

**Manuel du Propriétaire
Owner's Manual
Eigner Handbuch
Manuale del Proprietario
Manual del Propietario**



HEAVY DUTY

MARK 4 – MARK 5 – MARK 6

Z65071 Octobre 2013



**LIRE ATTENTIVEMENT CE MANUEL AVANT LA MISE EN SERVICE DE VOTRE ZODIAC.
READ THIS MANUAL CAREFULLY BEFORE USING YOUR BOAT.
VOR BENUTZUNG IHRES BOOTES LESEN SIE DIESES HANDBUCH SORGFÄLTIG DURCH.
LEGGERE ATTENTAMENTE IL PRESENTE MANUALE PRIMA DI UTILIZZARE IL BATTELLO.
ANTES DE UTILIZAR LA EMBARCACIÓN, LEA ESTE MANUAL CON ATENCIÓN.**

VOLUME 2



- READ THIS MANUAL CAREFULLY BEFORE USING YOUR BOAT.
- THIS OWNER'S MANUAL CONSISTS OF 2 VOLUMES THAT SHOULD BE KEPT TOGETHER.

NOTE

- The Owner's Manual is divided into 2 volumes:
- **Volume 1** gives general rules of the road and boat use recommendations, which should be followed onboard during navigation.
- **Volume 2** gives technical specifications and assembly instructions for the boat and its equipment.



SERIE HEAVY DUTY MARK 4 – MARK 5 – MARK 6

ENGLISH

SUMMARY

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PROCEDURE FOR PUTTING THE BOAT INTO USE


To identify the boat, turn to the APPENDIX:

- technical specifications (page A-2, A-3),
- description (page A-4, A-5).

 ATTENTION	BOAT ASSEMBLY PROCEEDS IN A CERTAIN ORDER THAT WE RECOMMEND YOU FOLLOW CAREFULLY. REFER TO THE PAGES INDICATED BELOW FOR THE STEP BY STEP INSTRUCTIONS
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Procedure for putting the boat into use and storage	Page	Section
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8. Store the boat	9 - 10	DEFLATION/FOLDING

INVENTORY UPON OPENING

 WARNING	DO NOT USE CUTTING INSTRUMENTS SUCH AS KNIVES OR CUTTERS TO OPEN CARDBOARD BOXES
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	MARK 4	MARK 5	MARK 6
Carrying bag 1	1	1	1
1. Buoyancy tube	1	1	1
2. Inflation Pump	2	2	2
3. Owner's manual (2 Vol.)	1	1	1
4. Repair kit (repair material, pressure indicator)	1	1	1
5. Towing sling	1	1	1
Carrying bag 2	1	1	1
1. Floorboard Number of elements	Wood/Alu 2 wood + 4 alu	Wood/Alu 2 wood + 4 alu	Wood/Alu 2 wood + 5 alu
2. Stringer	2	2	4
3. Paddles	2	2	2

You can equip your boat with many optional accessories (wheels, ladder, lifting rings, etc...). Ask your agent for advice.

THE INFLATION SYSTEM

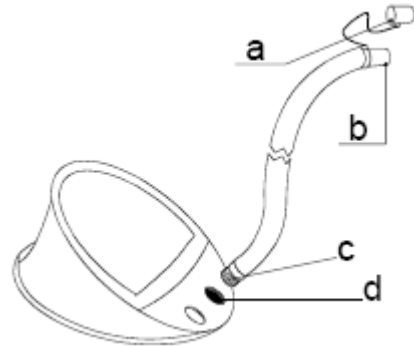
The inflation system is composed of:

INFLATION PUMP

- | | |
|---------------|----------------|
| (a) adaptater | (b) hose tip |
| (c) hose base | (d) air outlet |

To inflate :

- Place the hose tip in the air outlet,
- To inflate correctly, the pump should be flat on the ground,
- The boat will inflate rapidly if pumping is done at a regular calm rhythm,
- Use the adapter that corresponds to the diameter of the hose tip valve



STANDARD VALVE

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

To activate the valve in the inflation position :

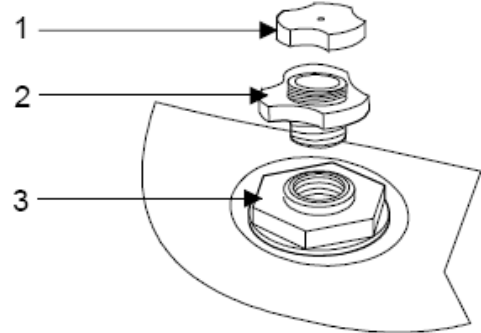
- Unscrew the cap,
- Screw the valve into its base (tighten fully without damaging the thread), keep the cap at hand.

To close the valve after inflation :

- Screw on the cap.

To deflate the buoyancy tube :

- Unscrew the valve from its base.



INTERCOMMUNICATION VALVE (I/C VALVE)

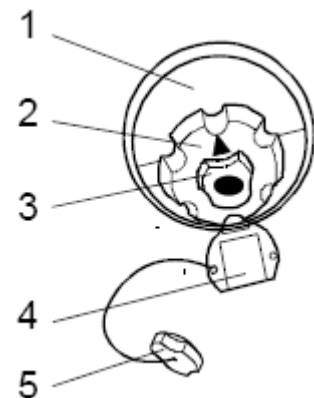
(1) valve base (2) I/C valve
(3) valve insert (4) cap cover
(5) cap

To activate the valves in the inflation position :

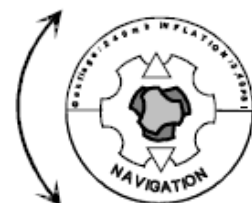
- Put the I/C valve in the « inflation » zone (red),
- Unscrew the cap,
- Screw the valve insert onto the base (energically, but don't damage the thread)

To close the valves after inflation :

- Put the I/C valve in the « navigation » zone (green),
- Screw the cap.



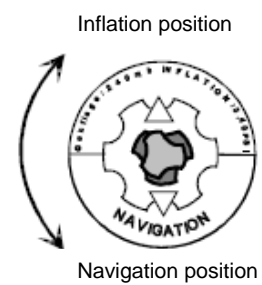
Inflation position



Navigation position

To deflate the buoyancy tube :

- Put the I/C valve in the « inflation » zone (red),
- Take the valve insert, with its cap, off the base.



BOAT ASSEMBLY

Illustrations in APPENDIX page A-8

Assemble the boat on a smooth clean surface.



If the boat is stored in a temperature inferior to 32°F (0°C), before unfolding, let it warm up for 12 hours at room temperature, 72°F (about 20°C).

FLOORBOARD ASSEMBLY

- Put potato starch at the corner reinforcements (c) (strips between the buoyancy and the bottom), to make it easier to place the floorboard elements.
ATTENTION: NEVER USE TALCUM POWDER
- Inspect each element to understand how it will be mounted:
 - The floorboard (Fig. 1) is composed of 4 or 5 elements (alu) and 2 bow floorboard sections (wood).
 - The order of assembly of each element is indicated on a label in the upper right hand corner.
 - The bow floorboard sections have an upside and a down side. The upside is identifiable by a label with the sun (9). If the label is lost, use the lines on the aluminum junction profiles to guide you, they are apparent when assembling.
- Lightly inflate the buoyancy tube (this helps the elements to take their place).
- Place the bow floorboard (1)(Fig. 4) into the corner reinforcement (c).
- Place the aft element (7) against the transom (6).
- Fit in the remaining floorboards elements (1) and (2).
- Place elements (4) and (5) in a pointed "roof" position.
- Make sure the elements are lined up straight.
- Flatten the "point" by getting into the boat and pulling UP on the grab lines (this prevents the fabric from getting pinched (Fig. 2).
- Make sure the floorboard (a) is correctly positioned in the corner reinforcement (c).
- Position the stringers as indicated below.

PLACING THE STRINGERS

The stringers (6) (Fig. 3) are essential to the seaworthiness of the boat. They lock in the floorboards and assure the rigidity of the entire structure.

- After having flattened out the floorboard to position the stringers (6) more easily, when the ground is not level, slide the paddles under the boat bottom lengthwise, at about 20 cm (7.8 in.) on either side of the center. (Fig. 3).



Never place paddles on the bottom of the boat before having flattened out the floorboard. It could damage them.

- Place the stringers (6) along the outside of the floorboard, the indicators (9) always on the top (Fig.3).
- Make sure the stringers are correctly positioned between the stoppers on the floorboard elements (Fig. 1).
- The entire thickness of the floorboard must enter the stringer cavity. To do this, pivot the stringer back and forth to adjust. Do the same to make the stringers fit into the space in the transom corner reinforcement (Fig. 3 and 4).

When the boat is inflated, the interlocking construction of the floorboard facilitates final positioning of the stringers.

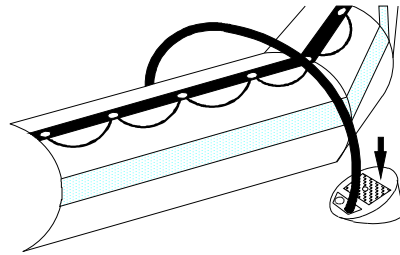
BOAT INFLATION

Illustrations in APPENDIX page A-9

 <p>WARNING</p>	<p>DO NOT USE AN AIR COMPRESSOR OR AN AIR CYLINDER.</p>
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<p>NOTE</p>	<p>Do not inflate boats stacked one over the other.</p>
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- Insure that all valves are in the inflation position.
- Attach the pump hose tip to the valve on the buoyancy.



INFLATE THE BUOYANCY TUBE

Set in the floorboard and the stringers before to inflate the buoyancy tube.

- Inflate the buoyancy tube until green area of the pressure indicator.
- Screw the cap after inflation.
- Close the valves (navigation position) (See APPENDIX page A-9).

INFLATE THE KEEL

- Inflate the keel after having adjusted the buoyancy tube pressure.
- Close the valve after inflation (See APPENDIX page A-4).

<p>NOTE</p>	<p>A slight loss of air is normal before the cap is screwed on. Only the cap assures total air tightness.</p>
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AIR PRESSURE

NOTE	Before to check air pressure, put the I/C valve in the "INFLATION ZONE" (red).
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Operating pressure for the buoyancy tube and the keel is 240mb/3,4 PSI (in the middle of the green zone on the pressure indicator).

We recommend the use of a manometer to check the inflation pressure.

Without a pressure gauge, stop inflating when the buoyancy tube is so firm that it is impossible to bend back the aft cones ends by hand.


It is important to foresee pressure changes: Check and adjust the pressure in the compartments (by inflating or deflating) when temperature changes occur (especially in tropical areas where temperature variations are pronounced between morning and night). Be sure that the pressure doesn't vary from the recommended zone (220 to 270 mbars).

The temperature of surrounding air and water will proportionately influence the level of internal pressure in the buoyancy tube.

Surrounding temperature	Internal pressure in buoyancy
+1°C	+4 mb / 0.06 PSI
-1°C	-4 mb / 0.06 PSI


RISK OF PRESSURE LOSS

Example: Your boat is on the beach in the sun, temperature 50°C (122°F), at the recommend pressure (240 mb/3.4 PSI). When you launch the boat into 20°C (68°F) water, the temperature and the internal pressure in the compartments will both decrease (as much as 120mb). Consequently the boat must be topped up to recuperate the loss due to the temperature difference (between the surrounding air and the water). Also, it's normal to discover a pressure loss at the end of the day when outside temperatures decrease.

 WARNING	<p>WHEN A BOAT IS UNDER-INFLATED, IT LACKS RIGIDITY IN NAVIGATION AND WILL PERFORM POORLY. IT ALSO TENDS TO AGE PREMATURELY.</p>
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RISK OF OVER PRESSURE

Example: The boat is inflated to the recommended pressure (240mb/3.4PSI) at the beginning or end of the day (low outdoor temperature =10°C/50°F). Later in the day, the boat is exposed to full sunlight (50°C/122°F) either on the beach or on a yacht deck. The temperature inside the compartments will increase (up to 70°C/158°F) especially with a dark colored buoyancy tube, causing the pressure to double (480 mb). Deflating is necessary to bring it back to recommended pressure.

 WARNING	<p>IF THE BOAT IS OVER INFLATED, THE EXCESSIVE PRESSURE EXERTED ON THE INFLATABLE STRUCTURE CAN RUPTURE THE SEAMS.</p>
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AIR PRESSURE

IN CASE OF UNDER PRESSURE

Do some topping up :

The standard valve:

- take off the cap,
- attach the pump to the valve,
- inflate to adjust the pressure,
- screw on the cap.

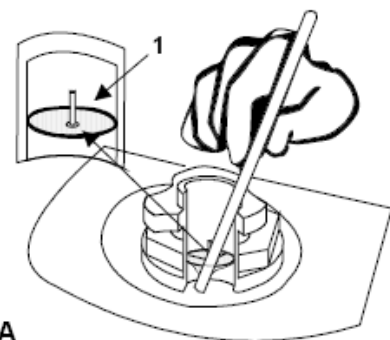
I/C Valve:

- take off the cap,
- attach the pump to the valve,
- put all the I/C valves in the “inflation” position (red),
- inflate to adjust the pressure,
- put all the I/C valves in the “navigation” position (green),
- screw on the cap.

IN CASE OF OVERPRESSURE

Standard valve (A):

- take off the cap,
- let some air escape by lightly pushing down on the diaphragm(1) with a blunt instrument (like a pen),
ATTENTION: BE SURE THE DIAPHRAGM DOESN'T FOLD OVER,
- screw on the cap.



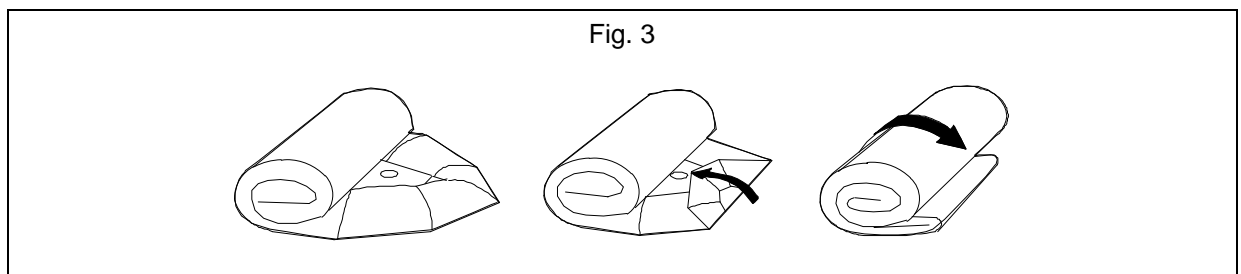
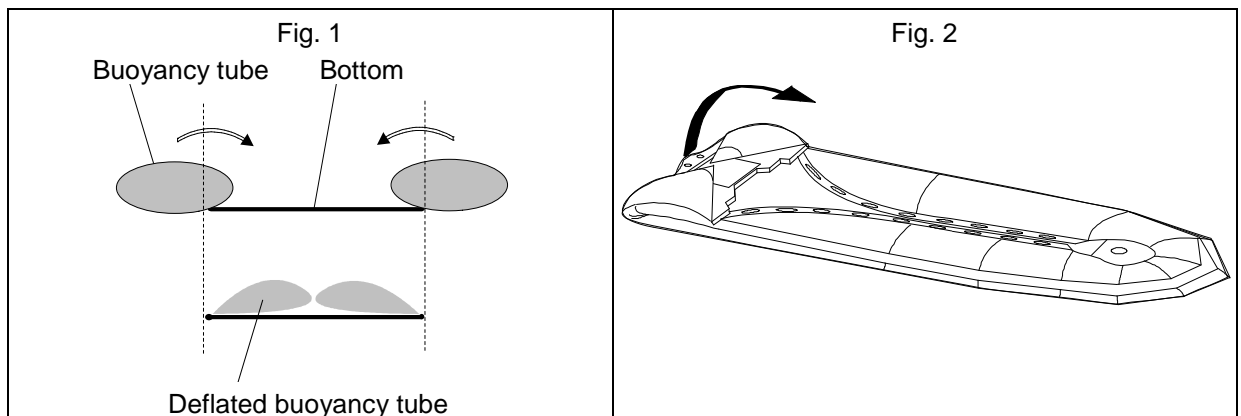
I/C Valve:

- take off the cap,
- put all the I/C valves in the “inflation” position (red),
- let some air escape by lightly pushing down on the diaphragm with a blunt instrument (like a pen), **ATTENTION: BE SURE THE DIAPHRAGM DOESN'T FOLD OVER,**
- put all the I/C valves in the “navigation” position (green),
- screw on the cap.

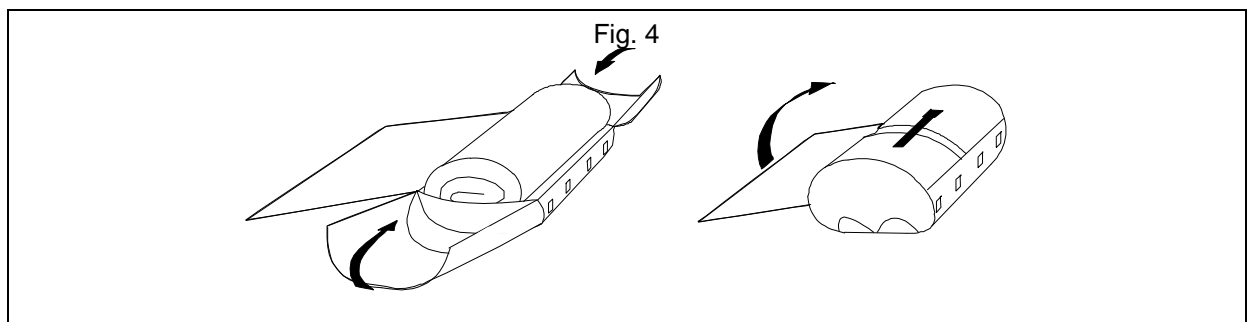
DEFLATION/FOLDING OF THE BOAT

- Take off all equipment.
- Deflate the boat:
 - put the valves in the inflation position (red),
 - take the valve inserts off the bases.
- Take off the floorboard, execute the assembly procedure in reverse.
- Put the valve inserts back on the bases.
- Take off the self bailer.
- Rinse the boat with fresh water:
 - Inflate partially the boat to facilitate cleaning and drying operations.
 - Remove any sand and clean the deck and tube with a brush and washing powder.
 - Remove all water and dry the boat completely before storage.
- Fold both sides of the buoyancy tube towards the interior (Fig. 1), bring up the cones against the transom (Fig. 2), and then fold the boat around the transom (Fig. 3).

Start again if you notice that some air remains in the compartments.



- Place the boat in the bags using the following procedure (Fig. 4):
 - In **one bag** the floorboard elements and the stringers, in **the other** the buoyancy tube.
 - Fold over the top and buckle the front cords.
 - Close tightly by pulling the lateral tightening cords, making sure no accessories are sticking out.



INFLATABLE BOAT STORAGE AFTER USE

To store the boat inflated:

- open the self bailers.
- Rinse the boat with fresh water in order to remove any sand, seaweed, etc.

Remove all water; make sure that no water is left in the boat before storage.

ANNEXES – APPENDIX – ANHANG – ALLEGATO – ANEXO

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⇒ Description	A4-A5
⇒ Illustrations :	
▪ Montage du bateau	A6
▪ Le systpeme de gonflage	A7

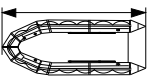



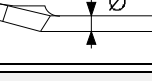

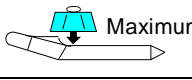
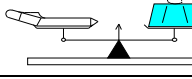


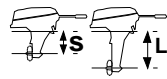




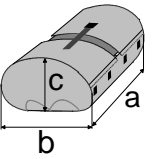
APPENDIX	
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⇒ Illustrations:	
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**CARACTERISTIQUES TECHNIQUES – TECHNICAL SPECIFICATIONS –
TECHNISCHE DATEN – CARATTERISTICHE TECNICHE -
CARACTERISTICAS TECNICAS**

HEAVY DUTY		MARK 4	MARK 5	MARK 6
DIMENSIONS – DIMENSIONS – ABMESSUNGEN – DIMENSIONI – DIMENSIONES				
	(m) (ft)	5,30 17'5"	5,85 19'2"	7,00 23'
	(m) (ft)	3,70 12'2"	4,20 13'9"	5,10 16'9"
	(m) (ft)	2,14 7'	2,48 8'2"	2,88 9'5"
	(m) (ft)	1,04 3'5"	1,22 4'	1,40 4'7"
	(m) (ft)	0,55 1'10"	0,63 2'1"	0,74 2'5"
CAPACITÉ – CAPACITY – KAPAZITÄT – CAPACITÀ – CAPACIDAD				
 (ISO)		12	15	20
 Maximum	Kg *	1720	2520	4100
	lb.*	3792	5556	9040
	Kg **	150	250	320
	lb.**	331	551	705
		5 + 2 + 1	5 + 2 + 1	7 + 2 + 1
CERTIFICATION – AUSLEGUNGSKATEGORIE – CATEGORIA DE DISEÑO – CERTIFICACIÓN				
 (94/25/CE)		C		
MOTORISATION – OUTBOARD DATA – AUßENBORDMOTOR – MOTORIZZAZIONE – MOTORIZACIÓN				
		L		
	Maximum kg	140	165	240
	Maximum lb	308	363	529
	Minimum CV***	60	90	115
	Minimum kW***	45	67	86
	Maximum CV***	80	115	175
	Maximum kW***	60	86	131
	CV	2 x 40	2 x 50	2 x 70
	kW	2 x 30	2 x 37	2 x 52
ENCOMBREMMENT – STORAGE DIMENSIONS – PACKMAßE – INGOMBRO – DIMENSIONES				
	a (m) (ft)	(1) 1,55/5'10" (2) 1,35/4'50"	(1) 2,10/6'11" (2) 1,50/4'11"	(1) 2,50/8'20" (2) 1,70/5'70"
	b (m) (ft)	(1) 0,75/2'60" (2) 0,67/2'20"	(1) 0,87/2'10" (2) 0,84/2'90"	(1) 1,00/3'30" (2) 0,90/2'11"
	c (m) (ft)	(1) 0,42/1'50" (2) 0,25/0'10"	(1) 0,40/1'40" (2) 0,29/0'11"	(1) 0,50/1'80" (2) 0,30/0'12"

**CARACTÉRISTIQUES TECHNIQUES – TECHNICAL SPECIFICATIONS
– TECHNISCHE DATEN – CARATTERISTICHE TECNICHE
– CARACTERISTICAS TECNICAS**

NOTE NOTICE HINWEIS NOTA	<input checked="" type="checkbox"/> Toutes les mesures indiquées sont susceptibles de varier de $\pm 3\%$ <input checked="" type="checkbox"/> All dimensions indicated have a tolerance of $\pm 3\%$ <input checked="" type="checkbox"/> Alle angegebenen Abmessungen haben eine Toleranz von $\pm 3\%$. <input checked="" type="checkbox"/> Tutte le dimensioni indicate hanno una tolleranza del $\pm 3\%$ <input checked="" type="checkbox"/> Todas las dimensiones tienen una tolerancia de $\pm 3\%$
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* La charge maximale autorisée a été calculée selon la norme ISO. Il est recommandé de naviguer avec précaution lorsque le bateau est chargé au maximum.

** Poids indiqués hors accessoires

*** Les puissances conseillées correspondent à une exploitation optimale des capacités du bateau pour une charge moyenne. Selon l'utilisation, vous choisirez la puissance maximale (ski nautique) ou minimale (pêche, promenade).
Utilisez la puissance maximale autorisée avec une extrême prudence (voir caractéristiques techniques).

* The maximum payload has been calculated according to ISO standards. Operating at or near maximum payload is only advised in calm water and at reduced speeds.

** The weights indicated do not include any accessories

*** The spread of engine sizes corresponds to the efficient use of the boat with an average load. The minimum power is exploitable in relaxed activities, such as fishing, while the maximum recommended power is destined for performance activities such as water-skiing.
Where the maximum power exceeds the recommended power it must be treated with extreme care (see Technical Specifications).

* Die zulässige Nutzlast wurde gemäß ISO-Normen berechnet. Fahren mit oder nahe der zulässigen Nutzlast ist nur empfehlenswert in ruhigem Wasser und mit reduzierter Geschwindigkeit.

** Die Gewichtsangaben beinhalten kein Zubehör

*** Die Bandbreite der Motorleistung entspricht einer optimalen Nutzung des Bootes bei durchschnittlicher Zuladung. Die minimale Motorleistung ist für entspannende Tätigkeiten wie Angeln, während die maximal empfohlene Motorleistung für hohe Fahrleistung wie Wasserski bestimmt ist.
Ist die zulässige Motorleistung größer als die empfohlene, muß mit äußerster Vorsicht gehandelt werden (Sehen Technische Daten).

* La portata massima autorizzata è calcolata in conformità alla normativa ISO. In condizioni di massimo carico si raccomanda di navigare con particolare prudenza.

** Pesì s'intendono accessori esclusi

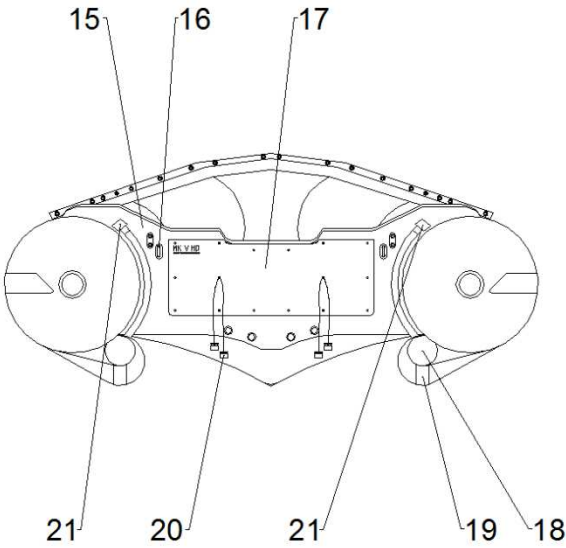
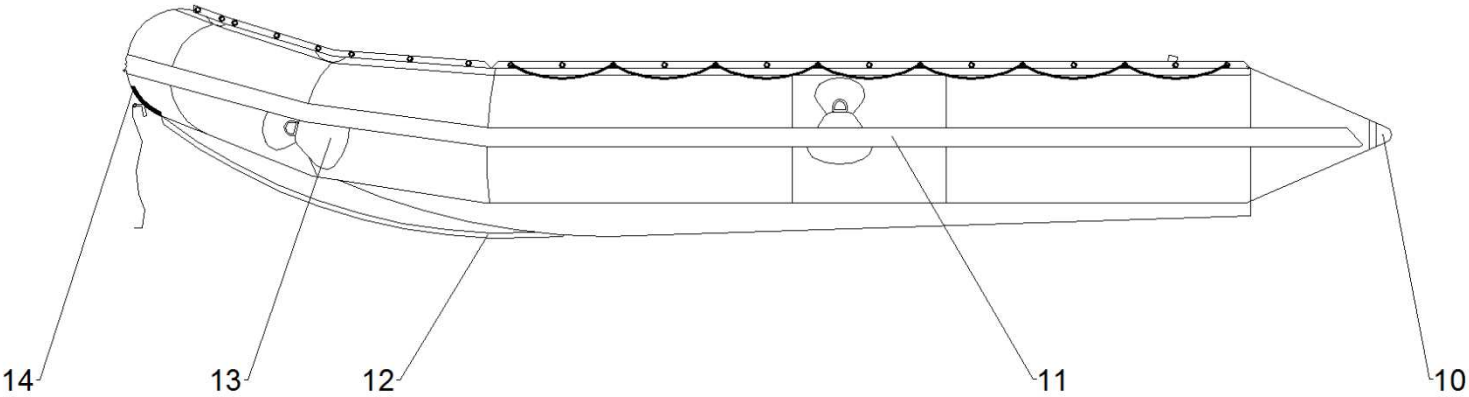
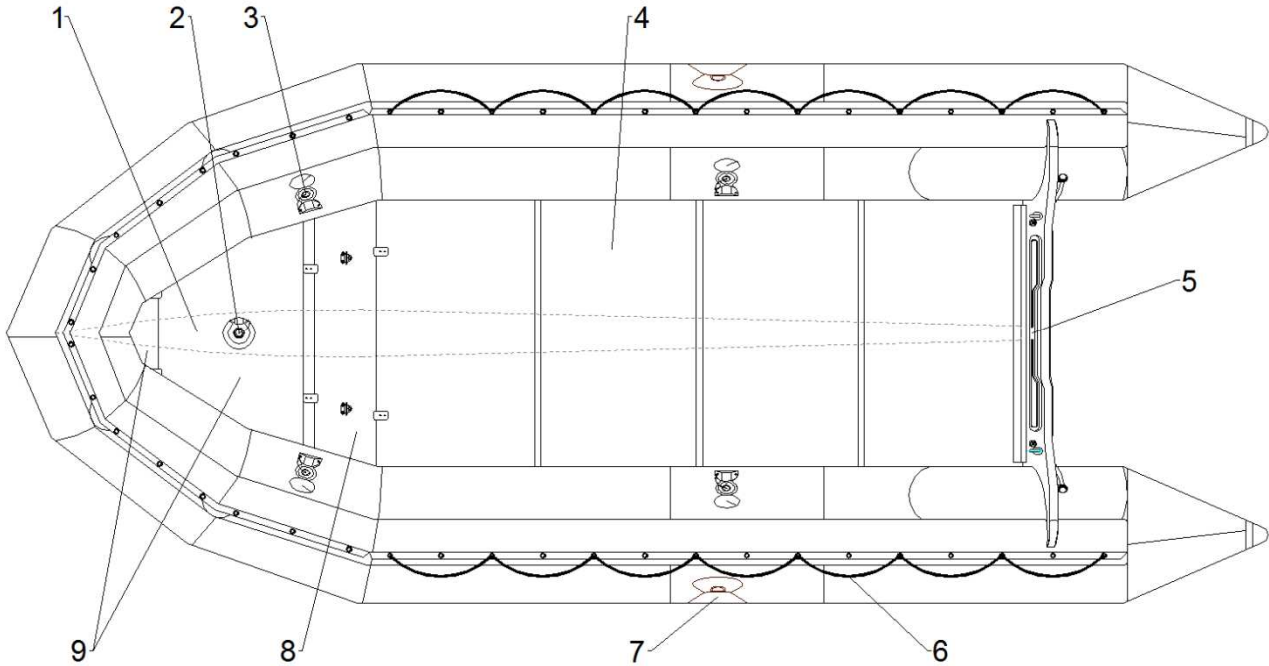
*** Le potenze suggerite corrispondono ad uno sfruttamento ottimale delle capacità del battello, in condizioni medie di carico. In funzione del tipo di utilizzo prevalente, potrà essere preferita la motorizzazione massima (sci nautico) o minima (pesca, impiego familiare).
La potenza massima autorizzata deve essere sfruttata con prudenza (riferire caratteristiche tecniche).

* La carga máxima autorizada se ha calculado según la norma ISO. Se recomienda navegar con precaución cuando la embarcación esté cargada al máximo.

** Peso indicado sin accesorios.

*** Las potencias aconsejadas corresponden a una explotación óptima de las capacidades de la embarcación para una carga media. Según la utilización, escogerá la potencia máxima (esquí náutico) ó mínima (pesca, paseo).
Utilice la potencia máxima autorizada con extrema prudencia (ver características técnicas).

DESCRIPTION – BESCHREIBUNG – DESCRIZIONE – DESCRIPCION



DESCRIPTION – BESCHREIBUNG – DESCRIZIONE – DESCRIPCION

	Français	English	Deutch	Italiano	Español
1	Quille gonflable	Inflatable keel	Aufblasbarer Kiel	Chiglia gonfiabile	Quilla hinchable
2	Valve de gonflage quille	Keel inflation valve	Ventil für das Aufblasen des Kiels	Valvola di gonfiaggio chiglia	Válvula hinchado quilla
3	Robinet d'inter-communication	I/C valve	Verbindungsventil	Rubinetto intercomunicante	Grifo intercomunicación
4	Plancher aluminium	Aluminum floorboard	Aluminiumboden	Pagliolato alluminio	Suelo aluminio
5	Plaque support moteur	Engine mount plate	Motortragplatte	Piastra supporto motore interna	Placa soporte motor
6	Saisines	Grab lines	Bootskrabber	Cima tientibene	Guiraldas
7	Anneau D de levage	Lifting D ring	Ring D	Anello a D	Anilla D
8	Planche butée	Stumble over board	ErlaSSbrett	Tavola di bloccage	Tabla delantera
9	Volets avant	Bow floorboards	Vordere Flügel	Alette anteriori	Piezas delanteras
10	Embout de cône arrière	Molded cone ends	Endstück Heckkonus	Coni di poppa rinforzati	Cono moldeado posterior
11	Défense antiragage	Fender	Schamfilschutz	Bottaccio di protezione	Perfil defensa
12	Profil d'étravage	Stem reinforcement	Vordersteren profil	Rafforzamento di gambo	Refuerzo de perfil
13	Anneau de remorquage	Towing ring	Abschleppring	Anelli di rimorchio	Anilla de remolcado
14	Poignée avant	Bow handle	Griff vorne	Maniglia anteriore	Asa delantera
15	Tableau arrière	Transom	Heckspiegel	Specchio di poppa	Espejo de popa
16	Plaque métallique remorquage	Metal plate towing	Metallplatte Schleppschiffart	Targua metallica rimorchio	Placa metálica remolque
17	Plaque moteur sacrificielle	Wood transom pad	Auswechselbare Motorplatte	Placca supporto motore esterna	Placa refuerzo motor
18	Petits flotteurs	Lower tubes	Unterseite Schlauchkörper	Tubolari inferiore	Flotador inferior
19	Profilé d'échouage	Stranding reinforcement	Aflaufenprofil	Profilato d'arenamento	Perfil refuerzo flotador
20	Vide-vite	Self bailer	Schnellablass	Autovuotante	Desagüe
21	Valve de gonflage petits flotteurs	Lower Tube inflation valve	Ventil für des unterseite Schlauchkörper	Valvola di gonfiaggio Tubolari inferiore	Válvula hinchado flotadores inferiores

BOAT ASSEMBLY

Fig. 1

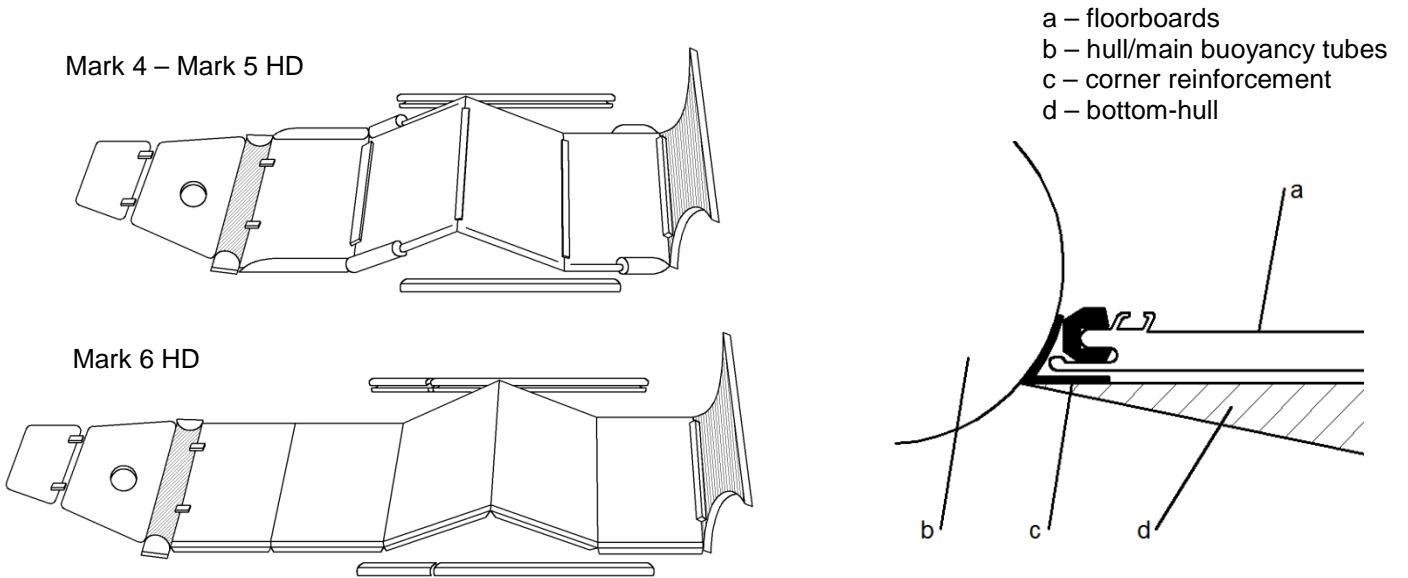
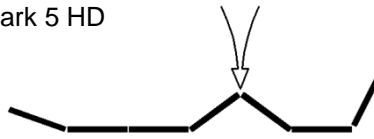


Fig. 2: Make a tent & step on it to push boards down



Mark 4 - Mark 5 HD



Mark 6 HD

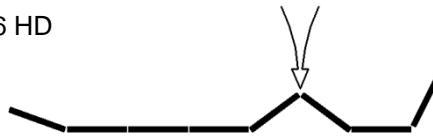
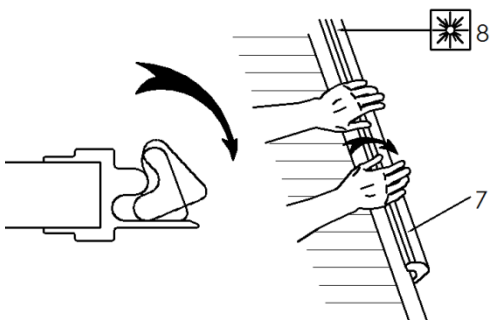
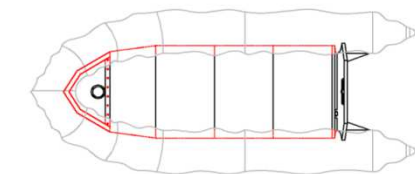
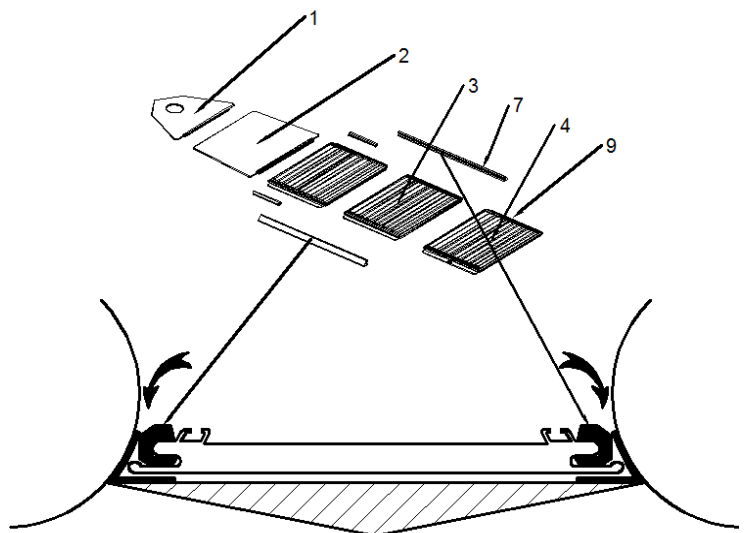


Fig. 3



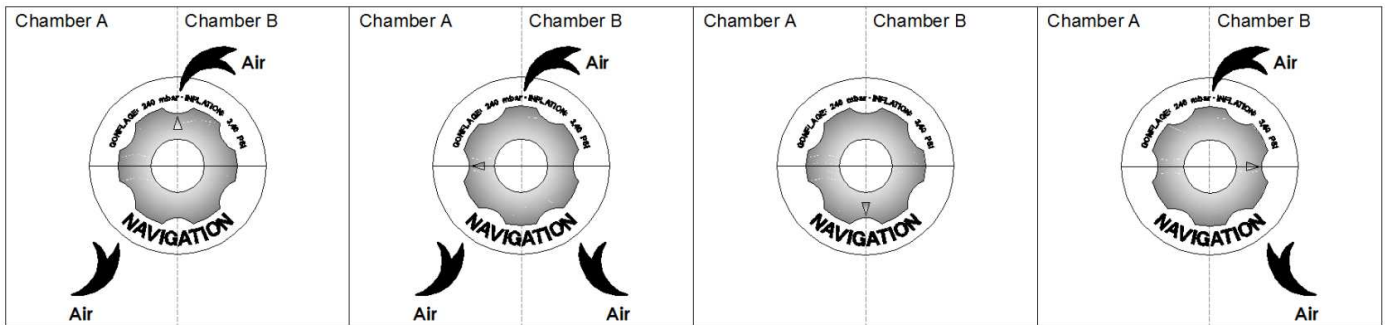
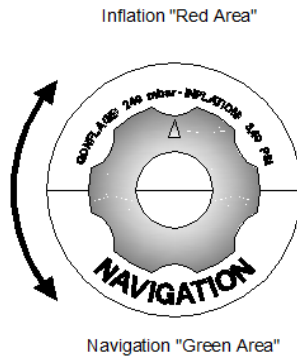
Sun decal sticker (8) found on stringer (7)



A8

Roll stringer into place

INFLATION SYSTEM





FOR THOSE WHO WORK ON THE WATER.

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