



INSTRUCTION MANUAL

INFLATABLE BOATS

THANK YOU

We at INMAR want to thank you for choosing an INMAR Inflatable boat. This Owner's Manual contains all the safety and operating information you need to get the most out of your Inflatable boat. It also contains information on how to provide care and maintenance to protect your investment. Store this manual for future reference and remember: you can download this manual from our website at any time. (www.InmarInflatables.com). *Manuals and spec sheets subject to change*

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

The product you have purchased comes with a limited warranty from INMAR. The terms of warranty are in the Warranty Information Section of this manual. Keep this booklet and your sales slip together for future reference. You may be asked to provide proof of purchase for warranty service. For any concern about our products, you can email us anytime, or login to our website.

We recommended using CAUTION while using a powered compressor air source, such as an air compressor to inflate the boats unless you exercise extreme care not to overinflate only one chamber. We recommend filling all chambers to 75 percent capacity in equal levels before reaching max operating pressure for your type of boat. The boats are designed with internal baffles/bulkheads used to equalize the pressure between chambers. These internal baffles could rupture and weaken when pushed beyond design, resulting in the ruptured air chamber pressure, passing air to the second chamber. In the future, if a puncture occurred in chamber one, both chambers would then deflate equally. Make sure your compressor or fill device has a volume limiting restriction orifice, check your pressures with a gauge as you reach fully inflated levels. Ruptured internal baffles are not covered under warranty unless proper procedures were followed. Any Quick fill device needs to adhere to proper instruction and routinely monitor pressures during inflation.

NOTE

Our obligation under this warranty shall be limited to repairing a defective part, or at our discretion, refunding the purchase price or replacing such part or parts as shall be necessary to remedy any malfunction resulting from defects in material or workmanship as covered by this warranty.

Thank you again for choosing INMAR.

1. WARRANTY & SERVICES

Warranty Information

INMAR warranty covers defects in material and workmanship during the period described below to the original purchaser of the boat.

The boats hull, floor, all hull attachments and accessories, but not limited to, floorboards, seats, rope holders, oar locks, oars, rope, air pump, lifting handles, d-rings, oar holders, valves, seat webbings, and transom integrity are covered by this Limited Warranty for one (1) year from the date the product is first sold.

All the air holding fabrics are warranted against defects in material or workmanship that cause blistering and delaminating.

- PVC - 3 years recreational / 1 year commercial
- Hypalon – 5 years recreational / 1 year commercial

The repair, replacement of parts, or the performance of service under this warranty does not extend the life of this warranty beyond its original expiration date. Unexpired warranty coverage can be transferred to a subsequent purchaser upon proper registration of the product.

This Warranty applies only to defects in material and workmanship, it does not apply to normal wear and tear, or to damage caused by:

1. Neglect, lack of maintenance, accident, abnormal or improper use or bad assembly.
2. Used with an accessory or part neither manufactured nor sold by us.
3. Participating in or preparing for races or other competitive activity.
4. Alteration or removal of parts.
5. Improper Protection against UV-light.
6. Commercial use.

INMAR's limited warranty does not cover incidental or consequential costs and expenses such as haul-out, launching, towing transport and storage charge, telephone or rental charges of any type, inconvenience, waste of time or income losses, or other consequential damages.

For complete warranty details please go to link:

<http://www.inmarinflatables.com/v/vsfiles/PDF/Inmar-Warranty/Inmar-Warranty-North-America-and-Canada.pdf>

Product Registration

To be eligible for warranty coverage, the product must be registered with INMAR within 30 days from date of purchase. When you receive the product, you can complete the warranty registration card and mail in for your records. Upon processing the warranty registration, INMAR will send your registration verification by email.

INMAR's limited warranty is transferable to a subsequent purchaser for the remainder of the unused portion of the warranty. This will not apply to products used for commercial applications. To transfer the warranty to the subsequent owner, send us the new owner Boat registration Card and a copy of the bill of sale or purchase agreement within 30 days of transfer. To submit the INMAR Inflatable Boat Registration Card is the only valid warranty registration identification. Warranty Claims will not be accepted without presentation of this registration card.

The customer must provide reasonable access to the product for warranty service by delivering the product for inspection to INMAR or a dealer authorized to service the purchaser's product.

Our obligation under this warranty shall be limited to repairing a defective part, or at our discretion, refunding the purchase price or replacing such part or parts as shall be necessary to remedy any malfunction resulting from defects in material or workmanship as covered by this warranty.

Service And Assistance

If you need assistance and service, first see the booklet. Additional help is available by visiting our website. To order extra parts or get technical support please visit our website at www.inmarInflatables.com or send us an email to service@inmarInflatables.com.

Remember, your satisfaction with your inflatable boat is very important to us.

2. GENERAL INFORMATION

Boater's Responsibilities

The operator (driver) is responsible for the correct and safe operation of the boat and safety of its occupants and general public. It is strongly recommended that each operator (driver) read and understand this entire manual before operating the boat. Be sure at least one additional person on board is instructed in the basics of starting and operating the outboard and boat handling in case the driver is unable to operate the boat.

Before Operating Your Boat

Read and understand this manual carefully. Learn how to operate your boat properly. If you have any questions, you can contact the dealer or place of purchase. Safety and operating information that is practiced, along with using good common sense, can help prevent personal injury and product damage. For boating safety information in the USA you can go to www.uscgboating.org.

Lanyard Stop Switch

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



a) Lanyard cord

b) Lanyard stop switch

Protecting People While Cruising

It is very difficult for a person standing or floating in the water to take quick action to avoid a boat heading in his/her direction, even at slow speed. Always slow down and exercise extreme caution any time you are boating in an area where there might be people in the water. Whenever a boat is moving (coasting) and the outboard gear shift is in neutral position, there is sufficient force by the water on the propeller to cause the propeller to rotate. This neutral propeller rotation can cause serious injury. Shift outboard into neutral and shut off the engine before allowing people to swim or be in the water near your boat.

Waves And Wave Jumping

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

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

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

WARNING

Avoid serious injury or death from being thrown within or out of a boat when it lands after jumping a wave or wake. Avoid wave or wake jumping whenever possible. Instruct all occupants that if a wake or wave jump occurs to get low and hang on to any boat hand hold.

Impact With Underwater Hazard

Reduce speed and proceed with caution whenever you drive a boat in shallow water areas, or in areas where you suspect underwater obstacles may exist which could be struck by the outboard or the boat bottom. The most important thing you can do to help reduce injury or impact damage from striking a floating or underwater object is to control the boat speed.



⚠ WARNING ⚠

Maintain a top speed no greater than minimum planing speed to avoid serious injury or death from all or part of an outboard coming into the boat after striking a floating or underwater obstacle.

⚠ WARNING ⚠

Have the power package thoroughly inspected and or all necessary repairs made to avoid serious injury or death from loss of a boat control. Continued boating with major impact damage can result in sudden component failure with or without subsequent impacts.

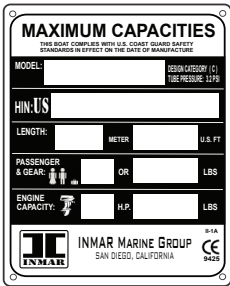
Boating Safety

In order to safely enjoy the waterways, familiarize yourself with local and other governmental boating regulations and restrictions, and consider the following suggestions: Use flotation devices. Have an approved personal flotation device of suitable size for each person aboard (it is the law) and have it readily accessible. Do not overload your boat. Most boats are rated and certified for maximum load (weight) capacities (refer to your boat capacity plate). Perform safety checks and required maintenance. Follow a regular schedule and ensure that all repairs are properly made. Know and obey all nautical rules and laws of the waterways. Boat operators should complete a boating safety course. And the boat owner may need to apply for a Pleasure Craft License for his or her boat.

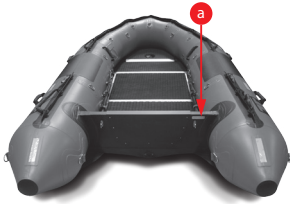
NEVER BE UNDER THE INFLUENCE OF ALCOHOL OR DRUGS WHILE BOATING (IT IS THE LAW). ALCOHOL OR DRUG USE IMPAIRS YOUR JUDGMENT AND GREATLY REDUCES YOUR ABILITY TO REACT QUICKLY.

In case the driver becomes disabled or falls overboard, prepare at least one other person on board in the basics of starting, boat handling, and operating the outboard. Stop the engine whenever passengers are boarding, unloading, or are near the back (stern) of the boat. Just shifting the outboard into neutral is not sufficient. The operator of the boat is responsible by law to maintain a proper lookout by sight and hearing. The operator must have an unobstructed view particularly to the front. Never drive your boat directly behind a water skier in case the skier falls.

Capacity Information Plate



a) Hull Identification Number (HIN)



Boat Category

Categories	Navigation	Wind Force / Wave Height
C	Inshore	Designed for voyages in coastal waters, large bays, estuaries, lakes and rivers where conditions may experience wind force 6 (Beaufort scale) and wave heights up to 2 m (6.5 ft.)
D	Sheltered Water	Designed for voyages on sheltered coastal waters, small bays, small lakes, rivers, and canals where conditions may experience wind force 4 (Beaufort scale) and wave heights up to 0.5 m (1.5 ft.).

Valves

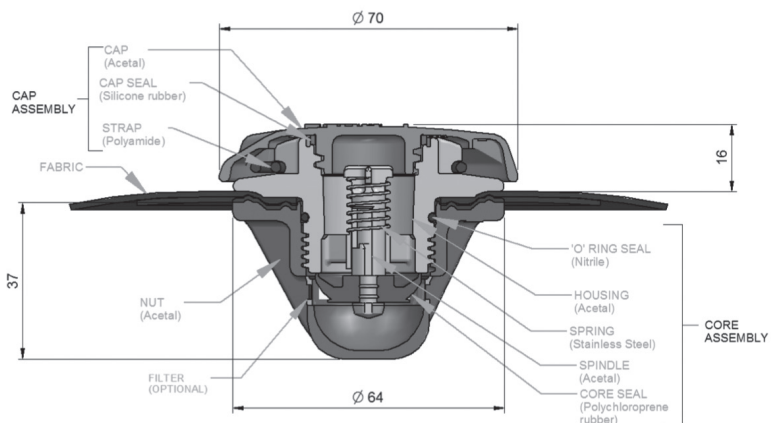
The valves are specially designed for safety and ease of use. The valves are designed flat to increase the comfort in the boat and to prevent damage to the boat.

Loosen the front cap and place pump-hose to fill the boat. Inside the valve there is a button, press it to change the valve with in/out position. This will open and close the release valve. Valves can be locked open to assist in rapid deflation. Normal position would be closed, with the cover snugly screwed down to avoid and valve leaks.

If any slow leakage occurs around the valve, this over time can be normal. Use the valve tool to tighten the valve clockwise while holding the rear of the valve through the tube (Tube needs to be deflated). Check again with soapy water to see if leak persists. If leak is still evident, inspect your valve for damage. If no damage is evident contact your selling dealer for replacement.

The same inspection and tightening can be done on the over inflation valves, over time the seal on the fabric loosens. Using the valve tool, turn them also to the right to re-tighten, check with soapy water to confirm the leak does not persist. Leaking from the over inflation valve center is normal. The Job of this valve is to release pressure when the chamber is over impacted or overpressurized.

Do not exceed 3.4 PSI of pressure. Over inflation can cause structural damage to your boat. Under inflation can also result in premature floor and tube damage. (Check your Pressures) Always inflate the keel chamber last. Most keels usually reach full pressure at about 4-5 psi, slightly higher pressure than the main tubes. (Valve design may vary)

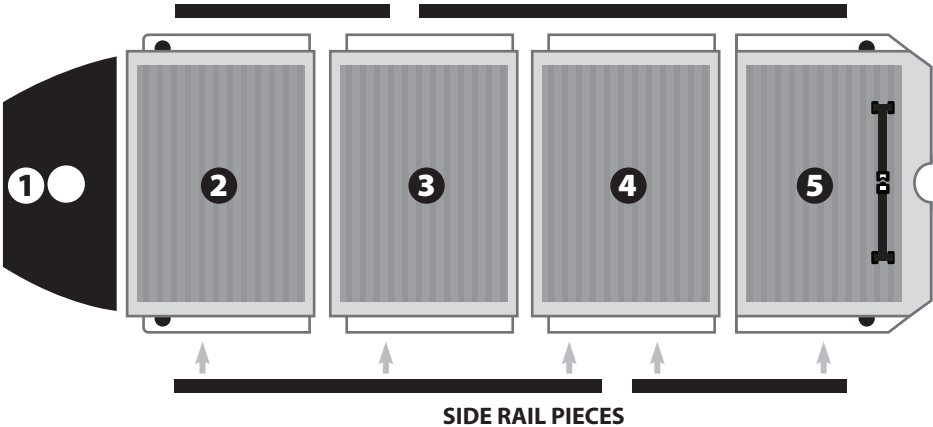


3. ASSEMBLY AND DISASSEMBLY

Plywood And Aluminum Floorboards

The number of floor boards delivered with the boats varies by model.

The floor boards must be installed into the boat before the boat is fully inflated. It is very important that you stagger the side rails or stress cracking will occur. Improper installation will not be covered under warranty.



Side view



One floor should insert correctly into the other. Make sure you are centered on alignment.

Placement of The Floorboards

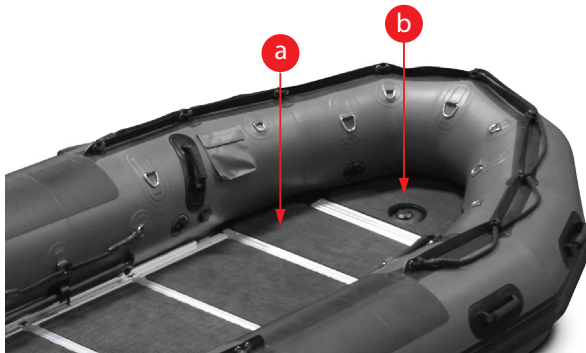
Note: You will notice that the first couple of times you place the floorboards it will be an extremely tight fit. After a while, the material will stretch and installation will be easier.

A. Clear a flat surface of any sharp objects.

Prior to floor installation, unfold the boat and spread it out flat on the ground. Inflate boat tubes midway to low volume shape. When placing floorboards, pull up the fabric under the edges on the floor, this will avoid pinching and damaging the fabric.

Note: Soapy water may help with ease of installation.

Start with front floorboard; slide it into the bow, push as far into the nose as you can until the valve of the keel is in the center of the front floorboard.



a) Floorboard No. 2 - b) Center of front floorboards

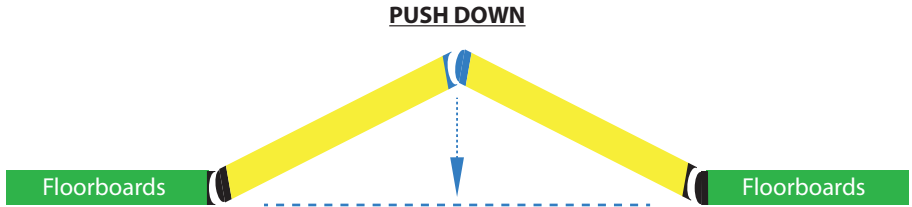
B. Place the rear floorboard (the last number board), push this one as far as possible under the transom retainer rail.



a) Transome retainer - b) Rear floorboard

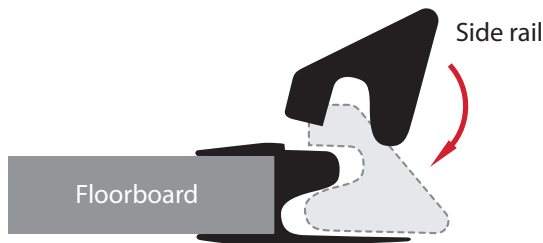
C. Lift last boards to make a triangle

Once you get to the last floor boards, lift joining boards to form a triangle and when connected on top, begin to push down firmly to flatten floor. All floor pieces will be flattened and ready for final step.



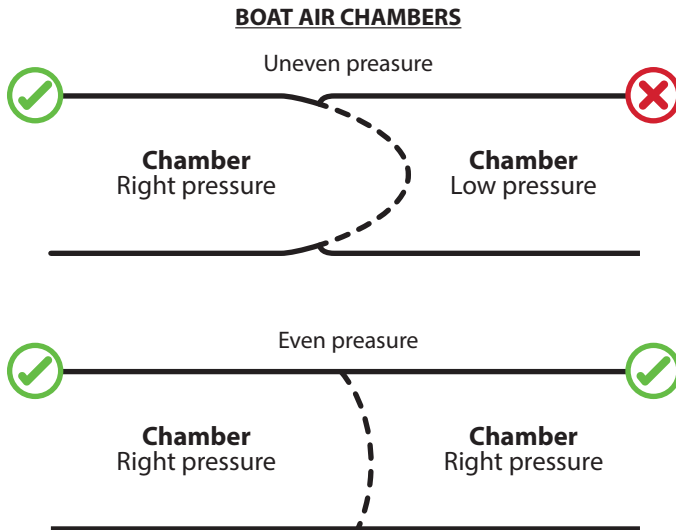
C. Side rails

Once the floor is flattened attach the side rail pieces onto each side of the floor, located within the recessed floor portion of the boat. Make sure to stagger side rails 1 short - 1 long and reverse on opposite side of the boat. When you place the side rails, pulling up on the tube away from the floor will help lock in the final side rail.

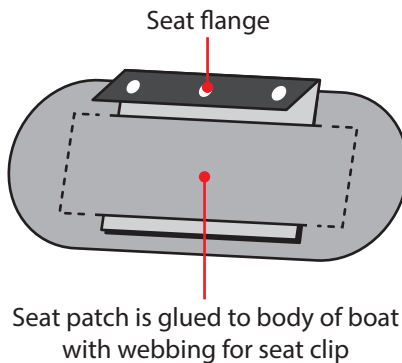


Proper Inflation

IMPORTANT: Do not inflate or deflate only one air chamber at a time. When inflating or deflating, maintain a balanced air pressure between air chambers to prevent stress or potential damage to the inside diaphragms that separate the air chambers. Adjust air pressure as you inflate to assure all chambers have equal pressure.

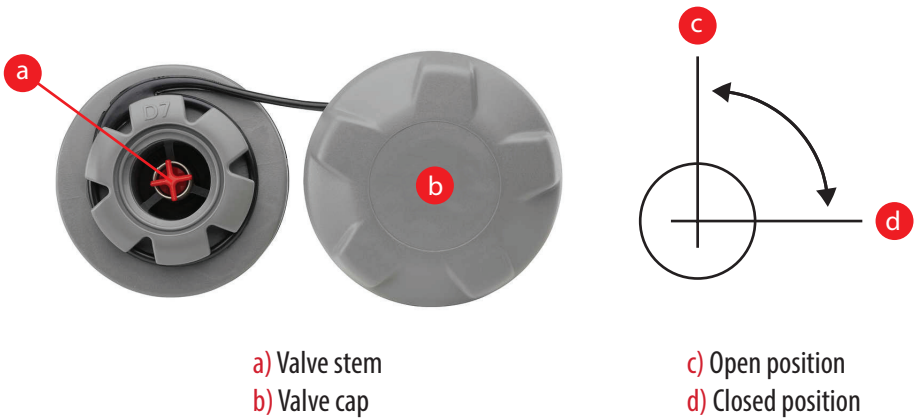


NOTE: Attach the removable seat before the boat is fully inflated. Hook the flanges that are located on the bottom of the seat into the nylon straps on the side of the air chambers.



Inflate Tube Chambers As Follows

- Fit the floorboards into the boat. Refer to Floorboard Assembly.
- Unscrew the valve; make sure the valve stems are in the closed (intake) position.
- Attach the air hose adapter to air valve. Starting at one of the air valves, inflate each air chamber in turn, inflating only a quarter of the way full.
- Repeat this procedure to evenly fill the air chambers until the air chambers are filled to recommended air pressure should not exceed 3.2 psi. (Normal operating pressure between 2.8 to 3.1 psi)
- A good condition of air chambers should be strong and balance.



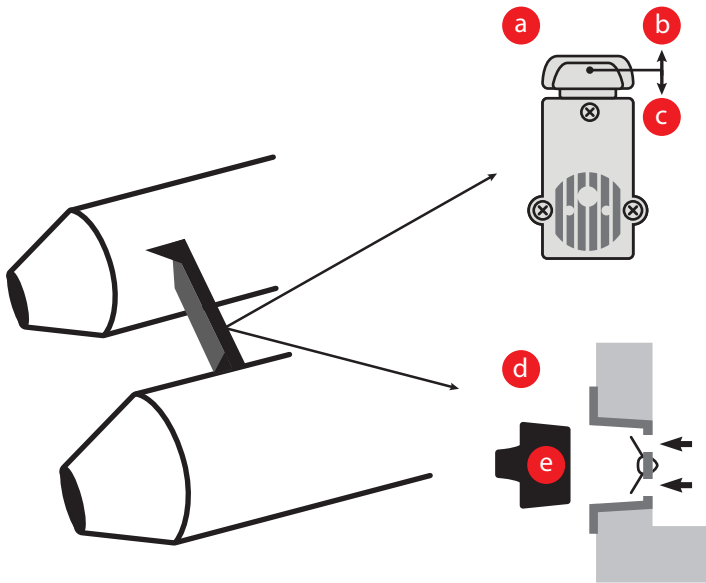
Valve design may vary.

TIP:

- Do not inflate the keel until floorboards are installed.
- Start inflating both tubes. Then inflate the nose.
- Check pressure on mornings after warm weather. Pressure increases by about .05 psi for every 2°F increase in temperature (3 mbar per 1°C).
- Always re-inflate tubes and monitor the pressure to confirm the section is not losing air due to valve leak or damage.

Drain Valve Operation

INMAR inflatable boats come with two styles of self draining systems. You can test the valve system and make sure water will not come in 2 ways. When underway, remove the plug from the drain and the water will automatically run out. The inner diaphragm will prevent water from returning. After the water has been drained, replace the plug. Make sure you have pulled out the black plug when you are sailing or towing the boat. It is important to keep the self-draining system clear. The second style drain will lift the door open and water will rush out, close when boat has drained.



a) Slide drain valve

b) Open position

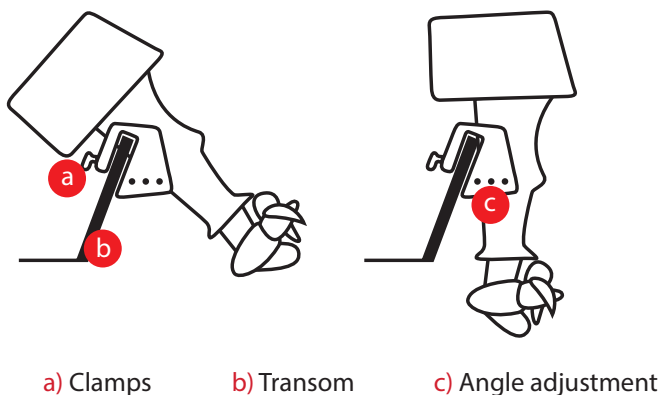
c) Closed position

d) Transom drain valve

e) Plug

Using An Outboard Motor

Choose an outboard for the boat that is in accordance with the horsepower range and limit. Refer to the Specification table in this manual or the manufacturer's plate on the boat for the maximum outboard capacity. Install the outboard along the centerline of the boat transom. Fasten the outboard to the transom following the recommended installation instructions provided with the outboard or it's manufacturer.



Check outboard for tightness on transom before each use. When you install an outboard motor, make sure you place it on the motor bracket at the transom and tightly screw the butterfly nuts on the outboard-motor. Check after 15 minutes of sailing if the outboard motor is still firmly connected to the transom.

Pre Operating Check List

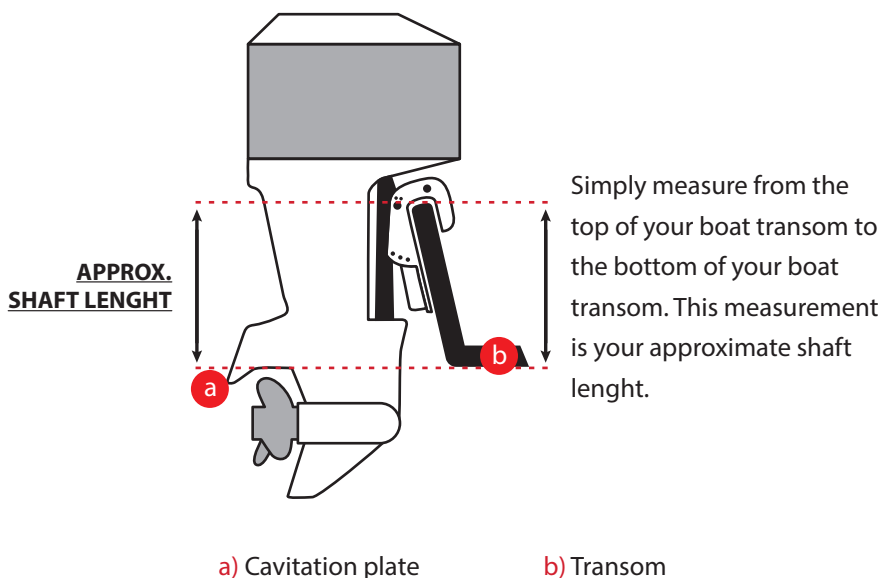
- Check the inflation pressure of the air chambers. Remove any obstruction from the drain valve.
- Check the outboard for tightness on the transom.
- Know the fuel capacity and cruising range.
- Check that the lanyard stop switch for the outboard works correctly.
- Be sure the boat is not overloaded. Check and Meet the boat capacity plate requirement.

Be sure there is an approved personal flotation device of suitable size for each person

- aboard and readily accessible (by law).
- Check that the paddles are in the boat in case of engine trouble.

Be sure the operator knows safe navigation, boating, and operating procedures.

Proper Shaft Length / Cavitation Plate



Proper shaft length:

15" – 16" : Requires a "Short" shaft (15")

20" – 22" : Requires a "Long" shaft (20")

Proper shaft length is important when determining the correct engine for your boat. If you use a shaft length longer than what is required for your model, excessive spray may occur. *(See reference above)*

The Cavitation Plate is also a factor when rigging your engine. The proper height for the Cavitation plate is just above the bottom of the transom. Approx 1/2 inch seems to be the position that results in minimal spray. Although many customers use the small engines from their sailboats as a second engine, most sailboat engines have a 20" - 25" shaft. This still works, but high speed will cause significant drag in the water and spray from behind the transom. The Cavitation plate is designed to ride just above the water while the boat is on plane.

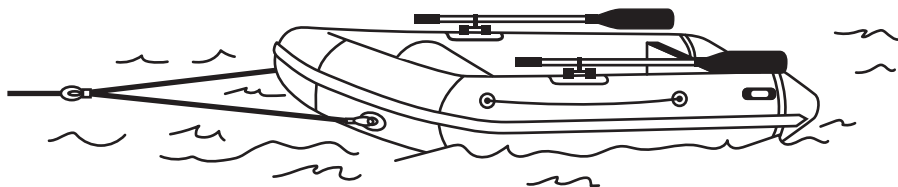
There are many ways to adjust the engine level since not all engines have the same shaft length. Sometimes a Jack – Plate or a engine shim may be used to achieve optimal engine transom height.

SAFETY

- Have a ring type life buoy or buoyant cushion designed to be thrown to a person in the water.
- Arrange the passengers and load in the boat so the weight is distributed evenly and everyone is seated properly.
- Instruct at least one passenger in the basics of boat handling, the starting, and operation of the outboard, in case the driver becomes disabled or falls overboard.
- Before departing, tell someone where you are going and when you expect to return.
- No alcohol or drugs. It is illegal to operate a boat while under the influence of alcohol or drugs.
- Know the waters and area you will be boating; tides, currents, sand bars, rocks, and other hazards.

Proper Towing

If the inflatable boat is to be towed by another boat, the inflatable boat must be empty. Remove outboard, fuel tank, and equipment. Attach a line between the towing rings to form a bridle. Attach a towing line to this bridle and tow the boat at slow speed.



Secondary Hull Plate

The HIN Plate helps to find lost or stolen boats, and boats that are subject to recall. There is another HIN plate located on the transom of all powered boats.

Note: Record your HIN number in a safe place.

Loosing Pressure

If one of the air chambers should accidentally deflate while you are operating the boat, shift the weight to the opposite side of the deflated chamber and slowly head for shore.

Due to temperature differences the pressure can increase or decrease. It may not lose more than 20% of the pressure in 24 hours by the Inflatable Boat's Standard. Do the following steps when this happens:

- Check if all valves are screwed tight using proper valve tool.
- Check if all valves are clean.
- See if you can find any damaged area.
- Check the seams.
- Put some soap suds on the boat to discover small leaks.

Water Inside The Boat

- Check if the self draining-valve is OK. Check if the self draining-valve is clean. (You may solve this problem by cleaning the draining-valve).
- See if you can find any damage.
- Take out the floorboards, fill the boat with water, and lay it down on the ground. If you see water on the ground, there is a leak. If you're getting water inside the boat while in use, refer to instruction for proper engine height and trim setup. Improper engine height will result in water spray over the back of the transom into the boat.

4. REPAIR & MAINTENANCE

Repairs

You can find some glue in the repair kit that comes with the boat. This can be used for emergency minor repair. For a permanent repair, a two part adhesive should be used. This two part adhesive and patching materials are available from your dealer.

Small tears and punctures in the air chambers which are 1cm (0.393 in.) or less, can be repaired in an emergency. Larger areas, or if the patch will overlap a seam, should be patched by a professional repair person. If you are not sure the repair procedure, you can contact INMAR customer support by visit our website.

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

Cut out a patch large enough to overlap the damaged area by 3cm (1.2 in.) on all sides. Center the patch over the damaged area, and with a pencil trace the outline of the patch. Apply masking tape around the perimeter of the outlined patch area to ensure a tight and clean glue line.

Clean the patch area on the boat as well as the backside of the patch. It is best to use M.E.K. (Methyl Ethel Ketone) patching solvent and cleaner. Keep solvent off skin. After applying the solvent, you will notice that the area will become tacky. This tackiness ensures good glue adhesion.

Apply three thin layers of adhesive with a short bristle brush in a circular pattern on both the backside of the patch and the patch area on the boat. Allow each layer to dry for 5 minutes before applying the next layer. After applying the third layer, wait 5 minutes and then apply the patch to the prepared area and press down firmly. Using a smooth object (a back of a tablespoon works well), force out any air bubbles that may have been trapped under the patch, working from the center of the patch to the outside. After removing the masking tape, place a 5 pound weight onto the patch and allow 24 hours drying time before pressurizing the repaired air chamber.

Important: Repairing is only possible with a dry atmosphere and the air moisture may not be higher than 60%.

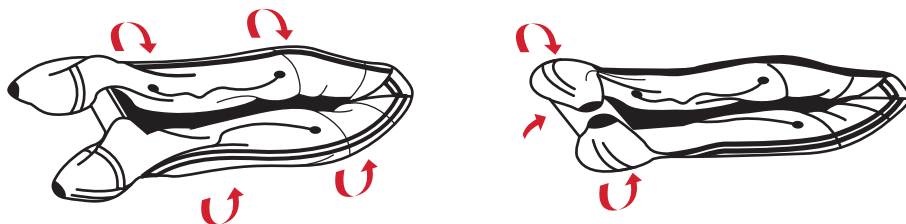
Maintenance

You can clean the boat with soap and water. When you find persistent stains like oil and tar, you can remove them with paint thinner. After you have used thinner, always clean the boat with fresh water. It is important to clean the valves also. The transom, wooden seat, and floorboards are made out of plywood and are treated with a waterproof paint. The aluminum is metal; you can use WD40 to keep the contact smooth. Wood damage should be repainted to avoid any water damage that may occur.

Storage

The boat should be cleaned and rinsed with fresh water before being placed in long term storage. Refer to the Cleaning Procedure. To prevent fabric discoloration from marine growth or polluted waters, do not store the boat in water for extended periods of time. After washing, allow the boat to dry thoroughly before placing into storage.

The boat can be stored inflated or deflated. Store the boat in a cool, dry area that is protected from excess exposure from the sun. Cover the boat to block direct sunlight exposure if the boat is to be stored outside for an extended period of time. Put the boat on the floor. Take out the floorboards. Fold the boat to the middle of the boat, so that the whole boat is as wide as the transom. Bring the cones at the back of the side chambers to the middle of the transom. Roll the transom forward. This helps to get the air out. Be sure all valves are in the open position. Folded this way the boat fits in the delivered pack (sack) for transportation.



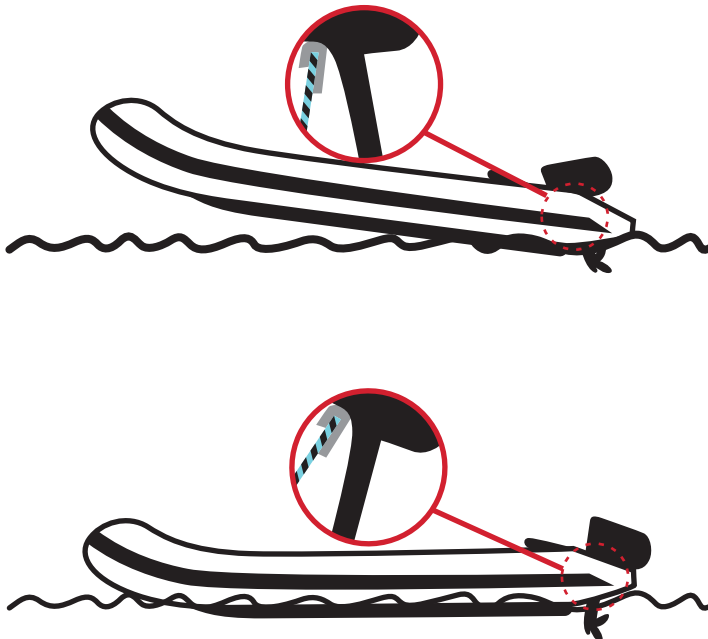
Tips

If your outboard is too low on the transom, it will create drag and it will throw water up into the boat.

In both cases you end up with loss of speed, so try to find the ideal position before you **FINALLY** bolt your engine to the transom (consult your engine supplier).

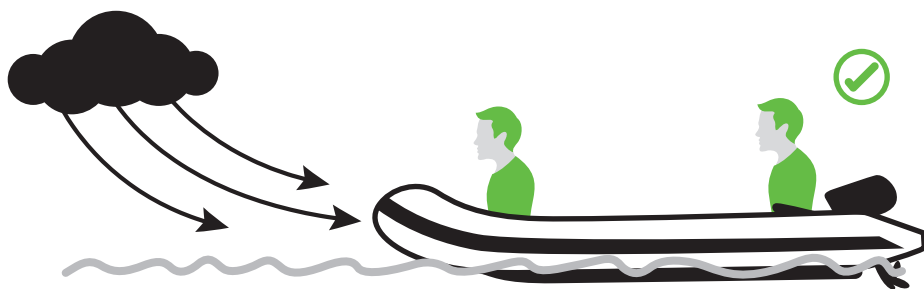
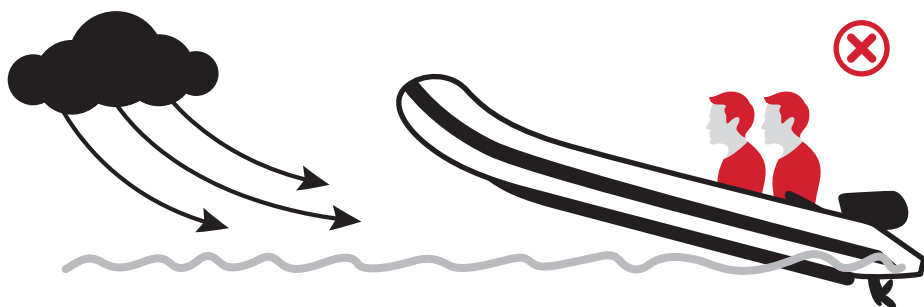
AT ALL SPEEDS IT IS ADVISABLE to keep the boat LEVEL. Prevent the bow from pointing UP, and prevent the bow from pointing DOWN towards the water.

- Use the weight of the people on board to achieve the level position.
- Adjust your engine angle (see below).



⚠ WARNING ⚠

Should the operator fall out of the boat, the possibility of serious injury or death from being run over by the boat can be greatly reduced by stopping the engine immediately. Always properly connect both ends of the stop switch lanyard to the stop switch and the operator.





(619) 346 4495
info@inmarinflatables.com