

All of us at Mercury Marine want to thank you for choosing a Mercury Marine Inflatable boat. You have made a sound investment in boating pleasure. We firmly believe it will bring you many years of boating fun and excitement.

This Owners Manual contains all the safety and operating information you need to get the most out of your Inflatable boat. It also contains information on how to provide care and maintenance to help protect your investment. Store this manual for future reference.

The operator, passengers and craft are governed by local, national, and when applicable, international rules and regulations of the waterways. If you are not familiar with these rules and regulations, your local Department of Natural Resources can assist you. Safety courses are available from national and local organizations and are highly recommended for anyone who is not familiar with the rules and regulations on operating a boat.

Please read and understand this manual carefully before operating your inflatable boat.

### **Warranty Message**

The product you have purchased comes with a **limited warranty** from Mercury Marine. The terms of the warranty are set forth in the **Warranty Information** Section of this manual. The warranty statement contains a description of what is covered, what is not covered, the duration of coverage, how to best obtain warranty coverage, **important disclaimers and limitations of damages**, and other related information. Please review this important information.

The description and specifications contained herein were in effect at the time this manual was approved for printing. Mercury Marine, whose policy is one of continued improvement, reserves the right to discontinue models at any time, to change specifications, designs, methods, or procedures without notice and without incurring obligation.

Record your Hull Identification Number (HIN) and engine model/serial number. The HIN is located on the back of the boat on the starboard side. The engine model/serial number is located on the swivel bracket. You will need this information to obtain parts, warranty service or provide information if your inflatable boat is stolen.

Purchase Date	
Dealer Name	
Address	
Phone	
HIN	
Engine Serial Number	
Engine Model Number	

Mercury Marine, Fond du Lac, Wisconsin U.S.A.

Litho in U.S.A.

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# WARRANTY INFORMATION

## Transfer of Warranty

The limited warranty is transferable to a subsequent purchaser, but only for the remainder of the unused portion of the limited warranty. This will not apply to products used for commercial applications.

To transfer the warranty to the subsequent owner, send or fax a copy of the bill of sale or purchase agreement, new owner's name, address and hull identification number (HIN) to Mercury Marine's warranty registration department. In the United States and Canada, mail to:

Mercury Marine  
Attn: Warranty Registration Department  
W6250 W. Pioneer Road  
P.O. Box 1939  
Fond du Lac, WI 54936-1939  
920-929-5054  
Fax 920-929-5893

Upon processing the transfer of warranty, Mercury Marine will send registration verification to the new owner of the product by mail.

There is no charge for this service.

For products purchased outside the United States and Canada, contact the distributor in your country, or the Marine Power Service Center closest to you.

## Warranty Registration United States and Canada

*Outside United States and Canada - Check with your local distributor.*

1. You may change your address at any time, including at time of warranty claim, by calling Mercury Marine or sending a letter or fax with your name, old address, new address, and hull identification number (HIN) to Mercury Marine's warranty registration department. Your dealer can also process this change of information.

# WARRANTY INFORMATION

Mercury Marine  
Attn: Warranty Registration Department  
W6250 W. Pioneer Road  
P.O. Box 1939  
Fond du Lac, WI 54936-1939  
920-929-5054  
Fax 920-929-5893

***NOTE: Registration lists must be maintained by Mercury Marine and any dealer on marine products sold in the United States, should a safety recall notification under the Federal Safety Act be required.***

2. To be eligible for warranty coverage, the product must be registered with Mercury Marine. At the time of sale, the dealer should complete the warranty registration and immediately submit it to Mercury Marine via MercNET, E-mail, or mail. Upon receipt of this warranty registration, Mercury Marine will record the registration.
3. Upon processing the warranty registration, Mercury Marine will send registration verification by mail to the purchaser of the product. If this registration verification is not received within 30 days, please contact your selling dealer immediately. Warranty coverage is not effective until your product is registered with Mercury Marine.

## **Mercury Inflatable Boat Limited Warranty United States and Canada**

*Outside United States and Canada - Check with your local distributor.*

### **WHAT IS COVERED**

Mercury Marine Inflatable Boats are warranted to be free of defects in material and workmanship during the period described following.

# WARRANTY INFORMATION

## DURATION OF COVERAGE

The fiberglass hull, air deck® floor, all hull attachments and accessories, but not limited to, floorboards, seats, rope holders, oar locks, oars, rope, air pump, lifting handles, d-rings, oar holders, valves, seat webbings, and transom integrity are covered by this Limited Warranty for one (1) year from the date the product is first sold, or the date on which the product is first put into service, whichever occurs first. All the air holding fabrics are warranted against defects in material or workmanship that cause blistering and delaminating for five (5) years for Duratex (PVC) fabrics and ten (10) years for Hypalon fabrics. The repair, replacement of parts, or the performance of service under this warranty does not extend the life of this warranty beyond its original expiration date. Unexpired warranty coverage can be transferred to a subsequent purchaser upon proper registration of the product.

## CONDITIONS THAT MUST BE MET IN ORDER TO OBTAIN WARRANTY COVERAGE

Warranty coverage is available only to retail customers that purchase from a Dealer authorized by Mercury Marine to distribute the product in the country in which the sale occurred. Warranty coverage becomes available upon proper registration of the product by the authorized dealer. Routine maintenance outlined in the Operation and Maintenance Manual must be performed in a timely manner in order to maintain warranty coverage. If the retail customer performs this maintenance, Mercury Marine reserves the right to make future warranty coverage contingent on proof of proper maintenance.

## WHAT MERCURY WILL DO

Mercury's sole exclusive obligation under this warranty is limited to, at our option, repairing a defective part, replacing such part or parts with new or Mercury Marine certified remanufactured parts, or refunding the purchase price of the Mercury product. Mercury's sole and exclusive obligation under the limited warranty against fabric delimitation is the replacement of the boat skin (only the boat skin). Mercury reserves the right to improve or modify products previously manufactured.

# WARRANTY INFORMATION

## HOW TO OBTAIN WARRANTY COVERAGE

The customer must provide Mercury with a reasonable opportunity to repair, and reasonable access to the product for warranty service. Warranty claims shall be made by delivering the product for inspection to a Mercury dealer authorized to service the product. If purchaser cannot deliver the product to such a dealer, written notice must be given to Mercury. We will then arrange for the inspection and any covered repair. Purchaser in that case shall pay for all related transportation charges and/or travel time. If the service provided is not covered by this warranty, purchaser shall pay for all related labor and material, and any other expenses associated with that service. Purchaser shall not, unless requested by Mercury, ship the product or parts of the product directly to Mercury. Proof of registered ownership must be presented to the dealer at the time warranty service is requested in order to obtain coverage.

## WHAT IS NOT COVERED

This Limited Warranty does not cover routine maintenance items, adjustments, normal wear and tear, puncture, discoloration, oxidation, abrasion or damage caused by abuse, abnormal use, neglect, accident, improper service, use of an accessory or part not manufactured or sold by Mercury Marine, or alteration or removal of parts. Use of the product for racing or other competitive activity, at any point, even by a prior owner of the product, voids the warranty. The engine, engine accessories, controls, props, batteries or other accessories, carry their own individual warranties.

Expenses related to haul-out, launch, towing, storage, telephone, rental, inconvenience, slip fees, insurance coverage, loan payments, loss of time, loss of income, or any other type of incidental or consequential damages are not covered by this warranty.

No individual or entity, including Mercury Marine authorized dealers, has been given the authority by Mercury Marine to make any affirmation, representation, or warranty regarding the product, other than those contained in this limited warranty, and if made, shall not be enforceable against Mercury Marine.



# WARRANTY INFORMATION

## DISCLAIMERS AND LIMITATIONS:

THE IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE ARE EXPRESSLY DISCLAIMED. TO THE EXTENT THAT THEY CANNOT BE DISCLAIMED, THE IMPLIED WARRANTIES ARE LIMITED IN DURATION TO THE LIFE OF THE EXPRESS WARRANTY. INCIDENTAL AND CONSEQUENTIAL DAMAGES ARE EXCLUDED FROM COVERAGE UNDER THIS WARRANTY. SOME STATES/COUNTRIES DO NOT ALLOW FOR THE DISCLAIMED, LIMITATIONS AND EXCLUSIONS IDENTIFIED ABOVE, AS A RESULT, THEY MAY NOT APPLY TO YOU. THIS WARRANTY GIVES YOU SPECIFIC LEGAL RIGHTS, AND YOU MAY ALSO HAVE OTHER LEGAL RIGHTS WHICH VARY FROM STATE TO STATE AND COUNTRY TO COUNTRY.

# GENERAL INFORMATION

## Boater's Responsibilities

The operator (driver) is responsible for the correct and safe operation of the boat and safety of its occupants and general public. It is strongly recommended that each operator (driver) read and understand this entire manual before operating the boat.

Be sure at least one additional person on board is instructed in the basics of starting and operating the outboard and boat handling in case the driver is unable to operate the boat.

## Before Operating Your Boat

Read and understand this manual carefully. Learn how to operate your boat properly. If you have any questions, contact your dealer. Safety and operating information that is practiced, along with using good common sense, can help prevent personal injury and product damage.

This manual uses the following safety alerts to draw your attention to special safety instructions that should be followed.

### **WARNING**

**WARNING**—indicates a potentially hazardous situation that, if not avoided, could result in death or serious injury.

### **DANGER**

**DANGER**—indicates an imminently hazardous situation that, if not avoided, will result in death or serious injury.

### **CAUTION**

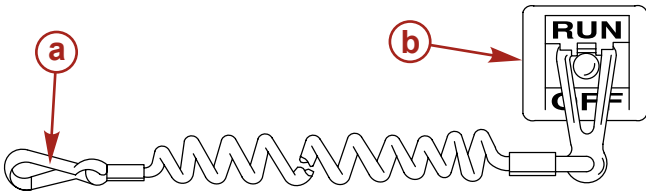
**CAUTION**—indicates a potentially hazardous situation that, if not avoided, may result in minor or moderate injury or property damage. It may also be used to alert against unsafe practices.

# GENERAL INFORMATION

## Lanyard Stop Switch

The purpose of a lanyard stop switch is to turn off the engine when the operator moves far enough away from the operator's position (as in accidental ejection from the operator's position) to activate the switch. Tiller handle outboards and some remote control units are equipped with a lanyard stop switch. A lanyard stop switch can be installed as an accessory - generally on the dashboard or side adjacent to the operator's position.

The lanyard is a cord usually between 122 and 152 cm (4 and 5 feet) in length when stretched out, with an element on one end made to be inserted into the switch and a snap on the other end for attaching to the operator. The lanyard is coiled to make its at-rest condition as short as possible to minimize the likelihood of lanyard entanglement with nearby objects. Its stretched-out length is made to minimize the likelihood of accidental activation should the operator choose to move around in an area close to the normal operator's position. If it is desired to have a shorter lanyard, wrap the lanyard around the operator's wrist or leg, or tie a knot in the lanyard.



21629

**a** - Lanyard cord

**b** - Lanyard stop switch

Read the following Safety Information before proceeding.

## GENERAL INFORMATION

**Important Safety Information:** The purpose of a lanyard stop switch is to stop the engine when the operator moves far enough away from the operator's position to activate the switch. This would occur if the operator accidentally falls overboard or moves within the boat a sufficient distance from the operator's position. Falling overboard and accidental ejections are more likely to occur in certain types of boats such as low sided inflatables, bass boats, high performance boats, and light, sensitive handling fishing boats operated by a hand tiller. Falling overboard and accidental ejections are also likely to occur as a result of poor operating practices such as sitting on the back of the seat or gunwale at planing speeds, standing at planing speeds, sitting on elevated fishing boat decks, operating at planing speeds in shallow or obstacle infested waters, releasing your grip on a steering wheel or tiller handle that is pulling in one direction, drinking alcohol or consuming drugs, or daring high speed boat maneuvers.

While activation of the lanyard stop switch will stop the engine immediately, a boat will continue to coast for some distance depending upon the velocity and degree of any turn at shut down. However, the boat will not complete a full circle. While the boat is coasting, it can cause injury to anyone in the boat's path as seriously as the boat would when under power.

We strongly recommend that other occupants be instructed on proper starting and operating procedures should they be required to operate the engine in an emergency (e.g. if the operator is accidentally ejected).

### WARNING

**Should the operator fall out of the boat, the possibility of serious injury or death from being run over by the boat can be greatly reduced by stopping the engine immediately. Always properly connect both ends of the stop switch lanyard to the stop switch and the operator.**

# GENERAL INFORMATION

## WARNING

**Avoid serious injury or death from deceleration forces resulting from accidental or unintended stop switch activation. The boat operator should never leave the operator's station without first disconnecting the stop switch lanyard from the operator.**

Accidental or unintended activation of the switch during normal operation is also a possibility. This could cause any, or all, of the following potentially hazardous situations:

- Occupants could be thrown forward due to unexpected loss of forward motion - a particular concern for passengers in the front of the boat who could be ejected over the bow and possibly struck by the gearcase or propeller.
- Loss of power and directional control in heavy seas, strong current or high winds.
- Loss of control when docking.

## Protecting People In The Water

### WHILE YOU ARE CRUISING

It is very difficult for a person standing or floating in the water to take quick action to avoid a boat heading in his/her direction, even at slow speed.



Always slow down and exercise extreme caution any time you are boating in an area where there might be people in the water.

Whenever a boat is moving (coasting) and the outboard gear shift is in neutral position, there is sufficient force by the water on the propeller to cause the propeller to rotate. This neutral propeller rotation can cause serious injury.

# GENERAL INFORMATION

## WHILE BOAT IS STATIONARY

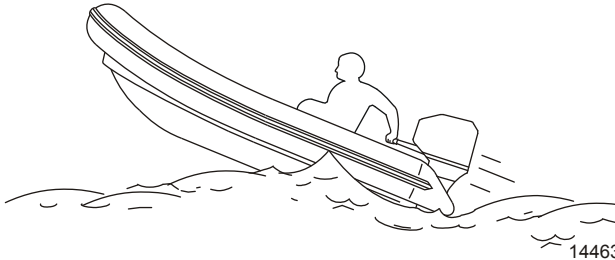
### WARNING

Stop your engine immediately whenever anyone in the water is near your boat. Serious injury to the person in the water is likely if contacted by a rotating propeller, a moving boat, a moving gearcase, or any solid device rigidly attached to a moving boat or gearcase.

Shift outboard into neutral and shut off the engine before allowing people to swim or be in the water near your boat.

## Wave And Wake Jumping

Operating recreational boats over waves and wake is a natural part of boating. However, when this activity is done with sufficient speed to force the boat hull partially or completely out of the water, certain hazards arise, particularly when the boat re-enters the water.



The primary concern is the boat changing direction while in the midst of the jump. In such case the landing may cause the boat to veer violently in a new direction. Such a sharp change in direction can cause occupants to be thrown out of their seats, or out of the boat.

### WARNING

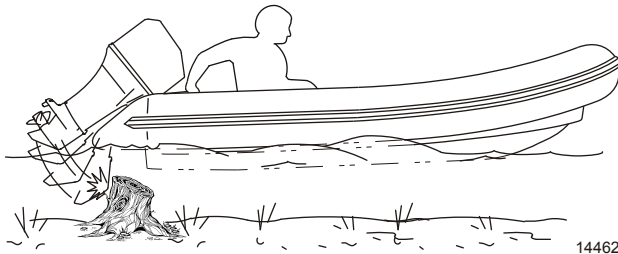
Avoid serious injury or death from being thrown within or out of a boat when it lands after jumping a wave or wake. Avoid wave or wake jumping whenever possible. Instruct all occupants that if a wake or wave jump occurs, get low and hang on to any boat hand hold.

## GENERAL INFORMATION

There is another less common hazardous result from allowing your boat to launch off a wave or wake. If the bow of your boat pitches down far enough while airborne, upon water contact it may penetrate under the water surface and submarine for an instant. This will bring the boat to a nearly instantaneous stop and can send the occupants flying forward. The boat may also steer sharply to one side.

### Impact With Underwater Hazards

Reduce speed and proceed with caution whenever you drive a boat in shallow water areas, or in areas where you suspect underwater obstacles may exist which could be struck by the outboard or the boat bottom. **The most important thing you can do to help reduce injury or impact damage from striking a floating or underwater object is to control the boat speed. Under these conditions, boat speed should be kept to a minimum planing speed of 24 to 40 km/h (15 to 25 MPH).**



### **⚠ WARNING**

**To avoid serious injury or death from all or part of an outboard coming into the boat after striking a floating or underwater obstacle maintain a top speed no greater than minimum planing speed.**

Striking a floating or underwater object could result in an infinite number of situations. Some of these situations could result in the following:

- Part of the outboard or the entire outboard could break loose and fly into the boat.

## GENERAL INFORMATION

- The boat could move suddenly in a new direction. Such a sharp change in direction can cause occupants to be thrown out of their seats or out of the boat.
- A rapid reduction in speed. This will cause occupants to be thrown forward, or even out of the boat.
- Impact damage to the outboard and/or boat.

Keep in mind, the most important thing you can do to help reduce injury or impact damage during an impact is control the boat speed. Boat speed should be kept to a minimum planing speed when driving in waters known to have underwater obstacles.

After striking a submerged object, stop the engine as soon as possible and inspect it for any broken or loose parts. If damage is present or suspected, the outboard should be taken to an authorized dealer for a thorough inspection and necessary repair. The boat should also be checked for any hull fractures, transom fractures, or water leaks.

Operating a damaged outboard could cause additional damage to other parts of the outboard, or could affect control of the boat. If continued running is necessary, do so at greatly reduced speeds.

### WARNING

**Avoid serious injury or death from loss of boat control. Continued boating with major impact damage can result in sudden component failure with or without subsequent impacts. Have the power package thoroughly inspected and any necessary repairs made.**

## Exhaust Emissions

### BE ALERT TO CARBON MONOXIDE POISONING

Carbon monoxide is present in the exhaust fumes of all internal combustion engines. This includes the outboards, sterndrives and inboard engines that propel boats, as well as the generators that power various boat accessories. Carbon monoxide is a deadly gas that is odorless, colorless and tasteless.

Early symptoms of carbon monoxide poisoning which should not be confused with seasickness or intoxication, include headache, dizziness, drowsiness, and nausea.



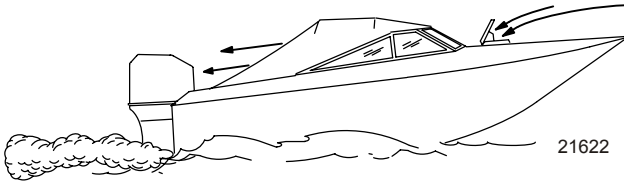
# GENERAL INFORMATION

## ⚠ WARNING

Avoid the combination of a running engine and poor ventilation. Prolonged exposure to carbon monoxide in sufficient concentration can lead to unconsciousness, brain damage, or death.

### GOOD VENTILATION

Ventilate passenger area, open side curtains, or forward hatches to remove fumes.



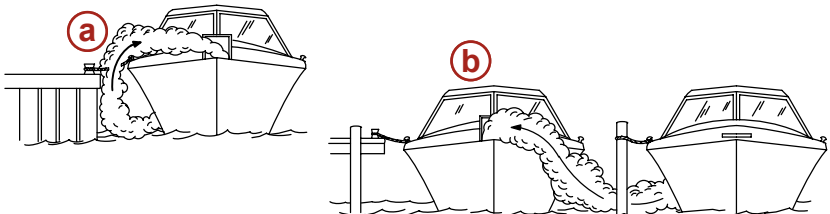
Example of desired air flow through the boat

### POOR VENTILATION

Under certain running and/or wind conditions, permanently enclosed or canvas enclosed cabins or cockpits with insufficient ventilation may draw in carbon monoxide. Install one or more carbon monoxide detectors in your boat.

Although the occurrence is rare, on a very calm day, swimmers and passengers in an enclosed area of a stationary boat that contains or is near a running engine may be exposed to a hazardous level of carbon monoxide.

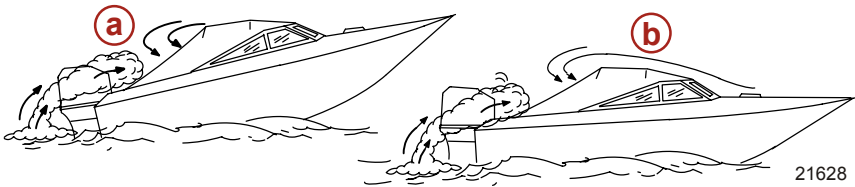
### WHILE BOAT IS STATIONARY



- a** - Running the engine when the boat is moored in a confined space
- b** - Mooring close to another boat that has its engine running

# GENERAL INFORMATION

## WHILE BOAT IS MOVING



- a** - Running the boat with the trim angle of the bow too high
- b** - Running the boat with no forward hatches open

## Safe Boating Suggestions

In order to safely enjoy the waterways, familiarize yourself with local and other governmental boating regulations and restrictions, and consider the following suggestions.

**Use flotation devices.** Have an approved personal flotation device of suitable size for each person aboard (it is the law) and have it readily accessible.

**Do not overload your boat.** Most boats are rated and certified for maximum load (weight) capacities (refer to your boat capacity plate). If in doubt, contact your dealer or the boats manufacturer.

**Perform safety checks and required maintenance.** Follow a regular schedule and ensure that all repairs are properly made.

**Know and obey all nautical rules and laws of the waterways.** Boat operators should complete a boating safety course. Courses are offered in the U.S.A. by 1) The U.S. Coast Guard Auxiliary, 2) The Power Squadron, 3) The Red Cross and 4) your state boating law enforcement agency. Inquiries may be made to the Boating Hotline, 1-800-368-5647 or the Boat U.S. Foundation information number 1-800-336-BOAT.

**Make sure everyone in the boat is properly seated.** Do not allow anyone to sit or ride on any part of the boat that was not intended for such use. This includes the back of seats, gunwales, transom, bow, decks, raised fishing seats, any rotating fishing seat; or anywhere that an unexpected acceleration, sudden stopping, unexpected loss of boat control, or sudden boat movement could cause a person to be thrown overboard or into the boat.

## GENERAL INFORMATION

**Never be under the influence of alcohol or drugs while boating (it is the law).** Alcohol or drug use impairs your judgment and greatly reduces your ability to react quickly.

**Prepare other boat operators.** Instruct at least one other person on board in the basics of starting and operating the outboard, and boat handling, in case the driver becomes disabled or falls overboard.

**Passenger boarding.** Stop the engine whenever passengers are boarding, unloading, or are near the back (stern) of the boat. Just shifting the outboard into neutral is not sufficient.

**Be alert.** The operator of the boat is responsible by law to maintain a proper lookout by sight and hearing. The operator must have an unobstructed view particularly to the front. No passengers, load, or fishing seats should block the operators view when operating the boat above idle speed.

**Never drive your boat directly behind a water skier in case the skier falls.** As an example, your boat traveling at 40 km/h (25 MPH) will overtake a fallen skier 61 m (200 ft.) in front of you in 5 seconds.

**Watch fallen skiers.** When using your boat for water skiing or similar activities, always keep a fallen or down skier on the operator's side of the boat while returning to assist the skier. The operator should always have the down skier in sight and never back up to the skier or anyone in the water.

**Report accidents.** Boat operators are required by law to file a Boating Accident Report with their state boating law enforcement agency when their boat is involved in certain boating accidents. A boating accident must be reported if 1) there is loss of life or probable loss of life, 2) there is personal injury requiring medical treatment beyond first aid, 3) there is damage to boats or other property where the damage value exceeds \$500.00 or 4) there is complete loss of the boat. Seek further assistance from local law enforcement.

# GENERAL INFORMATION

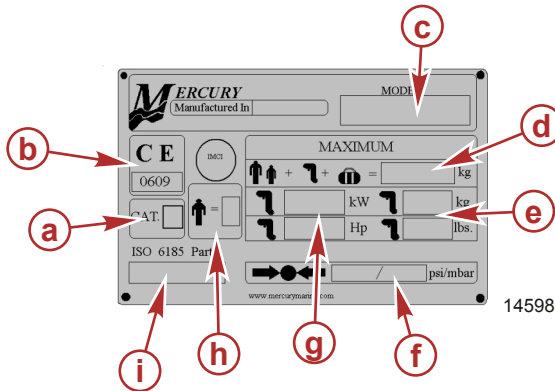
## Specifications

Description	Model		
	300	330	350
Dry weight	59 kg (130 lb.)	69 kg (152 lb.)	84 kg (185 lb.)
Maximum load	475 kg (1047 lb.)	535 kg (1179 lb.)	572 kg (1261 lb.)
Maximum engine power	7.5 kw (10 hp)	11.2 kw (15 hp)	18.6 kw (25 hp)
Maximum engine weight	50 kg (110 lb.)	50 kg (110 lb.)	71 kg (157 lb.)
Maximum personnel	3+1	4	5
Air chambers	3	3	3
Overall length	295 cm (9 ft. 8 in.)	330 cm (10 ft. 10 in.)	350 cm (11 ft. 6 in.)
Inner hull length	194 cm (6 ft. 4 in.)	234 cm (7 ft. 8 in.)	234 cm (7 ft. 8 in.)
Outer beam	160 cm (5 ft. 3 in.)	174 cm (5 ft. 9 in.)	174 cm (5 ft. 9 in.)
Inner beam	79 cm (2 ft. 7 in.)	93 cm (3 ft. 1 in.)	93 cm (3 ft. 1 in.)
Tube diameter	40.5 cm (16 in.)	40.5 cm (16 in.)	40.6 cm (16 in.)
Hull and floor	Fiberglass	Fiberglass	Fiberglass
Oar locks and oars	2	-	-
Paddles	-	2	2
Tube fabric	PVC or Hypalon	PVC or Hypalon	PVC or Hypalon

# GENERAL INFORMATION

## Manufacturer's Plate

The manufacturer's plate is located on the inside of the boat transom.



- a** - Boat design category - see following table
- b** - Certified Europe Insignia
- c** - Model number
- d** - Maximum load capacity - people + outboard + fuel tank and equipment
- e** - Maximum outboard weight
- f** - Pressure of the air chambers
- g** - Maximum outboard power
- h** - Maximum number of people
- i** - ISO 6185 part - see following table

Boat design category - The following table shows the navigation use that the boat was designed and constructed for.

Boat Design Categories	Navigation	Wind Force and Wave Height
A	Ocean	Designed for extended voyages where conditions may exceed wind force 8 (Beaufort scale) and wave heights of 4 m (13 ft.) and above.
B	Offshore	Designed for offshore voyages where conditions may experience wind force 8 (Beaufort scale) and wave heights up to 4 m (13 ft.).

## GENERAL INFORMATION

Boat Design Categories	Navigation	Wind Force and Wave Height
C	Inshore	Designed for voyages in coastal waters, large bays, estuaries, lakes and rivers where conditions may experience wind force 6 (Beaufort scale) and wave heights up to 2 m (6.5 ft.).
D	Sheltered waters	Designed for voyages on sheltered coastal waters, small bays, small lakes, rivers, and canals where conditions may experience wind force 4 (Beaufort scale) and wave heights up to 0.5 m (1.5 ft.).

ISO 6185 part - The ISO 6185 part standard defines the power rating for the boat. The following table shows these power ratings.

ISO 6185 Part Categories	Powered Boat Rating
Part 1: Type II	Powered boats not exceeding 4.5 kw (6 hp)
Part 2: Type V	Powered boats of 4.5 to 15 kw (6 to 20 hp)
Part 3: Type VII	Powered boats of 15 kw and greater (20 hp +)

# BOAT COMPONENTS

## Components Location - Model 300 BACK VIEW



24439

**a** - Hull identification number (HIN)

## FRONT VIEW

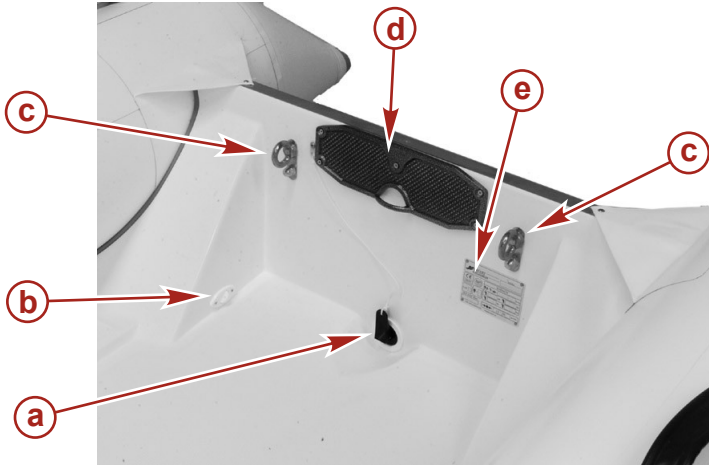


24441

**a** - Front mooring ring

# BOAT COMPONENTS

## TRANSOM VIEW



24447

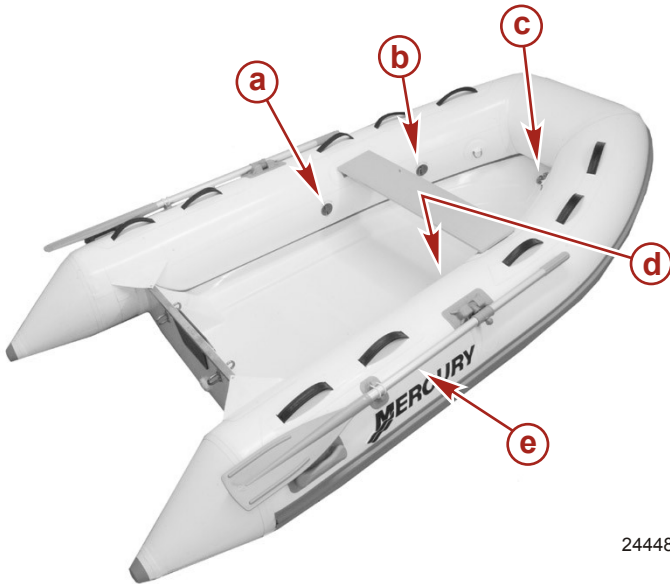
- a** - Drain plug
- b** - Hull drain plug
- c** - Rear lifting ring

- d** - Motor plate
- e** - Manufacturer's plate



# BOAT COMPONENTS

## SIDE VIEW

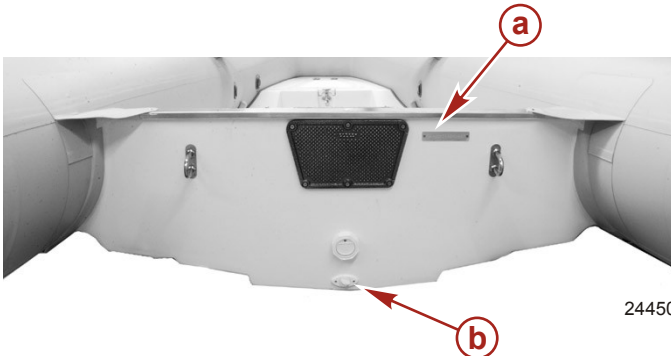


24448

- |                                    |                                        |
|------------------------------------|----------------------------------------|
| <b>a</b> - Port air chamber valve  | <b>d</b> - Starboard air chamber valve |
| <b>b</b> - Front air chamber valve |                                        |
| <b>c</b> - Front lifting ring      | <b>e</b> - Oars                        |

## Components Location - Model 330 and 350

### BACK VIEW



24450

- |                                             |                            |
|---------------------------------------------|----------------------------|
| <b>a</b> - Hull identification number (HIN) | <b>b</b> - Hull drain plug |
|---------------------------------------------|----------------------------|

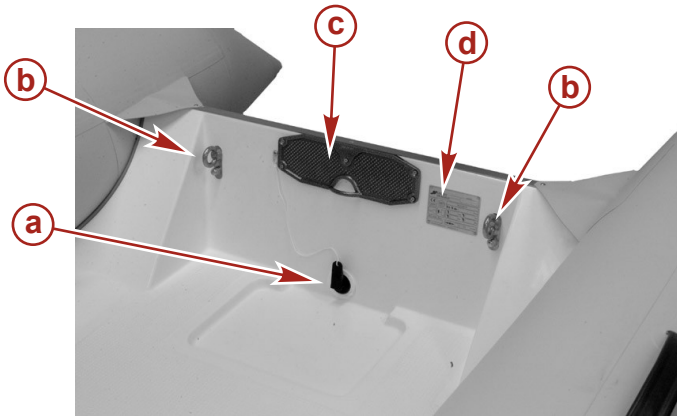
# BOAT COMPONENTS

## FRONT VIEW



**a** - Front mooring ring

## TRANSOM VIEW



**a** - Drain plug

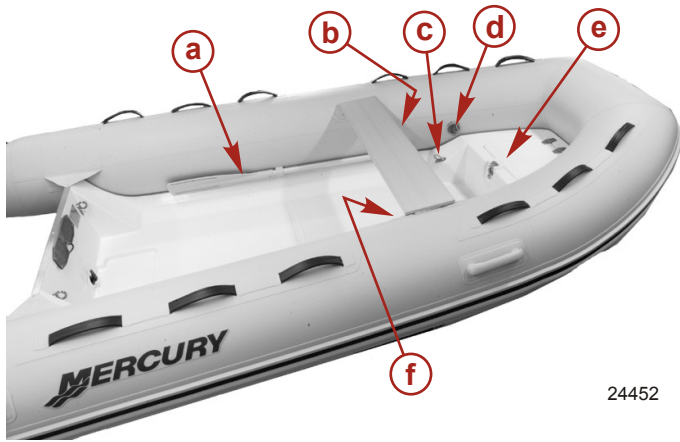
**b** - Rear lifting ring

**c** - Motor plate

**d** - Manufacturer's plate

# BOAT COMPONENTS

## SIDE VIEW



**a** - Paddle location

**b** - Port air chamber valve

**c** - Front lifting rings (2)

**d** - Front air chamber valve

**e** - Storage compartment

**f** - Starboard air chamber valve

# TRANSPORTING

## Trailer Boat

Use a trailer that will properly support the boat hull. Position the boat on the trailer so it will rest in a stable position on the trailer supports.

The boat must be properly secured to the trailer. Secure the boat to the trailer using tie-down straps. Tighten the straps down securely so they will prohibit boat movement. Make sure to protect the air chamber tubes so they will not get chafed or damaged from the tie-down straps.

Trailer your boat with the outboard tilted down in a vertical operating position.

If additional ground clearance is required, the outboard should be tilted up using an accessory outboard support device. Refer to your local dealer for recommendations. Additional clearance may be required for railroad crossings, driveways and trailer bouncing.

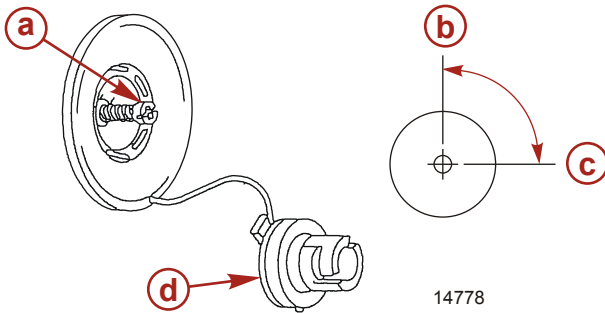
# OPERATION

## Inflation

### ⚠ CAUTION

Do not use a compressed air source to fill air chambers. Over inflation may result in damaged seams and or bulkheads. Seams and or bulkheads ruptured from over inflation, are not covered under the warranty.

**IMPORTANT:** Do not inflate or deflate one air chamber at a time. When inflating or deflating, maintain a balanced air pressure between air chambers to prevent stress or potential damage to the inside diaphragms that separate the air chambers.



- a** - Valve stem                      **c** - Open position  
**b** - Closed position                **d** - Valve cap

1. Unscrew the valve caps, turn a quarter of a turn counterclockwise. Make sure the valve stems are in the closed position. Push in on the valve stem and rotate to the closed position.
2. Insert and lock the air pump fill adapter into the valve. Connect the air pump hose to the fill adapter.
3. Starting at one of the air valves, inflate each air chamber in turn inflating only a quarter of the way full. Repeat this procedure to evenly fill the air chambers until the air chambers are filled to the recommended air pressure of 0.24 bar (3.5 psi). Air pressure can be measured using air gauge provided with the air pump or using an accessory air pressure gauge.

# OPERATION

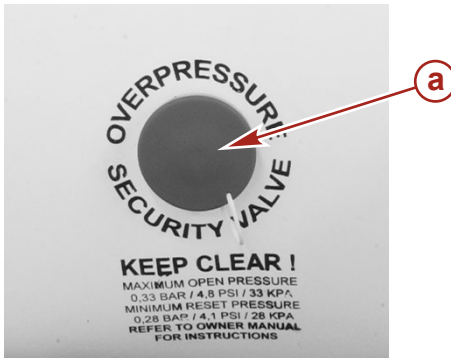
**NOTE:** Always be aware of the air pressure in the air chambers. The air volume inside the air chambers will expand as the internal air temperature rises, this will cause the air pressure to fluctuate depending on water temperature and weather conditions. A boat that is correctly inflated, may experience a drop in air pressure and require additional air when temperatures get cooler or it may become over inflated when in direct sun light or as the temperatures get hotter. This will require the air to be deflated until the recommended air pressure is reached.

## Overpressure Security Valve - Hypalon Models

**NOTE:** This feature is Included on Hypalon fabric models.

If the air pressure exceeds the maximum limit, the red cap will loosen or pop off the overpressure valve. Air will escape until the air pressure returns to the recommended limit. Replace the red cap on the overpressure valve.

**NOTE:** Keep items clear of the overpressure valve that could prevent the red cap from popping off the valve.



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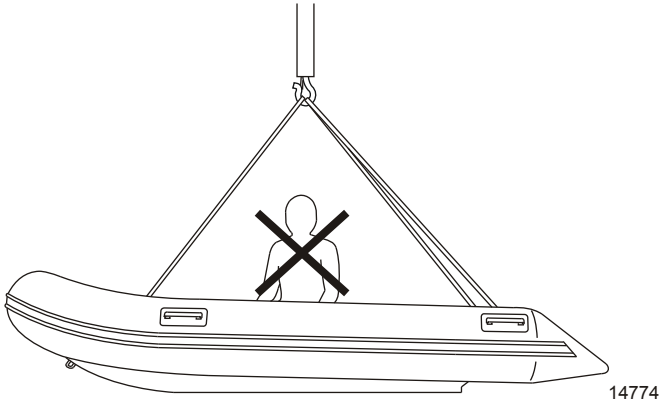
**a** - Red cap

## Lifting the Boat

When using a hoist to lift the boat, attach the hoist to the front and rear lifting rings attached to the hull.

# OPERATION

Empty the boat of all equipment. Make sure nobody is on-board during lifting.



## Outboard Power

Choose an outboard for the boat that is in accordance with the horsepower range and maximum weight limit. Refer to the Specification table in this manual or the manufacturer's plate on the boat for the maximum outboard horsepower and outboard weight.

Install the outboard along the centerline of the boat transom. Fasten the outboard to the transom following the recommended installation instructions provided with the outboard or from the outboard manufacturer.

Check outboard for tightness on transom before each use.

### WARNING

Using an outboard that exceeds the maximum horsepower limit of a boat can: 1) cause loss of boat control 2) place too much weight at the transom altering the designed flotation characteristics of the boat or 3) cause the boat to break apart particularly around the transom area. Overpowering a boat can result in serious injury, death or boat damage.

## Pre-Operating Check List

- Check the inflation pressure of the air chambers.
- Remove any obstruction from the drain valve.

# OPERATION

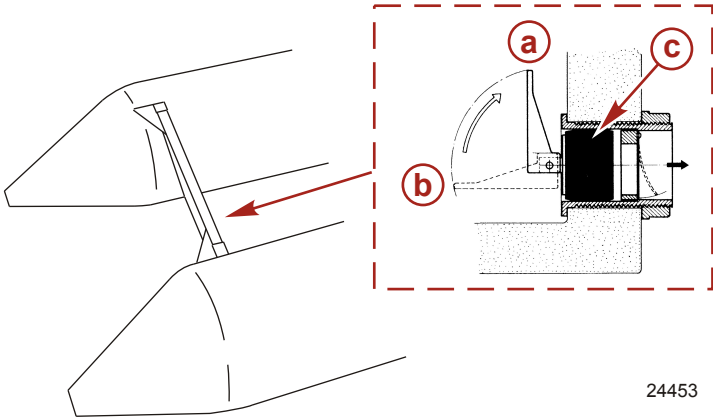
- Check the outboard for tightness on the transom.
- Know the fuel capacity and cruising range.
- Check that the lanyard stop switch for the outboard works correctly.
- Be sure the boat is not overloaded. Do not exceed the maximum number of passengers or load capacity. Look at the boat capacity plate.
- Be sure there is an approved personal flotation device of suitable size for each person aboard and readily accessible (it is the law).
- Check that the paddles are in the boat in case of engine trouble.
- Be sure the operator knows safe navigation, boating, and operating procedures.
- Be sure there is a ring type life buoy or buoyant cushion designed to be thrown to a person in the water.
- Arrange the passengers and load in the boat so the weight is distributed evenly and everyone is seated in a proper seat or on the floor.
- Instruct at least one passenger in the basics of boat handling and the starting and operation of the outboard, in case the driver becomes disabled or falls overboard.
- Before departing, tell someone where you are going and when you expect to return.
- No alcohol or drugs. It is illegal to operate a boat while under the influence of alcohol or drugs.
- Know the waters and area you will be boating; tides, currents, sand bars, rocks, and other hazards.



# OPERATION

## Drain Valve Operation

When underway, remove the drain plug from the drain and the water will automatically run out. The inner diaphragm will prevent water from returning. After the water has been drained, replace the drain plug.



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**a** - Lock position

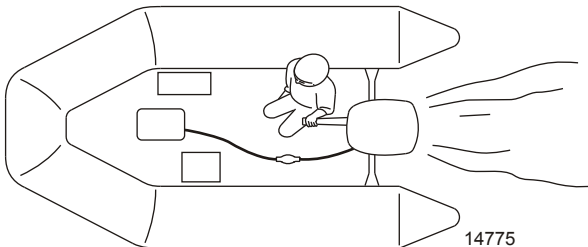
**c** - Drain plug

**b** - Un-lock position

## Loading

**IMPORTANT:** Do not exceed the maximum number of passengers or load capacity of the boat. Refer to the Specification table in this manual or the manufacturer's plate on the boat for the maximum number of passengers and load capacity of the boat.

Position the passengers and distribute the load evenly in the boat to help counterbalance the weight of the outboard.

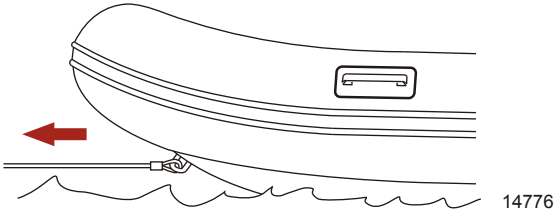


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# OPERATION

## Towing

If the inflatable boat is to be towed by another boat, the inflatable boat must be empty. Remove outboard, fuel tank and equipment. Attach a single towing line to the mooring ring on front of the hull and tow the boat at slow speed.



## Air Chamber Deflates Accidentally

If one of the air chambers should accidentally deflate while you are operating the boat, shift the weight to the opposite side of the deflated air chamber and slowly head for shore.

## Beaching

It is recommended that the boat not be powered onto the beach, dragged across rocks, sand, gravel or pavement as damage to the fabric and/or hull may result.

# MAINTENANCE

## Cleaning Procedure

### FABRIC SURFACES

Inflate the air chambers. Clean the fabric with a mild soap and fresh water solution. Rinse with fresh water and dry thoroughly.

**IMPORTANT: Do not use a vinyl preservative on the air chamber fabric. Chemicals in the preservatives may dry out the fabric.**

### BOAT HULL

Remove the plug to open the self bailer. Use a hose to wash out any debris from the interior. Wash the interior with soap and water. Clean any debris from the self bailer. Rinse with fresh water and dry thoroughly.

## Deflation

**IMPORTANT: Do not deflate one air chamber at a time. When deflating, maintain a balanced air pressure between air chambers to prevent stress or potential damage to the inside diaphragms that separate the air chambers.**

Unscrew the valve caps, turn a quarter turn counterclockwise.

Push in the valve stems to release the air pressure evenly on all chambers. Push in the valve stem and turn the stem a quarter turn clockwise to lock the valve in the open position.

## Air Chamber Repair - Hypalon Fabric

### WARNING

**Avoid serious injury or death from a fire, explosion or poisoning. The glues and solvents used for repairing inflatables are toxic and highly flammable. As a safety precaution, always work outdoors or in an area that is well-ventilated, and away from any open flames, sparks, or appliances equipped with pilot lights. Breathing the vapors or exposure to the skin may be hazardous to your health. Avoid breathing the vapors and contact with skin and eyes by wearing a carbon filter respirator and protective gear over all exposed areas of the body.**

# MAINTENANCE

The repair kit which comes with the boat is a one part glue operation and should be used for emergency minor repair. For a permanent repair, a two part Hypalon glue should be used. This two part Hypalon glue and patching materials are available from Mercury Marine.

Small tears and punctures in the air chambers which are 1 cm (0.393 in.) or less, can be repaired in an emergency. Larger areas, or if the patch will overlap a seam, should be patched by a professional repair technician at an inflatable repair station. Contact your local Mercury dealer for the nearest inflatable repair station.

For the best results when gluing, the relative humidity should be less than 60%, ambient air temperature should be between 18 °C to 25 °C (65 °F to 77 °F) and not in direct sunlight.

Cut out a patch large enough to overlap the damaged area by a minimum of 38 mm (1.5 in.) from all sides. Center the patch over the damaged area and with a pencil trace the outline of the patch. Apply masking tape around the perimeter of the outlined patch area to ensure a tight and clean glue line.

Using 100 grit sandpaper or a pumice stone, roughen the patch area on the boat as well as the backside of the patch. When sanding, you just need to rub off the protective outer surface of the fabric until a dull finish appears.

Clean the sanded surfaces with either toluene or toluol cleaning solvents. Keep solvent off skin.

## **ONE PART GLUE (EMERGENCY REPAIRS ONLY)**

Follow the directions on the cement tube.

## **TWO PART ADHESIVE**

Mix a batch of adhesive according to the mixing directions provided with the adhesive. Keep adhesive off skin. When the adhesive is fully mixed, it must sit for a short time to activate the catalyst. Failure to do so will create poor fabric adhesion.

## MAINTENANCE

Apply two thin layers of adhesive using a short bristle brush, in a circular pattern on both the backside of the patch and the patch area on the boat. Allow the first layer to dry completely (approximately 15 minutes) before applying the second layer. The second layer should dry until tacky, then apply the patch to the prepared area and press down firmly. Using a smooth object (the back of a tablespoon works well), force out any air bubbles that may have been trapped under the patch, working from the center of the patch to the outside.

After removing the masking tape, use solvent to clean up any excess glue, then place a 4 - 5 pound weight onto the patch and allow 24 hours drying time before pressurizing the repaired air chamber.

### Air Chamber Repair - PVC Fabric

#### WARNING

**Avoid serious injury or death from a fire, explosion or poisoning. The glues and solvents used for repairing inflatables are toxic and highly flammable. As a safety precaution, always work outdoors or in an area that is well-ventilated, and away from any open flames, sparks, or appliances equipped with pilot lights. Breathing the vapors or exposure to the skin may be hazardous to your health. Avoid breathing the vapors and contact with skin and eyes by wearing a carbon filter respirator and protective gear over all exposed areas of the body.**

The repair kit which comes with the boat is a one part glue operation and should be used for emergency minor repair. For a permanent repair, a two part adhesive for PVC fabric should be used. This two part adhesive and patching materials for PVC fabric are available from Mercury Marine.

Small tears and punctures in the air chambers which are 1 cm (0.393 in.) or less, can be repaired in an emergency. Larger areas, or if the patch will overlap a seam, should be patched by a professional repair technician at an inflatable repair station. Contact your local Mercury dealer for the nearest inflatable repair station.

## MAINTENANCE

For the best results when gluing, the relative humidity should be less than 60%, ambient air temperature should be between 18 °C to 25 °C (65 °F to 77 °F) and not in direct sunlight.

Cut out a patch large enough to overlap the damaged area by 38 mm (1.5 in.) on all sides. Center the patch over the damaged area, and with a pencil trace the outline of the patch. Apply masking tape around the perimeter of the outlined patch area to ensure a tight and clean glue line.

Clean the patch area on the boat as well as the backside of the patch with M.E.K. (methyl ethyl ketone) patching solvent and cleaner. Keep solvent off skin. After applying the solvent, you will notice that the area will become tacky. This tackiness ensures good glue adhesion.

### **ONE PART GLUE (EMERGENCY REPAIRS ONLY)**

Follow the directions on the cement tube.

### **TWO PART ADHESIVE**

Mix a batch of adhesive according to the mixing directions provided with the two part adhesive. Keep adhesive off skin. When the adhesive is fully mixed, it must sit for a short time to activate the catalyst. Failure to do so will create poor fabric adhesion.

Apply three thin layers of adhesive with a short bristle brush, in a circular pattern on both the backside of the patch and the patch area on the boat. Allow each layer to dry for 5-10 minutes before applying the next layer. After applying the third layer, wait 5-10 minutes and then apply the patch to the prepared area and press down firmly. Using a smooth object (a back of a tablespoon works well), force out any air bubbles that may have been trapped under the patch, working from the center of the patch to the outside.

After removing the masking tape, place a 4-5 pound weight onto the patch and allow 24 hours drying time before pressurizing the repaired air chamber.

# STORAGE

## Storage Preparation

***NOTE:** The boat should be cleaned and rinsed with fresh water before being placed in long term storage. Refer to cleaning procedure.*

**IMPORTANT:** To prevent hull or fabric discoloration from marine growth or polluted waters, do not store the boat in water for extended periods of time.

Clean the boat fabric and wash the boat hull following the cleaning procedure in **Maintenance Section**. Dry the boat thoroughly after washing.

The boat can be stored inflated or deflated. Store the boat in a cool, dry area that is protected from excess exposure from the sun.

Cover the boat to block direct sunlight exposure if the boat is to be stored outside for an extended period of time.

# OWNERS SERVICE ASSISTANCE

## Service Assistance

Your satisfaction with your inflatable product is very important to your dealer and to us. If you ever have a problem, question or concern about your inflatable boat or outboard motor, contact your dealer or any authorized Mercury Marine dealership. If additional assistance is required, take these steps.

1. Talk with the dealership's sales manager or service manager. If this has already been done, then contact the owner of the dealership.
2. Should you have a question, concern, or problem that cannot be resolved by your dealership, please contact Mercury Marine Service Office for assistance. Mercury Marine will work with you and your dealership to resolve all problems.

The following information will be needed by the service office:

- Your name and address
- Daytime telephone number
- Model and serial number of your outboard
- Model and serial number of your inflatable boat
- The name and address of your dealership
- Nature of problem

## Parts And Accessories Inquiries

All inquiries concerning genuine replacement parts and accessories should be directed to your local authorized dealer. The dealer has the necessary information to order parts and accessories for you. When inquiring on parts and accessories, the dealer requires the model and serial number to order the correct parts.

## Service Away From Home

If you are away from your local dealer and the need arises for service, contact the nearest authorized dealer. Refer to the Yellow Pages of the telephone directory. If, for any reason, you cannot obtain service, contact the nearest Mercury Marine Service Office.



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