER
- OVERHEAD LIGHT
- CIRCUIT BREAKER
- BATTERY
- TO HULL HARNESS
- ALL AROUND LIGHT
- ENGINE PLUG

NOTE: VIEW IS UNDERSIDE OF DECK
219 Deck Electrical Harness

NOTE: VIEW IS UNDERSIDE OF DECK

- SPEAKERS
- NAVIGATION LIGHT
- NAVIGATION LIGHT
- DASH
- FUSE BLOCK
- STEREO
- HORN
- SPEAKER
- OVERHEAD LIGHT
- SPEAKER
- TRIM/TILT PUMP
- BLOWER MOTOR
- ENGINE PLUG
- TO HULL HARNESS
- ALL AROUND LIGHT
Hull Electrical Harness

- Water Pump (if equipped)
- Bilge Pump
- Live Well/Bait Well Pumps (if equipped)
- Fuel Tank
- To Deck Harness
- Hull Structure (209 only)
Wiring Diagrams

209 Electrical System
# Important Records

## Selling Dealer

<table>
<thead>
<tr>
<th>Name Of Dealership</th>
<th>Address</th>
<th>Phone/FAX/E-mail</th>
<th>Sales Manager</th>
<th>Service Manager</th>
</tr>
</thead>
</table>

## Engine

<table>
<thead>
<tr>
<th>Manufacturer</th>
<th>Model Name/Number</th>
<th>Engine Serial Number</th>
<th>Oil Type/SAE</th>
<th>Quarts per Engine</th>
<th>Filter Type</th>
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</thead>
</table>

## Propeller

<table>
<thead>
<tr>
<th>Manufacturer</th>
<th>Pitch</th>
<th>Model Number</th>
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</table>

## Key Numbers

<table>
<thead>
<tr>
<th>Ignition</th>
<th>Other</th>
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</table>

## Electronics

<table>
<thead>
<tr>
<th>Manufacturer</th>
<th>Model Name/Number</th>
<th>Serial Number</th>
</tr>
</thead>
</table>

---

*This page contains important records for your Bayliner boat, including details about the selling dealer, engine specifications, propeller information, and key numbers. Please fill in the relevant details as per your boat's specifications.*
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

<table>
<thead>
<tr>
<th>Registration/Documentation Number</th>
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</thead>
<tbody>
<tr>
<td>Length</td>
</tr>
<tr>
<td>Make</td>
</tr>
<tr>
<td>Type</td>
</tr>
<tr>
<td>Hull Color</td>
</tr>
<tr>
<td>Trim Color</td>
</tr>
<tr>
<td>Fuel Capacity</td>
</tr>
<tr>
<td>Engine Type</td>
</tr>
<tr>
<td>Number of Engines</td>
</tr>
<tr>
<td>Distinguishing Features</td>
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<tr>
<td>Distinguishing Features</td>
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</tbody>
</table>

Persons on Board

<table>
<thead>
<tr>
<th>Full Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Age</td>
</tr>
<tr>
<td>Health</td>
</tr>
<tr>
<td>Phone Number</td>
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</tbody>
</table>

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<td>Age</td>
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<tr>
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</table>

Operator of Boat

<table>
<thead>
<tr>
<th>Full Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Age</td>
</tr>
<tr>
<td>Health</td>
</tr>
<tr>
<td>Phone Number</td>
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<table>
<thead>
<tr>
<th>Male or Female</th>
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</thead>
<tbody>
<tr>
<td>Age</td>
</tr>
<tr>
<td>Health</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Address</th>
</tr>
</thead>
</table>

| Address |

| Phone/FAX/E-mail |

| Operator's Experience |

<table>
<thead>
<tr>
<th>Full Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Age</td>
</tr>
<tr>
<td>Health</td>
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<tr>
<td>Phone Number</td>
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<td>Health</td>
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<tr>
<td>Health</td>
</tr>
<tr>
<td>Phone Number</td>
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</tbody>
</table>
### Survival Equipment

<table>
<thead>
<tr>
<th>Marine Radio (Yes/No)</th>
<th>Type</th>
<th>Frequencies</th>
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</thead>
<tbody>
<tr>
<td>Number of PFDs</td>
<td>Flares (Yes/No)</td>
<td>Mirror (yes or no)</td>
</tr>
<tr>
<td>Smoke Signals (Yes/No)</td>
<td>Flashlight (Yes/No)</td>
<td>Food (Yes/No)</td>
</tr>
<tr>
<td>Water (Yes/No)</td>
<td>Anchor (Yes/No)</td>
<td>Raft/Dinghy (Yes/No)</td>
</tr>
<tr>
<td>Paddles (Yes/No)</td>
<td>EPIRB (Yes/No)</td>
<td>Other</td>
</tr>
<tr>
<td>Other</td>
<td>Other</td>
<td>Other</td>
</tr>
</tbody>
</table>

### Trip Expectations

<table>
<thead>
<tr>
<th>Departing From</th>
<th>Departure Date</th>
<th>Departure Time</th>
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</thead>
<tbody>
<tr>
<td>Stopover 1</td>
<td>Arrive No Later Than: Date</td>
<td>Arrive No Later Than: Time</td>
</tr>
<tr>
<td>Stopover 2</td>
<td>Arrive No Later Than: Date</td>
<td>Arrive No Later Than: Time</td>
</tr>
<tr>
<td>Stopover 3</td>
<td>Arrive No Later Than: Date</td>
<td>Arrive No Later Than: Time</td>
</tr>
<tr>
<td>Stopover 4</td>
<td>Arrive No Later Than: Date</td>
<td>Arrive No Later Than: Time</td>
</tr>
<tr>
<td>Stopover 5</td>
<td>Arrive No Later Than: Date</td>
<td>Arrive No Later Than: Time</td>
</tr>
<tr>
<td>Stopover 6</td>
<td>Arrive No Later Than: Date</td>
<td>Arrive No Later Than: Time</td>
</tr>
<tr>
<td>Final Destination Port (If Different Than Home Port)</td>
<td>Arrive No Later Than: Date</td>
<td>Arrive No Later Than: Time</td>
</tr>
</tbody>
</table>

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

**Coast Guard Phone Number**

**Local Authority Phone Number**