All of us at Mercury Marine want to thank you for choosing a Mercury Marine Inflatable boat. You have made a sound investment in boating pleasure. We firmly believe it will bring you many years of boating fun and excitement.

This Owners Manual contains all the safety and operating information you need to get the most out of your Inflatable boat. It also contains information on how to provide care and maintenance to help protect your investment. Store this manual for future reference.

The operator, passengers and craft are governed by local, national, and when applicable, international rules and regulations of the waterways. If you are not familiar with these rules and regulations, your local Department of Natural Resources can assist you. Safety courses are available from national and local organizations and are highly recommended for anyone who is not familiar with the rules and regulations on operating a boat.

Please read and understand this manual carefully before operating your inflatable boat.

## Warranty Message

The product you have purchased comes with a **limited warranty** from Mercury Marine. The terms of the warranty are set forth in the **Warranty Information** Section of this manual. The warranty statement contains a description of what is covered, what is not covered, the duration of coverage, how to best obtain warranty coverage, **important disclaimers and limitations of damages,** and other related information. Please review this important information.

The description and specifications contained herein were in effect at the time this manual was approved for printing. Mercury Marine, whose policy is one of continued improvement, reserves the right to discontinue models at any time, to change specifications, designs, methods, or procedures without notice and without incurring obligation.

90-899957002 707

Record your Hull Identification Number (HIN) and engine model/serial number. The HIN is located on the back of the boat on the starboard side. The engine model/serial number is located on the swivel bracket. You will need this information to obtain parts, warranty service or provide information if your inflatable boat is stolen.

| | |
|---|---|
| Purchase Date | |
| Dealer Name | |
| Address | |
| Phone | |
| HIN | |
| Engine Serial Number | |
| Engine Model Number | |

Mercury Marine, Fond du Lac, Wisconsin U.S.A.

Litho in U.S.A.

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# WARRANTY INFORMATION

## Transfer of Warranty

The limited warranty is transferable to a subsequent purchaser, but only for the remainder of the unused portion of the limited warranty. This will not apply to products used for commercial applications.

To transfer the warranty to the subsequent owner, send or fax a copy of the bill of sale or purchase agreement, new owner's name, address and hull identification number (HIN) to Mercury Marine's warranty registration department. In the United States and Canada, mail to:

Mercury Marine
Attn: Warranty Registration Department
W6250 W. Pioneer Road
P.O. Box 1939
Fond du Lac, WI 54936-1939
920-929-5054
Fax 920-929-5893

Upon processing the transfer of warranty, Mercury Marine will send registration verification to the new owner of the product by mail.

There is no charge for this service.

For products purchased outside the United States and Canada, contact the distributor in your country, or the Marine Power Service Center closest to you.

## Warranty Registration United States and Canada

*Outside United States and Canada - Check with your local distributor.*

1. You may change your address at any time, including at time of warranty claim, by calling Mercury Marine or sending a letter or fax with your name, old address, new address, and hull identification number (HIN) to Mercury Marine's warranty registration department. Your dealer can also process this change of information.

Mercury Marine
Attn: Warranty Registration Department
W6250 W. Pioneer Road
P.O. Box 1939
Fond du Lac, WI 54936-1939
920-929-5054
Fax 920-929-5893

***NOTE:*** *Registration lists must be maintained by Mercury Marine and any dealer on marine products sold in the United States, should a safety recall notification under the Federal Safety Act be required.*

2. To be eligible for warranty coverage, the product must be registered with Mercury Marine. At the time of sale, the dealer should complete the warranty registration and immediately submit it to Mercury Marine via MercNET, E-mail, or mail. Upon receipt of this warranty registration, Mercury Marine will record the registration.
3. Upon processing the warranty registration, Mercury Marine will send registration verification by mail to the purchaser of the product. If this registration verification is not received within 30 days, please contact your selling dealer immediately. Warranty coverage is not effective until your product is registered with Mercury Marine.

## Mercury Inflatable Boat Limited Warranty United States and Canada

*Outside United States and Canada - Check with your local distributor.*

### WHAT IS COVERED

Mercury Marine Inflatable Boats are warranted to be free of defects in material and workmanship during the period described following.

# WARRANTY INFORMATION

## DURATION OF COVERAGE

The fiberglass hull, air deck® floor, all hull attachments and accessories, but not limited to, floorboards, seats, rope holders, oar locks, oars, rope, air pump, lifting handles, d-rings, oar holders, valves, seat webbings, and transom integrity are covered by this Limited Warranty for one (1) year from the date the product is first sold, or the date on which the product is first put into service, whichever occurs first. All the air holding fabrics are warranted against defects in material or workmanship that cause blistering and delaminating for five (5) years for PVC fabrics and ten (10) years for Hypalon fabrics. The repair, replacement of parts, or the performance of service under this warranty does not extend the life of this warranty beyond its original expiration date. Unexpired warranty coverage can be transferred to a subsequent purchaser upon proper registration of the product.

## CONDITIONS THAT MUST BE MET IN ORDER TO OBTAIN WARRANTY COVERAGE

Warranty coverage is available only to retail customers that purchase from a Dealer authorized by Mercury Marine to distribute the product in the country in which the sale occurred. Warranty coverage becomes available upon proper registration of the product by the authorized dealer. Routine maintenance outlined in the Operation and Maintenance Manual must be performed in a timely manner in order to maintain warranty coverage. If the retail customer performs this maintenance, Mercury Marine reserves the right to make future warranty coverage contingent on proof of proper maintenance.

## WHAT MERCURY WILL DO

Mercury's sole exclusive obligation under this warranty is limited to, at our option, repairing a defective part, replacing such part or parts with new or Mercury Marine certified remanufactured parts, or refunding the purchase price of the Mercury product. Mercury's sole and exclusive obligation under the limited warranty against fabric delamination is the replacement of the boat skin (only the boat skin). Mercury reserves the right to improve or modify products previously manufactured.

# WARRANTY INFORMATION

## HOW TO OBTAIN WARRANTY COVERAGE

The customer must provide Mercury with a reasonable opportunity to repair, and reasonable access to the product for warranty service. Warranty claims shall be made by delivering the product for inspection to a Mercury dealer authorized to service the product. If purchaser cannot deliver the product to such a dealer, written notice must be given to Mercury. We will then arrange for the inspection and any covered repair. Purchaser in that case shall pay for all related transportation charges and/or travel time. If the service provided is not covered by this warranty, purchaser shall pay for all related labor and material, and any other expenses associated with that service. Purchaser shall not, unless requested by Mercury, ship the product or parts of the product directly to Mercury. Proof of registered ownership must be presented to the dealer at the time warranty service is requested in order to obtain coverage.

## WHAT IS NOT COVERED

This Limited Warranty does not cover routine maintenance items, adjustments, normal wear and tear, puncture, discoloration, oxidation, abrasion or damage caused by abuse, abnormal use, neglect, accident, improper service, use of an accessory or part not manufactured or sold by Mercury Marine, or alteration or removal of parts. Use of the product for racing or other competitive activity, at any point, even by a prior owner of the product, voids the warranty. The engine, engine accessories, controls, props, batteries or other accessories, carry their own individual warranties.

Expenses related to haul-out, launch, towing, storage, telephone, rental, inconvenience, slip fees, insurance coverage, loan payments, loss of time, loss of income, or any other type of incidental or consequential damages are not covered by this warranty.

No individual or entity, including Mercury Marine authorized dealers, has been given the authority by Mercury Marine to make any affirmation, representation or warranty regarding the product, other than those contained in this limited warranty, and if made, shall not be enforceable against Mercury Marine.

# WARRANTY INFORMATION

DISCLAIMERS AND LIMITATIONS:

THE IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE ARE EXPRESSLY DISCLAIMED. TO THE EXTENT THAT THEY CANNOT BE DISCLAIMED, THE IMPLIED WARRANTIES ARE LIMITED IN DURATION TO THE LIFE OF THE EXPRESS WARRANTY. INCIDENTAL AND CONSEQUENTIAL DAMAGES ARE EXCLUDED FROM COVERAGE UNDER THIS WARRANTY. SOME STATES/COUNTRIES DO NOT ALLOW FOR THE DISCLAIMERS, LIMITATIONS AND EXCLUSIONS IDENTIFIED ABOVE, AS A RESULT, THEY MAY NOT APPLY TO YOU. THIS WARRANTY GIVES YOU SPECIFIC LEGAL RIGHTS, AND YOU MAY ALSO HAVE OTHER LEGAL RIGHTS WHICH VARY FROM STATE TO STATE AND COUNTRY TO COUNTRY.

# GENERAL INFORMATION

## Boater's Responsibilities

The operator (driver) is responsible for the correct and safe operation of the boat and safety of its occupants and general public. It is strongly recommended that each operator (driver) read and understand this entire manual before operating the boat.

Be sure at least one additional person on board is instructed in the basics of starting and operating the outboard and boat handling in case the driver is unable to operate the boat.

## Before Operating Your Boat

Read and understand this manual carefully. Learn how to operate your boat properly. If you have any questions, contact your dealer.

Safety and operating information that is practiced, along with using good common sense, can help prevent personal injury and product damage.

This manual uses the following safety alerts to draw your attention to special safety instructions that should be followed.

**⚠ DANGER**

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

**⚠ WARNING**

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

**⚠ CAUTION**

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

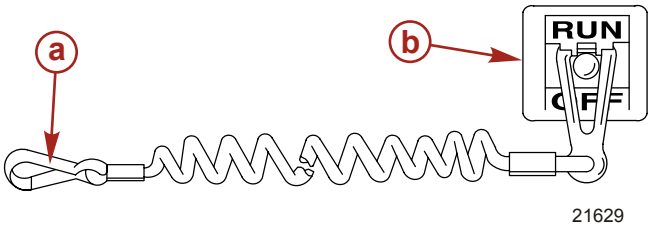
***NOTICE***

**Indicates a situation which, if not avoided, could result in engine or major component failure.**

## Lanyard Stop Switch

The purpose of a lanyard stop switch is to turn off the engine when the operator moves far enough away from the operator's position (as in accidental ejection from the operator's position) to activate the switch. Tiller handle outboards and some remote control units are equipped with a lanyard stop switch. A lanyard stop switch can be installed as an accessory - generally on the dashboard or side adjacent to the operator's position.

The lanyard is a cord usually 122 - 152 cm (4 - 5 feet) in length when stretched out, with an element on one end made to be inserted into the switch and a snap on the other end for attaching to the operator. The lanyard is coiled to make its at-rest condition as short as possible to minimize the likelihood of lanyard entanglement with nearby objects. Its stretched-out length is made to minimize the likelihood of accidental activation should the operator choose to move around in an area close to the normal operator's position. If it is desired to have a shorter lanyard, wrap the lanyard around the operator's wrist or leg, or tie a knot in the lanyard.




**a -** Lanyard cord **b -** Lanyard stop switch

Read the following Safety Information before proceeding.

# GENERAL INFORMATION

**Important Safety Information:** The purpose of a lanyard stop switch is to stop the engine when the operator moves far enough away from the operator's position to activate the switch. This would occur if the operator accidentally falls overboard or moves within the boat a sufficient distance from the operator's position. Falling overboard and accidental ejections are more likely to occur in certain types of boats such as low sided inflatables, bass boats, high performance boats, and light, sensitive handling fishing boats operated by a hand tiller. Falling overboard and accidental ejections are also likely to occur as a result of poor operating practices such as sitting on the back of the seat or gunwale at planing speeds, standing at planing speeds, sitting on elevated fishing boat decks, operating at planing speeds in shallow or obstacle infested waters, releasing your grip on a steering wheel or tiller handle that is pulling in one direction, drinking alcohol or consuming drugs, or daring high speed boat maneuvers.

While activation of the lanyard stop switch will stop the engine immediately, a boat will continue to coast for some distance depending upon the velocity and degree of any turn at shut down. However, the boat will not complete a full circle. While the boat is coasting, it can cause injury to anyone in the boat's path as seriously as the boat would when under power.

We strongly recommend that other occupants be instructed on proper starting and operating procedures should they be required to operate the engine in an emergency (e.g. if the operator is accidentally ejected).

**⚠ WARNING**

**If the operator falls out of the boat, stop the engine immediately to reduce the possibility of serious injury or death from being struck by the boat. Always properly connect the operator to the stop switch using a lanyard.**

**⚠ WARNING**

**Avoid serious injury or death from deceleration forces resulting from accidental or unintended stop switch activation. The boat operator should never leave the operator's station without first disconnecting the stop switch lanyard from the operator.**

Accidental or unintended activation of the switch during normal operation is also a possibility. This could cause any, or all, of the following potentially hazardous situations:

- Occupants could be thrown forward due to unexpected loss of forward motion - a particular concern for passengers in the front of the boat who could be ejected over the bow and possibly struck by the gearcase or propeller.
- Loss of power and directional control in heavy seas, strong current or high winds.
- Loss of control when docking.

## Protecting People In The Water

### WHILE YOU ARE CRUISING

It is very difficult for a person standing or floating in the water to take quick action to avoid a boat heading in his/her direction, even at slow speed.


Always slow down and exercise extreme caution any time you are boating in an area where there might be people in the water.

Whenever a boat is moving (coasting) and the outboard gear shift is in neutral position, there is sufficient force by the water on the propeller to cause the propeller to rotate. This neutral propeller rotation can cause serious injury.

### WHILE BOAT IS STATIONARY

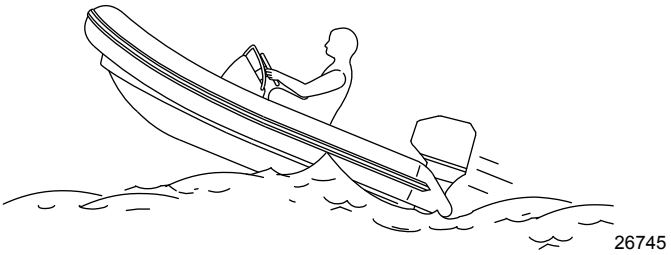
**⚠ WARNING**

**A spinning propeller, a moving boat, or any solid device attached to the boat can cause serious injury or death to swimmers. Stop the engine immediately whenever anyone in the water is near your boat.**

Shift outboard into neutral and shut off the engine before allowing people to swim or be in the water near your boat.

## Wave and Wake Jumping

Operating recreational boats over waves and wake is a natural part of boating. However, when this activity is done with sufficient speed to force the boat hull partially or completely out of the water, certain hazards arise, particularly when the boat re-enters the water.




The primary concern is the boat changing direction while in the midst of the jump. In such cases, the landing may cause the boat to veer sharply in a new direction. Such a sudden change in direction can cause occupants to be thrown out of their seats or out of the boat.

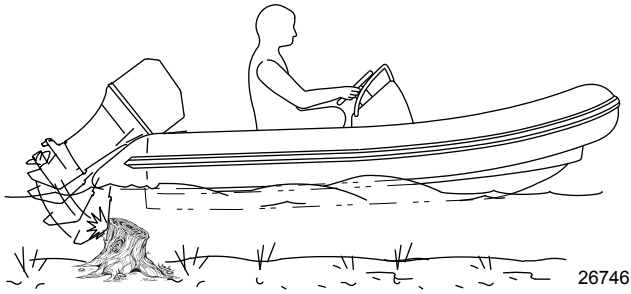
**⚠ WARNING**

**Wave or wake jumping can cause serious injury or death from occupants being thrown within or out of the boat. Avoid wave or wake jumping whenever possible.**

Another less common hazard may result when allowing the boat to launch off a wave or wake. If the bow of the boat pitches down far enough while airborne, it may penetrate the water upon contact and submarine for an instant. This will bring the boat to a nearly instantaneous stop and can send the occupants flying forward. The boat may also steer sharply to one side.

## Impact With Underwater Hazards

Reduce speed and proceed with caution whenever you drive a boat in shallow water areas, or in areas where underwater obstacles which could be struck by the outboard or the boat bottom may exist . **The most important thing you can do to help reduce injury or impact damage from striking a floating or underwater object is to control the boat speed. Under these conditions, boat speed should be kept to a minimum planing speed of 24 to 40 km/h (15 to 25 MPH).**




Striking a floating or underwater object could result in an infinite number of situations. Some of these situations could result in the following:

- Part of the outboard or the entire outboard could break loose and fly into the boat.
- The boat could move suddenly in a new direction. Such a sharp change in direction can cause occupants to be thrown out of their seats or out of the boat.
- A rapid reduction in speed. This will cause occupants to be thrown forward or out of the boat.
- Impact damage to the outboard or boat.

The most important thing you can do to help reduce injury or damage during an impact is control the boat speed. Boat speed should be kept to a minimum planing speed when driving in waters known to have underwater obstacles.

After striking a submerged object, stop the engine as soon as possible and inspect it for any broken or loose parts. If damage is present or suspected, the outboard should be taken to an authorized dealer for a thorough inspection and necessary repair.

The boat should also be checked for any hull fractures, transom fractures, or water leaks.

Operating a damaged outboard could cause additional damage to other parts of the outboard or could affect control of the boat. If continued running is necessary, do so at greatly reduced speeds.

**⚠ WARNING**

**Operating a boat or engine with impact damage can result in product damage, serious injury, or death. If the vessel experiences any form of impact, have an authorized Mercury Marine dealer inspect and repair the vessel or power package.**

## Exhaust Emissions

### BE ALERT TO CARBON MONOXIDE POISONING

Carbon monoxide is present in the exhaust fumes of all internal combustion engines. This includes the outboards, sterndrives and inboard engines that propel boats, as well as the generators that power various boat accessories. Carbon monoxide is a deadly gas that is odorless, colorless and tasteless.

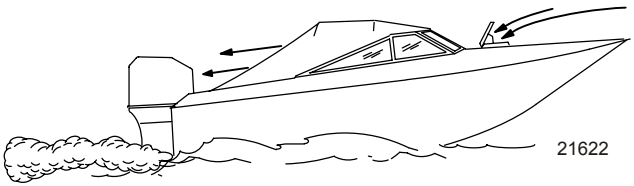
Early symptoms of carbon monoxide poisoning which should not be confused with seasickness or intoxication, include headache, dizziness, drowsiness, and nausea.

**⚠ WARNING**

**Carbon monoxide poisoning can lead to unconsciousness, brain damage, or death. Keep the boat well ventilated while at rest or underway and avoid prolonged exposure to carbon monoxide.**

### GOOD VENTILATION

Ventilate passenger area, open side curtains, or forward hatches to remove fumes.



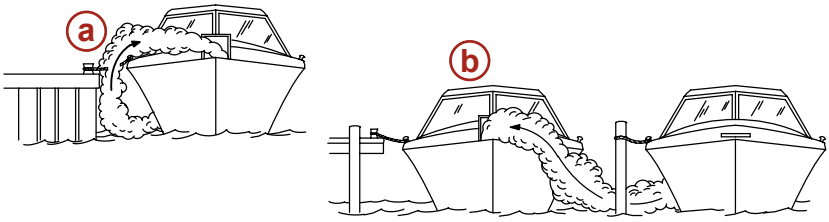

**Example of desired air flow through the boat**

### POOR VENTILATION

Under certain running and/or wind conditions, permanently enclosed or canvas enclosed cabins or cockpits with insufficient ventilation may draw in carbon monoxide. Install one or more carbon monoxide detectors in your boat.

Although the occurrence is rare, on a very calm day, swimmers and passengers in an enclosed area of a stationary boat that contains or is near a running engine may be exposed to a hazardous level of carbon monoxide.

### WHILE BOAT IS STATIONARY




**a -** Running the engine when the boat is moored in a confined space

**b -** Mooring close to another boat that has its engine running

### WHILE BOAT IS MOVING


**a -** Running the boat with the trim angle of the bow too high

**b -** Running the boat with no forward hatches open

## Safe Boating Suggestions

In order to safely enjoy the waterways, familiarize yourself with local and other governmental boating regulations and restrictions, and consider the following suggestions.

**Use flotation devices.** Have an approved personal flotation device of suitable size for each person aboard (it is the law) and have it readily accessible.

**Do not overload your boat.** Most boats are rated and certified for maximum load (weight) capacities (refer to your boat capacity plate). If in doubt, contact your dealer or the boats manufacturer.

**Perform safety checks and required maintenance**. Follow a regular schedule and ensure that all repairs are properly made.

**Know and obey all nautical rules and laws of the waterways**. Boat operators should complete a boating safety course. Courses are offered in the U.S.A. by 1) The U.S. Coast Guard Auxiliary, 2) The Power Squadron, 3) The Red Cross and 4) your state boating law enforcement agency. Inquiries may be made to the Boating Hotline, 1-800-368-5647 or the Boat U.S. Foundation information number 1-800-336-BOAT.

**Make sure everyone in the boat is properly seated**. Do not allow anyone to sit or ride on any part of the boat that was not intended for such use. This includes the back of seats, gunwales, transom, bow, decks, raised fishing seats, any rotating fishing seat; or anywhere that an unexpected acceleration, sudden stopping, unexpected loss of boat control, or sudden boat movement could cause a person to be thrown overboard or into the boat.

**Never be under the influence of alcohol or drugs while boating (it is the law)**. Alcohol or drug use impairs your judgment and greatly reduces your ability to react quickly.

**Prepare other boat operators.** Instruct at least one other person on board in the basics of starting and operating the outboard, and boat handling, in case the driver becomes disabled or falls overboard.

**Passenger boarding.** Stop the engine whenever passengers are boarding, unloading, or are near the back (stern) of the boat. Just shifting the outboard into neutral is not sufficient.

**Be alert.** The operator of the boat is responsible by law to maintain a proper lookout by sight and hearing. The operator must have an unobstructed view particularly to the front. No passengers, load, or fishing seats should block the operators view when operating the boat above idle speed.

**Never drive your boat directly behind a water skier in case the skier falls.** As an example, your boat traveling at 40 km/h (25 MPH) will overtake a fallen skier 61 m (200 ft.) in front of you in 5 seconds.

**Watch fallen skiers.** When using your boat for water skiing or similar activities, always keep a fallen or down skier on the operator's side of the boat while returning to assist the skier. The operator should always have the down skier in sight and never back up to the skier or anyone in the water.

**Report accidents.** Boat operators are required by law to file a Boating Accident Report with their state boating law enforcement agency when their boat is involved in certain boating accidents. A boating accident must be reported if 1) there is loss of life or probable loss of life, 2) there is personal injury requiring medical treatment beyond first aid, 3) there is damage to boats or other property where the damage value exceeds $500.00 or 4) there is complete loss of the boat. Seek further assistance from local law enforcement.

## Recommended Additional Equipment

In addition to the safety requirements set forth by the U.S. Coast Guard, consider the following items to be part of your on board safety equipment.

- A **B-1** size fire extinguisher
- A sound warning device such as a portable horn or whistle
- A bow and stern line
- A first aid kit
- Portable AM/FM radio with weather band
- A waterproof flashlight with extra batteries
- Spare batteries for the flashlight and radio
- Day/night visual distress signals
- A spare propeller, propeller nut, and washer; along with the appropriate size tool to remove and install the propeller
- A tool kit
- Spare fuses and bulbs
- A paddle
- Local charts and compass

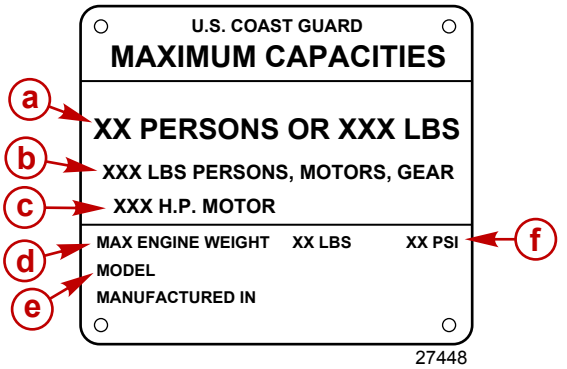
- Spare ignition key
- The outboard's owners manual

## Boat Capacity Plate

**⚠ WARNING**

**Exceeding the boat's maximum horsepower rating can cause serious injury or death. Overpowering the boat can affect boat control and flotation characteristics or break the transom. Do not install an engine that exceeds the boat's maximum power rating.**

Do not overpower or overload your boat. The boat has a maximum capacity plate located inside the cockpit area. The plate indicates the maximum number of people, weight , and horsepower of the motor. Never exceed the maximum ratings of the boat.




**a -** Maximum number of people or weight of people
**b -** Maximum load capacity - people + outboard + and equipment
**c -** Maximum outboard power
**d -** Maximum outboard weight
**e -** Model number
**f -** Pressure of the air chambers

Boat design category - The following table shows the navigation use that the boat was designed and constructed for.

| Boat Design Categories | Navigation | Wind Force and Wave Height |
|---|---|---|
| A | Ocean | Designed for extended voyages where conditions may exceed wind force 8 (Beaufort scale) and wave heights of 4 m (13 ft.) and above. |
| B | Offshore | Designed for offshore voyages where conditions may experience wind force 8 (Beaufort scale) and wave heights up to 4 m (13 ft.). |
| C | Inshore | Designed for voyages in coastal waters, large bays, estuaries, lakes and rivers where conditions may experience wind force 6 (Beaufort scale) and wave heights up to 2 m (6.5 ft.). |
| D | Sheltered waters | Designed for voyages on sheltered coastal waters, small bays, small lakes, rivers, and canals where conditions may experience wind force 4 (Beaufort scale) and wave heights up to 0.5 m (1.5 ft.). |

ISO 6185 part - The ISO 6185 part standard defines the power rating for the boat. The following table shows these power ratings.

| ISO 6185 Part Categories | Powered Boat Rating |
|---|---|
| Part 1: Type II | Powered boats not exceeding 4.5 kw (6 hp) |
| Part 2: Type V | Powered boats of 4.5 to 15 kw (6 to 20 hp) |
| Part 3: Type VII | Powered boats of 15 kw and greater (20 hp +) |

# GENERAL INFORMATION

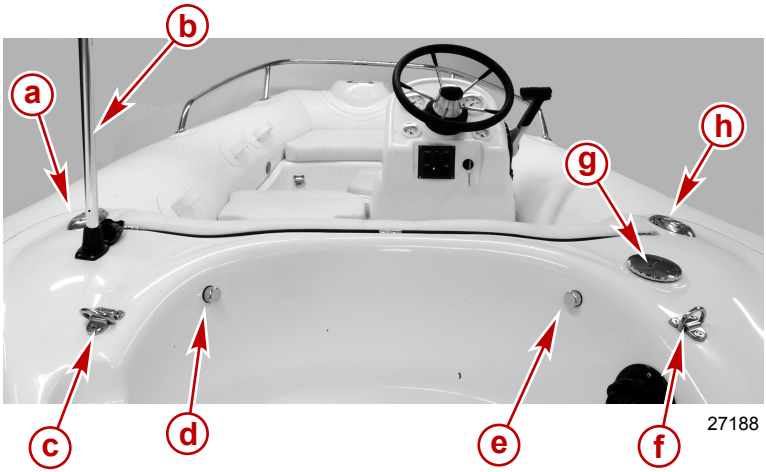
## Specifications

| Boat | |
|---|---|
| **Description** | **Amanzi 350** |
| Total boat weight | 215 kg (473 lb.) |
| Maximum capacity load (persons, motors, gear) | 480 kg (1060 lb.) |
| Fuel tank capacity | 30 liter (8.0 gal.) |
| Minimum engine power | 19 kw (25 hp) |
| Maximum engine power | 22.4 kw (30 hp) |
| Maximum personnel | 4 persons or 662 lb. |
| Air chambers | 3 |
| Length overall | 350 cm (11 ft. 5 in.) |
| Beam overall | 188 cm (6 ft. 2 in.) |
| Beam inside | 92 cm (3 ft. 0 in.) |
| Tube diameter | 44 cm (17 in.) |
| Recommended tube air pressure | 0.25 bar (3.6 psi) |
| Boat design category | C |
| ISO 6185 parts | 3-V11 |
| Tube fabric | Hypalon |
| **Outboard** | |
| Recommended engine power | 22.4 kw (30 hp) |
| Recommended starting battery size | Group 24 gel cell type battery with side terminals. 465 marine cranking amps (MCA) or 350 cold cranking amps (CCA) |
| Recommended propeller | For Mercury's 4-stroke outboards - use an 11 in. aluminum propeller or Mercury 11 in. pitch SS Vengeance |
| Recommended outboard mounting height | For Mercury's 4-stroke outboards - use the second or third bolt holes from the top of the transom brackets. |

# BOAT COMPONENTS

## Component Location

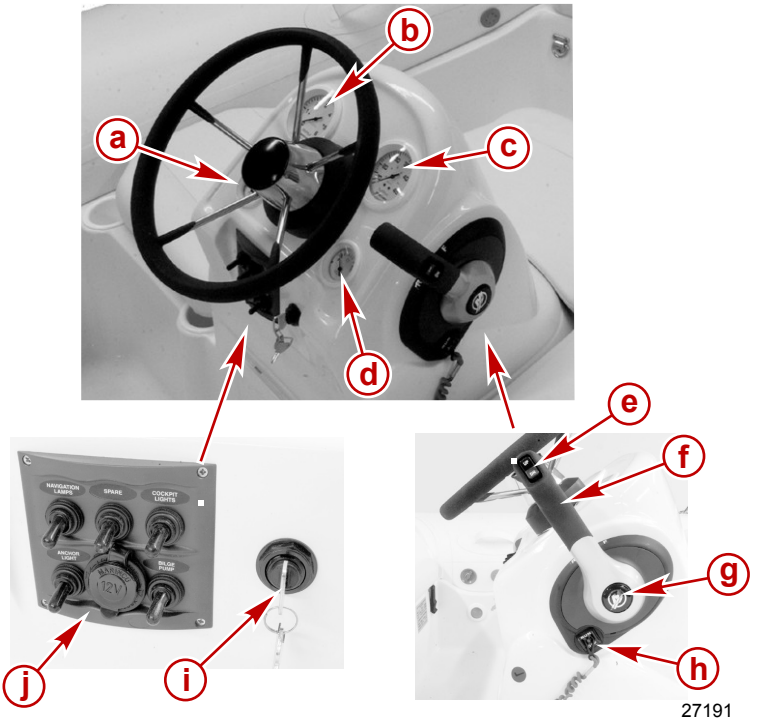
### BACK VIEW




**a -** Port side mooring cleat
**b -** Anchor light mast
**c -** Lifting ring
**d -** Bilge pump drain
**e -** Fuel tank vent
**f -** Lifting ring
**g -** Fuel fill cap
**h -** Starboard side mooring cleat

# BOAT COMPONENTS

## CONTROL STATION

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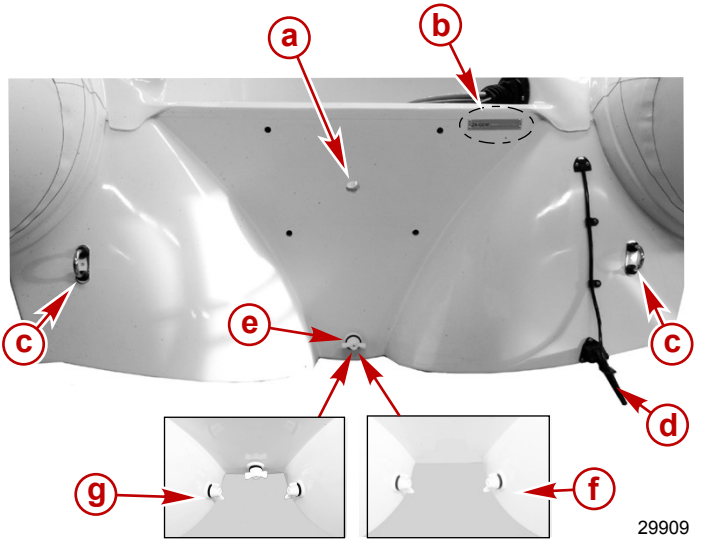
- **a -** Voltmeter
- **b -** Tachometer
- **c -** Speedometer
- **d -** Fuel gauge
- **e -** Trim switch
- **f -** Shift and throttle handle
- **g -** Throttle only button
- **h -** Lanyard engine stop switch
- **i -** Ignition key switch
- **j -** Switch panel

# BOAT COMPONENTS

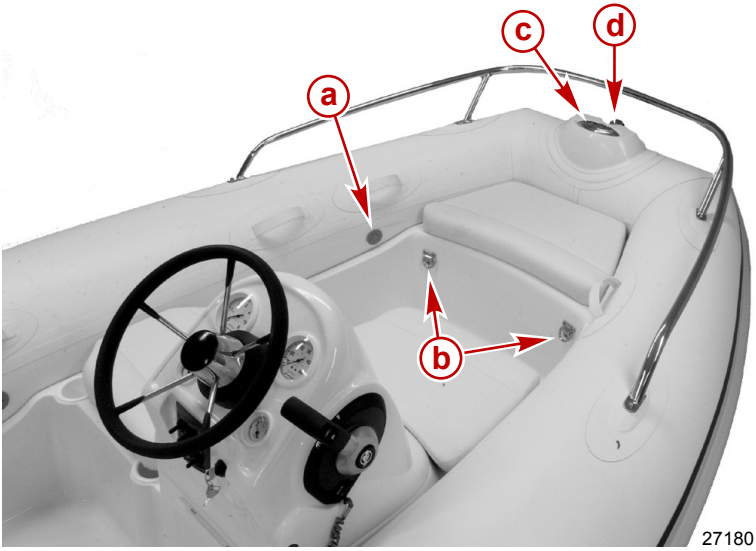
## TRANSOM VIEW




**a -** Engine well drain hole
**b -** Hull identification number (HIN)
**c -** Lifting rings
**d -** Speedometer water pickup
**e -** Single drain plug system
**f -** Dual drain plug system
**g -** Triple drain plug system

# BOAT COMPONENTS

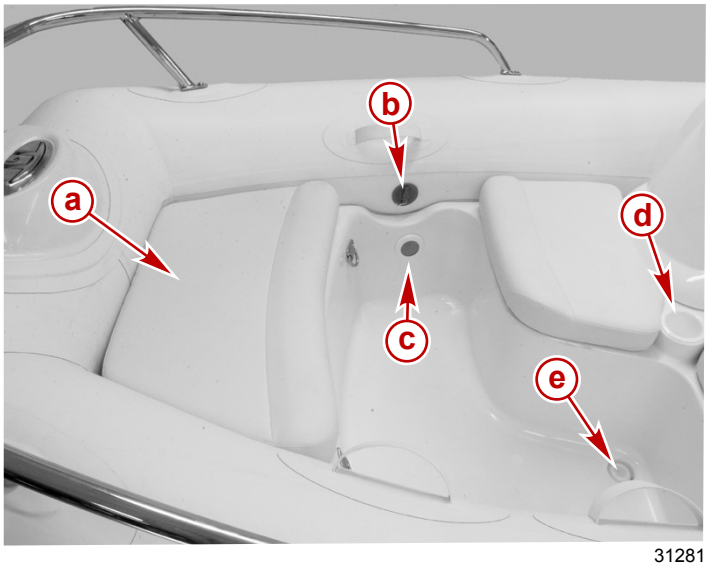
## FRONT COCKPIT PORT SIDE




**a -** Overpressure valve
**b -** Lifting rings
**c -** Front mooring cleat
**d -** Navigation lamp

# BOAT COMPONENTS

## FRONT COCKPIT STARBOARD SIDE

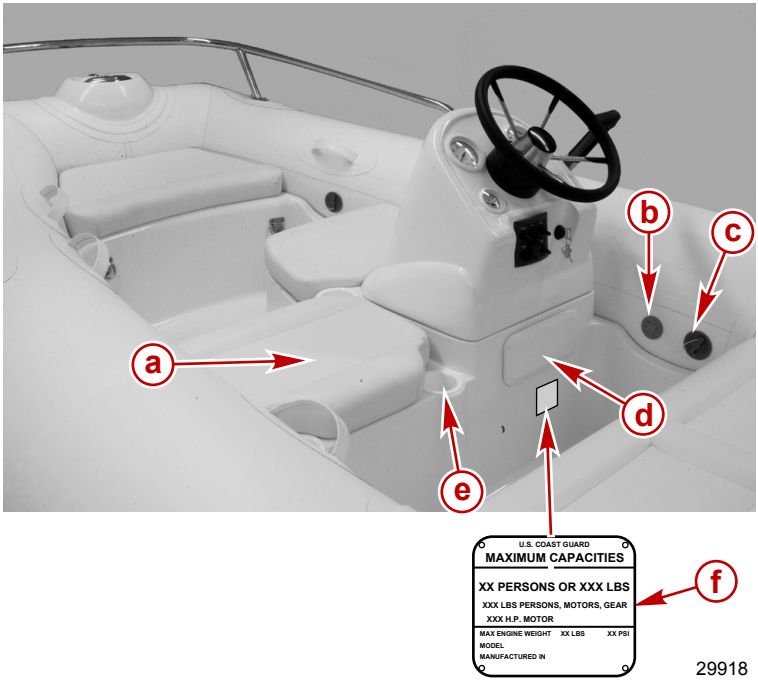



31281

**a -** Bow seat (battery compartment below)
**b -** Front air chamber valve
**c -** Cockpit light
**d -** Cup holder
**e -** Floor drain

# BOAT COMPONENTS

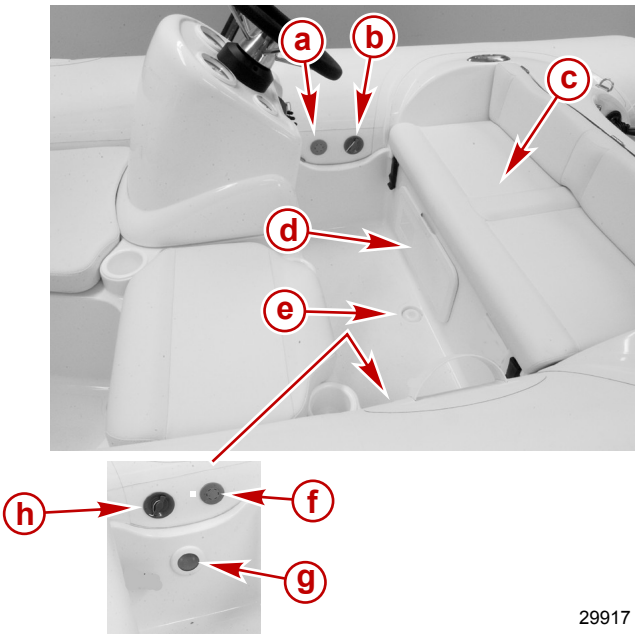
## REAR COCKPIT FORWARD




**a -** Mid seat
**b -** Overpressure valve
**c -** Starboard air chamber valve
**d -** Storage compartment
**e -** Cup holder
**f -** Capacity plate

# BOAT COMPONENTS

## REAR COCKPIT STERN

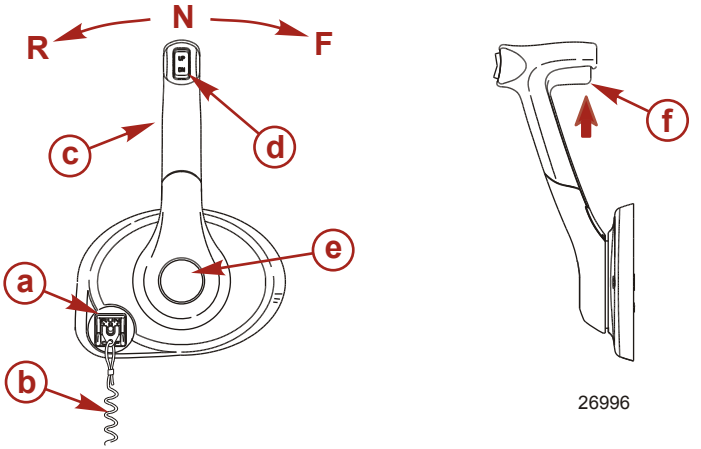



29917

**a -** Overpressure valve
**b -** Starboard air chamber valve
**c -** Stern seat
**d -** Fire extinguisher compartment
**e -** Floor drain
**f -** Overpressure valve
**g -** Cockpit light
**h -** Port air chamber valve

## Shift and Throttle Control

The boat is equipped with a gear shift/throttle control unit mounted on the side of the console. This unit controls the neutral, forward and reverse direction of the engine. Moving the control handle controls the boat speed.




**a -** Lanyard stop switch
**b -** Lanyard cord
**c -** Control handle
**d -** Power trim switch
**e -** Throttle only button
**f -** Neutral lock bar

The control handle has three positions to provide operation; forward "F", neutral "N", and reverse "R". The control handle regulates the RPM of the engine. Increase speed by advancing the control handle.

The control must be in the neutral position to start the engine. Neutral is the center position.

The neutral lock bar must be pushed up and held to shift from neutral.

There is a throttle only button at the center of the control handle. Press in and hold the button while moving the control handle ahead to the forward position. This will disengage the shifting mechanism and allow for advancing throttle speed without shifting the engine into gear.

There is a power trim switch on the control handle for engines that are equipped with power trim. The power trim switch is used to raise and lower the engine drive unit for trailering, launching, beaching, or shallow water operation. Refer to the engine's operation manual for detailed power trim/tilt operating procures.

The control unit is equipped with a lanyard stop switch. The purpose of the lanyard stop switch is to turn off the engine if the operator unintentionally leaves the helm. Read the **Lanyard Stop Switch** information in the **General Information Section** of this manual.

When using the lanyard stop switch, connect the lanyard cord to the switch and attach the other end to the operator. The switch will activate if the operator falls overboard, and the engine will turn off.

## Helm Instruments

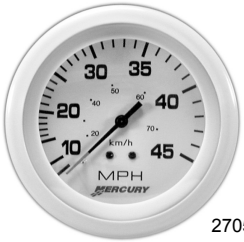
### TACHOMETER

Indicates engine speed in crankshaft revolutions per minute (RPM). Use this gauge to ensure the engine is operating within the recommended RPM range.


27055

### SPEEDOMETER

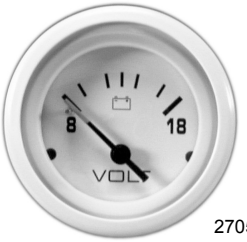
Indicates the forward speed of the boat in miles per hour and kilometer per hour.




27056

### VOLTMETER

Measures the condition of the main or cranking battery in volts DC. Normal operating range when the engine is running at 1000 RPM and higher is between 12 and 15 volts.




27053

### FUEL GAUGE

Indicates the approximate amount of the fuel in the fuel tank.


27054

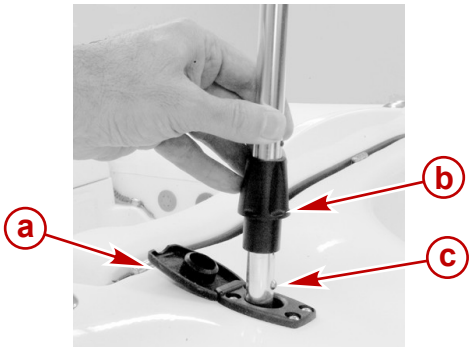
## Navigation and Anchor Lighting

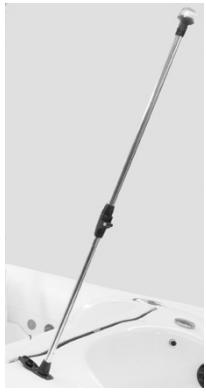
The boat comes equipped with a red and green navigation bow light and a removable anchor light. These lights must be on while underway from sunset to sunrise or in conditions of reduced visibility. Underway means the boat is not docked or at anchor. Trolling or drifting with the engine off is consided underway, and navigation lights must be on.

If anchored in open water where other boats can approach, it is required to illuminate the anchor light.

Store the anchor light in the clips located in the stern seat storage compartment when not is use.

## INSTALLING THE ANCHOR LIGHT



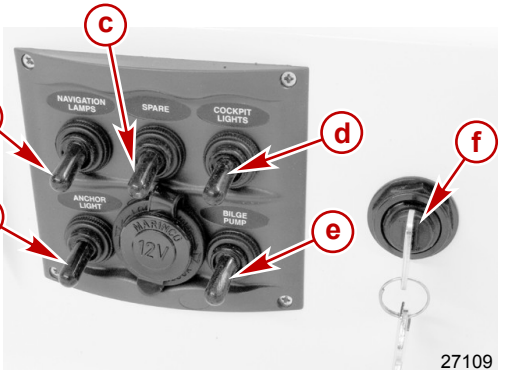



27147

**a -** Connector cover
**b -** Post lock ring
**c -** Post screw head

1. Lift the connector cover.
2. Lock the post in the straight position.
3. Align the post screw head with the keyway in the connector hole and insert the post. Filmly push downward to engage the terminals.
4. Insert the post lock ring into the connector hole and turn until locked.

## Switches




**a -** Anchor light
**b -** Navigation lamps
**c -** Spare
**d -** Cockpit lights
**e -** Bilge pump
**f -** Ignition key switch

### NAVIGATION LAMPS SWITCH

The navigation switch will turn on the red and green bow mounted navigation lights.

### ANCHOR LIGHT SWITCH

The anchor switch will turn on the white stern mounted anchor light.

### BILGE PUMP SWITCH

Two-position on/off switch that activates the bilge pump to remove excess water in the bilge. Make sure the switch is turned off when not in use.

### COCKPIT LIGHTS SWITCH

Turns on the two courtesy lights in the boat.

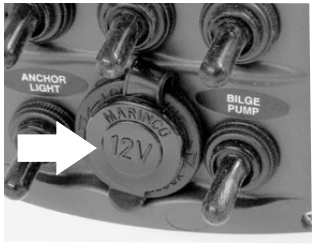
### SPARE SWITCH

This switch is an extra switch that can be used for an optional accessory.

### IGNITION KEY SWITCH

The ignition key switch is used to start and stop the engine. Refer to the engine operation manual for instructions on starting and stopping the engine.

## 12 Volt Accessory Receptacle



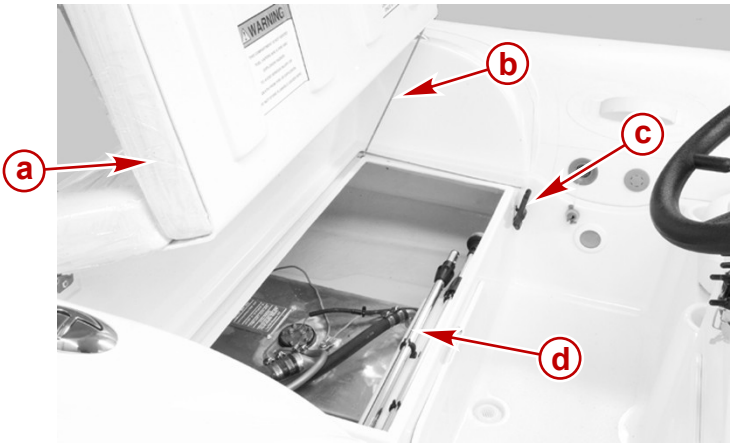

27155

The boat is equipped with a 12 volt receptacle located on the switch panel. Use this receptacle to plug-in temporary accessories.

Keep the receptacle covered when not in use.

## Storage Compartments

### STERN STORAGE COMPARTMENT




29899

**a -** Stern seat
**b -** Prop rod
**c -** Front latch
**d -** Anchor light (stored)

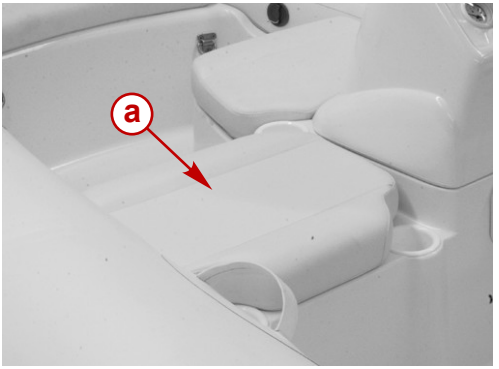
The stern storage compartment is located beneath the rear seat.

***NOTE:*** *The storage for the anchor light is located in this compartment.*

Open the storage compartment by releasing the two front latches and lifting up the seat. Insert the prop rod into the rod hole to hold the seat open.

To close, lift up the seat and release the prop rod. Lower the seat and fasten the latches.

### MID SEAT STORAGE COMPARTMENT




31256

**a -** Mid seat

The mid seat storage compartment is located beneath the mid seat.

Open the storage compartment by releasing the front latch and lifting up the seat.

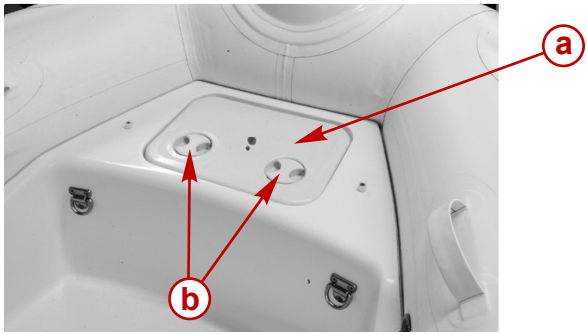
## Electrical System

The 12 volt direct current (DC) electrical system derives its power from the battery. An engine-driven alternator keeps the battery in a charged condition. The battery voltage is indicated by the voltmeter on the helm panel.

The size of the battery should be selected according to its ability to furnish starting power based on engine starting requirements, as well as its ability to power the DC accessories attached to the electrical system.

Ask your dealer for a careful analysis of DC power needs on your boat. Refer to **Specifications** for the recommended battery rating for the engine.

## BATTERY COMPARTMENT




31257

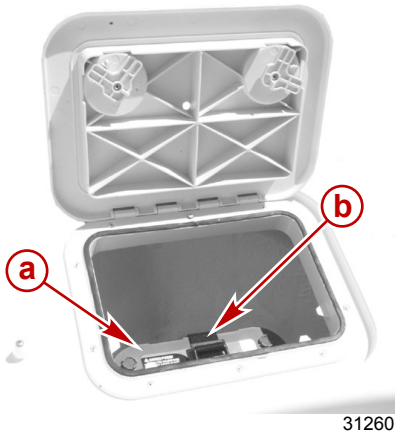
**a -** Cover
**b -** Lock rings

The battery compartment is located beneath the bow seat.

Open the battery compartment by pulling-up the bow seat cushion and turning the lock rings counterclockwise to unlock. Pull-up on the lock rings to lift the cover.

To close, push down on the cover and turn the lock rings clockwise to lock the cover.

Place the battery in the tray. Prevent the battery from moving by securing the battery in the tray with the battery hold down strap.

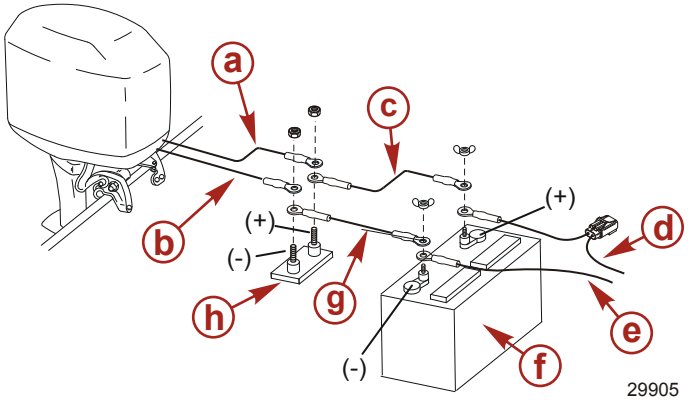



31260

**a -** Battery
**b -** Battery hold down strap

# BOAT COMPONENTS

## BATTERY CONNECTIONS




**a -** Red sleeve - Positive (+)
**b -** Black sleeve - Negative (-)
**c -** Battery extension cable - Positive (+)
**d -** Boat wiring - Red
**e -** Boat wiring - Black
**f -** Battery
**g -** Battery extension cable - Negative (-)
**h -** Terminal block

## ACCESSORY FUSES

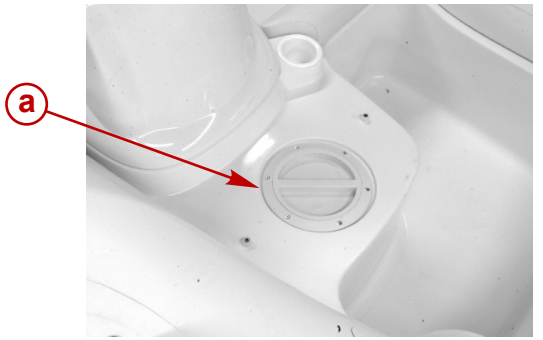
The electrical wiring circuits on the boat are protected from overload by fuses in the wiring. If a fuse is blown, try to locate the correct cause of the overload. If the cause is not found, the fuse may blow again.

Always replace a fuse with a new fuse with the same rating.

If a fuse replacement is required, a fuse holder is located in the hull and another fuse holder is near the battery.

## ACCESSORY FUSE HOLDER (LOCATED IN HULL)

Remove the access hatch that is located in front of the helm.

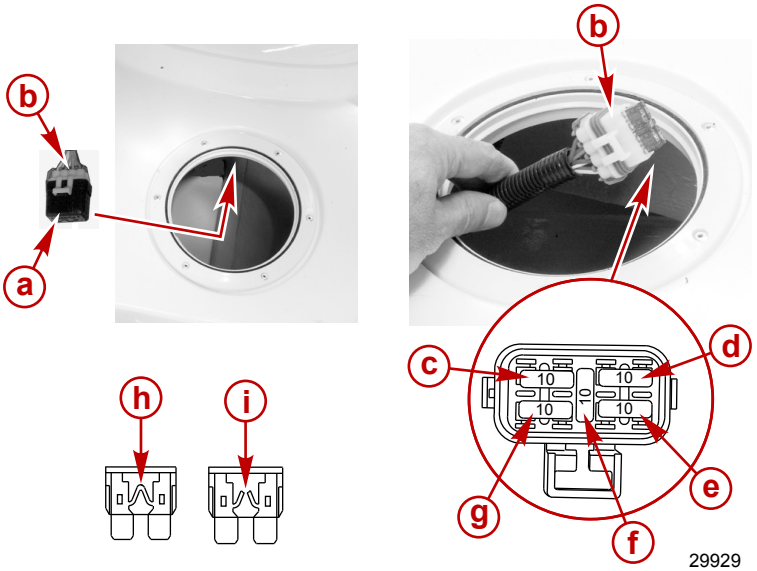



27166

**a -** Access hatch

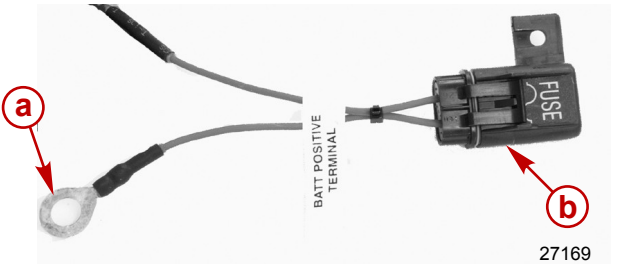
The fuse holder is attached to the underside of the deck between the access hatch and the front of the console.

Remove the connector from the fuse holder.




**a -** Fuse holder
**b -** Connector
**c -** Bilge pump circuit
**d -** Anchor light circuit
**e -** Navigation lamps circuit
**f -** Spare fuse
**g -** Cockpit lights circuit
**h -** Good fuse
**i -** Blown fuse

## ACCESSORY FUSE HOLDER (LOCATED NEAR BATTERY)




**a -** Battery positive terminal connection
**b -** 30 amp fuse holder

The fuse holder and 30 amp fuse are located in the red lead connected to the battery positive terminal.

## Fuel System

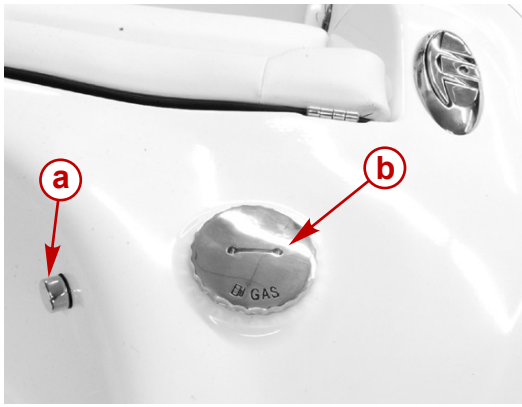
The boat is equipped with a 30 liter (8.0 gal) fuel tank. The tank is located under the port mid seat. The fuel tank sender unit can be reached through the access hatch opening below the seat cushion.

The fuel level is monitored by the fuel gauge located on the helm panel.

Use the primer bulb that is located in the feed hose to the engine to draw fuel from the tank to the engine. Refer to **Starting the Engine**.

The fuel fill cap is located on the deck on the starboard side of the boat and is marked **"GAS"**.

The fuel tank vent is located in the engine well. The fuel tank vent allows air to move in and out of tank as the fuel level changes.




27294

**a -** Fuel tank vent **b -** Fuel fill deck plate

Inspect the entire fuel system for loose connections, worn hoses, or evidence of leakage before each season and regularly during the season. It is a primary safety precaution that the fuel system is leak free.

# LIFTING AND TRAILERING

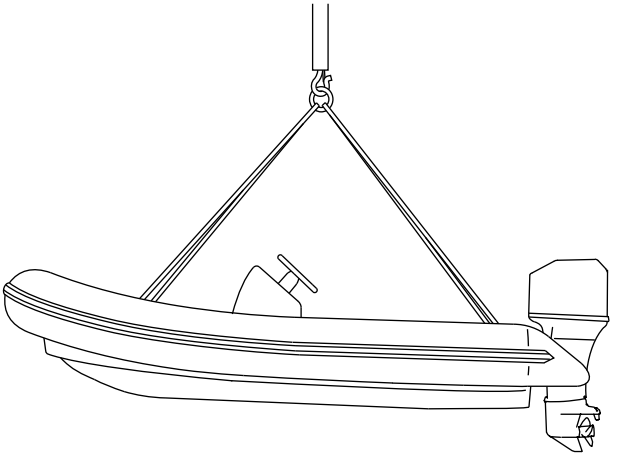
## Lifting

When using a hoist to lift the boat, attach the hoist to the four lifting rings attached to the boat.

Empty the boat of all loose equipment. Ensure there are no passengers on-board during lifting.


27279

**a -** Lifting rings



27270

## Trailering

Use a trailer that will properly support the boat hull. Position the boat on the trailer so it will rest in a stable position on the trailer supports.

# LIFTING AND TRAILERING

The boat must be properly secured to the trailer. Use the bow eye to haul the boat onto the trailer and secure the front of the boat to the trailer. Tie down straps can be used to secure the boat at the stern. Hook the tie down straps onto the trailer frame and to the stern eyes on the boat transom. If a tie down strap is wrapped over the top of the boat, make sure to protect the air chamber tubes so they will not get chafed or damaged from the tie-down strap.

Trailer your boat with the outboard tilted down in a vertical operating position.

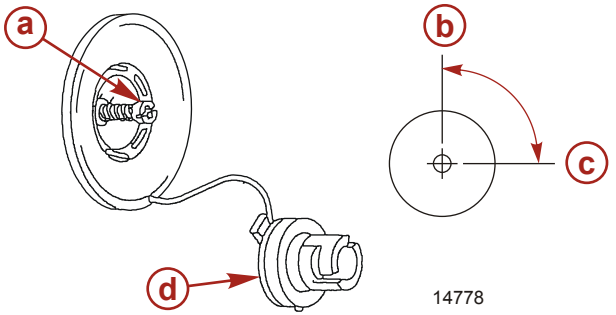
If additional ground clearance is required, the outboard should be tilted up using an accessory outboard support device. Refer to your local dealer for recommendations. Additional clearance may be required for railroad crossings, driveways and trailer bouncing.

# OPERATION

## Inflation

| *NOTICE* |
| --- |
| **Overinflation may result in damaged seams or bulkheads. Do not use a compressed air source to fill the air chambers.** |

**IMPORTANT: Do not inflate or deflate one air chamber at a time. When inflating or deflating, maintain a balanced air pressure between air chambers to prevent stress or potential damage to the inside diaphragms that separate the air chambers.**



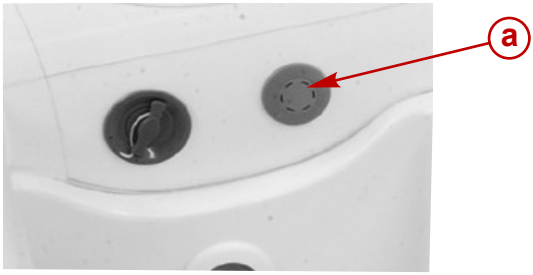

**a -** Valve stem
**b -** Closed position
**c -** Open position
**d -** Valve cap

1. Unscrew the valve caps, turn a quarter of a turn counterclockwise. Make sure the valve stems are in the closed position. Push in on the valve stem and rotate to the closed position.
2. Insert and lock the air pump fill adapter into the valve. Connect the air pump hose to the fill adapter.
3. Starting at one of the air valves, inflate each air chamber in turn inflating only a quarter of the way full. Repeat this procedure to evenly fill the air chambers until the air chambers are filled to the recommended air pressure of 0.24 bar (3.5 psi). Air pressure can be measured using air gauge provided with the air pump or using an accessory air pressure gauge.

***NOTE:*** *Always be aware of the air pressure in the air chambers. The air volume inside the air chambers will expand as the internal air temperature rises, this will cause the air pressure to fluctuate depending on water temperature and weather conditions. A boat that is correctly inflated, may experience a drop in air pressure and require additional air when temperatures get cooler or it may become over inflated when in direct sun light or as the temperatures get hotter. This will require the air to be deflated until the recommended air pressure is reached.*

## Overpressure Valve

Each of the three air chambers contains an overpressure valve. If the air pressure in the air chamber exceeds the maximum limit, air will escape thorough the valve until the air pressure returns to the recommended limit.




27267

**a -** Overpressure valve

## Outboard Power

Choose an outboard for the boat that is in accordance with the horsepower range and maximum weight limit. Refer to the Specification table in this manual or the manufacturer's plate on the boat for the maximum outboard horsepower and outboard weight.

Install the outboard along the centerline of the boat transom. Fasten the outboard to the transom following the recommended installation instructions provided with the outboard or from the outboard manufacturer.

Check outboard for tightness on transom before each use.

**⚠ WARNING**

**Exceeding the boat's maximum horsepower rating can cause serious injury or death. Overpowering the boat can affect boat control and flotation characteristics or break the transom. Do not install an engine that exceeds the boat's maximum power rating.**

## Pre-Operating Check List

- Check the inflation pressure of the air chambers.
- Make sure the drain plugs are in place and tight.
- Check the outboard for tightness on the transom.
- Know the fuel capacity and cruising range.
- Check that the lanyard stop switch for the outboard works correctly.
- Be sure the boat is not overloaded. Do not exceed the maximum number of passengers or load capacity. Refer to the boat capacity plate.
- Be sure there is an approved personal flotation device of suitable size for each person aboard and readily accessible (it is the law).
- Be sure the operator knows safe navigation, boating, and operating procedures.
- Be sure there is a ring type life buoy or buoyant cushion designed to be thrown to a person in the water.
- Arrange the passengers and load in the boat so the weight is distributed evenly and everyone is seated in a proper seat.
- Instruct at least one passenger in the basics of boat handling and the starting and operation of the outboard, in case the driver becomes disabled or falls overboard.
- Before departing, tell someone where you are going and when you expect to return.
- No alcohol or drugs. It is illegal to operate a boat while under the influence of alcohol or drugs.
- Know the waters and area you will be boating, tides, currents, sand bars, rocks, and other hazards.

## Fueling the Boat

**⚠ WARNING**

**Avoid serious injury or death from a gasoline fire or explosion. Use caution when filling fuel tanks. Always stop the engine and do not smoke or allow open flames or sparks in the area while filling fuel tanks.**

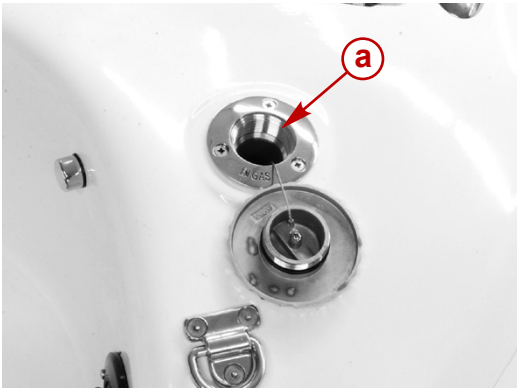
The fuel fill cap is located on the deck on the starboard side of the boat. Refer to the engine operation manual for the proper grade of fuel.

1. If possible, secure the starboard side of the boat against the fueling dock so that the fill cap is easily accessible from the dock.
2. Shut off the engine and all other electrical equipment.
3. Close all storage areas in the boat to prevent gasoline fumes from entering the areas. There must be no smoking or any flames in the area of the boat during filling the tank.
4. Open the fuel fill cap and insert the hose nozzle into the fuel fill opening. Fuel fill hose nozzle must contact the fuel fill opening before adding fuel to prevent discharge of static electricity.

**IMPORTANT: Keep nozzle in contact with the fuel opening at all times during filling.**

5. Do not completely fill the fuel tank. Leave approximately 10% of the tank volume unfilled. Fuel will expand in volume as it's temperature rises.

6. Wipe up any spilled fuel with rags or paper towels and dispose of properly on shore.




27314

**a -** Fill fill opening

## Boarding

**IMPORTANT: Do not exceed the maximum number of passengers or load capacity of the boat. Refer to the Specification table in this manual or the manufacturer's plate on the boat for the maximum number of passengers and load capacity of the boat.**

Board one person at a time. Always step or climb into the boat; do not jump into the boat.

Do not board the boat while carrying gear or equipment. Get in the boat and then bring the items aboard to avoid losing your balance.

Distribute the weight of the passengers and equipment as evenly as possible to keep the boat balanced

All passengers should be carefully seated to reduce the possibility of falling overboard or falling in the boat while the boat is underway.

Stow items in a place that is accessible, but that prevents it from moving if the boat encounters rough water or weather.

## Boat Trim

The boat is designed to travel through the water smoothly if loaded and trimmed properly. Refer to the outboard engine owner's manual for complete instruction on trimming.

If the outboard is equipped with power trim, a push button switch will be provided for adjusting the trim angle. This is the angle between the outboard lower unit (propeller) and the transom of the boat.

Adjusting the propeller closer to the transom, commonly referred to as trimming in, raises the stern and tends to lower the bow when power is applied. This may assist while accelerating to get the boat on plane.

Adjusting the propeller away from the transom, commonly referred to as trimming out, lowers the stern and raises the bow when power is applied.

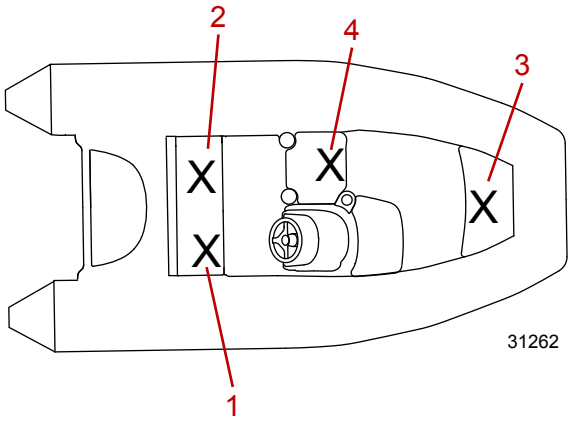
If the bow lifts too much, shift more of the weight forward. If the bow tends to plow down in the water, shift weight toward the stern.

Adjusting the weight distribution in the boat (passengers and cargo) will also help to get the boat on plane and travel smoothly. Refer to the following table for weight limits for the storage compartments and seating arrangements for the passengers.

The total weight must not exceed the limits on the capacity plate.

***NOTE:*** *On some boat applications, a stabilizer fin mounted on the gearcase cavitation plate may assist in getting the boat on plane. For Mercury Outboards, a stabilizer Hydro Tail, part number HYD-1 is available from T-H Marine Supplies Inc. Web site: THMarine.com.*

| Cargo Compartment Weight limit | |
|---|---|
| Stern storage compartment | 11kg (25 lb.) |
| Mid seat storage compartment | 9 kg (20 lb.) |
| **Preferred Passenger Seating for Proper Weight Distribution** | |
| **Occupants** | **Recommended Seating** |
| Single | Use seat 1 |
| Two | Place occupants in seats 1 and 2, or 1 and 3, or 1 and 4. If occupants are using seats 1 and 2, keep the total occupant weight below 186 kg (410 lb.). |
| Three | Place occupants in seats 1, 2, and 3 or seats 1, 3, and 4. If occupants are using seats 1 and 2, keep the total weight below 186 kg (410 lb.). If occupants are using seats 3 and 4, place the heavier occupant in seat 3. |
| Four | Place occupants in seats 1, 2, 3, and 4. Keep the total occupant weight in seats 1 and 2 below 186 kg (410 lb.). If occupants are using seats 3 and 4, place the heavier occupant in seat 3. |




**1 -** Stern seat 1
**2 -** Stern seat 2
**3 -** Bow seat 3
**4 -** Mid seat 4

## Maintain Control

**⚠ WARNING**

**Failure to follow suggested boating procedures may result in serious injury or death. Thoroughly read the Operations Manual and take a boating safety course before operating the boat.**

Anyone who controls the boat must have taken a boating safety course and have trained in the proper operation of the boat.

On the water there are no marked traffic lanes, no traffic signs or lights, and boats have no signals. The boat operator must remain focused not only on what is ahead but what is on the left, right, or to the rear of the boat.

The operator must always be alert to approaching boats, (from the rear, right, and left sides, as well as those ahead). There may be people in the water, partially submerged debris, or other navigational hazards such as rocks, sand bars, or dangerous currents.

Your passengers are relying on you to operate and maneuver the boat safely so that they are not in danger of going overboard. If you turn too quickly, increase or decrease speed abruptly, passengers are at risk of being thrown overboard or thrown about the boat.

Reduce speed, use a lookout to identify possible hazards or difficulties, and turn on navigation lights when visibility is impaired, in rough water, and in congested waterways. When visibility becomes impaired because of weather, time of day, or high bow angle, slow down so there is sufficient time to react if an emergency occurs. Nearby boats face similar risks in avoiding a collision with you.

Always operate the boat at speeds that will not put people or property in danger. Never operate a boat at a speed at which you do not feel in control.

Know how the boat handles under different conditions. Recognize your limitations and the boat's limitations. Modify speed in keeping with weather, sea, and traffic conditions.

Watch your wake. It can capsize a small boat or damage moored boats or other property. You are responsible for damage caused by your wake.

Instruct passengers on location and use of safety equipment and procedures.

Instruct passengers on the fundamentals of operating the boat in case you are unable to do so.

You are responsible for the passenger's actions. If they place themselves or the boat in danger, immediately correct them.

## Personal Flotation Devices (PFD's)

The operator must instruct all passengers on the location and use of PFD's.

Children less than sixteen years of age and all non-swimmers, adults as well as children, must wear properly-sized PFD's at all times.

All passengers should wear PFD's. If someone falls overboard, it may be too late for them to put on a PFD and fasten it properly.

If there are passengers not wearing PFD's, the PFD's must be readily accessible; out of the storage bag and unbuckled.

All throwable flotation devices (cushions, rings, etc.) must be readily accessible.

## Passenger Instruction and Location

Everyone on board must be told about the boat's handling behavior from slow speed to getting the boat on plane.

Before the operator does any high-speed maneuvers, or rapidly accelerates or decelerates the boat, passengers must be warned to sit and to hold on. Passengers must heed the warning before proceeding.

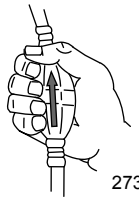
The operator may have to make rapid changes in speed or direction to avoid a problem, with little or no time for alerting passengers. To prevent falling overboard, or getting knocked about in the boat, it is critical that all passengers be seated in the designated seating areas and hold on at all times when the boat is underway.

## Starting the Engine

The engine operation manual describes the pre-start and starting procedures. We urge you to thoroughly read and understand your engine manual.

The following list contains basic pre-start and starting reminders. These are not a substitute for the engine manufacturer's specific recommendations.

1. Check for the smell of gasoline. If the smell of gasoline is present, evacuate the boat. Do not operate any switches or light any matches, lighters, etc. Have a trained technician find and fix the problem before starting the engine or operating any switches on the boat.
2. Place the drive unit in the down position.
3. Check all fluid levels. Refer to the engine operation manual for specific engine recommendations.
4. Check that the water in the bilge is minimal. Verify that the bilge pump operates by turning the pump switch on and listening for the pump running.
5. Position the fuel hose primer bulb so that the arrow on the side of the bulb is pointing up. Squeeze the primer bulb several times until it feels firm.



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6. Set the lanyard stop switch to the "RUN" position.


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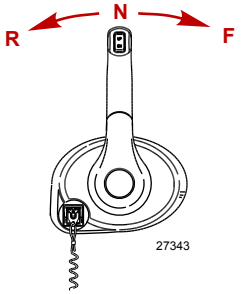
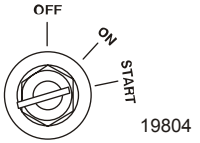
7. Shift the engine to neutral ("N") position.




8. Turn the ignition key to the "START" position. If the engine doesn't start in ten seconds, return the key to the "ON" position wait 30 seconds and try again.




***NOTE:*** *To start a flooded engine, advance the throttle only feature to the maximum fast idle speed position and continue to crank the engine for starting. Immediately reduce engine speed after engine starts.*

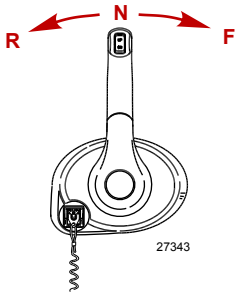
9. After the engine starts, check for a steady stream of water flowing out of the water pump indicator hole.


## Gear Shifting

**IMPORTANT: Observe the following:**

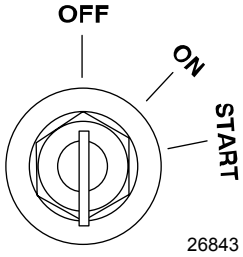
- **Never shift the outboard into gear unless engine speed is at idle.**
- **Do not shift the outboard into reverse when the engine is not running.**

- Your outboard has three gear shift positions to provide operation: forward "F", neutral "N", and reverse "R".
- When shifting, always stop at neutral position and allow the engine speed to return to idle.
- Always shift the outboard into gear with a quick motion.
- After shifting the outboard into gear, advance the lever further to increase speed.




## Stopping The Engine

Reduce engine speed and shift outboard to neutral position. Turn ignition key to "OFF" position.



# MAINTENANCE

## Cleaning the Boat

### AIR CHAMBERS

Inflate the air chambers. Clean the fabric with a mild soap and fresh water solution. Rinse with fresh water and dry thoroughly.

**IMPORTANT: Do not use a vinyl preservative on the air chamber fabric. Chemicals in the preservatives may dry out the fabric.**

### BOAT INTERIOR

Remove the drain plug. Use a hose to wash out any debris from the interior. Wash the interior with soap and water. Clean any debris from the floor drains and drain plug opening. Rinse with fresh water and dry thoroughly. Raise the bow enough to allow the water to drain out of the boat and replace the drain plug.

### UPHOLSTERY

Upholstery fabrics should be cleaned with a sponge or very soft scrub brush and mild soap and water solution. After scrubbing, rinse with plenty of cold, clean water and allow to air dry in a well ventilated place, preferably away from direct sunlight.

### HULL

Clean the bottom of the boat of slime and marine growth immediately. Use a mild detergent and warm water solution. Do not use abrasive cleaning powders. These are too abrasive and contain chlorine and ammonia, either of which could damage the surface. Waxing of the exterior surface is recommended to be done twice a season. If it becomes necessary to remove more stubborn stains or marine growth from the boat hull, check with your dealer for proper cleaning methods.

### STAINLESS STEEL AND ALLOY METAL

Stainless steel and alloy metals should be cleaned with soap and water, or household glass cleaner. Remove rust spots as soon as possible with a brass, silver, or chrome cleaner. Never use an abrasive substance, like sandpaper or steel wool, on stainless steel as they may cause rust. To help protect the stainless, we recommend the use of a good car wax.

### GAUGES AND SWITCH PANEL

No special care is needed. Just wipe off with a soft, damp cloth to remove dust or salt. Dry with a soft cloth.

# MAINTENANCE

## Deflation

**IMPORTANT: Do not deflate one air chamber at a time. When deflating, maintain a balanced air pressure between air chambers to prevent stress or potential damage to the inside diaphragms that separate the air chambers.**

Unscrew the valve caps, turn a quarter turn counterclockwise.

Push in the valve stems to release the air pressure evenly on all chambers. Push in the valve stem and turn the stem a quarter turn clockwise to lock the valve in the open position.

## Battery Inspection

The battery should be inspected at periodic intervals to ensure proper engine starting capability.

**IMPORTANT: Read the safety and maintenance instructions which accompany your battery.**

1. Turn off the engine before servicing the battery.
2. Add water, as necessary, to keep the battery full.
3. Make sure the battery is secure against movement.
4. Battery cable terminals should be clean, tight, and correctly installed. Positive to positive and negative to negative.
5. Make sure the battery is equipped with a non-conductive shield to prevent accidental shorting of battery terminals.

## Bilge Pump Water Intake

Inspect the bilge pump water intakes and keep them free of dirt or material which may impede the waterflow through the pump.

## Air Chamber Repair - Hypalon Fabric

**⚠ WARNING**

**Avoid serious injury or death from a fire, explosion or poisoning. The glues and solvents used for repairing inflatables are toxic and highly flammable. As a safety precaution, always work outdoors or in an area that is well-ventilated, and away from any open flames, sparks, or appliances equipped with pilot lights. Breathing the vapors or exposure to the skin may be hazardous to your health. Avoid breathing the vapors and contact with skin and eyes by wearing a carbon filter respirator and protective gear over all exposed areas of the body.**

The repair kit which comes with the boat is a one part glue operation and should be used for emergency minor repair. For a permanent repair, a two part Hypalon glue should be used. This two part Hypalon glue and patching materials are available from Mercury Marine.

Small tears and punctures in the air chambers which are 1 cm (0.393 in.) or less, can be repaired in an emergency. Larger areas, or if the patch will overlap a seam, should be patched by a professional repair technician at an inflatable repair station. Contact your local Mercury dealer for the nearest inflatable repair station.

For the best results when gluing, the relative humidity should be less than 60%, ambient air temperature should be between 18 °C to 25 °C (65 °F to 77 °F) and not in direct sunlight.

Cut out a patch large enough to overlap the damaged area by a minimum of 38 mm (1.5 in.) from all sides. Center the patch over the damaged area and with a pencil trace the outline of the patch. Apply masking tape around the perimeter of the outlined patch area to ensure a tight and clean glue line.

Using 100 grit sandpaper or a pumice stone, roughen the patch area on the boat as well as the backside of the patch. When sanding, you just need to rub off the protective outer surface of the fabric until a dull finish appears.

Clean the sanded surfaces with either toluene or tolual cleaning solvents. Keep solvent off skin.

## ONE PART GLUE (EMERGENCY REPAIRS ONLY)

Follow the directions on the cement tube.

## TWO PART ADHESIVE

Mix a batch of adhesive according to the mixing directions provided with the adhesive. Keep adhesive off skin. When the adhesive is fully mixed, it must sit for a short time to activate the catalyst. Failure to do so will create poor fabric adhesion.

Apply two thin layers of adhesive using a short bristle brush, in a circular pattern on both the backside of the patch and the patch area on the boat. Allow the first layer to dry completely (approximately 15 minutes) before applying the second layer. The second layer should dry until tacky, then apply the patch to the prepared area and press down firmly. Using a smooth object (the back of a tablespoon works well), force out any air bubbles that may have been trapped under the patch, working from the center of the patch to the outside.

After removing the masking tape, use solvent to clean up any excess glue, then place a 4 - 5 pound weight onto the patch and allow 24 hours drying time before pressurizing the repaired air chamber.

# STORAGE

## Storage Preparation

***NOTE:*** *The boat should be cleaned before being placed in long term storage. Refer to the* ***Boat Cleaning Procedure****.*

**IMPORTANT: To prevent air chamber fabric discoloration from marine growth or polluted waters, do not store the boat in water for extended periods of time.**

After washing, allow the boat to dry thoroughly before placing into storage.

Perform all the recommended storage procedures for the outboard as noted in the outboard operation manual.

Fill the fuel tank to minimize condensation. Add the proper amount of gasoline stabilizer (follow instructions on the container) into the tank. Place the outboard in water or connect a flushing attachment for circulating cooling water. Run the engine for 15 minutes to fill the fuel system with stabilized fuel.

The boat can be stored with the air chambers inflated or deflated. Store the boat in a cool, dry area that is protected from excess exposure from the sun.

Remove the drain plug and raise the bow of the boat to allow any water to drain.

Remove the battery from the boat. Remove the negative (-) cable first, then remove the positive (+) cable. Clean and fully charge the battery before storing. Store the battery in a cool dry place. Periodically check the battery during storage.

Cover the boat to block direct sunlight exposure if the boat is to be stored outside for an extended period of time. The cover should have adequate ventilation to prevent mildew damage

## Preparation After Storage

Thoroughly clean the interior and hull.

Check the entire fuel system for loose connections or leaks. Inspect all the fuel hoses and replace any that appear loose, swollen, or cracked.

Install a fully charged battery in the boat.

Check the navigation lights and all switches and equipment for proper operation.

# STORAGE

Make sure the drain plug is in place and tight.

Check all the engine fluid levels and perform all the recommended maintenance procedures for the outboard as noted in the outboard operation manual.

# OWNERS SERVICE ASSISTANCE

## Service Assistance

Your satisfaction with your inflatable product is very important to your dealer and to us. If you ever have a problem, question or concern about your inflatable boat or outboard motor, contact your dealer or any authorized Mercury Marine dealership. If additional assistance is required, take these steps.

1. Talk with the dealership's sales manager or service manager. If this has already been done, then contact the owner of the dealership.
2. Should you have a question, concern, or problem that cannot be resolved by your dealership, please contact Mercury Marine Service Office for assistance. Mercury Marine will work with you and your dealership to resolve all problems.

The following information will be needed by the service office:

- Your name and address
- Daytime telephone number
- Model and serial number of your outboard
- Model and serial number of your inflatable boat
- The name and address of your dealership
- Nature of problem

## Parts And Accessories Inquiries

All inquiries concerning genuine replacement parts and accessories should be directed to your local authorized dealer. The dealer has the necessary information to order parts and accessories for you. When inquiring on parts and accessories, the dealer requires the model and serial number to order the correct parts.

## Service Away From Home

If you are away from your local dealer and the need arises for service, contact the nearest authorized dealer. Refer to the Yellow Pages of the telephone directory. If, for any reason, you cannot obtain service, contact the nearest Mercury Marine Service Office.