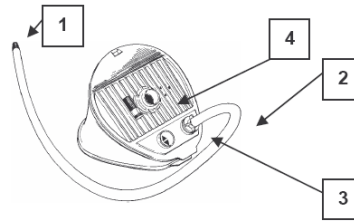



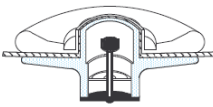
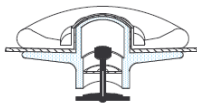
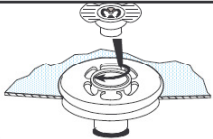
CHARACTERISTICS - PROCEDURE - INFLATION SYSTEM

INFLATOR

- 1 Pipe end.
- 2 Pipe base.
- 3 Outlet for inflation up to 150 mb / 2.2 PSI
- 4 Outlet for inflation above 150 mb / 2,2 PSI

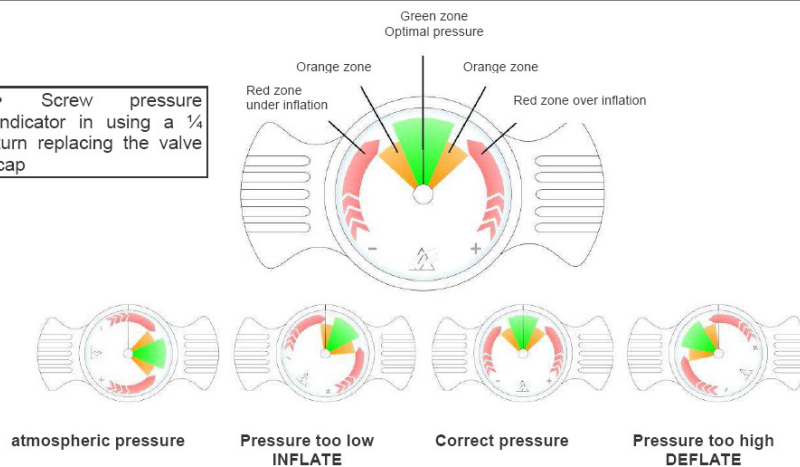


SEMI-RECESSED VALVES

To activate the valves	In inflating position	In deflating position
 Push and turn the knob by a 1/4 turn	 The membrane is closed, the knob is up	 The membrane is open, the knob is down
NOTE:	<ul style="list-style-type: none"> • THE SEMI BUILT-IN VALVE CAPS ARE DESIGNED TO LOCK AND UNLOCK BY A 1/4 OF A TURN. • NEVER USE UNDUE FORCE: YOU COULD UNSCREW THE ENTIRE INTERNAL INFLATION SYSTEM OF THE VALVE 	
		

PRESSURE INDICATOR

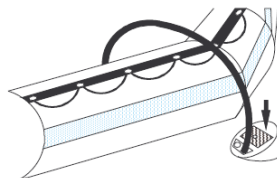
- Screw pressure indicator in using a 1/4 turn replacing the valve cap



CHARACTERISTICS - PROCEDURE - 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.

- Place the adapter corresponding to the diameter of the semi built-in valve at the inflator hose nozzle.
- Inflate the buoyancy tube, **balancing the pressure between the different compartments until the partitions (a) are no longer visible (pressure = 240 mb)**

	NEVER PRESSURISE ONE COMPARTMENT WHEN THE OTHERS ARE COMPLETELY DEFLATED	
	1	
	2	

- Inflating is complete: screw on the inflating valve caps.

NOTE:

A slight air leak is normal before the valve cap is screwed on.
ONLY THE VALVE CAPS CAN ENSURE FINAL AIR TIGHTNESS.

CHARACTERISTICS - PROCEDURE - PRESSURE

OPERATING PRESSURE

- The correct pressure for the buoyancy tube 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).

The ambient temperature of the air or water proportionately influences the level of internal pressure in the buoyancy tube

Ambient temperature	buoyancy tube 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).

RISK OF UNDERPRESSURE

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 tubes), doubling the initial pressure (480 mb). **YOU WILL THEN NEED TO DEFLATE** the boat to return to the recommended pressure.



CAUTION

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

IN THE EVENT OF OVERPRESSURE

SEMI-BUILT IN VALVE:
Release air by depressing the valve plunger

