TAKACAT
STABILITY • SPEED • SAFETY

Owners Manual – T240S to T380S:

Boat Manufacturer:

AIR YACHT Ltd. - 3 Owens Rd, Epsom - Auckland 1023 - Neuseeland - www.takacat.com

Please note the information given on the rating plate attached on the transom plate and the information on the inside of the tubes.

Assemply boat:

1. First, the lower Transom rod must be inserted from behind into the two little tubes.
   A little bit water or a little bit dish soap makes them easier to slide into.
   The transverse pressure plate of the transom rod or the Screwing tongues with the drill holes must **face up**. You can see it on the videos.
2. Then the upper Transom rod must be inserted from the front into the upper two little tubes.
   A little bit water or a little bit dish soap makes them easier to slide into.
   The transverse pressure plate of the transom rod or the Screwing tongues with the drill holes must **face down**. You can see it on the videos.
3. Then the both catamaran tubes must be inflated to 220mbar. Maximum pressure is 250mbar. The Halkey-Roberts valve must be set to inflate, meaning the valve mechanism must pop out a bit.
4. When the two tubes are inflated, the two bottom flaps must be placed around the lower transom bar and closed.
5. Then the floor must be inserted, best position is in contact with the bow, and inflated to a minimum of 600mbar. The maximum pressure is 689mbar. The Halkey-Roberts valve must be set to inflate, meaning the valve mechanism must pop out a bit. When inflating, always press the ground slightly

on the sides.

6. **Transom plate with 4-socket inbus screw connection:**
   Attach the transom plate to the four fastening tongues using the inbus screws provided. The screws are guided with an attached circlip and an attached washer from the inside out through the mounting tabs in the transom plate and first by hand in the back pressed nuts. Please make sure that the screws can be easily screwed into the nuts. Make sure that there is a circlip and a washer under each screw head. The final fixing is done with the help of the included Allen key. Tighten the screws well hand-tight, **do not use brute force when screwing**. There is an additional little spacer plate included in the delivery package which you have to use if you want to install an engine at the transom plate. This little spacer plate is placed under the motor bolting.

   Douple transom plate with central screw fixing:
   The following basic video descripes how the transom has to be assembled:
   https://www.youtube.com/watch?v=BTRTezVRcF0&feature
   Place the smaller transom plate with the rating plate from the front onto the stainless steel receptacles of the transom tubes and insert the central fastening nut through the attachment hole with a slotted spacer. Insert the rear transom plate also the fixing screw and coat the last threads of the fixing screw, e.g. light with transparent lubricant from Liqui Moly. Then hand-tighten the ring nut with a shim under it. Fix the central transom mounting with a 17 mm socket wrench and a lock nut for the ring nut. Do not use brute force when screwing. **Do not use brute force when screwing. Lubricating the threads serves to prevent the threads of the screw and ring nut from caking, for which V4A stainless steel tends.**
7. Inflate the included flat seat with 200mbar, position it where you need it. You can fixed it at the inside rings.
8. Finaly the two oars must be assembled and mounted on the oarlocks and be fixed at the end.
9. The optional wheels are plugged into the corresponding brackets on the lower transom mount on the left and right. The optimum position is given when the wheels are inside. This ensures that the maximum left-to-right deflection is available to a possibly installed outboard motor when switching to the floating position. The construction of the wheels is designed for the boat weights. Additional engines, tanks and luggage cannot be transported with it.
10. The optional fishing rod holders are inserted from the inside into the left and right retainers of the upper transom mount until the interlock heads indicate proper seating.

Maintenance:

Regularly check valves, stitching, ribbons, hooks, screws and nuts on your Takacat boat. Pontoons are more alive than a plastic hull and their constant movement can cause fatigue damage. It is important to keep the pontoons sufficiently inflated. Under-inflation will cause more water resistance and thus slowing. Regularly check the pontoon mounts to the transom and hull and other joints in the tubes. In smaller inflatables between any loose floorboards and pontoons, it is important to keep areas clean from dirt and debris that could rub and wear down the pontoon.
Cleaning basically requires no more than a cleanser, a brush and a sponge for managing the cleaning and maintenance of the boats pontoons.
Soap: Mix the soap with water according to instructions on the package. Scrub the pontoons with a sponge or scrubbing brush. Rinse off with water. Never use high pressure when cleaning the boat, it can damage the stitches or fabric of the pontoons, etc.

Storage:

TAKACAT Sport or Lite inflatables can be stored either inflated or in a storage case. When stored in a bag, the bag must be dry. Take this opportunity to clean sand etc. from between the floorboard and pontoons. When it comes to winter, there are some basic tips. The boat does best not to stand in freezing temperatures, although it is not a must to have it indoors. If you cover the boat, do not use a vinyl tarp and let some air out of the pontoons.

Notice:

1. Check the correct seating and proper strength of the transom components at least before each ride, including the screw connections on the transom and the attachments of any outboards installed. **It is essential to follow the instructions and safety regulations of the outboard manufacturer.**
2. The Takacat tubes are equipped with safety relief valves. This ensures that any dangerous excess pressure is dissipated in strong sunlight to prevent damage to the tubes. If the outside temperature then drops again, this may cause the air pressures to be no longer the correct values. Therefore, always check the correct air pressure values of the tubes and the high pressure floor before each ride. In the event of heat changes during the day, be sure to check the pressure values of all air-filled components and correct them to the correct pressure values to avoid damage. The high pressure floor is not equipped with a pressure relief valve. Therefore avoid excessive sunlight on the high-pressure floor and check and, if necessary, correct the air pressure values. When the boat is not in use, we strongly recommend that you store it in the shade or under a cover to avoid overheating and increased air pressure in the hoses and in the high pressure floor. An inflatable boat that remains inflated over several days can lose pressure. **According to ISO 6185, a pressure drop of 20% is allowed within 24 hours.**
3. The transom mounts are made of 304 grade stainless steel, also known as V2A steel. V2A steel is harder than V4A steel due to the higher carbon content but is not permanently seawater resistant, i. After every use of seawater, the Takacat, especially the transom construction incl. slip wheels, must be washed off with fresh water, rinsed and dried. If you use the takacat as a tender then it is sufficient if the rinsing with fresh water takes place after returning to the mothership.
   If required, a stainless steel cleaner and a seawater-proof stainless steel protector are recommended, see **www.inoxliner.com**
4. The transom plates are made of glued boat plywood with additional protective coating. The wooden transom plates must be checked regularly for damage and repainted if necessary. If the boat is to remain in the water for a longer period of time, e.g. for several days, the transom plates must be treated accordingly with an additional protective coating.
5. The tubes of the Takacats are provided on the underside with protective strips. Nevertheless, you must avoid contact with sharp objects to prevent damage. It is urgent to move the dinghy with utmost care in areas of shallow water. Be sure not to damage the Takacat's hoses and high-pressure airfloor with sharp and / or sharp-edged objects.
6. In your own interest and in the interests of any persons traveling with you, make sure that all necessary safety precautions have been taken and that all necessary rescue equipment has been carried and if necessary created.
7. If you do not have a formal boating training, we recommend that you take a boat safety course in which you learn the skills of good seamanship, such as: Navigation, safety, the environment, boat handling, linen handling, docking, troubleshooting engine problems, and appropriate responses in emergencies. **The skills you learn in a boating course are never wasted and can not only be helpful in an emergency, but also life-saving.**
8. If you want to have best performance with minimum ventilation events on the prop the use of a **Permatrim hydrofoil plate** is highly recommended. Made from marine aluminum, these hydrofoil plates quadruple the outboard's anti-ventilation plate and significantly reduce ventilation. In addition, they stabilize the handling of the inflatable boat as a fixed trim panel with their lateral fins.

Performance Tuning:

Permatrim™ Hydrofoil - A marine accessory for your outboard or sternleg that will improve the handling and performance characteristics of your boat:

- **By eliminating ventilation**
  By increasing the size of the factory cavitation plate, by up to four times. Permatrim™ reduces the chance for the propeller to create an air pocket - the cause of cavitation.
- **Improves rough water handling and stops porpoising**
  A Permatrim™ enables alot more control of trim angles and the ability to eliminate porpoising, to plane at a lower speed.
- **Helps boats get onto the plane faster**
  By forcing the water the propeller normally throws out the top, downwards and rearward, Permatrim™ gives more thrust and lift.
- **Lowers planing speed**
  By having more lift, a Permatrim™ enables boats to stay on the plane at lower speeds.
- **Improves fuel economy**
  Because boats fitted with a Permatrim™ have more lift in the stern, the hull performs more efficiently when on the plane, as well as being able to plane at lower speeds. More efficiency must result in fuel savings.

Manufactured from Marine Grade Aluminum. Powder coated for maximum corrosion resistance. Designed and manufactured in New Zealand.

Specifications:

T240S

• Length: 2,40m	Width: 1,40m	Tube Diameter: 0,42m
• Max. Person: 2	Max. Loading: 300kg	Design Category: D
• Max. Enginepower: 4,42kw	Max. Engine Mass: 30kg	Length of Shaft: S
• Weight of Tubes: 21kg	Weight of Transom: 3kg	Air Chambers: 2 + 1 (HD-Floor)

T260S

• Length: 2,60m	Width: 1,56m	Tube Diameter: 0,48m
• Max. Person: 3	Max. Loading: 360kg	CE – Design Category: C
• Max. Engine Power: 6kw	Max. Engine Mass: 60kg	Length of Shaft: S
• Weight of Tubes: 23,5kg	Weight of Transom: 4,5kg	Air Chambers: 2 + 1 (HD-Floor)

T300S

• Length: 3,00m	Width: 1,66m	Tube Diameter: 0,48m
• Max. Person: 4	Max. Loading: 367kg	CE – Design Category: C
• Max. Engine Power: 7,5kw	Max. Engine Mass: 60kg	Length of Shaft: S
• Weight of Tubes: 28,5kg	Weigth of Transom: 4,5kg	Air Chambers: 2 + 1 (HD-Floor)

T340S

• Length: 3,40m	Width: 1,66m	Tube Diameter: 0,48m
• Max. Person: 5	Max. Loading: 513kg	CE – Design Category: C
• Max. Engine Power: 11kw	Max. Engine Mass: 60kg	Length of Shaft: S
• Weigth of Tubes: 32,5kg	Weight of Transom: 4,5kg	Air Chambers: 2 + 1 (HD-Floor)

T380S

• Length: 3,80m	Width: 1,66m	Tube Diameter: 0,48m
• Max. Person: 6	Max. Loading: 640kg	CE – Design Category: C
• Max. Engine Power: 15kw	Max. Engine Mass: 105kg	Length of Shaft: S
• Weight of Tubes: 40,5kg	Weigth of Transom: 4,5kg	Air Chambers: 4 + 1 (HD-Floor)

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