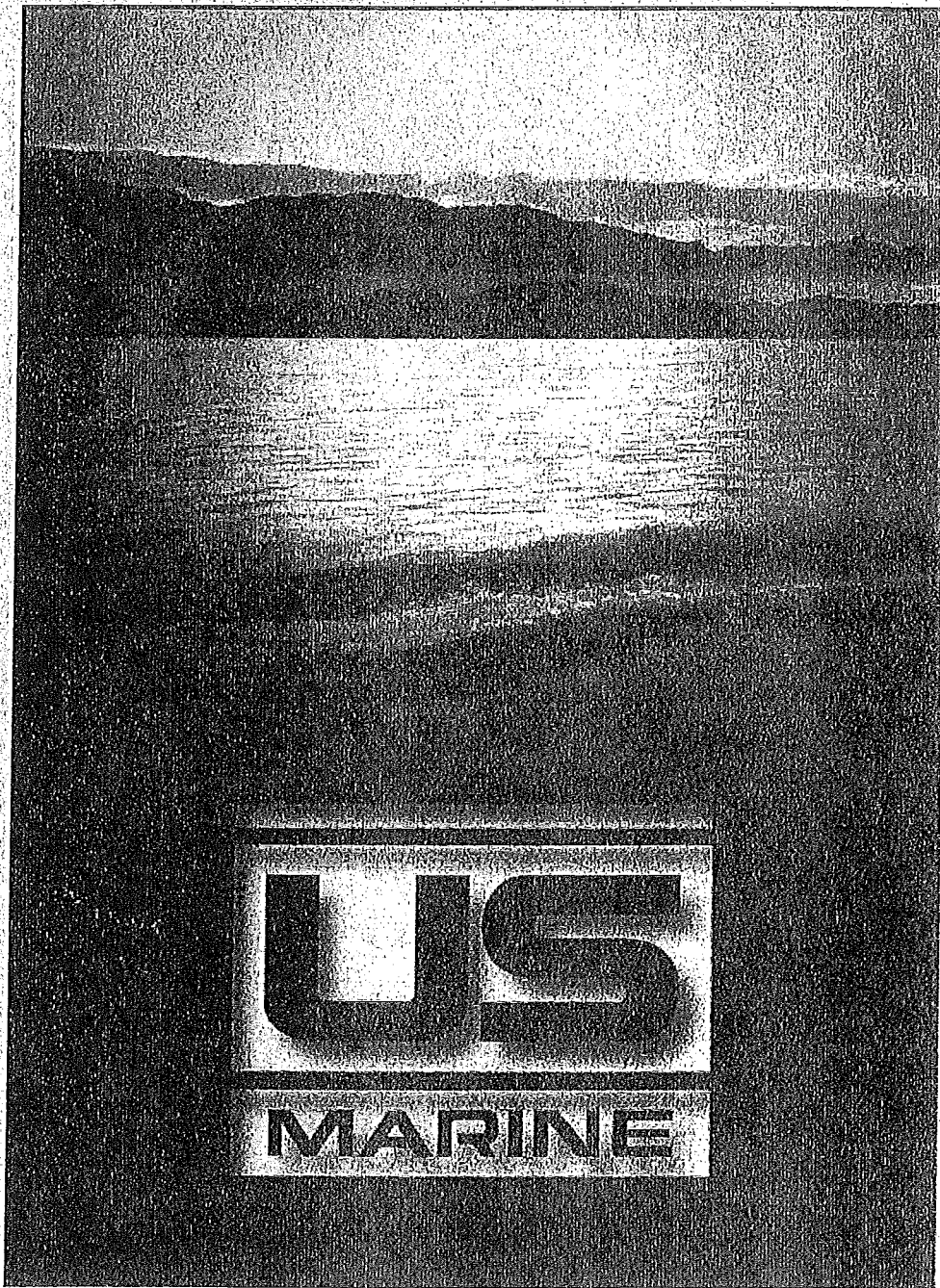


BAWLINER®

Avanti
3255 Sunbridge



Owner's Manual Supplement



To Be The Best For Total Customer Satisfaction

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

To keep our respected status as the number one boat builder in the world, US Marine has instituted an ongoing **Total Customer Satisfaction Program**. The guiding principles of this program are:

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

Welcome to the US Marine family. We are looking forward to serving your boating needs, now and in the future!

BAYLINER *a division of US Marine, a Brunswick Company*

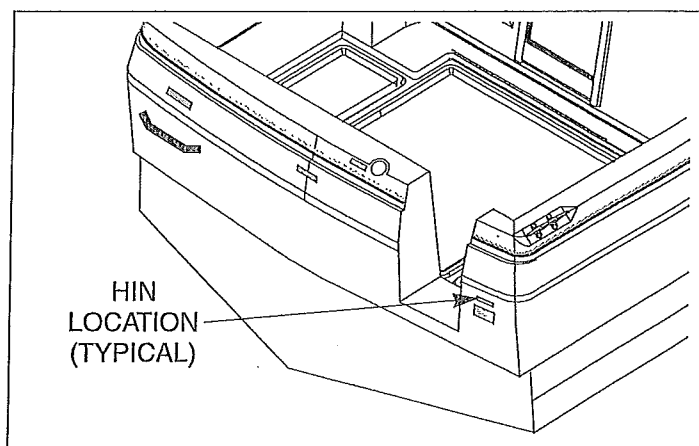
Hull Identification Number: _____

Port Engine Serial Number: _____

Stbd. Engine Serial Number: _____

Hull Identification Number

The Hull Identification Number (HIN) is located on the starboard side of the transom. Record the HIN and the engine serial numbers in the space provided above. Please refer to the HIN for any correspondence or orders.



1999/2000

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CHAPTER 1: ABOUT THIS MANUAL

This Owner's Manual Supplement was prepared to provide specific information about your boat. Please study this supplement and the Owner's Manual carefully, paying particular attention to the LIMITED WARRANTY section. Keep this supplement in a secure place and hand it over to the new owner when you sell the boat.

Dealer Service

Make certain that you receive a full explanation of all systems from the selling dealer before taking delivery of your boat. Your selling dealer is your key to service. If you experience any problems with your new boat, immediately contact the selling dealer. If for any reason your selling dealer is unable to help, you can call us direct on our customer service hotline: 360-435-8957 or send us a FAX: 360-403-4235

Boating Experience

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

We strongly recommend that you take one of the boating safety classes offered by the U.S. Power Squadrons (<http://www.usps.org/>) or the U.S. Coast Guard Auxiliary (<http://207.201.180.170/>). For more course information, including dates and locations of upcoming classes, visit their web sites or call their local offices.

Outside the U.S., your selling dealer, national sailing federation or local yacht club can advise you of local sea schools or competent instructors.

WARNING

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

Engine/Accessories Guidelines

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

Structural Limitations

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

Safety Standards

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

Please read the Owner's Manual for important safety standards and hazard information.

DANGER



PERSONAL SAFETY HAZARD - **DO NOT** allow anyone to ride on parts of the boat not designated for such use. Sitting on seat backs, lounging on the forward deck, bow riding, gunwale riding or occupying transom platform while underway is especially hazardous and will cause personal injury or death.



Qualified Maintenance

WARNING

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

Failure to maintain these systems (listed in the warning above) as designed could violate the laws in your jurisdiction and could expose you and other people to the danger of bodily injury or accidental death. We recommend that you follow the instructions provided in this supplement, the Owner's Manual, the engine owner's manual and the accessory instruction sheets included with your boat.

Hazard Warning Symbols

The hazard warning 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. We urge you to read these warnings carefully and follow all safety recommendations.

DANGER

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

WARNING

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

CAUTION

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

NOTICE

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



Fire and/or
Explosion Hazard!



Open Flame
Hazard



Rotating Propeller
Hazard!

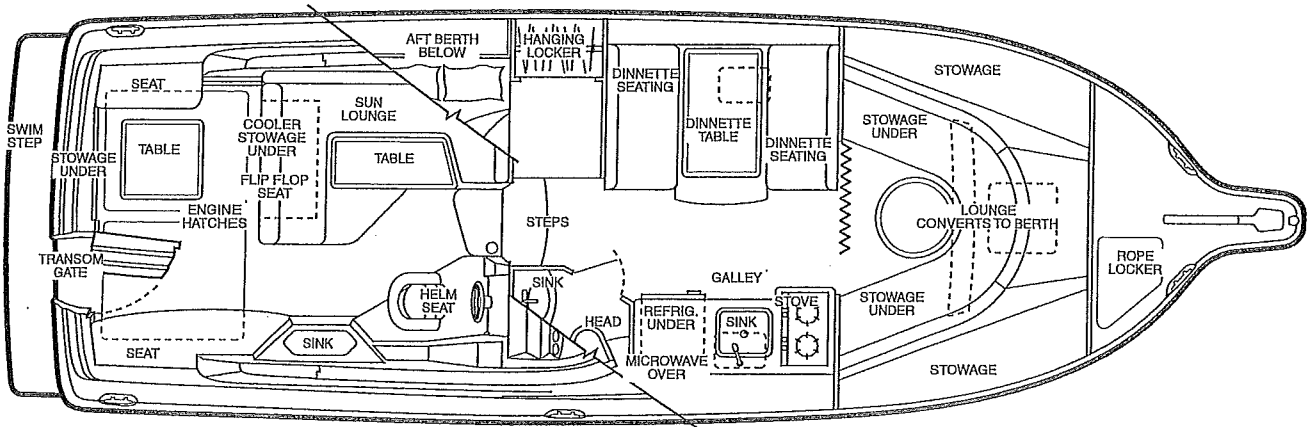


Personal Injury/
Falling Hazard

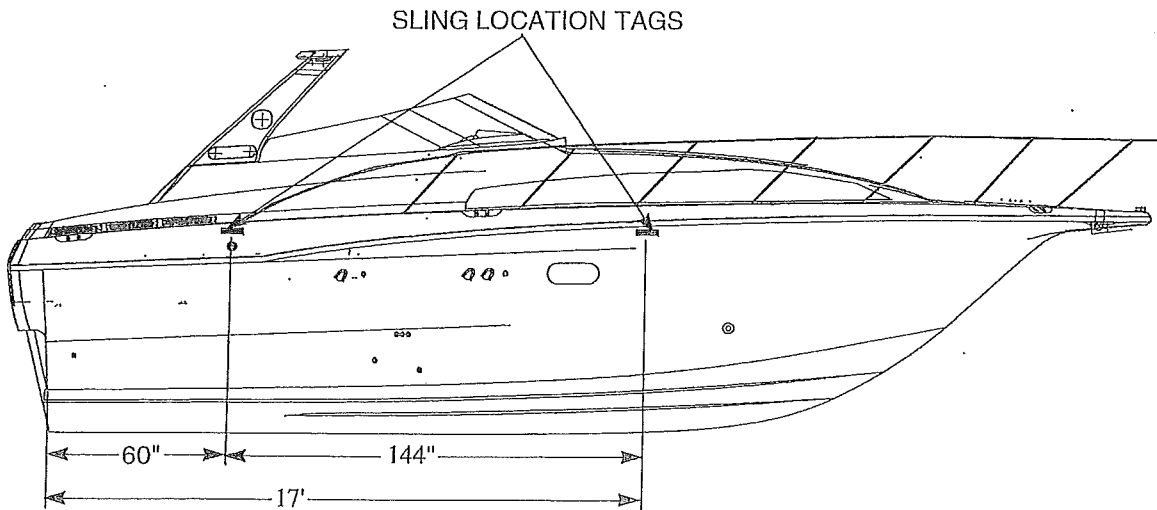
CHAPTER 2: PRODUCT DESCRIPTION

Overall Length	Bridge Clearance	Beam	Draft	Fuel Tank Capacity (gal)	Water Tank Capacity (gal)	Holding Tank Capacity (gal)
32' 11"	11' 0"	11' 0"	2' 11"	180	35	30

Layout View

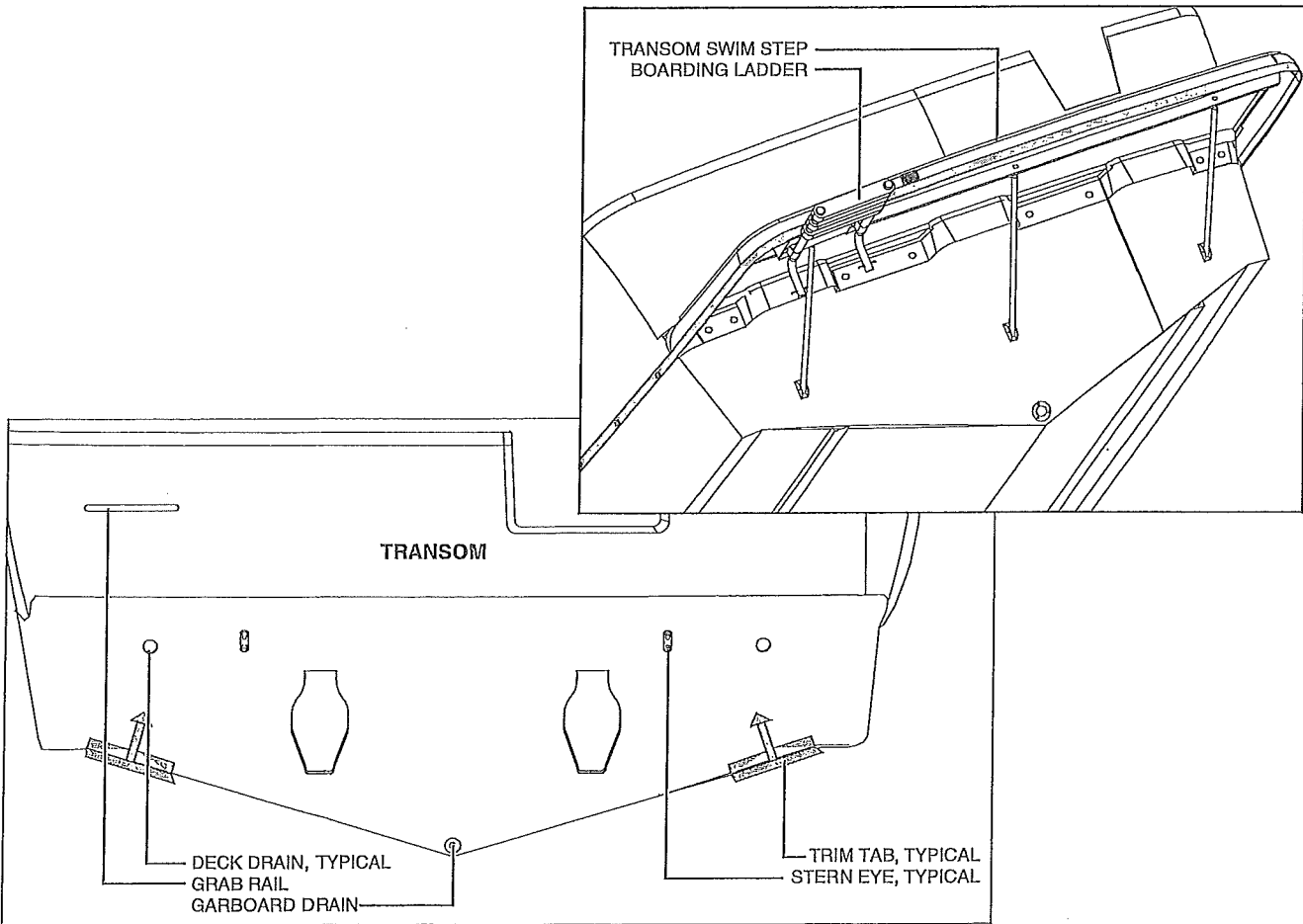
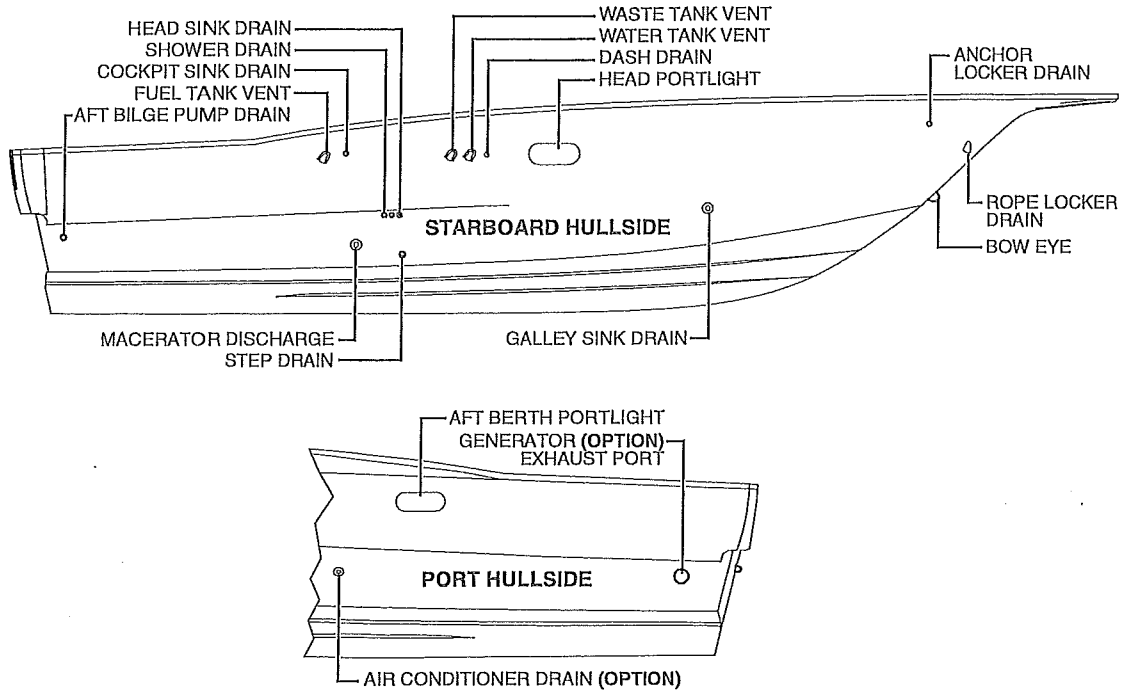


Lifting Sling Positions





Hull Exterior Hardware



CHAPTER 3: COMPONENTS / SYSTEMS

VHF Radio

The VHF radio has a separate brochure, in your boat's owner's packet, that explains its operating features. We strongly suggest that you read the operating instructions before using the radio.

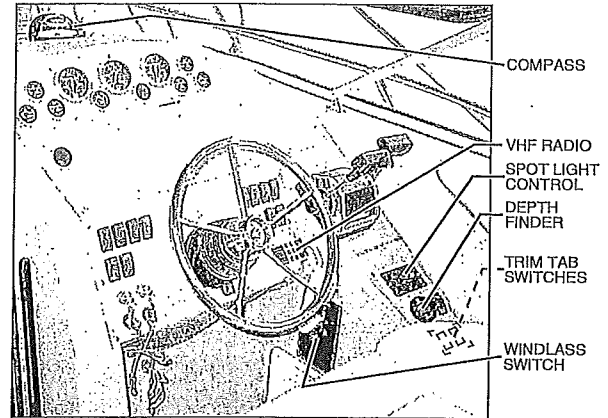
Compass

Your boat may come equipped with a compass. Carefully read and follow the manufacturer's calibration and operating instructions provided in your boat's owner's packet.

Trim Tabs

Trim tabs control the longitudinal and lateral trim of your boat at cruising speeds. Two rocker switches identified by the words "BOW DOWN" are located at the helm.

- Once the best bow cruising trim is reached, use the port or starboard trim switches, one at a time, to correct for unequal lateral loading. **DO NOT** use trim tabs to compensate for excessive unequal weight distribution.
- Trim tab adjustment should be performed by several short touches to the switch rather than one long one. After each short touch allow about five seconds for the hull to react.
- The trim tab hydraulic fluid reservoir is located in the engine compartment. The fluid level should be checked periodically (at least once a year) and refilled as necessary.



! WARNING

Improper use of trim tabs may cause loss of control. DO NOT use trim tabs in a following sea as they may cause broaching or other unsafe handling characteristics. DO NOT let anyone unfamiliar with trim tabs to operate them.

Depth Finder

Your boat may come equipped with a depth finder. It will provide you with measurements of water depth beneath the boat. In many cases it may help you locate schools of fish. We suggest that you read the manufacturer's owner's operating instructions included in your boat's owner's packet before using the unit.

! WARNING

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

Anchor Windlass (Option)

Please read the manufacturer's instructions supplied in your boat's owner's packet. To haul the anchor, use engine power (*not* the windlass) to move the boat to, and directly above, the anchor. Activate the windlass to disengage the anchor from the bottom by pulling it straight up. **DO NOT** pull the boat to the anchor using the windlass or continue to operate the windlass if it has stalled or is overloaded.

Spotlight (Option)

The spotlight has a separate brochure explaining its features. The spotlight can be controlled from the helm.



Electrical System

We strongly recommend that you read and understand this section and the Electrical Section of the Owner's Manual. Wiring diagrams are provided in CHAPTER 4 of this supplement for use in troubleshooting electrical problems.

⚠ DANGER

EXTREME FIRE/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.
- Only qualified personnel should install batteries and/or perform electrical system maintenance.
- Insure that all battery switches are in the OFF position 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. Operate 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 batteries to open flame or sparks. It is also important that no one smoke anywhere near the batteries.

⚠ CAUTION

SHOCK/ELECTRICAL SYSTEM DAMAGE HAZARD!

- Never disconnect the battery cables while the engine is running as this can cause damage to your boat's electrical system components.
- The battery charging systems (alternators and battery charger) 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.

NOTICE

- Electrical connections are prone to corrosion. To reduce corrosion caused electrical problems, keep all electrical connections clean and protect them with a spray-on protectant such as Corrosion Guard®.
- **VOLTAGES** - All boats use either 110-volt AC/60 Hertz, 240-volt AC/60 Hertz or 220-volt AC/50 Hertz single phase systems, and 12-volt DC or 24-volt DC. Electrical distribution panels are labeled with voltage and frequency of AC and DC.

12-Volt DC System

Battery Switches

Separate rotary battery switches (port side of cockpit) are provided for each battery. In addition, a parallel switch is provided at the helm to enable you to start the engines using all batteries in the event that engine battery power is low.

Batteries

The batteries supply electricity for lights, engine and generator starting, as well as power to turn on accessories. Battery condition can be checked on the voltmeters, located on the helm instrument panel. **Periodically remove the battery caps and check the electrolyte level.** If the zinc plates are exposed, add distilled water until they are covered. Corroded battery terminals can be cleaned with baking soda and water. After cleaning the terminals, coat them with a light film of grease. Be sure all battery connections are tight.

Engine Alternators

The engine alternators will maintain proper charge levels in the engine and accessory batteries (some situations may require running engines at 1200 RPM to initiate charging).

Battery Charger

The battery charger has a separate brochure, in your boat's owner's packet, that explains its operating features. We strongly suggest that you read the operating instructions before using the battery charger. The battery charger will charge the batteries whenever the boat is plugged into 110-volt shore power or whenever the generator is operated. The circuit breaker for the battery charger must be in the ON position for charging to occur.

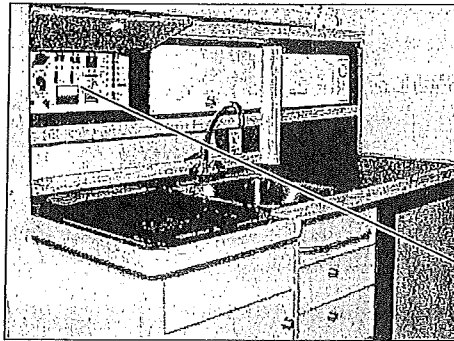


CAUTION

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

110-Volt AC System

The AC system is energized by either shore power or an onboard generator (option). Master circuit breakers, for power source selection, are on the AC circuit breaker panel, located above the stove in the galley (see photo on right). This system is designed so that ship's power and shore power sources *cannot* supply power simultaneously.



AC CIRCUIT BREAKER PANEL



CAUTION

Whether using shore power or the generator (option), the simultaneous use of several AC components can result in an overloaded circuit. It may be necessary to turn off one or more accessories in order to use another accessory.

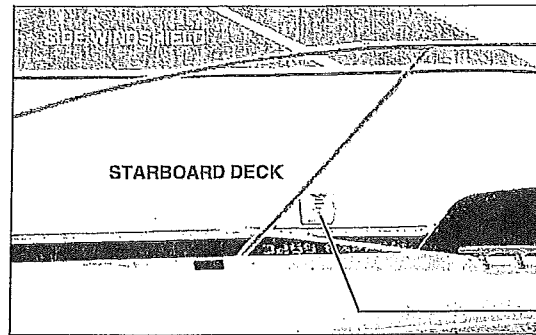


CAUTION

WATER HEATER DAMAGE HAZARD! - Do not energize the water heater electrical circuit until the heater is **COMPLETELY** filled with water. Even momentary operation in a dry tank will damage the heating elements. Warranty replacements **WILL NOT** be made on elements or tank damaged in this manner.

Shore Power

The standard dockside receptacle and cord provided is rated at 30 amps. Since some shore installations do not have 30 amp service, we recommend the purchase of 15 amp and 20 amp adapters. **Note:** When 15 amp or 20 amp adapters are used there will be a corresponding drop in supplied AC power.



SHORE POWER
INLET RECEPTACLES

⚠ DANGER



FIRE/EXPLOSION/SHOCK HAZARD!

- To minimize shock and fire hazard, **DO NOT** modify electrical systems or relevant drawings.
- **DO NOT** alter shore power connectors and use only compatible connectors.
- Only qualified personnel should install batteries and/or perform electrical system maintenance.

⚠ CAUTION



SHOCK/ELECTRICAL SYSTEM DAMAGE HAZARD!

- Never connect dockside power to your boat outside North America unless you have purchased the International electrical conversion option, which is rated for 220-volt/50 Hertz. North American systems are rated for 110-volt/60 Hertz power.
- Use double insulated or three-wire protected electrical appliances when possible.

NOTICE

- When using shore power, the simultaneous operation of several AC accessories can result in an overloaded circuit. It may be necessary to turn off one accessory while operating another.

Before connecting to shore power, ensure all breakers and switches on the AC master panel are in the OFF position. Always attach the shore power cord to the boat inlet first; then to the dockside connection to prevent shock or injury from an accidental dropping of the “hot” cord into the water.

⚠ WARNING



SHOCK/ELECTRICAL SYSTEM DAMAGE HAZARD!

Monitor the electrical control panel's polarity indicators when connecting shore power to your boat. A **GREEN** light illuminating after the power cord is plugged into the boat's external power receptacle indicates acceptable electrical power in which you may energize the main breaker switches. A **RED** light, however, indicates reversed polarity, which could cause electrical system damage and possibly electrical shock injuries. In this case, **DO NOT** energize the main breaker switches. Instead, immediately disconnect the shore power cord (always from the dockside outlet first) and notify marina management.

On boats with a single dockside inlet, check for proper polarity as outlined in the warning above. Activate the AC system by first turning on the master breaker, then each individual component breaker as required.

On boats with *optional* dual dockside inlets, check for proper polarity as outlined in the warning above. Each dockside inlet is labeled above the weatherproof cover, line 1 or line 2, which corresponds to the line each operates on the AC master panel. This system is designed so that each line operates independent of each other. Activate the AC system by first turning on the master breakers, then each individual component as required. Voltage on each line can be read by setting the voltmeter selector switch.

Generator (Option)

Prior to initially operating your generator we strongly urge you to completely read the manufacturer's operating instructions included in the owner's packet.

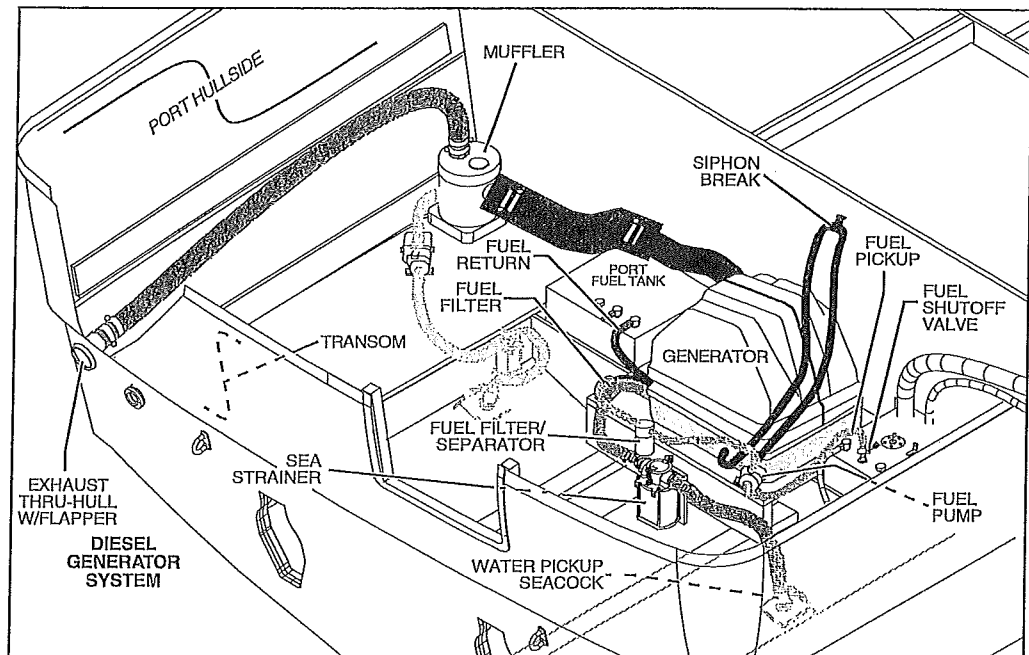
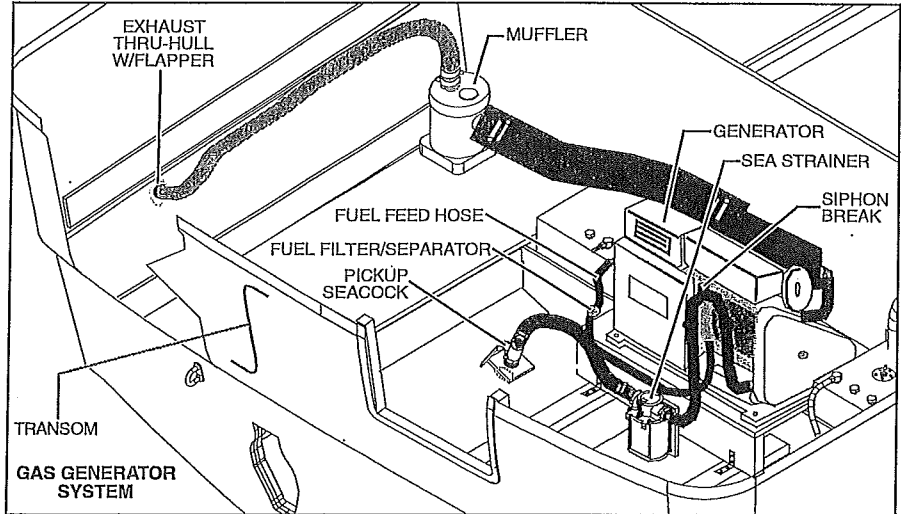
Generator Starting Procedure:

Follow the instructions in the generator manual for pre-start checks and break-in procedures and always observe the following:

1. Open the generator seawater intake valve before starting the generator. The seawater intake valve must remain open during generator operation, and the seawater strainer should be checked frequently for leaks and/or debris.
2. Operate the bilge blowers for a minimum of four minutes before starting the generator. Leave the blowers on while the generator is operating unless the boat is running at cruising speed.
3. **Diesel generator;** turn the pre-heat switch to the ON position and allow one minute for pre-heating.

Gas generator; simultaneously press the oil pressure button and turn the starter switch until the generator starts.

4. Turn the Starter switch to start, releasing it as soon as the generator starts. NEVER operate the starter for more than 30 seconds. If the generator does not start, wait at least 30 seconds before another start attempt is made.
- Fuel to run the generator is supplied from the port fuel tank on gas models and the starboard fuel tank on diesel models.



- In addition to servicing the filters attached to the diesel generator, the filter/separator located near the fuel line valves should be serviced as described in the manufacturer's operating manual.
- The coolant mixture installed at the factory consists of equal parts of water and antifreeze (Ethylene Glycol).
- Oil pressure and water temperature gauges are adjacent to the AC panel and monitor the engine functions of your generator. Gauge readings during normal generator operation are: Temperature between 165° to 195° F; Oil pressure between 35-55 PSI.

To activate the AC system under generator power; switch the generator master circuit breakers to ON and then turn on each individual component breaker as required.



Fuel System

! WARNING

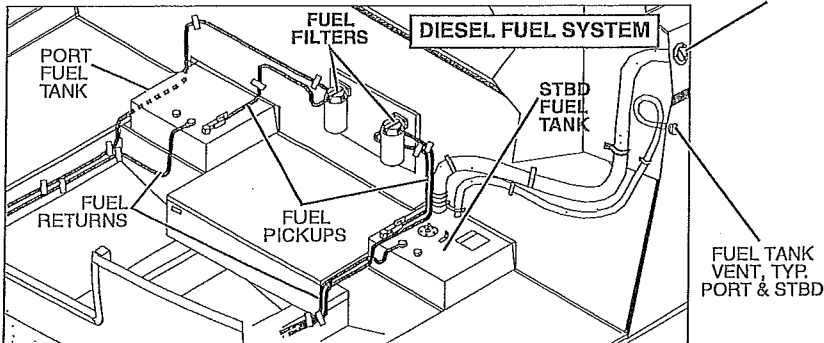
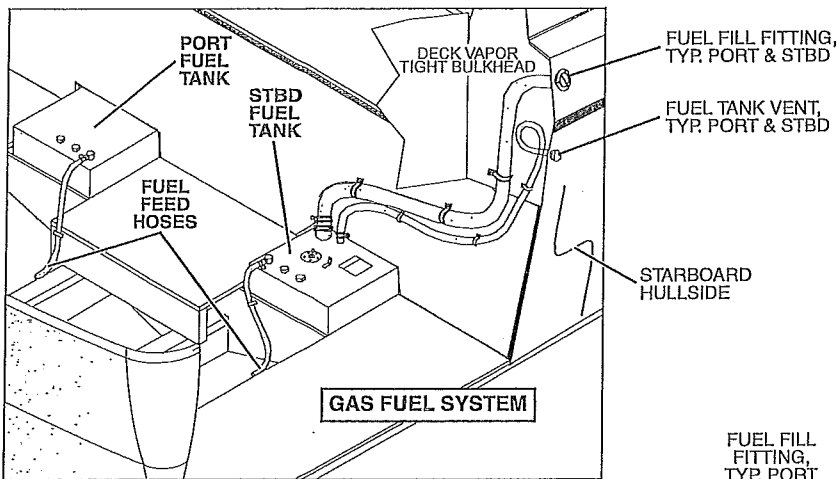
FIRE/EXPLOSION HAZARD - It is very important that the fuel system be inspected thoroughly the first time it is filled and at each subsequent filling. The Fueling Instructions in the Owner's Manual and the Fuel Recommendations in the Engine Manual must be followed.

! CAUTION

Air in the diesel supply system can stop an engine or severely restrict performance. If you suspect air in your diesel fuel lines, refer to your Engine Manual for detailed instructions on how to "bleed" the system.

! CAUTION

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



Carefully read the Fuel Section of the Engine Operation Manual included in your owner's packet. Give special attention to the subject of Fuel Recommendations.

If applicable, filters/separators should be inspected periodically for debris and replaced as needed according to the instructions detailed in your engine manual, generator manual and in the filter literature supplied in your owner's packet.

Fuel Fills and Vents

The fuel fills are located on the side decks. Fuel receptacle caps are marked "Diesel" or "GAS". Fuel vents are normally located below and in the same general area as the fill. If you experience difficulty filling the fuel tank, check to see that the fuel fill and vent lines are free of obstructions and kinks.

Anti-siphon Valve (Gas Engines Only)

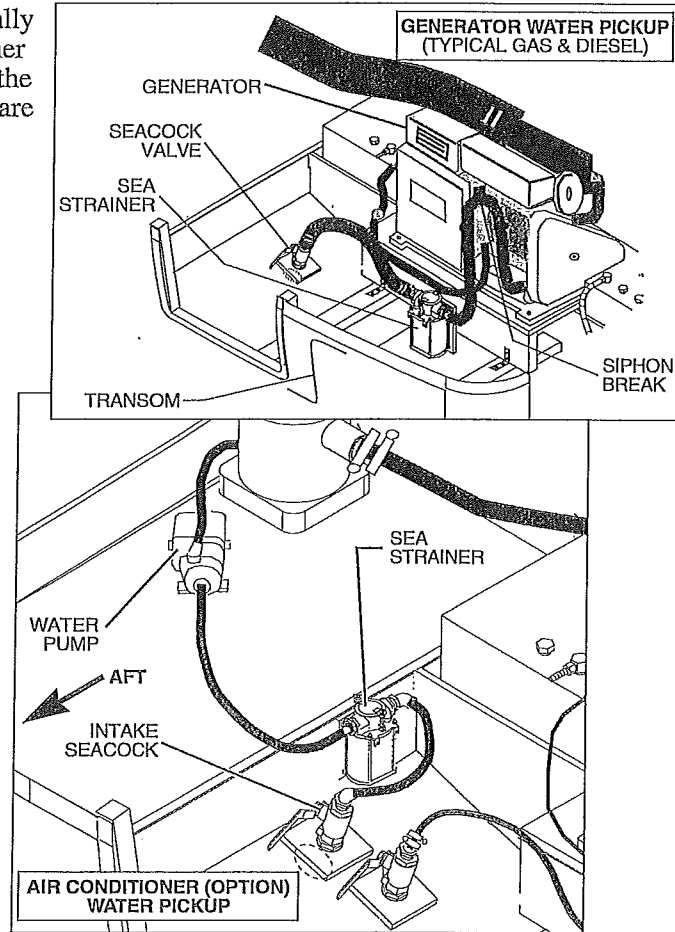
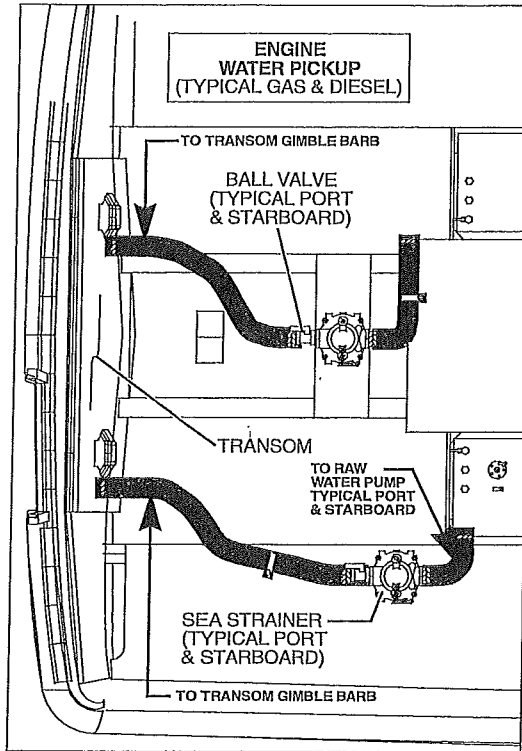
An anti-siphon valve is an integral part of the fuel line barb fitting on each fuel tank. These valves are spring loaded and are opened by fuel pump vacuum. If a fuel line ruptures the valve prevents the siphoning of fuel from the tank.

! WARNING

FIRE/EXPLOSION HAZARD - If an engine problem is caused by fuel starvation, check the anti-siphon valve. If the valve is stuck or clogged, shut down the engine and replace it. Except in a crisis, NEVER operate the engines without the anti-siphon valve.

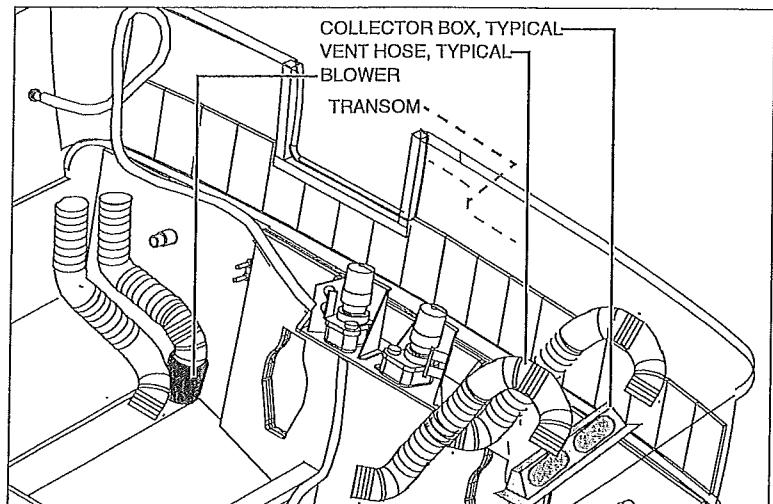
Water Pickup Systems

The seawater strainers should be checked periodically for debris. The standard configuration is one strainer for each engine, one for the generator and one for the air conditioning system (if installed). The strainers are located in the engine compartment.



Engine Room Ventilation System

The bilge blower removes fumes from the engine compartment and draws fresh air into the compartment through the deck vents. To ensure fresh air circulation, operate the bilge blowers for at least four minutes before starting the engines or generator, during starting, and while operating the boat below cruising speed.



! WARNING



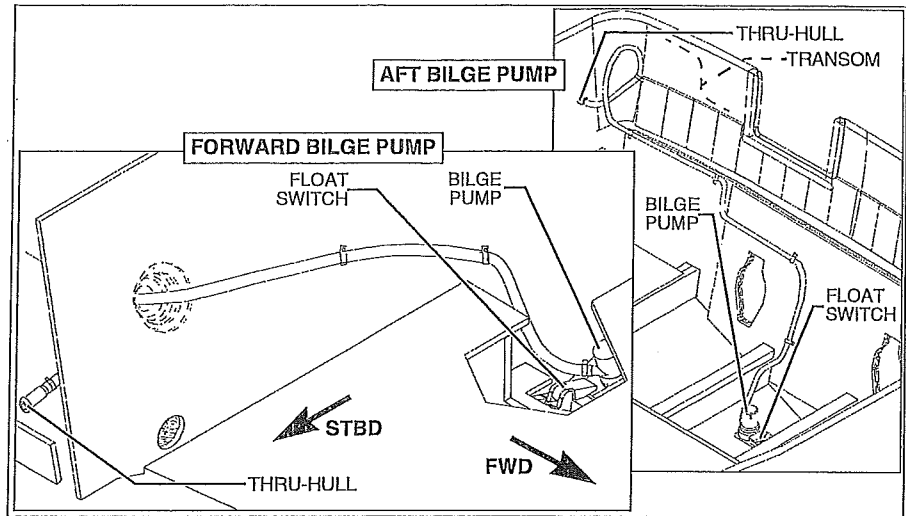
Operation of the blower system is **NOT A GUARANTEE** that explosive fumes have been removed. If you smell any fuel, **DO NOT** start the engine. If the engine is already running, immediately shut off the engine and all electrical accessories. Investigate immediately. **DO NOT** obstruct or modify the ventilation system.

Bilge Pump System

Your boat is equipped with two impeller-type bilge pumps. The bilge pumps are controlled by automatic bilge pump switches (autofloat switches) and/or switches on the dash panel.

The autofloat switches activate whenever water accumulates above a preset level in the bilge. They are wired directly to the battery and will normally function even when the boat is completely shut down and unattended, such as when the boat is moored at a marina.

Bilge pumps should be checked often to verify that they are working properly. Check each bilge pump by activating its dash-mounted switch. Verify that water in the bilge is pumped overboard. If bilge water is present and the pump motor is running but not pumping, inspect the discharge hose for a kink or collapsed area. If no problems are found, check the bilge pump housing for clogging debris as follows:

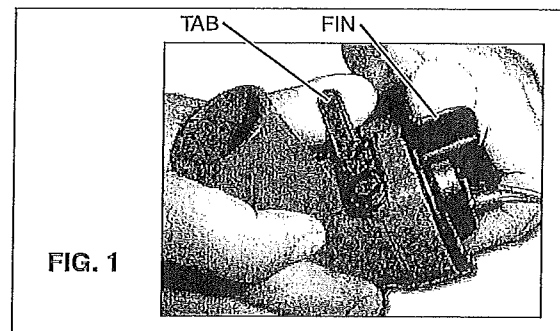


Bilge Pump Maintenance

Bilge pumps should be checked often to verify that they are working properly. To check a bilge pump's operation, activate the dash-mounted switch. Verify that water in the bilge is pumped overboard. If bilge water is present and the pump motor is running but not pumping, inspect the discharge hose for a kink or collapsed area. If no problems are found, check the bilge pump housing for clogging debris:

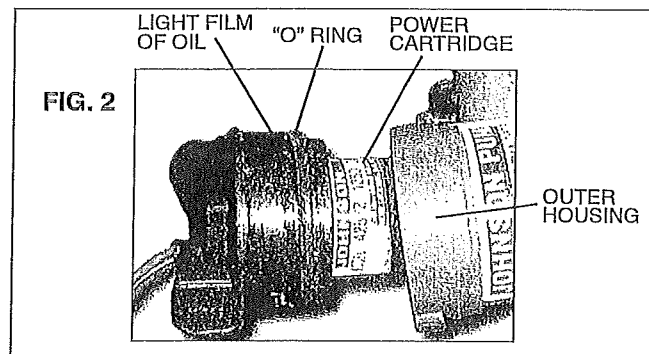
To remove the power cartridge:

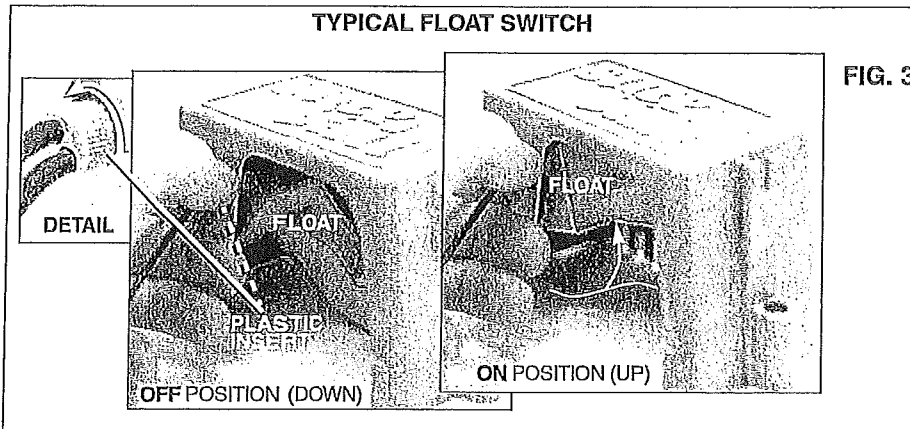
1. Lift the tab while rotating the fins counter-clockwise and lift out the power cartridge (Fig. 1).
2. Clear the housing of debris.



To reinstall the power cartridge:

1. Make sure the "O" ring is properly seated and coat the "O" ring with a light film of vegetable oil or mineral oil (Fig. 2).
2. Align the two cams on either side of the power cartridge with the two slots on the outer housing. Press the power cartridge into the housing and twist clockwise. Ensure proper reinstallation by attempting to twist the fins counter-clockwise without lifting the tab. The cartridge should stay in place.





Float Switch

If applicable, the autofloat switch should also be checked often for proper operation. Lift the float by turning the plastic insert where the wires enter the housing, 1/4 turn counter-clockwise (Fig. 3).

As the float is lifted, the bilge pump should turn on. If lifting the float does not turn the pump on, check the inline fuse. If the fuse is good but the switch does not work, it may indicate a bad switch or possibly a low battery.

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.

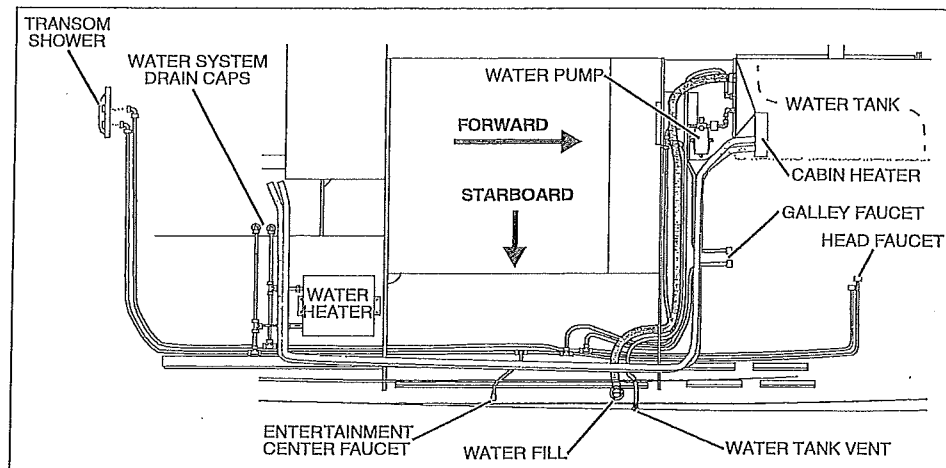
Fresh Water System

It is always a good idea to top off the water tank at every opportunity to avoid the possibility of running short of fresh water. The water fill is located on the starboard side of the deck.

When your boat is to be left unattended for long periods of time, pump the water tank dry to prevent stored water from becoming stagnant and distasteful. Should it become necessary to disinfect the fresh water system, ask your dealer about treatment systems available and follow the manufacturer's instructions.

Water Heater

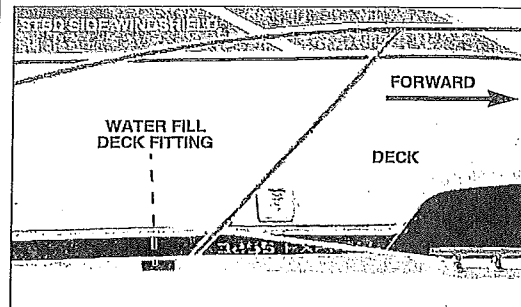
Please read the manufacturer's instructions supplied in your boat's owner's packet. The water heater is connected to the AC power system. The heat exchanger system (option), it is connected to the port engine, check all hoses related to this system often for condition and leakage.



⚠ WARNING

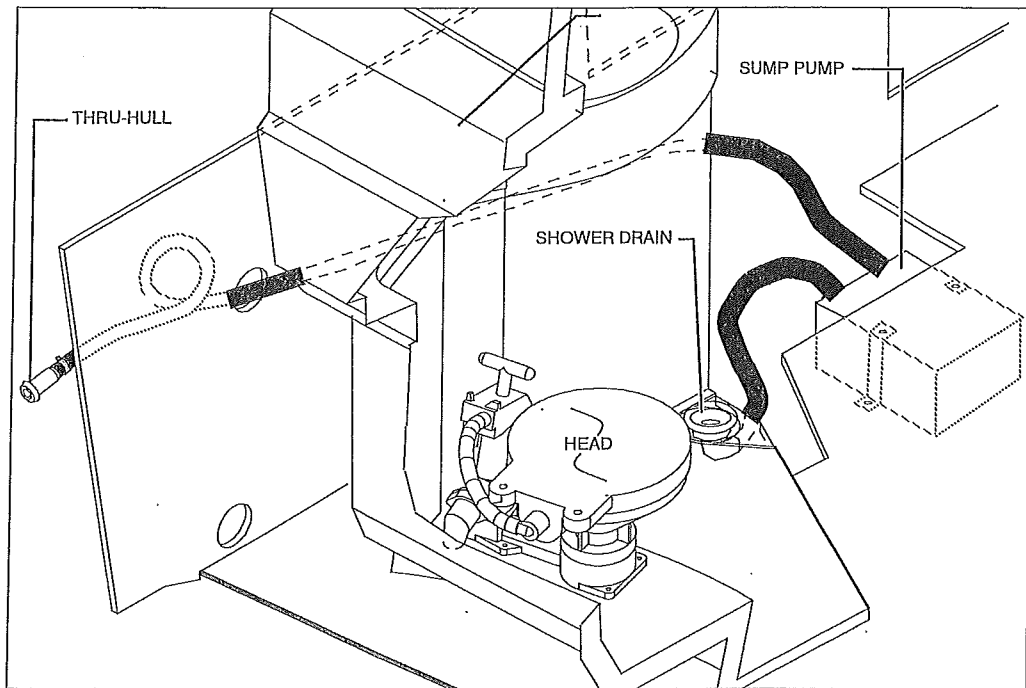
SCALDING HAZARD! Water heated by the heat exchanger system can reach temperatures high enough to scald the skin. Use care when using hot water after running the port engine for any period of time.

COMPONENT DAMAGE HAZARD! Water heaters must be kept full of water to avoid damage to the 110-volt heating elements. They should also be drained (power turned OFF) when the possibility of freezing exists.



Drain System

The sinks and showers (“gray water”) drain overboard. The sinks are above the water line and have gravity drains while the shower is pump-drained. The shower drain sump pump is located under the stairs, next to the galley. This sump pump automatically shuts off after the shower is drained.



Marine Head System

The marine head has a separate owner's manual in your owner's packet that explains its operating features. We strongly suggest that you read the operating instructions before using the head.

The marine head and holding tank system uses seawater to flush waste from the toilet into the holding tank.

1. Before using the head open the seawater intake seacock and pump some water in to wet the bowl.
2. After use, pump until the bowl is thoroughly cleaned.
3. Pump a few more times to clean the lines.

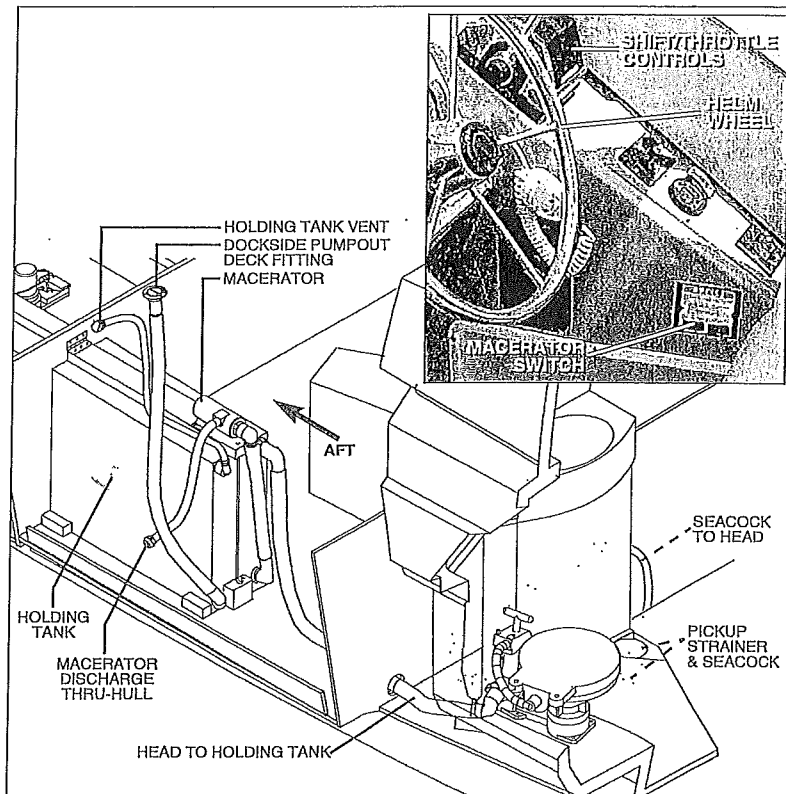
If at any time you are unable to pump water into the bowl, the probable cause is debris in the pump diaphragm. To clean out the debris:

1. Close the inlet seacock and dismantle the pump. The pump is typically held together with six screws.
2. The problem will be obvious when the pump body is split open.
3. Reassemble pump body.

The inlet seacock should be closed while underway and when the boat is unattended, such as when the boat is moored at a marina.

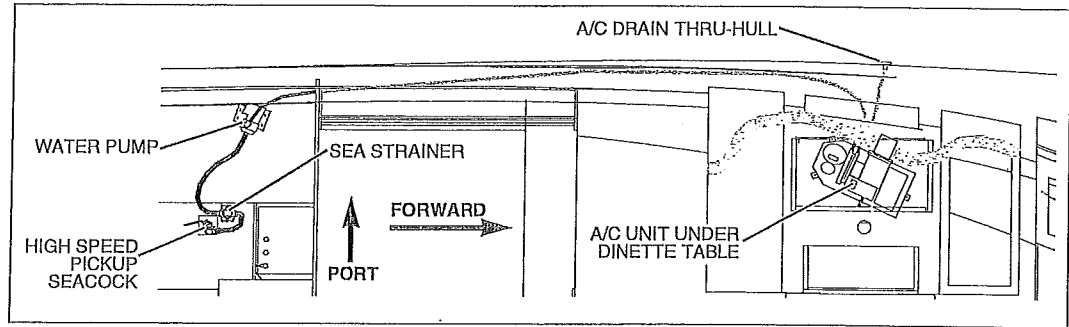
The holding tank can be emptied by dockside pump-out or, where permitted, by actuating the macerator pump switch next to the helm. The dockside discharge fitting is located on the starboard side of the deck.

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



Air Conditioning/Heating (Option)

Your boat may be equipped with an optional air conditioning system. Both heating and cooling are controlled from the same panel. Please refer to the manufacturer's operating instructions included in your boat's owner's packet.



110-Volt AC/12-Volt Refrigerator

The refrigerator has a separate operating manual in your boat's owner's packet. The refrigerator operates on 12-volt DC power unless the 110-volt AC system is hooked up to shore power *and* the AC refrigerator breaker is ON.

NOTICE

In less than 24 hours, the refrigerator can render a 100-amp battery useless for engine starting. When operating on 12-volts, do not use a cold setting higher than two (2). Also, turn off your refrigerator at night or when not in use. If you are going out for more than a day and cannot connect to dockside power, plan to run the engine each day to maintain a charged battery.

Alcohol or Alcohol/Electric Stove

Operating instructions for the alcohol or alcohol/electric stove can be found in your owner's packet. Carefully read the manufacturer's operating instructions before using the stove.

⚠ WARNING

FIRE HAZARD - Reduce the possibility of fire by removing all combustibile materials away from the stove before/during use.

Microwave Oven (Option)

Before attempting to operate the microwave oven, make sure the breaker switch on the AC master panel is ON. Operating instructions for the microwave oven can be found in your boat's owner's packet.

Audio/Video Equipment

The standard and optional audio/video equipment on your boat have separate brochures explaining their operating features. Note that AM radio reception may be impaired anytime the engine is running.

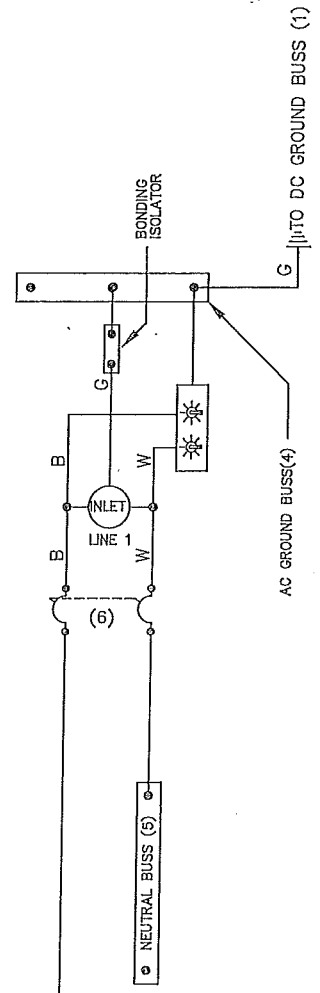


CHAPTER 4: WIRING DIAGRAMS

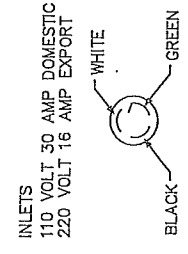
Single Dockside

- COLOR CODES:** B - BLACK, BL - BLUE, G - GREEN, O - ORANGE, PU - PURPLE, R - RED, T - TAN, W - WHITE, Y - YELLOW, LT - LIGHT, DK - DARK
- SYMBOLS:**
 SWITCH: [Symbol] CONNECTION, [Symbol] NO CONNECTION
 DC GROUND: [Symbol]
 CIRCUIT BREAKER: [Symbol]
 PLUG: [Symbol]

- (2) 5A 14/3 BATTERY CHARGER
- (2) 10A 14/3 RECEPTACLES
- (2) 10A 14/3 WATER HEATER
- (2) 10A 12/3 RANGE
- (2) 2A 14/3 REFRIGERATOR
- (NOTE - A) 14/3 SPARE (3)

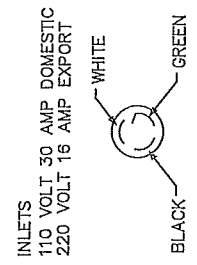
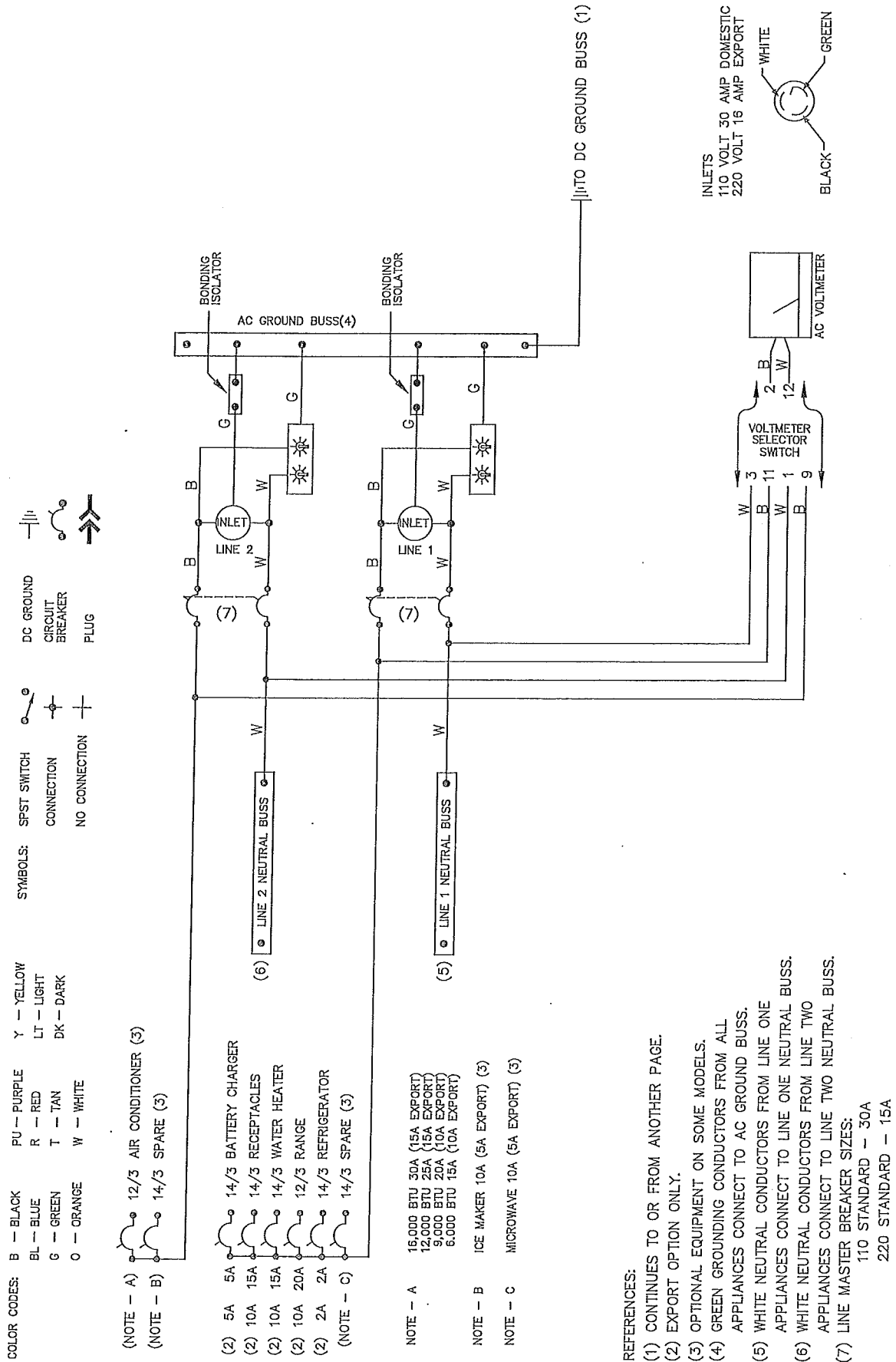
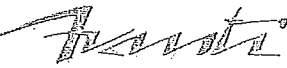


NOTE - A ICE MAKER 10A (5A EXPORT) (3) OR MICROWAVE 10A (5A EXPORT) (3)



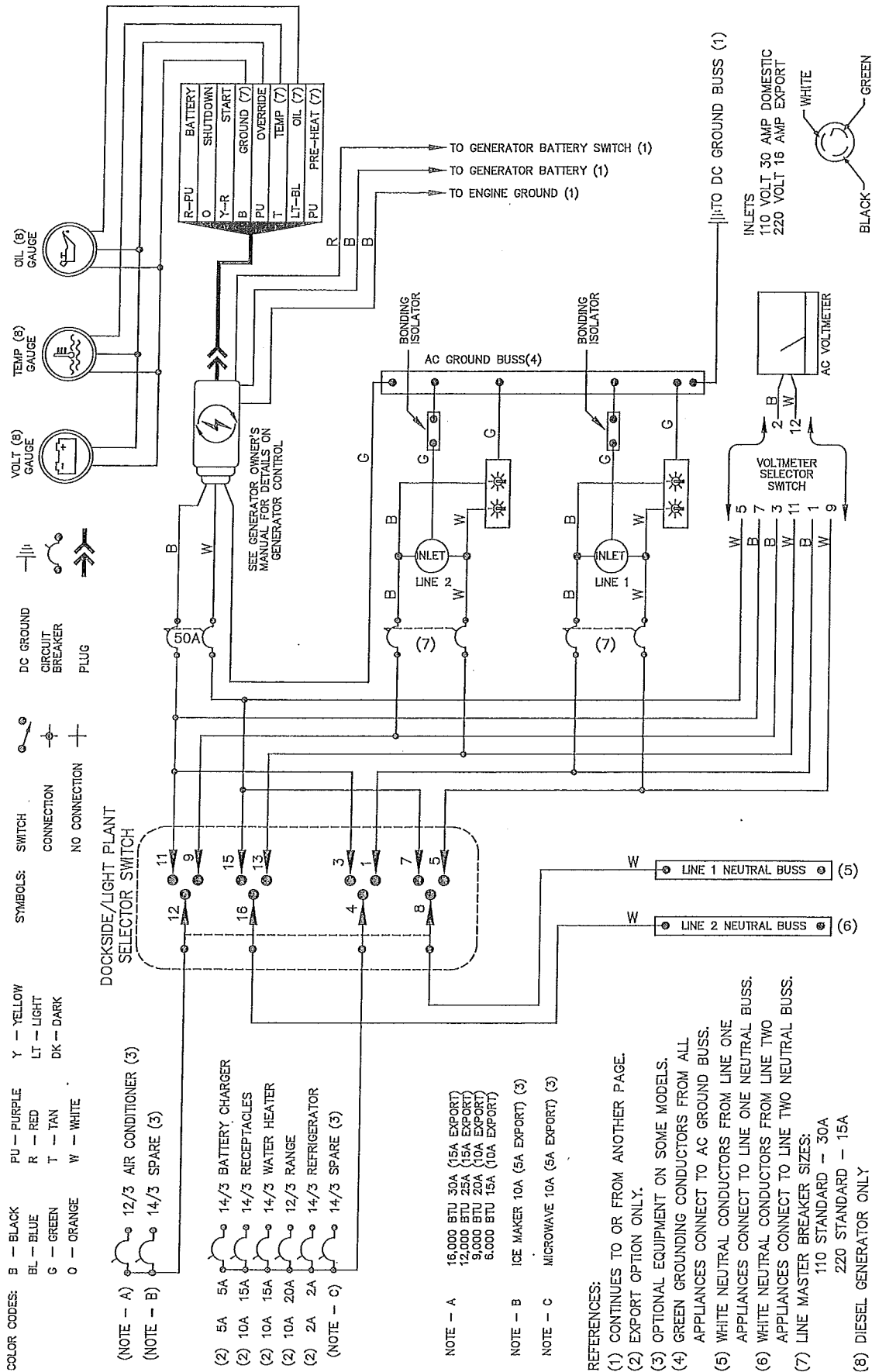
- REFERENCES:**
- (1) CONTINUES TO OR FROM ANOTHER PAGE.
 - (2) EXPORT OPTION ONLY.
 - (3) OPTIONAL EQUIPMENT ON SOME MODELS.
 - (4) GREEN GROUNDING CONDUCTORS FROM LINE APPLIANCES CONNECT TO AC GROUND BUSS.
 - (5) WHITE NEUTRAL CONDUCTORS FROM LINE APPLIANCES CONNECT TO NEUTRAL BUSS.
 - (6) LINE MASTER BREAKER SIZES:
 110 STANDARD - 30A
 220 STANDARD - 15A

Dual Dockside



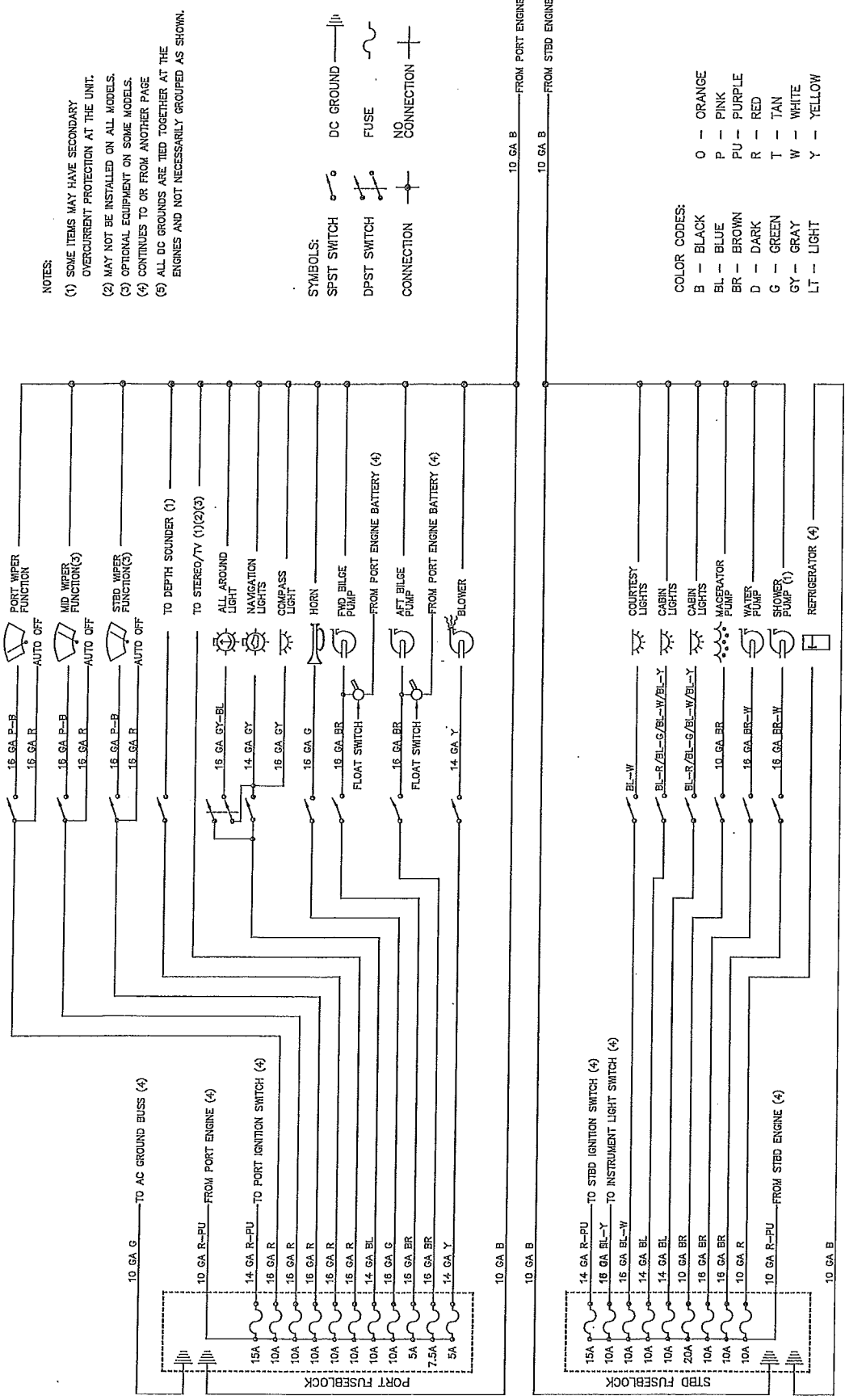


Dual Dockside With Generator Option





12-Volt DC Electrical System



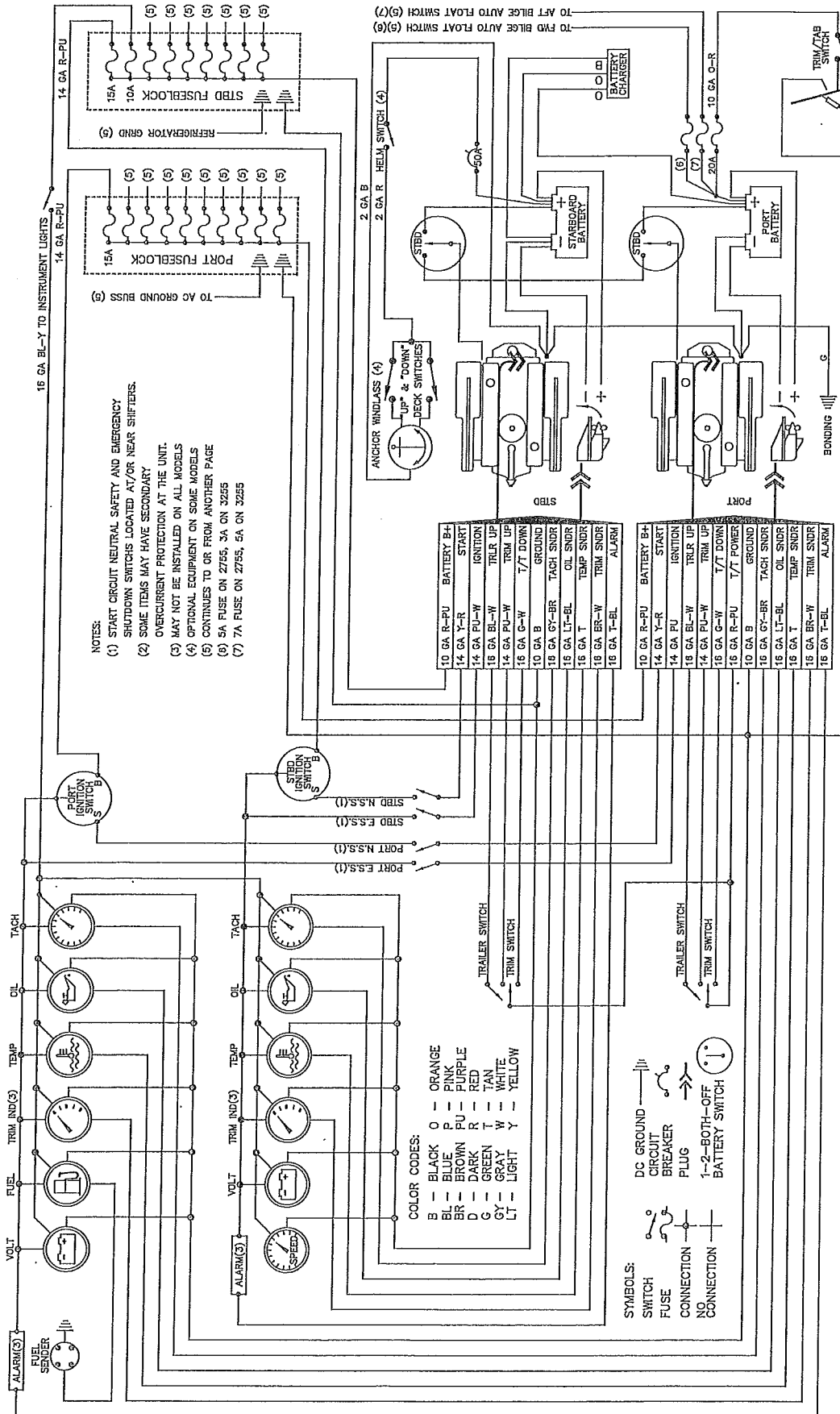
NOTES:
 (1) SOME ITEMS MAY HAVE SECONDARY OVERCURRENT PROTECTION AT THE UNIT.
 (2) MAY NOT BE INSTALLED ON ALL MODELS.
 (3) OPTIONAL EQUIPMENT ON SOME MODELS.
 (4) CONTINUES TO OR FROM ANOTHER PAGE.
 (5) ALL DC GROUNDS ARE TIED TOGETHER AT THE ENGINES AND NOT NECESSARILY GROUPED AS SHOWN.

SYMBOLS:
 SPST SWITCH DC GROUND
 DPST SWITCH FUSE
 CONNECTION NO CONNECTION

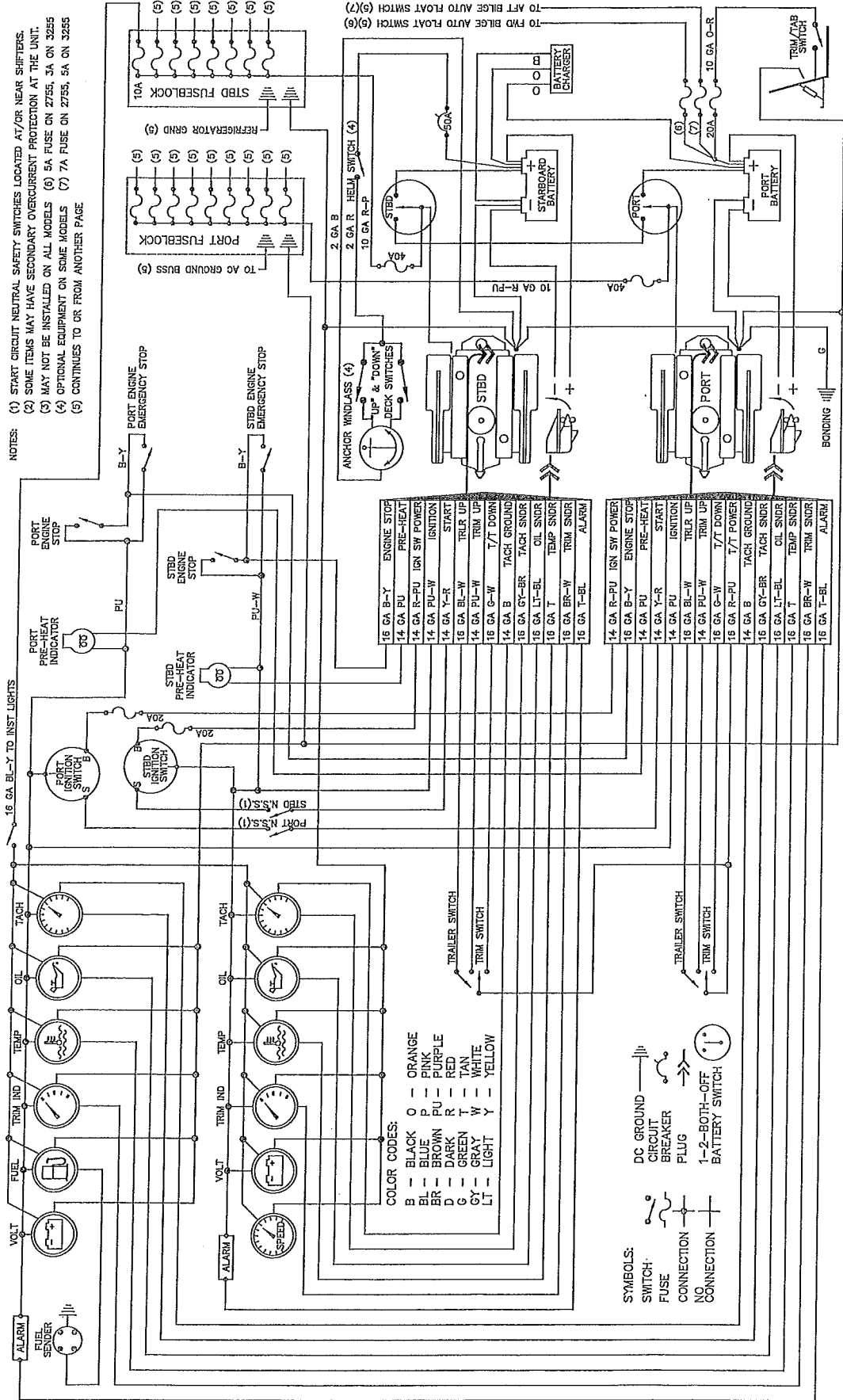
COLOR CODES:
 B - BLACK
 BL - BLUE
 BR - BROWN
 D - DARK
 G - GREEN
 GY - GRAY
 LT - LIGHT
 O - ORANGE
 P - PINK
 PU - PURPLE
 R - RED
 T - TAN
 W - WHITE
 Y - YELLOW



Gas Engine Electrical System







Diesel Engine Electrical System



CHAPTER 5: ISO SYMBOLS

These ISO symbols may be used throughout your boat, the Owner's Manual and this Owner's Manual Supplement to identify and describe various systems and components.

Definitions

Symbol	Description	Symbol	Description	Symbol	Description
	Air Cooled Charge Air Cooler		Air, General		Air, Intake (For Combustion)
	Anchor		Blower		Compass
	Counter Clockwise Rotation		Crankshaft Power		Disengage
	Elapsed Time		Electric Generator		Electrical Preheat for Diesel Engine
	Engage		Engine		Engine Air Intake
	Engine Coolant		Engine Exhaust Gas		Engine Exhaust Gas Pressure
	Engine Exhaust Gas Temperature		Engine Inlet Air Filter		Engine Inlet Air Pressure
	Engine Inlet Air Temperature		Engine Oil		Engine Oil Filter
	Engine Oil Level		Engine Oil Pressure		Engine Oil Temperature
	Engine Rotation Speed, R/MIN		Engine Start		Engine Water Jacket Drain
	Exhaust Gas		Filter		Fresh Water
	Fresh Water Cooled Charged Air		Fresh Water Tank		Fuel, Diesel
	Fuel Filter		Fuel General		Fuel Level
	Fuel, Liquid Propane Gas		Fuel Shut Off		Fuel Tank, Diesel
	Fuel Tank, LPG		Fuel Tank, Unleaded		Fuel, Unleaded

Symbol	Description	Symbol	Description	Symbol	Description
	Heat Exchanger		Holding Tank		Horn
	Hydraulic Oil		Hydraulic Oil Filter		Hydraulic Oil Level
	Hydraulic Oil Pressure		Hydraulic Oil Temperature		Hydraulic System
	Hydraulic System Malfunction		Interior Light		Lift Point
	Light		Lubricating Oil		Malfunction
	No Open Flame		Oil Tank		Outboard Drive
	Outboard Drive Tilt		Pressure		Propeller
	Propshaft Power		Propulsion System Trim		Propulsion System Trim, Bow Down
	Propulsion System Trim, Bow Up		Pump		Read Owner's Manual
	Seawater		Shift Only Fwd-N-Rev		Sling Location
	Tank		Throttle/Shift		Transmission
	Transmission Oil		Transmission Oil Filter		Transmission Oil Level
	Transmission Oil Malfunction		Transmission Oil Pressure		Transmission Oil Temperature
	Trim Tab Operation		Trim Tab Operation, Bow Down		Trim Tab Operation, Bow Up
	Volume Empty		Volume Full		Volume Half Full
	Warning		Warning Electrical Hazard		Warning Fire Risk
	Warning Hot		Waste Water, Sewage		Water Flushing Connector
	Windshield Washer Tank		Windshield Wiper & Washer		



LIMITED WARRANTY

Bayliner warrants to the original purchasers of its 1999 and 2000 model boats, purchased from an authorized dealer, operated under normal, noncommercial use that the selling dealer will: (A) Repair any structural hull defect which occurs within five (5) years of the date of delivery; and (B) Repair or replace any parts found to be defective in factory material or workmanship within one (1) year of the date of delivery.

What Is Not Covered

This limited warranty does not apply to:

1. Engines, drive trains, controls, props, batteries, or other equipment or accessories carrying their own individual warranties;
2. Engines, parts or accessories not installed by Bayliner;
3. Plexiglass windscreen breakage; rainwater leakage on runabout models; rainwater leakage through convertible tops; minor gelcoat discoloration, cracks or crazing or air voids;
4. Hull blisters that form below the waterline;
5. Normal deterioration, i.e. wear, tear, or corrosion of hardware, vinyl, tops, vinyl and fabric upholstery, plastic, metal, wood, or trim tape;
6. Any Bayliner boat used for commercial purposes;
7. Any defect caused by failure of the customer to provide reasonable care and maintenance.

Other Limitations

THERE ARE NO OTHER EXPRESS WARRANTIES ON THIS BOAT. TO THE EXTENT ALLOWED BY LAW:

1. ANY IMPLIED WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE IS LIMITED TO THE DURATION OF ONE YEAR.
2. Neither Bayliner nor the selling dealer shall have any responsibility for loss of use of the boat, loss of time, inconvenience, commercial loss or consequential damages.
3. Some jurisdictions do not allow limitations on how long any implied warranty lasts, so the above limitation may not apply to you. Some jurisdictions do not allow the exclusion or limitation of incidental or consequential damages, so the above limitation or exclusion may not apply to you. This limited warranty gives you specific legal rights, and you may also have other rights which vary from state to state.

Your Obligation

In order to comply with regulations, it is essential that your limited warranty registration card be submitted within 30 days of delivery of your boat. Return of the limited warranty registration card is a condition precedent to limited warranty coverage. Before any warranty work is performed, we require that you contact your dealer to request warranty assistance.

YOU MUST GIVE US WRITTEN NOTICE OF YOUR WARRANTY CLAIM PRIOR TO THE EXPIRATION OF YOUR LIMITED WARRANTY AND ALLOW US AN OPPORTUNITY TO RESOLVE THE MATTER.

We require that you return your boat, at your expense, to your selling dealer or, if necessary, to the Bayliner factory. You will be responsible for all transportation, haulouts and other expenses incurred in returning the boat for warranty service.

Bayliner Marine Corporation

PO Box 9029
Everett, WA 98206

Phone: 360-435-8957
FAX: 360-403-4235