

ABJET®

Owner's Manual



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PROLOGUE

The **ABJET**® is a reflection of pure boating passion. It marries its stunning performance with the luxurious style, comfort, safety and unparalleled quality craftsmanship that AB Inflatables is known for worldwide.

Each **ABJET**® is carefully hand-crafted with the finest materials available on the market. Our driving force is committed to quality and continuous improvement. We build all our inflatables with the same care and attention to detail, ensuring both performance and durability. That is why we choose to manufacture our inflatables with the finest (CSM) coated fabric, proven durable in all climates and conditions.

CONGRATULATIONS ON YOUR PURCHASE

The sophisticated and sporty **ABJET**® is the most thoroughly modern RIB on the market. To ensure we meet the discerning expectations of owners, we overlook no detail in its design and construction.

Crafted with the highest standards, the **ABJET**® is sleek and stylish, unlike any boat on the water today.

You have acquired an exceptional vessel; every **ABJET**® is subject to a rigorous quality control process to provide you with unsurpassable quality and durability; its tube undergoes strict pressure tests, seams and adhesive bond inspections. Whether your needs run to commercial use or pure pleasure, an **ABJET**® is a thrill to drive.

The **ABJET**® boats are powered by ROTAX® 4-TEC, 4-stroke engines or a YANMAR diesel engine, which are connected to a water jet propulsion system.

KEY SAFETY MESSAGES

Safety messages and labels have been fitted to this manual and to specific places on your tender. You **MUST** follow the warnings contained throughout this manual. Failure to do so can or will result in serious injury or death. Remember to replace them when they become unreadable.

CAUTION


Indicates a hazardous situation which, if not avoided, could result in minor or moderate personal injury


DANGER

Indicates a hazardous situation which, if not avoided, will result in death or serious injury.

WARNING


Indicates a hazardous situation which, if not avoided, will result in death or serious injury.


 WARNING



Carbon monoxide (CO) can cause brain damage or death.
Engine and generator exhaust contains odorless and colorless carbon monoxide gas.
Signs of carbon monoxide poisoning include nausea, headache, dizziness, drowsiness, and lack of consciousness.
Get fresh air if anyone shows signs of carbon monoxide poisoning.
See Owner's Manual for information regarding carbon monoxide poisoning.

109-204-21

 DANGER




Carbon monoxide (CO) can cause brain damage or death.
Engine and generator exhaust contains odorless and colorless carbon monoxide gas.
Carbon monoxide will be around the back of the boat when engines or generators are running.
Move to fresh air if you feel nausea, headache, dizziness, or drowsiness.

109-204-21

 WARNING

**AVOID SERIOUS INJURY OR DEATH
FROM FIRE OR EXPLOSION
RESULTING FROM LEAKING FUEL.
INSPECT SYSTEM FOR LEAKS
AT LEAST ONCE A YEAR.**

 WARNING

GASOLINE VAPORS CAN EXPLODE, RESULTING IN INJURY OR DEATH.

BEFORE STARTING ENGINE

- CHECK ENGINE COMPARTMENT BILGE FOR GASOLINE OR VAPORS, AND
- OPERATE BLOWER FOR FOUR MINUTES, AND
- VERIFY BLOWER OPERATION.

**RUN BLOWER WHEN BOAT IS OPERATING
BELOW CRUISING SPEED.**

KEY SAFETY MESSAGES

WARNING **FIRE EXTINGUISHER**

This boat is protected with an automatic fire suppression system.

CAUTION

“An ABJET® may perform differently to other boats you may have operated in the past. Take time to familiarize yourself with your new boat.

Always keep in mind that as the throttle lever is returned to the idle position, less directional control is available. To turn the jet boat, both steering and throttle are necessary.”

CAUTION

“Do not release the throttle when trying to steer away from objects. You need throttle to steer.”

CAUTION

“Do not attempt to stop using the boat's reverse.”

CAUTION

FLUSHING PROCEDURE

Flush the exhaust system with fresh water after use in salt water. Refer to owners manual for more information.

 **WARNING**

“Proceed with caution at very low speeds in shallow water. Grounding or abrupt stops may result in injury to you, your passengers or others. The jet pump may pick up debris causing a risk of personal injury or damaging the jet pump or other property.”

 **DANGER**

“Engine exhaust contains carbon monoxide (CO), which can cause injury or death if inhaled in sufficient quantities. Educate all occupants about the risks and symptoms of CO accumulation and CO poisoning.”

 **DANGER**

“NEVER start the engine if any gasoline leaks/odors are present.”

 **DANGER**

“Fuel vapors can explode, which may lead to injury or death. Always use the bilge blower for at least five (5) minutes before starting the engine, then turn it OFF above idle speed. Use of the bilge blower should not replace checking for any fuel vapor odors.”

 **WARNING**

“Never start or operate the boat if a person is nearby in the water or if any person is not properly seated in a seat intended for such use when underway.”

 **CAUTION**

“The boat’s jet thrust can cause injury.
Always accelerate slowly and decelerate in a controlled manner.”

 **CAUTION**

“Follow the instructions on all safety labels to help ensure a safe outing.”

 **CAUTION**

- “**Always check your kill cord** at the start of each day and/or session. Regularly check it for signs of wear.
- **Replace your kill cord if it loses its spiral tension.**
- **Do not leave kill cords out** in the elements as extreme temperature and UV light exposure harm the cords.”

 **WARNING**

This boat does not have a brake. Stopping distance will vary depending on initial speed, load, wind, and water conditions. Practice stopping and docking in a safe, traffic-free area to get a sense of how long it will take to stop the boat under varying conditions.

 **CAUTION**

“**Do not add accessories or equipment** that may adversely affect visibility or alter control of the boat.”

Engine Break-in Inspection

We suggest during the first ten hours of use to not full throttle the engine. A 3/4 throttle is recommended while the engine makes an appropriate break-in.

ALWAYS refer to the BRP or YANMAR Operators Manual included in the Owner’s Package for further and specific details.

 **CAUTION**

- Never Work on the electrical installation while the system is energized.
- Modify the craft’s electrical system. Installation, alterations and maintenance should be performed by a competent marine electrical technician.
- Alter or modify the rated current amperage of over current protective devices.

- Install or replace electrical appliances or devices with components exceeding the rated current amperage of the circuit.
- Leave the craft unattended with the electrical system energized, except automatic bilge-pump, fire protection and alarm circuits.

BEFORE STARTING / CHECK BEFORE STARTING THE ENGINE

Before starting

- Read and understand the owner's manual.
- Check the pressure in the buoyancy chambers 0,2 bar (3 psi).
- Secure de valve caps.
- Check that fuel lines, vent hoses and drain hoses are in good condition.
- Be sure you have enough fuel for your trip.
- You may require your tool kit, repair kit and air pump; make sure that you have all these elements with you.
- Please check and comply with the safety requirements issued by the local authorities and read the safety instructions included in this manual.

Check and inspect the following:

- Pre-Ride check list.
- Drain plug (Securely in place).
- Steering system.
- Battery (Fully charged, cable terminal clean and tight).
- Check weather forecast before departing the dock.
- Hoses and connectors (No leaks or damages).
- Electrical equipment (Lights, bilge pump, radio VHF, etc.).
- Extinguisher, anchor, signaling devices, tool kit, mooring lines, first aid kit and owner's manual).
- Float plan.

Check before starting the engine

- Engine (Control in neutral position).
- Capacity plate (Are you overloaded?).
- Life jackets (One for each person on board).
- Seating (Everyone in proper place).
- Surroundings (No one in water near the boat).

- Lanyard kill switch (proper operation and securely fastened).
- Remember to keep a firm and continuous grip on the steering wheel.
- Check coolant level (Please refer to maintenance section).
- Check bilge for fuel or water contamination.
- Ensure towing valve is set in open position.
- Check console latches are secure.
- Secure any loose ropes that could get sucked into the jet unit.
- Refer to the Pre-ride check list included on the Engine Operators Manual.

STARTING THE BOAT

⚠ **WARNING**

Avoid personal injury!

- Do not allow anyone staying near to the jet pump or intake grate, even when the engine is off.
- Items such as long hair, loose clothing or personal flotation device straps can become entangled in moving parts resulting in serious injury or drowning.
- In shallow waters: shells, sand, pebbles, or other objects could be drawn up by the jet pump.
- Turn on battery switch.
- Run the bilge blower for 4 minutes.
- Ensure shift lever is in neutral position.
- Turn on ignition key.
- All LED indicators in control panel will turn on for approximately 3 seconds.
- Press the start / stop button until the engine starts.
- Indicator lights (pilot lamps) show a selected function, a normal condition, a system anomaly, or a serious malfunction. Please check there is no fault condition (See the Operating the **ABJET**® Tender Section).

For Emergency cases

Note: If you must run your boat and your bilge blower is not working you may ventilate the engine compartment by opening the console latches and leaving it to air for 4 minutes. It is important to check your bilge blower and get it repaired in an authorized service center.

SAFE OPERATION AND MANEUVERABILITY

For safety reasons and proper care, perform daily PRE-RIDE

INSPECTION as specified in BRP or YANMAR Operators Manual before operating your boat.

Please consider the following recommendations:

- Load the boat within the limits listed on the capacity plate. Balance loads bow to stern and port to starboard.
- Maintain boat speed at or below the local legal limit. Avoid excessive speed.
- Reduce speed before attempting sudden or sharp turns, and maintain a proper speed according to water conditions and environment at all times. Maneuverability at high speed is limited, and sudden turns may cause loss of boat control.
- Keep proper lookout and a safe distance all the time to avoid collisions or accidents.
- Do not use the boat in adverse weather or waterway conditions beyond the skill or experience of the operator or beyond the capability of the boat and comfort of passengers.
- In case of emergency, be sure at least one member of the crew or passengers is familiar with the operation and safety.
- Aspects of the boat.
- Make sure that passengers and gear do not obstruct the operator's view or ability to move.
- Do not exceed the maximum engine power rating stated on the certification plate attached to the boat.
- Observe all safety signs and warnings both inside the boat and in the immediate boating area.
- While the boat has the capacity to operate at high speed, it is strongly recommended that high speed operation only be applied when ideal conditions exist and are permitted.
- High speed operation requires a high degree of skill. Remember high speed increases the risk of severe injuries.
- In shallow waters, proceed with caution and at very low speed. Grounding or abrupt stops may result in severe injury or death. Debris may also be picked up and be thrown forward by the jet pump onto people or property.

- Do not use the boat's reverse to stop. You or your passenger(s) could be violently ejected forward or even off the boat.
- Always keep in mind that as the throttle lever is returned to idle position, less directional control is available, and when the engine is OFF, directional control is lost. You need throttle to steer.
- Do not overload the boat or take on more passengers than designated for the particular boat. Overloading can affect maneuverability, stability and performance.
- Avoid adding on accessories or equipment which may alter the control of the boat.
- Riding with passengers or pulling a tube, skier or wakeboarder alters the riding abilities of the boat and requires proper skill.
- When accelerating the boat with passengers, whether from a complete stop or while underway, always do so progressively. Fast acceleration may cause your passengers to lose their balance or grip, or fall out of the boat.
- If possible, do not keep all the electrical devices working simultaneously for long periods of time.

JET BOAT SAFETY

⚠ CAUTION

An **ABJET**® may perform differently to other boats you may have operated in the past. Take time to familiarize yourself with your new boat.

Always keep in mind that as the throttle lever is returned to the idle position, less directional control is available. To turn the jet boat, both steering and throttle are necessary.

⚠ WARNING

This boat does not have a brake. Stopping distance will vary depending on initial speed, load, wind, and water conditions. Practice stopping and docking in a safe, traffic-free area to get a sense of how long it will take to stop the boat under varying conditions.

⚠ CAUTION

Do not release the throttle when trying to steer away from objects. You need throttle to steer.

⚠ CAUTION

Do not attempt to stop using the boat's reverse.

⚠ WARNING

Proceed with caution at very low speeds in shallow waters. Grounding or abrupt stops may result in injury to you, your passengers or others. The jet pump may pick up debris causing a risk of personal injury or damaging the jet pump or other property.

⚠ CAUTION

Do not add accessories or equipment that may adversely affect visibility or alter control of the boat.

⚠ DANGER

Engine exhaust contains carbon monoxide (CO), which can cause injury or death if inhaled in sufficient quantities. Educate all occupants about the risks and symptoms of CO accumulation and CO poisoning.

⚠ DANGER

NEVER start the engine if any gasoline leaks/odors are present.

⚠ DANGER

Fuel vapors can explode, which may lead to injury or death. Always use the bilge blower for at least five (5) minutes before starting the engine, then turn it OFF above idle speed. Use of the bilge blower should not replace checking for any fuel vapor odors.

⚠ WARNING

Never start or operate the boat if a person is nearby in the water or if any person is not properly seated in a seat intended for such use when underway.

⚠ CAUTION

- The boat's jet thrust can cause injury. Always accelerate slowly and decelerate in a controlled manner.
- Follow the instructions on all safety labels to help ensure a safe outing.
- Always check your kill cord at the start of each day and/or session. Regularly check it for signs of wear.
- Replace your kill cord if it loses its spiral tension.
- Do not leave kill cords out in the elements as extreme temperature and UV light exposure harm the cords.

Identification Number

Safeguard the information about your boat by recording the hull identification number (HIN). The HIN is located on the upper starboard corner of the transom. The HIN must be clearly visible at all times and must not be removed, altered or tampered with in any way. The identification number is very important! Keep a copy of this number stored in a safe place off the boat in case of theft, damage, warranty claims, etc., report this number to the local authorities, your insurance agent and your dealer.

Marine Safety

This Manual is not intended to provide complete training on all aspects of boat operation. We strongly recommend that all operators of this boat look for additional information on boat handling and safety.

Safety requirements differ from country to country, from state to state and whether you are within coastal waters or inland waters. For more detailed information, please check with the local authorities.

The law requires at least one type I, II or III personal flotation device (PFD) for each person on board or towed on water skis; and in addition, one throw able type IV PFD. Obtaining PFD's and other necessary safety equipment is the owner's responsibility.

PFD's are intended to help you save your own life; you and your passengers should wear a PFD whenever boating. Many countries/states require children, age 18 or younger, to wear PFD's at all times. It is especially important that children or non-swimmers wear PFD's. Make certain you know how to use PFD's. Try it on and make adjustment for a comfortable fit. Show children how to properly put on a PFD.

Guidelines for persons participating in water sports.

Special PFDs are available for skiing and other water sports. These PFDs are constructed with materials suitable for high impact falls into the water.

Riding with passengers or pulling other boats, tubes, water-skiers, or wakeboarders alters boat handling and requires more expertise.

Do not use rear seats when pulling a wakeboarder or water-skier.

⚠ WARNING

It is a requirement that you carry at least one B-1 type Coast Guard approved portable marine fire extinguisher on all our models with pre-fitted fuel tanks.

We recommend to include the following items:

Anchor & anchor line	Mooring lines
Bailer	Oars/paddles
Batteries	PFD's
Bellows	Portable marine fire extinguisher
Charts	Portable radio with weather band Spare keys
Engine tools	Spare keys
Extra fuel	Sunscreen lotion
First aid kit	Tool kit
Flares	VHF
Fresh water	Waterproof flashlight
Maintenance kit	

Safety labels location

Note: The following picture is illustrative and may vary according to the ABJET® model selected.



1. Inboard Engine / Builder's Plate / EPA
2. CO-Helm / Fire Extinguisher / Flushing Procedure
3. Shut-Off Valve
4. General Information / Seating Arrangement
5. Fuel Warning Label
6. Shut-Off Valve
7. Jet Pump Safety
8. CO-Transom

Recovery-getting back onboard

The means for getting back onboard must be able to be deployed by one person alone in the water, with no other help. We recommend the use of the foldable stern ladder included in all ABJET models.

GENERAL ARRANGEMENT



GENERAL ARRANGEMENT Boating Terminology

1. Forward
2. Rear
3. Beam
4. Transom
5. Length overall
6. Starboard
7. Port side

Note: The following picture is illustrative and may vary according to the **ABJET®** model selected.



1. Integrated bow locker
2. SS davit lifting points
3. Lateral seat
4. Fuel filler cap (under seat)
5. Cup Holders
6. Digital display gauge
7. Shift control
8. Drain lines with non-return valves
9. Deck flushing point
10. Rear seat with ample storage
11. Push-Push inflation valves
12. LED anchor light
13. SS stern ski pole and handrail
14. Stern SS foldable cleat
15. Stern SS foldable cleat

Console and instrument panel

1. Digital display gauge
2. Control panel mode/set button and toggle
3. Waterproof rocker switches with circuit breakers
4. Engine start/stop button and kill switch
5. Starting ON/OFF key switch
6. Steering wheel
7. Shift Control
8. Battery Switch

Note: The following picture is illustrative and may vary according to the **ABJET®** model chosen.





Engine compartment arrangement

1. Coolant tank
2. Engine oil dipstick
3. Engine oil filler point
4. Engine catalytic converter
5. Towing valve
6. Engine fuse box
7. Main ECU Power Supply Circuit Breaker
8. Battery charger
9. Engine fuel filler
10. Fuel tank
11. Bilge blower
12. Fire extinguisher
13. Battery
14. Bilge pump
15. Console gas springs
16. Engine intake air filter

Note: The following picture is illustrative and may vary according to the **ABJET®** model chosen.

GASOLINE JET TENDER

Engine Specifications

OEM with **ROTAX**



Engine	ROTAX® 4-TEC, 4-stroke
Number of cylinders	3
Number of Valves	12
Lubrication	Dry sump (2 oil pumps). Replaceable oil filter. Water-cooled oil cooler.
Cooling System	XPS Synthetic blend oil (summer grade). Closed loop cooling system. Ethylene-glycol and distilled water (50%/50%).
Exhaust System	Water cooled/water injected (opened loop). Direct flow from jet pump
Jet Pump	Axial flow single stage
Fuel Injection Type	Multipoint Fuel Injection with intelligent Throttle Control (iTC). Single Throttle body (60mm) with an integrated actuator.
Fuel Injector	3
Fuel Type	Unleaded gasoline
Octane Rating (minimum)	Inside North America: 87 (RON+ MON) /2 Fuel outside North America: 92 RON

This Engine is Four Stars -Super Ultra Low Emission

The four-star label identifies engines that meet the Air Resources Board's Stern-drive and Inboard marine engine 2009 exhaust emission standards. Personal Watercraft and Outboard marine engines may also comply with these standards. Engines meeting these standards have 90% lower emissions than One Star – Low Emission engines.

For more information:

Cleaner Watercraft - Get the Facts

1 800 END-SMOG

www.arb.ca.gov



DIESEL JET TENDER

Engine Specifications



Engine	4JH 110
Number of Cylinders	4
Lubrication	Enclosed, forced lubricating system
Cooling System	Fresh water cooling by centrifugal fresh water pump Seawater cooling by rubber impeller seawater pump
Exhaust System	Water cooled/water injected (opened loop). Direct flow from jet pump
Jet Pump	Axial flow single stage
Rated Output	80.9 kW/ 110 mhp
Rated Speed	3200 rpm
Fuel Type	Diesel

This Engine is Tier 3 EPA Emission

“Tier 3” refers to a set of fuel and vehicle standards adopted by the Environmental Protection Agency (EPA) in 2014. After implementation in 2017, the standards immediately reduced toxic air pollution from cars and trucks.

The Tier 3 standards affect both oil companies and vehicle manufacturers. Oil companies must lower the sulfur content of gasoline, making it cleaner to burn. Vehicle manufacturers must improve emission control technologies that reduce harmful tailpipe pollution (such as catalytic converters).

The cleaner fuel will also improve the effectiveness of catalytic converters in existing vehicles, as well as provide manufacturers with more options for designing new vehicles.

By setting standards for fuel and vehicles together, the Tier 3 standards achieved significant pollution reductions at the lowest cost possible—with huge benefits for public health.



ABJET® CERTIFICATION

CE Mark

All **ABJET®**s have been granted the official right to stamp the CE mark, which means **ABJET®**s have met all requirements of the updated Recreational Craft Directive RCD II 2013/53/ EU. Standard(s) to which conformity is declared:

RCD II Guidelines & ISO 6185-3

Design Category

“C” Inshore: Craft designed for voyages in coastal waters, large bays, estuaries, lakes and rivers, where conditions up to and including wind force 6 (Beaufort scale) and significant wave heights up to and including 2 meters (6,56 ft) may be experienced.

Manufacturer’s Name: AB MARINE GROUP

Manufacturer's Address: AB Marine Group, Carrera 2, Calle 5, Manzana 14, ZOFIA – Zona Franca Internacional del Atlántico, Galapa – Colombia. Phone: +57(5) 3869941. Fax: +57(5) 379.5667

Certifying Body

HPi Verification Services (Ireland) Ltd

EU Notified Body number: 1521

Clonross, Dunshaughlin, Co., Meath, A85 XN59 Ireland

Web Site: www.hpivs.ie

The CE mark allows us as manufacturers to perform a declaration of conformity per boat when it is needed. Please contact us if you need this certification or further information.

MODELS	CERTIFICATION NUMBER	CE CAT	ISO 6185	TYPE
ABJET® 285 & ABJET® 290	HPiVS-IR1088-T149-I-02-00 CE HPiUK-R1088-T149-I-02-00 UKCA	C	3	VII
ABJET® 330	HPiVS-IR1088-T143-I-02-00 CE HPiUK-R1088-T143-I-02-00 UKCA	C	3	VII
ABJET® 390	HPiVS-IR1088-154-I-01-0 CE HPiUK-R1088-T154-I-01-00 UKCA	C	3	VII
ABJET® 350	HPiVS-IR1088-006-I-02-00 CE HPiUK-R1088-006-I-02-00 UKCA	C	3	VII
ABJET® 380	HPiVS-IR1088-T144-I-02-00 CE HPiUK-R1088-T144-I-02-00 UKCA	C	3	VII
ABJET® 430	HPiVS-IR1088-T151-I-03-00 CE HPiUK-R1088-T151-I-03-00 UKCA	C	3	VII
ABJET® 465	HPiVS-IR1088-007-I-02-00 CE HPiUK-R1088-007-I-02-00 UKCA	C	3	VII

AB Inflatables as NMMA Member

Means ABJET® has met all requirements to which this boat in NMMA certified.

Standard(s) to which conformity is declared: ABYC: American Boat & Yacht council

NMMA: National Marine Manufacturers Association

231 S. La Salle Street. Suite 2050 Chicago, IL60604 U.S.A

Phone: (312) 946-6200

Web site: www.nmma.org



The Hull

The bottom of the **ABJET**[®] is made out of fiberglass, providing you with unsurpassable seaworthiness. These boats are equipped with a marine grade aluminum fuel tank.

⚠ **CAUTION**

Do not drill holes or screw objects in the deck or transom without sealing the holes. Failure to do so will result in water penetration and eventually will cause delamination.

⚠ **WARNING**

Do not drill holes in the deck deeper than 1,27 cms (½"). Otherwise, the tank will be perforated. Trapped gases in the tank could explode and fuel leaks could occur, which if ignited, may cause serious injury or death.

The Tube

The buoyancy chamber or tube is “U” shaped with rounded airtight cones in the same material, ensuring complete safety and seaworthiness. The **ABJET**[®] uses large tubes to increase payload capabilities and to offer a dry ride. In addition, each tube is sized proportionately to the boat hull dimensions which maximizes the internal space.

Inflating Instructions

The inflating system includes the inflation valves and a hand pump with its valve connector.

The inflation valves:

The inflation valves are plastic and, therefore, non-corrosive and double sealed for safety. The valve is divided into two pieces -

one is located on the inner side of the buoyancy chamber and the

other is screwed to the afore. This last piece is composed of a one-way check valve, a diaphragm and a cap. This screw-on system enables you to remove and replace a damaged valve easily.



To Inflate

Push the end of the bellows hose with the correct valve connector into place on the valve as far as possible and turn clockwise until the valve connector locks in place. Compress the hand pump gently and unhurriedly. When inflated, screw the plastic cap onto the valve until it is fully seated.

⚠ **WARNING**

Never use a gasoline service station or a high compression pump to inflate your boat. They could damage the buoyancy collar.



Air tightness is obtained partly by means of the plunger one-way check valve that is set at the base of the valve insert; complete air tightness is ensured by properly fitting the valve cap. Before screwing on the cap, check that the valve is clean, free from sand, weeds or other debris.

To Deflate

Remove the cap. Push down the spring-loaded plunger in the center of the valve. To deflate completely, you may want to lock the plunger down.

The Hand Pump also called Cylindrical Pump

To inflate the **ABJET**® boat, plug the valve connector to the valve. Put it in an upright position and step onto the tongues located at the bottom of the pump. The hand pump is double action. Each time you lift and push the handle, 4lts (1 gallon) of air will enter into the buoyancy chambers. The hand pump comes with two connectors, one for inflation and the other for deflation.

The Buoyancy Chambers

Depending on the model you have chosen, you will have three or more air chambers. Each chamber is divided by a special baffle system that keeps the multiple air chambers completely sealed off from one another, while working to equalize air pressure between compartments. It is advisable to inflate your boat properly and check the pressure frequently. The pressure should be maintained at 0,2 bar (3 Psi) in the buoyancy chambers. (A pressure gauge is not included with the boat).

A good rule of thumb is: When you cannot deflate the tube more than 1 cm (3/8") with the pressure of your finger, you have then reached the approximate working pressure.

Important

The correct way to inflate the air chambers is by inflating the rear chambers first, and then those towards the bow. When the inflatable buoyancy chambers have been inflated, screw the cap on the valve properly in order to secure final air tightness. The buoyancy tubes must be inflated to the recommended pressure.

The pressure of the boat fluctuates with changes in temperature

Pressure increases after prolonged exposure to sun and falls when the boat is launched and when in darkness. Do not worry about this.

We have seen experienced people send boats for repair which were previously in excellent condition due to temperature fluctuation.

⚠ WARNING

If a boat was fully inflated in the cool of the morning, DO NOT allow the boat to stand in direct sunlight. Buoyancy pressure will quickly rise with the temperature and could strain or cause serious damage to the buoyancy tube.

SEATING ARRANGEMENT / HULL & DECK DRAIN SYSTEM / FUELING AND FUEL SYSTEM



Seating arrangement

Please find all information related to Seating Arrangements in the Download section at AB Inflatables website: www.abinflatables.com

Hull & Deck Drain System

Most ABJET®s have a self-bailing deck system which allows water to flow from the deck to the transom by the action of gravity; each drain line has a non-return valve to restrict water to enter the deck when floatation line surpasses the deck level.

Note: If you leave the ABJET® on davits or store it out of the water, remove the hull drain plug on the transom so water can drain.

⚠ CAUTION

Before launching the boat, make sure that plugs are secured into the hull drains.

1. Self-bailing deck drains.
2. Hull drain plug
3. Overflow fuel drain

Fueling and Fuel System

All ABJET® boats have a fuel tank installed underneath the deck. The ABJET® has been designed to allow inspection for all fuel system components. The system has an electrical pump located inside the fuel tank, which must not be removed unless strictly necessary and only by an AB authorized service center.

Fuel lines, vent hoses and drain hoses should be checked frequently for leaks. If leaking occurs, inspect the fuel system connections. If they are too tight or too loose they may leak. If upon tightening or loosening the connection the leak persists, replace the hose. If the hose presents surface cracking or if it is dry or mushy, replace immediately.

⚠ CAUTION

Never experiment with other fuels. The use of inadequate fuel can result in boat performance deterioration and damage to critical parts in the fuel system and engine components.

Do not overfill tank; be careful not to spill fuel. If gasoline is spilled, use dry rags or sponges to soak up the fuel and dispose of them properly onshore. Discharging fuel or oily waste in navigable waters is prohibited. Help protect our waters. Make sure you are using the filler pipe marked "Fuel".

⚠ WARNING

Replace with certified marine parts only. Do not use automotive parts.

Gasoline is extremely flammable and highly explosive. When refueling, always turn off the engine. Never smoke or allow open flames or sparks within 15 meters (50 feet) of the fueling area.

GENERAL SYSTEM ARRANGEMENT

FUELING AND FUEL SYSTEM / GENERAL SYSTEM ARRANGEMENT / ELECTRICAL SYSTEM OPERATION

- Do not fill tank to capacity. Allow for fuel expansion.
- Do not drill holes in the deck deeper than 1.27 cm (1/2"). Otherwise, the fuel tank will be perforated. Fuel leaks could occur, which if ignited may cause serious injury or death.

△ DANGER

- When operating, occupants **MUST AVOID** standing up or sitting with their feet hanging over the gunwale.

Leaking fuel is a fire and explosion hazard. Inspect fuel system regularly.

△ WARNING

Fuel is flammable and explosive under certain conditions. Do not smoke or allow open flames or sparks in the vicinity.



△ WARNING

**AVOID SERIOUS INJURY OR DEATH
FROM FIRE OR EXPLOSION
RESULTING FROM LEAKING FUEL.
INSPECT SYSTEM FOR LEAKS
AT LEAST ONCE A YEAR.**

**MEETS U.S. EPA EVAP
STANDARDS USING
CERTIFIED COMPONENTS**
MARINE SOLUTIONS INTERNATIONAL, MIAMI, FL

General System Arrangement

The following equipment description includes only the elements which are installed at the factory as standard equipment. For any additional information please contact your local dealer. Each system and its equipment have been carefully selected and designed to comply with the requirements set by the ABYC and ISO standards. Also, this equipment is certified for marine use, which guarantees durability under the conditions of humidity and salinity of the marine environment.

Electrical System Operation

The **ABJET®** is equipped with a 12-volt direct current electrical system. The positive (+) red large gauge cable is connected between the (+) battery terminal and the battery switch. The negative (-) yellow large gauge cable is connected to a common post ground, where all negative wires of the boat devices are connected. To start your engine, turn **ON** the battery switch.

△ CAUTION

Do not place the battery switch in the off position while the engine is running.

Breakers and Fuses

Each electrical circuit has been designed to meet the standards set in ABYC E-11. AB inflatables has made emphasis on the selection of the circuit protection and automatic cutting devices.

ELECTRICAL SYSTEM OPERATION / STANDARD EQUIPMENT

Breakers

Each of the electrical circuits that feed a certain load are protected by automatic breakers. These are usually placed at the switchboard on the console, above the switches of the circuits it protects. If an overcurrent event happens, the breaker will act and it will open the circuit to avoid damage to the wires.

Fuses

The fuses are installed to protect the general circuits (Panel feed wire/circuit). When an overall damage occurs, the fuse will burn out and protect the circuit.

See the troubleshooting chart.

Standard Equipment

Boats are delivered with a basic electrical installation.

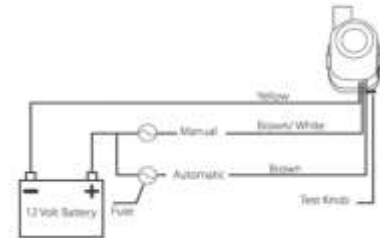
The standard equipment may vary according to the ABJET® model acquired.

- Automatic Bilge Pump
- LED Navigation & Anchor Lights Flushing Point on deck
- Automatic Fire Extinguisher Device Safety Lanyard Switch
- Under platform sliding SS Ladder
- Battery Switch
- Engine Compartment In-Line Blower
- Maintenance-Free Battery
- Height Adjustable
- Wheel (Tilt) Mechanical teering
- System

Bilge Pump

The bilge pump is installed on a flat base located inside the engine compartment. The function of this device is to evacuate the water that falls in due to waves, rain or extreme weather conditions. The owner/user should remember that ABJET® has a self-bailing deck and rubber sealed engine compartment. The bilge pump has a dual operation start system, both automatic and manual. The pump has the possibility of a remote start by using the manual switch "BILGE PUMP" installed on the switch board located on the console. To protect the ABJET® from weather conditions, this equipment will work even when the "BILGE PUMP" switch is off; this is possible because the pump is connected directly to the battery. Thus, the automatic float system will work even if the user is not there to assist the evacuation of water. If the bilge pump remains turned on (continuously working), you must check for any leakage through the hull or the drain hoses; also check if the automatic floating switch is stuck.

AMP	1.5
FUSE (A)	3A
GPH / Qrt	500



⚠ CAUTION

See the bilge pump installation instructions attached in your owner manual package

GENERAL DESCRIPTION

STANDARD EQUIPMENT

LED Navigation and Anchor Lights

Standard equipment on all **ABJET**® tenders includes the navigation (red/green) light and the anchor (white) light which works with the NAV/ANC Switch located on the console switchboard. These lights should be turned on during the operation of the boat at night. When the boat is moving, the driver should turn both on, the navigation and anchor light; this is done by pressing the switch to the up position. When the boat is anchored, the boater should only turn on the position light by pressing the switch to the low position. Both lights will be off in the central switch position.

The anchor light consists of a foldable pole with a LED light at its end. In some models, the navigation (red/green) light is a small non-foldable pole. To make the lights work, install the navigation light pole into the plug-in base located at the bow and the anchor light to the plug-in base behind the rear seat. Insert the pole matching the pin male orientation to the plug-in base with the female holes of the pole. The boat comes with three (3) or four (4) storage clips (depending on the model) located in the engine compartment, where the pole lights can be kept while not in use.

Battery Switch

The two-position ON/OFF battery switch is the main ignition control unit for the boat energy. Through this device the energy

from the battery is transferred to the electrical systems. When the battery switch is placed in the OFF position, any device except the bilge pump is de-energized. The engine, electronic indicators, lights and other accessories or equipment will operate when the battery switch is in the ON position. Use the battery switch in the OFF position in case of fire incidents to cut off the power supply when an overcurrent event happens and to prevent battery discharge while the boat is not in use.



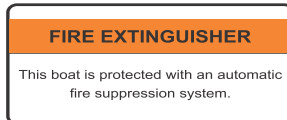
Blower

The blower (exhaust fan) is a device installed to draw out the combustion gases that accumulate in the engine compartment. This device must be activated prior to starting the engine in order to avoid the accumulation of gases in the engine compartment. You must run the blower for four (4) minutes before starting the engine.



Automatic Fire Extinguisher Device

This boat is equipped with an automatic fire suppression unit that contains a highly effective and technologically advanced fire suppression agent with unique operational characteristics. This agent has the flow attributes of a gas and has been determined to be non-toxic to humans when exposed for short periods of time under certain concentrations.



Under platform sliding SS Ladder

Folded below the swimming platform for easy stowing, the convenient Sliding SS Ladder helps you to access the boat from the water easily and safely.



Safety Lanyard

This device is installed next to the key switch on the console. To run the engine, the lanyard clip must always be attached to the switch. The safety lanyard is normally a closed circuit (complete or active) when the lanyard clip is placed on the switch. When the lanyard clip is out of the switch, the engine will automatically shut off to avoid any accident that may occur.

⚠ **WARNING**

You must secure the lanyard to your wrist or leg, so in case of accidental overboard fall, the engine shuts off.

Flushing Point on deck

The flushing point fitted on deck will help the operator to perform the flushing procedure comfortably and easily. The flushing procedure helps to neutralize the effects of corrosion by removing sand, salt, and dirt located inside the exhaust system. For more information, please see the After Use section.



Mechanical Steering System

The installed steering system has been specially designed for jet

boats, with a 270° turning arc lock to lock, using a steering cable with stainless steel inner core and output ends.

Height Adjustable Wheel (Tilt) (Some models)

Depending on the model, ABJET® could include a sport tilt mechanism to achieve better comfort when handling the boat, both standing or seating.

Tilt steering delivers unsurpassed performance and flexibility. This system is precise, allowing for easy turning and its preloaded dual taper bearings ensure minimal free play at the wheel.

It offers 48 degrees of tilt articulation and five (5) positive lock positions.



Maintenance-Free Battery

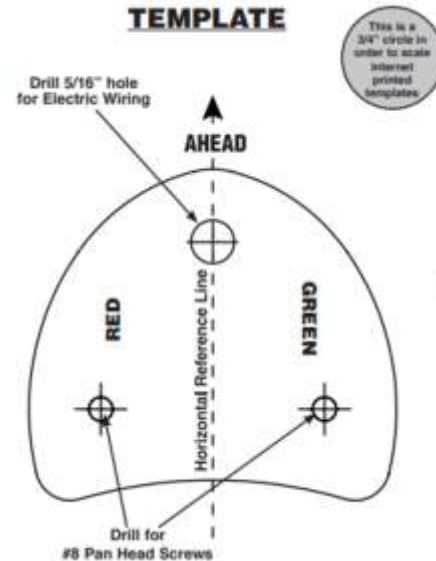
All ABJET®s contain a 12V, 21 amp-hour high performance maintenance-free valve-regulated lead Battery. This battery is completely sealed and non-spillable.

Mounting/Replacing the navigation lights

1. For proper light selection, positioning and configuration, refer to the ABYC C-5, A-16*, EN/ISO 19009:2015* Standards, A.B.Y.C., the '72 COLREGS* and the U.S. Inland Rules*.
2. These lights are designed to be mounted on a horizontal surface.
3. Draw a 6-inch-long reference line through the center of the selected mounting location and parallel to the centerline of the boat.
4. Cut out the mounting template. Place it on the mounting surface such that the reference line (drawn above) is directly underneath the reference line marked on the template.
5. Drill 2 holes through the template to accommodate #8 pan head mounting screws. Drill a 5/16 inch hole to accommodate the electric wiring.
6. Remove stainless steel cover.
7. Attach supply connections to the light, making sure to wire in accordance with both A.B.Y.C. Standard E-11* and U.S. Coast Guard Safety Standards for Boat Electrical Systems (33 CFR183)*. Observe polarity.
8. Mount the light in accordance with the template. Replace cover after the light is mounted.
9. These lights use 12 V LED's and therefore are not serviceable. Do not attempt to open the lens.

* The above-referenced Standards can be obtained from:

- 1) American Boat & Yacht Council, Inc
- 2) U.S. Coast Guard 613 Third Street, Suite 10 Washington D.C. 20593 Annapolis, MD 21403 (or your local C.G. office)
- 3) International Standards Organization (ISO) Ch. de Blandonnet 8 CP 4 CH-1214 Vernier, Geneva, Switzerland



Mounting/Replacing of navigation lights

DRILLING INSTRUCTIONS / MOUNTING

1. Using gasket as template, mark location of wire clearance hole. At the marked location, drill a 3/8 inch hole.

CAUTION Position holes carefully on aluminum boats so that wires do not contact the hull.

2. Wipe away debris caused by drilling.

3. Feed wires through gasket and drilled hole and position housing so that arrow on gasket is pointing toward bow ($\pm 5^\circ$).

4. Drill 3 pilot holes for each light using #29 drill bit.

5. Insert #8 stainless steel mounting screws through housing to fasten to the deck (three per light). Tighten until gasket seals to the deck.

NOTE: If area below the light will not be reachable after installation, attach a suitable length of 16-gauge red- and black-colored NONPOWERED wire that can be routed to an accessible area.

6. Make connections according to WIRING INSTRUCTIONS.

7. To attach cover, align the bottom edge of the cover to the back edge of the housing with the cover at a 45 degree angle.

8. Apply downward force on the top of the cover making sure the front tab clears the front of the housing.

9. Make sure the tab interfaces with the slot in the housing once the cover is all the way down.

10. Fasten cover with assembly screw (provided).

The diagram shows an exploded view of a navigation light assembly. Part A is the cover, B is a tab on the cover, C is an assembly screw, D is a #8 pan head stainless steel screw, E is the housing, F is a Santoprene gasket, G is a slot in the housing, and H are three pilot holes in the housing. The diagram also shows the internal wiring and mounting screws. A circular inset shows a close-up of the gasket's arrow pointing towards the bow.

A. Cover
B. Tab
C. Assembly screw (provided)
D. #8 pan head stainless steel screws (not provided)
E. Housing
F. Santoprene gasket
G. Slot
H. Three pilot holes

A. Couverture
B. Onglet
C. Vis d'assemblage (fournie)
D. Vis à tête cylindrique bombée n°8 en acier
E. Boltier
F. Joint d'étanchéité en santoprène
G. Fente
H. Trois avant-trous

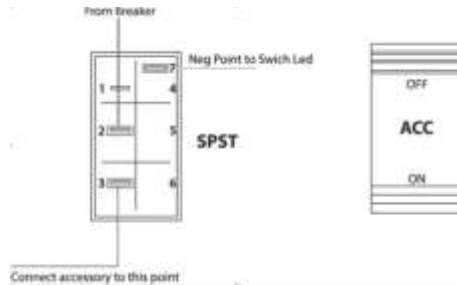
Replace only when damaged or their visibility is almost null

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Additional Circuits

The additional circuits (ACC Switches) for accessories are rated with an over current protection of 5 amps.

Please consider this information when selecting additional devices to install on the boat.



Color Code

Wire color selection is based on the ABYC standard E-11, Table XIV and XV.

DESCRIPTION/DEVICE	COLOR
Ground Wire	Green
Positive Conductors	Red
Negative Conductors	Yellow
Bilge/Fresh Water/Pumps	Brown
Ignition Wire	Purple

Fuel Level Sender	Pink
Instruments Lights	Blue
Navigation and Position Lights	Gray

Fuse & Breakers identification



FUSE #	CAPACITY (AMP)	TO PROTECT
1	10	Accessories
2	15	Safety Lanyard
3	5	Control Panel
4	5	Bilge Blower
5	5	Bilge Pump

Read the recommendations below before launching your boat. Be sure to understand the information given in this manual. Any

improper operation could jeopardize the operation of the equipment included in the boat or cause severe injuries or death.

The **ABJET**® inflatable boat can be used in many ways and can give you endless enjoyment. Nevertheless, its maintenance and performance depend on a number of factors that are important to be considered by the owner/user which include the following:

The Operator of the boat must: be competent, have a clear understanding of the owner's manual and safety labels, know how to operate the boat correctly and have the license required under the law. Never exceed the maximum weight capacity. All passengers must wear an appropriate buoyancy element. Never operate the boat under the influence of drugs or alcohol. Always attach the safety lanyard. The minimum recommended age to operate the boat is 16.

1. Correct & Balanced Inflation:

Keeping the tube properly inflated is a key factor for controlling the correct operation of the boat. It is important to know that:

- a. The buoyancy chamber should be inflated to a pressure of about 0,2 bar (3 Psi).
- b. The inflation varies with temperature; even 1°C difference will cause the pressure to vary by about 0,003 bar (0,045 psi).

This pressure variation takes place as a result of temperature

changes, without indicating the air tightness of the buoyancy chambers being at fault. Furthermore, the pressure will drop when the boat is launched. It is therefore advisable to reinstate the correct pressure with the hand pump after the boat has been launched or after it has been used for a few minutes.

2. Load Distribution:

As a general rule, the load of a boat should be distributed along the center line and towards the rear of the boat. Remember, this in connection with diving bottles and other heavy items.

Small items and light equipment will normally be stowed towards the rear.

Remember to protect the tube tissue from sharp objects, roughness or rubbing (sand is an excellent abrasive).

In heavy seas and brisk winds, the load should be moved.

Reduced power option

Some **ABJET**® models have a reduced power mode available to limit the power of the engine. This feature is particularly useful to control the maximum power when less-experienced users drive the boat or, if a need of power limitation is required because of external conditions.



The reduced power option is activated when the key is turned to the horizontal position.

OPERATING THE ABJET® TENDER



Panel control displays

The control panel allows the operator to view several indications such as, engines RPM, fuel level and engine temperature. It can also be used to navigate through and select several functions, modes of operation and change certain settings and system parameters.

The control panel incorporates a GPS (global positioning system) that is used for the compass and speedometer indications and provides signals to other systems as required for their operations.

Analog Tachometers

The tachometers provide an analog indication of the revolutions per minute (RPM) of the engine. Multiply the indicated number by 1000 to obtain the actual engine RPM.







Indicator Lights

The indicator lights are located in the tachometer and show a selected function, a normal condition, or a system anomaly.

An indicator light may be accompanied by a scrolling message in the multifunction display.

See table below for usual pilot lamp information. Refer to General Monitoring system for details on malfunction pilot lamps.

TYPICAL

PILOT LAMPS (ON)	MESSAGE DISPLAY	DESCRIPTION
	Oil	Low oilpressure
	Check	Check engine
	H-temp	Engine or exhaust system overheating
	Low Fuel	Low fuel level, approx. 25% tank capacity
	-	Good GPS uplink
	Maintenance Reminder	Maintenance required

Fuel level

A bar gauge located on the top of the digital screen continuously indicates the amount of fuel remaining in the fuel tank while riding.

When there are only two (2) segments of fuel indicated on the screen (approximately 25% fuel tank capacity), the low fuel indicator light will appear to make you aware of the low fuel condition. An audible warning (one long beep) will sound periodically as long as the low fuel condition exists.

Numerical Display

The numerical display is used to provide a variety of indications, as per selection made from the DISPLAY function on the multifunction display.

To activate the Display:

Press mode button until Display is shown.

Press the set button and, with the up and down switch, set the information you want to display:

Engine Temperature / RPM / Instant & Average Fuel Consumption, Boat Speed and Clock.

Multifunction Display

When the boat is being operated, the multifunction display provides an indication of compass heading or scrolling messages from the monitoring system.

It also displays a menu for the selection of various functions which allows changing the numerical display indication, settings, and displaying system fault codes.

Hour Meter Display (HR)

Continuously displays the time in hours of the engine usage.

Depth Sounder Indicator (only if installed)

This option can be selected to provide an indication of the water depth.

Never use the depth sounder as a warning device to ride in shallow waters.

Settings

This option allows operator to edit the time and language.

Fault Alarm

A fault code will appear on the screen in the event of any engine failure. Please, take the appropriate corrective measures immediately.

To see the fault codes (If appears):

Press mode button twice until fault code is shown. Move the up and down switch and see the active code.

GENERAL MONITORING SYSTEM

The electronic components of the EMS (Engine Management System) and other components of the electrical system are monitored constantly by an electronic system. When a fault occurs, it sends visual messages through the control panel and/or audible signals to inform you of a particular condition.

A fault code may also be recorded.

When a minor or transient fault occurs, the fault message and audible signal will cease automatically if the condition that caused the fault no longer exist.





Releasing the throttle and letting the engine return to idle speed may allow normal operation to come back.

The electronic system will react differently depending on the fault type. In severe failure, the engine may not be allowed to start. In other cases, the engine will operate in limp home mode (reduced speed).

When a fault occurs, see an authorized **ABJET**® Service Center as soon as possible for inspection.

CAUTION

If the monitoring beeper continuously sounds, stop the engine as soon as possible.

PILOT LAMPS	BEEP	MESSAGE DISPLAY	DESCRIPTION
	Continue	High Temperature	Engine or exhaust system overheating
	-	Low or High Battery Voltage	Low/High battery voltage
	Continue	Low oil Pressure	Low oil pressure
	1 Beep every 15 minutes	Check Engine or Limp Home Mode	Engine management system fault detected

WARNING

It is possible that objects such as debris, bags, shells, seaweed, etc., may block the inlet grate and by consequence the engine cooling system. Once the cooling system is blocked, the overheated alarm will be activated.

Immediately, proceed to turn off the engine. Objects that may be blocking the inlet grate must be removed by the operator before re-starting the engine. If the boat is operated while the overheating alarm is on, the exhaust temperature sensor will be burned and ruined causing the alarm to turn off, giving a false idea that the problem has been resolved. If the boat operates under this scenario, the engine will be damaged."



A B C B D

A. Pages key

With no menu active:

- Press to scroll through the enabled pages
- Press and hold to display a list of enabled pages from where you can select directly the page to display
- Menu and dialog operation:
Press to return to the previous menu level or to exit a dialog.

B. Arrow keys

- Press to move up and down in menus and dialogs
- Press to adjust a value

C. Enter key

- Press to select a menu option and to enter the next menu level
- Press to activate/deactivate a menu/dialog option

D. Menu/Backlight key

- Press once to display the page menu
- Double-press to display the settings dialog
- Press and hold to open the display setup dialog from where you can adjust the backlight

Menu

Not all pages have a page-specific menu (A), but all page menus give access to the settings dialog.

Activate the menu by pressing the Menu key from any page.

To navigate the menu:

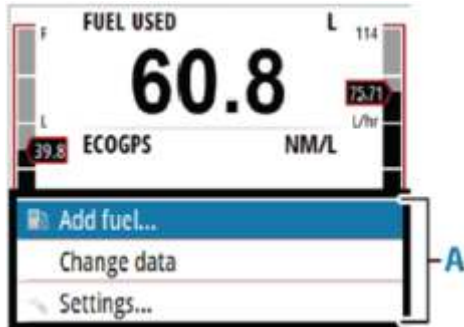
- Use the arrow keys

To confirm a selection:

- Press the enter key

To return to the previous menu level:

- Press the pages key



Editing a value

1. Press the enter key to turn the field into edit mode

- The left digit starts flashing

2. Use the arrow keys to set the value for the flashing digit

3. Press the enter key to move focus to the next digit

4. Repeat steps 3 and 4 until all digits are set

5. Press the enter key to leave edit mode for the selected field



Selected field



Field in edit mode

To cancel editing or leave a dialog:

- Press the pages key
- Press the menu key

SYSTEM ALARMS

Type of messages

The messages are classified according to how the reported situation. Affects your vessel. The following color codes are used:

Color	Importance
Red	Critical alarm
Orange	Important alarm
Yellow	Standard alarm
Blue	Warning
Green	Lite warning

Alarm indication

An alarm situation is indicated with an alarm pop-up. If you have enabled the siren, the alarm message is followed by an audible alarm.

A single alarm is displayed with the name of the alarm as the title, and details for the alarm.

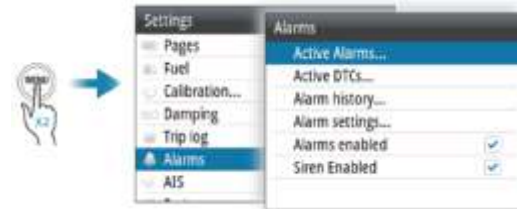
If more than one alarm is activated simultaneously, the alarm popup can display 3 alarms. The alarms are listed in the order they occur with the last activated alarm at the top. The remaining alarms are available in the alarms dialog.

Engine alarms

For engine-specific alarms, an icon will appear on the page. The icon will remain active as long as that alarm instance is still valid.



The alarms dialog:



After use

Remove the boat from the water every day to prevent growth of algae or other marine organisms.

⚠ CAUTION

Failure to perform proper care such as: boat rinsing, exhaust system flushing and anti-corrosion treatment among others, will result in damage to the boat and its components.

The exhaust system should be flushed daily when boat is used in salt or foul water.

Anticorrosion Treatment

To prevent corrosion, spray an appropriate corrosion inhibitor (resistant to salt water) or equivalent anti-corrosion agent over all metallic components on the engine compartment.

Apply Dielectric Grease, (resistant to salt water) on battery posts and cable connectors.

Exhaust System Flushing

Flushing the exhaust system with fresh water is essential to neutralize corroding effects of salt or other chemical products present in water. It will help to remove sand, salt, shells or other particles in water jackets and/or hoses.

Proceed as follows

⚠ WARNING

When operating the engine while the boat is out of water, the heat exchanger in the ride plate may become very hot. Avoid any contact with ride plate as burns may occur.

- The boat has two flushing points (Except ABJET 285): one on the pump support and the other one on the deck. To flush the engine, connect a garden hose to the connector of any of the two flushing points. Do not open water tap at this time.



1 Flushing Point

- To flush, start engine and then immediately, open the water tap.

⚠ CAUTION

Never flush a hot engine. Always start the engine before opening the water tap. Open water tap immediately after engine is started to prevent overheating.

AFTER USE / TOWING YOUR INFLATABLE

Run the engine about 20 seconds at a fast idle between 4000-5000 rpm.

Never run engine without supplying water to the exhaust system when boat is out of water.

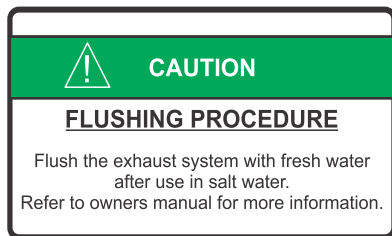
Ensure water flows out of jet pump while flushing. Otherwise, refer to an authorized **ABJET®** Service Center for servicing.

Never run the engine out of the water longer than 2 minutes. Drive line seal has no cooling when boat is out of water.

Close the water tap, then stop the engine.

Remove quick connect adapter after flushing operation (if used).

For further information, please refer to the BRP or YANMAR Operators Manual included in the Owner's package.



Towing your boat

⚠ CAUTION

Special precautions **MUST** be taken when towing a BRP Rotax or YANMAR powered boat in the water to prevent the exhaust system and engine from filling with water.

You should only tow your tender for short distances at a recommended speed.

There are a few different ways to tow your inflatable boat. The following descriptions are AB recommendations. All RIBs should be towed by the bow eye (U-bolt). The performance of the boat will vary depending on the speed, sea conditions, wind and the distance between boats. Leave at least two (2) boat lengths between the boats for adequate movement. The exact distance depends upon the vessel being towed and should be determined by experience. Adjust the length of the bow line to match the wave action. Attach a second line to the towed boat's bow eye (U-bolt) and tie it separately to the main vessel. This provides additional safety if main line fails.

Maximum recommended towing speed is 24 km/h (15MPH).

⚠ WARNING

The shut off valve **MUST** be closed for this procedure; otherwise, water can get into the engine sleeve and may generate a catastrophic damage. Failure to do so will damage,

Towing your inflatable



Towing valve in closed position

Ensure water flows out of jet pump while flushing. Otherwise, refer to an authorized **ABJET**® Service Center for servicing.



Towing valve in opened position

⚠ **WARNING**

- Never tow a boat with people on board.
- Towing or being towed stresses the boats, hardware and lines.
- Failure of any part can seriously injure people or damage the boats.

- Never use three-stand twisted nylon; it has too much elasticity and can snap back dangerously. Because of the tremendous stress caused by towing, use a tow line rated at least 4 times the gross weight of the boat being towed.

⚠ **CAUTION**

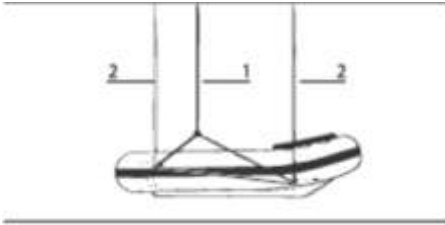
- Do not attach the towing line to the bow grab handle or any other accessory not designed for that purpose.
- Tow ropes must always be in good condition, free of any cuts or abrasions.
- When attaching the tow line to a fitting, be sure the fitting is fastened securely and trough-bolted.
The (CSM) coated fabric handles must not be used for towing.
- Keep the towing boat and the inflatable tender on the crest or in the trough of the waves at the same time. In protected, calm waters, shorten the line for better handling.
- Never attempt to tow a much larger or grounded vessel.
- Always tow at moderate speed so as to prevent sudden strain on slack line.
- Keep hands and feet clear of the other boat.
- Never hold a towline after it is pulled taut.
- The boat structure can be damaged by excessive pulling strain.
- Be ready to cast loose or cut the line if the towing situation becomes hazardous.

⚠ **DANGER**

Do not allow anyone to be in line with the tow rope. If the rope should break or pull free, dangerous recoil could occur which may cause serious injury or death.

Davit Lifting

The **ABJET**®s have three (3) or four (4) davit lifting rings installed from factory; depending on the davits installed, you may lift your tender in two different ways: single point or dual point. Please see diagram.



Davit Lifting

1. Single point davit lifting
2. Dual point davit lifting

⚠ CAUTION

- Always pump the water from the bilge before lifting the boat.
- Do not hoist the boat with people on board. Lifting attachments are designed for hosting the boat, engine and standard equipment.

⚠ WARNING

- Keep the bow slightly higher than the stern. Remove the drain plugs when stowing the boat.
- Never attach lifting cables to grab handles, lifelines, cleats or any other accessory not intended for lifting purposes. Attach only to the lifting rings in the transom and bow.

Transporting by road

To transport the **ABJET**®, there are several types of trailers available in the market; however, the trailer must match the boat's weight, hull and load. The towing vehicle must have enough capability for pulling the load. Pulling a load that exceeds the vehicle's towing capacity may cause loss of control.

- When choosing your trailer, consult your preferred AB dealer.
- Always read the trailer owner's manual carefully before towing.
- Check country, state or local regulations and requirements.
- Disconnect the battery when the boat is being transported.

Maintenance & inspections

Proper maintenance is under the owner's responsibility. The boat should be serviced as indicated in the maintenance schedule.

General boat maintenance

Periodic cleaning is the best way to keep your **ABJET**® looking new and performing as intended. To keep your **ABJET**® clean and in top shape, please follow these steps after each use and more often when used in salt water.

- Inflate the boat up to working pressure.
- When dry, vacuum clean or brush it to get any sand, gravel rubbish or debris off the floor.
If necessary, remove all tar or sea particles with toluene.
- Wash with ordinary soap and water, rinse thoroughly with fresh water.
- Check the inflation valves, clean them and remove any sand or debris.
- Make sure to drain all the water before lifting the boat. Please open the hull drain plugs and/or use the bilge pump. Also, open the hull drain plugs while boat is on deck.
- Wash the hull and floor with soft detergent and fresh water.

⚠ **CAUTION**

Never spray any kind of solvent or greasy solution on the tubes, as this could contaminate the materials and repairs would be necessary.

⚠ **CAUTION**

For cleaning the tube, do not use products containing silicone as it may cause irreversible damage to the material.

⚠ **CAUTION**

Never use PVC or Nitrile PVC protective covers as its contact with the tubes can cause irreversible damage to the material.

⚠ **WARNING**

DO NOT use any abrasive cleaners, solvents, ammonia or chlorine as these will damage the gelcoat surface and tube tissue. Under extreme conditions, special cleaners may be used to remove marine growth such as scum or algae, from the hull. Use as few cleaning agents as possible; do not discharge waste agents into the water.

Fiberglass Care

Waxing the entire gel coat surface at least twice a season is recommended for all climates. The use of a specially formulated gel coat wax will prevent color fade, soil and scum adhesion. If the gel coat has chalked or faded from lack of proper maintenance, buffing may be necessary to bring back the shiny appearance. Hand buffing with #7 rubbing compound or power buffing with glazing compound #1 will quickly restore the surface.

⚠ **CAUTION**

Certain automotive, household and industrial cleaners can cause damage and discoloration. Whenever using a product for the first time, be sure to test the treatment in an inconspicuous area first.

⚠ **WARNING**

Do not cover the boat with a canvas until completely dry, as this could damage the tissue of the tubes due to mildew and water stains

Upholstery

Wash the upholstery regularly with soft detergent and warm water in a 1:1 proportion; you can also use automotive vinyl cleaners to keep the cushions, canopy top and vinyl coverings in good condition. Keep the cushions from becoming soaked, and dry them off thoroughly after washing to prevent mildew accumulation

when the boat is covered. Prop the cushions up in the boat when covered to allow air circulation, and spray with mildew repellent.

Fiberglass Hull Repair

You must periodically inspect every square centimeter (inch) of the rigid hull of your inflatable. The best way to do it is by rubbing your hand over the surface. Generally, you will feel the scratches and chips before seeing them, more so when they do not extend right through the gel coat to the laminate underneath. Mark these areas with a waterproof felt pen for further inspection. When you see the same color right through the scratch or chip, the gel coat has been damaged. In this case, simply lightly grind out the cavity with an emery disc in an electric drill or with emery paper used by hand, and fill up the hole with gel coat. To complete the job, grind the gel coat filling flush with the surrounding surfaces using a very fine emery disc and polish the whole area with an abrasive cleaner so that it blends in. Small chips and scratches of this type can be left in most cases without fear of damage worsening because the gel coat still provides a seal against water entering the laminate. The touching up treatment suggested is only necessary if you are greatly concerned about the cosmetic appearance of your boat.

Be aware of chips and scratches which extend into the laminate. These can usually be identified as a white surface under the gel coat with a fibrous texture. If the damage is minor with only the gel coat having been removed, then follow the same procedure as described above, but make sure that you grind back the gel coat to a point where there is positive adhesion between the gel coat and the laminate underneath.

For major fiberglass damages, please take your inflatable to an authorized service center.

Repair of the tube

Your AB boat is supplied with a maintenance kit for patching minor punctures. This kit consists of several patches of (CSM) Coated Fabric Material, sanding paper, glue and catalyst, which are exactly the same as those used for the manufacture of the boats.

If your boat has suffered a major accident, the repair should be completed by an authorized service center in your area. Contact your closest AB dealer for assistance in finding this information. If your boat is leaking, a test of five hours duration is sufficient to give you a good idea of its status, but one should stabilize the pressure at 0.2 bar (3 psi) during the first half 0.003 bar (0.045 psi) per one degree Celsius (34 oF). It is impractical to look for leaks which do not lower the pressure beyond 0.003 bar (0.045 psi) per hour.

⚠ **WARNING**

Immediately check any important fall of pressure.

You must first determine exactly where the air is leaking from. Please follow these instructions:

1. Check that there is no sand or debris within the air valve.
2. Make sure the valve gasket is in place.
3. Inflate the buoyancy chamber.
4. Close the cap on all valves.
5. Rinse the boat with soapy water, including perimeter of the inflation valves.
6. Wherever bubbles appear, that is the location of the leak to be repaired.
7. Mark the area with a PENCIL, not a pen or a marker, as these will stain the tissue.
8. If your leak is located in the buoyancy chamber, please read Repairing a Perforation or Rupture.

9. If the bubbles appeared around the inflation valves, then your valves are loose.

10. The valves have a nut and bolt system. With the tube deflated, hold the back of the valve through the fabric and tighten the front. You may tighten the front either by hand or you may insert the points of pliers and turn clockwise. USE MODERATE STRENGTH.

11. If no bubbles appeared either on the fabric or around the valve when the buoyancy chamber was inflated, cover the CLOSED cap of the valve with soapy water. If bubbles appear then the valve must be changed.

12. With the buoyancy chamber deflated, unscrew the front of the valve and replace it with a new one.

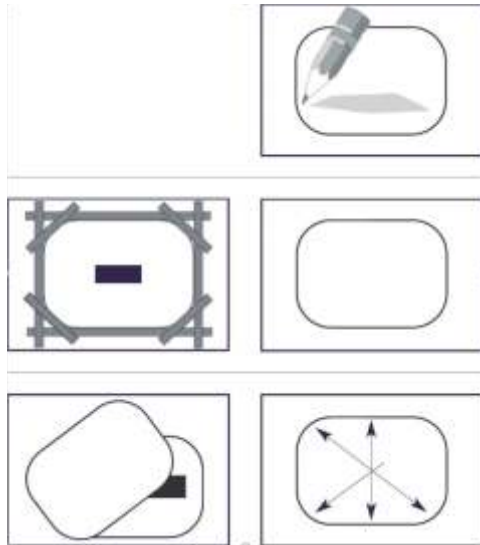
13. If none of the above applies, please contact your closest AB dealer.

Repairing a perforation or rupture

Repairs should be carried out on deflated or partially deflated boats.

Repairing a detached accessory

Repairs should be carried out on completely inflated boats.



1. Clean the surface to be repaired. It must be free of dust or any kind of grease.

2. Select a patch of tissue at least 5 cms (2 inches) larger than the tear.

3. Place the patch over the damaged area, and contour it with a pencil, NOT a pen or marker, as they will stain the tissue.

4. Put masking tape all around the pencil mark. The area where the patch is going to be set must remain free of tape.

5. Very carefully with the piece of sandpaper #80 supplied, sand the tissue. The (CSM) Coated Fabric covering the damaged area must be removed. When a rough or uneven surface appears, you have completed the sanding. It is advisable not to buff while distracted as you may reach the polyester weft. Buff the (CSM) Coated Fabric patch in the same manner.

6. If repairing a detached accessory, remove the old glue by buffing.

7. When both surfaces have been buffed you must remove all dust from the area. You may want to use a solvent to clean the sanded area. Once you have cleaned the rubber, DO NOT touch it with your fingers as you will transfer grease to the surface, causing the adhesive to not stick properly.

8. Prepare the glue in the following manner: 9 parts glue

+ 1 part of catalyst. Mix both ingredients in a clean and dry glass or metal container using a clear metal or wooden stick.

9. Apply with a brush to BOTH surfaces: one coat of glue applied as thin as possible and make sure to spread it evenly. Let it dry for 15 minutes before applying the second coat. Once the first coat has

become tacky, apply a second coat of glue to both parts. Let dry once again for 15 minutes.

Note: In humid, wet or cold weather the glue may dry slowly, and may remain wet/humid. It may be necessary to use an electric hair dryer until the glue dries to tacky state.

10. When the last 15 minutes have elapsed, put the two parts together. Start by affixing one side of the patch, and move slowly to the other side by pressing the surfaces together. This will press the air bubbles out.

11. Take the butt of a screwdriver and press it over the already glued together patch or accessory, always from the center outwards so as to press out any trapped air bubbles. Once glued together remove the masking tape.

12. Let the repair dry during 24 hours.

Slight Ungluing

Slight ungluing will be treated the same way as described above. Slightly widen the unglued parts, buff and glue, as instructed.

Large tears

For large tears, please take your inflatable to an authorized service center.

System & equipment maintenance

Maintenance

Despite having an excellent equipment line, the moisture and saltiness permanently present in marine environments can affect

the components and may cause failures if they do not receive proper maintenance.

- Regularly review the status of the fuel hose connections to ensure there are no leaks.
- Perform regular maintenance to the electrical equipment.
- Seek for a certified electrical marine technician in case of repairs.

Automatic fire extinguisher maintenance

Monthly

- Make a general visual inspection of all aerosol generators for damaged or missing parts.
- Make sure that the generators are not obstructed and that the required clearances have been kept.

Biannual

- Make a general visual inspection of all aerosol generators for damaged or missing parts.

Make sure they are free of cracks, dents, distortion, or corrosion. If damage is found, replace generator.

- Inspect mounting brackets, straps, and associated hardware for loose, damaged, or broken parts. Replace damaged parts and tighten all loose hardware.
- Make sure that the generators are not obstructed and that the required clearances have been met.

Post Fire Maintenance:

The following procedure must be followed in the exact sequence to maintain boat and passenger safety:

- After discharge, allow a minimum holding time of 10 minutes.
- Always be sure to have portable backup extinguishers at hand for use in the unlikely event of re-ignition.
- Vent the area thoroughly by operating the ventilation system, by fan extraction, or by opening engine compartment. To avoid unwanted inhalation of fire by-products and aerosol, a protective breathing device or mask should be worn if it is necessary to enter prior to complete ventilation of the hazard volume.
- Inspect the area to ensure the fire is completely extinguished and there are no localized hot spots or other sources of re-ignition present.
- Clean any minor amount of residue, which was not removed during ventilation, by thoroughly vacuuming, blowing, brushing, or washing away (with a water alcohol mixture) as appropriate.
- Make sure that there is no agglomeration due to discharge too close to equipment, walls etc. If any agglomeration exists, it must be wiped or washed clean.
- Remove the discharged Fire Suppression Extinguisher (FSE) - make sure to wear gloves or other hand protection. The FSE will remain quite warm to the touch for a time after actuation.
- Dispose of spent FSE according to applicable federal, state, and local regulations.

- Install a new fire suppression extinguisher; be sure it works with the actual engine compartment volume.

Engine maintenance

PLEASE ALWAYS CHECK THE BRP ROTAX OR YANMAR OPERATORS' MANUAL.

Operator's Manuals are included in the owner's package.

OWNER RESPONSIBILITY

The owner/operator is not to, and should not allow anyone else to, modify the engine in any manner that would alter the horsepower or allow emission levels to exceed their predetermined factory specifications.

The schedule should be adjusted according to operating conditions and use. Intensive use of engine will require greater frequency of inspection and maintenance.

ENGINE MAINTENANCE / ENGINE BREAK-IN INSPECTION / GENERAL ENGINE MAINTENANCE SCHEDULE

The maintenance schedule does not exempt the pre-ride inspection (Refer to Use and Performance chapter).

General Engine Maintenance Schedule

ALWAYS CHECK THE LATEST VERSION OF THE BRP/YANMAR OPERATORS MANUAL INCLUDED IN THE OWNER'S PACKAGE TO KNOW WHEN THE ENGINE NEEDS TO BE STRICTLY SERVICED IN ORDER TO KEEP A GOOD PERFORMANCE AND EXTEND ITS

LIFETIME. In case of questions consult your preferred ABJET® dealer.

ELECTRICAL TROUBLESHOOTING CHART

1. If the lights do not turn on.

- Check the battery connection.
- Make sure the battery switch is placed to the ON position.
- Check the connections in the NAV/ANC Switch.
- Make sure the lights are in good condition.
- Check that fuses are not burned.

2. The Bilge pump does not work in automatic position.

- The floating sensor allows the bilge pump to work in the automatic mode. Sometimes, sediment or debris can accumulate, blocking the float switch or the impeller. Remove the pump housing from the mounting base and clean the float switch and impeller so that it can move freely.

3. No device turns on even when the battery switch is in the ON position.

- This may be because the main fuse has burned. Check the fuses in the fuse holder. If necessary, proceed to replace the fuses with the same capacity as indicated.
- Always keep your maintenance kit and spare fuses at hand.
- Remember to turn OFF your battery switch whenever the boat will not be used for long periods of time. This will prevent a battery load loss if an electrical device is left on accidentally.

TROUBLESHOOTING CHART

ALWAYS refer to the BRP or YANMAR Operators Manual included in the Owner's package for further information.

Boat troubleshooting Chart

Note: Please contact your authorized ABJET® dealer if more information is needed

PROBLEM	POSSIBLE REASONS	POSSIBLE SOLUTION (S)
Buoyancy chamber loses air	Rise or drop of temperature	The tube pressure fluctuates with change in temperature. Pressure increases after prolonged exposure to sun and falls when the boat is launched and when in darkness. Do not worry about this.
	Plastic solve cap has not been fitted	The valve is divided in two pieces, one is located on the inner side of the buoyancy chamber, the other is screwed to the aforementioned piece from the outside of the buoyancy chamber. Please verify they are fitted.
	Loose valve Puncture	Check the "Repair of the Tube" section.
Boat does not get on plane	Load is not distributed correctly	The load of a boat should be distributed along the center line and towards the rear of the boat. Remember this with regards to fuel tanks, diving bottles and other heavy items. Small items and light equipment will normally be stowed towards the aft. Check capacity plate and ensure you are not overloaded.
	Boat is overloaded	
	Hull is full of water	Frequently remove the hull drain plug when boat is out of water.

For the replacement of warning labels please contact your preferred AB dealer to purchase or proceed by following the next instructions:

COLOR - SIGNAL WORD PANEL

The color per type must be:

DANGER - black or white letters on a red background.

Note: Black letters on a red background for exterior applications, where the label is exposed to sunlight or red (night) light.

WARNING - black or white letters on an orange background.

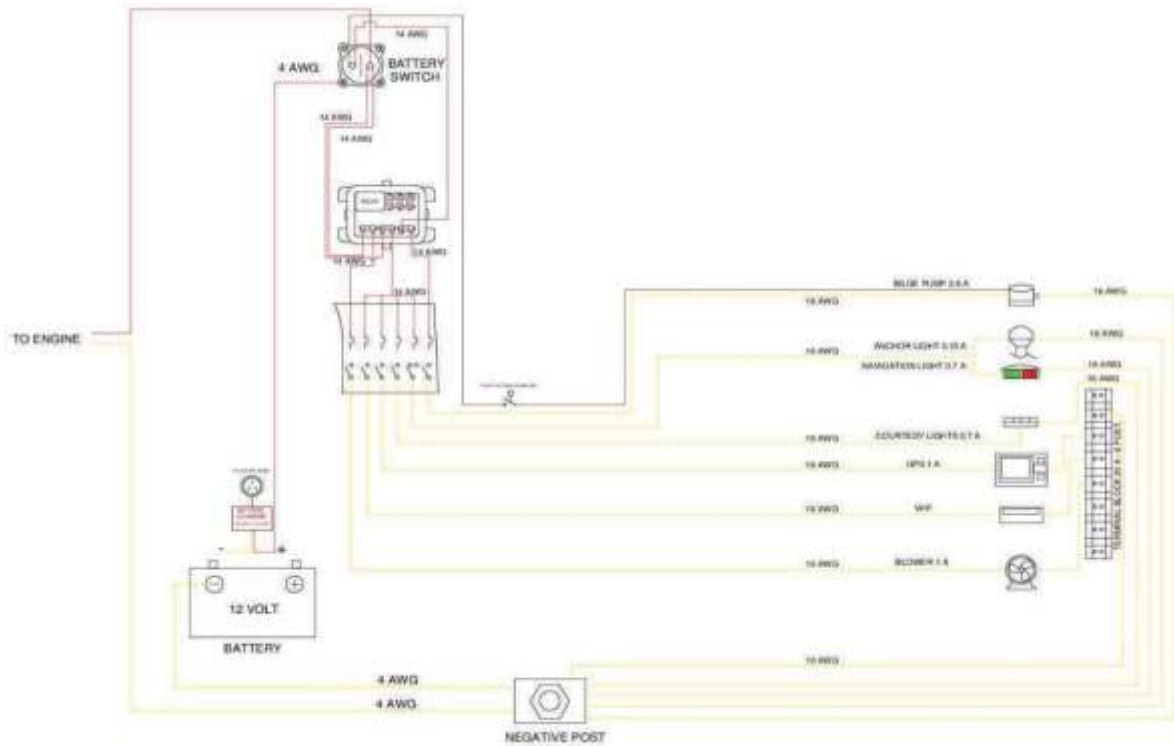
Note: Black letters on an orange background for exterior applications, where the label is exposed to sunlight or red (night) light.

CAUTION - black letters on a yellow background.

- The minimum height of letters in the message panel has to be of 1/8" or 3.22 mm to have a visibility of the text at a maximum distance of 5 ft. or 1.5 meters.

- The signal word letters should be at least 1.5 times higher than the upper-case letters on the message panel.

Please refer to these electrical diagrams when you want to make modifications, repairs or maintenance to the electrical power system of the boat.



ABJET® LIMITED WARRANTY

- 1. WHAT IS COVERED.** The AB DISTRIBUTOR warrants from the original date of purchase, and subject to the limitations below, to the original retail purchaser ("Owner") of a properly registered ABJET® purchased under normal conditions, that it is free of defects in materials and workmanship for the following periods:
- A. Fabric:** The Chlorosulfonated Polyethylene (CSM) coated fabric of the tubes is warranted for a period of ten (10) years against porosity deterioration affecting serviceability. This Limited Warranty coverage EXCLUDES discoloration, puncture, fading, tearing, ripping, cracking, abrasion, chaffing, negligence, accident or ordinary wear and tears. AB will repair or replace the defective part or component at no charge during year one (1) through five (5). During years six (6) to ten (10), if it is determined that the fabric is defective and in the event of replacement of inflatable tube, such replacement is provided offered at the following discount from the then current manufacturer's suggested retail price for the models: 50% discount in year 6; 40% discount in year 7; 30% discount in year 8; 20% discount in year 9; or 10% discount in year 10.
- B. Valves:** The inflation valves and tube seams are warranted for five (5) years against defects in materials and workmanship. This warranty EXCLUDES ordinary wear and tear, negligence, or damage by improper inflation techniques. **C. Seams:** The air holding seams of the inflatable tube are warranted for five (5) years against separation and subsequent loss of air, which exceeds twenty percent (20%) of recommended inflation pressure when measured over a period of five (5) days, while maintaining the ABJET® at a constant temperature in a controlled environment. The major cause of damage is the result of running the ABJET® underinflated. The Owner is expected to check and properly maintain the correct inflation pressure before using the ABJET®, or when temperature variations have exceeded ten degrees Celsius (18°F) or more, or inflation, or when running under unusual operation conditions. **D. Fiberglass hull:** The composite of fiberglass hulls is warranted for three (3) years against structural defects in materials and workmanship. This warranty EXCLUDES the surface finish or any damage due to improper use. **E. Accessories:** Components manufactured and installed by AB to the ABJET® at the factory are warranted from defects in material and workmanship for three (3) years, EXCLUDING bilge pumps. This warranty EXCLUDES any painted or finished surface. Third party manufacturer equipment, such as electronics, installed on ABJET® will be covered by the respective manufacturer's warranty. Notwithstanding the foregoing stated time periods, the warranty period for all items warranted under this Limited Warranty for ABJET®s used for commercial and/or governmental use will be four (4) months. Repaired or replaced items shall be warranted as provided herein for the remainder of the applicable warranty period. Defective parts or components that are replaced shall become the property of the AB DISTRIBUTOR. The Owner must fully cooperate in good faith with the AB DISTRIBUTOR to allow repair or replacement as provided above, failing which cooperation this Limited Warranty shall become void. The AB DISTRIBUTOR's obligation is solely and exclusively limited to repairing or replacing, at its option, any covered items found to be defective at a facility designated by AB DISTRIBUTOR. The foregoing is the Owner's SOLE and EXCLUSIVE REMEDY. Routine maintenance indicated on the Owner's account must be performed properly and timely in order to maintain warranty coverage and not have it voided.
- 2. ENGINE WARRANTY.** To check the warranty terms for the propulsion system, ALWAYS refer to the BRP Operators Manual (BRP Rotax) / Yamar Limited Warranty Handbook (For Diesel Jets) / WATERJET warranty terms and conditions (Castoldi) included in the Owner's package. All engine warranties, maintenance or repairs must be done in an approved ABJET® Service Center or third parties previously authorized by AB for servicing ABJET®, otherwise the Limited Warranty will be voided. The Electronic Control Module (ECM) records all faults and operational events since the ABJET® is launched. It not only saves the fault when it occurs, but also, the period when the ABJET® is operated with an active fault. This information is considered to solve a warranty issue. Special Notes. The following negligent events will not be covered by the Limited Warranty under any circumstance and are excluded: (i) if the towing procedure is performed with the shut-off valve open. The water will enter into the engine causing partial or total damage. You must take the boat to an authorized ABJET® dealer or service center within a few hours after the event occurs. Otherwise, engine will have to be overhauled. (ii) if the ABJET® is operated with the shut-off valve closed. You must open the shut-off valve to allow the water to come into the engine; otherwise the engine will be overheated. (iii) if the ABJET® is operated with the overheating alarm activated.
- 3. WHAT ITEMS ARE NOT COVERED & EXCLUSIONS FROM THE LIMITED WARRANTY.** A. Any damage to gelcoat, abrasion, chaffing, cracking, discoloration or blistering. B. Any damage to the ABJET® due to negligence,

accident, misuse, unauthorized alteration (unless authorized in writing), unauthorized modification (unless authorized in writing), unauthorized repair (unless authorized in writing) improper or careless operation, improper towing, ground handling, improper storage, fire, riot, explosion or objects striking the ABJET®, improper maintenance or lack of maintenance, improper storage, hurricane conditions or other extreme forces of nature, military or paramilitary operations, racing, or use in violation of Federal, State, or other governmental laws, regulations, or rules. C. Any damage resulting from towing the ABJET®, or any damage resulting from lifting it, except when the lifting eyes attached to the ABJET® are properly utilized in connection with an AB approved lifting harness. D. Tubes exposed to harsh or corrosive chemicals. E. Parts or equipment installed by anyone other than AB DISTRIBUTOR authorized personnel. F. Any damage caused by aftermarket parts. G. ABJET® purchased for racing or other competitive events as well as charter, rental, commercial, or governmental use, which will void the remainder of the Limited Warranty. H. Any work done on an ABJET® at an unauthorized service station or without AB DISTRIBUTOR prior approval, will void the remainder of the Limited Warranty. I. Freight, delivery, storage or other similar charges. J. Third party manufacturer equipment installed on the ABJET® (such as electronics) carries their own individual warranties provided by their respective manufacturers. In such cases, any warranty claims regarding those parts must be directed to those manufacturers and not to the AB DISTRIBUTOR. The Owner/purchaser shall look exclusively to these manufacturers for any and all such warranty claims. K. Whenever an ABJET® is used in a manner contrary to the instructions indicated in the ABJET® Owner's Manual. L. Damage caused by water ingestion. M. Paints, varnishes; gel coats; anti-fouling products; chrome plated, anodized, aluminum, or other plated finishes; the color fastness of materials or finishes; external wood paneling, siding, and trimming; stainless steel, fabric (except as provided in part 1), or other materials or finishes, which are subject to the effects of different climates and use (including cracking, discoloration, and crazing); osmosis blistering if the original gel surface has been abraded, sanded, or otherwise damaged. N. Any coating other than marine anti-fouling bottom paint, improper surface preparation for paint, or excessive sanding or sandblasting. N. Any published or announced catalog speeds; fuel consumption; weight; draft and performance characteristics; since these are estimated or obtained from test runs. O. Electrolysis, galvanic, crevice, pitting, and any other type of corrosion, or any deterioration of underwater items or items requiring repairs or replacement as a result of lack of maintenance or improper use. P. Any damage or failure that occurs from either increasing the horsepower of the original engines installed by manufacturer, installation of engines with more horsepower than the original engines installed by manufacturer or damages caused by the use of the ABJET®.

4. TRANSFERABILITY & EFFECTIVE DATES AND CONDITIONS. This Limited Warranty shall be the original purchaser's sole and exclusive remedy; provided that the original registration is on file with the AB DISTRIBUTOR. This Limited Warranty shall become effective on the date of purchase. Pre-delivery check list is properly completed and sent by the dealer/retailer and received by the AB DISTRIBUTOR, no later than fifteen (15) days from the date of purchase. All warranty claims must be made through an authorized AB repair station NO LATER than the thirtieth (30th) day from the date of discovery of defect and submitted on the warranty claim form available from the dealer together with proof of purchase. All notices must include the full name, address, email, and telephone number of the person in charge of the defect, the date it was discovered, the date of purchase, and the name and address of the party from whom the ABJET® was purchased. Photographs illustrating damage, if any, must accompany the claim. The Owner must provide all information needed to allow AB DISTRIBUTOR to verify compliance with these requirements. An authorized AB DISTRIBUTOR's representative may make an inspection after receipt of the claim. Freight and transport charges, where applicable, incurred in shipping an ABJET® repaired or replaced, are to be paid by Owner. The Owner, under this Limited Warranty, the AB DISTRIBUTOR shall have a reasonable time to make any repair or replacement. The AB DISTRIBUTOR reserves the right to make changes in the design and materials of its ABJET® without incurring any obligation to incorporate such changes in units already completed or in hands of dealers or consumers. The entire obligation of the AB DISTRIBUTOR regarding the sale of its ABJET® is stated within this Limited Warranty. The AB DISTRIBUTOR does not authorize its dealers, repair stations, or other person to assume for it any other liability in connection with the sale of its ABJET®, the Federal Safety Act of 1971 provides for defect notification to the first purchaser. To register your purchase with the manufacturer, the manufacturer constitutes waiver of the right to defect notification and voids the limited WARRANTY. DEMAND THAT THE DEALER COMPLETES YOUR REGISTRATION BY SENDING THE REQUIRED DOCUMENTATION TO THE MANUFACTURER. If you

are unable to locate an authorized AB dealer, please contact: AB Inflatables at info@abinflatables.com.

5. MISCELLANEOUS. This Limited Warranty shall not apply if the ABJET® is subject to negligence, improper operation or trailing. This warranty does not cover maintenance or storage, commercial or abnormal use or application, or to damage by circumstances beyond AB DISTRIBUTOR's control, including, but not limited to, puncture, tearing, ripping, abrasion, ordinary wear and tear. This Limited Warranty applies only to those parts and components manufactured by AB and installed by factory personnel. This Limited Warranty is the complete and exclusive agreement between the parties concerning AB DISTRIBUTOR's warranty obligations and the Owner's warranty rights, superseding all prior or contemporaneous agreements, representations or warranties, oral or written, and all other communications between the parties relating to the subject matter hereof including, without limitation, marketing materials. No modification to this waiver under this Limited Warranty will be valid unless in writing and signed by an authorized AB DISTRIBUTOR's officer. To the extent permitted by law, jurisdiction and venue shall be solely and exclusively in Miami-Dade County, Florida, and Florida law excluding its principles of conflicts of laws will apply. Unless prohibited by applicable state law, legal claims relating to any alleged problem with this ABJET® will be barred unless suit is commenced within one (1) year from the date the cause of action accrues, regardless of the time remaining in the applicable warranty period. The invalidity or unenforceability of any one or more provisions herein shall not affect the validity or enforceability of the other provisions.

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