 WARNING	<ul style="list-style-type: none"> ● CAREFULLY READ THIS MANUAL BEFORE OPERATING YOUR BOAT. ● THIS OWNER'S MANUAL IS IN TWO VOLUMES THAT MUST BE KEPT TOGETHER.
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<p>NOTICE:</p>	<p>THE OWNER'S MANUAL IS IN TWO VOLUMES:</p> <ul style="list-style-type: none"> - VOLUME 1 DEALS WITH OPERATING PRECAUTIONS AND SAFETY RECOMMENDATIONS THAT MUST BE OBSERVED. - VOLUME 2 DEALS WITH TECHNICAL SPECIFICATIONS AND ASSEMBLY PROCEDURE OF THE BOAT AND ITS EQUIPMENT.
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VOLUME 2

TECHNICAL SPECIFICATIONS - ASSEMBLY PROCEDURE



WAVE 275 Roll Up – WAVE 275 Aero WAVE 310 HD – WAVE 310 Aero – WAVE 310 Compact

CONTENTS




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⇒ Assembly	4-6	⇒ Deflation - folding the boat	12
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RECOMMENDATIONS SIGNS



Throughout this manual there are advisories of safe operation.

The symbols below are advisories relative to various types of situations.

SECURITY SYMBOLS

 DANGER	DENOTES AN IMMANENT HAZARD WHICH WILL RESULT IN DEATH OR SEVERE INJURY IF NOT AVOIDED.
 WARNING	DENOTES A HAZARD WHICH COULD RESULT IN INJURY OR DEATH IF NOT AVOIDED.
 CAUTION	DENOTES A HAZARD OR UNSAFE PRACTICE WHICH COULD RESULT IN MINOR INJURY OR PRODUCT OR PROPERTY DAMAGE

GENERAL ADVISORY SYMBOLS

	THIS PROCEDURE OR BEHAVIOR COMPLIES WITH THE INSTRUCTIONS.
	THIS PROCEDURE OR BEHAVIOR DOES NOT COMPLY WITH THE INSTRUCTIONS THUS RISKING DAMAGE EQUIPMENT.
NOTICE :	GIVES IMPORTANT INSTRUCTIONS

This manual has been compiled to help you to operate your craft with safety and pleasure. It contains details of the craft; the equipment supplied or fitted, its systems, and information on its operation and maintenance. Read it carefully, and familiarize yourself with the craft before using it. Serious personal injury and death can occur in and around boats. **To prevent these tragic accidents, please read, understand and strictly enforce all safety rules.**

If this is your first craft, or you are changing to a type of craft you are not familiar with, for your own comforts and safety, please ensure that you obtain handling and operating experience before 'assuming command' of the craft. Your dealer or national sailing federation or yacht club will be pleased to advise you of local sea schools or competent instructors.

ASSEMBLY PROCEDURE

We recommend that you follow the specific order of the assembly procedure. Proceed step by step and refer to the corresponding pages.

PROCEDURE	PAGE	SECTION
1. inventory the elements composing your boat, and learn how to recognise them	3	CHECK ON UNPACKING
	I - VI	DESCRIPTION
2. activate valves in inflating position	8	INFLATION SYSTEM
3. slightly inflate the main buoyancy tube	9-10	INFLATION
4. 275 RU Install the wooden slats 310 HD: Install the floorboard 275 Aero – 310 Aero : Install and inflate the floor	4-6	ASSEMBLY
5. Install the bench	12	ASSEMBLY OF EQUIPMENT
6. finish inflation of the boat to the correct pressure	9-10	INFLATION / PRESSURE
7. Install the oars.	11	ASSEMBLY OF EQUIPMENT

CHECK ON UNPACKING

 CAUTION	DO NOT USE A SHARP TOOL
--	-------------------------

The pack must contain: 1 buoyancy tube +

	275 Roll Up	275 Aero	310 HD	310 Aero	310 Compact
Floor	slatts	Inflatable floor	Wood and foil floor	Inflatable floor	Rigid hull
Independant Inflatable keel	-	1	1	1	-
Integrated Inflatable keel	-	-	-	-	-
Stringers	-	-	2	-	-
Repair kit	1	1	1	1	1
Owner's manual (1)	2	2	2	2	2
Standard equipment					
Carry bag	1	1	1	1	1
Aluminium oars	2	2	2	2	2
Standard Foot-pump	1	-	1	-	1
High pressure pump	-	1	-	1	-
Wooden bench	1	1	1	1	1

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

NOTICE :	IF YOU WISH TO ADD LIFTING RINGS, YOU MUST FIX THEM ON THE BUOYANCY TUBE, NEVER ON THE FLOOR
-----------------	---

ASSEMBLY

Choose a smooth and clean surface



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

310 COMPACT

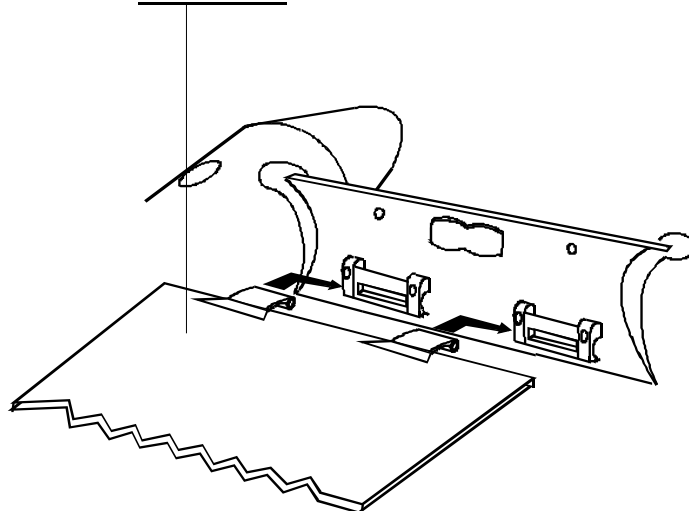
No assembly is required

275 ROLL UP :

Boat deflated, slide the slats in their pockets starting by the closest to the transom. If the slats are difficult to insert, lubricate it with liquid soap.

275 AERO – 310 AERO : INFLATE THE HIGHT PRESSURE FLOOR

HP INFLATABLE FLOOR DEFLATED



-
- before inflating, open out the boat and position the keel on the central band of the bottom and on the floorboard axis (centered between the positioning pins).
- **FIRST** inflate the keel-floorboard assembly to its rated pressure.
- Check that the keel inflated perpendicular to the floorboard and that it is still positioned on the central band of the bottom (otherwise, reposition).
- Inflate the main buoyancy tube.
- Press the floorboard down around the edges to fit it into the hollow of the angle.

MAINTENANCE / DISMANTLE OF THE HP INFLATABLE FLOOR

We recommend that you leave the H2P floor in the boat when folding.
To clean perfectly the boat proceed as follow:

Deflate the boat and the floor.

Inflate again the boat a little.

Wash off with clear water and then raise the boat's nose to evacuate water and sand or rubbish.

Do not separate the keel from the floor nor from the bottom.

ASSEMBLY

310 HD : INSTALL THE MARINE PLYWOOD FLOOR :

- Sprinkle some starch in the angle (joint of the buoyancy tubes to the bottom) to facilitate fitting.
CAUTION, NEVER USE TALCUM POWDER.
- **Make sure you identify the parts and direction in which they fit:**
The floorboard consists of 3 main sections and 1 or 2 sections in the bow [fig 1 and 4].
The boards are identified by a number (1, 2, 3) from the bow.
 1. Insert the bow section (1) into the bow angle.
 2. Insert the rear section (5) against the transom (6) as show on fig 1.
 3. Fit all sections together [fig.1].
 4. Position sections 3 and 4 as an apex (in a tent-like position) [fig 1 and 2].
 5. Check that all sections are correctly aligned [fig 4].
 6. Check that the floorboard is correctly fitted in the angles.
 7. Flatten the apex by standing on it (in the boat) and pulling the lifelines to prevent the fabric being pinched [fig. 2].
 8. Assemble the stringers (see instructions below).

ASSEMBLY OF THE STRINGERS

The stringers are essential to good working of the boat: they lock the floorboard together and rigidify its structure.

1. To facilitate the fitting of the first stringer, slide the other stringer under the boat, about 8" from the side [fig. 3-a].



DO NOT PUT THE STRINGER IN POSITION UNDER THE BOAT UNTIL THE FLOOR IS FLATTENED.

2. Position the stringer on the edge of the floorboard. The reference mark on the stringer (8) must remain on top (**the thicker part should be towards the top**) [fig. 3].
3. Fit the stringers between the two buffers (9) of sections 3 and 5 [fig. 4].
4. Rotate the stringer in the angle so as to press them against the bottom [fig. 3-b and 4].
5. Because of the self-locking system of the floorboard, the stringers will fit into place once the buoyancy tube is inflated.

ASSEMBLY (MARINE PLYWOOD FLOOR)

fig 1-A

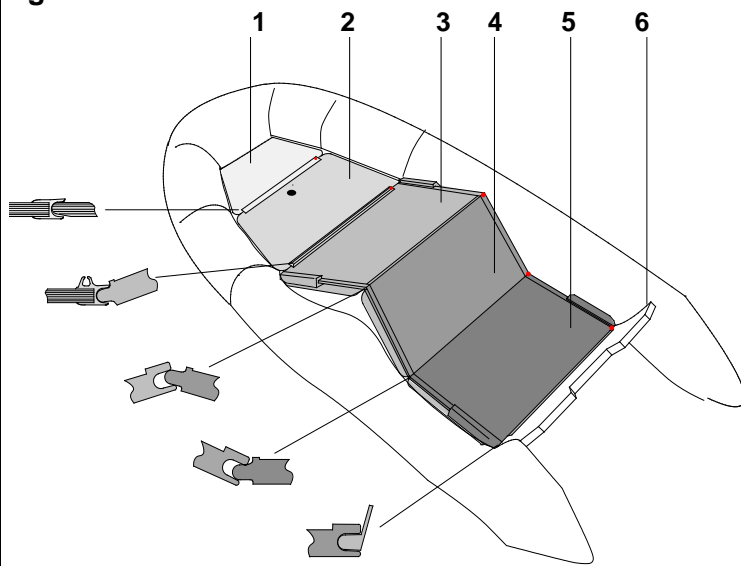


fig 1-B

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

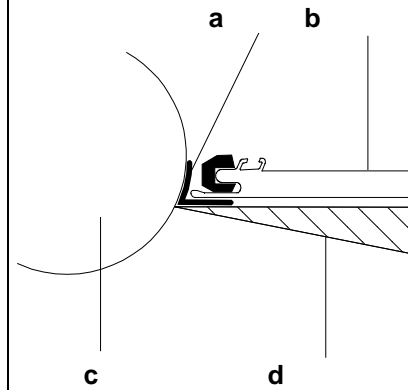


fig 2

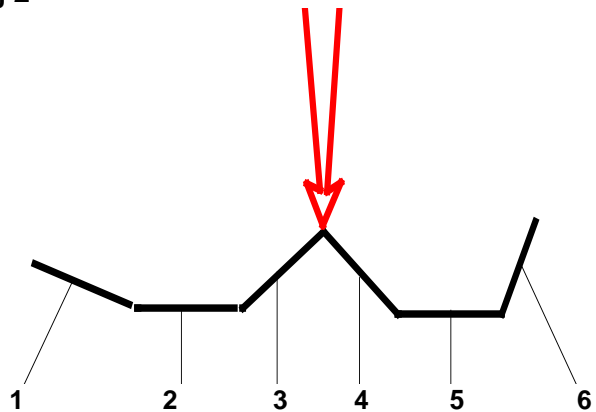
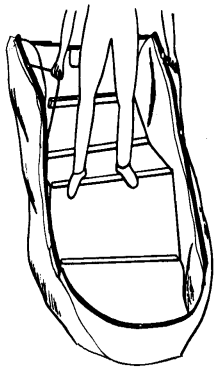


fig 3

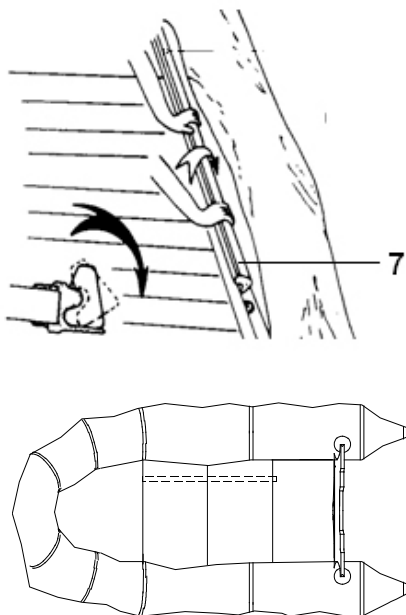
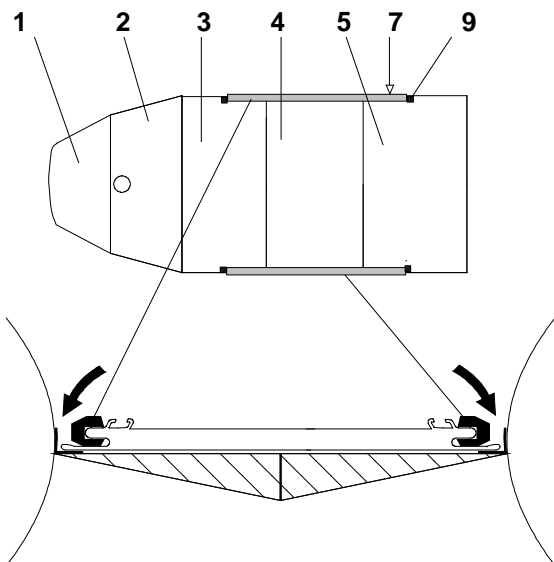



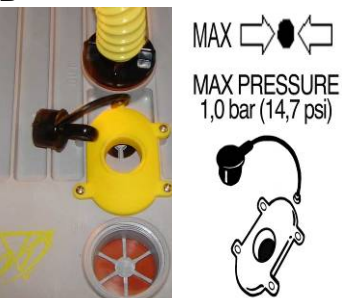
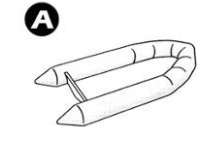
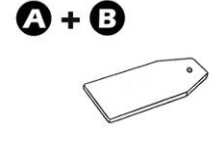

fig 4



INFLATION SYSTEM

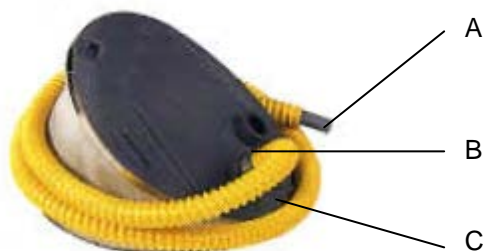
The inflation system is composed of:

THE HIGH PRESSURE FOOT PUMP (FOR HP MODELS ONLY)

<p>A</p> 	<p>B</p> 	<p>Position A The pump has maximum flow but low pressure: this position is used to give shape rapidly to all inflatable parts of the boat.</p> <p>Position B The flow is inferior to position A, but provides pressure that is superior, with the same effort.</p>	
<p>A</p> 	<p>A + B</p> 	<p>C</p> 	<p>Position C To deflate. Insert the tube as indicated in figure C and pump normally.</p>

THE STANDARD INFLATOR – EXCEPT FOR HP MODELS.

- A. tube nozzle
- B. tube connector
- C. inflation port



THE STANDARD VALVES

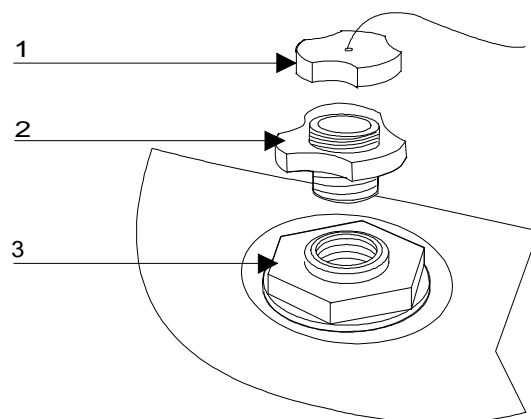
TO ACTIVATE THE VALVES INTO INFLATION POSITION:

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

TO DEFLATE:

Unscrew the valve support from its base

- (1) CAP
- (2) VALVE INSERT
- (3) BASE

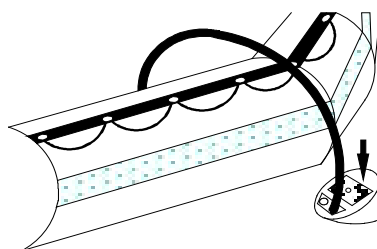


INFLATION (EXCEPT HP MODELS)

Activate all valves into inflation position.

Fit the hose to the foot-pump.
To inflate your boat properly, the bottom side of the foot-pump must rest on a flat ground.

Pump evenly to inflate rapidly.



DO NOT USE A COMPRESSOR OR A BOTTLE OF COMPRESSED AIR

You can use an electrical air pump – optional equipment (ask your Dealer).

INFLATE THE MAIN BUOYANCY TUBE

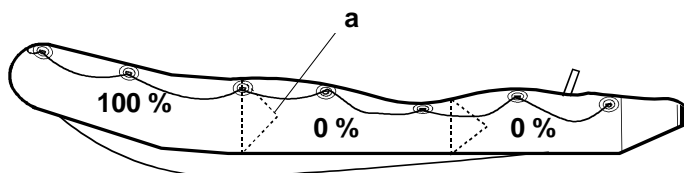
- Insert the pump hose end piece
- Inflate (**pressure = 240 mbars – 3.4 PSI, reffer to PRESSURE section**) making sure that each compartment is equal. When correctly inflated, the internal bulkheads (a) are not visible.



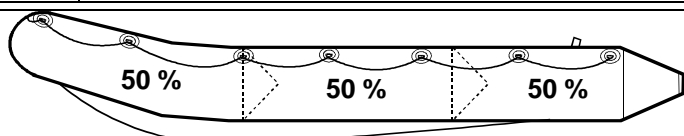
**NEVER INFLATE THE MAIN BUOYANCY TUBE OR THE KEEL AT A PRESSURE HIGHTER THAN 240 MILLI BARS (3.4 PSI.)
THERE WOULD BE A RISK OF BURST.**



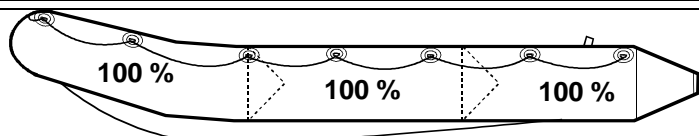
**NEVER COMPLETELY
INFLATE A
COMPARTMENT TO FULL
PRESSURE IF OTHER
COMPARTMENTS ARE
TOTALLY DEFLATED**



1



2



INFLATE THE KEEL (SB ONLY)

pressure = 240 mbars – 3.4 PSI

Inflation is over: fit the valve caps tight (clockwise).

NOTICE :

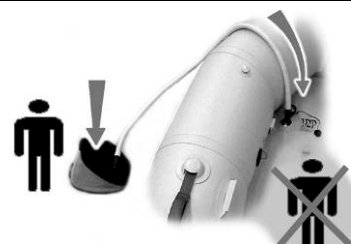
A slight air-leak before screwing the valve caps is normal.
ONLY THE VALVE CAPS CAN ENSURE FINAL AIR TIGHTNESS.

INFLATION OF HP MODELS

Activate all valves into inflation position.

Fit the hose to the foot-pump.

To inflate your boat properly, the bottom side of the foot-pump must rest on a flat ground. Pump evenly to inflate rapidly.



DO NOT USE A COMPRESSOR OR A BOTTLE OF COMPRESSED AIR

A - INFLATE THE HP FLOORBOARD

1. **Activate the standard valve into inflating position.**
2. **Inflate in position A (cap inserted)** until it becomes difficult to operate.
3. **Finish inflation in position B (cap removed)** until you reach correct pressure (800 mb–11.3 PSI)

B - INFLATE THE MAIN BUOYANCY TUBE



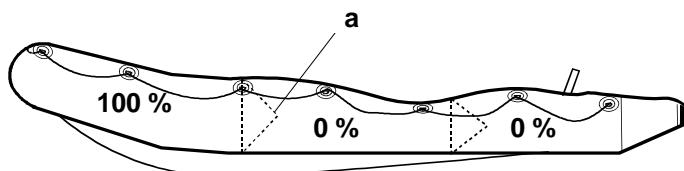
**MAXIMUM PRESSURE IN THE MAIN BUOYANCY TUBE:
240 MBARS (3.4 PSI)**

**NEVER USE POSITION B TO INFLATE THE MAIN TUBE OR THE KEEL :
THERE WOULD BE A RISK OF BURST.**

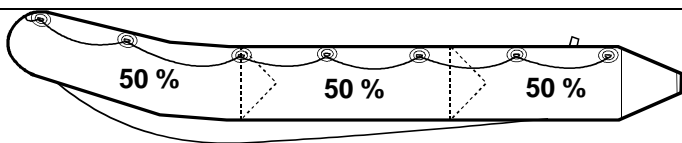
1. Insert the pump hose end piece (add to the semi-recessed valve the correct connecting tip).
2. Inflate the main buoyancy tube and the keel (**in position A - cap inserted**) until it becomes difficult to operate. (correct pressure = 240 mb / 3.48 PSI), refer to PRESSURE section making sure that each compartment is equal. When correctly inflated, the compartments bulkheads are not visible.



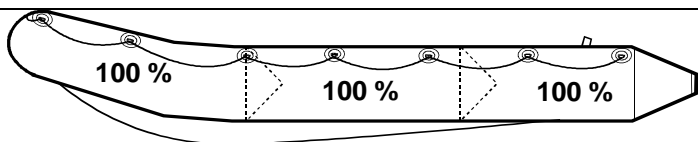
**NEVER INFLATE A
COMPARTMENT TO FULL
PRESSURE IF OTHER
COMPARTMENTS ARE
TOTALLY DEFLATED**



1



2



INFLATE THE KEEL

- Once the H2P floorboard is installed, inflate the keel (240 mb – 3.4 PSI).

Inflation is over: fit the valve caps tight (clockwise).

NOTICE :

A slight air-leak before screwing the valve caps is normal.
ONLY THE VALVE CAPS CAN ENSURE FINAL AIR TIGHTNESS.

PRESSURE

The correct pressure for the buoyancy tube and the keel is 240 mb / 3.48 PSI

Your boat is not equipped with a pressure indicator; we recommend that you purchase one from your Dealer. This will permit a quick and efficient control of the pressure during inflation. Without a pressure indicator, stop inflating when the foot-pump gets difficult to operate, and the boat is « hard » (you should not be able to bend the cone ends).

Ambient temperature of air and water have an effect on the boat's internal pressure

Ambient temperature	tubes' internal pressure
+1°C / +1,8°F	+4 mb / 0,06 PSI
-1°C / -1,8°F	-4 mb / 0,06 PSI

Therefore, it is important to anticipate:

Because of temperature variations (especially when this variation is important between the beginning and the end of the day, in hot areas) check and adjust the pressure in the inflated compartments by inflating or deflating. Be sure that pressure remains within the recommended zone, between 220 mb/3,10 PSI and 270 mb/3,85 PSI (green area).

RISK OF UNDERPRESSURE

EXAMPLE: Your boat is in direct sunlight on the beach (temperature =50°C/122°F) at recommended pressure (240 mb/3,48 PSI). After putting it in the colder water (temperature =20°C/68°F), the internal temperature and pressure of the tubes will both drop (up to 120 mb/1,7 PSI) and **YOU WILL HAVE TO INFLATE AGAIN** until you regain the lost pressure due to the difference in temperatures. Therefore, a loss of pressure at the end of the day when ambient temperature drops is perfectly normal.

NOTICE :

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

RISK OF OVERPRESSURE

EXAMPLE: Your boat is inflated to the recommended pressure (240 mb/3,48 PSI) at the beginning of the day (low ambient temperature =10°C/50°F). Later in the day, your boat is in direct sunlight on the beach or on a yacht's deck (temperature =50°C/122°F). Internal temperature of all inflated compartments can then increase and reach up to 70°C/158°F (especially for dark-coloured tubes). The consequence will be a doubling of previous pressure (480 mb/6.8 PSI). **YOU WILL THEN HAVE TO DEFLATE** until you reach the recommended pressure.



WARNING

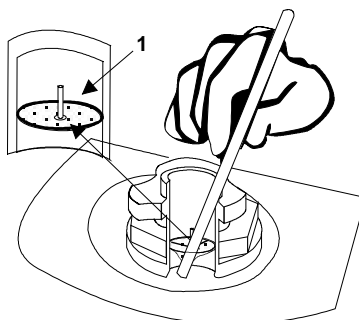
WHEN YOUR BOAT IS OVER INFLATED, PRESSURE BECOMES TOO STRONG FOR THE INFLATABLE STRUCTURE, AND COULD CAUSE A BREAK IN THE FABRIC ASSEMBLY

- In the event of overpressure:

STANDARD VALVE :

Free some air by pushing on the diaphragm (1) with a blunt object.

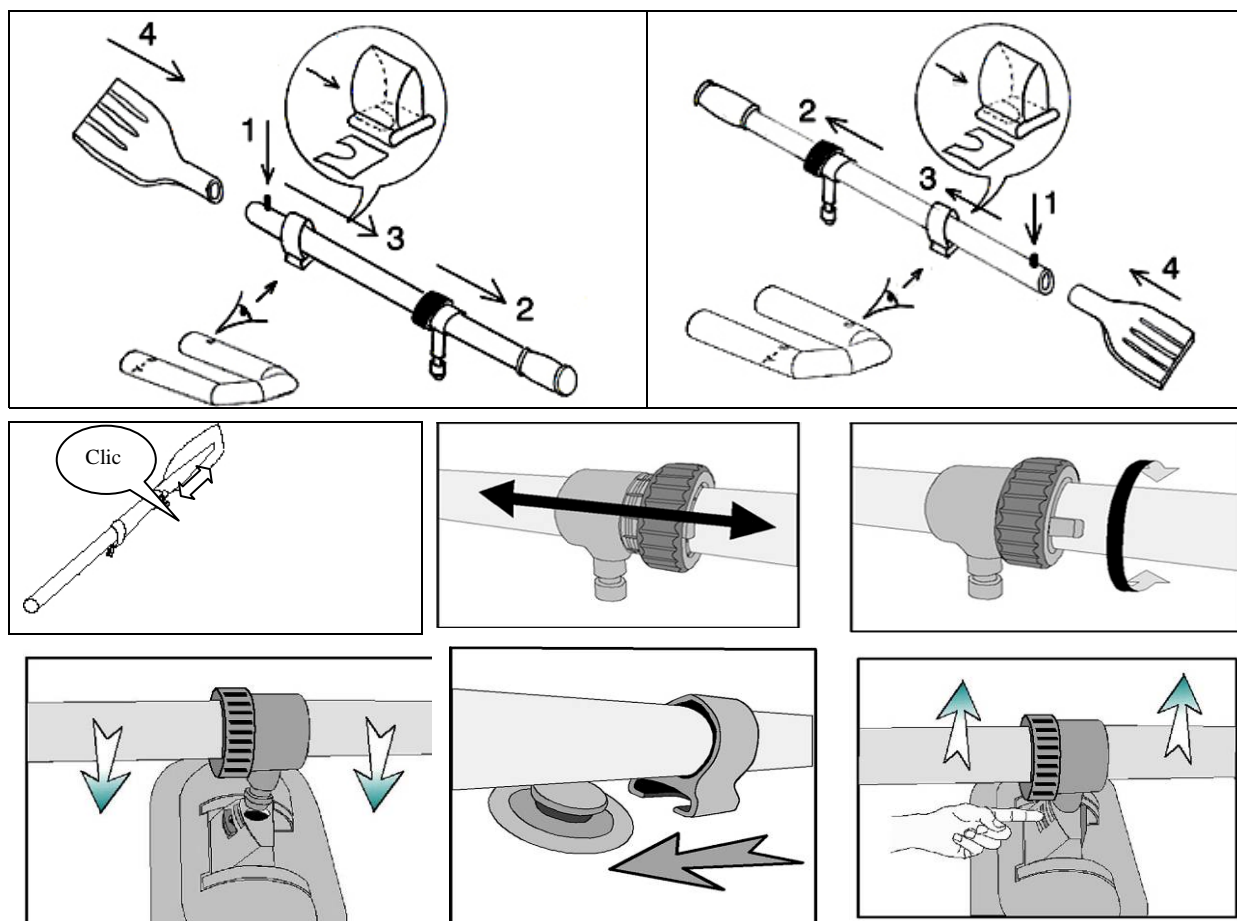
Beware not to fold down the diaphragm.



- In the event of too low pressure: inflate.

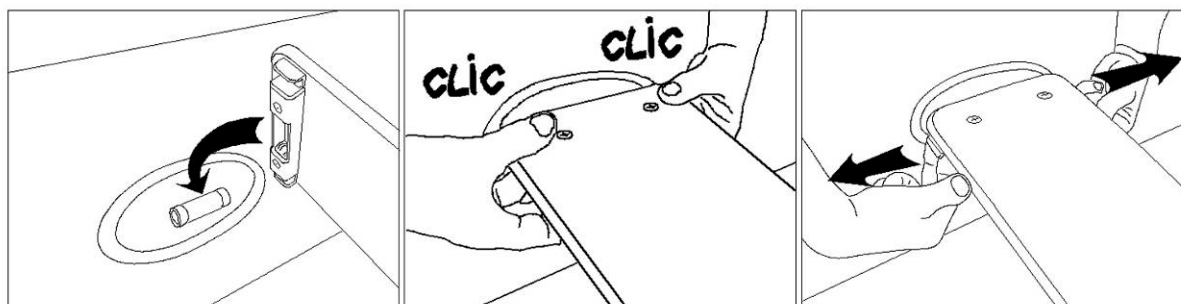
ASSEMBLY OF STANDARD EQUIPMENT

ASSEMBLY THE OARS:



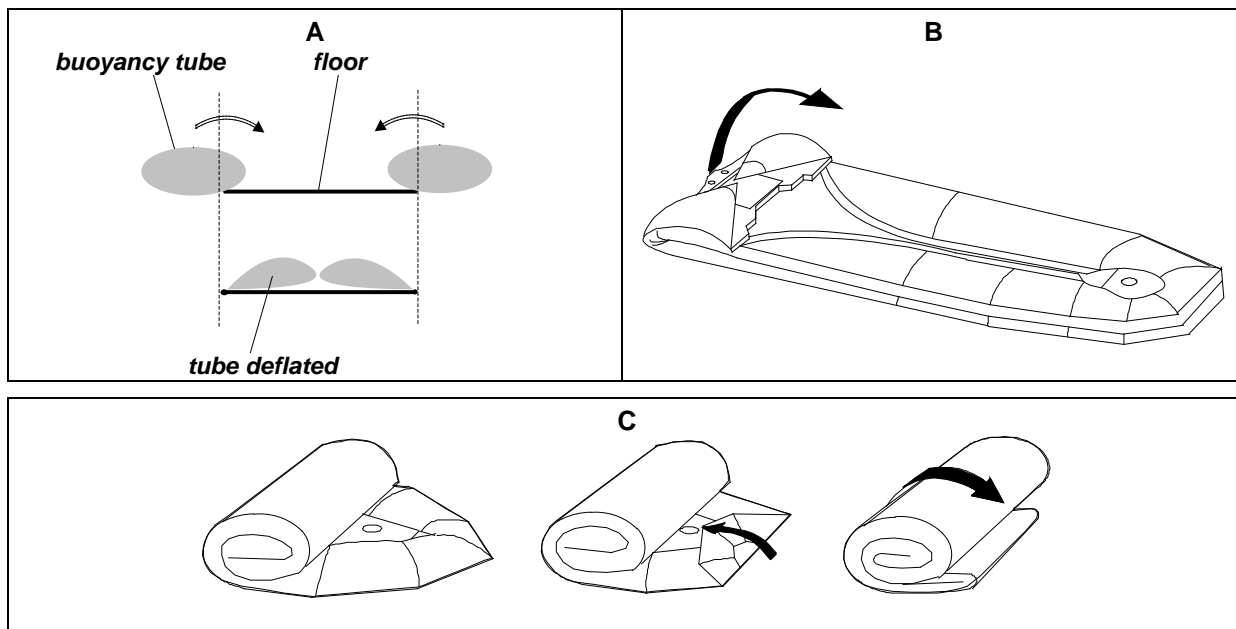
THE REMOVABLE BENCH

Install the seat before the boat is totally inflated.



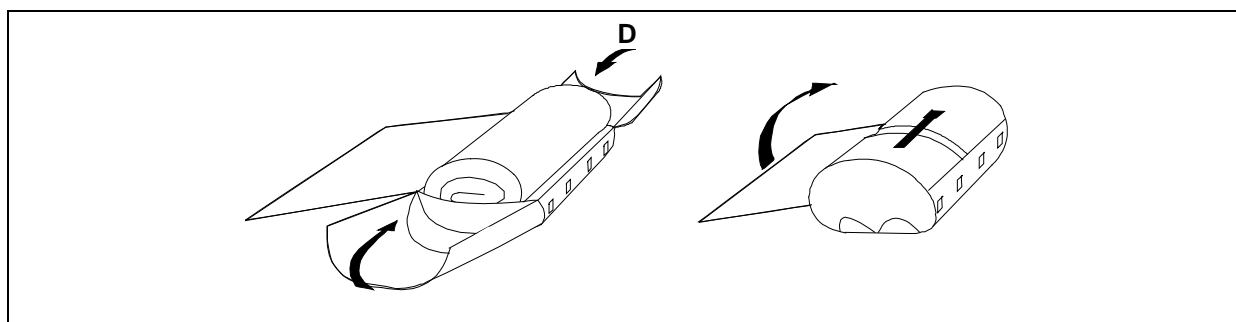
DEFLATING / FOLDING THE BOAT

1. **Deflate** the boat
2. **Replace** the valve protections.
3. **Remove** oars and equipment.
4. **Empty** the boat of all water and sand by opening the self-bailers, dry it.
5. **Fold in** the 2 sides of the main buoyancy tube (A), fold the cones onto the transom, then **roll up** the boat around the transom (C). Start again if you feel there is still some air left in the tubes.



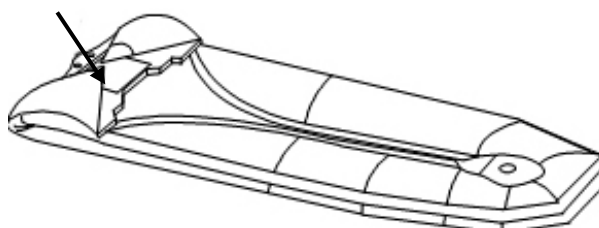
Stow the boat in its bag as follows (D):

- . **Stow** the boat folded on its bag open (back side of the bag visible).
- . **Position** the oars dismantled on top
- . **Close** the bag and fasten the two front straps.
- . **Tight** the side ropes (make sure that all equipment stays inside).



. **To finish**, store the foot-pump in the front pocket.

For “**COMPACT MODEL**”, pull the transom down and put your boat into the cover.



DESCRIPTION - DESCRIPTION



		275 RU	275 Aero	310 HD	310 Aero	310 Compact
		9'0" 2.75 m	9'0" 2.75 m	10'2" 3.10 m	10'2" 3.10 m	10'2" 3.10 m
		4'11" 1.50 m	4'11" 1.50 m	4'11" 1.50 m	4'11" 1.50 m	4'11" 1.50 m
		5'7" 1.72 m	5'7" 1.72 m	6'8" 2.03m	6'8" 2.03m	6'8" 2.03 m
		2'4" 0.70 m	2'4" 0.70 m	2'4" 0.70 m	2'4" 0.70 m	2'4" 0.70 m
		1'4" 0.40 m	1'4" 0.40 m	1'4" 0.40 m	1'4" 0.40 m	1'4" 0.40 m
		60 Lb 27 kg	62 Lb 28 kg	95Lb 43kg	68 Lb 31 kg	104 Lb 47 kg
Draft Tirant d'eau		4" 0.10 m	4" 0.10 m	4" 0.10 m	4" 0.10 m	4" 0.10 m
 Maximum		4 HP 3 KW	6 HP 4.5 kW	10 HP 8 KW	10 HP 8 KW	10 HP 8 KW
 Maximum		3+1	3+1	4	4	4
 Maximum		639 Lb	683Lb	882 Lb	882 Lb	882 Lb
 Maximum		290 kg	310 kg	400 kg	400 kg	400 kg
		2	2+1+1	2+1	2+1+1	2
 Feet Mètres	a	3'3"	3'3"	3'3"	3'3"	7'1"
	b	1'8"	1'9"	1'9"	1'9"	2'11"
	c	1'2"	1'3"	1'	1'3"	1'
	a	1.00	1.00	1.00	1.00	2.16
	b	0.50	0.53	0.55	0.55	0.90
	c	0.35	0.38	0.30	0.38	0.30

DESCRIPTION - DESCRIPTION

NOTE	All dimensions indicated have a tolerance of $\pm 3\%$ - For weights of $\pm 5\%$ Toutes les mesures indiquées sont susceptibles de varier de $\pm 3\%$ - Les poids de $\pm 5\%$.
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* 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 maximum recommended power is destined for performance activities such as water-skiing.
It must be treated with extreme care.

* 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.

** Les poids indiqués sont hors accessoires

***). La puissance maximale autorisée du moteur est destinée à des activités telles que le ski nautique.

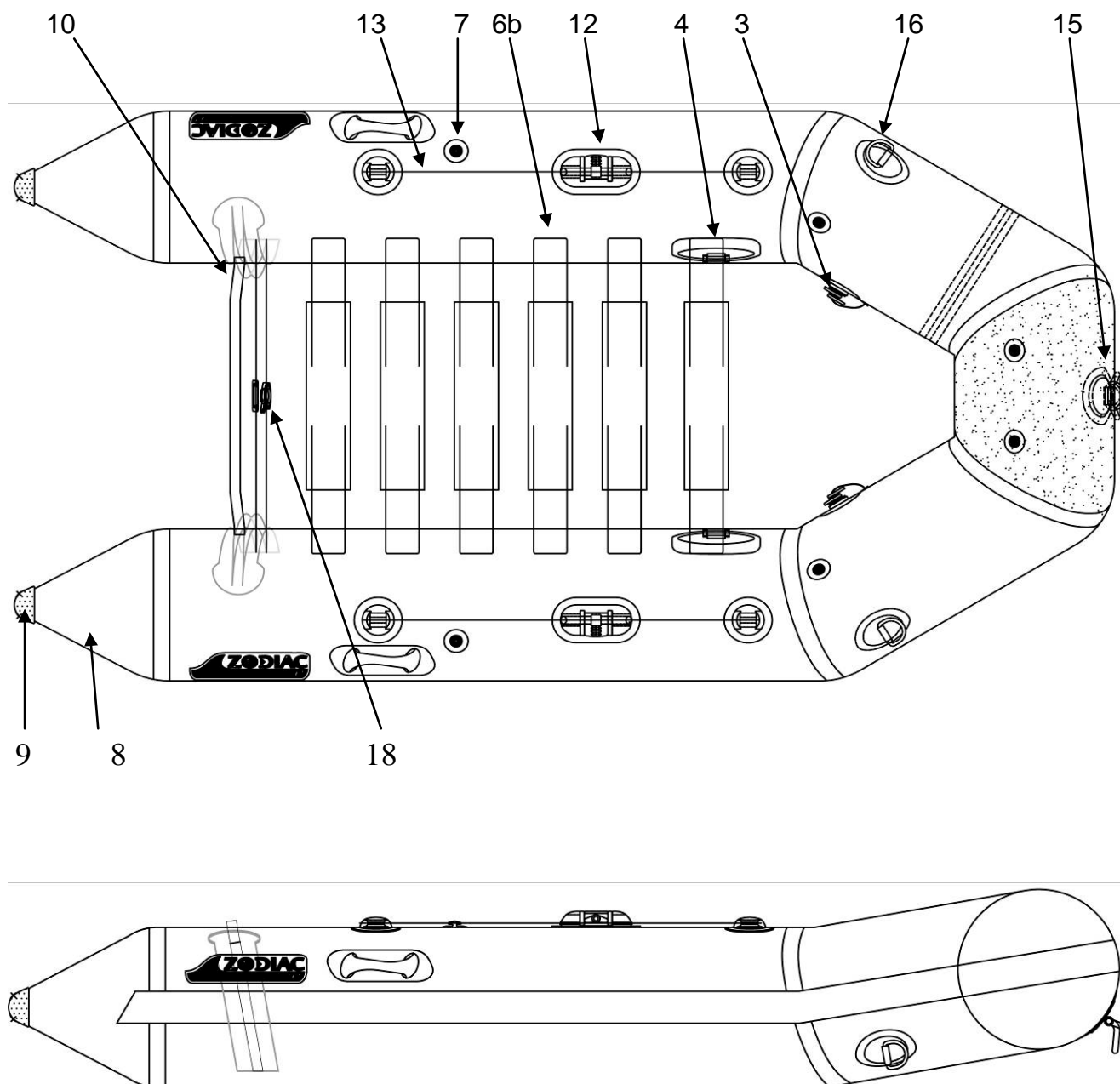
Utilisez la puissance maximale autorisée avec une extrême prudence (voir Tome 1 du manuel chapitre "Conseils de navigation").

1	D ring or fixation patch
2	Keel valve
3	Main buoyancy tube valve
4	Bench or bench support
5	Stringers
6a	Marine plywood and alu floor
6b	Removable wooden slats
6c	HPP inflatable floor
6d	Rigid hull
7	Oar rest
8	Cone
9	Reinforced cone end
10	Transom
11	Retaining batten
12	Rowlock blocks
13	Safety grab-line
14	Inflatable keel
15	Bow ring or bow handle
16	Towing ring
17	Non-scuff rubbing strake
18	Self bailer
19	Bow bag fixation (option)
20	Carrying handle
21	Anti-skidding fins
22	Lifting ring
23	Fuel tank straps

1	Anneau D ou passant de fixation
2	Valve de quille
3	Valve de flotteur
4	Banc ou Support banc
5	Longerons
6a	Plancher bois marine et alu
6b	Lattes amovibles
6c	Plancher gonflable HPP
6d	Coque rigide
7	Repose aviron
8	Cône
9	Extrémité de cône renforcée
10	Tableau
11	Tasseau de retenue
12	Dame de nage
13	Saisine de sécurité
14	Quille gonflable
15	Anneau ou poignée avant
16	Anneau de remorquage
17	Bande anti-ragage
18	Vide-vite
19	Fixation pour sac avant (option)
20	Poignée de portage
21	Dérives de stabilisation
22	Anneau de levage
23	Fixations pour sangle réservoir

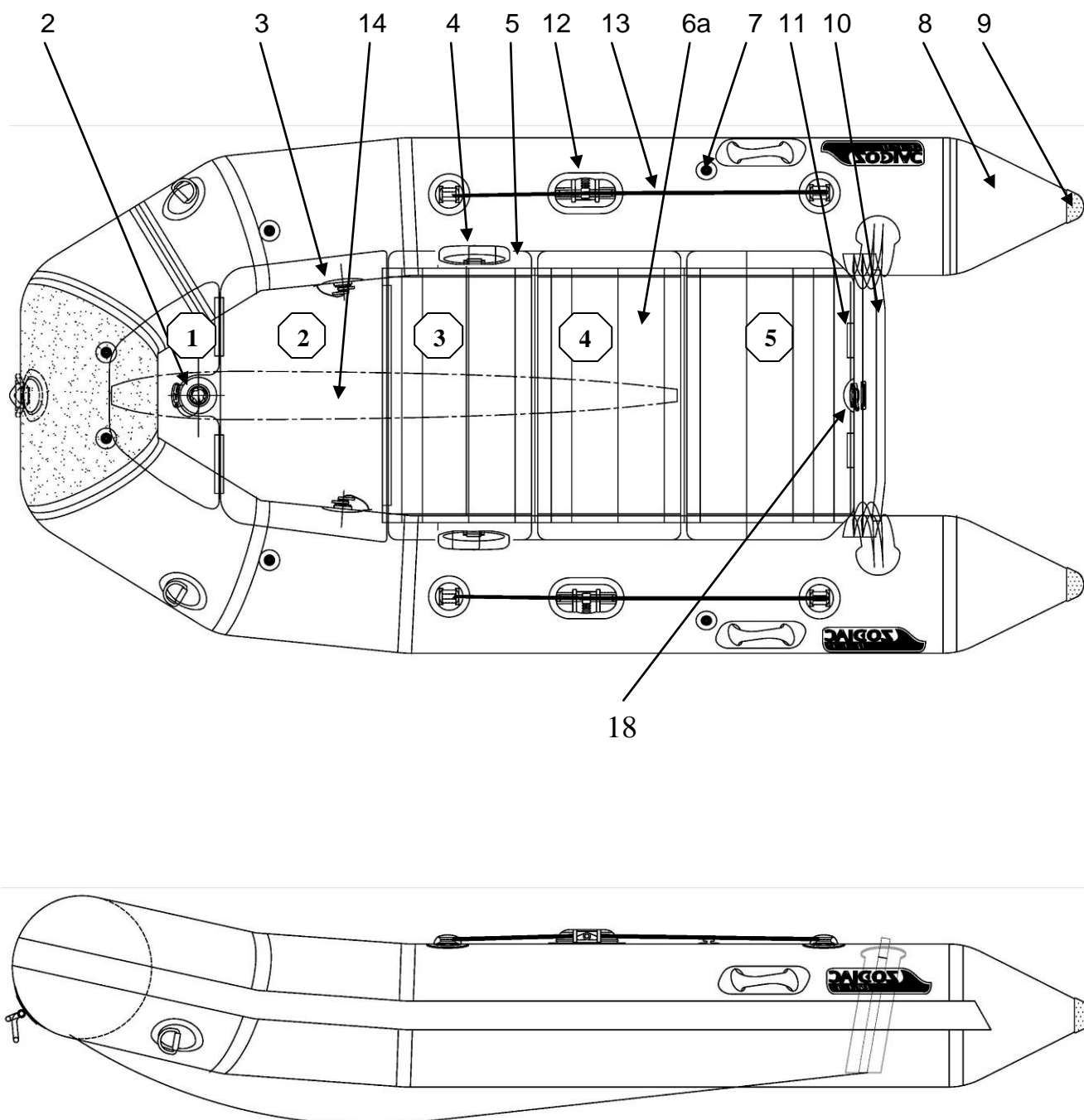
DESCRIPTION - DESCRIPTION

275 ROLL UP.



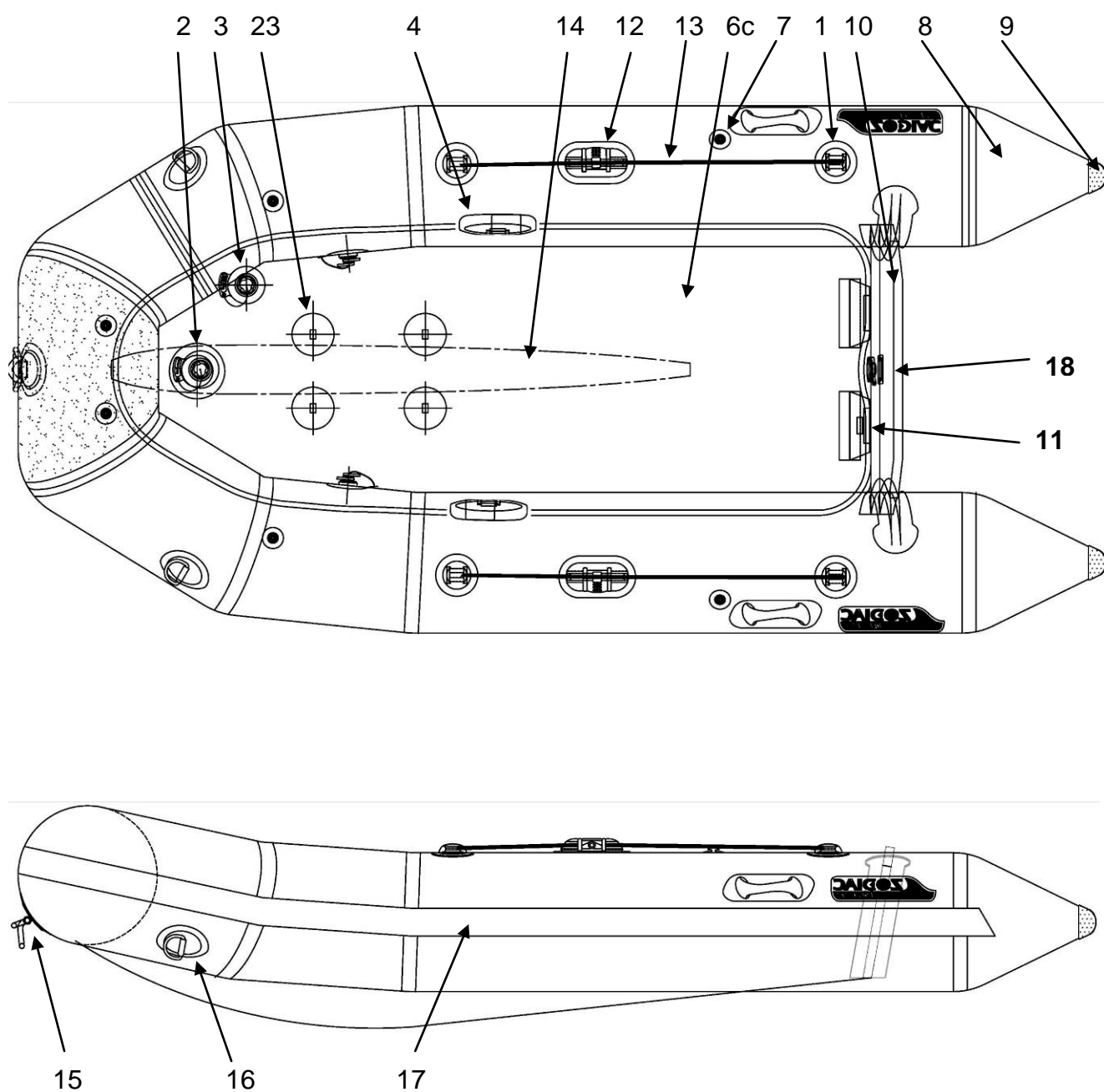
DESCRIPTION - DESCRIPTION

310 HD .



DESCRIPTION - DESCRIPTION

275 - 310 AERO .



DESCRIPTION - DESCRIPTION

310 COMPACT .

