

## Outer Cover Removal and Fitting (Current System – Captured Rod)

The buoyancy tubes add significantly to the stability of the craft. It is the owners' responsibility to ensure that the various components that make up the buoyancy tubes are correctly installed and maintained. If in any doubt, contact Naiad Inflatables Ltd for further guidance.

The following instructions apply to outer covers that are attached using a stainless steel rod in the top track (the **Current** System). The stainless steel rods will either be retrieved from the bow or stern (larger craft have separate stern rods and bow rods).

### Outer Cover Removal;

1. Deflate the inner tubes by removing the valve cap and depressing the valve spindle. A quarter –turn counter-clockwise will lock the valve into the open position. The inner tubes must be fully deflated.
2. Pull down the tag positioned at the bow to expose the bow-lace and/or zip.
3. Release the zip and / or untie and unthread the cord to allow access to the stainless steel rods (note that the rods may have been inserted from the stern).
4. Insert a screwdriver through the eye of the nut (welded to the end of the rod) and pull until the rod is fully removed. Repeat for all rods.
5. The outer cover can now be peeled from the entire length of the top track.

### NOTE FOR CRAFT WITH A SQUARE BOW;

There is an additional rod running across the bow which will need to be pulled free of the track. Also, the bow-locking plate will need to be removed from the lower track by removing the screws or bolts.

6. The inner tubes do not need to be removed. To keep a clear working area, lay them over the top track to rest inside the boat.

*NB – the outer covers can only be removed from the bottom track once they are free of the top tracks.*

7. Working on one side only, remove the outer covers from the bottom track by pulling from the bow. Sometimes, the bolt-rope can be restricted as it passes through the rear of the track. In this case, check that the bolt-rope extends out of the track in a reasonably straight line. If it will not self-support, another person will be required to “feed” it in at the stern whilst the other person pulls from the bow.

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8. Repeat for the other side. With the outer covers fully removed, roll them up and put them to one side.

## Outer Cover Replacement;

A minimum of two people are usually required to fit the new outer covers; one at the bow to “feed” the outer covers into the track and one or more to pull the outer covers into place.

1. Ensure that the tracks are clean, paying particular attention to the bottom track. Any sediment or salt crystals will hinder the fitting of the new outer covers and may cause jamming. Easy ways to clean the track out are to either use an air compressor to blow any particles out and / or tie a small knot into the corner of a rag and insert it into the bolt-rope track at the bow and pull it through the entire length of the track. For both methods, it is recommended that this is commenced at the bow and completed / exited at the stern. A light application of silicon spray or talc into the boltrope track can also help to reduce friction.

Also, check that there are no sharp edges in the alloy, particularly at the ends of the track. If in doubt, sand the entry and exit points with 120 grade wet & dry, or similar, and clean off any residual particles.

2. Position the new outer covers at the bow, trying not to drag them over any abrasive surface. Position the outers with the bolt-rope at the bottom, rod cavity at the top and graphics the correct way up.
3. The outer covers must be inserted into the bottom track first. Insert the bolt-rope (the lower edge of the cover) into the track at the bow, whilst trying to keep the extruding bolt-rope in a reasonably straight line with the track.
4. Once they are on a short way, it is recommended that one person pulls the outer cover towards the stern whilst one person takes the weight off at the bow and ensures the bolt-rope is in alignment with the track.
5. Continue pulling the outer cover on until the small bow tag meets the bow.

**TIPS:** *When pulling the outer cover, hold the fabric close to the bolt-rope to keep the tension in line with the track rather than pulling out or upwards.*

*If it jams, try lifting the outers over the inwale (gunwale) to take the weight off the outers and therefore reduce friction. If they still jam, it may be helpful to get another person to hold the outers up at the curve in the track and alternately lift and drop the outers whilst the covers are being pulled from behind and fed from the front. See Figure 1. This will reveal the best angle at which to hold the outer cover.*

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Generally, one person can provide sufficient force to pull the covers on. Additional people are only required to reduce the friction, not to overcome it. If more than one person is pulling, make sure that the effort is synchronized.

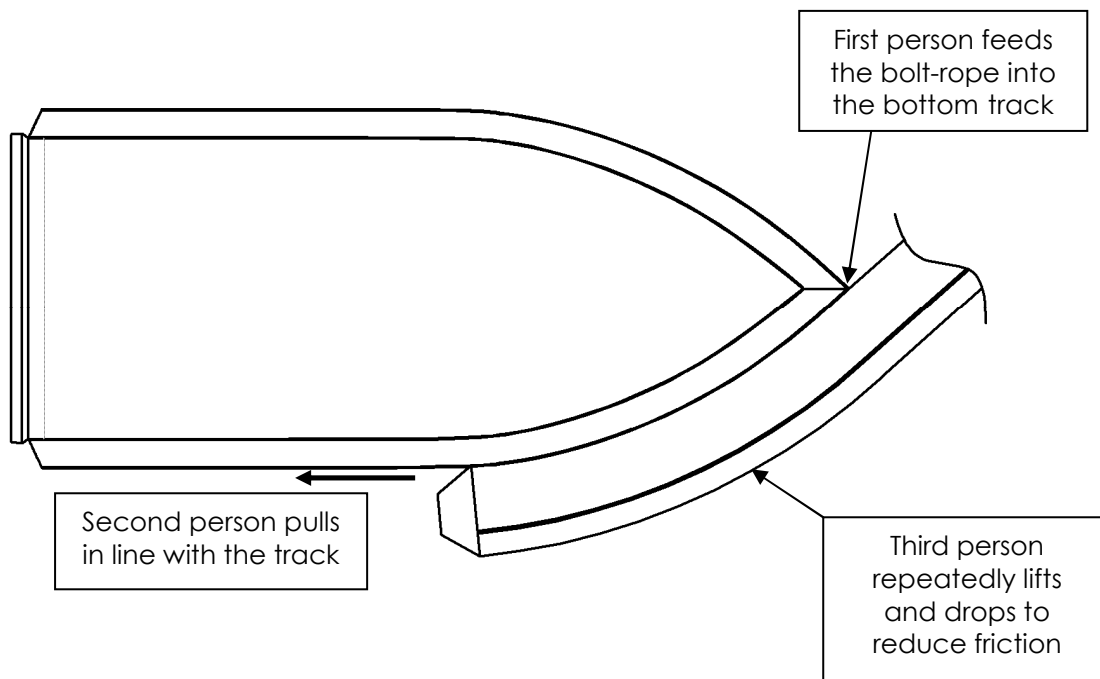


Figure 1.

6. Ensure there are no twists in the outer cover by stretching the uninstalled side out and then fit in the same way as the first side. All outers are fitted with a small bow tag that reinforces the bow join and extends out to allow it to be screwed on to the keel. However, the majority of craft do not need to have this extra fitting and the tag can either be tucked inside, cut off or just left protruding. To check if it needs to be secured, look for a threaded hole. If one exists, then secure the tag. If in doubt, contact Naiad Inflatables (NZ) Ltd for guidance.

*The outer covers must be pulled on hard against the bow.*

7. Fit the inner tubes. See accompanying Helpsheets "Inner Tube Removal and Fitting – Current System." It is easiest to make the fold in the inners at the bow with the outers installed into the top track. Before the outer cover is installed, the inner tubes can just be pulled forward so that they extend over the bow opening.
8. Starting at the stern, lift the top of outer cover and start to push the empty cavity into the track. Once some progress has been made, insert the stainless steel rod. Work along the track, inserting the outer cover and then pushing the rod.

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*Tip: Inserting the rod may be easier if the outer cover is pulled back slightly so that some of the cavity extends from the track. Applying silicone spray or talc to the rod will help reduce friction as the rod is inserted.*

9. Continue until the outer cover is in the top track all the way to the bow and the rod can just be seen at the bow. The rod must not extend from the track at the bow. If it has been necessary to insert a rod at the bow, ensure that it is pushed in until the nut on the end of the rod is hard up against the track.

*Tip: The rod may be hard to push when it reaches the curved section of the track. It may help to insert a screwdriver through the nut on the end of the rod to gain easier purchase. Rotating the rod will also help to overcome the friction.*

## NOTES FOR CRAFT WITH A SQUARE BOW;

**BOTTOM TRACK:** Loosely replace the bow locking plate. Ensure that the bolt-rope is contained within the split track and then fully tighten the screws or bolts.

**TOP TRACK:** Insert the outer cover into the track running across the bow and insert the rod. It will be necessary to have another person hold the outer covers up at the bow to provide working space.

10. With the inners folded correctly at the bow, lace-up the bow and secure the bow-tag by raising it and fastening the Velcro. See Helpsheet "Inner Tube Removal and Fitting – Current System" for inflation advice.

**WARNING!** *The craft must not be used in an under-inflated state as this will reduce the effectiveness of the buoyancy tubes and may cause damage to the fabric. On cold days the pressure may drop and more air may be required.*

**WARNING!** *Over-inflation will only strain the seams and will not assist performance at all. An increase in atmospheric pressure and direct sunlight will increase the air pressure in the tubes. Care must be taken by letting some air out in hot situations to avoid the pressure reaching the drum hard stage.*

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## Caring for the buoyancy tubes

Do not allow oil or petrol to rest on the fabric. In the event of a fuel spill, wash off with detergent and water.

The life of the outer covers will be extended if protected from the sun when not in use.

PVC restorers (such as "3M Marine Vinyl Cleaner and Restorer") can be used, although they do make the surface slippery.

Do not use chemical solvents, bleaches, acids or strong alkaline for cleaning. Stains or dirty spots can be rubbed gently with fine liquid abrasives (such as "Jiff"), but must be thoroughly washed off with clean water. After cleaning, the area may have a matt appearance. The sheen can usually be restored with a PVC restorer.

Visual inspections should be performed regularly. Small cuts or tears in the fabric should be patched. In extreme situations these can allow water between the inner and the outer which can cause the cut to enlarge to a dangerous extent, possibly resulting in major damage to the outer cover.

Check the condition of the bolt-rope where it exits the track forward and aft. Repairs should be carried out if the coating is damaged and the base fabric is showing through. If the fabric is torn at that point then a more substantial repair may be required. NB – under-inflation is a common cause of damage to the bolt-rope where it exits the track.

Always operate the craft with the buoyancy tubes inflated to the correct pressure.

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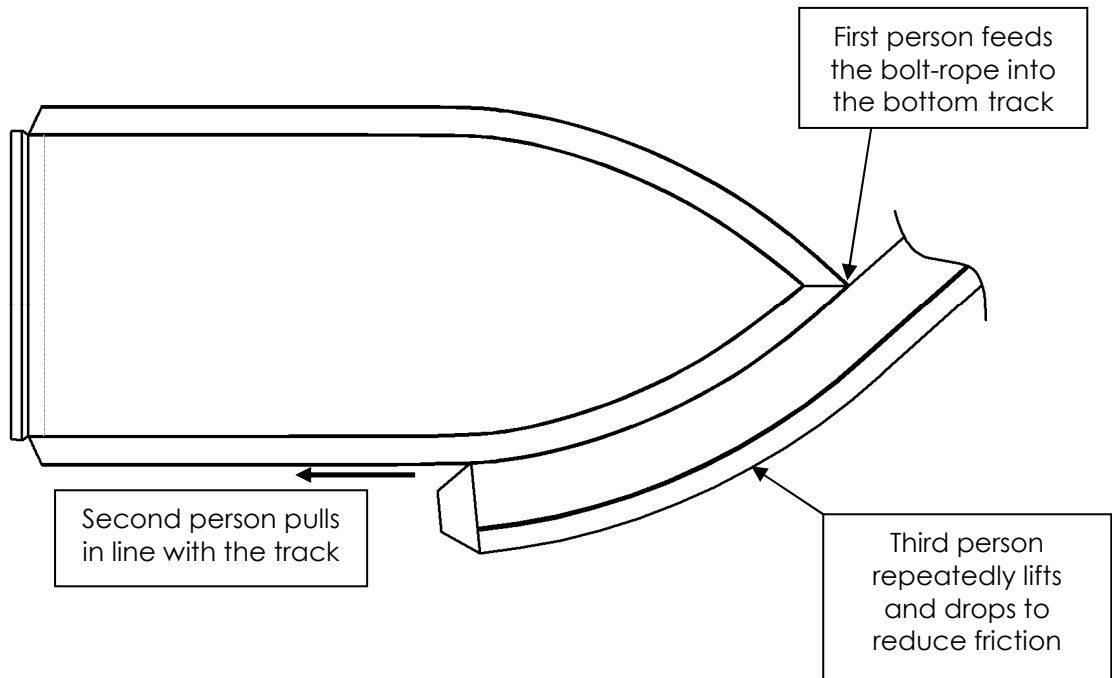


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