Ⅰ **Unpacking:**

Unpack on a clean flat surface free of sharp objects that might damage the boat.
As you unpack, note carefully the way it has been packed previously. Especially note

the way the sides have been folded towards the centre-line, so that the transom folds over them, note between them. This way you can roll up your dinghy and carry/stow it in the future with the enclosed carry bag. Stow it for ocean crossings, winter storage, and when the dinghy isn't going to the used for extended periods of time.

Check that it is complete with all parts: Seat, oars, foot pump, aluminum floor joiners, side joiners, repair kits, carrying bag & floor boards.

Ⅱ **Valves:**

Firstly remove the protective valve cover by turning and removing it.
The valve has a two way action: either free-flow, meaning air can freely pass in both directions and one-way(in) only. You can alternate between the modes by pressing the central pushpin and turning it, then releasing. For fast filling use the free-flow mode and blow up the dinghy with a vacuum cleaner in blow mode or use the foot pump provided.

Once near full inflation you can change the valve to one-way by rotating the pushpin .Be quick to avoid undue air loss. Complete inflation with the foot pump .Never use a high pressure air source like a tire inflator or you risk bursting the boat. The tube pressure should not exceed 3 psi. In hot weather allow for a pressure build-up as the tubes heat up in sunlight. Release air pressure by simply pushing in the pushpin.

Ⅲ **Assembly:**

1.Unpack the dinghy from its bag or box and unroll it. Inflate it until it forms its proper shape. There is no need to fully pressurize it yet. **See Pic1** .A vacuum cleaner with a " blow" function is quick and easy. Or purchase our inexpensive 12 volt fast inflation pump. Tip: the valves have two positions; by rotating the central pushpin/spindle you can lock them open so it's easier to blow air in if you're using a blower. You have to be quick to return the valve to the "in only" mode as soon as you remove the blower or you'll lose all the air. Don't inflate the keel tube yet.

2.If you've bought an air mat floor models samples fit the floor in place in the parts inflated boat and inflate the floor as hard as you can with the foot-pump. Then finish by inflating the pontoons to a firm but not hard feel 13 psi maximum.

3.For slat floor models simply roll out and inflate the pontoons to a firm but not hard feel 13psi maximum using the foot pump or 12v pump if you have bought one.

Picture 1:

4.Now deflate the dinghy about 75% so it's very saggy, replace all the valve caps to keep them safety out of the way and place the floor boards inside the pontoons starting with the forward-mose one and the aft-most. The numbers on the boards should be up-most and in sequence. If your boats has four boards fit one of the middle boards too, get all the boards in to line. Now place forward edge of the remaining board into the aft edge of the forward board while holding the aft edge up. Then lift the forward edge of the adjacent rear board and mate it into the aluminum extrusion of the board you are already holding up this forming a ridge. **See pic 2**

Picture 2:

5.Press the ridge down until all the boards are flat, making sure you haven't trapped any of the pontoon fabric or valve bungs(including the keel valve) underneath. Check all boards are in line still, if you have difficulty at this step you probably have too much air in the pontoons still, or you have some of the pontoon fabric pinched under the boards.

6.Fit the side rails(to keep the boards flat and rigid)by positioning them with an equal overlap on all boards. The concave surface should be outwards and up to follow the contour of the tube. **See pic 3 below.** Then the boards will slide into the groove **p**rovided. If difficult, release more air from the pontoons or try placing a flat plank under the boats so as to lift the floor boards off the surface you are working on. When the tubes are pressurized the rails are held very tightly in place. The forward board is not held by the side rails, but is free to move a little.

7.Check again that no pontoon fabric is pinched under the boards, then inflate the chambers in sequence starting with about 80% pressure in the rear chambers. Then pressurize the bow chamber to about 90% and clip the seat into place. Then revert to the rear chambers and fully inflate using the foot pump. DO NOT USE HIGH PRESSURE sources or you may burst the seams .Finish by fully pressuring the forward chamber with the foot pump and then inflate the keel chamber hard. Note that any wrinkles in the tubes will smooth out within a few minutes.

Remember to always inflate in rotation and in steps as there are diaphragms between the chambers that can get distorted if you fully inflate one chamber ahead of the others.

Picture 3:

Ⅳ Packing Up The Inflatable Boat:

1.Start by releasing the air completely from the boat including the keel tube. Remove the seat, oars and floorboards(which you can only do when the boat is deflated).

2.Ideally you can use a vacuum cleaner to suck out the last of the air, or use the opposite side of the 12 volt fast acting pump if you have bought one. As you do so, ensure that the tubes lie straight and collapse inwards to the centre, inside the transom line.

3.Now fold the collapsed cones inward at the back of the transom. Then fold the transom forward over the collapsed tubes. Continue folding forward until you have the whole boat in a reasonable neat pack. You may prefer to fold the transom forward one layer then fold the bow section back over the transom. Kneel on the pack to squeeze remaining air out. Then place in the carry bag.

4.Slide the floor boards into the bag alongside the tube package, then place the floor joiner, oars and repair kit in with everything else, and do up the zip.

5.The foot pump normally stays in the pocket on the outside of the bag.

6.Note: For larger boats you may find it convenient to stow the floor boards separately from the tube-set so that you don't have to lift the full weight at one time. And the bag is easier to fill and close.

Ⅴ General care and maintenance:

1.Always store your inflatable out of the sun when not in use. The suns UV is very damaging to just about everything and while the fabric we use is specially made for the job its life can be doubled by avoiding unnecessary exposure to sunlight. Ace Inflatables sell suitable sun-covers at low cost if you need to leave your boat out in the open. AUV Protectorate spray is also available.

2.Wash down with fresh water after use and stow in a cool, but not freezing, dry place out of the sun.

3.Clean stains and dirt off the fabric with a gently abrasive household cleaner (non-solvent) if necessary. Avoid contact with fuels, solvents or oils, and clean up any spills immediately.

4.Keep the self-draining bung clear of dirt to ensure it performs properly. Leakage at this point is generally due to small amounts of dirt trapped under the non-return valve.

5.When towing use a 10 to 12mm(3/8" to 1/2") diameter nylon or polypropylene stretchable rope attached to all three towing points. This ensures the load is spread and if the outer rings are sued to take lines to the outer corners of the transom of the towing vessel you will find the inflatable tows more precisely, with less yawing and there is less risk of it flipping even in rough seas or strong winds. Always adjust your tow length to suit the weather and sea conditions, and in heavy weather take the inflatable on board the mother ship if possible, removing the outboard motor drastically reduces the drag on towing the dinghy. Accumulated water from rain and waves can also over-load the towing eyes and cause damage.

6.Air loss appears to happen during cold weather but it may only be the air in the tubes shrinking with the lower temperatures, if you think you definitely have a leak, check the valves first by applying a little soapy water to them when the boat is fully inflated and watch for any sign of bubbles. "popping" the air valves to release short burst of air may clear any dirt stuck under the seal. You can also check for physical damage, cuts etc by applying a soap or detergent solution to the whole surface and carefully check for signs of bubbles. Note when fishing, spines from spiny fish can cause tiny holes in the fabric that are very hard to detect, yet cause a persistent slow

leak. Always use a net to land spiny fish, and deposit them directly to a fish bin.

Ⅵ Fire Risk:

The fabric is flammable and can melt at high temperatures to take sensible precautions when near anything hot or burning.

Ⅶ General Advice:

1.Always take oars, anchor and line, bailer, spare fuel, signaling device(cell-phone. VHF, walker-talkie, or flash light, flares etc.)with you, especially at night and with an offshore wind. Motor failure can be disastrous without the above simple safety aids in some circumstances.

2.Life-vests and protective warm clothing should be worn by all crew.

3.Check the fuel level, weather and sea condition before leaving the shore.

4.Don't exceed the recommended load or motor sizes shown on the transom name-plate.