
AEROWAVE

Catamaran Owner's Manual

Assembly · Floor Installation · Inflation
Outboard Trim & Cavitation · Care & Repair

FIVE INDEPENDENT AIR CHAMBERS

4 hull tubes (port, starboard, bow safety, transom) plus 1 drop-stitch high-pressure floor. A single puncture will not compromise the vessel.

APPLICABLE MODELS

Viper 330 · Viper 365 · Viper 400 · Viper Sport 400 · Viper Sovereign
WaveRunner 380 S3 · AeroCat 330 / 360 / 380

EASY INFLATABLES · AUSTRALIAN DISTRIBUTOR

easyinflatables.com.au · sales@easyinflatables.com.au
+61 2 4335 1603

CONTENTS

What's in this manual

Sixteen pages, twelve short sections. Read the cavitation upgrade notice first if your outboard is brand-new on a brand-new boat — it answers the single most common day-one question. Everything else can be read in order.

01	Read this first — cavitation & aeration upgrade notice	3
02	Welcome aboard · Section 1	4
03	Installing the drop-stitch floor · Section 3	5
04	Tube valves — set them before you inflate · Section 4.1	6
05	Inflation, engine & on-water operation · Section 4.2	7
06	Drainage — transom bung & scupper · Section 4.3	8
07	Care, storage & field repair · Section 5	9
08	303 UV Protectant — the 15-minute habit · Section 5.4	11
09	Outboard trim & the trim pin · Section 6.1	12
10	Hydrofoil vs Permatrim · Section 6.2	13
11	Cavitation & aeration in detail · Section 6.3	14
12	Warranty, claims & delivery · Section 7	15

HOW TO USE THIS MANUAL

Read the cavitation notice on the next page even if you have owned an inflatable before — factory-fitted short-shaft props are pitched for aluminium dinghies, not light planing catamarans. The fix is a one-size-up high-thrust prop, takes 20 minutes and costs \$80–\$160. Everything you need to know is on page 3 and in Section 6.3.

READ THIS FIRST · IMPORTANT UPGRADE NOTICE

Cavitation, Aeration & Your Outboard Prop

WARNING

THIS IS A PROP ISSUE. It is not a hull defect, not a design issue, not an engine fault. It is solved by changing the propeller. Nothing else.

This happens on virtually every inflatable boat — monohull or catamaran — not just Aerowave. Some owners are lucky and never see it; others notice it the first time they hit the throttle. You do **not** need to act on it before your first launch — we are flagging it up-front so you know exactly what to do if it happens to you.

The factory prop fitted to most short-shaft outboards (Yamaha, Suzuki, Tohatsu, Mercury, Hidea) is pitched for a heavy aluminium dinghy — not a light, fast-planing inflatable. On a stock prop, the two things owners occasionally report on day one are:

- **Cavitation** — the engine over-revs and the prop spins without thrust.
- **Aeration** — air gets under the cavitation plate on hole-shot and the boat won't plane.

THE FIX — ONE-SIZE-UP, HIGH-THRUST PROP

Swap the factory prop for a larger-diameter, lower-pitch high-thrust prop and the problem disappears. 20-minute job, two spanners, \$80–\$160 replacement prop. Cheaper and more effective than any other modification.

Quick reference — go one size up

Outboard	Factory prop	Upgrade to (high-thrust)
9.9 – 15 hp short shaft (Yamaha / Suzuki / Tohatsu / Hidea)	9-1/4 × 9 alloy	10-3/8 × 8 high-thrust alloy
20 – 25 hp short shaft	10-3/8 × 11 alloy	10-3/4 × 9 or 11 × 10 high-thrust
30 hp short / long shaft	10-3/8 × 13 alloy	11 × 11 high-thrust

Going up 1" in diameter and down 1" in pitch is the standard high-thrust swap. More bite per revolution, no aeration on hole-shot, engine sits in its correct rated rev band under load. Full detail in **Section 6.3**.

NOT SURE WHICH PROP TO ORDER?

Email sales@easyinflatables.com.au with your engine model and current prop numbers — we'll spec the correct high-thrust replacement free of charge.

WELCOME ABOARD · SECTION 1

Your Aerowave Catamaran

Thank you for choosing an Aerowave inflatable catamaran. Every hull in the Viper, WaveRunner and AeroCat range is built from German VALMEX® drop-stitch and PVC-coated fabric, hand-assembled, pressure-tested and certified for commercial marine use. This manual covers correct assembly, floor installation, inflation pressures, outboard trim, daily operation, post-use care and field repair. Read it in full before launching for the first time.

Vessel at a glance

Hull construction	Twin-tube catamaran, high-frequency welded seams, VALMEX® 7321 PVC-coated fabric (Viper / WaveRunner) or VALMEX® 0.9 mm (AeroCat). Hand-built in dedicated catamaran facility.
Air chambers	Four (4) independent airtight hull chambers — port tube, starboard tube, bow safety chamber, transom chamber — plus one (1) drop-stitch high-pressure floor.
Floor	Drop-stitch high-pressure inflatable deck, secured beneath aluminium retaining brackets on the transom (see Section 3).
Maximum operating pressure	Hull tubes: 3.5 PSI (0.25 bar) · Drop-stitch floor: 8–10 PSI maximum · Keel: 3.5 PSI
Relief valves	Factory-set automatic overpressure valves on each tube. Do not adjust.
Fittings	Stainless D-rings, lifelines, grab handles, stainless transom plate, drainage scupper (open-bow models) or transom bung (Viper Sovereign enclosed-bow).
Outboard shaft length	All Aerowave catamarans are engineered for SHORT-SHAFT outboards. Transom height matches CE / ISO short-shaft specification. See Section 6 before fitting an engine.

Before you start

- Unroll the hull on clean, flat ground free of sharp objects, hot bitumen and grit.
- Check the carton inventory: hull, drop-stitch floor, seat bench(es), oars (where supplied), supplied manual high-pressure pump & gauge, repair kit, carry bag.
- Confirm the supplied aluminium floor brackets on the inside of the transom are fitted and undamaged. These brackets are the most important fitting on the boat — they lock the floor in place.
- Have the manual high-pressure pump and gauge within reach. An accurate pressure gauge is mandatory — do not inflate by feel.

CRITICAL · SECTION 3

Installing the Drop-Stitch Floor

Correct floor installation is the single most important step in assembling your Aerowave catamaran. The drop-stitch floor must sit underneath the aluminium retaining brackets at the rear of the boat, against the inside of the transom. These brackets stop the floor from sliding fore-and-aft under load.

WARNING

Improper floor placement voids warranty and creates a drowning hazard. Read this section twice.

Step-by-step

01 Inflate the hull tubes to roughly half pressure

Approximately 1.5 PSI in each of the four chambers. The tubes should hold their shape but still be soft enough to lift the floor in beneath them. Do not inflate fully yet.

02 Lay the deflated drop-stitch floor flat inside the boat

Bow-end first. Centre it between the two hulls with the valve facing up and toward the stern.

03 Slide the rear edge of the floor UNDER the aluminium transom brackets

There are two brackets fixed to the inside face of the transom (one port, one starboard). The rear edge of the deflated floor must sit cleanly beneath both brackets, hard against the transom.

04 Confirm both rear corners are locked beneath the brackets

Run a finger along the bracket — you should feel the floor fabric continuously underneath. If a corner pops out, deflate the hull tubes slightly and reseat.

05 Start the floor, then change to the supplied manual pump

The lithium pump may be used for the first minute only, until the floor reaches approximately 2–2.5 PSI. It cannot achieve the AirDeck's final pressure. Change to the supplied manual high-pressure pump and gauge, then inflate slowly and evenly to 8 PSI. Check the brackets again.

06 Top up to 10 PSI maximum

Once 8 PSI is confirmed and the brackets are still capturing the rear edge, continue inflating in short bursts until the gauge reads 10 PSI maximum. Close the valve and fit the dust cap. Never exceed 10 PSI.

ASSEMBLY · ENGINE · ON-WATER · SECTION 4

Inflation, Engine & Operation

4.1 · Before you inflate — set the tube valves

WARNING

Your boat leaves the factory fully deflated, so every tube valve is shipped with its centre pin pressed **IN** and locked **DOWN** (the open / deflate position). If you connect the pump now, air will rush straight back out of the valve as fast as you pump it in. This is normal — the valve simply needs to be released into the closed (inflate) position first. It takes five seconds per valve.

01 Unscrew the outer dust cap

Each hull tube, the keel and the floor has a round push-pin valve. Unscrew the plastic dust cap anti-clockwise and put it somewhere safe — you'll want it back on at the end.

02 Look at the centre pin

If the pin is sitting **DOWN** (flush with, or below, the valve ring), the valve is open and will not hold air. This is how every new Aerowave is shipped from the manufacturer.

03 Press the pin in and turn it a quarter-turn to release it

Push the centre pin down with your thumb, turn it about a quarter-turn anti-clockwise, and let go. The pin springs back **UP** and stays up. The valve is now closed and will hold air while you inflate.

04 Inflate to the correct pressure

Connect the pump and inflate to the pressures in the summary table below. The one-way seal will hold the air even with the pump hose removed.

05 Refit the dust cap

Screw the dust cap back on finger-tight. It keeps grit and sand out of the valve seat and acts as a second seal.

TO DEFLATE THE BOAT LATER

Reverse the trick: press the centre pin down and turn it a quarter-turn clockwise so it stays locked **DOWN**. The valve stays open and the chamber drains without you holding the pin. Remember to release the pins back up before the next inflation.

4.2 · Inflation sequence (full assembly)

WARNING

A lithium pump is suitable for the hull tubes, where the over-inflation valves control excess pressure. For the hard AirDeck floor, use it only for the first minute to approximately 2–2.5 PSI. Then change to the **supplied manual high-pressure pump** to reach 8–10 PSI. Do not try to reach final AirDeck pressure with the lithium pump — it cannot do so.

01 Hull tubes — half pressure

Inflate all four chambers to ~1.5 PSI in rotation. Inflating one chamber fully before the others will deform the hull.

02 Install floor under transom brackets

Refer to Section 3. Do not skip the bracket check.

03 AirDeck: lithium start, manual finish

Lithium pump for the first minute only to approximately 2–2.5 PSI; then use the supplied manual pump and gauge to reach 8 PSI.

04 Floor at 8 PSI

Check the manual-pump gauge at the recommended 8 PSI and fit the dust cap. Never exceed 10 PSI.

05 Hull tubes to 3.5 PSI

Working bow to stern, bring each tube to the marked operating pressure. The pressure-relief valves will vent any excess automatically.

06 Fit seat, sun-top

Drop the seat bench(es) into the supplied clips, fit the Bimini / sun-top if supplied.

Pressure summary

Component	Pressure	Notes
Hull tubes (x4)	3.5 PSI max · 0.25 bar	Relief valves auto-vent excess
Drop-stitch floor	8 PSI to 10 PSI maximum · 0.69 bar	Supplied manual pump required above approximately 2–2.5 PSI
Re-check	After 30 min in sun	PVC expands when warm — vent or top up to operating pressure

On-water operation

- Every occupant must wear a correctly-fitted PFD (life jacket).
- Distribute weight evenly fore-and-aft. Avoid loading more than the rated passenger capacity.
- Monitor wind, tide and wave height. Reduce speed in chop. The catamaran hull cuts waves but sharp turns at speed can cause roll-over.
- If the floor feels soft underfoot while on the water, head to shore immediately and re-inflate.
- After crossing a wake, the floor may flex slightly — this is normal. It does not tighten or harden; the drop-stitch core absorbs the load.

DRAINAGE · SECTION 4.3

Transom Bung & Scupper — knowing your model

Aerowave catamarans use one of two drainage systems depending on bow configuration. Knowing which one your boat has — and how to use it correctly — keeps the cockpit dry on the water and lets you drain it properly back at the beach.

Open-bow models · full transom scupper

The **Viper 330**, **Viper 365**, **Viper 400**, **Viper Sport 400**, **WaveRunner 380 S3** and the **AeroCat 330 / 360 / 380** all run a full **ventilation scupper** at the rear of the boat. Water that gets into the cockpit drains out the back automatically as the boat moves forward — there is no bung to fit or remove. Nothing to think about, nothing to lose.

Viper Sovereign · enclosed-bow with transom bung

The **Viper Sovereign** is built as an **enclosed-bow catamaran** — a tighter, more secure deck layout than the open-bow series. To keep the cockpit watertight at speed, the Sovereign uses a **transom bung** instead of an open scupper. A single threaded drain plug fits through the transom; remove it to drain, refit it to run dry.

WARNING

Always insert the bung from the OUTSIDE (rear) of the transom — never from inside the cockpit. If the bung is pushed in from the inside, it will sit between the drop-stitch floor and the transom and become trapped — you will not be able to remove it to drain the boat at the beach.

The bung threads in from the stern side of the transom so it can be pulled out cleanly when you beach the boat for a fresh-water rinse.

Quick routine — Viper Sovereign

- **Before launch:** Confirm the bung is fitted from the outside of the transom and is finger-tight. Give it a quick check after stepping on board.
- **On the water:** Bung stays in. Any water taken on board sits in the cockpit until you reach shore.
- **At the beach:** Tilt the bow up slightly, unscrew the bung from outside the transom, and let the cockpit drain completely.
- **Before storage:** Rinse, allow to dry, then refit the bung from the outside so it doesn't get lost.

SPARE BUNG

Carry a spare transom bung in your repair kit. It's a 60-cent part that can save a day on the water if the original is dropped overboard.

AFTER USE · STORAGE · REPAIR · SECTION 5

Care, Storage & Field Repair

Pack-down sequence

01 Rinse the boat with fresh water

Use a soft brush and pH-neutral marine wash. Pay attention to the transom corners, under the floor and around all D-rings. On Viper Sovereign, remove the transom bung (from outside the boat) so the cockpit drains while you rinse.

02 Allow the hull to dry completely

Stand the boat on its side for 30 minutes. Trapped moisture causes mould and accelerates fabric wear.

03 Deflate the floor first

Open the valve, depress the spring core, allow the floor to fully deflate. Remove from beneath the transom brackets.

04 Deflate the hull tubes

Open all four valves simultaneously to allow even deflation. A 12 V pump on reverse speeds this up.

05 Fold the hull bow-to-stern

Fold both gunwales inward toward the centreline, then roll from the stern forward toward the bow. The transom should end up on the outside of the roll.

06 Pack into the carry bag

Place the seat bench, pump and repair kit on top. Do not stack heavy gear on the rolled hull during storage.

Storage

- Store dry, out of direct sunlight, between 5 °C and 35 °C.
- Do not store with the floor under full pressure. For long-term storage, deflate to ~50 %.
- Keep clear of rodents and household chemicals (petrol, solvents, bleach, insect repellent containing DEET).
- Inspect the hull annually: seams, D-rings, valves, the aluminium transom brackets and (Sovereign) the transom bung thread.

Field repair · punctures < 12.7 mm

- Clean & dry the damaged area. Both the hull surface and the patch must be free of grit, oil and moisture. Deflate the affected chamber.
- Cut a circular patch — minimum 76 mm (3 inch) diameter from the supplied patch material. Round corners — never square.
- Apply three thin coats of adhesive to both the hull and the patch. Wait 5 minutes between coats.

- Wait 10–15 minutes, then press the patch on. Roll firmly with a hard cylindrical object (a smooth bottle works).
- Leave 24 hours before re-inflating. For larger damage, contact Easy Inflatables for a factory repair quote.

UV PROTECTION · SECTION 5.4

303 UV Protectant — the 15-minute habit that adds 5 years

Every Aerowave hull is built from **fully UV-resistant** German VALMEX® PVC-coated fabric. The polymer is already stabilised against the Australian sun — but UV is relentless, and even the best marine PVC benefits from a topical UV blocker. A 15-minute wipe-down with **303 Aerospace Protectant** once a month gives your boat another estimated 5 years of life in the sun, keeps the tubes from chalking, and stops vinyl seats and fabric covers from going brittle.

[photo unavailable: [Errno 2] No such file or directory: '/tmp/spray-303.jpg']

Why it works

303 lays down a clear UV blocker (SPF-40-equivalent for vinyl) on top of the factory finish. It is non-greasy, leaves no residue, doesn't darken the fabric, and won't degrade adhesives or seams. Used monthly on the hull tubes, transom, seats, Bimini fabric and any exposed PVC, it roughly doubles the practical sun-life of those surfaces.

How to apply · 15 minutes a month

- Boat must be clean and bone-dry. Rinse off salt first, let the hull dry in the shade.
- Spray a light, even mist onto one tube section at a time — don't soak it.
- Wipe over with a clean microfibre cloth until the surface looks even and matte (not wet).
- Repeat for the other tube, the transom, the underside of the hulls, the seat vinyl and any fabric Bimini or cover.
- Let the boat air-dry for 10 minutes before rolling or packing. Re-apply once a month, or after every 4–5 outings in summer.

WHERE TO BUY

303 Aerospace Protectant is stocked by all leading auto and marine accessory chains in Australia — **Repco**, **Supercheap Auto**, **Auto One**, BCF and most marine chandlers. A 473 ml trigger spray retails around \$25–\$35 and lasts six months of monthly use.

NEW · CRITICAL · SECTION 6

Outboard Trim, the Trim Pin & Cavitation

More first-time owners report a problem with motor performance than any other single issue — and 9 times out of 10 the cause is the same: the outboard is trimmed too far OUT (tilted up), the prop is too close to the surface, and the motor cavitates. It feels like the engine has lost power, the bow lifts, the prop screams and the boat will not get on the plane. The fix is mechanical, free, and takes 60 seconds.

WARNING

All Aerowave catamaran transoms are engineered for **SHORT-SHAFT** outboards. The transom height matches CE / ISO short-shaft specification. Fitting a long-shaft outboard puts the prop too deep and creates drag, spray and steering problems.

6.1 · Set the trim pin first

Every modern outboard has a steel trim pin running through the clamp bracket. The pin sets the tilt angle of the leg under load. On a brand-new motor on a brand-new boat the pin should sit in **Position 1** — the lowest hole, closest to the transom — to hold the leg as vertical as possible.

- Pull the trim pin out completely (squeeze the spring clip on one end).
- Insert the pin into the **LOWEST hole** (Pos 1) — closest to the transom. This holds the leg as vertical as possible.
- Re-fit the spring clip. Confirm the pin is fully through both bracket plates.
- Launch with a single person aboard. Run up to half throttle in calm water. If the bow porpoises or won't plane, move the pin UP one hole (Pos 2) and re-test.
- Never start in Pos 4 or Pos 5. A new owner who launches with the pin in the top hole will almost certainly cavitate.

CAVITATION PLATE ADD-ONS · SECTION 6.2

Hydrofoil vs Permatrim

Once the trim pin is set correctly, some owners want extra bow-lift control — especially when carrying passengers or gear. There are two common after-market fixes that bolt directly to the cavitation plate of the outboard. Both work; the difference is cost, durability and how much lift they generate.

[photo unavailable: [Errno 2] No such file or directory: '/tmp/transom.png']

Hydrofoil · cheaper option	Two plastic wings (Permatrim-style clones, Stingray, Doel-Fin etc.) that bolt to the top and underside of your existing cavitation plate. Typical cost AUD \$80–\$150 . Easy DIY install with two stainless bolts. Reduces bow-rise on hole-shot, helps the boat get up on the plane faster, and noticeably reduces cavitation when turning.
Permatrim · premium option	A solid alloy plate that replaces / extends the stock cavitation plate. Much larger surface area. Typical cost AUD \$200–\$350 . Stronger lift, better high-speed stability, will not flex or crack like the plastic wings under heavy use.
Either way	Set the trim pin FIRST (Section 6.1). A hydrofoil or Permatrim does not fix a wrongly-set trim pin — it amplifies whatever trim angle you have.

SECTION 6 · CONTINUED

6.3 · Cavitation & Aeration

Cavitation is what happens when the propeller spins so fast in the water that the pressure on the back of the prop blades drops below the vapour pressure of water, and the water literally boils into vapour bubbles. Those bubbles collapse against the blade and the prop loses thrust.

Aeration (also called ventilation) is what happens when the prop sucks AIR down from the surface instead of biting into clean water. The result feels identical — engine RPM jumps, thrust collapses, the boat will not plane — but the cause is different: the prop is too close to the surface.

On a small inflatable catamaran with a short-shaft outboard, the problem is almost always aeration caused by trimming the motor too far out, or — more commonly — running the factory prop that came on the engine. The factory prop is pitched for a heavy aluminium dinghy and over-revs on a light catamaran. **The single most effective cure is a one-size-up, high-thrust prop.**

What it feels like on the water

- Engine RPM suddenly screams up — but the boat does not accelerate.
- The bow lifts dramatically and the stern squats. Boat will not get on the plane.
- The prop makes a high-pitched whining or whooshing sound.
- Backing off the throttle restores thrust — only because you let the prop re-bite.

How to fix it · in this order

- **Step 1.** Stop, idle, tilt the engine fully DOWN. Move the trim pin to the LOWEST hole (Pos 1). Free fix, takes 60 seconds.
- **Step 2.** Re-distribute weight forward. Move passengers or gear one seat forward to keep the bow down.
- **Step 3.** If cavitation persists at Pos 1 with weight forward, fit a hydrofoil or Permatrim (Section 6.2).
- **Step 4. The permanent fix** — swap the factory prop for a one-size-up, high-thrust prop. 20-minute job, two spanners, \$80–\$160. Email sales@easyinflatables.com.au with your engine model and current prop numbers and we'll spec the right replacement free of charge.

What it is NOT

- It is NOT a hull problem. Every Aerowave catamaran transom is built to CE / ISO short-shaft specification.
- It is NOT an engine fault. Your outboard is fine — it is the prop that is wrong for the hull.
- It is NOT a warranty issue. Aeration from incorrect trim or a factory prop is operator setup, not a manufacturing defect.
- It is NOT solved by going faster. Opening the throttle further when the prop is already cavitating makes the problem worse and can damage the gearcase.

WARNING

If you are unsure, call us before launching. 9 out of 10 'my new motor doesn't work' calls are fixed by moving the trim pin to the lowest hole or stepping the prop up one size. **+61 2 4335 1603 · sales@easyinflatables.com.au**

OWNER OBLIGATIONS · EFFECTIVE 1 JUNE 2026

Warranty, Claims & Delivery · Section 7

This short section summarises what you need to know about your hull warranty, how to lodge a claim, and how delivery works. The full legal terms live on our website — links below.

7.1 · Warranty cover at a glance

Years 1–5	Full cover on hull materials and workmanship — VALMEX® fabric, welded seams, drop-stitch floor, stainless fittings.
Years 6–7	Extended limited cover for major structural hull-fabric and welded-seam defects, subject to inspection and proof of care.
Fabric life	Premium VALMEX® hull fabric is engineered for a 10–12 year service life when stored and maintained per Section 5.
Outboards	Hidea and other outboards carry the engine manufacturer's separate warranty — not Easy Inflatables'.

7.2 · Original purchaser only

Warranty cover is granted to the original retail purchaser named on the tax invoice and is not transferable on private sale, gift, auction, business sale, deceased estate transfer, repossession, insurance write-off or onward export, unless Easy Inflatables agrees in writing.

7.3 · What voids your warranty

- Tampering with, removing or altering the Hull Identification Number (HIN) or rating plate.
- Unauthorised repairs by a third party beyond the small patch repair in Section 5 (punctures under 12.7 mm).
- Operating outside the rated capacity, horsepower limit or design use (e.g. commercial hire without written approval).
- Overpressure — hull tubes above 3.5 PSI or the drop-stitch floor above 10 PSI.
- Damage from incorrect outboard trim, cavitation or aeration (Section 6). Operator setup, not a manufacturing defect.
- Damage from solvents, fuel spills, bleach, DEET insect repellent, or prolonged UV exposure caused by storage outside Section 5.

7.4 · How to lodge a warranty claim

- Email sales@easyinflatables.com.au with your name, invoice number and a short description of the fault.
- Attach clear, dated photos and a short video of the defect. Include one photo of the HIN / rating plate.
- Do not modify or attempt a major repair before we respond — that voids cover.
- We will assess and reply in writing, usually within 2 business days, with the approved remedy.

WARNING

If we ship a replacement component to you before receiving the faulty one back, the faulty part must be returned to us within **14 days at your expense** — typically **\$30–\$60** via Australia Post. We then forward the component to the manufacturer and cover the international freight ourselves. If the part is not returned within 14 days, the replacement is treated as a normal retail sale and the current retail price (commonly > AUD \$1,000 for major components) becomes payable as a debt.

7.5 · Delivery

FREE DDP	All Australian capital cities and major regional centres along the eastern seaboard, Adelaide and Perth metro. Tracked freight, fully insured.
Surcharge up to +\$1,100	Remote and regional postcodes — Townsville, Cairns, FNQ, regional SA, remote WA, NT and Tasmania. Quoted in writing before dispatch.
International	Aerowave boats and accessories ship to 40+ countries — DDP, DDU or DHL Express. Hidea and Haswing outboards are supplied within Australia only and are not available on international orders.

7.6 · Where to read the full terms

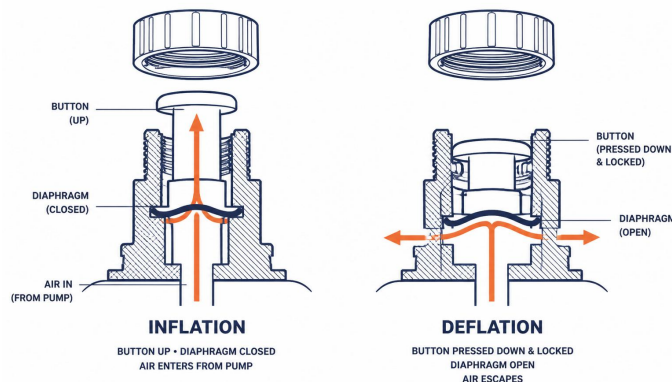
- Terms & Conditions of Trade — easyinflatables.com.au/terms
- Warranty Policy — easyinflatables.com.au/warranty
- Order, Payment & Refund Policy — easyinflatables.com.au/order-refunds
- Shipping & Delivery — easyinflatables.com.au/shipping

Nothing in this manual or our policies excludes the consumer guarantees provided by the Australian Consumer Law.

VALVES & INFLATION · 28/09/2026

Set the valves. Stop small leaks.

These are the **inflation/deflation valves** on the hull and floor, not the separate factory-set pressure-relief valves. Do not put the repair-kit tool on a pressure-relief valve.



Existing owner-manual valve diagram: centre pin UP = inflate / one-way seal; pin locked DOWN = deflate. Diagram, not a photo of the repair-kit tool.

Before inflating

1. Remove the dust cap by turning it **anti-clockwise**. Check the centre pin. If it is down, press it and rotate about a quarter turn until it springs **up**. Connect the hose and inflate; remove the hose and screw the cap back on **finger-tight clockwise**. To deflate, press and turn the pin until it stays down. If your supplied valve uses a push/push latch rather than a quarter-turn latch, press to toggle and confirm the pin stays up before pumping.

If you hear air at a valve or cap

2. On shore, check the chamber pressure with the gauge. Spray soapy water around the cap and then around the valve body. Bubbles identify the leak. Remove and inspect the cap seal/O-ring; wipe sand, salt and grit from the cap threads, seal and valve seat with fresh water, then dry. Make sure the pin is UP and refit the cap finger-tight. A missing, damaged or dirty cap seal can leak; replace it with the correct part. **Do not rely on a leaking cap to retain pressure.**

3. If bubbles come from where the **inflation-valve body meets the fabric**, deflate that chamber fully. Hold the inner valve backing from inside the fabric so it cannot spin. Fit the repair-kit valve spanner into the matching slots of the **outer inflation-valve body**. Looking straight at the valve from outside the boat, turn the tool **clockwise to tighten**, a small amount only. Turn **anti-clockwise to loosen/remove** if reseating or replacing the seal. Do not twist the fabric, cross-thread or overtighten; never turn a relief valve.

VALVE TROUBLESHOOTING · 28/09/2026

Find the leak. Seat the valve.

If a floor will not reach 8 PSI

A pump rated to 22 PSI has the pressure capacity to reach the recommended 8 PSI, but a 4–5 PSI plateau does **not prove** that the valve is at fault. Check the gauge, pump connection and hose first, then use soapy water to locate any escaping air at the cap, centre pin, valve body, floor fabric or seams. Do not keep pumping against a suspected leak.

If air escapes around the **valve core or valve body**, first deflate the chamber completely. Use the repair-kit spanner **only if it matches the flats or slots of that inflation valve**. Looking straight at the valve from outside, turn **clockwise to tighten** until snug; a quarter-turn is not a reliable test of whether it is seated. **Hold the outside of the valve body steady with your other hand** while turning the matching core, or hold the inner backing if tightening the outer body, so the whole valve does not twist the fabric. Do not force the tool, overtighten, or touch a pressure-relief valve. If the part turns without seating or the valve differs from this description, stop and contact us.

New boats: the valves bed in

On a brand-new boat the valve seals need time to **seat into the fabric**, and until they do, air can weep past a valve that was factory-fitted correctly. This is normal, not a fault. After the **first inflation** — on the AirDeck floor **and** on each hull tube — let the boat stand for an hour, then re-check every valve with soapy water and **re-tighten any that weep**: deflate that chamber, hold the valve body steady, and turn the spanner clockwise until it is **firm and snug** — firm hand pressure, the point where the weeping stops and the spanner bites firmly. It should never need brute force; if it does, stop and contact us. Check again after the first few uses; once bedded in, the valves should hold pressure without further attention.

Reinflate with a suitable pump and check the gauge and the leak again. For the AirDeck, the supplied manual high-pressure pump can do the whole job; if an automatic pump is used to start the floor, change to the manual pump at about 2–2.5 PSI. Aim for **8 PSI**, never above **10 PSI**. A properly seated valve may resolve a pressure plateau, but if bubbles or pressure loss persist, do not launch: contact Easy Inflatables for a valve/seal inspection or repair.

TEST BEFORE LAUNCH

Reinflate to the pressure specified for your model, refit the cap and repeat the soapy-water test around both cap and valve base. If bubbles continue, the O-ring is damaged, the backing turns, the fabric seam is leaking or the valve does not match this design, stop and contact Easy Inflatables for the correct part and instructions: +61 2 4335 1603 · sales@easyinflatables.com.au. Never launch with a leaking chamber.

AIRDECK FLOOR · 28/09/2026

Manual pump to 8 PSI.

The floor should be correctly positioned before it is inflated. A lithium/automatic pump can **start** the hard AirDeck to approximately **2–2.5 PSI** (about the first minute). Then disconnect it and use the supplied **manual high-pressure pump with its gauge** for the rest. You can do the entire inflation manually; an automatic pump is optional.



Actual Aerowave manual-pump demonstration: the hose connects to the AirDeck valve and the pump is operated by foot. Frame from the existing Aerowave demonstration film; always use the supplied gauge to verify pressure.

1. Pump steadily with the manual pump in its high-pressure setting (if it has one). Watch the gauge attached to the floor, not how firm the floor looks. Stop at **8 PSI** as the recommended working pressure. The approved floor range is **8–10 PSI**; never exceed **10 PSI**. Recheck the floor position and retaining brackets before use.
2. Disconnect the hose, refit the dust cap finger-tight and check the reading again after temperature changes. If the floor feels soft, check with the gauge and top up **manually** before launching. Do not use the lithium pump for final AirDeck pressure or assume the tube relief valves protect the floor.

DIFFERENT PARTS, DIFFERENT PRESSURES

The hard AirDeck is a separate chamber from the hull tubes. Use the pressure marked for your model for the hull, and follow its floor-installation sequence. Tube relief valves do not regulate floor pressure.