

**BAYLINER®**

**275**

Owner's Manual *Supplement*

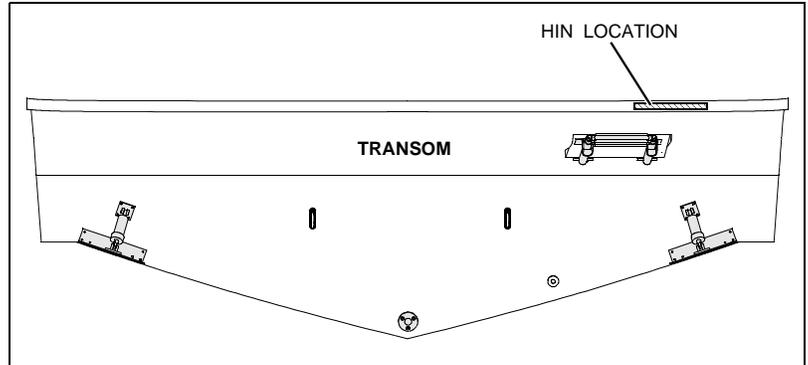


Engine Serial Number: \_\_\_\_\_

Hull Identification Number: \_\_\_\_\_

**Hull Identification Number**

- The Hull Identification Number (HIN) is located on the starboard side of the transom.
- 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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All Bayliner products meet or exceed USCG (United States Coast Guard) and/or NMMA (National Marine Manufacturer's Association) construction standards. Manufactured with 1,1,1 Trichloroethane, a substance which harms public health and environment during the manufacturing process by destroying ozone in the upper atmosphere.

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## Hazard Boxes & Symbols

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

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

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

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

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



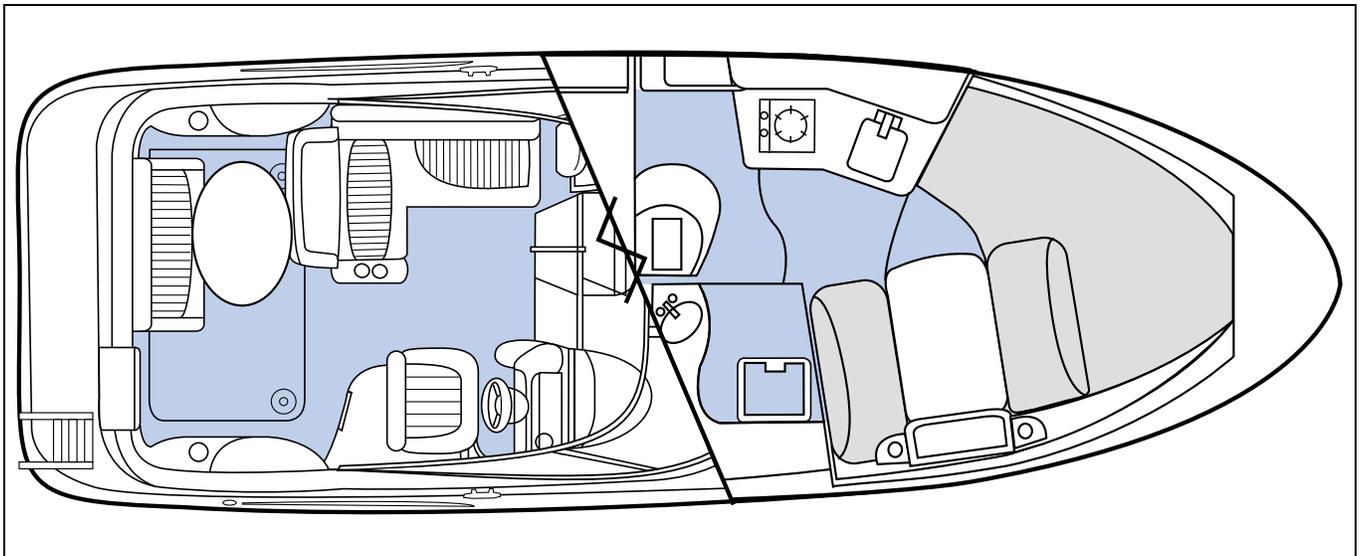
## Chapter 1: Welcome Aboard!

- This *Owner's Manual Supplement* provides information about your boat that is **not** covered in the *Cruiser & Yacht Owner's Manual*.
- **Before** using your boat, study this *Owner's Manual Supplement*, the *Cruiser & Yacht Owner's Manual*, and **all** engine and accessory literature carefully.
- Keep this *Owner's Manual Supplement* and the *Cruiser & Yacht Owner's Manual* on your boat in a secure, yet readily available place.

### Dimensions and Tank Capacities

Overall Length	Bridge Clearance	Beam	Draft (Hull)	Draft (Maximum)	Fuel Capacity (gal.)	Freshwater Capacity (gal.)	Waste Holding Tank Capacity (gal.)
26' 7"	7' 3"	9' 5"	1' 9"	3' 2"	84	31	20

### Layout View



### 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 receive a copy of the Limited Warranty, please contact your Bayliner dealer or call 360-435-8957 for a copy.

## Boating Experience

 <b>WARNING!</b>
<b>CONTROL HAZARD!</b> <b>A qualified operator <i>must</i> be in control of the boat at <i>all</i> times. <i>DO NOT</i> operate your boat while under the influence of alcohol or drugs.</b>

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 this 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 & Accessories Guidelines

<b>NOTICE</b>
<b>When storing your boat please refer to your engine's operation and maintenance manuals.</b>

- 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 *will* result in cancellation of your warranty protection.**

- *Always* check with your dealer *before* making any modifications to your boat.

## 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.

## Engine & Accessories 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.

## 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
- 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 *Cruiser & Yacht Owner's Manual*, this *Supplement*, the engine owner's manual and *all* accessory literature.

## Safety Standards

 <b>DANGER!</b>	
	<p><b><i>FALLING and ROTATING PROPELLER HAZARD!</i></b></p> <ul style="list-style-type: none"> <li>• <b>NEVER</b> allow anyone to ride on parts of the boat <i>not</i> designed for such use.</li> <li>• Sitting on seat backs, lounging on the forward deck, bow riding, gunwale riding or occupying the transom platform while underway is especially hazardous and <i>will</i> cause personal injury or death.</li> </ul>

 <b>DANGER!</b>	
	<p><b><i>ROTATING PROPELLER and CARBON MONOXIDE POISONING HAZARD!</i></b></p> <ul style="list-style-type: none"> <li>• <b>NEVER</b> allow anyone to occupy, or hang from, the back deck or swim platform while the engine(s) are running.</li> <li>• Teak surfing, dragging, or water skiing within 20 feet of a moving watercraft can be fatal.</li> </ul>

 <b>DANGER!</b>	
<p><b><i>PERSONAL SAFETY HAZARD!</i></b></p> <p><b><i>ALWAYS</i></b> secure the anchor and other loose objects <i>before</i> getting underway. The anchor and other items that are <i>not</i> properly secured can come loose when the boat is moving and cause personal injury or death.</p>	

- 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 *Supplement*, please read the *Cruiser & Yacht Owner's Manual* and **all** accessory instructions for important safety standards and hazard information.

## 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.

### Sacrificial Anodes (Zincs)

### NOTICE

- *Do not* paint between the zinc and the metal surface it contacts and *do not* paint over the zincs.
- If the zincs are *not* bonded correctly, they will *not* provide protection.

Your boat is equipped with sacrificial anodes (zincs) to protect underwater metal parts from excessive deterioration. Check the zincs regularly and replace them if they have deteriorated more than 70%.

There are many factors that affect the rate at which the zincs deteriorate, including:

- Water temperature.
- Salinity.
- Water pollution.
- Stray electrical current from the boat or dock may cause complete deterioration in just a few weeks.
- If there is rapid zinc deterioration, measure the electrolytic corrosion around your boat with a Corrosion Test Meter.



## Carbon Monoxide (CO)

<b>⚠ DANGER!</b>	
	<ul style="list-style-type: none"> <li>• Carbon monoxide gas (CO) is colorless, odorless, tasteless, and extremely dangerous.</li> <li>• <i>All</i> engines, generators, and fuel burning appliances produce CO as exhaust.</li> <li>• Prolonged exposure to low concentrations or very quick exposure to high concentrations <i>will</i> cause <i>BRAIN DAMAGE</i> or <i>DEATH</i>.</li> <li>• Teak surfing, dragging, or water skiing within 20 feet of a moving watercraft can be fatal.</li> </ul>

### **Facts about CO**

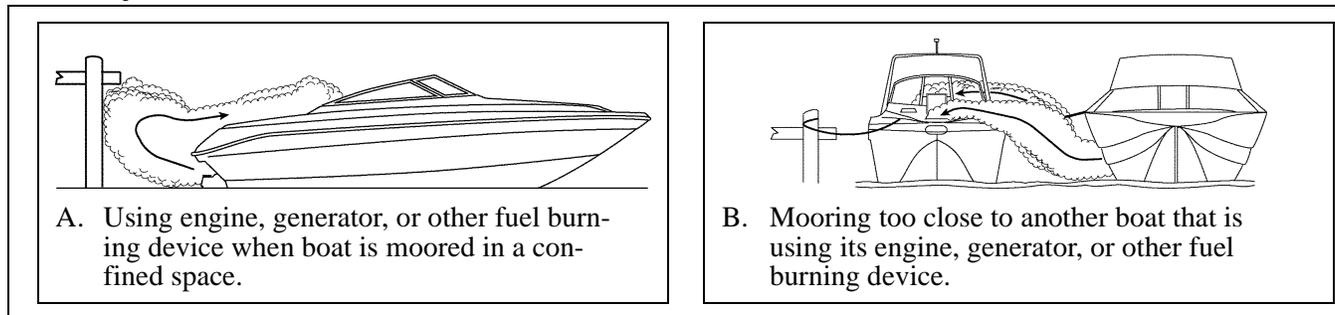
- CO poisoning causes a significant number of boating deaths each year.
- Called the 'silent killer', CO is an extremely toxic, colorless, odorless and tasteless gas.
- CO can harm or even kill you inside or outside your boat.
- CO can affect you whether you're underway, moored, or anchored.
- CO symptoms 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

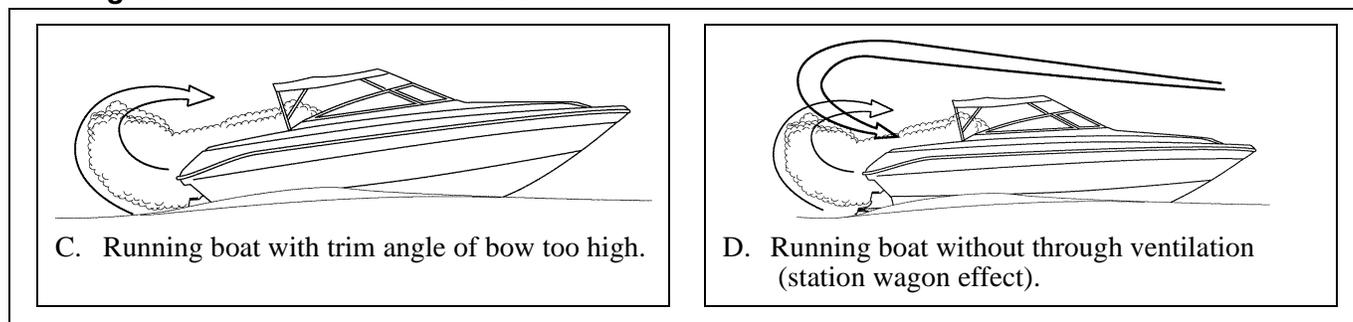
### Stationary Conditions That Increase CO Accumulations Include:



#### 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](http://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.
- 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).

### **Carbon Monoxide Alarm System**

#### **NOTICE**

- **The stereo memory and CO monitor(s) place a small, but constant drain on the battery.**
- **If your boat will be unattended for an extended amount of time, plug into shore power with the battery charger turned *On*.**

- ***Do not*** disconnect the alarm system.
- Read the manufacturer's instructions for your CO alarm system. If you did not receive an instruction manual, call (800) 383-0269 and one will be mailed to you.

If your boat is *not* equipped with a carbon monoxide alarm, consider purchasing one from your dealer or marine supply store.

**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](http://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](http://www.nmma.org)  
312-946-6200

American Boat & Yacht Council, Inc.  
(ABYC)  
3069 Solomon's Island Road  
Edgewater, MD 21037-1416  
[www.abycinc.org](http://www.abycinc.org)  
410-956-1050

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

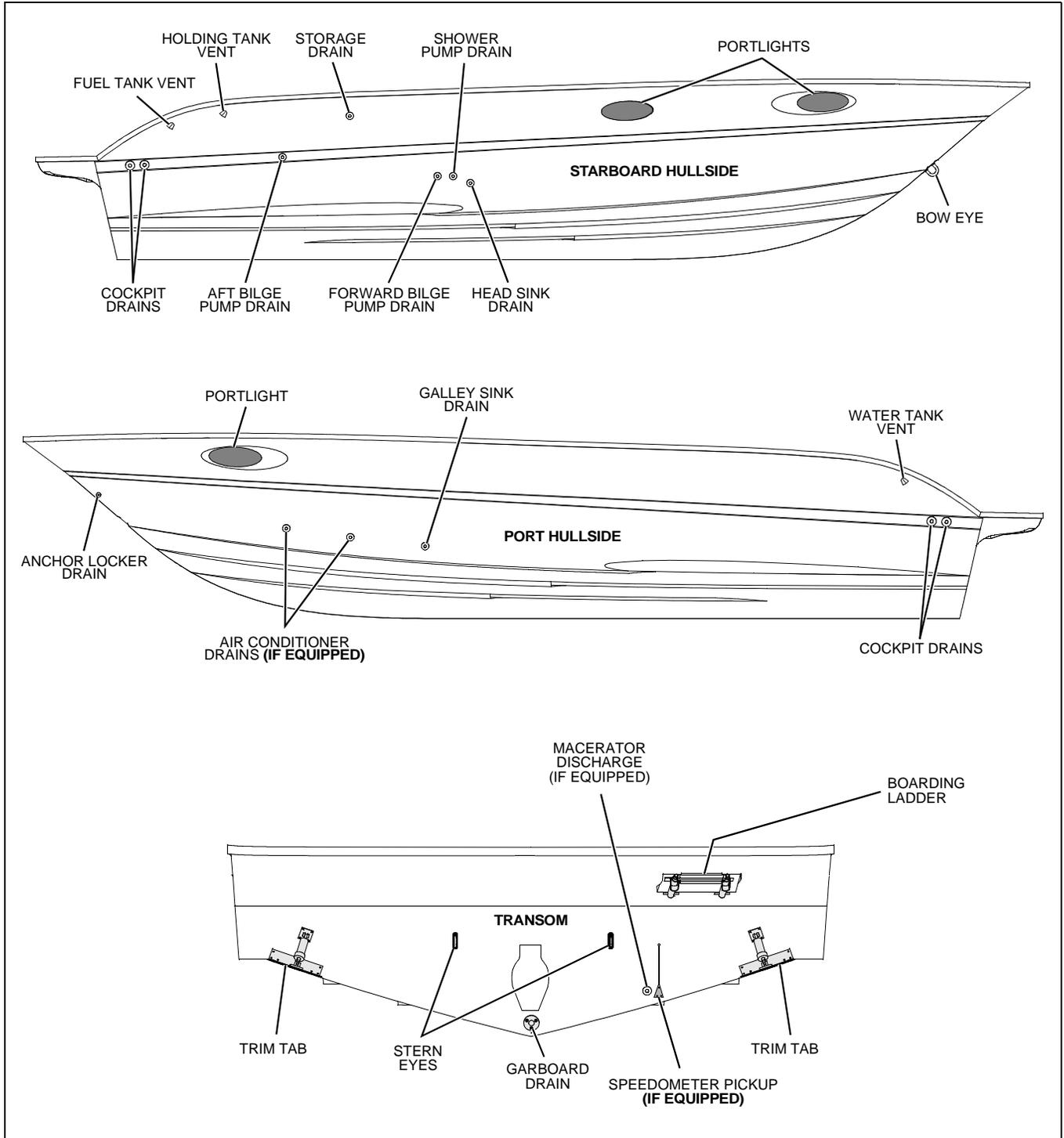
- U.S. Coast Guard Auxiliary: 1-800-368-5647 or on the Internet at: <http://www.cgaux.org>

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

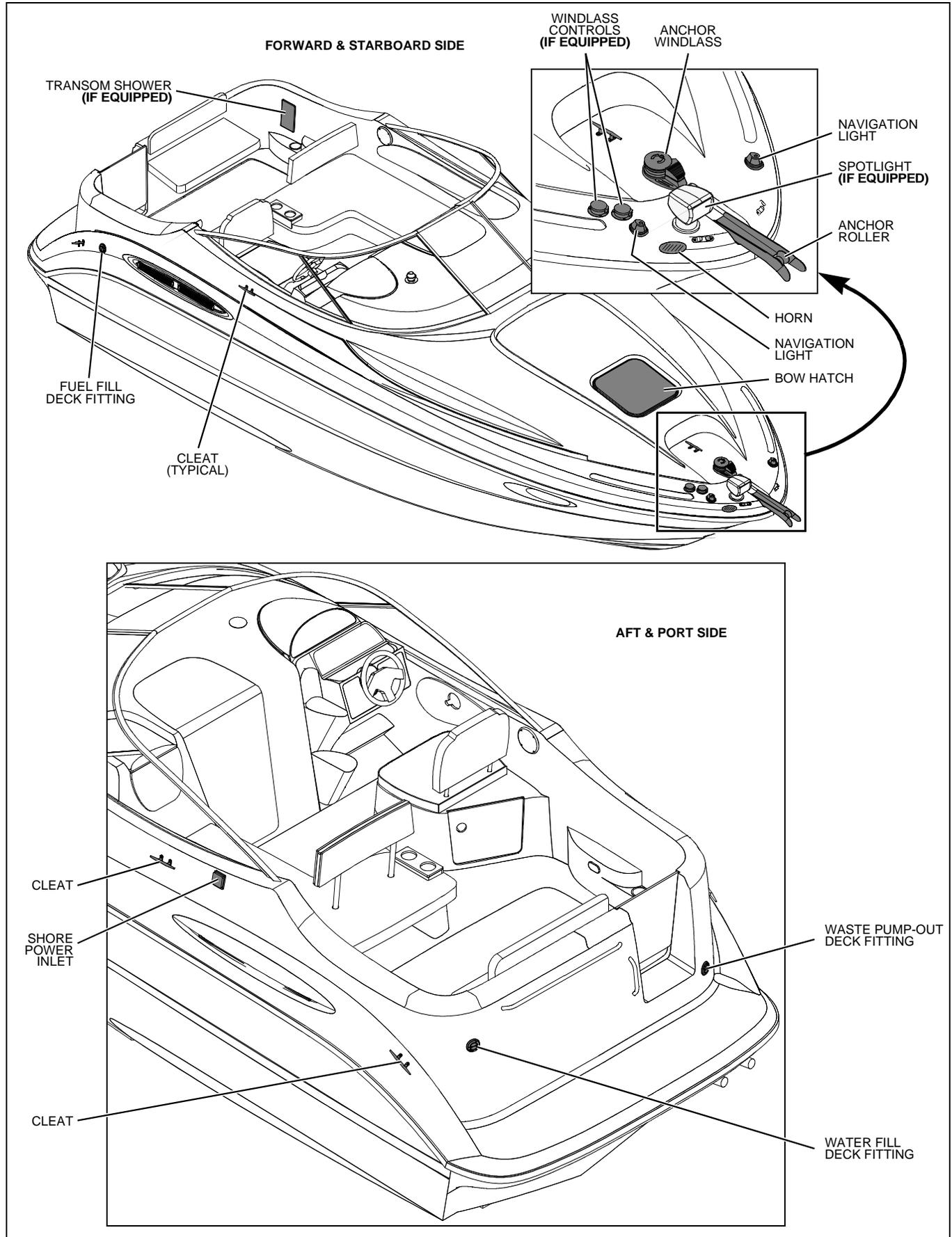
# Chapter 2: Locations

## Exterior Views

### Hull Views

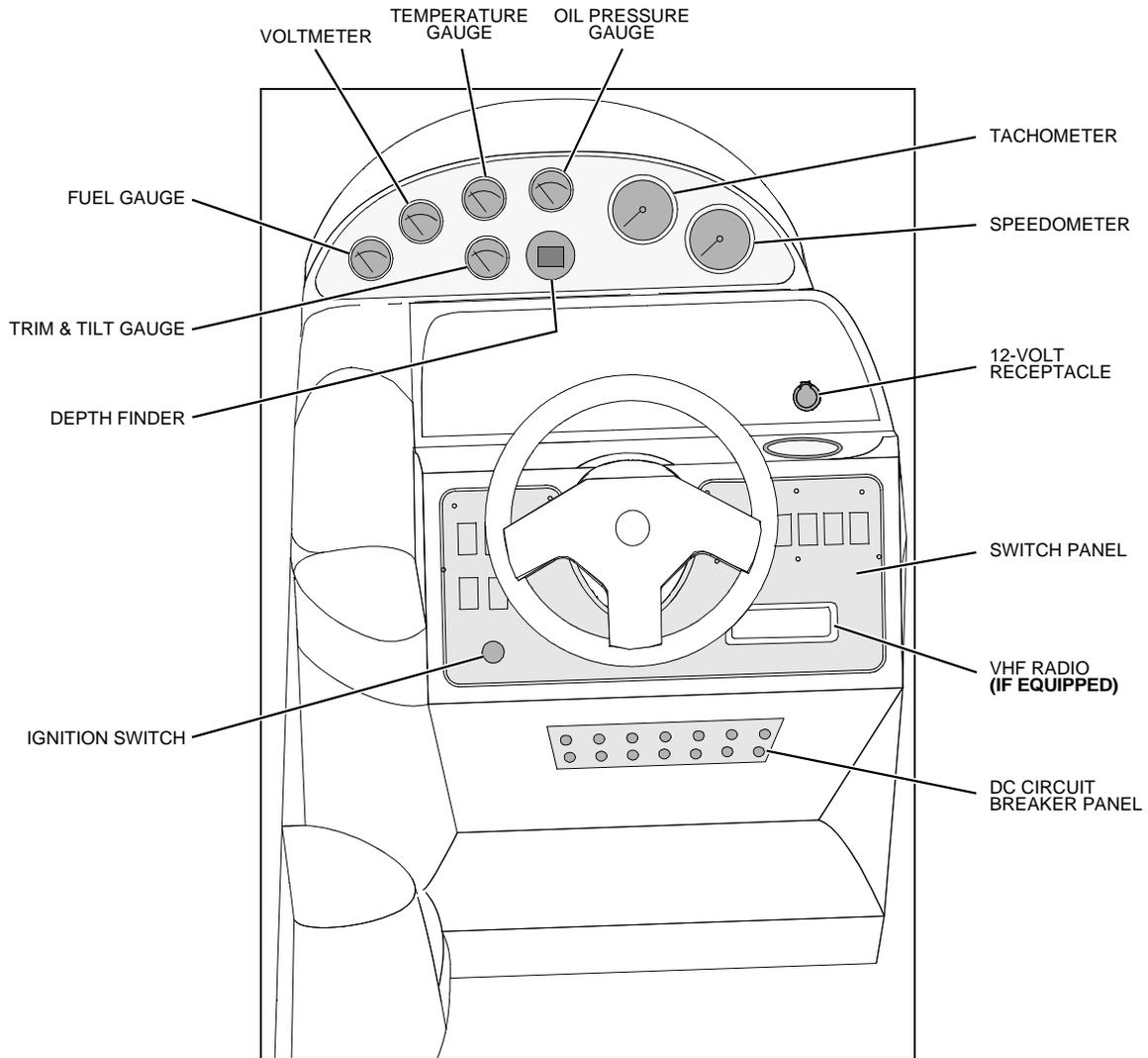


### Deck Views



## Helm

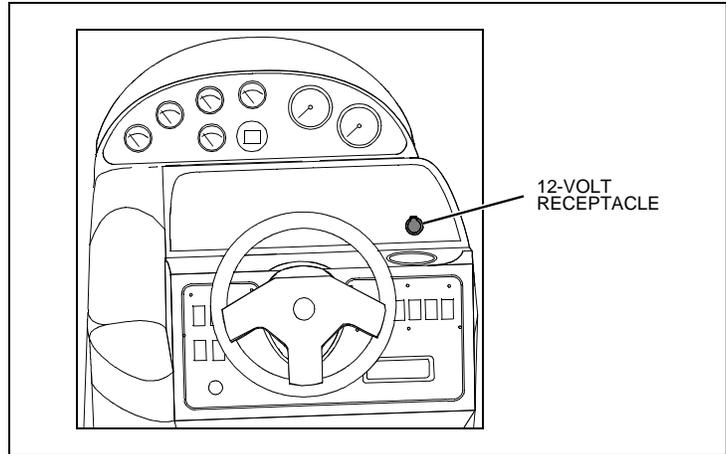
**NOTE: TYPICAL HELM LAYOUT SHOWN  
ACTUAL LAYOUT MAY VARY DEPENDING  
ON ENGINE AND ACCESSORY OPTIONS**



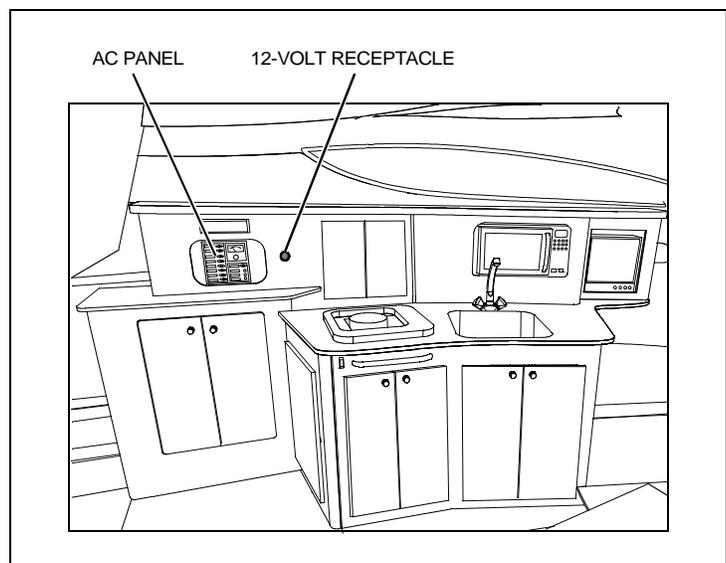
## Component Locations

### 12-Volt Accessory Outlets (2):

- One is located at the helm on the dash.

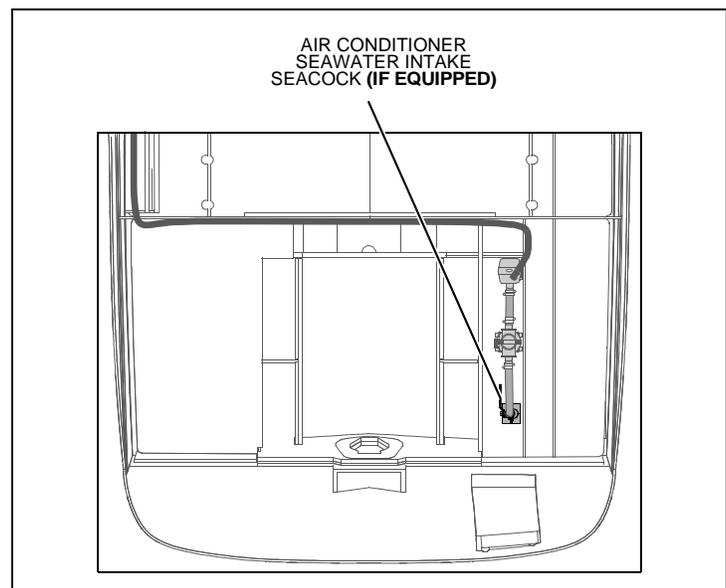


- The other is located forward of the AC panel in the galley.



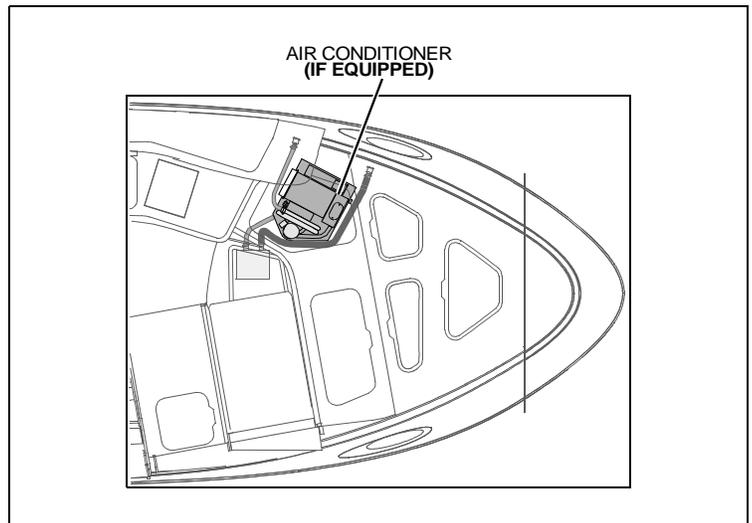
### Air Conditioner Seawater Intake Seacock (If Equipped):

- Located on the starboard side of the engine room.

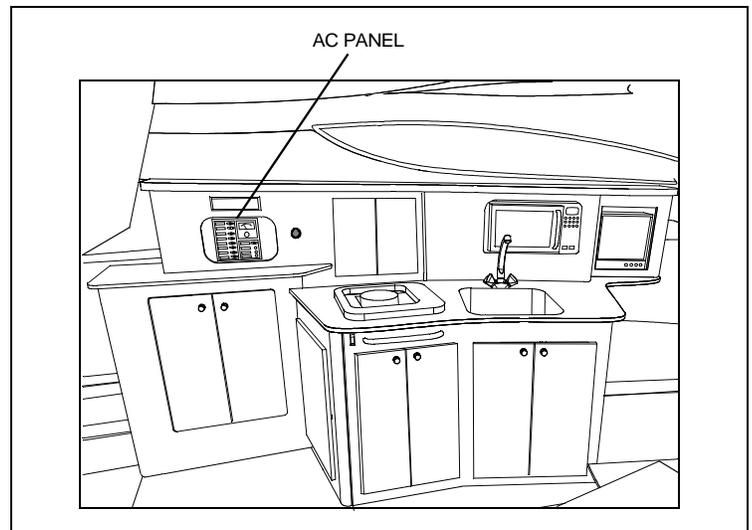


**Air Conditioner Unit (If Equipped):**

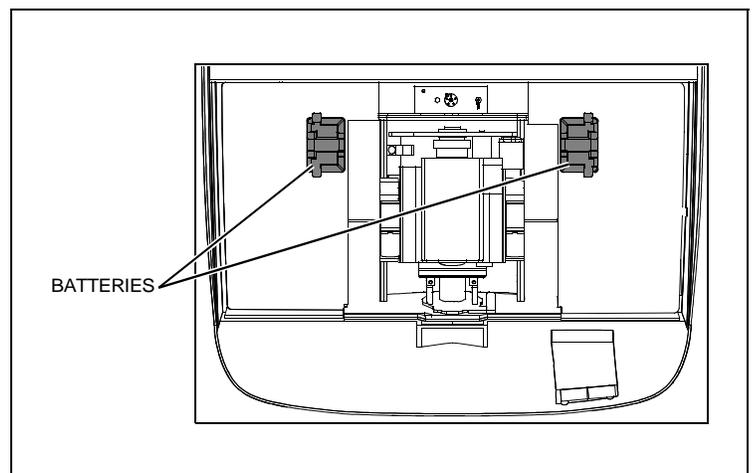
- Located in the aft port storage locker under the v-berth mattress.

**AC Panel:**

- Located in the galley.

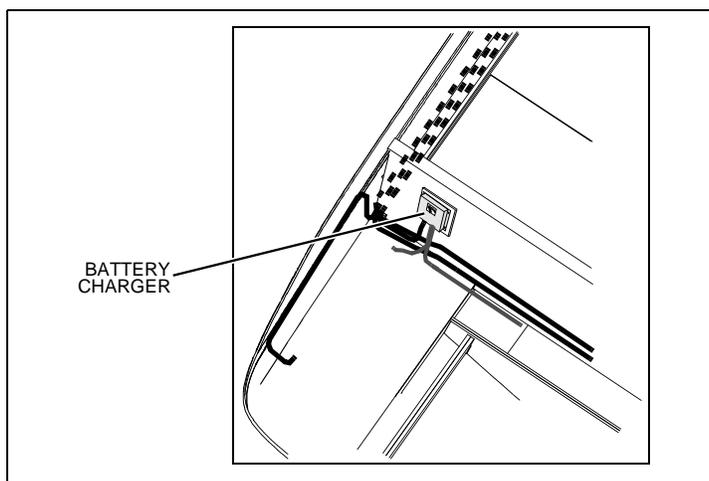
**Batteries:**

- Locations are one on each side of the engine, in the engine room

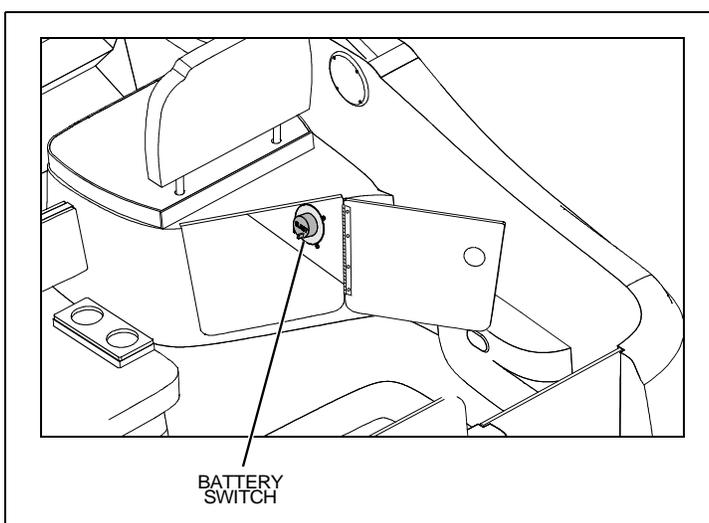


**Battery Charger:**

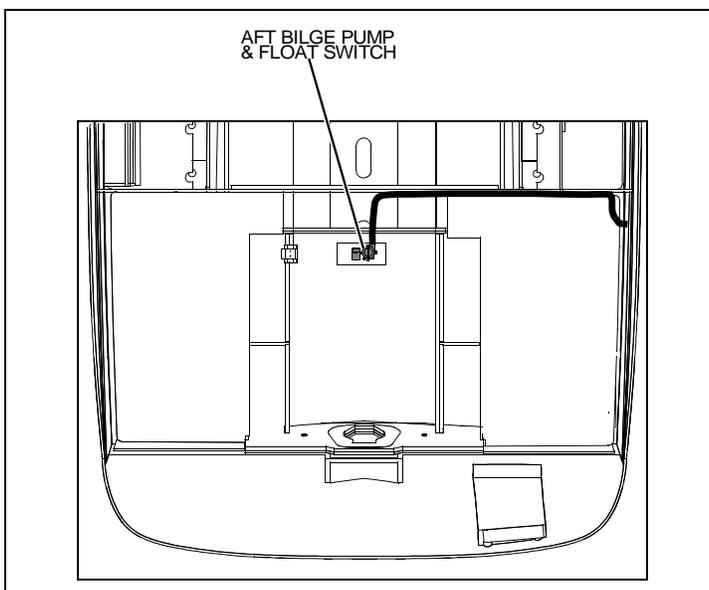
- Located on the port side of the engine room, on the forward wall.

**Battery Switch:**

- Located inside the storage hatch under the helm seat.

**Bilge Pump and Float Switch - Aft:**

- Located in the engine room.

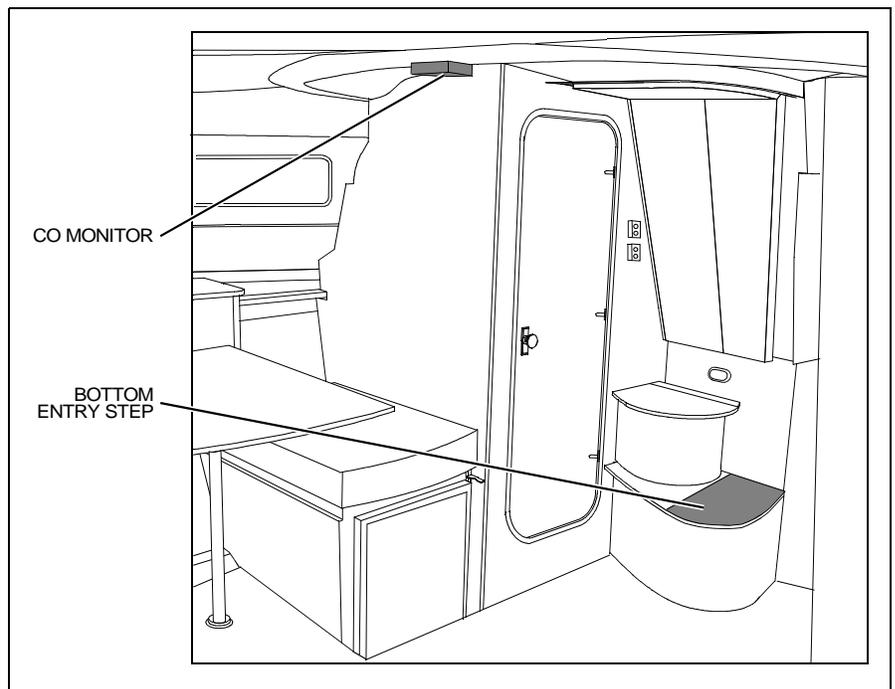


### Bilge Pump and Float Switch - Forward:

- Located under the bottom entry step.
- Access the bilge pump and float switch by lifting up the bottom entry step.

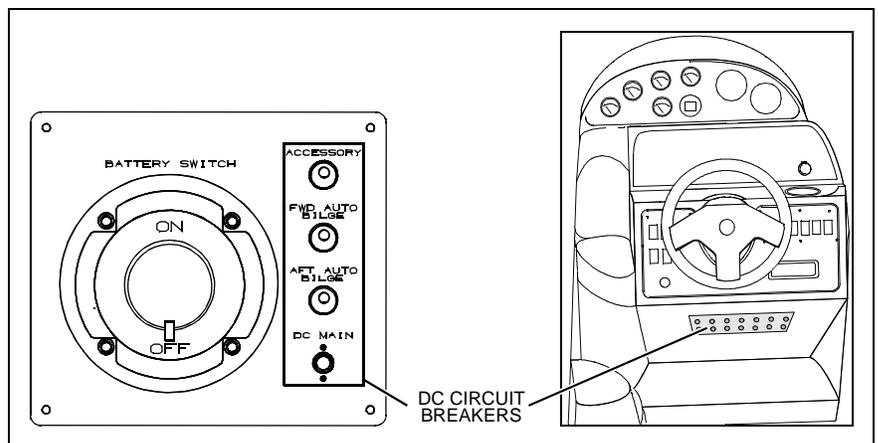
### Carbon Monoxide Monitor:

- Located on the ceiling, above the aft dinette seat.



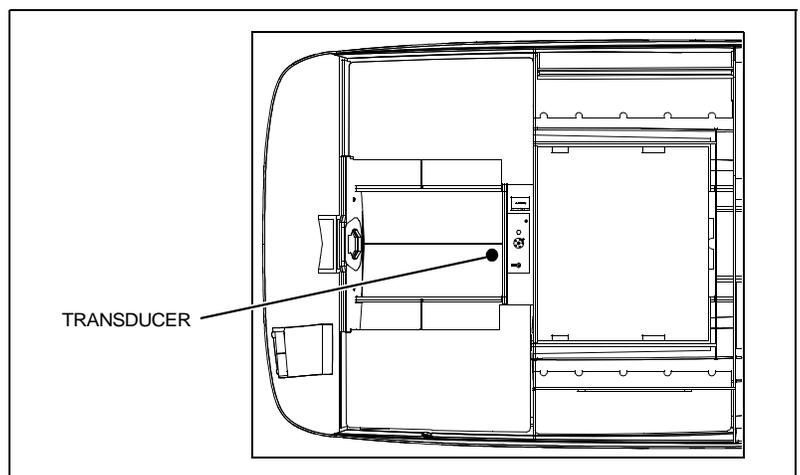
### DC Circuit Breakers:

- The DC main circuit breaker and the circuit breakers for the 'standby loads' are located on the battery switch panel. Access the battery switch panel through the storage hatch under the helm seat.
- The rest of the DC circuit breakers are located on a panel below the helm.



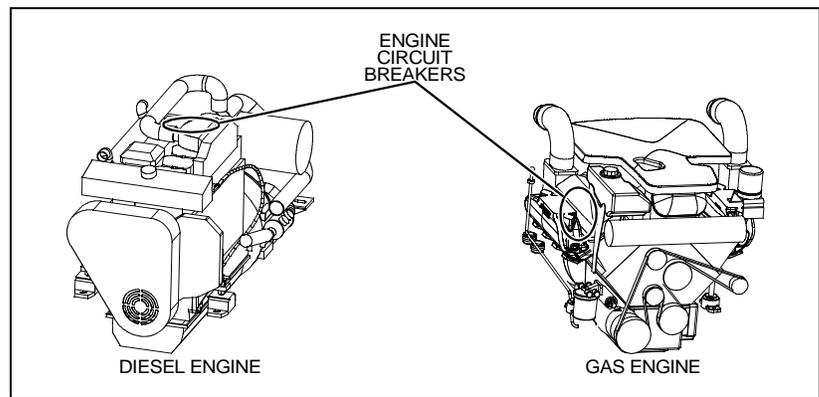
### Depth Sounder Thru-hull Transducer:

- Located in the engine room, forward of the engine.

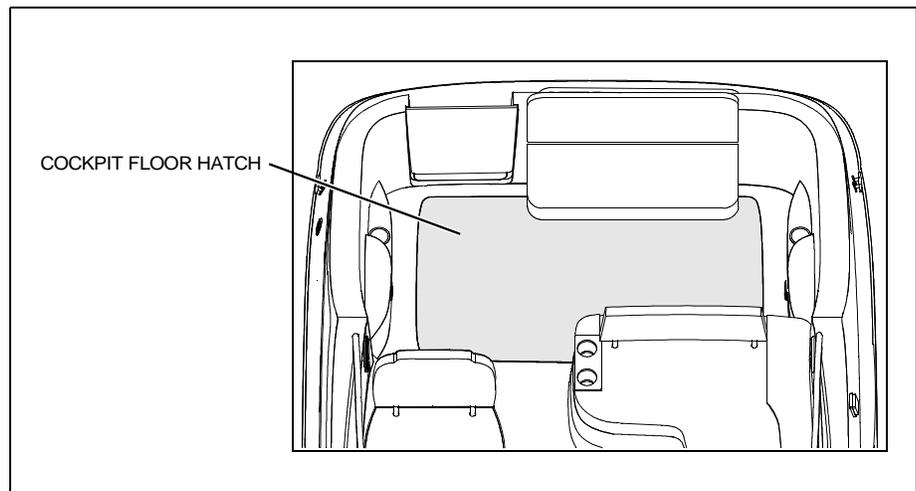


**Engine Circuit Breaker:**

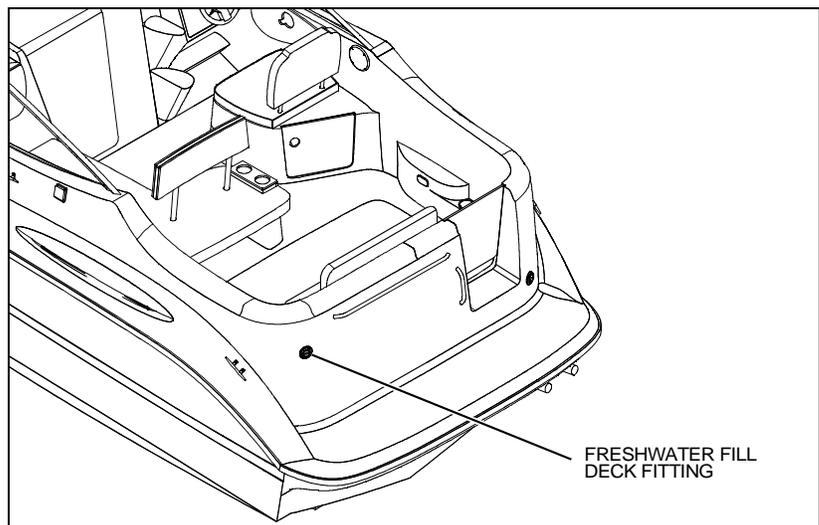
- Located on the engine, in the engine room.

**Engine Room:**

- Access the engine room by lifting the cockpit floor hatch.

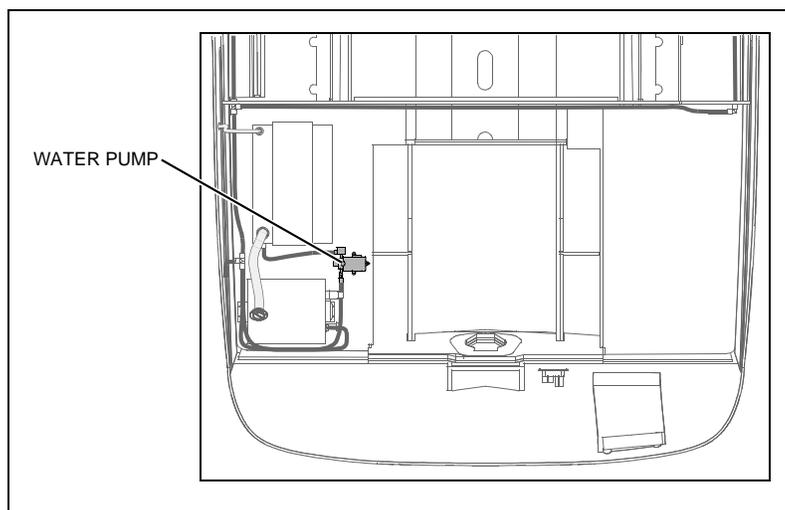
**Freshwater Fill Deck Fitting:**

- Located above the swim platform, on the port side of the aft deck.

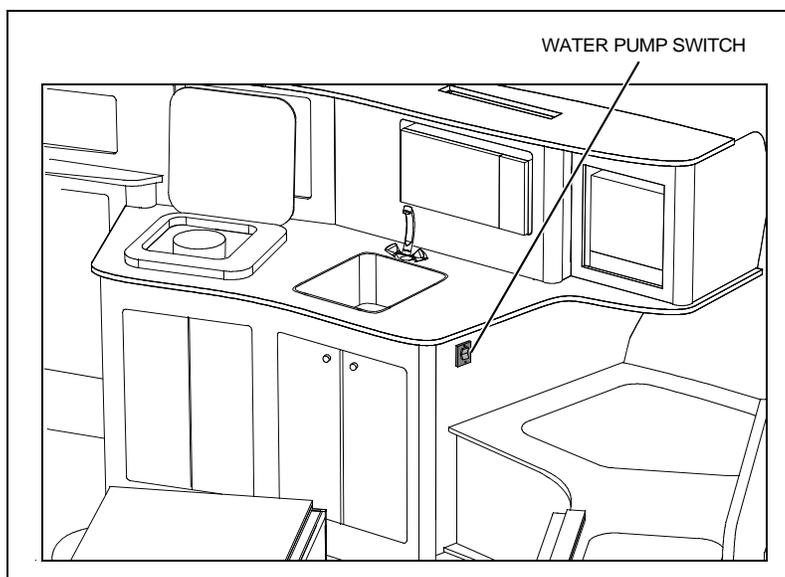


**Freshwater Pump:**

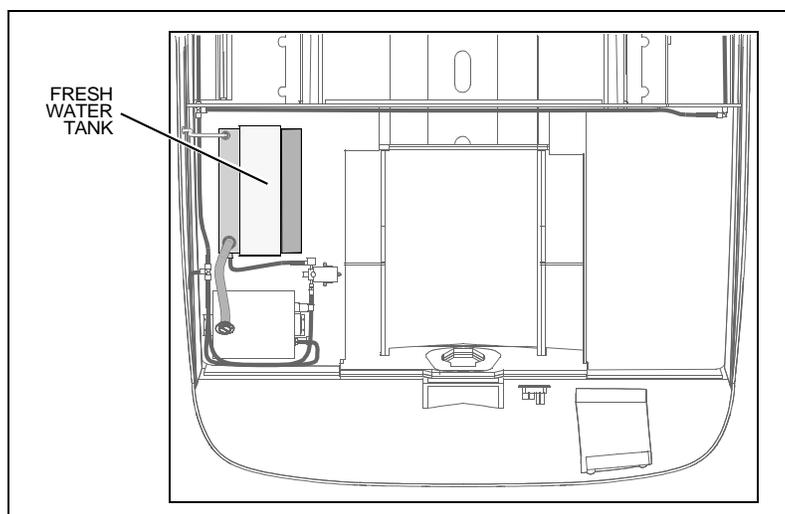
- Located on the port side of the engine room.

**Freshwater Pump Switch:**

- Located at the forward end of the galley.

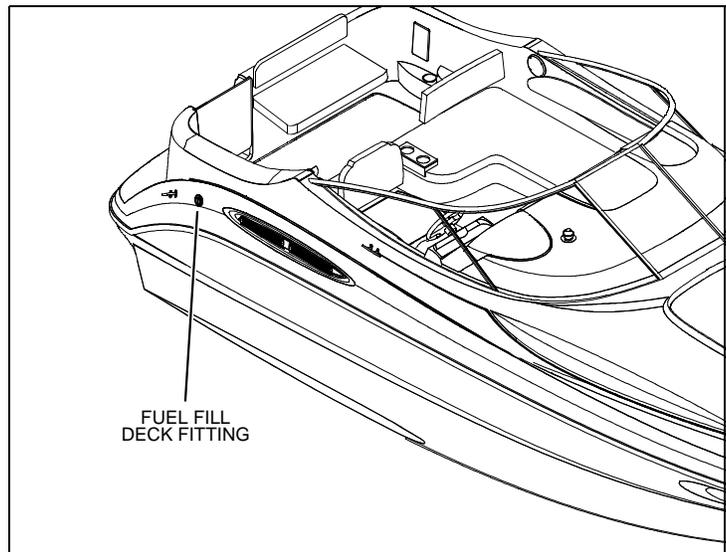
**Freshwater Tank:**

- Located on the port side of the engine room.

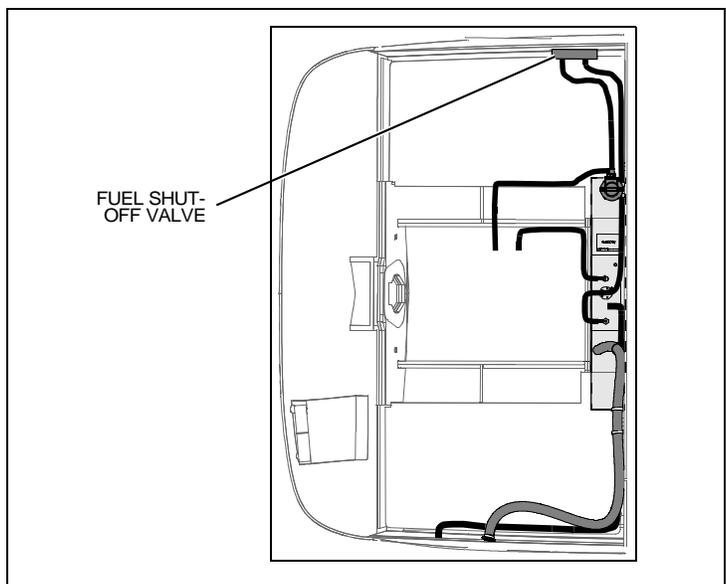


**Fuel Fill Deck Fitting:**

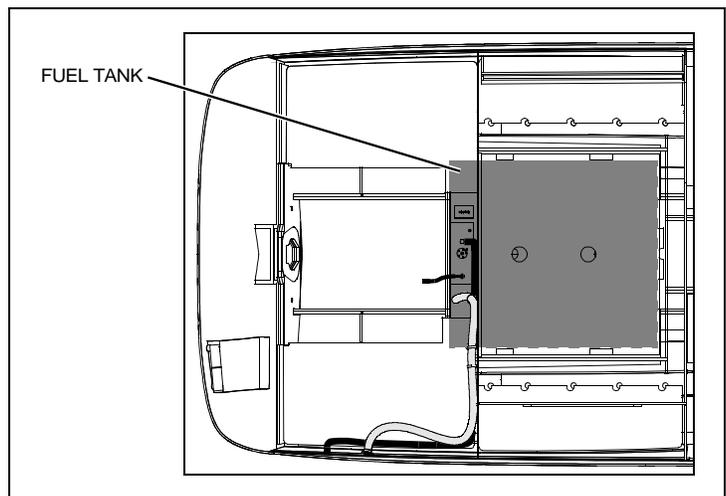
- Located on the starboard side of the deck just aft of the ventilation cover.

**Fuel Shut-off Valve (Diesel Engine Only):**

- Located on the port wall of the cockpit.

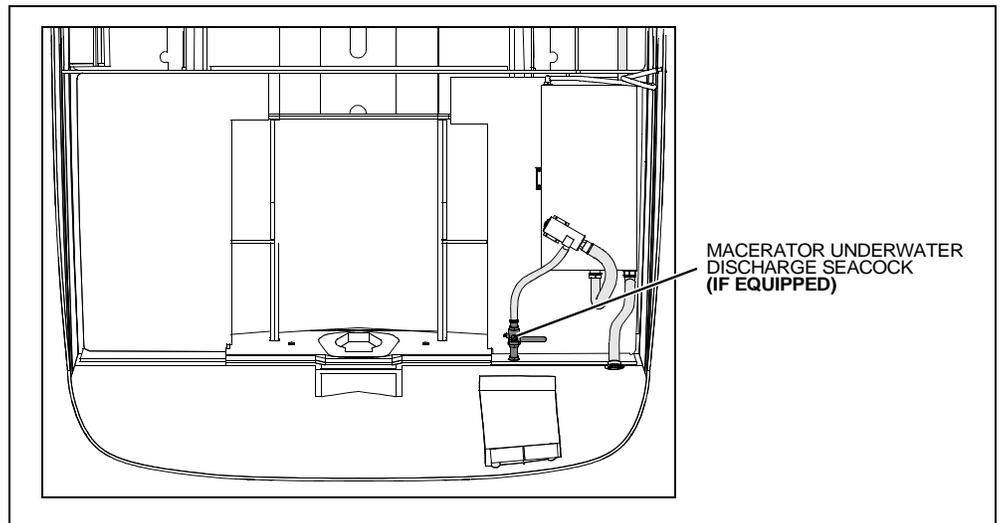
**Fuel Tank:**

- Located in the engine room.



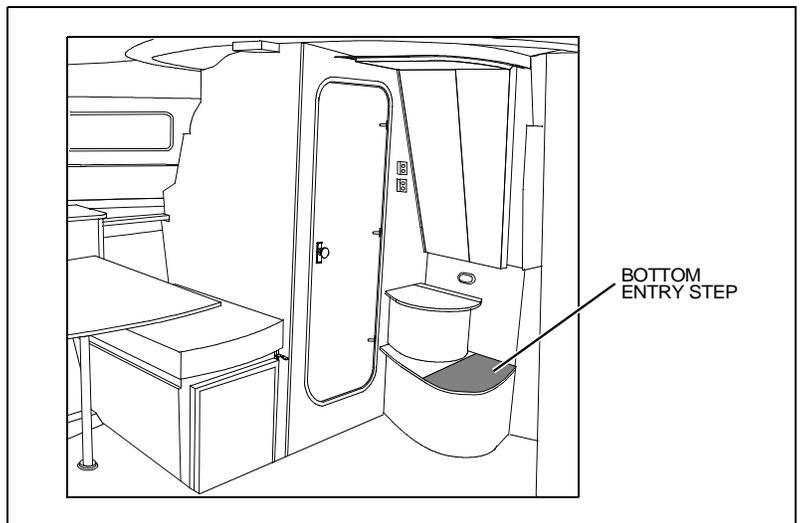
### Macerator Underwater Discharge Seacock (If Equipped):

- Located in the starboard aft corner of the engine room.



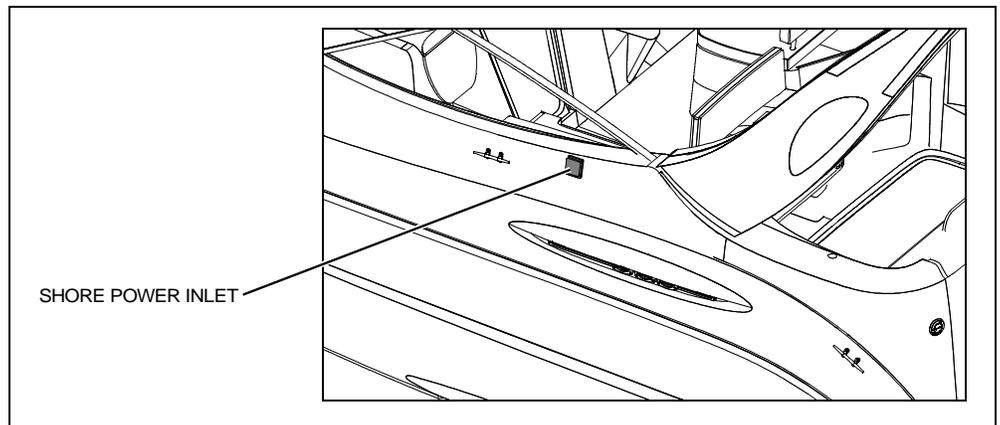
### Marine Head Seawater Intake Seacock:

- Located under the bottom entry step.
- Access the seacock by lifting up the bottom entry step.



### Shore Power Inlet:

- Located on the port side of the deck.

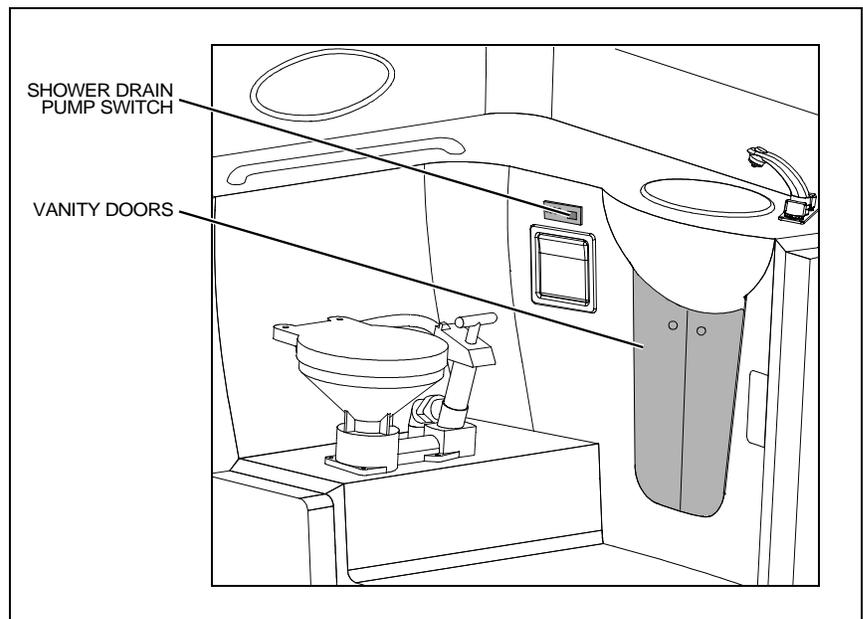


**Shower Drain Pump:**

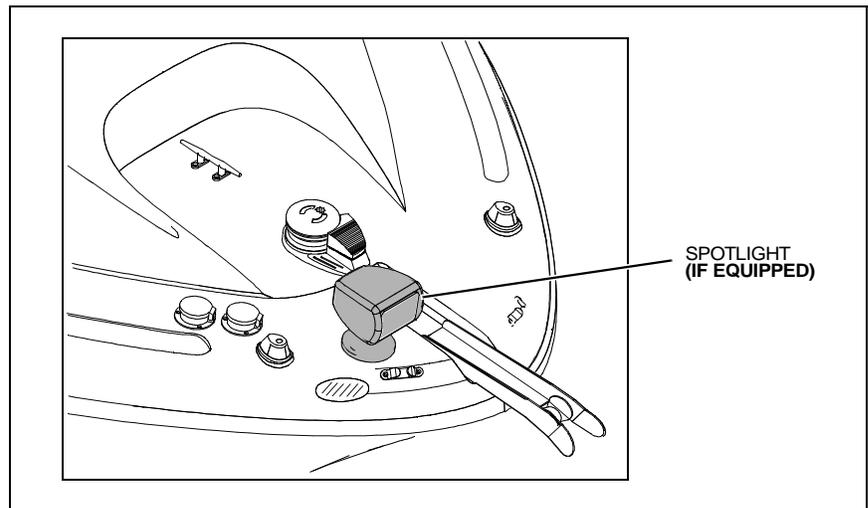
- Located in the storage compartment under the sink in the head.

**Shower Drain Pump Switch:**

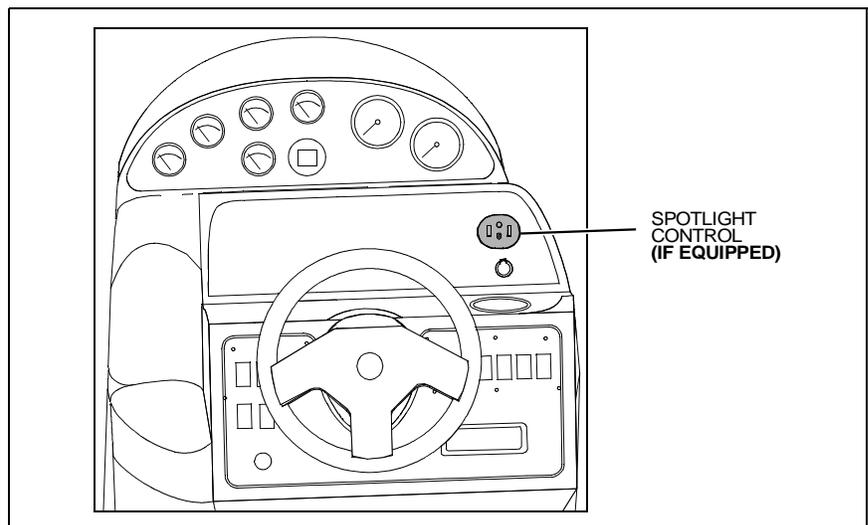
- Located in the head.

**Spotlight (If Equipped)**

- Located on the bow.

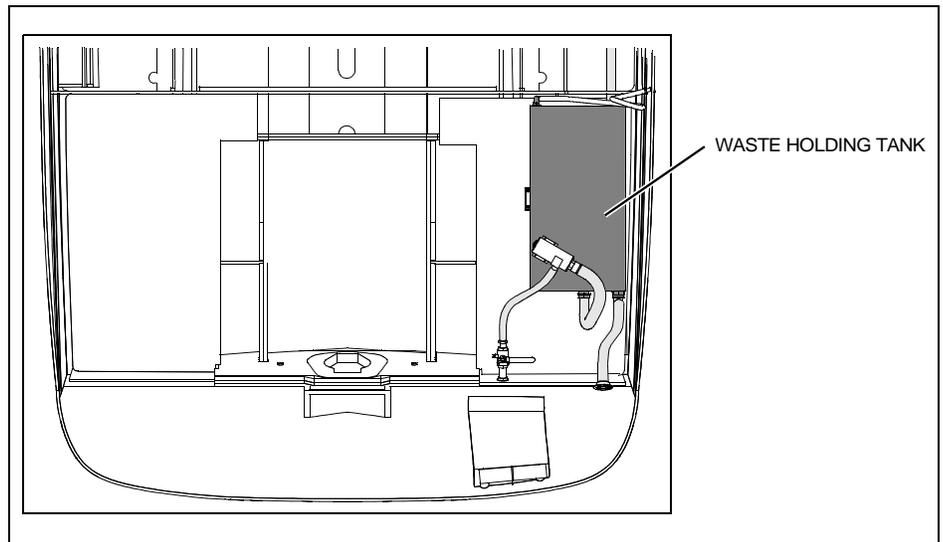
**Spotlight Control (If Equipped):**

- Located on the helm.

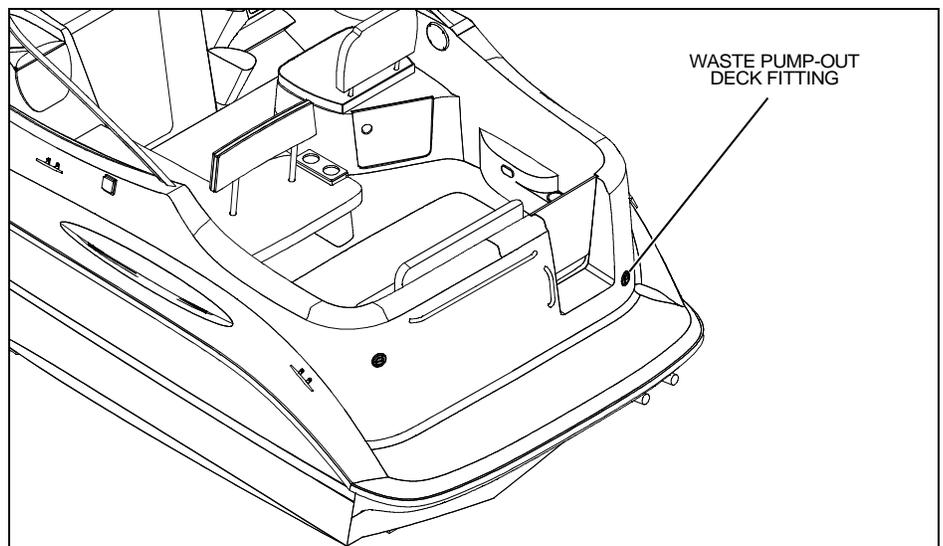


**Waste Holding Tank:**

- Located on the starboard side of the engine room.

**Waste Pump-Out Deck Fitting:**

- Located on the starboard aft corner of the deck, just above the swim platform and next to the transom door.



## Chapter 3: Propulsion & Related Systems

### Engine

Read the engine operation and maintenance manuals *before* starting or doing any maintenance on the engine.

### Bilge Blower System

**WARNING!**



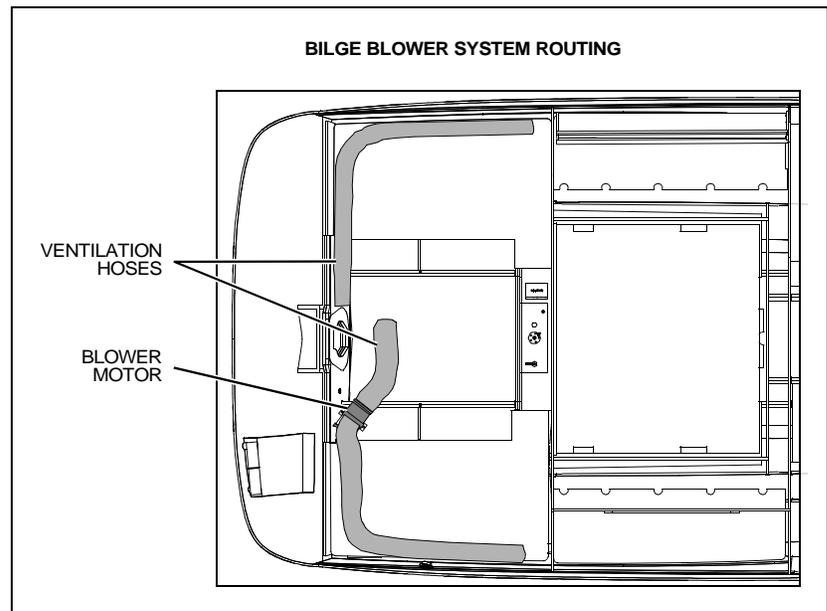
**FIRE/EXPLOSION HAZARD**

- Use of the bilge blower system is *NOT A GUARANTEE* that explosive fumes have been removed.
- *BEFORE* starting the engine *ALWAYS* use the 'sniff test' to check the engine and bilge areas for fuel vapors.
- 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 bilge blower system.

The bilge blower 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 the boat 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.
- Read the fueling instructions in the engine operation manual.

**⚠ CAUTION**

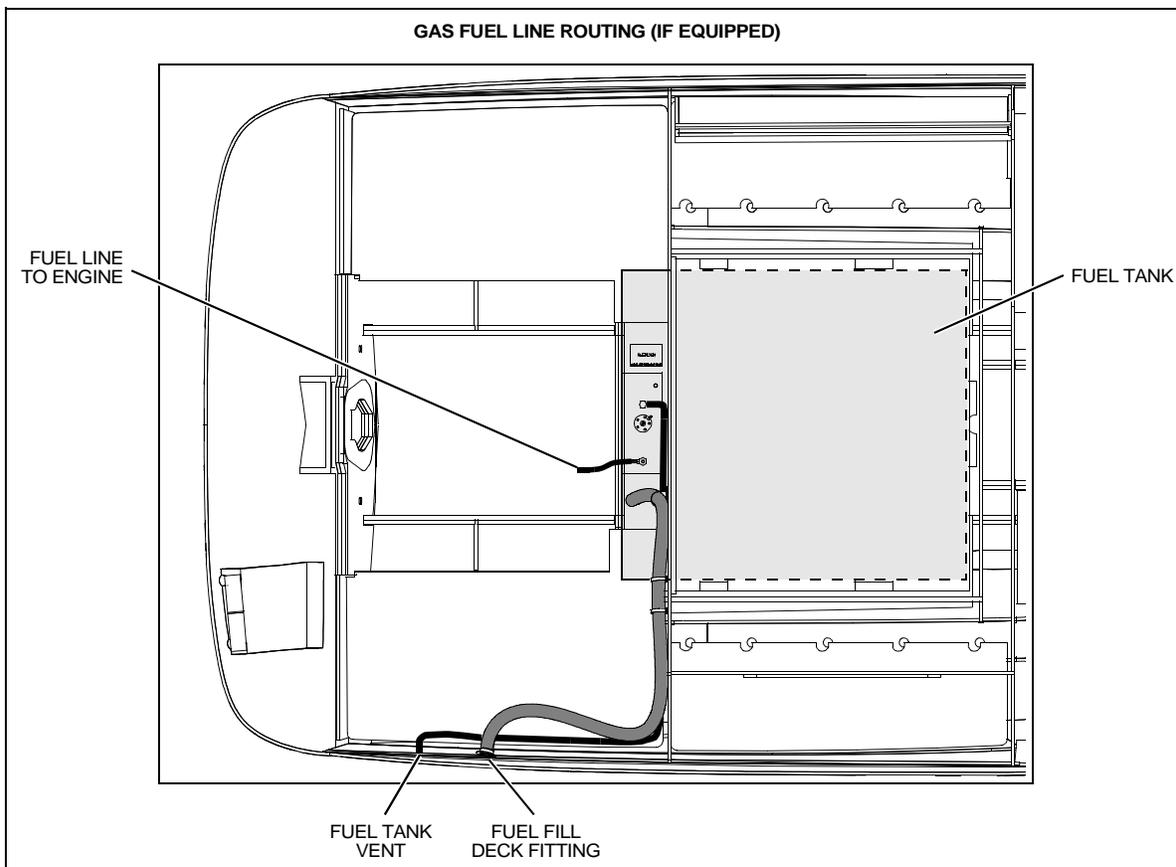
Avoid the storage or handling of gear near the fuel lines, fittings and tank.

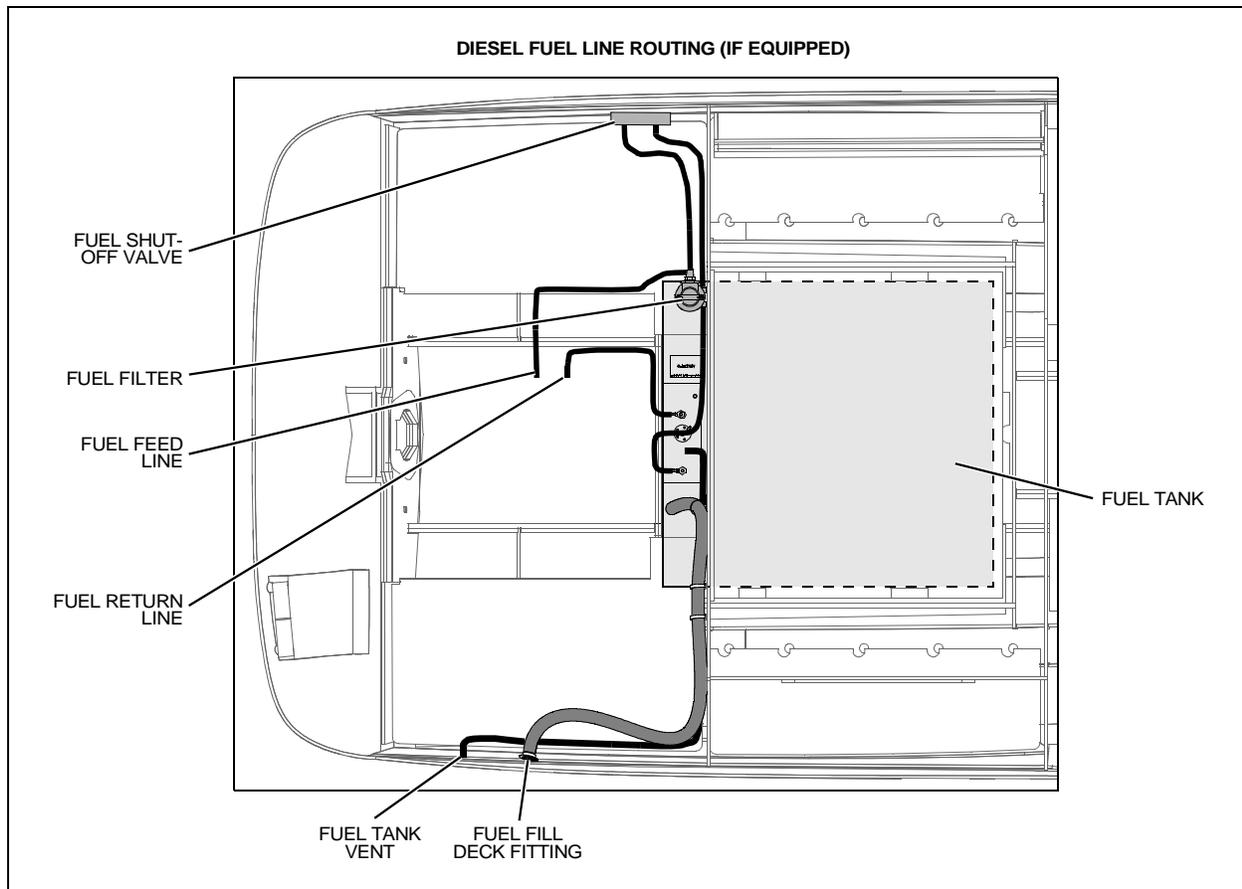
**NOTICE**

- On diesel engine models, 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.

**NOTICE**

Carefully read the fuel section of both the *Cruiser & Yacht Owner's Manual* and the engine operation manual, paying special attention to the subject of *fuel recommendations*.





### **Fuel Fill & Vent**

- The fuel fill fitting is marked 'Gas' or 'Diesel'.
- If you experience difficulty 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.

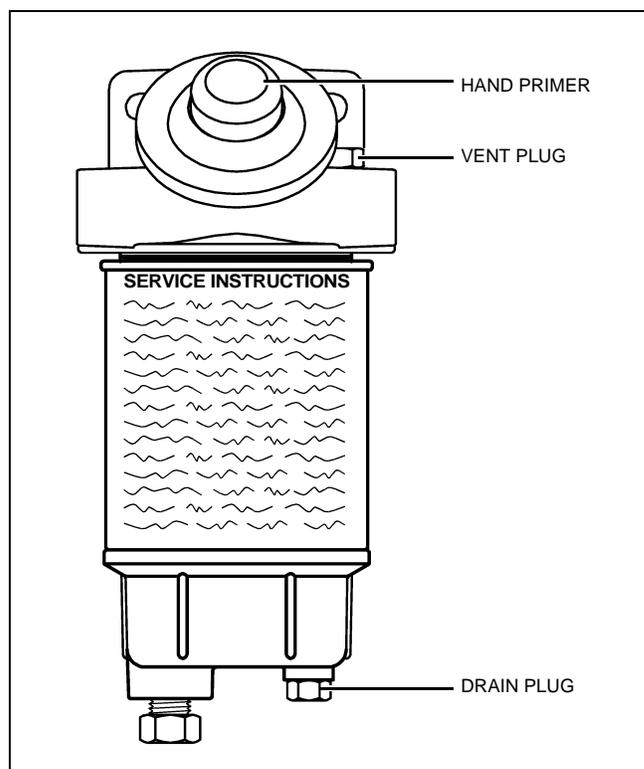
### **Gas Engine Fuel Filters**

- 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 filter to make sure it remains 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.

**Fuel/Water Separator Filter (Diesel Engine Only)****NOTICE**

- The frequency of water draining or element replacement is determined by the contamination level in the fuel.
- Inspect the collection bowls for water daily.
- Replace the elements at least once a year, or when a loss of power is noticed, whichever comes first.

- The fuel feed line features a fuel/water separator filter.
- Service instructions for the fuel/water separator filter is provided on the filter.

**Anti-siphon Valve (Gas Engine Only)****NOTICE**

- If an engine running problem is diagnosed as fuel starvation, check the anti-siphon valve.
- If the valve is stuck or clogged, change or replace it while the engine is *shut down*.
- **NEVER** run the engine with the anti-siphon valve removed, except in an emergency.

- The 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.

## Fire Suppression System (If Equipped)

- The fire suppression system is designed to extinguish engine compartment fires.
- **Before** using your boat for the first time, read the fire suppression system's instruction and maintenance manual and follow **all** warnings.
- The system will discharge automatically whenever direct heat from a fire is detected in the engine compartment.
- The system can be discharged manually by pulling the T-handle (labeled "FIRE") at the helm.
- The system can **only** be discharged **once**.
- After the system is discharged it **must** be refilled and refurbished **before** it can be used again.

## Chapter 4: Controls & Gauges

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### Steering

- Stern drive models feature power assisted rack-and-pinion steering.
- Check the fluid level in the power steering reservoir *every time you use your boat*.
- Boat steering is not self-centering.
- Refer to the engine manual for more steering system details.

### Shift/Throttle Control

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

- Read *all* of the information about the shift/throttle control in the *Cruiser & Yacht Owner's Manual*.
- Also, read the shift/throttle control manual and the engine manual.

### Power Trim and 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 shifter/throttle manual.

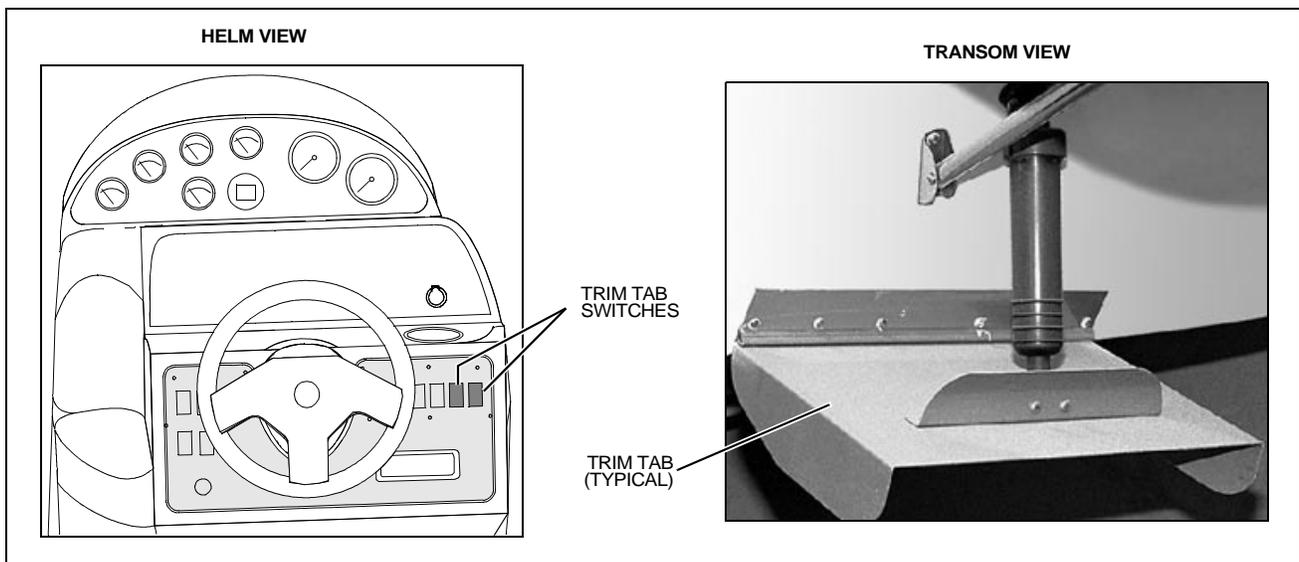
## Trim Tabs

⚠ **WARNING!**

**LOSS OF CONTROL HAZARD!**

Improper use of trim tabs *will* cause loss of control!

- *Do not* allow anyone unfamiliar with trim tabs to use them.
- *Do not* use trim tabs in a following sea as they *will* cause broaching or other unsafe handling characteristics.
- *Do not* use trim tabs to compensate for excessive unequal weight distribution.



- **Before** using the trim tabs read the trim tab operation manual.
- The trim tabs can be used to help keep your boat level at cruising speeds.
- The trim tabs are controlled by two rocker switches at the helm.
- Once cruising speed is reached, the port or starboard trim switch may be used (one at a time) to level the boat.
- Perform trim tab adjustment with several short touches to the switch rather than one long one.
- After each short touch allow several seconds for the hull to react.
- Periodically (at least once a year) check the fluid level in the trim tab hydraulic fluid reservoir and refill as necessary.

## 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 lens 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 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.

## Chapter 5: Navigation & Communication Equipment

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Read the manuals for *all* navigation & communication equipment *before* using these systems.

### Compass

#### NOTICE

- Compass accuracy can be affected by many factors.
- Have 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



#### 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.

### VHF Radio (If Equipped)

- Your boat may include a VHF (Very High Frequency) radio.
- 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.

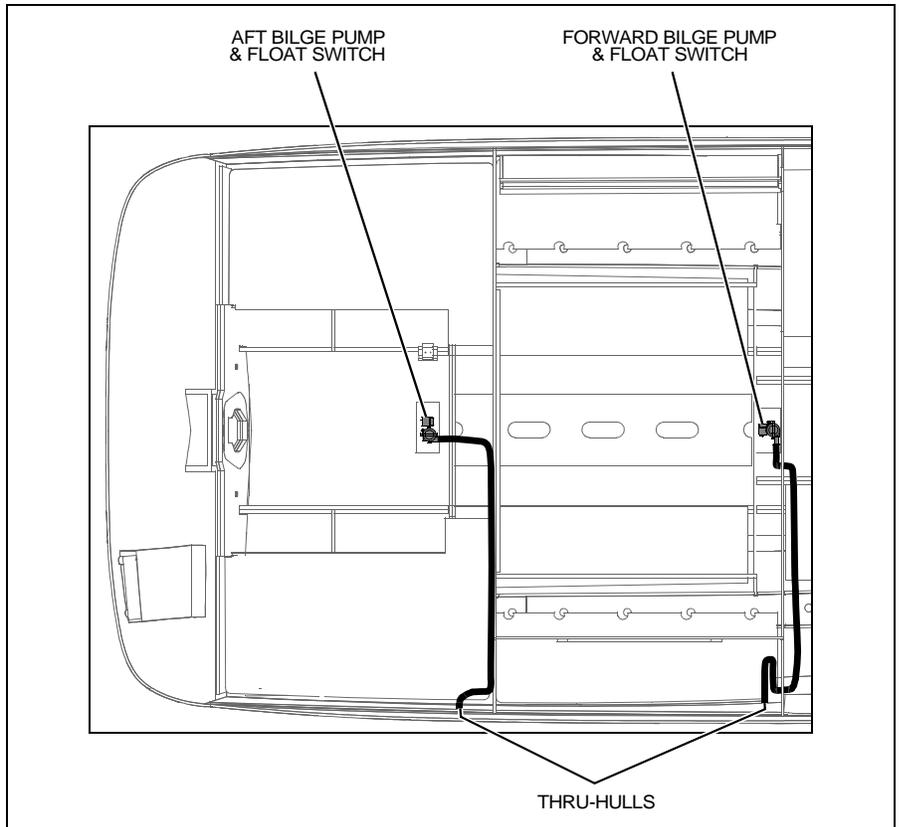
## Chapter 6: Plumbing

### Bilge Pumps

#### 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 two bilge pumps for pumping water out of the bilge.
- The bilge pumps are controlled by automatic float switches (auto float switches) and/or switches at the helm.
- Since the bilge pumps are wired directly to the battery, they should work even when the boat is completely shut down.



## Bilge Pump Testing

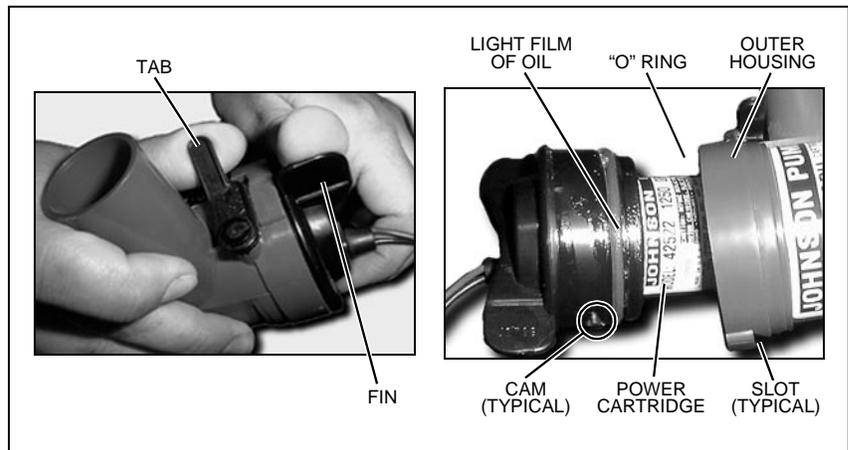
- The bilge pumps are vital to the safety of your boat.
- Test the bilge pumps often to make sure they are working properly.

### Testing process:

1. Turn *On* the manual switches at the helm.
  2. Any water in the bilge should pump overboard.
- If a pump motor is running, but *not* pumping, inspect the discharge hose for a kink or collapsed area.
  - If no problems are found with the discharge hose, check the bilge pump housing for clogging debris as follows:

### Checking for clogging debris:

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.

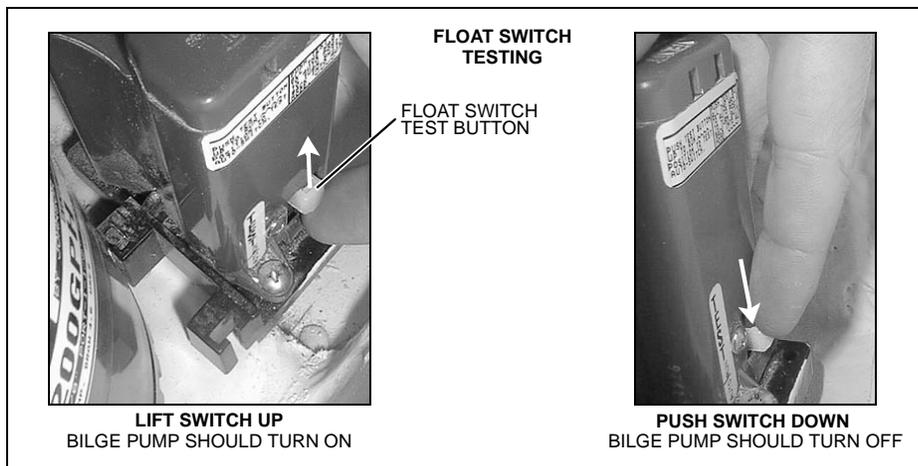


### Autofloat Switches

- The automatic bilge pumps use float (autofloat) switches to automatically turn **On** the pumps whenever water rises to a preset level in the bilge.
- The autofloat switches are normally mounted next to the bilge pumps they control.
- The autofloat switches should be tested often as follows.

#### Autofloat testing:

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. After testing, push the test button all the way **down** to return the float switch to auto mode.



## CAUTION!

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

## Seawater Systems

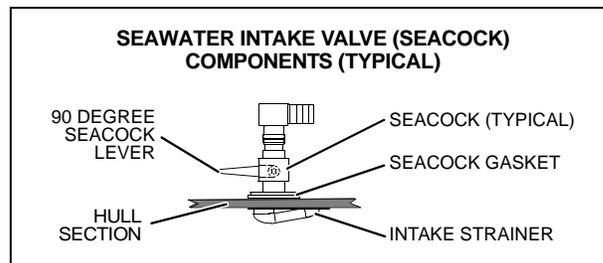
### Seacocks

 <b>CAUTION</b>
<p><b>SYSTEM DAMAGE HAZARD!</b></p> <ul style="list-style-type: none"> <li>• <i>Before using a seawater intake system, make sure that the system's seacock is in the <b>Open</b> position <b>before</b> the system is started and keep the seacock <b>Open</b> until the system is shut <b>Off</b>.</i></li> <li>• <i>Close the seacocks whenever the systems will <b>not</b> be used for long periods of time.</i></li> </ul>

A seacock is a thru-hull valve, that may be opened to let in water or discharge liquids such as waste from the holding tank. Seacocks are typically used on your boat in the following seawater intake or liquid discharge systems:

- Air conditioning system (if equipped)
- Marine head system

*Before* using any of these systems, make sure that the system's seacock is **Open** and remains **Open** until the system is shut **Off**.



### Seawater Strainers

- Seawater strainers are used in water intake systems to filter incoming seawater.
- A seawater strainer is located near each system's seacock.
- Check the strainers for leaks and/or debris **every time you use your boat**.
- If debris is found, clean the seawater strainer as follows:

 <b>CAUTION</b>
<p><b>FLOODING HAZARD!</b></p> <ul style="list-style-type: none"> <li>• <b>The seacock that sends seawater to the strainer must be <i>CLOSED</i> before disassembling the seawater strainer to prevent the boat from taking on water through the seawater strainer assembly.</b></li> <li>• <b>Keep the seacock <i>CLOSED</i> until the seawater strainer is completely reassembled.</b></li> </ul> <p><b>SYSTEM DAMAGE HAZARD!</b></p> <ul style="list-style-type: none"> <li>• <b>After reassembling the seawater strainer, make sure that the seacock valve is <i>OPEN</i> before using the component/system.</b></li> </ul>

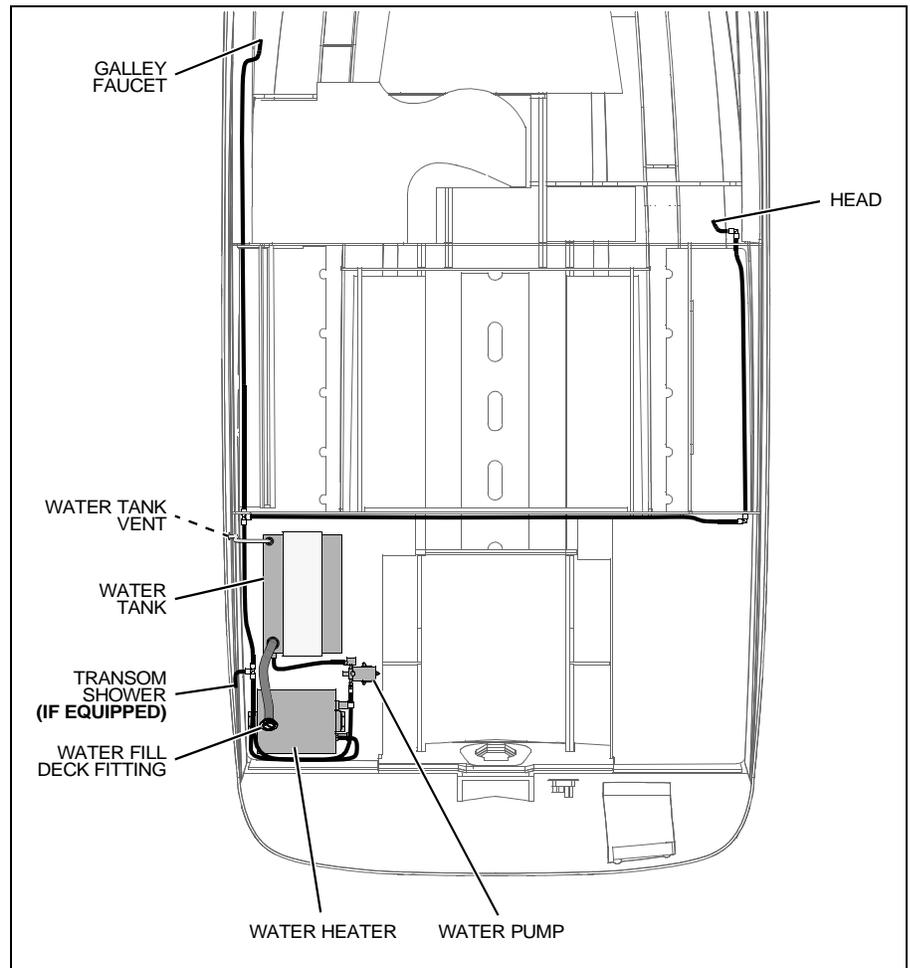
1. Make sure the component/system (marine head, air conditioning system, etc.) that the strainer is connected to is turned **Off**.
2. **Close** the seacock that sends seawater to the strainer you are about to clean. The seacock must remain **Closed** until the strainer is completely reassembled.
3. Take apart the seawater strainer.
4. Remove the debris.
5. Flush the strainer with water.
6. Reassemble the seawater strainer.
7. **Open** the seacock and check for leaks around the strainer. If no leaks are found, you may use the component or system.

## Freshwater System

### WARNING!

- **Only use safe drinking (potable) water in your boat's freshwater system.**
- **Only use a sanitary drinking water hose to fill the water tank or connect to city water.**
- **Never use a common garden hose for drinking water.**

- Read the *Freshwater system* section in the *Cruiser & Yacht Owner's Manual*.
- Your boat is equipped with a pressure type (demand) freshwater (potable) system.
- This system can be pressurized by turning **On** the water pump.
- See the *Locations* section of this *Supplement* for the location of the water pump switch.
- Since the water pump requires DC power, the battery switch **must** be turned **On** for the pump to work.
- Turn **Off** the water pump when the boat is **not** in use or the water tank is empty.
- Inspect and clean the water filter often (located on the water pump).
- If your boat is to be left unattended for a long period 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.



## Freshwater System Winterization


CAUTION!

**WATER SYSTEM DAMAGE HAZARD!**

*Never blow compressed air through the water system when **all** of the faucets are **Closed**.*

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

**All** 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

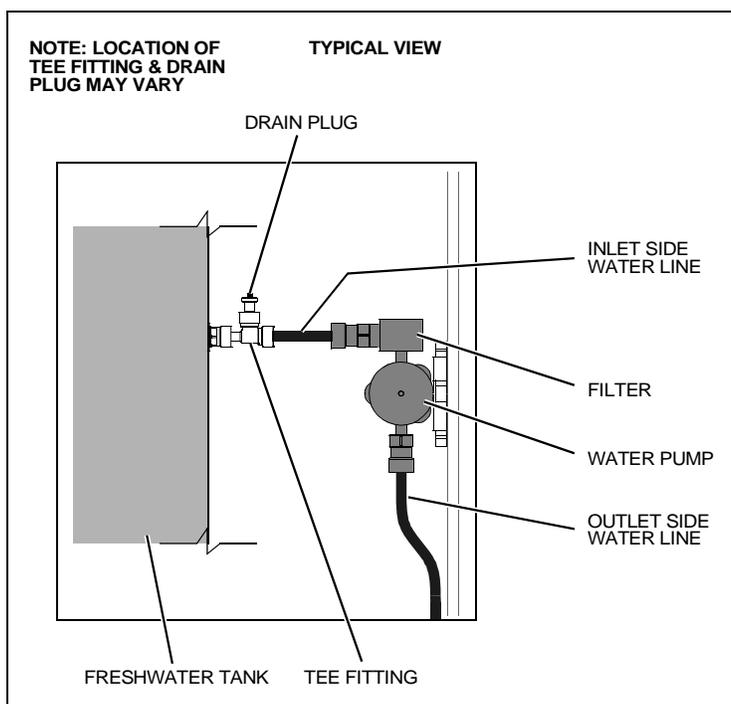
### Compressed Air

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 water pump (opposite side from filter).
2. **Open** the faucet that is furthest away from the water 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 **Open** 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, replace the drain plug.



### Water Heating System (If Equipped)

**! WARNING!**

**! SCALDING HAZARD!**

- Water heated by the water heater can be hot enough to scald the skin.

**! CAUTION!**

**WATER HEATER DAMAGE HAZARD!**

- **DO NOT** turn *On* the water heater electrical circuit on the AC panel until the water heater tank 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 damaged in this manner.
- The tank is full if water flows from the tap when the hot water is turned *On* in the galley.
- The water heater should be drained and the power turned *Off* when the possibility of freezing exists.

**NOTICE**

**If your boat is connected to shore power, but the water heater is *not* working:**

- Make sure the water heater circuit breaker on the AC panel is switched *On*.

**If the circuit breaker on the AC panel is *On*, but the water heater is still *not* working:**

- Consult with your dealer about checking the 'push to reset' circuit breaker located on the water heater.

- Read the water heater instruction manual and heed the warnings above.
- The water heater is connected to the 120-volt, AC power system.
- Turn *On* the water heater breaker on the AC panel to heat the water.

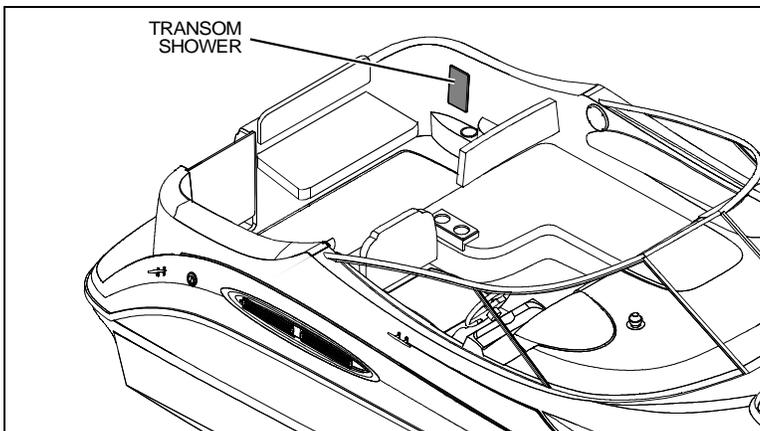
### Winterizing the Water Heater

1. Turn *Off* the water heater breaker.
  2. Disconnect the hose (A) attached to the pressure relief valve (B).
  3. If there is any water in this hose, drain it into the bilge or into a bucket.
  4. **Open** the pressure relief valve (B).
  5. **Open** the drain valve (C).
- Leave the pressure relief and drain valves **Open** until you fit out the boat after storage.



### Transom Shower (If Equipped)

- Read the manufacturer's instructions *before* using the transom shower for the first time.
- The water pump switch *must* be turned *On* *before* using the transom shower.



## Drain Systems

### Deck Drains

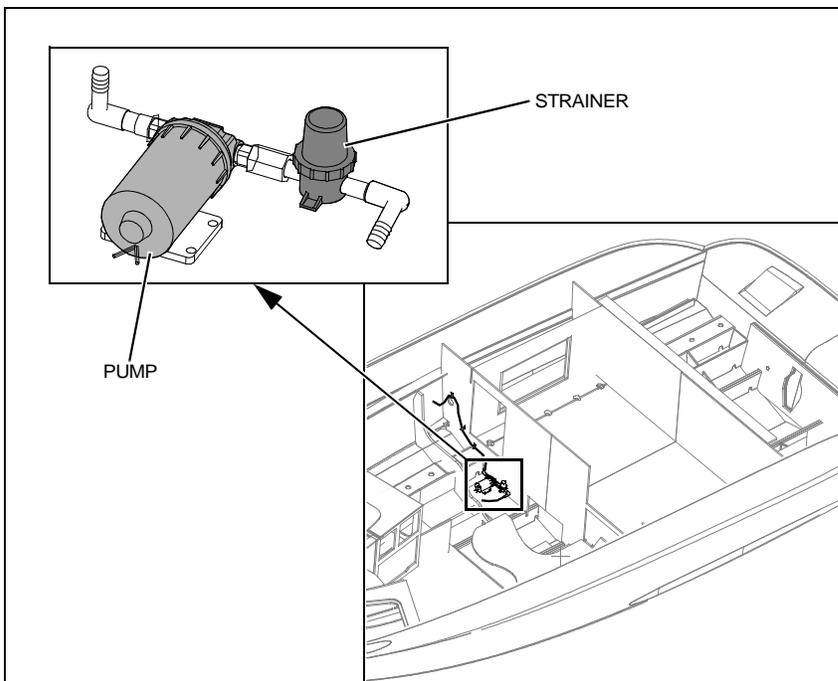
- Water on the deck is drained overboard through the deck drains.
- Keep the deck drains free of debris.

### Gray Water Drains

The sinks are above the waterline and are gravity drained overboard

## Shower Drain System

- Turn on the drain pump switch to pump the shower drain water overboard.
- Periodically clean the strainer.



## Marine Head with Holding Tank (If Equipped)

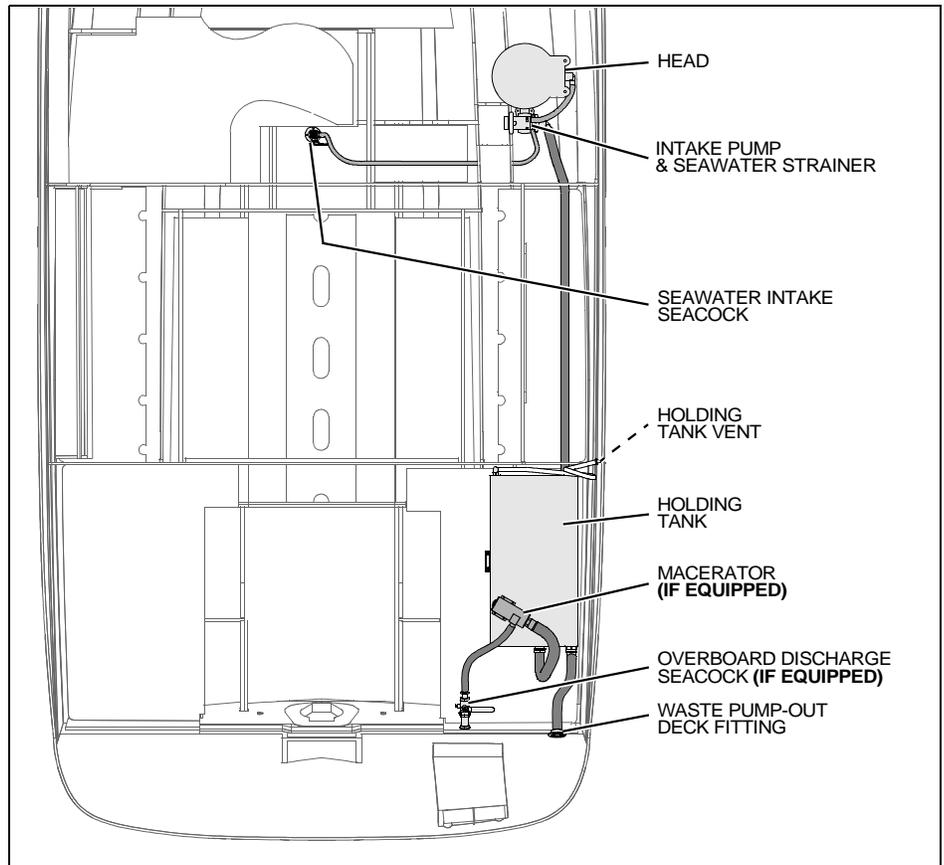
### NOTICE

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

- **Before** using this system, read the marine head operation and maintenance manual.
- The holding tank is plumbed to a waste fitting on the deck for dockside pump-out.
- Look at the side of the holding tank to check the content level.
- Empty the holding tank at every opportunity.

### Using The Marine Head

1. **Open** the head's seawater intake seacock.
  2. **Before** using the head, pump water into the bowl to wet the sides.
  3. After use, pump until the bowl is clean.
  4. Pump a few more times to clean the lines.
  5. If excess waste causes the water to rise in the bowl, stop pumping until the water recedes.
- **Close** the intake seacock while the boat is underway or whenever the boat is left moored in the water.



### Winterizing The Marine Head

Read the marine head operation and maintenance manual for winterizing instructions.

### Macerator (If Equipped)

### NOTICE

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

To use the macerator to pump waste directly into the water (where regulations permit):

1. **Open** the underwater discharge seacock.
2. Press both macerator switches at the same time to run the pump. Do **not** continue running the macerator if the waste holding tank is empty.
3. **Close** the underwater discharge seacock when you are done pumping.

## Chapter 7: Deck Equipment

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### Cleats and Tow Eyes

 <b>WARNING!</b>
<p><b>PERSONAL INJURY and /or PRODUCT or PROPERTY DAMAGE HAZARD!</b></p> <ul style="list-style-type: none"> <li>• <b>NEVER</b> lift the boat using the cleats, bow and stern eyes.</li> </ul>

Carefully read the section on towing in the *Cruiser & Yacht Owner's Manual* **before**:

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

### Windlass (If Equipped)

 <b>DANGER!</b>
<p><b>PERSONAL SAFETY HAZARD!</b></p> <p><b>ALWAYS</b> secure the anchor and other loose objects <b>before</b> getting underway. The anchor and other items that are <i>not</i> properly secured can come loose when the boat is moving and cause personal injury or death.</p>

 <b>CAUTION</b>
<p><b>PRODUCT DAMAGE HAZARD!</b></p> <ul style="list-style-type: none"> <li>• <b>DO NOT</b> pull the boat to the anchor using the windlass or continue to run the windlass if it has stalled or is overloaded.</li> </ul>

- Your boat may feature an anchor windlass.
- Read and follow the manufacturer's instruction manual **before** using the anchor windlass for the first time.
- The windlass can be controlled from a switch at the helm or from the deck foot switches.
- Make sure that the windlass breaker is turned **On 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.
- Dislodge the anchor from the bottom by pulling it straight up with the windlass.
- Make sure the anchor is secured **before** getting underway.

## Canvas



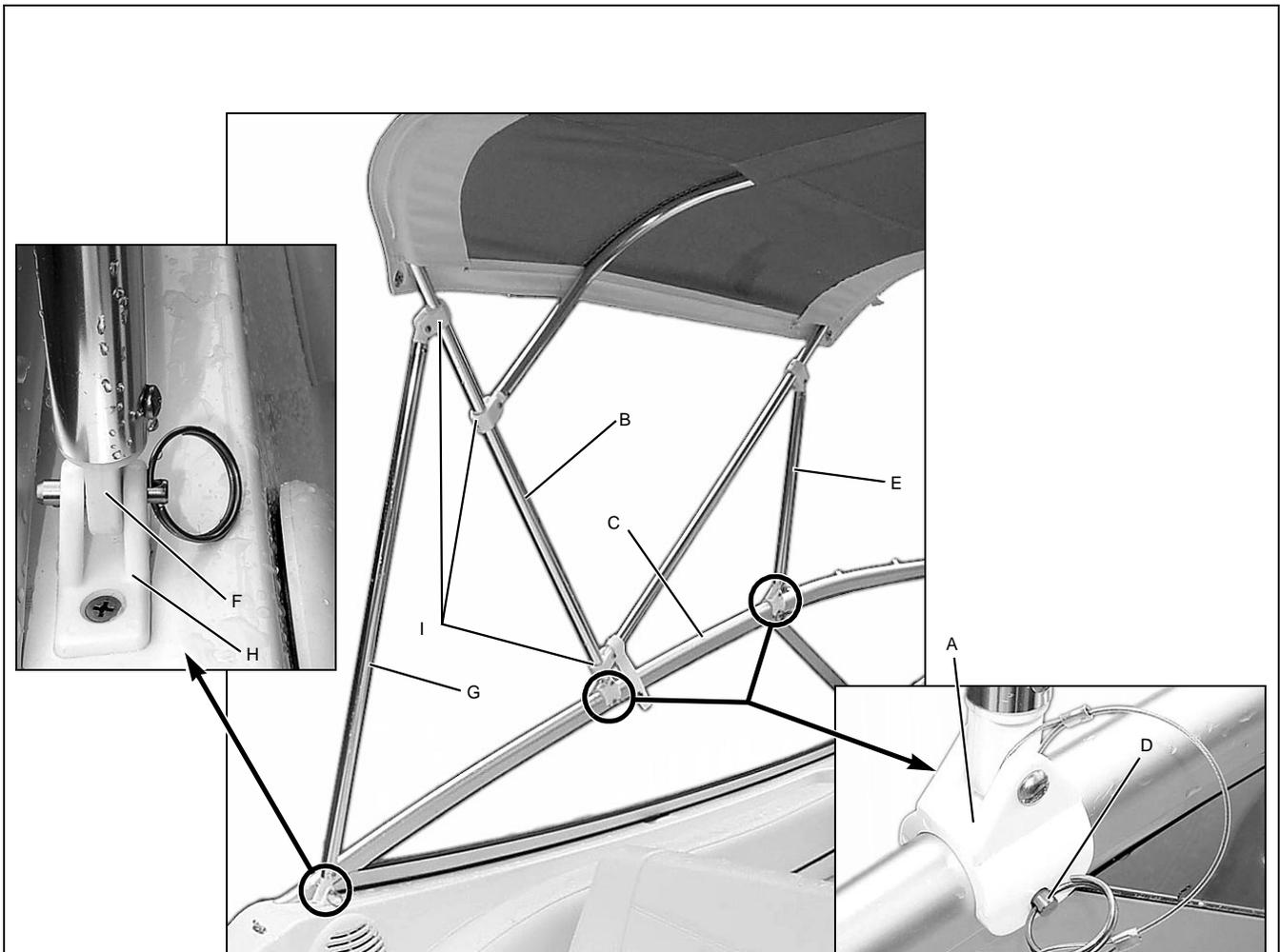
### CAUTION

**PRODUCT or PROPERTY DAMAGE HAZARD!**

Take down and securely stow *ALL* canvas before transporting your boat by road.

### NOTICE

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



1. Slide the swivel ends (A) of the main bow (B) over the side windshield frames (C) and insert the pins (D).
2. Unfold the canvas top and slide the swivel ends of the forward legs (E) over the windshield frame and insert the pins.
3. Slide the eye ends (F) of the aft legs (G) into the deck hinges (H) and insert the pins.
  - The jaw slides (I) should **not** need to be adjusted.
  - However, if you think the jaw slides need to be adjusted, obtain the measurements from your selling dealer.

### **Canvas Care (see also, 'Clear Vinyl Care' on next page)**

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.

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 the boat.

	<h2 style="margin: 0;">CAUTION</h2>
<p><b>Never use detergents when washing the canvas. Detergents can destroy the water repellency and mildew/UV resistant finish of your canvas.</b></p>	

1. Use a soft-bristled brush to remove all dust and loose dirt.
2. Hose down the canvas with freshwater.
3. 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.
4. Rinse thoroughly to remove the soap.
5. **Before** stowing, let the canvas dry completely.

### **Stubborn Stains**

	<h2 style="margin: 0;">CAUTION</h2>
<ul style="list-style-type: none"> <li>• 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.</li> <li>• If necessary, a water repellent treatment should be re-applied to your canvas. Ask your dealer about the treatments available for your boat's canvas.</li> </ul>	

Some stubborn stains may resist normal washing and you can try the following methods. 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 necessary.

#### **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.

## Clear Vinyl Care

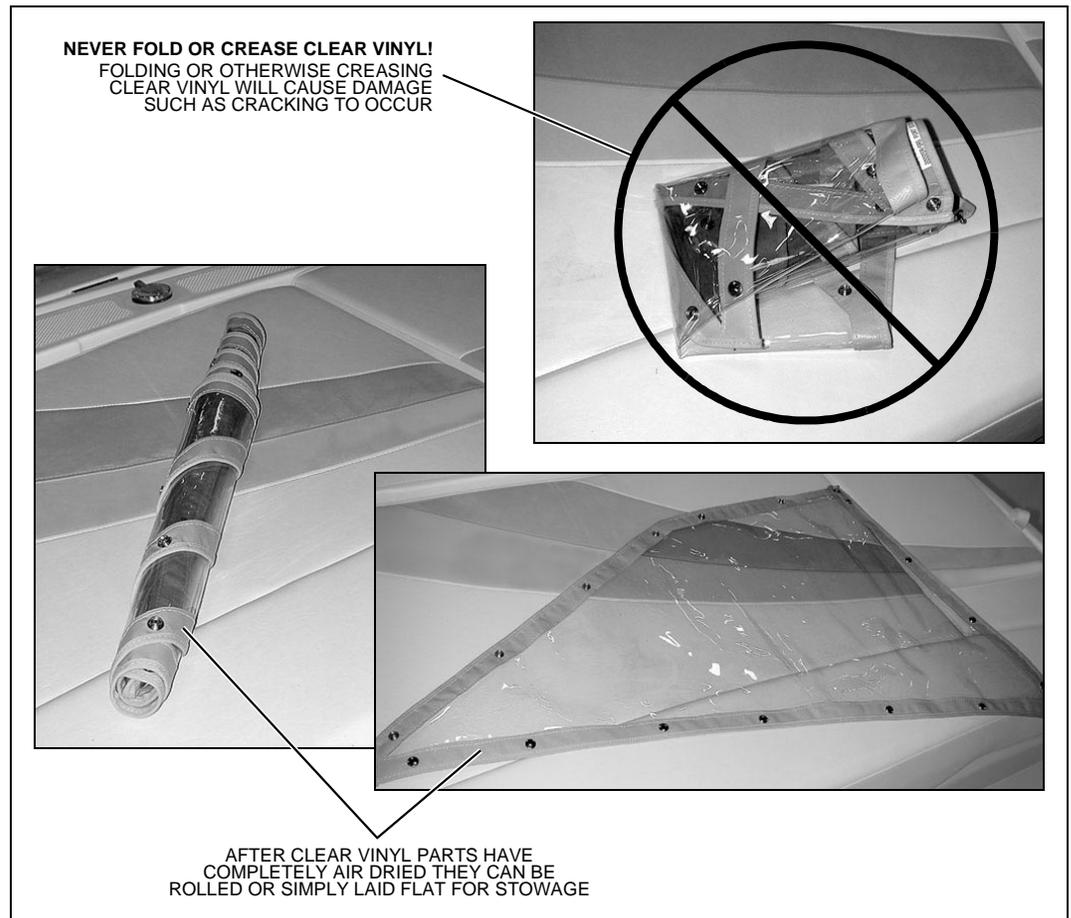


### CAUTION

- *Never* store the clear vinyl pieces wet, as this will cause a milky film to develop.
- *Never* fold or crease the clear vinyl pieces as cracking will occur.
- Clear vinyl is *not* intended for use when the boat is in storage or being moored.
- Clear vinyl *does not* hold up well against ultraviolet rays.
- Under direct sunlight conditions, *do not* let the clear vinyl touch the framework. The framework radiates heat and can burn the clear vinyl.

After each use, especially in saltwater, rinse the clear vinyl with cold freshwater. *Before* stowing, let the clear vinyl air dry completely.

- The clear vinyl can be rolled or laid out flat for stowage.
- *Never* fold or crease the clear vinyl parts as cracking will occur.



Regularly clean the clear vinyl to prevent dirt, pollen, and etc. from marring the surface. Generally, it is easiest to clean the clear vinyl while it is installed on the boat.

1. Hose down the clear vinyl with freshwater.
  2. Using a soft cotton cloth (**paper towels are abrasive and should never be used on clear vinyl**), gently wash the clear vinyl with soap and water.
  3. Rinse thoroughly to remove the soap.
  4. *Before* stowing, the clear vinyl must be completely dry. Air drying is best, but you can also carefully dry the vinyl with a chamois or soft cotton cloth.
- Ask your dealer about products available to keep the clear vinyl polished and looking new.

## Chapter 8: Appliances & Entertainment Systems

### NOTICE

*Always keep an approved ABC-type fire extinguisher in galley area.*

- The separate instruction sheets or manuals for *all* appliances and entertainment systems contain detailed instructions and important safeguards.
- Read the instruction sheets and manuals *before* using your boat's appliances and entertainment systems.
- If applicable, make sure the AC breaker is turned *On* for the appliance or entertainment system you wish to use.

### Alcohol/Electric Stove



### DANGER!



#### **CARBON MONOXIDE POISONING HAZARD!**

- The alcohol stove is a source of dangerous carbon monoxide gas (CO).
- *Before* using the alcohol stove, *Open* doors and windows to make sure there is enough fresh air for ventilation.



### WARNING!

- Open flame cooking appliances consume oxygen, this can cause asphyxiation or death.
- Maintain open ventilation.



### WARNING!



#### **BURN/SCALDING and/or FIRE HAZARD!**

- Read the stove's instruction manual *before* using.
- *Always* keep an approved ABC-type fire extinguisher in galley area.
- *Do not* use the stove while underway.
- Any non-cooking devices on or near your stove during use are potential fire hazards!
- *Do not* touch burners, grates or nearby surfaces as they may be hot even when they are dark in color.
- Areas near burners and grates may become hot enough to cause burns.
- During and after use, *do not* touch or let clothing or other flammable material come in contact with heated units or areas near the units (burner tops, main frame sides and back, sea rails and pot holders) until they have had sufficient time to cool.



### CAUTION

#### **PRODUCT DAMAGE HAZARD!**

To prevent overheating which can destroy the electric burner elements, *NEVER* attempt to use both alcohol and electric burners at the same time.

## Refrigerator

The refrigerator runs on 12-volt DC power unless 120-volt AC power is being supplied by shore power *and* the refrigerator's AC breaker is *On*.

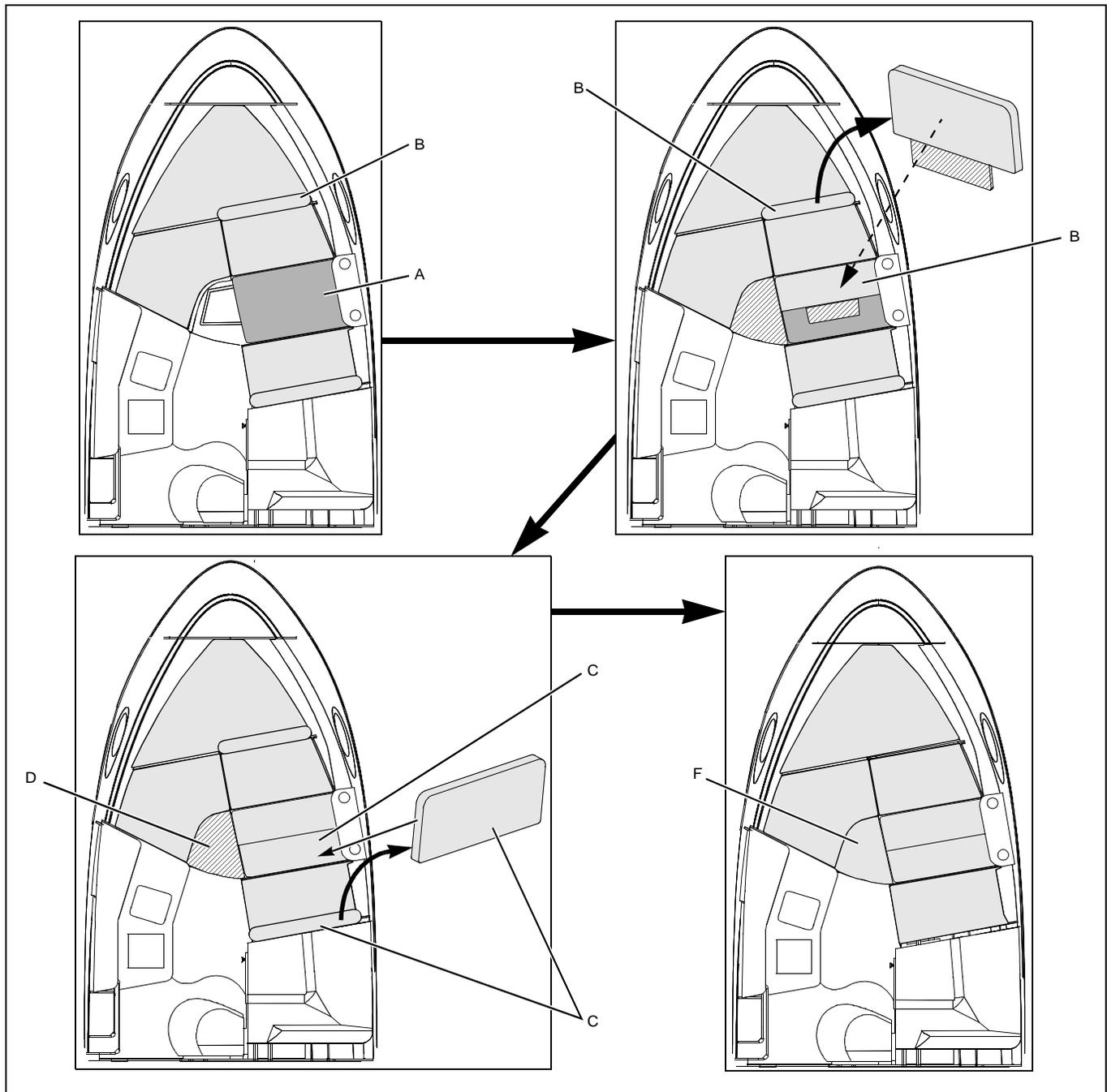
## Audio Equipment

### **NOTICE**

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

## Chapter 9: Convertible Seats, Beds, & Tables

### Dinette



1. Fold the dinette table leg up and lock in place.
2. Place the dinette table (A) in the down position so that it fits securely on the edge lips at the front of the dinette seats.
3. Pull out the forward seat back (B) and place it on top of the dinette table.
4. Unsnap the aft dinette seat back (C) and place on top of the dinette table.
5. Place the filler board (D) so that it fits securely on the edge lips at the V-berth bunk.
6. Place the filler cushion (F) on top of the filler board.

## Chapter 10: 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.*

### Interior & Exterior Lights

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

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

### Navigation Lights

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

Read the navigation light section of the *Cruiser & Yacht Owner's Manual*.

### Spotlight (If Equipped)

- Your boat may feature a spotlight.
- Read the spotlight operating instructions *before* using the spotlight.

## Chapter 11: Heating & Air Conditioning

### Air Conditioning System (If Equipped)

⚠ **DANGER!**



***CARBON MONOXIDE POISONING HAZARD!***

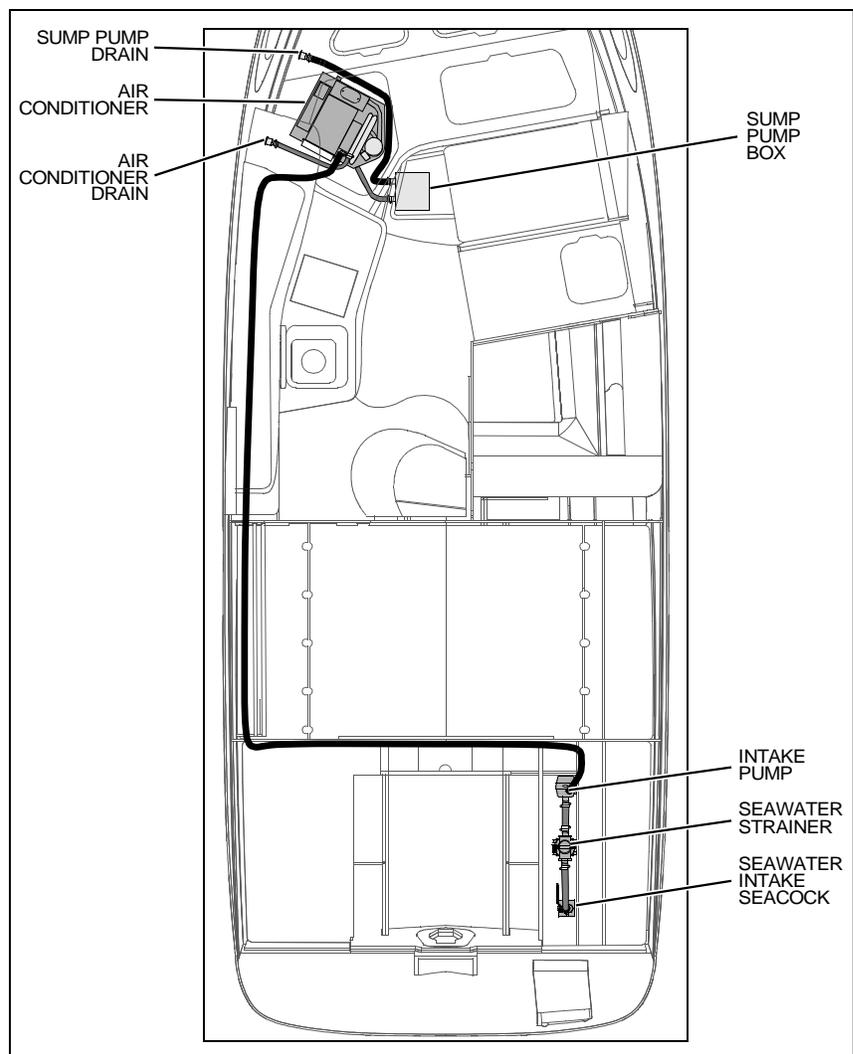
Dangerous carbon monoxide gas (CO) can be brought into the boat through the air conditioning system.

⚠ **CAUTION**

***SYSTEM DAMAGE HAZARD!***

The air conditioning system's seawater intake seacock *must be Opened before turning On the air conditioner and must stay Opened during use.*

- Read the air conditioner manual *before* using the air conditioning system.
- *Before* using the air conditioning system, make sure the breakers on the AC main distribution panel are turned **On** and that the system's seawater intake seacock is **Open**.
- The seacock *must* remain **Open** while the air conditioner is in use.
- Check the seawater strainer for debris *before* each use of the air conditioning system.
- If the strainer needs to be cleaned out; follow the directions in the *Seawater Systems* section of this *Supplement*.



## 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.
- Make sure that *all* battery switches are turned *Off before* performing any work in the engine spaces.


**WARNING!**






**FIRE & EXPLOSION HAZARD!**

- Fuel fumes are heavier than air and will collect in the bilge areas where they can be 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 prior to engine starting, electrical system maintenance or activation of electrical devices.
- 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

### Batteries

The batteries supply electricity for lights, 12-Volt accessories, and engine starting. The Electrical section of Chapter 8, in the *Cruiser & Yacht Owner's Manual*, provides battery, care and maintenance instructions.

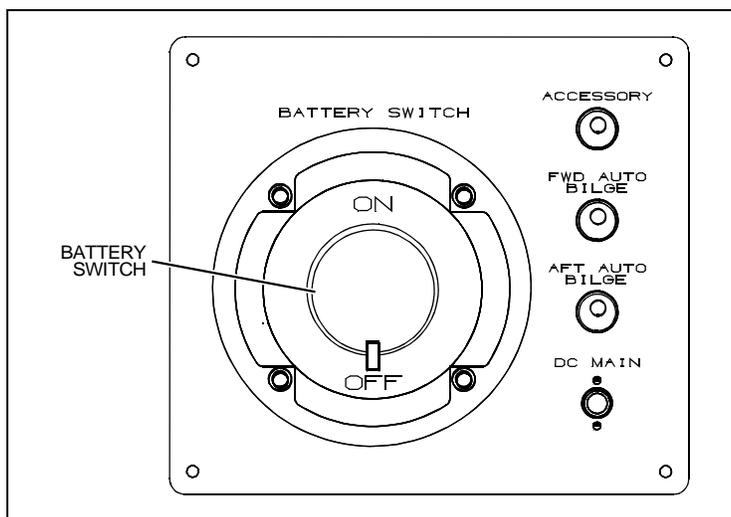
### Battery Switch



## CAUTION

- **Never disconnect the battery cables or turn *Off* the battery switch while the engine is running as this can cause damage to your boat's electrical components**

- The batteries supply electricity for lights, 12-volt accessories, and engine starting.
- 'Standby Loads', such as the automatic bilge pumps, and the stereo memory, are **not** affected by the battery switch since they are wired directly to the battery.
- Turn the battery switch to the **Off** position whenever the boat will be unoccupied for long periods of time.



### Fuses and Circuit Breakers

- Fuses and circuit breakers for the engine and main accessory power are on the DC distribution panels and on the battery switch panel.
- Some equipment may have secondary fuse protection at the unit, behind the battery management panel or at the batteries.
- Electronics power is provided at the helm station.

### 12-Volt Accessory Outlets



## CAUTION

**DO NOT use the 12-volt accessory outlets with a cigarette or cigar lighter. High temperatures may melt the outlets.**

- These outlets can be used with any 12-volt device which draws 15-amps or less.
- The 12-volt accessory outlets are protected by a 15-amp circuit breaker on the main circuit breaker panel.

### Alternator

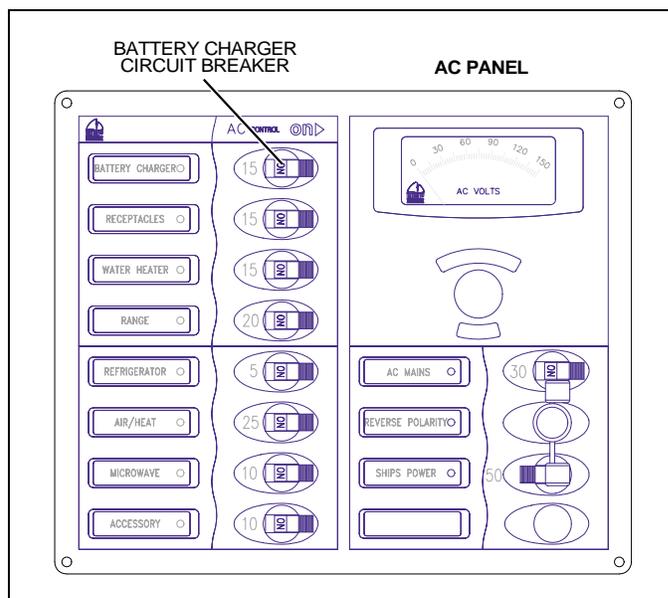
The engine alternator will keep the batteries properly charged when running at cruising speeds.

### Battery Charger


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.

- Before using the battery charger, read *all* instructions and warnings: (1) on the battery charger, (2) on the batteries, and (3) in the battery charger manual.
- The battery charger will charge the boat's batteries whenever the boat is plugged into 120V/60Hz shore power *and* the 'BATTERY CHARGER' AC circuit breaker is *On*.
- The battery switch can be in any position during charging.
- You may use DC powered electrical systems, such as the lights and stereo when the battery charger is *On*, but there will be a corresponding drop in charger performance.



## 120-Volt AC System



### CAUTION

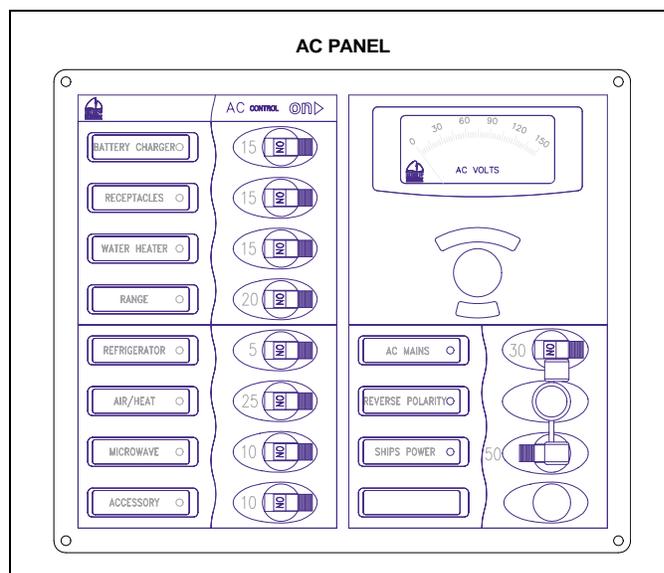
#### **WATER HEATER DAMAGE HAZARD!**

- **Do not turn *On*** the water heater breaker on the 120-Volt AC panel until the water heater tank is **completely** filled with water.
- **The tank is full** if water flows from the tap when the hot water is turned **On** in the galley.
- **Even momentary operation** in a dry tank **will** damage the heating elements.
- **Warranty replacements will not** be made on elements damaged in this manner.

### NOTICE

**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.**

- The 120-Volt AC system is energized by shore power.
- The master circuit breakers, located on the 120-Volt AC panel, provide power source selections to AC powered accessories.
- Individual breakers **must** be turned **On** to supply power to the accessories you wish to use.
- The 120-Volt AC panel may contain inactive circuit breakers for accessories that are **not** available for this model boat.



## Shore Power

**⚠ DANGER!**





**FIRE, EXPLOSION & SHOCK HAZARD!**

- **DO NOT** alter shore power connectors and use only compatible connectors.
- **Before** plugging in or unplugging the shore power cord to your boat, make sure *all* breakers and switches on the AC master panel are turned *Off*.
- To prevent shock or injury from an accidental dropping of the “hot” cord into the water, **ALWAYS** plug the shore power cord to the boat inlet first; then to the dockside outlet. When unplugging from shore power, unplug the shore power cord from the dockside outlet first.
- **NEVER** leave a shore power cord plugged in to the dockside outlet *only*.
- **Only** use shore power cords approved for marine use. **NEVER** use ordinary indoor or outdoor extension cords that are *not* rated for marine use.

**⚠ WARNING!**



**SHOCK & ELECTRICAL SYSTEM DAMAGE HAZARD!**

- Monitor the polarity indicator lights **EVERY TIME** you connect to shore power.
- If a reversed polarity light turns *On* when you are connecting to shore power, **DO NOT** turn *On* the main breaker switches.
- Instead, **IMMEDIATELY** unplug the shore power cord (**ALWAYS** from the dockside outlet first) and alert marina management.

**⚠ WARNING!**



**SHOCK & ELECTRICAL SYSTEM DAMAGE HAZARD!**

- **Before** each use, check the shore power cord(s) for defects or damage.
- **NEVER** use damaged or faulty cords since the danger of fire and electrical shock exists.
- **DO NOT** pinch shore power cords in doors or hatches, or coil the shore power cord too tightly since these situations can generate enough heat to result in a fire.
- If a shore power cord is dropped into the water, **THOROUGHLY** dry the blades and contact slots *before* using.

**⚠ CAUTION**



**ELECTRICAL SYSTEM DAMAGE HAZARD!**

- **NEVER** connect to dockside power outside of North America unless you have purchased the international electrical conversion option.
- Using several AC components at the same time can result in an overloaded circuit. You may have to turn *Off* one or more appliances in order to use another appliance.
- Use double insulated or three-wire protected electrical appliances whenever possible.

**NOTICE**

- Some dockside outlets 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.

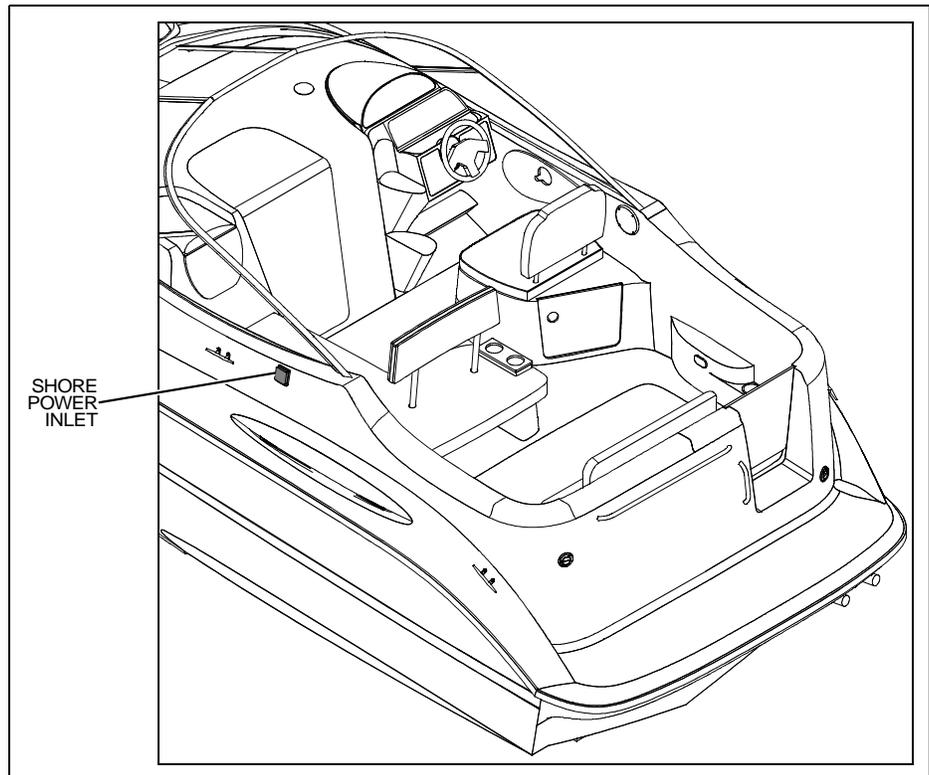
## Connecting To Shore Power


WARNING!


SHOCK & ELECTRICAL SYSTEM DAMAGE HAZARD!

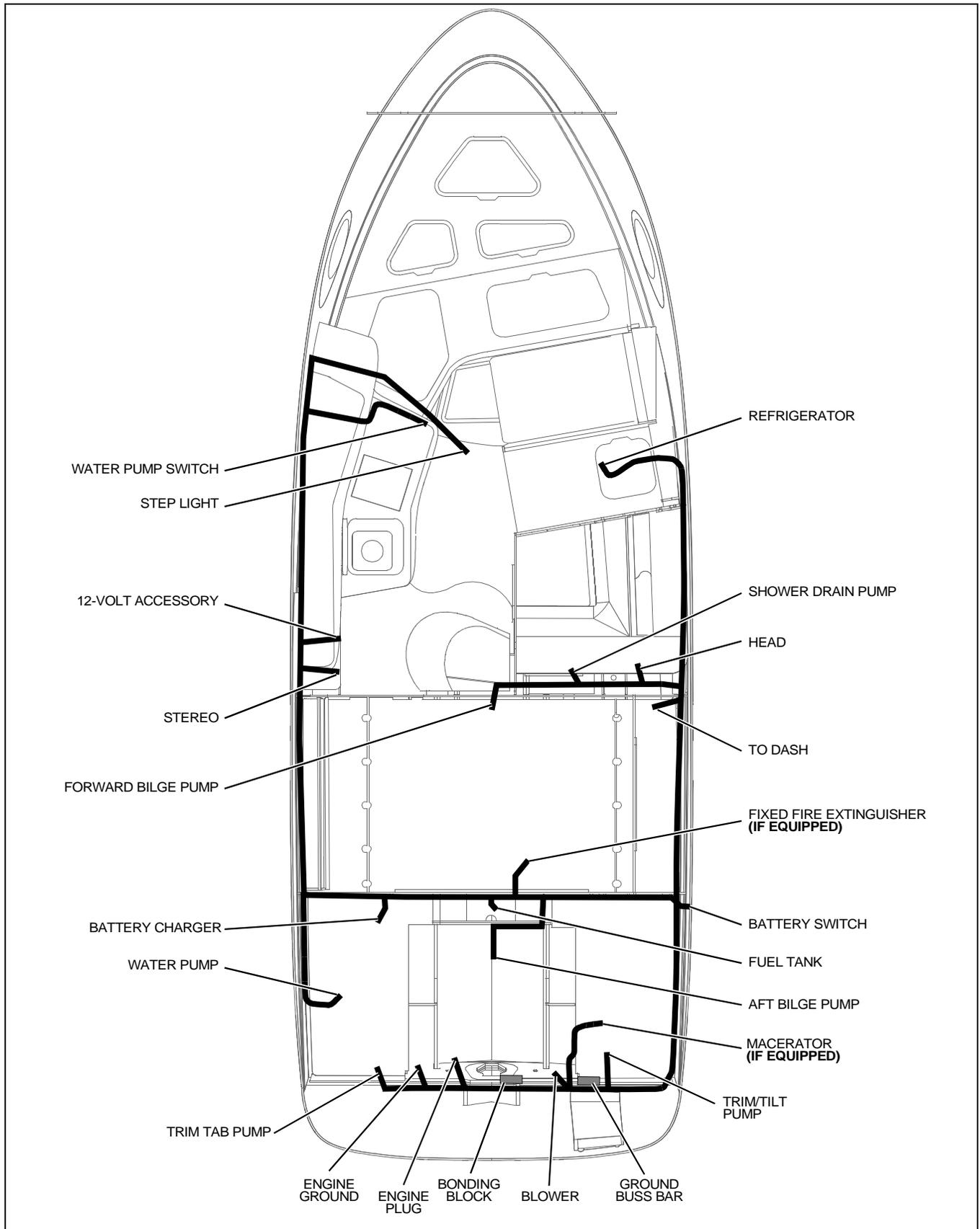
- Monitor the polarity indicator lights *EVERY TIME* you connect to shore power.
- If a reversed polarity light turns on when you are connecting to shore power, *DO NOT* turn *On* the main breaker switches.
- Instead, *IMMEDIATELY* unplug the shore power cord (*ALWAYS* from the dockside outlet first) and alert marina management.

1. Review *all* hazard information at the beginning of this section, *Shore Power*.
2. Turn *Off all* breakers and switches on the AC master panel.
3. Attach the shore power cord(s) to the boat inlet(s) first, then to the dockside outlet(s).
4. Turn the 'SHIP/SHORE' master breaker(s) *on*.
5. Turn *on* the individual component breakers as required.

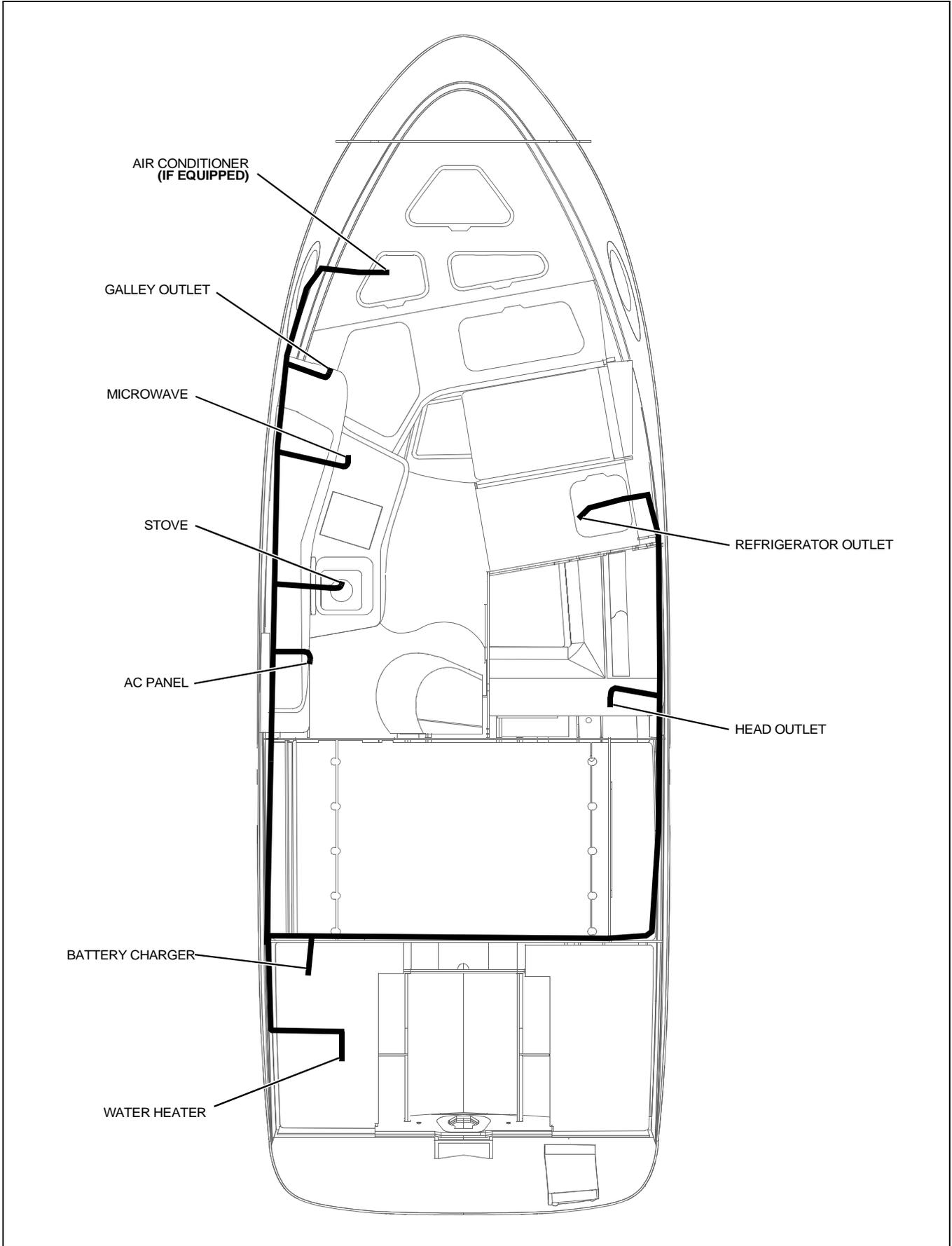


# Electrical Routings

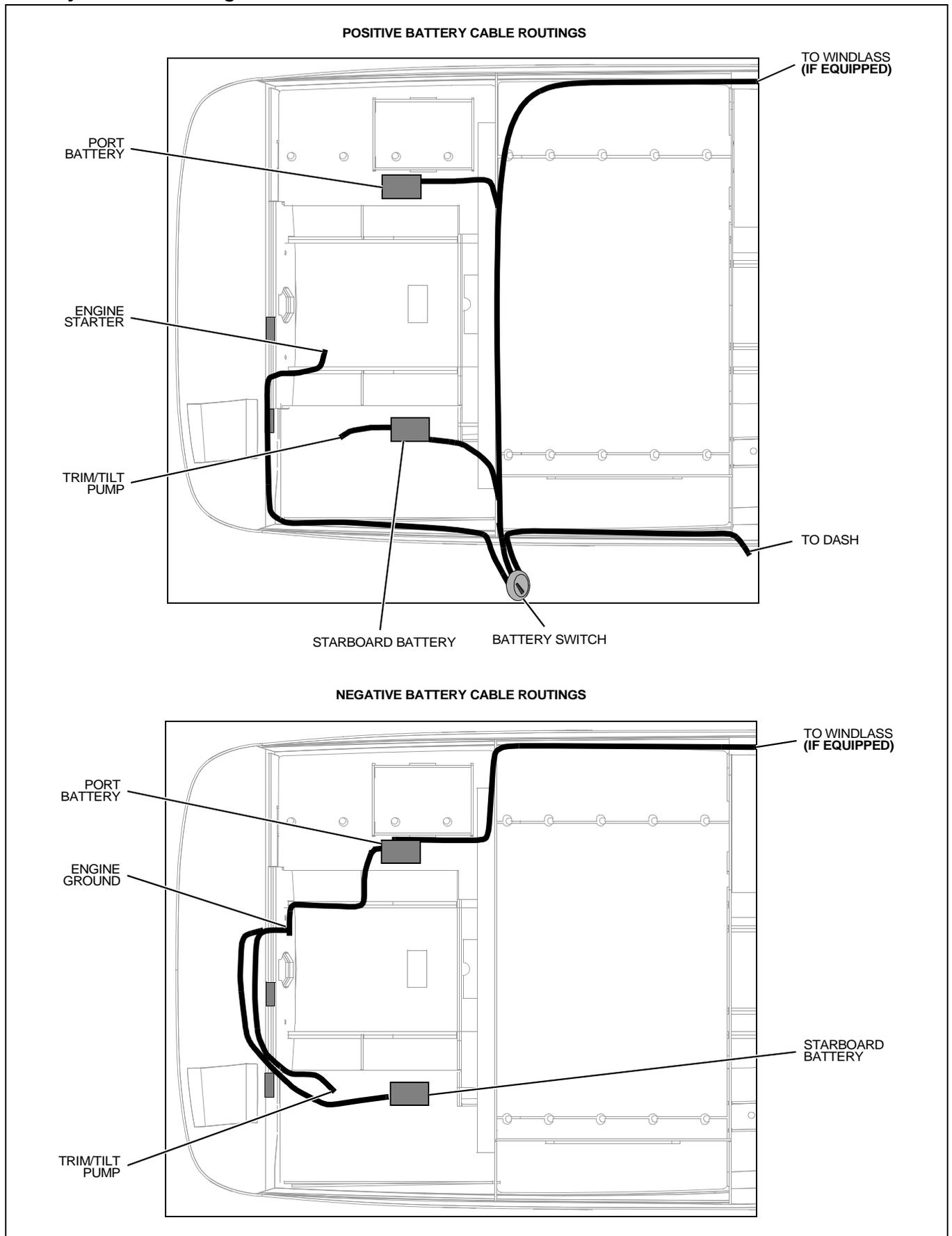
## 12-Volt Direct Current Electrical Harness



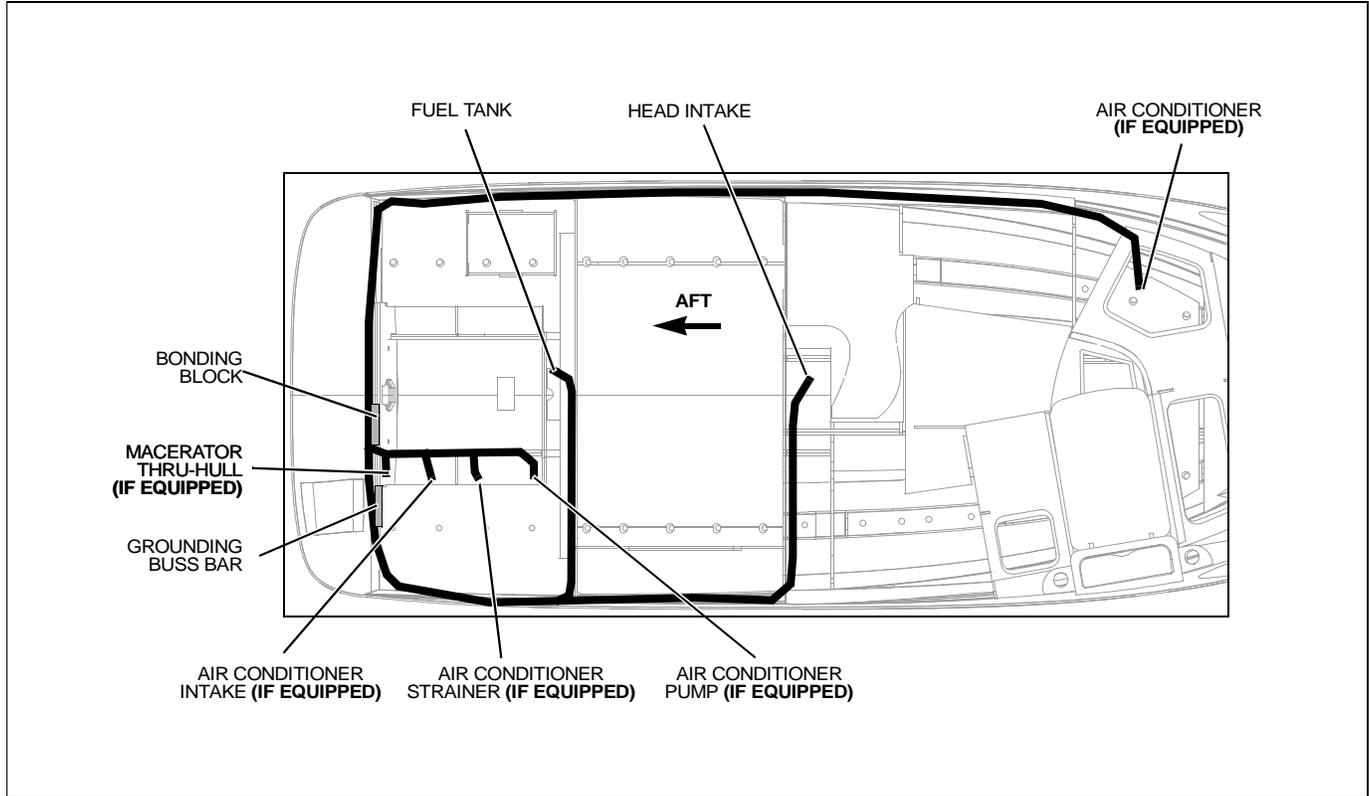
### 120-Volt Alternating Current Electrical Harness



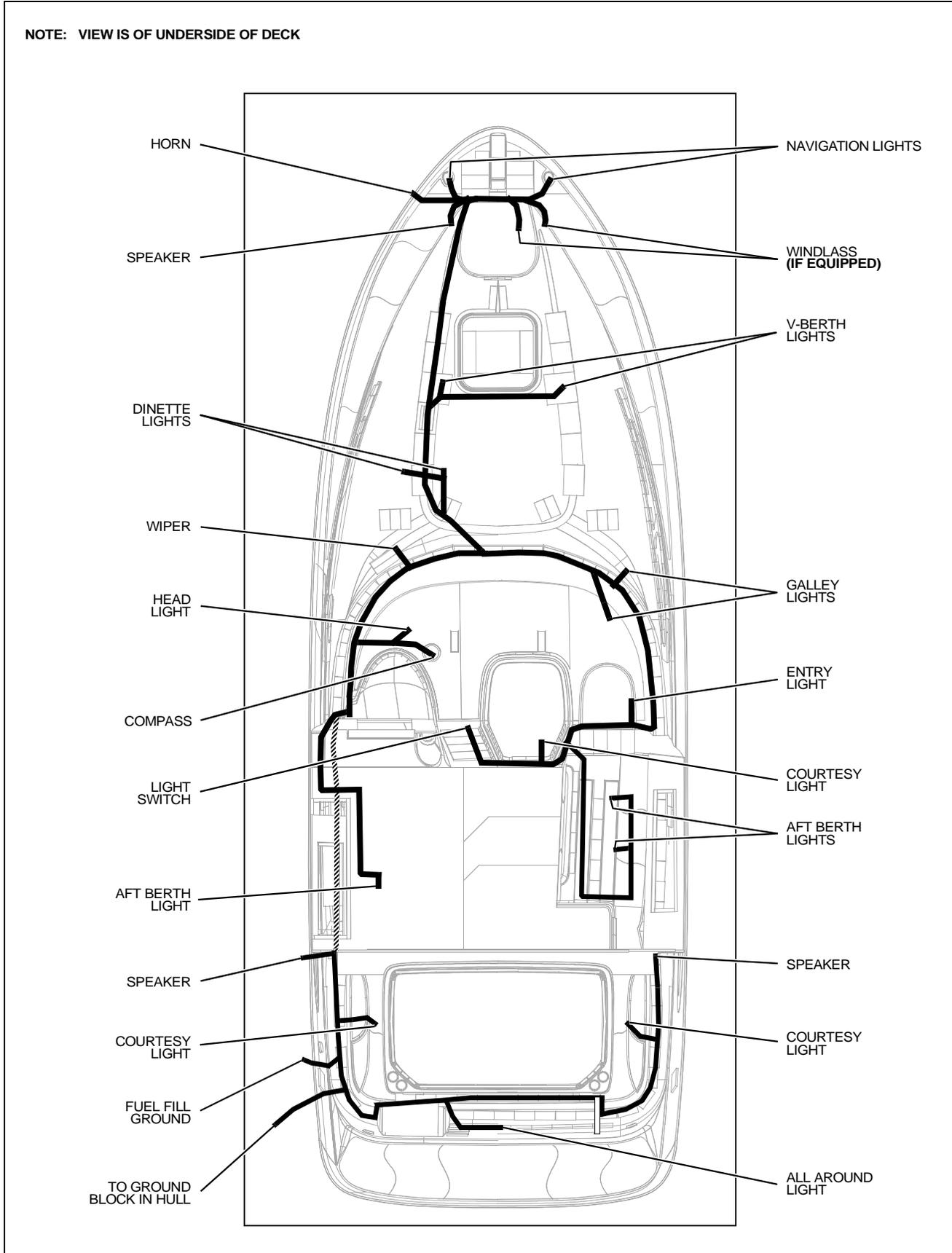
### Battery Cable Routings



### Bonding Harness

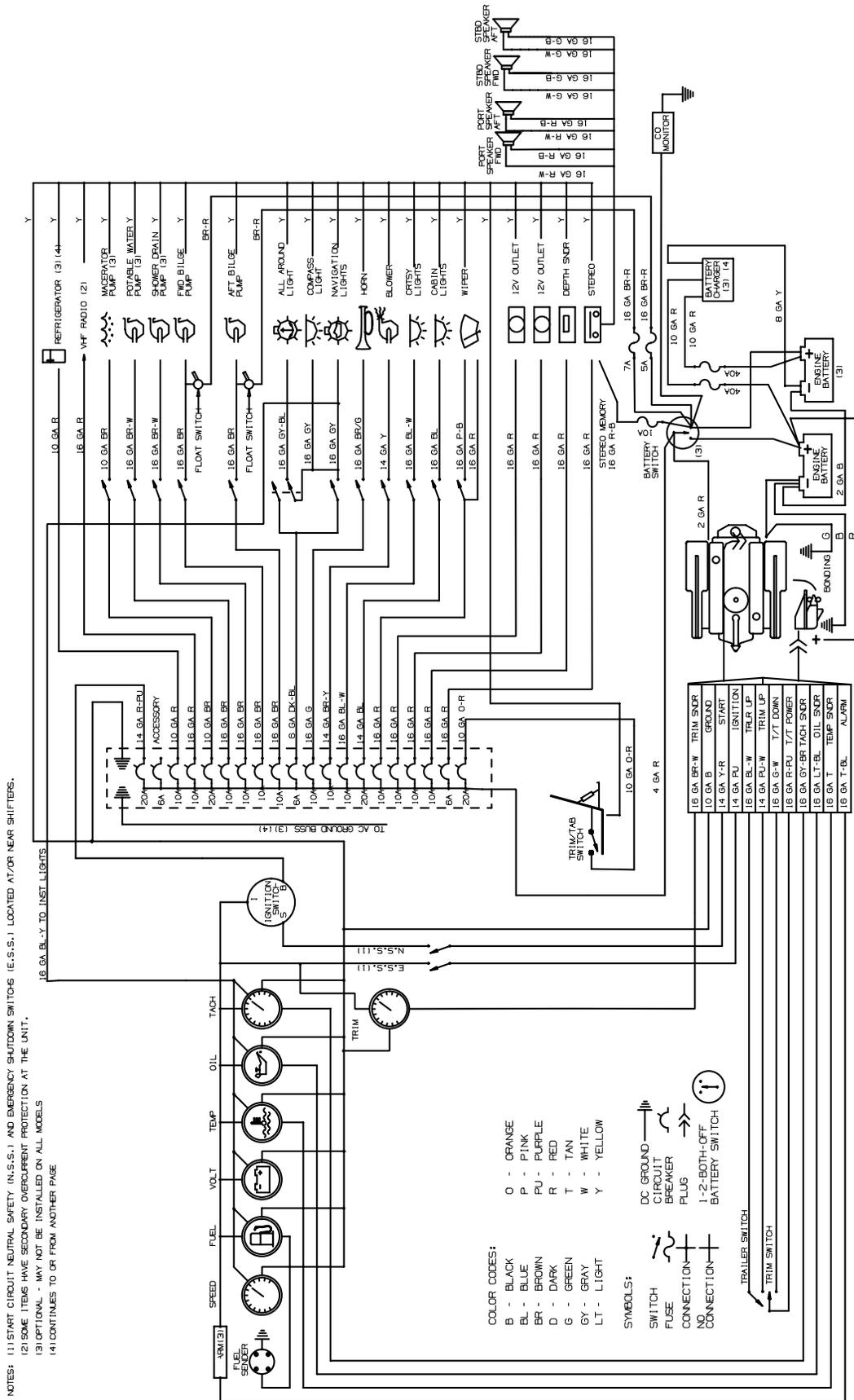


### Deck Harness Routing System

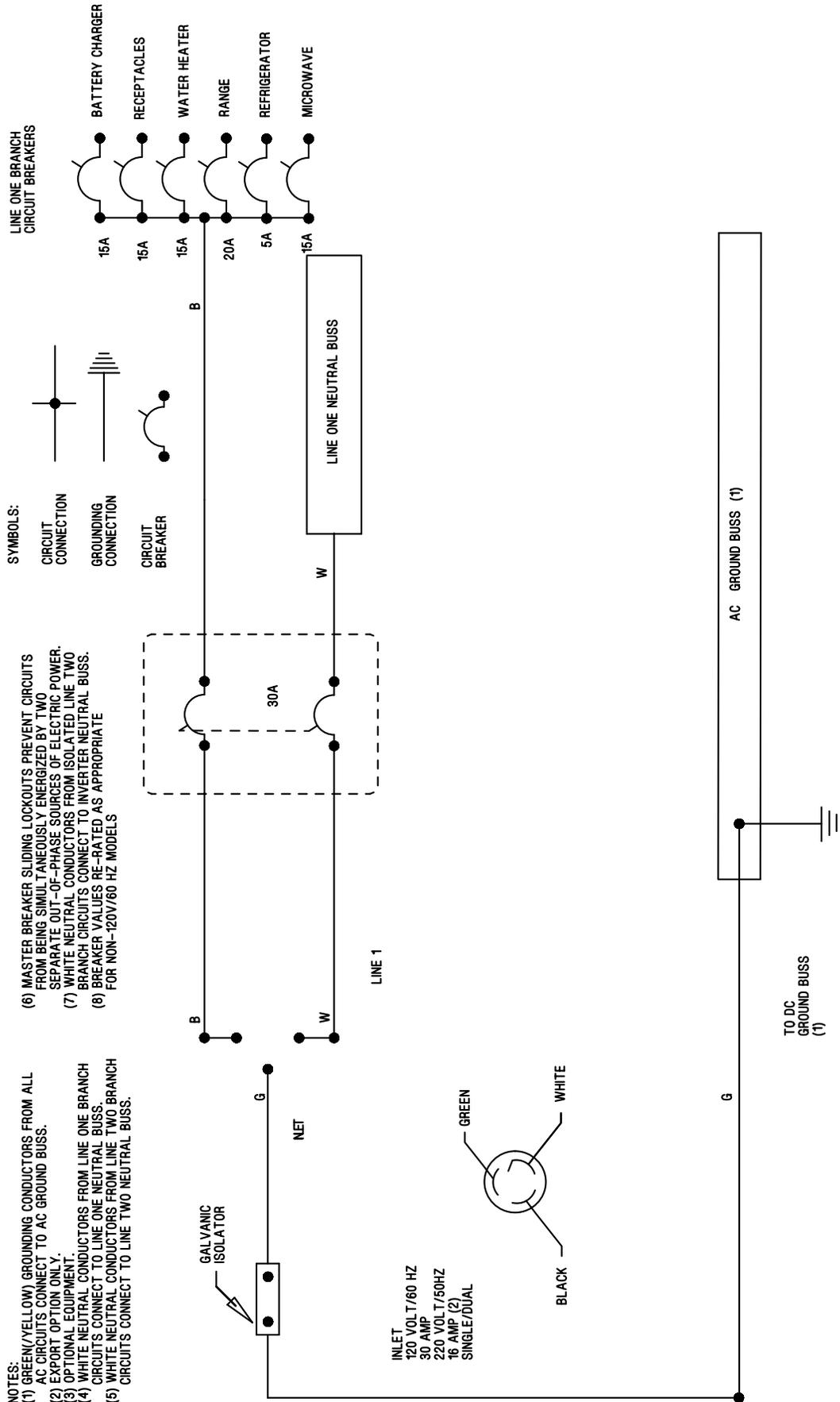


# Wiring Diagrams

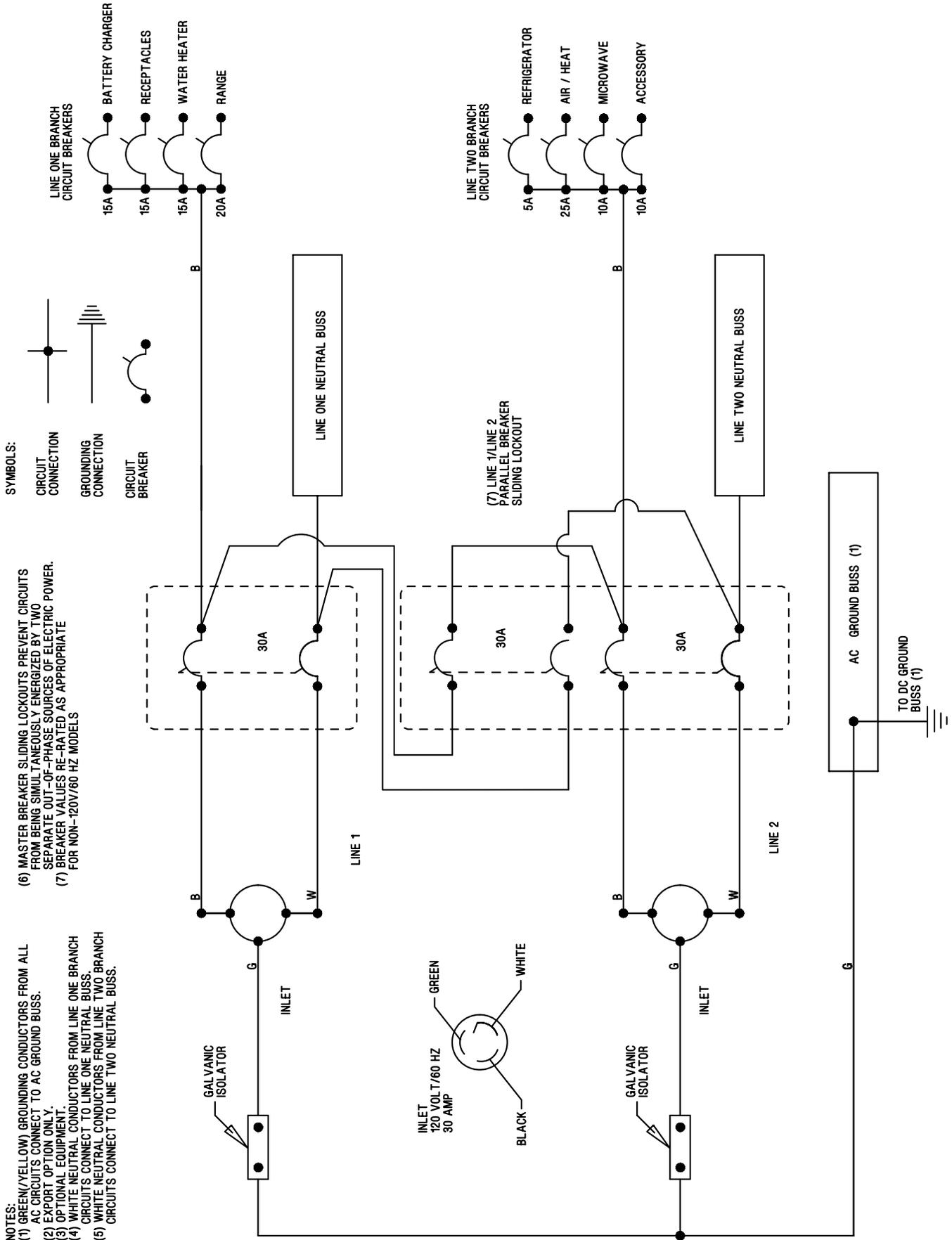
## Direct Current Electrical System



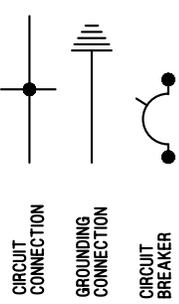
### Single Shore Power (If Equipped)



### Dual Shore Power (If Equipped)



SYMBOLS:



(6) MASTER BREAKER SLIDING LOCKOUTS PREVENT CIRCUITS FROM BEING SIMULTANEOUSLY ENERGIZED BY TWO SEPARATE OUT-OF-PHASE SOURCES OF ELECTRIC POWER.  
 (7) BREAKER VALUES RE-RATED AS APPROPRIATE FOR NON-120V/60 HZ MODELS

**NOTES:**  
 (1) GREEN/YELLOW GROUNDING CONDUCTORS FROM ALL AC CIRCUITS CONNECT TO AC GROUND BUSS.  
 (2) OPTIONAL EQUIPMENT ONLY.  
 (3) WHITE NEUTRAL CONDUCTORS FROM LINE ONE BRANCH CIRCUITS CONNECT TO LINE ONE NEUTRAL BUSS.  
 (4) WHITE NEUTRAL CONDUCTORS FROM LINE TWO BRANCH CIRCUITS CONNECT TO LINE TWO NEUTRAL BUSS.

# Important Records

---

## Selling Dealer

\_\_\_\_\_  
Name Of Dealership

\_\_\_\_\_  
Address

\_\_\_\_\_  
Phone/FAX/E-mail

\_\_\_\_\_  
Sales Manager

\_\_\_\_\_  
Service Manager

## Engine

\_\_\_\_\_  
Manufacturer

\_\_\_\_\_  
Model Name/Number

\_\_\_\_\_  
Engine Serial Number

\_\_\_\_\_  
Oil Type/SAE

\_\_\_\_\_  
Quarts per Engine

\_\_\_\_\_  
Filter Type

## Propeller

\_\_\_\_\_  
Manufacturer

\_\_\_\_\_  
Pitch

\_\_\_\_\_  
Model Number

## Key Numbers

\_\_\_\_\_  
Ignition

\_\_\_\_\_  
Other

## Electronics

\_\_\_\_\_  
Manufacturer

\_\_\_\_\_  
Model Name/Number

\_\_\_\_\_  
Serial Number

\_\_\_\_\_  
Manufacturer

\_\_\_\_\_  
Model Name/Number

\_\_\_\_\_  
Serial Number

\_\_\_\_\_  
Manufacturer

\_\_\_\_\_  
Model Name/Number

\_\_\_\_\_  
Serial Number

# Float Plan

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

## Description of Boat

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

## Persons on Board

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

## Operator of Boat

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

### Survival Equipment

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

### Vehicle Description

Make	Model
Color	License Number
Where is the Vehicle Parked?	

### Trip Expectations

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

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













**Part Number 1776943**

**Bayliner • P.O. Box 9029 • Everett, WA 98206 • 360-435-5571**