

# VOLUME 2

## DESCRIPTION - BUOYANCY CHAMBER PROPULSION SYSTEM INSTALLATION AND CIRCUITS

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**DESCRIPTION - Technical characteristics**

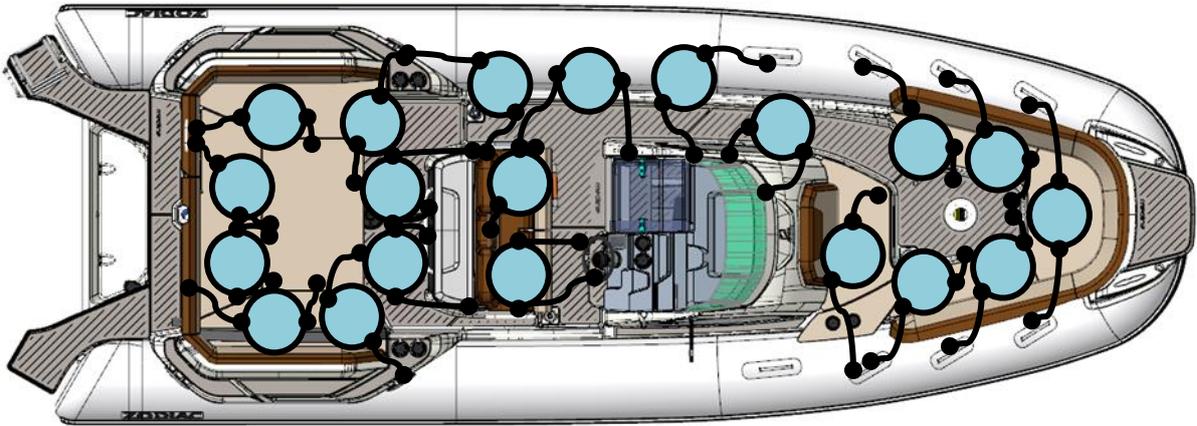
**I DESCRIPTION**

**I-1 TECHNICAL SPECIFICATIONS**

<b>Dimensions</b>						
<i>Dimension tolerance +/- 3%</i>						
	m	8.74		m	0.6	
	ft	28' 8"		ft	1'12"	
	m	8.22	Without the buoyancy chamber	a	m	8.36
	ft	26' 97"			ft	27'5"
	m	3.06		b	m	2.27
	ft	10' 04"			ft	7' 45"
	m	2.03		c	m	2.19
	ft	6' 66"			ft	7' 19"
			HA (mm)	1767	Max. air draught	
			T (mm)	677	Max. draught	
			°	18	Angle of the transom	
			mm	820	Height of the transom	
<b>Design category</b>						
<b>CE</b> (Directive 2013/53/EU)			B / C			
<b>Capacity</b>						
<i>Weight tolerance +/- 5%</i>						
		B	C	Maximum load i.a.w. ISO 14946 (1+2+3+4) data figuring on the ICNN certificate. Maximum load i.a.w. ISO 14945 (1+2+3+5) data figuring on the manufacturer plate. 1. Weight of people 2. Personal property 3. List of all options proposed 4. Content of consumable liquid tanks (fuel, drinking water...) 5. Weight of the engine or engines		
		<b>8*</b>	<b>20</b>			
	ISO 14946	Kg	1490			2400
		lb.	3285			5291
	ISO 14945	Kg	1130	2040		
		lb.	2492	4498		
		Kg	1850		The weights indicated do not include any accessories	
		lb.	4079			
Number of compartments				7		

**ENGLISH**

DESCRIPTION - Technical characteristics



Seat with handholds



**\* WARNING**

**THE NUMBER OF PEOPLE FOR CATEGORY B DEPENDS ON THE NUMBER OF SEATED PLACES ON THE BACK (HALF OF THE BOAT). PASSENGERS SHOULD ALSO BE ABLE TO HOLD ON WITH BOTH HANDS.**



**WARNING!!!**

**DO NOT EXCEED THE MAXIMUM NUMBER OF PEOPLE RECOMMENDED. NO MATTER HOW MANY PEOPLE ARE ON BOARD, THE TOTAL WEIGHT OF PASSENGERS AND EQUIPMENT MUST NEVER EXCEED THE MAXIMUM RECOMMENDED LOAD. ALWAYS USE THE DESIGNATED SEATS OR SEATING AREAS.**

MEDLINE 9.0 Engine					
 Long	Shaft length		SINGLE ENGINE	TWIN-ENGINE	The recommended power corresponds to optimal use of the boat's capacities for an average load.
			XXL	XL	
	MINIMUM recommended power	HP	250	2 x 175	
		KW	187	2 x 131	
	MAXIMUM recommended power	HP	300	2 x 250	
		KW	224	2 x 186	
	MAXIMUM allowed power	HP	450	2 x 350	
		KW	335	2 x 261	
 Maximum	MAXIMUM engine weight	Kg	453	2 x 330	
		Lbs	998	2 x 727	

**NOTE:** The maximum authorized power, when greater than the maximum recommended power, must be used with extreme caution. It is intended for experienced users, using their boat under very specific conditions (transport of heavy loads, etc.). See the "Sailing advice" chapter in Volume 1 of the manual.



**WARNING!!!**

**WHEN LOADING THE BOAT, NEVER EXCEED THE MAXIMUM RECOMMENDED LOAD. ALWAYS LOAD THE BOAT CAREFULLY AND SPREAD OUT THE LOAD APPROPRIATELY, TO MAINTAIN THE THEORETICAL TRIM (APPROXIMATELY HORIZONTAL). AVOID PLACING HEAVY LOADS HIGH UP.**



**WARNING!!!**

**THE MAXIMUM LOAD ON THE MANUFACTURER'S PLATE SHOULD NOT BE EXCEEDED.**

**WE RECOMMEND, WHEN THE BOAT IS AT MAXIMUM CAPACITY:**

- TO SAIL CAREFULLY
- TO SPREAD THE LOAD
- MAINTAIN APPROPRIATE TRIM.

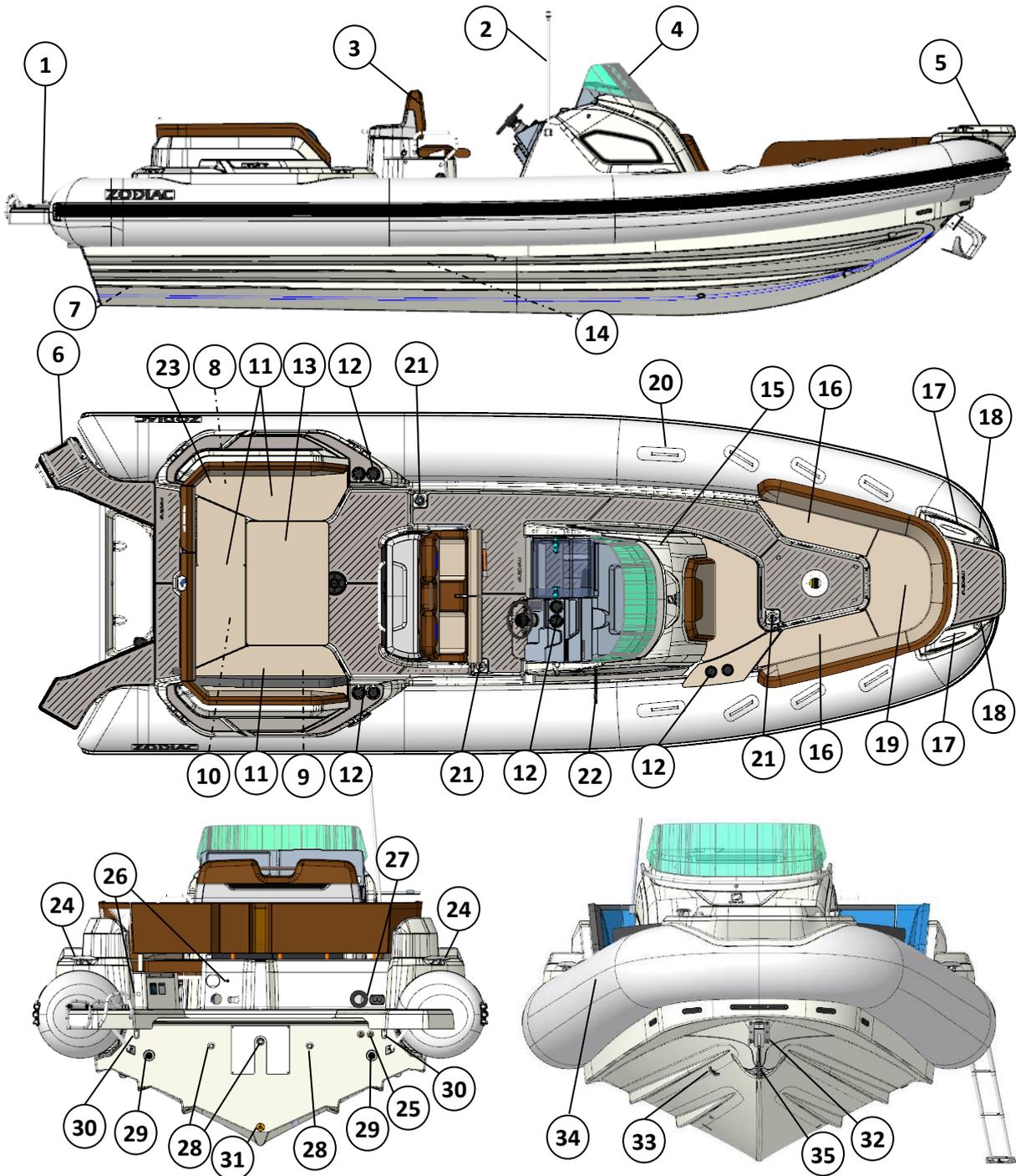


**WARNING!!!**

**DO NOT STORE FLAMMABLE PRODUCTS IN THE REAR COMPARTMENT. IT IS STRICTLY FORBIDDEN TO STORE A SPARE FUEL TANK.**

DESCRIPTION - INVENTORY and location

I-2 INVENTORY AND LOCATION



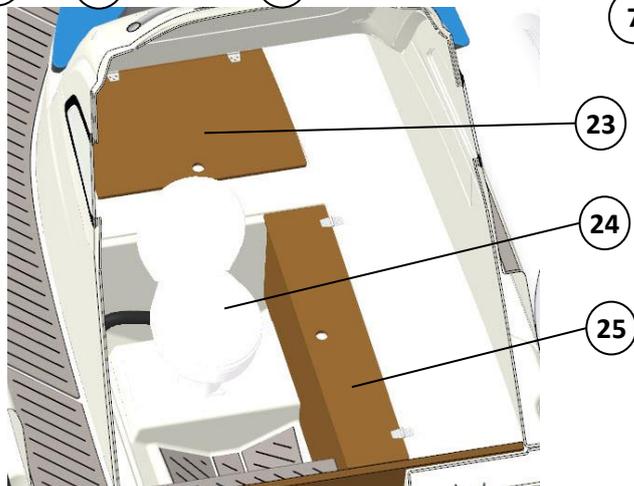
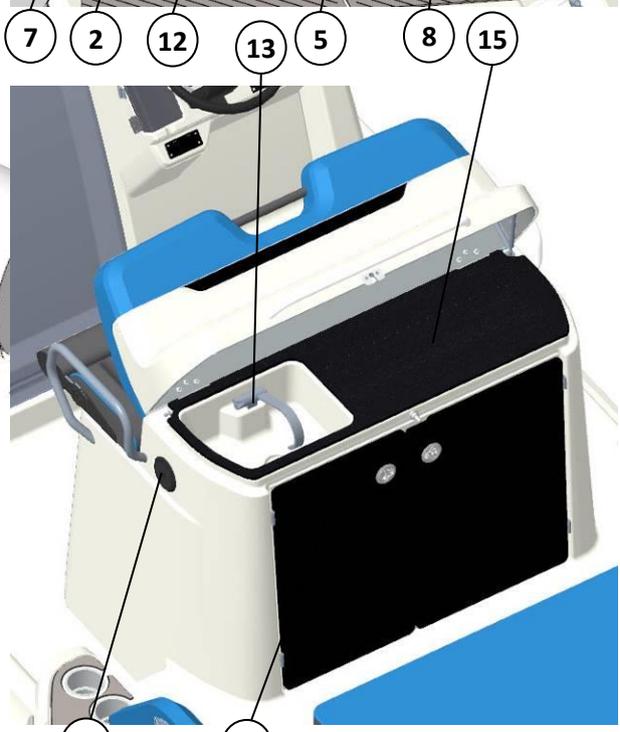
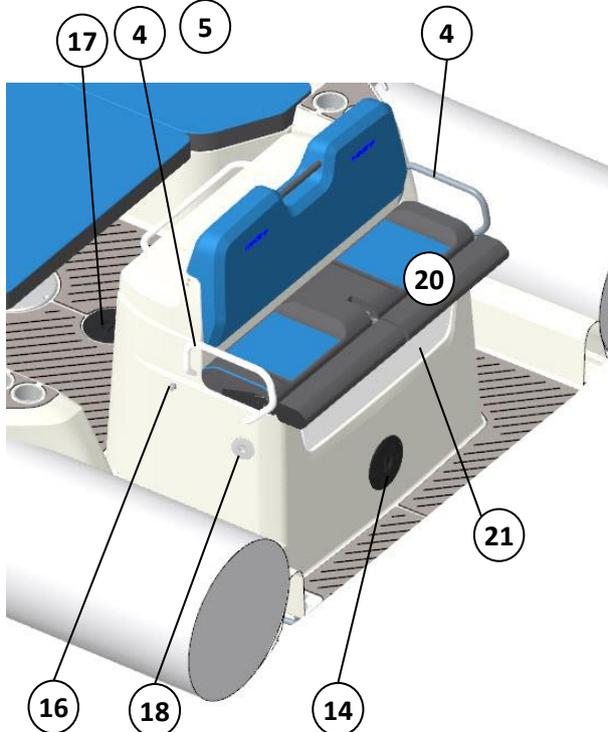
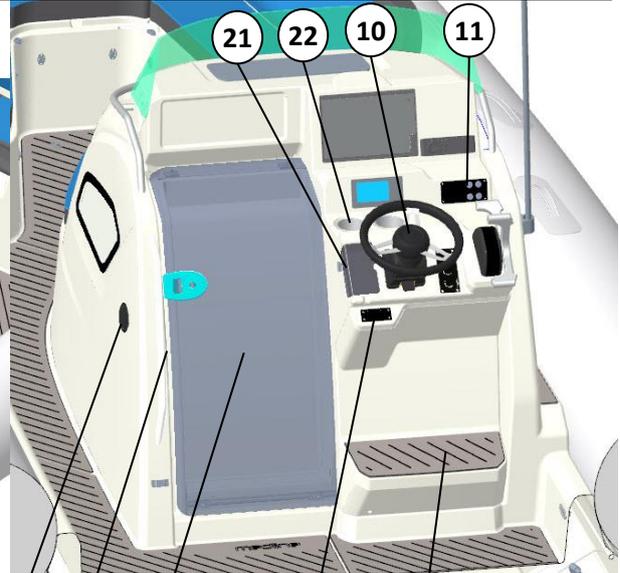
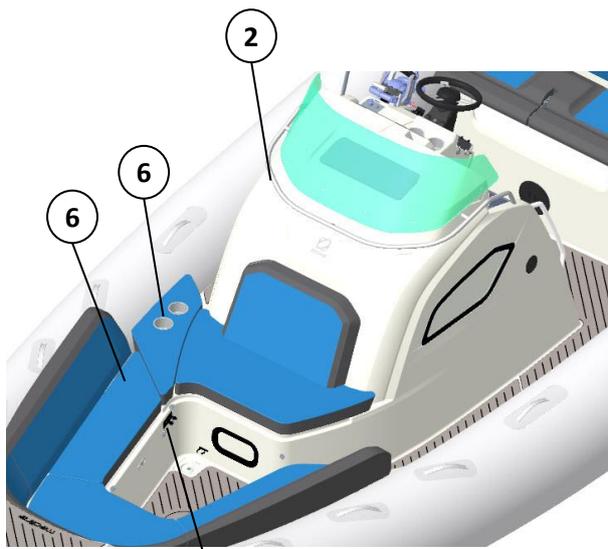
**DESCRIPTION - INVENTORY and location**

Ref.	DESCRIPTION
	Polyester hull with counter-moulded deck
1	Aft platform
2	White navigation light
3	Bolster assembly
4	Console assembly
5	Bow roller assembly
6	Boarding ladder
7	Electric bilge pump
8	Battery (box)
9	Water/fuel separator filter
10	Battery switch
11	Aft lockers
12	Cup holder
13	Picnic table
14	Fuel tank assembly
15	Cabin under console
16	Bow lockers
17	Forward anchoring cleats
18	Red / green navigation lights
19	Anchor locker
20	Handhold
21	Deck drain
22	Inflation/deflation valves (X7)
23	Water tank fill port
24	Aft anchoring cleats
25	Bilge pump outlet
26	Tank vent
27	Hydraulic steering system and engine wiring harness cable deck seal
28	Engine recess drain
29	High flow rate self-bailer
30	Towing chain plates
31	Hull scupper
32	Bow chain plate
33	Anchor locker drain
34	Rubbing strip
35	Stainless steel bow windlass
	Removable buoyancy chamber with wide rubbing strip, grab lines and long cones.
<b>STANDARD EQUIPMENT</b>	
	2 telescopic paddles, 1 foot inflator, 1 repair kit, 1 owner's manual (2 volumes), 1 pressure gauge.

} *Inside the aft locker*

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DESCRIPTION - INVENTORY and location



**DESCRIPTION - INVENTORY and location**

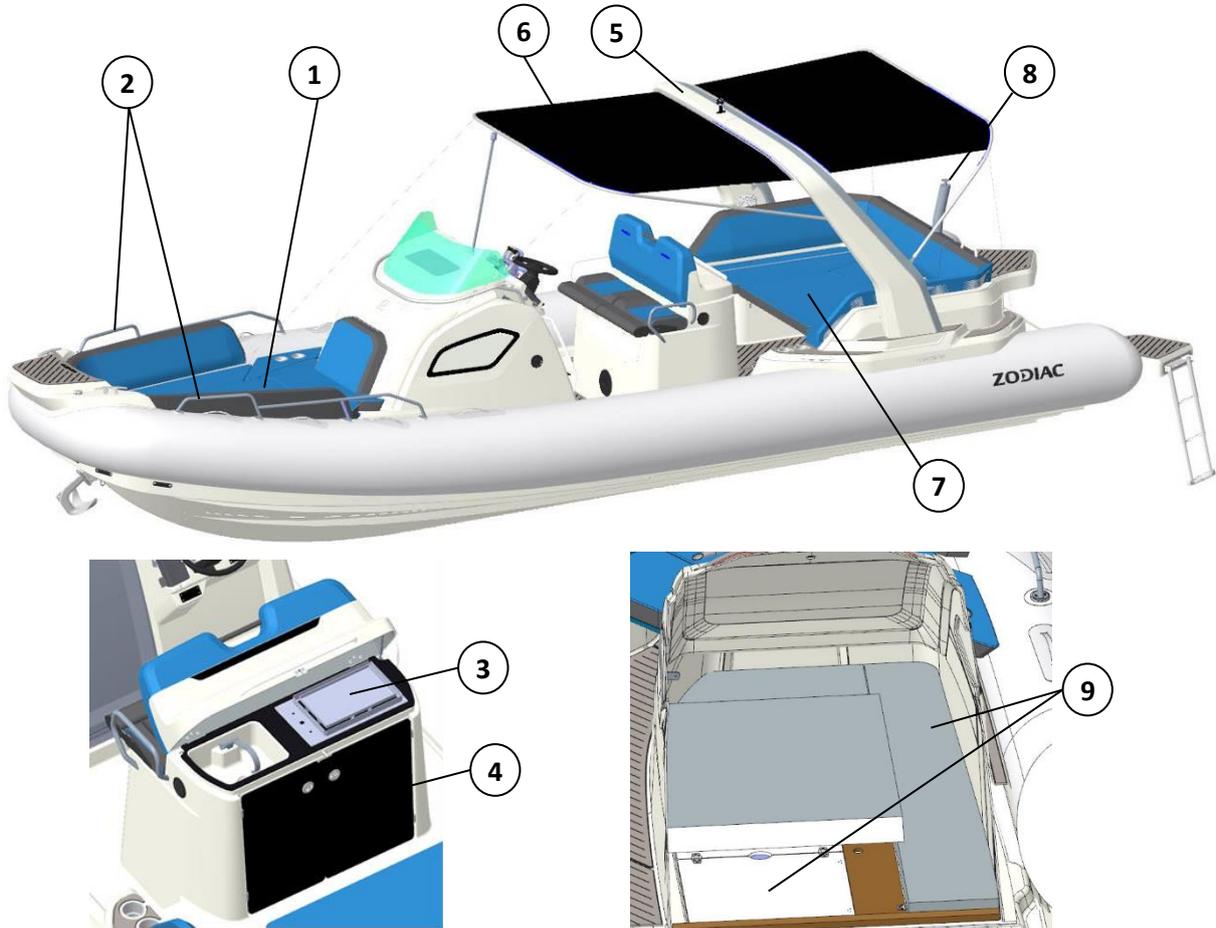
REF.	DESCRIPTION
1	Cabin handrail
2	Semi-circular handrail
3	Console seat and bow sitting area
4	Bolster seat handrail
5	12V plug and USB plug
6	Cup holder
7	Ventilation
8	Foot braces
9	Stainless steel closing pin
10	Steering wheel, hydraulic steering
11	Bilge pump/navigation light switch
12	Console cabin access hatch
13	Sink
14	Bolster access hatch
15	Work surface
16	Fuel vent
17	Fuel valve access hatch
18	Fuel filling
19	Bolster aft locker
20	Bolster seats with fold-up system
21	Glove compartment
22	Cup holder
23	Water circuit access hatch
24	Toilet
25	Cabin locker

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## DESCRIPTION - INVENTORY and location

### I-3 LOCATION OF ACCESSORIES

An installation manual is supplied with each accessory.



REF.	DESCRIPTION
1	Forward sun lounger extension
2	Forward pulpits
3	Gas griddle
4	Refrigerator
5	Polyester frame
6	Bimini with frame Bimini without frame
7	Aft sun lounger
8	Ski mast
9	Cabin berth Synthetic teak deck Fusion audio system, radio, mp3, aerial, 2 speakers
Other options available. See your ZODIAC dealer	

**I-4 HANDLING**

**I-4-1Transport**

Trailer installation recommendations are specified in VOLUME I of the owner's manual.

**Use a trailer adapted to your boat.**

The boat is compatible with standard road gauge. It is designed to be transported inflated.

The weight in transport conditions for a trailer includes:

<b>Unladen weight of the boat:</b>	1855 kg	<i>Tolerance +/- 5 %</i>
<b>Weight of the engine(s):</b>	734 kg	<i>Weight of the engine + battery</i>
<b>Consumable quantity:</b>	402 kg	<i>Fuel tank and freshwater tank</i>
<b>Options:</b>	457 kg	<i>Model including all options</i>
<b>Safety equipment:</b>	59 kg	<i>Equipment + anchoring</i>
<b>Σ:</b>	<b>3507 kg</b>	



STOWING ON A TRAILER OR CRADLE:

USE THE BOW RING AND THE REAR CHAIN PLATES ON THE OUTSIDE OF THE TRANSOM.



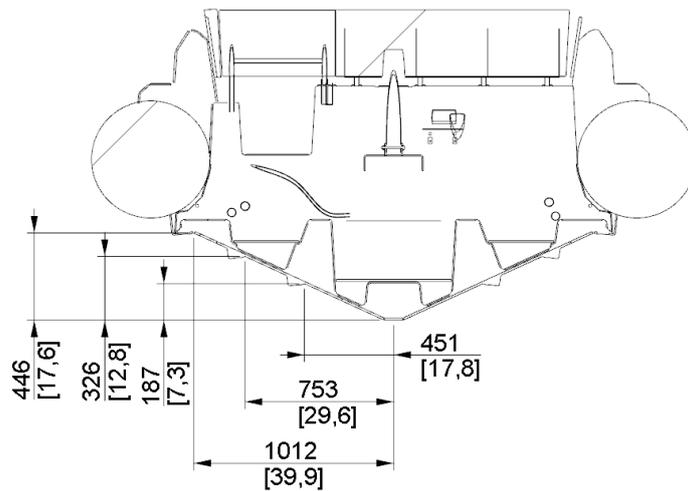
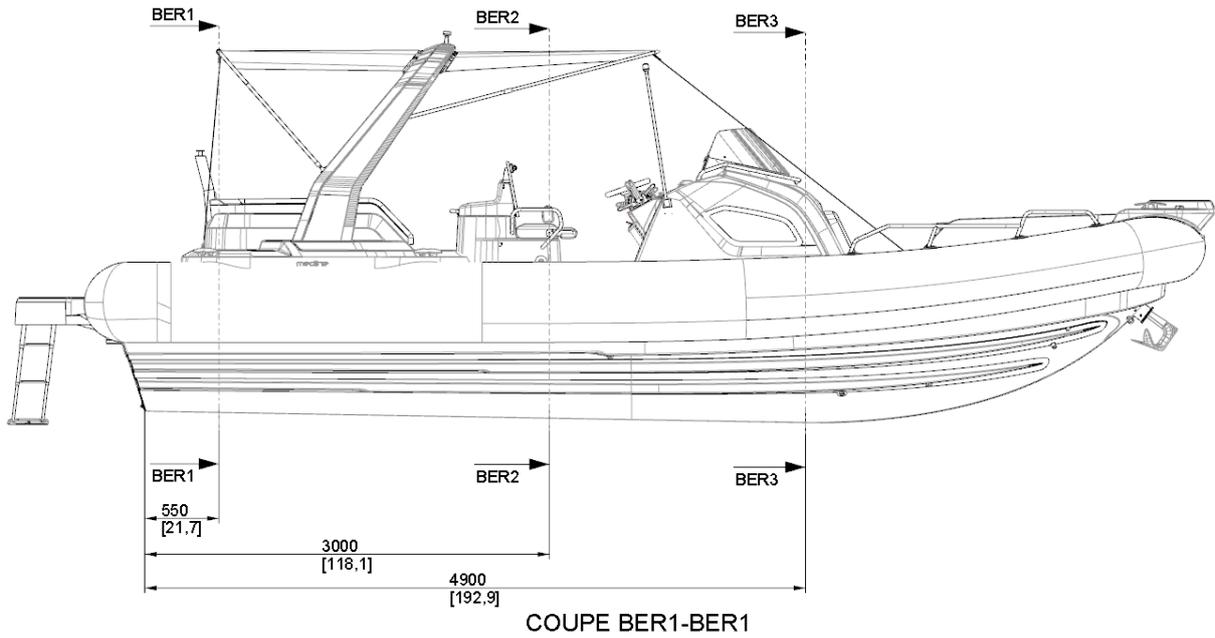
**RECOMMENDATION: IF TRANSPORTED WITH BUOYANCY CHAMBER DEFLATED!**

**TO AVOID DAMAGING THE CONE ENDS, WE RECOMMEND YOU USE THE TRANSPORT STRAP KIT (OPTIONAL EQUIPMENT).**

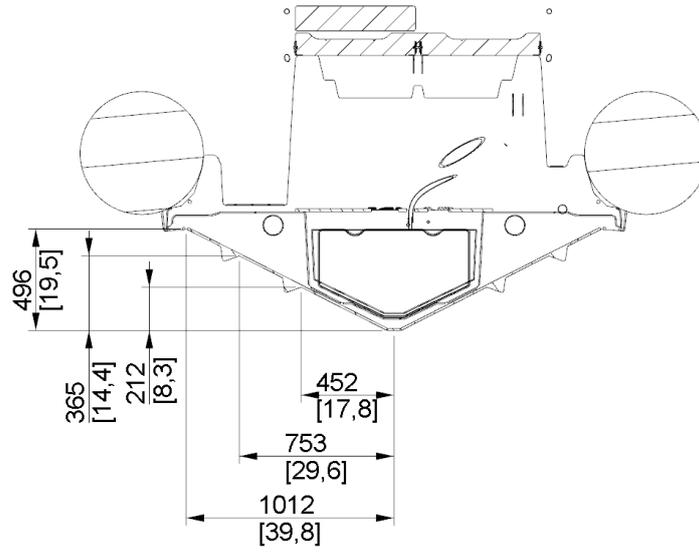
I-4-2Storage



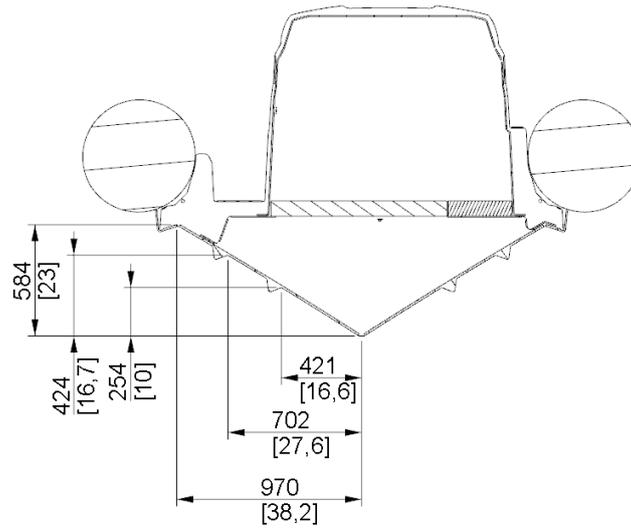
**WARNING!!!**  
**THE BOAT MUST REST ON THE BOW LINE.**  
**SEE DIAGRAM BELOW.**



COUPE BER2-BER2



COUPE BER3-BER3

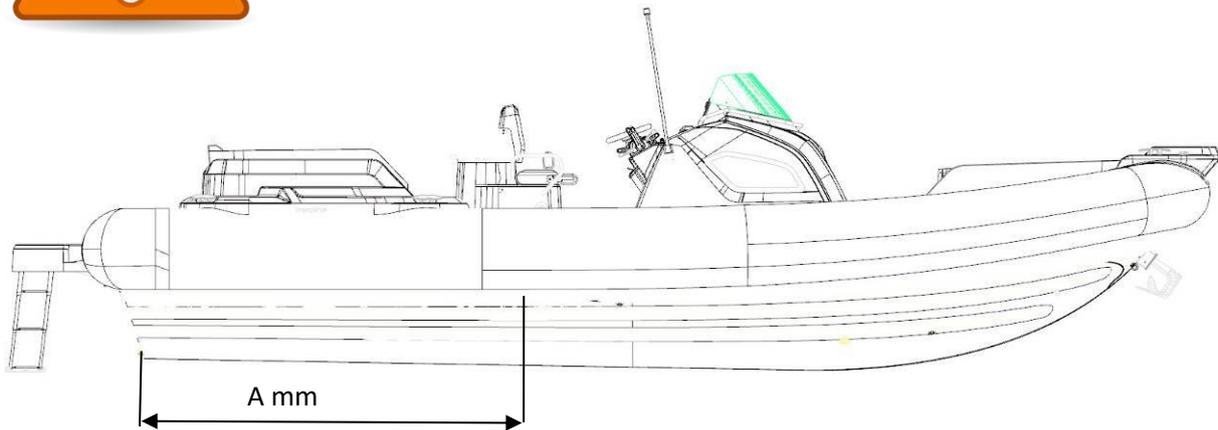


I-4-3Lifting



**WARNING**

**THE BOAT HAS NO LIFTING FITTINGS. HOISTING REQUIRES PASSING SUITABLE LIFTING STRAPS UNDER THE HULL.**



\* Estimate of the centre of gravity with the heaviest engine, options excluded.

Single engine (approx. 2400kg)	A = 3.20m
Twin engine (approx. 2650kg)	A = 2.95m



**WARNING**

**LIFTING MUST BE CARRIED OUT BY PROFESSIONALS.**



**DANGER!!!**

**NO PASSENGERS ON BOARD WHILE LIFTING.**



**WARNING!!!**

**ALL EQUIPMENT MUST BE UNLOADED FROM THE BOAT FOR LIFTING OR DAVIT HANDLING.**

**BEFORE LAUNCHING THE BOAT, OPEN THE AFT DRAIN HOLE TO DRAIN ANY RAINWATER FROM THE BOTTOM OF THE BILGE (CLOSE THE DRAIN HOLE AGAIN BEFORE LAUNCHING).**

## BUOYANCY CHAMBER – Installing the buoyancy chamber on the hull

### II BUOYANCY CHAMBER

#### II-1 BUOYANCY CHAMBER MAINTENANCE

Your boat's buoyancy chamber is made of NEOPRENE CSM-CR **1670** decitex, 1500 gr/m<sup>2</sup>.

The maintenance recommendations are specified in VOLUME I of the owner's manual.

#### II-2 INSTALLING THE BUOYANCY CHAMBER ON THE HULL

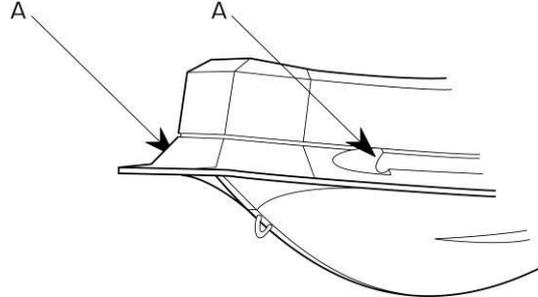


IF THE BUOYANCY CHAMBER WAS STORED AT A TEMPERATURE BELOW 0°C / 32°F, LEAVE IT AT 20°C / 68°F FOR 12 HOURS BEFORE UNFOLDING.

YOU CAN INFLATE THE NON-FITTED BUOYANCY CHAMBER (pressure 240mb) AND LET IT STABILIZE FOR AROUND ONE HOUR. THEN DEFLATE IT.

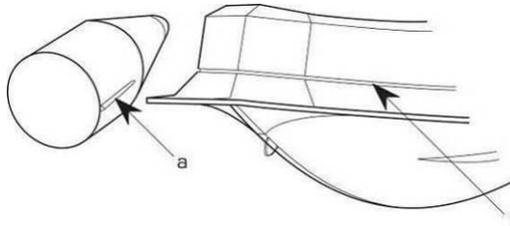
**NOTE:** the buoyancy chamber is fitted to the hull with the buoyancy chamber deflated

1



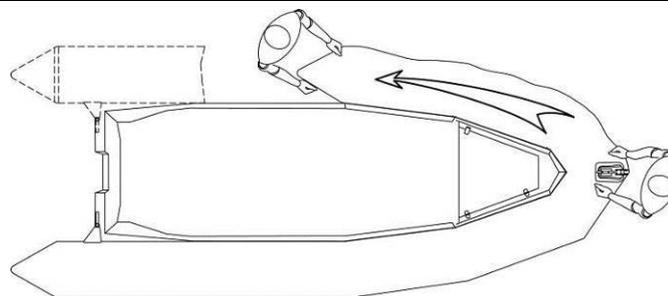
In order to facilitate the fitting of the buoyancy chamber, apply liquid soap to the hull's rails (A).

2



Place the buoyancy chamber bolt rope (a) in the hull rail (b) starting with the front of the hull. Pull the buoyancy chamber to bring it to the water guard near the transom.

3



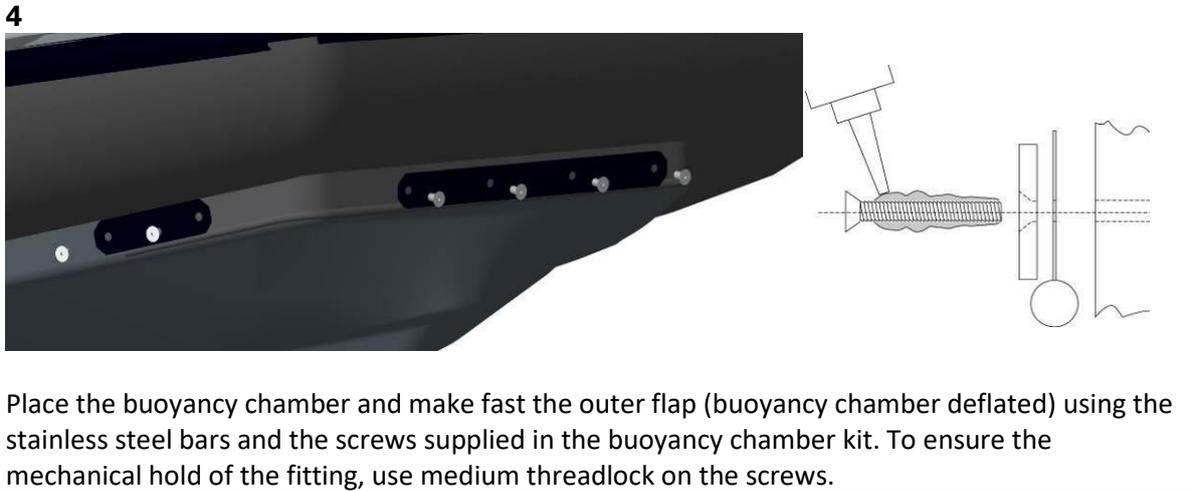
Repeat for the other side of the buoyancy chamber.

The two protective flaps (sealing and exterior) should pass over the hull's nose.

**II-3 FIXING THE PROTECTIVE FLAP**

**Fastening with inserts:**

**4**

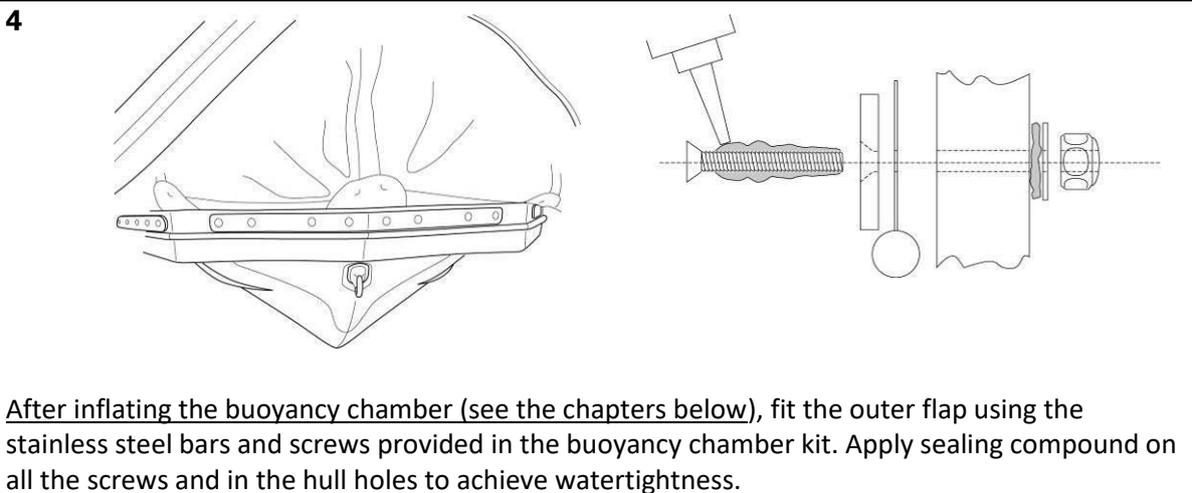


The photograph shows a dark, curved protective flap being secured to a hull with several stainless steel bars and screws. The technical drawing to the right illustrates the assembly: a screw is inserted through a hole in the hull, passing through a stainless steel bar, a washer, and a gasket into the protective flap. A nut and a lock washer are used to secure the screw on the other side.

Place the buoyancy chamber and make fast the outer flap (buoyancy chamber deflated) using the stainless steel bars and the screws supplied in the buoyancy chamber kit. To ensure the mechanical hold of the fitting, use medium threadlock on the screws.

**Fastening with bolts:**

**4**



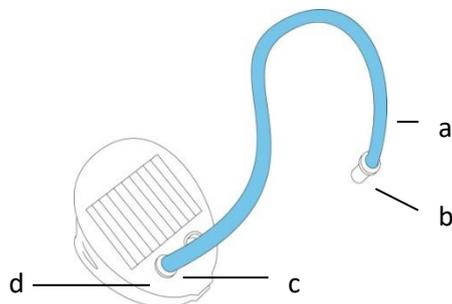
The photograph shows a buoyancy chamber being fitted to a hull. The technical drawing to the right illustrates the assembly: a bolt is inserted through a hole in the hull, passing through a stainless steel bar, a washer, and a gasket into the buoyancy chamber. A nut and a lock washer are used to secure the bolt on the other side.

After inflating the buoyancy chamber (see the chapters below), fit the outer flap using the stainless steel bars and screws provided in the buoyancy chamber kit. Apply sealing compound on all the screws and in the hull holes to achieve watertightness.

**II-4 INFLATING THE BUOYANCY CHAMBER**

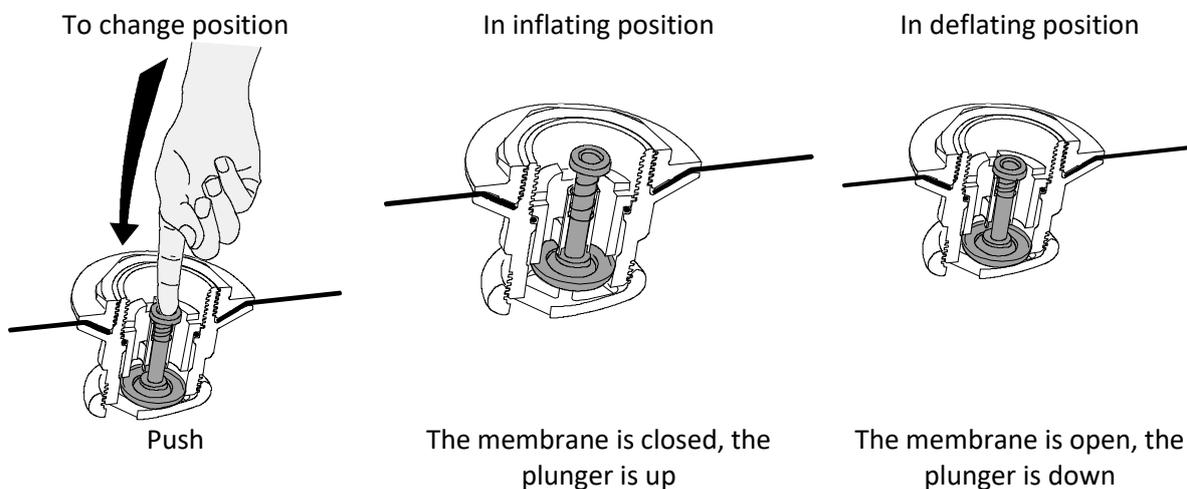
**INFLATOR**

- a. tube end
- b. adaptor
- c. tube base
- d. inflation valve



**NOTE:** An electrical (12 V) high output inflation pump is available as an option (contact your dealer).

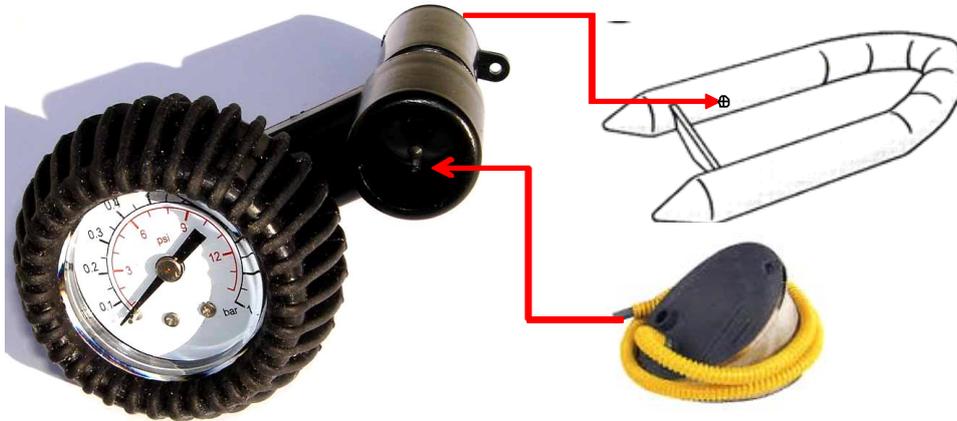
**"EASY - PUSH" VALVES**



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## BUOYANCY CHAMBER - INFLATING THE BUOYANCY CHAMBER

### THE PRESSURE GAUGE



**WARNING!!!**  
**DO NOT USE A COMPRESSOR OR COMPRESSED AIR CYLINDER.**

### INFLATION

**1º/** Place all valves in inflation position.

**2º/** Fit the adaptor that matches the diameter of the "easy-push" valve to the inflation tube tip.

**3º/** Attach the hose connector to the inflation pump inflation valve.

To inflate your buoyancy chamber properly, the inflation pump should be correctly placed on the ground.

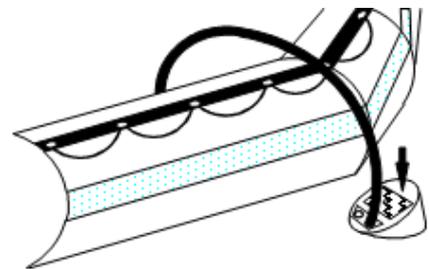
The chamber inflates rapidly if the inflation pump is used smoothly and without haste.

**4º/** Inflate the buoyancy chamber, starting with the first compartment (a) at the bow, to 200 mb pressure.

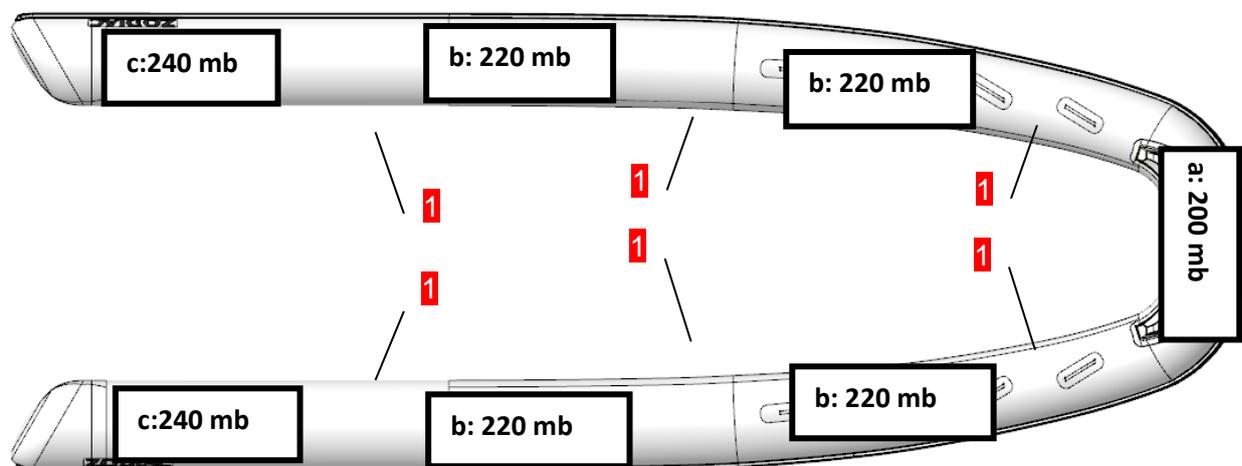
**5º/** Then inflate the midship chambers (b), to 220 mb pressure, read on the pressure gauge on the first compartment.

**6º/** Then inflate the stern compartments (c) to 240 mb, with the pressure gauge still on the first compartment. The partitions (1) enable the pressure between each chamber to balance out.

**7º/** Inflation is completed: screw on the inflation valve plugs.



## BUOYANCY CHAMBER - PRESSURE



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**NOTE:** A slight loss of air is normal before the cap is screwed on.  
Only the plugs provide final airtightness.

### II-5 PRESS-STUD

The buoyancy chamber has **5** compartments. Each must be inflated to a pressure of **240 mb / 3.4 PSI**. It is the buoyancy chamber's correct pressure.

The ambient temperature of the air or the water proportionally influences the internal pressure of the buoyancy chamber.	Ambient temperature	Pressure inside the buoyancy chamber
	+1°C	+4 mb / 0.06 PSI
	-1°C	-4 mb / 0.06 PSI

It is therefore important to anticipate.

Check and adjust the pressure of inflatable compartments (by inflating or deflating) depending on the temperature (particularly when temperature variations are high between the morning and evening in particularly hot regions) and check that the pressure does not exceed the recommended pressure zone (from 220 to 270 mb).

### RISK OF PRESSURE LOSS

Example:

Your boat is exposed to direct sunlight on the beach (temperature=50°C) at the recommended pressure (240 mb/3.4 PSI). When you launch the boat (temperature = 20°C), the temperature and pressure in the inflatable compartments will both drop (up to 120 mb) and **YOU MUST THEN RE-INFLATE THEM** until the millibars lost due to the difference between air and water temperature are regained.

It is normal to observe a drop in pressure at the end of the day when the outdoor temperature drops.

### RISK OF OVERPRESSURE

#### Example:

Your boat is inflated to its recommended pressure (240 mb/3.4 PSI) at the beginning or end of the day (low outside temperature = 10°C). Later in the day, your boat is left in the sun on the beach or on the deck of a boat (temperature = 50°C). Temperature inside the inflatable compartments will increase (up to 70°C) especially with a dark colour buoyancy chamber, causing the pressure to double (480 mb). **YOU MUST THEN DEFLATE** the boat to return to the recommended pressure.

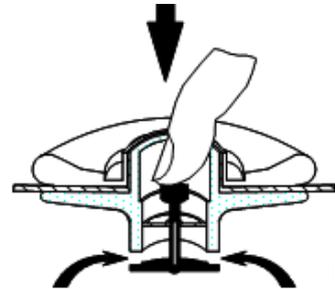


#### **WARNING!!!**

**IF YOUR BOAT IS OVERINFLATED, THE PRESSURE WILL ABNORMALLY WEAR THE INFLATABLE STRUCTURE WHICH MAY LEAD TO A BREACH OF THE ASSEMBLY.**

#### **IN THE EVENT OF OVERPRESSURE**

Release air by pressing the valve plunger



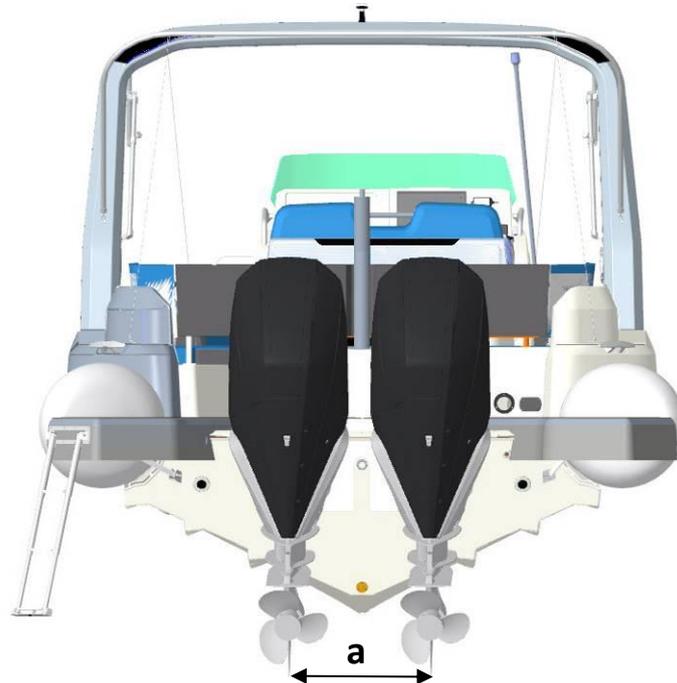
### III PROPULSION SYSTEM

Comply with ZODIAC's recommendations and the engine manufacturer's recommendations regarding engine fitting.

For optimal use of your boat, please consult your dealer.

The engine bolts must be fitted through the transom using a screw hole sealing procedure (e.g.: using Sikaflex sealant).

In twin engine systems, position the engines as close as possible together. Please consult the engine user manual to determine the minimum centre distance (a) given by the manufacturer.

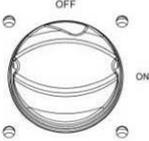
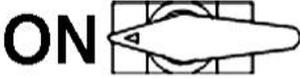
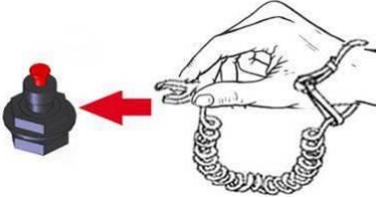
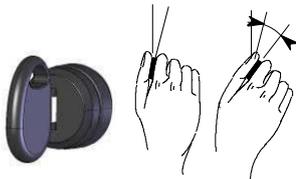


## HOW TO DRIVE YOUR BOAT

### IV HOW TO DRIVE YOUR BOAT

Before starting, refer to the Owner's Manual Volume I.

**NOTE:** Check that the buoyancy chamber is correctly inflated.

<p><b>1</b></p>  <p>Battery switch set to ON</p>	<p><b>2</b></p>  <p>Fuel valve set to "ON".</p>	
<p><b>3</b></p>  <p>Put on and connect the circuit breaker*</p>	<p><b>4</b></p>  <p>Throttle lever on neutral.</p>	<p><b>5</b></p>  <p>Use the starter.</p>

\* If the coxswain falls overboard, immediately stopping the engine considerably reduces the risks of serious or fatal injury caused by being run over by the boat. Always connect the two ends of the emergency circuit breaker correctly.



**DANGER!!!**

- TURN OFF THE ENGINE AS SOON AS A SWIMMER COMES CLOSE TO THE BOAT. THEY RISK BEING SERIOUSLY INJURED BY A ROTATING PROPELLER.



**WARNING!!!**

- WHEN UNDERWAY, KEEP ALL LOCKERS, DECK HATCHES AND TANK ACCESS HATCH CLOSED.

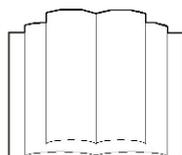
BREAKING WAVES CAN BE A SIGNIFICANT DANGER FOR STABILITY AND CAUSE FLOODING.

- IF A DECK HATCH SEAL IS DAMAGED, PLEASE CONTACT YOUR DEALER TO REPLACE IT AS SOON AS POSSIBLE.

- AVOID ABRUPT MANOEUVRES AT FULL SPEED. REDUCE SPEED IN WAVES FOR THE COMFORT AND SAFETY OF PASSENGERS.



**40 KTS MAXIMUM**



MANOEUVRABILITY LIMITED TO 40 KTS MAXIMUM.  
RISK OF LOSS OF CONTROL IN TIGHT TURNS. REDUCE SPEED BEFORE TURNING IN ANY DIRECTION.

## INSTALLATION AND CIRCUIT: FUEL

## V INSTALLATION AND CIRCUITS

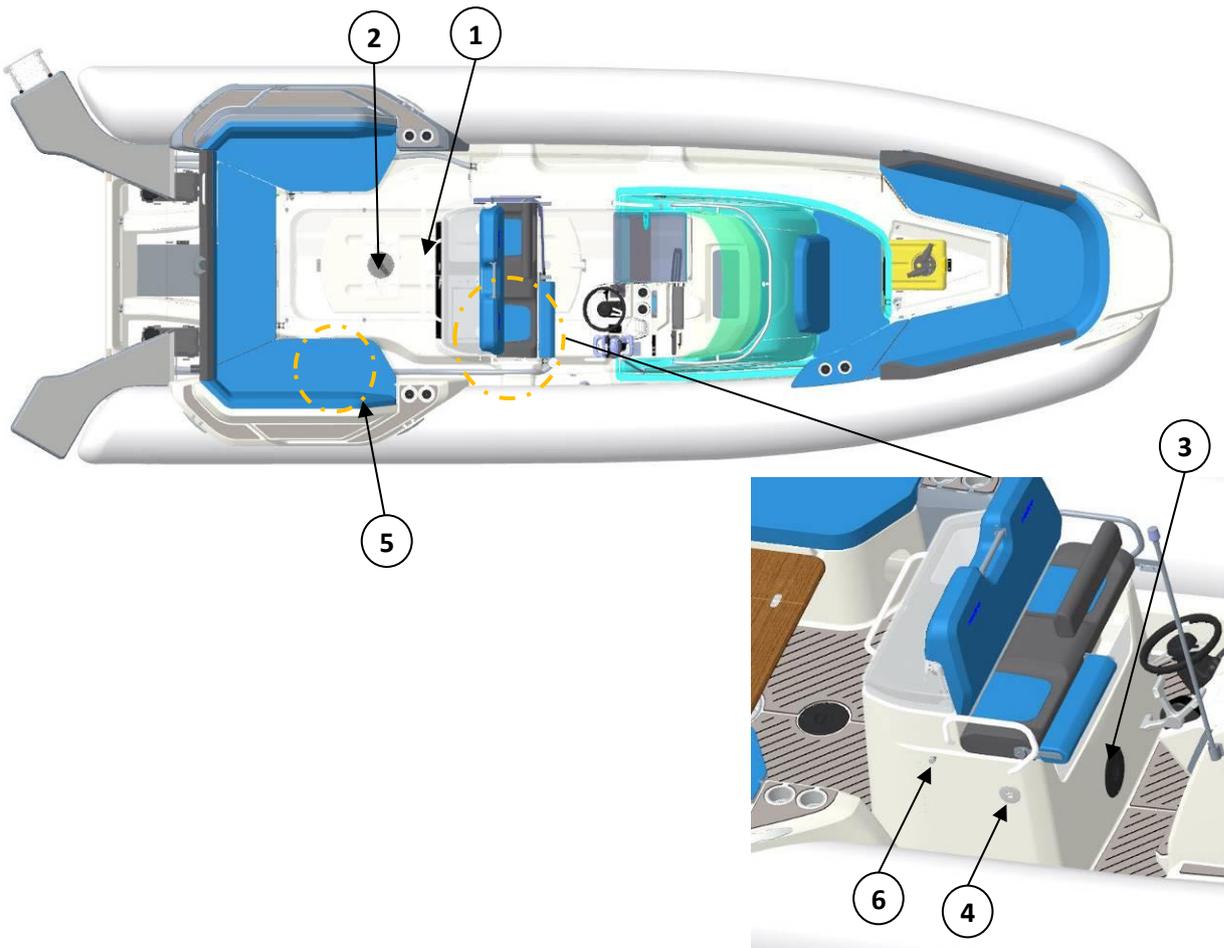
### V-1 FUEL



#### **WARNING!!!**

**DO NOT USE TYPE E10, E85... BIOFUELS.**

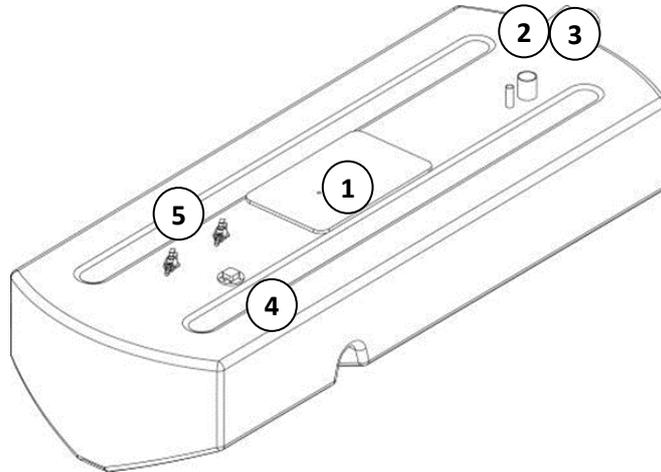
V-1-1 Location of items



Ref.	DESCRIPTION
1	Fuel tank
2	Fuel circuit valve
3	Tank filling connection access hatch and vent
4	Fill port with cap and anti-backflow system
5	Water/fuel separator filter (in locker)
6	Tank vent

## INSTALLATION AND CIRCUIT: FUEL

### V-1-2 Tank



Ref.	DESCRIPTION
1	Tank*, given capacity 400 litres
2	Vent outlet
3	Tank filler inlet
4	Gauge transmitter
5	Intake pipe with fuel shut-off valve

*It may not be possible to use the full nominal capacity of the tank depending on the trim and the load. A 20% reserve is recommended.*



**WARNING!!!**

**IT IS VITAL TO HAVE A GAUGE DIAL. IT IS SUPPLIED WITH THE ENGINE. IF YOUR BOAT DOES NOT HAVE ONE, CONTACT YOUR DEALER.**

The probe supplied is to American standard:

**Impedance (tank empty position) 30 Ohms**

**Impedance (tank full position) 240 Ohms**

All the dials on the market are compatible, with a few very rare exceptions.

To connect it, refer to the electrical diagram.

V-1-3 **Water/fuel separator filter**

In order to protect the engine, a water / fuel separating filter is placed on the engine's fuel supply circuit.



Ref.	DESCRIPTION
1	Water/fuel separator filter
2	Replaceable filter cartridge

Make sure that there is no water in the metal bowl each time you use your boat:

- Slightly unscrew the drain cap (do not remove it completely);
- Drain the water;
- Screw the drain cap back on if only fuel remains in the bowl.

Do this more often if your engine is not functioning correctly.



**WARNING!!!**

**IT IS VITAL TO REPLACE THE CARTRIDGE EVERY 50 OPERATING HOURS. CONTACT THE DEALER NETWORK IN ORDER TO PURCHASE A REPLACEMENT CARTRIDGE.**

**CHANGING THE FILTER CARTRIDGE**

Comply with ZODIAC's recommendations and with the filter manufacturer's recommendations. Follow the manual or the engine manufacturer's instructions.

Place a draining funnel under the cartridge to be replaced.

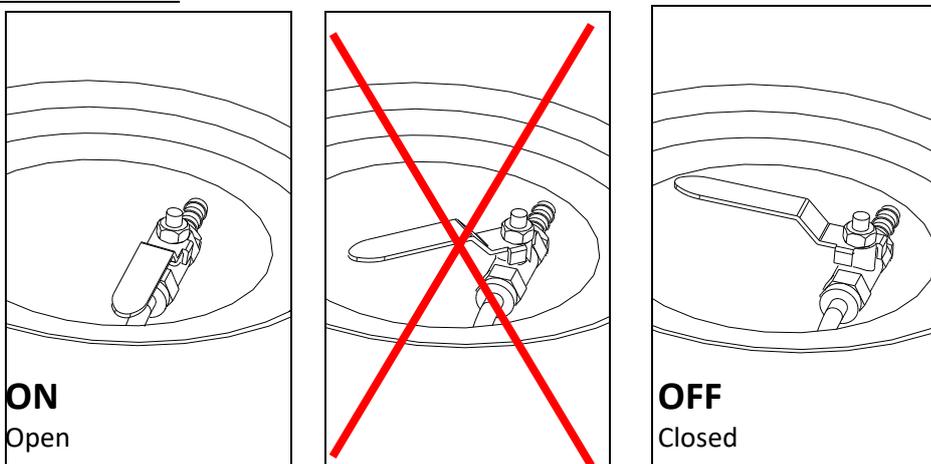
Before replacing the filter, the pressure in the fuel feed system must be released.



**V-1-4 Using the fuel circuit cut-off valves**

When not using your boat, close the fuel circuit valve.

Fuel circuit valve on the tank:



**WARNING:**

**IN THE EVENT OF A FIRE ON BOARD, TURN OFF THE ENGINE AND SHUT-OFF THE FUEL CIRCUIT VALVES.**



**WARNING:**

- IN THE EVENT OF A PETROL LEAK OR A FIRE, THE PETROL CIRCUIT CLOSING VALVE LOCATED ON THE TANK ENABLES THE TANK TO BE CUT OFF FROM THE PETROL CIRCUIT AND MUST REMAIN CLOSED.
- HAVING A FULL TANK AVOIDS CONDENSATION APPEARING ON EACH OUTLET.
- HAVE THE TANK CLEANED EVERY 5 YEARS.
- CHECK THE TIGHTENING OF THE CLAMPS ON ALL THE HOSES.
- WHEN YOU DRAIN THE FILTER, DO NOT EMPTY THE WATER INTO THE BOAT. USE A RECOVERY TRAY UNDER THE FILTER.
- SHUT OFF THE POWER SUPPLY BEFORE REMOVING THE FILTER CARTRIDGE.
- CAREFULLY READ THE INFORMATION ON THE FILTER'S INSTRUCTIONS.
- PETROL IS EXTREMELY INFLAMMABLE. MAKE SURE THAT THE ENGINES ARE STOPPED BEFORE WORKING ON THE FUEL SYSTEM.
- DO NOT SMOKE; KEEP ALL NAKED FLAMES OR INCANDESCENT BODIES WELL AWAY FROM THE WORK AREA.
- NEVER DRILL THE TANK AREA WITH A DRILL BIT PROTRUDING MORE THAN 50 MM FROM THE DRILL HEAD (MARKED ON THE DECK BY A HATCH) AND DO NOT USE SCREWS OVER 20 MM LONG.



**DANGER!!!**

**DO NOT STORE FLAMMABLE PRODUCTS IN THE REAR COMPARTMENT. IT IS STRICTLY FORBIDDEN TO STORE A JERRYCAN.**



**WARNING!!!**

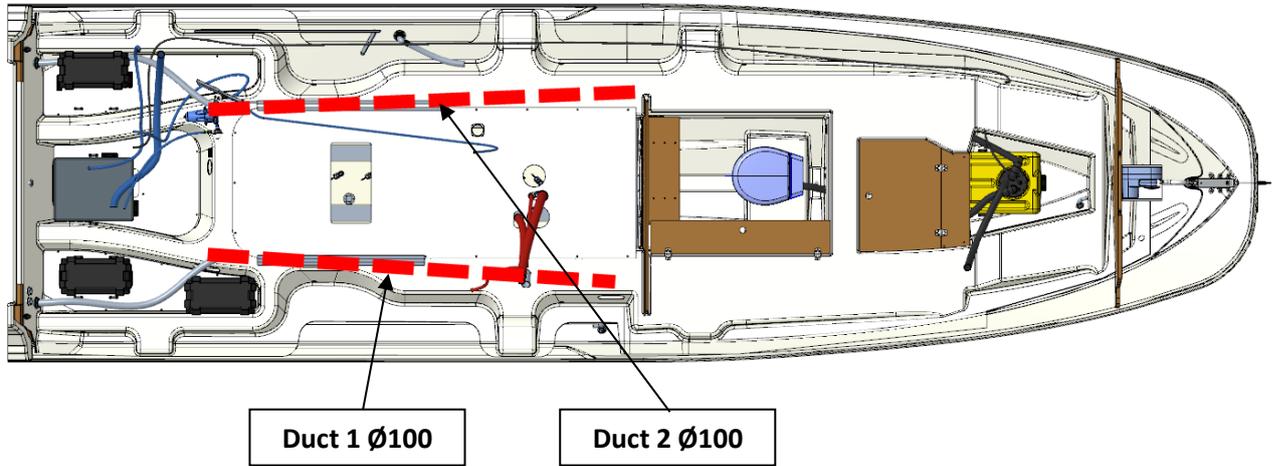
**DO NOT UNDER ANY CIRCUMSTANCES CHANGE THE FUEL INSTALLATIONS, OR ALLOW UNQUALIFIED PEOPLE TO CARRY OUT MODIFICATIONS TO THESE CIRCUITS.**

## INSTALLATION AND CIRCUIT: ELECTRICAL

### V-2 ELECTRICAL

#### V-2-1 Cable routing

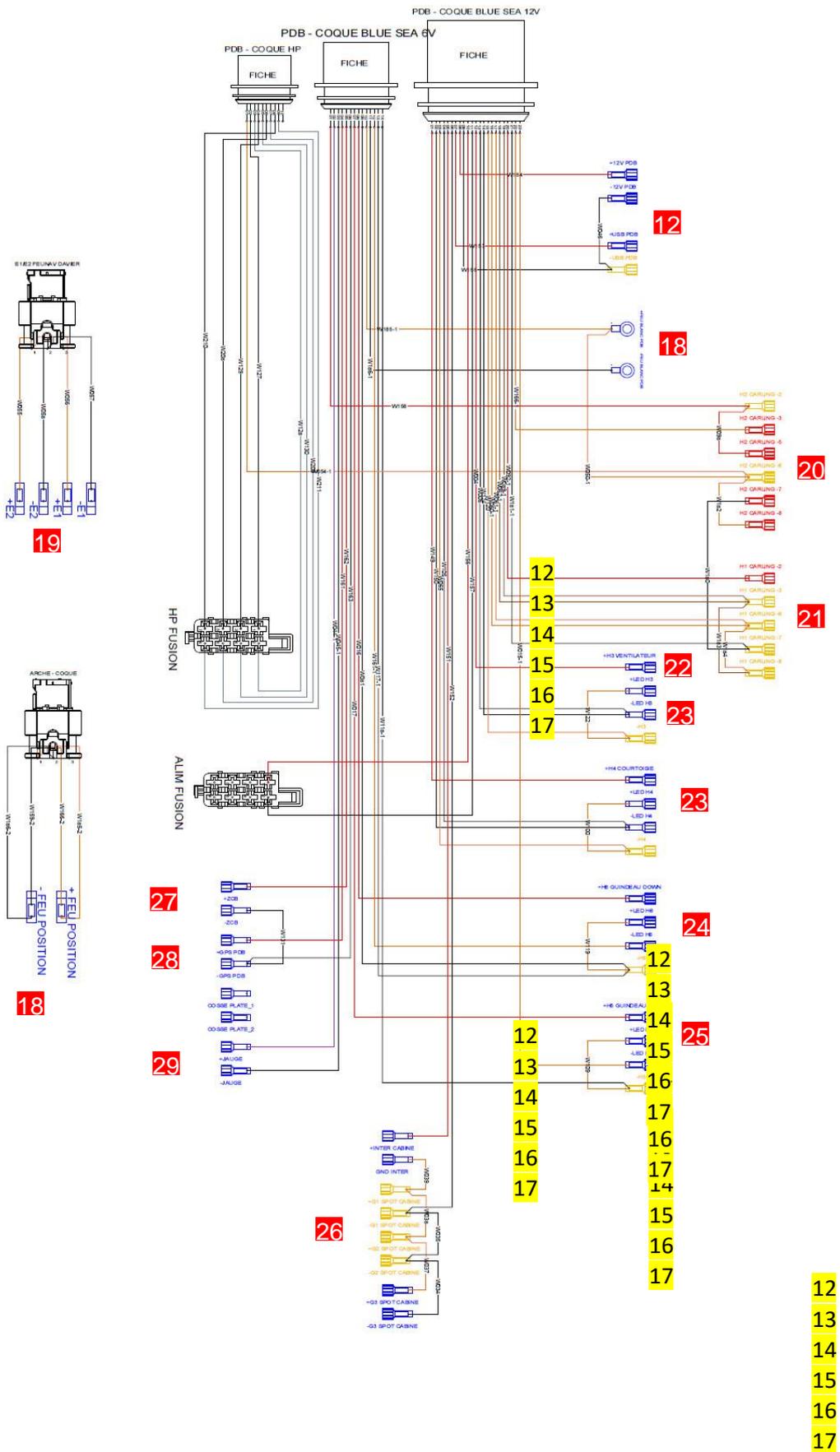
Top view with deck removed



Duct 1: Used to route the engine wiring harness.  
Duct 2: free



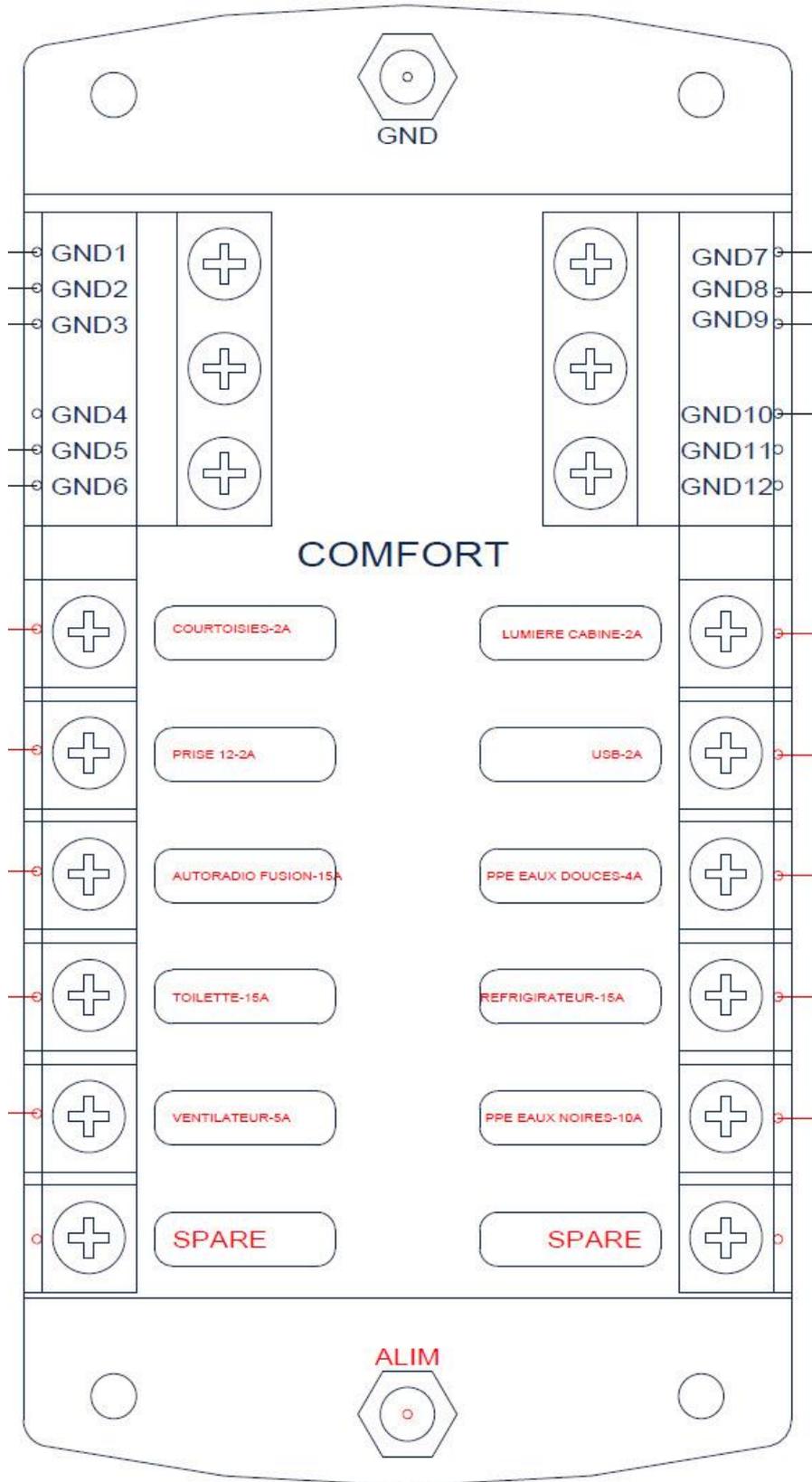
# INSTALLATION AND CIRCUIT



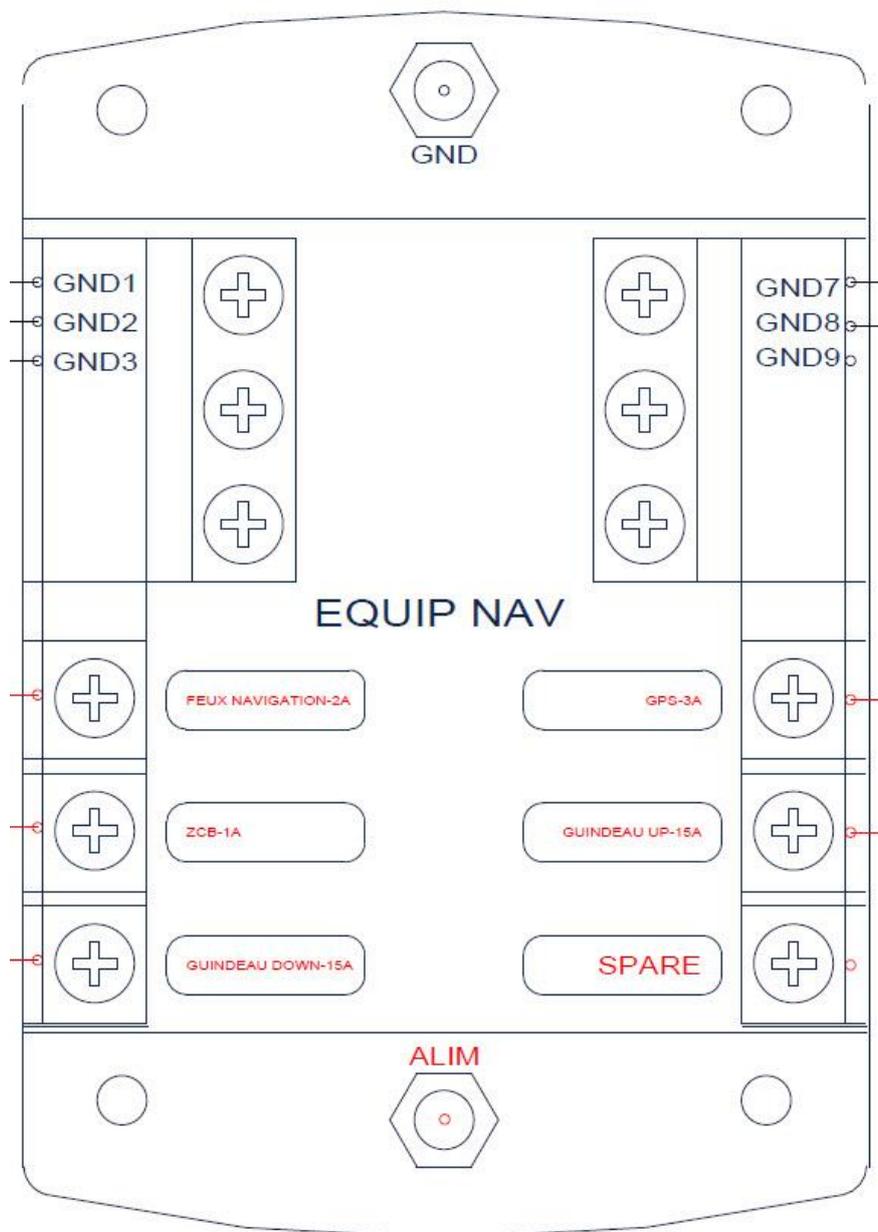
## INSTALLATION AND CIRCUIT

Ref.	DESCRIPTION
1	"COMFORT" Fuse box
2	"EQUIP NAV" fuse box
3	Bilge pump
4	Freshwater pump switch
5	Black water pump
6	Roll bar (option)
7	Bow roller navigation lights
8	Aft speakers
9	Bow speakers
10	USB plug /12 volts (aft sitting area)
11	USB plug /12 volts (bow sitting area)
12	USB plug /12 volts (console)
13	Courtesy light
14	Bilge fan
15	Fuel gauge transmitter
16	Windlass relay
17	Refrigerator (option)
18	White light on roll bar (option)
19	Red / green light
20	Navigation light switch
21	Bilge pump switch
22	Bilge fan switch
23	Courtesy light switch
24	Windlass lowering switch
25	Windlass raising switch
26	Cabin courtesy light switch
27	Zodiac Connected Boat (option)
28	Navigation GPS (option)
29	Fuel gauge dial

V-2-1 "COMFORT" Fuse box



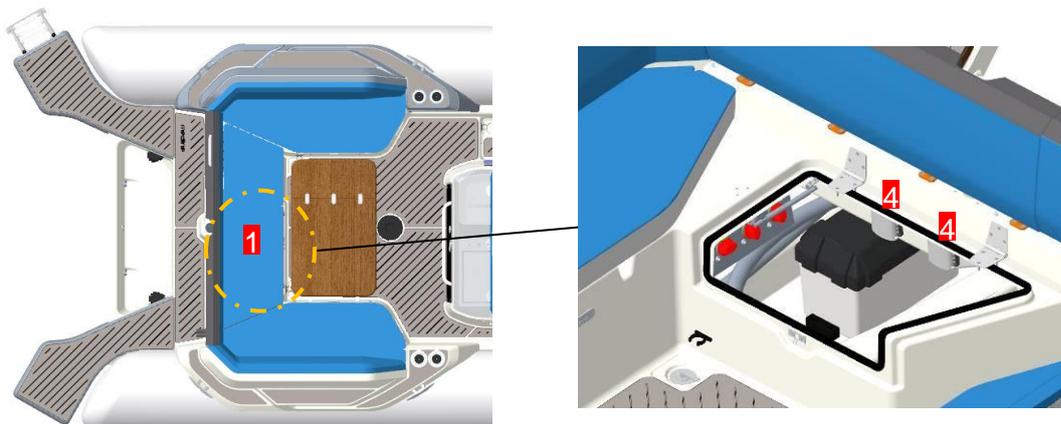
V-2-1 "EQUIP NAV" fuse box



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## INSTALLATION AND CIRCUIT

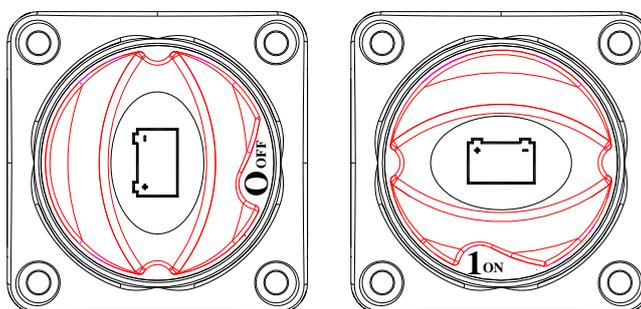
### V-2-2 Location of items



Ref.	DESCRIPTION
1	Circuit breaker and fuse box access hatch
2	Circuit-breaker
3	Battery box
4	Fuse box

### V-2-3 Circuit-breaker

When you stop using the boat, set the circuit-breaker to OFF.

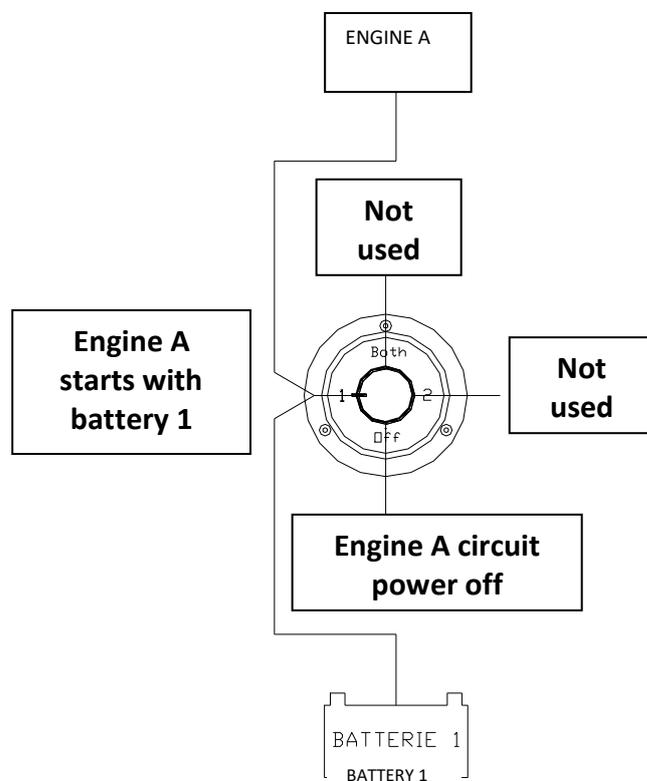


**WARNING**  
**TURN OFF THE ENGINE BEFORE SETTING THE CIRCUIT-BREAKER TO "OFF"**

## INSTALLATION AND CIRCUIT

### V-2-4 Coupler operation

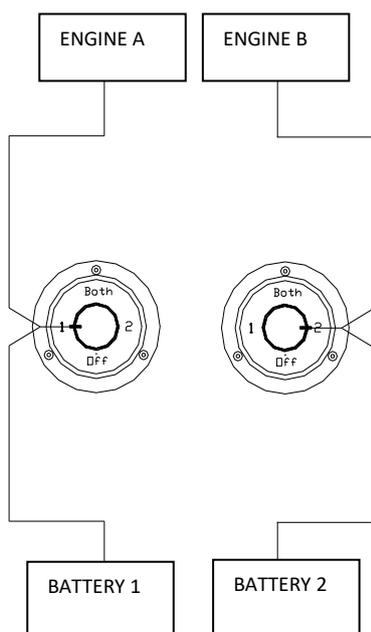
#### V-2-4-1 Single-engine operation



In single engine configuration, the second coupler is not used.

#### V-2-4-2 Twin-engine operation

When operating in twin-engine configuration, the couplers can be switched between positions (1, 2 and both) without stopping the engine(s).

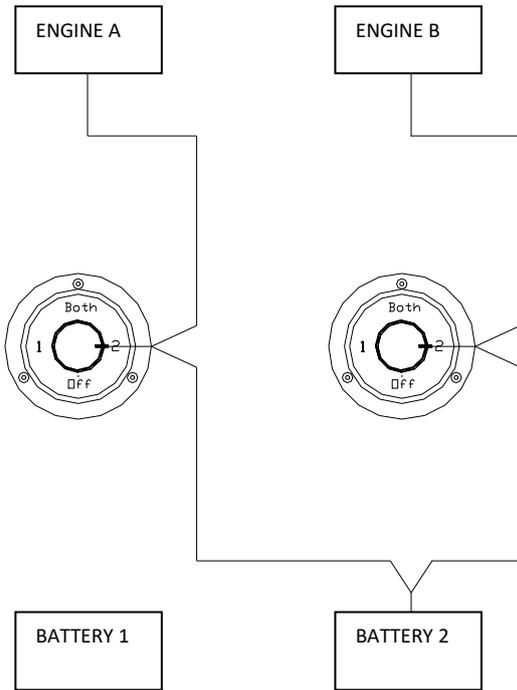


Engine A starts with battery 1.  
Engine B starts with battery 2.

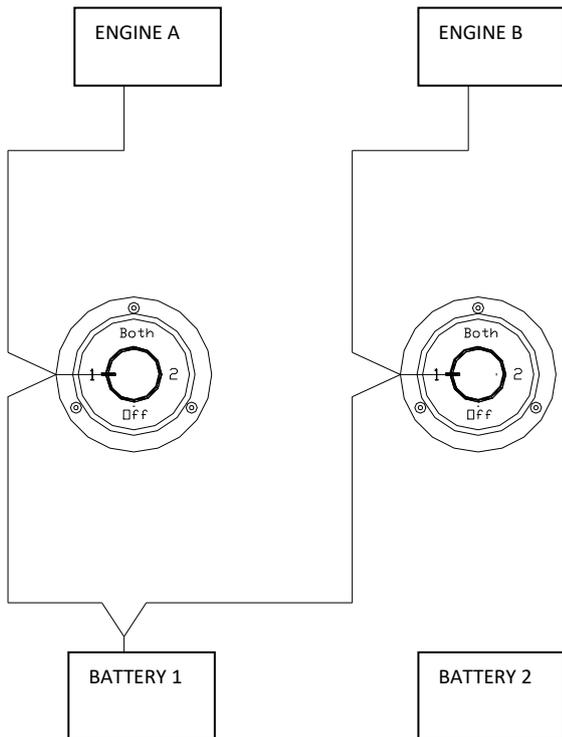
**We recommend that you use the normal operating configuration (diagram above).**

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## INSTALLATION AND CIRCUIT

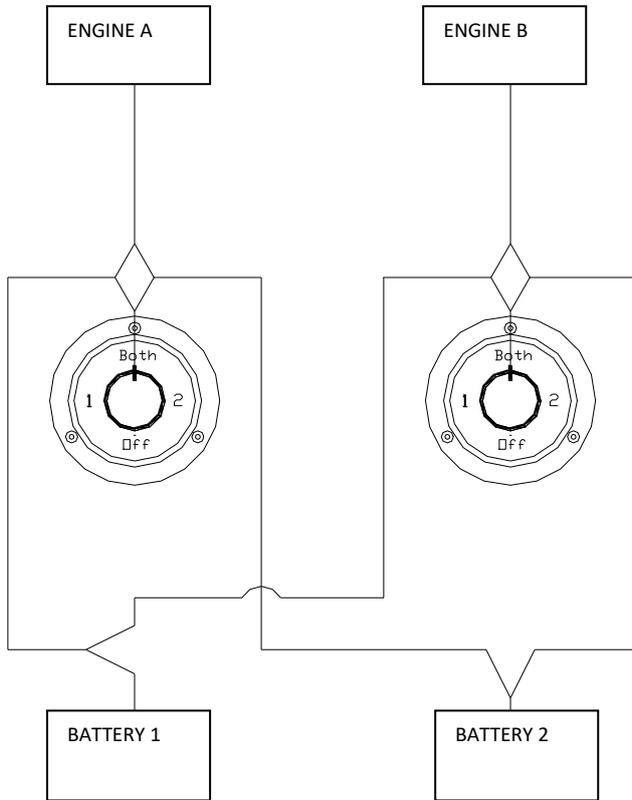


Engine A starts with battery 2.  
Engine B starts with battery 2.



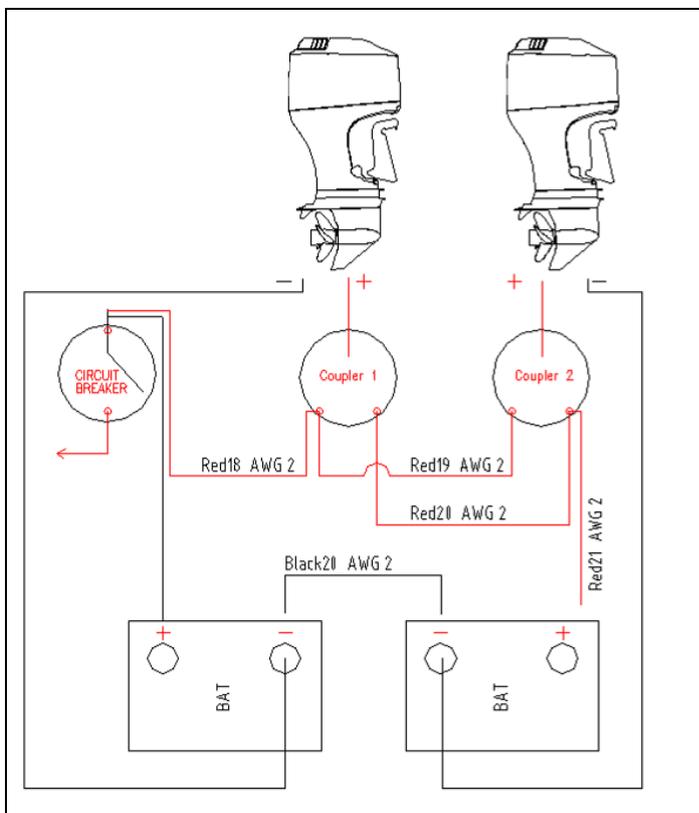
Engine A starts with battery 1.  
Engine B starts with battery 1.

## INSTALLATION AND CIRCUIT



Engine A starts with batteries 1 and 2.  
Engine B starts with batteries 1 and 2.

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With twin engines, a second battery is required. A load distributor is most often built-in to the engine to recharge the batteries when the engine is running.

The coupler system enables the engines to be started with either one battery, or by coupling the batteries (in parallel), or start them with a single battery if the other is faulty.



**V-2-5 Battery (not supplied)**

Comply with ZODIAC's recommendations and with the recommendations of the battery manufacturer for standard maintenance.



**MAINTAIN YOUR BATTERY:**

- KEEP THE BATTERY CLEAN AND DRY IN ORDER TO AVOID PREMATURE WEAR.
- TIGHTEN AND MAINTAIN THE TERMINAL LUGS BY GREASING THEM REGULARLY WITH VASELINE.



**WARNING!!!**

**THE WATER FROM THE MAINS WATER SUPPLY CONTAINS MINERALS WHICH DAMAGE BATTERIES.**

**YOU SHOULD THUS ALWAYS TOP UP WITH DISTILLED WATER.**

**WHEN YOU INSTALL THE BATTERY, MAKE SURE THAT NO FUEL TANK, FUEL FILTER OR FUEL LINE CONNECTOR IS WITHIN 12 INCHES (305 MM) OF THE SURFACE OF THE BATTERY.**



**WARNING**

- KEEP THE BATTERIES AND THE ELECTROLYTE OUT OF THE REACH OF CHILDREN.
- ALWAYS KEEP THE BATTERY UPRIGHT, NEVER ON ITS SIDE.
- WHEN ADDING ELECTROLYTE OR WHEN RECHARGING THE BATTERY, ALWAYS REMOVE IT FROM THE ENGINE COMPARTMENT.
- BATTERY ELECTROLYTE IS A TOXIC AND DANGEROUS LIQUID. IT CONTAINS SULPHURIC ACID WHICH CAN CAUSE SERIOUS BURNS. AVOID CONTACT WITH SKIN, EYES AND CLOTHES.
- BATTERIES CAN EMIT EXPLOSIVE GASES. KEEP THEM AWAY FROM SPARKS, OPEN FLAMES, AND CIGARETTES ETC.
- WHEN CHARGING OR USING A BATTERY, WORK IN A WELL-VENTILATED ENVIRONMENT. ALWAYS PROTECT YOUR EYES WHEN WORKING CLOSE TO A BATTERY.

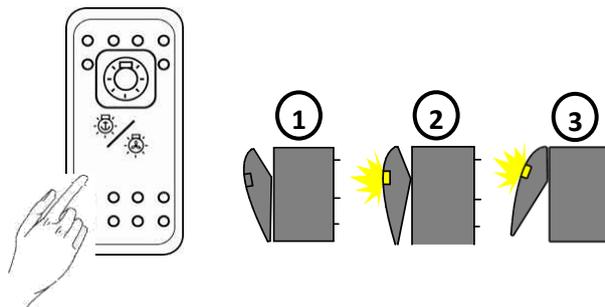
**NOTE:**

- If you do not plan to use your boat for a month or more, remove the battery and store it in a cool, dark and dry place. Fully recharge the battery before reusing it.
- If the battery is stored for a longer period, check electrolyte density at least once a month and recharge the battery as soon as density is too low.
- Electrolyte density: 1.28 at 20°C.

V-2-6 **Navigation lights**

Press this button to switch on the navigation lights. There are 3 positions.

- ① Off
- ② White light position
- ③ White light, red light, and green light position.



V-2-7 **Wiring an accessory**

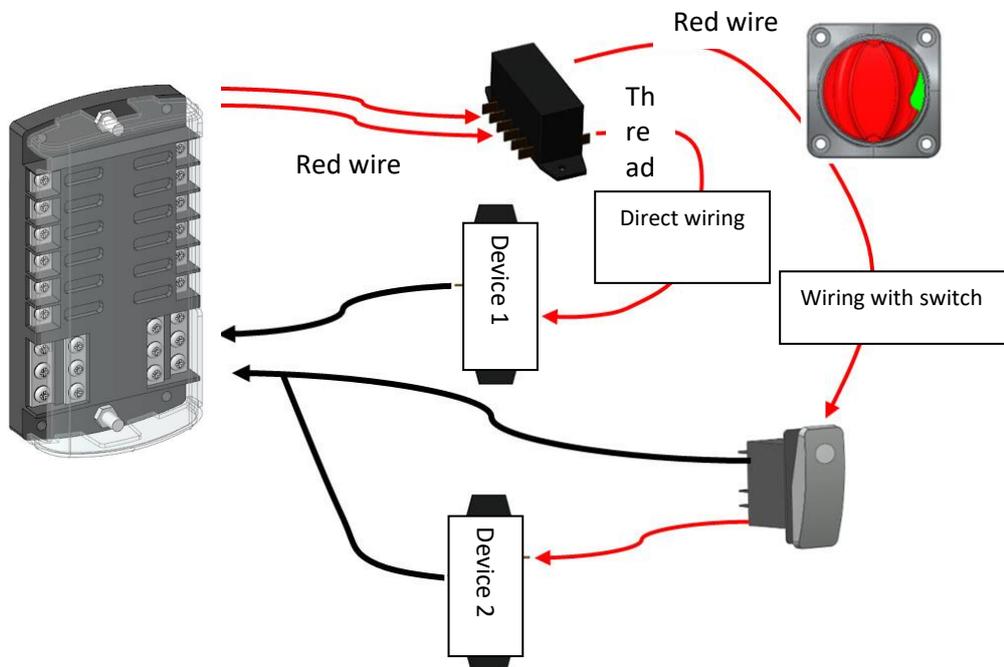
**1º/** Choose a free fuse location.

**2º/** Connect the power supply of your accessory to the terminal corresponding to this slot using a 6mm female tab or eye connector.

**3º/** If you have to add cable for the connection, use cable with a cross-section of at least 1.5mm<sup>2</sup> that complies with "marine" standards (UL1426 or SAE J378 or SAE J1127 or SAE J1128 or more generally meeting ABYC and/or EC standards).

**4º/** Connect the earth cable of your accessory to the ground terminal strip using a Ø5 "ring terminal" (same comment as for the cable above).

**5º/** Insert an ATO type fuse with a max current of 15A and greater than the load current of your device.



**V-2-8 Wiring options**

A bilge pump is fitted as standard to the boat. However, it is also possible to add extra accessories under certain conditions:

- ① The accessories you want to add must be connected to the console.
- ② Accessories are divided into two categories:
  - A** → accessories that are used or which may be used continuously during normal use of the boat,
  - B** → accessories that are used intermittently.

<b>A</b>	<b>and</b>	<b>B</b>	
Windscreen wipers		Cigar lighter plug (standard)	
Radio		Miscellaneous lighting	
Depth sounder		Horn	
GPS		Miscellaneous electronic equipment	
Searchlight		Shower pump	
Alarm system		<b>Max. power</b>	180W max.
Refrigerator			
VHF			
<b>Σ</b>			504W max.



**WARNING**

**You must make sure that the total power of the accessories you add in column A is 504W (42A) or less AND that the max power of an accessory in column B is 180W (15A) or less.**

**The sections of the different cables in the wiring circuit were calculated using these figures; not following this rule may lead to electrical faults and cause short circuits.**

You may connect the options directly to the positive and negative console ground terminal (within the max. power limits), using an approved fuse-holder.

**NOTE:** If you are getting several pieces of electrical equipment installed, the total immediate consumption could potentially exceed your outboard engine's charge capacity.

For example, the electrical wiring harness can accept instant consumption of 1800 W (including navigation lights and bilge pump), which is 150A output current. The alternators in the engines fitted generally provide 15 A when at full throttle. Check your engine's technical documentation. You should therefore avoid using this equipment over a long period of time, as you run the risk of emptying the battery and not being able to restart the engine.

## INSTALLATION AND CIRCUIT

### Example 1

You want to add:

- A 72W VHF,
- A 36W GPS,
- A 180W radio,
- Courtesy lights LED 10W
- Shower pump 48W

A	
Windscreen wipers	
Radio	180W
Depth sounder	
GPS	36W
Searchlight	
Alarm system	
Refrigerator	
VHF	72W
$\Sigma$	288W < 504W ☺

and

B	
Cigar lighter plug (standard)	
Miscellaneous lighting	10 W
Horn	
Miscellaneous electronic equipment	
Shower pump	48 W
<b>Max. power</b>	58W (< or = 180W)

**CONCLUSION**



### Example 2

You want to add:

- A 120W VHF,
- A 90W GPS,
- A 180W radio,
- A 180W searchlight.

A	
Windscreen wipers	
Radio	180W
Depth sounder	
GPS	90W
Searchlight	180W
Alarm system	
Refrigerator	
VHF	180W
$\Sigma$	396W > 504W ☹

and

B	
Cigar lighter plug (standard)	
Miscellaneous lighting	
Horn	
Miscellaneous electronic equipment	
Shower pump	
<b>Max. power</b>	0W (< or = 180W) ☹

**CONCLUSION**



## INSTALLATION AND CIRCUIT

### **Example 3**

You want to add:

- A 60W GPS,
- A 200W radio,
- A 120W horn.

A	
Windscreen wipers	
Radio	200W
Depth sounder	
GPS	60W
Searchlight	
Alarm system	
Refrigerator	
VHF	
<b>Σ</b>	260W < 504W ⤴

and

B	
Cigar lighter plug (standard)	
Miscellaneous lighting	
Horn	
Miscellaneous electronic equipment	200W
Shower pump	
<b>Max. power</b>	200 W (>180W) ?

**CONCLUSION**



**NOTE:** Some manufacturers will indicate the amperage rather than the absorbed power. With direct current, as is the case here, just multiply by 12 to obtain the power.

## V-3 WATER

### V-3-1 Location of items



Ref.	DESCRIPTION
1	55-litre freshwater tank
2	Water pump
3	Water pump control switch
4	Chrome-plated hand shower
5	Tank vent
6	Fill cap
7	Tank access hatch
8	Bolster sink tap

### V-3-1 Using the hand shower and bolster tap

- Fill the freshwater tank with freshwater through the fill cap (6) located under the port aft cushion (7).
- Press the button (3) on the electric pump on the utility cabinet panel (1) to pressurize the circuit,
- Use the hand shower (4) or the bolster tap (8),
- After use, press the button (3) on the electric pump again.



- **AFTER EACH USE, RINSE THE SYSTEM: FILL THE TANK WITH FRESHWATER.**
- **CLEAN USING STANDARD HOUSEHOLD CLEANING PRODUCTS.**
- **THE SYSTEM MUST NOT BE DRAINED IF THE BOAT IS PARKED IN SUB-ZERO TEMPERATURES.**

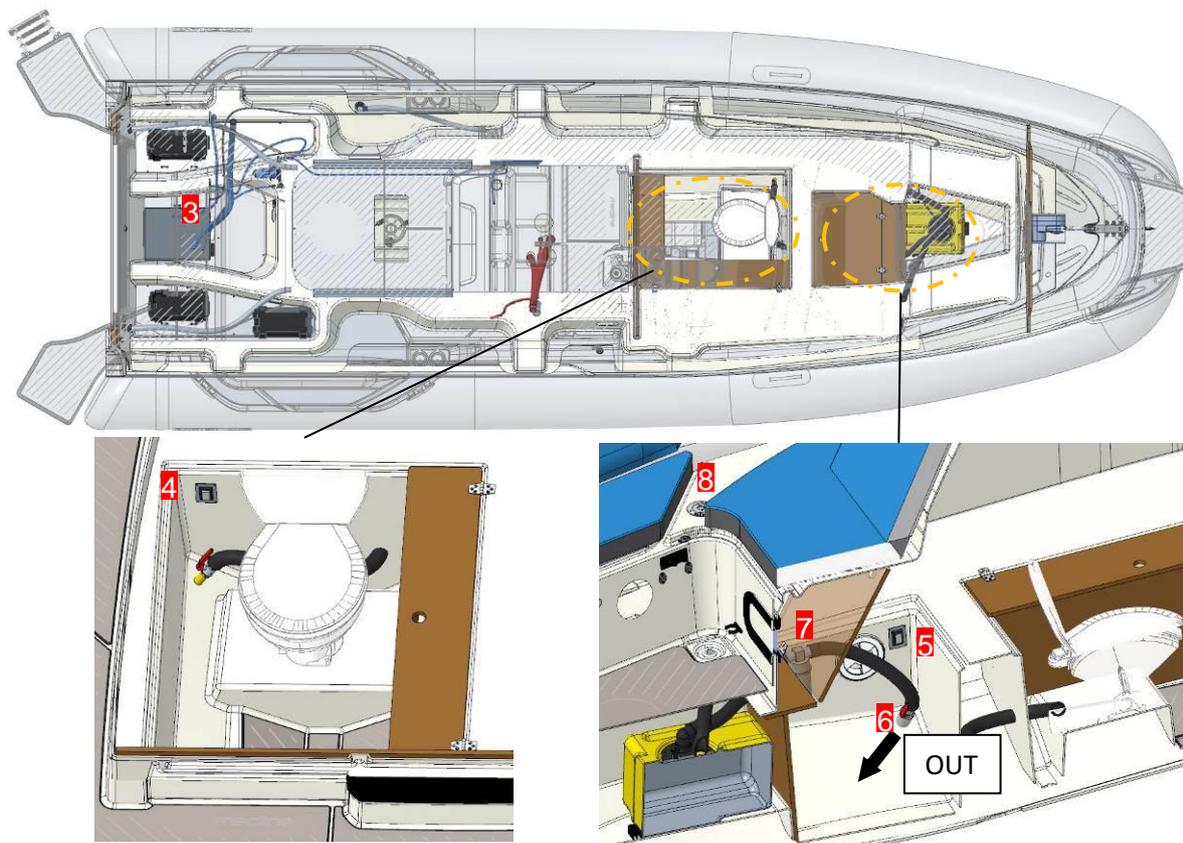


### **WARNING**

**AVOID RUNNING THE PUMP WHEN THE TANK IS EMPTY.**

**V-4 TOILET**

**V-4-1 Location of items**



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Ref.	DESCRIPTION
1	Toilet access
2	Black water tank
3	Black water tank vent + Odour filter
4	Flush switch
5	Black water drain switch
6	Black water tank drain valve
7	Black water pump
8	Black water tank drain cap

**V-4-2 Using the Toilet**

- Make sure that the water pump control button (the bulkhead of the technical room) is ON,
- Press the button (4) on the electric pump on the panel next to the toilet (1) to flush the toilet,

## INSTALLATION AND CIRCUIT

### V-4-3 Draining black water

#### V-4-3-1 Draining at sea

- Open the large black water drain valve (7), located in the utility cabinet behind the toilet, by turning the handle a quarter turn,
- Press the switch (6) located on the utility cabinet panel. Hold down until the tank is empty,
- Remember to close the valve (7) once the tank is empty.

#### V-4-3-2 Draining when docked

Use the harbour pumping system (contact the harbour master's office for more information):

- Open the deck fill (9) marked "waste",
- Insert the pump-out nozzle into the opening,
- Pump until the tank is empty,
- Close the deck fill when finished.



- FOR HYGIENE REASONS, REMEMBER TO HAVE THE CARBON FILTER CONNECTED TO THE BLACK WATER TANK VENT CHECKED ANNUALLY.
- AFTER EACH USE, RINSE THE SYSTEM: FILL THE TANK WITH FRESHWATER OR SEAWATER, AND THEN DRAIN.
- CLEAN USING STANDARD HOUSEHOLD CLEANING PRODUCTS.
- THE SYSTEM MUST NOT BE DRAINED IF THE BOAT IS PARKED IN SUB-ZERO TEMPERATURES.



#### **WARNING!!!**

**NEVER DISCHARGE THE CONTENTS OF THE RETENTION TANKS WHEN NEAR THE COAST, USE THE PUMPING SYSTEMS IN HARBOURS OR MARINAS TO EMPTY THE RETENTION TANKS BEFORE LEAVING HARBOUR.**

**MAKE SURE THAT TANK DRAIN VALVE IS CLOSED IN ORDER TO PREVENT ANY INADVERTENT DISCHARGE.**

**REMEMBER TO OPEN THE WASTEWATER DISCHARGE VALVE BEFORE USING THE ELECTRIC PUMP TO DISCHARGE WASTE INTO THE SEA.**

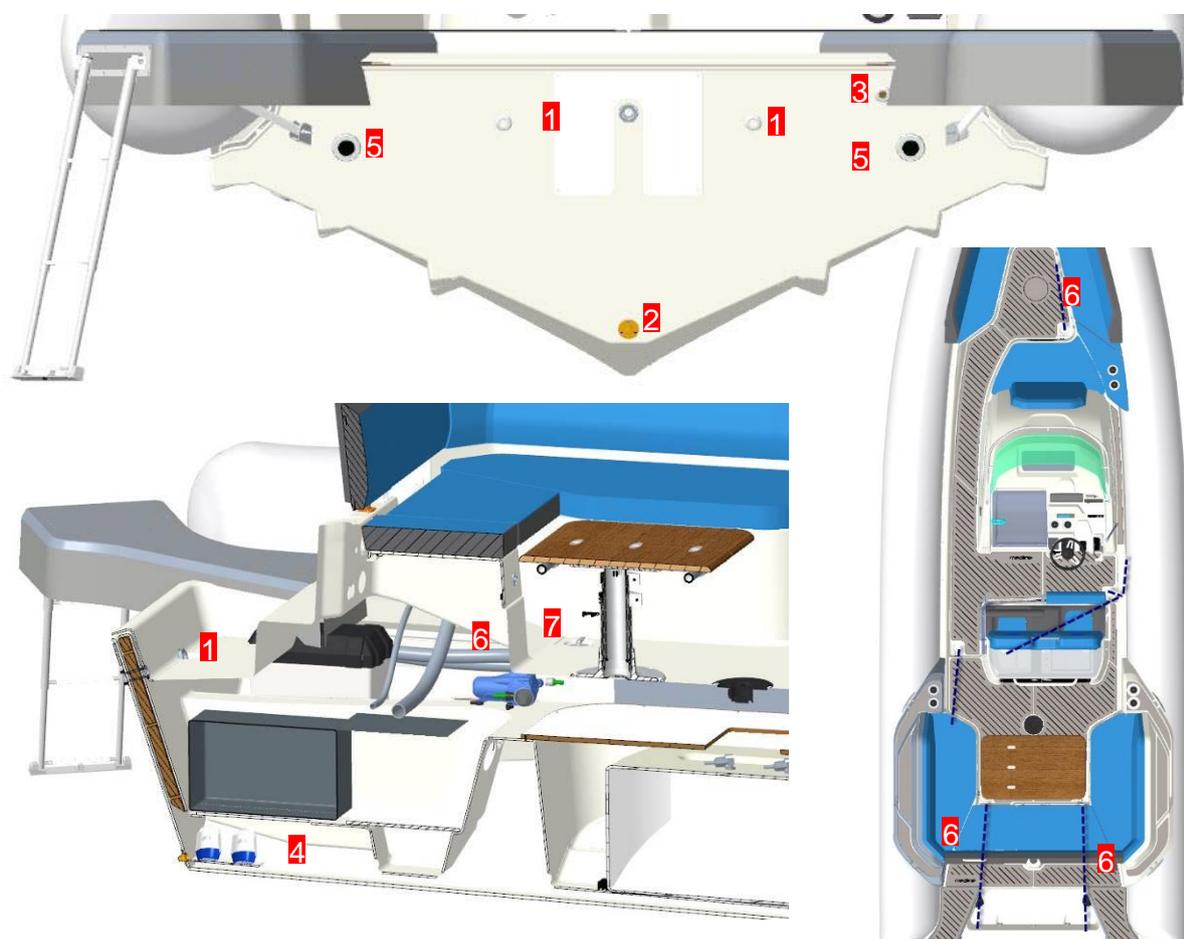


#### **WARNING**

**AVOID RUNNING THE PUMP WHEN THE TANK IS EMPTY.**

V-5 DRAINING SYSTEMS

V-5-1 DESCRIPTION OF FUNCTIONAL COMPONENTS



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Ref.	DESCRIPTION
1	Engine recess drain
2	Hull scupper
3	Bilge pump outlet
4	Bilge pump
5	High flow rate self-bailer with non-return valve
6	Drain pipes
7	Scuppers

The boat is self-draining, with a rainwater drainage system: three scuppers on the deck, one at the front of the console and one at the front and rear of the bolster. Both are connected to a scupper that passes through the hull.

The two scuppers on the deck at the aft sitting area are connected to the high capacity self-bailers with a non-return valve at the transom.

V-5-2     **Bilge pump**

**USE**

The bilge pump is not wired to the battery switch and operates independently; the switch  is always connected.

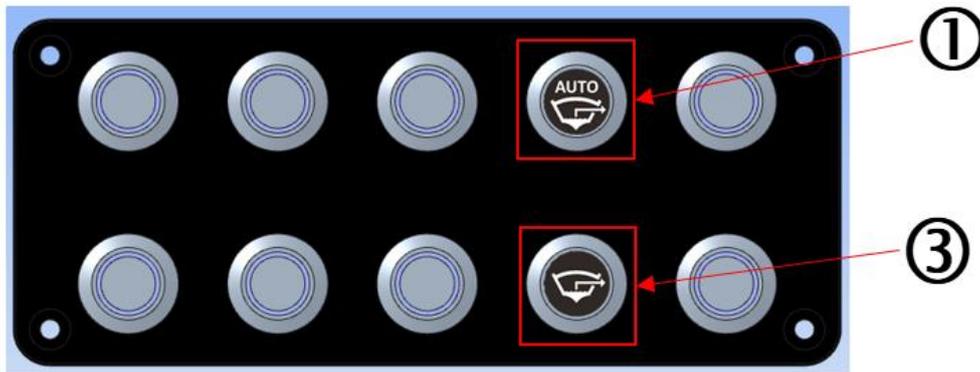
① Automatic operation (fixed position): in this position the bilge pump works automatically. The pilot light is on.

**When at anchor, even for several months, it is normal that the bilge pump indicator is on. A pilot light will not empty your battery.**

② Stop: in this position (set position), the bilge pump is off. The pilot light is off.

**This position should almost never be used, except when the boat is out of the water and sheltered.**

③ Forced operation: the switch has to be held depressed to operate it. As soon as you release the switch, it returns to automatic position (1).



ZODIAC recommends the use of a tarpaulin or mooring cover in order to prevent water ingress in the event of rain.

Ensure that the system is in working order (unblocked pipes, plugs out, bilge pump switch on automatic mode, battery charged).



**WARNING**

**AT ANCHOR, SET THE BILGE PUMP SWITCH TO THE AUTOMATIC STARTING POSITION.**



**WARNING!!!**

**THE BILGE PUMP SYSTEM IS NOT DESIGNED TO KEEP IN CHECK WATER COMING FROM A BREACH IN THE HULL, IT IS THE OWNER'S RESPONSIBILITY TO HAVE AT LEAST ONE BAILER ON BOARD WITH A SYSTEM TO PREVENT ITS ACCIDENTAL LOSS.**

V-5-3 **Hull scupper**



**Out of the water (on trailer, cradle, etc.)...**



**OPEN POSITION, DRAIN PLUG REMOVED.**

**In the water...**



**CLOSED POSITION, DRAIN PLUG FITTED.  
(MAKE SURE THE DRAIN PLUG IS PROPERLY  
CLOSED/TIGHT)**

**V-6 STEERING**

Comply with the steering manufacturer's recommendations (installation, use and maintenance).

For optimal use of your boat, please consult your dealer.

V-7 FIRE



**WARNING**

- **WE RECOMMEND YOU KEEP AN EXTINGUISHER ON BOARD, AND COMPLY WITH THE LAWS APPLICABLE IN YOUR COUNTRY.**
- **DO NOT PLACE INFLAMMABLE MATERIAL CLOSE TO OR ABOVE COOKING EQUIPMENT.**

The boat is supplied without a fire extinguisher; complying with the national regulations of the country in which your boat is registered is your responsibility. When in use, the boat must be fitted with portable extinguishers.

The recommended position for the extinguisher is inside the aft locker or console.

Take care to keep the bilges clean and check at regular intervals that there are no fuel leaks or vapours.

Never leave the boat unattended when cooking and/or heating equipment is in use.

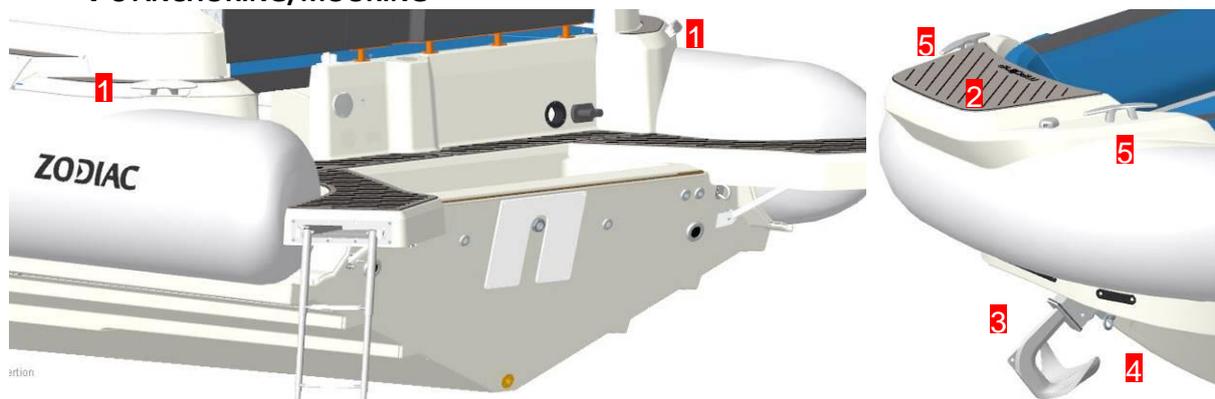
Do not smoke while handling gas or fuel.

Do not obstruct the safety controls, e.g. fuel shut-off valves, electrical system switches.

Do not fill the fuel tank when the engine is running or when cooking equipment is operating.

## INSTALLATION AND CIRCUIT

### V-8 ANCHORING/MOORING

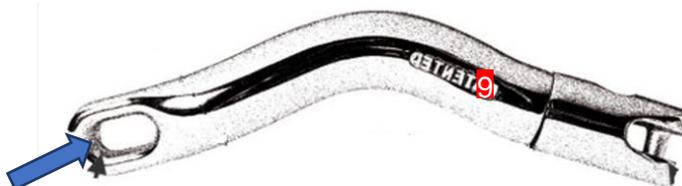
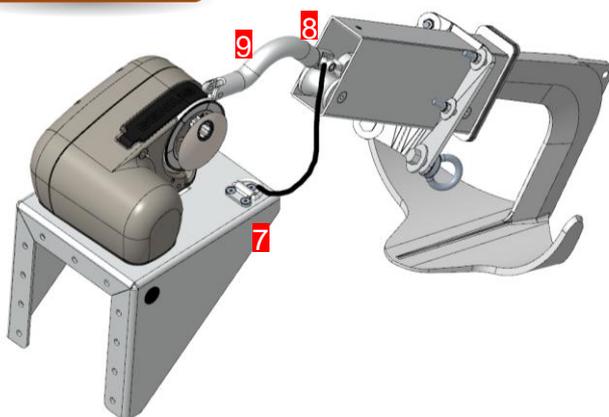


Ref.	DESCRIPTION
1	Aft bollards
2	Polyester bow roller + navigation lights
3	Electric windlass
4	Bow chain plate
5	Forward cleats



#### **WARNING**

- FOR PERMANENT MOORING, USE THE BOW CHAIN PLATE.
- CHOOSE YOUR ANCHOR CHAIN ACCORDING TO THE LENGTH AND WEIGHT OF YOUR BOAT.



Repère	DESIGNATION
7	Padeye
8	Snap hook
9	Return elbow

## INSTALLATION ET CIRCUIT

This attachment point is intended to hold the anchor. Pass the snap hook (8) through the oblong hole of the return elbow (9). It is imperative to use this function to secure your system from any mishandling or failure of the windlass.



### **DANGER**

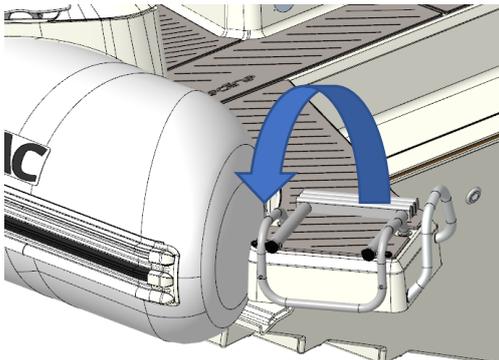
**KEEP THE SNAP HOOK IN PLACE WHILE NAVIGATING.  
FAILURE TO USE THE SNAP HOOK CAN LEAD TO SERIOUS  
ACCIDENTS IN THE EVENT OF THE WINDLASS PULLEY LOOSENING**



### **WARNING**

**REGULARLY CHECK THE KNOTS AND THE CONDITION OF THE  
SAFETY LANYARD.  
REMOVE THE SNAP HOOK BEFORE USING THE WINDLASS.**

### **V-9 BOARDING**



### **DANGER!!!**

**CHECK THAT THE ENGINE IS SWITCHED OFF BEFORE ANYONE CLIMBS  
BACK ON BOARD USING THE REAR LADDER.**



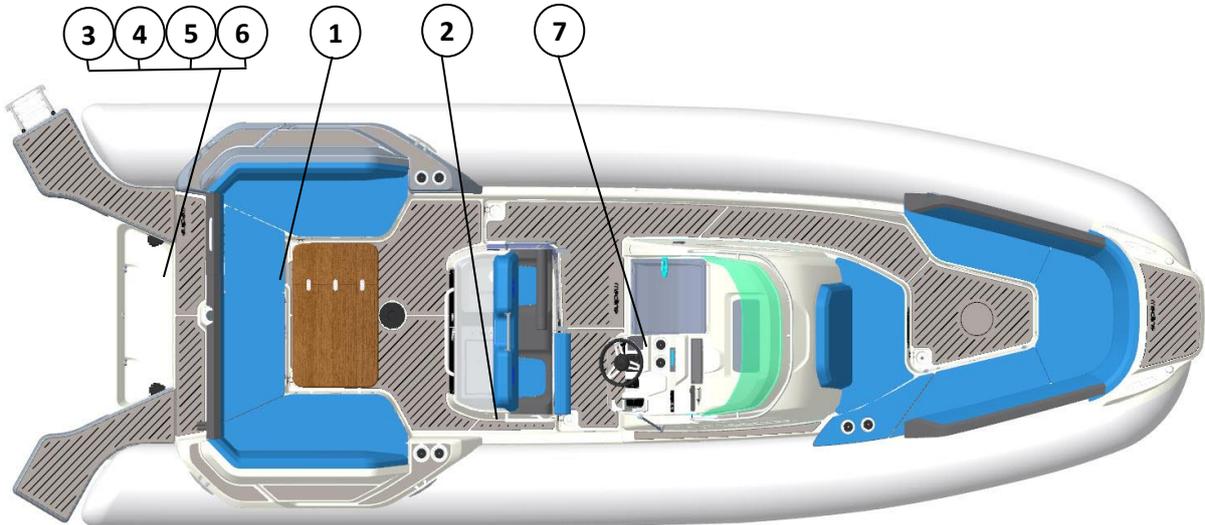
### **WARNING**

**WHEN THE BOAT IS USED SOLO, IF THE LADDER CANNOT BE  
DEPLOYED FROM THE WATER, THE LADDER SHOULD BE  
PERMANENTLY DEPLOYED.**

## LABELLING

### VI LABELLING

#### VI-1 POSITION OF LABELS



## LABELLING

### VI-2 DESCRIPTION OF LABELS



<b>⚠ WARNING</b>	<b>⚠ AVERTISSEMENTS</b>
<ul style="list-style-type: none"> <li>• DO NOT TOUCH BATTERY TERMINALS (SHOCK AND ACID HAZARDS)</li> <li>• DISCONNECT BOTH LEADS BEFORE REMOVING BATTERY</li> <li>• CONNECT RED LEAD TO POSITIVE (+) TERMINAL</li> <li>• CONNECT BLACK LEAD TO NEGATIVE (-) TERMINAL</li> </ul>	<ul style="list-style-type: none"> <li>• NE PAS TOUCHER LES TERMINAUX DE LA BATTERIE (RISQUE DE CHOC ELECTRIQUE ET DE CONTACT AVEC L' ACIDE DE LA BATTERIE)</li> <li>• DEBRANCHER LES 2 FILS DE SORTIE AVANT DE RETIRER LA BATTERIE</li> <li>• RELIER LE CABLE ROUGE A LA BORNE (+)</li> <li>• RELIER LE CABLE NOIR A LA BORNE (-)</li> </ul>



<b>⚠ WARNING</b>	<b>⚠ AVERTISSEMENTS</b>
<p style="text-align: center;"><b>GASOLINE IS HIGHLY INFLAMMABLE AND EXPLOSIVE</b></p> <ul style="list-style-type: none"> <li>• STOP ENGINE BEFORE REFUELING</li> <li>• REFUEL IN WELL VENTILATED AREA</li> <li>• NEVER REFUEL WHILE SMOKING, AROUND SPARKS OR OPEN FLAME</li> <li>• AVOID SPILLING FUEL. WIPE UP ALL FUEL SPILLS IMMEDIATELY</li> <li>• LEAKING FUEL IS A FIRE HAZARD AND EXPLOSION HAZARD</li> <li>• INSPECT FUEL SYSTEM BEFORE EACH USE</li> </ul>	<p style="text-align: center;"><b>L' ESSENCE EST TRES FORTEMENT INFLAMMABLE ET EXPLOSIVE</b></p> <ul style="list-style-type: none"> <li>• ARRETER LE MOTEUR AVANT TOUT REMPLISSAGE.</li> <li>• NE PAS FUMER LORS DU REMPLISSAGE.</li> <li>• FAIRE LE PLEIN DANS UN ENDROIT VENTILE.</li> <li>• EVITER DE RENVERSER DU CARBURANT. ESSUYER IMMEDIATEMENT TOUTES LES FLAQUES DE CARBURANT CREEES</li> <li>• LES FUITES DE CARBURANTS CONSTITUENT UN RISQUE D' INCENDIE ET D' EXPLOSION</li> <li>• VERIFIER LE CIRCUIT CARBURANT AVANT CHAQUE UTILISATION</li> </ul>

<b>⚠ CAUTION</b>	<b>⚠ ATTENTION</b>
<p style="text-align: center;"><b>IMPROPERLY TOWING YOUR BOAT CAN CAUSE SEVERE DAMAGE TO YOUR BOAT.</b></p> <ul style="list-style-type: none"> <li>• NEVER TOW IN OPEN SEAS</li> <li>• NEVER TOW ABOVE 6 KNOTS</li> </ul>	<p style="text-align: center;"><b>UN REMORQUAGE INAPPROPRIE PEUT ENDOMMAGER VOTRE BATEAU</b></p> <ul style="list-style-type: none"> <li>• NE PAS REMORQUER EN PLEINE MER</li> <li>• NE PAS REMORQUER A PLUS DE 6 NOEUDS</li> </ul>

<b>⚠ WARNING</b>	<b>⚠ AVERTISSEMENT</b>
<p><b>DO NOT LIFT THE BOAT WITH PASSENGERS ON BOARD</b></p>	<p><b>NE PAS SOULEVER LE BATEAU AVEC DES PASSAGERS A BORD</b></p>

<b>⚠ DANGER</b>	<b>⚠ DANGER</b>
<p><b>TO AVOID INJURY OR DEATH, SHUT OFF ENGINE WHEN NEAR SWIMMERS OR PRIOR TO USING SWIN PLATFORM AND BOARDING LADDER</b></p>	<p><b>POUR EVITER DES BLESSURES OU LA MORT, COUPER LE MOTEUR EN APPROCHANT DE NAGEURS, ET AVANT TOUTE UTILISATION DE LA PLATEFORME ARRIERE OU DE L' ECHELLE DE BAIN</b></p>

<b>⚠ DANGER</b>	<b>⚠ DANGER</b>
<p><b>A FIRE EXTINGUISHER MUST BE CARRIED AT ALL TIMES</b></p>	<p><b>UN EXTINCTEUR DOIT ETRE DISPONIBLE EN PERMANENCE A BORD</b></p>

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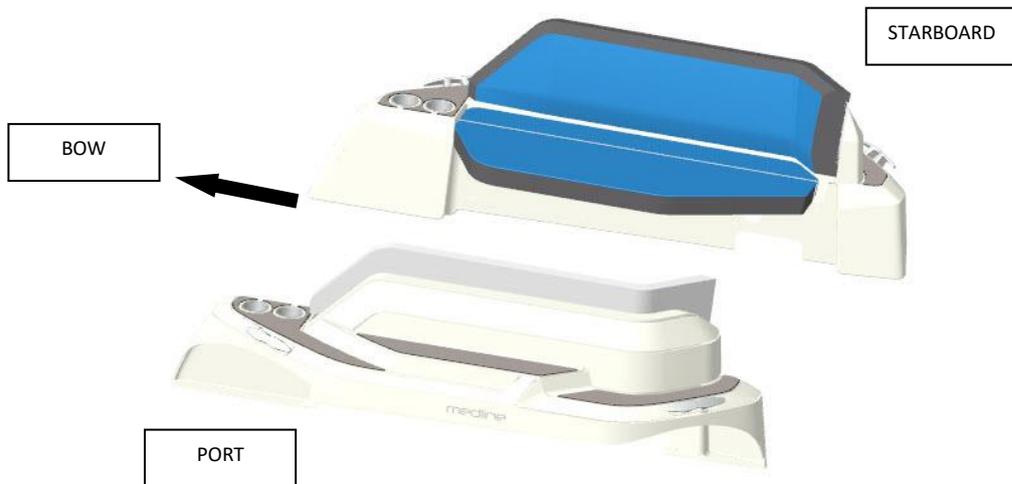
## VII INSTALLATION

### VII-1 Installing elements that come non-mounted

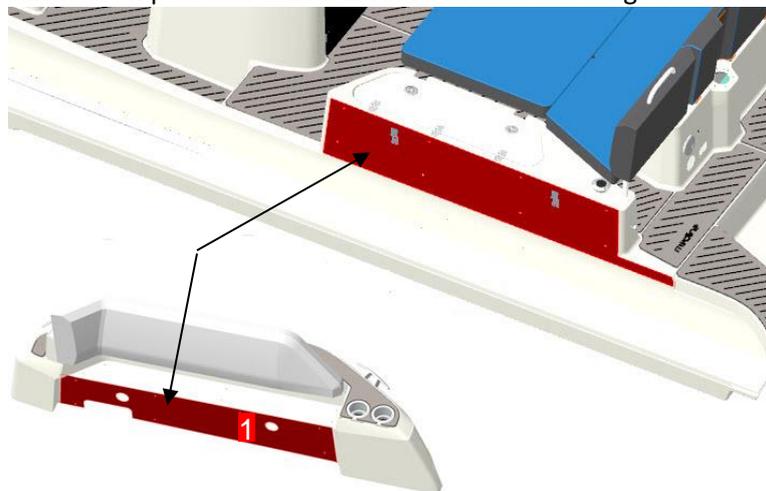
For transport reasons, the wings and aft platforms are not mounted on the boat. To install them easily, follow the instructions below:

#### VII-1-1 WINGS

- Unpack the wings, being careful not to scratch them or damage the EVA deck.
- Locate the port and starboard sides.

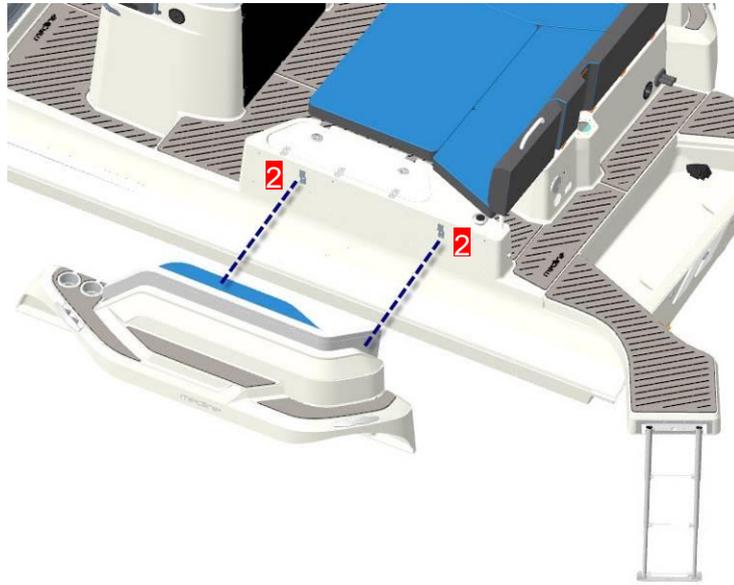


- Clean the surfaces on port and starboard sides where the wings will be mounted,



## INSTALLATION

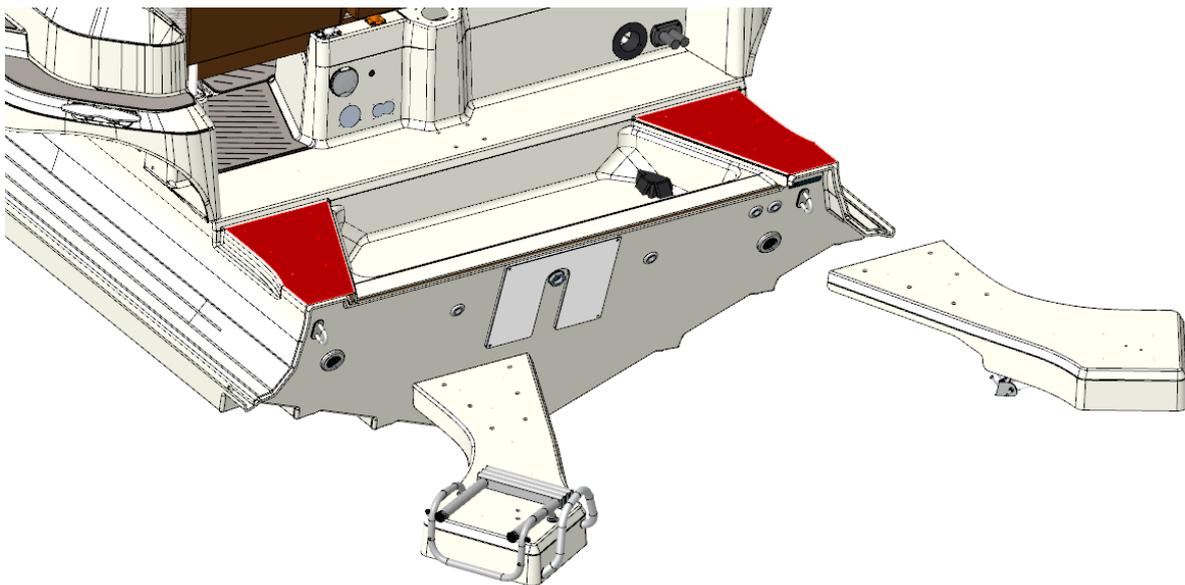
- Apply SIKAFLEX on the deck and around the fixing points,
- Mount the wings on the deck using the holes (1) and brackets (2) on the deck,



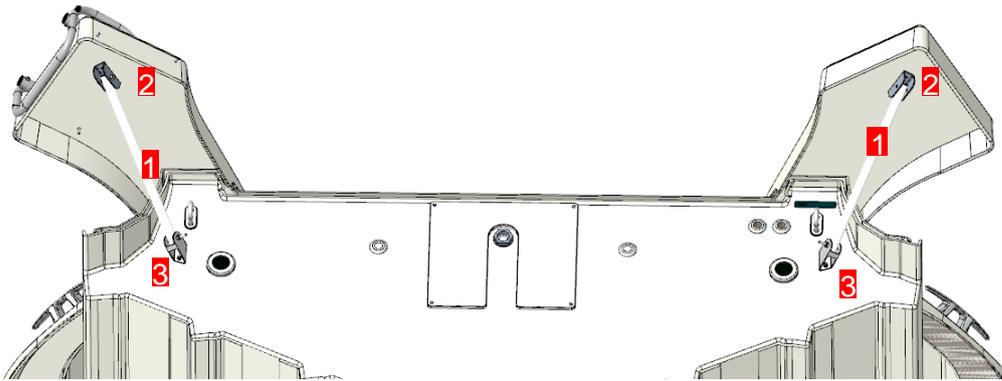
- Tighten the wings using the fasteners supplied.

### VII-1-2 Aft platforms

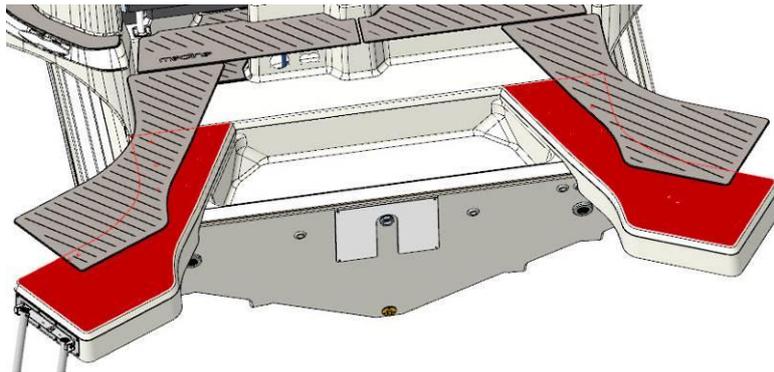
- Unpack the aft platforms, being careful not to scratch or damage them,
- Clean the support surfaces in red,
- Apply SIKAFLEX on the deck and around the fixing points,
- Bolt the platforms using the fasteners supplied,



## INSTALLATION



- Assemble the struts (1) to the platform attachment points (2) with the clevises and fasteners provided,
- Place the clevises (3) on the transom and mark the position of the holes,
- Remove the clevises and drill the four holes with a  $\text{Ø}4.5\text{mm}$  drill bit,
- Clean the surfaces around the holes and apply SIKAFLEX,
- Tighten the two clevises with the  $\text{Ø}4.8$  screws supplied.



- Clean the upper surfaces of the platforms,
- Glue on the EVA pads supplied.

## INSTALLATION

### VII-2 Installing optional elements

#### VII-2-1 POLYESTER ROLL BAR



#### **WARNING**

**THE WINGS MUST BE INSTALLED BEFORE INSTALLING THE ROLL BAR.  
MAKE SURE YOU INSTALL IT IN THE RIGHT DIRECTION.**

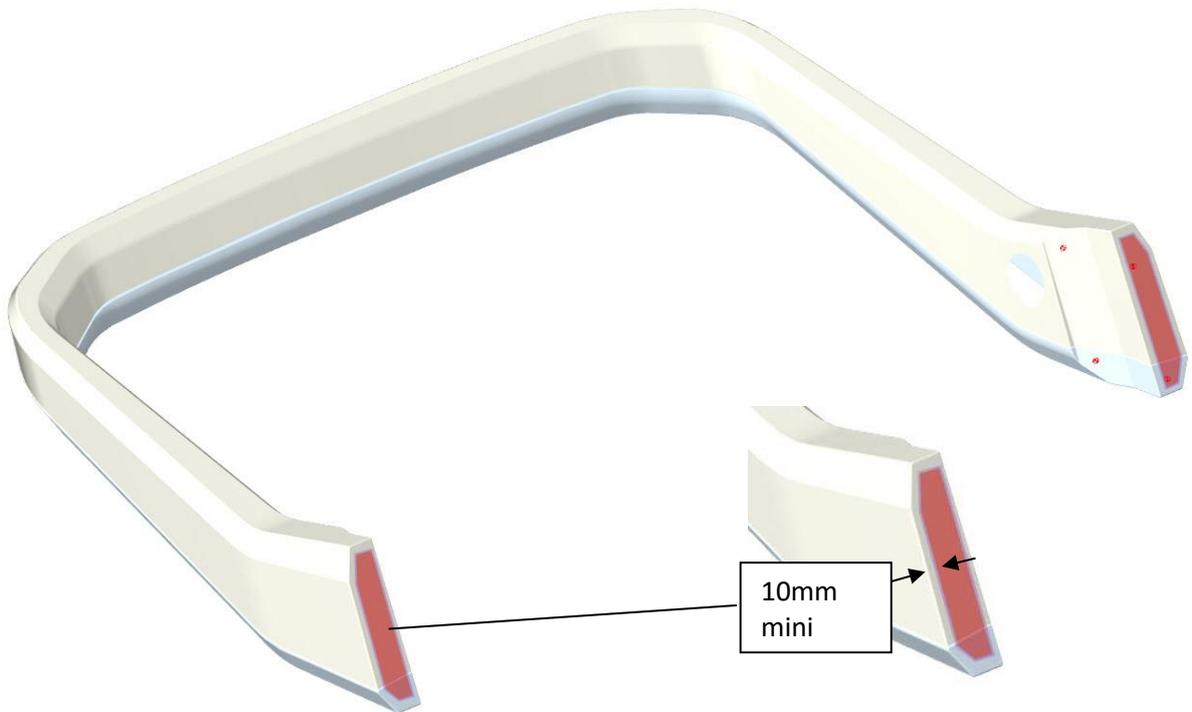


- To install the roll bar, remove the EVA pads from the wings and clean the surfaces,



## INSTALLATION

- Apply SIKA on the feet of the roll bar. Leave 10 to 15mm clearance around the edges of the feet so the SIKA doesn't squeeze out when you tighten it down.



- Place the roll bar the wings and align the holes.
- Bolt on with M10 bolts.

## VIII USE

### VIII-1 Aft sun lounger

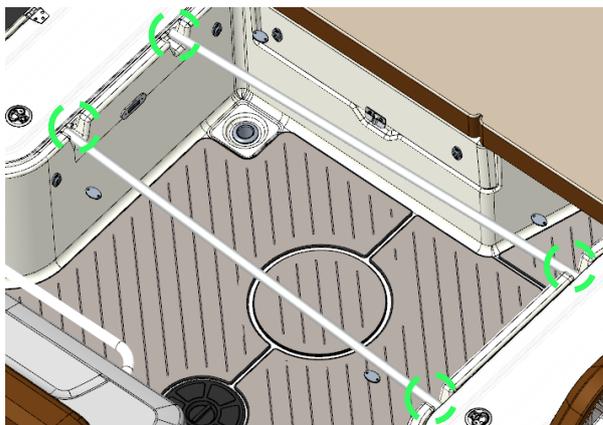
1 – Table in initial position,



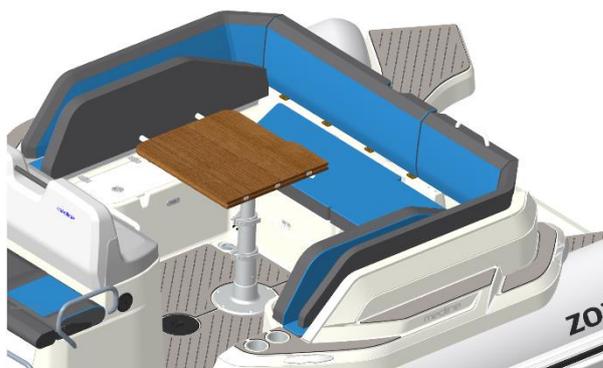
2 – Raise the port and starboard seat cushions in the aft seating area,



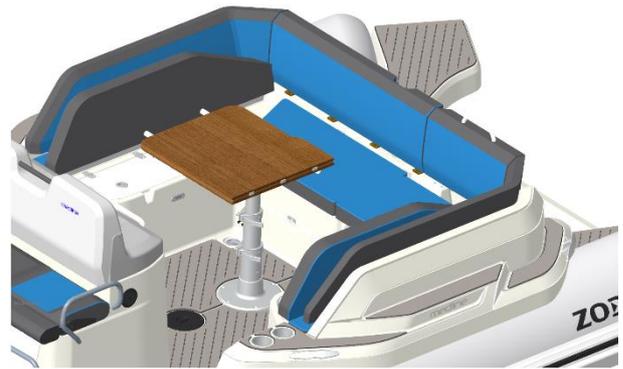
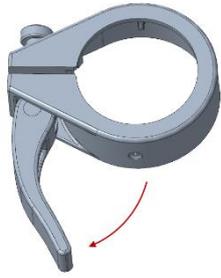
3 – Extend the starboard arms,



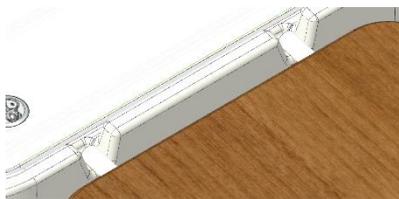
4 – Fold back the mobile leaf for a better view of the locking rings on the base,



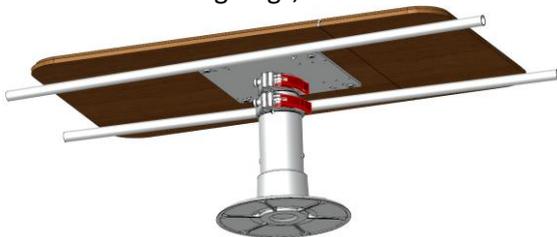
5 – Unlock the 2 locking rings,



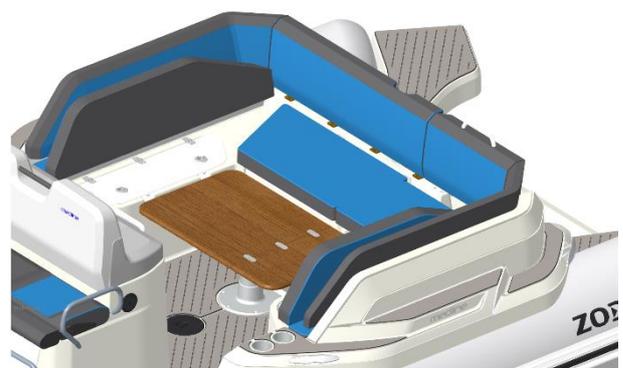
6 – Push down on the table to lower the telescopic base until the table touch the arms,



7 – Lock the 2 locking rings,



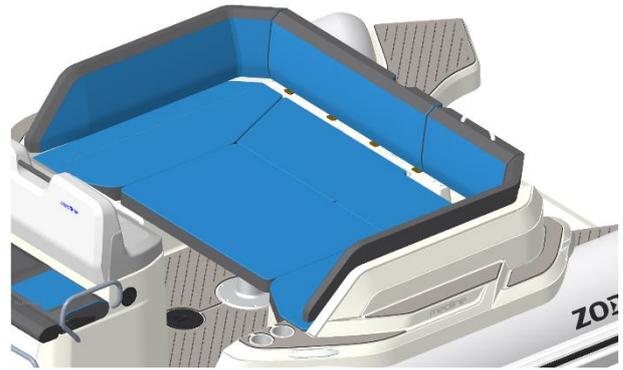
8– Fold back down the leaf



9 – Lower the seat cushions,



10 – Position the aft sunbathing cushion on the lowered table.



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