

TOWABLE OWNER'S MANUAL

ATTENTION!

*This Owner' Manual MUST be read carefully before
using this product*

SAVE THIS OWNER'S MANUAL FOR REFERENCE IN FUTURE
OPERATION





WARNING

USE OF THIS PRODUCT AND PARTICIPATION IN THE SPORT OF TUBING INVOLVES INHERENT RISKS OF INJURY OR DEATH.

Read all warnings and instructions contained in this manual and printed on the product. Act responsibly and be in good physical condition when using this product. Never allow an inexperienced boat driver to tow this product.

Product Instructions and Warnings

To reduce the risk of injury or death using this tube, follow these guidelines:

- Carefully read this manual and follow the instructions.
- Only use your tube with a responsible watercraft operator who knows how to operate a watercraft properly.
- Take all reasonable precautions in the use and operation of your tube and boat.
- Teach anyone using your tube how to attach it to the rope, how to ride it and how to maintain it.
- Never attempt jumps or dangerous tricks with your product. IF more than one tube is being towed, avoid collisions with other tubes.
- Do not exceed the manufacturer's recommended number of riders for your particular tube

- If the tube is designed for more than one person, take extra precaution to avoid colliding with one another.
- Never strap or attach anyone to the tube or cover. Never put your feet or hands through the strapping of the towing system or handles.
- Never wedge your hands or feet under the cover or between the cover and the tube.
- Scout the area before use to avoid any debris or obstacles that might present a safety hazard
- Know your own limits. Stop when you are tired. Act responsibly. Be in good physical condition and cautious in your use of this or any other towable tube
- Check the rope and connectors for frays, cuts, sharp edges, knots, or wear before each use. Discard rope if any such condition exists or if rope appears to be worn. Such conditions may lead to breaks.
- Do not use tow rope with elastic or bungee material to pull riders. Unless it is specifically designed for this purpose. Such an addition can break or stretch, which may lead to injury of users or boat occupants.
- The stress on the rope is different than the stress on the tube, and will vary with the weight of the riders, design and surface area of the tube.
- The tow rope should be replaced when signs of deterioration appear, indicated by the existence of discoloration, wear, fraying or unraveling.
- Do not add hardware or attachments that are not otherwise supplied by the manufacturer.



WARNING

- Always wear a properly fitted life jacket (PFD) approved by your country's agency, U.S. Coast Guard approved Type III , ISO, etc.
- This is not a personal flotation device.
- Do not tow in shallow water or near shore, docks, pilings, swimmers, watercrafts or other obstacles.
- Always ensure tow rope is clear of all body parts prior to and during use.
- Never place wrists, feet or any body parts through handles, under cover, bladder or towing harness or tie rider to product.
- Always have a person other than the driver observing the rider.
- This product should never be used by children except under adult supervision.
- Do not operate watercraft or ride under the influence of alcohol or drugs
- Never make sharp turns that may cause a slingshot effect on the tube's speed.
- Watercraft driver should avoid excessive speed or sharp turns which might cause the tube to flip over abruptly, resulting in serious injury to the rider.
- Use a tow rope of at least 1,500 lbs. average tensile strength (ATS) for pulling a single person; 2,375 lbs. ATS for pulling two people; 3,350 lbs. ATS for pulling three people; and 4,100 lbs. ATS for pulling four people and 6,000 lbs. ATS for pulling up to six people on an inflatable tube. The tow rope should be at least 50 feet in length but not to exceed 65 feet.
- Do not use at speeds that exceed the skill of the rider. Boat speed should NEVER exceed 20 mph for adults and 15 mph for children.
- Always comply with manufacturer's recommended number of riders, weight for tube and strength of rope.

Water Sports Responsibility Code

Water sports are fun and challenging but involve inherent risks of injury or death. To increase your enjoyment of the sport and to reduce your risks, use common sense and follow these rules:

Before you start:

- Familiarize yourself with all applicable federal, state and local laws, the risks inherent in the sport and the proper use of the equipment.
- Know the waterways.
- Always have a person other than the boat driver as an observer.
- Rider, observer and driver must agree on hand signals.
- Never start out until rider signals he/she is ready.
- Observer and rider should maintain eye contact.
- Carbon Monoxide (CO) poisoning from engine exhaust may cause injury or death. Do not sit on the boat transom or swim platform while the engine is running. These activities may lead to excessive CO exposure which may cause injury or death. If you can smell engine exhaust while in the boat, do not stay seated in that position for prolonged periods. Never "Platform Drag" by holding onto the swim platform or be dragged directly behind the boat. An improperly tuned engine will produce excessive exhaust. Have your engine checked and corrected by a mechanic. Changing boat speed or direction relative to the wind can reduce or increase boat exhaust from accumulating near the boat and rider.
- Use caution and common sense.

Your equipment and your tow rope:

Maximum Number of Riders	1	2	3	4	5
Average Weight of Riders	170 Lbs.	340 Lbs.	510 Lbs.	680 Lbs.	850 Lbs.
Average Rope Tensile Strength	1500 Lbs.	2375 Lbs.	3350 Lbs.	4100 Lbs.	6000 Lbs.

- Refer to the printed information on your respective towable for maximum number of riders, weight limit and rope strength.
- Inspect all equipment prior to use. Check tube and attachment point prior to each use. Do not use if damaged.
- Always wear a U.S. Guard Type III (PFD) vest.
- Rope should be attached to the watercraft in an approved fashion with hardware designed for pulling. Refer to your watercraft manual for instructions on proper tow rope attachment.
- Tow ropes stretch during use. If a rope breaks or is suddenly released, it can snap back into the watercraft. Warn all riders and occupants of the danger of the rope recoil.
- When in the boat, keep away from the tow rope to avoid injury. Passengers can be hit or become entangled in the rope.
- Inspect tow rope and its attachments before using. Do not use tow rope if frayed, knotted or damaged. Replace when signs of excessive deterioration are indicated by discoloration, broken filaments, unraveling or other obvious signs of wear on the rope or hardware.
- Use proper tow rope for the activity.
- Ensure rope is clear of all body parts prior to starting out or during use.
- Keep persons and ropes away from propeller when engine is running, even in neutral. Should rope become entangled in propeller, SHUT OFF ENGINE AND REMOVE IGNITION KEY BEFORE RETRIEVING ROPE.

When You Ride:

DRIVER IS RESPONSIBLE FOR SAFETY. TUBE CANNOT BE CONTROLLED BY RIDER!

- Attempting land or dock starts can increase the risk of injury or death.
USE THIS PRODUCT ONLY ON WATER.
- Always remove any slack in the rope between watercraft and rider before starting. Sudden shock loads may cause injury to the rider or failure of rope, resulting in snap-back or breakage.
- Do not ride in shallow water, near shore, pilings, docks, rafts, swimmers, other boats or other obstacles. Such obstacles are examples of risks that are inherent in the sport.
- The driver and rider must watch for and be able to stop or turn to avoid obstacles.
- Always ride in control and at speeds appropriate for your ability. Ride within your limits. Follow instructions on tube for safe speed limits.
- Do not ride over ramps or jumps.
- Falling and the injuries that may result are inherent risks in the sport.
- Use a flag to signal to others that a rider is in the water.
- Driver must use extra caution approaching fallen rider and keep eye contact on fallen rider at all times.
- Put the boat in neutral when near a fallen rider. Turn the engine off when people are getting in or out of the boat, or while in the water near the boat.
- Do not operate watercraft or ride under the influence of alcohol or drugs.

Inflating Instructions

CAUTION: DO NOT OVER-INFLATE. Inflate only until firm. Use of an air compressor or over-inflation can rupture the tube beyond repair, voiding the warranty.

Step 1

Lay towable face up on a flat surface. Make sure there are no sharp objects under the product that might puncture the tube.

Step 2

If your tube has a rear zipper and/or touch fasteners flap be sure they are fully closed before inflating. If your tube has an inflatable floor, locate the clear stem valve for the floors and inflate them first. Moisten the plug of the clear stem valve prior to inserting into the valve and push plug down into the valve body fully. Also if your tube has a backrest or headrest, inflate this compartment next **before** inflating the main Boston valve. If a portion of your tube cover is attached to the floor of the tube via a touch fasteners strip, be sure the touch fasteners is properly attached before inflating. Always inflate chambers of the inflatable product working from *smallest chamber to largest*.

Step 3

- Remove outer valve body from accessory bag packed with your tube.
- Locate the Boston valve opening underneath the square flap on the top of the cover towards the left rear section of the tube.
- Screw in the outer valve body into the Boston valve opening and remove cap.
- Inflate using a hand pump or powered inflator until it is firm and the cover is reasonably taut. Check cover positioning during inflation and adjust if necessary. Install valve cap, ensuring it is seated squarely and fully.

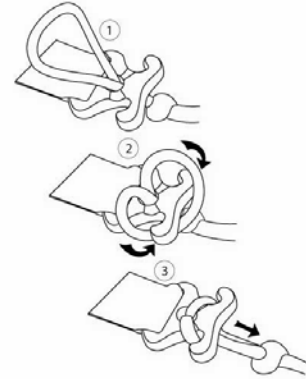
Note: A firm and fully inflated tube will perform better on the water than an under-inflated tube and is less subject to damage. Use a hand pump to top off, if needed, to obtain this firmness. However, do not over-inflate. Inflate only till firm.

Note also that the *air pressure in the tube will fluctuate* depending on air and water temperatures. Adjust the air pressure in the tube accordingly throughout the day to maintain proper firmness during use. *Fully inflated tubes left in the sun for long periods of time can expand and become over inflated causing damage to the tube.*

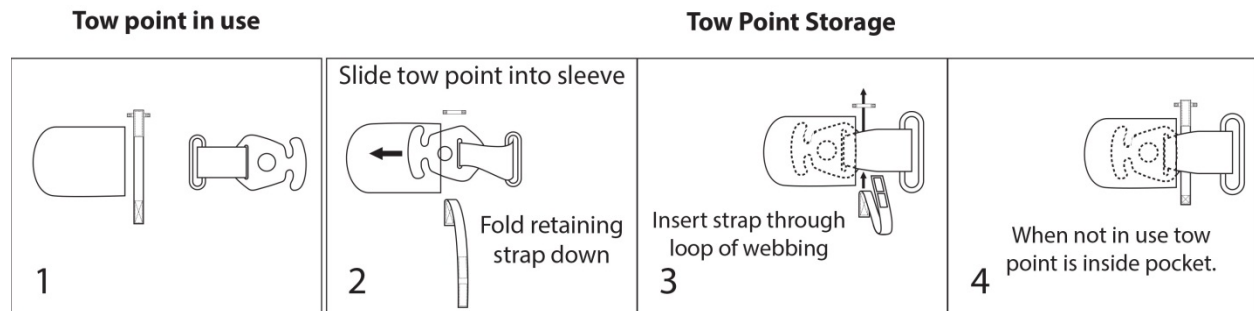
Step 4

Attach the tow rope (not included).

Important: Loop end of rope **MUST** pass through hole of the quick-connect prior to wrapping loop around hooks. Inspect condition of molded tow point prior to each use. Do not use if it shows signs of damage, cracking or breaking.



NOTE: This tow point storage only applies to (02644) #Stoked & (02645) #Epic.



To Deflate:

- Unscrew entire valve body from base.
- Clear valves used in the smaller air compartments may be deflated by pinching the base of the valve or inserting a deflating straw into the hole and the air will escape.

Towing Recommendations

For best performance and stability in bumps and turns:
STAY CENTERED ON THE TUBE. Let the tube do the work in sharp turns and over bumps. Keeping your weight centered will also allow for level flights and landings if you hit big bumps.

For best performance and stability in turns:

- When pulling one rider, the rider should always be positioned in the center of the tube. Do not stand.
- When pulling two riders, they should be position towards the outside position and rider weights should be as equally balanced as possible. Do not stand.
- When pulling three riders, balance the weight of the outer two riders as equally as possible, placing the odd weight rider (lighter or heavier) in the center position. Do not stand.

Note: To avoid damaging the rooster tail device (if product contains a “RAVE tail”)

- Do not drag the product on the ground.
- Do not store product in excessively hot area.
- Do not tow or sit in the product while it is in contact with the ground.
- Avoid extreme shallow water starts as the weight of the rider(s) can depress the rooster tail device into the lake bottom causing damage during takeoff.
- NOTE: Ensure the outer edge seam of the bladder is aligned with the cover seam and is spread out evenly within the cover. A misaligned cover can cause distortion and less than optimal performance of the tube and rooster tail.
- NOTE: If your tube has a RAVE tail; it is highly recommended that you keep the cardboard insert shipped in the RAVE tail to be reinserted during storage to maintain the shape of the device.

Troubleshooting

Air chamber(s) won't hold air:

- Check stem valves to ensure plugs are fully seated down into the valve body.
- Check main Boston valve to ensure plastic ring is not caught under the seal or cap.
- Check for holes in bladder following the procedures in the “Repair” section.

Repairs

For minor holes or tears:

- Remove the inner bladder from the cover.

- Inflate the tube and locate the leak by spraying the tube with soapy water. Bubbles will appear where there is a leak.
- Determine the hole size and cut a circular patch ½ - 1 inch wider than the hole.
- Remove air from the tube and dry tube completely where the patch is to be applied.
- Peel off paper back from patch, apply repair patch to area and work out any air bubbles from beneath the patch.
- Apply weight to the patched area for one hour before re-inflating.
- Put the bladder back into the cover.

Cleaning and Storage

- When the inflatable product is not being used, we recommend that you store it in a covered, shaded area. This will help protect it against ultraviolet (UV) rays and extend the life of the product.
- Clean the inflatable completely with a mild soap and fresh water. NEVER USE PETROLEUM BASED PRODUCTS OR SOLVENTS FOR CLEANING.
- Product should be completely dry and remain dry while stored.
- Replace the insert into the rooster tail device (if applicable).
- Roll the product loosely and place in a vented storage bag or container.
- Store in a cool, dry location. Do not store product directly on concrete surface. Place mothballs around stored inflatable to keep mice and insects away.
- Secure the product to prevent unauthorized or unsupervised use.