

MAKO

T E A M

MAKO

OPERATORS MANUAL

MAKO MARINE AFRICA (PTY) LTD

2 Hildalan Road; Bishopscourt; Cape Town; Western Cape; South Africa

Phone: +27 (0)21 823 0177 Email: info@makoafrika.com Web: www.makoafrika.com



Mako Owner's Manual

It is recommended that this manual be read and fully understood before you operate your Mako Racing Boat

This manual covers the following Mako models: Mako Evolution and Mako Atomic

Dealer

Name : _____

Address : _____

Manufacturer of Mako Racing Boats:

Mako Marine Africa PTY LTD

Cape Town

South Africa

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1. Congratulations on Purchasing your Mako Racing Boat

Congratulations! We wish you a safe and enjoyable experience on the water.

Mako Marine Africa has built a global client base, which recognizes our commitment to quality, safety, and innovation. Mako Inflatable Boats have been preferred by rescue, commercial, military and racing institutions worldwide.

As newly formed partnership in inflatable powerboat racing, a lot of research and innovative designs are coupled with extremely strict quality control and development that takes place, which is incorporated into building some of the finest inflatables in the world.

Looking after your Mako Racing Boat with care and the use of these helpful hints will help to ensure years of trouble-free boating as well as an asset that shall maintain its value.

This manual is a useful guide on the care, maintenance, assembly, and safety procedures of your boat. Before using your boat, please read this manual carefully and familiarize yourself with all the safety procedures.

If you are new to this experience, then we advise you to take a course offered by your local coast guard or affiliated groups or seek guidance from experienced boaters familiar with these boats.



2. General info on your Mako Racing Boat

Hull Model	Evolution	Atomic
Hull Serial Number:	MAK / MMA	MAK / MMA
Hull Material	PVC	PVC
Hull Dimensions	LOA: 4.2m	LOA: 4.1m
	BOA: 2.1m	BOA: 2.0m
Hull Weight	±80KG	±75KG
Number of Inflatable Chambers	4 MAIN TUBES + 2 HI-JACKERS	
Maximum Number of Passengers	4	4
Payload Capacity	600KG	600KG
Max OBM	70HP: 52kW	70HP: 52kW
Tube Working Pressure	0.3 – 0.4 BAR	0.3 – 0.4 BAR

What is the Recreational Craft Directive (RCD)?

The RCD is a legal requirement in European Member States (EEA). Recreational crafts must conform to the Essential Requirements which include the Essential Safety Requirements (ESR). This is good for consumers, as it details the minimum acceptable standards for the design and construction of recreational craft.

The categories are as follows:

Category	Significant Wave Height	Beaufort Scale
A-Ocean	Exceeding 4 meters	Exceeding force 8
B-Offshore	Up to & including 4m	Up to & including 8
C –Coastal	Up to & including 2m	Up to & including 6
D-Inshore	Up to & including 0.5m	Up to & including 4

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3. Highlight Potential Dangers

Boats in general can be dangerous tools if not used without a modicum of sense.

- Always check the weather reports before you go out on the water and check whether your craft is capable of operating in the expected conditions. Never operate your craft in conditions that you, the operator, are uncomfortable to function in.
- Check the condition of your craft prior to every use, ensuring that you are satisfied with the condition of hull, engine and loose equipment.
- Never put your person and limbs or let any other person next to the propeller with the engine running or stopped while the kill-cord is in.
- All crafts have limitations. Make sure that you are aware of your crafts limitations. *

**Should you exceed the limitations of your craft and invert the Mako Racing Boat, please refer to the righting procedure detailed in this document.*



4. Assembly of your Mako Racing Boat

Your new Mako Inflatable boat should arrive on a pallet and wrapped in heat-shrink. Please take care when unpacking your boat, sharp objects can damage the fabric.

It is best to place the boat on a clean surface, such as a carpet, concrete floor, or cardboard, if necessary, to ensure a safe working surface. For ease of assembly, 2 people are recommended.

After removing the packaging material, begin unfolding your boat. The nosecone end will be exposed to unfold away from the transom. When unfolding, do not step or put undue pressure on the nosecone.

The boat has been cleaned and inspected before shipping, but it is advised to check for any debris that may have entered the floor pan area during unpacking.

! Wipe dishwashing liquid between the floorboard retaining rubbers & the floor to act as a lubricant for easy fitting of the floorboard.

The rear floorboard is the wider section. Step into the boat, hold the floorboard transom side away from you, and insert the transom end of the floorboard into the floorboard retaining rubber about 10-12" (25-30cm) from the transom.

Shifting the floorboard from side to side, work the board until it is fully inserted into the floorboard receiver on the transom

Make sure the floorboard retaining rubber on both port and starboard side has at least 1-2" (2-5cm) of floorboard. The front floorboard is tapered. With the narrow end facing away from you, insert the front floorboard into the nosecone receiver.

Use the same technique and shift the front floorboard back and forth until it fits into the floorboard retaining rubbers and eventually into the nosecone receiver. Once this has been done raise the back end of the front floorboard and the front end of the rear floorboard, forming a bridge.

Pull the tube and the floorboard retaining rubber away from the floorboard and push down on the boards. It may take your full body weight to force the floorboards into their extended positions. Work the floorboard retaining rubbers to allow the front and rear floorboards to slip underneath the floorboard rubbers.

! Dishwashing liquid can be applied to ease this process. Use a "bone" flat blunt piece of metal to lift the floorboard retaining rubbers up and over the floorboards



Once you have completed the installation of the floorboards into the rubber tracks, you are ready to inflate the boat.

The valves should be in the open position when shipped. You must push and turn the centre stem inside the valve counterclockwise until you see it pop up (to the closed position). If you do not close the valve, air will escape when you remove the pump or blower.

Start with the main rear tubes (either side) and fill both to about 75% of the capacity (4 PSI), then fill both forward tubes to the same pressure. Next fill both hi-jacker tubes (lower tubes) to 50% capacity (6 PSI).

Once you have inspected the tubes and the general condition of the boat, you may then fill all the tubes to their recommended pressure. NOTE – If you are using an air compressor (not recommended) to fill the tubes, take extreme caution – do not overfill the tubes.

Ensure the front and back floorboard is properly and correctly located once the boat is fully inflated to the correct pressure.

RACING PRESSURE ONLY

Kpa	Psi	Bar	
41.4	6	0.41	Main Tubes
82.7	12	0.83	Hi Jackers

! Short summary of fitting the floorboard into your boat.

1. Backboard into receiver.
2. Front board into nosecone slot.
3. Fit aluminum stringer to the boards – centralize – build roof.
4. Pull sides away and push down onto “roof with a hands at first then feet.
5. Hold down and start to inflate.

Now that you have fully inflated your boat, it is time to install the motor.

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5. Inflation of your Mako Racing Boat

Your Mako Racing Boat has a total of six inflation valves. These valves are of the flush type.

The valve/s are comprised of a two-way system.

- Open Stage: Push plunger down and turn anti-clockwise. The air will flow freely in and out.
- Closed Stage: Push plunger down and turn clockwise and plunger will pop up.

Begin to inflate the chambers with air. Inflate each chamber with enough air to give it some shape without filling the chamber with too much air at this time. Once the craft has adopted its shape, you can now fill each chamber to the recommended operating pressure (4-6 PSI), starting from the back. You do not need to open the valve/s prior to inflation or close them after inflation. The valve will allow air in automatically due to the pressures involved. When finished, remove the hose and fitting. The valve will close automatically as designed.

The valves do not normally need any maintenance, but the valve cap must be screwed on after inflation to protect the valve from water and sand etc. The cap also acts as a secondary seal.

DO NOT use compressors or scuba bottles to pressurize tubes, as the freezing action of compressed air could ruin the valve seals, causing leaks or eventual breaking of valve stems and introduces moisture into the air chamber. In the event that moisture has been introduced, inflate the chamber to operating pressure and leave in the sunlight for a couple of hours and then depress the valve releasing the moisturized air.

Never over inflate or under inflate your boat. Severe over inflation will burst the chamber/s, whereas under inflation may cause undue wear and stress on the floorboards and transom. There is a level of inflation between the two that is ideal; the boat should be inflated to 4-6 PSI.

Keep strictly to the recommended pressure by using a pressure gauge. Do not leave your boat in the hot sun at its maximum inflation pressure for extended periods. Air expands when heated and over inflation may cause severe damage or may lead to a tube bursting. For example, if your inflated boat is on the beach in the hot sun (77°F) and you take it to ocean, (45°F) the air pressure inside the tubes will decrease. If it is cold at dusk or dawn, it will cause the pressure to decrease. Therefore, it is important to check the pressure of your boat if any weather changes occur and inflate to the required operating pressure.



6. Fitting / Installing the Outboard Motor to your Mako Racing Boat

Suggested items to purchase:

- Manual Engine Lifter
- Jack Plate

Start by putting the boat on a trailer, sawhorse or any other type of supporting rack that will hold the boat firmly off the ground in an upright position, with the bottom of the transom at least 1m (3ft) off the ground or high enough to clear the lower unit of the motor.

Once the boat is secure, lift the motor onto the transom. The Mako Racing Boat accepts a variety of outboard motors (OBM) and each type of motor may have a different setup technique – if you are unsure in any way, consult your nearest outboard dealers for further information.

Motor height is critical for all applications. Measurements may be taken from the bottom of the transom tab to the center of the gear housing on the lower unit (bullet) or reference to the prop shaft (figure 7)

Generally, you will have three height positions to choose from when mounting your motor. Use the centre hole as your “base” position.

Using the manual engine lifter or blocks of wood, place the manual engine lifter or blocks on the transom between the motor and the transom to position the height of the motor.

Make sure the motor is centered on the transom, then check the prop shaft (bullet) in reference to the centre of the hi-jacker tubes.

The position in which you will have optimum performance are as follows:

- Prop shaft 2 to 3cm above the bottom of the hi-jacker tubes will give you the best bottom end (pull away) performance.
- Prop shaft 3 to 4cm above the bottom of the hi-jacker tube will be the best overall performance but will lose some bottom end (pull away) capabilities.
- Prop shaft 2cm above the bottom of the hi-jacker tube is best when working the boat under heavy loads such as pulling a skier or having maximum weight in the boat. Top speed again will be less, and the boat may tend to “bog” on hard turns.

IMPORTANT It is recommended to use a jack plate and manual engine lifter for optimum performance setup. Mount the jack plate to the engine. Now, mount the engine, with the jack plate onto the transom. Remember to place the manual engine lifter on the transom and place the engine bracket on top of the manual engine lifter.

Decide which motor height best suits your performance needs, use the thumbscrews on the transom receiver to secure the motor to the transom.

Once the motor is secure, use the manual engine lifter to set the desired engine height and fasten the engine to the jack plate. Call your dealer for guidance on the setup procedures.

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Mark the hole position on the transom of the transom receiver using a pencil or felt pen. Smaller bore motors may only have holes in the lower section of the receiver.

Once the hole positions are marked, remove the motor and drill holes through the transom.

Make sure you keep the drill at the proper angle as to maintain a straight line when drilling. Do not allow any metal filings to get inside the floorboard area of the boat – it can cause severe damage to the pontoons.

Once the holes are drilled and the transom area is free of metal filings, you can then re-mount the motor onto the jack plate and transom. Place the manual engine lifter on the transom and under the engine bracket. Preferably use stainless steel bolts, flat washers and lock washers when bolting the motor to the transom. Using some type of lock-tight on bolts is also recommended.

If you do not use a jack plate and manual engine lifter and if the transom receiver has four bolt holes (2 upper and 2 lower), drill and bolt all four holes. If the transom receiver only has 2 holes (2 lower) or no holes and thumb screws on top, drill bottom holes (if applicable). It is advised that you always use a block of wood or other type of material between the transom and motor to avoid slippage of the motor.

As a supplementary precautions:

- Tie off the engine with a safety line to a strong point on the transom.
- Tie clamping handles to each other with a line to prevent the engine vibration loosening the handles while operating the vessel.

Now that your motor is securely mounted, it is time to install your propeller. **The proper propeller is critical as is the proper motor height.** Stock aluminum propellers supplied by the motor manufacturer will not give your Mako Racing Boat its best performance. If you want to use your stock aluminum propeller, you will get the best performance by having the propeller “cupped”. Your local marine dealer can advise you where to take your stock propeller for re-working. If you are serious about performance, an aftermarket “worked” stainless steel propeller is the only way to go.

Your Mako Racing Boat is now ready to be put in the water.

The Mako Evolution and Atomic have characteristics of their own and the characteristics of traditional boats must be set aside when operating your Mako Racing Boat.

These boats are capable of turning very quickly, therefore sitting on the tubes is not recommended unless you are completely off the plane.

When equipped with larger motors (30HP & up), the Mako Racing Boat has a very quick throttle response as well as the ability to plane extremely fast (power to weight ratio).

As quickly as they accelerate, they stop. When the boats are on plane, they have very little resistance to the water due to their tunnel hull design, so when you throttle down quickly, the boats sit back down into the water and the drag instantly increases – almost like applying brakes in your car.

The boat’s ability to handle rough water is surpassed by none – don’t let the boat’s ability overcome yours.



7. Procedures for use:

- **Before Every Use**

Before using your Mako Racing Boat it is essential that you check the condition of all your craft's ancillaries. Pay particular attention to securing the engine to the transom (the rear of the craft) as well as the fuel tank. Your engine mounts are also prone to fatigue over the course of its life; ensure that these are fitted securely by assessing the degree of movement between the engine casing and the tiller arm.

It is important that you as the operator use your craft with the correct pressures in the tubes as an under inflated tube may cause severe wear on your craft.

Always check the condition of your hull for abrasion. You could have damaged the hull while on your trailer or recovering from your previous outing.

Remove the engine cowl and check for any nuts, bolts, loose cables or fittings in the lower cowl and give the engine a general look over to see if anything is out of place before use.

Fuel tanks must have enough fuel in for the operator's intended task plus a 25% reserve. The operator of the craft must check this before use.

The kill-cord switch is an extremely important piece of equipment. It is essential that this switch is in good working order and its associated lanyard be free from any damage, cuts or being overstretched as it is liable to break. It is recommended that the switch be tested with the engine running before extended use, and the vessel should not be used if it is found to be defective.

- **Before You Launch**

BEFORE YOU GO AFLOAT, ENSURE THAT YOU HAVE TOLD SOMEONE WHO IS REMAINING ASHORE WHERE YOU ARE GOING AND WHAT TIME YOU EXPECT TO RETURN.

In addition to this always take a secondary means of propulsion out with you such as paddles as well as a means of communication.

Make sure that your breather valve* on your fuel tank is open and the fuel line is free from kinks. **This does not apply to flexible fuel tanks.*

The fuel lines need to be primed by hand before the engine is started, this is a good practice which allows the engine to start much quicker.

Ensure that you have mixed the correct oil to fuel ratio prior to starting the engine. Nearly all manufacturers of outboard oil label their product with a table that gives the correct ratio. ALWAYS refer to your engine's manual for the correct ratio, oil type and fuel type.



Engine

It is important to remember that each engine is unique and that reference to the engine manufacturer's manual and its maintenance schedule is highly recommended.

Propeller Guard and Propeller

Ensure that the propeller guard (if fitted) and propeller are securely fastened to the engines' gearbox. Check the propeller guard for breakages prior to use, as slight damage, if missed will only get progressively worse, possibly leading to damage of your propeller and gearbox.

- **After Use**

Once you have recovered your Mako Racing Boat from the water and have safely placed it on the trailer, carry out the following measures:

- As soon as possible flush the engine with fresh water (refer to the engine manual for instructions). Equipment is available to make this procedure very simple.
- Always wash your Mako Racing Boat with fresh water after using it. Pay special attention to the removal of sand, salt and grit as this acts as a grinding medium and will wear fabric. A wash down of the stainless steel i.e., propeller guard and propeller with fresh water followed by a light coating of spray oil, such as WD-40, will prolong the need for polishing.
- Ensure that you also pay attention to washing the wheels and wheel bearings of your trailers with fresh water to remove salt deposits.
- Remove the engine cowl and lightly coat the engine block and all moving parts with spray oil such as WD-40.

If your boat needs a good cleaning use a product such as "RIB Revive" or soap of similar properties on the rest of the boat. Wash the boat down with clean water and allow it to dry. You may spray polish on the boat to bring out the colour and shine. The glass fibre nosecone can be cleaned with a nylon scrubbing brush and soapy water, however, take care not to damage the decals or the nosecone.

DO NOT use a pressure washer or any products that contain ammonia or silicone to clean or polish your Mako Racing Boat, this may lead to damage or degradation of the crafts fabric.



Deflation and Storage

It is recommended that your Mako Racing Boat is left inflated to 3 psi, ideally in a dry place. If the craft is left outside ensure that the jockey wheel is raised, forcing the bow (front) higher than the transom (rear). This will ensure your Mako Racing Boat does not fill with water that would place loads on the fabric underneath the floorboards.

Protect your Mako Racing Boat from being stored for long periods in sunlight, as this will lead to accelerated degradation of the fabric. This is best done by making use of a cover.

Liberalily coat stainless steel fittings with a metal polish such as "Autosol" or "Peek" and then wipe clean with rag. *Follow manufacturer's instruction when using chosen product.*

If your boat is stowed away for long periods, wash with fresh water to remove all salt, sand and dirt and leave it to dry completely before deflating.

Deflating:

Remove the valve cap and open the valves. Pushing the valve center down and turning simultaneously to keep the valve in the "open" position.

Deflate all 6 chambers before replacing the valve cap.

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



8. Maintenance of your Trailer

After the first 80km (50 miles) check the wheel nuts for tightness (the correct torque is 45lbs\ft)

After 500km (300 miles) check the wheel nuts again as well as checking the adjustment of the bearings.

After 1000km (600 miles) check the adjustment of the wheel bearings and grease with water resistant grease such as "Aqualube". Grease all threads which operate clamps etc. If the trailer has been immersed, this should be done more frequently, depending on the frequency of immersion.

Upon delivery of your new trailer, the axle manufacturer's original grease in the hubs may not be sufficient if the trailer is to be immersed. Ensure the hubs are packed with water resistant grease such as "Aqualube" prior to immersion.

The same laws apply to trailer tires as for car tires in regard to tread depth, cuts and abrasions. Check your tires regularly for damage and correct pressure. For the correct pressure for your trailer's tires, refer to the tire sidewall.

Ensure the jockey wheel is raised clear off the ground before trailering and that the clamp is tight. Keep the clamp screw and lower swivel well greased.

Always ensure the Mako Racing Boat is securely strapped down to the trailer, preventing sliding back & forth.

When launching or recovering your Mako Racing Boat it is important that you line up your craft on the trailer correctly with the bunks of the trailer, supporting the hull as designed. The hull may be damaged if you misalign the hull on the bunks of the trailer.



9. Righting your Mako Racing Boat

You will familiarize yourself with your Mako Racing Boat very quickly. As your confidence grows in your ability to push your Mako Racing Boat harder and further, you will also begin to push the limits of the design, increasing your chances of inverting your craft.

Should you invert your Mako Racing Boat the righting procedure is very simple:

1. Check that you and your crew are safe.
2. Move to the bow of your inverted Mako Racing Boat and locate the righting line/s pockets.
3. Remove the righting line/s from their respective pockets and run them inside the inflatable cone and over the nosecone at the bow (front).
4. Lift yourself and your co-pilot over the nosecone at the bow and make your way across the inverted craft towards the engine whilst holding onto the righting line/s. *During this phase your Mako Racing Boat will be as stable as if the craft were the correct way up.*
5. Once at the transom (rear) of the craft turn and face the bow with the righting line/s still in your hands.
6. Place your hands through the loop at the end of the righting line/s.
7. Place your feet about a foot and a half apart on top of the inverted transom.
8. Now lean backwards and cause the bow to lift towards you, pivoting the craft on the inverted engine.
9. As you pull your Mako Racing Boat, raising the nose, jump to the side away from the craft as the inverted craft is about to be righted.
10. Once the craft is righted, return to shore to carry out the engine restart procedure featured in this document.



10. Engine Re-start Procedure

After inverting and subsequently righting your Mako Racing Boat, time is critical. Do not wait until you get home or put it off until later but start the process as quickly as possible.

Once ashore begin to carry out the following procedure:

1. Remove the spark plugs and open the drain screws on all 3 carburetor float chambers.
2. Spray light oil such as WD-40 into each cylinder.
3. Remove the air box cover to access the carburetor venturi and spray light oil (WD-40) into the venturi with the butterflies wide open (Butterflies are opened by opening the throttle).
4. Flush the carburetors with the carb drain screws open by using the primer bulb on the fuel line. (Later in the day, the carburetor bowls should be removed, and carburetors sprayed throughout with carb cleaner to remove any salt deposits.)
5. Pull the engine cord (between 15-20 times) to flush out any water that may be inside the crankcase whilst continuing to spray into the ports and venturi.
6. When satisfied that the water has been displaced, close the carburetor drain, replace the spark plugs and re-install the air box cover and prime fuel with 25:1 mix and try to start.
7. If in turning over the engine there are hard spots other than normal compression repeat all the above.
8. If the engine will not start, the Capacitor Discharge Ignition (CDI) unit or coils will be suspect. There is a chance of failure of these components, due to the sudden temperature change of inverting a Mako Racing Boat.
9. When the engine starts up, listen carefully for any misfire or any bearing noise.

! If required, seek professional advice as soon as possible. If the crank and bearings on the crank are untreated, the metal will rust within (one) day after inversion.



11. Tube Repairs

Prior to carrying out tube repairs consult with your Mako Racing Boat authorized dealer to determine any alternatives.

Should you be required to perform repairs to the tubes, use the repair kit supplied with the Mako Racing Boat.

Where possible work in dry, sheltered conditions that are well ventilated.

To establish where the leak is, use a solution of water and dishwashing liquid, paste this over the tube and mark where the bubbles appear.

Deflate the tube to be repaired.

Cut a patch (ensuring the corners are rounded) that will cover the area and have an overlap of at least 2cm (1.5") away from the point of leakage. Place the patch in position and mark around it with a pencil.

Roughen both areas to be glued (on tube and patch) with a rough emery cloth.

Clean area to be patched and the patch with MEK or Acetylene (methylated spirits or thinners will also work) and allow to dry. Do not use turpentine or any mineral oil substance.

Apply a thin coat of adhesive to both prepared areas and leave until tacky.

Apply a second thin coat of adhesive to both areas and apply the patch to the tube once the adhesive is tacky.

Rub patch firmly with a smooth object to improve bond and work out any air bubbles. Work from the center outwards.

If an attempt has been made to repair the craft and it proves unsuccessful, do not continue to use the craft in that condition as this will lead to further damage. Contact your nearest dealer for further assistance.



12. Maintenance of the Mako Racing Boat

- **Tubes & Hijackers**

Inflate the tubes (2 x main tubes and 2 x hijackers)

Clean the fabric with a mild soap and freshwater solution. Rinse with fresh water and dry.

Ensure to remove sand and small pebbles from the interior (deck) of the boat.

Flush the inside of the hijackers covers with fresh water thoroughly.

This is done by leaving the Mako Racing Boat on the trailer and lifting the front end of the trailer.

Deflate the hijacker so that there is no tension on the cover.

Insert a water hose into the hi-jacker cover as far as possible (without damaging the hijacker or hijacker cover) and flush out all sand and small pebbles.

Inspect the underside of the the hijacker at regular intervals (3-6 months)

Inspect the planing battens to ensure they are still properly attached, and no edges are coming undone.

Inspect the flat rubber at the bottom of the hijacker for any damage and replace it if needed.

This can be done by your dealer.

- **Floorboards**

Floorboards should be removed every 3-6 months.

Remove any dirt that might have accumulated under the floorboard.

Inspect and replace any damaged floorboard retaining rubbers.

- **Nosecone**

Wash with a mild soapy solution and dry it off.

Take care not to damage any decals on the nosecone.

Use a mild detergent and warm water solution.

Do not use abrasive cleaning powders, these are too rough, and contain chlorine and ammonia, either of which could damage the surface.

If it becomes necessary to remove more stubborn stains or marine growth from the boat hull, consult with your dealer for proper cleaning methods.



- **Upholstery/Cushions**

Upholstery fabrics should be cleaned with a sponge or very soft scrub brush and mild soap and water solution. After scrubbing, rinse with plenty of cold, clean water and allow to air dry in a well-ventilated place, preferable away from direct sunlight.

! Do not use any cleaning products containing ammonia for cleaning your boat.

! Only use recommended cleaning products to clean your boat.

! If in doubt, please contact your nearest dealer for advice.



13. The Following Warranties are made to original purchaser of a Mako Racing Boat

1. Warrants the seams of the Mako Racing Boat hull for a period of one (1) year from the date of purchase against separation and subsequent loss of air.
2. Warrants the fabric used in the construction of the hull of the Mako Racing Boat against defects in workmanship and materials for period of one (1) year from date of original purchase.
3. Warrants the transom of the Mako Racing Boat against separation from the hull for a period of two (2) years from the date of original purchase. However, this warranty is cancelled if an outboard is used in excess to power or propel the boat greater than the maximum horsepower stamped on the compliance plate attached to the transom.
4. Floorboards, handles, towing rings and all other Mako Racing Boat attachments or Mako Racing Boat accessories attached to or purchased for the attachment to or use on Mako Racing Boats are warranted for a period of one year from the date of original purchase against defects in workmanship and material of the item. If, within the warranty period set forth above, your Mako Racing Boat is proved to be defective, non-conforming parts will be repaired without charges for parts or labour, or replacement.

Other Limitations or Exclusions

1. **!! This warranty is not available for boats designed to be race boats or any boats used as race boats or boats used for any type of competition.**
2. This warranty coverage is extended only to the original purchaser, and this warranty may not be transferred or assigned.
3. This warranty shall not apply to inflatable boats and components subjected to negligence, accident, improper operation, undue/excessive force, trailering, improper maintenance or storage, or other than normal use or application, as described in the Mako Racing Boat Owner's Manual or to damage by circumstances beyond Mako Marine Africa's control.
4. This warranty does not cover damage to the Mako Racing Boat because of puncture, tearing, ripping, abrasion, ordinary wear and tear, abuse, negligence, or modification to the hull, over inflation or racing / competition.
5. Mako Racing Boat hulls are not to be stored in direct sunlight or under a heat absorbing cover.
6. MAKO MARINE AFRICA PTY LTD LIMITS ALL IMPLIED WARRANTIES TO (2) YEARS FROM THE DATE THAT THE BOAT WAS ORIGINALLY PURCHASED BY THE END USER. *(Some states do not allow limitations on how long an implied warranty lasts, so the above limitation may not apply)*



7. MAKO MARINE AFRICA PTY LTD SHALL IN ANY EVENT NOT BE LIABLE FOR DEATH, INJURIES TO PERSONS OR PROPERTY OR FOR INCIDENTAL, CONTINGENT, SPECIAL OR CONSEQUENTIAL DAMAGES ARISING FROM USE OF OUR BOATS.

Warranty Claim Procedure

All warranty claims must be made within five (5) days after discovery of a defect and submitted on the Mako Racing Boat Warranty Claim form available from the dealer together with proof of purchase. Photographs illustrating the damage, if any, should accompany the claim. An authorized representative may inspect, within a reasonable time, after receipt of the claim.

When a warranty claim is valid Mako Marine Africa will repair damage, have repaired, or at its option, replace the inflatable boat or defective part free of charge. Freight and transportation charges, where applicable, incurred in shipping a boat to be repaired or replaced are to be paid by the consumer / purchaser.

Mako Marine Africa reserves the right to make changes in the design and material of its inflatable boats without incurring obligations to incorporate such changes in units already complete or in the hands of dealers, consumers, and purchasers.

The entire obligation of Mako Marine Africa regarding the sale of Mako inflatable boats is stated within this written warranty. Mako Marine Africa does not authorize its dealers or any other person to assume for it any other liability in connection with the sale of its inflatable boats.

The warranties herein before set forth are made to you by the manufacturer. If for any reason you are unable to locate your Mako Dealer or if the dealer does not provide a satisfactory warranty service contact: Mako Marine Africa

Tel no: +27 (0)21 823 01 77

Email: info@makoafrika.com

MAKO MARINE AFRICA (PTY) LTD

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