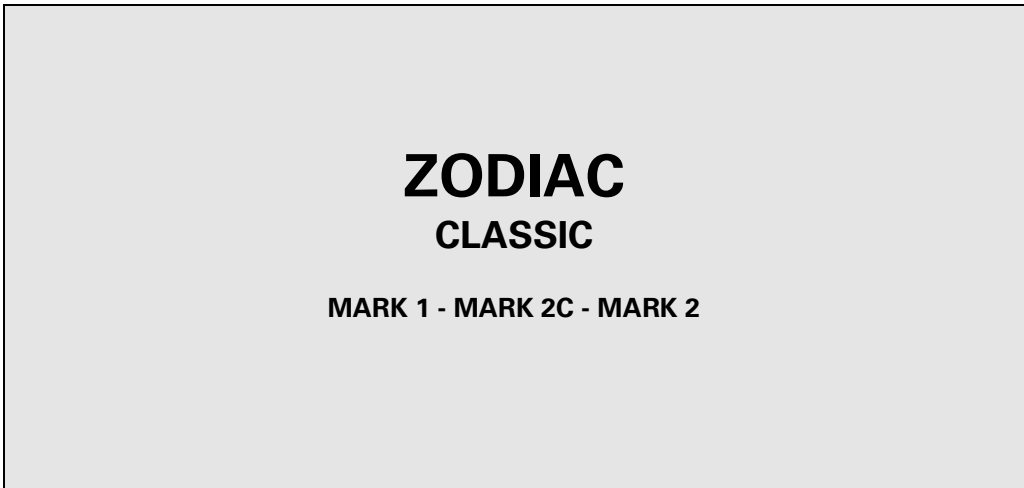


NOTE:	<p>THE OWNER'S MANUAL IS IN TWO VOLUMES:</p> <p>- VOLUME 1 DEALS WITH OPERATING PRECAUTIONS AND SAFETY RECOMMENDATIONS THAT MUST BE OBSERVED.</p> <p>- VOLUME 2 DEALS WITH TECHNICAL SPECIFICATIONS AND ASSEMBLY PROCEDURE OF THE BOAT AND ITS EQUIPMENT.</p>
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VOLUME 2
TECHNICAL SPECIFICATIONS - ASSEMBLY PROCEDURE



CONTENTS


	Page		Page
⇒ Assembly procedure	2	⇒ Pressure	8
⇒ Check on unpacking	2	⇒ Deflation - folding the boat	9
⇒ Assembly	3-4		
⇒ Inflation system	5-6	⇒ APPENDIX	
⇒ Inflating the boat	7	Table of technical specifications	I - II
		General description	III - IV
		Assembly of bench (option)	V
		Assembly of bow bag	VI

ASSEMBLY PROCEDURE

The boat assembly procedure follows an order you must respect. Proceed step by step, referring each time to the pages indicated for explanations.

PROCEDURE	PAGE	SECTION
1. Make an inventory of the parts of the boat and get to know them.	2	CHECK ON UNPACKING
	I - IV	DESCRIPTION
2. Activate the valves in inflating position	5	INFLATION SYSTEM
3. Slightly inflate the main buoyancy tube	7	INFLATING THE BOAT
4. Assemble the floorboard (according to chosen option)	3 - 4	ASSEMBLY
5. Finish inflation of the boat to the correct pressure	7	INFLATING THE BOAT
	8	PRESSION
6. Install equipment	V - VI	ASSEMBLY OF EQUIPMENT

CHECK ON UNPACKING

 ATTENTION	DO NOT USE A SHARP TOOL (CUTTER, KNIFE, ETC.)
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The pack must contain: 1 buoyancy tube +

ZODIAC CLASSIC	MARK 1	MARK 2C	MARK 2
Owner's manual (2 volumes)	✓	✓	✓
Repair kit	✓	✓	✓

Standard equipment			
Paddles	2	2	2
Pressure gauge	1	1	1
Foot-pump	✓	✓	✓
Mast and pennant	1	1	1
Bow bag	✓	✓	✓
Carrying bag	2	2	2

You can equip your boat with many optional accessories (transportation wheels, ladder, lifting rings etc.). Ask your dealer to advise you.

NOTE:	IF YOU WISH TO ADD LIFTING RINGS (FOR PLACING ON THE DAVIT), YOU MUST FIX THEM ON THE BUOYANCY TUBE, NEVER ON THE FLOOR.
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ASSEMBLY

Choose a smooth and clean surface.



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

FLOORBOARD ASSEMBLY - INSTALLATION OF THE RIGID FLOORBOARD:

- Sprinkle some starch in the angle (joint of the buoyancy tubes to the bottom – see figure 1.B) to facilitate fitting.

CAUTION, NEVER USE TALCUM POWDER.

- **Make sure you identify the parts and direction in which they fit:**
 - The floorboard consists of 3 main sections and 2 sections in the bow [fig 1].
 - You can identify the good position of sections by the stickers located on the right corner of each section.
 - The bow sections have an upside and a downside. The upside is identified by a label representing the sun (8). Should the label be missing, see the stripes on the aluminum junction sections. The scratches should be visible once the elements are assembled.
1. Slightly **inflate** the buoyancy tube (this will make it easier to install the floorboard items).
 2. **Insert** the bow section (1) into the bow angle.
 3. **Insert** the rear section (5) against the transom (6) as show on fig 1.
 4. **Fit** all sections together [fig.1].
 5. **Position** sections 3 and 4 as an **apex** (in a tent-like position) [fig 1 and 2].
 6. **Check** that all sections are correctly aligned [fig 4].
 7. **Flatten** the apex by standing on it (in the boat) and pulling the lifelines to prevent the fabric from being pinched [fig. 2].
 8. Check that the floorboard is correctly fitted in the angles.
 9. **Assemble** the stringers (see instructions bellow).

ASSEMBLY OF THE STRINGERS

The stringers are essential for correct operation of the boat: they lock the floorboard together and rigidify its structure.

1. To facilitate the fitting of the stringers (7) if the ground is not a flat surface, slide the paddles under the boat, about 20 cm on either sides of the boat centreline [fig. 3-a].



**DO NOT PUT THE PADDLES IN POSITION UNDER THE BOAT UNTIL THE FLOOR IS FLATTENED:
THEY COULD BE DAMAGED BY THE SHOCK.**

2. **Position** the stringers on the edge of the floorboard. The reference mark on the stringer (8) must remain on top [fig. 3].
3. **Fit** correctly the stringers between the two buffers (9) of sections 3 and 5 [fig. 4].
4. Rotate the stringers so that they press against the floorboard and fit correctly in the angle [fig. 3 and 4].
5. Because of the self-locking **system** of the floorboard, the stingers will fit into place once the buoyancy tube is inflated.

ASSEMBLY

fig 1-A

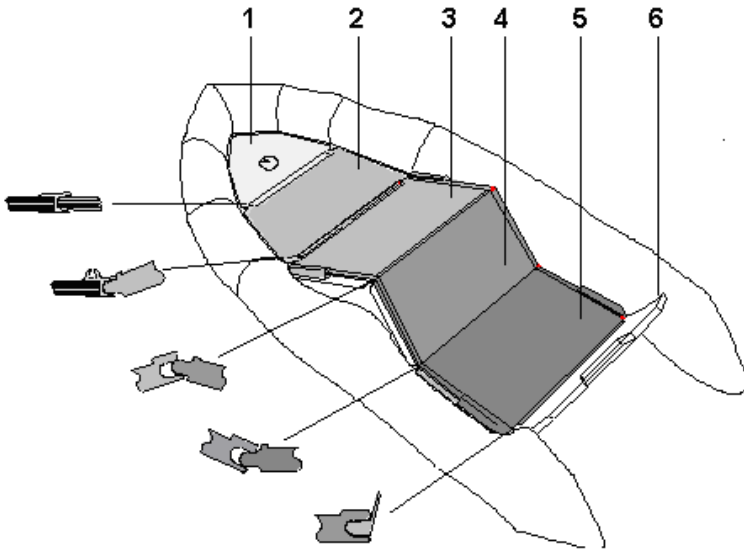


fig 1-B

a- floorboard
b- buoyancy tube
c- angle
d- bottom

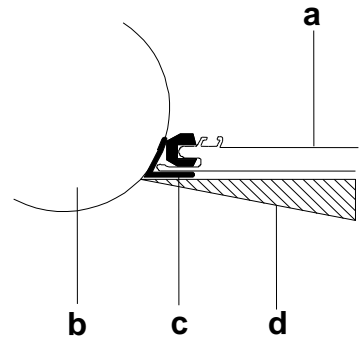


fig 2

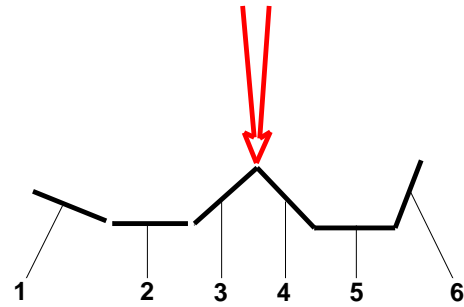
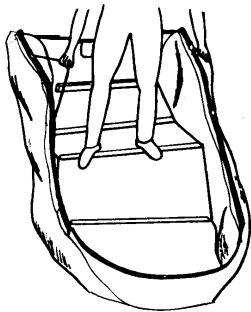


fig 3

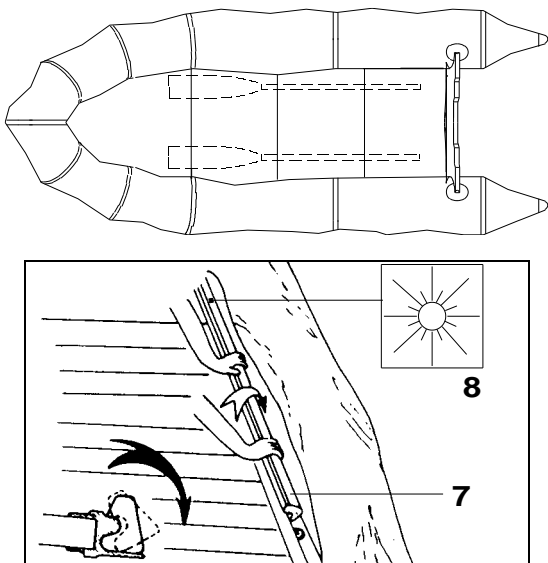
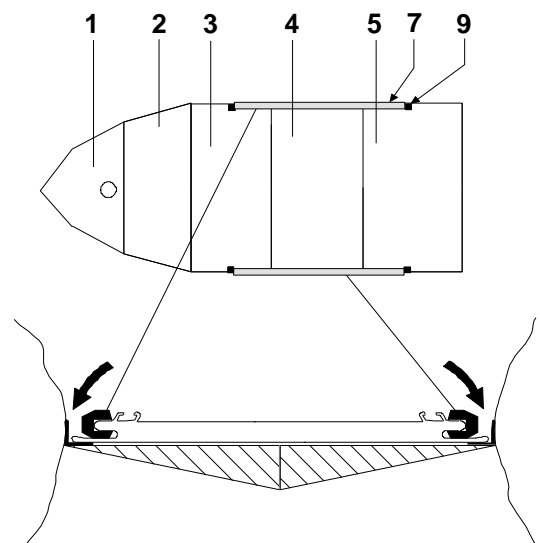


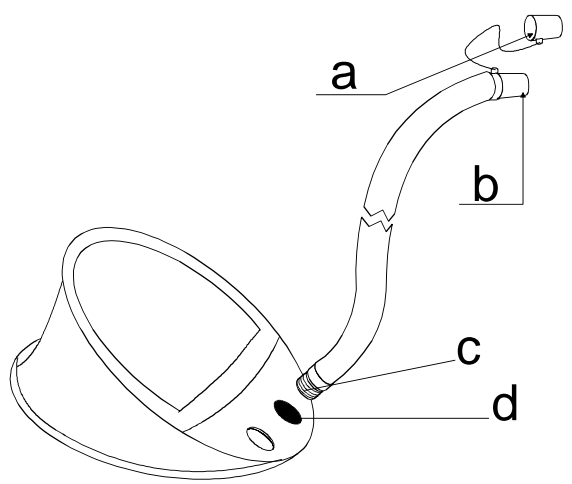
fig 4



INFLATION SYSTEM

THE FOOT PUMP

- a. connecting tip
- b. hose end piece
- c. hose base
- d. outlet for inflation



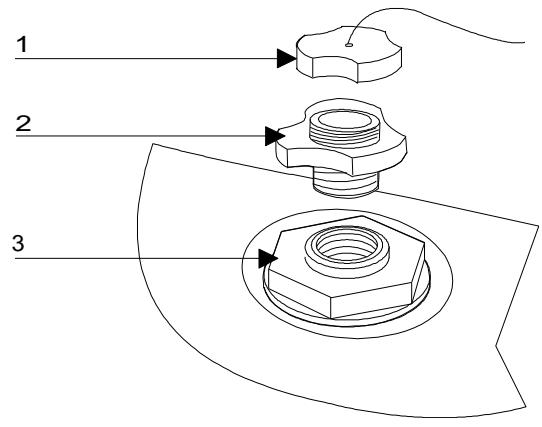
E
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H

THE STANDARD VALVES

- (1) cap (2) valve insert (3) base

To activate the standard valves into INFLATION position:

- Free the valve insert from its protection.
- Unscrew the valve cap.
- Screw the valve insert onto its base (screw it tight but without exaggeration, not to deteriorate the screw thread) and check that the valve cap remains accessible.



To deflate:

Unscrew the valve insert from its base

SEMI BUILT-IN VALVES

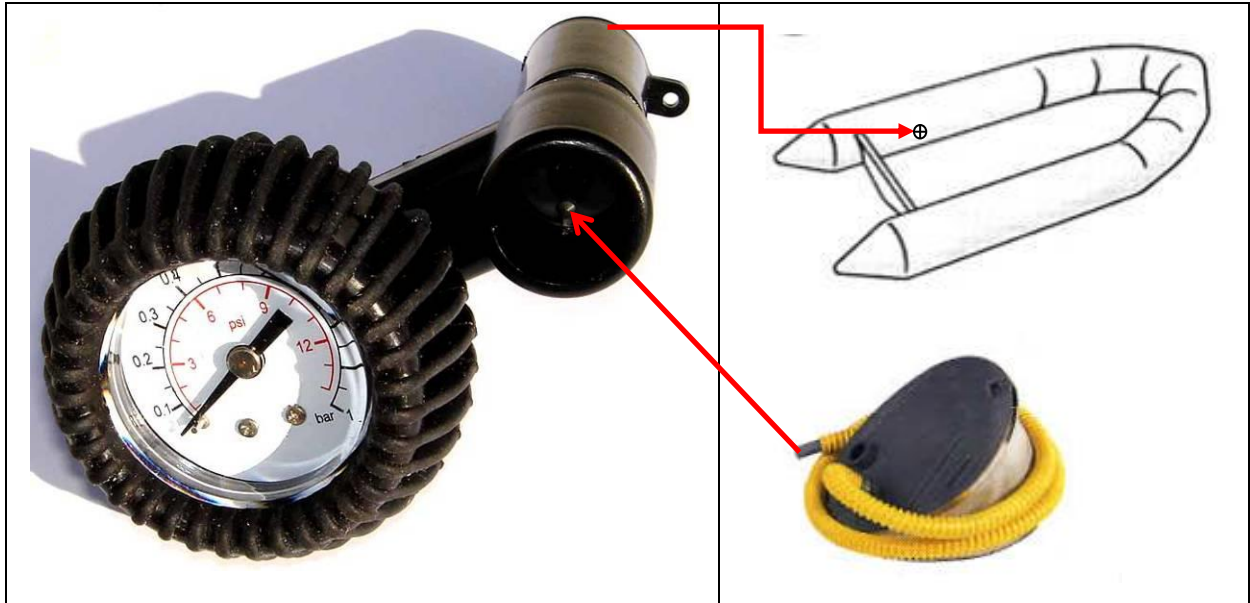
To activate the semi built-in valves:

<p>Push and turn the knob one-quarter of a turn</p>	<p>in inflating position</p> <p>The membrane is closed, the knob is up</p>	<p>in deflating position</p> <p>The membrane is open, the knob is down</p>
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NOTE:	<p>NEVER TIGHTEN TOO MUCH: YOU COULD UNSCREW THE ENTIRE INTERNAL INFLATION SYSTEM OF THE VALVE</p>	
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INFLATION SYSTEM

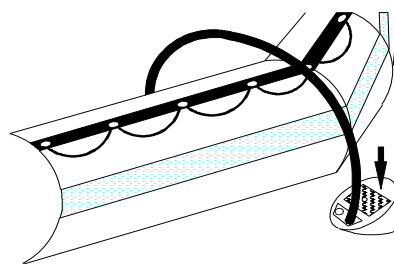
PRESSURE INDICATOR




INFLATING THE BOAT

Activate all valves in inflating position

Fix the hose base in the inflator inflating orifice
 To inflate your boat properly, the inflator should be correctly placed on the ground.
 The boat inflates rapidly if the inflator is used smoothly and without haste.


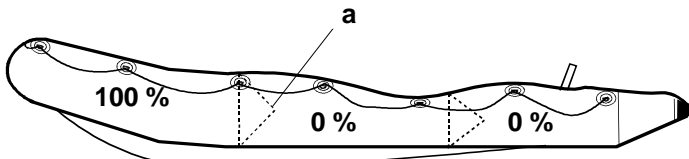



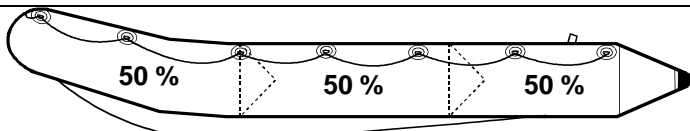
 ATTENTION	<p>DO NOT USE A COMPRESSOR OR COMPRESSED AIR CYLINDER NEVER OVER INFLATE THE BUOYANCY MECHANISM OR THE KEEL: BURSTING HAZARD.</p>
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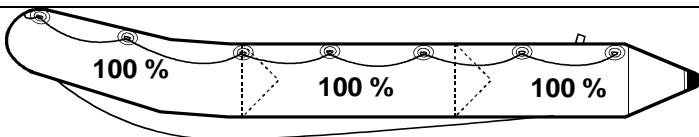
You can use the electrical air pump *ACCESS* (ask your Dealer).

1-INFLATING THE BUOYANCY MECHANISM

- Place the adapter corresponding to the diameter of the semi-built in valve at the inflator pipe nozzle.
- Inflate the buoyancy mechanism, **balancing the pressure between the different compartments until the partitions (a) are no longer visible (pressure = 240 mb)**

	<p>NEVER PRESSURISE A COMPARTMENT WHEN THE OTHERS ARE COMPLETELY DEFLATED</p>	
---	--	--

	1	
---	---	--

	2	
---	---	--

2-INFLATING THE KEEL

- Once the floor is assembled, start inflation (pressure = 240 mb, see "PRESSURE" section)

Inflating is complete: fit the inflation valve caps tight.

NOTE:	<p style="text-align: center;">A slight air leak is normal before the valve cap is screwed on ONLY THE VALVE CAPS CAN ENSURE FINAL AIR TIGHTNESS.</p>
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PRESSURE

The correct pressure for the buoyancy tube and the keel is 240 mb/3,48 PSI (middle of the green area of the pressure indicator).

If your boat is not equipped with an **ACCESS** pressure indicator, we recommend that you purchase one from your Dealer. This will permit a quick and efficient control of the pressure during inflation. Without a pressure indicator, stop inflating when buoyancy tube is sufficiently hard so that the cones on the rear section of the buoyancy tube cannot be bent manually.

The ambient temperature of the air or water proportionately influences the level of internal pressure in the buoyancy mechanism

Ambient Temperature	Internal buoyancy mechanism pressure
+1 °C	+4 mb / 0.06 PSI
-1 °C	-4 mb / 0.06 PSI

Thus, it is important to anticipate:

Because of temperature variations (especially when this variation is important between the beginning and the end of the day, in hot areas) check and adjust the pressure in the inflated compartments by inflating or deflating. Be sure that pressure remains within the recommended zone, between 220 mb and 270 mb (green area).

RISK OF UNDERPRESSURE:

EXAMPLE: Your boat is exposed on a beach in the sun (temperature=50 °C) at the recommended pressure (240 mb/3.48 PSI). When you launch it (temperature=20 °C), the temperature and internal pressure of the inflatable compartments will drop simultaneously (up to 120 mb) and **YOU WILL THEN NEED TO REFLATE** until you regain the millibars lost due to the difference between the ambient air and water temperatures. A drop in pressure at the end of the day, when the outside temperature is dropping, is normal.

NOTE:

Proper inflation is critical to the performance of the boat. It is the pressure in the tubes that gives your boat the necessary rigidity to perform well. Under-inflation causes improper flexing of the tubes which will cause early aging.

RISK OF OVERPRESSURE

EXAMPLE: Your boat is inflated to its recommended pressure (240 mb/3.48 PSI) at the beginning or end of the day (low outside temperature = 10 °C). Later in the day, your boat is exposed in the sun on the beach or on a yacht deck (temperature = 50 °C). The temperature inside the inflatable compartments may rise to 70 °C (particularly for dark buoyancy units), doubling the initial pressure (480 mb). **YOU WILL THEN NEED TO DEFLATE** the boat to return to the recommended pressure.



ATTENTION

IF YOUR BOAT IS OVERINFLATED, THERE WILL BE UNDUE PRESSURE ON THE INFLATABLE STRUCTURE THAT MAY RUPTURE IT.

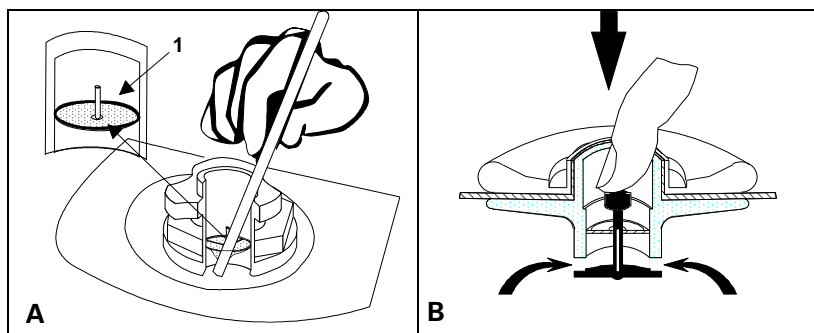
IN CASE OF OVERPRESSURE

STANDARD VALVE (A):

Free some air by pushing on the diaphragm (1) with a blunt object (like a pencil). **Beware not to fold down the diaphragm.**

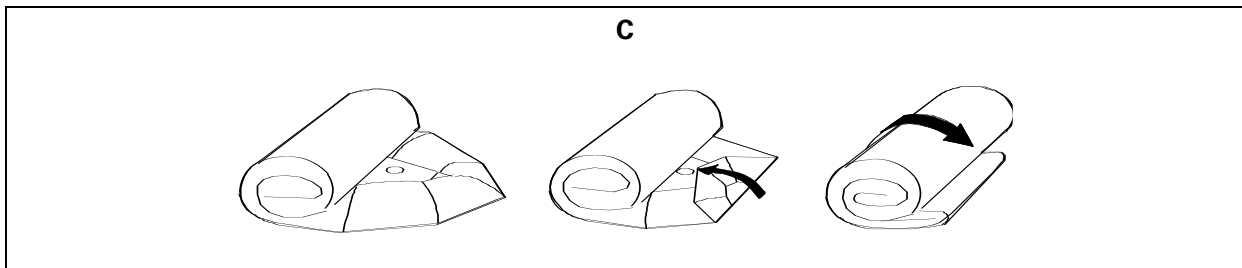
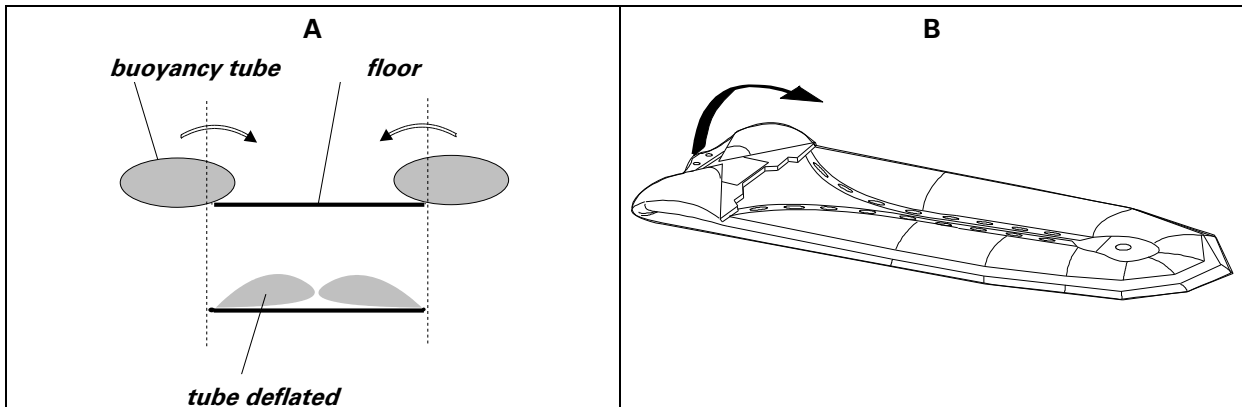
SEMI-RECESSED VALVE (B):

Release some air by pressing the valve knob.



DEFLATING / FOLDING THE BOAT

1. **Deflate** the boat.
2. Put the valve protections back in position for storage.
3. **Remove** the various equipment items.
4. **Remove** the floorboard (apply the assembly procedure in the reverse order).
5. **Empty** the boat of all water and sand by opening the self-bailers (dry the boat thoroughly in case of long storage).
6. **Fold in** the 2 sides of the main buoyancy tube (A), fold the cones onto the transom, then **roll up** the boat around the transom (C). Start again if you feel there is still some air left in the tubes.



Stow the boat in its bags as follows (D):

- . In the first bag, stow the floorboard sections and stringers, in the second the buoyancy tube.
- . **Close** the bag and fasten the two front straps.
- . **Tighten** the side ropes (make sure that all equipment stays inside).
- . **To finish**, store the foot-pump in the front pocket.

