Engine Serial Number: ________________________________

Hull Identification Number: __________________________

Hull Identification Number

- The Hull Identification Number (HIN) is located just below the deck gunnel at the starboard aft corner of the boat.
- Record the HIN (and the engine serial number) 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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## Contents

### Chapter 1: Welcome Aboard!
- Dimensions & Tank Capacities  1
- Dealer Service  1
- Warranty Information  2
- Boating Experience  2
- Engine & Accessory Guidelines & Literature  3
  - Propeller  3
- Structural Limitations  4
- Qualified Maintenance  4
- Special Care for Moored Boats  4
- Safety Standards  5
- Carbon Monoxide (CO)  6
  - CO Facts  6
  - Factors that Increase the Effects of CO Poisoning  6
  - Where & How CO Can Accumulate  7
  - How to Protect Yourself & Others From CO  7
  - CO Checklists  8
  - More Information  8
- Warning Labels  9

### Chapter 2: Locations
- Exterior Views  12
  - Hull Views  12
  - Deck Views  13
  - Helm  14
- Component Locations  15

### Chapter 3: Propulsion & Related Systems
- Engine  18
- Bilge Blower System  19
- Fuel System  20
  - Fuel Fill & Vent  21
  - Fuel Filters  21
  - Anti-siphon Valve  21
- Quick Oil Drain System  22

### Chapter 4: Controls & Gauges
- Steering  23
- Shift/Throttle Controls  23
- Power Trim & Tilt  23
- Gauges  24
  - Cleaning the Gauges  24
  - Gauge Fogging  24
  - Radio Transmission Interference  24
  - Fuel Gauge  24

### Chapter 5: Navigation Equipment
- Depth Finder (If Equipped)  25

### Chapter 6: Plumbing
- Bilge Pump  26
  - Bilge Pump Testing  27
  - Autofloat Switch  27
- Drain Systems  27
  - Deck Drains  27
Chapter 7: Deck Equipment
Cleats & Bow/Stern Eyes  28
Ski-Tow Ring  28
Ski-Tow Tower (If Equipped)  29
  Attaching the Ski-tow Rope  29
Canvas  30
  Bimini Top (If Equipped)  30
  Convertible Top (If Equipped)  31
  Bow Cover (If Equipped)  32
  Canvas Care  33
Chapter 8: Entertainment System
Audio Equipment  34
Chapter 9: Convertible Seats, Beds, & Tables
Sleeper Seats (If Equipped)  35
  Operating Positions  35
  Lounge Positions  35
Jump Seat to Sunlounge Conversion  37
Chapter 10: Lights
Care & Maintenance  38
Interior & Exterior Lights  38
Navigation Lights  38
Chapter 11: Electrical System
12-Volt DC System  40
  Battery  40
  Fuses  40
  12-Volt DC Accessory Outlet  40
  Alternator  40
Electrical Routings  41
  12-Volt DC Hull Harness  41
  12-Volt DC Deck Harnesses  42
  Battery Cable Routings  43
Important Records  44
Float Plan  45

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Hazard Boxes & Symbols

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

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

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

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

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

- FIRE HAZARD!
- EXPLOSION HAZARD!
- NO OPEN FLAME!
- ELECTRICAL HAZARD!
- HOT HAZARD!
- FALLING HAZARD!
- ROTATING PROPELLER HAZARD!
- RUN BILGE BLOWERS FOR 4 MINUTES!
- CO POISONING HAZARD!

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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.
- The Sport Boat Owner’s Manual contains general information about safe operating practices, general boating regulations, and general maintenance techniques. Information that is more specific to your particular boat is found in this Owner’s Manual Supplement.
- Before using your boat, study this Owner’s Manual Supplement, the Sport Boat Owner’s Manual, and all engine and accessory literature carefully. If similar instructions are found in more than one manual, always refer to the specific manufacturer’s manual (such as the engine manual) for the most complete and accurate information.
- Keep this Owner’s Manual Supplement and the Sport Boat Owner’s Manual on your boat in a secure, yet readily available place.

Dimensions & Tank Capacities

<table>
<thead>
<tr>
<th>Overall Length</th>
<th>Length Rigged</th>
<th>Bridge Clearance</th>
<th>Beam</th>
<th>Draft (Hull)</th>
<th>Draft (Maximum)</th>
<th>Fuel Tank</th>
</tr>
</thead>
<tbody>
<tr>
<td>18’ 0”</td>
<td>19’ 1”</td>
<td>7’ 11”</td>
<td>7’ 7”</td>
<td>1’ 6”</td>
<td>2’ 11”</td>
<td>28 Gallons</td>
</tr>
</tbody>
</table>

Dealer Service

- Your dealer is your key to service.
- Ask your dealer to explain all systems before taking delivery of your boat.
- Contact your dealer if you have any problems with your new boat.
- If your dealer cannot help, call our customer service hotline: 360-435-8957 or send us a FAX: 360-403-4235.
- Buy replacement parts from any authorized Bayliner dealer.
- You can access on-line parts catalogs, links to vendor websites, and other helpful features by logging on to http://www.baylinercustomercare.com.
Warranty Information

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

Boating Experience

CONTROL HAZARD!

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

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

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

- U.S. Power Squadrons: 1-888-FOR-USPS (1-888-367-8777) or on the Internet at: http://www.usps.org
- In Canada, for the CPS courses call 1-888-CPS-BOAT.
- U.S. Coast Guard Auxiliary: 1-800-368-5647 or on the Internet at: http://www.cgaux.org

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

**NOTICE**

*BEFORE starting or working on your engine(s), read the engine manual.*

**NOTICE**

*BEFORE using the accessories on your boat, read the accessory manuals.*

**NOTICE**

*BEFORE storing your boat, refer to your engine and accessory manuals for storage/winterization instructions.*

**NOTICE**

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

- Your boat’s engine and accessories were selected to provide optimum performance and service.
- Installing a different engine or adding accessories may affect your boat’s running trim.
- If you choose to install a different engine or add accessories that may affect your boat’s running trim, have a trained marine technician perform a safety inspection and handling test *before* using your boat again.
- The engine and accessories on your boat have their own manuals. Read these manuals *before* using the engines and accessories.

Unless noted otherwise, *all* engine and accessory literature referred to in this *supplement* is included in your owner’s packet.

While the topics listed below may be included in this *supplement* and in the *Sport Boat Owner’s Manual*, *always* refer to the engine manual first for specific information on these important subjects:

- Engine Break-in Procedure
- Engine Starting and Stopping
- Gear Shifting
- Fuel and Oil Recommendations
- Engine Maintenance
- Engine Storage/Winterization

**Propeller**

**CAUTION**

**ENGINE DAMAGE HAZARD!**

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

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

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

The transom platform extension is designed to be lightweight for proper boat balance. The load limit for the transom platform extension is 30 pounds per square foot, evenly distributed.

Qualified Maintenance

![WARNING!]

To maintain the safety of your boat, allow ONLY trained personnel to work on, or change, in any way, the:
- Steering system
- Propulsion system
- Engine control system
- Fuel system
- Environmental control system
- Electrical system
- Navigation 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 yourself and others to the danger of bodily injury or accidental death.

Follow the maintenance instructions in:
- this Owner’s Manual Supplement
- the Sport Boat Owner’s Manual
- the engine owner’s manual, and;
- all accessory literature.

Special Care for Moored Boats

![NOTICE]

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

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

⚠️ DANGER!

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

⚠️ DANGER!

FALLING, ROTATING PROPELLER and CARBON MONOXIDE POISONING HAZARD!
- NEVER allow anyone to occupy, or hang from, the back deck or transom platform while the engine is running.
- Teak surfing, dragging, or water skiing within 20 feet of a moving watercraft can be fatal.

⚠️ DANGER!

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

⚠️ WARNING!

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

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

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

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

Read this supplement, the Sport Boat Owner’s Manual, the engine owner’s manual, and all accessory instructions for important safety standards and hazard information.

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Carbon Monoxide (CO)

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

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

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

Stationary conditions that increase CO accumulations include:

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

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

Running conditions that increase CO accumulations include:

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

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

How to Protect Yourself & Others From CO

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

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

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**CO Checklists**

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

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

**Annual Checklist**

*Have a Trained 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 preventing carbon monoxide poisoning on recreational boats and other boating safety tips, 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)  
613 Third Street  
Suite 10  
Annapolis, MD 21403  
www.abycinc.org  
410-990-4460

For information about free VESSEL SAFETY CHECKS, 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
Warning Labels

**WARNING**

1. **GASOLINE VAPORS CAN EXPLODE**
   - Before starting, operate blower for 5 minutes.
   - Check engine compartment for leaks.
   - Do not operate below cruising speed.

2. **TURNING PROPELLER**
   - Falling from sun lounge can cause injury or death.
   - Stay off sun lounge when motor is running.

**DANGER**

- Carbon monoxide (CO) can cause brain damage or death.
- Engine and generator exhaust contains odorless and colorless carbon monoxide gas.
- Carbon monoxide will be around the back of the boat when engines or generators are running.
- Move to fresh air if you feel nausea, headache, dizziness, or drowsiness.

**WARNING**

- Do not attempt to board or use the ladder if motor is running.

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Carbon monoxide (CO) can cause brain damage or death. Engine and generator exhaust contains odorless and colorless carbon monoxide gas. Get fresh air if anyone shows signs of carbon monoxide poisoning. See Owner's Manual for information regarding carbon monoxide poisoning. Signs of carbon monoxide poisoning include nausea, headache, dizziness, drowsiness, and lack of consciousness.

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

WARNING
ROTATING PROPELLER MAY CAUSE SERIOUS INJURY OR DEATH. SHUT OFF ENGINES WHEN NEAR PERSONS IN THE WATER.
WARNING
DO NOT EXCEED MAXIMUM TOW WEIGHT OF 400 POUNDS
1758967

WARNING
USE UNLEADED PETROL ONLY
1704248

WARNING
FUEL VAPORS MAY EXPLODE. INSPECT FUEL SYSTEM AT LEAST ANNUALLY.
1703701

WARNING
Exposed belts and pulleys. Getting caught in belts and pulleys can cause personal injury. Keep away from running belts and pulleys.
1703336
Chapter 2: Locations

Exterior Views

Hull Views

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Deck Views
Helm

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

12-Volt DC Accessory Outlet: Located on the side panel next to the helm.

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

Battery: Access by removing the seat-back cushion from the port jump seat.

Bilge Pump: Located in the engine compartment bilge.
**Blower Switch:** Located on the helm switch panel.

**Depth Finder Transducer:** Located in the engine compartment bilge.

**Fuel Fill Deck Fitting** *(marked GAS):* Located on the starboard aft corner of the deck.
**Fuel Tank:** Access to the fuel tank fittings is just forward of the engine compartment.

**Navigation Lights:**
- Red and green light at the bow.
- White all-round light on the aft deck.

**Trim & Tilt Pump:** Access by removing the starboard seat-back cushion from the starboard jump seat.
Chapter 3: Propulsion & Related Systems

Engine

NOTICE

Read the engine manual *BEFORE* starting or working on your engine.

While the topics listed below may be included in this *supplement* and in the *Sport Boat Owner's Manual*, *always* refer to the engine manual first for specific information on these important subjects:

- Engine Break-in Procedure
- Engine Starting and Stopping
- Gear Shifting
- Fuel and Oil Recommendations
- Engine Maintenance
- Engine Storage/Winterization
Bilge Blower System

**WARNING!**

**FIRE and EXPLOSION HAZARD!**

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

1. Check the bilge areas for fuel vapors or leaking fuel. If you see leaking fuel or smell fuel vapors:
   a. Do **NOT** start the engine, do **NOT** turn **On** any electrical devices, put out **ALL** cigarettes, cigars, and other sources of flame or ignition.
   b. Get everyone off your boat.
   c. Get trained help to find and fix the problem.
2. Run the bilge blower for at least four minutes **BEFORE** engine starting, electrical system work, or turning on electrical devices.
   • If you smell fuel vapors and the engine is already running;
     a. Shut **Off** the engine and turn **Off** **ALL** electrical devices.
     b. Put out **ALL** cigarettes, cigars, and other sources of flame or ignition.
     c. Get trained help to find and fix the problem.
   • **NEVER** obstruct or change the bilge blower system.

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

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

[Image of bilge blower system]

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Fuel System

**WARNING!**

**FIRE, EXPLOSION, and OPEN FLAME HAZARD!**
- Thoroughly inspect the fuel system for leaks every time you take on fuel.
- Follow both the *Sport Boat Owner’s Manual* fueling instructions and the engine operation manual fuel recommendations.

**CAUTION**

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

**NOTICE**

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

- The fuel fill deck fitting is marked GAS.
- If you have problems filling the fuel tank, see if the fuel fill hose or fuel tank vent hose is kinked or collapsed.
- If there are no visible signs of a problem, contact your local dealer.

Fuel Filters

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

Anti-siphon Valve

NOTICE

- If an engine running problem is diagnosed as fuel starvation, check the anti-siphon valve.
- If the valve is stuck or clogged, Turn Off the engine and then repair or replace the valve.
- Except in an emergency, NEVER run the engine without the anti-siphon valve.

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

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

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

How to install the quick oil drain system:

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

To drain the engine oil:

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

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

Steering

- Boat steering is not self-centering.
- Your boat features either mechanical rack-and-pinion steering or power-assisted rack-and-pinion steering.
- Refer to the engine manual for complete steering system details.

Shift/Throttle Controls

⚠️ WARNING!

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

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

Power Trim & Tilt

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

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Gauges

Cleaning the Gauges

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 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 Equipment

Read the manuals for all navigation & communication equipment 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 your boat is moving, submerged objects will NOT be seen until they are already under your boat.
- Bottom depths may change too quickly to allow time for your boat to react.
- If you suspect shallow water or submerged objects, run your boat at very slow speeds.

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Chapter 6: Plumbing

Bilge Pump

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 has a bilge pump for pumping water out of the bilge.
- An autofloat switch, mounted next to the bilge pump, will turn on the bilge pump if bilge water rises above a preset level.
- You can also turn on the bilge pump using the switch at the helm.
- The bilge pump is wired directly to the battery. Unless the battery is dead, the bilge pump should work even when your boat is unattended.
### Bilge Pump Testing
- The bilge pump is vital to the safety of your boat.
- Test the bilge pump often.
1. Turn **On** the bilge pump switch at the helm.
2. Make sure that water in the bilge is pumped overboard.
- If there is water in the bilge and the pump motor is running but *not* pumping, inspect the discharge hose for a kink or collapsed area.

If the discharge hose looks okay, check the bilge pump and strainer for clogging debris.

#### Inspecting and clearing debris from the bilge pump:
1. Squeeze the holding tabs on each side of the strainer and pull the pump housing out of the strainer.
2. Remove debris from the strainer and the bottom of the pump housing.
3. Remove the impeller guard screw and the impeller guard.
4. Remove all debris from the pump chamber, from around the impeller, and from the tab slots on the sides.
5. Make sure the impeller is firmly attached to the shaft and is not cracked or broken.
6. Reinstall the impeller guard and screw, and the pump housing on the strainer. Make sure both tabs lock into the slots.

### Autofloat Switch
- The autofloat switch is installed next to the automatic bilge pump.
- The autofloat switch turns the pump **On** when water rises above a preset level.
- Test the autofloat switch often.

#### Autofloat switch testing:
1. Twist either of the white plastic knobs one quarter turn to lift the float and turn **On** the bilge pump.
- If the pump does not turn **On**, check the fuse on the fuse block.
- If the fuse is good, but the switch still does not work, it may mean the switch is bad, or the battery is dead.

### Drain Systems

#### Deck Drains
- Water on the deck is drained overboard through the deck drains.
- Keep the deck drains free of debris.
Chapter 7: Deck Equipment

Cleats & Bow/Stern Eyes

⚠️ WARNING!
PERSONAL INJURY and/or PRODUCT or PROPERTY DAMAGE HAZARD!
NEVER lift your boat using the bow/stern eyes or the cleats.

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

Ski-Tow Ring

⚠️ 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.

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

**WARNING!**

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

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

- Read ALL warning labels on ski-tow tower.
- *BEFORE* each use of the boat *and BEFORE* each use of the folding ski-tow tower, make sure the lock-down bolts are tightened firmly.
- *ONLY* tow water skis, wakeboards, or kneeboards.
- Do *NOT* exceed the *MAXIMUM* tow weight of 400 pounds.
- Do *NOT* tow parasails, kites, tubes, rafts or other boats.
- Do *NOT* tow more than one person at a time.
- Do *NOT* climb on, sit on, stand on, jump off or dive off tower.
- *NEVER* allow passengers to sit behind tow rope attachment point.
- Use caution with skier in tow as tow rope may snap back into cockpit when released.
- *NEVER* allow loose tow rope ends to dangle off tower.
- When tower is up, watch for low obstacles such as tree limbs, bridges, or power lines.

**Attaching the Ski-tow Rope**

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

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

3. Pull firmly on the ski-tow rope to tighten.
Canvas

**CAUTION**

*PRODUCT or PROPERTY DAMAGE HAZARD!*

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

**NOTICE**

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

**NOTICE**

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

**NOTICE**

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

*Bimini Top (If Equipped)*

1. Insert the balls of the main bow (A) into the sockets on the windshield frame and secure them with the pins.
2. Insert the end eyes of the aft braces (B) into the aft deck hinges and secure them with the pins.
3. Pull the secondary bow (C) forward and insert the end eyes of the forward braces (D) into the forward deck hinges and secure them with the pins.
   - The jaw slides (E) should not need to be adjusted.
   - If you decide to adjust the jaw slide position, get the correct measurements from your selling dealer.

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1. Insert the balls of the main bow (A) into the sockets on the windshield frame and secure them with the pins.
2. Insert the end eyes of the aft braces (B) into the deck hinges and secure them with the pins.
3. Unfold the canvas top and snap the front edge of the top (C) to the windshield frame.
4. Align the secondary bow (D) with the center seam of the canvas by loosening or tightening the top straps.
   - The jaw slides (E) should not need to be adjusted.
   - If you decide to adjust the jaw slide position, get the correct measurements from your selling dealer.
**Bow Cover (If Equipped)**

1. Snap the two forward snaps (A) to the deck.
2. Snap the bow cover to the entire port side.

3. On the starboard side, only snap the forward half of the bow cover to the deck.
4. Insert the adjustable, center support pole (B) into both the bow cover and the table base (C).
5. Adjust the support pole so that it is just high enough to stay inserted in the bow cover.

6. Snap the rest of the bow cover to the deck.
7. Adjust the support pole to take any slack out of the bow cover.
Canvas Care

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

Cleaning the Canvas

⚠️ CAUTION

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

Regularly clean the canvas to prevent dirt, pollen, and etc. from embedding in the fabric. Generally, it is easiest to wash the canvas while it is installed on your boat.
- Use a soft-bristled brush to remove all dust and loose dirt.
1. Hose down the canvas with freshwater.
2. Gently wash the canvas with a solution of lukewarm water (no more than 100° F) and non-detergent mild soap, such as Ivory Snow®, Dreft®, or Woolite®.
3. Rinse thoroughly to remove the soap.
4. Before stowing, let the canvas dry completely.

Stubborn Stains

⚠️ CAUTION

- 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.
- If needed, a water repellent treatment should be reapplied to your canvas. Ask your dealer about the treatments available for your boat’s canvas.

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

Method 1
1. Add 1/8 cup (1 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 Snow®, Dreft®, or Woolite® to one gallon of water and mix thoroughly.
2. Soak the canvas in this solution for about 20 minutes.
3. Rinse with cold water to remove all of the solution.
Chapter 8: Entertainment System

Audio Equipment

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

Read the manufacturer’s instruction manual before using the audio equipment.
Chapter 9: Convertible Seats, Beds, & Tables

**WARNING!**

**FALLING and PRODUCT DAMAGE HAZARD!**

*NEVER* allow anyone to step-on or stand-on a sleeper seat in the lounge position.

---

**Sleeper Seats (If Equipped)**

- The sleeper seats can be moved forward and aft while in the upright, operating position.
- The sleeper seats can also be converted into a flat lounge or chaise lounge.

**Operating Positions**

To slide the seat forward and backward:

1. Pull up on the forward seat slider lever (A).
2. Slide the seats forward or aft to the desired position.

**Lounge Positions**

To convert into a flat lounge:

1. Pull up on the forward seat slider lever (A) and slide the seats all the way forward.
2. Push down on the aft seat slider lever (B) and slide the aft seat all the way aft.
3. If necessary, push down on the top of the seat-backs (C).

To convert into a chaise lounge:

1. First, convert the seats into a flat lounge as described above.
2. Lift the forward or aft seat bottom at point (D or E) and then lift the plastic seat support bracket (F).
3. Lower the seat until it rests securely on the support bracket.

---

To return the seats to the operating position:

1. Lift the seat-backs at point (C) and push the seat bottoms towards the center of the seat until the seat-backs are flush against each other and locked into place.
2. Push the seat bottoms towards the center of the seat until the seat-backs are flush against each other and locked into place.
Jump Seat to Sunlounge Conversion

**DANGER!**

*PERSONAL SAFETY HAZARD!*

*NEVER* allow anyone to occupy the aft sunlounge cushions when the engine is running.

1. Remove the jump seats (A) by lifting and pulling on their forward edges.
2. Rotate each jump seat so that the lounge support tabs (B) face the support slots (C).
3. Slide the lounge support tabs into the support slots.
4. Press down firmly on the inboard side of each jump seat until they rest on the motorbox (D).
Chapter 10: Lights

Care & Maintenance

All of the lights installed on your boat are of top quality, but you should be aware that failure may periodically occur for a variety of reasons:

1. There may be a blown fuse - replace the fuse.
2. The bulb may be burned out - carry spare replacement bulbs, making sure the wattage is correct.
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

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

<table>
<thead>
<tr>
<th>CAUTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Be conservative in the use of battery power.</td>
</tr>
<tr>
<td>• Prolonged use of cabin interior lights (overnight) WILL result in a drained battery.</td>
</tr>
</tbody>
</table>

Navigation Lights

<table>
<thead>
<tr>
<th>CAUTION</th>
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</thead>
<tbody>
<tr>
<td>Avoid the storage of gear where it would block navigation lights from view.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>NOTICE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Running lights are legally required to show boat direction and right-of-way at night.</td>
</tr>
</tbody>
</table>
Chapter 11: Electrical System

⚠️ DANGER!

EXTREME FIRE, SHOCK and EXPLOSION HAZARD!

- **NEVER** install non-ignition protected switches or other arcing devices in the fuel compartment.
- **NEVER** substitute automotive parts for marine parts. Marine electrical, ignition, and fuel system parts were designed and manufactured to comply with rules and laws that minimize the risks of fire and explosion.
- **NEVER** change the electrical systems or relevant drawings.
- Allow **ONLY** trained personnel to install batteries and/or do electrical system work.

⚠️ WARNING!

FIRE and EXPLOSION HAZARD!

Fuel vapors can explode! **BEFORE** turning on electrical devices or working on the electrical system:
1. Check the bilge areas for fuel vapors or leaking fuel. If you see leaking fuel or smell fuel vapors:
   a. Do **NOT** start the engine, do **NOT** turn *On* any electrical devices, put out *ALL* cigarettes, cigars, and other sources of flame or ignition.
   b. Get everyone off your boat.
   c. Get trained help to find and fix the problem.
2. Run the bilge blower(s) for at least four minutes **BEFORE** engine starting, electrical system work, or turning on electrical devices.

⚠️ CAUTION

SHOCK and ELECTRICAL SYSTEM DAMAGE HAZARD!

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

NOTICE

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

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12-Volt DC System

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

Fuses
- Fuses for the accessories are on the fuse block. See the Component Locations section in Chapter 2 for the location of the fuse block.
- Fuses for the engine control and gauges are on the engine. See the engine operation manual.
- Some equipment may have secondary fuse protection at the unit, or at the battery.

12-Volt DC Accessory Outlet

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

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

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

12-Volt DC Hull Harness
12-Volt DC Deck Harnesses
Battery Cable Routings

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

NEGATIVE
POSITIVE
# 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>
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</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

| Manufacturer | Pitch | Model Number | |
|--------------|-------|--------------||

## Key Numbers

| Ignition | Other |

## Electronics

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

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Float Plan

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

### Description of Boat

<table>
<thead>
<tr>
<th>Registration/Documentation Number</th>
<th>Full Name</th>
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<tbody>
<tr>
<td>Length</td>
<td>Age</td>
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<tr>
<td>Make</td>
<td>Health</td>
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<tr>
<td>Type</td>
<td>Phone Number</td>
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<tr>
<td>Hull Color</td>
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<td>Trim Color</td>
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<td>Fuel Capacity</td>
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<td>Engine Type</td>
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<tr>
<td>Number of Engines</td>
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<tr>
<td>Distinguishing Features</td>
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<tr>
<td>Distinguishing Features</td>
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### Persons Onboard

<table>
<thead>
<tr>
<th>Full Name</th>
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<th>Health</th>
<th>Phone Number</th>
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### Operator of Boat

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## Survival Equipment

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<tr>
<td>Paddles (Yes/No)</td>
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<tr>
<td>Other</td>
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<td>Other</td>
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</table>

## Trip Expectations

1. **Departing From**
   - Departure Date
   - Departure Time

2. **Stopover 1**
   - Arrive No Later Than: Date
   - Arrive No Later Than: Time

3. **Stopover 2**
   - Arrive No Later Than: Date
   - Arrive No Later Than: Time

4. **Stopover 3**
   - Arrive No Later Than: Date
   - Arrive No Later Than: Time

5. **Stopover 4**
   - Arrive No Later Than: Date
   - Arrive No Later Than: Time

6. **Stopover 5**
   - Arrive No Later Than: Date
   - Arrive No Later Than: Time

7. **Stopover 6**
   - Arrive No Later Than: Date
   - Arrive No Later Than: Time

8. **Final Destination Port (If Different Than Home Port)**
   - Arrive No Later Than: Date
   - Arrive No Later Than: Time

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

## Vehicle Description

<table>
<thead>
<tr>
<th>Make</th>
<th>Model</th>
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</thead>
<tbody>
<tr>
<td>Color</td>
<td>License Number</td>
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Where is the Vehicle Parked?

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