



*Volume 2*

***PRO***

611 475 A



CAREFULLY READ THIS MANUAL BEFORE PUTTING YOUR ZODIAC INTO SERVICE.

# VOLUME 2

## DESCRIPTION - BUOYANCY TUBE PROPULSION SYSTEM INSTALLATION AND CIRCUITS

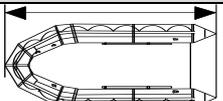
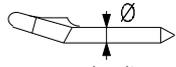
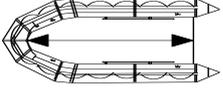
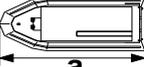
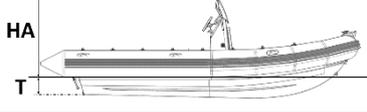
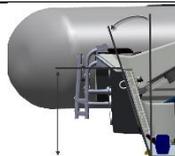
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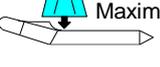
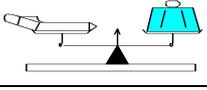
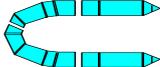
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## DESCRIPTION – Technical characteristics

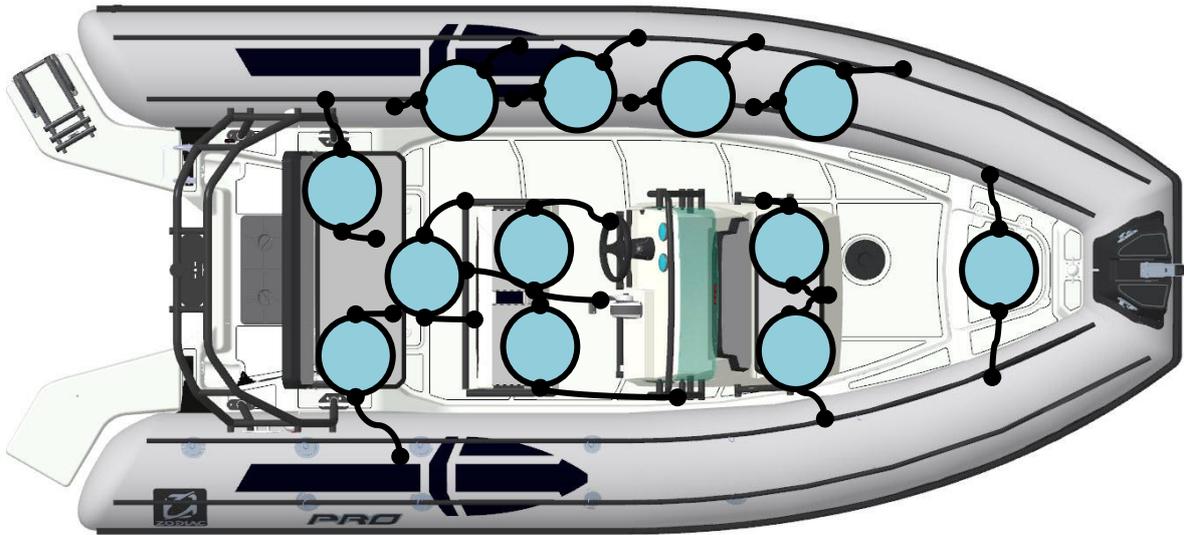
### I -1-TECHNICAL CHARACTERISTICS of the PRO 5.5

<b>Dimensions</b>						
<i>Dimension tolerance +/- 3%</i>						
	m	5.4		m	0.575	
	ft	17' 9"		Buoyancy tube diameter	ft	1'11"
	m	4.25		a	m	4.55
	ft	13' 12"			Without the buoyancy tube	ft
	m	2.54		b	m	1.7
	ft	8' 4"				ft
	m	1.39		c	m	1.03
	ft	4' 7"			ft	3' 5"
	HA (mm)	1920	Max. air draught (taking into account the highest console available as an option)			
	T (mm)	490	Max. draught			
	°	17	Transom angle			
	mm	507	Transom height			

<b>Design category</b>	
 (Directive 2013/53/EU)	C

<b>Capacity</b>				
<i>Weight tolerance +/- 5%</i>				
 (ISO)		C		
		<b>12</b>		
 Maximum	<b>ISO 14946</b>	kg	1380	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. Weight of people Personal property List of all options proposed Content of consumable liquid tanks (fuel, drinking water...) Weight of the engine or engines
		lb	3042	
 Maximum	<b>ISO 14945</b>	kg	1540	
		lb	3395	
		kg	465	
		lb	1025	
Number of compartments		5		The weights indicated do not include any accessories

DESCRIPTION - Technical characteristics



Seat with handles



**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.**

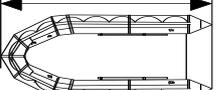
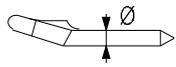
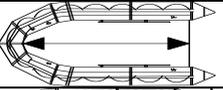
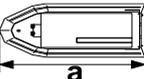
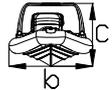
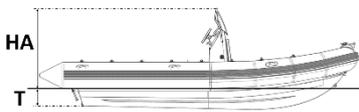
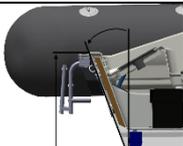
Engine configuration of the PRO 5.5			
 Long	Shaft length		SINGLE ENGINE
			L
	Minimum recommended power	HP	70
		kW	51.5
	Maximum recommended power	HP	115
		kW	84
	Maximum allowed power	HP	130
		kW	95.7
 Maximum	Maximum engine weight	kg	225
		lb	496

The recommended power corresponds to optimal use of the boat's capacities for an average load.

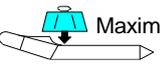
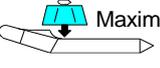
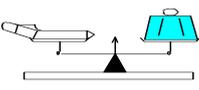
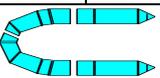
**NOTE:** The maximum authorized power, when greater than the maximum recommended power, must be used with extreme caution. It is intended for experienced users, using their boat under very specific conditions (transport of heavy loads, etc.). See the "Sailing advice" chapter in Volume 1 of the manual.

## DESCRIPTION - Technical characteristics

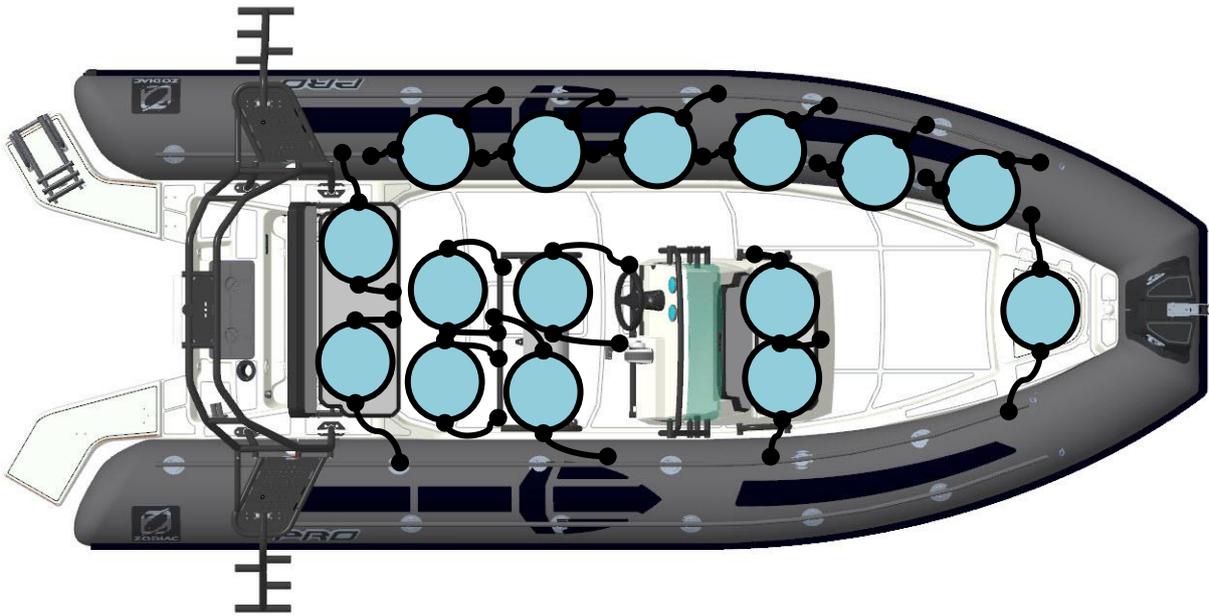
### I -2- TECHNICAL CHARACTERISTICS of the PRO 6.5

<b>Dimensions</b>						
<i>Dimension tolerance +/- 3%</i>						
	m	6.1	 Buoyancy tube diameter	m	0.575	
	ft	20'		ft	1'11"	
	m	4.94	Without the buoyancy tube	a	m	6.06
	ft	16' 2"			ft	19'11"
	m	2.54	 a	b	m	1.805
	ft	8' 4"			ft	5' 11"
	m	1.39	 b c	c	m	1.21
	ft	4' 7"			ft	4'
 HA T	HA (mm)		1914	Max. air draught (taking into account the highest console available as an option)		
	T (mm)		571	Max. draught		
	°		19.5	Transom angle		
	mm		653.5	Transom height		

<b>Design category</b>	
 (Directive 2013/53/EU)	C

<b>Capacity</b>					
<i>Weight tolerance +/- 5%</i>					
 (ISO)		C			
		<b>15</b>			
 Maximum	<b>ISO 14946</b>	kg	1790	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. Weight of people Personal property List of all options proposed Content of consumable liquid tanks (fuel, drinking water...) Weight of the engine or engines	
		lb	3946		
 Maximum	<b>ISO 14945</b>	kg	2050		
		lb	4520		
			kg		610
			lb		1345
Number of compartments				5	
The weights indicated do not include any accessories					

DESCRIPTION - Technical characteristics



 Seat with handles



**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.

Engine configuration of the PRO 6.5					
 Long	Shaft length		SINGLE ENGINE	TWIN-ENGINE	The recommended power corresponds to optimal use of the boat's capacities for an average load.
			XL	L	
	Minimum recommended power	HP	115	2 x 70	
		kW	84.6	2 x 51.5	
	Maximum recommended power	HP	150	2 x 80	
		kW	110	2 x 59	
	Maximum allowed power	HP	175	2 x 90	
		kW	131	2 x 66	
 Maximum	Maximum engine weight	kg	282	2 x 200	
		lb	622	2 x 440	

**DESCRIPTION - Technical characteristics**

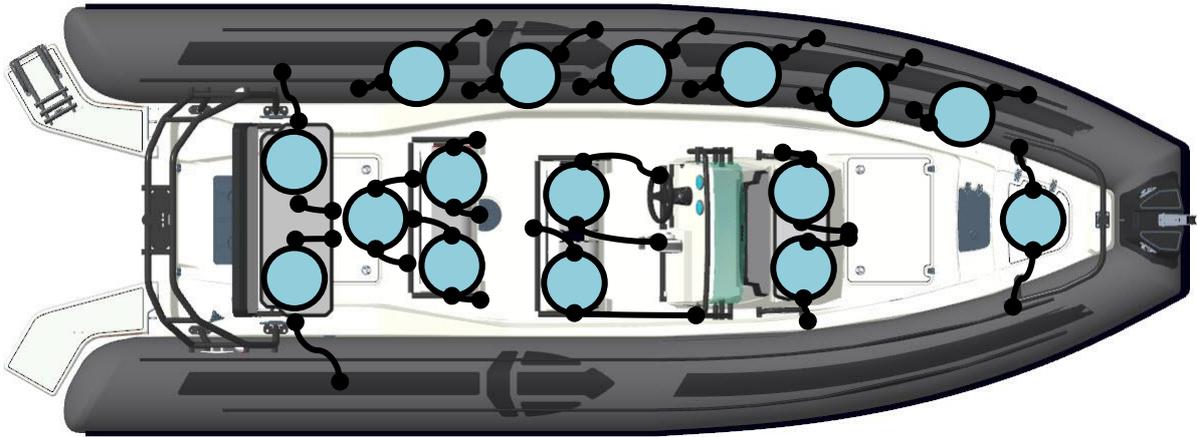
**I-3- TECHNICAL CHARACTERISTICS of the PRO 7**

<b>Dimensions of the PRO 7</b>						
<i>Dimension tolerance +/- 3%</i>						
	m	6.75		m	0.575	
	ft	22' 2"		ft	1'11"	
	m	5.71	Without the buoyancy tube   	a	m	6.06
	ft	18' 9"		ft	19'11"	
	m	2.54		b	m	1.805
	ft	8' 4"		ft	5' 11"	
	m	1.39		c	m	1.21
	ft	4' 7"		ft	4'	
	HA (mm)	2005		Max. air draught (taking into account the highest console available as an option)		
	T (mm)	700		Max. draught		
	°	18.3	Transom angle			
	mm	642	Transom height			

<b>Design category</b>	
(Directive 2013/53/EU)	B / C

<b>Capacity of the PRO 7</b>					
<i>Weight tolerance +/- 5%</i>					
	(ISO)		B	C	
			5*	16	
	ISO 14946	kg	920	1720	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. Weight of people Personal property List of all options proposed Content of consumable liquid tanks (fuel, drinking water...) Weight of the engine or engines
		lb	2028	3792	
	ISO 14945	kg	1160	1960	
		lb	2557	4321	
		kg	820		
		lb	1808		
Number of compartments			5		The weights indicated do not include any accessories

DESCRIPTION - Technical characteristics



 Seat with handles (Category C)



 Seat with handles (Category B)



**\* WARNING**

*The number of people for category B depends on the number of seated places at the back (half of the boat).*

*Passengers should also be able to hold on to a handle.*

**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.**

Engine configuration of the PRO 7			
Shaft length	SINGLE ENGINE	TWIN-ENGINE	

 Long			XL	L	
	Minimum recommended power	HP	115	2 x 80	The recommended power corresponds to optimal use of the boat's capacities for an average load.
		kW	84.6	2 x 58.9	
	Maximum recommended power	HP	200	2 x 100	
		kW	147.2	2 x 73.6	
	Maximum allowed power	HP	250	2 x 125	
		kW	184	2 x 92	
 Maximum	Maximum engine weight	kg	307	2 x 244	
		lbs	677	2 x 538	

**DESCRIPTION - Technical characteristics**

**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 distribute 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:

- Navigate cautiously
- Distribute the load evenly
- Maintain appropriate trim.

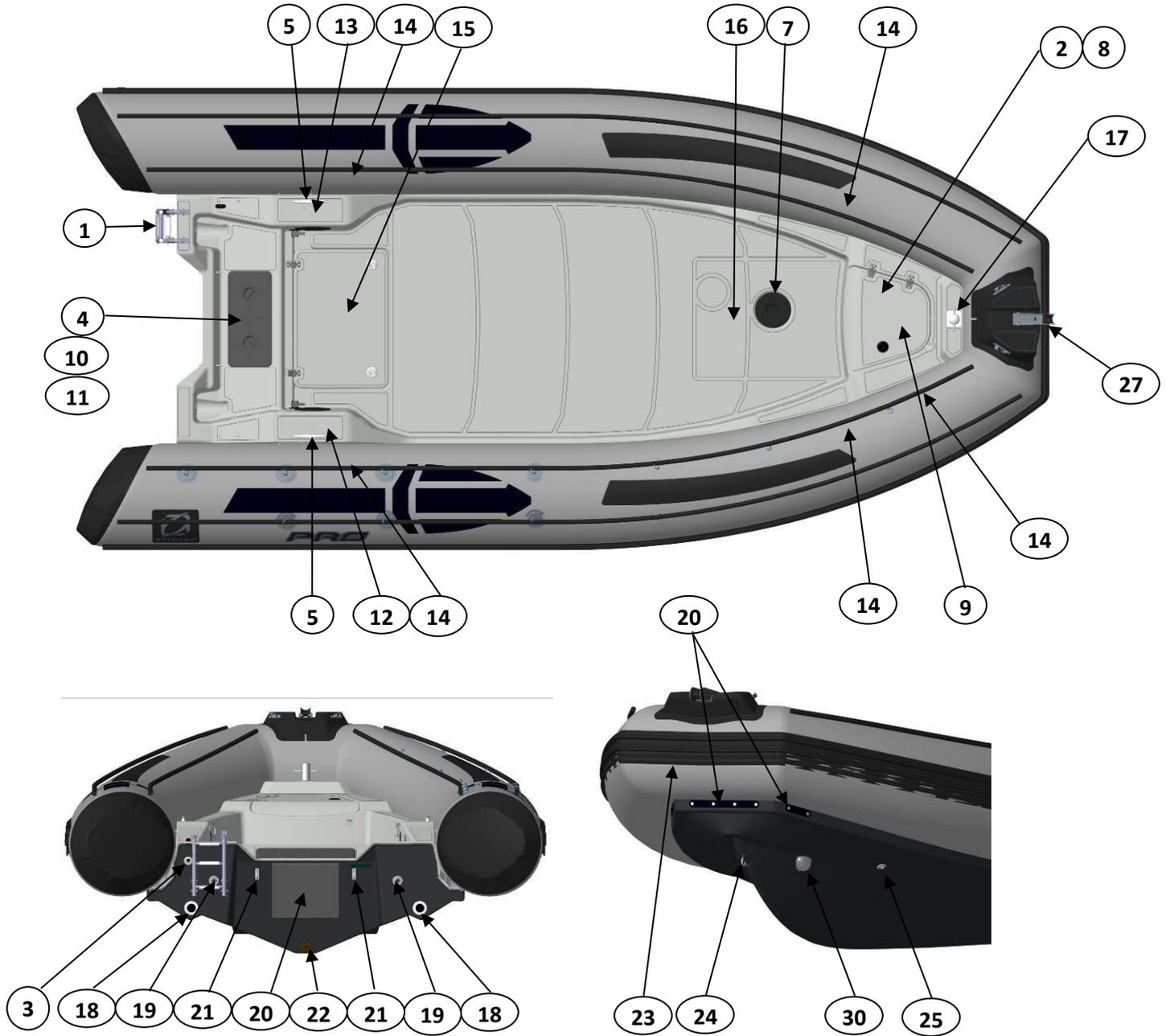
**WARNING!**

Do not store flammable products in the rear compartment.

It is strictly forbidden to store a spare fuel tank.

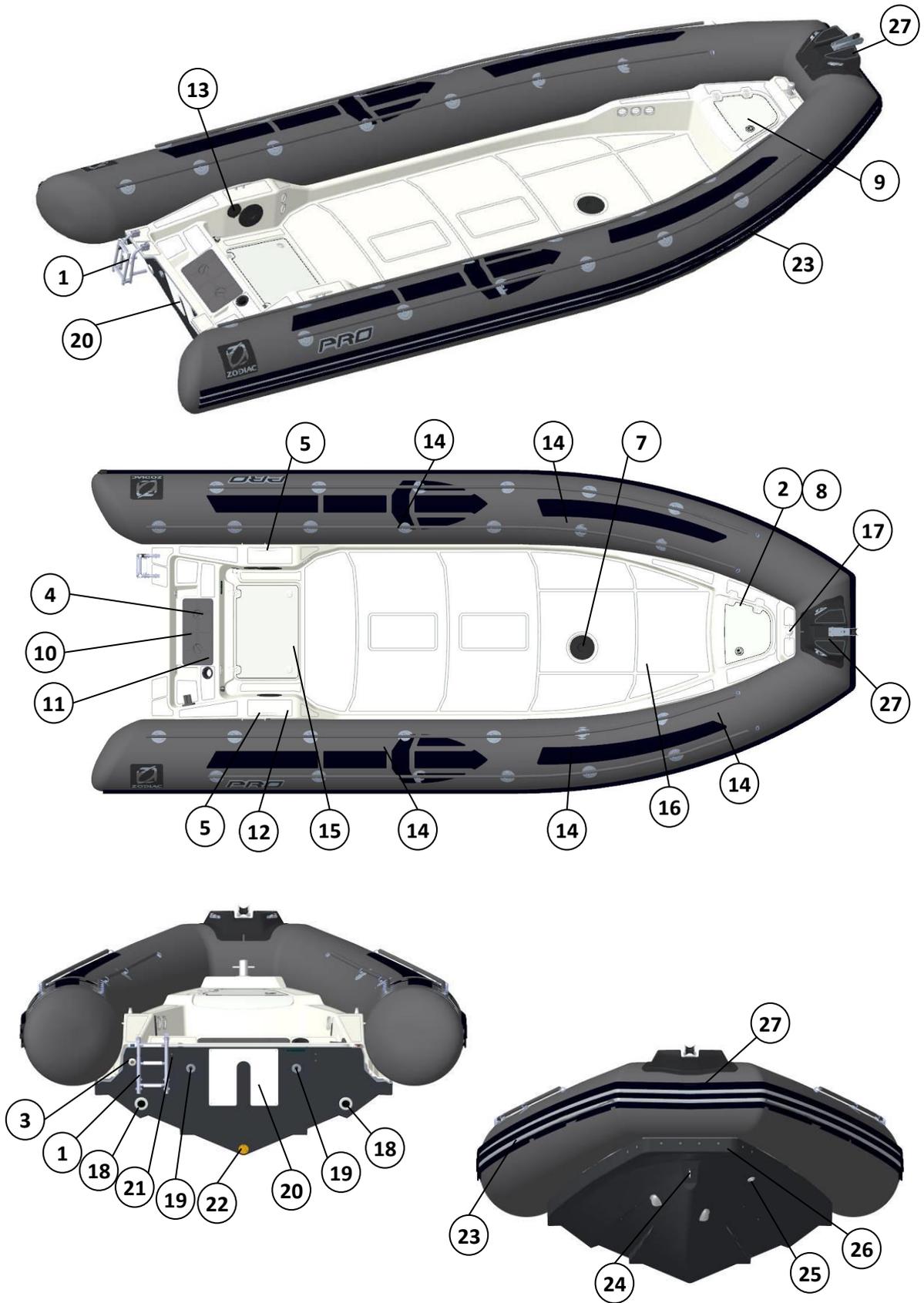
I-4-INVENTORY AND LOCATION

PRO 5.5

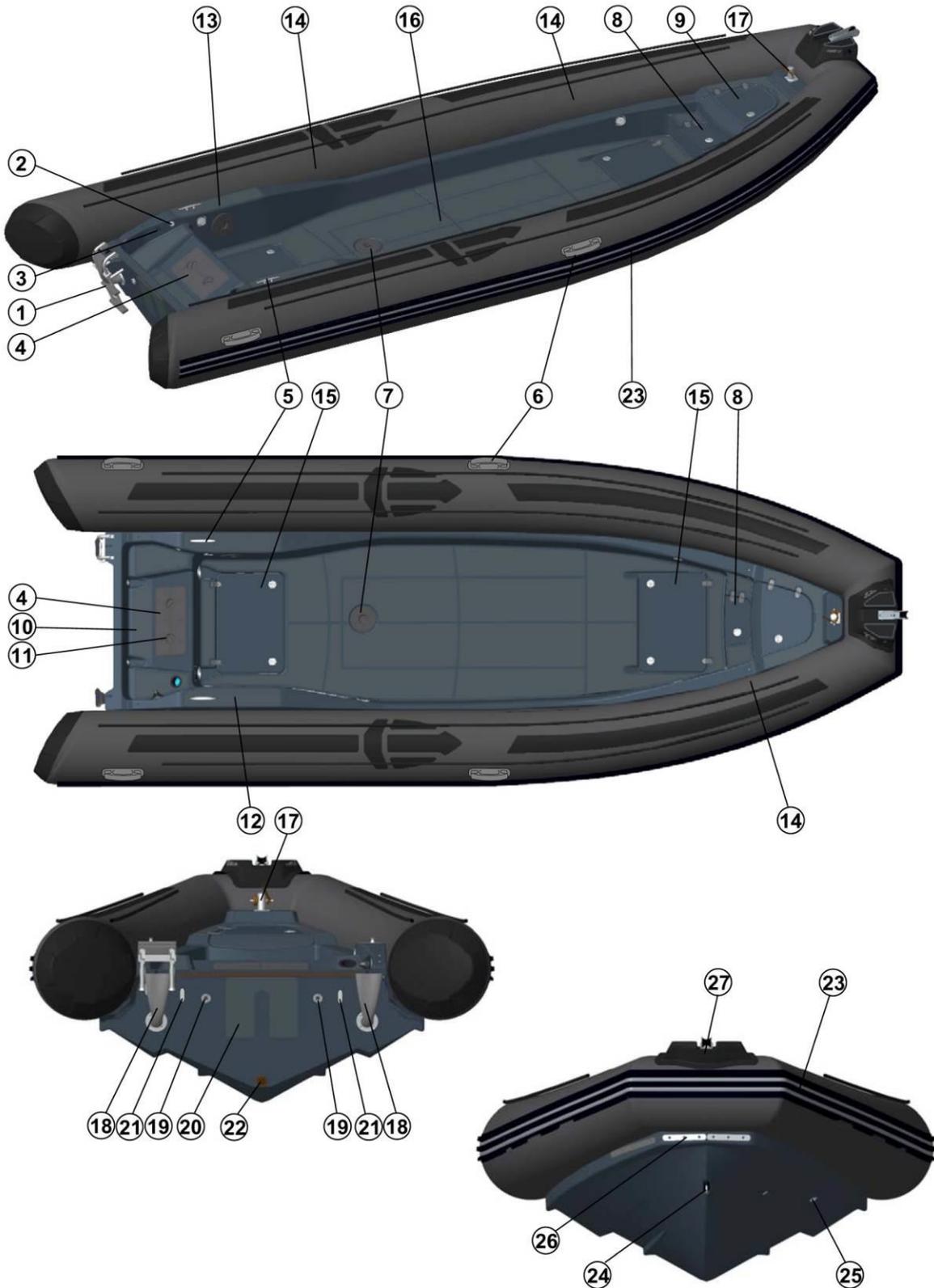


DESCRIPTION - INVENTORY and Location

PRO 6.5



PRO 7



<b>DESCRIPTION - INVENTORY and Location</b>				
<b>Ref.</b>	<b>DESCRIPTION</b>	<b>PRO 5.5</b>	<b>PRO 6.5</b>	<b>PRO 7</b>
	Polyester hull with counter-moulded and anti-slip deck			
	2 high flow rate self-bailers			
1	Boarding ladder	X	X	X
2	Tank vent	X	X	X
3	Bilge pump outlet	X	X	X
4	Rear compartment	X	X	X
5	Mooring bollards	X	X	X
6	Carrying handles	X	X	X
7	Tank access hatch	X	X	X
8	Tank filler	X	X	X
9	Anchor locker	X	X	X
10	Bilge pump <i>Inside the rear locker</i> }	X	X	X
11	Battery (box)	X	X	X
12	Fuel filter	X	X	X
13	Battery cut-off	X	X	X
14	Inflation/deflation valves	X	X	X
15	Deck hatches	X	X	X
16	Built-in fuel tank	X	X	X
17	Mooring cleat	X	X	X
18	Deck self-bailer sleeves	X	X	X
19	Engine recess drain	X	X	X
20	Martyr plate	X	X	X
21	Towing chain plates	X	X	X
22	Hull scupper	X	X	X
23	Rubbing strip	X	X	X
24	Bow chain plate	X	X	X
25	Fuel overflow outlet	X	X	X
26	Buoyancy tube flap fastening	X	X	X
27	Bow roller + Sheave	X	X	X
	Removable buoyancy tube with wide rubbing strip, grab lines and long cones.	X	X	X
<b>STANDARD EQUIPMENT</b>				
	2 telescopic paddles, 1 foot inflator, 1 repair kit, 1 owner's manual (2 volumes), 1 pressure gauge.			
<b>OPTIONAL EQUIPMENT</b>				
	Bolster PRO	1	1	1
	Jockey seat PRO 1 place	2	4	4
	Double Tube Bolster	1	1	1
	Single Tube Bolster	1	1	1
	3 place bench seat	1	1	1
	PRO HL console	1	1	1
	PRO HLS console seat	1	1	1
	PRO HLX Console	1	1	1
	PRO HXLS console	1	1	1
	HL console booster	1	1	1
	HXL console booster	1	1	1
	Other options available. See your ZODIAC dealer			

**I-5-HANDLING**

**I-5-1 Transport**

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 and can be transported inflated.

The weight in transport conditions for a trailer includes:

**PRO 5.5**

<b>Unladen weight of the boat:</b>	465 kg	<i>Tolerance +/- 5 %</i>
<b>Weight of the engine(s):</b>	225 kg	
<b>Consumable quantity:</b>	76 kg	<i>Fuel tank</i>
<b>Options:</b>	286 kg	<i>Model including all options</i>
<b>Safety equipment:</b>	26 kg	<i>Fittings</i>
<b>Σ:</b>	<b>1078 kg</b>	

**PRO 6.5**

<b>Unladen weight of the boat:</b>	610 kg	<i>Tolerance +/- 5 %</i>
<b>Weight of the engine(s):</b>	400 kg	<i>Twin engine configuration</i>
<b>Consumable quantity:</b>	146 kg	<i>Fuel tank</i>
<b>Options:</b>	371 kg	<i>Model including all options</i>
<b>Safety equipment:</b>	26 kg	<i>Fittings</i>
<b>Σ:</b>	<b>1553 kg</b>	

**PRO 7**

<b>Unladen weight of the boat:</b>	819 kg	<i>Tolerance +/- 5 %</i>
<b>Weight of the engine(s):</b>	488 kg	<i>Twin engine configuration</i>
<b>Consumable quantity:</b>	152 kg	<i>Fuel tank</i>
<b>Options:</b>	371 kg	<i>Model including all options</i>
<b>Safety equipment:</b>	130 kg	<i>Equipment and life raft</i>
<b>Σ:</b>	<b>1960 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 TUBE DEFLATED!**

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

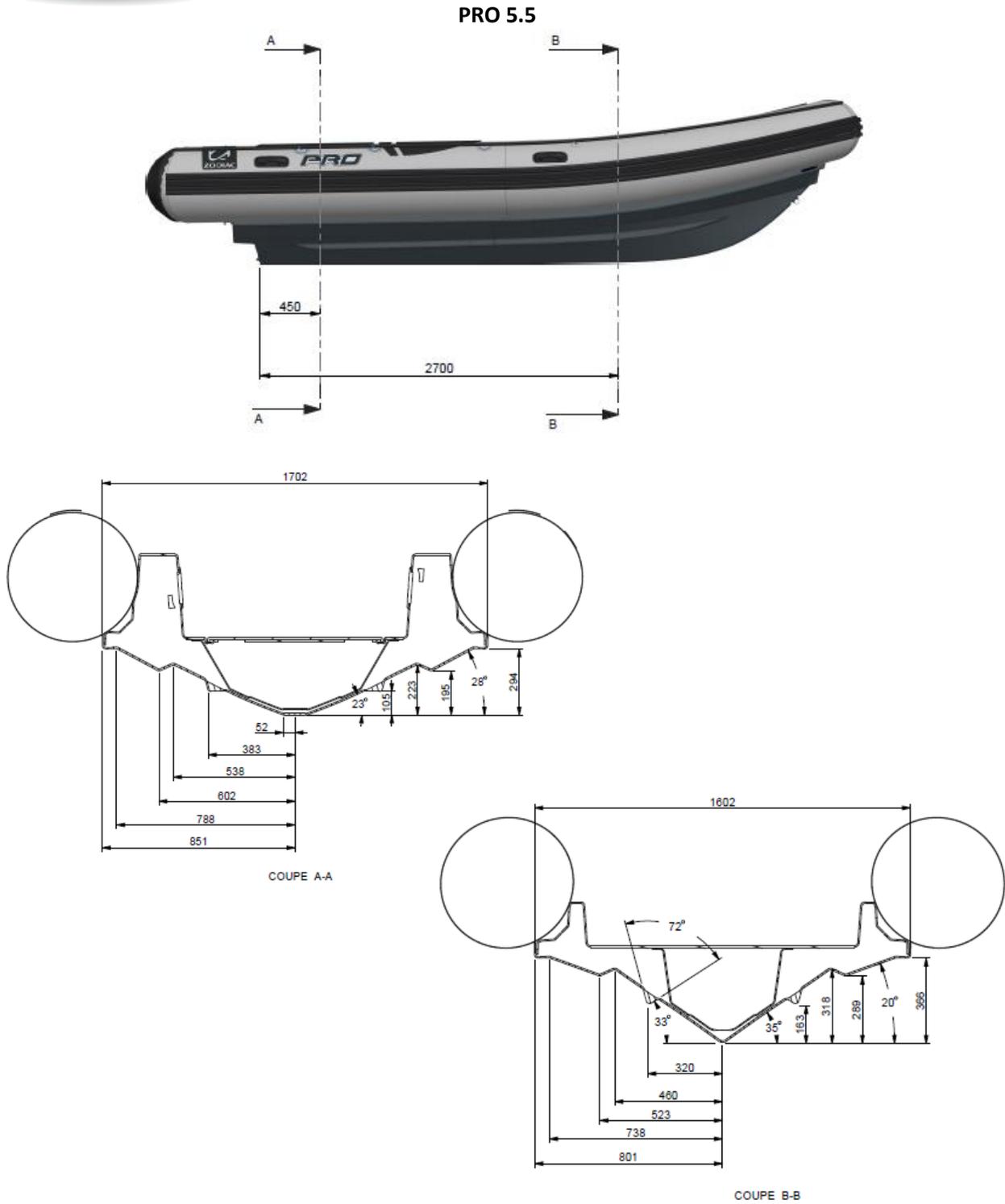
DESCRIPTION - Handling

I -5-2-Storage



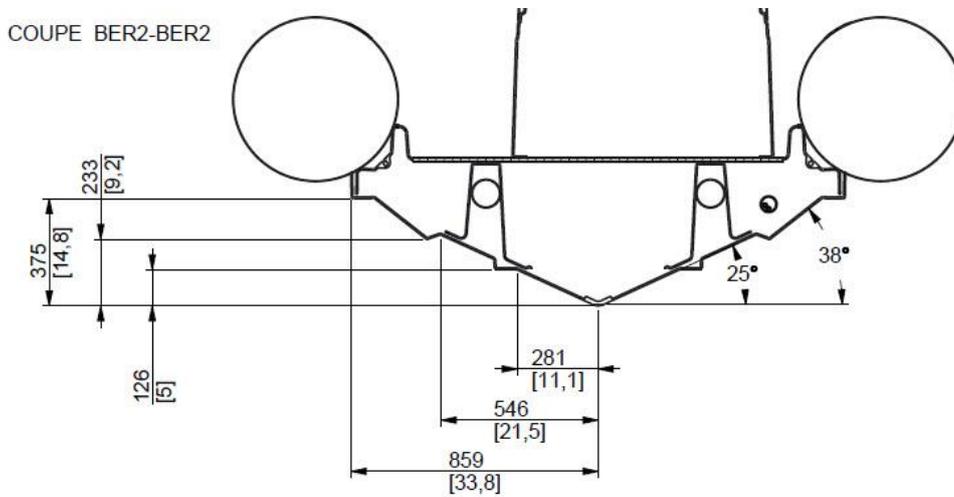
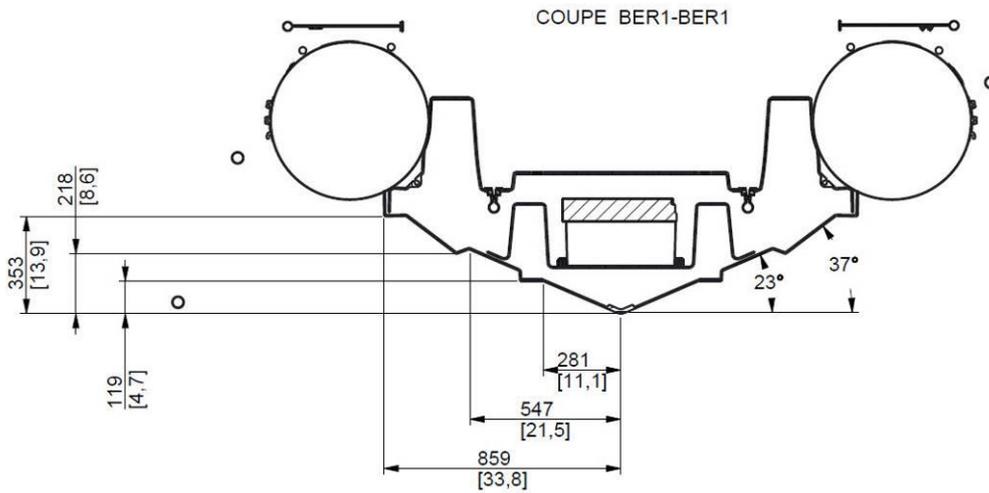
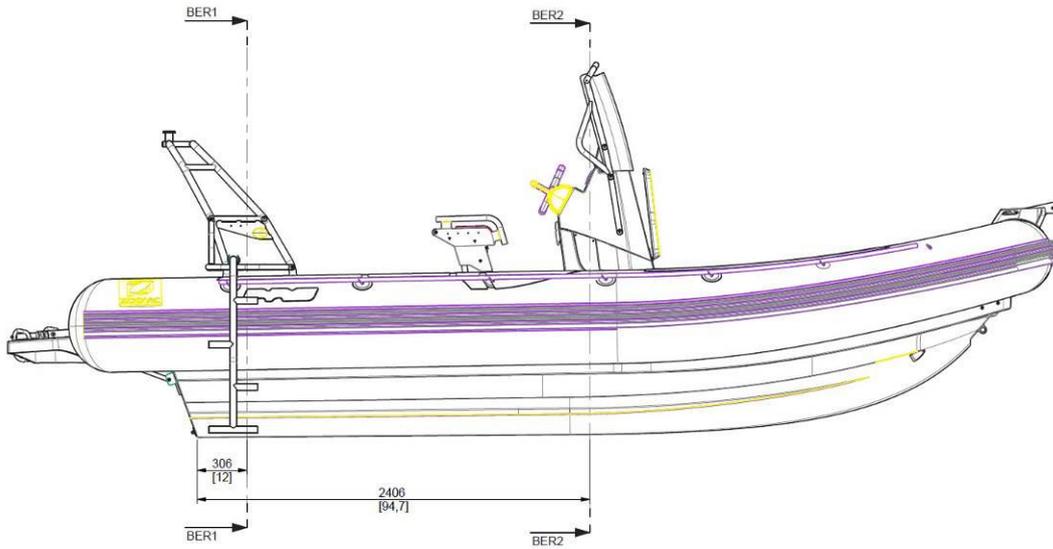
**WARNING!**

The boat must rest on the bow line.  
See diagram below.



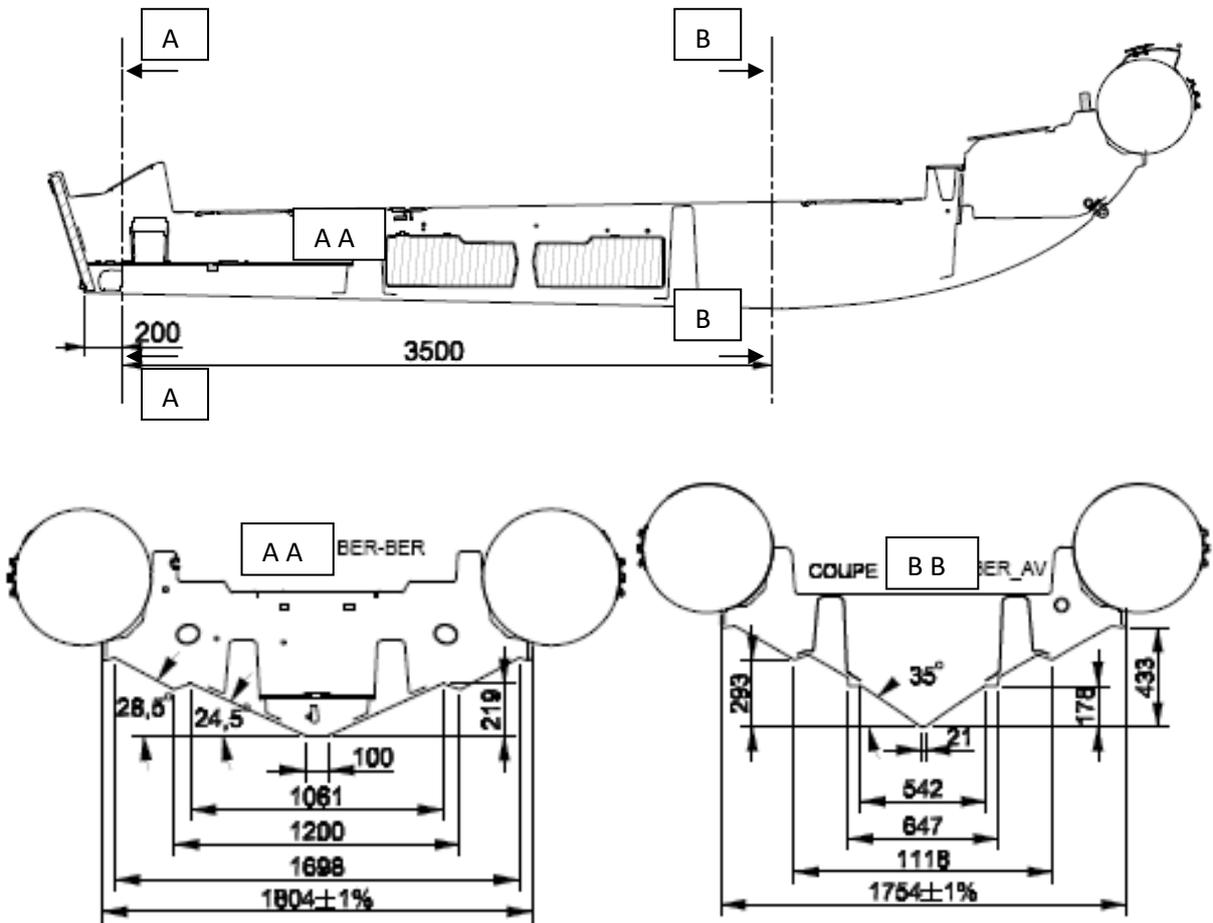
DESCRIPTION - Handling

PRO 6.5



DESCRIPTION - Handling

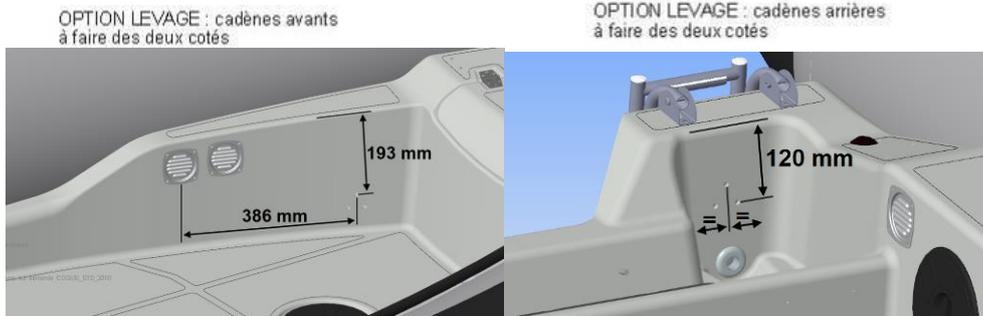
PRO 7



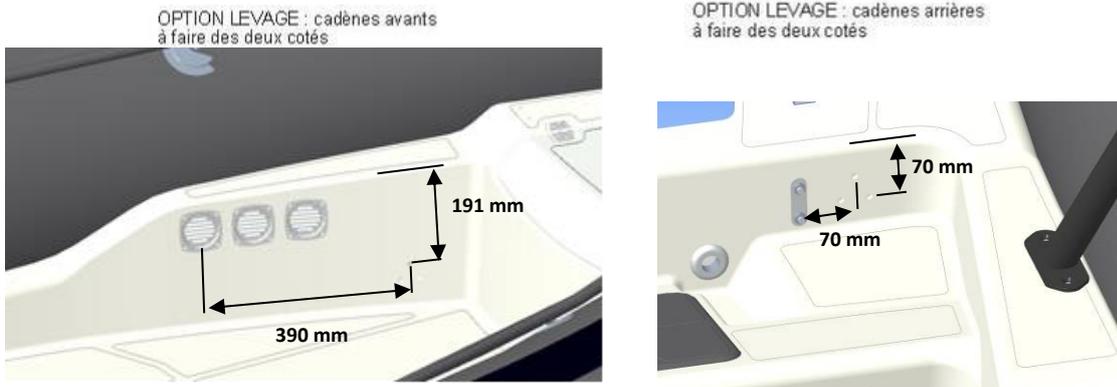
I -5-3-Lifting

The boat can be equipped with front and aft chain plates (optional equipment) and placed as follows:

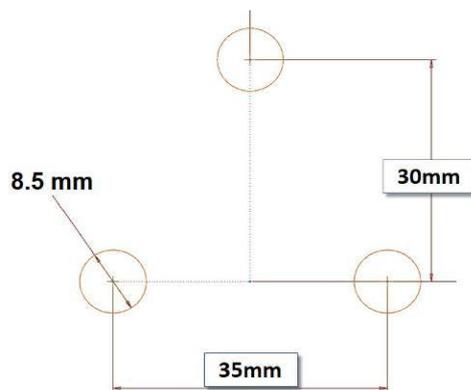
PRO5.5



PRO6.5



Chain plate drilling



**DESCRIPTION - Handling****WARNING**

Lifting must be carried out by professionals.

**DANGER!**

No passengers on board while hoisting

**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 before launching).

## BUOYANCY TUBE – Installing the buoyancy tube on the hull

### II - BUOYANCY TUBE

#### II -1-MAINTENANCE OF THE BUOYANCY TUBE

##### PRO 5.5 / PRO 6.5

Your boat's buoyancy tube is made from STRONGAN DUOTEX<sup>®</sup> **1100** Decitex, 1300 g/m<sup>2</sup> or NEOPRENE CSM-CR **1100** Decitex fabric, 1300 g/m<sup>2</sup>.

##### PRO 7

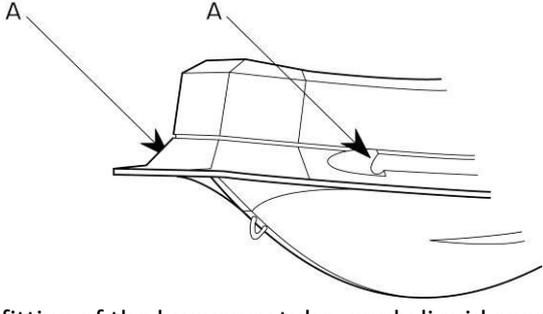
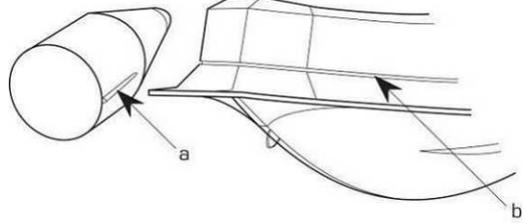
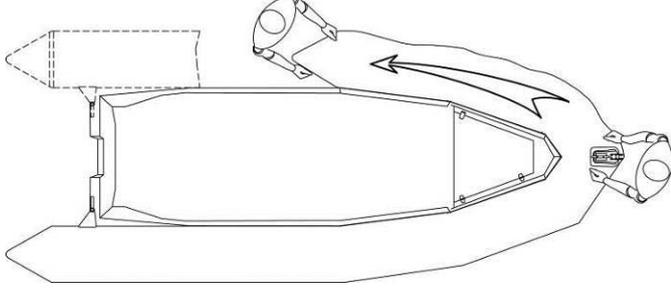
Your boat's buoyancy tube is made of NEOPRENE CSM-CR **1670** Decitex fabric, 1500 g/m<sup>2</sup>. The maintenance recommendations are specified in VOLUME I of the owner's manual.

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



If the buoyancy tube has been stored at a temperature below 0°C, leave it for 12 hours at room temperature (20°C) before unfolding it. You can inflate the non-installed buoyancy tube (pressure 240 mb) and let it stabilize for around one hour. Then deflate it.

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

<b>1</b>	 <p>In order to facilitate the fitting of the buoyancy tube, apply liquid soap to the hull's rails (A).</p>
<b>2</b>	 <p>Place the buoyancy tube bolt rope (a) in the hull rail (b) starting with the front of the hull. Pull the buoyancy tube to bring it to the water guard near the transom.</p>
<b>3</b>	 <p>Repeat for the other side of the buoyancy tube. The two protective flaps (sealing and exterior) should pass over the hull's nose.</p>

**BUOYANCY TUBE - INFLATING THE BUOYANCY TUBE**

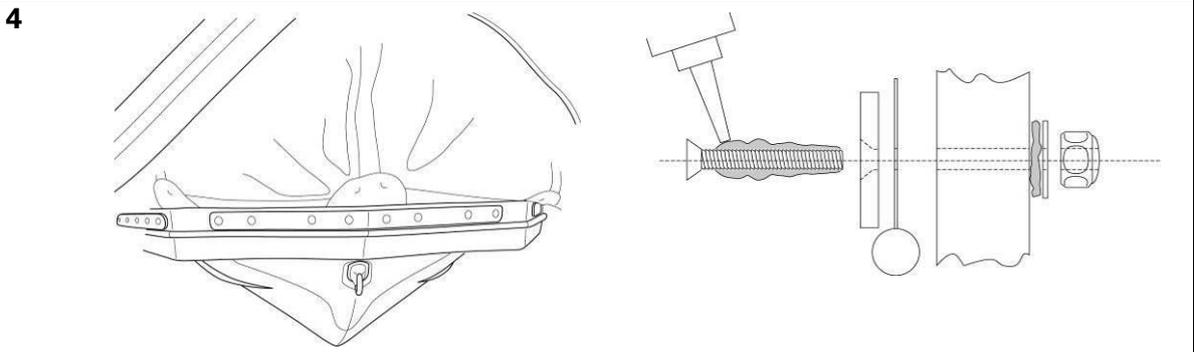
**II -3-SECURING THE PROTECTIVE FLAP**

**Fastening with inserts:**



Place the buoyancy tube and make fast the outer flap (buoyancy tube deflated) using the stainless steel bars and the screws supplied in the buoyancy tube kit. To ensure that the assembly is mechanically secure, apply medium strength threadlocker to the screws.

**Fastening with bolts:**



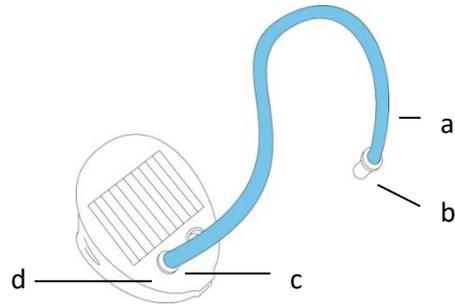
After inflating the buoyancy tube (see the chapters below), secure the outer flap using the stainless steel bars and screws provided in the buoyancy tube kit. Apply sealing compound on all the screws and in the hull holes to achieve watertightness.

## BUOYANCY TUBE - INFLATING THE BUOYANCY TUBE

### II-4 INFLATING THE BUOYANCY TUBE

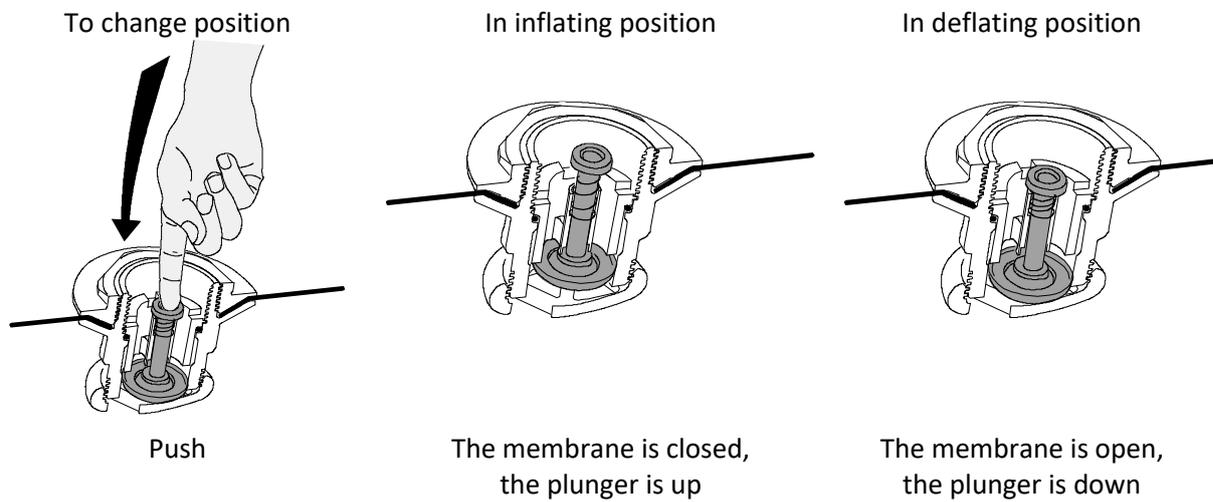
#### INFLATOR

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



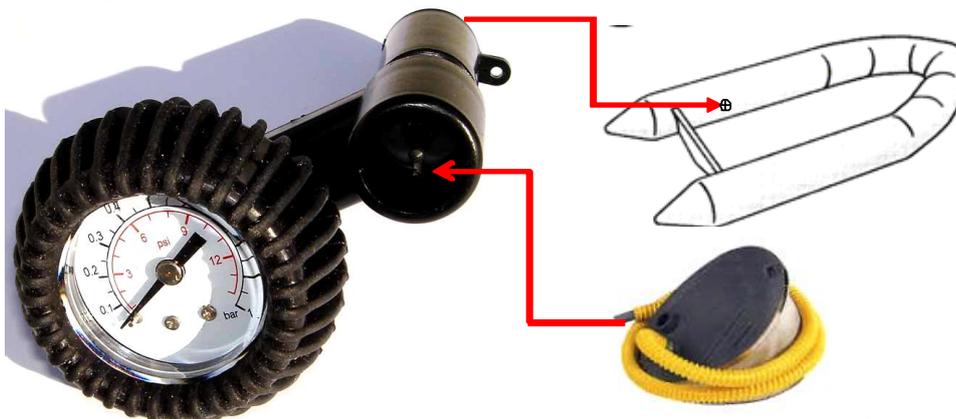
**NOTE:** An electrical (12 V) high output inflation pump is available as an option (contact your dealer).

#### "EASY - PUSH" VALVES



**BUOYANCY TUBE - INFLATING THE BUOYANCY TUBE**

**PRESSURE GAUGE**



**WARNING!**  
Do not use a compressor or compressed air cylinder.

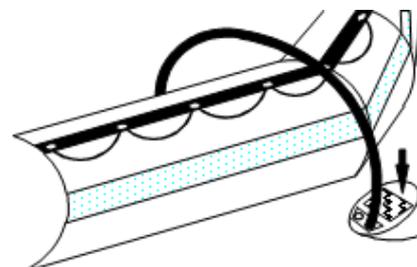
**INFLATION**

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

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

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

To inflate your buoyancy tube properly, the inflation pump should be correctly placed on the ground. The tube inflates rapidly if the inflation pump is used smoothly and without haste.



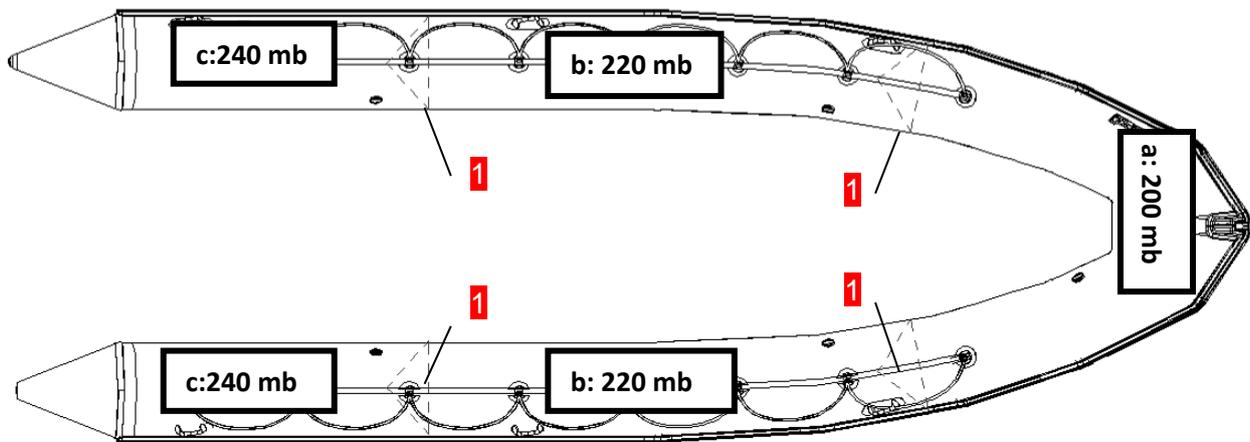
**4/** Inflate the buoyancy tube, starting with the first compartment (a) at the bow, to 200 mb pressure.

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

**6/** 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 tube to balance out.

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

## BUOYANCY TUBE - PRESSURE



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

### II -5-PRESSURE

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

The ambient temperature of the air or the water proportionally influences the internal pressure of the buoyancy tube.	Ambient temperature	Pressure inside the buoyancy tube
	+ 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 the buoyancy tube is not in contact with water) 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 jointly 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.

**BUOYANCY TUBE - PRESSURE****RISK OF OVERPRESSURE**Example:

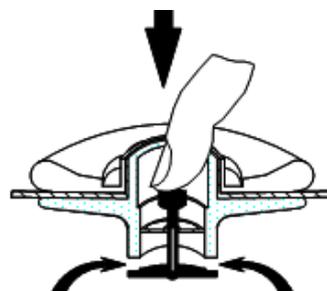
Your boat is inflated to its recommended pressure (240 mb/3.4 PSI) at the beginning or end of the day (low outside temperature = 10°C). Later in the day, your boat is left in the sun on the beach or on the deck of a boat (temperature = 50°C). The temperature inside the inflatable compartments may rise to 70°C (particularly for dark buoyancy tubes), doubling the initial pressure (480 mb). **You will then need to 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.



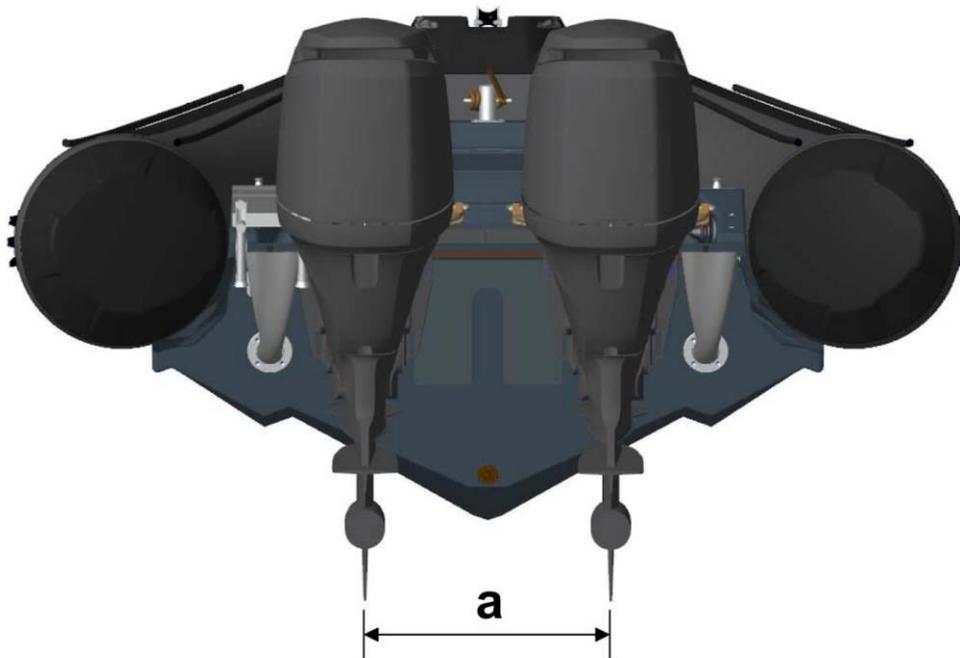
### III - Propulsion system

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.

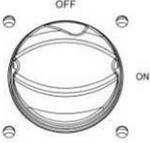
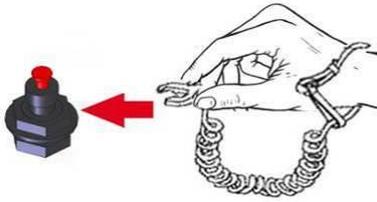
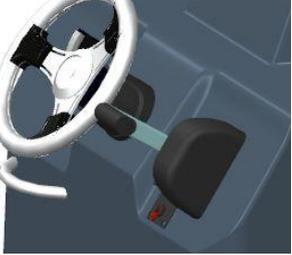
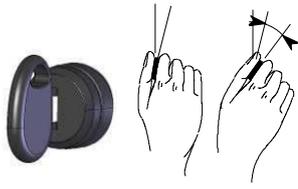


**HOW TO DRIVE YOUR BOAT**

**IV - How to drive your boat**

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

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

<p><b>1</b></p>  <p>Battery switch set to "ON"</p>	<p><b>2</b></p>  <p>Fuel valve to "ON".</p>	
<p><b>3</b></p>  <p>Slide on and connect the stop switch lanyard*</p>	<p><b>4</b></p>  <p>Throttle lever on neutral.</p>	<p><b>5</b></p>  <p>Operate the starter.</p>

*\* If the pilot 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 both ends of the stop switch lanyard correctly.*



**DANGER!**

Immediately 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 the 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.

**V-1-FUEL CIRCUIT**

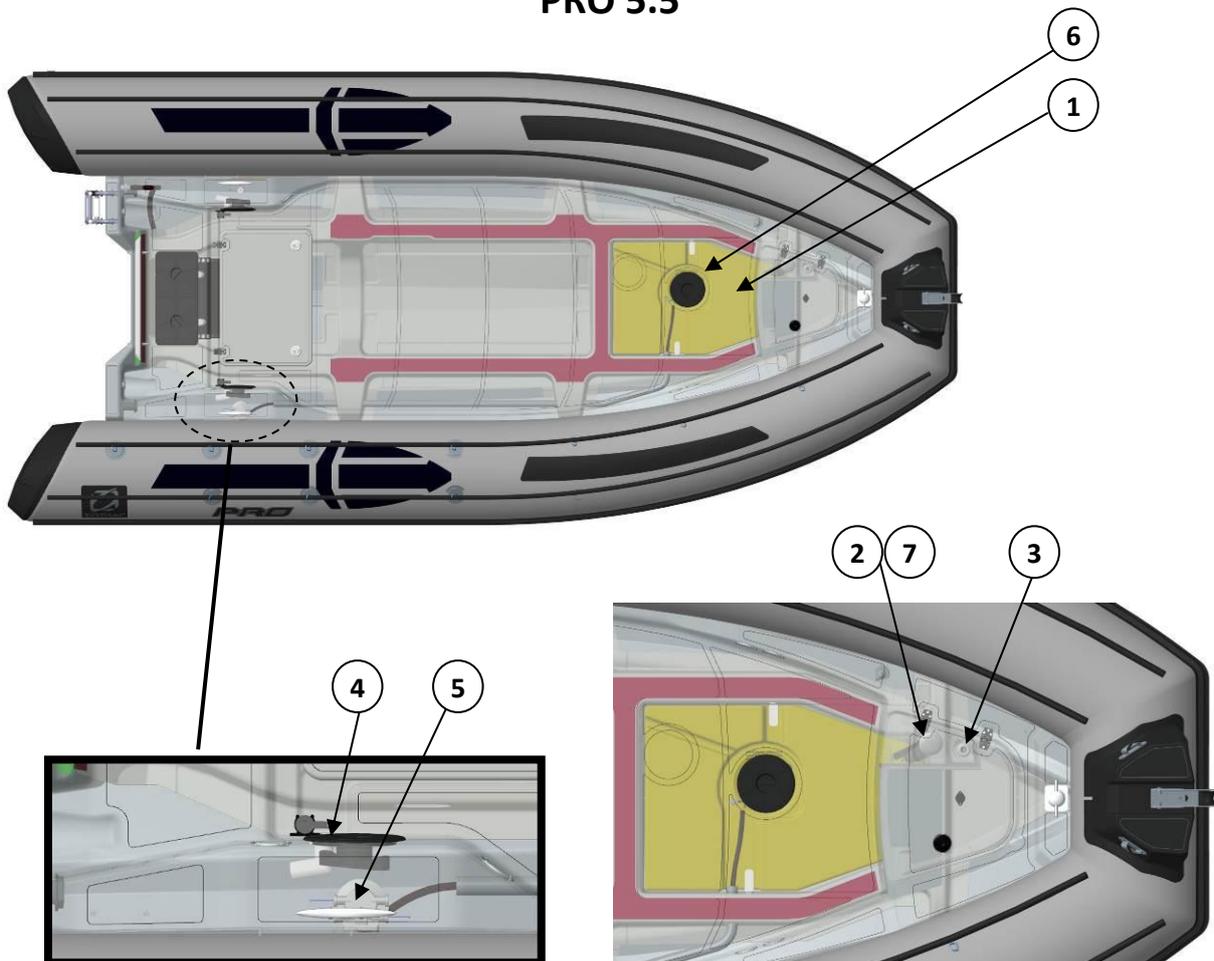


**WARNING!**

Do not use e10, e85 type biofuels, etc.

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

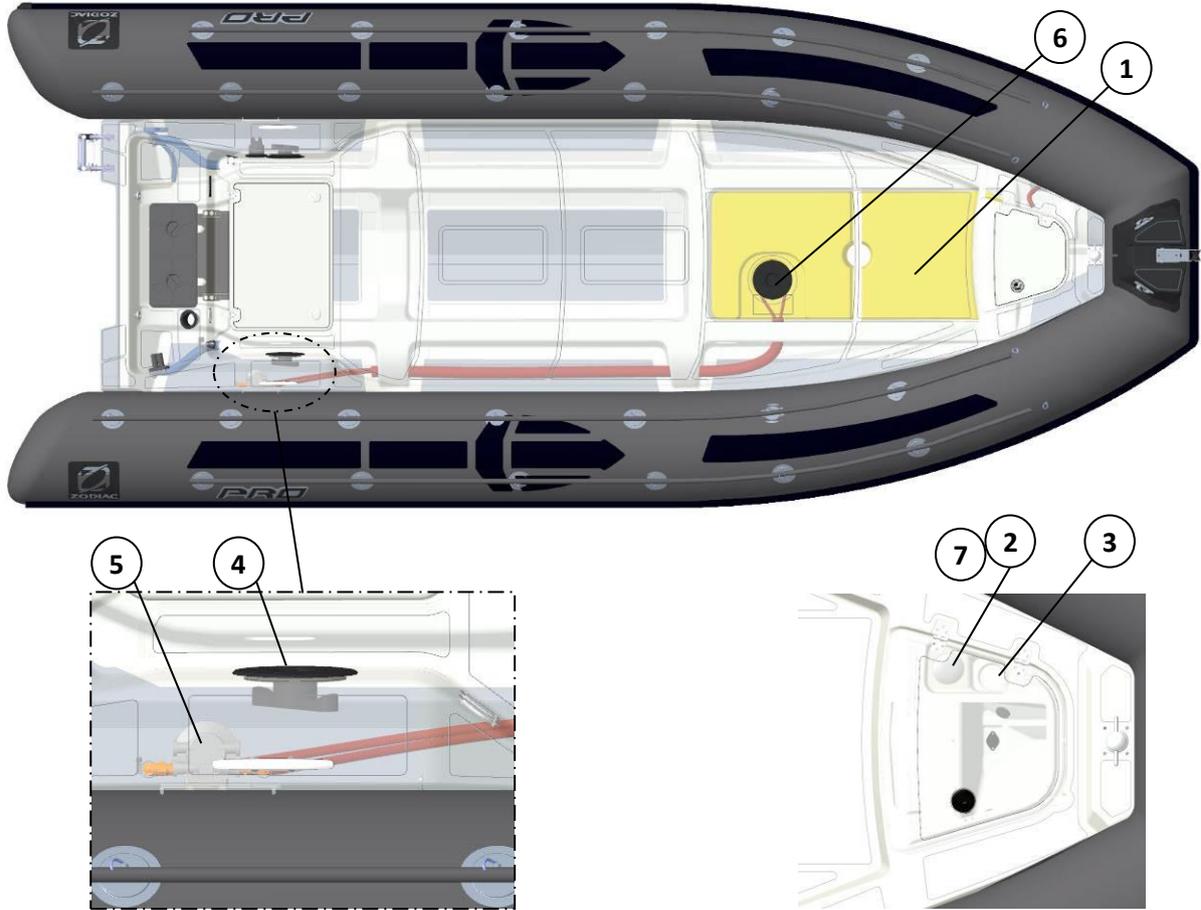
**PRO 5.5**



Ref.	DESCRIPTION
1	Fuel tank
2	Filling hole with cap
3	Fuel overflow outlet
4	Filter access hatch
5	Water/fuel separator filter
6	Fuel circuit valve
7	Tank vent

INSTALLATION AND CIRCUIT - FUEL

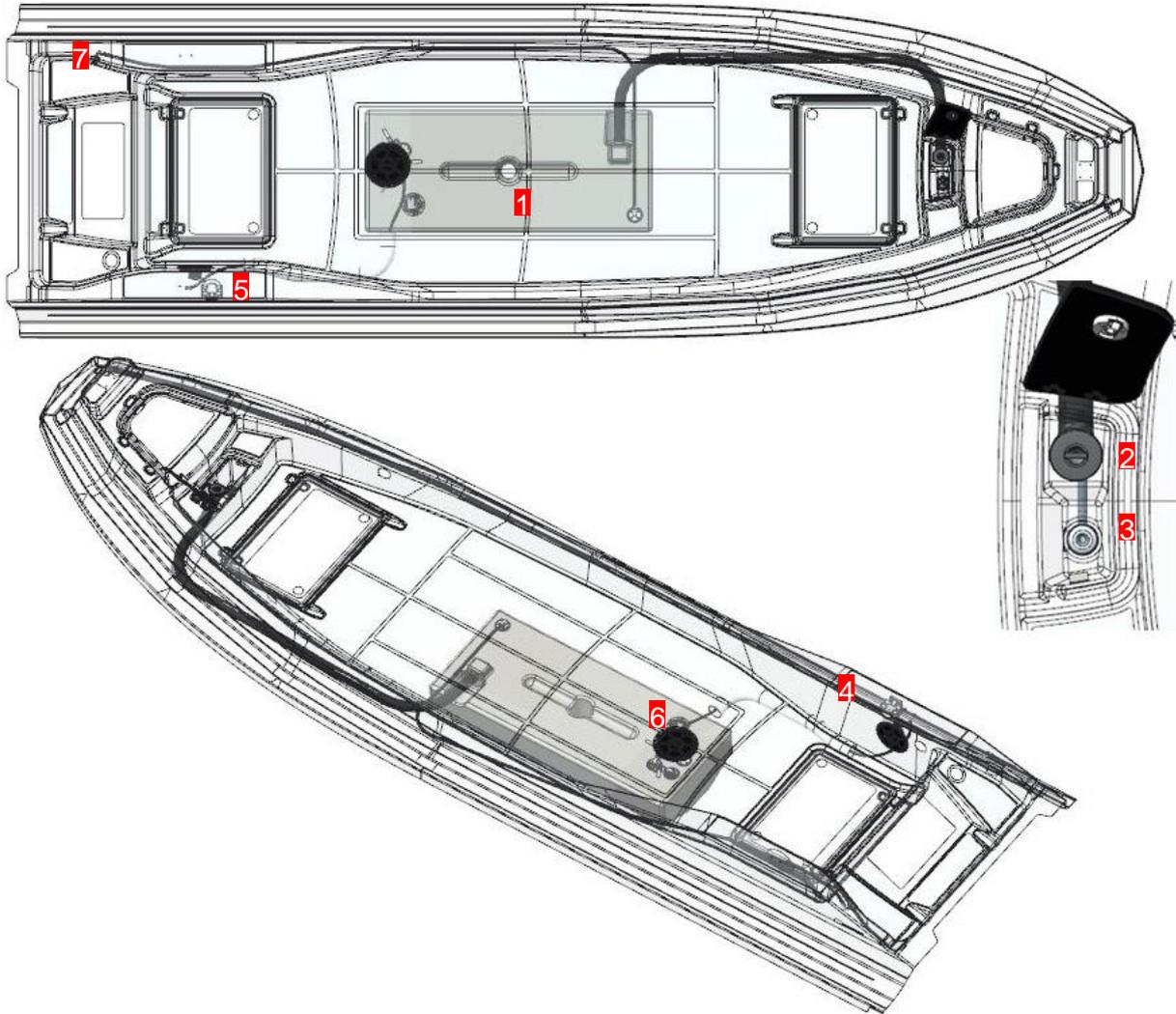
PRO 6.5



Ref.	DESCRIPTION
1	Fuel tank
2	Filling hole with cap
3	Fuel overflow outlet
4	Filter access hatch
5	Water/fuel separator filter
6	Fuel circuit valve
7	Tank vent

## INSTALLATION AND CIRCUIT - FUEL

### PRO 7



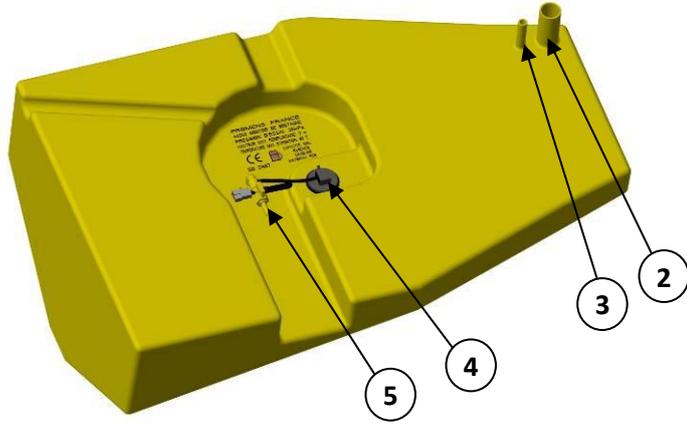
Ref.	DESCRIPTION
1	Fuel tank
2	Filling hole with cap
3	Fuel overflow drainage
4	Filter access hatch
5	Water/fuel separator filter
6	Fuel circuit valve
7	Tank vent

**INSTALLATION AND CIRCUIT - FUEL**

V -1-2-Tank

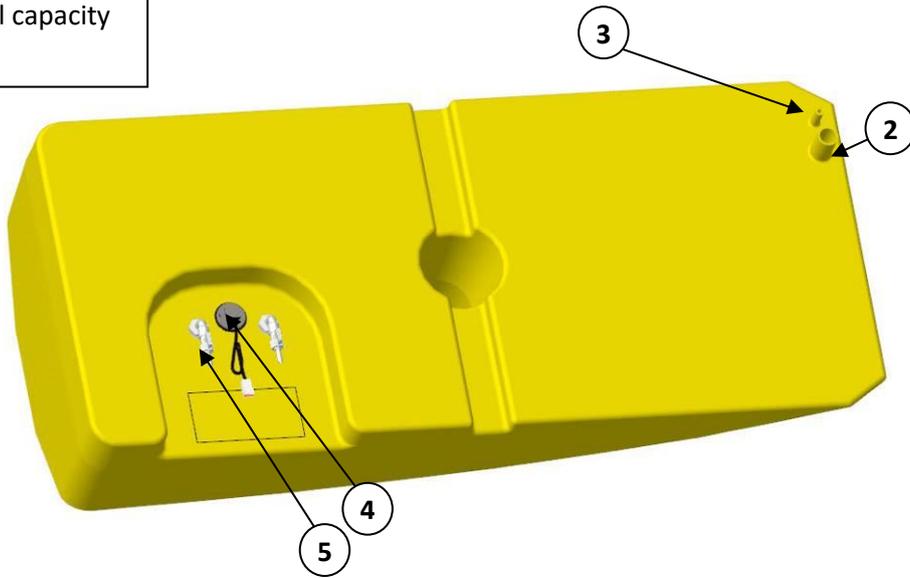
**PRO 5.5**

Nominal capacity  
= 100 l

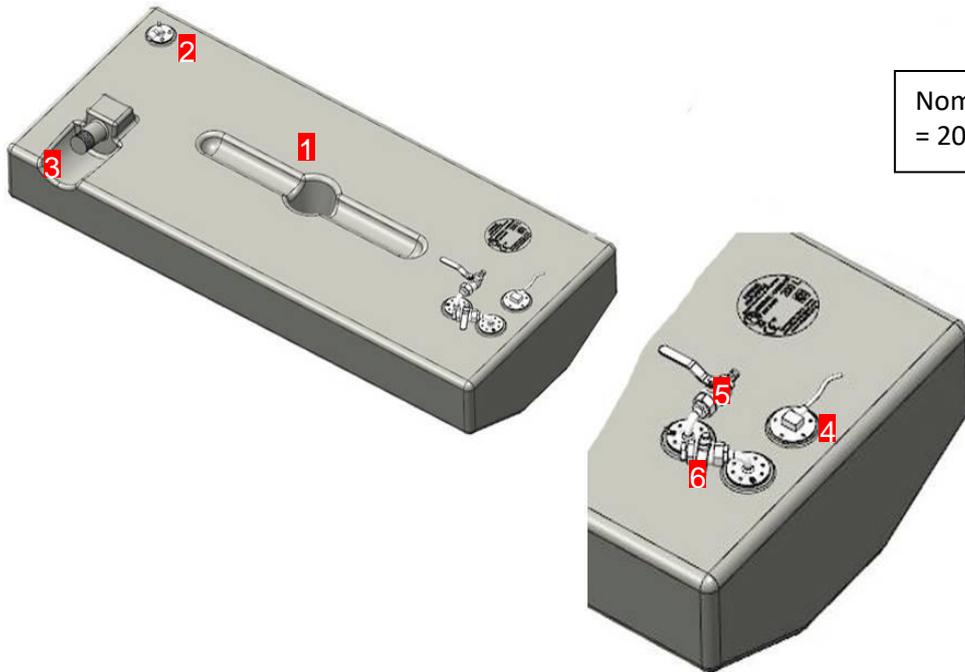


**PRO 6.5**

Nominal capacity  
= 200 l



PRO 7



Nominal capacity  
= 200 l

Ref.	DESCRIPTION
1	Tank*
2	Vent outlet
3	Tank filler inlet
4	Gauge transmitter
5	Fuel circuit shut-off valve
6	Second fuel circuit shut-off valve: to be used for a twin-engine configuration

*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.*

**INSTALLATION AND CIRCUIT - FUEL**



**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 page 38.

**V -1-3-Fuel/water separator filter**

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



Ref.	DESCRIPTION
<b>1</b>	Water/fuel separator filter
<b>2</b>	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 essential to replace the cartridge every 50 operating hours. Contact the dealer network in order to purchase a replacement cartridge.

**CHANGING THE FILTER CARTRIDGE**

Follow ZODIAC's recommendations and those of the filter manufacturer. Follow the manual or the engine manufacturer's instructions.

Place a draining funnel under the cartridge to be replaced.

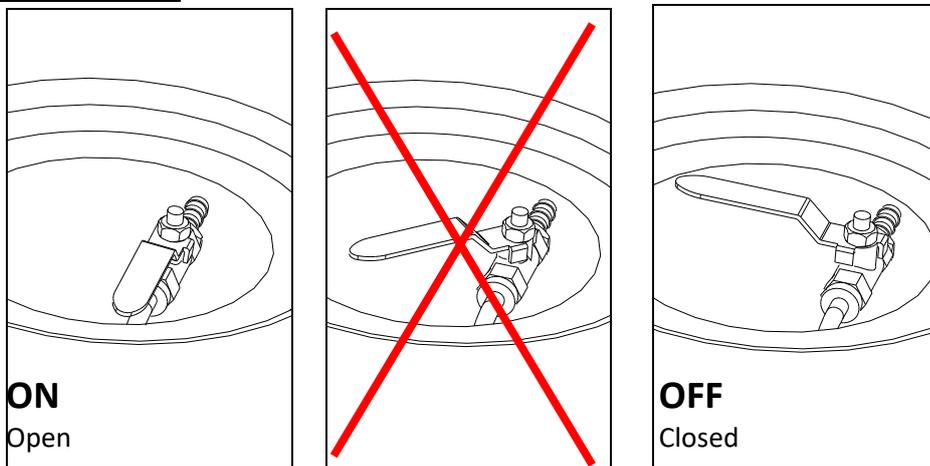
Before replacing the filter, the pressure in the fuel feed system must be released.



**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.

**INSTALLATION AND CIRCUIT - FUEL****V -1-5-Recommendations****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.
- Ensuring that the fuel tank is full before each outing prevents condensation from forming.
- Have the tank cleaned every 5 years.
- Check that all hose clamps are tight.
- When you drain the filter, do not empty the water into the boat. Place a recovery tray under the filter.
- Shut off the power supply before removing the filter cartridge.
- Carefully read the information provided in the filter's instruction manual.
- Petrol is extremely flammable. Make sure that the engines are turned off before working on the fuel system.
- Do not smoke; keep all flames or incandescent material well away from the work area.
- Never drill the tank area with a drill bit protruding more than 50 mm from the drill head (mark 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 spare fuel tank.

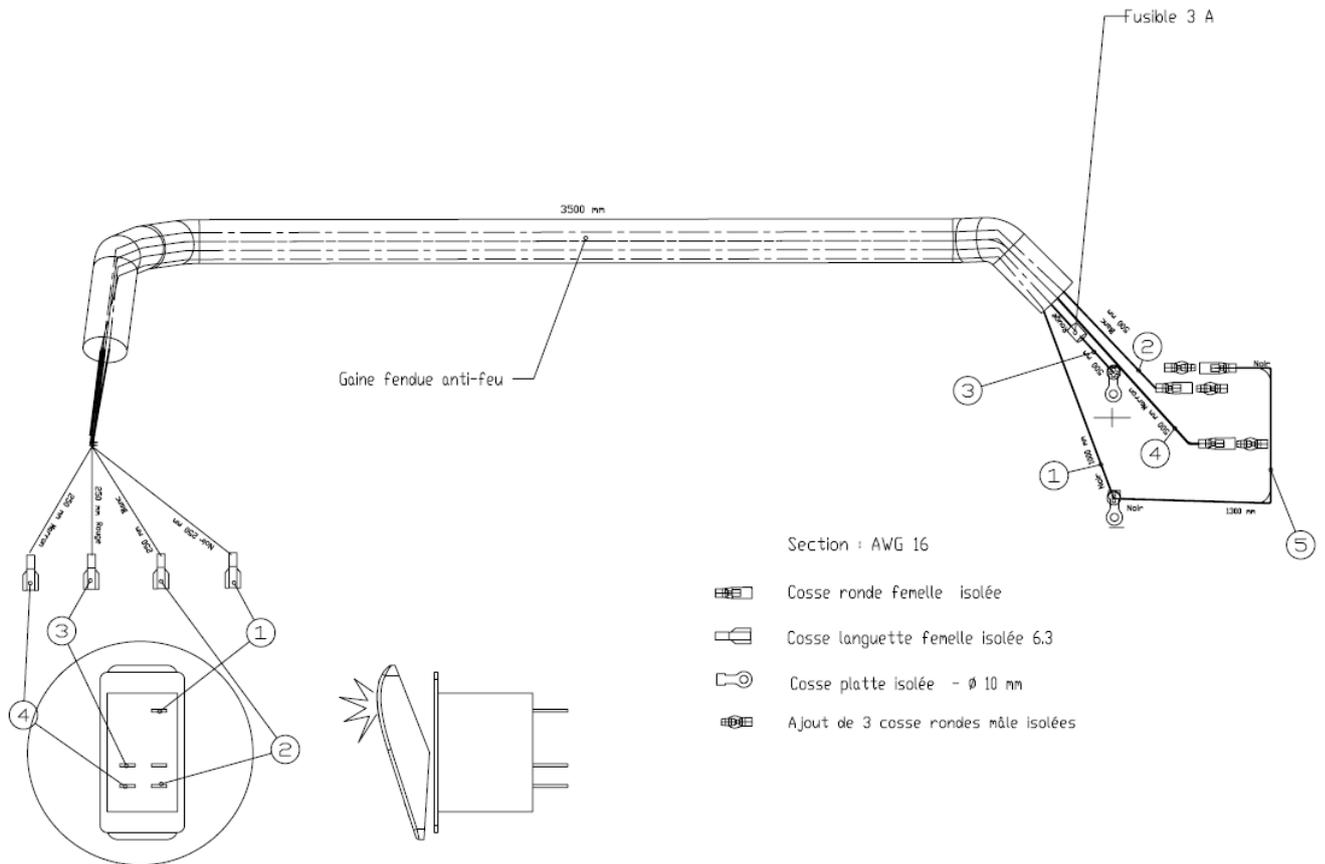
**WARNING!**

Do not, under any circumstances, change the fuel installations, or allow unqualified people to carry out modifications to these installations.

V-2-ELECTRICITY

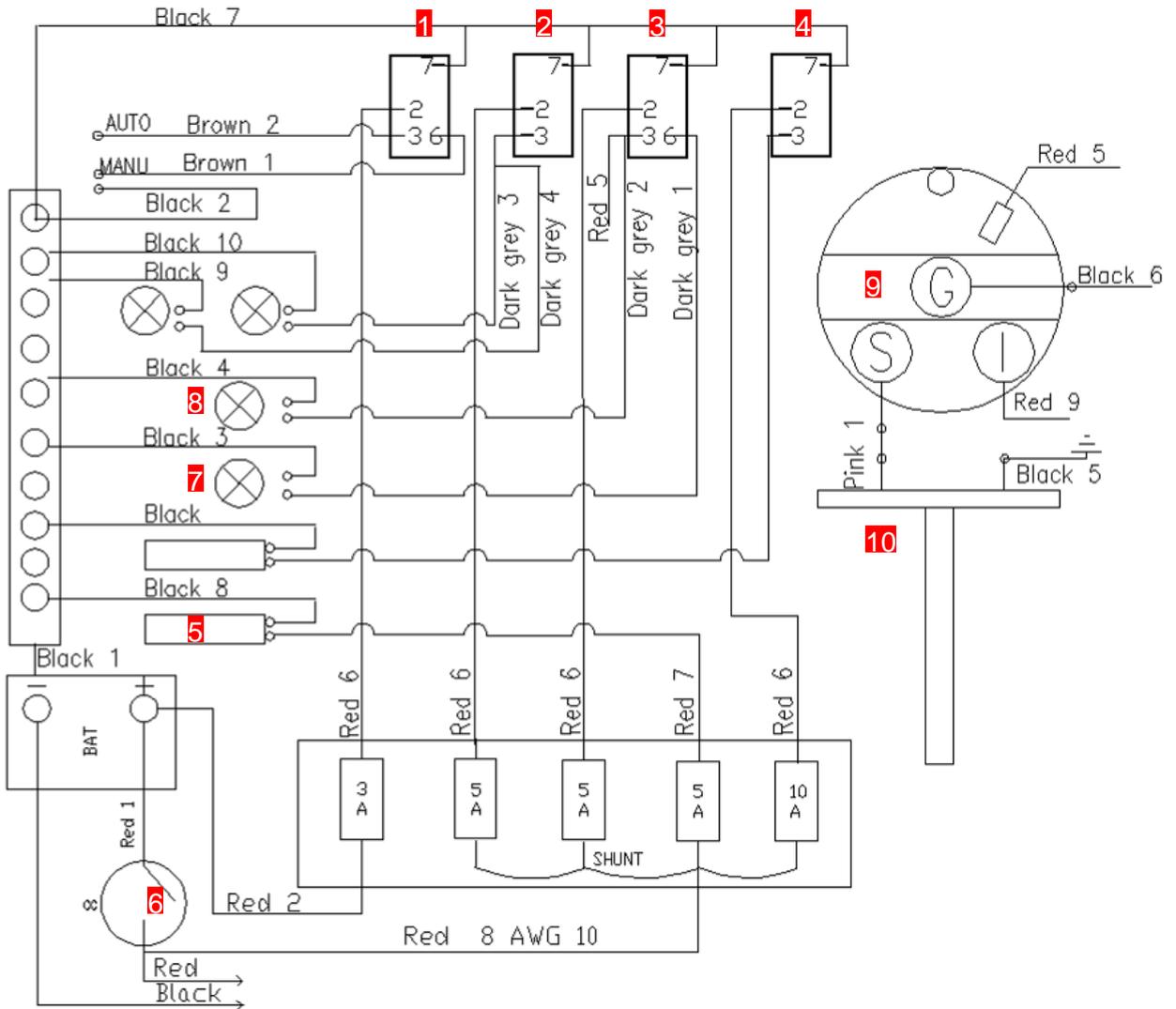
V -2-1- General wiring diagram

**PRO 5.5 / PRO 6.5**  
BILGE PUMP DRAINAGE CABLE



INSTALLATION AND CIRCUIT - Electricity

**PRO 7**

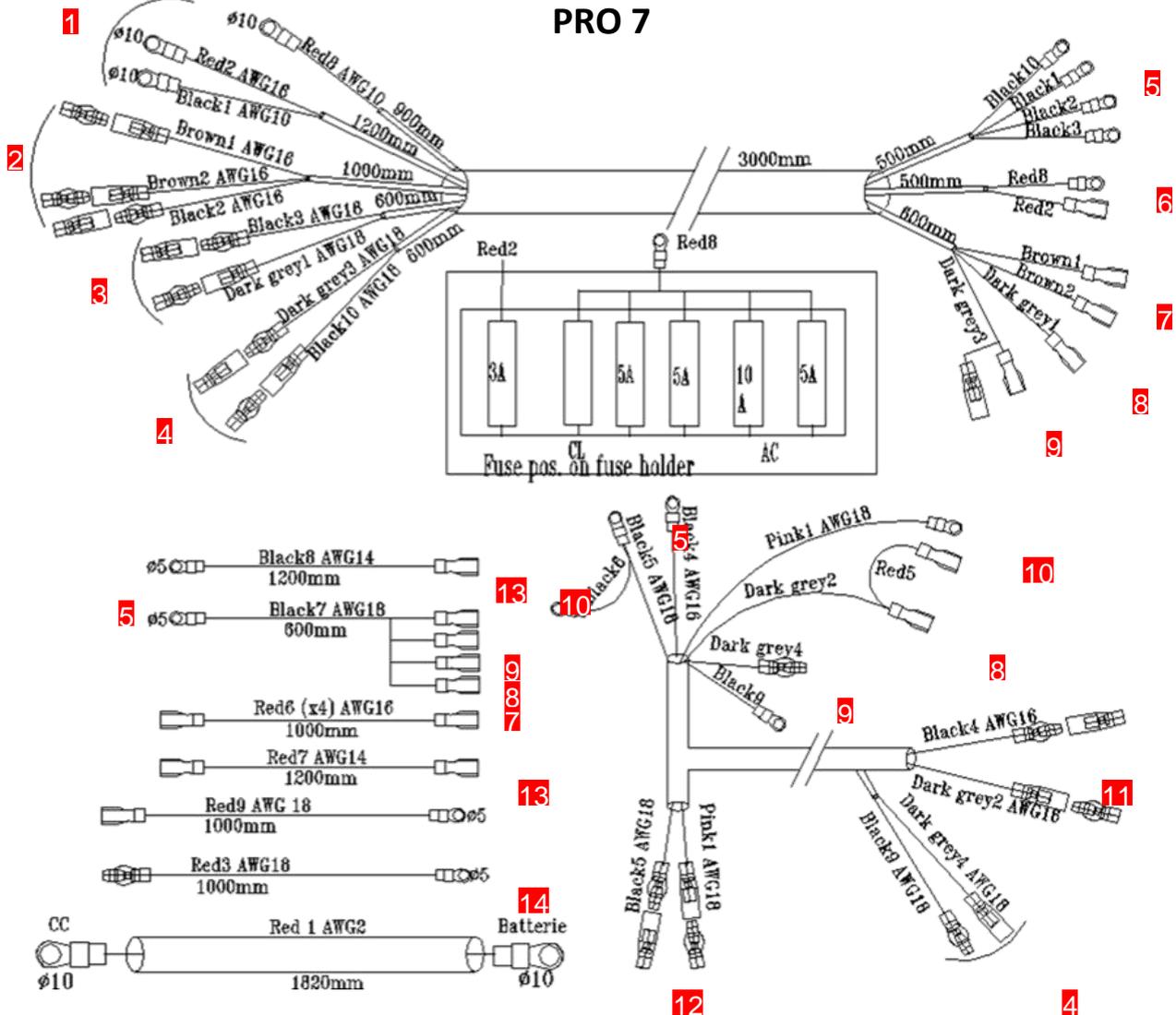


Ref.	DESCRIPTION
1	Bilge pump switch
2	Courtesy light switch (optional)
3	Navigation light switch (optional)
4	Shower pump switch (option)
5	Cigarette lighter (option)
6	Circuit-breaker
7	Red green light (optional)
8	White light (optional)
9	Fuel gauge dial
10	Fuel gauge transmitter

## INSTALLATION AND CIRCUIT - Electricity

### V -2-2-General wiring plan

### PRO 7

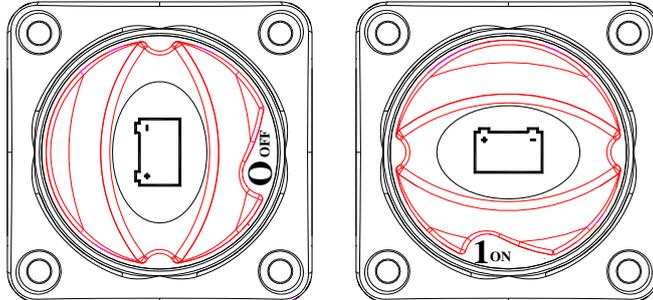


Ref.	DESCRIPTION
1	Battery connection
2	Bilge pump connection
3	White light connection
4	Courtesy light connection
5	Bus bar connection
6	Fuse holder connection
7	Bilge pump switch connection
8	Navigation light switch connection
9	Courtesy light switch connection
10	Fuel gauge dial connection
11	Red green light connection
12	Fuel gauge transmitter connection
13	Cigarette lighter connection
14	Gas unit connection



V -2-4-Circuit-breaker

When you are no longer using your boat, set the circuit-breaker to the OFF position.



**WARNING**

Cut the engine before setting the circuit-breaker to the "OFF" position.

**INSTALLATION AND CIRCUIT - Electricity****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.

**WARNING!**

The water from the water supply system contains mineral which damages 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.

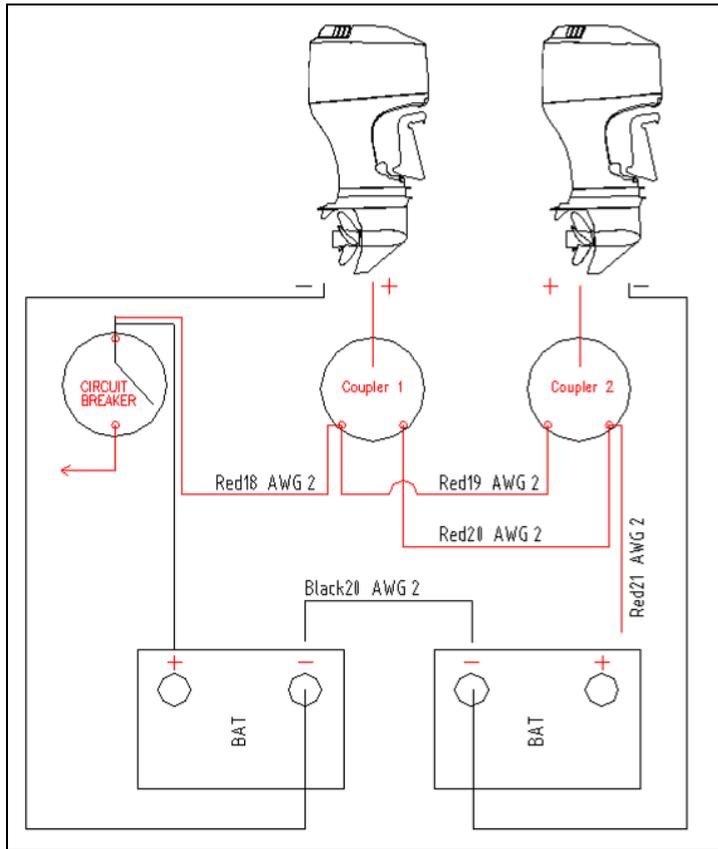
**WARNING**

- 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, 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 being stored for a longer period, check electrolyte density at least once a month and recharge the battery as soon as the density is too low.
- Electrolyte density: 1.28 at 20°C.

**INSTALLATION AND CIRCUIT - Electricity**

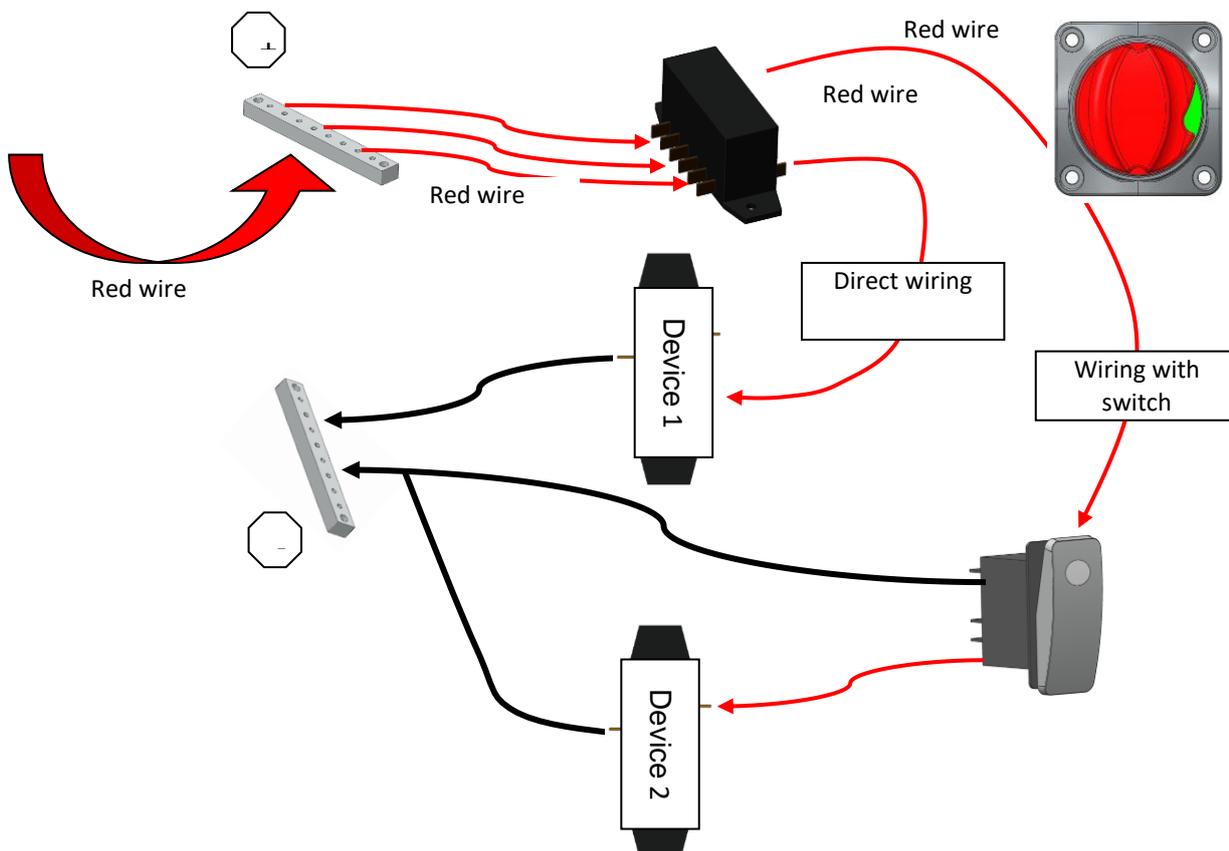


With twin engines, a second battery is required. A battery isolator is usually integrated to the engine, enabling the batteries to be charged when the engine is running. An optional kit can be provided with a system featuring two battery couplers. The system enables the engines to be started with either battery, or by coupling the batteries (in parallel), or start them with a single battery if the other is faulty.

**INSTALLATION AND CIRCUIT - Electricity**

**V -2-6-Wiring an accessory:**

- 1/** Choose a free fuse location..
- 2/** Connect the power supply of your accessory to the terminal corresponding to this slot using a 6 mm female tab type terminal.
- 3/** If you have to add cable for the connection, use cable with a cross-section of at least 1.5 mm<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),
- 4/** Connect the earth cable of your accessory to the ground terminal strip using a Ø5 "ring terminal" (same remark as previously for the cable),
- 5/** Insert an ATO type fuse with a max current of 15 A and greater than the load current of your device.



## INSTALLATION AND CIRCUIT – CONNECTION OF OPTIONS

### V -2-7-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.

A	and	B	
Bilge fan		Cigarette lighter (standard)	
Radio		Miscellaneous lighting	
Depth sounder		Horn	
GPS		Miscellaneous electronic equipment	
Searchlight		Shower pump	
Alarm system		<b>Max. power</b>	60 W max.
Refrigerator			
VHF			
<b>Σ</b>			180 W max.



### **WARNING**

**You must make sure that the total power of the accessories you add in column A is 180 W (15 A) or less AND that the max power of an accessory in column B is 60 W (5 A) or less.**

**The cross-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 285W (including navigation lights and bilge pump), which is a little less than a 24 A output current. The alternators in the current engines 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 – CONNECTION OF OPTIONS**

**Example 1**

You want to add:

- A 72 W VHF,
- A 36 W GPS,
- A 60 W radio,
- A 20 W clock.

A	
Bilge fan	
Radio	60 W
Depth sounder	
GPS	36 W
Searchlight	
Alarm system	
Refrigerator	
VHF	72 W
$\Sigma$	168 W < 180 W ☺

and

B	
Cigarette lighter (standard)	
Miscellaneous lighting	
Horn	
Miscellaneous electronic equipment	20 W (clock)
Shower pump	
<b>Max. power</b>	60 W ( < or = 60 W )

**CONCLUSION**



**Example 2**

You want to add:

- A 60 W VHF,
- A 36 W GPS,
- A 48 W radio,
- A 120 W searchlight.

A	
Bilge fan	
Radio	48 W
Depth sounder	
GPS	36 W
Searchlight	120 W
Alarm system	
Refrigerator	
VHF	60 W
$\Sigma$	264 W > 180 W ☹

and

B	
Cigarette lighter (standard)	
Miscellaneous lighting	
Horn	
Miscellaneous electronic equipment	
Shower pump	
<b>Max. power</b>	0 W ( < or = 60 W ) ☹

**CONCLUSION**



## INSTALLATION AND CIRCUIT – CONNECTION OF OPTIONS

### Example 3

You want to add:

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

A	
Bilge fan	
Radio	60 W
Depth sounder	
GPS	60 W
Searchlight	
Alarm system	
Refrigerator	
VHF	
<b>Σ</b>	120 W < 180 W ☺

and

B	
Cigarette lighter (standard)	
Miscellaneous lighting	
Horn	
Miscellaneous electronic equipment	120 W
Shower pump	
<b>Max. power</b>	120 W (>60 W) ☹

**CONCLUSION**



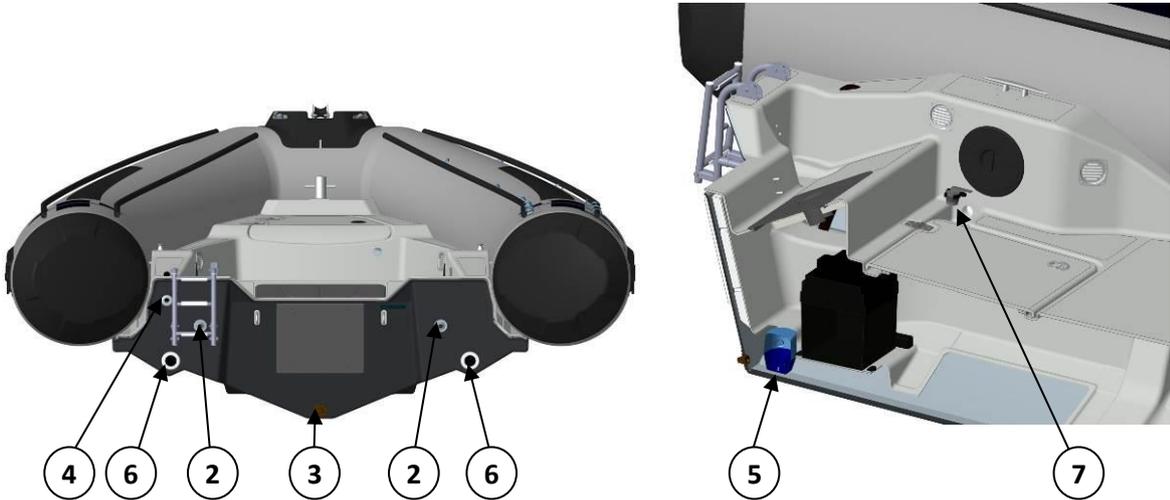
**NOTE:** Some manufacturers will indicate the amperage rather than the absorbed power. With direct current from a 12 V battery, as is the case here, simply multiply by 12 to obtain the power.

INSTALLATION AND CIRCUIT - DRAINING

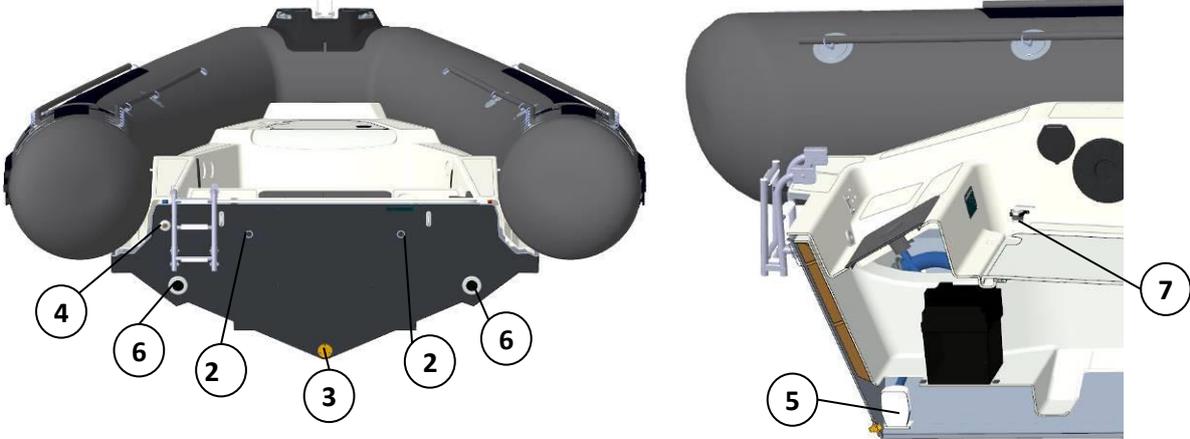
V-3 INSTALLATION OF THE DRAINING SYSTEMS

V-3-1-Description of the essential functional elements

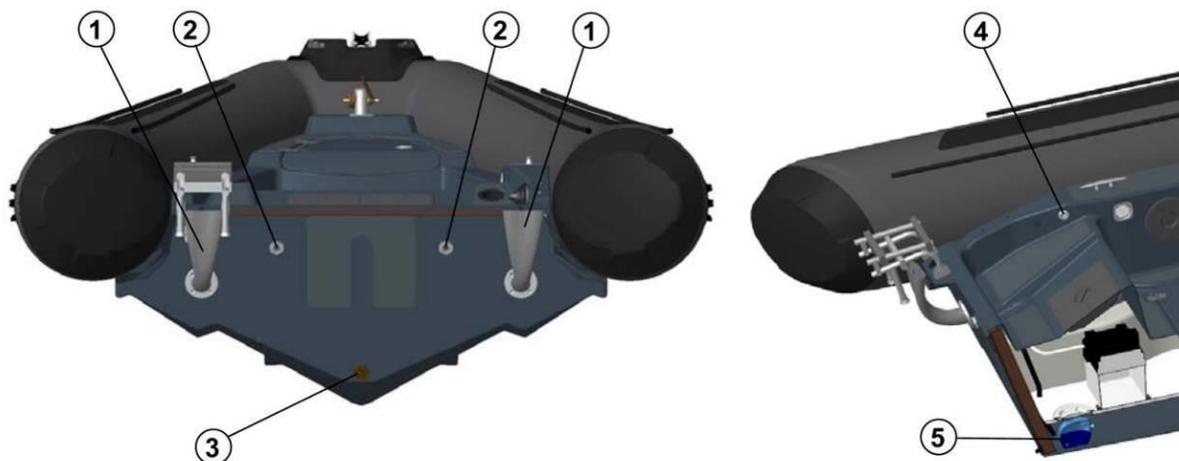
PRO 5.5



PRO 6.5



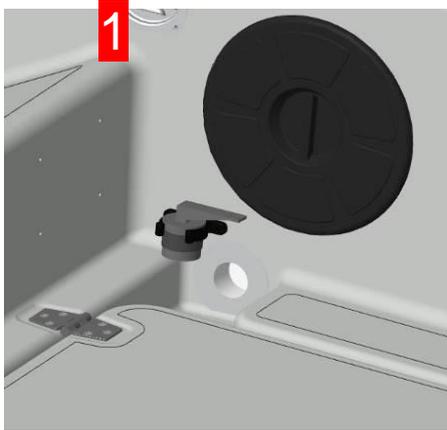
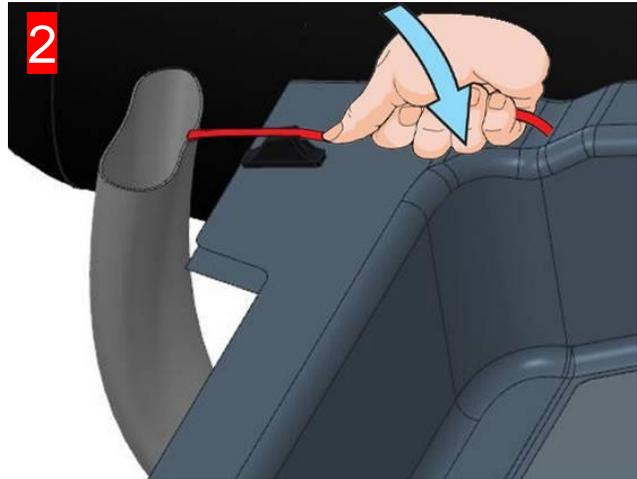
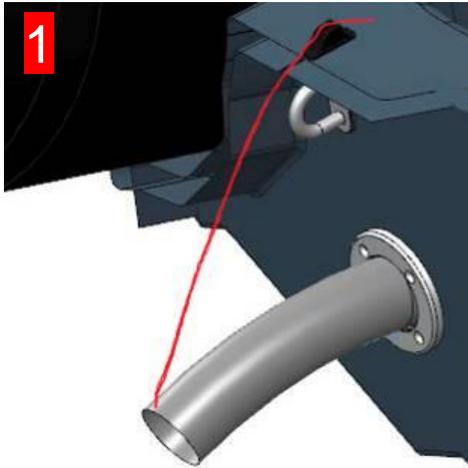
PRO 7



Ref.	DESCRIPTION
1	Self-bailer sleeves
2	Engine recess drain
3	Hull scupper
4	Bilge pump outlet
5	Bilge pump
6	Through-hull with membrane
7	Through-hull plug

**INSTALLATION AND CIRCUIT - DRAINING**

**V-3-2-Bailer sleeve and through-hull caps:**



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



**Self bailer sleeves or caps in position (1)**

### In the water



- When underway, self-bailer sleeve in raised position (2) and plug inserted in the thru-hull (2)
- Water draining procedure
  - When stopped: self-bailer sleeve or plug in position (1), then navigate in planing position (> 6 knots). Place parts back in position (2) when the water is drained.
  - At anchor:
    - At a temporary mooring or in other situations where the boat is unlikely to take in large amounts of WATER (heavy rain, breaking waves), place the parts in position (1) or (2).
    - Long-term or risky anchoring: self-bailer sleeve lowered (1) or caps out (1).



### WARNING

If the boat takes in large amounts of water from the outside (heavy rain, wake, etc.) and the self-bailer sleeves are raised, or through-hull plugged, the boat risks being submerged (swamped). The water taken on may then accumulate in the bilge and make the boat much heavier causing it to lie low in the water and cause serious damage to certain units such as the engine or the electrical circuits.

**INSTALLATION AND CIRCUIT - DRAINING**

**V-3-3-Bilge pump**

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

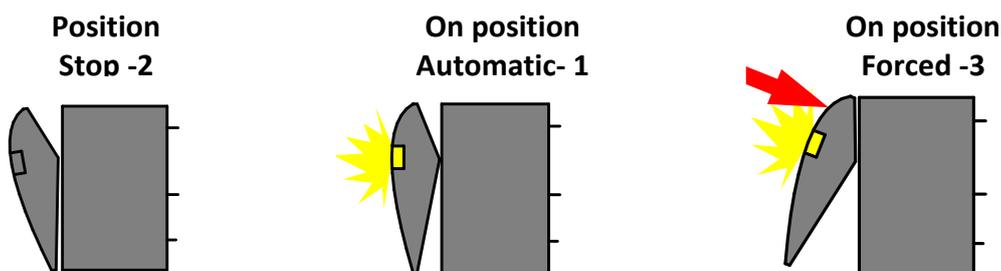
① Automatic operation (set position): in this position, the bilge pump operates automatically. The indicator light is on.

**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 Off: in this position (set position), the bilge pump is off. The indicator 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 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.



**WARNING!**

Regularly check that the bilge pump works (see instructions) and clean the intake strainers of any debris likely to cause a blockage.

The flow rate of your pump is about 45 litres per minute. It may be accessed via the rear locker.

**V 3-4-Hull drain hole:**



**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/tightened)**

**INSTALLATION AND CIRCUIT - STEERING****V-4 STEERING**

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

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

**V-5 FIRE****WARNING**

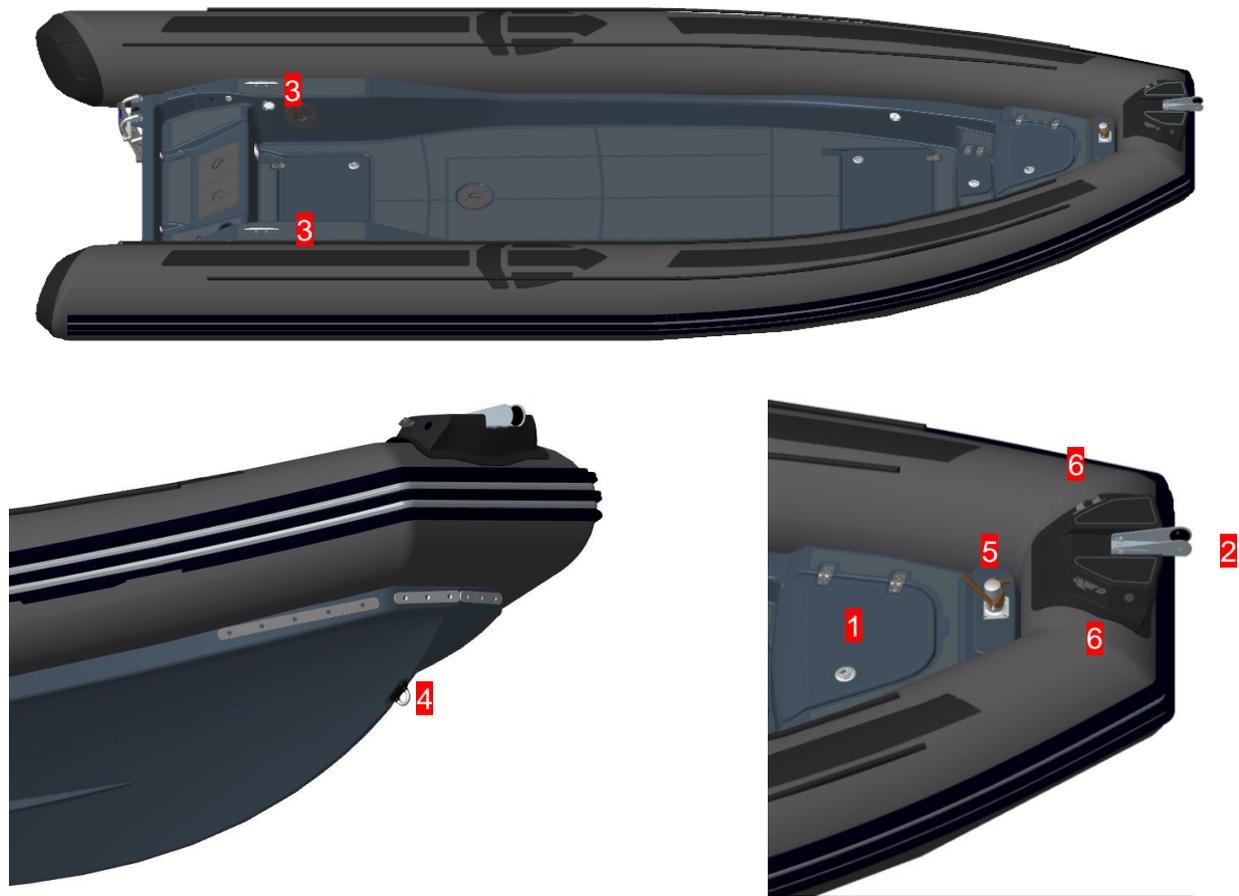
- **We recommend you keep an extinguisher on board, and comply with the laws applicable in your country.**
- **Do not place flammable material close to or above cooking equipment.**

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 stern 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.

V-6- ANCHORING/MOORING



Ref.	DESCRIPTION
1	Anchor locker
2	Polyester bow roller + sheave
3	Cleats
4	Bow chain plate
5	Mooring cleat
6	Fairleads



**WARNING**

- The cleats can only be used for occasional mooring of the boat.
- For permanent mooring, use the bow chain plate or cleat.
- Choose your anchor chain according to the length and weight of your boat (Do not hesitate to contact your Dealer).

**INSTALLATION AND CIRCUIT - Boarding**

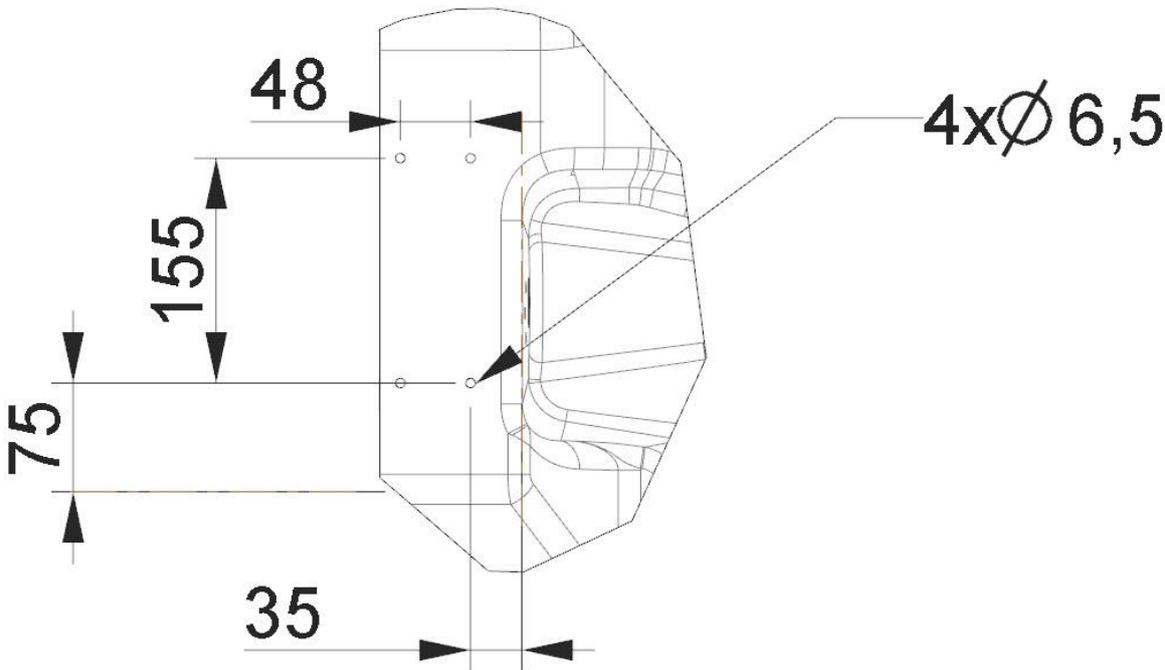
**V-7-BOARDING**

**V-7-1-Ladder installation (Without rear platform)**

**V-7-1-1 PRO 5.5**

**1. First step:**

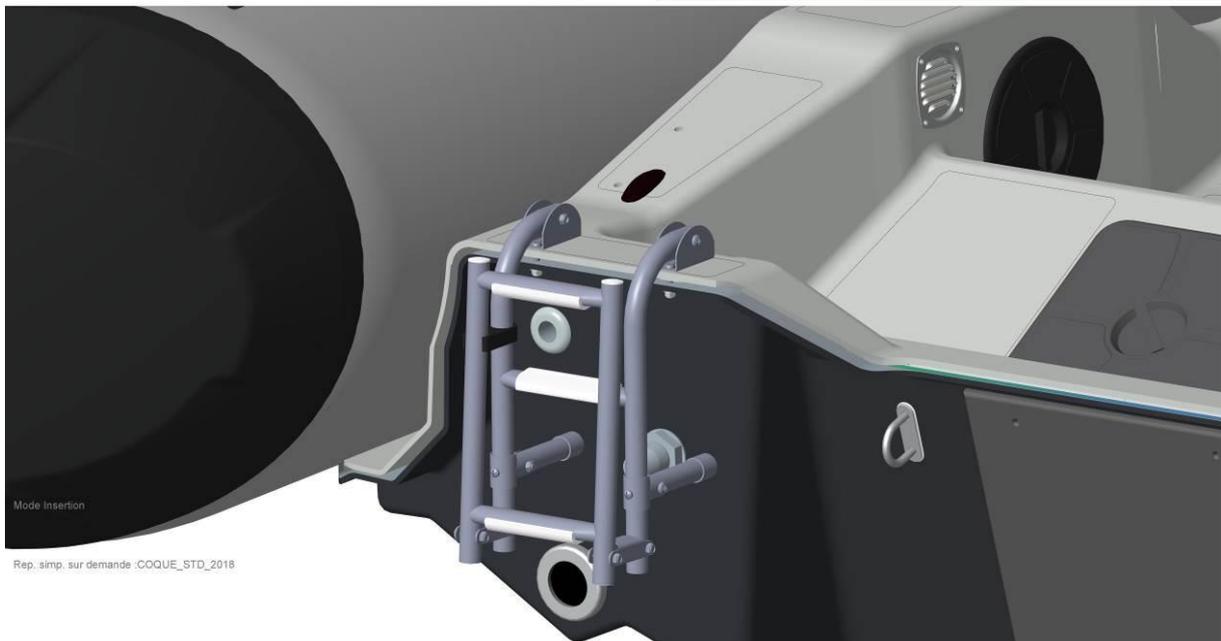
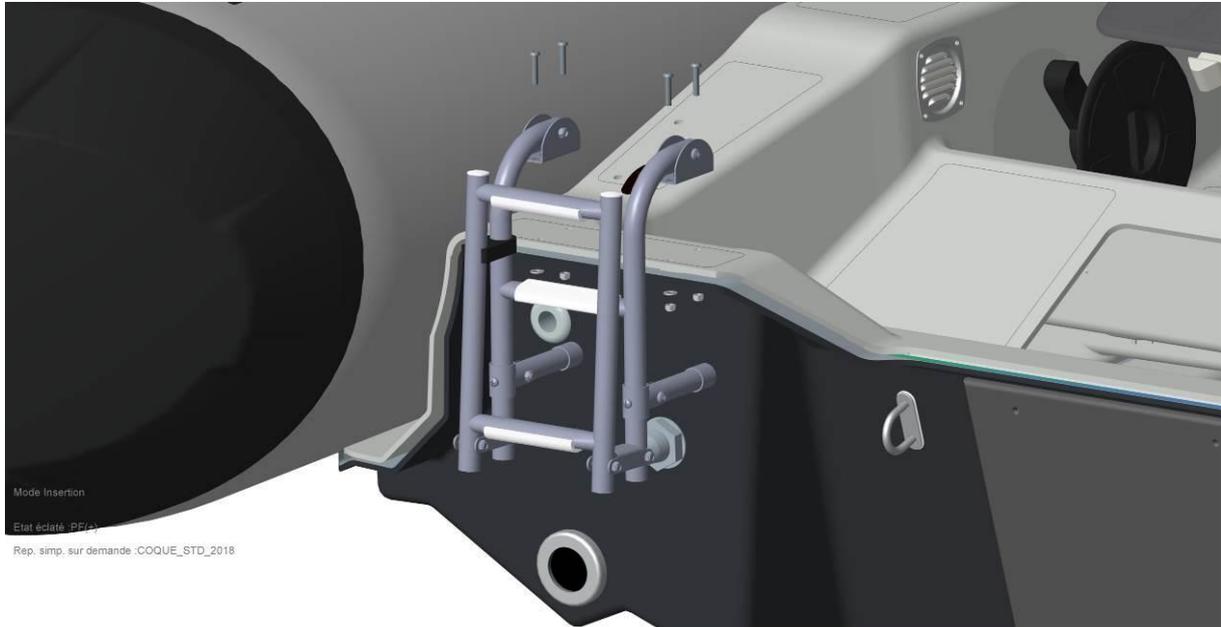
Trace and drill  $\varnothing 6.5\text{mm}$  supports' holes, then add chamfer  $45^\circ$  on 3 mm.



**2. Second step**

Secure the assembly with the supplied kit:

**Secure the brackets to the deck with M6 X 30 flange nuts + SIKA.**

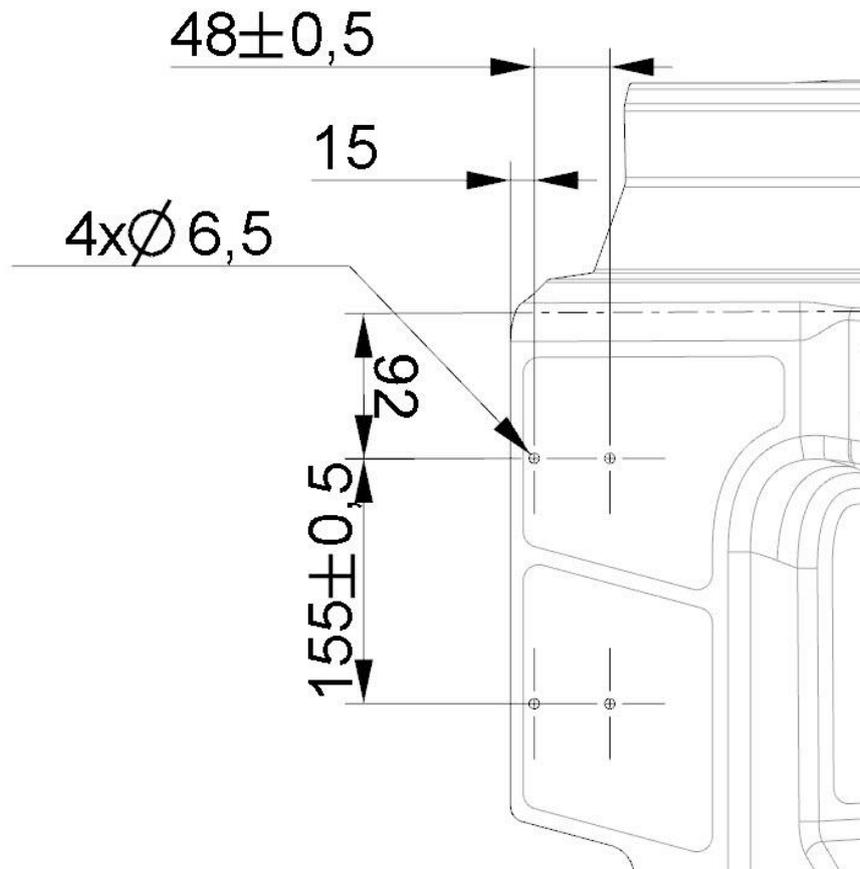


**INSTALLATION AND CIRCUIT - Boarding**

**V-7-1-2 PRO 6.5**

**1. First step:**

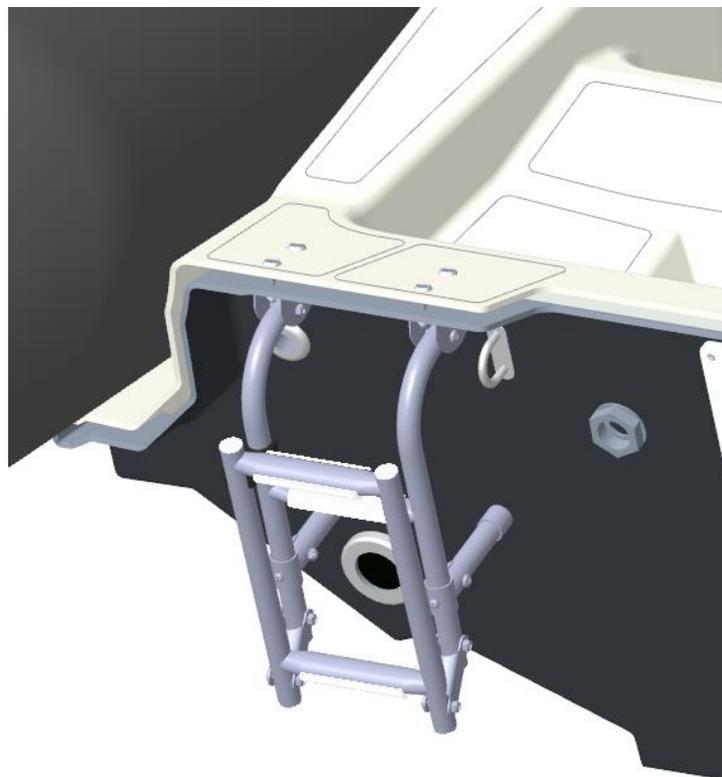
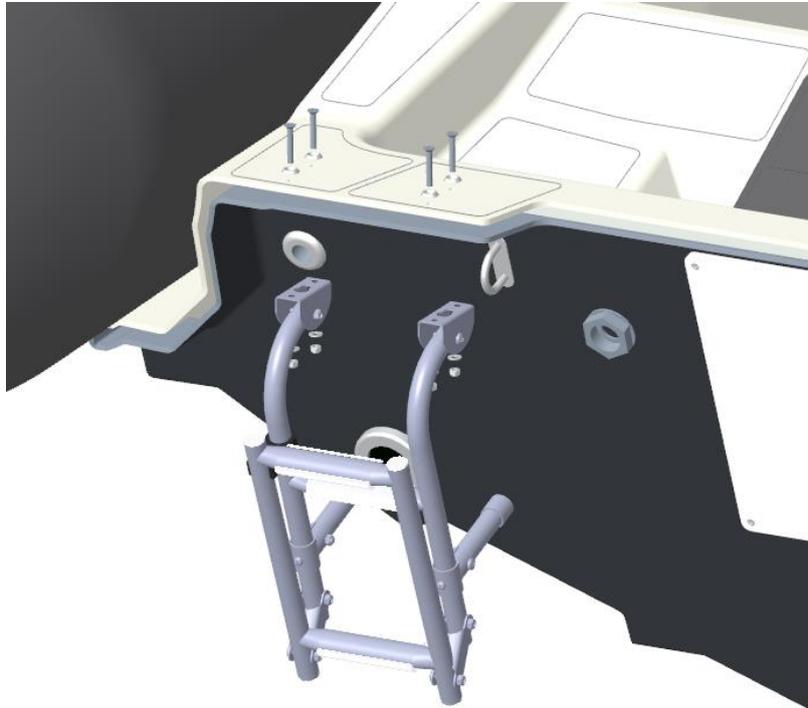
Trace and drill  $\varnothing 6.5$ mm supports' holes, then add chamfer  $45^\circ$  on 3 mm.



**2. Second step**

Secure the assembly with the supplied kit:

**Secure the brackets to the deck with screws, nuts and washers + SIKA.**

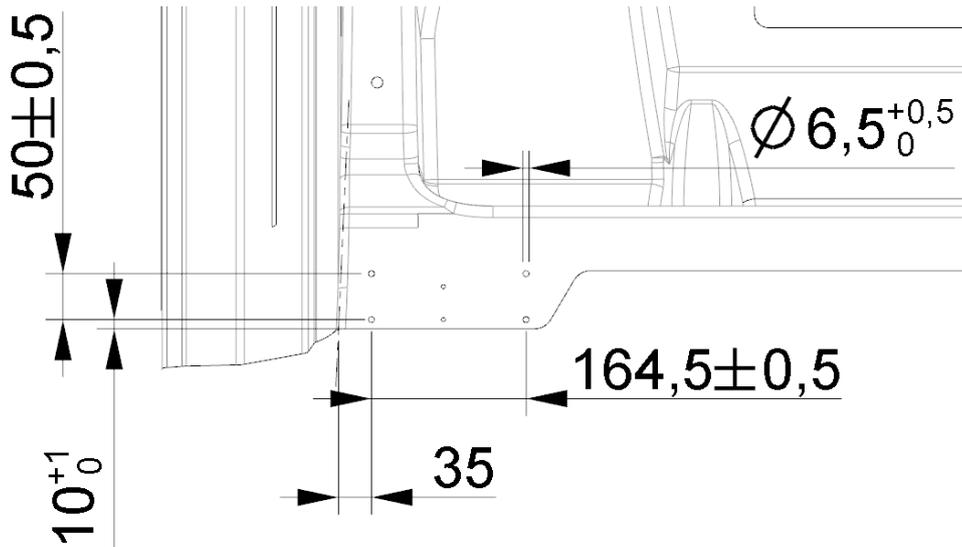
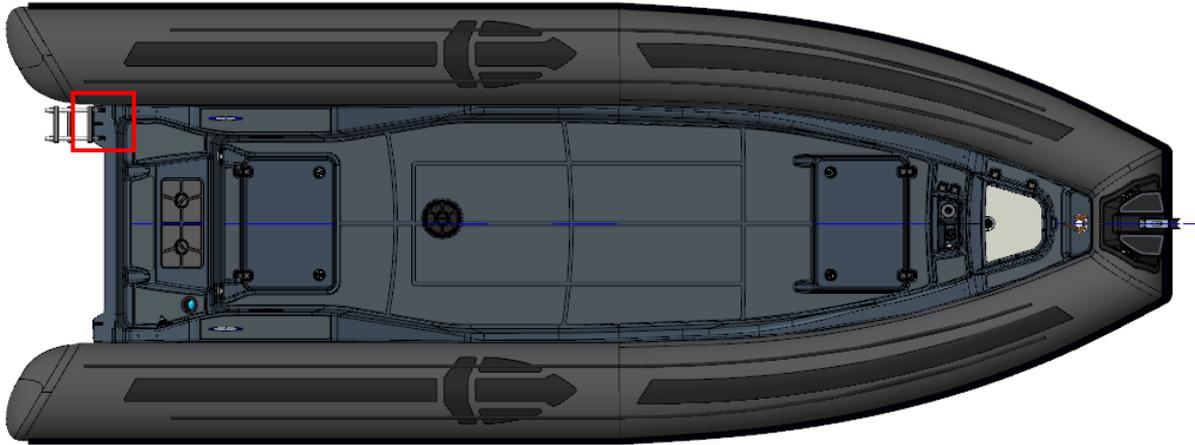


INSTALLATION AND CIRCUIT - Boarding

V-7-1-3 PRO 7

1. First step:

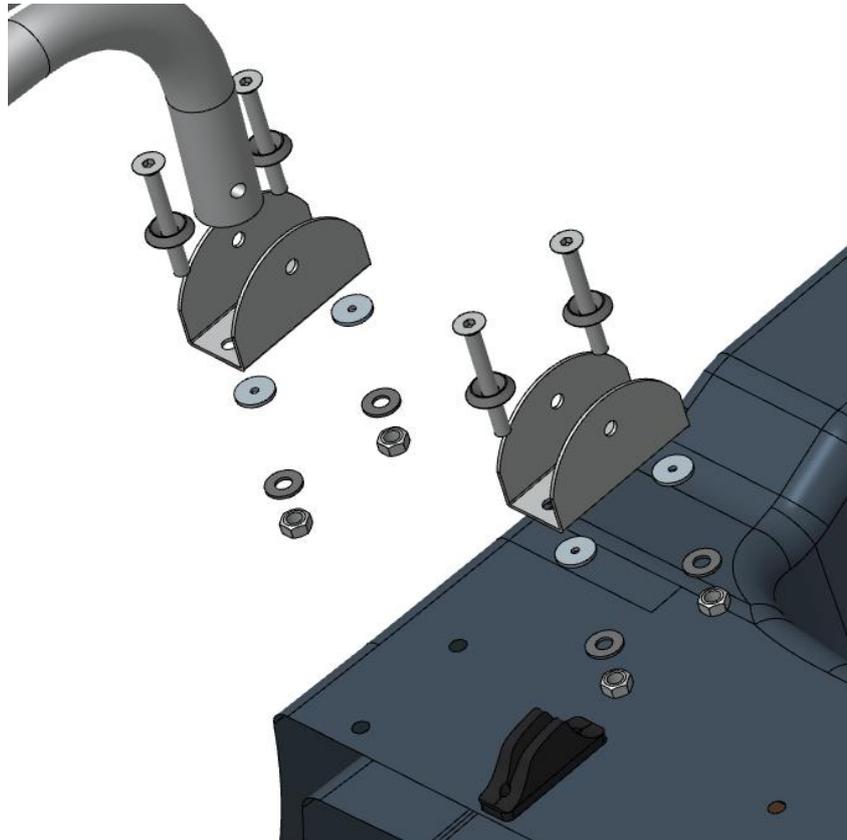
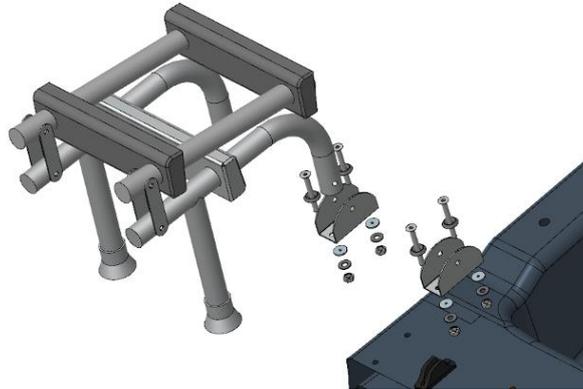
Trace and drill  $\varnothing 6.5\text{mm}$  supports' holes



2. Second step

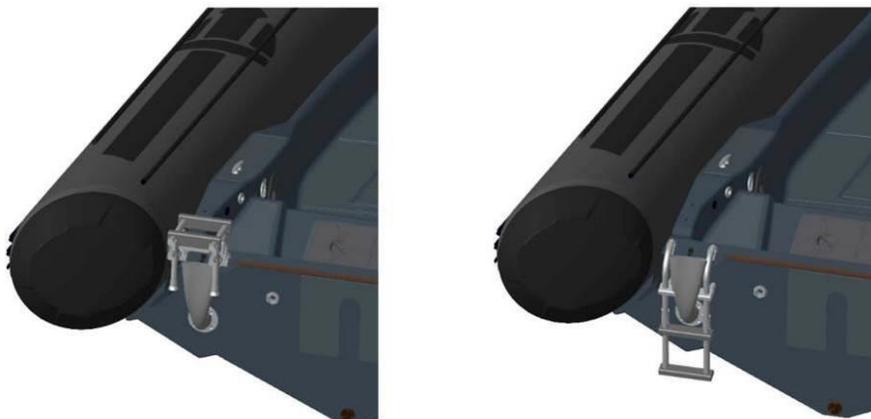
Secure the assembly with the supplied kit:

**Secure the brackets to the deck with M6 X 50 flange nuts + SIKA.**



## INSTALLATION AND CIRCUIT - Boarding

## V-7-2- Use

**DANGER!**

**Check that the engine is switched off before anyone climbs back on board using the rear ladder.**

If you have twin engines, you should fit a side ladder. Contact your dealer.

**WARNING**

**When the boat is used solo, if the ladder cannot be deployed from the water, the ladder should be permanently deployed.**

## LOCATION OF ACCESSORIES

### VI-1-INSTALLATION OF CABLES UNDER THE DECK

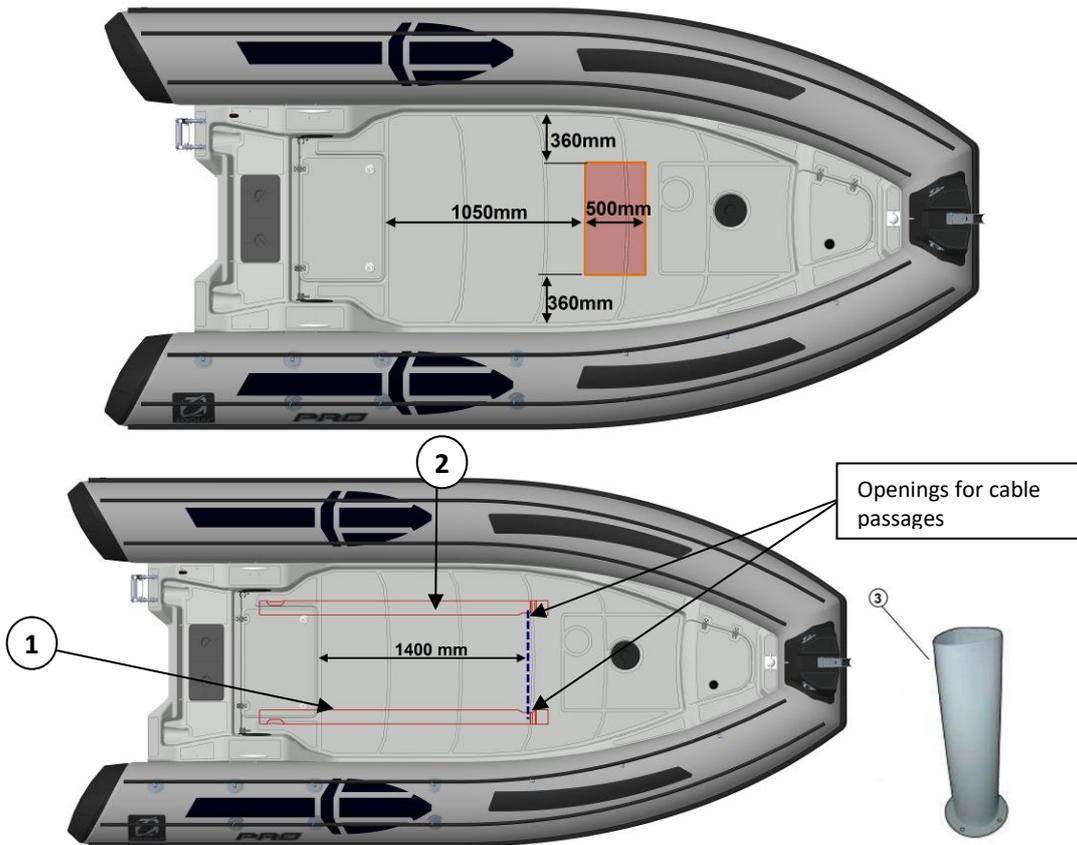
Engine command cables pass below the deck of the boat, in pre-fitted guides with a cable pull. The cable Exit on the deck is fitted with a deck seal.



#### **WARNING**

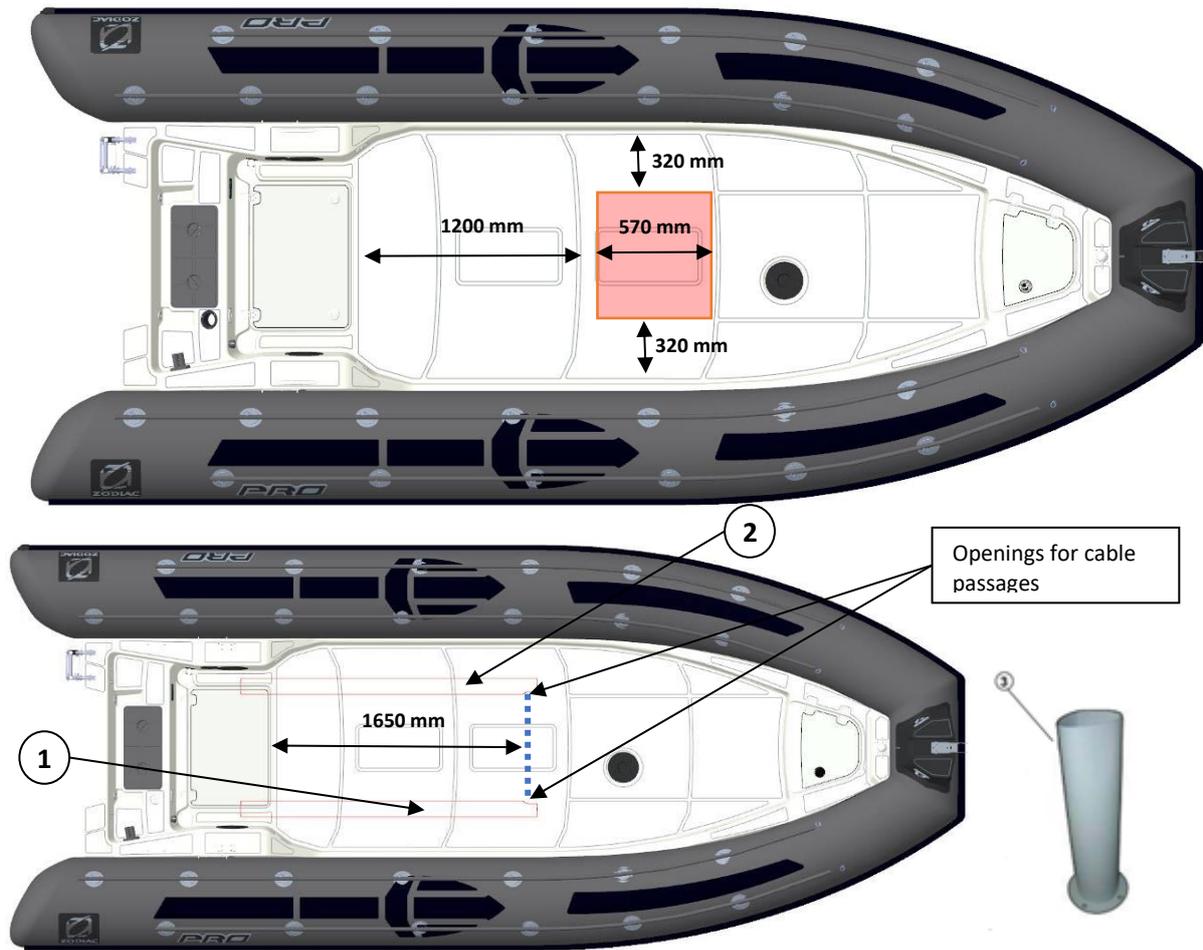
To pass the wires under the deck and to avoid damaging the structure of the boat, the deck seal (not provided with the boat) must be placed in the grey-shaded area shown below.

#### PRO 5.5



**LOCATION OF ACCESSORIES**

**PRO 6.5**

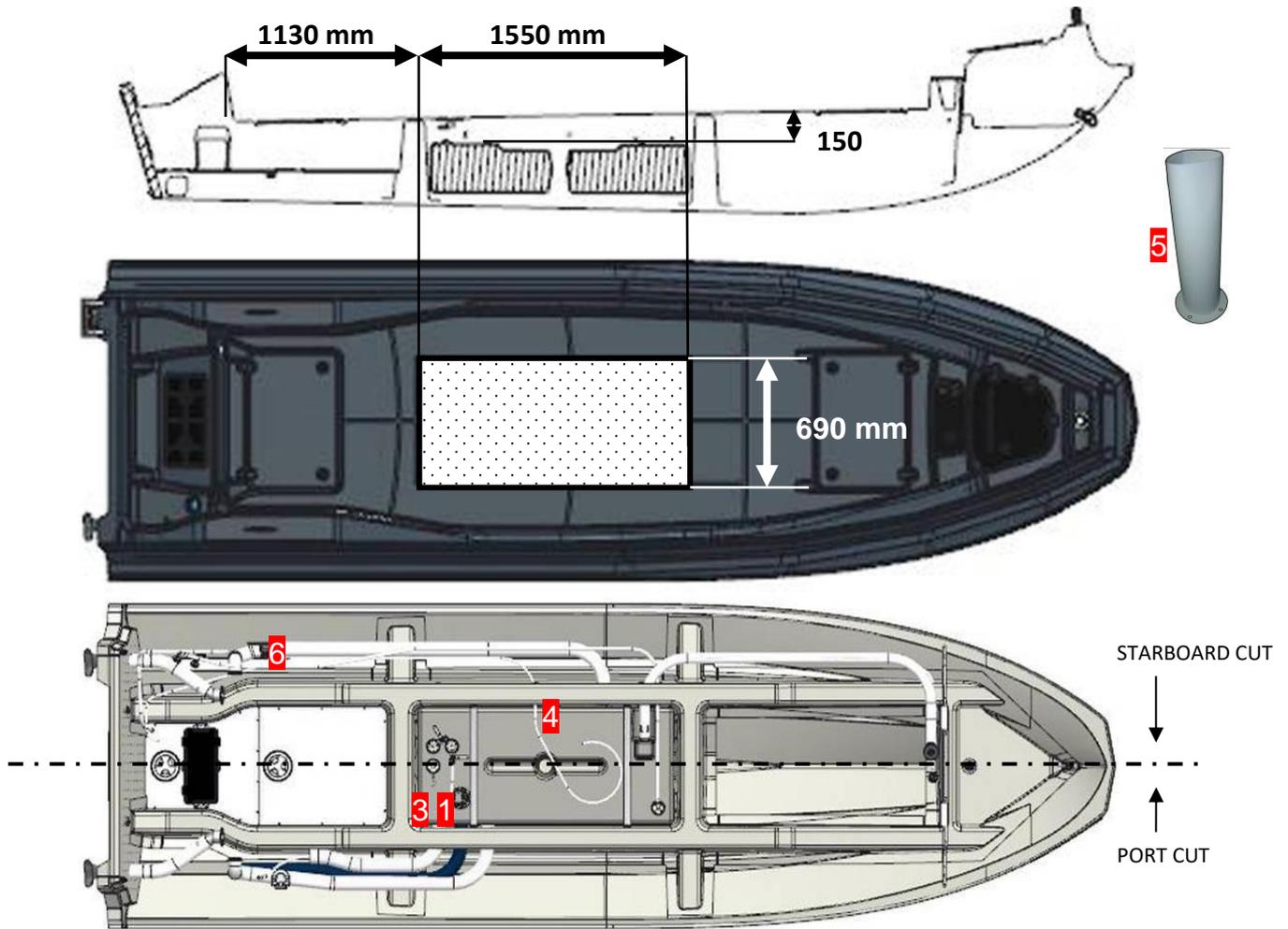


Drill the deck to pass cables where your chosen accessories will be placed, in the area shaded in grey. Thread the engine cables through the guide (1) using the cable pull. Retrieve cables by the pre-drilled hole. We recommend using a second cable guide (3) to thread the wiring (2) to the console.

Ref.	DESCRIPTION
1	Engine cable guide cable pull
2	Wiring guide to port
3	Cable pull

## LOCATION OF ACCESSORIES

### PRO 7

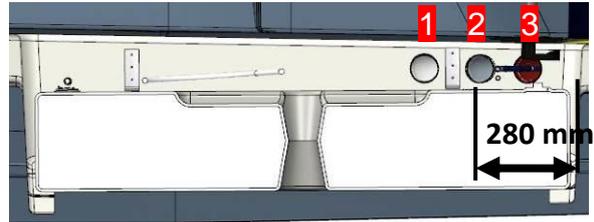
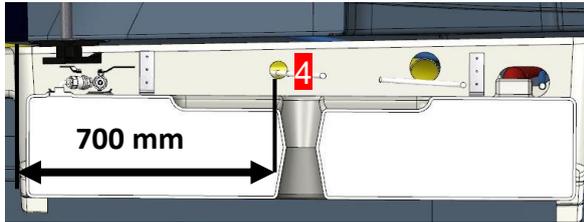


Drill the deck to pass cables where your chosen accessories will be placed, in the area shaded in grey. Thread the engine cables through the guide (2) using the cable pull. Retrieve cables by the pre-drilled hole. We recommend using a second cable guide (5) to thread the wiring (3) to the console.

**LOCATION OF ACCESSORIES**

PORT CUT

STARBOARD CUT



Ref.	DESCRIPTION
1	Ventilation hose
2	Engine cable guide cable pull
3	Fuel hose guide
4	Wiring guide to port
5	Cable pull
6	Circuit-breaker

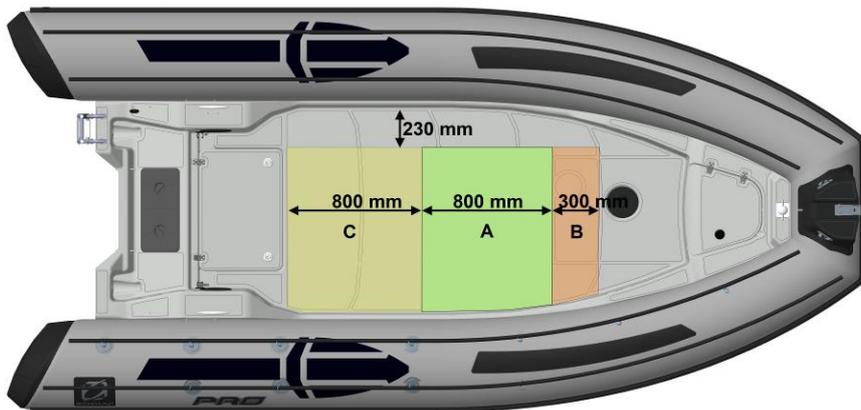
**VI -2- FITTING OF CONSOLES and BOLSTERS**

**VI -2-1-PRO HL, PRO HLS, PRO HLX, PRO HXLS consoles:**

The console can be positioned in the areas A and B. In this case, great care must be taken when drilling; you will have to adjust the length of the screws to avoid that they damage the tank.

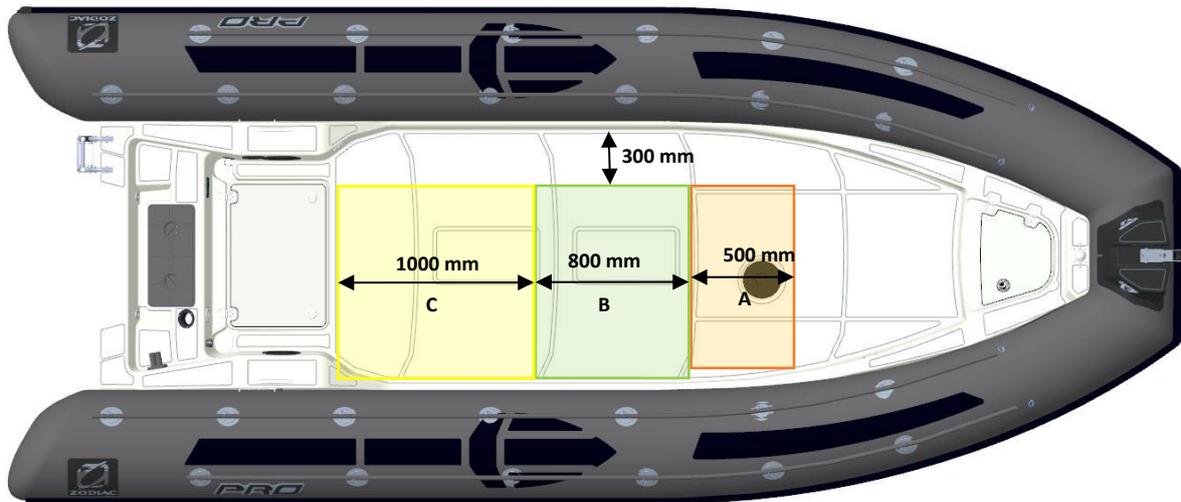
For an assembly in the area C, it will be necessary to draw the cables outside the initially planned passages (by going through the rear locker for example).

**PRO 5.5**

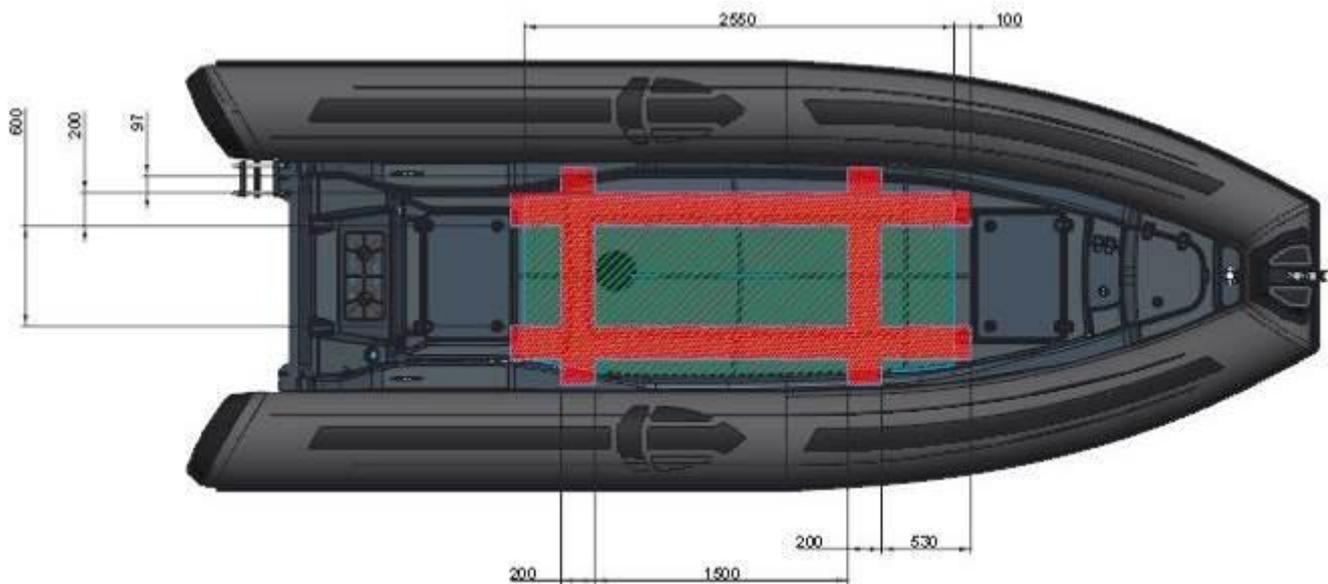


## LOCATION OF ACCESSORIES

### PRO 6.5



### PRO 7

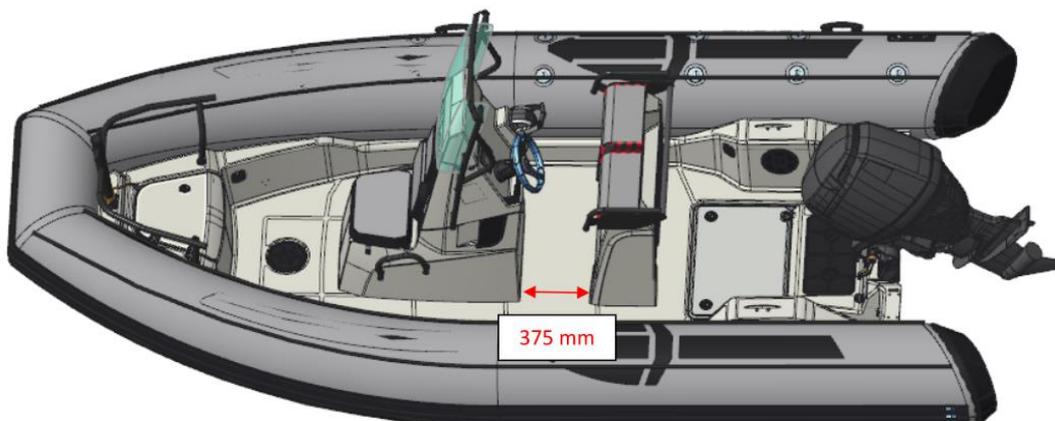


#### **WARNING!**

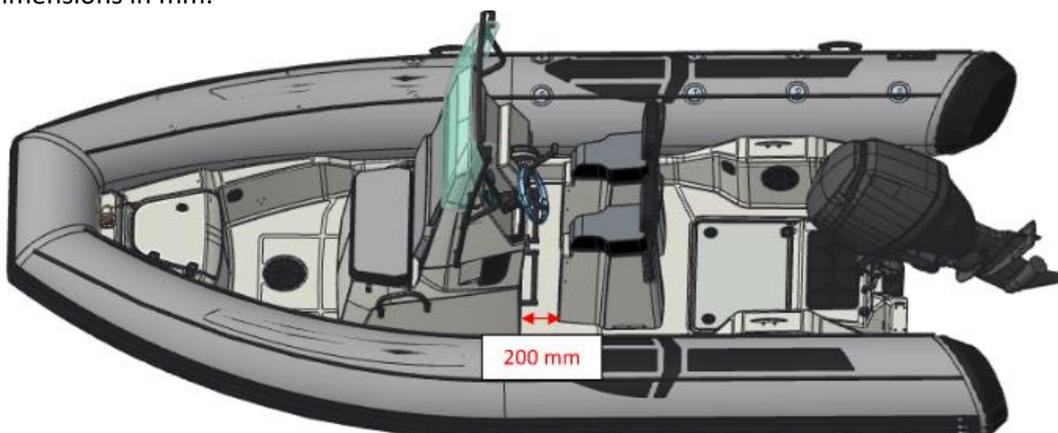
Never drill the tank area (B) with a drill bit protruding more than 50 mm from the drill head and do not use screws more than 20 mm long.

**LOCATION OF ACCESSORIES****VI -2-2-Bolster:**

We recommend fitting the bolster as shown below.  
Dimensions in mm.

**VI -2-3-Jockey:**

We recommend fitting the bolster or T4 seat as shown below.  
Dimensions in mm.

**WARNING!**

For safety reasons, the tank hatch must remain accessible and unencumbered by the position of accessories. It may however be entirely covered by the console, while remaining accessible through the console locker.

## LOCATION OF ACCESSORIES

### VI -3-ROLL BAR and PULPIT CLEAT



#### **WARNING**

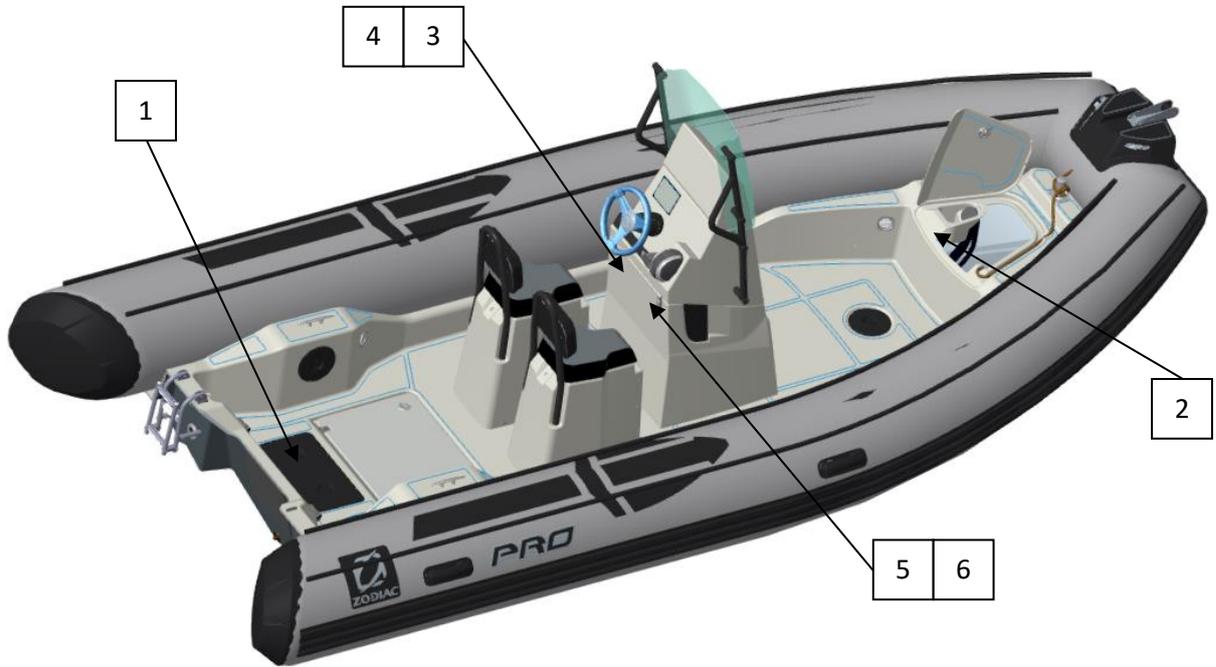
Your attention is drawn to the finishing process in which structural components such as steering consoles, seats and superstructure elements are installed by parties other than the manufacturer. These elements should be installed in compliance with the relevant requirements of ISO 6185-3 to ensure that all such installations do not invalidate the initial assessment.

Also ensure that the subsequent installation of consoles and other structural elements not initially supplied with the boat is performed in accordance with the installation recommendations provided by the manufacturer and ZODIAC's recommendations.

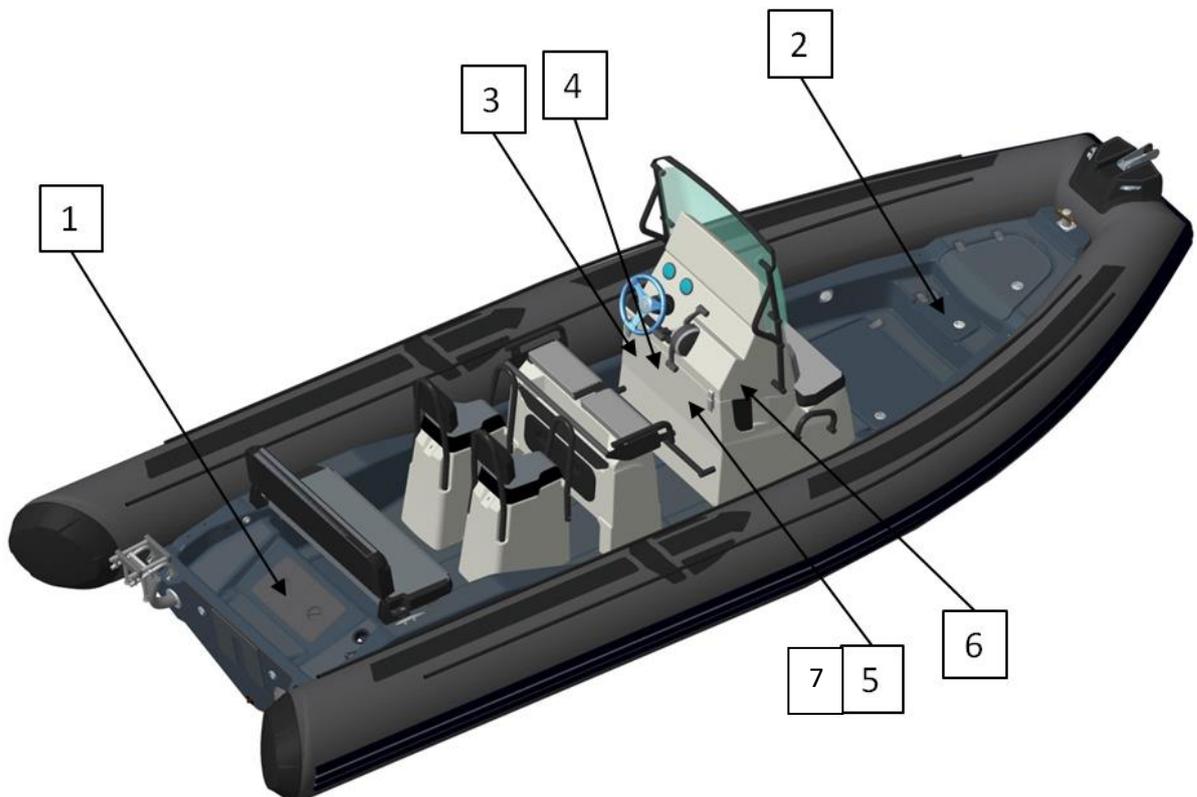
**LABELLING**

**VII-1-POSITION OF STICKERS**

**PRO 5.5 / 6.5**



**PRO 7**



**LABELLING**

VII -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 INAPROPRIE 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, SHUTT 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 EXTINGUEUR DOIT ETRE DISPONIBLE EN PERMANENCE A BORD</b></p>

7

30 KNTS MAXIMUM



2 chemin de la Val Priout  
31450 AYGUESVIVES  
FRANCE

**PRO RANGE**

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