



PRO

Owner's Manual
Volume 2
PRO 500

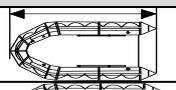
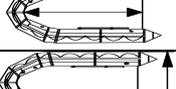
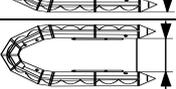
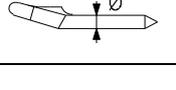
VOLUME 2
DESCRIPTION - BUOYANCY CHAMBER
PROPULSION SYSTEM
INSTALLATION AND CIRCUITS

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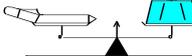
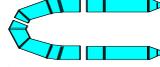
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DESCRIPTION - Technical characteristics

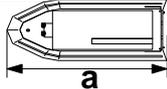
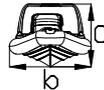
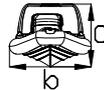
I-1-TECHNICAL CHARACTERISTICS

Dimensions		
	(m)	4.70
	(ft)	15' 5"
	(m)	3.38
	(ft)	11' 1"
	(m)	2.05
	(ft)	6' 9"
	(m)	1.05
	(ft)	3' 5"
	(m)	0.50
	(ft)	1' 8"

Design category	
 (Directive 94/25/EC)	C

Capacity		
 (ISO)		9
 Maximum	Kg ⁽¹⁾	1060
	lb. ⁽¹⁾	2337
	Kg ⁽²⁾	230
	lb. ⁽²⁾	507
 Compartment		5

Engine configuration			
 LOM			
	Minimum power recommended	HP ⁽³⁾	40
		KW ⁽³⁾	30
	Maximum power recommended	HP	50
		kW	38
	Maximum power allowed	HP ⁽³⁾	70
		kW ⁽³⁾	53
 Maximum	Maximum engine weight	Kg	170
		Lbs	375

Overall dimensions		
 a	a ⁽⁴⁾	4.70m
		15' 5"
 b	b ⁽⁴⁾	2.05
		6' 9"
 c	c ⁽⁴⁾	1.10
		3' 7"

DESCRIPTION - Technical characteristics

NOTE	Dimension tolerance: +/- 4%
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NOTE	<p>(1) The maximum payload has been calculated according to ISO 6185 standards. Operating at or near maximum payload is only advised in calm water and at reduced speeds.</p> <p>(2) Weight shown not including accessories</p> <p>(3) The recommended power corresponds to optimum operation of the boat's capabilities for an average load (9 people.)</p> <p>(4) Hull dimensions without buoyancy chamber.</p> <p>Use the maximum authorized power with extreme caution (see "Sailing advice" chapter of Volume 1 of the manual.)</p>
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 WARNING	<p>DO NOT EXCEED THE MAXIMUM LOAD INDICATED ON THE MANUFACTURER'S PLATE. THE MAXIMUM LOAD INCLUDES THE WEIGHT OF THE ENGINE, FUEL, ACCESSORIES, PASSENGERS AND THEIR EQUIPMENT AND ANY OTHER TYPE OF LOAD.</p>
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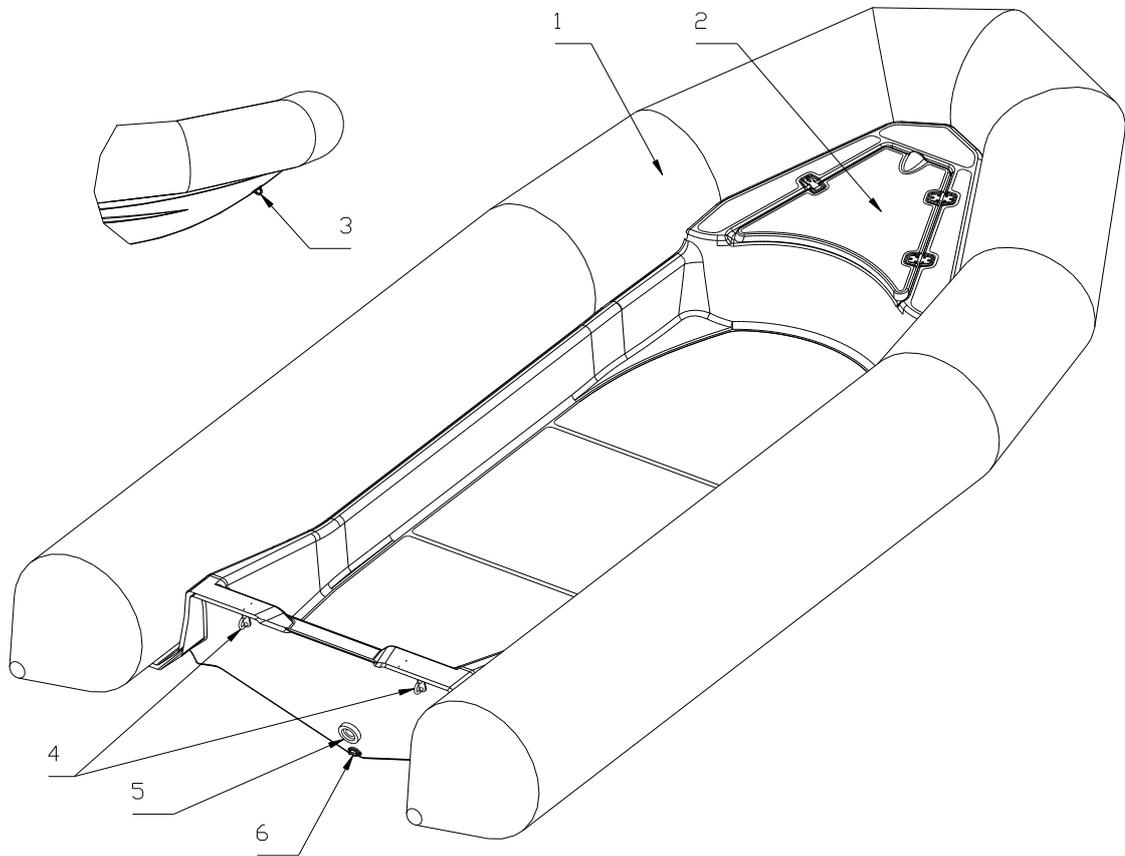
DESCRIPTION - Inventory

I-2-INVENTORY

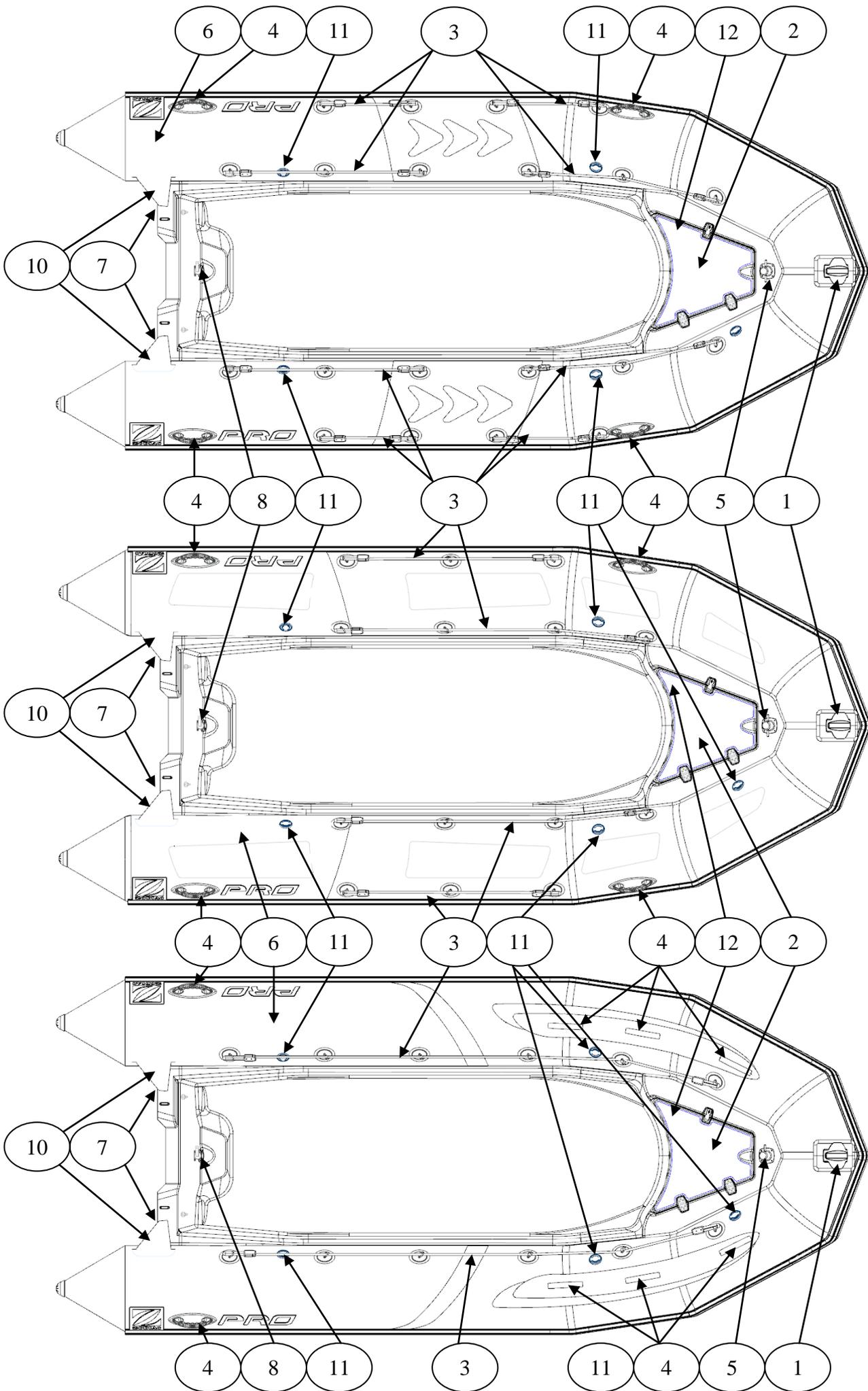
HULL	
• Polyester hull	
• Counter-moulded non-slip deck	
• 1 Bow ring	
• 1 Anchor locker (capacity approximately 86 litres)	
• 2 traction chain plates	
• 1 Mooring cleat	
• 1 Hull drain hole	
• 1 high flow rate self-bailers with stern well	
BUOYANCY CHAMBER	
• Removable buoyancy chamber	
• Rails + lashing	
• Easy push valves	
• Anti-chafing band with wide profile	
• External handles	
• Short cones	
OPTIONAL ACCESSORIES	
• Anchoring tarpaulin	
• Roll bar	
• Console	
• Seat	

DESCRIPTION – Location of items

I-3-LOCATION OF ITEMS



ITEM REF.	DESIGNATION
1	Buoyancy chamber
2	Anchor locker
3	Chain plate
4	Towing chain plates
5	high flow rate self-bailer
6	Hull drain hole



ITEM REF.	DESIGNATION
1	Bow roller
2	Anchor locker cover
3	Lashing
4	Handle
5	Mooring cleat
6	Buoyancy chamber
7	AFT Chain plate
8	High flow rate self-bailer
9	Hull drain hole
10	Water shield
11	Easy push valve
12	Tank filler access

DESCRIPTION - Handling

I-4-HANDLING

I-4-1-Transportation

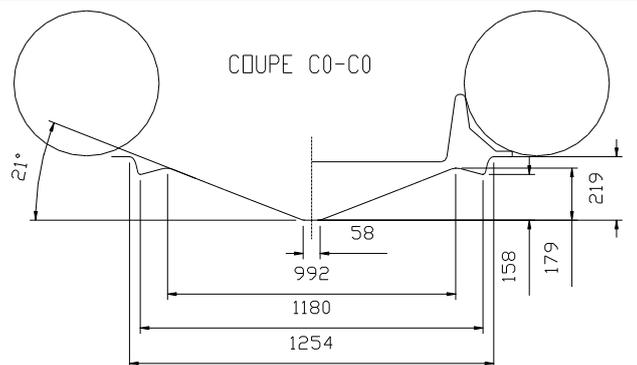
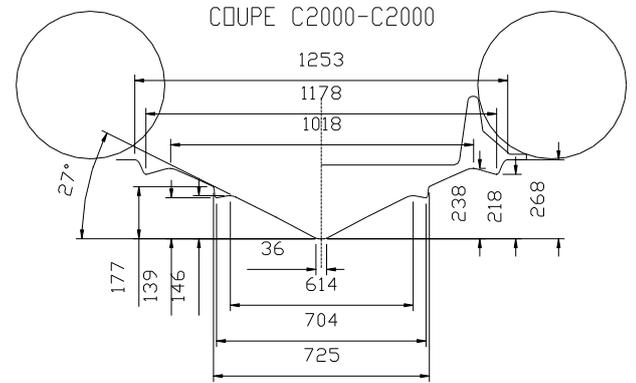
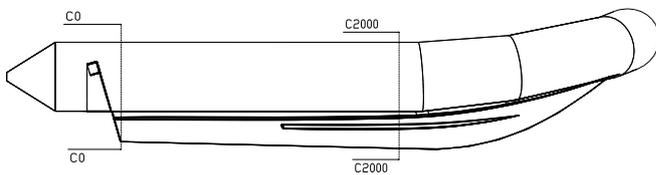
- The trailer installation recommendations are specified in VOLUME I of the owner's manual.

I-4-2-Storage

 WARNING	THE BOAT MUST REST ON THE BOW LINE (SEE SKETCH BELOW).
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E
N
G
L
I
S
H

PRO 9 MAN (dimensions in mm)



DESCRIPTION - Handling

1-4-3-Lifting

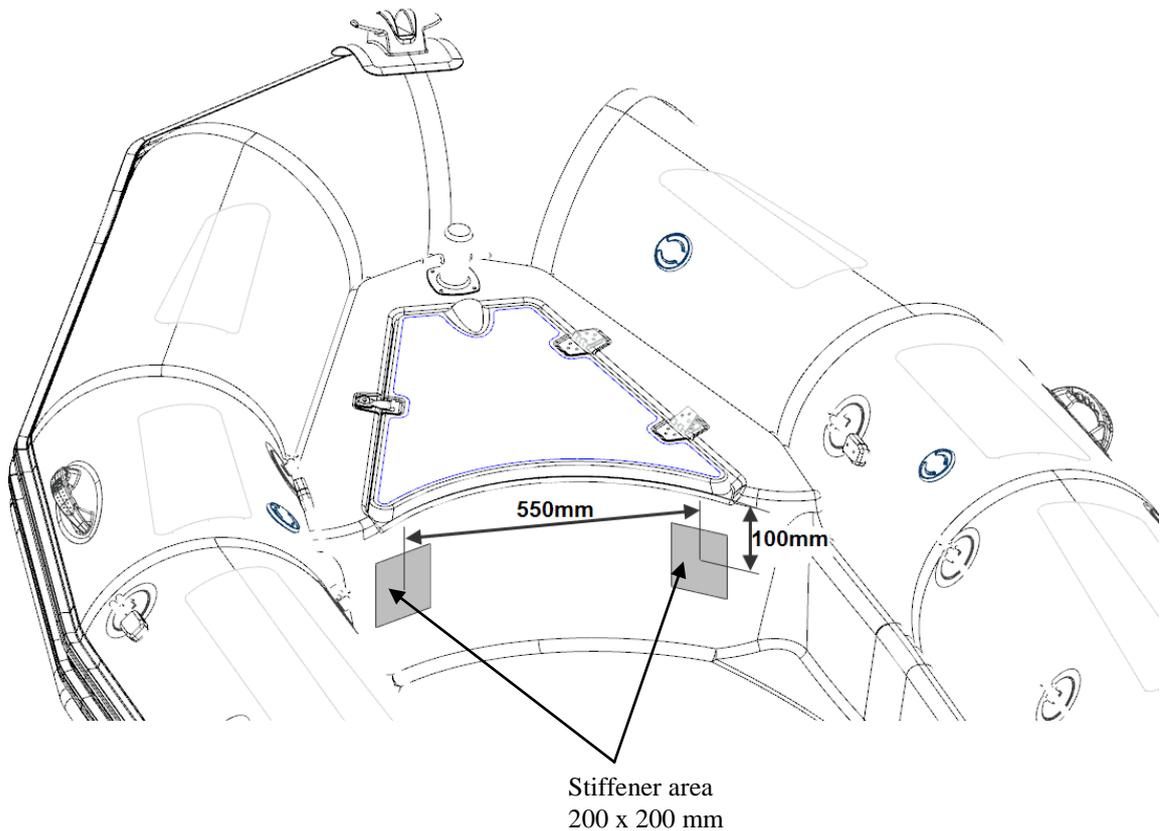
To lift your boat:

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

To carry out this operation you have to:

- a- Remove the aft chain plates and refit them with the ring reversed (facing forward).
- b- Fit the bow of the boat with 2 additional chain plates (contact your ZODIAC 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.



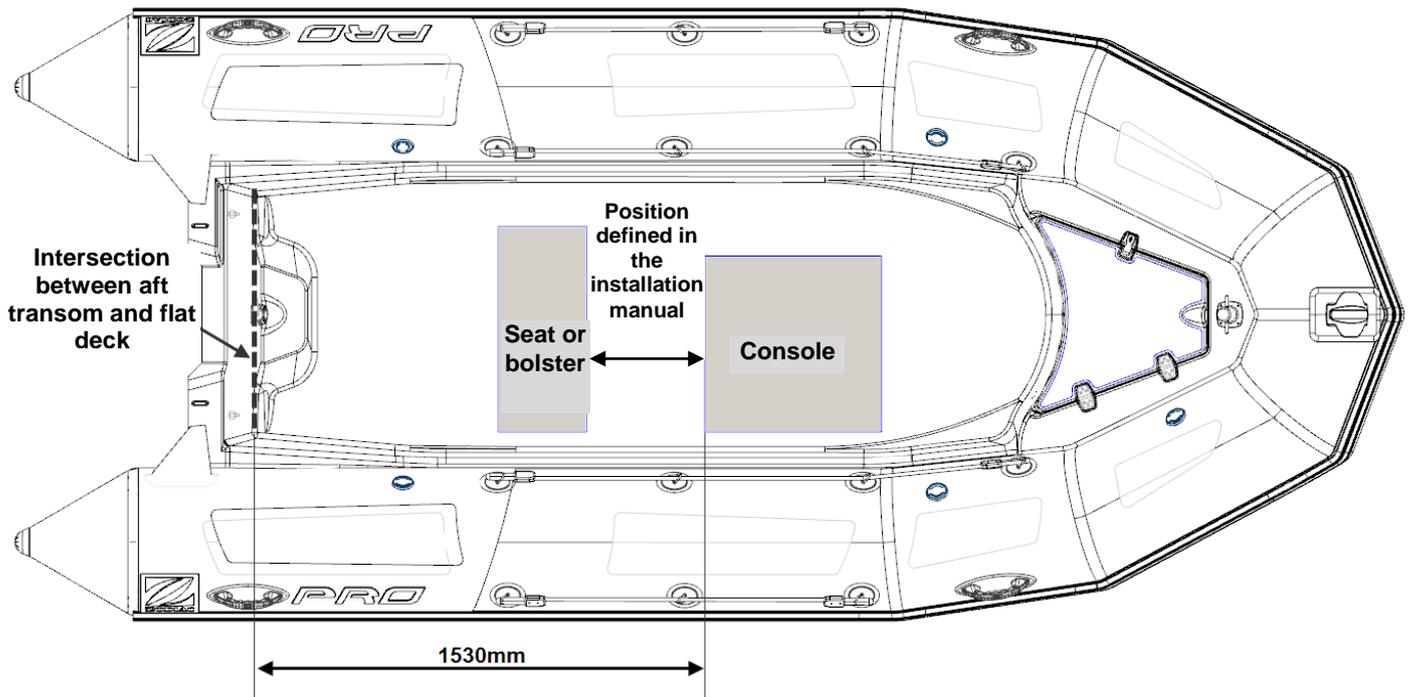
DESCRIPTION – Location of accessories

I-5-1-LOCATION OF OPTIONAL ACCESSORIES

I-5-1-1-Console/Seat/Bolster

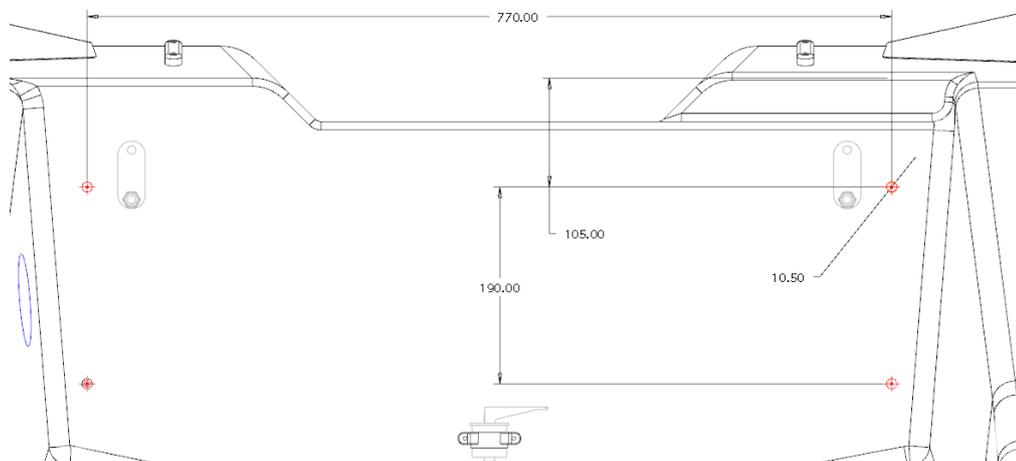
Your boat can accept certain optional accessories (console/seat/bolster). Position them in the locations indicated below to optimise use of the boat.

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

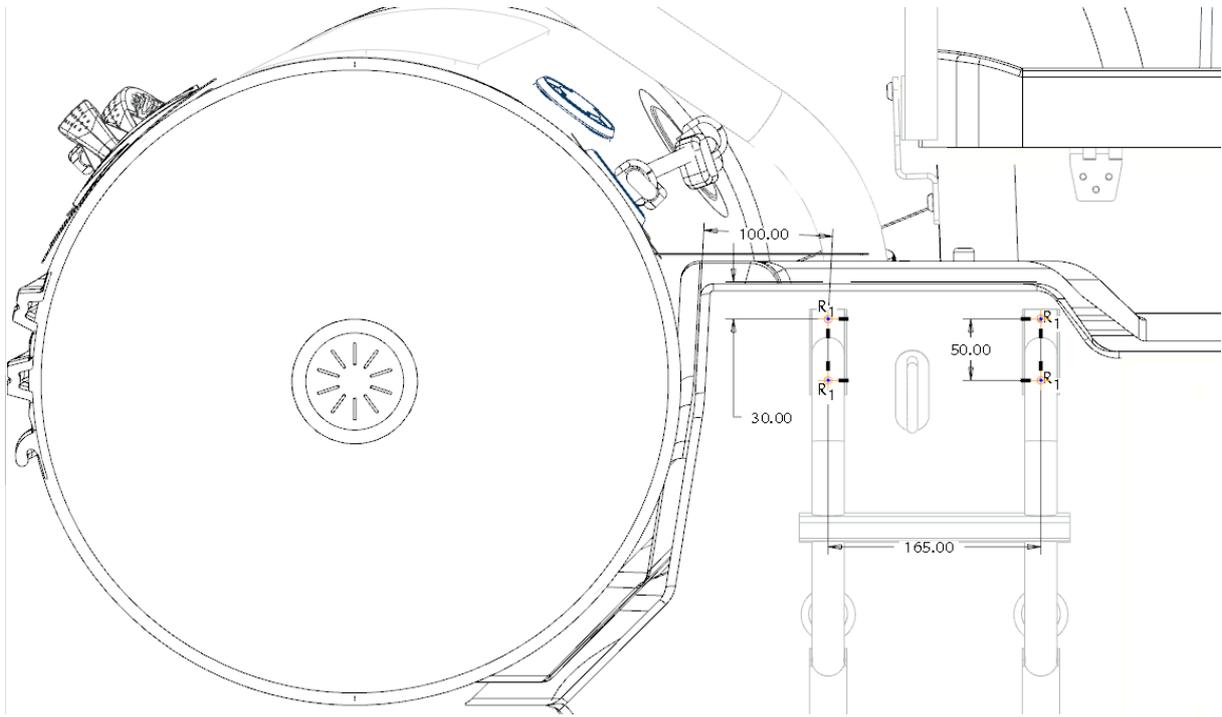


I-5-1-3-Roll bar and boarding ladder

A- Roll bar (for use to best advantage comply with the installation dimensions)



B- Boarding ladder (recommended position)



BUOYANCY CHAMBER – Main steps

II-1-SETTING UP THE BUOYANCY CHAMBER – MAIN STEPS

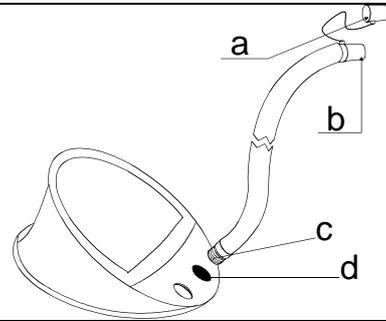
When assembling the boat, it is important that you follow the procedure in the correct order. Proceed step by step, referring each time to the pages indicated for explanations.

INFLATION PROCEDURE	PAGE	SECTION
1. Make an inventory of all your boat's components and learn to recognize them	6 - 8	Inventory Location
2. Start inflating the boat using working pressure	14 & 15	Inflating the boat
	16 & 17	Air pressure

II-2-INFLATION SYSTEM

THE INFLATION PUMP

- a. adaptor
- b. tube nozzle
- c. tube connector
- d. inflation port

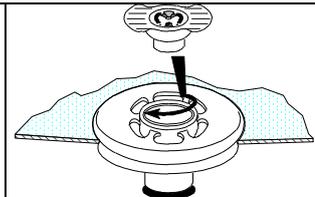


SEMI FLUSH-MOUNTED VALVES

To change position	In inflating position	In deflating position
<p style="text-align: center;">Push</p>	<p style="text-align: center;">The membrane is closed, the knob is up</p>	<p style="text-align: center;">The membrane is open, the knob is down</p>

NOTE:

The Easy push valve plugs are designed to be screwed on or off; they alone provide final airtightness.



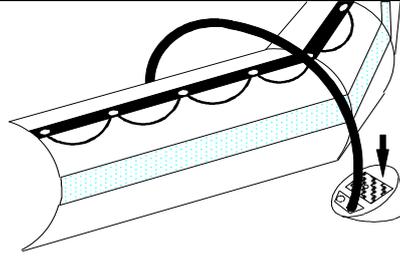
BOAT INFLATION

Activate all valves in the inflation position.

Attach the hose connector to the inflator inflation port.

To inflate your boat properly, the inflator should be correctly placed on the ground.

The boat inflates rapidly if the inflator is used smoothly and without haste.



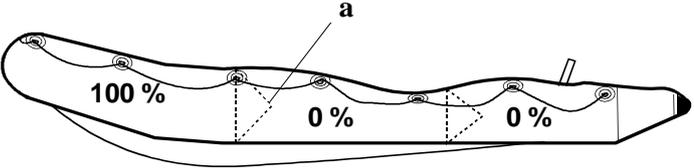
DO NOT USE A COMPRESSOR OR COMPRESSED AIR CYLINDER.

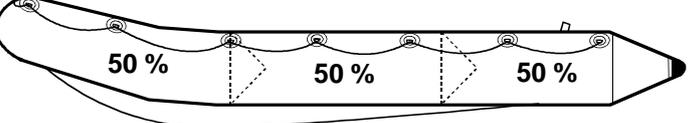
BUOYANCY CHAMBER - Pressure

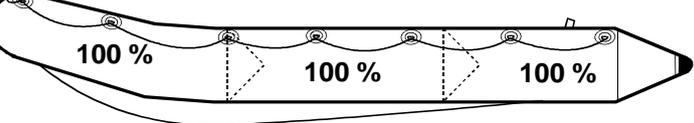
INFLATING THE BUOYANCY TUBE

- Place the adapter corresponding to the diameter of the semi built-in valve at the inflator hose nozzle.

Inflate the buoyancy mechanism, balancing the pressure between the different compartments until the partitions (a) are no longer visible (pressure = 240 mb)

	<p>NEVER PUT A COMPARTMENT UNDER PRESSURE WHILE THE OTHERS ARE STILL FULLY DEFLATED</p>	
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	<p>1</p>	
---	----------	--

	<p>2</p>	
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Inflating is complete: Screw on the inflating valve caps.

<p>NOTE:</p>	<p>A slight loss of air is normal before the cap is screwed on. Only the caps guarantee final air tightness.</p>
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II -3-PRESSURE

The correct pressure for the buoyancy chamber is 240 mb/ 3.4 PSI (middle of the green sector of the pressure gauge).

Your boat is fitted with an *ACCESS* pressure indicator which provides a quick, efficient readout during inflation (see explanations for use in the "Inflation system" section).

Temperature of the surrounding air or water will proportionally influence the level of internal pressure in the buoyancy tube.	Ambient temperature	buoyancy chamber internal pressure
	+1°C	+4 mb / 0.06 PSI
	-1°C	-4 mb / 0.06 PSI

Thus, it is important to anticipate:

Check and adjust the pressure of the inflatable compartments (inflating or deflating according to 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 (from 220 to 270 mb / green sector).

BUOYANCY CHAMBER - Pressure

RISK OF PRESSURE LOSS:

EXAMPLE: Your boat is exposed to direct sunlight on the beach (temperature=50°C) at the recommended pressure (240 mb/3.4 PSI). When you launch it (temperature=20°C), the temperature and internal pressure of the inflatable compartments will drop simultaneously (up to 120 mb) and **YOU WILL THEN NEED TO REINFLATE** until you regain the millibars lost due to the difference between the ambient air and water temperatures. A drop in pressure at the end of the day, when the outside temperature is dropping, is normal.

RISK OF OVERPRESSURE:

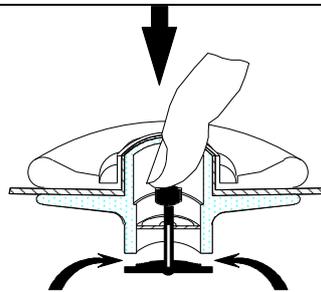
EXAMPLE: Your boat is inflated to its recommended pressure (240 mb/3.4 PSI) at the beginning or end of the day (low outside temperature = 10°C). Later in the day, your boat is exposed in the sun on the beach or on a yacht deck (temperature = 50°C). The temperature inside the inflatable compartments may rise to 70°C (particularly for dark buoyancy chambers), doubling the initial pressure (480 mb). **YOU WILL THEN NEED TO DEFLATE** the boat to return to the recommended pressure.



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

IN CASE OF OVERPRESSURE

EASY PUSH VALVE:
Release air by depressing the valve plunger



PROPULSION SYSTEM

Complies with ZODIAC's recommendations and with the engine manufacturer's recommendations.

For optimum use of your boat, seek advice from your dealer.