



heyday

WT-1 / WT-2 / WT-3
Owner's Manual

Fuel Systems

Boats manufactured for use in California for model year 2018 and after meet the California EVAP Emissions regulation for spark-ignition marine watercraft. Boats meeting this requirement will have a label affixed near the helm.



The fuel system in this boat complies with U.S. EPA mandated evaporative emission standards at time of manufacture using certified components.

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 Manufacturers 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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Manual Part Number:
XXXXXXX


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Hazard Boxes and 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.

 This safety alert symbol appears with most safety statements. It means attention, there is a hazard, your safety is involved! Please read and abide by the message that follows the safety alert symbol.

 **DANGER**

Indicates a hazardous situation that, if not avoided, will result in death or serious injury.

 **WARNING**

Indicates a hazardous situation that, if not avoided, could result in death or serious injury.

CAUTION

Indicates a hazardous situation that, if not avoided, could result in minor or moderate injury.

NOTICE

Indicates a situation that can cause damage to the equipment, personal property and/or the environment, or cause the equipment to operate improperly.

NOTE: Indicates a procedure, practice or condition that should be followed in order for the equipment to function in the manner intended.

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.
- 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 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.

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: 865-971-6311.
- Bayliner advises that all rigging, installation and prep work on any Bayliner product be done by an authorized dealer at the authorized dealer's location.
- Buy replacement parts from any authorized Bayliner dealer.
- You can access additional information by logging on to <http://www.bayliner.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 865-971-6311 for a copy.

Boating Experience

 **WARNING**

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 United States Power Squadrons® or the United States 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 www.usps.org
- U.S. Coast Guard Auxiliary: uscgboating.org
- In Canada, for CPS courses: 1-888-CPS-BOAT

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

Manufacturer's Certification

As a boat manufacturer, Bayliner builds their products to guidelines established under the Federal Boat Safety Act of 1971. The Act is promulgated by the United States Coast Guard who has authority to enforce these laws on boat manufacturers that sell products in the United States. Bayliner ensures that all of its products comply with these laws.

The National Marine Manufacturers Association (NMMA) provides Bayliner with a third party certification. The NMMA is an organization that represents the marine industry and assists manufacturers, boat dealers, marinas, repair yards and component suppliers in areas of legislation, environmental concerns, marine business growth and state and federal government agency interaction. The third party certification that Bayliner participates in, uses the well known Standards and Recommended Practices of the American Boat and Yacht Council (ABYC). Bayliner Boats cooperates with the American Boat and Yacht Council which is a nonprofit organization that develops and publishes voluntary standards and recommended practices for boat and equipment design, construction, service and repair. We apply all relevant ABYC standards in the construction of your Bayliner craft.

Finally, Bayliner sells their products world wide and as such must conform to rules and regulations required by other countries. Most notable, are the European ISO standards which require application of the Common European (CE) mark. This mark, much like the NMMA certification here in the US, gives you, the boat owner, with specific information concerning your craft.

International Requirements

Depending on your boat's original destination, the vessel and its systems may have been constructed in accordance with standards and specifications published by various international authorities such as:

- Construction Standards for Small Vessels - Canada
- Recreational Craft Directive and applicable ISO Standards - European Union
- AS/NZ 3004 Electrical Installations - Australia/New Zealand

Further information concerning these requirements may be obtained from your local dealer.

Engine and Accessory Guidelines and Literature

NOTICE

- Before starting or working on your engine(s), read the engine manual.
- Before using the accessories on your boat, read the accessory manuals.
- 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.

- 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 engine and accessories.

Unless otherwise noted, 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 | • Fuel and Oil Recommendations |
| • Engine Starting and Stopping | • Engine Maintenance |
| • Gear Shifting | • 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 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
- 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.

Qualified Maintenance


WARNING

To maintain the safety of your boat, allow **ONLY** trained personnel to work on, or change, in any way, the following:

- **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, gun-wale 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 other sources such as ballast or fishing sinkers

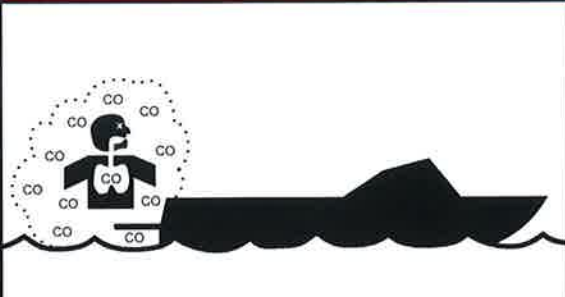
To Avoid Harm:

- 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.

Carbon Monoxide (CO)

⚠ DANGER	
	<p>CARBON MONOXIDE (CO) CAN CAUSE BRAIN DAMAGE OR DEATH.</p> <p>Engine exhaust contains odorless and colorless carbon monoxide gas.</p> <p>Carbon monoxide will be around the back of the boat when engines or generators are running.</p> <p>MOVE TO FRESH AIR, if you feel nausea, headache, dizziness, or drowsiness.</p>

CO Facts

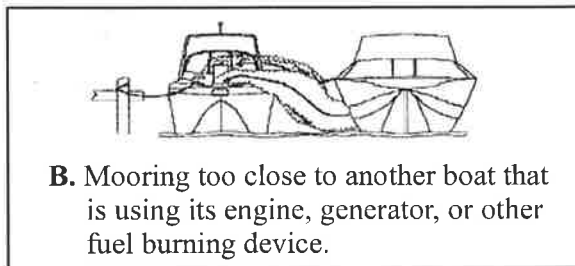
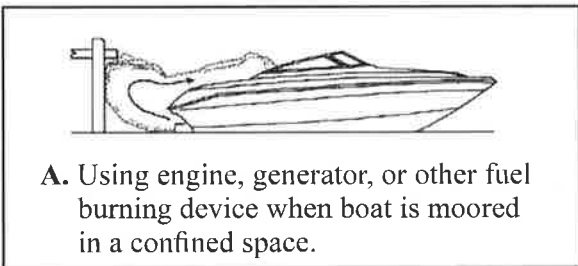
- CO poisoning causes a significant number of boating deaths each year.
- Called the "silent killer", CO is an extremely toxic, colorless, odorless and tasteless gas.
- CO can harm or even kill you inside or outside your boat.
- CO can affect you whether you're underway, moored, or anchored.
- CO symptoms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

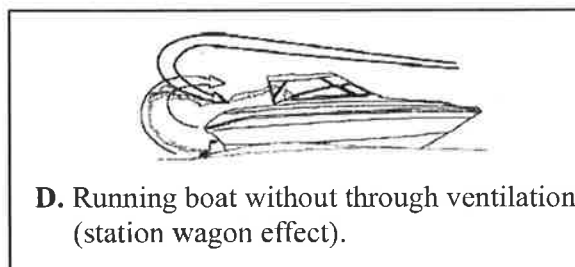
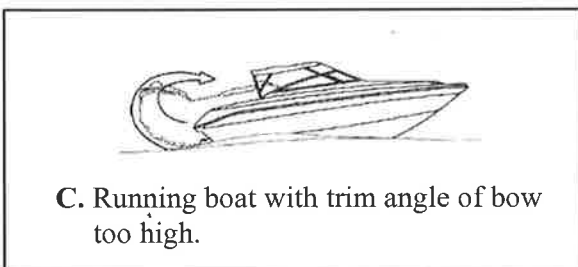
Stationary conditions that increase CO accumulations include:



To correct stationary situations A and/or B:

- **Close all** windows, portlights and hatches.
- If possible, move your boat away from source of CO.

Running conditions that increase CO accumulations include:



To correct running situations C and/or D:

- Trim bow down.
- Open windows and canvas.
- When possible, run boat so that prevailing winds help dissipate exhaust.

How to Protect Yourself and Others From CO

- Know where and how CO may accumulate in and around your boat (see above).
- **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.
- **Maintain the CO monitors that are installed 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: uscgboating.org
- U.S. Power Squadrons: 1-888-FOR-USPS (1-888-367-8777) or on the Internet at: <http://www.usps.org>

CO Checklists

Trip Checklist

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

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 deteriorating 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:

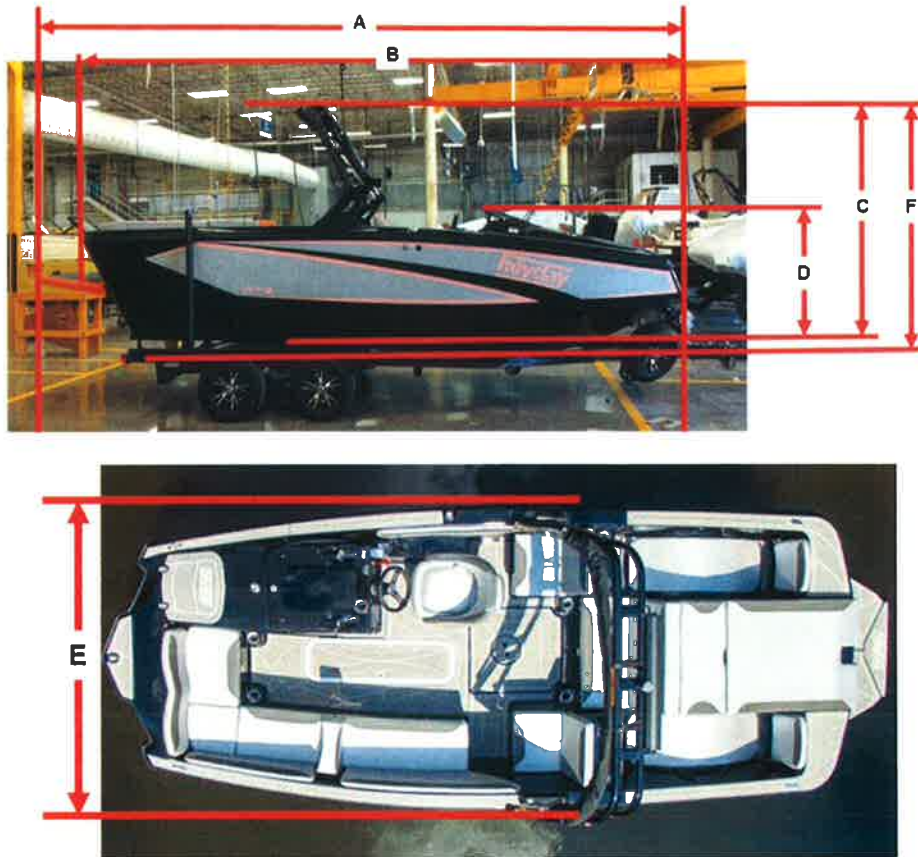
United States Coast Guard
Office of Boating Safety (G-OPB-3)
2100 Second Street SW
Washington, DC 20593
www.uscgboating.org
1-800-368-5647

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

Chapter 2: Locations

Dimensions and Specifications



Specifications:

Letter	Spec	WT-3	WT-2	WT-1/SC
(A)	LOA	23'5" (7.14 m)	22'9" (6.88 m)	19'6" (5.94 m)
(B)	Length of Hull	23'5" (7.14 m)	20'6" (6.25 m)	
(C)	Bridge Clearance	9'0" (2.7 m)	8'7" (2.62 m)	8'7" (2.62 m)
(D)	Overall Height	6'1" (1.83 m)	5'8" (1.73 m)	5'8" (1.73 m)
(E)	Beam	8' (2.44 m)	8' (2.44 m)	8' (2.44 m)
(F)	Draft	30" (0.762 m)	31" (0.79 m)	31" (0.79 m)
	Engine	Challenger 5.7 L 350 HP///Mercury 6.2 L 320 HP	Challenger 5.7 L 350 HP///Mercury 6.2 L 320 HP	Challenger 5.7 L 350 HP///Mercury 6.2 L 320 HP
	Max. Weight Capacity*	2,200 lbs (998 kg)	1,800 lbs (816.5 kg)	1,200 lbs (544 kg)
	Max. Seating Capacity**	17 persons	12 persons	9 persons
	Dry Weight	3,800 lbs (1724 kg)	3,550 lbs (1610 kg)	3,150 lbs (1429 kg)
	Ballast	2,000 lbs (907 kg)	1,800 lbs (816 kg)	1,200 lbs (544 kg)
	Fuel Capacity	55 gal (208 L)	35 gal (132.5 L)	35 gal (132.5 L)

* Combined persons and gear

** Designated occupant positions, must not exceed Max. Weight Capacity

Stability



WARNING

**Wet decks are slippery.
You can be seriously injured if you slip and fall.
Wear slip resistant footwear secured to your feet and hold on to rails or boat structure.**



WARNING

**Boat motion can be erratic.
You can fall overboard or be injured by hitting something in or on the boat.
All persons must be in cockpit area or cabin and be prepared for sudden boat movement.
Use front or bow deck area only during anchoring, mooring or emergencies.**

When persons are on the working deck area, for anchoring, mooring, or in emergencies, they must be holding on and be positioned so as to prevent falling. In bad weather and/or rough water, if it is essential to be on deck, persons should be closely tied to cleats, railing stanchions or other securely fastened boat hardware.

Your boat was manufactured to specific stability and flotation standards for the capacity shown on the certification plate. Any increase from the recommended load capacities will put your boat in jeopardy of capsizing, swamping and/or sinking.

In addition:

- Stability may be substantially reduced if equipment is added above the deck.
- Stability is substantially reduced by loose fluids or weight within the hull. Keep bilge area as dry as possible, and close all openings, hatches and windows in rough weather.



DANGER

**Rotating propellers can injure or kill you.
Shut off engine when persons are in water near boat, or on swim platform or ladder.**




WARNING

**Distribute passengers and gear as uniformly as possible from front to rear and left to right.
The manufacturer's load rating is the maximum allowed under calm conditions.
Reduce boat loading if weather, water or other conditions are adverse.**

Deck Occupation Areas

 **ACCOMMODATION DECK**
(DECK AREA INTENDED FOR OCCUPATION DURING NORMAL OPERATION)

 **WORKING DECK**
(DECK AREA INTENDED FOR OCCUPATION DURING ANCHORING, MOORING AND EMERGENCY OPERATION ONLY)



Load Capacity


DANGER

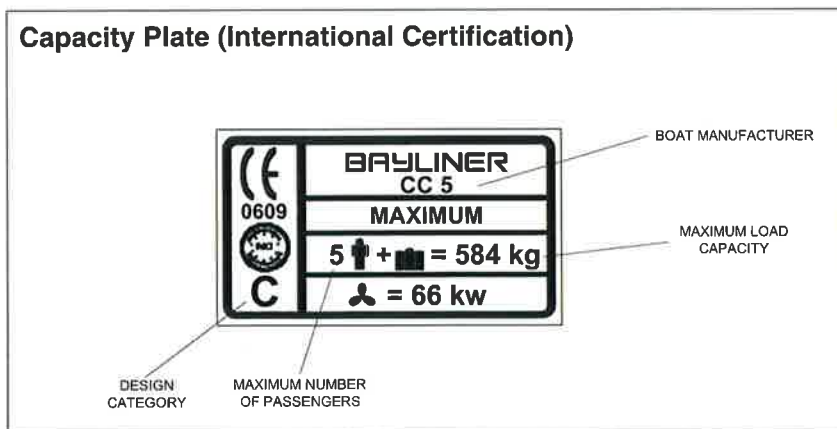
Never carry more weight or passengers than indicated on the certification plate, regardless of weather or water conditions.

The boat can capsize, swamp or sink.

If present, the capacity information plate (located near the helm) indicates maximum weight and number of persons your boat can handle under calm sea conditions. Do not exceed the load capacities stated. The number of people on board must be reduced if you go out in poor weather and rough water.

The type of capacity plate will vary depending upon the local governing authority.

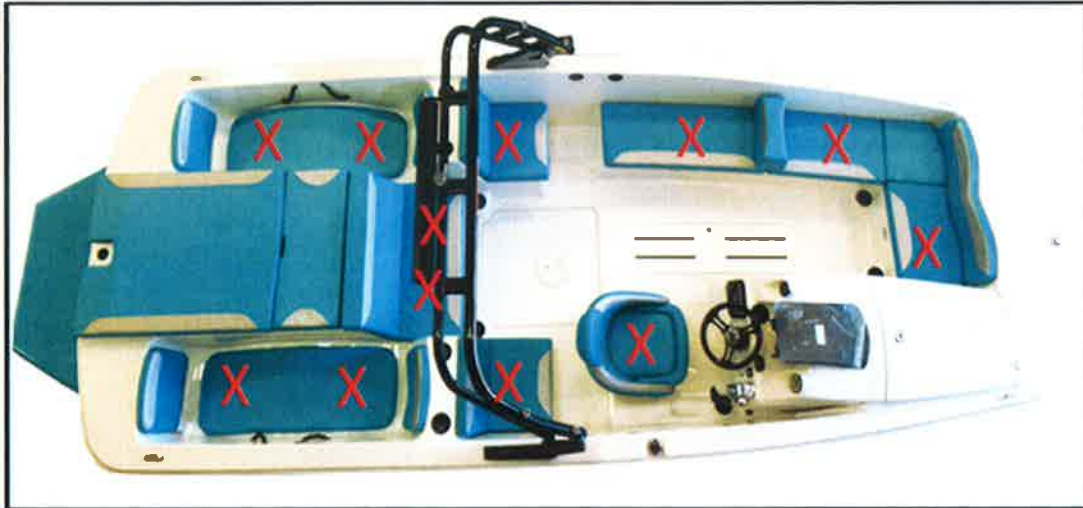
- A. United States - The United States Coast Guard only provides specific numbers for passenger capacity or cargo weight for recreational vessels up to 20', (6.1 meters). NMMA provides capacity for boats under 26' (7.9 meters).
- B. Canada - Transport Canada only provides specific numbers for passenger capacity or cargo weight for recreational vessels up to 6 meters (19.7').
- C. Australia - The Australian Transport Council provides specific numbers for passenger capacity and cargo weight for all recreational vessels.
- D. European Union - CE regulations provide specific information for passenger capacity and cargo weight for all recreational vessels.



Passenger Locations

NOTICE

The maximum number of persons listed on the capacity plate may be affected by where the vessel is registered. See Load Capacity.



Design Category

There are four design categories of boats based upon their ability to withstand wind and sea or water conditions:

A. Ocean

Maximum wind speed: 47 knots (54 mph)
Maximum wave height: 4 meters (22 feet)
Boat may be used for extended ocean voyages.

B. Offshore

Maximum wind speed: 40 knots (46 mph)
Maximum wave height: 4 meters (13 feet)
Boat can be used offshore, but not for extended ocean voyages.

C. Inshore

Maximum wind speed: 27 knots (31 mph)
Maximum wave height: 2 meters (6.5 feet)
Boat use is limited to coastal waters, large bays, estuaries, lakes and rivers.

D. Sheltered waters

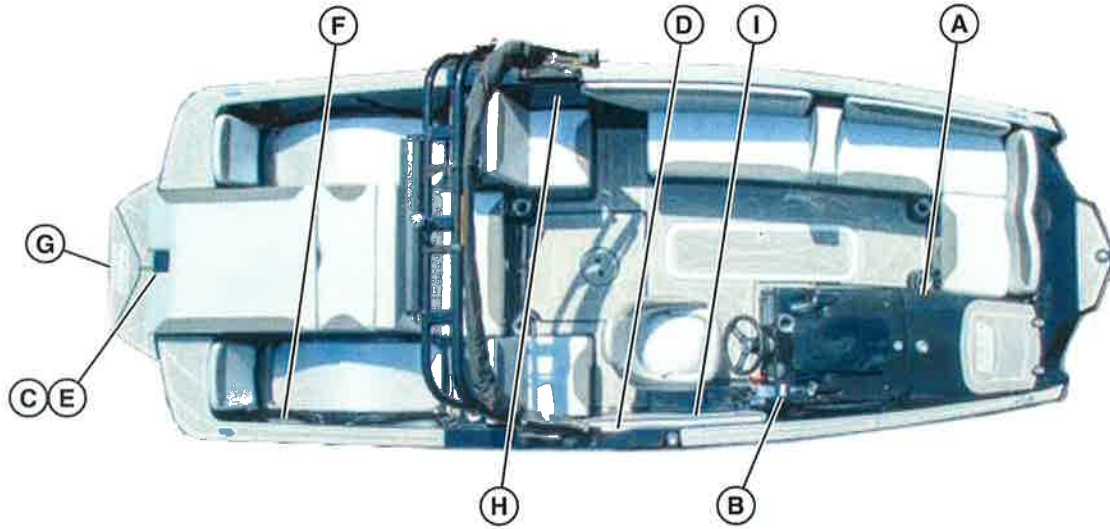
Maximum wind speed: 16 knots (18 mph)
Maximum wave height: 0.5 meters (1.5 feet)
Boat use is limited to small lakes, rivers and canals.





The wind speed and wave height specified as the upper limit for your category of boat does not mean that you or your passengers can survive if your boat is exposed to these conditions. It is only the most experienced operators and crew that may be able to operate a boat safely under these conditions.

You must always be aware of weather conditions and head for port or protected waters in sufficient time to avoid being caught in high winds and rough water. Do not take chances!

Warning Labels




A

⚠ WARNING	
Failure to follow these warnings could cause serious injury or death	
	<p>REMAIN PROPERLY SEATED AND HOLD ON TO AVAILABLE HANDRAILS while boat is moving to avoid falling overboard or being ejected from the boat. Do not sit on gunwales or deck edges.</p> <p>DO NOT EXCEED THE BOW CAPACITY of XX persons or XXX pounds. Overloading the bow of the boat can cause loss of control, swamping and/or capsizing.</p> <p>DO NOT OBSTRUCT OPERATOR VISIBILITY. Operators must have a clear view in front of them to avoid collisions.</p> <p>USCG APPROVED LIFE JACKETS should be on board for all passengers and all towed participants.</p>
	


D

⚠ WARNING	
Failure to follow these warnings could cause serious injury or death	
<p>Lock the tower in place and secure all hardware before and during use.</p> <p>DO NOT TOW MORE THAN XX PERSONS OR XXX POUNDS at one time from this tow tower.</p> <p>Only use this tow tower for waterskiing, boarding, or recreational towables.</p> <p>Do not use this tow tower for parasailing, kite flying, pyramids, group pulls, or towing other boats.</p> <p>Do not climb on, sit on, stand on, jump off of or dive off the tow tower.</p>	


B

⚠ DANGER	
	<p>CONTACT WITH A SPINNING PROPELLER WILL CAUSE SERIOUS INJURY OR DEATH.</p> <p>Do not run engine while people are in the water or on the swim platform.</p> <p>Do not back toward a person in the water.</p>



E

⚠ DANGER	
	<p>CARBON MONOXIDE (CO) CAN CAUSE BRAIN DAMAGE OR DEATH.</p> <p>Engine exhaust contains odorless and colorless carbon monoxide gas.</p> <p>Carbon monoxide will be around the back of the boat when engines or generators are running.</p> <p>MOVE TO FRESH AIR, if you feel nausea, headache, dizziness, or drowsiness.</p>

C

⚠ WARNING	
Failure to follow these warnings could cause serious injury or death	
	<p>ONLY USE THIS TOW PYLON FOR WATERSKIING, BOARDING, OR RECREATIONAL TOWABLES.</p> <p>Do not use this tow pylon for parasailing, kite flying, pyramids, group pulls, barefoot/teaching booms, pylon extensions or towing other boats.</p> <p>DO NOT SIT IN THE PATH OF THE TOW LINE when it is in use.</p>

F

⚠ DANGER	
	<p>CONTACT WITH A SPINNING PROPELLER WILL CAUSE SERIOUS INJURY OR DEATH.</p> <p>Stay clear of boat and stay off swim platform while engine is running.</p>
	<p>CARBON MONOXIDE (CO) CAN CAUSE BRAIN DAMAGE OR DEATH.</p> <p>Engine exhaust contains odorless and colorless carbon monoxide gas.</p> <p>Carbon monoxide will be around the back of the boat when engines or generators are running.</p> <p>MOVE TO FRESH AIR, if you feel nausea, headache, dizziness, or drowsiness.</p>




G

⚠ DANGER	
	<p>CONTACT WITH A SPINNING PROPELLER WILL CAUSE INJURY OR DEATH.</p> <p>Do not enter or exit the water when the engine is running.</p> <p>Do not get on the swim platform when the engine is running.</p> <p>Do not swim towards the back of the boat if the engine is running.</p>

H

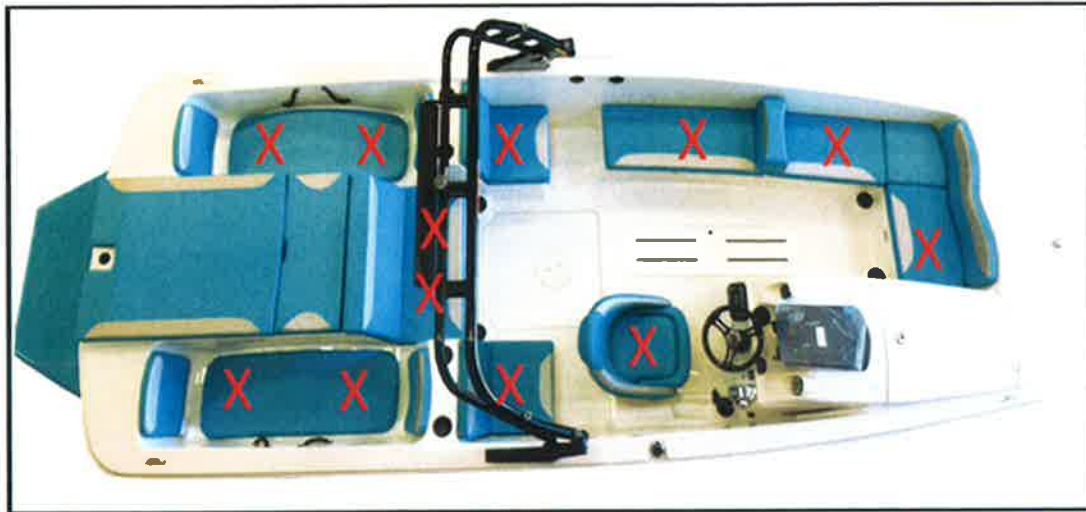
⚠ WARNING	
Failure to follow these warnings could cause serious injury or death	
	<p>REMAIN PROPERLY SEATED AND HOLD ON to available handrails while boat is moving to avoid falling overboard or being ejected from the boat. Do not sit on gunwales or deck edges.</p>
	<p>DO NOT OVERLOAD THE BOAT. Occupants and gear must be evenly distributed on both sides of the boat to avoid poor handling, sudden loss of control, swamping and/or capsizing.</p> <p>Refer to and obey your specific model's designated occupant positions depicted in the Owner's Manual.</p> <p>KEEP LIMBS AND BODY CLEAR OF ALL TOW LINES at all times to avoid entanglement and other types of injuries.</p> <p>USCG APPROVED LIFE JACKETS should be on board for all passengers and all towed participants.</p>

I

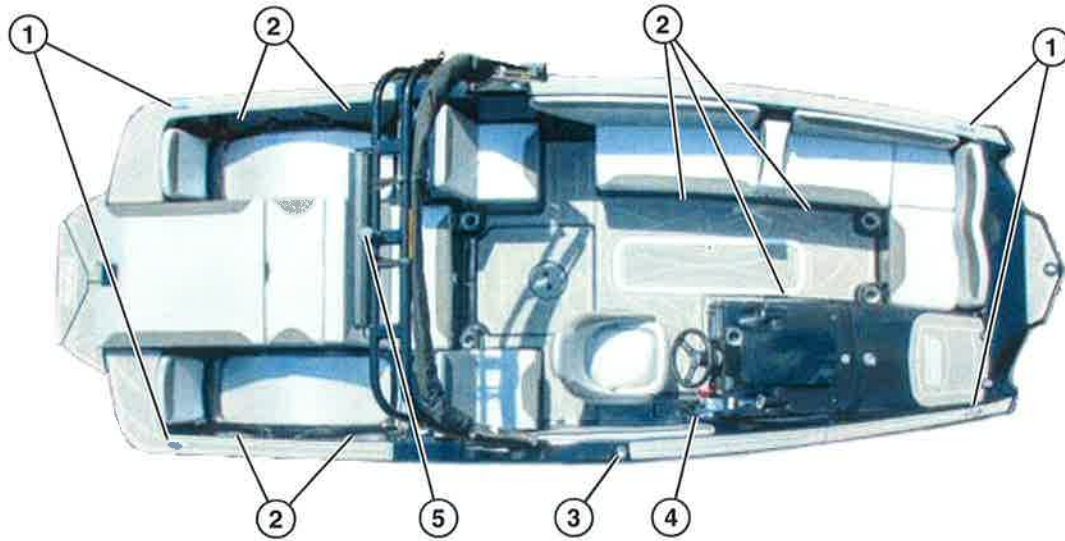
⚠ WARNING	
Failure to follow these warnings could cause severe injury or death	
	<ul style="list-style-type: none"> GASOLINE VAPORS CAN EXPLODE. BEFORE STARTING ENGINE: OPERATE BLOWER for 4 minutes. CHECK THE ENGINE COMPARTMENT for gasoline vapors by sight and smell. OPERATE BLOWER to clear gasoline vapors from engine compartment when engine is at idle, while below cruising speed and after stopping engines. CARBON MONOXIDE (CO) CAN CAUSE BRAIN DAMAGE OR DEATH. Engine exhaust contains odorless and colorless carbon monoxide gas. Signs of carbon monoxide poisoning include nausea, headache, dizziness, drowsiness, and lack of consciousness. MOVE TO FRESH AIR if anyone shows signs of carbon monoxide poisoning. SEE OWNER'S MANUAL for additional information regarding carbon monoxide poisoning. CHECK WEATHER FORECAST BEFORE DEPARTING DOCK and heed all weather advisories. WEAR SAFETY LANYARD at all times while operating boat to prevent unmanned boat operation. NEVER OPERATE WHILE UNDER THE INFLUENCE of drugs or alcohol. DO NOT OVERLOAD THE BOAT. ENSURE THAT WEIGHT IS PROPERLY AND EVENLY DISTRIBUTED fore and aft and on both sides of the boat to avoid poor handling, sudden loss of control, swamping and/or capsizing. USCG APPROVED LIFE JACKETS SHALL BE ON BOARD FOR ALL PASSENGERS AND TOWED PARTICIPANTS. MAKE SURE THAT ALL PASSENGERS ARE PROPERLY SEATED WHILE UNDERWAY. To avoid passengers falling overboard or being ejected from the boat, do not allow passengers to sit on seat backs, gunwales or outermost deck edges while boat is moving. REDUCE SPEED BEFORE ATTEMPTING SUDDEN OR SHARP TURNS, AND MAINTAIN SAFE SPEEDS for water conditions and environment at all times. Maneuverability at high speeds is limited, and sudden turns may cause loss of boat control. KEEP PROPER LOOKOUT AND SAFE DISTANCE for the conditions at all times to avoid collisions. OBEY APPLICABLE NAVIGATION RULES AND BOATING LAWS. USE CAUTION AND PROPER LIGHTING during nighttime boating and boating in adverse weather. READ THE OWNER'S MANUAL AND COMPLETE THE BOATER'S PRE-OPERATION CHECKLIST prior to boat operation.
	
	
	
	

Exterior Views

Hull Views



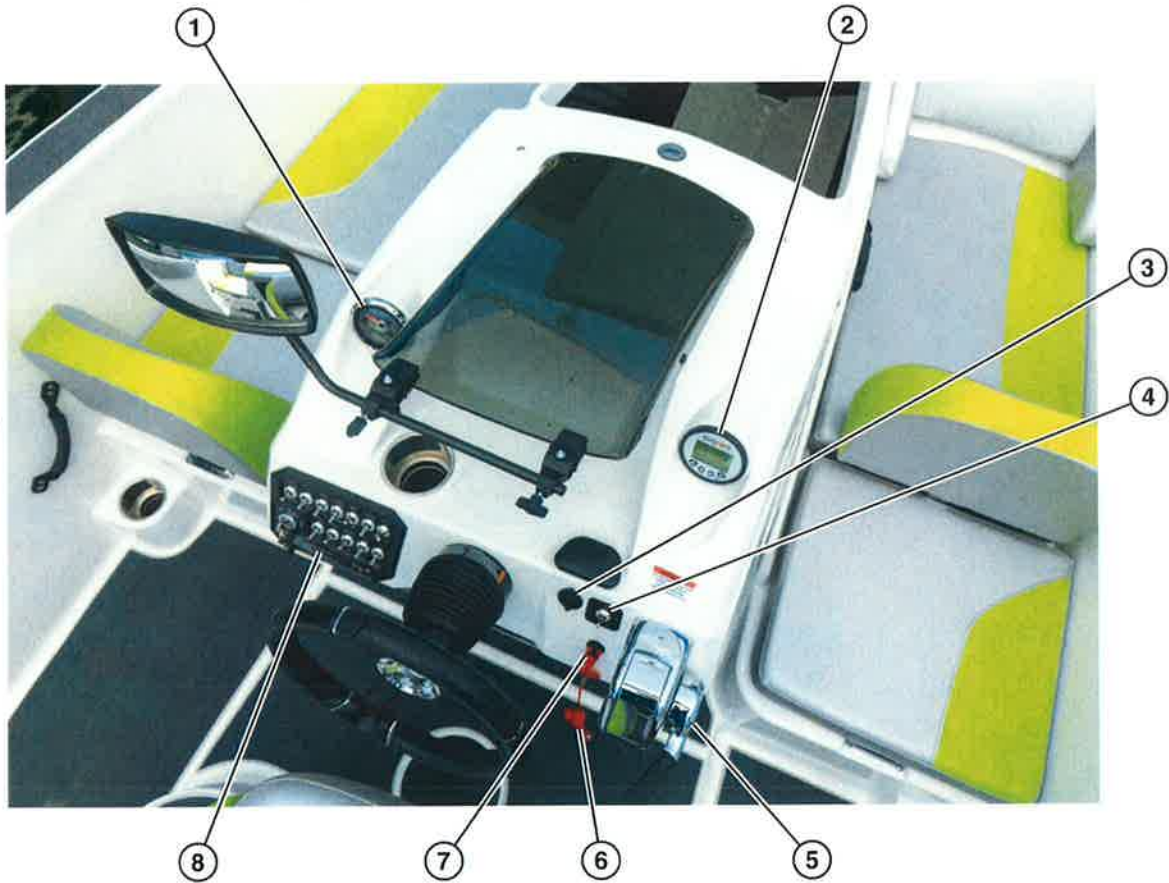
Deck View



- 1 – Cleats
- 2 – Grab Handles
- 3 – Deck Fuel Fill

- 4 – Throttle/Shift Control
- 5 – Navigation/Anchor Light

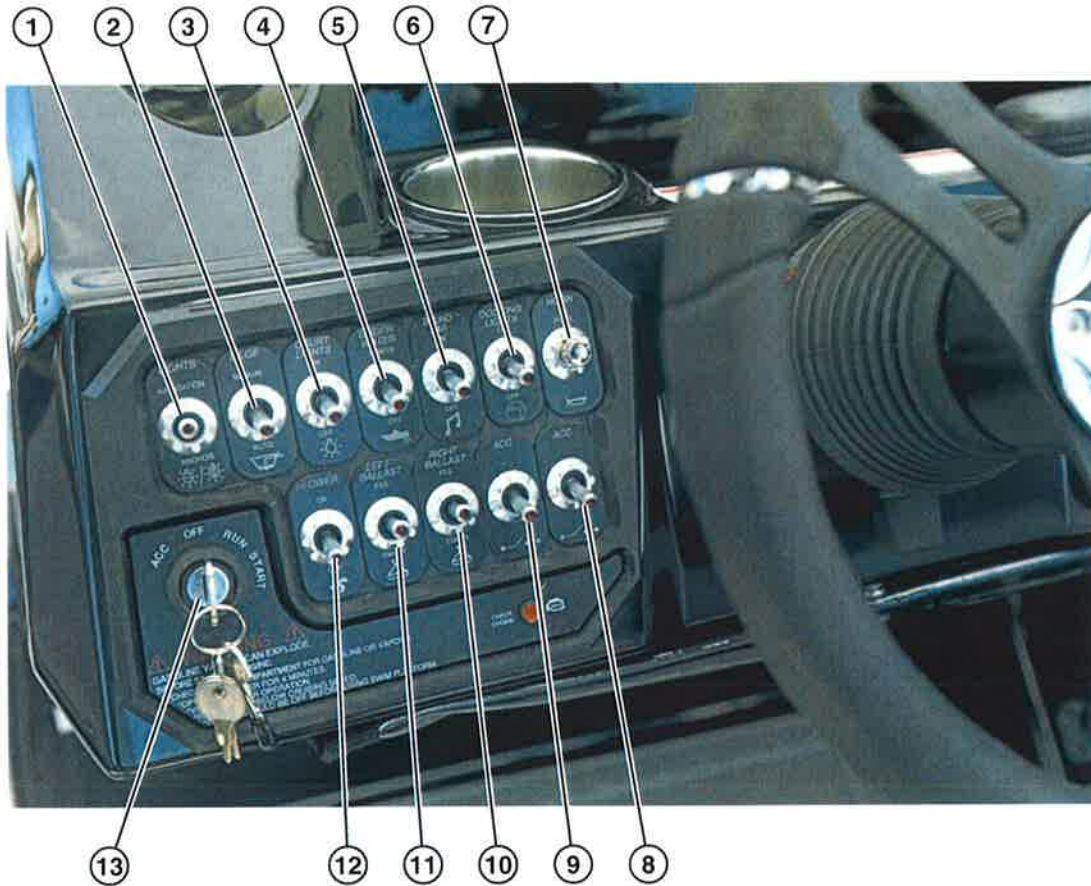
Helm View



- 1 – Multigauge
- 2 – Zero Off GPS Speed Control
- 3 – USB Receptacle
- 4 – Elevator Plate Switch (Optional)

- 5 – Shift/Throttle Control
- 6 – Engine Stop Switch Lanyard
- 7 – Engine Stop Switch
- 8 – Switch Panel

Switch Panel



- | | |
|---|---|
| <p>1 – Navigation Lights
 UP – Running
 CENTER – OFF
 DOWN – Anchor</p> <p>2 – Bilge Pump
 UP – Manual On
 CENTER – Off
 DOWN – Automatic On</p> <p>3 – Courtesy Lights (On/Off)</p> <p>4 – Underwater Lights (On/Off)</p> <p>5 – Sound Bar Stereo (On/Off)</p> <p>6 – Docking Light (On/Off)</p> <p>7 – Horn (Push)</p> <p>8 – Future Accessories (On/Off)</p> <p>9 – Engine Check Light</p> | <p>10 – Right (STBD) Ballast
 UP – Fill
 CENTER – Off
 DOWN – Empty</p> <p>11 – Left (Port) Ballast
 UP – Fill
 CENTER – Off
 DOWN – Empty</p> <p>12 – Blower-Engine Compartment (On/Off)</p> <p>13 – Ignition Switch (Turn)
 START – Start engine and release
 RUN – Position after starting
 OFF – Shut off engine
 ACC – Power with engine off</p> |
|---|---|

Circuit Breakers and Battery Switch

All standard electrical circuits on the boat are protected by resettable circuit breakers; some options or aftermarket accessories may also be protected with an in-line fuse. Should a circuit be overloaded causing the circuit breaker to trip, identify and correct the cause of the problem. Allow the breaker to cool for a minute then press the circuit button to reset.

The battery switch connects or disconnects battery power to all circuits except the bilge pump. Rotate the switch to the ON or OFF position as needed. Adjacent to the battery switch is the master 50 amp circuit breaker that protects the circuit breaker panel. The engine is also equipped with a master circuit breaker for all engine circuits.

The circuit breaker panel, battery switch, master circuit breaker and battery are all accessed through the helm storage hatch. Open the hatch and un-snap the waterproof stowage pocket to access the circuit breaker panel. The engine master circuit breaker is on the engine in the engine compartment.



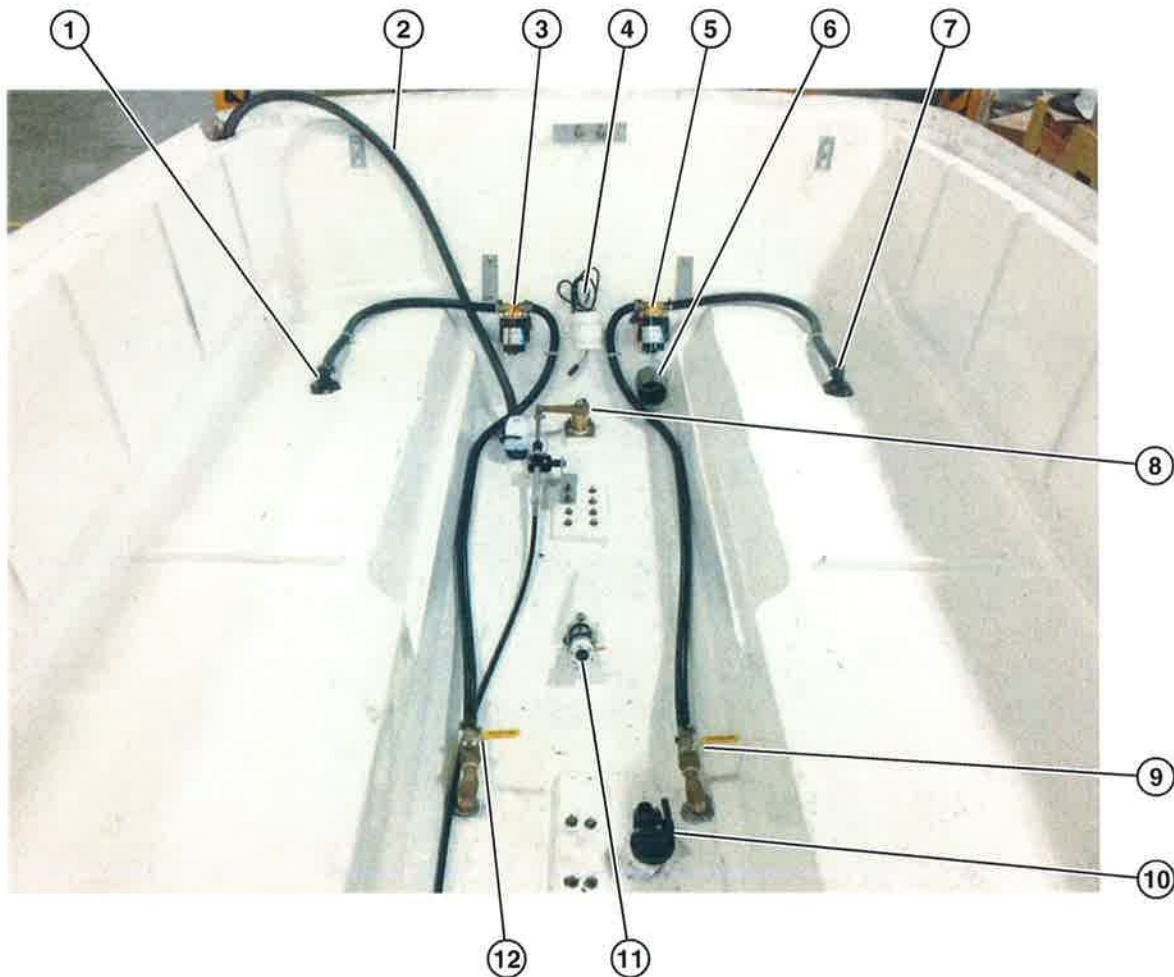
1 – Circuit Breaker Panel

2 – Battery Switch

Fuses called out.

Component Locations

Bilge Components



- | | |
|--|--|
| 1 - Right (STBD) Ballast Tank Fill/Empty Fitting | 8 - Rudder - Steering |
| 2 - Bilge Pump Outlet Hose to Thru-Hull Fitting | 9 - Left (Port) Ballast Tank Raw Water Seacock (valve) |
| 3 - Right (STBD) Ballast Tank Fill/Empty Pump | 10 - Engine Cooling Raw Water Seacock |
| 4 - Blower - Engine Compartment | 11 - Propeller Shaft Packing |
| 5 - Left (Port) Ballast Tank Fill/Empty Pump | 12 - Right (STBD) Ballast Tank Raw Water Seacock (valve) |
| 6 - Engine Exhaust Thru-Hull | |
| 7 - Left (Port) Ballast Tank Fill/Empty Fitting | |

Chapter 3: Propulsion and 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

Gasoline Fuel System

The gasoline fuel system consists of a fuel tank, fuel tank vent, anti-siphon valve, engine fuel supply line and fuel fill. Your vessel contains a new EPA certified fuel system. The system prevents spit back when filling the tank and lowers the out gassing emissions through the tank and vent.



WARNING

FIRE, EXPLOSION, and OPEN FLAME HAZARD!

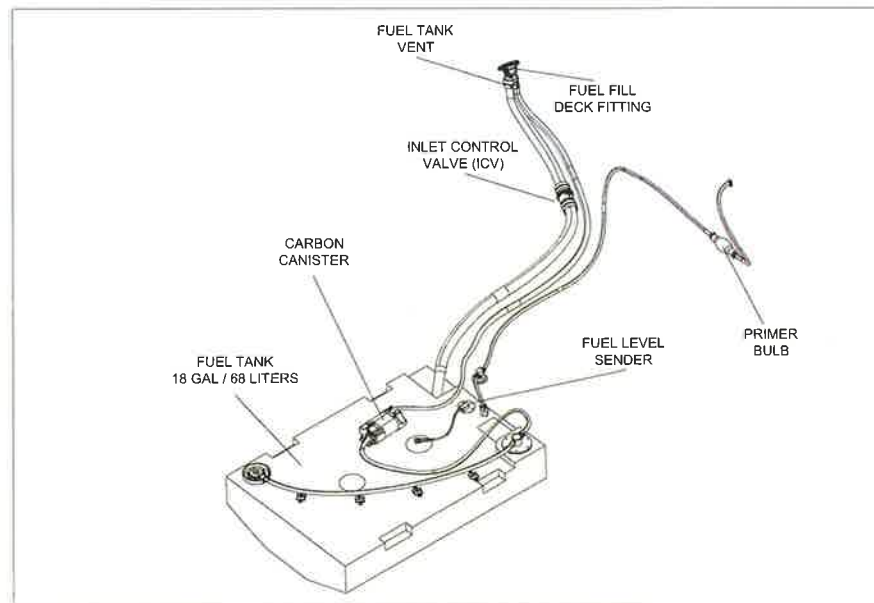
- Thoroughly inspect the fuel system for leaks every time you take on fuel.
- Follow both the *Sport Boat Owner's Manual* fueling instructions and the engine operation manual fuel recommendations.

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 Tank Vent and Fuel Fill

Your boat is equipped with a fuel tank vent which serves as a pressure/vacuum release. Periodically check the vents to ensure that they are not clogged.

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.

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 replace the valve.*
- *Except in an emergency, NEVER run the engine without the anti-siphon valve.*

The anti-siphon valve is a vital part of the fuel system.

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 the fuel pump vacuum.

Carbon Canister Venting System

Your boat is equipped with a carbon canister. This canister filters all the hydrocarbons that pass through the canister. If the carbon canister is mounted in the engine compartment, the canister will have a heat shield. Periodically check that the shield has not become damaged.

Fuel Recommendations

The quality of the fuel is critical for satisfactory engine performance and long engine life. Care should be taken to select fuels having the octane rating recommended for the engine, as indicated in the owner's manual, for proper operation. Fuel should be clean and free of contamination. Your fuel tanks should be kept full of fuel whenever possible. This will reduce the amount of water condensation and reduce the possibility of contamination.

When filling the tank, do NOT attempt to top off the tank. When the fill nozzle shuts off, the tank is full. Continuing to fill past the fuel fill shut off will cause the system to spit back.

Chapter 4: Controls and Gauges

Steering

- Boat steering is not self-centering.
- Your boat features a mechanical rack-and-pinion steering. The rack is connected to one end of a push/pull cable. The other end of the cable is connected to the rudder arm.

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*.

Gauges

Cleaning the Gauges

CAUTION

PRODUCT or PROPERTY DAMAGE HAZARD!

- Use only mild soap and water to clean the gauge lenses and bezels.
- Use of other cleaners, including common window cleaning solutions, may cause the lenses to crack.
- Lenses cracked in this manner will NOT be covered by our warranty.

Gauge Fogging

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

Fuel Gauge

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

Removable Boarding Platform

Your boat may be equipped with a boarding platform that can be removed to reduce the overall boat length for parking in a garage. To remove the platform, remove the quick pins in each bracket by releasing the safety wire and with a helper, lift the platform up until it clears the bracket. When installing, be sure to lock the pins in-place with the safety wire keepers.



1 – Lock Pin

2 – Bracket

3 – Trim Tab

Trim Tab

Your boat may be equipped with a transom-mounted trim tab to adjust the attitude of the bow and improve driver visibility. A helm-mounted switch allows for continuously variable trim tab adjustment. Flip the toggle switch TAB UP to lower the bow of the boat or TAB DN to raise the bow.

Multigauge

Your boat may be equipped with a multigauge to display the following:

- Fuel tank level?
- Engine RPM?
- ?

Electronic Display

Your boat may be equipped with one of two electronic displays:

- For MerCruiser, refer to VesselView multi-function display manual for information.
- For Crusader engine, refer to XXXXX for the Android tablet app?

Cruise Control

Your boat may be equipped with cruise control to maintain boat speed by GPS or engine speed by RPM. To operate:

1. Find your base speed/rpm using the throttle.
2. Choose *CRUISE MODE* MPH or RPM with toggle switch.
3. Activate cruise by flipping *CRUISE* switch toggle up to SET.
4. Adjust MPH or RPM up (+) or down (-) with *SPEED* toggle switch.
5. Cancel cruise by flipping *CRUISE* switch toggle down to CANCEL.



Tablet App

The tablet-based dash pairs with your engine...and your life.

The WT-2 comes equipped with a dash mount for a 10" Android Tablet that has the power to connect directly to your boat in a couple of different ways*:

- **Heyday App:** Wirelessly communicate engine data to your tablet including *Gallons Per Hour, RPM, Percent Fuel, Volts, GPS Speed, Engine Hours, Oil PSI, Engine Temp*
- **Bluetooth Pairing:** Sync music, GoPro App, Social Media connection & music streaming services (requires carrier subscription)

Vinyl Wrap

Boat color and graphics are high-quality vinyl wraps applied to the hull. You can quickly change the color (and interior accents) by replacing the wrap. See your dealer for more information.

Chapter 5: Navigation Equipment

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

Zero Off GPS Speed Control

To access the navigation functions, refer to the Zero Off user information.



WARNING

Do NOT use the Zero Off GPS as a navigational aid to prevent collision, grounding, boat damage or personal injury.

Chapter 6: Plumbing

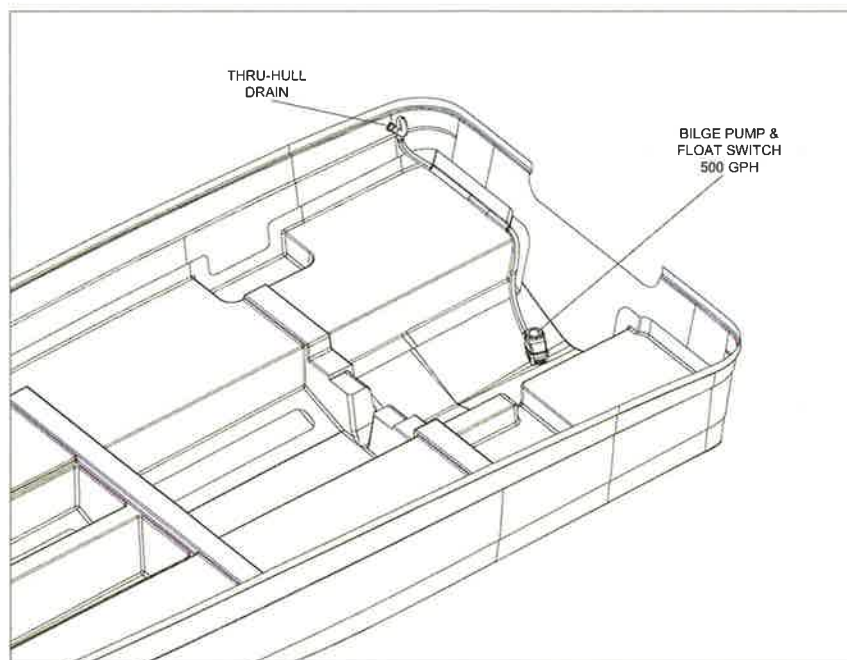
Bilge Pump

Your boat is equipped with a bilge pump for pumping water out of the bilge. Use the switch at the helm to turn the bilge pump ON.

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.

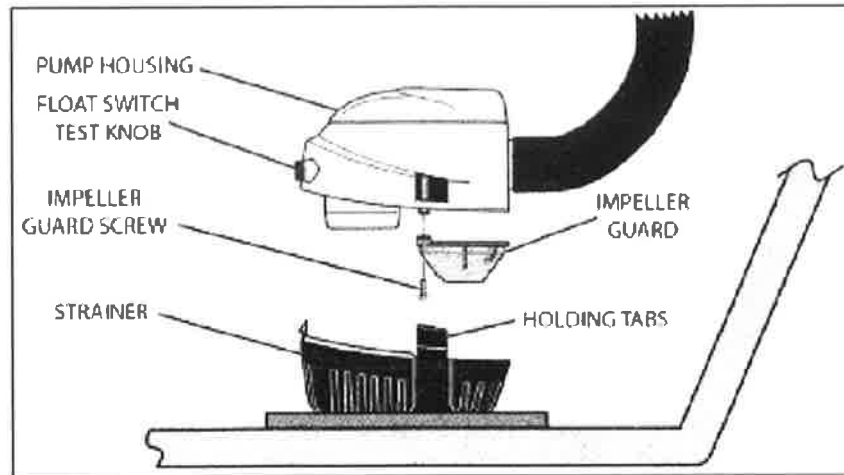
- The pump's built-in float switch turns On the bilge pump if bilge water rises above a preset level. Small amounts of water in the bilge are normal.
- You can also turn On the bilge pump using the switch at the helm.
- The bilge pump is wired directly to the battery. Unless the battery is dead, the 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 as follows:

1. Turn On the bilge pump switch at the helm.
2. Make sure that water in the bilge is pumped overboard.
3. If there is water in the bilge and the pump motor is running but not pumping water, inspect the discharge hose for a kink or collapsed area.
4. If the discharge hose looks okay, check the bilge pump and strainer for clogging debris.



Drain System

Deck Drains

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

Ballast System

The built-in ballast system uses water outside the boat (raw water). Always stay within USCG recommendations for your boat's weight capacity. To operate:

1. Open both the Left (Port) and Right (STBD) raw water seacocks by moving the handle so it is parallel with the valve body.
2. Flip both the Left (Port) and Right (STBD) ballast switches up to fill. Both pumps can be operated simultaneously, with or without the engine running. When the desired amount of ballast is reached, move the switch to the center, Off position.
3. If the boat is listing (tilting) to the left, flip the Left (Port) ballast switch down to empty. When the boat is level, move the switch to the center, Off position.

NOTE: The Left (Port) and Right (STBD) raw water seacocks are generally left open for the entire outing as adjustments will need to be made to shape the wakes for each rider's preference. Close the valves at the end of the day.

4. Reverse the procedure to empty the ballast tanks.



DANGER

FLOODING, SWAMPING & OVERLOADING HAZARD!

- The boat was designed for the built-in ballast only. Never add additional ballast.
- Only use water ballast in the built-in system and people for additional weight. The weights listed on the capacity plate were calculated with a fully-filled ballast system.
- DO NOT USE ballast that sinks, such as a bucket of concrete, or lead.
- Empty the ballast system before trailering your boat. The extra weight of ballast water may overload the capacity of your trailer and cause an unsafe condition that can lead to an accident, injury or death.
- Close seacocks when leaving the boat in the water for any length of time.

Aquatic Invasive Species (AIS)

Stop Aquatic Hitchhikers! Our waterways are under assault by nuisance invasive species transported from one body of water to the next by ships and boats. Recreational boaters can help stop the spread of AIS with thorough equipment inspection and cleaning. Many waterways popular with trailer boaters have mandatory state or local inspection and decontamination centers.

Stop the Transport of Invasive Species:

- REMOVE plants, fish, animals & mud from boots, gear, boat, trailer & vehicle.
- CLEAN your gear before entering & leaving the recreation site.
- DRAIN bilge, ballast, wells & buckets before you leave the area.
- DRY equipment before launching watercraft into another body of water.
- DISPOSE of unwanted bait in a sealed container.

Inspection, rinsing, flushing or high pressure washing *removes* AIS, while hot water *kills* AIS. In the absence of hot water or high pressure, rinsing with tap water and completely drying will help prevent spread of AIS. For more information, visit: <http://StopAquaticHitchhikers.org>

NOTICE

To help prevent the spread of invasive species, DO NOT transport lake water in your ballast system from lake to lake.

Chapter 7: Deck Equipment

Cleats and Bow/Stern Eyes

 **WARNING**

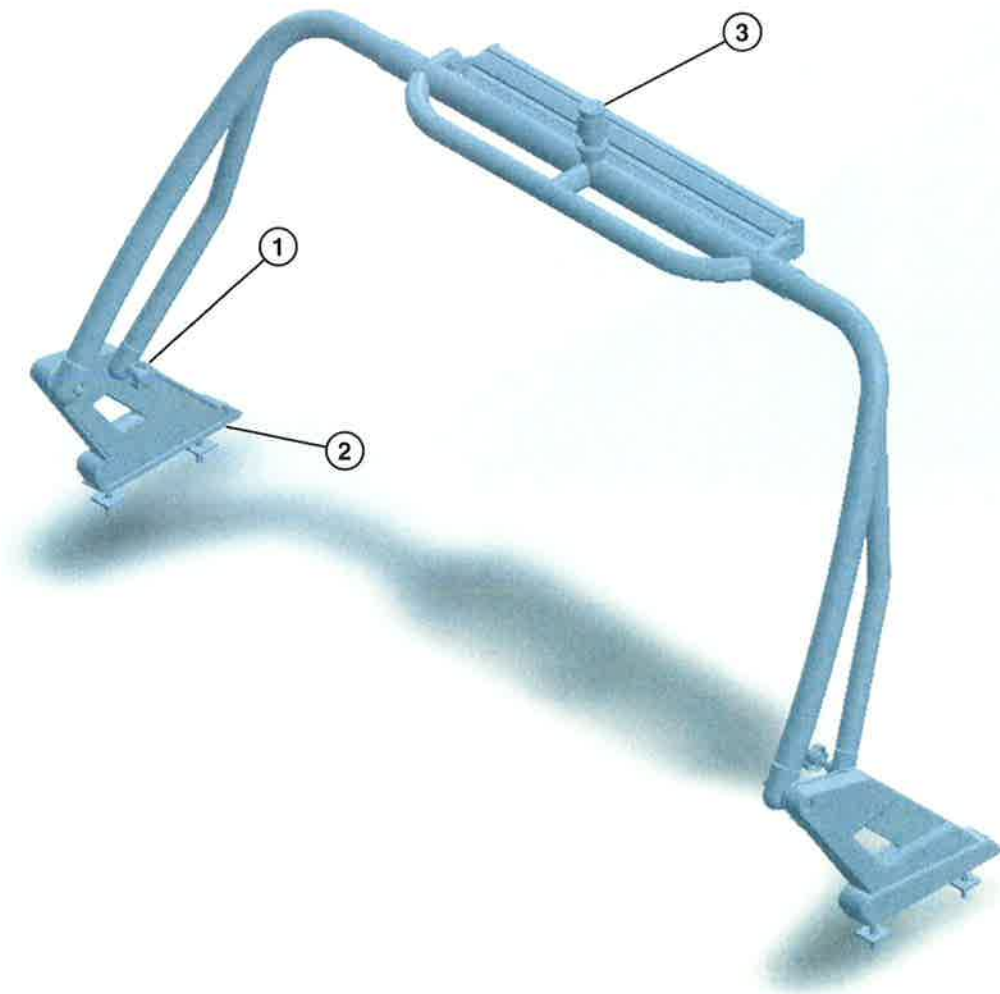
**PERSONAL INJURY and/or PRODUCT or PROPERTY DAMAGE
HAZARD!**

NEVER lift your boat using the bow/stern eyes, cleats, ski tow or tower.

Read the section on towing in the *Sport Boat Owner's Manual* before:

- Towing anything behind your boat
- Being towed by another vessel

Wake-Tow Tower



1 – Hand Screw

2 – Bracket

3 – Combination Pylon/360° White Light



1 – Lock Pin

2 – Inside Pin Hole

Tower should be lowered whenever trailering or when additional clearance is required such as travelling beneath a bridge. To lower:

1. Turn both the Left (Port) and Right (STBD) tower hand screws until they spring out of the brackets.
2. With a helper, slowly and carefully pivot the tower toward the front of the boat until it comes to rest.

To raise:

1. With a helper, slowly and carefully pivot the tower toward the back of the boat until it comes to rest.
2. With the helper on the other side, simultaneously “locate” the Left and Right hand screws in the bracket holes. You may need to move the tower slightly for proper location. Thread both hand screws in a couple of turns – there should be very little resistance. If resistance can be felt, back-out the screw and try again to prevent cross-threading.
3. Tighten both the Left and Right tower hand screws. Do not use tools.

Board Racks

Board racks should be positioned inside the boat for trailering and outside the boat during operation or when temporarily lowering the tower for clearance. To move the rack:

1. Pull the lock pin.
2. Swivel the rack in or out and line-up the pin holes.
3. Install the lock pin.



WARNING

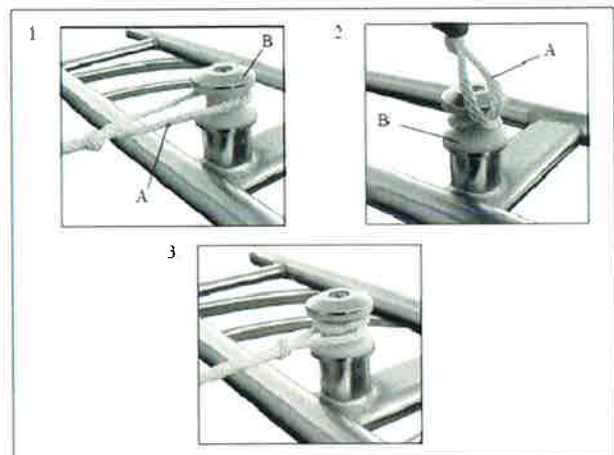
PERSONAL INJURY and/or PRODUCT or PROPERTY DAMAGE HAZARD!

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

- Read **ALL** warning labels on wake-tow tower.
- **BEFORE** each use of the boat and **BEFORE** each use of the folding wake-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 wake-tow rope:

1. Place the wake-tow rope's loop (A) over the wake-tow pylon (B).
2. Put a twist in the wake-tow rope's loop (A) and slide the loop over the wake-tow pylon (B) again.
3. Pull firmly on the wake-tow rope to tighten.



Canvas (If Equipped)

CAUTION

PRODUCT or PROPERTY DAMAGE HAZARD!

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

Bimini Top (If Equipped)

1. Insert the two arms into the hole in the tower (A).
2. Insert the end eyes of the main bow (B) into the forward tower hinges (C) and insert the securing pins.
3. Insert the end eyes of the main bow (D) into the forward tower hinges (D) and insert the securing pins.



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, etc. from embedding in the fabric. Generally, it is easiest to wash the canvas while it is installed on your boat.

1. Use a soft-bristled brush to remove all dust and loose dirt.
2. Hose down the canvas with freshwater.
3. Gently wash the canvas with a solution of lukewarm water (no more than 100° F) and non-detergent mild soap, such as Ivory Snow[®], Dreft[®], or Woolite[®].
4. Rinse thoroughly to remove the soap.
5. 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 .

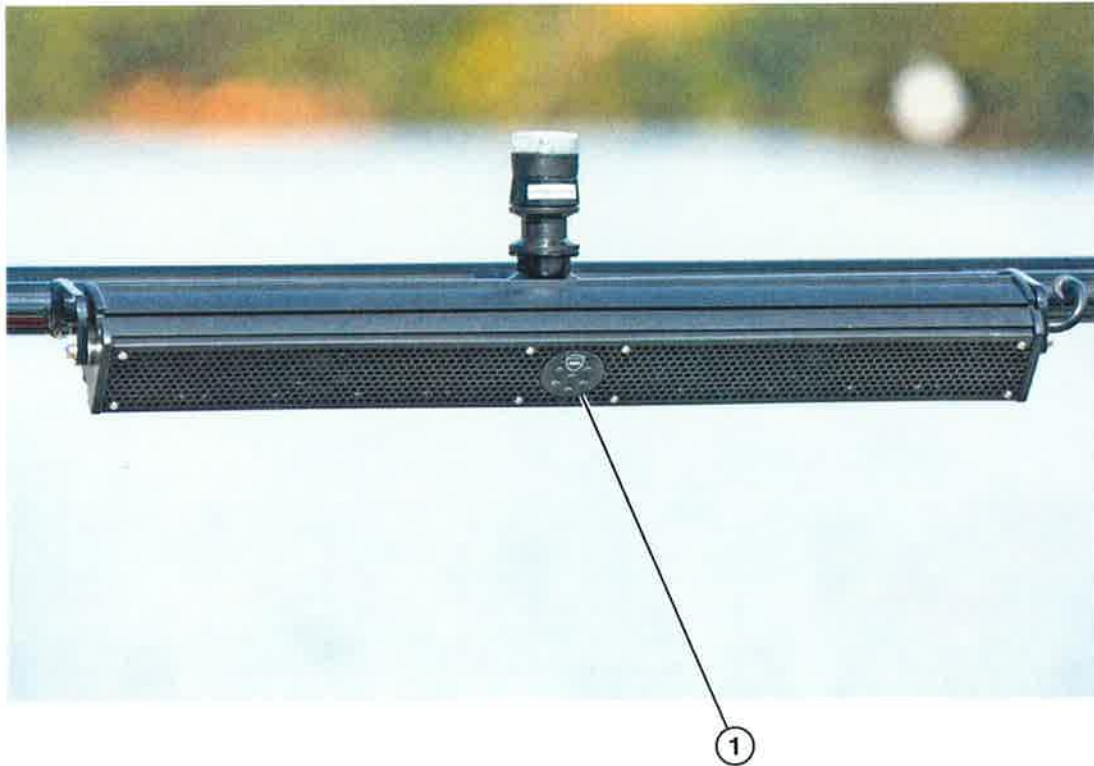
Method 2:

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

Sound Bar

Your boat is equipped with a Wet Sounds Stealth Bluetooth sound bar with remote control. The bar combines a Bluetooth receiver, amplifier and speakers into a slim package. The bar features an IP67 dust & water immersion rating, backlit control panel and auto shutoff. Refer to the Wet Sounds manual for information.



1 – Sound Bar Control Panel

Chapter 9: Lights

Care and Maintenance

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

- There may be a blown fuse - *replace the fuse.*
- The bulb may be burned out - *carry spare replacement bulbs, making sure the wattage is correct.*
- A wire may be damaged or may have come loose - *repair as required.*
- The bulb base may be corroded - *clean the base and coat it with non-conductive electrical lubricant.*

Interior and Exterior Lights

CAUTION

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

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

Navigation Lights

CAUTION

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

NOTICE

Running lights are legally required to show boat direction and right-of-way at night.

Read the navigation light section in the *Sport Boat Owner's Manual*.

Chapter 10: 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:

Check the bilge areas for fuel vapors or leaking fuel. If you see leaking fuel or smell fuel vapors:

- Do NOT start the engine, do NOT turn On any electrical devices, put out ALL cigarettes, cigars, and other sources of flame or ignition.
- Get everyone off your boat.
- Get trained help to find and fix the problem.

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.*

12-Volt DC System

Battery

The battery supplies electricity for lights, 12-Volt accessories and engine starting.

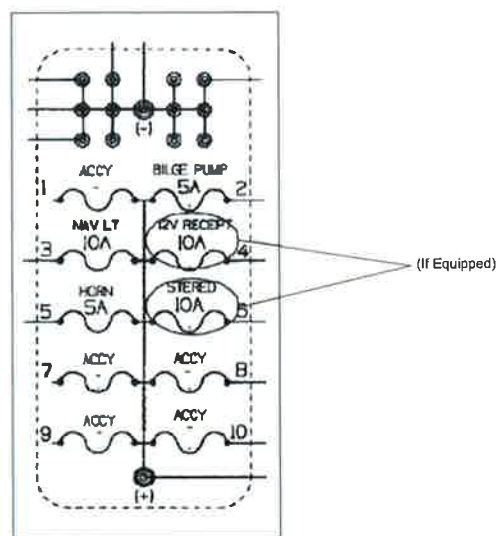
The Electrical section in the *Sport Boat Owner's Manual* provides battery care and maintenance instructions.

Fuses

Replace fuses **ONLY** with a fuse of the same rating. 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 (If Equipped)

CAUTION

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

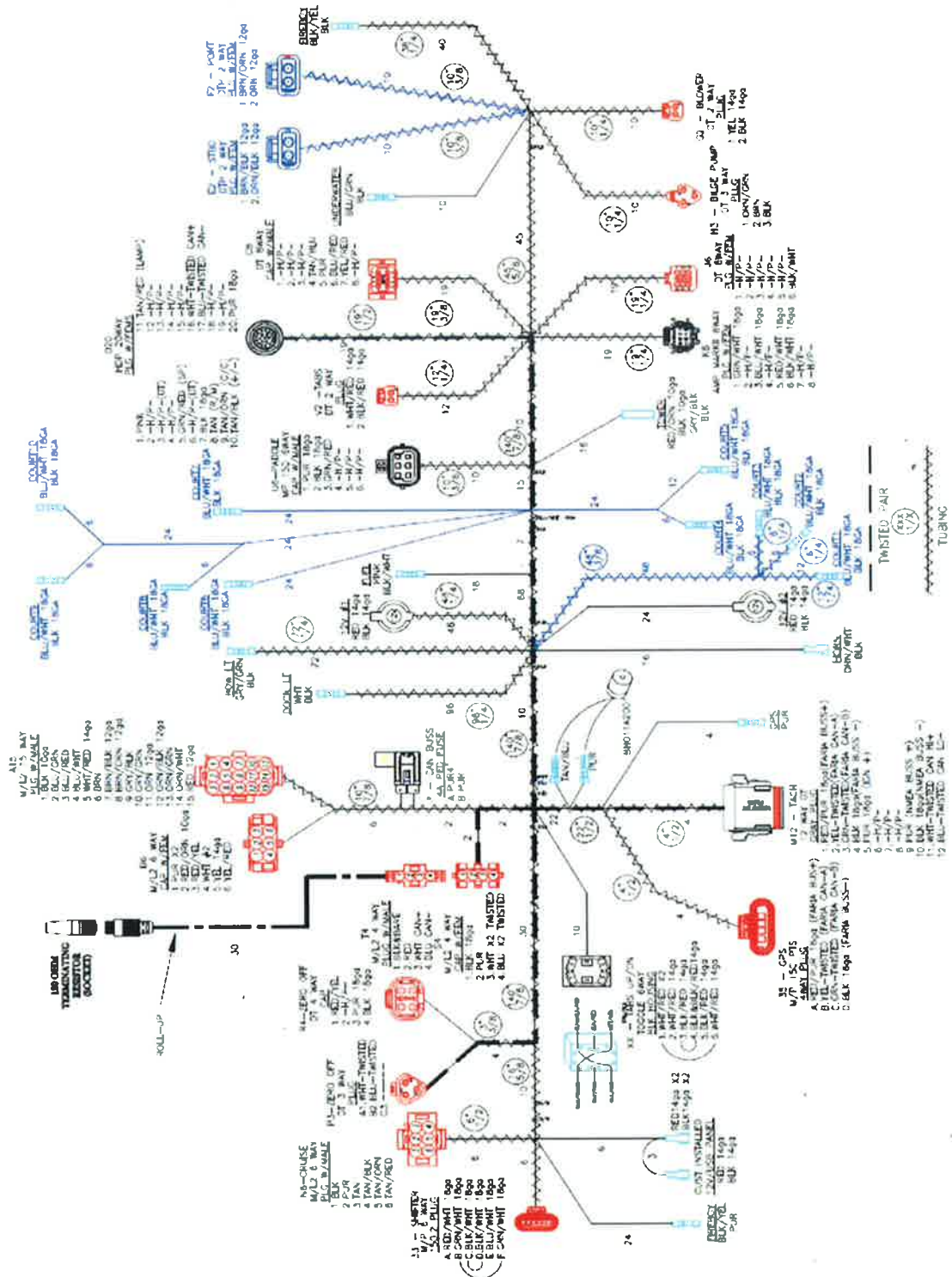
- The 12-Volt DC accessory outlet can be used with any 12-Volt device which draws 10-amps or less.
- The 12-Volt DC accessory outlet is protected by a 10-amp fuse on the fuse block.

See the Component Locations section in Chapter 2 for the location of the 12-Volt DC accessory outlet.

Alternator

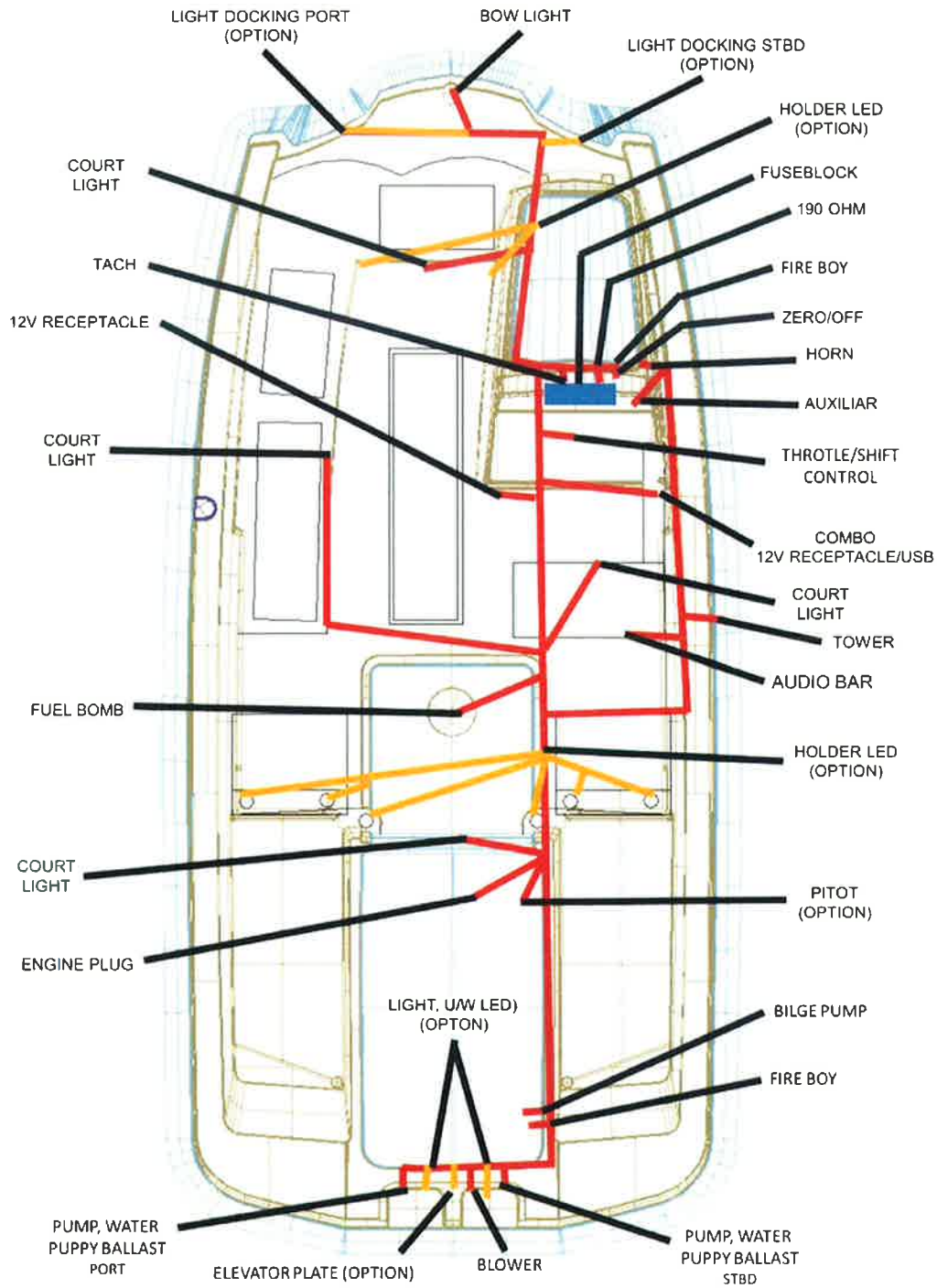
The alternator will keep the battery properly charged when the engine is running at, or above, cruising speeds.

DC Wiring Schematics (1 of 3)



Electrical Routings

12-Volt DC Deck Harnesses



Important Records

Selling Dealer

Name Of Dealership

Address

Phone/FAX/E-mail

Sales Manager

Service Manager

Engine

Manufacturer

Model Name/Number

Engine Serial Number

Oil Type/SAE

Quarts per Engine

Filter Type

Propeller

Manufacturer

Pitch

Model Number

Key Numbers

Ignition

Other

Electronics

Manufacturer

Model Name/Number

Serial Number

Manufacturer

Model Name/Number

Serial Number

Manufacturer

Model Name/Number

Serial Number

Manufacturer

Model Name/Number

Serial Number

Manufacturer

Model Name/Number

Serial Number

Manufacturer

Model Name/Number

Serial Number

Cruise 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 Craft

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

Full Name		
Male or Female	Age	Health
Full Name		
Male or Female	Age	Health
Full Name		
Male or Female	Age	Health

Operator of Craft

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

Full Name		
Male or Female	Age	Health
Full Name		
Male or Female	Age	Health
Full Name		
Male or Female	Age	Health

Persons Onboard

Full Name		
Male or Female	Age	Health
Full Name		
Male or Female	Age	Health

Full Name		
Male or Female	Age	Health
Full Name		
Male or Female	Age	Health

Survival Equipment

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

Vehicle Description

Make	Model
Color	License Number
Where is the Vehicle Parked?	

Stopover plan

Departing From	
Departing Date	Departing Time
Stopover 1	
Arrive No Later Than: Date	Arrive No Later Than: Time
Stopover 2	
Arrive No Later Than: Date	Arrive No Later Than: Time
Stopover 3	
Arrive No Later Than: Date	Arrive No Later Than: Time
Stopover 4	
Arrive No Later Than: Date	Arrive No Later Than: Time
Stopover 5	
Arrive No Later Than: Date	Arrive No Later Than: Time
Stopover 6	
Arrive No Later Than: Date	Arrive No Later Than: Time
Final Destination Port (If Different Than Home Port)	
Arrive No Later Than: Date	Arrive No Later Than: Time

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

Coast Guard Phone Number

Local Authority Phone Number

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