 WARNING	● CAREFULLY READ THIS MANUAL BEFORE OPERATING YOUR BOAT. ● THIS OWNER'S MANUAL IS IN TWO VOLUMES THAT MUST BE KEPT TOGETHER.

NOTICE:	THE OWNER'S MANUAL IS IN TWO VOLUMES: - VOLUME 1 DEALS WITH OPERATING PRECAUTIONS AND SAFETY RECOMMENDATIONS THAT MUST BE OBSERVED. - VOLUME 2 DEALS WITH TECHNICAL SPECIFICATIONS AND ASSEMBLY PROCEDURE OF THE BOAT AND ITS EQUIPMENT.

VOLUME 2
TECHNICAL SPECIFICATIONS - ASSEMBLY PROCEDURE

SEASPORT DELUXE JET

320 & 400

 NOTICE TO CUSTOMER	Your boat should have been inspected by an authorised agent prior to delivery. Confirmation of this inspection will be found at the back of this manual with the agents stamp, date and signature.

CONTENTS

TABLE OF TECHNICAL SPECIFICATIONS

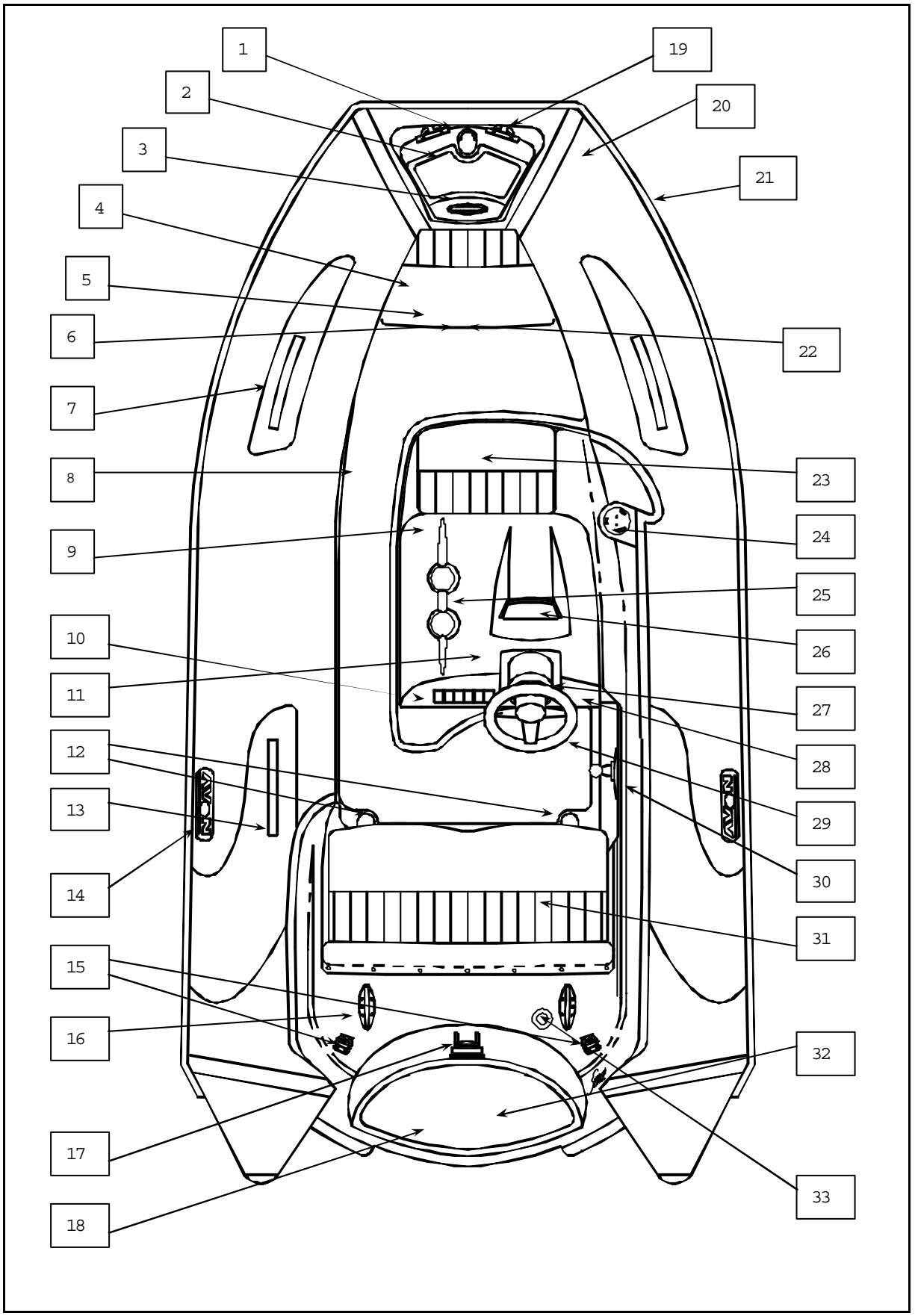
SEASPORT DELUXE JET	320	400
Dimensions		
Overall length (metres)	3.20	4.00
(feet/inches)	10' 5"	13' 1"
Overall beam (metres)	1.70	1.85
(feet/inches)	5′ 7"	6' 1"
Inside beam (metres)	0.79	0.95
(feet/inches)	2′ 7"	3' 1"
Boat weight (kg)	250	300
(lbs)	550	660
Buoyancy tube (metres)	0.44	0.45
Diameter (feet/inches)	17.3"	17. 7"
Capacity		
Airtight compartments	4	4
Persons	3	6
Weight (1) (kg)	360	490
(Lbs)	800	1080
Inboard data		
Yamaha 2 stroke	■	■
Single stage axial flow jet pump propulsion with reverse gate.	■	■
Fuel capacity (Litre)	40	60
(Gal.Imp.)	8.8	13.2
Maximum power (kW)	60.0	60.0
(hp)	80	80
Certification		
(Directive 94/25/CE)	C	C

All dimensions indicated have a tolerance of +/- 3% The weights indicated for the boats do not include any extras.
(1) The maximum payload has been calculated according to ISO standards. Operating at or near maximum payload is only advised in calm water and at reduced speeds.

KEY: To Plan views of Seasport D.L.. Jet 320 and 400, see pages 3 - 4.

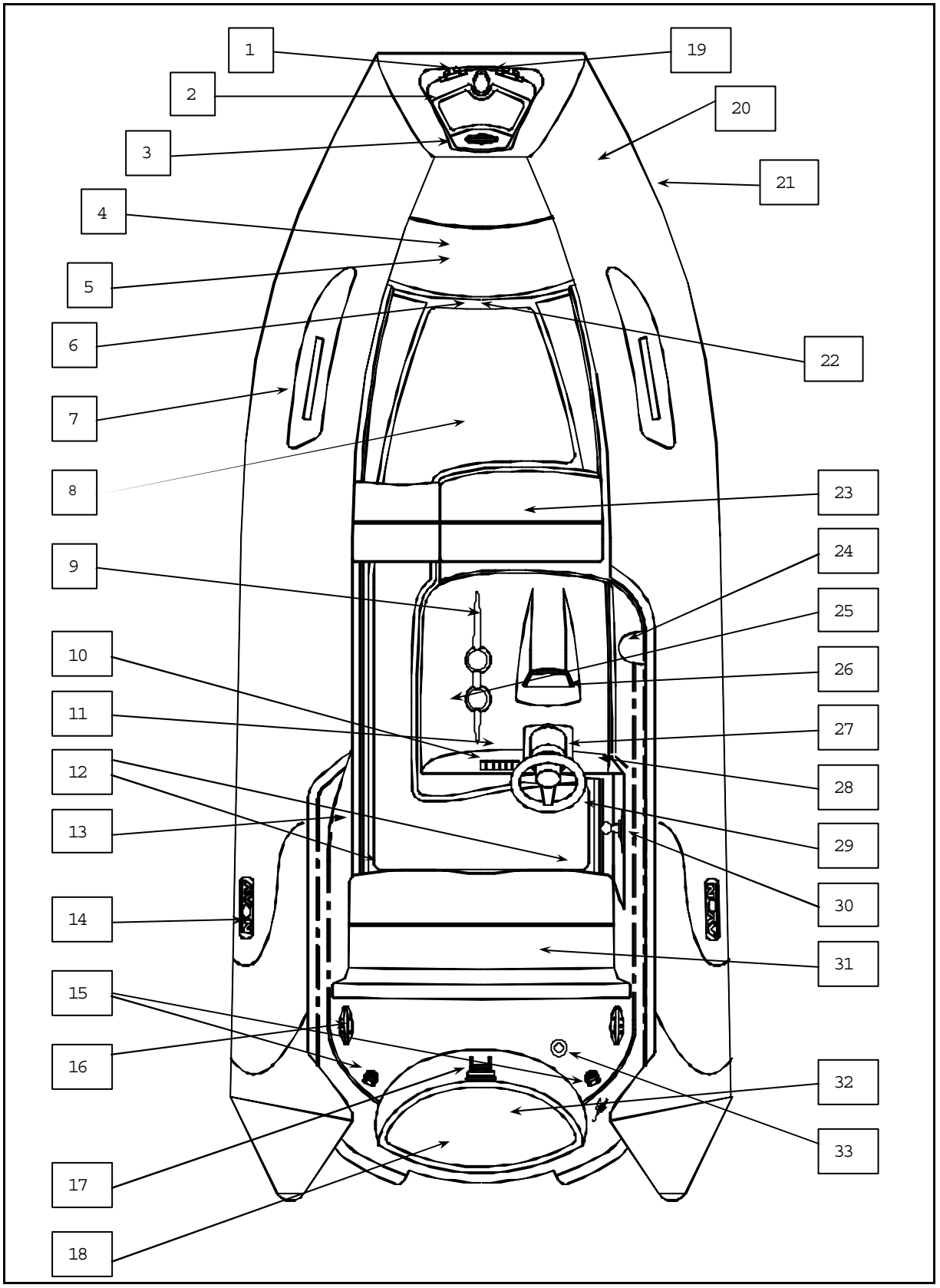
1. Navigation light, bow.
2. Bow step.
3. Bow cleat.
4. Bow seat cushion.
5. Bow locker.
6. Davit lifting point, bow.
7. Forward grab handle.
8. Deck.
9. Console / engine cover.
10. Console switches.
11. Warning label.
12. Deck drains
13. Aft grab handles.
14. Avon logo.
15. Davit lifting points stern.
16. Stern cleat.
17. Ski ring.
18. Stern platform.
19. Bow fairleads.
20. Buoyancy tube.
21. Rubstrake.
22. Deck light.
23. Forward seat.
24. Fuel filler cap.
25. Engine.
26. Instrument dials.
27. Tilt helm.
28. Choke knob
29. Steering wheel.
30. Throttle.
31. Bench seat upholstery
32. Jet pump.
33. Navigation lighting mast.

SEASPORT JET 320



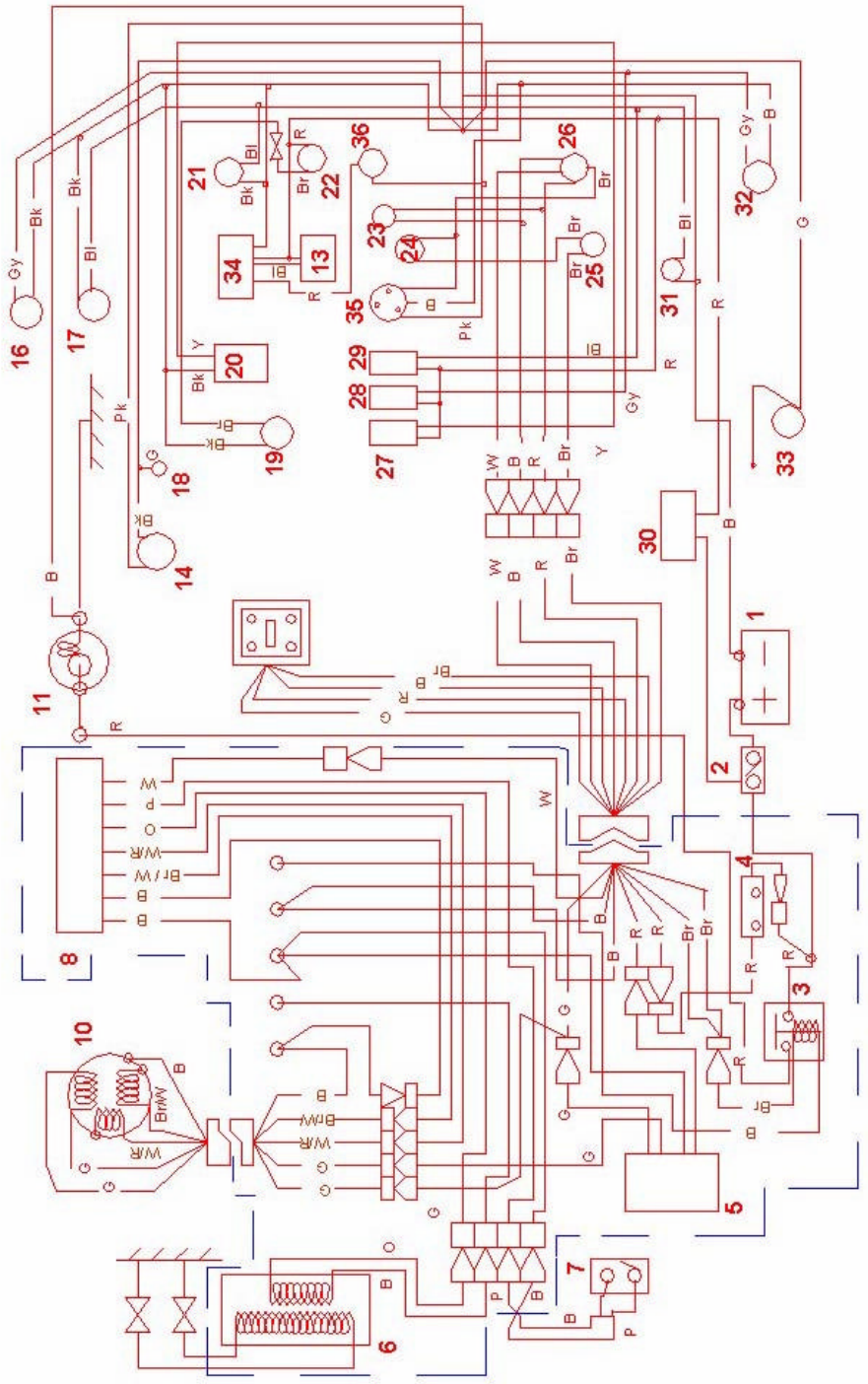
Key on page 2

SEASPORT JET 400



Key on page 2

Standard wiring for the Seasport Jet 320 and 400



1. Battery. 2. Master switch. 3. Starter relay. 4. Fuse. 5. Rectifier regulator. 6. Ignition coil. 7. Thermal switch. 8. CDI unit. 9. Electrical box.	10. CDI magneto. 11. Starter motor. 12. Multi-function meter. 13. Oil sender. 14. Fuel sender. 15. Speed sensor. 16. Bow Nav.Light 17. Courtesy light 18. Fuel earth.	19. Bilge pump 20. Blower 21. Courtesy light 22. Bilge switch fuse 23. Stop switch. 24. Start switch. 25. Microswitch start protect 26. Kill switch. 27. Blower switch	28. Nav.Light switch 29. Courtesy switch 30. Main breaker 31. Courtesy light 32. Stern nav. Light 33. Anode. 34. Oil sender relay 35. Fuel gauge. 36. Oil warning light.

G. GREEN. B. BLACK.	P. PURPLE. Y. YELLOW.	O. ORANGE. Br. BROWN.	R. RED. Bl. BLUE.	Pk. PINK. W. WHITE

ASSEMBLY PROCEDURE

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

PROCEDURE	PAGE	SECTION
1. Inventory the elements composing your boat, and learn how to recognise them.	6	CHECK ON UNPACKING
2. Activate valves into inflating position.	7	INFLATION SYSTEM
3. Slightly inflate the main buoyancy tube.	9	INFLATION
4. Finish inflation of the boat to the correct pressure.	8-9	INFLATION / PRESSURE
5. Learn to use the standard equipment.	10	STANDARD EQUIPMENT

CHECK ON UNPACKING

 CAUTION	DO NOT USE A SHARP TOOL

The pack must contain a fully fitted out hull, deck and buoyancy tube, plus:

SEASPORT JET	320	400
Repair kit	✓	✓
Owner's manual *	✓	✓
Foot pump	✓	✓
Spark plug (x2)	✓	✓
Water hose connector	✓	✓
Master switch keys	✓	✓
Lanyard	✓	✓
Fuel cap key	✓	✓

* 2 volumes

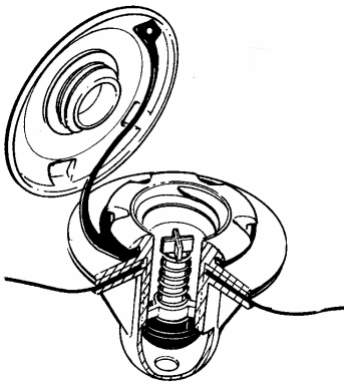
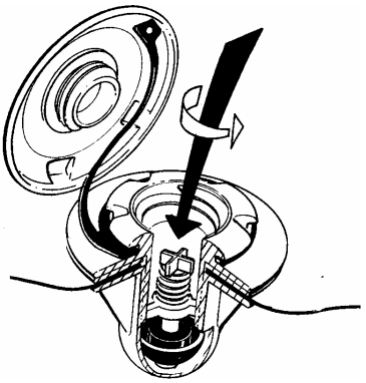
You can equip your boat with many optional accessories (davit lifting equipment etc.). Ask your dealer to advise you.

NOTE:	IF YOU WISH TO LIFT YOUR BOAT USING DAVITS CONTACT YOUR DEALER FOR THE CORRECT LIFTING EQUIPMENT AND FITTING INSTRUCTIONS

 WARNING	USE ONLY AVON AUTHORISED DAVIT LIFTING EQUIPMENT. SEVERE INJURY OR DEATH COULD OCCUR FROM USING EQUIPMENT PRODUCED TO AN INADEQUATE SPECIFICATION FOR THE BOAT.

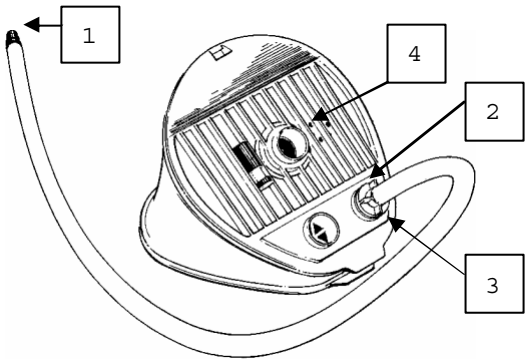
INFLATION SYSTEM

THE SEMI-RECESSED VALVES

Inflation position	Deflation position
	
Valve closed, the inner button springs upwards.	Valve open, the inner button pushes down and twists to the left.

NOTICE:	ALWAYS REPLACE VALVE CAP AFTER INFLATING OR DEFLATING

THE FOOT PUMP

1 Hose end piece. 2 Hose base. 3 Outlet for inflation up to 150 mb / 2.2 PSI 4 Outlet for inflation over 150 mb / 2.2 PSI	

- Activate all valves into the inflation position.
- Fit the hose (item 2) to the outlet in the foot pump (item 3).
- To inflate your boat properly, the bottom side of the foot-pump must rest on a flat surface.
- Insert the hose end piece (item 1) into the inflation valve.
- Pump evenly to inflate rapidly.

WARNING	DO NOT USE A COMPRESSOR OR A BOTTLE OF COMPRESSED AIR

PRESSURE

The correct pressure for the buoyancy tube is 170 mb/2.5 PSI.

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

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

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

Therefore, it is important to anticipate:
Because of temperature variations (especially when this variation is important between the beginning and the end of the day, in hot areas) check and adjust the pressure in the inflated compartments by inflating or deflating. Be sure that pressure remains within the recommended zone, between 130 mb/2.0 PSI and 200 mb/3,0 PSI.

RISK OF UNDERPRESSURE

EXAMPLE: Your boat is in direct sunlight on the beach (temperature =50°C/122°F) at recommended pressure (170 mb/2.5 PSI). After putting it in the colder water (temperature =20°C/68°F), the internal temperature and pressure of the tubes will both drop (up to 85 mb/1.8 PSI) and YOU WILL HAVE TO INFLATE AGAIN until you regain the lost pressure due to the difference in temperatures. Therefore a loss of pressure at the end of the day, when ambient temperature drops, is perfectly normal.

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

RISK OF OVERPRESSURE

EXAMPLE: Your boat is inflated to the recommended pressure (170 mb/2.5 PSI) at the beginning of the day (low ambient temperature =10°C/50°F). Later in the day, your boat is in direct sunlight on the beach or on a yacht's deck (temperature =50°C/122°F). Internal temperature of all inflated compartments can then increase and reach up to 70°C/158°F (especially for dark-coloured tubes). The consequence will be a doubling of previous pressure (340 mb/5.0 PSI). YOU WILL THEN HAVE TO DEFLATE until you reach the recommended pressure.

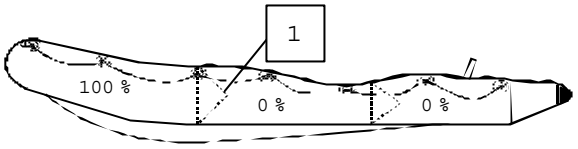
 WARNING	WHEN YOUR BOAT IS OVER INFLATED, PRESSURE BECOMES TOO STRONG FOR THE INFLATABLE STRUCTURE, AND COULD CAUSE A BREAK IN THE FABRIC ASSEMBLY

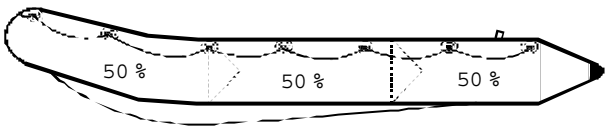
IN CASE OF OVERPRESSURE

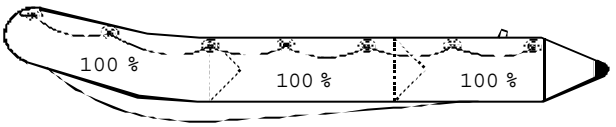
SEMI-RECESSED VALVE :
Deflate by pressing the spring loaded button.

TO INFLATE THE MAIN BUOYANCY TUBE

- Inflate to a maximum pressure of 200 mb, (refer to PRESSURE section) making sure that each compartment is equal.

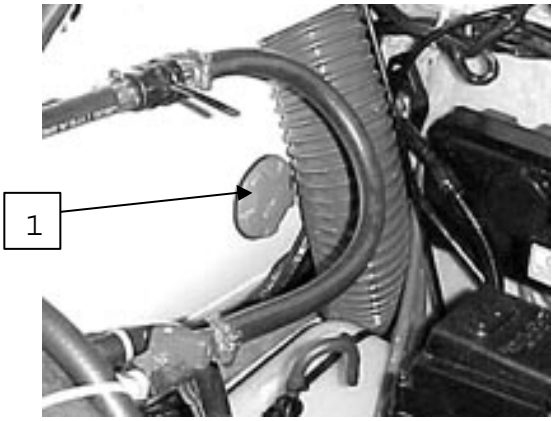
	NEVER COMPLETELY INFLATE A COMPARTMENT TO FULL PRESSURE IF OTHER COMPARTMENTS ARE TOTALLY DEFLATED	

- ✓Correctly inflated, the internal bulkheads (item 1) are not visible.
- When inflation is over, fit the valve caps tight (clockwise).

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

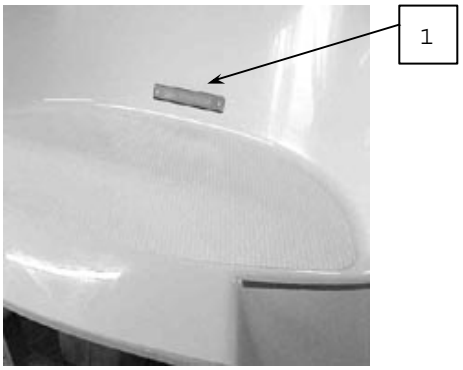
1. The inflation valve for the stern starboard buancy tube compartment is located in the engine compartment. Raise the console lid for access.	

GENERAL INFORMATION

Record your H.I.N. and engine numbers in the spaces provided, to assist you in ordering spare parts from your Avon/Yamaha dealer. Also record and keep these I.D. numbers in a separate place in case your boat is stolen.

Engine Serial Number
The Engine serial number is stamped on a plate attached to the forward end of the e

MODEL
YAMAHA
CODE
SERIAL No.



1. Hull Identification Number (H.I.N.)
The H.I.N. is located at the stern of the boat.

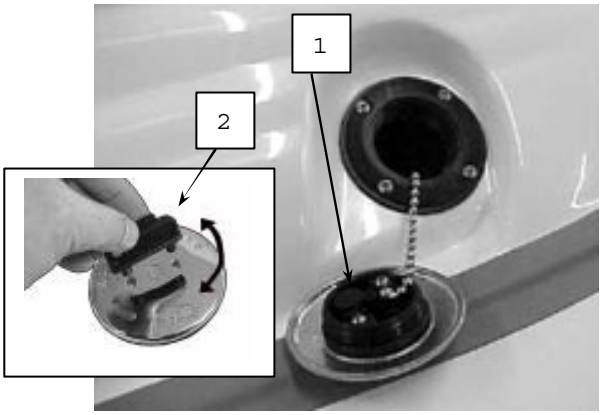
FUEL REQUIREMENTS

NOTE :	Petrol (Gasoline) - Use regular unleaded petrol (gasoline).

WARNING	PETROL (GASOLINE) AND ITS VAPOURS ARE HIGHLY FLAMMABLE AND EXPLOSIVE

- Do not smoke when refuelling, and keep away from sparks, flames, or other sources of ignition.
- Stop the engine before refuelling.
- Refuel in a well-ventilated area.
- Open the fuel tank filler cap, and slowly add fuel to the fuel tank. Be careful not to spill fuel or overfill the tank.
- To remove the fuel tank filler cap, turn it anti-clockwise.
- Take care not to spill petrol (gasoline). If petrol (gasoline) spills, wipe up immediately with dry rags. Always properly dispose of petrol-soaked rags.

- Avoid overfilling the fuel tank. Stop filling when the fuel level just reaches the bottom of the fuel filler tube. Do not fill up the filler tube because fuel expands as it warms up and could overflow.
- Fuel tank capacity in the Seasport D.L. Jet 320 is 40 Litres (8.8 gal.imp.) (10.6 gal.US). Fuel tank capacity in the Seasport D.L. Jet 400 is 60 Litres (13 gal.imp.) (16.2 gal.US).
- If you should swallow some petrol (gasoline), inhale a lot of petrol (gasoline) vapour, or get petrol (gasoline) in your eyes, seek immediate medical attention.
- If any petrol (gasoline) spills onto your skin, immediately wash with soap and water. Change clothing if petrol (gasoline) is spilt on it.

1. Fuel filler cap. 2. Use key to help tighten or release. Keep the key on the ignition key ring.	

- Tighten the filler cap securely after refuelling.

CAUTION	Be careful when refuelling. Avoid getting water or other contaminants in the fuel tank. Contaminated fuel can cause poor running or engine damage.

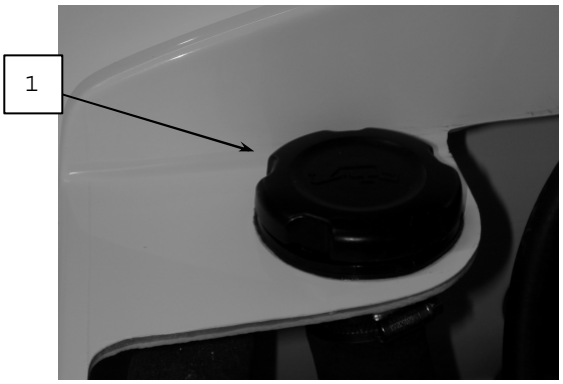
WARNING	PETROL (GASOLINE) AND ITS VAPOURS ARE HIGHLY FLAMMABLE AND EXPLOSIVE

OIL INJECTION SYSTEM

NOTE :	Engine Oil: YAMALUBE, TWO STROKE MOTOR OIL FOR MARINE If YAMALUBE is not available, another 2-stroke engine oil with a BIA-certified TC-W3 rating may be used.

- This engine uses Yamaha's oil injection system, which provides lubrication by ensuring the proper oil ratio for all operating conditions. No fuel pre-mixing is necessary (except during break-in). Simply pour petrol (gasoline) into the fuel tank and oil into the oil tank.

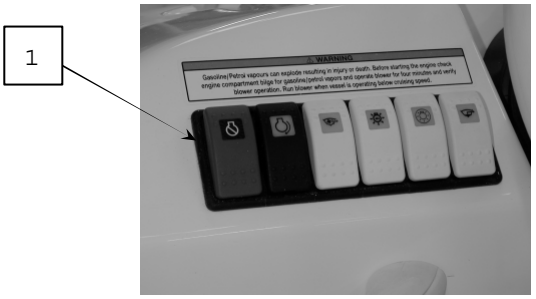
1. Oil filler cap.
2. oil level is indicated on the multi-function meter located on the console.
3. The oil tank capacity is: 3.8 litres (0.83 gal. Imp.) (1.0 gal. U.S.)



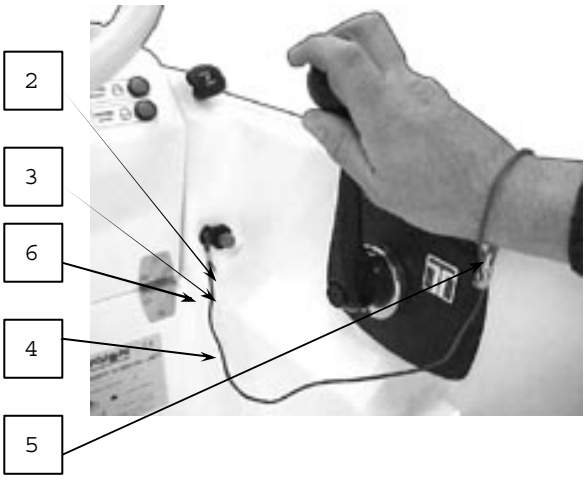
CAUTION	Do not allow the oil tank to empty completely. If the tank empties the oil injection pump must be bled to ensure proper oil flow, otherwise engine damage may occur. See page 39.

ENGINE STOP SWITCHES

1. Stop button.



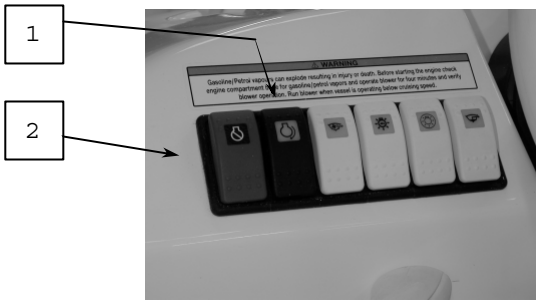
2. Emergency stop switch.
3. Lock plate.
4. Lanyard.
5. Always attach the engine stop switch lanyard to your left wrist BEFORE starting the engine.
6. To prevent accidental starting of the engine, always remove the lock-plate from the stop switch when the engine is not running.



- These switches have the following functions: one is to stop the engine normally by pressing button 1 on the console; the other is to stop the engine if you fall off, or in case of an emergency, when lock-plate 3 attached to the lanyard is pulled from the switch 2.
- When the button on the switch is pushed, without removing the lock-plate the ignition circuit opens and stops the engine immediately.
- Should the lock-plate be removed for any reason, the engine will stop.

WARNING	Once the engine has stopped, you have NO STEERING CONTROL over the boat.

STARTER SWITCH

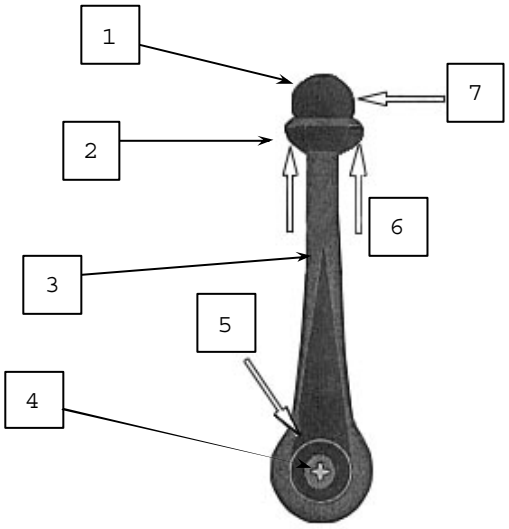
1 Start button. 2 Console.	

- To start the engine, push the top button 1 on the console 2.

NOTE :	It is not possible to start the engine with the lock-plate removed from the engine stop switch. It is not possible to start the engine with the throttle lever in gear. Note that the master switch and fuel tap must also be switched on.

CONTROLS - THROTTLE LEVER

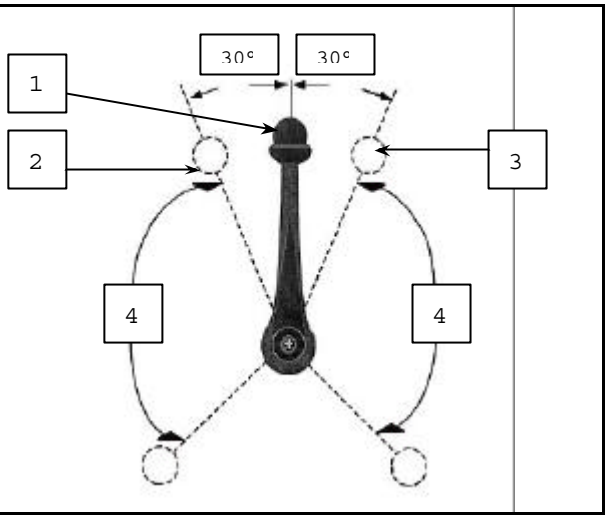
- To start the boat's engine and to activate the throttle for engine warm-up, the handle must be in the neutral position. Neutral can be found by rotating the handle (by grasping the knob or stem) until the handle locks in a vertical position and can not be rotated in either direction.

1. Knob. 2. Umbrella. 3. Handle. 4. Button. 5. Push and hold button in. 6. Pull umbrella up. 7. Advance handle	

WARNING	• TAKE EXTREME CARE. • Some forward thrust will be produced when the engine is running even when in neutral, so make sure there are no obstacles or people in front or behind you. • Before starting the engine, always check the operation of the throttle lever. It should move smoothly through its full range of operation.

CONTROLS - SHIFT LEVER

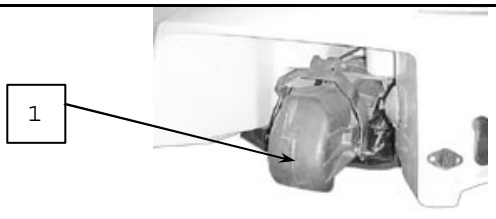
1. Neutral position.
2. Forward shift position.
3. Reverse shift position.
4. Throttle.



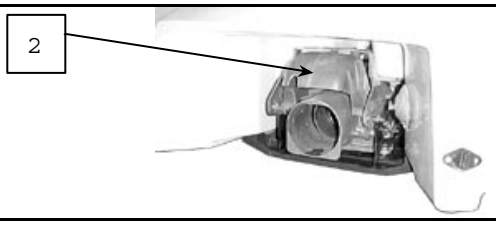
- Throttle warm up. Push in the button with your left hand while grasping the umbrella and knob with your right hand and pull the umbrella up towards the knob. While still holding the button and umbrella, advance the handle forward or rearward to put the control in warm-up throttle mode. Once in this mode, the button and the umbrella can be released and throttle can be adjusted by simply moving the control handle away from the neutral position to increase throttle and towards the neutral position to decrease throttle. Returning the handle to the neutral position will disengage throttle warm up.
- Use "Reverse" for slow speed manoeuvring only. It is useful when launching the boat from a trailer, or when it is necessary to back up out of tight spots where you cannot turn around.

WARNING	• Make sure there are no obstacles or people behind you before shifting into reverse. • Do not touch the reverse gate whilst it is being shifted. You could be pinched. • Shifting to REVERSE will not slow down or stop the boat from higher speed. Reverse is for slow speed manoeuvring only.

1. Make sure the reverse gate of the jet pump goes down to its stopper position when the control shift lever is placed in REVERSE position.

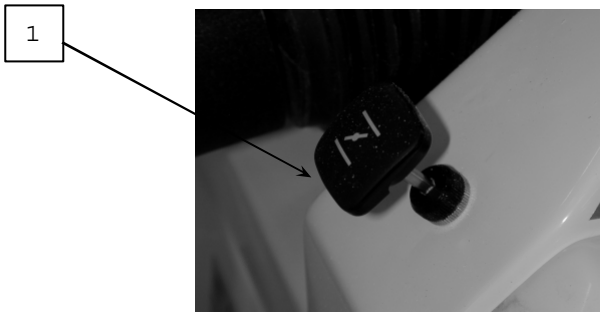


2. Also make sure the reverse gate of the jet pump goes up to its stopper position when the control shift lever is placed in FORWARD position.



CHOKE CONTROL & SWITCHES

1. Choke knob.



2. Navigation light switch.
3. Courtesy Light switch.
4. Blower switch, for engine compartment ventilation.
5. Bilge pump switch
6. Warning label.

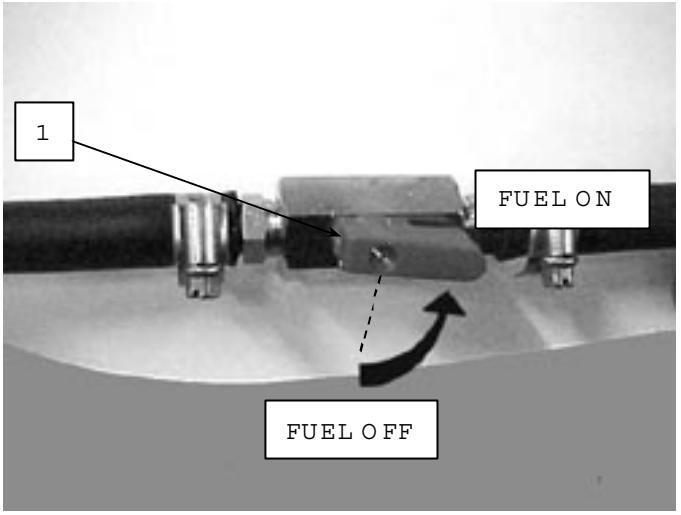
- Pulling the choke knob supplies a rich fuel-air mixture required to start the engine.
- Pushing switches down at the front turns them on.
- The engine compartment blower must be turned on for at least four minutes before starting the engine.
- The three switches are also circuit breakers and will trip off if a fault occurs in the electrical system. If the trip needs to be reset then the electrical problem must be rectified before further use.

WARNING	BEFORE STARTING ENGINE, CHECK THE ENGINE COMPARTMENT BILGE FOR PETROL (GASOLINE) OR VAPOURS AND OPERATE BLOWER FOR 4 MINUTES. VERIFY BLOWER OPERATION. RUN BLOWER WHEN VESSEL IS OPERATING BELOW CRUISING SPEED.

NOTE :	Refer to Starting the engine on pages 27 for proper operation.

FUEL TAP

1 Fuel tap, "ON" position.

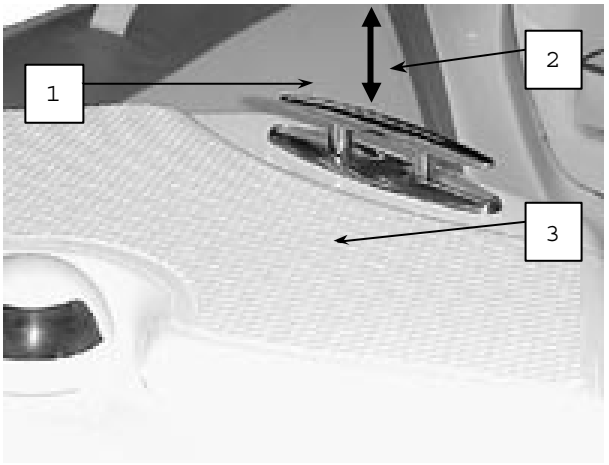


- The fuel tap is located on the starboard side inside the engine compartment and supplies fuel from the tank to the carburettor.
- The fuel tap has two positions;
  OFF - With the knob in this position, fuel does not flow. Always turn the knob to this position when the engine is not running.
  ON - This is the position for normal running.

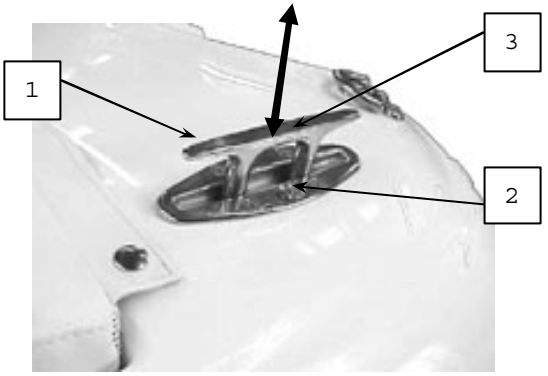
RETRACTABLE CLEATS

- There are retractable cleats at the bow and stern. The bow cleat pulls up and can be pushed down when not in use. The stern cleats operate in a similar way except they are spring loaded and pop up when the button is depressed.

1. Bow cleat.
2. Pull up and push down.
3. Bow step.

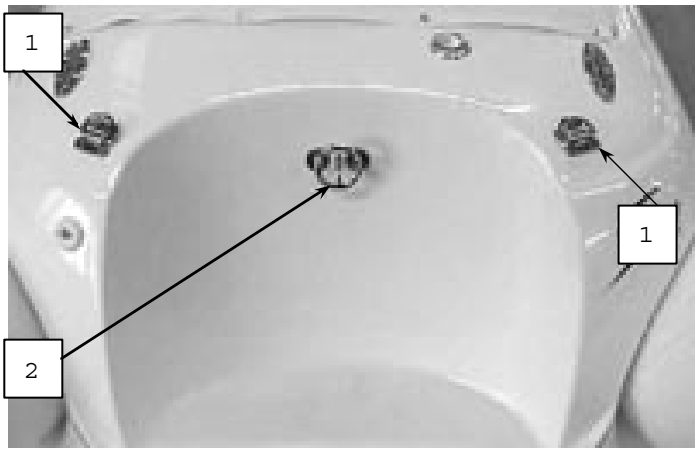


1. Stern cleat.
2. Press button for cleat to move up.
3. Push cleat down when not in use.



LIFTING, TOWING & SKIING

1. Stern Davit lifting strong point.
2. Ski hook.



MULTI FUNCTION METER (400 DL JET)

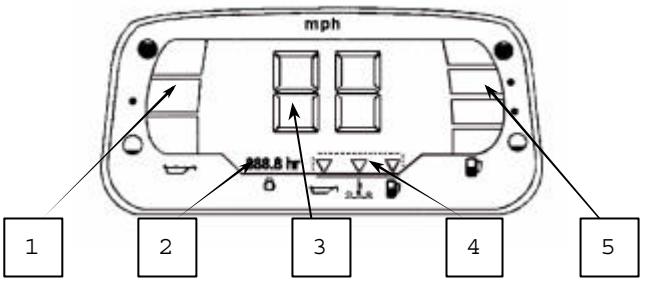
1 Engine oil level meter.

2 Hour meter.

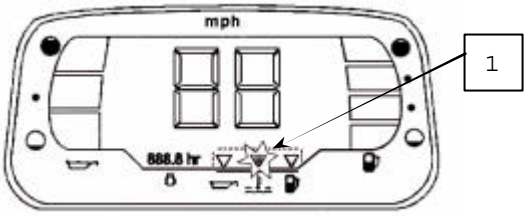
3 Speedometer display.

4 Warning light (oil / overheat / fuel).

5 Fuel level meter.

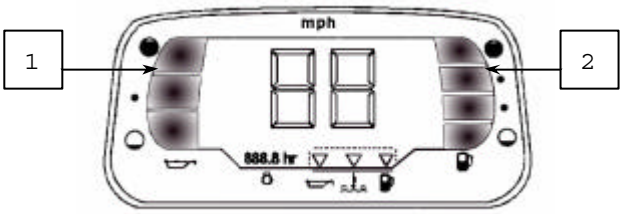


1 Overheat warning display
(refer to page 21 overheat warning device)

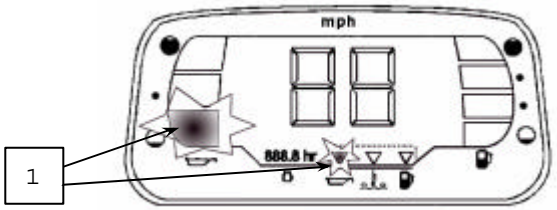


1. Oil tank full.

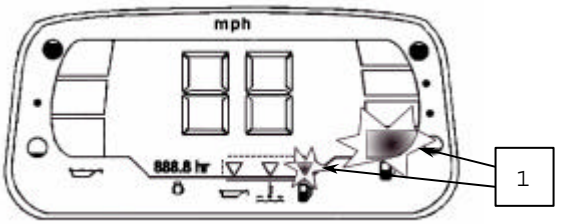
2. Fuel tank full.



1. Oil warning blinking.
(top off the oil level immediately)



1. Fuel warning.
(Refuel)

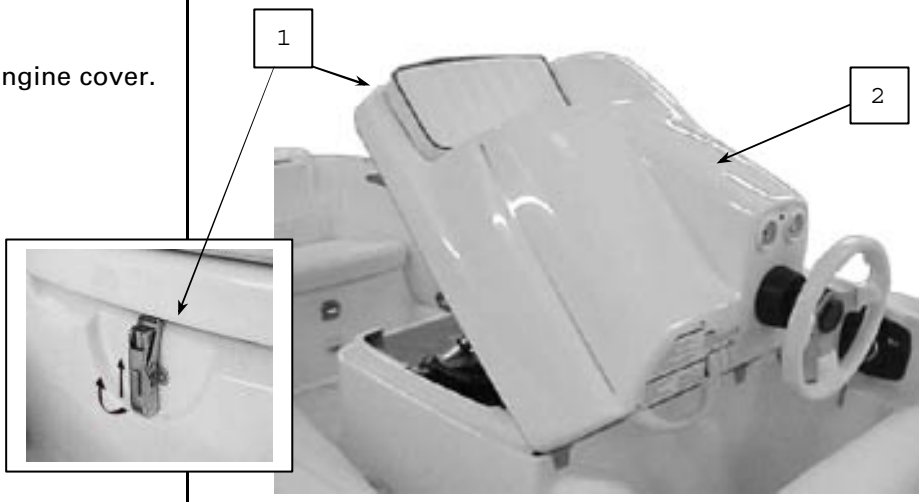


CONSOLE - ENGINE COVER

- For access to the engine, emergency bilge pump, fuses, oil tank and fuel tank, raise the console/engine cover. The securing latch is located at the front of the console.

1 Latch.

2 Console / Engine cover.

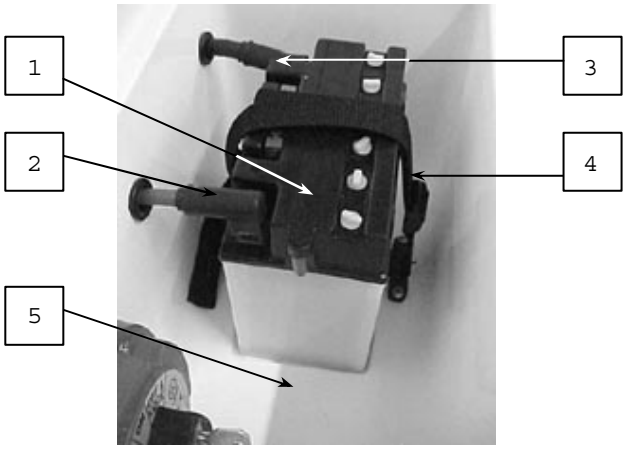


- The latch is located at the front of the console/engine cover.
- The console/engine cover is supported by a gas strut.

CAUTION	Ensure the console - engine cover is firmly secured before using the boat.

BATTERY

1. Battery.
2. Positive (+) terminal.
3. Negative (-) terminal.
4. Battery securing strap.
5. Bench seat stowage compartment.

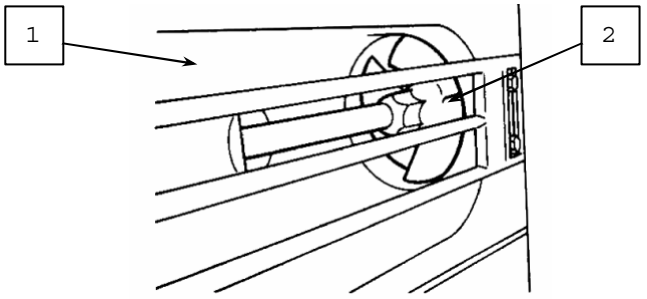


- The battery is located in the bench seat stowage compartment. Always check the battery condition and the electrolyte level before use.

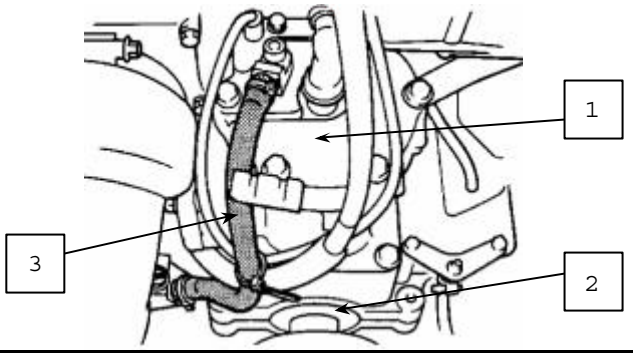
WARNING	The battery must always be fully charged and in good condition, loss of battery power may leave you stranded. Never operate the boat if the battery has difficulty starting the engine or shows any signs of decreased power.

OVERHEAT WARNING SYSTEM

1. Jet intake.
2. Impeller



1. Engine.
2. Drive shaft.
3. Water cooling hose.



- The engine has an over-heat warning device. If the engine starts to overheat, engine speed will be limited to about 3,000 revs/min.
- If this happens, beach the boat and check for a blockage at the water intake to the jet pump. Open the engine cover and check for a blockage in the water cooling hose.

WARNING	BE SURE THE ENGINE IS SHUT OFF AND THE LOCK PLATE IS REMOVED FROM THE STOP SWITCH BEFORE ATTEMTING TO REMOVE DEBRIS FROM THE JET INTAKE. THE IMPELLER CAN CAUSE INJURY.

CAUTION	If you cannot locate the cause of the overheating, return to the nearest port at low speed. Consult your nearest dealer. Continuing to operate at higher speeds could result in serious engine damage.

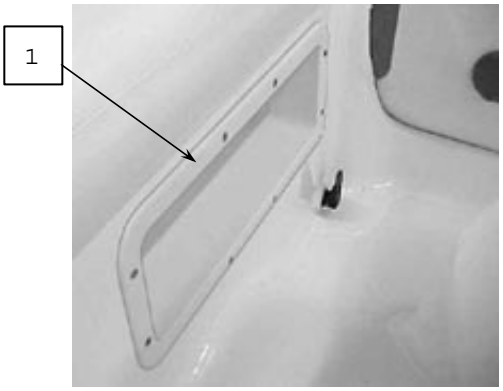
FIRE EXTINGUISHER

- Always ensure that a fire extinguisher is aboard and in proper condition. See the manufacturers instructions to determine the proper indication of condition.
- Provision has been made for installing a fire extinguisher, in a recessed moulding, below the front of the bench seat, , refer to Stowage, page 22.

NOTE :	A fire extinguisher is not standard equipment with this boat. If you do not have one, it is recommended that an appropriate fire extinguisher is carried for use in emergencies.

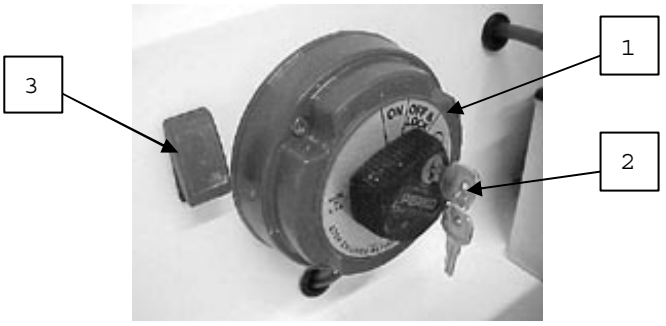
FIRE EXTINGUISHER STOWAGE

1. The recessed moulding in front of the bench seat provides a stowage space for a fire extinguisher.



BATTERY MASTER SWITCH

1. Master switch.
2. Switch must be unlocked before it can be turned "ON".
3. Main electrical circuit breaker.



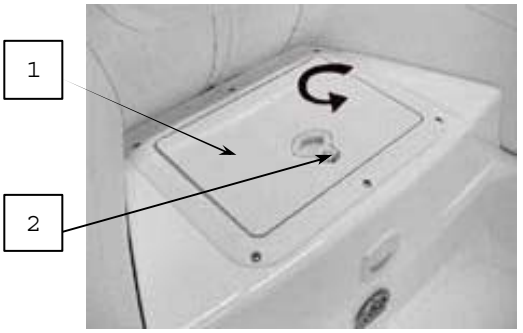
- The master switch must be switched on to operate the boat.
- The battery master switch must be unlocked before it can be switched on.
- The key can only be removed when the switch is turned off.
- Always switch off the engine and all electrical equipment before switching off the master switch.
- The circuit breaker will "trip-out" to protect the electrical system, if there is a fault. Do not mis-use this circuit breaker as a master switch. If the trip needs to be reset then the electrical problem must be rectified before further use. Please note that this circuit breaker does not cut off the engine's electrical system.

CAUTION

The master switch must always be the last to turn off and the first to turn on.

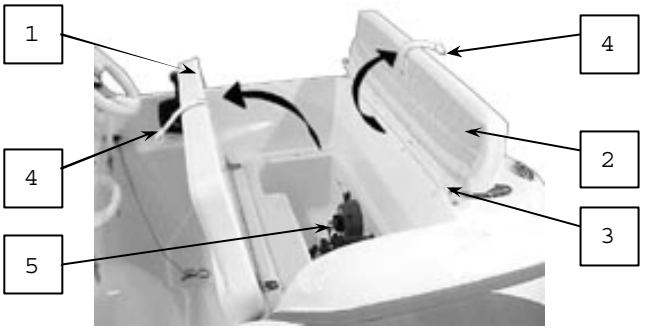
BOW STOWAGE

1. Bow stowage, under the seat cushion.
2. Latch, pull up and twist to unlock.



BENCH SEAT STOWAGE

1. Bench seat cushion.
2. Bench back cushion.
3. Locating studs.
4. Pull straps.
5. Stowage space (also battery and master switch).



BILGE PUMP

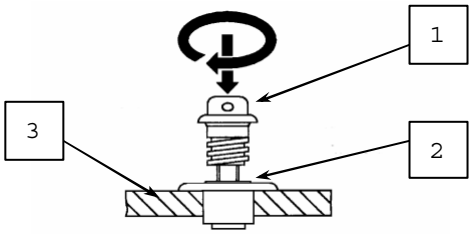
1. The boat is equipped with an emergency bilge pump to remove water from the bilge in the event of the engine compartment flooding. The emergency bilge pump is operated from a switch on the starboard side of the engine compartment. This switch/button must be pressed and held for the pump to operate.

NOTE :	The boat is also equipped with an automatic bilge draining device that will remove water from the engine compartment while you are underway. This will not operate while the boat is out of the water or stationary.

Excessive water in the engine compartment bilge can splash into the carburettor and engine. This could cause engine damage. If there is any water in the bilge, switch on the bilge pump until the water has drained.

BILGE DRAIN PLUGS

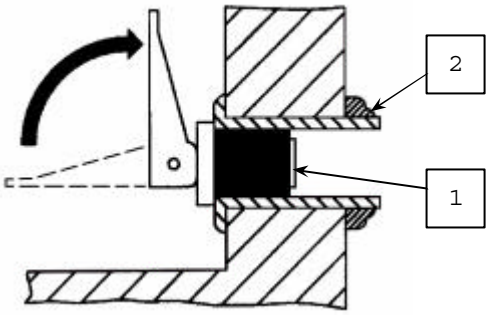
1. The hull drain plug is a screw fit into the flange. Turn anti-clockwise to undo and clockwise to tighten.
2. The flange is fitted to the hull at the stern.
3. Hull moulding



NOTE :	Hull drain plugs should only be removed when the boat is out of the water. After all water has drained wipe the bilge with a dry rag. Clean any foreign material, such as dirt or sand, from the threads before installing the drain plugs.

FITTING THE DECK DRAIN PLUG

- To fit the deck drain plug (item 1) push into the sleeve (item 2) in the transom.
- To lock in position push handle through 90° as shown by the arrow.

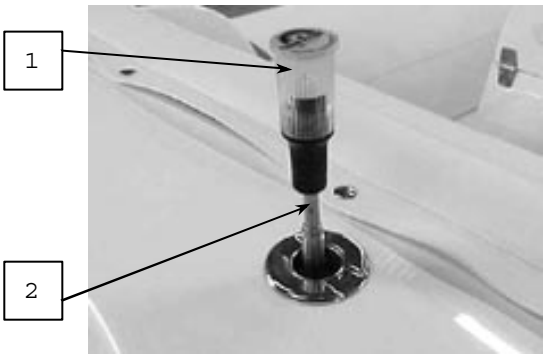


CAUTION

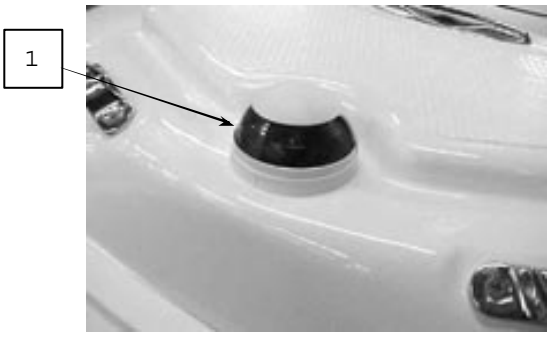
Make sure all HULL & DECK DRAIN PLUGS are securely tightened before launching the boat.

NAVIGATION LIGHTS

1. Stern lighting mast (all round white).
2. The navigation light is electrically operated from the console switch. To operate the stern light, pull the centre section upwards to its full extension, 1.22 metres (4 feet) from the deck. The light will not operate unless it is fully extended. When the light is not required, after switching off, push the light down to deck level.



1. Bi-colour bow light.



PRE-OPERATIONAL CHECKS

- Pre-operational checks should be made each time the boat is used. This procedure can be accomplished thoroughly in a short time. The added safety and reliability the checks assure, is worth the time involved.

 WARNING	For your own safety ensure that all items are functioning correctly before operating the boat.

ITEM	ROUTINE
BUOYANCY CHAMBERS	Check the pressure in the buoyancy chambers. Check for leaks.
ENGINE COMPARTMENT	Open the engine cover and ventilate the engine compartment.
BLOWER	Operate for four minutes before starting the engine.
BILGE	Check and remove all water and fuel residue before launching.
THROTTLE	Check for proper throttle lever operation.
STEERING	Check for proper steering operation.
FUEL AND OIL	Check fuel and oil level; add as necessary. Check for leaks.
BATTERY	Check fluid level and charge condition.
ENGINE COVER	Check that the latch is secure.
SEAT	Check that the seat is securely fastened.
HULL	Check the hull for damage or cracks.
JET (WATER) INTAKE	Check that no debris is in the intake.
FIRE EXTINGUISHER (if fitted)	Check the readiness of the extinguisher.
NAVIGATION LIGHTS	Check the operation of the bow and stern lights.
SWITCHES	Check the operation of the start / stop switches when the boat is on the water.

BREAK-IN (RUNNING- IN) PROCEDURE

- The engine and other components require a break-in period to allow surfaces of moving parts to wear evenly. This ensures proper performance and promotes longer component life.
- Fuel mixture is important during the first five hours of use.

 CAUTION	• During the first 5 hours or 2 tanks of operation, use 50:1 pre-mix of fuel to oil (in addition to the oil in the oil tank) • After the above period, use straight petrol (gasoline) in the fuel tank, for normal operation.

- In a clean container, pour the oil in first, then petrol (gasoline). Mix them thoroughly by shaking the container.
- Pour the fuel/oil mixture into the boat fuel tank.
- Launch the boat and start the engine.
- Run the engine at the lowest possible speed for the first 5 minutes.
- Gradually open the throttle one half.
- Continue operation at half throttle (or less) until the first tank full of fuel has been used up.
- Fill the tank again with a petrol (gasoline) oil ratio of 50:1 and proceed with normal operation.

 CAUTION	• Avoid using anything other than the prescribed oil and fuel/oil mixtures. • Use a thoroughly mixed fuel/oil blend. • If the mixture is not thoroughly mixed or it is the wrong ratio of oil to petrol (gasoline), the following problems will occur: LOW OIL RATIO; BECAUSE OF LACK OF OIL, MAJOR ENGINE FAILURE, SUCH AS SEIZURE, WILL RESULT. HIGH OIL RATIO; Fouled spark plugs, smoky exhaust, or heavy carbon deposits will result.

 WARNING	Failure to follow the break-in (running-in) procedure properly can result in severe damage to the engine.

BOARDING

- Get aboard, sit on the seat and keep both feet on the deck.
- Attach the engine stop switch lock-plate to the switch and tie the lanyard to your right wrist. Grip the steering wheel firmly.
- The operator checks to see that all passengers aboard are sat correctly, on seats, have their feet on the deck and that they are holding on securely to the handgrips provided.
- When all is secure start the engine and accelerate away.

NOTE :	When learning to use the boat always select a wide open area where visibility is good and traffic is light

 WARNING	BEFORE STARTING OFF, ALWAYS MAKE SURE THERE ARE NO SWIMMERS, OBSTRUCTIONS OR BOATS AROUND YOU.

STARTING THE ENGINE

- Always make sure the boat is launched and used in waters that are free from weeds and debris.
- Make sure the water is at least 60 cm (2 feet) deep before starting the engine.
- Turn the fuel tap and the master switch to the "ON" position.
- Attach the lock-plate to the engine start/stop switch and attach the lanyard to your right wrist. Be sure the lanyard is not tangled in the controls.

NOTE :	It is NOT possible to start the engine with the lock-plate removed from the engine stop switch.

- Pull the choke knob all the way out for a secure start to a cold engine.
- Push the starter switch button.
- As soon as the engine starts to run, release the starter button at once.
- When the engine has warmed up, push the choke knob in fully, to its original position.

 WARNING	This jet the engine is connected directly to the drive unit. Starting the engine immediately generates some thrust. Only apply enough throttle to keep the engine at a fast enough idle to stay running. Refer to page 14 & 15 for further information.

 CAUTION	Never push the starter switch while the engine is running. Do not keep the starter motor running for more than 5 seconds. If the engine does not start after 5 seconds, release the starter button. Wait at least 15 seconds before trying to start the engine again. If the starter motor is engaged continuously for more than 5 seconds, the battery will be quickly discharged and it will be impossible to start the engine. The starter motor may also be damaged if it is engaged continuously.
NOTE :	If the choke knob is left pulled out the engine will stall.

TURNING

- The throttle produces thrust from the jet pump. Directional control is provided by opening the throttle and turning the steering wheel.
- High thrust turns the boat sharply.
- Low thrust turns the boat less sharply.
- Turns cannot be made without applying the throttle.

 WARNING	• A beginner tends to pull back the throttle handle when trying to steer clear of an obstruction. • DO NOT FORGET TO USE THE THROTTLE WHEN TURNING. • Making quick turns at high speeds may cause the boat to "spin-out" and could throw the driver or passengers off the boat. Make gradual turns at higher speeds.

STOPPING THE ENGINE

- To stop the engine, position the throttle handle in neutral, then push and hold the stop switch.
- If leaving the boat, remove the lock-plate and lanyard, switch the master switch to "OFF", lock and remove the key and turn the fuel tap to the off position. This will reduce the chance of unauthorised use or theft.

 WARNING	ONCE THE ENGINE HAS STOPPED, YOU HAVE NO STEERING CONTROL OVER THE BOAT.

STOPPING

- The jet is not equipped with a separate braking system.
- Water resistance stops the boat when the throttle handle is pulled back to neutral.
- From full speed, the boat stops in approximately 95 metres (310 feet) after the throttle is released and the engine stopped. The stopping distance varies depending on gross weight, water surface conditions and wind direction. The stated stopping distance should be used as a reference.
- Never attempt to stop the boat by using the "Reverse" as a brake.

 WARNING	YOU WILL LOSE STEERING CONTROL IF YOU COMPLETELY RELEASE THE THROTTLE.

LAUNCHING

- Make sure there are no obstructions behind you.
- When the boat is in the water start the engine.
- Shift into reverse and move the boat back slowly.
- If there are waves, someone should watch to make sure the boat is not pushed into the trailer before backing away.

ROUGH WATER OPERATION

- Operation in rough water or jumping waves can cause cracks to the hull/deck or damage internal parts. The force of landing, after jumping, can cause a strong impact on both the boat, the operator and the passengers
- It is possible for the operator to hit their chest or face on the boat or steering, causing injury. Do not operate with your chin, or other parts of your body, right above the steering wheel.
- Avoid operating in rough water or bad weather conditions.

 WARNING	Operation in rough water or jumping can lead to injury. It may also damage the boat.

BEACHING

- Make sure there are no obstructions, boats or swimmers near the beach. Reduce speed about 95 metres (310 feet) before the intended landing area.
- Approach the beach slowly and stop the engine before reaching the landing point. Remember that turning is impossible with the engine stopped.
- Get off the boat and pull it up onto the beach.

 CAUTION	Small pebbles, sand, seaweed and other debris can be ingested into the jet intake and impair or damage the impeller. Always stop the engine and get off before the boat hits the beach.

DOCKING

- Make sure there are no obstructions, boats or swimmers close to your boat.
- Reduce speed about 95 metres (310 feet) away from the dock.
- Slowly approach the dock and stop the engine just before coming along side it.

POST-OPERATION CHECKS

- Flush the cooling system to prevent it from clogging up with salt, sand or dirt. Refer to page 30 for the cooling system flushing procedure.
- Drain residual water from the exhaust system by alternately opening and closing the throttle for a period of 10 to 15 seconds while the engine is running.

 CAUTION	Never attempt to run the engine at full throttle for more than 15 seconds while the boat is out of the water. The engine may overheat and/or seize.

- Wash down the hull, and jet pump unit with fresh water.
- Raise the bow of the boat approximately 30 cm (12 inches) and remove all drain plugs. Allow any water in the bilge or on the deck to drain out.
- Rinse the engine compartment with a small amount of fresh water. Be careful not to get water on the carburettor or electrical components. After the water has drained, reinstall all drain plugs, tight.
- Spray a rust inhibitor on metallic parts to minimise corrosion.

TRANSPORTATION

 CAUTION	• Do not route tie down ropes or straps over seat upholstery as they may leave permanent marks on the seat surface. It is also advisable to wrap tie down cordage with clean rags where they touch the body of the boat to avoid scratches or damage. • Before putting the boat on the trailer or transporting it, be sure to put the throttle lever in "Forward", otherwise the reverse gate may hit an obstruction, causing damage.

- When transporting the boat on a trailer, secure the bow 'U' bolt to the trailer and tension a webbing strap around the boat and trailer approximately one third the length of the boat from the stern.

 WARNING	Always place the fuel tap and master switch in the "OFF" position when transporting or storing the boat. Failure to turn off the fuel tap could result in fuel leaking into the engine or engine compartment, which would create a fire hazard. Failure to turn off the master switch will slowly drain the battery.

STORAGE

BUOYANCY TUBE

- It is advisable that prior to storing over the winter months the buoyancy tubes are inflated and hosed down with fresh water. Particular attention should be given to hosing away any small stones which may have become wedged between the buoyancy tube and the glass fibre (g.r.p.) hull. Allow the craft to dry and if possible store with the tubes lightly inflated. If this is not possible we suggest that the buoyancy tubes be folded down into the g.r.p. section of the hull and tied loosely into position.
- It is important to store away from rodents.
- Boat storage for prolonged periods of time, such as winter storage, requires preventative maintenance to ensure against deterioration. It is advisable to have the boat serviced by your dealer prior to storage. However, the following procedures can be performed by the owner with a minimum of tools.

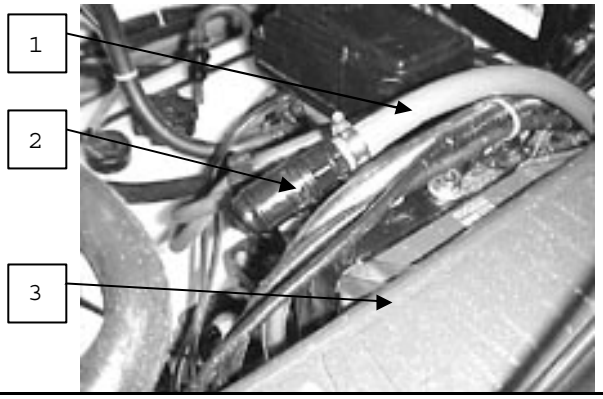
FLUSHING THE COOLING SYSTEM

- Flushing out the cooling system is essential in order to prevent it from being clogged up with salt, sand or dirt.

NOTE :	Use the water hose connector for the cooling system flushing.

1. Fit the water hose connector (supplied loose with the boat) to a hose pipe. Connect the hose pipe, from a fresh water tap, to the hose connector in the engine compartment.

2. Start the engine first, then immediately afterwards turn on the fresh water supply.



CAUTION	Never turn on the water supply before starting the engine. The water could back flow through the muffler into the crankcase causing severe engine damage. Be sure to turn on the water supply immediately after starting the engine to prevent the engine overheating.

- Run the engine at a fast idle for 10-15 minutes.
- Turn off the water supply and force the remaining water out of the cooling system by quickly opening and closing the throttle several times for 10-15 seconds.
- After stopping the engine, disconnect the hose at the engine compartment. This is done, by pulling back the outer sleeve on the hose connector.

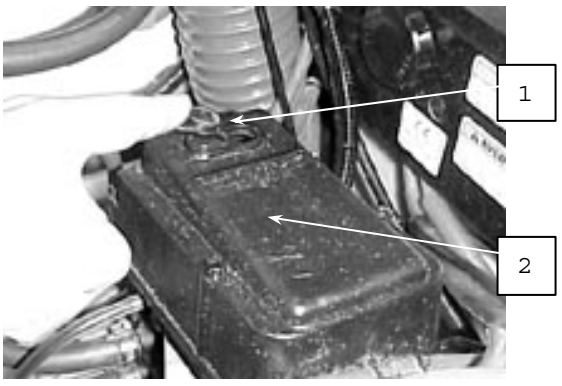
CAUTION	THE WATER MUST NEVER BE ON IF THE ENGINE IS NOT RUNNING. Do not run the engine for more than 15 seconds after the water supply has been turned off, to avoid engine overheating.

LUBRICATION

- This is only required if the boat is to be stored away for a few months.
- Open the cap on the carburettor silencer cover.
- With the boat in a well-ventilated area, start the engine.
- With the engine running at a fast idle, quickly spray as much rust inhibitor, or equivalent, as possible into the carburettor through the hole in the silencer cover. This is best achieved with a thin tube attachment to the spray can. Keep spraying until the engine stalls (or a maximum of 15 seconds).
- Reinstall the cap securely.
- When restarting the boat, at a later date, the oil in the engine will produce an abnormal amount of exhaust fumes until it has been burnt off by the engine.

1. Cap on the carburettor.

2. Silencer cover.



 WARNING	To reduce the risk of fire or explosion: Never pour or spray gasoline (or any other substance, except engine flogging oil) through the hole in the carburettor silencer cover.

 CAUTION	Be sure to replace the cap securely after flogging the engine. Otherwise water could enter the engine and cause damage. Do not run the engine at full throttle or for more than 15 seconds, as overheating may occur.

- Remove the spark plugs and pour approximately one tablespoon of oil into each cylinder.
- Grease the spark plug threads and reinstall the spark plugs.
- Lubricate all cables such as throttle, choke and control cables.
- Grease the areas of the jet as specified in "Grease points" in the " Maintenance" section.

NOTE :	Use a suitable marine grease applicator to pressure lubricate the cables and purge out any moisture between the inner and outer cables.

BATTERY

- When the boat is not to be used for a month or more, remove the battery and store it in a cool, dark place. Clean the batteries casing and terminals using a mixture of baking soda and water (one tablespoon of baking soda to one cup of water). Apply dielectric grease or petroleum jelly to the battery connectors.
- If the battery is to be stored for a longer period, check the specific gravity of the fluid at least once a month and recharge the battery if it gets too low.
- The specific gravity at 20° C (68° F) should be 1.28.

NOTE :	Refer to Battery in the " Maintenance section".

FUEL SYSTEM

- Place the fuel tap in the "OFF" position.
- Drain the fuel tank by using a syphon.
- Idle the engine for about 10 to 15 seconds.

CLEANING

- Wash down the hull, buoyancy tube, upholstery, steering, console and drive unit with fresh water.
- Rinse the engine and bilge area with fresh water. Drain off all water and wipe up the remaining moisture with clean dry rags.
- Spray the engines exterior with a rust inhibitor and lubricant.
- Apply a non-abrasive wax to the hull.
- Wipe all vinyl and rubber components (except the buoyancy tube) such as the seat and engine compartment seals, with a vinyl protectant.

MAINTENANCE

ADJUSTMENT & MAINTENANCE OF YAMAHA ENGINE & COMPONENTS

- Periodic inspection, adjustment and lubrication will keep your Jet boat in the safest and most efficient condition possible. Safety is an obligation of the Jet boat owner. The most points of the Jet boat inspection, adjustment and lubrication are explained on the following pages.

MAINTENANCE OF THE BUOYANCY TUBE

- The buoyancy tube of your boat is manufactured from a material, which requires very little maintenance. Wash the boat regularly using soapy water and hose down to remove sand, etc from between the tube and the deck.
- If repairs are required to the buoyancy tube your Avon repair kit contains full instructions which should be followed carefully. Difficult repairs should be carried out by an approved Avon Service Station.

MAINTENANCE OF THE HULL

- Little maintenance is required for the glass reinforced plastic (g.r.p.) hull. Wash the deck regularly using a mild detergent in warm soapy water and hose down to remove sand, etc. The hull itself should be regularly polished using a good quality marine g.r.p. polish.
- Do not drill holes or screw into the deck, transom or seating areas.

MAINTENANCE OF CONTROL CABLES

- The control cables, ie steering, throttle and gear cables, should be checked regularly for wear. All metal parts should be lightly smeared with a waterproof grease to prevent the controls seizing.

 WARNING	Be sure to turn off the engine when you perform maintenance unless otherwise specified. If the owner is not familiar with the machine servicing, this work should be done by your dealer.

PERIODIC INSPECTION CHART

- Frequency of maintenance operations may be adjusted according to the operating conditions, but the following table give general guidelines.
- The mark (▢) indicates the check ups that you may do yourself.
- The mark (✎) indicates work to be done by your dealer.

	Maintenance Interval		Initial		Thereafter	Every
Item		10 hours	50 hours 3 months	100 hours 6 months	100 hours 6 months	200 hours 12 months
Spark plug	Cleaning/Adjustment/ Replacement	▢	▢	▢	▢	
Greasing points	Greasing			▢	▢	
Bearing points	Greasing	✎ *1		▢ *2	▢ *2	
Fuel system	Inspection			✎	✎	
Fuel filter	Checking/Replacement	✎			✎	
Fuel tank	Cleaning					✎
Oil injection system	Inspection/Cleaning	✎				✎
Carburettor setting	Inspection/Adjustment	✎		✎	✎	
Trolling speed	Adjustment			▢	▢	
Carburettor throttle shaft	Inspection			✎	✎	
Cooling-water passages	Cleaning after every use		▢			
Bilge strainer	Cleaning		▢	▢	▢	
Impeller	Inspection		▢	▢	▢	
Steering cable	Inspection/Adjustment			▢	▢	
Shift cable and mechanism	Inspection/Adjustment			▢	▢	
Throttle cable & choke cable	Inspection/adjustment			▢	▢	
Drain plugs	Inspection/Replacemen t					▢
Battery	Inspection of fluid level before every use	▢				
Rubber coupling	Inspection					✎
Bolts and nuts	Re-tightening	✎		✎	✎	

- *1: Grease capacity, 33.0-35.0 cm^3 (2.00-2.14 in^3)
- *2: Grease capacity. 6.0-8.0 cm^3 (0.37-0.49 in^3)

 WARNING	Modifications to this machine not approved by Avon Inflatables Ltd. may cause loss of performance or excessive noise, or render it unsafe for use. Consult your Dealer before attempting any changes.

TOOL KIT

- It is always advisable to carry the Owners Manual and a tool kit with you whenever you use the Jet boat. The service information included in this manual is intended to provide you, the owner, with the neessary information for completing your own preventive maintenance and minor repairs. Make sure the tools, you select, are sufficient for this purpose.

SPARK PLUG CLEANING AND ADJUSTMENT

- The spark plug is an important engine component and is easy to inspect. The condition of the spark plug can indicate something about the condition of the engine. For example, if the centre of the electrode porcelain is very white, this could indicate an intake air leak or carburation problem in that cylinder. Do not attempt to diagnose any problems yourself. Instead, take the Jet boat to your dealer. You should periodically remove and inspect the spark plug because heat and deposits will cause the spark plug to slowly breakdown and erode. If electrode erosion becomes excessive, you should replace the spark plug with another of the correct type.
- Before installing the spark plug, measure the electrode gap with a wire thickness gauge; adjust the gap with a wire thickness gauge; adjust the gap to specification if necessary.
- Spark plug gap: 0.6 - 0.7 mm (0.024 - 0.028 in).
- When fitting the plug, always clean the gasket surface and use a new gasket. Wipe off any dirt from the threads and screw in the new spark plug to the correct torque.
- Spark plug torque: 25Nm (2.5 kgm/18 ftlb).

NOTE :	Before installing the spark plug cap, be sure to wipe off any water on the plug or inside the cap. Push the spark plug cap down until it clicks.

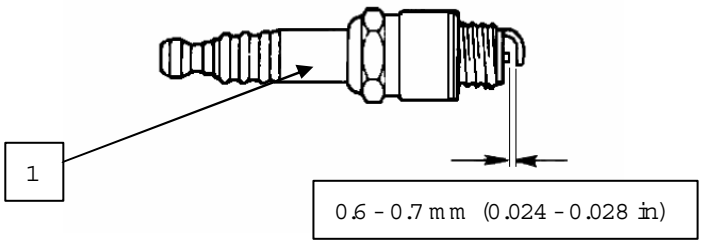
NOTE :	If a torque-wrench is not available when you are fitting a spark plug, a good estimate of the correct torque (with a new gasket) is ¼ to ½ a turn past finger-tight. Have the spark plug adjusted to the correct torque as soon as possible.

WARNING	When removing or installing a spark plug, be careful not to damage the insulator. A damaged insulator could allow external sparks, which could lead to explosion or fire.

1. Spark plug type:

320 dl Jet: NGK BR-7HS

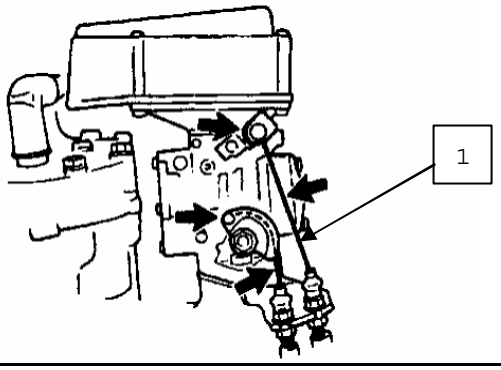
400 dl Jet: NGK BR-8HS



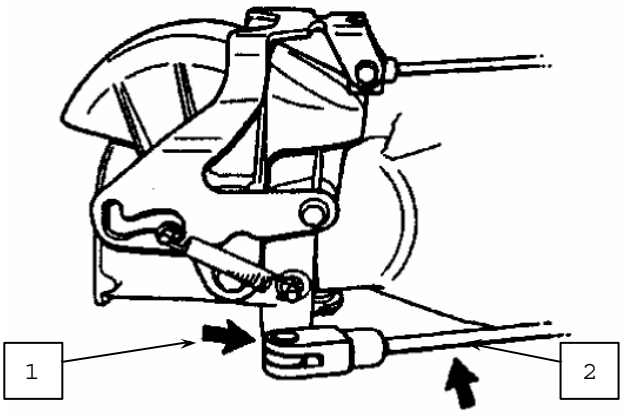
GREASE POINTS

- To keep moving parts sliding or rotating smoothly, coat them with water-resistant grease (Yamaha Marine Grease, YAMAHA Grease A) or equivalent.

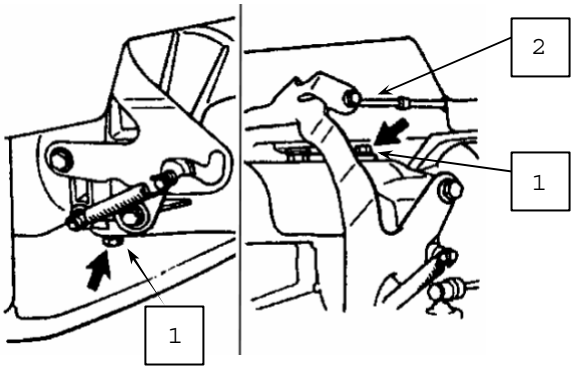
- Throttle & Choke Cable

1. Grease the carburettor throttle cable and choke cable inner wires.	
2. Pull out the choke knob and apply a thin film of grease to the choke knob shaft.	

- Steering cable Clevis and Inner Wire

1. Greasing the steering cable clevis on the steering nozzle end. 2. Extend the steering cable inner wire, and apply a thin coat of grease to both on the handlebar and on the steering nozzle side.	

- Steering Nozzle Pivot Shaft

1. Grease the steering nozzle pivot shaft collar. 2. Grease the reverse control cable.	

- Bearing Housing

1. Grease up the bearing housing from the grease nipple with water resistant grease. 2. See the inspection chart on page 34 for the frequency of greasing and the grease capacity required.	

NOTE :	• Fill in the grease slowly and carefully, because damage can occur to the hose and joints. • Recommended water resistant grease: YAMAHA Grease A or YAMAHA Marine Grease.

FUEL SYSTEM INSPECTION

WARNING	Check the fuel system for leaks, cracks or malfunctions. If any problem is found, do the necessary repair or replacement as required. If repair is necessary consult your dealer.

- Check the following points:
- Carburettor leakage.
- Fuel pump malfunction or leakage.
- Fuel tank leakage.
- Fuel hose joint leakage.
- Fuel hose cracks or other damage.
- Fuel filter leakage.
- Fuel tap leakage.

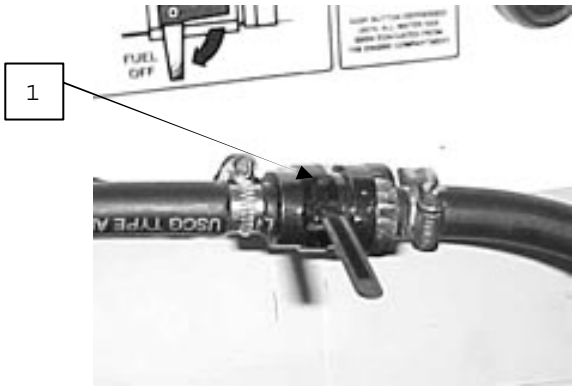
WARNING	Failure to check for and repair fuel leakage may result in fire or an explosion.

FUEL TANK

- When the fuel tank needs to be cleaned or when any water is found in the fuel system, take the Jet boat to your dealer for service.

FUEL FILTER

- The filter should be replaced or cleaned, once a year or after every 100 hours of operation. Take the Jet boat to your dealer if the fuel filter replacement is required.

1. Fuel filter.	

WARNING	Do not try to change the fuel filter yourself. An incorrectly installed filter can leak petrol (gasoline) which could lead to fire or explosion. Take the Jet boat to your dealer for fuel filter replacement.

OIL INJECTION SYSTEM INSPECTION

- Check the oil injection system for leaks, cracks or malfunctions. If any problem is found, carry out the necessary repair or replacement as required. If repair is necessary, consult your dealer.

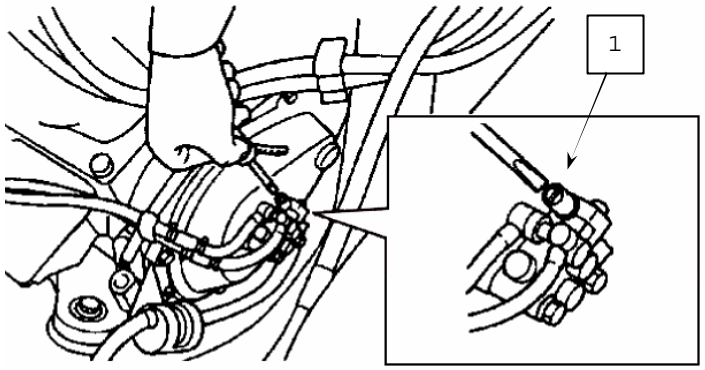
- Check the following points:
- Check the oil tank for damage or cracks.
- Check the oil hose and joint.
- Check the oil filter. If the filter is clogged, remove it from the oil tank and clean it.
- Check the operation of the oil sender.

WARNING	Oil in the bilge is a serious fire hazard. Wipe up any spilled oil immediately.

BLEEDING THE OIL INJECTION PUMP

- To bleed, loosen the air bleeding screw on the oil injection pump. Oil will flow into the oil injection pump.
- Hold a rag under the screw hole to catch oil as it spills out. Keep letting oil run out until there are no bubbles in the oil.
- Tighten the screw firmly and wipe up any spilled oil completely.

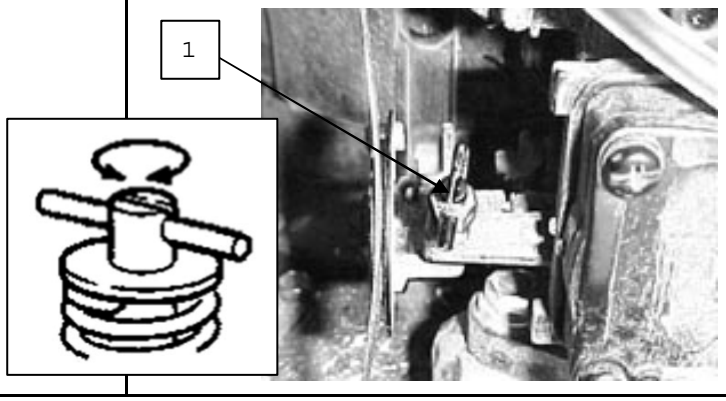
1. Air bleeding screw.



CARBURETTOR ADJUSTMENT

- The carburettor is a vital part of the engine and requires very sophisticated adjustment. Most adjusting should be left to your dealer who has the professional knowledge and experience to do so.
- However, the following point may be serviced by the owner as part of the maintenance routine.
- Idling speed; Place the Jet boat in the water, start the engine and warm it up for one or two minutes.
- By turning the throttle stop screw by hand, adjust he engine speed to specification. Turning the throttle stop screw clockwise increases the engine speed and turning it counter-clockwise decreases the engine speed.
- Idle Speed: 1,200 - 1,300 r.p.m.

1. Throttle stop screw.



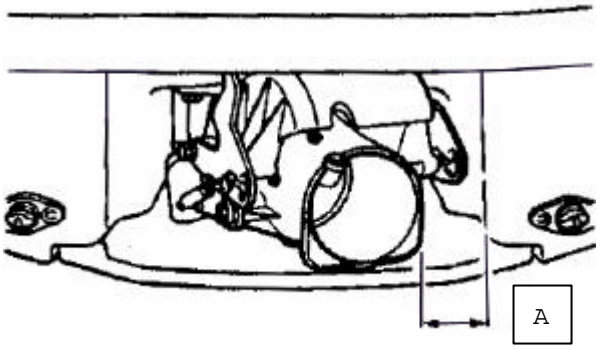
CAUTION

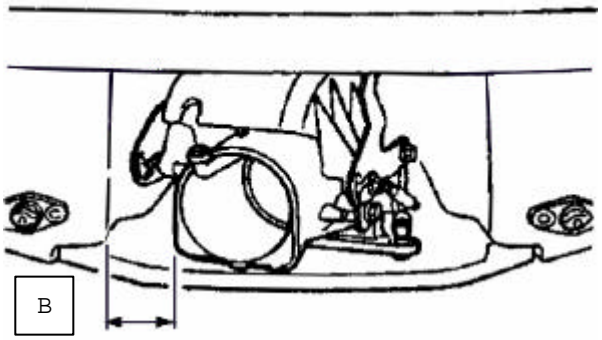
The carburettor was set at the Yamaha factory after many tests. If the settings are disturbed without having technical knowledge, poor engine performance and damage may result.

STEERING CABLE INSPECTION

- Check the smooth operation of the steering wheel and steering nozzle.

- Turn the steering wheel from lock to lock and check that the clearances between the steering nozzle and the hull are even on both right and left sides.
- A must equal B
- If the steering is stiff or mis-adjusted, ask your dealer to service it.

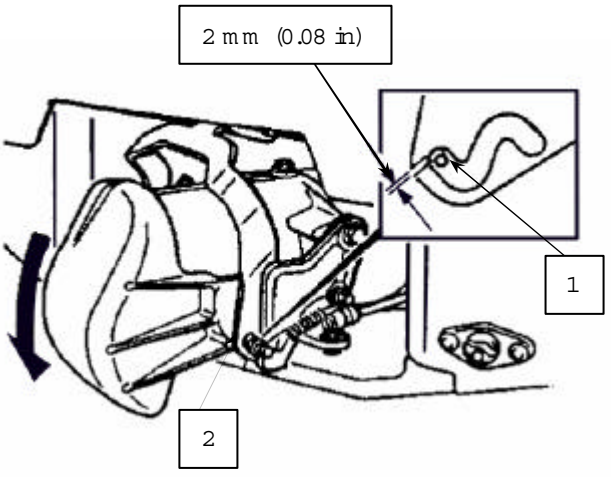




SHIFT CABLE MECHANISM, INSPECTION & ADJUSTMENT

- Place the throttle lever in the "Reverse" position, so that the reverse gate of the jet pump is down to its stopper position. Turn the steering wheel fully to the port (left) side.
- At this position, the clearance between the pin and the pin slot end of the shift rod lever should be 2 mm (0.08 in). If not, adjust it by turning the connector on the back of the control cable.

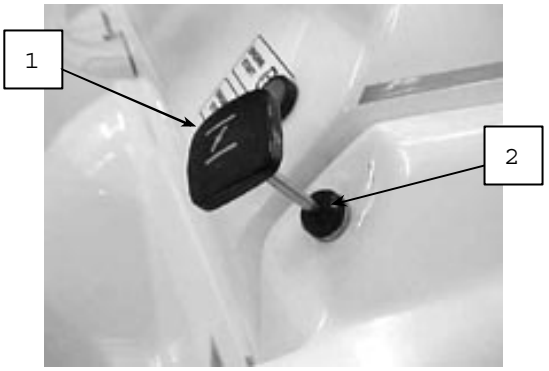
1. Pin.
2. Shift rod lever.



CHOKE CABLE ADJUSTMENT

- Pull the knob out until it stops.
- Release the knob. The knob should not move.
- If it moves back on its own, tighten the friction adjustment slightly.
- If the knob is difficult to move, loosen the friction adjustment slightly.

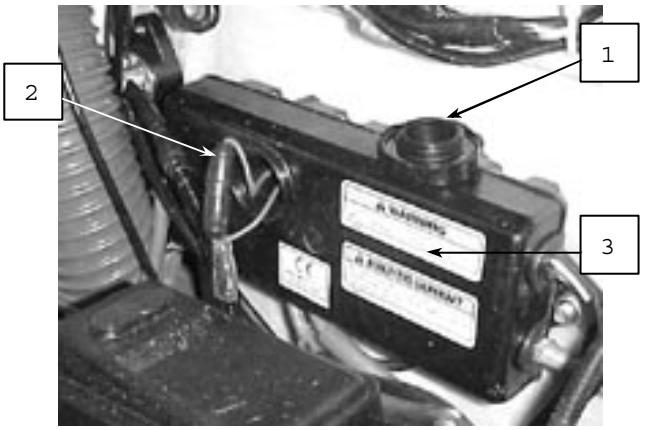
1. Choke knob.
2. Friction adjuster.



FUSE REPLACEMENT

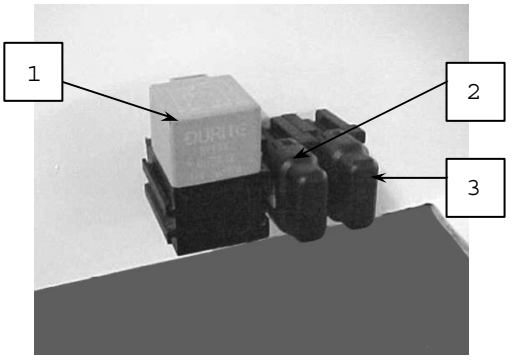
- The fuse is in the electrical box.
- To replace the fuse, remove the cap and pull out the fuse box.
- Open the fuse-box, and replace the fuse.
- Recommended Fuse: 10 amp.

1. Cap
2. Fuse holder.
3. Fuse box.



- The oil sender relay and fuses for the bilge pump and oil warning light are situated in the engine compartment on the starboard side.

1. Relay, oil sender.
2. Fuse 3 amp, oil light.
3. Fuse 3 amp, bilge pump.



WARNING	Do not use fuses of higher ampere rating than that recommended. Substitution of a fuse of an improper rating can cause extensive electrical system damage and possible fire.

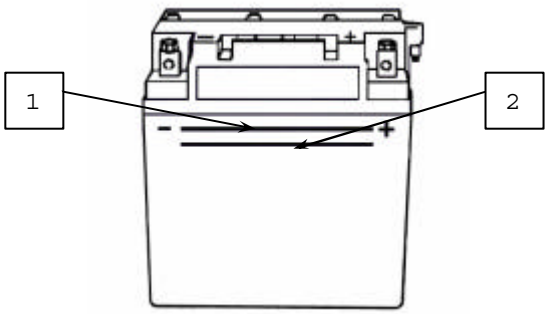
BATTERY MAINTENANCE

- Check the level of the battery fluid and see if the terminals are tight.
- Add distilled water if the fluid level is low.

CAUTION	Normal tap water contains minerals, which are harmful to a battery; therefore, refill only with distilled water.

CAUTION	• Be careful not to place the battery on its side. • When adding the battery fluid or recharging, be sure to bring it out of the engine compartment. • When checking the battery, make sure the breather pipe is connected and not pinched shut by any part of the engine compartment.

- A poorly maintained battery will deteriorate quickly
- The battery fluid should be checked before every use.
- The level should be between the upper and lower marks.
- If refilling is necessary, use only distilled water.

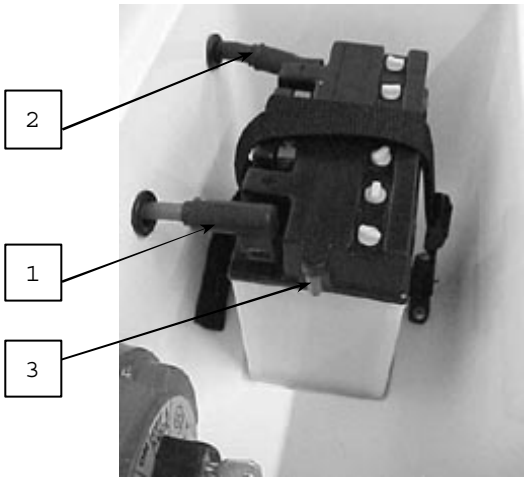
1. Upper level. 2. Lower level.	

WARNING	• Battery electrolyte is poisonous and dangerous, causing severe burns, etc. • Contains sulphuric acid. • Avoid contact with skin, eyes or clothing. ANTIDOTE: • EXTERNAL - Flush with water. • INTERNAL - Drink large quantities of water or milk. Follow with milk of magnesia, beaten egg or vegetable oil. Call a physician immediately. • EYES - Flush with water for 15 minutes and get prompt medical attention. KEEP OUT OF REACH OF CHILDREN! • Batteries produce explosive gases. • Keep sparks, flames, cigarettes, etc. away. • Ventilate when charging or using in an enclosed space. • Always shield eyes when working near batteries.

BATTERY CHARGING

- Remove the caps from the cells.
- Add distilled water if necessary to top up the electrolyte to the proper level.
- Connect the battery to a charger.
- Set the charging rate at 1.9 amps and charge it for 10 hours.

WARNING	• When charging the battery keep it well away from sparks and open flames, as it gives off explosive gases. • When using a battery charger, connect the battery to the charger before you turn the charger on. This will prevent sparking at the terminals, which could ignite battery gases.

1. Positive (+) - Red lead. 2. Negative (-) - Black lead. 3. Breather outlet.	

- Always, make sure the connections are correct when you insert the battery into the Jet boat.
- Make sure that the battery breather outlet is not damaged or obstructed.

EMERGENCY PROCEDURES

FLOODED ENGINE COMPARTMENT

- If the engine compartment is flooded with water, follow the procedure below and consult your dealer as soon as possible. Failure to do so can result in serious engine damage!
- Lift the engine cover/console and press the switch for the emergency bilge pump.
- Beach the Jet boat and drain the water from the engine compartment by removing two hull drain plugs. Refer to pages 23-24 for information on operation of drain plugs.
- Set the fuel tap to "OFF".
- Set the master switch to "OFF".
- Remove the spark plugs and dry them with a cloth.
- Crank the engine without reinstalling the spark plugs until all water in the cylinders has been drained.
- Reinstall the two drain plugs and the spark plugs.
- Launch the Jet boat again into the water and operate the engine for at least 10 minutes. Repeat the procedure above if the engine will not start.
- Turn the engine off. Remove the silencer cover.
- Spray a rust inhibitor into the carburettor while cranking the engine.
- Have your Jet boat inspected by an authorised dealer as soon as possible.

CONNECTING JUMPER CABLES

- If the Jet boat battery has run down, the engine can be started using a 12 - Volt battery and jumper cables.
- Connect the positive (+) terminals of both batteries with the positive (+) jumper cable.
- Connect one end of the negative (-) jumper cable to the negative (-) of the booster battery.
- Connect the other end of the negative (-) cable to unpainted bolt on the cylinder head.
- Start the engine, then disconnect the cables by reversing the above steps.

WARNING

- Battery electrolyte is poisonous and dangerous, causing severe burns, etc.
- Contains sulphuric acid.
- Avoid contact with skin, eyes or clothing.

Antidote:

- EXTERNAL - Flush with water.
- INTERNAL - Drink large quantities of water or milk. Follow with milk of magnesia, beaten egg or vegetable oil. Call a physician immediately.
- EYES - Flush with water for 15 minutes and get prompt medical attention.

KEEP OUT OF REACH OF CHILDREN!

- Batteries produce explosive gases.
- Keep sparks, flames, cigarettes, etc. away.
- Ventilate when charging or using in an enclosed space.
- Always shield eyes when working near batteries.

 CAUTION	Do not turn the starter motor for more than 5 seconds. If the engine does not start after 5 seconds, release the starter button. Wait at least 15 seconds before trying to start the engine again. If the starter motor is engaged continuously for more than 5 seconds, the battery will be quickly discharged and it will be impossible to start the engine. The starter motor may also be damaged if it is engaged continuously. Do not connect the end of the jumper cable to the negative (-) terminal on the Jet boat battery. Be sure all connections are secure and correct before attempting to start the engine. Any wrong connection may damage the electrical system.

CLEANING THE JET INTAKE IMPELLER

- If weeds or debris get caught in the intake or impeller, cavitation can occur, and though the engine speed rises, forward thrust will decrease.
- If this condition is allowed to continue, the engine may overheat and seize.
- If there is any sign that the jet impeller is blocked with weeds or debris, either beach the jet boat, place it on a trailer or on chocks and check the intake and impeller.
- Always stop the engine before beaching the Jet boat.
- Remove or debris from around the drive shaft, impeller, pump housing and steering nozzle. If it is difficult to remove consult your dealer.

 WARNING	Before attempting to remove weeds or debris from the jet intake or impeller areas, shut off the engine and remove the lock-plate from the stop switch.

 CAUTION	Always avoid running your Jet boat in areas where weed growth is thick. If travelling in weed areas is unavoidable, run the engine alternately at partial-throttle and full- throttle. Weeds tend to accumulate more at a steady speed and at a trolling speed. If weeds clog the intake or impeller area and cause cavitation, follow the above cleaning procedure.

 WARNING	Do not attempt to turn your Jet boat over to gain access to the jet intake. Water may flow back from the exhaust to the cylinder heads causing severe engine damage.

TROUBLESHOOTING

- Although all Avon Seasport Jet's are given a rigid inspection before shipment from the factory, trouble may occur in operation. If this happens check the Jet boat in accordance with the procedures given in the troubleshooting chart. If repair is necessary, contact your dealer.
- If replacement parts are necessary, use genuine Avon/Yamaha parts or the equivalent. Remember that failures, which are the result of the installation of parts or accessories, which are not qualitatively equivalent to genuine Avon/Yamaha parts, are not covered by the limited warranty. Any problem in the fuel, compression, or ignition system can cause poor starting or loss of power while driving. The troubleshooting chart describes quick and easy procedures for checking these systems.

TROUBLE	POSSIBLE CAUSE	REMEDY
The engine will not start	Starter motor does not turn over.	
	Fuse - Burnt out.	Check wiring and replace.
	Battery - Run down.	Charge.
	- Wire connections loose.	Tighten as required.
	Stop switch - Lock plate is not in place.	Install lock plate.
	Master switch not turned on.	Switch on.
	Fuel tap not turned on.	Turn on.
	Starter motor turns over.	
	Fuel - Empty or water contaminated.	Syphon & refill as required.
	Spark plug - Fouled or defective.	Replace.
	Crankcase - Filled with liquid (fuel or water).	Crank engine with plug out until clean.
	Choke - Knob automatically returns.	Tighten, adjust.
The engine runs irregularly or stalls	Fuel - Empty, stale or contaminated.	Syphon and/or refill as required.
	Choke cable sticking.	Service.
	Fuel filter - Clogged or full of water.	Replace as required.
	Spark plug - Fouled or defective.	Replace.
	- Incorrect heat range.	Replace.
	- Spark plug caps loose.	Tighten.
	- Loose electrical connections.	Tighten.
	- Spark plug cap leaking water.	Replace.
The engine runs too fast.	Cavitation - Jet intake is clogged.	Clean.
	- Impeller damaged or worn.	Replace.
The engine runs too slow	Engine overheat - Jet intake clogged. (Engine speed is reduced by the overheat warning device to 3000 rpm)	Clean.
	Fuel filter - Clogged.	Replace.
	Spark plug. - Fouled or defective.	Replace.
	- Incorrect heat range.	Replace.
	- Spark plug caps loose.	Tighten.

CERTIFICATE OF PRE-DELIVERY INSPECTION

For this certificate to be valid the box below must be completed and bear the stamp of the authorised agent responsible for the inspection of the boat prior to delivery.

BOAT MODEL:	
H.I.N.	

Stamp of the authorised agent responsible
For inspecting the boat prior to delivery:

_____

Signature

IMPORTANT NOTE	THIS SECTION OF THE CERTIFICATE MUST BE COMPLETED, REMOVED AND RETURNED TO THE ADDRESS BELOW. FAILURE TO INSPECT THE BOAT IN ACCORDANCE WITH THE PRE-DELIVERY INSPECTION MANUAL AND RETURN THE SLIP, WILL INVALIDATE THE WARRANTY ON ALL ITEMS COVERED BY THE PRE-DELIVERY INSPECTION.

BOAT MODEL:	
H.I.N.	

Stamp of the authorised agent responsible
For inspecting the boat prior to delivery:

_____

Signature

Return the completed certificate to:
Customer Services Dept., Avon Inflatables Ltd., Dafen, Llanelli, Carms. SA14 8NA. UK.

DECLARATION OF CONFORMITY

SEASPORT DELUXE JET 320 & 400

DECLARATION OF CONFORMITY TO DIRECTIVE 94/25/EC

Avon Inflatables Limited declares that the boats cited in the above heading conform to the essential safety requirements of the above directive and to the international standards: - ISO 6185, ISO EN 10087.

DECLARATION DE CONFORMITE A LA DIRECTIVE 94/25/EC

Avon Inflatables Limited declare que les bateaux cit en rubrique conforme aux règlements essentials de sécurité de la directive citée ci-dessus at aux normes internationales:- ISO 6185, ISO EN 10087.

ERKLÄRUNG DER KONFORMITAT ENTSPRCHEND RICHTLINIE 94/25/EC

Avon Inflatables Limited erklärt hiermit, daß die o.a. Boote die Anforderungen der obigen Richtlinie erfüllen und mit den folgenden internationalen Standards übereinstimmen:- ISO 6185, ISO EN 10087.

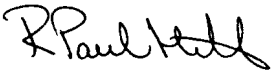
DECLARATION DE CONFORMIDAD A LA DIRECTIVA 94/25/EC

Avon Inflatables Limited declara que los barcos arriba mencionado en el título se ajusta a las normas de seguridad esenciales de la directiva arriba escrita y a las especificaciones internacionales:- ISO 6185, ISO EN 10087.

DICHIARAZIONE DI CONFORMITA' ALLA DIRETTIVA 94/25/EC

Avon Inflatables Limited dichiara che i natanti sopra indicati sono conformi ai requisiti essenziali di sicurezza di cui alla citata direttiva e alle norme internazionali:- ISO 6185, ISO EN 10087.

Paul Hill. QA Manager



Avon Inflatables Limited, Dafen, Llanelli, Carmarthenshire SA14 8NA, UK