

TROPHY

OWNER'S MANUAL SUPPLEMENT



BAYLINER

**The information in this Owner's Manual *Supplement*
relates to 2001 and 2002 Bayliner Trophy Fishing Boats, models:
1700FT, 1703FS, 1802FJ, 1900FG, 2002FF, 2052FD, 2503FM, 2509FW, 2802FH**

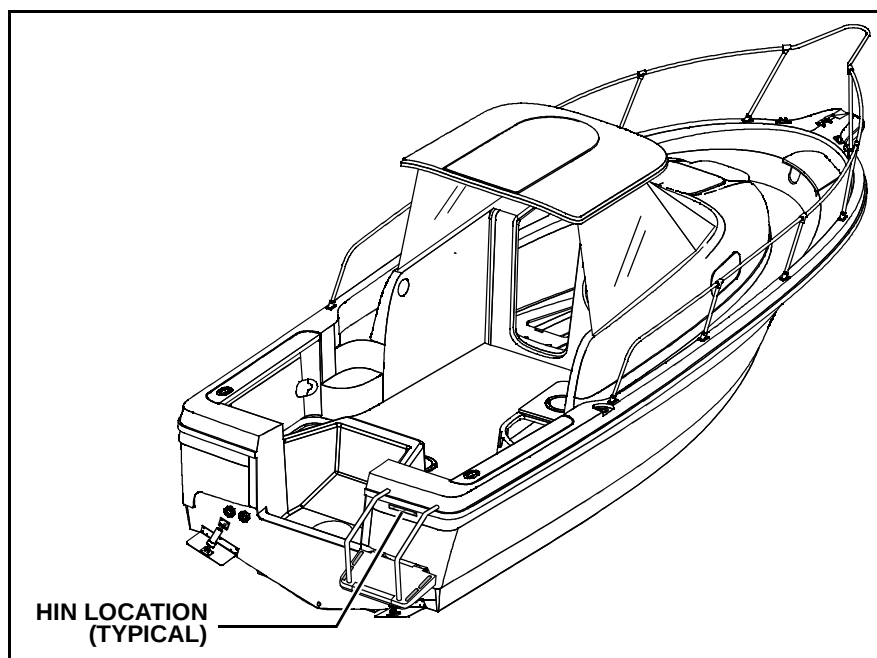
Hull Identification Number: _____

Engine Serial Number _____

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 number in the space provided above. Refer to the HIN for any correspondence or orders.



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CHAPTER 1: ABOUT THIS MANUAL

This *Owner's Manual Supplement* provides specific information about your boat that is not covered in the *Owner's Manual*. Study the *Owner's Manual* and this supplement carefully. Pay particular attention to, APPENDIX A: BAYLINER LIMITED WARRANTY in this supplement. Keep the *Owner's Manual* and this supplement on your boat in a secure, yet readily available place.

Dealer Service

Make sure 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.

A Bayliner replacement parts catalog is available online at: <http://www.baylinerparts.com>. Replacement parts can be purchased from any authorized Bayliner dealer.

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, you must obtain handling and operating experience before assuming command of the boat.

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

- U.S. Power Squadrons: 1-888-FOR-USPS (1-888-367-8777) or on the Internet at: <http://www.usps.org>
- U.S. Coast Guard Auxiliary: 1-800-368-5647 or on the Internet at: <http://www.cgaux.org>

Outside the United States, your selling dealer, national sailing federation or local 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 use your boat while under the influence of alcohol or drugs.

Engine & Accessories Guidelines

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

Be advised that certain modifications to your boat can result in cancellation of your warranty protection. Check with your dealer before making any modifications to your boat.

The engine and accessories installed on your boat come with their own operation and maintenance manuals. Read and understand these manuals before operating the engines and accessories.

NOTICE

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

Qualified Maintenance



WARNING!

To maintain the integrity and safety of your boat, only qualified people 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 your boat's systems as designed could violate the laws in your jurisdiction and could expose you and other people to the danger of bodily injury or accidental death. Follow the instructions provided in the *Owner's Manual*, this *Owner's Manual Supplement*, the engine owner's manual and all accessory instruction sheets/manuals included in your boat's owner's packet.

Special Care For Moored Boats

If moored in saltwater or fresh water, your boat will collect marine growth on its hull bottom. This will detract from the boat's beauty, greatly affect its performance and may damage the gelcoat. There are two methods of slowing marine growth:

1. Periodically haul the boat out of the water and scrub the hull bottom with a bristle brush and a solution of soap and water.
2. The hull below the waterline was painted with anti-fouling paint at the factory. Occasionally you will need to re-paint it with a good grade of anti-fouling paint.

NOTICE

To help seal the hull bottom and reduce the possibility of gelcoat blistering on moored boats, apply an epoxy barrier coating, such as INTERLUX, *Interprotect 2000E/2001E*. Cover the barrier coating with several coats of anti-fouling paint.

Many states regulate the chemical content of bottom paints. Ask your local dealer about the laws in effect in your area.

Safety Standards

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

In addition to this supplement, read the *Owner's Manual*, warning labels, and all literature in your owner's packet 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 the transom platform or the aft sunlounge cushions while underway is especially hazardous and WILL cause personal injury or death.



DANGER!

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

Hazard Warning Symbols

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



DANGER!

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

WARNING!

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

CAUTION!

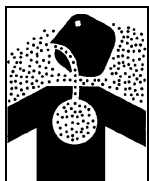
This message box alerts you to hazards or unsafe practices which **COULD** result in minor personal injury or cause product or property damage if the warning is ignored.

NOTICE

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

Carbon Monoxide (CO)

 **DANGER!**

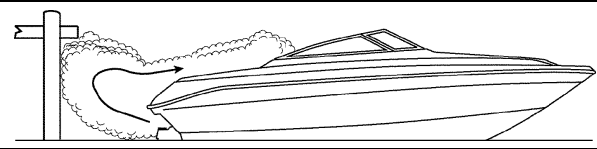
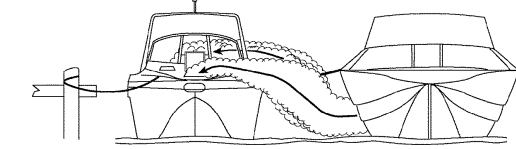
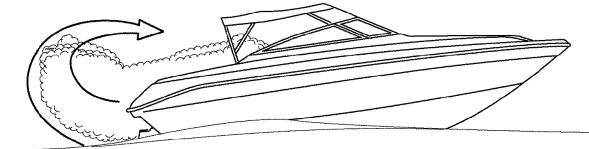
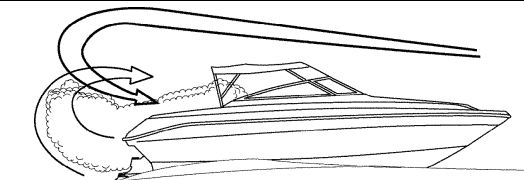


CARBON MONOXIDE POISONING HAZARD! Carbon monoxide gas (CO) is colorless, odorless, and extremely dangerous. All engines, generators, and fuel burning appliances produce CO as exhaust. Direct and prolonged exposure to CO will cause **BRAIN DAMAGE** or **DEATH**. Signs of CO poisoning include headache, nausea, dizziness, and drowsiness. Sources of CO include:

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. 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.

Sources of CO

Sources of CO include:

	a. Using the engine or generator when the boat is moored in a confined space.
	b. Mooring close to another boat that is running its engine, generator, or any other CO source.
	c. Running the boat with the trim angle of the bow too high.
	d. Running the boat without through ventilation (station wagon effect).

To correct stationary situations a and/or b:

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

To correct running situations c and/or d:

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

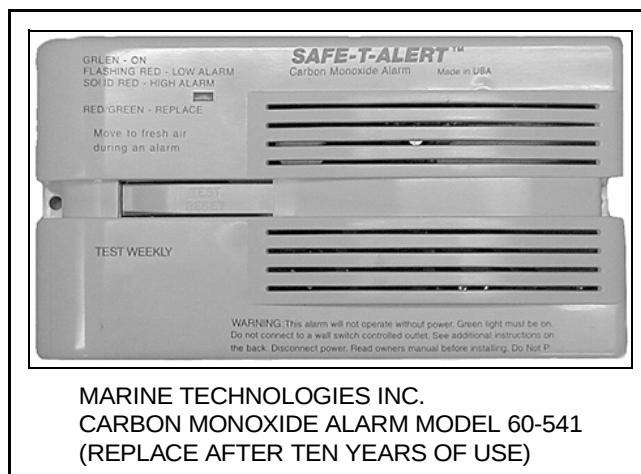
IMMEDIATELY take corrective action when CO is detected (see, *Carbon Monoxide Alarm System*, on the next page).

Factors increasing the effects of CO include:

- Age.
- Smokers or people exposed to high concentrations of cigarette smoke.
- Consumption of alcohol.
- Lung disorders, heart problems, and pregnancy.

Carbon Monoxide Alarm System

Your boat may feature a carbon monoxide (CO) alarm system. **DO NOT DISCONNECT THE ALARM SYSTEM.** Read and understand the manufacturer's instructions for your CO alarm system. If you did not receive an instruction manual, call (800) 383-0269 and one will be mailed to you. If your boat is not equipped with a carbon monoxide alarm, consider purchasing one from your dealer or marine supply store.

***What To Do If Carbon Monoxide Is Detected***

- Immediately ventilate any enclosed spaces that are occupied by people and reset your CO alarm.
- Immediately move anyone showing any symptoms of CO poisoning into fresh air. See a doctor if any symptoms persist. If the person is unconscious, immediately administer oxygen or CPR and call for emergency help.

CHAPTER 2: PRODUCT SPECIFICATIONS

Specifications

Model Description	Overall Length	Bridge Clearance	Bridge Clearance With Hard Top or T-Top (Option)	Beam	Maximum Draft	Fuel Tank Capacity (gal)	Water Tank Capacity (gal)	Holding Tank Capacity (gal)
1700 (FT) Trophy Dual Console	17' 0"	4' 3"	N/A	7' 2"	2' 7"	37	N/A	N/A
1703 (FS) Trophy Center Console	17' 0"	4' 9"	N/A	7' 2"	2' 5"	37	N/A	N/A
1802 (FJ) Trophy Cuddy	18' 0"	5' 2"	N/A	7' 6"	2' 7"	52	N/A	N/A
1900 (FG) Trophy Dual Console	19' 0"	4' 3"	N/A	8' 2"	2' 9"	55	N/A	N/A
1903 (FE) Trophy Center Console	19' 0"	5' 10"	7' 9"	8' 2"	2' 8"	55	N/A	N/A
2002 (FF) Trophy Walkaround	21' 7"	5' 7"	7' 4"	8' 1"	2' 9"	85	N/A	N/A
2052 (FD) Trophy Walkaround	21' 7"	5' 6"	7' 3"	8' 1"	2' 9"	65	N/A	N/A
2503 (FM) Trophy Center Console	27' 3"	6' 2"	7' 11"	8' 5"	2' 9"	150	N/A	N/A
2509 (FW) Trophy Cuddy	27' 3"	6' 7"	8' 1"	8' 5"	2' 5"	147	8	N/A
2802 (FH) Trophy Cuddy	31' 0"	7' 5"	9' 6"	9' 9"	2' 6"	240	30	30

CHAPTER 3: COMPONENTS/SYSTEMS

Electrical System

Thoroughly read and understand this section, the electrical sections of the *Owner's Manual* and all accessory manuals included in your boat's owner's packet. Wiring schematics are provided at the back of this supplement.



DANGER!



***EXTREME FIRE, ELECTRIC SHOCK
and EXPLOSION HAZARD!***

To minimize the risks of fire, electric shock and explosion:

- **NEVER** install knife switches or other arcing devices in 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.
- Ensure all of the battery switches are in the OFF position before performing any work in the engine spaces.
- **DO NOT** modify the electrical systems or relevant drawings.
- Only qualified personnel should install batteries and/or perform maintenance on the electrical system.



WARNING!



FIRE & EXPLOSION HAZARD!

- Fuel fumes are heavier than air and will collect in the bilge areas where they can be accidentally ignited. Visually and by smell (sniff test), check the engine and fuel compartments for fumes or accumulation of fuel. Always use 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. **NEVER** allow smoking anywhere near the batteries.

NOTICE

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



CAUTION!



SHOCK & ELECTRICAL SYSTEM DAMAGE HAZARD!

- **NEVER** disconnect the battery cables while the engine is running since damage may occur to your boat's electrical system components.
- The parallel switch should be turned on *only* in emergencies.
- The battery charging systems (alternators and battery charger) are designed to charge lead-acid batteries. Before installing gel-cell or other new technology batteries, read and follow the battery charger's operating instructions.

12-Volt DC System- Fuses, Circuit Breakers and Switches

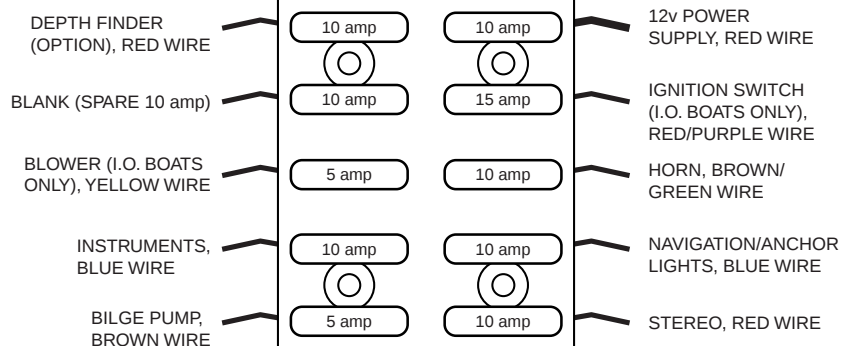
TYPICAL ACCESSORY CIRCUIT MASTER BREAKER



The engine is protected by a large circuit breaker on the engine. The accessories on some models are protected by a master circuit breaker usually located near the battery. In addition, a fuse block for branch accessory circuits is located near the helm panel.

Wires are color-coded to indicate which accessory each fuse services. Some items, such as radios and bilge pumps, may be fused individually at the unit. Autofloat switches are fused at the battery.

FUSE BLOCK (TYPICAL)



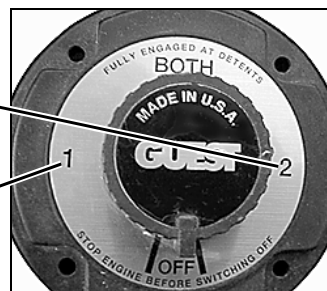
Some models are equipped with battery switches. Your Owner's Manual provides a general description of battery switch function in the *Batteries* portion of the Electrical Section.



TYPICAL BATTERY SWITCHES

STBD BATTERY

PORT (OR ONLY) BATTERY



*Shore Power/110 Volt AC System***! DANGER!**

***FIRE, ELECTRIC SHOCK
and EXPLOSION HAZARD!***

To minimize the risks of fire, electric shock and explosion:

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

! CAUTION!

SHOCK & ELECTRICAL SYSTEM DAMAGE HAZARD!

- Monitor the polarity indicator lights **EVERY TIME** you connect to shore power.
- When connecting to shore power and you encounter a reversed polarity light (RED colored), **DO NOT** energize the main breaker switches. Instead, **IMMEDIATELY** disconnect the shore power cord (**ALWAYS** from the dockside receptacle first) and notify marina management.

! WARNING!

SHOCK & ELECTRICAL SYSTEM DAMAGE HAZARD!

- Periodically check the shore power cord(s) for deterioration or damage. Damaged or faulty cords should **NEVER** be used since the danger of fire and electrical shock exists.
- **DO NOT** pinch shore power cords in doors or hatches, or coil the shore power cord too tightly since these situations can generate enough heat to result in a fire.
- If a shore power cord should accidentally become immersed in water, **THOROUGHLY** dry the blades and contact slots before reusing.

NOTICE

Some dockside installations may be rated less than 30 amps, therefore, you may need to purchase lower amp adapters. Whenever a lower amp adapter is used, however, there will be a corresponding drop in supplied power from the dockside system.

**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.
- 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.
- Use double insulated or three-wire protected electrical appliances whenever possible.

SHORE POWER INLET



110 VOLT AC PANEL

GALLEY AREA



Controls

Read and understand the Controls section of both the *Owner's Manual* and engine manual, provided in the owner's packet, for instructions and warranty information.

Trim Tabs



WARNING!

LOSS OF CONTROL HAZARD!

Improper use of trim tabs will cause loss of control!

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

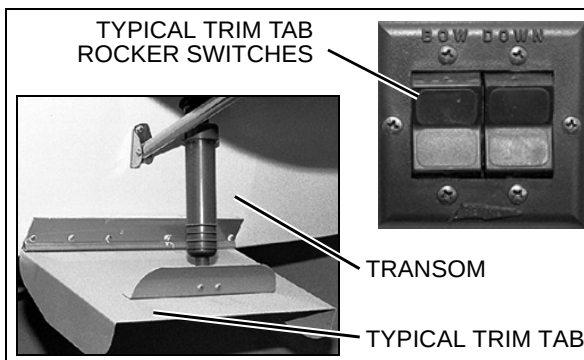
The trim tabs may be used to help keep your boat level at cruising speeds.

The trim tabs are controlled by two rocker switches at each helm station.

Before using the trim tab rocker switches, read and understand the trim tab operation manual included in your yacht's owner's packet.

When cruising speed is reached:

- The port or starboard trim switch may be used (one at a time) to level the boat.
- Perform trim tab adjustment with several short touches to the switch rather than one long one.
- After each short touch allow several seconds for the hull to react.



Navigation and Interior Lights

Read the navigation light section of the *Owner's Manual*. The navigation and interior lights supplied with 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 in the switch panel.*
- The bulb may be burned out - *carry spare bulbs for replacement.*
- 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.*



CAUTION!

- **Conserve battery power. Prolonged operation of cabin interior lights (overnight) will result in a drained battery.**
- **Avoid the storage of gear where it would block navigation lights from view.**

Compass

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

Depth Finder

Your boat may come equipped with a depth finder. It will provide you with measurements of water depth beneath the boat and in many cases it may help you locate schools of fish. The depth finder comes with its own manual. We suggest that you read it carefully 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, run the boat at very slow speeds.

Anchoring

Read and understand the Anchoring section of the *Owner's Manual*.



WARNING!



FIRE/EXPLOSION HAZARD

DO NOT open the engine cover until the fire is extinguished.

Fuel System

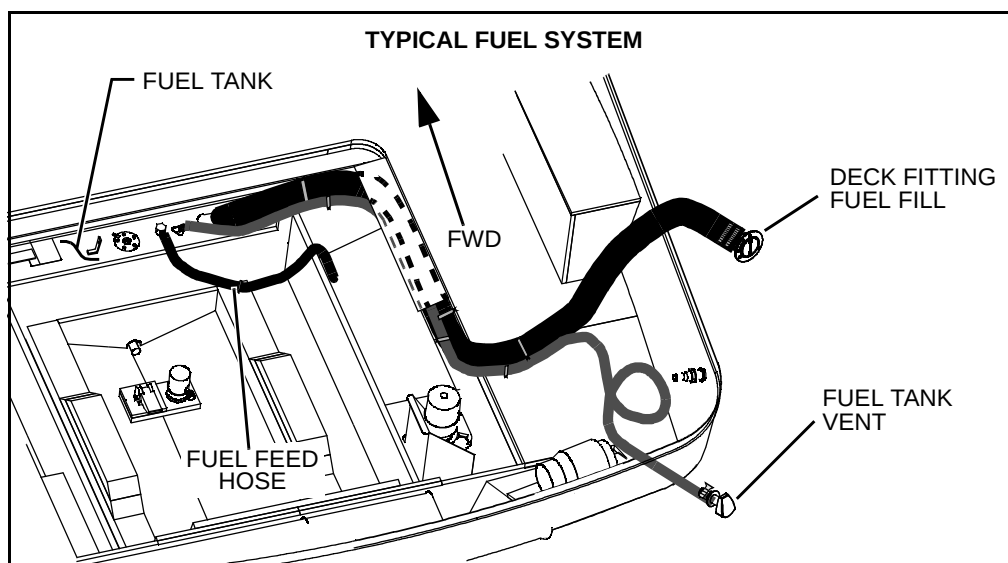
Fuel Fills and Vents

Fuel fills are located either on the aft deck or on the side decks adjacent to the aft cockpit. Fuel receptacle caps are marked “GAS”. Fuel vents are normally located in the hull or transom below and in the same general area as the fill. If you have trouble filling the fuel tank, check to see that the fuel fill and vent lines are free of obstructions and kinks.

Fuel Filters

Fuel filters should be replaced periodically to ensure that they remain clean and free of debris. A fine mesh screen filter is located on the fuel pickup tube. An additional filter, when supplied by the engine manufacturer, is installed on the engine.

Consult your selling dealer or local marina concerning fuel additives that help to prevent fungus or buildup in your fuel tanks.



WARNING!



FIRE/EXPLOSION HAZARD

It is very important that the fuel system be inspected thoroughly the first time it is filled and then at each subsequent filling. For your safety and the safety of your passengers, the fueling instructions in the *Owner's Manual* must be followed.



CAUTION!

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

Bilge Blower (2052 FD)



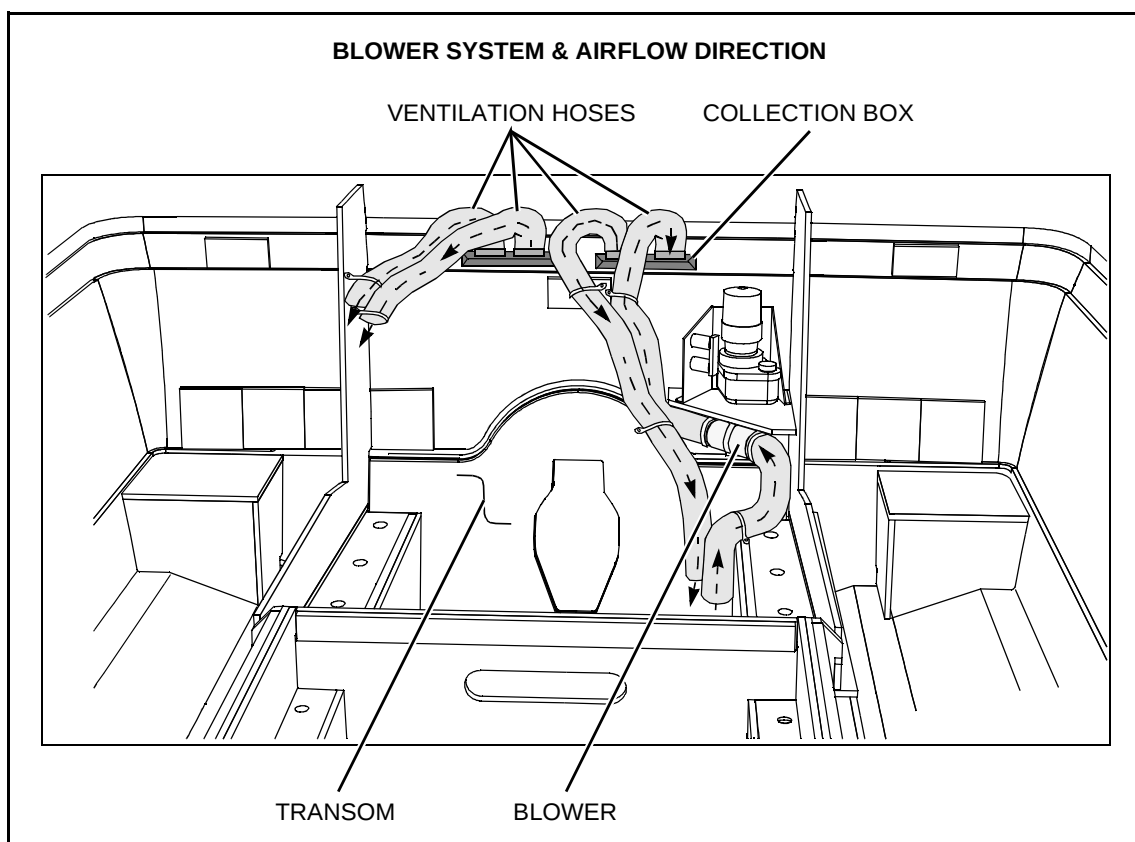
WARNING!



FIRE/EXPLOSION HAZARD

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.



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, use the bilge blower for at least four minutes before starting the engine, during starting, and while running the boat below cruising speed.

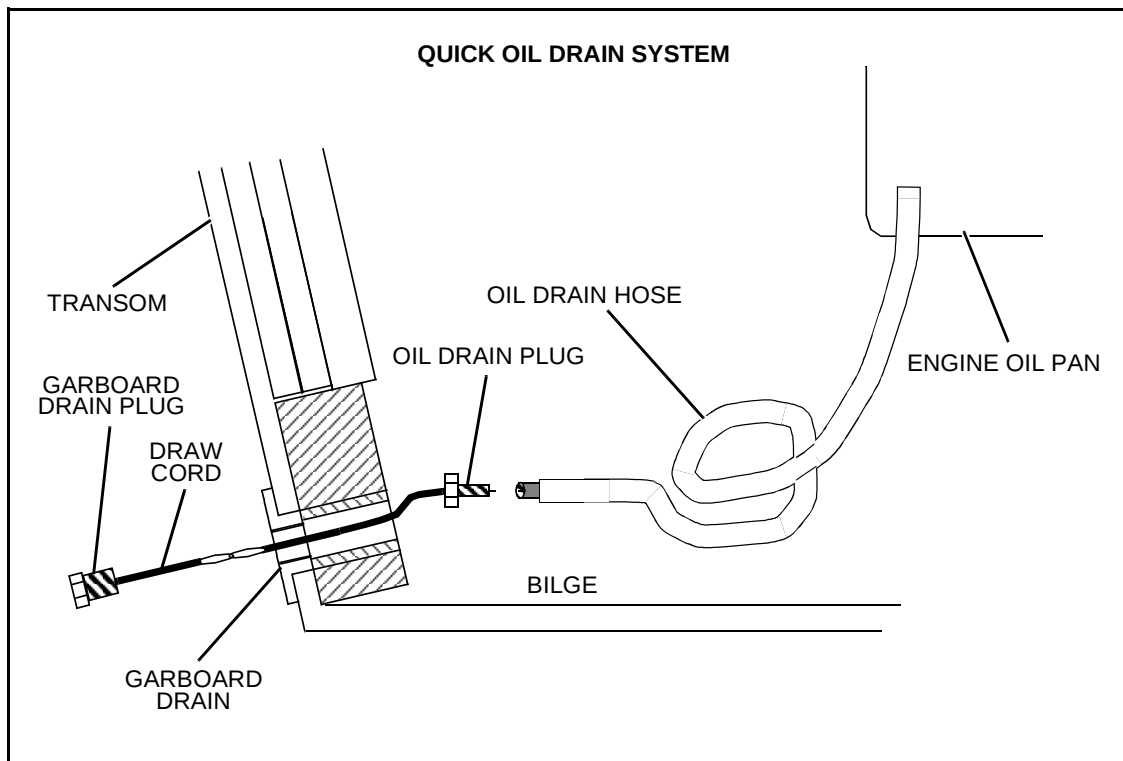
Quick Oil Drain System (2052 FD)

All stern drive models are equipped with a quick oil drain system.

To drain the engine oil:

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

Always dispose of waste oil in accordance with local regulations.

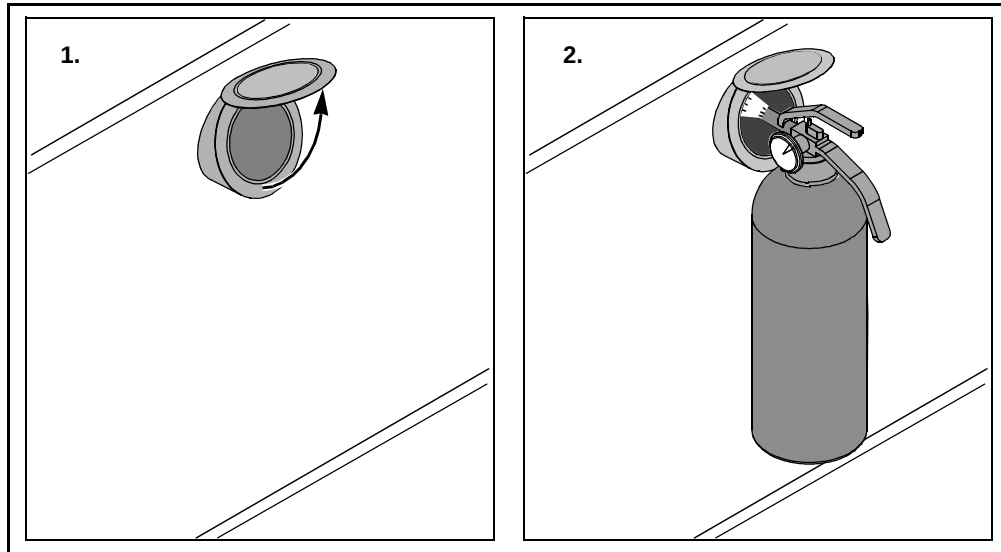


Fire Port System (2052 FD)

Stern drive models have a Fire Port located on the motor box.

In the event of an engine fire:

1. Lift the fire port cover.
2. Discharge a Class B fire extinguisher into the engine compartment through the fire port.



Bilge Pump

Your boat has one impeller-type bilge pump. The bilge pump is automatically controlled by a float switch (see "Autofloat Switch" on the next page). The bilge pump can also be controlled by a switch on the dash.

Check the bilge pump often to make sure it is working properly. To check the bilge pump:

- Turn on the dash-mounted switch and make sure that water in the bilge is pumped overboard.

If bilge water is present and the pump motor is running but not pumping:

- Inspect the bilge pump hose for a kink or collapsed area.

If the bilge pump hose is not the problem, check the bilge pump housing for clogging debris:

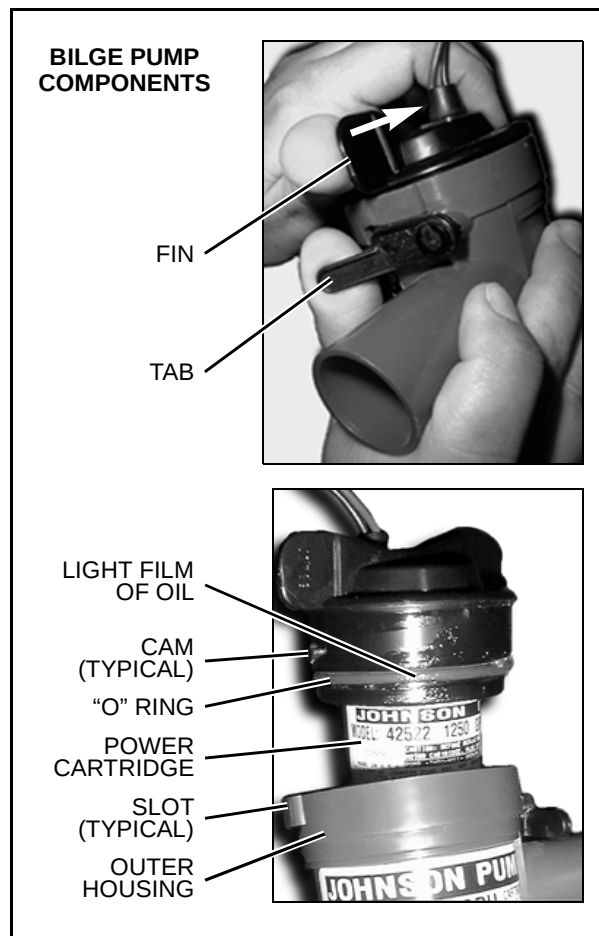
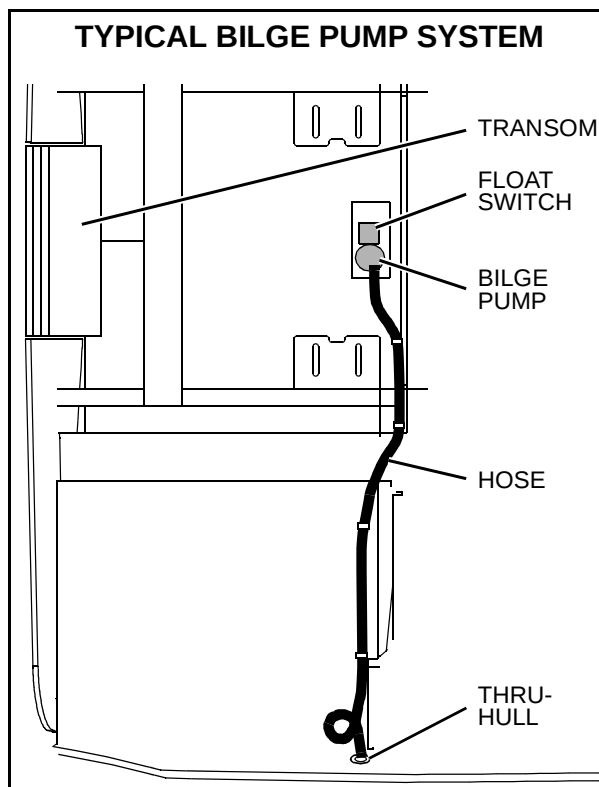
Bilge Pump Cleaning:

To remove the power cartridge:

1. Lift the tab while rotating the fins counterclockwise.
2. Lift out the power cartridge.
3. Clear the outer housing of debris.

To reinstall the power cartridge:

1. Make sure the "O" ring is properly seated.
2. Coat the "O" ring with a light film of vegetable or mineral oil.
3. Align the two cams on either side of the power cartridge with the two slots on the outer housing and press the power cartridge into the housing while twisting clockwise.
4. To ensure proper reinstallation of the power cartridge, attempt to twist the fins counterclockwise without lifting the tab: The cartridge should stay in place.

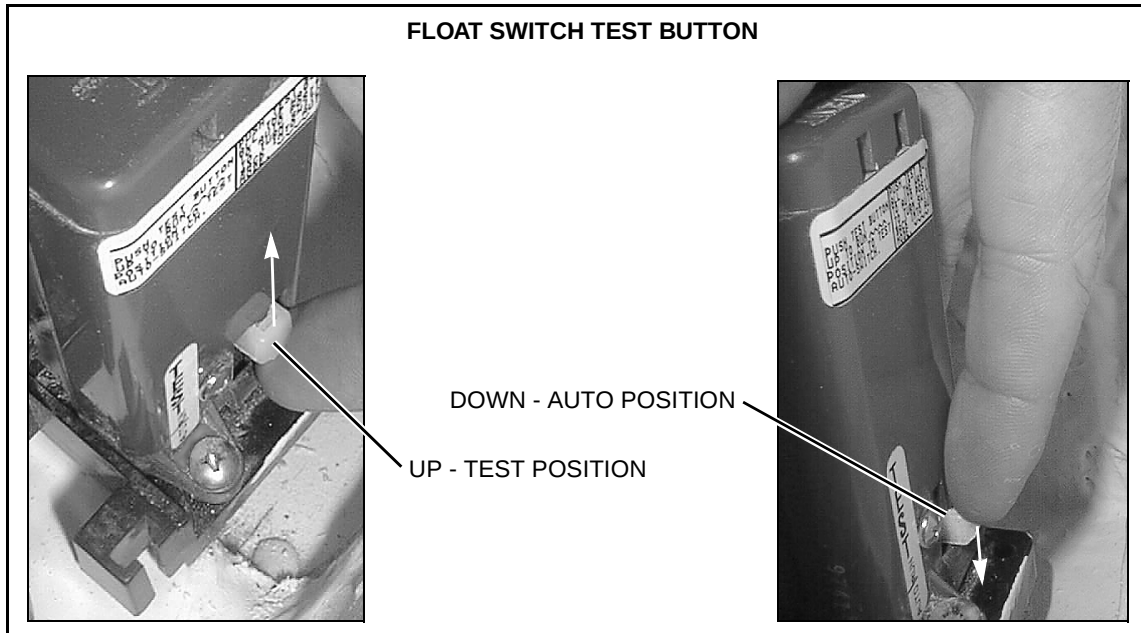


Autofloat Switch

An electromagnetic float (autofloat) switch automatically turns on the bilge pump whenever bilge water rises above a preset level. An autofloat switch is mounted next to the bilge pump. The autofloat switch is wired directly to the battery and will normally function even when the boat is completely shut down and left unattended.

Test the autofloat switch often as follows:

Float Switch Test:



1. Lift the float switch test button to turn on the bilge pump.
2. If the pump does not turn on, check the inline fuse. If the fuse is good but the switch doesn't work, it may indicate a bad switch or possibly a low battery.
3. Push the test button all the way back *down* to auto mode.



CAUTION!

When test is completed on a float switch, you must push the test button all the way down to the auto position to turn the switch back to auto mode!

NOTICE

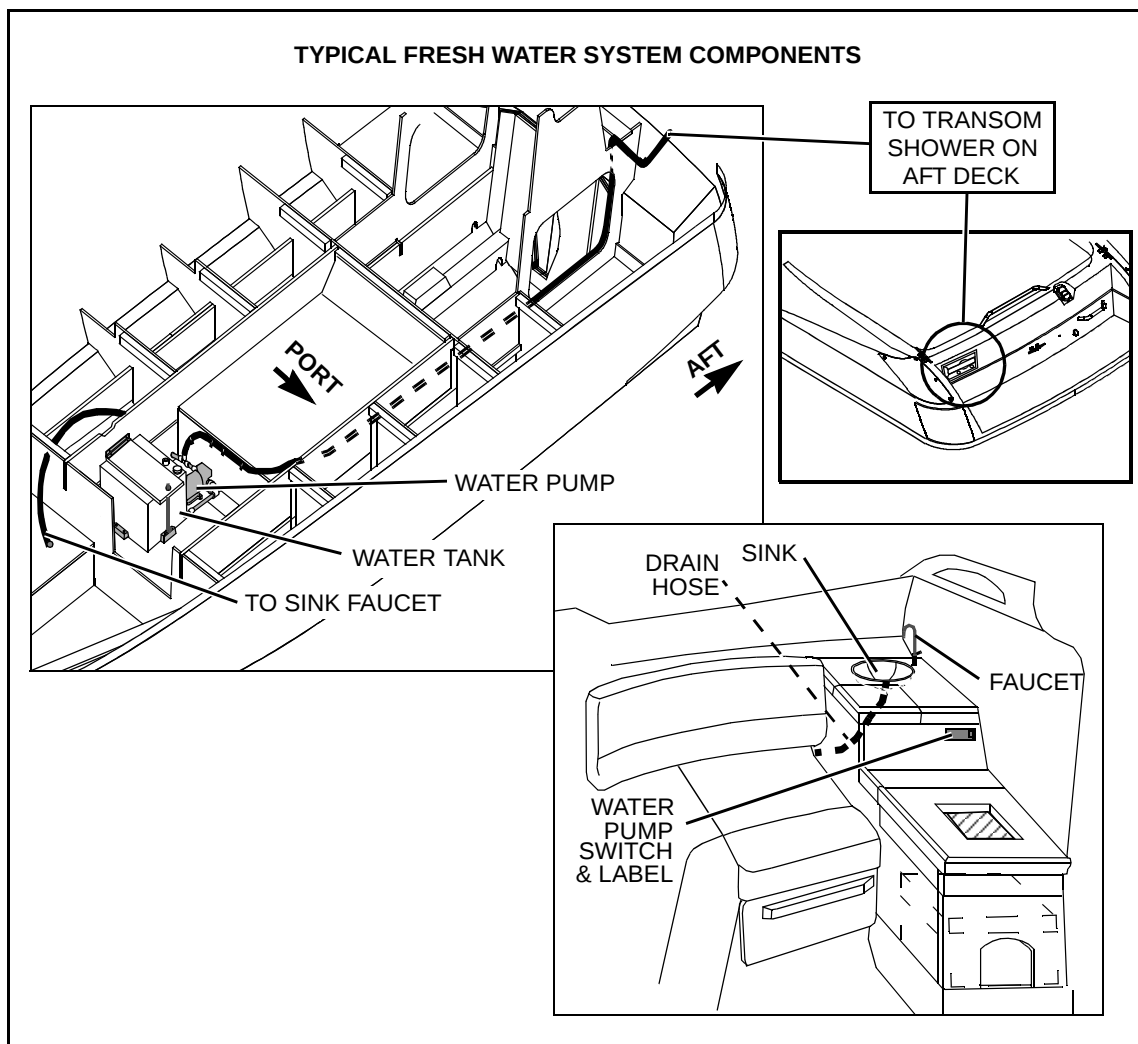
Discharge of oil, oil waste or fuel into navigable waters is prohibited by law. Violators are subject to legal action by the local authorities.

Fresh Water System

Fresh water systems are available on some models. These pressure-type (demand) systems operate when the water pump switch (located near the sink in the cuddy cabin) is in the ON position. Turn the pump switch OFF when the boat is not in use and when the water tank is empty.

Stored water can become stagnant and distasteful. Pump the water tank dry before leaving your boat unattended for long periods of time. Occasionally you may want to disinfect your water system. Ask your selling dealer about available treatments and procedures.

Your boat may be equipped with a transom shower. Please read and follow the manufacturer's operating instructions supplied in your owner's packet.

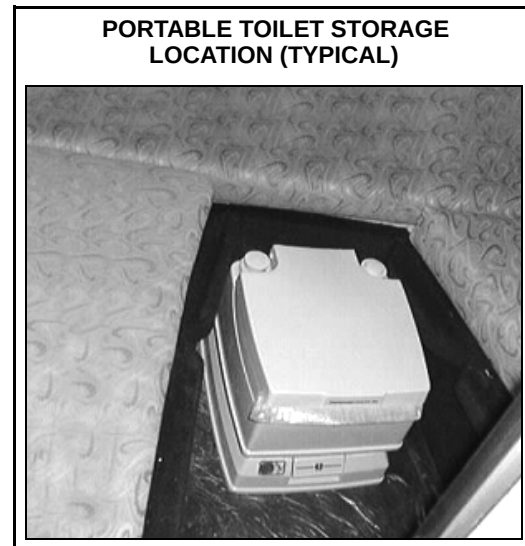


Marine Head With Pump-out

If your boat features a marine head and pump out system, carefully read the manufacturer's owner's manual supplied in your owner's packet.

Portable Toilet

Your boat may feature a portable toilet. Read and follow the manufacturer's operating instructions supplied in your owner's packet before using your portable toilet.

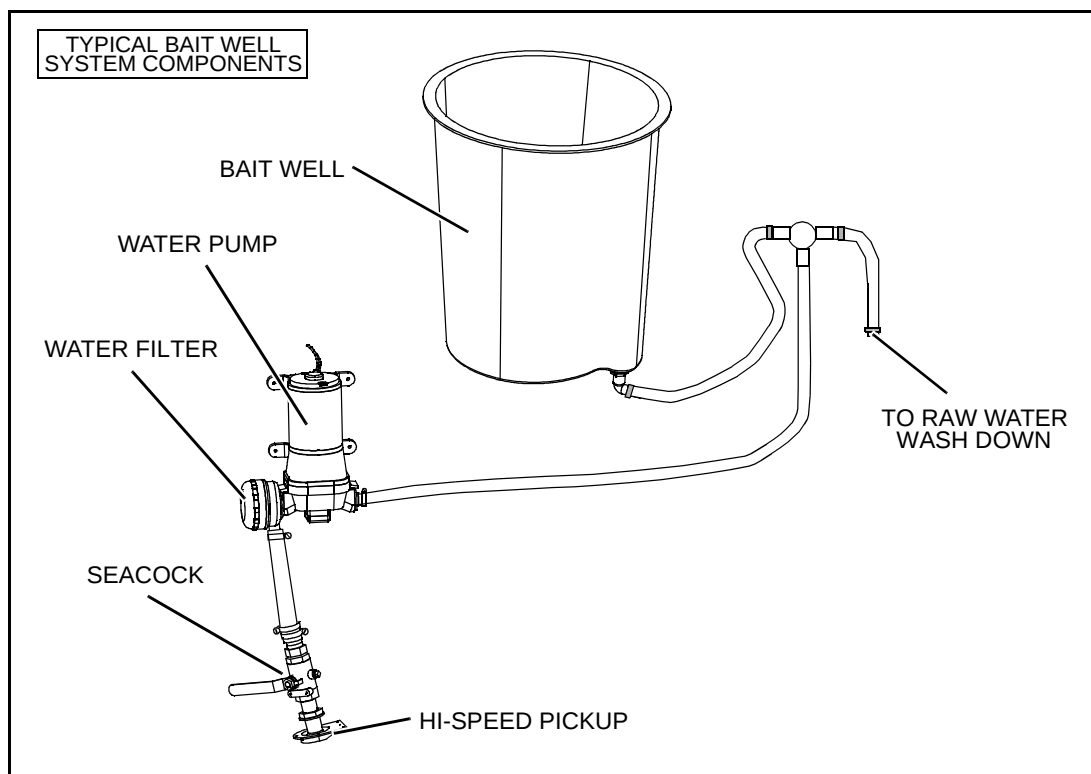
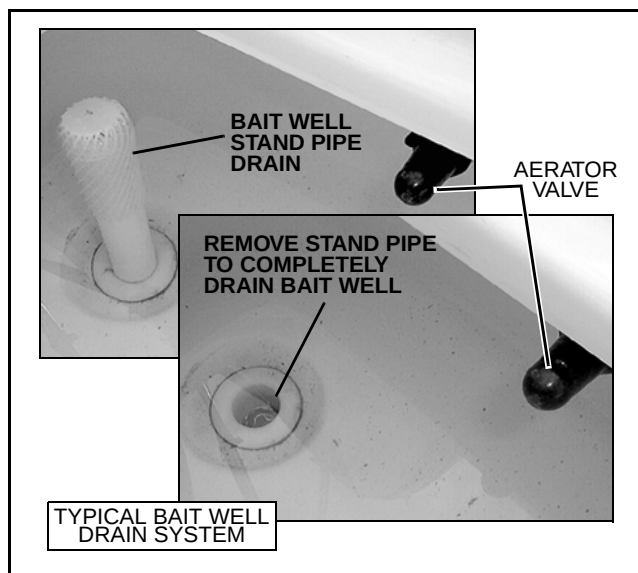


Bait Well System

Your boat may feature a bait well. A typical bait well system features

- A hi-speed pickup located on the underside of the hull.
- A seacock valve is attached to the pickup. The seacock allows for immediate shutdown if needed.
- A water pump. This pump is normally located in the bilge area or possibly higher in a storage area.

The water continues from the pump to the aerator valve and into the bait well. On some models, water is also directed to the raw water wash down from this system. Typically, bait wells have an overflow stand pipe and a full drain system. The bait well switch is on or near the main dash panel. The water pump will pump a constant flow of water into the bait well when the seacock is open and the switch is on.



Alcohol Stove



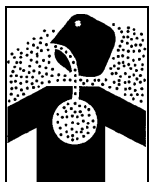
WARNING!

Reduce the possibility of fire by removing all combustible materials away from the stove before/during use.

If your boat features a single burner alcohol stove, carefully read and follow the manufacturer's operating instructions supplied in your owner's packet before using your stove for the first time.



DANGER!



CARBON MONOXIDE POISONING HAZARD!

The alcohol stove is a potential source of dangerous carbon monoxide gas (CO). Do not use without adequate ventilation.



WARNING!

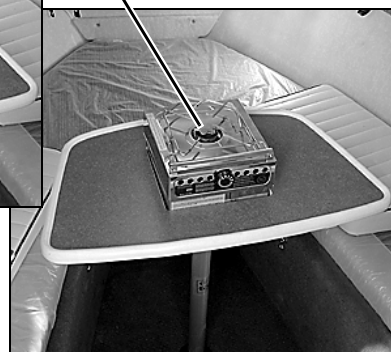
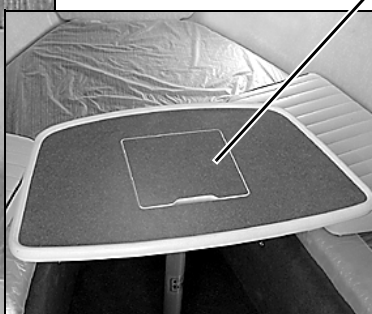


FIRE/EXPLOSION HAZARD

FIRE HAZARD. The portable stove must be placed in the designated operating location when in use (see photos below).



CORRECT LOCATION OF STOVE DURING USE



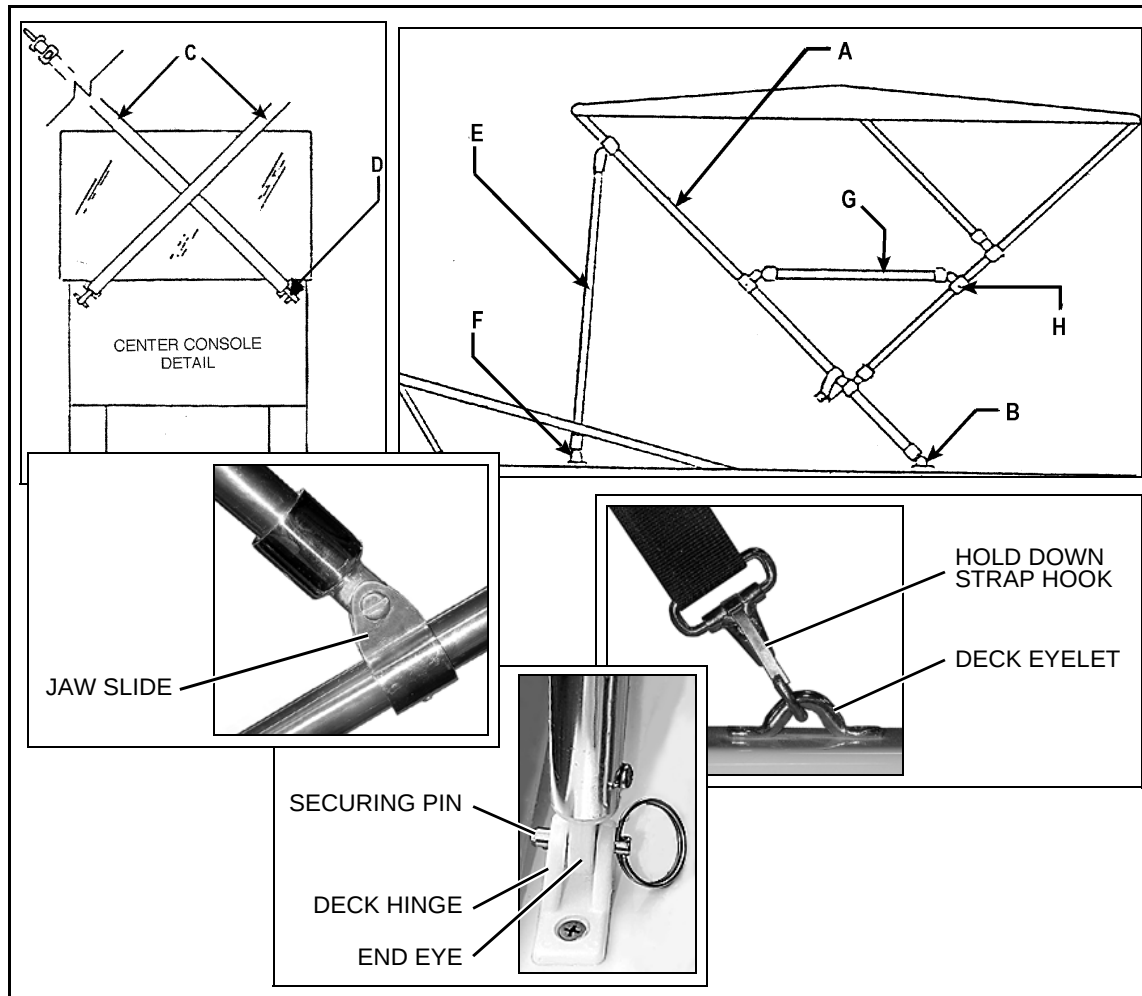
Canvas Top Installations



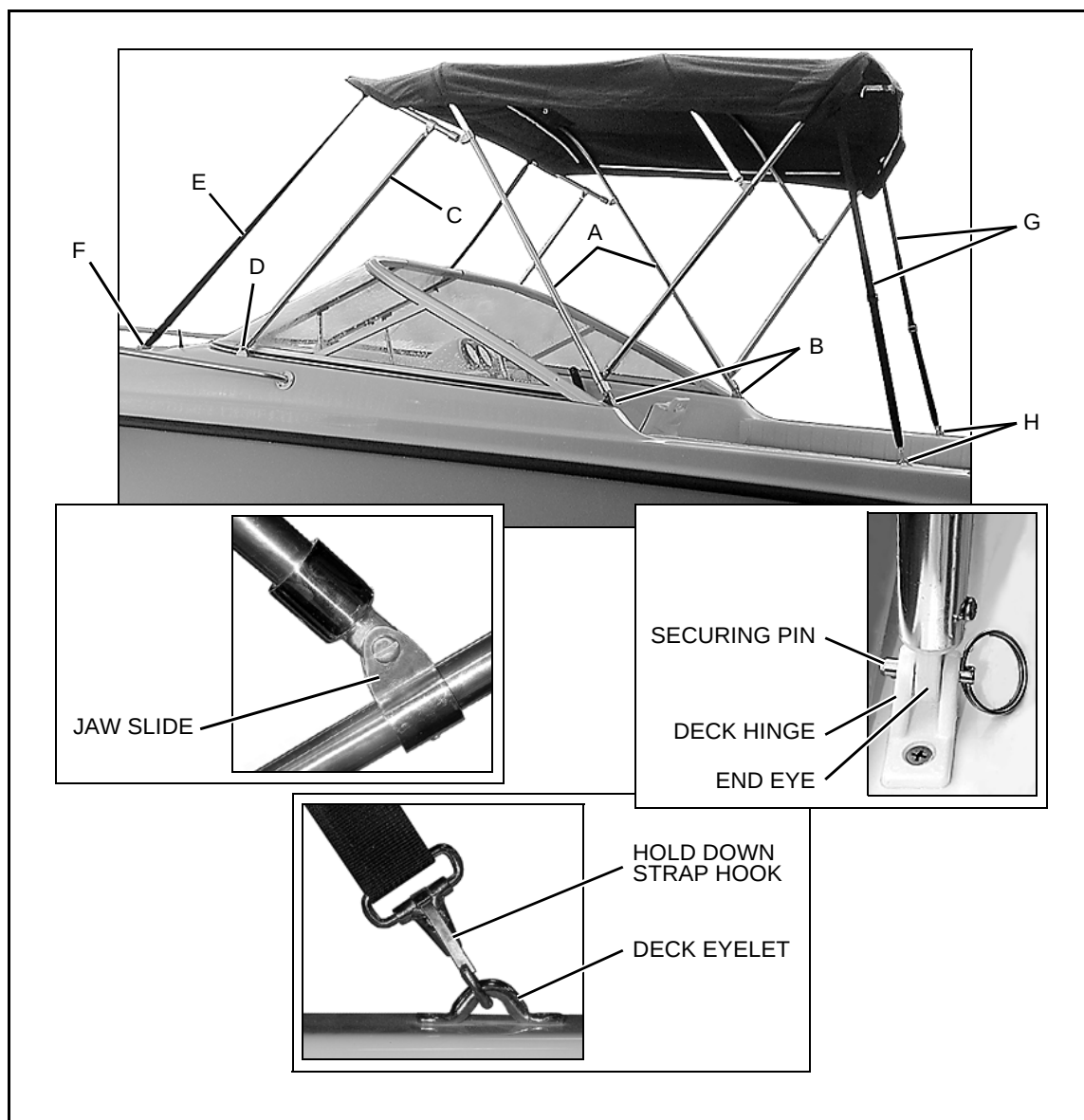
CAUTION!

Take down and securely stow the convertible top, side curtains and back cover before transporting your boat by road.

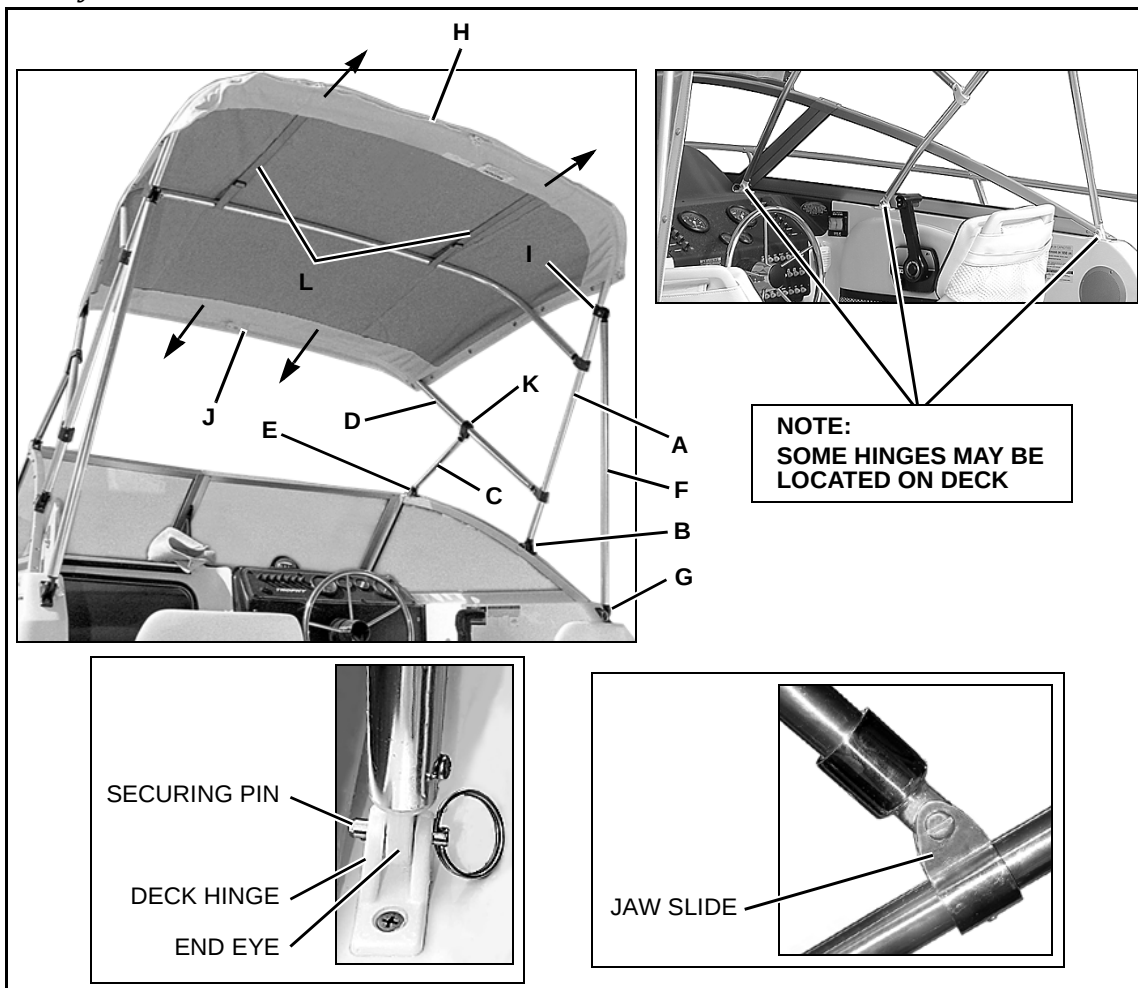
Center Console Models



1. Slide the end eyes of the main bow (A) into the aft deck hinges (B) and insert the securing pins.
2. Connect the hold down straps (C) to the deck eyelets (D).
1. Slide the end eyes of the forward braces (E) into the forward deck hinges (F) and insert the securing pins.
1. Attach the side braces (G) to the quick release jaw slides on the secondary bow (H) and insert the securing pins.
2. Adjust the jaw slides, if needed, to obtain a tight bimini top. Tighten the set screws to hold the bimini in place.
3. Tighten the hold down straps (C) at the forward end of the bimini top.

Bowrider Models

1. Slide the end eyes of the main bow (A) into the aft deck hinges (B) and insert the securing pins.
2. Slide the end eyes of the forward supports (C) into the forward deck hinges (D) and insert the securing pins.
3. Attach the hooks of the forward hold down straps (E) to the forward deck eyelets (F) and tighten the straps.
4. Attach the hooks of the aft hold down straps (G) to the aft deck eyelets (H) and tighten the straps.
5. No adjustments to the jaw slides should be needed as they are preset during manufacturing. Before attempting to adjust the jawslide positions, obtain the correct measurements from your selling dealer.

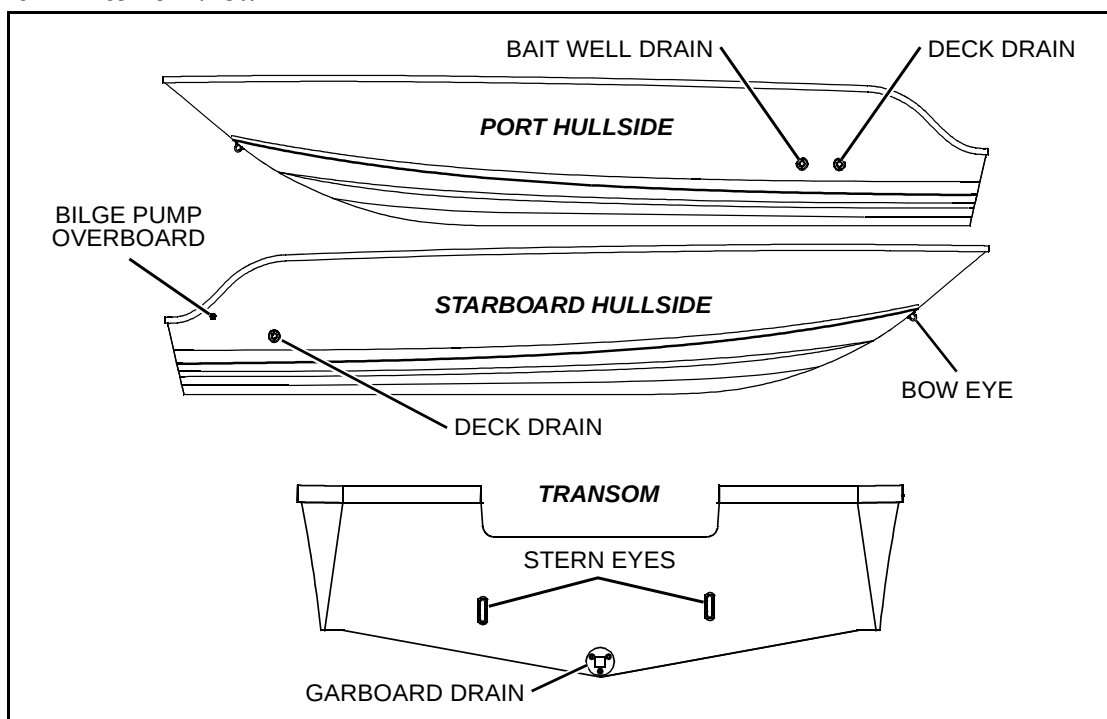
Cuddy Cabin Models

1. Slide the end eyes of the main bow (A) into the mid deck hinges (B) and secure with the pins.
2. Attach the forward braces (C) to the secondary bow (D).
3. Slide the end eyes of the forward braces into the forward deck hinges (E) and secure with the pins.
4. Attach the aft braces (F) to the main bow (A).
5. Slide the end eyes of the aft braces into the aft deck hinges (G) and secure with the pins.
6. Make the canvas taut by pulling aft and down on the aft edge (H) of the bimini top while securing the aft brace jaw slide (I). Also pull forward and down on the forward edge (J) of the bimini top while securing the forward brace jaw slide (K).
7. Tighten the top straps (L), if needed, by adjusting the buckle slides.
8. Additional canvas (i.e. side curtains, slant back cover or camper cover) should be secured to the top canvas before final adjustment. Like the top, the additional canvas should be smooth and taut.

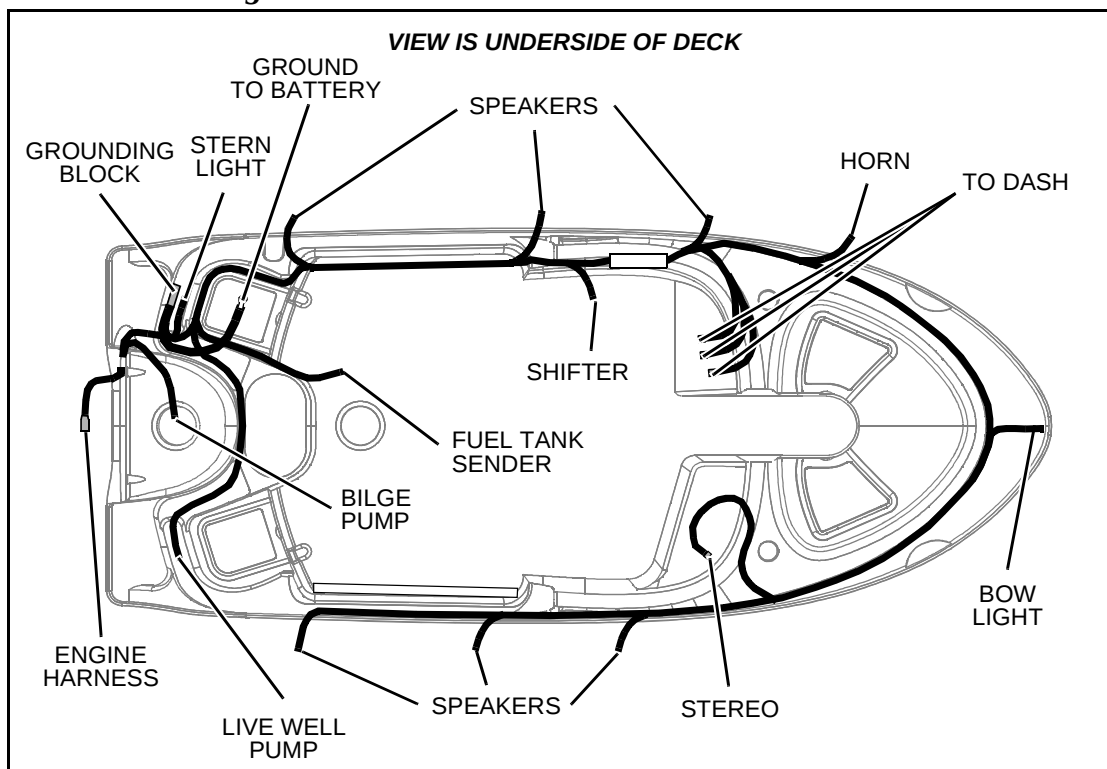
CHAPTER 4: DRAWINGS & DIAGRAMS

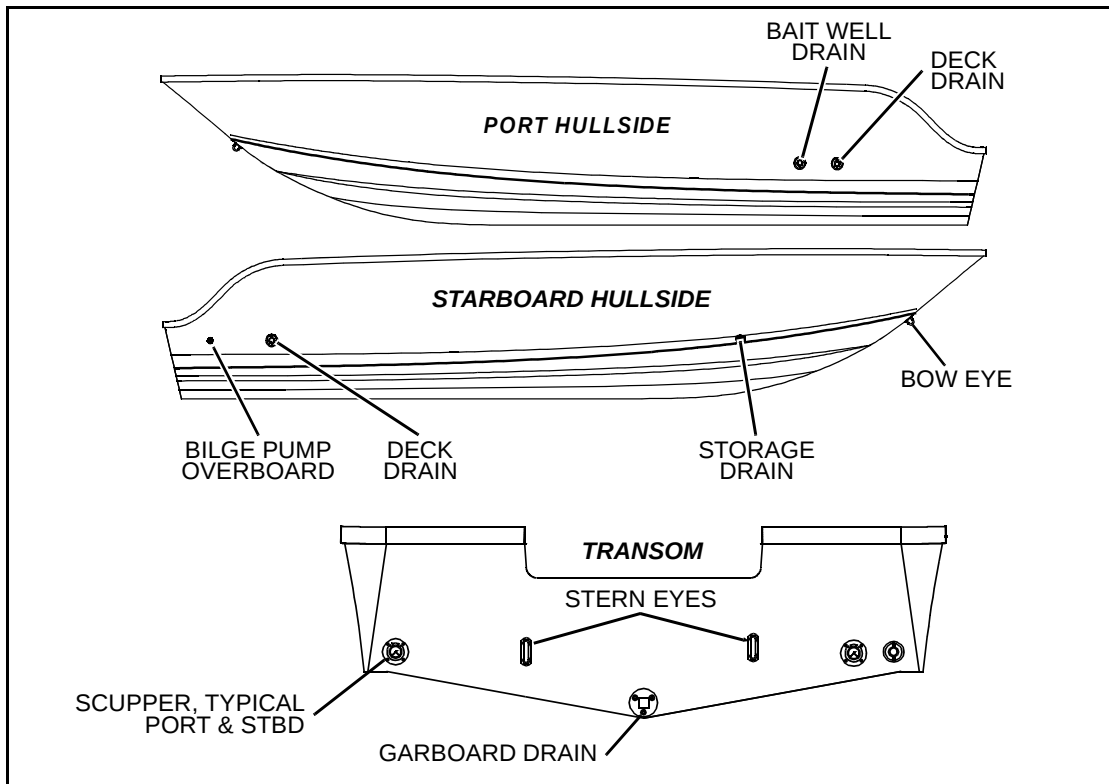
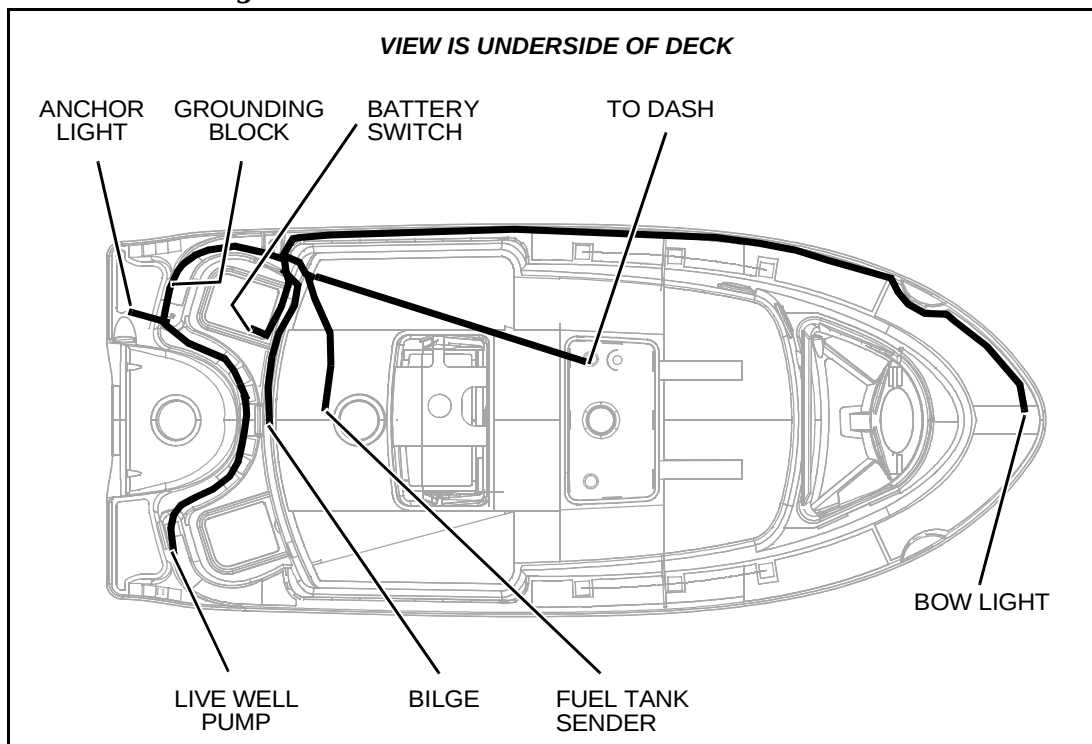
1700 (FT)

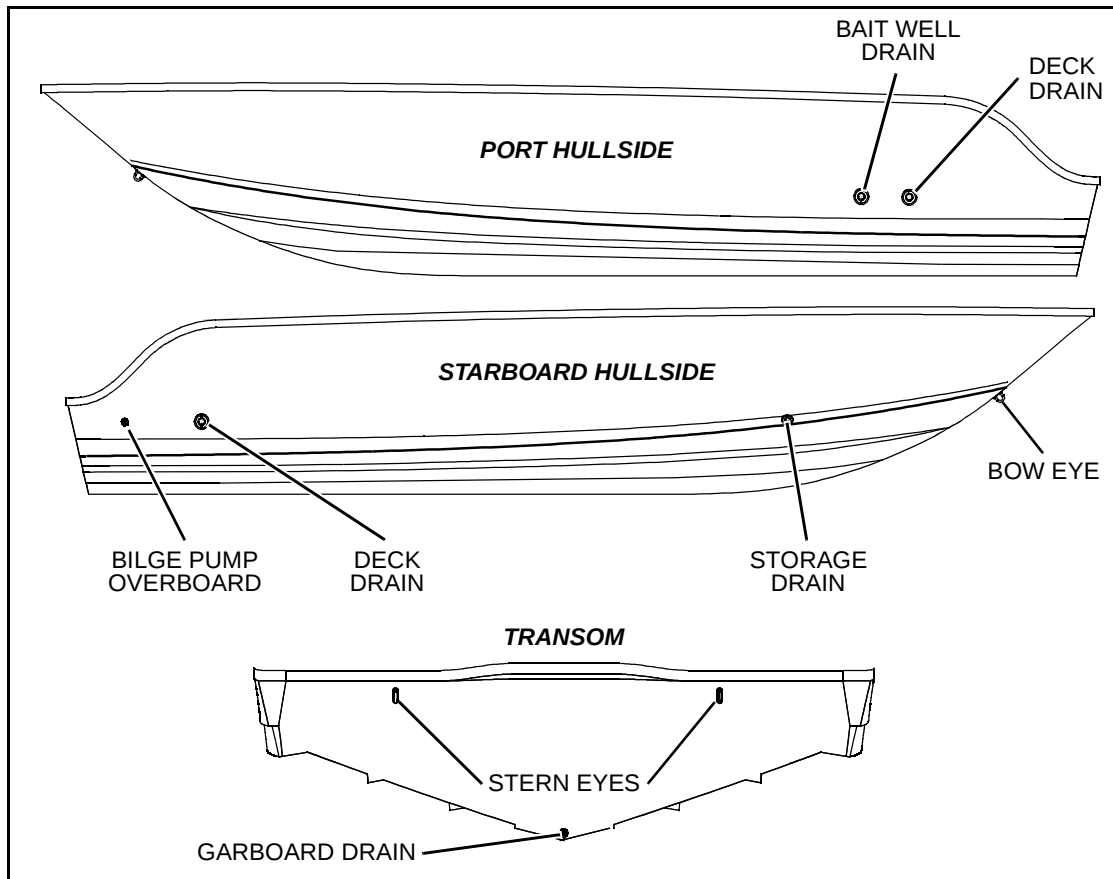
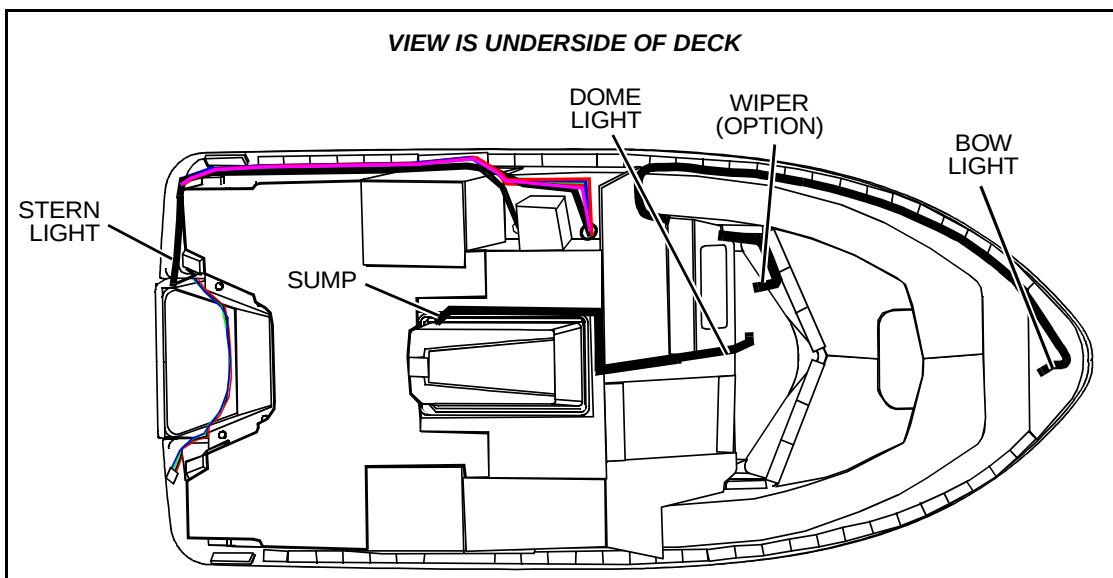
Hull Exterior View

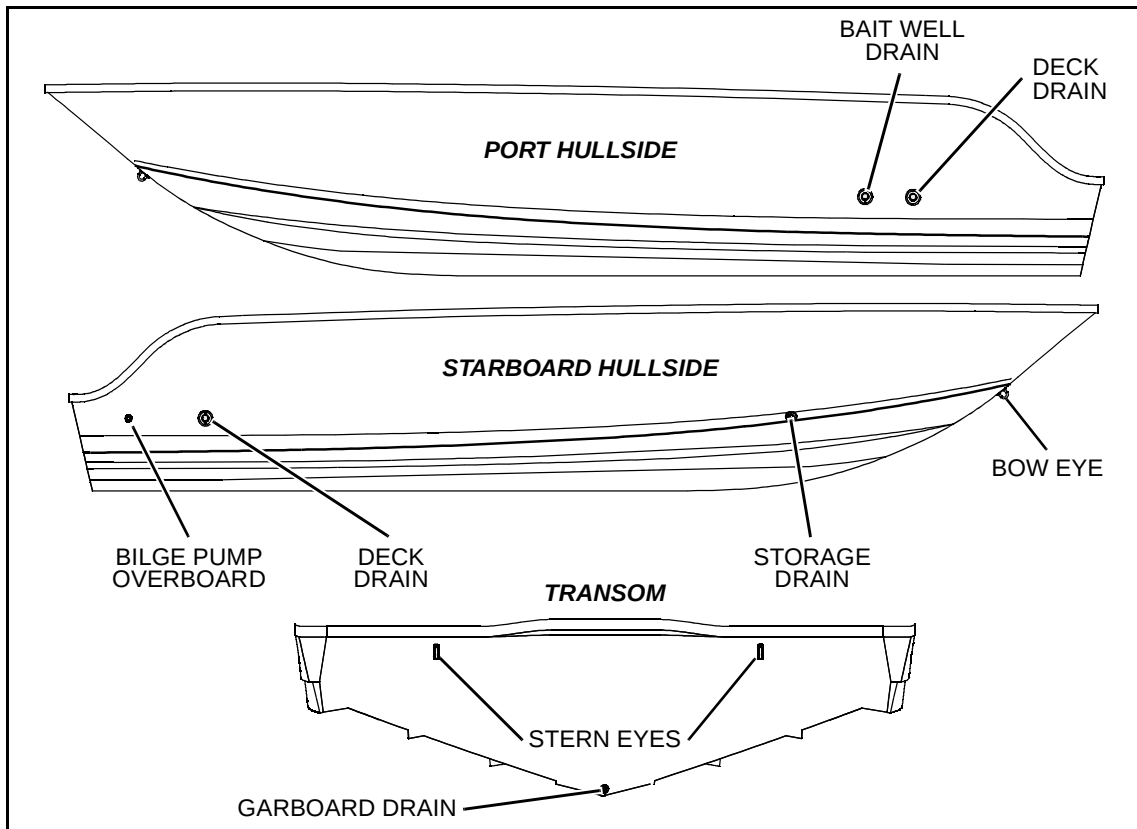
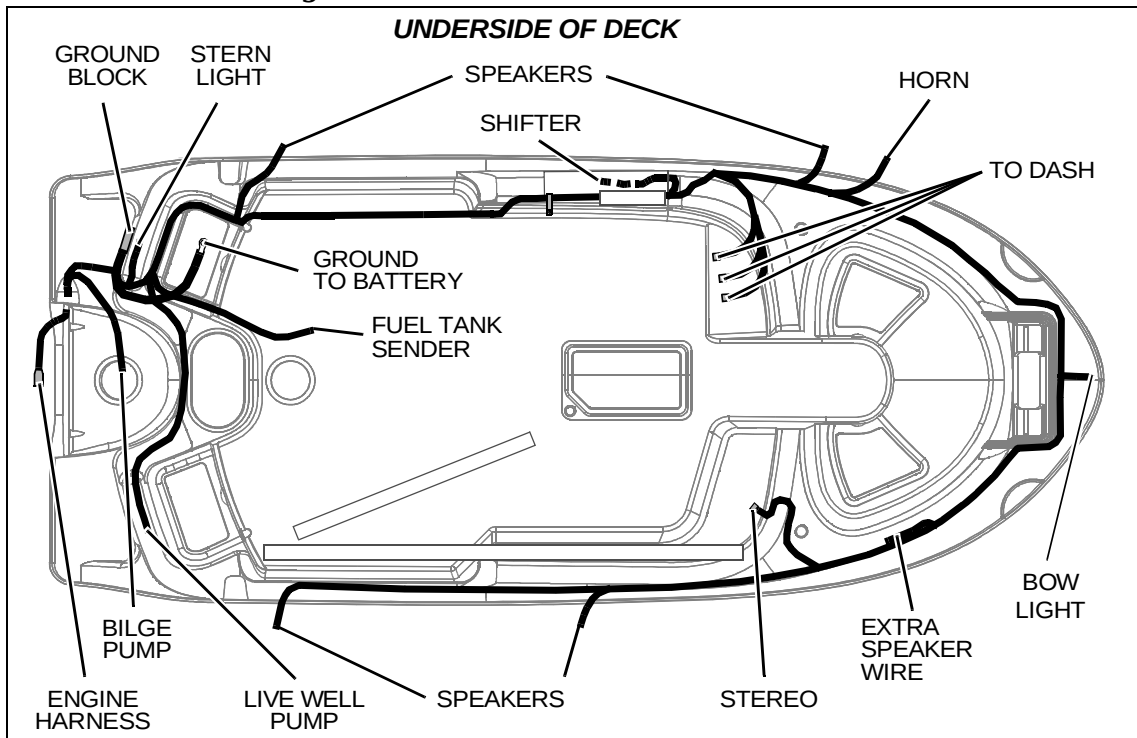


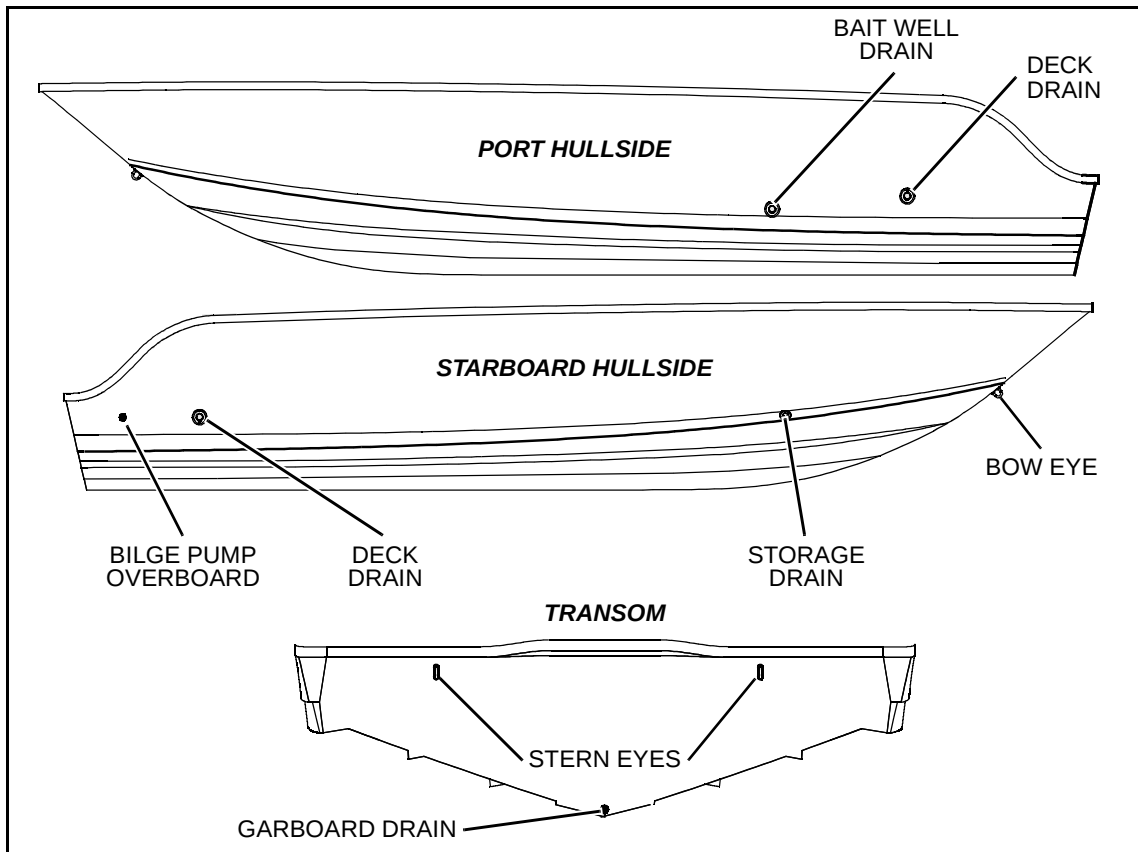
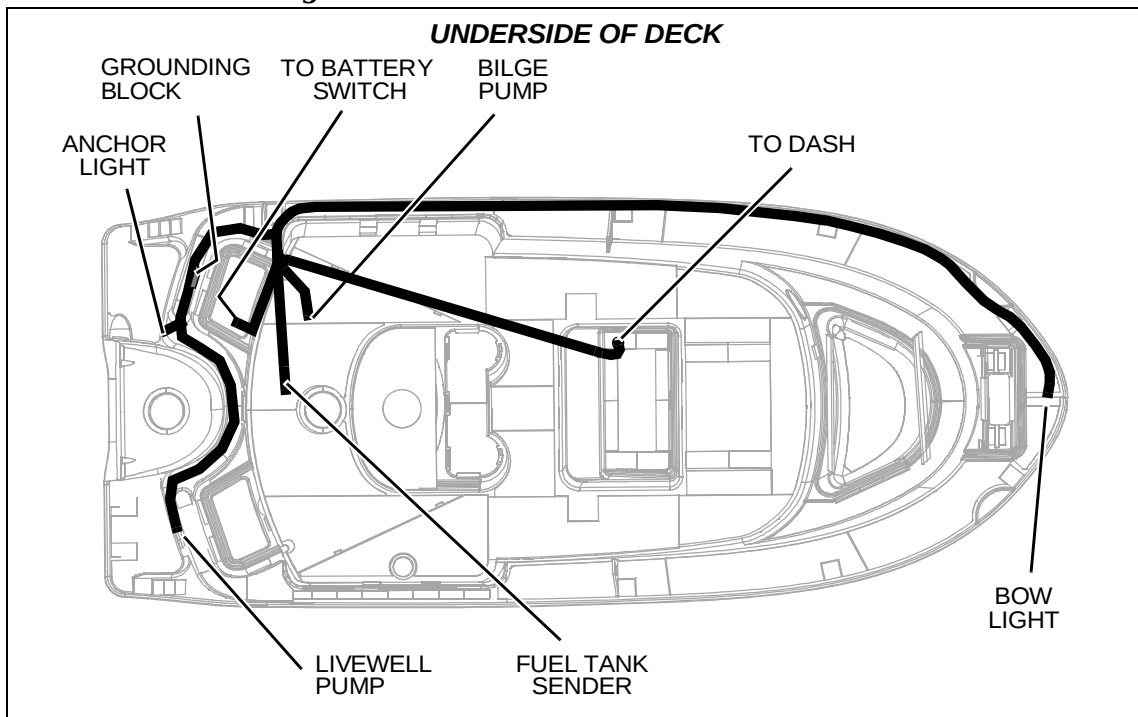
Deck Wire Routing

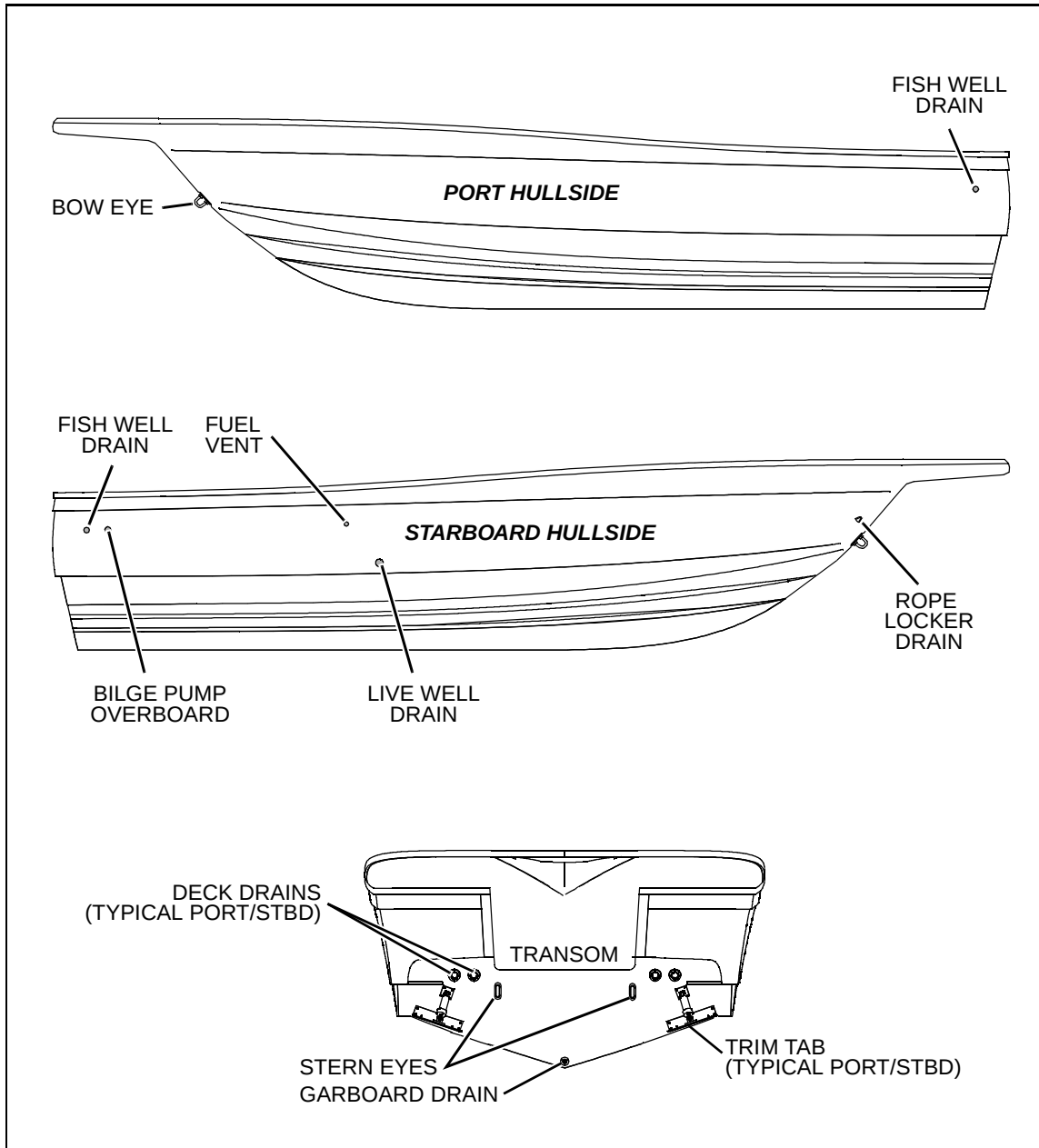


1703 (FS)***Hull Exterior View******Deck Wire Routing***

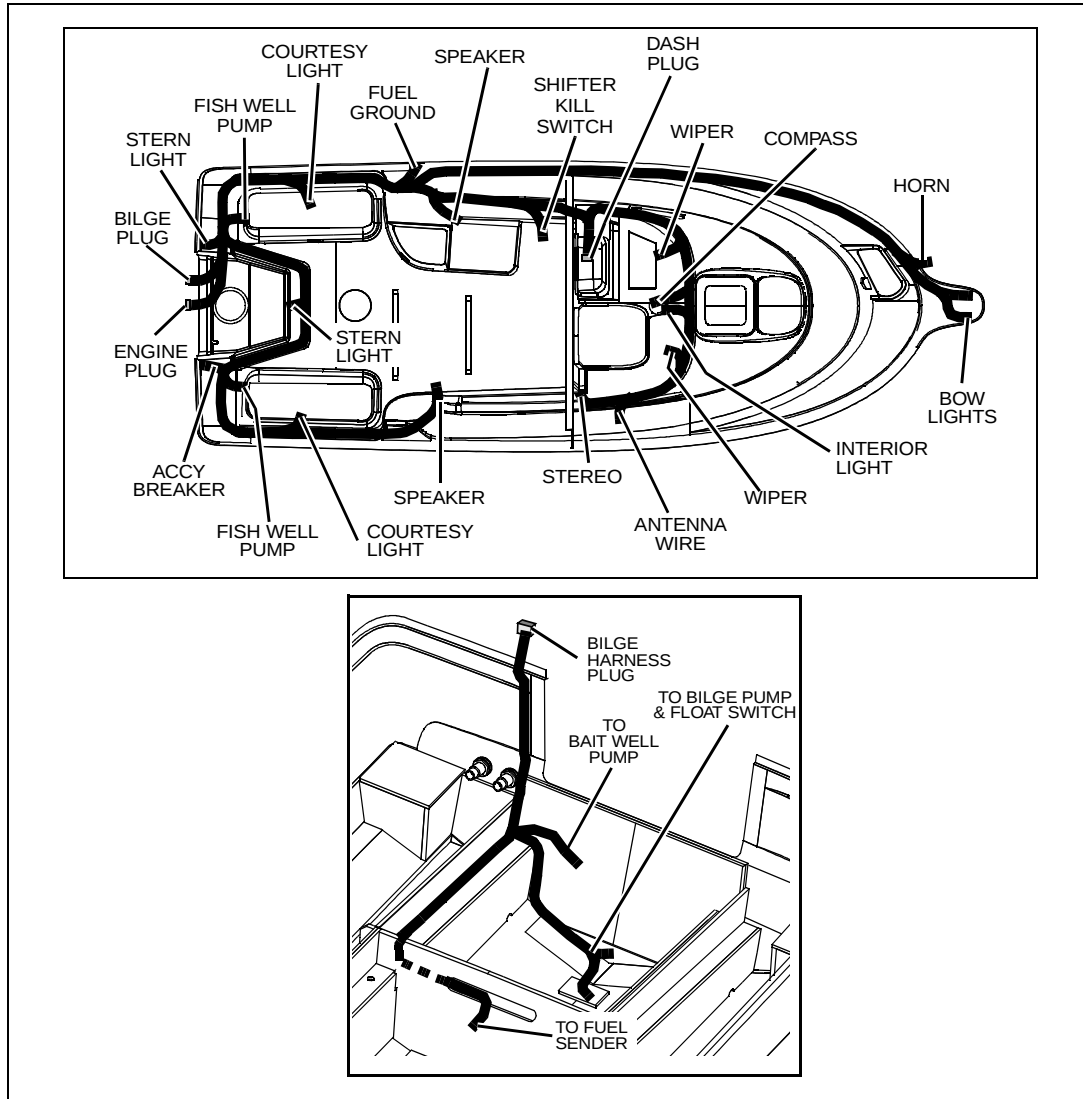
1802 (FJ)***Hull Exterior Hardware******Electrical Harness***

1900 (FG)***Hull Exterior Hardware******Wire Harness Routing***

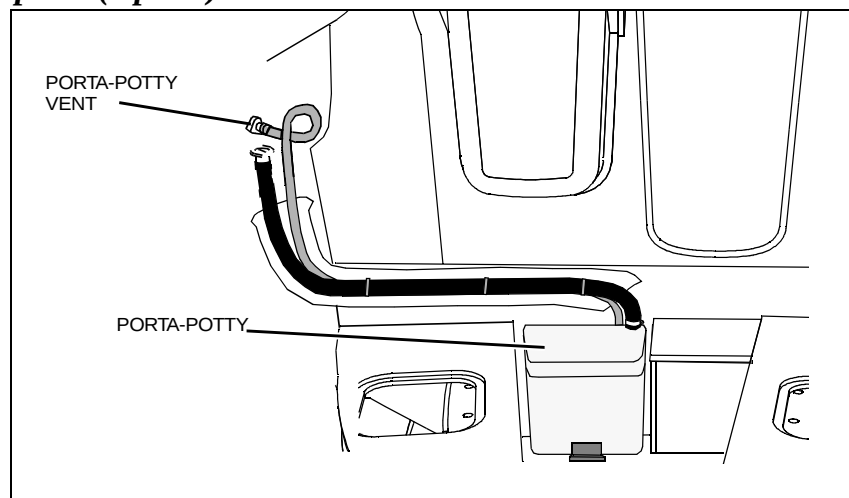
1903 (FE)***Hull Exterior Hardware******Wire Harness Routing***

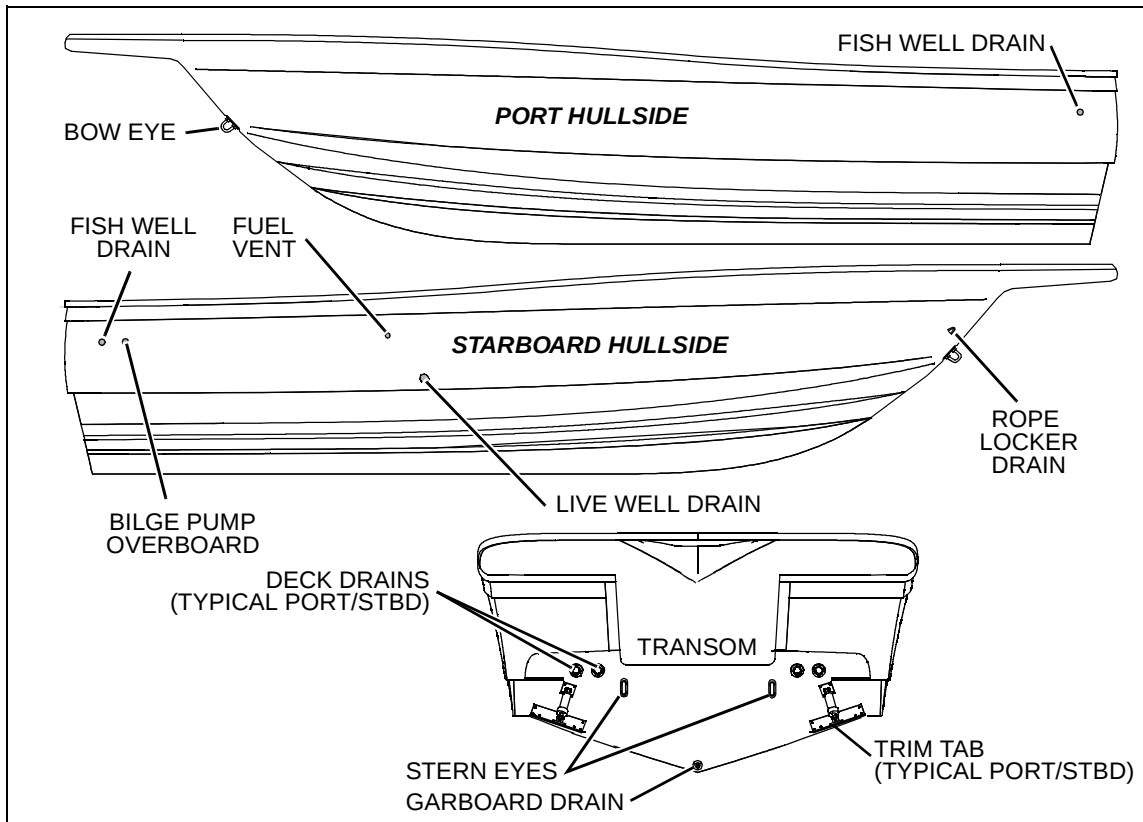
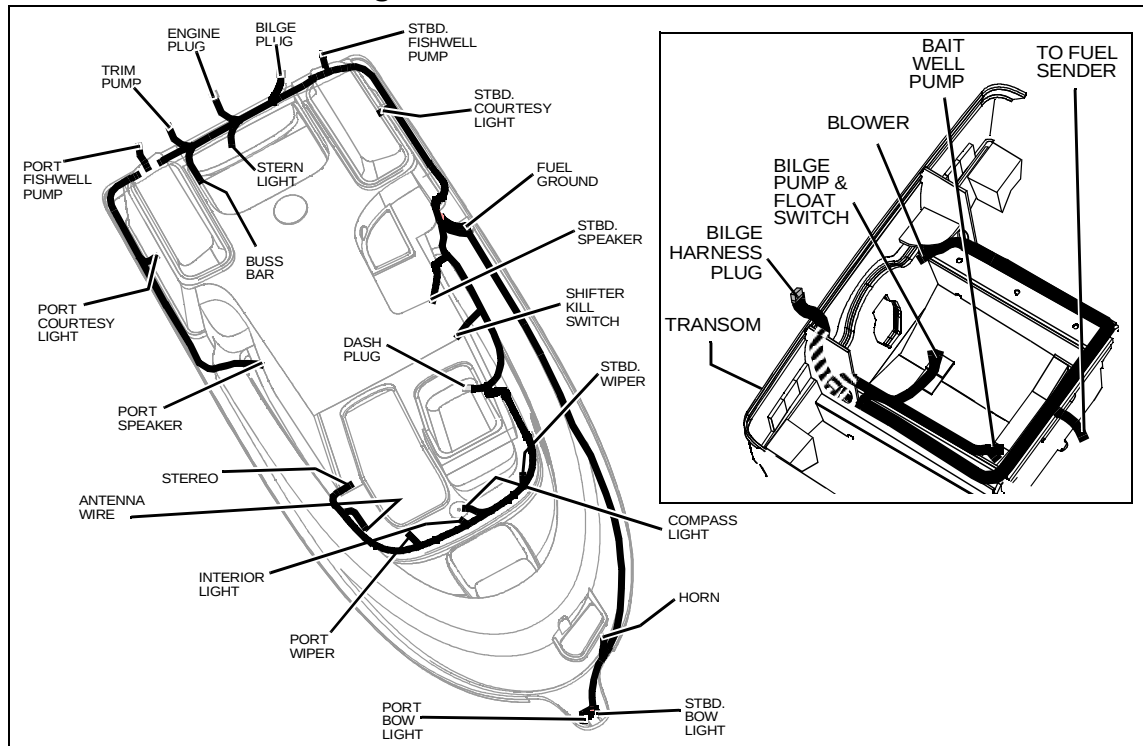
2002 (FF)***Hull Exterior Hardware***

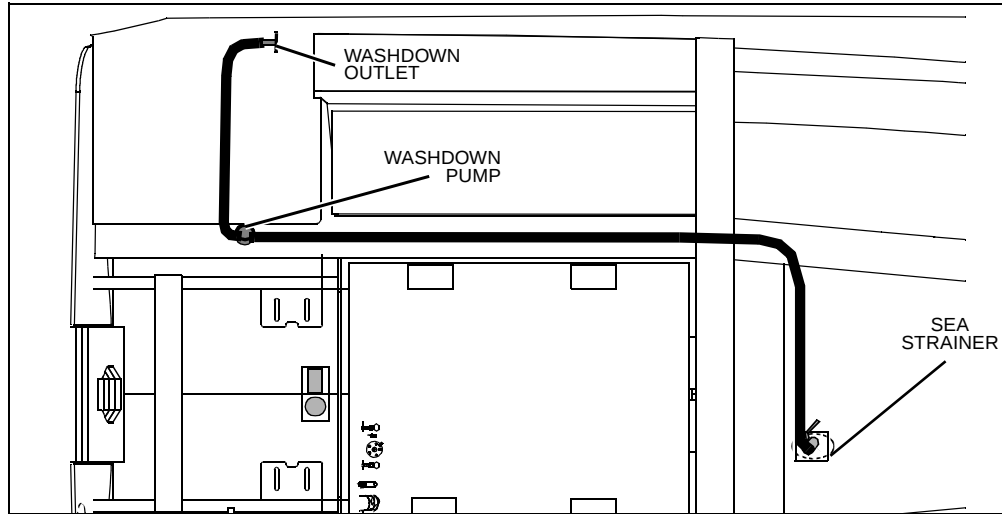
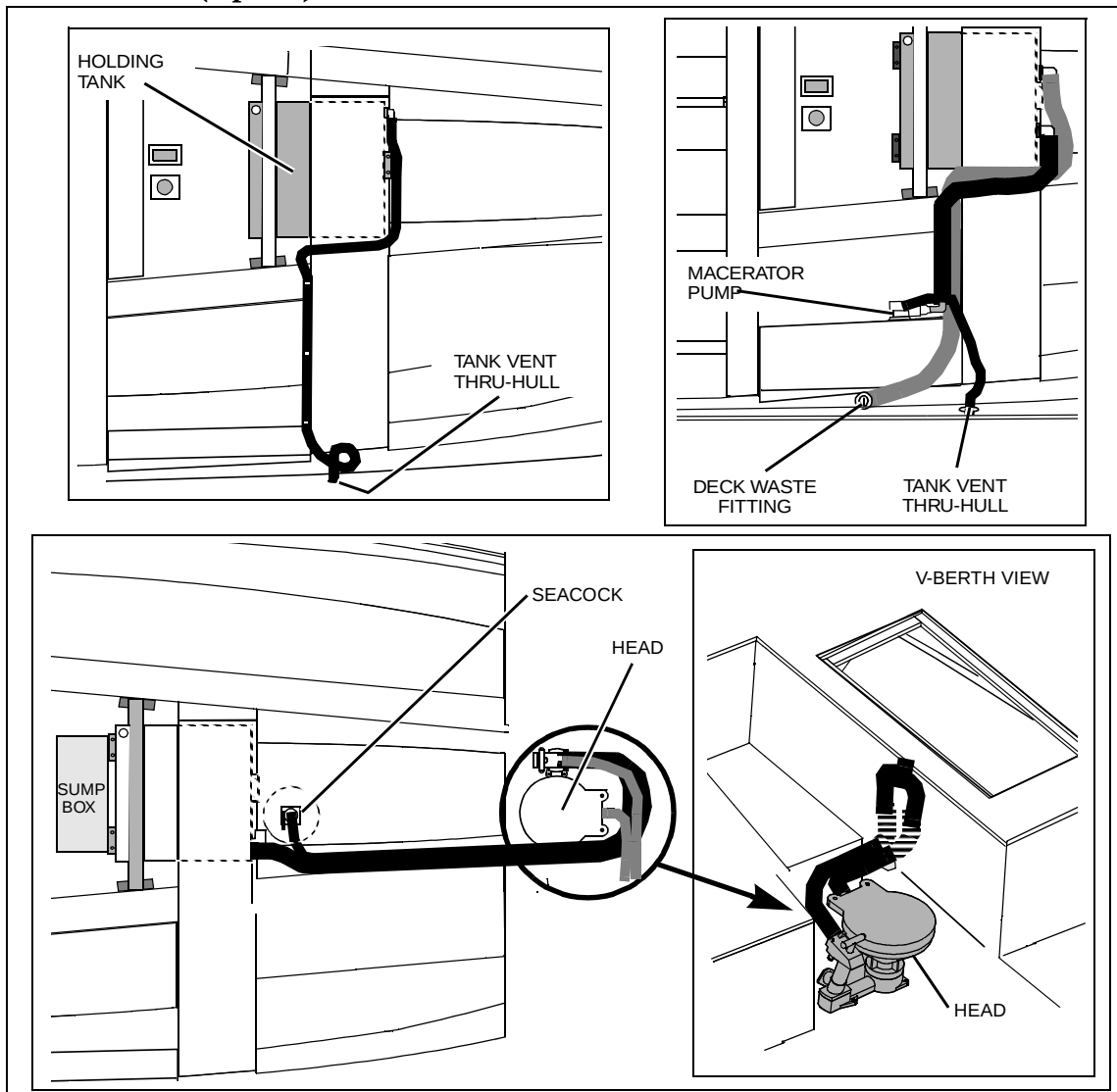
Deck & Bilge Harness

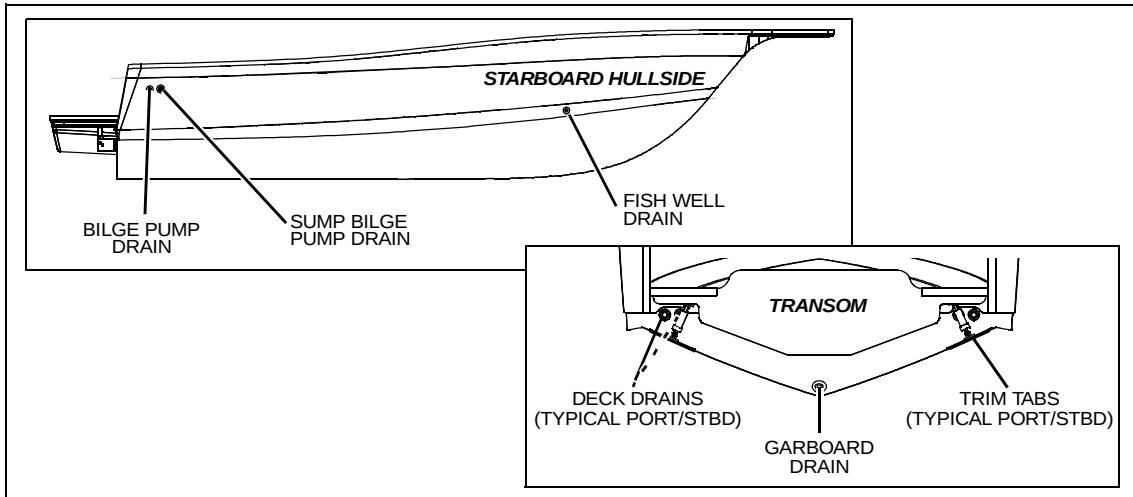
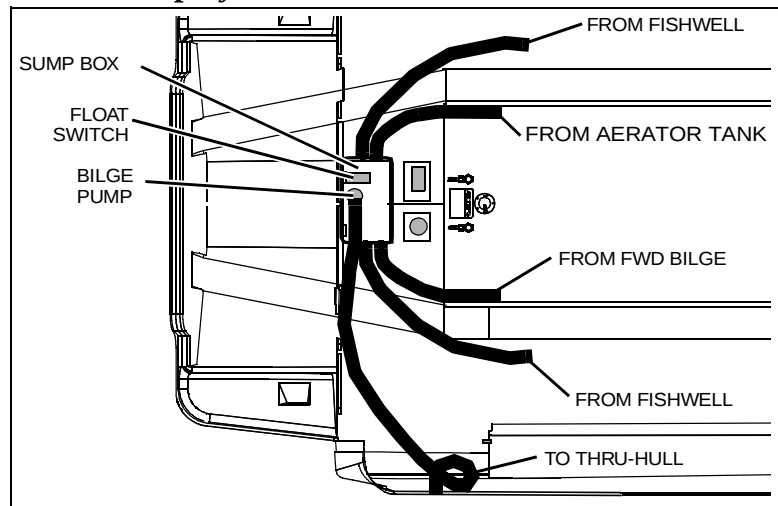
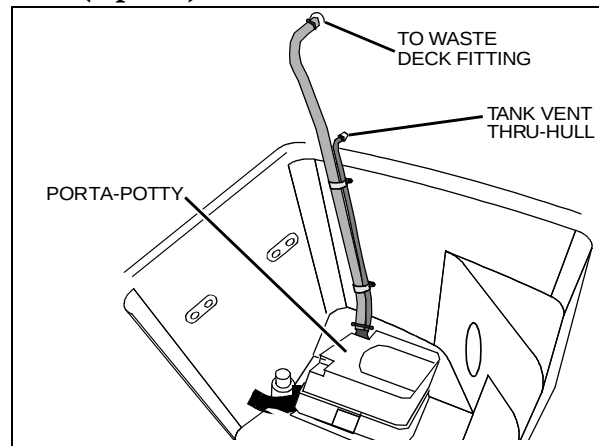


Head Pump-out (Option)

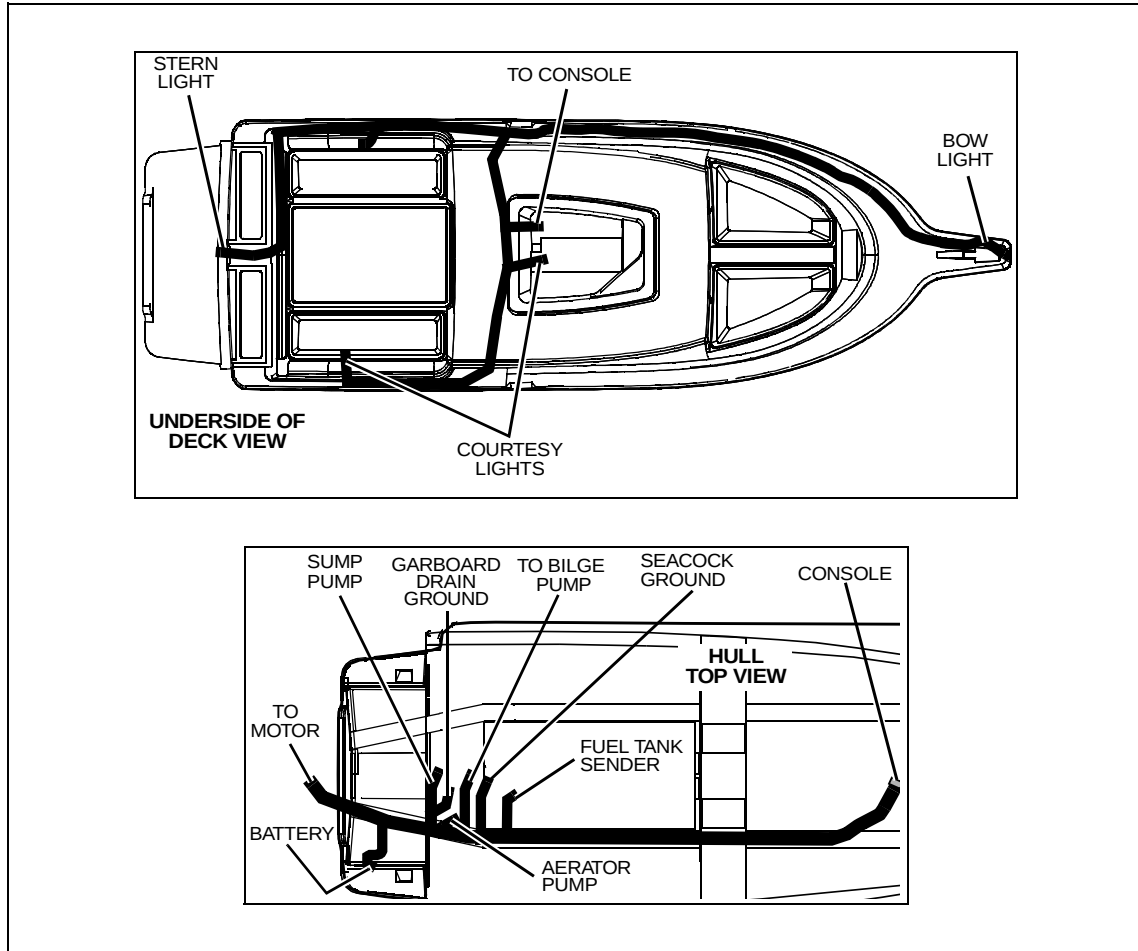


2052 (FD)***Hull Exterior Hardware******Electrical Harness Routings***

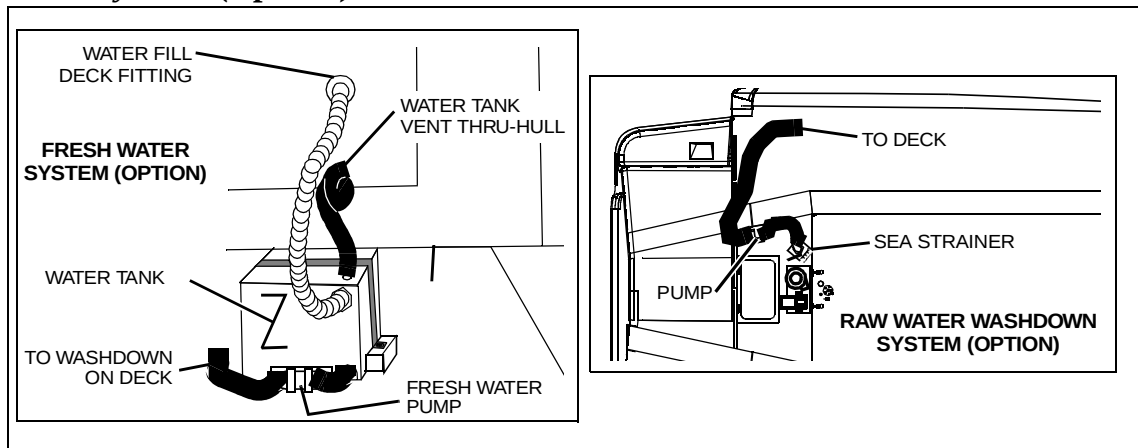
Raw Water (Option)**Marine Head (Option)**

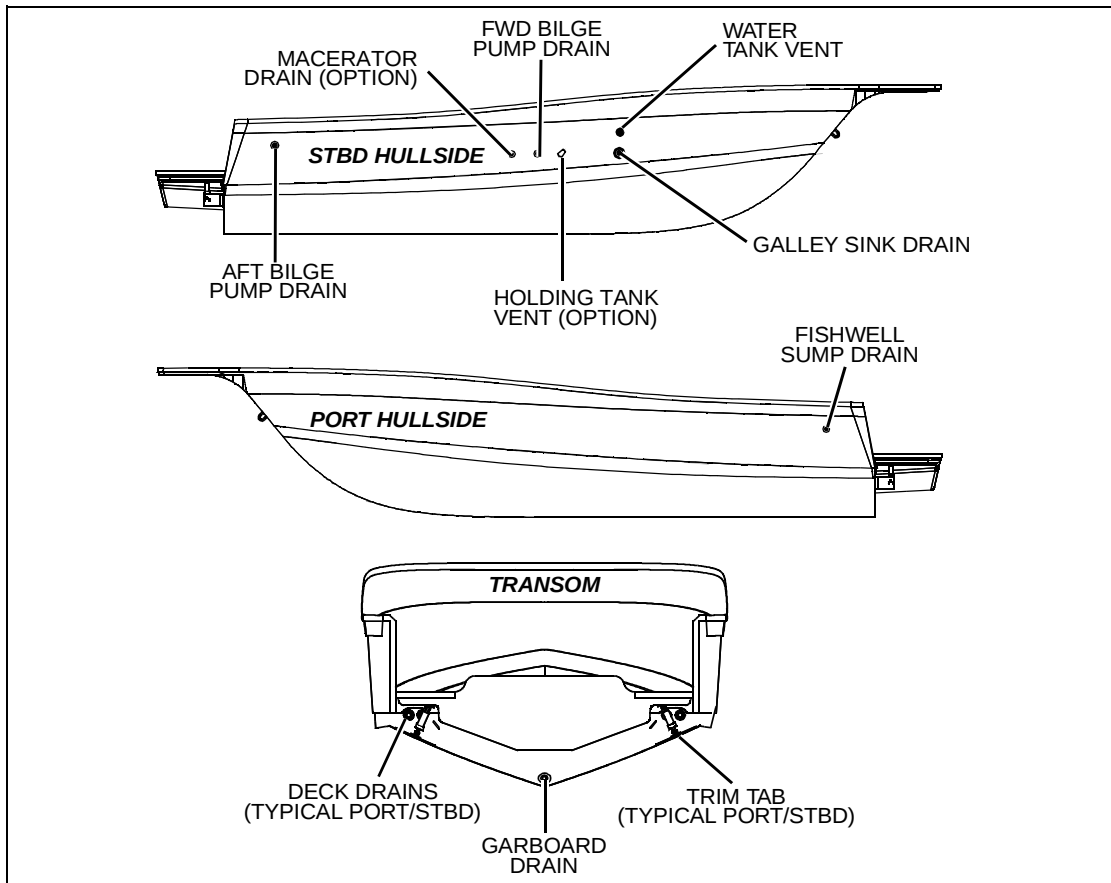
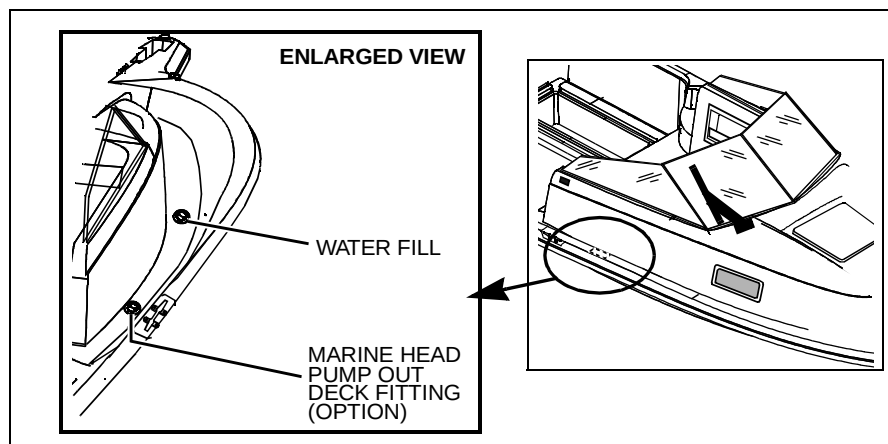
2503 (FM)***Hull Exterior Hardware******Fish Well/Bait Well Sump System******Head Pump-out System (Option)***

Wire Harness Routing

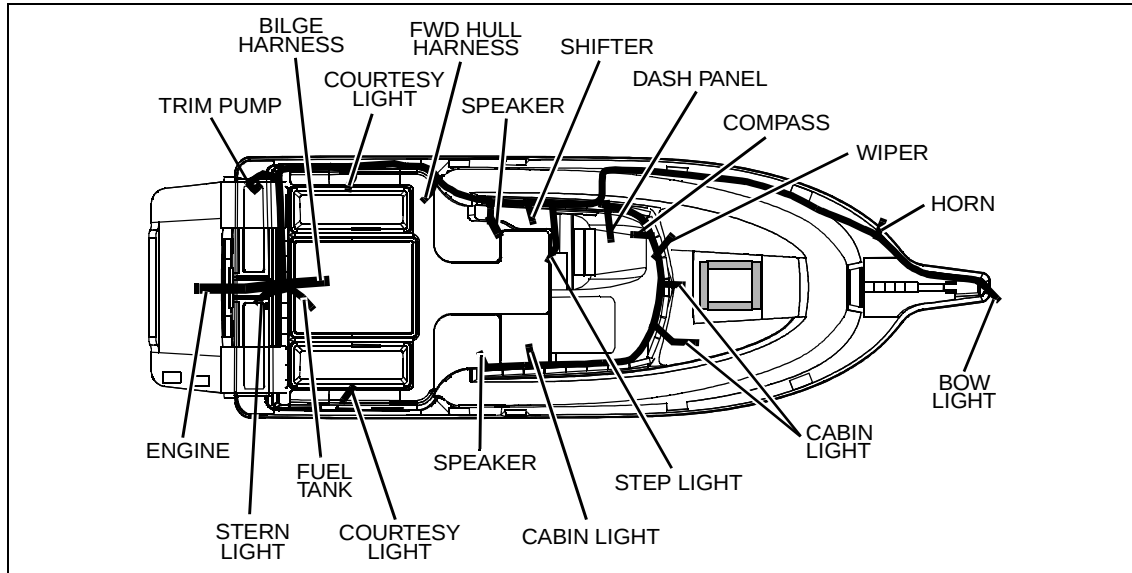


Water Systems (Options)

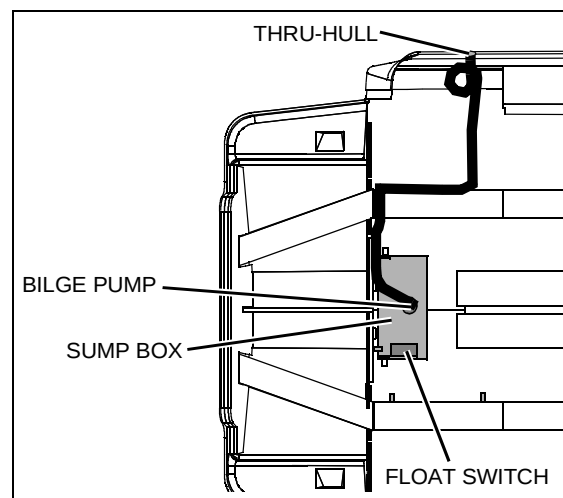


2509 (FW)***Hull Exterior Hardware******Deck Hardware***

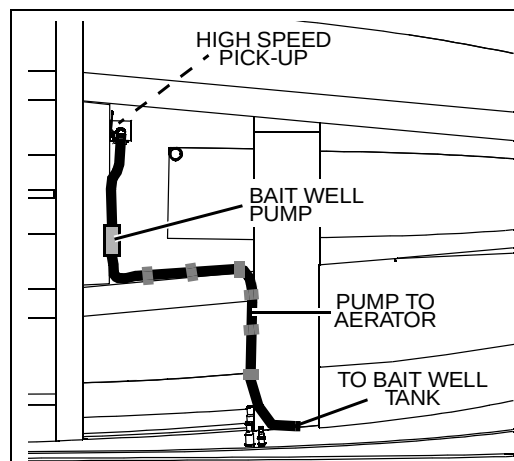
Deck Harness

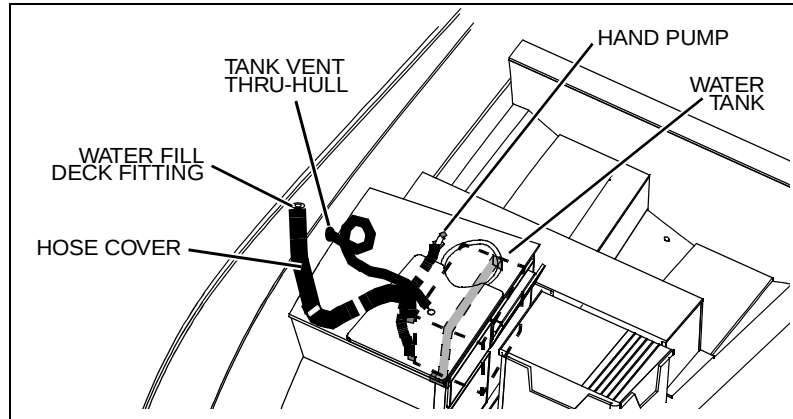
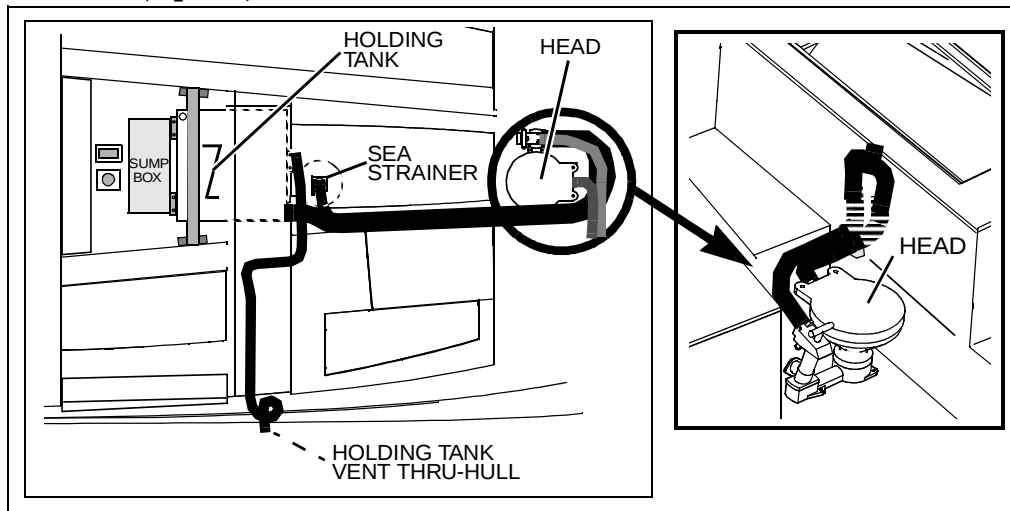
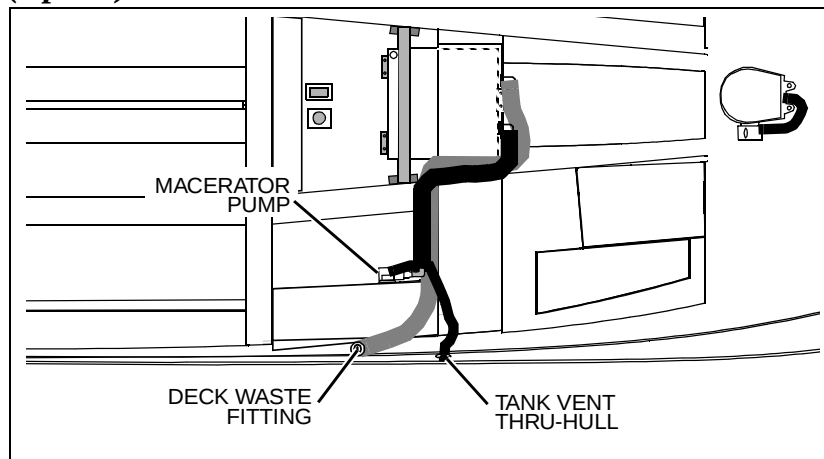


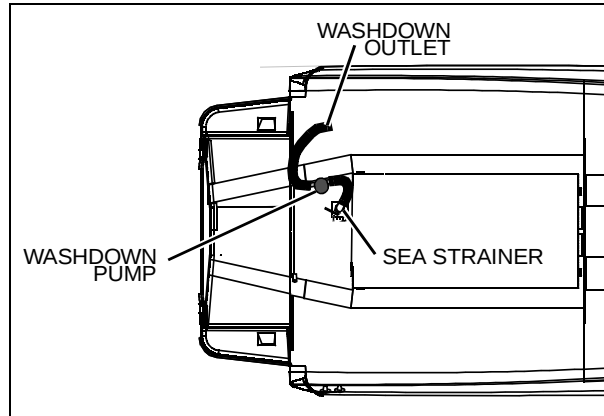
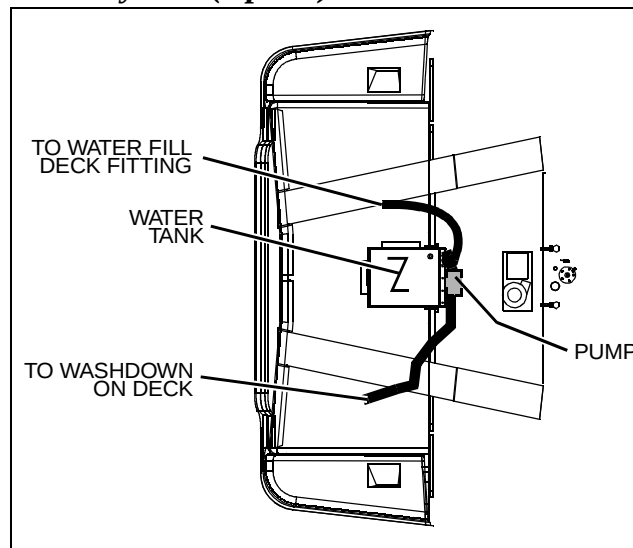
Fishwell Drain System

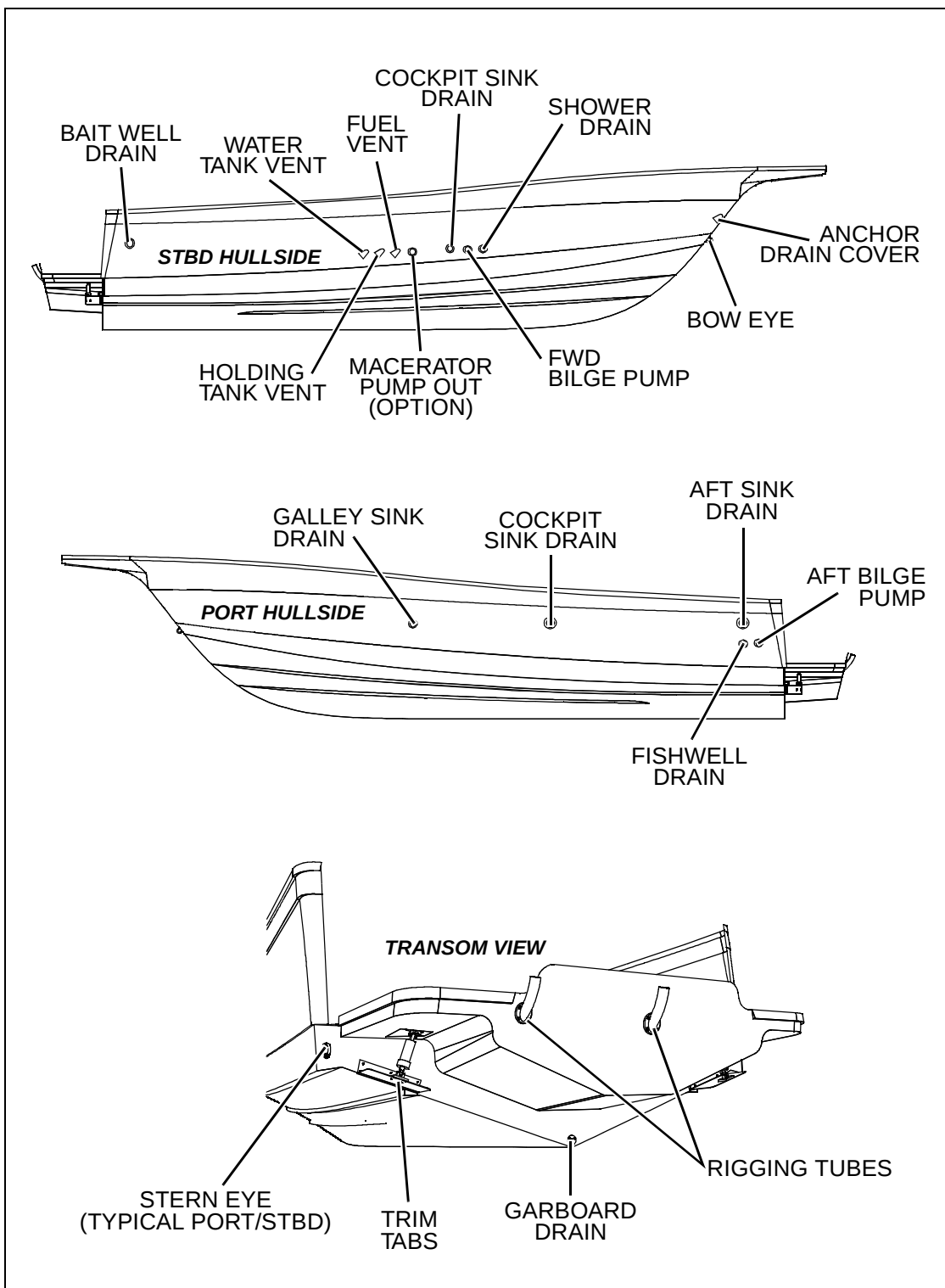


Bait Well Pick-up System

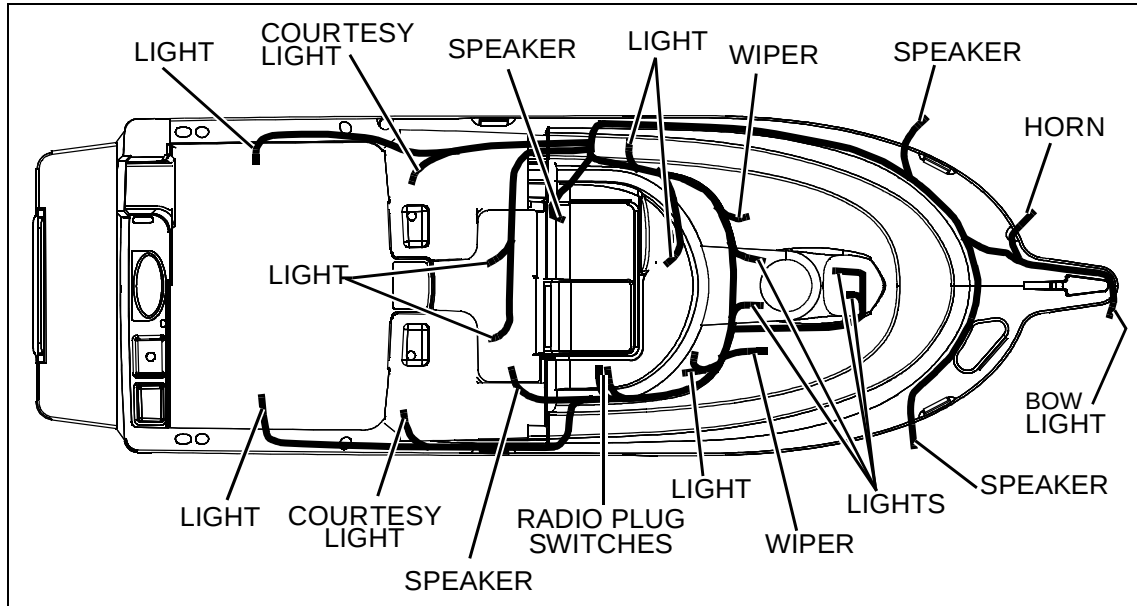


Galley Water System***Marine Head (Option)******Macerator (Option)***

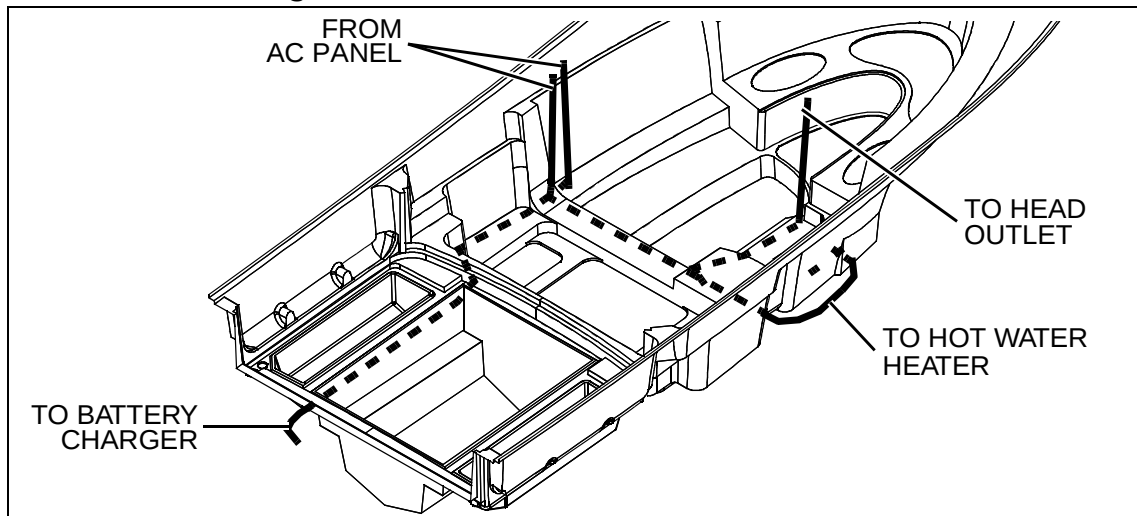
Raw Water (Option)***Fresh Water Washdown System (Option)***

2802 (FH)***Hull Exterior Hardware***

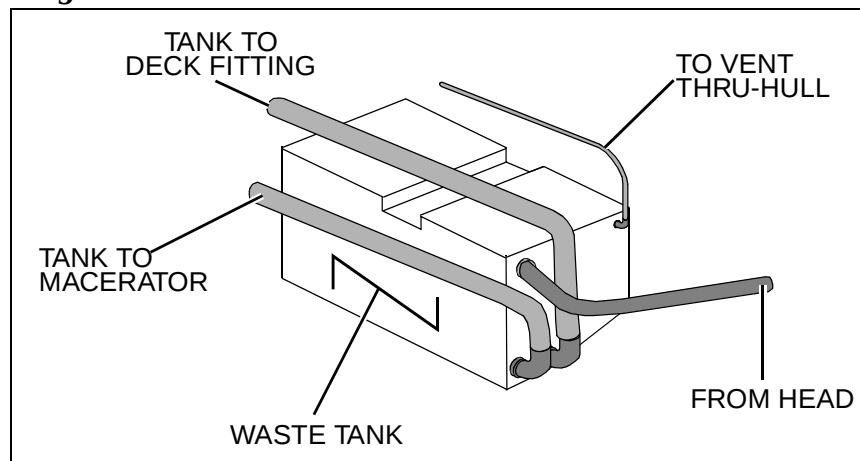
Deck Electrical Harness

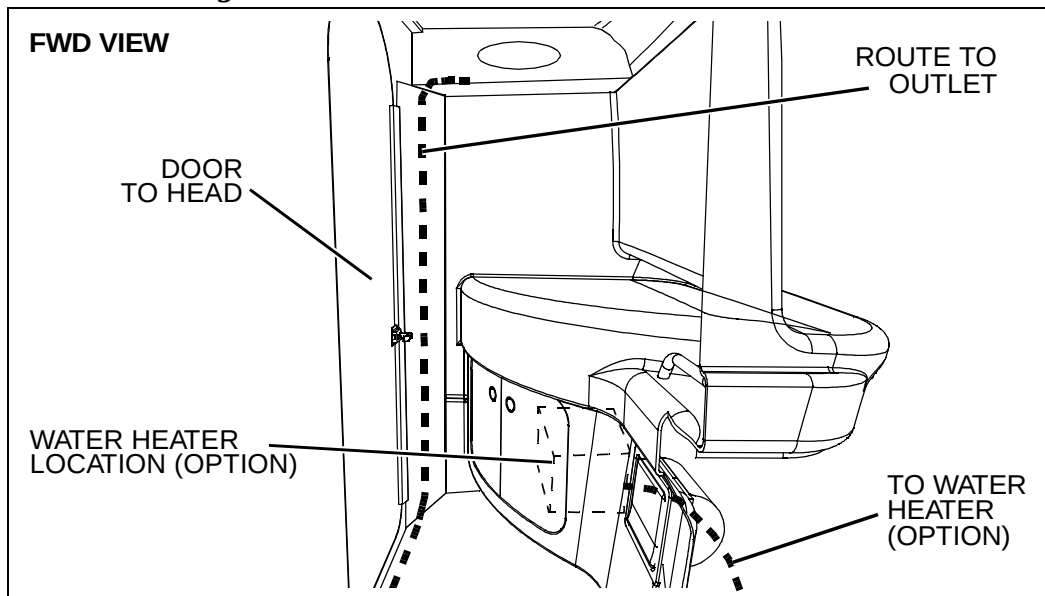
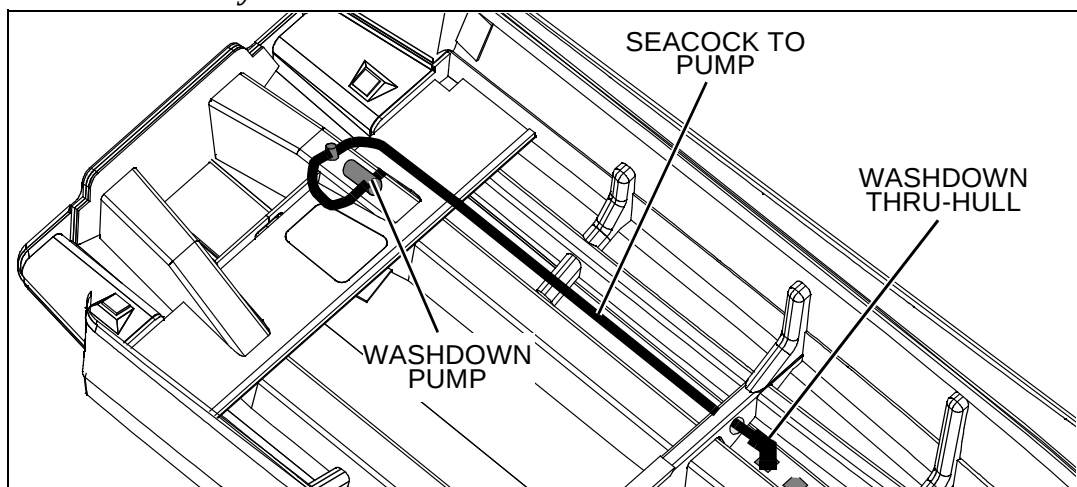
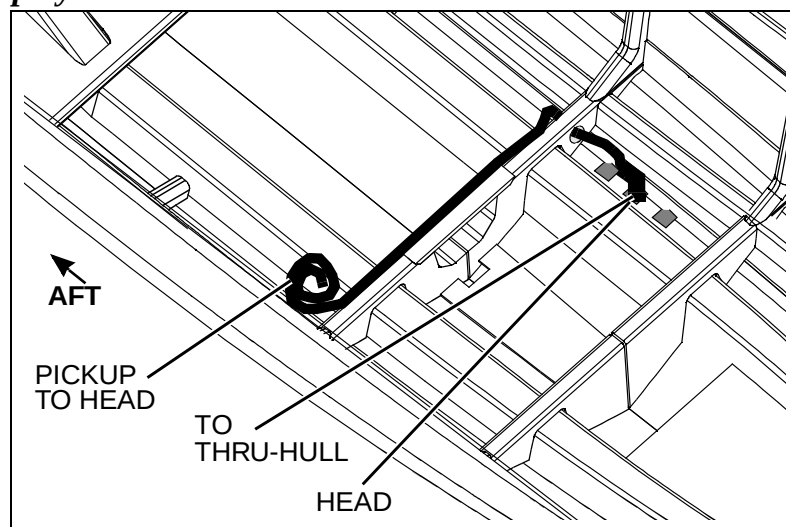


Shore Power Routing

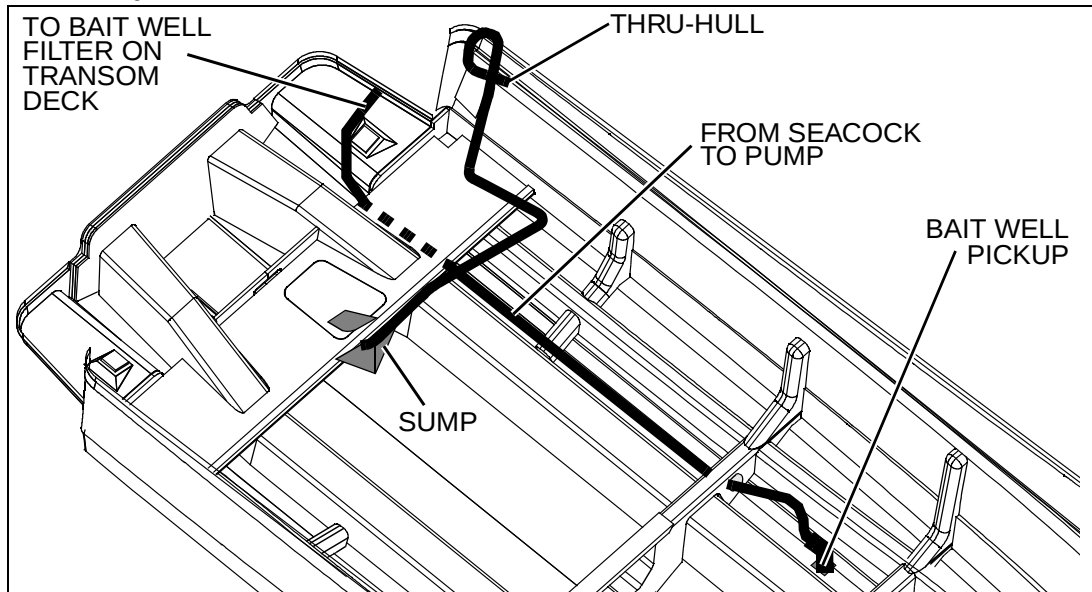


Waste Holding Tank

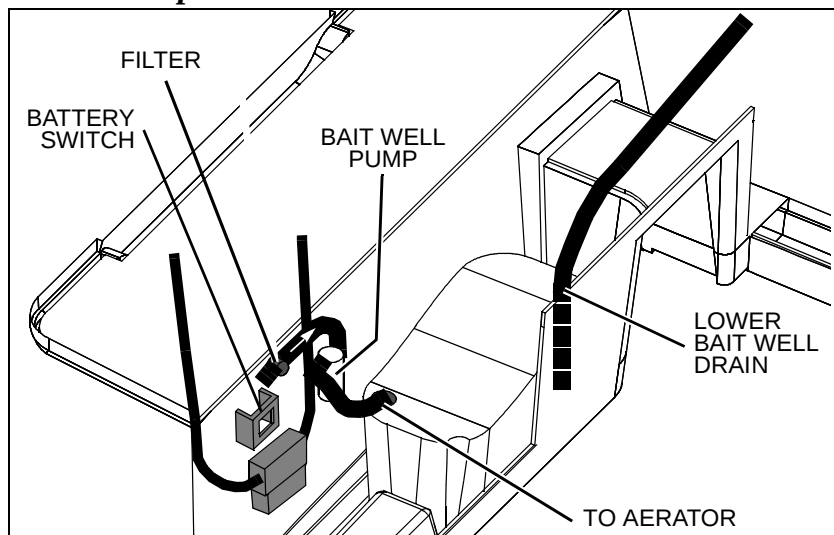


Head Wire Routing**Deck Washdown System****Head Pick-up System**

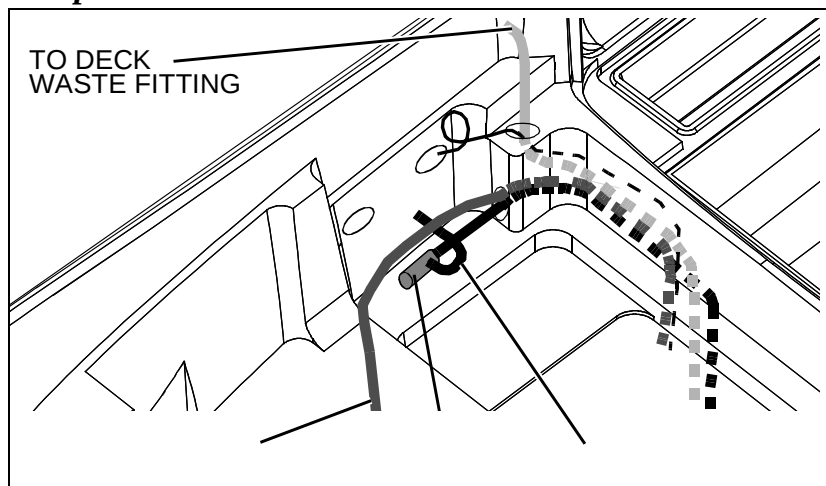
Bait Well System

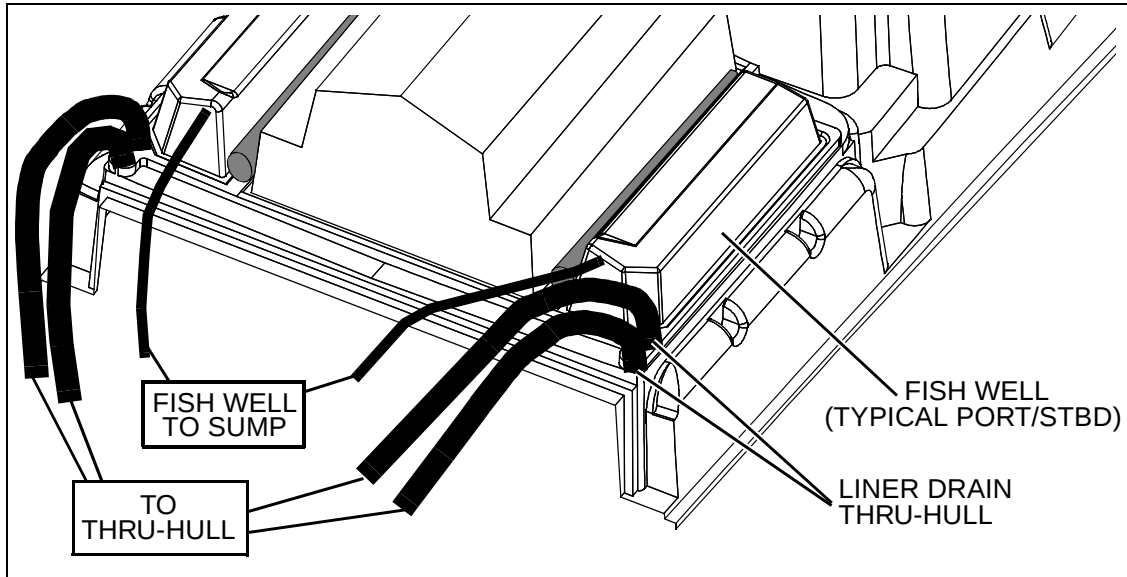
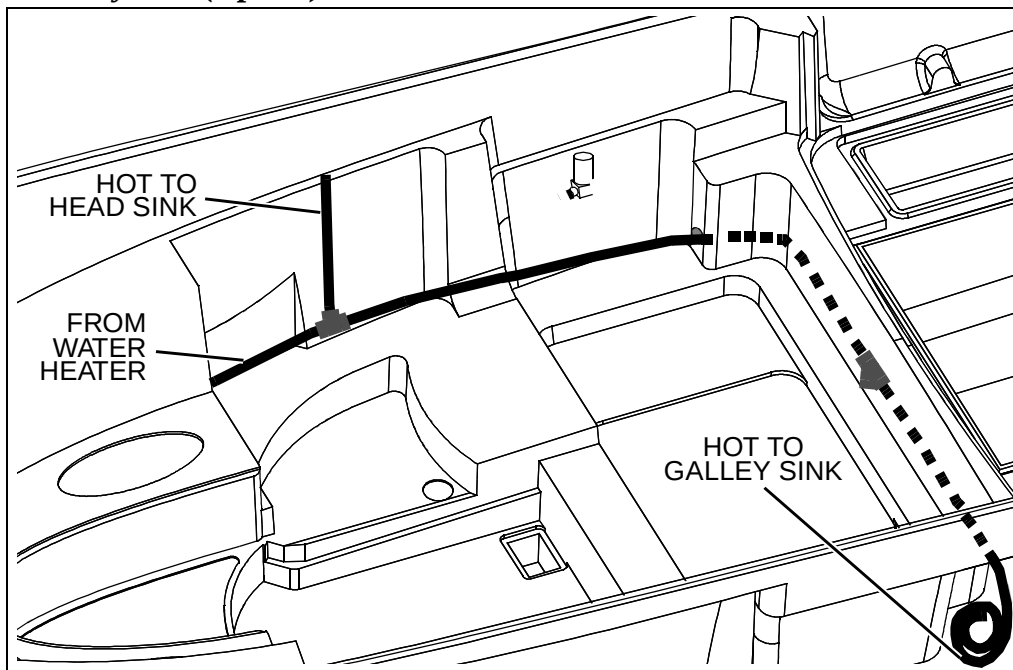


Deck Transom Hook-ups



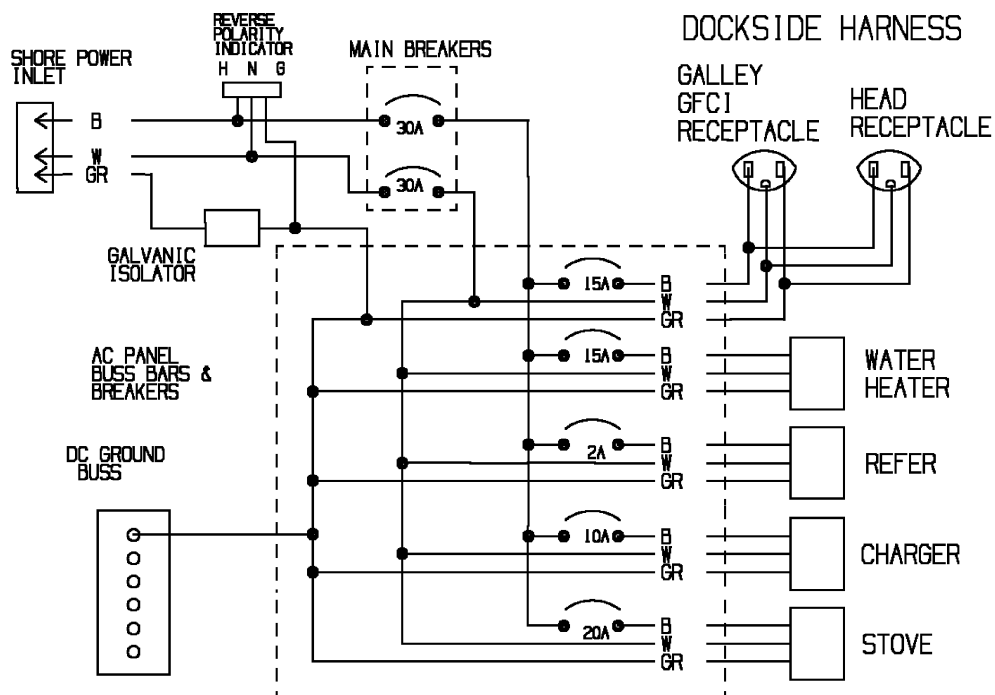
Macerator Pump Location



Aft Liner Drain System***Hot Water System (Option)***

CHAPTER 4: WIRING DIAGRAMS

Shore Power



COLOR CODES:

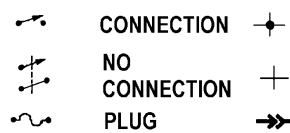
B - BLACK
BL - BLUE
BR - BROWN
D - DARK
GR - GREEN
GY - GRAY
LT - LIGHT

O - ORANGE
P - PINK
PU - PURPLE
R - RED
T - TAN
W - WHITE
Y - YELLOW

SYMBOLS:

SPST SWITCH
DPST SWITCH
FUSE
DC GROUND

CONNECTION
NO CONNECTION
PLUG



Trophy Owner's Manual *Supplement*

Wiring Diagram for 1977-1978 Volvo 740 GLE

Legend:

- 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
- SYMBOLS:**
 - SPST SWITCH
 - DPST SWITCH
 - DC GROUND
 - CONNECTION
 - NO CONNECTION
 - PLUG
 - FUSE

Notes:

- 1) START CIRCUIT NEUTRAL SAFETY (N.S.S.) AND EMERGENCY SHUTDOWN SWITCHES (E.S.S.) LOCATED AT/OR NEAR SHIFTERS.
- 2) SOME ITEMS MAY HAVE SECONDARY OVERCURRENT PROTECTION AT THE UNIT.
- 3) SUPPLIES POWER TO SECONDARY FUSE BLOCK ON HARD TOP MODELS.

Wiring Details:

- Engine Battery:** Connected to the engine and the alternator.
- Fuse Block:** Contains fuses for SPEED, FUEL, VOLT, TEMP, OIL, TACH, and IGNITION.
- Ignition Switch:** Connected to the battery and the ignition coil.
- Components:**
 - Horn
 - Wiper
 - Hardtop Lights
 - Cockpit Lights
 - Cabin Lights
 - Stereo/Electronics (2x3)
 - Macerator Pump
 - Fishwell Pump
 - Livewell Pump (2)
 - Blower
 - Aft Bilge Pump

LIMITED WARRANTY

Bayliner warrants to the original purchasers of its 2001 and 2002 model Trophy, purchased from an authorized dealer, operated under normal, noncommercial use that the selling dealer will: (A) Repair any structural hull defect which occurs within ten (10) 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. Acrylic 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 which has been overpowered according to the maximum horsepower specifications on the capacity plate provided on each Bayliner outboard boat;
7. Any Bayliner boat used for commercial purposes;
8. 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

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