



**Manuel du Propriétaire
Owner's Manual -Manuale del Proprietario
Eignerhandbuch- Manual del propietario**

Tome 2 - Volume 2- Teil 2 - Tomo 2

**AKA RIB-B
R42-B / R47-B / R52-B**

ZU92027

Edition 1

VOLUME 2

DESCRIPTION - BUOYANCY CHAMBER PROPULSION SYSTEM INSTALLATION AND CIRCUITS

E
N
G
L
I
S
H

CONTENTS

I- TECHNICAL CHARACTERISTICS	3
I-1-1- R42B	3
I-1-2- R47B	5
I-1-3- R52B	7
II- INVENTORY AND LOCATION	10
II-1- R42B	10
II-2- R47B	12
II-3- R52B	14
III- HANDLING	16
III-1-1- Transport	16
III-1-2- Storage	16
III-1-3- Lifting	20
IV- BUOYANCY CHAMBER	22
IV-1- BUOYANCY CHAMBER MAINTENANCE	22
IV-2- INSTALLING THE BUOYANCY CHAMBER ON THE HULL	22
IV-3- FIXING THE PROTECTIVE FLAP	23
IV-4- INFLATING THE BUOYANCY CHAMBER	24
IV-4-1- SEMI-BUILT IN VALVES	24
IV-4-2- OVERINFLATION VALVES	24
IV-4-3- THE PRESSURE GAUGE	25
IV-4-4- INFLATION	25
IV-5- PRESS-STUD	26
V- Propulsion system	27
VI- How to drive your boat	28
VII- FUEL CIRCUIT	29
VII-1- Location of items	29
VII-2- Tank	30
VII-3- Water/fuel separator filter	31

VII-4- Using the fuel circuit cut-off valves	32
VII-5- Recommendations	33
VIII- ELECTRICAL CIRCUIT	34
VIII-1- Battery (not supplied)	34
IX- BAILING SYSTEM CIRCUIT	35
IX-1- Description of functional components:	35
IX-1-1- R42B and R47B	35
IX-1-2- R52B	35
IX-2- Through-hull plugs	36
IX-3- Bilge pump	37
IX-4- Hull scupper	38
X- STEERING	39
XI- FIRE	39
XII- ANCHORING/MOORING	40
XII-1- R42B	40
XII-2- R47B and R52B	40
XIII- BOARDING	41
XIII-1- R47B	41
XIII-2- R52B	41
XIV- INSTALLATION OF CABLES UNDER THE DECK	42
XIV-1- R52B	42
XIV-2- INSTALLING THE CABLE DECK SEAL	43
XV- CONSOLE / SEAT	43
XVI- BILGE PUMP	44
XVII- ENGINE PLATE: (to be fitted with 5 plate screws FZ 4.2x25)	44
XVIII- POSITION OF LABELS	45
XVIII-1- R42B	45
XVIII-1- R47B	45
XVIII-2- R52B	45
XIX- DESCRIPTION OF LABELS	46

DESCRIPTION - Technical characteristics

I- TECHNICAL CHARACTERISTICS

I-1-1- R42B

**E
N
G
L
I
S
H**

Dimensions						
<i>Dimension tolerance +/- 3%</i>						
	m	4.20		m	0.455	
	ft	13' 9"		ft	1' 6"	
	m	2.90	Without the buoyancy chamber	a	m	3.63
	ft	9' 6"			ft	11' 11"
	m	1.90		b	m	1.24
	ft	6' 3"			ft	4'
	m	0.95		c	m	0.69
	ft	3' 1"			ft	2' 3"
	HA (mm)	NC	Max. air draught (taking into account the highest console available as an option)			
	T (mm)	NC	Max. draught			

Design category	
(Directive 2013/53/EU)	BC






Capacity			
<i>Weight tolerance +/- 5%</i>			
	ISO 14946	Kg	780
Maximum		lb.	1720
	ISO 14945	Kg	858
Maximum		lb.	1892
	Kg	181	The weights indicated do not include any accessories
	lb.	399	
Number of compartments			3

DESCRIPTION - Technical characteristics



WARNING!!!

DO NOT EXCEED THE MAXIMUM NUMBER OF PEOPLE RECOMMENDED. NO MATTER HOW MANY PEOPLE ARE ON BOARD, THE TOTAL WEIGHT OF PASSENGERS AND EQUIPMENT MUST NEVER EXCEED THE MAXIMUM RECOMMENDED LOAD. ALWAYS USE THE DESIGNATED SEATS OR SEATING AREAS.

R42B engine					
 Long	Shaft length		SINGLE ENGINE		The recommended power corresponds to optimal use of the boat's capacities for an average load.
			L		
	MINIMUM recommended power	HP	15		
		KW	11		
	MAXIMUM recommended power	HP	40		
		KW	30		
	MAXIMUM allowed power	HP	50		
		KW	37		
 Maximum	MAXIMUM engine weight	Kg	115		
		Lbs	254		

DESCRIPTION - Technical characteristics

I-1-2- R47B

**E
N
G
L
I
S
H**

Dimensions						
<i>Dimension tolerance +/- 3%</i>						
	m	4.70		m	0.50	
	ft	15' 5"		ft	1' 8"	
	m	3.38	Without the buoyancy chamber	a	m	4.7
	ft	11' 1"			ft	15' 5"
	m	2.05		b	m	2.05
	ft	6' 9"			ft	6' 09"
	m	1.05		c	m	1.10
	ft	3' 5"			ft	3' 7"
	HA (mm)		NC	Max. air draught (taking into account the highest console available as an option)		
	T (mm)		NC	Max. draught		

Design category	
(Directive 2013/53/EU)	C

Capacity			
<i>Weight tolerance +/- 5%</i>			
	(ISO)	C	
		9	
	ISO 14946	Kg	1060
		lb.	2337
	ISO 14945	Kg	1193
		lb.	2630
		Kg	230
		lb.	507
Number of compartments			5

Maximum load i.a.w. ISO 14946 (1+2+3+4) data figuring on the ICNN certificate.
 Maximum load i.a.w. ISO 14945 (1+2+3+5) data figuring on the manufacturer plate.
 Weight of people
 Personal property
 List of all options proposed
 Content of consumable liquid tanks (fuel, drinking water...)
 Weight of the engine or engines

The weights indicated do not include any accessories








*** WARNING**
THE NUMBER OF PEOPLE FOR CATEGORY B DEPENDS ON THE NUMBER OF SEATED PLACES ON THE BACK (HALF OF THE BOAT).
PASSENGERS SHOULD ALSO BE ABLE TO HOLD ON TO A HANDLE.

DESCRIPTION - Technical characteristics



WARNING!!!

DO NOT EXCEED THE MAXIMUM NUMBER OF PEOPLE RECOMMENDED. NO MATTER HOW MANY PEOPLE ARE ON BOARD, THE TOTAL WEIGHT OF PASSENGERS AND EQUIPMENT MUST NEVER EXCEED THE MAXIMUM RECOMMENDED LOAD. ALWAYS USE THE DESIGNATED SEATS OR SEATING AREAS.

R47B engine			
	Shaft length	SINGLE ENGINE	
		L	
	MINIMUM recommended power	HP	40
		KW	30
	MAXIMUM recommended power	HP	50
		KW	38
	MAXIMUM allowed power	HP	70
		KW	53
 Maximum	MAXIMUM engine weight	Kg	170
		Lbs	375

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

DESCRIPTION - Technical characteristics

I-1-3- R52B

**E
N
G
L
I
S
H**

Dimensions						
<i>Dimension tolerance +/- 3%</i>						
	m	5.2		m	0.50	
	ft	17' 1"		ft	1' 8"	
	m	4.02	Without the buoyancy chamber	a	m	4.46
	ft	13' 2"			ft	14' 8"
	m	2.2		b	m	1.53
	ft	7' 3"			ft	5'
	m	1.2		c	m	0.81
	ft	3' 11"			ft	2' 8"
	HA	HA (mm)	NC	Max. air draught (taking into account the highest console available as an option)		
	T	T (mm)	NC	Max. draught		

Design category	
(Directive 2013/53/EU)	C

Capacity				
<i>Weight tolerance +/- 5%</i>				
	(ISO)		C	
			12	
	Maximum	ISO 14946	Kg	1150
			lb.	2535
	Maximum	ISO 14945	Kg	1313
			lb.	2895
			Kg	315
			lb.	694
Number of compartments			5	








*** WARNING**
THE NUMBER OF PEOPLE FOR CATEGORY B DEPENDS ON THE NUMBER OF SEATED PLACES ON THE BACK (HALF OF THE BOAT).
PASSENGERS SHOULD ALSO BE ABLE TO HOLD ON TO A HANDLE.

DESCRIPTION - Technical characteristics



WARNING!!!

DO NOT EXCEED THE MAXIMUM NUMBER OF PEOPLE RECOMMENDED. NO MATTER HOW MANY PEOPLE ARE ON BOARD, THE TOTAL WEIGHT OF PASSENGERS AND EQUIPMENT MUST NEVER EXCEED THE MAXIMUM RECOMMENDED LOAD. ALWAYS USE THE DESIGNATED SEATS OR SEATING AREAS.

R52B engine			
 Long	Shaft length	SINGLE ENGINE	
		L	
	MINIMUM recommended power	HP	40
		KW	30
	MAXIMUM recommended power	HP	70
		KW	53
	MAXIMUM allowed power	HP	90
		KW	68
 Maximum	MAXIMUM engine weight	Kg	200
		Lbs	441

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

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



WARNING!!!

WHEN LOADING THE BOAT, NEVER EXCEED THE MAXIMUM RECOMMENDED LOAD. ALWAYS LOAD THE BOAT CAREFULLY AND SPREAD OUT THE LOAD APPROPRIATELY, TO MAINTAIN THE THEORETICAL TRIM (APPROXIMATELY HORIZONTAL). AVOID PLACING HEAVY LOADS HIGH UP.



WARNING!!!

THE MAXIMUM LOAD ON THE MANUFACTURER'S PLATE SHOULD NOT BE EXCEEDED.

WE RECOMMEND, WHEN THE BOAT IS AT MAXIMUM CAPACITY:

- TO SAIL CAREFULLY
- TO SPREAD THE LOAD
- MAINTAIN APPROPRIATE TRIM.



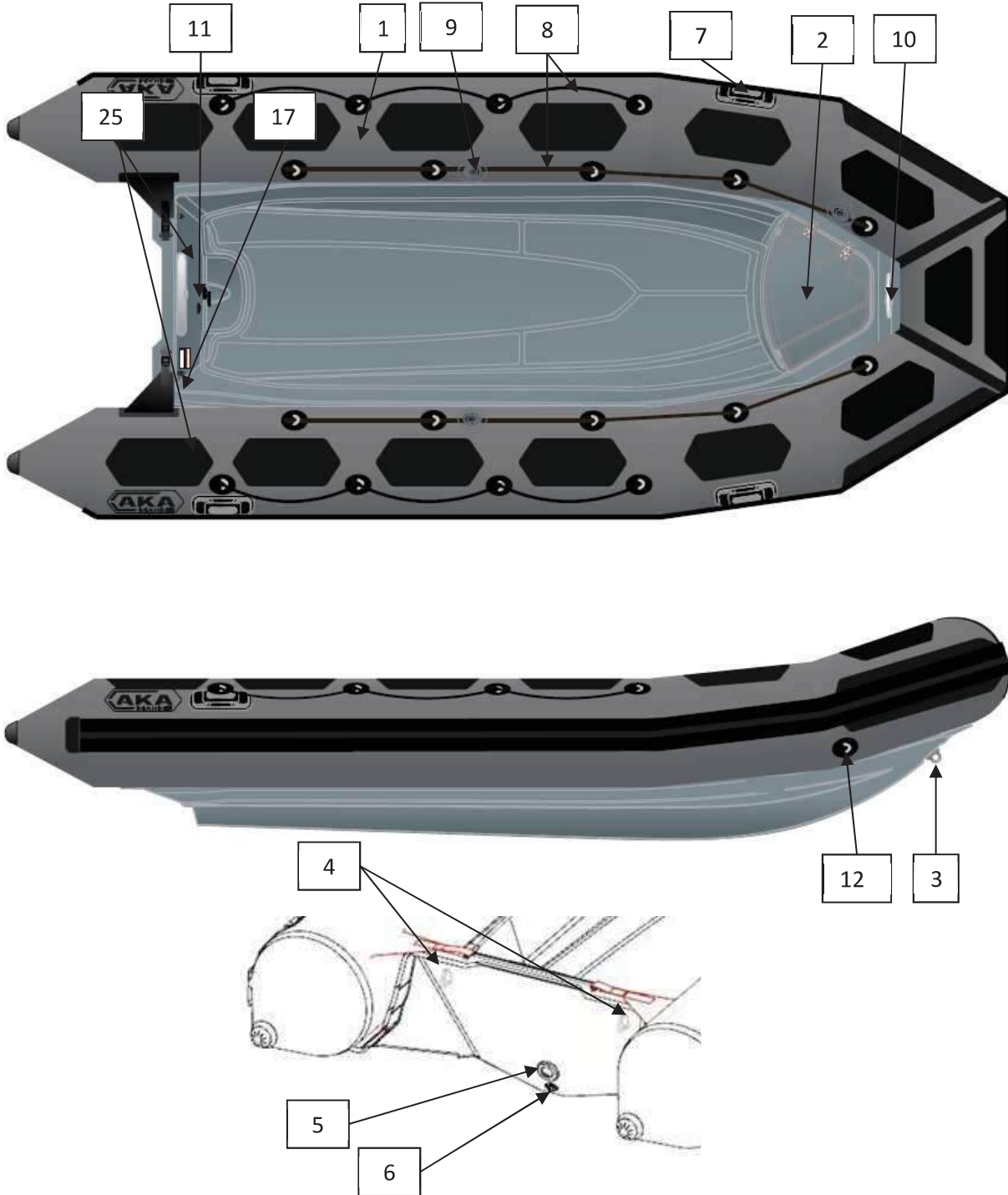
WARNING!!!

DO NOT STORE FLAMMABLE PRODUCTS IN THE AFTER COMPARTMENT. IT IS STRICTLY FORBIDDEN TO STORE A SPARE FUEL TANK.

DESCRIPTION - INVENTORY and location

II- INVENTORY AND LOCATION

II-1- R42B



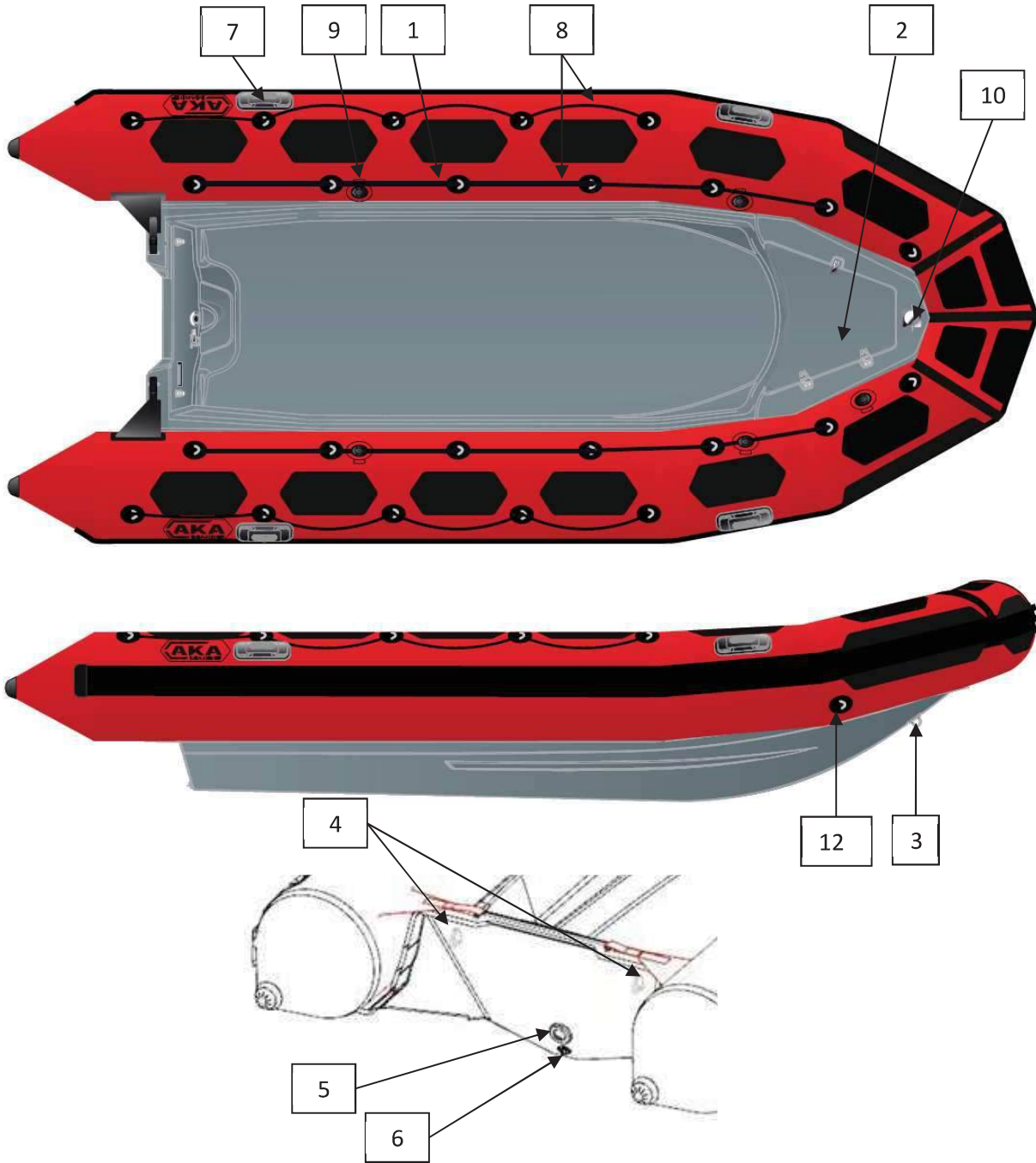
DESCRIPTION - INVENTORY and location

Ref.	DESCRIPTION
1	Buoyancy chamber
2	Anchor locker
3	Bow ring
4	Towing chain plates
5	High flow rate self-bailer
6	Hull scupper
7	Handle
8	Lashing
9	Valve
10	Bollard
11	Self-bailer cap
12	Accessory securing ring
STANDARD EQUIPMENT	
	2 telescopic paddles, 1 foot inflator, 1 repair kit, 1 owner's manual (2 volumes), 1 pressure gauge.
OPTIONAL EQUIPMENT	
	Other options available, see with your AKA dealer

**E
N
G
L
I
S
H**

DESCRIPTION - INVENTORY and location

II-2- R47B



DESCRIPTION - INVENTORY and location

Ref.	DESCRIPTION
1	Buoyancy chamber
2	Anchor locker
3	Bow ring
4	Towing chain plates
5	High flow rate self-bailer
6	Hull scupper
7	Handle
8	Lashing
9	Valve
10	Mooring cleat
11	Tank filler access
12	Accessory securing ring
STANDARD EQUIPMENT	
	2 telescopic paddles, 1 foot inflator, 1 repair kit, 1 owner's manual (2 volumes), 1 pressure gauge.
OPTIONAL EQUIPMENT	
	Other options available, see with your AKA dealer

**E
N
G
L
I
S
H**

DESCRIPTION - INVENTORY and location

II-3- R52B



DESCRIPTION - INVENTORY and location

Ref.	DESCRIPTION
1	Anchor locker cover
2	Lashing
3	Handle
4	Mooring cleat
5	Buoyancy chamber
6	AFT Chain plate
7	High flow rate self-bailer
8	Hull scupper
9	Water shield
10	Valve/tank gauge access hatch
11	Tank surface below deck
12	Ventilation grille
13	Tank filler access
14	Bow ring
15	Valve
16	Accessory securing ring
STANDARD EQUIPMENT	
	2 telescopic paddles, 1 foot inflator, 1 repair kit, 1 owner's manual (2 volumes), 1 pressure gauge.
OPTIONAL EQUIPMENT	
	Other options available, see with your AKA dealer

**E
N
G
L
I
S
H**

III- HANDLING

III-1-1- Transport

Trailer installation recommendations are specified in VOLUME I of the owner's manual.

Use a trailer adapted to your boat.

The boat is compatible with standard road gauge, however, the buoyancy chamber should be deflated before transporting it by road.

The weight in transport conditions for a trailer includes:

R42B

Unladen weight of the boat:	181 kg	<i>Tolerance +/- 5 %</i>
Weight of the engine(s):	115 kg	
Consumable quantity:	25 kg	<i>Fuel and water tank</i>
Options:	138 kg	<i>Model including all options</i>
Safety equipment:	37 kg	<i>Fittings</i>
Σ :	496 kg	

R47B

Unladen weight of the boat:	230 kg	<i>Tolerance +/- 5 %</i>
Weight of the engine(s):	170 kg	
Consumable quantity:	25 kg	<i>Fuel and water tank</i>
Options:	153 kg	<i>Model including all options</i>
Safety equipment:	37 kg	<i>Fittings</i>
Σ :	615 kg	

R52B

Unladen weight of the boat:	315 kg	<i>Tolerance +/- 5 %</i>
Weight of the engine(s):	200 kg	
Consumable quantity:	25 kg	<i>Fuel and water tank</i>
Options:	188 kg	<i>Model including all options</i>
Safety equipment:	37 kg	<i>Fittings</i>
Σ :	765 kg	



STOWING ON A TRAILER OR CRADLE:

USE THE BOW RING AND THE REAR CHAIN PLATES ON THE OUTSIDE OF THE TRANSOM.

III-1-2- Storage

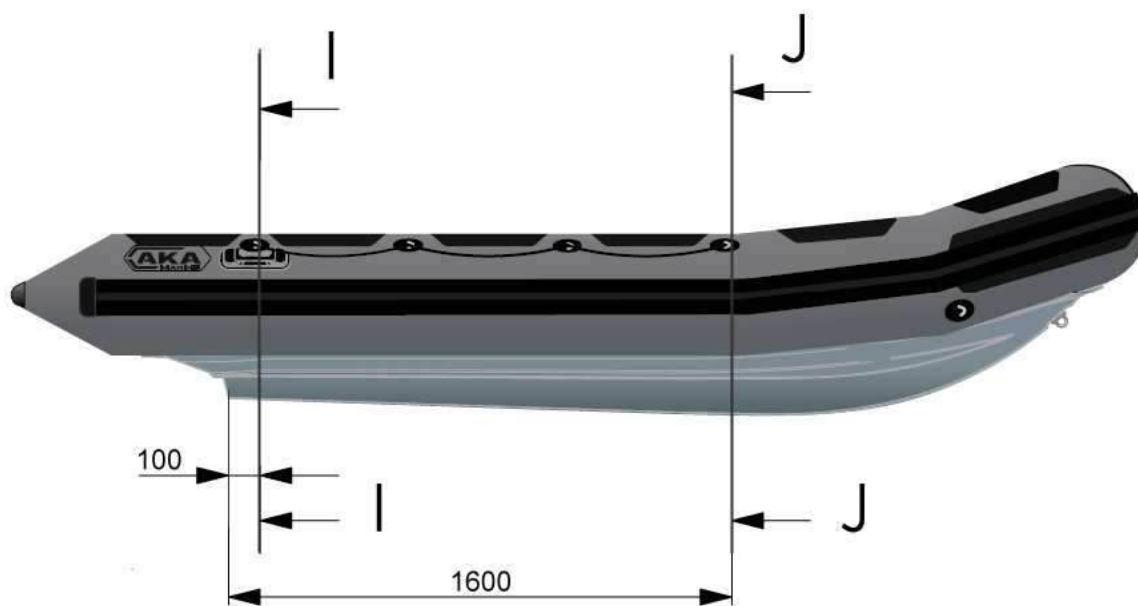


WARNING!!!

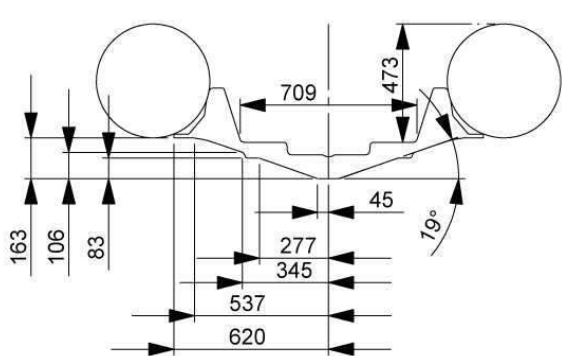
**THE BOAT MUST REST ON THE BOW LINE.
SEE DIAGRAM BELOW.**

DESCRIPTION - Handling

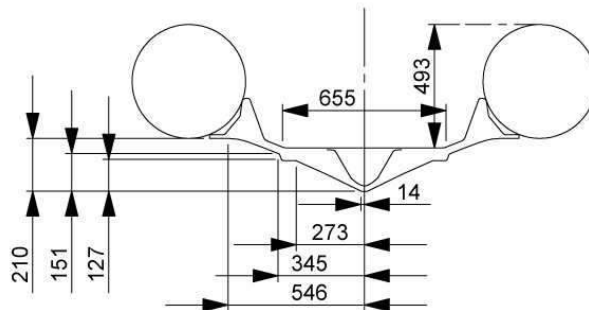
R42B



E
N
G
L
I
S
H



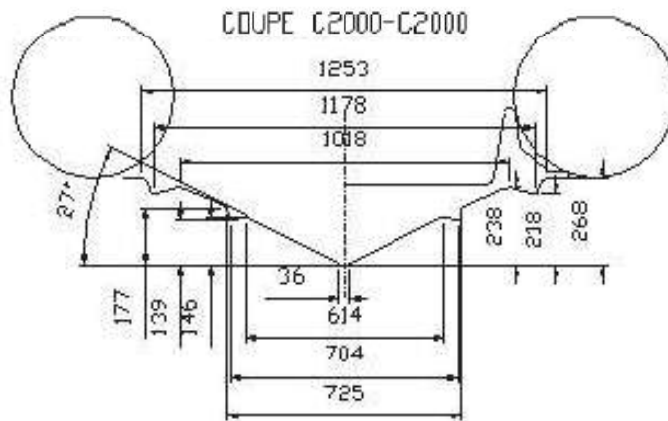
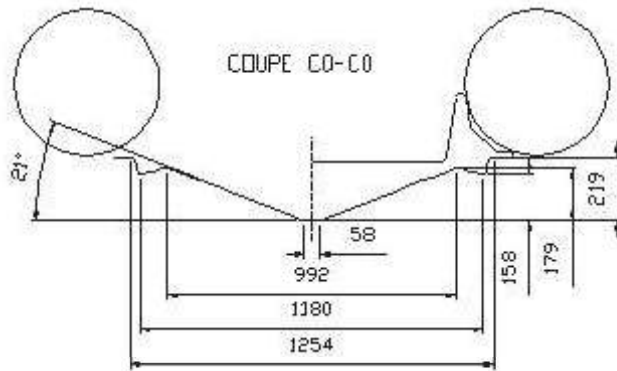
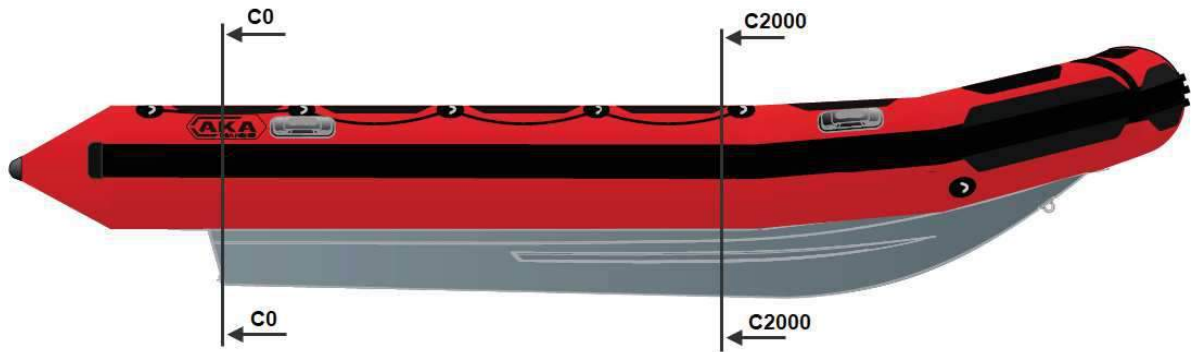
COUPE I-I



COUPE J-J

DESCRIPTION - Handling

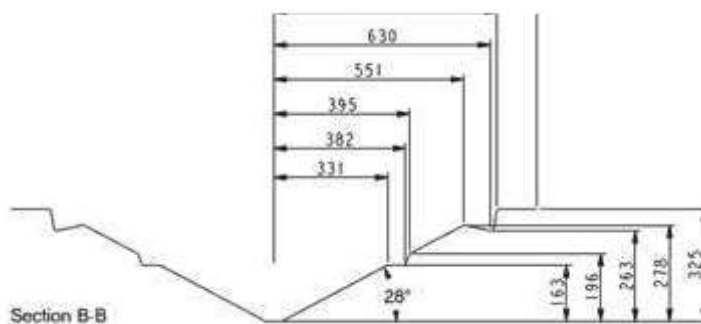
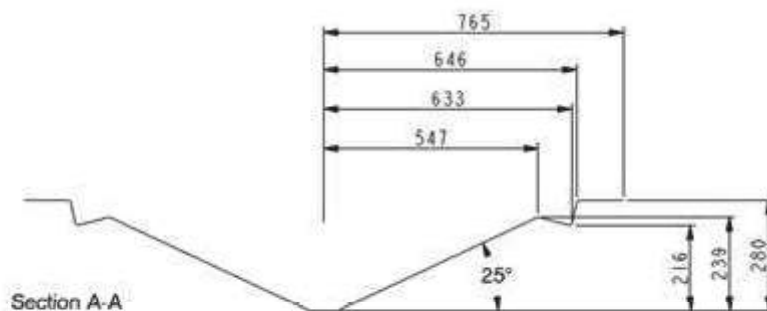
R47B



DESCRIPTION - Handling



E
N
G
L
I
S
H



III-1-3- Lifting

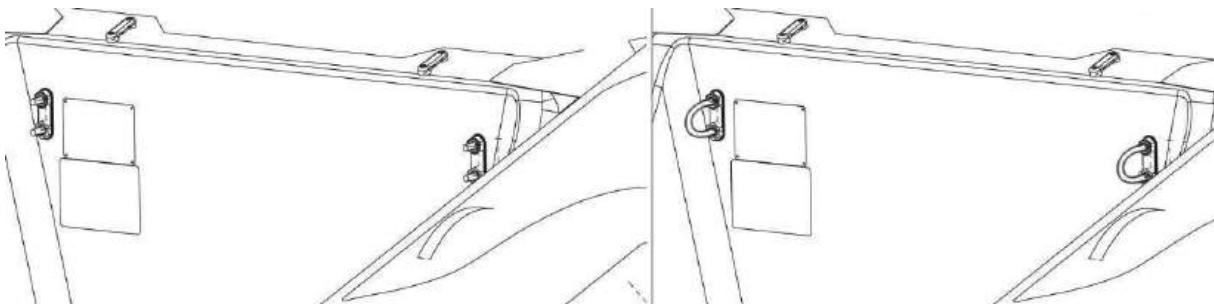
To lift your boat:

You can use a 4-wire sling obtainable from your AKA dealer.

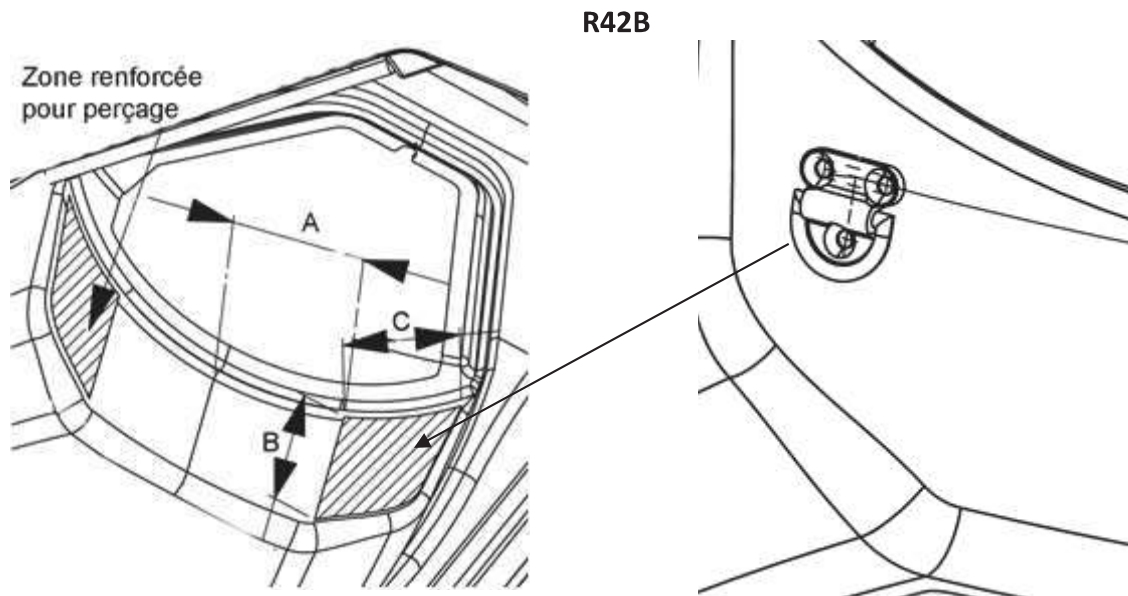
To carry out this operation you have to:

- Remove the aft chain plates and refit them with the ring reversed (facing forward).
- Fit the bow of the boat with 2 additional chain plates (contact your AKA dealer). The diagram below shows the areas where the fore chain plates are located (distances in millimetres).

All these fittings must be made watertight using Sikaflex.

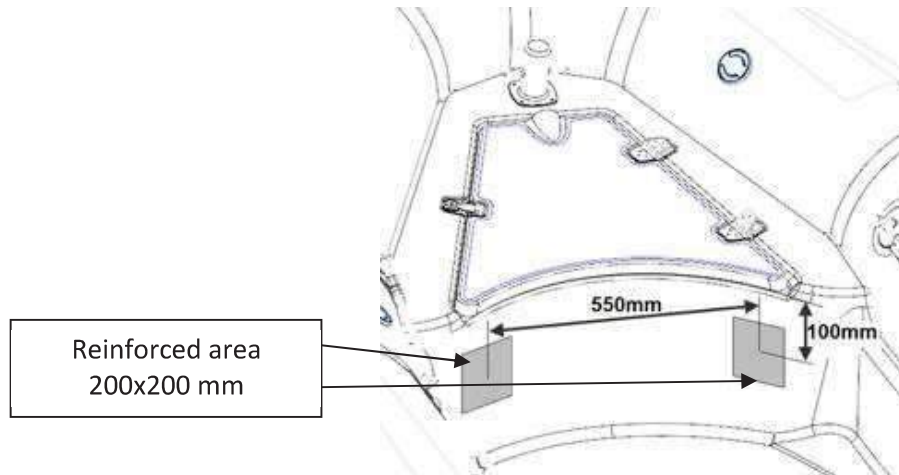


The boat has a reinforced area under the forward hatch for securing the hoisting rings.

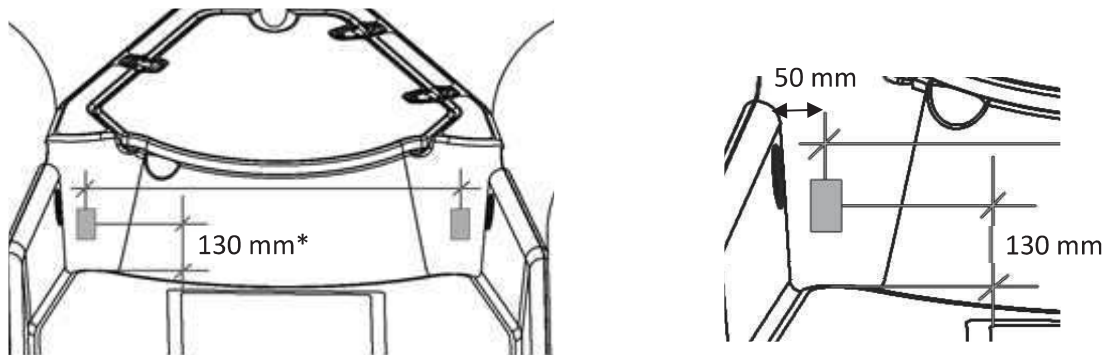


ITEM	DIMENSIONS (mm)
A	185
B	163
C	159

R47B



R52B



WARNING

LIFTING MUST BE CARRIED OUT BY PROFESSIONALS.



DANGER!!!

NO PASSENGERS ON BOARD WHILE LIFTING.



WARNING!!!

ALL EQUIPMENT MUST BE UNLOADED FROM THE BOAT FOR LIFTING OR DAVIT HANDLING.

BEFORE LAUNCHING THE BOAT, OPEN THE AFT DRAIN HOLE TO DRAIN ANY RAINWATER FROM THE BOTTOM OF THE BILGE (CLOSE THE DRAIN HOLE AGAIN BEFORE LAUNCHING).

BUOYANCY CHAMBER – Installing the buoyancy chamber on the hull

IV- BUOYANCY CHAMBER

IV-1- BUOYANCY CHAMBER MAINTENANCE

The maintenance recommendations are specified in VOLUME I of the owner's manual.

IV-2- INSTALLING THE BUOYANCY CHAMBER ON THE HULL

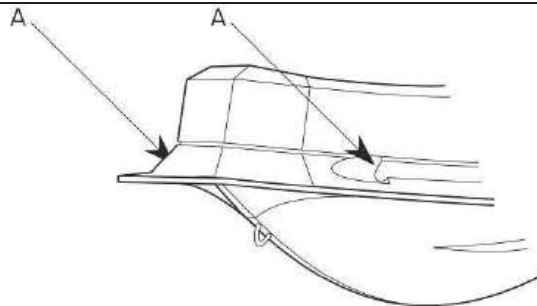


IF THE BUOYANCY CHAMBER WAS STORED AT A TEMPERATURE BELOW 0°C / 32°F, LEAVE IT AT 20°C / 68°F FOR 12 HOURS BEFORE UNFOLDING.

YOU CAN INFLATE THE NON-FITTED BUOYANCY CHAMBER (pressure 220mb) AND LET IT STABILIZE FOR AROUND ONE HOUR. THEN DEFLATE IT.

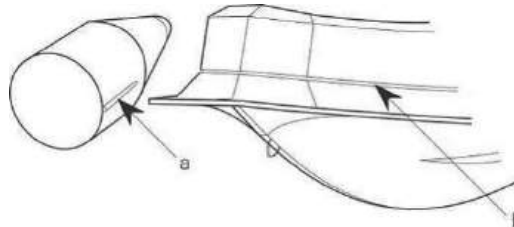
NOTE: the buoyancy chamber is fitted to the hull with the buoyancy chamber deflated

1



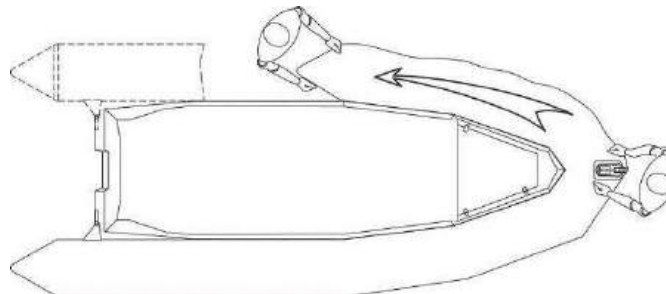
In order to facilitate the fitting of the buoyancy chamber, apply liquid soap to the hull's rails (A).

2



Place the buoyancy chamber bolt rope (a) in the hull rail (b) starting with the front of the hull. Pull the buoyancy chamber to bring it to the water guard near the transom.

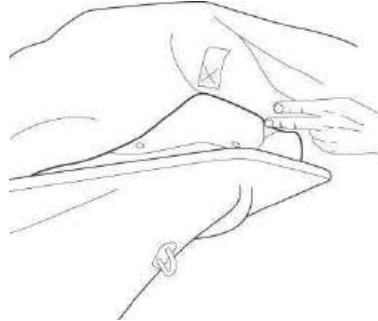
3



Repeat for the other side of the buoyancy chamber.
The two protective flaps (sealing and exterior) should pass over the hull's nose.

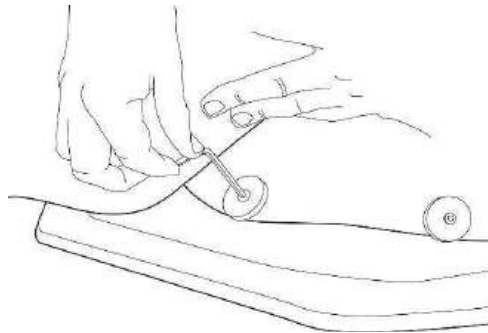
IV-3- FIXING THE PROTECTIVE FLAP

4



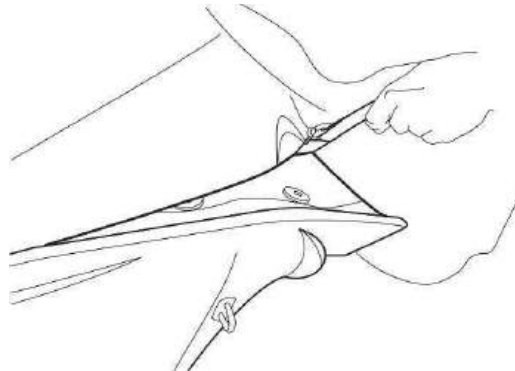
Install the internal rubber flap

5



Secure the internal rubber flap (screw + washers)

6



After fixing the internal protective flap on the hull, pull the buoyancy chamber gently towards the forward section in order to pass the external protective flap over the forward nose (do not attach it at this point). Then pull the buoyancy chamber towards the aft end.

Then begin inflation

NOTE:

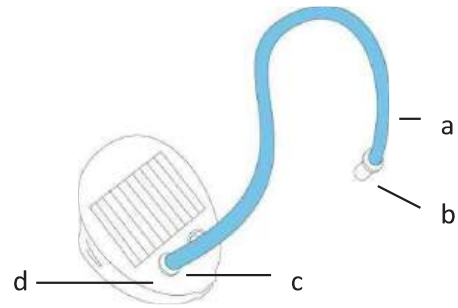
- **The external protective flap should be fixed after the buoyancy chamber has been inflated**

BUOYANCY CHAMBER - INFLATING THE BUOYANCY CHAMBER

IV-4- INFLATING THE BUOYANCY CHAMBER

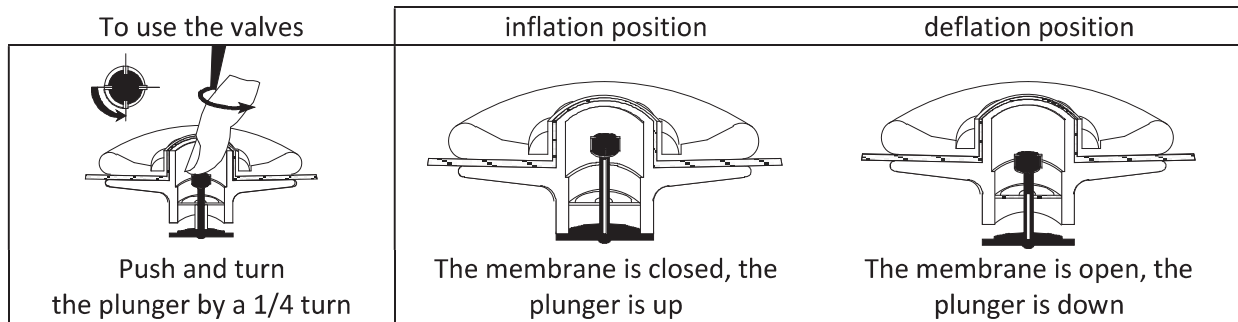
INFLATOR

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



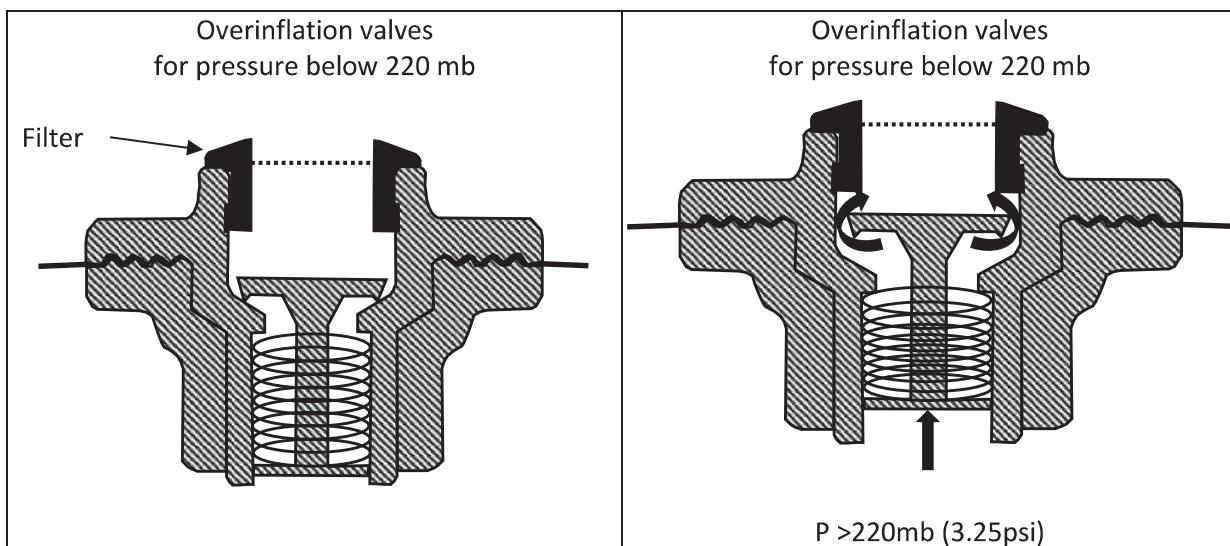
NOTE: An electrical (12 V) high output inflation pump is available as an option (contact your dealer).

IV-4-1- SEMI-BUILT IN VALVES



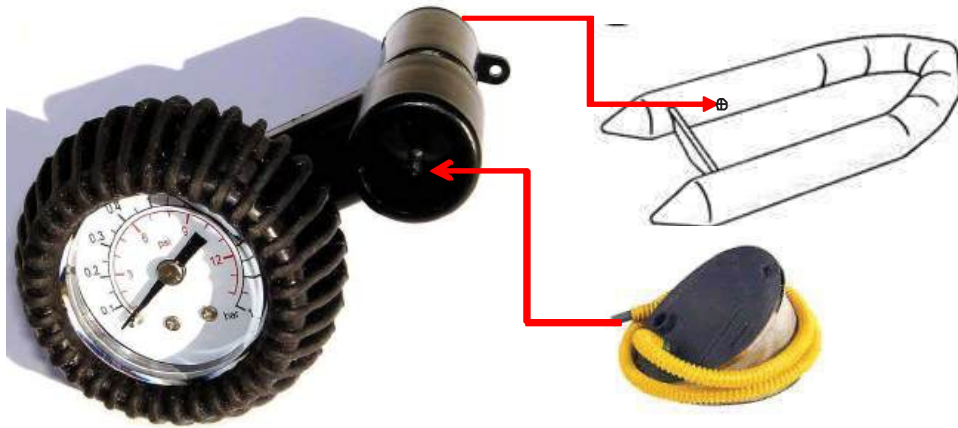
IV-4-2- OVERINFLATION VALVES

The buoyancy chamber is equipped with overinflation valves (located near the inflation valves), preventing overinflation of the buoyancy chamber.



If the overinflation valve no longer works and it continues to let air out when the pressure is below 220 mb, close it with the cap located in the repair kit, inserting it in place of the filter. Then add pressure to the buoyancy chamber using the inflation pump until the pressure gauge indicates 220 mb (3.25 psi).

IV-4-3- THE PRESSURE GAUGE



WARNING!!!

**DO NOT USE A COMPRESSOR OR COMPRESSED AIR CYLINDER.
CHECK THAT THE OVERINFLATION VALVES ARE NOT BLOCKED (ONLY
THE FILTER MUST REMAIN IN POSITION).**

IV-4-4- INFLATION

1º/Place all valves in inflation position.

2º/ Use the adapter that corresponds to the diameter of the hose tip valve.

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

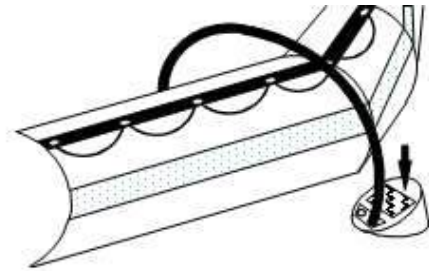
To inflate your buoyancy chamber properly, the inflation pump should be correctly placed on the ground.

The chamber inflates rapidly if the inflation pump is used smoothly and without haste.

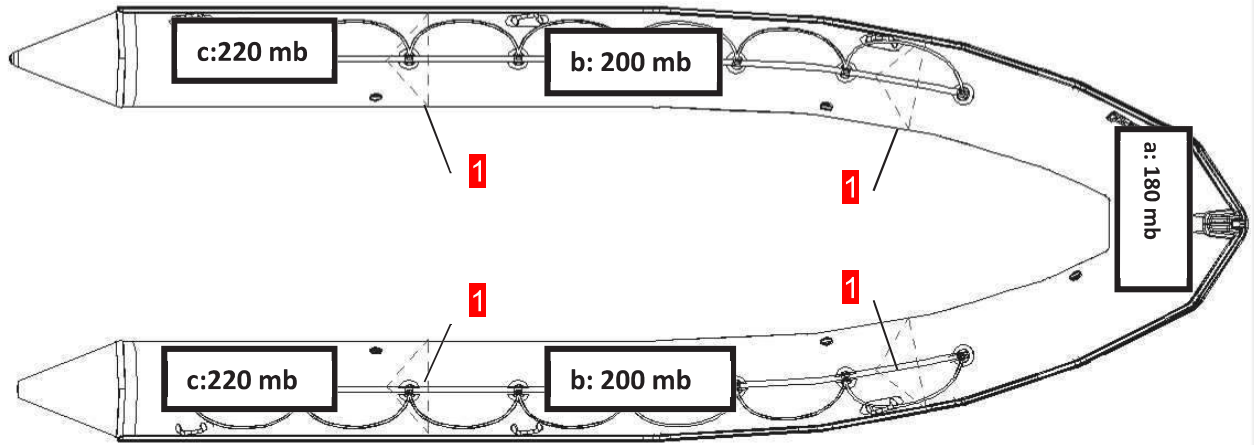
4º/ Inflate the buoyancy mechanism, balancing the pressure between the different compartments until the partitions (a) are no longer visible.

5º/ When air escapes from the overinflation valve, it means that you have reached the set pressure (220 mb / 3.25 psi). You can then stop inflating.

6º/ Inflation is completed: screw on the inflation valve plugs.



BUOYANCY CHAMBER - PRESSURE



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

IV-5- PRESS-STUD

The buoyancy chamber has **5** compartments. Each must be inflated to a pressure of **220 mb / 3.25 PSI**.

It is the buoyancy chamber's correct pressure.

The ambient temperature of the air or the water proportionally influences the internal pressure of the buoyancy chamber.	Ambient temperature	Pressure inside the buoyancy chamber
	+1°C	+4 mb / 0.06 PSI
	-1°C	-4 mb / 0.06 PSI

It is therefore important to anticipate.

Check and adjust the pressure of the inflatable compartments (inflating or deflating depending on the case) according to the temperature variations (especially when there is a considerable difference in temperature between morning and evening in particularly hot areas) and make sure that the pressure remains within the recommended pressure range.

RISK OF PRESSURE LOSS

Example:

Your boat is exposed to direct sunlight on the beach (temperature=50°C) at the recommended pressure (220 mb/3.25 PSI). When you launch the boat (temperature = 20°C), the temperature and pressure in the inflatable compartments will both drop (up to 120 mb) and **YOU MUST THEN RE-INFLATE THEM** until the millibars lost due to the difference between air and water temperature are regained.

It is normal to observe a drop in pressure at the end of the day when the outdoor temperature drops.

V- Propulsion system

Comply with AKA's recommendations and the engine manufacturer's recommendations regarding engine fitting.

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



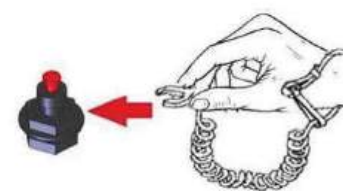
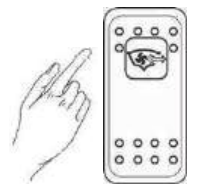

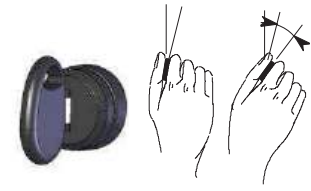
The engine bolts must be fitted through the transom using a screw hole sealing procedure (e.g: using Sikaflex sealant).

HOW TO DRIVE YOUR BOAT

vi- How to drive your boat

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

NOTE: Check that the buoyancy chamber is correctly inflated.

<p>1</p>  <p>Battery switch to ON</p>	<p>2</p>  <p>Fuel valve to "ON".</p>	<p>3</p>  <p>Put on and connect the circuit breaker*</p>
<p>4</p>  <p>Ventilate for 4 minutes</p>	<p>5</p>  <p>Throttle lever on neutral.</p>	<p>6</p>  <p>Use the starter.</p>

* If the coxswain falls overboard, immediately stopping the engine considerably reduces the risks of serious or fatal injury caused by being run over by the boat. Always connect the two ends of the emergency circuit breaker correctly.



DANGER!!!

- TURN OFF THE ENGINE AS SOON AS A SWIMMER COMES CLOSE TO THE BOAT. THEY RISK BEING SERIOUSLY INJURED BY A ROTATING PROPELLER.



WARNING!!!

- WHEN UNDERWAY, KEEP ALL LOCKERS, DECK HATCHES AND TANK ACCESS HATCH CLOSED.

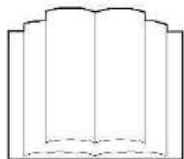
BREAKING WAVES CAN BE A SIGNIFICANT DANGER FOR STABILITY AND CAUSE FLOODING.

- IF A DECK HATCH SEAL IS DAMAGED, PLEASE CONTACT YOUR DEALER TO REPLACE IT AS SOON AS POSSIBLE.

- AVOID ABRUPT MANOEUVRES AT FULL SPEED. REDUCE SPEED IN WAVES FOR THE COMFORT AND SAFETY OF PASSENGERS.



30 KTS MAXIMUM



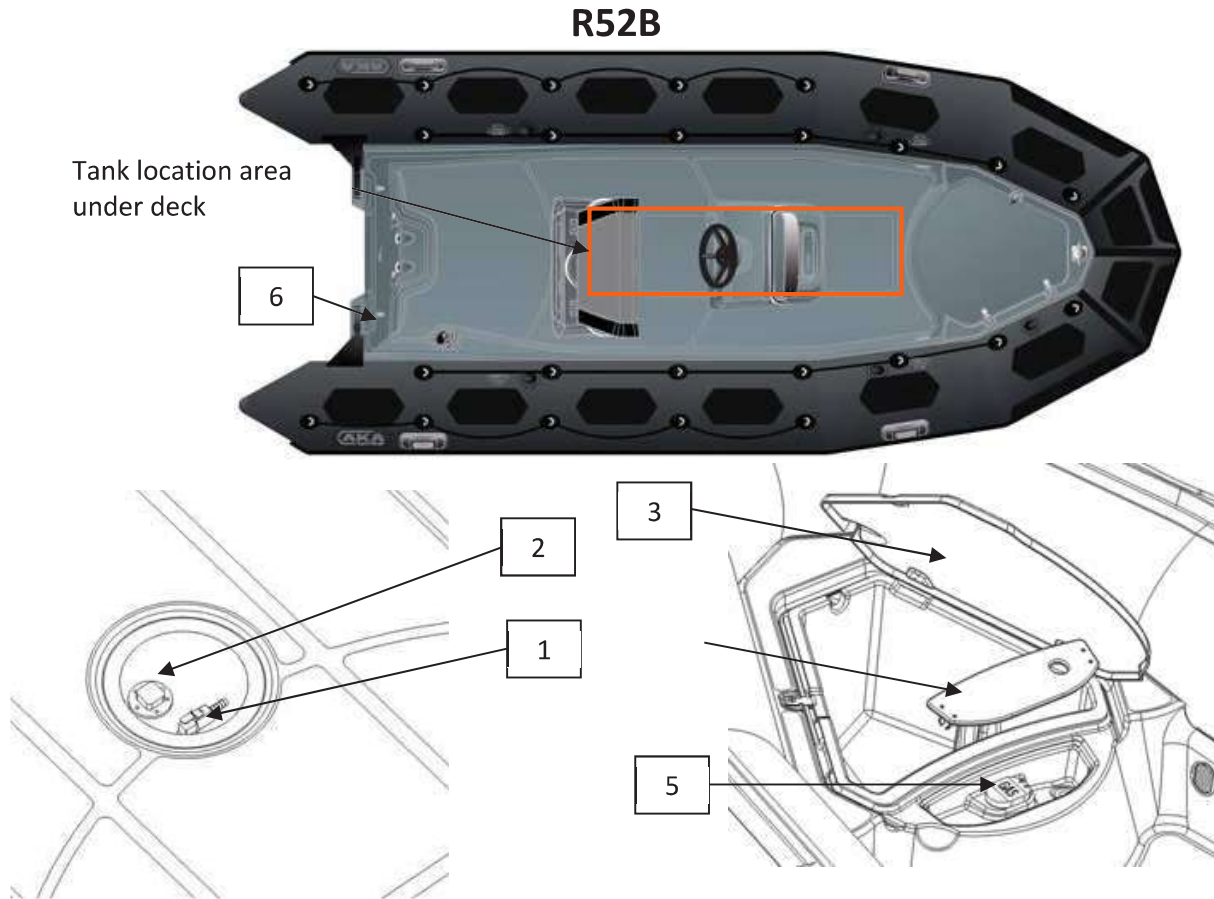
MANOEUVRABILITY LIMITED TO 30 KTS MAXIMUM.
RISK OF LOSS OF CONTROL IN TIGHT TURNS. REDUCE SPEED BEFORE TURNING IN ANY DIRECTION.

VII- FUEL CIRCUIT



WARNING!!!
DO NOT USE TYPE E10, E85... BIOFUELS.

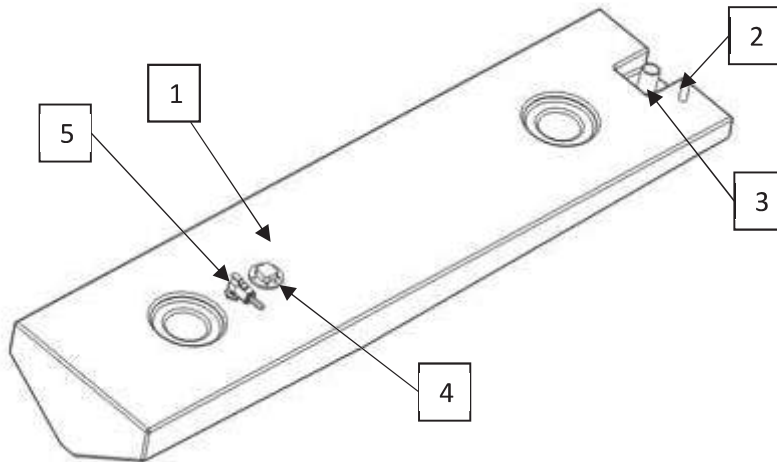
VII-1- Location of items



Ref.	DESCRIPTION
1	Fuel circuit shut-off valve
2	Gauge transmitter
3	Anchor locker cover
4	Filling zone access hatch
5	Filling hole with cap
6	Water/fuel separator filter (recommended location)

INSTALLATION AND CIRCUIT: FUEL

VII-2- Tank



Ref.	DESCRIPTION
1	Tank*, given capacity 400 litres
2	Vent outlet
3	Tank filler inlet
4	Gauge transmitter
5	Fuel circuit shut-off valve

It may not be possible to use the full nominal capacity of the tank depending on the trim and the load. A 20% reserve is recommended.



WARNING!!!

IT IS VITAL TO HAVE A GAUGE DIAL. IT IS SUPPLIED WITH THE ENGINE. IF YOUR BOAT DOES NOT HAVE ONE, CONTACT YOUR DEALER.

The probe supplied is to American standard:

Impedance (tank empty position) 30 Ohms

Impedance (tank full position) 240 Ohms

All the dials on the market are compatible, with a few very rare exceptions.

To connect it, refer to the electrical diagram.

INSTALLATION AND CIRCUIT: FUEL

VII-3- Water/fuel separator filter

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



E
N
G
L
I
S
H

Ref.	DESCRIPTION
1	Filter head, secured to boat
2	Replaceable filter cartridge
3	Metal bowl
4	Purge screw

Make sure that there is no water in the metal bowl each time you use your boat:

- Slightly unscrew the drain cap (do not remove it completely);
- Drain the water;
- Screw the drain cap back on if only fuel remains in the bowl.

Do this more often if your engine is not functioning correctly.

INSTALLATION AND CIRCUIT: FUEL



WARNING!!!

IT IS VITAL TO REPLACE THE CARTRIDGE EVERY 50 OPERATING HOURS.

CONTACT THE DEALER NETWORK IN ORDER TO PURCHASE A REPLACEMENT CARTRIDGE.

CHANGING THE FILTER CARTRIDGE

Comply with AKA's recommendations and with the filter manufacturer's recommendations. Follow the manual or the engine manufacturer's instructions.

Place a draining funnel under the cartridge to be replaced.

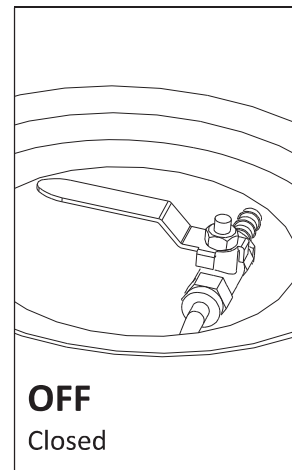
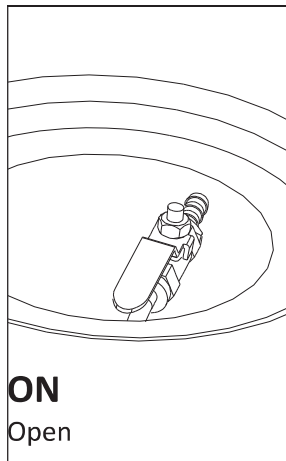
Before replacing the filter, the pressure in the fuel feed system must be released.



VII-4- Using the fuel circuit cut-off valves

When not using your boat, close the fuel circuit valve.

Fuel circuit valve on the tank:



WARNING:

IN THE EVENT OF A FIRE ON BOARD, TURN OFF THE ENGINE AND SHUT-OFF THE FUEL CIRCUIT VALVES.

VII-5- Recommendations



WARNING:

- IN THE EVENT OF A FUEL LEAK OR A FIRE, THE FUEL CIRCUIT CLOSING VALVE LOCATED ON THE TANK ENABLES THE TANK TO BE CUT OFF FROM THE FUEL CIRCUIT AND MUST REMAIN CLOSED.
- HAVING A FULL TANK AVOIDS CONDENSATION APPEARING ON EACH OUTLET.
- HAVE THE TANK CLEANED EVERY 5 YEARS.
- CHECK THE TIGHTENING OF THE CLAMPS ON ALL THE HOSES.
- WHEN YOU DRAIN THE FILTER, DO NOT EMPTY THE WATER INTO THE BOAT. USE A RECOVERY TRAY UNDER THE FILTER.
- SHUT OFF THE POWER SUPPLY BEFORE REMOVING THE FILTER CARTRIDGE.
- CAREFULLY READ THE INFORMATION ON THE FILTER'S INSTRUCTIONS.
- FUEL IS EXTREMELY INFLAMMABLE. MAKE SURE THAT THE ENGINES ARE STOPPED BEFORE WORKING ON THE FUEL SYSTEM.
- DO NOT SMOKE; KEEP ALL NAKED FLAMES OR INCANDESCENT BODIES WELL AWAY FROM THE WORK AREA.
- NEVER DRILL THE TANK AREA WITH A DRILL BIT PROTRUDING MORE THAN 50 MM FROM THE DRILL HEAD (MARKED ON THE DECK BY A HATCH) AND DO NOT USE SCREWS OVER 20 MM LONG.



DANGER!!!

DO NOT STORE FLAMMABLE PRODUCTS IN THE AFTER COMPARTMENT. IT IS STRICTLY FORBIDDEN TO STORE A JERRYCAN.



WARNING!!!

DO NOT UNDER ANY CIRCUMSTANCES CHANGE THE FUEL INSTALLATIONS, OR ALLOW UNQUALIFIED PEOPLE TO CARRY OUT MODIFICATIONS TO THESE CIRCUITS.

VIII- ELECTRICAL CIRCUIT

VIII-1- Battery (not supplied)

Comply with AKA's recommendations and with the recommendations of the battery manufacturer for standard maintenance.



MAINTAIN YOUR BATTERY:

- KEEP THE BATTERY CLEAN AND DRY IN ORDER TO AVOID PREMATURE WEAR.
- TIGHTEN AND MAINTAIN THE TERMINAL LUGS BY GREASING THEM REGULARLY WITH VASELINE.



WARNING!!!

THE WATER FROM THE MAINS WATER SUPPLY CONTAINS MINERALS WHICH DAMAGE BATTERIES.

YOU SHOULD THUS ALWAYS TOP UP WITH DISTILLED WATER WHEN YOU INSTALL THE BATTERY, MAKE SURE THAT NO FUEL TANK, FUEL FILTER OR FUEL LINE CONNECTOR IS WITHIN 12 INCHES (305 MM) OF THE SURFACE OF THE BATTERY.



WARNING

- KEEP THE BATTERIES AND THE ELECTROLYTE OUT OF THE REACH OF CHILDREN.
- ALWAYS KEEP THE BATTERY UPRIGHT, NEVER ON ITS SIDE.
- WHEN ADDING ELECTROLYTE OR WHEN RECHARGING THE BATTERY, ALWAYS REMOVE IT FROM THE ENGINE COMPARTMENT.
- BATTERY ELECTROLYTE IS A TOXIC AND DANGEROUS LIQUID. IT CONTAINS SULPHURIC ACID WHICH CAN CAUSE SERIOUS BURNS. AVOID CONTACT WITH SKIN, EYES AND CLOTHES.
- BATTERIES CAN EMIT EXPLOSIVE GASES. KEEP THEM AWAY FROM SPARKS, OPEN FLAMES, AND CIGARETTES ETC.
- WHEN CHARGING OR USING A BATTERY, WORK IN A WELL-VENTILATED ENVIRONMENT. ALWAYS PROTECT YOUR EYES WHEN WORKING CLOSE TO A BATTERY.

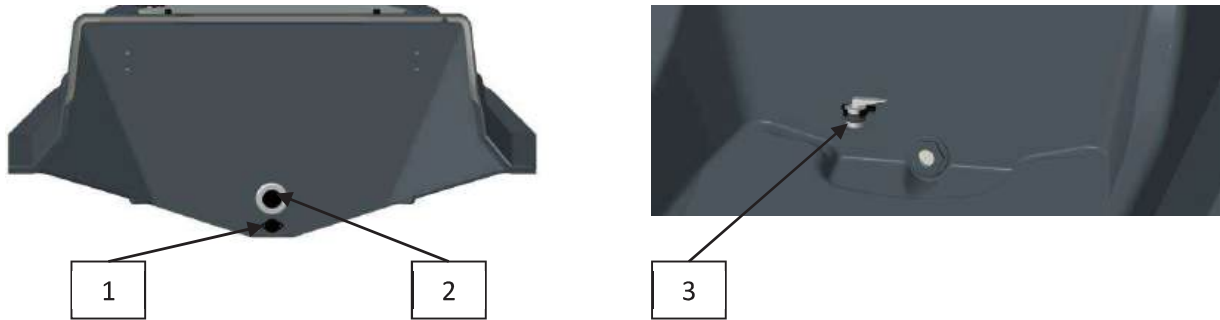
NOTE:

- If you do not plan to use your boat for a month or more, remove the battery and store it in a cool, dark and dry place. Fully recharge the battery before reusing it.
- If the battery is stored for a longer period, check electrolyte density at least once a month and recharge the battery as soon as density is too low.
- Electrolyte density: 1.28 at 20°C.

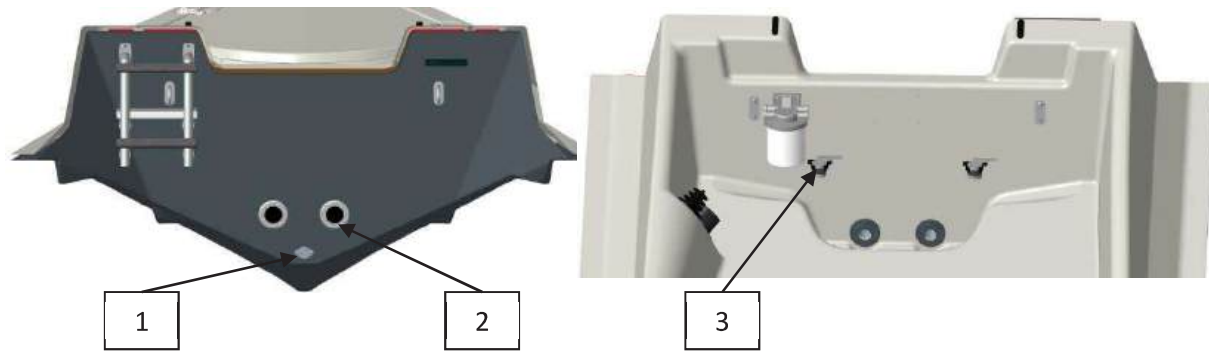
IX- BAILING SYSTEM CIRCUIT

IX-1- Description of functional components:

IX-1-1- R42B and R47B



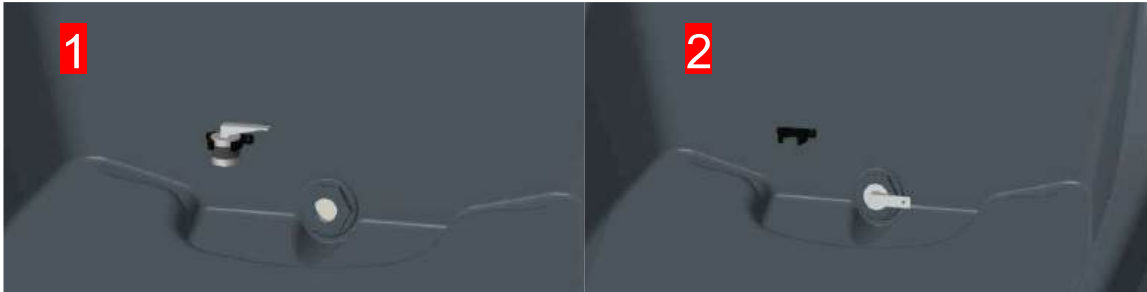
IX-1-2- R52B



Ref.	DESCRIPTION
1	Hull scupper
2	Through-hull with membrane
3	Through-hull plug

INSTALLATION AND CIRCUIT - BAILING

IX-2- Through-hull plugs



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



- PLUGS IN POSITION (1)

In the water...




- WHEN SAILING, PLUGS INSERTED IN THE THROUGH-HULL (2)
- WATER BAILING PROCEDURE.
 - STOPPED: PLUG IN POSITION (1), THEN SAIL IN PLANING POSITION (> 6 KNOTS). PLACE PARTS BACK IN POSITION (2) WHEN THE WATER IS DRAINED.
 - AT ANCHOR:
 - AT A TEMPORARY MOORING OR IN OTHER SITUATIONS WHERE THE BOAT IS UNLIKELY TO TAKE IN LARGE AMOUNTS OF WATER (HEAVY RAIN, BREAKING WAVES), PLACE THE PARTS IN POSITION (1) OR (2).
 - LONG-TERM OR RISKY ANCHORAGE: PLUGS OUT (1).



WARNING

IF THE BOAT TAKES IN LARGE AMOUNTS OF WATER FROM THE OUTSIDE (HEAVY RAIN, WAKE, ETC) AND THE THROUGH-HULLS ARE BLOCKED, THE BOAT RISKS BEING SUBMERGED (BATHTUB EFFECT). THE WATER TAKEN ON MAY THEN ACCUMULATE IN THE BILGE AND MAKE THE BOAT MUCH HEAVIER CAUSING IT TO LIE LOW IN THE WATER AND CAUSE SERIOUS DAMAGE TO CERTAIN UNITS SUCH AS THE ENGINE OR THE ELECTRICAL CIRCUITS.

IX-3- Bilge pump

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

① Automatic operation (fixed position): in this position the bilge pump works automatically. The pilot light is on.

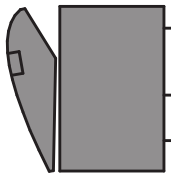
When at anchor, even for several months, it is normal that the bilge pump indicator is on. A pilot light will not empty your battery.

② Stop: in this position (set position), the bilge pump is off. The pilot light is off.

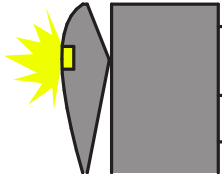
This position should almost never be used, except when the boat is out of the water and sheltered.

③ Forced operation: the switch has to be held depressed to operate it. As soon as you release the switch, it returns to automatic position (1).

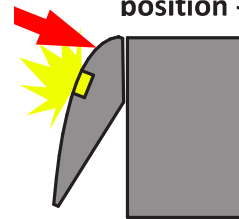
Stop position -2



Automatic starting position - 1



Forced starting position -3



Z NAUTIC recommends the use of a tarpaulin or mooring cover in order to prevent water ingress in the event of rain.

Ensure that the system is in working order (unblocked pipes, plugs out, bilge pump switch on automatic mode, battery charged).



WARNING

AT ANCHOR, SET THE BILGE PUMP SWITCH TO THE AUTOMATIC STARTING POSITION.



WARNING!!!

REGULARLY CHECK THAT THE BILGE PUMP WORKS (SEE INSTRUCTIONS) AND CLEAN THE INTAKE STRAINERS OF ANY DEBRIS LIKELY TO CAUSE A BLOCKAGE.

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

IX-4- Hull scupper



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



OPEN POSITION, DRAIN PLUG REMOVED.

In the water...



**CLOSED POSITION, DRAIN PLUG FITTED.
(MAKE SURE THE DRAIN PLUG IS PROPERLY
CLOSED/TIGHT)**

X- STEERING

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

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

XI- FIRE



WARNING

- **WE RECOMMEND YOU KEEP AN EXTINGUISHER ON BOARD, AND COMPLY WITH THE LAWS APPLICABLE IN YOUR COUNTRY.**
- **DO NOT PLACE INFLAMMABLE MATERIAL CLOSE TO OR ABOVE COOKING EQUIPMENT.**

The boat is supplied without a fire extinguisher; complying with the national regulations of the country in which your boat is registered is your responsibility. When in use, the boat must be fitted with portable extinguishers.

The recommended position for the extinguisher is inside the stern locker or console.

Take care to keep the bilges clean and check at regular intervals that there are no fuel leaks or vapours.

Never leave the boat unattended when cooking and/or heating equipment is in use.

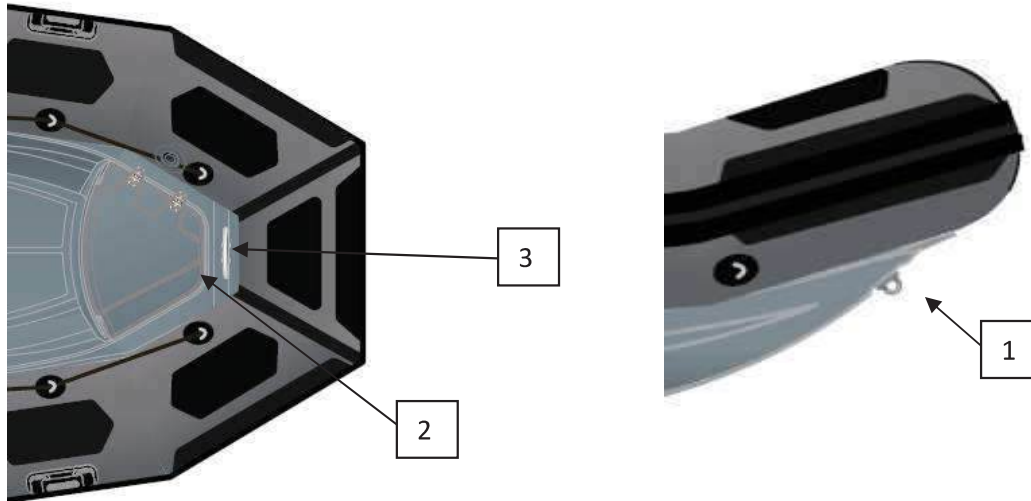
Do not smoke while handling gas or fuel.

Do not obstruct the safety controls, e.g. fuel shut-off valves, electrical system switches.

Do not fill the fuel tank when the engine is running or when cooking equipment is operating.

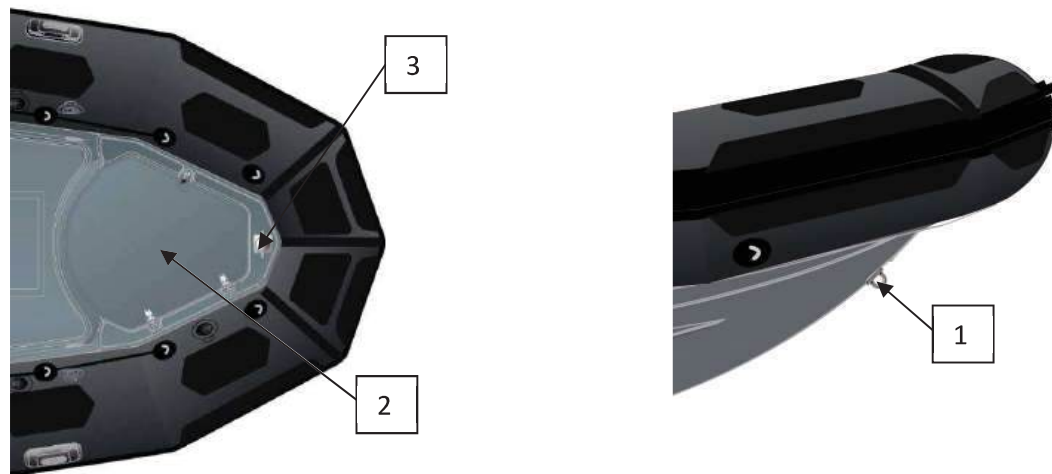
XII- ANCHORING/MOORING

XII-1- R42B



Ref.	DESCRIPTION
1	Bow chain plate
2	Anchor locker
3	Bollard

XII-2- R47B and R52B



Ref.	DESCRIPTION
1	Bow chain plate
2	Anchor locker
3	Mooring cleat

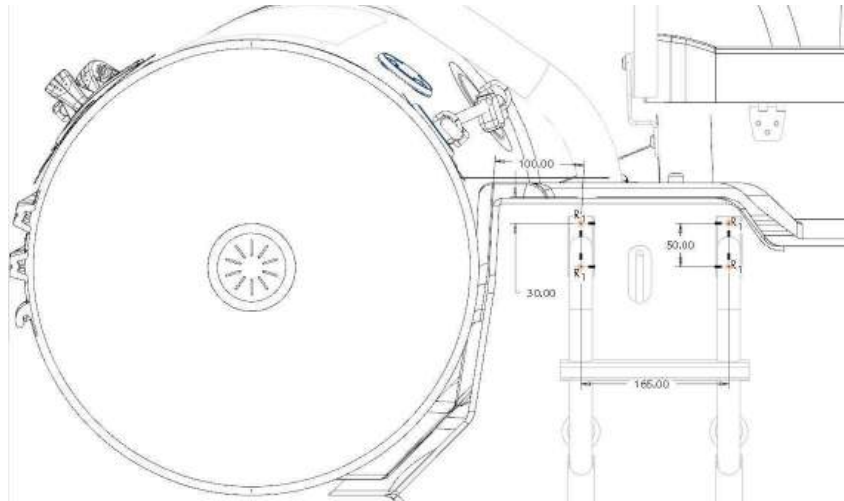


WARNING

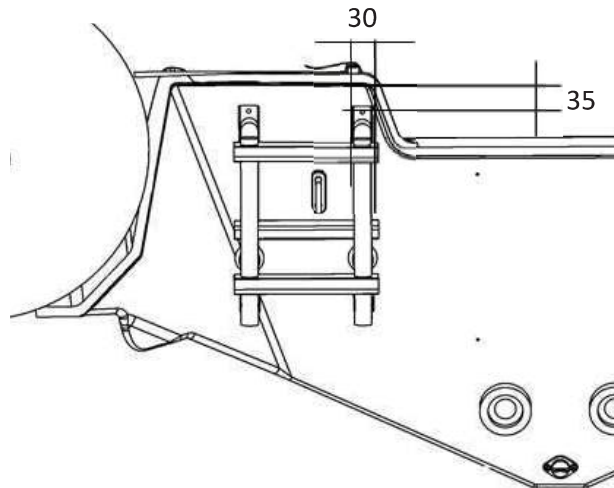
- FOR PERMANENT MOORING, USE THE BOW CHAIN PLATE OR CLEAT.
- CHOOSE YOUR ANCHOR CHAIN ACCORDING TO THE LENGTH AND WEIGHT OF YOUR BOAT.

XIII- BOARDING

XIII-1- R47B



XIII-2- R52B



DANGER!!!

CHECK THAT THE ENGINE IS TURNED OFF BEFORE ANYONE CLIMBS BACK ON BOARD USING THE REAR LADDER.



WARNING

WHEN THE BOAT IS USED SOLO, IF THE LADDER CANNOT BE DEPLOYED FROM THE WATER, THE LADDER SHOULD BE PERMANENTLY DEPLOYED.

LOCATION OF ACCESSORIES

XIV- INSTALLATION OF CABLES UNDER THE DECK

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



WARNING

TO PASS THE WIRES UNDER THE DECK AND TO AVOID DAMAGING THE STRUCTURE OF THE BOAT, THE DECK SEAL (NOT PROVIDED WITH THE BOAT) MUST BE PLACED IN THE GREY-SHADED AREA SHOWN BELOW.

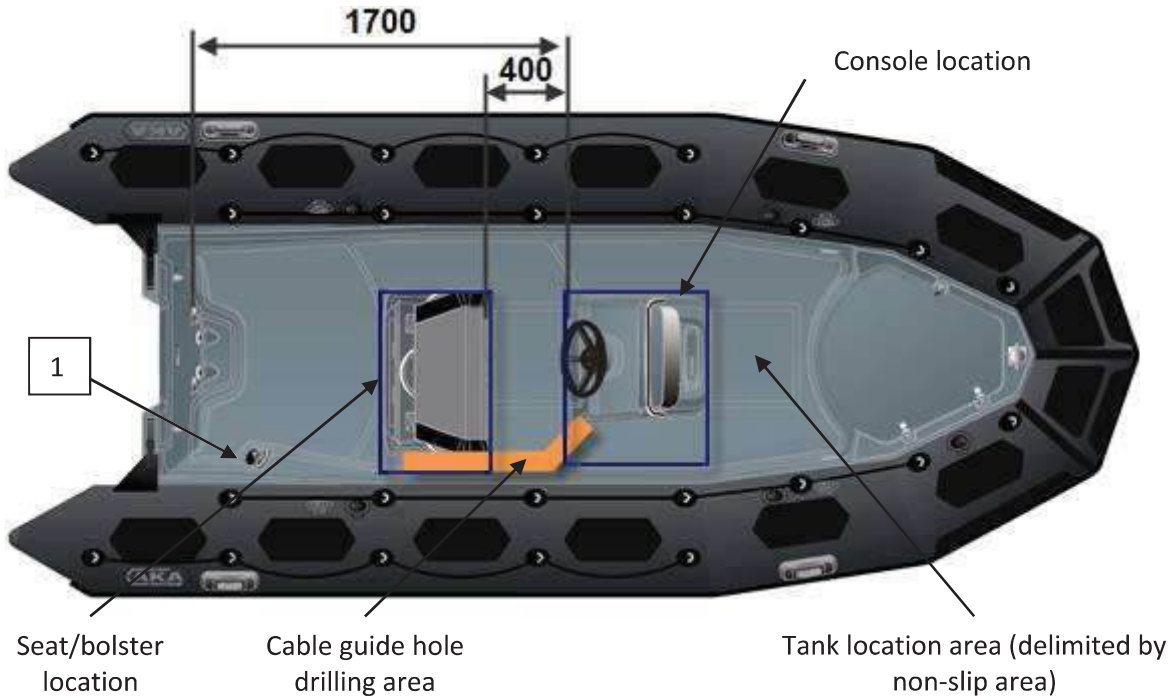


WARNING

FOR SAFETY REASONS, THE TANK HATCH MUST REMAIN ACCESSIBLE AND UNENCUMBERED BY THE POSITION OF ACCESSORIES. IT MAY HOWEVER BE ENTIRELY COVERED BY THE CONSOLE, WHILE REMAINING ACCESSIBLE THROUGH THE CONSOLE LOCKER.

XIV-1- R52B

The positioning dimensions are taken from the aft transom (distances in millimetres).



Drill the deck to pass cables where your chosen accessories will be placed, in the orange area. Thread the engine control cables through the guide (1) using the cable pull. Retrieve cables through the pre-drilled hole.

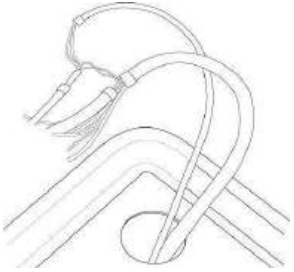
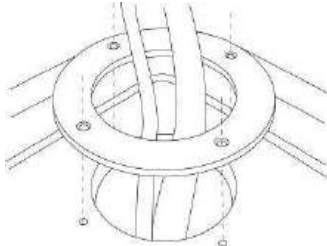
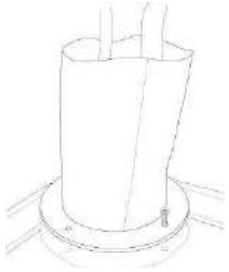
Ref.	DESCRIPTION
1	Engine cable guide cable pull
2	Wiring guide to port
3	Cable pull

LOCATION OF ACCESSORIES

XIV-2- INSTALLING THE CABLE DECK SEAL



WHEN DRILLING, BE CAREFUL OF THE TANK LOCATED JUST BELOW. NEVER DRILL THE TANK AREA WITH A BIT WHICH PROTRUDES MORE THAN 30 MM FROM THE DRILL CHUCK (IDENTIFIED ON THE DECK BY THE LIMITS OF THE NON-SLIP AREA) AND DO NOT USE A SCREW MORE THAN 20 MM IN LENGTH.

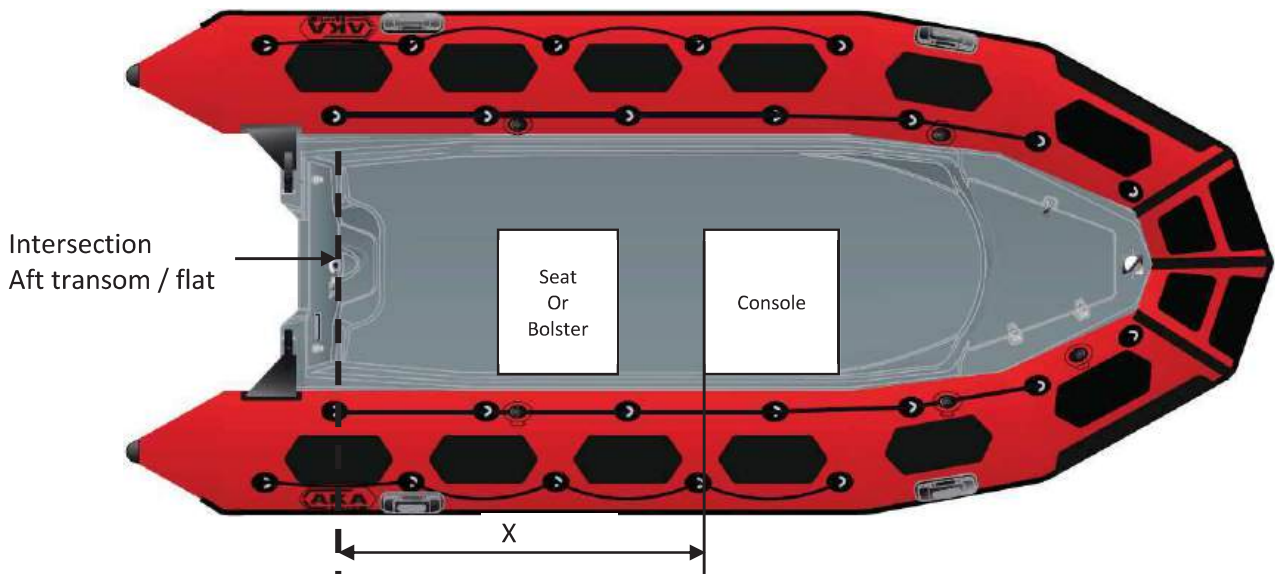
<p>1- Recover the pre-positioned wiring harness electrical cables Item 1</p>	<p>2- Present the clamp to predrill the deck, then drill.</p>	<p>3 -Fit the deck seal, the clamp then fix it all to the deck. (Make the screws and the deck seal watertight)</p>
		

E
N
G
L
I
S
H

XV- CONSOLE / SEAT

Your boat can accept certain optional accessories (console / seat). Position them in the locations indicated below to optimise use of the boat.

The positioning dimensions are taken from the aft transom (distances in millimetres).

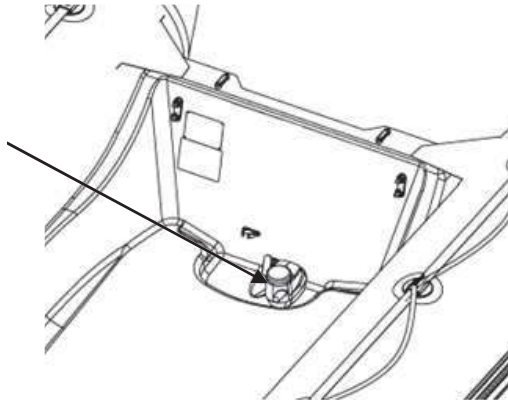


MODEL	DIMENSIONS (mm)
R42B	1330
R47B	1530
R52B	1700

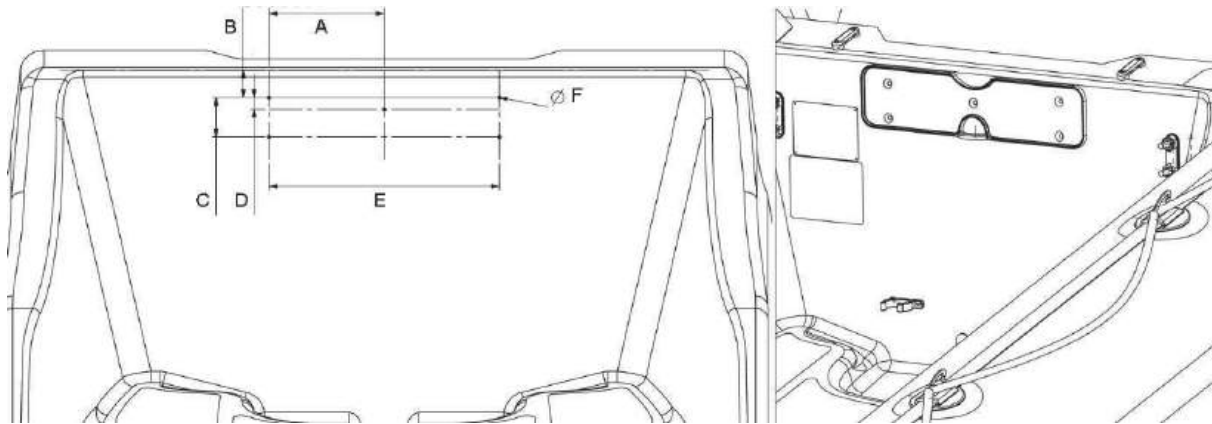
LOCATION OF ACCESSORIES

XVI- BILGE PUMP

Bilge pump placed at the bottom of the aft well DB420



XVII- ENGINE PLATE: (to be fitted with 5 plate screws FZ 4.2x25)

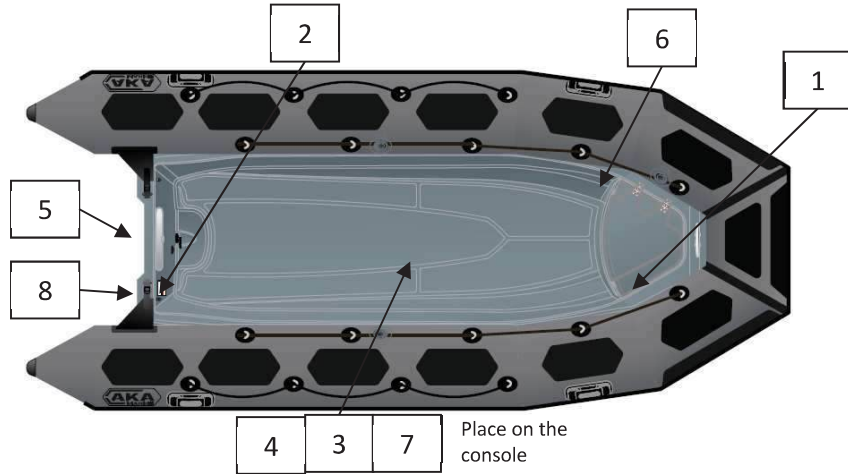


ITEM	DIMENSIONS (mm)
A	147
B	35
C	50
D	15
E	294
E	3.5

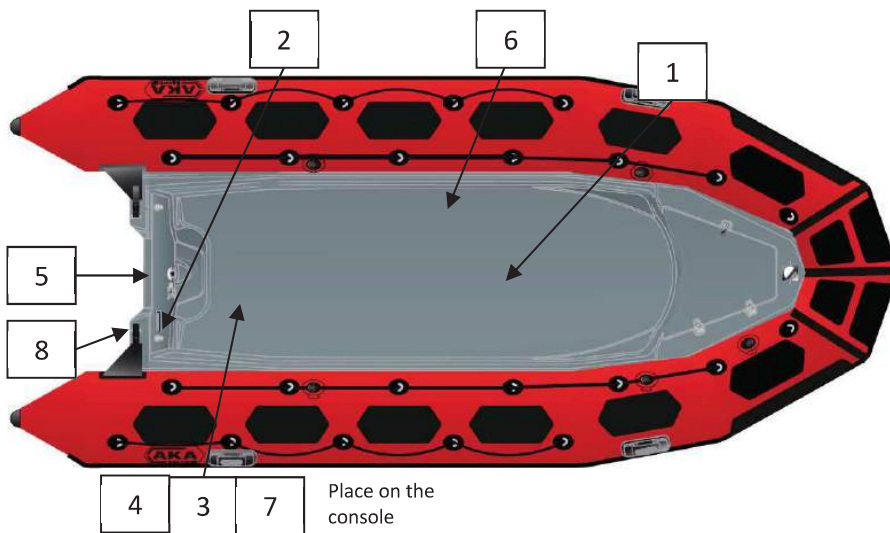
LABELLING

XVIII- POSITION OF LABELS

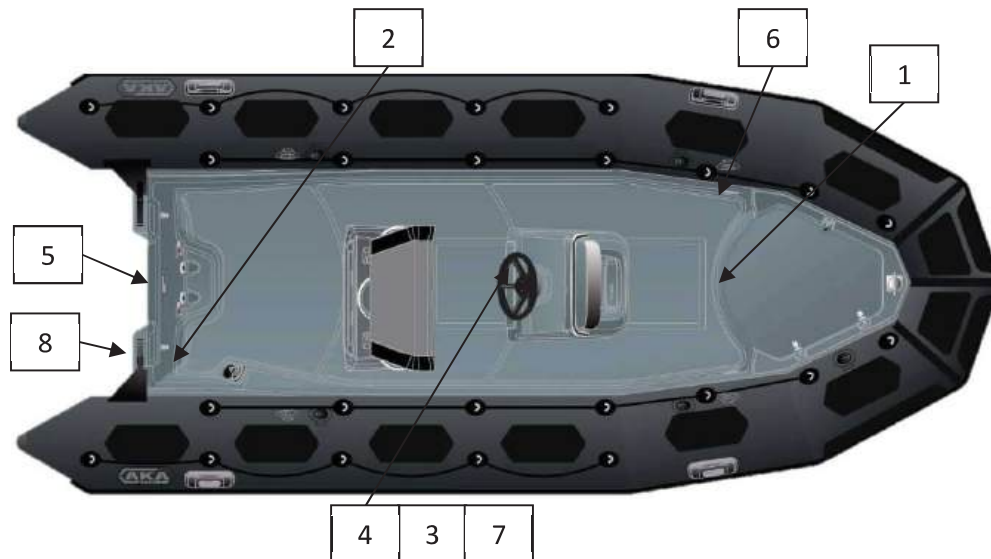
XVIII-1- R42B



XVIII-1- R47B



XVIII-2- R52B



LABELLING

XIX- DESCRIPTION OF LABELS



⚠ WARNING	⚠ AVERTISSEMENTS
<ul style="list-style-type: none"> • DO NOT TOUCH BATTERY TERMINALS (SHOCK AND ACID HAZARDS) • DISCONNECT BOTH LEADS BEFORE REMOVING BATTERY • CONNECT RED LEAD TO POSITIVE (+) TERMINAL • CONNECT BLACK LEAD TO NEGATIVE (-) TERMINAL 	<ul style="list-style-type: none"> • NE PAS TOUCHER LES TERMINAUX DE LA BATTERIE (RISQUE DE CHOC ELECTRIQUE ET DE CONTACT AVEC L' ACIDE DE LA BATTERIE) • DEBRANCHER LES 2 FILS DE SORTIE AVANT DE RETIRER LA BATTERIE • RELIER LE CABLE ROUGE A LA BORNE (+) • RELIER LE CABLE NOIR A LA BORNE (-)



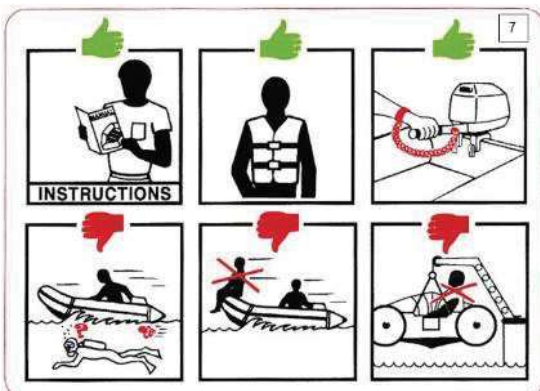
⚠ WARNING	⚠ AVERTISSEMENTS
<p>GASOLINE IS HIGHLY INFLAMMABLE AND EXPLOSIVE</p> <ul style="list-style-type: none"> • STOP ENGINE BEFORE REFUELING • REFUEL IN WELL VENTILATED AREA • NEVER REFUEL WHILE SMOKING, AROUND SPARKS OR OPEN FLAME • AVOID SPILLING FUEL. WIPE UP ALL FUEL SPILLS IMMEDIATELY • LEAKING FUEL IS A FIRE HAZARD AND EXPLOSION HAZARD • INSPECT FUEL SYSTEM BEFORE EACH USE 	<p>L' ESSENCE EST TRES FORTEMENT INFLAMMABLE ET EXPLOSIVE</p> <ul style="list-style-type: none"> • ARRETER LE MOTEUR AVANT TOUT REMPLISSAGE. • NE PAS FUMER LORS DU REMPLISSAGE. • FAIRE LE PLEIN DANS UN ENDROIT VENTILE. • EVITER DE RENVERSER DU CARBURANT. ESSUYER IMMEDIATEMENT TOUTES LES FLAQUES DE CARBURANT CREEES • LES FUITES DE CARBURANTS CONSTITUENT UN RISQUE D' INCENDIE ET D' EXPLOSION • VERIFIER LE CIRCUIT CARBURANT AVANT CHAQUE UTILISATION

⚠ CAUTION	⚠ ATTENTION
<p>IMPROPERLY TOWING YOUR BOAT CAN CAUSE SEVERE DAMAGE TO YOUR BOAT.</p> <ul style="list-style-type: none"> • NEVER TOW IN OPEN SEAS • NEVER TOW ABOVE 6 KNOTS 	<p>UN REMORQUAGE INAPPROPRIE PEUT ENDOMMAGER VOTRE BATEAU</p> <ul style="list-style-type: none"> • NE PAS REMORQUER EN PLEINE MER • NE PAS REMORQUER A PLUS DE 6 NOEUDS

⚠ WARNING	⚠ AVERTISSEMENT
<p>DO NOT LIFT THE BOAT WITH PASSENGERS ON BOARD</p>	<p>NE PAS SOULEVER LE BATEAU AVEC DES PASSAGERS A BORD</p>

⚠ DANGER	⚠ DANGER
<p>TO AVOID INJURY OR DEATH, SHUTT OFF ENGINE WHEN NEAR SWIMMERS OR PRIOR TO USING SWIN PLATFORM AND BOARDING LADDER</p>	<p>POUR EVITER DES BLESSURES OU LA MORT, COUPER LE MOTEUR EN APPROCHANT DE NAGEURS, ET AVANT TOUTE UTILISATION DE LA PLATEFORME ARRIERE OU DE L' ECHELLE DE BAIN</p>

⚠ DANGER	⚠ DANGER
<p>A FIRE EXTINGUISHER MUST BE CARRIED AT ALL TIMES</p>	<p>UN EXTINGUEUR DOIT ETRE DISPONIBLE EN PERMANENCE A BORD</p>



TOMO 2

DESCRIPCIÓN - FLOTADOR SISTEMA DE PROPULSIÓN INSTALACIÓN Y CIRCUITOS

ÍNDICE

I- CARACTERÍSTICAS TÉCNICAS.....	3
I-1-1- R42B.....	3
I-1-2- R47B.....	5
I-1-3- R52B.....	7
II- INVENTARIO Y LOCALIZACIÓN.....	10
II-1- R42B.....	10
II-2- R47B.....	12
II-3- R52B.....	14
III- MANIPULACIÓN	16
III-1-1- Transporte	16
III-1-2- Almacenamiento.....	16
III-1-3- Izado.....	20
IV- FLOTADOR.....	22
IV-1- MANTENIMIENTO DEL FLOTADOR	22
IV-2- MONTAJE DEL FLOTADOR EN EL CASCO.....	22
IV-3- FIJACIÓN DE LA FALDILLA	23
IV-4- INFLADO DEL FLOTADOR	24
IV-4-1- VÁLVULAS SEMIEMPOTRADAS.....	24
IV-4-2- VÁLVULAS DE SOBREPRESIÓN	24
IV-4-3- MANÓMETRO	25
IV-4-4- INFLADO.....	25
IV-5- PRESIÓN	26
V- Sistema de propulsión	27
VI- Cómo conducir la embarcación	28
VII- CIRCUITO DE CARBURANTE	29
VII-1- Ubicación de los elementos.....	29
VII-2- Depósito.....	30
VII-3- Filtro separador agua/gasolina.....	31