

TROPHY

CENTER CONSOLE



**OWNER'S MANUAL
SUPPLEMENT**

The information in this Owner's Manual *Supplement* relates to 2002 and 2003 Bayliner Trophy Fishing Boats, models: 1703FS, 1903FE, 2103FA, 2503FM

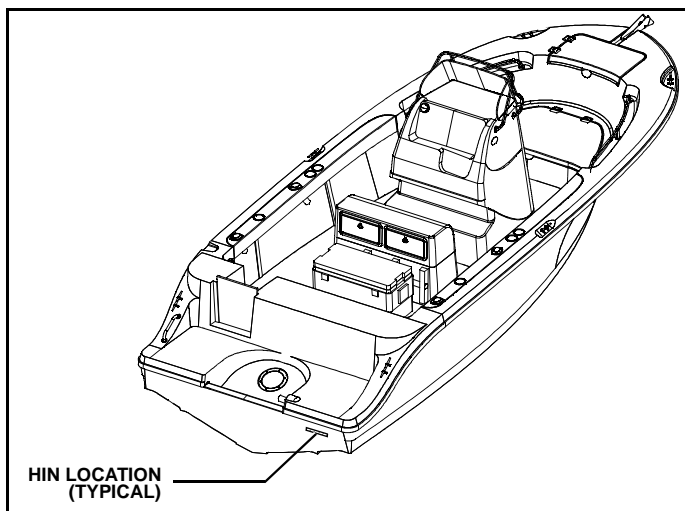
Hull Identification Number: _____

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 *Sport Boat Owner's Manual*. Study the *Sport Boat Owner's Manual* and this supplement carefully. Pay particular attention to, APPENDIX A: BAYLINER LIMITED WARRANTY in this supplement. Keep the *Sport Boat 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 *Sport Boat 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.

Periodically haul the boat out of the water and scrub the hull bottom with a bristle brush and a solution of soap and water.

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 *Sport Boat 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.

Carbon Monoxide (CO)



DANGER!

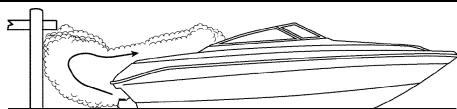


CARBON MONOXIDE POISONING HAZARD! Carbon monoxide gas (CO) is colorless, odorless, and extremely dangerous. All engines, generators, and fuel burning appliances produce CO as exhaust. Direct and prolonged exposure to CO will cause **BRAIN DAMAGE** or **DEATH**. Signs of CO poisoning include headache,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

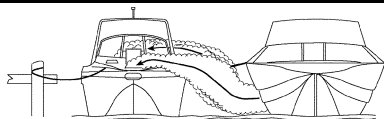
CO poisoning causes a significant number of boating deaths each year. Called the "silent killer", CO is an extremely toxic, colorless, odorless and tasteless gas. Breathing CO blocks the ability of your blood to carry oxygen. The effects are cumulative, even low levels of exposure can result in injury or death.

Sources of CO

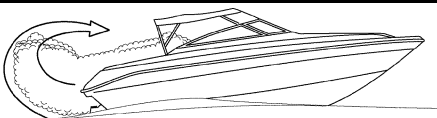
Sources of CO include:



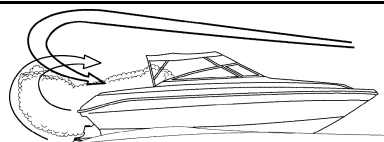
- a. Using the engine or generator when the boat is moored in a confined space.



- 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.

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.

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.

CHAPTER 2: COMPONENTS/SYSTEMS

Electrical System

Thoroughly read and understand this section, the electrical sections of the *Sport Boat 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

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. 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.

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

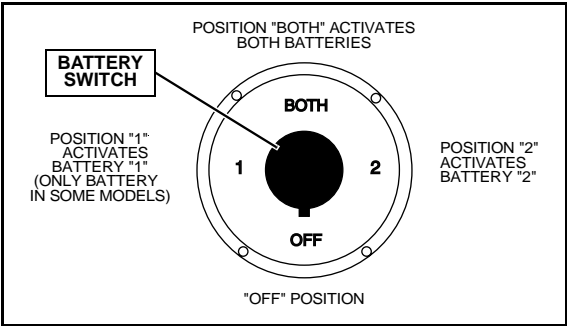


Table 1: Battery Switch Positions

Battery Switch Position	Engine Starting	Accessories and Lights	Engine Alternator
POSITION "1"	Battery "1" Provides Starting Power	Provides Power From Battery "1"	Charges Battery "1"
POSITION "2"	Battery "2" Provides Starting Power	Provides Power From Battery "2"	Charges Battery "2"
"BOTH" POSITION	Both Batteries Provide Starting Power	Both Batteries Provide Accessory Power (not advised unless engine is running)	Charges "BOTH" Batteries

Controls

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

Trim Tabs



WARNING!

LOSS OF CONTROL HAZARD!

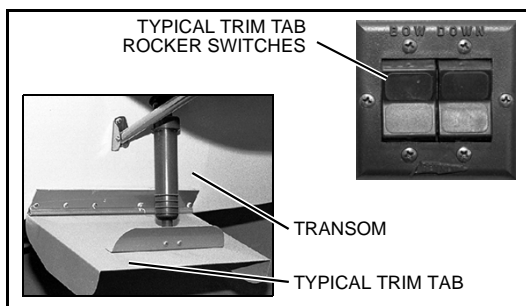
Improper use of trim tabs will cause loss of control!

- **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 *Sport Boat 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 *Sport Boat Owner's Manual*.



WARNING!

FLOODING AND SWAMPING HAZARD - Never anchor by the stern alone--there is less freeboard and flooding or swamping is more likely to occur. When using only one anchor, secure the anchor line to the bow cleat or bow eye.

Fuel System

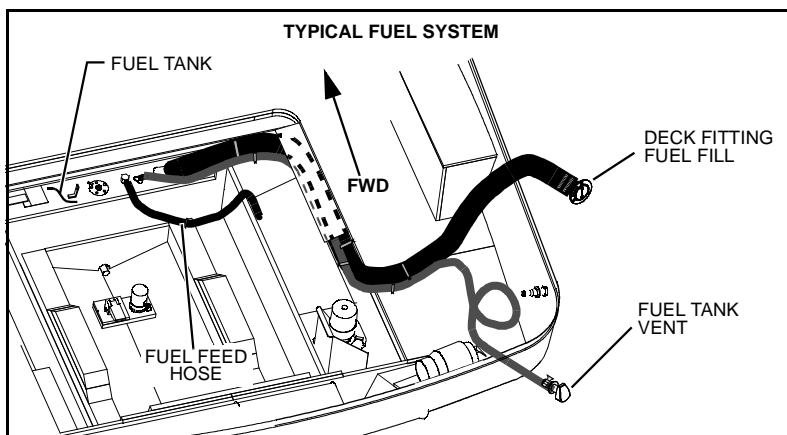
Fuel Fills and Vents

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 *Sport Boat Owner's Manual* must be followed.



CAUTION!

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

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:

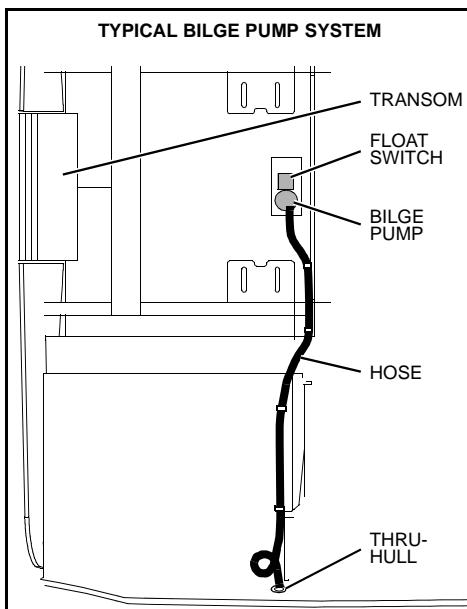
Bilge Pump Cleaning:

To remove the power cartridge:

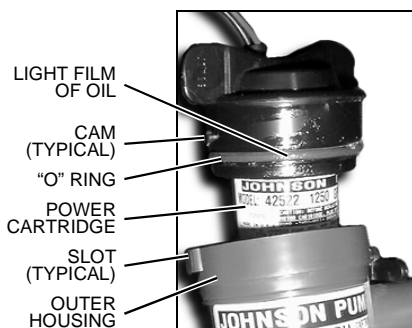
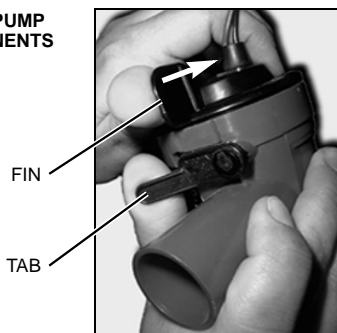
1. Lift the tab while rotating the fins counterclockwise.
2. Lift out the power cartridge.
3. Clear the outer housing of debris.

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.



BILGE PUMP COMPONENTS

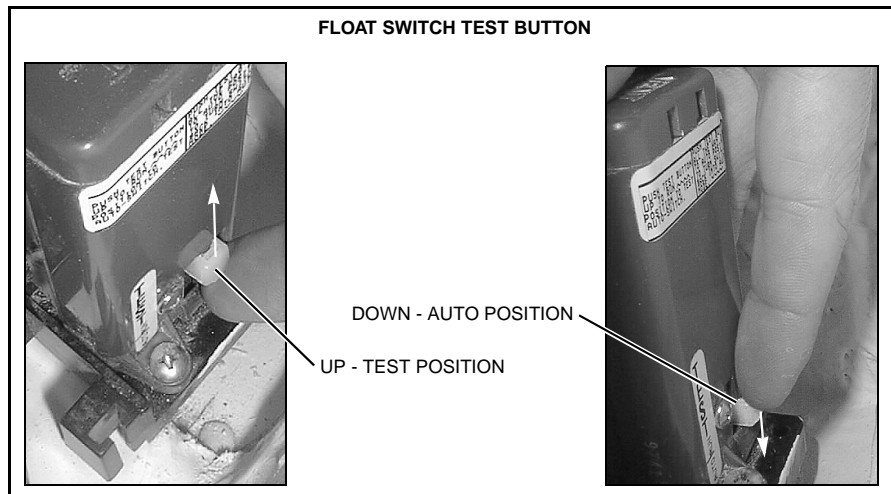


Autofloat Switch

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.

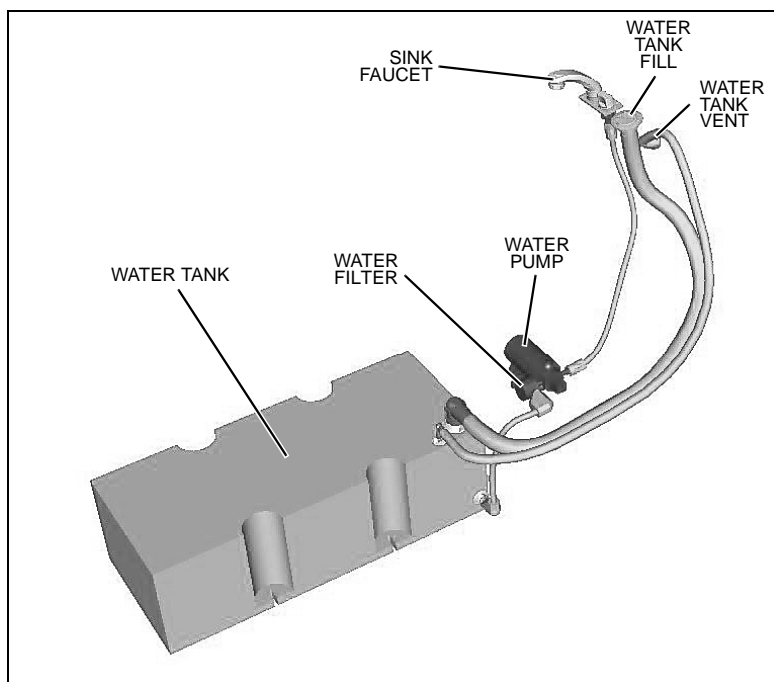
Fresh Water System

Fresh water systems are available on some models. These pressure-type (demand) systems operate when the water pump switch 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.

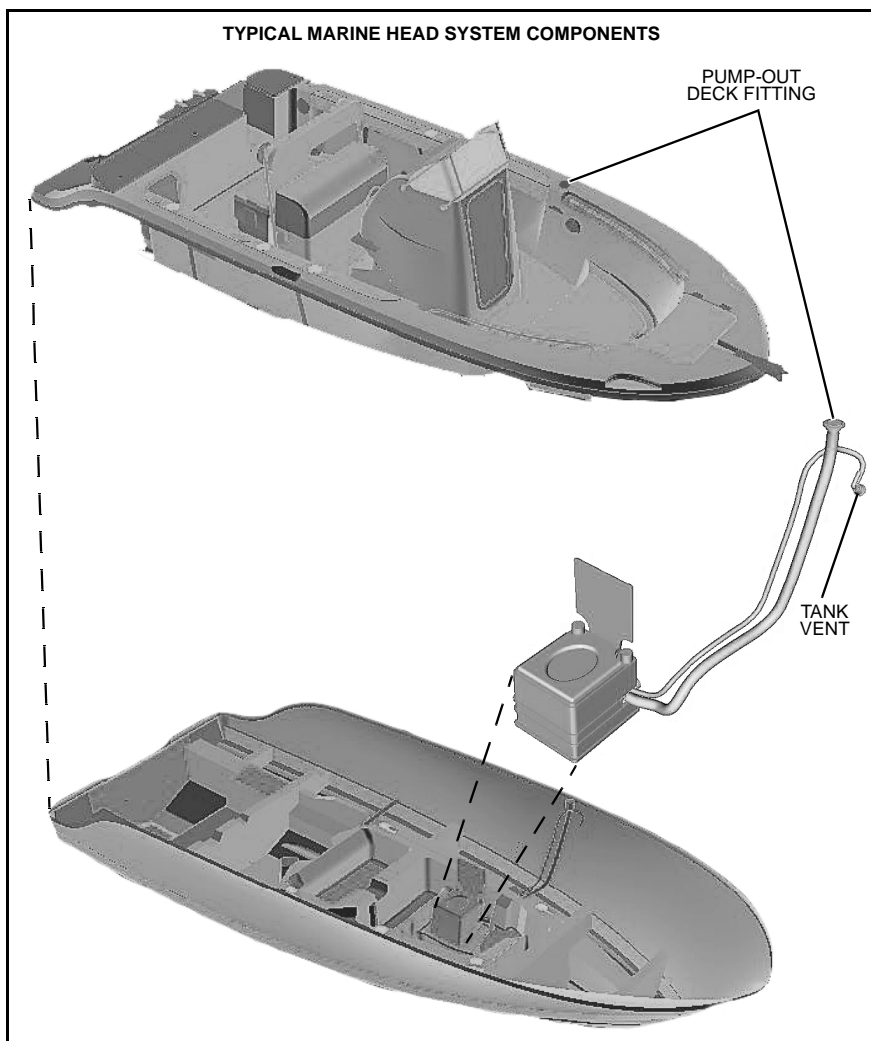
Your boat may be equipped with a transom shower. Please read and follow the manufacturer's operating instructions supplied in your owner's packet.

TYPICAL FRESH WATER SYSTEM COMPONENTS (OPTION)



Marine Head With Pump-out (Option)

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 (Option)

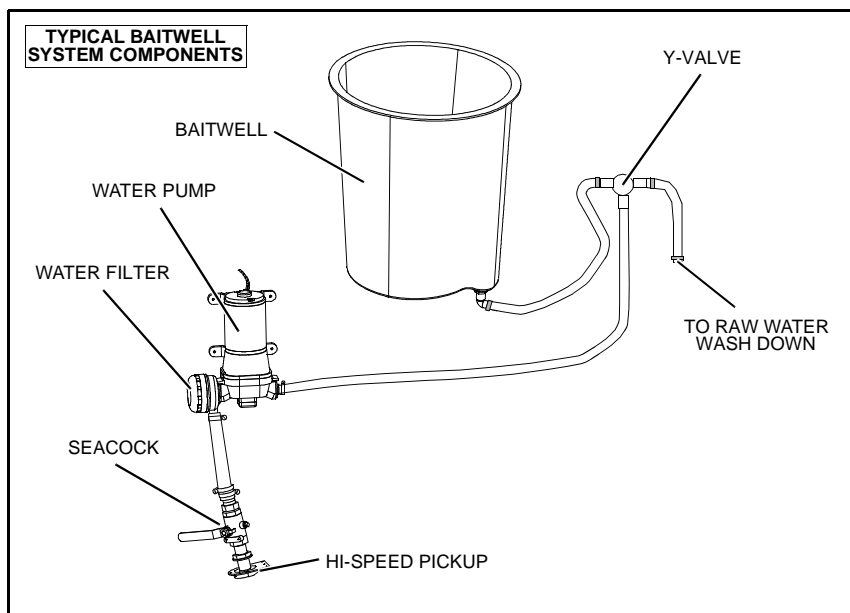
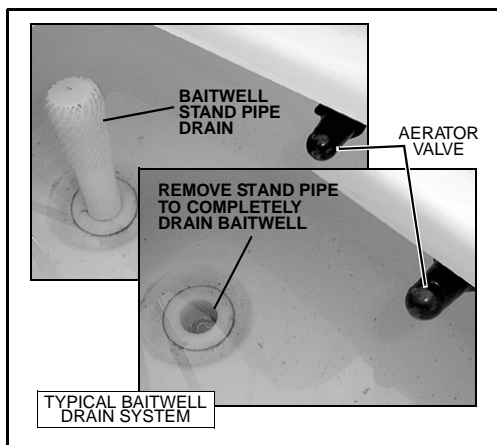
Your boat may feature an **optional** portable toilet. Read and follow the manufacturer's operating instructions supplied in your owner's packet before using your portable toilet.

Baitwell System

Your boat features a baitwell. A typical baitwell 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 shut-down if needed.
- A water pump. This pump is normally located in the bilge area or possibly higher in a storage area.

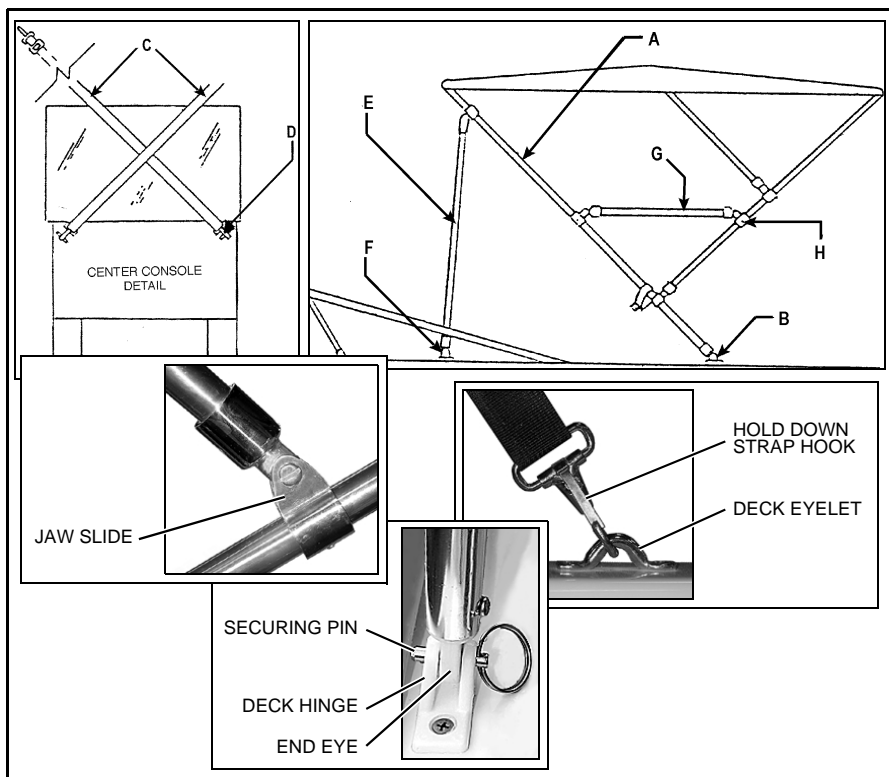
The water continues from the pump to the aerator valve and into the baitwell. On some models, a Y-valve allows water to be directed to the raw water wash down from this system. Typically, baitwells have an overflow stand pipe and a full drain system. The baitwell switch is on or near the main dash panel.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



Canvas Top Installations

CAUTION!

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

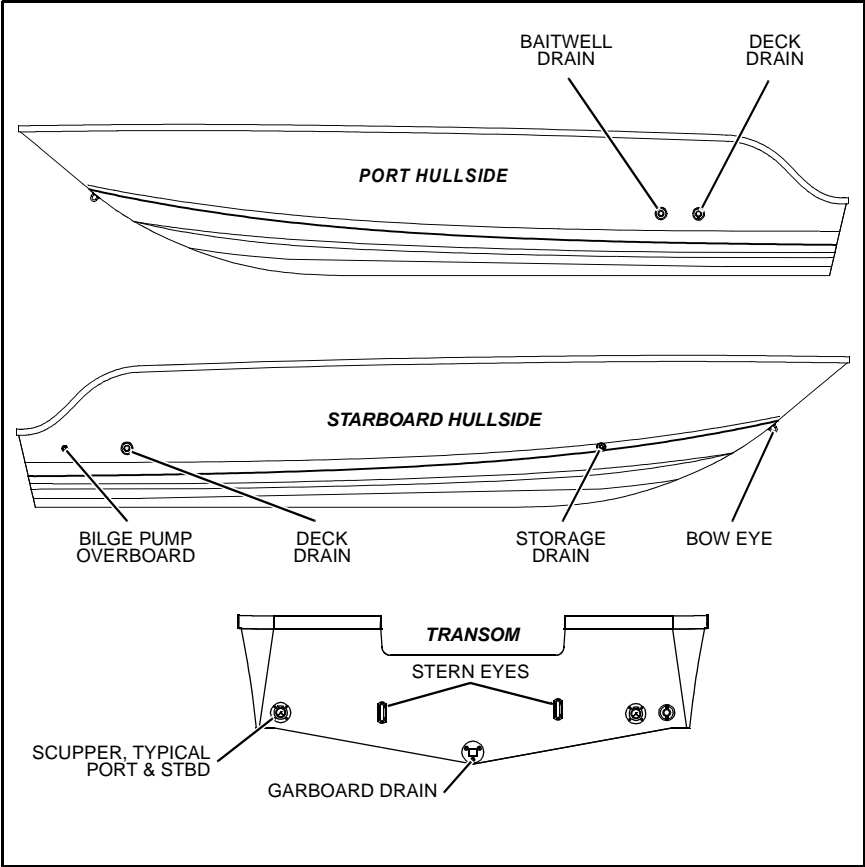


1. Slide the end eyes of the main bow (A) into the aft deck hinges (B) and insert the securing pins.
2. Connect the hold down straps (C) to the deck eyelets (D).
3. Slide the end eyes of the forward braces (E) into the forward deck hinges (F) and insert the securing pins.
4. Attach the side braces (G)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

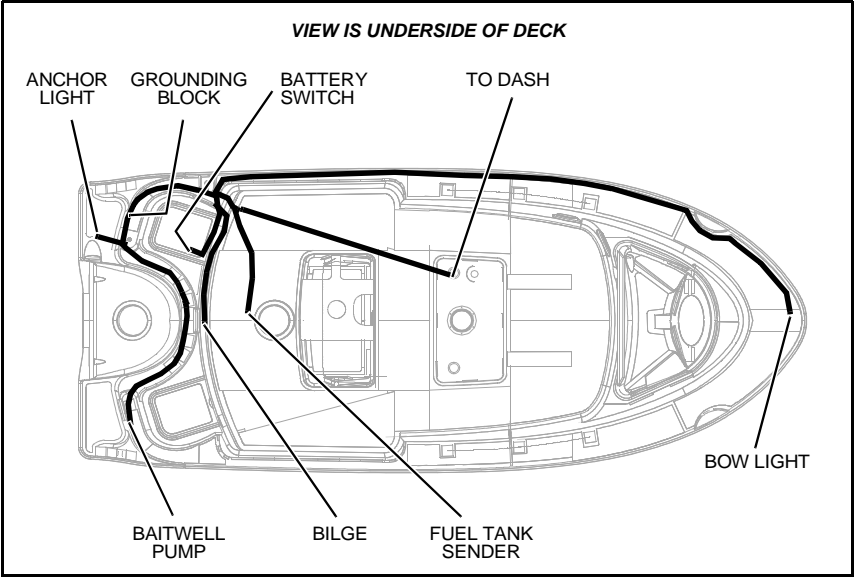
CHAPTER 3: DRAWINGS & DIAGRAMS

1703 (FS)

Hull Exterior View

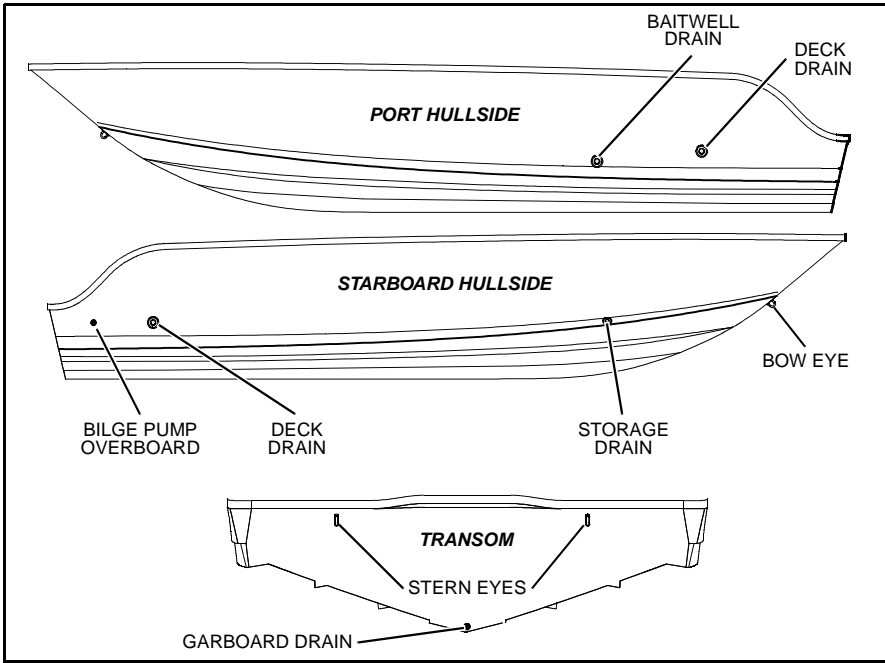


Deck Wire Routing

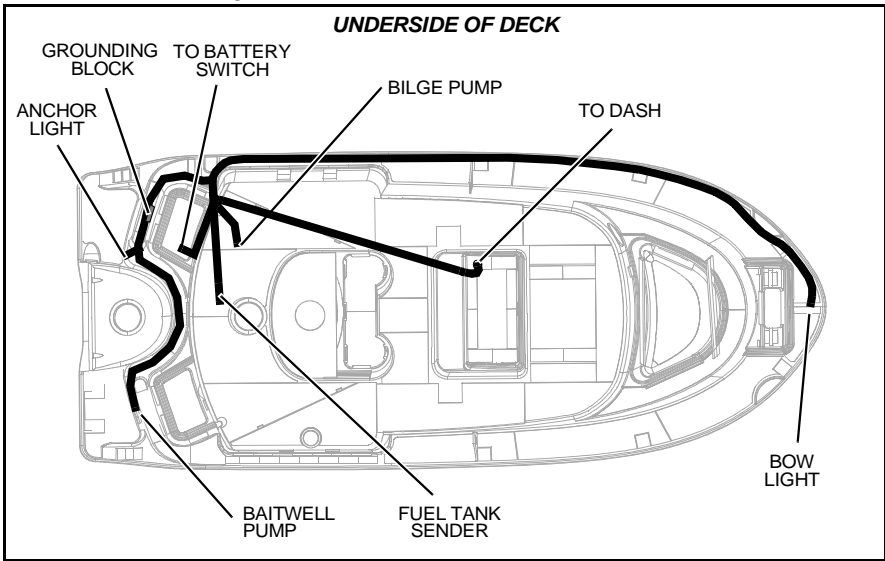


1903 (FE)

Hull Exterior Hardware

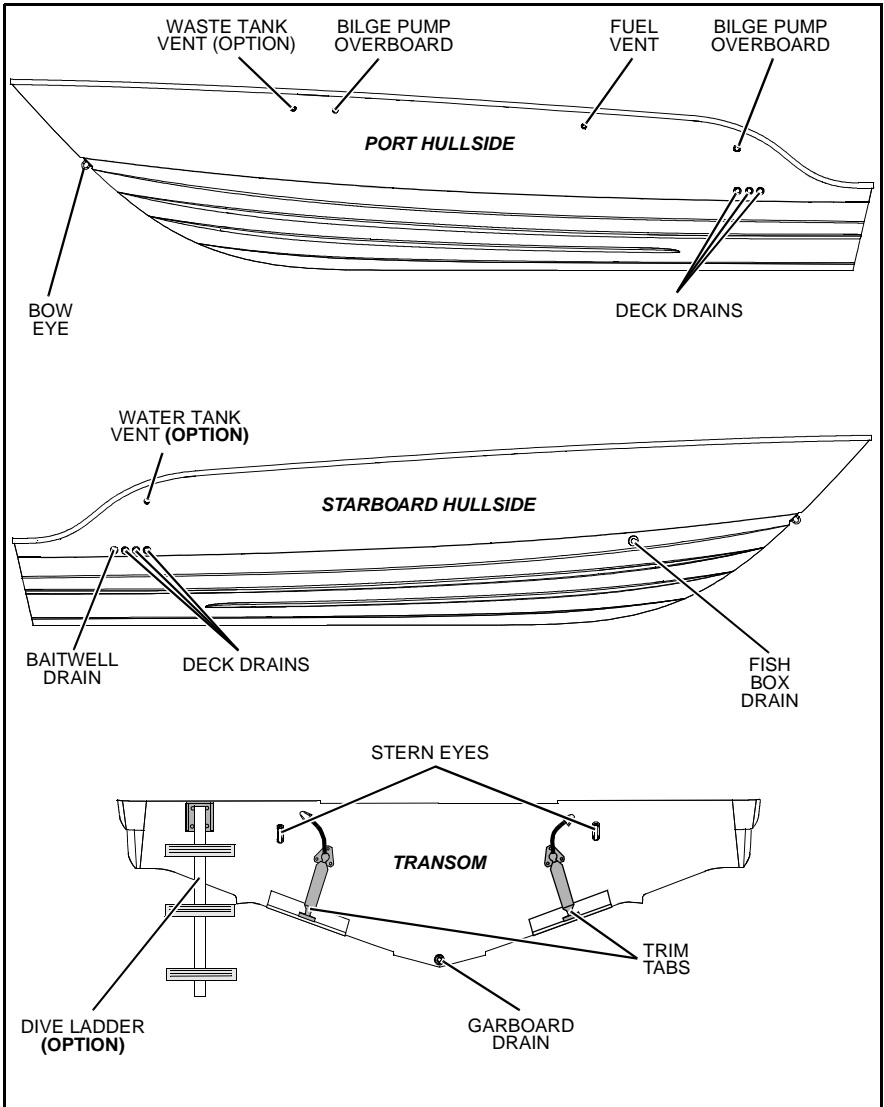


Wire Harness Routing

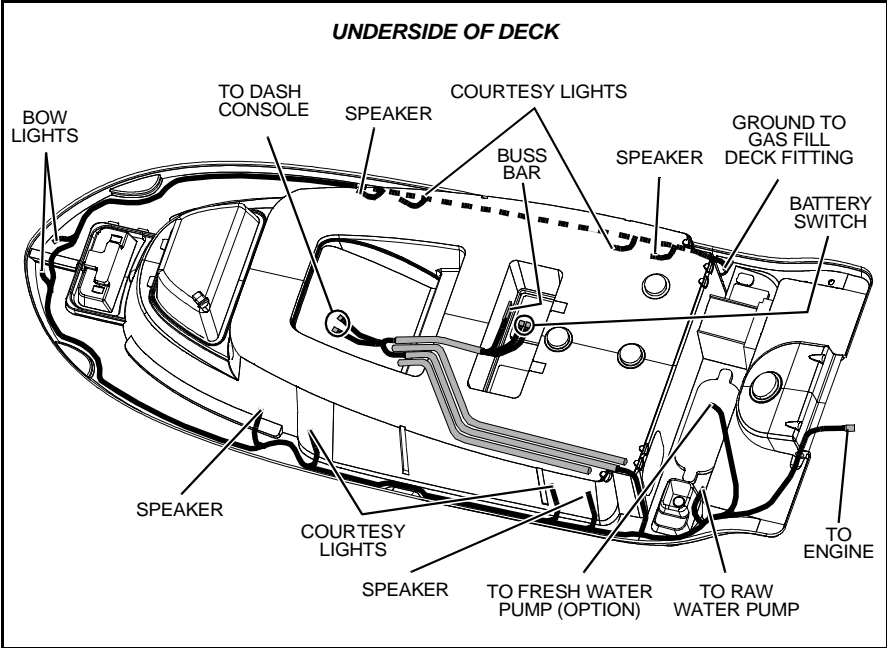


2103 (FA)

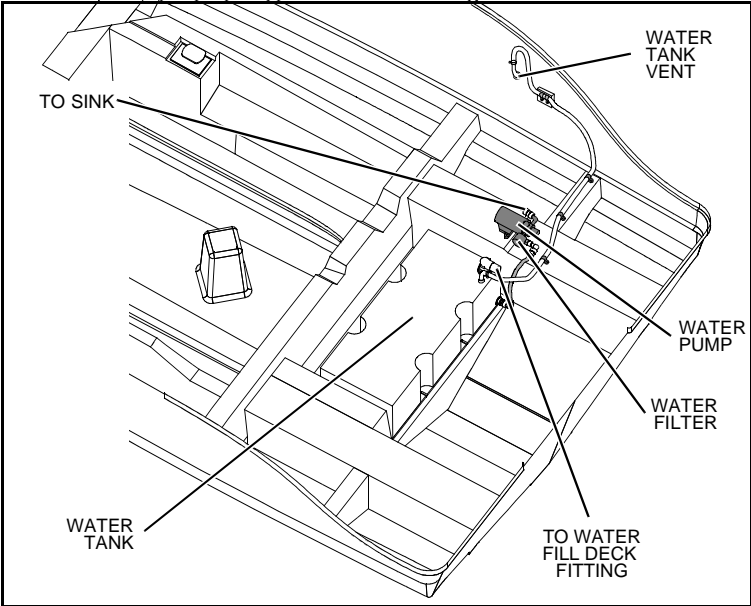
Hull Exterior Hardware

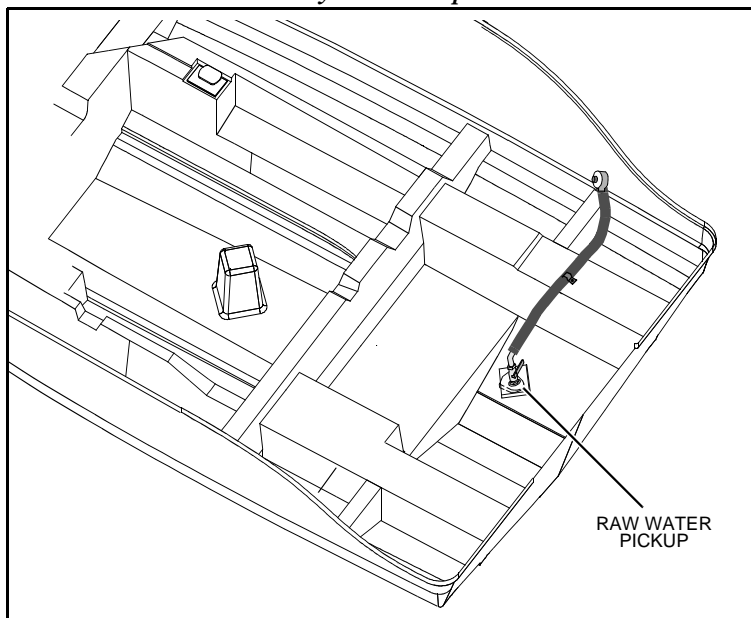


Electrical Harness Routings

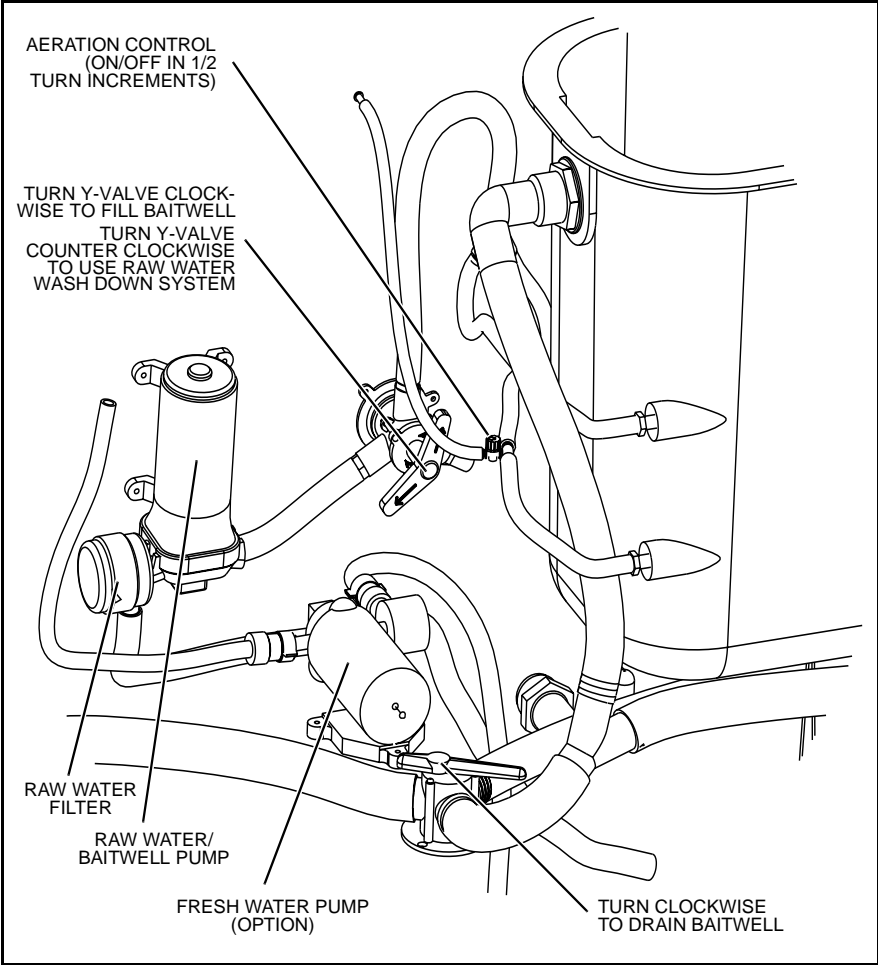


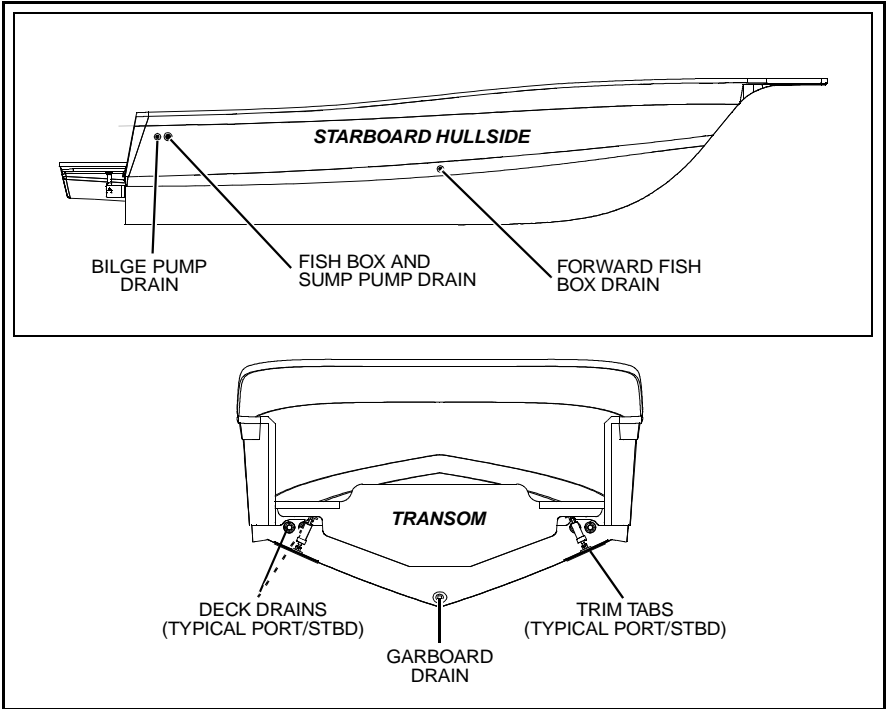
Fresh Water Systems (Option)



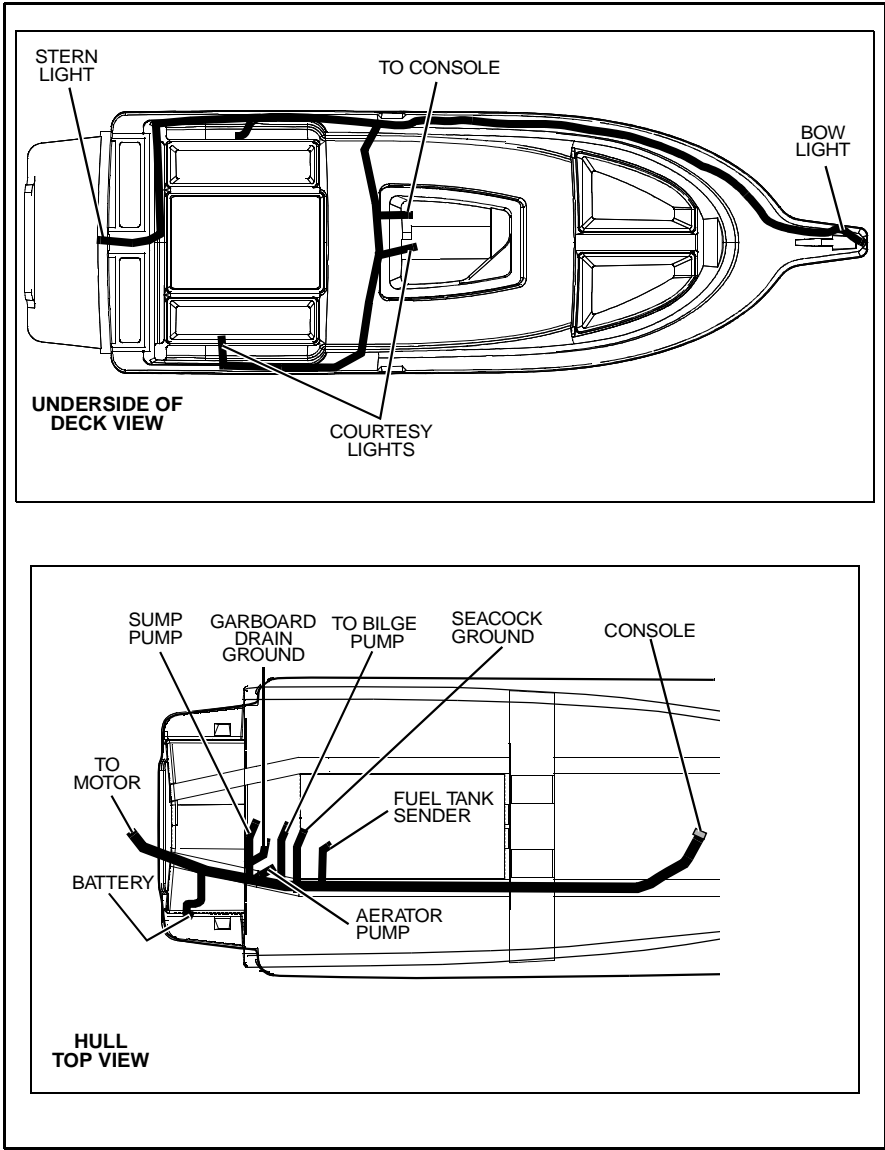
Baitwell/Raw Water Wash Down System Pickup

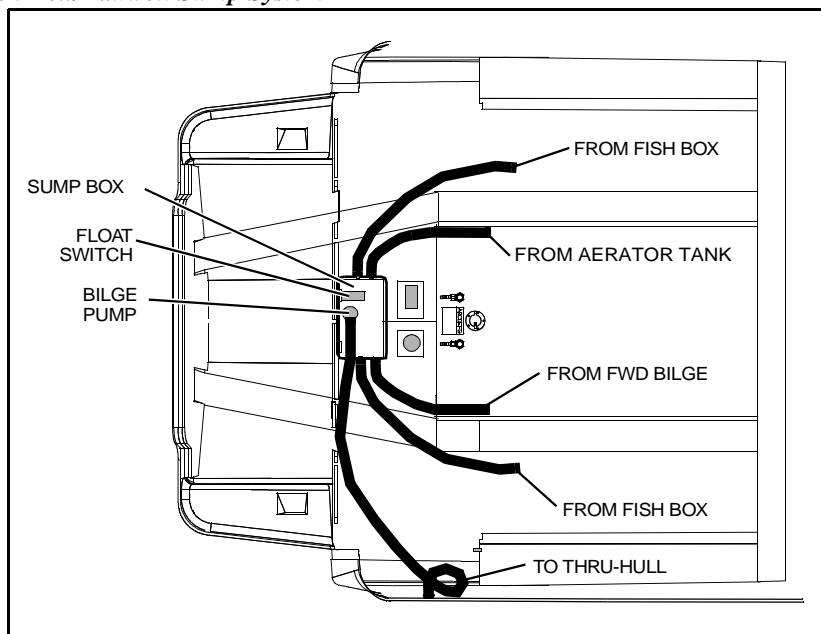
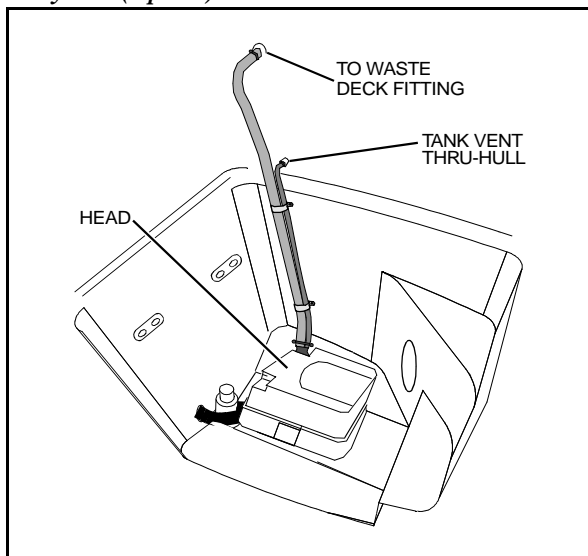
Baitwell/Raw Water Wash Down System Valves



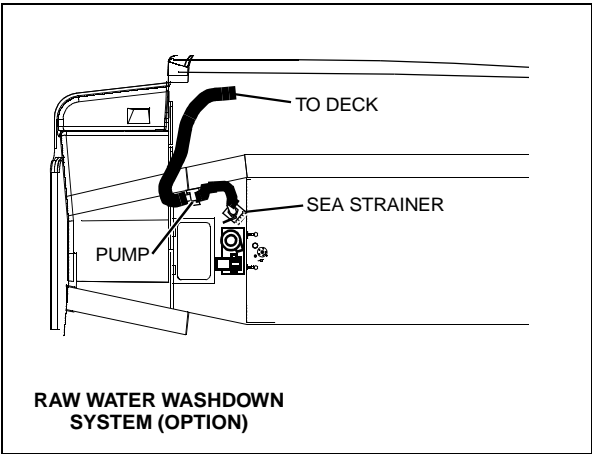
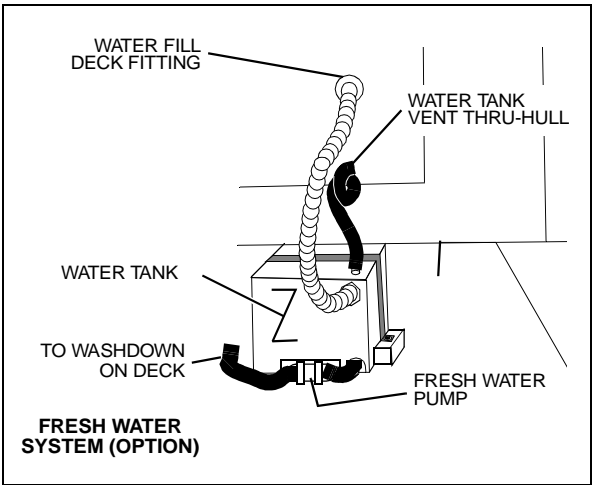
2503 (FM)***Hull Exterior Hardware***

Wire Harness Routing



Fish Box/Baitwell Sump System***Head Pump-out System (Option)***

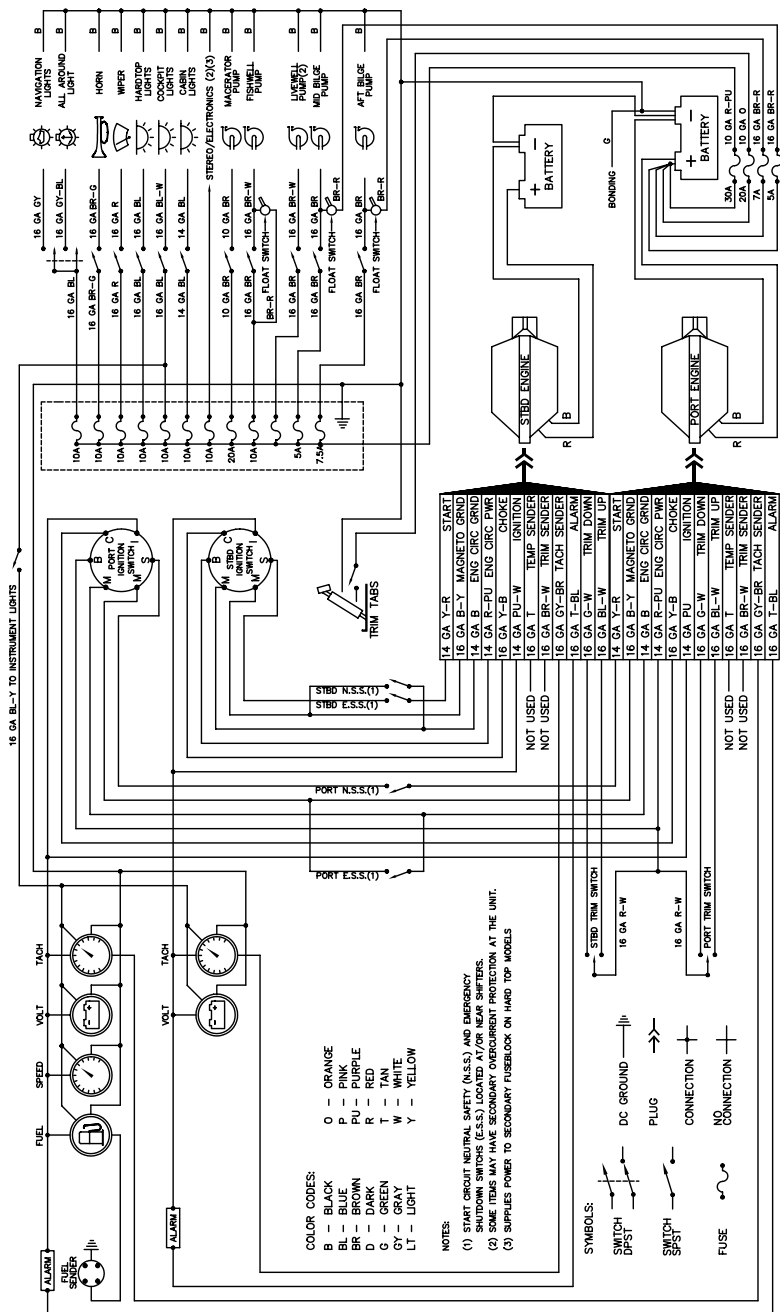
Water Systems (Option)



Single Engine, Typical



Twin Engine, Typical



BAYLINER TROPHY LIMITED WARRANTY

Bayliner provides the following BAYLINER TROPHY LIMITED WARRANTY to the original retail purchasers of its 2002/2003 TROPHY model boats, purchased from an authorized dealer, operated under normal, noncommercial use:

Limited Structural Hull Warranty

The selling dealer will repair or replace, at Bayliner's option, any Structural Hull Failure, as defined below, which is caused by a defect in factory materials or workmanship, for a period of ten years following the date on which the original purchaser takes delivery of the boat. For purposes of this BAYLINER TROPHY LIMITED WARRANTY: 1) The "Hull" shall mean the single fiberglass molded shell and integral structure within that shell, including stringers, floorboards and related structural reinforcements, all of which are below the hull flange; and 2) A "Structural Hull Failure" shall mean a substantial failure or defect in the boat's Hull which causes the boat to be unfit or unsafe for general use as a pleasure craft under normal operating conditions. IN NO EVENT SHALL BAYLINER'S LIABILITY TO CUSTOMER EXCEED THE FAIR MARKET VALUE OF CUSTOMER'S BOAT AS OF THE DATE OF CUSTOMER'S CLAIM.

One Year Parts and Components Limited Warranty

The selling dealer will repair or replace, at Bayliner's option, any part or component found to be defective in factory materials or workmanship which does not constitute a Structural Hull Failure or a Cosmetic Gelcoat Defect, as defined below, within one (1) year of the date of delivery of your boat.

Six Month Cosmetic Gelcoat Defect Limited Warranty

The selling dealer will repair or replace, at Bayliner's option, any Cosmetic Gelcoat Defect within six (6) months of the date of delivery of your boat. For purposes of this BAYLINER TROPHY LIMITED WARRANTY, a Cosmetic Gelcoat Defect shall mean any discoloration, crack, crazing or air void in the boat's Gelcoat which is caused by a defect in factory materials or workmanship and which does not constitute a Structural Hull Failure. THE REMEDIES PROVIDED IN THIS BAYLINER TROPHY LIMITED WARRANTY SHALL CONSTITUTE OWNER'S SOLE AND EXCLUSIVE REMEDY.

What Is Not Covered

This BAYLINER TROPHY LIMITED WARRANTY does not apply to:

1. Engines, drive trains, controls, props, batteries, or other equipment or accessories that carry their own individual warranties, all of which warranties are hereby assigned to owner to the extent permitted by the manufacturer of such components, equipment or accessories, as owner's sole and exclusive remedy with respect to such items;
2. Engines, parts or accessories not installed by Bayliner;
3. Rainwater leakage, including rainwater leakage through convertible tops;
4. Cosmetic gelcoat discoloration, cracks, crazing or air voids occurring more than six months from the date of delivery;
5. Hull blisters that form below the waterline;
6. Normal deterioration, including but not limited to wear and tear or corrosion of hardware, vinyl, tops, upholstery, trim tape, plastic, metal or wood;
7. Any Bayliner boat which has been overpowered according to Bayliner factory specifications for such boat;
8. Any Bayliner boat used for commercial purposes;
9. Any defect caused by product abuse or misuse, alteration of the product, or failure of the customer to provide reasonable care and maintenance.

Other Limitations

1. EXCEPT AS PROVIDED HEREIN, THERE ARE NO OTHER WARRANTIES, EXPRESS OR IMPLIED, ON THIS BOAT. ALL OTHER WARRANTIES, EXPRESS OR IMPLIED, INCLUDING THE IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS, ARE EXPRESSLY EXCLUDED. BAYLINER FURTHER DISCLAIMS ANY LIABILITY FOR PRODUCT FAILURE OR OTHER ECONOMIC LOSS ARISING FROM CLAIMS OF NEGLIGENCE, DEFECTIVE DESIGN, MANUFACTURING DEFECT, FAILURE TO WARN AND/OR INSTRUCT, LACK OF SEAWORTHINESS, AND ANY OTHER THEORY OF LIABILITY NOT EXPRESSLY COVERED UNDER THE TERMS OF THIS LIMITED WARRANTY.
2. TO THE EXTENT ANY IMPLIED WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE IS IMPLIED BY LAW AND CAN NOT BE DISCLAIMED UNDER APPLICABLE LAW DESPITE THE DISCLAIMER HEREIN, SUCH WARRANTIES SHALL BE LIMITED TO THE DURATION OF ONE YEAR.
3. NEITHER BAYLINER NOR THE SELLING DEALER SHALL HAVE ANY RESPONSIBILITY FOR ANY INCIDENTAL OR CONSEQUENTIAL DAMAGE; LOSS OF USE OF THE BOAT; LOSS OF TIME, PROFITS OR INCOME; INCONVENIENCE; COMMERCIAL OR ECONOMIC LOSS; OR ANY OTHER CONSEQUENTIAL OR INCIDENTAL DAMAGES.
4. IN NO EVENT SHALL BAYLINER'S LIABILITY TO CUSTOMER EXCEED THE FAIR MARKET VALUE OF CUSTOMER'S BOAT AS OF THE DATE OF CUSTOMER'S CLAIM.
5. 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 Obligations

In order to comply with Federal regulations, and as a condition precedent to limited warranty coverage hereunder, you must submit your limited warranty registration card within 30 days of delivery of your boat. Bayliner's receipt of the limited warranty registration card is a condition precedent to limited warranty coverage. All warranty work or repairs must be referred to your selling dealer for authorization as a condition precedent to limited warranty coverage.

YOU MUST GIVE US WRITTEN NOTICE OF YOUR WARRANTY CLAIM PRIOR TO THE EXPIRATION OF YOUR BAYLINER TROPHY 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.

Transferability

This BAYLINER TROPHY LIMITED WARRANTY extends only to the first retail purchaser. Remaining coverage under this BAYLINER TROPHY LIMITED WARRANTY may be transferred by the first retail purchaser once to a second owner upon written request to Bayliner within thirty (30) days of the purchase of the boat, accompanied by payment of a transfer fee to Bayliner Marine Corporation in the amount of \$100. Bayliner reserves the right to reject a warranty transfer request for a Trophy that has been damaged, neglected, or otherwise previously excluded from warranty.

This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

