



**MERCURY**  
**GO BOLDLY.™**

8M0145401 318 eng



**Quicksilver Inflatables**

**Quicksilver Inflatables**

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All of us at Mercury Marine want to thank you for choosing a Quicksilver inflatable boat. You have made a sound investment in boating pleasure. We believe it will bring you many years of boating fun and excitement.

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 help protect your investment. Store this manual for future reference.

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 recommended for anyone who is not familiar with the rules and regulations on operating a boat.

With proper care and maintenance, you will enjoy using this product for many boating seasons. To ensure maximum performance and carefree use, we ask that you read and understand this manual before operating your inflatable boat.

## CE Directive—Europe

Regards to the functioning of the European Union; as of January 1, 2017, a new CE directive specifies HIN (hull identification number) will be replaced with WIN (watercraft identification number).

HIN (hull identification number) is used primarily within the North American continent.

## Warranty Message

The product you have purchased comes with a **limited warranty** from Mercury Marine. The terms of the warranty are set forth in the **Warranty Information** section of this manual. The warranty statement contains a description of what is covered, what is not covered, the duration of coverage, how to best obtain warranty coverage, **important disclaimers and limitations of damages**, and other related information. Please review this important information.

The description and specifications contained herein were in effect at the time this manual was approved for printing. Mercury Marine, whose policy is one of continued improvement, reserves the right to discontinue models at any time, and to change specifications, designs, methods, or procedures without notice and without incurring obligation.

Record the watercraft identification number/hull identification number and engine model/serial number. The watercraft identification number/hull identification number is located on the back of the boat on the starboard side. The engine model/serial number is located on the swivel bracket. You will need this information to obtain parts, warranty service, or provide information if your inflatable boat is stolen.

Purchase Date	
Dealer Name	
Address	
Phone	
Watercraft Identification Number/Hull Identification Number	
Engine Serial Number	
Engine Model Number	

Mercury Marine, Fond du Lac, Wisconsin U.S.A.

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# WARRANTY INFORMATION

## Transfer of Warranty United States and Canada

The limited warranty is transferable to a subsequent purchaser, but only for the remainder of the unused portion of the limited warranty. This will not apply to products used for commercial applications.

To transfer the warranty to the subsequent owner, send or fax a copy of the bill of sale or purchase agreement, new owner's name, address, and watercraft identification number/hull identification number to Mercury Marine's warranty registration department. In the United States and Canada, mail to:

Mercury Marine  
Attn: Warranty Registration Department  
W6250 Pioneer Road  
P.O. Box 1939  
Fond du Lac, WI 54936-1939  
920-929-5054  
Fax 920-907-6663

Upon processing the transfer of warranty, Mercury Marine will mail registration verification to the new owner of the product.

There is no charge for this service.

For products purchased outside the United States and Canada, contact the distributor in your country, or the Marine Power Service Center closest to you.

## Warranty Registration United States and Canada

To be eligible for warranty coverage, the product must be registered with Mercury Marine.

At the time of sale, the selling dealer should complete the warranty registration and immediately submit it to Mercury Marine via MercNET, e-mail, or mail.

Upon receipt of this warranty registration, Mercury Marine will record the registration.

A copy of the warranty registration should be provided to you by your selling dealer.

For Mercury Marine's Privacy Policy, visit <https://www.mercurymarine.com/en/us/privacy-policy>.

**NOTE:** *Registration lists must be maintained by Mercury Marine and any dealer of Mercury Marine products sold in the United States, should a safety recall notification under the Federal Boat Safety Act be required.*

# WARRANTY INFORMATION

You may change your registered address at any time, including at the time of the warranty claim, by calling Mercury Marine or sending a letter or fax with your name, old address, new address, and watercraft identification number/hull identification number to Mercury Marine's warranty registration department. Your dealer can also process this change of information.

Mercury Marine  
Attn: Warranty Registration Department  
W6250 Pioneer Road  
P.O. Box 1939  
Fond du Lac, WI 54936-1939  
920-929-5054  
Fax +1 920 907 6663

## **OUTSIDE UNITED STATES AND CANADA**

For products purchased outside the United States and Canada, contact the distributor in your country, or the Marine Power Service Center closest to you.

## **Mercury Inflatable Boat Limited Warranty EMEA**

### **WHAT IS COVERED**

Mercury Marine inflatable boats are warranted to be free of defects in material and workmanship during the period described following.

### **DURATION OF COVERAGE**

The fiberglass hull, Air Deck® floor, all hull attachments and accessories, including 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 two (2) years from the date the product is first sold, or the date on which the product is first put into service, whichever occurs first. 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.

### **CONDITIONS THAT MUST BE MET IN ORDER TO OBTAIN WARRANTY COVERAGE**

Warranty coverage is available only to retail customers that purchase from a dealer authorized by Mercury Marine to distribute the product in the country in which the sale occurred. Warranty coverage becomes available upon proper registration of the product by the authorized dealer. Routine maintenance outlined in the Operation and Maintenance Manual must be performed in a timely manner in order to maintain warranty coverage. If the retail customer performs this maintenance, Mercury Marine reserves the right to make future warranty coverage contingent on proof of proper maintenance.

# WARRANTY INFORMATION

## WHAT MERCURY MARINE WILL DO

Mercury Marine's sole exclusive obligation under this warranty is limited, at our option, to repairing a defective part, replacing such part or parts with new or Mercury Marine certified remanufactured parts, or refunding the purchase price of the Mercury product. Mercury Marine's sole and exclusive obligation under the limited warranty against fabric delimitation is the replacement of the boat skin (only the boat skin). Mercury Marine reserves the right to improve or modify products previously manufactured.

## HOW TO OBTAIN WARRANTY COVERAGE

The customer must provide Mercury Marine with a reasonable opportunity to repair, and reasonable access to the product for warranty service. Warranty claims shall be made by delivering the product for inspection to a Mercury Marine dealer authorized to service the product. If the purchaser cannot deliver the product to such a dealer, written notice must be given to Mercury Marine's service department. We will then arrange for the inspection and any covered repair. The purchaser shall pay for all related transportation charges and travel time. If the service provided is not covered by this warranty, the purchaser shall pay for all related labor, and material, and any other expenses associated with that service. The purchaser shall not, unless requested by Mercury Marine, ship the product or parts of the product directly to Mercury Marine. Proof of registered ownership must be presented to the dealer at the time warranty service is requested to obtain coverage.

## WHAT IS NOT COVERED

This Limited Warranty does not cover routine maintenance items, adjustments, normal wear and tear, puncture, discoloration, oxidation, abrasion or damage caused by abuse, abnormal use, neglect, accident, improper service, use of an accessory or part not manufactured or sold by Mercury Marine, or alteration or removal of parts. Use of the product for racing or other competitive activity, at any point, even by a prior owner of the product, voids the warranty. The engine, engine accessories, controls, props, batteries or other accessories, carry their own individual warranties.

Expenses related to haul-out, launch, towing, storage, telephone, rental, inconvenience, slip fees, insurance coverage, loan payments, loss of time, loss of income, or any other type of incidental or consequential damages are not covered by this warranty.

No individual or entity, including Mercury Marine authorized dealers, has been given the authority by Mercury Marine to make any affirmation, representation, or warranty regarding the product, other than those contained in this limited warranty, and if made, shall not be enforceable against Mercury Marine.

## WARRANTY INFORMATION

### DISCLAIMERS AND LIMITATIONS:

THE IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE ARE EXPRESSLY DISCLAIMED. TO THE EXTENT THAT THEY CANNOT BE DISCLAIMED, THE IMPLIED WARRANTIES ARE LIMITED IN DURATION TO THE LIFE OF THE EXPRESS WARRANTY. INCIDENTAL AND CONSEQUENTIAL DAMAGES ARE EXCLUDED FROM COVERAGE UNDER THIS WARRANTY. SOME STATES/COUNTRIES DO NOT ALLOW FOR THE DISCLAIMED, LIMITATIONS AND EXCLUSIONS IDENTIFIED ABOVE, AS A RESULT, THEY MAY NOT APPLY TO YOU. THIS WARRANTY GIVES YOU SPECIFIC LEGAL RIGHTS, AND YOU MAY ALSO HAVE OTHER LEGAL RIGHTS WHICH VARY FROM STATE TO STATE AND COUNTRY TO COUNTRY.

# GENERAL INFORMATION

## Boater's Responsibilities

The operator (driver) is responsible for the safe operation of the boat and the safety of its occupants and the general public. It is strongly recommended that the operator read and understand this entire manual before operating the boat.

Be sure that 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, contact your dealer.

Safety and operating information that is practiced, along with using good common sense, can help prevent personal injury and product damage.

This manual uses the following safety alerts to draw your attention to special safety instructions that should be followed.

### **▲ WARNING**

Indicates a hazardous situation which, if not avoided, could result in death or serious injury.

### **▲ CAUTION**

Indicates a hazardous situation which, if not avoided, could result in minor or moderate injury.

### **NOTICE**

Indicates a situation which, if not avoided, could result in engine or major component failure.

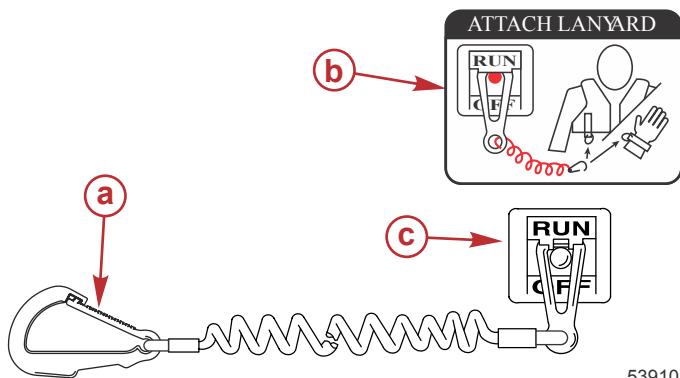
## Lanyard Stop Switch

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) to activate the switch. 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 decal near the lanyard stop switch is a visual reminder for the operator to attach the lanyard to their personal flotation device (PFD) or wrist.

# GENERAL INFORMATION

The lanyard cord is usually 122–152 cm (4–5 feet) in length when stretched out, with an element on one end made to be inserted into the switch and a clip on the other end for attaching to the operator's PFD or wrist. The lanyard is coiled to make its at-rest condition as short as possible to minimize the likelihood of lanyard entanglement with nearby objects. Its stretched-out length is made to minimize the likelihood of accidental activation should the operator choose to move around in an area close to the normal operator's position. If it is desired to have a shorter lanyard, wrap the lanyard around the operator's wrist or leg, or tie a knot in the lanyard.



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- a - Lanyard cord clip
- b - Lanyard decal
- c - Lanyard stop switch

Read the following Safety Information before proceeding.

**Important Safety Information:** The purpose of a lanyard stop switch is to stop the engine when the operator moves far enough away from the operator's position to activate the switch. This would occur if the operator accidentally falls overboard or moves within the boat a sufficient distance from the operator's position. Falling overboard and accidental ejections are more likely to occur in certain types of boats such as low sided inflatables, bass boats, high performance boats, and light, sensitive handling fishing boats operated by a hand tiller. Falling overboard and accidental ejections are also likely to occur as a result of poor operating practices such as sitting on the back of the seat or gunwale at planing speeds, standing at planing speeds, sitting on elevated fishing boat decks, operating at planing speeds in shallow or obstacle infested waters, releasing your grip on a steering wheel or tiller handle that is pulling in one direction, drinking alcohol or consuming drugs, or daring high speed boat maneuvers.

# GENERAL INFORMATION

While activation of the lanyard stop switch will stop the engine immediately, a boat will continue to coast for some distance depending upon the velocity and degree of any turn at shut down. However, the boat will not complete a full circle. While the boat is coasting, it can cause injury to anyone in the boat's path as seriously as the boat would when under power.

We strongly recommend that other occupants be instructed on proper starting and operating procedures should they be required to operate the engine in an emergency (if the operator is accidentally ejected).

## **⚠ WARNING**

**If the operator falls out of the boat, stop the engine immediately to reduce the possibility of serious injury or death from being struck by the boat. Always properly connect the operator to the stop switch using a lanyard.**

## **⚠ WARNING**

**Avoid serious injury or death from deceleration forces resulting from accidental or unintended stop switch activation. The boat operator should never leave the operator's station without first disconnecting the stop switch lanyard from the operator.**

Accidental or unintended activation of the switch during normal operation is also a possibility. This could cause any, or all, of the following potentially hazardous situations:

- Occupants could be thrown forward due to unexpected loss of forward motion - a particular concern for passengers in the front of the boat who could be ejected over the bow and possibly struck by the gearcase or propeller.
- Loss of power and directional control in heavy seas, strong current, or high winds.
- Loss of control when docking.

## **KEEP THE LANYARD STOP SWITCH AND LANYARD CORD IN GOOD OPERATING CONDITION**

Before each use, check to ensure the lanyard stop switch works properly. Start the engine and stop it by pulling the lanyard cord. If the engine does not stop, have the switch repaired before operating the boat.

Before each use, visually inspect the lanyard cord to ensure it is in good working condition and that there are no breaks, cuts, or wear to the cord. Check that the clips on the ends of the cord are in good condition. Replace any damaged or worn lanyard cords.

# GENERAL INFORMATION

## Protecting People in the Water

### WHILE YOU ARE 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.

### WHILE THE BOAT IS STATIONARY

#### **▲ WARNING**

**A spinning propeller, a moving boat, or any solid device attached to the boat can cause serious injury or death to swimmers. Stop the engine immediately whenever anyone in the water is near your boat.**

Shift the outboard into neutral and shut off the engine before allowing people to swim or be in the water near your boat.

## Wave and Wake Jumping

Operating recreational boats over waves and wakes 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.





# GENERAL INFORMATION

The primary concern is the boat changing direction while in the midst of the jump. In such cases, 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.

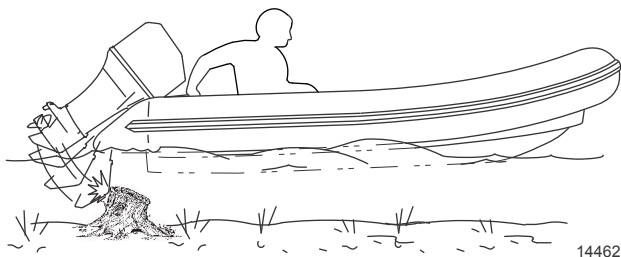
## ▲ WARNING

**Wave or wake jumping can cause serious injury or death from occupants being thrown within or out of the boat. Avoid wave or wake jumping whenever possible.**

There is another less common hazardous result from allowing your boat to launch off of 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.

## Impact with Underwater Hazards

Reduce speed and proceed with caution whenever you drive a boat in shallow water, or where you suspect underwater obstacles may exist that 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. Under these conditions, boat speed should be kept to a minimum planing speed of 24 to 40 km/h (15 to 25 MPH).**



Striking a floating or underwater object could result in the following:

- Part or all of the outboard could break loose and fly into the boat.
- The boat could move suddenly in a new direction, causing the occupants to be thrown out of their seats or out of the boat.
- A rapid reduction in speed, causing the occupants to be thrown forward or out of the boat.
- Impact damage to the outboard and boat.

Keep in mind that the most important thing you can do to help reduce injury or impact damage during an impact is control the boat speed. Boat speed should be kept to a minimum planing speed when driving in waters known to have underwater obstacles.

# GENERAL INFORMATION

After striking a submerged object, stop the engine as soon as possible and inspect it for any broken or loose parts. If damage is present or suspected, the outboard should be taken to an authorized dealer for a thorough inspection and repair.

The boat should also be checked for any hull fractures, transom fractures, or water leaks.

Operating a damaged outboard could cause additional damage to other parts of the outboard, or could affect control of the boat. If continued running is necessary, do so at low speed.

## ⚠ WARNING

**Operating a boat or engine with impact damage can result in product damage, serious injury, or death. If the vessel experiences any form of impact, have an authorized Mercury Marine dealer inspect and repair the vessel or power package.**

## Exhaust Emissions

### BE ALERT TO CARBON MONOXIDE POISONING

Carbon monoxide is present in the exhaust fumes of all internal combustion engines. This includes the outboards, sterndrives, and inboard engines that propel boats, as well as the generators that power various boat accessories. Carbon monoxide is a deadly gas that is odorless, colorless, and tasteless.

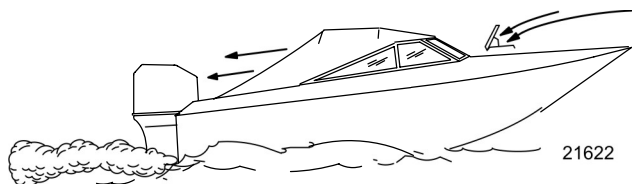
Early symptoms of carbon monoxide poisoning which should not be confused with seasickness or intoxication, include headache, dizziness, drowsiness, and nausea.

## ⚠ WARNING

**Carbon monoxide poisoning can lead to unconsciousness, brain damage, or death. Keep the boat well ventilated while at rest or underway and avoid prolonged exposure to carbon monoxide.**

### GOOD VENTILATION

Ventilate passenger area, open side curtains or forward hatches to remove fumes.



Example of desired air flow through the boat

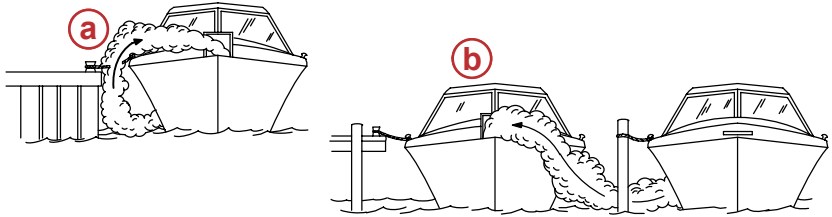
# GENERAL INFORMATION

## POOR VENTILATION

Under certain running and/or wind conditions, permanently enclosed or canvas enclosed cabins or cockpits with insufficient ventilation may draw in carbon monoxide. Install one or more carbon monoxide detectors in your boat.

Although the occurrence is rare, on a very calm day, swimmers and passengers in an enclosed area of a stationary boat that contains or is near a running engine may be exposed to a hazardous level of carbon monoxide.

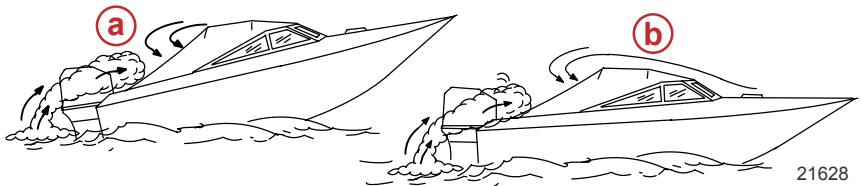
## WHILE BOAT IS STATIONARY



21626

- a** - Running the engine when the boat is moored in a confined space
- b** - Mooring close to another boat that has its engine running

## WHILE BOAT IS MOVING



21628

- a** - Running the boat with the trim angle of the bow too high
- b** - Running the boat with no forward hatches open

## Safe Boating Suggestions

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). If in doubt, contact your dealer or the boat's manufacturer.

# GENERAL INFORMATION

**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. Courses are offered in the U.S.A. by 1) the U.S. Coast Guard Auxiliary, 2) the Power Squadron, 3) the Red Cross, and 4) your state boating law enforcement agency. Inquiries may be made to the Boating Hotline, 1-800-368-5647 or the Boat U.S. Foundation information number 1-800-336-BOAT.

**Make sure everyone in the boat is properly seated.** Do not allow anyone to sit or ride on any part of the boat that was not intended for such use. This includes the back of seats, gunwales, transom, bow, decks, raised fishing seats, any rotating fishing seat; or anywhere that an unexpected acceleration, sudden stopping, unexpected loss of boat control, or sudden boat movement could cause a person to be thrown overboard or into the 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.

**Prepare other boat operators.** Instruct at least one other person onboard in the basics of starting and operating the outboard, and boat handling, in case the driver becomes disabled or falls overboard.

**Passenger boarding.** 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.

**Be alert.** 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. No passengers, load, or fishing seats should block the operator's view when operating the boat above idle speed.

**Never drive your boat directly behind a water-skier in case the skier falls.** As an example, your boat traveling at 40 km/h (25 MPH) will overtake a fallen skier 61 m (200 ft) in front of you in 5 seconds.

**Watch fallen skiers.** When using your boat for waterskiing or similar activities, always keep a fallen or down skier on the operator's side of the boat while returning to assist the skier. The operator should always have the down skier in sight and never back up to the skier or anyone in the water.

**Report accidents.** Boat operators are required by law to file a Boating Accident Report with their state boating law enforcement agency when their boat is involved in certain boating accidents. A boating accident must be reported if 1) there is loss of life or probable loss of life, 2) there is personal injury requiring medical treatment beyond first aid, 3) there is damage to boats or other property where the damage value exceeds \$500.00, or 4) there is complete loss of the boat. Seek further assistance from local law enforcement.

## Unaided Reboarding

In the event you fall out of the boat, use the following reboarding procedure to get back into the boat.

# GENERAL INFORMATION

- Hold onto the lifeline fixed to the top of the hull side tubes.
- Hold your breath and duck down while holding onto the lifeline. Kick down hard to force your body upwards. Your aim is to get as much momentum as possible. As your body is coming up, use your arms to push down on the hull tube to get your stomach onto the tube and your upper body as far into the boat as you can.
- Using your arms, press down onto the floor close to hull tube to get the rest of your body over the tube and into the boat. Use one hand to reach the opposite lifeline to assist if possible.
- Proceed immediately to shore or mother ship whichever is nearest. If the above procedure does not work, reach into the boat and partly deflate the side hull tube by 50% and repeat the above procedure.

## Quicksilver Inflatable Specifications

### Tendy (Light Tender)

Specification	Model			
	200 Tendy Slatted	200 Tendy Air Floor	240 Tendy Slatted	240 Tendy Air Floor
Fabric	PVC	PVC	PVC	PVC
Length (m)	2.00	2.00	2.40	2.40
Beam (cm)	134	134	134	134
Tube diameter (cm)	35	35	40	40
Weight (kg)	16.8	21.8	18.8	23.8
Maximum HP	3.5	3.5	4	4
Transom height	Short	Short	Short	Short
Person capacity	2	2 + 1	3	3
Number of air chambers	3	3 + keel + floor	3	3 + keel + floor
Recommended air pressure	0.25 bar	0.25 bar	0.25 bar	0.25 bar
Keel	No keel	Inflatable keel	No keel	Inflatable keel
Floor system	Slatted floor	Inflatable air floor	Slatted floor	Inflatable air floor
ISO standard	6185	6185	6185	6185
CE category	D	D	D	D

# GENERAL INFORMATION

## Air Deck (Air Deck Floor)

Specification	Model		
	250 Air Deck	300 Air Deck	320 Air Deck
Fabric	PVC	PVC	PVC
Length (m)	2.49	3.00	3.20
Beam (cm)	152	152	152
Tube diameter (cm)	40	40	40
Weight (kg)	28.0	37.0	42.0
Maximum HP	5	15	20
Transom height	Short	Short	Short
Person capacity	3 + 1	4	5
Number of air chambers	3 + keel + floor	3 + keel + floor	3 + keel + floor
Recommended air pressure	0.25 bar	0.25 bar	0.25 bar
Keel	Inflatable keel	Inflatable keel	Inflatable keel
Floor system	Inflatable air floor	Inflatable air floor	Inflatable air floor
ISO standard	6185	6185	6185
CE category	D	C	C

# GENERAL INFORMATION

## Sport (Aluminum Floor)

Specification	Model		
	250 Sport (Alu floor)	300 Sport (Alu floor)	320 Sport (Alu floor)
Fabric	PVC	PVC	PVC
Length (m)	2.49	3.00	3.20
Beam (cm)	152	152	152
Tube diameter (cm)	40	40	40
Weight (kg)	35.0	49.0	54.0
Maximum HP	8	15	20
Transom height	Short	Short	Short
Person capacity	3 + 1	4	5
Number of air chambers	3 + keel	3 + keel	3 + keel
Recommended air pressure	0.25 bar	0.25 bar	0.25 bar
Keel	Inflatable keel	Inflatable keel	Inflatable keel
Floor system	Aluminum floor	Aluminum floor	Aluminum floor
ISO standard	6185	6185	6185
CE category	D	C	C

# GENERAL INFORMATION

## Sport HD (Aluminum Floor)

Specification	Model		
	365 Sport HD (Alu floor)	420 Sport HD (Alu floor)	470 Sport HD (Alu floor)
Fabric	PVC	PVC	PVC
Length (m)	3.65	4.20	4.70
Beam (cm)	194	194	194
Tube diameter (cm)	40	45	45
Weight (kg)	79.0	89.0	110.0
Maximum HP	25	40	60
Transom height	Short	Short	Long
Person capacity	6	8	10
Number of air chambers	3 + keel	3 + keel	5 + keel
Recommended air pressure	0.25 bar	0.25 bar	0.25 bar
Keel	Inflatable keel	Inflatable keel	Inflatable keel
Floor system	Aluminum floor	Aluminum floor	Aluminum floor
ISO standard	6185	6185	6185
CE category	C	C	C



# GENERAL INFORMATION

## ALU RIB (Aluminum RIB)

Specification	Models	
	270 Alu RIB	290 Alu RIB
Fabric	PVC	PVC
Length (m)	2.70	2.90
Beam (cm)	162	162
Tube diameter (cm)	40	40
Weight (kg)	38.0	41.0
Maximum HP	10	15
Transom height	Short	Short
Person capacity	3	4
Number of air chambers	3	3
Recommended air pressure	0.25 bar	0.25 bar
Keel	Keel protection	Keel protection
Floor system	V-floor ultra light	V-floor ultra light
ISO standard	6185	6185
CE category	D	D

# GENERAL INFORMATION

## ALU RIB (Aluminum RIB), continued

Specification	Models			
	320 Alu RIB	350 Alu RIB	380 Alu RIB	420 Alu RIB
Fabric	PVC	PVC	PVC	PVC
Length (m)	3.20	3.50	3.80	4.20
Beam (cm)	165	165	165	195
Tube diameter (cm)	40	40	40	45
Weight (kg)	61.3	69.0	92.0	115.0
Maximum HP	20	25	30	40
Transom height	Short	Short	Short	Long
Person capacity	5	6	7	8
Number of air chambers	3	3	3	4
Recommended air pressure	0.25 bar	0.25 bar	0.25 bar	0.25 bar
Keel	Keel protection	Keel protection	Keel protection	Keel protection
Floor system	Aluminum 3D	Aluminum 3D	Aluminum 3D	Aluminum 3D
ISO standard	6185	6185	6185	6185
CE category	C	C	C	C

## Boat Design Categories

Categories	Navigation	Wind Force and Wave Height
A	Ocean	Designed for extended voyages where conditions may exceed wind force 8 (Beaufort scale) and wave heights of 4 m (13 ft) and higher.
B	Offshore	Designed for offshore voyages where conditions may experience wind force 8 (Beaufort scale) and wave heights up to 4 m (13 ft).
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 waters	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).

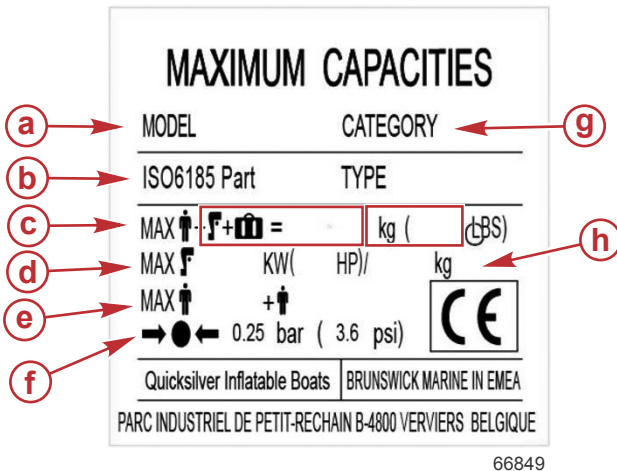
# GENERAL INFORMATION

ISO 6185 part—The ISO 6185 part categories defines the power rating for the boat. The following table shows these power ratings.

ISO 6185 Part Categories	Powered Boat Rating
Part 1: Type II	Powered boats not exceeding 4.5 kw (6 hp)
Part 2: Type V	Powered boats of 4.5 to 15 kw (6 to 20 hp)
Part 3: Type VII	Powered boats of 15 kw and greater (20 hp+)

## Manufacturer's Capacity Plate

- The manufacturer's plate is located on the inside of the boat transom.
- Never exceed the maximum values as mentioned on the plate.



**Example manufacturer's plate; refer to the plate on your boat for product specific ratings**

- a** - Model number
- b** - ISO 6185 part (refer to general information following)
- c** - Maximum load capacity—people + outboard + fuel tank and equipment
- d** - Maximum outboard power
- e** - Maximum number of people
- f** - Maximum air chamber pressure
- g** - Boat design category—refer to the following table
- h** - Maximum outboard weight

# GENERAL INFORMATION

## **Declaration Of Conformity**

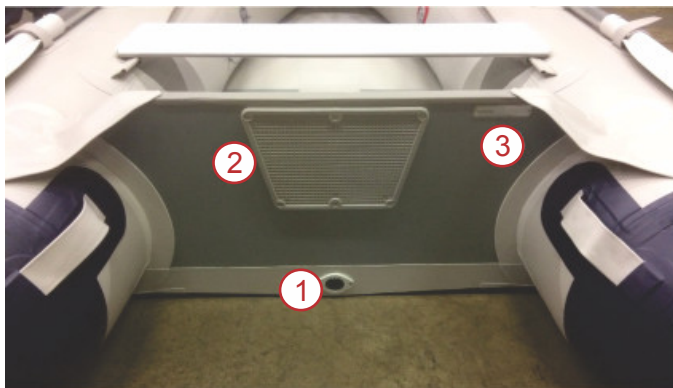
The Quicksilver® inflatables smaller than 2,50 m, do not come under the aegis of the Recreational Craft Directive 2013/53/EC, and therefore, cannot be certified as complying with it. However, these models are built to meet all specifications required in the above-mentioned Directive as well as the ISO 6185 standards.

All boats from 2,50 m and up are CE certified by the Notified Body DMI (NoBo nr. 2248).

# BOAT COMPONENTS

## Component Location

### TRANSOM VIEW (EXTERNAL)



66426

- 1 - Drain valve
- 2 - Engine plate
- 3 - WIN number

### FRONT VIEW



66427

- 1 - Lifting handle
- 2 - Towing d-ring
- 3 - Rubbing strake

# BOAT COMPONENTS

## TRANSOM VIEW (COCKPIT)



66429

- 1 - Drain valve
- 2 - Engine plate
- 3 - Manufacturer's plate
- 4 - Drain valve

## SIDE VIEW



66431

- 1 - Aluminum oars
- 2 - Air chamber valve
- 3 - Fuel tank straps
- 4 - Lifeline

# TRANSPORTING

## Trailer Boat

Use a trailer that will properly support the boat hull. Position the boat on the trailer so it will rest in a stable position on the trailer supports. The boat must be properly secured to the trailer. Secure the boat to the trailer using tie-down straps. Tighten the straps down securely so they will prohibit boat movement. Make sure to protect the air chamber tubes so they will not get chafed or damaged from the tie-down straps. Trailer your boat with the outboard tilted down in a vertical operating position. If additional ground clearance is required, the outboard should be tilted up using an accessory outboard support device. Refer to your local dealer for recommendations. Additional clearance may be required for railroad crossings, driveways, and trailer bouncing.



66433

# OPERATION

## Floorboard Installation (Models with Aluminum Floors)

Quicksilver inflatable boats that are equipped with an inflatable or a non-inflatable floorboard must be operated only with these floorboards properly installed. Using the boat without provided floorboard is unsafe, uncomfortable, and might result in damage to the boat.

**IMPORTANT: The floorboards must be installed into the boat before the boat is inflated.**

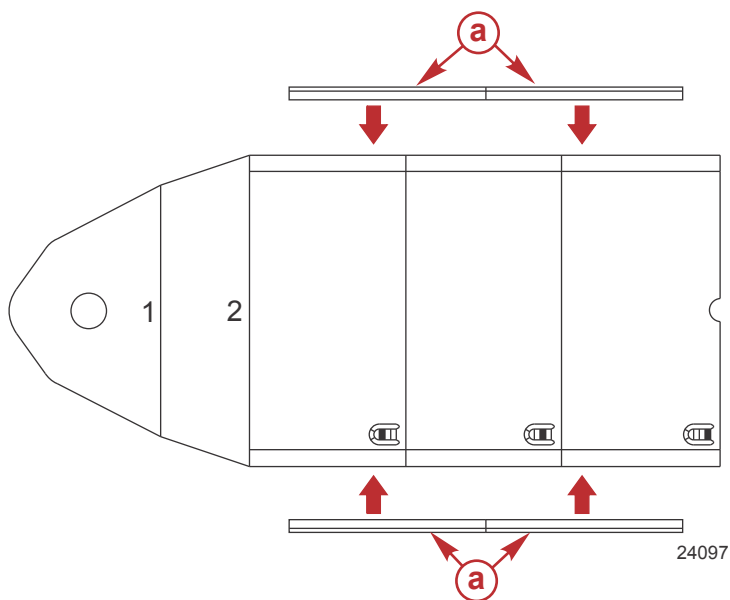
**Install the removable seat before the boat is fully inflated.**

- Inflate the boat including the keel section (see the section on inflation).
- Ensure that no parts of the tubes stick together.
- Deflate the keel, and deflate the boat for about 2/3.
- Place the front section (bow board 1) of the floorboard as far in the front of the boat as possible. Make sure the hole in the bottom is straight above the valve of the keel section. Place the side with the sticker face down.
- Place part two into the boat. Put the two parts of the floorboard in line.
- Take part three and eventually part four of the floorboard.
- Push down the two parts to the bottom of the boat.
- Inflate the keel approximately 5–10 strokes. The floorboards will be in a level position.
- Deflate the side-tubes of the boat completely and install the aluminum stringers.
- When there are more than three floorboards, make a bridge between the second and third floorboard seen from the transom.



# OPERATION

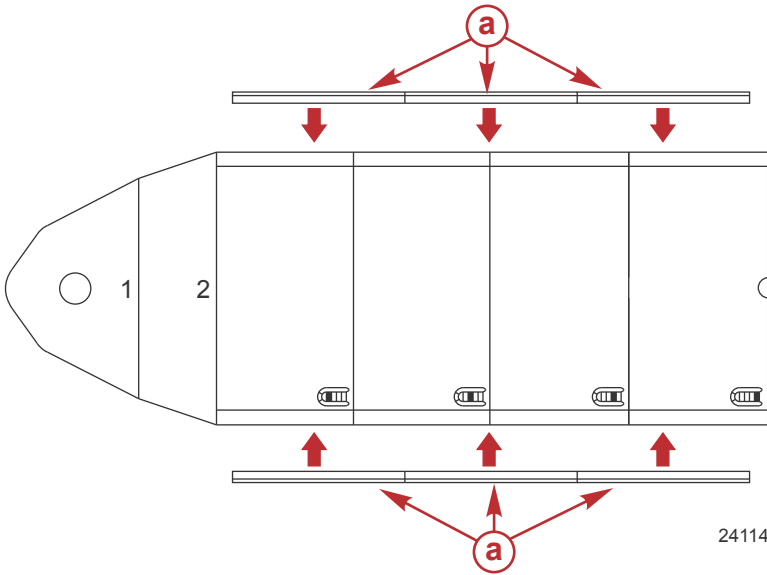
- Floorboards are numbered from the bow.



## Five board models

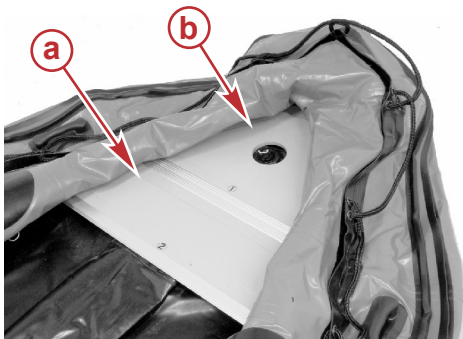
- a** - Side joiners

# OPERATION



## Six board models

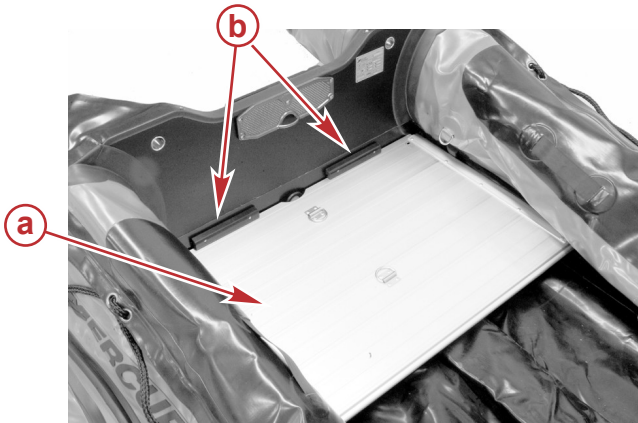
**a** - Side joiners



**a** - Floorboard (No. 2)

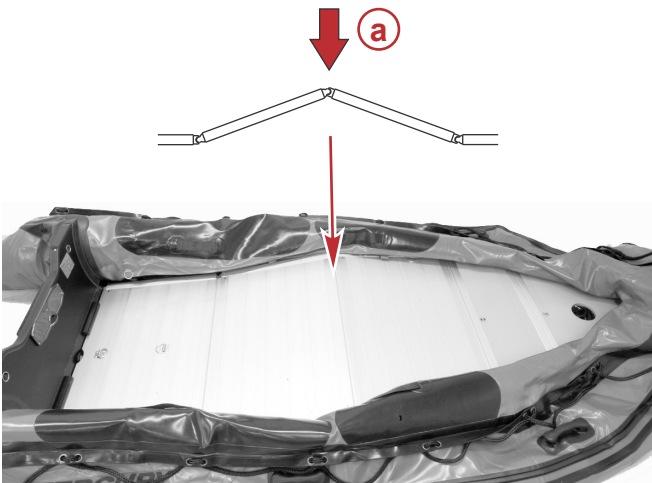
**b** - Front floorboard

## OPERATION



24115

- a** - Rear floorboard
- b** - Transom retainers



24118

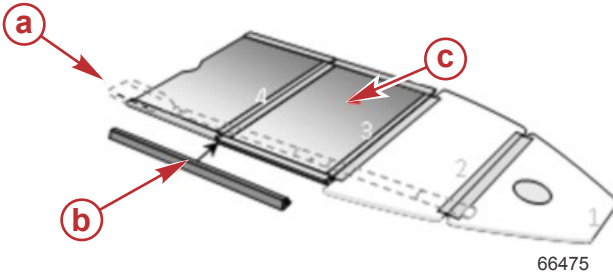
- a** - Push down

### Installation of the Aluminum Stringer

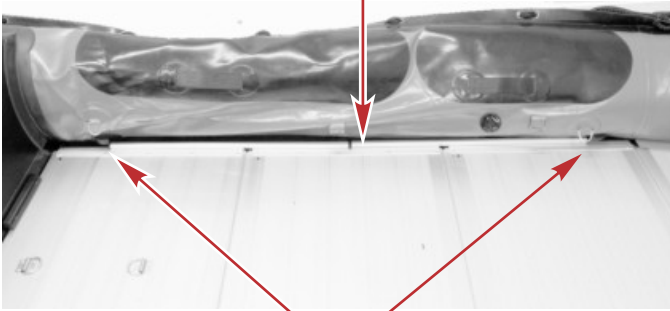
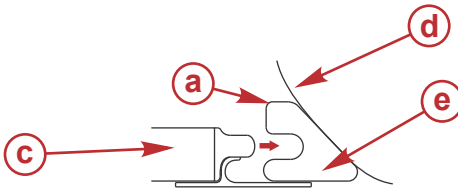
After installation of the floorboards, put the stringers in the sides of the floor. To install the stringers easily put an oar (paddle) under the bottom of the boat.

# OPERATION

This lifts up the floorboards for easier access to put the stringers on the sides of the floor.



- a** - Oar
- b** - Stringer
- c** - Floorboard



- a** - Side joiners
- b** - Rubber stoppers
- c** - Floorboard
- d** - Tube
- e** - Stringer

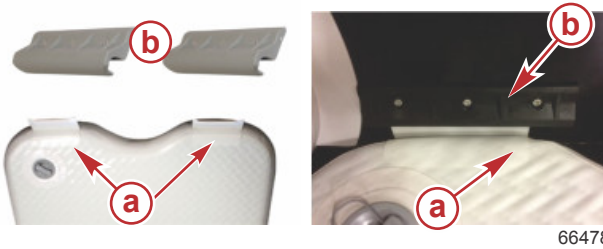
# OPERATION

## Air Deck® Floor Installation (Models with Air Floor)

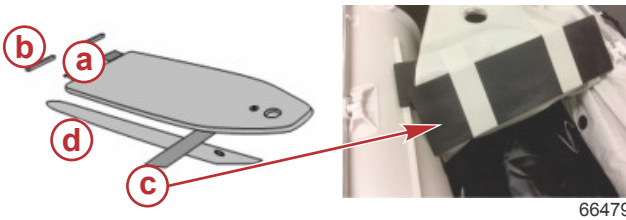
Instructions for installing floorboards in Quicksilver models with an inflatable floor.

If you fully inflate the air deck, it will push itself underneath the tube and it will stay there tight in its place. In the back of the boat there are two transom tracks fixed against the transom. To fix the floor at the transom, you have to slide the flaps that are attached at the back of the floor through the track.

1. Put the flaps A at the after side of the floor in the transom track B.



2. Install the thrust board C at the forward most point of the port and starboard tubes. The thrust board must be placed under the air floor and on top of the keel D on the reinforced spot that you find on the inside in front of the tubes.



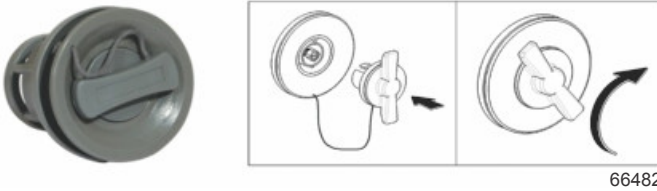
3. Place the deflated air floor D in the bottom of the inflated boat (DO NOT inflate the keel). Make sure the hole is exactly on top of the keel valve.
  - a. Inflate the inflatable floorboard to approximately 50% air pressure.

# OPERATION

b. Push the sides of the floorboard under the tubes as far as possible.



4. Inflate the air floor to minimum 700 mb, maximum 825 mb. Quicksilver double action pump is recommended for inflation of the air floor. DO NOT use a compressed air source unless it is outfitted with a pressure regulator set to 825 mb.
5. Inflate the keel.
6. Close the valves inserting the caps and turning them to the right.



**IMPORTANT: Never exceed these values.**

- Inflate the boat to 0.25 bar = 3.6 psi
- Inflate the keel to 0.4 bar
- Inflate the high-pressure bottom to 0.8 bar

## Valves

The Quicksilver valves are especially designed for safe and comfortable use.

The valves are designed flat to increase the comfort in the boat and to prevent damage to the boat.

# OPERATION

## OPERATION OF THE VALVE

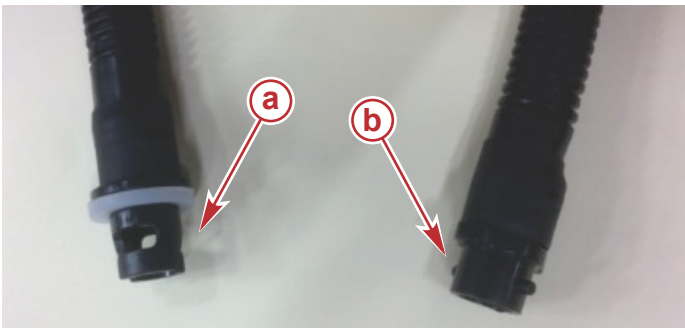
Remove the outside cap. The valve is closed when the middle screw is in the upside position. Push the valve once to open it. Push the valve again to close it.



**Push to open or close**

## PUMP CONNECTION

Put the end piece (the part that must be turned) of the pump on the valve. Turn to the right (clockwise) and start pumping. Keep pumping until the recommended pressure is reached. When ready, be sure to remove the pump. Be sure to put on the protection cap again (for protection from dirt and damage).



66487

- a** - To the valve
- b** - To the air pump

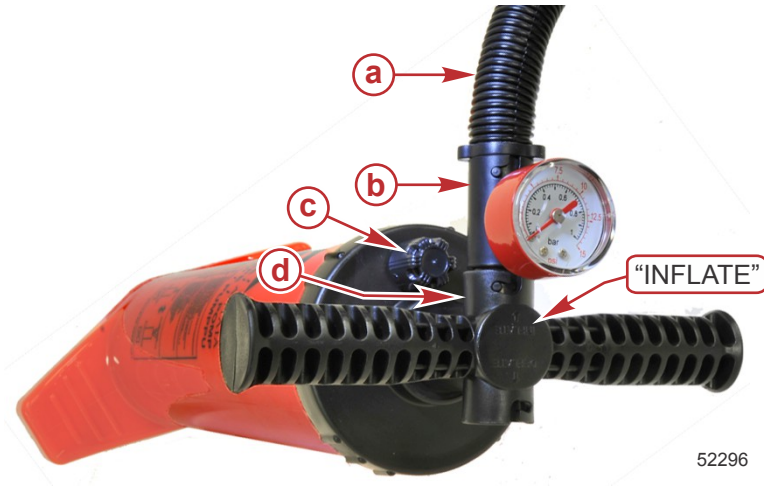
# OPERATION

## HAND PUMP

The hand pump can be operated as a single-action or double-action pump. Close the valve on the pump to operate it as a double-action pump. Open the valve to operate it as a single-action pump.

The hand pump has two modes of operation: inflate and deflate.

1. Insert and lock the air pressure gauge into the pump handle port marked "INFLATE."
2. Insert and lock the air pump hose into the air pressure gauge.



- a** - Hose
- b** - Air gauge
- c** - Double-action/single-action valve
- d** - Inflate port



# OPERATION

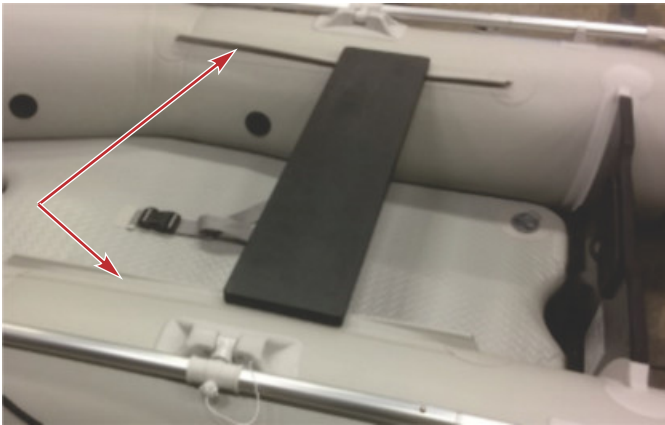
## INFLATING THE BOAT



- a - Air valve
- b - Air hose adapter

1. Inflate the side air chambers before inflating the keel air chamber. Inflate the air chambers as follows:

**NOTE:** Install the removable seat before the boat is fully inflated. Insert the flanges in the PVC slide glued on each top of the tube.



- a. Install the floorboards (slates, aluminum, air deck) into the boat. Refer to **Floorboard Installation** section.
- b. Unscrew the valve caps by turning a quarter of a turn counterclockwise.
- c. Ensure that the valve stems are in the closed position.
- d. Insert the air hose adapter into the air valve.

# OPERATION

- e. 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 the recommended air pressure of 0.25 bar (3.6 psi).
2. Unscrew the valve cap from the keel air chamber valve by turning a quarter of a turn counterclockwise.
  - a. Ensure that the valve stem is in the closed position.
  - b. Attach the air hose adapter to the air valve.
  - c. Inflate the keel to the recommended air pressure of 0.25 bar (3.6 psi).
3. After inflation, install the valve caps tight (turn clockwise).

**NOTE:** *Always be aware of the air pressure in the air chambers. The air volume inside the air chambers will expand as the internal air temperature rises; this will cause the air pressure to fluctuate depending on water temperature and weather conditions. A boat that is correctly inflated may experience a drop in air pressure and require additional air when temperatures decrease; or it may become over inflated when in direct sunlight or as the temperatures increase. This will require the air chamber to be deflated until the recommended air pressure is reached.*

## Assembly and Disassembly

### FLOORBOARD

Quicksilver inflatable boats that are equipped with an inflatable or a non-inflatable floorboard must be operated only with these floorboards properly installed. Using the boat without a provided floorboard is unsafe, uncomfortable, and might result in damage to the boat. Refer to **Floorboard Installation**.

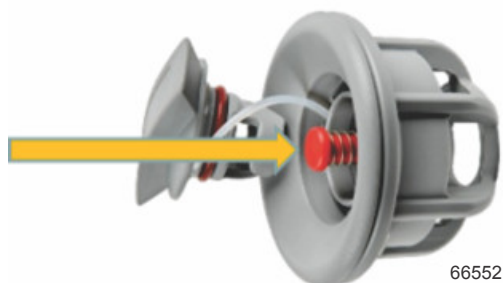
### VALVES

The Quicksilver inflatable valves are especially designed for safe and comfortable use. The valves are designed flat to increase the comfort in the boat and to prevent damage to the boat.

# OPERATION

## OPERATION OF THE VALVE

Remove the outside cap. The valve is closed when the middle screw is in the upside position. Push the valve once to open it. Push the valve again to close it.

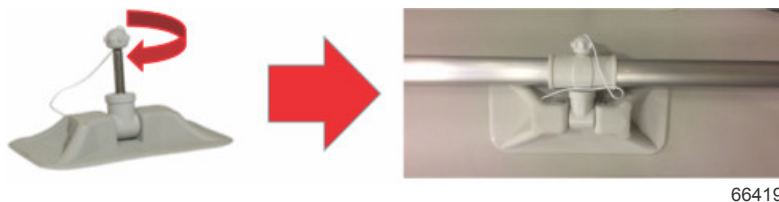


## PUMP CONNECTION

Put the end piece (the part that must be turned) of the pump on the valve. Turn to the right (clockwise) and start pumping. Keep pumping until the recommended pressure is reached. When ready, be sure to remove the pump. Be sure to put on the protection cap again (for protection from dirt and damage).

## ROWING EQUIPMENT

Quicksilver boats come standard with two paddles or with two oars, oarlocks, and a wooden seat. Ensure the bench is properly installed. The oars should be used in the oarlocks. To install the oars in the oarlocks, remove the cap from the stainless steel pin, insert the oar, then replace the cap on the pin.



If the oars are not in use, put the oars in the clips on the sides of the boat, with the blade pointing to the transom.

## SEATS AND BENCHES

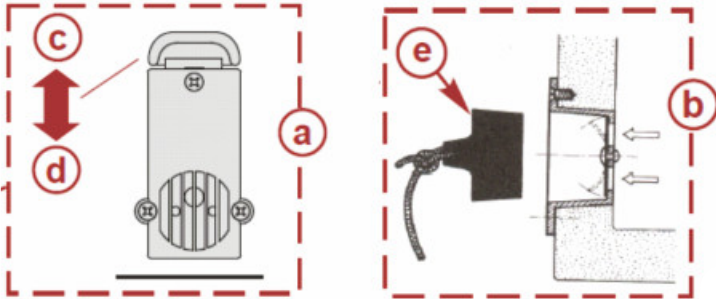
You must install the seat before fully inflating the boat. Inflate the boat to 75% and install the seat.

When the seat is installed, the Quicksilver inflatable boat can be fully inflated.

# OPERATION

## DRAIN SYSTEM

The Quicksilver inflatable boats are equipped with one of two types of drain valves.

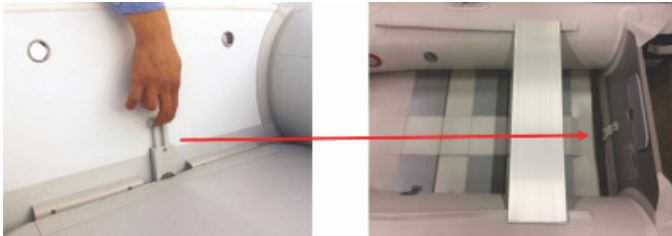


66422

- a** - Slide drain valve
- b** - Plug drain valve
- c** - Open position
- d** - Closed position
- e** - Plug

## Slide Drain Valve Operation

When underway, slide the drain to the open position and the water will automatically run out. The inner diaphragm will prevent water from returning. After the water has been drained, slide the drain to the closed position.



66423

## Plug Drain Valve Operation

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.

# OPERATION

## DRAIN PLUGS (RIB MODELS)

The aluminum RIB inflatables are equipped with a drain plug in the fuselage/cavity. The plug must be installed when the boat is in the water. The hull cavity plug must be regularly removed to allow collected water to escape from the inner hull (bilge). For RIBs, that lie in the water for an extended period of time, an automatic bilge pump is recommended.

The deck drain plug should only be removed if the boat is operated in the forward direction of travel or if the boat is stored on dry davits or on deck shelves.

## Inflation of Tube

The proper inflation and deflation is essential for a long life of your boat.

To inflate the boat, roll out the boat on the floor. Remove any sharp objects from flat surface where the boat will be assembled.

- If the boat is unpacked, check if all parts are present.
- Check if the valves are closed, by removing the safety cap from the valve. When the central button is positioned upwards, the valve is closed.
- Get your delivered pump. Push the nozzle, end piece on the valve and turn right. The pump will tighten on the valve.
- Put enough air in the boat to give the boat some form.

**IMPORTANT: All chambers should be inflated equally to avoid damage to the bulkheads that separate the chambers.**

Inflate the boat in the following order:

- Bow chamber
- Side chambers
- Floor chamber (if applicable)

# OPERATION

- Keel chamber (if applicable). Always inflate the keel chamber last.



## How to Inflate Your Quicksilver Boat

1. Inflate the chamber with the inflating/deflating valve.
2. For the remaining chambers, put in enough pressure to allow the boat to spread out, but do not fully inflate the tube.
3. Pump the chamber with the inflating/deflating valve until it starts leaking air
4. Pump the remaining chambers in right order until the inflating/deflating valve starts leaking again. If inflation is done in the right order, the boat has the correct pressure and there is no distortion of fabric near the bulkheads

**IMPORTANT:** Never exceed these values.

- Inflate the boat to 0.25 bar = 3.6 psi
- Inflate the keel to 0.4 bar
- Inflate the high-pressure bottom to 0.8 bar

### NOTICE

Avoid structural damage due to overinflation. Never leave an inflatable boat in direct sunlight, unless the boat is in the water. The heat from direct sunlight can cause the air in the chambers to expand, resulting in damage to the boat.

# OPERATION

## NOTICE

**Overinflation may result in damaged seams or bulkheads. Do not use a compressed air source to fill the air chambers.**

## Outboard Power

Choose an outboard for the boat that is in accordance with the horsepower range and maximum weight limit. Refer to the Specification table in this manual or the manufacturer's plate on the boat for the maximum outboard horsepower and outboard weight.

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 from the outboard manufacturer.

Check outboard for tightness on transom before each use.

## ⚠ WARNING

**Exceeding the boat's maximum horsepower rating can cause serious injury or death. Overpowering the boat can affect boat control and flotation characteristics or break the transom. Do not install an engine that exceeds the boat's maximum power rating.**

## Preoperating 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. Do not exceed the maximum number of passengers or load capacity. Look at the boat capacity plate.
- Be sure there is an approved personal flotation device of suitable size for each person aboard and readily accessible (it is the 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.
- Be sure there is 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 in a proper seat or on the floor.
- Instruct at least one passenger in the basics of boat handling and 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.

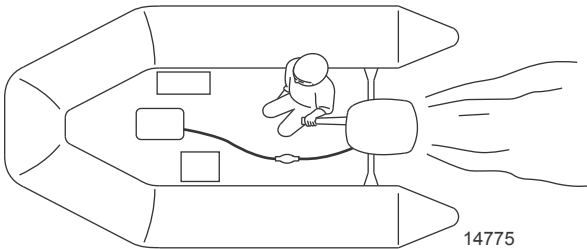
# OPERATION

- 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.

## Loading

**IMPORTANT:** Do not exceed the maximum number of passengers or load capacity of the boat. Refer to the specification table in this manual or the manufacturer's plate on the boat for the maximum number of passengers and load capacity of the boat.

Position and distribute the load evenly in the boat to help counterbalance the weight of the outboard.



## PASSENGER SEATING

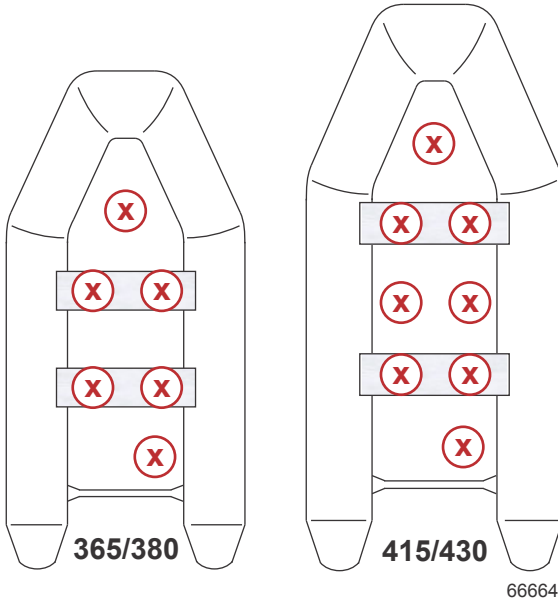
Sitting on the buoyancy tube while the boat is underway puts you at risk of being ejected during sharp turns or when in rough water. You may be struck by the engine or propeller if you fall from a moving boat.

The operator and passengers should sit on a seat, kneel, or sit inside the boat while the boat is underway, and use the available handholds to secure themselves. The operator should always use the lanyard stop switch when operating the boat.



# OPERATION

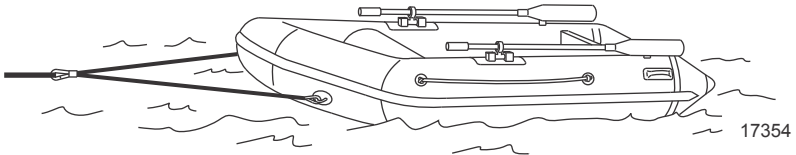
Position the passengers evenly in the boat.



**X = occupant position**

## Towing

If the inflatable boat is to be towed by another boat, the inflatable boat must be empty. Remove the 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.



## Air Chamber Deflates Accidentally

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 air chamber and slowly head for shore.

# OPERATION

## **Beaching**

It is recommended that the boat not be powered onto the beach, dragged across rocks, sand, gravel or pavement as damage to the fabric and/or hull may result.

## **Davits**

If the boat is suspended on davits, remove the drain plug so that no water can accumulate in the boat.

## **DRAIN PLUG (RIB MODELS)**

The RIB is equipped with a hull/cavity drain plug. Both must be installed when launching the boat. The hull/cavity plug should be removed periodically to eliminate water from condensation in the inner hull. The deck drain plug should be removed only when the boat is under power in forward motion or when the boat is stored out of the water on davits or boat storage racks exposed to rain and water.

## **SUNLIGHT**

Avoid the boat to be exposed to sunshine for a longer period. The changing air pressure inside the tubes might cause damage to your boat. Extreme sunshine (ultraviolet rays) over a longer period may accelerate aging of the materials, which may cause a sticky surface. Cover the boat to block direct sunlight exposure if the boat is to be removed from the water for an extended periods of time.

# MAINTENANCE

## Refueling

Refrain from smoking especially while refueling your boat. Portable fuel tanks should be placed on a cushioning base and should be strongly secured to avoid the bumps and risks of breaking during navigation.

- When refueling, always stick to the following recommendations.
- If possible, remove portable tanks from the craft to refuel.
- Refuel the tanks in the open air, far from heat sources, sparks, or flames.
- Do not fill the tanks to the brim. The fuel increases volume with a rise in temperature and there is a possibility of the tank overflowing or even breaking.

## HIGH ALTITUDE USE

Normal full inflation pressure is 330 mbar. If the boat is inflated at sea level (low altitude) and transported to a high altitude (for example, for use in a mountain lake) the air pressure must be reduced at the higher altitude to prevent an overinflation.

## Cleaning Procedure

**NOTE:** *Gasoline spillage must be cleaned immediately to prevent damage to fabric. Remove the floorboards to clean the gasoline spillage from the floor fabric.*

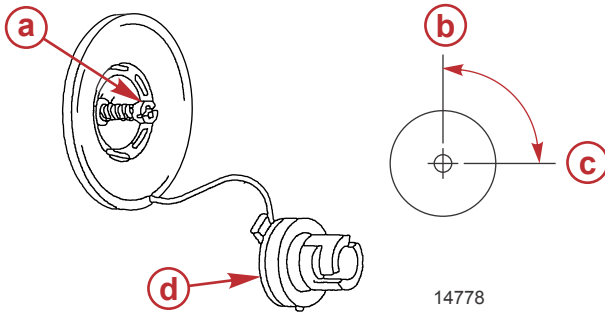
1. Deflate the boat and remove the floorboards.
2. Reinflate the air chambers.
3. Open the drain valve. Use a hose to wash out any debris from the interior, especially around the area where the floor meets the air chambers. Clean any debris from the drain valve.
4. Clean both the exterior and interior with a mild soap and fresh water solution.
5. Rinse with fresh water and dry thoroughly.

**IMPORTANT:** Do not use a vinyl preservative on the air chamber fabric. Chemicals in the preservatives may dry out the fabric.

# MAINTENANCE

## Deflating

**IMPORTANT:** When deflating the side air chambers, do not deflate one side air chamber at a time. When deflating, maintain a balanced air pressure between air chambers to prevent stress or potential damage to the inside diaphragms that separate the air chambers.

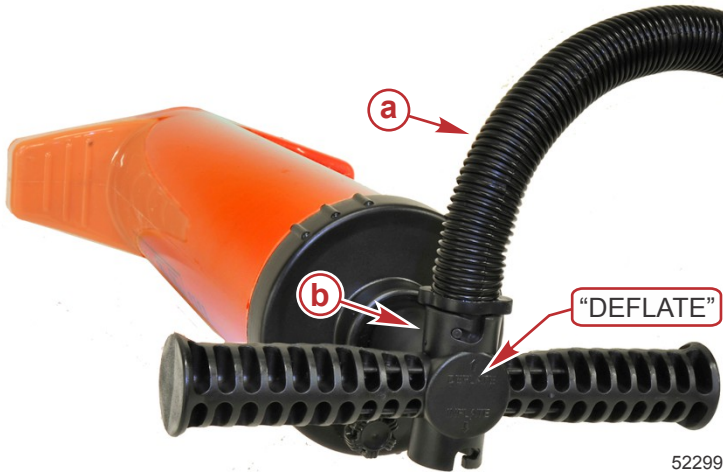


- a** - Valve stem
- b** - Closed position
- c** - Open position
- d** - Valve cap

1. Remove the valve cap—turn it a quarter-turn counterclockwise.
2. Push the valve stem in and deflate the front air chamber a quarter of the way.
3. Push the valve stems in on the side air chambers and release the air pressure a quarter of the way.
4. Repeat this procedure to evenly deflate all of the air chambers.
5. Push in the valve stem and turn the stem a quarter turn clockwise to lock the valve in the open position.
6. Use the hand pump in the deflate mode to remove the remaining air.

# MAINTENANCE

- a. Insert and lock the hose into the pump handle port marked "DEFLATE."



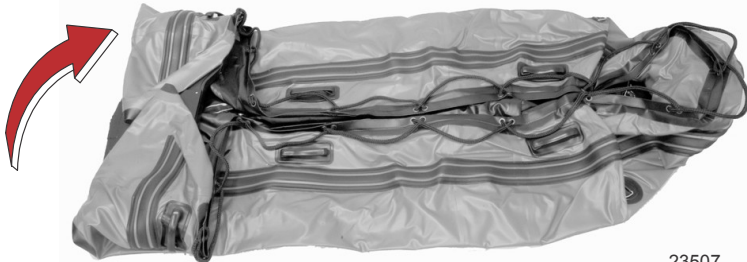
52299

- a** - Hose
- b** - Deflate port

- b. Insert and lock the air pump fill adapter into the air chamber valve.

## Folding Instructions

1. Deflate the boat following the deflating instructions. Keep the air valves open.
2. Remove the seat (if equipped), paddles, floorboards and any equipment.
3. Fold the deflated sides inward until the sides meet in the middle.
4. Fold the boat transom inward and then fold in the two rear cones inward over the transom.



23507

# MAINTENANCE

- Starting at the transom end, roll up the boat from the transom towards the bow.



## Air Leak

If the boat loses air pressure, first check the valves. Use a plant sprayer to spray a mix of water and soap on and around the valves. If you see air bubbles around the valves, take the following steps:

- Take the valve key from your repair kit.



- Put the valve key into the valve, turn the key clockwise, and check for air bubbles again.
- If the valve still leaks, take back of valve in your hand, turn the valve stem with the key to the left (counterclockwise), and take out the valve stem.

# MAINTENANCE

- Inspect the valve for damage.



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If there is any damage, take the defective valve to your selling dealer. You will receive a new valve.

Install and lubricate the valve stem with silicone or soapy water solution to ease installation.

In case of persistent air leakage, contact your dealer and check warranty conditions.

# REPAIRS

## Air Chamber Repair—Hypalon Fabric

### WARNING

Avoid serious injury or death from a fire, explosion or poisoning. The glues and solvents used for repairing inflatables are toxic and highly flammable. As a safety precaution, always work outdoors or in an area that is well-ventilated, and away from any open flames, sparks, or appliances equipped with pilot lights. Breathing the vapors or exposure to the skin may be hazardous to your health. Avoid breathing the vapors and contact with skin and eyes by wearing a carbon filter respirator and protective gear over all exposed areas of the body.

A small tube of emergency repair noncatalyst glue can be purchased through a local Mercury Marine dealer in the United States. It is a one-part glue operation and may be used for emergency minor repairs. For a permanent repair, a two-part Hypalon fabric catalyst adhesive should be used. This two-part Hypalon fabric catalyst adhesive and patching materials are available from a local Mercury Marine dealer in the United States. Regions outside of the United States and Canada, contact the distributor in your country, or the Marine Power Service Center closest to you for assistance purchasing the correct type of glue/adhesive for your product.

Small tears and punctures in the air chambers that are 1 cm (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 technician at an inflatable repair station. Contact your local Mercury dealer for the nearest inflatable repair station.

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

Cut out a patch large enough to overlap the damaged area by 38 mm (1.5 in.) on all sides. Center the patch over the damaged area, and trace the outline of the patch with a pencil. Apply masking tape around the perimeter of the outlined patch area to ensure a tight and clean glue line.

Use 100-grit sandpaper or a pumice stone to roughen the patch area on the boat, and on the glue side of the patch. When sanding, you must rub off the protective outer surface of the fabric until a dull finish appears.

Clean the sanded surfaces with either toluene or toluol cleaning solvents. Do not allow solvent to contact your skin.

### **NONCATALYST GLUE (EMERGENCY REPAIRS ONLY)**

Follow the directions listed on the product.



# REPAIRS

## TWO-PART CATALYST ADHESIVE

Mix a batch of adhesive according to the directions provided with the adhesive. Do not allow the adhesive to contact your skin. When the adhesive is fully mixed, it must sit for a short time to activate the catalyst. Failure to allow sufficient time for the catalyst to alter the adhesive compounds, will cause poor fabric adhesion.

Apply two thin layers of adhesive using a short bristle brush, in a circular pattern on both the back side of the patch and the patch area on the boat. Allow the first layer to dry completely (approximately 15 minutes) before applying the second layer. The second layer should dry until tacky, then apply the patch to the prepared area and press down firmly. Using a smooth object (the 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, use solvent to clean up any excess glue, then place a 4–5 pound weight onto the patch and allow 24 hours drying time before pressurizing the repaired air chamber.

## Air Chamber Repair—PVC Fabric

### WARNING

**Avoid serious injury or death from a fire, explosion or poisoning. The glues and solvents used for repairing inflatables are toxic and highly flammable. As a safety precaution, always work outdoors or in an area that is well-ventilated, and away from any open flames, sparks, or appliances equipped with pilot lights. Breathing the vapors or exposure to the skin may be hazardous to your health. Avoid breathing the vapors and contact with skin and eyes by wearing a carbon filter respirator and protective gear over all exposed areas of the body.**

A small tube of emergency repair noncatalyst glue can be purchased through a local Mercury Marine dealer in the United States. It is a one-part glue operation and may be used for emergency minor repairs. For a permanent repair, a two-part PVC fabric catalyst adhesive should be used. This two-part PVC fabric catalyst adhesive and patching materials are available from a local Mercury Marine dealer in the United States. Regions outside of the United States and Canada, contact the distributor in your country, or the Marine Power Service Center closest to you for assistance purchasing the correct type of glue/adhesive for your product.

Small tears and punctures in the air chambers that are 1 cm (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 technician at an inflatable repair station. Contact your local Mercury dealer for the nearest inflatable repair station.

# REPAIRS

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

Cut out a patch large enough to overlap the damaged area by 38 mm (1.5 in.) on all sides. Center the patch over the damaged area, and trace the outline of the patch with a pencil. 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 back side of the patch with methyl ethyl ketone patching solvent and cleaner. Do not allow the solvent to contact your skin. After applying the solvent, you will notice that the area will become tacky. This tackiness ensures good glue adhesion.

## **NONCATALYST GLUE (EMERGENCY REPAIRS ONLY)**

Follow the directions listed on the product.

## **TWO-PART CATALYST ADHESIVE**

Mix a batch of adhesive according to the directions provided with the adhesive. Do not allow the adhesive to contact your skin. When the adhesive is fully mixed, it must sit for a short time to activate the catalyst. Failure to allow sufficient time for the catalyst to alter the adhesive compounds, will cause poor fabric adhesion.

Apply three thin layers of adhesive with a short bristle brush, in a circular pattern on both the back side of the patch and the patch area on the boat. Allow each layer to dry for 5–10 minutes before applying the next layer. After applying the third layer, wait 5–10 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 4–5 pound weight onto the patch and allow 24 hours drying time before pressurizing the repaired air chamber.

# STORAGE

## Storage Preparation

***NOTE:** The boat should be cleaned and rinsed with fresh water before being placed in long-term storage. Refer to the **Cleaning Procedure**.*

**IMPORTANT:** To prevent fabric discoloration from marine growth or polluted waters, do not store the boat in water for extended periods of time.

Clean the boat fabric and air deck floor following the **Cleaning Procedure** in the **Maintenance** section. Dry the boat thoroughly after washing.

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 when the boat is stored outside for an extended period of time.

# OWNER SERVICE ASSISTANCE

## Local Repair Service

Always return your outboard to your local authorized dealer should the need for service arise. Only he has the factory trained mechanics, knowledge, special tools, equipment, and genuine parts and accessories to properly service your engine should the need occur. He knows your engine best.

## Service Away from Home

If you are away from your local dealer and the need arises for service, contact the nearest authorized dealer. Refer to the Yellow Pages of the telephone directory. If, for any reason, you cannot obtain service, contact the nearest Mercury Marine Service Office.

## Parts and Accessories Inquiries

All inquiries concerning genuine replacement parts and accessories should be directed to your local authorized dealer. The dealer has the necessary information to order parts and accessories for you. When inquiring about parts and accessories, the dealer requires the model and serial number to order the correct parts.

## Service Assistance

### LOCAL REPAIR SERVICE

If you need service for your Mercury-outboard-powered boat, take it to your authorized dealer. Only authorized dealers specialize in Mercury products and have factory-trained mechanics, special tools and equipment, and genuine Quicksilver parts and accessories to properly service your engine.

**NOTE:** *Quicksilver parts and accessories are engineered and built by Mercury Marine specifically for your power package.*

### SERVICE AWAY FROM HOME

If you are away from your local dealer and the need arises for service, contact the nearest authorized dealer. If, for any reason, you cannot obtain service, contact the nearest Regional Service Center. Outside the United States and Canada, contact the nearest Marine Power International Service Center.

### STOLEN POWER PACKAGE

If your power package is stolen, immediately advise the local authorities and Mercury Marine of the model and serial numbers and to whom the recovery is to be reported. This information is maintained in a database at Mercury Marine to aid authorities and dealers in the recovery of stolen power packages.

### ATTENTION REQUIRED AFTER SUBMERSION

1. Before recovery, contact an authorized Mercury dealer.
2. After recovery, immediate service by an authorized Mercury dealer is required to reduce the possibility of serious engine damage.

# OWNER SERVICE ASSISTANCE

## REPLACEMENT SERVICE PARTS

### WARNING

**Avoid fire or explosion hazard. Electrical, ignition, and fuel system components on Mercury Marine products comply with federal and international standards to minimize risk of fire or explosion. Do not use replacement electrical or fuel system components that do not comply with these standards. When servicing the electrical and fuel systems, properly install and tighten all components.**

Marine engines are expected to operate at or near full throttle for most of their lives. They are also expected to operate in both fresh and saltwater environments. These conditions require numerous special parts.

## PARTS AND ACCESSORIES INQUIRIES

Direct any inquiries concerning Quicksilver replacement parts and accessories to your local authorized dealer. The dealer has the necessary information to order parts and accessories for you if they are not in stock. Only authorized dealers can purchase genuine Quicksilver parts and accessories from the factory. Mercury Marine does not sell to unauthorized dealers or retail customers. When inquiring about parts and accessories, the dealer requires the **engine model** and **serial numbers** to order the correct parts.

## RESOLVING A PROBLEM

Satisfaction with your Mercury product is important to your dealer and to us. If you ever have a problem, question or concern about your power package, contact your dealer or any authorized Mercury dealership. If you need additional assistance:

1. Talk with the dealership's sales manager or service manager. Contact the owner of the dealership if the sales manager and service manager have been unable to resolve the problem.
2. If your question, concern, or problem cannot be resolved by your dealership, please contact the Mercury Marine Service Office for assistance. Mercury Marine will work with you and your dealership to resolve all problems.

The following information will be needed by the Customer Service:

- Your name and address
- Your daytime telephone number
- The model and serial numbers of your power package
- The name and address of your dealership
- The nature of the problem

# OWNER SERVICE ASSISTANCE

## CONTACT INFORMATION FOR MERCURY MARINE CUSTOMER SERVICE

For assistance, call, fax, or write to the geographic office in your area. Please include your daytime telephone number with mail and fax correspondence.

<b>United States, Canada</b>		
Telephone	English +1 920 929 5040 Français +1 905 636 4751	Mercury Marine W6250 Pioneer Road P.O. Box 1939 Fond du Lac, WI 54936-1939
Fax	English +1 920 929 5893 Français +1 905 636 1704	
Website	www.mercurymarine.com	

<b>Australia, Pacific</b>		
Telephone	+61 3 9791 5822	Brunswick Asia Pacific Group 41-71 Bessemer Drive Dandenong South, Victoria 3175 Australia
Fax	+61 3 9706 7228	

<b>Europe, Middle East, Africa</b>		
Telephone	+32 87 32 32 11	Brunswick Marine Europe Parc Industriel de Petit-Rechain B-4800 Verviers, Belgium
Fax	+32 87 31 19 65	

<b>Mexico, Central America, South America, Caribbean</b>		
Telephone	+1 954 744 3500	Mercury Marine 11650 Interchange Circle North Miramar, FL 33025 U.S.A.
Fax	+1 954 744 3535	

<b>Japan</b>		
Telephone	+072 233 8888	Kisaka Co., Ltd. 4-130 Kannabecho, Sakai-ku Sakai-shi, Osaka 590-0984, Japan
Fax	+072 233 8833	

<b>Asia, Singapore</b>		
Telephone	+65 65466160	Brunswick Asia Pacific Group T/A Mercury Marine Singapore Pte Ltd 29 Loyang Drive Singapore, 508944
Fax	+65 65467789	

## Ordering Literature

Before ordering literature, have the following information about your power package available:

# OWNER SERVICE ASSISTANCE

Model		Serial Number	
Horsepower		Year	

## UNITED STATES AND CANADA

For additional literature for your Mercury Marine power package, contact your nearest Mercury Marine dealer or contact:

Mercury Marine		
Telephone	Fax	Mail
(920) 929-5110 (USA only)	(920) 929-4894 (USA only)	Mercury Marine Attn: Publications Department P.O. Box 1939 Fond du Lac, WI 54936-1939

## OUTSIDE THE UNITED STATES AND CANADA

Contact your nearest Mercury Marine authorized service center to order additional literature that is available for your particular power package.

Submit the following order form with payment to:	Mercury Marine Attn: Publications Department W6250 Pioneer Road P.O. Box 1939 Fond du Lac, WI 54936-1939
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**Ship To: (Copy this form and print or type—This is your shipping label)**

<b>Name</b>	
<b>Address</b>	
<b>City, State, Province</b>	
<b>ZIP or postal code</b>	
<b>Country</b>	

Quantity	Item	Stock Number	Price	Total
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